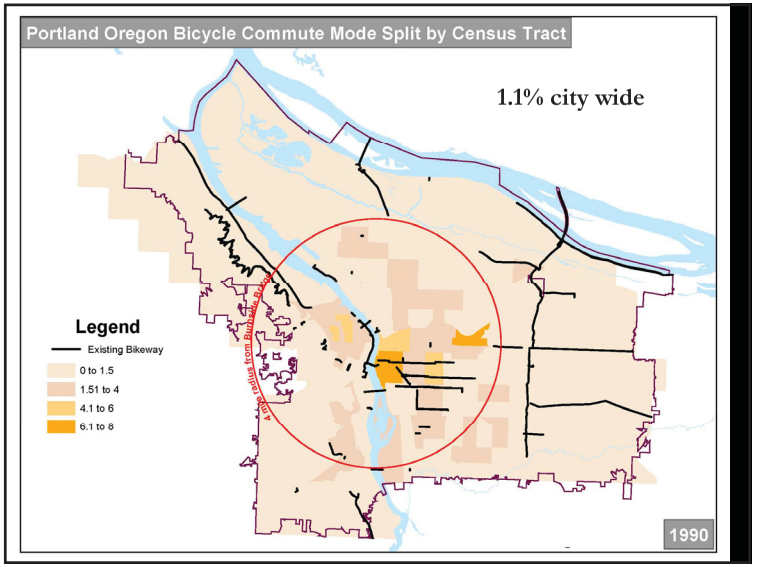
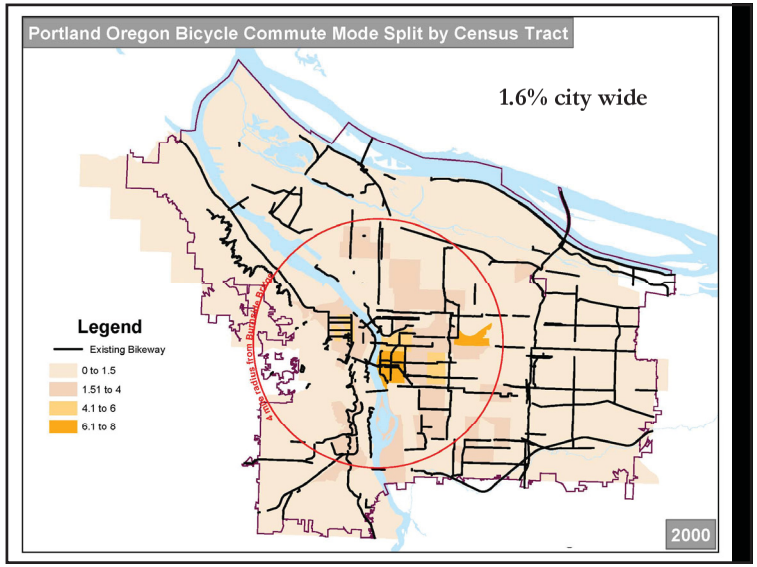
Bicycle Mode Splits by Census Tract

