



# TriMet Bike Plan



TriMet Board Briefing

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# Active Transportation Program

trimet.org/walk

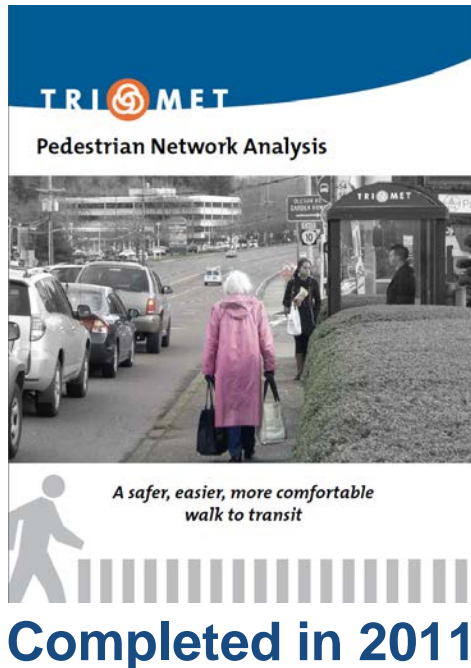
trimet.org/bike

The screenshot shows the 'Pedestrian Network Analysis Project' page. The header includes the TriMet logo and navigation links for 'Learn', 'Buy', and 'Contact'. The main content features a large image of a transit stop with the headline 'Better Walking Access to Transit' and the sub-headline 'EVERY TRANSIT RIDER IS A PEDESTRIAN.' Below this, there is a section titled 'IDENTIFYING AREAS IN NEED OF PEDESTRIAN IMPROVEMENTS' which discusses the project's findings and provides a list of 'Examples of pedestrian improvements' such as adding sidewalks, landscaping, and street lighting. A 'RELATED' section on the right lists external resources. At the bottom, there is an email sign-up form.

The screenshot shows the 'Bikes and TriMet' page. The header includes the TriMet logo and navigation links. The main content features a large image of a transit stop with bicycles parked, with the headline 'Bikes and TriMet' and the sub-headline 'How to get there by bike, bus and train'. Below this, there is a section titled 'Bike parking options' which explains the 'Bike & Ride' program and provides details about secure, enclosed parking at specific transit centers. A 'Watch video' section on the right includes a video player and a link to the 'Interactive Map'. The footer mentions 'TriMet TV: Buses, Trains and Bikes'.

# Active Transportation Program

**Pedestrian  
Network Analysis**  
[trimet.org/walk](http://trimet.org/walk)



**TriMet Bike Plan**  
[trimet.org/bike](http://trimet.org/bike)

**Plan in  
progress**

**Slated for July 2016**

# Bike Plan Overview

- **Funding**: Grant funded, through ODOT Transportation Growth Management (TGM) program
- **Timeframe**: 1 year: July 2015 – June 2016
- **Already completed**: Many elements including: Existing Conditions, 2 rounds of Open Houses, Interactive Online Map, and Peer Agency Best Practices Review
- **Next**: May: Public feedback on the Draft Bike Plan, including 4 Open Houses in early May; posted online at [trimet.org/bikeplan](http://trimet.org/bikeplan). Finalize in June and work towards implementation in July going forward.

# First Round Public Input: Oct 2015

- 4 traditional Open Houses in October 2015
- Over 1,000 invitation postcards left at 28 locations
- Online Map and Survey
  - 266 Map comments
  - 375 surveys completed





build another Tilikum here

Check out extended bikeway to Multnomah Falls; cascadia high speed rail.com (note: bikeways) we need funding for this great bike corridor concept. It intersects with multiple bus routes.

No direct access  
Must walk last 10  
through bus terminal

Need directions to get from Park to station

Hollywood TC elevator is gross

MINIMUM security parking - yes!

unsafe bike lane

bike lane too skinny + Lombard inside

stop street design is unsafe - needs more parking

+1 THIS!

Sandy + 82nd unsafe - too many cars

steep to walk bike or gullies

unsafe to enter via bike

Secure parking needed!

Access

More Secure Parking

Can't wait for GH Bike Ride!

