



Pedestrian Network Analysis

Metro Regional Active Transportation Plan

June, 2013

PREPARED BY:
Alta Planning + Design



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FINAL REPORT

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1 Purpose of Analysis and Evaluation Criteria

The pedestrian flow analysis estimates the impact of potential improvements to the regional pedestrian network on walking. The analysis compares the potential for walking based on existing pedestrian infrastructure (i.e. sidewalks, trails, signalized crossings) with a future scenario in which gaps and deficiencies in the pedestrian network have been addressed through pedestrian facility projects.

The objective of the analysis is to help Metro and the Stakeholder Advisory Committee identify where gaps and deficiencies in the network separate people from essential destinations, which can help determine which projects will provide the most benefit in increasing access, safety and equity.

1.1 Evaluation Criteria

Below are the criteria identified by the Stakeholder Advisory Committee for evaluating the proposed Regional Pedestrian Network Concept:

- **Access:** Does the network improve access to destinations?
- **Equity:** Does the network provide access to low income, minority, disabled, non-white, non-English speaking, youth and elderly populations?
- **Safety:** Does the network make it safer to walk for all users, regardless of age or ability?
- **Increases Activity:** Measures the increase or decrease in the number of trips made by walking and bicycling. Note that the Increased Activity criterion was evaluated in a separate process using Metro's transportation modeling tools. The results of that analysis are presented in this document.

2 Areas of Analysis

The regional pedestrian system identified in the 2035 Regional Transportation Plan is comprised of pedestrian districts linked by regional corridors and trails. (Corridors and districts are defined below.) As the definitions of corridors and districts indicate, the physical boundaries and characteristics of corridors and districts overlap.

What differentiates the regional system from the overall system? The regional pedestrian system is the skeletal structure of the overall pedestrian system that includes every street, sidewalk and trail in the region. The regional pedestrian system knits cities and counties together and is comprised of mixed-use centers and transit corridors where future development is focused and where there are high levels of activity, services and destinations. The regional pedestrian system overlaps substantially with the other regional systems – street, bicycle, trail, transit and freight.

The Pedestrian Flow Analysis was conducted for each pedestrian district, pedestrian corridor and regional trail (defined below). The analysis considers access for populations and destinations within a 1/2 mile buffer of each the 73 pedestrian districts, 82 pedestrian corridors and 59 pedestrian trails. Fourteen potential regional bicycle parkways were also analyzed and presented with the pedestrian corridors. The bicycle parkways are being evaluated and may be added to the regional bicycle network. If added, they will also be added as corridors in the regional pedestrian network.

2.1 Regional Pedestrian Districts

A pedestrian district is a local comprehensive plan designation and a set of land use regulations designed to provide safe and convenient pedestrian circulation, with a mix of uses, density, and design that support high levels of pedestrian activity and transit use. The following 2040 Growth Concept Design Types are designated as Regional Pedestrian districts in the Regional Transportation Plan (RTP): Central City, Regional and Town Centers, and Station Communities.

- 2040 mixed-use centers. For the analysis the tax lot boundaries identified in the March, 2012 Growth Concept Map are used.
- 2040 station communities. For the analysis a half-mile buffer from the station are used (station communities locations are conceptual and do not have exact geographic boundaries). For the station communities that reside in a center, the analysis will be completed for the center.

2.2 Regional Pedestrian Corridors

The RTP Pedestrian Network also includes Transit/Mixed Use Corridors along each of the 2040 Growth Concept Corridors.

- 2040 corridors. The corridors are conceptual and do not have specific geographic boundaries. For the analysis the boundaries of the corridors are confined to the roadway (existing or future) that the corridor follows. The corridors were delineated into discrete corridors with unique ID numbers.

- Additional high frequency and almost frequent bus routes not identified as a regional 2040 corridor. These roadways were also delineated.

2.3 Regional trails

The RTP Pedestrian Network also includes regional trails with a transportation function. Regional trails are generally paved off-street facilities that accommodate pedestrian and bicycle travel and meet the requirements of the Americans with Disabilities Act (ADA). They often cross multiple jurisdictions. These connections are likely to be used by people walking or bicycling to work or school, to access transit or to travel to a store, library, or other local destination. Regional trails that support both utilitarian and recreational functions are included in the RTP Bicycle and Pedestrian Networks. They are generally located near or in residential areas or in mixed use centers. They often connect to other regional trails, and provide access to parks, schools, and natural areas. Multi-use trails are physically separated from motor vehicle traffic by open space or a barrier.

3 Pedestrian Network Evaluation

3.1 Access

Access measures the number of people within a walkable distance of essential destinations

Access measures the number of people that are within a one mile walk to various destination types by way of the pedestrian network. As illustrated in Figure 1, completing gaps in the sidewalk network and adding crossings of busy streets can shorten the distance people have to walk, which puts more people within a one mile walking distance of destinations.

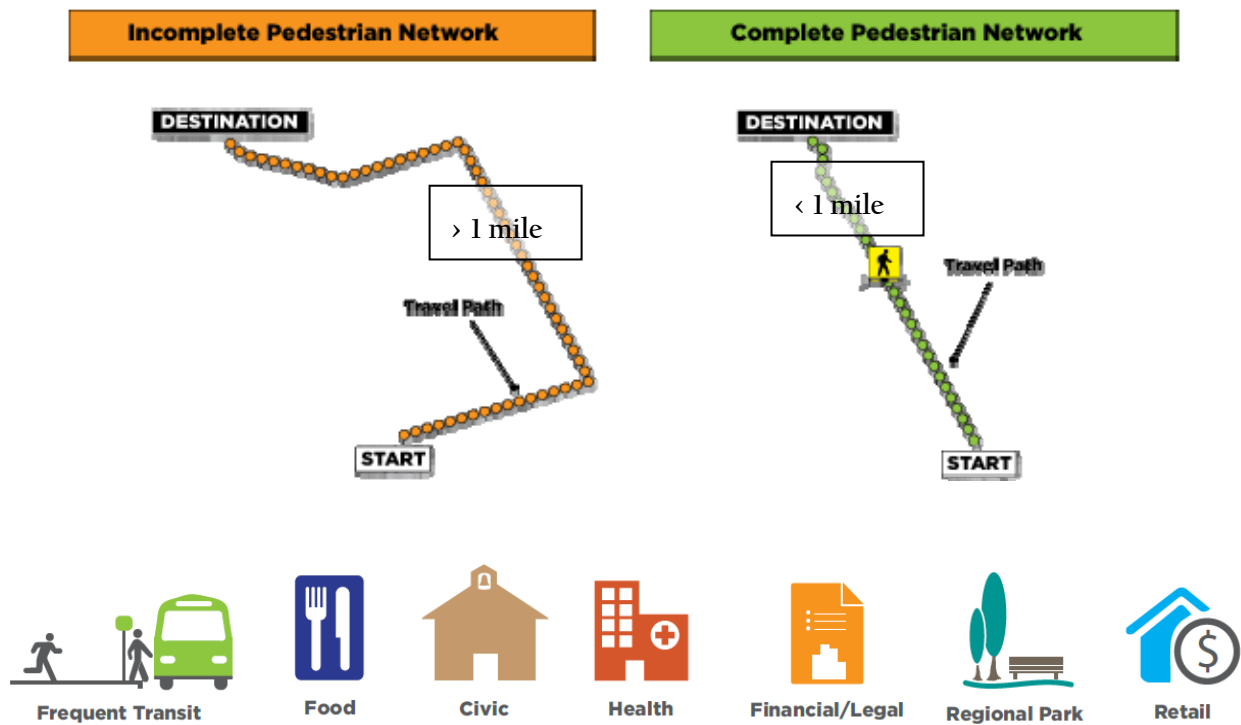


Figure 1 – Visualization of access, which estimates the number of people who are within a one mile walk to the above destination types.

3.1.1 Methodology

The ‘access’ analysis measures walking access to destinations via the existing and proposed regional pedestrian network by way of sidewalks, trails, bridges, stairs, overcrossings, and signalized crossings. The analysis utilized GIS (geographic information systems) to measure the number of people (using forecasted 2035 residential and employment populations) that are within a one mile walk of essential destinations. The analysis considers access for populations and destinations within a ½ mile buffer of each pedestrian district, pedestrian corridor, and regional trail.

The destinations considered in this analysis include:

- Essential services¹, categorized into five individual categories:
 - Civic, Financial/Legal, Healthcare, Food, Essential Retail Services
- High frequency bus stop locations and light rail stations
- Regional parks

Pedestrian travel assumptions:

- Sidewalks are required for pedestrian travel on collectors and above².
- Trails must be complete for travel.
- The existence of a local street, regardless of whether it has a sidewalk, will be assumed to be sufficient for pedestrian travel.
- Pedestrian access is prohibited across ‘barrier’ streets (those streets identified in the 2013-15 RFFA analysis as having high volumes (over 2500 vehicles during the 2 hour PM peak) and/or speeds (at or over 35 mph) and/or widths (4 or more auto travel lanes)) without a protected crossing. This includes trails crossing barrier streets.

Table 1 identifies the miles of existing sidewalks and trails within the analysis area. It also identifies the amount of facilities that the analysis assumes would need to be added to develop a ‘complete’ pedestrian network (based on the assumptions identified in this section). The subset of sidewalks (existing and amount to complete the network) added to ‘barrier’ streets (see fourth bullet above) are also provided.

¹ Derived from selected North American Industry Classification System (NAICS) codes. These destinations were chosen to maintain consistency with the Transportation Equity Analysis performed for the 2014-15 Regional Flexible Fund Allocation (RFFA). A list of the NAICS codes is found in Appendix F.

² Sidewalk gaps were identified based on the TriMet / Metro Sidewalk Inventory, August 2012.

Table 1 – Summary of pedestrian facilities (in miles)

	Existing		Added		Total	
	Amount	%	Amount	%	Amount	%
Sidewalks (miles)						
All sidewalks in analysis (1/2 mile buffer of pedestrian areas)	9,363	88%	1,311	12%	10,674	100%
Sidewalks on Barrier Streets	836	56%	648	44%	1,484	100%
Trails (miles)						
Regional trails	366	72%	145	28%	511	100%
Miles of gaps filled						
All sidewalks in analysis + regional trails	9,729	87%	1,456	13%	11,185	100%
Barrier Streets + regional trails	1,202	60%	793	40%	1,995	100%

This analysis identifies areas where pedestrian infrastructure improvements are likely to increase opportunities for people to walk to destinations. In other words, areas where there are concentrations of people within close proximity to destinations but that lack walking facilities to connect them. The potential to provide improved access for specific underserved population sub-groups is measured in the Equity section.

3.1.2 Description of Figures

The figures on the following pages illustrate the potential change in walking access across the region. There is a separate map for Pedestrian Districts, Pedestrian Corridors and Regional Trails. Each map contains the following information:

- Change in number of people with access to essential destinations – The large map in the center illustrates the change in access to destinations between the existing pedestrian network and the ‘complete³’ pedestrian network. Darker colors indicate higher numbers of people that gained access⁴ with a complete pedestrian network. Note that this measure tends to favor pedestrian areas with larger populations.
- Percentage of population with increased access – The inset map in the upper left presents a ‘normalized’ view of the data by considering the number of people with increased access in relation to the total population in and around each regional pedestrian area. This metric divides

³ The pedestrian network was completed by filling sidewalk and trail gaps and adding pedestrian crossings approximately every 500 feet. The location of new crossings took the local context into account which resulted, for example, in more distant crossing spacing in suburban locations away from populations or destinations.

⁴ The access score is based on the average of the six destination types described above. Scores for the individual destination types can be found in Appendix A.

the number of people with increased access by the total population for the area. Darker colors indicate areas where access is increased for higher percentages of people as a result of pedestrian network improvements.

- Cost per person with increased access – The inset map in the lower left indicates the relative cost to provide the increase in access. For example, regional pedestrian areas vary in the number of gaps in the existing pedestrian network. The analysis assigned a unit cost⁵ per mile of sidewalk and trail as well as per pedestrian crossing, to determine the relative cost of completing the pedestrian network in each area. This number was then divided by the number of people with increased access to determine the relative cost per person of providing increased access. Darker colors indicate a lower cost per person of providing increased access, as darker colors generally indicate opportunities to increase pedestrian access in each of the maps.
- 2035 population and employment density - A heat map of 2035 population and employment density⁶ is included on each map to provide additional context as to the distribution of potential walkers in and around districts, corridors, and trails.

3.1.3 Results

The results of the Access analysis are illustrated in Map 1 through Map 3 on the following pages.

The access scores for each Pedestrian District, Pedestrian Corridor, and Regional trail for each of the six essential destination types are found in Appendix A. The total access scores are presented in the summary tables in Section 5.

The top 10 corridors, districts and trails that provide the greatest increase in the number of people with walking access to destinations are provided in Table 2.

- Top pedestrian districts include Tigard (#20), Washington Square (#18), and Millikan Way (#12). Millikan Way (#12), Beaverton Creek (#11) and Gateway (#57) are in the top 10 for increased access and also have a high percentage of underserved populations.
- Top pedestrian corridors include Beaverton to Tualatin (#16), Hillsboro to Cedar Mill (#6), and SW Oleson Rd./SW Greenburg Rd (#19). Beaverton to Tualatin (#16), Hillsboro to Cedar Mill (#6), and Powell Boulevard (#57) are in the top 10 for increased access and also have a high percentage of underserved populations.
- Top regional trails include Fanno Creek Greenway (#12), I-205 Corridor (#43), and Beaverton Creek Trail (#4). I-205 Corridor (#43), Beaverton Creek Trail (#4), Columbia Slough Trail

⁵ The analysis assumes a unit cost of \$3 million per mile of regional trail, \$2 million/side per mile of sidewalk, and \$80,000 per pedestrian crossing.

⁶ Population data source: 2010 US Census at the block level; Employment data source: 2007 LEHD Economic Census at the block level; Both sources were factored up based on 2035 regional forecast numbers for each traffic analysis zone (TAZ).

Pedestrian Flow Analysis

(#31) and Highway 217 Trail (#14) are in the top 10 for increased access and also have a high percentage of underserved populations.

Most of the pedestrian areas that score in the top 10 for access also score highly in the cost per person with increased access metric, indicating that investments in pedestrian facilities in these areas would be cost efficient. However, some top scoring areas have a low score in the cost per person with increased access metric, including Portland (district) and the Columbia Slough Trail. The reason is that the Portland Regional Center, for example, has a relatively complete pedestrian network and a high percentage of the population is already within walking access to destinations. Completing the pedestrian network would increase access for a small percentage of the population, though this number is still relatively large given the large population of the Portland Regional Center as compared to the other Pedestrian Districts. Nonetheless, the analysis indicates that the cost to provide increased access would be relatively high as compared to other districts.

Table 3 provides an alternative view of the top 10 corridors, districts and trails, illustrating which areas score highest in the *percentage* of the population with increased access. As explained earlier in this section, this is an alternate metric that attempts to normalize the results by the size of pedestrian area.

- Top districts include Park Ave P&R (#35), Hayden Island (#49) and 148th Ave (#65). 148th Ave (#65), 122nd Ave (#64), and Flavel St (#61) are in the top 10 for percent of population with increased access and have a high percentage of underserved populations.
- Top corridors include Johnson Creek Blvd (#66), SE 155th/Milmain (#B-12) and SW Dosch Rd (#B-9). SE 155th/Milmain (#B12) and 122nd Ave (#56) are in the top 10 for percent of population with increased access and have a high percentage of underserved populations.
- Top trails include I-5 Bridge Trail (#34), Trolley Trail (#39) and River to River Trail (#16). The I-205 Corridor (#43) is in the top 10 for percent of population with increased access and has a high percentage of underserved populations.

The top areas in this metric score relatively well in the cost per person with increased access metric, but do not score as consistently high as the list in Table 2.

METRO

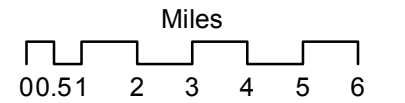
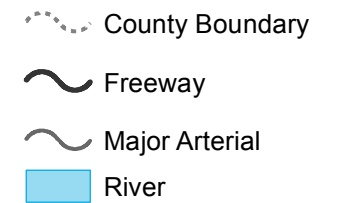
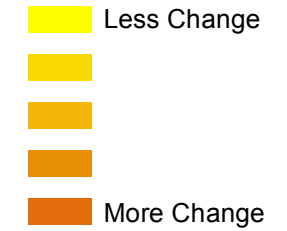
PEDESTRIAN FLOW ANALYSIS

ACCESS TO ESSENTIAL DESTINATIONS FOR PROPOSED PEDESTRIAN DISTRICTS

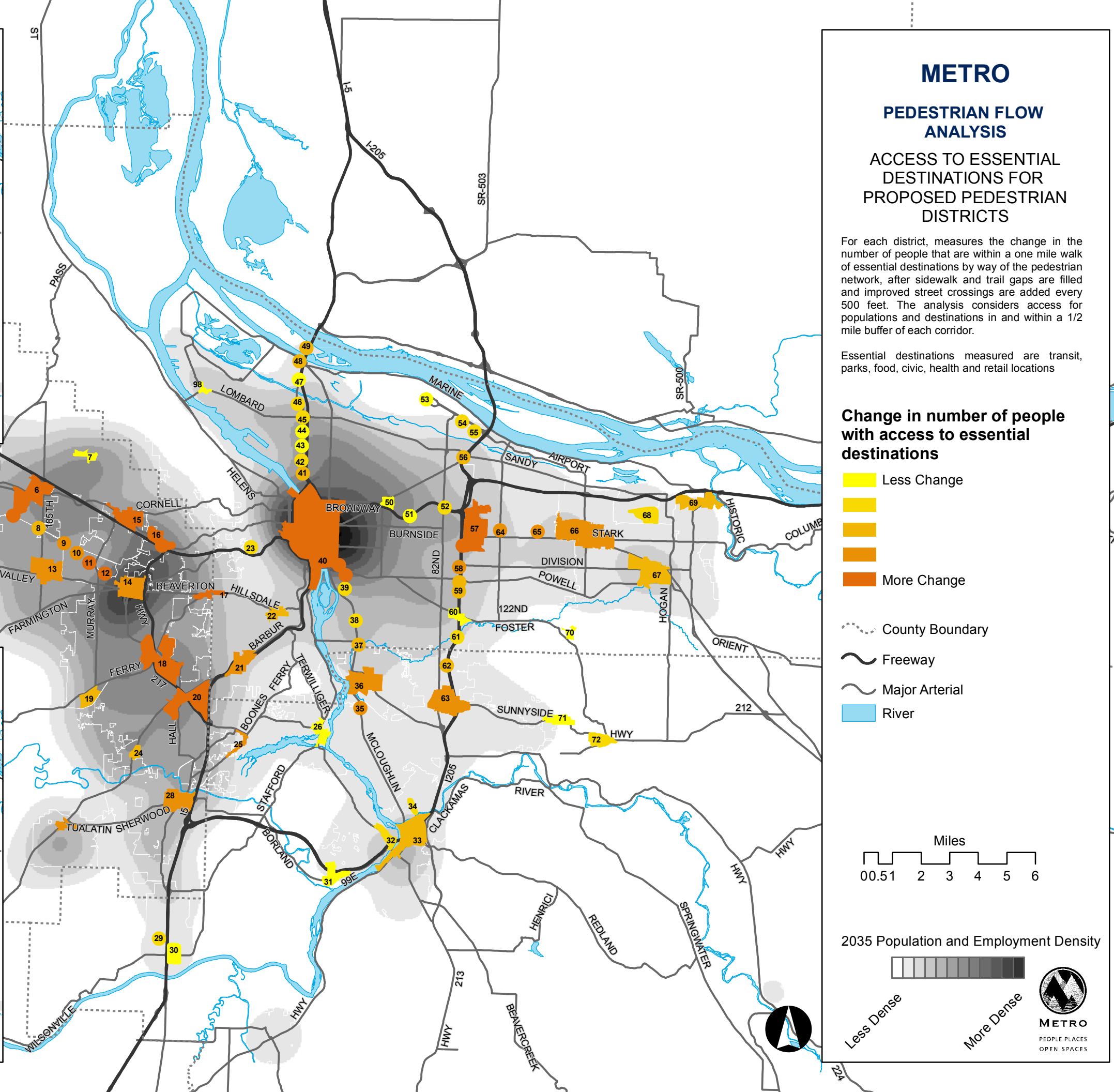
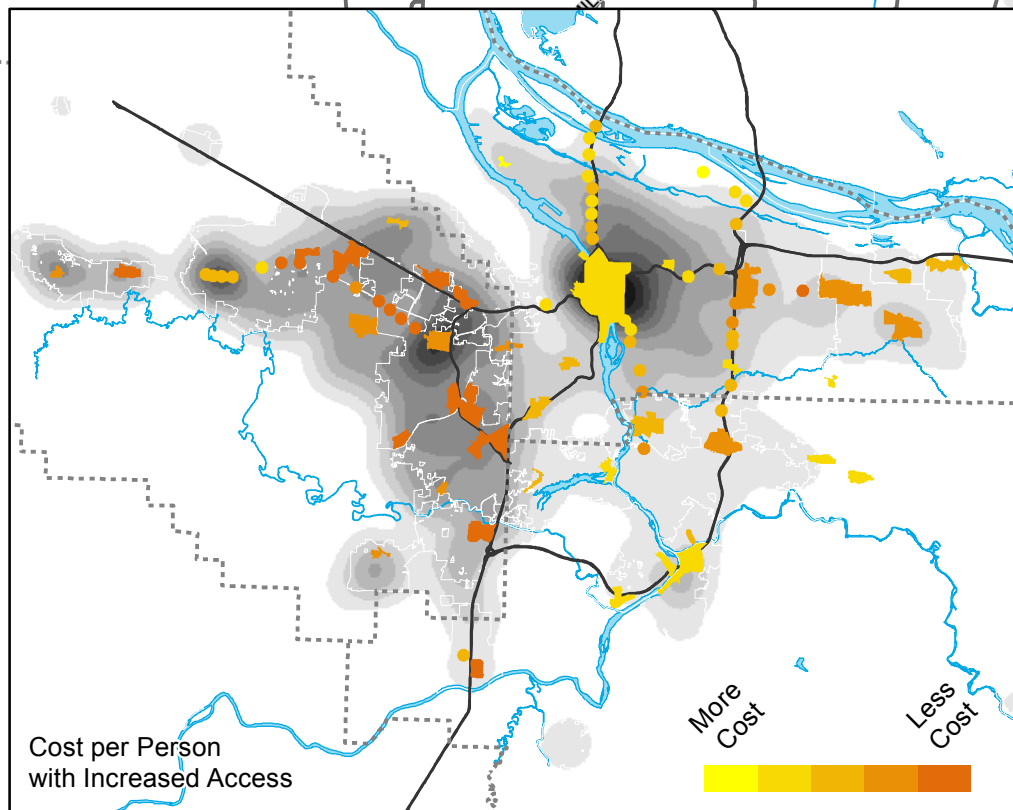
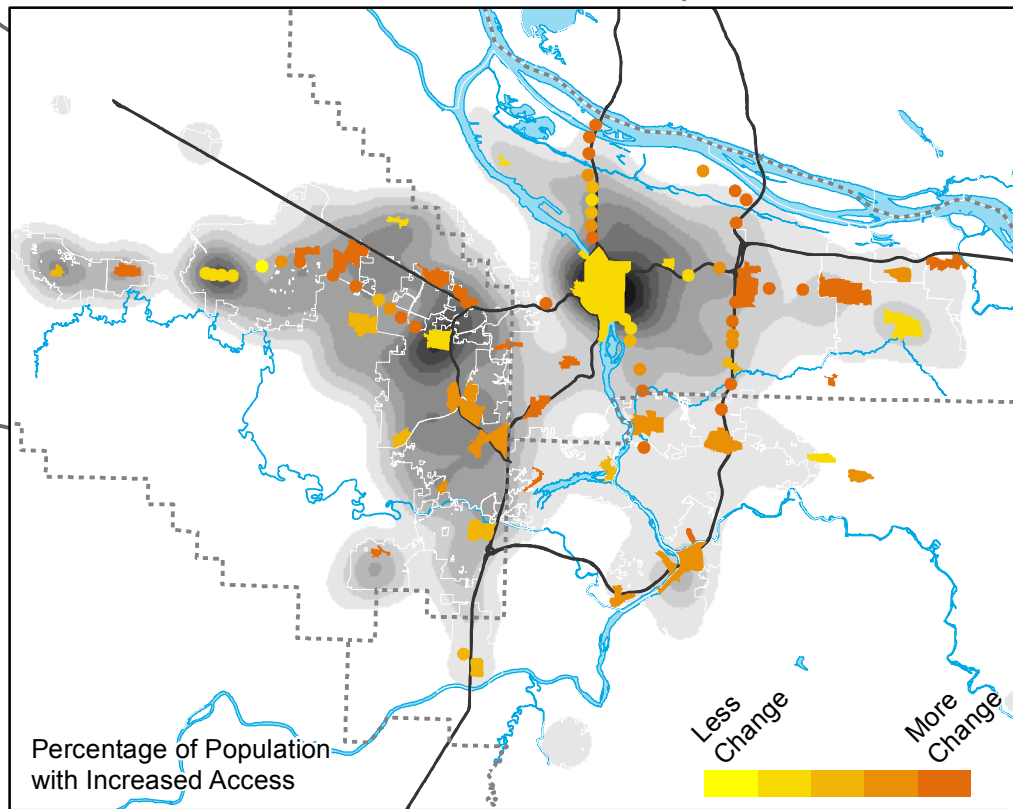
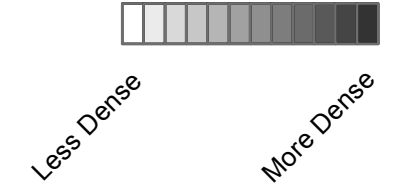
For each district, measures the change in the number of people that are within a one mile walk of essential destinations by way of the pedestrian network, after sidewalk and trail gaps are filled and improved street crossings are added every 500 feet. The analysis considers access for populations and destinations in and within a 1/2 mile buffer of each corridor.

