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**ORDINARY MEETING**

**OF**

**TRANSPORT AND URBAN DEVELOPMENT COMMITTEE**

**MINUTE ITEM ATTACHMENTS**

**Time:** 9:15 am  
**Date:** Thursday, 11 August 2016  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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<b>1.4.4 Tom Gainor and Jackie Dingfelder</b>	
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# Portland's Bicycle Story

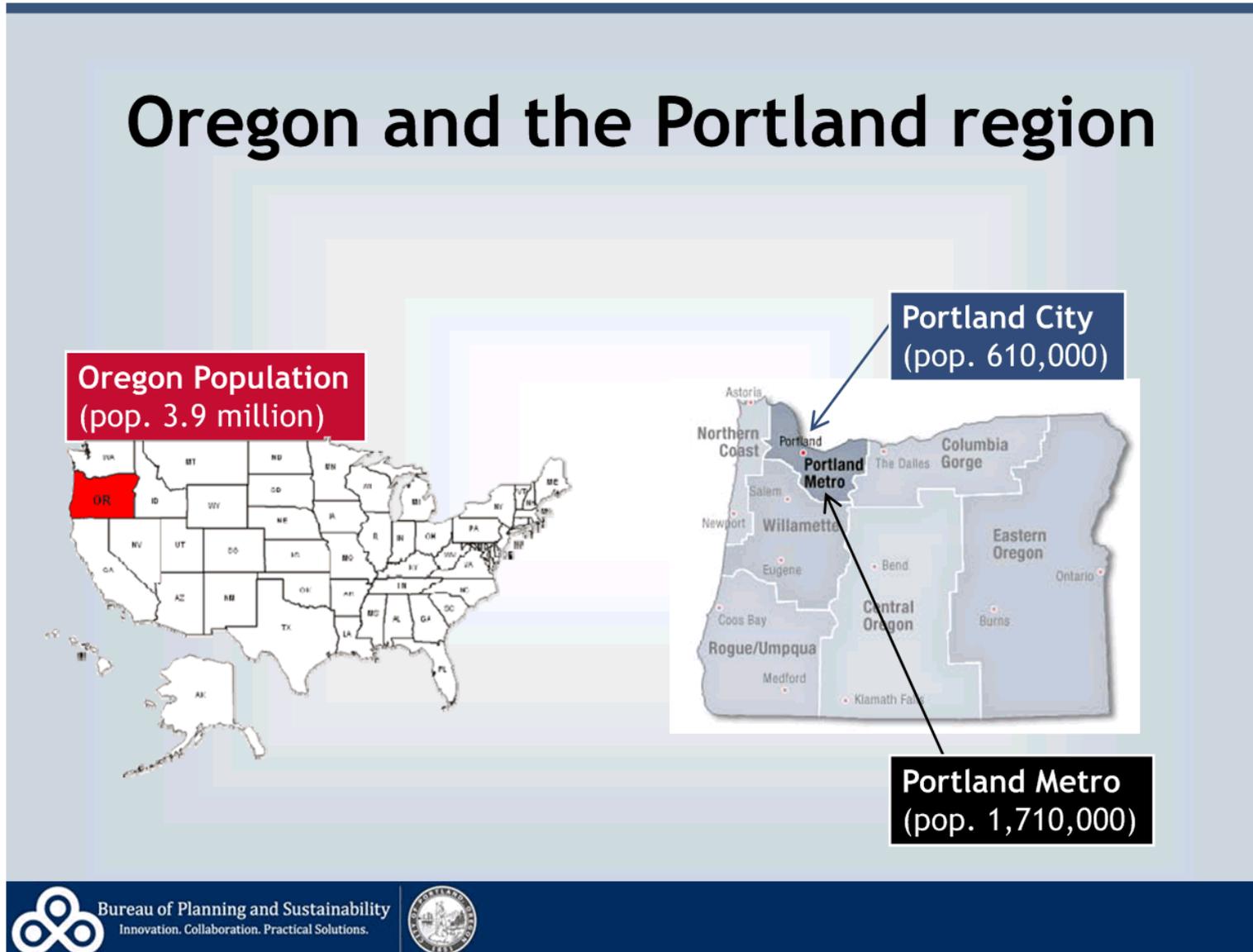
Jackie Dingfelder

Former Policy Director,  
City of Portland