Move visible +1 parking

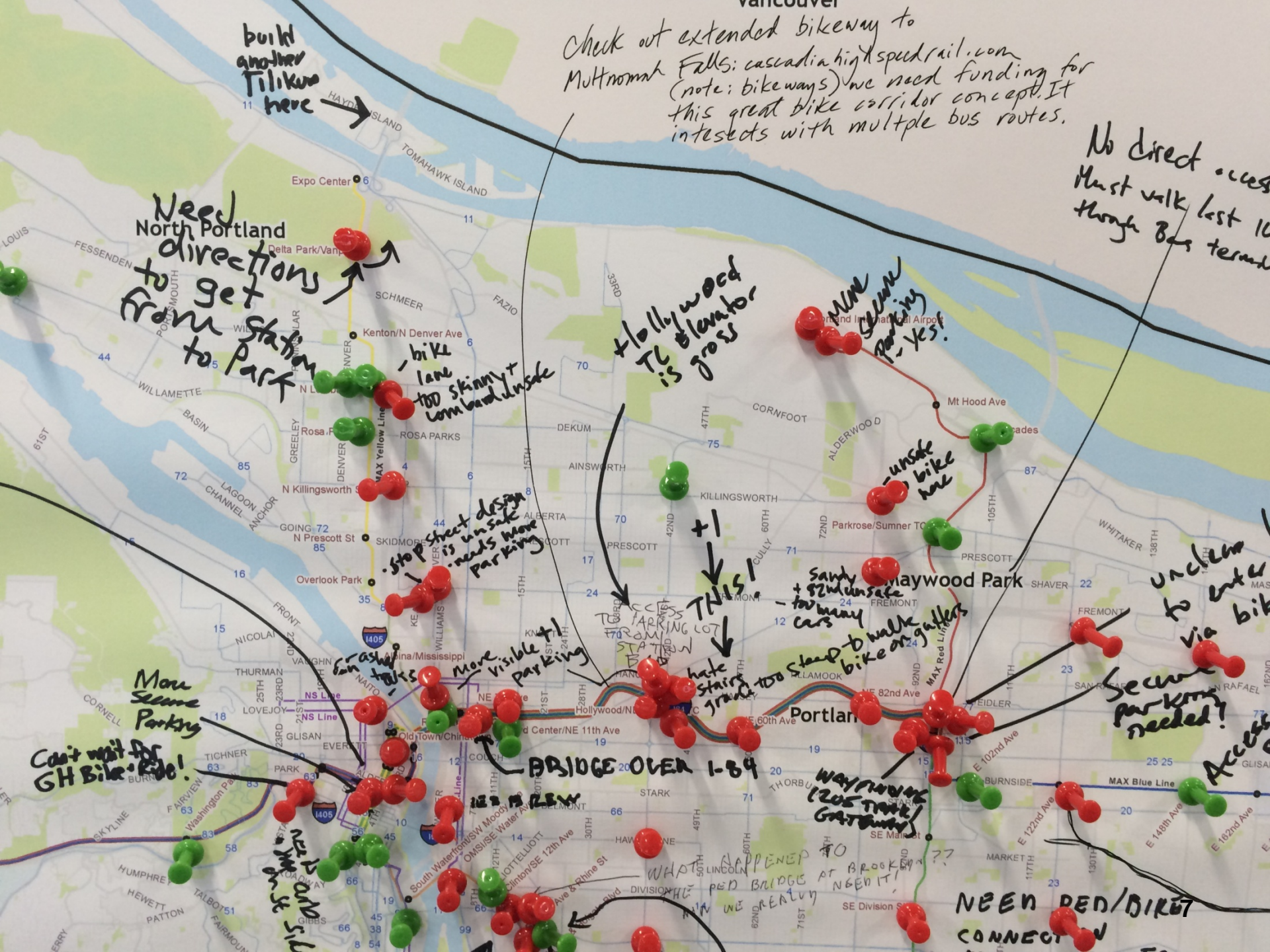
BRIDGE OVER I-84

WAYPARKING (20 STAIR GATEWAY)

NEED RED/DIRECT CONNECTION

WHAT HAPPENED TO THE PED BRIDGE AT BROOKLYN WE REALLY NEED IT!

