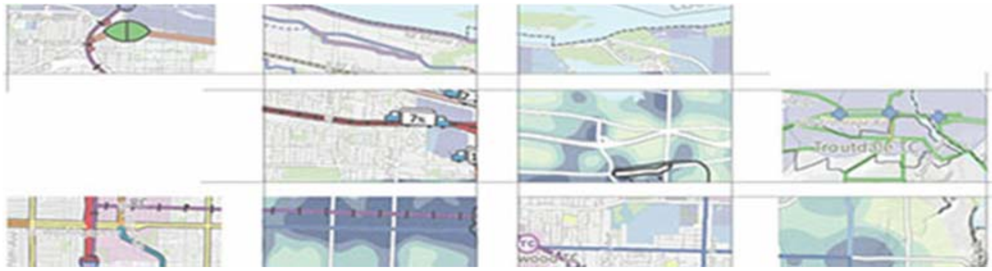


Atlas of a regional transportation network: Oregon Metro's Mobility Corridor Atlas

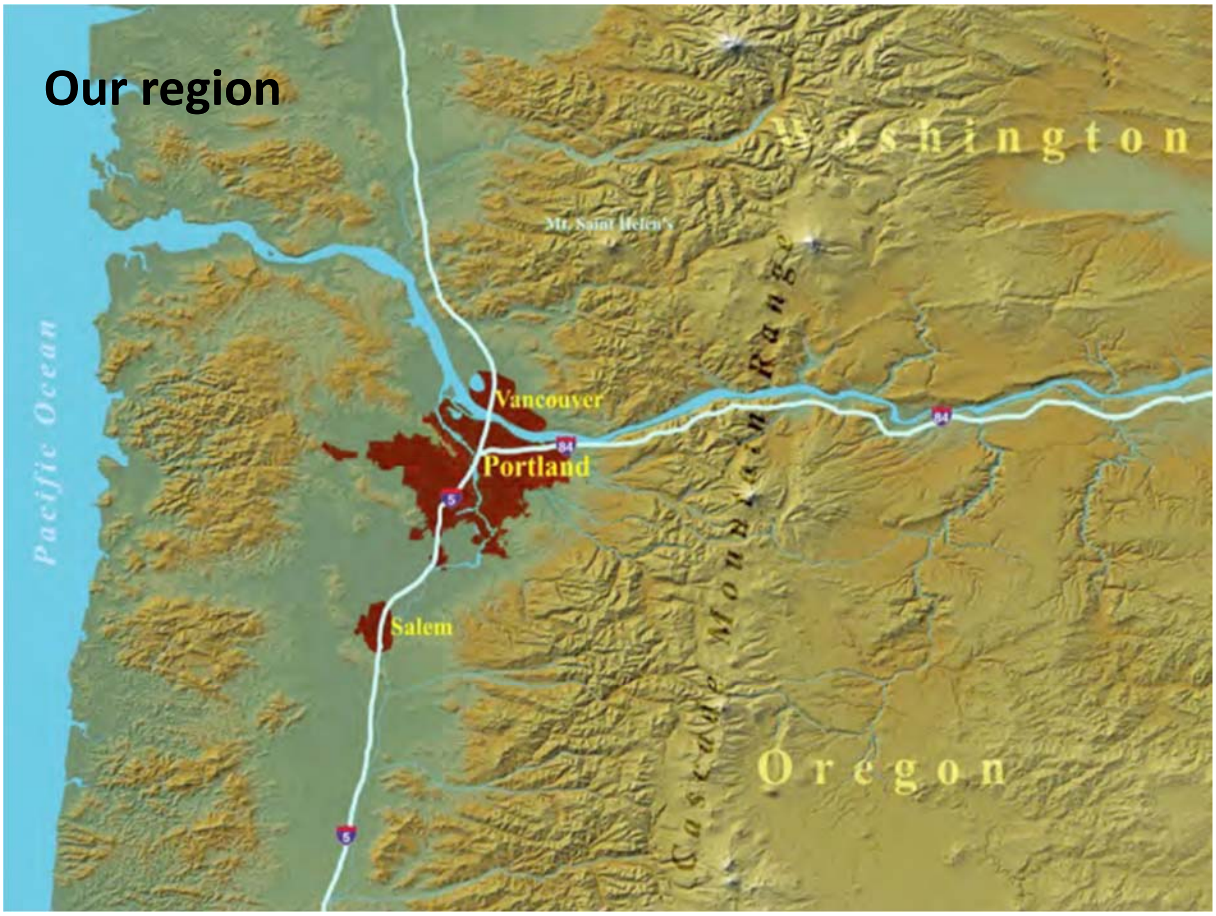
Matthew Hampton – Oregon Metro
February 25th, 2013

Metro | *Making a great place*

Early experience with transportation


Portland
Bloomington

Our region



A little bit about Portland OR region

1.4 million people
25 cities
3 counties
1 region

52 miles light rail
17 miles commuter rail
86 bus lines

3,200 miles
streets and highways

33,229 acres
parks and natural areas

400 square miles
urban growth boundary

Charting a Different Path

City suffered from urban disinvestment in the 70's much like cities around the nation

The City and region made bold choices to invest transportation $$ in a manner that has created vibrant, liveable communities

Transit Choices

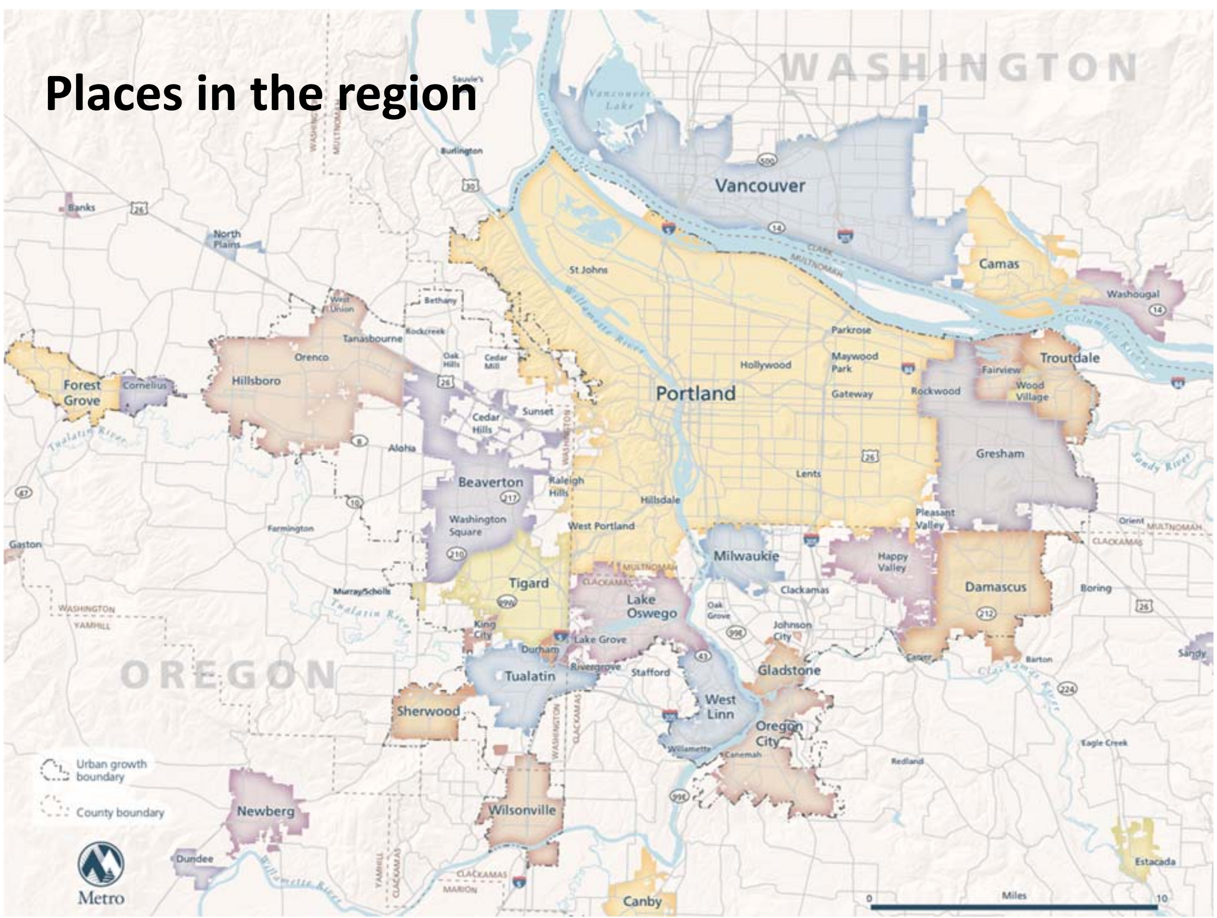
50 miles Light Rail, 7.3 miles planned

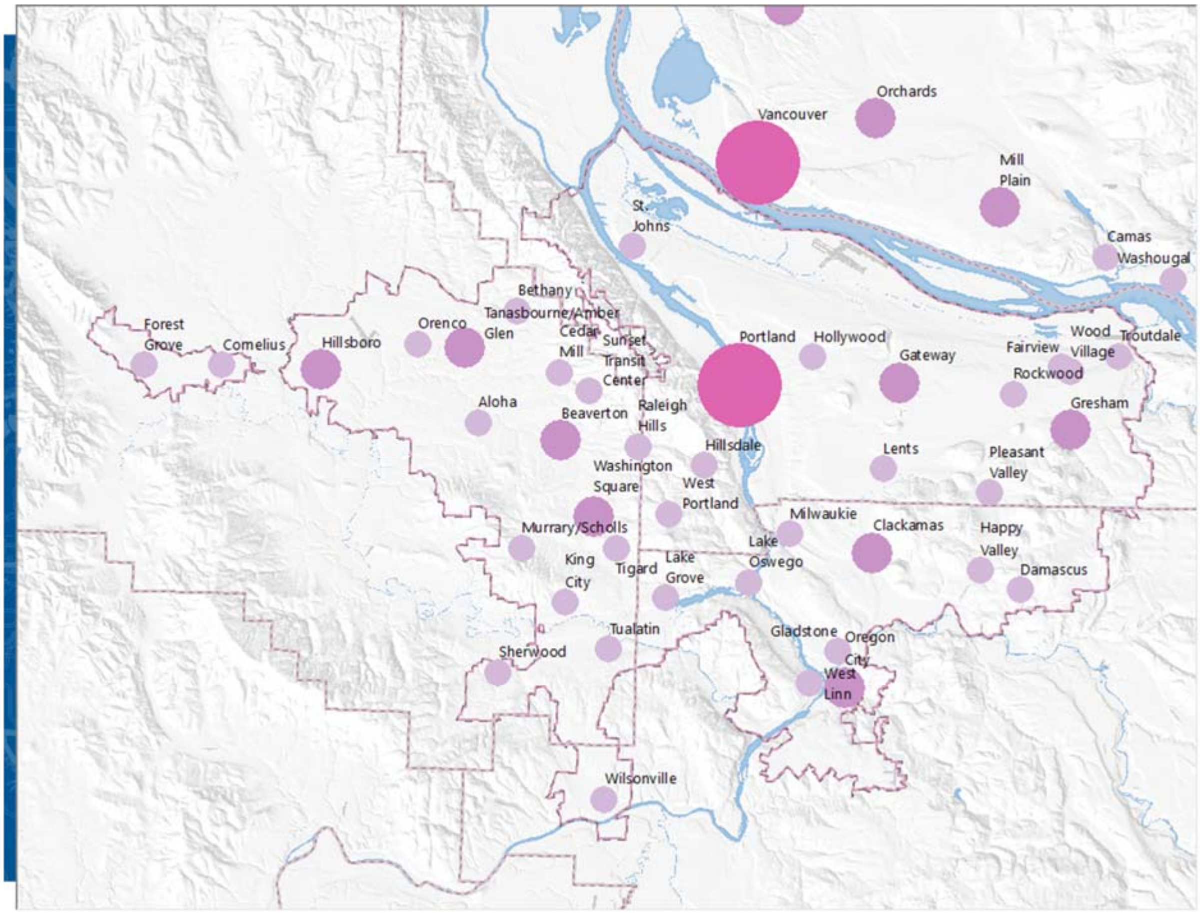
93 Bus lines, (16 frequent Bus service)

