

2024

Portland
Bicycle
Counts



PBOT
PORTLAND BUREAU OF TRANSPORTATION



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Acknowledgements

PBOT would like to thank the more than 170 volunteers who made the 2024 bicycle count possible. This annual, volunteer-led work is both the longest running bike count in the country and a beloved city tradition in a place known for its enthusiasm for biking.

Aaron Kuehn	Carson Fehner	Hannah Santiago	Madeleine Mader	Rye Baerg
Abby Dawson	Cassie Wilson	Indi Namkoong	Madeline Feig	Sam Berhane
Abra McNair	Charles Radosta	Jason Nolin	Marj Winzenried	Sam Fader
Ada Catanzarite	Christine	Jeannie Juster	Mark Faldo	Sarah Gregory
Ade Boileau	Breshears	Jeff DeHaan	Mark Turner	Sarah Grenwis
Adriana Aguilar	Claire Carder	Jeffrey L McAllister	Marsha Hanchrow	Shane Davis
Albyn Jones	Curtis Barnard	Jess Zdeb	Marvin Dawson	Shane Morrison
Alex Martin	Danica Williams	Jill Spencer	Matt Glidden	Shane Seaman
Alexander Varnau	David Lewis	Jim Gambrell	Matt Kelly	Shawne Martinez
Ali Corbin	David Prause	John Adams	Maura Pisciotta	Sophia Semensky
Alix Perry	David Weymann	John Peterman	Megan Doherty	Stasia Honnold
Alli Miller	Debra Monzon	Joseph Szkutnik	Michael Royce	Stephanie Akins
Amy Casselman	Deidre Davis	Joseph Totten	Nancy Williams	Steve Bingold
Amy Yates	Denise Bertetto	Joshua Cohen	Nelle Pierson	Sue Preneta
Ann DeNies	Dennis Delore	Joy Jaquillard	Nic Cota	Susan Milholland
Anna Kirgiorgis	Dennis Puetz	Karle Wagner	Nicki Kennedy	Taffy Everts
Anne Bentley	Eliza Martinez	Kathy Sloan	Pamela Hines	Tammy Boren-King
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Aron Klein	Emily D'Antonio	Kelsey Guanciale	Patty Bock	Tim Baker
Ashley Wendler	Emily Guise	Ken Kane	Paul Leitman	Tim Ledlie
Bianetth Valdez	Erin Stack	Kerry Aszklar	Peyton Blackwell	Timo Forsberg
Bill Gallagher	Eva Frazier	Kitty Jones	Rebecca Erickson	Tina Skiles
Bob Currey-Wilson	Francie Royce	Krista Harmon	Rich Hatfield	Tom Gihring
Bob Hillhouse	Frank Stevens	Kristin Sweeney	Rich Schwartz	Veronica Vichit- Vadakan
Bonnie Wilson	Gabrielle Roth	Kristy McKercher	Richard Jenkins	Vickie Clay
Brett Setterfield	Gayle Marechal	Lara Iden	Rick Macquoid	Virginia Ehelebe
Brooke Thompson	Gerda Eck	Larry Breshears	Riley Stevenson	William Wheatley
Bunny Marechal	Geri Marz	Leah Davis	Robin Vesey	Zach Person
Caitlin Clark	Glenna Rhodes	Lisa White	Roger Geller	Zen Sispidis
Carol Boileau	Greg Kamerer	Liuda Serohina	Russ Grandgeorge	Zoe Beckley
Carrie Baxter	Greg Moser	Lucien Dallaire	Ryan Evans	
Carrie Leonard	Hallie Turk	M. Susan Dean	Ryan Sullivan	

Introduction

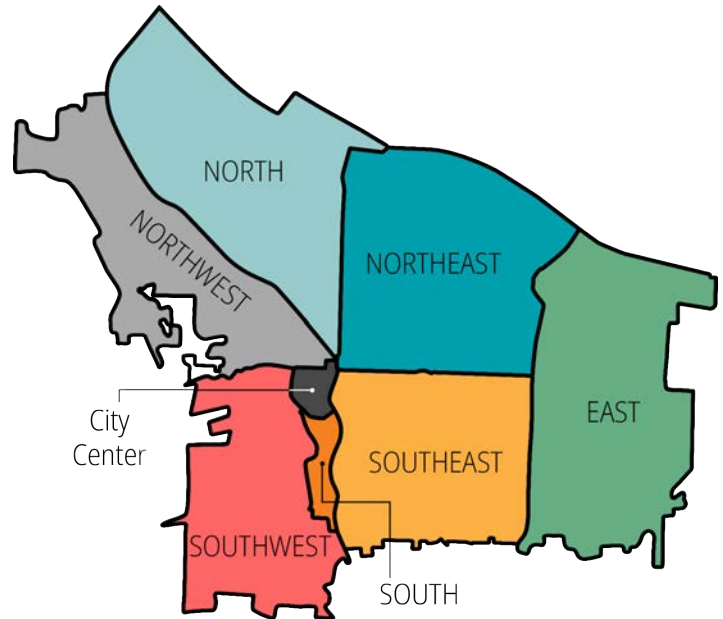
For more than 30 years, the Portland Bureau of Transportation (PBOT) has collected and analyzed data about bicycle use from a variety of sources. The most prominent has been an annual, manual, volunteer-powered count at hundreds of locations throughout the city. The annual count took a hiatus in 2020 and 2021 due to the Covid-19 pandemic and returned in 2022.

The count documents the number of people bicycling, direction of travel, helmet use, and assumed gender. Year-to-year comparison of this data helps illuminate larger trends in bicycle use. In 2023, the count was augmented to distinguish e-bikes from standard bikes and to include a tally of other “micromobility” options like e-scooters, skateboards, and one-wheels (also known as electric skateboards). Combined with data from the BIKETOWN bike-share, shared e-scooter program, and U.S. Census commute data, this report provides insights into the broader use of “small things on wheels”¹ around the city.

This is the city’s third bicycle count report since the Covid-19 pandemic. The 2024 count shows that biking in Portland has remained steady since 2023. Through our analysis of the data, the story of bicycling in Portland over the past 20 years can be told in four parts.

1. **The surge** (pre-2016): Bicycle use steadily increased from the early 1990s. Portland set a national record for bicycle mode-share in a large city (population greater than 300,000) with 7.2% of people biking to work in 2014. The number of people bicycle commuting peaked in 2015 at 23,432 even though the mode split slipped slightly to 7% due to population growth.

Figure 1: Sectors of Portland used in the 2024 Bicycle Count report



2. **The ebb** (2016–2019): Commuting by bike began a slow decline in both percent of trips and number of commuters after 2015 even as the city’s population grew.
3. **The pandemic** (2020–2022): Biking, like all forms of transportation, decreased dramatically during the pandemic.
4. **A new beginning** (2023–2024): Similar to other cities, the number of people biking has ticked up from pandemic-era lows and is holding steady as Portland continues its post-pandemic recovery.

However, within this story, there is nuance in how bicycling has evolved in different parts of the city. Geography, demographics, street connectivity, land use, quality and extent of the bikeway network, perceptions of safety, and other features can vary dramatically across Portland. Dividing this data into various sections of the city provides a more localized understanding of biking in Portland.

¹ This phrase borrows from the 2023 publication by the National Association of City Transportation Officials (NACTO) titled: “Designing for Small Things With Wheels.”

Collecting the data

For transportation data purposes, PBOT has traditionally divided the city into seven sections: City Center, East Portland, North, Northeast, Northwest, Southeast, and Southwest. South Portland—a new address area designated in 2020—has been included as an eighth section since the 2023 report. East Portland encompasses areas east of I-205; Northeast and Southeast Portland are west of I-205. The City Center is comprised of downtown Portland in Southwest, parts of Old Town in Northwest, and the Burnside and Morrison bridges (Figure 1).

All other bridges over the Willamette are counted using automated counters—they are not included in the report’s analysis but are reflected in Maps 1-6.

Wide brimmed hats are popular among bike count volunteers! Left: Ade Boileau and Carol Schmidt counting at SE 100th Ave & SE Holgate Blvd. Right: Amy Yates, Leslie Alwiel, and Anne Bently counting at SE Caruthers St and the Eastbank Esplanade. ▼

Volunteers conducted weekday counts at 318 locations citywide in 2024, more than any previous count. These locations are mostly at the intersections of established bikeways. Map 1 in Appendix A shows the locations of all completed counts. Each location was counted once between June 4 and Sept. 26, 2024 on a Tuesday, Wednesday, or Thursday.

Volunteers counted during the two-hour peak time for people biking. At most locations, peak time is 4–6 p.m. Locations on one-way roads headed into the central city were counted during the morning peak, from 7–9 a.m. Using a standard traffic engineering rubric, these two-hour peak counts are assumed to account for approximately 20% of all daily bicycle trips at each location. This makes it possible to estimate a full weekday count for each site.²

However, given we only count people on bikes or other micromobility modes (e-scooters, skateboards, and one-wheels), PBOT can’t determine mode-share; we don’t count pedestrians, people using transit, people driving, and those working from home. The U.S. Census is still the best data source on bike mode-share even though it’s limited to commuting.



² This relationship has been casually tested many times over the years, and more vigorously in 2022 and 2023 due to concerns about the impact of the pandemic on travel patterns. Using data from automated counters, we’ve found the 20% relationship still holds.



A young person rides a bike down a closed street during the SW Sunday Parkways in September 2024. ▲

Summary

- Overall, the number of people biking in 2024 held steady relative to 2023. This is based on data from the 258 locations counted both years. (Table 1)
- East Portland and North Portland showed the largest increases in the number of people biking from 2023, roughly 5%. (Table 1)
- Southwest Portland saw the largest decrease from 2023, about 3%. (Table 1)
- Relative to 2016, the number of people biking in 2024 is down by roughly 40%, based on data from 119 sites. (Table 2)
- Relative to 2023, the share of riders who volunteers identified as women in 2024 held steady at roughly 29%. Prior to the pandemic, this figure hovered around 31-32%. (Table 3/Figure 2)
- Northeast Portland has consistently had the highest share of women biking since 2013. That trend held with about 1 in 3 people biking in Northeast identified by volunteer counters as women. (South Portland was a close second.) East Portland has consistently had the lowest share, with 1 in 5 riders identified as women in 2024. (Table 3/Figure 3)
- Helmet use increased one percentage point from 2023 to 84% in 2024, on par with pre-pandemic levels. (Figure 4)
- On average, and as is typical, women wore helmets at a higher rate citywide than men (90% and 82%, respectively). Women in Southwest Portland wore helmets the most (97%). Women in East Portland wore helmets the least (69%). (Figure 6)
- Volunteers counted fewer e-bikes this year. The decrease from 16% to 9% could be because rapid advances in batteries and design make e-bikes less visually distinguishable from other bikes. (Table 6)
- Men and women used e-bikes at roughly the same rate. (Figure 9/Figure 10)
- East and Northwest Portland had the highest share of riders using e-scooters, skateboards, and one-wheels (sometimes referred to as “micromobility”) accounting for 14% of people counted. The Portland average was 6.6%. North Portland had the lowest micromobility use at less than 4%. (Table 7)
- Differences in e-scooter use were stark. East Portland, Northwest, and Central City each had roughly 10-11% of all people counted riding scooters, while it was less than 4% in every other district. (Table 7)
- U.S. Census commute data shows that driving and biking increased from 2022 to 2023 (the most recent data available), while transit use and walking both fell slightly. (Table 9/Table 10)

Change over time

While there are more than 300 bicycle count locations citywide, just a subset of sites are counted every year due to volunteer availability and interest. To measure change over time, we only use sites counted in each year being measured. Based on the 258 locations counted in both 2023 and 2024, biking remained stable over the last year. In fact, just 241 additional people were counted at those sites in 2024 compared to 2023, a difference of 0.9%.

North and East Portland showed the biggest increases in biking, at 4.9%. Other areas of the city were more measured in their changes.

Table 1: Percent change in number of people biking by sector, 2023-2024

Sector*	% change	Sites counted both years	People counted	
			2023	2024
East	4.9	38	906	950
North	4.9	28	3,357	3,520
Southeast	1.4	61	9,680	9,816
Portland Avg	0.9	258	27,923	28,164
City Center	-0.1	30	4,181	4,176
Northwest**	-0.4	18	1,811	1,804
Northeast	-0.6	50	5,962	5,926
South	-1.9	4	737	723
Southwest	-3.1	29	1,289	1,249

* East Portland refers to areas east of I-205 (including the multi-use path); Northeast and Southeast are west of I-205.

** This analysis excludes site 123 (NW Lovejoy St & NW 9th Ave), an outlier in the data due to extensive construction on the NW 9th and Hoyt Sewer and Water Pipe Improvement Project and related work adjacent to the count location. Site 123 is included for gender, helmet, and micromobility analysis.

Note: Only the 258 sites that were counted in 2023 and 2024 are included.

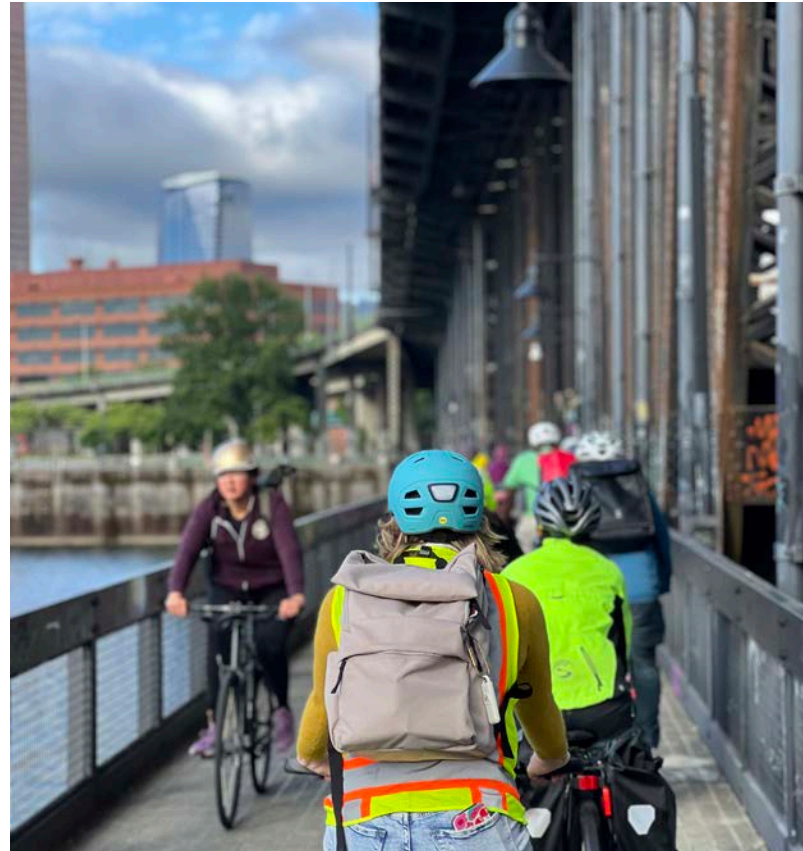


▲ Two people bike up the ramp from the floating portion of the Eastbank Esplanade while while another person bikes down the ramp.

Southwest Portland had the biggest drop, about 3%.

Comparing cycling in 2024 to the past decade paints a broader picture of biking in Portland (Table 2). This longer-term picture uses fewer locations—119 sites counted in each of the years—and helps identify trends and tells the story of biking citywide.

Biking rose in the mid-2010s, then began to decline through 2019. The pandemic resulted in a steeper drop beginning in 2020 and reflected in the count data from 2022, when PBOT resumed counting. While biking increased last year and has held steady this year, biking is still down about 40% compared to the mid-2010s peak.



People bike across the lower deck of the Steel Bridge during the morning commute.

Table 2: Percent change in number of people biking by sector, 2013-2024

Sector*	% change					# data points	number of people counted				
	2013 to 2016	2016 to 2019	2019 to 2022	2022 to 2024	2016 to 2024		2013	2016	2019	2022	2024
East	-21	-25	-25	22	-31	15	773	613	462	348	423
North	3	-11	-43	7	-45	12	2,306	2,374	2,120	1,216	1,304
Northeast	2	0	-42	0	-42	24	4,640	4,713	4,726	2,750	2,749
Northwest**	-11	-7	-36	13	-34	8	1,183	1,058	981	623	703
South	46	4	-29	9	-18	3	185	271	283	202	221
Southeast	-2	-12	-28	1	-36	27	7,038	6,870	6,079	4,374	4,405
Southwest	-12	-19	-22	-2	-39	15	1,552	1,372	1,105	860	843
City Center	-34	-29	-45	-4	-62	15	3,478	2,286	1,629	896	858
Portland Avg	-8	-11	-35	2	-41	119	21,155	19,557	17,385	11,269	11,506

* East Portland refers to areas east of I-205 (including the multi-use path); Northeast and Southeast are west of I-205.

** This analysis excludes site 123 (NW Lovejoy St & NW 9th Ave), an outlier in the data due to extensive construction on the NW 9th and Hoyt Sewer and Water Pipe Improvement Project and related work adjacent to the count location. Site 123 is included for gender, helmet, and micromobility analysis.

Note: only the 119 sites that were counted each year displayed (2013, 2016, 2019, 2022, 2024) are included.

