2022 (biking) Year in Review

Bicycle Advisory Committee

January 10, 2023
Active Transportation & Safety Programs Section

2022
Return of Sunday Parkways
Foster connections in Portland's largest public space, its streets

30,000+ people attended Cully & East Portland events

200 volunteers contributed 790 hours

Partnered with 45 organizations, 120+ vendors, and 11 sponsors

$36,338 spent at participating businesses through Kuto app
Center communities that have been historically underserved

Outreach to **239 neighborhood stakeholders**

- **43% people** surveyed lived near the routes
- **16% people** surveyed identified as Black, Indigenous or Person of Color
- **79%** felt the event represented Cully
- **56%** felt the event represented East Portland
Community rides and Bike Fairs
## SmartTrips by the numbers FY22

24,068 new mover households
1,882 orders for transportation materials
7.8% Response rate

<table>
<thead>
<tr>
<th>Information Item</th>
<th>Quantity ordered</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Mover Orders</td>
<td>1,882</td>
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<tr>
<td>General Request Orders</td>
<td>282</td>
<td></td>
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<tr>
<td><strong>Total Orders</strong></td>
<td><strong>2,164</strong></td>
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<tr>
<td>Walking Guide</td>
<td>1,257</td>
<td>16%</td>
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<tr>
<td>Bike Guide</td>
<td>1,064</td>
<td>13%</td>
</tr>
<tr>
<td>Pocket Map Guide</td>
<td>871</td>
<td>11%</td>
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</table>
All maps now in English and Spanish

Over 36,000 maps distributed in the last 12 months
Neighborhood Greenways Yard Signs

When I first saw the sign up for these Greenway signs by @PBOTinfo I thought it was waste of money. Now I see them all over my bike rides & I love that so many neighbors value our Greenways.

1,000 signs were claimed in less than one month this summer

25,000 households living along greenways were invited to order signs
Visits to the landing page quadrupled upon signs hitting the streets

<table>
<thead>
<tr>
<th>Month</th>
<th>Avg hits per day</th>
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<tbody>
<tr>
<td>January</td>
<td>8.23</td>
</tr>
<tr>
<td>February</td>
<td>11.54</td>
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<tr>
<td>March</td>
<td>17.87</td>
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<tr>
<td>April</td>
<td>15.83</td>
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<tr>
<td>May</td>
<td>14.45</td>
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<tr>
<td>June</td>
<td>37.16</td>
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<tr>
<td>July</td>
<td>40.80</td>
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<tr>
<td>August</td>
<td>26.39</td>
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</tbody>
</table>

NeighborhoodGreenways.org Web Traffic

- **Month Avg hits per day**
- **January**: 8.23
- **February**: 11.54
- **March**: 17.87
- **April**: 15.83
- **May**: 14.45
- **June**: 37.16
- **July**: 40.80
- **August**: 26.39
BIKETOWN Milestones in 2022

- **Sunday Parkways**
  - BIKETOWN supported the 2 events by filling stations with bikes along the routes
  - Provided FREE rides starting or ending along the routes

- **Earl Blumenauer Bridge Opening**
  - Provided FREE rides from 9am - 10pm starting or ending at the bridge

- Multiple successful bike rides and BIKETOWN for All signups from the outreach team

- Continuing to add BIKETOWN Stations in North Portland and East Portland
The Numbers

BIKETOWN has supported over **70 events** since February 2022. Support in the community looks like bike drop offs for community rides, providing promotional codes, leading rides, or setting up pop-ups to help folks sign up for BIKETOWN for All in person.

**BIKETOWN supported over 7 events a month and staff were out in the community at least once a week for the past 9 months.**
What is SRTS doing?

