

PORTLAND BICYCLE COUNTS 2008

Introduction

Each year since the early 1990's, Portland's Office of Transportation (PDOT) has counted cyclists at various locations throughout the city. These counts have mostly been manual counts, with volunteer counters and city staff standing at street corners and on bridges during the two-hour rush hour ticking off each cyclist passing them by. In addition to overall number of cyclists, our counters have also recorded the gender of each cyclist and whether or not they were wearing a helmet. Most of our counts are still conducted in this manner, though in the early 2000's we added in a number of 24-hour automated "hose" counts on some of our bridges and pathways. These counts, while not recording gender or helmet use, provide us a more complete picture of the ebb and flow of bicycle traffic over 24-hour periods.

Report Highlights:

- **Bicycle use in Portland showed a double-digit increase for the fourth straight year.**
- **Bicycle traffic on Portland's 4 bicycle-friendly bridges and at 68 non-bridge locations city-wide showed annual increases of 15% and 32%, respectively.**
- **Compared to 2007, overall bicycle use in Portland increased 28%.**
- **Bicycles represent approximately 20%, 15%, 14%, and 5% of all vehicles on the Hawthorne, Steel, Broadway, and Burnside bridges (compared with 18%, 15%, 12%, and 3% in 2007), respectively; overall, bicycles represent 13% of all vehicles on these four bicycle-friendly Willamette River bridges.**
- **Bicycle traffic in Portland has nearly tripled since 2001.**
- **Helmet use is at an all-time high, and has risen steadily since the 1990's. In 2008, 80% of recorded cyclists wore helmets, up from 63% in 1997 and 76% in 2007.**
- **The proportion of women riders is at an all-time high. In 2008, 32% of all cyclists were female, up from 26% in 1997 and 31% in 2007.**
- **Bicycle counts conducted in March were approximately half those of the summer, but are nearly identical to the summer counts recorded in 2002.**

These annual bicycle counts constitute one of three of the City's principal means of assessing progress in its efforts to make the bicycle an integral part of daily life in Portland.¹ This report highlights the key findings from the latest round of bicycle counts conducted between July 1st and September 30th, 2008. In 2008, those key findings show that bicycle use in Portland has grown substantially over the past year in all areas of the city and across gender. Helmet use has also continued its trend of increased use.

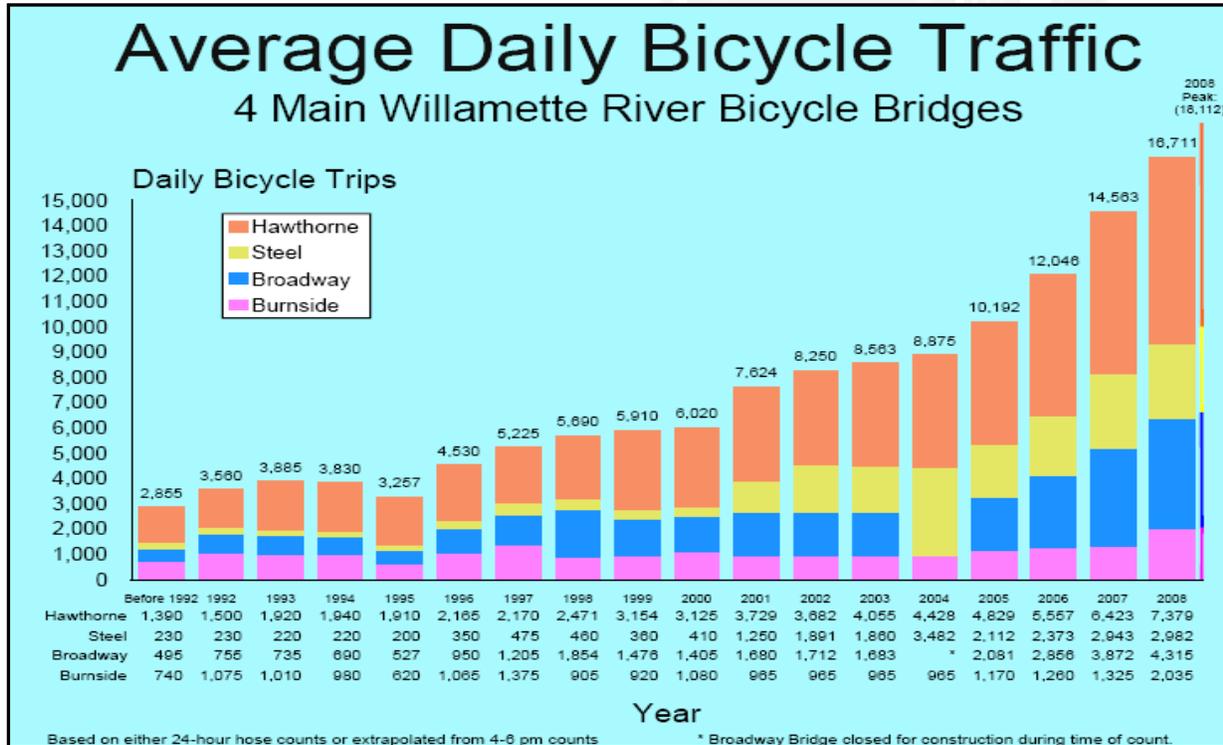
This year, PDOT expanded its counts from the 98 locations surveyed in 2007 to include a total of 121 sites (117 non-bridge and 4 bridge locations). PDOT compiled data using either 24-hour (pressure-sensitive) hose counts or extrapolated results based on manual 2-hour peak hour counts. In most previous years, counts were concentrated within Portland's inner neighborhoods. In 2008, more than 75 volunteers conducted 115 manual bicycle counts in

¹ The other two means include data from the US Department of Commerce (either the annual American Community Survey or the decennial US Census), and the annual survey conducted by the City's Auditor's Office.

all areas of the city. This represents a 17 percent increase in the number of locations and a 25 percent increase in participating volunteers.

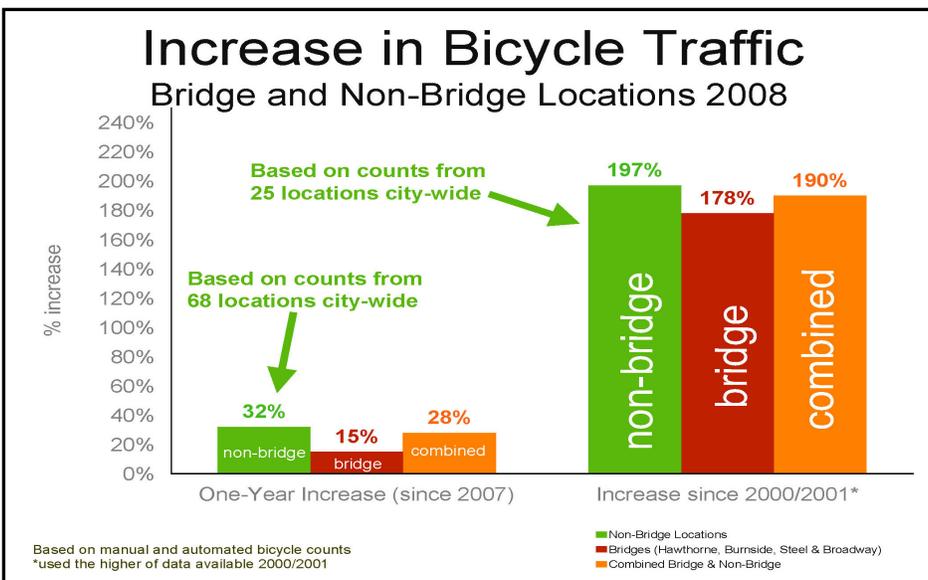
Bicycle-Friendly Willamette River Bridge Counts

An important gauge for measuring bicycle use in Portland is the number of bicycle trips across the four bicycle-friendly bridges over the Willamette River (Hawthorne, Burnside, Steel, and Broadway bridges). The number of cyclists crossing these four bridges has soared, increasing 15 percent since 2007 and 178% since 2000. Today, cyclists take more than 16,700 daily trips across the Willamette River to travel between Portland’s east and west sides.



Bicycle trips make up a growing percentage of all vehicular trips across the Willamette River. In 2008, bicycle trips accounted for 13 percent of the combined 129,731 daily bicycle and auto trips on the four bicycle-friendly

bridges. In contrast, in 2000, bicycles represented only 4.6 percent of all vehicles. The proportion of bikes in relation to cars has nearly tripled since 2000.



Non-Bridge Counts

The increase in bicycle traffic on these bridges is consistent with even larger growth in bicycle use throughout Portland. Comparisons at 68

non-bridge locations citywide show a 32 percent increase in bicycle use since 2007, and a comparison of 25 non-bridge locations citywide show a 197 percent increase in bicycle use since 2000/2001.

Citywide Manual Counts

Every district in the City has seen consistent and significant growth in bicycle use. Based on baseline data collected in

either 2000 or 2001, the most significant gains were made in Southeast Portland, which saw a 263 percent increase over five locations. The next highest percentages of growth were in North Portland and the Central City, which experienced 217 and 198 percent increases, respectively, over the same time period. Comparing 2008 count data from 68 non-bridge locations to 2007 counts, we saw the largest increase in bicycle use in North Portland for the second consecutive year (41 percent based on 12 locations – an additional 3,895 trips) followed by Southeast Portland (35 percent based on 17 locations – an additional 6,293 trips).

This year, PDOT conducted counts at 43 locations with no prior count data. These counts will provide baseline data for future counts. This is particularly significant for areas of the city that previously had few count locations. For example, this year PDOT nearly tripled the number of count locations in East Portland from 8 to 21 sites. In 2007, comparing these counts to 2006 yielded a 6 percent decline based solely on 1 count location. Expanding the number of count locations in 2008 enhances the quality of our data, and thus the 2008 counts show a 32 percent increase from 2007 counts (based on 5 count locations). Similarly, Southwest Portland counts outside of the Central City increased from 11 sites in 2007 to 25 sites in 2008.

Gender Split

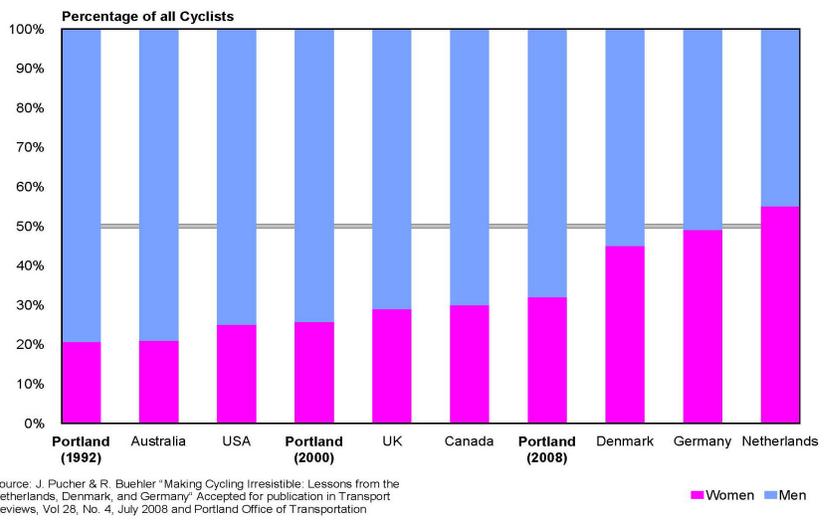
Cities with high bicycle mode shares typically achieve a balance between male and female ridership. Thus, gender parity is considered an important indicator of the success of a city’s bicycle program in creating safe, comfortable and attractive conditions for bicycling. Women represented 32 percent of all bicyclists during Portland’s summer 2008 counts. This gender split is the highest ever recorded in Portland, up from 28 percent in 2001 and 31 percent in 2007.

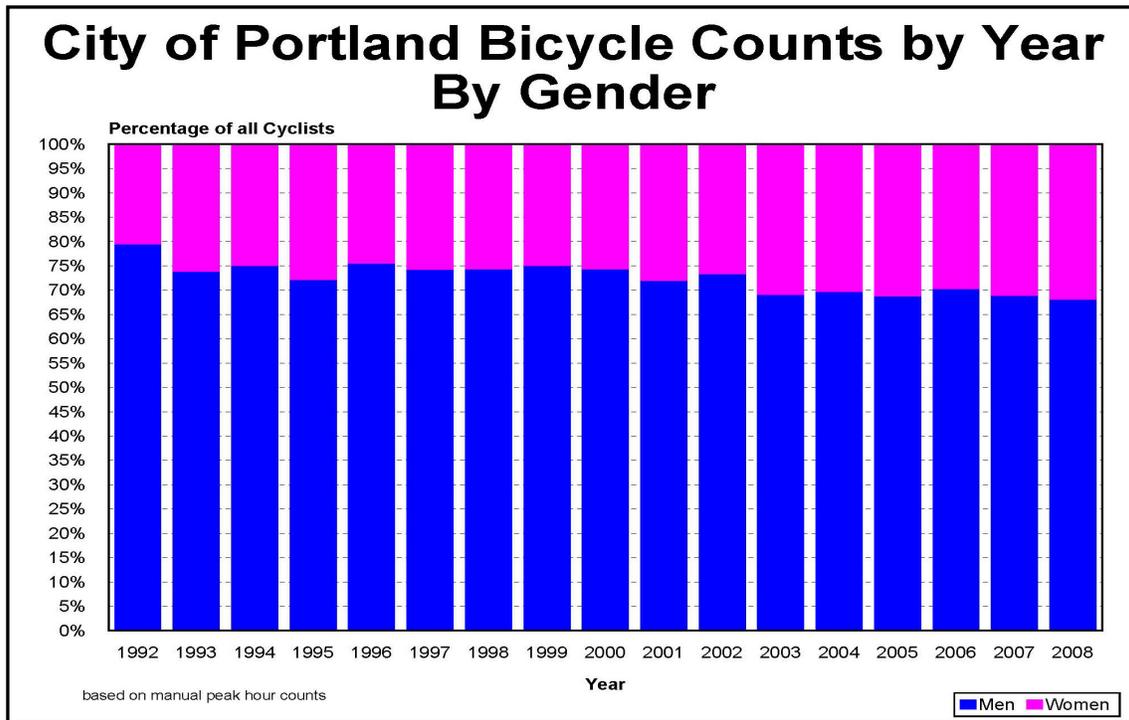
2008 Non-Bridge Bicycle Counts Compared with Prior Years