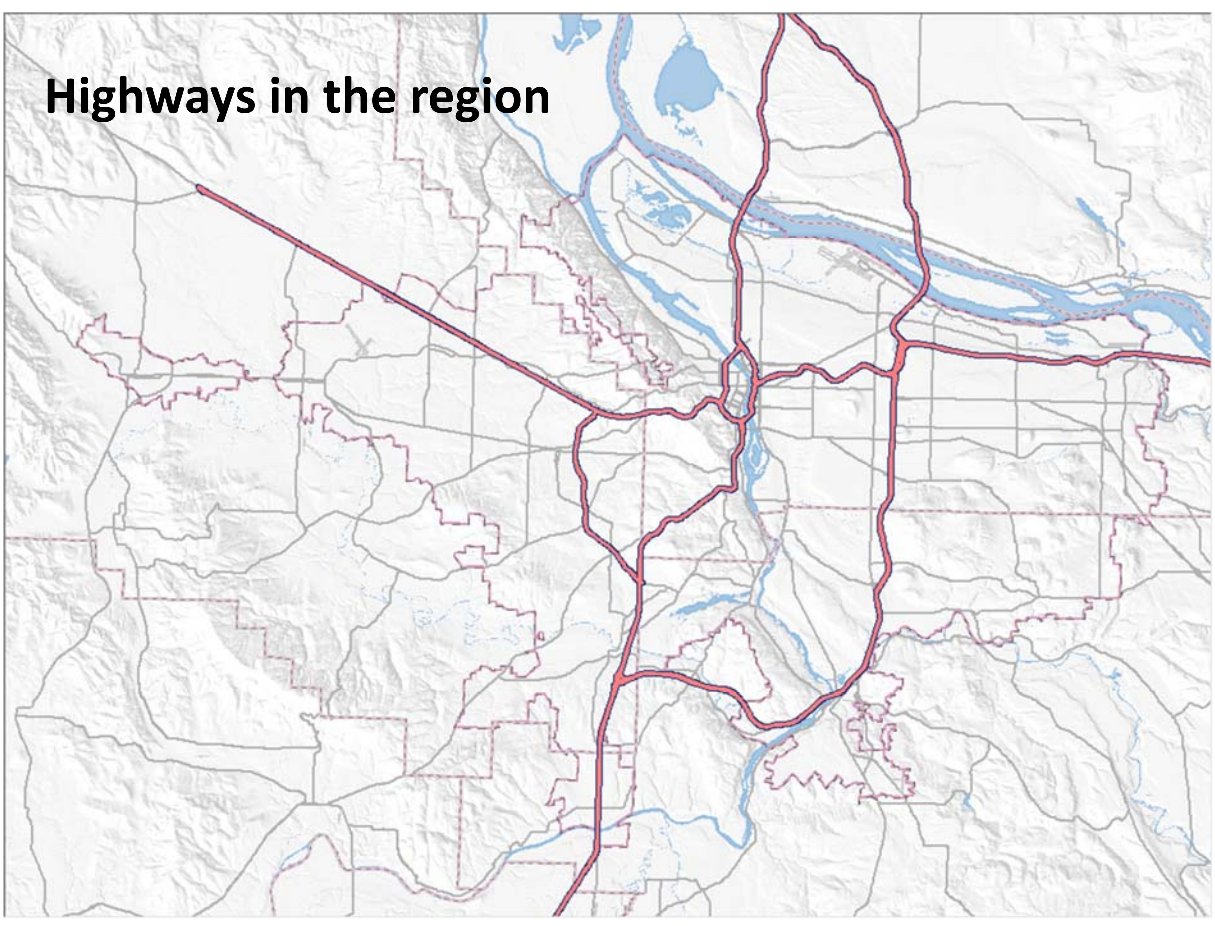
13 miles Streetcar

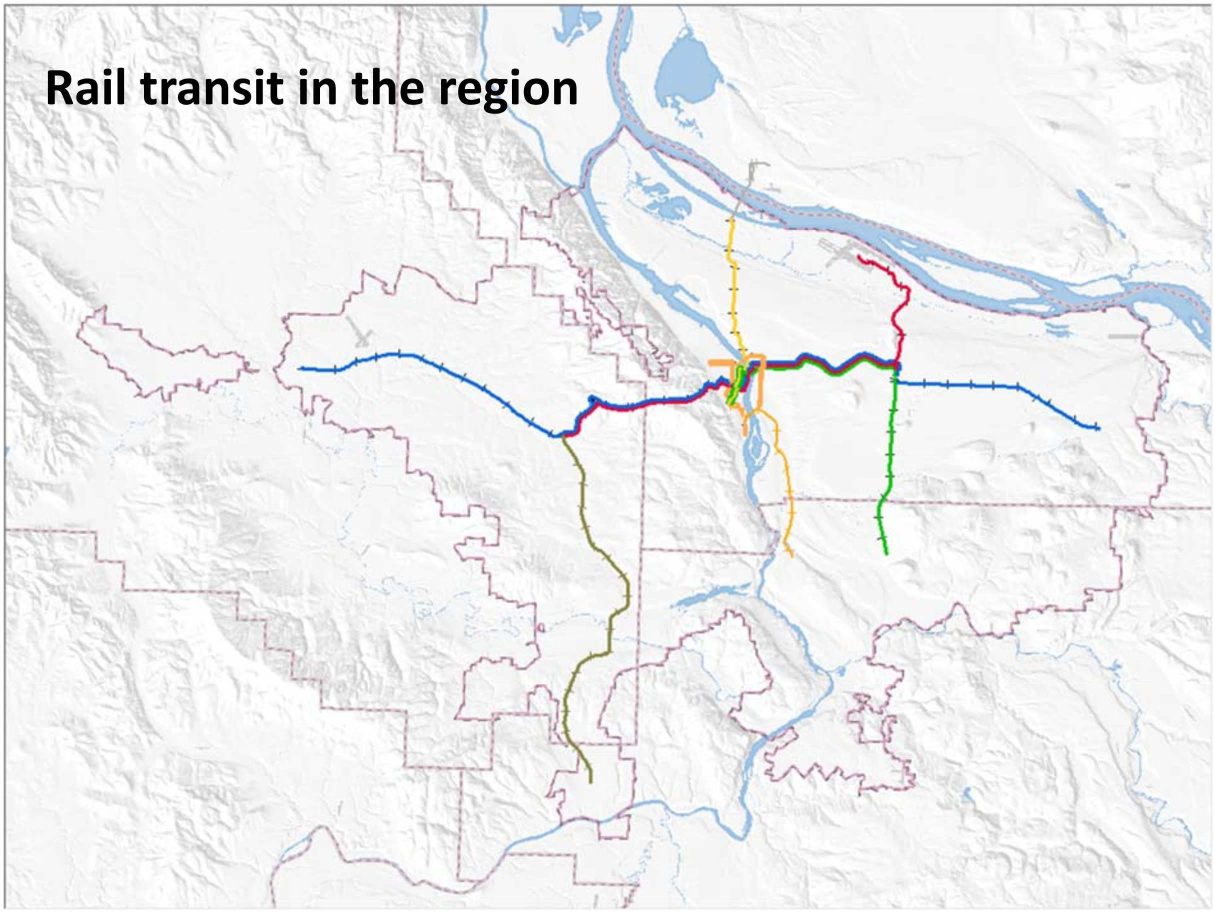
14.7 miles Commuter Rail

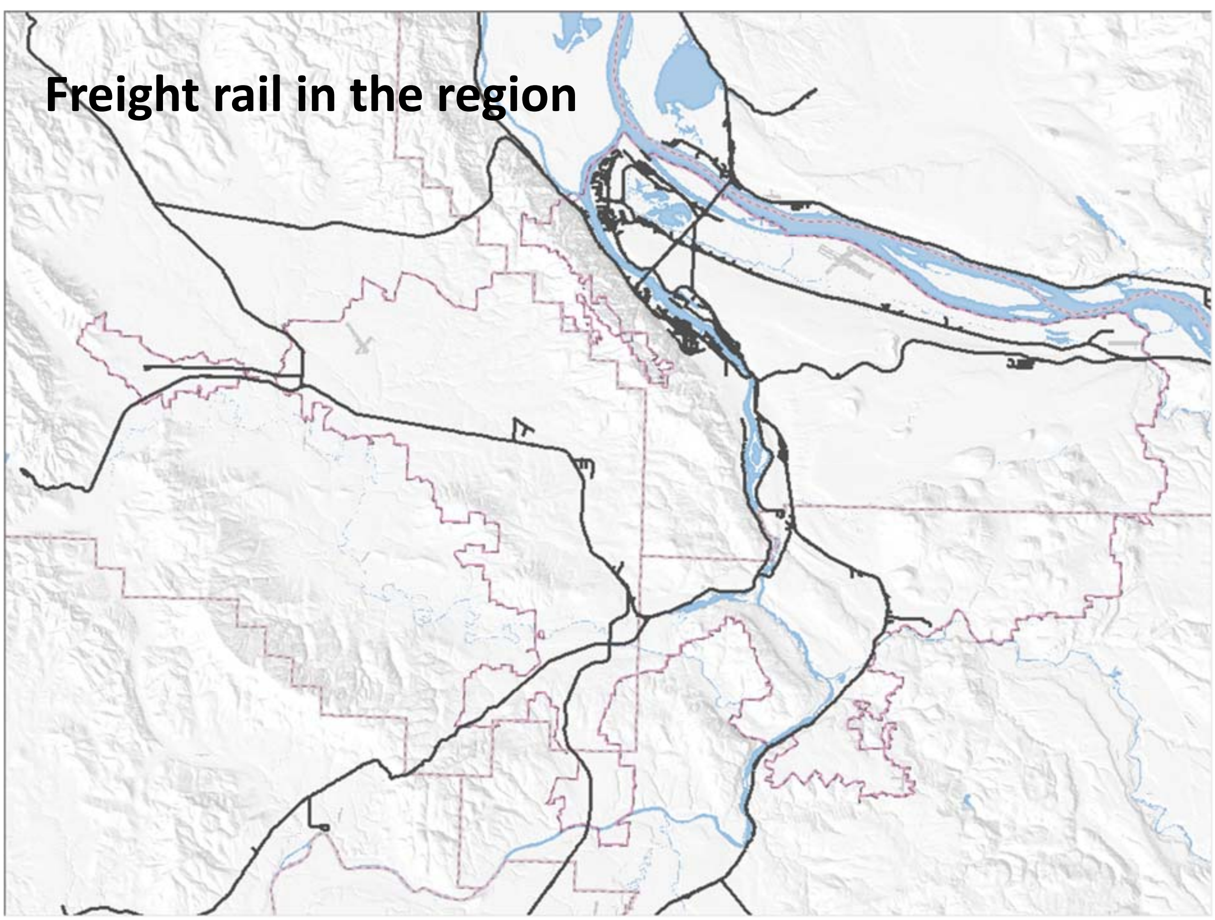
Places in the region

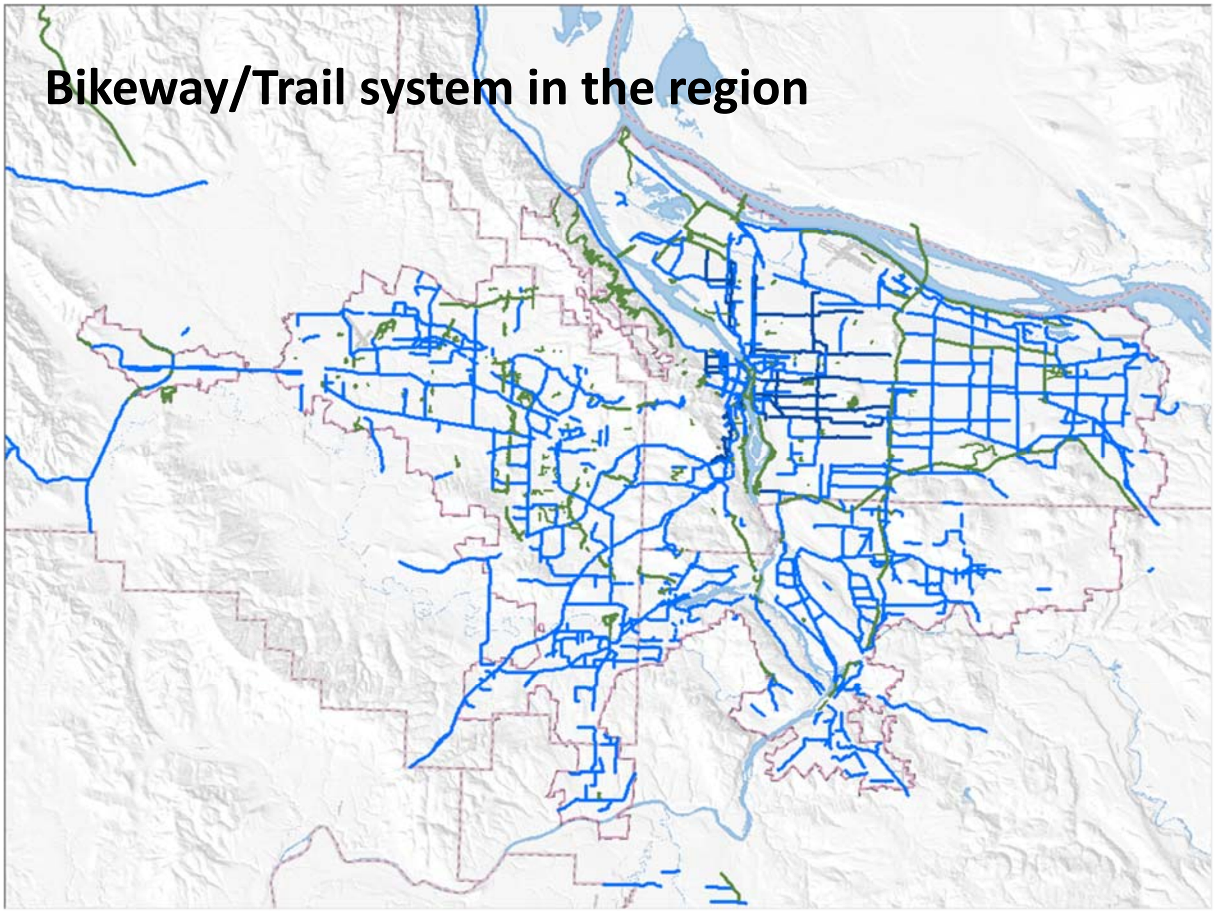


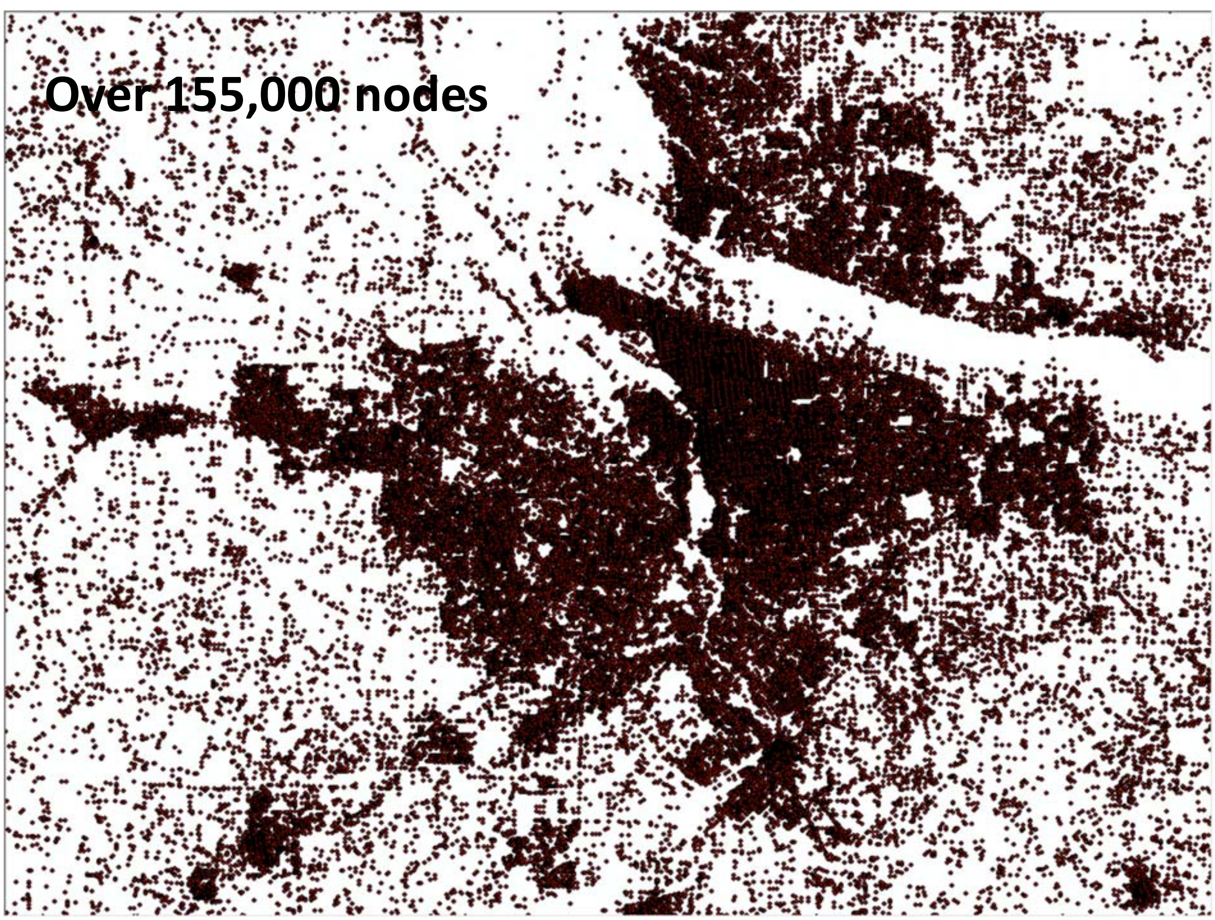

Vancouver
Orchards
Mill Plain
St. Johns
Camas
Washougal
Bethany
Tanasbourne/Amber Glen
Forest Grove
Cornelius
Hillsboro
Orenco
Cedar Mill
Sunset Transit Center
Portland
Hollywood
Gateway
Fairview
Wood Village
Troutdale
Rockwood
Gresham
Aloha
Beaverton
Raleigh Hills
Hillsdale
Lents
Pleasant Valley
Washington Square
West Portland
Milwaukie
Clackamas
Happy Valley
Damascus
Murrary/Scholls
King City
Tigard
Lake Grove
Lake Oswego
Tualatin
Sherwood
Gladstone
Oregon City
West Linn
Wilsonville

