

**Portland's 2008 Bicycle Friendly Community Application**

**Application Part I**

**Name of Community:** Portland, OR

**Mayor or top elected official in municipality:** Mayor Tom Potter

**Contact:** Roger Geller

**Position:** Bicycle Coordinator

**Employer:** City of Portland

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**Population:** 568,380

**Square mileage of municipality, total area:** 92,639 acres (145 square miles)

**Square mileage of municipality, water area:** no answer provided

**Square mileage of municipality, Land Area:** no answer provided

**Population Density:** approx. 4,200/sq. mi.

**Average temperature for January:** 41

**Average temperature for April:** 52

**Average temperature for July:** 68

**Average temperature for October:** 56

**Average precipitation for January:** 6.24

**Average precipitation for April:** 3.1

**Average precipitation for July:** 0.76

**Average precipitation for October:** 3.39

**Median Income:** 44,273

**Age distribution, % under 20:** 23.9

**Age distribution, % 20 - 64:** 65.7

**Age distribution, % 65 - 84:** 8.5

**Age distribution, % 85+:** 2.0

**Race, % Hispanic or Latino:** 9.0

**Race, % Not Hispanic or Latino:** 91

**Race, % One race:** 96.8

**Race, % White:** 78.1

**Race, % Black or African American:** 6.6

**Race, % American Indian and Alaska Native:** 1.3

**Race, % Asian:** 7.0

**Race, % Native Hawaiian and Other Pacific Islander:** 0.4

**Race, % Some other race:** 3.4

**Race, % Two or more races:** 2.7

**If you have Journey-to-Work census data on bicycling to work, what percentage of people in your community bike to work?** 4.4% of work trips are made on bicycle (2006 ACS)

**How many households are within 1/4 mile of a retail or business area?** Most

**How many neighborhoods have significant grass, flowers, and trees?** All

**How many neighborhoods have significant amenities such as parks, water fountains, benches, and public art?** Most

**How many neighborhoods in your community would you consider a good place to raise children?** Most

**Do you have a Bicycle Master Plan?** Yes

**Do you have a written bicycle accommodation policy?** Yes

**What was your community's most significant investment for bicycling in the past year?**

Portland invests regularly in bicycling in a number of different areas that work together in a synergistic manner. It is difficult to isolate any one. Rather, our more significant investments fall into four categories: engineering, education and encouragement, enforcement, and evaluation.

For **engineering** our more significant investments include \$200,000 into soon-to-be-installed advance stop lines/bicycle boxes/colored bike lane treatments at 14 central city locations. These treatments are inspired by Dutch and Danish designs and are intended to create safer and comfortable conditions for cyclists riding in bike lanes. The \$200,000 project also includes a significant motorist and cyclist education component, including billboards, bus advertising, brochures and postcards. We consider this a very significant investment as it is helping focus attention on the safety of cyclists (it is being closely followed in the media). It will be a highly visible reminder to motorists—especially at these higher-risk intersections—about the presence of cyclists, and represents the first step in identifying a new design that has widespread potential.

Little more than one year ago we installed our first HAWK signal to facilitate crossing of a high-volume, high-speed collector street by a bicycle boulevard. We now consider such signals to be the standard for otherwise impassable intersections. We currently have two more such signals funded and under design. As with the bike boxes and colored lanes, the implementation of this signal is significant for us as it heralds the availability of a new tool for creating extremely comfortable, family-friendly crossings of busy streets.

The Portland Safer Routes to School program has invested \$66,600 in bicycle engineering improvements identified by our *School Teams* at 18 of the 25 schools participating in the City of Portland's *Safer Routes to School* program. Improvements at the remaining 7 schools are still to come.

This year we also expanded our inventory of bike corrals and bike oases. The oases are more permanent structures located on curb extension and provide parking for 10-12 bikes. The on-street bike corrals are theoretically temporary by design as they do not require the construction of a curb extension but are instead placed in the parking strip. They have an impact well beyond their modest cost (~\$3,000 per location). The on-street parking accommodates between 16-24 bikes, is highly visible, and has captured the imagination of many Portlanders, especially business and property owners. For the first time ever our office is receiving requests from business owners, property owners, and business associations asking that we remove on-street auto parking from their frontages and replace it with bike corrals. One business owner expressed his rationale simply and eloquently when he said that in addition to doing something practical to serve his employees and customers, he also wanted to do something that was "relevant to Portland." These corrals are a highly visible element in the streetscapes of Portland's retail districts and they are going to become a much more prominent element in the coming year as we are currently hiring additional staff to respond to the influx of requests.

On the **education** and **encouragement** side, Portland expanded its investments in our Safer Routes to School program, which is now in 25 of Portland's 155 schools. This annual \$1.5 million investment engaged 2,250 students in the 4th through 5th grades, providing them classroom training in bicycle safety and laws, and incorporating significant "on-bike outdoor experience" in a series of 10 one-hour sessions.

In addition, our ongoing SmartTrips program, funded at \$570,000 per year, annually reaches into a 20,000 household swath of Portland to provide encouragement and opportunities to switch from single-occupancy automobiles trips to bicycling, walking, and/or transit. In past years, this residential-based program and its four dedicated staff has effected a 9-13% shift in mode split away from automobile trips. This year the program expanded to include a business-based program to encourage less reliance on automobiles in Portland's downtown, where numerous construction projects have contributed to slow, snarled traffic conditions.

We consider our work with the Portland Police Bureau to be a significant investment in better integrating **enforcement** into our overall efforts. While the relationship between cyclists—represented by advocates, city staff, and other informed cyclists—and the Police Bureau have been on occasion undeniably strained, recent efforts by those same advocates and staff have resulted in a renewed appreciation on the part of the Police Bureau for the positive contribution they can make to improved



conditions for cyclists. This is manifested in the form of a small, but significant change in police procedures. Formerly, Police would conduct a traffic investigation of a cyclist crash only if the cyclist required a high level of trauma treatment, as defined by the hospital to which the cyclist was sent. This high bar was both often misunderstood by officers on the scene and hard for them to evaluate as medical professionals at the hospital typically make decisions about treatment. Following discussions with the Police Bureau about the need for better reporting and more investigations of the conditions that contribute to bicycle-motor vehicle crashes, they recently enacted an Executive Order that dramatically lowers the bar for conducting investigations. Now, if a cyclist (or other “vulnerable road user”) is taken by ambulance from the scene of a crash, the police must conduct an investigation. This will represent a significant increase in workload for the Police Bureau and reflects a growing commitment on their part to more seriously consider how unsafe behavior by motorists influences conditions for bicycling. It will also provide Portland’s Office of Transportation with more information about bicycle-motor vehicle crashes and thus contribute to addressing such problems at a fundamental level.

Following closely on the heels of this work is a Community Policing Agreement related to bicycle enforcement that is currently under development and should be approved by this spring. This agreement will outline agreed upon enforcement practices that the Police Bureau will pursue in relation to bicycle enforcement.

Finally, our investment in evaluation, though modest in dollar amount, has been a worthwhile and significant use of our energies. This year we conducted our second annual citywide bicycle count at 98 locations, employing staff and more than 60 volunteers. Our consistency in counting cyclist activity throughout Portland has enabled us to compare cycling activity across time in all areas of the city. Being able to consistently demonstrate the increasing cyclist activity that correlates to our continuing investment in facilities and programs is an essential element of effectively communicating the value of our efforts to city managers, elected officials, and the public at large.

Also noteworthy is the formation at Portland State University—in Downtown Portland—of the Initiative for Bicycle and Pedestrian Innovations (IBPI). Their mission is to provide training to professionals in the field and to provide needed research capabilities to evaluate not only the many innovations tested in Portland, but to also to more strongly document the characteristics and elements of Portland’s cyclists, policies, and designs, and to make this information more universally available. Portland’s Office of Transportation has worked closely with individual transportation researchers at PSU and will now be working closely with IBPI. This relationship is already bearing fruit as IBPI will provide the principal investigators for evaluation Portland’s upcoming experiment with bike boxes.

**List some of the current community activities that encourage/promote bicycling**

- City of Portland Office of Transportation: *SmartTrips* Individualized Market programs; *Portland By Cycle* rides and classes; *Women on Bikes* rides/classes.
- North Portland Bikeworks: free women’s bike mechanics workshops.
- Community Cycling Center: *Create A Commuter* program; bike mechanics class; bike safety classes for kids in which those who successfully complete the program receive a refurbished bicycle, a helmet and a bicycle lock.
- Project Homeless Connect; an annual effort led by the City of Portland to help end homelessness; a big part of that effort focuses on transportation, and in particular bicycle transportation. Partners included “Trauma Nurses Talk Tough”, which handed out more than 500 helmets, the Community Cycling Center, which received 87 referrals to their “Create a Commuter” program, and referrals to both the city and the Bicycle Transportation Alliance for training through the “Way to Work” program.
- Bicycle Transportation Alliance: free legal clinics; *Safe Routes to Schools* programs; “*Bicycling 101*” workshops.
- Shift: *Breakfast on the Bridges*; *Midnight Mystery Ride*; *Pedalpalooza*; *Multnomah County Bicycle Fair*; *Zoobombing*; *Bicycle Moves*; *Mini Bike Winter*; *Bicycle Movies in the Park*.
- Local Bicycle Shops: regular rides through ride clubs; sponsor of local bicycle races.
- Providence *Bridge Pedal*: annual Bridge Pedal ride, attracting more than 20,000 participants in 2007.

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- Portland Wheelmen Touring Club: numerous year-round daily bicycle rides of varying lengths.
- "Lawyer's Ride": open to all is a twice-weekly noontime ride up the hills from Downtown Portland.