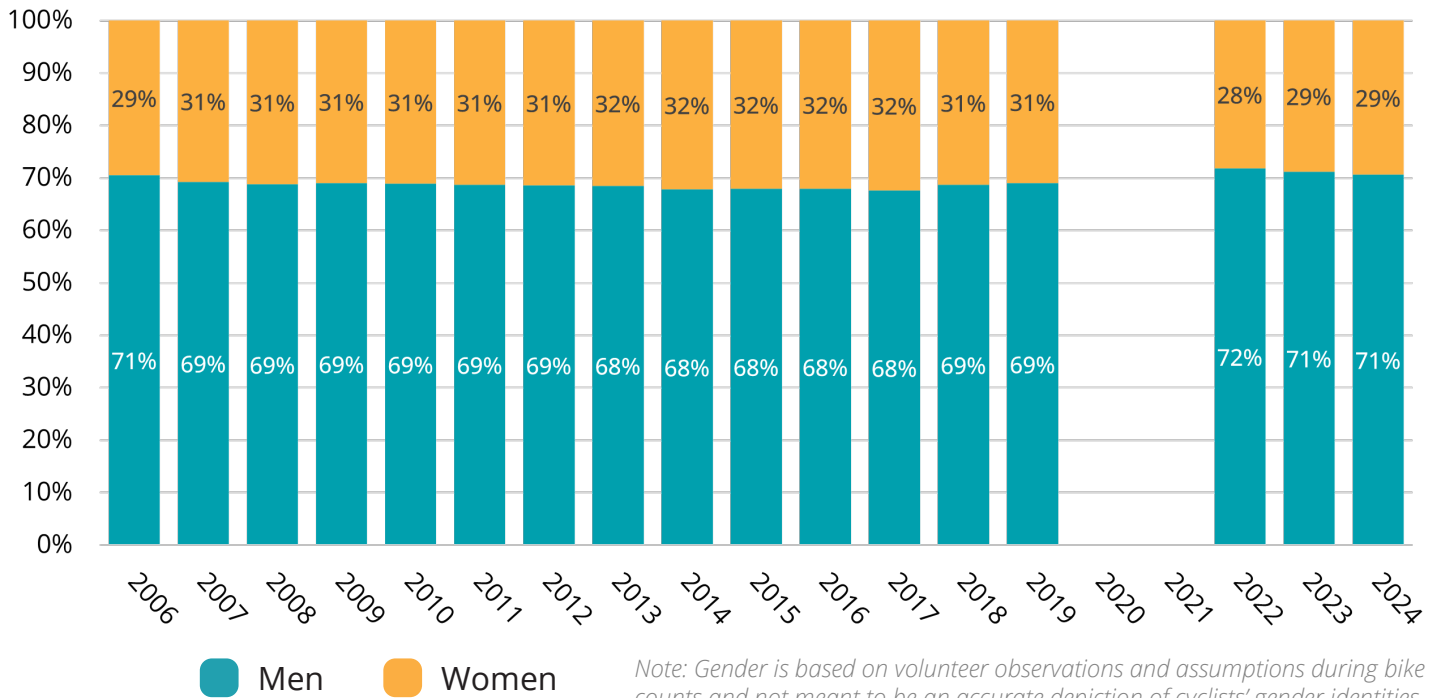
Gender split

In most U.S. communities, women cycle at lower rates than men. Areas with demonstrably safer, more comfortable, and conducive conditions for bicycling, however, tend to have more gender parity in cycling.^{3,4} This is why, as part of PBOT’s annual bike counts, volunteer counters are asked to capture their assumptions about the gender of people bicycling as it provides important information about the

perceived safety and availability of Portland’s bike network. The terms “men” and “women” are applied to both adults and youth.

Since 2006, the share of women riders citywide has held relatively steady at around 30%, with some slight fluctuation year-to-year (Figure 2). Between 1992–2002 (not shown) the share of women biking ranged from 20-27%. While the

Figure 2: Gender distribution by year, 2006-2024



Two young girls lead a group of people biking during Parkrose Pedal in October of 2024.



3 Akar PhD, G., Fischer, N. & Mi Namgung. 2013. *Bicycling Choice and Gender Case Study: The Ohio State University*, *International Journal of Sustainable Transportation*, 7:5, 347-365, DOI: 10.1080/15568318.2012.673694.34.

4 Garrad, J., Handy, S., and Jennifer Dill. 2012. "Women and Cycling," in *City Cycling* edited by Pucher, John and Buehler, Ralph, Massachusetts Institute of Technology, pp 211-234

gender split had improved by 2006, the share of women biking today is the same as it was 18 years ago despite the large growth in Portland’s bicycle infrastructure since then in terms of both miles and quality.

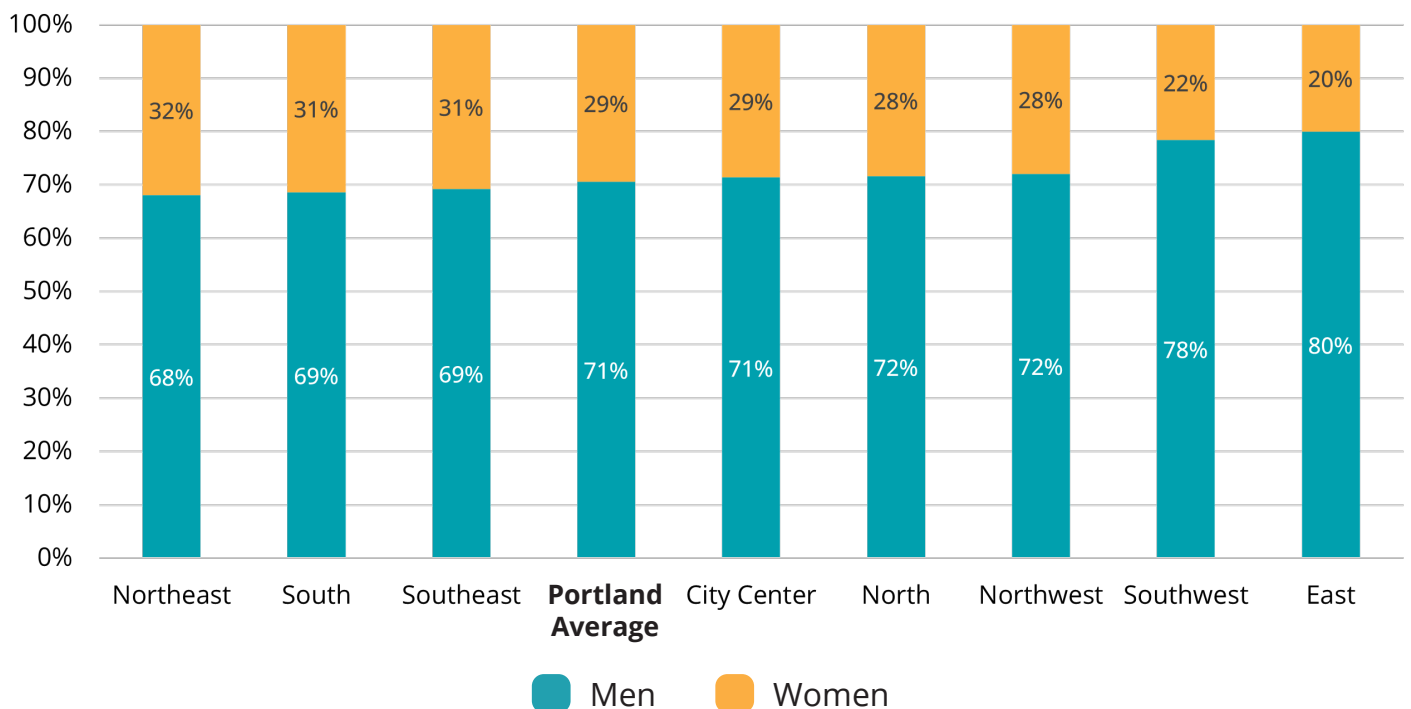
The share of women riders varies by areas of the city. Northeast and South Portland are the only two areas with consistently more women biking than the citywide average. North Portland, Southeast, and the Central City tend to be slightly above or below the average. Southwest and East Portland consistently have the lowest share of women with roughly 1 in 5 riders identified by volunteers as women.

Table 3: People biking who volunteers identified as women by sector

Sector*	% women					
	2024	2023	2022	2019	2016	2013
Northeast	32.0	32.9	30.8	32.5	34.0	35.0
South	31.4	31.9	29.2	41.2	41.7	38.9
Southeast	30.8	29.6	29.4	31.6	32.8	31.2
Portland Avg	29.4	28.8	28.2	31.0	32.1	31.5
City Center	28.6	26.3	26.6	30.9	31.2	31.8
North	28.3	29.1	26.3	32.6	33.6	34.3
Northwest	28.0	26.9	28.0	29.9	30.3	29.4
Southwest	21.6	20.7	21.2	18.6	19.1	19.7
East	20.0	17.3	17.9	16.4	19.9	21.7

** East Portland refers to areas east of I-205 (including the multi-use path); Northeast and Southeast are west of I-205.*

Figure 3: Gender distribution by sector, 2024



Looking at all count locations, 16 (or 5%) had a share of women biking that was greater than 40%. At about five times as many sites, women accounted for fewer than 20% of all people biking (Table 4). Table 5 shows locations with the largest and smallest share of women riders where at least 50 people biking were counted in 2023.

Table 4: Sites with less than 20% or more than 40% women biking, 2006, 2013-2024

Year	locations counted	Sites with <20% women		Sites with >40% women	
		# of sites	% of sites	# of sites	% of sites
2006	54	13	24	3	6
2013	215	48	22	15	7
2014	216	42	19	14	6
2015	234	45	19	12	5
2016	254	49	19	20	8
2017	270	68	25	17	6
2018	270	57	21	8	3
2019	240	59	25	14	6
2022	236	56	24	9	4
2023	272	66	24	13	5
2024	318	76	24	16	5

The Abernathy Elementary School Bike Bus rolls into Ladd's Circle during a weekly bike bus to school in May 2024. ▼



Table 5: Rank of locations by share of women biking in 2024 compared to past years

Rank*	Location	Sector**	2024		2023		2022		2019	
			Women (%)	Total people biking***	w	Women (%)	Rank (142 sites)	Women (%)	Rank (168 sites)	Women (%)
<i>Top 10 Sites for women</i>										
1	SE Center & 72nd	SE	43	370	13	38	--	33	--	--
2	SE Salmon & 34th	SE	41	1,050	31	35	2	41	30	36
3	NE Going & 37th	NE	41	625	28	36	--	--	116	27
4	SW Naito & Clay/ Harbor Dr	CC	41	555	60	31	--	--	119	27
5	NW Marshall & 19th	NW	40	420	37	34	127	21	34	35
6	NE Morris & 7th	NE	39	730	6	40	--	--	2	42
7	NE Klickitat & 26th	NE	39	615	38	34	14	36	8	40
8	NE Hoyt and 53rd	NE	39	745	48	32	--	--	--	--
9	SE Clinton & 34th	SE	38	2,040	27	36	37	33	7	40
10	NE 43rd & Hancock	NE	38	535	119	24	114	24	--	--
<i>Bottom 10 Sites for women</i>										
181	NW Thurman & 14th	NW	18	425	90	28	137	16	36	35
182	SE Flavel & 92nd/I-205 Path	SE	17	320	--	--	--	--	--	--
183	SW Salmon & 14th	CC	16	255	--	--	54	31	91	30
184	Springwater Trail & SE 92nd	SE	15	365	--	--	138	16	163	13
185	NW Bridge Ave & St. Johns Bridge	NW	15	270	--	20	--	9	--	10
186	NW Flanders & 3rd	CC	14	380	--	--	--	--	--	--
187	E Burnside & NE 122nd	E	14	350	--	--	140	15	156	18
188	SE 136th & Springwater Trail	E	11	350	--	--	--	--	--	--
189	SW Canyon Path & Skyline	SW	11	400	122	23	142	10	162	13
190	SW Barbur & Terwilliger	SW	8	445	166	13	135	19	150	19

* Excludes sites with fewer than 50 daily people biking.

** East Portland refers to areas east of I-205 (including the multi-use path); Northeast and southeast are west of I-205.

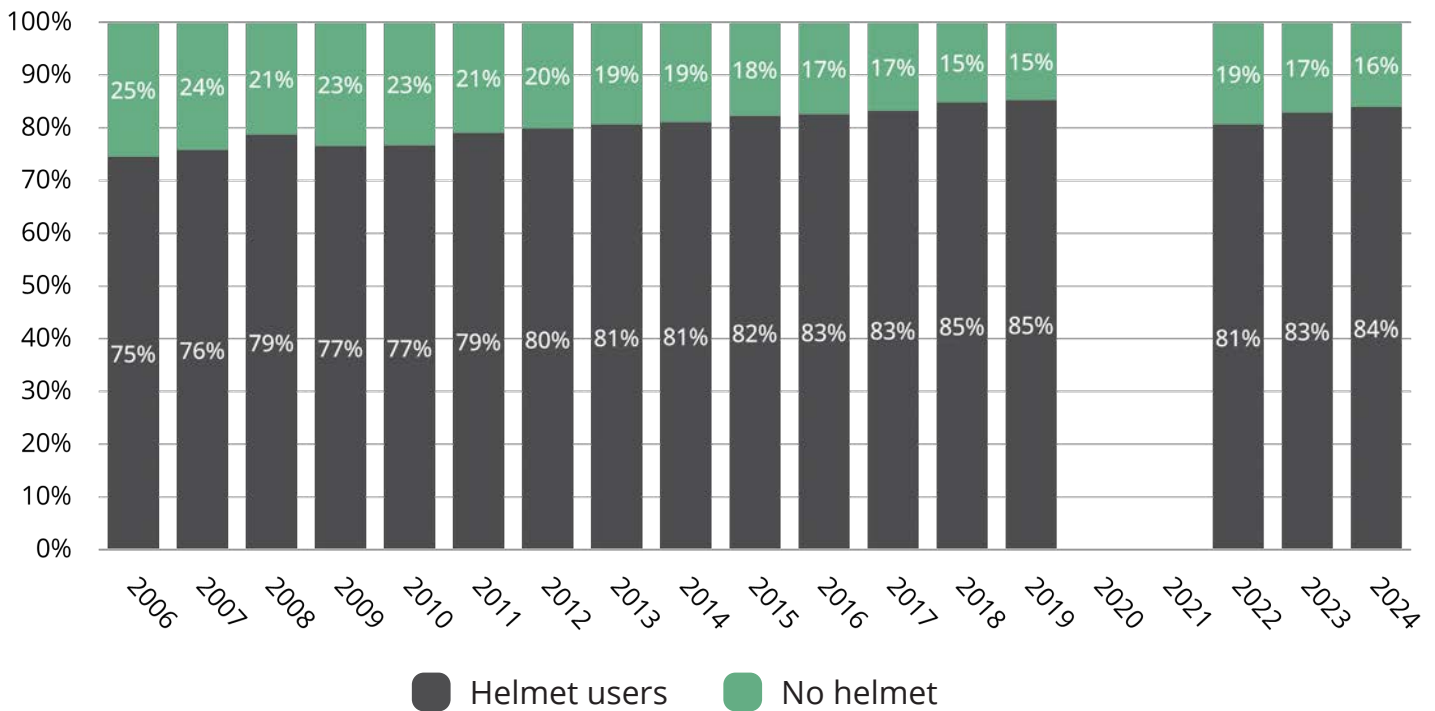
*** Extrapolated daily estimate of people biking.

Helmet use

Over the last year, helmet use has increased one percentage point citywide and is one percentage point below the pre-pandemic high (Figure 4). Over the past decade, helmet use has consistently been over 80% citywide, though there are significant differences between areas of the city. East Portland had the fewest people wearing helmets (56%) of any area of the city (Figure 5). Southwest Portland was on the other end of the scale, with 95% of people biking wearing a helmet.

There are also differences in helmet use by gender. Citywide, 90% of women wore helmets compared to 82% of men. East Portland again is unique, with 69% percent of women wearing helmets compared to 53% of men. Women in Southwest Portland wore helmets at the highest rate of any gender/district at 97% (Figure 6).

Figure 4: Helmet use by year, 2006-2024



◀ A person bikes south along the Willamette River on the Eastbank Esplanade.

