

# Why has bicycle commuting/bicycling been in decline in Portland (2014-2019)?



WE KEEP PORTLAND MOVING.



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

July 2022 Bicycle Advisory Committee

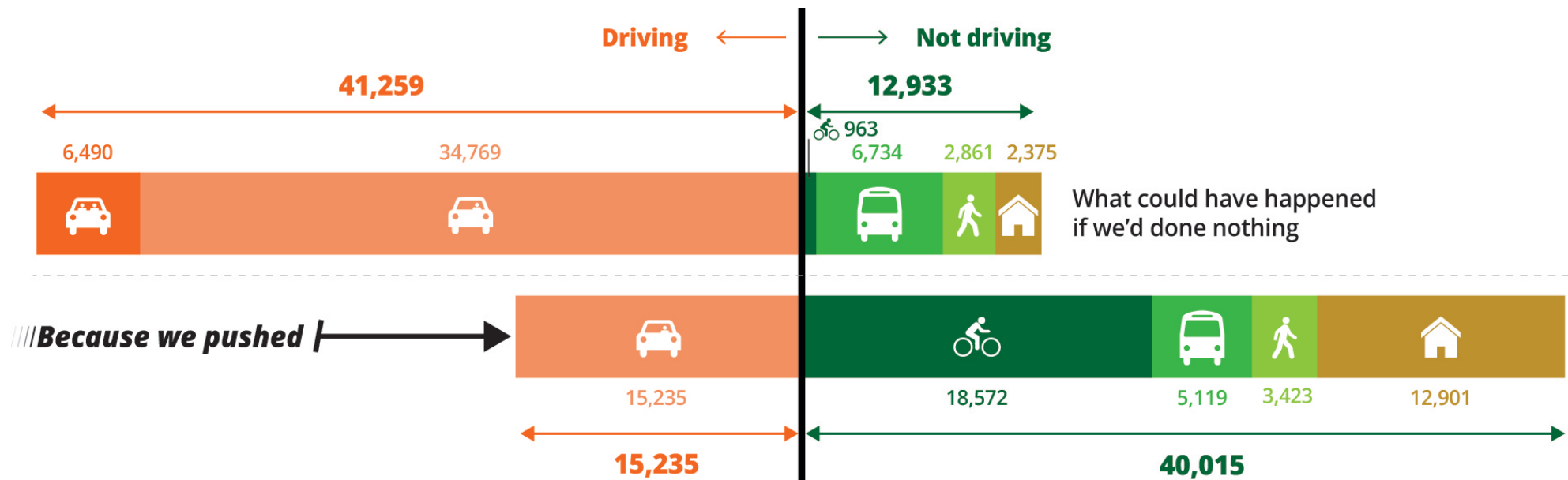
**Between 2000 and 2014 growth in the number of people bicycling outpaced the growth of every other mode in Portland. Bicycle transportation did the most to keep congestion at bay.**

## WHAT ARE THE TRENDS?

# What if we hadn't changed travel behavior?

**Between 2000 and 2014, the number of Portland commuters grew by 54,673**

If all those new commuters traveled the same way Portlanders did in 2000, their collective travel choices would have looked like this:

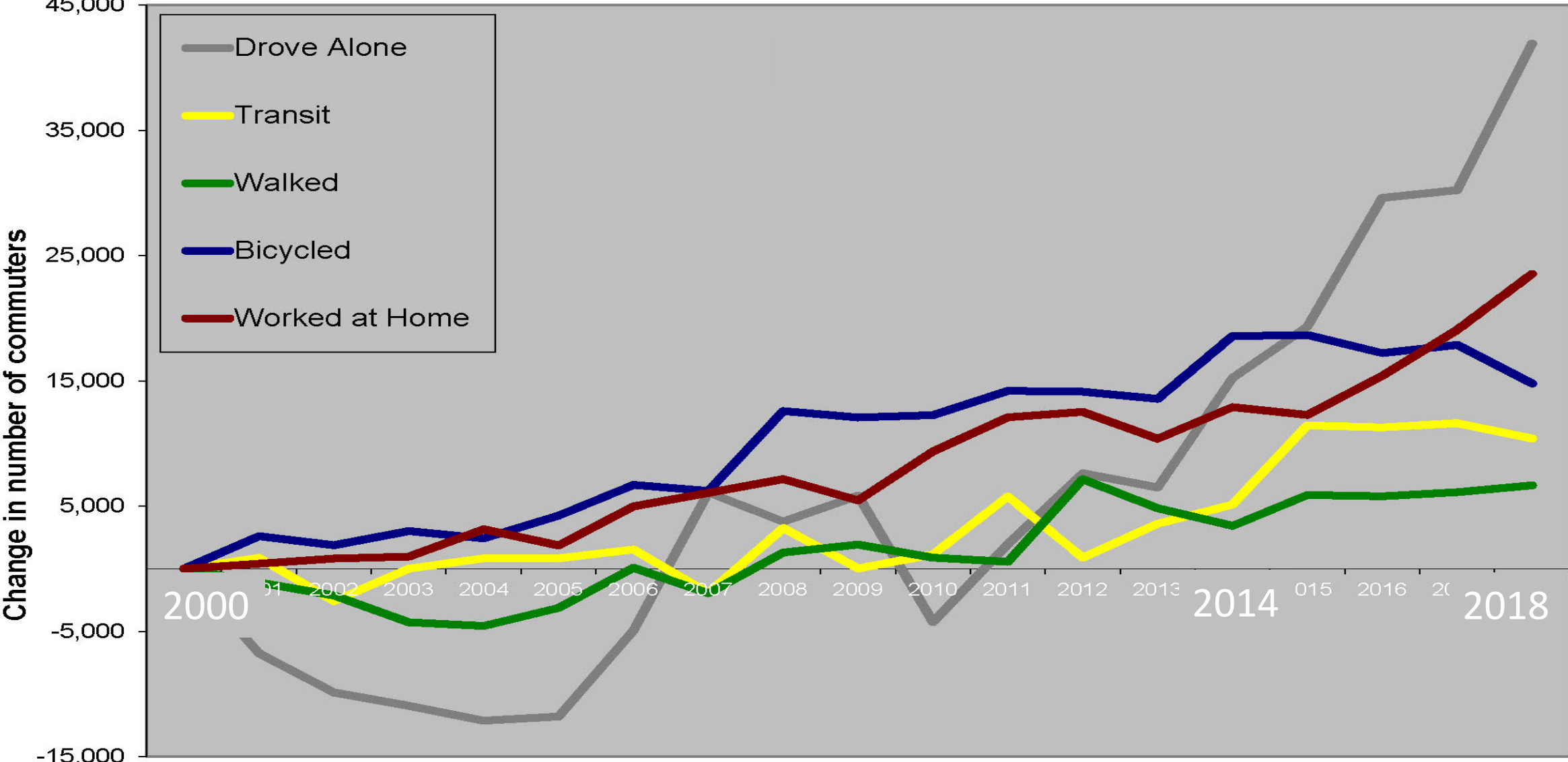


But because we improved travel options and oriented them around our centers and corridors land use system, **those collective travel choices look very different.**

