

— TRI MET —

BIKE PLAN

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DEAR READER,

Biking helps to extend the reach of transit, making transit trips more accessible to more people. Plus, linking transit trips with biking can be fun, and it's good for your health, too! That's why we're pleased to have the TriMet Bike Plan to help guide future investments in biking infrastructure and amenities connecting to transit stations and stops.

This plan serves as a companion to TriMet's Pedestrian Network Analysis (www.trimet.org/walk), which addressed improvements for pedestrian access to transit. Though TriMet doesn't have direct control over sidewalks and bikeways, we recognize that if our riders can't get to our bus stops and rail stations, they can't benefit from our service, so good walking and biking connections are essential.

The goal of the Bike Plan is to make transit trips that include bikes easier, safer and more convenient for more people. As the region grows and changes, we know our riders' interest in connecting to transit by bike will grow.

- **Secure Bike Parking:** Our customers want a variety of bike parking options at stations and stops – especially secure bike parking, so they can feel confident leaving their bike on one end of their trip, reducing the need to bring a bike onboard transit vehicles. The plan calls for more and better bike parking to make it convenient and secure to park your bike and then get on board.
- **Bikes Onboard Transit Vehicles:** If you're a regular commuter, your best bet is to park your bike at the station because there may not be space on board the bus or train, especially during rush hours. We understand some riders want to bring their bikes with them, and we will continue to carefully evaluate suggestions for bikes on board transit vehicles now and into the future.
- **Getting there matters:** We will continue to work with our jurisdictional partners on bikeway improvements on roadways, pathways, and other important connections.

We encourage counties, cities, and towns in our region to continue to make streets more accommodating to riding a bicycle, and prioritize biking connections to transit by investing in comfortable bikeways, bike parking, and other bike amenities.

Please join us as we continue to connect people with their community, while easing traffic congestion and reducing air pollution — making the Portland area a better place to live.

Regards,



Neil McFarlane

General Manager

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INTRODUCTION

WHY A BIKE PLAN?

Bikes and transit work together.

Transit extends the range for people riding bikes, making longer or time-constrained trips more feasible. Bikes extend the range of transit, providing first and last mile access, increasing the number of destinations easily accessible by bus or train. As a leader in multi-modal travel, the Portland Metro area has a history of innovation in both transit and bicycle transportation.



Looking ahead, the Tri-County Metropolitan Transportation District of Oregon (TriMet) sees a future where more people access transit to help meet their daily needs.

This TriMet Bike Plan (Plan) is intended to help make that vision a reality.

TriMet is a pioneer in the integration of cycling and transit – it was the first agency in the nation to equip bike racks on its entire bus fleet in the 1990s. Today, the system is ever more compatible with bikes. All buses are equipped with two-bike racks, Metropolitan Area Express (MAX) and Westside Express Service (WES) accommodate bikes on trains, bike parking is available throughout the system, and new capital projects include bicycle access components.

However, this success has brought challenges as well. Growing interest in cycling and transit outstrips the available space for bikes on board, and changing regional dynamics highlight the need for integrated bike/transit solutions. Urban neighborhoods are getting denser, with more traffic and less space for automobile parking. Neighborhoods across the region are growing fast, sometimes in places where street connectivity is poor, and providing good transit coverage is challenging. In locations like these, bikes can help knit the transit system more tightly into the community.

This plan aims to strengthen the connection between bicycles and transit, setting a course to achieve the following:

- Identify priority locations for bicycle access improvements.
- Increase the availability of attractive bicycle parking to support people who are able to make transit the middle part of their journey without bringing a bike on board.
- Support customers who need access to a bike on one or both ends of a trip, without presenting safety hazards for others on board.
- Develop innovative technological and communications strategies to help customers combine bicycle and transit trips.
- Encourage local partner agency investments in bicycle facilities to and along transit routes.

The TriMet Bike Plan contains policies, strategies, and projects related to the following four main subject areas:

- Access to transit stations and stops
- Bike parking and “end of trip” facilities at stations and stops (including bike share)
- Accommodating bikes on buses and trains
- Bike and bus interactions on the street

ACCESS TO TRANSIT STATIONS AND STOPS

Successfully integrating bikes and transit requires that riders feel comfortable getting to and from the TriMet system. A lack of safe and convenient access to stations and stops means that customers can't – or won't – use bikes to access transit. Today, conditions vary widely across the region. Some stops and stations are connected by bike lanes, paths, or low-traffic neighborhood streets. Others lack these facilities, making them inaccessible for people riding bikes. The Plan identifies TriMet's priority to fill these bike-to-transit gaps across the region.

Since TriMet does not own roadways in the region, getting these projects built requires coordination and partnership with local cities, counties, and the Oregon Department of Transportation (ODOT). In addition, adjacent property owners and developers play a role in obtaining space for transit stops, bike parking, and bike facility improvements through the development review process.

In some locations on the TriMet system, telltale signs like bikes secured to fences or trees indicate that bike parking is needed, such as this Route 57 stop on the Tualatin Valley Highway. Photo source: Google

BIKE PARKING AND “END OF TRIP” FACILITIES AT STATIONS AND STOPS

Over the past several decades, TriMet has improved bike parking at stops and stations. Solutions range from basic bike racks to locked, covered cages accessible by swipe card. As bicycle use on the system grows, parking needs to grow and change as well. Bike parking at various locations is at capacity, with wait lists for secure parking (primarily keyed, reserved bike lockers) throughout the system. Without a secure and reliable place to leave a bike, customers bring their bike on board or do not ride their bicycle at all. This plan identifies long- and short-term bike parking deficiencies and proposes priorities and solutions.



The Advent of Bike Share

The introduction of bike share in the Portland Metro area brings with it a new set of access-to-transit considerations. Set to open in summer 2016, bike share will initially include 100 stations in close-in neighborhoods of Portland – and will likely expand in the near future. Bike sharing has been a successful privately supplied transit connection for many regional employers already. Publicly available bike share presents an enormous opportunity for the TriMet system. It extends the reach of transit, allowing riders to complete the first and last segments of their trip easily and quickly, without the uncertainty of leaving a bike parked at a stop or station – or the hassle of bringing a bike on board.

Successfully integrating bike share into the system will help address many of the issues addressed in this plan, from parking deficiencies to concerns about bikes on board transit vehicles. At the same time, bike share introduces a new set of users and heightens the need for safe access to stops and stations. The Plan contains several recommendations for successfully incorporating bike share into the TriMet system.

BIKES ON BUSES AND TRAINS

TriMet has existing policies for bringing bicycles on board buses, MAX light rail vehicles, and WES trains. However, the rules for bringing bikes on board transit vehicles are not always made clear to riders, or to vehicle operators. Some MAX trains are routinely at or above their onboard bike capacity, and riders express frustration at “pass ups” that occur when a rider can’t put their bike on the bus rack because it’s full. Likewise, non-biking transit customers express frustration with riders who push the limits of existing rules, policies, and enforcement for bikes on MAX. Building on feedback from customers and operators, the Plan identifies policies and procedures that need to be clarified with respect to bringing bikes on buses and trains.

CULTURE OF SAFETY AND COOPERATION

Throughout the Portland Metro region, buses and people riding bikes often use the same streets. Roadway design and access considerations are critical to creating conditions that allow for sharing the road safely. But behavior and agency culture play an important role as well. The Plan builds on input from customers and operators to identify education and outreach strategies to help reduce potential conflicts between buses and people riding bikes.



Bike lockers are one of the secure bike parking options available to TriMet customers.



WHAT IS BIKE SHARE?

Bike sharing is increasingly popular around the US and the world, ideal for short-distance point-to-point trips. Customers pick up a bike at one self-service bike station and return it to any other station within the service area. Portland’s BIKETOWN bike share system, set to open in 2016, will be the first modern, large scale system in the region.

Bike share complements transit, and is often seen as an extension of the transit system itself, allowing users to easily and inexpensively complete the first or last mile of their trip.

OBJECTIVES OF THE PLAN

Several key objectives helped to guide the development of the TriMet Bike Plan in the following areas:

Access

Inventory, assess, and recommend future bicycle parking investments and the locations of key access improvements, both on TriMet property and in the plans of partner jurisdictions.

Safety

Accommodate bicycles on transit vehicles in a manner that is safe and comfortable for all transit users.

Connections

Improve connections between bicycling and transit usage.

Efficiency

Develop policies and practices that promote efficient bicycle access to the transit system.

Policy

Clarify existing policies regarding bicycles on transit to make them as consistent and understandable as possible; recommend adjustments to policies or confirm that existing policies are sufficient.

Outreach

Assess past and current outreach efforts; recommend adjustments for future outreach to ensure user acceptance of the recommended policies and investments.

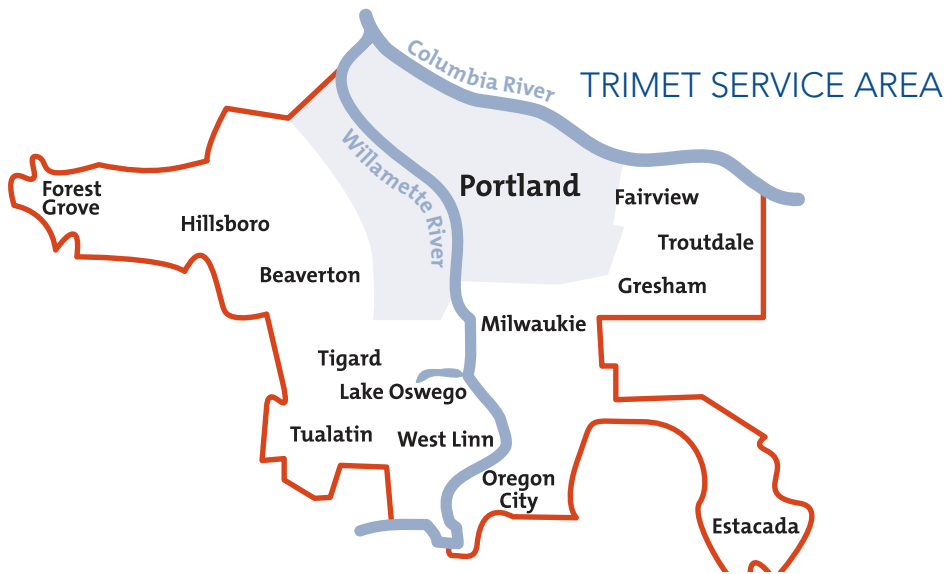
These objectives guided development of the Plan, and influenced the selection of policies, strategies, and projects that comprise its recommendations.

POLICY FRAMEWORK

The Portland Metro region recognizes the value of investing in public transportation, cycling, walking, and other transportation modes so that residents can meet their travel needs without reliance on an automobile. Achieving this goal requires multimodal coordination – and regional planning and policy recognize the importance of interconnected active transportation and transit networks. Metro’s Regional Active Transportation Plan (RATP), adopted in 2014, emphasizes improved integration of transit and biking and walking networks. The Regional Transportation Functional Plan, which cities and counties implement through their own plans and policies, requires that local jurisdictions provide bicycle and pedestrian connections to transit stops. Not only does regional policy emphasize improved integration of transit and biking, state law (ORS 366.514) requires provision of bikeways and walkways in construction/reconstruction of any public right-of-way.

TriMet, through this Plan, the Pedestrian Network Analysis project completed in 2011, and other policies and actions, is helping to improve transportation from “door to door” for the region’s residents. This Plan also

The Portland Metro region recognizes the value of investing in public transportation, cycling, walking, and other transportation modes so residents can meet their travel needs without reliance on an automobile.



builds on the work of the Pedestrian Network Analysis, expanding the area in which it is feasible to easily access transit across the region.

In addition to regional plans and policies, local jurisdictions in the metro region encourage integration of transit and cycling. Through transportation system plans (TSPs), design standards and practices, and land use planning, local jurisdictions identify and implement connections to transit for people walking and rolling. The Plan recommends policies and helps prioritize projects to further the goal of improving biking access to public transportation. The Plan complements local planning efforts like the Portland Bicycle Plan for 2030, the Clackamas County Active Transportation Plan, and others.

THE CASE FOR INTEGRATING CYCLING AND TRANSIT

Over the past several decades, TriMet has worked to integrate bikes into the region's transit system. Adding bike racks to buses in the early 1990's was a major success, increasing ridership and building awareness of the opportunities to further integrate the modes. Building on an early partnership with the City of Portland, TriMet has continued to expand bike parking at stations and stops throughout the region. Bicycle accommodation has been an important consideration as new system elements come on line.

Increasingly, major transit investments are accompanied by complementary investments in bicycle and pedestrian infrastructure. Regional projects like the Yellow, Green and Orange MAX lines have included bike parking, Multi-Use paths, and on-street safety improvements. In many cases these projects are a partnership between TriMet and local agencies, leveraging local dollars with federal matching funds. Cities, counties, TriMet and ODOT continue to look for opportunities to co-invest. This Plan proposes a set of priorities

TriMet completed the Pedestrian Network Analysis in 2011 which made recommendations for improving pedestrian access to the TriMet system. The TriMet Bike Plan builds on this work and extends its principles to cycling. Learn more about the Pedestrian Network Analysis at www.trimet.org/walk

for that type of investment. However, the list of priorities is not intended to replace – or inhibit – the opportunistic pursuit of shared investments as part of major capital projects.

Creating a transit system that is accessible by foot and bike is about shifting modes, providing travel options, and meeting regional policy goals. But it's also aimed at improving the lives of area residents.

TriMet is a pioneer nationally in the integration of bikes and transit

Making Transit More Available to All

Transit planners often talk about the “first and last mile” for customers getting to and from transit stops beyond walking distance. Cycling extends the reach of transit by allowing those who live farther from transit to bike to their station or stop, or bike from the end of their trip to their final destination. Bike share presents an additional opportunity to bridge the first and last mile, allowing riders to pick up a bike at one or both ends of their trip without the complication of taking a bike on board.

Safety and Security

Separating cyclists from vehicle traffic and creating low-stress connections benefits people riding bikes – but it also reduces roadway conflicts and makes transit operations smoother.

Public outreach during the planning process revealed bike theft as a major concern for riders. Secure bike parking options help to reduce theft and give TriMet customers peace of mind, encouraging more cycling and transit trips.

Personal and Community Health

The link between better health and more walking, and bicycling and transit use is well documented. Communities where people can walk, ride bikes and use transit to meet their daily needs show better health outcomes: less chronic disease and better overall well-being. At the same time, active transportation and transit help reduce toxic emissions from transportation, improving air quality and helping to meet regional and state emissions and greenhouse gas reduction goals.

GETTING TO THE PLAN

BIKES AND TRIMET TODAY

The first step in developing the Plan was to document and understand existing conditions as they relate to bikes and transit.

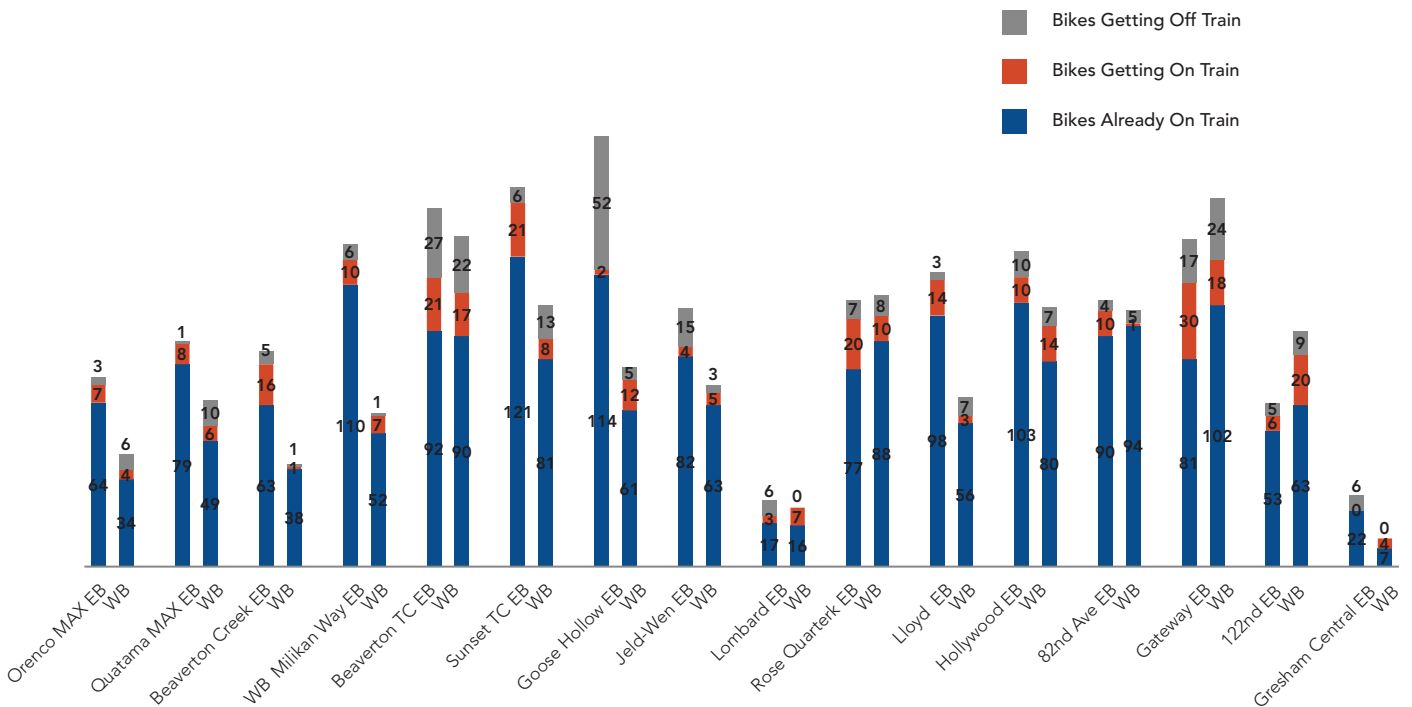
TriMet accommodates transit riders using bikes in many ways: by providing a range of bike parking options, incorporating bike access improvements into major capital investments, and providing space for bikes on MAX trains and buses. Information on how to use bikes with the transit system is offered by the agency's website (www.trimet.org/bike), print brochures, tabling at community events, and working with employers in the region. In addition, TriMet works with local jurisdictions to understand and address needs as they relate to cycling and transit.



