

# Bicycle Oriented Development

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# We need better bikeways

- Residents are facing more congestion and parking demand but are not gaining any new travel options.
- Induced demand by mixed use development is overwhelming existing bikeways (Division/Clinton).
- Without safe bikeways we're only taking options away, not adding them.
- We risk throwing out the baby with the bath water (density/parking-lash) by failing to deliver alternatives.

# We have an opportunity to do it now

- Infill development is a non-renewable resource.
- Density allowances and low-parking requirements are a carrot for developers – much better than using a stick later on.
- Street changes are easier before people move in.
- Habit changes are easier when people move in.
- Vision Zero demands safe bikeways before people move in.

# What about... Cambridge?



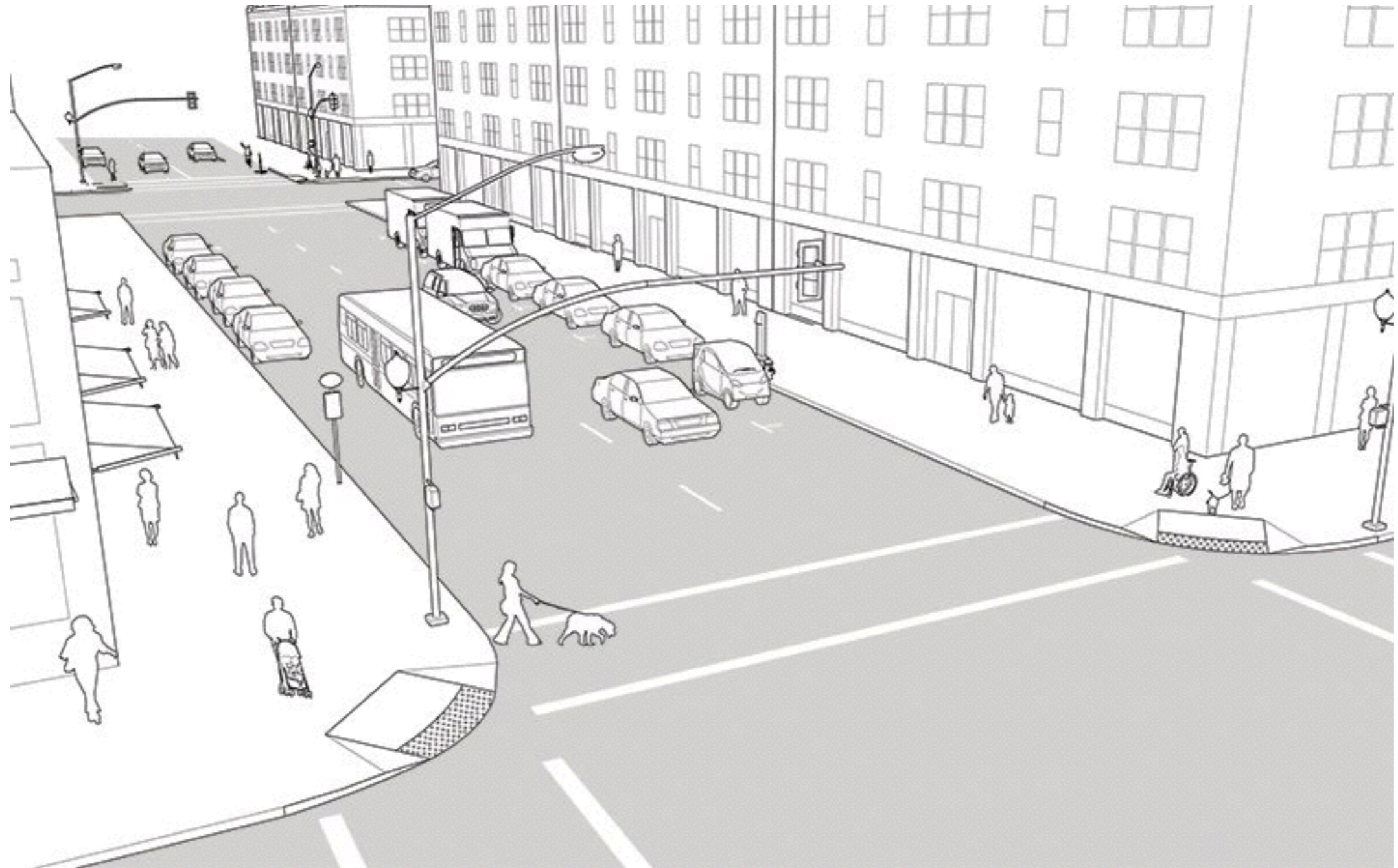
# How?

- All developments above a certain size require a traffic impact study and mitigation plan.
- Plan must minimize induced parking demand and **reduce** single occupancy vehicle trips around area.
- Plan can meet this requirements by adding offsite improvements, particularly protected bikeways.
- Developers and stakeholders negotiate offsite improvements, results in recommendation to planning board.
- Downside: piecemeal, patchy network

# How about in Portland?

- Create a standardized set of Minimum Bikeways Requirements for various street types.
- Allow offsite improvements that meet MBR to help satisfy a development's TDM and LOS requirements.
- Create a pre-planning process and stakeholder committee that allows developers to negotiate MBR contributions against other parking and transportation requirements.
- Start with larger projects where bikeway needs are greatest. Eventually, create a \$/sqft formula to allow a streamlined process for smaller projects & piecemeal improvements.
- Use discretionary funding to kickstart program and fill in gaps left by piecemeal MBR development.

# Let's stop building this...



...and start building this.





**Thanks!**