

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



LEARNING FROM CAR SHARING

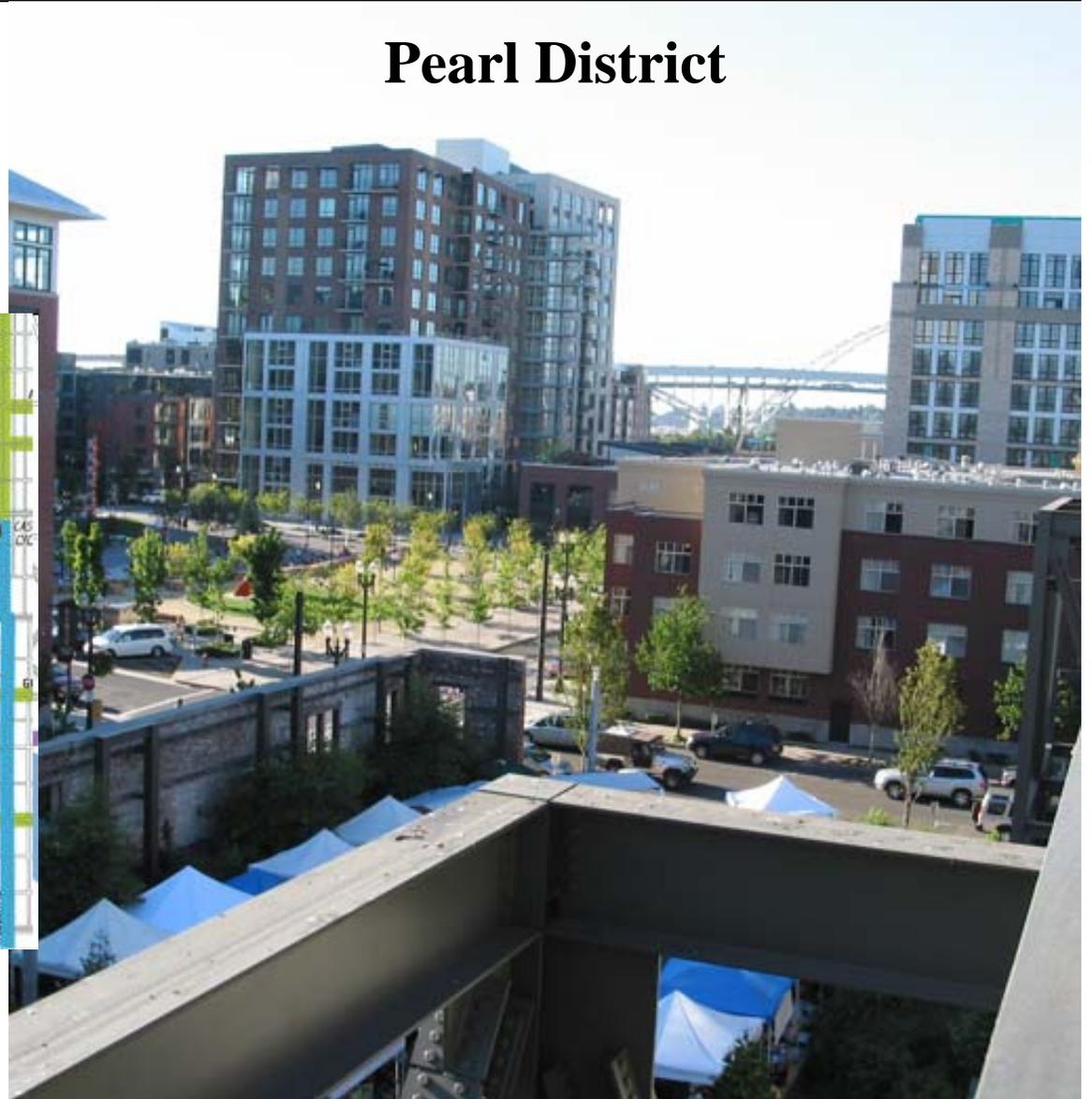
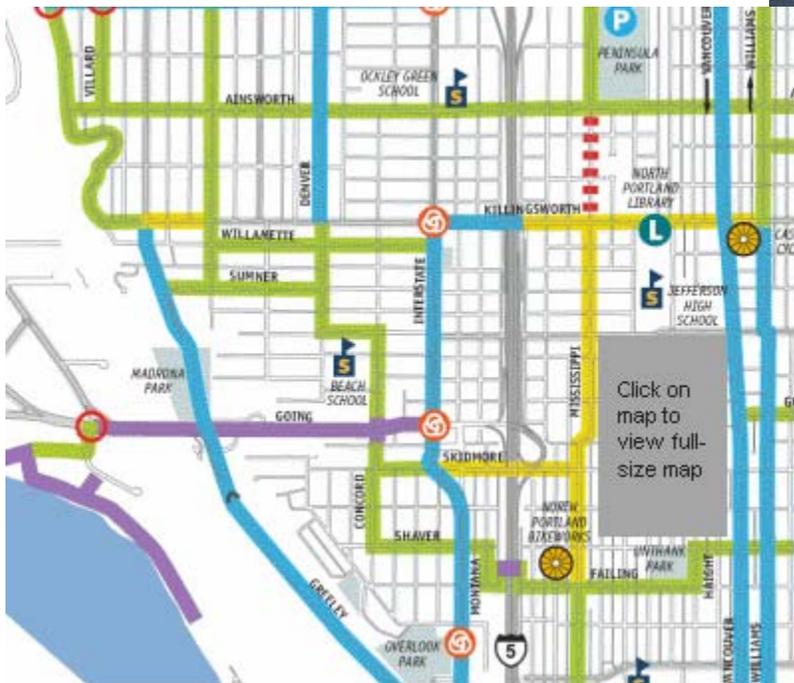
- Portland had first large scale car sharing program in America and started unique on-street use.
- Started small. Helped start program by allocating meter district spaces to car sharing.
- Annual membership plus hourly rates. No advertising in ROW.
- Currently provides 220 total on-street car parking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