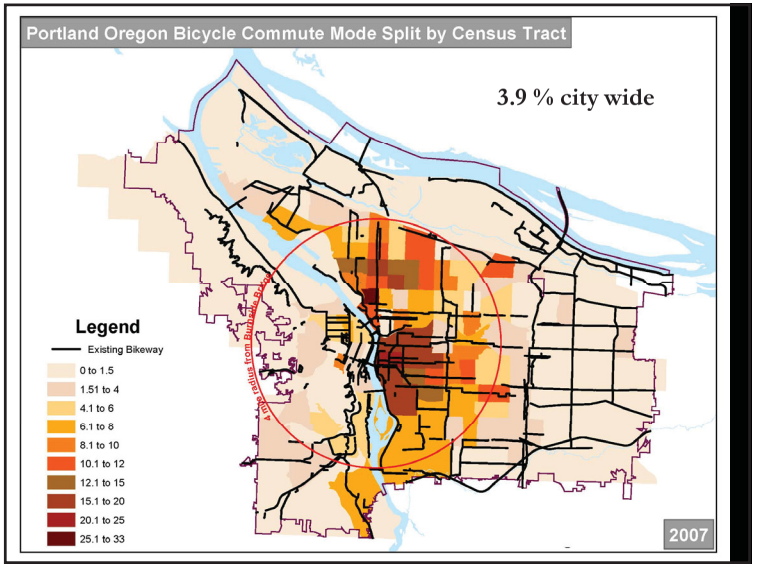
updated with new legend 10/18

1990 – 2014*

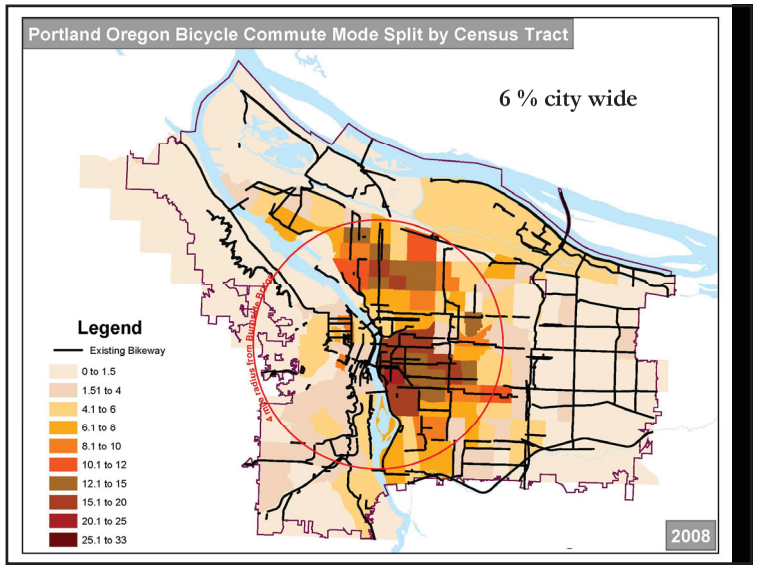
*2007-2014 data is based on 5-year ACS with reported year as mid-point