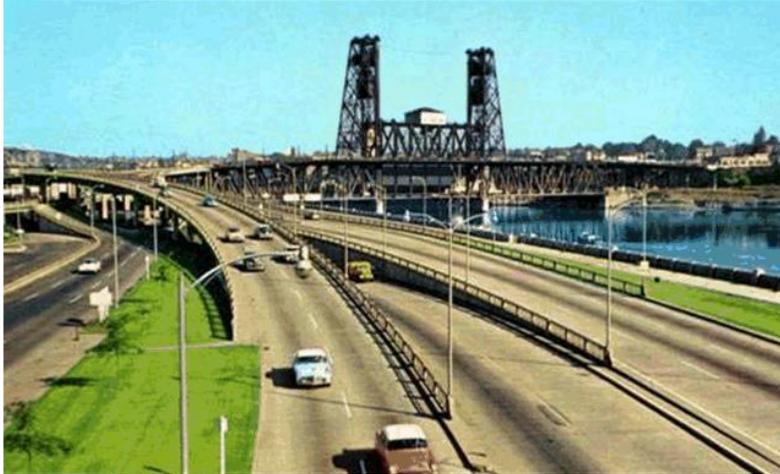
Tom Gainer

Portland Bicycle Advocate

# Oregon and the Portland region



# Harbor Drive → Waterfront Park



# Money meant to build a new highway to Mt. Hood...

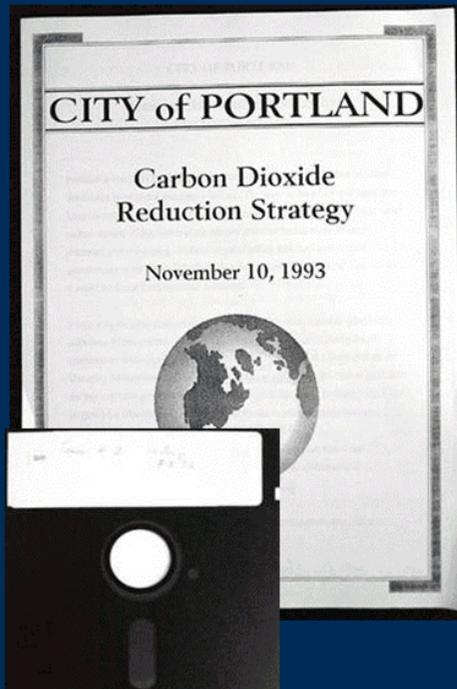


...seeded the growth of a world-class public transit system



# 20 Years of Climate Action Planning

1993

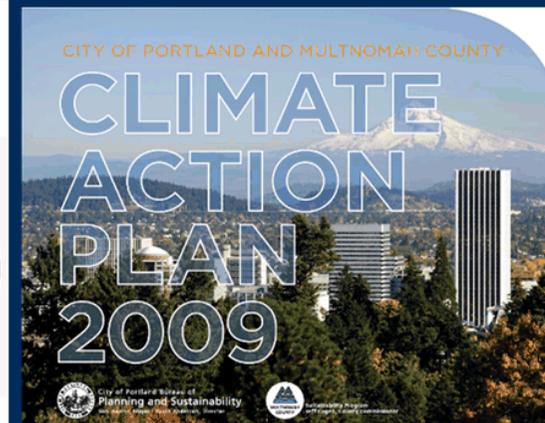


2001



2001 Goal: 10% Below  
1990 by 2010

2009



2050 Goal:  
80% emissions reduction

2030 Interim Goal:  
40% emissions reduction



CITY OF PORTLAND AND MULTNOMAH COUNTY