Figure 5: Helmet use by sector, 2024

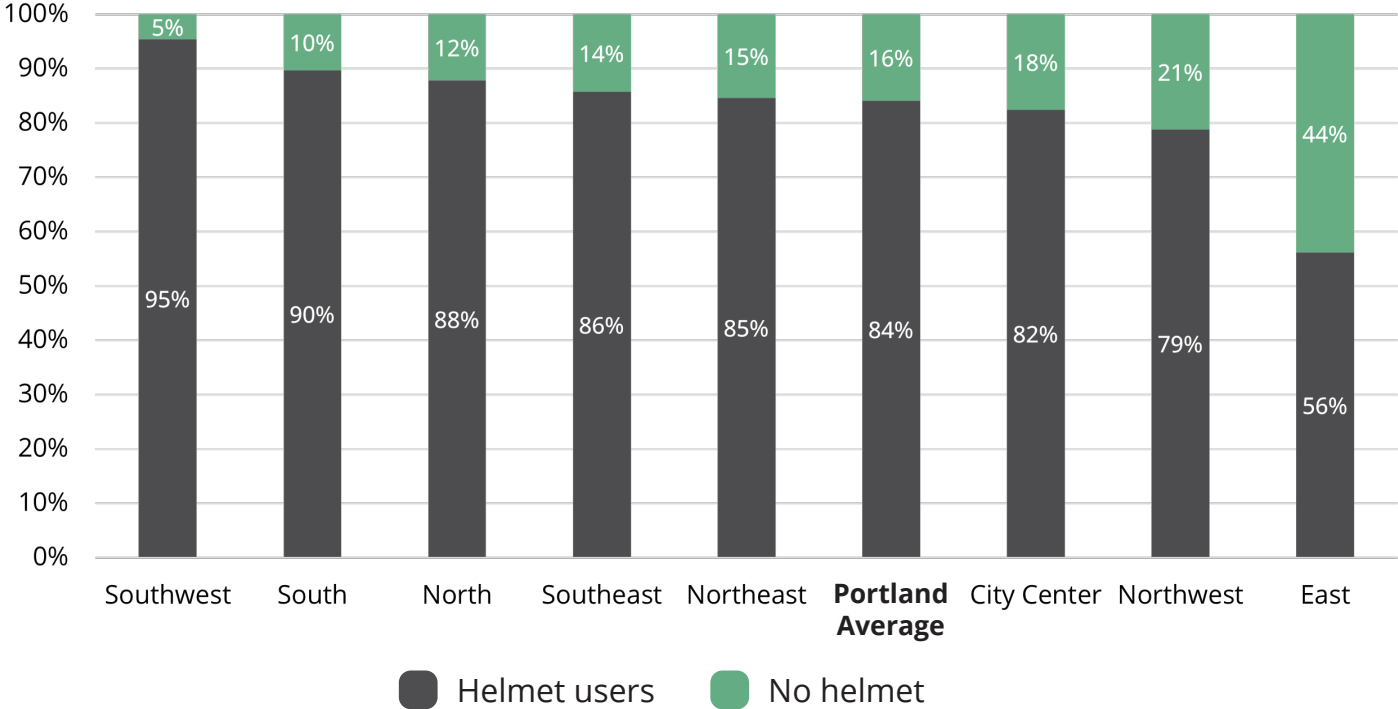
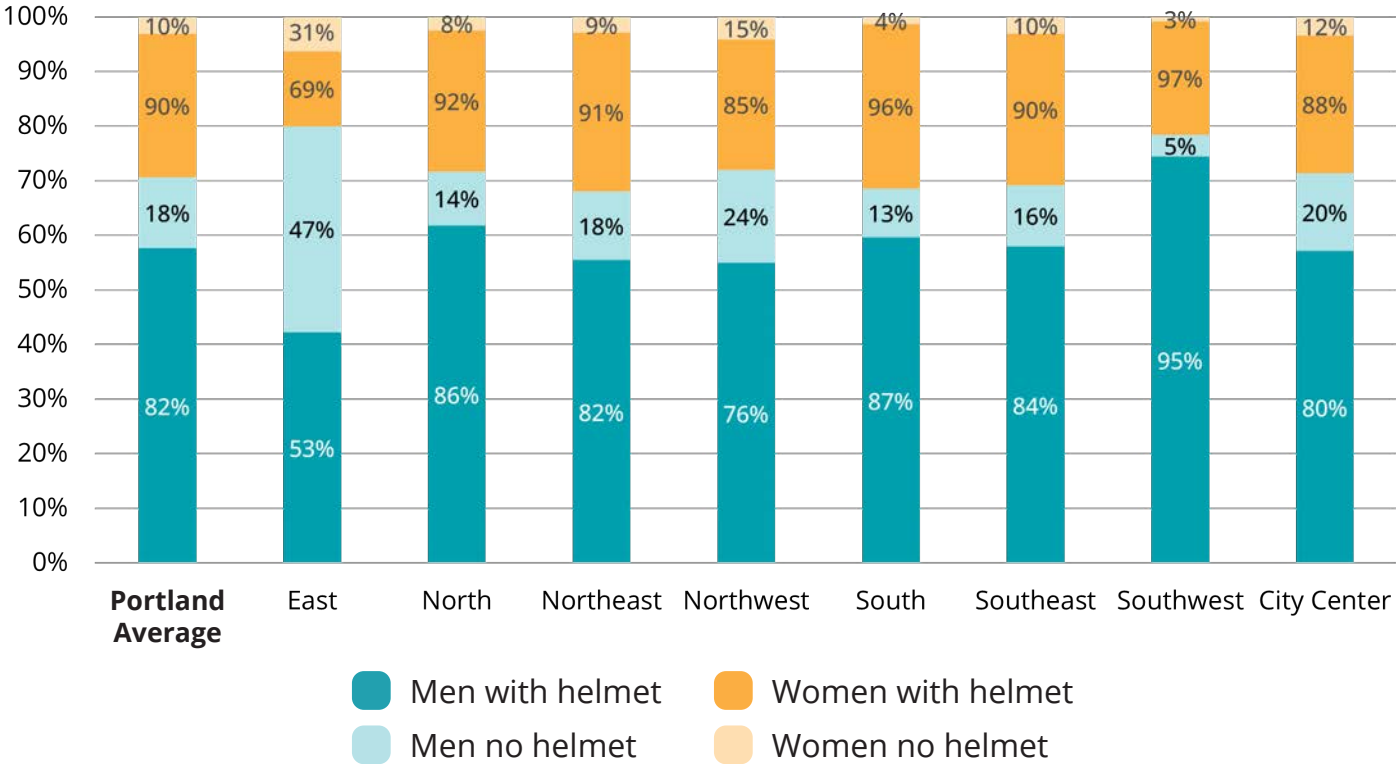


Figure 6: Gender and helmet use by sector, 2024



Electric & micromobility

In recent years there has been a rise of small, low-speed transportation devices—collectively known as micromobility⁵—that people use on existing bicycle routes. As with the automotive industry, these options are going electric.

The first year PBOT incorporated micromobility and distinguished e-bikes in the count was 2023. Volunteers were asked to distinguish between e-bikes and standard, non-electric bikes to the best of their ability. The batteries, faster acceleration, and speed help distinguish e-bikes.

Our 2024 counts indicate 9% of Portlanders biking were riding e-bikes. This is a stark difference from 2023 when nearly 17% of Portlanders were identified as using an e-bike. This discrepancy is likely because newer e-bikes are increasingly designed with features that make them look similar to non-electric models. Newer batteries are more integrated into the bike frame and frames themselves are more streamlined. Faster acceleration is hard to notice unless there is a stop at the site being counted, and the hum of a battery often can't be heard over motor vehicle noise. Volunteers were also told to mark a bike as a standard bike if they were unsure if it was electric. Thus, the 9% figure is likely an undercount of e-bikes.

Table 6: Share of bikes identified as e-bikes by volunteer counters by sector, 2023 & 2024

Sector*	2024		2023	
	E-bike share of all bikes (%)	Number of e-bikes	E-bike share of all bikes (%)	Number of e-bikes
Southwest	11.1	143	22.7	293
South	10.2	110	12.8	104
Northwest	9.9	245	19.8	457
City Center	9.4	502	19.4	864
Portland Avg	9.0	2,960	16.8	4,936
Southeast	8.9	991	16.0	1,559
North	8.6	341	16.8	658
East	8.6	110	9.4	91
Northeast	8.3	518	15.3	910

Note: E-bikes are not always easy to distinguish from standard bikes. This data is based on volunteer observations and is likely an undercount.

** East Portland refers to areas east of I-205 (including the multi-use path); Northeast and southeast are west of I-205.*

E-bike sales

Limited sales and survey data also suggest that people are increasingly adopting e-bikes. In the first four months of 2024, e-bike sales at independent bicycle dealers (IBDs) increased 13% relative to the same period in 2023. Online IBD sales in April/May of 2024 were also 60% higher than the same period in 2023. And “a study from the Physical Activity Council found that in 2023, 19.4% of Americans who rode a bike at least once reported using an e-bike, up from 7.8% in 2021.”⁶

6 People for Bikes, 2024, “Electric Bicycle Market Insights from Industry Experts.” <https://www.peopleforbikes.org/news/electric-bicycle-market-insights-2024>

5 U.S. Department of Transportation, 2021, Micromobility: A Travel Mode Innovation. <https://web.archive.org/web/20241130232214/https://highways.dot.gov/public-roads/spring-2021/02>

Of people riding e-bikes, one-third were women and two-thirds were men (Figures 7-10). Of all women biking, 9.8% were riding an e-bike while 8.7% of men biking used an e-bike. The rate of e-bike use varied between parts of the city (Table 6). In hilly Southwest Portland, 11% of people biking were using an e-bike, the highest rate in the city. Northeast Portland had the lowest e-bike use at 8.3%, just behind North and East Portland at 8.6%. (See Map 8 in Appendix A for e-bike use by count site.)

Figure 7: Share of all people biking by bike type, 2024

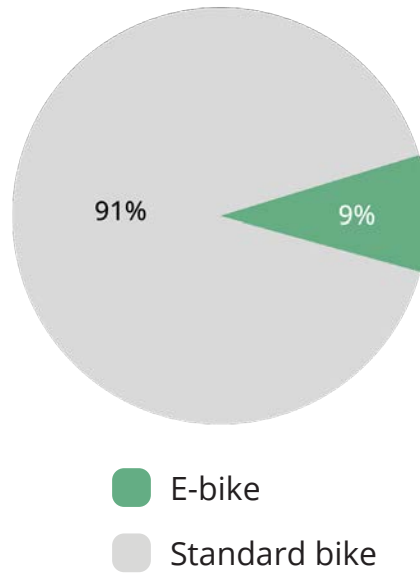


Figure 8: Gender split among people riding e-bikes, 2024

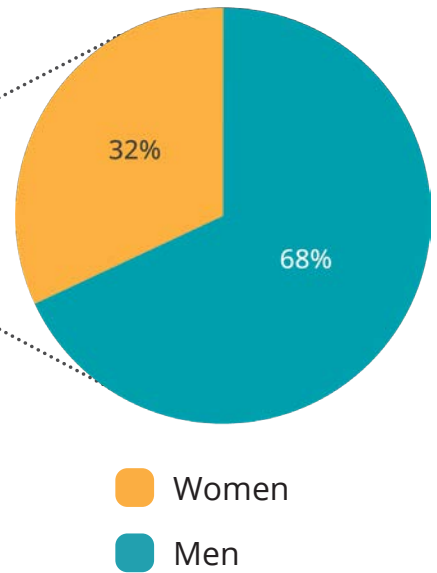


Figure 9: Share of women biking by bike type, 2024

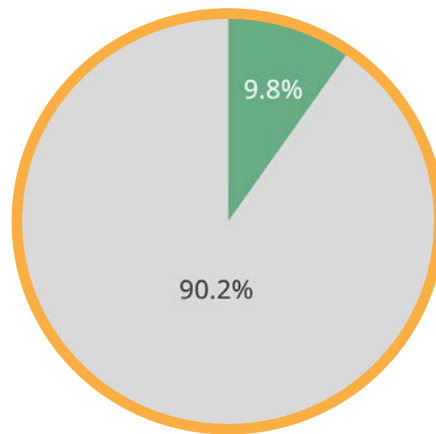
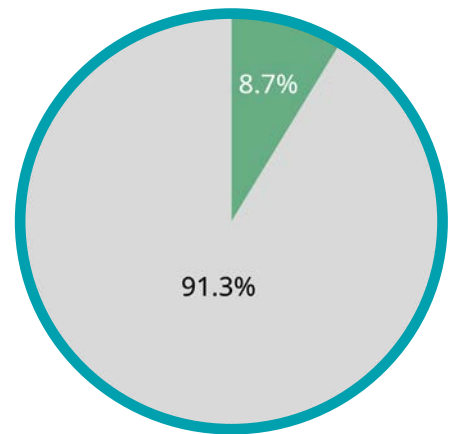


Figure 10: Share of men biking by bike type, 2024



A person bikes west over the Willamette River on the Broadway Bridge. ▶



In addition to e-bikes, volunteer counters tallied people using skateboards, e-scooters, and one-wheels. As tallies, the data does not include helmet, gender, or directional information. When all trips with people riding small things on wheels are considered (Table 7/ Figure 11), e-bikes accounted for 8.4% of trips while e-scooters accounted for about 5.2%. Another 1.4% of those counted used skateboards or one-wheels. All told, 6.6% of people counted were riding something other than a bike (or e-bike).

As with bikes, there are differences in micro-mobility usage between sectors. The differences with e-scooters are particularly striking. East Portland, Northwest, and the Central City each had roughly 10-11% of people counted riding e-scooters, while it was less than 4% in every other part of the city.

Electric mobility is on the rise

Table 7 show that, combined, e-bikes, e-scooters, and one-wheels (electric skateboards) accounted for 14% of all trips tallied in 2024.

Table 8 shows the distribution of micromobility across the city. Scooters are by far the most popular form of micromobility; a third of all scooters tallied were in the central city despite their citywide distribution. One-wheels (and skateboards) were most prevalent in Southeast Portland.

Table 7: Micromobility mode split by sector, 2024

Sector*	Standard bikes (%)	E-bikes (%)	Skateboards (%)	E-scooters (%)	One-wheels (%)	Total trips
East	78.5	7.3	2.9	10.9	0.3	1,498
North	88.7	8.4	0.3	2.2	0.4	4,063
Northeast	87.9	7.9	0.5	3.4	0.4	6,547
Northwest	77.5	8.5	1.6	11.5	0.9	2,874
South	85.6	9.7	0.5	3.9	0.4	1,137
Southeast	87.3	8.5	0.6	3.0	0.5	11,594
Southwest	85.4	10.7	1.3	2.0	0.5	1,335
City Center	80.1	8.3	1.2	9.8	0.6	6,033
Portland Avg	85.0	8.4	0.9	5.2	0.5	35,081

* East Portland refers to areas east of I-205 (including the multi-use path); Northeast and southeast are west of I-205.

Figure 11: Micromobility mode split by sector, 2024

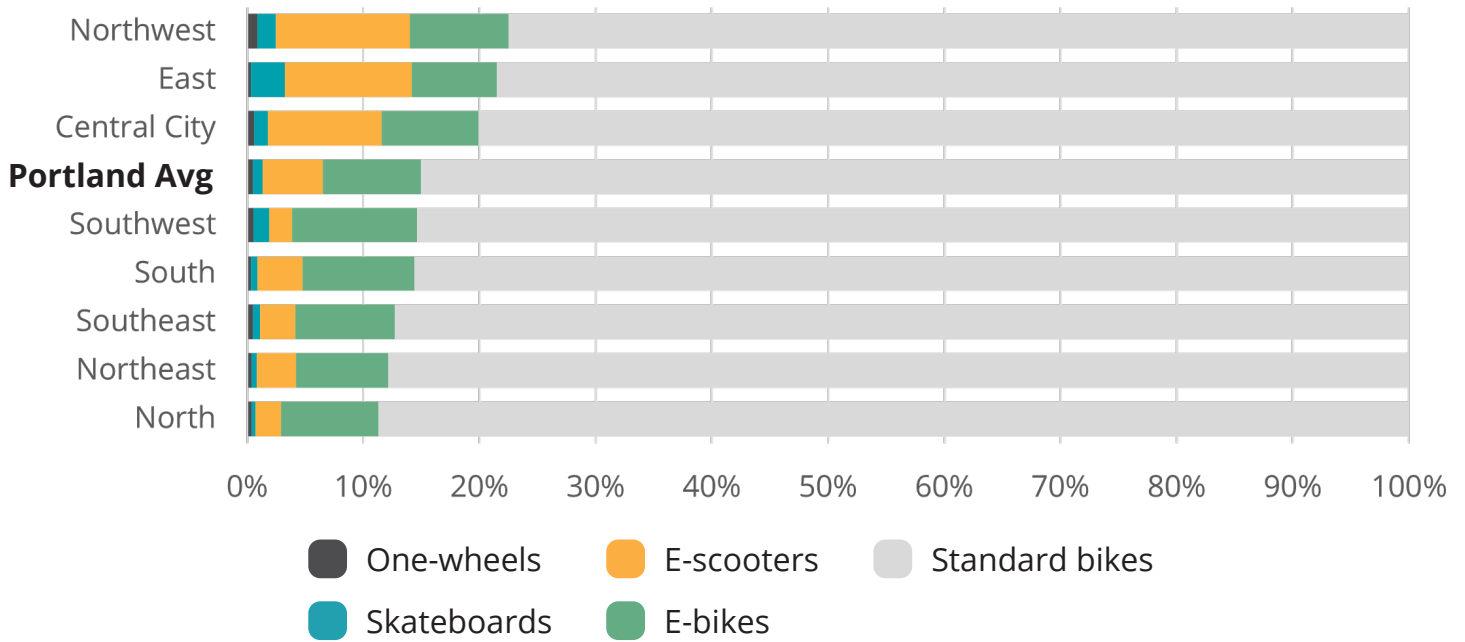


Table 8: Distribution of non-bike micromobility usage by sector, 2024

Sector*	Skateboards		Scooters		One-wheels	
	Number	Share of city (%)	Number	Share of city (%)	Number	Share of city (%)
East	44	14	163	9	5	3
North	14	5	90	5	15	9
Northeast	32	11	220	12	24	14
Northwest	45	15	331	18	26	15
South	6	2	44	2	4	2
Southeast	75	25	348	19	57	33
Southwest	18	6	27	1	7	4
City Center	70	23	592	33	37	21
Portland Avg	304	100%	1,815	100%	175	100%

* East Portland refers to areas east of I-205 (including the multi-use path); Northeast and Southeast are west of I-205.

Shared bikes & scooters

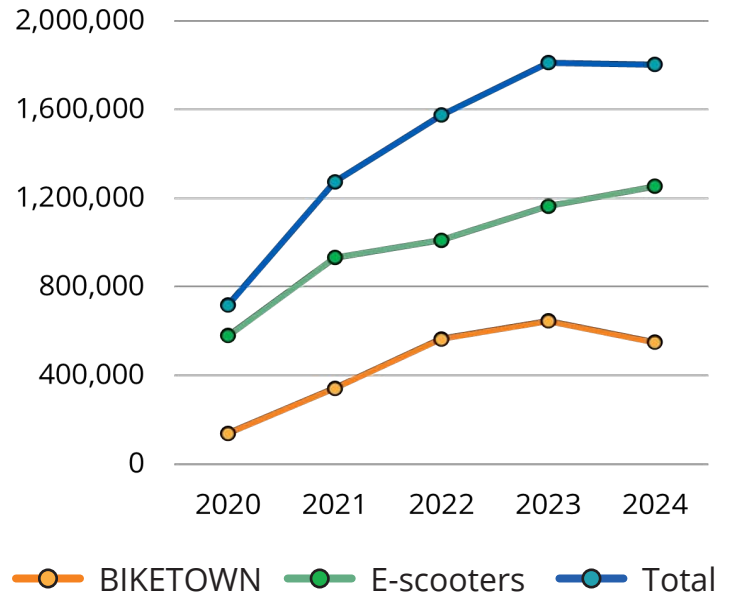
Shared micromobility has been a growing part of Portland’s transportation network since 2016 with the launch of BIKETOWN, the city’s bike-share program. Today, the bike-share system has approximately 2,350 e-bikes. There are 3,500 e-scooters available citywide.

