

# Bicycle Parking Code Update Project



*Planning and Sustainability Commission*

*January 8, 2019*



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Today's Briefing Agenda

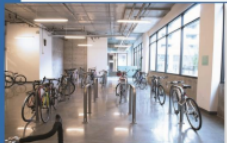


---

1. Policy Overview & Role of Bike Parking
2. What problems did we set out to address?
3. Bike Parking 101
4. The Project: Code Concept Development & Community Engagement
5. Outline of Key Project Proposals
6. Next Steps








# Project Deliverables

Proposed Draft - Staff Report and Strikethrough Title 33 language

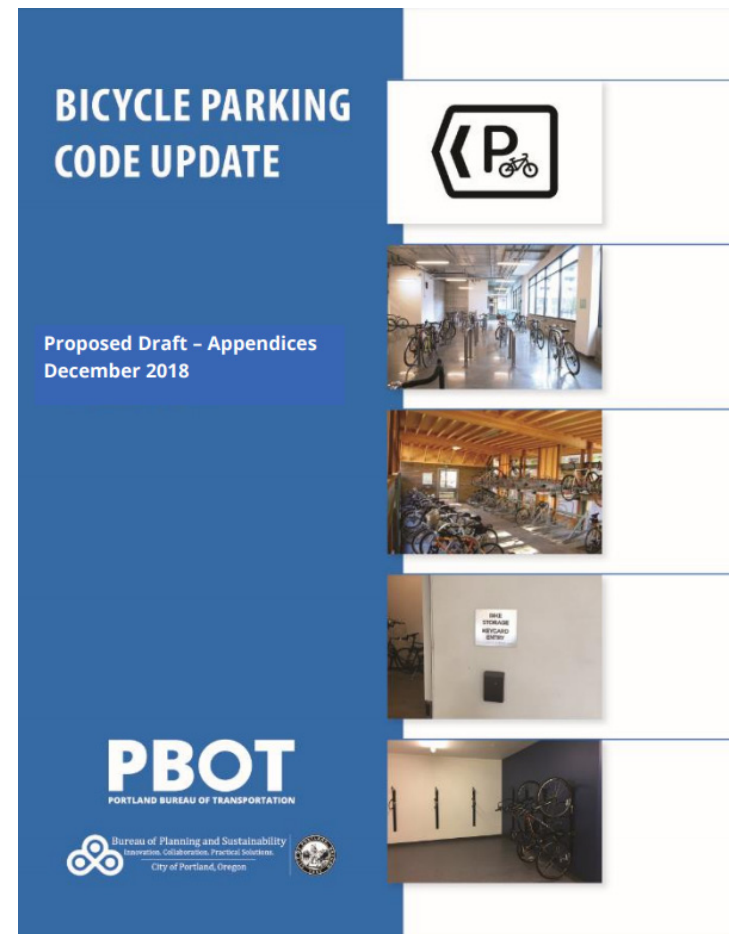
<b>BICYCLE PARKING CODE UPDATE</b>	
Proposed Draft December 2018	
	
	
<b>PBOT</b> PORTLAND BUREAU OF TRANSPORTATION Bureau of Planning and Sustainability Innovation, Collaboration, Practical Solutions. City of Portland, Oregon	

Appendices

<b>BICYCLE PARKING CODE UPDATE</b>	
Proposed Draft - Appendices December 2018	
	
	
<b>PBOT</b> PORTLAND BUREAU OF TRANSPORTATION Bureau of Planning and Sustainability Innovation, Collaboration, Practical Solutions. City of Portland, Oregon	

# Project Deliverables - Appendices

- Appendix A: What We Heard
- Appendix B: Spatial and Economic Impact Analysis of the Proposed Code
- Appendix C: Bicycle Parking Site Visits
- Appendix D: Bike Parking Provision and Rate Comparison



# Policy Overview & Role of Bike Parking



# Clear policy direction

---

2015  
Climate  
Action  
Plan



## Climate Action Plan:

- 80% reduction in local carbon emissions

Compre-  
hensive  
plan



## Comprehensive Plan:

- 70% of daily trips should be made by non-drive alone modes

Trans-  
porta-  
tion  
System  
Plan



## Transportation System Plan:

- 25% bicycle mode split

## Clear *bicycle parking* policy direction

---



The 2035 Comprehensive Plan and Portland Bicycle Plan for 2030 call for the requirement of sufficient, usable bicycle parking in new development and redevelopment, including spaces for *different types of bicycles and persons with different levels of ability*.