DISTRICT/ LOCATION	% CHANGE SINCE 2000/01	BASED ON # LOCATIONS	% CHANGE SINCE 2007	BASED ON # LOCATIONS
Citywide Total	197%	25	32%	68
Central City (west side)	198%	6	22%	9
North	217%	5	41%	12
Northeast	130%	4	32%	8
Southeast	263%	5	35%	17
East	n/a	0	32%	5
Northwest	110%	3	28%	6
Southwest	157%	2	23%	11

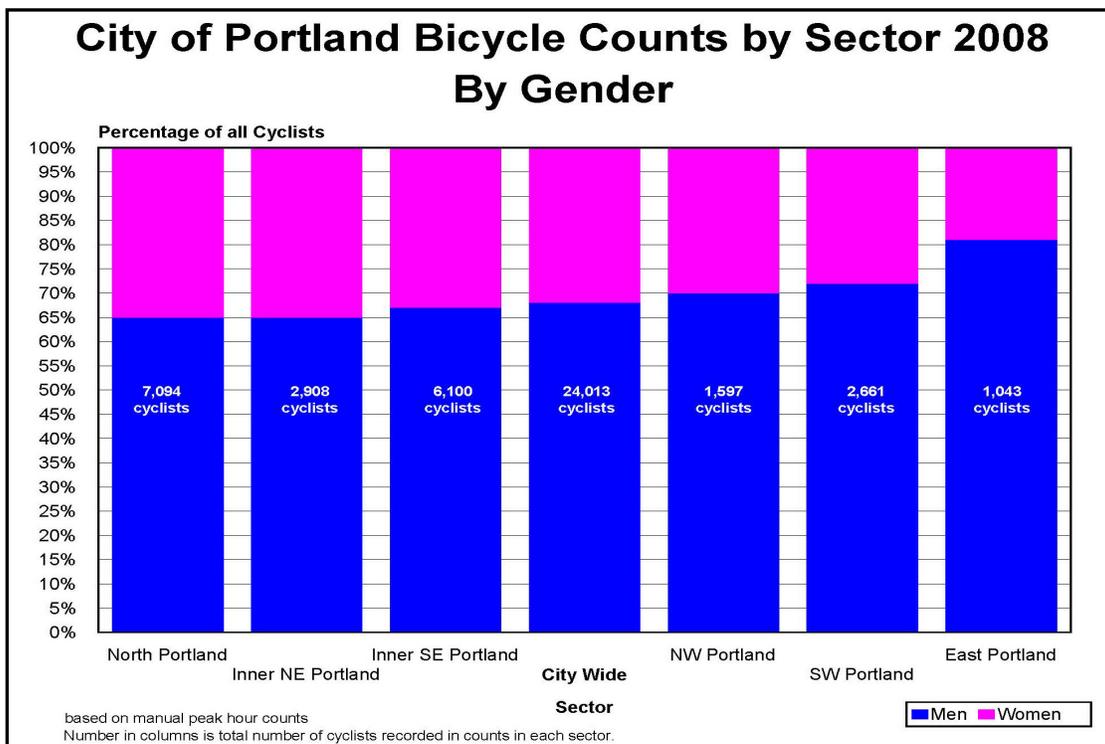
Percentage of Bicycle Trips by Men and Women (2000-2008)

In Australia, the USA, the UK, Canada, Denmark, Germany & The Netherlands



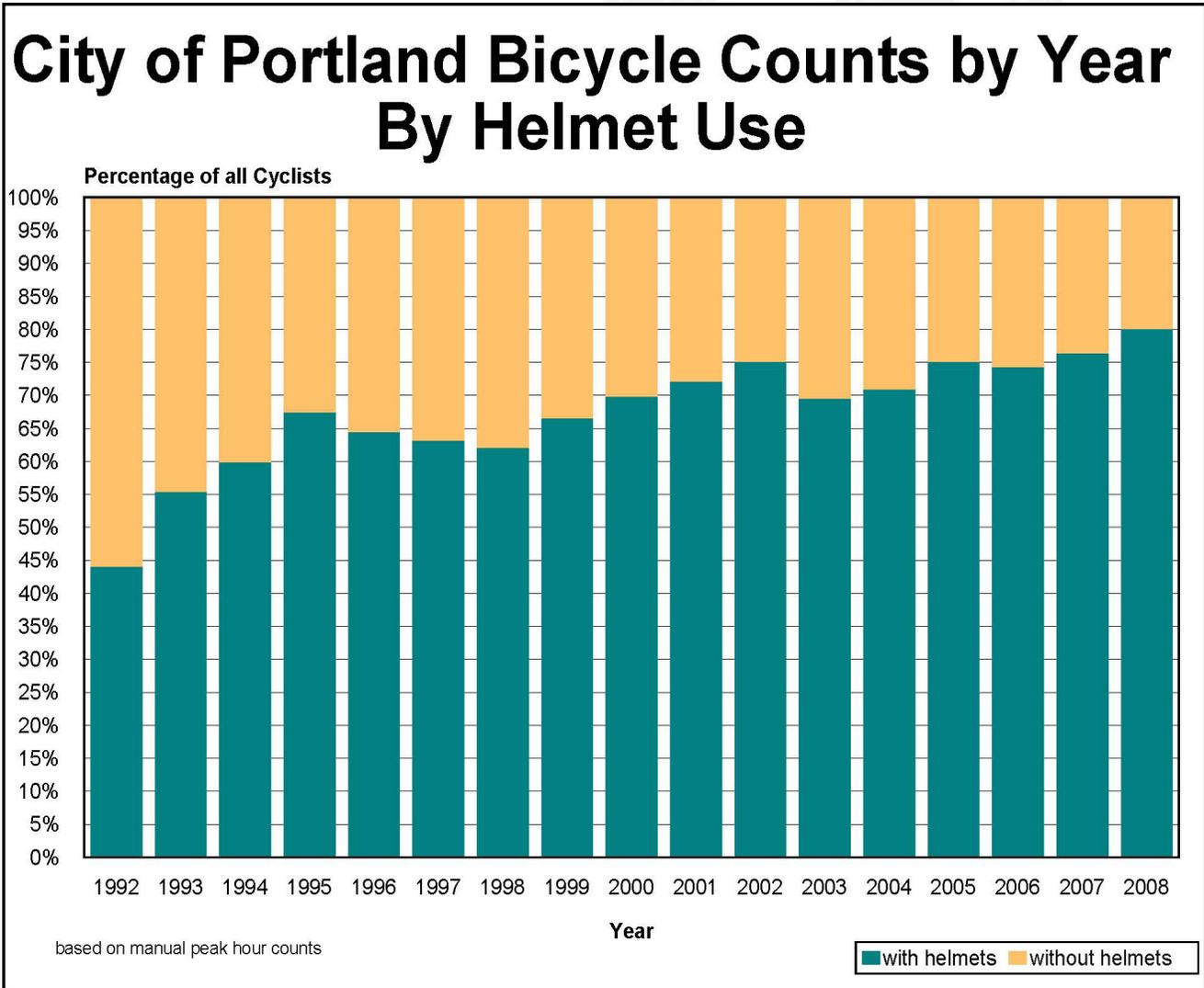


Depending on the area of the City, the proportion of women riders fluctuated between 19 and 35 percent of all bicyclists. The highest proportions of female bicyclists were found in Northeast and North Portland, where they represented 35 percent of all bicyclists counted. North Portland neighborhoods saw the largest one-year increase in the percentage of female riders, where their numbers were up 4 percentage points over last year. This trend towards gender parity is consistent with the increased number of bicyclists counted in 2008 and is a positive sign that bicycling in Portland is becoming safer, more comfortable, and a means of transportation that is more accessible to a wider variety of Portlanders.



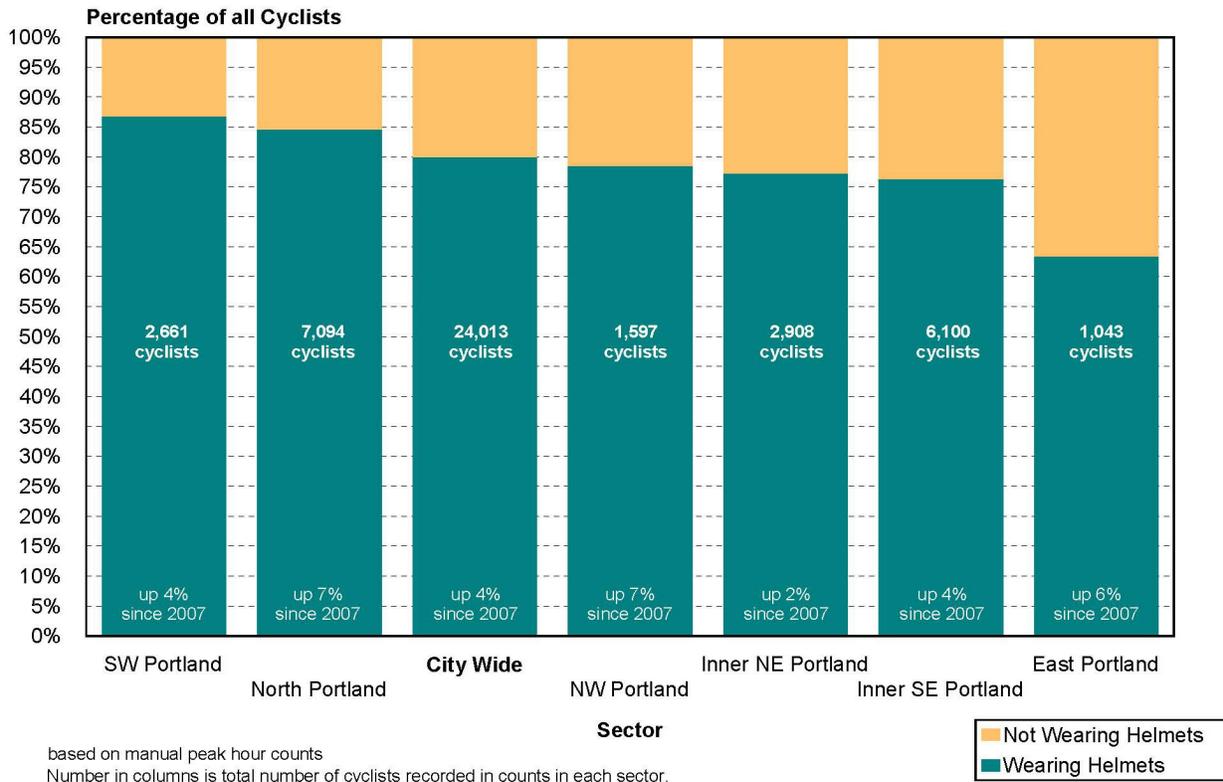
Helmet Use

In 2008, helmet use in Portland reached an all-time high of 80 percent, increasing from 76 percent in 2007. This ties 2005 for the largest single-year increase in helmet use since 1999 and reflects a consistent overall trend of increased helmet use since the early 1990s. The percentage of women wearing helmets (86 percent) was 9 points higher than for men (77 percent). In 2008, helmet use increased in all areas of the city compared with 2007. Counts conducted in East Portland revealed the lowest proportion of helmet use in the City at 63 percent of all riders (but still representing an increase of 6 percentage points since 2007). Meanwhile, Southwest Portland showed the highest degree of helmet use at 87 percent of all riders (an increase of 4 percentage points). All other neighborhoods ranged between 76 and 85 percent helmet use.



Portland’s experience, and scholarly studies show, that the safety of all bicyclists improves as more people choose to ride. Portland’s continuing experience is that the use of helmets as a precaution against crashes is steadily increasing. This is an argument against the implementation of mandatory helmet laws, which carry with them the real concern of depressing ridership. Portland’s count data demonstrate that even without a mandatory helmet law, bicyclists increasingly and overwhelmingly continue to choose to wear a helmet.

City of Portland Bicycle Counts by Sector 2008 By Helmet Use



Notable Count Locations

At most of the 2008 locations also counted in 2007, bicycling increases matched the citywide trend. 36 of 68 locations experienced an annual increase of at least 32 percent, and 22 of those locations experienced an annual increase in excess of 50 percent.

- The largest absolute gain was at **N Vancouver Avenue & Russell Street**—up 1,275 riders (55%) from 2007. Similarly, the count at **N Williams Avenue and Russell Street** (Williams’ parallel couplet) showed the seventh largest absolute growth—increasing by 640 riders (30%) from 2007. N Vancouver is the most direct inbound route from many North Portland neighborhoods, and is characterized by a slight downward grade for most of the ride. In contrast, N Williams has an upward grade for most of the outbound ride. The difference between the two counts may be explained by bicyclists who commute by bike in the morning, but switch modes and take the nearby MAX Yellow Line or any one of several bus options (Frequent Service 4, 44, etc.) on the return trip to avoid the uphill grade. Another reason for the difference may be that bicyclists who ride N Vancouver inbound because of its directness prefer to take a less direct route on the return trip (such as N Interstate/Greeley or N Mississippi/Albina) because it offers shopping or dining options.
- The largest percent gains were at **NE Fremont Street & 122nd Avenue**, **N Vancouver Avenue & Ainsworth Street**, and **SW Broadway & Jackson Street**, which showed increases of 100%, 95%, and 93%, respectively.
- The count at **SE Harrison Street & Ladd Circle** was significantly higher than the 2007 total. This large increase was due in part to the fact that the 2007 count was conducted at the southeastern intersection of

Harrison and Ladd, while the 2008 count was conducted at the northwestern intersection of Harrison & Ladd. The 2007 count thus missed counting eastbound commuters who continue south on Ladd toward Division and Clinton Streets. Future counts will be conducted at the latter location, as it more accurately reflects the evening peak bicycle traffic through the circle.

Of the eight locations with a decline in riders counted, the decrease at all but three was small (less than 10 percent or 20 riders). At the three locations with substantial drops, the number of riders counted in 2008 was at least 90 riders fewer than had been recorded in 2007.

- The largest drop occurred at **SE Springwater & Johnson Creek Blvd**, where we recorded 24 percent fewer bicyclists (-245) in 2008 than in 2007.
- Similarly, the count at **NW Johnson Street & 19th Avenue** was down 17 percent (-110 bicyclists) from 2007 counts. This may be attributable in part to less than optimal weather conditions, as the counter noted that it was overcast and threatening rain that morning. This decline was unexpected given that the count conducted at NW Overton Street & 18th Avenue (19th Avenue's parallel, outbound couplet) demonstrated a 48 percent increase (180 bicyclists) from 2007 counts on a typical summer afternoon.
- Finally, **SW Jefferson Street & 13th Avenue** experienced a 16 percent decline (-95 bicyclists) from 2007 counts.

