

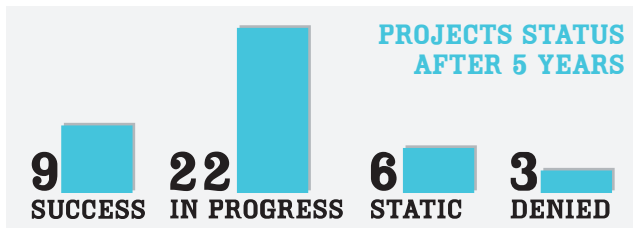
THE BLUEPRINT FOR BETTER BIKING

2011
STATUS
REPORT



INTRODUCTION

It has been more than five years since the Bicycle Transportation Alliance released its *Blueprint for Better Biking: 40 Ways to Get There*. How are we doing? What progress have we made toward creating the policies, facilities and programs necessary to drastically increase bicycling? This project serves as a status report on the efforts made to increase safety, accessibility and convenience on bike routes, to make cycling a viable option for all types of transportation trips and to increase the quality of the experience for cyclists.



About the 2005 Blueprint for Better Biking

In our 2005 quest to develop a vision that increases bicycling, we focused on listening to people. The BTA worked with experts and listened to everyday and novice cyclists.

Starting in 2004, the BTA:

- » Convened a cabinet of experts on bicycling facilities, programs, and policies to serve as our advisory committee.
- » Surveyed over 900 Portland area residents about cycling.
- » Met with bicycling planners, presented at bicycle advisory committees, and ran a series of ground-truthing bike rides called "Ride the Region."
- » Researched cost-effective techniques that will attract current and emerging cyclists.

Themes and Challenges

Our research identified four major themes summarizing the challenges common to everyday bicycling:

1. Cycling Around Cars

Cycling in traffic—around automobiles—is the top concern of cyclists of all levels of skill and experience. Increasing the number of low-traffic bicycling routes is especially important for parents and families, people with limited cycling experience, seniors, and those who simply prefer an aesthetically pleasing ride.

2. Complete Routes

Bicycle lanes and facilities often end, disappear, or have key gaps. Gaps at dangerous intersections are a major barrier to inexperienced cyclists.

3. Motorist Behavior

As congestion, speeding, and driver aggression increases, driver behavior has become an increasing concern for cyclists. Cyclists feel endangered, and are significantly more vulnerable than other road users when motorists speed, run red lights, fail to yield, and drive while drunk or talking on cell phones.

4. Quality of the Facilities

Debris, poor street conditions, and lack of clear signs and markings are critical problems cited by many regular cyclists, especially in suburban areas. Conditions that are acceptable for motorists can be barriers for cyclists.

The 40 projects on the list were winnowed from over 400 suggested projects, and include infrastructure projects, improved enforcement, encouragement, research, and education projects.

Action

The Blueprint for Better Biking defines a vision that addresses these four themes. The BTA's strategy to increase bicycling focuses on both current and potential bicyclists. We identify different kinds of cyclists and discuss facilities to accommodate each type. Our strategies focus on generating the largest increase in bicycling among the total population.

About the Bicycle Transportation Alliance

The Bicycle Transportation Alliance (BTA) is a non-profit membership organization working to promote bicycling and improve bicycling conditions in Oregon. Since 1990, the BTA has worked in partnership with citizens, businesses, community groups, government agencies and elected officials to create communities where people can meet their daily transportation needs on a bike.

Mission

The BTA creates healthy, sustainable communities by making bicycling safe, convenient and accessible.

Vision

Bicycling transforms communities by reinventing transportation and offering solutions for the universal challenges facing health, livability and the environment.

BTA Advocacy and Education

Since founding, our advocacy successes include convincing TriMet to accommodate bikes on buses, prevailing in a lawsuit to uphold Oregon's Bicycle Bill, protecting the Bicycle Bill from several legislative attacks, and ensuring that countless projects in the Portland Metro area have been built in a way that accommodates bicycles. We engage members directly in our advocacy work, empowering them to speak out on behalf of bicycling in their community.