SRTS Outcomes

- No child is involved in a serious traffic crash accessing school or school programs
- Every child who wants to walk, roll or take transit to school knows how to do so safely
- Community members understand how Safe Routes to School programs are connected to congestion relief and climate change mitigation
SRTS in a nutshell

- 5 school districts
- 110+ schools
- 67,000+ students

- 100+ fleet bikes (older)
- 80 fleet bikes (new)
- 2 bike fleet trailers
- 1 off-site warehouse

- Engaged +40 community partners serving HS youth

Since Fixing Our Streets in 2017:

- 96 projects built
- 60 funded, in progress
- 991 unfunded
SRTS Infrastructure

NE 22nd & Ainsworth
Vernon K-8

"Small Cap" Projects

- Mark crosswalks
- New curb ramps
- Median Islands
SRTS Infrastructure

- Sidewalk infill
- Signals, beacons
SRTS + VZ Partnerships on Infrastructure

NE 33rd & Grant Pl
Safe Streets = Personal Safety for Youth

“When I ride the bus, I’m scared that I’m going to get attacked being a Latinx female, especially when I see an intoxicated person coming on the bus.”

- Focus Group Participant

“I think it’s kind of safe to get to school, but you don’t know who is carrying [a weapon/gun] and who is really safe”

-Parkrose Youth Participant

Get help from someone else

- Ask someone nearby for help if you’re in public
- Look for someone with authority – a bus driver, store owner, or adult
- See if they will say or do something to stop what’s happening

Have you experienced a hate or bias incident?
Report it online at REPORTHATEPDX.COM.
Portland United Against Hate (PUAH) is a community coalition. Reporting hate incidents will help PUAH understand the effects of hate violence and provide support to those who are targeted. All reports are confidential.
SRTS HS engagement
2022 Vision Zero Highlights
Outer Division Safety Project (SE 80th to SE 174th)
East Glisan Street Update, phase 2 (NE 102nd to NE 122nd)

Outer Halsey Safety Project (NE 114th to NE 162nd)
SW Broadway Protected Bike Lane  (SW Oak to SW Clay)

SW Capitol Highway, cont’d  (SW Multnomah to SW Taylors Ferry)

SW Broadway
Courtesy BikePortland.org

SW Capitol Hwy
N Lombard: Safety (N Fiske to N Boston); Main Street (St John’s)

NE Killingsworth sidewalk infill (NE 42nd to NE Cully)
SE Stark Intersection Safety Cameras (SE 122\textsuperscript{nd} and SE 148\textsuperscript{th})

SE Foster reflective pavement markings (SE 102\textsuperscript{nd} to Jenne)
Access to set speed limits locally

Slow the Flock Down speed campaign

Courtesy BikePortland.org

SPEED LIMIT
25

N Lombard

N Lombard

Courtesy ODOT
Vision Zero Youth Focus Groups at Parkrose H.S.
Arleta Triangle
Portland's Bikeway Network

- Built in 2022:
  - Paths: 0.6 mi
  - Greenways: 7.7 mi
  - Protected lanes: 8.3 mi
  - Buffered lanes: 7.0 mi
  - Conventional lanes: 1.3 mi
  - Advisory lanes: 0.7 mi
  - Enhanced shared roadway: 0.0 mi
  - Total: 25.6 mi

- Retired: 7.9 mi
- New system miles: 17.7 mi
Portland's bikeway network

December 2022

New Bikeways
- Red electric bridge
- Blumenauer bridge
- SE Division protected lane
- NE Glisan buffered lane
- 100s greenway
- 150s greenway
- Cherry Blossom protected/buffered lane
- Market-Mill-Main bikeway
- San Rafael advisory lane
- NE 43rd advisory lane
- NE 53rd advisory lane
- NE Hancock greenway (Hollywood)
- N Lombard (ODOT)
- Better Naito Forever
- SW Broadway protected lane
- N Whitaker protected lane
- SW 35th protected/buffered lane
- NW Overton connection
- SW Capitol Hwy bus lane
- SW Madison bus lane
- NE Couch shared bus-bike lane
- SW Main shared bus-bike lane
- SE Holgate lane extension
- SE Foster lane extension
Advisory bike lane
NE 53rd Ave
Shared bus-bike lane
NE Couch St
Bike lane buffered by bus
SE Madison St
Highlights for 2022 signal efforts