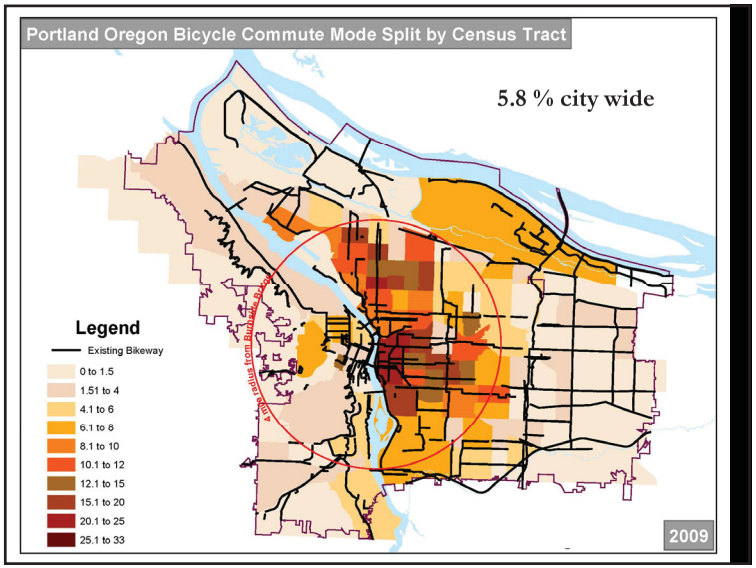


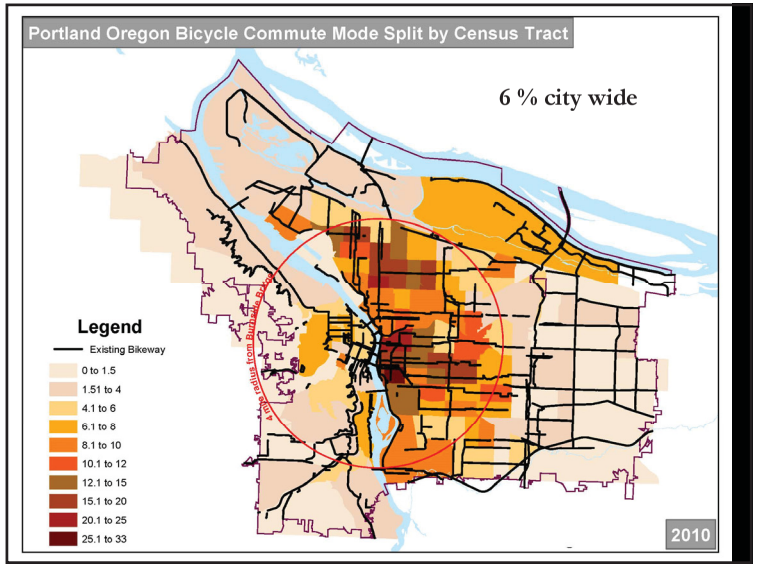


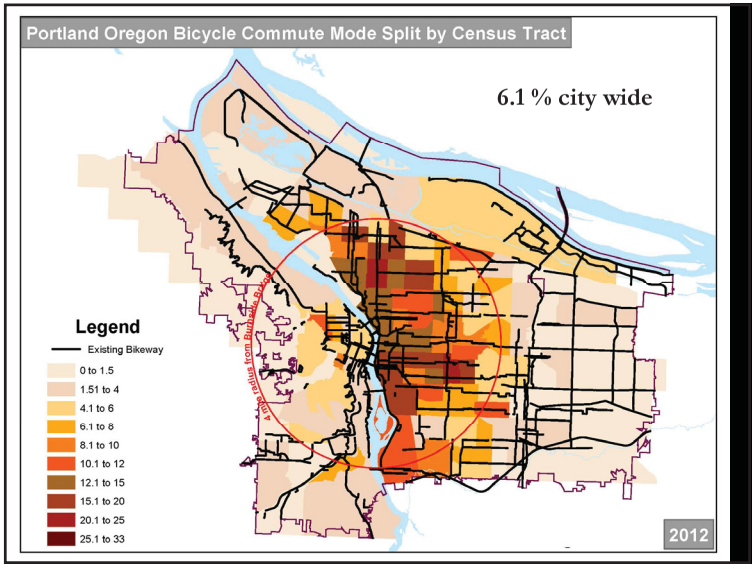


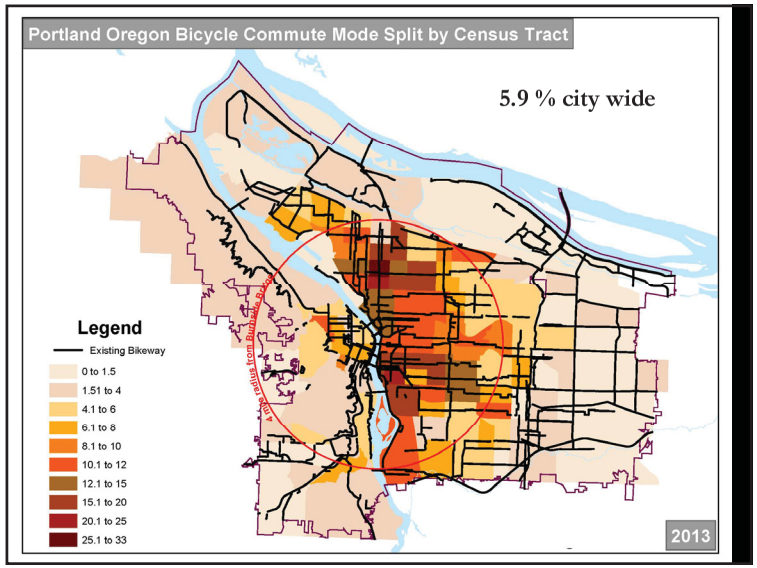
Attachment A: Bicycle Mode Splits By Census Tract

