PORTLAND WANTS TO SHARE BIKES

presented by: Greg Raisman, Portland Office of Transportation

PORTLAND WANTS TO SHARE

- Encourage more cycling
- Increase transit flexibility
- Provide low cost transportation options

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LEARNING FROM CAR SHARING

- Portland had first large scale car sharing program in America and started unique on-street use.
- Started small. Helped start program by allocating meter district spaces to car sharing.
- Annual membership plus hourly rates. No advertising in ROW.
- Currently provides 220 total on-street car parking spaces for car share, with 50 in meter districts.
- 220 car spaces can accommodate more than 1,400 bicycles

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LAND USE AND TRANSPORTATION NETWORK SUPPORT CONCEPT

North Portland

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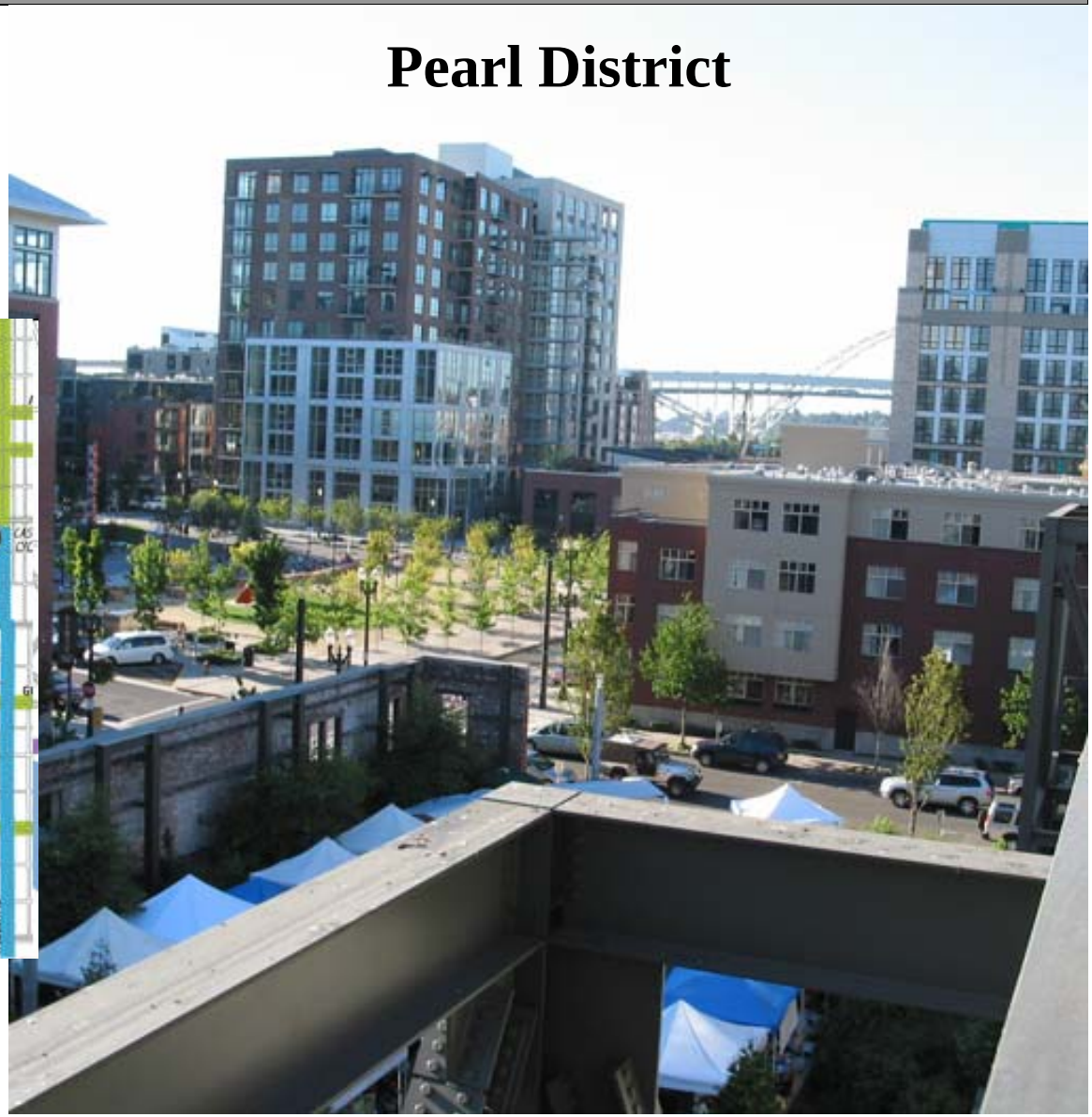
Pearl District



