

**Clackamas County
Active Transportation
Plan**

Appendices

A through F

APPENDIX A – EXISTING CONDITIONS REPORT

CLACKAMAS COUNTY ACTIVE TRANSPORTATION PLAN TGM GRANT 1E-12

JUNE 2013



EXISTING CONDITIONS REPORT

Prepared by:
Clackamas County Department of Transportation and Development
Oregon City, Oregon
www.clackamas.us

Contents

I.	EXECUTIVE SUMMARY	4
II.	GLOSSARY OF ACTIVE TRANSPORTATION TERMS.....	6
III.	PLANS AND REGULATORY FRAMEWORK	11
	A. CLACKAMAS COUNTY COMPREHENSIVE PLAN.....	11
	B. ZONING AND DEVELOPMENT ORDINANCE.....	13
	C. TRANSPORTATION SYSTEM PLAN (TSP) EXISTING CONDITIONS	16
	D. 2003 BICYCLE MASTER PLAN	20
	E. 2003 PEDESTRIAN MASTER PLAN	21
	F. CLACKAMAS REGIONAL CENTER PEDESTRIAN AND BICYCLE CONNECTION PROJECT	22
	G. ESSENTIAL PEDESTRIAN NETWORK	22
	H. FILO: FEE IN LIEU OF	23
	I. CLACKAMAS COUNTY ROADWAY STANDARDS.....	24
	J. NORTH CLACKAMAS PARKS AND RECREATION DISTRICT (NCPRD) AND CLACKAMAS COUNTY PARKS.	26
	K. COMPREHENSIVE PLAN MAP SHOWING EXISTING AND PLANNED BIKEWAYS.....	27
	L. STATE OF OREGON	27
	i. Transportation Planning Rule	27
	ii. Oregon Bicycle and Pedestrian Plan (ODOT)	28
IV.	ACTIVE TRANSPORTATION DOCUMENTS.....	29
	A. CONNECTING CLACKAMAS: A FULL REVOLUTION FOR ACTIVE TRANSPORTATION IN CLACKAMAS COUNTY.....	29
	B. COUNTY SIDEWALK INVENTORY	29
	C. BICYCLE TOURISM STUDIOS.....	29
	D. BIKE IT! Map	30
	E. HIGHWAY 43 BICYCLE IMPROVEMENTS	31
	F. BICYCLE WAYFINDING SIGNAGE	32
	G. METRO REGIONAL ACTIVE TRANSPORTATION PLAN	33
V.	EXISTING BICYCLE AND PEDESTRIAN NETWORK.....	36
	A. METRO'S EXISTING REGIONAL BICYCLE NETWORK	36
	B. METRO'S REGIONAL TRAILS MAP	36
	C. METRO'S INVENTORY OF EXISTING BIKEWAYS.....	36

- D. METRO’S INVENTORY OF EXISTING PEDESTRIAN NETWORK 36
- E. INVENTORY OF REGIONAL MULTI-USE TRAILS..... 36
- F. EXISTING EQUESTRIAN TRAILHEADS IN CLACKAMAS COUNTY 39
- G. OTHER ACTIVE TRANSPORTATION DOCUMENTS/ROUTE INFORMATION 40
- VI. ROADWAY CONDITIONS 43
 - A. CRASH DATA..... 43
 - B. POSTED ROAD SPEEDS 46
 - C. VEHICLE VOLUMES (AVERAGE DAILY TRAFFIC – ADT) 46
 - D. FUNCTIONAL CLASSIFICATION 46
 - E. RIGHT-OF-WAY WIDTH 46
 - F. PAVEMENT WIDTH..... 46
- VII. APPENDIX A..... 1
 - A. Comprehensive Plan Map V-7a: Planned Bikeway Network - Urban 1
 - B. Comprehensive Plan Map V-7b: Planned Bikeway Network - Rural..... 2
 - C. Bicycle Master Plan Map 1: Existing Urban Bikeway Network 3
 - D. Bicycle Master Plan Map 2: Existing Rural Bikeway Network 4
 - E. Comprehensive Plan Map V-8: Essential Pedestrian Network 5
 - F. North Clackamas Parks and Recreation District Facilities Plan Map (2002 Master Plan Update)G. Connecting Clackamas Map 6
 - G. Connecting Clackamas Map..... 7
 - H. Metro Regional Trails and Greenways Map 8
 - I. Sandy Ridge Trail System Map 9
 - J. Metro Existing Regional Bicycle Network 10
 - K. Mt. Hood to Rose City Trail Corridor Conceptual Map 11
 - L. Clackamas County Tourism Regional Initiatives (Part II) 12
 - M. Clackamas County Tourism Regional Initiatives (Part II) 13
- VIII. APPENDIX B 1
 - A. Essential Pedestrian Network: East County – Northern Portion (Fig. EN18)..... 1
 - B. Existing Bikeway Network: East County – Northern Portion (Fig EN19)..... 2
 - C. Essential Pedestrian Network: Southwest County – Northern Portion (Fig SN18) 3
 - D. Essential Pedestrian Network: Southwest County – Southern Portion (Fig SS18) 4
 - E. Existing Bikeway Network: Southwest County – Northern Portion (Fig SN19) 5
 - F. Existing Bikeway Network: Southwest County – Southern Portion (Fig SS19) 6

G. Essential Pedestrian Network: Greater McLoughlin Area (Fig M-18) 7

H. Essential Bikeway Network: Greater McLoughlin Area (Fig M-19) 8

I. Essential Pedestrian Network: Greater Clackamas Regional Center/Industrial Area (Fig C-18)..... 9

J. Existing Bikeway Network: Greater Clackamas Regional Center/Industrial Area (Fig C-19) 10

K. Essential Pedestrian Network: Northwest County (Fig NW18) 11

L. Existing Bikeway Network: Northwest County (Fig NW19)..... 12

IX. APPENDIX C 13

 A. Figure 1: Existing Urban Trails and Bikeways – Metro Data 1

 B. Figure 2: Inventory of Existing Pedestrian Sidewalks 2

 C. Figure 3: Inventory of Regional Multi-Use Trails – Metro Trails Data 3

 D. Figure 4: Comprehensive Plan Map Showing Existing and Planned Bikeways – Urban 4

 E. Figure 5: Comprehensive Plan Map Showing Existing and Planned Bikeways - Rural..... 5

 F. Figure 6: Existing Equestrian Trailheads..... 6

X. APPENDIX D..... 7

 A. Posted Road Speeds..... 1

 B. Vehicle Volumes (Average Daily Traffic – ADT) & Functional Classification..... 2

 C. Right-of-way Width..... 3

 D. Pavement Width..... 4

XI. APPENDIX E: BIKE COUNTS 1

I. EXECUTIVE SUMMARY

The purpose of this Existing Conditions Report is to catalog existing active transportation assets in Clackamas County. This report presents baseline bicycle and pedestrian information at the start of the Clackamas County Active Transportation Plan (ATP) project. The information compiled will assist in the ATP project development and active transportation corridor identification.

The purpose of the ATP project is to identify and prioritize the primary network of active transportation corridors that connect communities in Clackamas County, both rural and urban. The ATP will increase opportunities for walking, biking and equestrian use, while at the same time reduce reliance on the state highway system for local travel needs.

The existing active transportation network in the county includes separated bike lanes on several arterial and collector roadways in the urban area and other facilities such as the I-205 and Springwater Corridor multi-use paths. Maps showing the locations of existing pedestrian and bicycle facilities as well as maps showing roadway conditions such as pavement width, right-of-way width, posted road speeds, vehicle volumes and functional classification are in the Report appendices. Most existing bikeways are concentrated in the urban area of the County. The urban area existing bikelanes are used primarily for commuting and utility trips. The rural areas of the County have a higher level of recreational use, where many of the roads have low volume traffic and beautiful scenery. The rural areas, however, with a more dispersed population, are lacking in dedicated facilities for bicycle or pedestrian travel.

This report includes a glossary of active transportation terms and three general categories of active transportation assets: 1) the policy and regulatory framework; 2) previous active transportation projects and programs; and; 3) network inventory and roadway conditions.

The policy and regulatory framework sections include a review and summary of plans and policies adopted by the Clackamas County Board of County Commissioners (BCC). These documents include the Zoning and Development Ordinance (ZDO), Clackamas County Comprehensive Plan, 2003 Bicycle Master Plan, 2003 Pedestrian Master Plan and the Clackamas County Roadway Standards, among others.

Section IV of the report considers previous Clackamas County active transportation efforts such as the *Connecting Clackamas* project; the Bicycle Tourism Studios and the Highway 43 Bicycle Improvements project. These active transportation projects reflect the County's robust multi-model program. Several projects such as the Clackamas County *Bike IT!* Map and the Bicycle Wayfinding Sign Program were completed with the assistance of the Clackamas County

Pedestrian and Bikeway Advisory Committee, a six to ten member citizen volunteer committee that advises County staff on active transportation. As stated in the by-laws, the purpose of the Committee is to provide a forum for bicycle and pedestrian related issues; increase awareness of pedestrian and bicycle needs in the County and monitor County progress towards goals. Committee members are appointed by the BCC. The Department of Transportation and Development (Engineering and Planning & Zoning divisions) provides support and technical advice to facilitate the activities of the Committee. The Committee's mission is to promote and encourage safe bicycling and walking as a significant means of transportation in Clackamas County. The Committee goals are:

- Development of a coordinated system of safe and convenient bikeways and walkways;
- Stimulation of public awareness, and
- Examination of current and future financing options and budget strategies for bicycle and pedestrian projects.

Committee work includes development of bicycle and pedestrian safety programs; review of the Transportation System Plan (TSP) bicycle and pedestrian project prioritization; and development of the Clackamas Regional Center Pedestrian and Bicycle Improvement Project. The Committee, along with 8-10 additional at-large members, will serve as the Public Advisory Committee (PAC) for the Active Transportation Plan.

Section V: *Existing Bicycle and Pedestrian Network* is a comprehensive overview of existing active transportation infrastructure in Clackamas County. This section includes geographic information that describes the County's existing active transportation assets: bike lanes; shoulder bikeways; multi-use paths and sidewalks. The geographic data includes information from Metro's Regional Land Information System (RLIS); the Regional Transportation Plan (RTP) and the Metro Regional Trails Map. The inventory consists of the trails, bikeways and sidewalk inventory maps included in Appendix A and Appendix C of this report. In addition, this section includes a written summary of regional multi-use trails (planned and existing) as well as an inventory of equestrian trail heads.

II. GLOSSARY OF ACTIVE TRANSPORTATION TERMS

ACCESSWAY: A public right-of-way, a portion of which is hard surfaced, for use by pedestrians and bicyclists providing a direct route where public roads require significant out of direction travel. (Source: *Clackamas County ZDO*)

ACTIVE TRANSPORTATION: Non-motorized forms of transportation including walking and biking. (Source: Metro)

ACTIVE TRANSPORTATION CORRIDORS: TBD

ACTIVE TRANSPORTATION ROUTES: TBD

ACTIVE TRANSPORTATION SEGMENTS: TBD

AVERAGE DAILY TRAFFIC (ADT): The number of vehicles traveling in both directions over a given time period greater than one day but less than one year, divided by the number of days in that time period. Commonly, traffic counts completed at various times of year are adjusted for time of year to account for seasonal and day of week variations. (Source: *Clackamas County Roadway Standards*)

BARRIER: A condition or obstacle that prevents an individual or a group from accessing the transportation system or transportation planning process. Examples include a physical gap or impediment, lack of information, language, education and/or limited resources. (Metro)

BICYCLE FACILITIES: A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities, all bikeways and shared roadways not specifically designated for bicycle use. (Metro)

BICYCLE BOULEVARDS: Sometimes called a bicycle priority street, a bicycle boulevard is a low-traffic street where all types of vehicles are allowed, but the street is modified as needed to enhance bicycle safety and convenience by providing direct routes that allow free-flow travel for bicyclists at intersections where possible. Traffic controls are used at major intersections to help bicyclists cross streets. Typically these modifications also calm traffic and improve pedestrian safety. (Metro)

BICYCLE NETWORK: A system of connected bicycle ways that provide access to and from local and regional destinations and to adjacent bicycle networks. (*Clackamas County Bicycle Master Plan*)

BIKEWAY: Any road, path or way which in some manner is open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycle or are to be shared with

other transportation modes. Bikeways include bike lanes, bike paths, shoulder bikeway and shared roadways. (*Clackamas County Bicycle Master Plan*)

BIKE LANE: A section of roadway designated for exclusive bicycle use. (*Clackamas County ZDO*)

BIKE PATH: A bike lane constructed entirely separate from the roadway. (*Clackamas County ZDO*)

COLLECTOR ROAD: Principle carriers within neighborhoods or single land use areas. Links neighborhoods with major activity centers and arterials. Generally not for through traffic. Low to moderate volume; low to moderate speed. Examples: Roethe Road, Welches Road, Pilkington Road.

CONNECTIVITY: The measure of the efficiency of a transportation network. Connectivity refers to the directness of the transportation links and the number of connections in the path or road network. (Transport Canada)

CONNECTOR ROAD: Collects traffic from and distribute traffic to local streets within neighborhoods or industrial districts. Usually longer than local streets. Low traffic volumes and speeds. Examples: Risley Ave.; Harold Ave.

CORRIDOR: A corridor is a key spine in the transportation system that hosts one or more transit routes and has the ability to host mixed use, transit oriented development (TOD).

CYCLE TRACK: Bicycle lanes that are physically separated from motor vehicle and pedestrian travel. (Metro)

DEFICIENCY: Capacity or design constraints that limit, but do not prohibit the ability to travel by a given mode or meet thresholds defined in Tables 2.4 (Regional Motor Vehicle Performance Measures) or 2.5 (Non-SOV Modal Targets). Examples include locations where throughway capacity is less than six through lanes and arterial street capacity less than 4 lanes, or that have poor or substandard design features; at-grade rail crossings; height restrictions; bike and pedestrian connections that contain obstacles (e.g., missing curb ramps, distances greater than 330 feet between pedestrian crossings, absence of pedestrian refuges, sidewalks occluded by utility infrastructure, high traffic volumes and complex traffic environments); transit overcrowding or schedule unreliability and high crash locations). (Metro)

DESTINATION: Major county attractors and trip generators that serve many people and include: Regional Centers, Town Centers, schools, universities, libraries, hospitals, parks, rural communities and rural cities.

FACILITY TYPE: Bicycle and pedestrian roadway or off-road treatments such as bike lanes; cycle tracks; buffered bike lane; sidewalks and shared-use separated paths.

FUNCTIONAL CLASSIFICATION: The hierarchy of roadways in descending order of mobility, traffic volume and design speed, and ascending order of access: Freeway/Expressway, Major Arterial, Minor Arterial, Collector, Connector and Local. Functional classification of individual roadways can be found on Maps V-2a and V-2-b of the Clackamas County Comprehensive Plan. Descriptions of each functional classification can be found on Table V-2 and Table V-3 of the Comprehensive Plan. (Clackamas County Roadway Standards)

EQUITABLE ACCESS: Equal opportunities low-income residents and people with disabilities to access the regional transportation system. (Metro)

GAP: Missing links or barriers in the “typical” urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur. A gap generally means a connection does not exist at all, but could also be the result of a physical barrier such as a throughway, natural feature, weight limitations on a bridge (e.g., Sellwood Bridge), or existing development. (Metro)

MAJOR ARTERIAL: Carries local and through traffic to and from destinations outside local community, connects cities and rural centers. Moderate to heavy volume; moderate to high speed. Examples: Sunnyside Road; Boones Ferry Road.

MAJOR BUS STOPS: Major Bus Stops are intended to provide highly visible and comfortable bus stops to encourage greater use of transit. Major Bus Stops include most Frequent Service bus stops, most transfer locations between bus lines (especially when at least one of the bus lines is a frequent service line), stops at major ridership generators (e.g., schools, hospitals, concentrations of shopping or high density employment), and other high ridership bus stops. These stops may include shelters, lighting, seating, bicycle parking, or other passenger amenities and are intended to be highly accessible to adjacent buildings while providing for quick and efficient bus service. (Metro)

MINOR ARTERIAL: Connects collectors to higher order roadways. Carries moderate volume at moderate speed. Examples: Oatfield Road; Beaver Creek Road.

MODE: A transportation “mode” is, simply put, a type of travel. A mode can be a pedestrian, a bicycle, an auto, a bus, transit, or any other means of transportation. (City of Ann Arbor, Michigan)

MULTI-USE PATH: A path physically separated from motor vehicle traffic by an open space or barrier and either within a highway right-of-way or within an independent right-of-way, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers. (ODOT)

PEDESTRIAN FACILITY: A facility provided for the benefit of pedestrian travel, including walkways, crosswalks, plazas, signs, signals, illumination and benches. (Metro)

PRIMARY ACTIVE TRANSPORTATION CORRIDORS: TBD

REGIONAL BIKEWAY: Designated routes that provide access to and within the central city, regional centers and town centers. These bikeways are typically located on arterial streets but may also be located on collectors or other low-volume streets. These bikeways should be designed using a flexible “toolbox” of bikeway designs, including bike lanes, cycle tracks (physically separated bicycle lanes) shoulder bikeways, shared roadway/wide outside lanes and bicycle priority treatments (e.g. bicycle boulevards).

REGIONAL CENTERS: Compact, specifically-defined areas where higher density growth and a mix of intensive residential and commercial land uses exists or is planned. Regional centers are to be supported by an efficient, transit-oriented, multi-model transportation system. Examples include traditional centers, such as downtown Gresham and new centers such as Gateway and Clackamas Town Center.

REGIONAL TRAILS: Linear facilities for non-motorized users that are mostly off-street and are long enough to pass through more than one jurisdiction.

REGIONAL TRANSPORTATION PLAN (RTP): The official Metro multimodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the Portland metropolitan region.

ROAD DIET: Converts multiple-lane roads into roads with fewer lanes. Can be used to convert 4 lane roads to three lanes (two one-ways with a two-way left turn lane), or to reduce road width (either one-way or two-way roads) by converting one lane into bike lanes, on-street parking, landscaping, and/or sidewalks, all which reduce vehicle speeds, improve mobility, and reduce crashes. (City of Ann Arbor, Michigan)

SHARED ROADWAY: A type of bikeway where motorists and cyclists occupy the same roadway area. Shared roadways are allowed on neighborhood streets and on rural roads and highways. (ZDO)

SHOULDER: The portion of a highway that is contiguous to the travel lanes provided for emergency use by vehicles, pedestrians, and bicyclists, and for lateral support of base and surface courses.

SHOULDER BIKEWAY: A bikeway which accommodates cyclists on a paved roadway shoulder (ZDO).

SIDEWALK: A concrete pedestrian facility adjacent to a curb along a public road or setback from the curb behind a planting strip. (ZDO)

SIGNIFICANT TRANSIT STOP: (*waiting for information from TRI-MET*)

TOWN CENTERS: Areas of mixed residential and commercial land use that serve tens of thousands of people. Examples include downtowns of Lake Oswego and Oregon City. (Metro)

TRANSPORTATION DISADVANTAGED: Groups of people who have historically had significant unmet transportation needs or have experienced disproportionate negative impacts from the transportation system such as the elderly, youth, low income, and low vehicle ownership populations, and those living within 500 feet of a freeway or highway.

TRANSPORTATION SYSTEM PLAN (TSP): A long-range plan to identify a system of transportation facilities and services adequate to meet community needs. A TSP creates a 20-year plan for transportation projects. (TSP)

WALKWAY: A hard-surfaced facility for pedestrians, within a development or between developments, distinct from surfaces used by motor vehicles. A walkway is distinguished from a sidewalk by its location on private property. (ZDO)

III. PLANS AND REGULATORY FRAMEWORK

This section of the Existing Conditions Report includes a summary of existing regulations, policies and plans impacting active transportation that have been adopted by the Clackamas County Board of County Commissioners (BCC). These documents include the County's Comprehensive Plan; Zoning and Development Ordinance (ZDO); 2003 Bicycle Master Plan; 2003 Pedestrian Master Plan; County Roadway Standards; FILO (fee in lieu of) for sidewalk development and the Essential Pedestrian Network (EPN). In addition, a summary of the existing conditions analysis for the 2013 Clackamas County Transportation System Plan (TSP) update and an overview of the North Clackamas Parks and Recreation District (NCPRD) are included. Finally, the Oregon Transportation Planning Rule (TPR) and the Oregon Bicycle and Pedestrian Master Plan are summarized at the end of this section.

The County Comprehensive Plan (Plan) includes the vision, goals and policies for development in the County. The Zoning and Development Ordinance (ZDO) implements the policies and goals of the Plan and includes the regulations for land development in the County. The Pedestrian Master Plan 2003 and the Bicycle Master Plan 2003 contain pedestrian and bicycle goals and policies to promote walking and biking in the County. Both plans were prepared under the guidance of the Clackamas County Pedestrian and Bikeway Advisory Committee and adopted by reference as supporting documents to Chapter 5: *Transportation* of the County's Comprehensive Plan. Together, the Bicycle Master Plan; Pedestrian Master Plan; other existing county plans and adopted regulations provide a strong foundation for bicycle and pedestrian facility development in Clackamas County.

A. CLACKAMAS COUNTY COMPREHENSIVE PLAN

Chapter 5 of the Clackamas County Comprehensive Plan outlines goals and policies for the County's transportation system, which is intended to allow people to get where they need to go safely and efficiently whether they travel by foot, automobile, bus, train, airplane or bicycle. One of the overarching transportation goals is to "create a safe, efficient and effective transportation system – with *multiple modes*" (emphasis added). Chapter 5 also includes pedestrian and bicycle policies and goals that are more specifically addressed in the Pedestrian Master and Bicycle Master plans, both of which are adopted by reference as supporting documents to the Comprehensive Plan.

Chapter 5 of the Comprehensive Plan includes sections devoted to various transportation modes: vehicle, transit, air, etc. Pages V-19 through V-21 of the Plan contain the vision and policies for Clackamas County pedestrian and bicycle facilities. The policies speak to how and where the pedestrian and bicycle network should be designed. The result of the system design work based on the Plan policies are shown on the Planned Bikeway Network – Urban: Map V-7a

(see Page 1 of Appendix A); the Planned Bikeway Network – Rural: Map V-7b (see Page 2 of Appendix A) and the Essential Pedestrian Network Map V-8 (see Page 5 of Appendix A).

The pedestrian and bicycle policies from Chapter 5 of the Clackamas County Comprehensive Plan are as follows:

- 1.0 Provide networked systems of walkways and bikeways connecting neighborhoods, transit stops, commercial areas, community centers, schools, parks, libraries, employment places, other major destinations, regional bikeways and walkways, and other transportation modes.*
- 2.0 Identify walkway and bikeway improvements necessary to ensure direct and continuous networks of walkways and bikeways on the county road system.*
- 3.0 Support acquisition and development of multi-use paths on abandoned public and private rights-of-way.*
- 4.0 Encourage bicycle and pedestrian access across rivers and other natural barriers.*
- 5.0 Promote grid-street development patterns to provide direct routes from neighborhoods to destinations frequented by pedestrians and bicyclists.*
- 6.0 Construct all walkways, bikeways, and trails as designated on maps V-7a, V-7b, and V-8, and as adopted in Special Transportation Plans.*
- 7.0 Construct all walkways designated in this Plan and any other walkways proposed, according to the current county design standards, the American Association of State Highway and Transportation Officials (AASHTO) standards, and the Americans with Disabilities Act (ADA) standards.*
- 8.0 Construct all bikeways designated in this Plan and any other bikeways proposed, according to the current standards in the Oregon Bicycle and Pedestrian Plan and the American Association of State Highway and Transportation Officials (AASHTO) standards.*
- 9.0 The implementation of bikeways and sidewalks shall be considered in all new collector or arterial construction or reconstruction, even if not designated on Maps V-7a, V-7b, and V-8.*
- 10.0 Require that new development include construction of pedestrian and bikeway connections within the development and between adjacent developments for the purpose of increasing non-motorized mobility.*
- 11.0 Coordinate with pedestrian, bicycle, and trail master plans of the Oregon Department of Transportation, the United States Forest Service, Metro, parks districts, and city parks departments to achieve a safe and convenient off-road trail system connecting to the on-road pedway and bikeway network.*
- 12.0 Coordinate the implementation of pedways and bikeways with neighboring jurisdictions and jurisdictions within the county. 13.0 Support the continuation of the “Bikes on Transit” program on all public transit routes. V-21 Last Amended 3/12/12 14.0 Require new development to provide bicycle parking, and initiate a program for adding bicycle parking in areas frequented by bicyclists.*
- 15.0 Encourage the provision of appropriate supportive facilities and services for bicyclists, including showers, lockers, bike racks on buses, bike repair and maintenance information/clinics, and secure bicycle parking.*
- 16.0 Support continuation of current (or equivalent) federal, state, and local funding mechanisms to construct county pedestrian and bicycle facilities.*
- 17.0 Develop dedicated funding sources to implement the Clackamas County Pedestrian and Bicycle Master Plans.*
- 18.0 Develop routine maintenance standards and practices for pedestrian facilities and on-road and off-road bikeways, including traffic control devices.*
- 19.0 Inform the public of their responsibilities for sidewalk and bikeway maintenance.*

20.0 Ensure an opportunity for representative citizen involvement in the county pedestrian and bicycle planning process by sponsoring the Clackamas County Pedestrian and Bikeway Advisory Committee as a forum for public input.

21.0 Encourage the provision of street lighting for the purpose of increasing the visibility and personal security of pedestrians and bicyclists.

22.0 Monitor and update the Clackamas County Pedestrian and Bicycle Master Plans through data collection, evaluation, and review activities necessary to maintain and expand the programs established in these plans.

23.0 Construct separate multi-use paths in rural areas according to American Association of State Highway and Transportation Officials (AASHTO) standards where travel lanes or wide paved shoulders along roadways may be unacceptable to pedestrians or bicyclists.

24.0 In Unincorporated Communities, construct walkways adjacent to or within areas of development, such as schools, businesses, or employment centers near or along highways.

B. ZONING AND DEVELOPMENT ORDINANCE

The Zoning and Development Ordinance (ZDO) implements the policies and goals of the Comprehensive Plan and includes the regulations for land use development in the County. In September 1994 the ZDO was amended to implement requirements contained in Oregon's Transportation Planning Rule (TPR). These amendments included:

- New development is required to supply bicycle parking.
- Bikeways are required in the reconstruction and new construction of any street if a bikeway is indicated in the County Bicycle Master Plan.
- Bikeways shall be considered in the reconstruction or new construction of any other arterial or collector.
- Accessways for pedestrians and bicyclists may be required in new development.

The following subsections summarize the relevant pedestrian and bicycle-related provisions of the ZDO.

1005-Sustainable Site and Building Design: The purpose of Section 1005 is to efficiently utilize land in new developments, especially in urban centers and employment areas. The section applies to institutional, commercial, industrial and multifamily development. In terms of pedestrian and bicycle systems, Section 1005 requires that new development provide for a continuous, interconnected on-site walkway system that meet standards related to walkway material, illumination, placement and connectivity, among others. In addition, these standards require that walkways connect each building to outdoor activity areas including parking lots, transit stops, and children's play areas and plazas, and that they directly connect each building public entrance accessible to the public to the nearest sidewalk or pedestrian pathway, and to all adjacent streets, including streets that dead-end at the development or to which the development is not oriented.

The other relevant subsections of 1005 are summarized as follows:

- Setback standards for new developments: for example: a minimum of 50% of the street frontage of a development shall have buildings located at the minimum front yard setback.
- New development on transit lines shall have at least one public entrance facing the transit street.
- Maximum front yard setbacks for buildings on transit lines.
- Extensive building design standards: building entry requirements; roof design; façade standards and requirements for exterior building materials, among others.
- Solar access requirements.
- Additional “sustainable development” requirements based on the size of the project (subsection 1005.06).

1007-Roads and Connectivity: This section pertains to the design and construction of transportation system improvements required in conjunction with new development. In general, all roads shall be designed and constructed to accommodate vehicles, pedestrians and bicycles according to the Clackamas County Roadway Standards. Section 1007 is adopted to:

- 1007.01.E: Facilitate and encourage the use of non-auto modes of transportation, such as transit, walking and bicycling.
- 1007.01.F: Provide a highly interconnected transportation system with suitable access and route choices for pedestrians, bicyclists and drivers.
- 1007.01.G: Support improved public health by providing safe and attractive pedestrian and bicycle facilities.
- 1007.01.H: Reduce vehicle miles traveled.
- 1007.01.I: Create walkable centers, corridors and neighborhoods with pedestrian, bicycle and vehicular connections within and between destinations.

Specifically, the standards for Pedestrian and Bicycle Facilities are presented in Subsection 1007.6. A summary of these provisions follows:

- Pedestrian and Bicycle Facility construction is required within the Portland UGB; sidewalks, pedestrian pathways and accessways shall be constructed for subdivisions, partitions, multifamily dwellings, three-family dwellings, attached single family dwellings where three or more dwellings units are attached to one another and commercial, industrial and institutional developments. For structural additions to existing commercial, industrial or institutional buildings, pedestrian and bicycle facilities are only required if the addition exceeds 10% of the assessed value of the existing structure or 999 square feet.
- Sidewalk construction is required within the UGB for two-family dwellings, detached single-family dwellings, attached single-family dwellings and manufactured dwellings outside a manufactured home park.

- Pursuant to Subsection 1007.06, sidewalks shall be constructed on both sides of the road unless the road is not a through street, the road is 350 feet or less in length and cannot be extended or in consideration of the factors listed in Subsection 1007.04(B)(3).
- Pedestrian pathways may be constructed as an alternative to a sidewalk when at least one of the criteria in Subsection 1007.06.G is met.
- Minimum sidewalk and pedestrian pathway standards are included in Subsection 1007.06.G
- Accessways shall comply with the standards in Subsection 1007.06.I
- Shoulder bikeways, bike lanes or bike paths shall be included in the reconstruction or new construction of any street if a bikeway is indicated on Comprehensive Plan Maps V-7a or V-7b, North Clackamas Parks Master Plan or Metro's Regional Trail and Greenway Map (Subsection 1007.06.J).
- Shoulder bikeways, bike lanes or paths shall be considered in the reconstruction or new construction of any other arterial or collector.

In addition, Subsection 1007.06.K indicates that off-road sections of trails shall have a minimum of a 30-foot right-of-way or easement width and that trail dedications or easements shall be provided and developed as shown on Comprehensive Map IX-1: *Open Space Network & Recreation Needs*; the Facilities Plan (Figure 4.3) in North Clackamas Parks and Recreation District's (NCPRD) Park and Recreation Master Plan, and Metro's Regional Trails Map. The NCPRC Facilities Plan Map (Figure 4.3) can be viewed at the below link and is included on Page 6 of Appendix A.

http://ncprd.com/wp-content/uploads/2010/10/North_Clackamas_County_Parks_Plan1.pdf

1015-Parking and Loading: Section 1015 outlines the provisions for bicycle parking in urban and rural Clackamas County. Specifically, Section 1015 includes bicycle parking standards and minimum bike parking spaces that shall be required for different types of land use categories. Under the current code, bicycle parking areas are required to meet some general on-site locational requirements. For example: parking racks shall be located in close proximity to an entrance but shall not conflict with pedestrian needs; at least 75% of the spaces shall be located within 50 feet of a public entrance and bicycle parking may be located within a building, if the location is easily accessible. Also, if parking is not easily visible from the street or main building entrance, a sign must be posted near the building entrance indicating the location of parking facilities.

Besides the on-site locational requirements, the Clackamas County bicycle parking code includes eight design elements listed in subsection 1015.05.B. The design elements include standards relating to covering (required for more than seven parking spaces and park-and-ride lots, among other uses), illumination of parking area, dimensional standards and requirements for rack type.

Section 1015 contains minimum required bicycle parking spaces for various types of land use categories. Retail and commercial uses are required to have bike parking as follows:

- **Per 2,500 square feet, up to 50,000 square feet: minimum of 1 bike parking space.**
- **Per each additional 5,000 square feet: minimum of 1 bike parking space.**

Table 1015-3 in Section 1015 includes minimum bike parking spaces for other land use categories such as park-and-ride lots, transit centers, schools, multifamily dwellings and hospitals, among others (see Table 1015-3 on pages 1015-12 and 1015-13 of Section 1015 in the ZDO).

C. TRANSPORTATION SYSTEM PLAN (TSP) EXISTING CONDITIONS

Clackamas County is in the process of updating its Transportation System Plan (TSP) to provide policies that will guide transportation decisions and identify the transportation needs and priorities in unincorporated Clackamas County for the next 20 years. One of the initial steps in the TSP update process was to develop an *Existing and Future Base Conditions Analysis*, which provides a baseline of information for evaluating future scenarios and transportation project alternatives. It also identifies the existing gaps and deficiencies in the system.

Key general findings related to the pedestrian and bicycle system from this analysis includes:

Pedestrian System

- Sidewalks are a required standard on all roadways in the County's urban areas; however, the Essential Pedestrian Network in the County's Comprehensive Plan provides guidance on which local roadways are critical parts of the pedestrian network.
- Sidewalks are not required in the rural areas. Within "unincorporated communities" such as Government Camp and Mulino, sidewalks or walkways are to be provided adjacent to or within areas of development, such as schools, businesses, or employment centers near or along highways.
- Existing gaps in the pedestrian network include all roadways identified on the Essential Pedestrian Network that do not have an existing sidewalk facility.
- Roadway shoulders are part of the rural roadway standards and are used by pedestrians in rural areas. The bicycle system gaps and deficiencies indicate areas where rural roads lack shoulders that are four feet or wider. These gaps and deficiencies should also be considered as important for rural pedestrians.
- The County's Pedestrian Master Plan identifies priorities for filling in the pedestrian network gaps which will be reviewed using the TSP Vision and Goals evaluation criteria.

Bicycle System

- There are shoulder lanes on portions of the state highway system that function as bike lanes. Examples include Hwy. 213 between Beaver Creek and Mulino and Hwy. 26 between the City of Sandy and Government Camp. However, the rural county road system lacks bike lanes and/or shoulder lanes.
- Existing gaps in the network include all roadways identified on the Existing Bikeway Network (nearly all collectors and arterials) that do not have an existing bicycle facility.
- The County's Bike Master Plan identifies priorities for filling in the bicycle network gaps which will be reviewed using the TSP Vision and Goals evaluation criteria.
- Bicycle facilities should be provided on all roadways designated as Collectors or higher (i.e. Major Arterials, Minor Arterials, Connectors and Collectors). Based on the County's current design standards, in urban areas the facility should be a bike lane and in rural areas it should be a 6 foot shoulder.
- The County's Comprehensive Plan identifies all collector and arterial roadways (urban and rural) as part of the Existing Bikeway Network.

Due to the overall size and diversity of the County, the existing conditions report for the 2013 TSP update is divided into five geographic areas. Existing and 2035 future conditions analysis was conducted for the bicycle and pedestrian transportation system in each of the five geographic areas. The information is based on inventory data obtained from the County, TriMet, and ODOT. For municipalities, the data within cities is often not complete and primarily includes only state and county facilities.

Key findings from the TSP existing conditions report for each geographic area are summarized below.

NORTHWEST COUNTY

Northwest County Pedestrian System

Figure NW 18 (page 11 of Appendix B) illustrates the location of sidewalks, multi-use paths, and crosswalk signals in the northwest portion of the County. As shown in Figure NW 18, the majority of the unincorporated area in Northwest County is rural with no sidewalks except a small portion of Rosemont Road. There are sidewalks within Lake Oswego, West Linn, and Wilsonville that are not shown in Figure NW 18. Based on rural standards, there are no gaps in the pedestrian system in the rural areas of the Northwest County area. However, roadway shoulders are part of the rural roadway standards and are used by pedestrians in rural areas.

Northwest County Bicycle System

Figure NW 19 (page 12 of Appendix B) illustrates the location of bike lanes, multi-use paths and shoulder bikeways on roadways in the Northwest County area. As shown in Figure NW 19, with the exception of Borland Road south of I-205, the rural portions of the area have no shoulders wide enough to be designated as shoulder bikeways. However, there are some bicycle facilities within Lake Oswego, West Linn and Wilsonville.

GREATER CLACKAMAS REGIONAL CENTER/INDUSTRIAL AREA

Greater Clackamas Regional Center/Industrial Area Pedestrian System

Figure C 18 (page 9 of Appendix B) illustrates the location of sidewalks, multi-use paths, and crosswalk signals in the Clackamas Regional Center and Industrial Area. As shown in Figure C 18, there are numerous roadways without sidewalks or with incomplete sidewalks in the unincorporated portions of this geographic area. There are sidewalks within the cities of Milwaukie, Happy Valley, and Damascus that are not shown. For County roads in this geographic area, most sidewalks are located near and around the Clackamas Town Center.

While the county's standards require sidewalks on all streets in the urban area, the Essential Pedestrian Network in the County's Comprehensive Plan provides guidance on which local roadways are critical parts of the pedestrian network. (See Section IV.G of this Existing Conditions Report for more information on the Essential Pedestrian Network). Existing gaps in the "Greater Clackamas Regional Center/Industrial Area" pedestrian network include all roadways identified on the Essential Pedestrian Network that do not have an existing sidewalk facility.

Greater Clackamas Regional Center/Industrial Area Bicycle System

Figure C 19 (page 10 of Appendix B) illustrates the location of bike lanes, multi-use paths and shoulder bikeways on roadways in the Clackamas Regional Center and Industrial Area. As shown in Figure C 19, a significant portion of the unincorporated area has bicycle lanes. The County's Comprehensive Plan identifies all collector and arterial roadways in the Greater Clackamas Regional Center/Industrial Area as part of the Existing Bikeway Network. Existing gaps in the in the Clackamas Regional Center and Industrial Area network include all roadways identified on the Existing Bikeway Network (nearly all collectors and arterials) that do not have an existing bicycle facility.

GREATER MCLOUGHLIN AREA

Greater McLoughlin Area Pedestrian System

Figure M 18 (page 7 of Appendix B) illustrates the location of sidewalks, multi-use paths, and crosswalk signals in the Greater McLoughlin Area. As shown in Figure M 18, nearly all roadways

have significant gaps, including OR 99E which is categorized as only 76-99% complete. There are sidewalks in Gladstone that are not shown.

Greater McLoughlin Area Bicycle System

Figure M 19 (page 8 of Appendix B) illustrates the location of bike lanes, multi-use paths and shoulder bikeways on roadways in the Greater McLoughlin Area. As shown in Figure M 19, a significant portion of the area has bicycle lanes. The Trolley Trail, the multi-use path that runs from Milwaukie to Gladstone, was built on the former right-of-way used by the Portland Traction Company. Construction began in 2011 and the trail opened in June 2012. Bike lanes are provided on most north-south corridors (providing good alternative routes to OR 99E) and many east-west corridors.

SOUTHWEST COUNTY

Southwest County Pedestrian System

Figure SN 18 and Figure SS 18 (pages 3-4 of Appendix B) illustrate the location of sidewalks, multi-use paths, and crosswalk signals in the Southwest County Area. As shown in Figure SN 18, there are no sidewalks in the Southwest County area except within the cities of Oregon City, Canby, and Molalla. Sidewalks are only required in “unincorporated communities,” which are identified as Rural Centers in the pedestrian maps. They include Rural Communities, Rural Service Centers, Resort Communities and Urban Unincorporated Communities as defined by the County’s Comprehensive Plan. Gaps in the rural area pedestrian network include all facilities within Rural Centers that do not have a sidewalk or walkway adjacent to or within such areas of development. Based on rural roadway standards, there are no deficiencies in the pedestrian system except in the Rural Centers of Colton, Mulino, Redland, and Beavercreek. The bicycle system gaps and deficiencies in the following section indicate areas where rural roads lack shoulders that are four feet or wider. These gaps and deficiencies should also be considered as important for rural pedestrians.

Southwest County Bicycle System

Figure SN 19 and Figure SS19 (pages 5-6 of Appendix B) illustrate the location of bike lanes, multi-use paths and shoulder bikeways on roadways in the Southwest County Area. As shown in Figure 19, the bicycle network consists primarily of shoulder bikeways along the state highway system (OR 213 from Oregon City to Mulino and parts of OR 99E north and south of Canby), although there are significant gaps on OR 99E and OR 213 and no bikeways on OR 211 and OR 170. The county roadway system has no shoulders wide enough to be designated as shoulder bikeways with the exception of Redland Road from Oregon City to Fischers Hill Road. The County’s current Comprehensive Plan identifies all collector and arterial roadways in Southwest County as part of the Existing Bikeway Network. Existing gaps in the network include all roadways identified on the Existing Bikeway Network that do not have an existing bicycle

facility (nearly all County collectors and arterials and significant portions of the state system). The County's Bicycle Master Plan identifies priorities for filling in the bicycle network gaps. Appendix II on pages 50-55 of the 2003 Bicycle Master Plan identifies the priority bicycle projects in Southwest County.

EAST COUNTY

East County Pedestrian System

Figure EN 18 (page 1 of Appendix B) illustrates the location of sidewalks, multi-use paths, and crosswalk signals in the East County Area. As shown in Figure E18, there are no sidewalks in the East County area except within the cities of Sandy and Estacada. Based on rural roadway standards, there are no deficiencies in the pedestrian system except in the Rural Centers of Boring, Welches, Zigzag and Wildwood/Timberline.

East County Bicycle System

Figure EN 19 (page 2 of Appendix B) illustrates the location of bike lanes, multi-use paths and shoulder bikeways on roadways in East County. As shown in on Page 2 of Appendix B, the bicycle network in East County consists primarily of shoulder bikeways (at least 4 feet wide) along the state highway system. The Springwater Trail ends near Boring and an additional multi-use trail is located south of Estacada. The majority of the state highway system has shoulder bikeways throughout the East County area (except OR 224 inside the National Forest and a section of OR 211); however, the county roadway system has no shoulders wide enough to be designated as shoulder bikeways.

D. 2003 BICYCLE MASTER PLAN

Oregon's Transportation Planning Rule (TPR) adopted in 1991 requires that city and county TSP's create a balanced transportation system. The 2003 Bicycle Master Plan (Bicycle Plan), the bicycle element of the County's Transportation System Plan (TSP), is a comprehensive assessment of bicycle transportation in Clackamas County. It proposes a County-wide bicycle network and the tasks necessary to establish bicycling as a viable mode of transportation.

Chapter 1 of the Bicycle Plan identifies the existing urban bikeway network and rural bikeway network in the County. In the urban, existing bikeways provide fairly complete north/south connections. Existing urban bikeway connections include bicycle lanes on River Road, Oatfield Road, Webster Road, the I-205 Bike Path, Bob Schumacher Road and the bikelanes on Highway 43 from Oswego Creek through West Linn. (See Page 3 of Appendix A for a map of the 2003 Existing Urban Bikeway Network). The rural county area, with a more dispersed population, is lacking bikeways. A map of the 2003 existing rural bikeway network is on page 4 of Appendix A.

Chapter 2 of the 2003 Bicycle Master Plan outlines the vision, goals, objectives and strategies that should guide bicycle planning in the County. The Plan's vision is to "create an environment

that encourages people to bicycle in a networked system that facilitates and promotes the enjoyment of bicycling as a safe and convenient transportation mode.” Notable goals include integrating bicycle facilities into all planning and construction activities; increasing the use of bicycles as a transportation mode and monitoring and updating the Bicycle Plan. Chapters 3-7 of the Bicycle Plan provide a detailed discussion of the goals, objectives and strategies outlined in Chapter 2.

The Bicycle Plan includes a list of “reasonably fundable” bikeway projects using a prescribed prioritization system. The “fundable” project list is referred to as the “financially constrained bikeway network”, which is essentially priority projects. The priority projects selected were intended to provide a base network for future system expansion and fill gaps between existing bikeways. The priority projects lists include: High Priority Urban Bikeway Project List; High Priority Rural Bikeway Project List and 2003 Multi-use Path Priority List. A complete list can be found in Appendix II of the Bicycle Plan.

E. 2003 PEDESTRIAN MASTER PLAN

The 2003 County Pedestrian Master Plan (Ped Plan), the pedestrian element of Chapter 5 of the County’s Comprehensive Plan, provides policy, planning and implementation direction for walking as a mode of transportation in unincorporated Clackamas County. The purpose of the Ped Plan is to focus on promoting walking for transportation purposes in Clackamas County. The Ped Plan describes the tasks necessary to accomplish the vision of the plan, which is to: “Create an environment which encourages people to walk in a networked system that facilitates and promotes the enjoyment of walking as a safe and convenient transportation mode.” Ped Plan elements have been incorporated into the County Transportation System Plan, Comprehensive Plan and the Zoning and Development Ordinance.

To guide the actions necessary to accomplish the vision of the Ped Plan, a series of goals, objectives and strategies were developed. Chapter 2 of the Ped Plan outlines the six goals of the Ped Plan and the associated objectives and strategies. Chapter 3 contains an existing conditions analysis, which includes:

- Existing sidewalks;
- Comprehensive Plan and ZDO requirements for pedestrian transportation;
- Existing pedestrian programs and funding in the County;
- Citizen involvement.

The Ped Plan also includes implementation strategies (Chapter 4) and a capital improvement plan, which identifies, prioritizes and sets a construction timetable for the projects identified as part of the Essential Pedestrian Network.

F. CLACKAMAS REGIONAL CENTER PEDESTRIAN AND BICYCLE CONNECTION PROJECT

In 2012 Clackamas County developed a pedestrian and bicycle improvement plan for the Clackamas Town Center area. The purpose of the *Clackamas Regional Center Pedestrian and Bicycle Connection Project* (CRC Project) was to create safe pedestrian and bicycle connections between the Clackamas Regional Center Max Green Line station and major area employers and services by identifying and prioritizing safe pedestrian and bicycle connections in the area. The project was funded by a grant from the statewide Transportation and Growth Management (TGM) Program through the Oregon Department of Transportation. Three primary objectives of the CRC Project were to:

- Increase transportation travel choices
- Identify more pedestrian and bicycle connections
- Create a pedestrian / bicycle sign plan to provide way-finding

The CRC Plan project team worked with the community to identify and prioritize safe pedestrian and bicycle connections in the Clackamas Town Center area. Seven routes leading to seven major destinations in the study area were examined for system gaps, deficiencies and obstacles. The seven destinations were Kaiser Permanente Sunnyside Hospital, Stevens Road Commercial Area/Eagle Landing Mixed Use Development, Mixed Housing North of Clackamas Town Center, 82nd Avenue Development/Housing, Clackamas Promenade Shopping Center, Clackamas Community College Harmony Campus/OIT/Aquatic Center and Clackamas Town Center. The routes leading to these destinations and the various pedestrian and bicycle system gaps, deficiencies and obstacles between the Clackamas Town Center Transit Centers and Max Green Line are described in the final report located here:

<http://www.clackamas.us/planning/documents/ZDO-238crcpedbikeplan.pdf>

The CRC project resulted in a project priority list that provides a framework for the recommended system improvements associated with pedestrian and bicycle facilities within the project area. In addition, the project included a Pedestrian and Bicycle Sign Plan to provide a comprehensive wayfinding system for both walkers and bikers within the study area. The sign plan includes information on sign placement, sign content (general destinations) and sign type. The plan recommended installation of 21 new pedestrian signs (five map-based signs and 15 pole signs) and 16 bicycle wayfinding signs along bikeways within the study area.

G. ESSENTIAL PEDESTRIAN NETWORK

Through the 1996 Pedestrian Master Plan process, an Essential Pedestrian Network (EPN) was identified. The requirement for sidewalks was restricted to streets on the essential pedestrian network. The EPN is a mapped area of the unincorporated urban portion of Clackamas County indentifying a network of streets planned to include pedestrian infrastructure improvements. It is Map V-08 in the Comprehensive Plan (See Page 5 of Appendix A). It illustrates designated

existing and proposed pedestrian connections for specific arterial, collector and local streets, pedestrian connections and multi-use trails.

In March 2006, the County received a Transportation Growth Management grant to identify both on the construction/design side and on the financing side, ways that would make it more likely that identified pedestrian facilities on the EPN will be constructed. This project, “Implementation Tools for the Essential Pedestrian Network,” found that the actual construction of the Essential Pedestrian Network had been slow because of dependence on redevelopment to trigger new walkway construction. Many local streets on the EPN have insufficient right-of-way and need significant improvements to the drainage system. Also, at that time, there was no flexibility in the design standard for sidewalks within the Zoning and Development Ordinance or the Road Standards documents and no option for a “fee-in-lieu” of the requirement to construct a sidewalk.

The “Implementation Tools for the Essential Pedestrian Network” project resulted in a new alternative sidewalk/pathway design and the creation of the Fee In Lieu Of (FILO) constructing frontage improvements program/fee to implement the EPN.

H. FILO: FEE IN LIEU OF

The purpose of FILO, the Fee In Lieu Of constructing frontage improvements program, is to ensure that development contributes to the cost of frontage improvements in certain situations where constructing the improvement is not practical, e.g. sites with physical constraints or where there are no nearby pedestrian facilities to connect to. Where FILO is applicable, the developer may elect to pay a fee in lieu of constructing the improvement. The fee applies to a partition, two- or three-family dwelling, an attached or detached single-family dwelling or a manufactured dwelling. These fees are placed in a “Sidewalk Improvement Fund” and are to be spent on sidewalk or pedestrian pathway construction on local or collector roads within the (UGB) Urban Growth Boundary.