LAND USE AND TRANSPORTATION NETWORK SUPPORT CONCEPT

Pearl District

North Portland



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, we have decided that we need to do further preparatory work internally. Please formally cancel this RFP. Thanks you for your assistance in this effort.

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?



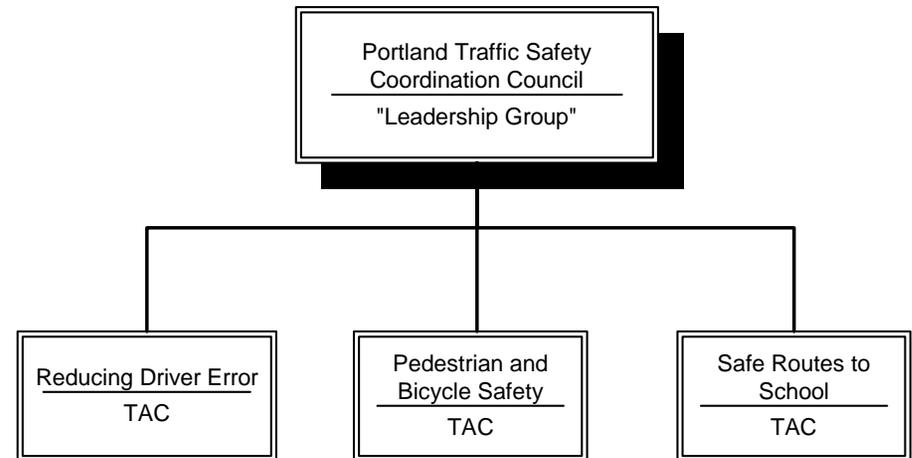
WHY DOES A SAFETY PERSON CARE ABOUT THIS EFFORT?

