



# Portland Bicycle Plan for 2030

Portland City Council - February 4, 2010





# Thank you to our partners

**Steering Committee**

**Technical Advisory Committee**

**Modal advisory committees**

**Advocacy organizations**

**Neighborhood and business associations**

**Individual Portland residents**

**Planning Bureau**

**City Council**

**Portland Bicycle Plan for 2030**



# **Support the development of a balanced transportation system**

**Reduce conflicts**

**Increase capacity**



# IMPLEMENTATION



# Implementation

*Amend the **TRANSPORTATION  
SYSTEM PLAN***

Incorporate into the **PORTLAND PLAN**  
*and the **CENTRAL PORTLAND PLAN***  
processes



# Implementation

Form a **FINANCE TASK FORCE** to ensure a sound funding strategy that will ensure achievement of plan objectives



# The Finance Task Force will:

Review **existing** allocations

Identify funding **opportunities**

Recommend a funding **strategy**  
for consideration by City Council



# Implementation

Continued **PARTNERSHIPS**

With regional partners

With other City Bureaus

Within the Bureau of Transportation





# **SOME CURRENT PARTNERSHIP SUCCESSSES**



# 15

# miles of bicycle boulevards



**PARTNERS** : PBOT, BES, PDC, ODOT



# 5

## Sunday Parkway projects

**POTTYS** Vendors  
FACE  
PARK

1. Headwaters
2. BoonRod
3. Village Crepery
4. Jr. Ambassadors
5. Al Forno
6. NW Hot Dogs

Bike rack

# Sunday PARKWAYS

**Sunday, June 22, 2008**  
8am - 2pm

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8am - 2pm

PORTLAND

JONATHAN MAUS / BIKEPORTLAND.ORG

**PARTNERS:** PBOT, Police, BES, Planning & Sustainability

# PARKWAYS



# 72 Schools with Safe Routes to School services



**PARTNERS:** PBOT, ODOT, PDC, Police, BES, TriMet



# Community Policing Agreement

JONATHAN WAUS / BIKEPORTLAND.ORG

**PARTNERS:** PBOT, Police, Office of Neighborhood Involvement, Bicycle Transportation Alliance, Willamette Pedestrian Coalition



# Rose Quarter bicycle safety improvements



JONATHAN MAUS / BIKEPORTLAND.ORG

**PARTNERS:** PBOT, TriMet

A healthy community, vibrant neighborhoods... *and bicycles everywhere!*



# PORTLAND BICYCLE PLAN FOR 2030

FINAL DRAFT - JANUARY 2010

*A WORLD-CLASS BICYCLING CITY*





# APPROACH





# Premise no. 1:

**It is desirable to attract  
Portland residents to  
bicycle, especially those  
choosing to drive for short  
trips.**



## Premise no. 2:

**‘Low-stress’ bikeways that  
feel safe and comfortable  
will attract new riders.**



# Low-stress bikeways



JONATHAN MAUS / BIKEPORTLAND.ORG

**BICYCLE BOULEVARDS** are low traffic streets where bicycles are given priority.



# Low-stress bikeways



**TRAILS** are important components and the ‘backbone’ of the low-stress bikeways network.



# Low-stress bikeways



**CYCLE TRACKS** provide a low-stress cycling experience, even on busy main streets.



# In the world's best bicycling cities...





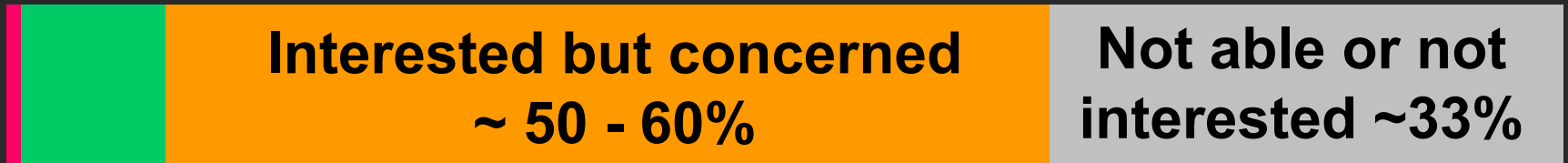
**... people of all ages ride for all kinds of trips.**





# Understanding the market for bicycle transportation: **THE FOUR TYPES**

**Strong &  
fearless**



**Enthused &  
confident**





# VISION FOR PORTLAND IN 2030



# A world-class bicycling city



JONATHAN MAUS / BIKEPORTLAND.ORG

In 2030 Portland is a clean, thriving city where bicycling is a **MAIN PILLAR OF THE TRANSPORTATION SYSTEM** and more than a quarter of all trips are made on bicycles.