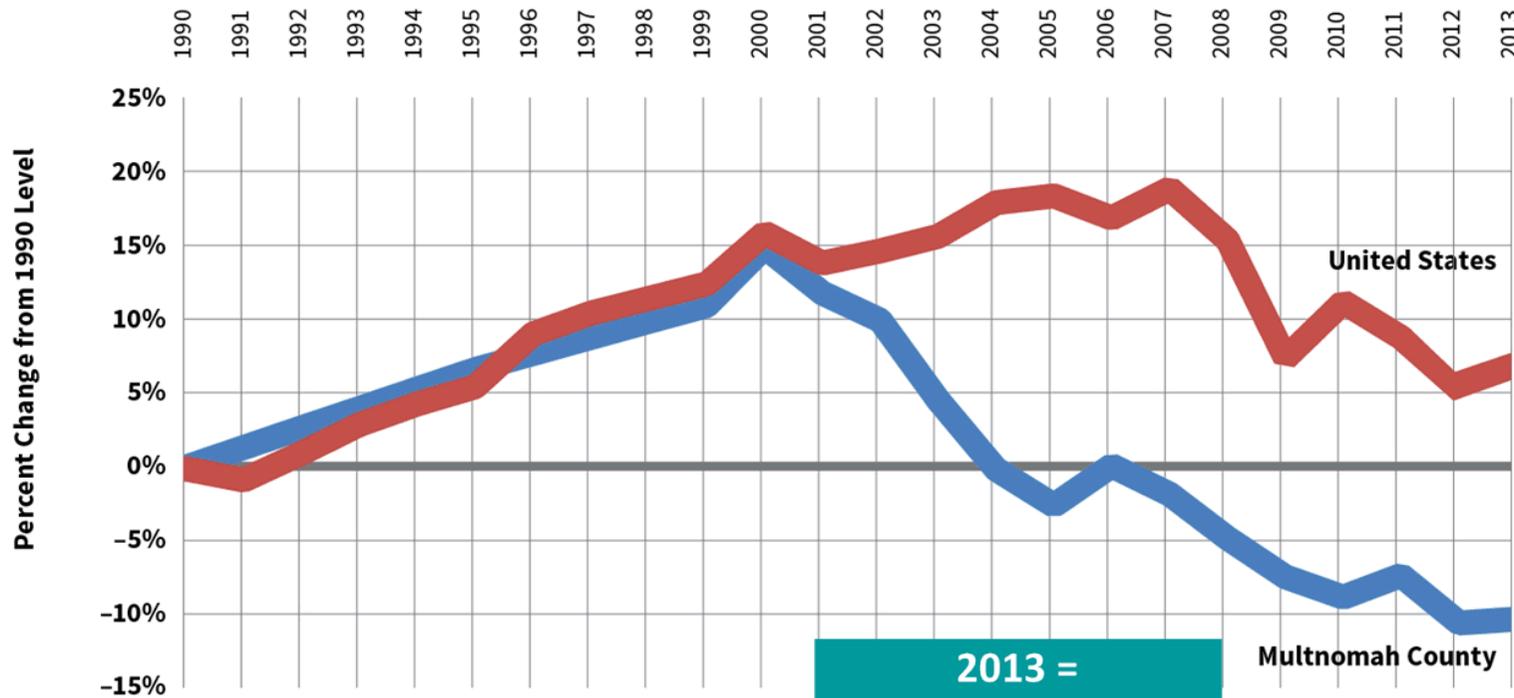
# CLIMATE ACTION PLAN

**PUBLIC COMMENT DRAFT**  
Comments due by April 10, 2015  
Visit [www.portlandoregon.gov/bps/climate](http://www.portlandoregon.gov/bps/climate) for more information

**2015 LOCAL STRATEGIES TO ADDRESS CLIMATE CHANGE**



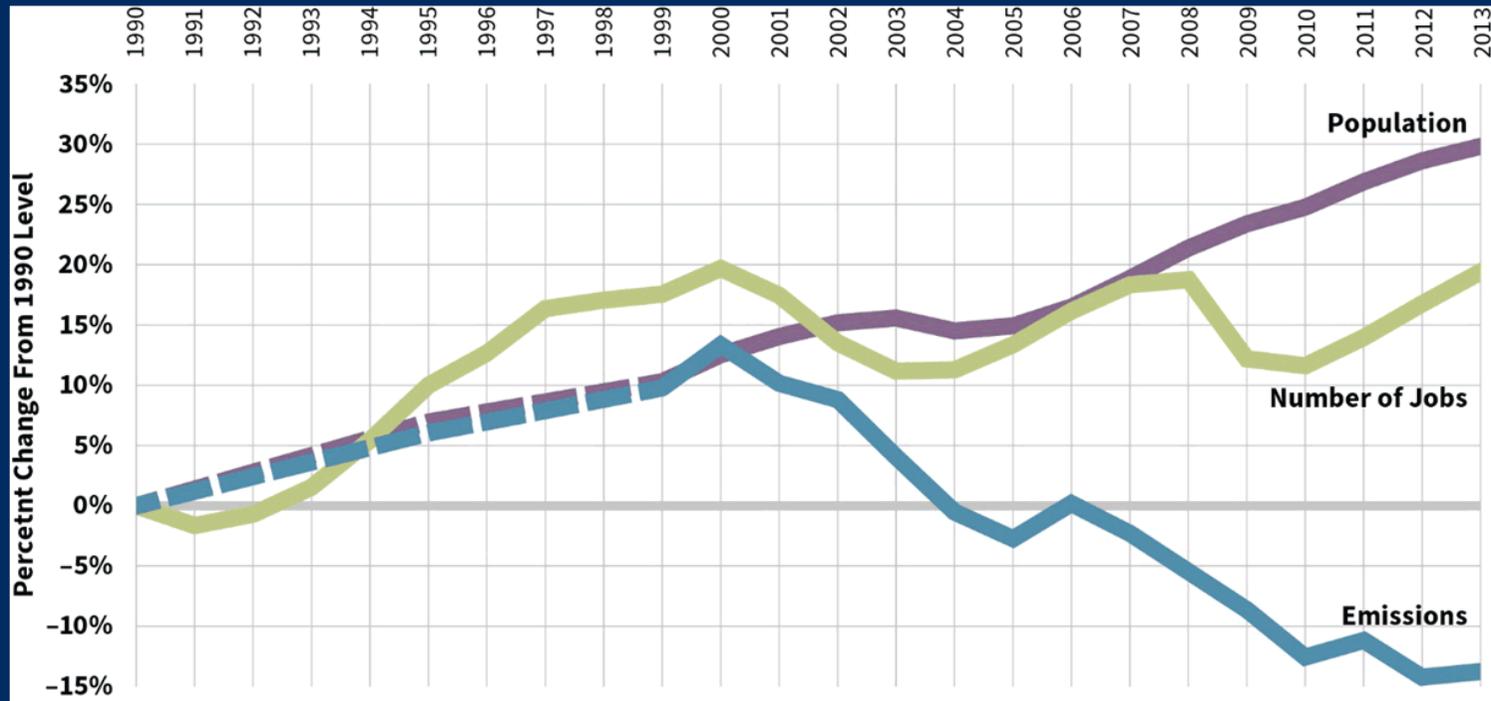
## Portland's carbon emissions have declined well ahead of the U.S. as whole



2013 =  
14 % below 1990  
25 % below 2000



## Carbon emissions are falling while population and jobs increase



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.