Counts from March, 2008

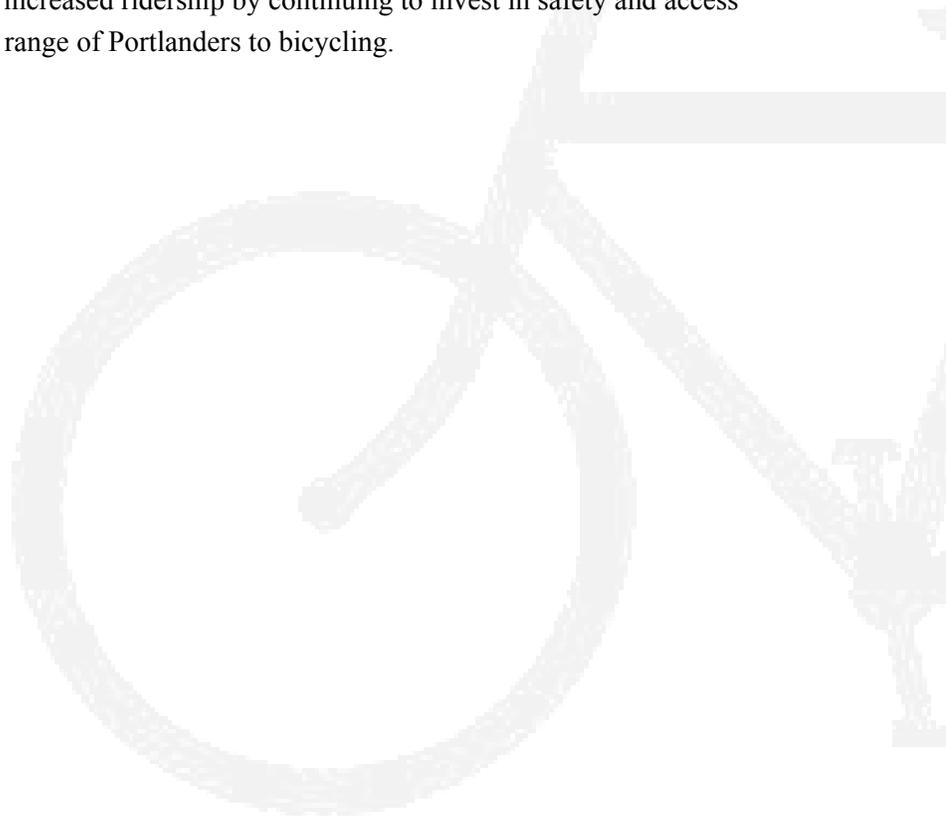
In March of 2008 PDOT conducted multiple-day, automated bicycle counts on the Hawthorne Bridge. The result of those counts shows that the number of bicycle trips was approximately half (49 percent) those counted in the summer and fall of 2008. Despite this seasonal decline, the March 2008 bicycle counts are still as high as the number of bicycle trips recorded on the Hawthorne Bridge in the summer of 2002.

Conclusion

Results from Portland's 2008 Summer Bicycle Counts are consistent with the long-term trend of increasing bicycle use throughout the City. The 2008 counts also demonstrate a continuation of annual double-digit percentage increases in bicycle use that began in 2005. The 2008 count was the most comprehensive effort to date and featured a record number of volunteers counting the most locations in the program's history. The counts revealed a combined 28 percent increase in bicycle trips throughout the City since 2007, and a near-tripling in bicycle use since 2000-01. Continuing the trend towards a balanced gender split, a record 32 percent of all trips were made by women. Finally, helmet use in 2008 reached an all-time citywide high of 80 percent, with all sectors of the City showing increased use.

Portland is experiencing rapid growth in bicycle use despite only minor increases in total bikeway miles. This rise may be due in no small part to the growing knowledge that Portland's mostly cohesive bicycle network makes choosing the bicycle a real transportation option for many residents. The accelerating growth in bicycle use validates Portland's "build it and they will come" approach to bicycle transportation. While a number of factors contribute to an individual's decision about whether or not to adopt the bicycle – and this summer presented more

reasons than usual* – Portland’s modest but steady investments in bicycle infrastructure and encouragement programs have created conditions such that bicycle transportation is able to be an available and legitimate choice for a growing number of Portlanders. The enduring and growing use of the bicycle for transportation presents the City with the opportunity to capitalize on this increased ridership by continuing to invest in safety and access improvements to continue to attract a broader range of Portlanders to bicycling.



* Gas prices near \$5/gallon no doubt encouraged more people to choose bicycle transportation this year. Other factors that may have encouraged increased bicycling include the growing awareness of the health benefits of bicycling (i.e. adopting an active lifestyle), and growing concern about greenhouse gases and climate change. It is also likely that the growing visibility of bicycle transportation in Portland, as well as the growing numbers of cyclists themselves and the example they provide to their families, friends, and colleagues, is also contributing to the broadening cultural acceptance that is making bicycling more accessible to more people.

APPENDIX: CHARTS AND GRAPHS

Graphs

- Average Daily Bicycle Traffic 4 Willamette River Bridges
- Combined Bicycle Traffic Over Four Main Portland Bicycle Bridges Juxtaposed with Bikeway Miles
- Combined 2007 Bicycle Traffic Over Four Main Portland Bicycle Bridges Juxtaposed with Crash Rate
- Increase in Bicycle Traffic (Bridge, Non-Bridge, and Combined Locations 2008)
- Daily Bicycle Counts by Section of City
 - SE Portland
 - North Portland
 - East Portland
 - NE Portland
 - West Portland (Central City)
 - West Portland (not including Central City)
- City of Portland Bicycle Counts by Year by Gender
- City of Portland Bicycle Counts by Sector 2008 by Gender
- City of Portland Bicycle Counts by Year by Helmet Use
- City of Portland Bicycle Counts by Sector 2008 by Helmet Use

Charts

- City of Portland Bicycle Counts by Year (Gender and Helmet Use)
 - Citywide
 - North Portland
 - Northwest Portland
 - Southwest Portland
 - East Portland
 - Inner NE Portland
 - Inner SE Portland
- Bicycle and Auto Counts on the Four Main Bicycle-Friendly Downtown Bridges 1991-2008

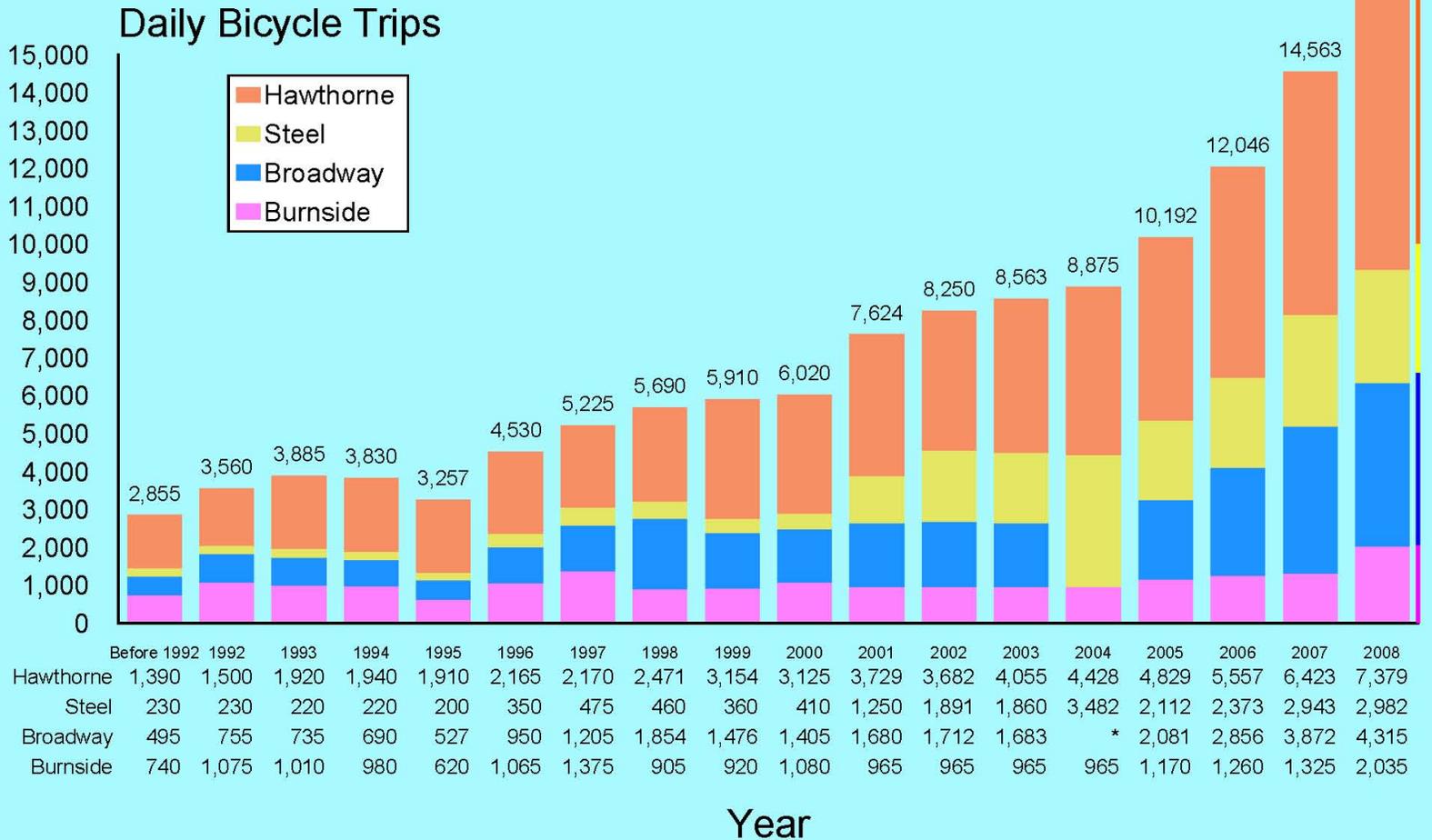
Maps

- City of Portland 2008 Bicycle Counts Locations

Average Daily Bicycle Traffic

4 Main Willamette River Bicycle Bridges

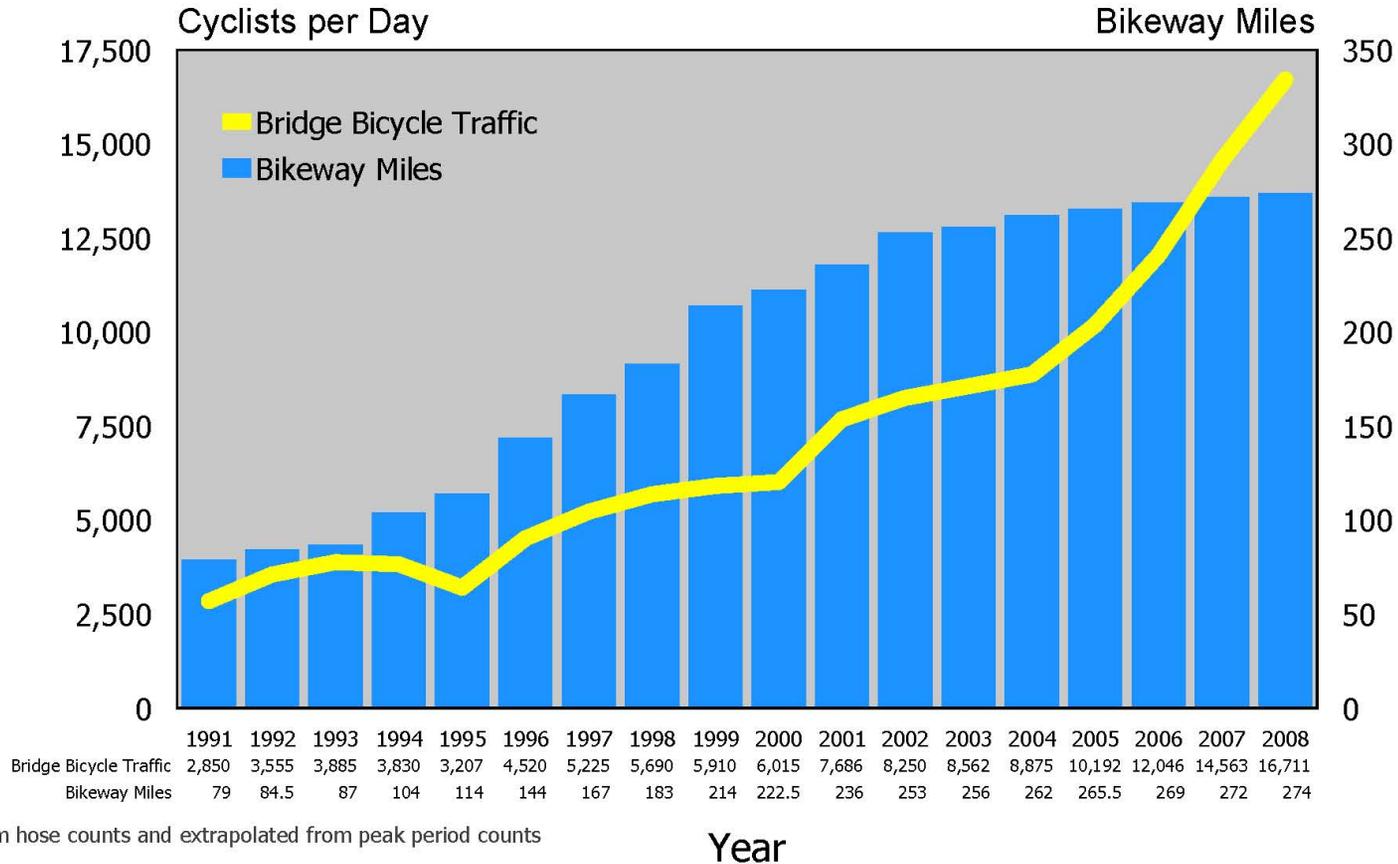
2008
Peak:
(18,112)



Based on either 24-hour hose counts or extrapolated from 4-6 pm counts

* Broadway Bridge closed for construction during time of count.

