

Bicycle Parking Code Update Project

Portland is a growing city, with more and more people riding bicycles. To support this growth and continue to encourage bicycling as a mode of transportation the City uses standards and guidelines to support secure, accessible and convenient bicycle parking.

Project Overview

The City of Portland envisions a vibrant city, where 25% of all trips are made using a bicycle. To reach this goal, the City will need to build a connected and safe network of bicycle infrastructure. However, the journey does not end when someone riding a bicycle leaves the road. End-of-trip facilities, including an accessible place to safely and securely park a bicycle, is a key component of creating an attractive and functional bike network.

The project to update the Bicycle Parking Chapter (33.266.200) of the Zoning Code is focused on ensuring new development and major redevelopment is providing adequate, secure and convenient short- and long-term bicycle parking.

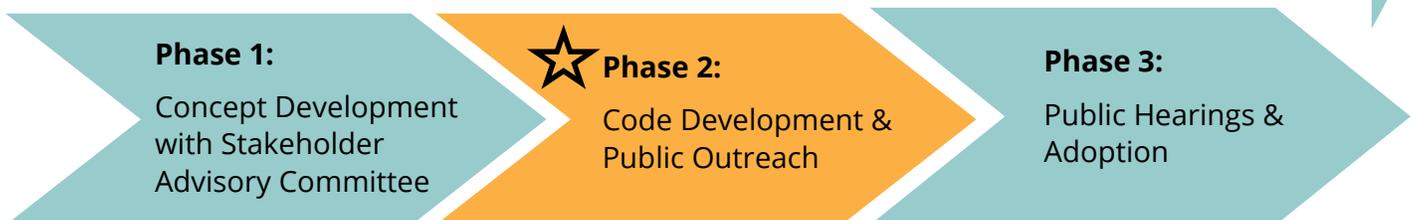


Why is this important?

- ◆ The Portland Bicycle Plan calls for an increase in the citywide bicycle mode split to 25% by 2030.
- ◆ Requirements have not kept pace with growth in Portland population and ridership.
- ◆ The majority of the Bicycle Parking Code has not been updated in 20-years.
- ◆ Need to accommodate all types of bicycles and people of all abilities that ride bicycles.
- ◆ Bicycle theft and security concerns are growing.
- ◆ Supports an affordable and environmentally friendly mode of transportation.

Summary of key proposed Zoning Code changes

Project Timeline



Major Proposed Changes to Bicycle Parking Code

The project includes a number of elements for updating the bicycle parking chapter, including:

- ◆ **Enhance security standards to help prevent bike theft.** During early public outreach, staff heard that bike theft and security are of great concern to Portlanders. Tightening the security requirements and removing some of the standalone options that are available in current code are intended to help ensure higher security in long-term bicycle parking.
- ◆ **Increase options for space saving racks.** Current code only addresses standards for horizontal (floor-mounted) rack placement and spacing. However, there are many rack designs that allow better use of space. Narrower spacing allows for greater flexibility in accommodating more bicycle parking in a smaller area.
- ◆ **Usability for a variety of types of bicycles and people of all abilities.** The Code's requirements have not kept up with the types of bicycles people are riding today. Portland is seeing an increase in the use of electric bicycles and non-traditional sized bikes, including cargo bikes and recumbent tricycles. The proposed code amendments require bicycle parking that accommodates these bicycles and considers users of various abilities.
- ◆ **Update the minimum required amounts of short- and long-term bicycle parking.** The majority of the minimum required bicycle parking amounts have not been updated since 1996. Staff used a data driven formula based on data points, like average square footage per employee (long-term rates); visitation rates (short-term rates); and target bicycle mode split rates.
- ◆ **Expand the use of geographic tiers to all Use Categories.** While Portland has a citywide goal of 25% bicycle mode split for all trips, staff acknowledge that bicycle use rates will be different in various parts of the city, and that meeting the citywide goal will mean higher and lower rates depending on geography.
- ◆ **Reduce the in-unit allowance for required long-term bicycle parking.** The proposed code amendments represent a compromise position to limit the amount of required bicycle parking in a residential unit, and add some additional standards on how the in-unit racks can be placed to maximize accessibility and usability.