Our education programs are designed to teach safe cycling practices – and to create a strong sense of community identity among people who ride bikes and people who simply understand that a community where people can ride bikes is a safer, healthier, more vital place.

Since 2005, the BTA has championed projects such as:

Bike Boulevards

Portland has built 30 miles of bicycle boulevards - a testament to the Bureau of Transportation and Environmental Services, in collaboration with the BTA. The safety, transportation and environmental benefits of bike boulevards are numerous, to the extent that they are often referred to as 'neighborhood greenways' for their transformative character. The BTA has played an important role in advocating the creation of boulevards, as well as the current push to expand the system.

Community Policing Agreement

The BTA, in conjunction with the Willamette Pedestrian Coalition, the Portland Bureau of Transportation and Portland Police Bureau signed the Community Policing Agreement in 2009. Each organization agrees to increase communication, to a collaborative approach to public and traffic

safety, designation of priority locations for improved safety, and improved data collection. The Bureau of Police will provide targeted enforcement based on high crash locations and a liaison.

Bike Safety Education Classes

The BTA teaches courses in 4th-7th grade classrooms about bicycle and pedestrian safety, meeting numerous curriculum benchmarks mandated by the state of Oregon. The Bicycle Safety Education Program brings resources into schools including a trained instructor, a fleet of 30 bikes, helmets, brochures and pamphlets, safety vests, videos, and other equipment. The BTA also trains instructors, coordinates program logistics, and assists with fundraising and volunteer coordination.

Safe Routes to School

In partnership with the Willamette Pedestrian Coalition, the BTA develops, coordinates, and promotes the elements of the Safe Routes to School program and provides technical advice and assistance for Oregon communities.

Rose Quarter Transit Center

As described in Number Six (below), the Rose Quarter was a serious impediment to the many cyclists coming off the Steel Bridge and heading north or east to the Lloyd Center area. The BTA pushed the Bureau of Transportation and TriMet to find a solution for the Transit Center that would safely accommodate its many users - on both bike and bus. Convinced of the problem and the public desire for a solution, the agencies worked with the BTA to develop a creative solution to a tricky problem. The green contra-flow bike lanes, implemented in 2008, safely opened the Transit Center to bikes where they had previously been disallowed.

Metro Area Bicycling Resources

City of Portland: Roger Geller roger.geller@portlandoregon.gov, 503-823-7671

City of Portland Parks: Gregg Everhart 503-823-6009

City of Gresham: Jonathan David 503-618-2321

Multnomah County: Ray Delahanty, ray.delahanty@multco.us, (503) 988-5050 x29397

Clackamas County: Scott Hoelscher, scotthoe@ci.clackamas.or.us, (503) 742-4524

Washington County: Aisha Willits, Aisha_Willits@co.washington.or.us, (503) 846-3961

City of Lake Oswego: Tom Tushner 503-675-3990

City of Milwaukie: JoAnn Herrigel 503-786-7508

Beaverton: Margaret Middleton, mmiddleton@ci.beaverton.or.us, 503-526-2424

Hillsboro: John Wiebke 503-681-5358

Metro, Transportation: John Mermin, merminj@metro.dst.or.us, (503) 797-1747

Metro, Parks and Trails: Mel Huie, mel.huie@oregonmetro.gov, (503) 797-1731

Oregon Department of Transportation Bicycle Program:

Sheila Lyons, sheila.a.lyons@odot.state.or.us, (503) 986-3555

Oregon Department of Transportation—Metro Area:

Basil Christopher, basil.christopher@odot.state.or.us, (503) 731-3261

Oregon Department of Transportation—Bicycle Safety:

Julie Yip, julie.a.yip@odot.state.or.us, (503) 986-4196

Next Steps

Stay in touch with your council, your representatives, your mayor, your newspaper, your bike advisory committee, and your local planners. Check out the BTA's website for useful information on contacting your representative and becoming a bicycle advocate.