# Portland is a Growing City

**“Even though  
population is growing  
and the economy is expanding  
our roadway space is not.”**





# Shifting trips to biking and walking

---

We know...

1. In the Portland region, 45% of car trips are 3 miles or less
2. Transportation is the 2<sup>nd</sup> highest household cost



# Bicycle parking is fundamental

---



# Role of bike parking in private development




# What problems did we set out to address?



# It's been 20 years


**BICYCLE MASTER PLAN** *Making Bicycling an Integral Part of Daily Life in Portland*



## Bicycle Master Plan

City of Portland  
Office of Transportation  
1120 SW 5th Avenue, Room 730  
Portland, OR 97204


Adopted May 1, 1996  
Updated July 1, 1998  
Resolution No. 35515



## BICYCLE PARKING CODE UPDATE




Proposed Draft  
December 2018



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

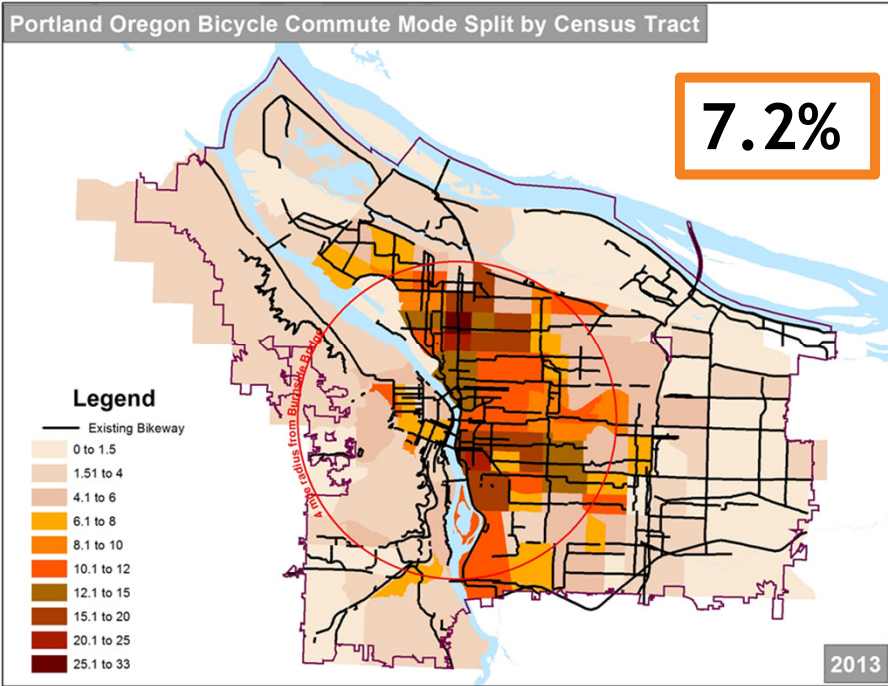
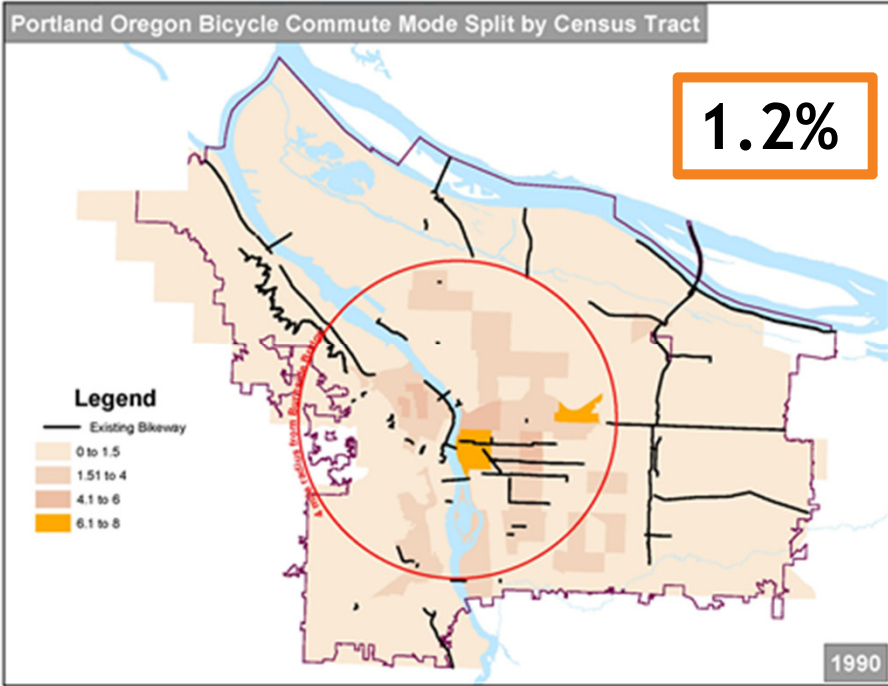
Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.  
City of Portland, Oregon



