

PORTLAND BICYCLE COUNTS 2007

The Portland Office of Transportation's (PDOT) annual bicycle counts constitute the City's primary means of assessing progress in its efforts to make the bicycle an integral part of daily life in Portland. This report highlights the key findings from the latest round of bicycle counts conducted between mid-July and mid-September 2007. These findings can be summarized by the statement that bicycle use in Portland is not only growing rapidly, but the rate of growth is increasing, as well.

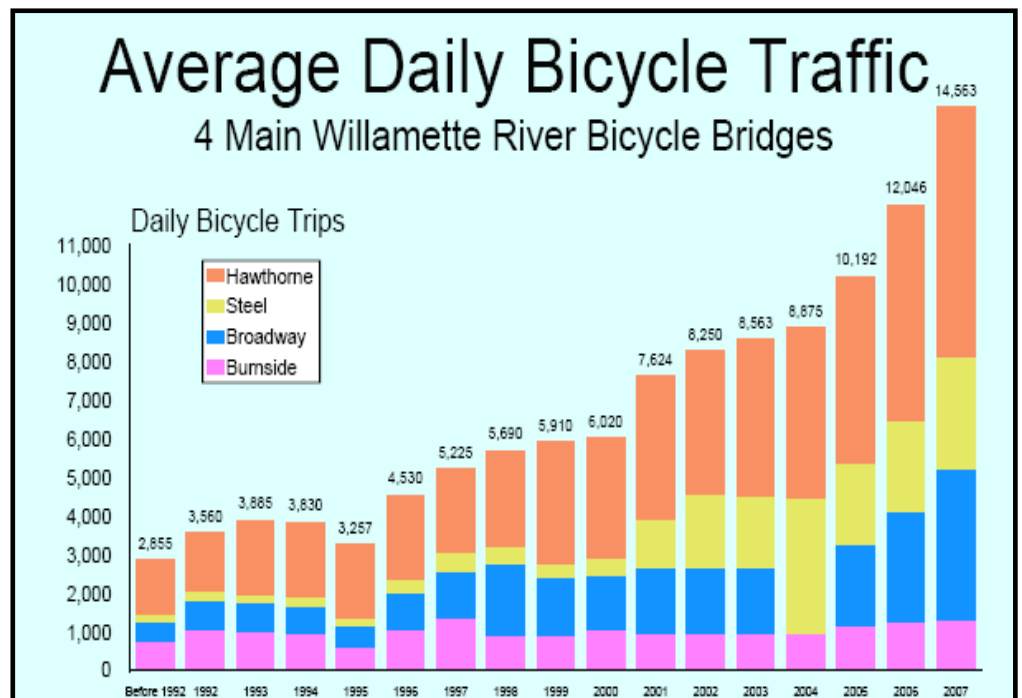
This year, PDOT expanded its counts beyond the 60 locations done in 2006 to include a total of 98 sites. This data was compiled using either 24-hour (pressure-sensitive) hose counts or extrapolated data based on manual peak-hour counts. In past years, the counts were concentrated within Portland's inner neighborhoods. In 2007, more than 60 volunteers spanned every corner of the City to conduct 93 manual bicycle counts.

Report Highlights:

- **Bicycle use in Portland showed a double-digit increase for the third straight year.**
- **Bicycles represent 18% of all vehicles on the Hawthorne Bridge and 11% of vehicles on the four bicycle-friendly Willamette River bridges.**
- **Bicycle traffic in Portland has more than doubled since 2001.**
- **Helmet use has risen steadily since the 1990's, with 76% of recorded cyclists wearing helmets in 2007, up from 63% in 1997.**
- **Women represented 31% of all cyclists, up from 26% in 1997.**
- **While bicycle counts in March are approximately half those of the summer, they are still higher than the summer counts recorded in 2000.**

Bicycle-Friendly Willamette River Bridge Counts

The primary 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 21 percent since 2006 and more than 115% since 2001. Today, cyclists take more than 14,563 daily trips across



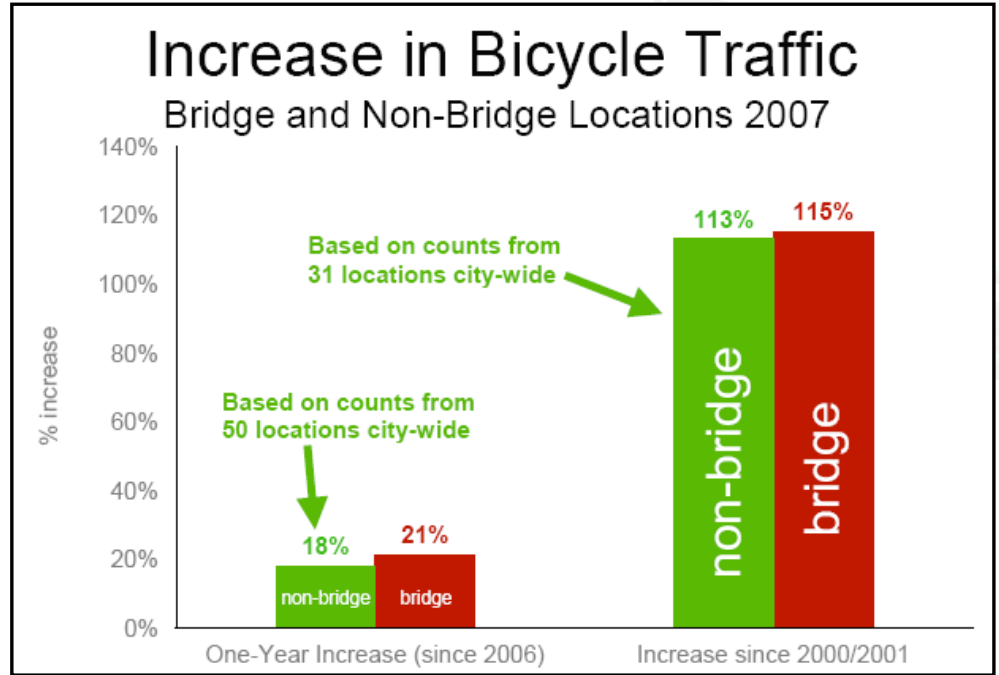
the Willamette River to travel between Portland’s east and west sides.

Increased bicycle use plays a significant role in the City’s strategy to accommodate the growing number of Portlanders who must use these bridges each day. If these 14,563 daily bicycle trips were instead made by automobile, then they would have a significant negative effect on traffic congestion, parking availability, and air quality.

Bicycle trips make up a growing percentage of all vehicular trips across the Willamette River. In 2007, bicycle trips accounted for 11 percent of the combined 127,583 bicycle and auto trips on the four bicycle-friendly bridges. In 2000, bicycles represented only 4.6 percent of all vehicles. The proportion of bikes in relation to cars has more than doubled since 2000.

The increase of bicycle traffic on these bridges is consistent with the growth in bicycle use throughout Portland.

Comparisons at 50 non-bridge locations citywide show an 18 percent increase in bicycle use since 2006.



Citywide Manual Counts

Nearly every district in the City has seen consistent growth in bicycle use. Based on baseline data collected in either 2000 or 2001, the most significant gains were made in the downtown, which saw a 151 percent increase over seven locations. The next highest percentage of growth was in North and Inner Southeast neighborhoods, which both experienced a 118 percent increase during the same time. Comparing 2007 count data from the 50 non-bridge locations where we had count data from 2006 counts, we saw the largest increase in bicycle use in North Portland (27

2007 Non-Bridge Bicycle Counts Compared with Prior Years

DISTRICT/LOCATION	PERCENT CHANGE SINCE 2000/2001	PERCENT CHANGE SINCE 2006
Citywide Total	113%	18%
Central City (west side)	151%	18%
North	118%	27%
Northeast	96%	21%
Southeast	118%	13%
East	n/a	-6%
Northwest	82%	15%
Southwest	51%	15%

percent). This comparison was based on seven locations.