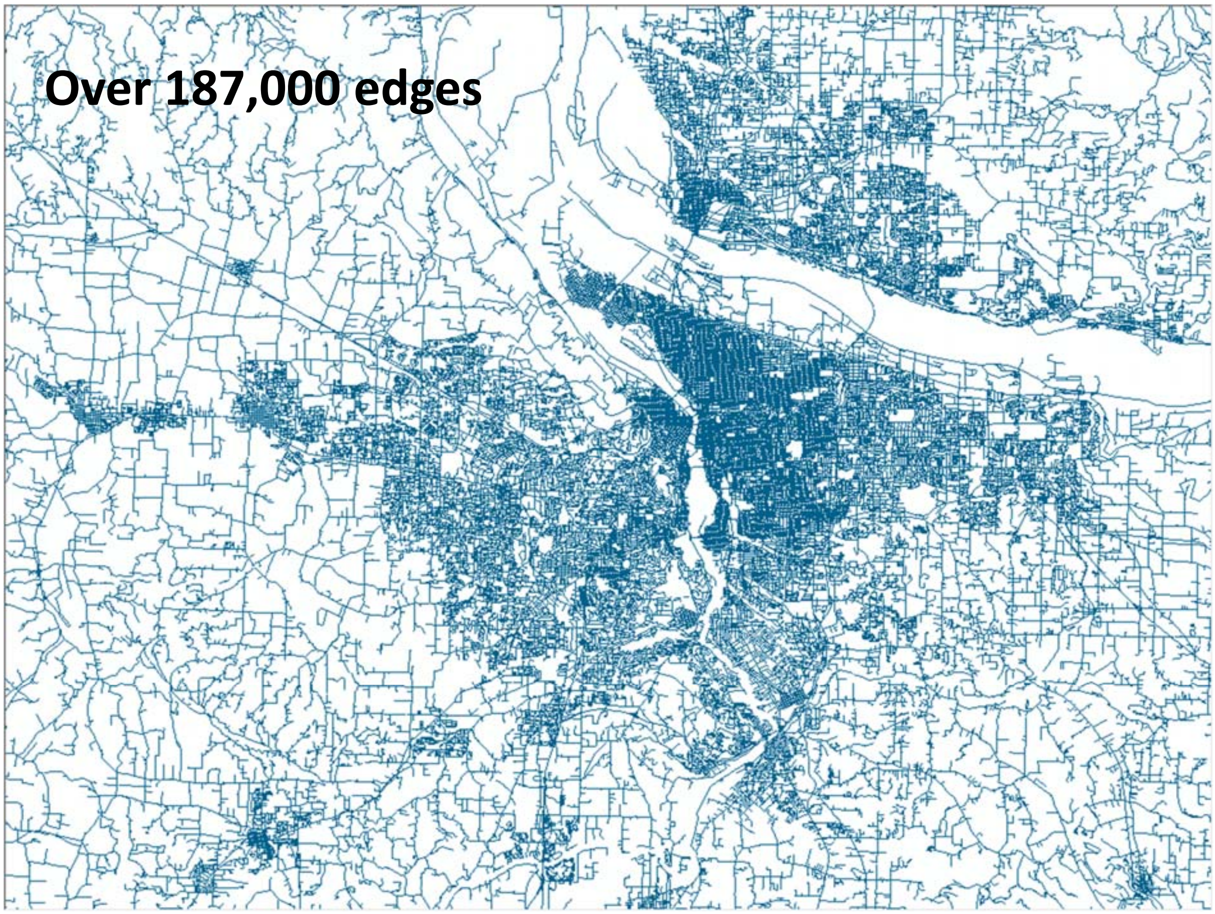

Highways in the region

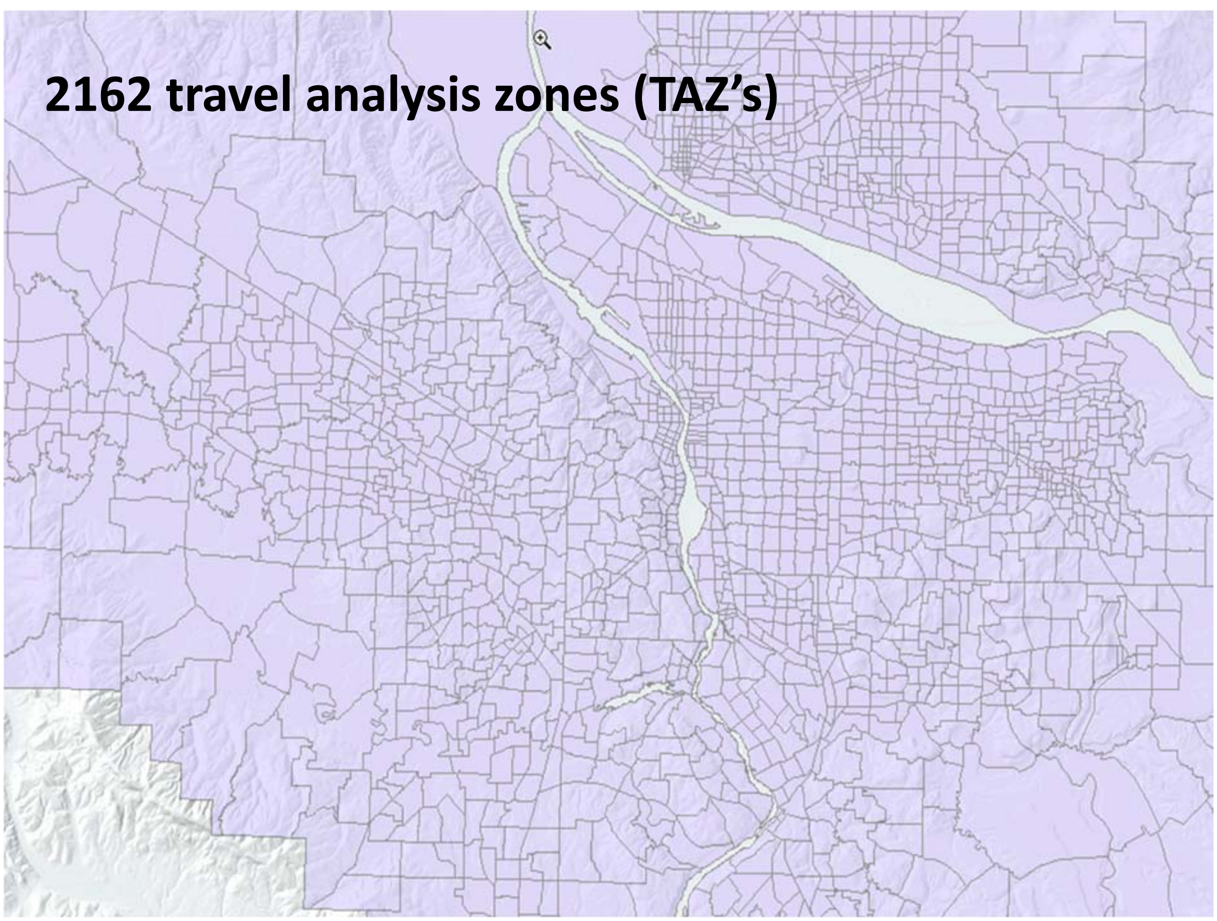

Rail transit in the region


Freight rail in the region

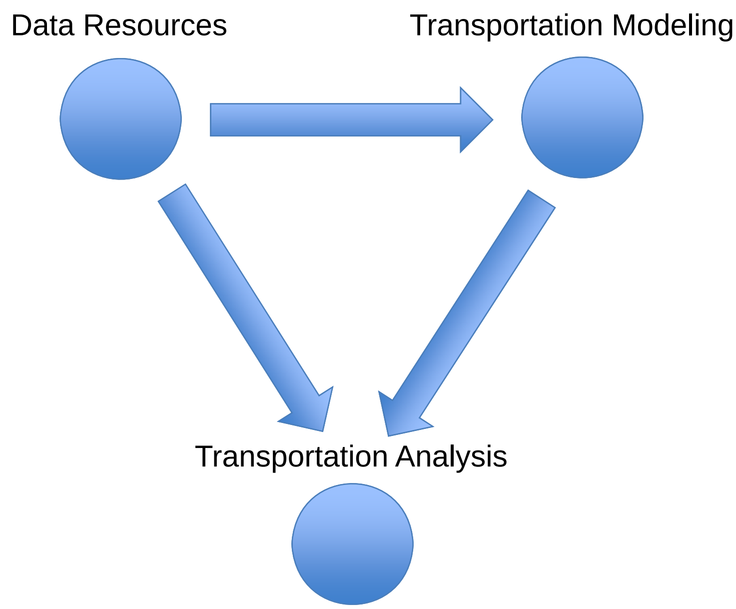

Bikeway/Trail system in the region


Over 155,000 nodes


Over 187,000 edges

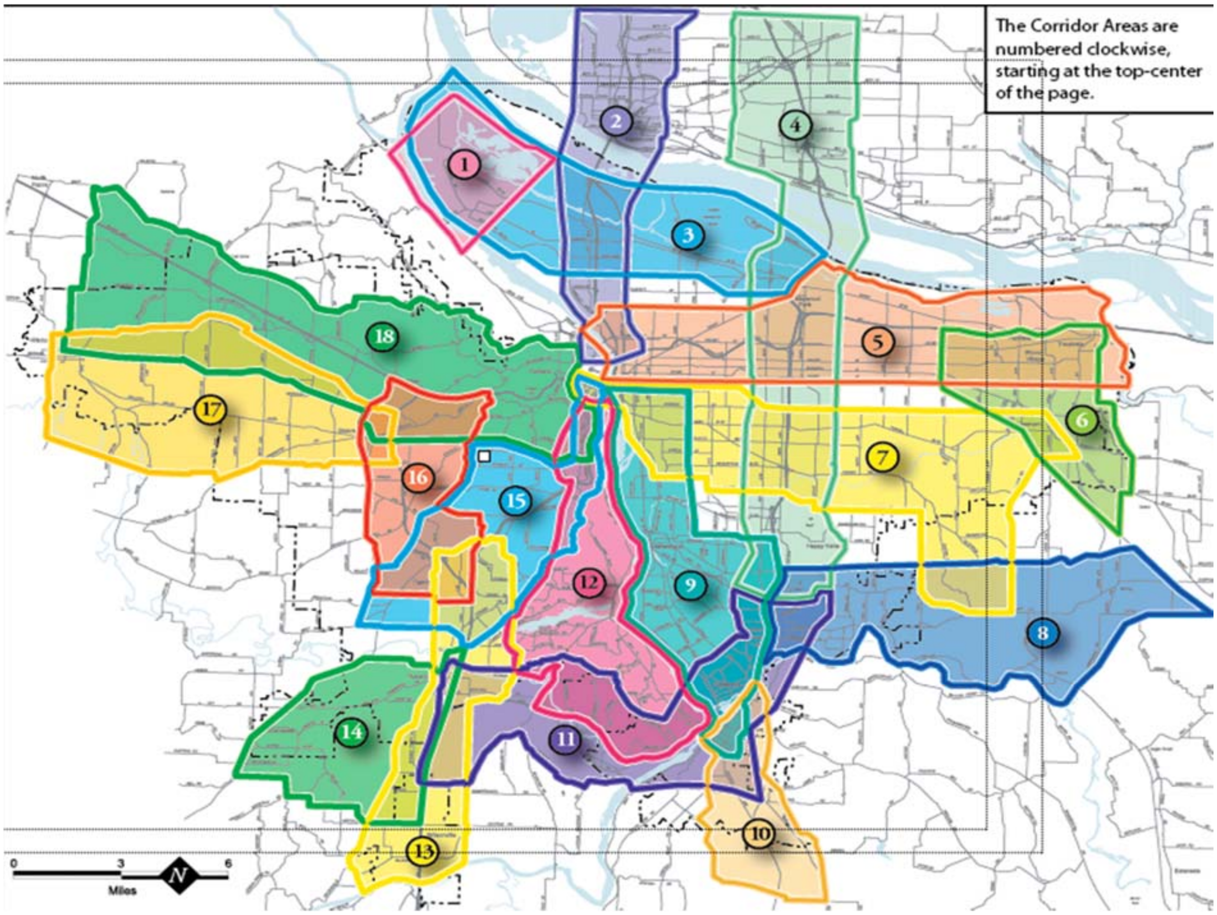

2162 travel analysis zones (TAZ’s)

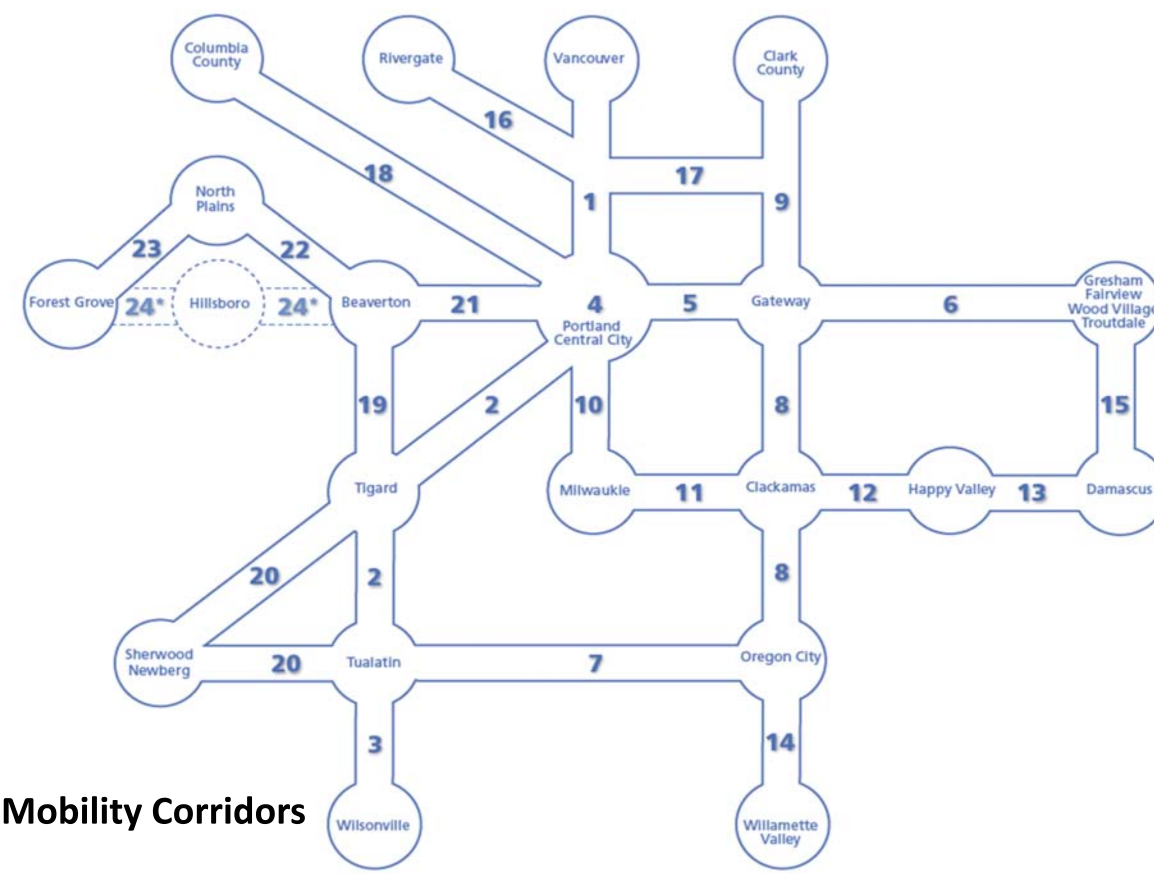
Workflow



Tools for geospatial analysis and design

Tools for transportation modeling

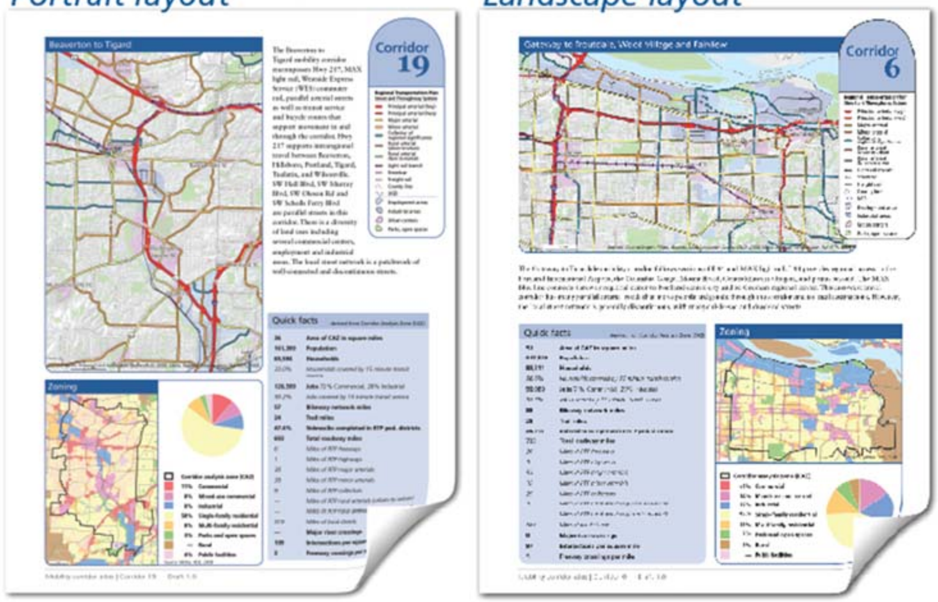




Mobility Corridors

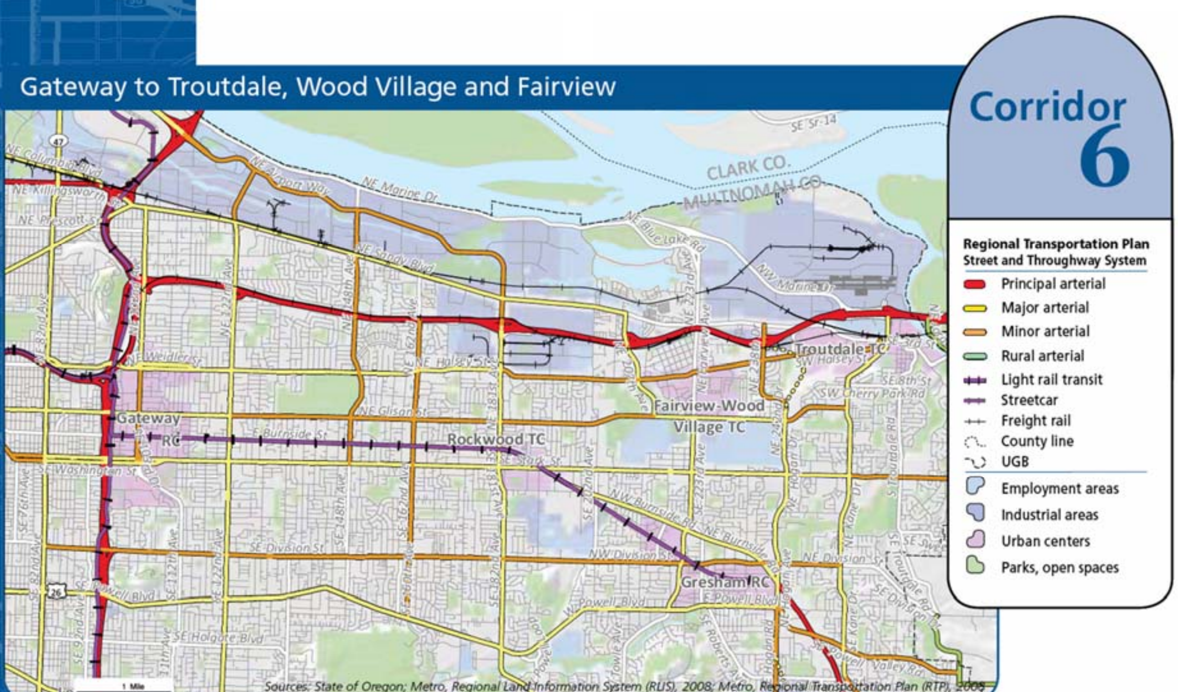
Portrait layout

Landscape layout

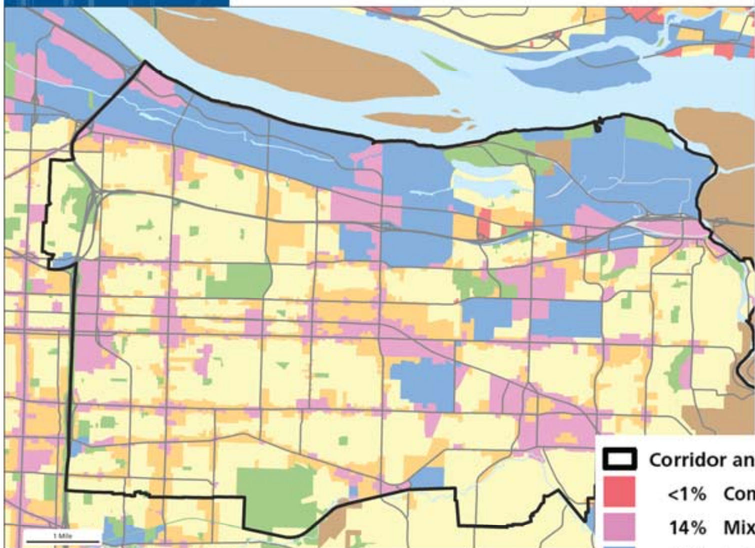


1st page for each corridor

Corridor 6 – Regional Transportation Plan

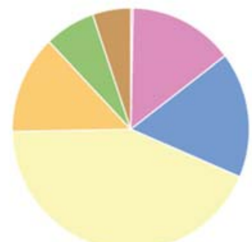


Corridor 6 - Zoning

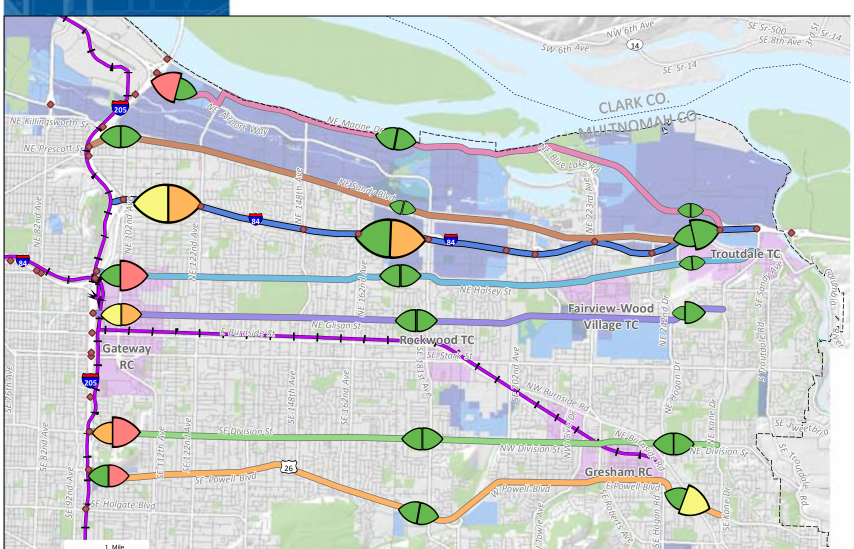


51	**Area of CAZ in square miles**
217,522	**Population**
83,211	**Households**
56.6%	*Households covered by 15 minute transit service*
93,060	**Jobs** 71% Commercial, 29% Industrial
55.3%	*Jobs covered by 15 minute transit service*
88	**Bikeway network miles**
28	**Trail miles**
58.1%	**Sidewalks completed in RTP ped. districts**
723	**Total roadway miles**
20	*Miles of RTP freeways*
3	*Miles of RTP highways*
53	*Miles of RTP major arterials*
32	*Miles of RTP minor arterials*
29	*Miles of RTP collectors*
3	*Miles of RTP rural arterials (urban-to-urban)*
—	*Miles of RTP rural arterials (farm-to-market)*
583	*Miles of local streets*
0	**Major river crossings**
97	**Intersections per square mile**
1	**Freeway crossings per mile**

Corridor analysis zone (CAZ)
- <1% Commercial
- 14% Mixed-use commercial
- 17% Industrial
- 43% Single-family residential
- 13% Multi-family residential
- 7% Parks and open spaces
- 5% Rural
- — Public facilities



Corridor 6 – Motor vehicles



Volume and Capacity

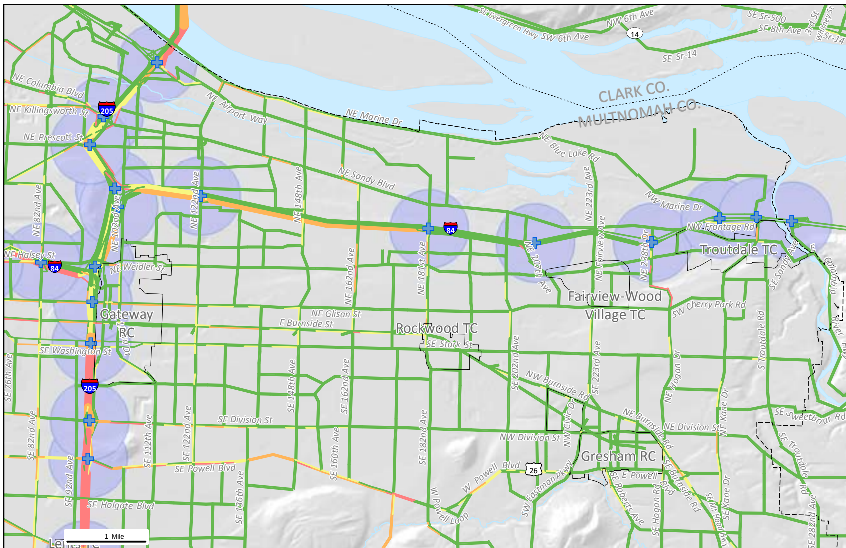
PM Peak 2 hour auto volume (symbol size)		Volume to capacity ratio (symbol color)
6,001 - 15,000		0.9+
3,001 - 6,000		0.81 - 0.9
1,001 - 3,000		0.71 - 0.8
0 - 1,000		0 - 0.7

Main Throughway
Interstate 84

Parallel Arterials
- Marine Drive
- Sandy Blvd
- Halsey St
- Glisan St
- Division St
- Powell Blvd

[1] The symbol size represents the PM Peak 2-hour outflow auto volume at the corridor's most congested location.