**PLANNING  
AND DESIGNING  
FOR  
NEW RIDERS**



# Bikeway system principles

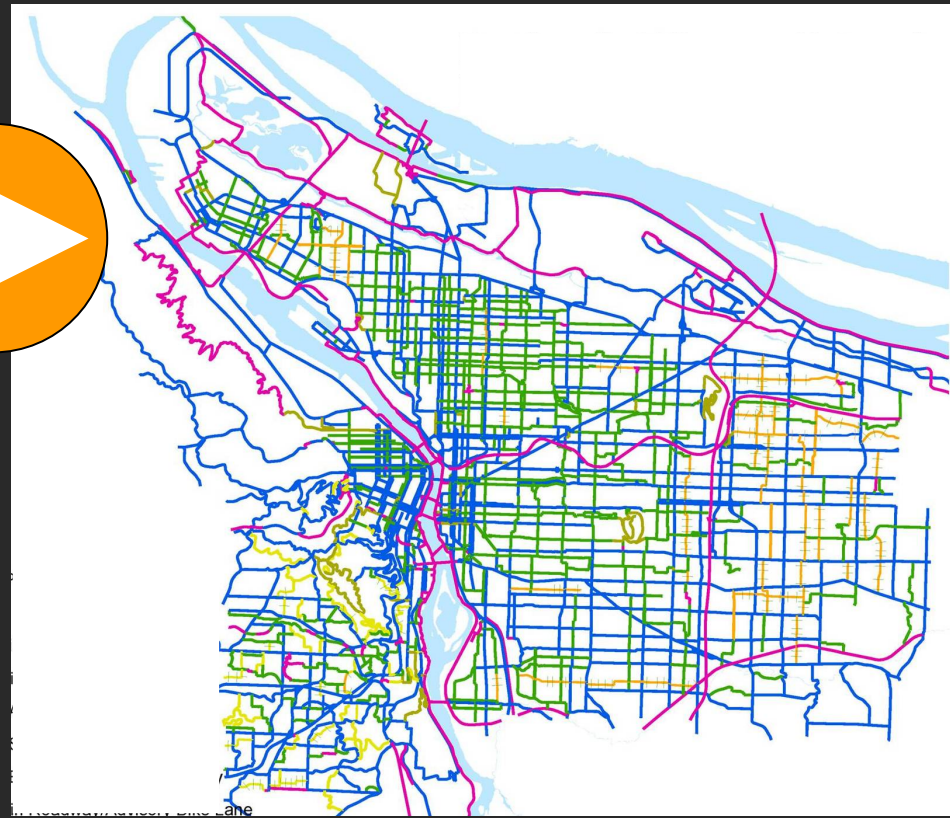
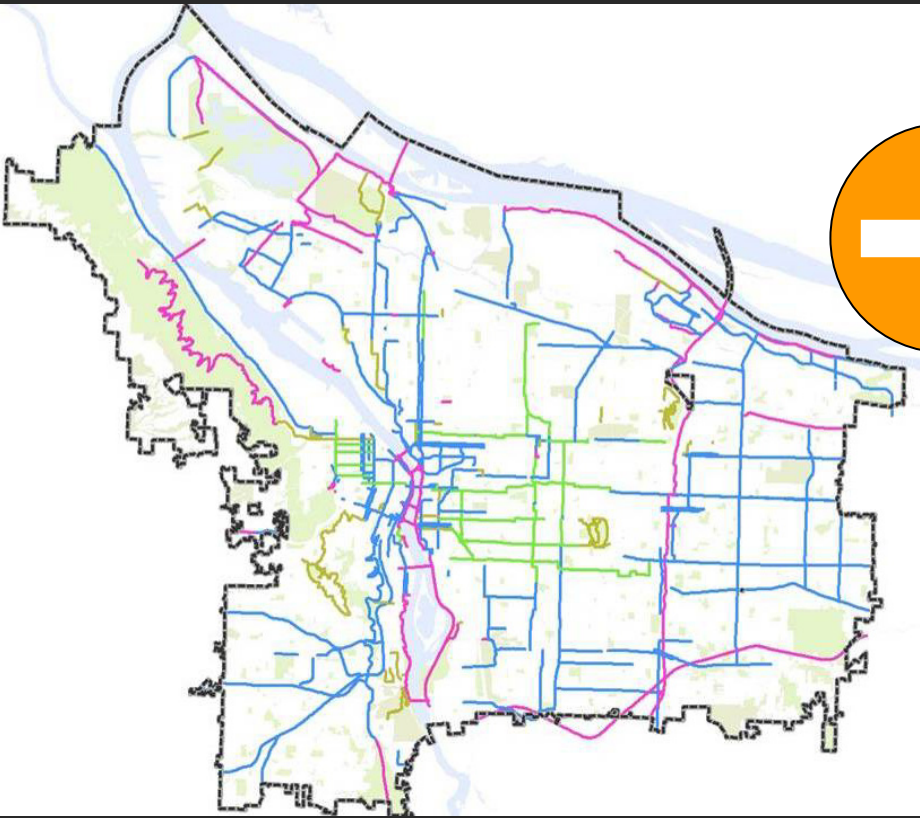
**FINE-GRAINED** network

