Introductions

Describe the importance of this plan. Touch upon the benefits of implementing the plan, and the support for bicycling in your community.

Include a letter from your highest elected official and your agency director.

History of Bicycling in your community

Put current efforts to enable more bicycling in context. Find historical photos of people biking in your community. Did children typically bicycle to school a generation (or two) ago? If your community has been around for more than 100 years, there is probably a rich history of bicycling around the early 1900s. Were there velodromes? Were there organized efforts to improve bicycling in your community back then?

Status of Bicycling Today

Mode share. What percentage of trips are currently made by bicycle?
- You can use American Community Survey (Census) data. Take care to analyze and report your data at fine enough detail because some neighborhoods have much higher rates of bicycling than others.
- You can use counts on specific streets where you can repeat those counts over time to learn about trends.
  - Count biking trips yourself manually (with visual counts) Volunteers in your local community organization might be able to help. Interns or employees in your agency or the Health Department may be able to help.
  - Install cameras and count bike trips remotely.
  - Hire a consulting firm to count bike trips.
  - New and reliable automated bike/ped counters are newly available.

Injuries and Collisions. How many collisions and injuries impact your community, and where are they?
- Use TIMS

Demographics. How do demographics apply to your bicycle plan?
- How do ethnic differences affect rates of bicycling?
- What about gender differences? In most communities, women bicycle at one-fourth the rate of men, but as they become more bicycle-friendly the gender gap shrinks.
- Which neighborhoods have low rates of car ownership?

Attitudes. Discuss prevailing attitudes about bicycling.
What are people’s qualitative safety concerns? Ask for comments on an internet survey, or do simple interviews with randomly selected people.

Consider including this theory about the distribution of people’s attitudes about whether they might bike for transportation.

Does bicycling poll highly in surveys about preferred expenditures of public works money, or sales tax expenditure programs?

Do developments in your community promote their proximity to bicycle paths?

Goals

Mode share. State your goals for an increase in bicycling.

Bicycling has doubled statewide from 2000 to 2010-12, and tripled in some cities in that timeframe. Bicycling typically increases from 20% to 100% in a corridor after the development of an attractive bicycle facility.

Many communities simply ask for volunteers, or contract with a local community organization to conduct manual counts. Find good information on how to document bicycling rates here. The National Pedestrian and Bicycle Documentation Project provides a particularly good example.

Injuries. What are your goals for a reduction in injuries, including fatal injuries?

State your overall, community-wide goal. For most communities, the “safety in numbers” phenomenon means that injury rates will drop proportionate to the increase in bicycling, at a factor of [provide data on how to calculate reductions].

What are your goals for reductions in crashes at specific locations?

Demographics. If you included information about demographics in the previous section, do you have related goals?

Attitudes. If you referred to measured attitudes through a survey in the previous section, do you have goals for changing attitudes after the implementation of your plan? Do you plan to do a follow-up survey to see if a greater proportion of people in your community would consider bicycling for some of their trips?

Impacts of Meeting the Goal

This section is not typically required in bicycle plans but can be very useful to support its recommendations because successful implementation of a bicycle plan benefits the community in many ways far beyond the immediate impact to those who bicycle.
Transportation Impacts

Depending on your community, the impacts of a successfully implemented bicycle plan on your transportation system vary greatly.

- Impacts on public transit
- Reduction in traffic volume
- Reduction in parking demand

Health Impacts

- increased physical activity. $2.3 million health benefits per $1 million in infrastructure investment
- safety impacts, including for pedestrians
- reduced pollution

Economic

- more money into local community
- more frequent local shopping
- tourism?

Environmental Impacts

- air pollution, including GHG gases
- noise pollution

Other Impacts

- real estate?
- specific to your community

Engineering

1. The Street Network
   a. Street Standards
      i. bikeway standards
      ii. connectivity standards
   b. Existing network
   c. Proposed network
   d. Way-finding signage
   e. Maps
2. End of trip facilities
   a. Public, short-term, onstreet parking
      i. Show map of needs and proposed racks to fill those needs
      ii. Specify racks to meet standards
   b. Garages and parking lots
      i. Public parking garages and lots
      ii. Private commercial garages and lots (existing and new)
      iii. Private residential parking garages and lots (existing and new)
   c. Transit access parking
      i. staffed & unstaffed
      ii. racks
      iii. inside paid-area parking
      iv. on-demand lockers
      v. unlimited access parking
   d. Festival Parking

3. Access to Transit Vehicles

4. Maintenance

Encouragement

Education

Enforcement

Funding

Planning Procedures and Processes

   Updating this bike plan (how often?)
   Complete Streets policy implementation
   Role of the BAC
   (e.g.) Review of garage safety waivers (change process to reduce waivers)
   Valet parking application review

Evaluation

Implementation Plan
Four Types of Transportation Cyclists in Portland
By Proportion of Population

- Interested but Concerned: 60%
- No Way No How: 33%
- Strong & Fearless: <1%
- Enthused & Confident: 7%