TriMet Bike Plan

TriMet Board Briefing
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Pedestrian Network Analysis
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Completed in 2011

TriMet Bike Plan
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. 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
Map: Accessing TriMet by bike

Where do you access TriMet by bike?

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!
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.

1. **TRANSIT/BIKE INTERACTION**
   - Create a culture of safety and integration

2. **BIKE PARKING**
   - Expand bike parking options and types with amenities at transit stations and stops

3. **BIKE SHARE INTEGRATION**
   - Integrate bike share stations and linkages with transit planning and marketing

4. **BIKeway ACCESS**
   - Encourage partner agencies to prioritize access projects to transit stations and stops

5. **ONBOARD STORAGE**
   - Evaluate expanding capacity for on-board an in-vehicle vehicle storage

6. **MONITOR PROGRESS**
   - Measure success and invest in data and tools needed to monitor progress
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

- 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\textsuperscript{nd}: East County Health Center – Gresham
  • May 3\textsuperscript{rd}: PCC Willow Creek – Beaverton/Hillsboro
  • May 4\textsuperscript{th}: Oregon Rail Heritage Center – SE Portland
  • May 5\textsuperscript{th}: 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