



"Our intentions are to be as sustainable a city as possible. That means socially, that means environmentally and that means economically. The bike is great on all three of those factors. You just can't get a better transportation return on your investment than you get with promoting bicycling."

– Mayor Sam Adams



JONATHAN MAUS / BIKEPORTLAND.ORG





A vision for Portland in the year 2030

The **STEERING COMMITTEE** for the *Portland Bicycle Plan for 2030* included:

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Veronica Rinard, Todd Roll,
Mark Seiber, Kathryn Sofich,
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Eric Wiley

A HEALTHY COMMUNITY

All Portlanders have equal access to the benefits of bicycling. Because they ride bicycles, Portlanders tend to be fit and healthy. All Portland children learn safe, effective bicycling skills in school.

VIBRANT NEIGHBORHOODS

Portland's streets are livable places that accommodate many activities. Neighborhood business districts are thriving as Portlanders shop locally. A civic commitment to share the road is reflected in mutual courtesy.

BICYCLES EVERYWHERE!

Portland is the hub of a connected regional bicycle network that includes bike lanes and bicycle boulevards, paths, trails and greenways, as well as protected bikeways separated from traffic on busy streets.

In 2030, **BICYCLING IS A FUNDAMENTAL PILLAR** of Portland's fully integrated transportation system.



Portland in the Year 2030

It is the year 2030, and Portland looks much different than it did a generation ago. By sharply reducing reliance on personal auto use, Portland significantly lowered its carbon footprint, eased traffic congestion, improved air quality and enhanced public health. One of the community's most valuable assets - the public right-of-way - was reclaimed for all Portland residents. By repurposing much of this space for pedestrians, bicyclists, mass transit, freight use and green infrastructure, Portland streets more efficiently move people and goods, filter and clean stormwater, absorb emissions and improve Portland's health, safety and livability.

Bicycling is now a fundamental pillar of Portland's fully integrated transportation system, with more than a quarter of all daily trips taken by bicycle on the city's world-renowned bikeway network. Residents and visitors know they can readily find a low-stress, efficient and comfortable facility - be it a bicycle boulevard, bike lane, cycle track, paved trail, natural surface trail or other well-designed, maintained and marketed bikeway - to get from where they are to where they want to go. As a whole, Portland's cohesive tapestry of bikeways forms the hub of a vibrant regional active transportation network.

With a foundation in bicycling as a normal means of transportation, the youth of Portland's early 21st century Safe Routes to School program have matured, resulting in a Portland that is healthier, cleaner and more sustainable than it was at the end of the last century. Bicycle safety education and encouragement is integral with the youth experience in all Portland schools, and bicycle-related tours, events, races, rides and activities reinforce the childhood experiences of nearly all Portland residents.

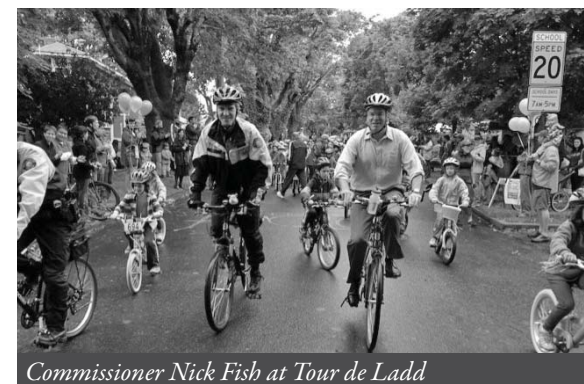
Children, women, immigrants, seniors and other populations that have historically not bicycled in large numbers now bicycle in higher proportions than ever before. This resulted from a land-use shift to a dynamic mosaic of mixed-use neighborhoods - allowing residents to work and learn, buy and sell, play and pray, all within an easy bicycle ride of their home. Portland has also experienced a shift in the health care industry towards a genuine commitment to fitness and nutrition as the foundation of personal wellness across the spectrum of age, wealth and ethnicity.

Portland's thriving economy derives from its fit and healthy employee base. Every business encourages employees and visitors to bicycle and offers high quality, plentiful bicycle parking. With more money in their pockets and circulating in the local economy due to



Young bicyclists in the park

TRANSPORTATION OPTIONS



Commissioner Nick Fish at Tour de Ladd

JONATHAN MAUS / BIKEPORTLAND.ORG



Morning bicycle commuters at the Broadway Bridge

JONATHAN MAUS / BIKEPORTLAND.ORG





A vision for Portland in the year 2030

reduced transportation costs, the business community has come to embrace bicycling as a hallmark of the Portland region. Thousands of green, sustainable, local jobs in manufacturing and distribution, retail sales and services, tourism, and professional services derive from Portland's successful bicycle-related industry.