Forward Momentum: The 2011 Blueprint for Better Bicycling

It's time to celebrate the success of nine of the forty projects on this list, move forward on the worthy projects still in progress, and turn our focus to the next generation of bicycle projects. The BTA seeks your input on the next big ideas, policies, and projects for making biking in Portland safe, convenient, and accessible for everyone. Check www.btaoregon.org for more details on how to get involved.

STATUS REPORT

Five years later, where do the Portland Metro area's top 40 projects stand?

1. Sellwood Bridge: *In Progress*



A replacement for the existing 85-year old span will open in 2015. The preferred option was approved by the federal government in September 2010 to include two 12-foot travel lanes, two 6.5-foot bike lanes, as well as, two 12-foot sidewalks. That means 60% of the bridge's width will be dedicated to bicycle and pedestrian uses; more than the entire width of the existing 31'-wide Sellwood bridge! This design is a huge success for east-west access and will soon make for a much safer and more enjoyable route - funding it stands as the next big hurdle.

2. South Waterfront Path: *In Progress*

A quarter-mile segment of the path along the Willamette River in Portland's South Waterfront District may soon become a reality following a donation of river-side land from Williams and Dame Development. The City of Portland has designed a path which will offer complete separation of bicycle users from pedestrians along the corridor and avoid the conflicts inherent to other popular routes. In the meantime, both Moody and Bond streets have bike lanes. Footings being poured in May, 2011 for the Gibbs Street Pedestrian Bridge will provide connectivity across I-5 between Lair Hill and to the growing, but somewhat isolated, South Waterfront District.

3. Central City Bicycle Plan: *In Progress*



Due to the heavy traffic and the sheer number of businesses in Downtown Portland, it can be an intimidating place to ride. The central core has been designated a "Bicycle District" in which bicycle and pedestrian mobility is of high importance. To make these modes more enjoyable, the city has improved bicycle routes in the downtown core with new north-south lanes on Naito Parkway, alleviating congestion and conflicts with pedestrians on the Waterfront Park path. Broadway Avenue has been improved with a city-first cycletrack. Other low-traffic routes in NW such as Flanders, Johnson, Overton and Raleigh Streets provide comfortable routes east-west. A lane on each of SW Stark and Oak has been converted to a buffered bike lane. Significant work remains, including treatment of 9th and Park Avenues to provide low-traffic boulevard options along the Park Blocks. Better bike storage will slowly become a reality now that building code revisions require 1.5 bicycle parking spaces for each dwelling unit downtown.

4. NW Flanders Street Bike Boulevard: *Static*

Dreams of a continuous low-traffic route bike route across Interstate 405 won't be realized in the near term. The Flanders Street bike boulevard has been constructed west of I-405 to the Willamette, but, east of the interstate, it exists only on paper. Completion of the route relied heavily on a bike/ped bridge over the interstate which became prohibitively expensive and unwieldy

when planning focused on the re-use of the aged Sauvie Island span. Despite this setback, the vision remains in the 2030 Bike Plan, but will have to wait for another opportunity to bridge the gap.

5. Morrison Bridge: *Success*

The Morrison Bridge used to be the least desirable option available to cyclists crossing the Willamette in downtown Portland. A new 15-foot multi-use path was constructed on the south side of the bridge through a \$1.9 million collaboration of the Federal Highway Administration, Multnomah County and the City of Portland. The project also improved ramps and sidewalks on both sides of the river, making the crossing easier, safer and much more comfortable.

6. Rose Quarter: *Success*

The Rose Quarter was previously recognized as a 'black hole' for cyclists attempting to connect between the Steel Bridge, Eastside Esplanade and Vancouver Street. That connection has improved with an innovative bike-only traffic light and new bidirectional, colored bike lanes through the Rose Quarter Transit Center, formerly off-limits to bikes. Connections from the Rose Quarter east to the Lloyd District remain challenging and less than intuitive, but this collaboration between the City and TriMet lays a foundation for future successes. Holladay Street, although currently just an east-bound one-way, could someday be a fantastic two-way bike route, making the Rose Quarter Transit Center a major crossroads for eastside bike routes.