Essential destinations measured are transit, parks, food, civic, health and retail locations

Change in number of people with access to essential destinations



2035 Population and Employment Density



METRO

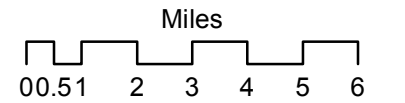
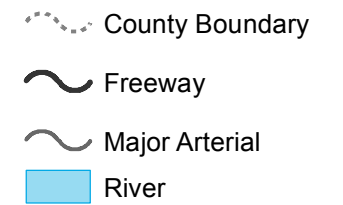
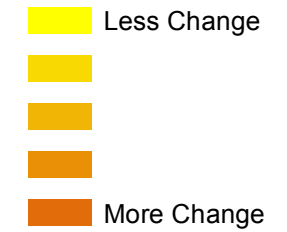
PEDESTRIAN FLOW ANALYSIS

ACCESS TO ESSENTIAL DESTINATIONS FOR PROPOSED PEDESTRIAN CORRIDORS

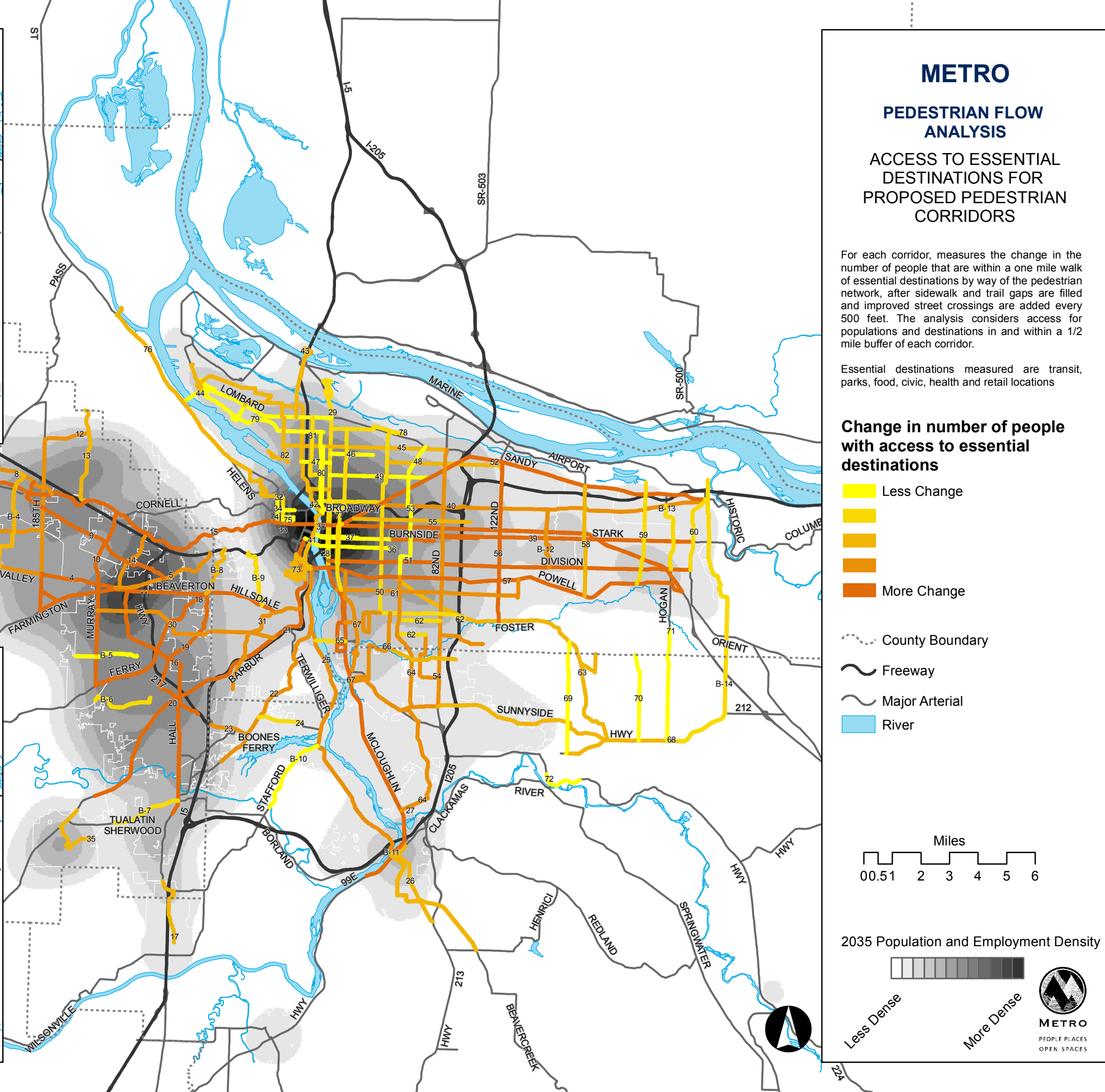
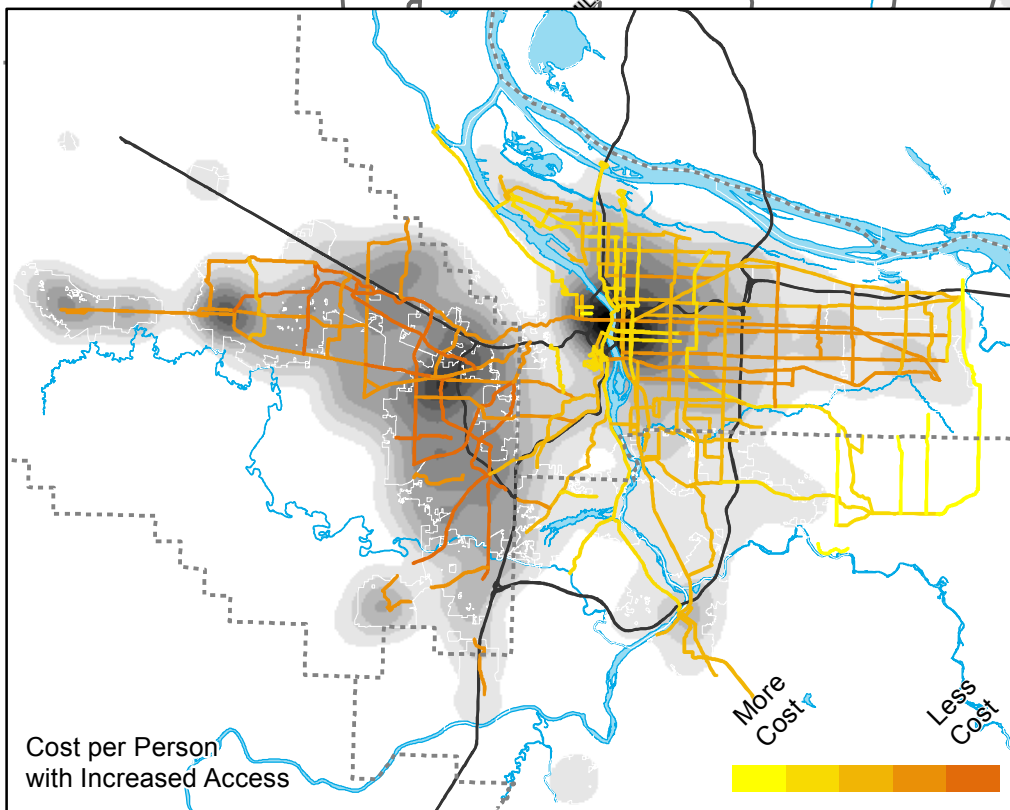
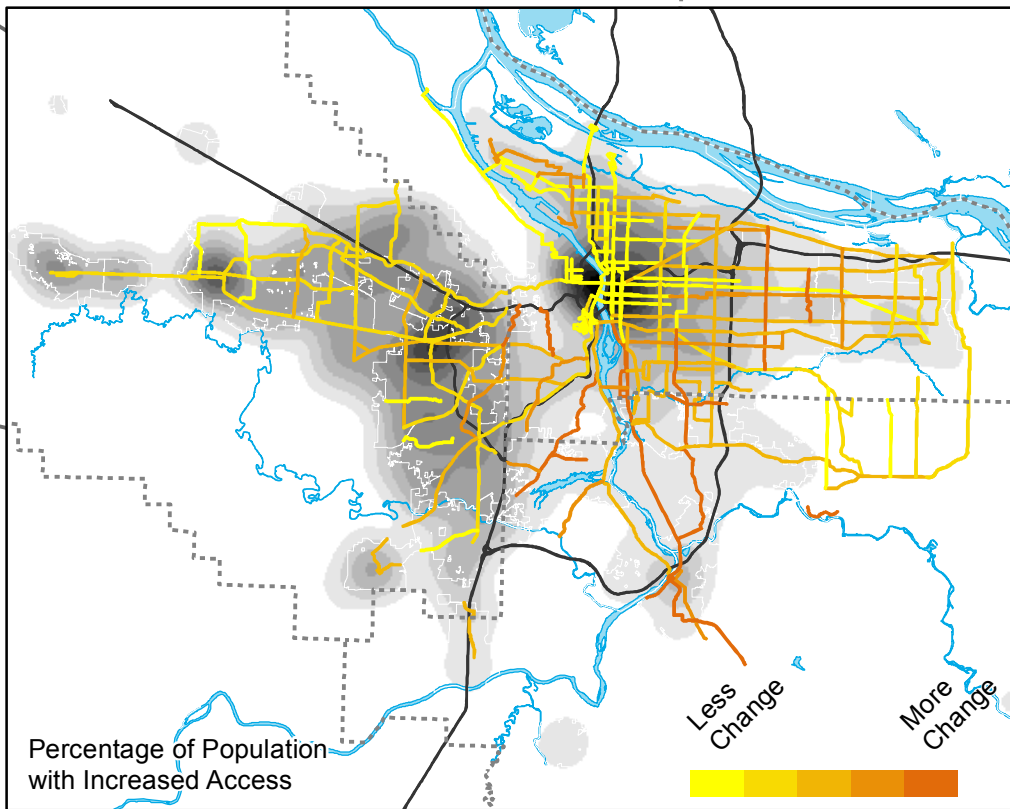
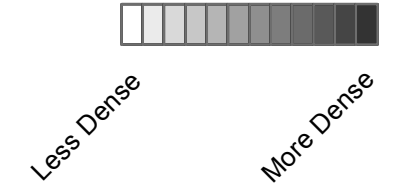
For each corridor, measures the change in the number of people that are within a one mile walk of essential destinations by way of the pedestrian network, after sidewalk and trail gaps are filled and improved street crossings are added every 500 feet. The analysis considers access for populations and destinations in and within a 1/2 mile buffer of each corridor.

Essential destinations measured are transit, parks, food, civic, health and retail locations

Change in number of people with access to essential destinations



2035 Population and Employment Density



METRO

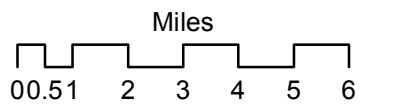
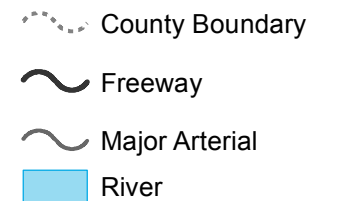
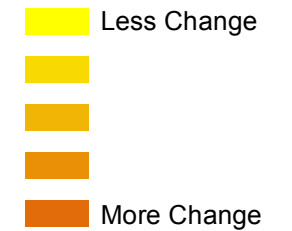
PEDESTRIAN FLOW ANALYSIS

ACCESS TO ESSENTIAL DESTINATIONS FOR PROPOSED TRAILS

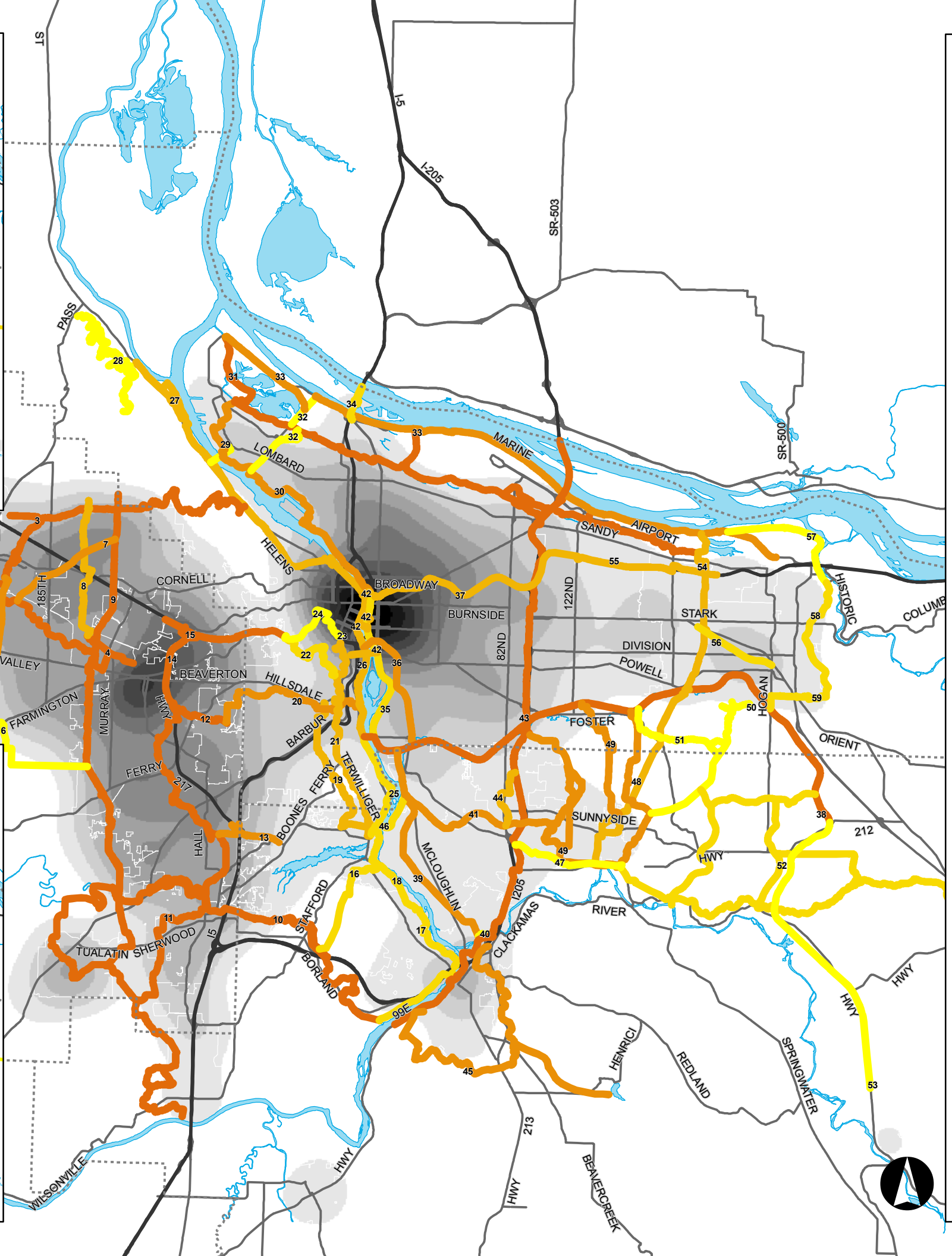
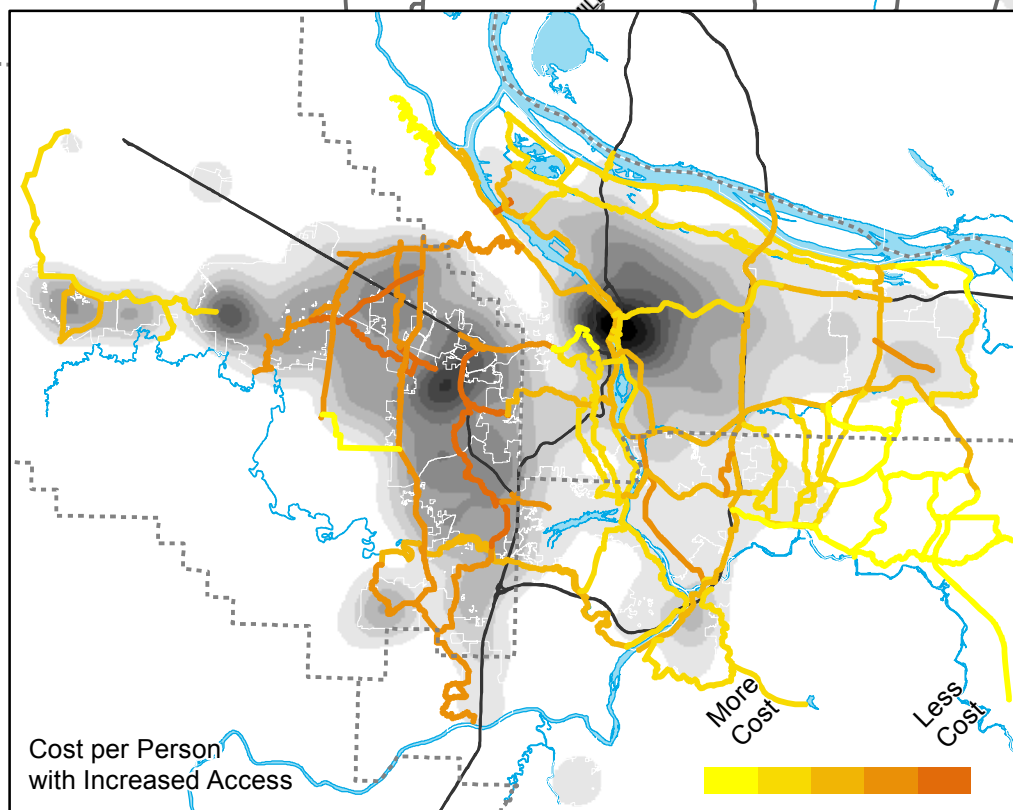
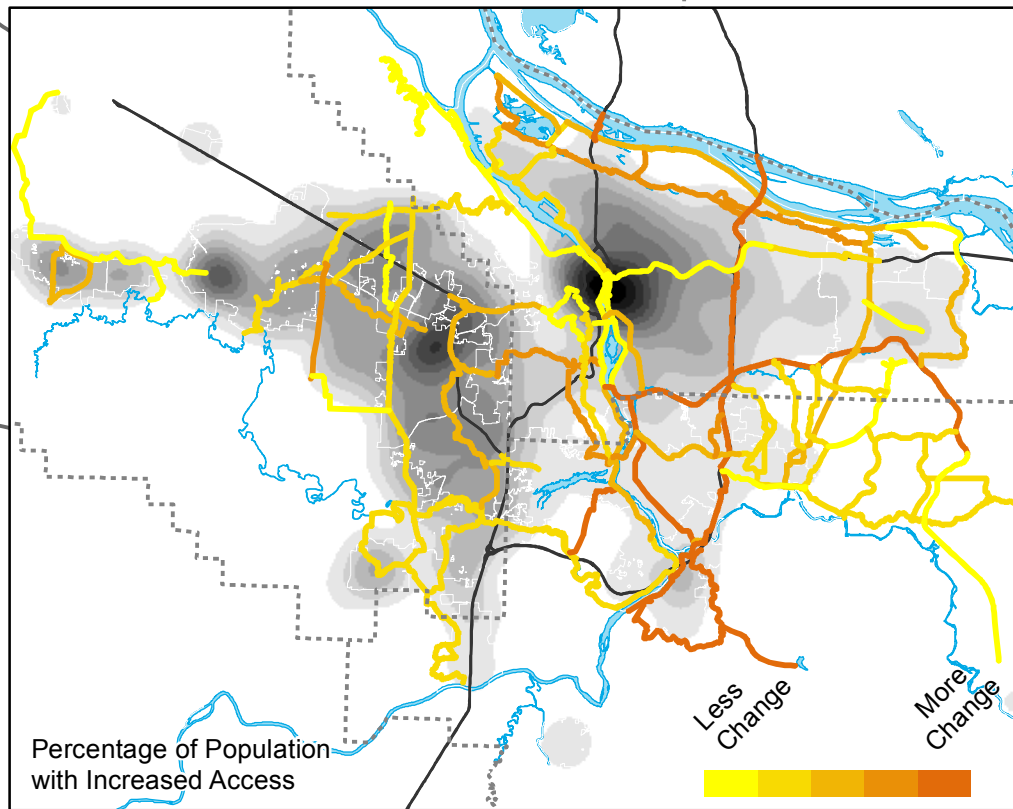
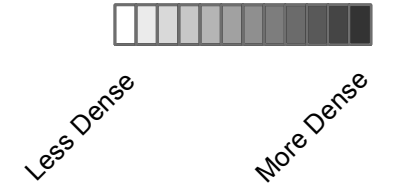
For each regional trail, measures the change in the number of people that are within a one mile walk of essential destinations by way of the pedestrian network, after sidewalk and trail gaps are filled and improved street crossings are added every 500 feet. The analysis considers access for populations and destinations in and within a 1/2 mile buffer of each corridor.

Essential destinations measured are transit, parks, food, civic, health and retail locations

Change in number of people with access to essential destinations



2035 Population and Employment Density



Top 10 Districts, Corridors and Trails (Access)

#	NAME	Total Population (including 1/2 mile buffer)	% of Population with Access (Existing Conditions)	% of Population with Increased Access	Access			Equity		Safety	
					Access Score (higher score = more people with access)	Cost per Person with Increased Access (higher score = lower cost)	% of Census Tracts with Above Average Underserved Populations	New sidewalks per mile of barrier streets (higher score = greater potential safety benefit)	New crossings per mile of barrier streets (higher score = greater potential safety benefit)		
Pedestrian Districts											
20	Tigard	113,124	41-60%	12%	5	5	2	1	2		
18	Washington Square	101,307	61-80%	13%	5	5	2	1	3		
12	Millikan Way	60,378	61-80%	18%	5	5	5	1	2		
5	Orencia	37,107	41-60%	26%	5	5	1	1	2		
11	Beaverton Creek	39,057	41-60%	24%	5	5	5	1	3		
6	Tanasbourne	89,115	61-80%	10%	5	5	1	1	2		
16	Sunset Transit	55,584	41-60%	15%	5	5	1	1	1		
15	Cedar Mill	44,538	41-60%	18%	5	5	2	1	1		
57	Gateway	34,170	61-80%	17%	5	4	4	1	2		
40	Portland	348,066	>80%	2%	5	2	2	1	3		
Pedestrian Corridors											
16	Beaverton to Tualatin (Hall B)	273,493	61-80%	8%	5	5	4	1	2		
6	Hillsboro to Cedar Mill	202,857	61-80%	9%	5	5	4	1	2		
19	SW Oleson Rd./SW Greenburg Rd	117,517	61-80%	16%	5	5	2	1	3		
11	Aloha to Hillsdale	166,563	61-80%	11%	5	4	3	1	2		
8	Orencia to Tanasbourne	96,312	41-60%	6%	5	5	1	1	2		
10	Murray Scholls to Cedar Mill	113,295	61-80%	13%	5	5	2	1	2		
57	Powell Blvd	96,350	61-80%	15%	5	4	4	1	3		
20	Sherwood to Tigard	94,362	41-60%	15%	5	5	2	1	2		
21	Barbur Blvd.	194,722	61-80%	7%	5	3	2	1	3		
15	Cedar Mill to Portland	168,687	61-80%	7%	5	4	2	1	1		
Regional Trails											
12	Fanno Creek Greenway	167,470	41-60%	14%	5	5	3	1	2		
43	I-205 Corridor	92,962	41-60%	21%	5	3	4	1	5		
4	Beaverton Creek Trail	123,540	61-80%	14%	5	5	5	1	5		
9	Westside Trail	154,942	41-60%	8%	5	4	3	2	5		
11	Ice Age Tonquin Trail	144,125	21-40%	8%	5	4	2	1	2		
3	Rock Creek Trail	133,845	21-40%	8%	5	4	2	2	5		
15	Hwy 26 Bike Path/Sunset Transit Center Trail	68,013	21-40%	15%	5	4	1	1	2		
31	Columbia Slough Trail	59,332	21-40%	16%	5	2	5	2	5		
14	Highway 217 Trail	91,560	41-60%	10%	5	5	5	2	2		
38	Springwater Corridor	37,821	41-60%	23%	5	3	3	1	5		

Top 10 Districts, Corridors and Trails (Percent of Population with Increased Access)

					Access	Equity	Safety		
#	NAME	Total Population (including 1/2 mile buffer)	% of Population with Access (Existing Conditions)	% of Population with Increased Access	Access Score (higher score = more people with access)	Cost per Person with Increased Access (higher score = lower cost)	% of Census Tracts with Above Average Underserved Populations	New sidewalks per mile of barrier streets (higher score = greater potential safety benefit)	New crossings per mile of barrier streets (higher score = greater potential safety benefit)
Pedestrian Districts									
35	Park Ave P&R	5,079	21-40%	58%	4	4	1	1	5
49	Hayden Island	3,675	21-40%	43%	3	3	2	2	5
65	148th Ave	8,259	41-60%	42%	4	5	5	1	3
48	Expo Center	3,512	21-40%	38%	3	2	2	2	4
25	Lake Grove	10,734	41-60%	32%	4	3	1	1	1
37	Tacoma P&R	5,191	61-80%	29%	3	4	2	1	3
64	122nd Ave	10,888	61-80%	28%	4	4	4	1	2
47	Delta Park/Vanport	1,803	21-40%	28%	1	2	2	2	2
61	Flavel St	3,619	41-60%	27%	2	3	4	1	5
21	West Portland	9,190	41-60%	27%	4	3	1	2	1
Pedestrian Corridors									
66	Johnson Creek Blvd.	10,631	21-40%	36%	3	3	2	2	5
B-12	SE 155th/Milmain	13,510	41-60%	35%	3	4	5	1	3
B-9	SW Dosch Rd.	4,700	21-40%	32%	2	2	1	2	5
56	122nd Ave.	37,655	41-60%	31%	5	4	5	1	3
22	Boones Ferry	21,751	41-60%	30%	4	3	2	2	4
64	Portland to Oregon City	28,997	41-60%	24%	4	3	2	2	3
24	Country Club Road	5,348	21-40%	23%	2	2	2	1	2
B-8	SW Scholls Ferry Rd.	17,218	41-60%	22%	3	4	1	2	2
B-11	5th/Warner Milne/Beavercreek Rd.	19,211	41-60%	21%	3	3	2	2	2
27	McLoughlin Blvd.	53,255	61-80%	21%	5	3	1	2	4
Regional Trails									
34	I-5 Bridge Trail	2,693	41-60%	36%	2	2	2	1	2
39	Trolley Trail	25,432	61-80%	29%	4	4	2	2	1
16	River to River Trail	2,805	21-40%	27%	2	2	2	1	1
45	Oregon City Loop	19,077	21-40%	24%	4	2	1	1	2
38	Springwater Corridor	37,821	41-60%	23%	5	3	3	1	5
43	I-205 Corridor	92,962	41-60%	21%	5	3	4	1	5
20	Red Electric Trail	29,634	61-80%	20%	4	3	1	1	5
46	Lake Oswego to Milwaukie Trail	7,201	61-80%	19%	2	3	2	1	2
5	Pearl-Keeler Powerline Trail	36,132	21-40%	18%	4	4	3	2	5
44	Phillips Creek Trail	23,165	41-60%	17%	3	4	3	1	2

3.2 Equity

The equity metric measures the relative concentration of underserved populations in a given area

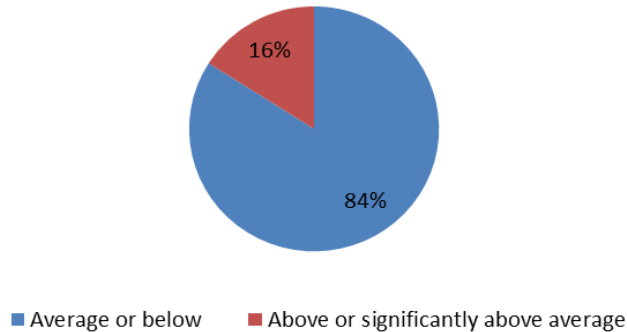


Figure 2 – Visualization of equity metric, which measures the percentage of census tracts in an area with above average concentration of underserved populations as compared to the regional average.