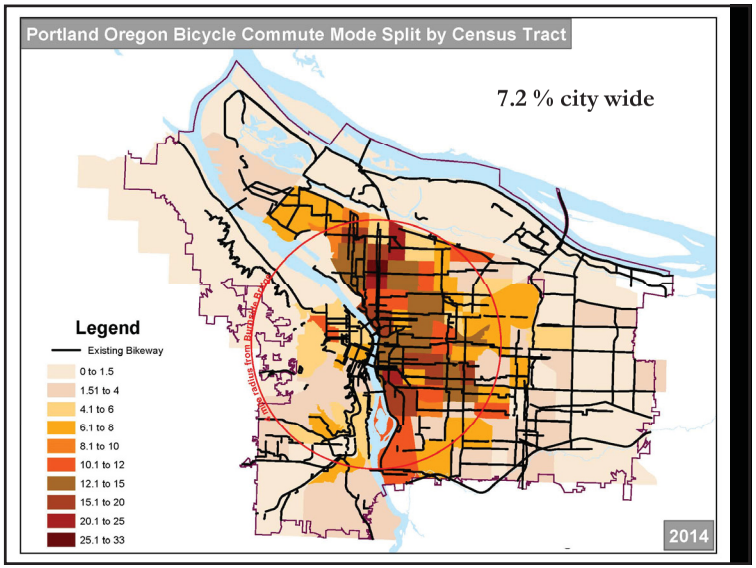




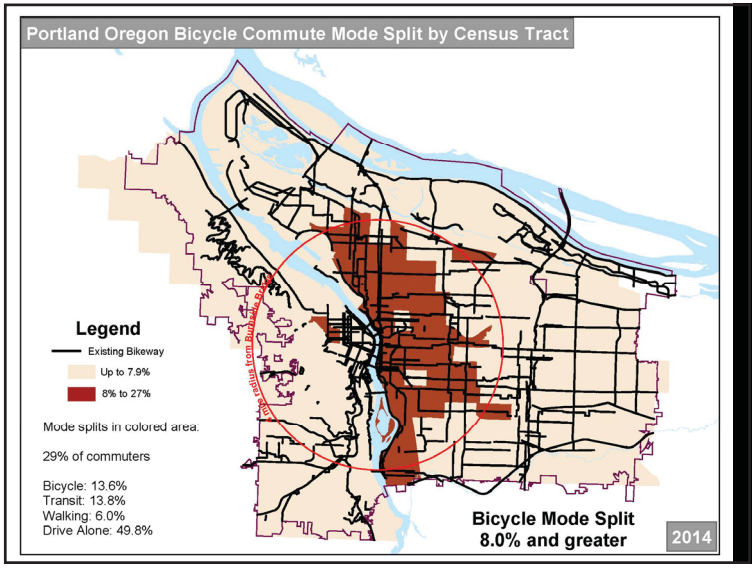




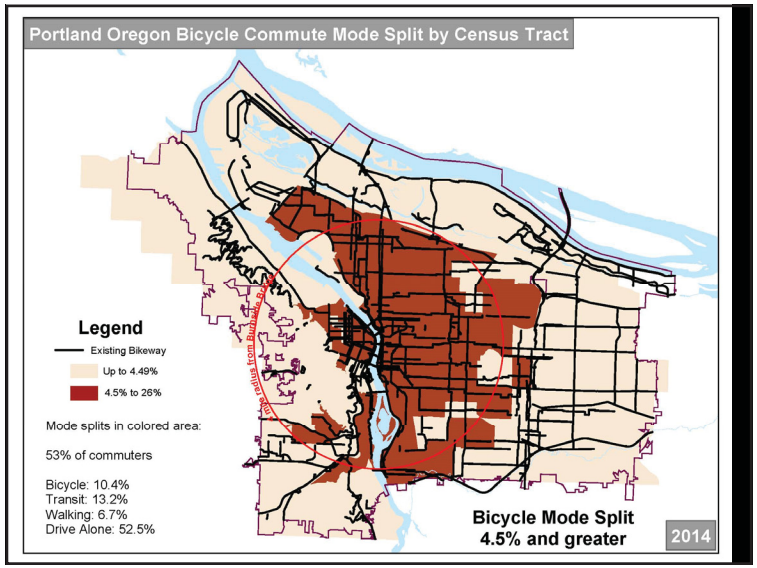




"Fifty percent of Portland commuters live in areas where the average bicycle mode split is ten percent."



Attachment A: Bicycle Mode Splits By Census Tract



Annual Bikeway Miles Developed

Year	Facility Type								
	Boulevard/ Greenway	Buffered Lane	Protected Lane	Lane	Path	Enhanced Shared Roadway	Retired Lane	Retired Buffered Lane	Total
<1980	0.0			0.1	8.3				8.4
1980	3.0			5.3	15.0				23.2
1981				10.0					10.0
1982				6.4					6.4
1983				0.0	9.9				9.9
1984				4.1					4.1
1985				1.7					1.7
1986	2.6			0					2.6
1987	0.7			4.3					5.0
1988	2.3			0.9					3.2
1989				0.6					0.6
1990		0.1		1.1					1.2
1991									0.0
1992				5.0					5.0
1993				3.1					3.1
1994	0.1			8.3	8.4				16.9
1995				9.8	1.0				10.8
1996	1.5	0.1	0.1	21.1	9.0				31.7
1997	1.6	0.2		19.8	1.3				23.0
1998				16.2					16.2
1999	12.9			15.2	4.9				33.0
2000	2.4			6.7	0.6				9.7
2001		0.1		7.2	5.4				12.7
2002	2.2			7.8	3.6				13.5
2003	0.8			2.3	0.2				3.2
2004		0.2		4.2	1.1				5.5
2005				2.0	4.6				6.6
2006				2.8	1.2	0.5			4.0
2007				3.3	0.8				4.1
2008		0.1		2.9					3.0
2009	0.9	2.6	0.3	1.0	1.8		0.3		6.4
2010	19.5	0.1	0.0	3.3	0.6	0.6	0.2		23.2
2011	8.5	0.3	0.5	1.0	0.2	0.3			10.5
2012	14.1	0.4	0.5	0.0	1.1		0.8		15.3
2013	2.3	1.7	0.6	2.2	1.4	0.0	2.1		6.1
2014	2.6	6.1	0.4	5.8	2.0	0.6	5.4	0.1	11.4
2015	5.1	2.3	0.1	0.5	1.1	0.9	2.3		6.9
2016	1.0	6.3	0.9	0.4	1.0	1.2	5.5		4.1
2017	7.7	4.4	1.8	0.3	0.0	1.0	5.3	0.4	8.6
2018	2.1	3.2	0.0	0.5	0.5	3.8	2.8		3.5
Funded	29.8	14.3	29.0	11.2	5.4	0.0	17.1	1.9	89.6