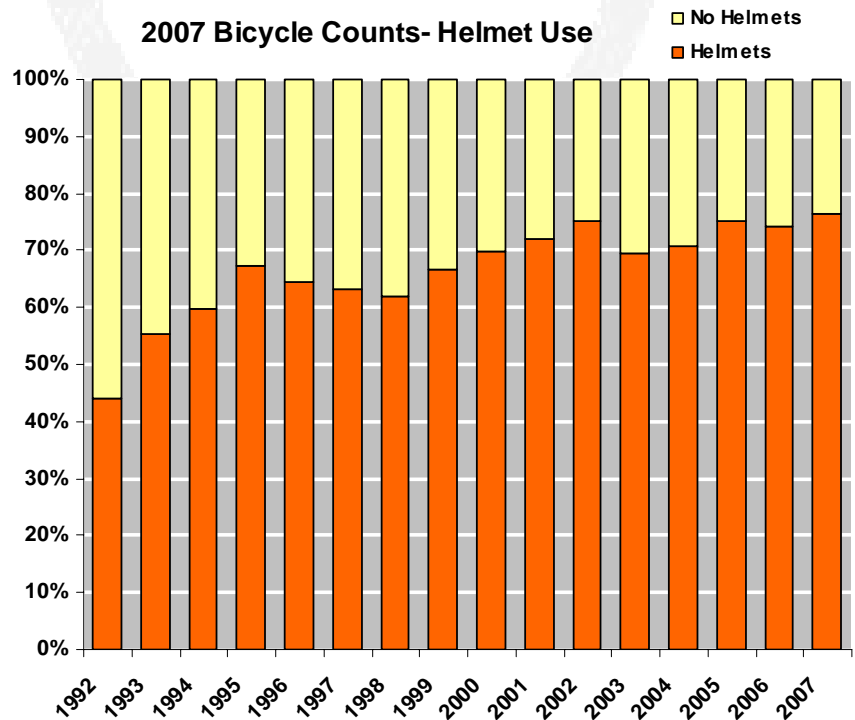
This year, PDOT conducted counts at 38 locations with no prior count data. These counts will provide baseline data for future counts. For example, this year PDOT increased the number of counts in East Portland from one to eight sites. The sole location counted in East Portland last year revealed a decline of six percent in 2007.

During the Summer 2007 counts, counters recorded approximately 4,100 female and 9,000 male cyclists. The citywide ratio of male to female riders – roughly seven to three respectively – is essentially unchanged since 2003. Citywide, women represented 31 percent of all cyclists. The proportion of female cyclists was very consistent in all parts of Portland except East Portland, where women made up only 19 percent of all cyclists. The highest proportion of female cyclists was found in Northeast, where they represented 33 percent of those counted. Southwest neighborhoods saw the largest one-year increase in the percentage of female riders, where their numbers were up eight percentage points since last year.

Citywide, there was a small increase in the percentage of cyclists wearing helmets, up two percent since 2006 to 76 percent of all those counted. This reflects a continuing trend in increasing helmet use since the early 1990s. The percentage of females wearing helmets (82 percent) was eight percent higher than males (74 percent). Counts conducted in East Portland

neighborhoods revealed the lowest proportion of helmet use in the City (57 percent of riders wore a helmet). Southwest Portland showed the highest degree of helmet use at 84 percent of all riders. All other neighborhoods ranged between 72 and 79 percent helmet use.

At most of the sites counted last year, bicycling increases matched the citywide trend. Twenty of fifty locations where we also had data from 2006 experienced an annual increase greater than 20 percent. At three count locations, the number of riders was more than twice the number from 2006.



- The largest, and most puzzling, gain was at **N Williams Avenue & Russell Street**—up 138% from 2006. The count here is now more in line with the count at N Vancouver and Russell Street. As Williams and Vancouver combine to form a couplet, this result is more expected than the lower counts recorded in previous years.
- The count at **SW Moody Ave & Gibbs Street** was up 135%. This dramatic one-year increase was perhaps the result of the construction of the Portland Aerial Tram to Oregon Health and Science University. OHSU-bound cyclists have likely discovered the benefit of allowing the tram to carry them up the hill instead of their legs.

This explains the increased bicycle traffic in South Waterfront and the decrease heading up the hill (see below).

- At **SW Taylor Street & 13th Avenue** the count more than doubled compared to 2006 (up 106%). This discrepancy was due to the fact that the 2006 count was taken during AM peak (4-6 am) hours and the 2007 was done during PM peak (4-6 pm) hours. Future counts at this location will be done during the PM peak to capture the higher volume of “outbound” (PM) shown from the 2006 and 2007 counts.

Of the nine locations with a decline in riders counted, the decrease at all but three were insignificant. At the three locations with substantial drops; however, the number of riders counted in 2007 was roughly half of those counted the previous year.

- We found the largest drop at **SW Jackson Street & 6th Ave** where we recorded 56 percent fewer cyclists than in 2006. We believe this drop is likely due to the heavy construction along 5th and 6th Avenues for the Portland Mall Light Rail.
- The count at **SE Flavel Street & 92nd Ave** was similarly less than half the 2006 count. As the intersection is an on-street link in the I-205 bike path, it is likely affected by closures of the path associated with construction of the MAX Green Line along I-205.
- As described above, we believe the decline in counts at **SW Terwilliger Boulevard & Sheridan Street** (44 percent decline from 2006) are likely attributable to the introduction of the Aerial Tram connecting the South Waterfront District with OHSU campus. These losses were more than compensated for by gains in bicycle trips at SW Moody & Gibbs (near the base of the Aerial Tram).

Counts from March, 2007

In March of this year PDOT conducted multiple-day, automated bicycle counts on both the Broadway and Hawthorne bridges. The result of those counts shows that the number of bicycle trips are approximately half those counted in the summer and fall. Interesting to note is that the March, 2007 bicycle counts are higher than the number of bicycle trips recorded on those bridges in the summer of 2000.

Results from the Summer 2007 Bicycle Counts confirm the continued boom in bicycle use across the City. Portland is experiencing rapid growth in bicycle use despite only minor increases in total bikeway miles. This rise, however, is in no small part due to the growing knowledge that Portland’s bicycle network makes choosing to bicycle a real transportation alternative for many residents. At the same time, the steady growth in bicycle use presents an opportunity for the City to capitalize on the increased ridership by investing in safety and access improvements to attract a broader range of cyclists.

APPENDIX: CHARTS AND GRAPHS

Graphs

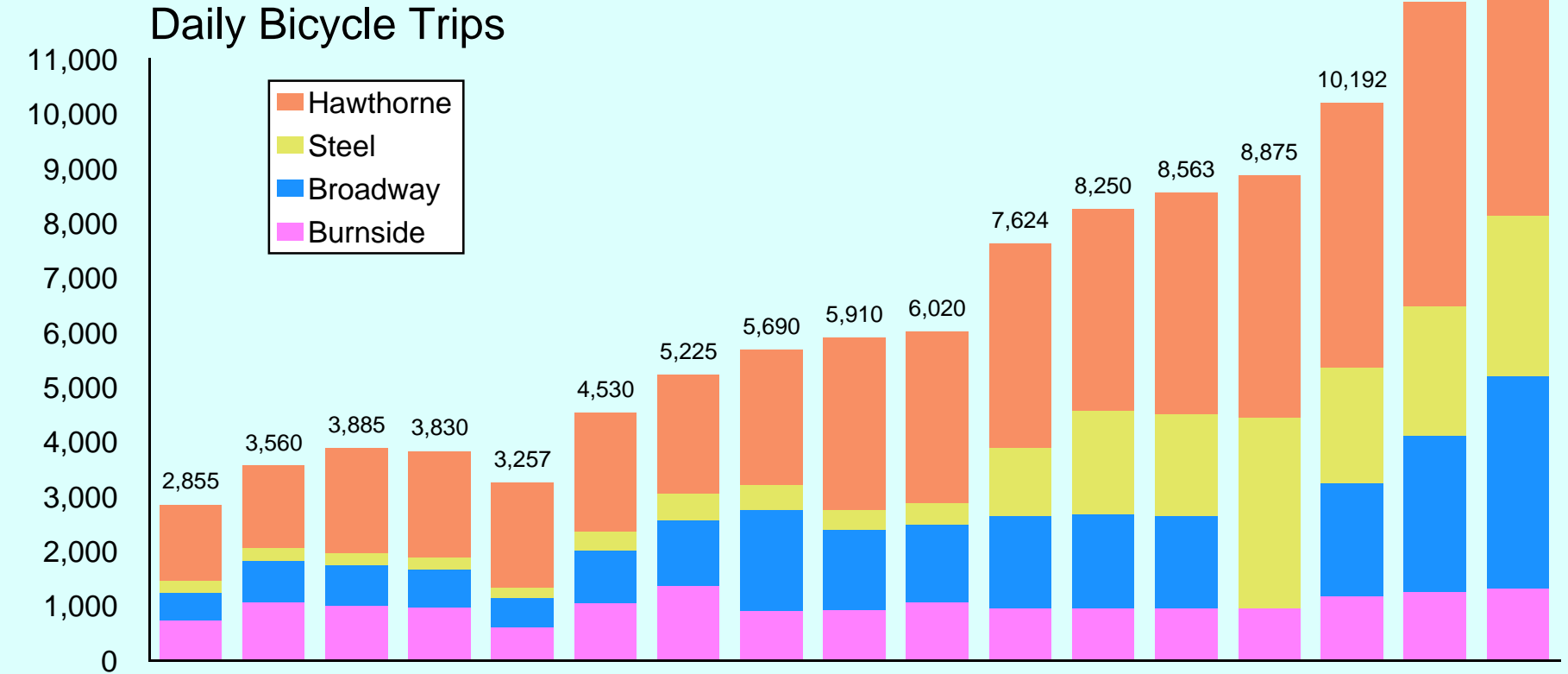
- Average Daily Bicycle Traffic 4 Willamette River Bridges
- Combined Bicycle Traffic Over Four Main Portland Bicycle Bridges
Juxtaposed with Bikeway Miles
- Increase in Bicycle Traffic (Bridge and Non-Bridge Locations 2007)
- Daily Bicycle Counts by Section of City
 - SE Portland
 - North Portland
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