**'LOW-STRESS'** routes

**ACCESS** to destinations



# A fine-grained bikeway network



**2010** existing facilities

Planned **2030** facilities



# ADOPTING STRONGER POLICIES



# **Proposed new bicycle transportation policy (6.23)**

**“Create conditions to make bicycling more attractive than driving for trips of three miles or less.”**



# INSTITUTING A **HIERARCHY** OF BICYCLE CLASSIFICATIONS

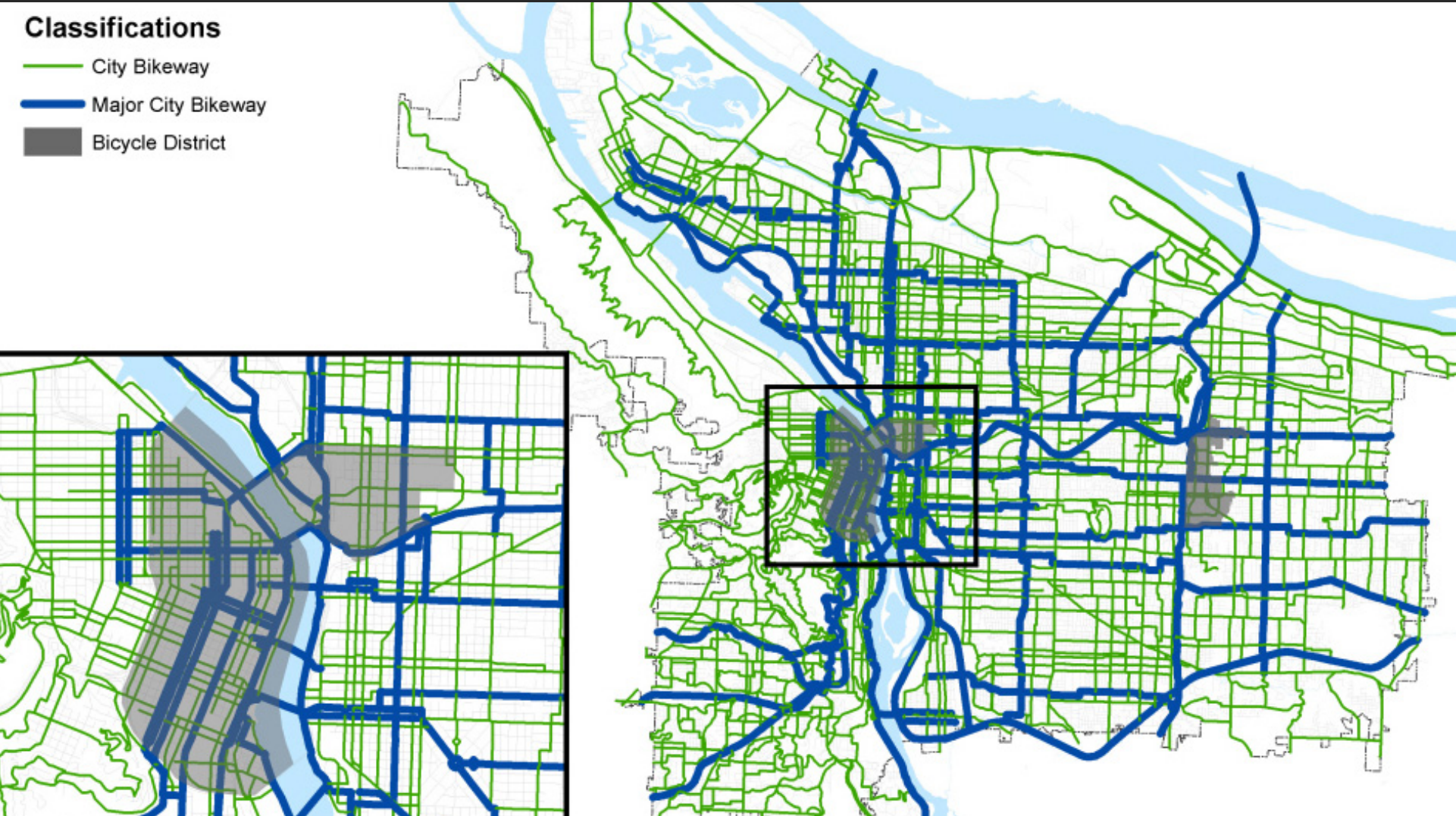