The Zoning and Development Ordinance section that describes and implements FILO is Section 1007.10 FEE IN LIEU OF CONSTRUCTION.

1007.10 FEE IN LIEU OF CONSTRUCTION

For all or part of the road frontage improvements required by Section 1007; located within the Portland Metropolitan Urban Growth Boundary (UGB) and required for a partition, a two- or three-family dwelling (where no more than one such dwelling is proposed), an attached or detached single-family dwelling, or a manufactured dwelling; the developer may elect to pay a fee in lieu of construction as follows.

A. The fee in lieu of construction may be paid if the road frontage improvements are located on a local or collector road that is not identified on Comprehensive Plan Map V-8, Essential Pedestrian Network, and payment of the fee is deemed by the Department of Transportation and Development to be an acceptable alternative to construction of the required improvements; or ()

B. The fee in lieu of construction may be paid if the road frontage improvements are located on a road that is identified on Comprehensive Plan Map V-8, Essential Pedestrian Network; payment of the fee is deemed by the Department of Transportation and Development to be an acceptable alternative to construction of the required improvements; and at least one of the following criteria is met:

- 1. The improvements are included in the Five-Year Capital Improvement Program;*
- 2. The improvements are located on a road where significant topographical or natural feature constraints exist; or*
- 3. The improvements are located on a local or collector road where a sidewalk or pathway does not exist within 200 feet of the required improvements.*

C. For a two-family dwelling, a detached single-family dwelling, an attached single-family dwelling where two dwelling units are attached to one another, or a manufactured dwelling, the fee in lieu of construction shall be \$25.00 per lineal foot of frontage. The fee shall be adjusted annually to account for the change in construction costs according to the Engineering News Record (ENR) Northwest (Seattle, Washington) Construction Cost Index. The annual adjustment shall be made in January on the date that the ENR publishes its first index of the year.

D. For a partition, a three-family dwelling, or an attached single-family dwelling where three or more dwelling units are attached to one another, the fee in lieu of construction shall be equal to the estimated cost of constructing the required frontage improvements and shall be calculated as follows.

- 1. A frontage improvement cost construction estimate acceptable to the Department of Transportation and Development shall be completed by an engineer who is registered by the State of Oregon.*
- 2. The elements to be considered when calculating the fee shall include, but shall not necessarily be limited to, mobilization/start-up, grading, rock, drainage, asphalt, curb, sidewalk, and retaining wall.*

E. All fees in lieu of improvements collected, and interest thereon, shall be placed in a "Sidewalk Improvement Fund." Fees shall be spent on sidewalk or pedestrian pathway construction on local or collector roads within the UGB.

I. CLACKAMAS COUNTY ROADWAY STANDARDS

The Clackamas County Roadway Standards is a handbook for both roadway design and construction of public and private roadway improvements in Clackamas County. The purpose of the standards is to:

1. Provide specific, consistent and acceptable road design and construction elements for applicants, developers and other private parties constructing or modifying road right-of-way facilities or on-site improvement which may require County permits.
2. Establish uniform criteria that provides flexibility in guiding the County's design and construction of our own facilities.

3. Implement the Clackamas County Zoning and Development Ordinance, the Clackamas County Comprehensive Plan and the Clackamas County Capital Improvement Plan (CIP).
4. Allow for practical approaches to road design and construction challenges that provide the best fit solution given the realities of financial constraints and community context.

The applicable bicycle standards are presented in Section 250.4: *Bicycle Improvements* and Section 250.4.1: *Bicycle Lanes*. The complete set of bicycle standards from the Clackamas County Roadway Standards are as follows:

250.4 Bicycle Improvements

Bicycle facilities should be designed and constructed per the [Oregon Bicycle and Pedestrian Design Guide](#), the [AASHTO Guide for the Development of Bicycle Facilities](#) and with consideration given to NACTO's [Urban Bikeway Design Guide](#).

Separated bicycle facilities shall be provided on all collector and arterial roadways.

The location of planned bicycle facilities is established by [Comprehensive Plan Map V-7a](#) in the urban area and [V-7b](#) in the rural area.

250.4.1 Bicycle Lanes

a. Bicycle lanes shall conform to [Standard Drawings C110 to C140](#).

b. Bicycle lanes shall be installed on both sides of collector and arterial roadways, where planned.

c. Roadway improvements to accommodate bicycle lanes, required as part of a development, shall generally only be required upon the development's adjacent frontage

The applicable multi-use path standards are presented in Section 250.3.3: *Shared Use Paths*:

250.3.3 Shared Use Paths

a. As an alternative to sidewalk and bike lanes, shared use paths may be allowed in appropriate circumstances according to the criteria of the ZDO and as part of conditions of approval of development.

b. The location of planned shared use paths is provided by [Map V-7a](#) and [Map V-7b](#) of the [Comprehensive Plan](#).

c. The required shared use path width varies from an unobstructed minimum width of eight to twelve feet depending upon anticipated use.

d. These circumstances will consider relative anticipated use of the facility, topography, preservation of significant trees, safety, and right-of-way.

e. Shared use paths shall generally be designed per the [Oregon Bicycle and Pedestrian Design Guide](#), [AASHTO Guide for the Development of Bicycle Facilities](#) and [AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities](#) or established by conditions of approval of a land use action.

f. Design of shared use paths shall adhere to [ADA requirements](#) as required.

The complete Clackamas County Roadway Standards document is located here:

<http://www.clackamas.us/transportation/documents/Roadway%20Standards%202013.pdf>

I. NORTH CLACKAMAS PARKS AND RECREATION DISTRICT (NCPRD) AND CLACKAMAS COUNTY PARKS.

The North Clackamas Parks and Recreation District (NCPRD) was formed in 1990 when voters approved the district by a 53 to 47 percent margin. As a county service district, NCPRD has its own taxing authority and is advised by a nine-member volunteer District Advisory Board of citizens from throughout the district. The 32 square-mile NCPRD is bounded by the Clackamas River on the south, the Willamette River on the west, Multnomah County on the north and the Portland UGB on the east. The District includes the City of Happy Valley, the City of Milwaukie; the urban unincorporated portions of Clackamas County and a small portion of the City of Damascus. Park facilities include the North Clackamas Aquatic Park, the Milwaukie Center, more than 60 parks and open spaces, Mt. Talbert Nature Park, Hood View Park and the Trolley Trail.

Soon after the NCPRD was formed in 1990, a citizen task force assisted by Clackamas County planners developed the first District Master Plan. The Master Plan, which was updated and adopted in 2004 to reflect changes within the District, guides long-term planning efforts and guides NCPRD in providing parks and recreation facilities, programs and services to its residents. The NCPRD is currently updating the Master Plan to shape the foundation of the District for the next 10-15 years.

The current Master Plan update process included an extensive public involvement program designed to gather information from the community about the need for parks, open space, recreation facilities and programs. The master planning process involved four basic phases: inventory of existing conditions; evaluation of community needs; development of policies and draft recommendations and development of action plan and financing strategies. An 11-member Citizen Advisory Committee guided the master planning process over a period of 15 months. The Master Plan includes goals for the NCPRD; an existing conditions analysis; an assessment of the need for parks and facilities in the District; recommendations for parks and facilities; a discussion on funding sources; techniques for land acquisition and lists of first, second and third priority capital projects, among other elements. A facilities plan map showing the location of existing facilities such as District parks; existing multi-use trails and proposed facilities is included in Appendix A of this report (see Page 6).

A strategic plan is also in development, which will identify parks and recreation priorities for the next two to three years. These projects are being guided through an extensive public process including focus groups, surveys and public meetings with community leaders, stakeholders and residents. More information can be found at the district's website www.NCPRD.com.

The Clackamas County Parks Department manages park facilities in the unincorporated portions of the County. Rural area County parks include Carver, Barton, Metzler and Feyrer, among

others. Clackamas County parks offer opportunities for camping, picnicking, river access for fishing or rafting and hiking. A citizen Parks Advisory Board serves in an advisory capacity to the BCC on all matters pertaining to County Park policy, management, development, acquisition of park property and other matters pertaining to Park administrative decisions.

K. COMPREHENSIVE PLAN MAP SHOWING EXISTING AND PLANNED BIKEWAYS.

The Clackamas County Comprehensive Plan map shows land use plan designations for lands outside of incorporated areas of the County. To show the relationship between land use and bikeways, maps overlaying the County Comprehensive Plan designations with existing bicycle facilities were developed. Figure 4 of Appendix C displays plan designations against existing and planned bikeways in *urban* Clackamas County and Figure 5 of Appendix C displays plan designations against existing and planned bikeways in *rural* Clackamas County.

L. STATE OF OREGON

i. Transportation Planning Rule

Adopted by the Land Conservation and Development Commission in 1991, the Transportation Planning Rule (Oregon Administrative Rule Chapter 660, Division 12) represents an element of Oregon's Statewide Planning Goal #12 – Transportation. The Transportation Planning Rule's (TPR) goal is to promote the development of safe, convenient and economic transportation systems designed to reduce reliance on the automobile so that air pollution, traffic and other livability problems faced by urban areas and other parts of the country might be avoided. The TPR requires each city and county to adopt a Transportation System Plan (TSP) and implementing regulations, and also includes specific items that must be addressed in the TSP. The Oregon Bicycle and Pedestrian Plan describe two important aspects of the TPR as:

- Tying land use to transportation; and
- Mandating that transportation planning reduce reliance on any one mode of transportation.

The Oregon Bicycle and Pedestrian Plan later states "One of the purposes of this plan is to specify the appropriate types of bikeways and walkways that will fulfill the requirements of the Transportation Planning Rule. For example, bike lanes are the appropriate type of bikeway for arterials and major collectors." Also of relevance is ORS 366.514, also known as the bike bill (Use of highway fund for footpaths and bicycle trails). This statute states that "Footpaths and bicycle trails, including curb cuts or ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated." Note that the terminology of the original bill is outdated: "footpaths and bicycle trails" should read "walkways and bikeways." However, there are reasonable exceptions to this rule, including:

- (a) Where the establishment of such paths and trails would be contrary to public safety;
- (b) If the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use; or
- (c) Where sparsely of population, other available ways or other factors indicate an absence of any need for such paths and trail.

ii. Oregon Bicycle and Pedestrian Plan (ODOT)

The Oregon Bicycle and Pedestrian Plan is the planning and design manual for pedestrian and bicycle transportation in Oregon. Published by ODOT's Bicycle and Pedestrian Program, the document was adopted by the Oregon Transportation Commission in 1995. The standards and designs shown in the Plan represent ODOT standards used on State highway projects. Standards prescribed by the Plan are required on State highways and are recommended but not required for use by local jurisdictions.

IV. ACTIVE TRANSPORTATION DOCUMENTS

There is a growing interest and significant potential for active transportation in Clackamas County. Several prior and on-going efforts have set the stage for a robust active transportation program in the County. This section of the Existing Conditions Report includes a summary of recent active transportation-related projects and programs in the County.

A. CONNECTING CLACKAMAS: A FULL REVOLUTION FOR ACTIVE TRANSPORTATION IN CLACKAMAS COUNTY

In 2010 Clackamas County worked with local partners to identify high priority, regional bikeway projects throughout the County. The result of this effort was *Connecting Clackamas: A Full Revolution for Active Transportation in Clackamas County (Connecting Clackamas)*. The purpose of *Connecting Clackamas* was to highlight the connected active transportation network that can be created if identified priority projects were funded. Several of the *Connecting Clackamas* projects are in the conceptual stage, with exact locations yet to be determined. Project descriptions and general route alignments are provided for eighteen high priority active transportation connections. The *Connecting Clackamas* project included an interactive website and route map, which provides project descriptions and route alignment for eighteen “critical connections” throughout Clackamas County, urban and rural. The website, which is not currently on-line, illustrated the possible active transportation connections by overlaying estimated route alignments over images provided by Google maps. See Page 7 of Appendix A for a map of the *Connecting Clackamas* project.

B. COUNTY SIDEWALK INVENTORY

Clackamas County is conducting a sidewalk Inventory on collector and arterial roads in the county. The sidewalk Inventory does not include local county roads and roads within the incorporated cities in the county. County staff will be continuing work on the sidewalk Inventory this summer with completion expected by the end of calendar year 2013. Updating the county Sidewalk Inventory will provide important information that will be valuable as the county prioritized projects and pursues funding for sidewalk gaps. For this existing conditions analysis (and since the Sidewalk Inventory has not been completed), the County prepared a map showing the location of existing sidewalks based on the Metro RLIS data. (See Appendix C as Figure 2).

C. BICYCLE TOURISM STUDIOS

Travel Oregon’s Bicycle Tourism Studio program is a community-based planning program designed to elevate the County as a bicycle travel-friendly destination. In 2011/2012, Clackamas County, in conjunction with Travel Oregon and Bricker Consulting, created a *Bicycle Tourism Studio* (BTS) for the County. The BTS was a 6-month long community-based planning

and capacity building program designed and delivered by Travel Oregon as an extension of the Rural Tourism Studio program. Goals of the BTS were to bolster awareness of the growing cycling tourism market, provide information and foster key connections in order to become a bicycle travel-friendly destination, and provide a planning framework in order to assess assets and make strategic decisions on where to focus a community's energy on the development of cycling infrastructure, business services, and marketing. The following six initiatives were identified multiple times during the BTS and are thus presented as priorities for countywide/regional action (pages 12-13 of Appendix A for memo detailing the six initiatives):

1. Wayfinding Signage
2. Signature Trails
3. Attract Regional Events
4. Bike Racks / Bike Parking
5. Business Outreach
6. Marketing and Communications

The communities of Canby, Estacada, Government Camp, Molalla, Oregon City, Sandy, Villages of Mt. Hood, West Linn and Wilsonville participated in the *Bicycle Tourism Studio*. One day community workshops were held at each of the participating communities. Each workshop was customized to fit the needs of the participating community and key local stakeholders were engaged early in the process to determine the focus of each community's workshop.

Presentation and notes from the each Bicycle Tourism Studio workshop are available at: <http://industry.traveloregon.com/Clackamas>.

Following the completion of the six community workshops, a final county-wide regional planning session was held. The wrap-up notes of the county-wide workshop representing the final product of the Bicycle Tourism Studio and is available at:

http://industry.traveloregon.com/wpcontent/uploads/2013/01/1.3.6.4_WestLinn_WorkshopNotes.pdf

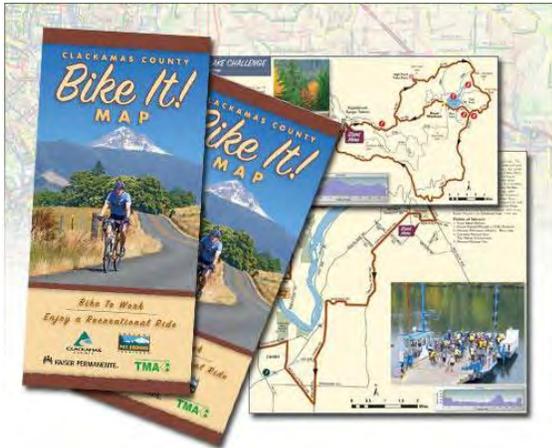
[D. BIKE IT! Map](#)

The Clackamas County *Bike It!* map is a full-size, color, water-resistant map with the entire county on one side and the urban area of the county on the other. The *Bike It!* map has information to help cyclists pick the best routes, whether for commuting to work or weekend recreation. Features and information include:

- Bike lanes, paved multi-use roads and planned multi-use paths
- Roadways, divided into four categories based on suitability for bicycles to share with vehicles – most suitable, moderately suitable, less suitable and difficult connection
- Hard-surfaced roads and gravel roads in Mt. Hood National Forest

- Single-track and double-track mountain bike trails

The map also highlights 10 suggested recreational bike rides, from seven to 73 miles long, from relatively flat farmland to uphill all the way. Each ride has its own map, ride summary, elevation profile and points of interest.



E. HIGHWAY 43 BICYCLE IMPROVEMENTS

In 2010/2011 Clackamas County (in partnership with the City Lake Oswego, Multnomah County, the City of Portland, Metro, Oregon Department of Transportation and CH2MHill) worked to identify low-cost improvements to Highway 43 from Lake Oswego to Portland. The purpose of the *Highway 43 Bike Safety Alternatives Analysis* was to identify three low cost alternatives to address a number of safety, comfort, and mobility concerns for cyclists along the three- and four-lane sections of Highway 43 between Lake Oswego and the Sellwood Bridge in Portland. Each alternative considered funding limitations, topography, right-of-way, and environmental constraints. The three alternatives are:

- Alternative 1 slightly narrows existing traffic lanes to make modest increases to shoulder widths. Signed bicycle routes off of Highway 43 are provided in the areas with the most constrained shoulder widths.
- Alternative 2 modifies the existing lane configurations and striping in order to provide buffered bike lanes. Passing lanes are removed from the north end of the corridor. The northbound passing lane out of Lake Oswego is maintained until SW Briarwood Road. Left turn pockets are provided at all signalized intersections.
- Alternative 3 modifies the existing lane configurations and striping in order to provide conventional bike lanes. Passing lanes are removed from the northbound direction in the north end of the corridor. Left turn pockets are provided at the majority of signalized intersections. The Briarwood and SW Midvale Road intersections do not have left turn pockets since the passing lanes out of Lake Oswego are maintained.

A copy of the final report is available at:

<http://www.clackamas.us/engineering/documents/Hwy%2043%20Alternatives%20Analysis%20-%20Final%20Report.pdf>

F. BICYCLE WAYFINDING SIGNAGE

The Clackamas County Bicycle Master Plan calls for signing “existing and new bikeways according to the Oregon Department of Transportation Bicycle and Pedestrian Plan (Strategy 2: A:3, 2003 Bicycle Master Plan, Page 15).” In 2009 Clackamas County initiated development and installation of bicycle wayfinding signage along County bikeways. In conjunction with the Clackamas County Ped/Bike Advisory Committee and the County Engineering Division, staff developed a list of destinations and routes appropriate for wayfinding signs. The Clackamas County *Bike IT! map* served as a guide to existing bikeways. The installed bicycle wayfinding signs, similar to signs in Milwaukie and Portland, include approximate bike riding time and distance in miles to specified destinations. An example of a bicycle wayfinding sign is shown below.

To date, wayfinding signs have been installed in the urban area of the County bounded by the Willamette River on the west; I-205 on the east; the Clackamas River on the south and the city of Milwaukie and Hwy. 224 on the north. A comprehensive network of signed bike routes in the urban area of the County includes River Road, Webster Road, Thiessen Road, Naef Road and the I-205 multi-use path, among others. Future signs may be added to the system as new facilities such as bike boulevards and new bike lanes are constructed. Rural areas in the County are currently being considered for wayfinding signs. Two “rural commuter routes” are slated for wayfinding signs in 2013: Central Point Road between Oregon City and Canby and Borland Road between West Linn and Tualatin.



[G. METRO REGIONAL ACTIVE TRANSPORTATION PLAN](#)

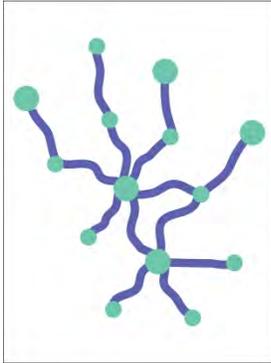
The Metro Regional Active Transportation Plan (ATP) identifies strategies for completing a regional active transportation network. The Metro ATP will make it easier to walk, ride a bike or take public transportation to various destinations. The plan will identify the strategies, priorities and projects to complete a seamless green network of on- and off-street pathways and districts connecting the region and integrating walking, biking and public transit. The ATP will develop the guiding principles and criteria including equity, health, safety, economic development and access, to guide priorities and investments. It will update and refine active transportation policies in the Regional Transportation Plan and Regional Transportation Functional Plan. In addition, it will prioritize projects and develop a phased implementation plan and funding strategy to complete the network.

The ATP includes Regional Bicycle and Pedestrian Network Concepts and Functional Classes which are described below.

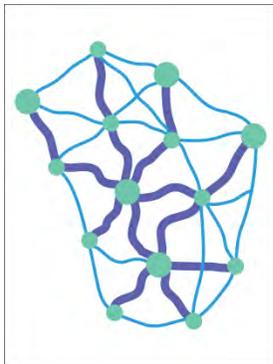
REGIONAL BICYCLE NETWORK CONCEPT

A dense network of off-street trails, in-street separated bikeways, bicycle boulevards and other bicycle facilities make up the regional bicycle network. The regional bicycle network has a functional hierarchy similar to that of a street network.

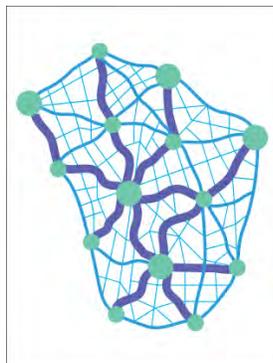
Regional Bicycle Districts are areas, such as the region's urban centers, where bicycle activity is highest or has the potential to be high.



Regional Bicycle Parkways are a new functional class for bicycles and are the highest functional class for bicycle facilities. Bicycle Parkways are high quality and high priority routes and make up the spine of the bicycle network – the highways of bicycle travel. They provide safe, comfortable and efficient bicycle travel within and between centers. They provide connections to key destinations and routes outside of the region. Parkways can be any type of facility designed to parkway standards. Facility types can include off-street trails, separated in-street bikeways and bicycle boulevards. When pedestrian share the facility, such as on trails, adequate width and separation are provided.



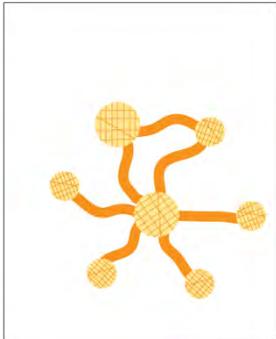
Community Bikeways combine and replace the 2035 RTP functional classes of regional and community bikeways. Community bikeways can be any type of facility, including off-street trails, separated in-street bikeways and bicycle boulevards. On-street community bikeways located on arterial and collector streets are designed to provide separation from traffic on streets with higher auto speeds and volumes. Community bikeways provide connections to regional bicycle parkways and to destinations that parkways do not reach– they are the arterials of bicycle travel.



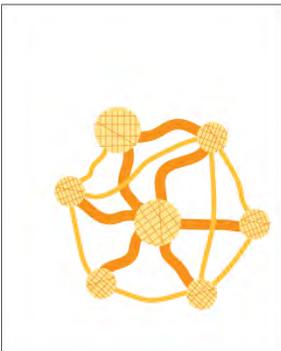
Local Bikeways are a new functional classification and include trails, streets and connections not identified as regional bicycle parkway or community bikeway. Local bikeways are the local collectors of bicycle travel. They are typically shorter routes with less bicycle demand and use. These routes are not identified on the regional bicycle map, but are an important part of the system allowing for door to door bicycle travel.

REGIONAL PEDESTRIAN NETWORK CONCEPT

All streets (except limited access highways) and off-street trails are part of the regional pedestrian network. The regional pedestrian network is organized into functional classes.



Principal Regional Pedestrian Network – Corridors and Districts is the highest functional class of pedestrian facilities. They are high quality and high priority routes and areas. A connected network of on and off-street corridors anchored by pedestrian districts 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. When bicycles share the facility, such as on trails, adequate width and separation are provided. The principal pedestrian network provides the spine for regional pedestrian corridors and local pedestrian corridors to make a complete regional pedestrian network.



Community Pedestrian Corridors is the second highest functional class of the regional pedestrian network and the second highest priority. On-street community pedestrian corridors are any major or minor arterial on the regional arterial network that is not part of the principal regional pedestrian network. Off-street community pedestrian corridors are community trails not included in the principal regional pedestrian network. Community pedestrian corridors experience less transit access and/or pedestrian activity.



Local Pedestrian Connectors are all streets and trails not included in the principal regional or regional corridor networks. Local connectors experience lower volumes of pedestrian activity and on-street connectors are typically on residential and low-volume/speed roadways. Connectors, however, are an important element of the regional pedestrian network because they allow for door-to-door pedestrian travel.

When the Regional ATP is completed the final recommendations regarding the bicycle and pedestrian networks will be used as connections to county community attractors, destinations, communities, etc. in the urban and rural areas are considered.

A copy of the Executive Summary-Existing Conditions Report is available at:

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=39005>

V. EXISTING BICYCLE AND PEDESTRIAN NETWORK

This section consists of geographic information that describes the County's existing active transportation assets. Existing assets include bike lanes; shoulder bikeways; multi-use paths and sidewalks. The geographic data in this section includes information from Metro's Regional Land Information System (RLIS); the Regional Transportation Plan (RTP) and the Metro Regional Trails Map. The inventory consists of the trails, bikeways and sidewalk inventory maps included in Appendix A and Appendix C. In addition, this section includes a written summary of regional multi-use trails (planned and existing) as well as an inventory of equestrian trail heads.

A. METRO'S EXISTING REGIONAL BICYCLE NETWORK

The *Existing Regional Bicycle Network* map showing built and unbuilt regional bikeways is shown on page 10 of Appendix A. The regional bikeway map is from the Metro Regional Transportation Plan (RTP). It is anticipated that the *Regional Bicycle Network* map will be updated as part of the Regional Active Transportation Plan.

B. METRO'S REGIONAL TRAILS MAP

The *Metro Regional Trails and Greenways* map showing existing regional multi-use trails; proposed regional trails and inter-regional trails is shown on page 8 of Appendix A. Metro is in the process of updating the Regional Trails Map.

C. METRO'S INVENTORY OF EXISTING BIKEWAYS

Metro's inventory of existing bikeways in urban Clackamas County is included in Appendix C. See Figure 1: *Existing Urban Trails and Bikeways – Metro Data*.

D. METRO'S INVENTORY OF EXISTING PEDESTRIAN NETWORK

Metro's inventory of existing pedestrian sidewalks in the urban portion of Clackamas County is in Appendix C. See Figure 2: *Inventory of Existing Pedestrian Sidewalks*.

E. INVENTORY OF REGIONAL MULTI-USE TRAILS

There are several regional trails (existing and planned) within the county including Mt. Scott/Scouter's Mountain Trail, Oregon Trail Barlow Road Trail, Trolley Trail, Springwater Corridor Trail, Cazadero Trail, Stafford Trail, Ice Age Tonquin Trail and more. Some of the trails are completed (e.g., Trolley Trail), some have a number of sections completed (e.g., Ice Age Tonquin Trail, Cazadero Trail) and others have no portions constructed and no final master plan completed (e.g., Oregon Trail Barlow Road, East Buttes Loop, Powerline Corridor, Phillips Creek, Clackamas Greenway, Clackamas Bluffs, etc.). A map of existing multi-use trails in Clackamas County based on data from Metro is in Appendix C. See Figure 3: *Inventory of Regional Multi-Use Trails - Metro Trail Data*.

A written summary of existing and planned multi-use trails in the County is provided below.

Scouter's Mountain Trail: The future Mt. Scott/Scouter's Mountain Loop Trail will connect people with parks in Clackamas County, and the cities of Happy Valley and Portland. The proposed 34-mile trail will create a loop around its namesake buttes, connecting town centers, neighborhoods, schools and natural area. Metro is partnering with the cities of Portland and Happy Valley, North Clackamas Parks and Recreation District and Clackamas County to develop the trail master plan. Once completed the trail will link to important destinations including the Springwater Corridor and Powell Butte in the north and Mount Talbert and the Clackamas River to the south. An exciting destination along the trail will be Metro's newest nature park, the 100-acre Scouter's Mountain Nature Park, slated to open in late 2013. Approval of the master plan is anticipated by the end of 2013.

For the most current draft of the trail map go to:

<ftp://ftp.oregonmetro.gov/pub/gm/woodbury/MS-SM/12thDraftMay1/>.

Trolley Trail: Following an old streetcar line, the six mile Trolley Trail combines with other regional trails to make a 20-mile loop between the cities of Portland, Milwaukie, Gladstone, Oregon City and Gresham. The former trolley trail tracks between Milwaukie and Gladstone have been transformed into a bike and pedestrian path that passes through the communities of Jennings Lodge and Oak Grove. The Trolley Trail is a partnership project involving many residents, community groups and agencies. The North Clackamas Parks and Recreation District partnered with Metro to purchase the Trolley Trail right-of-way in 2001. Many organizations lent their support and services to NCPRD and Metro during the master planning process. Project partners include the cities of Milwaukie and Gladstone, Clackamas County and the Oak Lodge sanitary and water districts. Community partners include the citizen-based Friends of the Trolley Trail, and various neighborhood associations and civic groups. An independent working group volunteered their time and expertise throughout the master planning process. NCPRD manages the Trolley Trail with the help of Friends of the Trolley Trail and other community volunteers.

Springwater Corridor: The Springwater Corridor is the metro area's premier multi-use regional trail. Currently, the improved portion of the Springwater is 17 miles long starting near OMSI and extending along the Willamette River and Oaks Bottom Park to the Sellwood Bridge. Most of the rest of the route parallels Johnson Creek east to the Clackamas County line in Boring.

Cazadero Trail: The proposed Cazadero Trail route follows the historic Oregon Water Power and Railway Co. rail line, which connected Portland to Cazadero, two miles upriver from Estacada. The trail would drop into Deep Creek Canyon from the northeast in Boring and extend the Springwater Corridor from downtown Portland to Barton. The creek serves as the principal corridor connecting the Clackamas River to habitat in the urbanizing Milwaukie and Johnson Creek watershed. Interested parties working on plans and coordinating efforts for the Cazadero

Trail corridor include Clackamas County, the Boring CPO, the Salvation Army and Oregon State Parks. In the future, the Cazadero Trail could extend beyond Barton through Eagle Creek, Estacada, the Faraday, Cazadero and Promontory Park areas of the Clackamas River corridor, eventually connecting to Mount Hood and the Pacific Crest Trail.

Stafford Trail: The proposed Stafford Trail will cut through the Stafford Basin from the Tualatin River (near Stafford Road) south to the Willamette River.

Tonquin Trail: The Ice Age Tonquin Trail includes a master plan for a 22-mile trail that will connect the cities of Sherwood, Tualatin and Wilsonville, and parts of unincorporated Washington and Clackamas Counties. Someday, the Ice Age Tonquin Trail will take a person from the banks of the Willamette River in Wilsonville, through Graham Oaks Nature Park and the Villebois neighborhood, past kolk ponds and large boulders left by historic floods – onward to Old Town Sherwood, the Tualatin River National Wildlife Refuge and Tualatin's Ki-a-Kuts Bridge and Cook Park. About five miles of the trail has been completed within Graham Oaks Nature Park. The rest of the trail will be built as funding is identified – beginning with the Cedar Creek Greenway section, which traces its namesake creek through the city of Sherwood.

Oregon City Loop Trail: The proposed Oregon City Loop Trail will create a loop around the perimeter of Oregon City. It will cut through Newell Creek Canyon, connect to the Beaver Lake Trail and skirt the southern edge of the city on its way back to the Willamette River across from its confluence with the Tualatin River.

If constructed, the **Oregon Trail-Barlow Road Trail** would follow the pioneer wagon train route from the Cascades west to the End of the Oregon Trail Center in Oregon City.

The **East Buttes Loop Trail**, located in the area south of the Springwater Corridor, will begin at Powell Butte, loop through a number of recently acquired open space properties and back to the Springwater Corridor.

The planned **Phillips Creek Trail** loops around the Clackamas Town Center, connecting the I-205 Multi-Use Path and the North Clackamas Greenway following Phillips Creek.

The proposed **North Clackamas Greenway** begins at the Milwaukie waterfront and will generally follow Kellogg Creek and Mt. Scott Creek east to the I-205 Multi-Use Path and end at the Mt. Scott Trail.

The proposed **Clackamas Bluffs Trail** begins at Mt. Talbert. This route will extend south and east along the bluffs of the Clackamas River. It will join the Clackamas River Greenway at the confluence of Rock Creek.

The proposed **Beaver Lake Trail** begins at the End of the Oregon Trail Center in Oregon City. This trail will head south on the east side of Newell Creek Canyon and east to Beaver Lake.

The proposed **East Buttes Power Line Corridor Trail** is part of the Pleasant Valley Concept Plan and will connect from the Springwater Corridor south to the Clackamas River Greenway following an existing power line right of way. It also will connect to the southern end of the Gresham to Fairview Trail.

The proposed **Clackamas River Trail** is a water trail running from Estacada west to the confluence of the Clackamas and Willamette rivers.

F. EXISTING EQUESTRIAN TRAILHEADS IN CLACKAMAS COUNTY

Clackamas County has an active equestrian community and several trail riding opportunities. Extensive riding trails on both public and private lands are located throughout rural Clackamas County. A full trails inventory is beyond the scope of this report. However, it is instructive to gain an understanding of the general equestrian locations in the County. The following list of equestrian trailheads was compiled from the several sources including the Oregon Equestrian Trails 2012 Guidebook; Clackamas County Planning Commission member Mike Wagner and the Clackamas County Tourism and Cultural Affairs website.

1. **McIver Park Trailhead**: Access to approximately eight miles of horseback trails overlooking the Clackamas River. Operated by the Oregon State Parks Department; day-use equestrian parking area.
2. **Viola Trailhead**: Access to extensive trail network on private land south of Redland Road.
3. **Unger Road Trailhead**: Graveled parking area at Unger Road and Olson Road provides access to trails on public (BLM; County) and private (Port Blakely) land.
4. **Howards Mill West**: Parking for 4-5 trailers off Howard's Mill Road provides access to trails east of Mulino.
5. **Elwood Road Trailhead**: Small parking area off Elwood Road. Access to trails on private land.
6. **Molalla River Trails**: Public trailhead provides equestrian access to extensive riding on shared-use trail system.
7. **Table Rock Wilderness**: Located 19 miles southeast of Molalla, the Wilderness contains a 16-mile system of trails for horse travel and hiking. Parking for horse trailers is available at the Old Bridge Trailhead and at the upper end of the Old Jeep Trail.
8. **Riley Horse Camp**: Horseback riding trails from the McNeil Campground in Mt. Hood National Forest. At Zigzag turn northeast onto FS Road 18 (LoLo Pass Road) and travel 4.8 miles to the turnoff for the McNeil Campground. Some camp sites have 2-and 4-horse corrals.

Figure 6 of Appendix C is a map showing the location of the equestrian trailheads listed above.

G. OTHER ACTIVE TRANSPORTATION DOCUMENTS/ROUTE INFORMATION

- **Mt. Hood to Rose City Trail Corridor:** The goal of the Mt. Hood to Rose City Trail Corridor is to link the City of Portland with Timberline Lodge at Mt. Hood. There is no formal master plan for the project, but there is a coordinated multi-party effort to develop the missing segments as part of the region's "active transportation" strategy. Page 11 of Appendix A contains a map of the existing and planned corridor elements.
- **Sandy Ridge Trail System:** Another major project in Clackamas County is the Sandy Ridge Trail System, located approximately 12 miles east of the City of Sandy on the north side of East Barlow Trail Road. The 14-mile mountain bike trail system on Bureau of Land Management land is located on a ridge above the Sandy River. The single track trails wind through forests of Douglas-fir, western hemlock, western red cedar and various hardwood species. The popularity of the Sandy Ridge Trail System is evidenced by the 30,000 visitors last calendar year and the expected 45,000 users for this calendar year. These figures are derived from a traffic counter unit installed at the trail head. Page 9 of Appendix A includes a map of the existing and planned corridor elements.
- **Oregon Scenic Bikeway:** The scenic bikeway program allows visitors and residents to explore Oregon's most scenic regions by bike along signed routes. There are currently 11 designated scenic bikeways in the state, which are diverse rides, accommodating everyone from beginning to advanced riders. A Clackamas County route proposed for scenic bikeway designation is pending and currently under review by the State of Oregon. The "Two Rivers Pedal" ride, approximately 72 miles in length, would take riders from Estacada to Detroit. The ride is categorized as a challenging ride for the experienced rider, with a total elevation difference of 1,985 feet between Detroit and the summit near the Willamette/Mt. Hood National Forest Boundary and a total elevation difference of 3,125 feet between Estacada and the summit near the forest boundary. Riders may choose to complete the ride in one day or linger for an extended trip. A number of camping areas with restrooms and water are available along the first 30 miles of the bikeway from Estacada and also available along the first 20 miles of the bikeway from Detroit. Seasonal stores at Promontory Park (seven miles southeast of Estacada) and Ripplebrook (26 miles southeast of Estacada) have food, maps and supplies.
- **Molalla River Trails:** The Molalla River Trail System is an extensive network of more than 20 miles of trails for hikers, bicyclists and equestrians. The system combines both single track trails and old forest roads. The trails wind through the forested foothills and

slopes of the Molalla River Valley, occasionally offering scenic glimpses of the forests and mountains of the Cascade Range. The system offers a variety of difficulty levels for a wide range of mountain biking, hiking and horseback riding enthusiasts. Trails are generally marked with directional signs and levels of difficulty. The trail system is located southeast of Molalla and includes north and south trail segments as shown below.



- **Molalla Forest Logging Road:** The Molalla Forest Logging Road was built initially as a direct route between Canby and Molalla for hauling forest products. This former logging road presents an opportunity for a unique multi-use trail for biking, walking and equestrian use in southern Clackamas County. In 1993 the Molalla River Pathway Plan was prepared to set a vision for the multi-use trail and outline the preferred route; needed improvements; cost estimates and operation / maintenance issues. The plan was a joint effort between the City of Canby, the City of Molalla and Clackamas County, assisted by planners and landscape architects from OTAK, Inc. as well as citizens representing bicycle, equestrian, economic development and park and recreation interests.

The Pathway Plan indicates that the present condition “throughout much of the forest logging road right-of-way is moderate to severe.” In many places, the route is overgrown by invasive blackberry bushes. In other places, barricades of old cars, boulders or mounds of soil have been placed on the logging road by abutting land owners to discourage unwanted vehicle traffic. According to the Pathway Plan, approximately 16 miles of the 22 mile corridor is in private ownership. Considerable right-of-way acquisition and capital investment would be required to develop a safe and accessible multi-use path for users along the Molalla Forest Logging Road. The Pathway Plan includes cost estimates for right-of-way acquisition; pathway improvements and road/river crossings. (A copy of the Pathway Plan is on file with the Clackamas County Department of Transportation and Development – Planning and Zoning Division.

VI. ROADWAY CONDITIONS

Section 6 consists of tabular pedestrian and bicycle crash data and the following roadway conditions data: posted road speeds; vehicle volumes; functional classification; right-of-way width and pavement width.

A. CRASH DATA

The following pedestrian and bicycle crash data was compiled by the Clackamas County Department of Transportation and Development – Engineering Division. The data represents crashes occurring from January 1, 2007 through December 31, 2011 on county maintained roads.

Cycle Crashes on Roads with County Jurisdiction 01/01/07 through 12/31/11

Street Name 1	Road No.	MP	Crash ID	Crash Date	Crash Type	Total Cycle Fatal	Total Cycle Inj Count
122ND AVE	22741	0.52	1354516	11/29/09	6 - BIKE	0	1
66TH AVE	12060	0.00	1379734	08/18/10	6 - BIKE	0	1
79TH PL	12250	0.00	1266083	11/18/07	6 - BIKE	0	1
82ND DR	22230	0.80	1441868	11/14/11	6 - BIKE	0	1
82ND DR	22230	1.60	1441369	11/07/11	6 - BIKE	0	0
ALDERCREST RD	21021	1.68	1398147	11/18/10	6 - BIKE	0	1
ARNDT RD	30062	0.00	1371647	06/05/10	6 - BIKE	0	1
BELL AVE	12027	0.54	1257386	09/05/07	6 - BIKE	0	1
BELL AVE	12027	0.66	1264068	11/07/07	6 - BIKE	0	1
BOARDMAN AVE	21072	0.47	1305002	09/23/08	6 - BIKE	0	1
BOB SCHUMACHER RD	12273	1.12	1257388	09/05/07	6 - BIKE	0	1
BORLAND RD	21547	1.28	1383062	09/03/10	6 - BIKE	0	1
BORLAND RD	21547	1.99	1422034	06/25/11	6 - BIKE	0	1
CANBY-MARQUAM HWY	61012	5.59	1418773	06/04/11	6 - BIKE	0	1
CENTRAL POINT RD	41028	999.99	1260037	10/09/07	6 - BIKE	0	0
CREIGHTON AVE	21082	0.13	1391353	10/16/10	6 - BIKE	0	1
EAGLE CREEK RD	24042	3.14	1345986	10/25/09	6 - BIKE	0	1
FULLER RD	12021	0.38	1374248	06/28/10	6 - BIKE	0	1
FULLER RD	12021	0.38	1421811	06/24/11	6 - BIKE	0	1
GORDON ST	22050	0.20	1296099	08/11/08	6 - BIKE	0	1
GRAY ST	12026	0.27	1246226	06/17/07	6 - BIKE	0	1
GRIBBLE RD	41045	4.03	1315445	01/11/09	6 - BIKE	0	1
HARMONY RD	22400	0.46	1315087	01/02/09	6 - BIKE	0	1
HARMONY RD	22747	1.32	1325891	05/10/09	6 - BIKE	0	1
HENRICI RD	32009	1.99	1445607	12/24/11	6 - BIKE	0	1
JANNSEN RD	22051	0.00	1334594	07/07/09	6 - BIKE	0	1
JOHNSON CREEK BLVD	12028	0.68	1439087	11/20/11	6 - BIKE	0	0
KING RD	12153	0.81	1240170	01/05/07	6 - BIKE	0	0
LAKE RD	22750	0.33	1394762	01/28/10	6 - BIKE	0	1
LAKE RD	22750	0.34	1257960	09/18/07	6 - BIKE	0	1
LAMPHIER ST	12012	0.40	1253165	07/12/07	6 - BIKE	0	1
LINWOOD AVE	12287	0.00	1384357	09/12/10	6 - BIKE	0	1
LINWOOD AVE	12287	0.00	1421699	07/01/11	6 - BIKE	0	1
LINWOOD AVE	12287	0.00	1430605	08/17/11	6 - BIKE	0	1
LINWOOD AVE	12287	0.64	1391622	10/18/10	6 - BIKE	0	1
LUTHER RD	12162	0.30	1295822	08/07/08	6 - BIKE	0	1
LUTHER RD	12162	0.50	1440999	11/02/11	6 - BIKE	0	1

MATHER RD	22738	1.13	1427247	07/30/11	6 - BIKE	1	0
MELDRUM AVE	22086	0.20	1302843	08/24/08	6 - BIKE	0	1
MERIDIAN RD	41001	5.34	1429196	10/23/11	6 - BIKE	0	1
OAK GROVE BLVD	21001	0.57	1413817	04/02/11	6 - BIKE	0	1
OATFIELD RD	21368	2.82	1388948	10/07/10	6 - BIKE	0	1
RIVER RD	22232	999.99	1251461	07/19/07	6 - BIKE	0	1
SALMONBERRY DR	31062	0.00	1324141	04/27/09	6 - BIKE	0	1
SPRINGWATER RD	22772	0.16	1438930	10/04/11	6 - BIKE	0	1
STAFFORD RD	30054	5.73	1293206	07/22/08	6 - BIKE	0	1
SUNNYSIDE RD	12154	0.00	1234518	01/04/07	6 - BIKE	0	1
SUNNYSIDE RD	12154	0.74	1290554	06/25/08	6 - BIKE	0	0
SUNNYSIDE RD	12154	0.85	1247479	06/18/07	6 - BIKE	0	1
SUNNYSIDE RD	12154	0.85	1382943	09/02/10	6 - BIKE	0	1
SUNNYSIDE RD	12154	0.85	1440484	10/27/11	6 - BIKE	0	1

Cycle Crashes on Roads with County Jurisdiction 01/01/07 through 12/31/11

Street Name 1	Road No.	MP	Crash ID	Crash Date	Crash Type	Total Cycle Fatal	Total Cycle Inj Count
SUNNYSIDE RD	12154	0.89	1401788	01/28/11	6 - BIKE	0	1
SUNNYSIDE RD	12154	1.49	1259811	10/08/07	6 - BIKE	0	1
SUNNYSIDE RD	12154	1.75	1370617	05/17/10	6 - BIKE	0	1
SUNNYSIDE RD	12154	1.75	1435621	08/27/11	6 - BIKE	0	0
SUNNYSIDE RD	12154	1.95	1268548	12/15/07	6 - BIKE	0	1
SUNNYSIDE RD	12154	2.16	1440481	10/26/11	6 - BIKE	0	1
THIESSEN RD	22139	0.99	1440473	10/25/11	6 - BIKE	0	1
THIESSEN RD	22139	1.02	1375924	07/19/10	6 - BIKE	0	0
THIESSEN RD	22139	1.08	1379760	08/18/10	6 - BIKE	0	1
THOMPSON RD	12015	0.06	1329405	06/13/09	6 - BIKE	0	1
WHISKEY HILL RD	42036	1.31	1414884	04/14/11	6 - BIKE	0	1

Total Cycle Crash Count: 62

Clackamas County

Monday, May 06, 2013

Pedestrian Crashes on Roads with County Jurisdiction 01/01/07 through 12/31/11

Street Name	Road No.	MP	Crash ID	Crash Date	Collision	Total Ped	Total Ped
122ND AVE	22741	0.06	1390877	10/15/10	0 - PED	0	1
122ND AVE	22741	0.17	1366574	04/24/10	0 - PED	0	1
122ND AVE	22741	0.27	1306629	10/23/08	0 - PED	0	1
74TH AVE	12113	0.11	1331698	07/11/09	0 - PED	0	1
82ND DR	22230	0.26	1321407	03/18/09	0 - PED	0	1
82ND DR	22230	0.28	1436448	09/19/11	0 - PED	0	1
82ND DR	22230	0.76	1443674	11/28/11	0 - PED	0	1
BARNARDS RD	42035	3.22	1264766	11/16/07	0 - PED	0	1
BARTON PARK RD	23043	0.06	1426134	07/23/11	0 - PED	0	1
CAUSEY AVE	12039	0.20	1282113	03/24/08	0 - PED	0	1
CONCORD RD	21003	0.98	1319804	03/03/09	0 - PED	0	1
COURTNEY AVE	21461	0.55	1401920	02/05/11	0 - PED	0	1
FIRWOOD RD	25045	0.01	1278850	02/29/08	0 - PED	0	1
FULLER RD	12017	0.37	1306896	10/31/08	0 - PED	0	1
FULLER RD	12021	0.38	1416678	05/02/11	0 - PED	0	1
FULLER RD	12021	0.43	1285666	05/04/08	0 - PED	0	1

GRIMM RD	52005	0.46	1409344	03/20/11	0 - PED	1	0
HAYDEN RD	34015	0.30	1328937	05/29/09	0 - PED	1	0
JACK RD	12059	0.27	1441137	11/04/11	0 - PED	0	1
JOHNSON CREEK BLVD	12028		1272399	01/20/08	0 - PED	0	1
JOHNSON CREEK BLVD	12028	0.97	1230777	04/04/07	0 - PED	0	1
KING RD	12153	0.02	1428619	08/01/11	0 - PED	0	1
LAKE RD	22750	0.64	1440792	10/31/11	0 - PED	0	1
MAPLELANE RD	32001	0.97	1356310	01/07/10	0 - PED	0	1
MARMOT RD	25004	0.10	1344375	10/13/09	0 - PED	0	1
MUELLER RD	32013	0.01	1309858	12/09/08	0 - PED	0	1
OAK GROVE BLVD	21002	0.00	1355050	12/09/09	0 - PED	0	1
OATFIELD RD	21368	1.19	1402455	02/10/11	0 - PED	0	1
OATFIELD RD	21368	1.34	1237615	03/13/07	0 - PED	0	1
OATFIELD RD	21368	1.67	1393705	10/30/10	0 - PED	0	1
OATFIELD RD	21368	2.74	1436608	09/09/11	0 - PED	0	1
OATFIELD RD	21368	3.03	1355706	12/11/09	0 - PED	0	1
OTTY RD	12011	0.12	1372707	06/12/10	0 - PED	0	1
PARK AVE	21022	0.42	1317347	02/06/09	0 - PED	0	0
PILKINGTON RD	21325	0.52	1390772	10/14/10	0 - PED	0	1
RIVER RD	22232	3.63	1386619	09/18/10	0 - PED	0	1
ROETHE RD	21070	0.77	1401463	01/21/11	0 - PED	0	1
SILVERLEAF LN	21166	0.13	1282559	04/03/08	0 - PED	0	1
SUMMERS LN	22536	0.40	1360339	02/25/10	0 - PED	0	1
SUNNYBROOK BLVD	22450	0.60	1286270	05/14/08	0 - PED	0	0
SUNNYSIDE RD	12154	0.95	1359484	02/15/10	0 - PED	0	1
SUNNYSIDE RD	12154	1.02	1309521	12/06/08	0 - PED	0	1
SUNNYSIDE RD	12154	1.75	1374927	07/07/10	0 - PED	0	1
SUNNYSIDE RD	12154	2.23	1228689	02/20/07	0 - PED	1	0
THIESSEN RD	22139	1.96	1317312	02/10/09	0 - PED	0	1
TRUBEL RD	24059	2.80	1372725	06/22/10	0 - PED	0	1
VINEYARD RD	21027	0.56	1438235	10/01/11	0 - PED	0	1
WEBSTER RD	22229	999.99	1398808	08/07/10	0 - PED	0	0
WILHOIT RD	42046	3.34	1302475	08/19/08	0 - PED	0	1

Total Pedestrian Crash Count: 49

Clackamas County

Monday, May 06, 2013

Source: Oregon Department of Transportation (ODOT) crash data base.