7. North Portland Greenway Trail: *In-Progress*

The npGreenway will serve to link the Eastbank Esplanade (and the downtown core) to North Portland and St. John's. The multi-use trail will provide a commuting and recreational route within view of the Willamette River. The lengthy trail faces challenges skirting rail yards, piers, multiple landowners and varied topography. However, in August 2010, Metro and the City purchased six acres further the Baltimore Woods Corridor, bringing a continuous trail slightly closer to reality.

8. St. Johns Bridge: *Denied*

The St. Johns Bridge provides the only connection across the Willamette River for five miles north or south, but is very unappealing to bicyclists and pedestrians; the bridge has four, narrow travel lanes and two, skinny sidewalks which don't accommodate bikes. The Oregon Department of Transportation - which owns and maintains the bridge - undertook a \$38 million overhaul of it in 2005, a process through which the BTA, St. Johns' community activists and many others lobbied to change the lane configuration to make it safer for bikes. Despite this input, ODOT completed

the project and striped the pavement with the existing lane configuration: no bike lanes. The plan to paint two wide, travel lanes and to include bike lanes was deemed insufficient to carry an average of more than 24,000 vehicles daily over the bridge, many of which are heavy trucks.

9. I-5 Bridge Access: *Static*

Cyclist access between Portland and Vancouver over the I-5 bridges is narrow, poorly connected and has not improved - yet. The Columbia River Crossing remains an active undertaking to completely revamp and reimagine the link between the two cities. Bicycle and pedestrian access to the new bridge is a significant concern and design point for bridge engineers. Current design ideas all place importance on wide, separated facilities for bikes and pedestrians to safely cross the Columbia River.

10. North/NE Portland—New East—West Bikeways: *In Progress*



The Northeast quadrant has historically lacked the bike boulevard options available in southeast Portland. As a part of the city's annual 15-mile expansion of the bicycle boulevards network, low-speed routes will be greatly improved in north and northeast Portland. Tillamook and Going Streets bike boulevards are finished, and now N Wabash, N Concord, NE Klickitat, N Central and NE Holman are all in design. As of May 2011, the Portland Bureau of Transportation is using a \$2.33 million grant of Federal Flexible Funds to build the "Going to the River" project which will provide a link from NE 72nd Street all the way to the Willamette River and Swan Island employers.

11. NE Cully Boulevard: *Success*

This street, previously a narrow, high-speed gap in the bike network, has been completely rebuilt. The new Cully Boulevard includes grade-separated cycletracks, sidewalks and new 11-foot travel lanes for 0.6 miles between NE Prescott and Killingsworth Streets. Completed in May, 2011, the final product includes green streets improvements to street trees and storm water detention. This is the culmination of a \$5.4million rebuild of what used to be a country road without shoulders or sidewalks.

12. I-205 Bike Path Crossings: *In Progress*

The Interstate-205 multi-use path is a popular 18-mile route which appeals to many, particularly novice riders and families who benefit from separation from traffic. Despite separation from traffic, users must cross many wide, busy roads along the path's route. To reduce this, the Oregon Department of Transportation is working to fund an undercrossing at SE Division Street to provide path users a safe alternative to crossing four lanes of traffic. Several other crossings, such as Glisan Street, also warrant improvement.

13. Gresham Fairview Trail: *In Progress*

This 5.2. mile trail will provide a major north-south connection in East Multnomah County and link the Springwater Corridor in the south, to the Lewis and Clark Greenway at Marine Drive along the Columbia River. The trail is now complete between NE Halsey Street and the Springwater Corridor with the addition of a new pedestrian bridge over Powell Boulevard in 2010.