# Proposed functional classifications

## Classifications

- City Bikeway
- Major City Bikeway
- Bicycle District





# Providing end-of-trip facilities





# Expanding programs

ENCOURAGEMENT

EDUCATION

ENFORCEMENT



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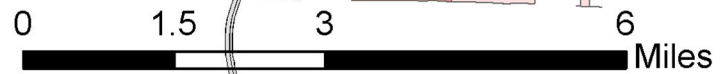
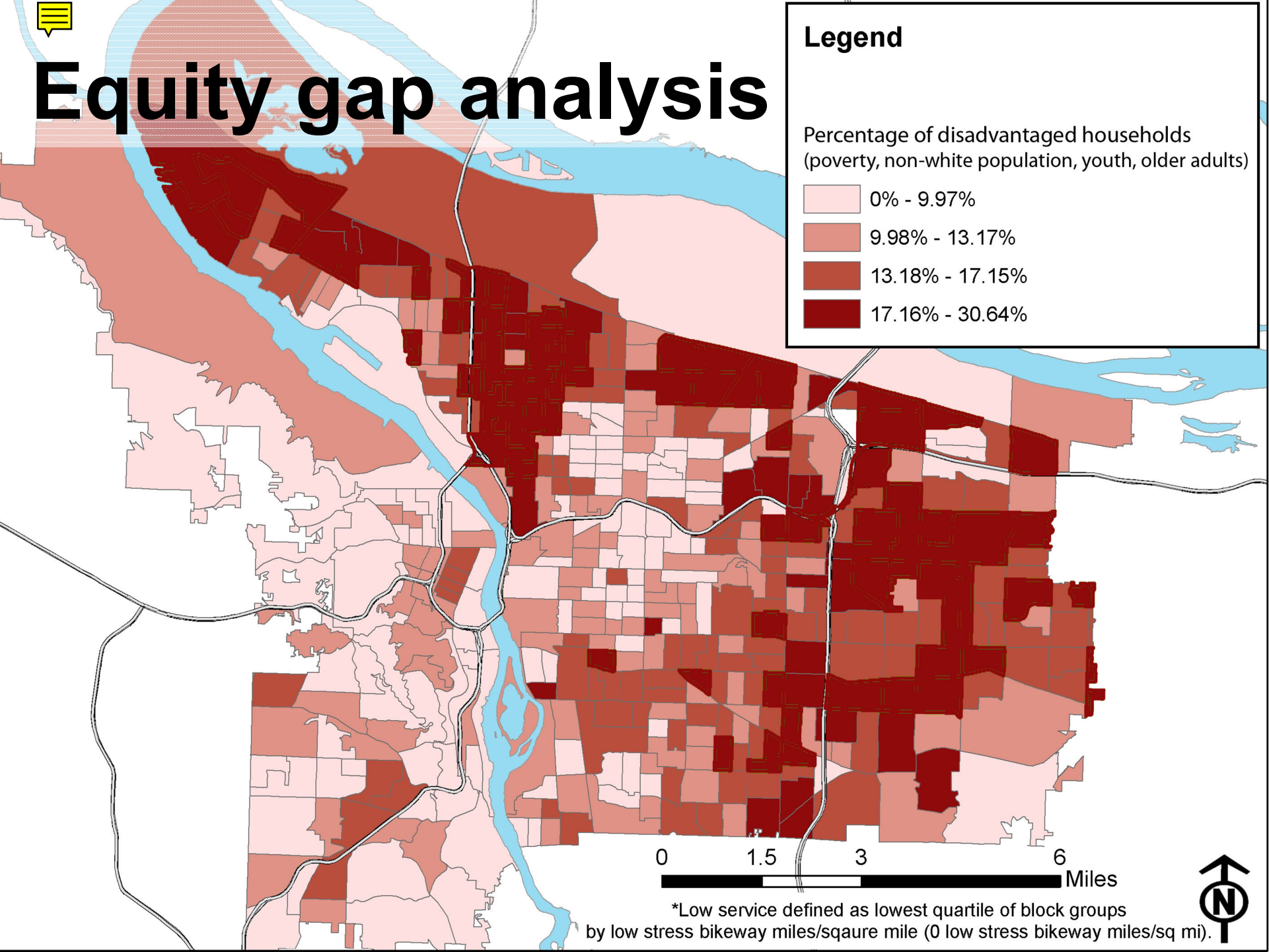
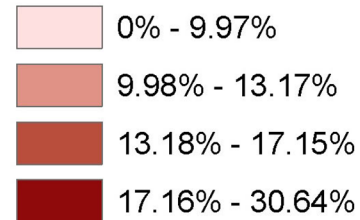