Cumulative Total of Bikeway Miles by Facility Type

	Facility Type						
	Boulevard/ Greenway	Buffered Lane	Protected Lane	Lane	Path	Enhanced Shared Roadway	Total
<1980	0.0	0.0	0.0	0.1	8.3	0.0	8.4
1980	3.0	0.0	0.0	5.3	23.3	0.0	31.6
1981	3.0	0.0	0.0	15.3	23.3	0.0	41.6
1982	3.0	0.0	0.0	21.6	23.3	0.0	47.9
1983	3.0	0.0	0.0	21.6	33.2	0.0	57.9
1984	3.0	0.0	0.0	25.8	33.2	0.0	62.0
1985	3.0	0.0	0.0	27.5	33.2	0.0	63.7
1986	5.6	0.0	0.0	27.5	33.2	0.0	66.2
1987	6.3	0.0	0.0	31.8	33.2	0.0	71.3
1988	8.6	0.0	0.0	32.7	33.2	0.0	74.5
1989	8.6	0.0	0.0	33.3	33.2	0.0	75.1
1990	8.6	0.1	0.0	34.4	33.2	0.0	76.4
1991	8.6	0.1	0.0	34.4	33.2	0.0	76.4
1992	8.6	0.1	0.0	39.4	33.2	0.0	81.4
1993	8.6	0.1	0.0	42.5	33.2	0.0	84.4
1994	8.8	0.1	0.0	50.8	41.6	0.0	101.3
1995	8.8	0.1	0.0	60.6	42.6	0.0	112.1
1996	10.2	0.2	0.1	81.7	51.6	0.0	143.8
1997	11.9	0.5	0.1	101.5	52.9	0.0	166.8
1998	11.9	0.5	0.1	117.8	52.9	0.0	183.1
1999	24.7	0.5	0.1	133.0	57.8	0.0	216.1
2000	27.1	0.5	0.1	139.7	58.5	0.0	225.8
2001	27.1	0.6	0.1	146.9	63.9	0.0	238.5
2002	29.3	0.6	0.1	154.7	67.4	0.0	252.0
2003	30.0	0.6	0.1	157.0	67.6	0.0	255.3
2004	30.0	0.8	0.1	161.1	68.8	0.0	260.8
2005	30.0	0.8	0.1	163.2	73.3	0.0	267.4
2006	30.0	0.8	0.1	166.0	74.6	0.5	272.0
2007	30.0	0.8	0.1	169.3	75.4	0.5	276.1
2008	30.0	0.9	0.1	172.2	75.4	0.5	279.1
2009	30.9	3.5	0.4	172.9	77.2	0.5	285.5
2010	50.4	3.6	0.5	175.9	77.8	1.2	309.4
2011	58.9	3.9	1.0	176.8	78.0	1.4	320.1
2012	73.0	4.3	1.4	176.1	79.1	1.4	335.4
2013	75.3	6.0	2.1	176.2	80.6	1.5	341.6
2014	77.9	12.0	2.4	176.6	82.6	2.1	353.6
2015	83.0	14.4	2.6	174.8	83.7	3.0	361.4
2016	84.0	20.7	3.5	169.7	84.6	4.3	366.8
2017	91.7	24.7	5.3	164.7	84.7	5.3	376.3
2018	93.8	27.9	5.3	162.4	85.1	9.1	383.7
Funded	123.6	42.2	34.3	156.5	90.5	9.1	456.1

From:	Chris Smith
To:	Jeff Bachrach; Ocken, Julie
Cc:	Figliozzi, Sarah; Hormann, Liz; Wright, Sara; Schultz, Katherine; Eli Spevak
Subject:	Thoughts on bike mode split
Date:	Wednesday, January 23, 2019 9:43:48 AM

Jeff,

I'm sure staff will have more info on this, but as a close observer of the development of our cycling system, I wanted to share my thoughts on mode split with you. I'm copying Julie so she can share this with the rest of the Commission as well.

