



## TABLE OF CONTENTS

- B-2 Introduction
- B-2 Note on format
- B-2 GOAL 6 TRANSPORTATION
- B-8 Proposed *Comprehensive Plan* revisions



DENVER/GARITA





## Introduction

Proposed policy recommendations were developed by the plan's Policy Working Group and the *Portland Bicycle Plan for 2030* Project Team. This is a draft proposal. Additional review by the public, by Planning Commission, and by City Council, will be required before final language is crafted for policy changes. Opportunities for additional public review and discussion will occur as part of any amendment process for the *Transportation System Plan* and the *Comprehensive Plan*.

## Note on format:

Underlined text is proposed new language.

~~Strike out~~ text is existing policy language that is proposed for deletion.

For context, some existing policy language is included even though no change is proposed.

## GOAL 6 TRANSPORTATION

Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility.

**Policy 6.3 (Transportation Education):** Implement educational programs that support a range of transportation choices and emphasize safety for all modes of travel.

### Policy 6.3 (Transportation Education) NEW OBJECTIVES:

#### 6.3 Objective H

Increase bicycle safety education, enforcement and outreach to encourage safe travel behavior of all modes and to increase bicycling in Portland.

#### 6.3 Objective I

Promote bicycling as safe and convenient transportation to and from school.

#### 6.3 Objective J

Continue and expand encouragement programs that provide services and equipment, support behavior changes, raise awareness, and provide incentives that increase bicycling in Portland.



## Policy 6.7 Bicycle Classification Descriptions

Maintain a system of bikeways to serve all bicycle users and all types of bicycle trips in a manner that makes bicycling more attractive than driving for short trips.

*Explanation: Bicycle Classifications include a functional hierarchy that helps define the bicycle network operation.*

Objectives:

### **A. Bicycle Districts**

Bicycle Districts are areas with a dense concentration of commercial, cultural, institutional and/or recreational destinations where the City intends to make bicycle travel more attractive than driving.

Land Use. High density and mixed-use neighborhoods should be targeted as bicycle districts. Auto-oriented development should be discouraged in Bicycle Districts.

Characteristics. The size and configuration of a Bicycle District should be consistent with the scale of bicycling trips. A Bicycle District includes the streets along its boundaries, except where the abutting street is classified as a Regional Trafficway.

Improvements. All streets within a Bicycle District are important in serving bicycle trips. Appropriate bicycle facilities should be determined for each street based on the desired bicycling conditions and operations. Use the Bikeway Design and Engineering Guidelines to design streets within Bicycle Districts.

### **B. Major City Bikeways**

Major City Bikeways form the backbone of the city's bikeway network and are intended to serve high volumes of bicycle traffic and provide direct, seamless, efficient travel across and between transportation districts.

Land Use. Major City Bikeways should support 2040 land use types.

Improvements. Major City Bikeways should be designed to accommodate large volumes of bicyclists, to maximize their comfort and to minimize delays by emphasizing\* the movement of bicycles. Motor vehicle lanes and on-street parking may be removed on Major City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after taking

\*The phrase 'emphasizing the movement of bicycles' in the description of Major City Bikeways is intended to support a connected bikeway network and bicycle mobility and access on these streets in a manner that is appropriate for the adjacent land use setting and is consistent with other adopted modal street classifications.





# Appendix B: Recommended **policy** amendments

into consideration the essential movement of all modes. Off-street paths designated as Major City Bikeways should have separate tracks for bicycles and pedestrians where practical.

### C. City Bikeways (existing language replaced with the following)

City Bikeways are intended to establish direct and convenient bicycle access to significant destinations, to provide convenient access to Major City Bikeways and to provide coverage within three city blocks of any given point.

Land Use. City Bikeways should support 2040 land use types and residential neighborhoods. Improvements: City Bikeways emphasize\* the movement of bicycles. Motor vehicle lanes and on-street parking may be removed on City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after taking into consideration the essential movement of all modes.

### D. Local Service Bikeways

Local Service Bikeways are intended to serve local circulation needs for bicyclists and provide access to adjacent properties.

Classification. All streets not classified as Major City Bikeways or City Bikeways, with the exception of Regional Trafficways not also classified as Major City Traffic Streets, are classified as Local Service Bikeways.

Improvements. Consider the following design treatments for Local Service Bikeways: shared roadways, traffic calming, bicycle lanes, and extra-wide curb lanes. Crossings of Local Service Bikeways with other rights-of-way should minimize conflicts.

On-Street Parking. On-street parking on Local Service Bikeways should not be removed to provide bicycle lanes.

Operation. Treatment of Local Service Bikeways should not have a side effect of creating, accommodating, or encouraging automobile through-traffic.

### Policy 6.13 Traffic Calming

#### 6.13 G (Traffic Calming) [NEW]

Use traffic calming tools and other available tools and methods to create and maintain sufficiently low

\*The phrase 'emphasize the movement of bicycles' in the description of City Bikeways is intended to support a connected bikeway network and bicycle mobility and access on these streets in a manner that is appropriate for the adjacent land use setting and is consistent with other adopted modal street classifications.



automotive volumes and speeds on bicycle boulevards to ensure a comfortable cycling environment on the street.

## **Policy 6.23 Bicycle Transportation**

~~Make the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.~~

Create conditions that make bicycling more attractive than driving for trips of three miles or less.