As with other modes of transportation, ridership on both BIKETOWN and e-scooters decreased during the pandemic. Since 2020, ridership has been on the rise with the exception of BIKETOWN, which saw a 15% decrease in 2024 compared to 2023. While there are likely a number of reasons behind this decline, the bulk of the decrease is due to a change in BIKETOWN for All, a popular program that makes bike-share more accessible for people living on low incomes. BIKETOWN for ALL saw a 21% annual decrease in trips last year.

In June 2024, BIKETOWN for All adjusted its eligibility requirements and switched from providing unlimited, free 60-minute trips to providing a \$10 credit per month with rides billed at 5 cents per minute. That’s compared to 35 cents or 15 cents per minute for non-members and BIKETOWN members, respectively. The change was made in response to rising costs that threatened the financial stability of the program, which had grown from 169 users in 2020 to 4,270 when the change was implemented.⁷

E-scooter use, however, saw strong growth in 2024, with a 7.6% increase in ridership compared to the previous year. Overall, 1.8 million trips were taken on shared bikes and e-scooters in 2024, a 0.4% decrease compared to the year prior. More data about both systems can be found on PBOT’s [interactive micromobility dashboard](#).

Figure 12: Shared micromobility trips in Portland



A major difference between the shared bike and scooter systems is their reach. E-scooters operate citywide (145 square miles) with two companies—Lime and Lyft (BIKETOWN)—providing about 3,500 electric scooters between them. In contrast, BIKETOWN bikes can only be operated within a defined service area. When the bike-share system launched in 2016, the service area covered 16 square miles in the central city with 1,000 bikes. By the end of 2024, BIKETOWN covered 45 square miles with over 230 stations and 2,350 e-bikes. Importantly, much of Southwest and parts of Southeast and East Portland are not included in the current bike-share service area.

⁷ Portland Bureau of Transportation, 2024, “News Release: BIKETOWN for All reduced fare program makes changes to address skyrocketing growth.” <https://www.portland.gov/transportation/news/2024/5/30/news-release-biketown-all-reduced-fare-program-makes-changes-address>

Shared Mobility Timeline

2016

BIKETOWN is born

Bike-share launches in Portland's central city with 1,000 standard bikes.



2020

Electric BIKETOWN

Lyft becomes the operator for BIKETOWN, expands the service area by about 70% (to 32 square miles), and launches a new fleet of 1,500 electric-assist bicycles.



2023

A bigger bike fleet

500 e-bikes are added to BIKETOWN's all-electric fleet, bringing the total to 2,000 e-bikes.



2018

E-scooters arrive

Shared e-scooters drop in Portland, and BIKETOWN expands its bike service area by over 50%.



2022

BIKETOWN expands

The service area increases by 25%, adding most of residential North Portland and expanding further east and south in East Portland.



2024

E-scooters get permits

Lime & BIKETOWN (Lyft) are selected as the two e-scooter companies permitted to operate in Portland with a total of 3,500 e-scooters.



Census Data

The U.S. Census Bureau tracks the principal means by which people get to work and provides more context for recent shifts in biking. While the work commute is not the only metric that matters, it is one that is reliably measured. American Community Survey data is available through 2023, providing insight into biking trends during the pandemic when we did not conduct annual counts. The Census also tracks all modes of transportation so we can determine mode-share.

According to Census data, 2021 had the lowest bike commute share since 2004 (Table 9) and the fewest people biking since 2005 (Table 10). Both measures have increased over the past two years, but not by much. The last time the

bike share was at or below 2023 levels (3.7%) was in 2005. The last time we saw numbers of bike commuters as low as in the 2023 estimate (13,600) was 2007.

Figure 13 shows how manual counts track fairly consistently to Census numbers. The manual counts are based on a subset of count locations (about 40% of the sites counted in 2024) that were counted consistently in each year charted—2014, 2016, 2018, and 2022-2024. Thus, it is not as reliable a measure of how biking has changed since 2023 (see Table 1). By late summer 2025, PBOT will get 2024 Census numbers. We expect that, similar to the manual counts, it will show biking holding steady.

Figure 13: Percent change in people biking relative to 2014

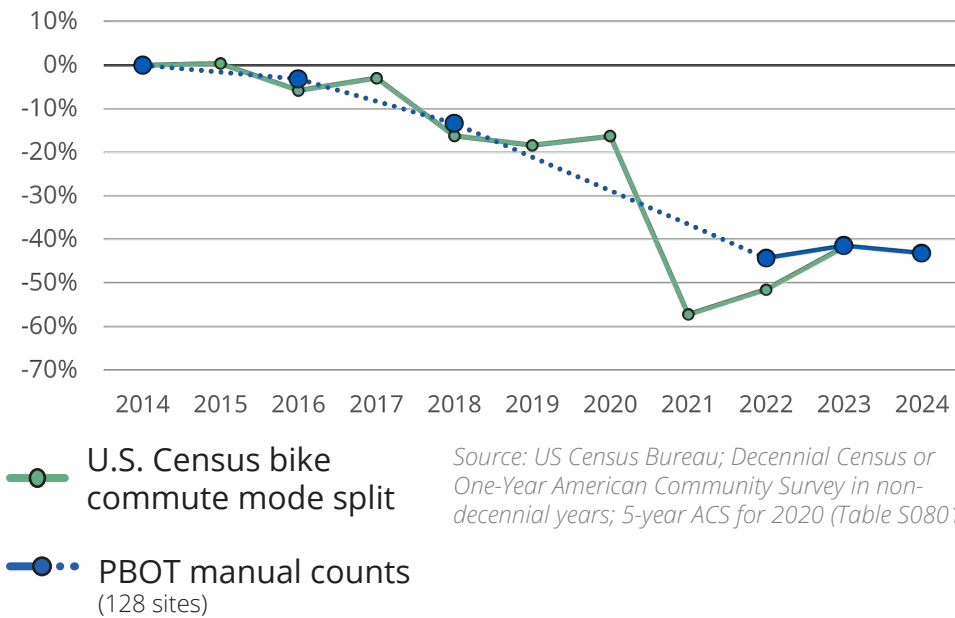


Figure 13 compares the annual change in U.S. Census bike commute data (in green) and select years of manual bike count data (in blue) based on the 128 sites consistently counted in each year charted. A subset of years was used for the manual data to maximize the number of comparative points—adding more years reduces the number of sites counted consistently and is less reflective of actual trends. The baseline or ‘zero-year’ is 2014, when Portland recorded the highest share of people biking to work. The solid blue lines link data points from consecutive count years while the dotted lines connect non-consecutive data points. No counts were conducted in 2020 or 2021 due to the pandemic.

Table 9: Mode split for the journey to work, percentage

	Drove alone	Bicycled	Carpooled	Transit	Walked	Worked at home
1990	65.0	1.1	12.9	11.0	5.6	3.4
1996	65.2	1.7	12.2	11.7	4.3	4.2
1997	64.0	2.2	11.7	14.0	3.8	3.7
1998	65.4	2.0	10.7	12.1	4.4	4.6
1999	63.8	1.9	11.0	12.3	5.5	4.8
2000	63.6	1.8	11.9	12.3	5.2	4.3
2001	62.8	2.8	11.0	13.0	5.0	4.6
2002	64.4	2.6	10.2	12.2	4.8	5.0
2003	62.4	3.0	12.0	12.9	3.8	4.9
2004	62.2	2.8	11.0	13.3	3.7	5.8
2005	62.3	3.5	10.4	13.3	4.3	5.3
2006	60.6	4.2	10.5	12.6	5.2	6.1
2007	63.6	3.9	9.8	11.2	4.4	6.4
2008	60.4	6.0	8.4	12.6	5.3	6.5
2009	61.6	5.8	8.5	11.5	5.6	5.9
2010	58.8	6.0	9.6	12.1	5.3	7.4
2011	57.8	6.3	9.2	13.0	4.9	7.9
2012	58.5	6.1	8.4	11.1	6.9	7.9
2013	57.4	5.9	9.9	11.9	6.1	7.1
2014	57.6	7.2	9.1	11.8	5.4	7.6
2015	57.2	7.0	8.2	13.4	6.0	7.2
2016	58.2	6.3	8.1	12.9	5.8	7.8
2017	56.7	6.3	8.6	12.6	5.7	8.6
2018	58.5	5.3	7.6	12.0	5.7	9.6
2019	56.4	5.2	8.2	13.4	6.3	9.1
2020	55.7	5.4	7.9	11.4	5.5	12.7
2021	46.8	2.8	6.2	4.4	3.7	34.9
2022	48.6	3.2	6.6	6.5	5.3	28.6
2023	50.0	3.7	7.8	6.2	5.1	25.7

Source: US Census Bureau; Decennial Census or One-Year American Community Survey in non-decennial years; 5-year ACS for 2020 (Table S0801).

Table 10: Mode split for the journey to work, number

	Drove alone	Bicycled	Carpooled	Transit	Walked	Worked at home	Total commuters
1990	139,246	2,453	27,594	23,475	12,058	7,243	214,270
1996	160,928	4,254	30,080	28,794	10,622	10,311	246,860
1997	159,965	5,435	29,182	34,983	9,626	9,180	250,077
1998	165,165	5,026	26,958	30,589	11,213	11,628	252,428
1999	162,966	4,900	27,995	31,530	13,928	12,202	255,363
2000	172,491	4,775	32,197	33,410	14,192	11,780	271,234
2001	165,727	7,378	29,015	34,278	13,092	12,181	264,054
2002	162,621	6,647	25,840	30,815	12,054	12,599	252,701
2003	161,544	7,776	31,133	33,422	9,911	12,754	258,889
2004	160,364	7,207	28,315	34,235	9,627	14,930	257,766
2005	160,686	9,013	26,781	34,249	11,073	13,648	257,768
2006	167,559	11,477	28,895	34,948	14,264	16,758	276,465
2007	178,588	10,987	27,600	31,465	12,232	17,841	280,933
2008	176,252	17,365	24,450	36,666	15,482	18,929	291,579
2009	178,332	16,846	24,753	33,431	16,125	17,235	289,700
2010	168,231	17,035	27,375	34,544	15,078	21,139	286,228
2011	174,457	18,977	27,631	39,180	14,753	23,876	301,584
2012	180,107	18,912	25,736	34,289	21,336	24,308	307,935
2013	178,980	18,337	30,831	37,002	19,017	22,160	311,588
2014	187,726	23,347	29,651	38,529	17,615	24,681	325,907
2015	191,822	23,432	27,651	44,855	20,081	24,053	335,447
2016	202,102	21,982	28,196	44,691	19,986	27,180	347,260
2017	202,718	22,647	30,687	45,028	20,303	30,843	357,258
2018	214,405	19,553	27,972	43,800	20,859	35,313	366,445
2019	206,585	19,052	30,168	49,103	23,084	33,516	366,463
2020	201,533	19,538	28,584	41,247	19,900	45,951	361,818
2021	164,795	9,985	22,008	15,385	13,001	122,913	352,391
2022	171,924	11,321	23,373	23,120	18,737	101,430	354,050
2023	181,408	13,607	28,205	22,512	18,544	93,120	363,011

Source: US Census Bureau; Decennial Census or One-Year American Community Survey in non-decennial years; 5-year ACS for 2020 (Table S0801).

Discussion

The 2024 bike count shows that bicycling in Portland has remained steady since 2023. There is reason for optimism here, despite numbers remaining steady:

- Portland’s bike infrastructure is more robust and far reaching than it was a decade ago when Portland was setting national records for biking.
- PBOT has expanded automated enforcement of traffic laws (speeding & red light running) to reduce dangerous driving on Portland’s streets.
- PBOT is removing some parking at intersections to improve visibility for everyone on the street.
- PBOT is beefing up maintenance funding to provide more in-house capacity for bike lane sweeping and reduce the backlog of deferred maintenance.
- A new form of city government and leadership promises fresh ideas and more collaborative city operations.
- The Portland Clean Energy Fund is now funding critical active transportation projects that reduce barriers to biking.
- More than 15 schools in Portland now have biking “school buses” where kids and parents bike to school together, and interest in such bike buses has never been higher.
- Agencies like Metro and the City of Portland have started their own employee bike buses.
- Numerous PBOT plans—Parking Options for Equitable Mobility, the 2030 Bike Plan, North Portland in Motion, Lower Southeast Rising, and many others based on community priorities and endorsed by policy makers—are ready to be implemented and/or funded.

Portland can be a world-class bicycle city, but only if we’re committed to making it that way. Prevailing U.S. policy, funding mechanisms, and culture favors less travel choice, more car dependence, rising vehicle traffic, and more traffic fatalities. These outcomes are not flukes; they’re consequences. But Portland is making different choices.

We can change for the better. And change is necessary for a brighter, more bikeable future.



▲ An aerial view of the City of Portland’s Bike Bus passing through Ladd’s Addition in May 2024.



Appendices

Appendix A: Maps

- Map 1: Daily bicycle traffic, 2024
- Map 2: Daily bicycle traffic, 2023
- Map 3: Daily bicycle traffic, 2022
- Map 4: Daily bicycle traffic, 2019
- Map 5: Daily bicycle traffic, 2014
- Map 6: Daily bicycle traffic, 2013
- Map 7: Change in daily bicycle traffic, 2023-2024
- Map 8: Share of e-bikes, 2024
- Map 9: Share of women, 2024

All of the maps of estimated daily bicycle traffic (Maps 1-6) use the same scale to better show the changes in volumes over time. On Map 9, only locations with 50 or more people biking in the two-hour peak were considered for the “top 10” and “lowest 10” rankings (as shown in Table 5). Thus, some locations with less than 40% women biking are included in the top 10.

Bicycle Count Form use a different form for each hour **PBOT**

Location (cross streets & location ID): #157 SW Naito + Clay/Harbor Dr/Waterfront exit path
 Date: 9/14/24 Time: 7-9am Daylight After dark
 Volunteer Name: _____ Weather: 64
 Notes: many e-bike riders entered, mostly bike lanes (black north at Columbia St/10 or exits)

Tables: only record people riding a bicycle (of any type). Distinguish between e-bikes and other bikes by placing e-bike tallies in the bottom half of the cells. If you cannot tell if a bike is an e-bike, record it as an analog/standard bike. For people riding skateboards, e-scooters, or one-wheels, use the “Micromobility Tally” at the bottom.

	Men	Women	Totals
Biking with helmet	(4)	(5)	26
e-bikes:	(5)	(5)	16
Biking no helmet	(2)	(2)	2
e-bikes:	(2)	(2)	2
Totals	24	20	44

Diagram: Indicate movement of people biking thru the intersection with arrows to show the direction of travel. Indicate north. Draw and label the legs of the intersection.

Micromobility Tally

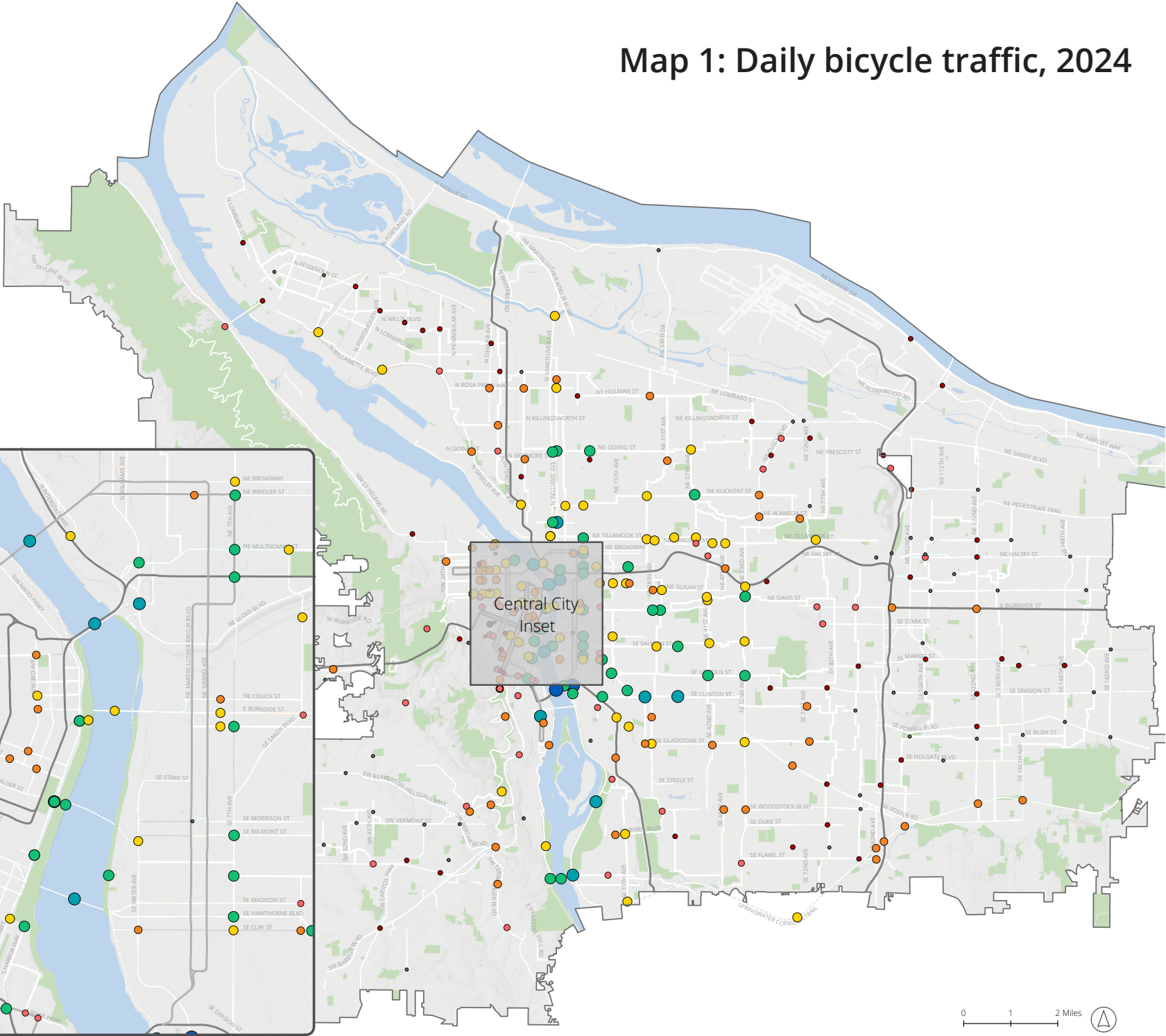
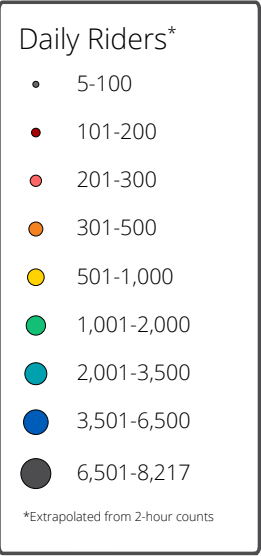
Skateboards:	1	E-scooters:	1	One-wheels:	
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▲ Above: The count form used by volunteers. This is the completed form for site #157 at SW Naito & SW Clay St/Harbor Dr.