BIKE & RIDE facilities provide secure parking for TriMet riders at some transit stations. Riders purchase keycards to access the Bike and Ride and pay a nominal fee for parking their bike.

Daily Sample of Bike Activity at Select TriMet MAX Stations

Daily Sample of Bike Activity at Select TriMet MAX Stations
 Summer 2013 Bike Counts
 One Day Sample of PM Peak Bike Traffic (4-6pm)



TriMet collects limited data on how customers with bikes are using the transit system. Automated counters do not currently record the number of customers who bring a bike on board MAX or put their bike on the rack on the front of the bus. However, the agency has conducted periodic manual counts of customers with bikes on MAX, noted problems or deficiencies based on customer feedback, and maintains a waiting list for reserved bike lockers at stations.

The limited data that is available indicates that many customers with bikes are using the bus system and MAX light rail. Some stations have particularly high usage; for example, the Goose Hollow Station had over 50 people with bikes alight from trains during a two-hour afternoon peak count period in 2013.

COMMUNITY, STAKEHOLDER AND AGENCY ENGAGEMENT

To create the Plan, TriMet sought input from riders, operators, partners, agency staff, and the general public. Public feedback specific to this plan, in combination with customer feedback reports spanning the past three years, informed the following:

- An understanding of current customer needs
- An understanding of future demand, desires, and expectations for bicycle access to transit and accommodation on transit
- Policy, procedure and project ideas from existing and potential customers

A Stakeholder Advisory Committee (SAC) guided plan development, meeting four times at key points during the project to provide direct feedback and guidance to the project team. The group was comprised of representatives from several jurisdictions across the metro region, community partners, and representatives from active transportation advocacy groups. The SAC weighed in on essential milestones, including evaluation process and criteria, geographic focus areas, prioritizing bike parking and access issues, and developing policy recommendations.

OPEN HOUSES, ONLINE OUTREACH, AND CUSTOMER FEEDBACK

In October 2015, as part of early plan development, TriMet held four open houses and hosted an online mapping tool and survey to gain initial public feedback on issues related to cycling and the TriMet system. The open houses were held at Orenco Station in Washington County, the Oregon Rail Heritage Museum in southeast Portland, Gateway Transit Center in east Portland, and the Community Cycling Center in northeast Portland.



TriMet held a series of Open Houses in October 2015 and May 2016 to hear public feedback.

Several hundred comments were received through the open houses and online survey/mapping tool. Some common themes from this outreach include:

- Many people noted issues related to bringing bikes on MAX light rail vehicles. During rush hour, trains are crowded, creating difficulties for those trying to bring their bikes on the train and for other passengers. Some were also concerned about accessibility of the bike hooks on MAX trains.
- Others expressed concerns about full bike racks leading to pass ups, as well as bike theft from the bus racks.
- Feedback revealed issues with access to stations and stops. In some cases, specific locations where access or parking is difficult were described, informing analysis of issues and needs.
- Concerns about bike theft at stations and stops and requests for additional parking revealed a need for more secure bike parking. Some respondents suggested that charging for bike parking is unfair and does not support the goal of increasing bicycling, given that automobile parking is free at TriMet Park & Rides.
- Some noted that a future bike share system will be beneficial, allowing riders to leave personal bikes at one end of a trip rather than take them aboard the bus or train.
- Other issues included accommodating bikes of different types and sizes, the idea of adding a “bike car” with additional bike capacity on some MAX runs, and concerns about interactions between buses and bikes on the road.

In May 2016, TriMet hosted a second series of open houses to review the draft Plan with the public, as well as online. The open houses were held at the Oregon Rail Heritage Museum in southeast Portland, Portland Community College Willow Creek in Washington County, East County Health Center in Gresham, and VeloCult Bike Shop in northeast Portland. Ideas and concerns heard during the second round of feedback were very similar to those heard during the first round.

INTERVIEWS WITH TRIMET STAFF

In the summer and fall of 2015, the project team interviewed key TriMet personnel to understand agency staff perspectives on issues surrounding cycling and transit. Interviews focused on current agency practices and policies with regard to bicycles and explored problems and issues that respondents believe should be addressed. The team interviewed administrative staff from the Public Affairs, Capital Projects, Safety, Security, and Environmental Services, Operations Support, and Transportation divisions. In addition, 30 bus operators were interviewed (10 each from three bus garages across the region) to gain insight into operational issues experienced on the ground by TriMet bus and rail operators.

The results of these interviews, in addition to public feedback and other existing conditions analysis, informed development of new or refined policies and practices relating to bikes and transit. Interviews revealed issues around the following subjects:

- ***Bikes and transit*** – In general, administrative staff recognize that bikes complement transit service and extend transportation options available to travelers in the region.
- ***Bikes on board vehicles*** – Staff noted a need to accommodate more bikes on buses. However, there are constraints limiting the number of bikes that can be transported and trade-offs (like increased time at stops) for accommodating more bikes. On buses, larger bike racks could reduce visibility for drivers, increase time spent at stops, and present logistical difficulties at certain stops. On MAX trains, staff noted safety concerns when the designated bike areas are full and riders still bring their bikes on board.
- ***Bike parking/storage at stations and stops*** – Both administrative staff and operators see a need for systems to securely and conveniently store bikes at stops and stations. Operators noted that bike theft is a concern at most stations and stops.
- ***Application of existing policies and procedures*** – Bus operators navigate difficult decisions when putting onboard bike procedures into practice. They must balance training, customer service, safety and scheduling considerations in accommodating bikes on buses. Issues such as when to allow bikes on board buses and when to allow items attached to bikes on bus-mounted bike racks can increase the risk to operators due to possible complaints, threats, and accidents.
- ***Sharing the road*** – Bus operators often experience close calls with those riding bikes on the roadway. The need for additional bicycle rider education campaigns that share the operators’ perspectives about sharing the road was a common theme. Safety concerns include bus/bike interactions where bike lanes end, at transit center entrances, and wherever bikes and buses share lanes or are not physically separated.

“Two spots on a bus is not enough in Portland. I feel bad when it’s dark and raining and people say I’m the second bus that’s passed them.” – Bus operator, Powell Garage

Bus operators know that bike riders are vulnerable to physical harm from crashes and note that their actions on the roadway can be unpredictable. Operators prefer roadway treatments like bike lanes and bike boxes which clearly indicate separate spaces for buses and bikes.

IDENTIFYING POLICY AND PROCEDURE NEEDS

The "existing conditions" work described above, along with feedback from the public, SAC, and agency staff, informed the identification of policy opportunity areas. These opportunities fall into the following six general categories, providing context for the recommended policies and procedures contained in the Plan.

Bicycle Access to Transit (including coordination with local agencies)

- Existing policy requires local jurisdictions to plan for bike (and pedestrian) access to transit in their TSPs and TriMet routinely participates in Local TSP updates and project development efforts. Coordination between TriMet, ODOT, and local jurisdictions during planning and capital project implementation (both local and TriMet projects) could be strengthened even further.

Bike parking and end-of-trip facilities

- Policies are needed to guide where and when to increase bike parking capacity at stations and stops, and determine how to prioritize parking and end-of-trip improvements.
- TriMet lacks systemwide data and a consistent means of gaining user input on bike parking needs to guide investments throughout the Metro area.
- Many stakeholders noted the need to revisit the policy of charging bike riders for secure parking, especially in areas where secure parking facilities are underutilized.

Onboard Vehicle Storage

- Public and operator input identified the need to clarify the policy and procedures for bringing bikes on board buses. Guidance is needed around loading bikes on the front racks, and on whether and when bikes may be allowed inside the bus.
- Similarly, a need was identified to clarify the policy and procedures for bringing bikes on board MAX trains. Issues include safety concerns from too many bikes on trains at peak times, unclear rules for riders about whether they can bring their bike on board if racks are full, and how to negotiate the shared priority spaces with seniors or people with disabilities.
- More bike capacity is needed on bus front racks and more space is needed to accommodate bikes on board MAX trains.



The Regional Transportation District (RTD) in Denver, Colorado has capitalized on the promotional opportunity presented by bike share, including the RTD logo on some bikes and promoting bike share

Transit/Bike Interactions: Creating a Culture of Safety and Integration

- Additional educational and marketing programs are needed to inform the general public about bike and transit options, and how cyclists can maneuver safely around buses on roadways.
- TriMet operators need education around on-road bus and cyclist interactions, especially as roadway designs change over time.

Bike Share Integration

- As bike share comes online in Portland, a policy and programmatic approach is needed to link the TriMet system with the new BIKETOWN bike sharing system and future bike share systems.
- Payment compatibility is a critical element of successful bike share/transit integration, and presents a major opportunity as TriMet's Hop FastPass electronic fare system is developed and rolled out.

Measuring Success: Data and Tools Needed to Monitor Progress

- More and better data is needed on where and when cyclists are using the TriMet system. This applies to bike access, bike parking, and onboard utilization.
- Good data collection and analysis around the implementation of the new BIKETOWN bike share system in Portland will be needed to understand how it affects transit ridership and usage.

DEVELOPING BIKE ACCESS AND PARKING PRIORITIES

In addition to policies and procedures, a major focus of the Plan is to identify critical bike access and parking needs on the TriMet system. In conjunction with the SAC, the project team developed an evaluation process similar to that used in the Pedestrian Network Analysis project (TriMet, 2011). The team developed four evaluation criteria to identify clusters of stations and stops with a high likelihood of being used by TriMet riders on bikes. The clusters of stations and stops that emerged from this analysis, in addition to feedback from the SAC, resulted in a set of focus areas that the project team then examined for bike access and parking needs.

The following criteria were used to evaluate bike access:

Essential Destinations

Based on Portland Metro data, the project team identified stations and stops that are in close proximity to at least three "essential destinations." These include major grocery stores, medical facilities, schools, and social

service organizations. Stations and stops close to multiple essential destinations scored higher in the analysis.

Transit Network Density

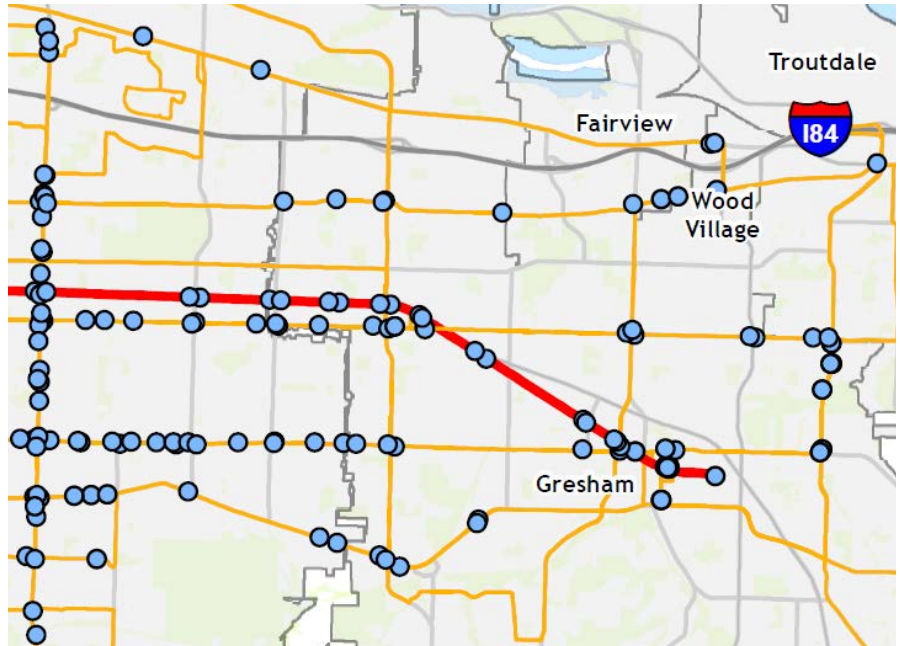
In areas with many transit routes and frequent service, it's easier for transit riders to walk to their bus stop and transfer between routes. In areas with fewer transit options, riders must travel farther to reach their bus stop, or wait longer for transfers between infrequent buses. In these locations, transit customers may be more inclined to bike to their station or stop. Consequently, stations and stops in areas with few transit lines scored higher in the analysis.

Equity

Using U.S. Census data (2013), the project team identified areas of the region with higher concentrations of minority populations, those with little or no access to personal vehicles, low income populations, areas with higher numbers of affordable housing units, and youth populations. People living in areas with these characteristics tend to have less access to personal vehicles and often rely more on transit. Stations and stops within or adjacent to areas with greater concentrations of these populations scored higher in the analysis.

Ridership

TriMet has data on the number of transit riders using their system, but very limited data on the number of bicycling customers using the system. Nevertheless, transit ridership is a good measure of how heavily utilized a station or stop is, whether or not customers used a bike to get there. This criterion helps identify stations and stops where more people on bikes could potentially use the transit system, suggesting that stops and stations chosen for new bike parking or access improvements will benefit a larger number of riders. Stations and stops with high ridership scored higher in the analysis.



The project team used evaluation criteria, like stop ridership, to help select focus areas. This map shows high-ridership stations and stops in portions of east Portland and Gresham.

What is an “access deficiency?”

Access deficiencies are gaps in safe and convenient access for people on bikes. The project team looked at access routes close to stations and stops (within ¼ mile). Safe and convenient access is defined as having local street access or access via busier roads with bike lanes, paths, or good shoulders. Deficient stations lack either one or both of these.



For example, on 82nd Avenue in Portland, safe and convenient bicycle access is often lacking at stops along the busy road.

FOCUS AREA SELECTION

After applying the four evaluation criteria, each rail and bus station and stop (over 6,800 in total) was scored on a scale of 1 to 4, based on how many of the criteria were met. Several focus areas emerged based on clusters of stations and stops that scored the highest. To narrow the number of focus areas for further examination, the project team also considered the following factors:

- Whether known access or bike parking problems exist, as determined by public and SAC feedback (several focus areas were added based on this input).
- Geographic distribution of focus areas.
- All transit centers were included as focus areas, based on their higher ridership and function as transit hubs.
- The number of focus areas was refined further by SAC input, an assessment of high-level needs and issues, and review of public comment from the open houses and online survey.
- The focus areas were also divided into “Tier 1” and “Tier 2;” several focus areas became Tier 2 after the project team identified potential access or bike parking deficiencies, but they were determined by SAC and public feedback to be lower priority for investment.

EVALUATING DEFICIENCIES

Bike Access

Within each of the focus areas (Figure 4), the project team analyzed bike access to stations and stops to determine gaps and deficiencies. An access gap or deficiency is defined by one of the following points:

- Primary access to a station or stop by way of an arterial or collector street with no dedicated bicycle facilities (bike lanes, trails, cycle tracks).
- The station or stop is not accessed easily by a local street. Local streets, though they do not typically have dedicated bicycle facilities, are usually low-speed and low-traffic, making them good options for people riding bikes.

Gaps and deficiencies were identified using maps, aerial imagery, Google Streetview, public and SAC input, TriMet customer feedback, and results of the TriMet personnel interviews.

Bike Parking

Next, the project team looked at bike parking deficiencies. The analysis of bike parking deficiencies was not limited to the focus areas, but also considered the following to determine bike parking needs:

Utilization of Existing Bike Parking

Locations where bike parking is at or near capacity were identified through discussions with TriMet staff, including MAX stations with waiting lists for reserved, keyed bike lockers.

Security Issues

Feedback received during project outreach, as well as TriMet customer feedback and personnel interviews, helped identify locations where additional secure parking is needed.