A number of folks have observed that after steady growth in the 90's and 00's, we have plateaued a bit. I think there are two basic explanations for this:

1) The growth is non-linear, there is a definite theory for why there would be an inflection point, and what it takes to move past it
2) There have been some definite headwinds

Inflection Point

There is a model for the types of cyclists developed by Portland's bike coordinator, Roger Geller, and picked up and validated nationally. You can read about it here: https://blog.altaplanning.com/understanding-the-four-types-of-cyclists-112e1d2e9a1b

It posits four types of cyclists (or non-cyclists)

Strong and Fearless (about 1%) - will ride whether we provide facilities or not
Enthused and Confident (about 7% - I put myself in this group) - OK with basic facilities, will ride in a bike lane with nothing more than a white strip separating arterial traffic
Interested but Concerned (60%) - interested in cycling but want to feel safer and more comfortable
No-way, no-how (33%) - never going to cycle, we don't spend energy trying to persuade them :-)

My operating theory is that we have basically picked up the first two groups already - they constitute the 7-9% mode share we see today (much higher in some neighborhoods). Our next challenge is to make headway in the Interested but Concerned group, which represents a huge opportunity. If we activate a third of this group, we get to our 25% mode split goal! We're going to need more investment to make them comfortable. A network of protected lanes, which we're starting to build, is a key part. But so are good end of trip facilities that will make it easy to access destinations and home storage. So the code we're working on is necessary condition, but of course is in no way sufficient by itself.

Headwinds

In the last decade we've had two countervailing forces working against us:

- Until recently PBOT has been very budget constrained and construction of new facilities had come almost to a halt. Happily, since voter approval of a local gas tax, that has turned around and PBOT is now beginning to build the kind of protected facilities that are going to attract the

Interested but Concerned. The recently approved Central City in Motion plan is a great example of this.
- Traffic congestion. As we know, more trip growth has gone to SOVs in recent years, and that makes conditions out on the streets much less friendly. People who have cycled in the past stopped because they felt unsafe in the new conditions, and we've seen the Neighborhood Greenways (low traffic, low speed streets used as bikeways) flooded with cut through traffic. PBOT has begun putting physical diverters in place (based in part on encouragement from Comp Plan/TSP policies we adopted) to deal with this. Protected lanes are a big part of the way we offset the effects of congestion.

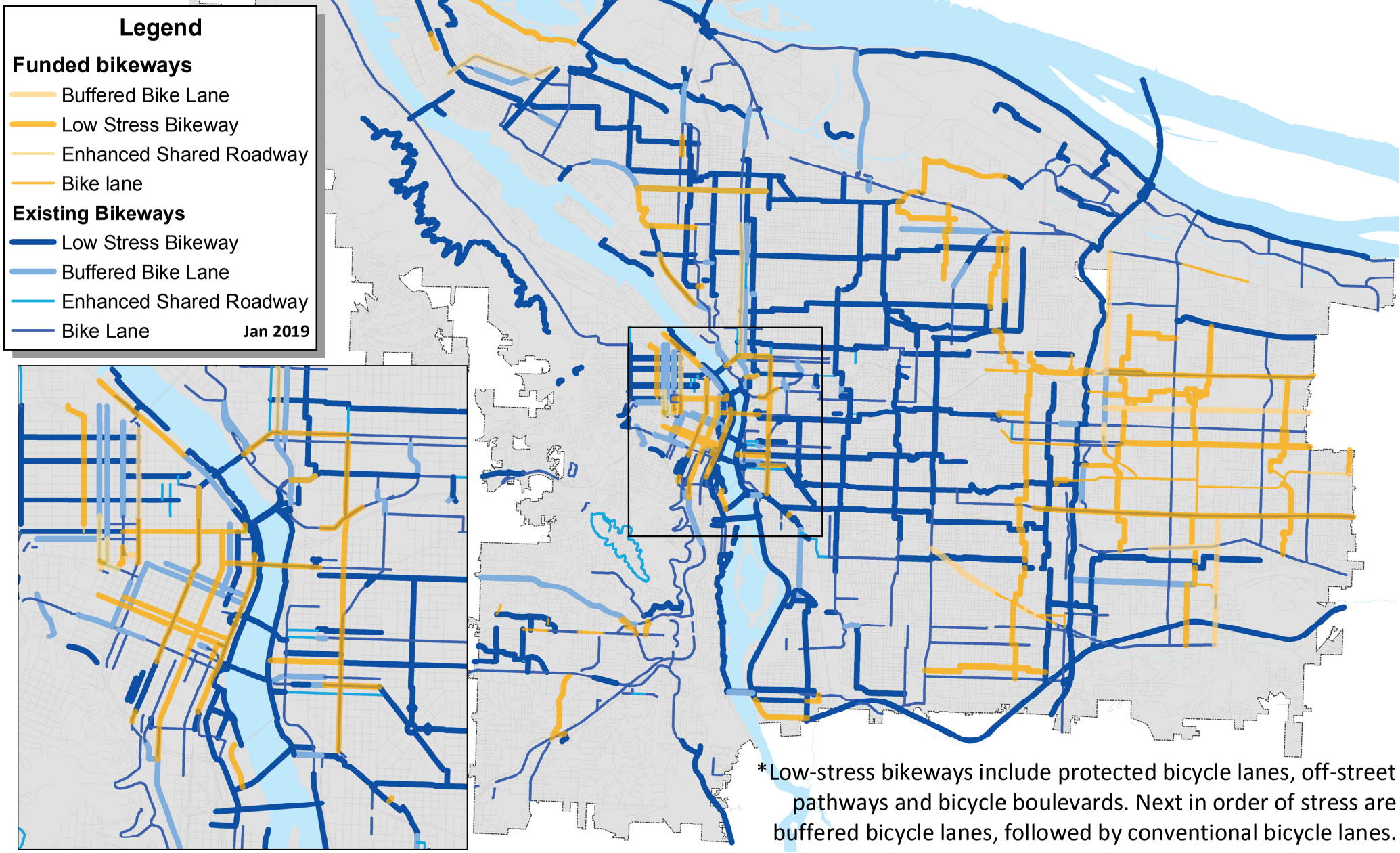
I hope this helps your thought process.