## Urban Form and Mobility

### 2030 Objectives

- 90% residents can easily walk or bike to meet all basic daily non-work needs.
  - Reduce average daily vehicle miles travelled by 30% below 2008 levels.
- 
- Shorter Trips
  - More Biking
  - More Transit
  - More Walking

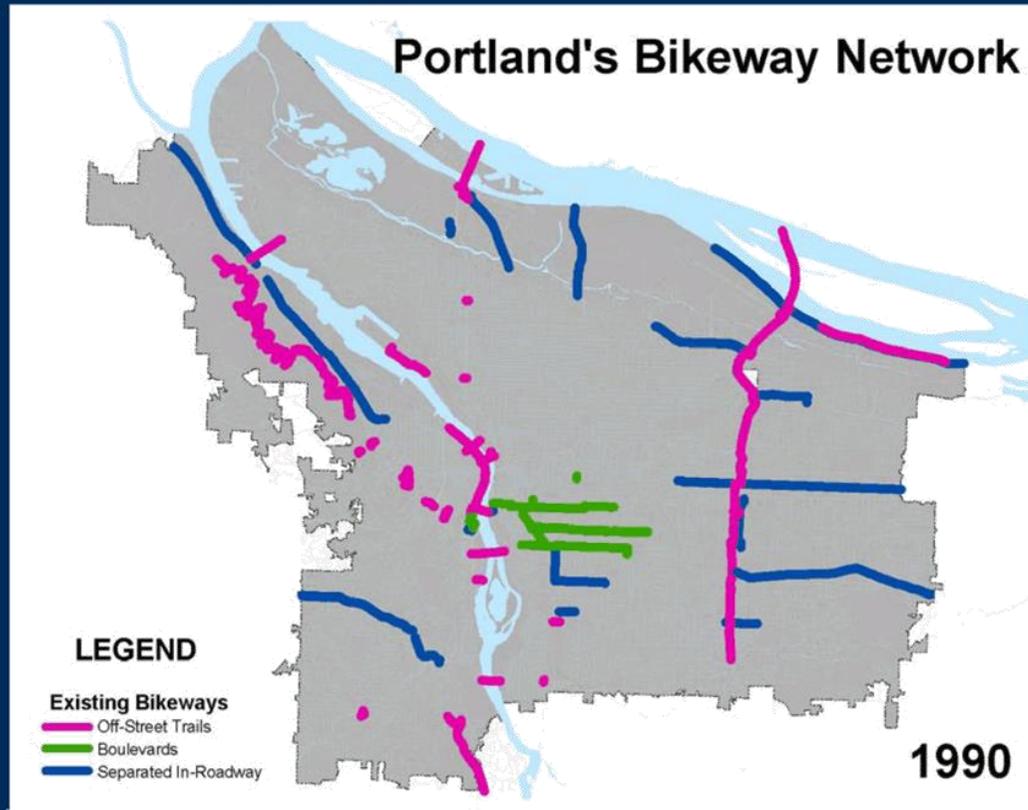


## Portland Bike Facts

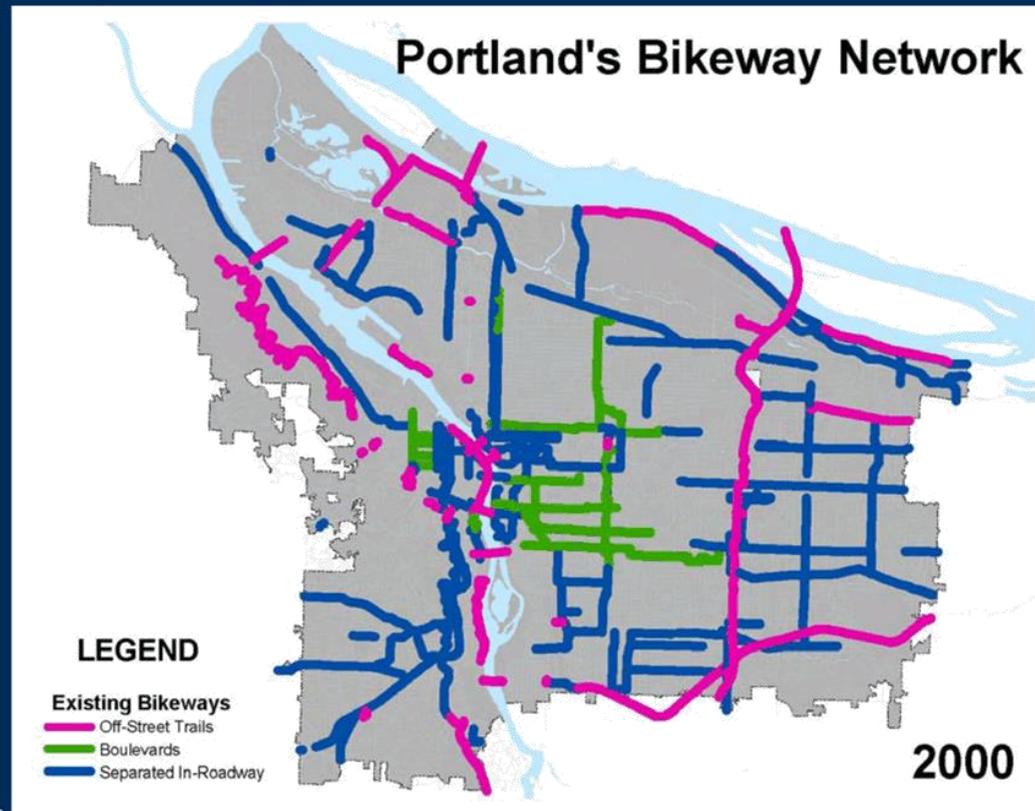
- 7.2% commute by bike
- 350 miles of bikeways
- 17 miles separated from autos
- 6500 public bike racks, 130+ bike corals
- 100 Safe routes to school programs
- Sunday Parkways since 2008: 24,000 people/event
- Police patrol by bicycle
- 20-year bike network plans adopted in 1973, 1996 and 2010