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 1991-2007

Average Daily Bicycle Traffic

4 Main Willamette River Bicycle Bridges



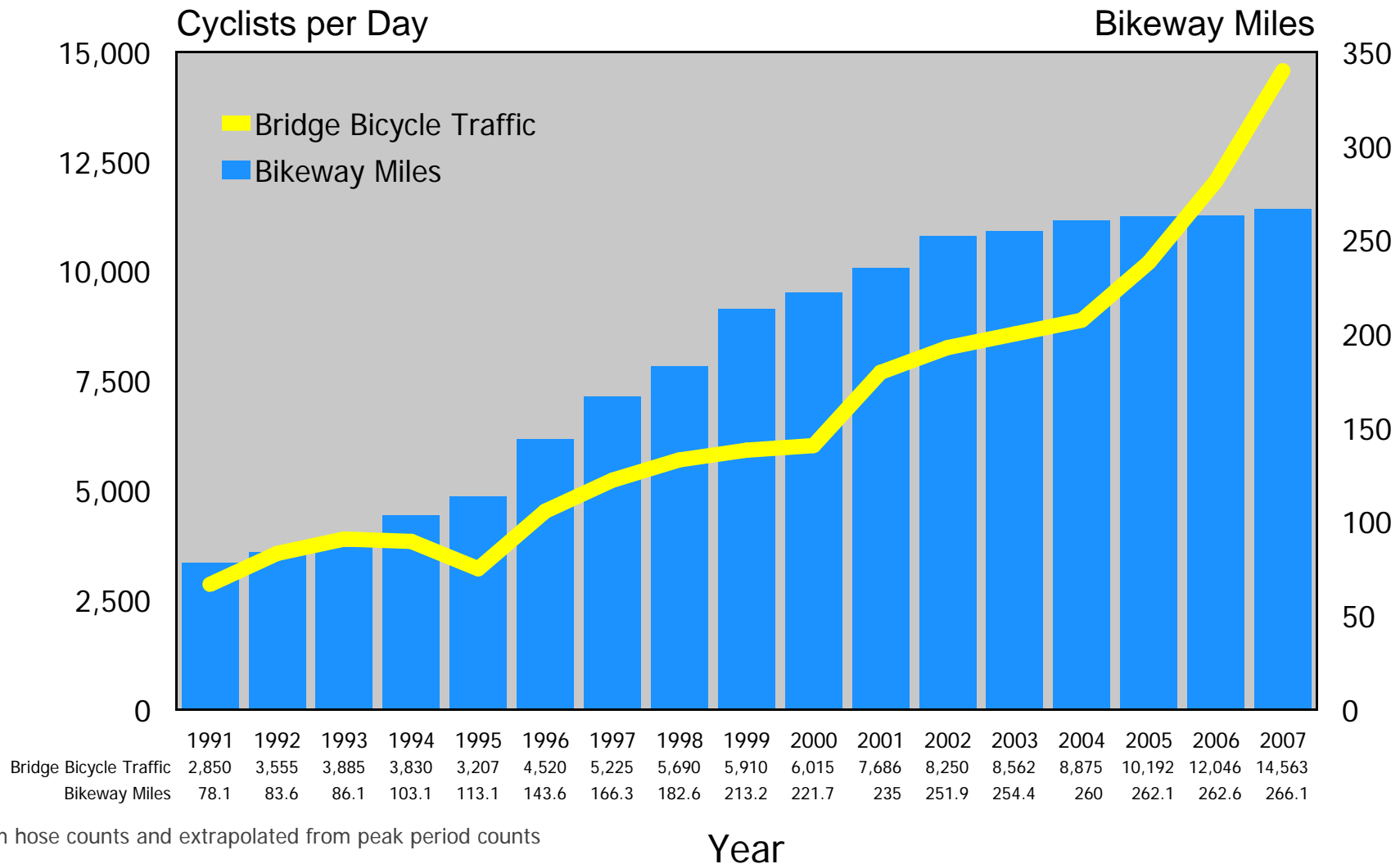
	Before 1992	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Hawthorne	1,390	1,500	1,920	1,940	1,910	2,165	2,170	2,471	3,154	3,125	3,729	3,682	4,055	4,428	4,829	5,557	6,423
Steel	230	230	220	220	200	350	475	460	360	410	1,250	1,891	1,860	3,482	2,112	2,373	2,943
Broadway	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
Burnside	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