**List your official bicycle/pedestrian coordinator or bicycle issues contact person on government staff.** Roger Geller

**What department is the bicycle coordinator located in?**

Transportation Planning

**How many hours are spent per year in this capacity?**

2080

**List all other government staff or contractors whose primary duties are devoted to bicycling issues.**

City of Portland Office of Transportation (PDOT) Options Group: Jeff Smith, Linda Ginenthal, Dan Bower, Barbara Plummer, Timo Forsberg, Janis McDonald, Steve Hoyt-McBeth, Scott Cohen, Bethany Berson, three seasonal SmartTrips bicycle delivery staff; PDOT Planning Group: Denver Igarta, David Amiton, Sarah Figgliozzi; PDOT Traffic Operations Group: Greg Raisman, Lore Wintergreen.

**Do you have a Bicycle Advisory Committee, Ped/Bike Council or other venue for citizen input?**

Yes

**List the name of the Chair and their contact information.**

Mark Ginsberg, 503.542.3000

**Portland's 2008 Bicycle Friendly Community Application**

**Application Part II**

**Engineering Section**

**Do you have a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing?**

Yes

**Provided policy**

A state law adopted in the early 1970s requires that 1% of the state's General Transportation Revenues received by each municipality are dedicated to bicycle and pedestrian improvements. This law also requires that all new roadways or reconstructed roadways include the appropriate bicycle and pedestrian facilities. The law in question is known as "The Bicycle Bill;" it is ORS 366.514, "Use of Highway Fund for Footpaths and Bicycle Trails."

The City of Portland Transportation System Plan (TSP) contains an objective to "provide planned bicycle facilities in conjunction with street improvements, or develop equally safe and convenient alternative access for bicycles on parallel streets when the appropriate bikeway facility cannot be provided on the designated street because of severe environmental or topographical constraints, unacceptable levels of traffic congestion, or the need to retain on-street parking." (TSP Policy 11.10.F Street Design and Right-of-Way Improvements)

**Have you provided training for your engineers and planners on how to accommodate cyclists?**

Yes

**Description**

Four main training venues: two formal, two informal. The two formal training venues were a series of classroom-style training sessions regarding the City's Bicycle Master Plan and Design Guidelines. The 2nd was a series of three bicycle tours that highlighted various bicycle treatments employed throughout the city. Most engineering and planning staff is well-trained on bicycle policy and design. Informal training consists of contact with new staff by Bicycle Coordinator on a project-by-project basis. In addition, PDOT initiated a monthly series of brown bag lunches to discuss various issues associated with bicycling planning, design, and operation. These brown bag lunches, which are also open to the public, have been well-attended by PDOT staff.

**Is there a mechanism to provide training on an on-going basis?**

Yes

**How many bridges are in your community?** 10

**How many are closed or inaccessible to cyclists?** 2 freeway bridges

**Of those accessible by bike, how many have shoulders, bike lanes, wide curb lanes, or sidewalks/walkways?** All

**Are there bike racks or storage units at Schools?** Most

**Are there bike racks or storage units at Libraries?** All

**Are there bike racks or storage units at Transit Stations?** All

**Are there bike racks or storage units at Recreation Centers?** All

**Are there bike racks or storage units at Government Buildings?** All

**Are there bike racks or storage units at Office Buildings?** Most

**Are there bike racks or storage units at Retail Centers?** All

**Are there bike racks or storage units at Public Spaces and Parks?** Most

**Are buses equipped with bike racks?** All

**Are bicycles permitted on public transit? Yes**

**Please describe any restrictions**

Since 1995, every bus operated by TriMet has been equipped with a bicycle rack. The only restrictions are for bicycle on light rail cars during two specific events: our annual Rose Festival one week each June, and during declared ice and snow conditions. Bikes are still allowed on bus bike racks during these times. Only collapsible bikes are allowed inside TriMet buses. Only standard-size bicycles are allowed on the front-mounted racks of buses, and children under the age of 12 must be accompanied by an adult. Following a multi-year, multi-agency, public-private process, our Transit Authority (TriMet): 1) eliminated a prior requirement for permits to place bicycles on buses and light rail; 2) eliminated peak-hour, peak-direction restrictions for carrying bicycles on transit, and 3) designed new light rail cars—and retrofit existing cars—with hooks for hanging bicycle near the car doors. This last change has greatly reduced conflicts between those bringing bicycles onto light rail cars and those who wish to ride the cars without getting hit in the shins with pedals or rubbed by greasy chains.

Portland recently built a Tram to move people from the waterfront to the Oregon Health Sciences University Hospital up the Westside hills. Bicycles are allowed on the tram and a significant amount of bicycle parking was built at this new “transit” site.

**How many miles of bike lanes do you have?**

171

**How many miles of bike lanes are in your bicycle master plan?**

434

**What is the mileage of your total road network?**

2,568

**What percent of arterial streets have bike lanes or paved shoulders?**

32

**How many miles of bike paths and trails do you have?**

71

**How many miles of bike paths are in your bicycle master plan?**

104

**How many miles of natural surface trails do you have?**

Lots, but no easy way to add them up.

**How many miles of natural surface trails are open to mountain bikes?**

Trails for mountain bikes exist in primarily 3 large City parks:

- Forest Park: 5,100 acres, with approximately 30 miles of bikeable trails, fire lanes, and abandoned roads.
- Powell Butte: 600 acres, just under 5 miles of trails open to bikes
- Mt. Tabor Park : 190 acres, over 4 miles of trails open to bikes

**What is the estimated acreage of open space and public lands within the community (city, county, state, and federal public lands)?**

Open space/ public land within the city of Portland is primarily City Parks, with some Port of Portland property. There are about 10,000 acres of park open space (not including public golf courses & cemeteries).

**Are these areas open to cyclists?**

Yes, generally. Areas that are specifically closed to bicyclists usually have sensitive wildlife habitat issues.

**How many miles of designated bike routes do you have?**

30; these are our existing improved bicycle boulevards.

**How many miles of signed bike routes are in your bicycle master plan?**

112



**Please describe any maintenance programs or policies over and above routine roadway maintenance that ensures bike lanes and shoulders remain usable**

Most bikeways within the City of Portland are the responsibility of the Portland Office of Transportation (PDOT). Other responsible jurisdictions include the Oregon Department of Transportation (ODOT), and Multnomah County. All roadway facilities receive regular routine maintenance (sweeping, vegetation trimming, pothole repair, etc) on a regular cycle (daily to quarterly, depending on the roadway). More pertinent to bikeway maintenance is a long-established system within the City of Portland that allows cyclists to inform the responsible jurisdiction when maintenance is needed immediately, typically for sweeping glass/gravel, filling potholes, or trimming encroaching vegetation. Portland's practice is to respond to bikeway maintenance requests as immediately as possible, as noted below.

Cyclists noting a repair need can contact the city in one of several different ways: 1) through an on-line "facility maintenance request form" on the city's web site, 2) through the bicycle "hot line" (823-CYCL), 3) through a 24-hour maintenance number, 4) through a pothole repair number (823-BUMP). The first two options are routed directly to PDOT bicycle staff who forward the request to the appropriate response team. Sweeping requests on bikeways generally result in service within 12 hours; pothole requests typically result in filled potholes within 24 hours; vegetation trimming requests generally result in trimmed vegetation within 1-7 days, depending on the extent of required trimming. Requests coming to the City of Portland that are the responsibility of another jurisdiction are immediately forwarded to the appropriate contact at those jurisdictions and are typically addressed within several days.

Information about how to contact the city about such maintenance requests is widely distributed. Such contact information is included on Portland's most widely distributed free bike maps, included in information outreach to more than 50,000 residents a year, distributed on "bicycle contact" refrigerator magnets, and included in "bicycle maintenance/contact information" cards that are also widely distributed through the city's outreach programs.

**Please describe initiatives your community has taken to ensure or improve bicycle access, safety and convenience at intersections, including bicycle detection, signing and marking.**

We recognize the importance of treating our intersections not just for safe operations, as with most jurisdictions, the majority of our crashes occur at intersections. Portland has long focused on intersection safety in a number of ways. Many of our bicycle boulevard crossings of collector streets have some type of treatment. Prominent in our system are civil improvements, including curb extensions (which minimize the crossing distance, allow cyclists to take advantage of smaller gaps in traffic, and make cyclists more visible to motorists), to median refuges (which allow cyclists to cross one direction of traffic at a time), to innovations such as a center-left-turn lane for bicycles only (which also allows cyclists to cross one direction of traffic at a time at an off-set intersection. We have also used bicycle-only or bicycle-specific traffic signals that have targeted especially difficult intersections. These include a bicycle-only signal that stops right-turning automotive traffic at one of our high volume bridgeheads as that movement conflicts with the through movement of cyclists. We have also used a bicycle-only "scramble" signal to halt all automotive movements at an intersection where cyclists transition from an off-street path to the roadway. We recently implemented a "HAWK" signal at a difficult bicycle boulevard crossing to also allow exclusive crossing by bicyclists (and pedestrians) that stops crossing automotive traffic.

For the past decade Portland has used colored bicycle lanes and accompanying signing to highlight areas of potential bicycle-motor vehicle conflict in areas where we then assign right-of-way to the cyclist. Many of these locations are at intersections. We are expanding upon the premise of this program (that more visibility for cyclists and the potential presence of cyclists at intersections is helpful) by initiating the marking of bicycle boxes and similar treatment at 14 targeted difficult intersections. This treatment, described elsewhere in this application, is experimental and intended to dramatically reduce the threat of "right-hook" collisions between motorists and cyclists.

Like most jurisdictions, Portland has a mix of fixed-time and actuated traffic signals. All actuated traffic signals on bicycle routes, and most actuated signals city-wide, have their loops marked with standard



bicycle loop marking symbols to indicate to cyclists where they should position themselves to get the green. We constantly expand our inventory of such signals as we respond to any cyclist request for such markings. Other intersections are retrofitted with curb-side bicyclist-activated push buttons when we want to allow bicycle actuation of a signal but not motor vehicle actuation.

