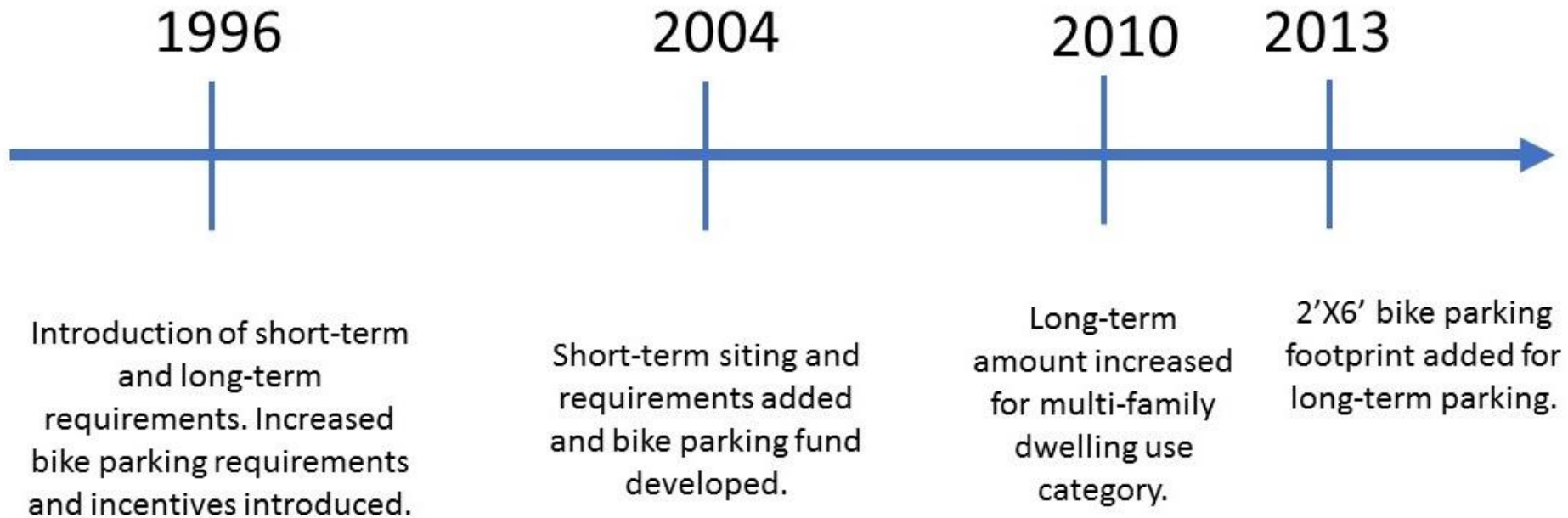


Bicycle Parking Code Update Background and Policy Context

Background

Similar to other cities, the City of Portland Zoning Code (33.266.200) requires the inclusion of long- and short-term bicycle parking in new development and major redevelopment. The current requirements for Bicycle Parking were largely written and adopted 20 years ago.

Incremental Change since 1996:



City Policy

A number of City policy and planning documents guide the update to the bicycle parking requirements, including:

Comprehensive Plan 2035

- Encourage the provision of parking for **different types of bicycles**.
- In establishing the standards for long-term bicycle parking, **consider the needs of persons with different levels of ability**.

Climate Action Plan

- Create vibrant neighborhoods where **80 percent of residents can easily walk or bicycle** to meet all basic daily, non-work needs and have safe pedestrian or bicycle access to transit.
- Reduce daily per capita vehicle miles traveled **by 30 percent** from 2008 levels.

Mode Split Goals

Mode split is the percentage of travelers using particular type of transportation.

