

Proposed Downtown Core and Lloyd District Bicycle Parking Implementation Project

- Why:** The Downtown Core and Lloyd District have special characteristics that warrant a different method of bicycle parking implementation. As the Central City Transportation Management Plan outlines, these areas have total parking management strategies, including maximum auto parking ratios, paid parking, management of surface lot development, high density development, and strict building design requirements. Because of these aspects, they have a high potential for non-auto trips, including transit, bicycling, and walking. In addition, there are unique difficulties in administering a code requirement for existing buildings in these areas.
- What:** A voluntary, non-regulatory project to install bicycle parking in the Downtown Core and Lloyd District to better promote bicycling as a means of transportation. This approach will replace the proposed bicycle parking code requirement for all existing Core and Lloyd District buildings. For the Core and Lloyd District, the bicycle parking code would apply only to new buildings and preservation parking garages,
- The project will concentrate on 1) upgrading existing parking (rack type & location, signage, cover), and 2) adding new parking (racks, lockers).
- Goal:** To provide short- and long-term parking to meet existing demand as well as stimulate bicycle commuting in the Downtown and Lloyd District. Currently, bicycle trips make up approximately 3.3% of trips in the central city. Thus, the initial target is to implement long-term bicycle parking to serve 3.3% of existing employees in Downtown and the Lloyd District, which works out to 2640-3300 long-term bicycle parking spaces in Downtown and 528-660 spaces in the Lloyd District. A further target is to provide adequate short-term spaces to serve visitors and customers of all Core and Lloyd District destinations. However, the project management group (see below) may change the goal of the project once more information is gathered about existing bicycle parking, demand, and needs.
- Who:** A project management group comprised of staff from: the Portland Office of Transportation, Association for Portland Progress, Lloyd District Transportation Management Association, and the Bicycle Transportation Alliance. In addition, the following will be involved: Downtown and Lloyd District building owners, Bureau of General Services, Portland State University, and the Portland Bicycle Advisory Committee.
- Where:**
1. City-owned garages
 2. Undedicated general surface lots
 3. Portland State University
 4. Public rights-of-way
 5. Private buildings with parking
 6. Union Station
 7. Cultural centers

When	The project begins Fall 1996 and should culminate within five years
How	<ol style="list-style-type: none"> 1 Data collection <ol style="list-style-type: none"> A Current inventory including building location, condition of bicycle parking, signage for both districts (PDOT, APP, TMA, BTA) B Compliance of existing bicycle parking with city code (PDOT) C Utilization of current inventory, correlated with quality, placement, etc, of bicycle parking (PDOT, TMA, APP) 2 Review goals based on data (ALL) 3 Develop strategy for achieving goals (ALL) 4 Outreach to property owners and businesses regarding participation in voluntary program (APP, TMA) 5 Assessment of results and report to Council every 6 months for project duration (ALL)
Analysis of results	<ol style="list-style-type: none"> 1 Inventory of high quality, usable spaces 2 Utilization study <ul style="list-style-type: none"> - Select sites for study, count bicycle use on several dates annually - Full utilization is considered 85% of total spaces
Roles & resources	<ol style="list-style-type: none"> 1 PDOT Data collection, technical analysis of existing parking quality and code compliance, installation of bicycle parking on public rights-of-way, in city-owned garages, as part of Bike Central 2 BTA Technical assistance to property owners re equipment, placement, marketing, etc, and to bicyclists regarding new facilities, staff, volunteers 3 APP, Lloyd District TMA Outreach, information and referral to property owners and businesses regarding participation in the project, staff, volunteers, and money for printing collateral material, potential contribution toward bicycle parking installation and investigation of other financial resources 4 Private building and garage owners funding and installation of bicycle parking on private property

SUBSTITUTE

RESOLUTION No 35565

Develop a Downtown Core and Lloyd District bicycle parking implementation project, in coordination with business and community stakeholders, to provide high quality long-and short-term bicycle parking in existing buildings (Resolution)

WHEREAS, the use of bicycles for transportation directly improves air and water quality, reduces noise pollution, saves energy, uses land and space efficiently, provides mobility, saves individuals money, and improves health and fitness, and