FIRST RFP CANCELLED

Subject: Bicycle Rental RFP

After serious consideration of the proposals submitted and the financial and logistical implications of implementing a program of this type, <u>we have decided that we need to do further preparatory work internally</u>. Please formally cancel this RFP. Thanks you for your assistance in this effort.

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SIX QUESTIONS

what model works for our city?

- Who's our market?
- What are our legal limitations?
- How do we fund it?
- What size is the right size to start with?
- What about helmets?
- How do we inform new riders about safe routes and riding skills?

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WHY DOES A SAFETY PERSON CARE ABOUT THIS EFFORT?

- MORE BIKES = SAFER STREETS

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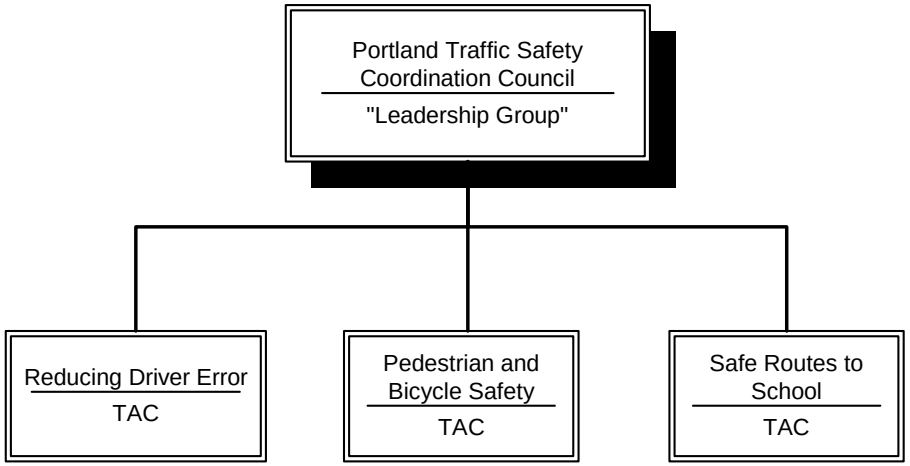
PARTNERSHIP MODEL
engineering, education & enforcement

- Community-based, coalition-led effort to improve Portland's traffic safety
- Calls for targeted traffic safety investments in three major program areas

  1) reducing driver error
  2) improving pedestrian and bicycle safety
  3) enhancing safety around schools