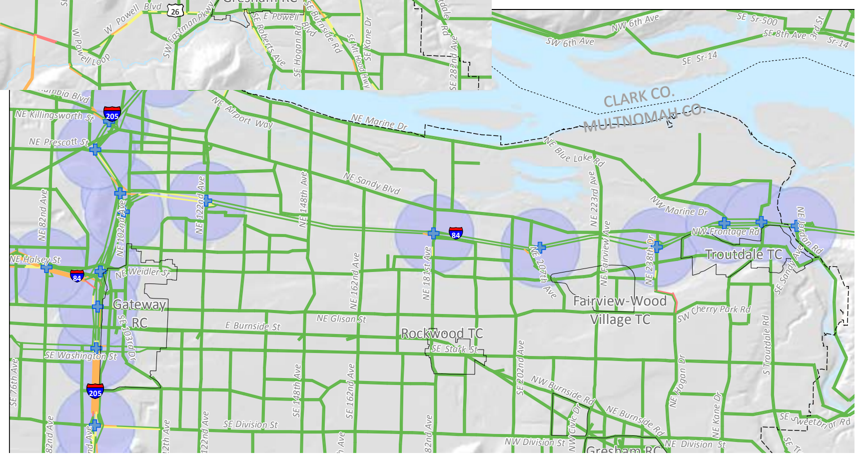
Motor vehicle facility performance



PM 2-hour peak

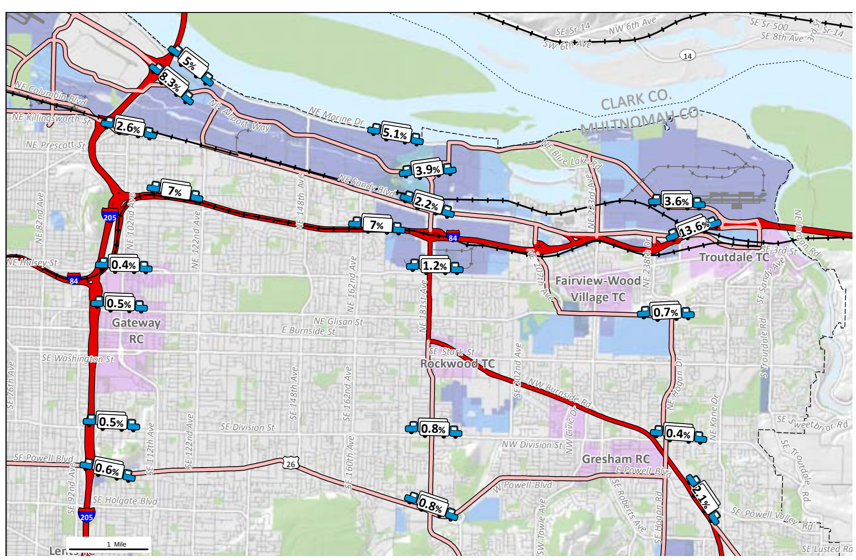
Level of Service

Volume (symbol size)	Level of Service (v/c) (symbol color)
15,000+	LoS F (1.0+)
10,001-15,000	LoS E (0.90 - 1.00)
5,001-10,000	LoS D (0.80 - 0.90)
0-5,000	LoS C (0 - 0.80)

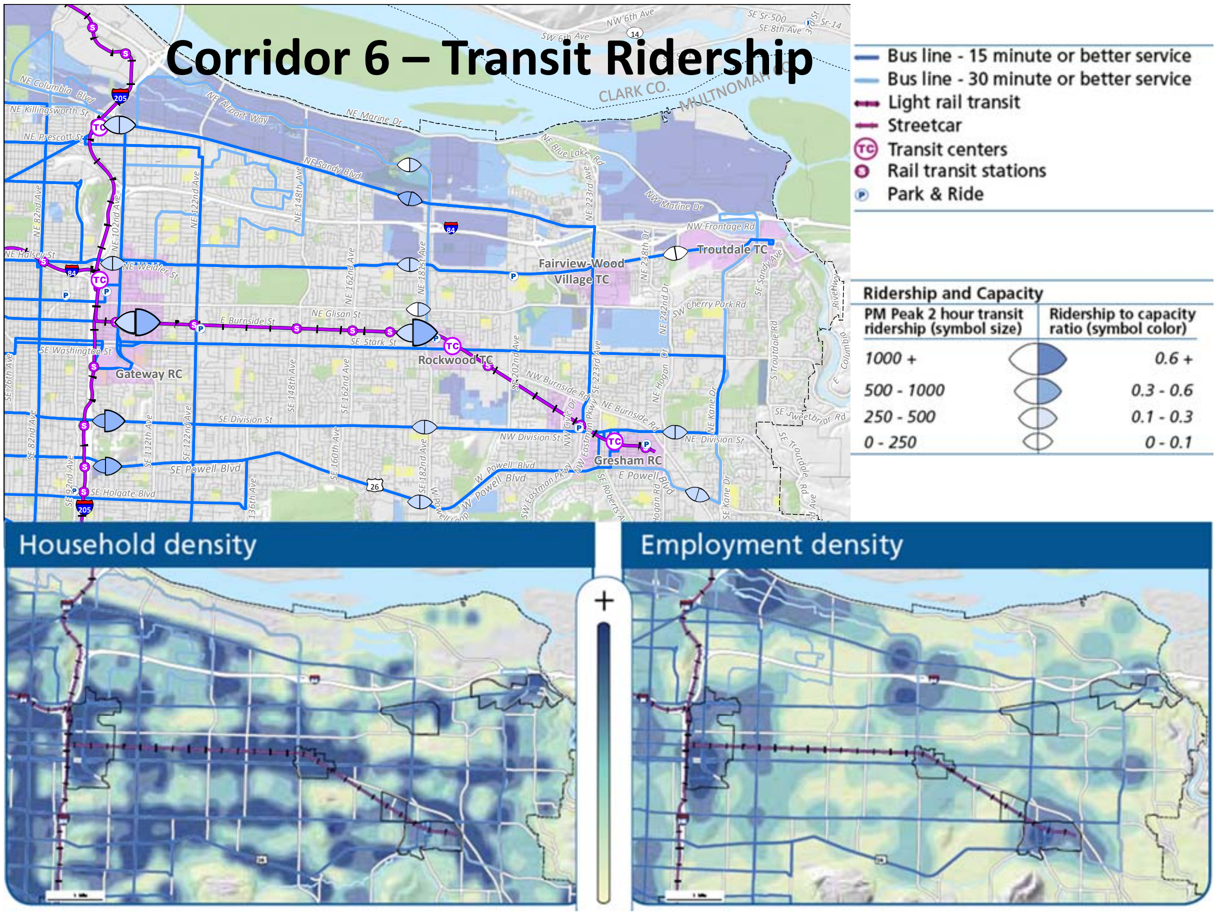


Midday 1-hour peak

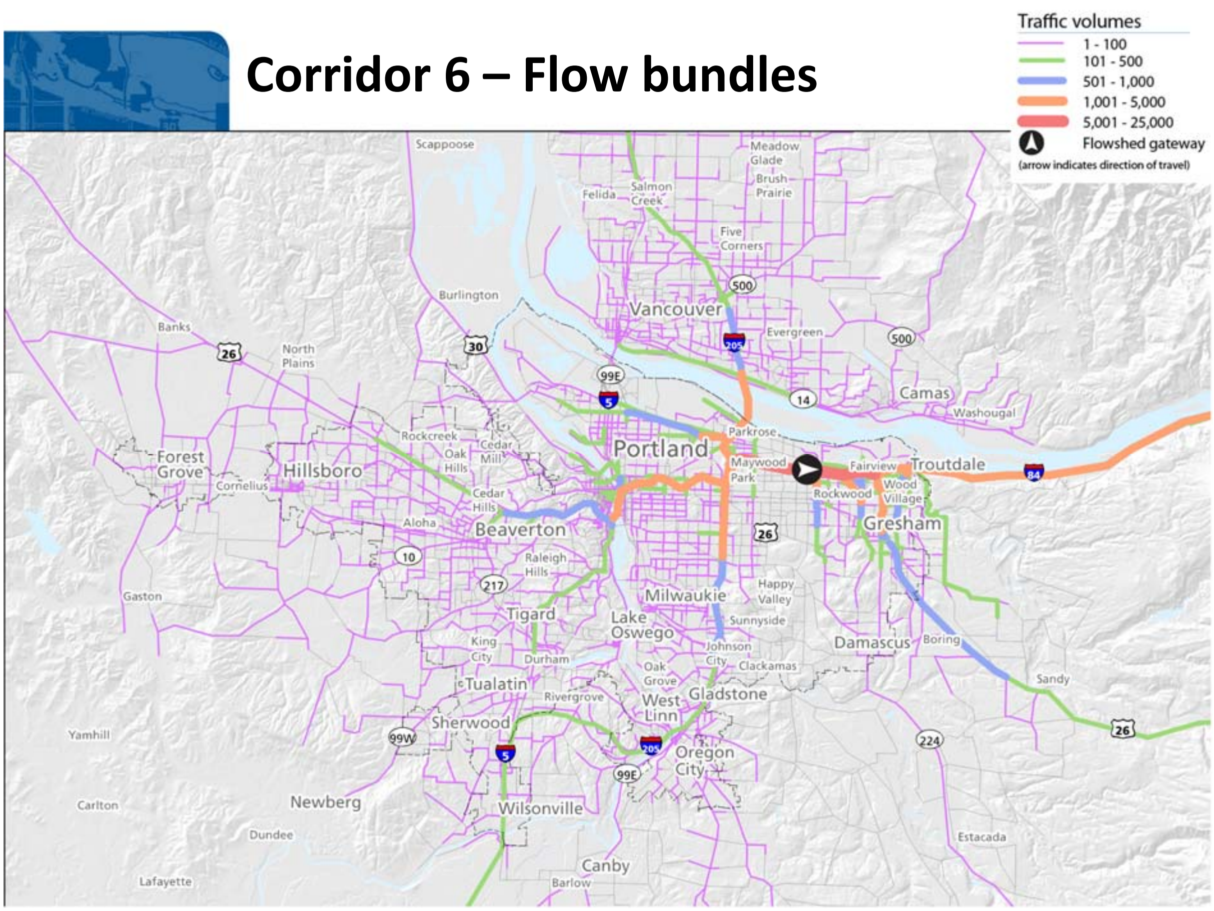
Corridor 6 – Trucks



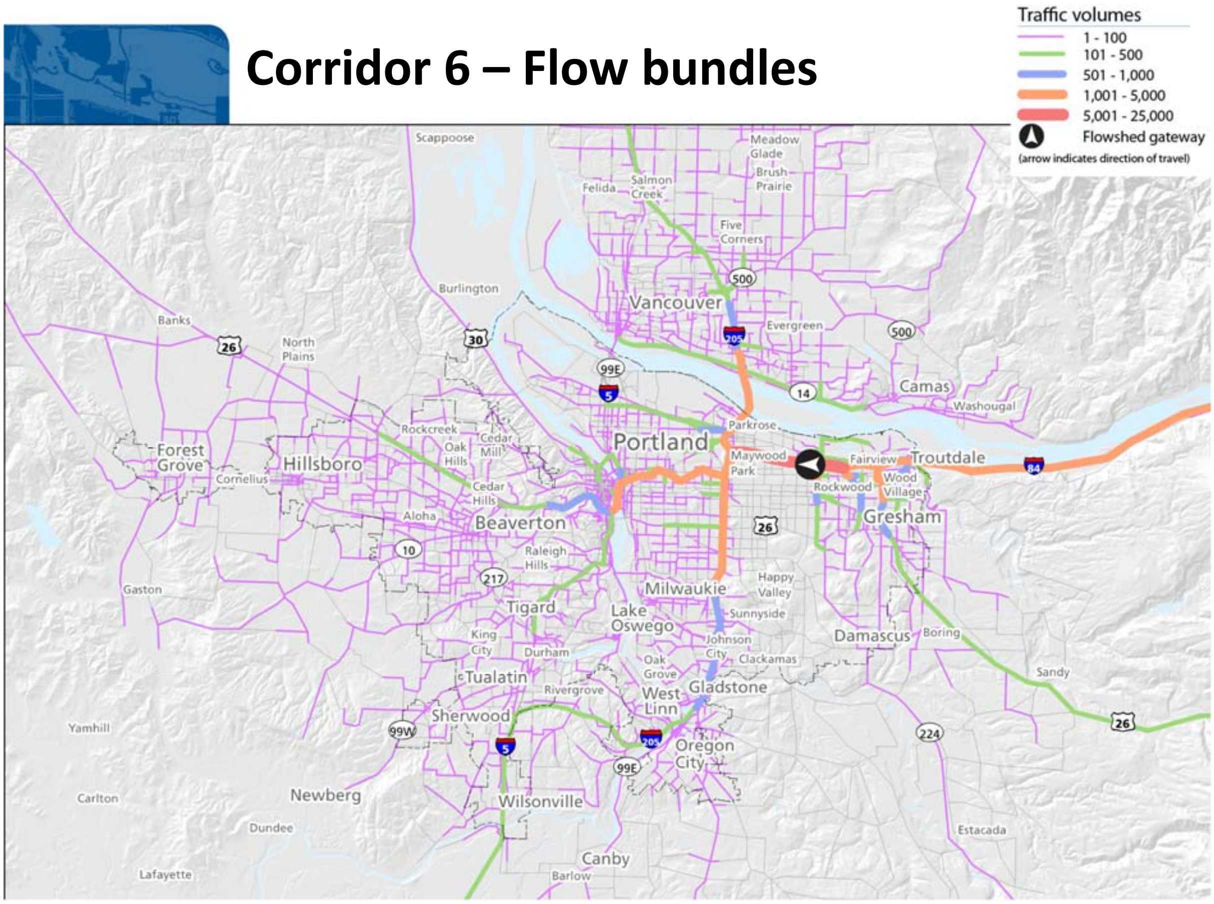
Corridor 6 – Transit Ridership



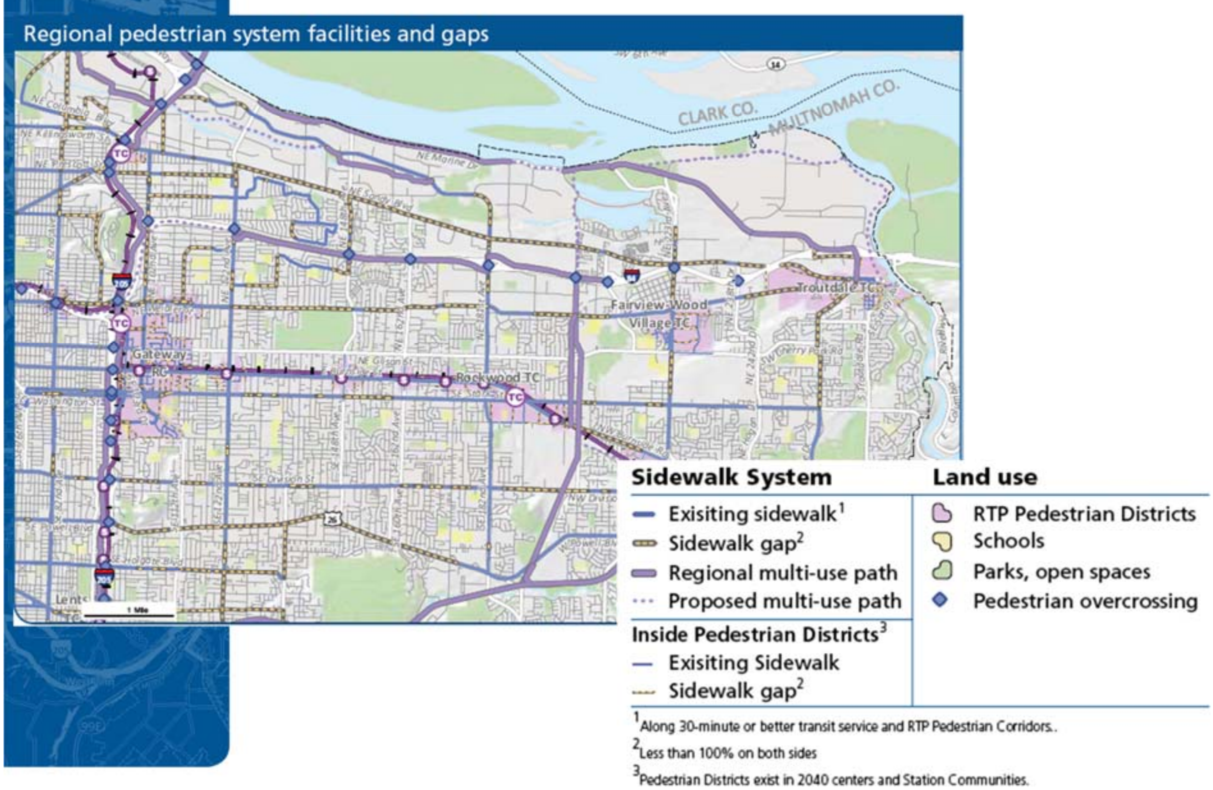
Corridor 6 – Flow bundles



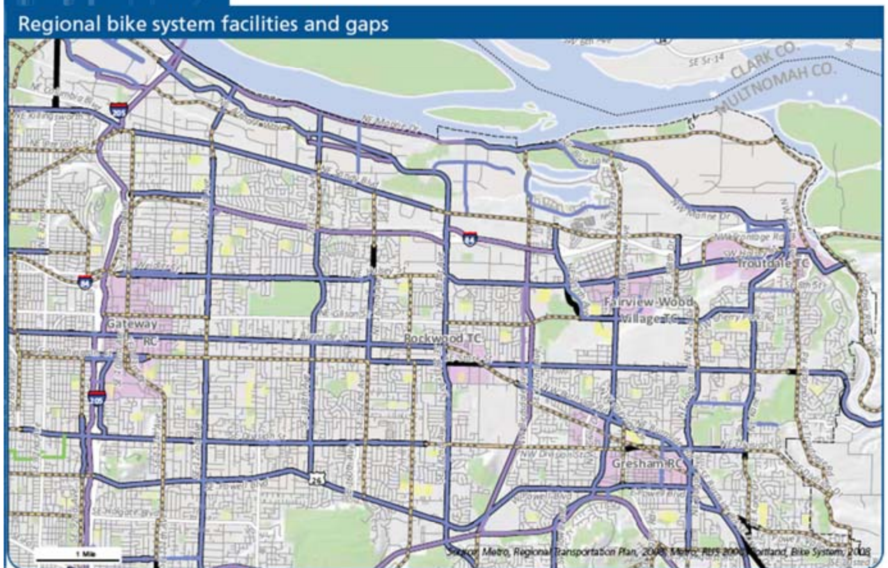
Corridor 6 – Flow bundles



Corridor 6 – Pedestrians



Corridor 6 – Bikes



- Bike Network Gaps[1]
- Bike Boulevards[2]
- Bike lane[2]
- Regional multi-use path[2]

- HOME
- CALENDAR
- + PLACES AND ACTIVITIES
- + GARBAGE AND RECYCLING
- + SUSTAINABLE LIVING
- − PLANNING AND CONSERVATION
  - GET INVOLVED
  - REGIONAL PLANNING AND POLICY
  - URBAN DEVELOPMENT AND REVITALIZATION
  - TRANSPORTATION AND LAND USE PROJECTS
  - NATURAL AREAS, PARKS AND TRAILS
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Mobility Corridors Atlas

PLANNING AND CONSERVATION › REGIONAL PLANNING AND POLICY › MPO FOR THE PORTLAND REGION › MOBILITY CORRIDORS ATLAS

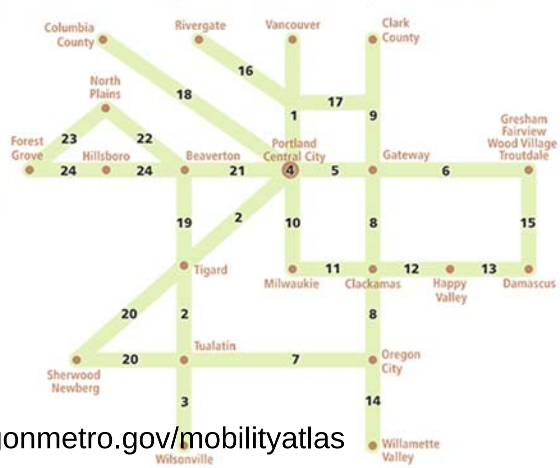
Discover how the Mobility Corridors Atlas visually presents land use and transportation data for the region's major travel corridors to help local transportation planners and policymakers develop strategies that improve mobility.