B. POSTED ROAD SPEEDS

The map showing posted road speeds for county-maintained roads is on Page 1 of Appendix D.

C. VEHICLE VOLUMES (AVERAGE DAILY TRAFFIC – ADT)

The map showing vehicle volumes for county-maintained roads is on Page 2 of Appendix D.

D. FUNCTIONAL CLASSIFICATION

The map showing functional classification for county-maintained roads is on Page 2 of Appendix D. (Note: Some functional classifications may change as a result of the 2013 Transportation System Plan update. The functional classification map will be updated accordingly).

E. RIGHT-OF-WAY WIDTH

The map showing right-of-way width for county-maintained roads is on Page 3 of Appendix D.

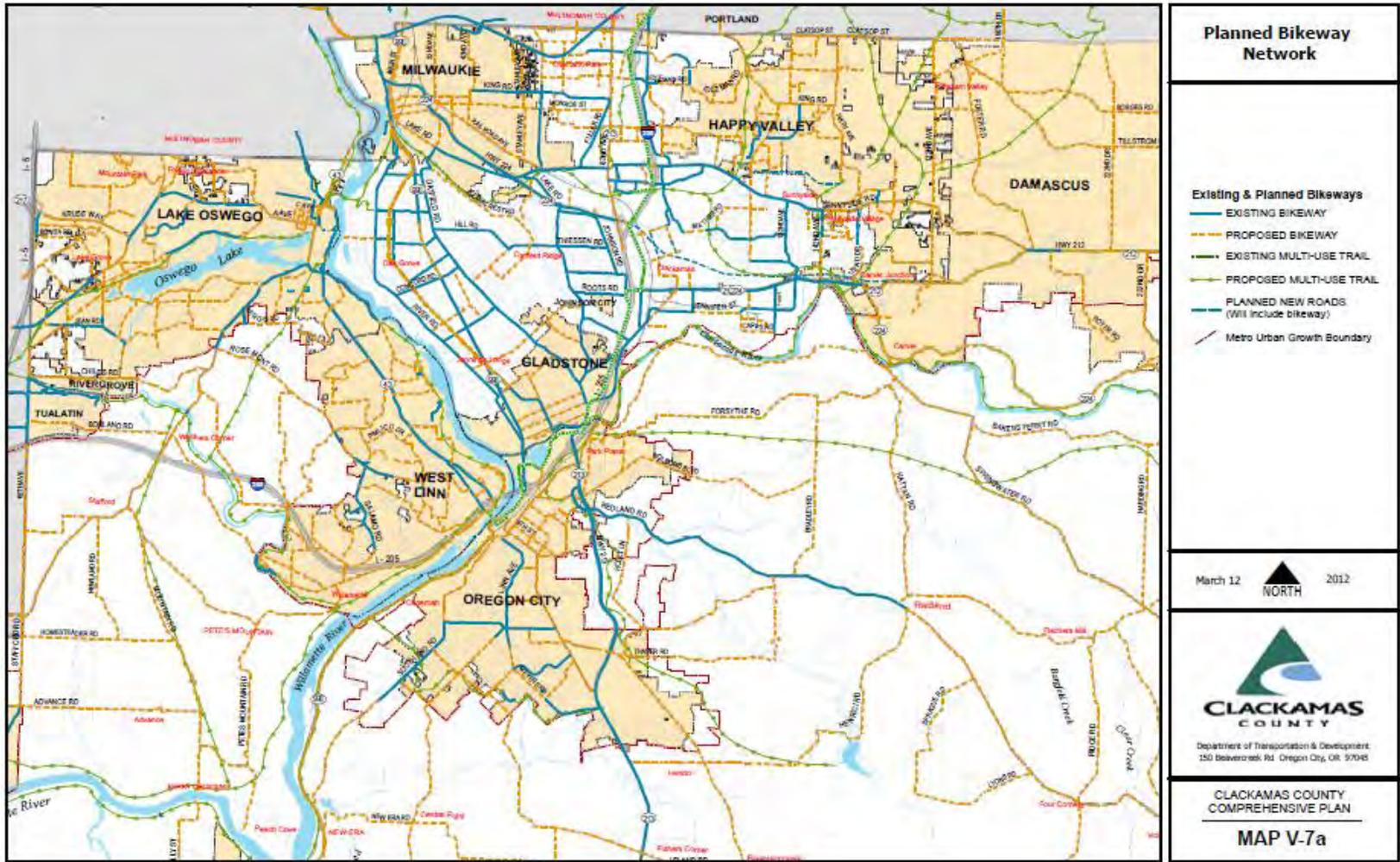
F. PAVEMENT WIDTH

The map showing right of way width for county-maintained roads is on Page 4 of Appendix D.

VII. APPENDIX A

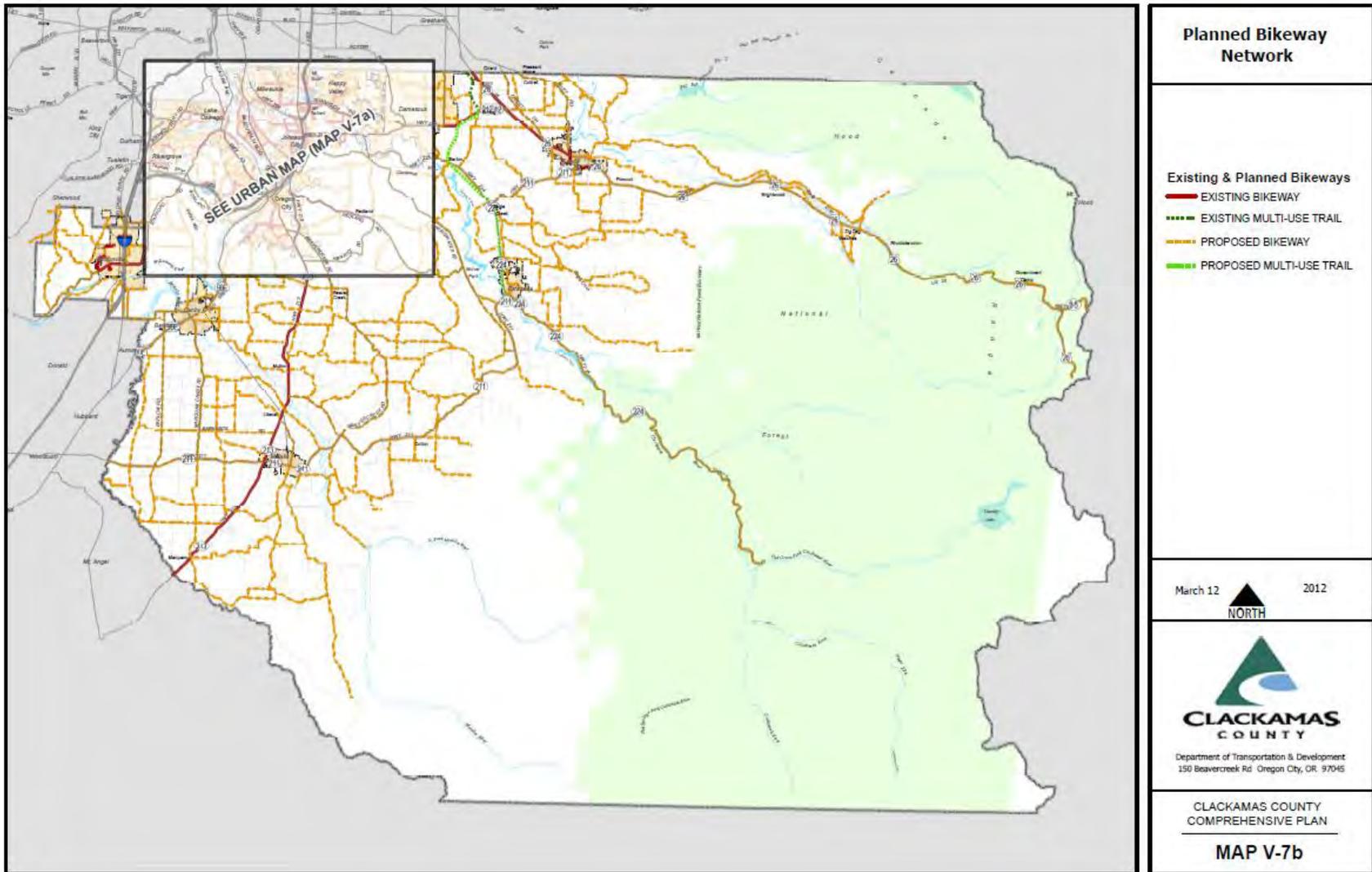
Appendix A includes the following maps and documents that are particularly relevant for active transportation in Clackamas County:

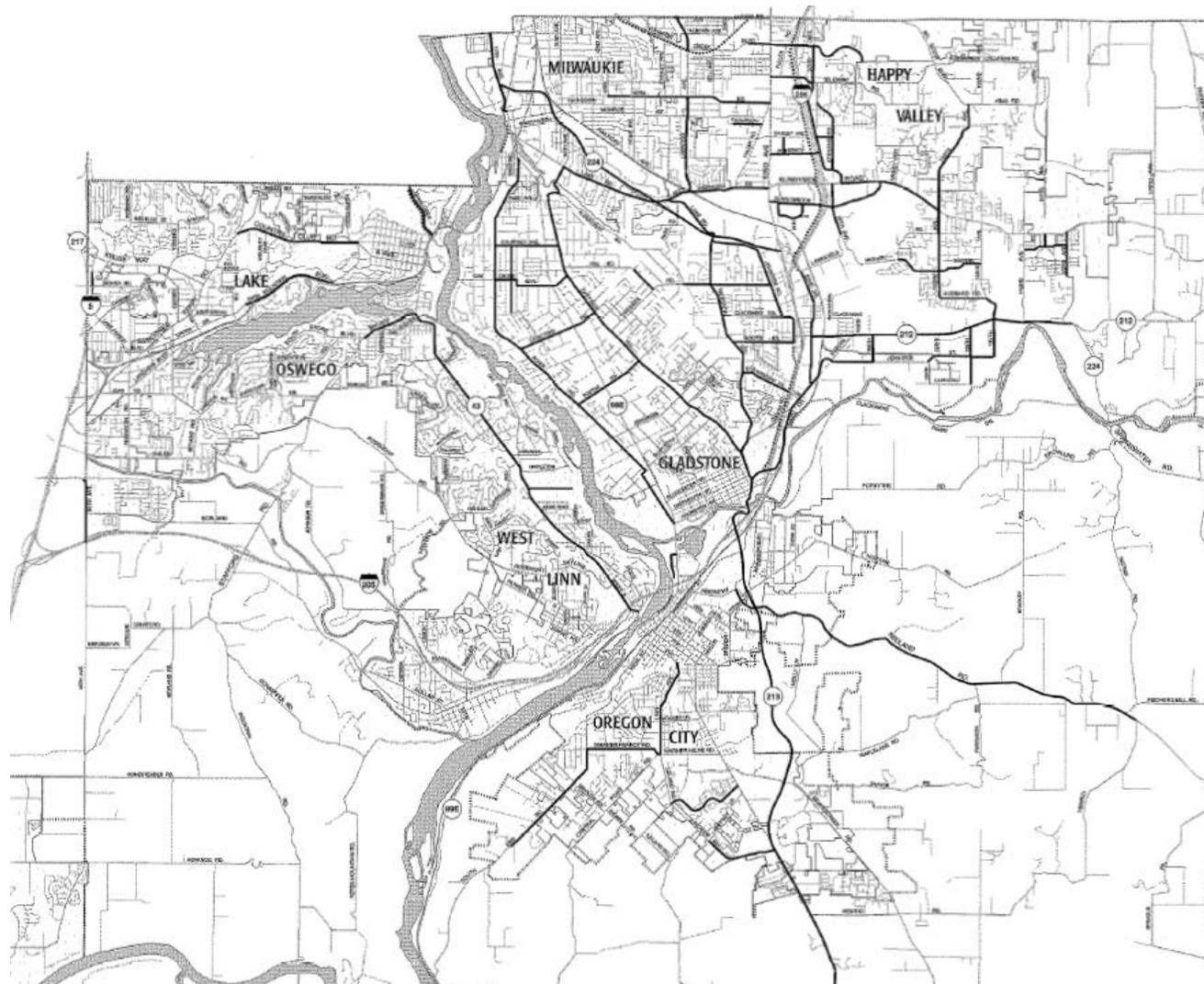
- A. Comprehensive Plan Map V-7a: Planned Bikeway Network - Urban
- B. Comprehensive Plan Map V-7b: Planned Bikeway Network – Rural
- C. Bicycle Master Plan Map 1: Existing Urban Bikeway Network
- D. Bicycle Master Plan Map 2: Existing Rural Bikeway Network
- E. Comprehensive Plan Map V-8: Essential Pedestrian Network
- F. North Clackamas Parks and Recreation District Facilities Plan Map (2002 Master Plan Update)
- G. Connecting Clackamas Map
- H. Metro Regional Trails and Greenways Map
- I. Sandy Ridge Trail System Map
- J. Metro Existing Regional Bicycle Network Map
- K. Mt. Hood to Rose City Trail Corridor Conceptual Map
- L. Clackamas County Tourism Regional Initiatives (Part I)
- M. Clackamas County Tourism Regional Initiatives (Part II)



A. Comprehensive Plan Map V-7a: Planned Bikeway Network - Urban

B. Comprehensive Plan Map V-7b: Planned Bikeway Network - Rural





Existing Urban Bikeway Network

- EXISTING BIKEWAY
- - - EXISTING MULTI-USE TRAIL
- URBAN GROWTH BOUNDARY

DECEMBER 2003

NORTH

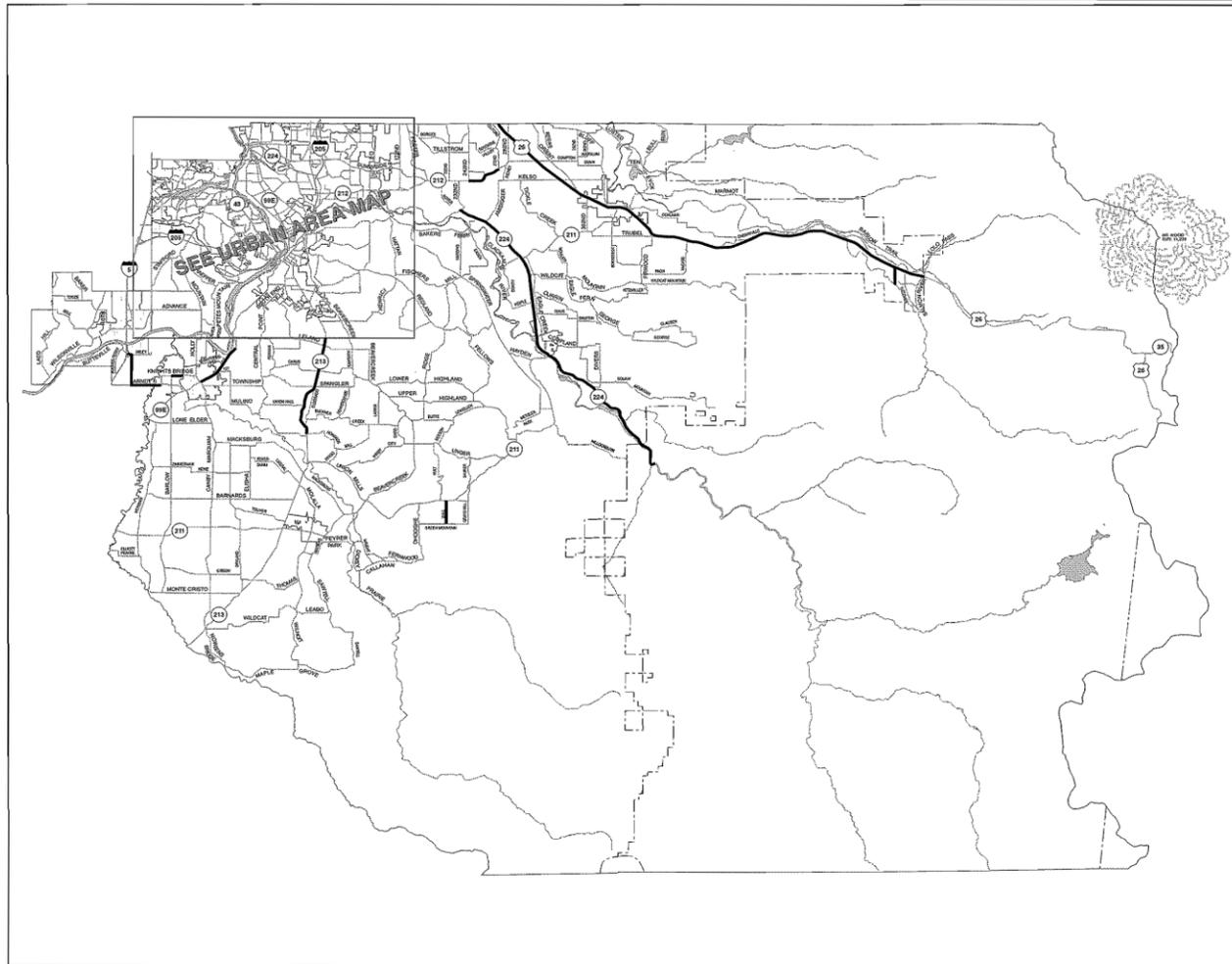
0 1 2 3
SCALE IN MILES

Clackamas County

DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
9101 SE SUNNYBROOK BLVD. • CLACKAMAS, OR 97015

CLACKAMAS COUNTY BICYCLE MASTER PLAN ● MAP 1

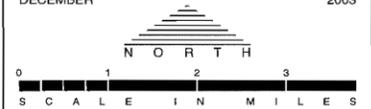
C. Bicycle Master Plan Map 1: Existing Urban Bikeway Network



Existing Rural Bikeway Network

- EXISTING BIKEWAY
- EXISTING MULTI-USE TRAIL

DECEMBER 2003



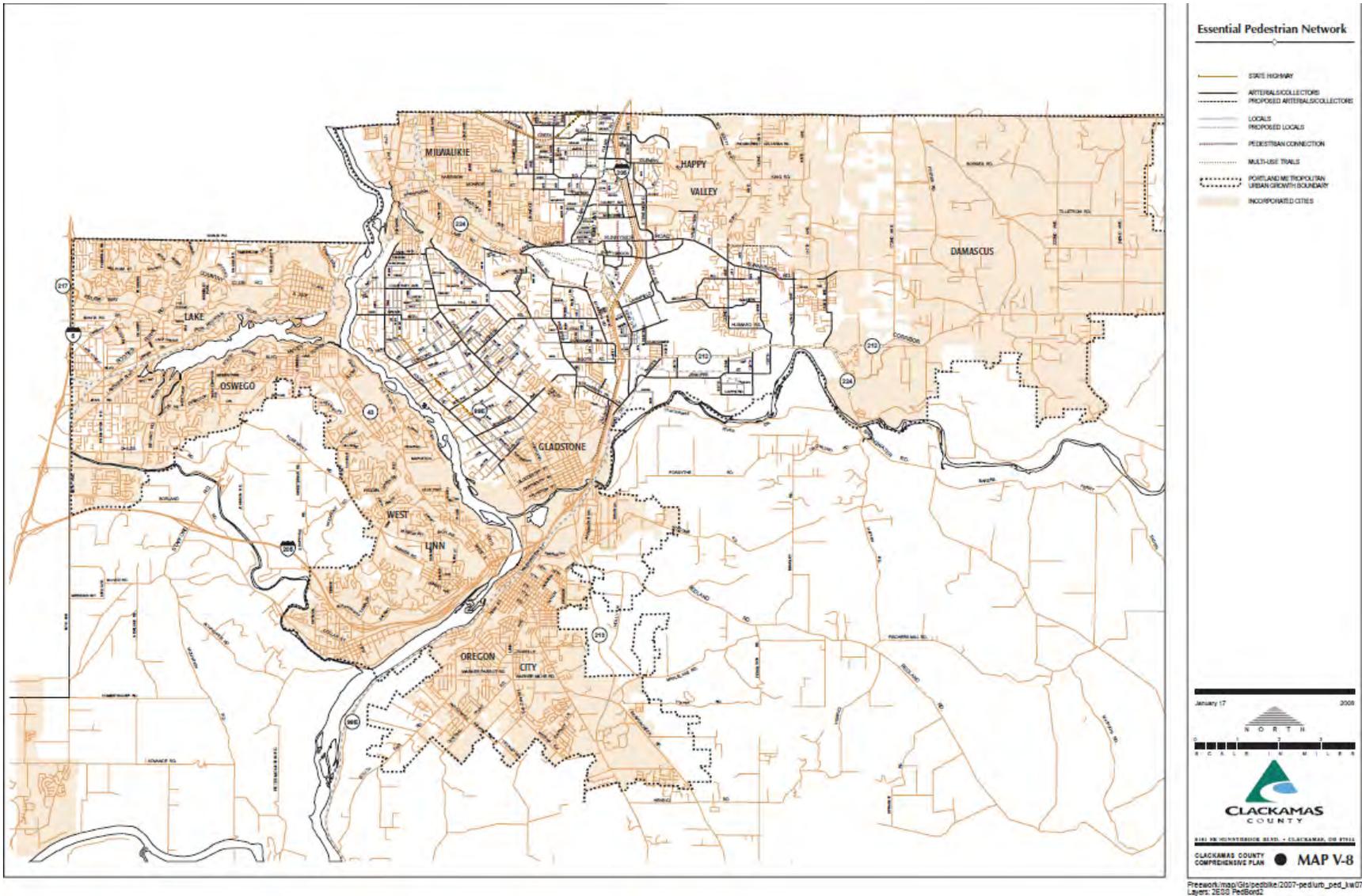
Clackamas County

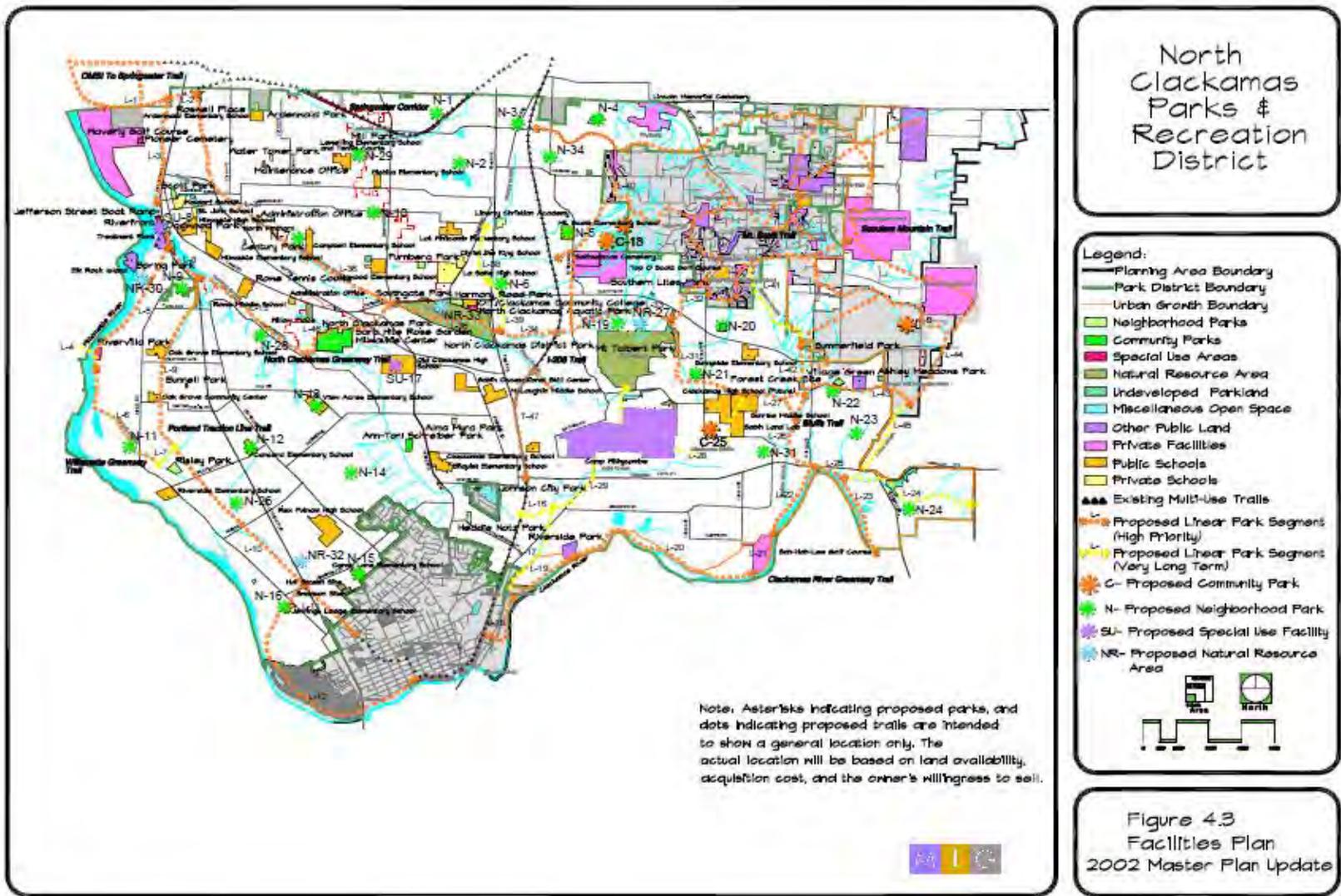
DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
9101 SUNNYBROOK BLVD. • CLACKAMAS, OR 97015

CLACKAMAS COUNTY BICYCLE MASTER PLAN ● MAP 2

D. Bicycle Master Plan Map 2: Existing Rural Bikeway Network

E. Comprehensive Plan Map V-8: Essential Pedestrian Network

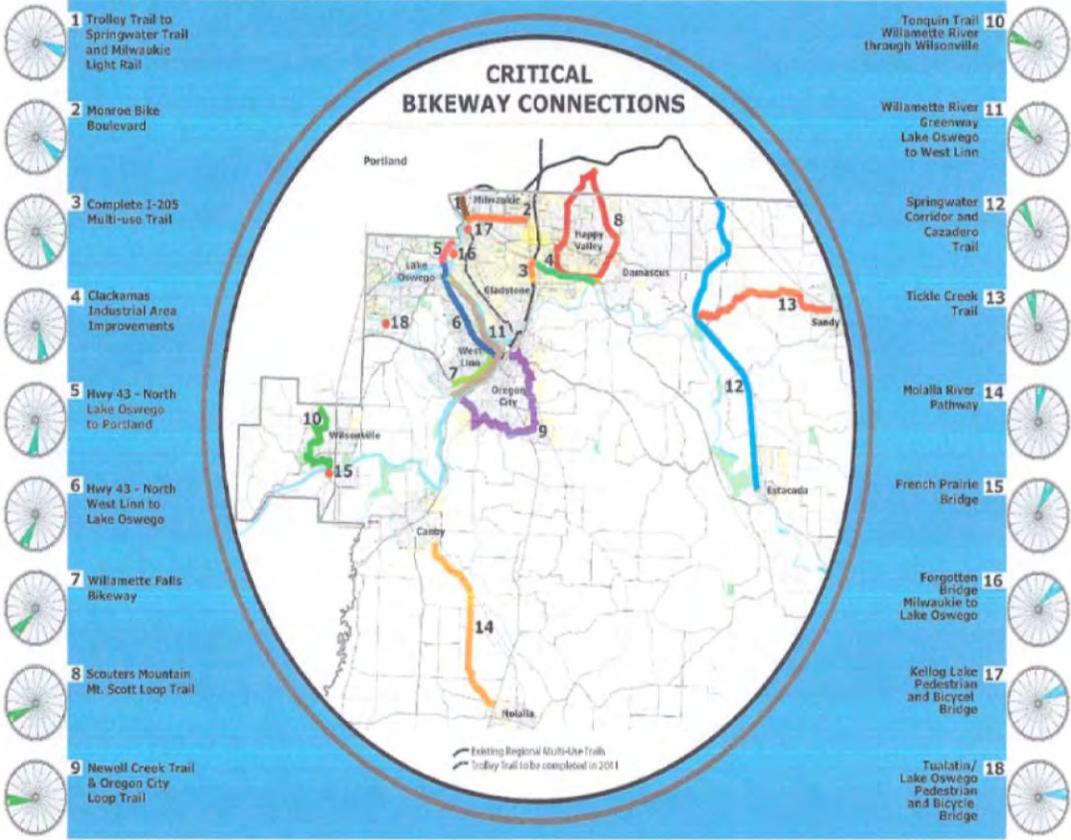




F. North Clackamas Parks and Recreation District Facilities Plan Map (2002 Master Plan Update)

Connecting Clackamas

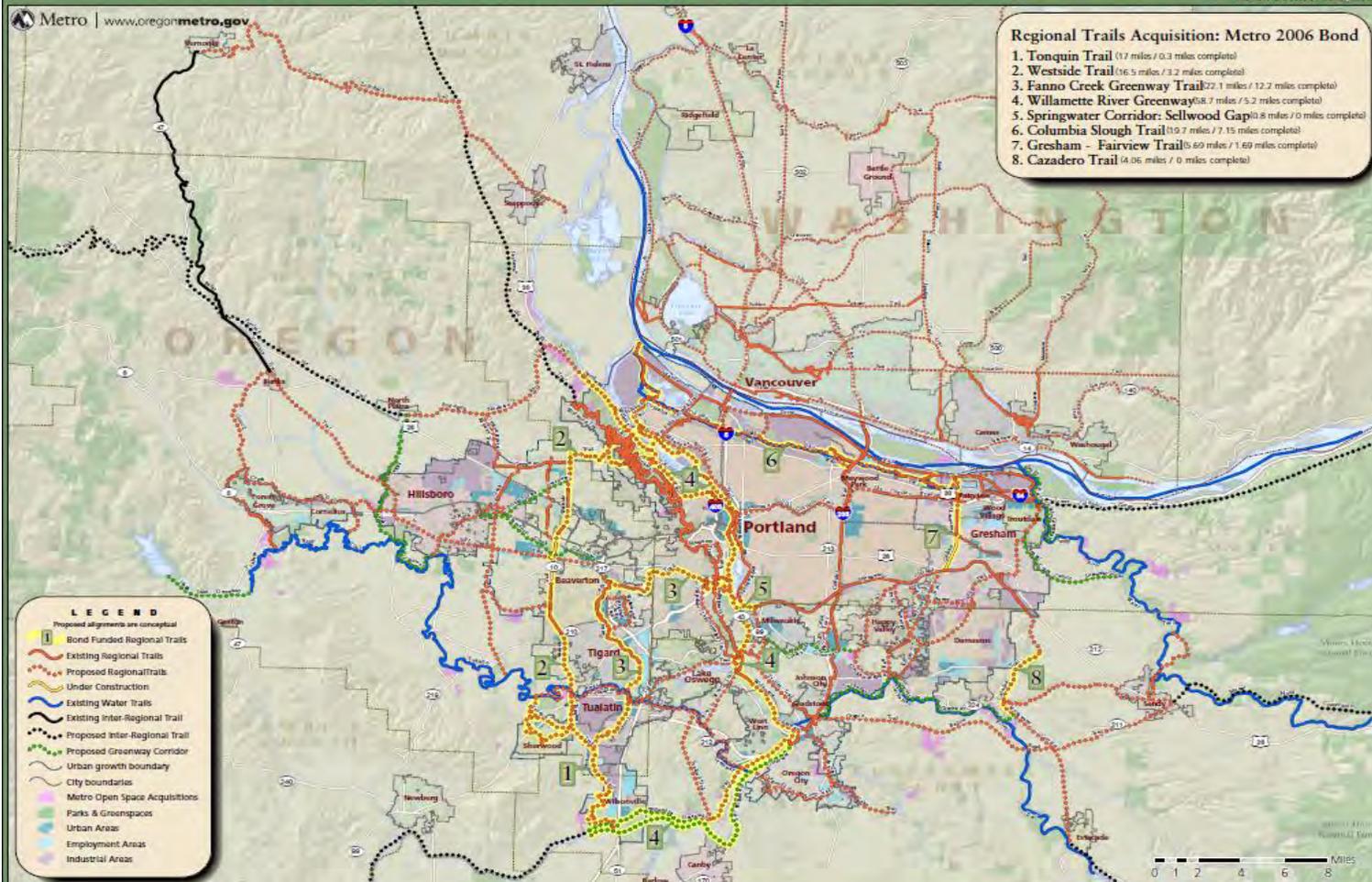
A Full Revolution for Active Transportation in Clackamas County



Copyright i-SUSTAIN 2010
All Rights Reserved.

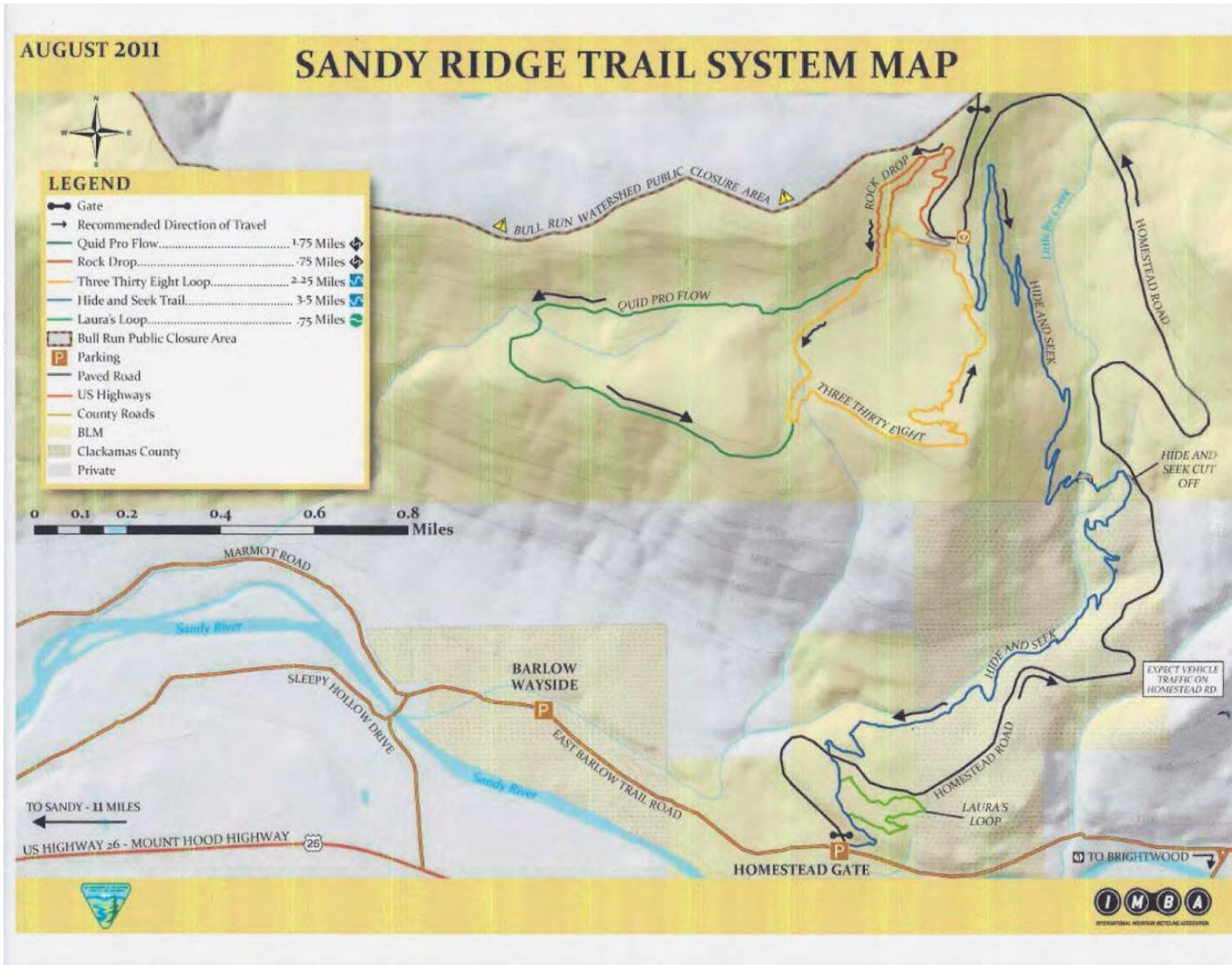
Metro Regional Trails and Greenways

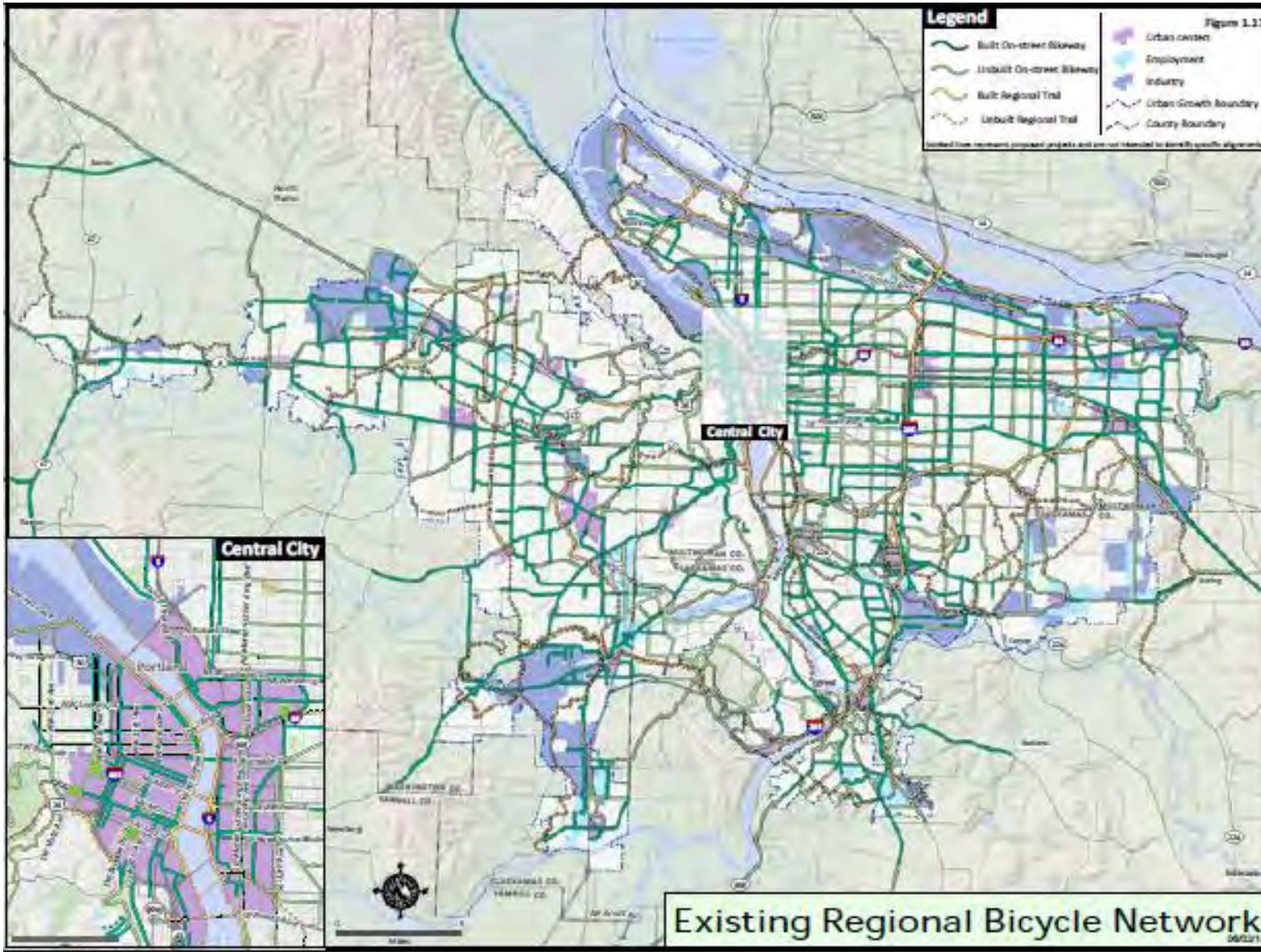
As of October 2nd, 2008



H. Metro Regional Trails and Greenways Map

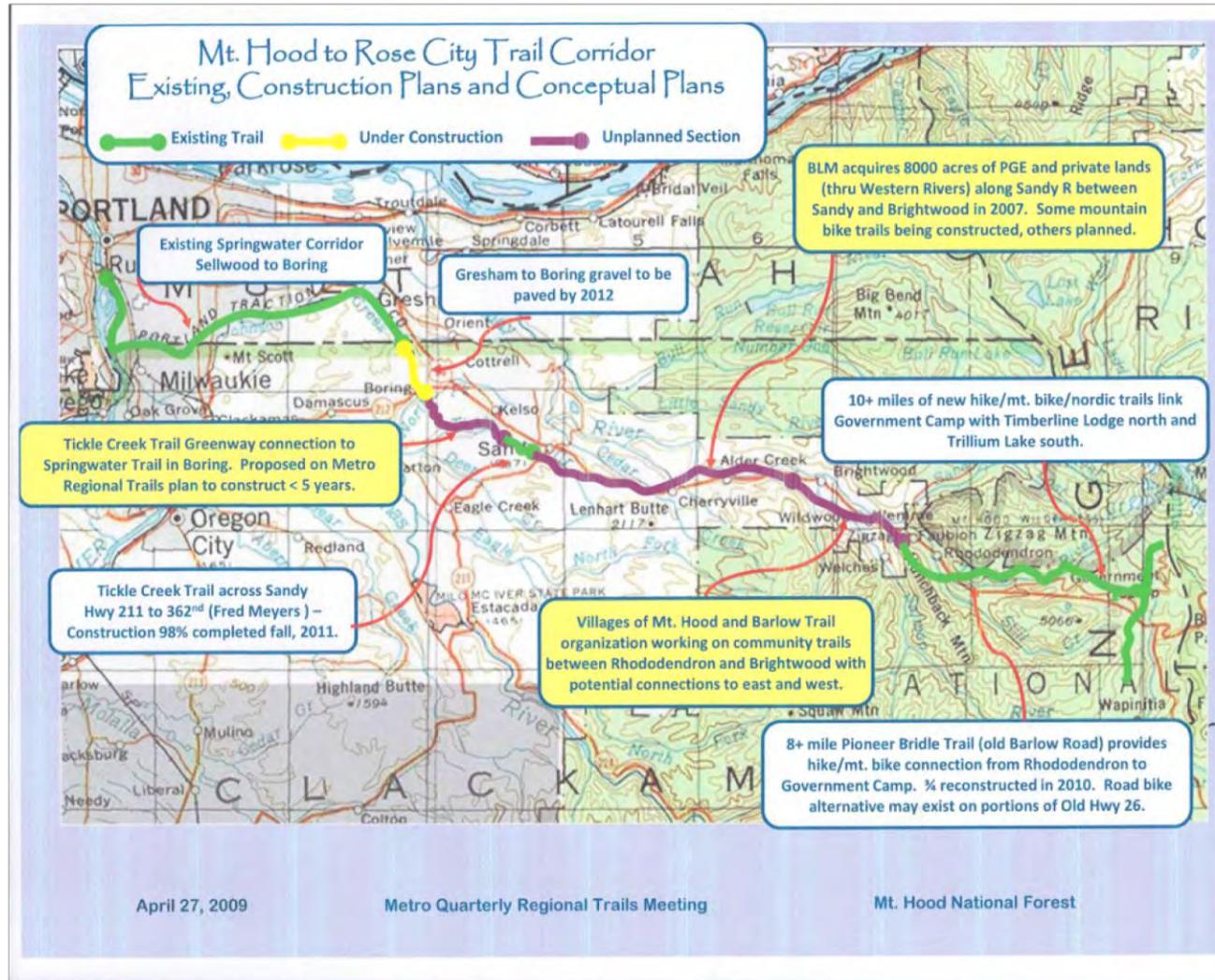
I. Sandy Ridge Trail System Map





J. Metro Existing Regional Bicycle Network

K. Mt. Hood to Rose City Trail Corridor Conceptual Map



L. Clackamas County Tourism Regional Initiatives (Part II)



Dear Bicycle Leads,

Clackamas County Tourism Regional Initiatives – In 2011/2012, Clackamas County, in conjunction with Travel Oregon and Bricker Consulting, took a series of six workshops to nine Clackamas County communities who had self-identified as being *aware of local existing cycling assets, interested in growing those resources, and committed to improving their local cycling assets*. The following initiatives were identified multiple times and thus presented as priorities for countywide/regional action:

1. Wayfinding signage: Next Steps

- CCTCA would not lead this effort, but will convene a sub group including CC Transportation, Metro, BLM, USFS, ODOT to discuss scope of work, next steps and funding. (CCTCA/Jimi Austin convenes)
- A consultant (such Great Destination Strategies or Alta Planning) could support moving the process forward, and this might be a topic of discussion on first meeting agenda.

2. Signature trails: Next Steps

- CTA does not see ourselves as the lead in this endeavor, but is able to serve as contributors and influencers. Could convene key agencies until a lead is determined. CTA can commit to attending Statewide Trails Coalition meetings and communicate importance at the Statewide Trails Coalition. The Mt. Hood to Rose City effort is the trail that surfaced as being most ripe for concerted efforts to create meaningful connectivity.
- We will eventually be able to assist with marketing these Signature Trails once they reach that stage, as well as determining what aspects can be funded through the development grant program

3. Attract regional events/Cultivate new cycling itineraries and themed rides: Next Steps

- CCTCA spreads the word about the interest that surfaced in creating a Farm Loop Ride in the fall, possibly tying into a farm to table event
- CCTCA brings possibility of future (FY 13/14) sponsorship opportunity to attract new biking event
- CCTCA Development person initiates conversations with the following existing rides to determine how best to expand their reach: Pioneer Century Ride - Barlow Road Ride - Tour de Clack - Cyclocross events
- Attract name events, such as Cycle Oregon's weekend ride or other established event, to Clackamas County.

4. *Bike racks / Bike Parking: Next Steps*

- Tourism recognizes the natural alignment of this community priority with tourism’s focus. Each of our 13 communities has \$20,000 allocated to it in the upcoming Fiscal Year, and CCTCA sees tremendous value in communities considering some of that funding for these projects (mini “bike welcome centers”, cycling visitor kiosks, etc.).
- Tourism can offer assistance by: Securing bulk-rate pricing, engaging the Clackamas County Arts Alliance, Initiating a friendly “competition between communities” to build media interest, etc.)

5. *Business Outreach (Lodging and Retails Awareness of cycling needs & benefits): Next Steps*

- Tourism has created *presentation tools* for local community lead use with local businesses (FAQ template-Including benefits of bike-friendly - steps to create bike-friendly environment and designation - and brief testimonial online video link)
- “*We Speak*” Program - Tourism hosts one-day “We Speak” community program for Q-trained personnel. Training day includes local expert presentation, access to bike maps, “BikeBox”, and opportunity to secure “bike-friendly” logo and listing at the end of session.
- CCTCA-created “Straw man” for bike-friendly business program being sent to Community Leads for local input.
- Tourism creates Referral Programs between Visitor Centers and Referral Programs between Aligned Businesses (Farm Loop stops – Local Cafes – Bike shops, etc.)