Year

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

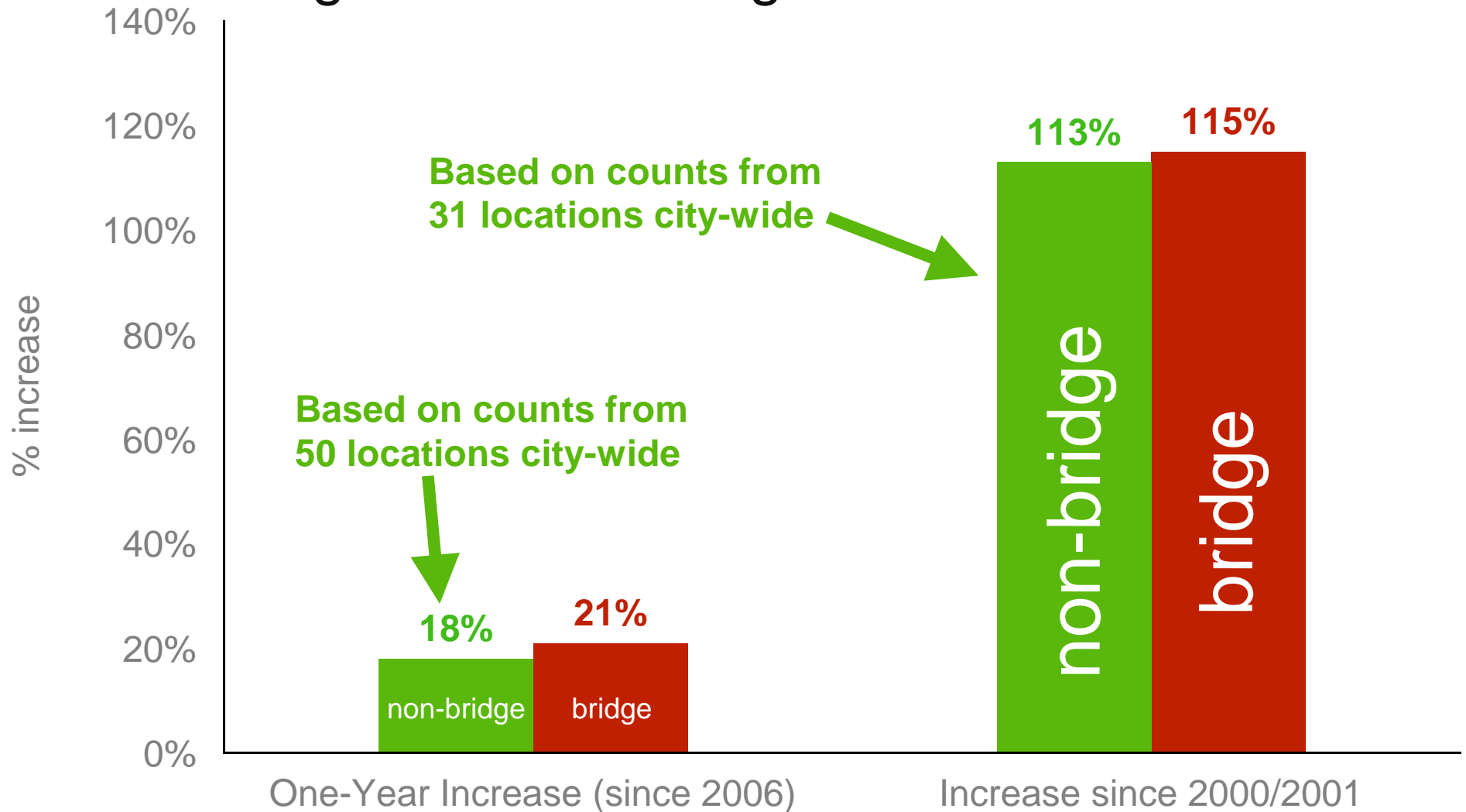


From hose counts and extrapolated from peak period counts

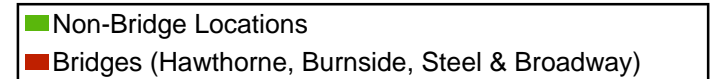
Portland's Bikeway Network increased 240% between 1991 and 2007. During that same period, the number of bicycle riders daily crossing the four main bicycle bridges in Portland increased 410%. This increase was especially noticeable on the Broadway, Hawthorne, and Steel Bridges, where combined daily ridership went from 2,115 in 1991 to 13,238 in 2007. During this period, the bikeway network feeding these bridges was greatly improved, as were facilities on the bridges themselves.

Increase in Bicycle Traffic

Bridge and Non-Bridge Locations 2007

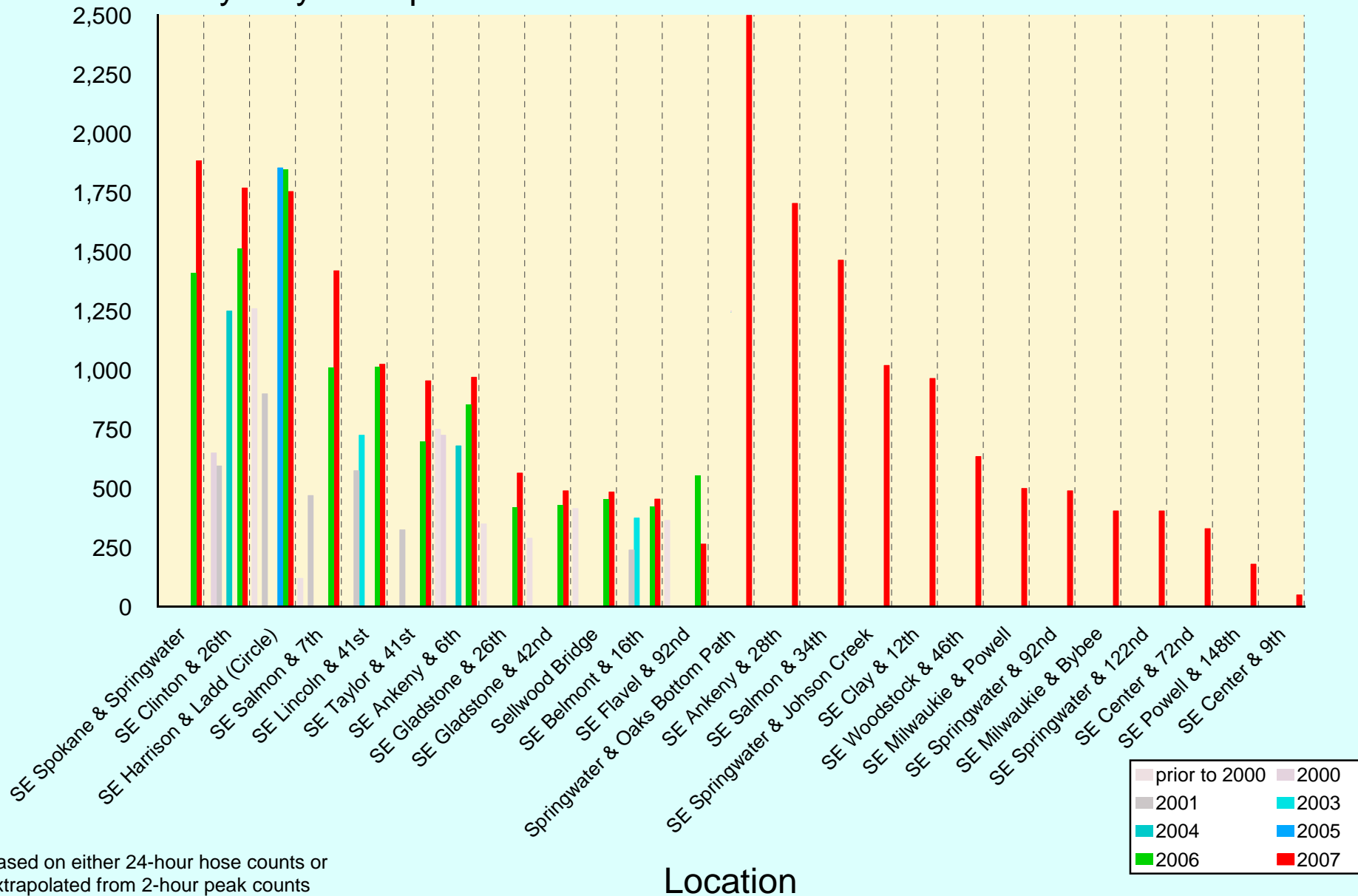


Based on manual and automated bicycle counts



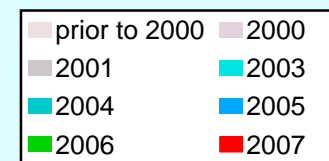
Daily Bicycle Traffic SE Portland 2007 Counts Compared to Previous Years