Finally, we work with our signal engineers to provide “snappy” response to such signals where we can. We have modified the signal operation at a number of intersections so that cyclists (and pedestrians) rapidly receive a green light when the signal in question is not tied in to a progressive series of signals on the main street.

**Please describe maintenance programs or policies for your Multi-use Paths**

Maintenance frequency varies by facility and by season. At times, portions of Portland’s Springwater Corridor—a 22-mile off-street path that connects three cities —have two or more maintenance visits per week. More remote sections of the Springwater Corridor may have only one maintenance visit per month during the winter. The Eastbank Esplanade, an off-street Central City path with portions that literally float on the Willamette River, has daily maintenance visits. Other off-street paths receive maintenance at intervals similar to those as on-street facilities. As with the on-street facilities, information about path maintenance needs is often communicated by cyclists using the facilities. As with the on-street facilities, response times to maintenance requests for off-street paths are fast.

**How many businesses employing over fifty people have worksite bicycle accommodation programs such as worksite bicycle parking, shower facilities, or "guaranteed ride home"?**

Most

**Does your community have an ordinance or local code requirement for employers to provide bicycle parking, shower facilities, etc?**

Yes. We do have an ordinance in our development code that requires both long- and short-term bicycle parking with any development or redevelopment project. Bicycle parking is tied to the land use of the building and its net building area. The City of Portland Title 33 (building code) requirement for bicycle parking is included under separate cover in this application.

Portland’s city code does not currently require provision of shower facilities for cyclists, however it does encourage them by providing a significant bonus to developers who provide both shower facilities and locker rooms for commuting cyclists. Developers who install such a facility are able to then claim a 40:1 floor area ratio (FAR) bonus. This is a tremendous incentive as it allows developers to build 40 additional square feet—beyond what code would otherwise allow—for every square foot they dedicate to bicycle commuter shower and locker room facilities.

**Provided ordinance**

The portion of our zoning code is: 33.510.210.C.8. The text of this section reads: Locker room bonus option. To encourage bicycling, projects in the CX and EX zones outside of the South Waterfront Subdistrict that provide locker room facilities and extra long-term bicycle parking receive bonus floor area. For each square foot of area developed and committed to locker room facilities, a bonus of 40 square feet of additional floor area is earned. To qualify for the bonus, the following must be met:

- a. The locker room facility must include showers, a dressing area, and lockers;
- b. All tenants of the building must be able to use the locker room facility; and
- c. At least 110 percent of the required long-term bicycle parking for the site must be provided and must meet the standards of 33.266.220.B., Longterm Bicycle Parking.

**Describe recreational facilities for cyclists such as a low traffic rural roads and signed routes?**

Some of the (primarily) recreational facilities have destination signing (e.g., Marine Drive at Airport Crossing). As a decidedly urban area Portland doesn’t have any rural roads to speak of, but outlying areas of the city offer some great low traffic riding opportunities. Since recreational cyclists are generally

seeking lower traffic riding opportunities, Travel Portland in conjunction with PDOT is currently developing a collection of rides & resources aimed at visitors and new residents who want to experience the best cycling Portland has to offer. These rides will range from short neighborhood explorers to daylong, just-this-side-of-a-century excursions.

**Are there other facilities that have been created to promote bicycling in your community?**

Yes

**If yes, please describe:**

**Bike Boxes:** As of this writing, Portland has begun installing green bike boxes and colored bike lanes at 14 Central City intersections. As described in a previous section of this application, these intersection treatments will enhance the visibility and safety of cyclists. These boxes, with their accompanying colored bike lanes approaching and leading away from the boxes are specifically designed to reduce the risk of right hook crashes.

**Bike Corrals:** In response to demand from individual businesses and commercial districts, our bicycle parking program has expanded to include on-street bicycle parking as an option to serve areas where demand for bicycle parking is especially high. These on-street "bicycle corrals" occupy one to two car parking spaces and can accommodate approximately 12 bicycles for every car stall. They have proven very popular and we are challenged to develop an attractive design that will pass muster with our Design Commission for placement in our Central City (the current design, though functional, is not especially attractive). We currently have six such installations serving two business districts and one local college. In addition to their primary function of serving people on bicycles, these corrals provide a strong visual indication of the importance of bicycles in Portland. They have also proven popular with business owners and districts as they improve the pedestrian environment by removing the often hodge-podge bike parking patterns that result from too few racks and high demand for bicycle parking.

**Bike Central:** Bike Central is a network of facilities that provide bicycle commuters with permanent clothes storage, showers (and whirlpool/steam room/sauna where available), and secure bicycle parking. It is a public-private partnership. The City provided the initial capital funding to provide permanent clothing lockers and long-term bicycle parking and private health clubs opened up their doors to this program. It has been in place since 1996 and now operates almost entirely independently within the private sector. The only public involvement is for the infrequent maintenance required for the bicycle lockers.

**Bike Signals:** Portland now has four bicycle-only signals operating at locations where bicycle movements were difficult and uncomfortable. Our bicycle scramble signal stops all automotive movements at a three-way intersection and allows cyclists to make a direct path-to-roadway connection diagonally through an intersection. Our HAWK signal stops arterial traffic and allows bicycle boulevard traffic to cross safely and comfortably. We installed a bicycle-only signal at a four-way intersection as one of the legs includes a contra-flow bicycle lane. The bicycle-only signal controls the bicycle-only traffic approaching the intersection.. Finally, a split-phase signal at one of our major bicycle approaches to our downtown stops a conflicting automotive right turn and allows the through stream of cyclists an unhindered, safe and comfortable path.

**Bike Lane Markings:** Portland is using shared lane markings on several roadways where our preferred treatment is bicycle lanes, but where due to space and operational constraints, we are unable to stripe lanes. We are working to expand their use to other identified corridors with characteristics that support the use of shared lane markings. Part of our shared lane markings program includes the development of guidelines for their application and a ranking of identified potential locations based on a quantitative/qualitative assessment of various conditions along those corridors, including traffic speed, volumes, roadway configuration, availability of parallel routes for cyclists, whether parking/lane removal was considered as part of a formal process, and a few others. Because our preference along such corridors is to stripe bicycle lanes, we carefully evaluate each situation before placing such markings.

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**Bike Boulevards:** We have installed approximately 800 bicycle boulevard pavement markings along 30 miles of engineered bicycle boulevard streets. These markings serve to both identify the nature of these bicycle streets and help people find their way along them. These markings are installed every 600-800 feet in both directions, and are one-foot diameter white thermoplastic markings with a bicycle symbol cutout. These “Hansel and Gretel” markings have proven very popular with cyclists navigating their way along otherwise ambiguous bicycle boulevards.

**Bikeway Network Destination Signs:** At the same time that we installed the boulevard markings, we also installed over 400 bikeway destination signs. These signs are placed at the intersections of Portland’s developed bikeways. They list the distance and riding times to significant destinations served by the bikeways and are intended to provide destination information to cyclists at every decision point along Portland’s bikeways. We are in the process of completing our bikeway signing system and will be installing another 400 or so signs this spring and summer.

Portland is committed to not just adding bicycling facilities for safety and function; Portland places a high value on art and innovation. Three programs address this: 1) Art Racks, 2) “The Bike Guy” Symbols, and 3) Portland Zoobomb Art project. Portland initiated a non-standard bicycle rack program seven years ago to permit “Art Racks.” Businesses can design and install whimsical and interesting bicycle racks that not only provide good bike parking but also add an element of art in the public right of way. To date dozens have been permitted and installed. City of Portland striping crews have modified the bike lane symbol in bike lanes to show off the area or special ideas all around the city: the bike lane at Portland State University sports a cyclist symbol with a mortarboard instead of a helmet; other symbols include markings with a blue ponytail, reading a book, and wearing a stovetop hat. Hundreds of such non-standard, artistic “bike guy” symbols adorn Portland’s bike lanes and reflect the pride in our network and creativity of the crews that actually do the work on the street.

Portland’s Zoobomb art project, administered and funded through the Regional Arts and Culture Council, will install a public art piece at a very prominent corner in Portland’s downtown to show off and park the dozens of mini-bikes used at each Sunday’s Zoobomb rides down Portland’s west hills.

### Education Section

#### **How do you educate motorists to share the road with cyclists? Please describe:**

Portland uses warning and regulatory signs, traffic calming devices, enforcement, colored bike lanes at specific conflict areas, and signal enhancements to inform motorists about their traffic responsibilities as they share the road with cyclists.

There are a number of direct education efforts for motorists to better operate on the roadway in the presence of cyclists, including: *Share the Road Safety Class*, *SmartTrips*, free classes offered by non-profit organizations, and targeted media outreach. These efforts span a spectrum of marketing, classroom setting education, and responding to information needs expressed by motorists.

The *Share the Road Safety Class* is a partnership effort between Trauma Nurses Talk Tough, Multnomah County Circuit Courts, Portland Police Bureau, Portland Office of Transportation, Willamette Pedestrian Coalition, and the Bicycle Transportation Alliance. This two-hour curriculum is offered to motorists, bicyclists, and pedestrians who are first time violators of specific laws related to bicycle and pedestrian safety. A team of experts from the partner organizations developed the class and teach it. Pre- and post-class tests are conducted to evaluate its effectiveness. The information gathered is used to update the curriculum. To date, more than 1,000 people have participated in the class. Class participants often have their citation dismissed upon completion of the class.

Several local not-for-profit organizations offer education opportunities for motorists. A key example is the Bicycle Transportation Alliance, which provides regular workplace workshops on “how to safely ride a bicycle” and “how to safely operate a motor vehicle in a shared travel environment.” The BTA also offers

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free monthly legal clinics and commuter workshops that include information about motorist's responsibilities.