Local transportation planners and policymakers seek multimodal solutions to traffic congestion and other mobility related problems in their communities. Mobility Corridors are a new way to organize, integrate and understand land use and transportation data - bringing it all together in a comprehensive look for each of 24 unique travel corridors.

How it works

For each corridor, the atlas presents a series of maps and charts showing land use and transportation network characteristics and system performance. Each map and graph is accompanied by short explanations of the data. A "quick facts" box for each corridor gives handy data for the entire corridor, allowing easy comparisons with other corridors in the region. The information is useful for identifying strategies and investment priorities, and provides a framework for tracking change over time.

Click the number on the map to view a PDF for that corridor, or follow the links below.



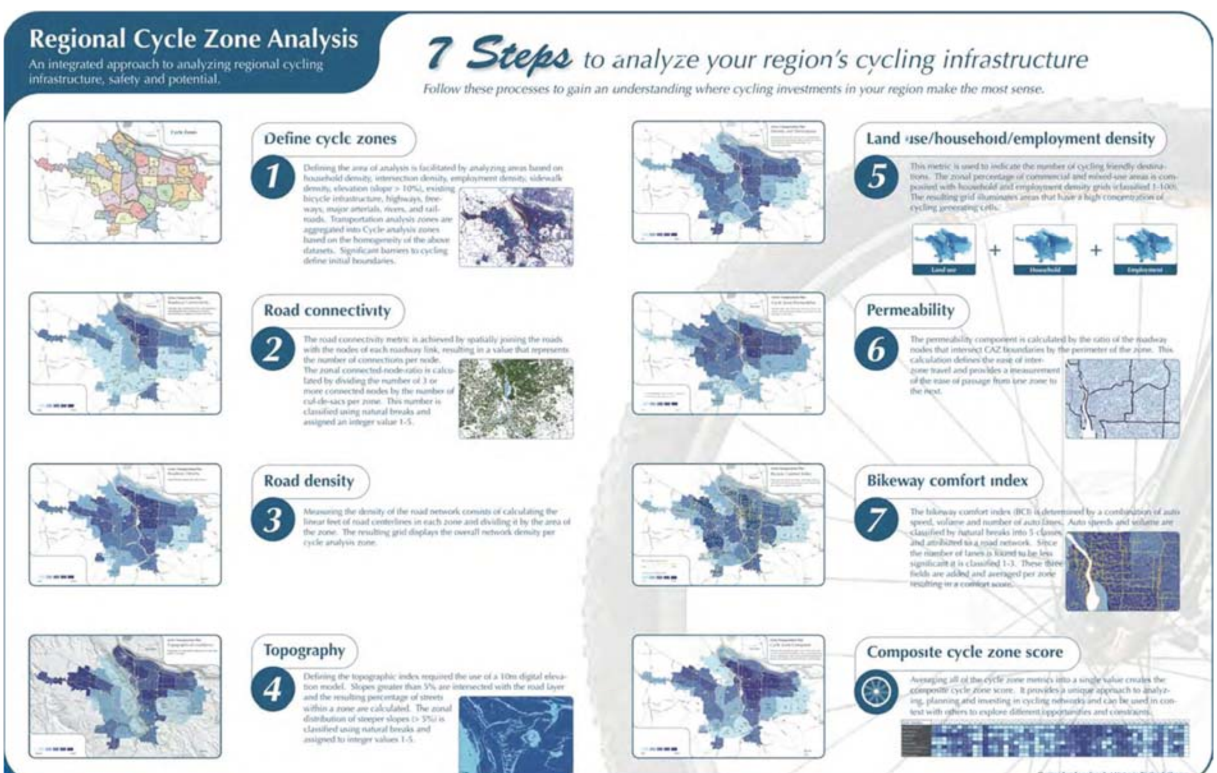
http://www.oregonmetro.gov/mobilityatlas

- REGION'S SIX DESIRED OUTCOMES
- + 2040 GROWTH CONCEPT
- + COMMUNITY INVESTMENT STRATEGY
- + URBAN GROWTH BOUNDARY
- + URBAN AND RURAL RESERVES
- − MPO FOR THE PORTLAND REGION
  - + REGIONAL TRANSPORTATION PLAN
  - + MTIP
  - REGIONAL FLEXIBLE FUNDING
  - TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS
  - AIR QUALITY CONFORMITY DETERMINATION
  - − MOBILITY CORRIDORS ATLAS
    - HOW TO USE THE MOBILITY CORRIDORS ATLAS
  - LOCAL TRANSPORTATION SYSTEM PLANS
  - + ACTIVE TRANSPORTATION
  - + HIGH CAPACITY TRANSIT PLAN
  - + FREIGHT AND GOODS MOVEMENT
- + CLIMATE CHANGE
- + NATURE IN NEIGHBORHOODS

HOW TO USE THE ATLAS

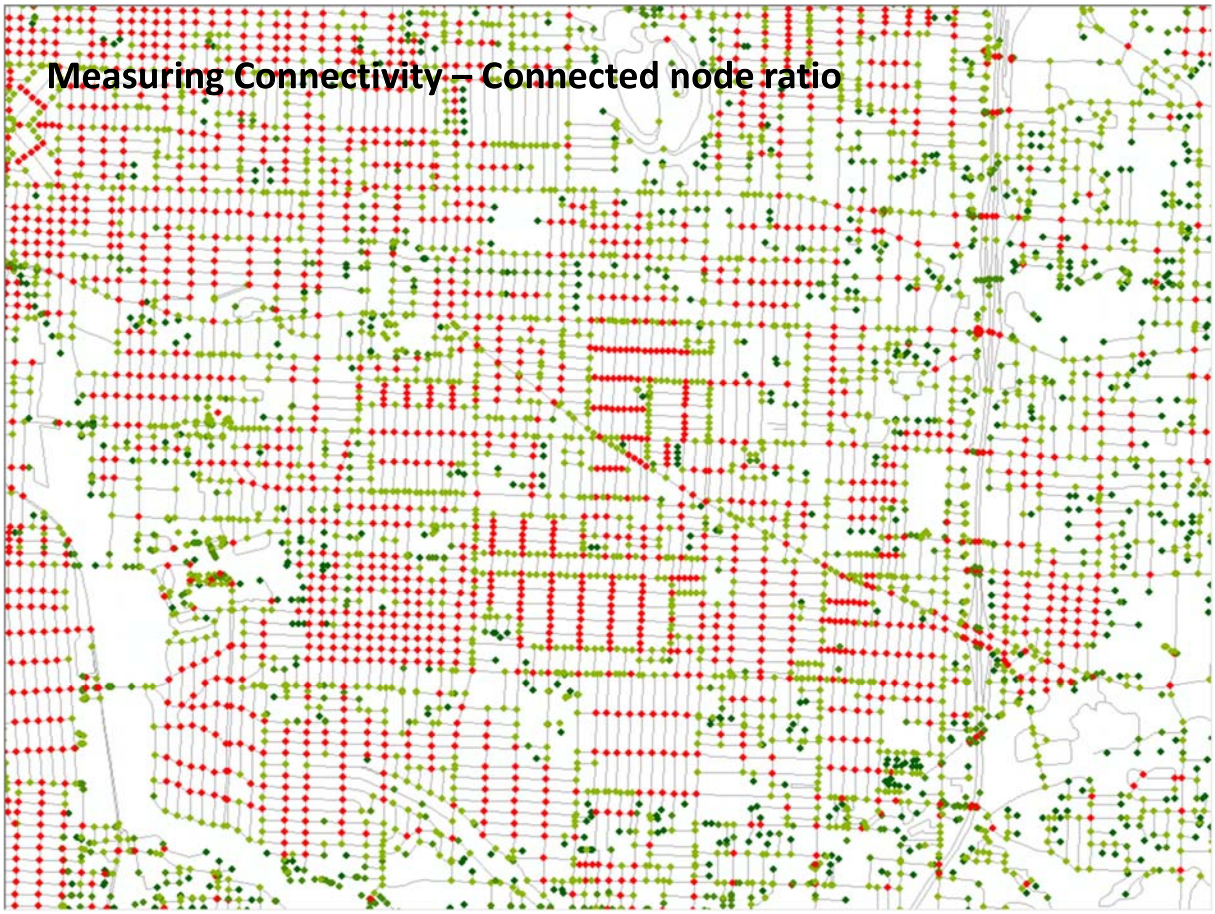
Active Transportation Plan

“sustainable, multimodal transportation solutions that connect people to where they need to go - such as work, school and to access essential services using active modes such as walking, bicycling, and taking public transit.”

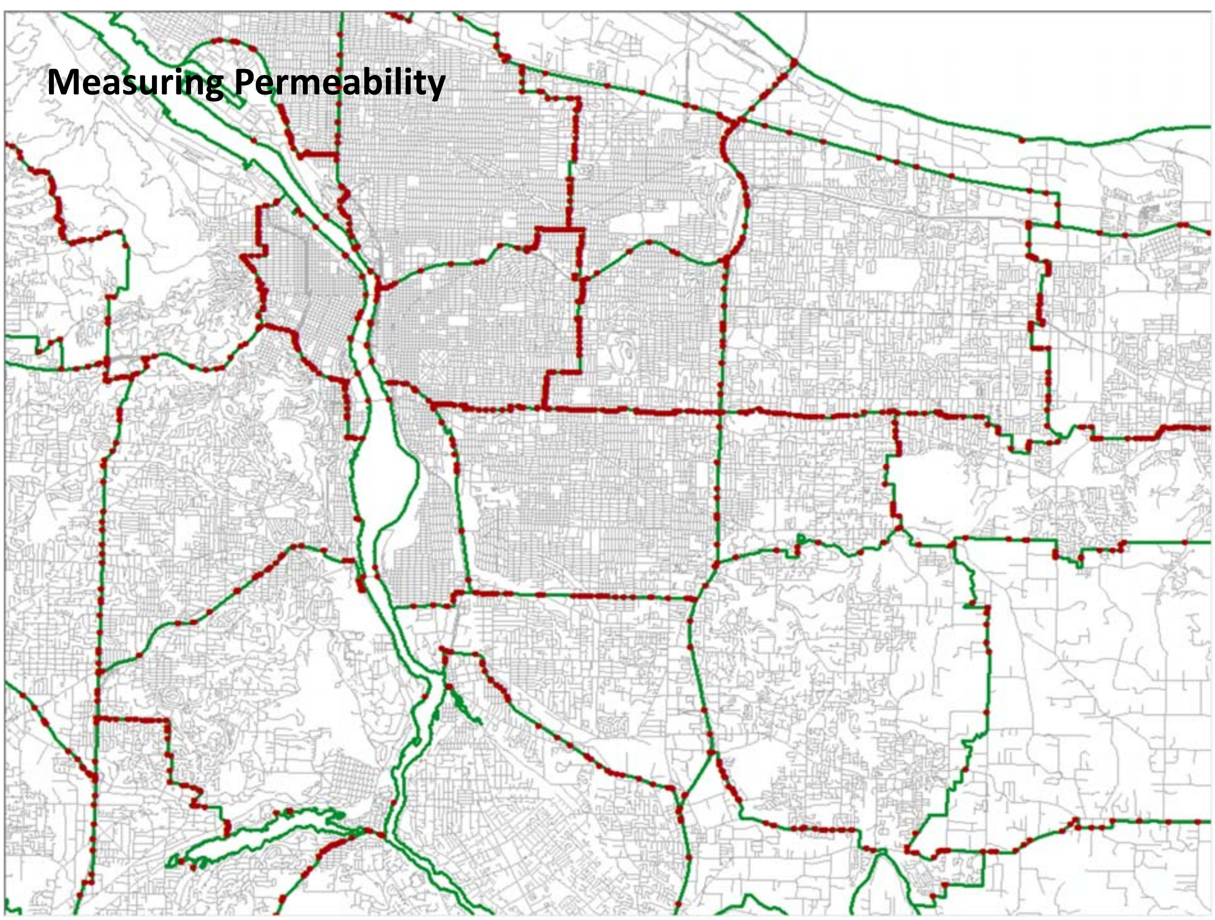


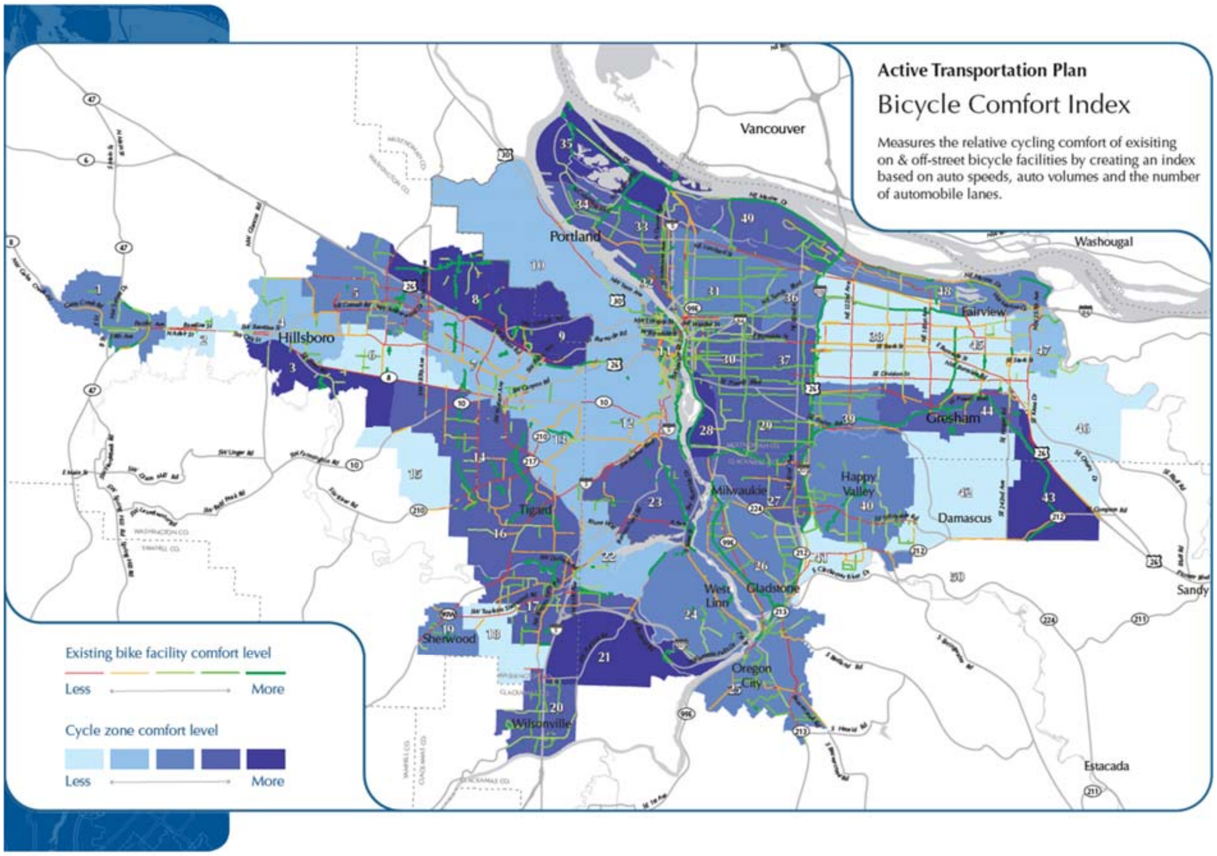
Exploring the existing conditions

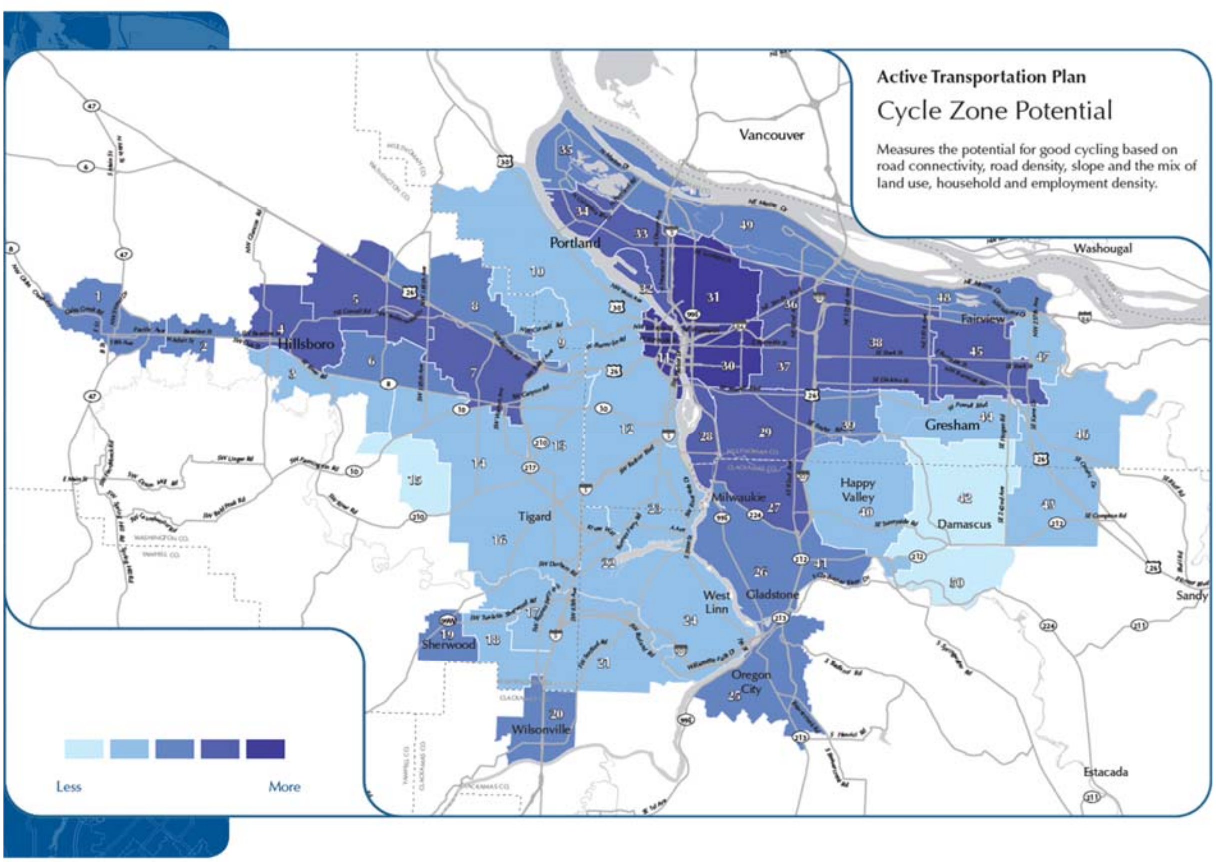
Measuring Connectivity – Connected node ratio