6. *Marketing & Communications: Next Steps*

- CTA’s new PR person will create and administer countywide cycling Facebook page.
- OMHT’s new mobile site can be searched for “Bike-friendly” designation
- OMHT’s new website can be searched for “Bike-friendly”
- Marketing will create standardized map shells for community use, as well as ensuring that Farm Loop brochure future printings will include relevant bike route overlays

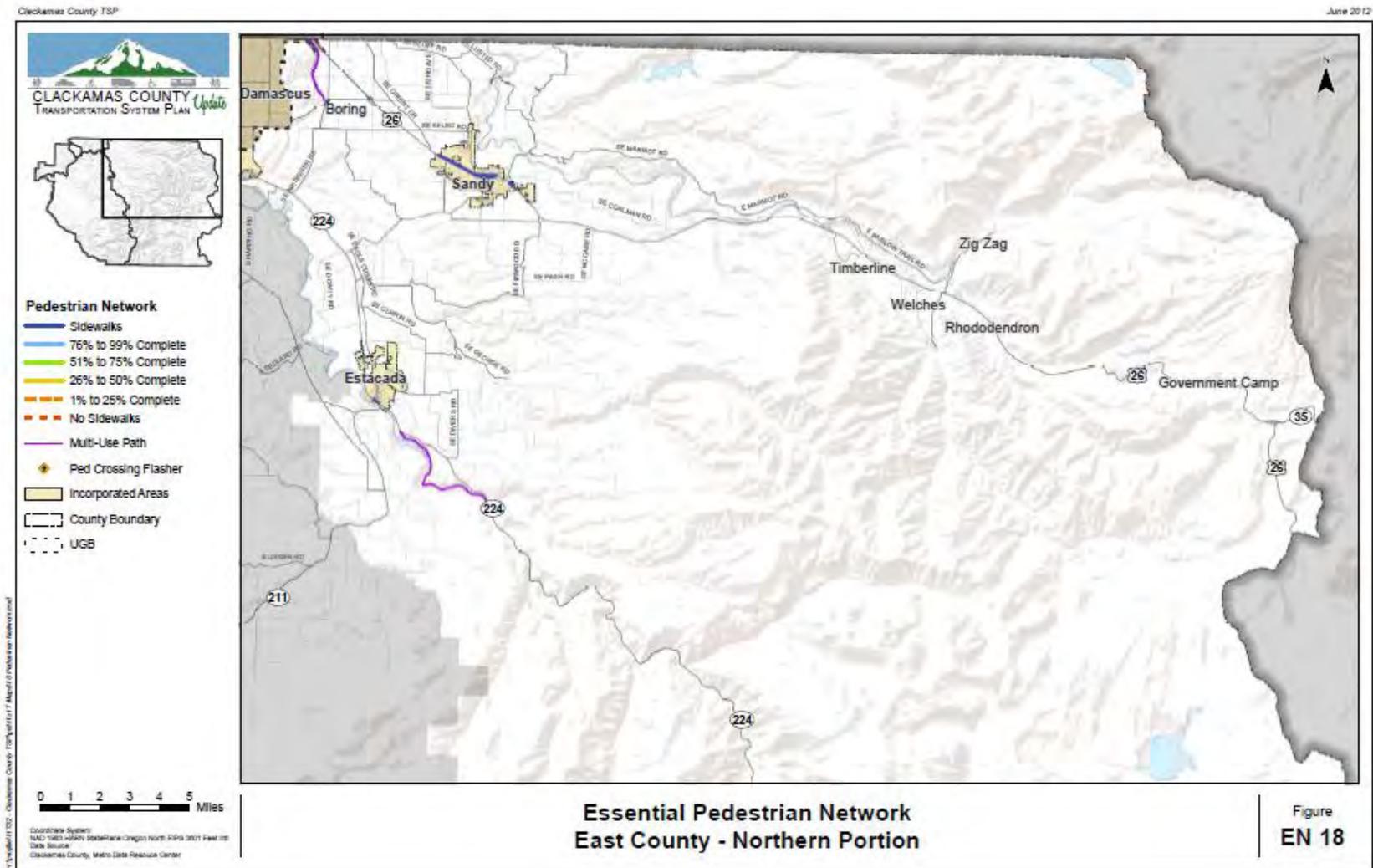
M. Clackamas County Tourism Regional Initiatives (Part II)

VIII. APPENDIX B

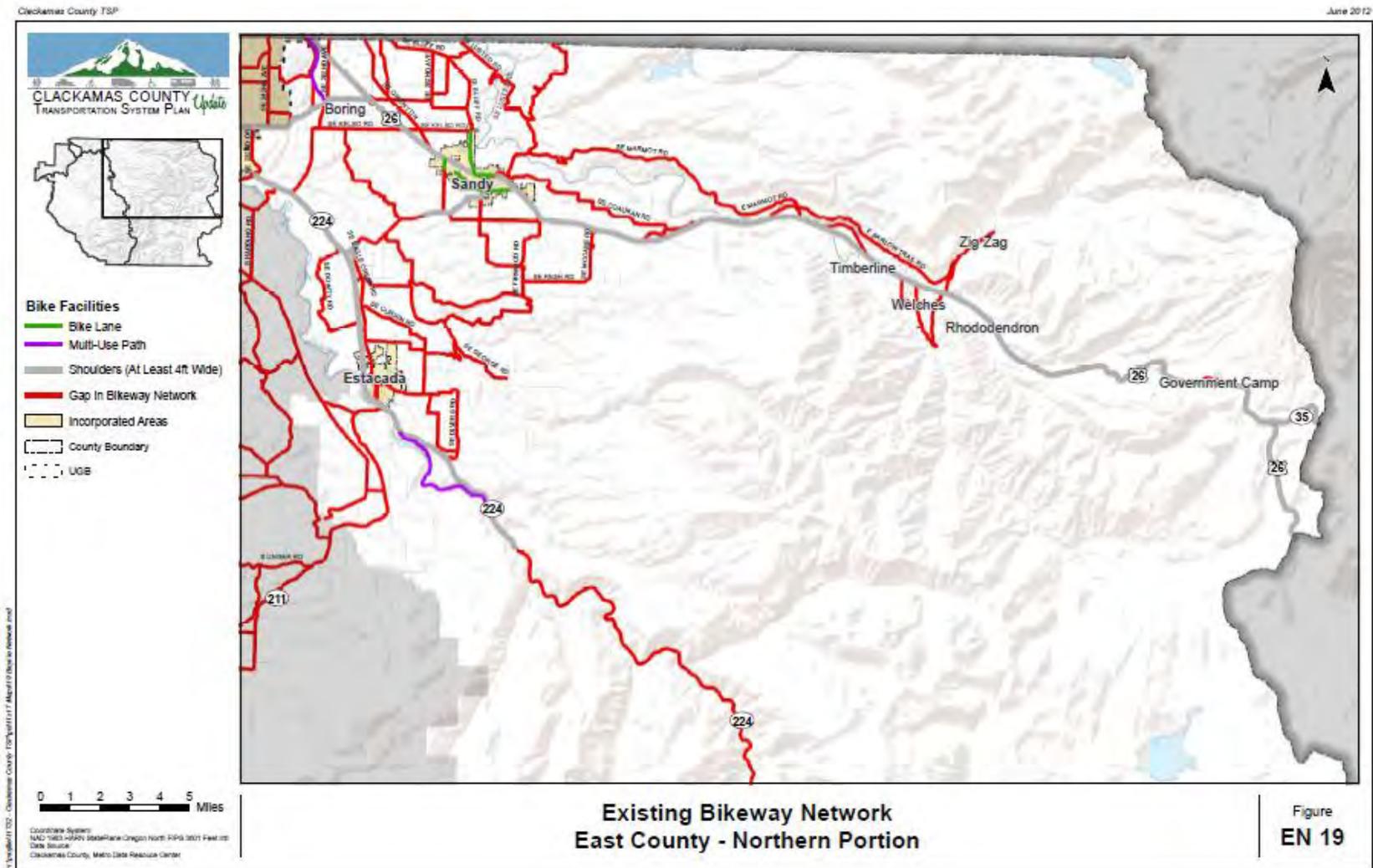
Appendix B includes the following 12 maps from the 2013 Clackamas County TSP update (*Existing and Future Base Conditions Analysis*):

- A. Essential Pedestrian Network: East County – Northern Portion (Figure EN 18)
- B. Existing Bikeway Network: East County – Northern Portion (Figure EN 19)
- C. Essential Pedestrian Network: Southwest County – Northern Portion (Figure SN 18)
- D. Essential Pedestrian Network: Southwest County – Southern Portion (Figure SS 18)
- E. Existing Bikeway Network: Southwest County – Northern Portion (Figure SN 19)
- F. Existing Bikeway Network: Southwest County – Southern Portion (Figure SS 19)
- G. Essential Pedestrian Network: Greater McLoughlin Area (Figure M-18)
- H. Essential Pedestrian Network: Greater McLoughlin Area (Figure M-19)
- I. Essential Pedestrian Network: Greater Clackamas Regional Center / Industrial Area (Figure C-18)
- J. Existing Bikeway Network: Greater Clackamas Regional Center / Industrial Area (Figure C-19)
- K. Essential Pedestrian Network: Northwest County (Figure NW 18)
- L. Existing Bikeway Network: Northwest County (Figure NW 19)

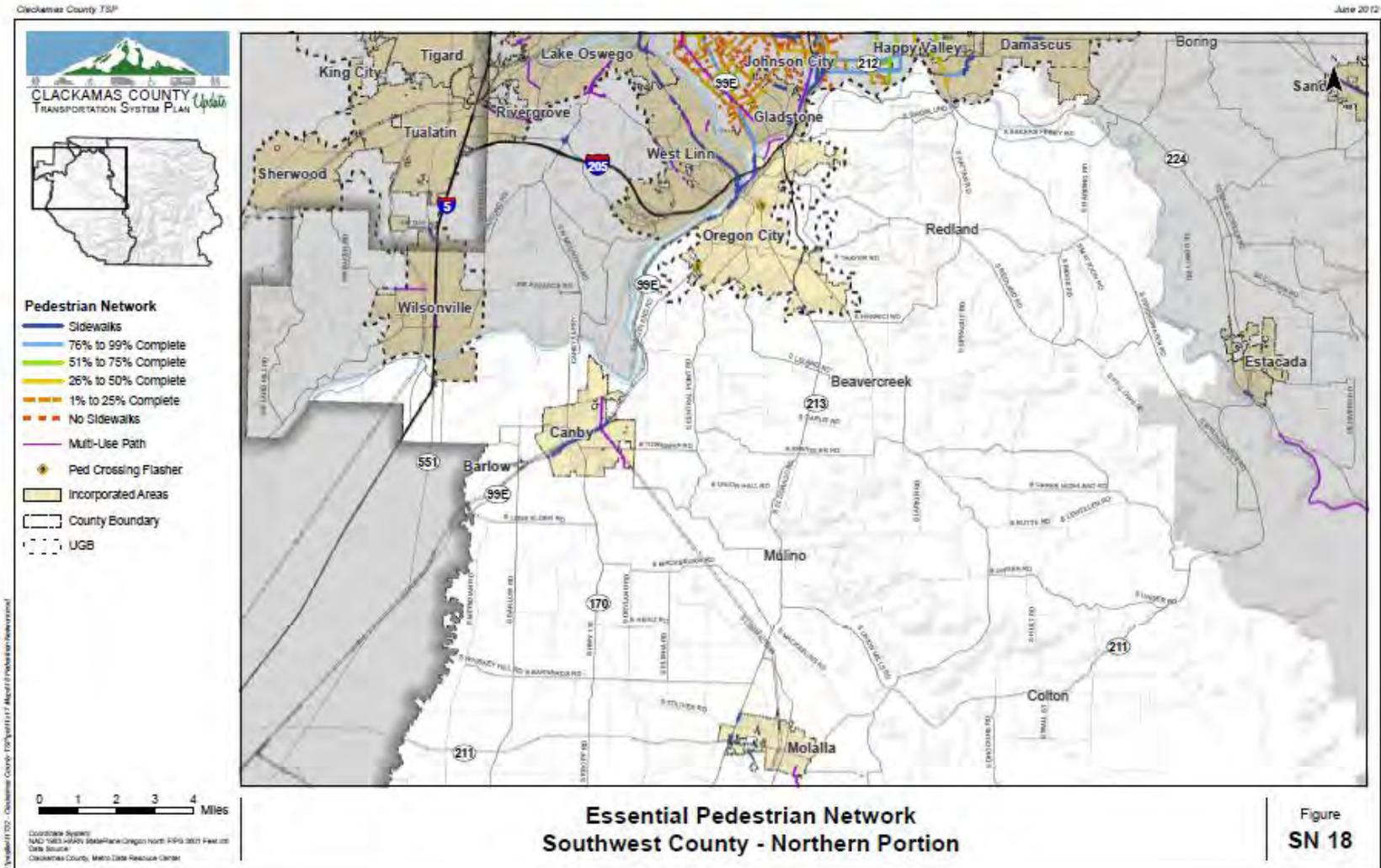
A. Essential Pedestrian Network: East County – Northern Portion (Fig. EN18)



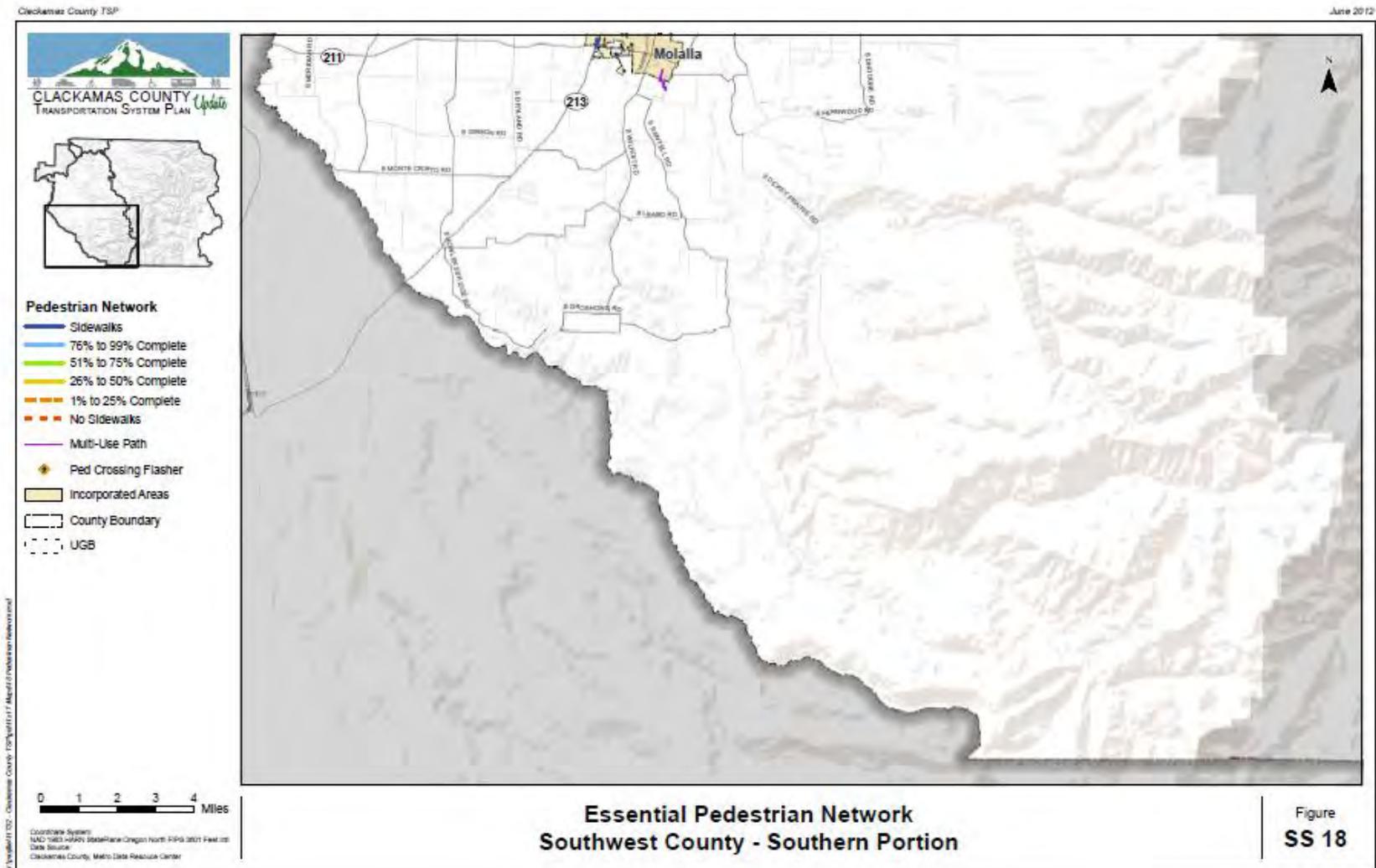
B. Existing Bikeway Network: East County – Northern Portion (Fig EN19)



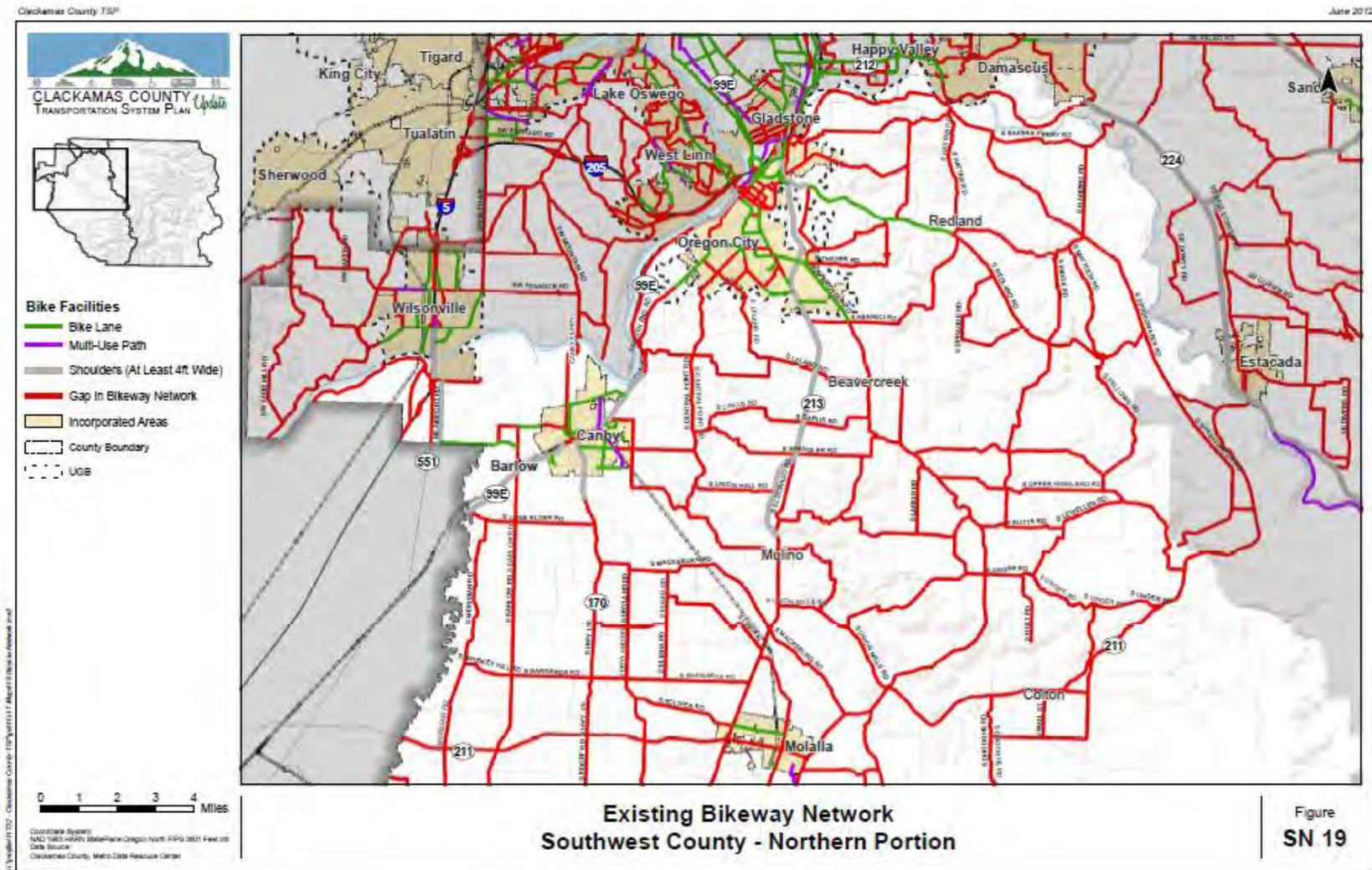
C. Essential Pedestrian Network: Southwest County – Northern Portion (Fig SN18)

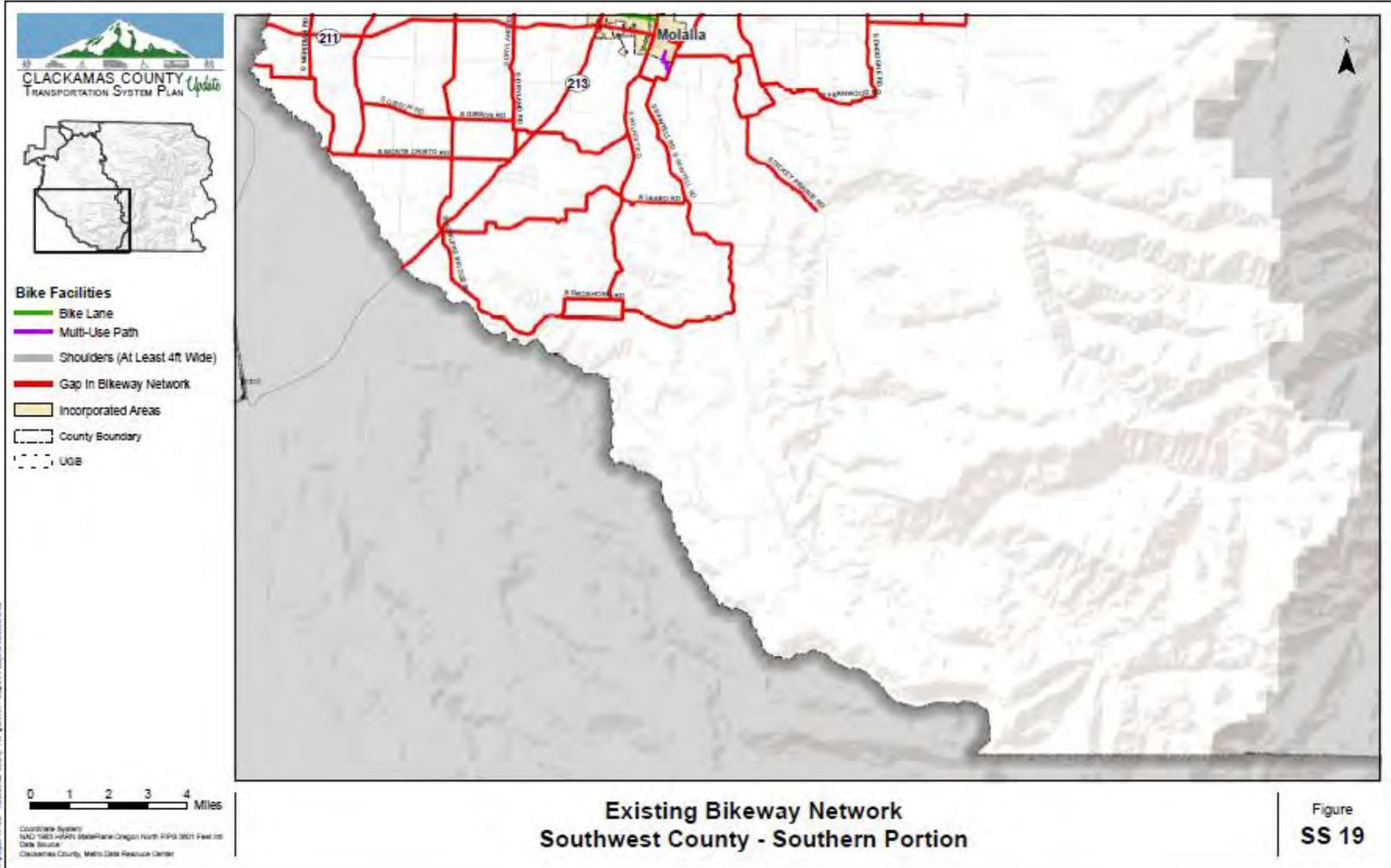


D. Essential Pedestrian Network: Southwest County – Southern Portion (Fig SS18)

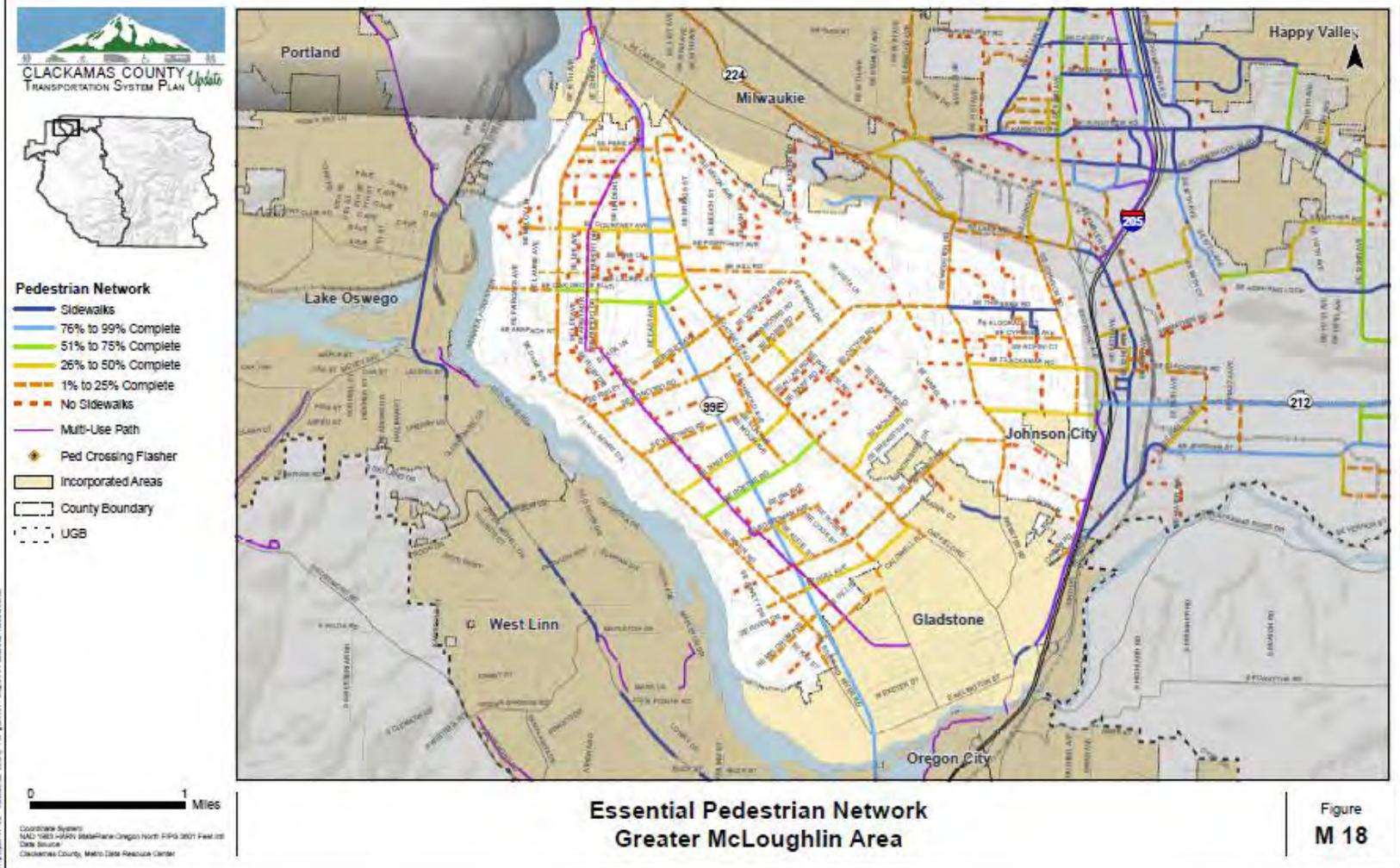


E. Existing Bikeway Network: Southwest County – Northern Portion (Fig SN19)

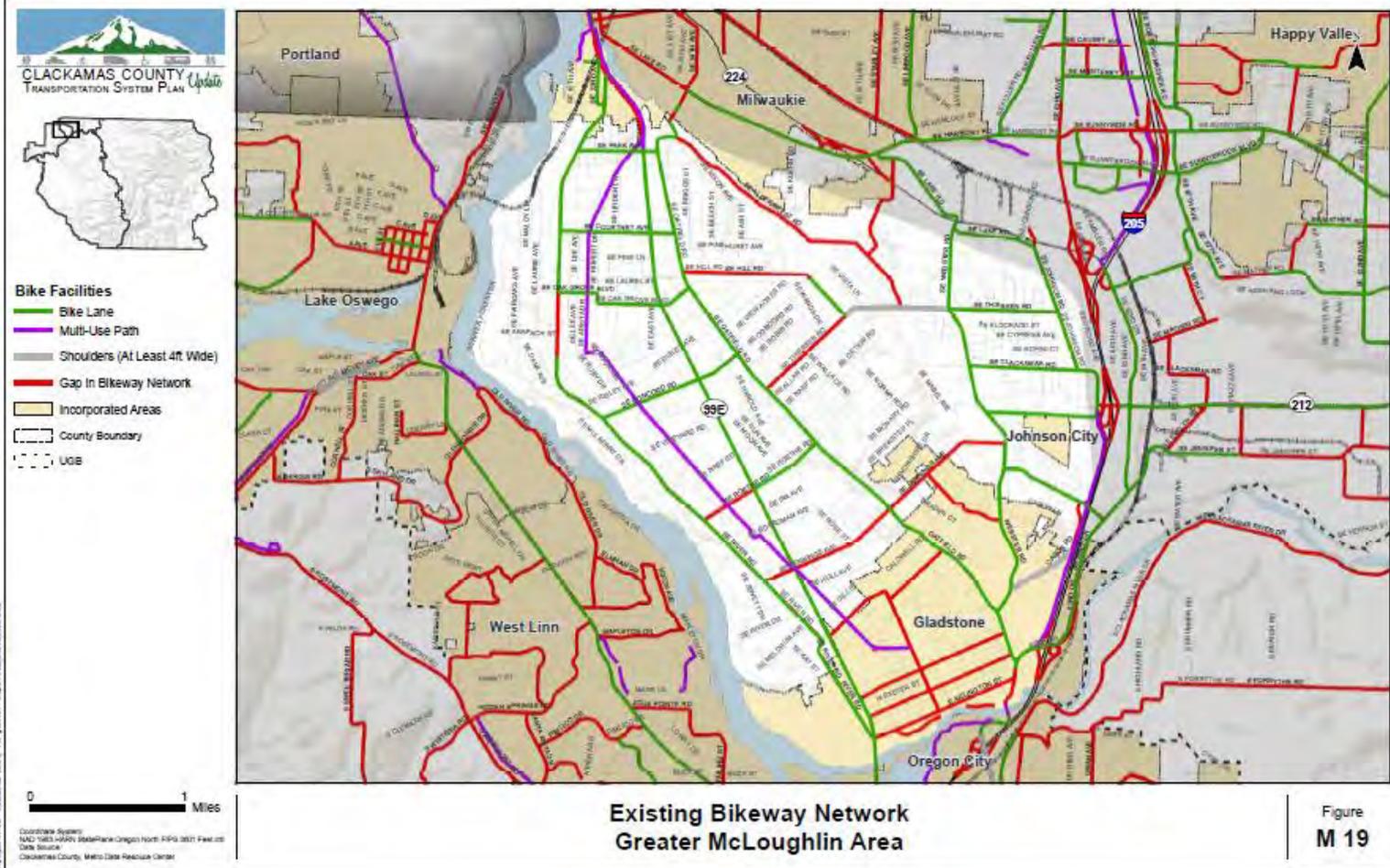




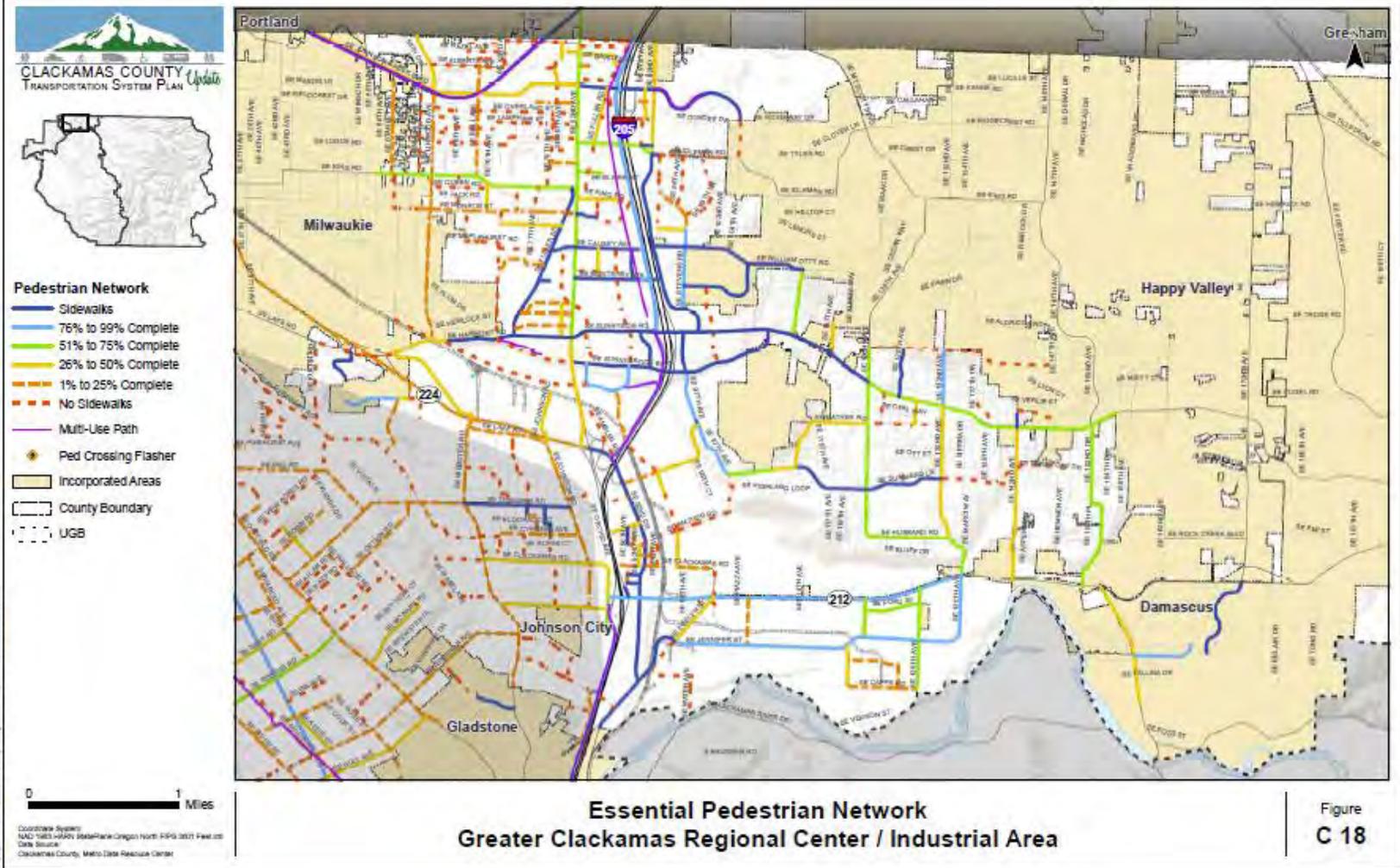
F. Existing Bikeway Network: Southwest County – Southern Portion (Fig SS19)



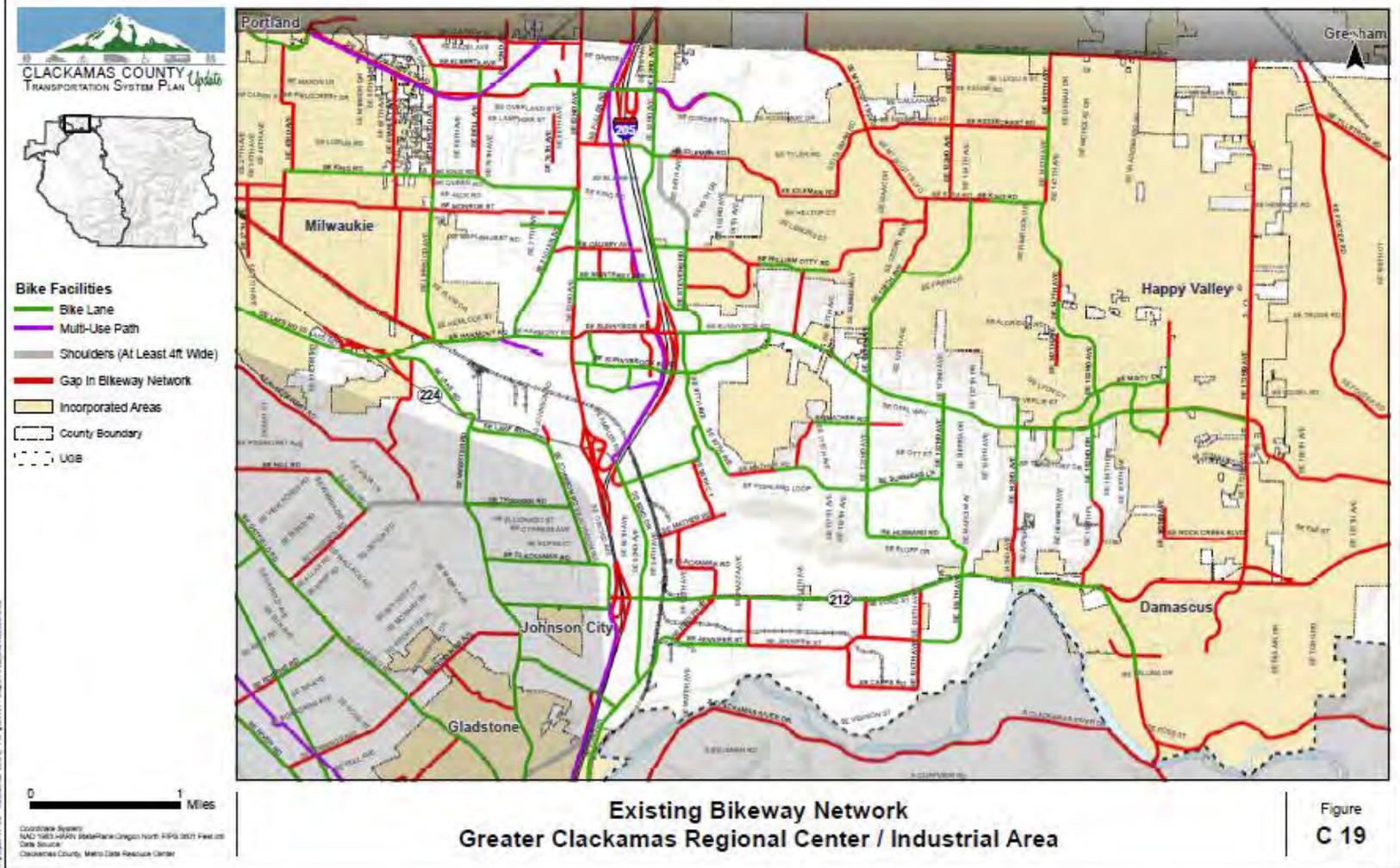
G. Essential Pedestrian Network: Greater McLoughlin Area (Fig M-18)



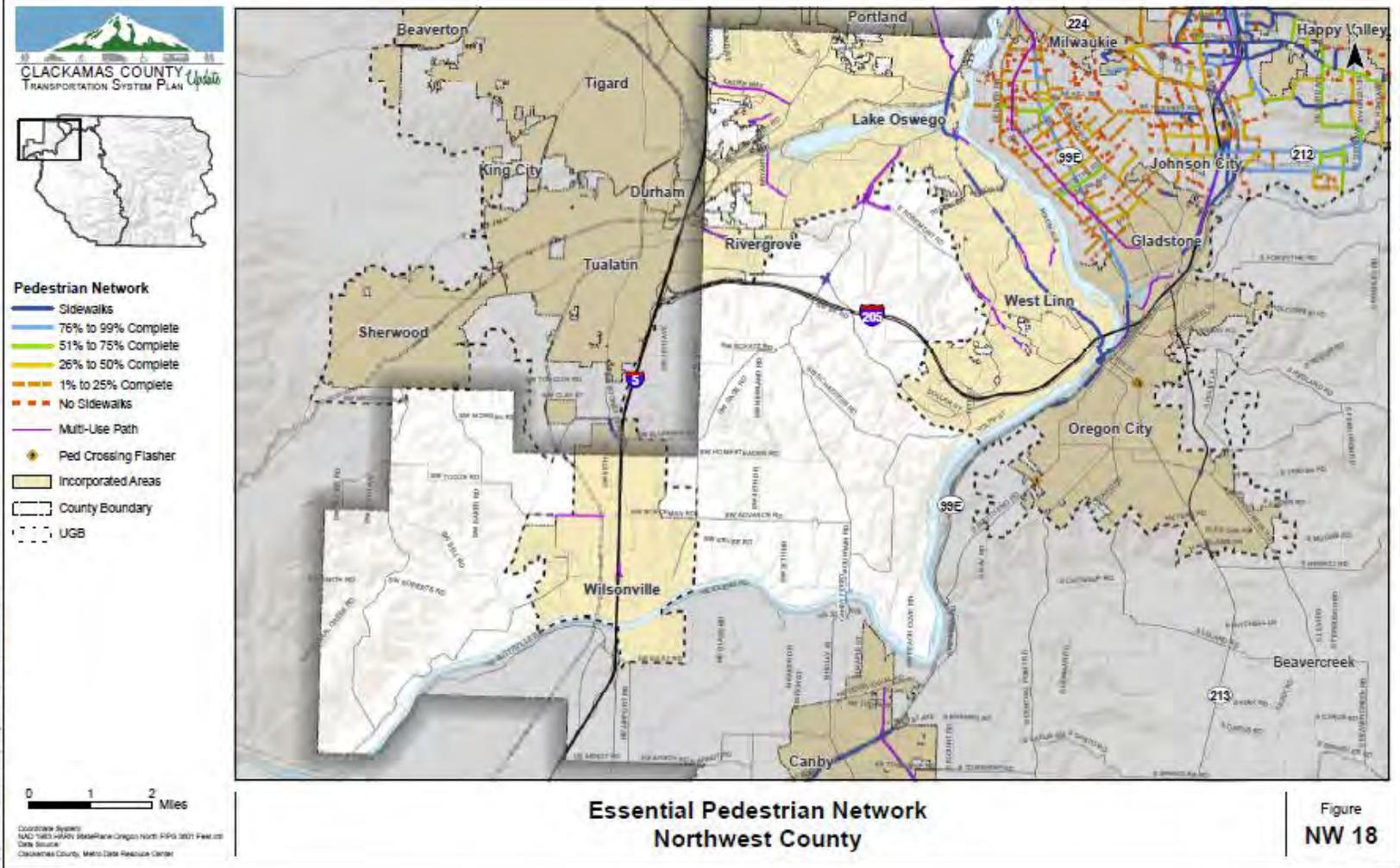
H. Essential Bikeway Network: Greater McLoughlin Area (Fig M-19)



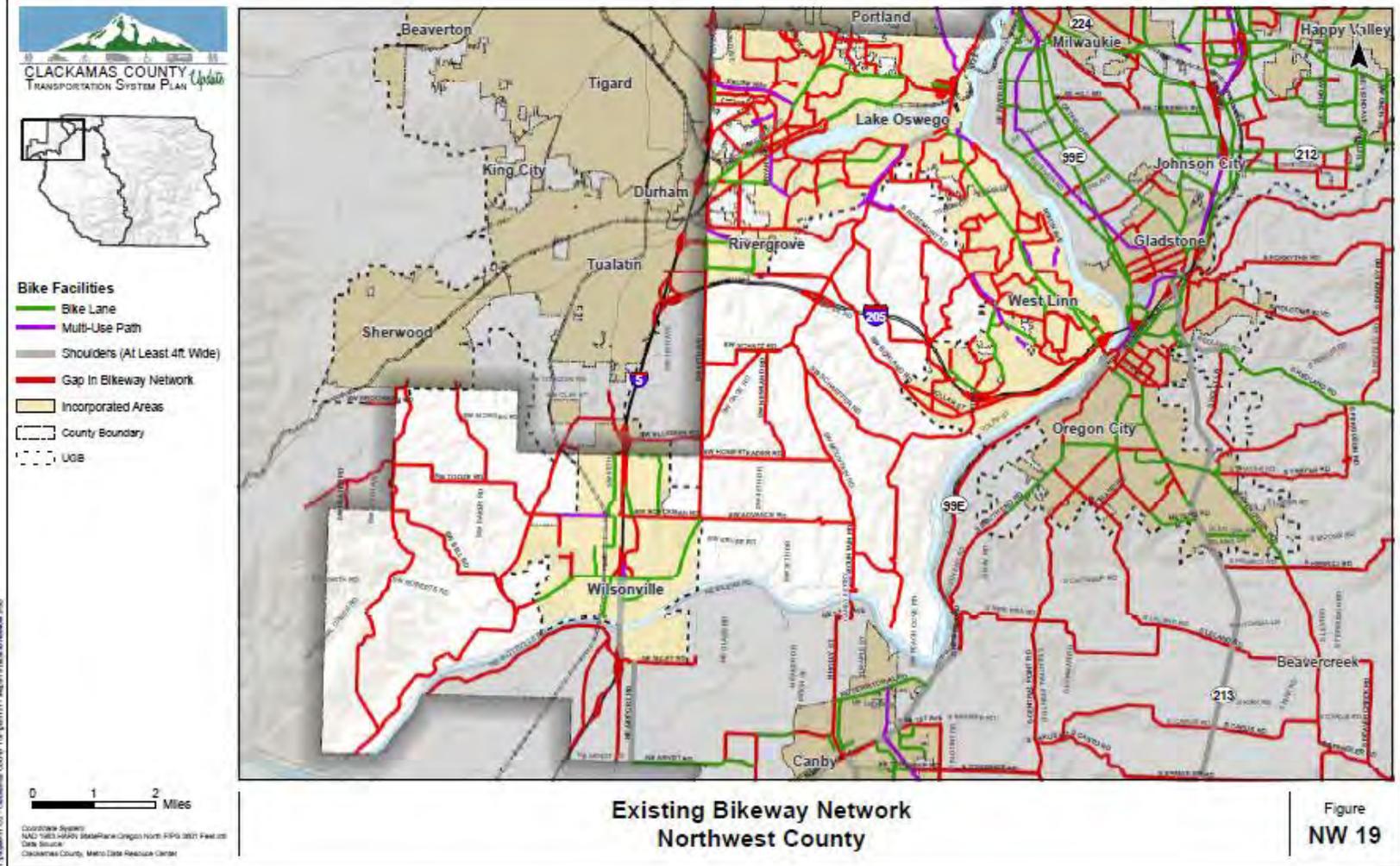
I. Essential Pedestrian Network: Greater Clackamas Regional Center/Industrial Area (Fig C-18)



J. Existing Bikeway Network: Greater Clackamas Regional Center/Industrial Area (Fig C-19)



K. Essential Pedestrian Network: Northwest County (Fig NW18)



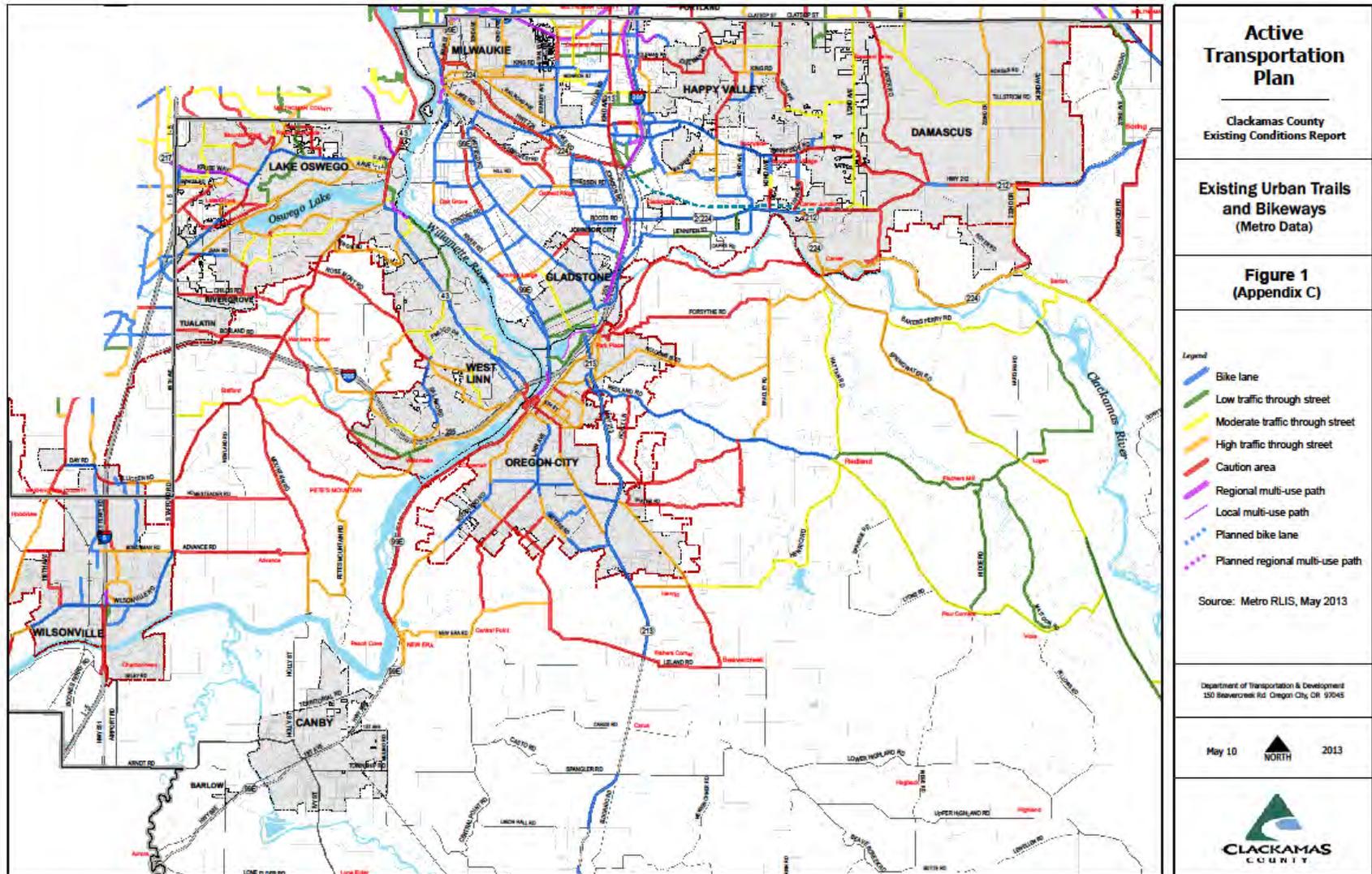
L. Existing Bikeway Network: Northwest County (Fig NW19)

IX. APPENDIX C

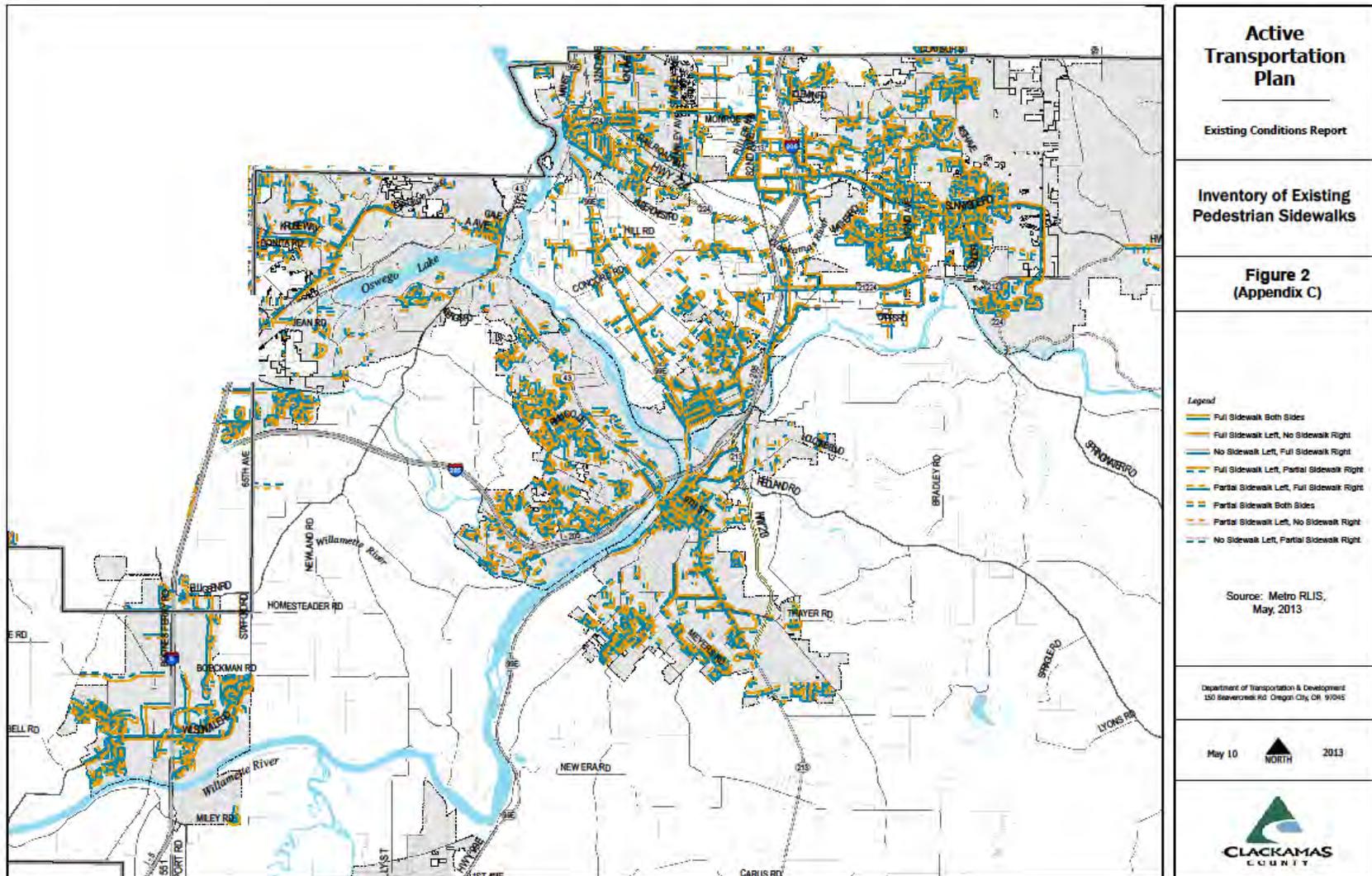
Appendix C includes the following maps:

- A. FIGURE 1: Existing Urban Trails and Bikeways – Metro Data
- B. FIGURE 2: Inventory of Existing Pedestrian Sidewalks
- C. FIGURE 3: Inventory of Regional Multi-Use Trails – Metro Trails Data
- D. FIGURE 4: Comprehensive Plan Map Showing Existing and Planned Bikeways - Urban
- E. FIGURE 5: Comprehensive Plan Map Showing Existing and Planned Bikeways – Rural
- F. FIGURE 6: Existing Equestrian Trailheads.

