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## Portland Planning and Sustainability Commission

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April 19, 2019

Mayor Ted Wheeler and Members of Portland City Council  
Portland City Hall  
1221 SW Fourth Avenue  
Portland, OR 97204

Dear Mayor Wheeler and City Commissioners,

The Planning and Sustainability Commission (PSC) is pleased to forward our recommendations on the Bicycle Parking Code Update Project. The proposal builds on existing code requirements to ensure that Portlanders have access to adequate, secure, and convenient bicycle parking at their homes and destinations.

On January 22, 2019, the PSC held a hearing on the staff proposal and heard testimony from members of the public, including developers, tenants of affordable housing and many others. We followed this meeting with a discussion of PSC suggestions at a work session on February 12 and February 26, 2019. The PSC voted 8-1 to recommend the staff proposal with noted amendments.

The City of Portland has strong policy direction to reduce congestion, increase the percentage of trips made by bicycle, and meet climate change goals. Ensuring people have a place to safely and securely park a bicycle at the end of their trips is one of the City's tools to continue to support and encourage bicycling as a mode of transportation.

In general, the PSC expressed support for the regulations. Amendments include:

- Exempting sites with fewer than five dwelling units from the requirement.
- Establishing standards for required bicycle parking provided within dwelling units.
- Allowing 50 percent of required bike parking to be provided in-unit. For sites with 12 units or fewer units, allowing up to 100 percent of required bicycle parking to be located in-unit.

Concerns were raised that requiring private development to build more bike parking, in the absence of a plan to build more public secure bike parking, would do little to increase the commuter mode split for bikes. Moreover, one commissioner thought requiring new development to build bike parking at a level that far exceeds current demand imposes an unfair portion of the cost and regulatory burden on the private sector to promote more bike commuting.



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The PSC's overall support for these regulations recognizes that requirements for new development will provide a near-term and long-term benefit for bicycling in Portland.

### Other Issues

The PSC believes that these zoning changes must be supported by other work to support safe, convenient, accessible bicycle parking in Portland. To this end, we suggest:

- PBOT should work towards finding ways (including incentives) to address bicycle parking deficiencies in existing buildings.
- PBOT staff should work with Parks and Recreation staff to develop recommended minimum standards and adjustment evaluation criteria for bicycle parking in Parks and Open Areas.
- The Bicycle Parking Handbook that staff are developing should include consideration of the need for larger bicycle parking spaces at retail establishments and for monitoring bicycle parking with security cameras.

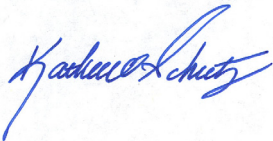
### Recommendation

The PSC recommends that the City Council take the following actions:

1. Adopt the *Bicycle Parking Code Update – Recommended Draft*.
2. Amend the Zoning Code (Title 33) as shown in the Recommended Draft.

Thank you for the opportunity to participate in the review of this project and for considering our recommendations.

Sincerely,



Katherine Schultz  
Chair