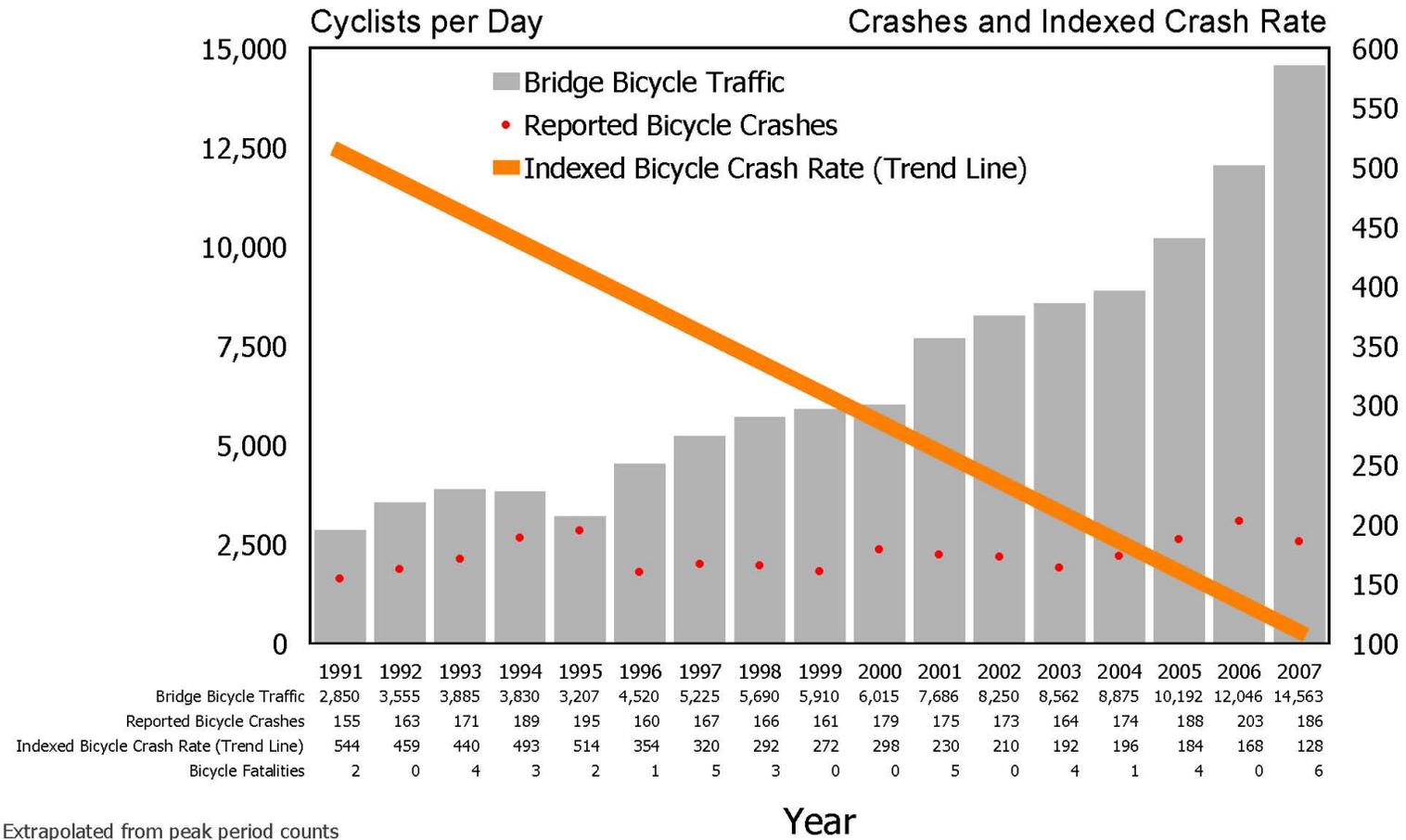
Combined Bicycle Traffic over Four Main Portland Bicycle Bridges Juxtaposed with Bikeway Miles



From hose counts and extrapolated from peak period counts

Portland's Bikeway Network increased 250% between 1991 and 2008. During that same period, the number of bicycle riders daily crossing the four main bicycle bridges in Portland increased 490%. This increase was especially noticeable on the Broadway, Hawthorne, and Steel Bridges, where combined daily ridership went from 2,115 in 1991 to 14,676 in 2008. During this period, the bikeway network feeding these bridges was greatly improved, as were facilities on the bridges themselves.

Combined Bicycle Traffic over Four Main Portland Bicycle Bridges Juxtaposed with Bicycle Crashes

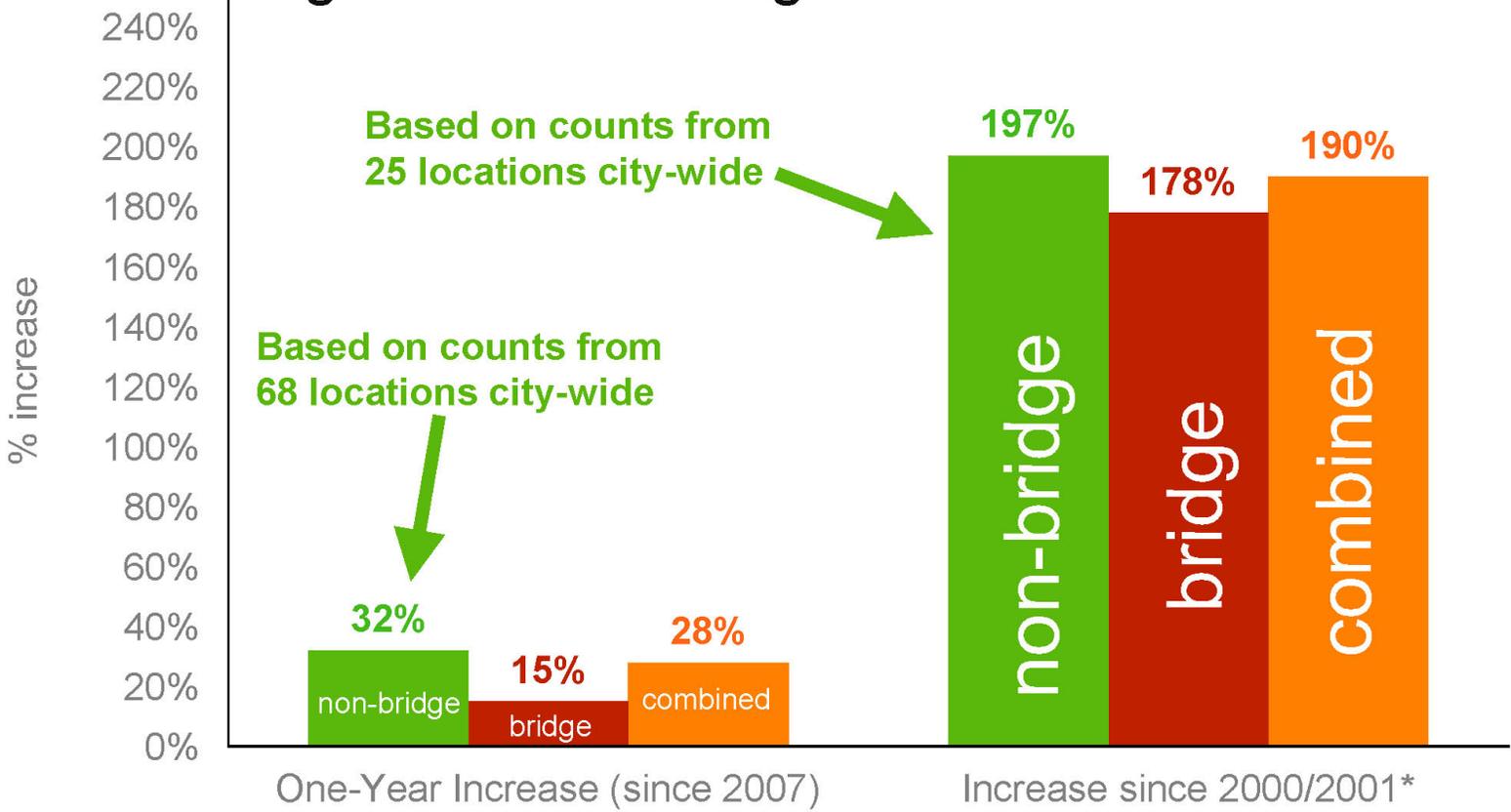


Extrapolated from peak period counts

"Crash Rate" represents an indexing of annual reported crashes to daily bicycle trips across the four main bicycle bridges.

Increase in Bicycle Traffic

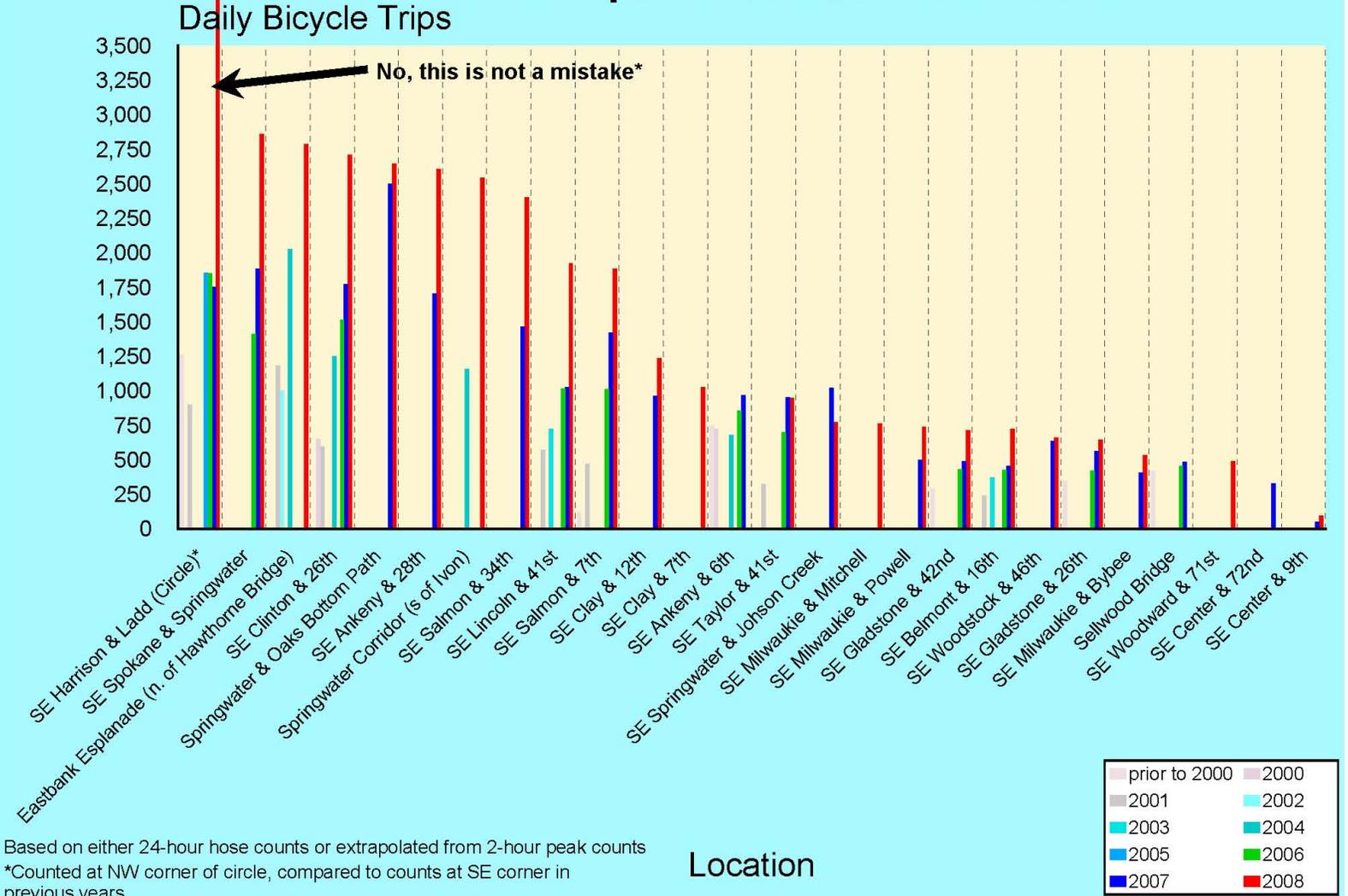
Bridge and Non-Bridge Locations 2008



Based on manual and automated bicycle counts
*used the higher of data available 2000/2001

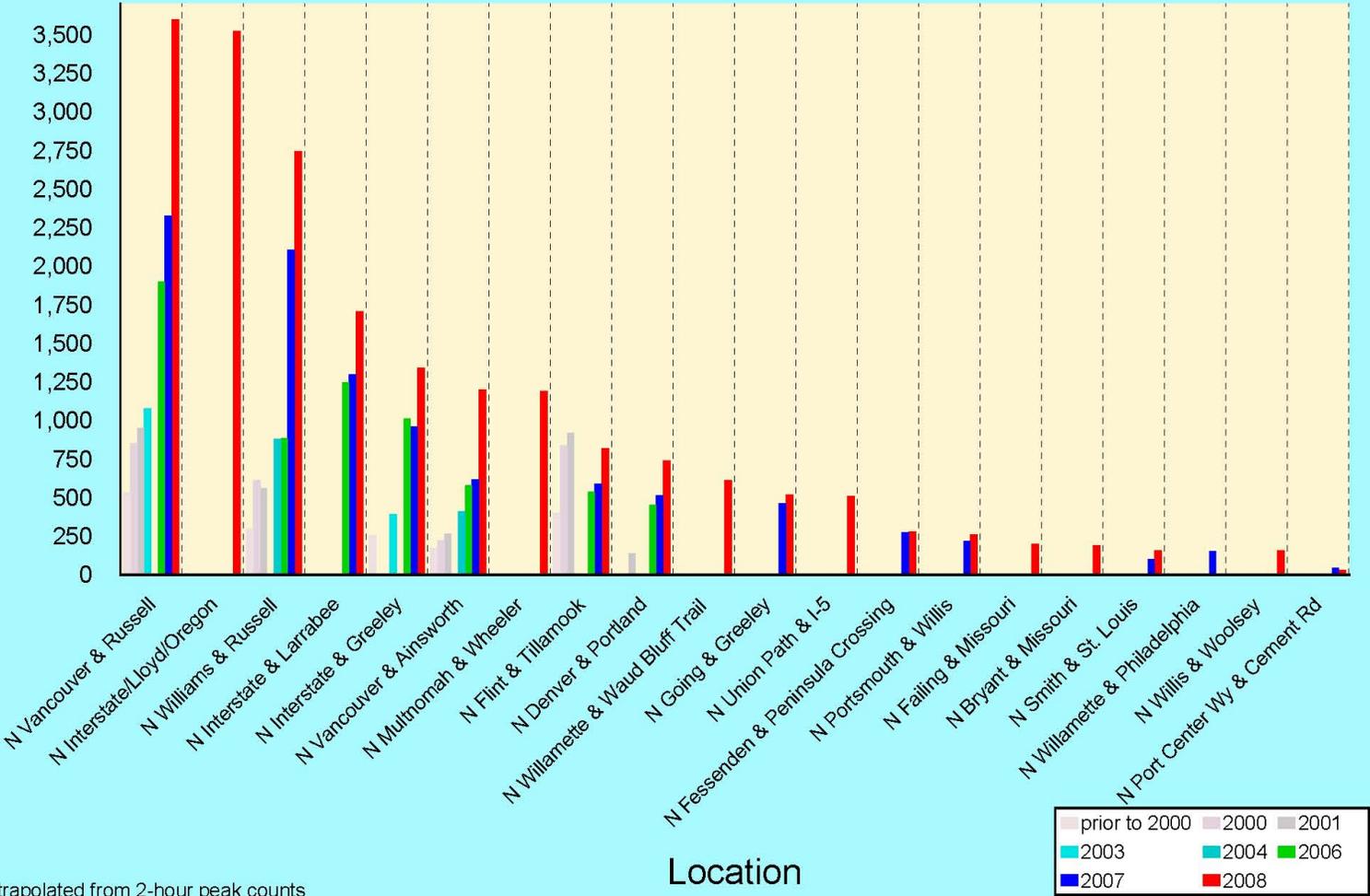
- Non-Bridge Locations
- Bridges (Hawthorne, Burnside, Steel & Broadway)
- Combined Bridge & Non-Bridge