3.2.1 Methodology

The equity metric identifies the potential to provide improved access to destinations (see access criterion) for the following historically underserved sub-groups⁷.

- Low Income population (less than 80% of the poverty level)
- Non-White populations (Asian, Hispanic, Black, Pacific Islander, American Indian/Alaskan Native)
- Low English Proficiency
- Young populations (under 18)
- Elderly populations (over 65).

The equity analysis complements the access criteria by identifying the percentage of census block groups within each pedestrian area (district, corridor, and trail) that contain an above average⁸ share of underserved populations. This allows for the analysis to identify, for example, where areas with high potential to improve access would also serve significant populations of underserved groups.

Since it is not possible to forecast the distribution of future populations by sub-group, the analysis assumes a distribution of population sub-groups for 2035 (the year used for this analysis) similar to 2010.

⁷ Data source: Transportation Equity Analysis completed as part of the 2014-15 Regional Flexible Fund Allocation (RFFA).

⁸ Above average is defined as being above (1 standard deviation) or significantly above (2+ standard deviations) the regional average for each population sub-group.

3.2.2 Description of Figures

The figures on the following pages illustrate the potential change in walking access across the region for underserved sub-groups. Each map contains the following information:

- Percentage of census tracts with an above average concentration of underserved populations – The large map in the center illustrates the relative share of underserved populations within each pedestrian area. Darker colors indicate areas with higher proportions of underserved population. The access and equity scores are presented together in the summary tables found in Section 5 to help identify opportunities to increase access for underserved populations.
- Percentage of population with increased access – Refer to the Access section for a description of this inset map which appears in the upper left which presents a ‘normalized’ view of the data by considering the number of people with increased access in relation to the total population in and around each pedestrian area.
- Cost per person with increased access – Refer to the Access section for a description of the inset map in the lower left which indicates the relative cost to provide the increase in access.

3.2.3 Results

The equity scores for each Pedestrian District, Pedestrian Corridor, and Regional trail for each of the seven essential destination types are found in Appendix B. The total equity scores are presented in the summary tables in Section 5.

The top 10 corridors, districts and trails with the highest percentage of underserved populations are provided in Table 4.

- Pedestrian districts with the highest percentage of underserved populations include Beaverton Creek (#11), 148th Ave (#65) and Rockwood (#66). Nearly all of the districts in this table also score highly in the access and cost per person with increased access metrics. The exception is Hillsboro (#3), which scores low in the access metric because a large percentage of the population is already within walking access to destinations.
- Pedestrian corridors with the highest percentage of underserved populations include Forest Grove to Cornelius (#1), SE 155th/Milmain (#B-12), and Aloha to Beaverton (#4). Many of the districts in this table also score highly in the access and cost per person with increased access metrics.
- Regional trails with the highest percentage of underserved populations include the Highway 47 Trail (#2), Council Creek Trail (#1), and MAX Path (#56). Many, though not all, of the trails in this table also score highly in the access and cost per person with increased access metrics.

It is important to note that concentrations of underserved populations may still be present in areas with low equity scores. This is especially the case for Pedestrian Corridors, whose length may pass through areas with above average numbers of underserved populations, but due to the length of the corridor the

Pedestrian Flow Analysis

Equity score gets ‘washed out.’ Examples of these corridors are: Murray Scholls to Cedar Mill (#10); Halsey (#40); Fremont (#49), Sandy (#52), Cully (#53), Powell (#57), Troutdale to Gresham (#60).

The potential for investments in different areas to improve access for people with physical disabilities is illustrated in Appendix E, which identifies the frequency of lift deployments at TriMet bus stops.

METRO

PEDESTRIAN FLOW ANALYSIS

EQUITY ANALYSIS FOR PROPOSED PEDESTRIAN DISTRICTS

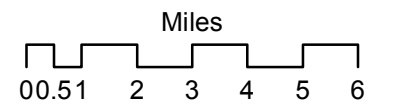
Number of census tracts within a one half mile buffer of each district that have an above average concentration of underserved populations.

Underserved population definitions are consistent with RRFA and include Elderly (over 65), Young (under 18), Low English Proficiency, Non-white (Asian, Hispanic, Black, Pacific Islander, American Indian/Alaskan Native), and Low Income (less than 80% of the poverty level) populations.

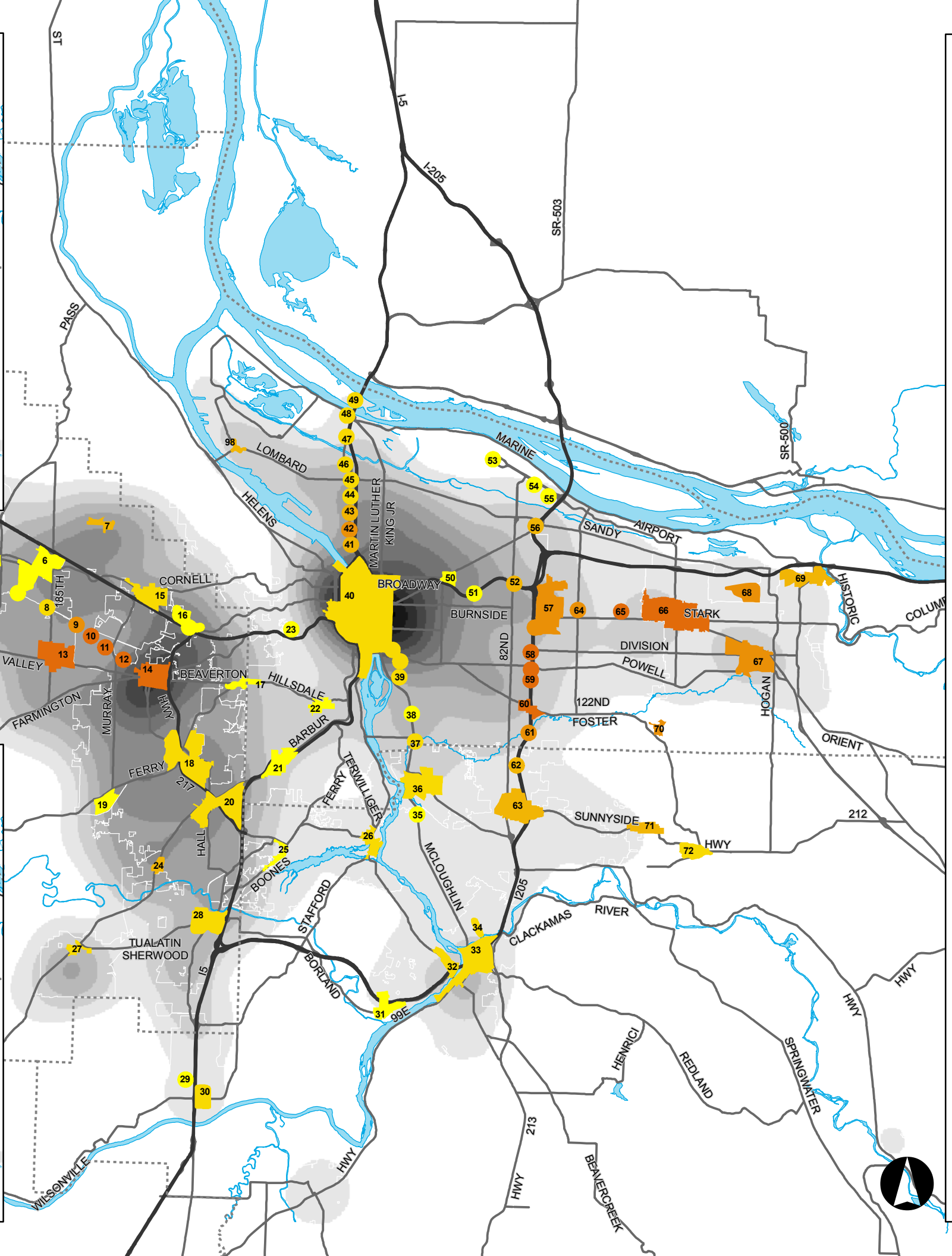
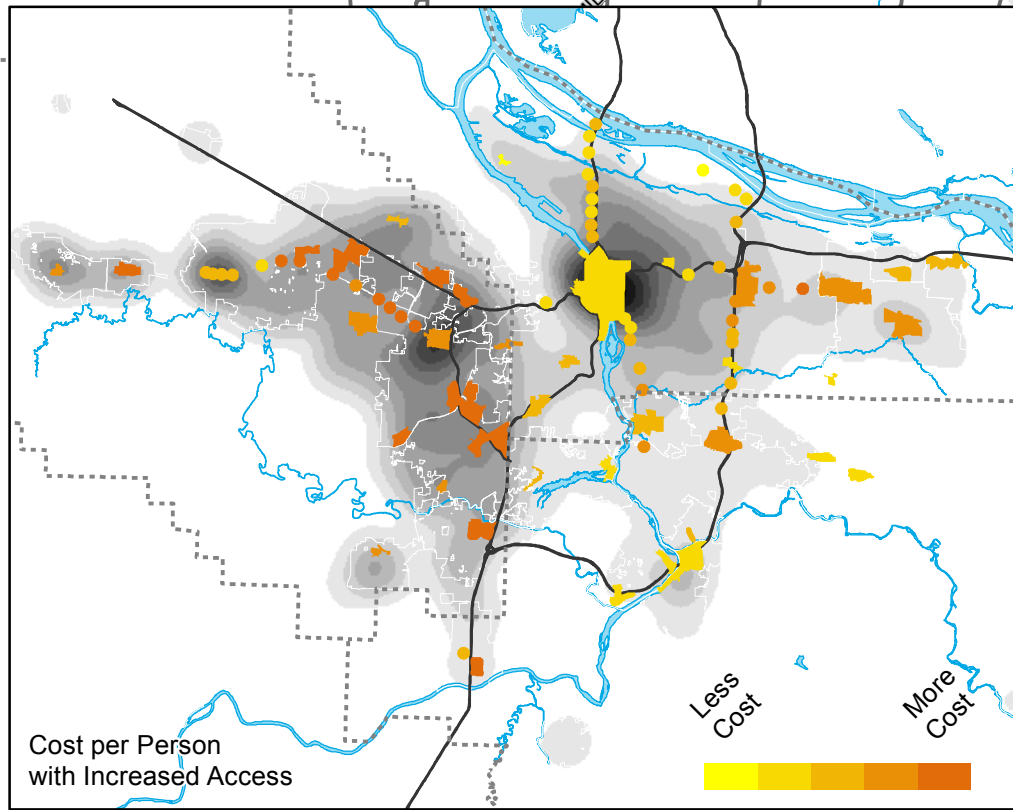
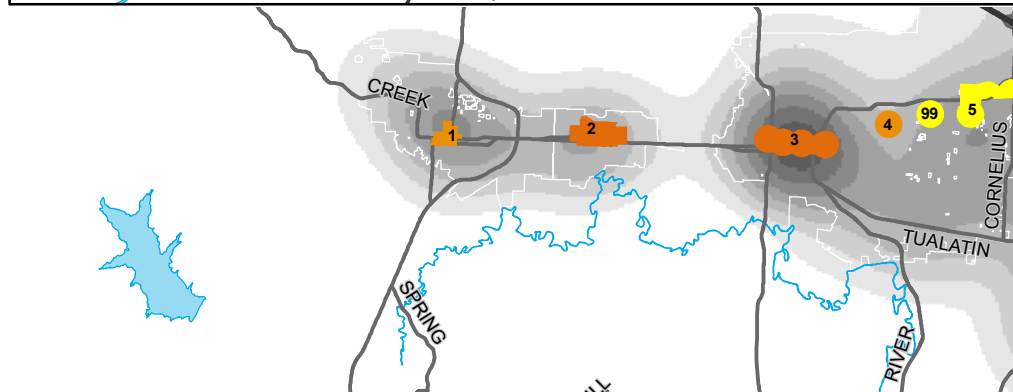
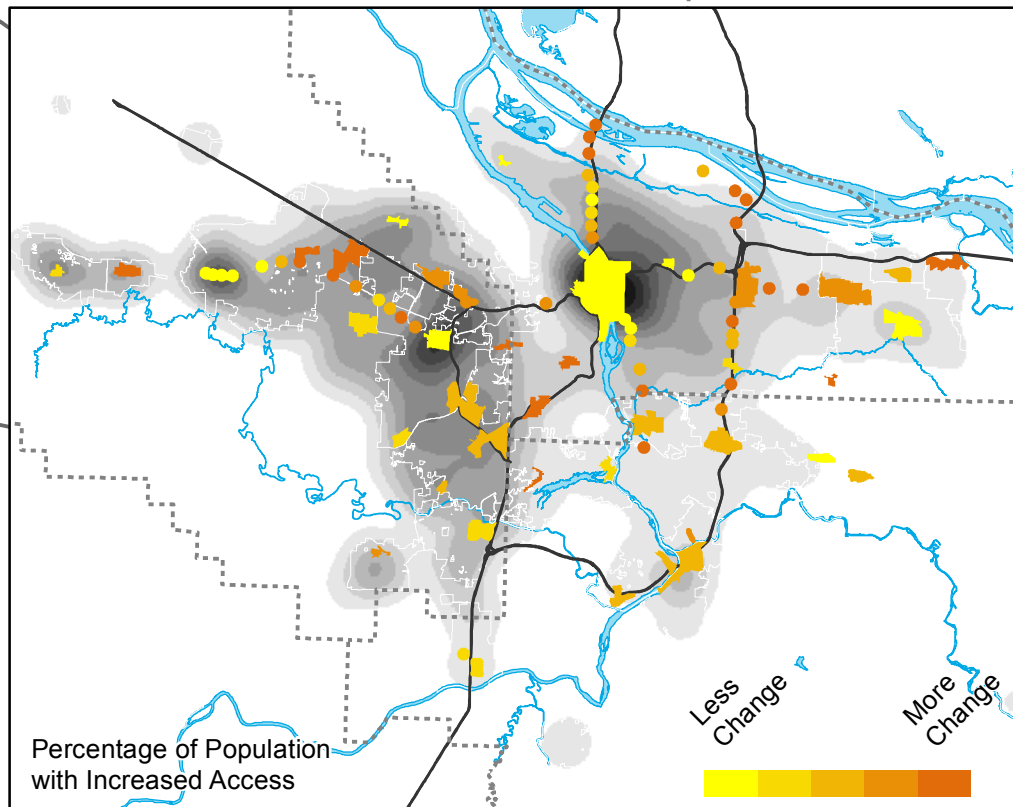
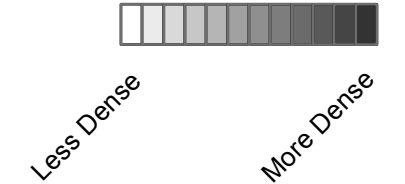
Percentage of Census Tracts with an Above Average Concentration of Underserved Populations

- 0 - 5%
- 5 - 10%
- 10 - 15%
- 15 - 20%
- 20% +

- County Boundary
- Freeway
- Major Arterial
- River



2035 Population and Employment Density



METRO

PEDESTRIAN FLOW ANALYSIS

EQUITY ANALYSIS FOR PROPOSED PEDESTRIAN CORRIDORS

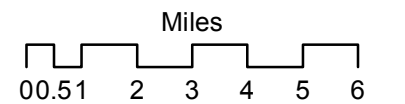
Number of census tracts within a one half mile buffer of each corridor that have an above average concentration of underserved populations.

Underserved population definitions are consistent with RRFA and include Elderly (over 65), Young (under 18), Low English Proficiency, Non-white (Asian, Hispanic, Black, Pacific Islander, American Indian/Alaskan Native), and Low Income (less than 80% of the poverty level) populations.

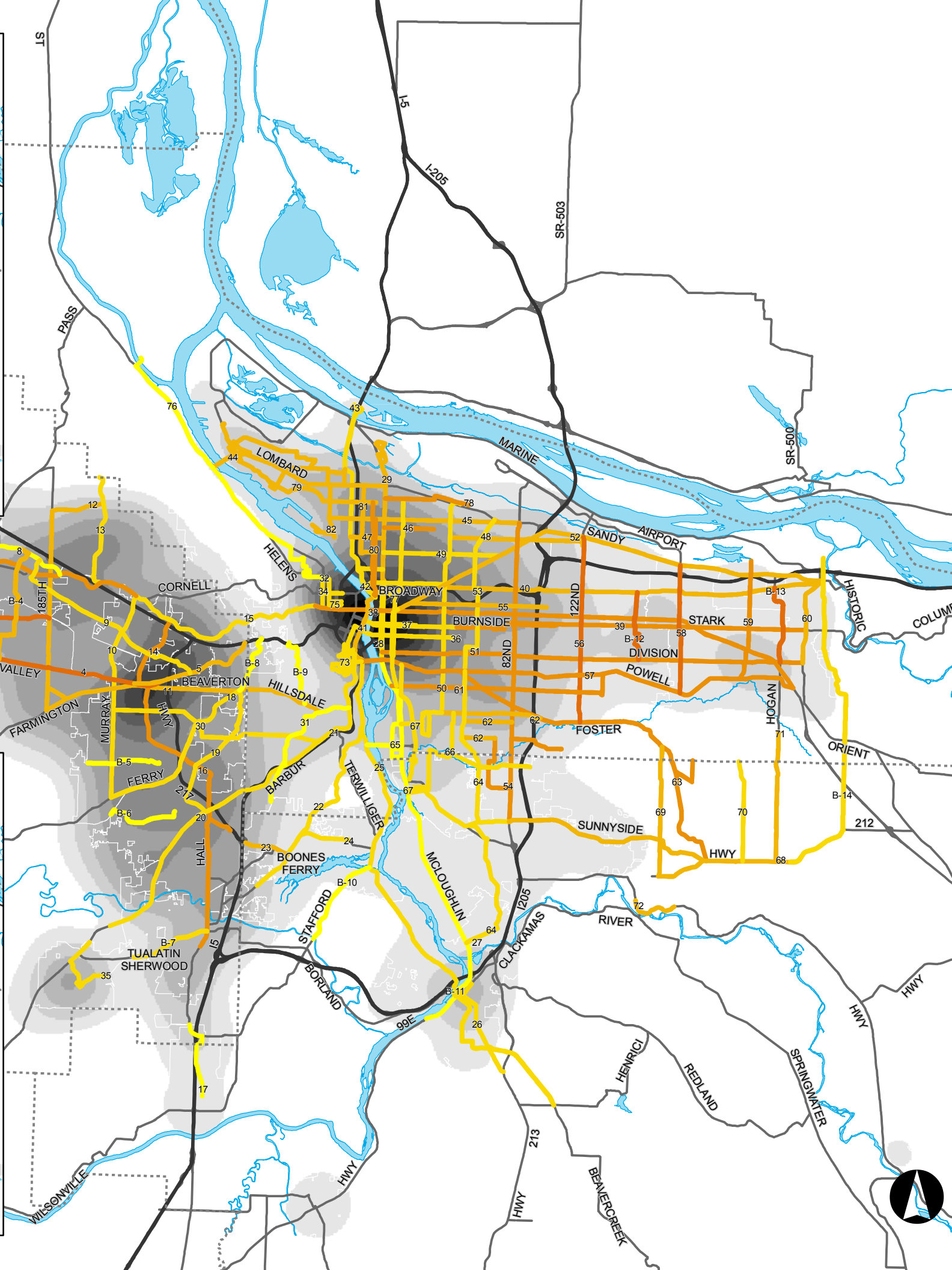
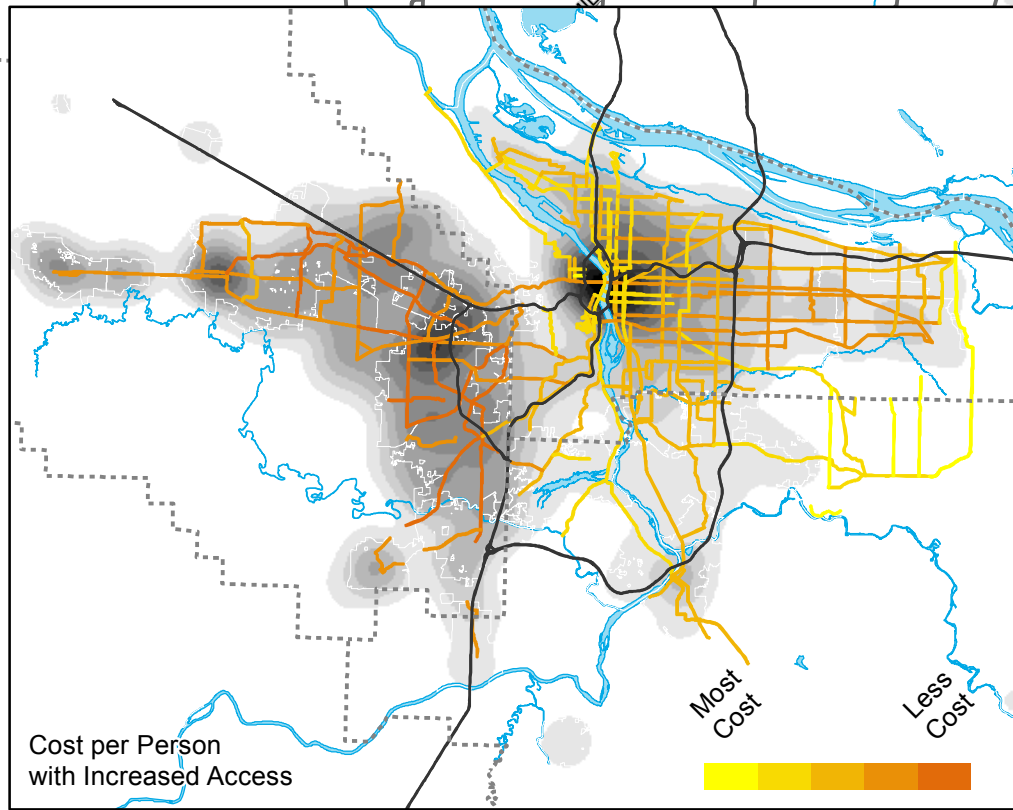
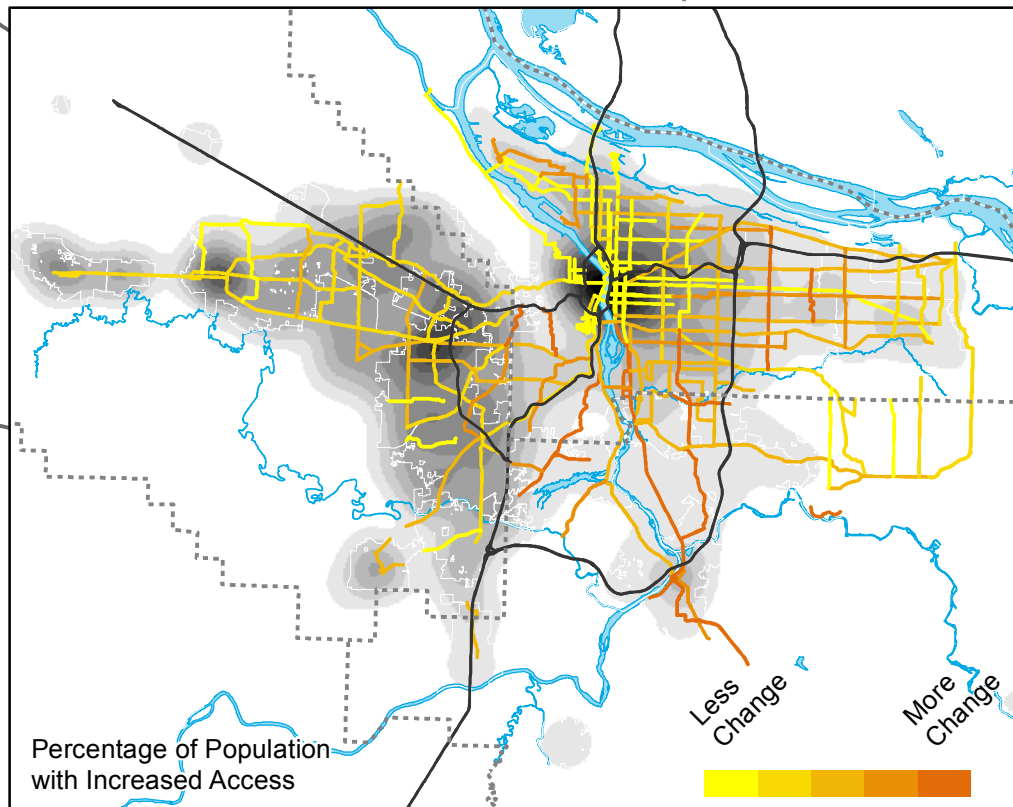
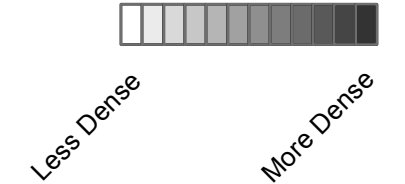
Percentage of Census Tracts with an Above Average Concentration of Underserved Populations

- 0 - 5%
- 5 - 10%
- 10 - 15%
- 15 - 20%
- 20% +

- County Boundary
- Freeway
- Major Arterial
- River



2035 Population and Employment Density



METRO

PEDESTRIAN FLOW ANALYSIS

EQUITY ANALYSIS FOR PROPOSED REGIONAL TRAILS

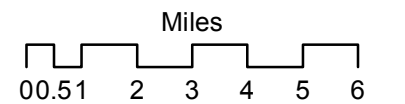
Number of census tracts within a one half mile buffer of each corridor that have an above average concentration of underserved populations.

Underserved population definitions are consistent with RRFA and include Elderly (over 65), Young (under 18), Low English Proficiency, Non-white (Asian, Hispanic, Black, Pacific Islander, American Indian/Alaskan Native), and Low Income (less than 80% of the poverty level) populations.