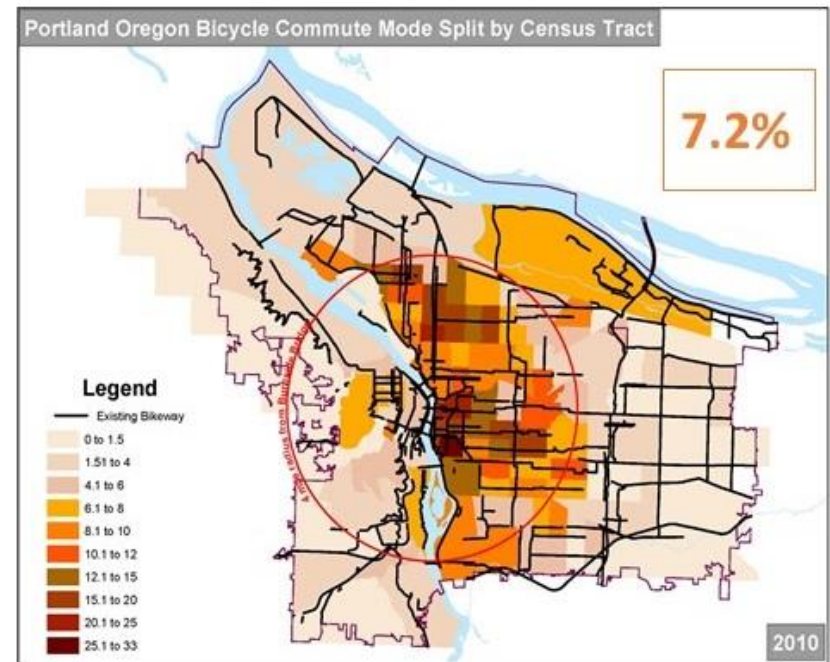
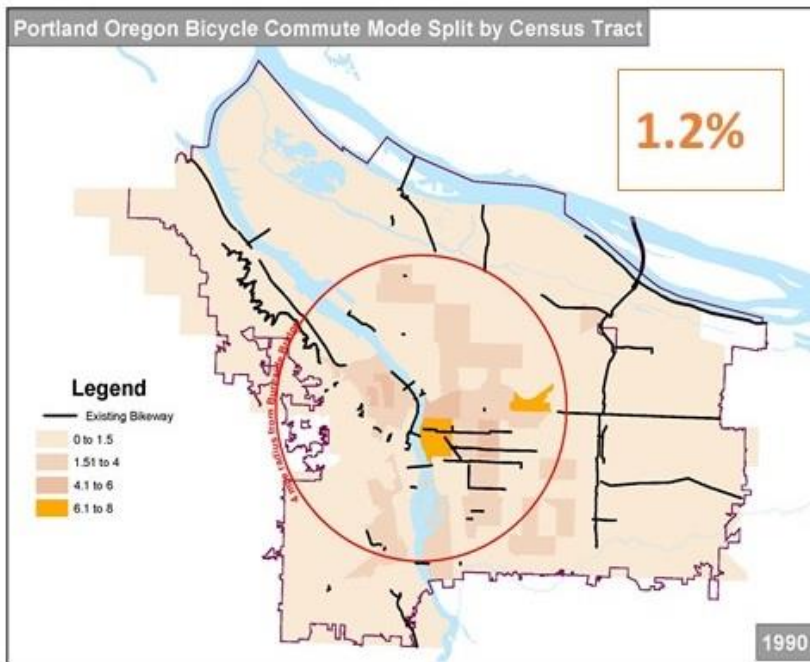
- Portland Bicycle Plan for 2030: **25%** bicycle mode split for **all trips** by 2030.
- Transportation System Plan (TSP 3 DRAFT Proposal)*: **25%** bicycle mode split for **commute trips** by 2035.

Current bicycle mode split: 7%

*During much of the time that staff was working with a Stakeholder Committee on updating the bicycle parking chapter, the TSP Proposed Draft Stage Three included a 15% commute mode split goal. However, this mode split goal was changed to 25%, with the release of the TSP Proposed Draft in August 2017. Unrelated to the issue of an appropriate City target commute mode split, staff and the Committee continued with the 15% as the target citywide commute mode split for the long-term bicycle parking methodology and calculation. This decision was based on the significant stakeholder consensus around the minimum required amounts based on 15% that had been built over the yearlong stakeholder advisory committee work.

Growth in Bicycle Mode Split

Since the last major update of the bicycle parking code chapter, bike mode split has increased six fold.



Bike Parking Code 101

Portland's Bike Parking Code:

- Title 33.266.200 – City of Portland Zoning Code
- Requires a minimum number of spaces based on use
- Requirements for both short and long term spaces
- Location requirements
- Rack design requirements
- Security requirements

Bike Parking Code 101 - Continued

Triggers – when the current bike parking code applies:

- New Construction
- Renovation projects where the alteration value is over \$153,450 (33.258.070 Non-conforming use)

Exceptions:

- Sites that do not have accessory surface parking or are inside the Central City Core Area or Lloyd District do not need to bring long-term bicycle parking up to current code.
- Timing and cost: applicants can bring the property up to compliance at the time of the alteration but only have to spend 10% of the value of proposed alterations on upgrades OR can choose to bring all requirements up to standard over a set period of time.

Bike Parking Code 101 - Continued

Two types of bike parking

1. Short-Term Bicycle Parking:

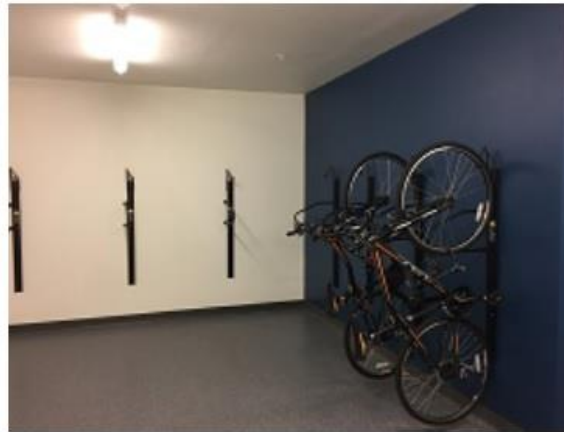
- Visitor parking
- Typically less than 2 hours
- Visible and convenient
- Often uncovered
- Less than 50 feet from the building main



Bike Parking Code 101 - Continued

2. Long-Term Bicycle Parking:

- Residential, workplace, transit, student parking
- 2+ hours
- Sheltered and secure



Timeline and Next Steps in the Code Update

(tentative timeline)

- **September and October:** Finalize the SAC Recommendation Report
- **October:** SAC Recommendation Report presented to the Portland Planning and Sustainability Council (PSC)
- **November (2017) - November (2018):** Formal code writing and legislative process
- **Fall 2018:** Hearing at PSC
- **Spring 2019:** Portland City Council

Bicycle Parking Code Update – General Project Process Timeline