- Employs engineering, education, and enforcement-based strategies



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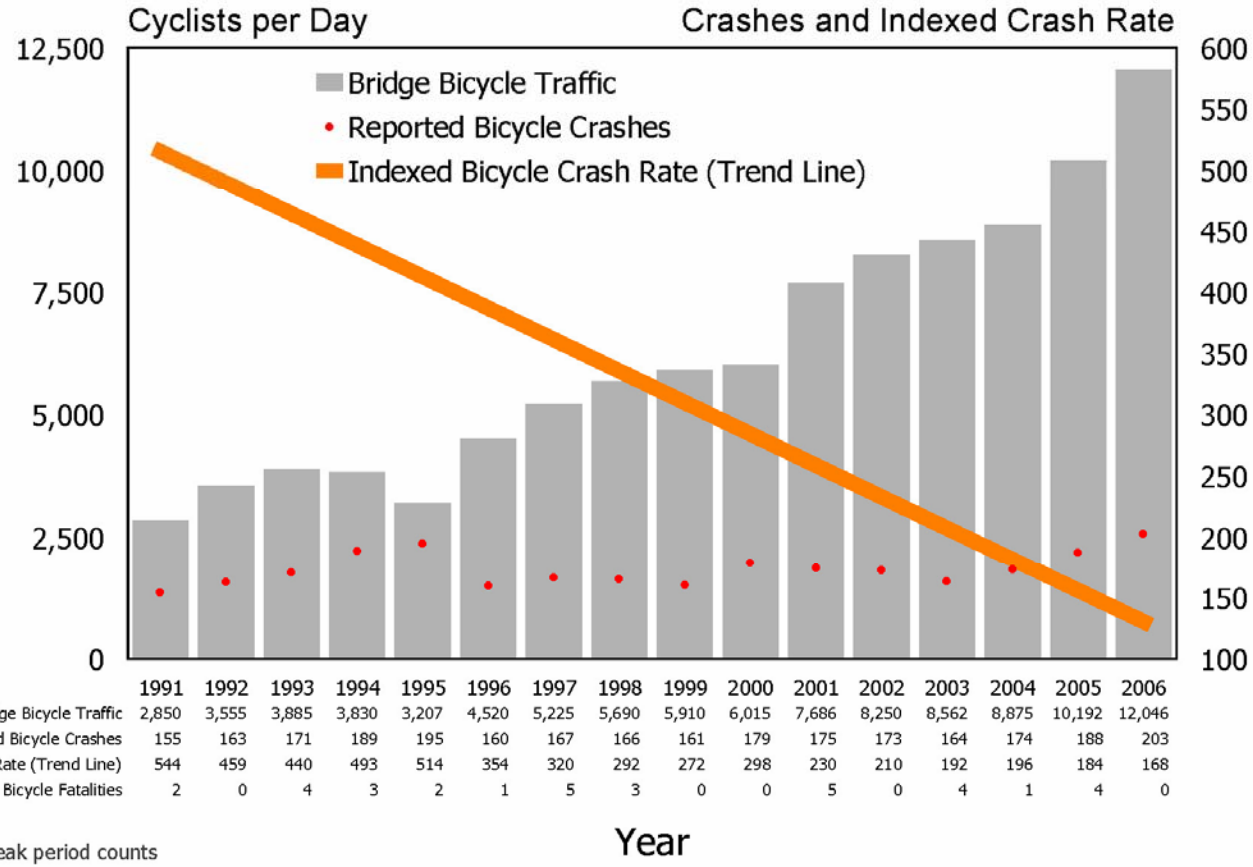
BICYCLE CRASH TRENDS

Combined Bicycle Traffic over Four Main Portland Bicycle Bridges Juxtaposed with Bicycle Crashes



	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Bridge Bicycle Traffic	2,850	3,555	3,885	3,830	3,207	4,520	5,225	5,690	5,910	6,015	7,686	8,250	8,562	8,875	10,192	12,046
Reported Bicycle Crashes	155	163	171	189	195	160	167	166	161	179	175	173	164	174	188	203
Indexed Bicycle Crash Rate (Trend Line)	544	459	440	493	514	354	320	292	272	298	230	210	192	196	184	168
Bicycle Fatalities	2	0	4	3	2	1	5	3	0	0	5	0	4	1	4	0

Extrapolated from peak period counts

"Crash Rate" represents an indexing of annual reported crashes to daily bicycle trips across the four main bicycle bridges.