Daily Bicycle Traffic Inner SE Portland 2008 Counts Compared to Previous Years

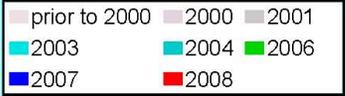


Daily Bicycle Traffic: North Portland 2008 Counts Compared to Previous Years

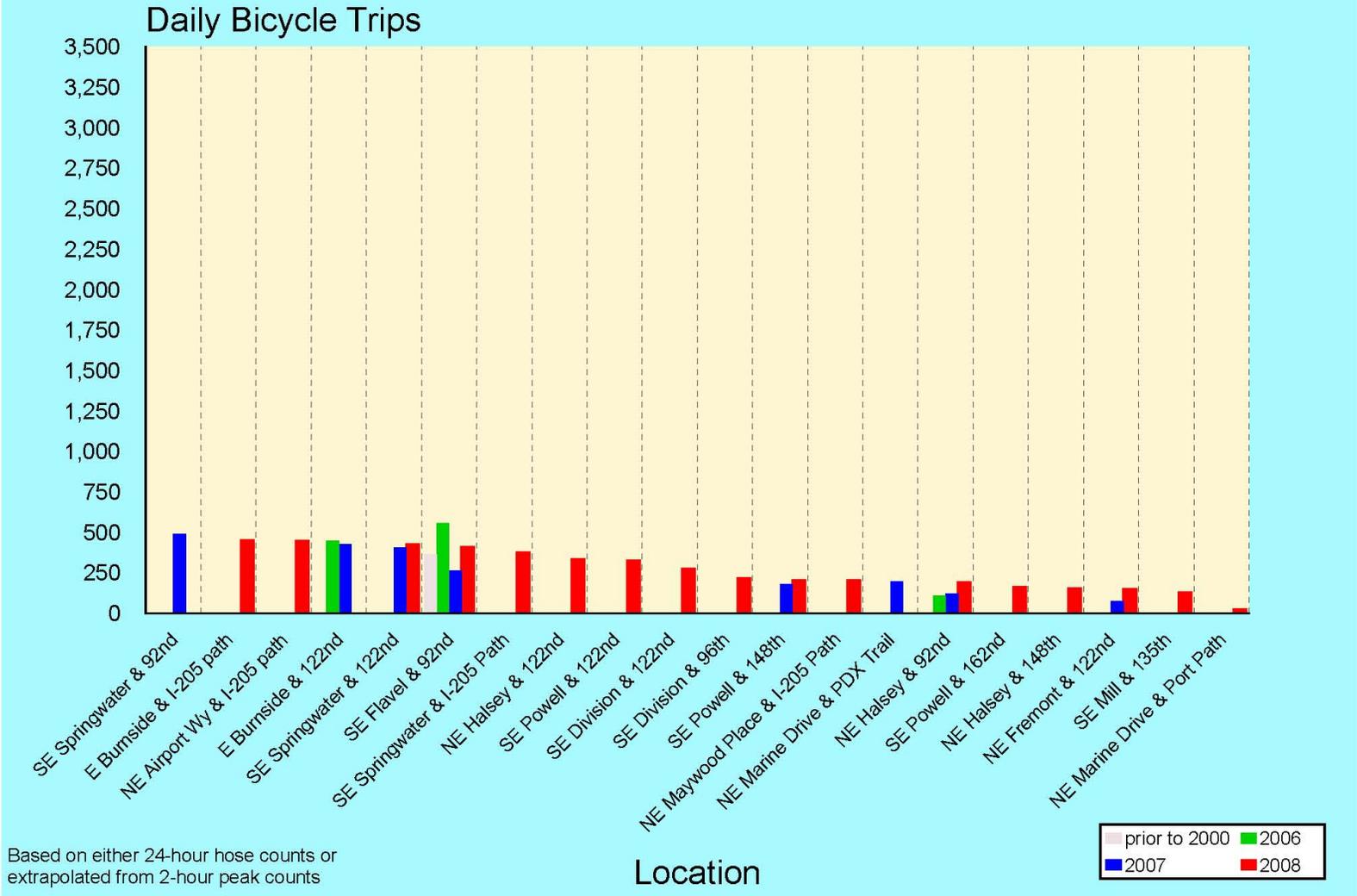
Daily Bicycle Trips



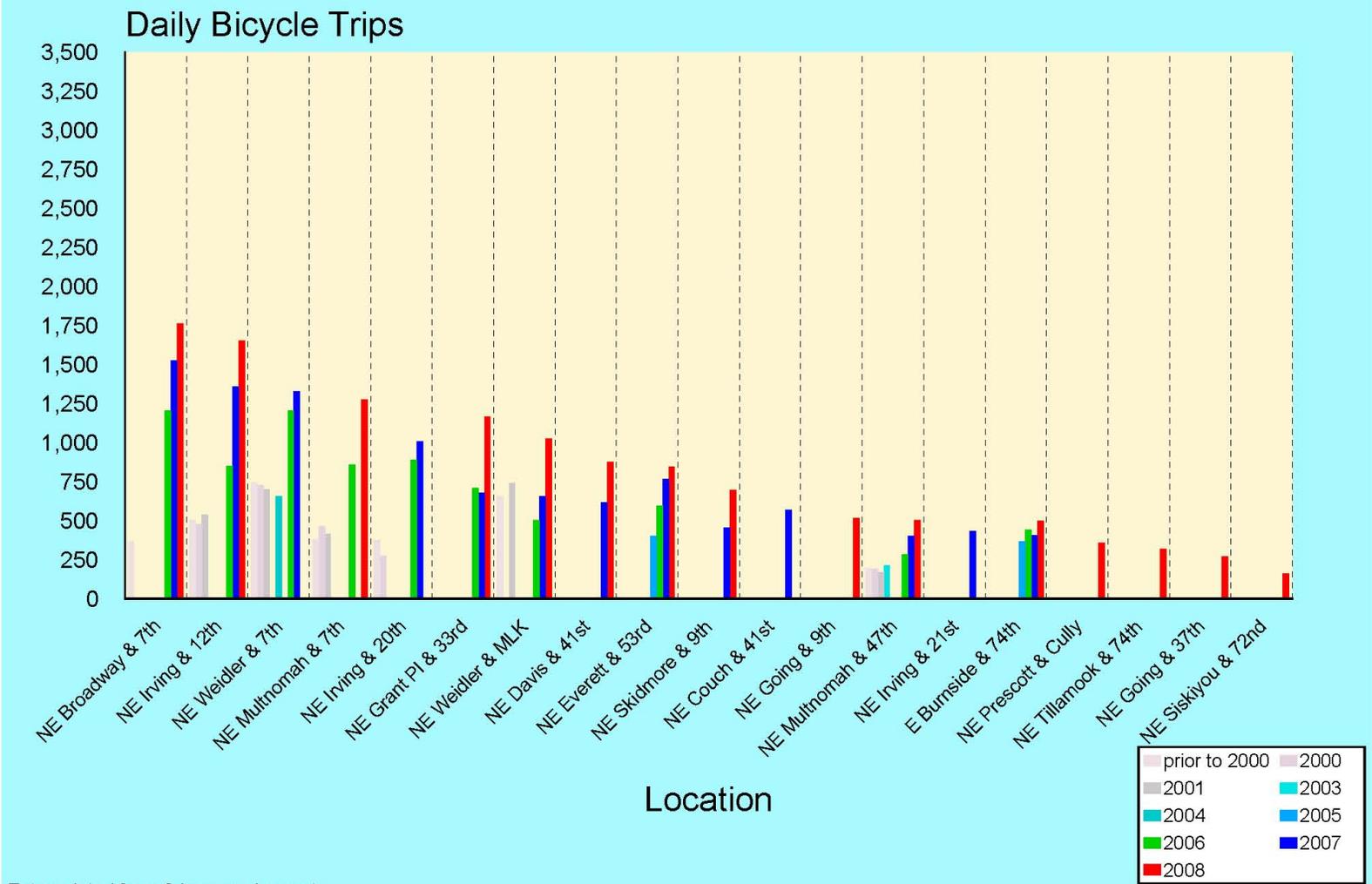
Extrapolated from 2-hour peak counts



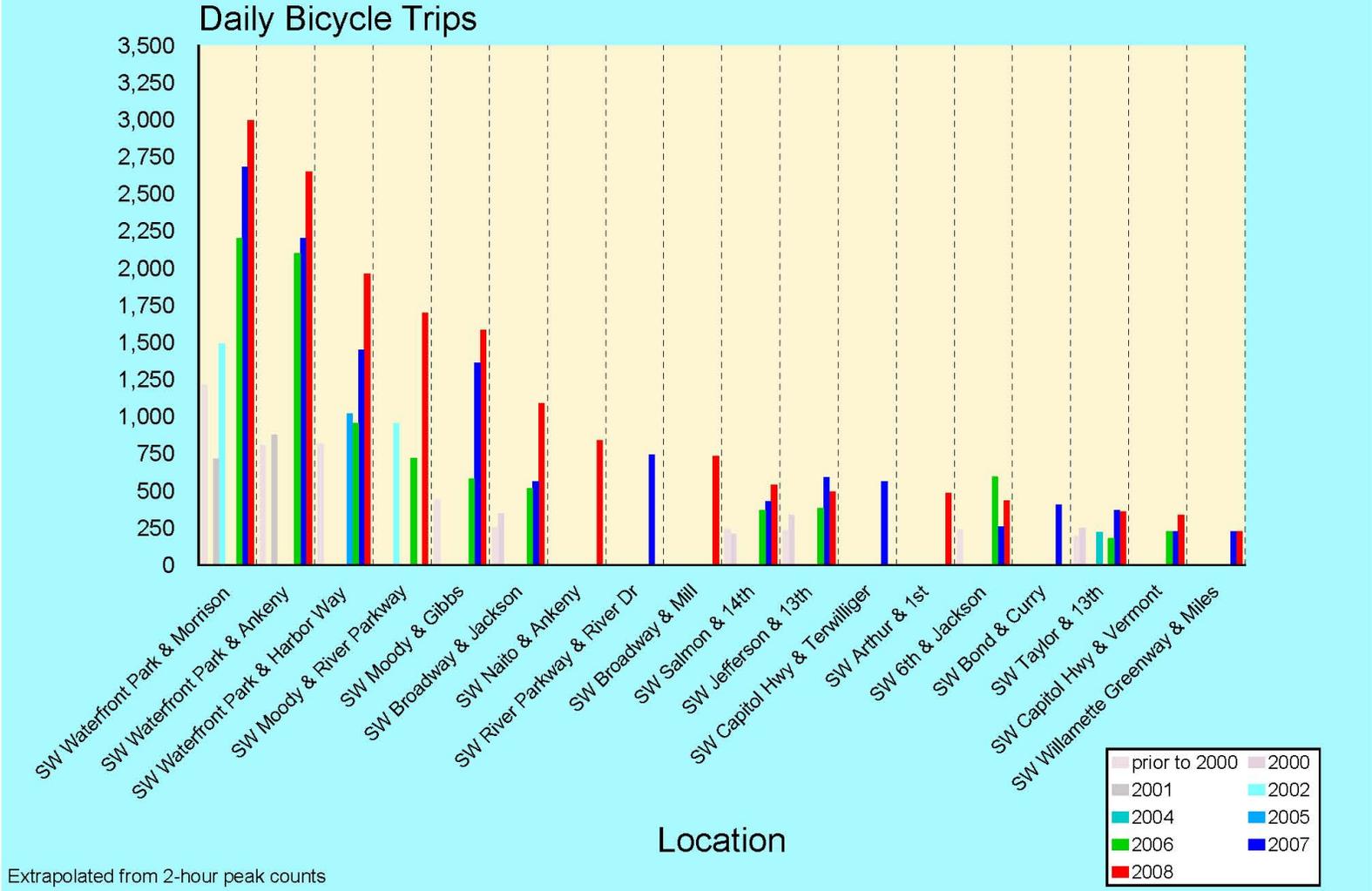
Daily Bicycle Traffic East Portland 2008 Counts Compared to Previous Years