Leveraging Partnerships

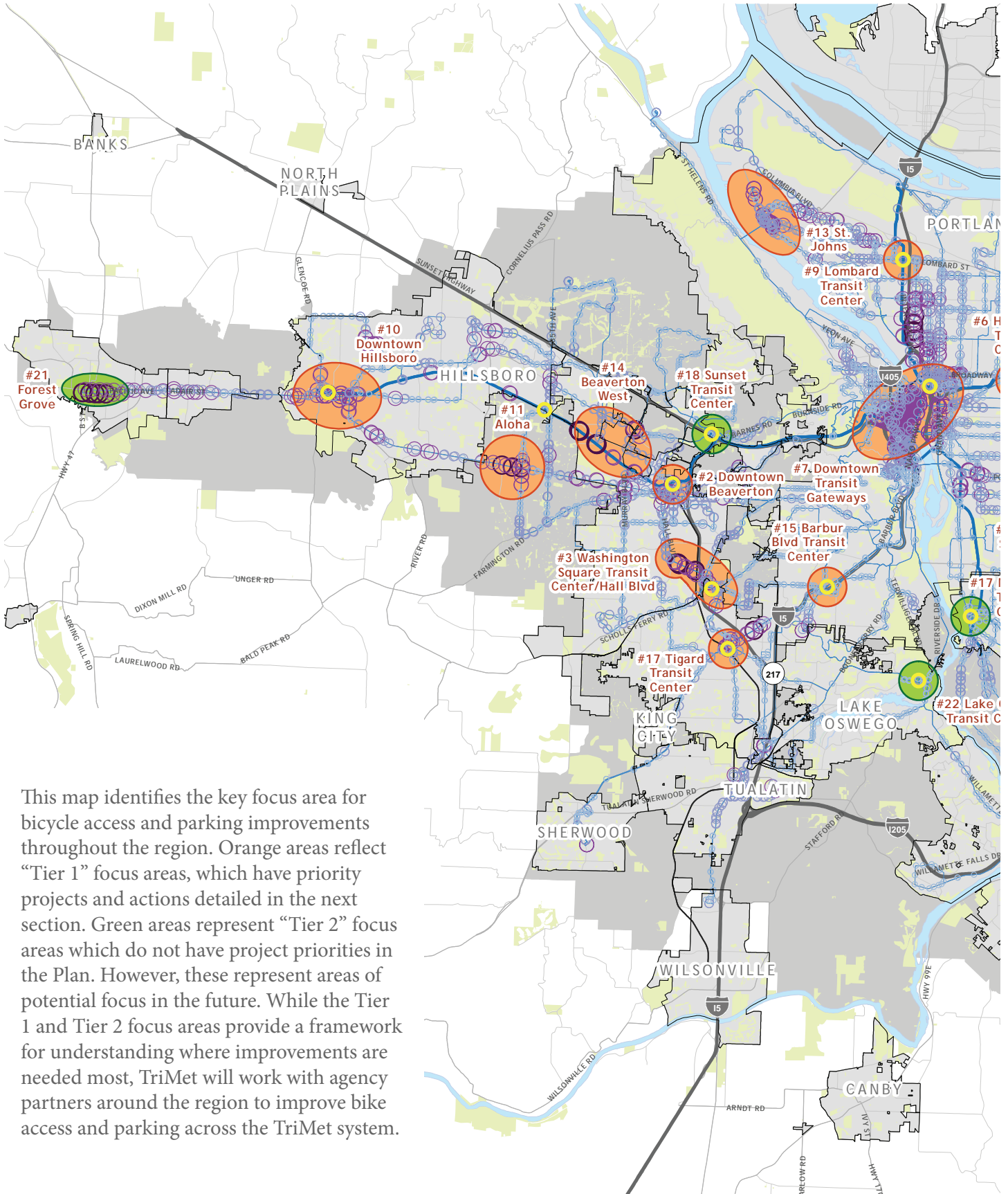
Locations were identified where partnerships with other agencies or private employers may facilitate improved bike parking.

While bike parking was the primary focus of this analysis, other types of amenities – such as bike repair stations – may be included as part of bike parking priority projects.

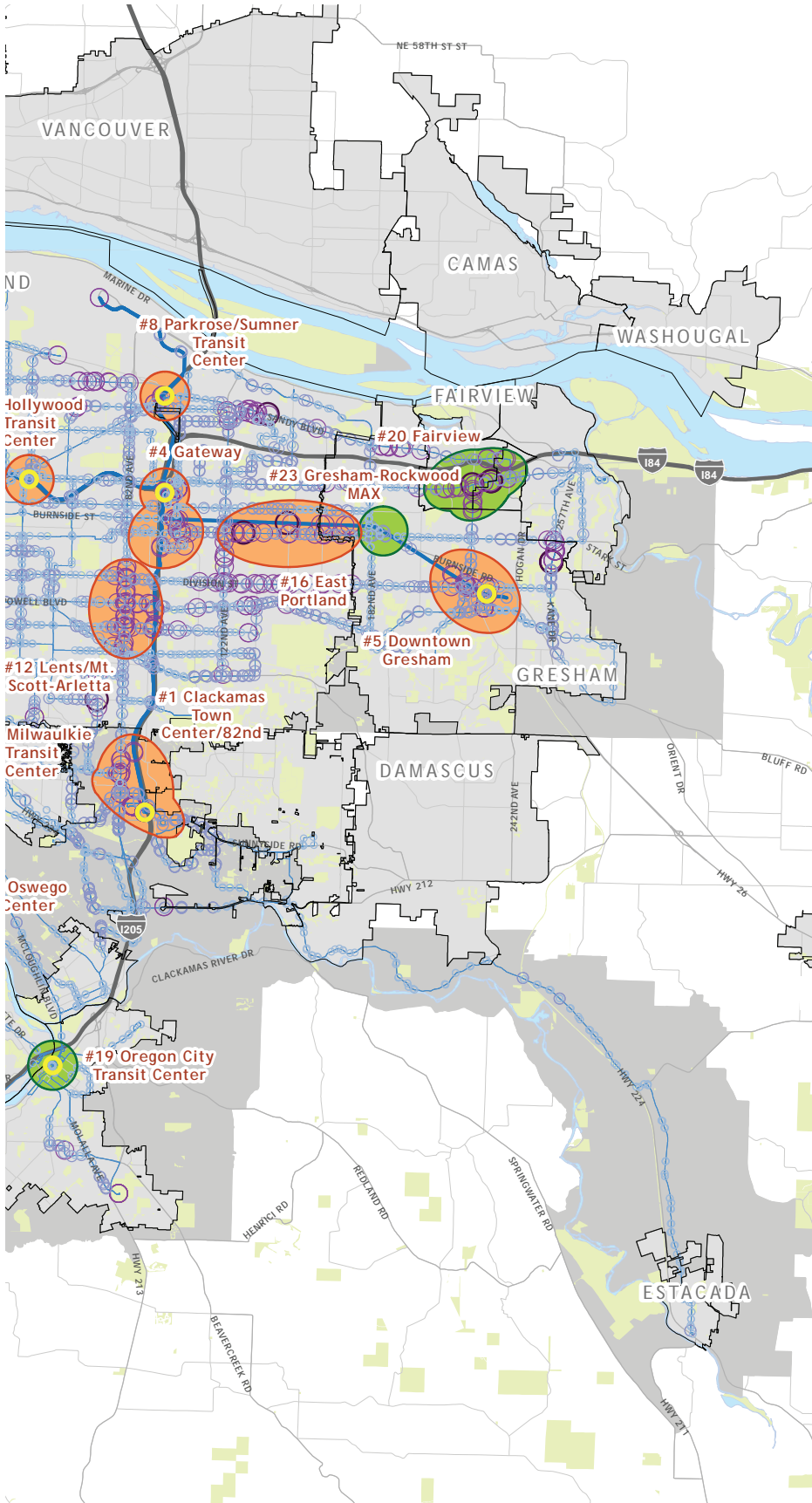
After identifying initial gaps and deficiencies, the project team revised the list based on SAC guidance and open house feedback. This plan identifies the top priority bike access and parking improvements that emerged from this evaluation process.

While the Plan priorities and recommendations contained in the following sections will help guide agency investments, this is not a fully funded plan. Funding strategies and approaches will need to be identified to bring these recommendations to reality.

FOCUS AREAS

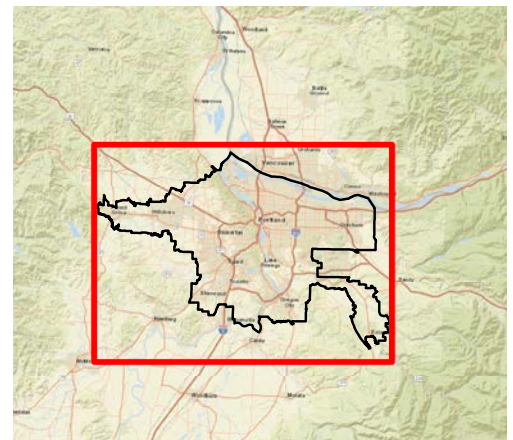
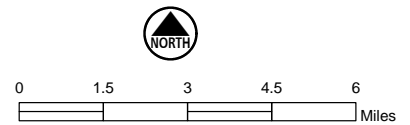


This map identifies the key focus area for bicycle access and parking improvements throughout the region. Orange areas reflect “Tier 1” focus areas, which have priority projects and actions detailed in the next section. Green areas represent “Tier 2” focus areas which do not have project priorities in the Plan. However, these represent areas of potential focus in the future. While the Tier 1 and Tier 2 focus areas provide a framework for understanding where improvements are needed most, TriMet will work with agency partners around the region to improve bike access and parking across the TriMet system.



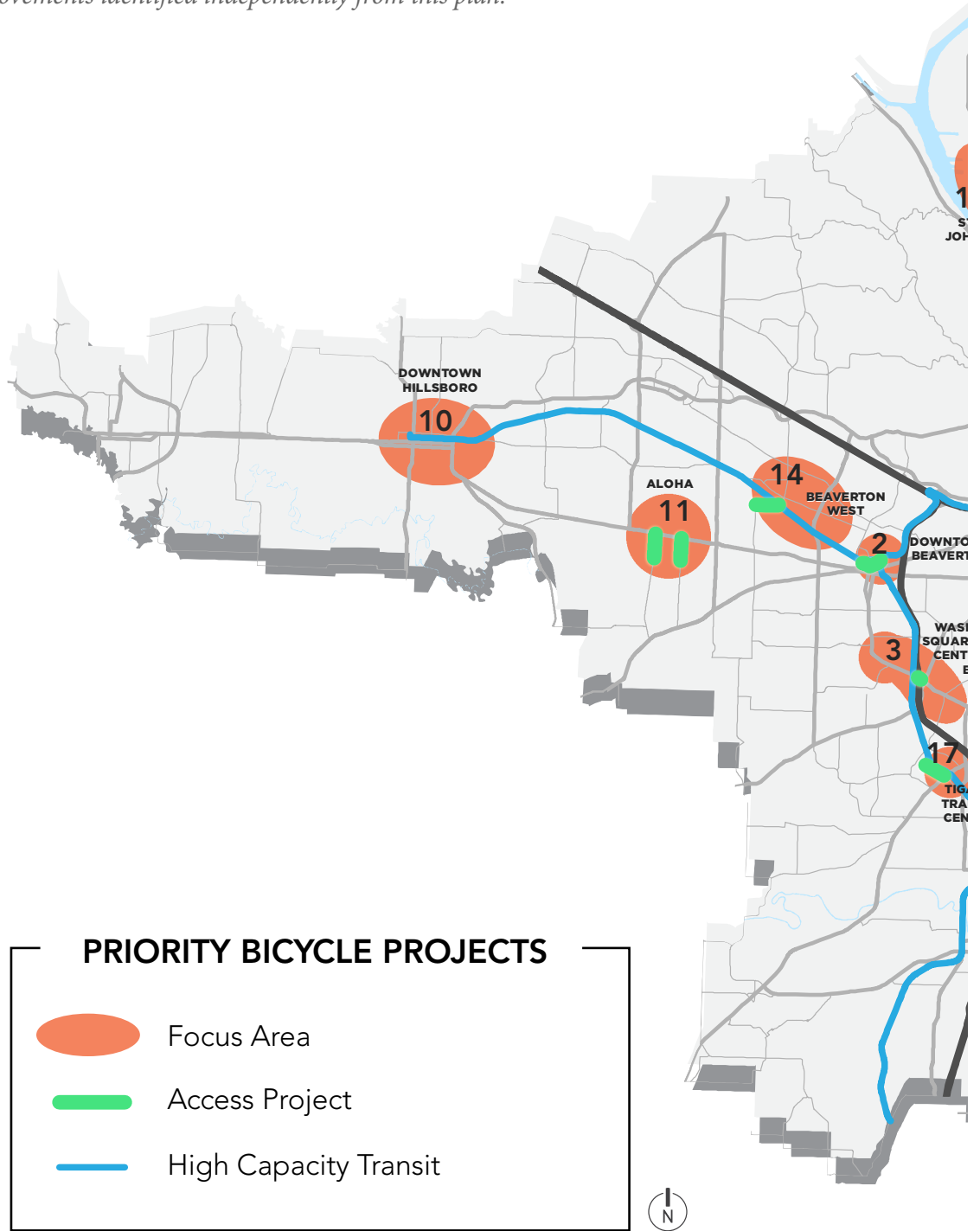
Legend

- Transit Center
 - TriMet Boundary
 - City Boundary
 - Focus Areas
 - Tier 1
 - Tier 2
 - Park
 - Water
- Total of all Evaluation Scores**
- 1
 - 2
 - 3
 - 4
- Transit Routes**
- Bus
 - Commuter Rail
 - MAX Light Rail
 - Streetcar



PRIORITIZED STRATEGIES AND INVESTMENTS

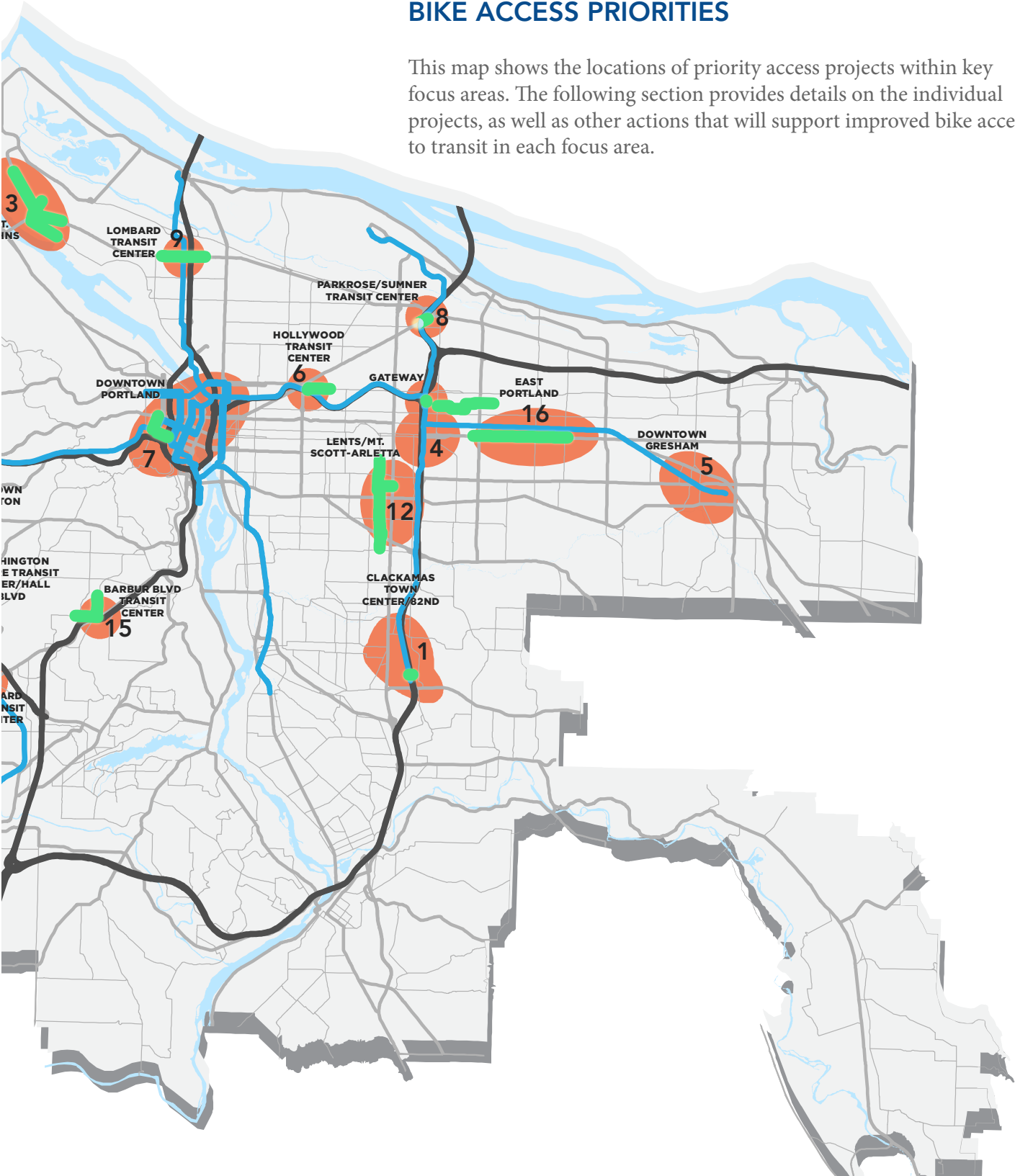
Major high capacity transit projects, such as the Southwest Corridor and the Powell Division Transportation and Development Project, will include a separate set of bicycle and pedestrian improvements identified independently from this plan.



PRIORITIZED STRATEGIES AND INVESTMENTS

BIKE ACCESS PRIORITIES

This map shows the locations of priority access projects within key focus areas. The following section provides details on the individual projects, as well as other actions that will support improved bike access to transit in each focus area.



