

Sam
Adams
Mayor

Susan D.
Keil
Director

2 December 2009

To: Whom it may concern
From: Ellen Vanderslice, Project Manager, Portland Bicycle Plan for 2030
Subject: **Changes from Public Comment Draft to Final Draft of the Portland Bicycle Plan for 2030, as endorsed by the Portland Planning Commission**

Staff for the Portland Bicycle Plan for 2030 is currently preparing a final draft of the plan in advance of the City Council hearing scheduled for January 20, 2010. In their action on November 10, 2009, the Portland Planning Commission made recommendations for changes to the plan and endorsed the recommendations proposed by staff. This memo lists the major changes that are currently being incorporated into the final draft Portland Bicycle Plan for 2030.

Portland Planning Commission recommendations for strategy:

Planning Commission agreed with the recommendation of the Plan to focus initial investments in Bicycle Boulevards to rapidly bring a comfortable cycling experience to as wide a portion of Portland as possible. But they also agreed with testimony that other investments are essential as well. They recommended that the black and white labeling of funding priority tiers be removed and that immediate programs be established to:

- Fund project development of major off-street trail corridors in concert with Metro's Intertwine effort so that these projects will be ready for implementation when construction funding becomes achievable in the future
- Develop and implement a list of high priority pilot corridors for separated in-roadway bikeways that can be initially created with 'software' (paint, signal timing changes, plastic pylons) rather than 'hardware' (concrete, asphalt, new signals), and, based on the results of these pilots, consider prioritizing permanent build-out of these corridors and construction of additional separated facilities

Portland Planning Commission recommendations for equity:

Consistent with the Planning Commission's recommendation on the Streetcar System Concept Plan, it is important that the benefits of the City's investments in cycling be distributed equitably in all areas of the City and are accessible to all members of the community. The following actions should be prioritized:

- Schedule early implementation of the following item from Action Plan 5.1E:
 - "Fund and perform a study of opportunities to increase access to bicycling in East Portland"
- Emphasize the following from Action Plan 4.2B:
 - "Develop culturally specific outreach and education programs"

Portland Planning Commission recommendations for equity, continued:

- Anticipate the impact that the rapidly developing category of electric-assist bicycles may have on the practicality of cycling in Southwest and Northwest Portland and prepare supporting facility recommendations
- Support the work of community organizations that are making bicycles available to youth and low-income populations

Portland Planning Commission recommendations related to the Portland Plan:

The Planning Commission recommended that the Portland Plan should support and incorporate the Portland Bicycle Plan for 2030 with the following work plan items:

- Designate a set of current and future 20-minute neighborhood centers and designate a set of corridors interconnecting these neighborhood centers, Region 2040 Town and Regional Centers and the Central City. Corridors connecting these centers should be priorities for separated in-roadway bikeways and to the extent possible should be coordinated with the Streetcar System Concept plan to create continuous multi-modal mobility corridors between centers
- Consider whether all Region 2040 Town Centers should be classified as bicycle districts
- Examine space devoted to vehicle parking (both motor vehicles and bicycles) in the public realm, in commercial parking facilities and in accessory parking to all types of land uses and recommend policies to ensure that space is allocated appropriately between vehicle types to accommodate parking needs while to the extent possible reducing the total square footage required for parking
- Conduct research to comprehend the impact of cycling infrastructure and mode share on property values and make recommendations on the viability of value-capture funding methods (Local Improvement Districts, Tax-Increment Financing) along the lines of those used for Streetcar development

Staff proposed changes to implementation recommendations:

- Restructure the implementation to eliminate the tiers by combining tiers 1 & 2 and describe this as the “80 percent strategy;” developing facilities in what was identified as “tier 3” will be described as the “world-class strategy”
- Update the implementation recommendations with a four-year “immediate strategy” that includes project development of the signature trails as well as implementation of funded and likely-funded projects
- Add an action item to further develop project priorities
- Update the project selection criteria to better include the results of the equity analysis performed by PSU in order to inform future project selection decisions

Staff proposed changes to classification recommendations:

- Recommend NW Cornell Road be classified as Major City Bikeway
- Recommend SW Capitol Hwy be classified as Major City Bikeway
- Recommend moving Major City Bikeway designation in the Broadway/Weidler corridor from Tillamook to Broadway/Weidler and Broadway, from the Broadway Bridge to Hollywood

Staff proposed changes to projects in Far Northeast/Far Southeast districts:

- Create a project description for "complete street projects" and apply this to SE 136th Avenue
- Add 122nd Avenue to the "80 percent strategy"

Staff proposed changes to bikeway network map on Swan Island:

- Add off-street path facility type along north side of Going Street (Greeley to Basin)
- Per the Swan Island Trails Action Plan, show Swan Island bikeways as off-street path facilities instead of separated in-road facilities

Staff proposed changes to project maps and classification maps:

- Incorporate changes to projects or classifications per public comments received
- Improve readability of the maps

Staff proposed narrative changes:

- Revise and combine Chapters 3.5 and 3.6 to better promote trail projects and eliminate confusion between off-street paths and off-road bicycling
- Add brief sections addressing 1) bicycles and trucks; 2) electric-assisted bicycles and other technologies
- Provide commentary in Appendix B to help better explain the intent of, and differences between, Major City Bikeways, City Bikeways and Bicycle Districts