Daily Bicycle Trips

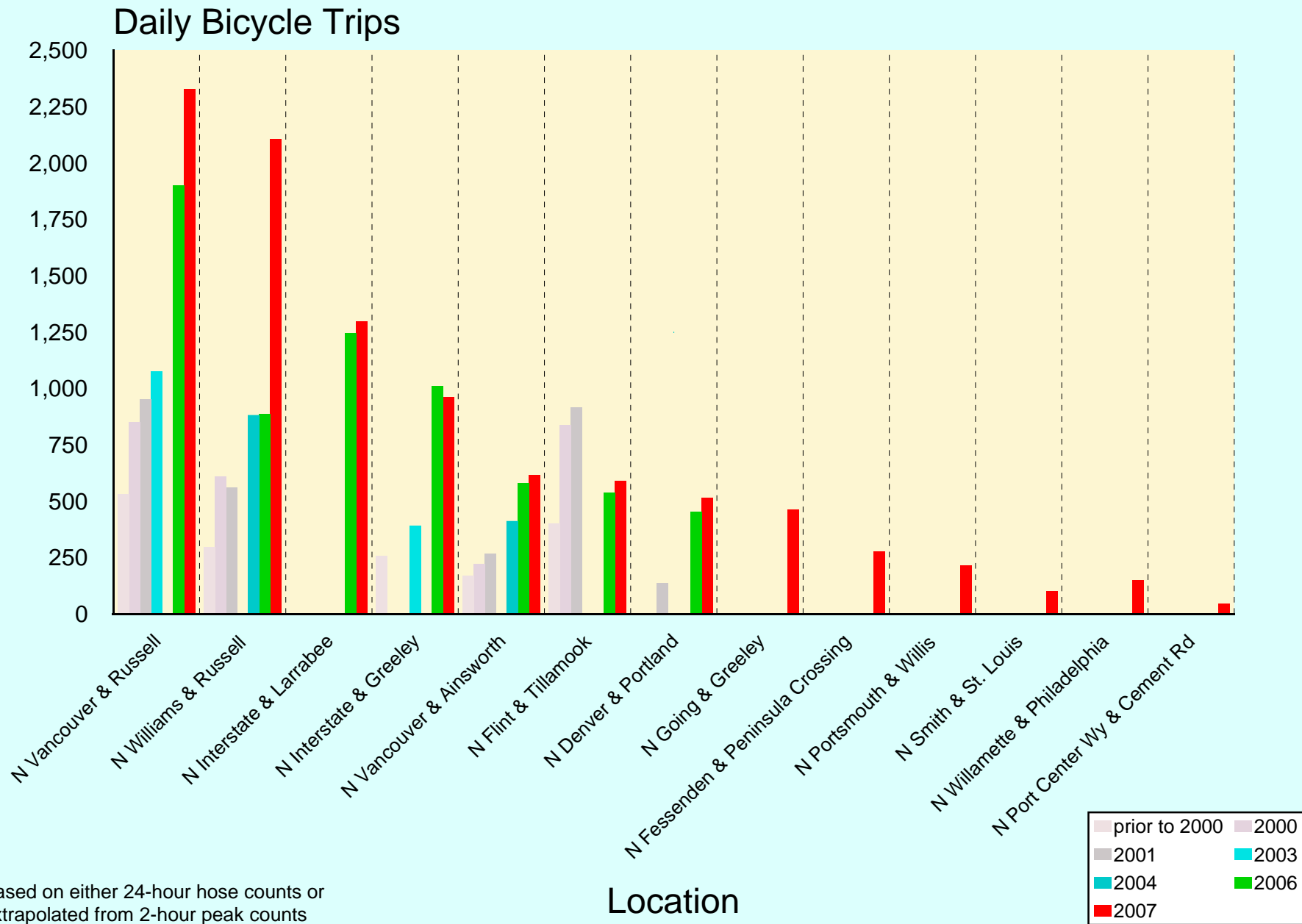


Based on either 24-hour hose counts or extrapolated from 2-hour peak counts

Location



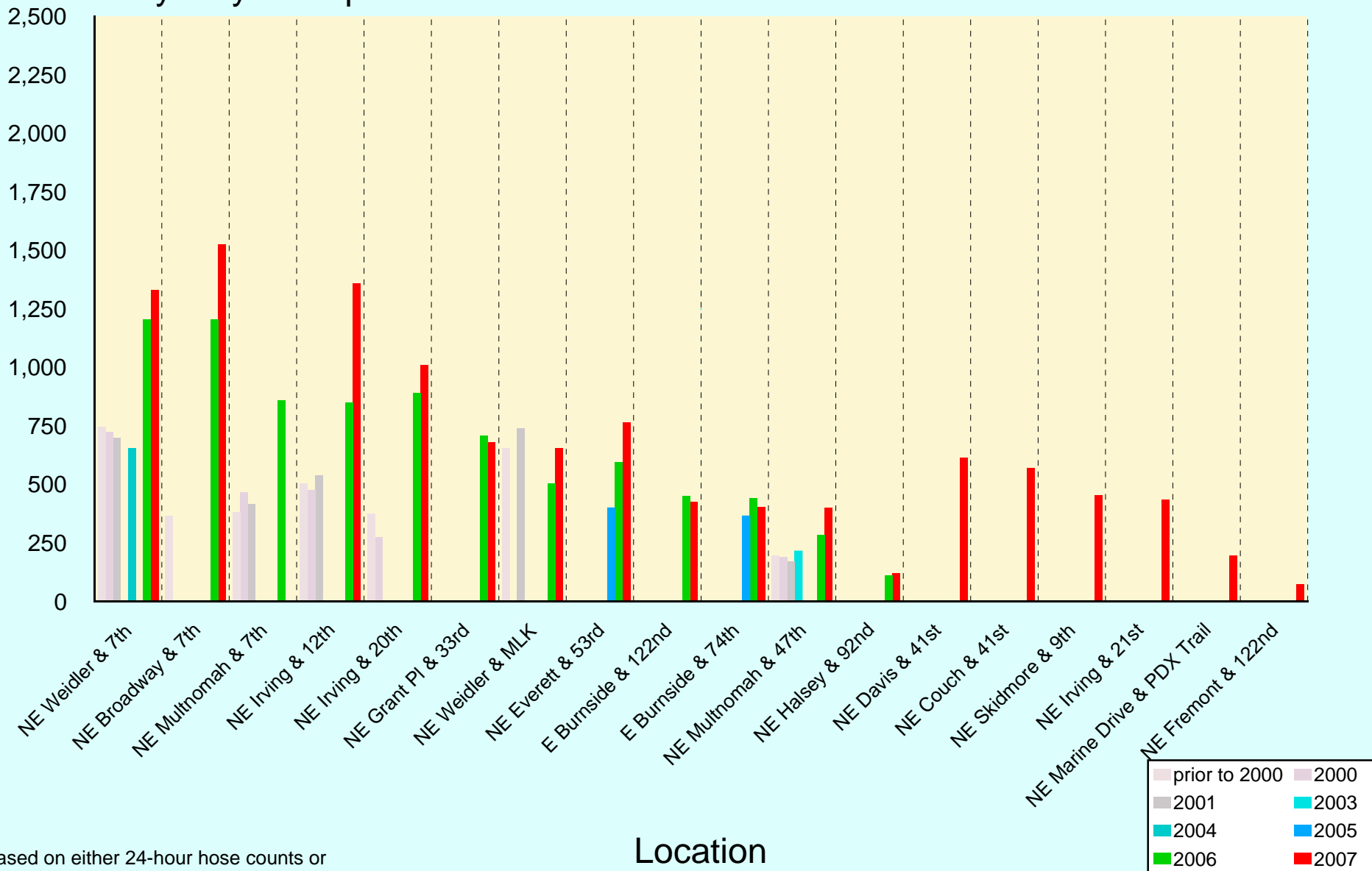
Daily Bicycle Traffic: North Portland 2007 Counts Compared to Previous Years



Based on either 24-hour hose counts or extrapolated from 2-hour peak counts

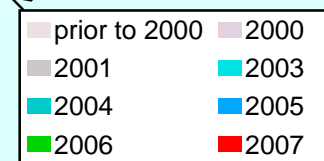
Daily Bicycle Traffic: NE Portland 2007 Counts Compared to Previous Years

Daily Bicycle Trips



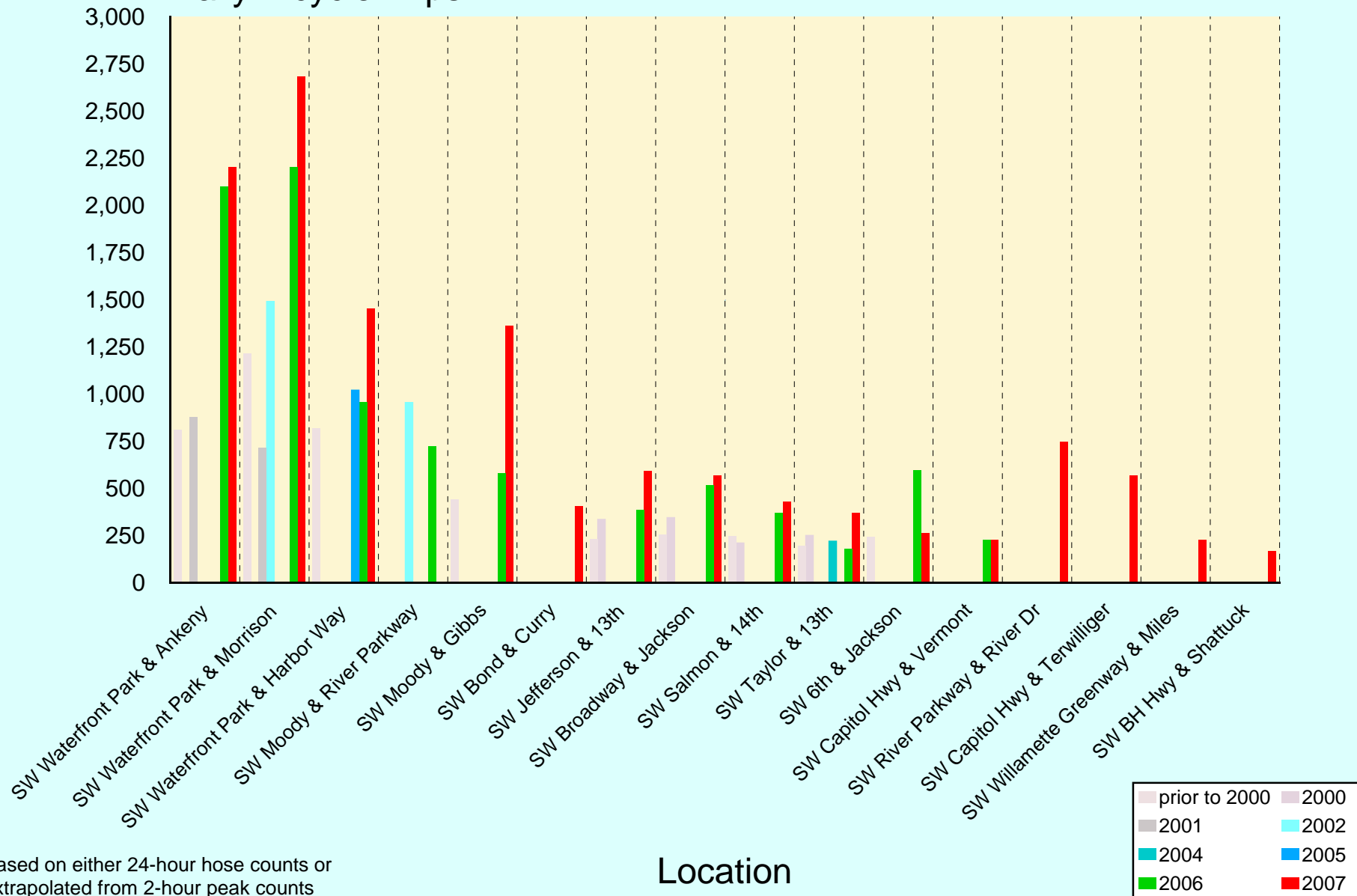
Based on either 24-hour hose counts or extrapolated from 2-hour peak counts