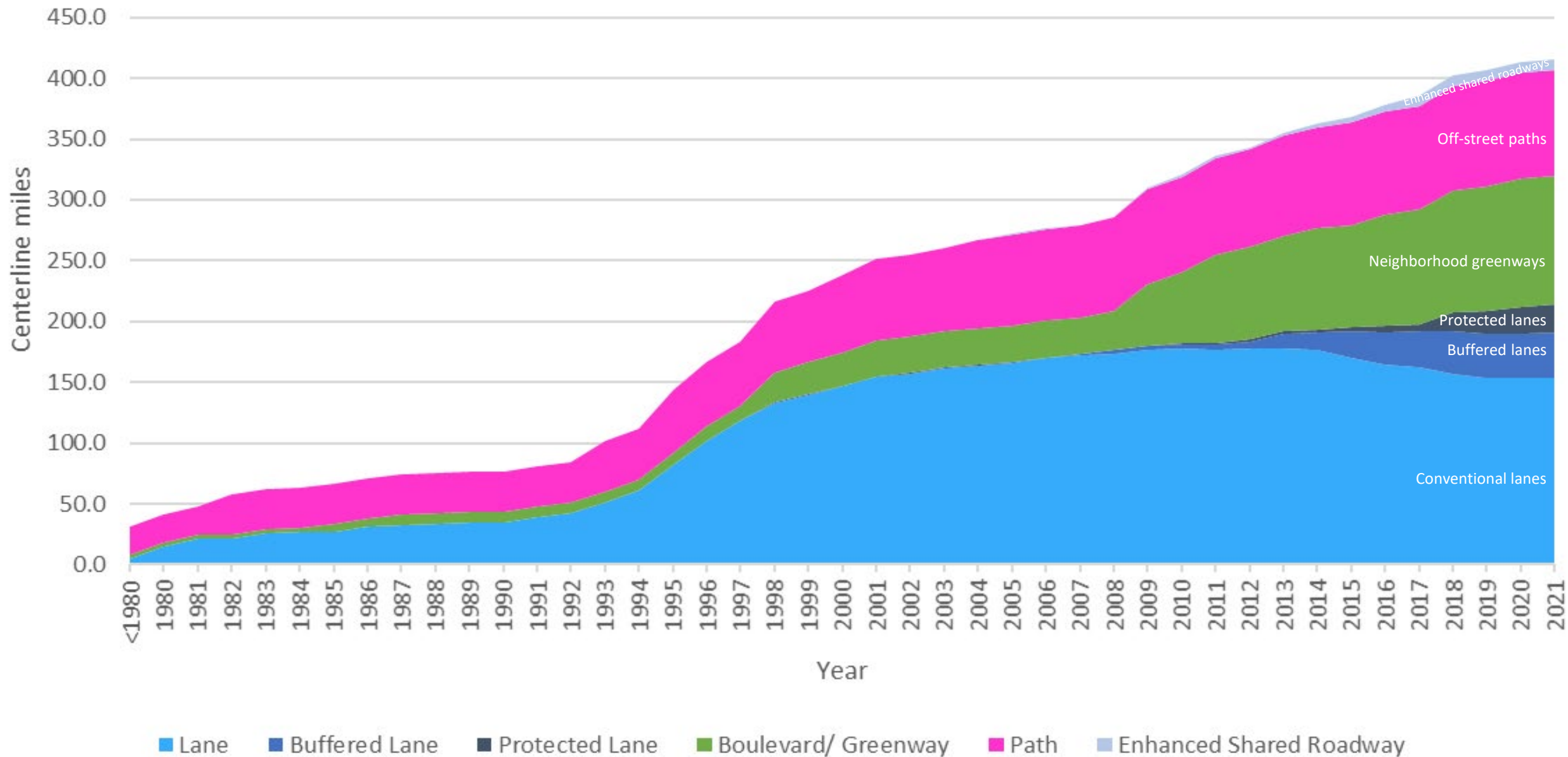
**Between 2000 and 2018 bicycling was the means of transportation that did the most to limit automobile commuting among Portlanders.**