Thanks.

Chris

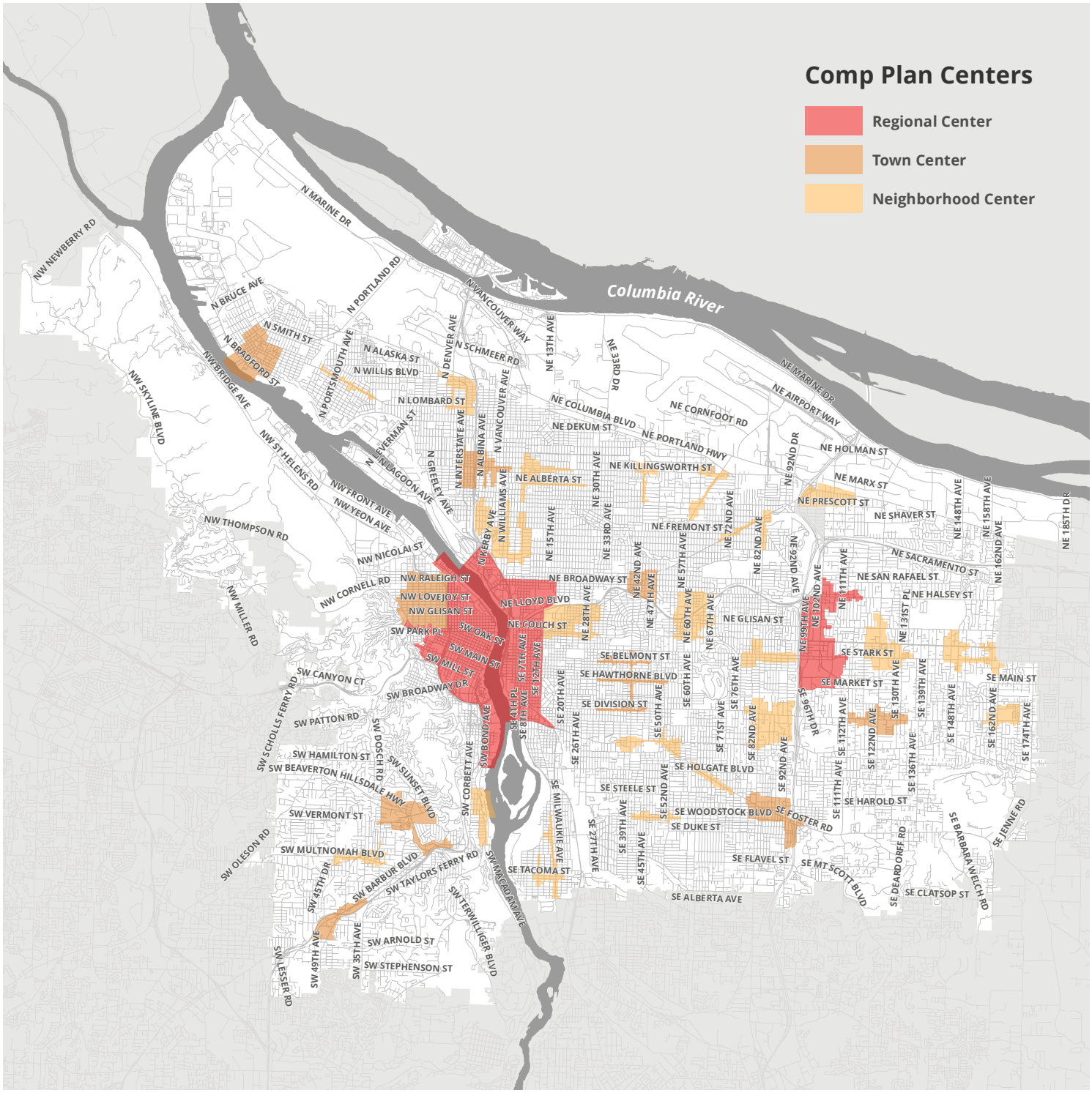
Attachment D - Portland bike facility map - current network and future funded

Portland's existing and funded bikeways
Creating a low-stress* network



*Low-stress bikeways include protected bicycle lanes, off-street pathways and bicycle boulevards. Next in order of stress are buffered bicycle lanes, followed by conventional bicycle lanes.