Location



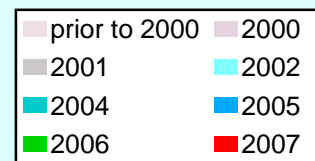
Daily Bicycle Traffic: West Portland (Central City) 2007 Counts Compared to Previous Years

Daily Bicycle Trips



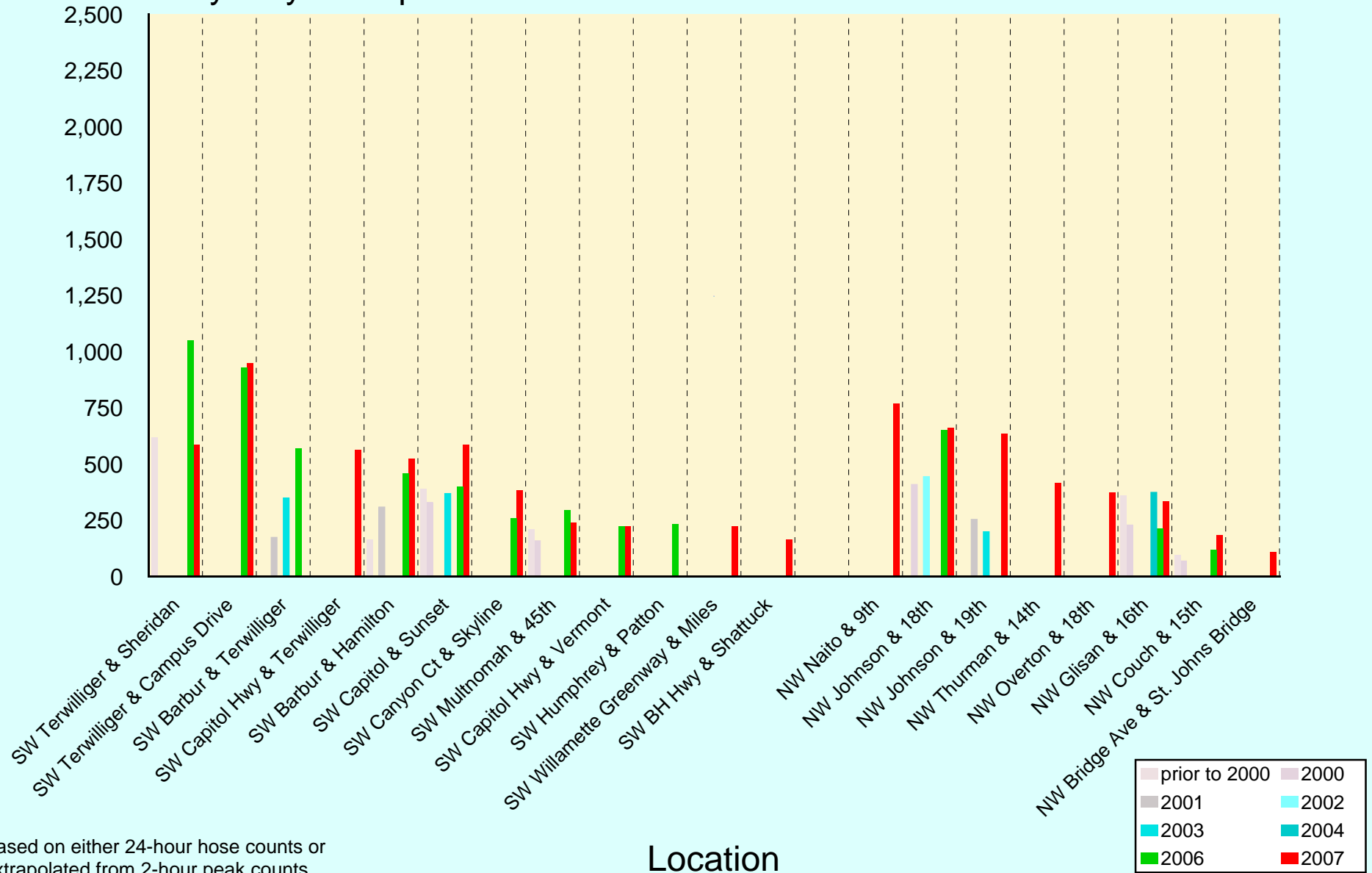
Based on either 24-hour hose counts or extrapolated from 2-hour peak counts

Location



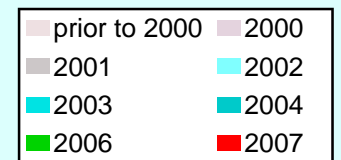
Daily Bicycle Traffic: West Portland (not including Central City) 2007 Counts Compared to Previous Years