# Portland commuters: change by mode relative to 2000



# Bicycle network over time

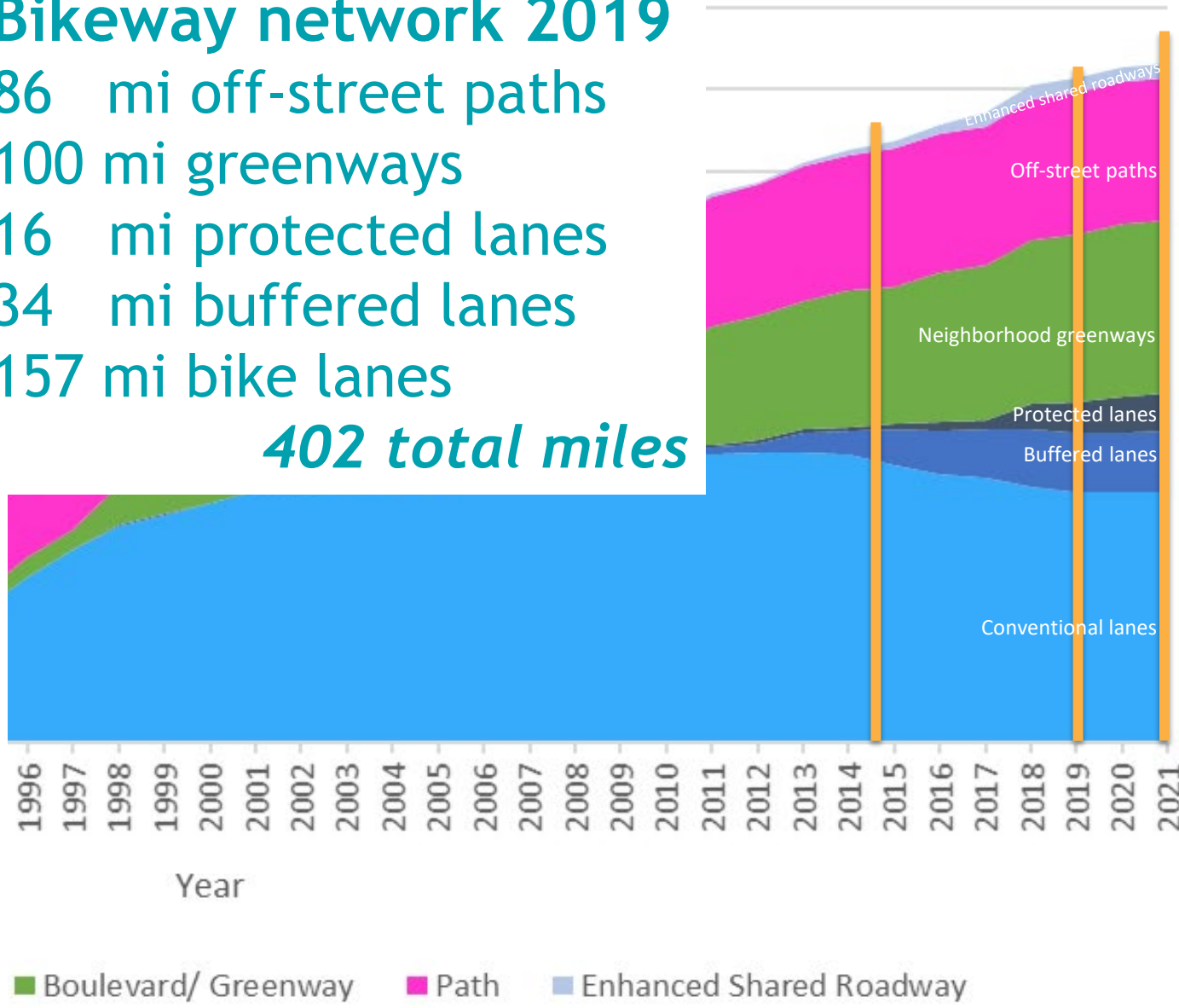


# Bicycle network over time

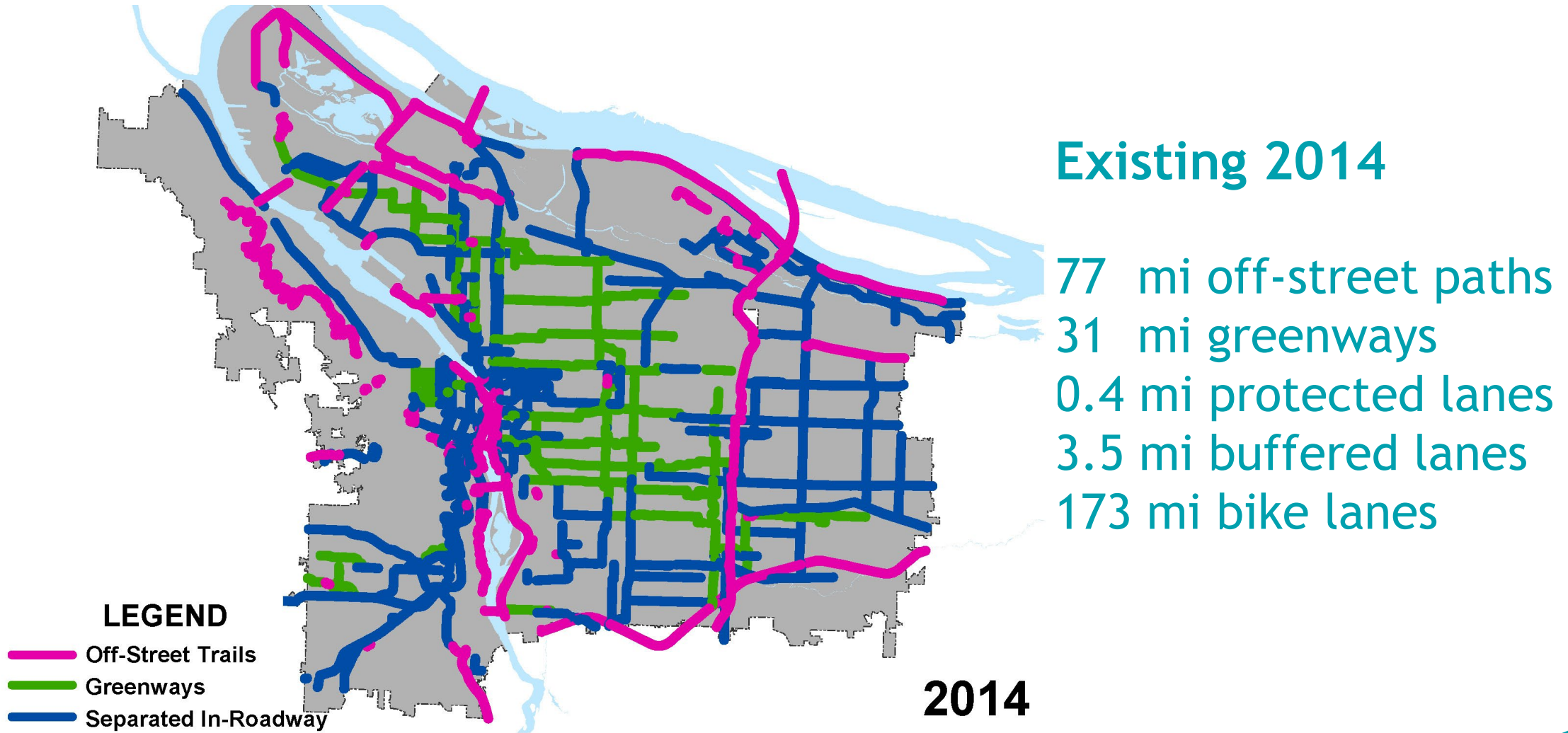
**Bikeway network 2015**  
 83 mi off-street paths  
 83 mi greenways  
 3 mi protected lanes  
 14 mi buffered lanes  
 176 mi bike lanes  
**363 total miles**

**Bikeway network 2019**  
 86 mi off-street paths  
 100 mi greenways  
 16 mi protected lanes  
 34 mi buffered lanes  
 157 mi bike lanes  
**402 total miles**

**Bikeway network today**  
 88 mi off-street paths  
 106 mi greenways  
 23 mi protected lanes  
 36 mi buffered lanes  
 154 mi bike lanes  
**416 total miles**