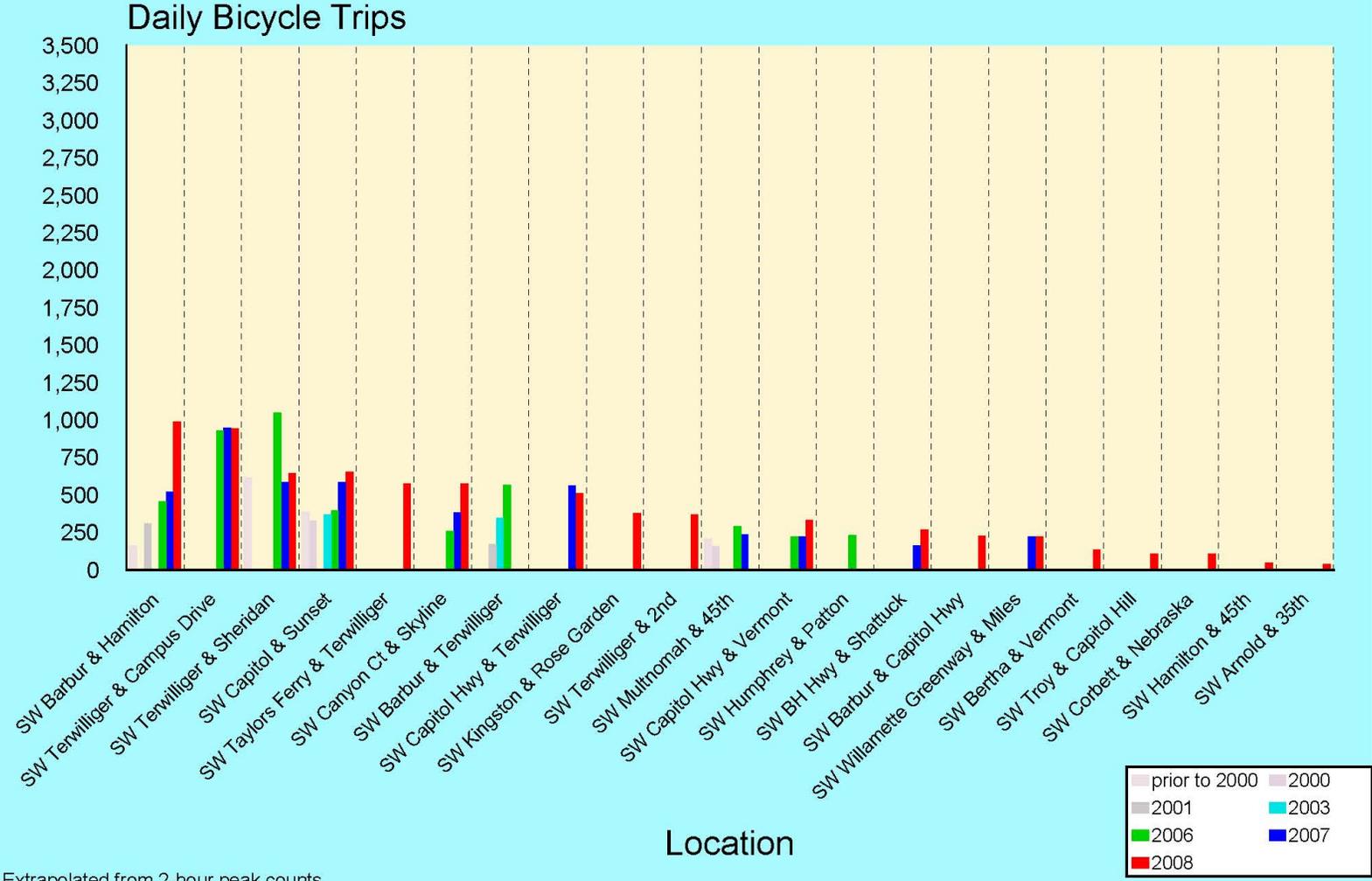
Daily Bicycle Traffic: Inner NE Portland 2008 Counts Compared to Previous Years



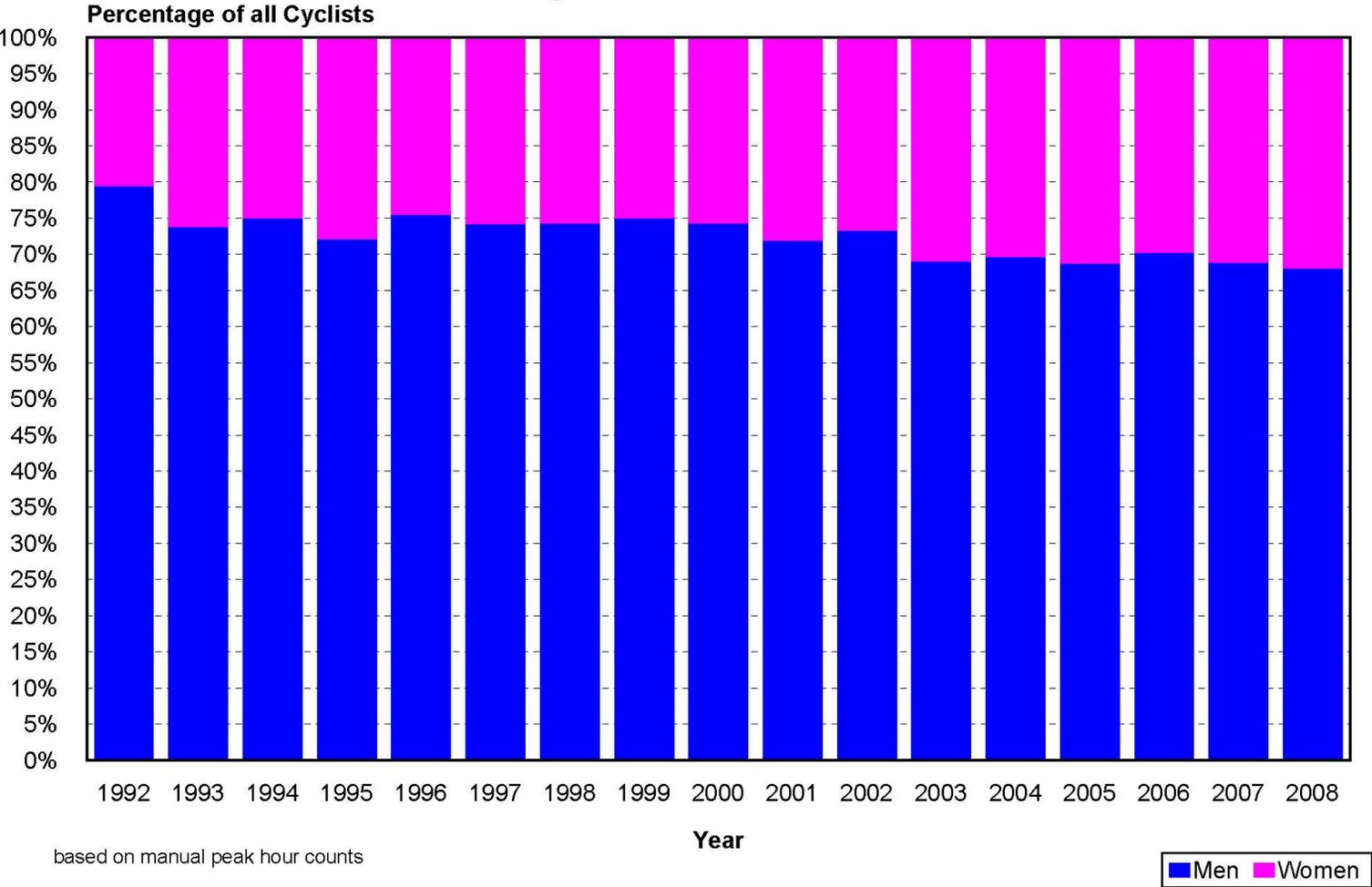
Daily Bicycle Traffic: West Portland (Central City) 2008 Counts Compared to Previous Years



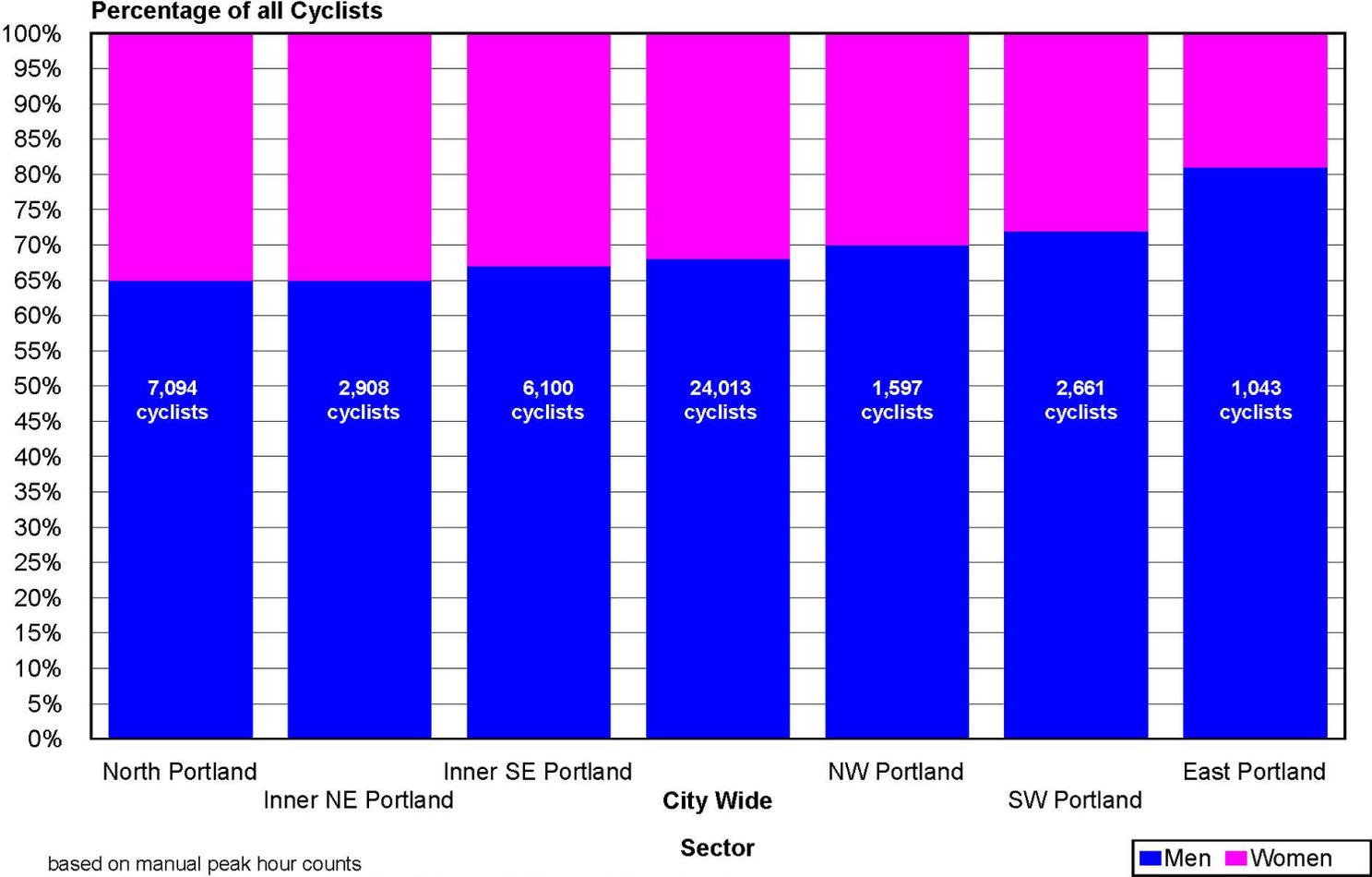
Daily Bicycle Traffic: Southwest Portland (not incl. Central City) 2008 Counts Compared to Previous Years



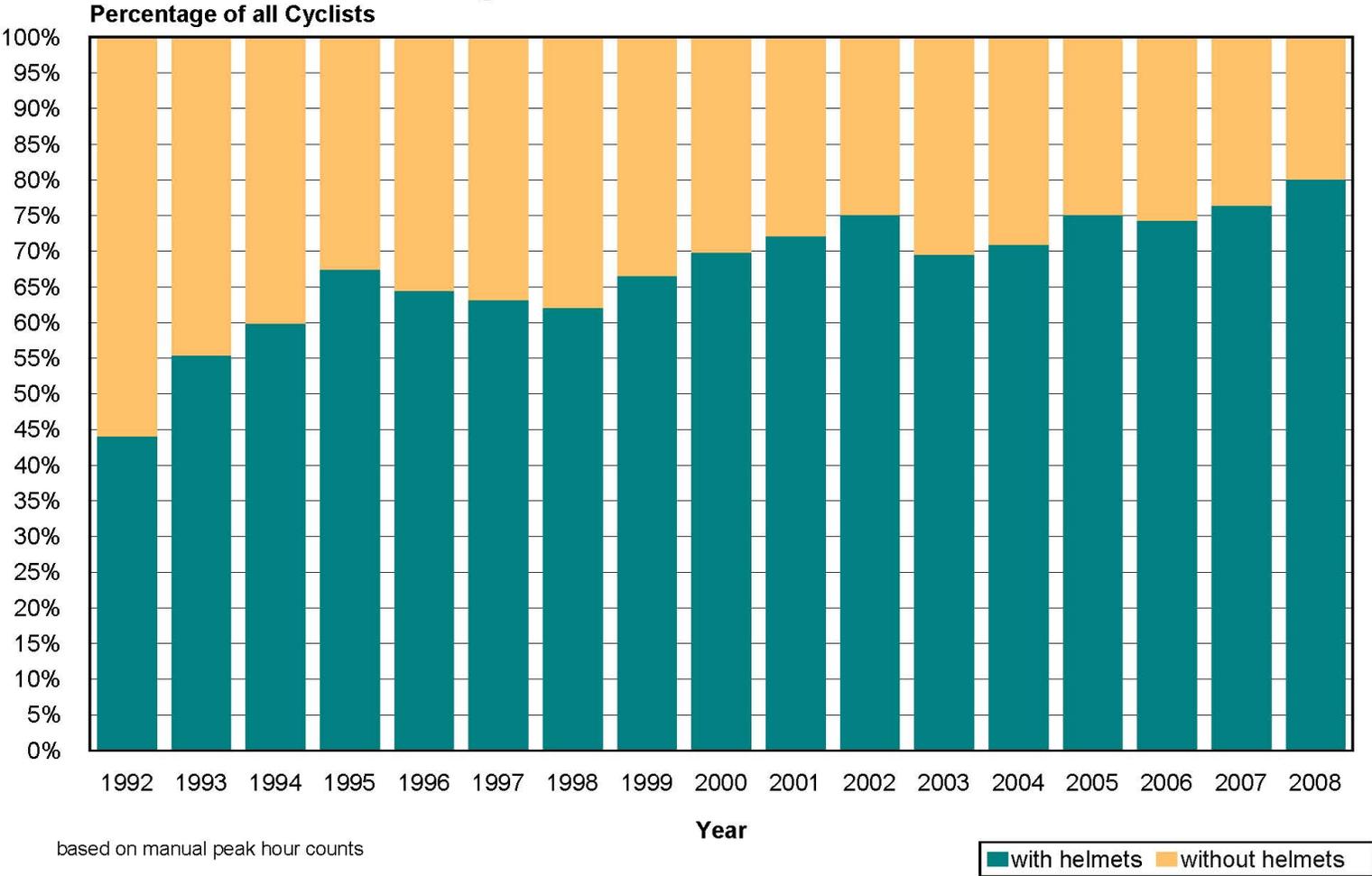
City of Portland Bicycle Counts by Year By Gender