Measuring Permeability




Active Transportation Plan
Bicycle Comfort Index
Measures the relative cycling comfort of exisiting on & off-street bicycle facilities by creating an index based on auto speeds, auto volumes and the number of automobile lanes.
Existing bike facility comfort level
Less
More
Cycle zone comfort level
Less
More
Vancouver
Portland
Washougal
Hillsboro
Fairview
Gresham
Happy Valley
Damascus
Milwaukie
Tigard
West Linn
Gladstone
Sherwood
Oregon City
Wilsonville
Sandy
Estacada


Active Transportation Plan
Cycle Zone Potential
Measures the potential for good cycling based on road connectivity, road density, slope and the mix of land use, household and employment density.
Less
More
Vancouver
Portland
Washougal
Hillsboro
Fairview
Gresham
Happy Valley
Damascus
Milwaukie
Tigard
West Linn
Gladstone
Sherwood
Oregon City
Wilsonville
Sandy
Estacada

Cycle Zone Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
Cycle Zone Name	Forest Grove	Cornelius	Hillsboro-South	Hillsboro- Central	Hillsboro- North	Aloha- North	Beaverton - North	Bethany	Northwest Heights / W. Sylvan	Forest Park	Portland – Downtown/ Nob Hill/ S. Waterfont	SW Portland – Hillsdale/Multnomah Village	Beaverton – East / Raleigh Hills/ Washington Square RC	Beaverton – South / Aloha - South	CooperMt	Tigard	Tualatin	Sherwood – Industrial / Tualatin - Industrial	Sherwood - Central	Wilsonville	Stafford	Lake Oswego/ Rivergrove	Lake Oswego – North / Downtown/ Dunthorpe	West Linn	OregonCity
Road Connectivity	3	3	1	2	3	1	3	2	1	2	[illegible]	2	1	1	1	1	1	1	2	2	1	1	2	1	3
Road Density	3	3	2	4	2	4	4	4	3	2	[illegible]	4	3	4	2	3	2	1	4	2	2	3	3	3	3
Topography	4	5	5	[illegible]	[illegible]	[illegible]	4	2	1	1	4	1	2	2	1	2	3	3	3	4	2	2	1	1	3
Land Use	2	2	1	3	4	3	4	3	1	1	[illegible]	3	4	3	1	3	3	2	3	4	1	3	2	2	3
Permeability	1	1	1	2	3	2	4	3	4	3	[illegible]	4	3	4	3	3	1	2	2	2	1	3	3	2	2
Bikeway Connectivity	1	1	2	1	3	2	3	3	1	1	[illegible]	2	1	3	1	2	3	1	2	2	1	2	2	1	2
Bikeway Density	2	2	1	2	3	3	4	3	1	1	[illegible]	3	2	3	1	3	4	1	2	2	1	2	2	1	2
Bike Comfort	3	1	[illegible]	2	3	1	2	5	5	2	3	2	2	4	1	4	4	1	3	4	[illegible]	2	4	3	3
Biking Potential	3	3	2	4	4	3	4	3	2	2	[illegible]	2	2	2	1	2	2	2	3	3	2	2	2	2	3
Existing Conditions	2	1	2	2	3	2	4	4	1	1	5	3	2	3	1	3	4	1	2	2	1	2	2	2	2

Cycle Zone Number	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Cycle Zone Name	Milwaukie – Downtown/ Oak Grove/ Gladstone	Milwaukie – North / ClackamasRegional Center	SE Portland – Brooklyn/ Sellwood Moreland	SE Portland – Eastmoreland / Woodstock/ Foster-Powell	SE Portland - Inner	NE Portland - Inner	Swan Island	N. Portland - Central	N. Portland – St Johns	Rivergate Industrial Area /Smith & Bybee Lakes	NE Portland – Cully/ Rose City Park / Rocky Butte	SE Portland – Mt Tabor/ Montavilla	Outer East Portland / W. Gresham	SE Portland – Lents/ Powellhurst-Gilbert	HappyValley	ClackamasIndustrial Area	Damascus	Boring	Pleasant Valley/ Powell Butte / Gresham Butte	Central Gresham/ WoodVillage/ Fairview	Gresham – Powell Valley/ Kelly Creek	Troutdale	ColumbiaCorridor Industrial Area - East	PDXAirport	Damascus- South
Road Connectivity	1	3	4	4	[illegible]	[illegible]	4	5	4	3	4	4	3	1	1	1	1	1	2	3	2	1	2	3	1
Road Density	4	3	[illegible]	5	[illegible]	[illegible]	4	5	4	2	[illegible]	[illegible]	4	4	3	2	1	2	3	3	2	3	2	2	1
Topography	3	4	4	5	4	[illegible]	4	5	4	5	4	4	5	5	1	4	1	2	2	4	2	3	4	4	1
Land Use	3	4	4	4	[illegible]	4	4	3	3	2	3	4	4	2	2	4	1	1	2	4	1	3	3	3	1
Permeability	1	3	3	5	[illegible]	[illegible]	3	3	1	1	4	[illegible]	4	4	2	2	2	2	4	4	2	3	1	2	1
Bikeway Connectivity	3	3	2	3	4	3	4	4	2	2	2	2	2	2	2	2	1	2	3	3	1	2	2	3	1
Bikeway Density	4	3	3	4	4	4	4	4	2	2	2	3	4	3	2	3	1	1	3	4	1	3	4	4	1
Bike Comfort	3	4	[illegible]	4	4	3	4	4	4	5	3	4	1	3	3	1	1	[illegible]	4	1	1	2	3	4	1
Biking Potential	3	4	4	4	5	5	4	4	4	3	4	4	4	3	2	3	1	2	2	4	2	2	3	3	1
Existing Conditions	4	3	2	4	4	4	3	4	2	2	2	3	4	3	2	2	1	2	3	3	1	2	3	4	1

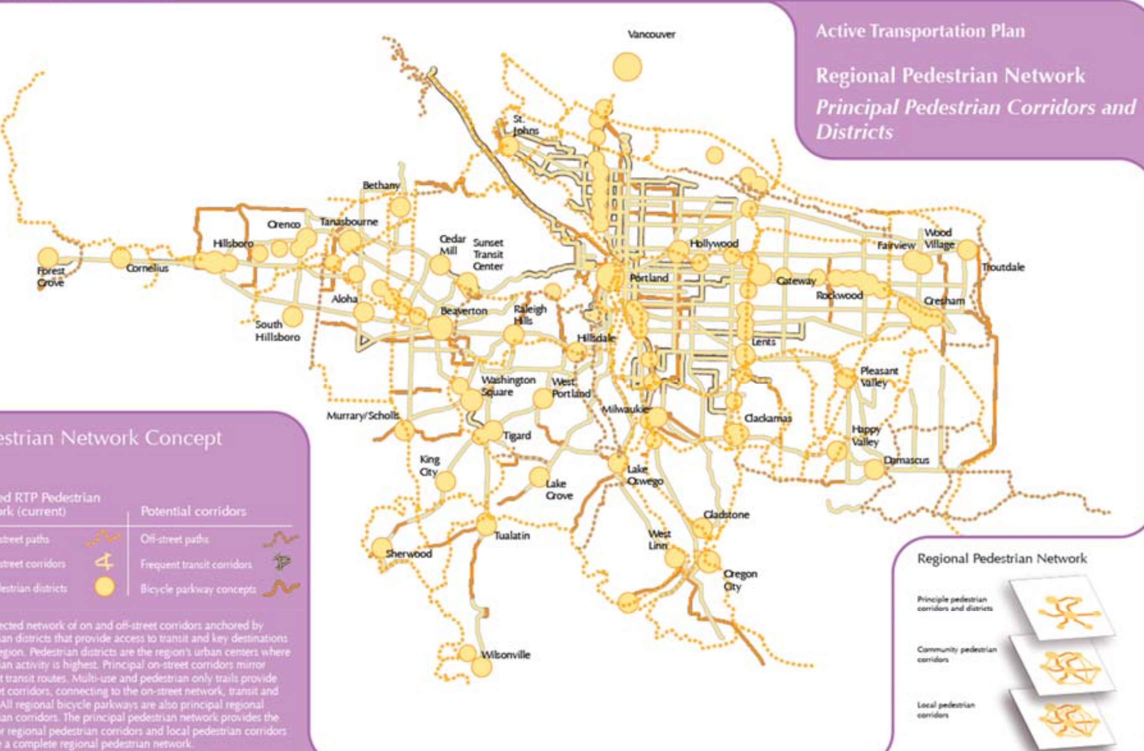
1 2 3 4 5

Less supportive of bicycling ⟵⟶ More supportive of bicycling

Active Transportation Plan

Regional Pedestrian Network

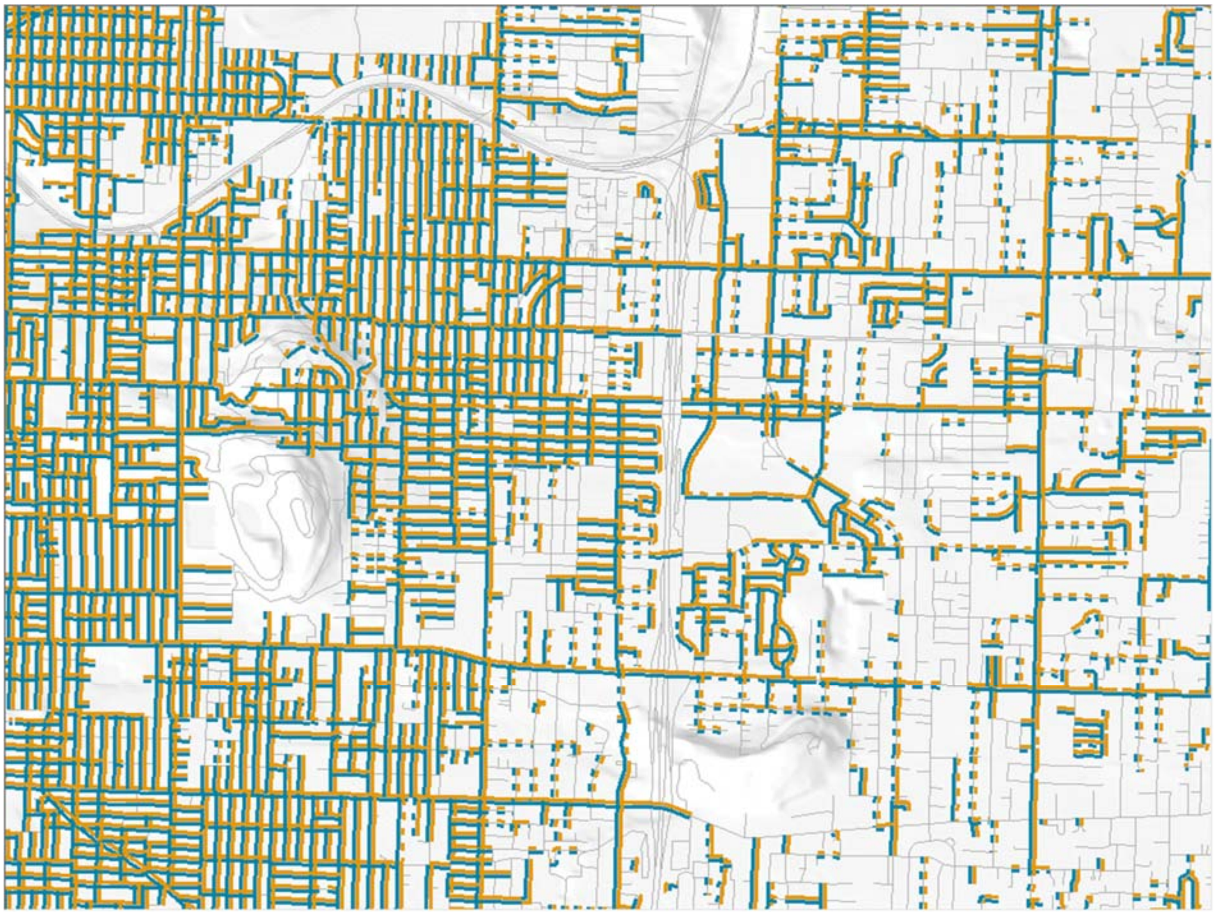
Principal Pedestrian Corridors and Districts



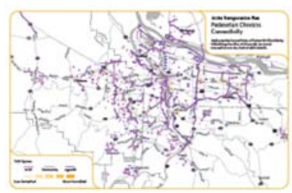
Pedestrian Network Concept

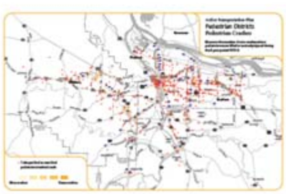
Planned RTP Pedestrian Network (current)	Potential corridors
RTP off-street paths	Off-street paths
RTP on-street corridors	Frequent transit corridors
RTP pedestrian districts	Bicycle parkway concepts

A connected network of on and off-street corridors anchored by pedestrian districts that provide access to transit and key destinations in the region. Pedestrian districts are the region's urban centers where pedestrian activity is highest. Principal on-street corridors mirror frequent transit routes. Multi-use and pedestrian only trails provide off-street corridors, connecting to the on-street network, transit and nature. All regional bicycle parkways are also principal regional pedestrian corridors. The principal pedestrian network provides the spine for regional pedestrian corridors and local pedestrian corridors to make a complete regional pedestrian network.



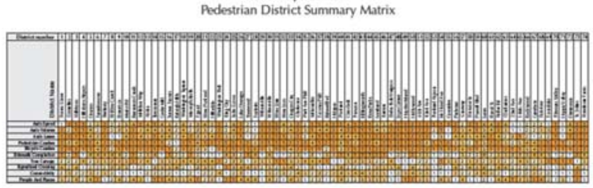
Active Transportation Plan - **Pedestrian District Analysis: Exisiting Conditions**





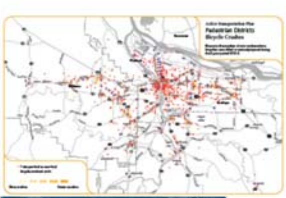
Active Transportation Plan

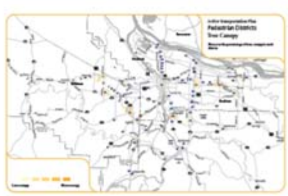
Pedestrian District Summary Matrix



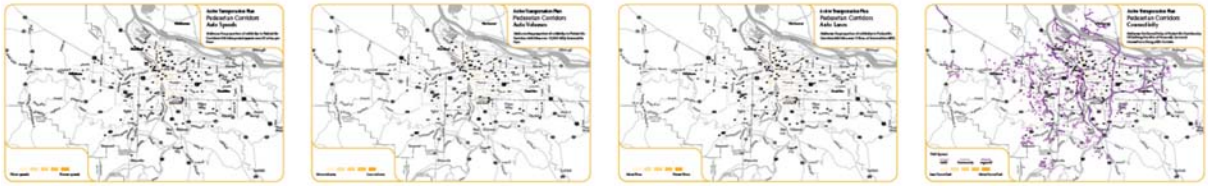
1 2 3 4 5

Less supportive of pedestrians ⟷ More supportive of pedestrians

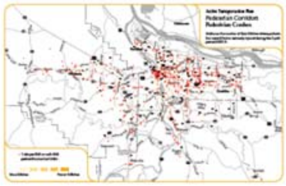


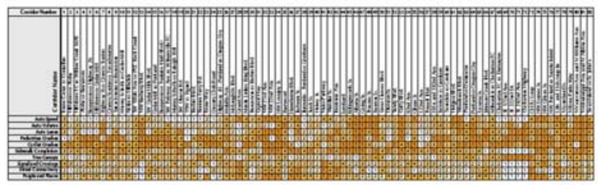


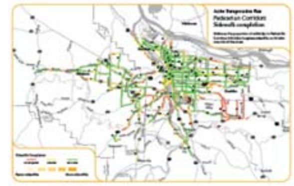
Active Transportation Plan - **Pedestrian Corridor Analysis: Exisiting Conditions**