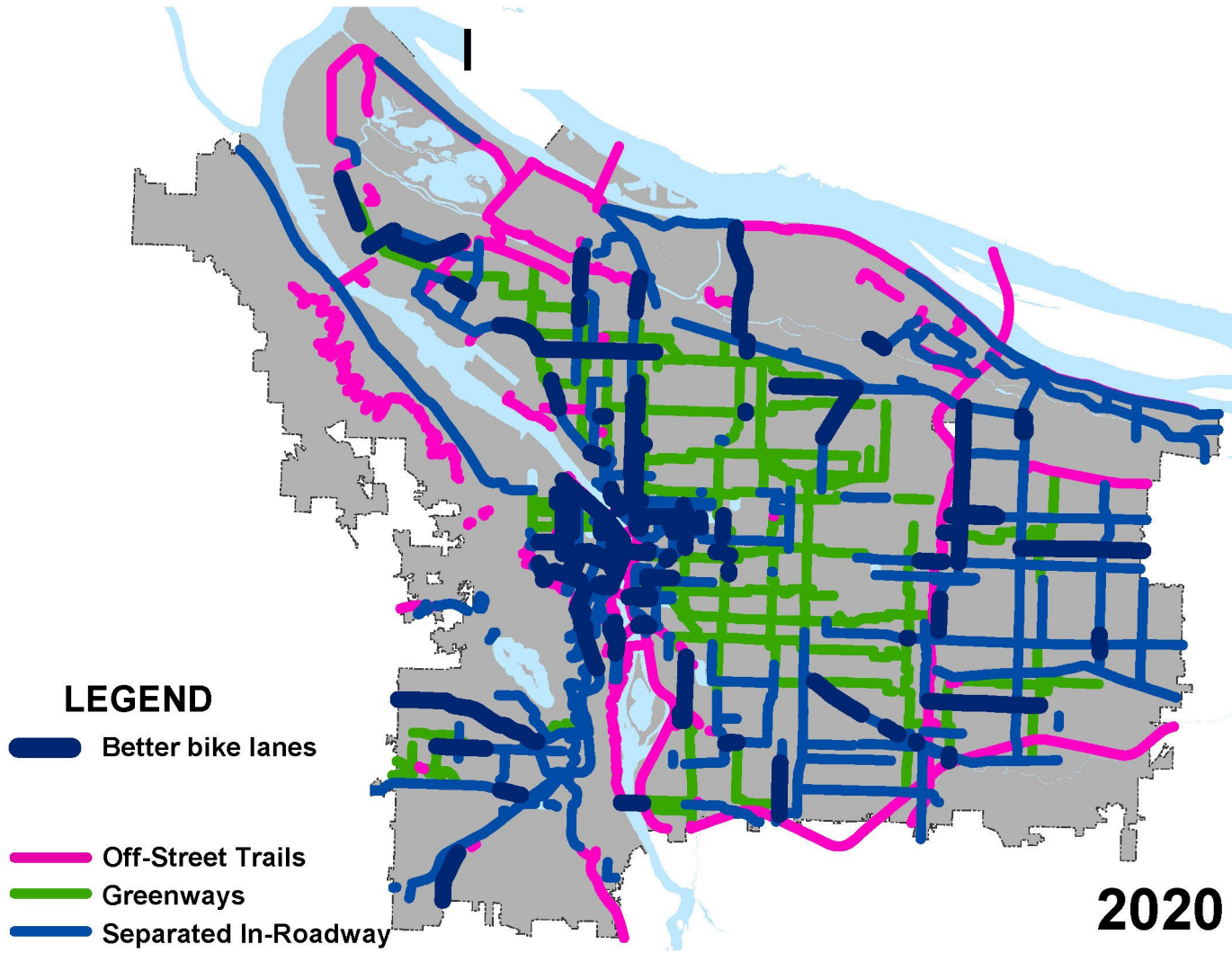


# Bicycle network: existing 2014





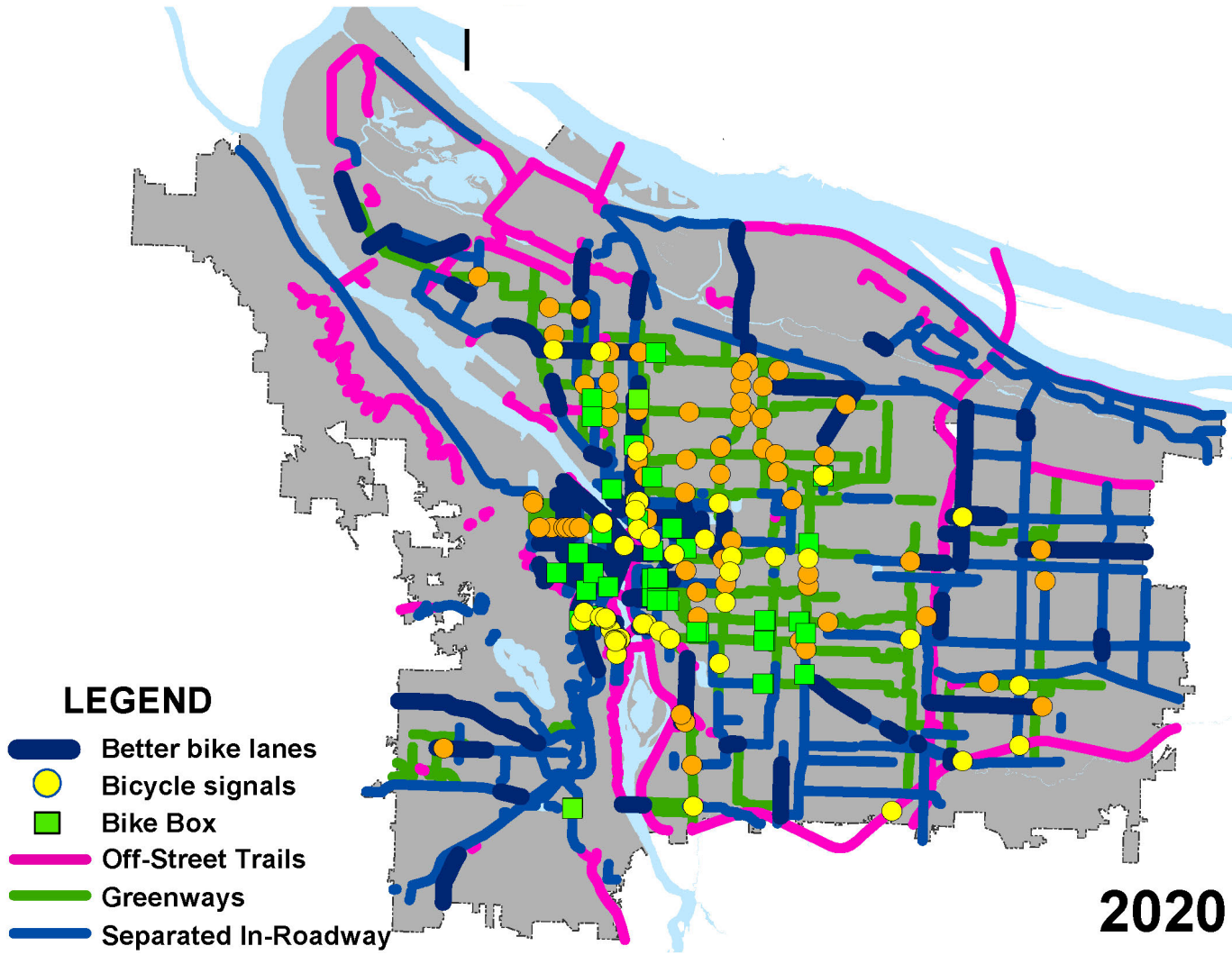
# Bicycle network: existing 2020



## Existing 2020

86 mi off-street paths  
102 mi greenways  
16 mi protected lanes  
34 mi buffered lanes  
157 mi bike lanes

# Bicycle network: intersections



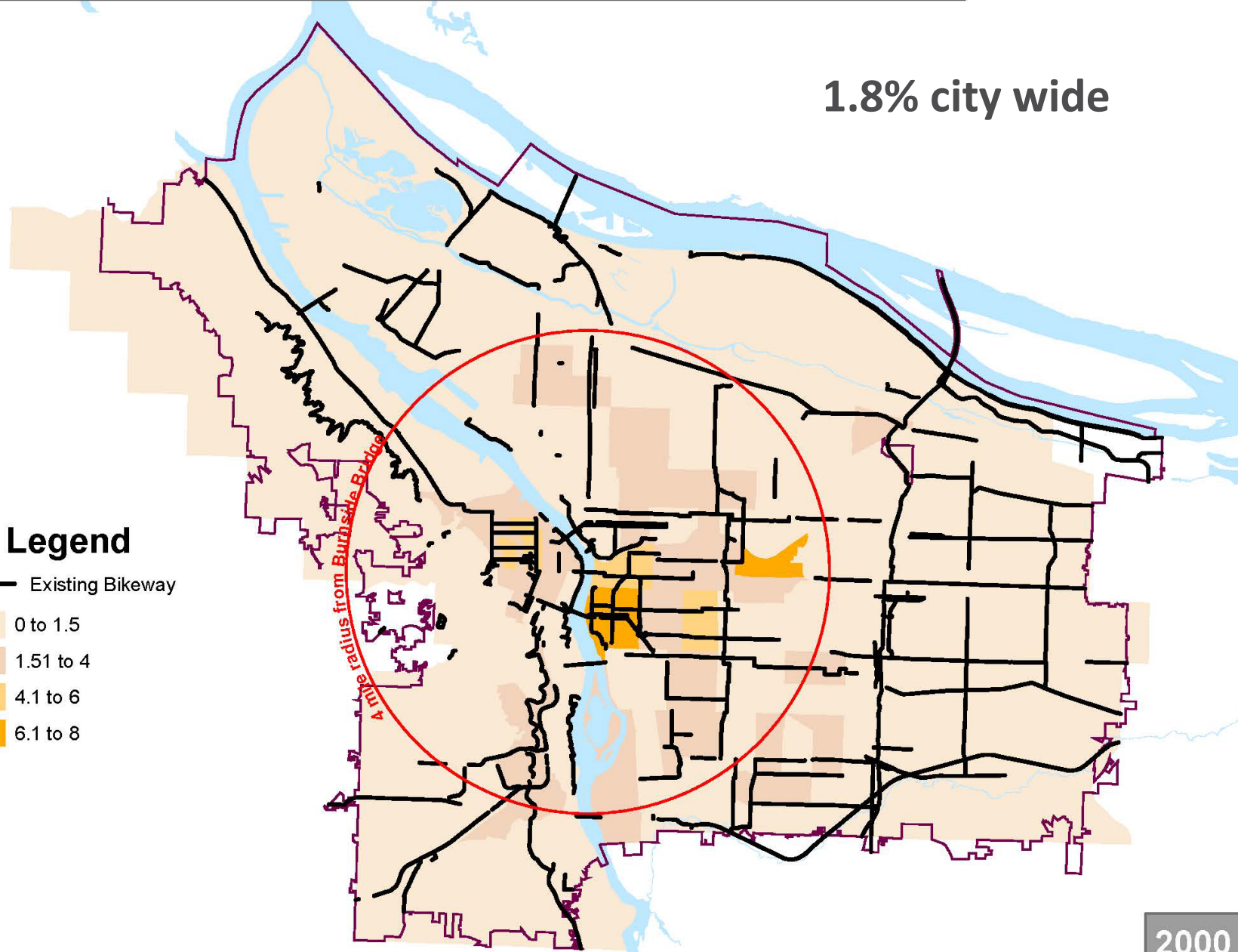
## Intersections

- Bicycle boxes
- Bicycle signals
- Crossbikes
- Bicycle turn boxes



# Portland Oregon Bicycle Commute Mode Split by Census Tract

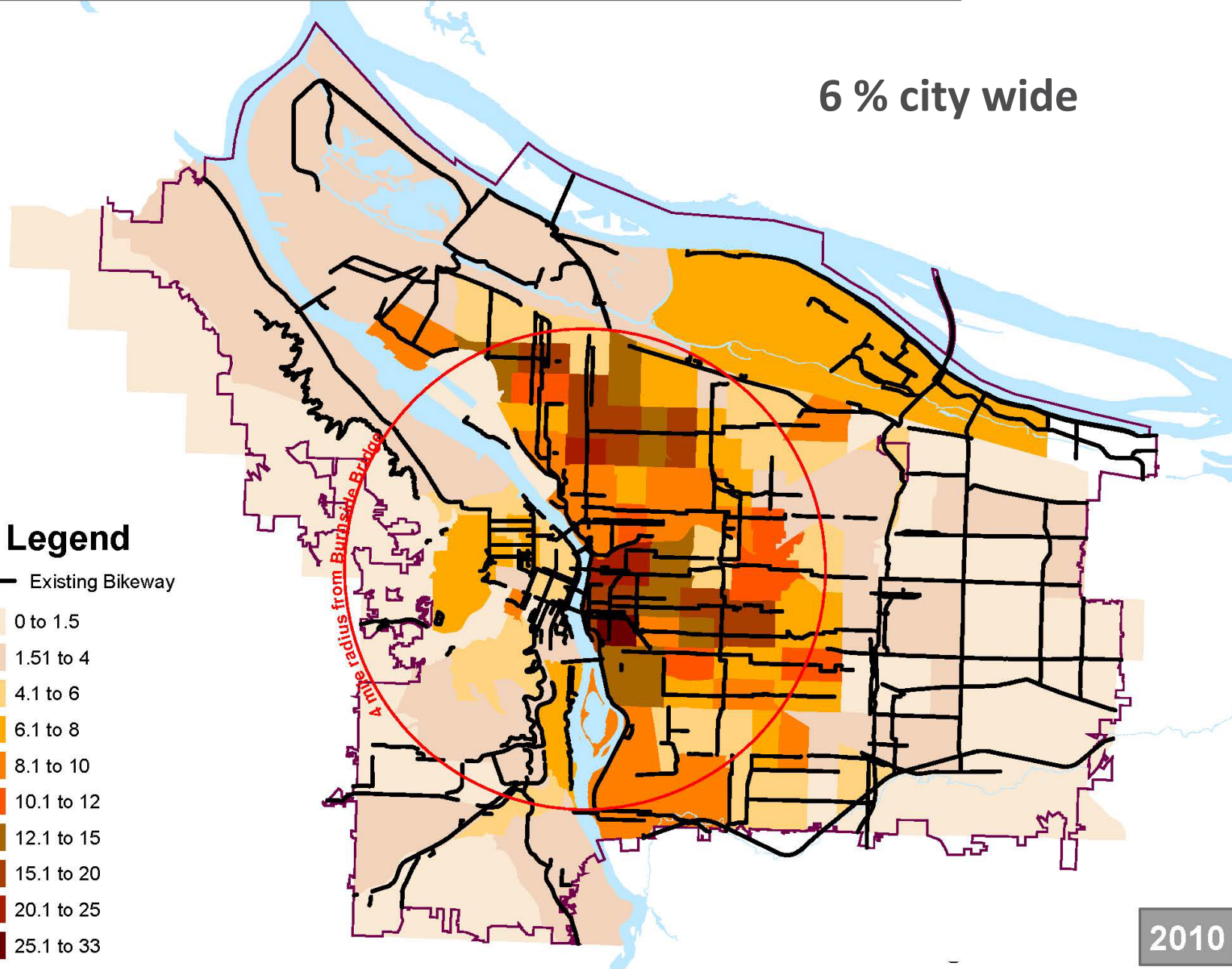
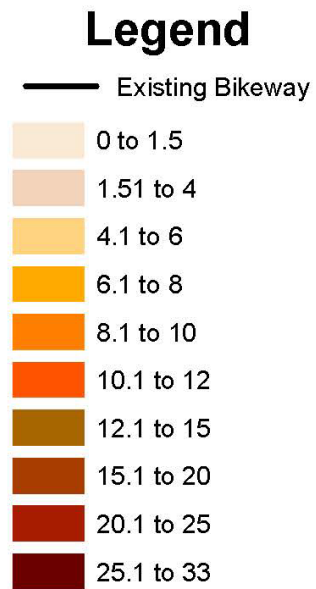
1.8% city wide