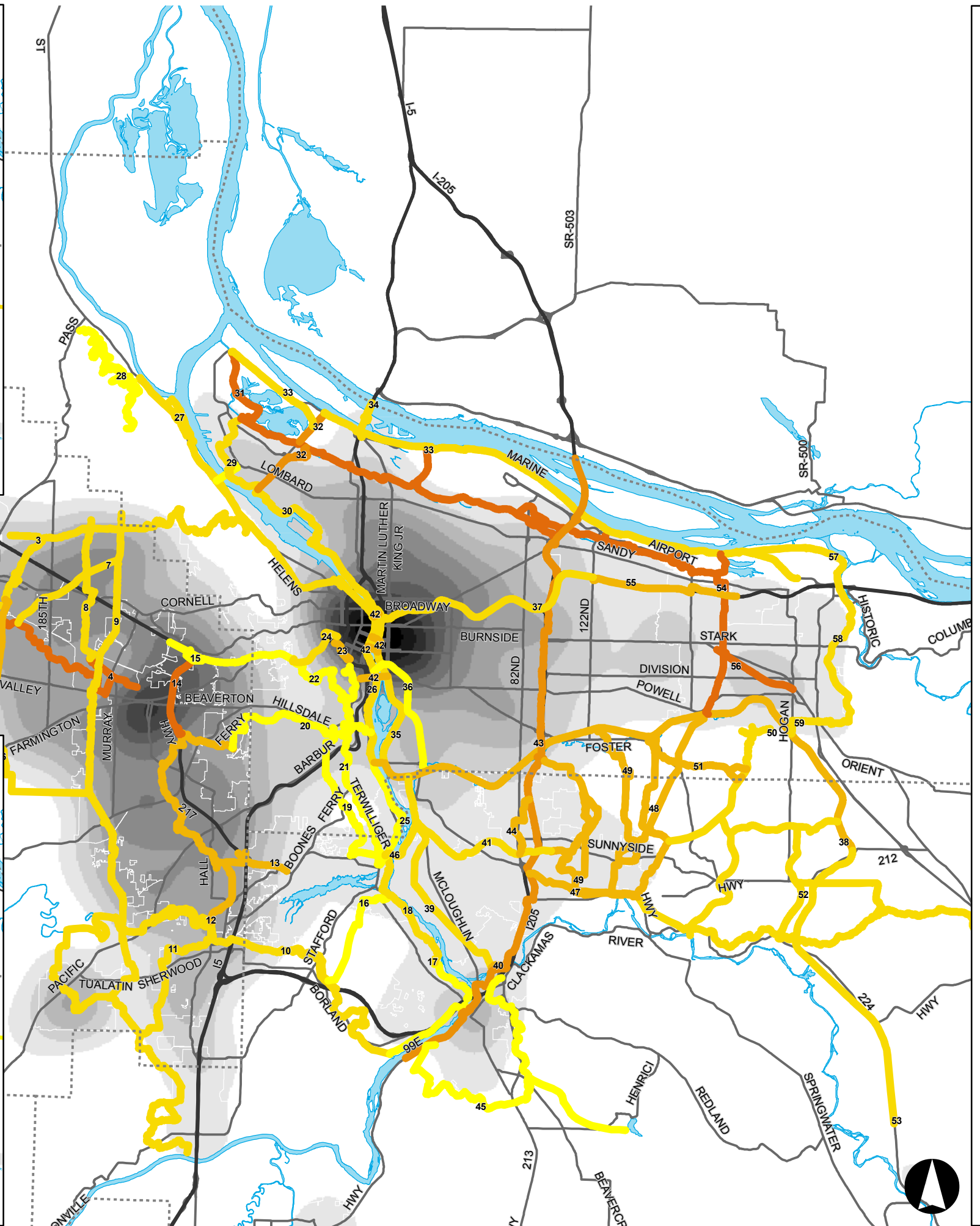
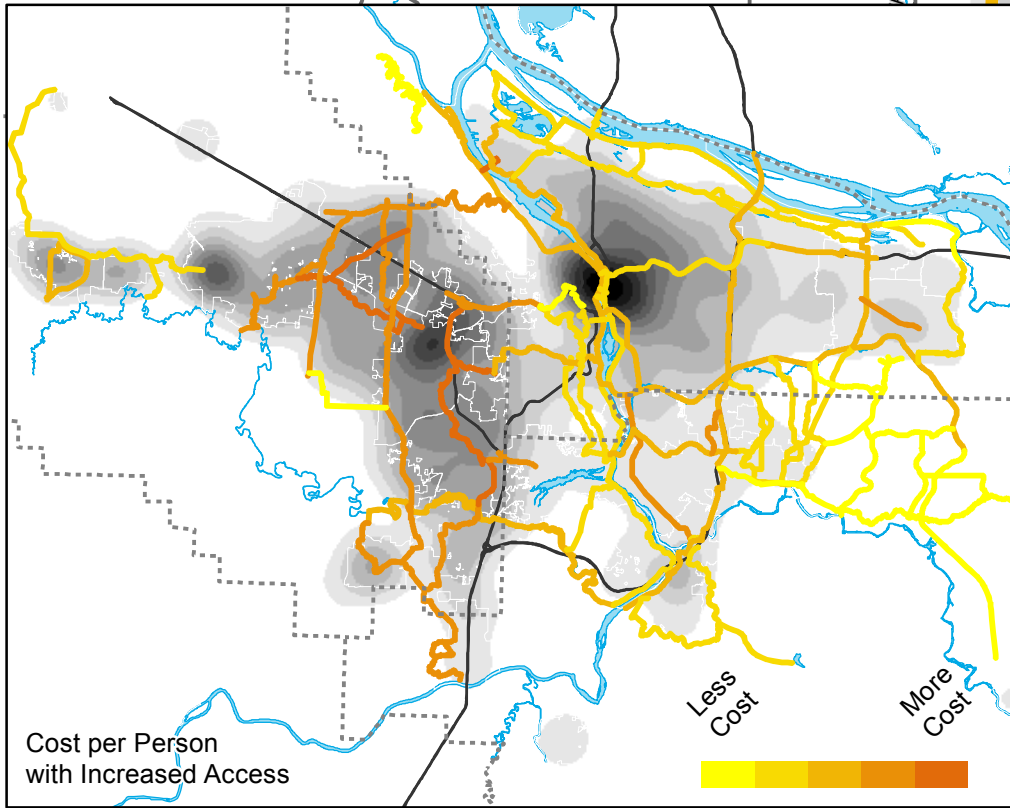
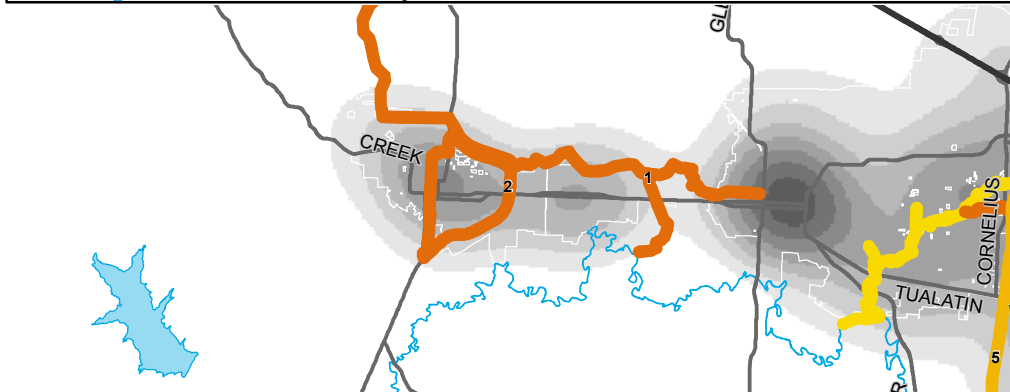
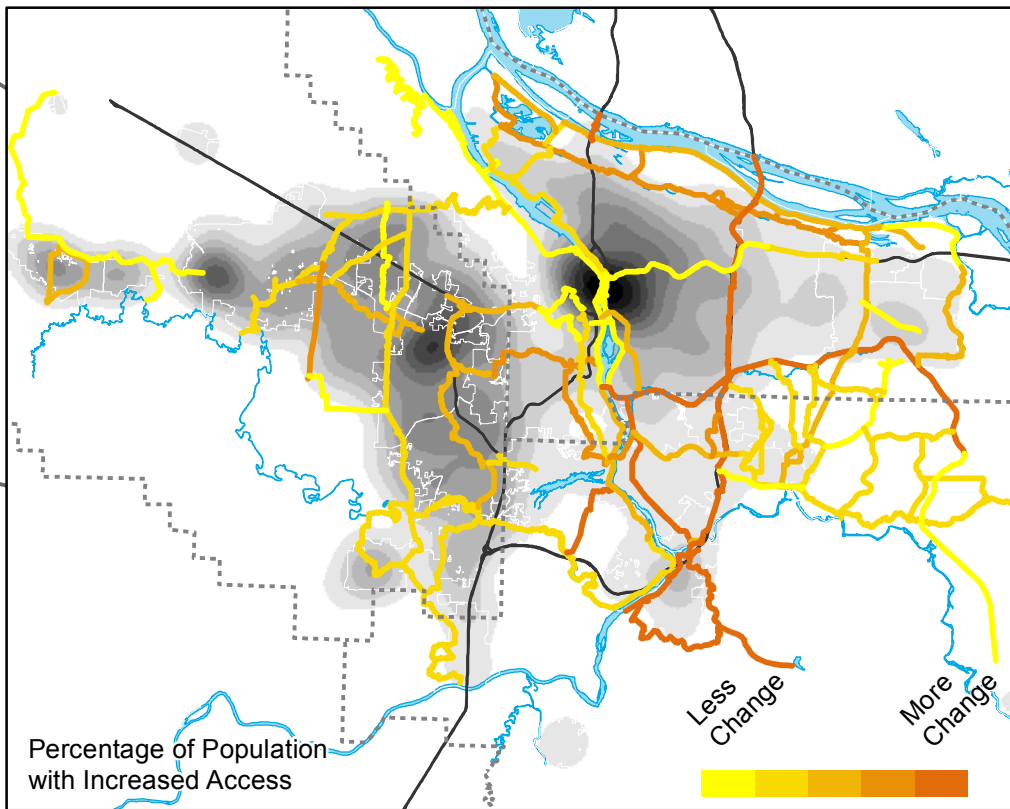
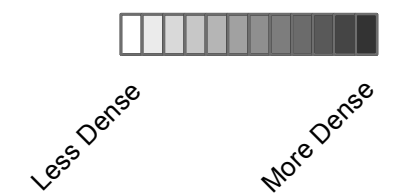
Percentage of Census Tracts with an Above Average Concentration of Underserved Populations

- 0 - 5%
- 5 - 10 %
- 10 - 15 %
- 15 - 20 %
- 20% +

- County Boundary
- Freeway
- Major Arterial
- River



2035 Population and Employment Density



Top 10 Districts, Corridors and Trails (Equity)

					Access	Equity	Safety		
#	NAME	Total Population (including 1/2 mile buffer)	% of Population with Access (Existing Conditions)	% of Population with Increased Access	Access Score (higher score = more people with access)	Cost per Person with Increased Access (higher score = lower cost)	% of Census Tracts with Above Average Underserved Populations	New sidewalks per mile of barrier streets (higher score = greater potential safety benefit)	New crossings per mile of barrier streets (higher score = greater potential safety benefit)
Pedestrian Districts									
11	Beaverton Creek	39,057	41-60%	24%	5	5	5	1	3
65	148th Ave	8,259	41-60%	42%	4	5	5	1	3
66	Rockwood	24,394	41-60%	18%	4	4	5	1	3
12	Millikan Way	60,378	61-80%	18%	5	5	5	1	2
58	Division St	11,070	41-60%	26%	4	4	5	2	2
2	Cornelius	21,720	41-60%	15%	4	4	5	1	1
3	Hillsboro	61,815	>80%	1%	1	3	5	1	1
10	Merlo Rd	34,038	41-60%	13%	4	5	5	1	3
59	Powell Blvd	11,543	61-80%	14%	3	3	5	2	2
14	Beaverton	98,679	>80%	5%	4	4	5	1	2
Pedestrian Corridors									
1	Forest Grove to Cornelius	113,772	>80%	5%	4	4	5	1	1
B-12	SE 155th/Milmain	13,510	41-60%	35%	3	4	5	1	3
4	Aloha to Beaverton	121,878	>80%	9%	5	5	5	1	2
58	181st/182nd Ave	23,755	41-60%	15%	3	4	5	1	3
B-3	NE 25th/SE 32nd	57,810	21-40%	0%	1	3	5	1	1
2	Hillsboro to Aloha	84,537	61-80%	10%	4	4	5	1	2
B-13	SE 242nd/SE Hogan	20,095	41-60%	6%	2	3	5	1	1
56	122nd Ave.	37,655	41-60%	31%	5	4	5	1	3
3	Hillsboro TC to Willow Creek	115,131	41-60%	5%	3	4	5	1	1
14	SW Cedar Hills Blvd.	78,990	61-80%	7%	3	4	4	1	1
Regional Trails									
2	Highway 47 Trail	34,956	61-80%	12%	4	3	5	1	1
1	Council Creek Trail	81,954	41-60%	3%	3	2	5	2	2
56	MAX Path	26,201	>80%	4%	2	4	5	2	3
31	Columbia Slough Trail	59,332	21-40%	16%	5	2	5	2	5
4	Beaverton Creek Trail	123,540	61-80%	14%	5	5	5	1	5
14	Highway 217 Trail	91,560	41-60%	10%	5	5	5	2	2
54	Gresham / Fairview Trail	19,073	21-40%	13%	3	3	5	1	5
32	Peninsula Crossing Trail	4,531	61-80%	6%	1	2	4	2	3
43	I-205 Corridor	92,962	41-60%	21%	5	3	4	1	5
49	Mt. Scott/Scouter Mountain Trails	44,174	21-40%	9%	4	2	4	1	5

3.3 Safety

3.3.1 Methodology

The safety metric identifies the number of sidewalks and pedestrian crossings added to roads within the regional pedestrian network with high volumes, speeds, and auto lanes – i.e. those identified as ‘barriers’ in Metro’s analysis of the existing regional pedestrian network. This metric was chosen to indicate the potential for improved safety due to the high collision reduction factors attributable to each of these countermeasures. Refer to Appendix C for a map illustrating barrier roads from the existing conditions analysis.

3.3.2 Description of Figures

The maps on the following pages illustrate the miles of sidewalks and pedestrian crossings per mile added to high risk barrier streets; many regional pedestrian corridors are also barrier streets⁹. The analysis considers barrier roadways in and within a ½ mile buffer of each pedestrian district, corridor and trail. The analysis provides separate maps for sidewalks and crossings that identify the following:

- Length of sidewalk added per mile of barrier street – The sidewalks map illustrates the length of sidewalks that were added to barrier streets to create a complete pedestrian network as part of the access analysis. The results are presented on a per mile basis to allow for comparisons between different areas. Note that the legend indicates up to two miles of sidewalks per mile, reflecting the potential need to add sidewalks on both sides of the street.
- Number of crossings added per mile of barrier street – The crossings map illustrates that number of crossings that were added to barrier streets to create a complete pedestrian network as part of the access analysis. The results are presented as the number of crossings added per mile to allow for comparisons between different areas.
- 2007 – 2010 pedestrian crashes – The location of pedestrian crashes¹⁰ provides additional context to further illustrate the potential to improve pedestrian safety by adding sidewalks and crossing opportunities on barrier roadways around the region.

3.3.3 Results

The results of the safety analysis are presented in the maps on the following pages as well as in the last two columns of the summary tables in Section 5. Note that a higher score is indicative of a greater potential safety benefit as a result of adding sidewalks and crossings to barrier streets in each pedestrian

⁹ Note that the two safety criteria measure the number of facilities added to barrier streets only, while the cost per person with increased access described in the Access section considers facilities added to complete all gaps within the 1/2 mile buffer of each regional pedestrian area, which include but are not limited to barrier streets.

¹⁰ Source: Oregon Department of Transportation

Pedestrian Flow Analysis

area. A higher score for this metric is thus indicative of a potential existing safety issue, and by extension an opportunity to improve safety.

METRO

PEDESTRIAN FLOW ANALYSIS

SAFETY IMPROVEMENTS TO BARRIER STREETS WITHIN 1/2 MILE OF PROPOSED PEDESTRIAN DISTRICTS

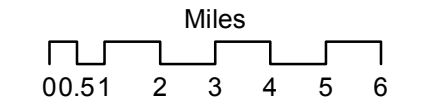
For each district measures the average number of crossings per mile barrier roadway in and within 1/2 mile of the district needed to complete the regional pedestrian network. Crossings are spaced approximately every 500 feet.

Number of Crossings Added Per Mile of Barrier Street

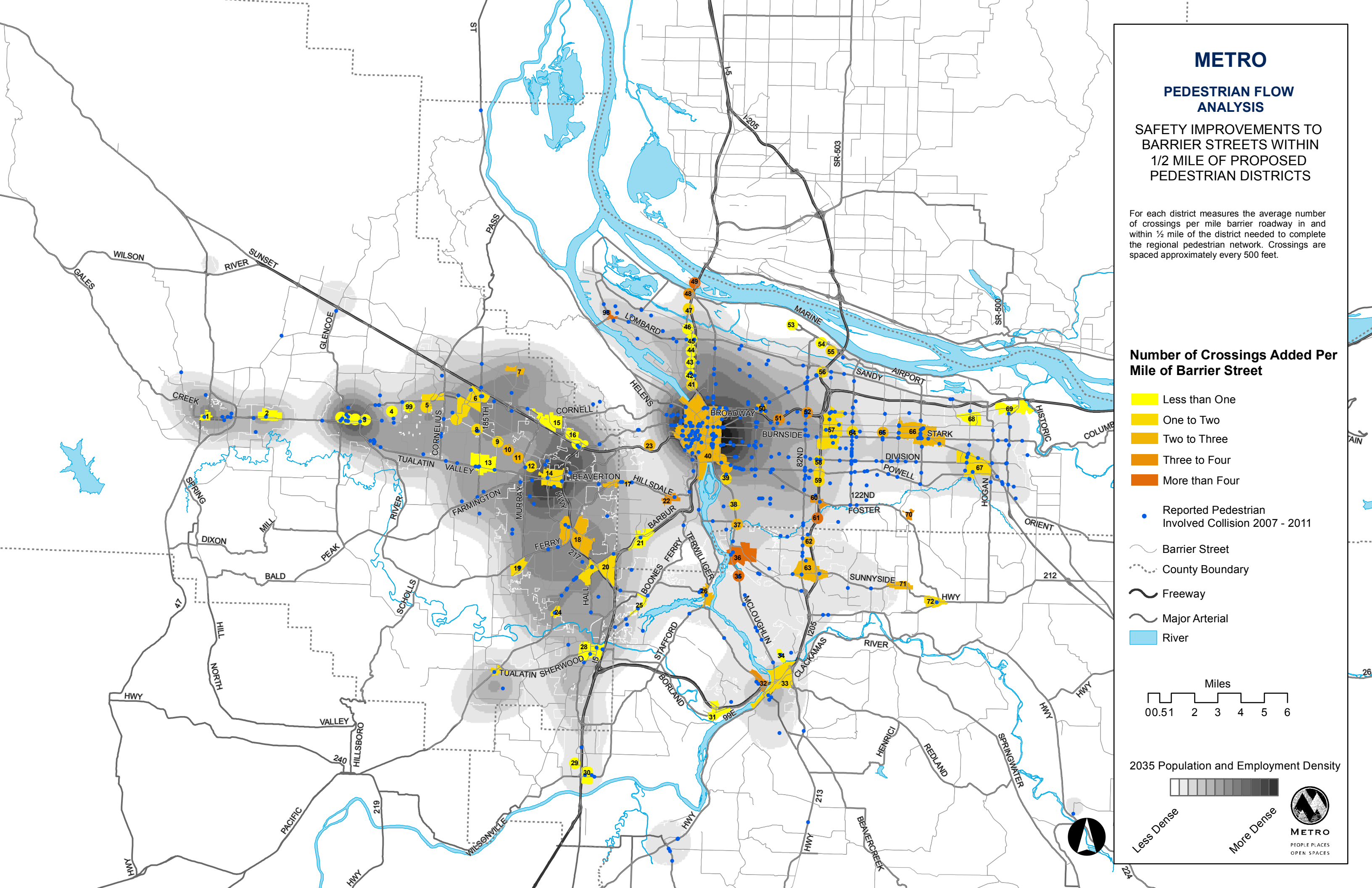
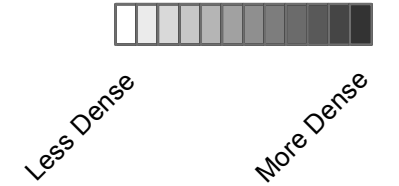
- Less than One
- One to Two
- Two to Three
- Three to Four
- More than Four

Reported Pedestrian Involved Collision 2007 - 2011

- Barrier Street
- County Boundary
- Freeway
- Major Arterial
- River



2035 Population and Employment Density



METRO

PEDESTRIAN FLOW ANALYSIS

SAFETY IMPROVEMENTS TO BARRIER STREETS WITHIN 1/2 MILE OF PROPOSED PEDESTRIAN DISTRICTS

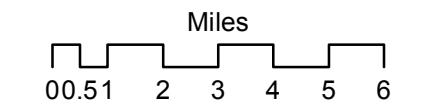
For each district measures the average number of crossings per mile barrier roadway in and within 1/2 mile of the district needed to complete the regional pedestrian network. Crossings are spaced approximately every 500 feet.

Amount of Sidewalk Added Per Mile of Barrier Street

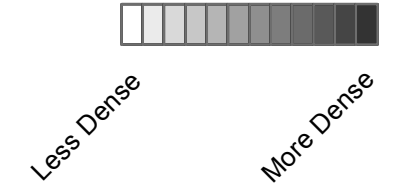
- 0.0 - 0.4 Mi
- 0.4 - 0.8 Mi
- 0.8 - 1.2 Mi
- 1.2 - 1.6 Mi
- 1.6 - 2.0 Mi

Note: These numbers reflect the potential need for sidewalk additions on both sides of the roadway.

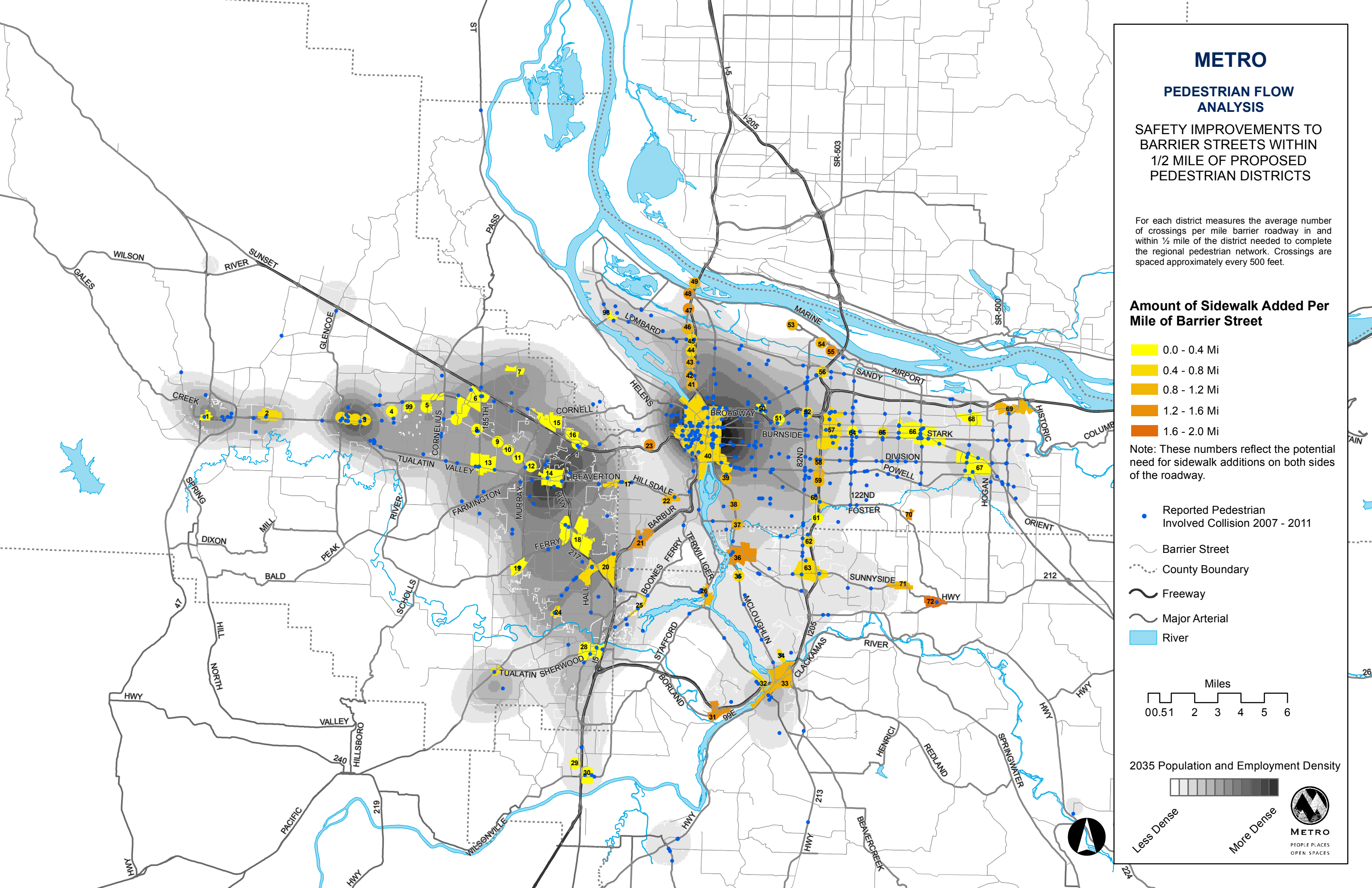
- Reported Pedestrian Involved Collision 2007 - 2011
- Barrier Street
- County Boundary
- Freeway
- Major Arterial
- River



2035 Population and Employment Density



PEOPLE PLACES OPEN SPACES



METRO

PEDESTRIAN FLOW ANALYSIS

SAFETY IMPROVEMENTS TO BARRIER STREETS WITHIN 1/2 MILE OF PROPOSED PEDESTRIAN CORRIDORS

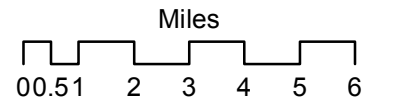
For each corridor measures the average number of crossings per mile of barrier roadway within 1/2 mile of the corridor needed to complete the regional pedestrian network. Crossings are spaced approximately every 500 feet.