To read and comment on the Discussion Draft visit:

www.portlandoregon.gov/transportation/70439

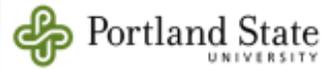
For questions email: bicyclecodeupdate@portlandoregon.gov

Stakeholder Advisory Committee



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BICYCLE ADVISORY COMMITTEE

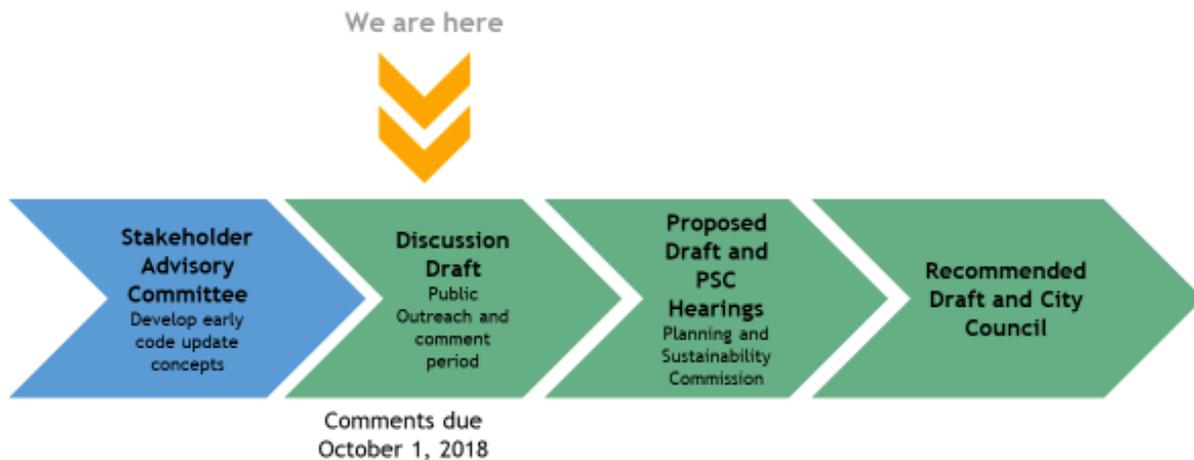


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Where are we in the project?

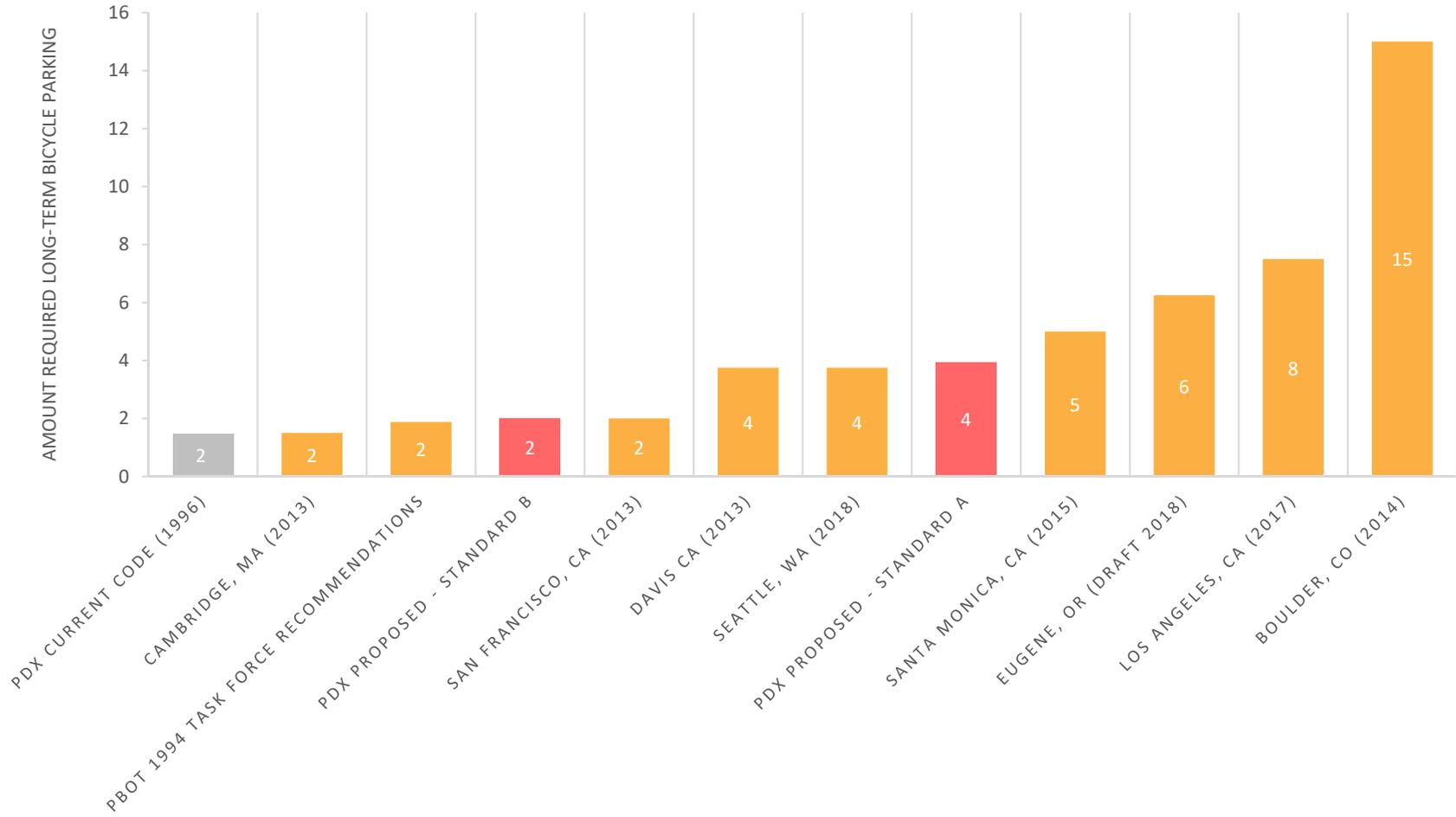
Bicycle Parking Code Update Project Process