2000

# Portland Oregon Bicycle Commute Mode Split by Census Tract

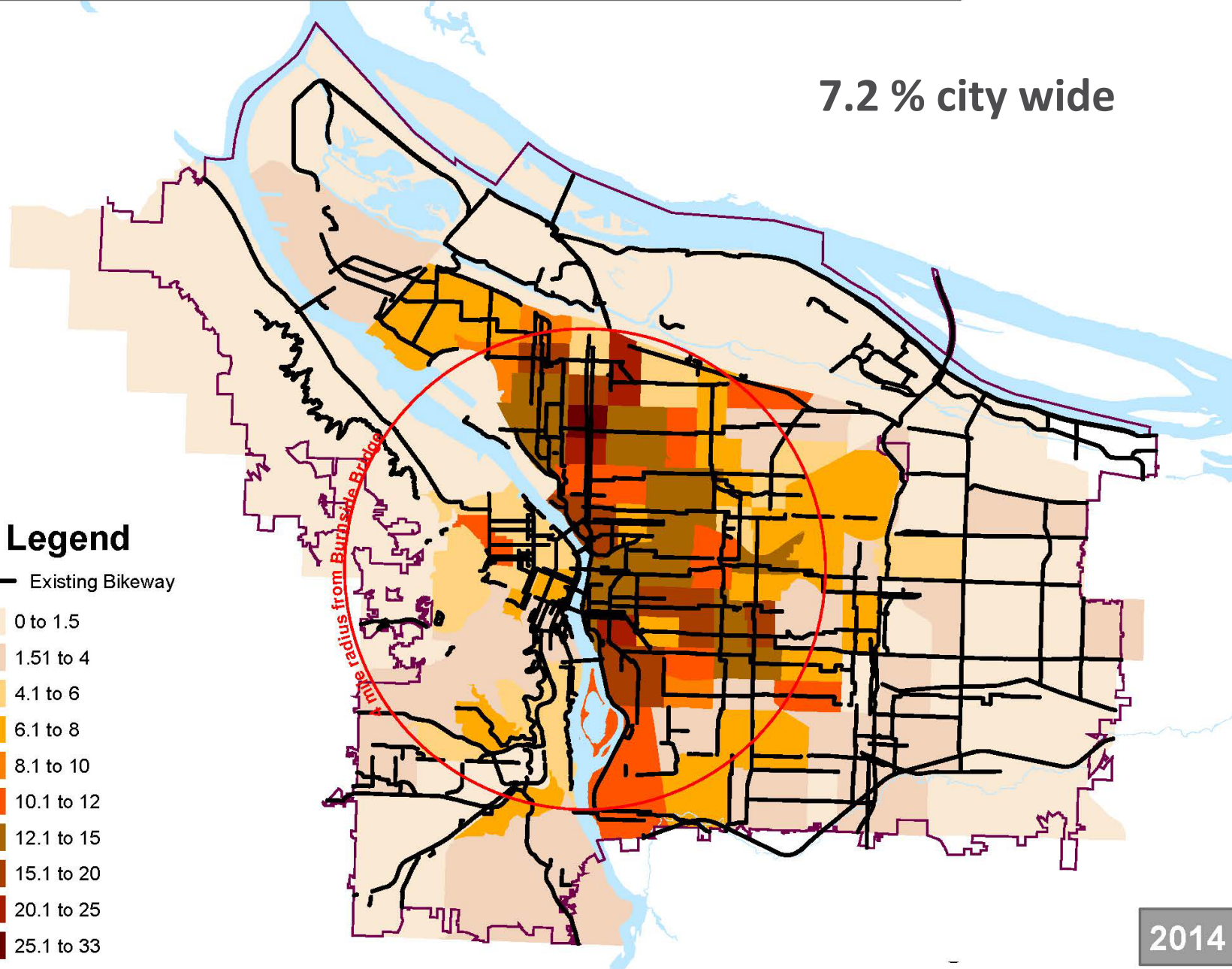
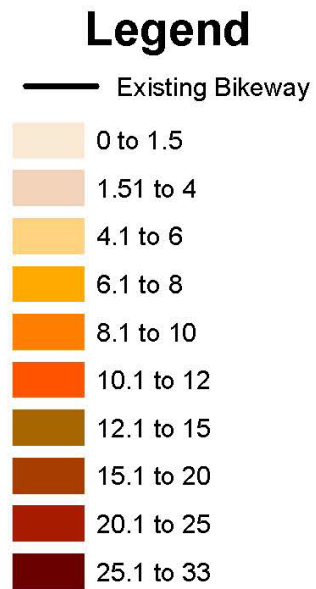
6 % city wide