In addition, Portland uses the full spectrum of media to educate motorists about safe operations. Regular newspaper, radio, and television media outreach is conducted to discuss a wide range of new issues or just to remind the public about important safety issues. Print and radio advertisements, ads on buses, trains and transit benches, billboards, and other purchased media are also used on an ongoing basis for campaigns that include: *I Share the Road*, *I Brake for People*, *See and Be Seen*, and *Get Behind It – The Bike Box*.

In the past five years the City of Portland has instituted focused educational efforts in targeted areas of the city. The Transportation Options Group ([www.GettingAroundPortland.org](http://www.GettingAroundPortland.org)) administers PDOT's *SmartTrips* program— through which residents and employees in targeted geographic areas have the opportunity to order bicycling information and maps. While the primary goal of these *SmartTrips* projects is to reduce vehicle miles traveled by area residents and employees, they are also intended to increase awareness of and acceptability of all modes of travel. In that vein, they have a significant “share the road” message for motorists. Messages about sharing the road are delivered: to approximately 58,000 target area residents through newsletters; to 4,000 households through individualized information kits (including new resident packets for those new to the target area); and to numerous residents through approximately 160 annual public events. *SmartTrips* is further discussed in other parts of this application.

The City of Portland, in partnership with the Community Cycling Center, TriMet (the regional transit agency), and Portland State University has conducted a Bicycle Light Safety Campaign for the last two years. The program consists of bus, bench, and bus stop advertising “*See and Be Seen*,” “*See the Bike*,” “*Light the Bike*” messages, and the annual distribution of 400 bicycle light sets to low-income bicyclists.

PDOT has implemented, and intends to expand its use of shared lane pavement markings in selected areas. The intent of these markings is to better position cyclists on the roadway and indicate to motorists that cyclists legitimately belong on the roadway (in the middle of narrow travel lanes). We have also installed warning signs along a major bicycle-demand corridor indicating “narrow lanes,” with a “bikes in road” rider, indicating that cyclists are to be expected in the middle of travel lanes.

Staff from Portland's Bureau of Maintenance is working with staff from the Transportation Options Division to host five safety events demonstrating safety information from both the bicyclists' and truck drivers' perspective. These events will offer safety information and allow cyclists to experience what a truck driver can see and hear from the cab of a typical maintenance truck. It will also have truck drivers ride bicycles to experience the road from a bicyclists' perspective.

### **How many community motorists do you reach with these efforts?**

Most

### **Are there other bicycle education opportunities for adults?**

Yes

#### **Please describe**

In cooperation with Portland State University, the City of Portland offers the Portland Traffic and Transportation class free of charge to neighborhood volunteers and community activists (<http://www.portlandonline.com/transportation/index.cfm?c=dfhch>). This 10-week university undergraduate level class has been a fertile training ground for transportation and bicycling advocates for Portland. Many of the graduates go on to lead their neighborhood associations and get involved with the wide variety of community groups. They take with them a deep understanding of the role that bicycling plays in creating Portland's transportation profile and advocate in their respective organizations for bicycling.

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For the past five years in targeted areas of the city PDOT has been offering a comprehensive *SmartTrips* residential campaign to increase bicycle trips, and reduce drive alone trips and automobile miles traveled. These campaigns annually have targeted 58,000 residents in approximately 20,000 households. These programs endeavor to contact each resident in the target areas at least five times, and provide up to 10 contacts for those residents who express an interest in learning more about bicycling. Contacts occur in the form of: newsletters, targeted materials, various rides (including: general purpose *Portland By Cycle* rides geared to novices and new residents, *Women on Bikes* rides, geared to new women riders) and approximately 70 “tabling” public outreach efforts. The City also implements a *SmartTrips Downtown* employer-based program with similar goals and strategies as the SmartTrips residential campaign. This campaign also includes outreach to downtown employers to provide support, encouragement and education to increase bicycle commuting.

The City of Portland hosts monthly Bicycle Brown Bags on policy, education, engineering, encouragement and enforcement topics. These brown bags were established in response to the feedback at the City of Portland’s June 2006 Bike Summit, which was attended by 400 Portland bicycling advocates and professionals. These sessions hone the expertise and knowledge of participants and inform them of cutting-edge bicycling policy and other innovations.

In addition, several local non-profits offer other education opportunities for adults. North Portland Bikeworks offers free women’s bike mechanics workshops. The Community Cycling Center offers bicycle maintenance classes as well as bicycle safety courses as part of the *Create A Commuter* program.

The Bicycle Transportation Alliance (BTA), in partnership with the City and the Community Cycling Center, conducted a few bike bell giveaways on the most popular off-street paths to encourage cyclists to give an audible warning while sharing the path with pedestrians and other cyclists. The Bicycle Transportation Alliance offers a free bicycle legal clinic on a bi-monthly basis. The BTA also offers free *Bicycling 101* workshops and Bike Commute Challenge safety information. In addition, they provide a 12-page safety booklet, four-fold safety brochure and 21-minute safety video.

The organization SHIFT sponsors an annual car-free day and also holds forums for people to learn about bicycle commuting, carrying groceries on a bicycle, and other aspects about using a bicycle for transportation.

Finally, there are formal classes focused on bicycling offered through a local university. These classes, open to the public, include a graduate-level planning and design course focused on bicycling and walking.

### **Do you have a bicycle safety program for children in schools?**

Yes

#### **Please describe**

Through the Portland *Safer Routes to School* program, the Bicycle Transportation Alliance (BTA) teaches a 10-hour, on-street, on-bike safety program to participating school 4<sup>th</sup> and 5<sup>th</sup> graders. The program is currently being taught at 25 of the city’s Elementary Schools, with a goal of serving all schools in the next 15 years. The BTA won the 2003 National Bicycle Education Leadership Award from the League of American Bicyclists for their safety programs for children. Portland *Safer Routes to School* also offers after-school “Pedal Power Clubs” in each of the participating schools. These clubs are run in partnership with the Community Cycling Center

In addition, the Bicycle Transportation Alliance provides their award-winning bicycle education classes (*Bicycle Safety Classes*) at four additional elementary and middle schools in Portland.

Additional schools also request and receive improvements from PDOT’s Traffic Investigations Division to provide safe bicycle routing and traffic calming at or near their school. They also request and receive secure and accessible bicycle parking for students and faculty.

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### **How many schools participate?**

25 of Portland's schools participate in the *Safer Routes to School* program, another four schools participate in the BTA's *Bicycle Safety Classes* program, and another 17 schools participate in the Community Cycling Center's *Pedal Power Clubs*. There is some overlap between these schools. In addition, there are a number of schools that receive improvements from PDOT in response to specific requests to our Traffic Investigations Division. All told, approximately one-third of Portland's elementary schools participate in some level of school safety programs.

### **What other types of bicycle safety and education opportunities are available for children?**

Both the Community Cycling Center and the North Portland Bikeworks have "earn-a-bike" programs where children can earn free bicycles by learning how to fix them, proving they can ride in traffic, and know the laws relating to traffic and bicycling.

Legacy Emmanuel's *Trauma Nurses Talks Tough*, SAFE KIDS, Brain Injury Association, Oregon Health Science University (OHSU) Doernbecher Children's Safety Center, OHSU's *ThinkFirst*, Bicycle Transportation Alliance, and the City of Portland offer free or reduced price bicycle helmets with fittings and encouragement throughout the city.

The Portland Safer Routes to School program partners with Easter Seal Oregon's *Lose the Training Wheels* to provide bicycle education for students with disabilities.

### **How many children participate?**

Thousands of kids participate in these programs

### **Do you make bicycle safety materials available to the public?**

Yes

#### **Please describe**

All bicycle maps provided by the City of Portland include information about safe routes and safe bicycle riding practices. PDOT distributes approximately 35,000 citywide bike maps per year and about 5,000 to 7,000 of each of 5 neighborhood bicycling maps. These maps are distributed to bike shops, community centers, fairs and community events, schools and bike rides as well as by mail. In addition, the citywide bike map is printed in the community resource pages in the Portland phone book and is available on-line. The "bicycle maps" web-page is the most visited site on Portland Transportation's website.

The City of Portland has produced a safety video on bicycling, walking, transit and safe driving called *Getting Around Portland in the 21<sup>st</sup> Century*. Numerous community groups and schools have shown this video. It is also available online.

The City of Portland annually produces and distributes 7,000 *Portland By Cycle Guide to Your Ride* booklets with safety information and tips. The Oregon Bicyclist Manual is a complete guide to riding a bicycle safely in the State of Oregon and is distributed by the City of Portland. In addition, the Bicycle Transportation Alliance distributes a 12-page safety booklet, a four-fold safety brochure and a 21-minute safety video.

### **Do you have a bicycle ambassador program that educates community members on local opportunities for bicycling and answers their questions?**

For the last 3 years the City of Portland has had an Options Ambassador program modeled after the successful Chicagoland Bicycle Federation's Bike Ambassadors program. Each year approximately 20 new volunteers are trained in how to conduct outreach and education for a wide variety of public events. Events include Concerts in the Parks, farmers markets, street fairs and festivals, and numerous bicycling events. These volunteers, along with Transportation Options staff, reach tens of thousands of Portland residents, employees and visitors over the course of the year with messages on bicycling and pedestrian safety, trip planning, and rules of the road. They also distribute bicycle and pedestrian maps.

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Ambassadors are also called upon to lead bicycle rides and assist at PDOT community events. They will be extensively engaged in the 2008 Sunday Parkways June 22nd event.

### **Do you have League Cycling Instructors in your area?**

Yes

#### **Please list their names:**

Scott Bricker LCI 826, Hal Ballard LCI 815, Steve Durrant LCI 871, Terry Nobbe LCI 195, Tom Rousculp LCI 1919, Ian Stude LCI 1921,

### **Is bicycle safety education included in routine local activities (e.g. tax renewal, drivers licensing and testing, or inserts with utility bills each month)?**

Yes

#### **Please describe**

The Oregon Drivers Manual includes a section on bicycle and pedestrian safety. In addition, there is a supplemental Oregon Bicyclist Manual. There are also questions on the drivers test related to bicycle safety.

