

The Portland Mall Revitalization Project Bicycle Parking Plan

Objectives:

- ◆ Satisfy Portland Zoning Code requirements for long-term bicycle parking at light rail stations
- ◆ Replace existing lockers and racks on the Transit Mall displaced by Project improvements
- ◆ Identify the best possible investment of Project dollars in bicycle parking facilities

Long-term Bicycle Parking

The Portland Mall Revitalization Project aspires to provide long-term bicycle parking facilities that better meet the purpose of the Zoning Code standard and creatively satisfy the broader needs of bicyclists that may be more specific to downtown. The Zoning Code requires a minimum of eight long-term bicycle parking spaces at each of the seven light rail stations proposed along the Transit Mall, for a total of fifty-six spaces. Within the project budget, \$89,000 is allocated to providing long-term bicycle parking. The budget is derived from the cost of installing four lockers (each with two bike capacity) in public Right-of-way at light rail stations, the default strategy for meeting the Zoning Code requirements. More creative solutions require developing partnerships that leverage additional funding contributions.

Preferred Bike Parking Strategy

The preferred strategy is to provide a diverse set of bicycle parking options distributed along the length of the Transit Mall. The facilities to be explored and pursued include the following:

- ❑ **Enhanced Indoor Bike Parking Facility at PSU.** The Project is partnering with Portland State University to establish a high-capacity, high-visibility, staff-attended, indoor bicycle parking facility at SW Harrison and 5th Ave in either the ground floor of the new Recreational Center or University Center Building across the street. The facility will be coupled with the existing PSU Bicycle Co-op that provides bicycle repair shop and merchandise sales. A minimum of 28 spaces in the facility will be reserved for the general public and paid for by the Portland Mall Revitalization Project. PSU will provide additional funding and operate the facility.
- ❑ **Bike Oases.** Substitute long-term spaces with good short-term bicycle parking on the Transit Mall that is covered and highly visible, similar to the Bike Oasis proposed on Hawthorne Blvd and Sandy Blvd. Bike oasis locations are under consideration where some existing bus shelters are proposed for removal. The PDOT Short-term Bicycle Parking Fund may help fund improvements.
- ❑ **Central/North Mall Indoor Facility.** Establish an additional indoor bicycle parking facility. It could be coupled with attended public restrooms or retail partners, such as a bike shop, coffee shop or retail/newspaper kiosk, if additional funding is secured. Alternatively, the facility may be a small, unattended facility rented and managed by the Bicycle Parking Program within PDOT and integrated into the existing keycard garage access system to provide 24-hour access.
- ❑ **Relocate Displaced Lockers.** The two decorated “Defenders of Fresh Air” lockers would be relocated to SW Jefferson and 5th Ave. The two tan lockers at 6th and Yamhill will be relocated to a garage and the spaces they provide replaced on the Transit Mall in one of the above facilities or new lockers.

Locker Base Case Back-up Plan

To ensure that the bicycle parking requirements are met, locations along the Transit Mall have been identified where lockers can be located if all or part of the preferred strategy does not come to fruition.

Land Use Reviews Required

Both the Preferred and Back-up strategies require approval of a Zoning Code Modification concurrent with Design Review or an Adjustment from the Bureau of Development Services to provide less than eight bicycle parking spaces at a light rail station or substitute long-term with short-term bicycle parking.

Existing Short-term Bicycle Parking

Construction of the project will impact many of the existing short-term bicycle parking racks. Displaced racks will be replaced in kind within the same block face or as close as possible.