2010

# Portland Oregon Bicycle Commute Mode Split by Census Tract

7.2 % city wide

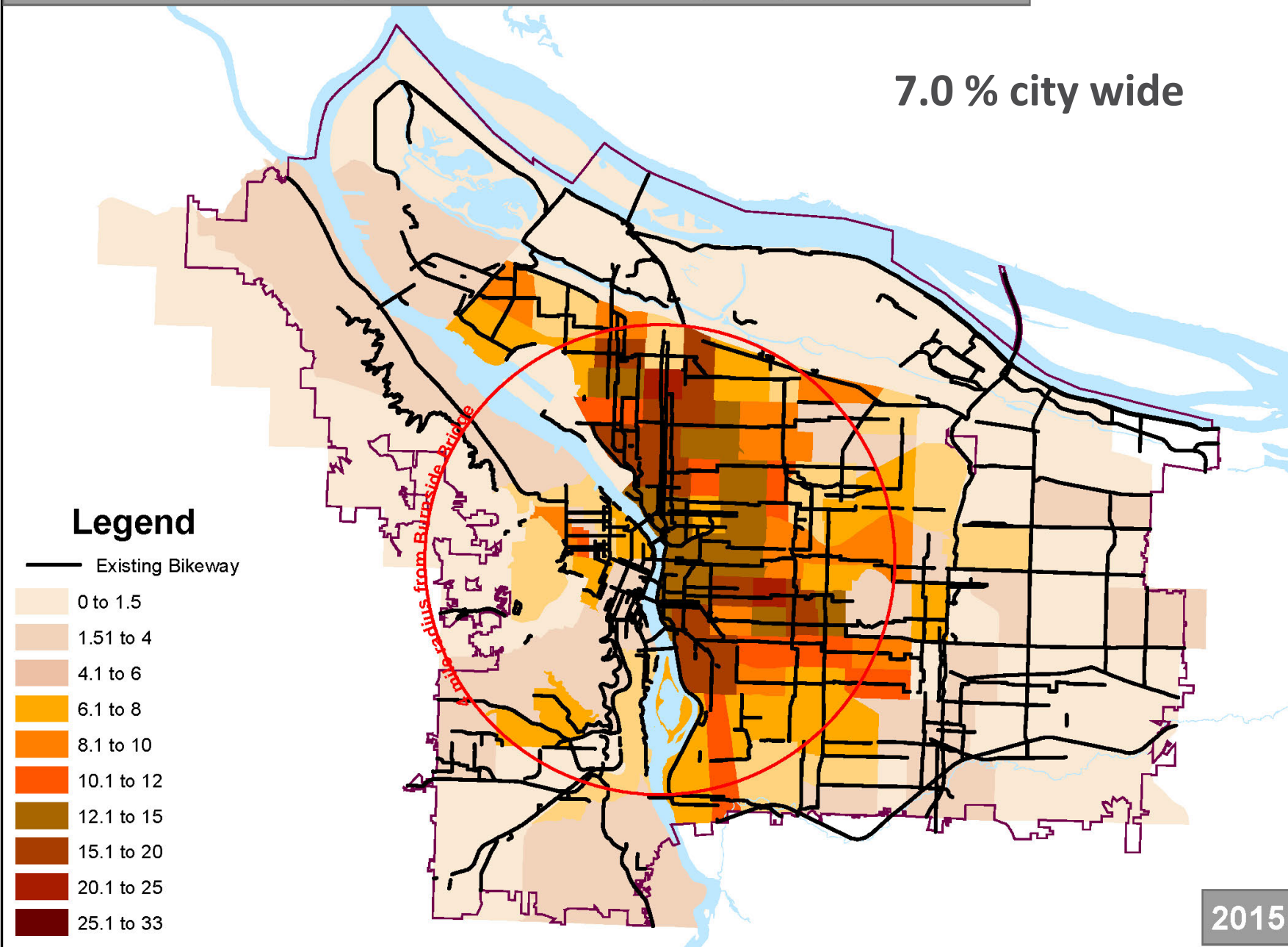


2014



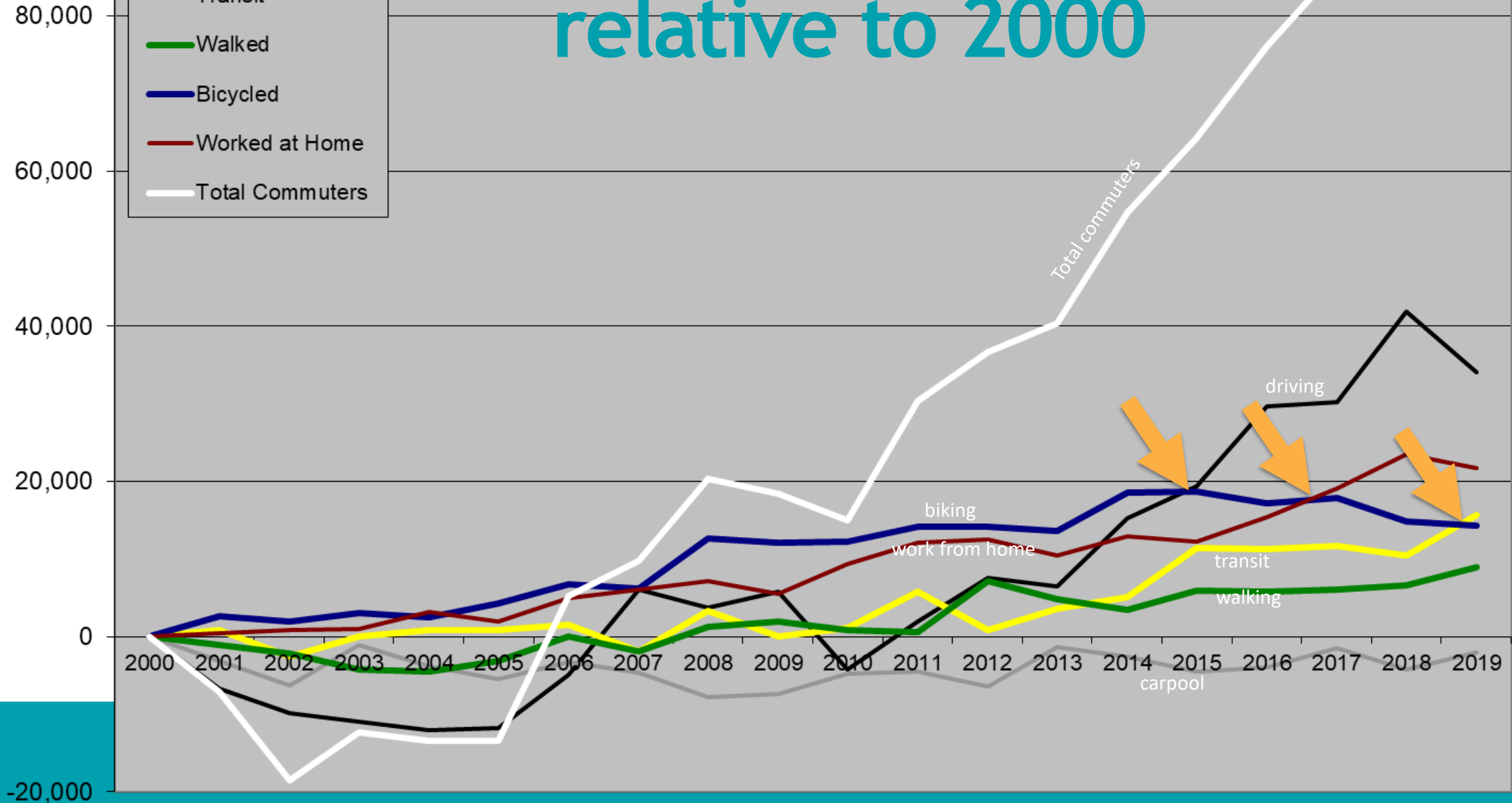
# Portland Oregon Bicycle Commute Mode Split by Census Tract