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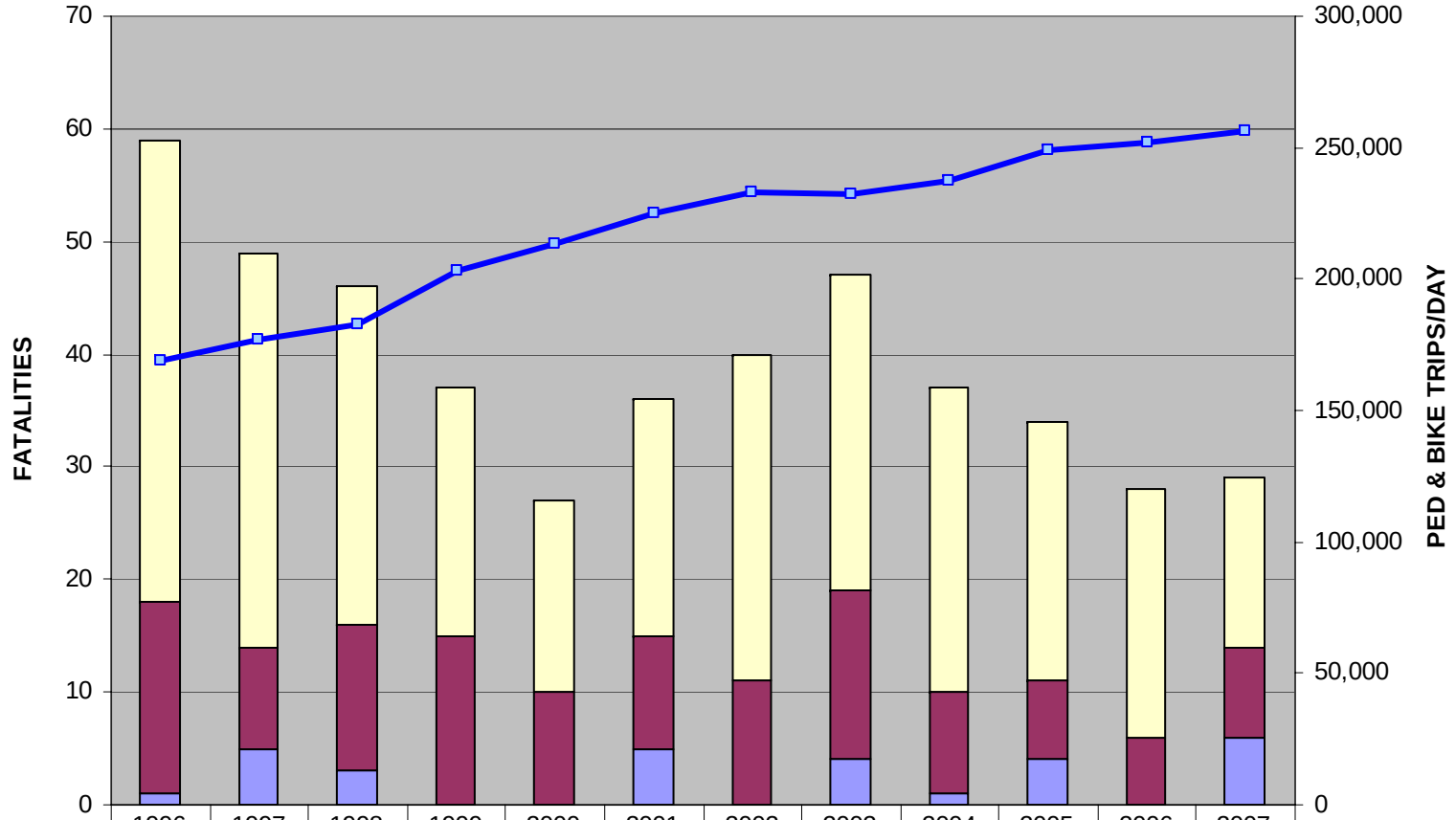
PORTLAND TRAFFIC FATALITIES

compared to estimated growth in bicycle and pedestrian travel
1996-2007



	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Motorist Fatal	41	35	30	22	17	21	29	28	27	23	22	15
Ped Fatal	17	9	13	15	10	10	11	15	9	7	6	8
Bike Fatal	1	5	3	0	0	5	0	4	1	4	0	6
Ped and Bike Traffic	169,030	176,725	183,090	202,810	213,420	225,224	232,850	232,263	237,175	249,392	252,146	256,663

* Bicycle and pedestrian trips per day is estimated based on the best indicators available. For pedestrian use, average weekday originating transit boardings are represented. For bicycle use, daily counts on 4 downtown bridges are represented.