Attachment E - Centers and Corridors Map




Comp Plan Corridors
Civic Corridor
Neighborhood Corridor
Columbia River
N MARINE DR
NW NEWBERRY RD
N BRUCE AVE
N PORTLAND RD
N VANCOUVER WAY
N SMITH ST
N ALASKA ST
N WILLIS BLVD
N DENVER AVE
N SCHMEER RD
NE 13TH AVE
NE 33RD DR
NE MARINE DR
NE AIRPORT WAY
NW BRADFORD ST
NW BRIDGE AVE
NW SKYLINE BLVD
N PORTSMOUTH AVE
N LOMBARD ST
N VERMAN ST
N INTERSTATE AVE
N ALBINA AVE
N VANCOUVER AVE
NE COLUMBIA BLVD
NE DEKUM ST
NE CORNFOOT RD
NE PORTLAND HWY
NE 92ND DR
NE HOLMAN ST
NW ST HELENS RD
NW FRONT AVE
NW YEON AVE
N LAGOON AVE
N STEELE AVE
N KERBY AVE
N WILLIAMS AVE
NE ALBERTA ST
NE 30TH AVE
NE KILLINGSWORTH ST
NE MARX ST
NE PRESCOTT ST
NE SHAVER ST
NE 148TH AVE
NE 158TH AVE
NE 162ND AVE
NE 185TH DR
NW THOMPSON RD
NW NICOLAI ST
NW CORNELL RD
NW RALEIGH ST
NW LOVEJOY ST
NW GLISAN ST
NW MILLER RD
NE 15TH AVE
NE 33RD AVE
NE 42ND AVE
NE 72ND AVE
NE FREMONT ST
NE BROADWAY ST
NE LLOYD BLVD
NE COUCH ST
NE 28TH AVE
NE 47TH AVE
NE 57TH AVE
NE 60TH AVE
NE 67TH AVE
NE 82ND AVE
NE 92ND AVE
NE 99TH AVE
NE 102ND AVE
NE 111TH AVE
NE 131ST PL
NE SACRAMENTO ST
NE SAN RAFAEL ST
NE HALSEY ST
NE GLISAN ST
SW PARK PL
SW OAK ST
SW MAIN ST
SW MILL ST
SW CANYON CT
SW BROADWAY DR
SW PATTON RD
SW SCHOLLS FERRY RD
SW HAMILTON ST
SW BEAVERTON HILLSDALE HWY
SW DOSCH RD
SW SUNSET BLVD
SW CORBETT AVE
SW BOND AVE
SE 6TH AVE
SE 7TH AVE
SE 12TH AVE
SE 20TH AVE
SE 26TH AVE
SE 50TH AVE
SE 60TH AVE
SE 76TH AVE
SE 82ND AVE
SE 92ND AVE
SE 111TH AVE
SE 122ND AVE
SE 130TH AVE
SE 139TH AVE
SE 148TH AVE
SE 162ND AVE
SE 174TH AVE
SE HAWTHORNE BLVD
SE BELMONT ST
SE STARK ST
SE MARKET ST
SE MAIN ST
SE DIVISION ST
SE HOLGATE BLVD
SE STEELE ST
SE WOODSTOCK BLVD
SE FOSTER RD
SE DUKE ST
SE HAROLD ST
SE FLAVEL ST
SE MT SCOTT BLVD
SE ALBERTA AVE
SE CLATSOP ST
SE JENNE RD
SE BARBARA WELCH RD
SE DEARDORFF RD
SW VERMONT ST
SW MULTNOMAH BLVD
SW OLESON RD
SW 45TH DR
SW BARBUR BLVD
SW TAYLORS FERRY RD
SW MACADAM AVE
SE TACOMA ST
SW TERWILLIGER BLVD
SW ARNOLD ST
SW STEPHENSON ST
SW LESSER RD
SW 49TH AVE
SW 35TH AVE
SE 27TH AVE
SE 39TH AVE
SE 45TH AVE
SE 52ND AVE
SE 71ST AVE
SE 96TH DR
SE 136TH AVE