7.0 % city wide

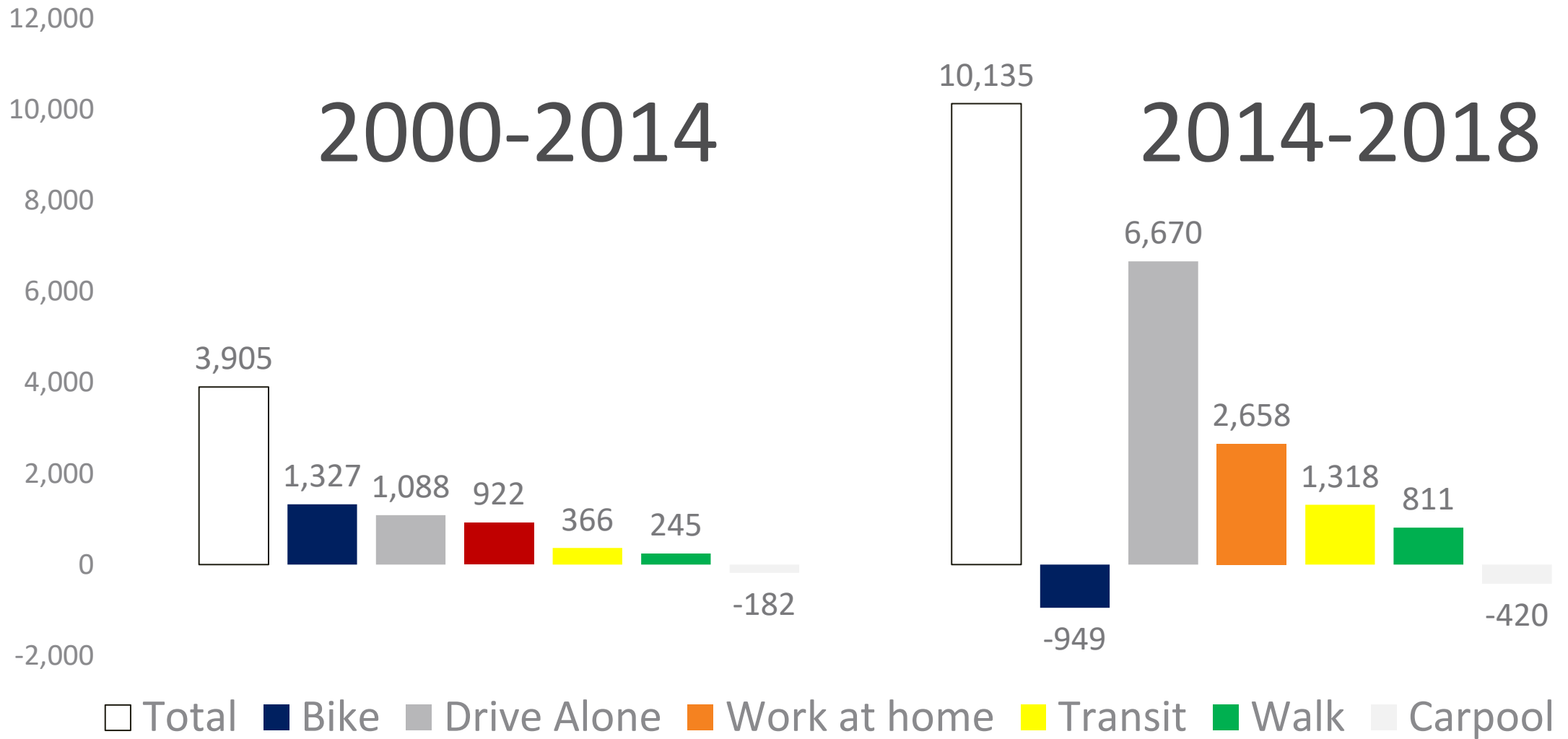


# Change in commuters relative to 2000

- Drove Alone
- Carpooled
- Transit
- Walked
- Bicycled
- Worked at Home
- Total Commuters



# Average annual change in number of Portland resident commuters by mode





A: Portland's bikeway network is better than it has ever been, but perhaps it is not able to withstand an average annual growth of 6,700 drive alone commuters.

# "New Movers" in/to Portland by zipcode since 2018 with family-friendly bikeway network

**Legend**

**Existing bikeways**

- Family-friendly
- Buffered Bike Lane
- Bicycle Lane
- Enhanced Shared Roadway

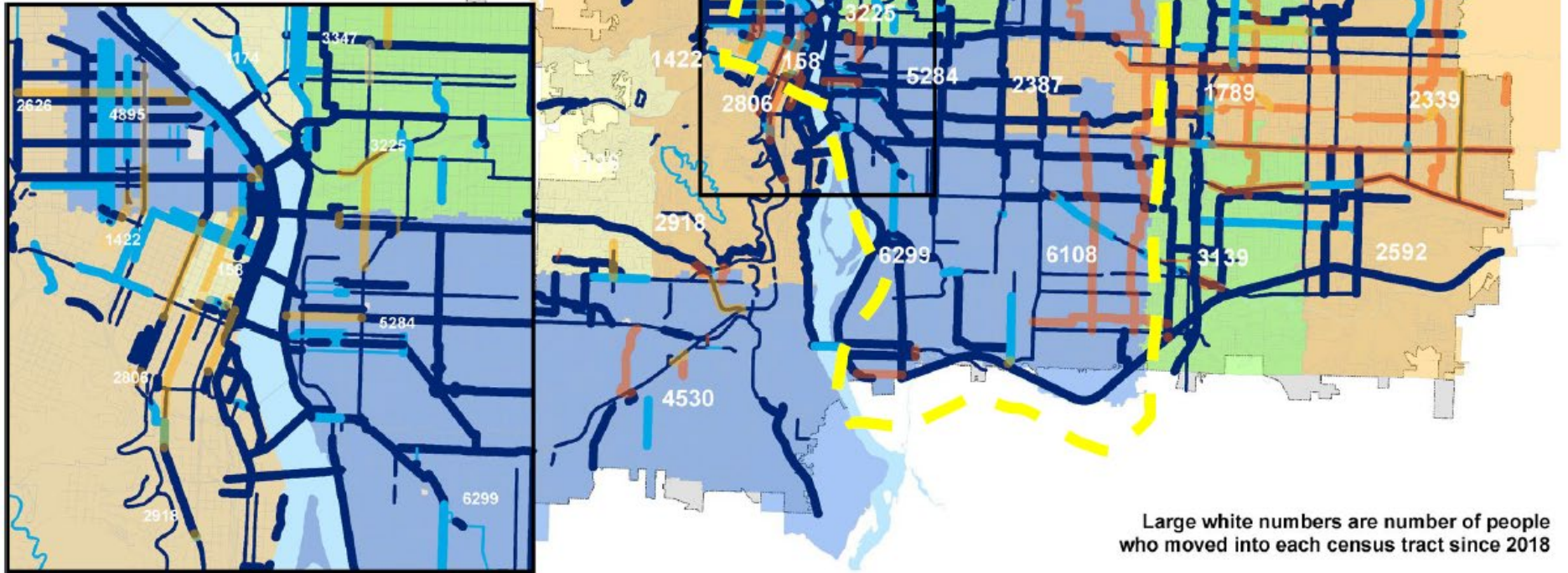
**Funded bikeways**

- Greenway, PBL or path
- Buffered lanes
- Bike lane

**New Movers since 2018**

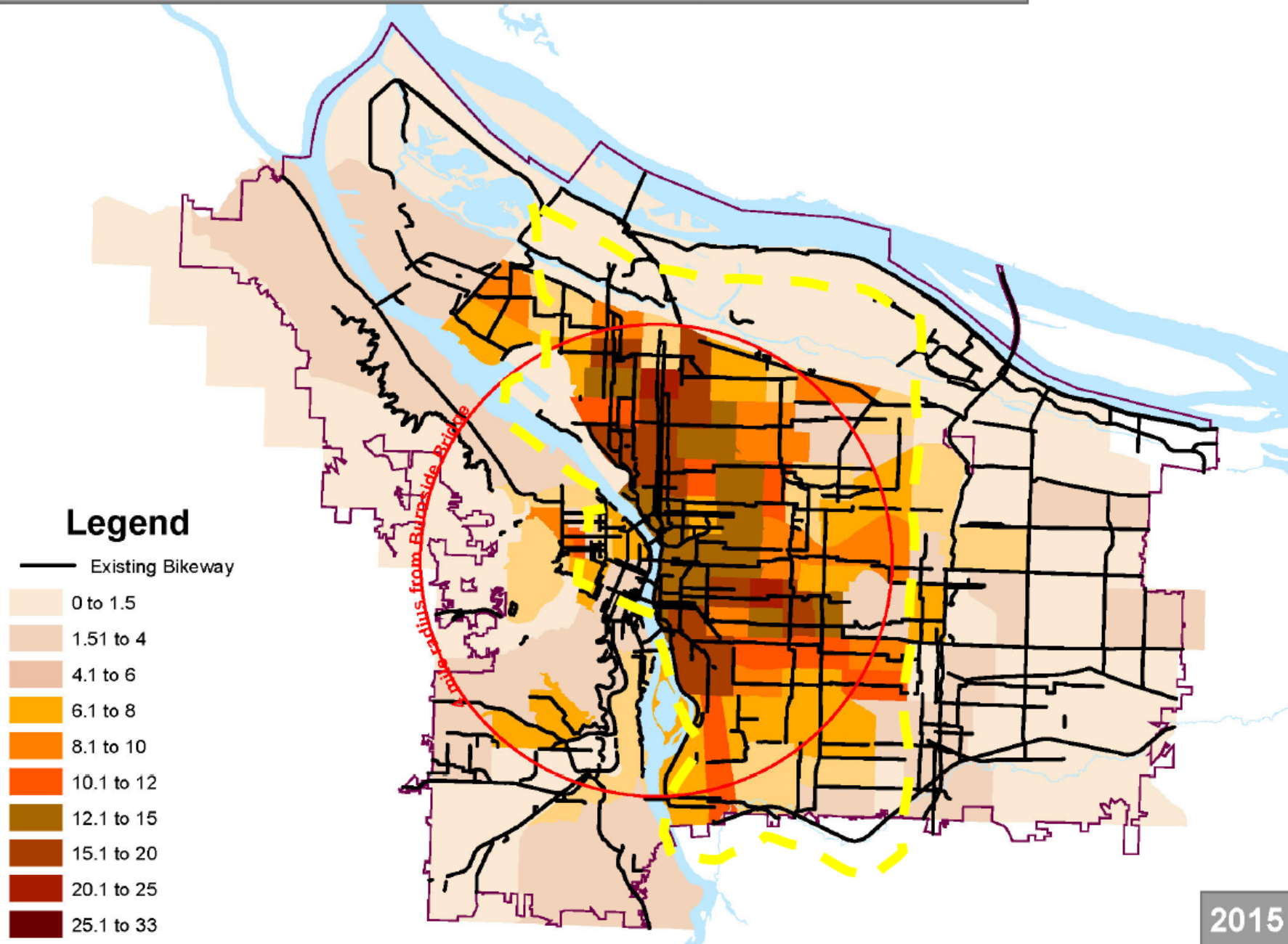
**new\_movers**

- 4001 - 6299
- 3001 - 4000
- 1251 - 3000
- 156 - 1250



Large white numbers are number of people who moved into each census tract since 2018