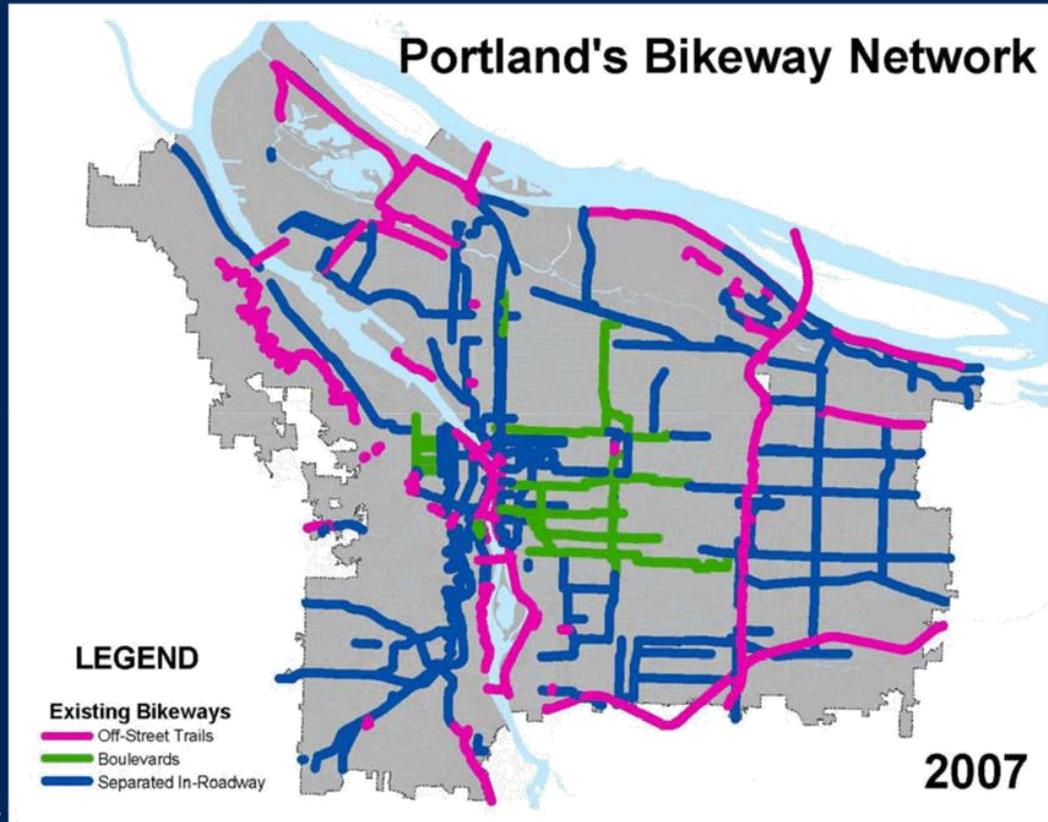
# Build It and They Will Come



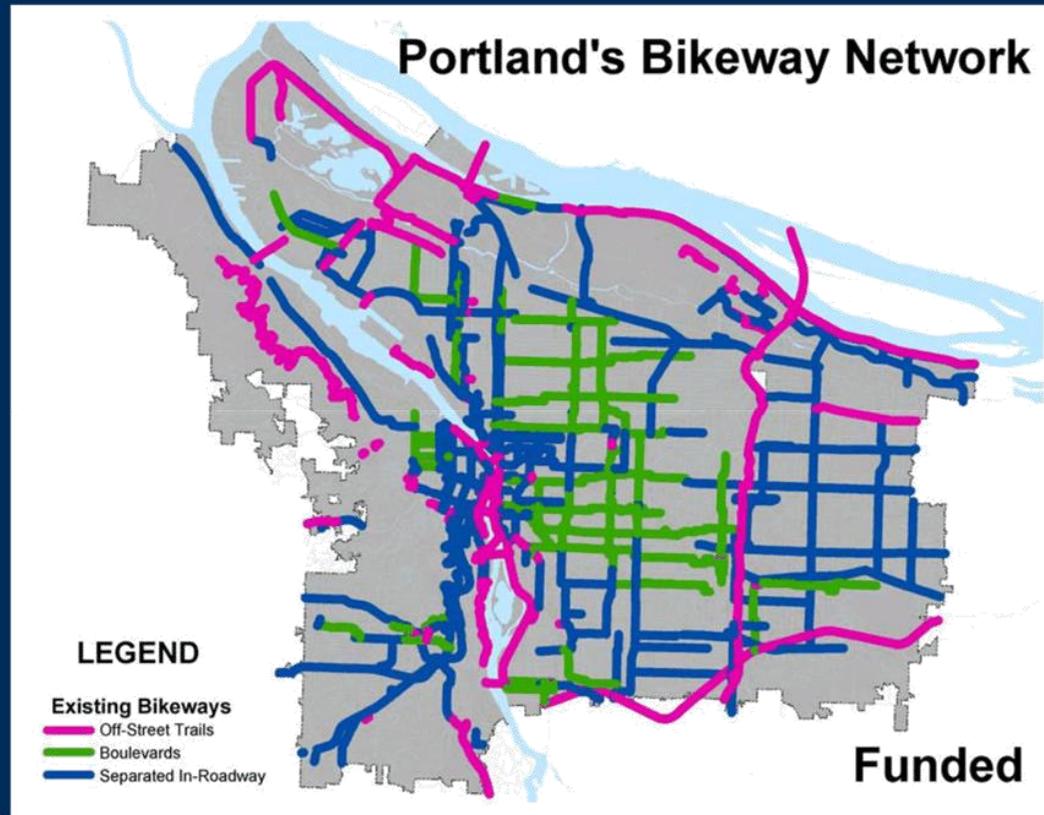
# Build It and They Will Come



# Build It and They Will Come

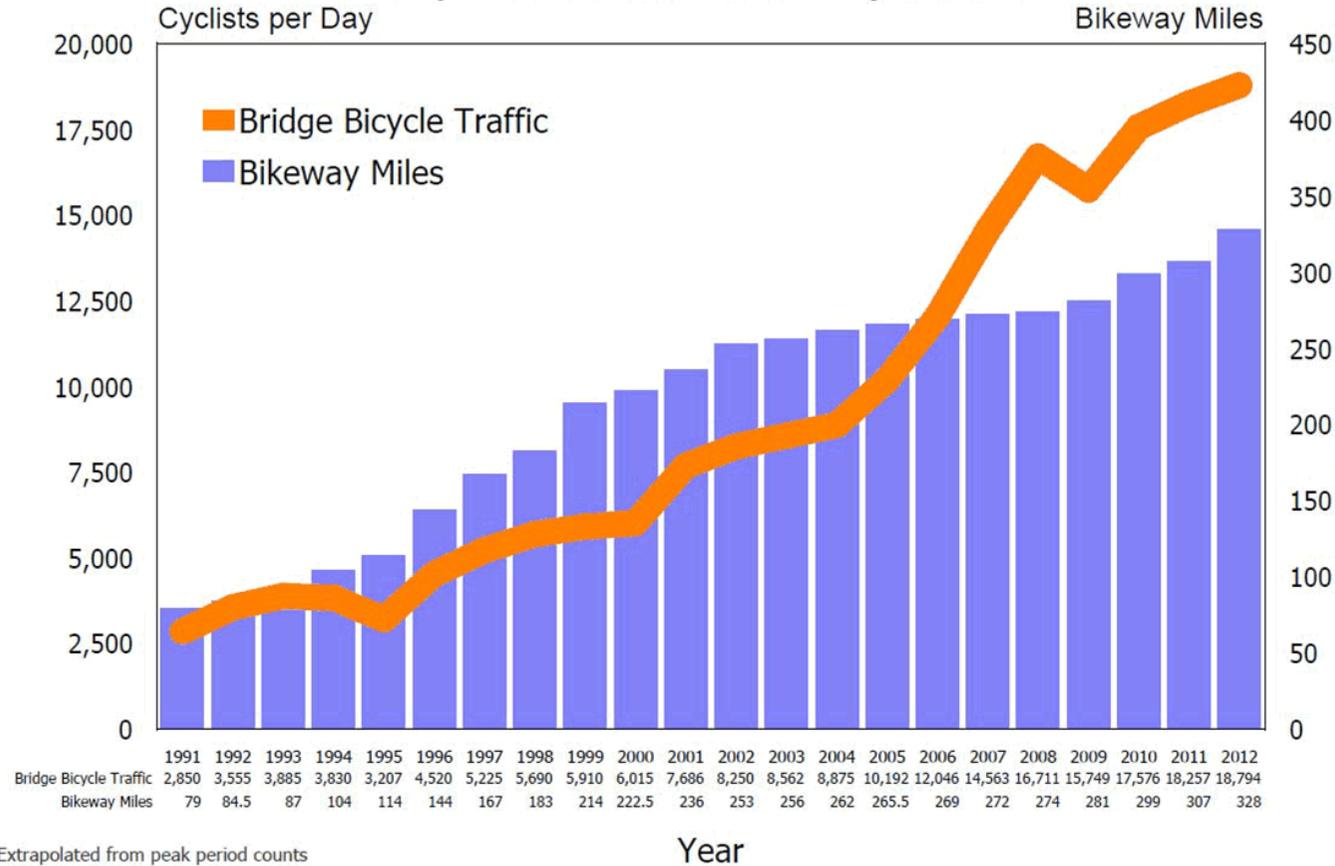


# Build It and They Will Come





## Bicycle Traffic across Five Main Portland Bicycle Bridges Juxtaposed with Bikeway Miles



# Bike Traffic Calming



# On-Street Bike Corral Parking



## Economic Considerations

- \$133.7 million USD annually = 2015 estimated total value of the bicycle “industry” in Portland
- Provides 2,300 jobs
- Bikability and bike culture/brand attracts creative class workers to move to Portland, who are often carless, further reducing development and environmental pressures
- Entire 2008 bike network = cost of 1 mile new highway



