

LEGEND: Arrows indicate how the trend impacts equity, safety, VMT and transit

↔ Potential increase/decrease   ⊖ No impact   ● Impact is positive   ● Impact is negative

# Trends, outlooks and impacts

Trend	Short Term Outlook (5-10 Years)	Long Term Outlook (20 Years)	Equity	Safety	VMT	Transit
Declining transit service & ridership	Transit service is trending back toward pre-pandemic levels. Agencies restructure service to focus on people who are still riding transit. 10-30% of people who stopped using transit during the pandemic don't return.	Transit service increases as envisioned in regional plans. Ridership increases too, but it could lag behind service because some people who stopped using transit during the pandemic don't return due to behavior change or health concerns.	↔	⬇	⬆	10-30% ⬇
Increasing remote work/ work from home	14% of workers telework regularly, compared to 8% before the pandemic.	Up to a third of the workforce teleworks, but only 10% of low-income workers do so.	↔	↔	0-6% ●	⬇
Increasing online shopping	People replace 16-36% of their shopping trips with delivery. This has mixed impacts on VMT. Delivery trips are shorter than in-person shopping trips, but ordering online tends to generate more trips because of frequent returns, rush deliveries, and other factors.	People replace 25-50% of their in-person shopping trips with deliveries. Only 20% of people with low-incomes shop online.	↔	↔	1-2% ●	⬇
More affordable and efficient electric vehicles	More people will own electric vehicles (EVs), but Oregon is not on track to meet its 2030 EV adoption targets. Electric bicycles are increasingly popular and useful for longer trips.	EVs technology is cheaper, more efficient, and more ubiquitous. EVs make up the majority of the vehicle fleet, can drive farther on a charge, and charge more quickly.	●	⊖	⬆	⬇
Increasing concerns about personal safety	People are increasingly concerned about health, policing, and other travelers' unsafe or threatening behavior when they are using the transportation system.	<i>We do not have sufficient information to create a long-term forecast for this trend.</i>	⬇	⬇	⬆	⬇
Increasingly unsafe streets	Fatal crashes in the Portland region increased during the pandemic, while crashes resulting in serious injuries fell. Streets will likely become safer as more people start using them again, but fatal crash rates may remain higher than average.	<i>We do not have sufficient information to create a long-term forecast for this trend.</i>	↔	⬇	⬆	⊖
Increasing recreational cycling	The number of recreational cyclists will increase slightly, particularly in communities that had lower levels of cycling before the pandemic.	<i>We do not have sufficient information to create a long-term forecast for this trend.</i>	●	⊖	●	⊖