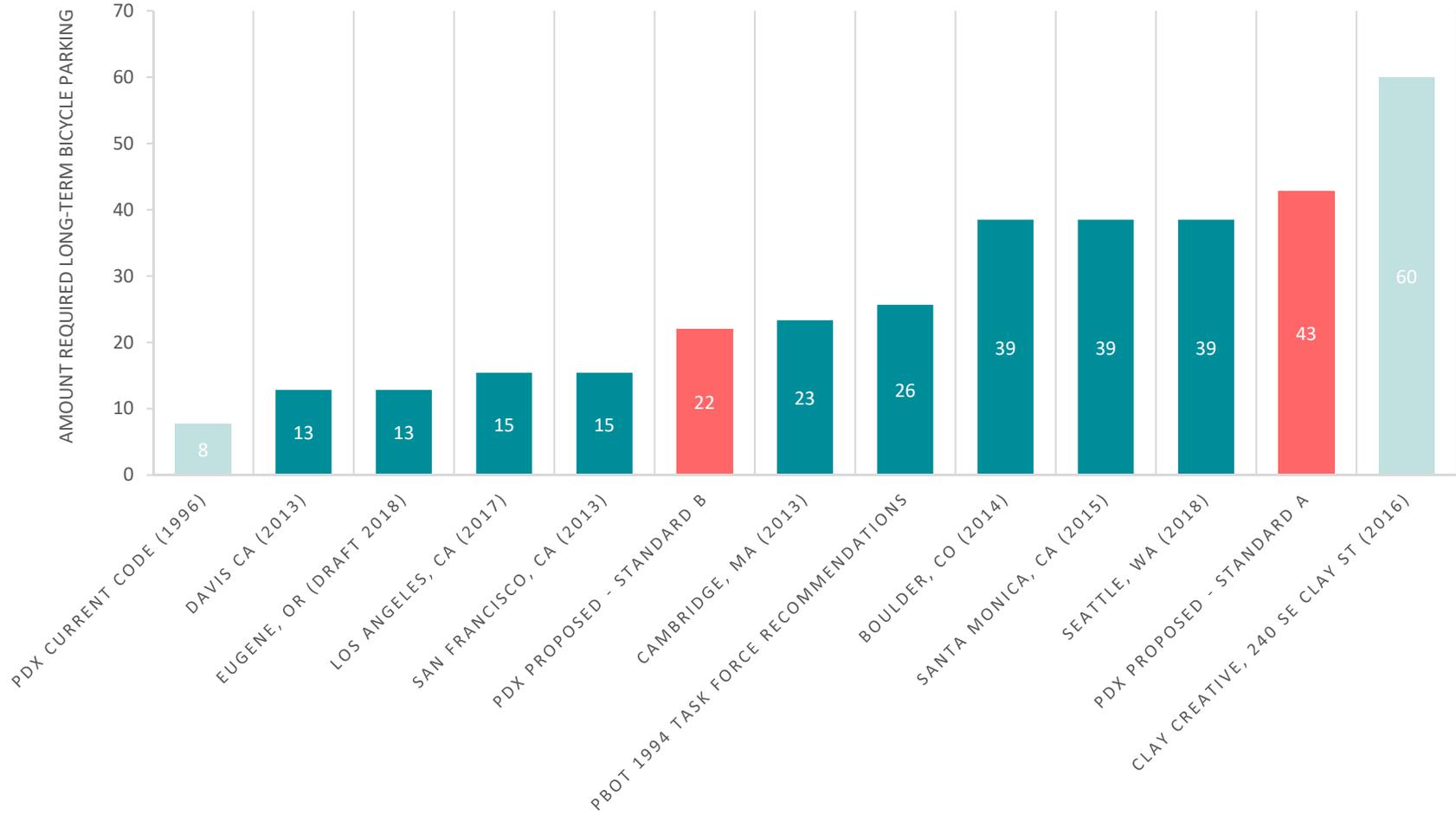
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