WHEREAS, Statewide Transportation Planning Rule (Goal 12) requires Portland to evaluate alternatives to meet transportation needs, adopt targets to reduce vehicle miles traveled per capita over the next 30 years, and develop measurable goals to increase the modal share of bicycle travel, and

WHEREAS, on May 1, 1996, City Council adopted a Bicycle Master Plan that has a goal to make bicycling an integral part of daily life in Portland and a benchmark leading to a ten percent bicycle mode share over the next twenty years, and

WHEREAS, Objective 6 12 D of the City's Comprehensive Plan is to "Provide short- and long-term bicycle parking in commercial districts, along Main Streets, in employment centers and multifamily developments, at schools and colleges, industrial developments, special events, recreational areas, and transit facilities such as light rail stations and park-and-ride lots," and

WHEREAS, the City's zoning code is a tool to ensure require bicycle parking is provided in new and existing buildings undergoing reconstruction, and

WHEREAS, the City will set an example in the provision of bicycle parking by exceeding, wherever possible, the zoning code requirements for bicycle parking in all City-owned buildings, and

WHEREAS, there is a great need for high quality bicycle parking in the Downtown Core and Lloyd District to attract bicycle commuters and to serve visitors and customers of all destinations in the Downtown Core and Lloyd District, and today there is a lack of such parking, and

WHEREAS, without quality bicycle parking, particularly in Downtown and the Lloyd District, the City will fail to meet the goals of the Bicycle Master Plan, and

WHEREAS, the City recognizes that the Downtown Core and Lloyd District have special characteristics that warrant a different method of bicycle parking implementation, and acknowledges that the bicycle parking goals for downtown and the Lloyd District can best be accommodated through a collaborative, non-regulatory effort, and

WHEREAS, this collaborative approach may prove to be a model for other business districts wishing to voluntarily install long- and short-term bicycle parking within the framework of auto parking supply and pricing management

NOW, THEREFORE, BE IT RESOLVED, that the Council of the City of Portland directs the Portland Office of Transportation to work with all interested stakeholders, including but not limited to the Association for Portland Progress, Lloyd District Transportation Management Association, the Bicycle Transportation Alliance, Downtown Core and Lloyd District building owners, and Bureau of General Services, to develop a Downtown Core and Lloyd District Bicycle Parking Implementation Project. The project is to be implemented using the guidelines provided in the attached project summary.

BE IT FURTHER RESOLVED, that if the goals of the project as defined in the attached project summary are not met, the City will initiate a process to adopt bicycle parking code requirements for existing buildings in the Downtown Core and the Lloyd District.

ADOPTED by the Council,

NOV 06 1996

Commissioner Charlie Hales
M Birk
October 15, 1996

BARBARA CLARK
Auditor of the City of Portland

By

Brilla Olson

Deputy

~~S-1763~~ ~~S-1794~~
 Agenda ~~S-1766~~ **SUBSTITUTE**
RESOLUTION NO. 35565
 Title

Develop a Downtown Core and Lloyd District bicycle parking implementation project, in coordination with business and community stakeholders to provide high quality long- and short-term bicycle parking in existing buildings (Resolution)

INTRODUCED BY Commissioner Charlie Hales	Filed OCT 29 1996
NOTED BY COMMISSIONER	Barbara Clark Auditor of the City of Portland
Affairs	By <u>Gay Krashinsky</u> Deputy
Finance and Administration	
Safety <u>Charlie Hales</u>	
Utilities	For Meeting of
Works	
BUREAU APPROVAL	
Bureau Planning	
Prepared by R McIntyre	Action Taken _____ Amended
Date 10-22-96	OCT 30 1996 Continued to OCT 31 1996 2 P.M.
Budget Impact Review <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Not Required	OCT 31 1996 CONTINUED TO NOV 06 1996 2 P.M.
Bureau Head David Knowles, <u>David Knowles</u> Planning Director	

AGENDA	FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS	
		YEAS	NAYS
Consent Regular X			
NOTED BY	Hales	Hales	✓
City Attorney	Kafoury	Kafoury	✓
City Auditor	Lindberg	Lindberg	✓
City Engineer	Katz	Katz	✓