Number of Crossings Added Per Mile of Barrier Street

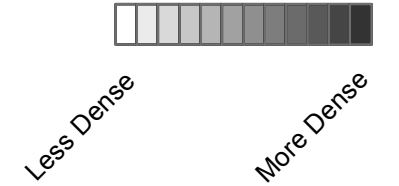
- Less than One
- One to Two
- Two to Three
- Three to Four
- More than Four

Reported Pedestrian Involved Collision 2007 - 2011

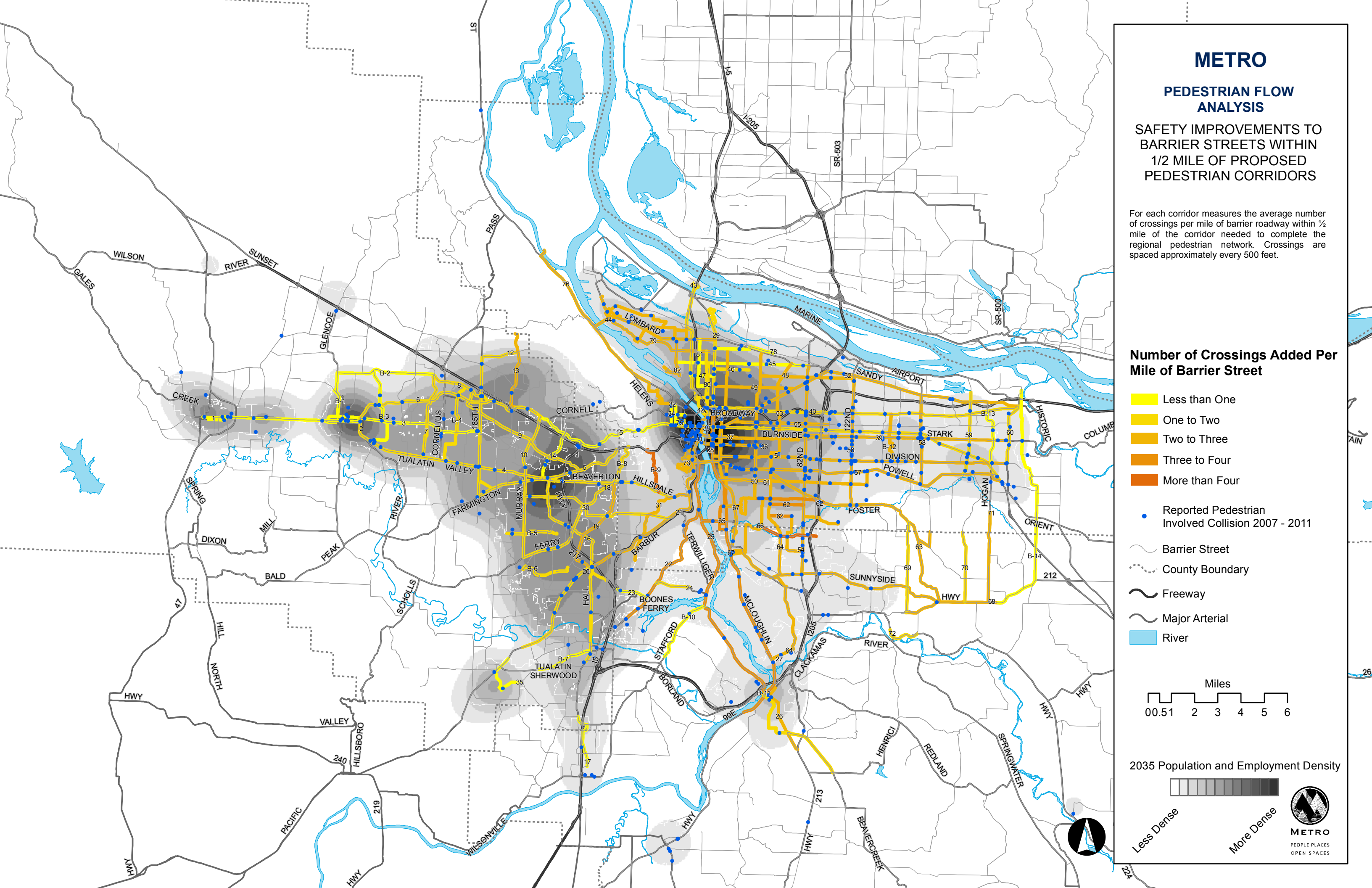
- Barrier Street
- County Boundary
- Freeway
- Major Arterial
- River



2035 Population and Employment Density



PEOPLE PLACES OPEN SPACES



METRO

PEDESTRIAN FLOW ANALYSIS

SAFETY IMPROVEMENTS TO BARRIER STREETS WITHIN 1/2 MILE OF THE PROPOSED PEDESTRIAN CORRIDORS

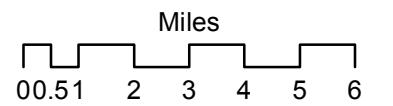
For each corridor measures the average number of crossings per mile of barrier roadway within 1/2 mile of the corridor needed to complete the regional pedestrian network. Crossings are spaced approximately every 500 feet.

Amount of Sidewalk Added Per Mile of Barrier Street

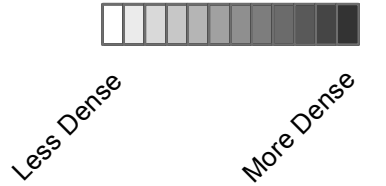
- 0.0 - 0.4 Mi
- 0.4 - 0.8 Mi
- 0.8 - 1.2 Mi
- 1.2 - 1.6 Mi
- 1.6 - 2.0 Mi

Note: These numbers reflect the potential need for sidewalk additions on both sides of the roadway.

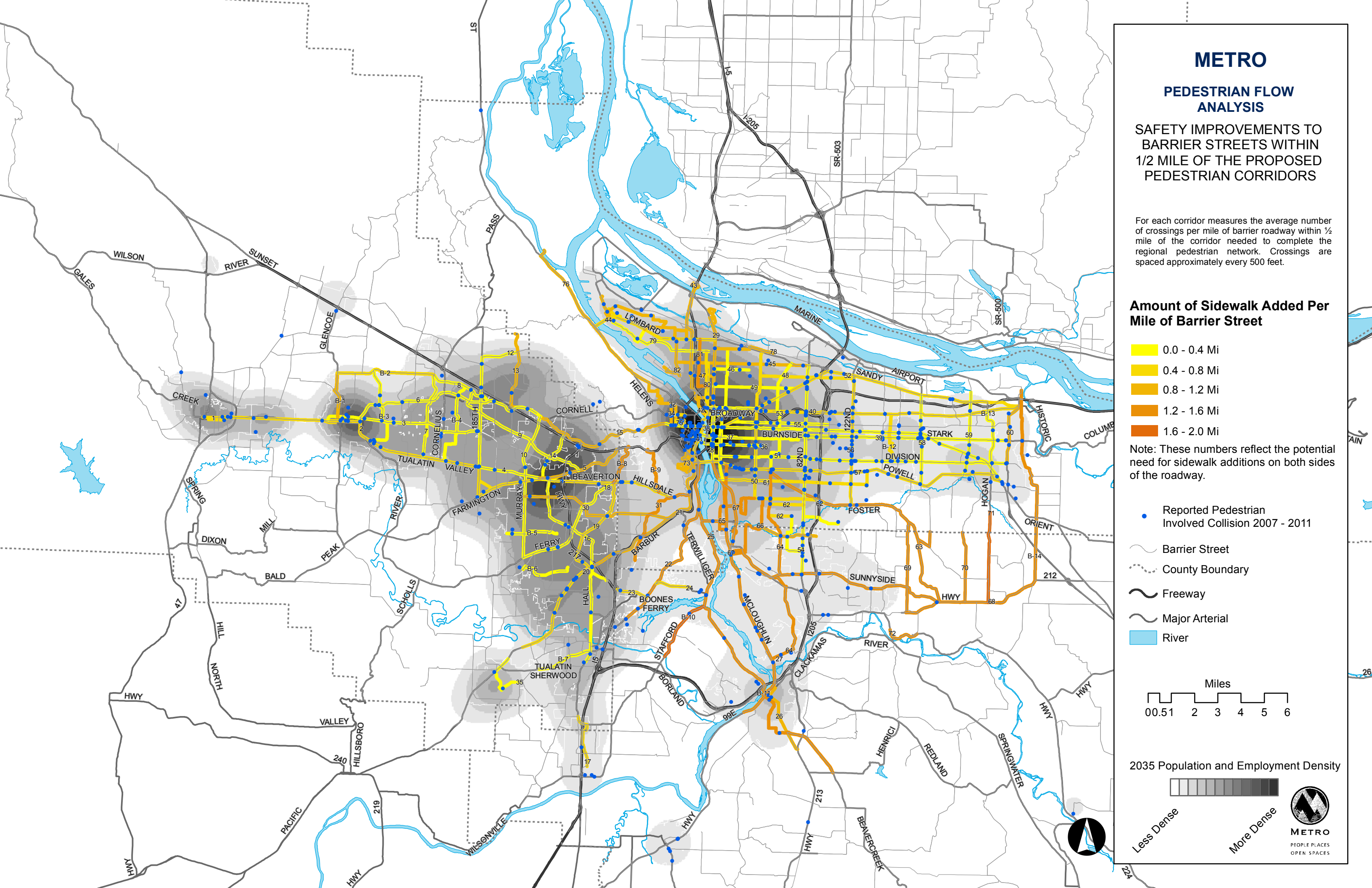
- Reported Pedestrian Involved Collision 2007 - 2011
- Barrier Street
- County Boundary
- Freeway
- Major Arterial
- River



2035 Population and Employment Density



PEOPLE PLACES OPEN SPACES



METRO

PEDESTRIAN FLOW ANALYSIS

SAFETY IMPROVEMENTS TO BARRIER STREETS WITHIN 1/2 MILE OF PROPOSED ATP TRAILS

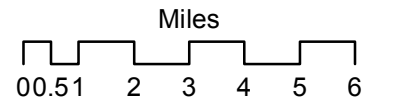
For each trail measures the average number of crossings per mile of barrier roadway within 1/2 mile of the trail needed to complete the regional pedestrian network. Crossings are spaced approximately every 500 feet and when trails intersect a barrier roadway.

Number of Crossings Added Per Mile of Barrier Street

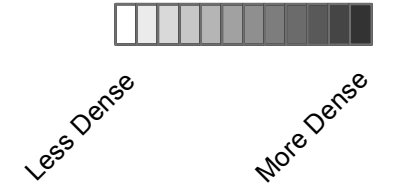
- Less than One
- One to Two
- Two to Three
- Three to Four
- More than Four

Reported Pedestrian Involved Collision 2007 - 2011

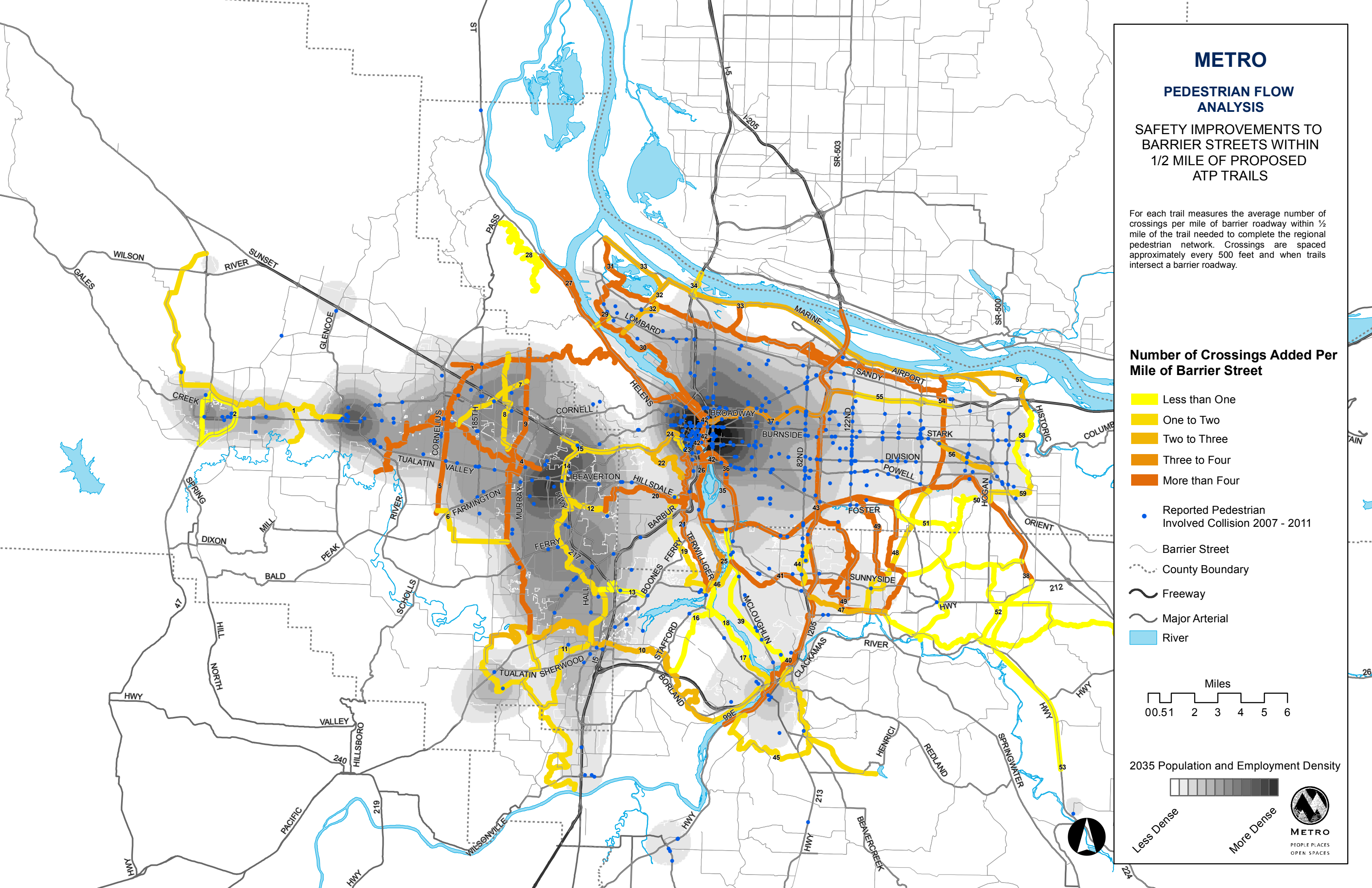
- Barrier Street
- County Boundary
- Freeway
- Major Arterial
- River



2035 Population and Employment Density



PEOPLE PLACES OPEN SPACES



METRO

PEDESTRIAN FLOW ANALYSIS

SAFETY IMPROVEMENTS TO BARRIER STREETS WITHIN 1/2 MILE OF PROPOSED ATP TRAILS

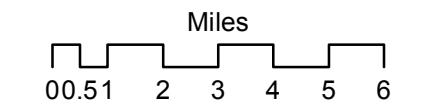
For each trail measures the average number of crossings per mile of barrier roadway within 1/2 mile of the trail needed to complete the regional pedestrian network. Crossings are spaced approximately every 500 feet and when trails

Amount of Sidewalk Added Per Mile of Barrier Street

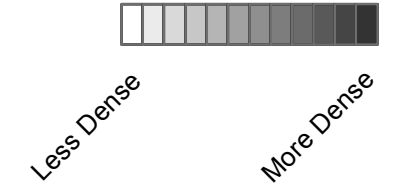
- 0.0 - 0.4 Mi
- 0.4 - 0.8 Mi
- 0.8 - 1.2 Mi
- 1.2 - 1.6 Mi
- 1.6 - 2.0 Mi

Note: These numbers reflect the potential need for sidewalk additions on both sides of the roadway.

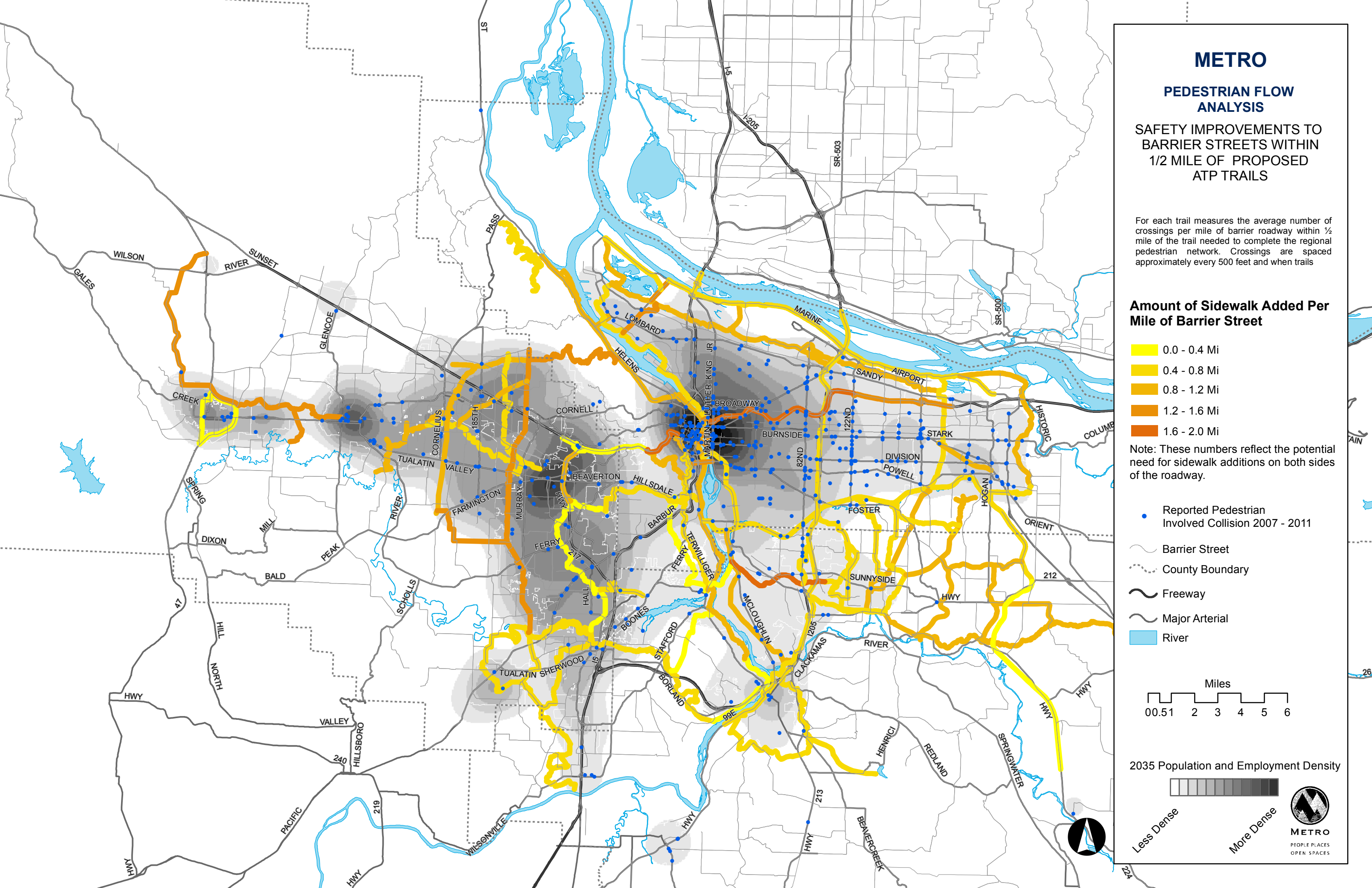
- Reported Pedestrian Involved Collision 2007 - 2011
- Barrier Street
- County Boundary
- Freeway
- Major Arterial
- River



2035 Population and Employment Density



PEOPLE PLACES OPEN SPACES



3.4 Increased Activity

3.4.1 Methodology

This criterion measures the increase in walking activity by looking at the change in the percentage and number of all walking trips made within the UGB, by sub-areas. Metro defined a set of sub-areas by which to calculate levels of walking using Metro’s transportation modeling tool. The number of trips and mode share are modeled data and are for all types of trips. The 2035 “state RTP” trips and mode share are from the 2035 transportation model that reflects investments included in the state Regional Transportation Plan project list. Note that this is different than the remainder of the Pedestrian Network Analysis found in this memo, which measures the results of a completed pedestrian network (i.e., only a subset of projects needed to complete the pedestrian network are part of the state Regional Transportation Plan project list).

Sub-areas with the greatest projected increase in *total* walking trips between 2010 and 2035 are:

- Urban Clark County (78,207), Portland Central City (76,109), North Washington Suburbs (34,765), Clackamas Eastside Suburbs (28,830) and Portland SE to I-205 (20,767).

Sub-areas with the greatest projected increase in *percentage* of walking trips between 2010 and 2035 are:

- Portland E of I-205 (20.4% increase), Portland North (11.8%), Clackamas Eastside Suburbs (11.7%), North Washington Suburbs (9.2%), and South Multnomah Suburbs (8.9%).

Table 5 – Originating walk trips and mode share by sub-area, 2010 and 2035

Subarea Name	#	2010 Trips	2010 Mode Share	2035 State RTP Trips	2035 State Mode Share
Portland Central City	1	104,757	27.04%	180,866	28.06%
Portland SW	2	22,168	7.25%	28,889	7.42%
Portland NW	3	20,497	13.16%	28,874	13.72%
Portland North	4	15,162	8.39%	23,429	9.38%
Portland NE to I-205	5	38,738	8.27%	56,026	8.96%
Portland SE to I-205	6	52,186	9.30%	72,953	9.96%
Portland E of I-205	7	22,652	5.74%	39,079	6.91%
North Washington Suburbs	8	71,249	7.14%	106,014	7.80%
Central Washington Suburbs	9	39,054	6.90%	59,784	7.47%
South Suburbs	10	49,327	7.48%	67,315	7.72%
Clackamas Eastside Suburbs	11	40,074	6.32%	68,904	7.06%
South Multnomah Suburbs	12	19,894	7.65%	33,520	8.33%
North Multnomah Suburbs	13	9,312	6.20%	13,361	6.52%
Urban Clark County	14	124,156	9.96%	202,363	9.91%
UGB Total		508,335	8.81%	785,081	9.68%
Regional (4 county area) Total		686,624	8.90%	1,097,246	9.60%

Pedestrian Flow Analysis

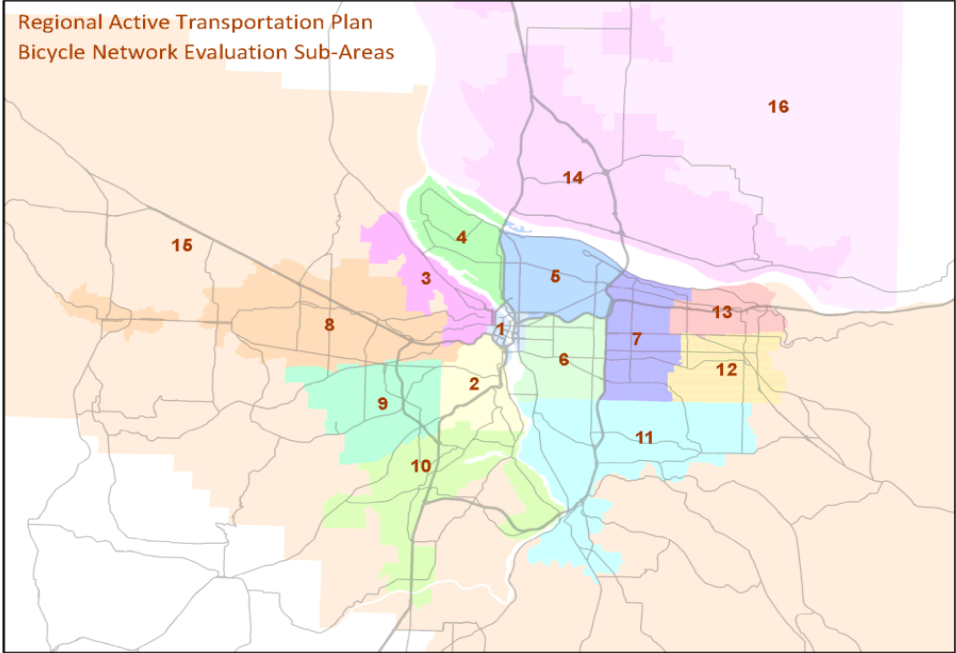


Figure 3 – Regional Active Transportation Plan bicycle network evaluation sub-areas

4 Considerations and Caveats

4.1 Access

The pedestrian analysis identifies the increase in the number of people that would be within a walkable distance of essential destinations upon completion of the pedestrian network. While this analysis is intended to aid in evaluating projects with the potential to increase walking, interpretation of the results should consider the following factors, which are explored in more detail below.

- The analysis areas (i.e. Pedestrian Districts, Corridors and Trails) are of different sizes. Thus, the total access metric (change in number of people with access to essential destinations) will tend to favor larger areas. To address this issue, the maps and tables provide two additional ‘normalized’ versions of the access metric, showing the results as a percentage of the population, as described in the Access section.
- The range of investments required to provide the estimated access benefits varies between areas. The cost per person with increased access metric, described on the following page, captures the infrastructure investment cost per person as a way to normalize the area sizes.

Total access score tends to favor larger regional pedestrian area

The regional pedestrian areas (districts, corridors and trails) considered in this analysis are not of uniform size. For example, a regional center is typically significantly larger than a station area. Figure 4 below illustrates how the total access score (change in number of people with access to essential destinations) will tend to favor larger areas. In this example, there is an opportunity to increase access for a larger percentage of the population of the smaller area, but its access score, based on the number in red, is limited by its smaller overall population.

Pedestrian Flow Analysis

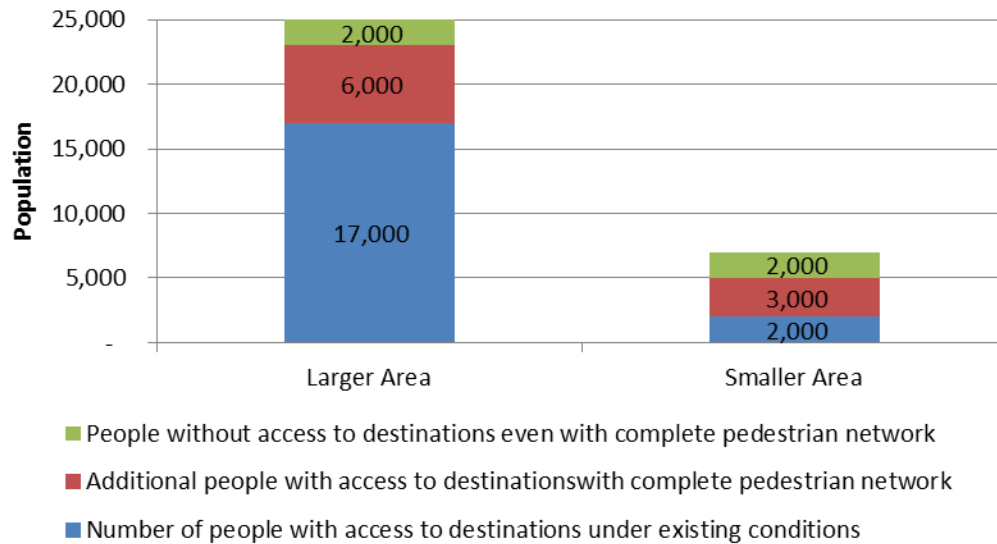


Figure 4 – Total access score is affected by the area size

The access score is insensitive to the investment cost

Related to the above, an understanding of the investment costs can make it easier to decide whether to focus on one large area or several smaller areas. Given the scarcity of funding to complete the entire regional pedestrian network, this analysis also considers the amount of investment (i.e. completed sidewalks, trails or pedestrian crossings) required.