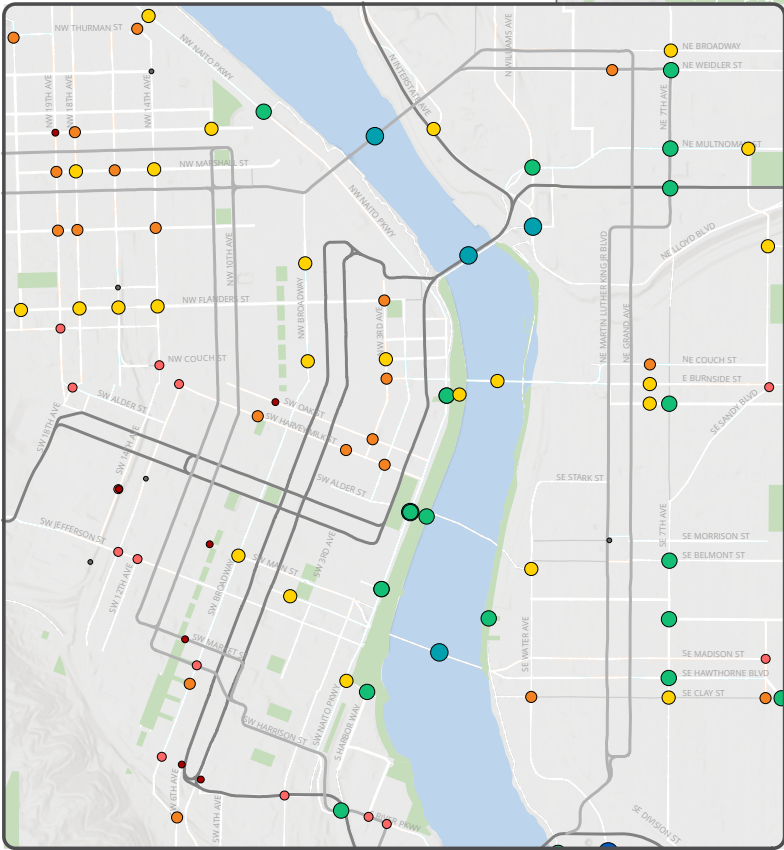
▼ Below: PBOT employees biking to work from southeast during the May 2024 bike bus.



Map 1: Daily bicycle traffic, 2024



Central City Inset



Central City Inset

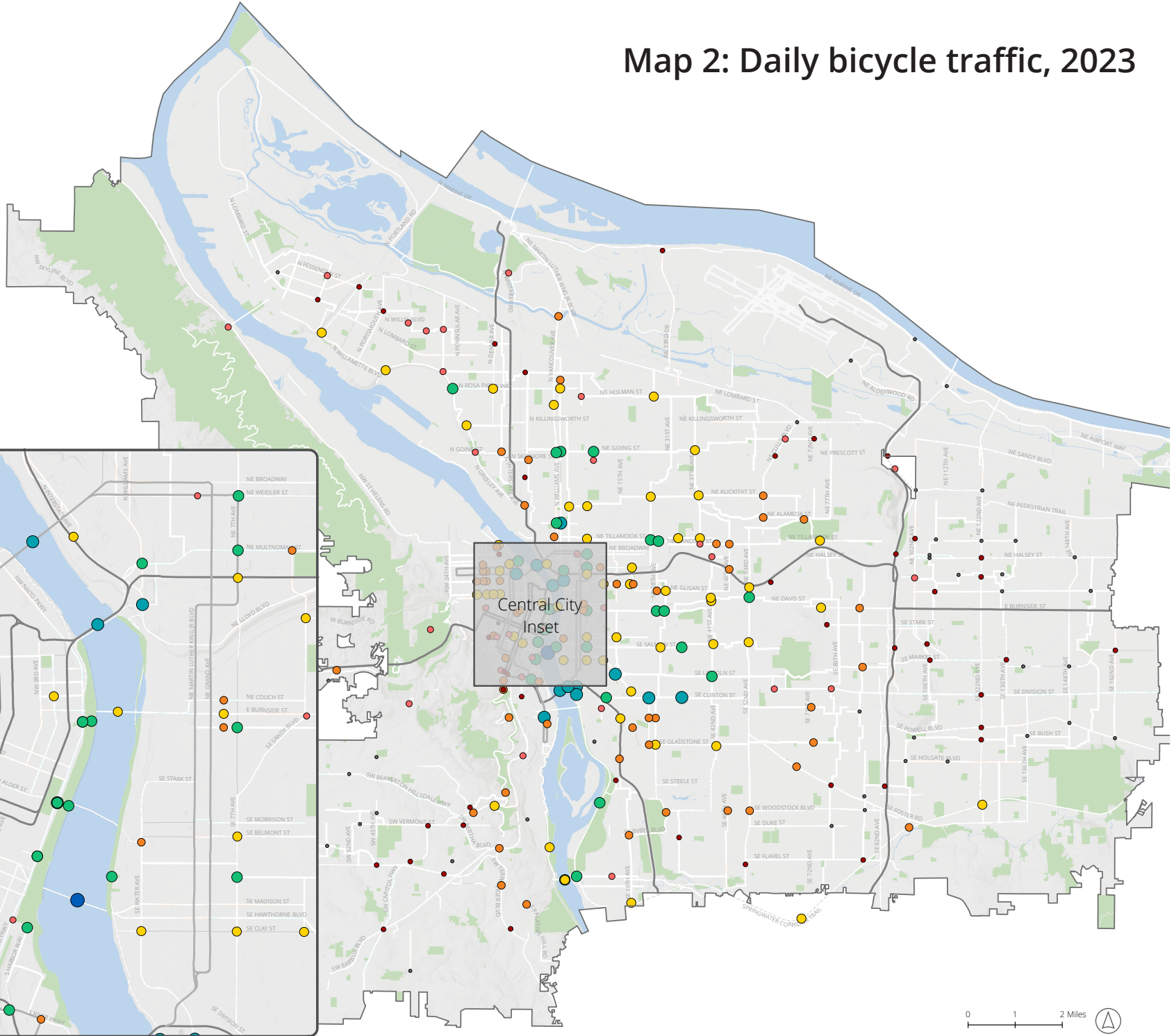
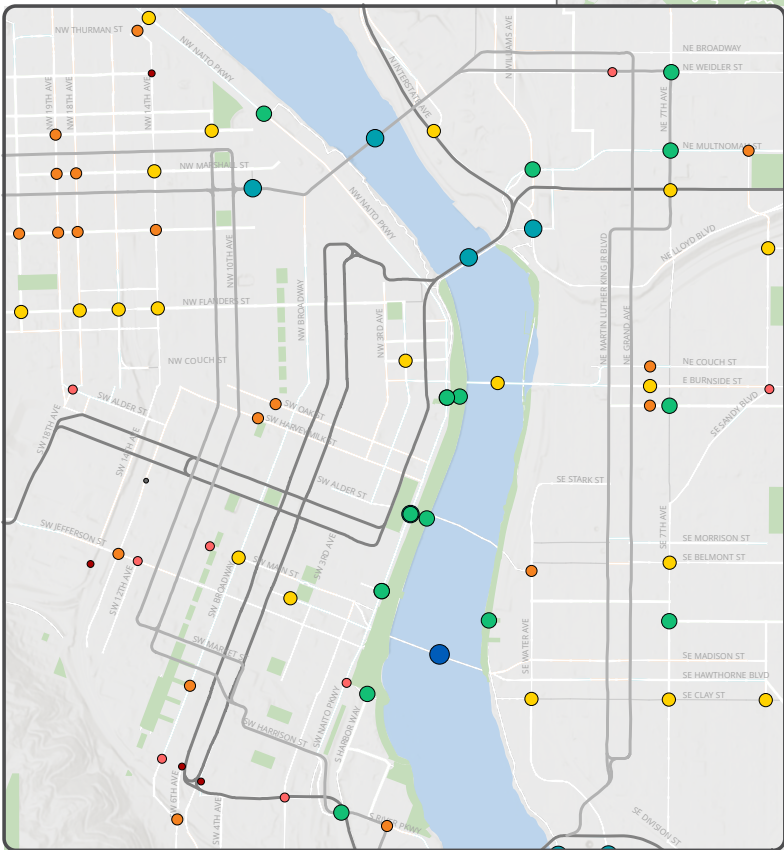
Map 2: Daily bicycle traffic, 2023

Daily Riders*

- 5-100
- 101-200
- 201-300
- 301-500
- 501-1,000
- 1,001-2,000
- 2,001-3,500
- 3,501-6,500
- 6,501-8,217

*Extrapolated from 2-hour counts

Central City Inset



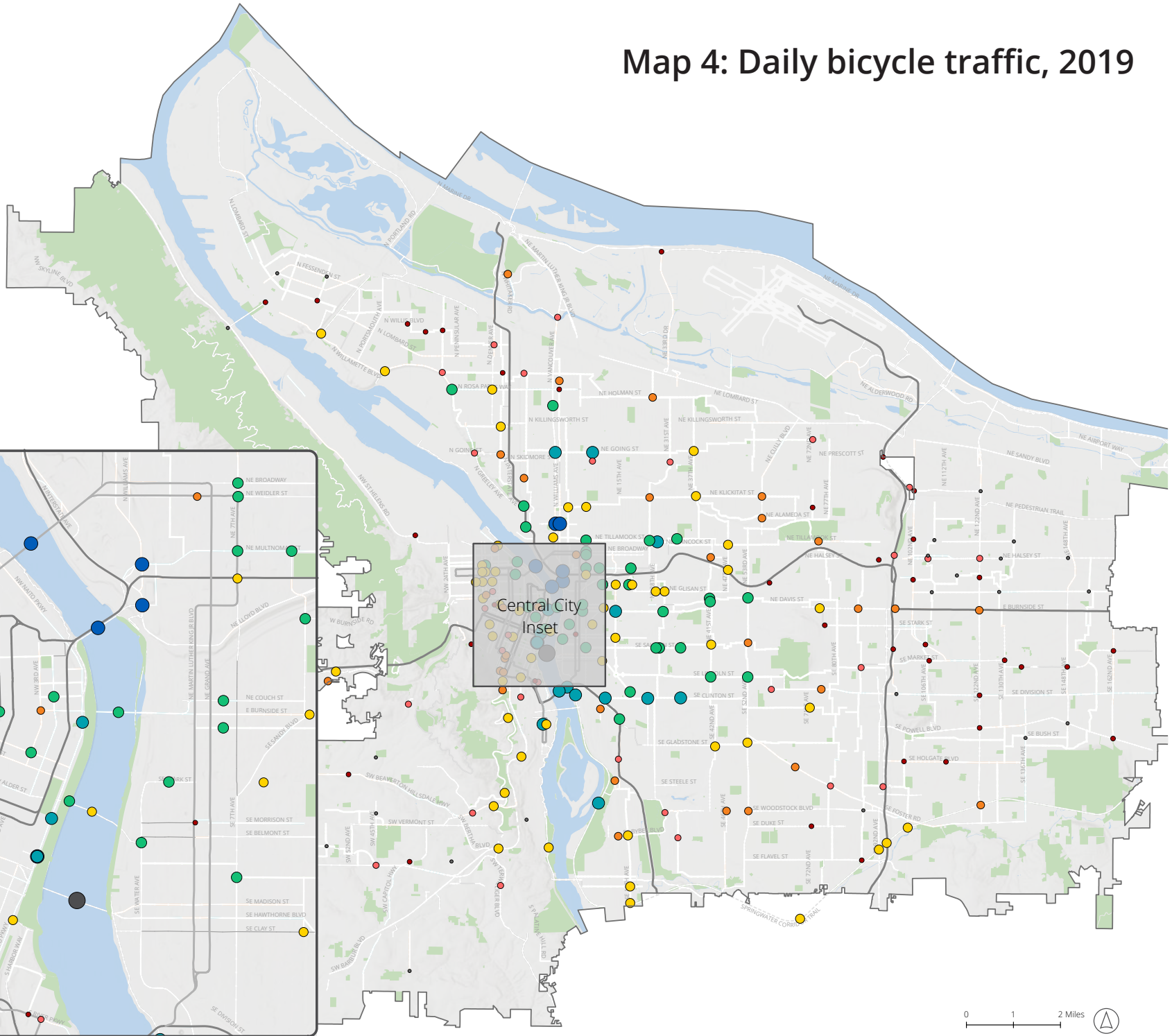
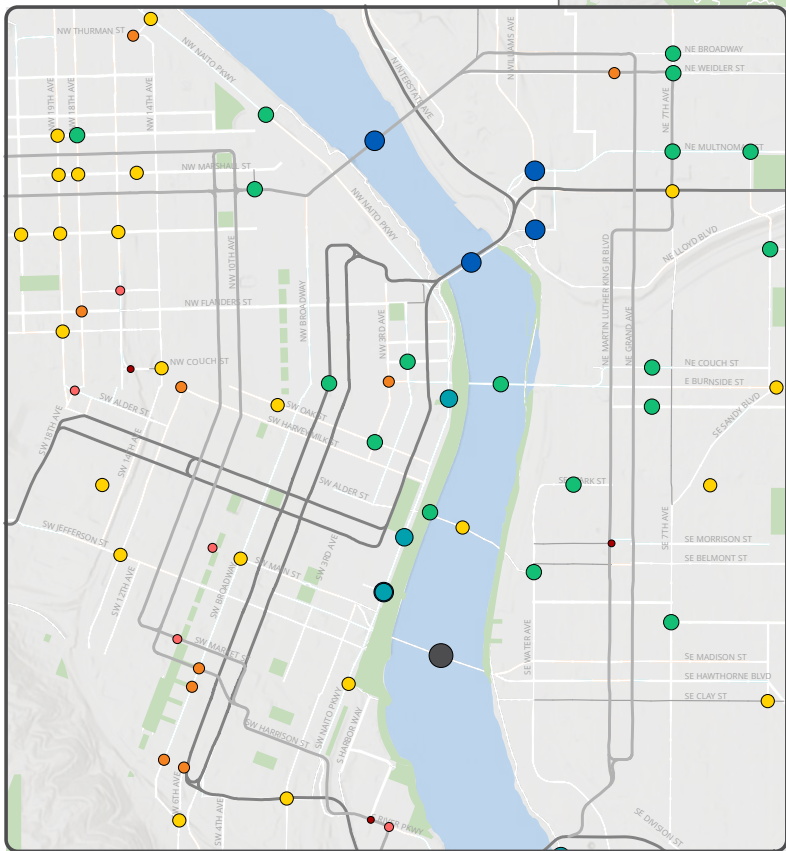
Map 4: Daily bicycle traffic, 2019

