



**BIKE LOUD PDX**

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Dear Portland Sustainability and Planning Commission, Ms. Figliozzi, and Ms. Hormann,

Secure and easily accessible places to park a bicycle is one of the key elements that allows people to bike for transportation. Without it, people face theft and possible damage to their bike, which frequently leads to not biking for transportation anymore. We at BikeLoudPDX, a grassroots bicycle advocacy group in Portland, are pleased to see the Bureau of Transportation updating the bicycle parking code and we applaud the high degree of research and attention to detail that has gone into this project.

We agree with most of proposed changes, although feel that there could be more short-term and long-term bicycle parking in multi-dwelling and office buildings. Many people visit office buildings for short-term meetings, service appointments, or errands throughout the day and if we are to continue to make such journeys possible by bike there needs to be ample bike parking. Four short term spots for a 77,000 sq foot office building is simply not enough. We would like to see at least 15 short term spots for standard A and 10 for standard B, along with 50 long term spots for standard A and 30 for standard B.

For the example of 15,000 sq ft retail project, we would like to see more long-term bike parking to accommodate more employees. We believe the minimum should be 10 spaces for standard A and 8 spaces for standard B. For short-term, we would like to see a minimum of 13 short term spaces for standard A and 10 for standard B.

For dwelling units, we are pleased to see the updates to the code, particularly around security and accessibility. One aspect of bike parking for dwelling units that does not seem to have been considered is overnight visitors. They frequently stay longer than short-term visitors, and need secure parking for their bikes. Another aspect is that people frequently share apartments, so that it is not unusual for a one-bedroom dwelling to house two people. For these reasons, we urge the committee to consider upgrading the long-term bicycling parking requirement to be two *per sleeping area*, rather than dwelling unit. This would be for both standard A and B. We also believe the short-term parking requirements are too low and for an example 100 unit multi-dwelling project, would prefer to see 10 short term parking spots for standard A and B.

We appreciate your time and look forward to seeing this project move forward.

Sincerely,  
Emily Guise  
Co-chair, BikeLoudPDX