## **Encouragement Section**

### **How do you promote Bike Month?**

- Ride(s) or event(s) celebrating Bike Month
- Bike Month posters/flyers are posted throughout the community
- Bike Month is celebrated both in May and in September in Portland. In September, the Bicycle Transportation Alliance holds the *Bike Commute Challenge*, several Transportation Management Associations sponsor *Bike to Work Day* and a myriad of activities and incentives are provided throughout the community to encourage cycling. Some of the incentives include reduced or free admission to anyone arriving by bicycle to the Classical Chinese Garden, the Portland Art Museum, several movie theatres, bike shops, and the Portland Zoo.

### **Provide attendance numbers**

In 2007 more than 9,100 people participated in the BTA's month-long bicycle commute challenge. Many hundred more participate in the various Bike Commute Day events held around the city. Approximately 1,700 of those participants identified themselves as first-time bicycle commuters.

### **Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?**

Yes

#### **Please describe**

The City's *SmartTrips* Downtown program is designed to reduce driving trips in downtown. In the last 18 months of the program, 18,300 employees were reached with 3,241 requesting information about bicycle commuting. Additionally, the program offers advice and policy assistance in setting up internal incentive programs for bicycling to work. *SmartTrips* Downtown also hosts a *Commuter Central* blog with over 6,000 visitors a month receiving information about bicycling.

The City, several local non-profits and Transportation Management Associations promote and provide incentive programs for Bike to Work Day. The *Car Free and Care Free Challenge* also has many participants. This contest, sponsored by the Westside Transportation Alliance, enters people into drawings for prizes based on how many days they commute to work using alternate forms of transportation. The City of Portland encourages its employees to participate as do some of Portland's largest employers, including Portland General Electric, as well as small employers throughout the city. Regional Employee Commute Options rules affects over 1,000 employers. The ECO rules mandate that employers plan to reduce their auto trips by 10% over several years. Surveys conducted by TriMet (the mass transit organization that serves Portland) found that 3/5 of employment sites have bike parking. Ten percent (10%) of employers have additional bike incentives with either a gift or discount for riding or walking. These programs include cash back, Zipcar car sharing memberships, lottery tickets, or gift

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certificates. Approximately 45% of the employment sites offer showers. Many employment sites also offer an emergency ride home program for employees (most commonly a taxi voucher).

The Bicycle Transportation Alliance has held their annual “Bike Commute Challenge” every year since 1995. This month-long event, held in September, challenges entire companies and offices to maximize their bicycle commuting. It is organized as a challenge that pits similarly-sized businesses to compete against one another. This event has proven to be immensely popular and effective at increasing cycling activity. In 2007 9,100 employees, representing 888 businesses participated in this spirited contest. Participants are recognized at an annual party where the winners in each category are announced. Last year’s event attracted 1,700 people throughout the region who identified themselves as first-time commuters.

### **What portion of the community workforce do you reach?**

Some

### **Is there an annual bike tour or ride promoted to the general public in your community?**

Yes

#### **Please describe**

There are literally thousands of organized bicycle rides and events every year and throughout the year in Portland. The audiences for these rides range from the serious lycra crowd to low-key family riders. These events allow any person regardless of their riding experience or interest to find a ride to suit their needs and wants. The *Providence Bridge Pedal* is the nation’s second largest community bike ride. In August 2007, the annual event attracted more than 20,000 participants, taking them along routes across the City’s 10 Willamette River bridges. Even on what has historically been Portland’s worst weather day of the year (the second weekend in February), the annual *Worst Day of the Year* ride easily reached its cap of 2,000 riders in this year’s ride. This event supports the Community Cycling Center, a nonprofit group working to make bikes accessible to people of all ages, abilities, and incomes. Another annual event is the *Bunny on a Bike* ride, organized by the bike fun group SHIFT, where dozens ride dressed in bunny costumes. There are also smaller rides, such as those run by Portland’s Office of Transportation (PDOT) including the *Portland By Cycle* rides (formerly Summer Cycle) and *Senior Cycling Safety Class* rides. Other notable rides taking place during the year include the *Portland Century* ride organized by ORBike; and the *Seattle-to-Portland* ride sponsored by the Cascade Bicycle Club, a non-profit based in Seattle. This past year, as part of the city’s effort to update its Bicycle Master Plan, the Office of Transportation hosted monthly rides to tour the city’s bicycle facilities. These rides attracted an average of 30 people, though more than 300 participated on one month’s ride.

### **Are there community bike clubs, bicycle advocacy organizations or racing clubs?**

Yes

#### **Please describe**

Portland is fertile ground for a wide range of bicycle clubs, advocacy groups and racing clubs. The Portland Wheelman Touring Club hosts at least three bicycle rides per day. These are targeted at the recreational rider who wants to get some miles in every week or go for a long weekend ride. A second bicycle club – Portland Velo – has formed to expand the number and tone of rides catering to those who are also looking for more social riding opportunities. Portland United Mountain Pedalers (PUMP) organizes three or four rides each week. The Oregon Bicycle Racing Association (OBRA) has scheduled races, training rides, and classes all year long for the novice and world class racer.

There are several major organizations with a dedicated core of activists committed to working with government and businesses to advocate for better bicycling infrastructure and programs in Portland and Oregon. The Bicycle Transportation Alliance (BTA), a Portland-based statewide bicycle advocacy organization, is the largest with 5,000 members statewide and 3,000 members in the Portland metropolitan area. The City of Portland Bicycle Advisory Committee advises and recommends on policy, planning and projects for the City of Portland. PUMP advocates for single-track trails as well as other amenities and infrastructure for mountain biking.

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Other groups emphasize bicycle fun, such as SHIFT, self-described as a “loose-knit and informal bunch of bike-loving folks.” SHIFT organizes an annual Bunny on a Bike Ride with dozens of families riding dressed in bunny costumes and the monthly Breakfast on the Bridges where cyclists riding over Willamette River bridges can help themselves to a free morning coffee and donut the last Friday of each month. These and hundreds of other fun activities encourage and entice ever more people to ride and send a message that riding a bicycle is not just for the bicycle advocate, messenger or the self-identified “cyclist”.

**How many specialty bicycle retailers (i.e., bike shops, not big box retailers like K-Mart or Wal-Mart) are there in your community?**

40

**Are there other bicycling areas or facilities such as BMX tracks, velodromes or mountain bike centers in your community? Please describe.**

Portland is proud to have the Alpenrose Velodrome within its city boundaries. This outdoor velodrome, built in 1962, is annually home to many races and additional events featuring bicycle fun. It features one of the steepest banked tracks (40 degrees) anywhere. There is a committee actively working to seeking funding for a second, indoor velodrome.

Portland has three city parks with skateparks open to freestyle BMX bikes. Combined, these skateparks provide almost 25,000 square feet of skatepark open to bikes. The small community of Vernonia (about 30 miles west of Portland) is developing a bike/BMX skills park.

Nearby at Stub Stewart State Park, mountain bike clubs are working with State Parks to develop a free ride area in the park.

**Does your trail system have a unit of the National Mountain Bike Patrol?**

There is only one Certified member of IMBA National Mountain Bike Patrol in Western Oregon. He patrols in the Tillamook State Forest, located several miles southwest of Portland.

**Are there opportunities to rent bicycles in your community or other recreational opportunities involving bicycling? Yes.**

**Please describe.**

Waterfront Bikes in downtown Portland specializes in renting bikes to Portland visitors. There are 4 other bike shops that rent bicycles as well.

**Do you have Safe Routes to School program that includes bicycling?**

Yes

**How many schools are involved?**

25

**Please describe**

Portland *Safer Routes to School* (SR2S) brings transportation together in partnership with our schools, neighborhoods, and community organizations to encourage students & families to get to and from school in ways that reduce traffic, increase safety, build strong bodies & clear minds, and provide a cleaner environment.

The Safer Routes to School program provides education, encouragement, engineering, enforcement, and evaluation (five E's) to support students to: Be Safe. Have Fun. Grow Healthy. Get There.

Education Program

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Provides students and parents the skills and information they need to be safe pedestrians, bicyclists, transit riders, vehicle passengers, and motorists.

- Kindergarten -1st Grade Child Passenger Safety
- 2nd - 3rd Grade Pedestrian Safety
- 5th Grade Bicycle Safety
- 4th - 5th Grade Pedal Power Club

### Encouragement Program

Provides students and parents opportunities and incentives to walk and bike more frequently: Walk + Bike to School Day; Walk + Bike School Buses; Walk + Bike Across America; Golden Sneaker Award; Neighborhood bike rides and walks; and Other special events, contests, prizes, and a free bike raffle at each school

### Enforcement Program

Increases awareness and reduces the frequency of traffic safety problems through a partnership with the Portland Police Bureau, schools, and neighborhoods: School Speed Zone & Crossing Enforcement for all schools during Back-to-School Week; a *School-A-Day* targeting program for the remainder of the school year; Reinforcement of engineering improvements made through the SR2S partnership; Response to school safety requests; and *School Safety Patrol* training.

### Engineering Program

Improves walk, bike, transit, and school bus routes to improve safety. Addresses drop-off and pick-up circulation around the school. Provides better connections. Reduces vehicle speeds.

- Family-Friendly Maps: The Safer Routes to School (SR2S) Team identify the recommended walking and biking routes to the school from various neighborhood areas. Maps of these routes are distributed to all SR2S school families.
- School Walkabout: A traffic engineer joins the SR2S Team to examine transportation conditions in the school neighborhood. The walkabout helps identify problems and solutions to improve walking, biking, traffic congestion, and safety.
- Engineering Reports: A traffic engineer studies traffic safety and congestion problems in the school neighborhood. This research, coupled with the walkabout results, is compiled in a detailed report that lists possible solutions.
- Schools SR2S Strategy: The SR2S Team meets with interested school and community members to discuss and prioritize solutions. Together, they create a school specific 5 E's SR2S Strategy.
- Bike Portland: Each school receives a bicycling parking review and is provided with bike parking as needed. SR2S is initiating bike shelters at 5 of the participating schools in 2008.

