

## **PSC Questions and Staff Responses – Bicycle Parking Code Update Project February 7, 2019**

The following two questions were sent via email by Commissioner Larsell and were answered directly by staff. This memo is to provide the questions and staff response to the entire PSC.

### **1. Will the gap between mode split in inner pattern areas and outer pattern areas shrink over time as PBOT builds more bike infrastructure? (Larsell)**

The following response was provided in an email from Roger Geller, PBOT Bicycle Coordinator:

The best answer I have for you is in the attached white paper I wrote several years ago that analyzed the Oregon Household Activity Survey data and used that as the basis for projections about bicycle use in different parts of the city.

In 2011 the bicycle mode split (all trips) in East Portland was approximately 1.8%. I could see a scenario in which by 2035 it achieved a 16% mode split. (see Table Array 4 in the document). That was based on 800% growth in bicycle use in the 24 years between 2011 and 2035. [Note that bicycle use in the inner east side grew 305% in the 17 years from 1994 to 2011, and to achieve our goals would have to grow another 320% between 2011 and 2035.]

For East Portland this growth is predicated on the entire bikeway network consisting of low stress “all ages and abilities” facilities. That is the same assumption for all parts of the city. In addition, I say this in the paper about bicycle growth in East Portland (in Appendix A):

*East Portland. This model assumes dramatic growth for East Portland (800%) by 2035. This is based on the great potential for the area based on: topography, access to high-capacity transit and the development potential for the Lents Town Center and Gateway Regional Center, both of which are urban renewal areas. East Portland is relatively flat. Bicycle transportation there is principally challenged by the lack of close destinations and a very poor-quality bikeway network. By addressing both these issues it is not unreasonable to project a 16% bicycle mode split for East Portland. Doubling bicycle use in East Portland by 2020 seems reasonable given the approximate \$12 million the city is preparing to invest in bicycle capital improvements and encouragement programs.*

### **2. How much money is PBOT (and other government entities) spending in east Portland on the bicycle grid? Will the bicycle parking split between inner Portland and outer Portland become the limiting factor in growth? Right now the limiting factor is the existing street grid. As PBOT does more repair and change to that grid, could bicycle parking become the limiting factor? (Larsell)**

The following response was provided in an email from Roger Geller, PBOT Bicycle Coordinator:

Staff don't think that bicycle parking will be the limiting factor. The amount of parking provided in Standard B ranges from 1.6 to 3 times more than what is required today for long-term bicycle parking and 1.1 to 3.1 times more for short-term parking for the major categories of Retail Sales and Service and Office. For Standard B, this brings all of the Use Categories up to providing long-term bicycle parking for

10% of employees. I'll be happy to share with you a category-by-category comparison for both Standard A and Standard B with existing code.

What we've also seen is that when bicycle use rises the market responds to demand. We have seen that in parts of town where bicycle use is high—and demand for parking well exceeds the code required parking—the private sector is responding by supplying bicycle parking well in excess of current code. The code is setting an agreed-upon baseline that has to be met and then developers and the market can respond above and beyond that baseline.

Staff cannot provide you a good dollar figure for the amount of our bicycle investments in East Portland, in part because many of our projects are making multi-modal and not just bicycle improvements. However, we provided the attached map that shows existing bikeways (in blue) and funded bikeways (in orange). You can see that a lot of our focus for improving the bikeway network is in East Portland.