Daily Riders*

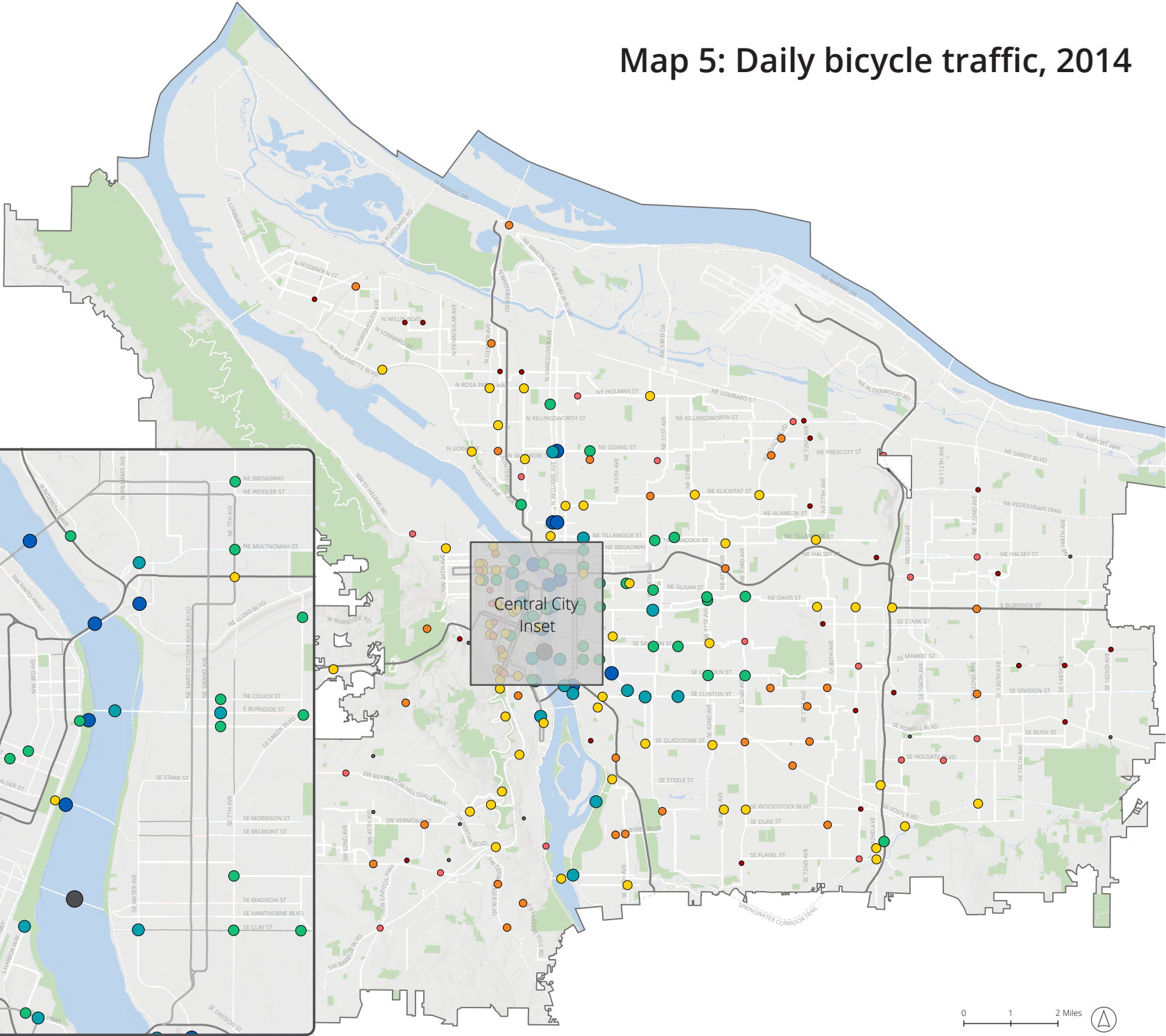
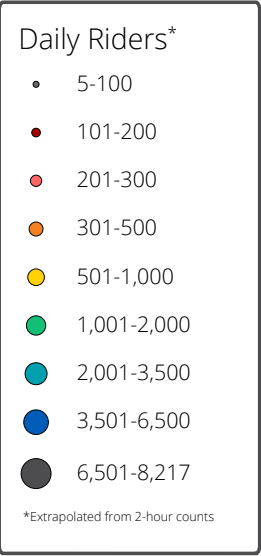
- 5-100
- 101-200
- 201-300
- 301-500
- 501-1,000
- 1,001-2,000
- 2,001-3,500
- 3,501-6,500
- 6,501-8,217

*Extrapolated from 2-hour counts

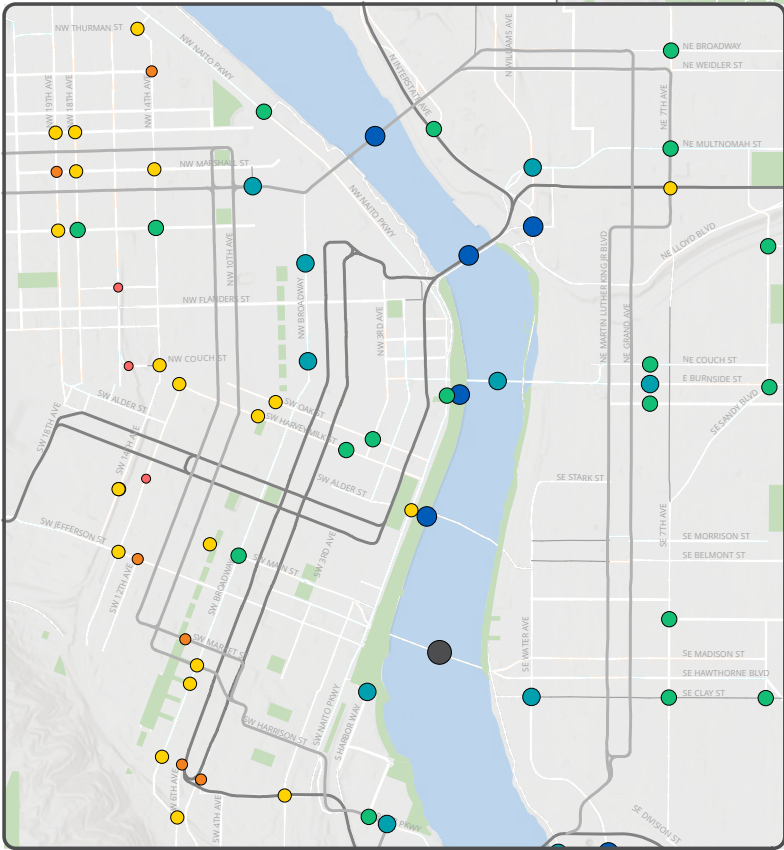
Central City Inset



Map 5: Daily bicycle traffic, 2014



Central City Inset



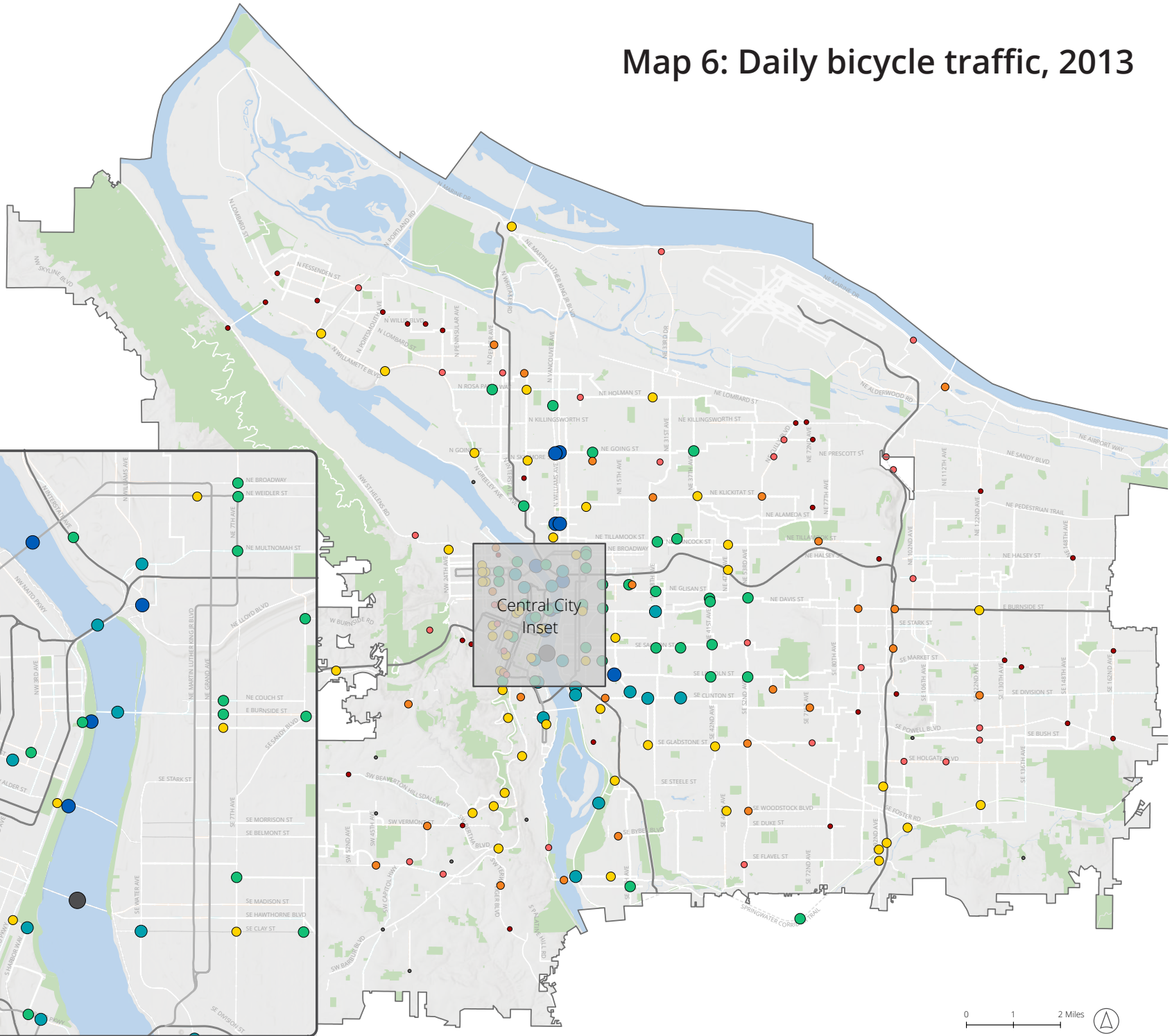
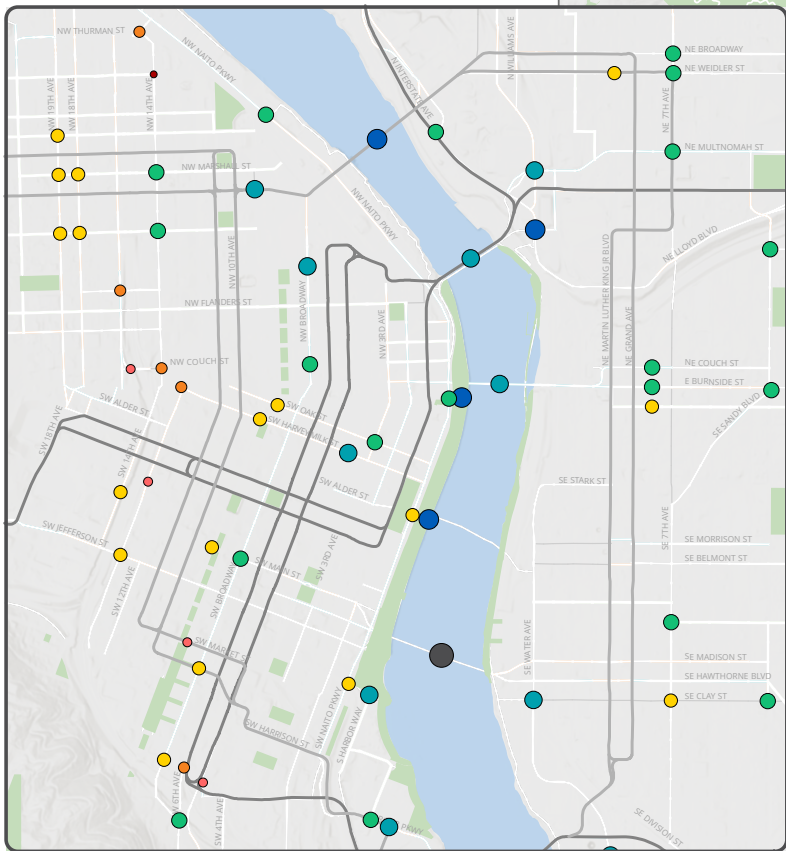
Map 6: Daily bicycle traffic, 2013

Daily Riders*

- 5-100
- 101-200
- 201-300
- 301-500
- 501-1,000
- 1,001-2,000
- 2,001-3,500
- 3,501-6,500
- 6,501-8,217

*Extrapolated from 2-hour counts

Central City Inset



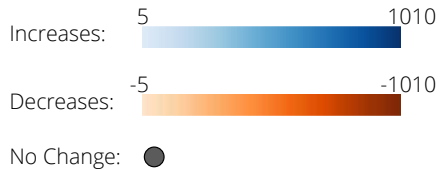
Map 7: Change in daily bicycle traffic, 2023-2024

Daily Riders*

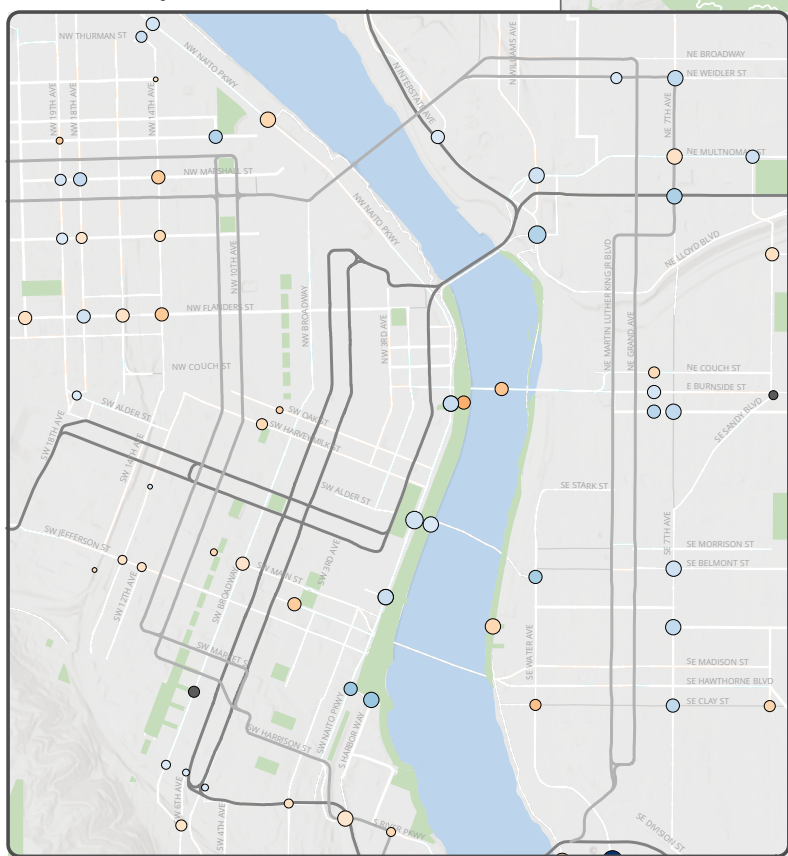
- 5-100
- 101-200
- 201-300
- 301-500
- 501-1,000
- 1,001-2,000
- 2,001-3,500
- 3,501-6,500
- 6,501-8,217