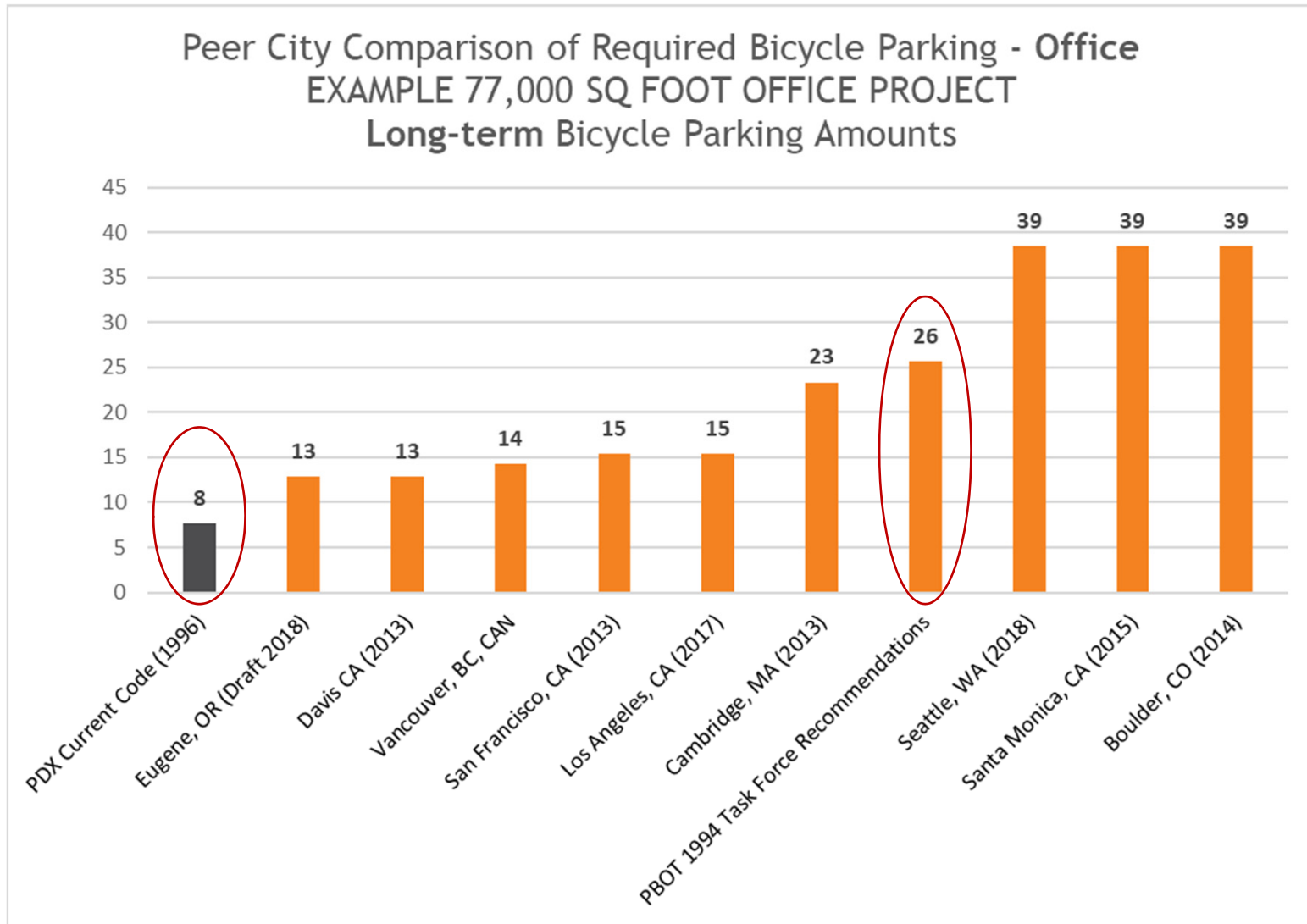
# Portland in 1996...