## Portland's Goals

- Bicycling is an integral part of Portland's livability, carbon reduction scheme, and environmental goals
- Planned 2030 bikeway network is designed to achieve 25% of trips by bicycling
  - 90% residents can easily walk or bike to meet all basic daily non-work needs
  - Reduce average daily vehicle miles travelled by 30% below 2008 levels



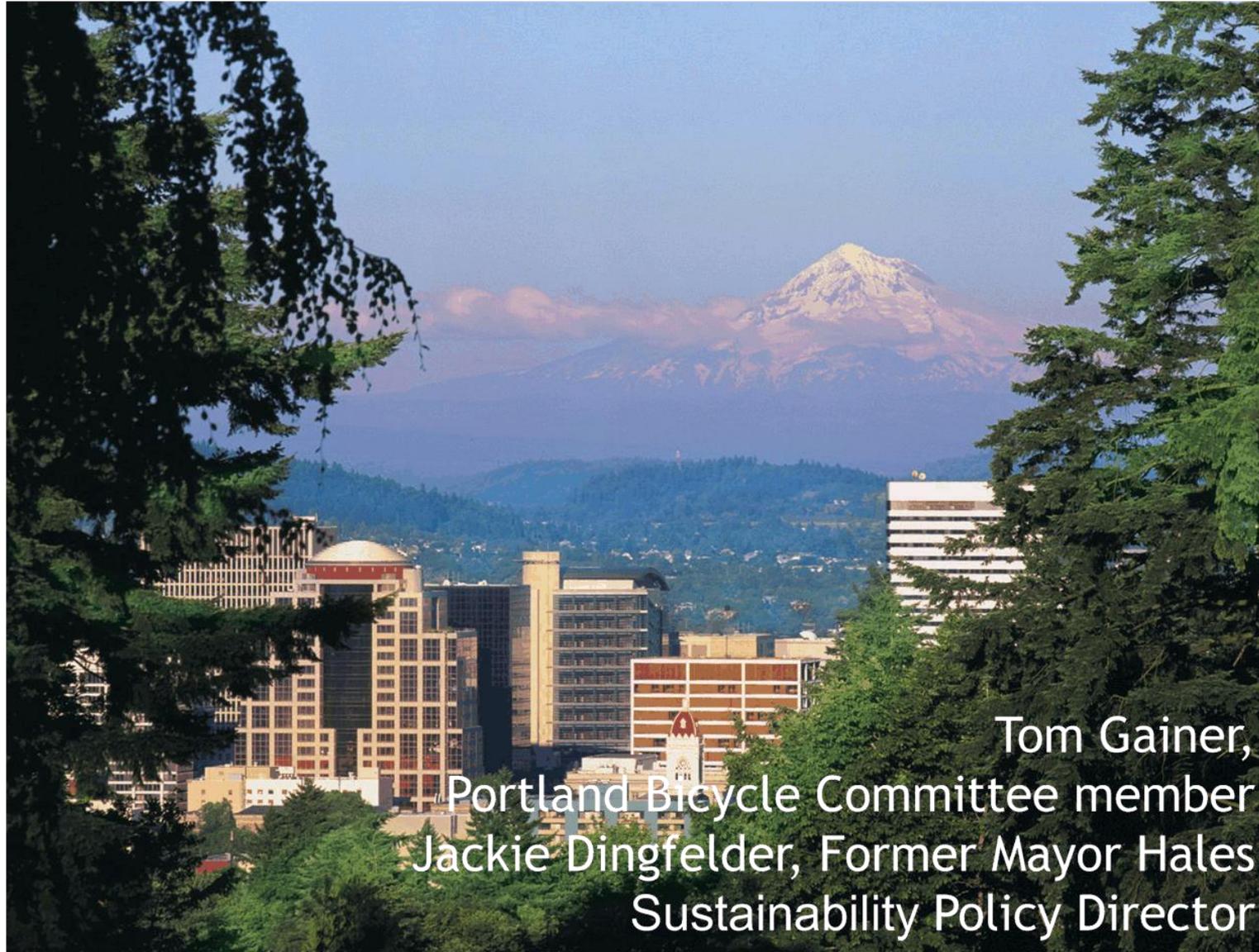
## Why Invest in Cycling?