### **6.23 Objective A**

~~Complete a network of bikeways that serves bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations.~~

Form a citywide network of connected bikeways on streets including streets with low traffic speeds and low traffic volumes. Provide the highest degree of separation on busier streets to preserve access to common destinations. Accommodate cyclists of all ages and abilities.

### **6.23 Objective B**

~~Provide continuous bicycle facilities and eliminate gaps in the bike lane system~~ bikeway network.

### **6.23 Objective C**

Install bicycle signage along bikeways where needed to define the route and/or direct bicyclists to a destination or other bikeway.

### **6.23 Objective D**

~~Increase bicyclist safety and convenience by making improvements, removing physical hazards such as dangerous storm gates and supporting changes to adopted statutes and codes that would enhance the safety of bicyclists.~~

Design bicycle facilities with safety and comfort as basic requirements to attract riders of all ages and skill levels.

### **6.23 Objective E (Existing objective on bicycle parking moved to 6.26)**

### **6.23 Objective E [NEW]**

Ensure that the health, social, economic, and environmental benefits of bicycling are accessible to all Portlanders regardless of race, ethnicity, age, economic status, geographical location or language spoken.





## Appendix B: Recommended **policy** amendments

### **6.23 Objective F**

Encourage the provision of showers and changing facilities for commuting cyclists, including the development of such facilities in commercial buildings and at 'Bike Central' central locations.

### **6.23 Objective G**

Increase the number of bicycle-transit trips.

Increase the number of multi-modal trips that include bicycling for at least one trip segment by improving and simplifying connections and transfers to transit.

### **6.23 Objective H**

Promote bicycling as safe and convenient transportation to and from school.

### **6.23 Objective I [NEW]**

Provide bikeway system improvements that will serve key destinations, such as Metro 2040 centers and main streets, employment centers, commercial districts, transit stations, institutions, schools, and recreational destinations.

### **6.23 Objective J [NEW]**

Support bike-sharing programs aimed at visitors, tourists, employees, and residents to increase access to bicycles.

### **6.23 Objective K [NEW]**

Maintain Portland's position as a national leader in the evaluation of bicycle improvements and ridership through on-going data collection and monitoring of changes to bicycling infrastructure and in riding behavior.

### **6.23 Objective L [NEW]**

Support changes to remove institutional barriers in statutes, policies, and codes that discourage safe and efficient bicycle use.

### **Policy 6.26 On-Street Parking Management**

Manage the supply, operations, and demand for parking and loading in the public right-of way to encourage economic vitality, safety for all modes, and livability of residential neighborhoods.

### **6.26 Objective A**

Support land uses in existing and emerging regional centers, town centers, and main streets with an



adequate supply of on-street parking spaces while emphasizing grouped bicycle parking in the street.

## **6.26 Objective E [NEW]**

Provide and maintain public bicycle parking at high-demand locations in the Central City, neighborhood business nodes, cultural and recreational destinations, transit nodes and employment centers.

## **6.26 Objective F [NEW]**

Ensure a highly functional and high quality design of bicycle parking installed in the public right of way.

## **Policy 6.27 Off-Street Parking**

Regulate off-street parking to promote good urban form and the vitality of commercial and employment areas.

## **6.27 Objective D [NEW]**

Support changes to regulations to ensure that all land uses provide an ample quantity of short- and long-term bicycle parking and end-of-trip facilities consistent with an increasing bicycle mode share.

## **6.27 Objective E [NEW]**

Encourage owners of existing residential or commercial buildings to supplement and upgrade off-street long-term and short-term bicycle parking.

## **Goal 11B Public Rights-of-Way**

Improve the quality of Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public rights-of-way, implementing street plans, continuing high-quality maintenance and improvement programs, and allocating limited resources to identified needs of neighborhoods, commerce, and industry.

## **Policy 11.10 Street Design and Right-of-Way Improvements**

Design improvements to existing and new transportation facilities to implement transportation and land use goals and objectives.

## **11.10 Objective F (Street Design and Right-of-Way Improvements)**

Provide planned bicycle facilities on designated alignments and in conjunction with street improvements, or develop equally safe and convenient alternative access for bicycles on parallel streets





## Appendix B: Recommended **policy** amendments

~~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.~~

### 11.10 Objective R [NEW]

Require adequate right-of-way or easements where adequate space for planned bikeway and pedestrian facilities is not available.

### 11.10 Objective S [NEW]

Continue to test, evaluate, and implement appropriate innovative design treatments that improve operating conditions and safety for cyclists.

### 11.10 Objective T

Utilize interim bicycle facility improvements where the preferred design treatment is not currently feasible.

### **Policy 11.12 Maintenance**

Support activities and programs that preserve, maintain, and prevent deterioration of the existing transportation system.

### 11.12 Objective F [NEW]

Make improvements to the bicycle network, including removing physical hazards, and maintain the bicycle infrastructure in a timely and efficient manner.

### **Proposed *Comprehensive Plan* revisions**

These proposed revisions must reviewed in context as part of the Portland Plan and subsequent Comprehensive Plan updates in 2010 and 2011.

### **Goal 15: Economic Development**

#### Objective X.1

Market Portland as a destination for bicyclists and encourage the provision of bike rentals by the private sector.

#### Objective X.2

Encourage the retention and expansion of the bicycle industry in Portland to increase economic opportunities and enhance our international reputation as a bicycling center.