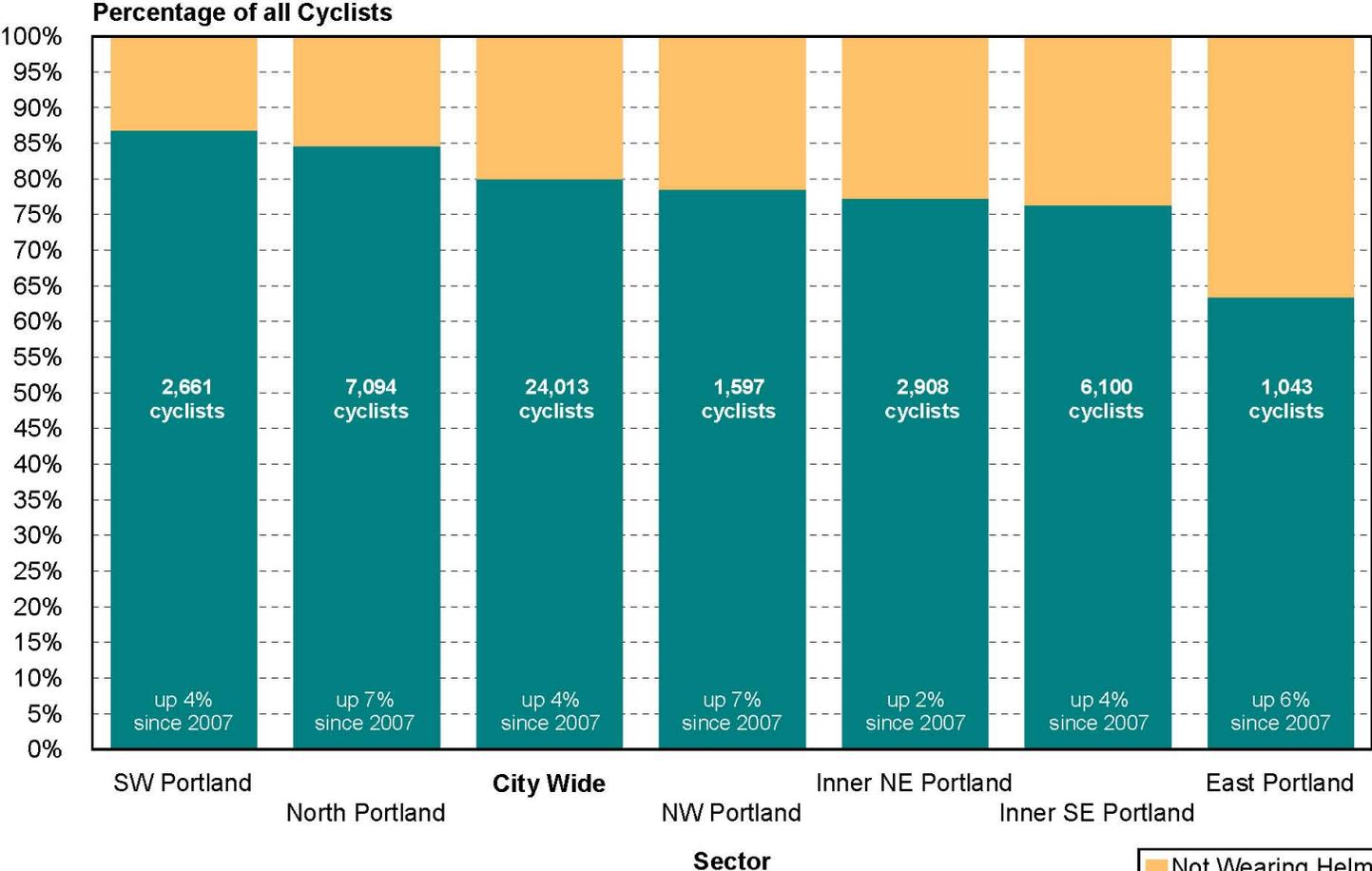
City of Portland Bicycle Counts by Sector 2008 By Gender



City of Portland Bicycle Counts by Year By Helmet Use



City of Portland Bicycle Counts by Sector 2008 By Helmet Use



based on manual peak hour counts
Number in columns is total number of cyclists recorded in counts in each sector.

City of Portland Bicycle Counts by Year Gender and Helmet Use

Citywide

	Male Cyclists			Female Cyclists			Percentages									Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on
	w/ helmets	w/o helmets	Total	Male Cyclists			Female Cyclists			All Cyclists			w/ helmets	w/o helmets	w/ helmets	w/o helmets	w/ helmets	w/o helmets		
				w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total								
1992	153	205	358	43%	57%	79%	49%	51%	21%	44%	56%	34%	45%	10%	10%	451 cyclists				
1993	229	211	440	52%	48%	74%	65%	35%	26%	55%	45%	38%	35%	17%	9%	596 cyclists				
1994	75	54	129	58%	42%	75%	65%	35%	25%	60%	40%	44%	31%	16%	9%	172 cyclists				
1995	842	401	1,243	68%	32%	72%	66%	34%	28%	67%	33%	49%	23%	19%	9%	1,725 cyclists				
1996	904	548	1,452	62%	38%	76%	71%	29%	24%	64%	36%	47%	29%	17%	7%	1,922 cyclists				
1997	2,126	1,428	3,554	60%	40%	74%	73%	27%	26%	63%	37%	44%	30%	19%	7%	4,791 cyclists				
1998	2,229	1,518	3,747	59%	41%	74%	70%	30%	26%	62%	38%	44%	30%	18%	8%	5,043 cyclists				
1999	1,978	1,109	3,087	64%	36%	75%	74%	26%	25%	67%	33%	48%	27%	19%	6%	4,115 cyclists				
2000	2,364	1,111	3,475	68%	32%	74%	75%	25%	26%	70%	30%	51%	24%	19%	6%	4,675 cyclists				
2001	3,734	1,618	5,352	70%	30%	72%	78%	22%	28%	72%	28%	50%	22%	22%	6%	7,441 cyclists				
2002	363	126	489	74%	26%	73%	78%	22%	27%	75%	25%	54%	19%	21%	6%	667 cyclists				
2003	1,854	891	2,745	68%	32%	69%	74%	26%	31%	69%	31%	47%	22%	23%	8%	3,977 cyclists				
2004	1,401	637	2,038	69%	31%	70%	76%	24%	30%	71%	29%	48%	22%	23%	7%	2,928 cyclists				
2005	1,064	393	1,457	73%	27%	69%	80%	20%	31%	75%	25%	50%	19%	25%	6%	2,121 cyclists				
2006	4,316	1,703	6,019	72%	28%	70%	80%	20%	30%	74%	26%	50%	20%	24%	6%	8,569 cyclists				
2007	6,649	2,366	9,015	74%	26%	69%	82%	18%	31%	76%	24%	51%	18%	26%	6%	13,108 cyclists				
2008	12,597	3,715	16,312	77%	23%	68%	86%	14%	32%	80%	20%	52%	15%	28%	5%	24,013 cyclists				
Total	42,878	18,034	60,912	70%	30%	71%	80%	20%	29%	73%	27%	50%	21%	23%	6%	86,314 cyclists				

City of Portland Bicycle Counts by Year Gender and Helmet Use

North Portland

	Male Cyclists			Female Cyclists			Percentages						Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on		
	w/ helmets		Total	w/ helmets		Total	Male Cyclists		Female Cyclists		All Cyclists		w/ helmets		w/ helmets				
	w/ helmets	w/o helmets		w/ helmets	w/o helmets		w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	w/ helmets	w/o helmets			
1992	62	45	107	16	6	22	58%	42%	83%	73%	27%	17%	60%	40%	48%	35%	12%	5%	129 cyclists
1993	0	0	0	0	0	0													0 cyclists
1994	0	0	0	0	0	0													0 cyclists
1995	40	19	59	19	2	21	68%	32%	74%	90%	10%	26%	74%	26%	50%	24%	24%	3%	80 cyclists
1996	0	0	0	0	0	0													0 cyclists
1997	156	146	302	71	29	100	52%	48%	75%	71%	29%	25%	56%	44%	39%	36%	18%	7%	402 cyclists
1998	197	119	316	92	40	132	62%	38%	71%	70%	30%	29%	65%	35%	44%	27%	21%	9%	448 cyclists
1999	170	128	298	60	28	88	57%	43%	77%	68%	32%	23%	60%	40%	44%	33%	16%	7%	386 cyclists
2000	403	133	536	159	41	200	75%	25%	73%	80%	21%	27%	76%	24%	55%	18%	22%	6%	736 cyclists
2001	821	375	1,196	359	91	450	69%	31%	73%	80%	20%	27%	72%	28%	50%	23%	22%	6%	1,646 cyclists
2002	88	28	116	63	10	73	76%	24%	61%	86%	14%	39%	80%	20%	47%	15%	33%	5%	189 cyclists
2003	301	161	462	153	42	195	65%	35%	70%	78%	22%	30%	69%	31%	46%	25%	23%	6%	657 cyclists
2004	148	65	213	69	32	101	69%	31%	68%	68%	32%	32%	69%	31%	47%	21%	22%	10%	314 cyclists
2005	0	0	0	0	0	0													0 cyclists
2006	1,197	349	1,546	694	112	806	77%	23%	66%	86%	14%	34%	80%	20%	51%	15%	30%	5%	2,382 cyclists
2007	1,058	361	1,419	543	95	638	75%	25%	69%	85%	15%	31%	78%	22%	51%	18%	26%	5%	2,057 cyclists
2008	3,762	822	4,584	2,238	272	2,510	82%	18%	65%	89%	11%	35%	85%	15%	53%	12%	32%	4%	7,094 cyclists
Total	8,403	2,751	11,154	4,536	800	5,336	75%	25%	68%	85%	15%	32%	78%	22%	51%	17%	28%	5%	16,490 cyclists

Northwest Portland

	Male Cyclists			Female Cyclists			Percentages						Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on		
	w/ helmets		Total	w/ helmets		Total	Male Cyclists		Female Cyclists		All Cyclists		w/ helmets		w/ helmets				
	w/ helmets	w/o helmets		w/ helmets	w/o helmets		w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	w/ helmets	w/o helmets			
1992	4	18	22	4	5	9	18%	82%	71%	44%	56%	29%	26%	74%	13%	58%	13%	16%	31 cyclists
1993	52	40	92	22	14	36	57%	43%	72%	61%	39%	28%	58%	42%	41%	31%	17%	11%	128 cyclists
1994	0	0	0	0	0	0													0 cyclists
1995	59	63	122	15	11	26	48%	52%	82%	58%	42%	18%	50%	50%	40%	43%	10%	7%	148 cyclists
1996	19	28	47	12	7	19	40%	60%	71%	63%	37%	29%	47%	53%	29%	42%	18%	11%	66 cyclists
1997	231	233	464	82	43	125	50%	50%	79%	66%	34%	21%	53%	47%	39%	40%	14%	7%	589 cyclists
1998	180	173	353	63	39	102	51%	49%	78%	62%	38%	22%	53%	47%	40%	38%	14%	9%	455 cyclists
1999	200	161	361	75	33	108	55%	45%	77%	69%	31%	23%	59%	41%	43%	34%	16%	7%	469 cyclists
2000	270	207	477	84	72	156	57%	43%	75%	54%	46%	25%	56%	44%	43%	33%	13%	11%	633 cyclists
2001	304	140	444	133	40	173	68%	32%	72%	77%	23%	28%	71%	29%	49%	23%	22%	6%	617 cyclists
2002	150	80	230	54	29	83	65%	35%	73%	65%	35%	27%	65%	35%	48%	26%	17%	9%	313 cyclists
2003	18	9	27	9	4	13	67%	33%	68%	69%	31%	33%	68%	33%	45%	23%	23%	10%	40 cyclists
2004	66	52	118	16	8	24	56%	44%	83%	67%	33%	17%	58%	42%	46%	37%	11%	6%	142 cyclists
2005	35	29	64	22	2	24	55%	45%	73%	92%	8%	27%	65%	35%	40%	33%	25%	2%	88 cyclists
2006	87	53	140	31	26	57	62%	38%	71%	54%	46%	29%	60%	40%	44%	27%	16%	13%	197 cyclists
2007	322	133	455	150	51	201	71%	29%	69%	75%	25%	31%	72%	28%	49%	20%	23%	8%	656 cyclists
2008	867	257	1,124	387	86	473	77%	23%	70%	82%	18%	30%	79%	21%	54%	16%	24%	5%	1,597 cyclists
Total	2,864	1,676	4,540	1,159	470	1,629	63%	37%	74%	71%	29%	26%	65%	35%	46%	27%	19%	8%	6,169 cyclists

City of Portland Bicycle Counts by Year Gender and Helmet Use

Southwest Portland

	Male Cyclists			Female Cyclists			Percentages						Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on		
	Male Cyclists		Total	Female Cyclists		Total	Male Cyclists		Female Cyclists		All Cyclists		Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists				
	w/ helmets	w/o helmets		w/ helmets	w/o helmets		w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	w/ helmets	w/o helmets		w/ helmets	w/o helmets
1992	16	59	75	9	18	27	21%	79%	74%	33%	67%	26%	25%	75%	16%	58%	9%	18%	102 cyclists
1993	0	0	0	0	0	0													0 cyclists
1994	8	16	24	4	6	10	33%	67%	71%	40%	60%	29%	35%	65%	24%	47%	12%	18%	34 cyclists
1995	130	66	196	71	23	94	66%	34%	68%	76%	24%	32%	69%	31%	45%	23%	24%	8%	290 cyclists
1996	179	35	214	49	8	57	84%	16%	79%	86%	14%	21%	84%	16%	66%	13%	18%	3%	271 cyclists
1997	405	192	597	162	30	192	68%	32%	76%	84%	16%	24%	72%	28%	51%	24%	21%	4%	789 cyclists
1998	471	189	660	172	43	215	71%	29%	75%	80%	20%	25%	73%	27%	54%	22%	20%	5%	875 cyclists
1999	273	90	363	89	20	109	75%	25%	77%	82%	18%	23%	77%	23%	58%	19%	19%	4%	472 cyclists
2000	374	108	482	113	28	141	78%	22%	77%	80%	20%	23%	78%	22%	60%	17%	18%	4%	623 cyclists
2001	92	36	128	45	1	46	72%	28%	74%	98%	2%	26%	79%	21%	53%	21%	26%	1%	174 cyclists
2002	125	18	143	21	1	22	87%	13%	87%	95%	5%	13%	88%	12%	76%	11%	13%	1%	165 cyclists
2003	180	52	232	57	14	71	78%	22%	77%	80%	20%	23%	78%	22%	59%	17%	19%	5%	303 cyclists
2004	0	0	0	0	0	0													0 cyclists
2005	0	0	0	0	0	0													0 cyclists
2006	695	85	780	220	13	233	89%	11%	77%	94%	6%	23%	90%	10%	69%	8%	22%	1%	1,013 cyclists
2007	1,892	441	2,333	945	97	1,042	81%	19%	69%	91%	9%	31%	84%	16%	56%	13%	28%	3%	3,375 cyclists
2008	3,010	740	3,750	1,385	136	1,521	80%	20%	71%	91%	9%	29%	83%	17%	57%	14%	26%	3%	5,271 cyclists
2008*	1,753	317	2,070	747	64	811	85%	15%	72%	92%	8%	28%	87%	13%	61%	11%	26%	2%	2,881 cyclists
Total	7,850	2,127	9,977	3,342	438	3,780	79%	21%	73%	88%	12%	27%	81%	19%	57%	15%	24%	3%	13,757 cyclists

