A healthy community, vibrant neighborhoods... and bicycles everywhere!

PORTLAND BICYCLE PLAN FOR 2030
A WORLD-CLASS BICYCLING CITY
Planning process
Formed a Steering Committee and Technical Advisory Committee
Held public open houses in 2007
Public bike rides in summer 2007
Assessed existing conditions
Did field work and mapped routes
Performed technical analysis
Held public open houses in May, 2009
Plan adopted by City Council
February 11, 2010
VISION FOR PORTLAND IN 2030
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.
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.
APPROACH
Premise no. 1:

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

„Low-stress“ bikeways that feel safe and comfortable will attract new riders.
Low-stress bikeways

BICYCLE BOULEVARDS are low traffic streets where bicycles are given priority.
TRAILS are important components and the „backbone“ of the low-stress bikeways network.
Low-stress bikeways

CYCLE TRACKS provide a low-stress cycling experience, even on busy main streets.
New facility types
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
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
A fine-grained bikeway network

2010 existing facilities

Planned 2030 facilities
Providing end-of-trip facilities
Seamlessly integrated transit
ADOPTING 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
EXPANDING PROGRAMS
Expanding programs
Encouragement by others
Encouragement by others
Schools with Safe Routes to School services

75

PARTNERS: PBOT, ODOT, PDC, Police, BES, TriMet
Enforcement
IMPLEMENTATION
15 miles of new bicycle boulevards EVERY YEAR

PARTNERS: PBOT, BES, PDC, ODOT
EQUITY GAP ANALYSIS
Equity gap analysis
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)*