### Evaluation

Accomplishments: the first year of SR2S services showed an average 5% increase in students biking to school and an average 24% increase was shown in walking to school from spring 2006 to spring 2007. SR2S uses the following methods to measure the project's results:

- Surveys sent to families at the beginning and end of the school year.
- Classroom hand-raising tallies taken for a week at the beginning and end of the school year.

### Funding

Portland's Safer Routes to School program is primarily funded by the City of Portland Office of Transportation's Community and School Traffic Safety Partnership (CSTSP). The CSTSP is a community-based, coalition-led effort to improve traffic safety in Portland. Schools are essential partners in creating safer communities. In 2007 SR2S also received a \$100,000 one-year award of federal funds from Oregon Department of Transportation Safe Routes to School.

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### **Does your community have youth recreation and intervention programs that are centered around bicycling?**

Yes

#### **Please describe**

Several local bicycle-related non-profits work with youth. Both the Community Cycling Center (CCC) and North Portland Bikeworks offer programs through which children can earn a bicycle by volunteering or learning to fix bicycles. The Community Cycling Center also offers a variety of year-round programs. These programs focus on bicycle safety and maintenance. Programs for youth being offered by the Community Cycling Center (CCC) in 2008 include the following:

*After School Programs:* The CCC offers free after-school bicycle clubs to children ages 8-13 years old in the Portland Metropolitan area. Programs utilize bicycles to help children get safely to and from school, for recreation, and to enhance their health by providing safety and basic maintenance education. Free, good quality bicycles are provided to children who complete the program and qualify for free or reduced cost lunch. In the 2008/9 academic year, the CCC will provide after-school programs in 17 Portland area schools, serving 324 students.

*Holiday Bike Drive:* This free program for low-income children leverages key partnerships with eleven area human service providers and provides 550 children ages 3-9 years old with a good quality bicycle, new helmet and basic safety education. More than 250 volunteers help make this one-day program a memorable experience for everyone involved.

*Summer Bike Camp:* The CCC will provide 33 weekly sessions of summer camp from June 16 through August 29, 2008 serving 396 children. Two-thirds of the camps will be "standard" camps for the average child age 9-13 years old. The remaining third of the camps will be specialty camps such as girls' camp, frequent riders, and young cyclists (ages 6-8).

*Family Fun Rides:* The goal of this family-oriented program is to increase bicycle ridership among children and adults by providing fun, easy ride events around Portland. The program is designed particularly for low-income families who do not know how to complete basic common repairs and who frequently do not get needed repairs through bicycle shops. The 5-10 mile rides follow a pre-determined low-traffic route through the city to a variety of fun destinations. Each ride serves approximately 20 families.

### **Do you publish a bike map and keep it up to date?**

Yes

#### **Please describe**

There are free citywide maps as well as maps dedicated to specific quadrants, neighborhoods and business districts that are available directly from the City. The quadrant maps are oriented to "neighborhood-friendly" cycling, identifying neighborhood routes and family-friendly destinations such as parks, community centers, pools and schools. These free city maps are updated annually. The City also has four additional maps primarily geared to walking in four quadrants of the city; area bicycle facilities are also included on these maps. There is also a newly updated regional bike map available for purchase at most area bicycle shops (or on-line). The city also posts on-line bicycle touring maps, directing visitors to the area from the airport to popular tourist destinations through Portland and out to the Oregon coast. In addition, as part of its SmartTrips programs, the Office of Transportation provides a personal bike route mapping service to people as a means to encourage increased bicycle use. Portland distributes approximately 65,000 bicycle maps annually. Several local organizations also provide other types of bicycle maps (i.e., mountain biking trails, off-street bike trails, etc.).

### **Do you publish a map of mountain bike trails?**

Yes. There is a free Forest Park map especially for mountain bikes, as well as a Powell Butte trail map for mountain bikers and hikers.

#### **Please describe any other efforts in your community to encourage cycling**

In June of 2006 the City of Portland Transportation Options division organized a Portland Bike Summit. This one-day summit was attended by 400 bicycling advocates, professionals and representatives from community groups. All levels of government were represented with Representative Earl Blumenauer, City

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Council member Sam Adams, and Metro (regional government) Commissioner Rex Burkholder. The goal of the summit was to explore strategies to “Go Platinum”, and attain the highest level of Bicycle Friendly Community awarded by the League of American Bicyclists. This meeting served to get significant feedback for the update of the ten-year old Bicycle Master Plan, unveiled the Bicycle-Related Industry Growth in Portland Report with a companion Bicycle Business Symposium. The Summit offered numerous workshops and the event was capped off with a performance by Portland’s bicycle dance troupe, the Sprockettes.

The “Bicycle-Related Industry Growth in Portland Report” was developed to show the economic power the bicycling industry contributes to the Portland economy. A conservative counting of data from 2005 showed that the economic impact in Portland of bicycle-related businesses is approximately \$63 million per year and growing. A full report is online at:  
<http://www.portlandonline.com/shared/cfm/image.cfm?id=120617>

The existence of SHIFT is a testament to Portland’s efforts to create good cycling conditions. SHIFT’s “membership” (it’s not truly a membership organization) are bicycle activists primarily in their 20’s and 30’s. In most cities, this demographic would normally be dedicating their efforts to demanding, organizing around, and lobbying for improved conditions for bicycling. In Portland instead they are primarily dedicated to creating fun, non-political events that highlight the enjoyment of bicycling. Among the regular events they organize are: *Breakfast on the Bridges* (free breakfast the last Friday of the month on three area bridges for cyclists and pedestrians); *Midnight Mystery Rides* (regular late-night rides to fun destinations); and *Pedalpalooza*, (now in its fifth year) an annual volunteer-organized bicycle festival. It is the largest event of its kind and features over 200 bicycle-related events in the Portland region each summer, including the *Multnomah County Bicycle Fair*. SHIFT also has a strong hand in the “move by bike” phenomena in which people moving from one household to another are able to do their entire move using nothing but bicycle power. Those switching homes simply put up a request on SHIFT’s listserv, indicating the date of the move, distance, where to meet, and incentives (typically food and beer) and cyclists from around the city converge on the site. Photos shown on the group’s website (<http://www.shifftobikes.org>) capture the fun of these impromptu bicycle moving parades.

### City of Portland Office of Transportation Bicycle Promotion Programs

Portland’s *SmartTrips* Programs, described elsewhere in this application, make effective use of individualized marketing to identify those who may be interested in bicycling, and then insure that they get the support to get out and bike. Support is provided in the form of information, supported rides, and equipment they may need in order to begin using their bicycle for transportation.

Portland’s Office of Transportation has also established a program called the *Community, Schools and Traffic Safety Program* (CSTSP) with receipt of a federal Safe Communities Grant administered by the Oregon Department of Transportation. This is a four to seven-year grant to create safer bicycle and pedestrian facilities (engineering), and to improve traffic safety through enforcement, education, engineering and encouragement programs. This will be a continuing effort to steadily and consistently improve street conditions for all road users. Cyclists (and pedestrians) are a primary focus of this program. As part of this program, PDOT is building traffic safety coalitions in each neighborhood district in the city. These efforts are kicked off with bicycle rides through each neighborhood that include: city staff, police bureau representatives, neighborhood and district coalition representatives, city Bicycle Advisory Committee members and the Bicycle Transportation Alliance staff.

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### BikePortland.org

BikePortland.org has been an invaluable addition to the bicycling community in Portland. It is one of the top websites nationally and boasts enormous circulation across the city, state, and country. All major news outlets visit this blog to generate numerous press stories and to provide an insight into the bicycling advocacy world. The blog posts an average of three or four bicycle related news stories and opinion pieces every day of the week and has proven exceptionally valuable for providing news, sharing information, organizing activists, promoting bicycling events and activities and engaging the community in bicycling issues. This web site has been a prominent driver in elevating the visibility of bicycling in Portland and in advancing the development of bicycle culture in the city.

### Community Cycling Center (CCC)

CCC volunteers initiated the "Get Lit" Program with funding from the volunteers and the City of Portland. This program provides and fits headlights and taillights to the bicycles of cyclists found riding without. The Community Cycling Center also offers a *Create A Commuter* program, which provides low-income adults with fully-outfitted commuter bicycles and five hours of training on safe bicycle commuting. They also support bike mechanics classes and bicycle programs for children.

### Bicycle Transportation Alliance

In addition to strongly advocating for bicyclists at a project and policy level, and running *Safe Routes to Schools* and school bicycle education programs, the Bicycle Transportation Alliance has been very effective at the State Legislature. The BTA fought for, and won passage of a state law that allows cyclists to pass on the right when safe to do so, and also allows cyclists to leave marked bicycle lanes to avoid hazards and for other legitimate reasons. While these changes seem sensible and modest, they close the door to certain types of legal restrictions on cyclists, and open the door to operational improvements that help the flow of cyclists through Portland's Central City.

Significant community organizing work was done in 2007 to secure funding for the update of the Bicycle Master Plan and to include approximately \$30 million of bicycling infrastructure, education, and encouragement efforts in an overall city transportation funding initiative. Both were successfully included in the City Council's resolutions. The latter will probably be referred to the voters for the 2008 election.

The BTA has also been working on a Bicycle Boulevard campaign for two years and have engaged neighborhoods and communities in route mapping, analysis, and education about bicycle boulevards. They've developed an on-line tool kit identifying common elements to bicycle boulevards and are strong advocates for increased development of these family-friendly bikeways..