The cost per person with increased access metric is calculated by dividing the estimated cost to provide the sidewalks, trails and crossings required to complete the pedestrian network in that area by the total increase in the number of people with access to destinations. The costs used to calculate this metric are planning level estimates only.

Figure 5 below illustrates that there are many Pedestrian Districts where access can be increased for a relatively low investment (as compared to other districts). These districts correspond to the dots bordering the left side (Y-axis) of the figure. The size of the dots in this figure indicates the size of the population in the district. There are districts of varying size and with varying concentrations of underserved populations where the potential benefit of providing increased access relative to cost is high.

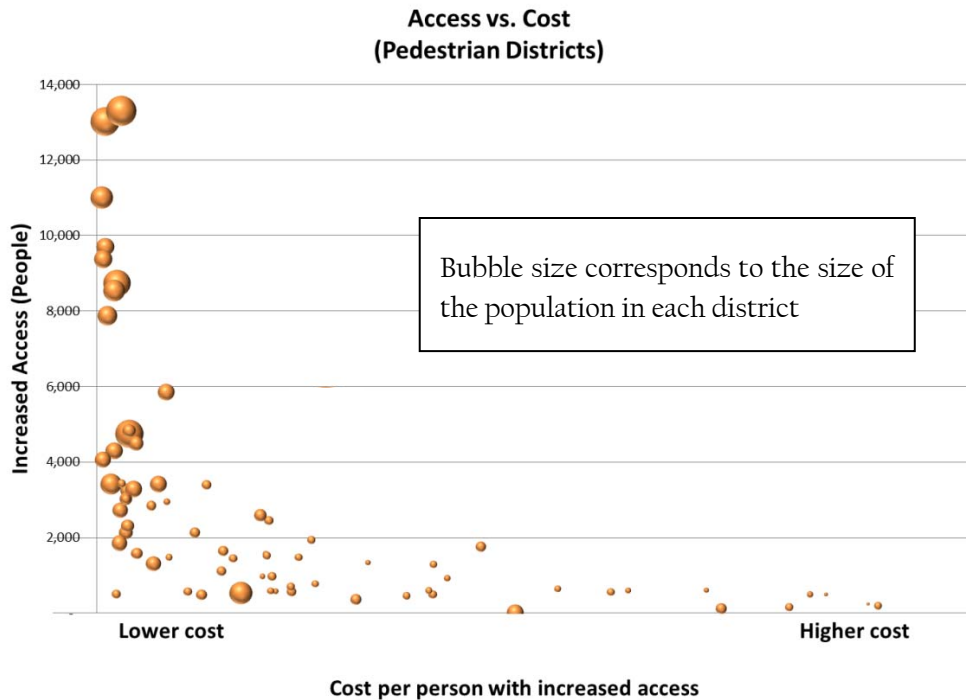


Figure 5 – Visualization of the increase in the number of people with access vs. the cost per person to provide that access.

Note that the cost per person with increased access metric considers the cost to complete the entire pedestrian network within each regional pedestrian area. The analysis is not designed to evaluate the value of individual projects, so it should be noted that there may be high value projects within areas that receive a lower score for this metric.

4.2 Equity

Some underserved populations in the region do not fall within a Pedestrian District or Corridor

There are areas across the region that have above average concentrations of underserved populations that do not fall within a regional Pedestrian District. Some of these areas fall within the ½ mile buffer around each area included in this analysis (see maps of analysis area in Appendix D) while others are served by Pedestrian Corridors. Still, some areas with underserved populations fall outside of the analysis areas considered in the Pedestrian Flow Analysis, because they are more than ½ mile from a regional pedestrian area.

4.3 Safety

The safety criteria are a proxy for the potential to reduce crashes by reducing pedestrian exposure at barrier streets (i.e. streets with high volumes and/or speeds and/or widths) through the installation of crossings and sidewalks. Both of these countermeasures have high crash reduction factors.

5 Summary Tables and Conclusions

5.1.1 Description of information in the summary tables

The results of the access, equity and safety analyses are presented in the tables found on the following pages. Each table includes the following information for each regional pedestrian area:

- Total residential and employment population within ½ mile buffer of the area
- Percent of population within walking access of essential destinations with the existing pedestrian network
- Percent of population that would gain access to essential destinations upon completion of the pedestrian network

The above information is provided as context to interpret the remainder of the tables, which are the results of the access, equity and safety criteria:

- Change in number of people with access to essential destinations (Access) – calculated for each pedestrian area.
- Cost per person with increased access (Access) – calculated by dividing the estimated cost to provide the sidewalks, trails and crossings required to complete the pedestrian network in each area by the change in number of people with access to essential destinations.
- Percentage of census tracts with an above average concentration of underserved (Equity)
- Length of sidewalk added per mile of barrier street (Safety)
- Number of crossings added per mile of barrier street (Safety)

5.1.2 Notes on interpreting the tables

This analysis has identified areas that would see the most gain in access with the completion of the pedestrian network. However, as described in the Considerations and Caveats section, the regional pedestrian areas are not of uniform size so the total change in number of people with access to essential destinations tends to favor larger areas with higher population and employment levels. Furthermore, the analysis identified that in some areas with a high access score, the cost for providing that increased access can be much higher than other areas, including ones with a lower access score.

Using cost per person with increased access identifies those areas that seem to offer the greatest ‘bang for the buck’ in terms of increasing walking access to destinations relative to the required investment in walking facilities. Areas that score well in this regard are of varying size.

The equity metric identifies those areas where improved access would serve higher proportions of historically underserved populations. The areas with the most to gain in terms of safety due to completion of the network on barrier streets are identified in the last two columns of the tables below.

5.1.3 Results

The table on the following page (Top Districts, Corridors and Trails) identifies the regional pedestrian areas that score well across multiple metrics:

- The tables identify areas that score 3 or above in each of the following metrics: Access, Cost per Person with Increased Access, and Equity.^{11,12}
- The table identifies the top 66 out of a total of 214 pedestrian areas:
 - 21 of 73 pedestrian districts
 - 26 of 82 pedestrian corridors
 - 19 of 59 pedestrian trails

5.1.4 Conclusion

The analyses summarized on the following pages provide Metro and its regional partners with a variety of information to help make informed decisions about pedestrian investments as part of the Regional Active Transportation Plan. This analysis also serves as a ‘tool’ that Metro and regional partners can use in the future (i.e., the access, equity and safety results can be filtered or sorted in different ways based on changing priorities).

Metro and the Stakeholder Advisory Committee’s recommendations on how to prioritize investments will be based on identifying areas where the most people gain the most access to essential destinations, considering areas with underserved populations and costs. Those areas that provide the most access to the most people, reduce barriers to safer travel and improve the pedestrian network in areas with underserved populations should be prioritized first.

¹¹ Note that for trails, the costs per person with increase access threshold is 2 or above, reflecting the relatively higher cost of providing trails.

¹² The safety metrics are not explicitly included in this filtering exercise. As described in the Considerations and Caveats section, while the access and equity metrics are more concrete (i.e., the number of people with improved walking access and concentrations of underserved populations), the safety metrics are a proxy for improved safety based on improvements made to barrier streets. The safety metrics are provided in the tables to illustrate the potential safety benefits of pedestrian improvements in each area.

Top Districts, Corridors and Trails

				Access	Equity	Safety			
#	NAME	Total Population (including 1/2 mile buffer)	% of Population with Access (Existing Conditions)	% of Population with Increased Access	Access Score (higher score = more people with access)	Cost per Person with Increased Access (higher score = lower cost)	% of Census Tracts with Above Average Underserved Populations	New sidewalks per mile of barrier streets (higher score = greater potential safety benefit)	New crossings per mile of barrier streets (higher score = greater potential safety benefit)
Pedestrian Districts									
1	Forest Grove	22,062	>80%	10%	3	4	4	1	1
2	Cornelius	21,720	41-60%	15%	4	4	5	1	1
9	Elmonica	27,972	61-80%	10%	4	5	4	1	2
10	Merlo Rd	34,038	41-60%	13%	4	5	5	1	3
11	Beaverton Creek	39,057	41-60%	24%	5	5	5	1	3
12	Millikan Way	60,378	61-80%	18%	5	5	5	1	2
13	Aloha	34,710	61-80%	9%	4	4	5	1	1
14	Beaverton	98,679	>80%	5%	4	4	5	1	2
24	King City	19,347	41-60%	12%	3	4	3	1	2
41	Overlook	13,105	61-80%	16%	3	3	3	2	2
56	Parkrose	7,196	41-60%	21%	3	3	3	1	2
57	Gateway	34,170	61-80%	17%	5	4	4	1	2
58	Division St	11,070	41-60%	26%	4	4	5	2	2
59	Powell Blvd	11,543	61-80%	14%	3	3	5	2	2
62	Fuller Rd	7,792	41-60%	19%	3	3	3	1	3
63	Clackamas	33,230	21-40%	10%	4	4	3	1	3
64	122nd Ave	10,888	61-80%	28%	4	4	4	1	2
65	148th Ave	8,259	41-60%	42%	4	5	5	1	3
66	Rockwood	24,394	41-60%	18%	4	4	5	1	3
67	Gresham	27,349	>80%	5%	3	4	4	1	2
69	Troutdale	7,623	41-60%	20%	3	3	3	2	1
Pedestrian Corridors									
1	Forest Grove to Cornelius	113,772	>80%	5%	4	4	5	1	1
2	Hillsboro to Aloha	84,537	61-80%	10%	4	4	5	1	2
3	Hillsboro TC to Willow Creek	115,131	41-60%	5%	3	4	5	1	1
4	Aloha to Beaverton	121,878	>80%	9%	5	5	5	1	2
5	Beaverton to Hwy 26	101,179	61-80%	7%	4	4	3	1	2
6	Hillsboro to Cedar Mill	202,857	61-80%	9%	5	5	4	1	2
11	Aloha to Hillsdale	166,563	61-80%	11%	5	4	3	1	2
12	SW 185th Ave. to PCC	125,478	41-60%	6%	4	4	3	1	2
14	SW Cedar Hills Blvd.	78,990	61-80%	7%	3	4	4	1	1
16	Beaverton to Tualatin (Hall B	273,493	61-80%	8%	5	5	4	1	2
23	Kruse Way	34,713	41-60%	16%	3	4	3	1	1
38	Burnside Portland to Gresham	312,688	>80%	4%	5	4	4	1	2
39	Stark	73,235	61-80%	17%	5	4	4	1	3
40	Halsey St.	63,837	41-60%	11%	4	3	3	1	2
45	Killingsworth	28,675	61-80%	11%	3	3	3	1	1
48	Prescott	20,567	61-80%	18%	3	3	3	1	3
51	Division	86,776	61-80%	11%	4	4	4	1	3
52	Sandy Blvd.	98,441	61-80%	10%	4	3	3	1	3

Top Districts, Corridors and Trails

Access	Equity	Safety
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#	NAME	Total Population (including 1/2 mile buffer)	% of Population with Access (Existing Conditions)	% of Population with Increased Access	Access Score (higher score = more people with access)	Cost per Person with Increased Access (higher score = lower cost)	% of Census Tracts with Above Average Underserved Populations	New sidewalks per mile of barrier streets (higher score = greater potential safety benefit)	New crossings per mile of barrier streets (higher score = greater potential safety benefit)
54	82nd Ave.	60,949	61-80%	14%	4	3	4	1	3
56	122nd Ave.	37,655	41-60%	31%	5	4	5	1	3
57	Powell Blvd	96,350	61-80%	15%	5	4	4	1	3
58	181st/182nd Ave	23,755	41-60%	15%	3	4	5	1	3
61	Holgate	39,365	61-80%	17%	4	4	4	1	3
82	Swan Island to St John's Brid	25,530	61-80%	16%	3	3	3	1	3
B-4	SW 206th	60,936	41-60%	7%	4	4	3	1	2
B-12	SE 155th/Milmain	13,510	41-60%	35%	3	4	5	1	3
Regional Trails									
1	Council Creek Trail	81,954	41-60%	3%	3	2	5	2	2
2	Highway 47 Trail	34,956	61-80%	12%	4	3	5	1	1
4	Beaverton Creek Trail	123,540	61-80%	14%	5	5	5	1	5
5	Pearl-Keeler Powerline Trail	36,132	21-40%	18%	4	4	3	2	5
8	Waterhouse Trail	94,353	41-60%	4%	3	4	3	1	2
9	Westside Trail	154,942	41-60%	8%	5	4	3	2	5
12	Fanno Creek Greenway	167,470	41-60%	14%	5	5	3	1	2
13	Kruse Way Path	52,761	41-60%	9%	4	4	3	1	1
14	Highway 217 Trail	91,560	41-60%	10%	5	5	5	2	2
26	Southwest Portland Willamette Greenway Trail	116,376	>80%	3%	3	3	3	2	5
31	Columbia Slough Trail	59,332	21-40%	16%	5	2	5	2	5
38	Springwater Corridor	37,821	41-60%	23%	5	3	3	1	5
42	Willamette River Bridges	125,860	>80%	2%	3	2	3	2	5
43	I-205 Corridor	92,962	41-60%	21%	5	3	4	1	5
44	Phillips Creek Trail	23,165	41-60%	17%	3	4	3	1	2
48	East Buttes Power Line Corridor Trail	12,515	21-40%	15%	3	2	3	2	2
49	Mt. Scott/Scouter Mountain Trails	44,174	21-40%	9%	4	2	4	1	5
54	Gresham / Fairview Trail	19,073	21-40%	13%	3	3	5	1	5
55	I-84 Bike Path	20,443	0-20%	9%	3	3	3	2	2

Regional Pedestrian Districts

District #	NAME	Total Population (including 1/2 mile buffer)	% of Population with Access (Existing Conditions)	% of Population with Increased Access	Access Score (higher score = more people with access)	Cost per Person with Increased Access (higher score = lower cost)	% of Census Tracts with Above Average Underserved Populations	New sidewalks per mile of barrier streets (higher score = greater potential safety benefit)	New crossings per mile of barrier streets (higher score = greater potential safety benefit)
								1	2
1	Forest Grove	22,062	>80%	10%	3	4	4	1	1
2	Cornelius	21,720	41-60%	15%	4	4	5	1	1
3	Hillsboro	61,815	>80%	1%	1	3	5	1	1
4	Hillsboro Airport	33,096	0-20%	0%	1	2	4	1	1
5	Orenco	37,107	41-60%	26%	5	5	1	1	2
6	Tanasbourne	89,115	61-80%	10%	5	5	1	1	2
7	Bethany	13,932	61-80%	4%	1	3	3	1	3
8	Willow Creek	15,357	41-60%	10%	3	4	2	1	2
9	Elmonica	27,972	61-80%	10%	4	5	4	1	2
10	Merlo Rd	34,038	41-60%	13%	4	5	5	1	3
11	Beaverton Creek	39,057	41-60%	24%	5	5	5	1	3
12	Millikan Way	60,378	61-80%	18%	5	5	5	1	2
13	Aloha	34,710	61-80%	9%	4	4	5	1	1
14	Beaverton	98,679	>80%	5%	4	4	5	1	2
15	Cedar Mill	44,538	41-60%	18%	5	5	2	1	1
16	Sunset Transit	55,584	41-60%	15%	5	5	1	1	1
17	Raleigh Hills	20,437	61-80%	24%	5	4	1	1	3
18	Washington Square	101,307	61-80%	13%	5	5	2	1	3
19	Murray/Scholls	28,509	61-80%	7%	3	5	1	1	2
20	Tigard	113,124	41-60%	12%	5	5	2	1	2
21	West Portland	9,190	41-60%	27%	4	3	1	2	1
22	Hillsdale	7,605	61-80%	26%	3	3	1	2	4
23	Washington Park	3,147	21-40%	20%	2	2	1	2	3
24	King City	19,347	41-60%	12%	3	4	3	1	2
25	Lake Grove	10,734	41-60%	32%	4	3	1	1	1
26	Lake Oswego	7,362	>80%	8%	1	2	2	2	3
27	Sherwood	18,564	61-80%	16%	4	4	2	1	2
28	Tualatin	53,702	41-60%	6%	4	5	2	1	1
29	Wilsonville	8,387	41-60%	7%	2	3	1	1	1
30	Wilsonville	9,757	41-60%	5%	1	5	2	1	1
31	West Linn	4,578	21-40%	11%	1	2	1	2	1
32	West Linn	5,580	61-80%	12%	2	2	2	1	4
33	Oregon City	13,008	41-60%	14%	3	2	2	2	2
34	Gladstone	3,734	61-80%	16%	2	3	2	1	1
35	Park Ave P&R	5,079	21-40%	58%	4	4	1	1	5
36	Millwaukie	17,625	61-80%	15%	4	3	2	2	5
37	Tacoma P&R	5,191	61-80%	29%	3	4	2	1	3
38	Bybee Blvd	5,141	61-80%	11%	2	3	1	2	2
39	Holgate	10,530	>80%	6%	2	3	2	1	2
40	Portland	348,066	>80%	2%	5	2	2	1	3
41	Overlook	13,105	61-80%	16%	3	3	3	2	2
42	Prescott	8,966	>80%	11%	2	3	4	2	1
43	Killingsworth	8,313	>80%	6%	1	2	3	1	1
44	Rosa Parks	7,737	>80%	2%	1	2	2	1	1
45	Lombard	7,641	>80%	9%	2	3	2	1	1

Regional Pedestrian Districts

District #	NAME
46	Kenton
47	Delta Park/Vanport
48	Expo Center
49	Hayden Island
50	Hollywood
51	60th Ave
52	82nd Ave
53	Portland Airport
54	Mt Hood Ave
55	Cascades
56	Parkrose
57	Gateway
58	Division St
59	Powell Blvd
60	Lents
61	Flavel St
62	Fuller Rd
63	Clackamas
64	122nd Ave
65	148th Ave
66	Rockwood
67	Gresham
68	Fairview
69	Troutdale
70	Pleasant Valley
71	Happy Valley
72	Damascus
98	St. Johns
99	Hawthorn Farm

Total Population (including 1/2 mile buffer)	% of Population with Access (Existing Conditions)	% of Population with Increased Access
5,761	>80%	10%
1,803	21-40%	28%
3,512	21-40%	38%
3,675	21-40%	43%
12,979	>80%	3%
13,173	>80%	1%
6,228	>80%	13%
961	0-20%	13%
4,569	41-60%	20%
6,420	21-40%	20%
7,196	41-60%	21%
34,170	61-80%	17%
11,070	41-60%	26%
11,543	61-80%	14%
6,693	>80%	7%
3,619	41-60%	27%
7,792	41-60%	19%
33,230	21-40%	10%
10,888	61-80%	28%
8,259	41-60%	42%
24,394	41-60%	18%
27,349	>80%	5%
11,092	21-40%	10%
7,623	41-60%	20%
1,184	0-20%	21%
7,345	21-40%	3%
4,024	0-20%	15%
3,939	>80%	0%
30,078	21-40%	14%

Access	Equity	Safety		
Access Score (higher score = more people with access)	Cost per Person with Increased Access (higher score = lower cost)	% of Census Tracts with Above Average Underserved Populations	New sidewalks per mile of barrier streets (higher score = greater potential safety benefit)	New crossings per mile of barrier streets (higher score = greater potential safety benefit)
2	2	2	2	1
1	2	2	2	2
3	2	2	2	4
3	3	2	2	5
1	2	1	1	3
1	2	1	1	4
2	3	3	1	4
1	1	1	1	1
2	2	1	2	1
2	2	1	2	2
3	3	3	1	2
5	4	4	1	2
4	4	5	2	2
3	3	5	2	2
1	2	5	1	4
2	3	4	1	5
3	3	3	1	3
4	4	3	1	3
4	4	4	1	2
4	5	5	1	3
4	4	5	1	3
3	4	4	1	2
11,092	3	4	1	1
3	3	3	2	1
1	2	4	2	4
1	2	3	2	3
2	2	2	3	2
1	1	3	1	5
4	5	1	1	1

Regional Pedestrian Corridors

		Access	Equity	Safety					
Corridor #	Name	Total Population (including 1/2 mile buffer)	% of Population with Access (Existing Conditions)	% of Population with Increased Access	Access Score (higher score = more people with access)	Cost per Person with Increased Access (higher score = lower cost)	% of Census Tracts with Above Average Underserved Populations	New sidewalks per mile of barrier streets (higher score = greater potential safety benefit)	New crossings per mile of barrier streets (higher score = greater potential safety benefit)
2	Hillsboro to Aloha	84,537	61-80%	10%	4	4	5	1	2
3	Hillsboro TC to Willow Creek	115,131	41-60%	5%	3	4	5	1	1
4	Aloha to Beaverton	121,878	>80%	9%	5	5	5	1	2
5	Beaverton to Hwy 26	101,179	61-80%	7%	4	4	3	1	2
6	Hillsboro to Cedar Mill	202,857	61-80%	9%	5	5	4	1	2
7	HWY 8 to Orenco	76,776	21-40%	13%	4	5	1	1	2
8	Orenco to Tanasbourne	96,312	41-60%	6%	5	5	1	1	2
9	Tanasbourne to Beaverton	152,175	61-80%	7%	5	5	2	1	2
10	Murray Scholls to Cedar Mill	113,295	61-80%	13%	5	5	2	1	2
11	Aloha to Hillsdale	166,563	61-80%	11%	5	4	3	1	2
12	SW 185th Ave. to PCC	125,478	41-60%	6%	4	4	3	1	2
13	NW Bethany Blvd.	51,054	41-60%	6%	3	4	2	1	3
14	SW Cedar Hills Blvd.	78,990	61-80%	7%	3	4	4	1	1
15	Cedar Mill to Portland	168,687	61-80%	7%	5	4	2	1	1
16	Beaverton to Tualatin (Hall B)	273,493	61-80%	8%	5	5	4	1	2
17	SW Parkway Ave to Wilsonville	32,778	21-40%	14%	3	4	1	1	1
18	Murray Scholls to Raleigh Hill	108,975	61-80%	9%	4	5	2	1	2
19	SW Oleson Rd./SW Greenburg Rd	117,517	61-80%	16%	5	5	2	1	3
20	Sherwood to Tigard	94,362	41-60%	15%	5	5	2	1	2
21	Barbur Blvd.	194,722	61-80%	7%	5	3	2	1	3
22	Boones Ferry	21,751	41-60%	30%	4	3	2	2	4
23	Kruse Way	34,713	41-60%	16%	3	4	3	1	1
24	Country Club Road	5,348	21-40%	23%	2	2	2	1	2
25	Hwy 43 - Portland to Oregon C	48,452	61-80%	12%	3	2	2	2	4
26	Molalla Ave	18,467	41-60%	18%	3	3	2	1	3
27	McLoughlin Blvd.	53,255	61-80%	21%	5	3	1	2	4
28	SE Grand Ave	81,982	>80%	3%	2	3	2	1	4
29	Martin Luther King Blvd.	66,018	>80%	3%	2	2	3	1	2
30	Beaverton to Barbur Blvd.	73,540	41-60%	12%	4	4	2	1	2
31	Capitol Hwy	25,688	61-80%	19%	3	3	1	2	3
32	NW 23rd Ave.	114,062	>80%	1%	1	3	2	1	1
33	NW 21st Ave.	128,780	>80%	1%	2	3	2	1	1
34	NW Lovejoy	126,076	>80%	0%	1	2	2	1	1
35	Sherwood	29,310	41-60%	11%	3	4	2	1	1
36	Hawthorne Blvd.	117,820	>80%	1%	1	2	2	1	3
37	Belmont St.	102,314	>80%	0%	1	2	2	1	3
38	Burnside Portland to Gresham	312,688	>80%	4%	5	4	4	1	2
39	Stark	73,235	61-80%	17%	5	4	4	1	3
40	Halsey St.	63,837	41-60%	11%	4	3	3	1	2
41	Naito Parkway	147,409	>80%	2%	2	2	3	1	3
42	Weidler	70,928	>80%	2%	2	3	2	1	2
43	Interstate Ave	88,475	>80%	5%	3	2	2	1	2
44	Lombard	22,512	61-80%	3%	1	2	3	1	3
45	Killingsworth	28,675	61-80%	11%	3	3	3	1	1
46	Alberta	10,271	>80%	0%	1	1	4	1	2
47	Going St.	13,155	>80%	8%	1	3	3	1	1
48	Prescott	20,567	61-80%	18%	3	3	3	1	3
49	Fremont	20,308	>80%	3%	1	4	2	1	3
50	Cesar Chavez Blvd	40,505	>80%	6%	2	3	2	1	3
51	Division	86,776	61-80%	11%	4	4	4	1	3
52	Sandy Blvd.	98,441	61-80%	10%	4	3	3	1	3
53	Cully	29,393	>80%	2%	1	2	2	1	3
54	82nd Ave.	60,949	61-80%	14%	4	3	4	1	3
55	Glisan	50,241	>80%	5%	2	3	3	1	3
56	122nd Ave.	37,655	41-60%	31%	5	4	5	1	3
57	Powell Blvd	96,350	61-80%	15%	5	4	4	1	3
58	181st/182nd Ave	23,755	41-60%	15%	3	4	5	1	3

Regional Pedestrian Corridors

Corridor #	Name	Total Population (including 1/2 mile buffer)	% of Population		Access Score (higher score = more people with access)	Cost per Person with Increased Access (higher score = lower cost)	% of Census Tracts with Above Average Underserved Populations	New sidewalks per mile of barrier streets (higher score = greater potential safety benefit)	New crossings per mile of barrier streets (higher score = greater potential safety benefit)
			with Access (Existing Conditions)	% of Population with Increased Access					
59	Fairview to Gresham	29,382	41-60%	6%	2	3	4	1	2
60	Troutdale to Gresham	15,125	61-80%	8%	2	2	3	1	2
61	Holgate	39,365	61-80%	17%	4	4	4	1	3
62	Woodstock	16,197	>80%	12%	2	3	3	1	4
63	Portland to Damascus	30,025	41-60%	10%	3	2	4	2	3
64	Portland to Oregon City	28,997	41-60%	24%	4	3	2	2	3
65	Tacoma St.	5,791	61-80%	18%	1	3	1	2	4
66	Johnson Creek Blvd.	10,631	21-40%	36%	3	3	2	2	5
67	Milwaukie to Clackamas TC	61,038	61-80%	13%	4	3	2	2	3
68	Clackamas TC to Damascus	41,320	21-40%	10%	3	2	3	2	3
69	SE 172nd	6,716	0-20%	4%	1	1	3	2	2
70	SE 222nd Dr	3,490	0-20%	3%	1	1	2	2	2
71	SE 242nd Ave	4,628	0-20%	9%	1	1	3	3	3
72	Clackamas Hwy	663	0-20%	20%	1	1	3	2	2
73	OHSU Loop	71,424	61-80%	3%	2	2	2	1	3
74	NW Everett	134,311	>80%	0%	1	1	2	1	1
75	NW Gleason	141,691	>80%	0%	1	1	2	1	1
76	NW Portland to Sauvie Island	52,810	61-80%	4%	2	2	1	2	3
77	12th and 11th couplet	105,308	>80%	2%	2	2	2	1	3
78	52nd to MLK via Columbia	11,123	41-60%	14%	2	3	4	1	1
79	Rosa Parks Lombard	24,025	61-80%	2%	1	2	3	1	3
80	Vancouver/Williams	66,876	>80%	1%	1	2	4	1	2
81	Mississippi/Albina	26,343	>80%	7%	2	3	3	2	1
82	Swan Island to St John's Brid	25,530	61-80%	16%	3	3	3	1	3
B-1	N 1st Ave.	37,251	>80%	3%	2	4	4	1	1
B-10	SW Stafford Rd.	5,474	61-80%	16%	1	2	1	3	1
B-11	5th/Warner Milne/Beavercreek Rd.	19,211	41-60%	21%	3	3	2	2	2
B-12	SE 155th/Milmain	13,510	41-60%	35%	3	4	5	1	3
B-13	SE 242nd/SE Hogan	20,095	41-60%	6%	2	3	5	1	1
B-14	Sandy River to Springwater Connection	11,275	21-40%	9%	2	1	2	2	1
B-2	NW Evergreen	92,202	0-20%	3%	3	4	2	1	1
B-3	NE 25th/SE 32nd	57,810	21-40%	0%	1	3	5	1	1
B-4	SW 206th	60,936	41-60%	7%	4	4	3	1	2
B-5	SW Brockman/SW Beard	22,950	41-60%	2%	1	5	1	1	2
B-6	SW Walnut	23,415	41-60%	4%	2	4	1	1	2
B-7	SW Tualatin Sherwood Rd.	49,440	41-60%	2%	2	4	2	1	1
B-8	SW Scholls Ferry Rd.	17,218	41-60%	22%	3	4	1	2	2
B-9	SW Dosch Rd.	4,700	21-40%	32%	2	2	1	2	5

Note - Corridors identified with a "B" are potential new regional bicycle parkways. All regional bicycle parkways are also regional pedestrian corridors.