Daily Bicycle Trips

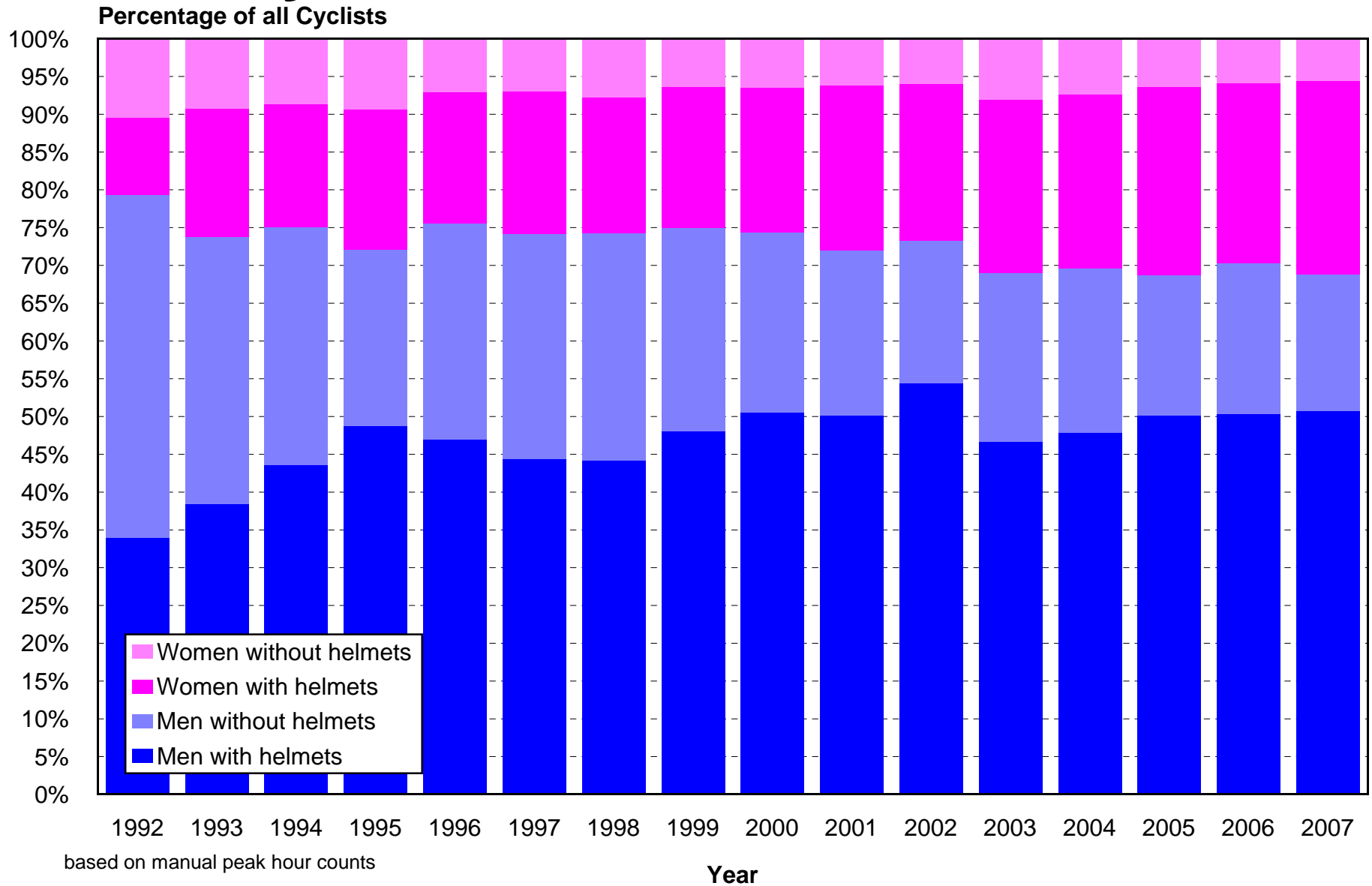


Based on either 24-hour hose counts or extrapolated from 2-hour peak counts

Location

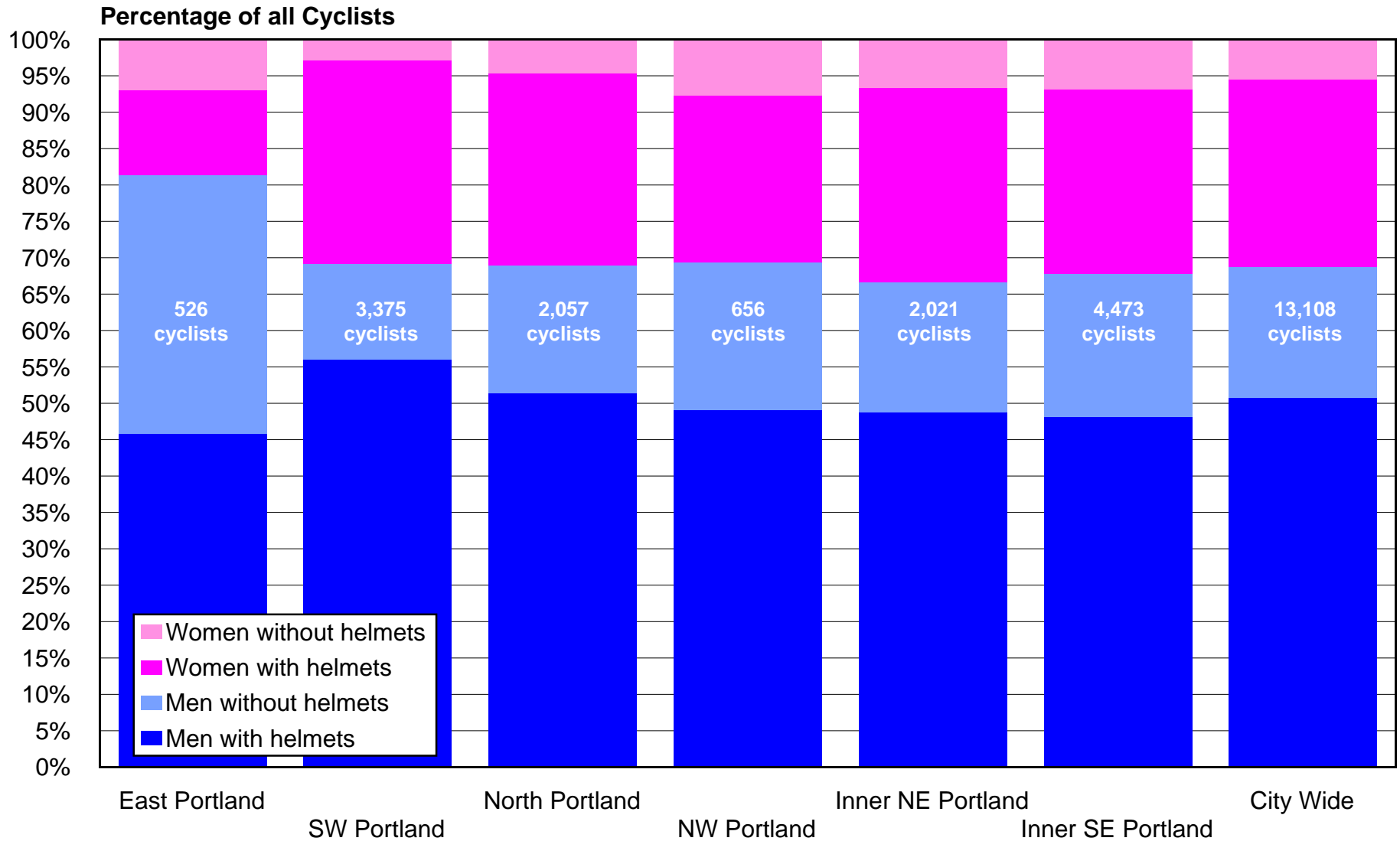


City of Portland Bicycle Counts by Year By Gender and Helmet Use



City of Portland Bicycle Counts by Sector 2007

By Gender and Helmet Use



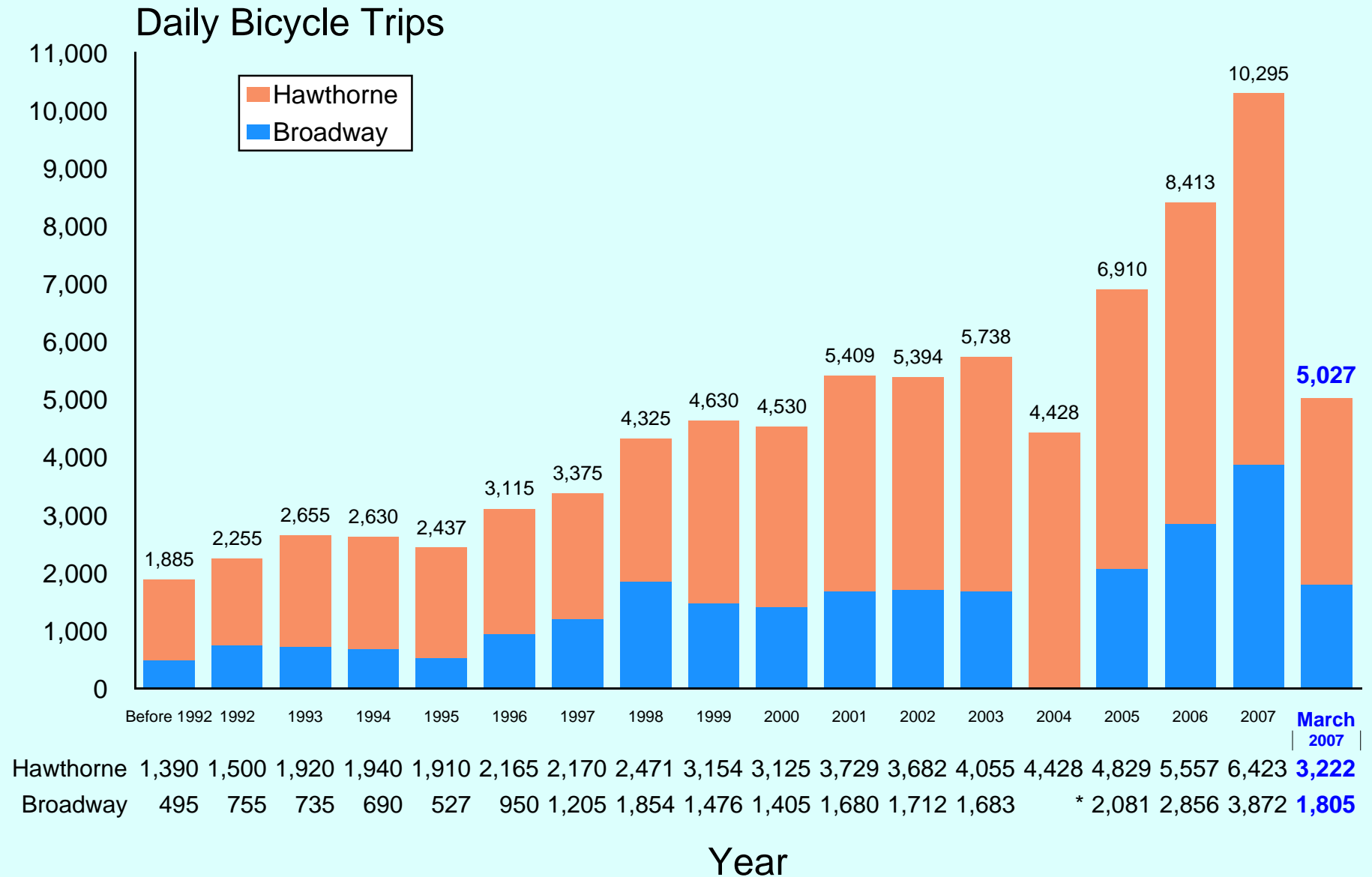
based on manual peak hour counts

Year

Number in columns is total number of cyclists recorded in counts in each sector.