14. Springwater Corridor to Mt. Hood: *In Progress*

Imagine a multi-use path all the way from downtown Portland to iconic Mt. Hood! In 2010, Metro secured a 25-acre trailhead at Barton Park to access the 4-mile Cazadero Trail, which will extend the Corridor from Boring to Barton. The forested trail follows an old rail line which was used to ship lumber to Portland, and provides the start to a trail along the Clackamas River to the Estacada and Cazadero areas.

15. 92nd Avenue: *Static*

Improvements have been made to add bike lanes along sections of SE 92nd Ave, but they are not continuous. Despite designation as a north-south corridor in the 2030 Bicycle Plan, the route lacks a connection across I-84 to Rocky Butte, which will require a bridge (see number sixteen, below).

16. North-South Eastside Bikeways: *In Progress*

Crossing Interstate-84 and Sullivan's Gulch remains a hurdle to north-south neighborhood connections on the east side of Portland. Despite more bicycle lanes on bridges, the bridges are infrequently spaced. The City has funded and is presently in the process of design and construction of a 4.5-mile long, 53rd street bikeway from NE Thompson Street to SE Woodstock Boulevard. As of June 1st, 2011, the Citizen Advisory Committee endorsed a draft design concept to reorient stop signs to slow cross traffic, add bike boxes and turning refuges along the new route. The plan requires a few more approvals, but hopefully the city will break ground on the project soon.

17. Close the Springwater Gap: *In Progress*

The Springwater Corridor multi-use path provides an amazing recreational and community amenity on an old rail line stretching 20 miles from downtown Portland to Boring. A one-mile gap and on-street detour has long prevented the completion of the route. In September 2010, Metro reached an agreement with Oregon Pacific Railroad to build one half-mile of new trail from SE Umatilla to SE 13th Avenue. This will significantly decrease the "Sellwood Gap" and move closer to allowing riders to travel continuously end-to-end without use of public streets.

18. Willamette Shore Trail: *In Progress*



The original hope to build the Willamette Shore Trail parallel to a streetcar transit extension from Portland to Lake Oswego has become impossible due to narrow rights-of-way and high costs. As of 2011, progress is being made through other avenues. When Project #19 (see below) failed, Metro made \$110,000 available to study the Shore Trail in the corridor from Dunthorpe to Elk Rock.

19. Lake Oswego to Milwaukie Crossing: *Denied*

Although Metro had plans and \$110,000 to study a bicycle route on the Union Pacific railroad trestle between the Lake Oswego and Milwaukie, the railroad was not interested. The path would have been similar to the successful bike/ped addition on the Steel Bridge. However, in the fall of 2010, the railroad cited safety concerns in refusing to share access to the active rail bridge, ending hopes for a new connection across the Willamette.

20. Trolley Trail: *In Progress*

As of May, 2011, contractors have broken ground on the six-mile trail from Milwaukie to Gladstone following an old streetcar route. After bidding and surveying in early spring, work has begun on improvements of trail segments. It is expected that construction of the paved multi-use path will take nine months and be completed by the end of 2011. Once completed, the Trolley Trail will be part of a future 20-mile link from Oregon City to Gladstone, to Milwaukie, and finally to Portland.

21. West Linn to Oregon City Crossing: *Denied*

The historic Oregon City / West Linn Arch Bridge - built in 1922 - is due for a major renovation. The bridge is closed to all modes of transportation for 24 months beginning January 15, 2011 for a significant overhaul. Although cyclists lack safe crossing on the Arch Bridge over the Willamette, no new provisions will be made to accommodate them. The \$10.6 million overhaul provides a perfect opportunity to provide 21st century transportation options, but as a historically designated structure, it cannot be modified to accommodate the additional width of bike lanes.

22. Stafford Road: *Static*

This busy, high-speed arterial has been improved some for cyclists near the Tualatin River. In October 2010, a new bridge over the river was completed to include bike lanes, as well as sidewalks extending in close proximity to the bridge. Slightly south on Stafford Road, a new roundabout at Borland Road was completed in October 2010 and justified another small segment of bike lanes. Further progress will have to wait. Although widening of Stafford Road (which would include bike lanes) is on the Clackamas County 20-Year Capital Improvement Projects list, it is an "Intermediate Term" priority on a six to ten year horizon and is, as of 2011, unfunded.