1. Division Signal Timing

2. New Signal Designs (Blumenauer Bridge at NE Lloyd)

3. N Greeley & Going Street

4. Signal Timing for Bikes

5. Wait Here for Green

6. Feedback: Dutch bike signals versus blue lights

7. Research: Bikes and Bus Lanes

8. Working to improve detection
49 installations
7 locations pending construction
4 locations on hold for additional outreach or other construction projects
16 locations awaiting design
1 location received a bike box instead
3 locations relocated for design issues
Existing neighborhood greenway enhancement project highlights: 2022

• **NE Hancock, 32nd to 43rd**
  - Traffic operational improvements at 33rd, Chavez, 40th, and 42nd.
  - Traffic calming
  - Bike-only signal at NE Sandy and access improvements at Kelly Plaza (in design)

• **NE Alameda, NE Alameda to NE 67th**
  - Traffic operational improvements at 57th (Rose Lane program collaboration)
  - Intersection safety improvement at Fremont (awaiting construction)
  - Traffic calming 41st to 67th (awaiting construction)
  - NE 41st and Alameda crossing improvement (in design)

• **NW Pettygrove greenway**
  - Traffic operational improvements at 12th, 15th, 18th
  - Traffic calming
  - Traffic operational improvement at 11th and Overton (awaiting construction)

• **N Michigan, N Alberta to N Killingsworth**
  - Street surface improvements
  - Traffic calming

• **Multiple neighborhood greenways** with new traffic calming or operational improvements:
  - SW Idaho Dr.
  - SW 52nd Ave
  - SW 60th
  - NE Davis
  - N Kilpatrick
  - N Wabash
  - N Bryant
  - SE Umatilla
  - SE Umatilla
  - SE 16th (awaiting construction).
Missing Links highlights: 2022

• Dozens of spot improvements throughout the bicycle and pedestrian network

• Developing new construction options to expand and speed up project delivery options

• Highlight projects include:
  • SE Foster, 102\textsuperscript{nd} to 111\textsuperscript{th} bike lane improvements
  • SW Main, SW 3\textsuperscript{rd} to SW Broadway new bike lane (Elk bike and bus lane extension)
  • N Interstate, RQTC to Kaiser bike lane improvements (awaiting construction)
  • SE 148\textsuperscript{th}, Powell to Bush bike lane improvement and expansion (awaiting construction)
Traffic Calming highlights: 2022

• SE Flavel St, 52nd to SE Clatsop
  • Allowed for new crossing at Hazeltine Park

• N Columbia Way, N Oswego, and N Buchanan Streets
  • Collaborated with Safe Routes to School for a more effective traffic calming strategy in St. Johns reaching seven different corridors.

• Worked with PF&R to get approval for traffic calming on multiple Major Emergency Response routes (awaiting construction)

• Piloting traffic chicane project (awaiting construction)
### Bikeway network by sextant

<table>
<thead>
<tr>
<th>Facilities</th>
<th>East Portland (east of, and including I-205 pathway)</th>
<th>Inner NE Portland (west of I-205)</th>
<th>Inner SE Portland (west of I-205)</th>
<th>North Portland</th>
<th>Northwest Portland</th>
<th>Southwest Portland</th>
<th>Southeast Portland</th>
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<tbody>
<tr>
<td></td>
<td>Miles</td>
<td>Percentage</td>
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<td>Percentage</td>
<td>Miles</td>
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<tr>
<td>Neighborhood greenways</td>
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<tr>
<td></td>
<td>17</td>
<td>17%</td>
<td>36</td>
<td>45%</td>
<td>34</td>
<td>40%</td>
<td>16</td>
</tr>
<tr>
<td>Off-street paths</td>
<td>21</td>
<td>21%</td>
<td>10</td>
<td>12%</td>
<td>13</td>
<td>15%</td>
<td>23</td>
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<tr>
<td>Protected bicycle lanes</td>
<td>11</td>
<td>11%</td>
<td>3</td>
<td>3%</td>
<td>2</td>
<td>2%</td>
<td>4</td>
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<td>Buffered bicycle lanes</td>
<td>13</td>
<td>13%</td>
<td>5</td>
<td>6%</td>
<td>5</td>
<td>6%</td>
<td>11</td>
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<tr>
<td>Advisory bicycle lanes</td>
<td>0.6</td>
<td>0.6%</td>
<td>0.2</td>
<td>0.2%</td>
<td>0.0</td>
<td>0.0%</td>
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<td>Conventional bicycle lanes</td>
<td>38</td>
<td>38%</td>
<td>25</td>
<td>32%</td>
<td>28</td>
<td>33%</td>
<td>20</td>
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<td>Enhanced shared roadways</td>
<td>0</td>
<td>0%</td>
<td>1</td>
<td>1%</td>
<td>2</td>
<td>2%</td>
<td>1</td>
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<tr>
<td>“Family-friendly” (greenways, off-street pathways, protected lanes)</td>
<td>49</td>
<td>49%</td>
<td>48</td>
<td>61%</td>
<td>48</td>
<td>58%</td>
<td>42</td>
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<tr>
<td>Total built bikeways</td>
<td>100</td>
<td>23%</td>
<td>80</td>
<td>18%</td>
<td>83</td>
<td>19%</td>
<td>74</td>
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# BAC Year in Review

