

IMPACT STATEMENT

Title: Authorize Portland Bureau of Transportation to enter into agreements with non-City hosts for BIKETOWN bike share stations (Ordinance)

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Purpose of proposed legislation and background information:

Approval in general conformance with the attached agreement allows the Portland Bureau of Transportation (PBOT) to enter into agreements with public agencies or private property owners who desire to host a BIKETOWN bike share station on their property.

In September 2015, Council unanimously passed ordinance 187351 which approved the amended and restated bike share system contract with Motivate International to acquire, launch and operate Portland's forthcoming bike share system.

In July 2016, PBOT will launch the BIKETOWN bike share system of 1,000 bicycles and 100 stations. At the time of submittal, PBOT is still amidst a robust public process to determine the final 100 BIKETOWN station locations. PBOT estimates that approximately 95% of the stations will be sited on City-owned property on the sidewalk, parking lane or public parks or plazas; however, PBOT anticipates a small handful of stations by hosted by non-City parties. These potential non-City hosts include Portland State University, TriMet and private parties.

PBOT is only pursuing hosting arrangements where the potential site provides a clear benefit over alternate options on City property. These benefits include but are not limited to higher projected utilization, reduced pedestrian conflicts, lack of opportunities on City property, and the preservation of on-street parking.

These station hosting agreements will be temporary in nature. PBOT will only pursue such agreements with the express agreement of the property holder. Among the requirements of a potential hosting site is that it must be visible and accessible from a public street or sidewalk and be accessible to the general public 24 hours a day, 365 days a year. In keeping with standing national practice, bike share station hosts will not receive any financial compensation.

Financial and budgetary impacts:

This action will have no financial impact beyond the City staff time to enter into these agreements.

Community impacts and community involvement:

This ordinance will allow PBOT greater ability to provide bike share station locations that maximize the utility of the bike share system. These stations could lead to slightly higher ridership and added convenience at these host locations and slightly lower demands on sidewalk space and on-street parking.

At the time of submission, PBOT is amidst its public station planning process. Public participation has been robust and positive. PBOT has proposed 300 draft station candidates and is engaging the public to help narrow these to the final 100 station candidates. To date, the public has submitted over 4,600 comments via the project's interactive online map (<http://suggest.biketownpdx.com>) and five open houses. In addition, PBOT staff has conducted 20 meetings and/or presentations with neighborhood and community stakeholder groups.

Budgetary Impact Worksheet

Does this action change appropriations?

YES: Please complete the information below.

NO: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 4-22-16