# Requirements have not kept pace with cycling growth



# We are behind our peer cities





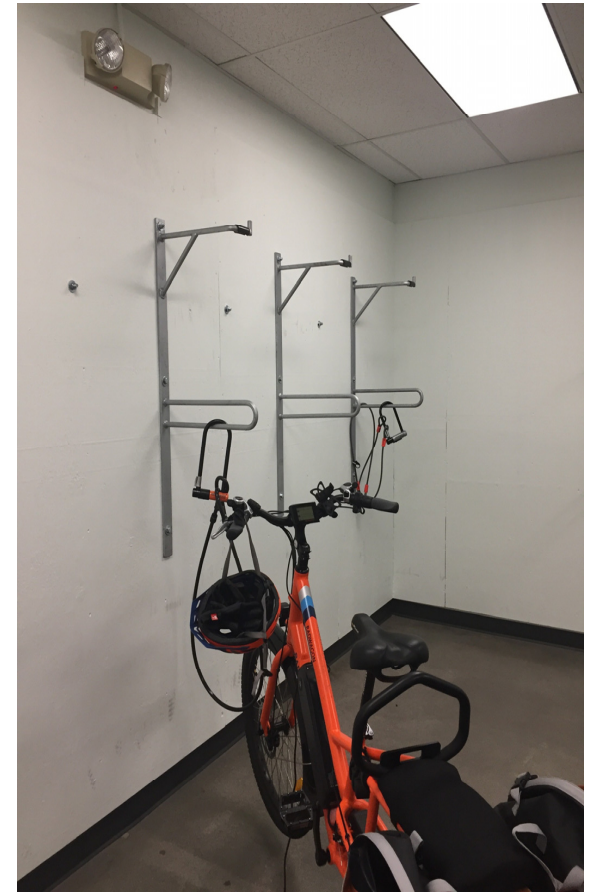
## \$2.5 million dollars worth of bike property theft per year

---



# Usability and access are limited

---



# Bicycle Parking 101



# Bicycle Parking 101 - Types of Bicycle Parking

## Short-term Bicycle Parking:



## Long-term Bicycle Parking:



# Bicycle Parking 101

---

## Bicycle Parking Code Includes:

- 1 Location requirements
- 2 Amount of required bike parking
- 3 Rack design requirements
- 4 Security requirements



# The Project - Code Concept Development and Community Engagement



# Stakeholder Advisory Committee



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.



***BICYCLE ADVISORY COMMITTEE***



# Community Engagement



## What we heard:

1. Security is top concern
2. Usability for all types of bikes and people
3. Preference to not store bike in-unit
4. Value flexibility in implementation