BIKE ACCESS PRIORITIES

The following projects and strategies were developed based on the evaluation process detailed in previous sections, as well as public input, SAC feedback, and discussions with local jurisdiction staff. This set of strategies and projects were identified as the most important access deficiencies to address in the focus areas. Implementing the projects and other actions below will improve access to transit for many throughout the region. Focus areas are numbered for reference, but numbers do not convey priority.

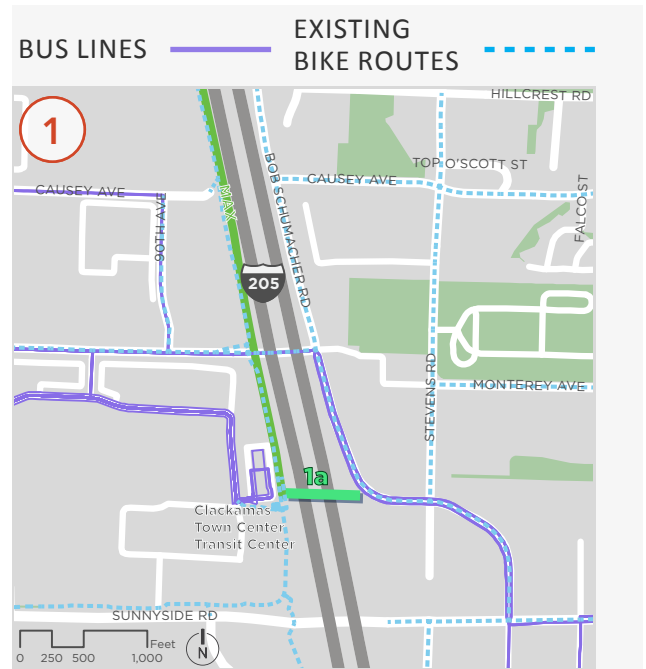
FOCUS AREA #1: CLACKAMAS TOWN CENTER

Projects:

- 1a. Support planned project to construct a pedestrian and bike overpass over I-205 in the vicinity of Monterey Avenue. This project would increase bicycle connectivity to the Clackamas Town Center Transit Center for those east of I-205. Consider improving the crossing on Monterey Avenue to the north for cyclists in conjunction with the separate overpass. (Clackamas County Transportation System Plan; I-205 Pedestrian/ Bike Overpass)

Other actions:

- Engage in planning efforts, including the Clackamas Regional Center Mobility Improvement project, in the vicinity of Clackamas Town Center.
- Improve wayfinding signage on the I-205 path to help direct users to transit stations.



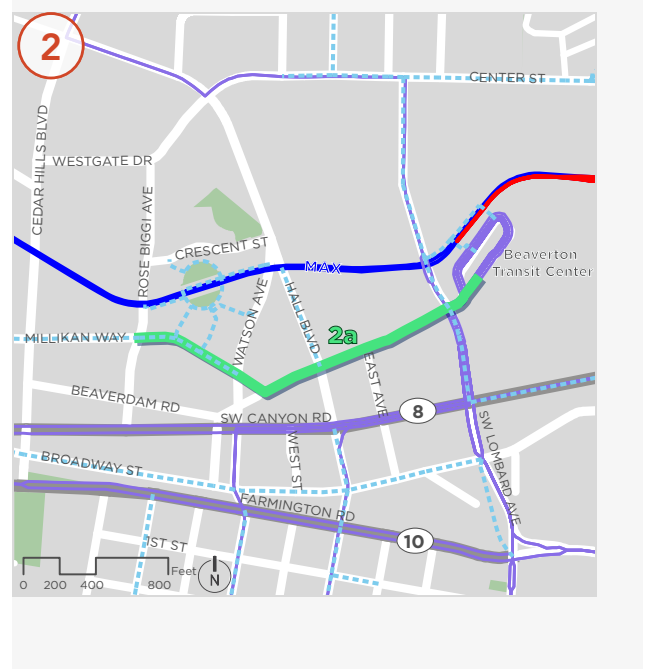
FOCUS AREA #2: DOWNTOWN BEAVERTON

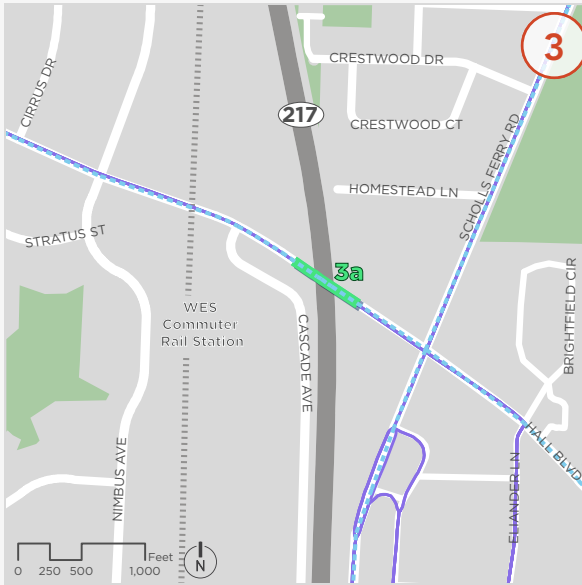
Projects:

- 2a. Construct bicycle facilities on SW Millikan Way to enhance bicycle connectivity to the Beaverton Transit Center. Enhancements include improving the crossing at the east end of Millikan Way across SW Lombard Avenue to facilitate access to the Beaverton Transit Center, and an extension of bike facilities on Hall Boulevard from SW Millikan Way to SW Canyon Road (Beaverton CIP Project #3518: Millikan Way: Rose Biggi Avenue to Lombard Avenue). Millikan Way and Broadway are under the jurisdiction of the City of Beaverton.

Other actions:

- Engage with the City of Beaverton on the upcoming Active Transportation Plan process as it relates to bicycle access to downtown transit stations and stops.

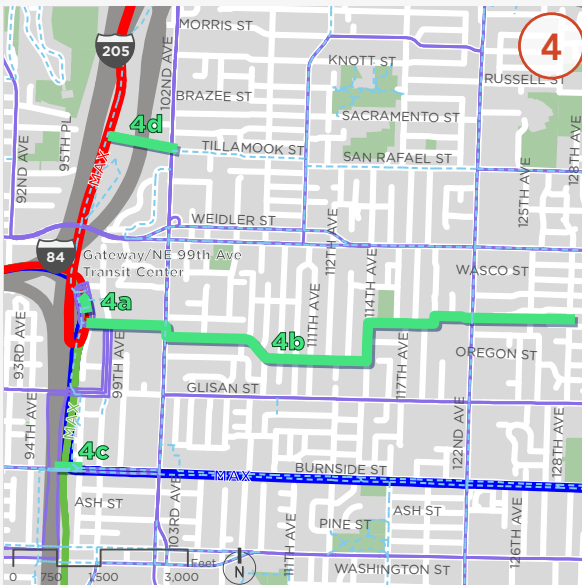




FOCUS AREA #3: WASHINGTON SQUARE TRANSIT CENTER/HALL BOULEVARD

Projects:

- 3a. Support a project to improve the crossing on Hall Boulevard across Highway 217 for pedestrians and people on bikes, enhancing bike access to the WES station west of Highway 217 and to the Washington Square Transit Center east of Highway 217 (Washington Square Regional Center Plan).



FOCUS AREA #4: GATEWAY

Projects:

- 4a. Improve track crossings at Gateway Transit Center to make it easier for those with bikes to get to, through, and across the Gateway Transit Center to the I-205 Multi-Use Path.
- 4b. Support the planned “Holladay-Oregon-Pacific” Neighborhood Greenway project, connecting the Gateway Transit Center to neighborhoods east of I-205 to improve east-west connectivity to the transit center (Oregon Region 1 STIP; Tillamook-Holladay-Oregon-Pacific Bikeway Project [T HOP]).
- 4c. Improve track crossing at E Burnside and E 97th Avenue to improve cyclist safety and comfort.
- 4d. Support ODOT's planned project to develop a pedestrian and bicycle undercrossing from Tillamook Street west under I-84 to the I-205 Multi-Use Path (ODOT Region 1 STIP).

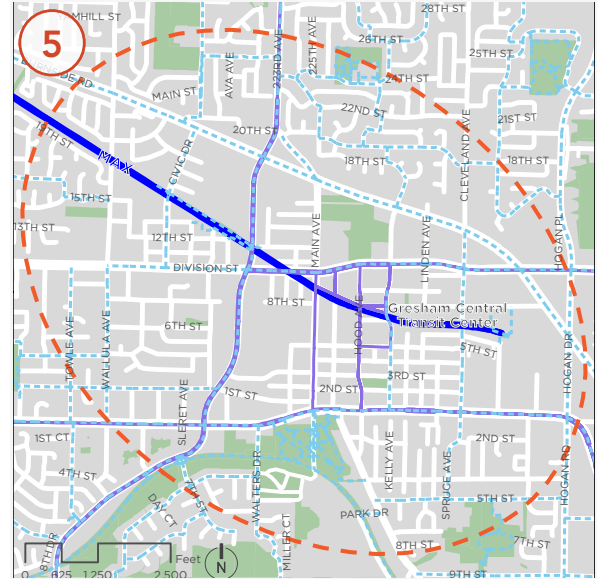
Other actions:

- Support the City of Portland’s planned Sullivan’s Gulch Trail project, improving bike connectivity along I-84 to Gateway Transit Center (Portland TSP Update; Sullivan’s Gulch Trail)

FOCUS AREA #5: DOWNTOWN GRESHAM

Actions:

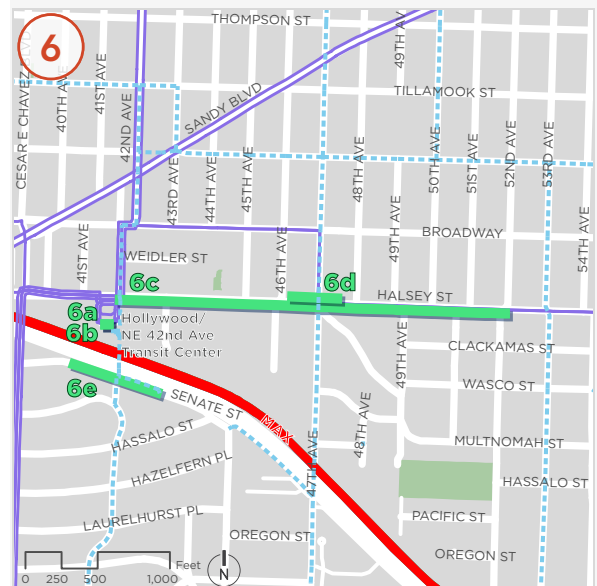
- Support projects and planning in Gresham’s Capital Improvement Plan (including project 610700: Bicycle Project) that enhance bicycle safety and accessibility in the City of Gresham and connect to transit.
- Projects include the implementation of missing bicycle lanes or shared-use facilities within the public right-of-way, bicycle racks, wayfinding signs, and pavement markings.
- Additional projects include educational programs to promote safety for bicyclists, and efforts to achieve a “platinum” certification as a “Bike Friendly Community” through the League of American Bicyclists.
- Support Transportation System Plan projects that improve connections to transit

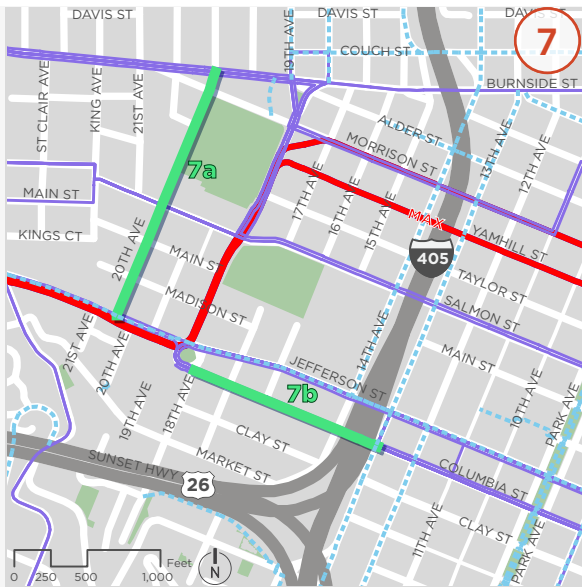


FOCUS AREA #6: HOLLYWOOD TRANSIT CENTER

Projects:

- 6a. Support a planned project to add bike facilities to northeast Halsey Street accessing the Hollywood Transit Center, improving access to the transit center for those to the north and east (Portland TSP Update, Hollywood Town Center Safety Improvements).
- 6b. Improve the ability of TriMet riders on bikes to access the MAX light rail platform by improving the stairway “gutter”.
- 6c. Improve signage and add pavement markings to provide clarity on how TriMet riders on bikes should navigate through the Transit Center.
- 6d. Improve the intersection of 42nd Avenue and Halsey Street for cyclists.
- 6e. Add bike parking along NE Senate Street near the southern end of the I-84 overcrossing.





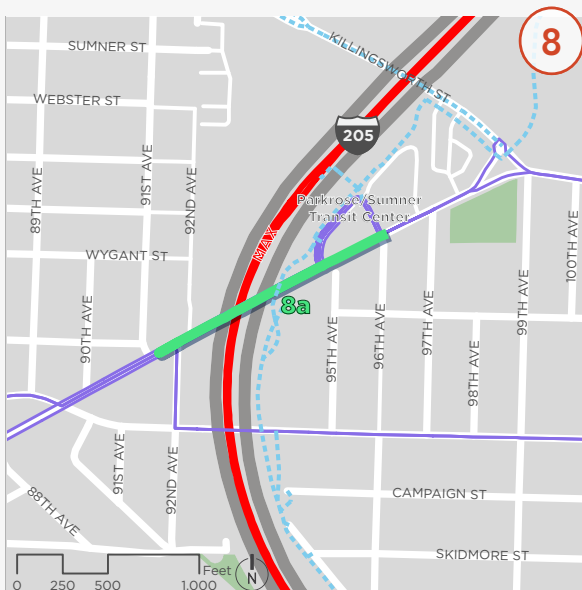
FOCUS AREA #7: GOOSE HOLLOW TRANSIT GATEWAY

Projects:

- 7a. Support a planned project to construct a bikeway on SW 20th Avenue connecting to the Goose Hollow MAX station, improving safety and comfort for those accessing this MAX station to the north and west (Portland Bike Plan for 2030).
- 7b. Support planned project to construct a separated bike facility on SW Columbia Street, from the MAX station across the I-405 overpass, connecting to the Goose Hollow MAX station. There is currently no separated bike facility on this steep section of Columbia Boulevard, making bike egress to the east of the Goose Hollow MAX station uncomfortable for riders (Portland Bike Plan for 2030).

Other actions:

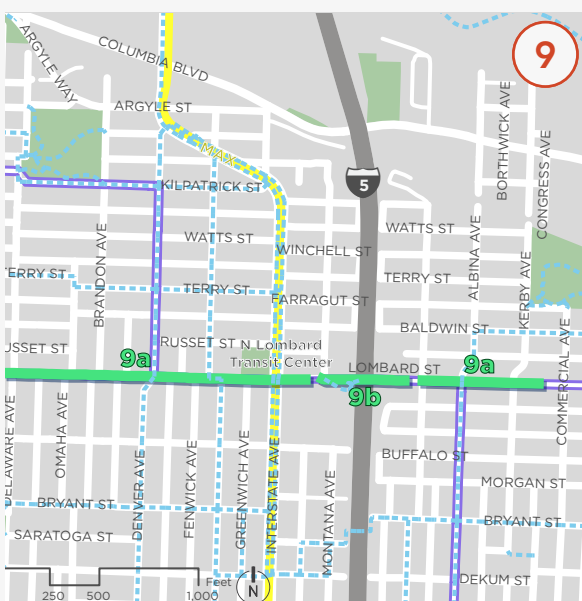
- Engage in planning for the Portland Central City Multi-modal Safety Project that will examine safety improvements for TriMet riders on bikes and pedestrians in downtown Portland.



FOCUS AREA #8: PARKROSE

Projects:

- 8a. Support planned improvements to bike facilities on the Sandy Boulevard overpass over I-205, connecting to the Parkrose/Sumner Transit Center. This project would improve connectivity for those accessing the transit center from the west of I-205 (Portland Bike Plan for 2030).



FOCUS AREA #9: LOMBARD TRANSIT CENTER

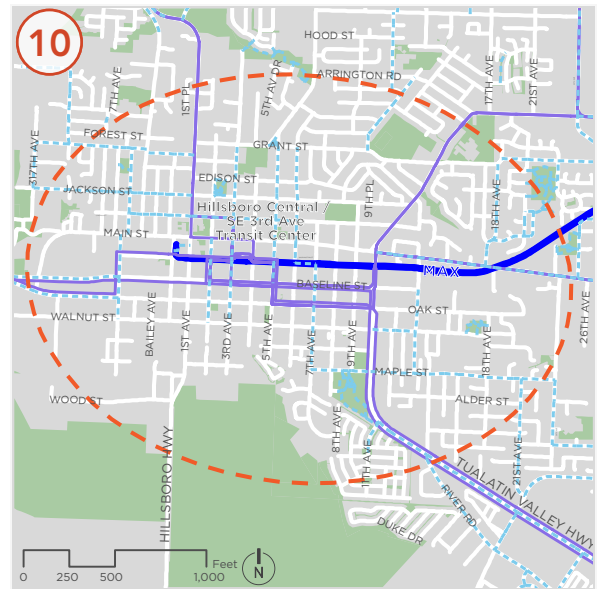
Projects:

- 9a. Support the planned project to improve the overpass for pedestrians and cyclists. The Lombard Street overpass over I-5 currently lacks safe and convenient bicycle facilities, restricting access to the Lombard Transit Center for those living east of I-5. (Portland Bike Plan for 2030).
- 9b. Support ODOT and City of Portland efforts to improve N Lombard Street for pedestrians and people riding bikes.