Active Transportation Plan
Pedestrian Corridor Summary Matrix

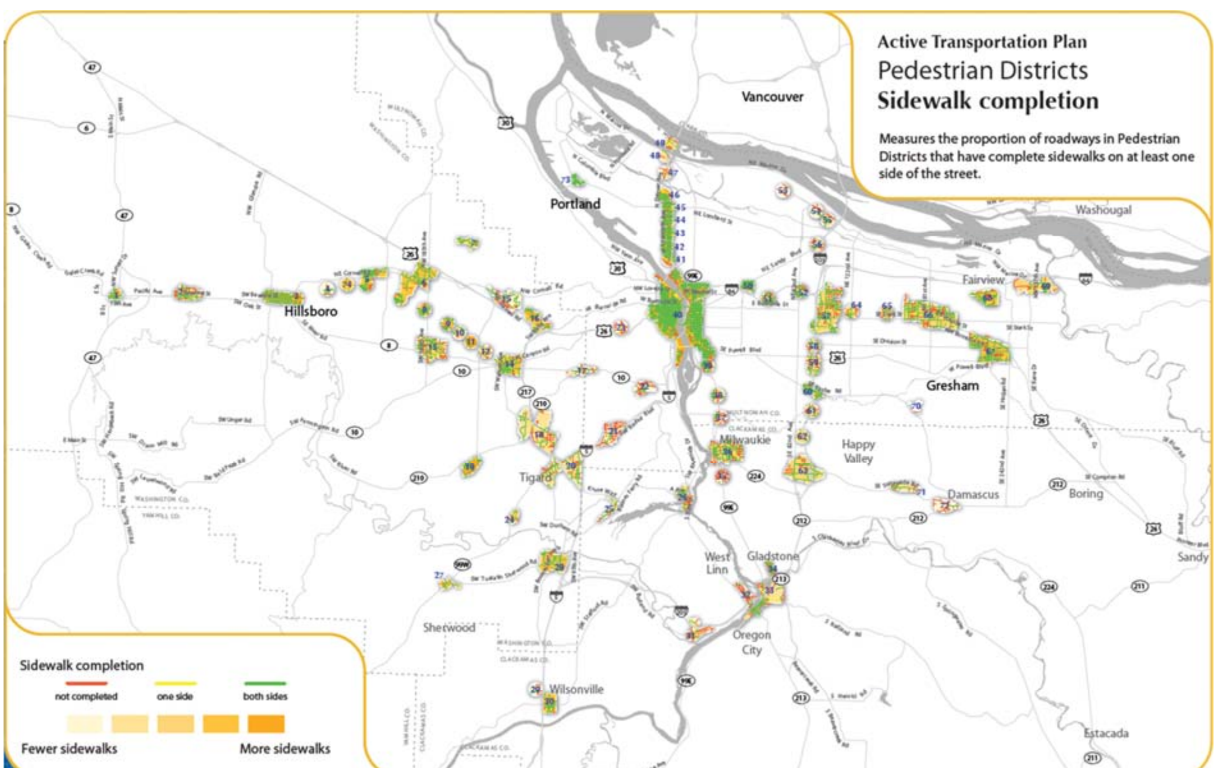


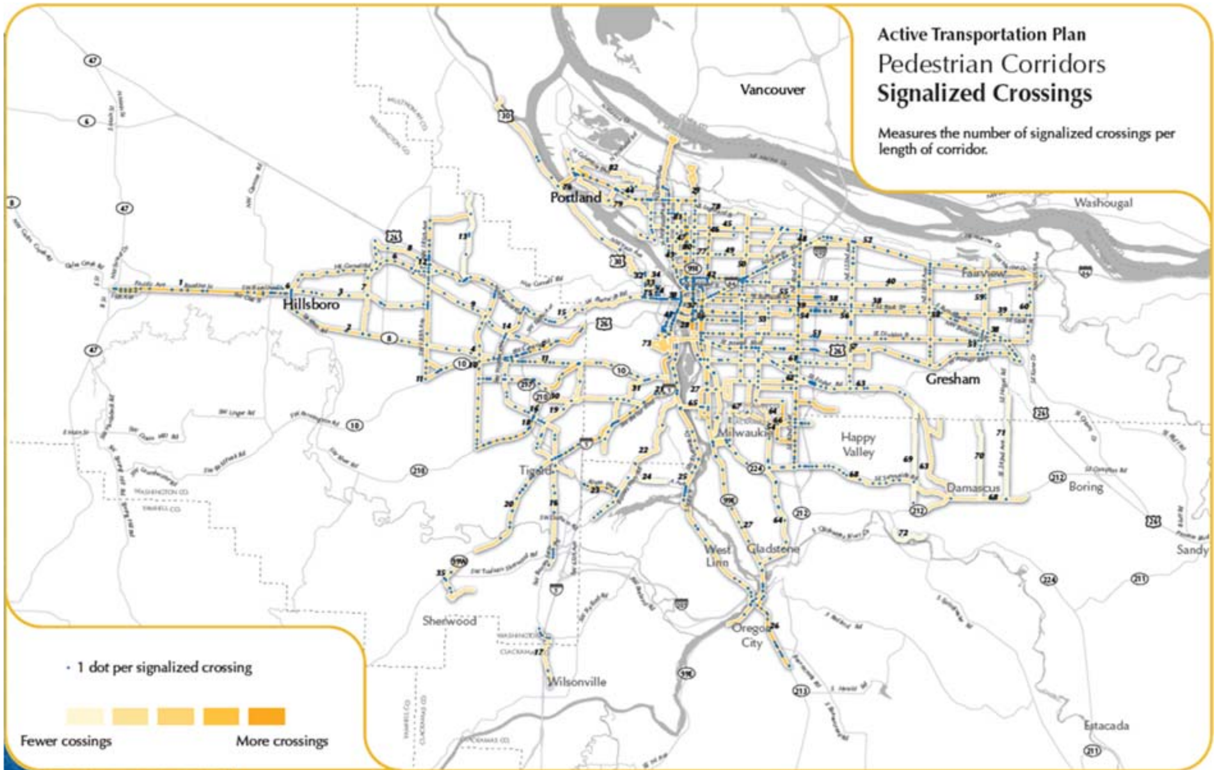




1 2 3 4 5

Less supportive of pedestrians ⟷ More supportive of pedestrians





Corridor Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Corridor Name	Forest Grove to Cornelius	Hillsboro to Aloha	Hillsboro TC to Willow Creek MAX	Aloha to Beaverton	Beaverton to Highway 26	Hillsboro to Cedar Mill	Highway 8 to Orenco Station	Orenco Station to Tanasbourne	Tanasbourne to Beaverton	Murray Scholls to Cedar Mill	Aloha to Hillsdale	SW 185th Ave. to PCC Rock Creek	NW Bethany Blvd.	SW Cedar Hills Blvd.	Cedar Mill to Portland	Beaverton to Tualatin (Hall Blvd.)	SW Parkway Ave. to Wilsonville TC	Murray Scholls to Raleigh Hill	SW Oleson Rd.	99W to Tigard	Barbur Blvd.
Auto Speed	3	1	2	1	1	1	2	1	2	1	2	3	4	3	2	2	1	1	1	1	1
Auto Volume	3	2	3	2	2	2	5	2	2	2	2	4	5	2	2	2	4	2	2	2	2
Auto Lanes	3	1	3	1	1	1	5	1	4	1	2	3	5	1	4	4	4	3	5	1	1
Pedestrian Crashes	1	2	4	5	5	5	2	5	5	5	2	4	5	5	5	5	5	4	4	1	4
Cyclist Crashes	4	5	4	5	5	4	5	5	3	4	4	4	5	5	5	4	5	5	4	5	2
Sidewalk Completion	3	3	4	3	4	5	4	5	3	5	4	4	4	3	2	3	3	3	5	2	2
Tree Canopy	2	1	2	1	2	3	4	3	3	2	2	3	4	2	4	3	3	3	3	2	2
Signalized Crossings	4	3	2	2	4	3	2	2	2	3	3	3	1	3	2	2	2	4	2	3	4
Street Connectivity	2	1	2	2	2	2	2	2	3	2	2	1	1	4	4	3	3	2	3	3	2
People and Places	3	3	2	4	3	4	2	4	3	3	4	2	1	4	2	3	3	3	2	3	4

Corridor Number	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Corridor Name	Boones Ferry Rd.	Kruse Way	Country Club Road	Highway 43 - Portland to Oregon City	Molalla Ave.	McLoughlin Blvd.	Grand Ave.	Martin Luther King Blvd.	Beaverton to Barbur Blvd.	Capitol Hwy.	NW 23rd Ave.	NW 22nd Ave.	NW Lovejoy St.	Sherwood	Hawthorne Blvd.	Belmont St.	Burnside - Portland to Gresham	Stark St.	Halsey St.	Naito Parkway
Auto Speed	1	2	1	2	4	3	5	4	3	4	5	5	5	4	3	5	1	2	2	4
Auto Volume	2	2	2	2	4	2	1	3	2	3	2	1	4	5	2	4	1	3	3	1
Auto Lanes	3	2	1	3	3	2	1	2	4	4	5	5	5	4	1	5	2	2	2	2
Pedestrian Crashes	5	5	5	4	5	3	3	4	4	5	5	1	5	3	1	3	2	1	3	3
Cyclist Crashes	4	5	5	5	3	3	1	5	5	2	5	5	5	5	3	1	2	3	4	1
Sidewalk Completion	2	2	2	2	5	4	4	3	2	2	5	5	5	4	5	5	4	5	3	3
Tree Canopy	5	3	3	4	2	2	1	2	4	4	2	2	3	3	1	2	2	2	2	2
Signalized Crossings	2	4	1	3	4	3	5	3	2	2	3	2	4	2	3	3	3	3	2	5
Street Connectivity	1	1	3	2	3	3	5	4	1	3	4	4	4	2	4	5	3	2	2	5
People and Places	2	5	1	2	4	4	5	4	2	3	5	5	5	2	5	5	4	4	3	5

Corridor Number	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
Corridor Name	Weidler St.	Interstate Ave.	Lombard	Killingsworth St.	Alberta St.	Going St.	Prescott St.	Fremont St.	Cesar Chavez Blvd.	Division St.	Sandy Blvd.	Cully Blvd.	82nd Ave.	Glisan St.	122nd Ave.	Powell Blvd.	181st and 182nd Ave.	Fairview to Gresham	Troutdale to Gresham	Holgate Blvd.
Auto Speed	4	2	3	4	5	5	5	5	4	3	3	5	3	5	2	2	3	3	2	5
Auto Volume	2	3	2	5	5	5	5	5	2	2	3	5	3	3	2	2	3	4	3	5
Auto Lanes	3	5	3	3	5	5	4	5	3	1	3	5	2	3	1	2	2	3	2	3
Pedestrian Crashes	5	3	4	3	5	5	2	5	4	1	3	5	1	4	1	1	5	5	5	3
Cyclist Crashes	3	3	5	5	5	5	4	2	2	3	5	4	5	5	1	3	3	5	3	4
Sidewalk Completion	5	4	5	5	5	5	3	5	4	5	3	5	4	5	4	3	5	4	4	4
Tree Canopy	1	2	2	2	1	3	3	4	4	1	2	3	2	3	1	2	1	3	2	3
Signalized Crossings	4	3	4	2	2	3	2	2	3	3	3	2	4	4	2	3	3	2	2	2
Street Connectivity	4	5	3	3	1	4	1	1	4	2	2	3	3	1	2	2	2	2	2	2
People and Places	5	4	3	3	3	2	2	2	2	4	3	2	4	4	4	3	4	2	2	2

Corridor Number	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82
Corridor Name	Woodstock Blvd.	Portland to Damascus	Portland to Oregon City	Tacoma St.	Johnson Creek Blvd.	Milwaukie to Clackamas TC	Clackamas TC to Damascus	SE 172nd Ave.	SE 222nd Dr.	SE 242nd Ave.	Clackamas Highway	OHSU Loop	NW Everett St.	NW Glisan St.	NW Portland to Sauvie Island	12th and 11th couplet	N Lombard St.	N Rosa Parks Way	N Vancouver Ave. and N Williams Ave.	N Mississippi Ave. and N Albina Ave.	Swan Island to St. John's
Auto Speed	5	1	4	3	2	4	1	1	2	1	1	4	5	5	3	5	4	2	5	5	4
Auto Volume	5	4	5	3	3	4	2	3	5	2	5	3	3	3	3	4	5	2	5	5	5
Auto Lanes	5	4	5	3	5	4	3	2	5	5	5	4	5	5	2	4	4	4	5	5	4
Pedestrian Crashes	3	4	5	5	5	4	3	5	5	5	5	3	5	5	5	3	5	5	5	5	3
Cyclist Crashes	5	5	5	5	3	5	5	5	5	3	5	5	5	5	5	3	5	4	1	5	5
Sidewalk Completion	4	3	3	4	1	3	2	1	1	1	1	2	5	5	2	5	4	4	5	5	4
Tree Canopy	3	4	4	2	3	4	3	5	5	5	5	5	3	4	2	3	3	4	4	3	3
Signalized Crossings	2	2	2	2	3	2	2	1	1	1	1	3	4	5	2	4	1	2	4	2	2
Street Connectivity	2	1	3	3	4	3	2	1	1	1	1	5	2	2	1	5	3	3	5	2	3
People and Places	2	2	2	4	4	3	2	1	1	1	1	5	5	5	2	4	2	2	4	3	2

District number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
District Name	Forest Grove	Cornelius	Hillsboro	Hillsboro Airport	Orenco	Tanasbourne	Bethany	Willow Creek	Elmonica	Merlo Rd	Beaverton Creek	Millikan Way	Aloha	Beaverton	Cedar Mill	Sunset Transit	Raleigh Hills	Washington Square	Murray/Scholls
Auto Speed	1	5	5	5	2	3	5	2	2	3	4	5	4	5	4	3	2	4	2
Auto Volume	5	2	5	5	4	2	5	2	3	3	5	3	4	4	3	4	2	4	2
Auto Lanes	5	5	5	5	4	3	5	1	1	4	5	4	3	5	4	4	2	4	5
Pedestrian Crashes	5	3	4	5	5	4	5	3	5	5	5	5	5	5	5	2	1	5	5
Bicycle Crashes	5	5	5	5	5	4	5	2	5	5	5	5	5	5	5	5	2	5	5
Sidewalk Completion	5	2	5	1	4	4	4	4	4	2	5	2	3	4	1	5	2	2	5
Tree Canopy	2	2	2	4	2	3	3	3	3	3	5	3	4	1	3	3	3	4	4
Signalized Crossing	4	2	4	1	2	2	2	3	3	3	1	2	1	3	3	3	4	2	1
Connectivity	2	3	2	2	3	2	3	2	1	1	1	1	2	2	2	2	1	1	2
People And Places	3	2	4	2	4	5	1	2	4	2	4	3	1	5	5	4	3	3	4

District number	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
District Name	Tigard	West Portland	Hillsdale	Washington Park	King City	Lake Grove	Lake Oswego	Sherwood	Tualatin	Wilsonville	Wilsonville	West Linn	West Linn	Oregon City	Gladstone	Park Ave P&R	Milwaukie	Tacoma P&R
Auto Speed	3	4	3	5	2	4	5	2	1	5	5	5	4	3	5	2	5	5
Auto Volume	3	3	2	5	2	4	5	2	1	5	5	5	3	4	5	3	5	4
Auto Lanes	3	3	4	5	3	3	5	1	2	5	5	5	5	3	5	2	4	5
Pedestrian Crashes	4	5	5	5	5	5	5	5	3	5	5	5	5	5	5	5	4	5
Bicycle Crashes	3	3	1	5	5	5	5	5	5	5	3	5	5	4	5	5	5	5
Sidewalk Completion	2	1	1	1	4	3	2	5	4	1	4	1	1	2	3	1	3	1
Tree Canopy	3	4	4	5	2	3	3	1	3	3	3	5	5	3	3	4	4	4
Signalized Crossing	3	3	3	1	5	3	4	4	3	2	3	2	3	4	2	1	3	1
Connectivity	1	2	2	4	1	2	3	1	1	1	3	2	3	2	4	3	2	3
People And Places	5	2	3	1	5	5	4	4	4	1	4	2	1	4	3	1	2	2

District number	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
District Name	Bybee Blvd	Holgate	Portland	Overlook	Prescott	Killingsworth	Rosa Parks	Lombard	Kenton	Delta Park/Vanport	Expo Center	Hayden Island	Hollywood	60th Ave	82nd Ave	Portland Airport	Mt Hood Ave	Cascades	Parkrose
Auto Speed	4	5	5	4	5	5	5	3	3	4	5	5	5	5	5	5	5	5	5
Auto Volume	4	5	4	5	5	5	5	4	3	5	5	5	5	5	5	2	5	1	5
Auto Lanes	5	5	4	4	4	5	5	5	5	5	5	5	5	5	5	1	3	1	4
Pedestrian Crashes	5	5	4	5	3	5	5	4	5	5	5	5	5	5	3	5	5	5	3
Bicycle Crashes	2	5	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Sidewalk Completion	3	3	5	4	5	5	5	5	5	1	2	2	5	3	3	1	1	2	1
Tree Canopy	5	1	1	3	3	3	3	2	2	4	1	1	1	2	2	1	5	3	3
Signalized Crossing	1	2	4	2	2	1	2	3	3	3	4	1	4	2	3	1	2	1	4
Connectivity	2	3	4	3	4	4	3	3	3	1	2	3	4	3	3	1	1	1	3
People And Places	1	2	4	2	2	3	3	3	3	1	1	5	5	3	3	1	4	3	1

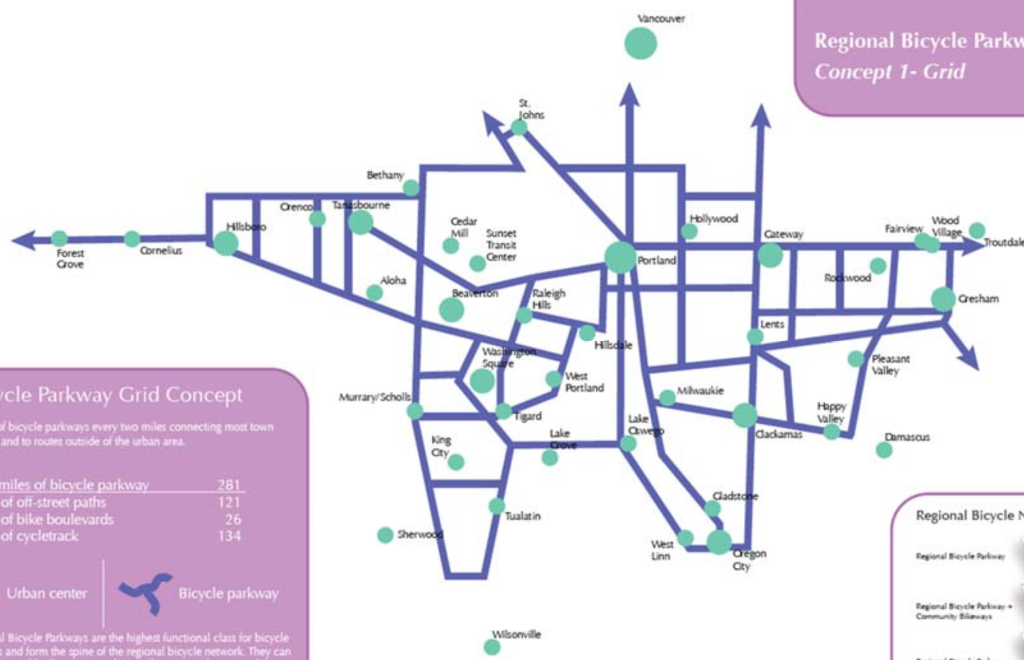
District number	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
District Name	Gateway	Division St	Powell Blvd	Lents	Flavel St	Fuller Rd	Clackamas	22nd Ave	148th Ave	Rockwood	Gresham	Fairview	Troutdale	Pleasant Valley	Happy Valley	Damascus	St. Johns	Hawthorn Farm
Auto Speed	2	5	5	4	4	5	4	1	1	2	2	2	1	5	1	4	5	5
Auto Volume	3	4	5	3	4	5	3	1	1	2	2	3	3	5	1	4	5	5
Auto Lanes	4	3	4	4	5	4	2	3	5	2	1	2	2	5	1	5	5	5
Pedestrian Crashes	3	2	5	3	5	5	3	2	3	4	4	5	5	5	5	3	5	5
Bicycle Crashes	4	5	5	3	5	5	5	5	5	3	4	5	5	5	5	5	5	5
Sidewalk Completion	3	2	2	4	2	3	3	3	3	3	4	4	3	1	2	1	5	4
Tree Canopy	2	3	3	2	3	3	2	2	4	3	2	3	5	5	5	5	1	3
Signalized Crossing	2	4	3	4	2	4	4	2	2	2	3	2	1	1	3	1	4	2
Connectivity	2	2	3	4	3	2	1	2	2	2	3	2	2	1	1	1	5	1
People And Places	4	1	1	2	1	4	4	5	3	3	5	4	2	1	3	1	5	1

1 2 3 4 5

Less supportive of pedestrians ← → More supportive of pedestrians

Active Transportation Plan

Regional Bicycle Parkways
Concept 1- Grid



Bicycle Parkway Grid Concept

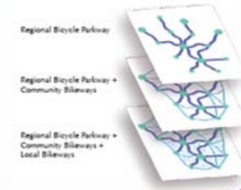
A grid of bicycle parkways every two miles connecting most town centers and to routes outside of the urban area.