- The entire city/population benefits
- Efficient transportation option with growing population
- Significant contribution to livability, carbon reduction, and environmental goals
- Demonstrated success in leading cities
- Expanding car network is poor investment
- **YOU CAN'T AFFORD NOT TO!**



# Quality of life matters





# Great Harbour Way / Te Aranui o Pōneke



Implications for the Urban Cycleway Programme

# Overview

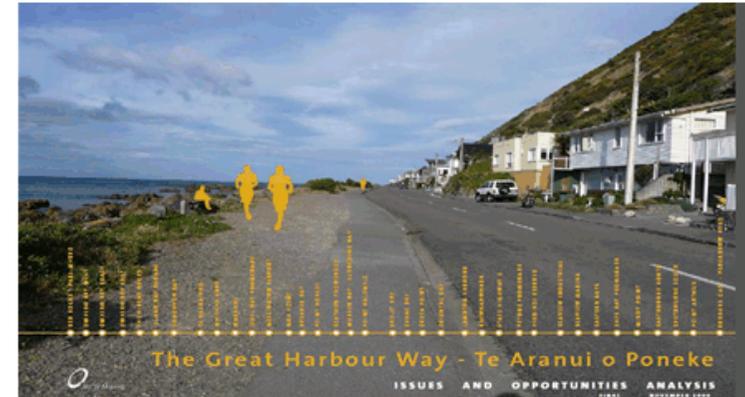
- Background of the GHW
- Hutt Road Cycleway
- Urban Cycleway Refresh



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# Background to the Great Harbour Way/ Te Aranui o Pōneke

- Proposed 2003: Walking and Cycling route around Wellington Harbour
- 2009 Boffa Miskell Report
- Website [www.greatharbourway.org.nz](http://www.greatharbourway.org.nz)
- Almost 600 mentions in Wellington, Hutt, and Regional Council online documents
- Has influenced cycling and walking routes around the harbour, e.g. Seatoun - Eastbourne, Petone-Ngauranga, Miramar Ciclovía.



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## Hutt Road Cycleway

- Ideal GHW route would follow the shoreline from Ngauranga to Aotea Quay and Waterfront.
- Problems with access through Interislander Terminal and Centreport
- In the short term, Hutt Road Cycleway is the GHW for this section, and must be made safe and comfortable for walkers and cyclists
- Urgent to decide on and implement a route between the Aotea overbridge and the Waterfront/CBD.



## High cost of free parking

- Illegal footpath parking should not be a barrier to implementation
- Hutt businesses were the reason for only 48% of parking
- 9/40 businesses did not respond to parking survey
- Enforce parking rules
- Implement coupon parking?



## Urban Cycleways Refresh - Evans Bay

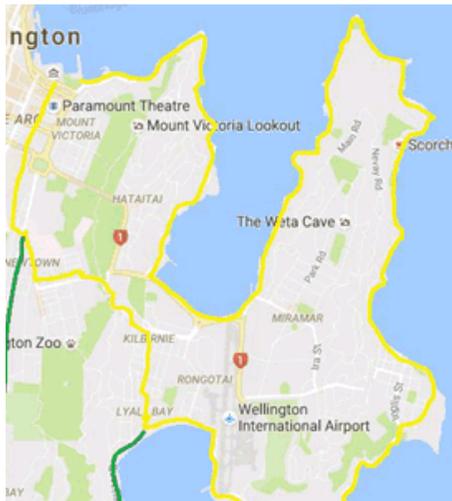
- Cobham Drive: plenty of space to create separated cycling and walking paths.
  - A quick win
  - Need to make cycling path look like a road
- Evans Bay: Shared path should not be less than 3.9m, and aim should be a separated path





## Urban Cycleways

- With increased cyclist numbers, need separated bike paths on Quays to avoid conflict on Waterfront
- Also need other routes to enable round trips over part of the GHW e.g.
  - Kilbirnie-Newton - Pukeahu - CBD
  - Island Bay to CBD



# Bike Racks on Buses



# Outline of presentation

- Background
- Approach
- Findings to date
- Next steps

## Background

- This project was requested and approved by GWRC as part of the Long Term Plan 2015-2025
- Main benefits/deliverables are encouraging integration of active modes with public transport, encouraging reduced use of the private car and reduced vehicle emissions.

“Mana Coach Services is pleased to be partnering with Greater Wellington Regional Council in the upcoming trial of bike racks on buses. We, like GWRC, are keen to promote all alternative forms of sustainable transport (including public transport). We support the trial of the bike racks on buses and the resulting additional choices that will be made available to the public to combine multi-modal transport uses”.

Ian Turner CEO, Mana Coach Services



# Phases

- Investigation Phase - March-April
- Test Phase - June
- Trial Phase - 3 Oct - 31 March
- Implementation Phase - TBC



## Test Phase

- A bus with a bike rack and 2 bikes on-board was tested on winding narrow routes including Mt Victoria, Roseneath, Khandallah and all Newlands routes
- The test bus coped very well with these conditions and no issues were found in the CBD as well
- Minor infrastructure issues noted on Newlands routes (tree trimming, length of 1 bus stop and 1 give-way turn box)
- After period of familiarization, drivers were comfortable driving with racks fully loaded

## Next steps

- Finalise policy, procedural and operational details
- Public information, social media, brochures on buses, engagement with cycling groups
- Bus driver training for 1 month prior to trial
- “Have a go” events – before the trial giving the public an opportunity to experience using the racks
- Survey and feedback mechanisms
- Prepare for 6-month trial of bike racks on 6 buses to be held from 3 October – 31 March