Broadway and Hawthorne Bridge Counts

Comparing Summer Counts to March 2007 Counts



Based on 24-hour hose counts

* Broadway Bridge closed for construction during time of count.

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	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	153	205	358	46	47	93	43%	57%	79%	49%	51%	21%	44%	56%	34%	45%	10%	10%	451 cyclists	
1993	229	211	440	101	55	156	52%	48%	74%	65%	35%	26%	55%	45%	38%	35%	17%	9%	596 cyclists	
1994	75	54	129	28	15	43	58%	42%	75%	65%	35%	25%	60%	40%	44%	31%	16%	9%	172 cyclists	
1995	842	401	1,243	320	162	482	68%	32%	72%	66%	34%	28%	67%	33%	49%	23%	19%	9%	1,725 cyclists	
1996	904	548	1,452	335	135	470	62%	38%	76%	71%	29%	24%	64%	36%	47%	29%	17%	7%	1,922 cyclists	
1997	2,126	1,428	3,554	900	337	1,237	60%	40%	74%	73%	27%	26%	63%	37%	44%	30%	19%	7%	4,791 cyclists	
1998	2,229	1,518	3,747	901	395	1,296	59%	41%	74%	70%	30%	26%	62%	38%	44%	30%	18%	8%	5,043 cyclists	
1999	1,978	1,109	3,087	764	264	1,028	64%	36%	75%	74%	26%	25%	67%	33%	48%	27%	19%	6%	4,115 cyclists	
2000	2,364	1,111	3,475	899	301	1,200	68%	32%	74%	75%	25%	26%	70%	30%	51%	24%	19%	6%	4,675 cyclists	
2001	3,734	1,618	5,352	1,632	457	2,089	70%	30%	72%	78%	22%	28%	72%	28%	50%	22%	22%	6%	7,441 cyclists	
2002	363	126	489	138	40	178	74%	26%	73%	78%	22%	27%	75%	25%	54%	19%	21%	6%	667 cyclists	
2003	1,854	891	2,745	910	322	1,232	68%	32%	69%	74%	26%	31%	69%	31%	47%	22%	23%	8%	3,977 cyclists	
2004	1,401	637	2,038	674	216	890	69%	31%	70%	76%	24%	30%	71%	29%	48%	22%	23%	7%	2,928 cyclists	
2005	1,064	393	1,457	528	136	664	73%	27%	69%	80%	20%	31%	75%	25%	50%	19%	25%	6%	2,121 cyclists	
2006	4,316	1,703	6,019	2,048	502	2,550	72%	28%	70%	80%	20%	30%	74%	26%	50%	20%	24%	6%	8,569 cyclists	
2007	6,649	2,366	9,015	3,369	724	4,093	74%	26%	69%	82%	18%	31%	76%	24%	51%	18%	26%	6%	13,108 cyclists	
Total	30,281	14,319	44,600	13,593	4,108	17,701	68%	32%	72%	77%	23%	28%	70%	30%	49%	23%	22%	7%	62,301 cyclists	

North 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	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	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%	2,352 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	
Total	4,641	1,929	6,570	2,298	528	2,826	71%	29%	70%	81%	19%	30%	74%	26%	49%	21%	24%	6%	9,396 cyclists	

City of Portland Bicycle Counts by Year

Gender and Helmet Use

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	w/ helmets	w/o helmets	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
Total	1,997	1,419	3,416	772	384	1,156	58%	42%	75%	67%	33%	25%	61%	39%	44%	31%	17%	8%	4,572 cyclists

Southwest 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	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
Total	4,840	1,387	6,227	1,957	302	2,259	78%	22%	73%	87%	13%	27%	80%	20%	57%	16%	23%	4%	8,486 cyclists

City of Portland Bicycle Counts by Year Gender and Helmet Use

East 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	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
Total	312	340	652	77	55	132	48%	52%	83%	58%	42%	17%	50%	50%	40%	43%	10%	7%	784 cyclists

Inner NE 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	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	
Total	7,961	4,664	12,625	3,584	1,322	4,906	63%	37%	72%	73%	27%	28%	66%	34%	45%	27%	20%	8%	17,531 cyclists	

City of Portland Bicycle Counts by Year Gender and Helmet Use

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	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%	68%	78%	22%	32%	73%	27%	48%	20%	25%	7%	4,473 cyclists	
Total	10,530	4,580	15,110	4,905	1,517	6,422	70%	30%	70%	76%	24%	30%	72%	28%	49%	21%	23%	7%	21,532 cyclists	

Bicycle And Auto Counts on the Four Main Bicycle-Friendly Downtown Bridges 1991-2007

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
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
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
% bikes of all vehicles	2%	2%	2%	2%	2%	3%	4%	5%	4%	5%	6%	6%	6%	0%	7%	9%	12%
auto increase since 1991		0%	-1%	0%	1%	5%	5%	9%	7%	-19%	-11%	-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%
Annual % increase		53%	-3%	-6%	-24%	80%	27%	54%	-20%	-5%	20%	2%	-2%	-100%	na	37%	36%
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
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
% bikes of all vehicles	1%	1%	1%	1%	1%	2%	3%	3%	2%	2%	6%	10%	10%	17%	11%	12%	15%
auto increase since 1991		0%	5%	0%	0%	-5%	-16%	-11%	-2%	-5%	2%	-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%
Annual % increase		0%	-4%	0%	-9%	75%	36%	-3%	-22%	14%	205%	51%	-2%	87%	-39%	12%	24%
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
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
% bikes of all vehicles	2%	3%	3%	3%	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
auto increase since 1991		7%	7%	7%	7%	7%	14%	28%	35%	30%	40%	16%	14%	14%	11%	11%	11%
bike increase since 1991		45%	36%	32%	-16%	44%	86%	22%	24%	46%	30%	30%	30%	30%	58%	70%	79%
Annual % increase		45%	-6%	-3%	-37%	72%	29%	-34%	2%	17%	-11%	0%	0%	0%	21%	8%	5%
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
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
% bikes of all vehicles	5%	5%	7%	6%	6%	6%	7%	8%	12%	8%	11%	11%	12%	13%	14%	16%	18%
auto increase since 1991		0%	-11%	0%	0%	14%	-5%	-3%	-19%	25%	2%	2%	2%	2%	1%	1%	1%
bike increase since 1991		8%	38%	40%	37%	56%	56%	78%	127%	125%	168%	165%	192%	219%	247%	300%	362%
Annual % increase		8%	28%	1%	-2%	13%	0%	14%	28%	-1%	19%	-1%	10%	9%	9%	15%	16%
Total																	
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
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
% bikes of all vehicles	2%	3%	3%	3%	3%	4%	4%	4%	5%	5%	6%	7%	7%	7%	8%	10%	11%
auto increase since 1991		2%	0%	2%	2%	6%	2%	8%	8%	10%	10%	2%	1%	1%	0%	0%	0%
bike increase since 1991		25%	36%	34%	14%	59%	83%	99%	107%	111%	167%	189%	200%	211%	257%	322%	410%
Annual % increase		25%	9%	-1%	-15%	39%	15%	9%	4%	2%	27%	8%	4%	4%	15%	18%	21%
--interpolated or averaged (created) value																	