# EQUITY GAP ANALYSIS

# Equity gap analysis

## Legend


Percentage of disadvantaged households  
(poverty, non-white population, youth, older adults)



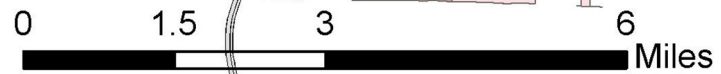
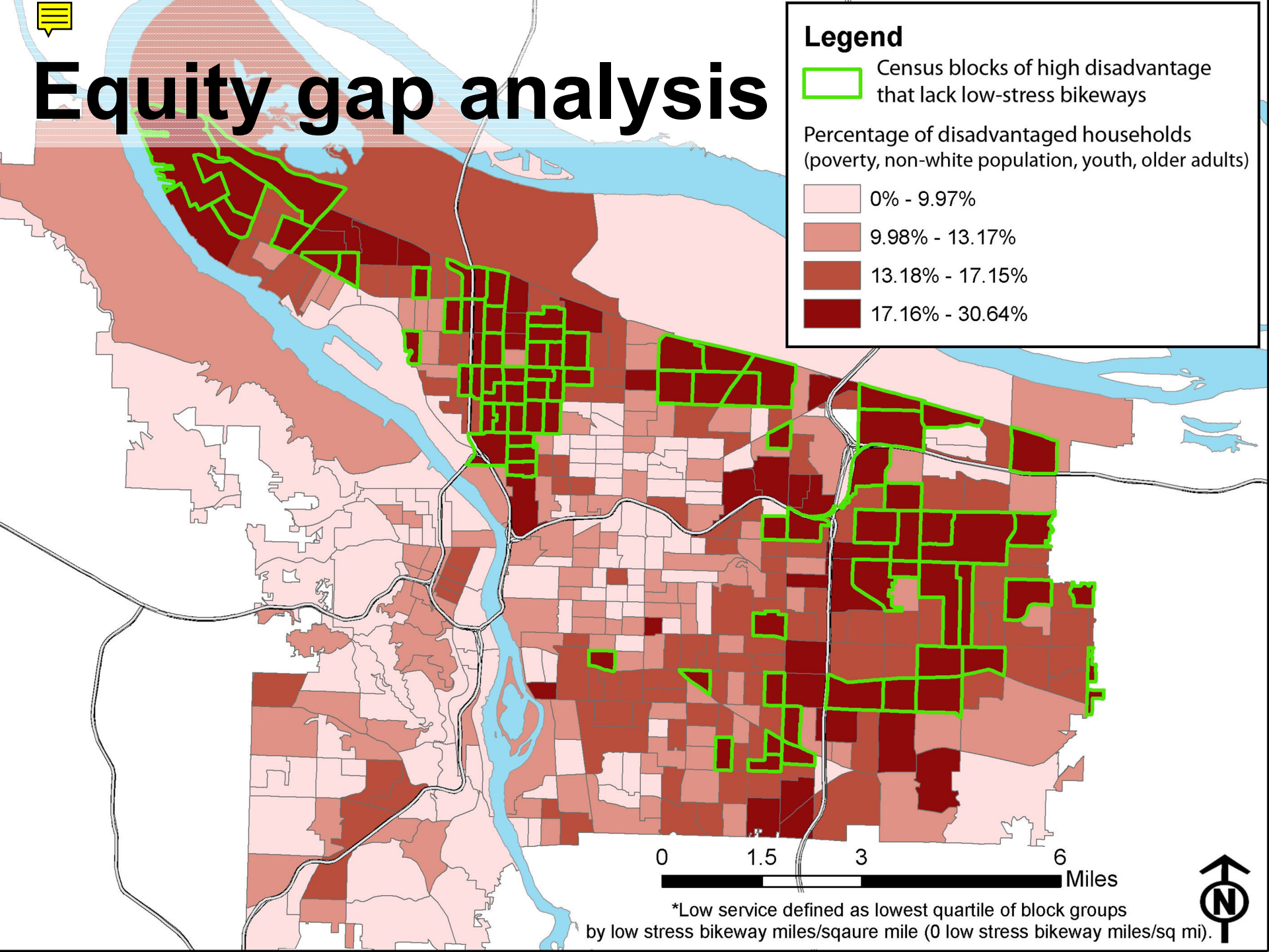
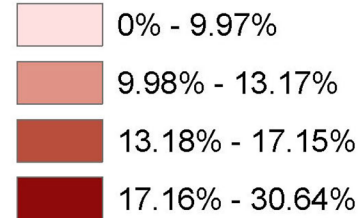
\*Low service defined as lowest quartile of block groups by low stress bikeway miles/sqaure mile (0 low stress bikeway miles/sq mi).