# Portland Oregon Bicycle Commute Mode Split by Census Tract





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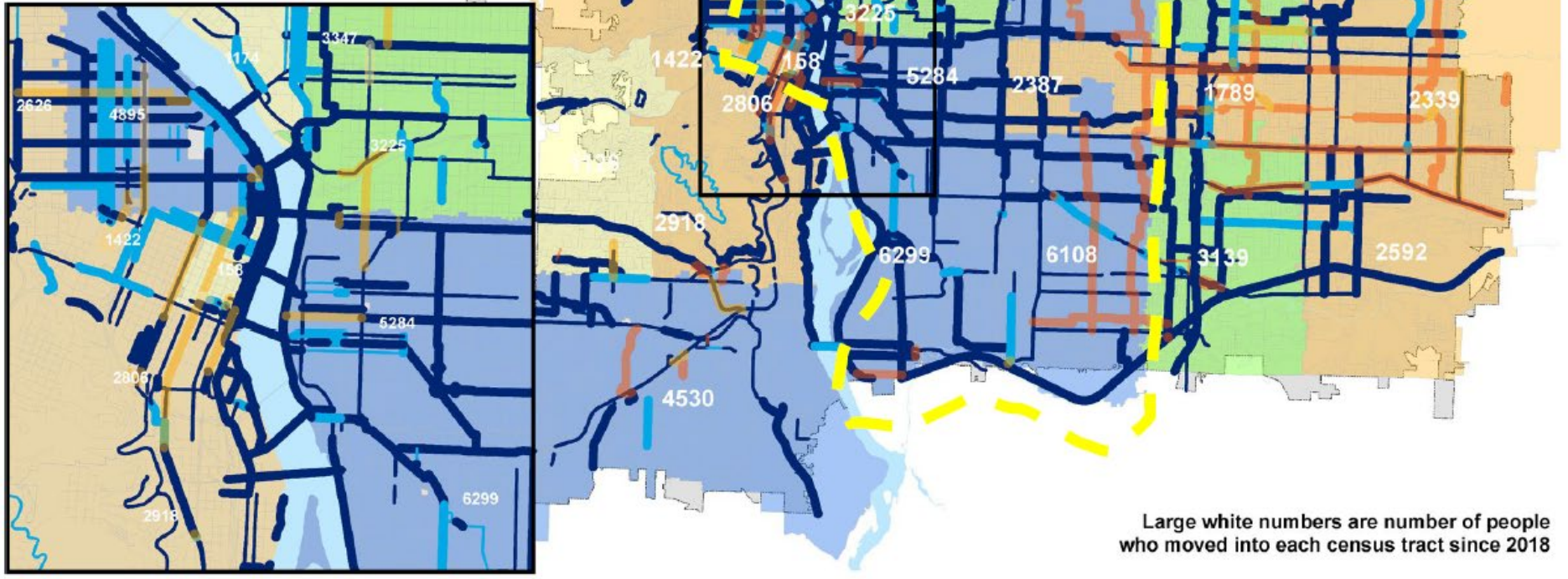
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**New Movers since 2018**

**new\_movers**

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Large white numbers are number of people who moved into each census tract since 2018

B: Younger, long-term residents in Portland's most bicycle-friendly neighborhoods have moved away. Newer (wealthier?) residents don't know about bicycle transportation.

C: It's still very easy to drive in Portland. People are moving here from places where congestion is worse. To them, Portland is an urban driving paradise.



# From the PBP 2019 Progress Report:

There is limited data to suggest a cause for this decline, but the available data shows a strong correlation between rapidly increasing automobile commuting and declining bicycle commuting.



## PORTLAND BICYCLE PLAN FOR 2030 2019 PROGRESS REPORT

# From the PBP 2019 Progress Report:

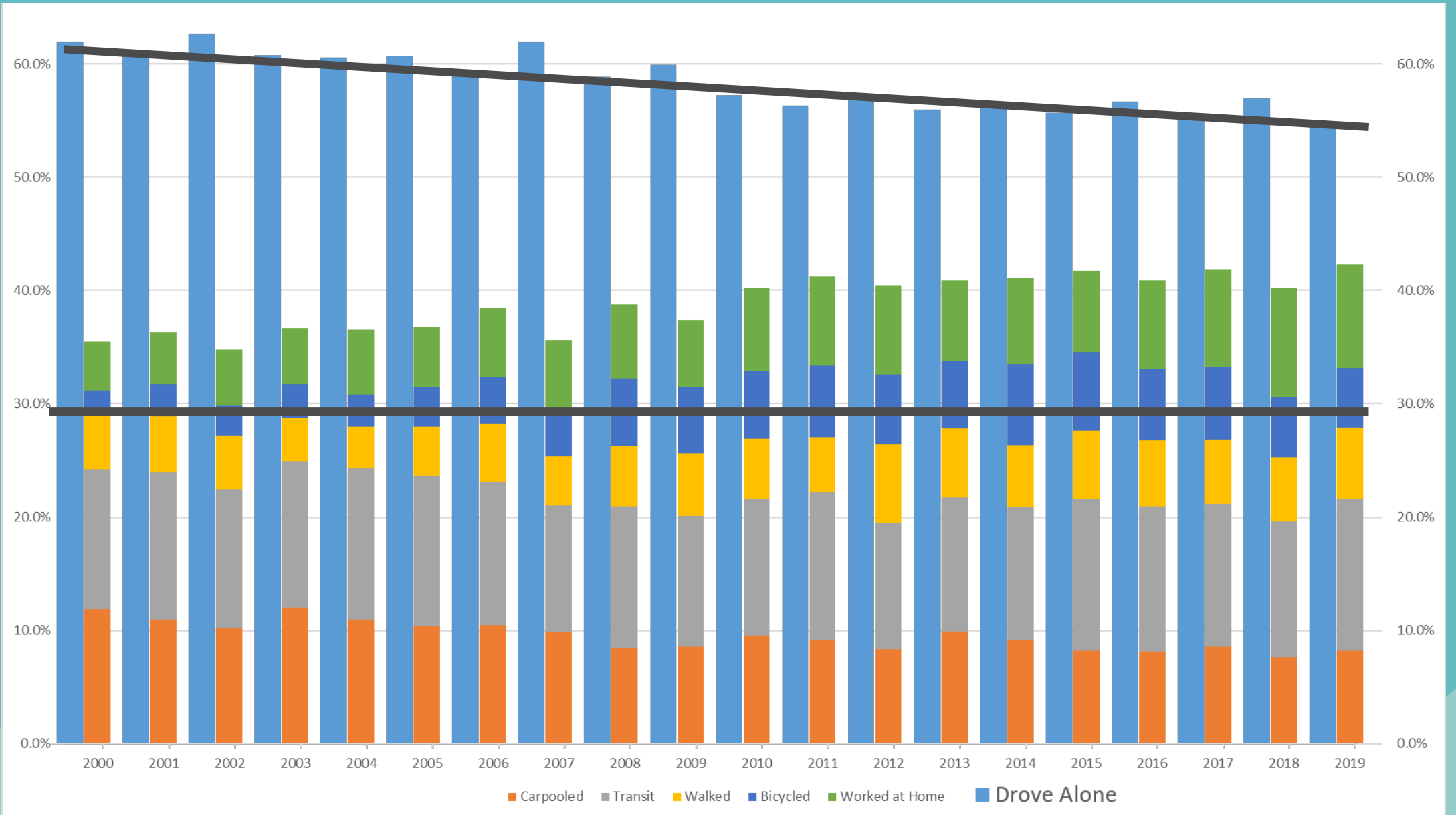
1. Design for all ages and abilities
2. Build as much of the network as quickly as possible
3. Continue to raise awareness of bicycling



**PORTLAND  
BICYCLE PLAN  
FOR 2030  
2019 PROGRESS  
REPORT**



# Commute mode split: 2000-2019



# Breakout room questions to consider:

- 1) Why is bicycle use declining in Portland?
  - a) What do you hear from people who do not/will not ride?
  - b) What keeps you or those you know from bicycling/bicycling more?
- 2) What questions do you want answered?
  - a) Who is best equipped to provide the answers?
  - b) How will you get those answers?
- 3) What are the next steps for COP?