23. Tonquin Trail: *In Progress*



The Tonquin Trail will be a 19-mile multi-use path connecting the cities of Wilsonville, Sherwood and Tualatin. Small sections of the trail are already complete as of 2011, bolstered by Metro's new Graham Oaks Park which opened in September, 2010. The project's master planning phase was completed in April 2011 and will guide future trail construction as funding is secured.

24. Westside Trail: *In Progress*

The Westside Trail - formerly known as the Beaverton Powerline Trail - is envisioned to provide a link from the Tualatin River all the way to Forest Park and the North Portland Greenway on the Willamette. The path will primarily follow a Bonneville Power Administration powerline corridor which stretches 16 of the approximately 24 miles of the trail. The Tualatin Hills Park and Recreation District has made significant progress on the central section of the trail since passage of a 2008 bond which included \$15 million for trails. In April 2009, the THPRD completed more than two miles in 2009 and will close three additional gaps by 2014. Metro received a 2010 grant and will soon begin master planning the remainder of the project from the Tualatin River to the Willamette River.

25. Low-Traffic Suburban Routes: *In Progress*



Cycling in Portland's suburbs and surrounding communities can be challenging due to placement of bike facilities on high-speed and high-

volume routes, as well as low-volume routes which have poor connectivity inherent to sinuous suburban design. The City of Beaverton has worked to identify an extensive network of low-traffic routes and is working in conjunction with Washington County to mark the routes and implement the plan as of Winter 2011. A new "Bike Beaverton" map is being finalized for release in spring 2011 and will include route ratings similar to Metro's "Bike There" map in coordination with all jurisdictions.

26. Gaps in Suburban Bikeways: *In Progress*

Many suburban cyclists depend on bike lanes and routes on wide, high traffic streets because many of the less-busy neighborhood routes lack connectivity and contain gaps. Several roads were identified as concerns in Washington County in the 2005 Blueprint; as of Winter 2011, the County has begun the planning process to significantly widen Bethany Boulevard to five lanes with continuous bike lanes and sidewalks. A major project for Walker Road is planned for 2012, but lacks funding beyond preliminary design work. Beaverton-Hillsdale Highway remains frustrating at its skewed intersection with Scholls Ferry Road; a redesign is in the works but construction won't be undertaken soon. Barbur Boulevard still has a handful of short gaps in its bike lanes which were identified in the 2030 Portland Bicycle Plan, but which will be very expensive to close.

In December 2010, Washington County received a two-year Department of Energy-funded grant to update bicycle, pedestrian and off-street trail maps for the urban area. The inventory of bike lanes will focus on larger, arterial and collector roads, but will also look at opportunities to improve routes which include low-traffic roads and other alternatives to high-traffic roadways.

27. SW Hall Boulevard: *Static*

Hall is a major north-south route in Beaverton, and the only one serving the downtown core. Although approximately one new block of bike lanes has been added to Hall near the MAX station in the last decade, the street's lanes still have major gaps. As of 2011, excepting the new block, lanes are non-existent north of Farmington Road and for several blocks surrounding Allen Boulevard.

28. Fanno Creek Trail: *In Progress*



In April 2010, Metro secured two easements which will begin to close the one-third mile long gap between Woodard Park and downtown Tigard. Residents of the City of Tigard approved a \$17 million parks bond in November 2010, some of which will be used to improve the trail. The Fanno Creek Trail, which is about half complete in the beginning of 2011, will travel 15 miles from the Willamette River in Southwest Portland through Beaverton and Tigard to the Tualatin River, at its confluence with Fanno Creek.