In 2030, bicycling is fully intertwined with Portland's regional transit system. Streetcar, light and commuter rail, water taxis and bus transit are all planned and operated with the needs of bicyclists in mind and as high-priority customers who will reach transit stations by bike and partner to reduce reliance on the automobile.

Visitors to Portland find bicycle transportation to be a signature feature of their experience. Bicycles, maps and route guidance are readily available throughout the region's town and neighborhood centers via shared bike kiosks, rental companies, hotels and corporate and academic campuses.

The cultural shift to bicycling that began in earnest at the turn of the century is no longer an oddity. Bicycling is not seen merely as a sport or the exclusive purview of young progressives. Portland residents do not identify themselves as 'bicyclists', but as users of a preferred means of transportation for regular daily activities.

The rise in bicycle use has been accompanied by a sharp increase in safety for all residents due to the use of international best practices in bikeway design, bicyclist and motorist safety campaigns, enforcement of high-risk traffic behaviors and evolution of laws and attitudes. Improved safety is tied to the increasing numbers of bicyclists, many of whom have reduced their driving trips and come to appreciate the lower stress experience of pedaling for daily transportation. Related to the decline in driving-related stress has been a burgeoning civic commitment to mutual courtesy.

Portland has become the nation's center of research, teaching and learning in green and sustainable urban planning, design, architecture and engineering. Through innovative partnerships and our commitment to Portland as a living laboratory of progressive change, residents have helped spread the revolution far and wide, evolved academic curricula and models, deepened their understanding of the rich benefits of sustainable transportation and reformed their previous automobile-centric approach to community design and operation. Researchers from across the world come to Portland, eager to see what it has done and then apply the lessons to their own communities.

This vision did not just happen as a result of geography, climate or historical happenstance.

It was carefully planned and fully funded by citizens determined to set a threshold for sustainable urban living in the 21st century. The vision came about because Portland's leaders recognized that bicycling could be a significant and incredibly positive means of transportation for tens of thousands of residents and an economic powerhouse for businesses who realize the benefits bicycling brings to health, safety and livability, as well as to the economy and the environment. By investing in bicycling as a hallmark of its transportation system, Portland was made more human and healthy, safe and splendid.

- Portland Bicycle Plan Steering Committee



Portland's first *Bicycle Master Plan* was adopted by City Council in 1996 and updated in 1998. The plan created a cost-effective blueprint for developing an interconnected bicycle network supported by innovative policies and programs to encourage bicycling. In the period between its publication and the completion of this new plan, Portland expanded its bikeway network to more than 300 miles, developed many effective programs to promote bicycling, added thousands of bicycle parking spaces and experienced an exponential rise in the number of people bicycling. In 2008, these efforts were recognized by the League of American Bicyclists when Portland was granted platinum-level status as a *Bicycle Friendly Community*.

Having more Portland residents choose to bicycle for transportation will address numerous public objectives. The *Portland Bicycle Plan for 2030* positions Portland for the tremendous growth in bicycling that the City expects over the next 20 years. A major theme of the new plan is that the City must plan and design for people who are not yet riding, and must create conditions that make bicycling more attractive than driving for short trips.

The *Portland Bicycle Plan for 2030* includes a list of capital projects and recommended actions. It recommends strengthening City policies in support of bicycling, providing more and better bicycle parking, expanding

educational and encouragement programs and developing ongoing measures of success.

The plan recommends expanding the network of planned bikeways from 630 to 962 miles, based on three key strategies:

1. Introduce safe, comfortable and attractive bikeways that can carry more bicyclists and serve all types and all ages of users, building on the best design practices of great bicycling cities around the world.
2. Construct a dense network of bikeways so that all Portland residents can easily find and access a route.
3. Create a cohesive network with direct routes that take people where they want to go.

A 20-year horizon will likely include many new trends and funding sources beyond what exist in 2009. New trends and funding sources will arise. This plan prepares Portland to be flexible and agile in responding to new opportunities to invest in the bicycle transportation system.

STRATEGIC IMPLEMENTATION RECOMMENDATIONS:

Amend the *Transportation System Plan (TSP)* to **adopt recommended policies and classifications** for bicycle transportation.

Identify and pursue **multiple strategies to increase funding** for green transportation.

Develop a **street design guide** that includes **bicycle design guidelines**.

Expand **encouragement programs** that provide services and equipment, support behavior changes, raise awareness and provide incentives that increase bicycling.

Build **as much** of the bicycle transportation system as possible, **as quickly** as possible.

Develop **strategies to ensure successful delivery** of bicycle projects.

Fund and construct projects in **areas underserved by the bikeway network** that score high in indicators of disadvantage.