- MORE BIKES = SAFER STREETS

PARTNERSHIP MODEL

engineering, education & enforcement

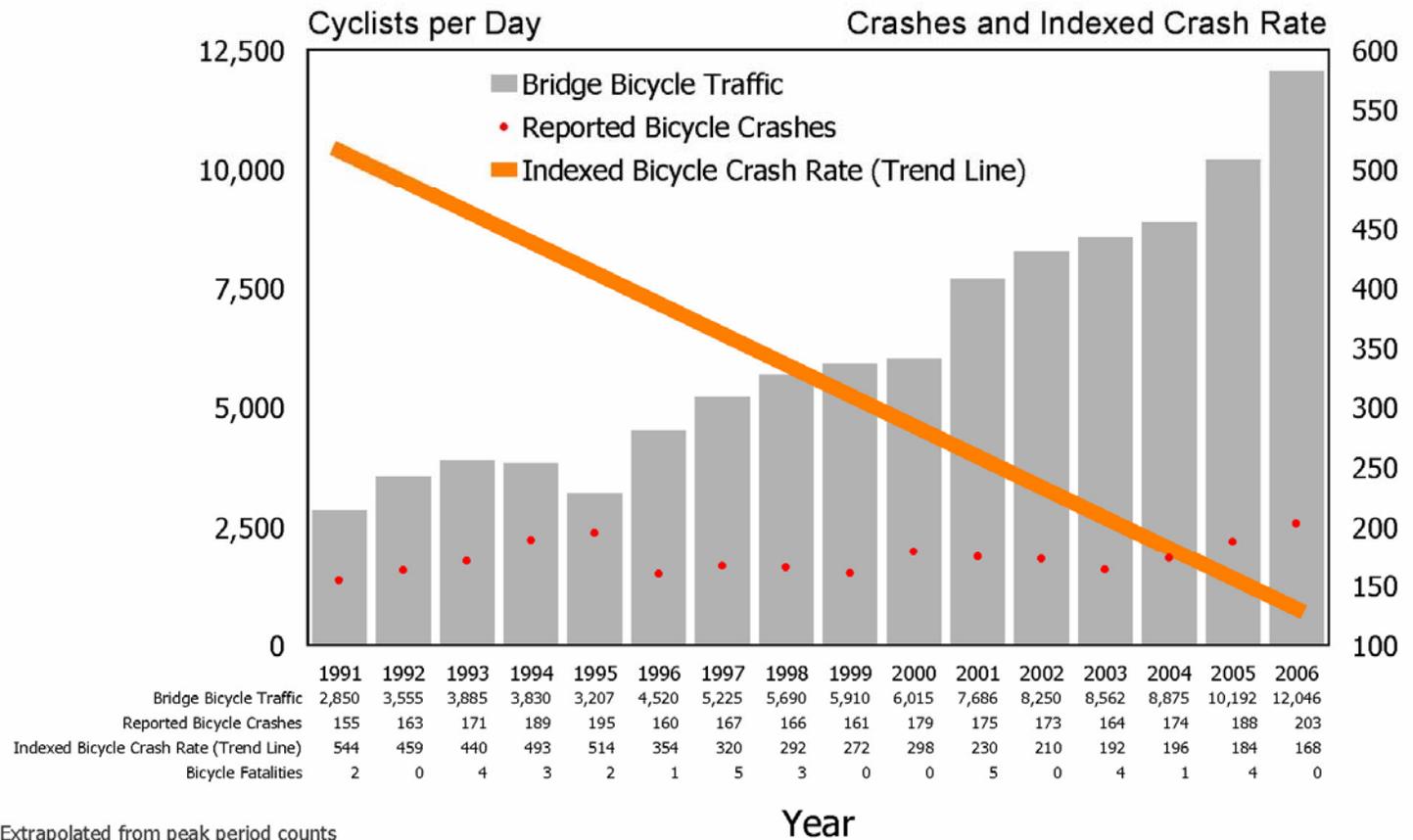
- Community-based, coalition-led effort to improve Portland's traffic safety
- Calls for targeted traffic safety investments in three major program areas
 - 1) reducing driver error
 - 2) improving pedestrian and bicycle safety
 - 3) enhancing safety around schools
- Employs engineering, education, and enforcement-based strategies