Regional Trails

Trail #	Name	Total Population (including 1/2 mile buffer)	% of Population with Access (Existing Conditions)	% of Population with Increased Access
1	Council Creek Trail	81,954	41-60%	3%
2	Highway 47 Trail	34,956	61-80%	12%
3	Rock Creek Trail	133,845	21-40%	8%
4	Beaverton Creek Trail	123,540	61-80%	14%
5	Pearl-Keeler Powerline Trail	36,132	21-40%	18%
6	Cooper Mountain Trail	20,730	0-20%	1%
7	Bronson Creek Greenway	70,365	61-80%	10%
8	Waterhouse Trail	94,353	41-60%	4%
9	Westside Trail	154,942	41-60%	8%
10	Tualatin River Greenway Trail	82,489	21-40%	9%
11	Ice Age Tonquin Trail	144,125	21-40%	8%
12	Fanno Creek Greenway	167,470	41-60%	14%
13	Kruse Way Path	52,761	41-60%	9%
14	Highway 217 Trail	91,560	41-60%	10%
15	Hwy 26 Bike Path/Sunset Transit Center Trail	68,013	21-40%	15%
16	River to River Trail	2,805	21-40%	27%
17	Lake Oswego to West Linn Trail	8,726	41-60%	9%
18	Lake Oswego Willamette River Greenway Trail	10,366	61-80%	13%
19	Hillsdale to Lake Oswego Trail	13,892	61-80%	16%
20	Red Electric Trail	29,634	61-80%	20%
21	Terwilliger Trail	60,227	61-80%	5%
22	Marquam Trail	23,726	0-20%	4%
23	I-405 Trail	52,644	>80%	1%
24	Goose Hollow Trail	59,910	>80%	1%
25	Portland to Lake Oswego Willamette Greenway Trail	9,864	61-80%	11%
26	Southwest Portland Willamette Greenway Trail	116,376	>80%	3%
27	Northwest Portland Willamette Greenway Trail	76,669	61-80%	5%
28	Wildwood Trail	203	0-20%	2%
29	St. Johns Bridge Trail	3,081	>80%	0%
30	North Portland Willamette Greenway	71,315	61-80%	7%
31	Columbia Slough Trail	59,332	21-40%	16%
32	Peninsula Crossing Trail	4,531	61-80%	6%
33	Marine Drive Trail	40,959	0-20%	11%
34	I-5 BridgeTrail	2,693	41-60%	36%
35	Southeast Portland Willamette Greenway	84,657	>80%	2%
36	Milwaukie LRT Trail	34,434	>80%	11%
37	Sullivan's Gulch Trail	84,672	>80%	3%
38	Springwater Corridor	37,821	41-60%	23%
39	Trolley Trail	25,432	61-80%	29%
40	Clackamas River Greenway Trail	2,288	61-80%	11%
41	North Clackamas Greenway	30,213	21-40%	13%
42	Willamette River Bridges	125,860	>80%	2%

Access		Equity		Safety	
Access Score (higher score = more people with access)	Cost per Person with Increased Access (higher score = lower cost)	% of Census Tracts with Above Average Underserved Populations	New sidewalks per mile of barrier streets (higher score = greater potential safety benefit)	New crossings per mile of barrier streets (higher score = greater potential safety benefit)	
3	2	5	2	2	
4	3	5	1	1	
5	4	2	2	5	
5	5	5	1	5	
4	4	3	2	5	
1	1	2	2	2	
4	5	2	2	2	
3	4	3	1	2	
5	4	3	2	5	
5	3	2	1	3	
5	4	2	1	2	
5	5	3	1	2	
4	4	3	1	1	
5	5	5	2	2	
5	4	1	1	2	
2	2	2	1	1	
2	2	1	1	2	
2	2	2	2	1	
3	2	1	1	2	
4	3	1	1	5	
3	2	1	1	5	
2	2	1	2	3	
1	1	3	2	2	
1	1	2	2	3	
2	2	2	2	4	
3	3	3	2	5	
3	3	2	2	5	
1	1	1	1	1	
1	1	1	2	2	
4	3	2	1	5	
5	2	5	2	5	
1	2	4	2	3	
4	2	2	1	3	
2	2	2	1	2	
2	2	2	1	1	
4	3	1	1	5	
3	2	2	3	4	
5	3	3	1	5	
4	4	2	2	1	
1	2	3	2	1	
4	3	2	3	5	
3	2	3	2	5	

Regional Trails

Trail #	Name	Total Population (including 1/2 mile buffer)	% of Population with Access (Existing Conditions)	% of Population with Increased Access
43	I-205 Corridor	92,962	41-60%	21%
44	Phillips Creek Trail	23,165	41-60%	17%
45	Oregon City Loop	19,077	21-40%	24%
46	Lake Oswego to Milwaukie Trail	7,201	61-80%	19%
47	Sunrise MultiUse Path	16,098	0-20%	3%
48	East Buttes Power Line Corridor Trail	12,515	21-40%	15%
49	Mt. Scott/Scouter Mountain Trails	44,174	21-40%	9%
50	Gresham Butte Saddle Trails	5,409	0-20%	2%
51	Kelley Creek Trail	3,814	0-20%	10%
52	Damascus Trails	11,453	0-20%	7%
53	Cazadero Trail	1,707	0-20%	4%
54	Gresham / Fairview Trail	19,073	21-40%	13%
55	I-84 Bike Path	20,443	0-20%	9%
56	MAX Path	26,201	>80%	4%
57	Sandy River Connections	5,714	0-20%	0%
58	Beaver Creek Canyon Trail	9,060	41-60%	15%
59	Kelly Creek Greenway Trails	8,564	21-40%	12%

Access		Equity		Safety	
Access Score (higher score = more people with access)	Cost per Person with Increased Access (higher score = lower cost)	% of Census Tracts with Above Average Underserved Populations	New sidewalks per mile of barrier streets (higher score = greater potential safety benefit)	New crossings per mile of barrier streets (higher score = greater potential safety benefit)	
5	3	4	1	5	
3	4	3	1	2	
4	2	1	1	2	
2	3	2	1	2	
1	1	3	1	3	
3	2	3	2	2	
4	2	4	1	5	
1	1	2	2	1	
1	1	3	1	1	
2	1	2	2	1	
1	1	2	1	1	
3	3	5	1	5	
3	3	3	2	2	
2	4	5	2	3	
1	1	2	2	3	
2	2	2	1	1	
2	2	2	1	2	

6 Appendix A – Access Criteria Results

Regional Pedestrian Districts

Higher score = greater increase in the number of people with access to this destination type

District #	NAME	Retail	Health	Transit	Parks	Food	Civic	Total
1	Forest Grove	3	4	4	2	4	3	3
2	Cornelius	3	4	4	3	5	5	4
3	Hillsboro	1	2	2	3	1	1	1
4	Hillsboro Airport	1	1	1	1	1	1	1
5	Oreco	5	5	4	5	5	5	5
6	Tanasbourne	5	5	5	5	4	5	5
7	Bethany	2	1	1	3	2	1	1
8	Willow Creek	1	5	4	2	3	1	3
9	Elmonica	4	3	4	3	5	3	4
10	Merlo Rd	4	5	5	4	4	4	4
11	Beaverton Creek	5	5	5	4	5	5	5
12	Millikan Way	5	5	5	5	5	5	5
13	Aloha	5	3	4	3	4	4	4
14	Beaverton	4	4	5	5	5	4	4
15	Cedar Mill	5	5	2	5	5	5	5
16	Sunset Transit	5	5	3	4	5	5	5
17	Raleigh Hills	4	4	5	4	5	4	5
18	Washington Square	5	5	5	5	5	5	5
19	Murray/Scholls	4	2	1	5	1	3	3
20	Tigard	5	5	5	5	5	5	5
21	West Portland	3	4	3	4	3	4	4
22	Hillsdale	4	3	2	3	4	3	3
23	Washington Park	1	1	2	3	1	2	2
24	King City	2	2	5	2	2	4	3
25	Lake Grove	5	4	1	4	4	4	4
26	Lake Oswego	1	2	2	2	2	2	1
27	Sherwood	4	5	5	4	3	4	4
28	Tualatin	4	4	1	4	4	4	4
29	Wilsonville	1	3	1	1	1	3	2
30	Wilsonville	1	2	1	1	2	2	1
31	West Linn	1	2	1	2	2	2	1
32	West Linn	1	2	2	2	2	3	2
33	Oregon City	3	3	3	4	3	4	3
34	Gladstone	2	1	3	2	2	2	2
35	Park Ave P&R	4	4	5	4	3	4	4
36	Milwaukie	4	4	3	3	4	4	4
37	Tacoma P&R	3	1	1	3	3	3	3
38	Bybee Blvd	2	3	2	2	1	1	2
39	Holgate	2	1	2	2	2	1	2
40	Portland	5	5	4	5	5	4	5
41	Overlook	4	3	3	3	4	3	3
42	Prescott	3	3	3	1	2	2	2
43	Killingsworth	2	2	2	2	1	2	1
44	Rosa Parks	2	1	1	1	1	1	1
45	Lombard	2	2	2	1	3	1	2
46	Kenton	2	2	2	2	2	2	2
47	Delta Park/Vanport	2	1	2	1	2	1	1
48	Expo Center	3	3	3	2	3	3	3
49	Hayden Island	3	3	3	3	3	3	3
50	Hollywood	1	1	1	3	2	1	1
51	60th Ave	1	1	1	2	1	1	1
52	82nd Ave	2	2	3	2	1	2	2
53	Portland Airport	1	1	2	1	1	1	1
54	Mt Hood Ave	2	1	3	1	3	3	2
55	Cascades	3	1	4	1	4	2	2
56	Parkrose	3	3	3	1	3	3	3
57	Gateway	5	5	5	5	4	5	5
58	Division St	4	4	3	4	3	4	4
59	Powell Blvd	3	4	2	3	3	3	3
60	Lents	1	1	2	3	1	1	1
61	Flavel St	2	3	3	2	2	2	2
62	Fuller Rd	3	4	3	3	3	2	3
63	Clackamas	3	4	4	4	4	5	4
64	122nd Ave	4	3	4	4	4	4	4
65	148th Ave	3	4	4	5	4	5	4
66	Rockwood	5	5	4	4	5	5	4
67	Gresham	2	2	4	3	2	3	3
68	Fairview	3	3	1	2	3	3	2
69	Troutdale	4	3	1	2	4	2	3
70	Pleasant Valley	1	2	1	1	1	2	1
71	Happy Valley	1	2	1	1	1	1	1
72	Damascus	2	2	1	1	2	2	2
98	St. Johns	1	1	1	1	1	1	1
99	Hawthorn Farm	5	4	2	4	5	5	4

Regional Pedestrian Corridors

Higher score = greater increase in the number of people with access to this destination type

Corridor #	Name	Retail	Health	Transit	Parks	Food	Civic	Total
1	Forest Grove to Cornelius	3	4	4	2	5	4	4
2	Hillsboro to Aloha	4	4	5	4	4	4	4
3	Hillsboro TC to Willow Creek	3	5	3	3	4	3	3
4	Aloha to Beaverton	5	4	5	4	5	5	5
5	Beaverton to Hwy 26	3	3	5	5	4	4	4
6	Hillsboro to Cedar Mill	5	5	4	5	5	5	5
7	HWY 8 to Orenco	5	5	3	4	5	4	4
8	Orenco to Tanasbourne	3	4	3	4	3	4	5
9	Tanasbourne to Beaverton	5	5	5	4	4	4	5
10	Murray Scholls to Cedar Mill	5	5	5	5	5	5	5
11	Aloha to Hillsdale	5	5	5	5	5	5	5
12	SW 185th Ave. to PCC	4	4	5	4	4	3	4
13	NW Bethany Blvd.	2	3	1	3	3	3	3
14	SW Cedar Hills Blvd.	4	2	3	3	4	3	3
15	Cedar Mill to Portland	5	5	3	5	5	5	5
16	Beaverton to Tualatin (Hall B	5	5	5	5	5	5	5
17	SW Parkway Ave to Wilsonville	4	4	1	2	1	4	3
18	Murray Scholls to Ralieggh Hil	3	5	5	5	4	4	4
19	SW Oleson Rd./SW Greenburg Rd	5	5	5	5	5	5	5
20	Sherwood to Tigard	5	4	5	4	5	5	5
21	Barbur Blvd.	5	5	5	5	5	5	5
22	Boones Ferry	4	4	2	4	4	4	4
23	Kruse Way	4	3	1	3	5	3	3
24	Country Club Road	1	2	1	3	1	2	2
25	Hwy 43 - Portland to Oregon C	4	3	4	3	4	3	3
26	Molalla Ave	3	3	3	2	3	2	3
27	McLoughlin Blvd.	5	5	5	5	4	5	5
28	SE Grand Ave	2	2	2	3	2	3	2
29	Martin Luther King Blvd.	2	2	2	2	2	3	2
30	Beaverton to Barbur Blvd.	3	5	3	4	4	5	4
31	Capitol Hwy	3	3	4	3	3	3	3
32	NW 23rd Ave.	1	1	2	1	2	2	1
33	NW 21st Ave.	1	3	2	2	2	2	2
34	NW Lovejoy	1	1	2	2	1	1	1
35	Sherwood	3	3	4	3	2	2	3
36	Hawthorne Blvd.	2	2	2	2	1	1	1
37	Belmont St.	1	1	2	1	1	1	1
38	Burnside Portland to Gresham	4	4	5	5	5	5	5
39	Stark	5	4	5	5	4	5	5
40	Halsey St.	4	4	4	4	4	3	4
41	Naito Parkway	4	2	3	1	3	2	2
42	Weidler	2	1	2	3	2	1	2
43	Interstate Ave	4	3	4	2	3	3	3
44	Lombard	2	2	1	1	2	1	1
45	Killingsworth	3	2	3	3	3	3	3
46	Alberta	1	1	1	1	1	1	1
47	Going St.	2	2	2	1	2	1	1
48	Prescott	3	3	4	4	3	2	3
49	Fremont	1	1	1	1	3	1	1
50	Cesar Chavez Blvd	2	2	4	2	2	3	2
51	Division	4	4	4	5	4	5	4
52	Sandy Blvd.	5	4	4	5	5	4	4
53	Cully	2	1	1	2	1	1	1
54	82nd Ave.	4	4	4	5	4	5	4
55	Gilisan	2	1	2	4	2	3	2
56	122nd Ave.	5	4	5	5	5	4	5
57	Powell Blvd	5	5	4	5	5	5	5
58	181st/182nd Ave	3	3	2	3	3	3	3
59	Fairview to Gresham	2	1	3	3	2	2	2
60	Troutdale to Gresham	3	1	2	2	2	1	2
61	Holgate	4	4	4	4	4	4	4
62	Woodstock	3	2	3	2	2	2	2
63	Portland to Damascus	2	3	3	2	3	3	3
64	Portland to Oregon City	4	4	3	4	4	4	4
65	Tacoma St.	2	1	2	2	2	2	1
66	Johnson Creek Blvd.	4	3	3	3	3	3	3
67	Milwaukie to Clackamas TC	4	4	4	5	4	4	4
68	Clackamas TC to Damascus	4	3	3	3	3	3	3
69	SE 172nd	1	2	1	1	1	1	1
70	SE 222nd Dr	1	1	1	1	1	1	1
71	SE 242nd Ave	1	1	1	1	1	2	1
72	Clackamas Hwy	1	1	1	1	1	1	1
73	OHSU Loop	4	2	2	1	3	1	2
74	NW Everett	1	1	1	1	1	1	1
75	NW Gleason	1	1	1	1	1	1	1
76	NW Portland to Sauvie Island	2	2	3	3	3	2	2
77	12th and 11th couplet	3	2	2	4	2	1	2
78	52nd to MLK via Columbia	2	2	3	2	2	2	2
79	Rosa Parks Lombard	2	1	1	1	1	2	1
80	Vancouver/Williams	2	1	2	1	1	1	1
81	Mississippi/Albina	3	2	3	2	2	2	2
82	Swan Island to St John's Brid	2	3	4	4	3	3	3
B-1	N 1st Ave.	1	2	1	3	1	2	2
B-10	SW Stafford Rd.	2	1	2	2	1	2	1
B-11	5th/Warner Milne/Beavercreek Rd.	3	4	4	2	3	3	3
B-12	SE 155th/Milmain	3	3	4	4	3	4	3
B-13	SE 242nd/SE Hogan	2	3	1	1	2	2	2
B-14	Sandy River to Springwater Connection	2	2	1	2	3	2	2

Regional Pedestrian Corridors

Higher score = greater increase in the number of people with access to this destination type

Corridor #	Name	Retail	Health	Transit	Parks	Food	Civic	Total
B-2	NW Evergreen	1	3	1	3	1	4	3
B-3	NE 25th/SE 32nd	1	1	2	1	1	1	1
B-4	SW 206th	4	5	3	3	2	3	4
B-5	SW Brockman/SW Beard	1	1	2	1	1	2	1
B-6	SW Walnut	1	2	2	2	2	2	2
B-7	SW Tualatin Sherwood Rd.	1	2	1	1	3	1	2
B-8	SW Scholls Ferry Rd.	4	3	4	2	3	3	3
B-9	SW Dosch Rd.	1	3	2	3	2	2	2

Note - Corridors identified with a "B" are potential new regional bicycle parkways. All regional bicycle parkways are also regional pedestrian corridors.

Regional Trails

Higher score = greater increase in the number of people with access to this destination type

Trail #	Name	Retail	Health	Transit	Parks	Food	Civic	Total
1	Council Creek Trail	3	3	5	3	3	2	3
2	Highway 47 Trail	3	4	4	3	4	4	4
3	Rock Creek Trail	5	5	5	5	4	5	5
4	Beaverton Creek Trail	5	5	5	5	5	5	5
5	Pearl-Keeler Powerline Trail	5	4	4	5	3	5	4
6	Cooper Mountain Trail	1	2	1	2	1	1	1
7	Bronson Creek Greenway	4	5	5	4	3	4	4
8	Waterhouse Trail	3	3	4	4	4	3	3
9	Westside Trail	5	5	5	5	5	5	5
10	Tualatin River Greenway Trail	4	4	4	5	5	4	5
11	Ice Age Tonquin Trail	5	5	4	5	5	5	5
12	Fanno Creek Greenway	5	5	5	5	5	5	5
13	Kruse Way Path	4	4	1	3	5	4	4
14	Highway 217 Trail	3	5	5	4	4	5	5
15	Hwy 26 Bike Path/Sunset Transit Center Trail	5	5	3	5	5	5	5
16	River to River Trail	2	1	2	2	2	2	2
17	Lake Oswego to West Linn Trail	1	2	2	2	2	2	2
18	Lake Oswego Willamette River Greenway Trail	2	3	3	2	2	2	2
19	Hillsdale to Lake Oswego Trail	3	2	2	3	3	3	3
20	Red Electric Trail	4	4	3	4	4	4	4
21	Terwilliger Trail	4	3	2	3	4	3	3
22	Marquam Trail	2	3	2	1	2	2	2
23	I-405 Trail	2	1	1	2	1	1	1
24	Goose Hollow Trail	2	2	2	2	1	1	1
25	Portland to Lake Oswego Willamette Greenway Trail	3	1	3	2	2	1	2
26	Southwest Portland Willamette Greenway Trail	5	2	3	3	3	3	3
27	Northwest Portland Willamette Greenway Trail	3	4	4	4	4	4	3
28	Wildwood Trail	1	1	1	1	1	1	1
29	St. Johns Bridge Trail	1	1	1	1	1	1	1
30	North Portland Willamette Greenway	2	3	5	4	4	4	4
31	Columbia Slough Trail	5	5	5	4	5	5	5
32	Peninsula Crossing Trail	1	1	2	1	1	1	1
33	Marine Drive Trail	4	4	4	3	5	3	4
34	I-5 Bridge Trail	2	1	3	2	2	2	2
35	Southeast Portland Willamette Greenway	3	2	4	1	2	3	2
36	Milwaukie LRT Trail	4	3	2	4	4	3	4
37	Sullivan's Gulch Trail	3	4	4	4	2	3	3
38	Springwater Corridor	5	5	4	5	5	4	5
39	Trolley Trail	4	4	5	5	4	5	4
40	Clackamas River Greenway Trail	1	1	2	1	1	1	1
41	North Clackamas Greenway	4	4	3	4	3	4	4
42	Willamette River Bridges	4	3	3	1	3	3	3
43	I-205 Corridor	5	5	5	5	5	5	5
44	Phillips Creek Trail	3	3	4	4	3	4	3
45	Oregon City Loop	4	4	3	3	4	4	4
46	Lake Oswego to Milwaukie Trail	2	3	3	2	2	2	2
47	Sunrise MultiUse Path	1	1	1	1	1	3	1
48	East Buttes Power Line Corridor Trail	3	3	1	3	2	3	3
49	Mt. Scott/Scouter Mountain Trails	2	4	3	4	4	4	4
50	Gresham Butte Saddle Trails	1	1	1	2	1	1	1
51	Kelley Creek Trail	1	2	1	1	1	2	1
52	Damascus Trails	2	2	1	1	2	2	2
53	Cazadero Trail	1	1	1	1	1	1	1
54	Gresham / Fairview Trail	4	3	3	3	3	3	3
55	I-84 Bike Path	3	2	2	3	2	2	3
56	MAX Path	2	2	2	3	3	2	2
57	Sandy River Connections	1	1	1	1	1	1	1
58	Beaver Creek Canyon Trail	1	2	2	2	3	2	2
59	Kelly Creek Greenway Trails	2	2	1	2	3	1	2

7 Appendix B – Equity Criteria Results

Regional Pedestrian Districts

Higher score = higher concentration of this population group

District #	NAME	Over 65	Under 18	Non-English	Low-Income	Non-White	Total
1	Forest Grove	1	5	1	5	1	4
2	Cornelius	1	5	5	5	5	5
3	Hillsboro	4	5	5	5	5	5
4	Hillsboro Airport	1	5	5	5	5	4
5	Orencia	1	1	1	1	1	1
6	Tanasbourne	1	4	1	2	1	1
7	Bethany	1	5	1	1	3	3
8	Willow Creek	2	5	1	1	1	2
9	Elmonica	2	4	4	4	5	4
10	Merlo Rd	1	5	5	5	5	5
11	Beaverton Creek	1	5	5	5	5	5
12	Millikan Way	5	3	5	5	5	5
13	Aloha	1	5	5	5	5	5
14	Beaverton	4	3	5	5	5	5
15	Cedar Mill	2	3	2	2	1	2
16	Sunset Transit	3	1	1	1	1	1
17	Raleigh Hills	2	1	1	1	1	1
18	Washington Square	3	1	2	3	2	2
19	Murray/Scholls	1	1	1	1	1	1
20	Tigard	1	1	3	3	1	2
21	West Portland	2	1	1	1	1	1
22	Hillsdale	1	1	1	1	1	1
23	Washington Park	1	3	1	1	1	1
24	King City	5	2	2	1	1	3
25	Lake Grove	5	1	1	1	1	1
26	Lake Oswego	5	1	1	1	1	2
27	Sherwood	1	5	1	1	1	2
28	Tualatin	1	2	5	2	2	2
29	Wilsonville	1	5	1	1	1	1
30	Wilsonville	4	4	4	1	1	2
31	West Linn	1	1	1	1	1	1
32	West Linn	5	2	1	2	1	2
33	Oregon City	3	3	1	2	1	2
34	Gladstone	5	1	1	4	1	2
35	Park Ave P&R	2	1	1	2	1	1
36	Milwaukie	3	1	1	4	1	2
37	Tacoma P&R	3	2	1	2	1	2
38	Bybee Blvd	2	2	1	1	1	1
39	Holgate	2	1	1	5	1	2
40	Portland	3	1	1	5	1	2
41	Overlook	2	2	3	5	3	3
42	Prescott	1	2	2	5	3	4
43	Killingsworth	1	3	1	5	3	3
44	Rosa Parks	1	3	1	4	3	2
45	Lombard	1	2	1	3	3	2
46	Kenton	1	4	1	2	2	2
47	Delta Park/Vanport	1	5	1	1	5	2
48	Expo Center	1	1	1	5	1	2
49	Hayden Island	1	1	1	5	1	2
50	Hollywood	1	1	1	1	1	1
51	60th Ave	1	1	1	2	1	1
52	82nd Ave	1	1	3	5	1	3
53	Portland Airport	1	1	1	1	1	1
54	Mt Hood Ave	1	1	1	1	1	1
55	Cascades	1	1	1	1	1	1
56	Parkrose	1	1	2	5	4	3
57	Gateway	3	2	5	5	3	4
58	Division St	4	3	5	5	5	5
59	Powell Blvd	3	5	5	5	5	5
60	Lents	3	5	5	5	5	5
61	Flavel St	1	2	5	5	4	4
62	Fuller Rd	1	1	5	5	1	3
63	Clackamas	1	2	4	5	1	3
64	22nd Ave	4	2	4	5	1	4
65	148th Ave	2	5	5	5	5	5
66	Rockwood	2	5	5	5	5	5
67	Gresham	2	5	5	5	3	4
68	Fairview	1	5	3	3	3	4
69	Troutdale	1	5	4	2	2	3

