

# Portland Bicycle Advisory Committee

Working to make bicycling a part of daily life in Portland



August 11, 2017

Director Leah Treat  
Portland Bureau of Transportation  
1220 SW 5th Avenue  
Portland, OR 97204

Dear Director Treat,

On behalf of the City of Portland's Bicycle Advisory Committee (BAC), we are writing to voice our concern about the proposed changes to the City's mode split goals in the discussion draft of the Portland Transportation System Plan Stage 3 (TSP3). As a modal committee appointed by the City Council, the BAC is dedicated to the safety and comfort of people who bike on all roadways, and we are charged with advising the City of Portland and its partners on matters related to bicycling. We consist of a wide cross-section of Portlanders who come from every area of the City as well as a broad spectrum of interests and professional backgrounds. The BAC had the opportunity to review the proposed mode split goal changes, including the *TSP3 Bike Mode Share Analysis and Proposal* memo developed for the Portland Planning and Sustainability Commission, and a presentation by PBOT staff at the BAC meeting on August 8, 2017. We appreciate PBOT's consideration for extending the Discussion Draft feedback window to allow for the BAC to receive this presentation.

The BAC supports maintaining the City's goal to "By 2035, increase the mode share of daily non-drive alone trips to 70 percent citywide." Ultimately, the effectiveness of the measures implemented to accomplish these goals are more important than the targets themselves. However, the BAC believes that reducing the goal commute mode share for bicycling from 25% to 15% may diminish the priority that should be placed on investing in bicycling infrastructure as the most cost-effective way to meet the City's goal of reducing drive-alone trips. Reducing the goal mode share for bicycling detracts from the fact that bicycling has made further strides towards meeting these mode split goals since 2000 than any other mode of transportation. Commute mode share data from the US Census Bureau shows that Portland's efforts to increase bicycling have been more effective than other other modes, at a relatively low cost.

Between 2000 and 2015, bicycle commute mode share in Portland increased dramatically from 1.8% to 7%, while transit mode share increased slowly from 12.3% to 13.3%. Carpool mode share decreased from 11.9% to 8.2%, while walking mode share increased from 5.2% to 6%. The BAC supports investment in all non-drive alone modes, but believes the City should develop goals and policies that support and prioritize the most effective and

efficient investments. A basic comparison of capital investment and changing mode choice by Portland residents in the last two decades shows that bicycling infrastructure has been, dollar for dollar, the best transportation investment strategy by the City of Portland.

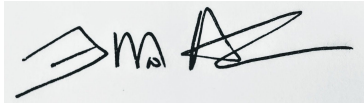
The *TSP3 Bike Mode Share Analysis and Proposal* memo analyzing potential 2035 bicycle mode share scenarios is a well-researched and documented effort into exploring the critical relationship between land use, transportation infrastructure and mode choice. The BAC encourages PBOT to expand this research to examine how to refine the City's proposed land use strategies to create shorter trip distances that lend themselves to non-drive alone modes, especially bicycling and walking.

Thank you for your consideration. We look forward to reviewing the next TSP Stage 3 Proposed Draft later this year.

Respectfully submitted on behalf of Portland's Bicycle Advisory Committee,



Rithy Khut, Chair  
Bicycle Advisory Committee



Elliot Akwai-Scott, Vice-Chair  
Bicycle Advisory Committee

Cc:  
Commissioner Dan Saltzman  
Portland Planning and Sustainability Commission  
Judith Gay, City of Portland Bureau of Transportation  
Peter Hurley, City of Portland Bureau of Transportation  
Courtney Duke, City of Portland Bureau of Transportation  
Roger Geller, City of Portland Bureau of Transportation