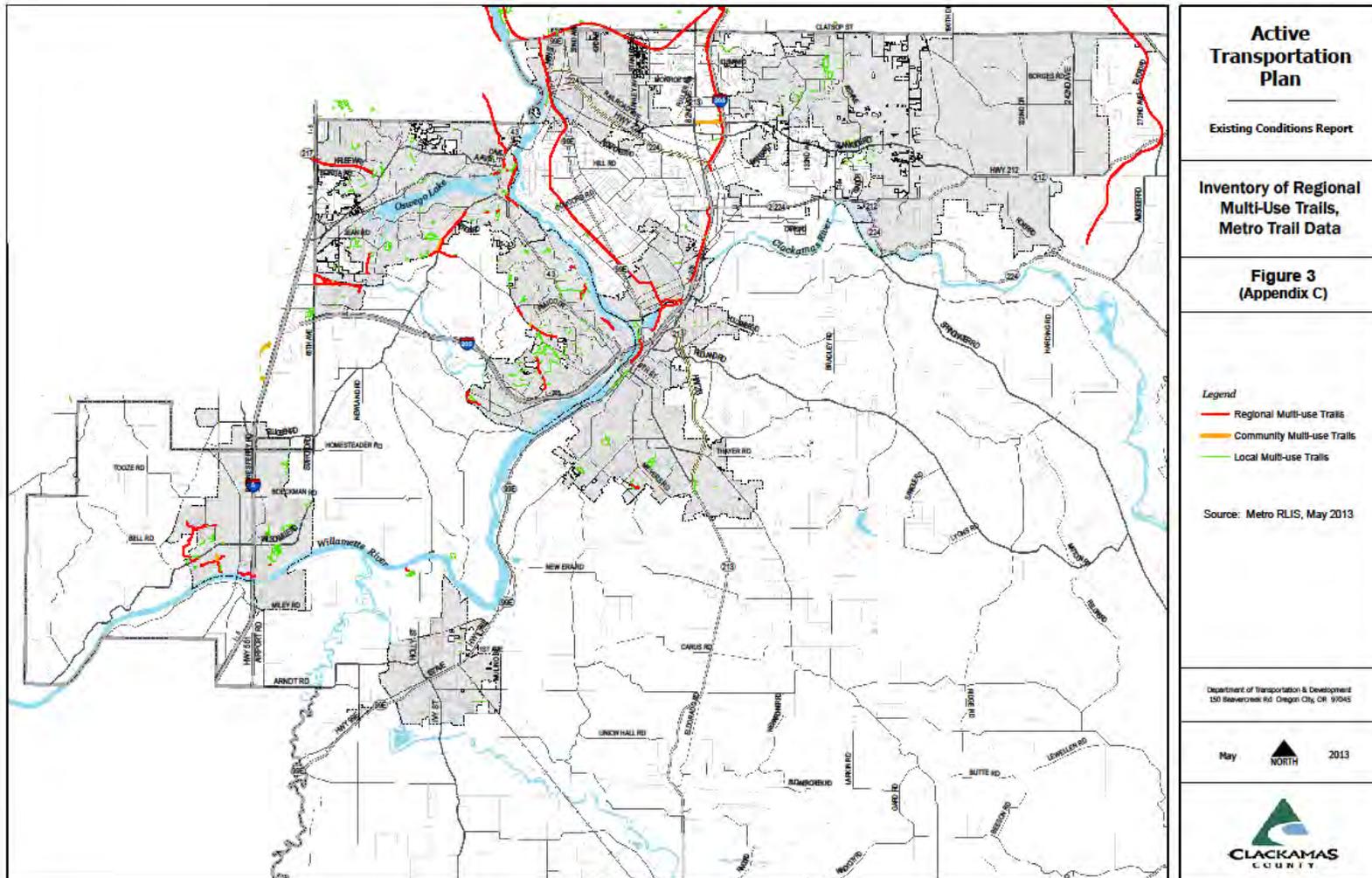
A. Figure 1: Existing Urban Trails and Bikeways – Metro Data



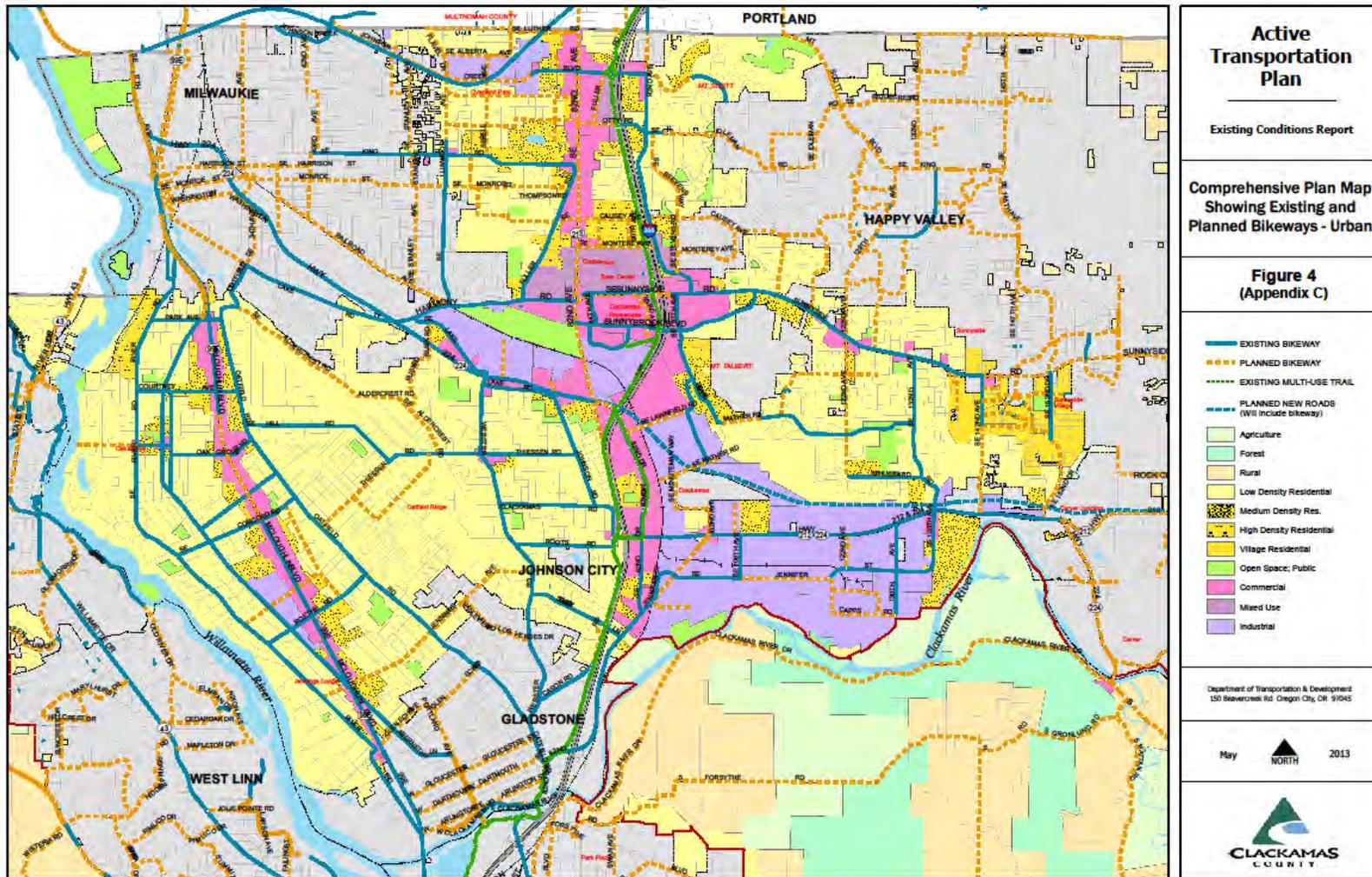
B. Figure 2: Inventory of Existing Pedestrian Sidewalks



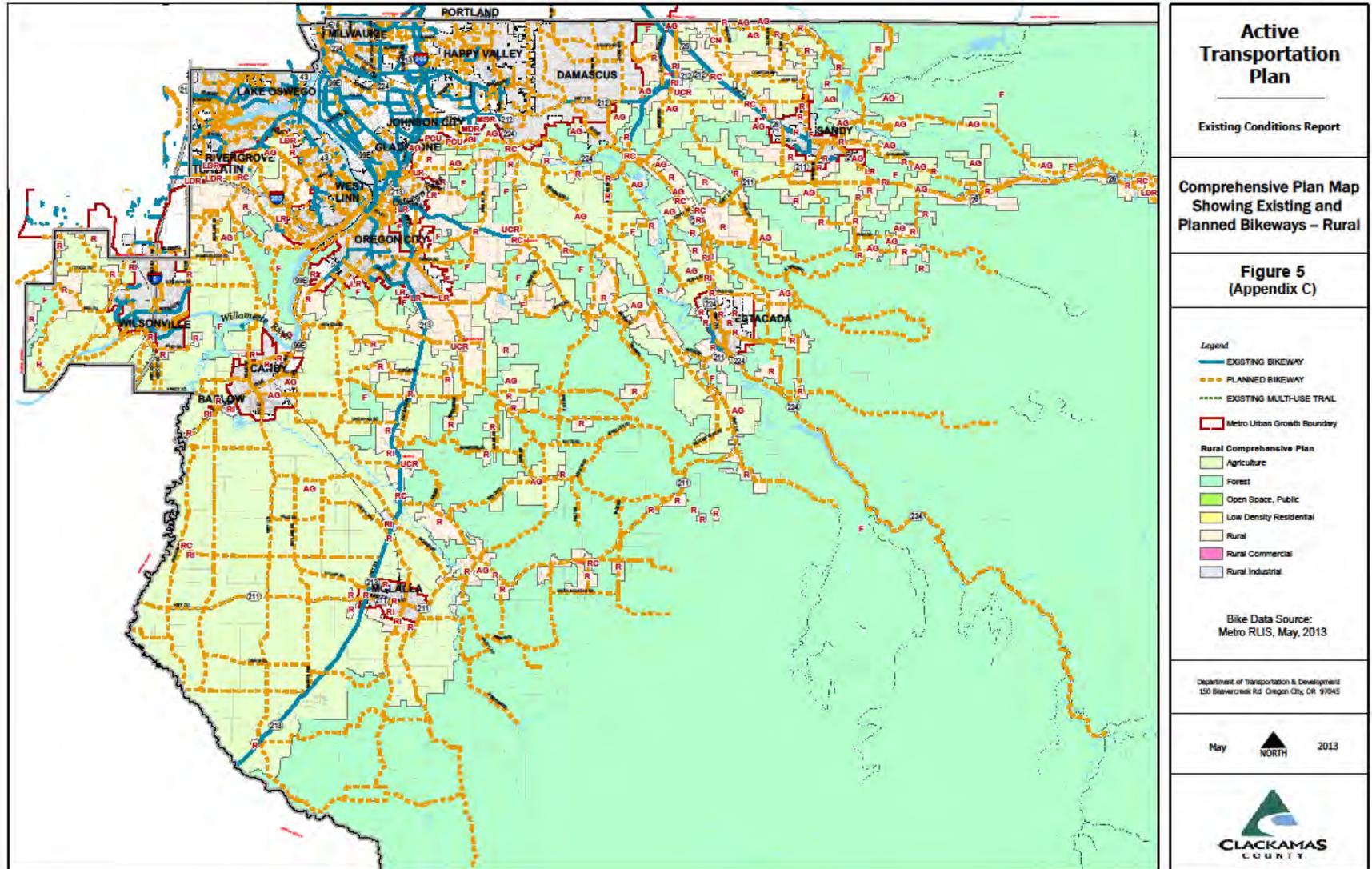
C. Figure 3: Inventory of Regional Multi-Use Trails – Metro Trails Data



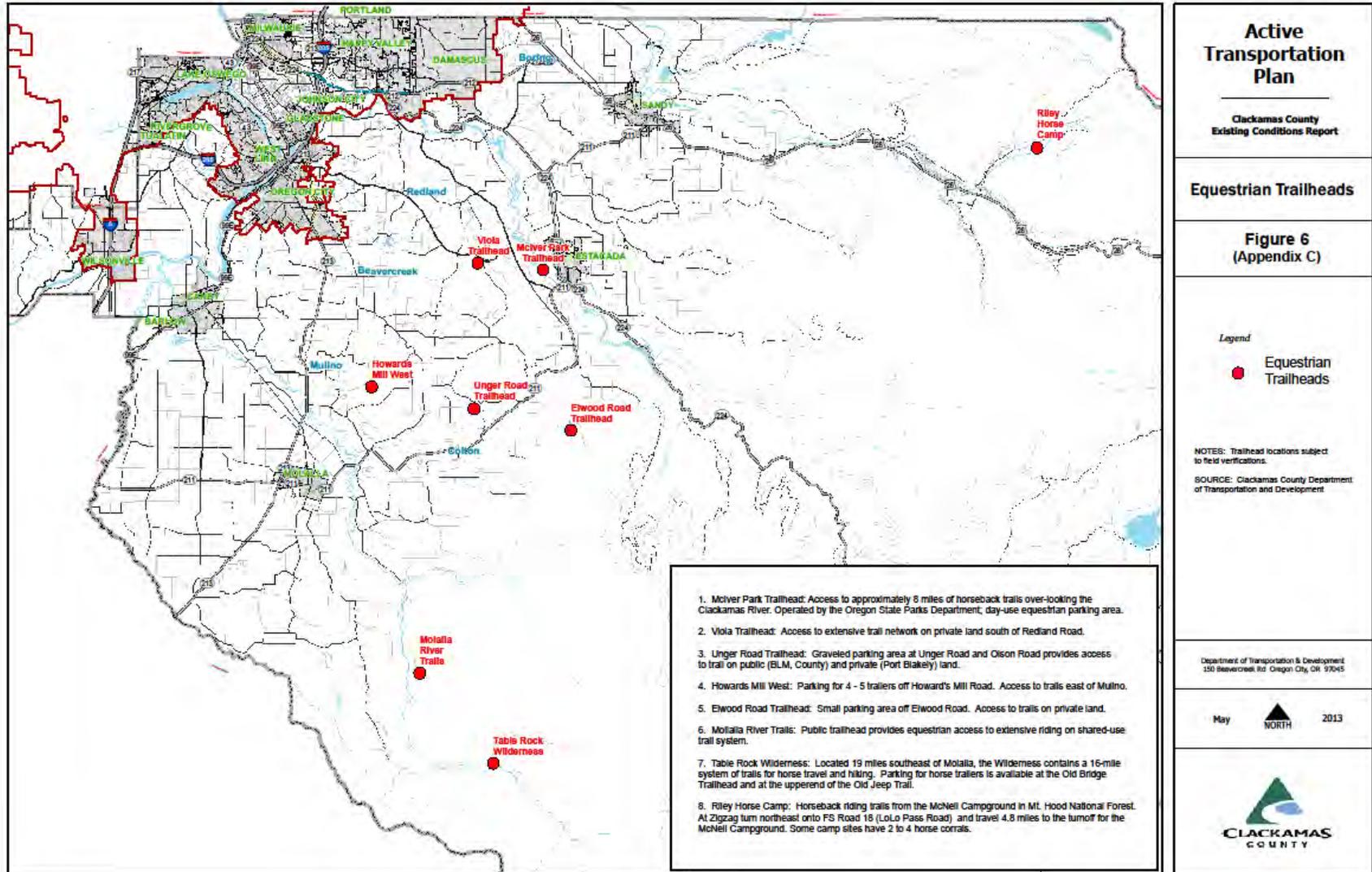
D. Figure 4: Comprehensive Plan Map Showing Existing and Planned Bikeways – Urban



E. Figure 5: Comprehensive Plan Map Showing Existing and Planned Bikeways - Rural



F. Figure 6: Existing Equestrian Trailheads

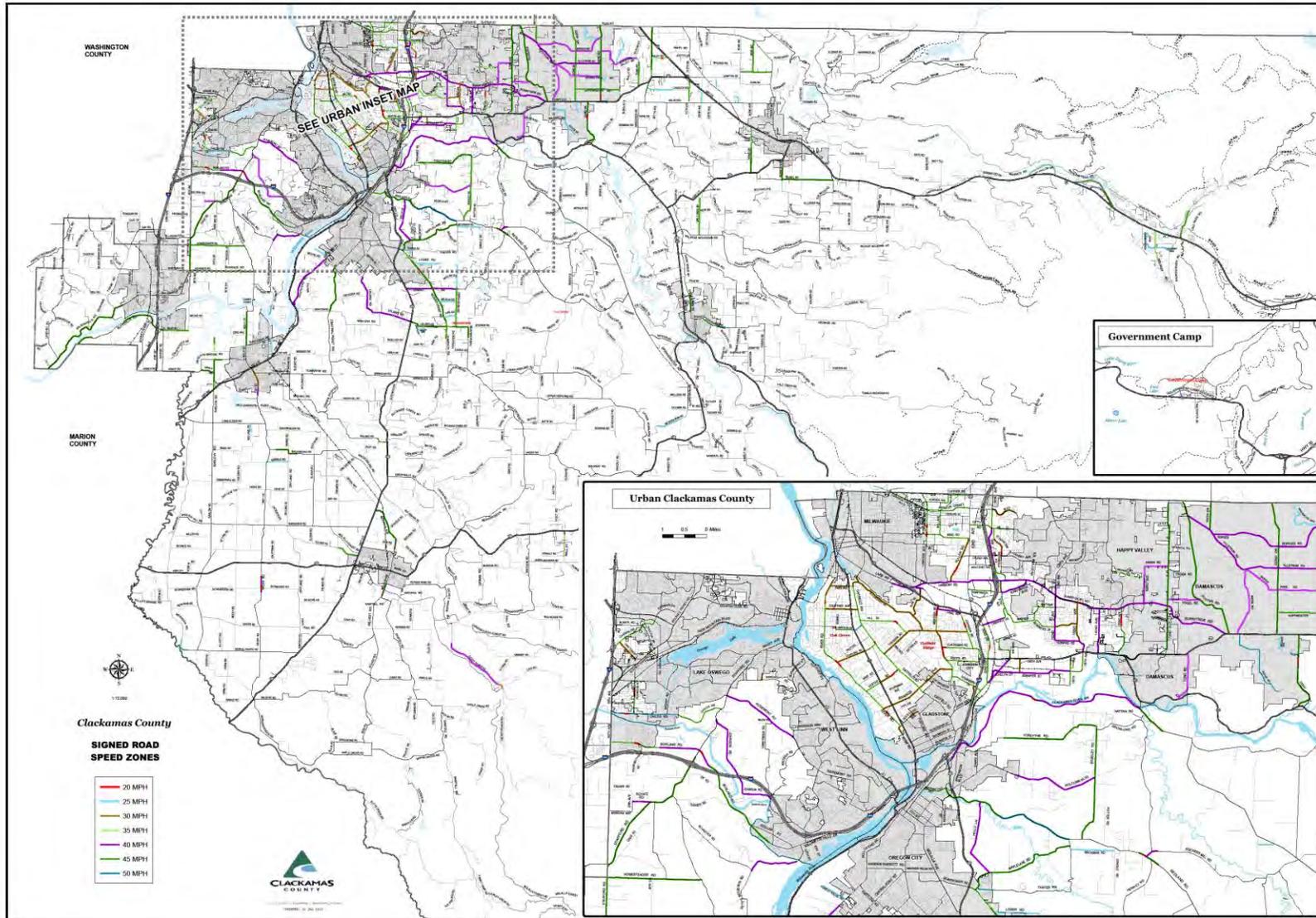


X. APPENDIX D

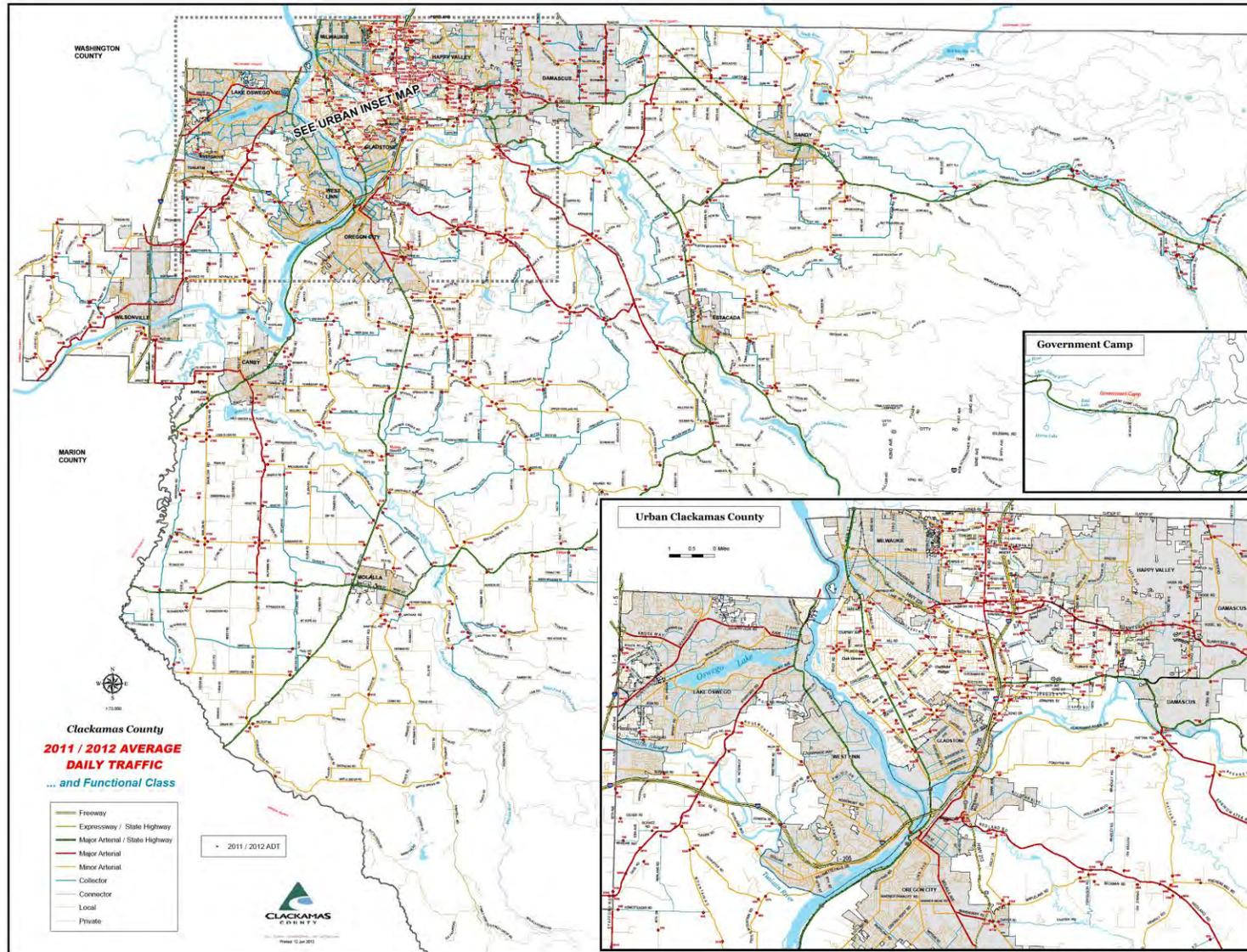
Appendix D includes the following roadway condition maps:

- A. PAGE 1: Posted Road Speeds
- B. PAGE 2: Vehicle Volumes (Average Daily Traffic – ADT) & Functional Classification
- C. Page 3: Right-of-way Width
- D. Page 4: Pavement Width

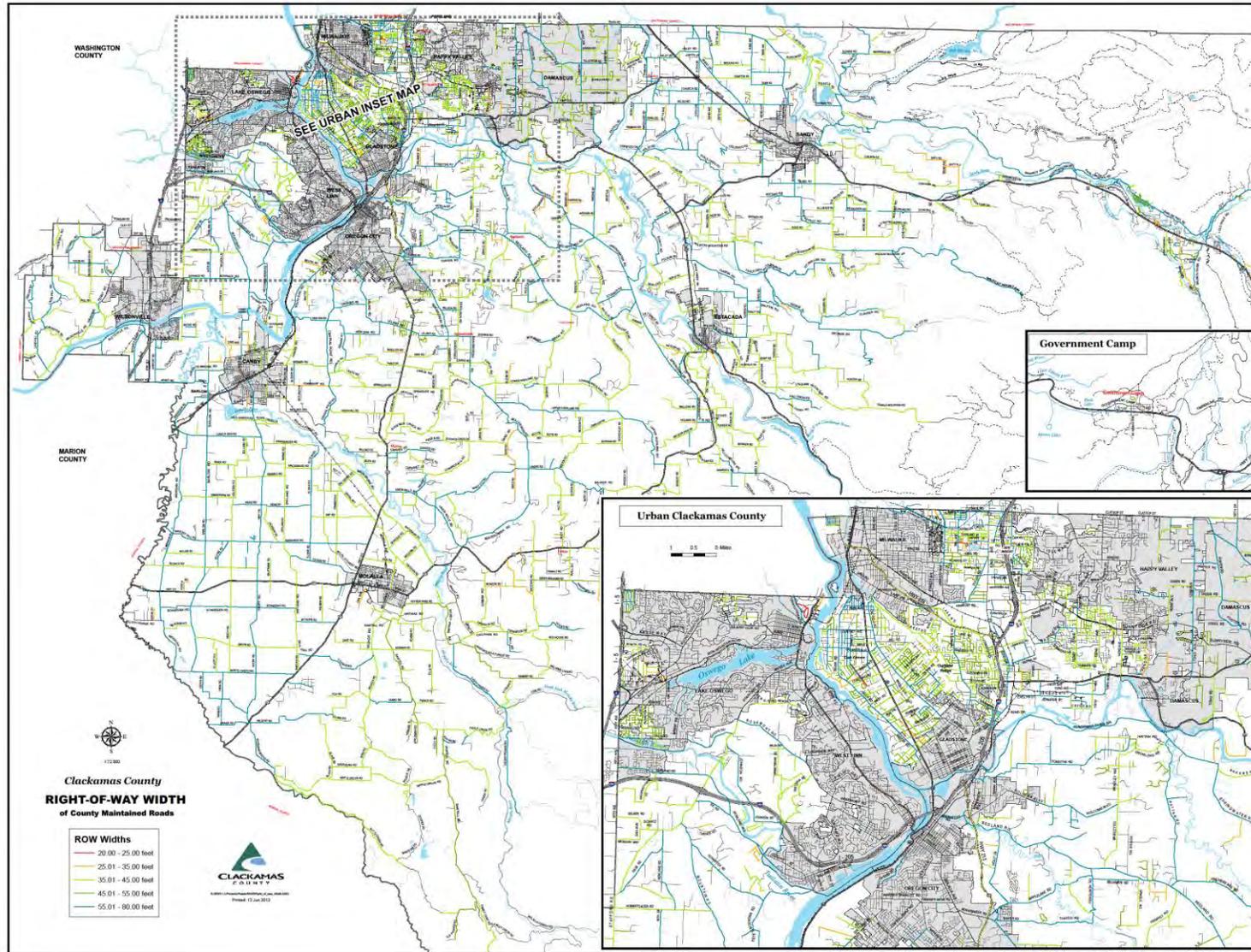
A. Posted Road Speeds

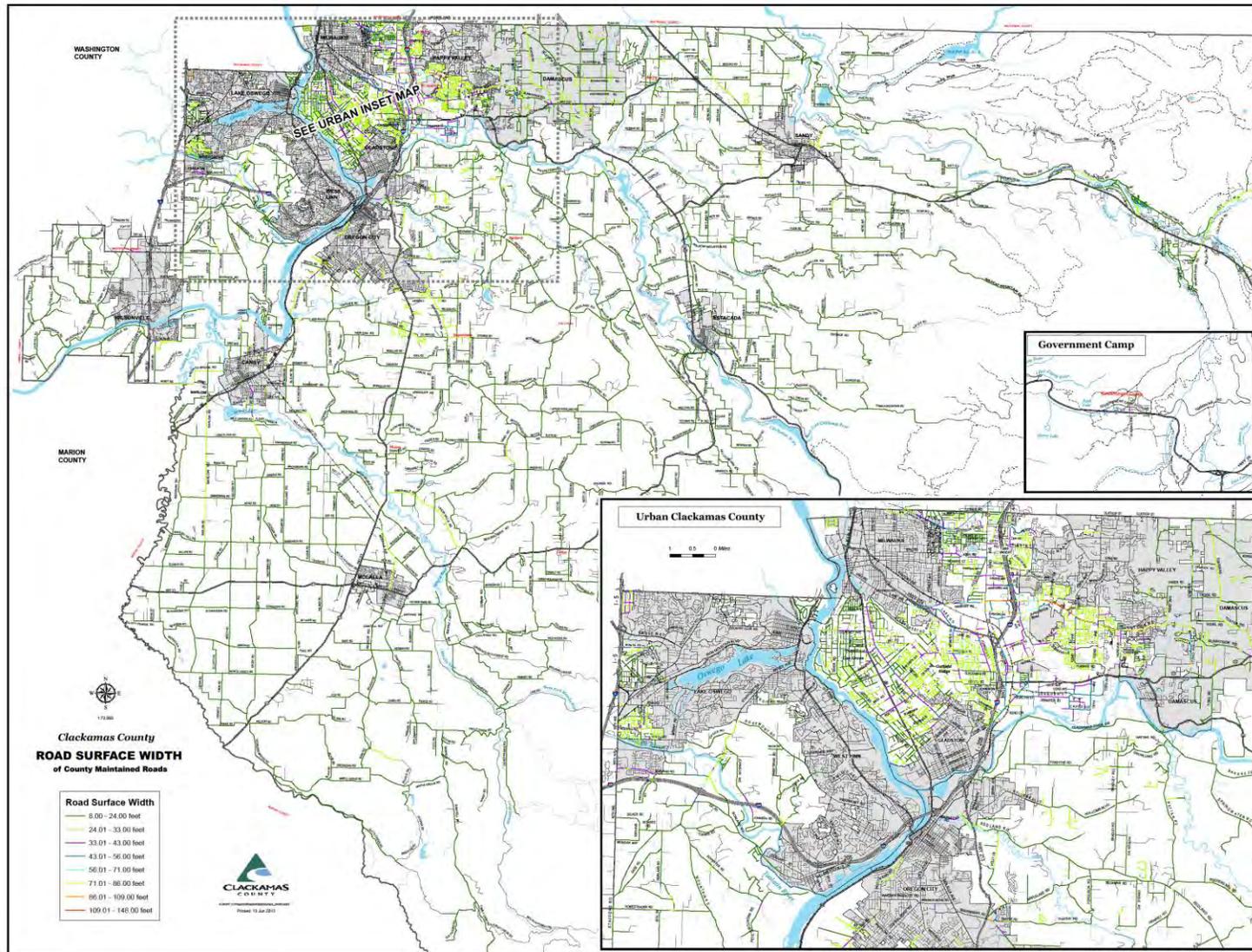


B. Vehicle Volumes (Average Daily Traffic – ADT) & Functional Classification



C. Right-of-way Width





D. Pavement Width

XI. APPENDIX E: BIKE COUNTS

LOCATION: BORLAND RD 750' EAST OF PROSPERITY PARK
 GPS: N 45.22.535 W 122.43.327
 WEATHER: CLOUDY ~ 65

Site: 21373
 Date: 9/14/2011
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	35	0	31	4	0	0	0	0	0	0	0	0	0	0
1:00 AM	14	0	12	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	11	0	9	0	0	1	0	0	0	1	0	0	0	0
4:00 AM	38	1	27	10	0	0	0	0	0	0	0	0	0	0
5:00 AM	103	4	74	18	0	6	1	0	0	0	0	0	0	0
6:00 AM	303	3	233	42	4	13	0	0	8	0	0	0	0	0
7:00 AM	605	6	489	76	10	22	0	0	2	0	0	0	0	0
8:00 AM	611	1	468	96	12	25	1	0	8	0	0	0	0	0
9:00 AM	433	3	328	74	5	17	1	0	4	0	0	1	0	0
10:00 AM	386	1	305	58	1	16	0	0	5	0	0	0	0	0
11:00 AM	426	0	339	50	7	21	0	0	9	0	0	0	0	0
12:00 PM	409	2	312	64	8	17	0	0	6	0	0	0	0	0
1:00 PM	445	2	353	58	10	19	0	0	3	0	0	0	0	0
2:00 PM	480	2	373	72	14	14	2	0	3	0	0	0	0	0
3:00 PM	664	3	516	91	11	28	0	0	13	0	0	1	0	1
4:00 PM	871	5	665	121	21	36	1	0	20	0	0	2	0	0
5:00 PM	932	8	763	86	24	32	0	0	16	0	0	3	0	0
6:00 PM	960	10	828	84	11	20	0	0	7	0	0	0	0	0
7:00 PM	354	7	294	41	1	7	0	0	3	0	0	1	0	0
8:00 PM	284	2	248	28	1	5	0	0	0	0	0	0	0	0
9:00 PM	200	2	167	25	1	4	0	0	1	0	0	0	0	0
10:00 PM	489	2	438	46	0	3	0	0	0	0	0	0	0	0
11:00 PM	64	1	53	9	0	1	0	0	0	0	0	0	0	0
Total	9127	65	7333	1157	141	307	6	0	108	1	0	8	0	1
%		0.7	80.3	12.7	1.5	3.4	0.1	0.0	1.2	0.0	0.0	0.1	0.0	0.0

LOCATION: BORELAND RD 400' WEST DOLLAR ST
 GPS: N 45 21.150 W 122 40.751
 WEATHER: SUN ~ 55

Site: 21373
 Date: 10/26/2011
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	48	1	36	9	0	2	0	0	0	0	0	0	0	0
6:00 AM	128	1	96	22	1	8	0	0	0	0	0	0	0	0
7:00 AM	407	1	296	67	19	21	0	0	3	0	0	0	0	0
8:00 AM	335	0	256	45	10	20	0	0	4	0	0	0	0	0
9:00 AM	220	1	158	42	4	14	0	0	1	0	0	0	0	0
10:00 AM	207	0	134	45	1	23	0	0	4	0	0	0	0	0
11:00 AM	237	1	166	44	5	16	0	0	5	0	0	0	0	0
12:00 PM	262	2	199	42	7	11	0	0	1	0	0	0	0	0
1:00 PM	280	1	202	57	9	9	0	0	2	0	0	0	0	0
2:00 PM	301	1	230	48	7	9	0	0	6	0	0	0	0	0
3:00 PM	401	1	321	60	4	13	0	0	2	0	0	0	0	0
4:00 PM	739	1	596	115	7	16	0	0	2	0	0	2	0	0
5:00 PM	678	5	538	103	6	21	0	0	5	0	0	0	0	0
6:00 PM	343	1	285	39	3	12	0	0	3	0	0	0	0	0
7:00 PM	148	0	122	17	1	7	0	0	1	0	0	0	0	0
8:00 PM	94	0	84	8	0	2	0	0	0	0	0	0	0	0
9:00 PM	70	0	63	6	0	1	0	0	0	0	0	0	0	0
10:00 PM	40	0	36	4	0	0	0	0	0	0	0	0	0	0
11:00 PM	14	0	10	4	0	0	0	0	0	0	0	0	0	0
Total	4979	17	3853	779	84	205	0	0	39	0	0	2	0	0
%		0.3	77.4	15.6	1.7	4.1	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0

LOCATION: CENTRAL POINT RD 150' SOUTH OF PARRISH RD
 GPS: N 45.19.191 W 122.37.637
 WEATHER: RAIN ~ 55

Site: 41028
 Date: 10/20/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
1:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	6	0	3	1	0	0	0	0	0	0	0	0	0	2
5:00 AM	19	0	11	7	0	1	0	0	0	0	0	0	0	0
6:00 AM	59	0	45	10	0	2	0	0	1	1	0	0	0	0
7:00 AM	107	0	77	19	3	8	0	0	0	0	0	0	0	0
8:00 AM	80	0	59	11	1	8	0	0	1	0	0	0	0	0
9:00 AM	63	0	52	8	0	2	1	0	0	0	0	0	0	0
10:00 AM	70	0	50	14	1	2	1	0	2	0	0	0	0	0
11:00 AM	70	0	56	11	0	2	1	0	1	0	0	0	0	0
12:00 PM	78	1	62	8	0	5	1	0	1	0	0	0	0	0
1:00 PM	74	2	52	15	0	4	0	0	1	0	0	0	0	0
2:00 PM	96	1	66	20	2	3	3	0	1	0	0	0	0	0
3:00 PM	129	0	90	23	3	12	0	0	1	0	0	0	0	0
4:00 PM	113	1	86	19	0	6	0	0	1	0	0	0	0	0
5:00 PM	127	1	96	22	0	4	3	0	1	0	0	0	0	0
6:00 PM	84	3	64	13	0	3	1	0	0	0	0	0	0	0
7:00 PM	42	0	33	5	0	4	0	0	0	0	0	0	0	0
8:00 PM	46	0	38	5	0	3	0	0	0	0	0	0	0	0
9:00 PM	27	0	24	2	0	1	0	0	0	0	0	0	0	0
10:00 PM	22	2	13	7	0	0	0	0	0	0	0	0	0	0
11:00 PM	13	1	8	4	0	0	0	0	0	0	0	0	0	0
Total	1340	12	998	225	10	71	10	0	11	1	0	0	0	2
%		0.9	74.5	16.8	0.7	5.3	0.7	0.0	0.8	0.1	0.0	0.0	0.0	0.1

LOCATION: CENTRAL POINT RD 600' NORTH OF MULINO RD
 GPS: N 45 14.369 W 122 37.877
 WEATHER: CLOUDY ~ 40

Site: 31028
 Date: 11/20/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	6	0	2	3	0	1	0	0	0	0	0	0	0	0
7:00 AM	17	0	11	3	0	3	0	0	0	0	0	0	0	0
8:00 AM	12	0	6	4	0	2	0	0	0	0	0	0	0	0
9:00 AM	7	0	5	0	0	2	0	0	0	0	0	0	0	0
10:00 AM	12	0	7	2	0	2	0	0	1	0	0	0	0	0
11:00 AM	14	0	10	1	0	3	0	0	0	0	0	0	0	0
12:00 PM	12	0	6	2	0	4	0	0	0	0	0	0	0	0
1:00 PM	10	0	6	2	0	2	0	0	0	0	0	0	0	0
2:00 PM	12	0	11	1	0	0	0	0	0	0	0	0	0	0
3:00 PM	21	0	15	2	0	4	0	0	0	0	0	0	0	0
4:00 PM	17	0	9	4	0	3	0	0	1	0	0	0	0	0
5:00 PM	17	0	12	2	1	2	0	0	0	0	0	0	0	0
6:00 PM	13	0	10	0	0	3	0	0	0	0	0	0	0	0
7:00 PM	5	0	1	1	0	3	0	0	0	0	0	0	0	0
8:00 PM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	7	0	3	4	0	0	0	0	0	0	0	0	0	0
10:00 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	199	0	130	32	1	34	0	0	2	0	0	0	0	0
%		0.0	65.3	16.1	0.5	17.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0

LOCATION: CENTRAL POINT RD 250' SOUTH OF NEW ERA RD
 GPS: N 45.17.639 W 122.39.851
 WEATHER: RAIN ~ 55

Site: 41028
 Date: 10/20/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
1:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	9	0	5	4	0	0	0	0	0	0	0	0	0	0
6:00 AM	29	0	18	9	0	1	0	0	0	1	0	0	0	0
7:00 AM	56	0	33	13	0	10	0	0	0	0	0	0	0	0
8:00 AM	30	0	23	4	0	3	0	0	0	0	0	0	0	0
9:00 AM	32	0	29	3	0	0	0	0	0	0	0	0	0	0
10:00 AM	27	0	16	10	0	1	0	0	0	0	0	0	0	0
11:00 AM	45	0	36	4	0	3	0	0	2	0	0	0	0	0
12:00 PM	32	2	21	4	0	5	0	0	0	0	0	0	0	0
1:00 PM	49	2	31	7	0	5	2	0	2	0	0	0	0	0
2:00 PM	33	0	23	8	0	2	0	0	0	0	0	0	0	0
3:00 PM	75	0	47	21	0	6	0	0	1	0	0	0	0	0
4:00 PM	64	1	39	19	0	5	0	0	0	0	0	0	0	0
5:00 PM	81	2	57	16	0	5	0	0	1	0	0	0	0	0
6:00 PM	51	1	33	14	0	3	0	0	0	0	0	0	0	0
7:00 PM	24	0	17	4	0	2	0	0	0	0	0	0	1	0
8:00 PM	21	0	17	3	0	0	0	0	1	0	0	0	0	0
9:00 PM	15	0	11	4	0	0	0	0	0	0	0	0	0	0
10:00 PM	9	0	5	4	0	0	0	0	0	0	0	0	0	0
11:00 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
Total	703	8	476	156	0	52	2	0	7	1	0	0	1	0
%		1.1	67.7	22.2	0.0	7.4	0.3	0.0	1.0	0.1	0.0	0.0	0.1	0.0

LOCATION: CLACKAMAS RIVER DR_FORSYTHE RD_N
 GPS: N 45 22.640 W 122 34.910
 WEATHER: CLOUDY ~ 45

Site: 22228
 Date: 10/31/2012
 Tuesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	13	0	12	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	39	0	31	7	0	1	0	0	0	0	0	0	0	0
6:00 AM	101	2	69	19	2	8	0	0	1	0	0	0	0	0
7:00 AM	169	0	121	37	3	8	0	0	0	0	0	0	0	0
8:00 AM	164	0	111	40	3	10	0	0	0	0	0	0	0	0
9:00 AM	135	0	91	33	2	7	1	0	1	0	0	0	0	0
10:00 AM	104	0	68	23	0	9	1	0	3	0	0	0	0	0
11:00 AM	131	0	81	32	2	13	2	0	1	0	0	0	0	0
12:00 PM	159	5	95	38	2	18	1	0	0	0	0	0	0	0
1:00 PM	168	2	108	42	2	11	0	0	3	0	0	0	0	0
2:00 PM	143	1	96	24	6	11	0	0	5	0	0	0	0	0
3:00 PM	198	2	134	43	4	15	0	0	0	0	0	0	0	0
4:00 PM	203	2	131	42	4	21	0	0	3	0	0	0	0	0
5:00 PM	170	1	115	44	0	9	0	0	1	0	0	0	0	0
6:00 PM	106	2	77	21	0	6	0	0	0	0	0	0	0	0
7:00 PM	55	0	48	5	0	2	0	0	0	0	0	0	0	0
8:00 PM	59	0	46	10	0	3	0	0	0	0	0	0	0	0
9:00 PM	38	0	33	4	0	1	0	0	0	0	0	0	0	0
10:00 PM	31	0	27	4	0	0	0	0	0	0	0	0	0	0
11:00 PM	24	0	21	3	0	0	0	0	0	0	0	0	0	0
Total	2226	17	1530	473	30	153	5	0	18	0	0	0	0	0
%		0.8	68.7	21.2	1.3	6.9	0.2	0.0	0.8	0.0	0.0	0.0	0.0	0.0

LOCATION: CLACKAMAS RIVER DR_HWY 213_N
 GPS: N 45 22.490 W 122 35.030
 WEATHER: CLOUDY ~ 40

Site: 22228
 Date: 1/24/2012
 Tuesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	12	0	9	2	0	1	0	0	0	0	0	0	0	0
1:00 AM	13	0	6	7	0	0	0	0	0	0	0	0	0	0
2:00 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	7	0	2	3	0	2	0	0	0	0	0	0	0	0
4:00 AM	26	0	19	4	0	3	0	0	0	0	0	0	0	0
5:00 AM	92	0	56	24	0	11	0	0	0	1	0	0	0	0
6:00 AM	197	0	127	57	2	11	0	0	0	0	0	0	0	0
7:00 AM	335	0	211	98	3	19	1	0	3	0	0	0	0	0
8:00 AM	315	1	214	69	6	23	0	0	2	0	0	0	0	0
9:00 AM	269	0	164	81	2	16	2	0	3	1	0	0	0	0
10:00 AM	280	0	168	71	6	22	6	0	6	1	0	0	0	0
11:00 AM	270	0	146	87	3	28	3	0	3	0	0	0	0	0
12:00 PM	300	0	193	76	1	20	6	0	4	0	0	0	0	0
1:00 PM	284	0	187	62	3	24	0	0	8	0	0	0	0	0
2:00 PM	313	0	196	89	3	23	0	0	2	0	0	0	0	0
3:00 PM	342	0	226	84	3	23	2	0	3	1	0	0	0	0
4:00 PM	358	0	236	87	2	28	1	0	4	0	0	0	0	0
5:00 PM	330	1	237	75	1	12	0	0	3	0	0	1	0	0
6:00 PM	253	0	183	57	3	7	0	0	2	1	0	0	0	0
7:00 PM	152	0	112	34	0	5	0	0	0	1	0	0	0	0
8:00 PM	131	0	108	21	0	1	0	0	1	0	0	0	0	0
9:00 PM	136	0	109	25	0	1	0	0	1	0	0	0	0	0
10:00 PM	55	0	35	13	1	6	0	0	0	0	0	0	0	0
11:00 PM	35	0	30	5	0	0	0	0	0	0	0	0	0	0
Total	4512	2	2981	1131	39	286	21	0	45	6	0	1	0	0
%		0.0	66.1	25.1	0.9	6.3	0.5	0.0	1.0	0.1	0.0	0.0	0.0	0.0