FOCUS AREA #10: DOWNTOWN HILLSBORO

Actions:

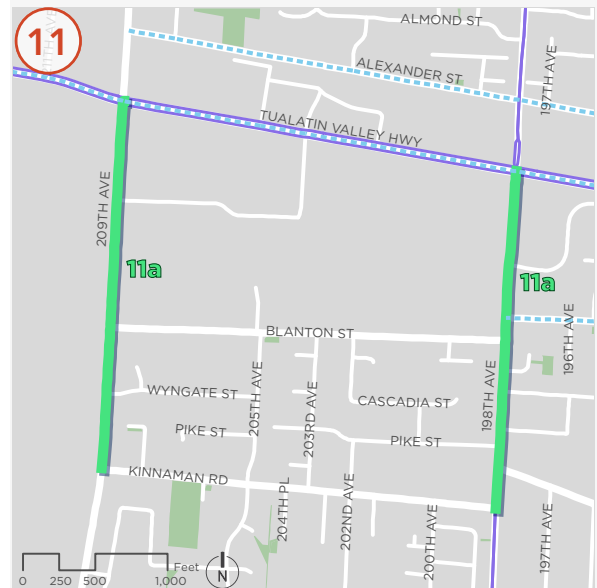
- Engage with the City of Hillsboro during the upcoming Transportation System Plan update process to examine bicycle access to transit in downtown Hillsboro.



FOCUS AREA #11: ALOHA (WASHINGTON COUNTY)

Projects:

- Support Washington County's project to construct bike facilities on SW 198th Avenue and SW 209th Avenue south of the Tualatin Valley Highway, in the Aloha area. These streets currently lack shoulders or bike facilities and restrict bicycle access to transit stops on the Tualatin Valley Highway (Aloha-Reedville Study and Livable Community Plan, Major Street Transportation Improvements).



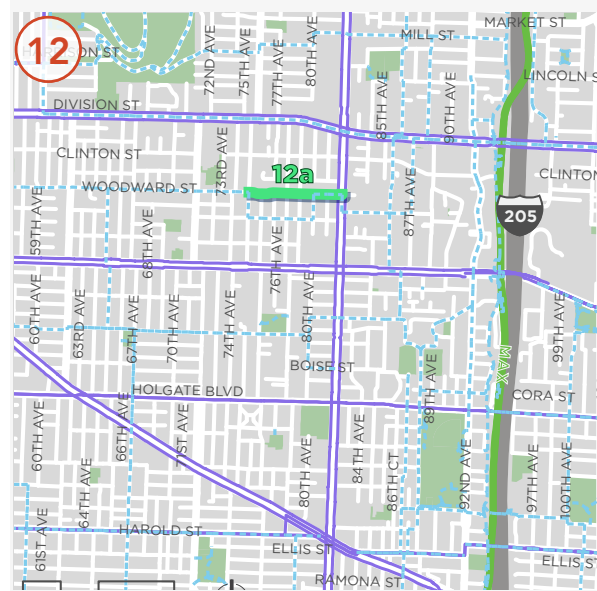
FOCUS AREA #12: LENTS/MT. SCOTT ARLETA

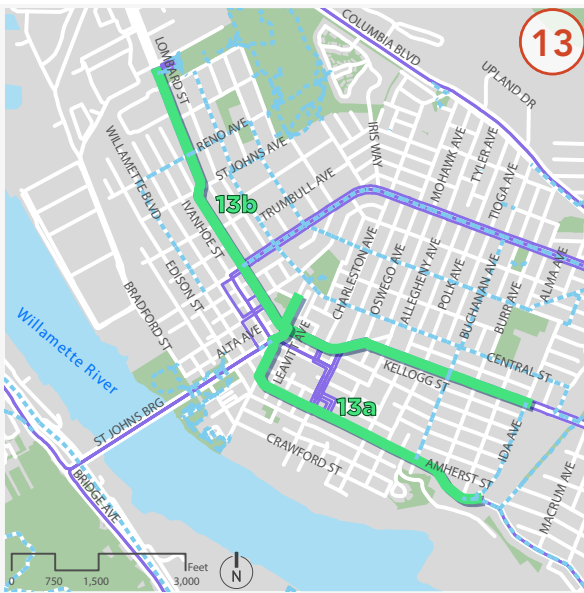
Projects:

- Support the 70s Neighborhood Greenway project that would provide a bike facility parallel to 82nd Avenue. Signed and improved connections (e.g., wayfinding, sharrows, traffic calming, etc.) from the planned bikeway west of 82nd Avenue are critical to ensure access to transit (Portland TSP Update; SE 70s Bikeway).

Other actions:

- Coordinate on design of ODOT Outer Powell project and support funding to construct improvements from SE 99th to 176th Avenues. Engage in 82nd Avenue of the Roses Implementation Plan. Both projects will identify and implement transportation safety and multi-modal improvements along Powell Boulevard and Southeast 82nd Avenue.

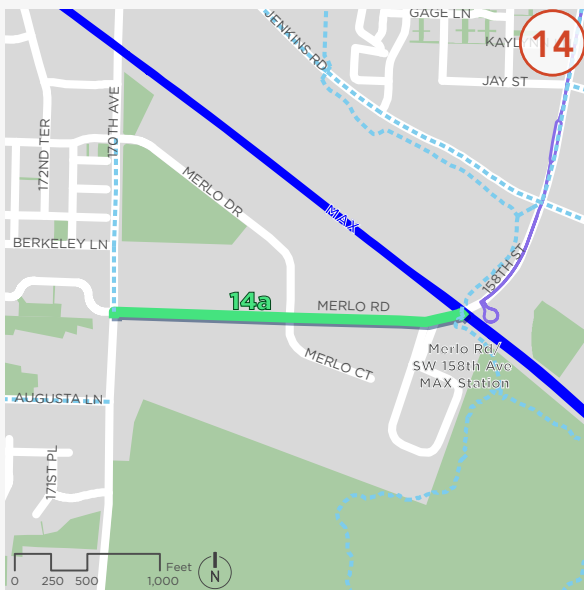




FOCUS AREA #13: ST. JOHNS (PORTLAND)

Projects:

- 13a.** Consider bicycle facility enhancements on Lombard Street from Ida Avenue to the bus terminus facility at Pier Park northwest of Bruce Avenue (Portland Bike Plan for 2030).
- 13b.** Develop neighborhood greenway connections on Willamette Boulevard from Ida Avenue to the intersection of Philadelphia Avenue and Lombard Street, and from this intersection northeast to the Center Street greenway (Portland Bike Plan for 2030).



FOCUS AREA #14: BEAVERTON WEST

Projects:

- 14a.** Bike facilities are currently lacking on Merlo Road and Southwest 158th Avenue, restricting bicycle access to the 158th/Merlo MAX station. TriMet should support the planned project to construct bicycle facilities on Merlo Road and Southwest 158th Avenue accessing the Merlo MAX station. 158th Avenue is slated for improvements as of this writing and the Merlo Road segment is unfunded (Washington County Transportation System Plan, 158th/Merlo Bike Lane improvements and the 158th Avenue, Walker to Merlo Station Project). Merlo Road is under the jurisdiction of Washington County.

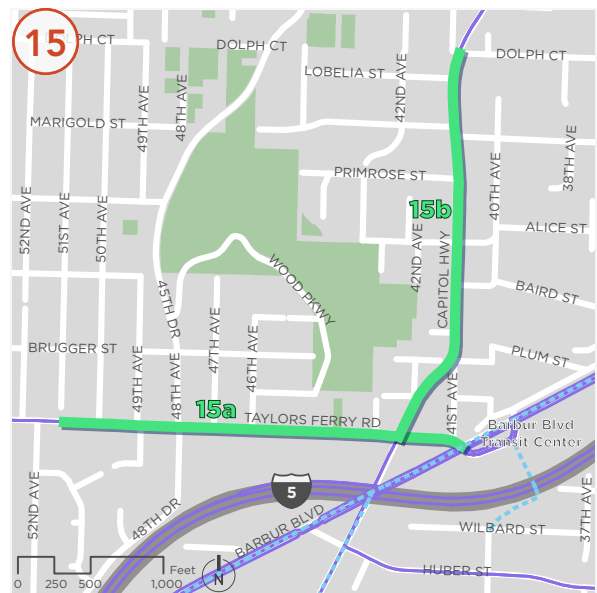
FOCUS AREA #15: BARBUR BOULEVARD TRANSIT CENTER

Projects:

- 15a. Support the City of Portland project to improve bicycle facilities on Capitol Highway. No dedicated facilities currently exist, restricting access from areas to the north of Barbur Boulevard to the transit center (SW Capitol Highway Plan Refinement Report, Connections to Transit/Transit Improvements: Barbur & Taylors Ferry).
- 15b. Support the City of Portland project to add cycling facilities on Taylor's Ferry Road to improve access to the transit center (SW Capitol Highway Plan Refinement Report, Connections to Transit/Transit Improvements: Barbur & Taylors Ferry).

Other actions:

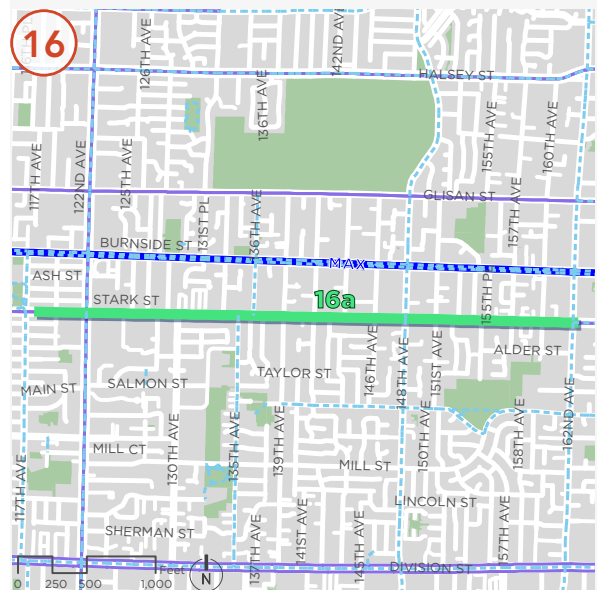
- Engage in the Southwest Corridor High Capacity Transit project as it relates to bicycle access to transit issues.
- Incorporate recommendations from recently completed Barbur Boulevard Safety Audit.



FOCUS AREA #16: EAST PORTLAND

Projects:

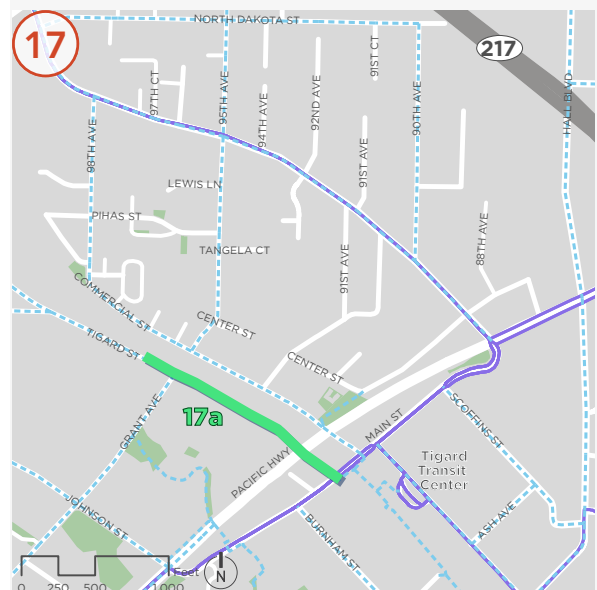
- 16a. Support the City of Portland's planned project to improve crossings on Southeast Stark Street to benefit pedestrians (East Portland In Motion).
- 16b. Support planned efforts to improve bike facilities on Stark Street (Portland TSP Update and East Portland In Motion).



FOCUS AREA #17: TIGARD

Projects:

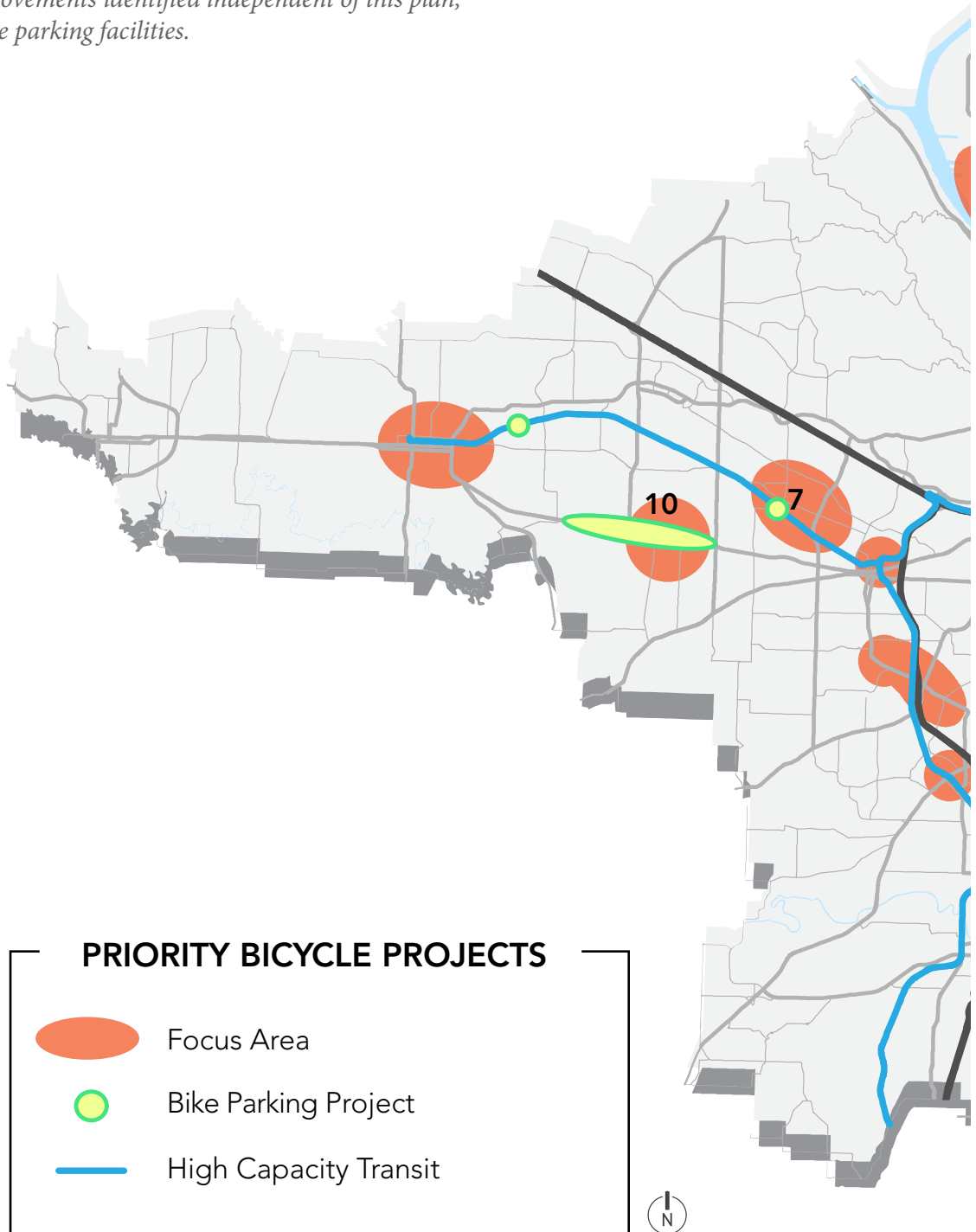
- 17a. Support the City of Tigard's planned project to develop a Multi-Use Path on abandoned railroad right-of-way east of Tigard Street accessing the Tigard Transit Center (Tigard TSP).