# Major Proposed Changes



# Update the required amounts of bicycle parking

---

## Proposal 1:

Develop geographic tiers

## Proposal 2:

Update required amounts



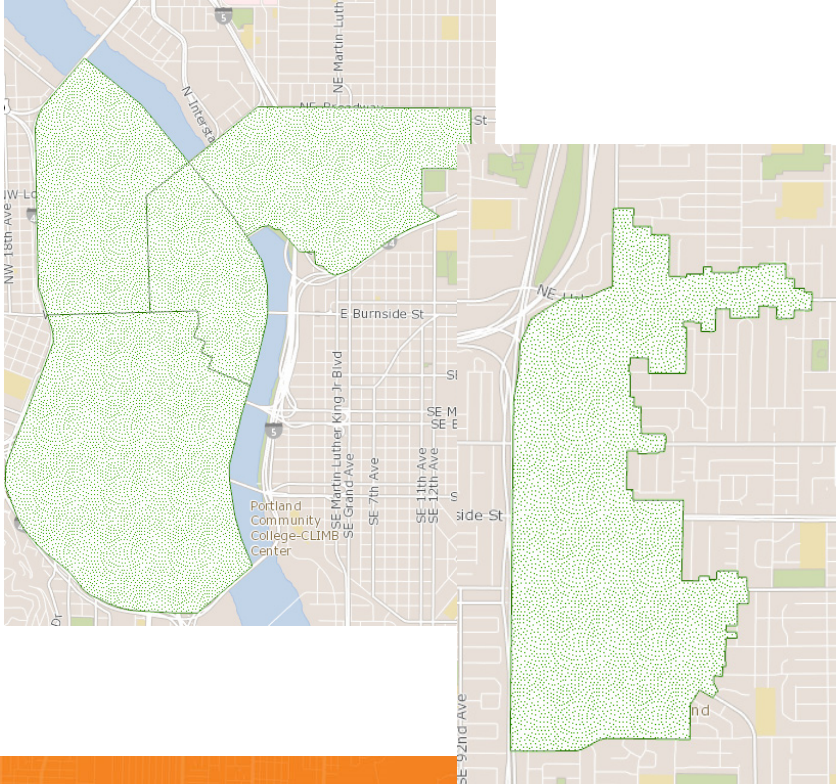
# Proposal 1: Geographic Tiers

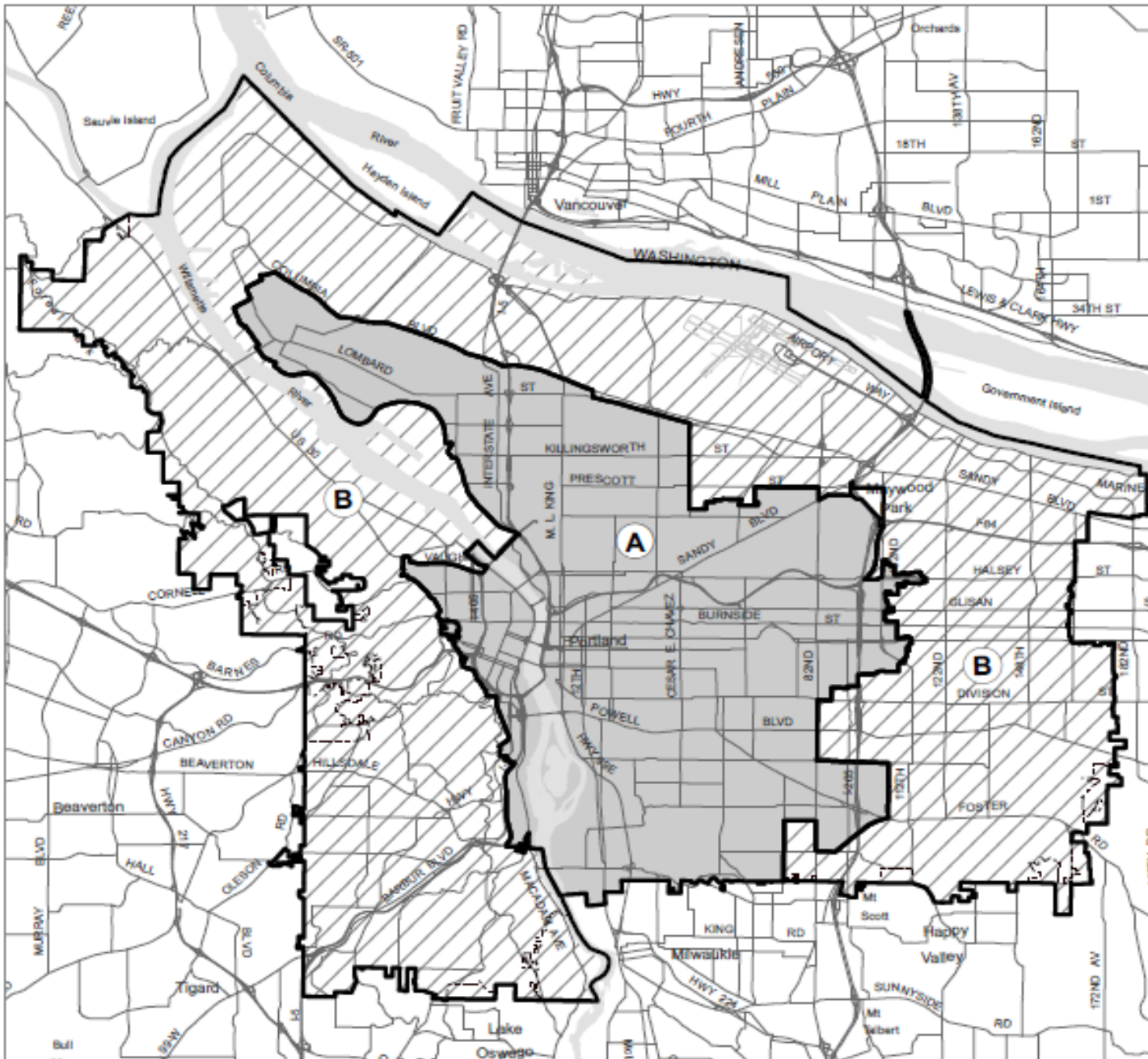
## Pattern Areas



## Bicycle Districts

- 1. Downtown
- 2. Pearl
- 3. Old Town/ Chinatown
- 4. Lloyd
- 5. Gateway





## Map 266-1

### Standard A:

- Central City
- Inner Neighborhoods
- Gateway District

### Standard B:

- Western Neighborhoods
- Eastern Neighborhoods
- River

# Proposal 2: Update required amounts - methodology

---

## Data Points

### Long-term:

- Square footage per **employee**
- City's target **mode splits**

### Short-term:

- Percentage of **visitor** rates
- Transportation System Development Charge (TSDC) **person trip** rates
- City's target **mode splits**