Bicycling Tourism. Travel Oregon, the State of Oregon's tourism office, and Travel Portland—the city's Tourism Office—are actively promoting bicycle tourism as a signature theme to encourage visitors to come to Oregon and Portland. This was demonstrated by the industry's significant involvement the last two years at the Oregon Bike Summit, as well as the active participation by many Travel Oregon and Travel Portland staff in the National Bike Summit. These tourism offices have worked to bring to town conferences such as the recently-held Handbuilt Bicycle Show, which enjoyed such large crowds that the Fire Bureau was forced to limit attendance, despite the fact that the event was held in a large venue. Both tourism agencies are also developing a web environment where visitors can see how and where to ride in the state. Work is already well underway, including a collaborative effort with Portland Office of Transportation, resulting in several routes already being posted on Portland Transportation's web site for bicycle travel between Portland and the Oregon Coast.

## **Enforcement Section**

**Is your local police department aware of the concerns of cyclists in your community?**

Yes

## CITY OF PORTLAND APPLICATION League of American Bicyclists



### **Is there a liaison that communicates with the bicycling community?**

Yes.

#### **If yes, please describe**

The Portland Police Bureau recently appointed a bureau-wide bicycle liaison. This officer, a member of the City's Bicycle Advisory Committee, has been involved with the bicycle patrol and is nominated this year for an *Alice B Toeclips* Award, an annual award presented to notables in the state's bicycling community by the Bicycle Transportation Alliance. Initially this role will focus on internal and external communication, facilitating ideas for implementation of best practices, and identification of other police staff with professional interest in bicycle issues.

In addition, the Police Bureau recently broadened their directive to have all bicycle crashes investigated if the cyclist is transported by ambulance (previously, only crashes that resulted in trauma were mandated to be investigated). The Bureau has also committed to creating a Community Policing Agreement related to bicycle enforcement.

A Coordinating Council to manage the Community, Schools and Traffic Safety Program includes the Executive Director of the Bicycle Transportation Alliance, the Mayor, and the Chief of Police. At a lower level, members of the bicycling community are working on a monthly basis with the Commander of the city's Traffic Division in the Police Bureau. Portland's Office of Transportation and the Police Bureau are steadily working to better and more fully incorporate enforcement into our efforts to better complement our engineering and education efforts. The Police will be working closely with PDOT as we roll out our bike boxes. They will provide an enforcement presence at all locations and will initially be handing out informational flyers to motorists violating these traffic control devices. Finally, representatives from each police precinct are participating in Neighborhood District Coalition bicycle rides to begin to address issues with bicycling in each area of the city.

### **Do you offer specific training to police officers regarding traffic law as it applies to bicyclists?**

Yes

#### **If yes, please describe**

The Portland Police Traffic Division sent six officers to Florida for a 40-hour bicycle and pedestrian crash investigation certification course. This course is taught at the Institute of Police and Technology Management and provided a state of the art certification for improved bicycle and pedestrian crash investigation. This effort was covered by BikePortland at <http://bikeportland.org/2006/04/12/six-officers-get-certified-in-bicycle-crash-investigation/>.

Police receive regular training on bicycle safety issues during roll call. Additionally, 60% of Portland's Central precinct's officers have received the training that certifies them to ride bicycles on patrol. This training includes education on traffic laws as they apply to bicyclists. WE BIKE, an independent contractor that trains police on bicycle-related laws and issues, conducted a training session for Portland's Police Bureau as part of the city's focus on traffic safety as it related to bicycling and walking.

### **Do you use targeted enforcement to encourage cyclists and motorists to share the road safely?**

Yes

#### **If yes, please describe**

Police conduct targeted enforcement campaigns for both cyclists and motorists. These campaigns focus on common traffic violations and emphasize education. These efforts include stop sign enforcement, red light running enforcement, speed enforcement, and enforcement of a motorists' responsibility to yield to a bicyclist in a bicycle lane. The Police Bureau has tested a new pilot program that will target motorist misbehavior in the presence of cyclists using police and transportation staff on bicycles as decoys. In addition, Police will conduct a targeted enforcement campaign for compliance with Portland's new bike boxes.

### **Do you have public safety employees on bikes?**

Yes

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### **If yes, please describe**

The Portland Police Department has regular bicycle patrols. Bicycles have been a part of the force for over 15 years. The Portland Office of Transportation uses bicycles for parking enforcement work.

### **Indicate the number of employees on bike as well as the size of the entire staff.**

This number varies by the day. By way of example, Central Precinct uses bicycles as a part of patrol more than any of our other precincts. Central Precinct has about one hundred non-probationary police officers. The precinct has three officers who work on bikes full time. They put other officers on bikes as staffing allows--i.e. on each shift they put a specific number of officers out in cars and put officers out on bikes if staffing surpasses the minimum level.

### **Do you have a mandatory helmet law?**

Yes

### **To what ages does it apply?**

Under 16

### **Do you have mandatory sidepath laws?**

Yes

### **If so, what is the status of these laws?**

State Law

### **Are they enforced**

Yes

## **Evaluation & Planning Section**

### **Do you have any information on the number of trips by bike in your community?**

Yes

### **Please describe**

The City of Portland boasts a comprehensive evaluation and measurement program that accounts for all types of cyclists and non-cyclists. The four key data collection tools we use are the US Census and American Community Survey (ACS), the City of Portland's Auditor's Office annual survey of residents (Service, Efforts, and Accomplishments survey or SEA), annual bike counts at numerous locations throughout the city (but especially on the four main bicycle friendly bridges leading into our Downtown), and counts from our award winning SmartTrips programs, which document bicycle use for all types of trips in targeted neighborhoods of the city.

According to the 2006 ACS, 4.4% of commute trips (representing over 14,000 residents) are made on bicycle in Portland, up from 3.7% in 2005 and up over 144% since the 2000 Census. The SEA survey shows a strikingly similar trend over that same period and reports that in 2007 6% of Portland residents city-wide identified the bicycle as their primary commute vehicle. This is double the reported number from 2000. In addition to the residents who reported bicycling as their primary means of transportation, an additional 10% reported using a bicycle as their secondary means of transportation in 2007. The numbers are much higher in more central neighborhoods, where up to 12% of people identify the bicycle as their primary means of transportation to work and 28% identify it as either a primary or secondary means of transportation to work.

The most long-standing gauge for measuring bicycle use in Portland is the number of bicycle trips across the four bicycle-friendly bridges (soon to be 5 bicycle-friendly bridges) over the Willamette River (Hawthorne, Burnside, Steel, and Broadway bridges). The number of cyclists crossing these four bridges has soared, displaying a one-year increase of 21 percent since 2006 and more than 115% since 2001. Today, cyclists account for more than 14,500 daily trips across the Willamette River to travel between Portland's east and west sides. Bicycles represent 18% of all vehicles on the Hawthorne Bridge and 11% of vehicles on all four bridges.

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In addition to the bridge counts, the City of Portland regularly collects count data at approximately 80 locations throughout the city using a combination of staff and volunteers. In 2007, nearly every district in the City saw consistent growth in bicycle use. City-wide, bicycle use more than doubled between 2001 and 2007, and was up approximately 20% compared to 2006. This represents the third straight year that measured bicycle use in Portland has shown double-digit increases.

During the Summer 2007 counts, counters hand-recorded approximately 4,100 female and 9,000 male cyclists. The citywide ratio of male to female riders – roughly 2.2:1 – is essentially unchanged since 2003. Citywide, women represented 31 percent of all cyclists. This ratio represents significant growth in female riders. In 1992, the ratio of men to women was approximately 4:1 and in 1999 the ratio was 3:1.

### **How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?**

15 for the last five years in which data is available (2003 through 2007)

### **How many cyclist/motor vehicle crashes have occurred in your community in the past five years?**

902 reported crashes over the last five years in which data is available (2002 through 2006)

### **Do you have any specific plan or program to reduce these numbers?**

Yes

### **Do you have a system in place that allows bicyclists to submit ideas and concerns to public officials?**

Yes

#### **Please describe**

Bicyclists can submit ideas and concerns via the Portland Office of Transportation web site, a telephone hotline (503 823 CYCL), through the Traffic Safety and Livability Hotline (503 823 SAFE), the Maintenance Hotline (503 823 1700), or the Pothole Hotline (503 823 BUMP) Simple maintenance requests are addressed within 24 hours. More complex requests are referred to a traffic engineer. More general (or specific) requests to improve conditions for bicycling are referred to the Bicycle Coordinator or other appropriate city official.

### **Do you have a comprehensive bicycle plan?**

Yes

#### **When was it passed or updated?**

07/01/1998

#### **Is it funded?**

Yes

#### **What percentage has been implemented?**

Some. Portland's Bikeway Network as identified within the adopted Bicycle Master Plan is approximately 45% complete.

### **Do you have a trails master plan that addresses mountain bike access?**

No

### **And are there ongoing relations between the mountain biking community and the community recreation and planning staff?**

Yes

### **Is your bicycle network part of the broader development plans, land use plans, and ongoing development projects?**

Yes

### **What improvements do you have planned for the following year?**

Clay Street Green Street in a central city industrial district is a \$100,000 capital project that will provide a curb extension crossing of a busy arterial street to facilitate bicycle (and pedestrian) access to the Willamette River. In addition, the project will explore other means to make Clay Street a more inviting

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bicycle street. It is one of a few connections between inner Portland's network of bicycle boulevards and the Central City.

Clinton Crossing Project is a \$365,000 capital project that will also address connections between inner residential neighborhoods and the Central City. This project will install two HAWK signals to facilitate the crossing of a collector couplet and will stripe bicycle lanes on two collector streets.

Enhanced Bicycle Boulevard Demonstration Project: Portland defines its bicycle boulevards as low-traffic streets on which the movement of bicycles is given priority. While our treatments facilitate arterial crossings, slow and reduce traffic, they don't do much to communicate this priority aspect. Our demonstration project, currently underway, will develop enhanced boulevard markings, art installations along the boulevards, and a new generation of crossing treatments for minor collector streets, all intended to communicate the primacy of cyclists along such corridors. This demonstration will allow us to test tools and techniques that we'll then be able to apply system-wide.