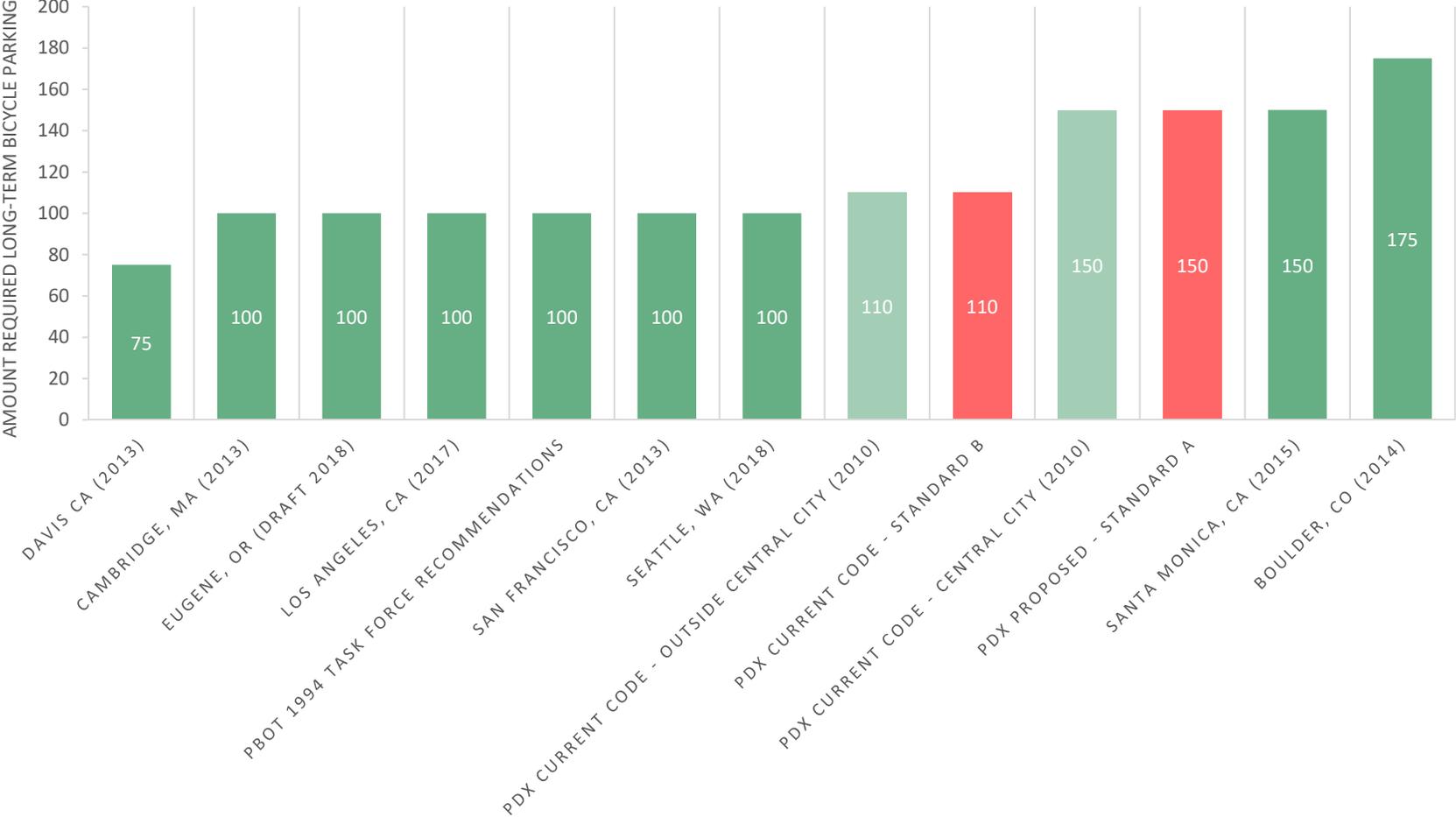
EXAMPLE 15,000 SQ FOOT RETAIL PROJECT