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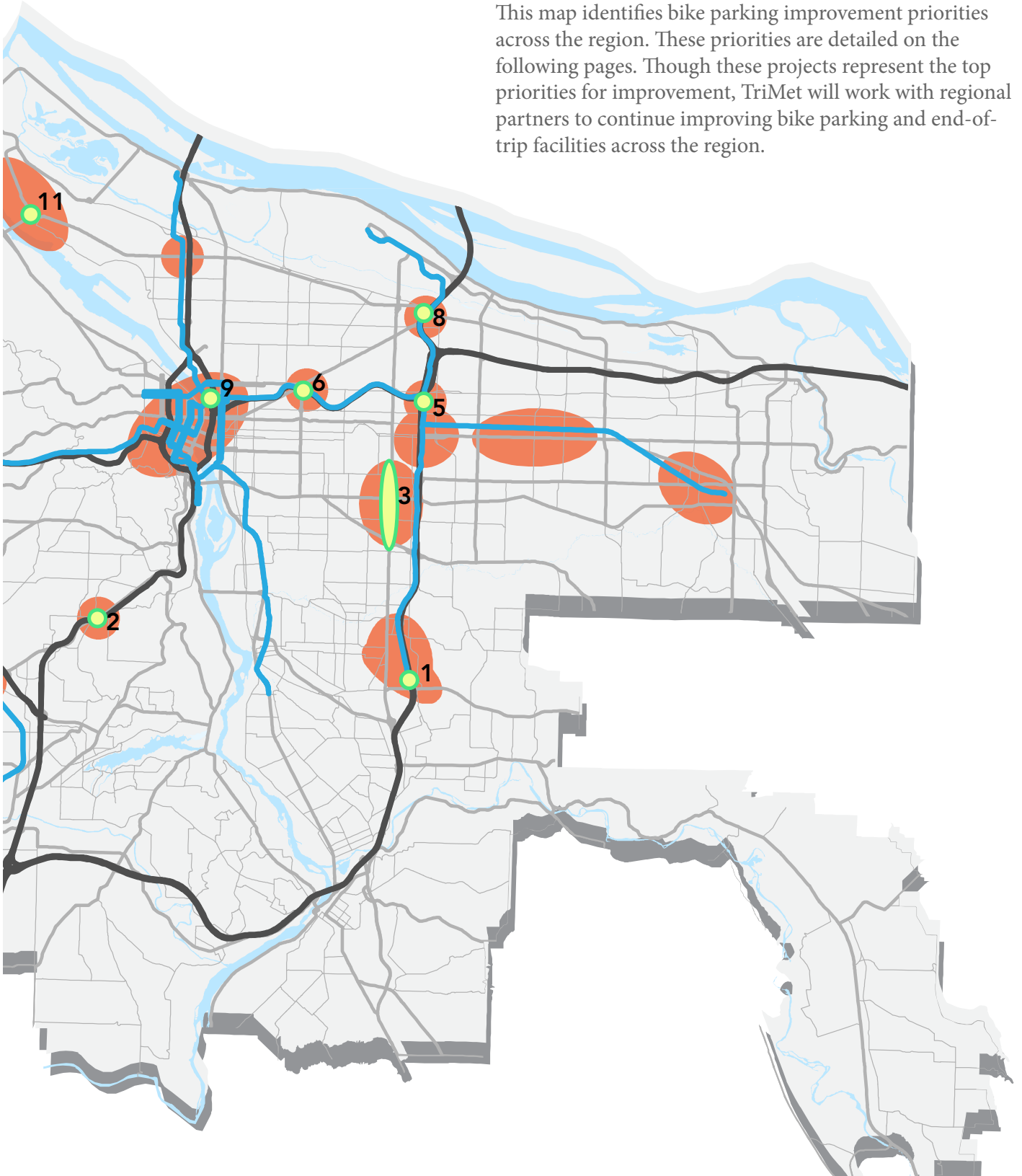
BICYCLE PARKING PRIORITIES

Major high capacity transit projects, such as the Southwest Corridor and the Powell Division Transportation and Development Project, will have a separate set of bicycle and pedestrian improvements identified independent of this plan, including bicycle parking facilities.



BIKE PARKING PRIORITIES

This map identifies bike parking improvement priorities across the region. These priorities are detailed on the following pages. Though these projects represent the top priorities for improvement, TriMet will work with regional partners to continue improving bike parking and end-of-trip facilities across the region.



BIKE PARKING PRIORITIES

The following have been identified as key locations for improved bicycle parking on the TriMet system. Any of these future parking projects could be developed as part of private or public projects. These concepts represent potential improvements at each location; however, it is important to note that these are only concepts, and have not been engineered or costed. Other types of parking improvements may be appropriate at any of these locations, depending on funding, level of parking need, and other factors. The concepts are preliminary and are subject to detailed design work before the final facility type is chosen. Considerations such as visibility, lighting, changes in the level of use, and others will also influence the final location and design of all new bike parking projects. In addition, these projects may also include other amenities like “fix it” stations where TriMet riders can pump up tires or use tools for minor repairs.

82ND AVENUE BIKE RACKS (PORTLAND)

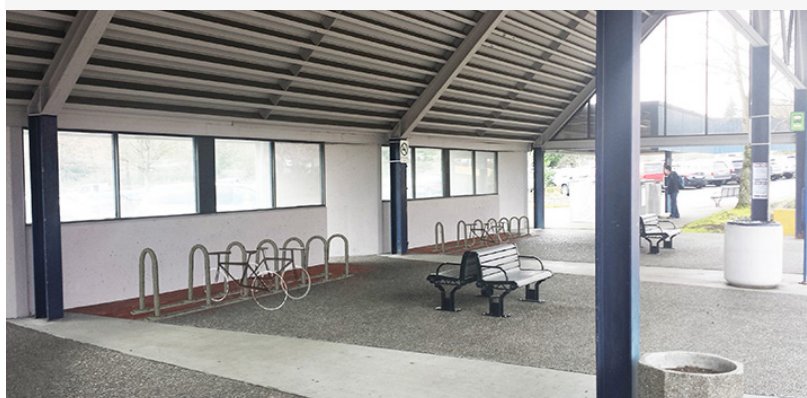
The evaluation process showed that transit on 82nd Avenue is likely to be attractive for bike and transit trips. There are currently very few bike parking options along 82nd Avenue. TriMet could install basic bike racks at some 82nd Avenue bus stops on a trial basis and monitor their use to understand whether additional parking is warranted.



Without bike parking available, a passenger boarding the bus has no place to lock a bike. Adding bike racks in some locations along this section may require sidewalk widening to maintain adequate clear width for people walking along the corridor.

BARBUR TRANSIT CENTER (PORTLAND)

As an important transit hub, Barbur Transit Center would benefit from additional bike parking options. Existing parking is very limited.



Concept shows basic bike racks installed under the existing structure.



Concept shows a secure Bike & Ride installed in Park & Ride garage.

CLACKAMAS TRANSIT CENTER (CLACKAMAS COUNTY)

The Clackamas Transit Center currently has secure bike lockers and open bike racks. There is a wait list for bike lockers at this location, and additional secure bike parking is needed. The proposed concept for this location includes a secure Bike & Ride facility.



Concept shows a secure Bike & Ride near the MAX boarding platform.

FAIR COMPLEX/HILLSBORO AIRPORT MAX STATION (HILLSBORO)

City of Hillsboro and Washington County staff have observed that this MAX station has seen increasing bike usage and could benefit from improved bike parking facilities. There is waitlist for keyed bike lockers at this location as well.



Concept shows a secure Bike & Ride installed within the existing Park & Ride garage.

GATEWAY TRANSIT CENTER (PORTLAND)

Public outreach revealed security concerns at this station for those parking their bikes. A secure Bike & Ride facility would increase parking capacity and address security concerns.

HOLLYWOOD TRANSIT CENTER (PORTLAND)

While there is some secure bike parking available at this station now, additional bike parking capacity is needed. A secure Bike & Ride facility would add significant bike parking capacity at this station.



Concept shows a secure Bike & Ride with improved crossing of NE Halsey.

MERLO ROAD/SOUTHWEST 158TH AVENUE MAX STATION (BEAVERTON)

The number of TriMet riders on bikes parking at this station has increased in recent years, leading to a need for additional parking capacity. There is a waitlist for keyed bike lockers as well. A covered bike parking oasis with electronic access bike lockers would add secure bike parking capacity at this location.



Concept shows addition of covered bike parking and electronic bike lockers.

PARKROSE TRANSIT CENTER (PORTLAND)

Additional covered bike racks are desired at this location to supplement existing racks and secure keyed lockers.



Concept shows addition of covered bike parking by I-205 Multi-Use pathway.



Concept shows a secure Bike & Ride in the transit center.

ROSE QUARTER TRANSIT CENTER (PORTLAND)

As a major transit hub on the TriMet system, the Rose Quarter Transit Center would benefit from increased secure bike parking in the form of a Bike & Ride. There is currently a waitlist for existing keyed bike lockers.



Concept shows covered bike parking and electronic lockers.

ST. JOHNS (PORTLAND)

New bike parking is needed at this location to serve riders using bus routes 4, 75, and 44. There are currently few bike parking options in St. Johns for TriMet riders.



Concept shows addition of basic bike racks at bus stop. Adding bike racks in some locations along the north side of TV Highway may require sidewalk widening to maintain adequate clear width for people walking along the corridor.

TUALATIN VALLEY HIGHWAY (ALOHA, HILLSBORO)

Agency feedback revealed that TriMet riders are parking bikes along fences, poles, etc., on the Tualatin Valley Highway through Aloha and Hillsboro. Bike parking could be installed at bus stops along the highway to address this issue.

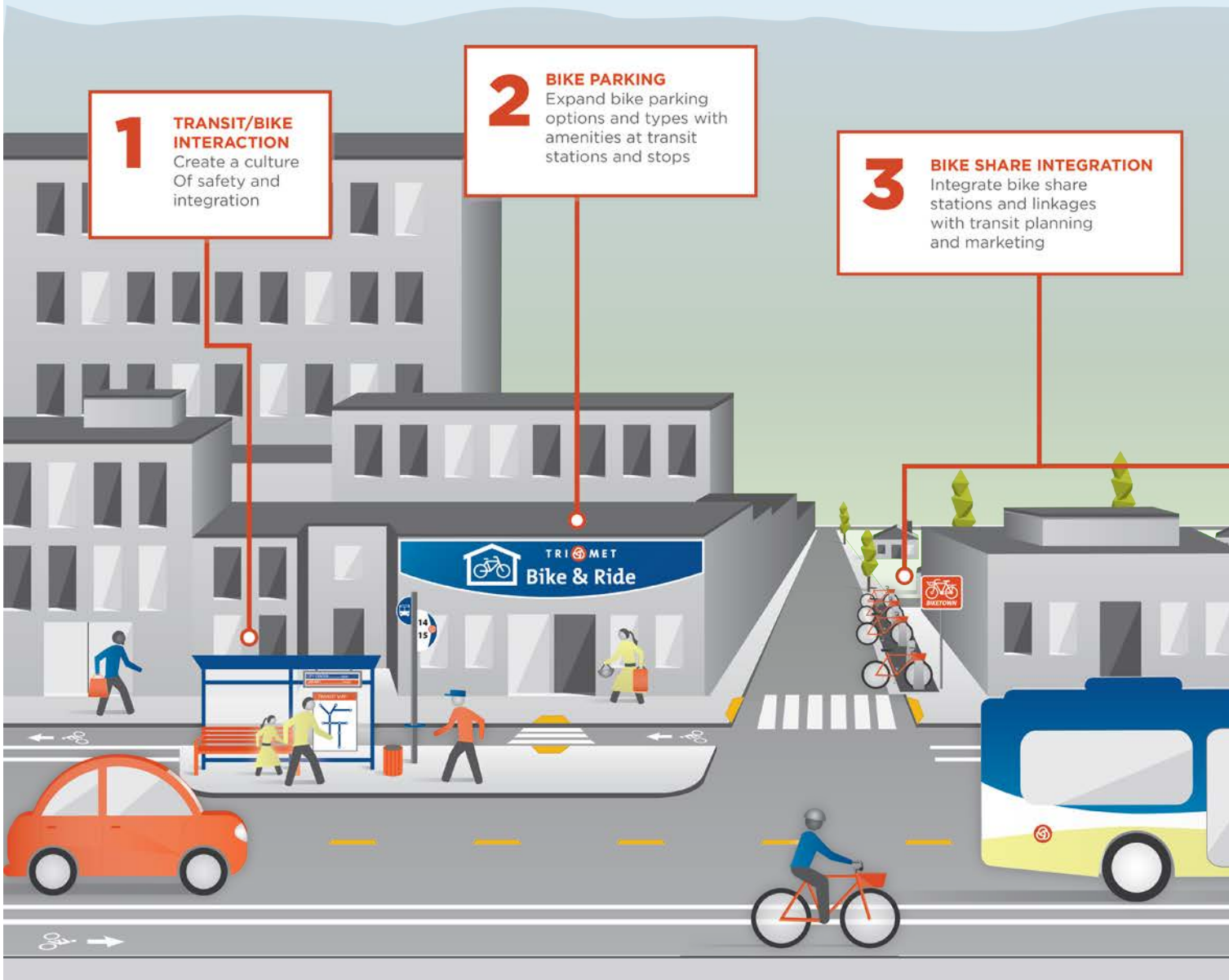
RECOMMENDED ACTIONS

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

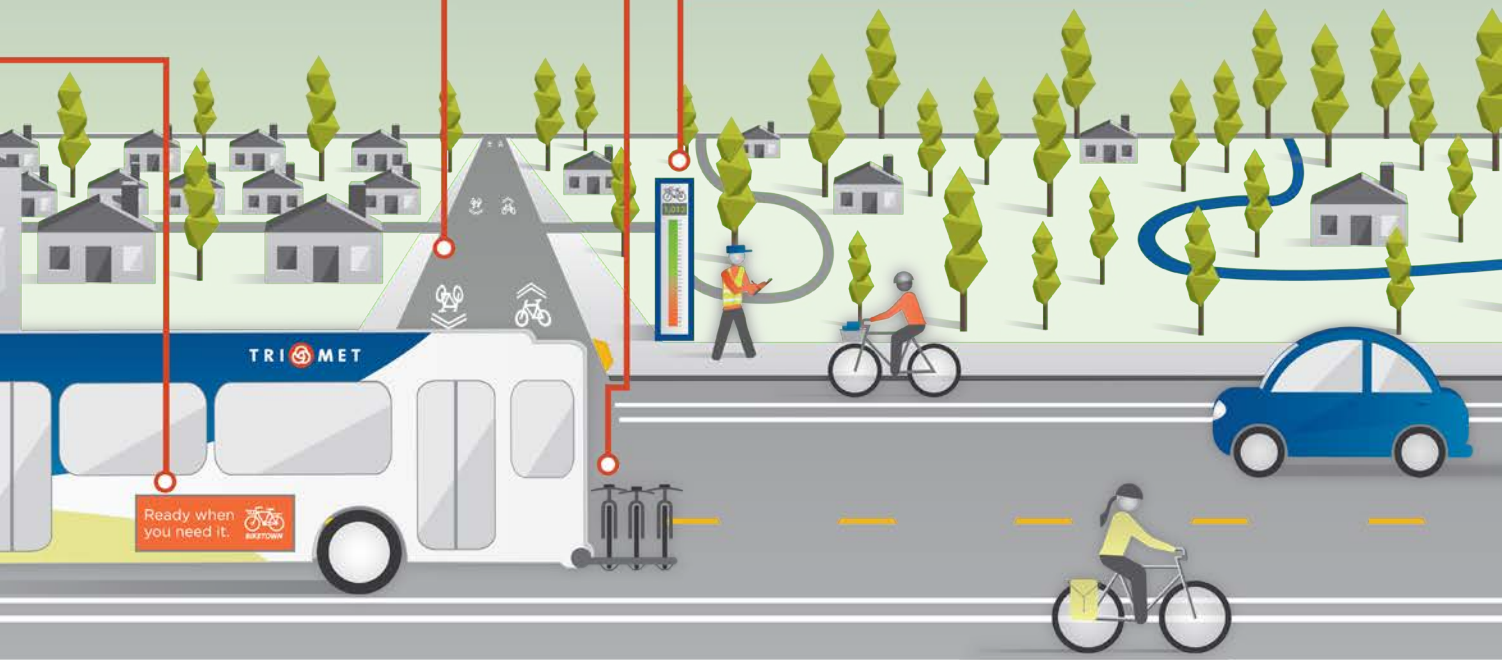
ONBOARD STORAGE

Evaluate expanding capacity for onboard and in-vehicle bicycle storage

6

MONITOR PROGRESS

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



PROGRAM AND POLICY RECOMMENDATIONS

The program and policy recommendations that follow in this section, as well as implementation actions, will be put into place with support from partners, including local jurisdictions. Some recommendations will be integrated into agency workplans, while others require further discussion with agency staff and partners before moving forward.

The following tables describe recommended policies and strategies, as well as the implementation time frame for each.

TRANSIT/BIKE INTERACTION

Improving bicycle access to transit, increasing bike parking and clarifying onboard policies are key pieces of the bike/transit integration puzzle. But experience around the U.S. – and the world – has shown that swift progress and lasting success depends on education and marketing as well. Strategic outreach and targeted “inreach” helps operators, users, and the general public understand how bikes and transit work together to increase mobility and improve lives. Consistent messages on safety, cooperation, and the benefits of integration help create a positive culture of support that leverages on-the-ground investments.



Opportunities: Educational programs are needed for bus and MAX operators and TriMet riders on bikes to ensure safe bike/transit integration. Expanded messaging and new marketing techniques are also needed to help the public understand how bicycling can be an integrated element of the transit experience, increasing access and improving service.