LOCATION: CLACKAMAS RIVER DR_CARVER HWY_W
 GPS: N 45 23.562 W 122 29.931
 WEATHER: CLOUDY ~ 40

Site: 22228
 Date: 1/24/2012
 Tuesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6:00 AM	26	0	14	7	0	5	0	0	0	0	0	0	0	0
7:00 AM	54	0	28	19	0	7	0	0	0	0	0	0	0	0
8:00 AM	65	0	42	15	1	7	0	0	0	0	0	0	0	0
9:00 AM	41	0	21	12	2	6	0	0	0	0	0	0	0	0
10:00 AM	34	0	21	7	0	6	0	0	0	0	0	0	0	0
11:00 AM	49	2	39	14	3	8	3	0	0	0	0	0	0	0
12:00 PM	66	0	35	17	1	13	0	0	0	0	0	0	0	0
1:00 PM	68	2	37	18	1	6	2	0	2	0	0	0	0	0
2:00 PM	69	1	32	22	1	7	3	0	3	0	0	0	0	0
3:00 PM	62	0	38	18	0	2	2	0	2	0	0	0	0	0
4:00 PM	70	0	40	22	0	7	0	0	1	0	0	0	0	0
5:00 PM	89	0	54	22	0	13	0	0	0	0	0	0	0	0
6:00 PM	49	0	40	9	0	0	0	0	0	0	0	0	0	0
7:00 PM	25	0	17	8	0	0	0	0	0	0	0	0	0	0
8:00 PM	21	0	14	6	0	1	0	0	0	0	0	0	0	0
9:00 PM	25	0	20	4	0	1	0	0	0	0	0	0	0	0
10:00 PM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	7	0	3	4	0	0	0	0	0	0	0	0	0	0
Total	841	5	489	230	9	90	10	0	8	0	0	0	0	0
%		0.6	58.1	27.3	1.1	10.7	1.2	0.0	1.0	0.0	0.0	0.0	0.0	0.0

LOCATION: WEBSTER RD_THIESSEN RD_N_NB
 GPS: N 45 25.045 W 122 35.598
 WEATHER: RAIN ~ 45

Site: 22228
 Date: 4/5/2012
 Thursday

24 Hour Vehicle Classification
 Channel: NB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	28	0	20	6	2	0	0	0	0	0	0	0	0	0
1:00 AM	17	0	15	0	1	1	0	0	0	0	0	0	0	0
2:00 AM	16	0	14	1	0	1	0	0	0	0	0	0	0	0
3:00 AM	25	0	19	6	0	0	0	0	0	0	0	0	0	0
4:00 AM	65	0	50	8	0	6	1	0	0	0	0	0	0	0
5:00 AM	161	1	109	41	0	10	0	0	0	0	0	0	0	0
6:00 AM	336	3	250	63	1	19	0	0	0	0	0	0	0	0
7:00 AM	519	0	412	72	8	22	1	0	3	1	0	0	0	0
8:00 AM	426	0	330	67	2	21	0	0	6	0	0	0	0	0
9:00 AM	388	1	278	64	10	28	1	0	5	1	0	0	0	0
10:00 AM	277	0	211	39	2	18	2	0	5	0	0	0	0	0
11:00 AM	321	0	253	48	5	8	0	0	6	0	0	0	0	1
12:00 PM	342	1	259	53	6	20	0	0	2	1	0	0	0	0
1:00 PM	340	0	270	50	0	18	0	0	2	0	0	0	0	0
2:00 PM	311	0	240	44	7	19	0	0	1	0	0	0	0	0
3:00 PM	403	0	303	60	15	20	0	0	4	1	0	0	0	0
4:00 PM	380	0	282	61	9	26	0	0	2	0	0	0	0	0
5:00 PM	369	2	302	39	3	20	1	0	2	0	0	0	0	0
6:00 PM	336	0	273	46	1	16	0	0	0	0	0	0	0	0
7:00 PM	242	0	202	32	1	6	0	0	1	0	0	0	0	0
8:00 PM	221	1	189	27	1	3	0	0	0	0	0	0	0	0
9:00 PM	141	0	126	12	0	3	0	0	0	0	0	0	0	0
10:00 PM	76	0	64	10	0	1	0	0	1	0	0	0	0	0
11:00 PM	60	0	50	9	0	1	0	0	0	0	0	0	0	0
Total	5800	9	4521	858	74	287	6	0	40	4	0	0	0	1
%		0.2	77.9	14.8	1.3	4.9	0.1	0.0	0.7	0.1	0.0	0.0	0.0	0.0

LOCATION: WEBSTER RD_THIESSEN RD_N_SB
 GPS: N 45 25.045 W 122 35.598
 WEATHER: RAIN ~ 45

Site: 22228
 Date: 4/5/2012
 Thursday

24 Hour Vehicle Classification
 Channel: SB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	54	0	42	11	0	1	0	0	0	0	0	0	0	0
1:00 AM	23	0	20	2	1	0	0	0	0	0	0	0	0	0
2:00 AM	20	0	18	1	0	1	0	0	0	0	0	0	0	0
3:00 AM	17	0	14	3	0	0	0	0	0	0	0	0	0	0
4:00 AM	9	0	4	3	0	1	1	0	0	0	0	0	0	0
5:00 AM	35	0	27	5	0	3	0	0	0	0	0	0	0	0
6:00 AM	130	1	83	13	9	21	2	0	0	1	0	0	0	0
7:00 AM	212	0	165	22	6	15	0	0	4	0	0	0	0	0
8:00 AM	264	1	181	48	3	26	0	0	4	1	0	0	0	0
9:00 AM	310	1	223	63	4	16	0	0	3	0	0	0	0	0
10:00 AM	262	0	197	44	1	15	0	0	4	1	0	0	0	0
11:00 AM	316	0	233	57	6	16	0	0	4	0	0	0	0	0
12:00 PM	340	0	253	71	1	14	0	0	1	0	0	0	0	0
1:00 PM	344	0	250	60	12	19	0	0	3	0	0	0	0	0
2:00 PM	403	0	302	62	11	27	0	0	1	0	0	0	0	0
3:00 PM	493	0	373	92	1	18	0	0	8	1	0	0	0	0
4:00 PM	613	0	410	102	19	33	1	0	42	0	0	0	0	6
5:00 PM	643	3	474	96	14	27	0	0	27	0	0	1	0	1
6:00 PM	496	0	415	67	0	11	0	0	3	0	0	0	0	0
7:00 PM	335	1	275	48	0	10	0	0	1	0	0	0	0	0
8:00 PM	281	0	224	48	0	8	0	0	1	0	0	0	0	0
9:00 PM	215	0	183	27	0	4	0	0	1	0	0	0	0	0
10:00 PM	113	0	89	18	0	4	0	0	1	1	0	0	0	0
11:00 PM	67	0	53	14	0	0	0	0	0	0	0	0	0	0
Total	5995	7	4508	977	88	290	4	0	108	5	0	1	0	7
%		0.1	75.2	16.3	1.5	4.8	0.1	0.0	1.8	0.1	0.0	0.0	0.0	0.1

LOCATION: WEBSTER RD_STRAWBERRY LN_S
 GPS: N 45 24.001 W 122 35.158
 WEATHER: RAIN ~ 40

Site: 22229
 Date: 1/25/2012
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	22	0	17	4	0	1	0	0	0	0	0	0	0	0
1:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	9	1	7	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	13	0	9	3	0	1	0	0	0	0	0	0	0	0
4:00 AM	30	0	25	5	0	0	0	0	0	0	0	0	0	0
5:00 AM	51	0	39	7	1	4	0	0	0	0	0	0	0	0
6:00 AM	133	1	107	21	4	0	0	0	0	0	0	0	0	0
7:00 AM	271	0	206	45	5	14	0	0	1	0	0	0	0	0
8:00 AM	258	0	197	40	6	14	0	0	1	0	0	0	0	0
9:00 AM	177	0	137	31	5	3	0	0	1	0	0	0	0	0
10:00 AM	186	0	127	44	6	8	1	0	0	0	0	0	0	0
11:00 AM	218	0	162	39	5	10	0	0	2	0	0	0	0	0
12:00 PM	215	0	162	38	4	10	0	0	1	0	0	0	0	0
1:00 PM	255	0	187	45	4	18	0	0	1	0	0	0	0	0
2:00 PM	289	1	225	38	5	19	0	0	1	0	0	0	0	0
3:00 PM	321	0	241	63	8	8	0	0	1	0	0	0	0	0
4:00 PM	344	1	259	59	8	16	0	0	1	0	0	0	0	0
5:00 PM	414	2	319	71	5	14	0	0	3	0	0	0	0	0
6:00 PM	315	0	258	46	9	2	0	0	0	0	0	0	0	0
7:00 PM	215	1	172	33	3	6	0	0	0	0	0	0	0	0
8:00 PM	196	0	170	23	3	0	0	0	0	0	0	0	0	0
9:00 PM	116	0	94	16	2	4	0	0	0	0	0	0	0	0
10:00 PM	73	0	55	16	1	1	0	0	0	0	0	0	0	0
11:00 PM	25	0	24	1	0	0	0	0	0	0	0	0	0	0
Total	4154	7	3206	690	84	153	1	0	13	0	0	0	0	0
%		0.2	77.2	16.6	2.0	3.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0

LOCATION: RIVER RD_GLEN ECHO AVE_N
 GPS: N 45 23.123 W 122 36.591
 WEATHER: RAIN ~ 40

Site: 22232
 Date: 1/25/2012
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	12	0	10	1	0	0	1	0	0	0	0	0	0	0
2:00 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	2	2	1	0	0	0	0	0	0	0	0	0
4:00 AM	15	0	13	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	47	0	29	14	0	4	0	0	0	0	0	0	0	0
6:00 AM	113	0	83	23	1	6	0	0	0	0	0	0	0	0
7:00 AM	232	0	176	45	3	7	0	0	1	0	0	0	0	0
8:00 AM	170	0	136	22	2	9	0	0	0	1	0	0	0	0
9:00 AM	146	1	121	14	0	8	1	0	1	0	0	0	0	0
10:00 AM	192	0	141	33	7	9	1	0	0	1	0	0	0	0
11:00 AM	208	0	152	39	1	11	3	0	2	0	0	0	0	0
12:00 PM	261	1	193	56	0	6	2	0	3	0	0	0	0	0
1:00 PM	265	0	194	37	12	19	1	0	2	0	0	0	0	0
2:00 PM	243	0	170	57	1	12	2	0	1	0	0	0	0	0
3:00 PM	337	2	251	64	1	15	2	0	1	1	0	0	0	0
4:00 PM	387	0	306	53	0	23	0	0	4	1	0	0	0	0
5:00 PM	340	1	270	51	0	17	0	0	1	0	0	0	0	0
6:00 PM	203	0	169	26	1	6	0	0	1	0	0	0	0	0
7:00 PM	125	0	102	20	0	3	0	0	0	0	0	0	0	0
8:00 PM	103	1	82	13	1	6	0	0	0	0	0	0	0	0
9:00 PM	78	0	70	7	0	1	0	0	0	0	0	0	0	0
10:00 PM	42	1	34	5	0	1	0	0	1	0	0	0	0	0
11:00 PM	29	0	26	3	0	0	0	0	0	0	0	0	0	0
Total	3574	7	2746	592	31	163	13	0	18	4	0	0	0	0
%		0.2	76.8	16.6	0.9	4.6	0.4	0.0	0.5	0.1	0.0	0.0	0.0	0.0

LOCATION: RIVER RD_JENNINGS AVE_N
 GPS: N 45 23.484 W 122 37.126
 WEATHER: RAIN ~ 40

Site: 22232
 Date: 1/25/2012
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	20	0	18	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	15	0	15	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	11	0	8	2	1	0	0	0	0	0	0	0	0	0
4:00 AM	11	0	8	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	63	0	45	14	0	4	0	0	0	0	0	0	0	0
6:00 AM	154	1	114	30	1	7	1	0	0	0	0	0	0	0
7:00 AM	246	0	201	33	1	9	0	0	1	1	0	0	0	0
8:00 AM	210	0	163	28	1	18	0	0	0	0	0	0	0	0
9:00 AM	203	1	168	20	0	11	1	0	2	0	0	0	0	0
10:00 AM	179	0	140	29	0	7	2	0	1	0	0	0	0	0
11:00 AM	225	0	169	42	0	12	2	0	0	0	0	0	0	0
12:00 PM	300	1	236	51	0	11	1	0	0	0	0	0	0	0
1:00 PM	258	0	202	28	2	24	1	0	1	0	0	0	0	0
2:00 PM	311	2	232	49	2	24	1	0	1	0	0	0	0	0
3:00 PM	391	1	308	63	0	13	1	0	4	1	0	0	0	0
4:00 PM	462	2	375	54	2	25	0	0	3	1	0	0	0	0
5:00 PM	427	2	343	56	1	25	0	0	0	0	0	0	0	0
6:00 PM	235	1	205	21	0	8	0	0	0	0	0	0	0	0
7:00 PM	166	0	143	16	1	6	0	0	0	0	0	0	0	0
8:00 PM	129	1	113	10	1	4	0	0	0	0	0	0	0	0
9:00 PM	100	0	88	9	1	2	0	0	0	0	0	0	0	0
10:00 PM	58	1	51	5	0	1	0	0	0	0	0	0	0	0
11:00 PM	43	0	38	4	0	1	0	0	0	0	0	0	0	0
Total	4225	13	3389	571	14	212	10	0	13	3	0	0	0	0
%		0.3	80.2	13.5	0.3	5.0	0.2	0.0	0.3	0.1	0.0	0.0	0.0	0.0

LOCATION: RIVER RD_SILVERSPRINGS RD_N
 GPS: N 45 25.705 W 122 38.671
 WEATHER: CLOUDY ~ 45

Site: 22232
 Date: 1/31/2012
 Tuesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	52	0	42	9	1	0	0	0	0	0	0	0	0	0
1:00 AM	24	0	19	5	0	0	0	0	0	0	0	0	0	0
2:00 AM	17	0	10	7	0	0	0	0	0	0	0	0	0	0
3:00 AM	24	0	15	8	0	1	0	0	0	0	0	0	0	0
4:00 AM	32	0	26	6	0	0	0	0	0	0	0	0	0	0
5:00 AM	136	1	104	27	0	4	0	0	0	0	0	0	0	0
6:00 AM	262	3	204	41	3	10	1	0	0	0	0	0	0	0
7:00 AM	495	1	387	71	9	23	0	0	4	0	0	0	0	0
8:00 AM	372	2	288	49	5	25	0	0	3	0	0	0	0	0
9:00 AM	304	0	225	50	2	25	0	0	2	0	0	0	0	0
10:00 AM	268	0	203	43	1	15	5	0	1	0	0	0	0	0
11:00 AM	309	1	218	62	5	20	0	0	3	0	0	0	0	0
12:00 PM	355	3	258	71	5	12	0	0	6	0	0	0	0	0
1:00 PM	356	1	271	60	8	13	0	0	3	0	0	0	0	0
2:00 PM	377	4	279	65	7	19	1	0	2	0	0	0	0	0
3:00 PM	529	3	387	97	14	25	0	0	3	0	0	0	0	0
4:00 PM	615	7	475	80	19	27	0	0	7	0	0	0	0	0
5:00 PM	610	7	473	105	8	14	0	0	1	0	0	2	0	0
6:00 PM	395	2	325	53	5	8	0	0	2	0	0	0	0	0
7:00 PM	259	1	219	30	2	7	0	0	0	0	0	0	0	0
8:00 PM	191	0	165	21	0	5	0	0	0	0	0	0	0	0
9:00 PM	166	0	125	30	0	10	0	0	1	0	0	0	0	0
10:00 PM	115	1	96	15	0	3	0	0	0	0	0	0	0	0
11:00 PM	68	2	54	11	0	1	0	0	0	0	0	0	0	0
Total	6331	39	4868	1016	94	267	7	0	38	0	0	2	0	0
%		0.6	76.9	16.0	1.5	4.2	0.1	0.0	0.6	0.0	0.0	0.0	0.0	0.0

LOCATION: REDLAND RD 350' EAST OF HENRICI RD
 GPS: N 45.20.442 W 122.29.199
 WEATHER: RAIN ~ 65

Site: 33018
 Date: 10/12/2011
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
1:00 AM	10	0	8	0	0	1	0	0	0	0	1	0	0	0
2:00 AM	8	0	5	2	0	0	0	0	0	1	0	0	0	0
3:00 AM	12	0	10	0	1	1	0	0	0	0	0	0	0	0
4:00 AM	34	0	26	7	0	1	0	0	0	0	0	0	0	0
5:00 AM	87	1	55	25	0	4	0	0	1	1	0	0	0	0
6:00 AM	220	0	141	54	1	20	1	0	2	1	0	0	0	0
7:00 AM	310	0	205	58	4	34	2	0	6	1	0	0	0	0
8:00 AM	218	0	129	54	4	25	0	0	2	4	0	0	0	0
9:00 AM	173	1	107	36	3	23	1	0	0	2	0	0	0	0
10:00 AM	173	0	102	44	2	22	1	0	1	1	0	0	0	0
11:00 AM	175	0	97	55	1	19	1	0	1	1	0	0	0	0
12:00 PM	196	2	116	53	1	20	1	0	1	2	0	0	0	0
1:00 PM	206	0	120	49	2	27	4	0	2	2	0	0	0	0
2:00 PM	252	3	165	51	5	24	1	0	3	0	0	0	0	0
3:00 PM	307	2	179	88	5	29	0	0	3	1	0	0	0	0
4:00 PM	318	2	203	64	7	33	1	0	7	1	0	0	0	0
5:00 PM	349	1	245	74	1	24	1	0	3	0	0	0	0	0
6:00 PM	258	1	189	51	0	17	0	0	0	0	0	0	0	0
7:00 PM	186	1	131	34	0	20	0	0	0	0	0	0	0	0
8:00 PM	146	0	115	26	1	4	0	0	0	0	0	0	0	0
9:00 PM	100	1	73	20	0	6	0	0	0	0	0	0	0	0
10:00 PM	31	0	22	6	0	3	0	0	0	0	0	0	0	0
11:00 PM	23	0	17	5	0	1	0	0	0	0	0	0	0	0
Total	3807	15	2472	859	38	358	14	0	32	19	0	0	0	0
%		0.4	64.9	22.6	1.0	9.4	0.4	0.0	0.8	0.5	0.0	0.0	0.0	0.0

LOCATION: REDLAND RD 300' WEST OF SPRINGWATER RD
 GPS: N 45.18.435 W 122.23.415
 WEATHER: CLOUDY ~ 65

Site: 39018
 Date: 10/12/2011
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	1	0	0	0	0	0	0	0	1	0	0	0
3:00 AM	7	0	4	1	1	1	0	0	0	0	0	0	0	0
4:00 AM	15	0	13	1	0	1	0	0	0	0	0	0	0	0
5:00 AM	32	0	21	6	0	5	0	0	0	0	0	0	0	0
6:00 AM	101	1	73	19	0	7	1	0	0	0	0	0	0	0
7:00 AM	97	1	66	19	1	8	0	0	1	1	0	0	0	0
8:00 AM	84	0	60	14	1	7	1	0	1	0	0	0	0	0
9:00 AM	81	1	47	18	1	13	1	0	0	0	0	0	0	0
10:00 AM	74	0	46	14	1	12	0	0	1	0	0	0	0	0
11:00 AM	62	0	42	12	0	7	1	0	0	0	0	0	0	0
12:00 PM	63	1	40	16	0	4	1	0	1	0	0	0	0	0
1:00 PM	76	0	44	13	1	12	2	0	3	1	0	0	0	0
2:00 PM	107	3	69	22	0	13	0	0	0	0	0	0	0	0
3:00 PM	118	0	72	26	2	15	0	0	3	0	0	0	0	0
4:00 PM	113	0	70	22	2	13	0	0	6	0	0	0	0	0
5:00 PM	174	3	132	30	0	5	1	0	3	0	0	0	0	0
6:00 PM	116	0	86	18	1	10	0	0	0	1	0	0	0	0
7:00 PM	66	0	46	13	0	7	0	0	0	0	0	0	0	0
8:00 PM	44	0	34	6	1	3	0	0	0	0	0	0	0	0
9:00 PM	35	1	25	7	0	2	0	0	0	0	0	0	0	0
10:00 PM	13	0	12	0	0	1	0	0	0	0	0	0	0	0
11:00 PM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
Total	1492	11	1010	282	12	146	8	0	19	4	0	0	0	0
%		0.7	67.7	18.9	0.8	9.8	0.5	0.0	1.3	0.3	0.0	0.0	0.0	0.0

LOCATION: RDLAND RD_HOLCOMB RD_S
 GPS: N 45 21.770 W 122 35.169
 WEATHER: CLOUDY ~ 40

Site: 33018
 Date: 1/24/2012
 Tuesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	57	1	42	11	0	3	0	0	0	0	0	0	0	0
1:00 AM	35	0	28	5	0	1	1	0	0	0	0	0	0	0
2:00 AM	20	0	15	5	0	0	0	0	0	0	0	0	0	0
3:00 AM	40	0	24	14	0	2	0	0	0	0	0	0	0	0
4:00 AM	108	0	71	30	1	6	0	0	0	0	0	0	0	0
5:00 AM	277	0	180	71	0	23	2	0	1	0	0	0	0	0
6:00 AM	536	1	334	136	10	44	2	0	7	1	0	1	0	0
7:00 AM	802	0	540	156	25	61	0	0	17	2	0	0	0	1
8:00 AM	720	0	460	149	28	62	0	0	21	0	0	0	0	0
9:00 AM	496	1	329	98	11	51	1	0	4	1	0	0	0	0
10:00 AM	489	0	284	133	9	60	1	0	1	1	0	0	0	0
11:00 AM	538	3	344	124	10	46	2	0	7	1	0	1	0	0
12:00 PM	536	1	331	133	12	50	4	0	4	1	0	0	0	0
1:00 PM	560	1	360	127	11	49	0	0	11	0	0	1	0	0
2:00 PM	644	1	398	141	30	57	1	0	15	0	0	1	0	0
3:00 PM	768	3	487	160	35	57	1	0	22	0	0	3	0	0
4:00 PM	828	2	524	178	33	63	1	0	23	0	0	1	0	3
5:00 PM	869	1	574	188	20	63	3	0	19	0	0	1	0	0
6:00 PM	619	0	447	116	10	34	0	0	12	0	0	0	0	0
7:00 PM	395	0	299	68	4	20	0	0	3	1	0	0	0	0
8:00 PM	310	0	244	50	0	15	0	0	1	0	0	0	0	0
9:00 PM	276	0	218	50	0	5	0	0	3	0	0	0	0	0
10:00 PM	143	0	117	19	0	7	0	0	0	0	0	0	0	0
11:00 PM	103	0	78	19	0	4	1	0	1	0	0	0	0	0
Total	10169	15	6728	2181	249	783	20	0	172	8	0	9	0	4
%		0.1	66.2	21.4	2.4	7.7	0.2	0.0	1.7	0.1	0.0	0.1	0.0	0.0

LOCATION: STAFFORD RD 450' NORTH OF ADVANCE RD
 GPS: N 45.19.204 W 122.44.629
 WEATHER: SUNNY ~ 80

Site: 30013
 Date: 9/21/2011
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	23	0	23	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	12	0	10	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	21	0	14	6	0	1	0	0	0	0	0	0	0	0
5:00 AM	60	0	49	10	0	1	0	0	0	0	0	0	0	0
6:00 AM	173	1	136	28	0	7	0	0	1	0	0	0	0	0
7:00 AM	365	2	283	49	8	18	0	0	5	0	0	0	0	0
8:00 AM	467	2	343	83	14	21	0	0	4	0	0	0	0	0
9:00 AM	230	1	176	37	2	12	0	0	2	0	0	0	0	0
10:00 AM	251	2	171	48	2	23	3	0	2	0	0	0	0	0
11:00 AM	245	4	181	45	5	10	0	0	0	0	0	0	0	0
12:00 PM	296	3	225	46	3	19	0	0	0	0	0	0	0	0
1:00 PM	331	6	246	54	4	19	0	0	2	0	0	0	0	0
2:00 PM	347	6	247	70	9	13	1	0	1	0	0	0	0	0
3:00 PM	567	6	414	92	17	33	0	0	5	0	0	0	0	0
4:00 PM	610	3	471	93	15	20	1	0	7	0	0	0	0	0
5:00 PM	706	5	571	94	7	23	1	0	5	0	0	0	0	0
6:00 PM	524	11	417	72	5	14	0	0	4	0	0	1	0	0
7:00 PM	288	4	234	42	0	6	0	0	2	0	0	0	0	0
8:00 PM	285	3	239	35	0	7	0	0	1	0	0	0	0	0
9:00 PM	157	0	140	15	0	2	0	0	0	0	0	0	0	0
10:00 PM	87	0	76	9	0	2	0	0	0	0	0	0	0	0
11:00 PM	53	1	46	6	0	0	0	0	0	0	0	0	0	0
Total	6111	60	4724	937	91	251	6	0	41	0	0	1	0	0
%		1.0	77.3	15.3	1.5	4.1	0.1	0.0	0.7	0.0	0.0	0.0	0.0	0.0

LOCATION: STAFFORD RD 900' NORTH OF BORELAND RD
 GPS: N 45.22.728 W 122.41.929
 WEATHER: SUNNY ~ 70

Site: 30013
 Date: 10/19/2011
 Wednesday

24 Hour Vehicle Classification
 Channel: NB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	9	1	8	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	1	1	0	0	0	0	0	1	0	0	0	0
3:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	25	0	21	3	0	1	0	0	0	0	0	0	0	0
5:00 AM	63	0	53	8	0	2	0	0	0	0	0	0	0	0
6:00 AM	237	3	178	41	1	11	1	0	2	0	0	0	0	0
7:00 AM	579	2	461	85	8	14	2	0	7	0	0	0	0	0
8:00 AM	504	1	390	82	2	12	8	0	8	1	0	0	0	0
9:00 AM	440	0	329	75	8	19	6	0	3	0	0	0	0	0
10:00 AM	317	0	234	55	0	18	6	0	4	0	0	0	0	0
11:00 AM	309	1	211	73	5	10	5	0	3	1	0	0	0	0
12:00 PM	326	0	252	52	2	12	4	0	4	0	0	0	0	0
1:00 PM	396	0	298	68	1	17	7	0	5	0	0	0	0	0
2:00 PM	397	1	298	72	2	18	3	0	2	1	0	0	0	0
3:00 PM	478	1	347	91	6	25	1	0	6	1	0	0	0	0
4:00 PM	547	1	414	97	2	23	2	0	8	0	0	0	0	0
5:00 PM	471	3	376	72	2	12	0	0	6	0	0	0	0	0
6:00 PM	392	2	313	66	0	10	0	0	1	0	0	0	0	0
7:00 PM	162	0	133	21	0	8	0	0	0	0	0	0	0	0
8:00 PM	117	0	101	13	0	2	0	0	1	0	0	0	0	0
9:00 PM	88	0	77	10	0	1	0	0	0	0	0	0	0	0
10:00 PM	50	0	38	10	0	2	0	0	0	0	0	0	0	0
11:00 PM	20	0	18	2	0	0	0	0	0	0	0	0	0	0
Total	5942	16	4559	1001	39	217	45	0	60	5	0	0	0	0
%		0.3	76.7	16.8	0.7	3.7	0.8	0.0	1.0	0.1	0.0	0.0	0.0	0.0

LOCATION: STAFFORD RD 900' NORTH OF BORELAND RD
 GPS: N 45.22.728 W 122.41.929
 WEATHER: SUNNY ~ 70

Site: 30013
 Date: 10/19/2011
 Wednesday

24 Hour Vehicle Classification
 Channel: SB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	12	0	9	2	0	0	0	0	0	1	0	0	0	0
1:00 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
3:00 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	11	1	9	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	33	0	23	5	1	3	1	0	0	0	0	0	0	0
6:00 AM	121	1	85	18	5	11	0	0	1	0	0	0	0	0
7:00 AM	355	3	261	53	7	19	3	0	8	1	0	0	0	0
8:00 AM	402	2	271	82	3	29	2	0	11	2	0	0	0	0
9:00 AM	303	1	185	88	1	19	4	0	5	0	0	0	0	0
10:00 AM	282	2	168	74	5	23	5	0	5	0	0	0	0	0
11:00 AM	336	2	249	56	2	20	3	0	4	0	0	0	0	0
12:00 PM	289	1	210	56	4	11	4	0	3	0	0	0	0	0
1:00 PM	339	1	237	71	6	18	3	0	3	0	0	0	0	0
2:00 PM	428	0	318	78	6	19	4	0	3	0	0	0	0	0
3:00 PM	629	1	506	92	2	17	3	0	8	0	0	0	0	0
4:00 PM	635	3	515	86	4	20	0	0	7	0	0	0	0	0
5:00 PM	690	3	580	90	2	11	0	0	4	0	0	0	0	0
6:00 PM	483	5	407	62	0	9	0	0	0	0	0	0	0	0
7:00 PM	238	0	207	22	0	8	0	0	1	0	0	0	0	0
8:00 PM	194	0	163	27	1	3	0	0	0	0	0	0	0	0
9:00 PM	137	1	115	21	0	0	0	0	0	0	0	0	0	0
10:00 PM	74	0	63	9	0	2	0	0	0	0	0	0	0	0
11:00 PM	34	0	29	4	0	1	0	0	0	0	0	0	0	0
Total	6046	27	4628	999	49	244	32	0	63	4	0	0	0	0
%		0.4	76.5	16.5	0.8	4.0	0.5	0.0	1.0	0.1	0.0	0.0	0.0	0.0

LOCATION: STAFFORD RD 800' NORTH OF GAGE RD
 GPS: N 45.20.609 W 122.44.299
 WEATHER: CLOUDY ~ 65

Site: 30013
 Date: 9/15/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	14	1	11	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	16	0	12	3	0	1	0	0	0	0	0	0	0	0
2:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	13	0	8	3	0	1	0	0	1	0	0	0	0	0
5:00 AM	61	0	42	15	0	4	0	0	0	0	0	0	0	0
6:00 AM	175	1	121	34	5	12	0	0	2	0	0	0	0	0
7:00 AM	379	2	261	66	15	28	1	0	6	0	0	0	0	0
8:00 AM	344	0	241	67	8	21	1	0	4	1	0	1	0	0
9:00 AM	246	2	180	54	2	7	0	0	1	0	0	0	0	0
10:00 AM	225	2	140	61	6	13	1	0	2	0	0	0	0	0
11:00 AM	244	1	169	50	5	14	1	0	4	0	0	0	0	0
12:00 PM	292	0	209	63	2	15	0	0	3	0	0	0	0	0
1:00 PM	287	0	198	60	8	20	0	0	1	0	0	0	0	0
2:00 PM	349	3	245	62	9	25	0	0	5	0	0	0	0	0
3:00 PM	514	2	352	96	21	38	1	0	4	0	0	0	0	0
4:00 PM	690	1	494	129	28	23	1	0	10	1	0	3	0	0
5:00 PM	772	1	582	132	14	30	0	0	10	1	0	2	0	0
6:00 PM	416	6	310	82	2	15	0	0	1	0	0	0	0	0
7:00 PM	231	0	186	40	2	3	0	0	0	0	0	0	0	0
8:00 PM	164	0	123	33	2	6	0	0	0	0	0	0	0	0
9:00 PM	112	1	93	15	1	2	0	0	0	0	0	0	0	0
10:00 PM	63	0	51	11	0	1	0	0	0	0	0	0	0	0
11:00 PM	31	0	27	3	0	1	0	0	0	0	0	0	0	0
Total	5654	23	4069	1083	130	280	6	0	54	3	0	6	0	0
%		0.4	72.0	19.2	2.3	5.0	0.1	0.0	1.0	0.1	0.0	0.1	0.0	0.0

LOCATION: SUNNYSIDE RD_84TH AVE_E EB
 GPS: N 45 25,983 W 122 34.587
 WEATHER: CLOUDY ~ 45

Site: 12154
 Date: 2/16/2012
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	23	0	17	6	0	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	10	0	4	6	0	0	0	0	0	0	0	0	0	0
4:00 AM	15	0	13	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	33	0	21	10	2	0	0	0	0	0	0	0	0	0
6:00 AM	75	0	62	13	0	0	0	0	0	0	0	0	0	0
7:00 AM	113	0	79	28	1	5	0	0	0	0	0	0	0	0
8:00 AM	91	0	77	12	1	1	0	0	0	0	0	0	0	0
9:00 AM	133	1	107	19	2	4	0	0	0	0	0	0	0	0
10:00 AM	125	0	106	15	0	4	0	0	0	0	0	0	0	0
11:00 AM	213	0	182	24	2	4	0	0	1	0	0	0	0	0
12:00 PM	214	0	181	25	1	7	0	0	0	0	0	0	0	0
1:00 PM	168	0	131	29	2	6	0	0	0	0	0	0	0	0
2:00 PM	191	0	146	39	0	5	0	0	1	0	0	0	0	0
3:00 PM	231	0	176	47	1	6	0	0	1	0	0	0	0	0
4:00 PM	260	0	208	42	2	8	0	0	0	0	0	0	0	0
5:00 PM	236	0	185	41	0	8	0	0	2	0	0	0	0	0
6:00 PM	200	0	153	39	2	5	0	0	1	0	0	0	0	0
7:00 PM	141	0	122	14	0	5	0	0	0	0	0	0	0	0
8:00 PM	92	0	79	10	0	2	1	0	0	0	0	0	0	0
9:00 PM	63	0	53	10	0	0	0	0	0	0	0	0	0	0
10:00 PM	25	0	20	5	0	0	0	0	0	0	0	0	0	0
11:00 PM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
Total	2670	1	2136	440	16	70	1	0	6	0	0	0	0	0
%		0.0	80.0	16.5	0.6	2.6	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0

LOCATION: SUNNYSIDE RD_84TH AVE_E WB
 GPS: N 45 25,983 W 122 34.587
 WEATHER: CLOUDY ~ 45

Site: 12154
 Date: 2/16/2012
 Thursday

24 Hour Vehicle Classification
 Channel: WB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	13	0	10	2	0	1	0	0	0	0	0	0	0	0
2:00 AM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	18	0	13	5	0	0	0	0	0	0	0	0	0	0
5:00 AM	50	0	37	10	0	3	0	0	0	0	0	0	0	0
6:00 AM	148	0	113	29	0	4	0	0	2	0	0	0	0	0
7:00 AM	287	0	227	43	1	14	0	0	1	1	0	0	0	0
8:00 AM	499	1	339	90	12	22	3	0	29	0	0	1	0	2
9:00 AM	172	0	138	26	1	5	0	0	2	0	0	0	0	0
10:00 AM	168	0	135	25	0	7	0	0	1	0	0	0	0	0
11:00 AM	241	0	189	40	0	6	1	0	4	1	0	0	0	0
12:00 PM	280	0	232	37	0	8	0	0	3	0	0	0	0	0
1:00 PM	277	0	230	39	0	4	0	0	4	0	0	0	0	0
2:00 PM	278	0	228	38	2	6	0	0	4	0	0	0	0	0
3:00 PM	271	0	221	38	0	12	0	0	0	0	0	0	0	0
4:00 PM	296	1	255	34	0	5	0	0	1	0	0	0	0	0
5:00 PM	329	2	277	39	0	7	0	0	3	1	0	0	0	0
6:00 PM	297	0	253	36	1	5	0	0	2	0	0	0	0	0
7:00 PM	198	0	170	24	0	3	0	0	1	0	0	0	0	0
8:00 PM	146	0	126	17	0	1	0	0	2	0	0	0	0	0
9:00 PM	99	1	92	6	0	0	0	0	0	0	0	0	0	0
10:00 PM	70	0	61	5	0	4	0	0	0	0	0	0	0	0
11:00 PM	37	0	33	3	1	0	0	0	0	0	0	0	0	0
Total	4193	5	3396	588	18	117	4	0	59	3	0	1	0	2
%		0.1	81.0	14.0	0.4	2.8	0.1	0.0	1.4	0.1	0.0	0.0	0.0	0.0

LOCATION: VALLEY VIEW TER_SUNNYSIDE RD_N
 GPS: N 45 26.072 W 122 32.912
 WEATHER: CLOUDY ~ 45

Site: 12056
 Date: 3/6/2012
 Tuesday

24 Hour Speed
 Combined Channels

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	15	0	1	2	5	6	1	0	0	0	0	0	0	0
1:00 AM	9	0	0	0	7	2	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0
3:00 AM	8	1	0	2	2	2	1	0	0	0	0	0	0	0
4:00 AM	22	0	2	3	8	6	3	0	0	0	0	0	0	0
5:00 AM	31	0	2	11	15	3	0	0	0	0	0	0	0	0
6:00 AM	109	2	1	46	49	10	1	0	0	0	0	0	0	0
7:00 AM	185	0	12	52	86	31	4	0	0	0	0	0	0	0
8:00 AM	186	2	5	37	81	54	3	4	0	0	0	0	0	0
9:00 AM	119	1	5	15	60	30	8	0	0	0	0	0	0	0
10:00 AM	117	4	1	21	49	39	3	0	0	0	0	0	0	0
11:00 AM	111	1	3	19	48	34	6	0	0	0	0	0	0	0
12:00 PM	128	0	4	28	63	26	6	1	0	0	0	0	0	0
1:00 PM	135	2	6	24	58	38	6	1	0	0	0	0	0	0
2:00 PM	154	5	16	49	60	22	1	1	0	0	0	0	0	0
3:00 PM	181	5	9	42	88	34	3	0	0	0	0	0	0	0
4:00 PM	207	5	8	49	105	35	4	1	0	0	0	0	0	0
5:00 PM	249	1	12	74	110	44	8	0	0	0	0	0	0	0
6:00 PM	216	2	7	56	102	40	9	0	0	0	0	0	0	0
7:00 PM	141	0	4	47	59	27	4	0	0	0	0	0	0	0
8:00 PM	106	0	4	28	48	25	1	0	0	0	0	0	0	0
9:00 PM	83	1	1	14	44	20	3	0	0	0	0	0	0	0
10:00 PM	38	0	1	9	19	8	1	0	0	0	0	0	0	0
11:00 PM	19	1	1	5	6	6	0	0	0	0	0	0	0	0
Total	2571	33	105	633	1173	543	76	8	0	0	0	0	0	0
%		1.3	4.1	24.6	45.6	21.1	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

LOCATION: SUNNYSIDE RD_122ND AVE_E_WB
 GPS: N 45 25.698 W 122 32.218
 WEATHER: RAIN ~ 35

Site: 12154
 Date: 3/1/2012
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	42	1	32	7	0	2	0	0	0	0	0	0	0	0
1:00 AM	27	0	21	5	0	1	0	0	0	0	0	0	0	0
2:00 AM	30	0	22	7	0	1	0	0	0	0	0	0	0	0
3:00 AM	51	0	41	9	0	1	0	0	0	0	0	0	0	0
4:00 AM	140	0	102	30	0	8	0	0	0	0	0	0	0	0
5:00 AM	397	0	281	100	0	16	0	0	0	0	0	0	0	0
6:00 AM	875	1	649	157	5	42	5	0	14	1	0	1	0	0
7:00 AM	1209	3	796	179	69	56	2	0	90	1	0	4	0	9
8:00 AM	1016	0	691	167	49	34	3	0	62	1	0	4	0	5
9:00 AM	843	1	606	178	7	40	0	0	11	1	0	1	0	0
10:00 AM	767	0	559	149	12	34	0	0	15	1	0	1	0	0
11:00 AM	846	1	596	162	8	60	1	0	15	2	0	1	0	0
12:00 PM	833	3	601	183	3	31	2	0	8	1	1	0	0	0
1:00 PM	739	3	520	154	12	31	5	0	11	3	1	2	0	0
2:00 PM	819	1	598	154	10	42	3	0	11	3	0	0	0	0
3:00 PM	881	0	647	138	20	48	3	0	22	2	0	1	0	0
4:00 PM	895	2	640	176	13	36	1	0	26	0	0	1	0	0
5:00 PM	915	1	659	161	27	29	0	0	38	0	0	0	0	0
6:00 PM	841	2	632	150	13	19	0	0	24	1	0	0	0	0
7:00 PM	550	0	431	93	2	19	0	0	5	0	0	0	0	0
8:00 PM	381	0	310	62	1	8	0	0	0	0	0	0	0	0
9:00 PM	270	0	226	40	1	2	0	0	1	0	0	0	0	0
10:00 PM	184	0	158	19	2	5	0	0	0	0	0	0	0	0
11:00 PM	118	0	95	21	0	2	0	0	0	0	0	0	0	0
Total	13669	16	9913	2501	254	567	25	0	348	14	2	15	0	14
%		0.1	72.5	18.3	1.9	4.1	0.2	0.0	2.5	0.1	0.0	0.1	0.0	0.1

LOCATION: SUNNYSIDE RD_122ND AVE_E EB
 GPS: N 45 25.698 W 122 32.218
 WEATHER: RAIN ~ 35

Site: 12154
 Date: 3/1/2012
 Thursday

24 Hour Vehicle Classification
 Channel: EB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	44	0	42	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	16	0	15	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	32	0	22	6	1	1	2	0	0	0	0	0	0	0
6:00 AM	72	0	52	10	0	7	2	0	1	0	0	0	0	0
7:00 AM	239	0	178	41	2	14	0	0	4	0	0	0	0	0
8:00 AM	240	0	191	38	1	10	0	0	0	0	0	0	0	0
9:00 AM	204	0	161	33	1	7	0	0	2	0	0	0	0	0
10:00 AM	229	0	171	38	2	17	0	0	1	0	0	0	0	0
11:00 AM	301	0	235	42	0	19	0	0	5	0	0	0	0	0
12:00 PM	366	0	298	51	3	11	0	0	3	0	0	0	0	0
1:00 PM	349	0	271	58	1	17	0	0	2	0	0	0	0	0
2:00 PM	445	0	339	74	2	24	0	0	6	0	0	0	0	0
3:00 PM	463	0	367	64	2	20	0	0	10	0	0	0	0	0
4:00 PM	657	1	510	90	2	23	0	0	30	0	0	0	0	1
5:00 PM	741	0	598	91	3	26	1	0	21	0	0	1	0	0
6:00 PM	519	0	422	72	0	10	0	0	15	0	0	0	0	0
7:00 PM	375	0	317	47	1	7	0	0	3	0	0	0	0	0
8:00 PM	286	0	246	30	0	5	0	0	5	0	0	0	0	0
9:00 PM	238	0	205	23	0	7	0	0	3	0	0	0	0	0
10:00 PM	139	0	120	18	0	0	0	0	1	0	0	0	0	0
11:00 PM	66	0	57	8	0	1	0	0	0	0	0	0	0	0
Total	6051	1	4844	840	21	226	5	0	112	0	0	1	0	1
%		0.0	80.1	13.9	0.3	3.7	0.1	0.0	1.9	0.0	0.0	0.0	0.0	0.0

LOCATION: SUNNYSIDE RD_HWY 212_N
 GPS: N 45 25.135 W 122 27.689
 WEATHER: CLOUDY ~ 45

Site: 12154
 Date: 2/28/2012
 Tuesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	36	0	29	6	0	1	0	0	0	0	0	0	0	0
1:00 AM	24	0	21	3	0	0	0	0	0	0	0	0	0	0
2:00 AM	15	0	11	4	0	0	0	0	0	0	0	0	0	0
3:00 AM	10	0	7	2	0	1	0	0	0	0	0	0	0	0
4:00 AM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	18	0	14	3	0	1	0	0	0	0	0	0	0	0
6:00 AM	104	0	70	27	0	7	0	0	0	0	0	0	0	0
7:00 AM	225	0	173	34	0	18	0	0	0	0	0	0	0	0
8:00 AM	377	1	289	67	2	15	0	0	3	0	0	0	0	0
9:00 AM	333	1	246	58	5	21	0	0	1	1	0	0	0	0
10:00 AM	289	0	197	66	0	25	0	0	0	1	0	0	0	0
11:00 AM	341	0	253	54	1	31	0	0	2	0	0	0	0	0
12:00 PM	330	0	240	66	3	19	0	0	2	0	0	0	0	0
1:00 PM	333	0	256	57	1	19	0	0	0	0	0	0	0	0
2:00 PM	333	1	249	61	1	17	0	0	4	0	0	0	0	0
3:00 PM	363	0	248	89	3	21	0	0	2	0	0	0	0	0
4:00 PM	386	0	291	64	2	28	0	0	1	0	0	0	0	0
5:00 PM	378	1	277	73	4	22	0	0	0	1	0	0	0	0
6:00 PM	366	1	283	61	2	19	0	0	0	0	0	0	0	0
7:00 PM	348	0	277	54	1	16	0	0	0	0	0	0	0	0
8:00 PM	230	0	190	26	1	12	0	0	1	0	0	0	0	0
9:00 PM	207	0	169	28	0	10	0	0	0	0	0	0	0	0
10:00 PM	153	0	126	19	1	7	0	0	0	0	0	0	0	0
11:00 PM	89	1	64	18	0	6	0	0	0	0	0	0	0	0
Total	5303	6	3992	943	27	316	0	0	16	3	0	0	0	0
%		0.1	75.3	17.8	0.5	6.0	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0

LOCATION: BEAVERCREEK RD_HENRICI RD_N
 GPS: N 45 18.728 W 122 32.948
 WEATHER: CLOUDY ~ 40

Site: 52033
 Date: 1/24/2012
 Tuesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	35	0	27	7	0	1	0	0	0	0	0	0	0	0
1:00 AM	40	0	29	10	0	1	0	0	0	0	0	0	0	0
2:00 AM	18	0	14	3	0	0	0	0	1	0	0	0	0	0
3:00 AM	31	0	21	6	0	4	0	0	0	0	0	0	0	0
4:00 AM	86	0	55	22	0	9	0	0	0	0	0	0	0	0
5:00 AM	236	1	155	46	2	29	1	0	2	0	0	0	0	0
6:00 AM	584	0	398	127	5	48	0	0	3	3	0	0	0	0
7:00 AM	809	1	553	153	27	61	0	0	10	2	0	2	0	0
8:00 AM	539	0	353	114	9	50	3	0	8	0	0	2	0	0
9:00 AM	476	1	303	122	11	34	1	0	2	2	0	0	0	0
10:00 AM	467	1	304	106	7	36	4	0	6	3	0	0	0	0
11:00 AM	423	1	260	106	6	45	0	0	4	1	0	0	0	0
12:00 PM	504	1	331	126	6	33	1	0	4	2	0	0	0	0
1:00 PM	462	0	290	115	9	39	1	0	6	2	0	0	0	0
2:00 PM	609	0	376	142	14	57	1	0	15	1	0	3	0	0
3:00 PM	687	2	438	158	26	50	0	0	11	0	0	2	0	0
4:00 PM	732	2	488	159	16	58	0	0	8	1	0	0	0	0
5:00 PM	772	1	522	174	13	53	0	0	8	0	0	1	0	0
6:00 PM	645	0	446	129	14	48	1	0	7	0	0	0	0	0
7:00 PM	393	0	293	75	3	19	0	0	2	1	0	0	0	0
8:00 PM	312	0	234	67	0	10	0	0	1	0	0	0	0	0
9:00 PM	233	0	173	45	1	14	0	0	0	0	0	0	0	0
10:00 PM	145	0	121	17	0	4	0	0	3	0	0	0	0	0
11:00 PM	81	0	54	21	0	4	0	0	0	2	0	0	0	0
Total	9319	11	6238	2050	169	707	13	0	101	20	0	10	0	0
%		0.1	66.9	22.0	1.8	7.6	0.1	0.0	1.1	0.2	0.0	0.1	0.0	0.0