*Extrapolated from 2-hour counts

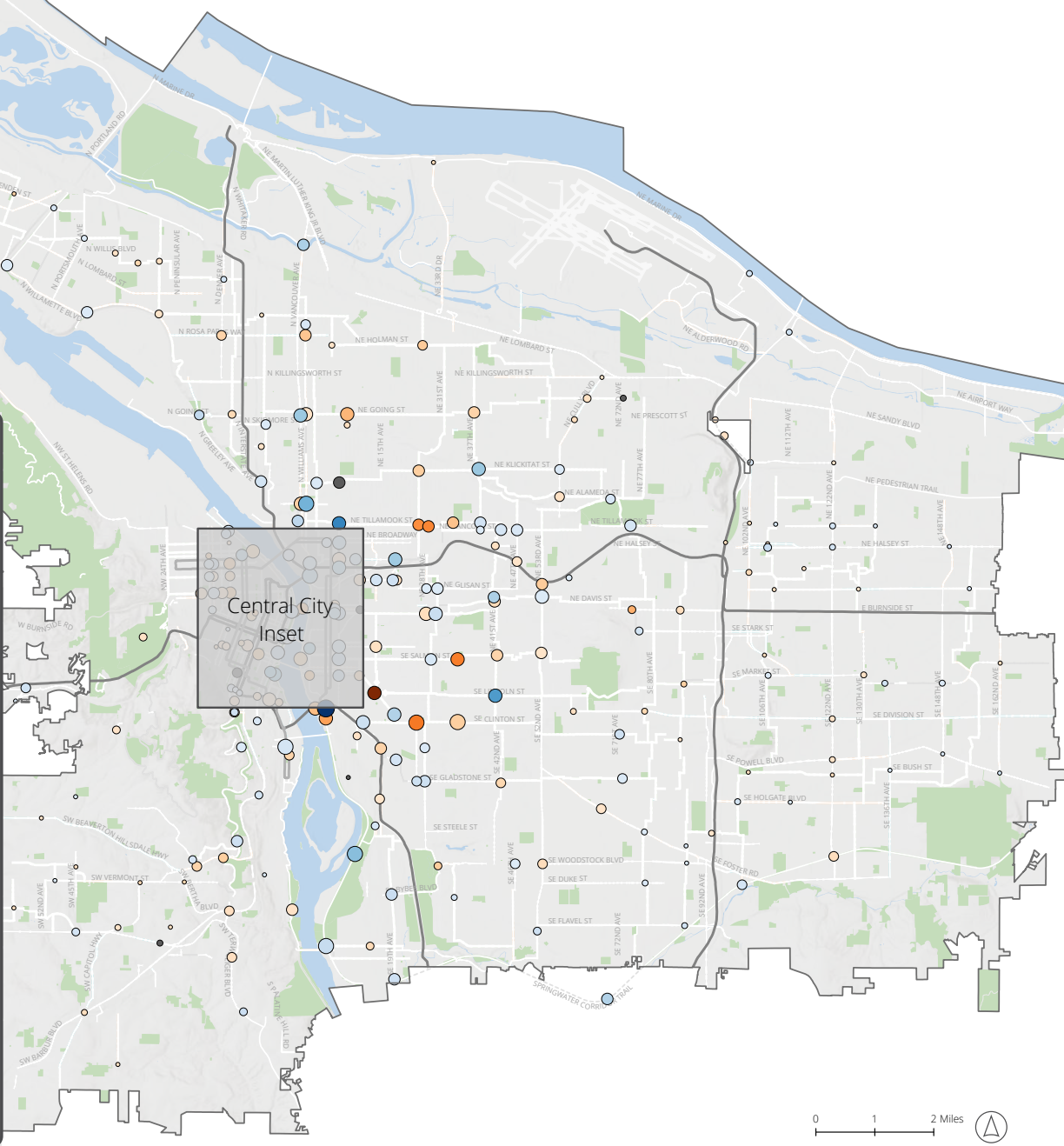
Change from 2023 - '24*



Central City Inset



Central City Inset



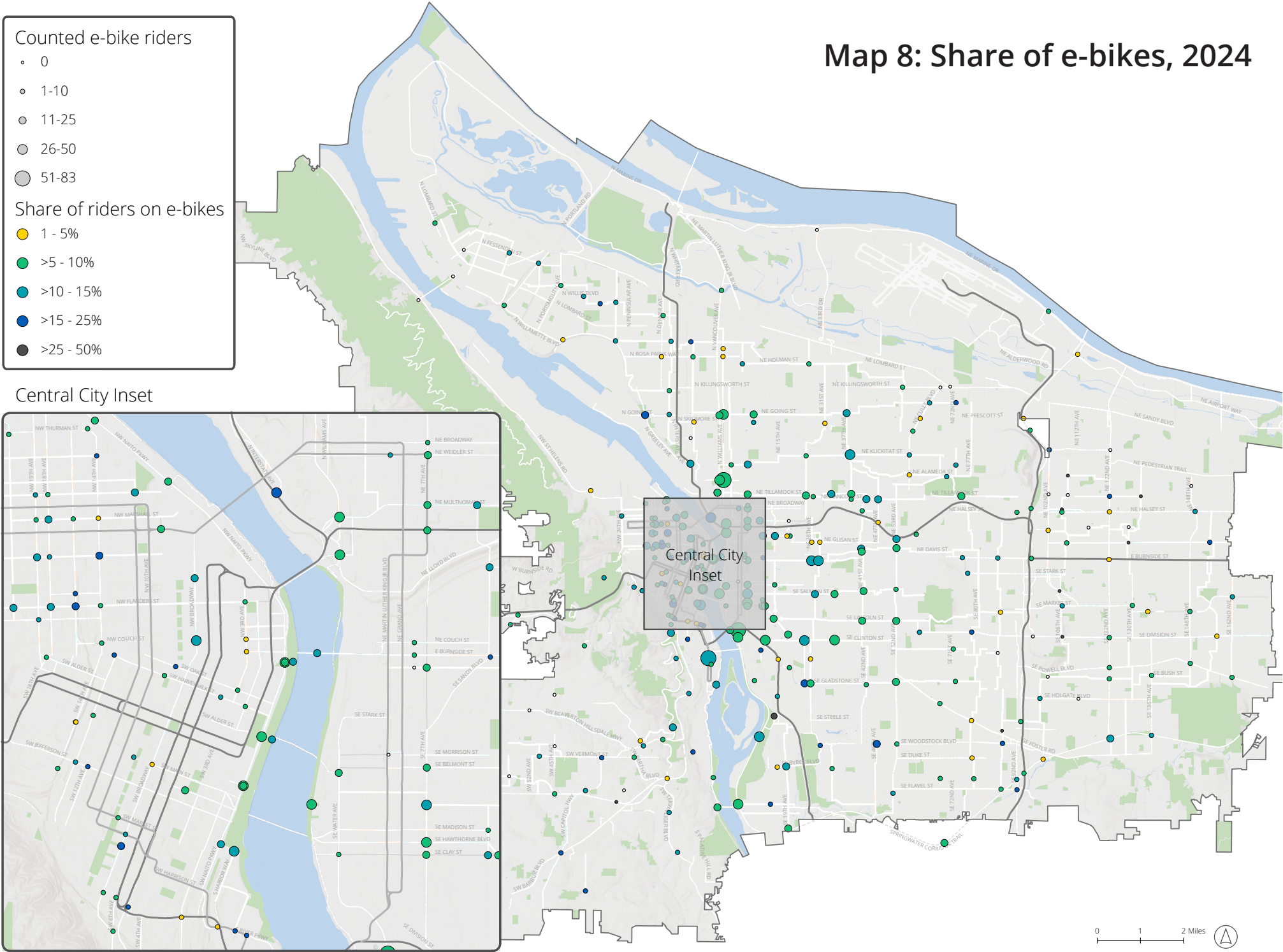
Map 8: Share of e-bikes, 2024

Counted e-bike riders

- 0
- 1-10
- 11-25
- 26-50
- 51-83

Share of riders on e-bikes

- 1 - 5%
- >5 - 10%
- >10 - 15%
- >15 - 25%
- >25 - 50%



Central City Inset

Central City Inset

Map 9: Share of women, 2024

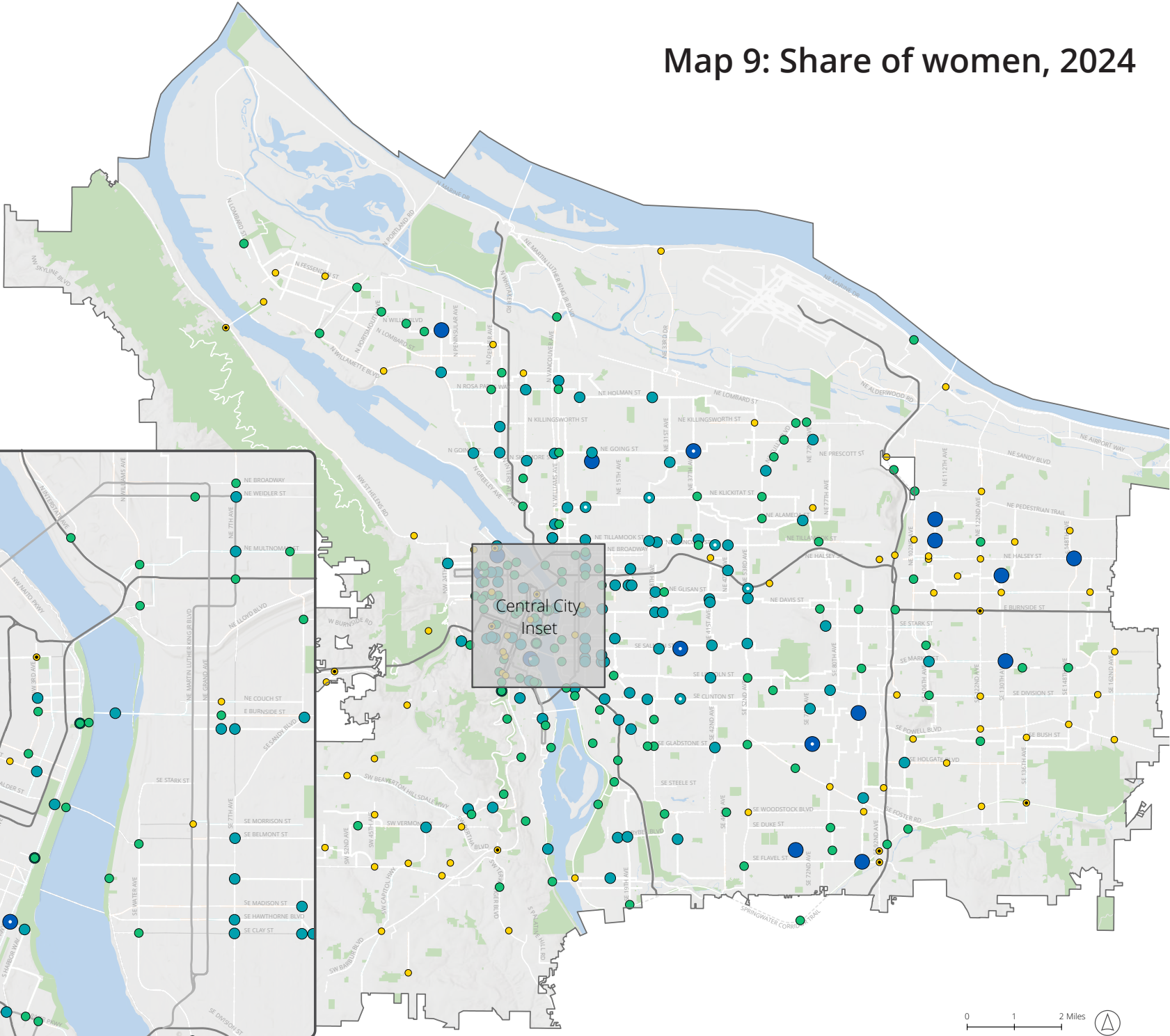
Share of women

- <20%
- 21-30%
- 31-40%
- >40%

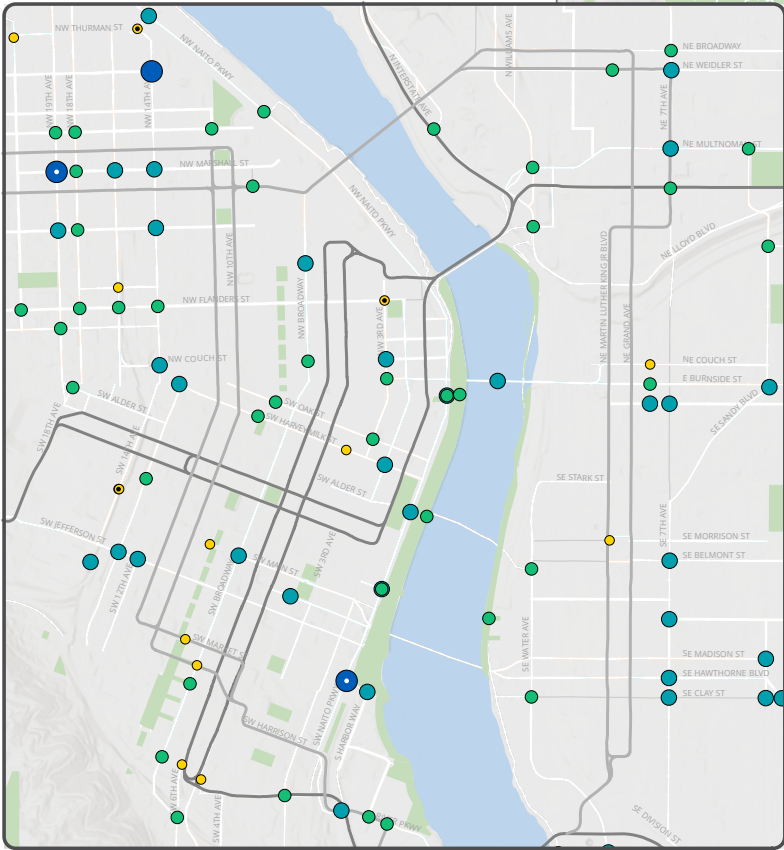
Location rank*

- Top 10
- Bottom 10

*Only ranks locations with 50 or more riders counted



Central City Inset



Central City Inset

Appendix B: Historical counts compared to 2024 by location

The following charts display the 2024 extrapolated count compared to six periods: 2006-2008, 2009-2012, 2013-2016, 2017-2019, 2022, and 2023. Not every count location has data for each year. If data was not available for each year in a range, it was averaged using the number of years that were available. If no data was available for a period, no bar is shown. Note that the charts use different scales for each district to improve legibility.

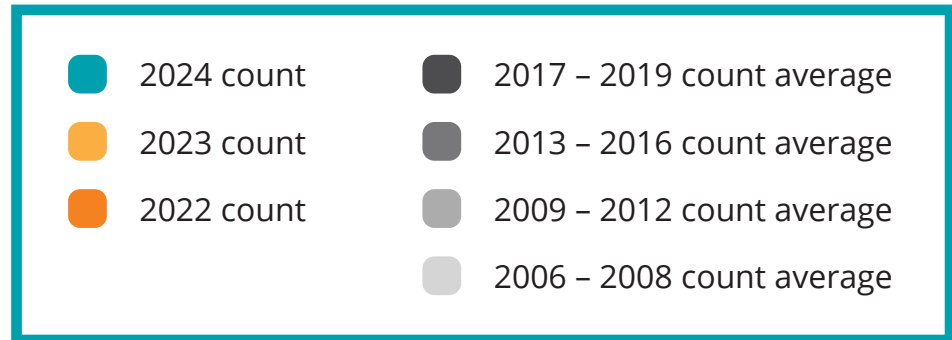


Figure B.1: Historical periods (2006-2019) compared to post-pandemic counts—City Center

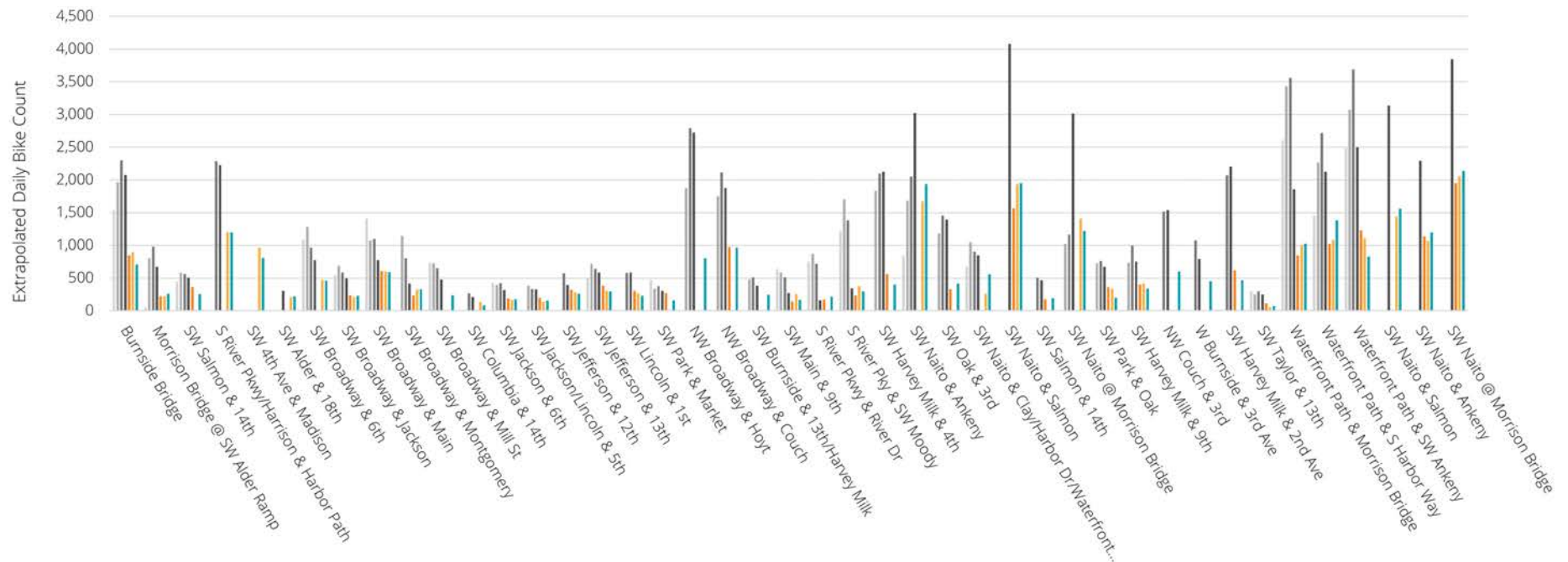


Figure B.2: Historical periods (2006-2019) compared to post-pandemic counts—East Portland

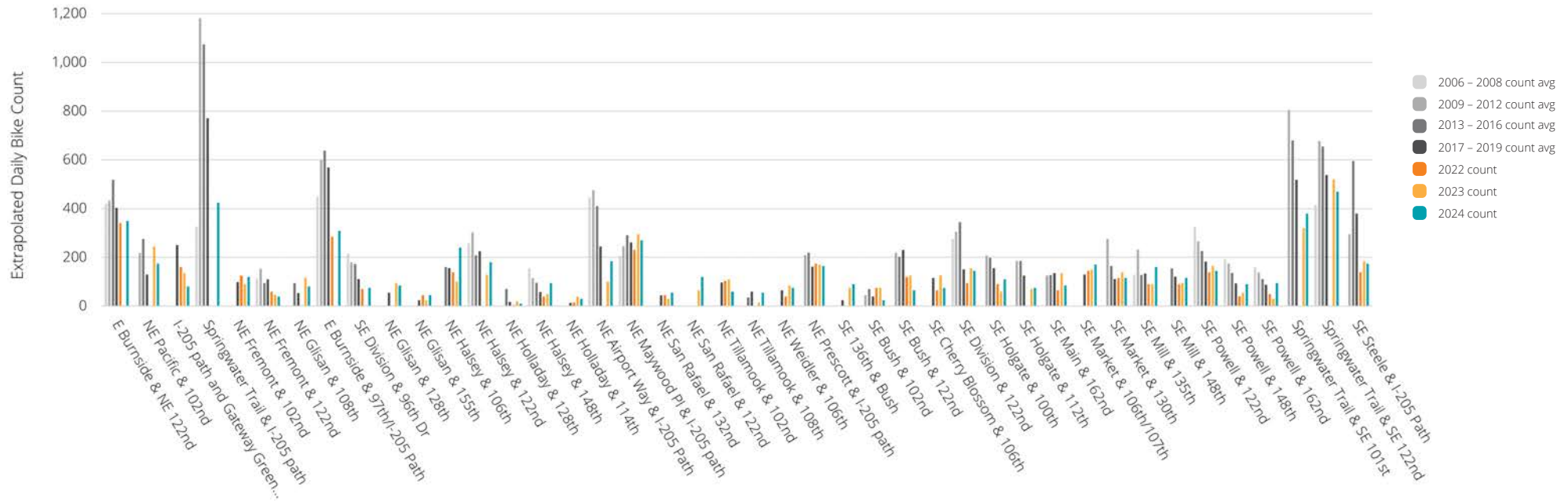


Figure B.3: Historical periods (2006-2019) compared to post-pandemic counts—North Portland