29. Low-Speed/Low-Volume Bikeways: *Success*



The City of Portland has made it a priority to construct 15-miles of new bicycle boulevards - recently renamed 'neighborhood greenways' - each year, for each of the four years following 2010. These new low-traffic routes (championed by the BTA) provide comfortable and safe cycling, walking and running opportunities for residents. The program has been a successful collaboration of the Bureaus of Transportation and Environmental Services to redesign streets to slow vehicular traffic, provide transportation options, as well as, mitigate storm water runoff and to recharge aquifers. These new

miles will be a huge addition to the 30.3 miles of existing and funded bike boulevards identified in the 2030 Bike Plan.

30. Signs and Markings: *Success*

In August 2010, Portland unveiled new and improved, more-legible way-finding signs on bike routes. The National Association of City Transportation Officials, the local counterpart to highway officials, launched an initiative to catalog best practices in an Urban Bikeway Design Guide called "Cities for Cycling" in 2009. The project, which collects the best ideas and techniques from around the world in one reference for American cities, was released in May, 2011. The Federal Highway Administration performed a 2010 update to the Manual on Uniform Traffic Control Devices, which sets the standard for signs, signals and pavement markings in the United States. This is the document which determines which methods of controlling traffic are nationally acceptable and can receive federal funding. However, despite improvements, it still lacks many progressive ideas beyond the now commonplace 'sharrow.'

31. Maintenance of Bikeways: *Static*

Everyone has noticed the potholes, worn paint and plugged storm drains, but in Fiscal Year 2011 there is not enough money to fund all unmet maintenance needs or to prevent further deterioration of Portland's transportation infrastructure. The majority of Portland's road (and bicycle) infrastructure maintenance money derives from fixed-rate revenue and has necessitated more than \$15 million in cuts to the transportation budget over the past decade. The City of Portland makes an effort to regularly sweep bike lanes, to patch holes and paint stripes, however, it all costs more money than is available. On a brighter note, the city has made efforts to upgrade all pavement markings to thermoplastic, which is much more durable and visible than paint, thus reducing maintenance costs.

32. Employer-Based Incentive Programs: *In Progress*

Although drivers have long been eligible for reimbursement for parking expenses and transit riders for fares, bicycle commuters have been left out of a reimbursement and incentive program. Finally, thanks to Congressman Earl Blumenauer's Bicycle Commuter Act of 2008, commuters may be reimbursed up to \$20 per month, tax free, by their employers for bicycle equipment, maintenance or storage. ODOT and Metro's "Drive Less, Save More" campaign is now in its fifth year of helping commuters change transportation habits to save money and the planet. Also, the Business Energy Tax Credit provides an incentive for businesses to reduce energy consumption by using bicycles for business purposes.

33. Tourism Center: *Success*

On a bike is a great way to see Oregon. In addition to long-standing Cycle Oregon, promotion for cycling tourism has boomed recently. Travel Oregon's RideOregonRide.com promotes Oregon specifically as a cycling destination and provides information for adventures as well as resources, routes and events. The site was an outgrowth of the 2008 Oregon Bike Summit, and as of June 2011, includes information on 370 trails and road routes across the state. Through its website, the Portland Bureau of Transportation now offers eleven pdf maps of recreational routes around the city, as well as three routes from Portland to the Coast.

34. Enforcement Campaigns: *In Progress*



The BTA, in conjunction with the Willamette Pedestrian Coalition, the Portland Bureau of Transportation and Portland Police Bureau signed the Community Policing Agreement in 2009. Each organization agrees to increased communication, to a collaborative approach to public and traffic safety, designation of priority locations for improved safety, and improved data collection. The Bureau of Police will provide targeted enforcement based on high crash locations and has assigned Officer Pickett (2/2011) as a bureau liaison. Additionally, the Oregon Legislature has passed safety bills which mandate a motorist to leave safe space when passing a cyclist and another bill restricting the use of distracting cell phones while driving.