<table>
<thead>
<tr>
<th>Plans</th>
<th>Programs</th>
<th>Projects</th>
<th>Design Considerations</th>
<th>Other</th>
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<tbody>
<tr>
<td>• 2040 Freight Plan</td>
<td>• Public Street Plaza Program</td>
<td>• Rose Lane Project: SW Capital Highway</td>
<td>• Left-Turn Calming</td>
<td>• Declining bicycle use</td>
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<tr>
<td>• Discussion of Climate Emergency</td>
<td>• E-Scooter RFP</td>
<td>• Interstate Bridge Replacement Program</td>
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<td>• Maintenance operations</td>
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<tr>
<td>• 122\textsuperscript{nd} Avenue Plan</td>
<td>• Sunday Parkways</td>
<td>• Earthquake Ready Burnside Bridge</td>
<td></td>
<td>• World Bicycle Day</td>
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<tr>
<td>• Quick build 2023-24 projects</td>
<td></td>
<td>• Modal committee evaluation</td>
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<td>• PBOT Budget</td>
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<tr>
<td>• North Portland in Motion</td>
<td></td>
<td>• HollywoodHUB</td>
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<td></td>
<td></td>
<td>• North Killingsworth Repaving and Safety</td>
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<td></td>
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<td>• Hawthorne Pave &amp; Paint</td>
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<tr>
<td></td>
<td></td>
<td>• I-5 Rose Quarter</td>
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</table>
Letters/Communications

Email from Chair to PBOT Director re: maintenance practices in regard to snow/gravel
Letter regarding declared climate emergency
Letter in support of increased funding for NE Halsey Regional Flexible Fund project
Letter in support of SW Capitol Hwy Rose Lane project
Joint BAC/PAC letter commenting on Draft Environmental Impact Statement (DEIS) for Earthquake Ready Burnside Bridge
Joint BAC/PAC letter commenting on Interstate Bridge Replacement Project
Letter in support of Bridge Investment Grant for Burgard Bridge
Letter in support of Railroad Crossing Elimination Grant for Central Eastside
Letter to Portland Parks and Recreation regarding management of events as it relates to the 40-mile loop trail
Letter in regard to Powell Blvd and other ODOT managed roads
March: applicant meeting with discussion about policies, goals, objectives and guidance; breakout discussion

April: new committee members

May: joint meeting with PAC with focus on IBRP and EQRBB

June: Modal committee evaluation, 122nd Ave Plan

July: Discussion about Portland’s declining bike use

August: hollywoodHUB, Maintenance operations, Sunday Parkways

September: Finalized several letters (Burgard Bridge, CEID railroad crossings) modal committee evaluation, World Bicycle Day

October: NOPIM, Hawthorne Pave & Paint Greenway Update, Killingsworth Repaving and Safety

November: PBOT budget, I-5 Rose Quarter
2022 Bicycle Advisory Committee Rides