# Equity gap analysis

## Legend

 Census blocks of high disadvantage that lack low-stress bikeways

Percentage of disadvantaged households (poverty, non-white population, youth, older adults)



\*Low service defined as lowest quartile of block groups by low stress bikeway miles/sqaure mile (0 low stress bikeway miles/sq mi).





# Implementation strategies

## **'80 PERCENT'** strategy

**80 PERCENT** of residents within  $\frac{1}{4}$  mile

**TOTAL** \$223M for 325 miles

**IMMEDIATE** - \$10 – 14M in next 5 years

## **'WORLD CLASS'** strategy

**WORLD-CLASS** bikeways in urban streetscape

**TOTAL** \$335M for 398 miles



# Public process









**Premise no. 1:**

**It is desirable to attract  
Portland residents to bicycle.**





# Bicycling:

Saves **LIVES**

Saves **THE PLANET**

Saves **MONEY**

Saves **RESOURCES**



# 4 Times

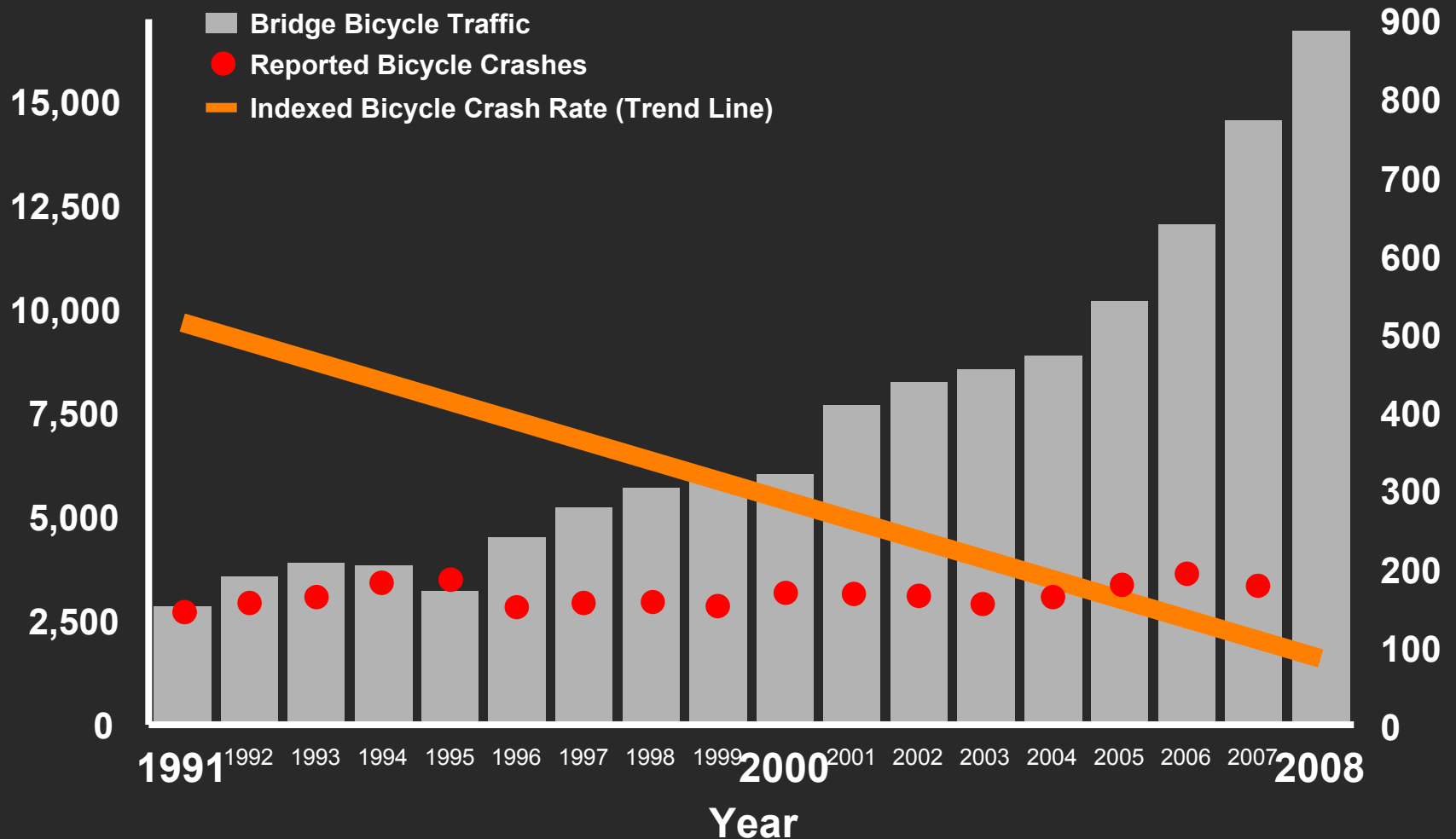




# Bicycle safety

## Cyclists per Day

## Crashes and Indexed Crash Rate



A photograph of a middle-aged man with grey hair sitting on a beige sofa. He is wearing a white short-sleeved shirt and blue trousers. He is holding a silver remote control in his right hand and looking towards the camera with a neutral expression. The sofa has a red textured throw pillow on the left and a red and white checkered pillow behind him. The background consists of red and white checkered curtains.

# 1<sup>st</sup> Target

**‘Sedentary Lifestyles Associated  
With Accelerated Aging Process’**

Source: *Science Daily*



# CDC statement on walking and bicycling

“Automobile trips that can be safely replaced by walking or bicycling offer the **first target for increased physical activity** in communities”

Dr. Jeffrey Koplan, Dr. William Dietz,  
Federal Centers for Disease Control (CDC)



\$1.00







# International results

Copenhagen reports **saving \$1 in health care costs for every 1 mile cycled** by its citizens.

The City of Odense (Denmark) has found that for every dollar invested in bicycle systems, they get a **200% return in health care costs.**



# 30% - 45%



Source: Health Effects Institute



**Bicycling saves the planet**



**40%**



# Bicycling's role in reducing greenhouse gas emissions

40% of county-wide greenhouse gas emissions originate from transportation

Joint city-county **Climate Action Plan 2009** calls for a **25% bicycle mode split**

**Why?**

Because these will be the most immediate and affordable reductions to be realized