EXAMPLE 77,000 SQ FOOT OFFICE PROJECT



EXAMPLE 100 UNIT MULTI-DWELLING PROJECT



Bicycle Parking Code Update Project - Issues Matrix - Discussion Draft 8.14.18

	Issue	Current Code	Proposed Code
Amount of Bicycle Parking			
1	Geographic Tiers	Tiers are only applied to Multi-Dwelling Use Category; with Central City having a different rate than the rest of the city.	Expand a tiering system to all use categories. The two tiers are based on adopted Pattern Areas and Bicycle Districts.
2	Amount of Required Bicycle Parking	With the exception of the multi-dwelling use category, the majority of the long-term required amounts have not been adjusted in nearly 20 years.	Update to all the required amounts of long- and short-term bicycle parking. Staff used a data driven formula based on data points, like average square footage per employee (long-term rates); visitation rates (short-term rates); and target bicycle mode split rates.
Standards for All Bicycle Parking			
3	Rack Standards	Ability to use a U-lock; support of frame; rack must be securely anchored.	Clarify that a bicycle rack must support a bicycle at two points, including the frame, and the rack must be securely anchored with tamper resistant hardware.
4	Bicycle Footprint	2 foot by 6 foot bicycle footprint	Maintain the 2 foot by 6 foot bicycle footprint, and add a third dimension for height/ depth of a bicycle of 40 inches. This depth measurement is particularly important for vertical bicycle parking.
5	Horizontal Spacing Requirements	Horizontal Racks that are placed parallel to each other, must be placed 4 feet apart to maintain bicycle footprint.	Allow other options for horizontal rack dimensional standards to match the requirements of PBOT's bike parking in the right-of-way guidelines. Allow for closer rack spacing based on configurations.
6	Vertical Spacing Requirements	No spatial standards for vertical racks.	Add detail for spacing requirements for vertical bicycle parking: - Minimum 17-inch spacing between each rack space, with a minimum vertical stagger of 8-inches. - At least 40 inches must be provided for the depth of the parking space (measured from wall to the start of the required aisle). - A minimum of 7 feet of vertical clearance from floor to ceiling.
7	Stacked Spacing Requirements	No spatial standards for stacked racks.	Add detail for spacing requirements for stacked bicycle parking: - A minimum of 17-inch spacing between spaces, with a vertical stagger. - A minimum of 8.5 feet of vertical clearance is needed between the floor and ceiling. - The upper tier must provide at least 4.5 feet of headroom clearance above the floor. - Maneuvering aisle of 8 ft. behind rack.
8	Bicycle Lockers	Bicycle lockers must be securely anchored.	Add dimensional standards for triangular locker layouts. Add a minimum bicycle locker height requirement of 47 inches for all bicycle lockers.
9	Access Requirements	Access Requirements: - 5 foot aisle - not interfere with pedestrian circulation - area devoted to bicycle parking must be hard surfaced	SAME - Add Signage requirement under this section Add clarity around the term of Accessible Route - Access to bicycle parking must be by a route that does not require the lifting of a bicycle over any obstacles, including stairs, steps or curb.
10	Bicycle Parking Information in Plans	No requirement	Codify the level of detail and information needed for consistent review of required bicycle parking.
Standards for Long Term Bicycle Parking			
11	Purpose		Emphasize convenient, easy to find, accessible and secure
12	Location Standards	Long-term bicycle parking must be located on the site or in an area where the closest point is within 300 feet of the site.	Maintain the provision of 300 feet from the site. Add additional details of where on a site, long-term bicycle parking can be located: - Within the building, including on the ground floor or on individual building floors - On-site, including the parking areas; but if located in underground parking areas then the bicycle parking must be located on the level closest to the ground floor of the building.
13	In-unit Standards	All required long-term bicycle parking can be placed in dwelling units, as long as a 2x6 foot space is provided with a rack that is able to be locked to, and has a 5 foot aisle behind the bike parking space.	In a dwelling unit, based on the following standards: - A maximum of 20% of total required bicycle parking spaces may be provided in a residential dwelling unit - Be provided in a rack and accommodate a 2 foot by 6 foot bicycle footprint, with a 40 inch depth measurement and provides an aisle of 5 feet behind the space for maneuvering - The rack <u>does not</u> have to be designed such that a u-lock shackle can lock both bicycle frame and one wheel to the rack - No more than one required long-term bicycle parking space can be accommodated per dwelling unit
14	Sites with Multiple Primary Uses	No requirement	For sites with multiple primary uses, long-term bicycle parking must be provided in an area that can be accessed by each use. If bicycle parking is provided in a commonly shared secure area on the site, then access to that area must be accessible for all tenants.