NEED AND SIDE







Topics

Ideas

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Map: Accessing TriMet by bike

Views 2374

Interactions 1181

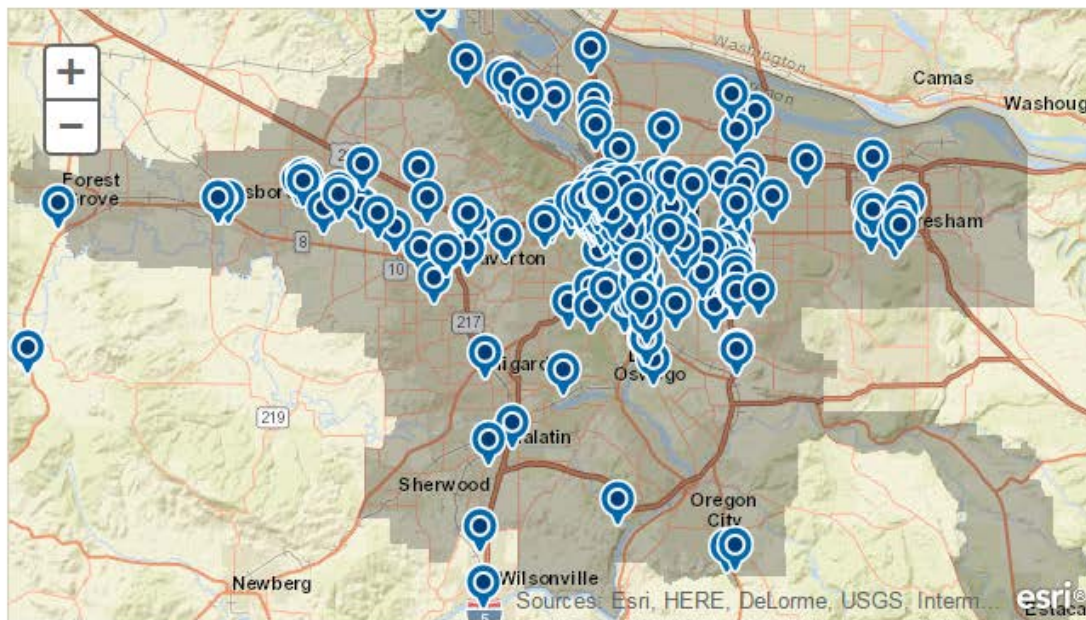
Closed



# Where do you access TriMet by bike?

Select Language

Powered by Google Translate



Drop a pin and leave a comment! Zoom into your area of interest, and then left click with your mouse to drop a pin on the map and leave a comment: Where do you connect between a bike ride and your transit trip? Do you have a suggestion for adding bike parking? Do you know of a gap in the bike network to reach your stop or station that needs to be improved? Do you have a favorite route to get to your regular stop or station? Let us know!

266

Sort By: NEWEST OLDEST POPULAR



OCT 30, 2015 Arolia M

3 stars 0 comments



# Public Input: Key Themes

- No silver bullet – Need a combination of solutions
- Some riders willing to park their bike; some not
- Mixed interest in bike parking: some want secure only, some want free and easy to use
- “Need a bike on both ends” still dominates
- Growth in folding bikes is slow
- Heavy interest in more capacity for rack on front of bus
- Interest in bike share is promising (public and private)
- Understanding of capacity constraints, such as on MAX

# Key Personnel Interview Results

Consultant Team interviewed:

- 10 key administrative staff in leadership positions
- 30 bus operator surveys from 3 bus garages

Summary Results:

- Mixed interest but also significant concerns around capacity and procedures
- Most happy to learn from other peer agencies
- Interest in clarifying existing polices/rules/regulations
- Interest in more education to riders with bikes