LOCATION: BEAVERCREEK RD 350' NORTH OF LELAND RD
 GPS: N 45 17.420 W 122 32.151
 WEATHER: CLOUDY ~ 50

Site: 52033
 Date: 10/27/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	23	0	20	2	0	1	0	0	0	0	0	0	0	0
1:00 AM	20	0	20	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	20	0	15	4	0	0	0	0	1	0	0	0	0	0
3:00 AM	31	0	21	3	0	6	0	0	1	0	0	0	0	0
4:00 AM	57	1	35	13	0	7	0	0	0	1	0	0	0	0
5:00 AM	167	3	119	30	2	9	1	0	2	1	0	0	0	0
6:00 AM	396	1	280	69	2	38	1	0	3	2	0	0	0	0
7:00 AM	558	3	381	117	7	38	1	0	5	5	0	1	0	0
8:00 AM	392	4	251	77	6	41	4	0	5	4	0	0	0	0
9:00 AM	325	3	217	65	0	31	1	0	4	4	0	0	0	0
10:00 AM	337	1	212	68	7	37	4	0	5	3	0	0	0	0
11:00 AM	367	2	242	70	7	37	3	0	3	3	0	0	0	0
12:00 PM	363	0	245	79	5	21	1	0	7	5	0	0	0	0
1:00 PM	383	1	252	74	6	43	0	0	3	4	0	0	0	0
2:00 PM	493	10	303	103	17	46	2	0	9	3	0	0	0	0
3:00 PM	512	12	321	108	14	45	0	0	9	2	0	1	0	0
4:00 PM	576	5	399	105	13	40	0	0	12	1	0	1	0	0
5:00 PM	572	3	397	105	13	43	0	0	10	1	0	0	0	0
6:00 PM	487	2	355	83	11	33	0	0	3	0	0	0	0	0
7:00 PM	290	0	215	56	1	14	0	0	3	1	0	0	0	0
8:00 PM	238	1	176	40	1	17	0	0	3	0	0	0	0	0
9:00 PM	190	0	141	33	0	16	0	0	0	0	0	0	0	0
10:00 PM	124	0	95	21	0	7	0	0	1	0	0	0	0	0
11:00 PM	59	1	47	6	1	3	1	0	0	0	0	0	0	0
Total	6980	53	4759	1331	113	573	19	0	89	40	0	3	0	0
%		0.8	68.2	19.1	1.6	8.2	0.3	0.0	1.3	0.6	0.0	0.0	0.0	0.0

LOCATION: BEAVERCREEK RD 1000' SOUTH OF UPPER HIGHLANDS RD
 GPS: N 45 14.901 W 122 29.641
 WEATHER: RAIN ~ 40

Site: 52033
 Date: 11/17/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	21	0	12	4	0	4	0	0	1	0	0	0	0	0
5:00 AM	38	0	28	5	0	5	0	0	0	0	0	0	0	0
6:00 AM	122	0	87	23	3	7	0	0	1	1	0	0	0	0
7:00 AM	108	2	74	19	0	11	0	0	2	0	0	0	0	0
8:00 AM	94	0	61	15	2	14	1	0	1	0	0	0	0	0
9:00 AM	77	0	47	16	0	11	0	0	3	0	0	0	0	0
10:00 AM	89	0	56	21	0	6	1	0	5	0	0	0	0	0
11:00 AM	93	0	59	20	1	8	2	0	3	0	0	0	0	0
12:00 PM	80	0	55	10	1	7	3	0	4	0	0	0	0	0
1:00 PM	80	0	53	17	1	8	0	0	1	0	0	0	0	0
2:00 PM	103	0	62	24	2	8	3	0	4	0	0	0	0	0
3:00 PM	144	0	96	24	5	16	2	0	0	1	0	0	0	0
4:00 PM	139	1	86	35	0	14	1	0	2	0	0	0	0	0
5:00 PM	125	0	93	23	0	8	0	0	1	0	0	0	0	0
6:00 PM	93	0	64	17	0	10	0	0	2	0	0	0	0	0
7:00 PM	66	0	53	11	0	2	0	0	0	0	0	0	0	0
8:00 PM	48	0	43	5	0	0	0	0	0	0	0	0	0	0
9:00 PM	47	0	35	5	0	6	0	0	1	0	0	0	0	0
10:00 PM	20	0	17	1	0	2	0	0	0	0	0	0	0	0
11:00 PM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
Total	1621	3	1110	299	15	148	13	0	31	2	0	0	0	0
%		0.2	68.5	18.4	0.9	9.1	0.8	0.0	1.9	0.1	0.0	0.0	0.0	0.0

LOCATION: 172ND AVE_HWY 212_N_SB
 GPS: N 45 24.772 W 122 29.115
 WEATHER: CLOUDY ~ 45

Site: 23050
 Date: 2/28/2012
 Tuesday

24 Hour Vehicle Classification
 Channel: SB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
3:00 AM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	32	0	27	5	0	0	0	0	0	0	0	0	0	0
5:00 AM	60	0	46	9	0	4	1	0	0	0	0	0	0	0
6:00 AM	121	0	87	25	0	7	0	0	1	1	0	0	0	0
7:00 AM	264	2	185	55	2	14	0	0	6	0	0	0	0	0
8:00 AM	148	0	106	27	0	12	0	0	2	0	0	0	0	1
9:00 AM	175	0	111	36	3	22	2	0	1	0	0	0	0	0
10:00 AM	101	1	65	22	2	10	0	0	1	0	0	0	0	0
11:00 AM	121	0	93	18	2	7	0	0	1	0	0	0	0	0
12:00 PM	113	0	83	21	1	8	0	0	0	0	0	0	0	0
1:00 PM	114	0	80	21	2	9	1	0	1	0	0	0	0	0
2:00 PM	189	0	130	36	1	19	0	0	3	0	0	0	0	0
3:00 PM	221	0	164	45	2	9	0	0	1	0	0	0	0	0
4:00 PM	277	0	192	44	0	32	0	0	8	0	0	1	0	0
5:00 PM	260	0	185	54	2	13	0	0	5	0	0	1	0	0
6:00 PM	182	0	140	26	2	11	0	0	2	1	0	0	0	0
7:00 PM	104	1	82	15	0	6	0	0	0	0	0	0	0	0
8:00 PM	87	0	59	21	0	7	0	0	0	0	0	0	0	0
9:00 PM	87	1	72	11	0	2	0	0	1	0	0	0	0	0
10:00 PM	42	0	35	7	0	0	0	0	0	0	0	0	0	0
11:00 PM	31	0	24	5	0	2	0	0	0	0	0	0	0	0
Total	2763	5	1996	507	19	194	4	0	33	2	0	2	0	1
%		0.2	72.2	18.3	0.7	7.0	0.1	0.0	1.2	0.1	0.0	0.1	0.0	0.0

LOCATION: 172ND AVE_SAGER RD_N
 GPS: N 45 27.517 W 122 29.201
 WEATHER: CLOUDY ~ 45

Site: 23050
 Date: 2/9/2012
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	37	0	26	11	0	0	0	0	0	0	0	0	0	0
1:00 AM	17	0	15	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	21	0	15	4	0	2	0	0	0	0	0	0	0	0
3:00 AM	22	0	19	3	0	0	0	0	0	0	0	0	0	0
4:00 AM	47	0	35	11	0	1	0	0	0	0	0	0	0	0
5:00 AM	139	0	107	21	0	11	0	0	0	0	0	0	0	0
6:00 AM	276	0	212	45	4	13	1	0	1	0	0	0	0	0
7:00 AM	421	1	319	68	9	19	2	0	2	1	0	0	0	0
8:00 AM	399	3	288	69	3	23	9	0	4	0	0	0	0	0
9:00 AM	292	1	220	47	2	18	4	0	0	0	0	0	0	0
10:00 AM	261	1	193	45	2	13	6	0	1	0	0	0	0	0
11:00 AM	276	1	204	42	4	14	6	0	5	0	0	0	0	0
12:00 PM	282	3	217	34	5	14	5	0	4	0	0	0	0	0
1:00 PM	334	3	233	58	4	25	8	0	3	0	0	0	0	0
2:00 PM	402	2	286	73	8	19	5	0	7	1	0	1	0	0
3:00 PM	452	0	319	73	11	24	1	0	22	0	0	1	0	1
4:00 PM	494	2	367	88	8	22	0	0	7	0	0	0	0	0
5:00 PM	518	3	400	83	9	21	0	0	2	0	0	0	0	0
6:00 PM	391	0	296	63	6	22	0	0	4	0	0	0	0	0
7:00 PM	288	0	229	47	0	12	0	0	0	0	0	0	0	0
8:00 PM	212	0	174	35	0	3	0	0	0	0	0	0	0	0
9:00 PM	177	0	155	17	1	3	0	0	0	1	0	0	0	0
10:00 PM	107	0	89	15	0	3	0	0	0	0	0	0	0	0
11:00 PM	52	0	43	7	0	0	0	0	2	0	0	0	0	0
Total	5917	20	4461	961	76	282	47	0	64	3	0	2	0	1
%		0.3	75.4	16.2	1.3	4.8	0.8	0.0	1.1	0.1	0.0	0.0	0.0	0.0

LOCATION: 172ND AVE_SUNNYSIDE RD_S_NB
 GPS: N 45 25.448 W 122 29.154
 WEATHER: CLOUDY ~ 45

Site: 23050
 Date: 2/28/2012
 Tuesday

24 Hour Vehicle Classification
 Channel: NB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	18	0	14	4	0	0	0	0	0	0	0	0	0	0
1:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	13	0	7	6	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	8	0	4	4	0	0	0	0	0	0	0	0	0	0
5:00 AM	26	0	22	3	0	1	0	0	0	0	0	0	0	0
6:00 AM	70	0	42	20	0	7	0	0	1	0	0	0	0	0
7:00 AM	174	0	118	35	4	15	0	0	2	0	0	0	0	0
8:00 AM	133	0	97	26	0	9	0	0	0	1	0	0	0	0
9:00 AM	154	0	110	30	2	10	1	0	1	0	0	0	0	0
10:00 AM	92	1	63	19	1	5	1	0	1	1	0	0	0	0
11:00 AM	123	0	90	24	1	8	0	0	0	0	0	0	0	0
12:00 PM	113	1	80	23	2	5	0	0	2	0	0	0	0	0
1:00 PM	198	0	65	19	1	9	1	0	3	0	0	0	0	0
2:00 PM	162	0	114	29	1	12	2	0	4	0	0	0	0	0
3:00 PM	199	0	143	46	0	7	0	0	3	0	0	0	0	0
4:00 PM	285	1	209	51	1	20	0	0	3	0	0	0	0	0
5:00 PM	253	0	197	44	0	10	0	0	2	0	0	0	0	0
6:00 PM	182	0	135	33	0	13	0	0	1	0	0	0	0	0
7:00 PM	96	0	75	15	0	6	0	0	0	0	0	0	0	0
8:00 PM	91	0	69	17	1	4	0	0	0	0	0	0	0	0
9:00 PM	71	0	59	11	0	1	0	0	0	0	0	0	0	0
10:00 PM	36	0	30	5	0	1	0	0	0	0	0	0	0	0
11:00 PM	24	0	21	3	0	0	0	0	0	0	0	0	0	0
Total	2429	3	1772	467	14	143	5	0	23	2	0	0	0	0
%		0.1	73.0	19.2	0.6	5.9	0.2	0.0	0.9	0.1	0.0	0.0	0.0	0.0

LOCATION: 172ND AVE_SUNNYSIDE RD_S_SB
 GPS: N 45 25.448 W 122 29.154
 WEATHER: CLOUDY ~ 45

Site: 23050
 Date: 2/28/2012
 Tuesday

24 Hour Vehicle Classification
 Channel: SB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
3:00 AM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	32	0	29	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	57	0	46	8	0	3	0	0	0	0	0	0	0	0
6:00 AM	119	0	84	22	0	10	0	0	2	1	0	0	0	0
7:00 AM	197	3	146	27	2	9	1	0	6	0	0	3	0	0
8:00 AM	167	0	127	23	0	12	0	0	4	1	0	0	0	0
9:00 AM	164	0	115	27	0	18	2	0	1	0	0	1	0	0
10:00 AM	94	0	65	17	3	8	0	0	1	0	0	0	0	0
11:00 AM	122	0	91	19	2	6	0	0	4	0	0	0	0	0
12:00 PM	101	0	73	18	0	9	0	0	1	0	0	0	0	0
1:00 PM	125	0	98	18	1	6	1	0	1	0	0	0	0	0
2:00 PM	145	0	108	26	0	9	0	0	2	0	0	0	0	0
3:00 PM	234	0	155	57	2	18	0	0	2	0	0	0	0	0
4:00 PM	248	0	180	47	0	17	0	0	3	0	0	1	0	0
5:00 PM	294	0	220	52	0	15	1	0	6	0	0	0	0	0
6:00 PM	194	0	156	25	0	11	0	0	2	0	0	0	0	0
7:00 PM	127	1	95	25	0	6	0	0	0	0	0	0	0	0
8:00 PM	92	0	68	19	0	5	0	0	0	0	0	0	0	0
9:00 PM	78	1	63	11	0	2	0	0	1	0	0	0	0	0
10:00 PM	25	0	22	3	0	0	0	0	0	0	0	0	0	0
11:00 PM	26	0	23	3	0	0	0	0	0	0	0	0	0	0
Total	2678	5	1997	454	10	164	5	0	36	2	0	5	0	0
%		0.2	74.6	17.0	0.4	6.1	0.2	0.0	1.3	0.1	0.0	0.2	0.0	0.0

LOCATION: 172ND AVE_HWY 212_N_NB
 GPS: N 45 24.772 W 122 29.115
 WEATHER: CLOUDY ~ 45

Site: 23050
 Date: 2/28/2012
 Tuesday

24 Hour Vehicle Classification
 Channel: NB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	17	0	13	4	0	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	14	0	8	6	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	8	0	3	4	0	1	0	0	0	0	0	0	0	0
5:00 AM	24	0	15	6	0	2	1	0	0	0	0	0	0	0
6:00 AM	71	0	47	19	0	5	0	0	0	0	0	0	0	0
7:00 AM	248	0	171	52	3	21	0	0	0	0	0	1	0	0
8:00 AM	163	0	123	28	1	10	0	0	1	0	0	0	0	0
9:00 AM	158	0	108	31	4	14	1	0	0	0	0	0	0	0
10:00 AM	90	1	65	18	0	3	1	0	1	1	0	0	0	0
11:00 AM	127	0	89	25	2	10	0	0	1	0	0	0	0	0
12:00 PM	109	1	75	24	2	6	0	0	1	0	0	0	0	0
1:00 PM	133	0	81	29	3	16	1	0	3	0	0	0	0	0
2:00 PM	178	0	129	27	0	16	2	0	4	0	0	0	0	0
3:00 PM	252	0	184	48	1	17	0	0	2	0	0	0	0	0
4:00 PM	253	1	195	41	1	15	0	0	0	0	0	0	0	0
5:00 PM	235	0	179	39	0	15	0	0	2	0	0	0	0	0
6:00 PM	157	0	114	27	1	12	0	0	2	1	0	0	0	0
7:00 PM	82	0	66	12	0	4	0	0	0	0	0	0	0	0
8:00 PM	69	0	54	11	0	4	0	0	0	0	0	0	0	0
9:00 PM	40	0	33	7	0	0	0	0	0	0	0	0	0	0
10:00 PM	27	0	22	4	0	1	0	0	0	0	0	0	0	0
11:00 PM	19	0	17	2	0	0	0	0	0	0	0	0	0	0
Total	2480	3	1797	464	18	172	6	0	16	3	0	1	0	0
%		0.1	72.5	18.7	0.7	6.9	0.2	0.0	0.6	0.1	0.0	0.0	0.0	0.0

LOCATION: HOLLY LN 300' NORTH OF MAPLELANE RD
 GPS: N 45 20.291 W 122 34.032
 WEATHER: SUN ~ 55

Site: 22060
 Date: 10/26/2011
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	14	0	9	5	0	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
4:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	38	1	29	6	0	1	0	0	0	1	0	0	0	0
6:00 AM	117	0	68	30	8	11	0	0	0	0	0	0	0	0
7:00 AM	225	0	151	44	16	13	1	0	0	0	0	0	0	0
8:00 AM	235	1	147	42	27	16	1	0	1	0	0	0	0	0
9:00 AM	93	1	56	20	3	11	1	0	1	0	0	0	0	0
10:00 AM	131	0	81	37	6	6	1	0	0	0	0	0	0	0
11:00 AM	118	2	70	34	4	8	0	0	0	0	0	0	0	0
12:00 PM	144	1	101	27	3	11	0	0	1	0	0	0	0	0
1:00 PM	163	0	126	26	8	3	0	0	0	0	0	0	0	0
2:00 PM	226	2	148	37	23	14	0	0	2	0	0	0	0	0
3:00 PM	188	0	140	30	7	10	1	0	0	0	0	0	0	0
4:00 PM	175	0	130	32	3	8	0	0	2	0	0	0	0	0
5:00 PM	230	1	175	45	2	5	0	0	1	0	0	1	0	0
6:00 PM	175	2	132	26	1	13	0	0	1	0	0	0	0	0
7:00 PM	124	0	93	24	0	6	0	0	1	0	0	0	0	0
8:00 PM	93	1	78	10	0	4	0	0	0	0	0	0	0	0
9:00 PM	67	1	53	9	0	4	0	0	0	0	0	0	0	0
10:00 PM	36	0	31	4	0	1	0	0	0	0	0	0	0	0
11:00 PM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
Total	2625	13	1841	498	111	145	5	0	10	1	0	1	0	0
%		0.5	70.1	19.0	4.2	5.5	0.2	0.0	0.4	0.0	0.0	0.0	0.0	0.0

LOCATION: HOLLY LN 150' SOUTH OF REDLAND RD
 GPS: N 45.21.522 W 122.34.256
 WEATHER: CLOUDY ~ 50

Site: 22060
 Date: 10/27/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	12	0	9	2	0	1	0	0	0	0	0	0	0	0
1:00 AM	11	0	7	3	0	1	0	0	0	0	0	0	0	0
2:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
4:00 AM	11	0	7	4	0	0	0	0	0	0	0	0	0	0
5:00 AM	74	0	53	17	0	3	0	0	1	0	0	0	0	0
6:00 AM	124	0	73	31	11	9	0	0	0	0	0	0	0	0
7:00 AM	256	1	179	51	11	11	0	0	3	0	0	0	0	0
8:00 AM	274	1	178	56	18	16	1	0	4	0	0	0	0	0
9:00 AM	110	0	68	29	2	10	0	0	1	0	0	0	0	0
10:00 AM	115	0	79	24	3	5	3	0	1	0	0	0	0	0
11:00 AM	141	0	81	34	5	17	1	0	3	0	0	0	0	0
12:00 PM	139	1	76	47	1	10	0	0	4	0	0	0	0	0
1:00 PM	171	1	104	40	7	17	0	0	2	0	0	0	0	0
2:00 PM	210	0	137	51	8	13	0	0	1	0	0	0	0	0
3:00 PM	324	0	200	72	24	27	0	0	1	0	0	0	0	0
4:00 PM	243	1	160	59	9	11	2	0	1	0	0	0	0	0
5:00 PM	299	2	210	68	2	15	0	0	2	0	0	0	0	0
6:00 PM	169	1	123	39	1	4	0	0	1	0	0	0	0	0
7:00 PM	95	0	66	25	0	4	0	0	0	0	0	0	0	0
8:00 PM	100	0	63	35	0	2	0	0	0	0	0	0	0	0
9:00 PM	66	0	49	15	0	2	0	0	0	0	0	0	0	0
10:00 PM	35	0	27	7	0	1	0	0	0	0	0	0	0	0
11:00 PM	17	0	16	1	0	0	0	0	0	0	0	0	0	0
Total	3009	8	1974	714	102	179	7	0	25	0	0	0	0	0
%		0.3	65.6	23.7	3.4	5.9	0.2	0.0	0.8	0.0	0.0	0.0	0.0	0.0

LOCATION: MARMOT RD 250' WEST OF BARLOW TRAIL RD
 GPS: N 45.23.104 W 122.02.793
 WEATHER: RAIN ~ 60

Site: 25004
 Date: 9/28/2011
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	4	0	0	0	0	4	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	7	0	0	1	0	4	0	0	2	0	0	0	0	0
6:00 AM	11	0	0	0	3	8	0	0	0	0	0	0	0	0
7:00 AM	11	0	0	0	2	9	0	0	0	0	0	0	0	0
8:00 AM	12	0	0	0	6	6	0	0	0	0	0	0	0	0
9:00 AM	13	0	0	0	5	7	0	0	1	0	0	0	0	0
10:00 AM	12	0	0	0	3	9	0	0	0	0	0	0	0	0
11:00 AM	17	0	0	0	6	10	0	0	1	0	0	0	0	0
12:00 PM	15	0	2	0	5	8	0	0	0	0	0	0	0	0
1:00 PM	26	1	0	0	9	15	0	0	1	0	0	0	0	0
2:00 PM	24	0	0	1	7	12	0	0	4	0	0	0	0	0
3:00 PM	29	0	0	0	12	16	0	0	1	0	0	0	0	0
4:00 PM	23	0	1	0	4	16	0	0	2	0	0	0	0	0
5:00 PM	29	0	4	0	2	23	0	0	0	0	0	0	0	0
6:00 PM	18	0	1	0	1	16	0	0	0	0	0	0	0	0
7:00 PM	16	0	0	0	3	12	0	0	1	0	0	0	0	0
8:00 PM	8	0	0	0	2	6	0	0	0	0	0	0	0	0
9:00 PM	5	0	0	0	1	4	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Total	283	1	8	2	71	188	0	0	13	0	0	0	0	0
%		0.4	2.8	0.7	25.1	66.4	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0

LOCATION: MARMOT RD 350' EAST OF TEN EYCK RD
 GPS: N 45.24.442 W 122.13.754
 WEATHER: SUN ~ 75

Site: 25004
 Date: 9/29/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
6:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	23	0	16	4	0	3	0	0	0	0	0	0	0	0
8:00 AM	22	0	16	3	0	2	1	0	0	0	0	0	0	0
9:00 AM	18	0	11	2	0	4	1	0	0	0	0	0	0	0
10:00 AM	20	0	11	4	0	4	0	0	1	0	0	0	0	0
11:00 AM	27	0	18	2	1	4	2	0	0	0	0	0	0	0
12:00 PM	17	0	9	4	0	4	0	0	0	0	0	0	0	0
1:00 PM	19	0	14	3	0	2	0	0	0	0	0	0	0	0
2:00 PM	22	1	10	5	1	3	0	0	2	0	0	0	0	0
3:00 PM	25	7	12	1	1	4	0	0	0	0	0	0	0	0
4:00 PM	22	0	13	4	0	3	2	0	0	0	0	0	0	0
5:00 PM	31	0	21	5	0	5	0	0	0	0	0	0	0	0
6:00 PM	33	3	24	4	0	2	0	0	0	0	0	0	0	0
7:00 PM	13	0	10	2	0	1	0	0	0	0	0	0	0	0
8:00 PM	15	0	10	3	0	2	0	0	0	0	0	0	0	0
9:00 PM	13	0	7	4	0	2	0	0	0	0	0	0	0	0
10:00 PM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
11:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	346	11	221	56	3	46	6	0	3	0	0	0	0	0
%		3.2	63.9	16.2	0.9	13.3	1.7	0.0	0.9	0.0	0.0	0.0	0.0	0.0

LOCATION: DRYLAND RD 1000' SOUTH OF MACKSBURG RD
 GPS: N 45 12.628 W 122 39.678
 WEATHER: CLOUDY ~ 45

Site: 51018
 Date: 11/10/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	14	0	5	9	0	0	0	0	0	0	0	0	0	0
5:00 AM	31	0	22	9	0	1	0	0	0	2	0	0	0	0
6:00 AM	68	0	44	15	1	7	0	0	0	1	0	0	0	0
7:00 AM	76	1	52	16	0	5	0	0	2	0	0	0	0	0
8:00 AM	67	0	42	14	1	8	0	0	0	2	0	0	0	0
9:00 AM	38	0	24	7	0	3	2	0	1	1	0	0	0	0
10:00 AM	43	1	26	12	0	3	0	0	0	1	0	0	0	0
11:00 AM	52	0	28	14	0	8	0	0	1	1	0	0	0	0
12:00 PM	45	0	32	10	0	2	0	0	0	1	0	0	0	0
1:00 PM	71	0	40	24	0	5	1	0	0	1	0	0	0	0
2:00 PM	58	0	38	18	1	2	0	0	0	0	0	0	0	0
3:00 PM	70	0	40	17	1	12	0	0	0	0	0	0	0	0
4:00 PM	101	0	62	25	3	10	1	0	0	0	0	0	0	0
5:00 PM	99	0	74	16	0	9	0	0	0	0	0	0	0	0
6:00 PM	53	0	43	6	0	4	0	0	0	0	0	0	0	0
7:00 PM	24	0	18	4	0	2	0	0	0	0	0	0	0	0
8:00 PM	20	0	16	2	1	1	0	0	0	0	0	0	0	0
9:00 PM	13	0	8	4	0	1	0	0	0	0	0	0	0	0
10:00 PM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
11:00 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
Total	977	2	639	228	7	83	4	0	4	10	0	0	0	0
%		0.2	65.4	23.3	0.7	8.5	0.4	0.0	0.4	1.0	0.0	0.0	0.0	0.0

LOCATION: DRYLAND RD 400' WEST OF HWY 213
 GPS: N 45 06.595 W 122 38.416
 WEATHER: SUN ~ 45

Site: 51019
 Date: 11/16/2011
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
7:00 AM	5	0	1	4	0	0	0	0	0	0	0	0	0	0
8:00 AM	7	0	3	4	0	0	0	0	0	0	0	0	0	0
9:00 AM	7	0	1	4	0	2	0	0	0	0	0	0	0	0
10:00 AM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
11:00 AM	6	0	2	3	0	1	0	0	0	0	0	0	0	0
12:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	4	0	1	3	0	0	0	0	0	0	0	0	0	0
2:00 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:00 PM	10	0	7	2	1	0	0	0	0	0	0	0	0	0
4:00 PM	7	0	3	3	0	1	0	0	0	0	0	0	0	0
5:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	87	0	50	30	1	6	0	0	0	0	0	0	0	0
%		0.0	57.5	34.5	1.1	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOCATION: DRYLAND RD 600' SOUTH OF HWY 211
 GPS: N 45 08.808 W 122 39.042
 WEATHER: SUN ~ 45

Site: 51019
 Date: 11/16/2011
 Wednesday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	1	0	0	0	1	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00 AM	6	0	2	2	0	1	1	0	0	0	0	0	0	0
6:00 AM	19	0	13	6	0	0	0	0	0	0	0	0	0	0
7:00 AM	23	0	14	7	1	1	0	0	0	0	0	0	0	0
8:00 AM	31	0	16	15	0	0	0	0	0	0	0	0	0	0
9:00 AM	18	0	4	11	0	3	0	0	0	0	0	0	0	0
10:00 AM	23	0	10	8	0	4	1	0	0	0	0	0	0	0
11:00 AM	19	0	10	7	0	2	0	0	0	0	0	0	0	0
12:00 PM	25	0	11	12	0	2	0	0	0	0	0	0	0	0
1:00 PM	17	0	8	6	0	3	0	0	0	0	0	0	0	0
2:00 PM	28	0	12	7	0	8	1	0	0	0	0	0	0	0
3:00 PM	45	0	25	11	5	4	0	0	0	0	0	0	0	0
4:00 PM	38	0	17	12	0	6	3	0	0	0	0	0	0	0
5:00 PM	17	0	9	7	0	0	0	0	1	0	0	0	0	0
6:00 PM	15	0	6	7	0	2	0	0	0	0	0	0	0	0
7:00 PM	9	0	7	1	0	1	0	0	0	0	0	0	0	0
8:00 PM	9	0	6	1	0	1	0	0	1	0	0	0	0	0
9:00 PM	11	0	8	3	0	0	0	0	0	0	0	0	0	0
10:00 PM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
Total	374	0	195	125	6	39	7	0	2	0	0	0	0	0
%		0.0	52.1	33.4	1.6	10.4	1.9	0.0	0.5	0.0	0.0	0.0	0.0	0.0

LOCATION: MULINO RD 350' SOUTH OF HAINES RD
 GPS: N 45.16.182 W 122.39.668
 WEATHER: RAIN ~ 55

Site: 31007
 Date: 10/20/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	13	0	8	5	0	0	0	0	0	0	0	0	0	0
1:00 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	1	3	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	11	0	3	5	0	1	0	0	0	0	2	0	0	0
5:00 AM	27	1	16	5	0	3	1	0	0	1	0	0	0	0
6:00 AM	63	0	47	13	1	1	1	0	0	0	0	0	0	0
7:00 AM	145	0	109	24	1	10	0	0	1	0	0	0	0	0
8:00 AM	98	0	69	17	1	10	0	0	0	0	0	0	1	0
9:00 AM	81	0	55	19	0	7	0	0	0	0	0	0	0	0
10:00 AM	75	1	46	23	1	4	0	0	0	0	0	0	0	0
11:00 AM	63	0	44	13	0	6	0	0	0	0	0	0	0	0
12:00 PM	74	0	43	19	0	6	2	0	3	1	0	0	0	0
1:00 PM	73	1	42	23	0	7	0	0	0	0	0	0	0	0
2:00 PM	103	0	67	27	0	8	0	0	1	0	0	0	0	0
3:00 PM	126	1	84	23	2	13	0	0	3	0	0	0	0	0
4:00 PM	140	1	101	27	0	10	0	0	1	0	0	0	0	0
5:00 PM	143	0	112	23	1	7	0	0	0	0	0	0	0	0
6:00 PM	132	0	97	27	0	6	0	0	1	1	0	0	0	0
7:00 PM	68	0	49	14	0	5	0	0	0	0	0	0	0	0
8:00 PM	55	0	43	7	0	3	0	0	1	0	0	1	0	0
9:00 PM	26	0	23	1	0	1	1	0	0	0	0	0	0	0
10:00 PM	25	0	17	6	0	2	0	0	0	0	0	0	0	0
11:00 PM	19	0	17	2	0	0	0	0	0	0	0	0	0	0
Total	1576	6	1104	326	7	110	5	0	11	5	0	1	1	0
%		0.4	70.1	20.7	0.4	7.0	0.3	0.0	0.7	0.3	0.0	0.1	0.1	0.0

LOCATION: MULINO RD 500' WEST OF HWY 213
 GPS: N 45 13.280 W 122 35.106
 WEATHER: RAIN ~ 40

Site: 31007
 Date: 11/17/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	11	0	7	4	0	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	17	0	7	5	2	1	1	0	0	1	0	0	0	0
5:00 AM	19	0	9	3	6	0	0	0	1	0	0	0	0	0
6:00 AM	41	0	22	14	1	3	1	0	0	0	0	0	0	0
7:00 AM	74	0	46	16	3	8	0	0	0	1	0	0	0	0
8:00 AM	111	0	69	31	2	7	1	0	1	0	0	0	0	0
9:00 AM	74	0	47	18	1	7	0	0	0	1	0	0	0	0
10:00 AM	71	0	41	18	1	9	0	0	2	0	0	0	0	0
11:00 AM	69	0	35	19	0	11	1	0	0	3	0	0	0	0
12:00 PM	67	0	29	29	0	6	1	0	1	1	0	0	0	0
1:00 PM	92	1	45	24	4	16	1	0	1	0	0	0	0	0
2:00 PM	69	0	34	23	1	11	0	0	0	0	0	0	0	0
3:00 PM	103	0	63	22	2	15	0	0	0	1	0	0	0	0
4:00 PM	124	1	71	32	5	12	0	0	1	2	0	0	0	0
5:00 PM	157	0	79	55	5	11	2	0	4	1	0	0	0	0
6:00 PM	107	0	70	23	1	11	0	0	2	0	0	0	0	0
7:00 PM	65	0	39	22	0	3	0	0	1	0	0	0	0	0
8:00 PM	47	0	33	10	1	3	0	0	0	0	0	0	0	0
9:00 PM	44	0	25	16	0	3	0	0	0	0	0	0	0	0
10:00 PM	23	0	17	6	0	0	0	0	0	0	0	0	0	0
11:00 PM	20	0	13	3	0	4	0	0	0	0	0	0	0	0
Total	1416	2	811	394	35	141	8	0	14	11	0	0	0	0
%		0.1	57.3	27.8	2.5	10.0	0.6	0.0	1.0	0.8	0.0	0.0	0.0	0.0

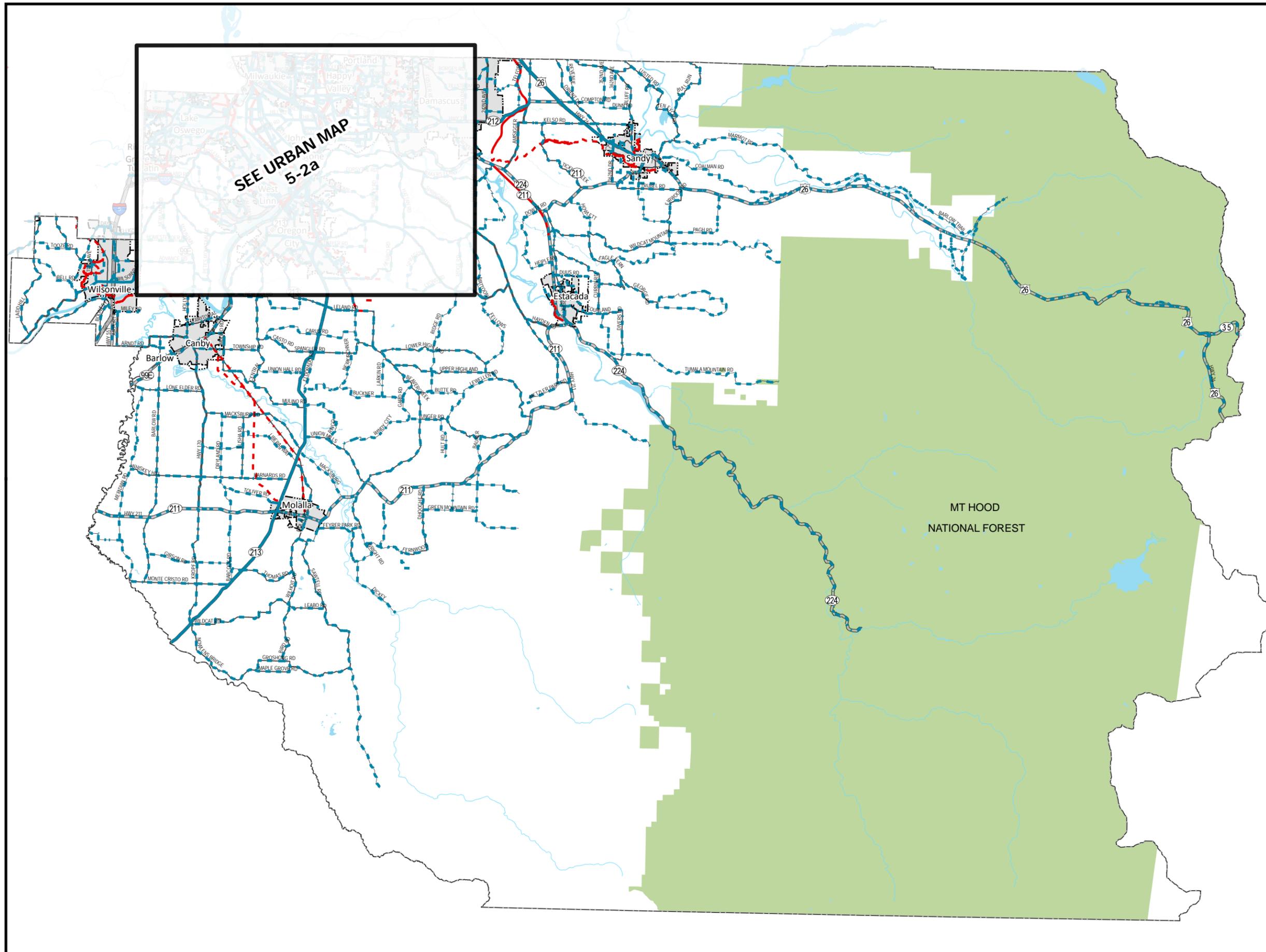
LOCATION: MULINO RD 200' WEST OF CENTRAL POINT RD
 GPS: N 45 14.278 W 122 38.058
 WEATHER: FOG ~ 35

Site: 31007
 Date: 11/3/2011
 Thursday

24 Hour Vehicle Classification
 Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	8	0	6	1	0	1	0	0	0	0	0	0	0	0
1:00 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	1	4	0	0	0	0	0	0	0	0	0	0
4:00 AM	18	0	14	1	0	3	0	0	0	0	0	0	0	0
5:00 AM	26	0	18	5	0	3	0	0	0	0	0	0	0	0
6:00 AM	79	0	52	16	0	11	0	0	0	0	0	0	0	0
7:00 AM	113	0	80	19	2	11	0	0	0	1	0	0	0	0
8:00 AM	70	0	45	11	0	11	1	0	2	0	0	0	0	0
9:00 AM	59	0	33	12	1	10	2	0	1	0	0	0	0	0
10:00 AM	64	0	42	13	0	6	2	0	1	0	0	0	0	0
11:00 AM	70	0	36	20	1	11	2	0	0	0	0	0	0	0
12:00 PM	75	1	44	18	1	9	2	0	0	0	0	0	0	0
1:00 PM	85	0	46	23	1	12	1	0	1	1	0	0	0	0
2:00 PM	102	0	68	25	0	6	2	0	1	0	0	0	0	0
3:00 PM	117	0	76	20	0	17	1	0	2	1	0	0	0	0
4:00 PM	133	0	77	34	0	20	1	0	1	0	0	0	0	0
5:00 PM	117	0	93	12	1	11	0	0	0	0	0	0	0	0
6:00 PM	96	2	64	21	1	8	0	0	0	0	0	0	0	0
7:00 PM	60	0	41	10	0	9	0	0	0	0	0	0	0	0
8:00 PM	43	0	33	6	0	3	0	0	1	0	0	0	0	0
9:00 PM	24	0	16	7	0	1	0	0	0	0	0	0	0	0
10:00 PM	15	0	13	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	14	0	9	4	0	1	0	0	0	0	0	0	0	0
Total	1403	3	916	285	8	164	14	0	10	3	0	0	0	0
%		0.2	65.3	20.3	0.6	11.7	1.0	0.0	0.7	0.2	0.0	0.0	0.0	0.0

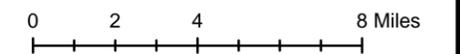
APPENDIX B - ATP MAPS



Planned Bikeway Network

Rural

- Existing Bikeway
- - - Planned Bikeway
- Existing Multi-Use Path
- - - Planned Multi-Use Path
- Urban Growth Boundary
- Incorporated City
- Mt. Hood National Forest



Last Amended March 1, 2014

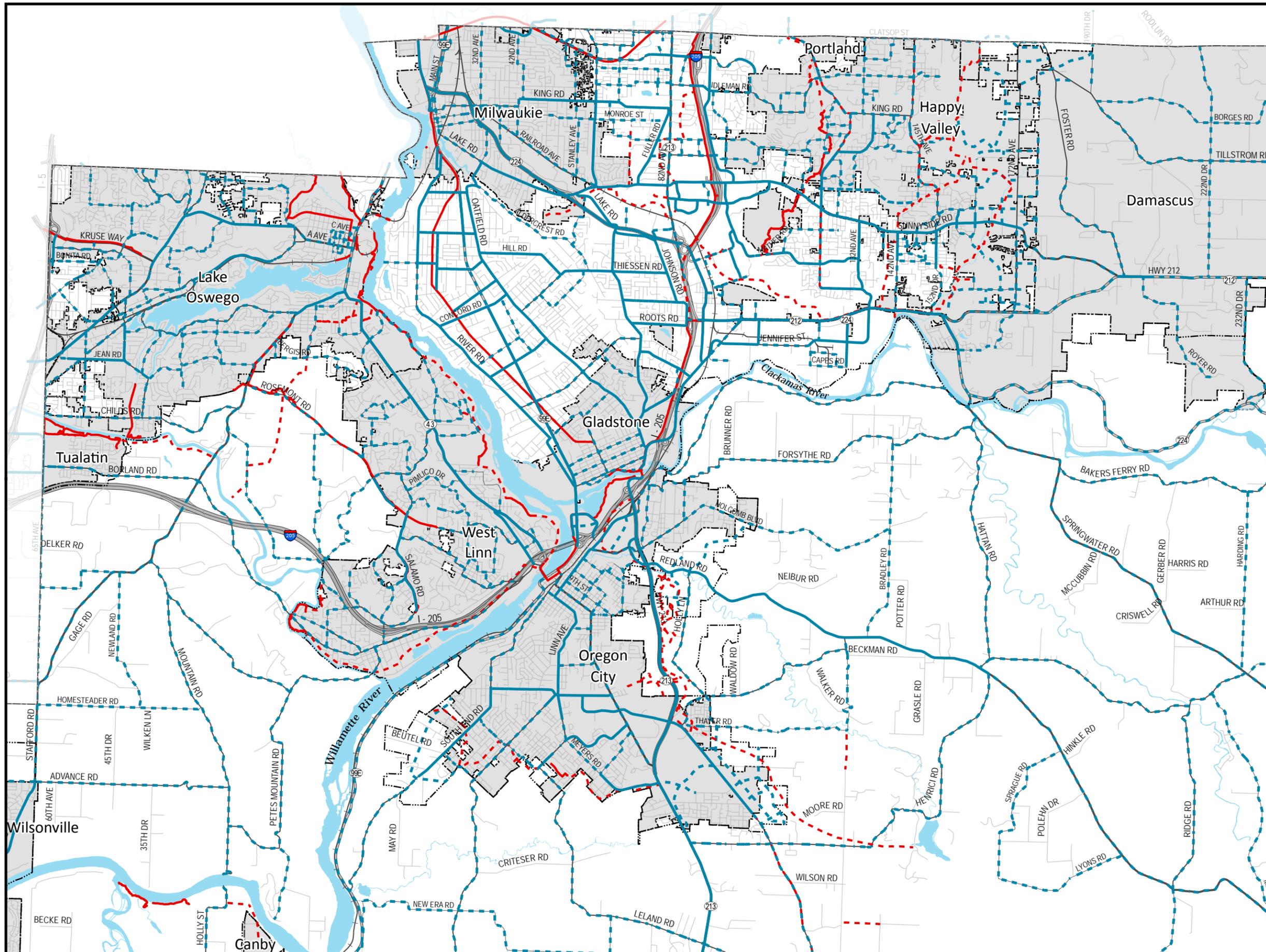


Department of Transportation & Development

The information provided was derived from digital databases from Clackamas County's GIS. Although we strive to provide the best data we can, we sometimes use data developed by jurisdictions outside Clackamas County. Therefore, Clackamas County cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are strongly cautioned to verify all information before making any decisions. The official Comprehensive Plan map is on file in the Clackamas Planning and Zoning Division. If you have additional questions regarding this map, please contact the Planning and Zoning Division.

COMPREHENSIVE PLAN

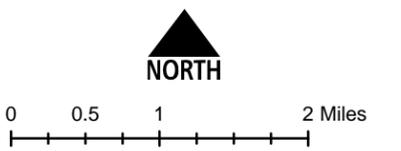
MAP 5-2b



Planned Bikeway Network

Urban

- Existing Bikeway
- - - Planned Bikeway
- Existing Multi-Use Path
- - - Planned Multi-Use Path
- Urban Growth Boundary
- Incorporated City



Last Amended March 1, 2014

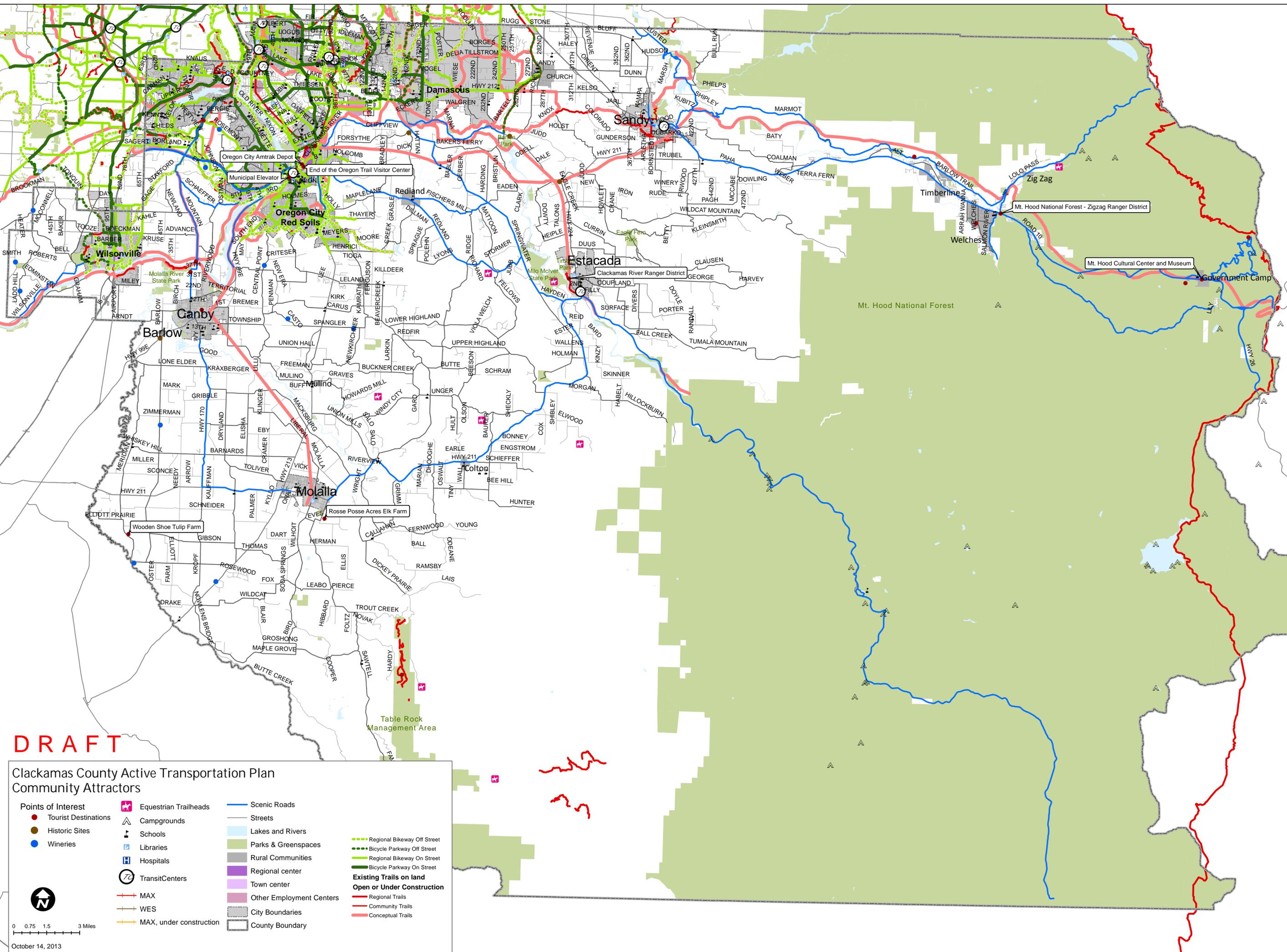


Department of Transportation & Development

The information provided was derived from digital databases from Clackamas County's GIS. Although we strive to provide the best data we can, we sometimes use data developed by jurisdictions outside Clackamas County. Therefore, Clackamas County cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are strongly cautioned to verify all information before making any decisions. The Official Comprehensive Plan map is on file in the Clackamas Planning and Zoning Division. If you have additional questions regarding this map, please contact the Planning and Zoning Division.