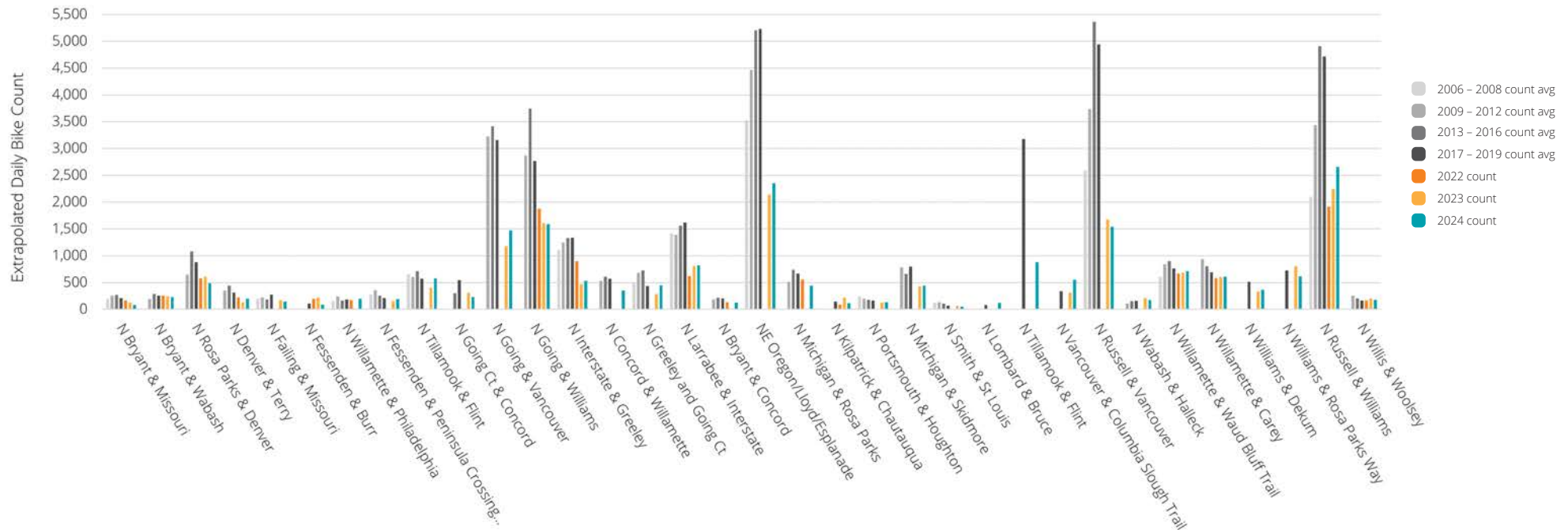


Figure B.4: Historical periods (2006-2019) compared to post-pandemic counts—Northeast, Part I

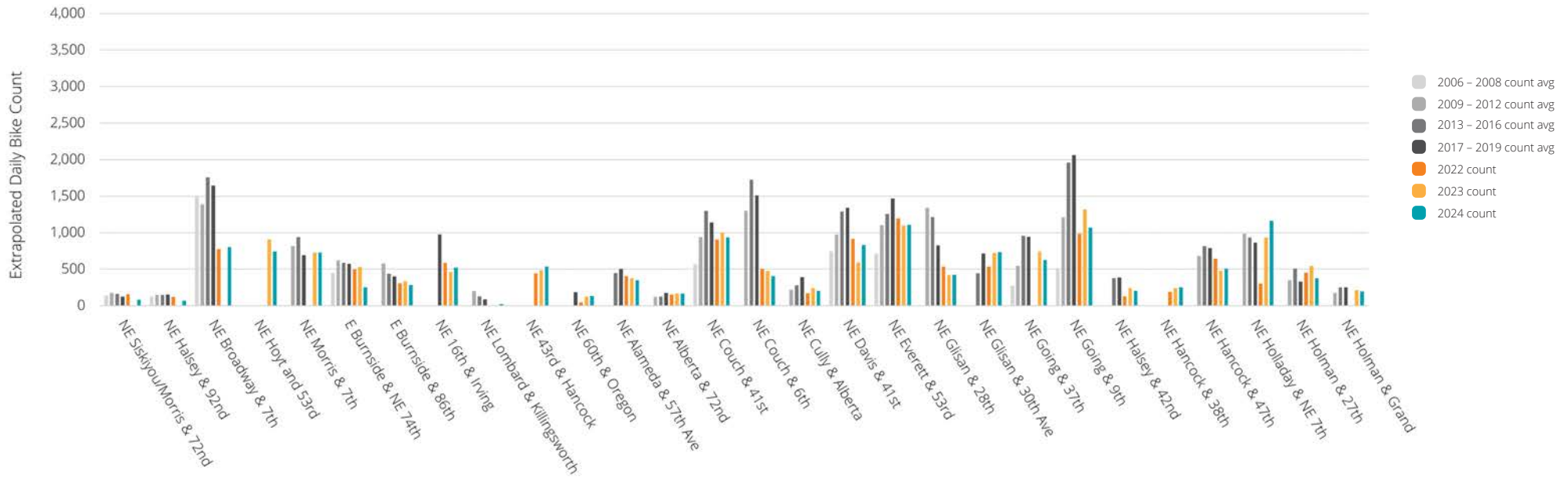


Figure B.5: Historical periods (2006-2019) compared to post-pandemic counts—Northeast, Part II

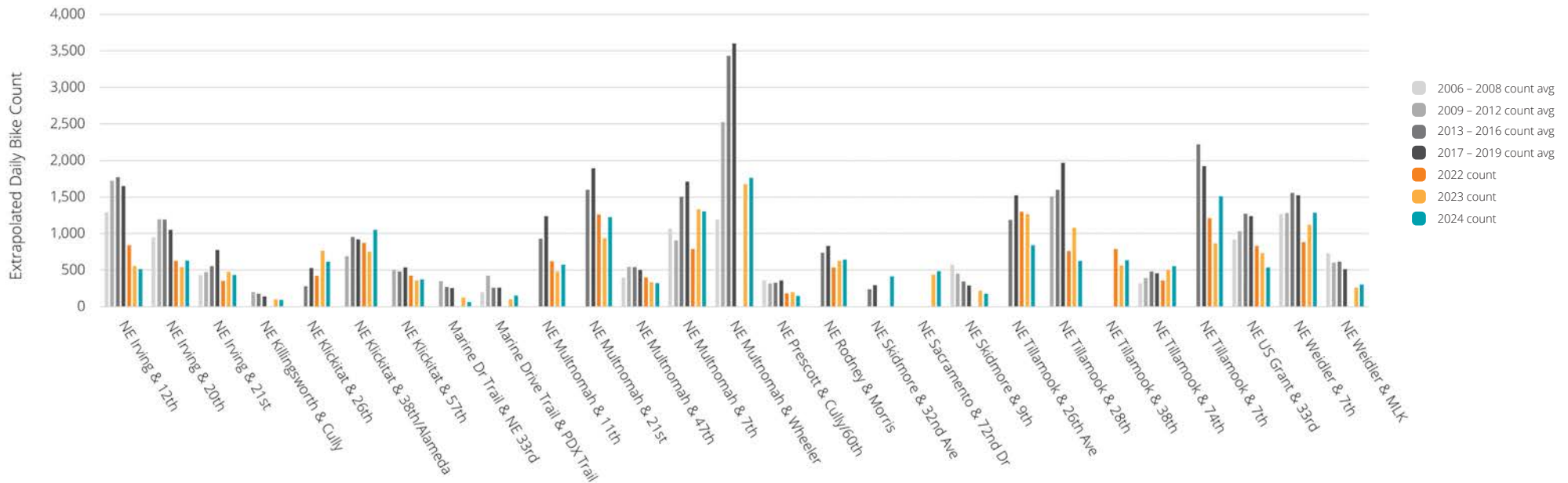


Figure B.6: Historical periods (2006-2019) compared to post-pandemic counts—Northwest

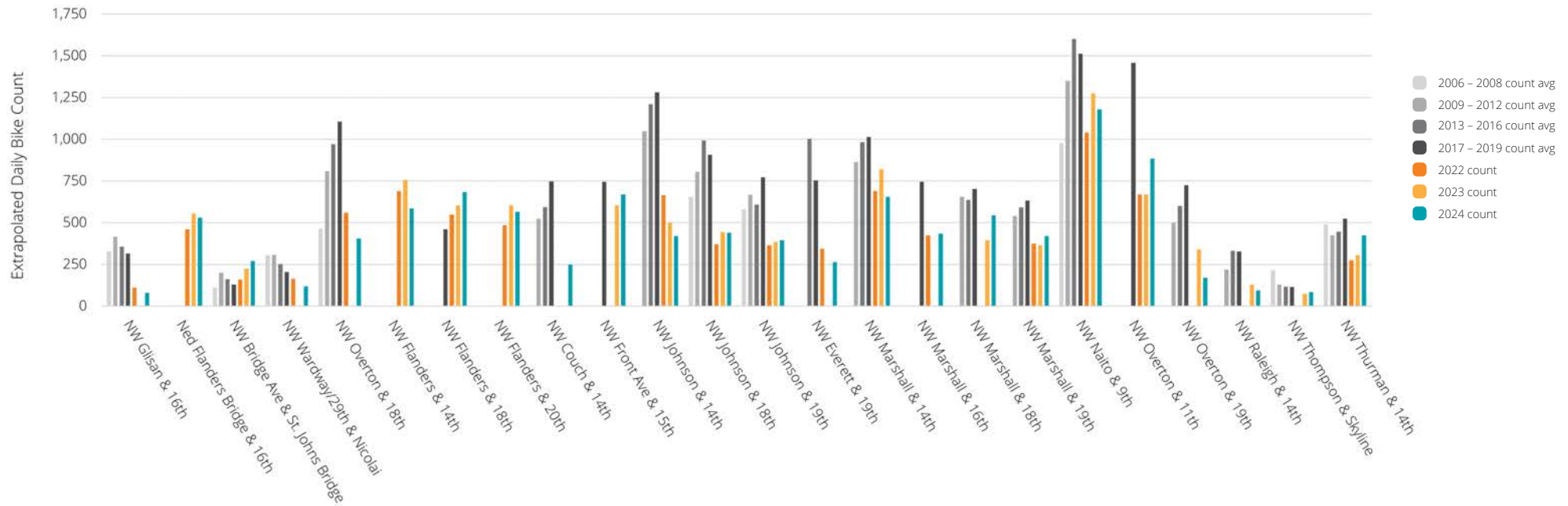


Figure B.7: Historical periods (2006-2019) compared to post-pandemic counts—South/Southwest

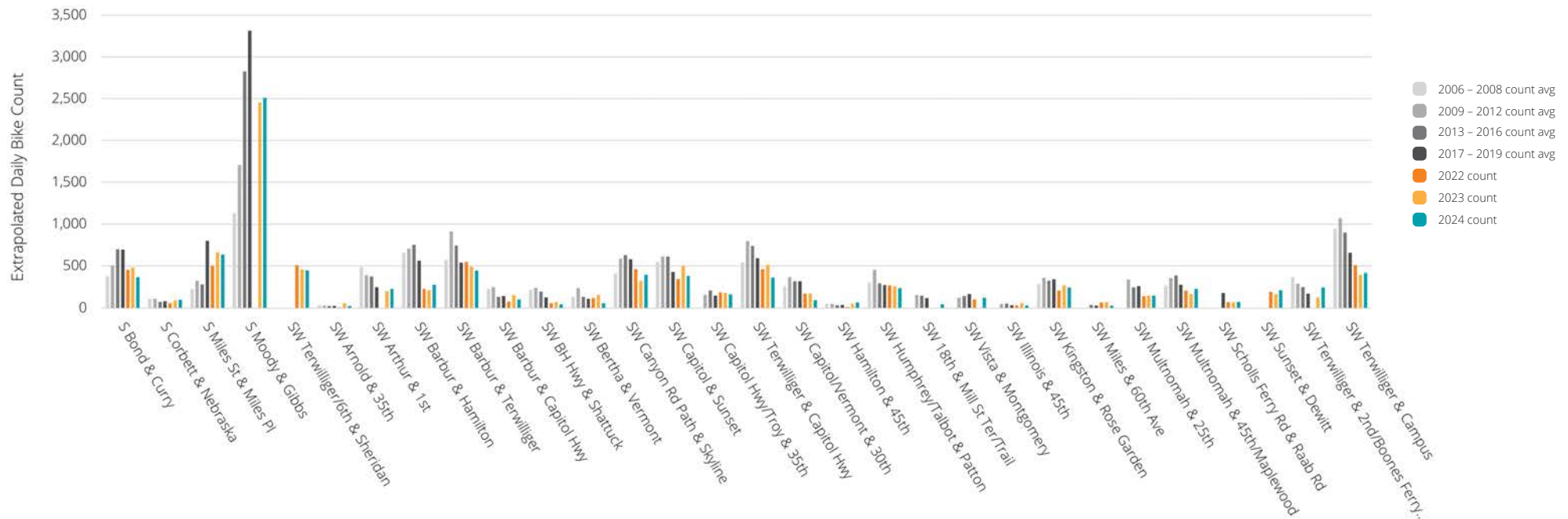


Figure B.8: Historical periods (2006-2019) compared to post-pandemic counts—Southeast, Part I

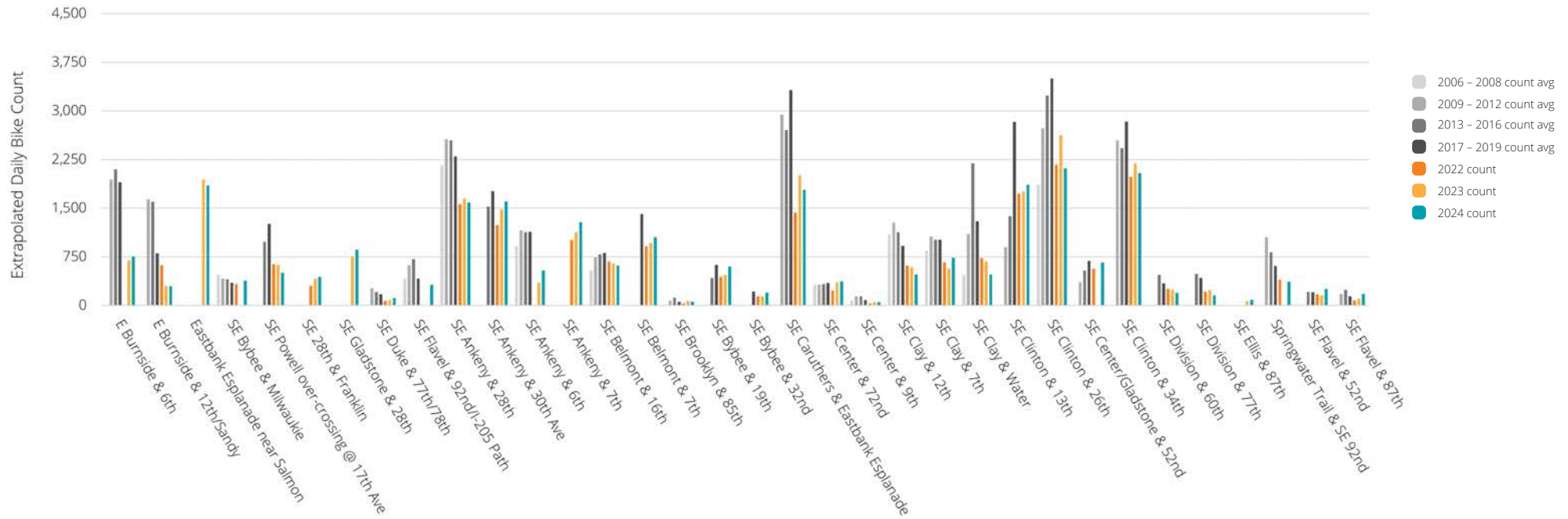
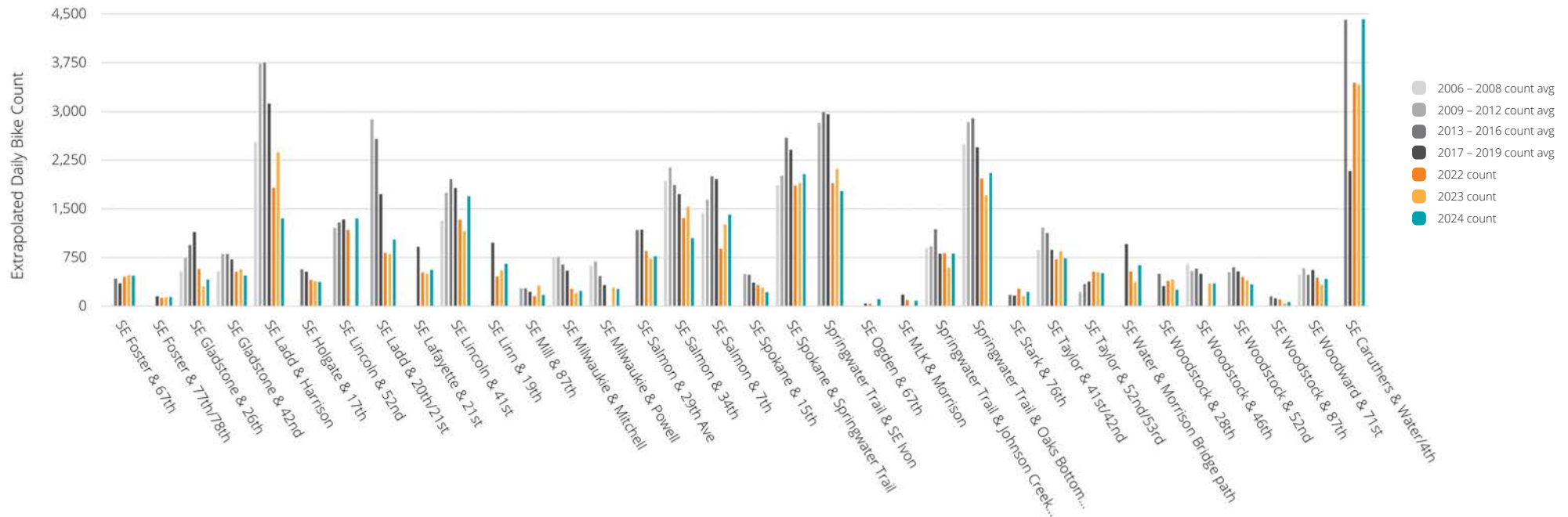


Figure B.9: Historical periods (2006-2019) compared to post-pandemic counts—Southeast, Part II



2024 | Portland
Bicycle
Counts