# Bike Plan Evaluation Process

## Analysis Overview:

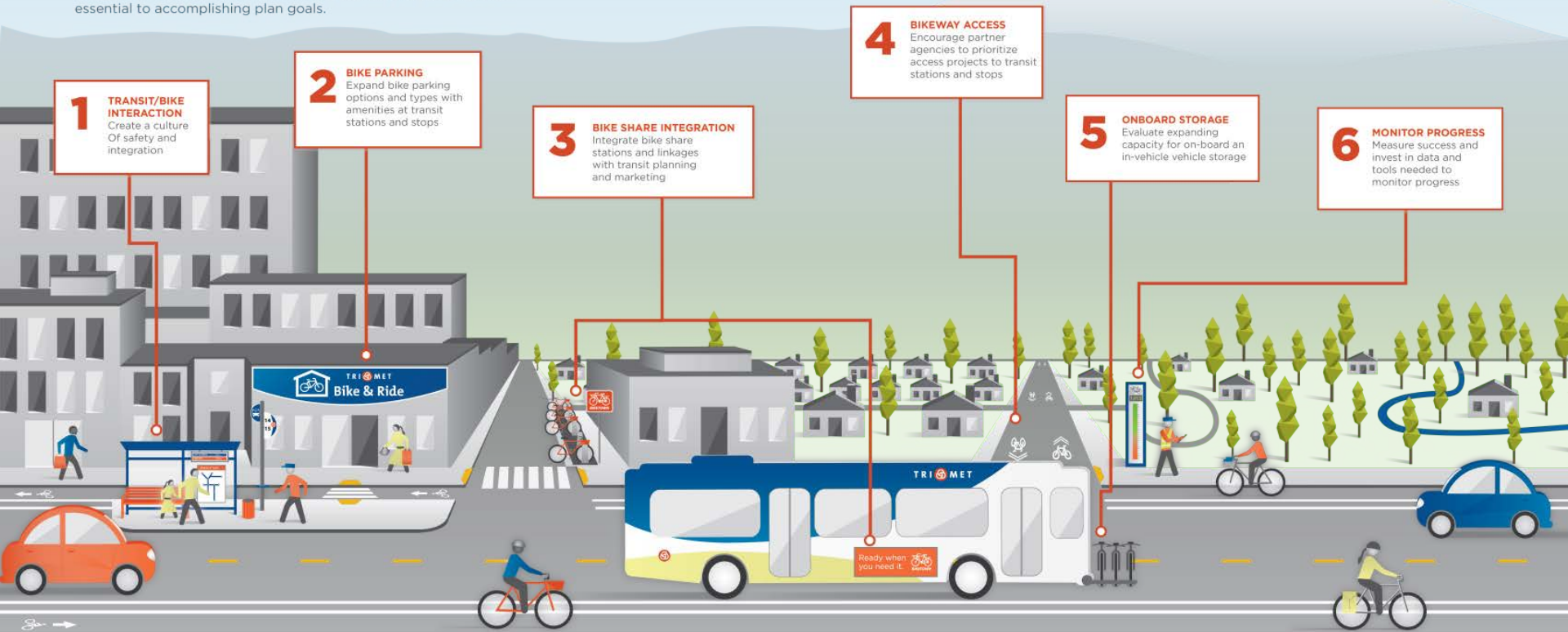
1. Data/Quantitative: GIS based analysis with screening criteria for all stations/stops (essential destinations, network density, equity, ridership)
2. Qualitative: Public input and TriMet staff interviews
3. This led to development of Focus Areas:
  - Priority projects for accessing stations/stops
  - Priority projects for bike parking at stations/stops
4. Policy refinement opportunities
5. Key Recommendations





# RECOMMENDED ACTIONS

Over the past few decades, TriMet has worked steadily to integrate bikes into the region's transit system. The TriMet Bike Plan aims to build on this track record of success by further enhancing the connection between bicycling and transit. The Bike Plan contains recommended policies, strategies, and programs in six main focus areas that address the key challenges facing bike-transit integration in the metro region. Recommendations in each of these focus areas will require either direct implementation by TriMet or continued engagement and coordination with the agency's regional partners essential to accomplishing plan goals.



# Area 1: Transit/Bike Interaction

Promote a culture of safety and integration related to bus/bike interactions



- Expand tools for safe interaction with buses and crossing the tracks
- Improve education and outreach materials
- Develop positive messaging for role of people who bike in reducing transit crowding



# Area 2: Bike Parking

Expand bike parking options and types with amenities at transit stations and stops

## SECURE BIKE PARKING

Expand bike parking and end-of-trip facilities at MAX/WES stations, transit centers, and frequent service corridor bus stops