Executive summary

Recommendations of the *Portland Bicycle Plan for 2030*:

2.1 *A broad policy context*

- 2.1 A. Put green transportation first.
- 2.1 B. Fully integrate bicycling into the *Portland Plan* project.

- 2.1 C. Further integrate support for bicycling into existing City policies.

2.2 *Bicycle policy recommendations*

- 2.2 A. Adopt a bicycle transportation policy to create conditions that make bicycling more attractive than driving for trips three miles or less and integrate support for bicycling into other *Transportation System Plan* policies.
- 2.2 B. Revise existing parking policies to include bicycle parking.

2.3 *Street classifications for bicycle travel*

- 2.3 A. Expand to a functional hierarchy of bicycle classifications.

- 2.3 B. Classify a fine-grained bicycle network.

- 2.3 C. Develop refinement plans for key areas and facilities.

3.1 *Expanding the bicycle network*

- 3.1 A. Provide a fine-grained bikeway network that serves key destinations.

3.2 *Bicycle facility design and engineering*

- 3.2 A. Develop design guidelines for new bicycle facilities that will attract riders of all ages and abilities.

3.3 *Bicycle parking*

- 3.3 A. Seek changes to regulations to ensure all land uses provide ample bicycle parking and end-of-trip facilities.
- 3.3 B. Anticipate and provide adequate bicycle parking, especially at high-demand locations.
- 3.3 C. Ensure a high quality of function and design of bicycle parking.

- 3.3 D. Encourage owners of existing buildings to upgrade bicycle parking.

- 3.3 E. Establish a funding stream to fulfill future bicycle parking demand, improvements and maintenance.

3.4 *Integrating bicycling with other travel modes*

- 3.4 A. Engage with partners to improve and simplify connections and transfers between bicycling and other travel modes.
- 3.4 B. Explore bike sharing systems.

3.5 *A green network*

- 3.5 A. Collaborate with Metro and other partners to realize a coordinated regional network of greenways.
- 3.5 B. Work with advocates for bicycling on natural surface trails and natural resources advocates developing strategies that increase opportunities for bicycling on natural surface trails, while protecting the natural environment and enhancing pedestrian safety.



3.5 C. Ensure that green street features and bicycle transportation improvements are mutually supportive.

3.6 *Operations and maintenance of the bicycle network*

3.6 A. Improve and preserve existing bikeways.

3.6 B. Develop maintenance practices that minimize physical hazards for bicyclists.

3.6 C. Accommodate bicyclists through construction zones.

3.7 *Bicycling in Portland's Central City*

3.7 A. Make Portland's Central City superlatively bicycle-friendly.

4.1 *Encouraging bicycling*

4.1 A. Expand the City of Portland's offering of maps, information and trip planning to encourage new bicyclists and increase convenience for those who are already riding.

4.1 B. Support programs to increase access to bicycles.

4.1 C. Expand programs that promote long-term changes in the transportation habits of Portland residents by encouraging bicycling.

4.1 D. Continue to raise the awareness of bicycling and reinforce safe bicycling behaviors.

4.1 E. Investigate strategies for providing incentives to bicycle.

4.2 *Safety education and enforcement*

4.2 A. Expand the Safe Routes to School program.

4.2 B. Increase safety education and outreach to encourage safe travel behavior for all travel modes.

4.2 C. Regularly assess road safety data to inform design and engineering improvements.

4.2 D. Implement enforcement practices that contribute to the safety and attractiveness of bicycling.



A popular business draws bike customers

JONATHAN MAUS / BIKEPORTLAND.ORG



Bicycle and pedestrian facility on the Hawthorne Bridge

GREG RAISMAN



Traffic enforcement at Sunday Parkways

JONATHAN MAUS / BIKEPORTLAND.ORG





Executive summary

4.3 *Wayfinding for bicyclists*

- 4.3 A. Improve wayfinding for users of Portland's network of bikeways.

5.1 *Overall approach to implementation*

- 5.1 A. Amend the *Transportation System Plan (TSP)* to adopt recommended policies and classifications for bicycle transportation.

- 5.1 B. Identify and pursue multiple strategies to increase funding for green transportation.

- 5.1 C. Develop a complete street design guide that includes bicycle design guidelines.

- 5.1 D. Expand encouragement programs that provide services and equipment, support behavior changes, raise awareness and provide incentives that increase bicycling.

- 5.1 E. Build as much of the bicycle transportation system as possible, as quickly as possible.

- 5.1 F. Develop strategies to ensure successful delivery of bicycle projects.

- 5.1 G. Fund and construct projects in areas underserved by the bikeway network that score high in indicators of disadvantage.

5.5 *Evaluation and measurement*

- 5.5 A. Continue to expand the means of evaluating how well the public is being served by Portland's bikeways network and the programs that support bicycling.