

Sam
Adams
Mayor

Susan D.
Keil
Director

6 January 2010

MEMORANDUM

To: All stakeholders interested in the *Portland Bicycle Plan for 2030*
From: Ellen Vanderslice, Project Manager
Subject: Final Draft of the *Portland Bicycle Plan for 2030*

The *Portland Bicycle Plan for 2030* is now available in Final Draft form. The Final Draft includes changes intended to address comments and issues raised by the public regarding the Public Comment Draft of the plan during the public comment period that ended November 8, 2009, as well as the recommendations of the Portland Planning Commission as noted in their vote of support on November 10, 2009. This memo summarizes the major themes of changes that were made to the Public Comment Draft in developing the Final Draft of the *Portland Bicycle Plan for 2030*. A more detailed list of changes by chapter is attached to this memo.

Changing the implementation scheme

Based on public comments, testimony to the Portland Planning Commission and the Planning Commission's recommendations, the three-tiered implementation scheme described in the Public Comment Draft was scrapped and a revised implementation scheme was developed. The revised Chapter 5.3 describes the three principal implementation strategies into which the projects in the plan have now been sorted. The '80 percent' strategy will implement a comprehensive network that will place a low-stress bikeway within close proximity to at least 80 percent of Portlanders. This includes both on-street low-stress bikeways such as bicycle boulevards and off-street low-stress bikeways (trails). The immediate implementation strategy focuses on the projects from the 80 percent strategy for which funding is likely in the next five years. The 'world-class' implementation strategy introduces world-class separated bikeways such as cycle tracks to many of Portland's commercial main streets and major collectors. The 80 percent and world-class strategies are not mutually exclusive. As Chapter 5.3 describes, they can be implemented in parallel, as conditions allow.

Giving the trail network a more prominent role in the plan

There was considerable public testimony and many comments regarding the importance of the signature trail projects as the foundation of the low-stress bikeway network. The Planning Commission recommended project development be done on the trail projects. Chapter 3.5, "A green network," was rewritten, and Chapter 3.6, "Off-road bicycling," was incorporated into it. In the revised implementation scheme, the trail projects are included in the 80 percent strategy.

Incorporating changes to bikeway routes and projects requested in the comment process

Based on technical evaluation, changes were made to the proposed classifications and projects to address requests made during the comment process.

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List of changes to the Portland Bicycle Plan for 2030

Public Comment Draft to Final Draft

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<i>Chapter or section in Public Comment Draft</i>	<i>Change made in Final Draft</i>	<i>What the change addresses</i>
General		
	Edited the recommendations and action items to make more active language and to reflect that this is the City’s bicycle plan, not only Transportation’s plan.	BTA comment, Bicycle Advisory Committee (BAC) comment
	Edited text for clarity.	Multiple comments
Vision		
	Reordered the opening paragraphs.	BTA comment
Part One		
1.1 Making the case for investing in bicycling	Strengthened the language of the section headings and corrected 1.1.3 (“Bicycling reduces the <i>causes</i> of global climate change,” rather than “...reduces the effects...”	BTA, Crain comments
1.1.1 Introduction	Moved discussion of Portland’s past planning efforts from this chapter to Part Two, Chapter 2.1.	Multiple comments
1.2.2 Public Process	Added brief paragraph describing process during public comment period.	Completeness
1.2.4 How this plan will be used	Added that the update to the Transportation System Plan “will address the need for policy guidance in managing and meeting competing demands in the public right-of-way.”	PBOT comments
1.3.1 Bicycle as vehicles	Added a section on “preparing for advances in bicycle technology” that briefly addresses both electric assist bicycles and cargo bicycles.	Multiple comments
1.3.5 Bicycling and pedestrians	Added discussion of issues related to providing bicycle facilities where there are no existing accommodations for walking.	SWNI, SWTrails comments
Part Two		
2.1. A broad policy context	Inserted discussion regarding Portland’s past planning (moved from 1.1.1) into 2.1.1, Introduction	Multiple comments
2.1.4 Putting green transportation first	Rearranged paragraphs and tightened the language.	BTA comment
2.1.5 20-minute neighborhoods	Added a mention of Portland Planning Commission’s recommendations regarding 20-minute neighborhoods.	Consistency

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2.1 A broad policy context	Added new sections 2.1.6 to mention Portland Streetcar System Concept Plan, 2.1.7 to mention Portland Freight Master Plan and 2.1.8 to mention West Burnside/Couch Alternatives.	Multiple comments
Recommendation 2.1 B Fully integrate bicycling into the Portland Plan project	Added action items related to the Portland Plan.	Planning Commission recommendations
2.3 Street classification for bicycle travel	Clarified the language in 2.3.1 regarding a functional hierarchy and corrected the name of the City of Portland Recommended Bikeway Map.	Consistency
2.3.5 Bicycle Districts	Added brief discussion of OHSU’s suggestion to make South Waterfront a Bicycle District.	OHSU comment
2.3.6 Recommendations for bicycle street classifications	Changes were made to the recommended classification maps, both graphic changes to make them easier to read and changes to recommended classifications. SW Capitol Highway and NW Cornell Road were added as recommended Major City Bikeways. In the Broadway/Weidler corridor between the Broadway Bridge and Hollywood in NE Portland, the MCB classification recommendation was moved from NE Tillamook to NE Broadway/Weidler.	Multiple comments
Recommendation 2.3 A Expand to a functional hierarchy of bicycle classifications	Added an action item to “examine the merits of classifying the South Waterfront District as a Bicycle District as part of the update of the TSP.”	OHSU comment
Part Three		
3.1.3 Develop a cohesive network of low-stress bikeways	This section was rewritten to better describe the supporting arguments for low-stress bikeways.	Multiple comments
3.1.5 Developing capital projects	This section was updated to match the revised implementation strategies in Part Five and to moderate the language about hilly areas.	Consistency, SWTrails comment