*not including Central City

East Portland

	Male Cyclists			Female Cyclists			Percentages						Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on		
	Male Cyclists		Total	Female Cyclists		Total	Male Cyclists		Female Cyclists		All Cyclists		Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists				
	w/ helmets	w/o helmets		w/ helmets	w/o helmets		w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	w/ helmets	w/o helmets		w/ helmets	w/o helmets
1992	0	0	0	0	0	0													0 cyclists
1993	0	0	0	0	0	0													0 cyclists
1994	0	0	0	0	0	0													0 cyclists
1995	0	0	0	0	0	0													0 cyclists
1996	0	0	0	0	0	0													0 cyclists
1997	0	0	0	0	0	0													0 cyclists
1998	0	0	0	0	0	0													0 cyclists
1999	0	0	0	0	0	0													0 cyclists
2000	0	0	0	0	0	0													0 cyclists
2001	0	0	0	0	0	0													0 cyclists
2002	0	0	0	0	0	0													0 cyclists
2003	0	0	0	0	0	0													0 cyclists
2004	0	0	0	0	0	0													0 cyclists
2005	0	0	0	0	0	0													0 cyclists
2006	71	153	224	16	18	34	32%	68%	87%	47%	53%	13%	34%	66%	28%	59%	6%	7%	258 cyclists
2007	241	187	428	61	37	98	56%	44%	81%	62%	38%	19%	57%	43%	46%	36%	12%	7%	526 cyclists
2008	511	337	848	150	45	195	60%	40%	81%	77%	23%	19%	63%	37%	49%	32%	14%	4%	1,043 cyclists
Total	823	677	1,500	227	100	327	55%	45%	82%	69%	31%	18%	57%	43%	45%	37%	12%	5%	1,827 cyclists

City of Portland Bicycle Counts by Year Gender and Helmet Use

Inner NE Portland

	Male Cyclists			Female Cyclists			Percentages						Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on		
	w/ helmets	w/o helmets	Total	Male Cyclists			Female Cyclists			All Cyclists		w/ helmets	w/o helmets	w/ helmets	w/o helmets				
				w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets								
1992	70	71	141	17	16	33	50%	50%	81%	52%	48%	19%	50%	50%	40%	41%	10%	9%	174 cyclists
1993	177	171	348	79	41	120	51%	49%	74%	66%	34%	26%	55%	45%	38%	37%	17%	9%	468 cyclists
1994	67	38	105	24	9	33	64%	36%	76%	73%	27%	24%	66%	34%	49%	28%	17%	7%	138 cyclists
1995	311	110	421	124	66	190	74%	26%	69%	65%	35%	31%	71%	29%	51%	18%	20%	11%	611 cyclists
1996	412	301	713	128	79	207	58%	42%	78%	62%	38%	23%	59%	41%	45%	33%	14%	9%	920 cyclists
1997	736	517	1,253	335	124	459	59%	41%	73%	73%	27%	27%	63%	37%	43%	30%	20%	7%	1,712 cyclists
1998	929	770	1,699	393	180	573	55%	45%	75%	69%	31%	25%	58%	42%	41%	34%	17%	8%	2,272 cyclists
1999	656	367	1,023	254	97	351	64%	36%	74%	72%	28%	26%	66%	34%	48%	27%	18%	7%	1,374 cyclists
2000	627	367	994	262	86	348	63%	37%	74%	75%	25%	26%	66%	34%	47%	27%	20%	6%	1,342 cyclists
2001	1,416	690	2,106	615	177	792	67%	33%	73%	78%	22%	27%	70%	30%	49%	24%	21%	6%	2,898 cyclists
2002	0	0	0	0	0	0													0 cyclists
2003	402	272	674	233	126	359	60%	40%	65%	65%	35%	35%	61%	39%	39%	26%	23%	12%	1,033 cyclists
2004	246	134	380	116	47	163	65%	35%	70%	71%	29%	30%	67%	33%	45%	25%	21%	9%	543 cyclists
2005	0	0	0	0	0	0													0 cyclists
2006	927	494	1,421	464	140	604	65%	35%	70%	77%	23%	30%	69%	31%	46%	24%	23%	7%	2,025 cyclists
2007	985	362	1,347	540	134	674	73%	27%	67%	80%	20%	33%	75%	25%	49%	18%	27%	7%	2,021 cyclists
2008	1,408	480	1,888	839	181	1,020	75%	25%	65%	82%	18%	35%	77%	23%	48%	17%	29%	6%	2,908 cyclists
Total	9,369	5,144	14,513	4,423	1,503	5,926	65%	35%	71%	75%	25%	29%	67%	33%	46%	25%	22%	7%	20,439 cyclists

Inner SE Portland

	Male Cyclists			Female Cyclists			Percentages						Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on		
	w/ helmets	w/o helmets	Total	Male Cyclists			Female Cyclists			All Cyclists		w/ helmets	w/o helmets	w/ helmets	w/o helmets				
				w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets								
1992	1	12	13	0	2	2	8%	92%	87%	0%	100%	13%	7%	93%	7%	80%	0%	13%	15 cyclists
1993	0	0	0	0	0	0													0 cyclists
1994	0	0	0	0	0	0													0 cyclists
1995	302	143	445	91	60	151	68%	32%	75%	60%	40%	25%	66%	34%	51%	24%	15%	10%	596 cyclists
1996	294	184	478	146	41	187	62%	38%	72%	78%	22%	28%	66%	34%	44%	28%	22%	6%	665 cyclists
1997	598	340	938	250	111	361	64%	36%	72%	69%	31%	28%	65%	35%	46%	26%	19%	9%	1,299 cyclists
1998	452	267	719	181	93	274	63%	37%	72%	66%	34%	28%	64%	36%	46%	27%	18%	9%	993 cyclists
1999	679	363	1,042	286	86	372	65%	35%	74%	77%	23%	26%	68%	32%	48%	26%	20%	6%	1,414 cyclists
2000	690	296	986	281	74	355	70%	30%	74%	79%	21%	26%	72%	28%	51%	22%	21%	6%	1,341 cyclists
2001	1,101	377	1,478	480	148	628	74%	26%	70%	76%	24%	30%	75%	25%	52%	18%	23%	7%	2,106 cyclists
2002	0	0	0	0	0	0													0 cyclists
2003	953	397	1,350	458	136	594	71%	29%	69%	77%	23%	31%	73%	27%	49%	20%	24%	7%	1,944 cyclists
2004	941	386	1,327	473	129	602	71%	29%	69%	79%	21%	31%	73%	27%	49%	20%	25%	7%	1,929 cyclists
2005	1,029	364	1,393	506	134	640	74%	26%	69%	79%	21%	31%	76%	24%	51%	18%	25%	7%	2,033 cyclists
2006	1,339	569	1,908	623	193	816	70%	30%	70%	76%	24%	30%	72%	28%	49%	21%	23%	7%	2,724 cyclists
2007	2,151	882	3,033	1,130	310	1,440	71%	29%	67.8%	78%	22%	32.2%	73%	27%	48%	20%	25%	7%	4,473 cyclists
2008	3,039	1,079	4,118	1,614	368	1,982	74%	26%	67.5%	81%	19%	32.5%	76%	24%	50%	18%	26%	6%	6,100 cyclists
Total	13,569	5,659	19,228	6,519	1,885	8,404	71%	29%	70%	78%	22%	30%	73%	27%	49%	20%	24%	7%	27,632 cyclists

**Bicycle And Auto Counts on the Four Main Bicycle-Friendly Downtown Bridges
1991-2008**

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	
Broadway																			
bikes	495	755	735	690	527	950	1,205	1,854	1,476	1,405	1,680	1,712	1,683		2,081	2,856	3,872	4,315	
autos	30,215	30,215	30,034	30,215	30,395	31,630	31,630	32,864	32,420	24,375	26,946	27,262	27,261	27,261	27,259	27,259	27,259	27,259	
% bikes of all vehicles	2%	2%	2%	2%	2%	3%	4%	5%	4%	5%	6%	6%	6%	0%	7%	9%	12%	14%	
auto increase since 1991		0%	-1%	0%	1%	5%	5%	9%	7%	-19%	-11%	-10%	-10%	-10%	-10%	-10%	-10%	-10%	
bike increase since 1991		53%	48%	39%	6%	92%	143%	275%	198%	184%	239%	246%	240%	-100%	320%	477%	682%	772%	
Annual % increase		53%	-3%	-6%	-24%	80%	27%	54%	-20%	-5%	20%	2%	-2%	-100%	24%	37%	36%	11%	
Steel																			
bikes	230	230	220	220	200	350	475	460	360	410	1,250	1,891	1,860	3,482	2,112	2,373	2,943	2,982	
autos	18,740	18,740	19,761	18,740	18,740	17,719	15,827	16,717	18,279	17,780	19,121	17,264	17,264	17,264	17,264	17,264	17,264	17,264	
% bikes of all vehicles	1%	1%	1%	1%	1%	2%	3%	3%	2%	2%	6%	10%	10%	17%	11%	12%	15%	15%	
auto increase since 1991		0%	5%	0%	0%	-5%	-16%	-11%	-2%	-5%	2%	-8%	-8%	-8%	-8%	-8%	-8%	-8%	
bike increase since 1991		0%	-4%	-4%	-13%	52%	107%	100%	57%	78%	443%	722%	709%	1414%	818%	932%	1180%	1197%	
Annual % increase		0%	-4%	0%	-9%	75%	36%	-3%	-22%	14%	205%	51%	-2%	87%	14%	12%	24%	1%	
Burnside																			
bikes	740	1,075	1,010	980	620	1,065	1,375	905	920	1,080	965	965	965	965	1,170	1,260	1,325	2,035	
autos	35,209	37,618	37,618	37,618	37,618	37,618	40,027	45,060	47,564	45,846	49,247	40,884	39,985	39,985	39,085	39,085	39,085	39,085	
% bikes of all vehicles	2%	3%	3%	3%	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%	5%	
auto increase since 1991		7%	7%	7%	7%	7%	14%	28%	35%	30%	40%	16%	14%	14%	11%	11%	11%	11%	
bike increase since 1991		45%	36%	32%	-16%	44%	86%	22%	24%	46%	30%	30%	30%	30%	58%	70%	79%	175%	
Annual % increase		45%	-6%	-3%	-37%	72%	29%	-34%	2%	17%	-11%	0%	0%	0%	21%	8%	5%	54%	
Hawthorne																			
bikes	1,390	1,500	1,920	1,940	1,910	2,165	2,170	2,471	3,154	3,125	3,729	3,682	4,055	4,428	4,829	5,557	6,423	7,379	
autos	29,041	29,041	25,877	29,041	29,041	33,041	27,496	28,145	23,437	36,249	29,674	29,674	29,674	29,674	29,412	29,412	29,412	29,412	
% bikes of all vehicles	5%	5%	7%	6%	6%	6%	7%	8%	12%	8%	11%	11%	12%	13%	14%	16%	18%	20%	
auto increase since 1991		0%	-11%	0%	0%	14%	-5%	-3%	-19%	25%	2%	2%	2%	2%	1%	1%	1%	1%	
bike increase since 1991		8%	38%	40%	37%	56%	56%	78%	127%	125%	168%	165%	192%	219%	247%	300%	362%	431%	
Annual % increase		8%	28%	1%	-2%	13%	0%	14%	28%	-1%	19%	-1%	10%	9%	9%	15%	16%	15%	
All Bridges																			
bikes	2,855	3,560	3,885	3,830	3,257	4,530	5,225	5,690	5,910	6,020	7,624	8,250	8,563	8,875	10,192	12,046	14,563	16,711	
autos	113,204	115,613	113,290	115,613	115,794	120,008	114,980	122,786	121,700	124,250	124,988	115,084	114,183	114,183	113,020	113,020	113,020	113,020	
% bikes of all vehicles	2%	3%	3%	3%	3%	4%	4%	4%	5%	5%	6%	7%	7%	7%	8%	10%	11%	13%	
auto increase since 1991		2%	0%	2%	2%	6%	2%	8%	8%	10%	10%	2%	1%	1%	0%	0%	0%	0%	
bike increase since 1991		25%	36%	34%	14%	59%	83%	99%	107%	111%	167%	189%	200%	211%	257%	322%	410%	485%	
Annual % increase		25%	9%	-1%	-15%	39%	15%	9%	4%	2%	27%	8%	4%	4%	15%	18%	21%	15%	
--interpolated or averaged (created) value																			
bike increase since 2000											27%	37%	42%	47%	69%	100%	142%	178%	
bike increase since 1996							15%	26%	30%	33%	68%	82%	89%	96%	125%	166%	221%	269%	

SUMMER 2008 BIKE COUNTS

LEGEND

-  Cycle Zones
-  Portland limits

Bikeway Network (Facility, Status)

-  Existing Boulevard
-  Funded Boulevard
-  Recommended Boulevard
-  Existing Lane
-  Funded Lane
-  Recommended Lane
-  Existing Path
-  Funded Path
-  Recommended Path
-  Signed Connection

2008 Bike Count Sites Type, Time

-  automated, 24-hour
-  manual, am
-  manual, pm