Morrison Bridge Bike-Ped Path: Later this year, Multnomah County (in which Portland resides and which is the road authority for many of our bridges), will begin construction on a 15-foot wide bicycle-pedestrian pathway on this central city bridge. This project will be the fifth bridge in Portland's central city to have modern, dedicated bikeways.

Complete the Citywide Bikeway Signing System: Under a previous Transportation Enhancement grant, Portland completed approximately half of its planned bikeway signing system. We're currently working off a state grant and will complete the system this year.

Initiation of 50's Bikeway Project: This federally-funded project will construct a 6.7 mile bikeway that will incorporate elements of bicycle boulevards and on-street bicycle lanes from Northeast to Southeast Portland. Of the total, 2.4 miles have been developed and exist as bicycle lanes. The remaining 4.3 miles will be constructed as 2.3 miles of bicycle boulevard treatments and 2.0 miles of bicycle lanes. The project will kick off with an initial planning phase in 2009. The project is completely funded for all planning and construction.

Complete the Flanders Street Bicycle Boulevard: This inner city bicycle boulevard is blocked by the chasm created by the sunken I-405 ring highway running through Portland's central westside. This boulevard will be completed by moving a defunct (for automotive traffic) Willamette River channel bridge from its current location to span this highway. This is a \$5.5 million project with \$4 million currently in place. We expect to receive an additional \$1 million in grant funding, which will be sufficient to initiate the project this year.

Provide more bicycle parking, including on-street bike corrals Portland currently has close to a half-million dollar budget for installing short-term bicycle parking to serve properties unable to locate such parking on their sites due to space constraints. In addition to serving these many buildings (which, by code, paid into this *Bicycle Parking Fund* in lieu of providing the parking on-site), we will be expanding our on-street bike corrals. These facilities have proven popular with business districts, individual businesses, cyclists, and pedestrians. We regularly receive requests from business owners asking us to remove on-street automobile parking in favor of on-street bicycle parking to better serve their customers, employees and, as one business owners put it, "to do something relevant to Portland." Our challenge will be to develop designs with good function that are appropriate to our Central City, and to also develop sustainable funding mechanisms for this treatment.

Rosa Parks Way Rosa Parks Way in N/NE Portland is an important east-west corridor running two miles between the Willamette River bluff, to a light rail station, and extending east another mile. The eastern end has been striped with bicycle lanes since 2001. The western end, and most of the middle area was striped with bicycle lanes in 2003. The last remaining segment, near the freeway interchange, represents a significant gap in service. To close this gap, a combination of bicycle lanes and a short shared pathway on the freeway bridge will be constructed, funded by a state grant.

### **How integrated is your bicycle network?**

Highly. A cyclist can safely travel from any part of Portland to any other part of the city via a safe developed bikeway route. To develop an interconnected bikeway network the Master Plan selected bikeways based on several criteria, including connection to land uses, ease of implementation, need for safety improvements, lack of parallel facilities, need for continuity, and providing a bikeway every half-mile both north-south and east-west.



**Do trails, bike lanes, and bike routes connect with each other to provide seamless transportation options?**

All our bicycle lanes, trails, paved shoulders and bike routes form an interconnected system to provide seamless transportation options. The City's Bicycle Master Plan identifies four separate types of facilities for Portland's City Bikeways: bicycle lanes, bicycle boulevards, signed connections, and off-street paths. These facilities reflect different criteria for their development, different treatments to develop them, different locations in the private and public realm, and different functions. Designated bikeways and the mix of facility types were selected to create a connected and continuous network for cyclists.

**Have you evaluated your transportation network and prioritized bicycle improvements based on hazards and needs?**

Yes. One of the criteria considered in selecting bikeways was the need for safety improvements.

**What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason One:**

Portland has a seamless and varied bicycle network that connects all parts of the city and that has proven successful in dramatically increasing bicycle ridership. As part of that network the city constantly seeks both standard and innovative designs to increase the comfort and safety of existing and potential future riders. We are not afraid to test new designs or borrow successful designs from others. For this reason we are seen as a national leader in encouraging and providing for increased use of bicycles as a means of daily transportation.

**What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason Two:**

Providing for bicycles and promoting increased usage of cycling as a mode of transportation is incorporated into all actions taken by the City of Portland, beginning in the Mayor's Office, right down to actions taken by our maintenance crews on the streets. This integration and consideration is reflected by the Commissioner in charge of the Office of Transportation, and front-running Mayoral candidate, being the Chairperson for Portland's Bicycle Friendly ("Go Platinum!") efforts.

**What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason Three:**

A strengthening bicycle culture within which bicycling is gaining widespread social acceptance as a normal activity in Portland. This is evidenced through our politics, where major candidates for two open City Council seats and the Mayor's office are running in part on strong bicycle platforms. It is evidenced through the actions of our local print, radio and television media, which attentively and thoroughly cover developments in bicycle transportation and culture. It is evidenced through our polling and focus group surveys that reveal a pride in place of Portland as a bicycle-friendly city, even among non-cyclists. This strengthening bicycle culture is also reflected by who is cycling. Even casual observation of Portland's cyclists demonstrates bicycling's cross-generational nature here. Bicycling in Portland is no longer the province of the stereotypical "bicyclist." Rather, bicycling is accessible to and undertaken by men and women of all ages, fitness levels, and socio-economic status. More and more, bicycling is what Portlanders simply and increasingly do and think about.

**What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number One Aspect:**

More money. We need additional funding in order to build the types of facilities on which people are not just safe when riding, but where riding is a comfortable and attractive experience. Portland's existing 30 miles of bicycle boulevards are located such that approximately 30% of Portlanders live within ½ mile of such a family-friendly bikeway. We are planning to increase our boulevard network by 110 miles, using funding to be provided by a roadway maintenance and safety fund. When complete, these 110 additional miles will place 81% of Portlanders within one-half mile of such a bikeway. More importantly, these 4 in 5

Portlanders, once they begin riding on their neighborhood bicycle boulevard, will be able to access most places in Portland along what will be a cohesive network of interconnected family-friendly routes.

We also need funding to improve intersection safety. Like most communities, the overwhelming majority of our bicycle crashes occur at intersections. We have begun to improve intersections as we can afford to, using signals, curb extensions, median refuges and bicycle boxes. Such improvements are expensive; HAWK signals cost us approximately \$150,000 per intersection. The cost of installing bicycle boxes at 14 intersections—along with the accompanying (and necessary) education campaign is more than \$200,000.

**What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number Two Aspect:**

Better designs and stronger policies. We are actively working on designs for our bikeway facilities as well as for grouped bicycle parking. On our bicycle boulevards we are seeking to create designs that best communicate to all roadway users that cyclists are intended to have priority on such streets. We're also working to develop and improve upon our existing designs for how boulevards cross collector streets and how automotive traffic flows along such streets. For our lanes and paths, we are looking to improve upon our designs primarily by seeking additional width. We're finding our current standards are too narrow to meet the expectations and operational needs of cyclists, who either wish to ride side-by-side in order to converse, or who wish to pass slower-moving cyclists. Our current standards do not typically accommodate such behaviors. Our paths are a frequent source of complaint—primarily from pedestrians, but from cyclists, as well. These shared pathways are too narrow to comfortably accommodate the high volumes of both pedestrians and cyclists—often to the detriment of the pedestrians.

We also must respond to the increasing demand for bicycle parking by continuing to develop and implement grouped bicycle parking. Whether on the street as bicycle corrals or on constructed curb extensions as more permanent “bike oases”, the need for intelligently designed and placed high-capacity bicycle parking is growing with each season.

**What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number Three Aspect:**

Providing more opportunities for people to ride by expanding our targeted encouragement and educational efforts at the residential, school and business levels. Our SmartTrips program has been successful and has contributed significantly to our increasing bicycle mode split. However, the program is limited in its annual scope and impact due to the limits of available funding. We need to create more car-free opportunities for people to ride in the city by expanding our *Sunday Parkways* program, which is set to begin this Spring with a one-day, limited area event. We also need to expand the scope and effectiveness of our *Safer Routes to School* programs to better prepare the next generation of Portlanders (and their parents) for a future of expanded use of bicycles for transportation.

**How has completing this application affected your awareness of improvements which may be made for bicyclists?**

This application was prepared in the midst of the City's effort to update its Bicycle Master Plan. An *Existing Conditions Report* was recently drafted describing the myriad systems (bicycle facilities, encouragement programs, efforts to improve road safety, etc.) that contribute to bicycle transportation in Portland. Updated, the Plan has allowed staff to thoroughly and accurately describe accomplishments towards implementing the *1996 Bicycle Master Plan*. This application provides an opportunity to summarize the findings of the *Existing Conditions Report*, which lay the foundation upon which we can build to take bicycling to the next level.

**Are you planning any new projects based on your involvement with the Bicycle Friendly Community program?**

Not specifically, though, as noted below, thinking about how to become more bicycle-friendly through the Bicycle Friendly Community program has been a good organizing principle for Portland.

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**How do you foresee this designation affecting your community's outlook on bicycling?**

The Bicycle Friendly Community's program has been very useful for Portland in terms of bringing together a wide range of cyclists, public officials, and advocates to plot a strategy to improve our Bicycle Friendly Community designation. It has been a wonderful organizing principal and made us look deeply at where and how we've been successful and what is still left for us to do.

**How do you foresee this designation affecting future bicycle improvement efforts?**

For the foreseeable future, all efforts to improve bicycling conditions in Portland will be seen through the prism of achieving and then (hopefully) improving upon Platinum Bicycle Friendly Community status.

**Are you aware of other communities which should be involved with this program?**

Yes.

**Please list.**

Olympia, WA