Policy	Implementation Strategies	Timeframe
TB.1 Develop and implement education and outreach strategies to accompany bike access to transit policies and investments, with the goal of minimizing bike/transit conflicts.	TB.1.a Expand educational efforts and materials for bus and MAX operators, transit riders with bicycles, other cyclists, and all those sharing the road with transit.	Short
	TB.1.b Post bus operator training materials related to bikes online for public access.	Medium
	TB.1.c Expand educational tools aimed at transit riders with bicycles on how to safely interact with the vehicles and tracks, share the road, and cross safely at rail crossings.	Medium
	TB.1.d Participate in Portland Metro’s Designing Livable Streets Update to ensure consideration of bike/transit interactions.	Short
	TB.1.e Use positive communication messaging about bikes in advertising and communications.	Short
TB.2 Leverage Plan investments by creating a culture of support for integrating the two modes.	TB.2.a Promote transit and bicycle investments as vital components in first/last mile connectivity.	Short
	TB.2.b Develop positive communication messages about the role of people who bike in reducing transit crowding.	Short

<p>TB.3 Ensure consistent policies for bike facility design and operations.</p>	<p>TB.3.a Update TriMet Design Criteria and TriMet Bus Stops Guidelines where appropriate to reflect best practices in bike facility design with transit operations.</p>	Short
	<p>TB.3.b Consider best practices, such as Metro’s regional design guidelines that address bike/transit interactions and ODOT transit design guidelines.</p>	Medium
	<p>TB.3.c Review elements of the TriMet policy and design guidance to determine any negative impacts on bike facility design and bicycle operations (e.g. lane width requirements, bike-light rail transit/streetcar track conflicts; bus stop placement); modify or mitigate those policies or design guidance.</p>	Short
	<p>TB.3.d Incorporate best practices, such as the National Association of City Transportation Officials (NACTO) Transit Street Design Guide.</p>	Short
	<p>TB.3.e Design bicycle access to transit facilities for persons of all ages and abilities.</p>	Ongoing

BIKE PARKING AND END-OF-TRIP FACILITIES

While there is general support within TriMet for providing and improving bike parking at stops and stations, actual implementation is not always consistent systemwide. Policy is needed to guide where and when to increase bike parking capacity at stations and stops, along with design guidelines to ensure that parking is well-located, attractive, and secure. It is also important to address the lack of systemwide data on the adequacy of bike parking, and to develop a consistent means of gaining user input to help inform bike parking investments. Finally, over the course of developing the Plan, many stakeholders noted the inconsistent policy of charging bike riders for secure parking, while offering free automobile parking.



Opportunities: TriMet needs a comprehensive policy to guide increasing and prioritizing bike parking capacity. Such a policy should not preclude making bike parking investments opportunistically as projects are developed by TriMet and its regional partners. There is also a need to revisit the policy of charging bike riders for secure parking, especially in areas where secure parking facilities are underutilized. The agency could consider discounts or fee waivers for certain groups.

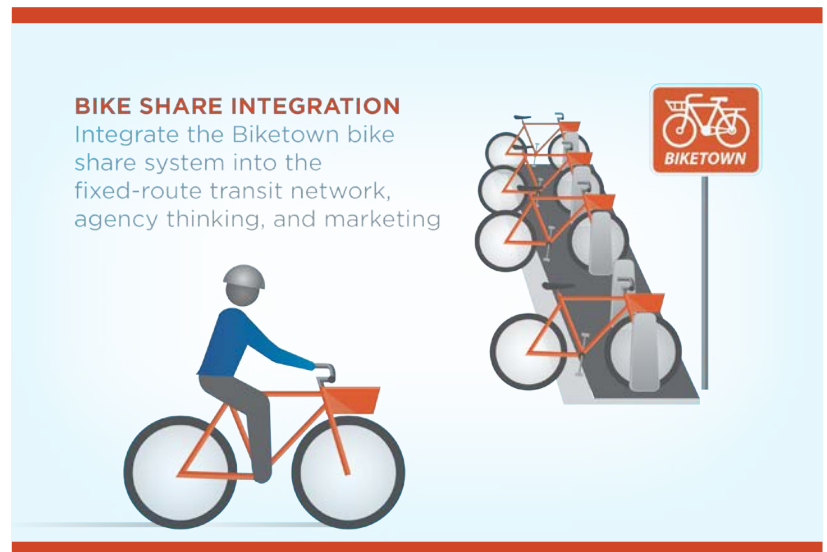
Policy	Implementation Strategies	Timeframe
BP.1 Continuously and programmatically address bike parking deficiencies.	BP.1.a Adopt a policy commitment to provide a range of high-quality bike parking options at all transit centers and high capacity transit stations.	Short
	BP.1.b Develop additional information for bike parking customers, including a real-time online site or app showing secure bike parking availability.	Short
	BP.1.c Develop signage to illustrate proper technique for securing bikes to reduce theft, including stickers on the bike rack to show proper technique.	Short
	BP.1.d Develop targeted outreach efforts for locations with existing underutilized secure bike parking	Medium
	BP.1.e Distribute outreach materials to neighborhood associations adjacent to available secure bike locker locations to encourage greater use of existing facilities.	Short
	BP.1.f Explore cost share in the purchase and storage of bike parking "kits" to make them easily available to local partners at a lower cost. These kits could be deployed by local partners to easily increase bike parking.	Medium
	BP.1.g Consider opportunities for third-party sponsorship or advertisement of certain facilities. For example, sponsorship and funding of bike parking at MAX stations, or donation of materials from local bike shops to construct "fix it" stations with tools and air pumps.	Medium

Policy	Implementation Strategies	Timeframe
<p>BP.2 Ensure best practices are used in the design for a wide range of bike parking types at stops and stations.</p>	<p>BP.2.a Develop and implement context specific bike parking guidelines that ensure bike parking is provided at all stops/stations as appropriate, from basic staples to card-accessed secure parking.</p>	Short
	<p>BP.2.b Ensure all TriMet bike parking meets the Association of Pedestrians and Bicycle Professionals standards and industry best practices, and replace racks that do not meet these standards.</p>	Medium
	<p>BP.2.c Develop a toolkit (brief pamphlet) for bicycle parking and distribute to local jurisdictions as a way to establish design preferences and ensure consistent application. Guidelines should address type and placement of bike parking at or near bus stops.</p>	Medium
<p>BP.3 Engage current and potential users in analyzing the need for additional bike parking and end-of-trip facilities.</p>	<p>BP.3.a Develop a programmatic approach to collecting feedback from customers about bike parking needs and deficiencies.</p>	Short
	<p>BP.3.b Host an annual public input period for an online pin map/app to collect and display bike parking requests; alternatively, develop an app that permits crowd sourcing bicycle parking and demand mismatches.</p>	Ongoing
	<p>BP.3.c Develop a pilot program for temporary bike parking installations of bike racks at bus stops or stations where there is potential, but unknown, demand for parking. (Consider land use, ridership data, or other factors for possible pilot program to begin with Line 72 stops along 82nd Avenue and Line 57 stops along Tualatin-Valley Highway).</p>	Medium
<p>BP.4 Ensure bike parking payment policies are consistent with regional and agency goals to encourage the integration of bicycling and transit.</p>	<p>BP.4.a Revisit secure bike parking policies and products to ensure ease of use and low barriers to use and sign up programs.</p>	Short
	<p>BP.4.b Streamline the sign-up process on TriMet’s website for bike parking lockers.</p>	Short
	<p>BP.4.c Consider and seek funding for discounts or fee waivers program for low-income users to access long term secure bike parking.</p>	Medium
	<p>BP.4.d Evaluate reducing fees or phasing out fees for secure bike parking to align with auto parking policies.</p>	Short

BIKE SHARE INTEGRATION

BIKETOWN bike share is coming on line as a new City of Portland transit mode. As with any new transportation service, the physical, technological, and cultural integration between bike share and other transit modes is not a given. TriMet should pursue deliberate and coordinated integration efforts to extend the span of transit service and create a seamless user experience.

BIKETOWN is expected to be available in Portland by summer 2016, making the following opportunities, policies, and strategies time sensitive for TriMet.



Opportunities: Physical integration is needed to link TriMet’s transit system with Portland’s new BIKETOWN bike share system and other future bike share systems. Consistent multi-media messaging will support a seamless and legible travel experience for both fixed-route transit and bike share users. Finally, fare integration is needed between bike share and TriMet’s Hop e-fare Fastpass electronic system.

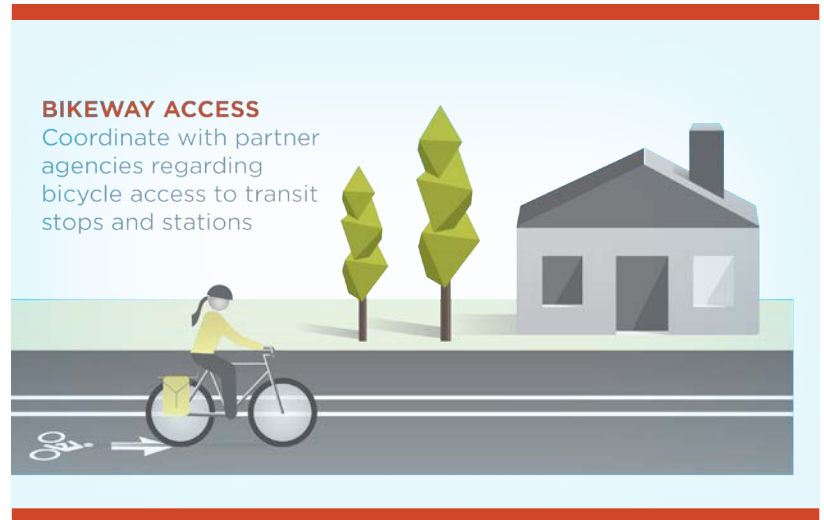
Policy	Implementation Strategies	Timeframe
SH.1 Support bike share and transit integration through station siting.	SH.1.a Work with City of Portland to physically locate bike share stations near transit stations as appropriate.	Short
	SH.1.b Develop bike share station locating guidelines and procedures to clarify preferences and requirements for locations at transit stations.	Short
	SH.1.c Sponsor bike share stations to demonstrate TriMet's investment in bike sharing.	Long
SH.2 Actively pursue partnerships with jurisdictions, private businesses, community partners, and employers to maintain the connection between TriMet bus, MAX, WES and bike share.	SH.2.a Work with private employers that operate closed bike share systems to foster connections between employer campuses and transit stations and stops.	Medium
	SH.2.b Identify station sponsor opportunities.	Medium
	SH.2.c Explore potential to provide employer subsidized passes for fixed-route transit and bike share.	Medium
	SH.2.d Work with potential partners to provide locations for unbanked population to obtain and recharge Hop FastPass electronic fare cards or BIKETOWN fare media.	Long
SH.3 Establish consistent wayfinding, iconography and messaging to strengthen the connection between bike share and the TriMet system.	SH.3.a Work with the Portland Bureau of Transportation (PBOT) and future bike share operators to develop consistent, regional standards for bike share icons.	Short
	SH.3.b Develop maps, signage, and wayfinding linking transit stations and key bike share locations.	Medium
	SH.3.c Support bike share capital investment, such as wayfinding, station sponsoring, or real-time information displays.	Long

Policy	Implementation Strategies	Timeframe
<p>SH.4 Develop supportive messages that convey bike share as a key partner to transit.</p>	<p>SH.4.a Develop an agency communications and messaging policy that conveys bike share as complementary to transit.</p>	Short
	<p>SH.4.b Integrate BIKETOWN bikeshare in TriMet's web and print information; identify bike share station locations and service area on route maps and TriMet's website.</p>	Short
	<p>SH.4.c Incorporate bike share iconography and directions into TriMet system maps to demonstrate bike share transfer opportunities at station locations.</p>	Medium
	<p>SH.4.d Integrate bike share station locations and utilization information on MAX, transit mall and future bus rapid transit real-time transit screens and through in-vehicle announcements.</p>	Medium
	<p>SH.4.e Pursue minor sponsorship and advertising opportunities to help fund system operations, cross marketing, and promotions.</p>	Long
	<p>SH.4.f Hold a contest to promote bike share to/from transit stops and stations at the BIKETOWN kickoff.</p>	Short
<p>SH.5 Reinforce fixed-route transit and bike share connections on web-based and app based platforms.</p>	<p>SH.5.a Update the multimodal trip planner to incorporate share trips as well as trips between bike share and fixed-route transit.</p>	Short
<p>SH.6 Ensure seamless connection by bike share and TriMet transit modes through fare integration.</p>	<p>SH.6.a Determine feasibility of Hop Fastpass tap card interoperability between bike share infrastructure.</p>	Short
	<p>SH.6.b Develop and review technical specification language for fare integration between bike share and fixed-route transit.</p>	Medium
	<p>SH.6.c Coordinate with TriMet fare technology team and bike share operator to ensure bike share is integrated into TriMet's Hop Fastpass electronic fare system.</p>	Short

BIKEWAY ACCESS

The current regional transportation policy requires local jurisdictions to plan for bike (and pedestrian) access to transit in their TSPs, and TriMet routinely participates in local TSP, other planning processes, and with private developers. State law (ORS 366.514, the "Bike Bill") additionally requires the consideration of bicycles in the construction of all new or rebuilt public streets. However, ongoing planning coordination would be strengthened by more defined processes and consistent design guidelines.

TriMet coordination with local agencies on major TriMet capital planning efforts is robust, resulting in significant bike improvements as part of high capacity transit projects. Ongoing coordination between TriMet and local jurisdictions during their project development for local and smaller TriMet capital projects, however, is less consistent. These ongoing system upgrades present an opportunity to improve bicycle access to transit by mutually leveraging TriMet and local jurisdiction investments. New TriMet policies should emphasize those coordinating procedures, prioritize bicycle access projects, and potentially set aside a funding source (even if limited) to help bridge gaps in local projects near transit.



Opportunities: Current policy requires local jurisdictions to plan for bike (and pedestrian) access to transit in their TSPs; TriMet routinely participates in local TSP Technical Advisory Committees and coordinates with local agency staff on project development efforts. However, coordination between TriMet and local jurisdictions during capital project implementation could be strengthened to leverage both local and TriMet projects and continually improve access to transit for people on bikes. In addition, TriMet could explore an internal prioritization framework for matching funds or other local project support.

Policy	Implementation Strategies	Timeframe
AT.1 Integrate bike access priorities from the Plan into local and regional plans and programs for funding.	AT.1.a Request that cities circulate capital improvement projects for TriMet review to assess bicycle transit connectivity, access and parking at stops, and bicycle-transit conflict.	Ongoing
	AT.1.b Review projects for bicycle transit connectivity.	Ongoing
	AT.1.c Request that cities and counties investigate Plan-identified projects and prioritize them in the development/update of TSPs, subarea plans, or other planning efforts.	Ongoing

Policy	Implementation Strategies	Timeframe
AT.2 Leverage Metro's Regional Active Transportation Plan (RATP), Regional Transportation Functional Plan, and state plans to realize additional funding for bicycle access to transit projects.	AT.2.a Coordinate with state, regional and local partner agencies to establish jointly approved policies for funding and project prioritization at the regional level that consider bike-transit integration.	Medium
	AT.2.b Actively support projects in the regional funding process that facilitate bicycle and pedestrian access to transit.	Ongoing
	AT.2.c Establish a TriMet policy to prioritize transit-related projects from the RATP and ODOT's Active Transportation Needs Inventory.	Short
	AT.2.d As TriMet makes service improvements or small-scale capital investments, identify opportunities and encourage local partner agencies to fund and build complementary RATP access projects (such as new bike lanes).	Ongoing
	AT.2.e Dedicate a certain amount of funding annually to set aside for cost sharing with local agencies to bridge funding gaps caused when a local project near transit does not include access to transit components.	Medium
	AT.2.f Consider a policy or goal that all federally funded projects within the TriMet service area (state, local or TriMet) dedicate a certain amount/percentage of funds to leverage bike and pedestrian access, infrastructure, and end-of-trip facilities.	Medium



In Phoenix, Grid bike share stations are located in close proximity to METRO light rail stations for convenient bicycle to transit connections. Image from Bill Slane, Cronkite News

LONG-TERM CONSIDERATIONS FOR BIKE SHARE

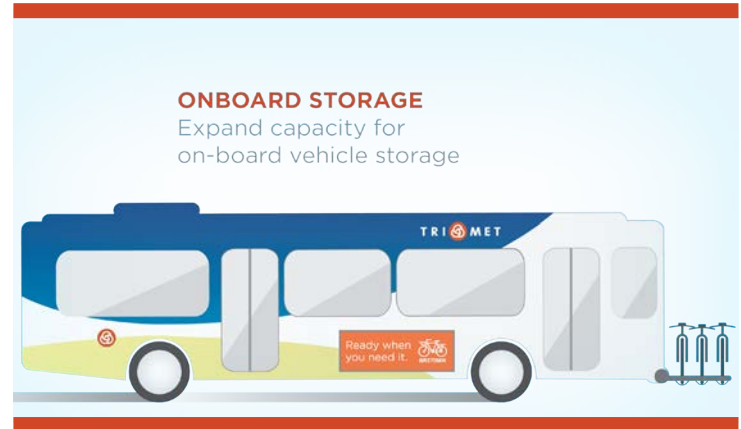
In the near-term, Portland's bike share system will be operated and managed by a third party vendor. In addition, TriMet has the opportunity to provide regional bike share functionality. For a more direct role in achieving fixed-route transit and bike share system integration, TriMet could consider the following long-term opportunities to further integrate bike share into agency operations and maintain sustainable funding for the bike share system.