BICYCLE CRASH TRENDS



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

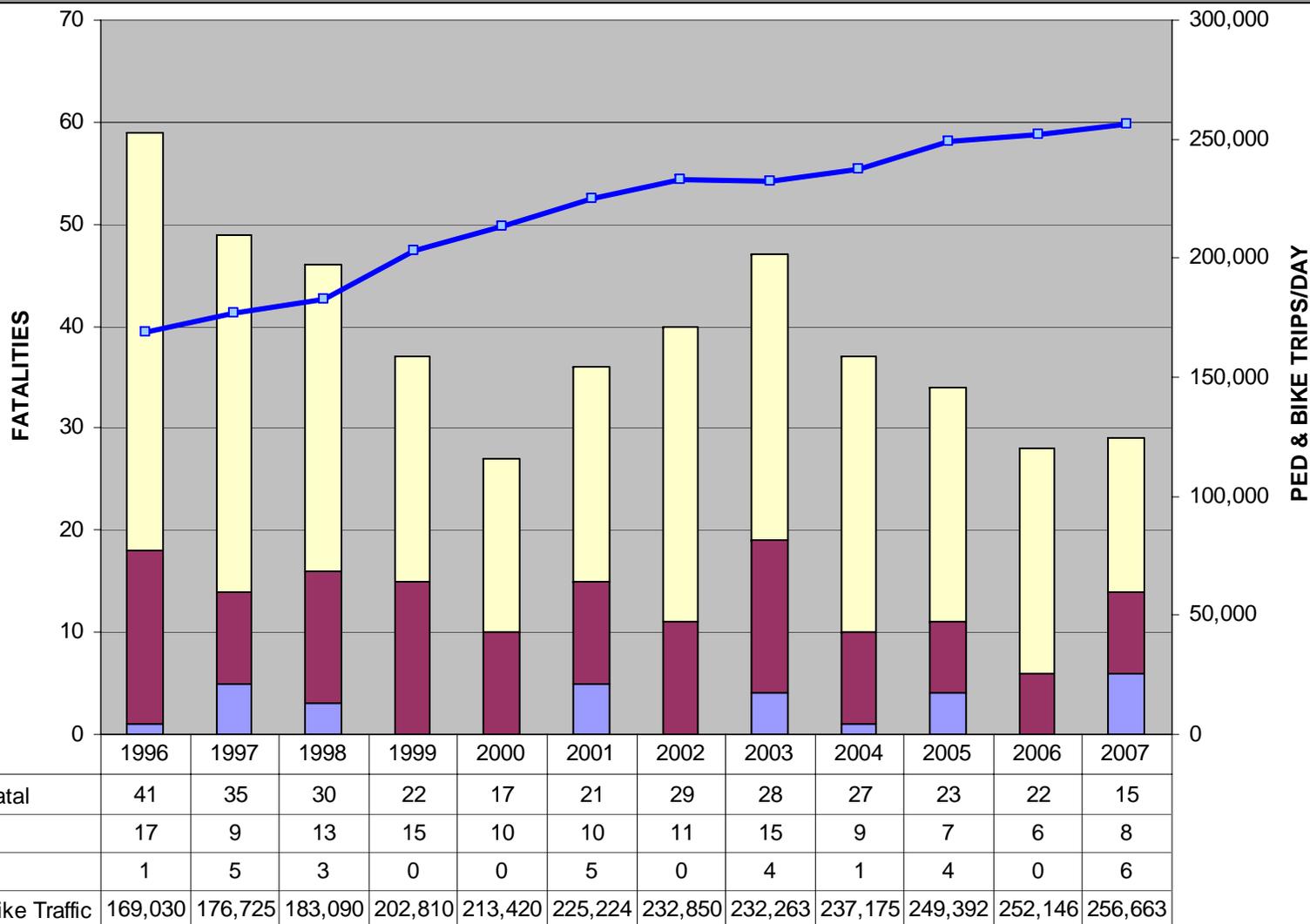


Extrapolated from peak period counts

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

PORTLAND TRAFFIC FATALITIES

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



* 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.