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Recommendation 3.1 A. Provide a fine-grained bikeway network that serves key destinations	The public comment period generated many suggestions for changes, additions or deletions to proposed projects, as well as suggestions about priority of projects. Following technical evaluation, many changes were incorporated into the final maps. The projects have been renumbered as part of the revised implementation strategies.	Multiple comments
3.2.7 Off-street paths	The term ‘off-street path’ was revised to ‘trail’ to match changes made in Chapter 3.5.	Consistency
Recommendation 3.2 A Develop design guidelines for new bicycle facilities that will attract riders of all ages and abilities	An action item was added to “develop bicycle facility design guidelines for freight districts that consider the operational needs of both bicycles and trucks.”	Portland Freight Committee comment
Recommendation 3.4 A Engage with partners to improve and simplify connections and transfers between bicycling and other travel modes	Made slight changes to some action items to clarify intent.	Multiple comments
Recommendation 3.4 B Support programs to increase access to bicycles	Corrected this recommendation to “Explore bike sharing systems,” since recommendation 4.1 B had identical text. Deleted the action item to conduct bike sharing demonstrations since this has already been done.	Staff comments
3.5 A green network	This chapter was rewritten to place more emphasis on the trail system, and former chapter 3.6 (“Off-road bicycling”) was incorporated into section 3.5.4 in this revised chapter. A section was added discussing bicycle facilities in Portland parks. The term ‘trail’ was used throughout where ‘off-street path’ was formerly used (this is more consistent with Portland Parks & Recreation terminology). The terminology regarding off-road bicycling on natural surface trails also was clarified.	Planning Commission recommendations, multiple comments

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Recommendation 3.5 A	Added two action items: “Fund project development of major trail corridors in concert with Metro’s The Intertwine effort so that these projects will be ready for implementation when construction funding becomes achievable in the future,” and “Further the development and enhancement of existing and proposed regional multi-use trails.”	Planning Commission recommendation
3.6 Off-road bicycling	This chapter, along with its recommendations, was incorporated into Chapter 3.5, “A green network.”	Multiple comments
3.7 Operation and maintenance of the bicycle network	This chapter became Chapter 3.6 in the final draft. Slight changes were made to some action items to clarify intent.	Consistency, multiple comments
3.8 Bikeways in Portland’s Central City	This chapter became Chapter 3.7 in the final draft.	Consistency
3.7.2 World-class bicycling conditions in Portland’s Central City	Added a new subsection about the Central Eastside Industrial District.	Staff comments
Part Four		
4.1.1	A paragraph was added to discuss equity in encouraging bicycling and mention the work of the Community Cycling Center with respect to “Understanding Barriers to Bicycling.”	Multiple comments
4.2.1	An introductory paragraph was added regarding the many comments received on the need to address bicyclist behavior.	Multiple comments
4.3.2	Some locations were added to bring greater geographic equity to the districts listed as example locations for kiosks.	Comment
Part Five		
General	Part Five had the most changes of any part of the plan.	
5.1	This chapter was renamed “Overall approach to implementation.”	Multiple comments
5.1.2	This section was substantially revised to be consistent with the revised implementation strategies described in Chapter 5.3	Consistency

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5.1 E	Action items were expanded and added under this recommendation. The action items regarding interim facilities and implementation in East Portland were expanded. An action item was added to develop and implement priority corridors for “software” implementation of cycle tracks.	Planning Commission recommendations, East Portland Action Plan comments; SWTrails comments
5.2 Bikeway implementation criteria	Revised the introduction. Revised the criteria to emphasize equity and clarify other criteria.	Multiple comments
5.2.2 Analyzing equity	Updated this discussion with additional information from the equity gap analysis.	Consistency
5.3 Network implementation scenarios	This chapter was renamed “Network implementation strategies,” and was considerably revised. The three-tiered implementation scheme described in the Public Comment Draft was scrapped and a revised implementation scheme was developed. The revised chapter describes the three principal implementation strategies into which the projects in the plan have now been sorted. The first of these – the immediate implementation strategy – focuses on what the City can afford in the immediate future. The ‘80 percent’ strategy will implement a comprehensive network that will place a low-stress bikeway within close proximity to at least 80 percent of Portlanders. This includes both on-street low-stress bikeways such as bicycle boulevards and off-street low-stress bikeways (trails). The ‘world-class’ implementation strategy introduces world-class bikeways to many of Portland’s commercial main streets and major collectors. These latter two strategies are not mutually exclusive. As the revised chapter describes, they can be implemented in parallel, as conditions allow.	Multiple comments
5.5 Evaluation and measurement	This chapter was considerably revised to introduce a set of proposed performance measures grouped into seven themes.	Multiple comments

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Appendix A	Action Plan and Project List	
Action Plan	Edited the recommendations and action items to make more active language and to reflect that this is the City’s bicycle plan, not only Transportation’s plan. Removed the empty benchmarks column and moved discussion of performance measures and benchmarks to chapter 5.5.	Multiple comments
Project lists	Updated to match revised projects.	Consistency
Appendix D	Bikeway Facility Design: Survey of Best Practices	
	This appendix was renamed and minor edits and corrections were made to the supplemental document.	Consistency
Appendix G	Glossary	
	This appendix was updated and additional terms were defined.	
Appendix H	Summary of Public Involvement	
	This appendix was updated to include a the public comment period and Planning Commission hearing.	
Appendix I	Index	
	This appendix has been added, although it is still being refined.	