35. Education Campaigns: *In Progress*

Drivers and cyclists alike need to better understand their rights and responsibilities when sharing our roads. Cyclist education at a young age is championed and taught by the BTA, but must be institutionalized across the state. The 2010 Oregon Driver's Education Manual includes seven pages on sharing the road with pedestrians and bicyclists and provides new and relicensing drivers with information about bicycle boxes, 'sharrows' and even to be aware of cyclists near streetcar tracks.

The new Share the Road Safety Class - the brainchild of Judge Chris Larsen - is a pedestrian- and cyclist-specific traffic-law diversion course. The class, which began in March 2007, is taught twice a month in 2011 by the trio of judge, police officer and trauma nurse. The course explains Oregon traffic law to offenders of minor infractions such as not using a crosswalk, driving in the bike lane, failure to yield, or failure to use bike lights. Class completion will allow first-time offenders to avoid hefty fines and gain valuable knowledge.

36. Car-Free Events: *Success*

Portland loves car-free events. 2010 marked the 15th annual Providence Bridge Pedal which attracted almost 20,000 riders in a rare opportunity to bike across all of Portland's bridges. Since 2008, Portland has closed specific streets to auto traffic for Sunday Parkways. The event, which originated in Bogota, Colombia, has grown from one to five Sundays, on five different neighborhood routes in summer 2010. Sunday Parkways provides a proven opportunity for new cyclists and families to try cycling without traffic and for everyone to experience life without cars. We look forward to the events of summer 2011 and hope for more frequent opportunities to enjoy our streets without traffic.

37. Safe Routes to School: *In Progress*



The proportion of students who now walk and bike to school has reached a historic low. In order to provide an alternative to typical transportation options, Portland Safe Routes to School has been instituting the "Five E's," Education, Encouragement, Enforcement, Engineering and Evaluation in local schools since 2005. The program assists kids to get to school actively and involves parents, students and community groups in more than 80 elementary and K-8 schools in Portland during the 2010-11 school year. The program has succeeded in shifting over 1,500 daily trips from family vehicles to walking or biking. When kids walk or bike to school they arrive healthier, more focused and ready to learn.

38. Bike Parking: *Success*

Portland has achieved such high bicycle ridership that bike parking has become scarce at popular destinations. To help, the city has converted on-street parking stalls into 67 bike corrals as of September 2011. Bike corrals are so popular that the city has a two-year waiting list with 75 businesses in line to receive one. Each of these corrals replace one or two on-street car parking spaces with enough bike racks to accommodate up to 20 bikes. Not only does the bike corral increase the amount of parking available for customers at local businesses, it can free up space on sidewalks for outdoor seating and other uses. Each bike corral must be requested by local businesses and demand continues to outpace supply. Trying to get ahead of the curve, the City has raised the required minimum number of bike parking spaces per dwelling unit in new development in the central city from 1.1 to 1.5, and from 0.25 to 1.1 in the rest of the city. This will make biking easier and bike storage safer.

39. MAX Station Bicycle Hubs: *In Progress*

In order to better integrate bicycle and transit modes for commuting, TriMet has installed a "Bike and Ride" facility at the Sunset Transit Center which provides key-card access to enclosed bike parking for \$0.03 per hour during the work day! Two more Bike & Rides will open at Gresham Central and Beaverton Transit Centers in early 2011. TriMet is actively working to provide first rate bike parking on the future Portland-Milwaukie Orange MAX line and will install enclosed, card lock parking at three stations on the line. Additionally, a BikeStation opened in October 2010 at the Hillsboro Intermodal Facility which offers bike parking, self-repair tools, showers and restrooms to subscribers.

40. Oregon Center for Bicycling and Walking: *Success*

The Initiative for Bicycle and Pedestrian Innovation was founded at Portland State University in July 2007 in collaboration with University of Oregon and Oregon State University. The Initiative fosters research, education and provides professional development seminars. The Initiative has provided a base for cutting edge transportation research, currently focused on GPS and bikes, as well as evaluation of new technologies, such as bike boxes and boulevards around the city.

