

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.

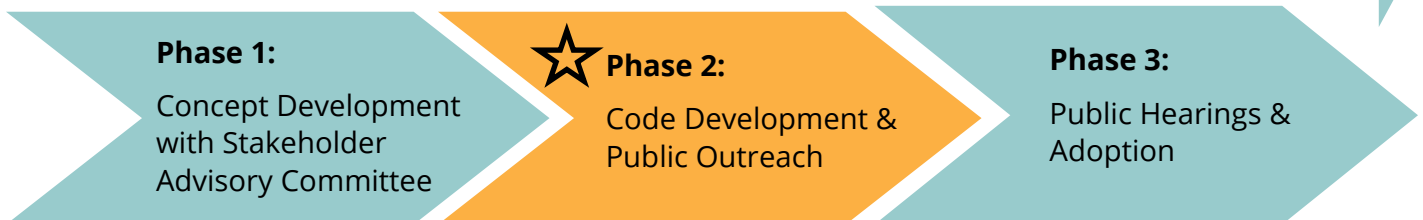


Why is this important?

- ◆ 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