# Bicycling saves money





**Benefit to Portland region's economy  
due to transportation system:**

**\$800,000,000**



# Bicycling saves resources



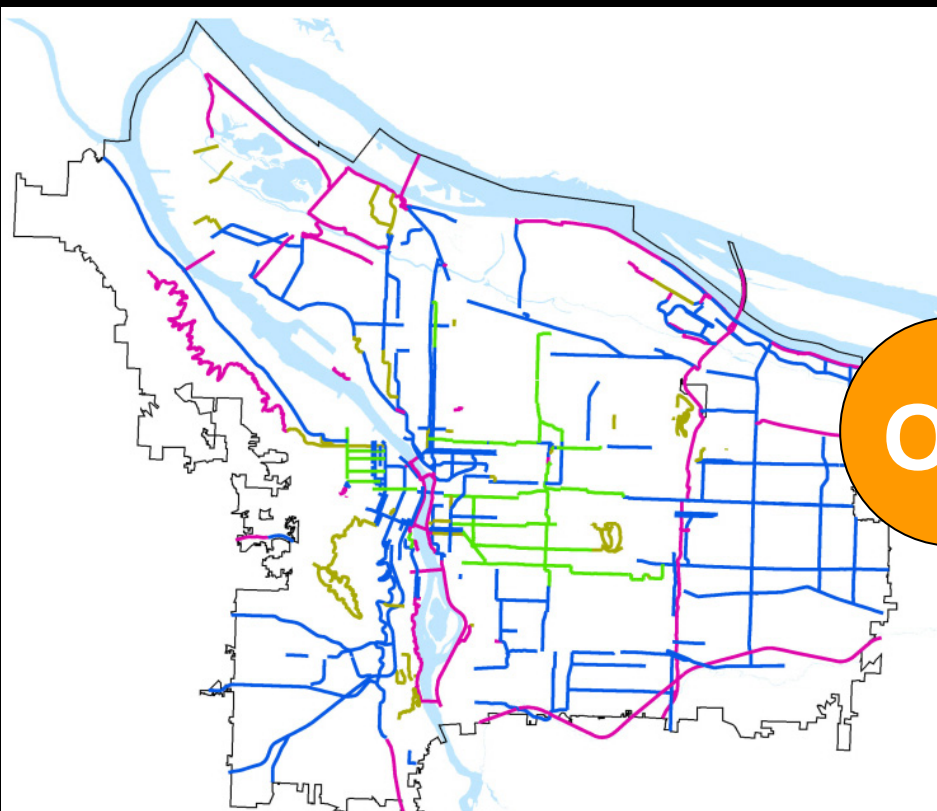




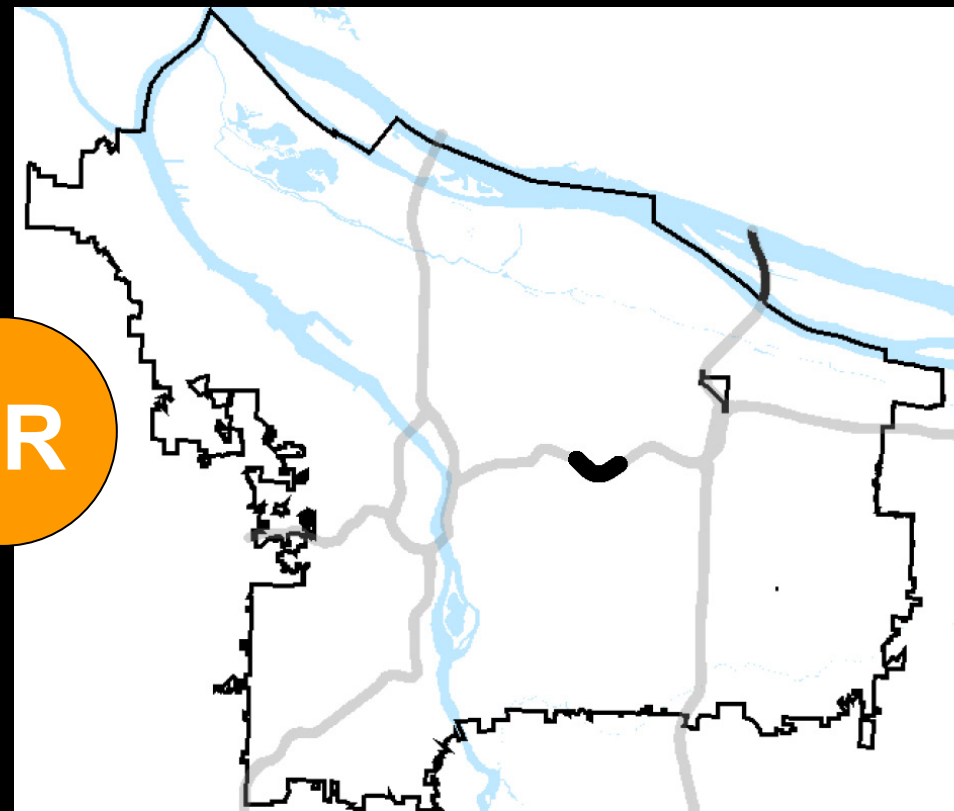
# \$60 Million

**300 MILE** bikeway network

**1 MILE** of urban freeway



OR





“Bicycling infrastructure is relatively **easy to implement** and **low cost** compared to other modes. It is by far the **most cost-effective** way to provide for personal mobility in an urban transportation system.”

Rob Burchfield  
Portland's City Traffic Engineer



# Why bicycles?

Bicycling **SAVES LIVES** through improved health and safer roadways

Bicycling **SAVES THE PLANET** through reduced emissions

Bicycling **SAVES MONEY** through reduced healthcare costs and reduced expenditures on foreign oil

Bicycling **SAVES RESOURCES** by providing the best bang for the transportation buck



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