Total miles of bicycle parkway	281
miles of off-street paths	121
miles of bike boulevards	26
miles of cycletrack	134

Urban center | Bicycle parkway

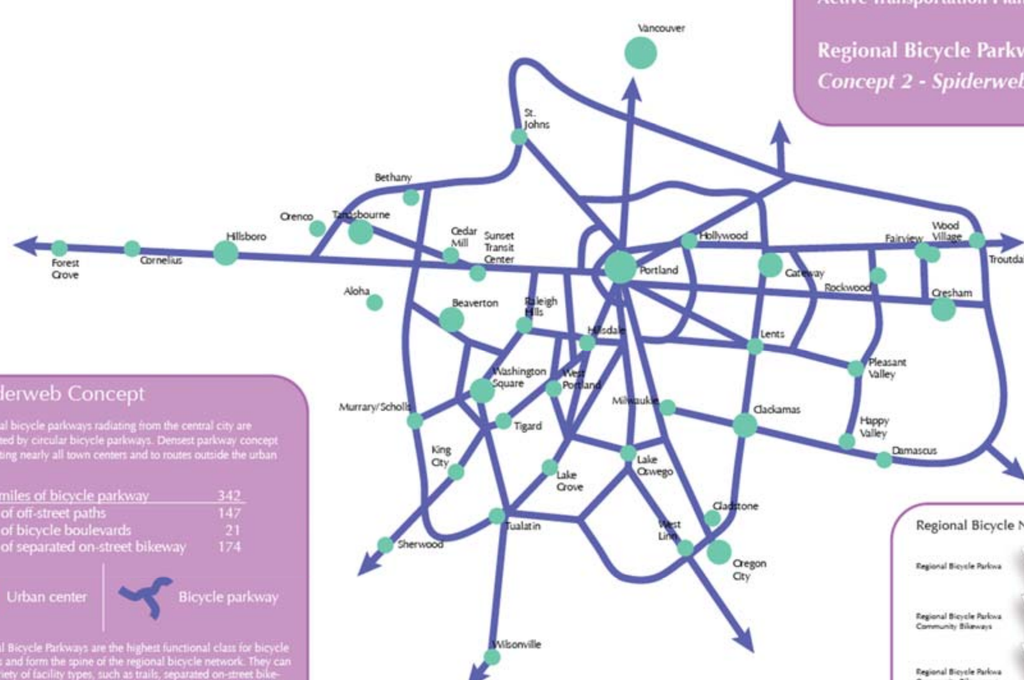
Regional Bicycle Parkways are the highest functional class for bicycle facilities and form the spine of the regional bicycle network. They can be a variety of facility types, such as trails, separated on-street bikeways or bicycle boulevards and are designed to provide a higher degree of capacity and comfort/protection from motorized traffic compared to an average bicycle lane, trail or boulevard.

Regional Bicycle Network Concept



Active Transportation Plan

Regional Bicycle Parkways
Concept 2 - Spiderweb



Spiderweb Concept

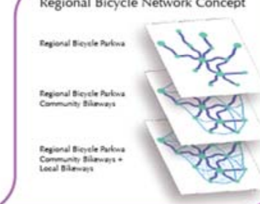
Diagonal bicycle parkways radiating from the central city are connected by circular bicycle parkways. Densest parkway concept connecting nearly all town centers and to routes outside the urban area.

Total miles of bicycle parkway	342
miles of off-street paths	147
miles of bicycle boulevards	21
miles of separated on-street bikeway	174

Urban center | Bicycle parkway

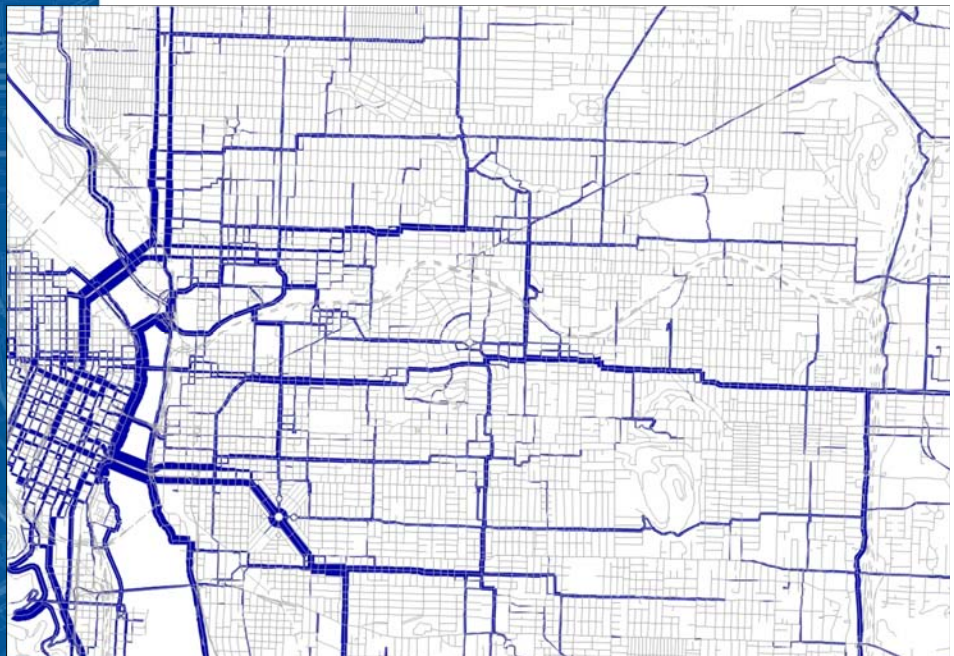
Regional Bicycle Parkways are the highest functional class for bicycle facilities and form the spine of the regional bicycle network. They can be a variety of facility types, such as trails, separated on-street bikeways or bicycle boulevards and are designed to provide a higher degree of capacity and comfort/protection from motorized traffic compared to an average bicycle lane, trail or boulevard.

Regional Bicycle Network Concept



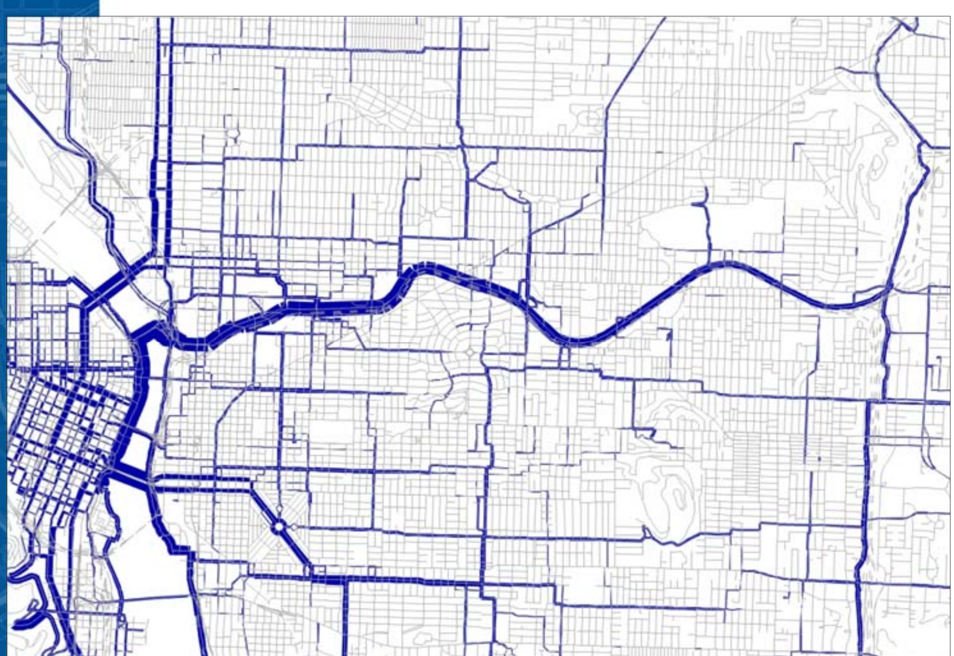
Sullivan's Gulch Trail

2010 Base Scenario Volumes

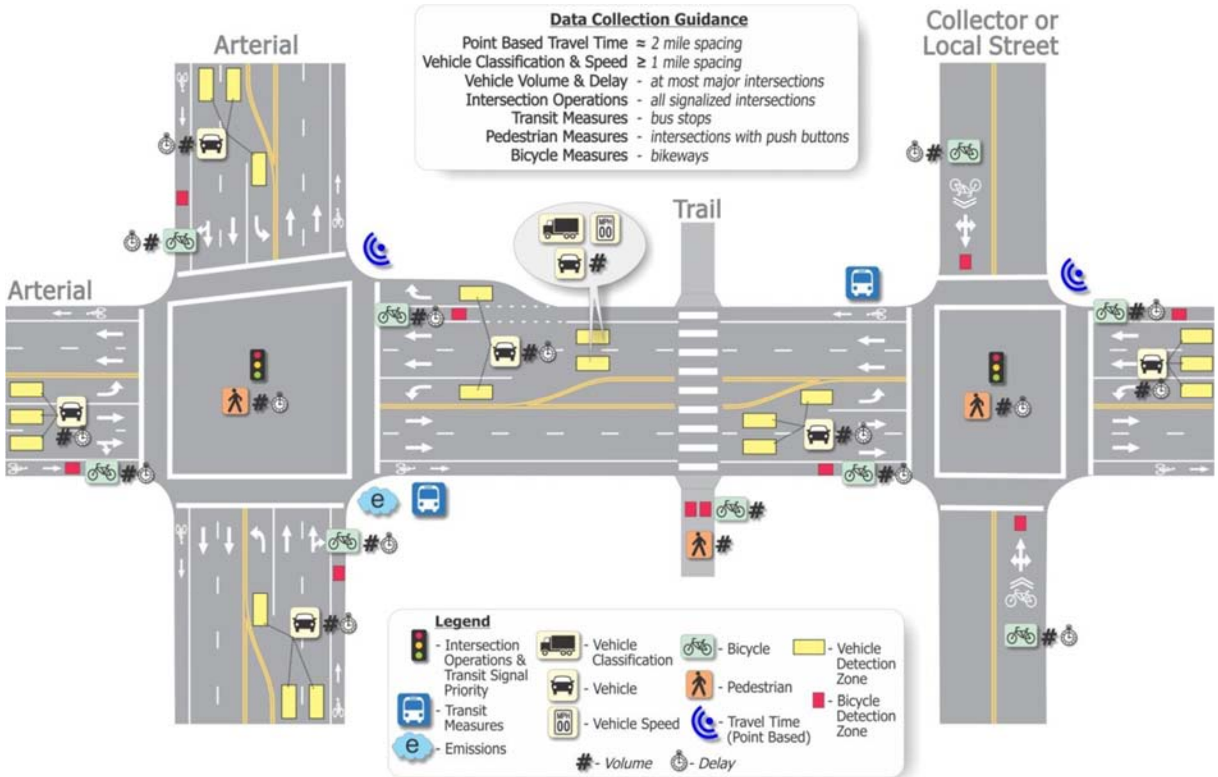


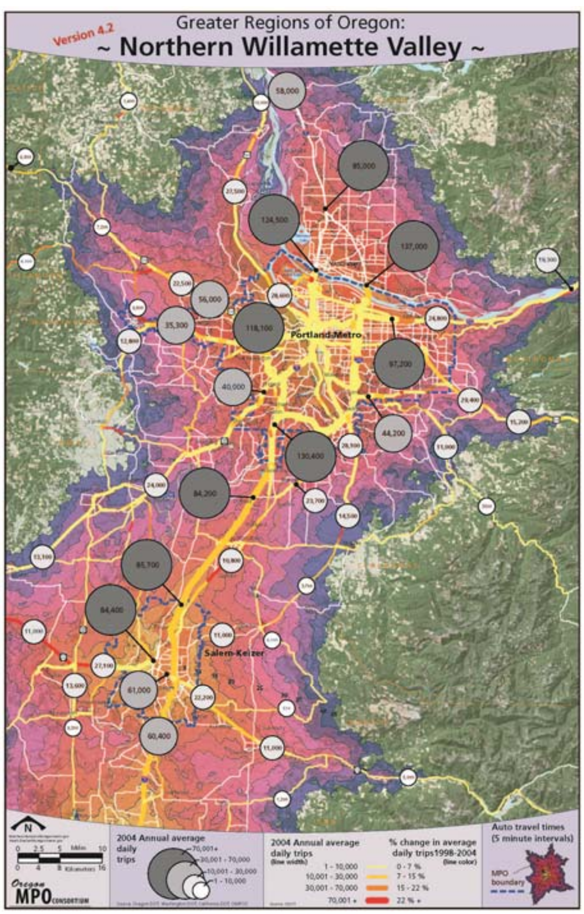
Sullivan's Gulch Trail

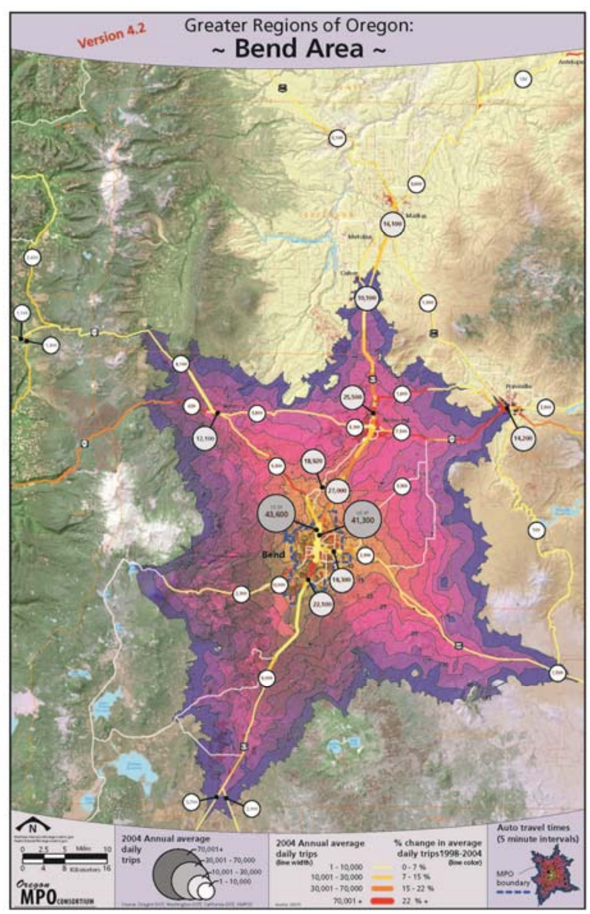
2010 Build Scenario Volumes

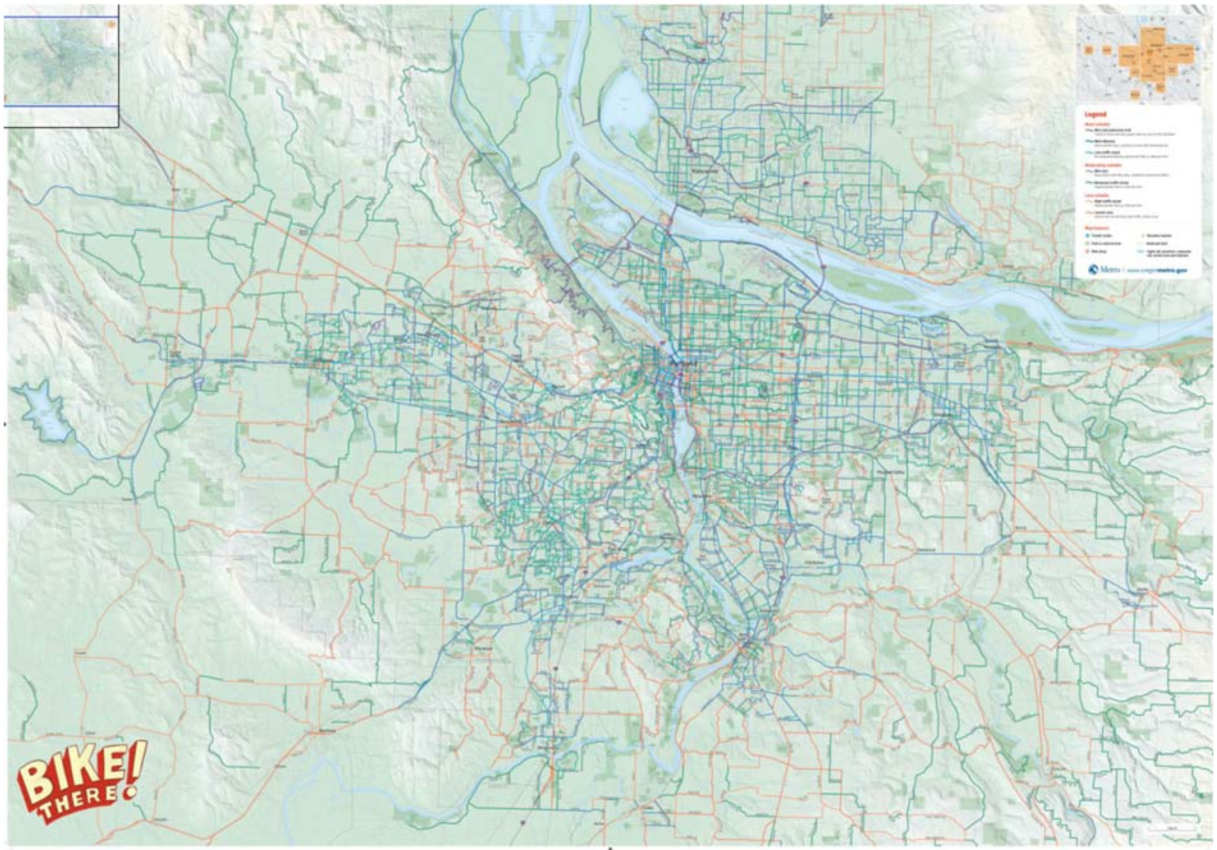


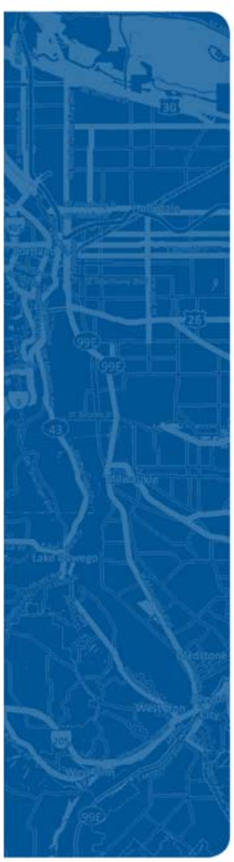
Roadway Data Collection











Questions?

Matthew Hampton
matthew.hampton@oregonmetro.gov