Thank you to our partners

Steering Committee
Technical Advisory Committee
Modal advisory committees
Advocacy organizations
Neighborhood and business associations
Individual Portland residents
Planning & Sustainability Commission
City Council

Portland Bicycle Plan for 2030
Support the development of a balanced transportation system

- Reduce conflicts
- Increase capacity

Portland Bicycle Plan for 2030
IMPLEMENTATION
Implementation

Amend the **TRANSPORTATION SYSTEM PLAN**

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

Portland Bicycle Plan for 2030
Implementation

Form a **FINANCE TASK FORCE** to ensure a sound funding strategy that will ensure achievement of plan objectives
The Finance Task Force will:

- Review existing allocations
- Identify funding opportunities
- Recommend a funding strategy for consideration by City Council
Implementation

Continued **PARTNERSHIPS**

- With regional partners
- With other City Bureaus
- Within the Bureau of Transportation

Portland Bicycle Plan for 2030
SOME CURRENT PARTNERSHIP SUCCESSES
15 miles of bicycle boulevards

PARTNERS: PBOT, BES, PDC, ODOT
5 Sunday Parkway projects

PARTNERS: PBOT, Police, BES, Planning & Sustainability
72 Schools with Safe Routes to School services

PARTNERS: PBOT, ODOT, PDC, Police, BES, TriMet
Community Policing Agreement

PARTNERS: PBOT, Police, Office of Neighborhood Involvement, Bicycle Transportation Alliance, Willamette Pedestrian Coalition
Rose Quarter bicycle safety improvements

PARTNERS: PBOT, TriMet
A healthy community, vibrant neighborhoods... and bicycles everywhere!
APPROACH
Premise no. 1:

It is desirable to attract Portland residents to bicycle, especially those choosing to drive for short trips.
Premise no. 2:

‘Low-stress’ bikeways that feel safe and comfortable will attract new riders.
BICYCLE BOULEVARDS are low traffic streets where bicycles are given priority.
Low-stress bikeways

TRAILS are important components and the ‘backbone’ of the low-stress bikeways network.
CYCLE TRACKS provide a low-stress cycling experience, even on busy main streets.
In the world’s best bicycling cities…
... people of all ages ride for all kinds of trips.
Understanding the market for bicycle transportation:

THE FOUR TYPES

- Strong & fearless
- Interested but concerned ~50 - 60%
- Not able or not interested ~33%
- Enthused & confident
In 2030 Portland is a clean, thriving city where bicycling is a MAIN PILLAR OF THE TRANSPORTATION SYSTEM and more than a quarter of all trips are made on bicycles.
PLANNING AND DESIGNING FOR NEW RIDERS
Bikeway system principles

FINE-GRAINED network

‘LOW-STRESS’ routes

ACCESS to destinations
A fine-grained bikeway network

2010 existing facilities

Planned 2030 facilities
ADOPTING STRONGER STRONGER STRONGER POLICIES
Proposed new bicycle transportation policy (6.23)

“Create conditions to make bicycling more attractive than driving for trips of three miles or less.”
INSTITUTING A HIERARCHY OF BICYCLE CLASSIFICATIONS
Proposed functional classifications

Classifications
- City Bikeway
- Major City Bikeway
- Bicycle District
Providing end-of-trip facilities
Expanding programs

ENCOURAGEMENT  EDUCATION  ENFORCEMENT
EQUITY GAP ANALYSIS
Equity gap analysis

Legend

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

- 0% - 9.97%
- 9.98% - 13.17%
- 13.18% - 17.15%
- 17.16% - 30.64%

*Low service defined as lowest quartile of block groups by low stress bikeway miles/square mile (0 low stress bikeway miles/sq mi).
Equity gap analysis

Legend

Census blocks of high disadvantage that lack low-stress bikeways
Percentage of disadvantaged households (poverty, non-white population, youth, older adults)

- 0% - 9.97%
- 9.98% - 13.17%
- 13.18% - 17.15%
- 17.16% - 30.64%

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

‘80 PERCENT’ strategy
80 PERCENT of residents within ¼ mile
TOTAL $223M for 325 miles
IMMEDIATE - $10 – 14M in next 5 years

‘WORLD CLASS’ strategy
WORLD-CLASS bikeways in urban streetscape
TOTAL $335M for 398 miles
Public process
Premise no. 1: It is desirable to attract Portland residents to bicycle.
Bicycling:

Saves LIVES
Saves THE PLANET
Saves MONEY
Saves RESOURCES
4 Times
Bicycle safety

Cyclists per Day

Crashes and Indexed Crash Rate

- **Bridge Bicycle Traffic**
- **Reported Bicycle Crashes**
- **Indexed Bicycle Crash Rate (Trend Line)**

Year

- 1991
- 1992
- 1993
- 1994
- 1995
- 1996
- 1997
- 1998
- 1999
- 2000
- 2001
- 2002
- 2003
- 2004
- 2005
- 2006
- 2007
- 2008

Cyclists per Day

- 0
- 2,500
- 5,000
- 7,500
- 10,000
- 12,500
- 15,000
- 20,000
- 25,000
- 30,000
- 35,000
- 40,000
- 45,000
- 50,000
- 55,000
- 60,000
- 65,000
- 70,000
- 75,000
- 80,000
- 85,000
- 90,000

Crashes and Indexed Crash Rate

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900

Indexed Bicycle Crash Rate (Trend Line)
1st Target

‘Sedentary Lifestyles Associated With Accelerated Aging Process’

Source: Science Daily
Automobile trips that can be safely replaced by walking or bicycling offer the first target for increased physical activity in communities

Dr. Jeffrey Koplan, Dr. William Dietz, Centers for Disease Control and Prevention (CDC)
International results

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

The City of Odense (Denmark) has found that for every dollar invested in bicycle systems, they get a 200% return in health care costs.
30% - 45%

Source: Health Effects Institute
Bicycling saves the planet
Bicycling’s role in reducing greenhouse gas emissions

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

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

Why?
Because these will be the most immediate and affordable reductions to be realized
Bicycling saves money
Benefit to Portland region’s economy due to transportation system:

$800,000,000
Bicycling saves resources
$60 Million

300 MILE bikeway network

1 MILE of urban freeway

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

Rob Burchfield
Portland’s City Traffic Engineer
Why bicycles?

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

Bicycling **SAVES THE PLANET** through reduced emissions

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

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