Regional Pedestrian Districts

Higher score = higher concentration of this population group

District #	NAME	Over 65	Under 18	Non-English	Low-Income	Non-White	Total
70	Pleasant Valley	1	5	5	1	1	4
71	Happy Valley	3	5	3	1	1	3
72	Damascus	4	4	1	1	1	2
98	St. Johns	1	2	1	4	5	3
99	Hawthorn Farm	1	1	1	4	1	1

Regional Pedestrian Corridors

Higher score = higher concentration of this population group

Corridor #	NAME	Over 65	Under 18	Non-English	Low-Income	Non-White	Total
1	Forest Grove to Cornelius	3	5	5	5	5	5
2	Hillsboro to Aloha	2	5	5	5	5	5
3	Hillsboro TC to Willow Creek	3	5	5	4	4	5
4	Aloha to Beaverton	1	5	5	5	5	5
5	Beaverton to Hwy 26	2	2	5	4	5	3
6	Hillsboro to Cedar Mill	2	4	5	4	3	4
7	HWY 8 to Orenco	1	2	1	2	1	1
8	Orenco to Tanasbourne	1	1	1	2	1	1
9	Tanasbourne to Beaverton	2	1	2	2	3	2
10	Murray Scholls to Cedar Mill	2	3	3	3	3	2
11	Aloha to Hillsdale	1	4	3	3	3	3
12	SW 185th Ave. to PCC	1	5	2	4	3	3
13	NW Bethany Blvd.	2	5	1	1	2	2
14	SW Cedar Hills Blvd.	4	2	5	5	5	4
15	Cedar Mill to Portland	3	2	1	1	1	2
16	Beaverton to Tualatin (Hall B	3	2	5	4	4	4
17	SW Parkway Ave to Wilsonville	1	4	1	1	1	1
18	Murray Scholls to Raliegh Hil	3	1	1	1	2	2
19	SW Oleson Rd./SW Greenburg Rd	3	1	1	2	1	2
20	Sherwood to Tigard	4	2	2	2	1	2
21	Barbur Blvd.	2	1	1	4	1	2
22	Boones Ferry	3	1	1	1	1	2
23	Kruse Way	5	2	4	4	1	3
24	Country Club Road	5	1	1	1	1	2
25	Hwy 43 - Portland to Oregon C	4	1	1	2	1	2
26	Molalla Ave	3	3	1	2	1	2
27	McLoughlin Blvd.	3	1	1	3	1	1
28	SE Grand Ave	2	1	1	5	1	2
29	Martin Luther King Blvd.	2	3	2	5	4	3
30	Beaverton to Barbur Blvd.	3	2	2	2	2	2
31	Capitol Hwy	2	1	1	1	1	1
32	NW 23rd Ave.	3	2	1	3	1	2
33	NW 21st Ave.	4	1	1	5	1	2
34	NW Lovejoy	3	1	1	4	1	2
35	Sherwood	1	5	1	1	1	2
36	Hawthorne Blvd.	2	1	1	5	1	2
37	Belmont St.	2	1	1	5	1	2
38	Burnside Portland to Gresham	3	4	4	5	2	4
39	Stark	2	4	5	5	3	4
40	Halsey St.	2	3	4	4	3	3
41	Naito Parkway	4	1	1	5	1	3
42	Weidler	2	1	1	3	1	2
43	Interstate Ave	1	2	1	5	2	2
44	Lombard	2	3	2	4	5	3
45	Killingsworth	1	2	2	5	4	3
46	Alberta	1	3	2	5	4	4
47	Going St.	1	2	2	5	4	3
48	Prescott	2	2	2	4	4	3
49	Fremont	1	1	1	4	3	2
50	Cesar Chavez Blvd	1	2	1	2	1	2
51	Division	2	4	5	5	2	4
52	Sandy Blvd.	2	3	2	4	2	3
53	Cully	2	2	1	4	2	2
54	82nd Ave.	2	2	5	5	3	4
55	Glisan	4	1	3	5	1	3
56	122nd Ave.	3	5	5	5	2	5
57	Powell Blvd	2	4	4	5	2	4
58	181st/182nd Ave	1	5	5	5	5	5
59	Fairview to Gresham	1	5	3	2	3	4
60	Troutdale to Gresham	3	5	3	5	1	3
61	Holgate	2	4	4	5	3	4
62	Woodstock	1	2	3	5	2	3
63	Portland to Damascus	2	3	4	5	2	4
64	Portland to Oregon City	2	1	2	3	1	2
65	Tacoma St.	3	2	1	1	1	1
66	Johnson Creek Blvd.	1	1	3	5	1	2
67	Milwaukie to Clackamas TC	2	1	1	3	1	2
68	Clackamas TC to Damascus	3	4	3	3	1	3
69	SE 172nd	3	5	3	1	1	3
70	SE 222nd Dr	5	1	1	1	1	2
71	SE 242nd Ave	5	3	1	1	1	3
72	Clackamas Hwy	5	5	1	1	1	3
73	OHSU Loop	3	1	1	4	1	2

Regional Pedestrian Corridors

Higher score = higher concentration of this population group

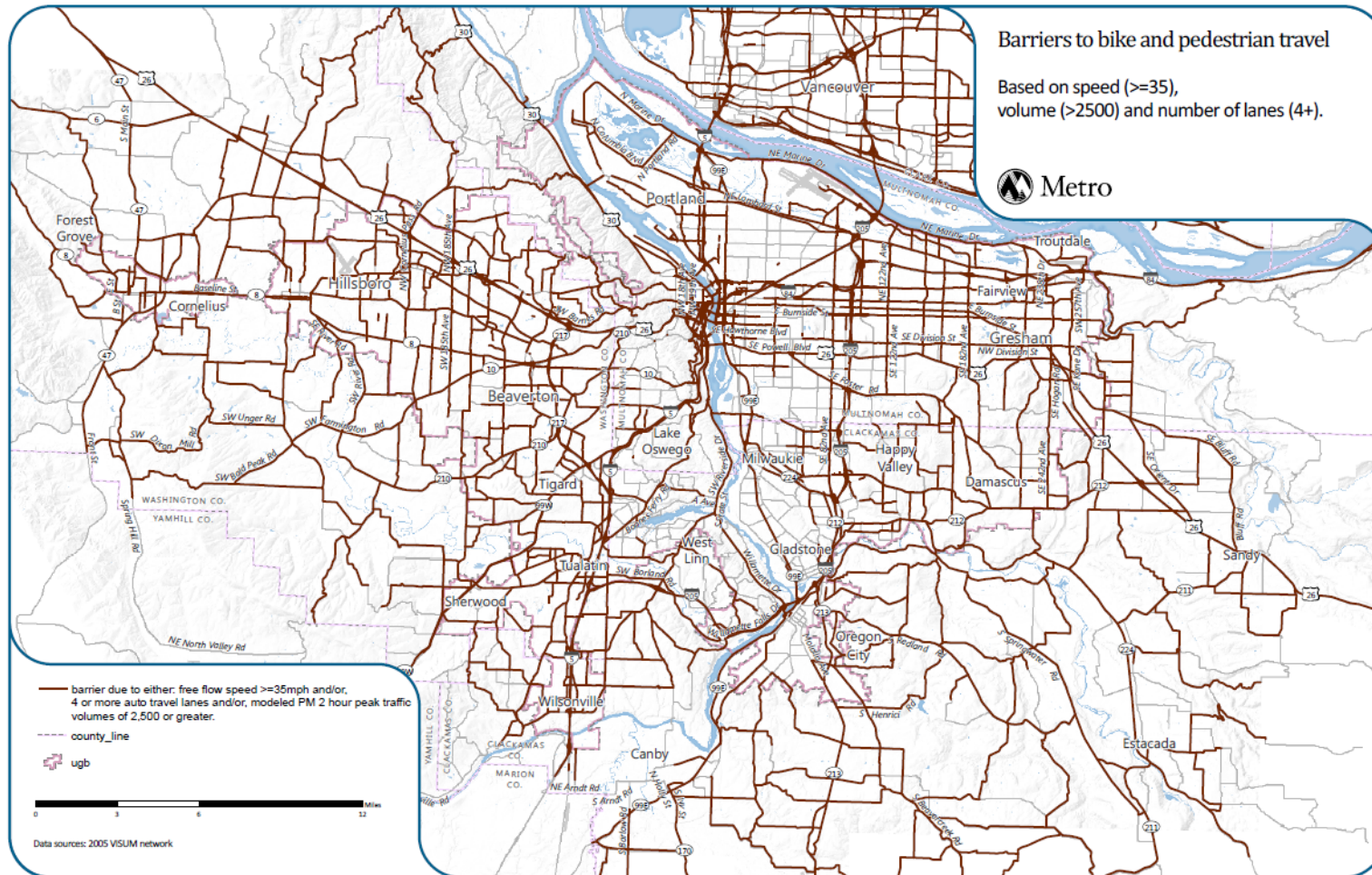
Corridor #	NAME	Over 65	Under 18	Non-English	Low-Income	Non-White	Total
74	NW Everett	4	2	1	5	1	2
75	NW Gleason	4	2	1	5	1	2
76	NW Portland to Sauvie Island	4	1	1	1	1	1
77	12th and 11th couplet	1	2	1	5	2	2
78	52nd to MLK via Columbia	2	4	2	5	5	4
79	Rosa Parks Lombard	2	3	2	5	4	3
80	Vancouver/Williams	2	3	2	5	4	4
81	Mississippi/Albina	1	2	1	5	3	3
82	Swan Island to St John's Brid	1	2	2	4	4	3
B-1	N 1st Ave.	4	5	5	2	1	4
B-10	SW Stafford Rd.	4	1	1	1	1	1
B-11	5th/Warner Milne/Beavercreek Rd.	3	3	1	2	1	2
B-12	SE 155th/Milmain	3	5	5	5	5	5
B-13	SE 242nd/SE Hogan	2	5	5	5	4	5
B-14	Sandy River to Springwater Connection	3	3	1	2	1	2
B-2	NW Evergreen	1	5	3	1	1	2
B-3	NE 25th/SE 32nd	2	5	5	5	5	5
B-4	SW 206th	1	5	2	4	2	3
B-5	SW Brockman/SW Beard	1	1	1	2	2	1
B-6	SW Walnut	1	2	1	2	2	1
B-7	SW Tualatin Sherwood Rd.	1	3	5	1	1	2
B-8	SW Scholls Ferry Rd.	2	1	1	1	1	1
B-9	SW Dosch Rd.	1	2	1	1	1	1

Regional Trails

Higher score = higher concentration of this population group

Trail #	Name	Over 65	Under 18	Non-English	Low-Income	Non-White	Total
1	Council Creek Trail	3	5	5	4	5	5
2	Highway 47 Trail	1	5	5	5	5	5
3	Rock Creek Trail	1	4	1	3	1	2
4	Beaverton Creek Trail	2	5	5	5	5	5
5	Pearl-Keeler Powerline Trail	1	5	2	3	2	3
6	Cooper Mountain Trail	1	5	1	1	1	2
7	Bronson Creek Greenway	1	5	1	1	1	2
8	Waterhouse Trail	1	5	1	1	3	3
9	Westside Trail	1	4	2	2	3	3
10	Tualatin River Greenway Trail	4	2	3	1	1	2
11	Ice Age Tonquin Trail	2	5	3	1	1	2
12	Fanno Creek Greenway	3	2	4	4	3	3
13	Kruse Way Path	4	2	4	4	1	3
14	Highway 217 Trail	3	2	5	5	5	5
15	Hwy 26 Bike Path/Sunset Transit Center Trail	2	2	1	1	1	1
16	River to River Trail	5	1	1	1	1	2
17	Lake Oswego to West Linn Trail	3	1	1	1	1	1
18	Lake Oswego Willamette River Greenway Trail	5	1	1	1	1	2
19	Hillsdale to Lake Oswego Trail	3	1	1	1	1	1
20	Red Electric Trail	2	1	1	1	1	1
21	Terwilliger Trail	3	1	1	1	1	1
22	Marquam Trail	2	2	1	2	1	1
23	I-405 Trail	4	2	2	5	1	3
24	Goose Hollow Trail	4	1	1	5	1	2
25	Portland to Lake Oswego Willamette Greenway Trail	5	1	1	1	1	2
26	Southwest Portland Willamette Greenway Trail	4	1	1	5	1	3
27	Northwest Portland Willamette Greenway Trail	4	1	1	5	1	2
28	Wildwood Trail	4	1	1	1	1	1
29	St. Johns Bridge Trail	1	1	1	3	3	1
30	North Portland Willamette Greenway	2	1	2	5	2	2
31	Columbia Slough Trail	2	5	3	5	5	5
32	Peninsula Crossing Trail	1	3	4	5	5	4
33	Marine Drive Trail	1	5	1	5	1	2
34	I-5 BridgeTrail	1	1	1	5	1	2
35	Southeast Portland Willamette Greenway	3	1	1	5	1	2
36	Milwaukie LRT Trail	2	1	1	3	1	1
37	Sullivan's Gulch Trail	2	1	2	5	1	2
38	Springwater Corridor	2	4	3	5	2	3
39	Trolley Trail	4	1	1	2	1	2
40	Clackamas River Greenway Trail	5	3	3	3	1	3
41	North Clackamas Greenway	2	1	2	4	1	2
42	Willamette River Bridges	4	1	1	5	1	3
43	I-205 Corridor	3	2	4	5	3	4
44	Phillips Creek Trail	1	2	5	5	1	3
45	Oregon City Loop	4	2	1	1	1	1
46	Lake Oswego to Milwaukie Trail	5	1	1	2	1	2
47	Sunrise MultiUse Path	5	5	1	3	1	3
48	East Buttes Power Line Corridor Trail	4	5	4	2	1	3
49	Mt. Scott/Scouter Mountain Trails	3	5	3	4	1	4
50	Gresham Butte Saddle Trails	4	2	2	1	1	2
51	Kelley Creek Trail	3	5	5	1	1	3
52	Damascus Trails	5	3	1	1	1	2
53	Cazadero Trail	5	1	1	1	1	2
54	Gresham / Fairview Trail	2	5	5	5	3	5
55	I-84 Bike Path	4	4	3	1	3	3
56	MAX Path	1	5	5	5	4	5
57	Sandy River Connections	1	3	3	3	1	2
58	Beaver Creek Canyon Trail	2	5	2	3	1	2
59	Kelly Creek Greenway Trails	2	4	2	4	1	2

8 Appendix C – Barrier streets



9 Appendix D – Maps illustrating analysis area

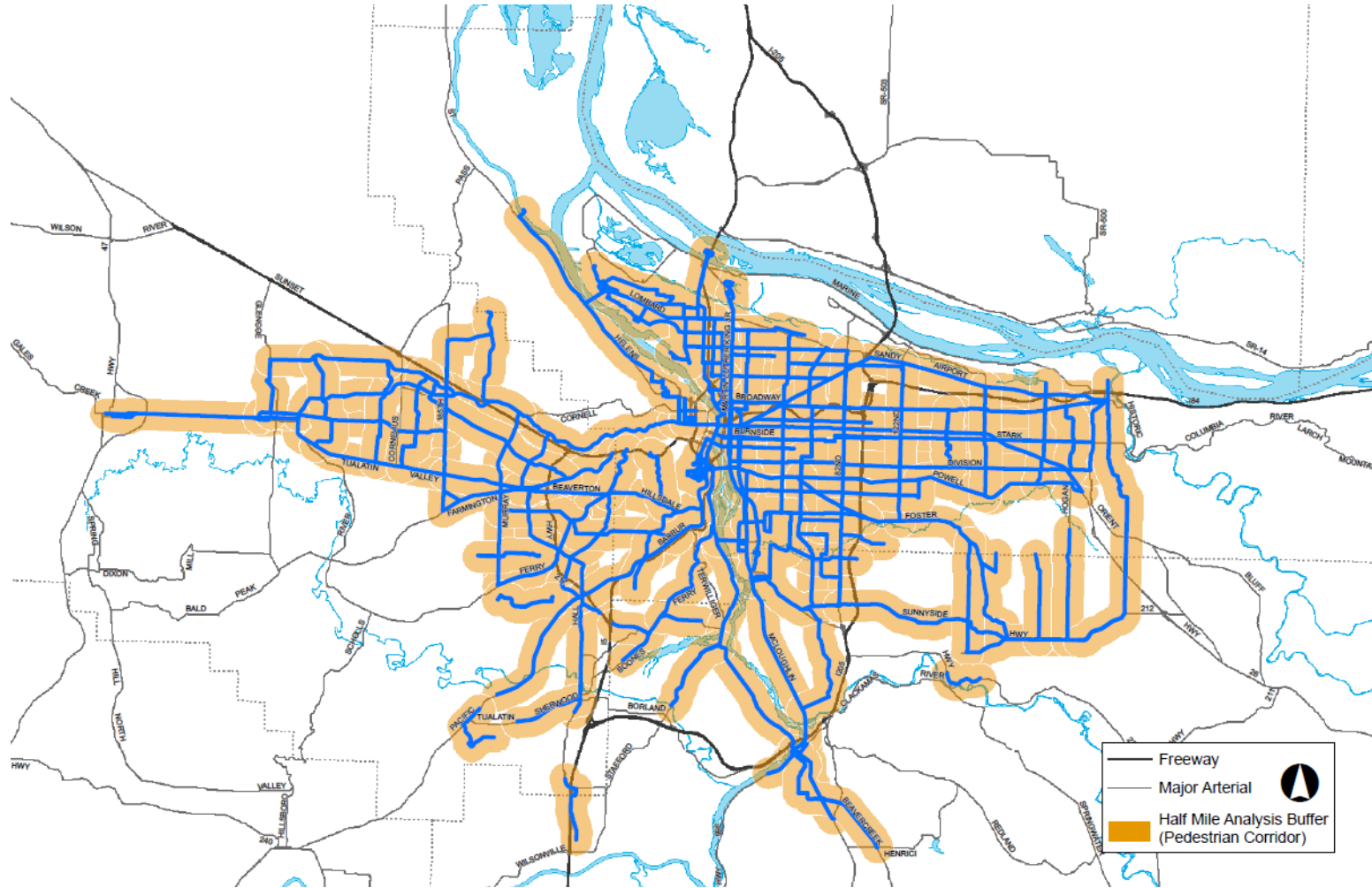


Figure 6 – Pedestrian corridors and 1/2 mile buffer analysis area

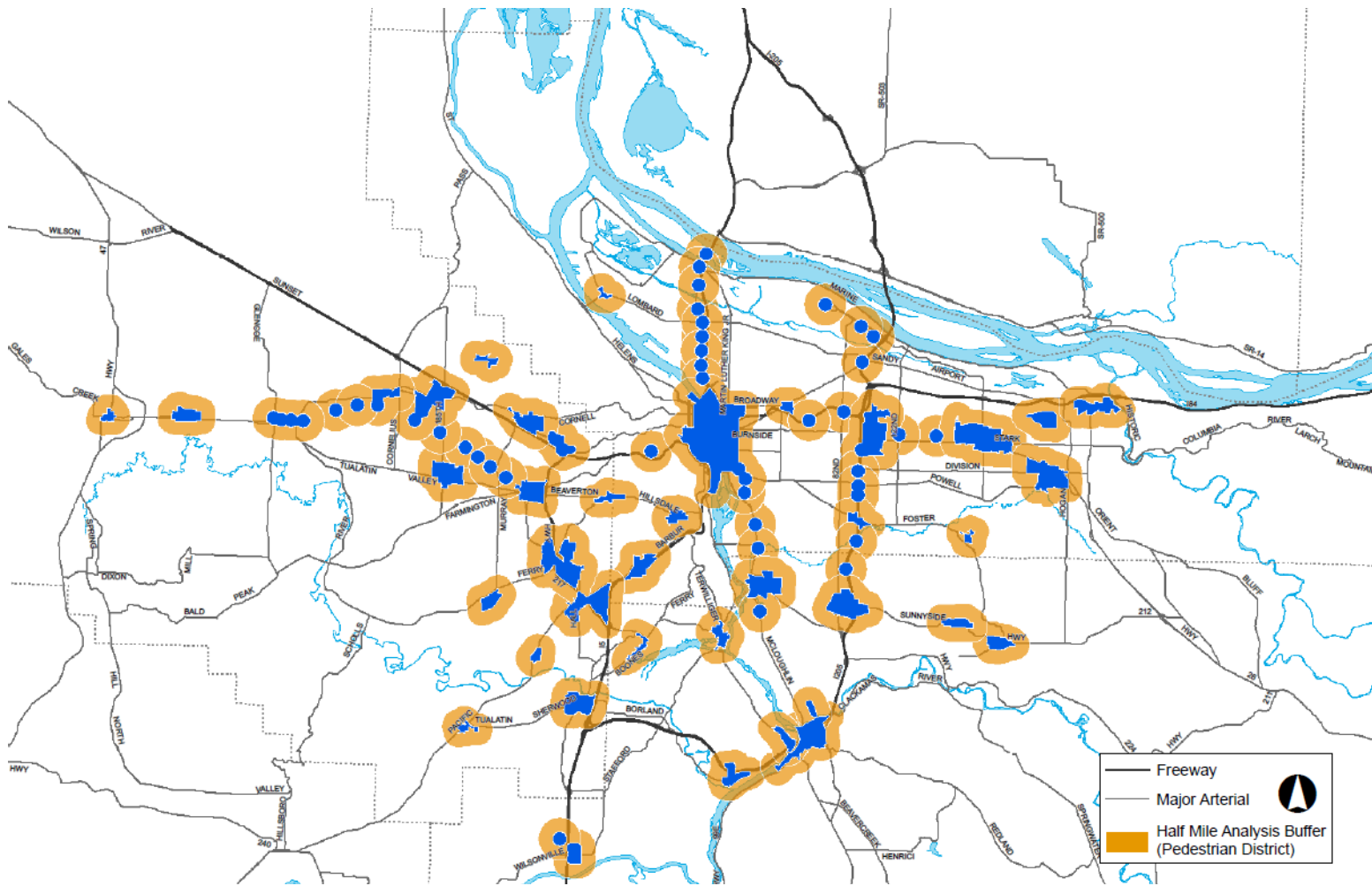


Figure 7 – Pedestrian districts and ½ mile buffer analysis area

Pedestrian Flow Analysis



Figure 8 – Trails and 1/2 mile buffer analysis area

10 Appendix E - TriMet Bus Ramp Deployments

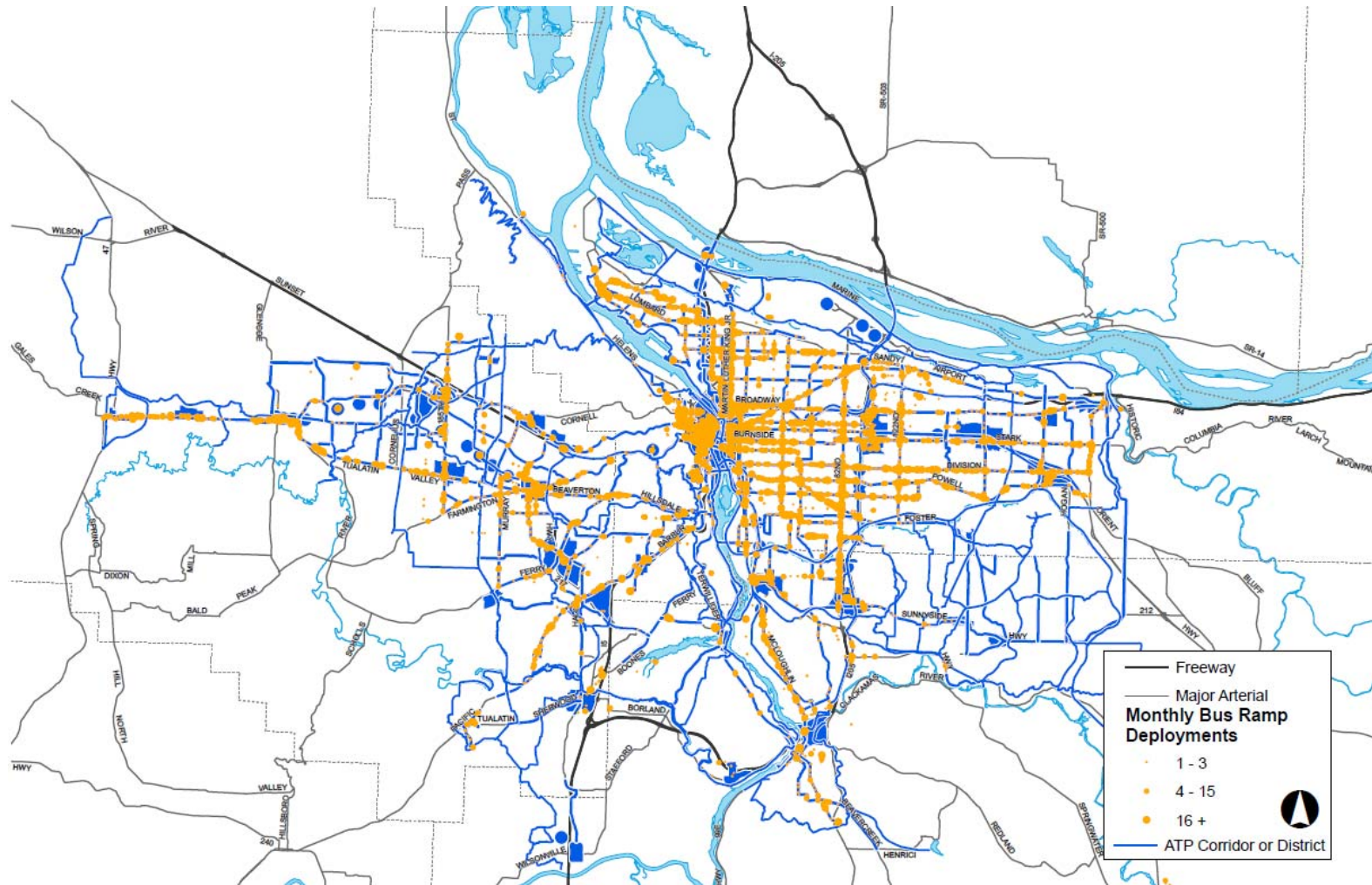


Figure 9 – TriMet bus ramp deployments