- TriMet can sponsor bike share stations to have a more direct impact on the system through the maintenance and operation of bike share facilities.
- TriMet can pursue sponsorship and advertising opportunities to help fund system operations, cross marketing, and promotions.
- TriMet can support any bike share capital investment, such as wayfinding, station purchasing, or real-time information displays, potentially with parking revenue.

ONBOARD VEHICLE STORAGE

As bicycle use of the transit system increases, the need for clarity around onboard policies has increased as well. Operators, bicycle riders and the general public all identified this as an area for policy and procedure clarification.

In addition to widely understood and consistently applied procedures, there is a growing need for more onboard bike capacity on both buses and MAX trains.



Opportunities: Policy and procedures related to bringing bikes on board buses and MAX trains are unclear; there is a lack of consistency among bus operators regarding how bikes are loaded on the front bike racks, and whether/when a bike is allowed inside the bus. Issues include safety concerns arising from too many bikes on trains at certain times, lack of clarity about whether bikes can be brought on board if all racks are full, and how to negotiate the shared priority spaces. In addition, on-vehicle bike storage for both buses and MAX trains is often at capacity, leading to customer pass-ups and reliability issues.

Policy	Implementation Strategies	Timeframe
OB.1 Bus onboard policies should be clearly and consistently applied, with the goal of minimizing inconvenience and uncertainty for bicycle riders while ensuring safe conditions for all users.	OB.1.a Amend bus operator procedures to allow driver discretion in letting bikes on board buses when front racks are full. Considerations could include: <ul style="list-style-type: none"> • Time of day (e.g., after 10 PM) • Number of passengers on the bus • Number of passengers likely to get on bus further on route • Inclement weather 	Medium
	OB.1.b Post additional information at bus stops on the proper storage of bikes and where bikes are allowed in vehicles.	Short
	OB.1.c Identify, increase, and advertise availability of nearby storage options.	Short
OB.2 MAX onboard policies should be clearly and consistently applied, with the goal of minimizing inconvenience and uncertainty for bicycle riders while ensuring safe conditions for all users.	OB.2.a Clarify whether and when bikes may board MAX trains if there are no designated bike storage spaces available.	Short
	OB.2.b Clarify relationship between bikes, strollers, mobility devices, and other needs for the same space on board MAX trains.	Short
	OB.2.c Post additional information on MAX vehicles on the proper storage of bikes and where bikes are allowed on-vehicles.	Short
	OB.2.d Post additional information at MAX stops on the proper storage of bikes and where bikes are allowed in vehicles.	Short
OB.3 Continuously and programmatically address the need for additional onboard accommodation throughout the TriMet system	OB.3.a Explore alternative MAX onboard storage strategies to increase space efficiency of racks, and make loading properly easier.	Medium
	OB.3.b Replace 2-bike capacity racks on buses with 3-bike racks.	Short
	OB.3.c Develop a real-time app showing availability of bike space on soon-to-arrive buses or MAX trains.	Medium
	OB.3.d Determine and implement best practices for storing bikes onboard longer articulated buses.	Short

MEASURING SUCCESS: DATA AND TOOLS NEEDED TO MONITOR PROGRESS

As data on TriMet system bicycle use is currently incomplete, one of the major challenges identified in the Plan is improving data collection and analysis to monitor progress and drive toward successful outcomes.



Opportunities: More and better data is needed on where and when cyclists are using the TriMet system. This applies to bike access, bike parking, and onboard utilization. A comprehensive approach to defining success is needed, including tools and procedures to monitor progress and evaluate TriMet’s approach to bicycle access to transit. There is a need for good data collection and analysis around the implementation and usage of BIKETOWN bike share to understand and document how it affects transit ridership and usage.

Policy	Implementation Strategies	Timeframe
MO.1 Identify existing policies and establish a baseline against which to measure progress.	MO.1.a Develop an easily accessible clearinghouse of TriMet bike-related policies.	Short
	MO.1.b Establish baseline counts and summaries based on existing data.	Short
MO.2 Collect bike related data regularly.	MO.2.a Develop a way for bus drivers to identify and record when bus bike racks are full, to note stop locations where “pass-ups” occur, and where bikes are loaded and unloaded from the vehicle. This could occur during a limited annual period to get a general understanding of rack utilization while minimizing impact on bus drivers or volunteers.	Short
	MO.2.b Conduct annual surveys of bike parking utilization at select stations and stops at least once per year, preferably on a sunny, warm day during April, May, or September. Engage volunteers, interns, or students to assist.	Ongoing
	MO.2.c Conduct annual counts of riders with bikes boarding and alighting at MAX stops at select station (focus on heavily utilized stations). Engage volunteers, interns, or students to assist.	Ongoing
	MO.2.d Conduct onboard surveys of transit riders to assess level of satisfaction with bike-bus integration. Engage volunteers, interns, or students to assist.	Ongoing
MO.3 Establish clear targets and performance measures for bikes and transit with measurable goals (lane miles, number of stations, amount of funding, etc.). <ul style="list-style-type: none"> • Access to stations • Parking/end of trip facility availability • Funding • Bike share integration 	MO.3.a Support Metro-established regional data collection efforts.	Short
	MO.3.b Develop an annual “Bicycle to Transit” report to document success, progress and additional needs.	Medium
	MO.3.c Invest in state-of-the art data collection technology, such as: <ul style="list-style-type: none"> • Apps to record bus pass ups and full MAX spaces • Ability to allow bike/transit users to share route and mode transfer information • Strategic placement of counters on routes to transit stations 	Medium
	MO.3.d Record the number of people reached through communications.	Ongoing

Policy	Implementation Strategies	Timeframe
<p>MO.4 Support open data platforms that improve interagency coordination.</p>	<p>MO.4.a Encourage BIKETOWN and other bike share operators to host performance data in an open source format.</p>	Short
	<p>MO.4.b Work with BIKETOWN to share route and origin/destination information to inform station planning efforts.</p>	Medium
	<p>MO.4.c Encourage PBOT and other agencies (as bike share grows) to utilize BIKETOWN routing data to inform bikeway project development</p>	Medium
	<p>MO.4.d Host a hack-a-thon with the data and technology community to identify ways to represent and visualize bike share performance data in ways that reinforce the importance of bike share as a transit access mode</p>	Short
<p>MO.5 Provide opportunities for TriMet customers and potential customers to provide experiential feedback.</p>	<p>MO.5.a Participate in development of PBOT customer surveys.</p>	Medium
	<p>MO.5.b Add bike share utilization questions to onboard and other customer surveys.</p>	Medium
	<p>MO.5.c Work with private, closed bike share operations (e.g., Nike employee bike share program) to share bike share performance data and better connect those systems with fixed route transit.</p>	Medium

WHAT'S NEXT?

ENGAGING PARTNERS

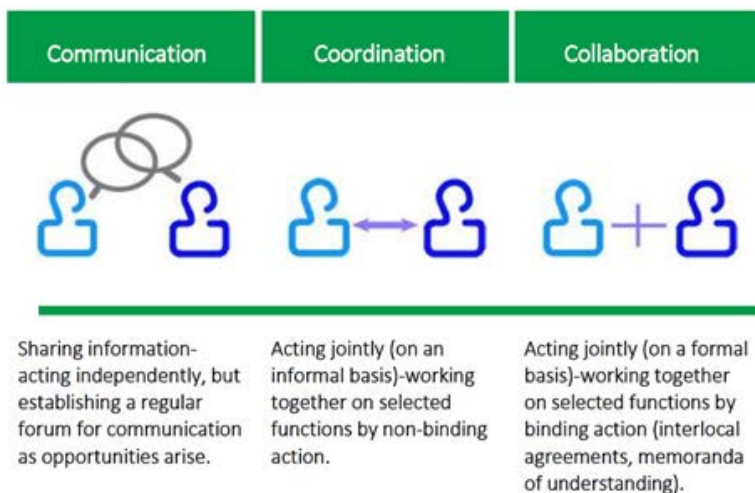
The success of the Plan depends on partnerships. While regional policy sets the framework to advance the integration of bikes and transit, that policy is only as strong as the steps TriMet and local agencies take to put it into action. The priorities, projects and policies identified here chart a path toward a seamless, highly functional system serving customers who use bikes and transit together.

Consistent coordination is critical for success, as are clear policies and multi-jurisdictional investment. Figure 6 sets out a spectrum of multi-agency action ranging from communication to collaboration. Advancing Plan outcomes requires steady progress along the continuum, as agencies identify shared interests and goals that are served by the Plan. More ambitious outcomes will require closer inter-agency engagement. Funding and implementing the high priority access improvements described in the Plan will require coordination at a minimum – and may necessitate more formal collaboration in some instances.

Partner actions to advance the TriMet Bike Plan

The implementation strategies in the Plan describe TriMet's actions to implement plan policies. Specific, complementary partner actions to advance the Plan include the following:

- Work with TriMet and other regional partners to establish jointly-approved policies for funding and project prioritization at the regional level that consider bike-transit integration.
- Coordinate proactively with TriMet during capital programming, and TSP updates to ensure that priority transit access projects are included in local plans and programs.



- Bundle bike facility and transit or road projects together and coordinate with TriMet during project development. For example, local jurisdictions may be able to cost effectively address TriMet Bike Plan access priorities when completing other roadway projects.
- Apply for funding jointly with partner jurisdictions to achieve both bike parking and access improvement projects. Joint projects show stronger support to funders.

MARKETING AND PUBLIC OUTREACH RECOMMENDATIONS

Adoption and implementation of the Plan represents an opportunity to build on TriMet's existing marketing for bikes and transit. A focused and well-coordinated marketing and public outreach campaign will encourage transit and bike connections, communicate TriMet's policies and implementation strategies, and reduce transit/bike conflicts systemwide.

Using audience-targeted strategies and replicating consistent messaging across various media can promote individual behavior change and help build community understanding that bike and transit facilities complement each other and benefit local residents and businesses.

The marketing and outreach recommendations categorize potential audiences into several groups:

- Current transit customers (who may or may not also bike)
- People who currently bike for transportation (but may not take transit)
- People who do not currently ride transit or bike

Within these categories, messages and tools can be further refined – for example, marketing to reach both regular bike commuters and non-commuting recreational riders who are interested but concerned about safety, convenience and other issues that could be solved by integrating bike trips with transit.

Bike Plan Outreach Strategies

Communications regarding bikes and transit should build off the successful educational campaign tools TriMet currently uses. These include the agency website, social media accounts and the Trip Planner, ads on transit vehicles and at stops and stations, and advertising on B-Line delivery service vehicles. Additional outreach strategies are outlined in the tables on the following pages.

For purposes of marketing the Plan, strategies are related to policy goals and linked to specific audiences; messaging focus is also included. Potential tools are identified as short-term (1-3 years) or long-term (beyond 3 years) based on the level of coordination required.

Outreach strategies will be most effective when incorporated with TriMet's agency-wide outreach approach and informed by additional community research to hone messaging and details for implementation. TriMet should regularly evaluate the effectiveness of strategies by tracking and analyzing factors like the usage of bike parking at stops and stations, number of bikes on transit, the number of people reached through communications, and feedback received through outreach activities and the website.

OUTREACH STRATEGIES

The following tables describe recommended outreach strategies to advance the integration of bikes and transit in the region. Tools are broken into “short term” and “long term” based on ease of implementation, cost, and time needed to enact each tool.

OBJECTIVE:	Increase awareness of biking, including bike share, as a transportation option that pairs well with transit trips
AUDIENCES:	Current and future TriMet riders and bike riders
MESSAGING FOCUS:	TriMet complements and extends transit trips to keep you moving and connected to the places and people you want to see. People who bike to and from TriMet can go more places, faster, and reduce congestion.

SHORT TERM TOOLS:

- Reach existing bike riders by posting information at bike shops and bike related facilities like the Community Cycling Center.
- Partner with bike advocacy groups like the Bicycle Transportation Alliance (BTA) and the Community Cycling Center to share messages and new information with their networks.
- Update the multimodal trip planner to accommodate bike trips; depict bike share stations on route maps; and integrate bike share station information into in-vehicle announcements.
- Partner with BIKETOWN to promote TriMet and biking through a joint advertising campaign using a combination of traditional marketing tools, social media and other low-cost online ads, particularly targeted at potential new, interested but concerned bike riders.
- Work with BIKETOWN to offer joint bike share and transit pass employee commute packages for employers.
- Demonstrate how to load a bike on a bus or access a secure bike locker at regional events, such as Sunday Parkways. As a compliment to live demonstrations, promote the existing How to load Your Bike on the Bus video through targeted social media ads.
- Host a social media photo contest where people post photos of how they use TriMet and/or bike to destinations. Reward participants with the chance to win TriMet and BIKETOWN passes, a bike, bike gear/ rain gear, and/or branded merchandise.

LONG TERM TOOLS:

- Coordinate strategic advertising (outdoor, online, printed materials, on TriMet vehicles and at stops) with major transportation projects where biking, transit and pedestrian facilities are improved (examples include future bus rapid transit, 20’s Bikeway Project, Foster Streetscape, East Portland Rapid Flash Beacon). Share targeted messaging encouraging biking and transit.
- Create a regionally-shared visual identify, in coordination with local jurisdictions, identifying bike facilities, including parking facilities that serve transit, and bike-related information resources. Employ it on physical signage, print materials, advertisements and online.
- Partner with a regional health-care provider to sponsor a health and safety-focused ad campaign and merchandise giveaways, like lights and helmets, and distribute through employer programs and at community events.
- Collaborate with Mt Hood Express and pilot Columbia Gorge Express transit services to promote/improve transit connections to long distance and mountain biking destinations outside TriMet’s service area.
- Create a comprehensive Frequently Asked Questions (FAQ) page about biking and transit, including information on what is feasible and not feasible with regard to the integration of bikes and transit.

OBJECTIVE: Increase safety for bike riders and transit riders

AUDIENCES: Current and future cyclists, including those that ride TriMet

MESSAGING FOCUS: Increasing visibility, safety, and predictability in interactions between those on bikes and large vehicles.

SHORT TERM TOOLS:

- Partner with Safe Routes to School, the BTA, Portland Metro, ODOT, PBOT (including BIKETOWN) and other local transportation agencies to include transit safety messaging in bike maps and brochures distributed to the public and available online.
- Attend existing bike-focused community events like Portland Sunday Parkways, Pedalpalooza, suburban farmers markets and other summer festivals to offer tours of a new TriMet bus with an educational focus on operation of the bike rack and roadway safety, including the view from the driver’s seat (Can you see the bike rider in the bus’s mirror?). Promote events on TriMet social media.
- Engage partners (local transportation agencies, advocacy groups) to plan, host and promote community bike rides that tour bike facilities with a focus on safe interactions with transit vehicles.
- Incorporate bike-specific messages in existing and future safety campaigns. Prioritize outdoor advertising placement along bike routes and on buses. Use targeted online ads, including social media channels used by TriMet, and on BikePortland.org.
- Hold a contest to reward exploring TriMet bike parking facilities. For example, ask people to send in photos of themselves with their bikes at each of the five TriMet Bike and Ride locations for a chance to win prizes like TriMet and BIKETOWN passes, bike gear/rain gear, and/or branded merchandise.

OBJECTIVE: Increase use of bike parking

AUDIENCES: Existing cyclists and TriMet riders

MESSAGING FOCUS: Bike. Park. Ride. Secure bike parking is available and easy for transit riders to use.

SHORT TERM TOOLS:

- Post signage for riders with bikes at stops and stations describing the location of secure bike parking and other bike amenities. Include information at stops and stations as well as on board buses and MAX on the proper storage of bikes and where bikes are allowed on vehicles.
- Develop a brochure with a map highlighting parking facilities and bike routes (including proper locking procedures and encouraging bike serial number registration). Distribute through bike shops and at community events.
- Develop bike parking signage and stickers to illustrate proper technique for securing bikes to reduce theft.
- Plan, host and promote community bike rides during Pedalpalooza and the Bike Commute Challenge that tour existing parking facilities. Add interest by highlighting public art at stations or engineering points of interest.

LONG TERM TOOLS:

- Develop a real-time app showing availability of secure bike parking at transit centers. Include functionality to collect and display bike parking requests.
- Conduct an ad campaign using prominent billboards, transit ads and B-Line bike delivery service ads on the I-205 corridor and near Green Line MAX stations, as well as on-vehicle and stop and station ads, promoting secure bike parking facilities and easy connections to transit.
- Develop a real-time app showing availability of bike space on soon-to-arrive buses and MAX trains.

IMPLEMENTING THE PLAN

While the Bike Plan priorities and recommendations will help guide agency investments, this is not a fully funded plan. This Plan was created to allow a better understanding of aspirations and help identify future needs for potential additional funding. Funding strategies and approaches will need to be identified to bring these recommendations to reality. The success of this plan will rely on the ability of TriMet working effectively with jurisdictional partners who own and maintain the roadways, bikeways, and pathways to access transit.

This plan and its recommendations will be reviewed and adopted by the TriMet Board of Directors in July 2016, and will help guide future investments in biking infrastructure and amenities.



TRI  MET