## Proposal 2: Update required amounts - methodology

---

### Formula

#### Long-term:

[square footage per employee] x [target commute mode split]

#### Short-term:

[TSDC person trip rates] x [% visitors] x [target all trips mode split]

# Example: Long-term bicycle parking for Office Uses

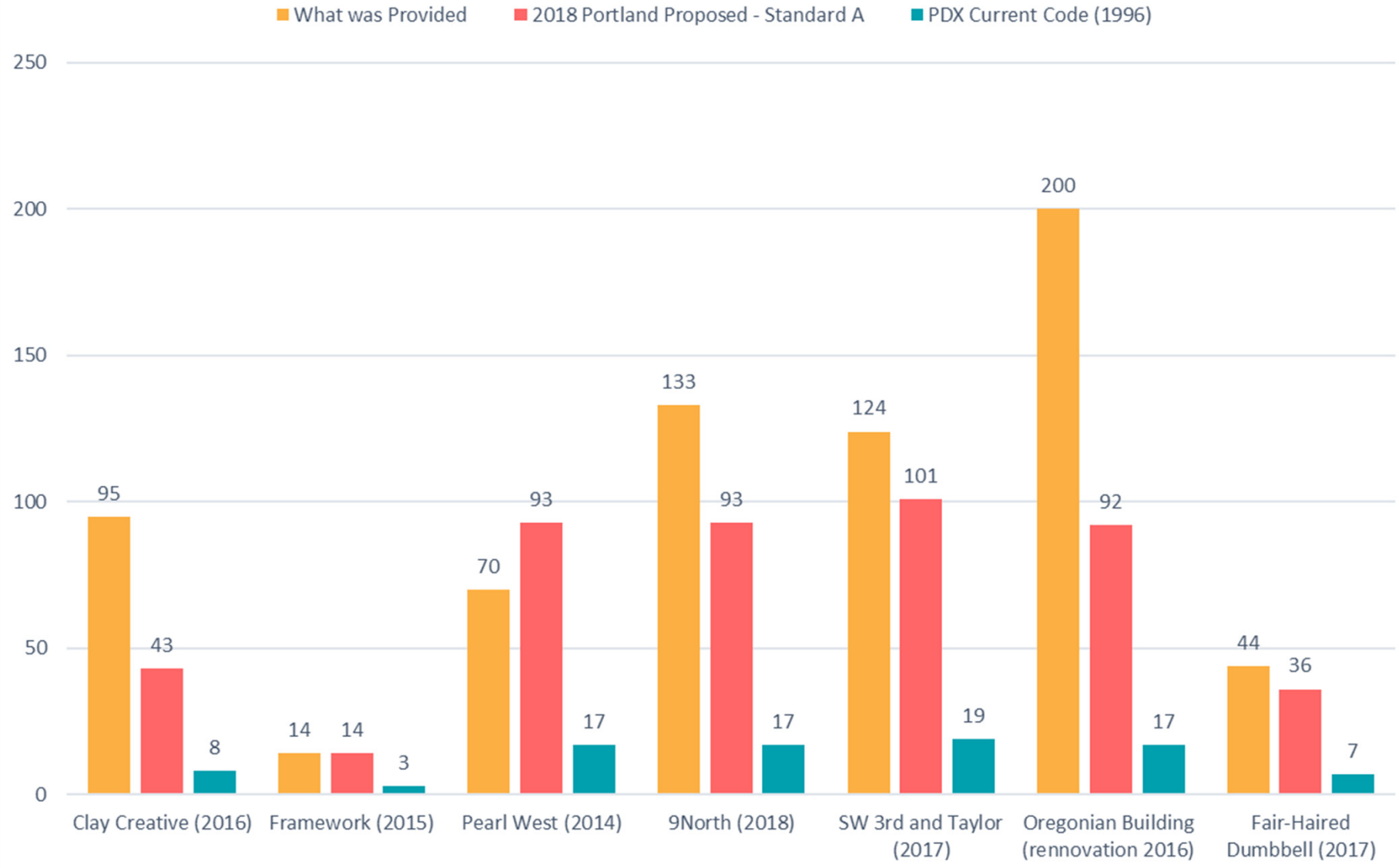


Rate: **1 per 1,800 sq. ft.** of net building area

Example Building: 100,000 sq. ft. Office Building in Central City would require **56 long-term** bicycle parking spaces

Accommodates a rate of **20% of employees** commuting by bike

**Table A: Sample of Portland Bicycle Parking Provided in Existing Buildings**





# Proposal 11: Security standards for long-term bicycle parking

## Residential Uses:

- A restricted access, lockable room or enclosure, designated primarily for bicycle parking;
- A bicycle locker; or
- In a residential unit (per standards).