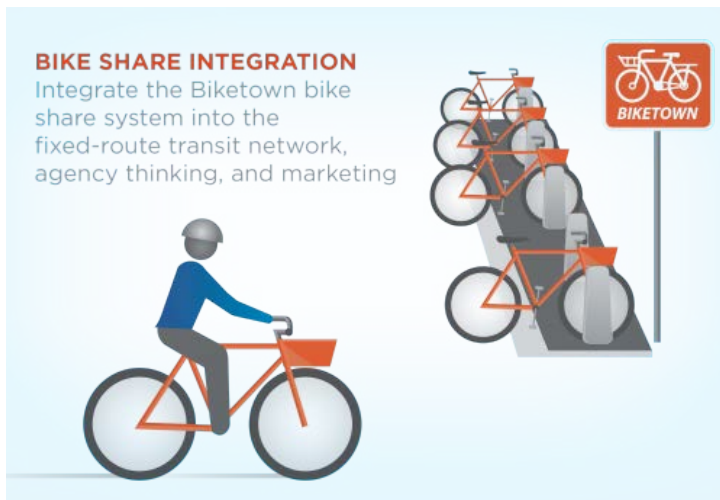
- Illustrate proper locking techniques
- Consider sponsorship or advertisements
- Target areas with underutilized parking
- Collect more feedback from users



# Area 3: Bike Share Integration

Integrate bike share stations and linkages with transit planning and marketing

- Physical locations near stations
- Increase marketing to transit
- Consider sponsor opportunities
- Increase way finding to stations
- Coordinate payment with Hop Fastpass
- Integrate bike share into transit screens



# Area 4: Bikeway Access

Coordinate with partner agencies regarding bicycle access to transit stops and stations

- Review partner capital projects for bike access to transit
- Update design criteria to reflect best practices
- Review design elements to determine any impacts to people biking





# Area 5: Onboard Storage

Evaluate expanding capacity for on-board transit vehicle storage

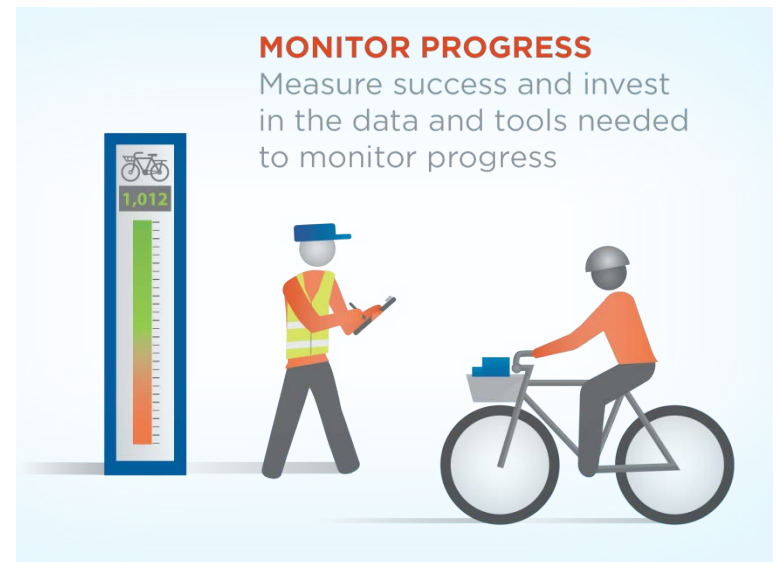
- Evaluate 3 position bike racks in place of existing 2
- Clarify existing policies for MAX
- Post additional information about bikes on MAX
- Explore real time app potential



# Area 6: Monitor Success

Measure success and invest in the data and tools needed to monitor progress

- Establish baseline counts and summaries
- Collect pass-up information when racks are already full
- Conduct annual surveys
- Celebrate riders who bike, park, and then board w/o bike



# Next Steps

- May: Final Open Houses for the Draft Bike Plan
  - May 2<sup>nd</sup>: East County Health Center – Gresham
  - May 3<sup>rd</sup>: PCC Willow Creek – Beaverton/Hillsboro
  - May 4<sup>th</sup>: Oregon Rail Heritage Center – SE Portland
  - May 5<sup>th</sup>: VeloCult Bike Shop- NE Portland with BTA
- June: Refine and finalize Bike Plan based on feedback
- July: Final TriMet Bike Plan for Board adoption
- August and after: Work towards recommendations, including with external partners for access projects





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