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	Issue	Current Code	Proposed Code
15	Weather Protection/ Covered Bicycle Parking	At least 50% of required long-term bicycle parking must be covered and meet the following: - permanent covering - designed to protect the bicycle from rainfall - At least 7 feet above the floor or the ground	100% must be covered. Cover must be: - Permanent - Impervious - The dimensions of the cover must project out a minimum of 2 feet beyond the bicycle footprint of the required spaces.
16	Security Standards	Within view of an attendant or security guard Within 100 feet of an attendant or security guard In an area that is monitored by a security camera; or In an area that is visible from employee work areas.	Remove most of the currently allowed security standards as standalone provisions, and only allow the following for security: - A restricted access, lockable room or enclosure designated primarily for bicycle parking; - A bicycle locker; or - In a residential unit, per standards under the location section
17	Lighting Standards	No requirement	All access routes and, the bicycle parking spaces must be lighted to a level so that employees and residents can use the system at night (same as the pedestrian circulation standards).
18	Minimum required horizontal	No requirement	For sites with more than 20 long-term bicycle parking spaces - at least 30% of required spaces must be in horizontal rack, or on the lower level of a stacked bicycle parking rack.
19	Parking for larger bicycle footprint	No requirement	For sites with more than 20 long-term bicycle parking spaces - at least 5% of required spaces must allow for a larger bicycle footprint of 3 feet by 10 feet, paced in a horizontal rack, and can be counted as part of the 30% requirement for horizontal bicycle parking spaces.
20	E-bikes	No requirement	For sites with more than 20 long-term bicycle parking spaces - at least 5% of required spaces must have a power outlet accessible to horizontal bicycle parking spaces.
Standards for Short Term Bicycle Parking			
21	Purpose		Minor changes to emphasize publicly accessible - no other changes to short-term bicycle parking
Other Code Chapters			
22	33.130 Commercial/ Mixed Use Zones - FAR	Structured parking is exempted from the FAR at a certain rate.	Include long-term bicycle parking space, that is provided outside the unit, in the exemption form FAR at a similar rate as structured parking in commercial/ mixed use zones. This is also likely to be added to multi-dwelling zones (33.120).
23	33.229 Elderly and Disabled High Density Housing - Bicycle Parking	Included amount of required long-term bicycle parking spaces; 1 space for every 8 units.	The updated table 266-6 includes covenant based elderly housing, so removing separate requirement amount in this chapter.
24	33.258 Nonconforming Development	Sites that do not have accessory surface parking or are inside the Central City Core Area or Lloyd District, as shown on Map 510-8, are not required to meet this standard for long-term bicycle parking, but are required to meet standard for short-term bicycle parking.	Nonconforming development that meets the definition of major remodel are required to bring both short- and long-term bicycle parking up to current code standards. Remove the exemption for sites within Central City.
25	33.266 Parking, Loading, And Transportation And Parking Management	Current code allows a number of exceptions to the minimum required parking spaces if developments include items that are beneficial to overall livability; tree preservation, transit-oriented plazas, charshare spaces and bikeshare stations. There is an existing exemption for parking, if a development includes more bicycle parking than required.	Allow required vehicle parking areas to be converted to accommodate required bicycle parking minimums.
26	33.510 Central City Plan District	References to required amounts of bicycle parking.	Remove references to bicycle parking, because the updated table 266-6 address the necessary amounts for Commercial Parking and not need to be repeated in the separate chapter.