## All other Uses:

- A restricted access, lockable room or enclosure; or
- A bicycle locker.

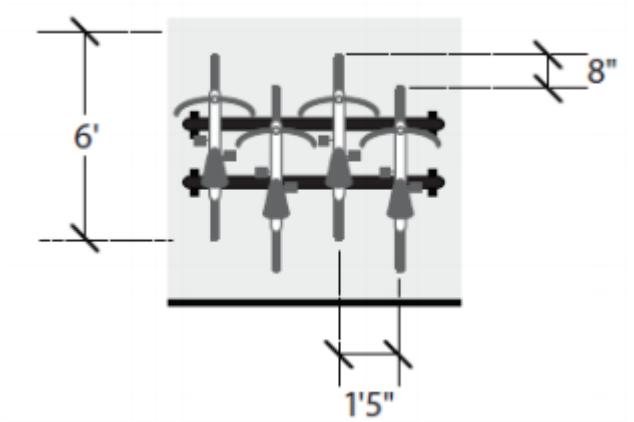


## Other cities that require restricted access rooms for security:

- Eugene, OR
- Berkeley, CA
- Los Angeles, CA

# Proposal 14: Codify standards for space saving racks

**Vertical and Stacked Spaces:**  
Minimum 1 ft. 5 in. spacing with a vertical stagger.



## Proposal 8: Require horizontal racks

If more than 20 long-term spaces are required then 30% of required spaces must be in horizontal racks.



Other cities that require horizontal bicycle parking:

- San Francisco, CA
- Arlington, VA
- Vancouver, BC
- Fairfax County, VA

## Proposal 9: Space for larger bikes

If more than 20 long-term spaces are required then at least 5% must accommodate a larger bicycle footprint of 3' x 10'.



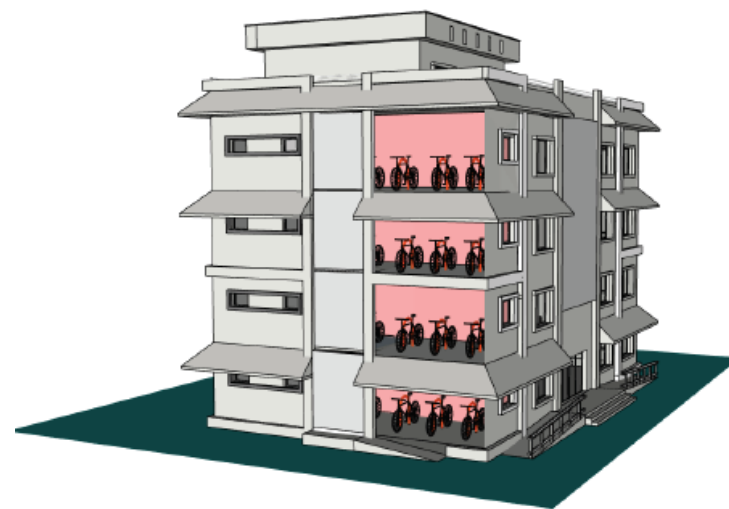
Other cities that require space for larger bikes:

- Santa Monica, CA
- Cambridge, MA
- Eugene, OR

## Proposal 3: Location of long-term bicycle parking

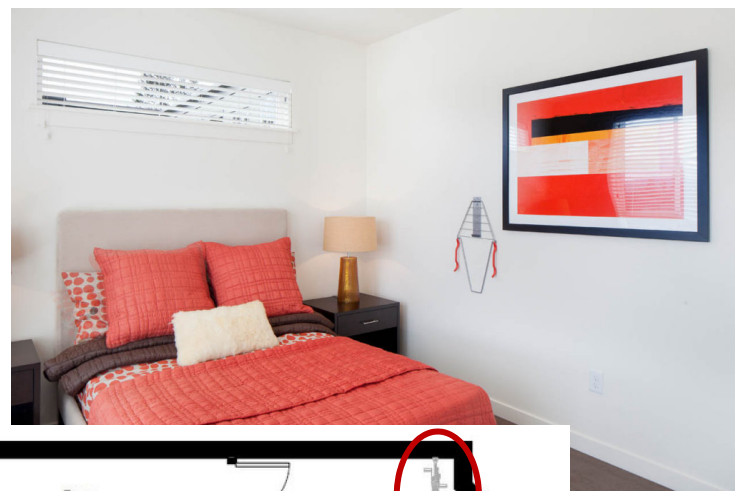
Options for long-term bicycle parking:

1. Within the building
2. On-site, including parking areas
3. Within 300 feet of site
4. In a residential unit



## Proposal 4: Reduce the in-unit allowance

- Up to 20% of required long-term bicycle parking spaces may be provided in a dwelling unit.
- Must be provided in a rack, but reduced rack requirement.
- Maintain the 5-foot maneuvering aisle.
- Must be provided in ground floor units, if no elevator.
- No adjustments or modifications are permitted.



## Proposal 5: Affordable housing exemption for in-unit

---

1. For projects with at least **50% of units** are affordable at **60% MFI**, then **50%** of required long-term can be in residential units.



2. For projects with **under 10 units**, and at least **50% of units** are affordable at **100% MFI**, then **100%** of required long-term can be in residential units.

# Other proposed changes in handout

## Bicycle Parking Code Update: Summary of Proposed Zoning Code Changes

Proposed Draft (December 2018)

The following are 19 of the major proposed changes to the Bicycle Parking Chapter:

1. Adopt two geographic tiers for minimum bicycle parking amounts to be applied to all Use Categories.
2. Calculate amounts of long- and short-term bicycle parking based on data points, including trip generation rates, employees per square footage, and visitation rates.
3. Specify options for location of long-term bicycle parking.
4. Require a percentage of long-term bicycle parking to be in bike rooms.
5. Affordable Housing In-unit bicycle parking exemptions.
6. In mixed-use developments, ensure all building tenants have access to long-term bicycle parking.
7. Require applicants to provide sufficient bicycle rack detail in submitted plans.
8. Require a minimum percentage of long-term bicycle parking to be provided in horizontal racks.
9. Provide a few bicycle parking spaces for larger bikes, like recumbents or bikes with trailers.
10. Ensure that double-decker racks include a lift-assisted mechanism to access the upper tier.
11. Streamline and narrow the security requirements for long-term bicycle parking to help prevent bicycle theft.
12. Enhance personal safety by requiring lighting for long-term bicycle parking.
13. Require 100% of long-term bicycle parking to be covered to provide weather protection.
14. Increase options for space saving racks in code.
15. Streamline spacing requirements for horizontal and diagonal racks to better match the right-of-way standards.
16. Exempt bike room space from Floor Area Ratios (FAR).
17. Remove the all or nothing aspect of the Short-term Bicycle Parking Fund.
18. Add the major remodel threshold to nonconforming development to require both short- and long-term bicycle parking to be brought up to code.
19. Allow the conversion of existing required parking spaces to required bicycle parking.



To read the Proposed Draft visit: <https://www.portlandoregon.gov/transportation/70439>

For general questions email: [bicyclecodeupdate@portlandoregon.gov](mailto:bicyclecodeupdate@portlandoregon.gov)





## Next Steps - Public Hearing

---

# PSC Public Hearing - January 22, 2019



Thank you.



## Challenge: Redevelopment is exempt from long-term bike parking

- If a property improvement is made that exceeds **\$163,650** then then **up to 10%** of project cost must be spent toward bringing the site into conformance with the Zoning Code.
- Bike parking is one of 5 categories to be brought up to compliance.
- Long-term bike parking is **not required** for:
  - Sites without accessory surface parking
  - Sites that are inside the Central City Core Area or Lloyd District



## Proposal: Focus on Major Remodel projects

- Long-term secure parking required for projects that:
  - Meet definition of ‘Major Remodel’
  - Sites with surface parking citywide
- Bike parking still one of 5 categories to be brought into compliance
- Maintain spending cap at 10% of project cost



Major Remodel apply where the floor areas is being increased by 50% or more, or where the cost of the remodeling is greater than the assessed value of the existing improvements on site.

# SLIDES SAVED FOR 1/22 HEARING

---

1. What we are hearing
2. Code implementation programming

# What we are hearing

---

1. These proposals are necessary and important for Portland to meet its goals
2. Impact on housing affordability
3. Flexibility in implementation and letting the market drive bicycle parking
4. Standards aren't going far enough
5. Balancing detail with reducing code complexity

# Code Implementation Programming

---

1. Bicycle Parking Handbook
2. Documented Standard Operating Procedures (SOPs) between PBOT and BDS
3. PBOT-led staff trainings to prepare for new code implementation
4. Resources for applicants

