

Date: July 27, 2016

To: Board of Directors

From: Neil McFarlane *Neil McFarlane*

Subject: RESOLUTION 16-07-52 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING THE TRIMET BIKE PLAN

1. Purpose of Item

The purpose of this Resolution is to adopt the TriMet Bike Plan as a guide for future investments in biking infrastructure and amenities. This includes improving bike access to transit stops, expanding bike parking options, and accommodating bikes onboard buses and trains.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other: Resolution adopting the TriMet Bike Plan

3. Reason for Board Action

The goal of the Bike Plan is to make transit trips that involve bikes easier, safer, and more convenient for more people. Board adoption of the Bike Plan directs staff to work towards recommendations included in the plan, including coordination with partner agencies in applying for grant funding opportunities to make improvements in access to transit.

4. Type of Action:

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other _____

5. Background

The TriMet Bike 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 does not have direct control over sidewalks and bikeways, we recognize

that if our riders cannot get to our bus stops and rail stations, they cannot benefit from our service, so good walking and biking connections are essential for our riders.

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. The Bike Plan is a guide for future investments in biking infrastructure and amenities. This includes improving bike access to transit stops, expanding bike parking options, and accommodating bikes onboard buses and trains.

6. Procurement Process

This Resolution does not involve a procurement process.

7. Diversity

To create the Bike 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 3 years, informed the following: an understanding of current customer needs; an understanding of future demand, desires, and expectations for bicycle access to transit and bicycle accommodation on transit; and policy, procedure and project ideas from existing and potential customers. Two rounds of public open houses were held around the region (7 in total) along with an online mapping tool and survey to gain feedback from riders and the public.

A Stakeholder Advisory Committee (SAC) guided Plan development, meeting four times at key points throughout 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 group weighed in on essential milestones, including evaluation process and criteria, geographic focus areas, prioritizing bike parking and access issues, and developing policy recommendations.

8. Financial/Budget Impact

While the Bike Plan priorities and recommendations will help guide agency investments, this is not a fully funded plan. The Bike Plan identifies best practices and opportunities. Future funding efforts, grant applications, and budget decisions regarding bicycle-related investments by TriMet will be guided by this Bike Plan. The success of the Bike 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.

9. Impact if Not Approved

Adoption of the Bike Plan directs staff to work towards recommendations included in the plan, including coordination with partner agencies in applying for grant funding opportunities to leverage funding sources to make improvements in access to transit. If not approved, TriMet will lack a clear and coordinated method for improving access to transit by bike.

RESOLUTION 16-07-52

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING THE TRIMET BIKE PLAN

WHEREAS, TriMet recognizes that biking helps to extend the reach of transit, making transit trips more accessible to more people; and

WHEREAS, TriMet conducted public outreach and received input from a Stakeholder Advisory Committee (SAC) to guide plan development, meeting four times at key points throughout the project to provide direct feedback and guidance to the project team; and

WHEREAS, TriMet encourages 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; and

NOW, THEREFORE, BE IT RESOLVED:

That the TriMet Board of Directors hereby adopts the TriMet Bike Plan as set forth in the attached and incorporated Exhibit A.

Dated: July 27, 2016

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department