COMPREHENSIVE PLAN

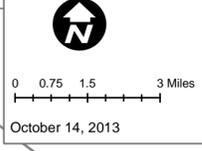
MAP 5-2a



DRAFT

**Clackamas County Active Transportation Plan
Community Attractors**

- | | | |
|--|---|---|
| <ul style="list-style-type: none"> ● Tourist Destinations ● Historic Sites ● Wineries | <ul style="list-style-type: none"> ⌘ Equestrian Trailheads ⌘ Campgrounds ⌘ Schools ⌘ Libraries ⌘ Hospitals ⌘ Transit Centers | <ul style="list-style-type: none"> — Scenic Roads — Streets — Lakes and Rivers — Parks & Greenspaces — Rural Communities — Regional center — Town center — Other Employment Centers — City Boundaries — County Boundary |
| <ul style="list-style-type: none"> — MAX — WES — MAX, under construction | <ul style="list-style-type: none"> — Regional Bikeway Off Street — Bicycle Parkway Off Street — Regional Bikeway On Street — Bicycle Parkway On Street | <p>Existing Trails on land</p> <ul style="list-style-type: none"> — Open or Under Construction — Regional Trails — Community Trails — Conceptual Trails |



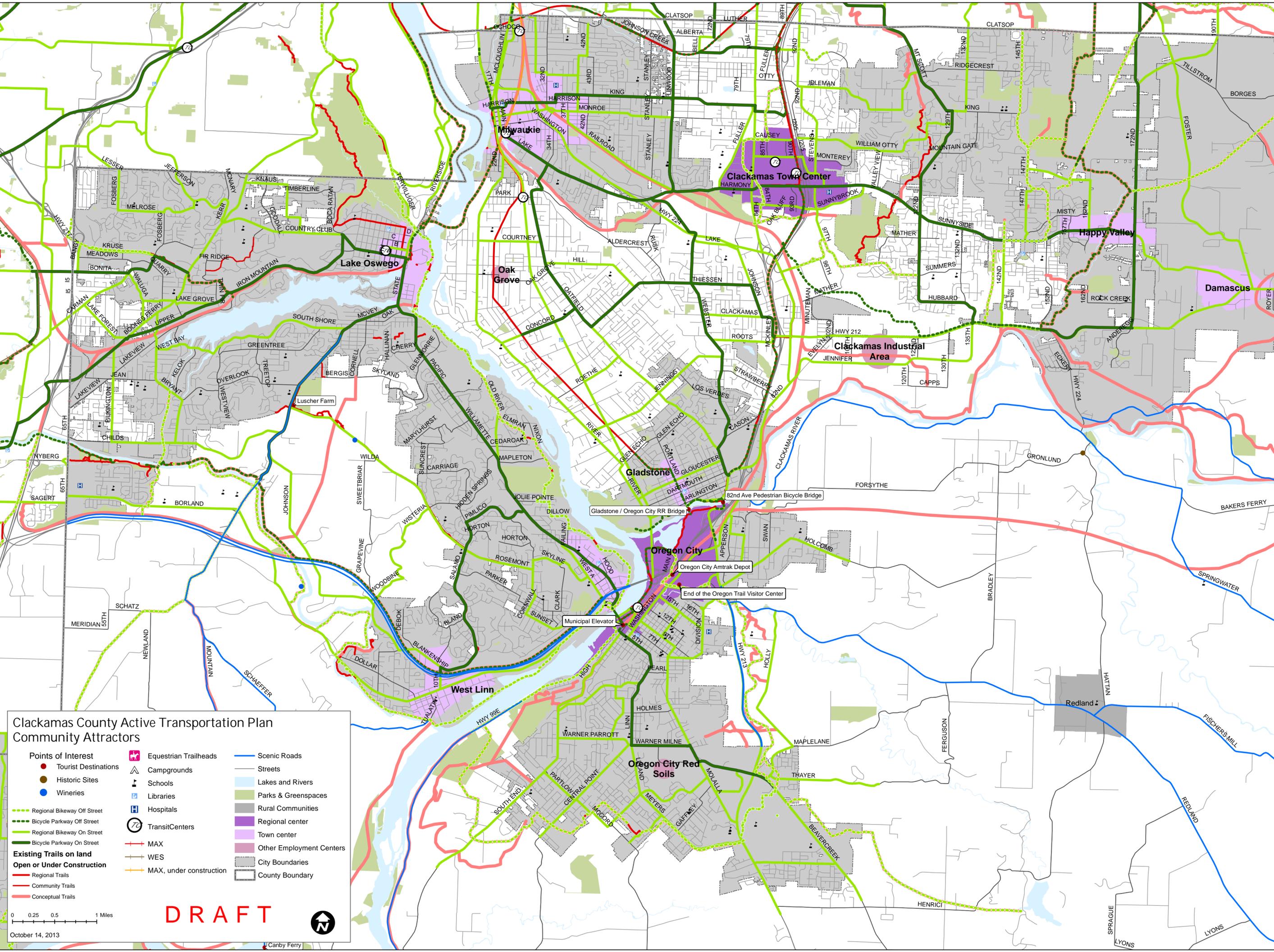
Clackamas County Active Transportation Plan Community Attractors

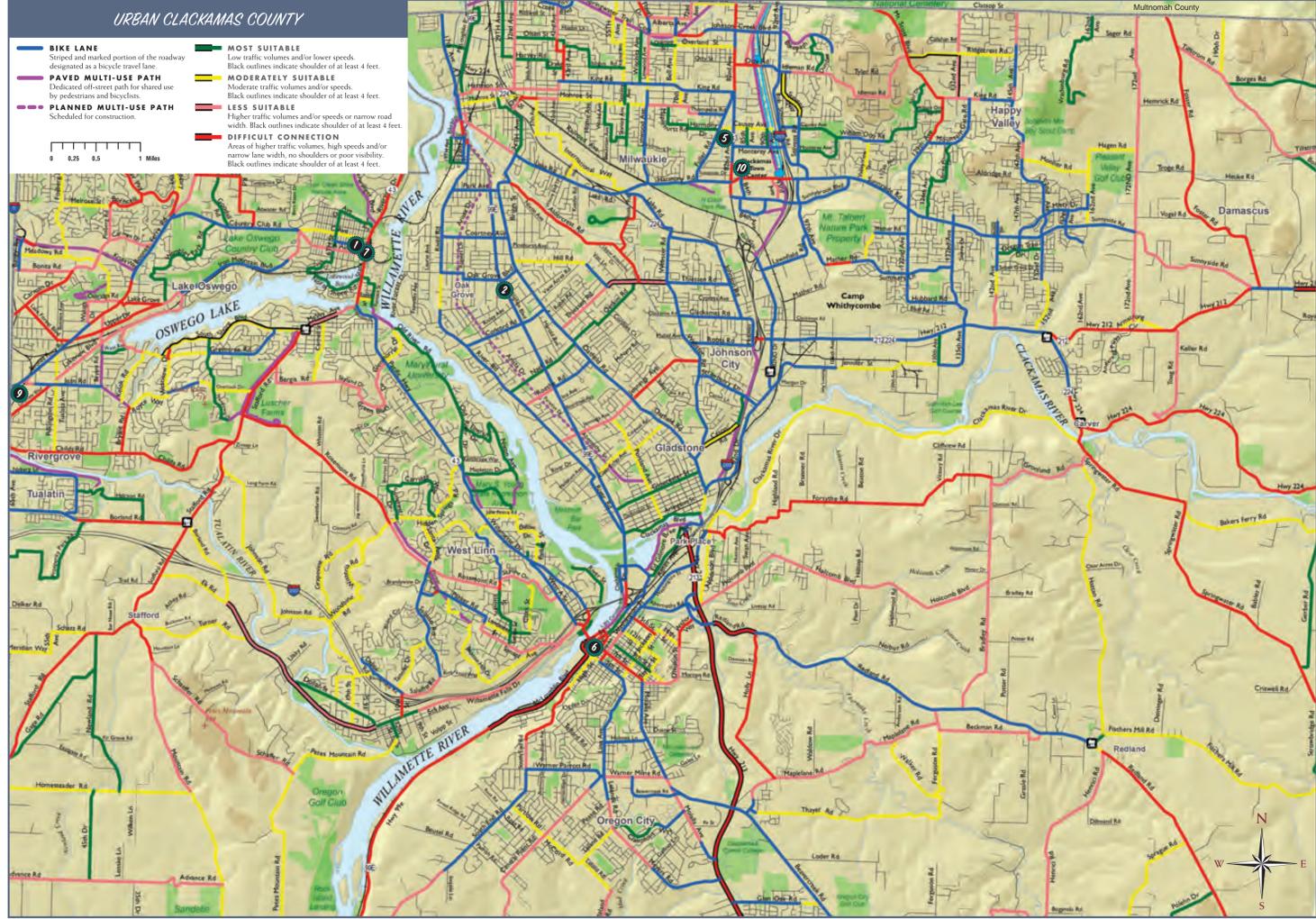
- | | | |
|--|---|---|
| <ul style="list-style-type: none"> ● Tourist Destinations ● Historic Sites ● Wineries | <ul style="list-style-type: none"> 🐎 Equestrian Trailheads ⛺ Campgrounds 🎓 Schools 📖 Libraries 🏥 Hospitals 🚇 Transit Centers ➡ MAX ➡ WES ➡ MAX, under construction | <ul style="list-style-type: none"> — Scenic Roads — Streets — Lakes and Rivers — Parks & Greenspaces — Rural Communities — Regional center — Town center — Other Employment Centers ▭ City Boundaries ▭ County Boundary |
|--|---|---|

0 0.25 0.5 1 Miles

October 14, 2013

DRAFT

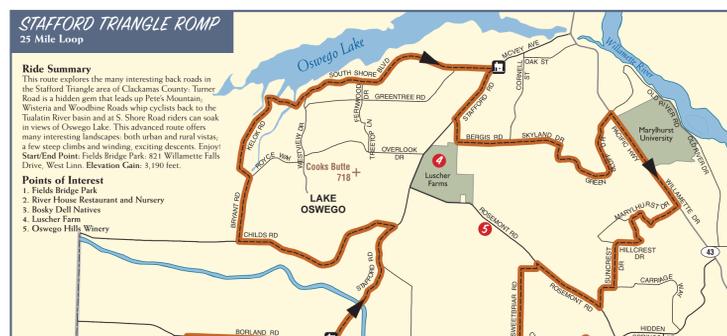
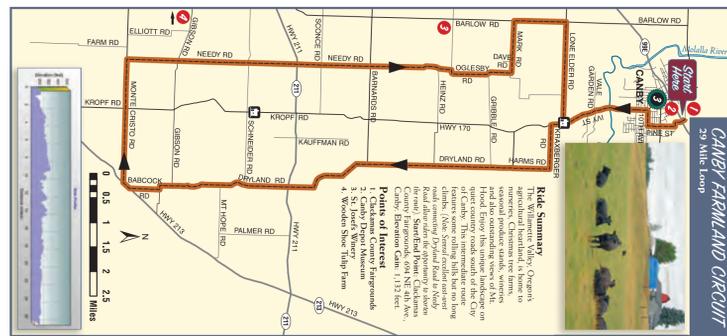
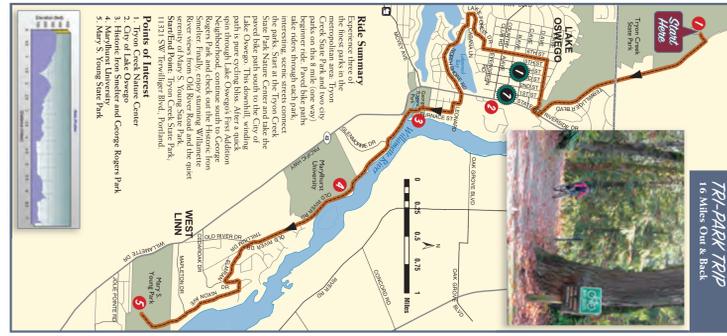
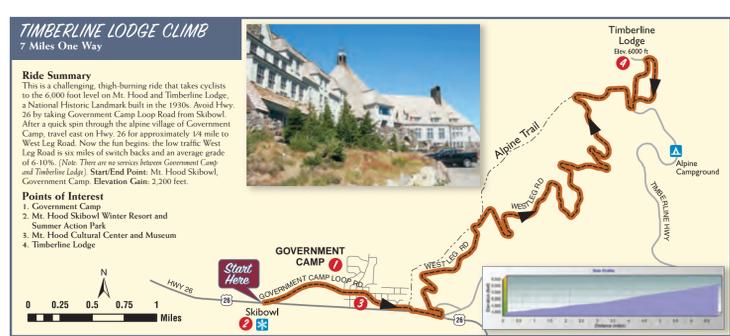
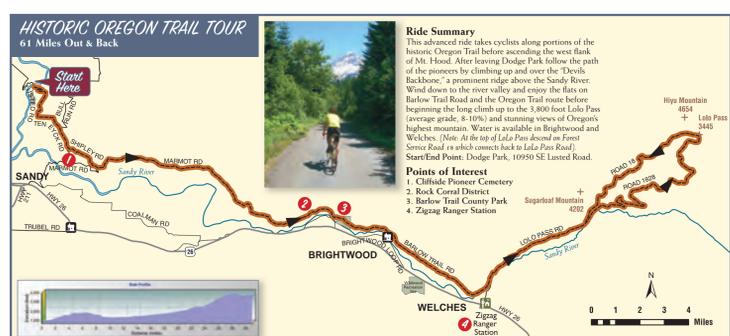
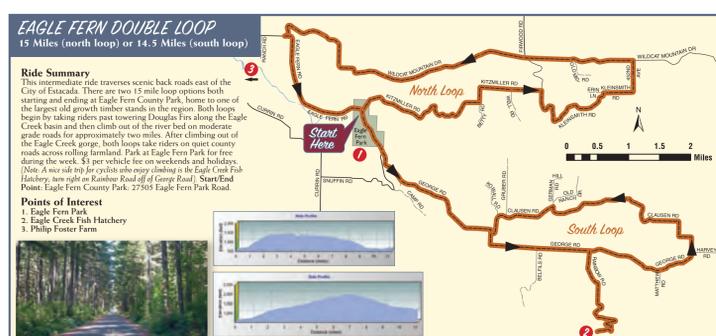
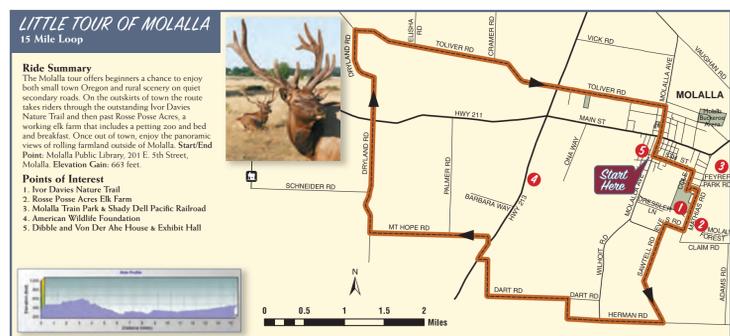
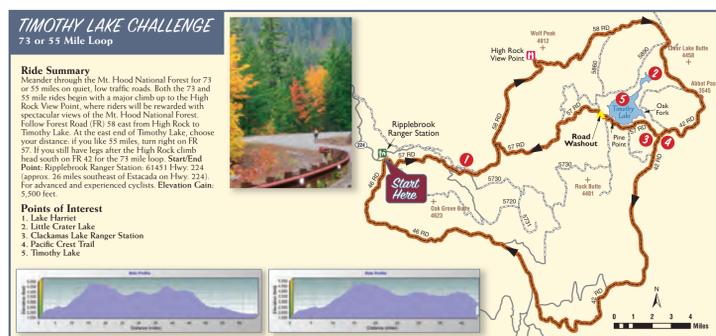





CLACKAMAS COUNTY Bike It! MAP

Bike To Work
Enjoy a Recreational Ride

The Clackamas County Bicycle Alliance is a county-wide, non-profit organization dedicated to promoting safe and enjoyable bicycling opportunities for all. The map is provided as a resource for bicyclists and is not intended to be used as a legal document. The map is provided as a resource for bicyclists and is not intended to be used as a legal document. The map is provided as a resource for bicyclists and is not intended to be used as a legal document.



Biking Resources

GOVERNMENT
Clackamas County Bicycle Coordinator 503-742-4500
Metro Transportation Department 503-797-1747
Multnomah County Bicycle Coordinator 503-988-5050
City of Portland Bicycle Program 503-823-2925
Washington County Bicycle Coordinator 503-846-3969

BICYCLE ORGANIZATIONS
Bicycle Transportation Alliance (BTA) 503-226-0676
www.bta.bikes.org
Community Cycling Center (CCC) 503-288-8864
www.communitycyclingcenter.org
Community Exchange Cycle Touring Club 503-266-4022
www.exchangecyclists.org
Portland United Mountain Peddlers (PUMP) 503-823-2925
www.pumpclub.org

Portland Wheelmen Touring Club
www.pwtc.com
503-257-7982 (ride hotline)
The Wheelmen offer up to two dozen weekly club rides, many in Clackamas County.

BIKES ON TRANSIT
Canby Area Transit (CAT) 503-266-4022
www.ci.canby.or.us/transportation/CAThomepage.htm
South Metro Area Rapid Transit (SMART) 503-652-7700
www.smart.com

OTHER BIKE RESOURCES
Oregon Cycling Manual
Booklet from ODOT to help cyclists ride safely and legally. Call 1-503-986-4196 to obtain a free copy.

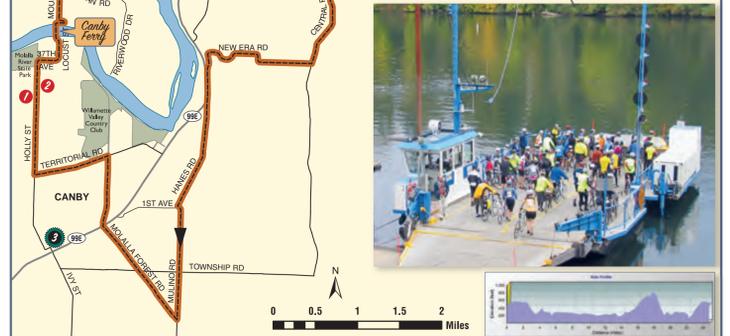
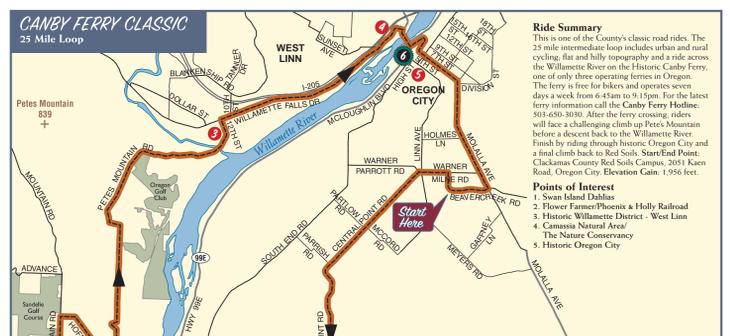
Pedal Power
A Legal Guide for Oregon Bicyclists. BTA publication that contains a wealth of information for cyclists: traffic laws relating to bicycles, safety tips and cyclist's legal rights. Call 503-226-0676 to obtain a copy.

www.byCycle.org
Locally developed trip planner that uses data from Metro, Clackamas County and other jurisdictions to create bike-friendly routes and directions.

Metro Bike Threat Map
Great map for Portland area commuters, recreational riders and anyone else getting around on human-powered two wheels. 2007 marked the 25th anniversary of this map.

www.bikeportland.org
Blog about Portland bike culture. Essential reading for any cyclist.

For more information on bicycling in Clackamas County or to purchase copies of this map contact:
www.MtHoodTerritory.com/biking.jsp or 800-424-3002



Following the rules of the road and the below safe bicycling tips will enhance your bicycling experience.

Safety Tips

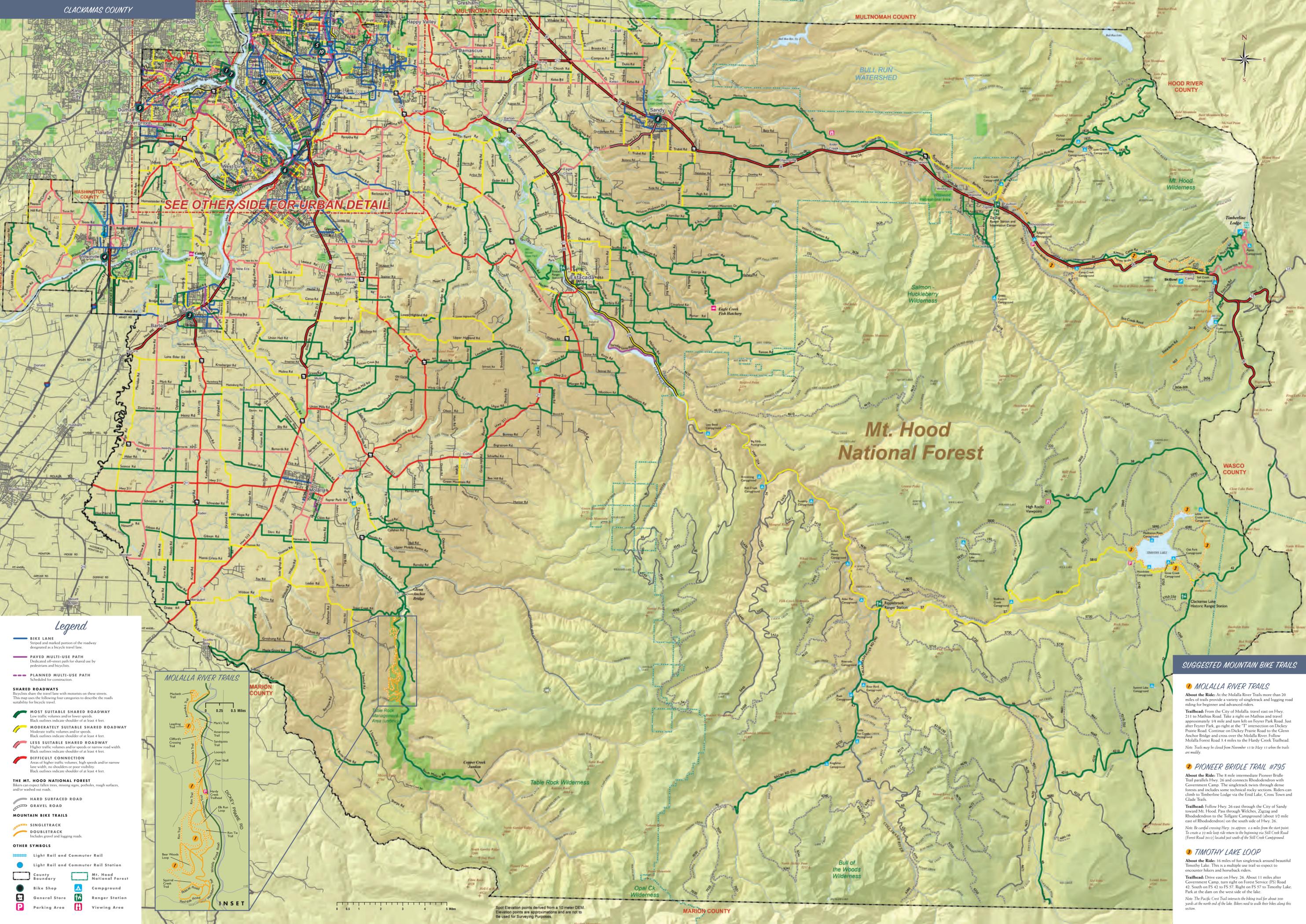
- BEFORE YOU RIDE**
 - Check your tires, brakes, lights, and horn.
 - Wear your seat belt and buckle up.
 - Don't drink and drive.
 - Wear your seat belt and buckle up.
- ON THE ROAD**
 - Use hand signals to let others know what you're doing.
 - Look back and to the side before changing lanes or turning.
 - Don't drink and drive.
 - Wear your seat belt and buckle up.
- IN EMERGENCIES**
 - Call 911 for help.
 - Stay calm and follow instructions.
 - Wear your seat belt and buckle up.

Bike Shops

- Bike Alley**
503-656-1600
www.bikealley.com
- Bike N' Hike**
503-656-1600
www.bikealley.com

RIDE INDEX

Timberline Lodge Climb
Government Camp Loop
Canby Farmland Circuit
Stafford Triangle Romp
Timothy Lake Challenge
Eagle Fern Double Loop
Little Tour of Molalla
Historic Oregon Trail Tour
Clackamas River Ride
Canby Ferry Classic
Stafford Triangle Romp
Timberline Lodge Climb
Government Camp Loop
Canby Farmland Circuit
Stafford Triangle Romp
Timothy Lake Challenge
Eagle Fern Double Loop
Little Tour of Molalla
Historic Oregon Trail Tour
Clackamas River Ride
Canby Ferry Classic



SEE OTHER SIDE FOR URBAN DETAIL

Mt. Hood National Forest

Legend

- BIKE LANE**
Striped and marked portion of the roadway designated as a bicycle travel lane.
- PAVED MULTI-USE PATH**
Dedicated off-street path for shared use by pedestrians and bicyclists.
- PLANNED MULTI-USE PATH**
Scheduled for construction.
- SHARED ROADWAYS**
Bicyclists share the travel lane with motorists on these streets. This map uses the following four categories to describe the road suitability for bicycle travel.
 - MOST SUITABLE SHARED ROADWAY**
Low traffic volumes and/or lower speeds. Black outlines indicate shoulder of at least 4 feet.
 - MODERATELY SUITABLE SHARED ROADWAY**
Moderate traffic volumes and/or speeds. Black outlines indicate shoulder of at least 4 feet.
 - LESS SUITABLE SHARED ROADWAY**
Higher traffic volumes and/or speeds or narrow road width. Black outlines indicate shoulder of at least 4 feet.
 - DIFFICULT CONNECTION**
Areas of higher traffic volumes, high speeds and/or narrow lane width, no shoulders or poor visibility. Black outlines indicate shoulder of at least 4 feet.
- THE MT. HOOD NATIONAL FOREST**
Bikers can expect fallen trees, missing signs, potholes, rough surfaces, and/or washed out roads.
 - HARD SURFACED ROAD**
 - GRAVEL ROAD**
- MOUNTAIN BIKE TRAILS**
 - SINGLETRACK**
 - DOUBLETRACK**
Includes gravel and logging roads.
- OTHER SYMBOLS**
 - Light Rail and Commuter Rail
 - Light Rail and Commuter Rail Station
 - County Boundary
 - Mt. Hood National Forest
 - Bike Shop
 - General Store
 - Parking Area
 - Campground
 - Ranger Station
 - Viewing Area



SUGGESTED MOUNTAIN BIKE TRAILS

- #### 1 MOLALLA RIVER TRAILS

About the Ride: At the Molalla River Trails more than 20 miles of trails provide a variety of singletrack and logging road riding for beginner and advanced riders.

Trailhead: From the City of Molalla, travel east on Hwy. 211 to Mathias Road. Take a right on Mathias and travel approximately 1/4 mile and turn left on Feyer Park Road. Just after Feyer Park, go right at the "T" intersection on Dickey Prairie Road. Continue on Dickey Prairie Road to the Glenn Anchor Bridge and cross over the Molalla River. Follow Molalla Forest Road 1.4 miles to the Hardy Creek Trailhead.

Note: Trails may be closed from November 15 to May 15 when the trails are mucky.
- #### 2 PIONEER BRIDLE TRAIL #795

About the Ride: The 8 mile intermediate Pioneer Bridle Trail parallels Hwy. 26 and connects Rhododendron with Government Camp. The singletrack twists through dense forests and includes some technical rocky sections. Riders can climb to Timberline Lodge via the End Lake, Cross Town and Glade Trails.

Trailhead: Follow Hwy. 26 east through the City of Sandy toward Mt. Hood. Pass through Wickles, Zigzag and Rhododendron to the Tollgate Campground (about 1/2 mile east of Rhododendron) on the south side of Hwy. 26.

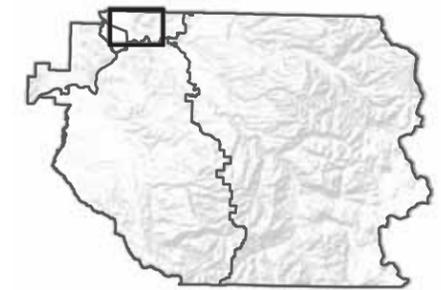
Note: Be careful crossing Hwy. 26 approx. 4 miles from the start point. To create a 22 mile loop ride return to the beginning via Still Creek Road (Forest Road 2612) located just south of the Still Creek Campground.
- #### 3 TIMOTHY LAKE LOOP

About the Ride: 16 miles of fun singletrack around beautiful Timothy Lake. This is a multiple use trail so expect to encounter hikers and horseback riders.

Trailhead: Drive east on Hwy. 26. About 11 miles after Government Camp, turn right on Forest Service (FS) Road 42. South on FS 42 to FS 57. Right on FS 57 to Timothy Lake Park at the dam on the west side of the lake.

Note: The Pacific Crest Trail intersects the biking trail for about 200 yards at the north end of the lake. Bikers need to walk their bikes along this section.

Spot Elevation points derived from a 10 meter DEM. Elevation points are approximations and are not to be used for Surveying Purposes.



Transportation Disadvantaged

- No Data
- Least Disadvantaged
- Somewhat Disadvantaged
- Disadvantaged
- Most Disadvantaged
- Incorporated Areas
- County Boundary
- UGB

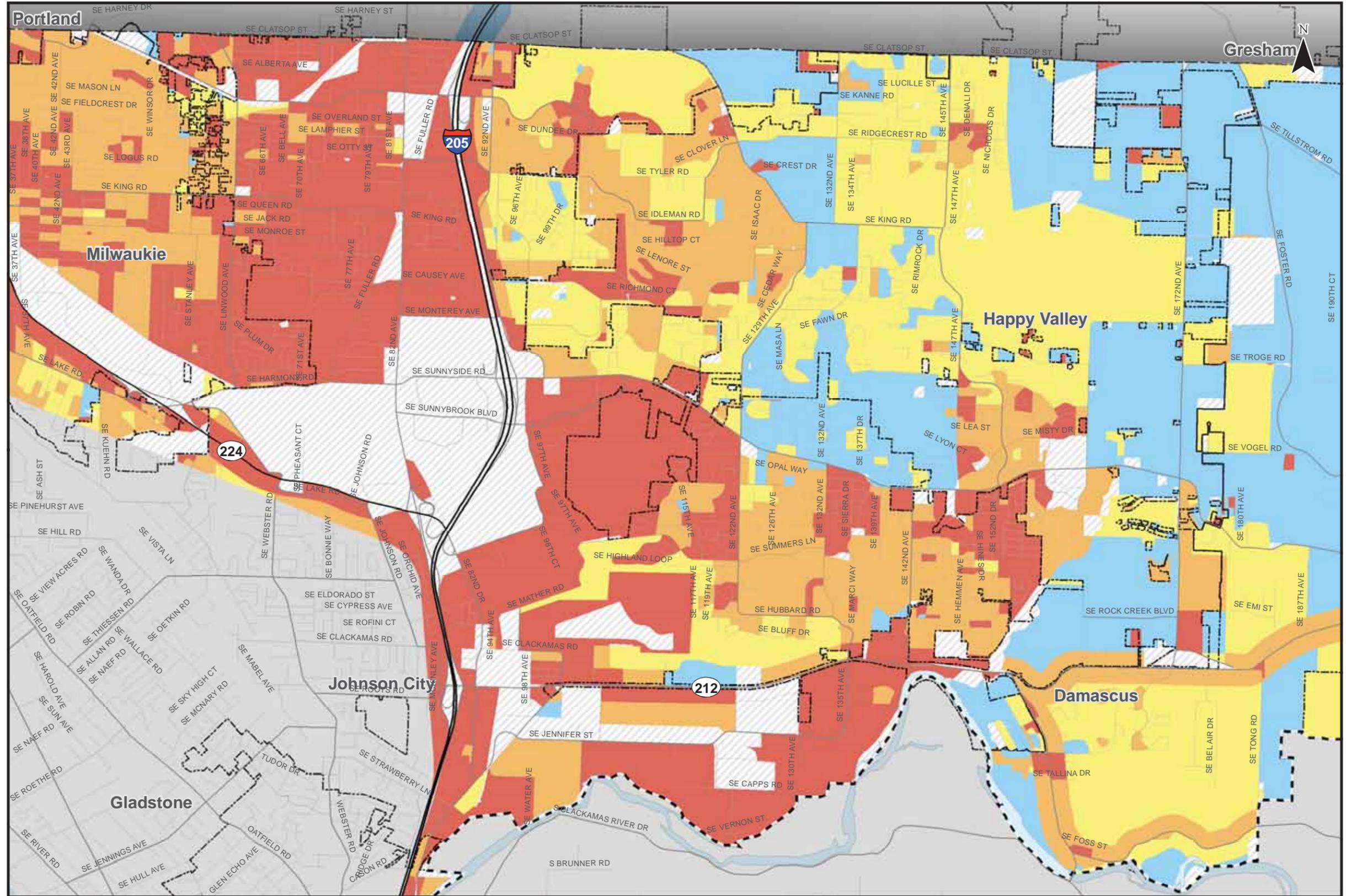
The Transportation Disadvantaged Index takes into account a number of demographic characteristics including age, income, ethnicity, vehicle ownership, ability to speak English, and proximity of freeway or highways to a household. The higher the index number the more disadvantaged the population is with respect to transportation.

More specifically the index is calculated at the census block level as the sum of people 65 and older, 17 and younger, under 200% of the poverty line, non-white and non-Hispanic, living in households with 0-1 vehicles, and living in households where no adult speaks English well. That sum is divided by total block population; twenty-five is added for areas within 500 feet of a freeway or highway. People fitting into multiple vulnerability categories are counted multiple times. Data at the household level is multiplied by 2.56 to convert it to a person unit. The number 2.56 is the average household size for Clackamas County. Data only available by tract is distributed among blocks based on the distribution of tract population.



Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

Data Source: US Census Bureau (2010 SF1, 5-year ACS estimates, Tiger/Line Shapefiles) Map and analysis by Liz Paterson, April 2012, Oregon Public Health Institute, Clackamas County, Metro Data Resource Center



**Transportation Disadvantaged Populations by Census Block
Greater Clackamas Regional Center / Industrial Area**

Figure
C 9



Transportation Disadvantaged

- No Data
- Least Disadvantaged
- Somewhat Disadvantaged
- Disadvantaged
- Most Disadvantaged
- Incorporated Areas
- County Boundary
- UGB

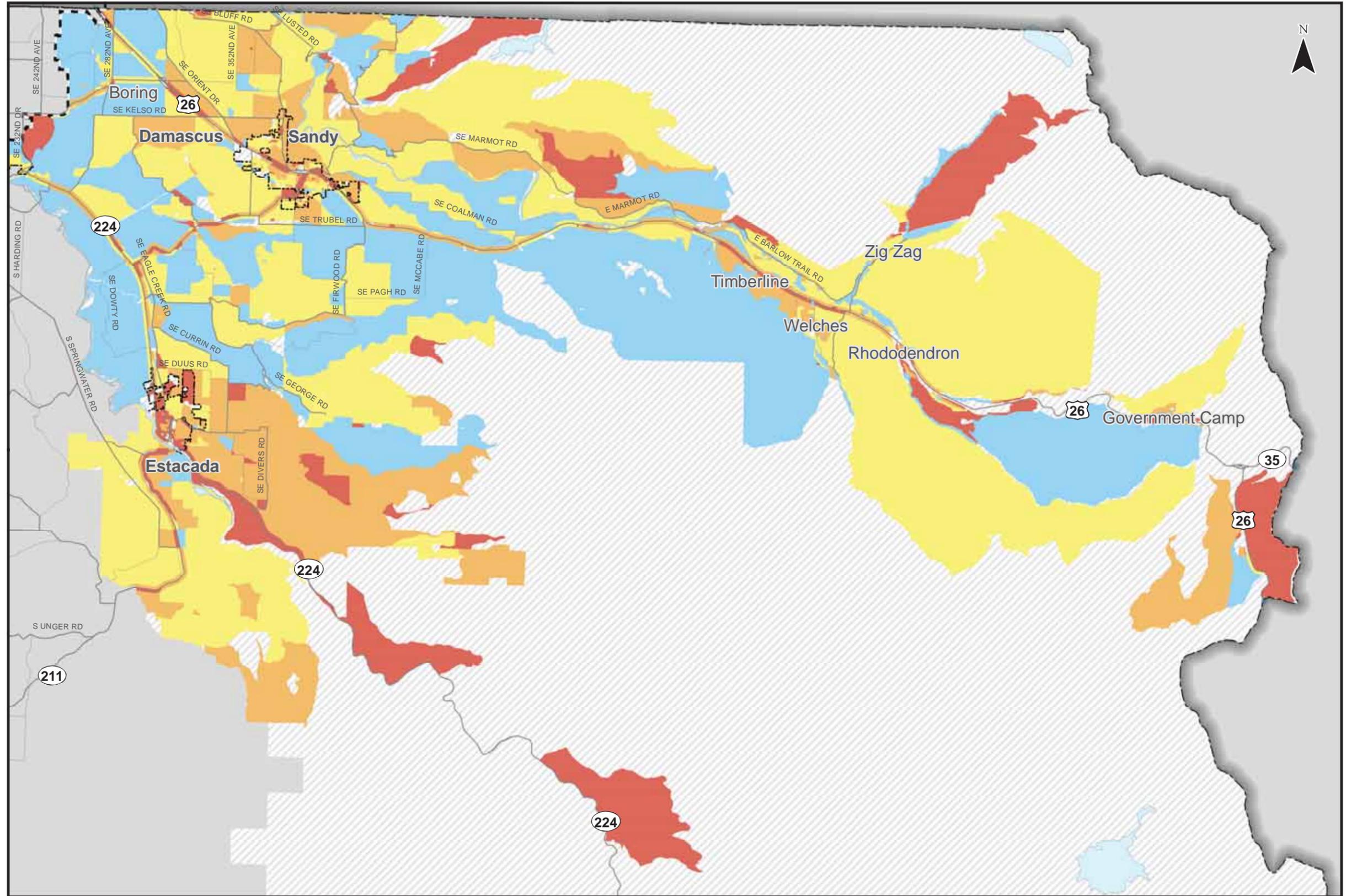
The Transportation Disadvantaged Index takes into account a number of demographic characteristics including age, income, ethnicity, vehicle ownership, ability to speak English, and proximity of freeway or highways to a household. The higher the index number the more disadvantaged the population is with respect to transportation.

More specifically the index is calculated at the census block level as the sum of people 65 and older, 17 and younger, under 200% of the poverty line, non-white and non-Hispanic, living in households with 0-1 vehicles, and living in households where no adult speaks English well. That sum is divided by total block population; twenty-five is added for areas within 500 feet of a freeway or highway. People fitting into multiple vulnerability categories are counted multiple times. Data at the household level is multiplied by 2.56 to convert it to a person unit. The number 2.56 is the average household size for Clackamas County. Data only available by tract is distributed among blocks based on the distribution of tract population.



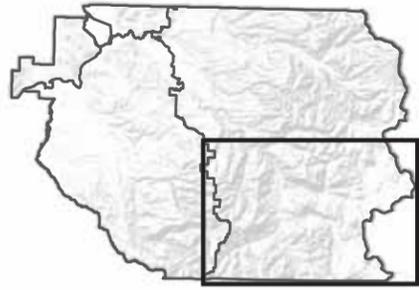
Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

Data Source: US Census Bureau (2010 SF1, 5-year ACS estimates, Tiger/Line Shapefiles) Map and analysis by Liz Paterson, April 2012, Oregon Public Health Institute, Clackamas County, Metro Data Resource Center



Transportation Disadvantaged Populations by Census Block East County - Northern Portion

Figure
EN 9



Transportation Disadvantaged

- No Data
- Least Disadvantaged
- Somewhat Disadvantaged
- Disadvantaged
- Most Disadvantaged
- Incorporated Areas
- County Boundary
- UGB

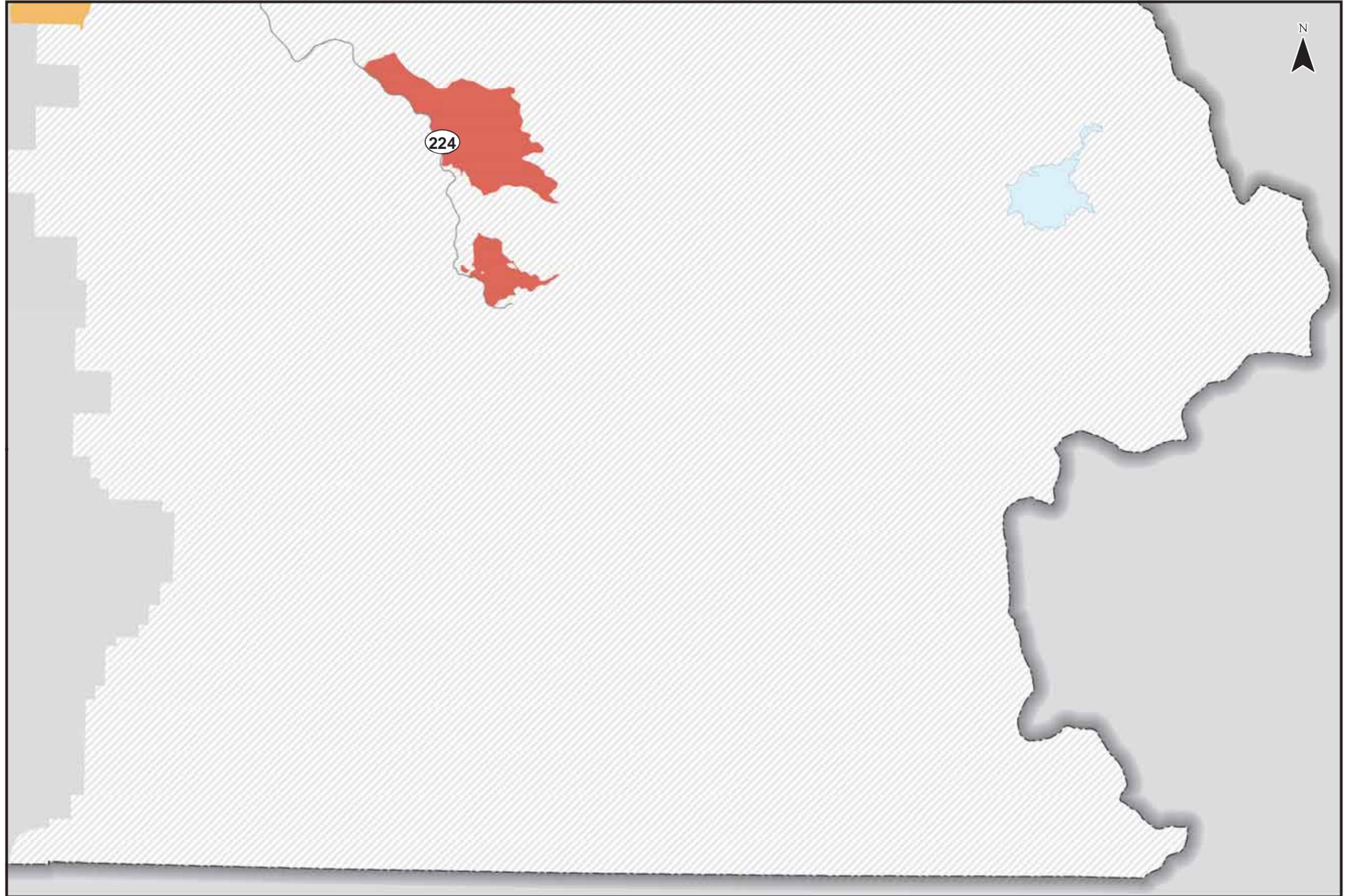
The Transportation Disadvantaged Index takes into account a number of demographic characteristics including age, income, ethnicity, vehicle ownership, ability to speak English, and proximity of freeway or highways to a household. The higher the index number the more disadvantaged the population is with respect to transportation.

More specifically the index is calculated at the census block level as the sum of people 65 and older, 17 and younger, under 200% of the poverty line, non-white and non-Hispanic, living in households with 0-1 vehicles, and living in households where no adult speaks English well. That sum is divided by total block population; twenty-five is added for areas within 500 feet of a freeway or highway. People fitting into multiple vulnerability categories are counted multiple times. Data at the household level is multiplied by 2.56 to convert it to a person unit. The number 2.56 is the average household size for Clackamas County. Data only available by tract is distributed among blocks based on the distribution of tract population.



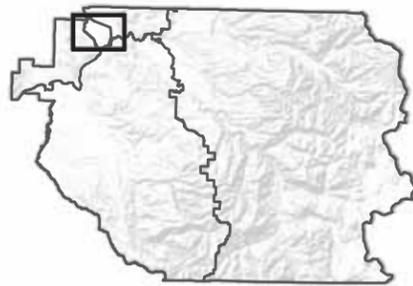
Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

Data Source: US Census Bureau (2010 SF1, 5-year ACS estimates, Tiger/Line Shapefiles) Map and analysis by Liz Paterson, April 2012, Oregon Public Health Institute, Clackamas County, Metro Data Resource Center



**Transportation Disadvantaged Populations by Census Block
East County - Southern Portion**

Figure
ES 9



Transportation Disadvantaged

- No Data
- Least Disadvantaged
- Somewhat Disadvantaged
- Disadvantaged
- Most Disadvantaged
- Incorporated Areas
- County Boundary
- UGB

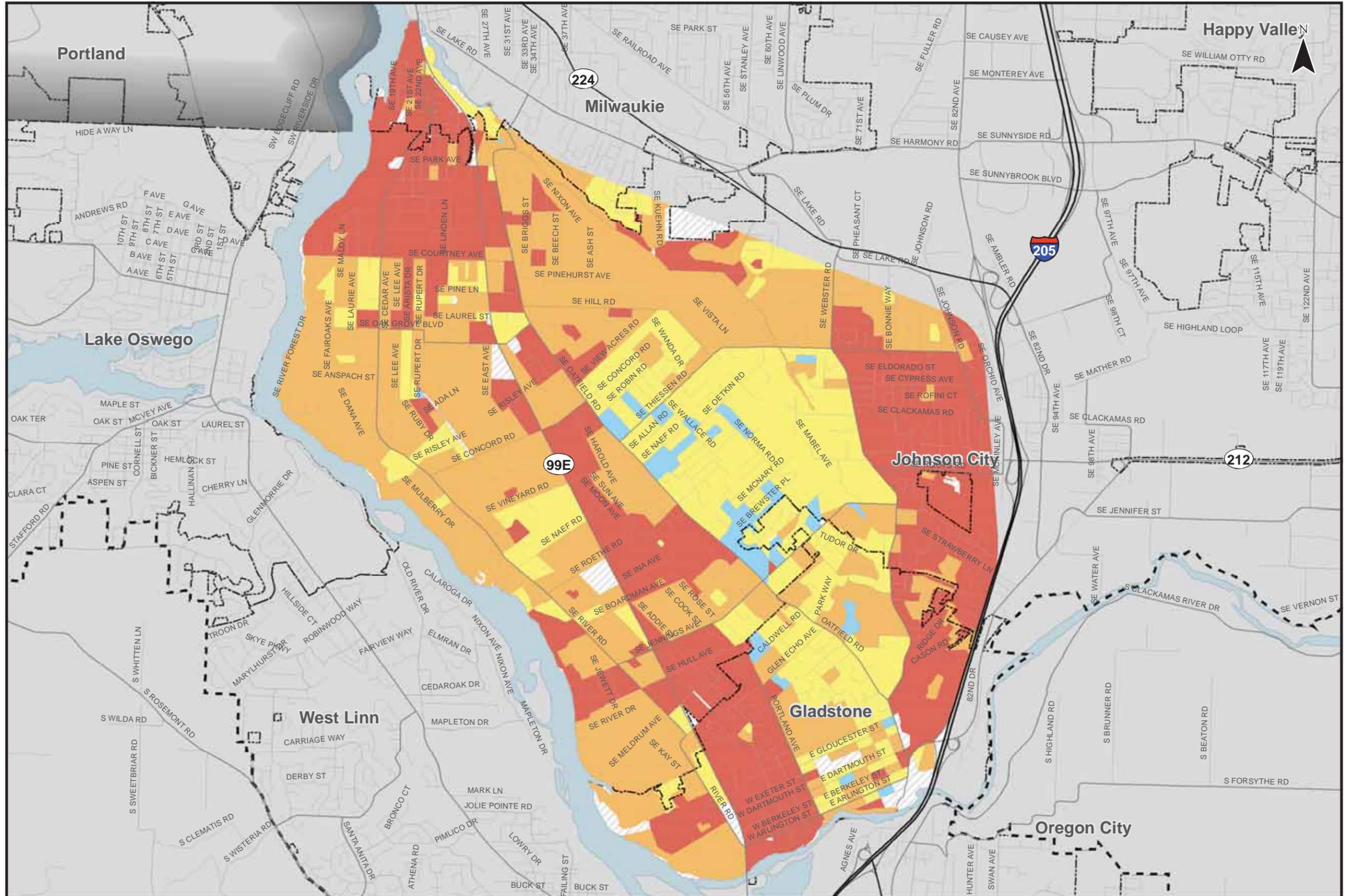
The Transportation Disadvantaged Index takes into account a number of demographic characteristics including age, income, ethnicity, vehicle ownership, ability to speak English, and proximity of freeway or highways to a household. The higher the index number the more disadvantaged the population is with respect to transportation.

More specifically the index is calculated at the census block level as the sum of people 65 and older, 17 and younger, under 200% of the poverty line, non-white and non-Hispanic, living in households with 0-1 vehicles, and living in households where no adult speaks English well. That sum is divided by total block population; twenty-five is added for areas within 500 feet of a freeway or highway. People fitting into multiple vulnerability categories are counted multiple times. Data at the household level is multiplied by 2.56 to convert it to a person unit. The number 2.56 is the average household size for Clackamas County. Data only available by tract is distributed among blocks based on the distribution of tract population.



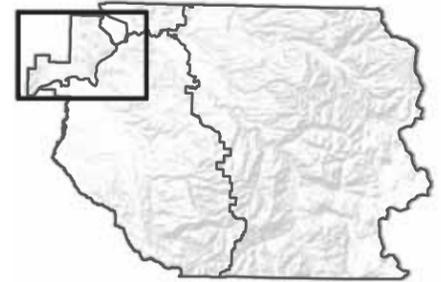
Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

Data Source: US Census Bureau (2010 SF1, 5-year ACS estimates, Tiger/Line Shapefiles) Map and analysis by Liz Paterson, April 2012, Oregon Public Health Institute, Clackamas County, Metro Data Resource Center



Transportation Disadvantaged Populations by Census Block Greater McLoughlin Area

Figure
M 9



Transportation Disadvantaged

- No Data
- Least Disadvantaged
- Somewhat Disadvantaged
- Disadvantaged
- Most Disadvantaged
- Incorporated Areas
- County Boundary
- UGB

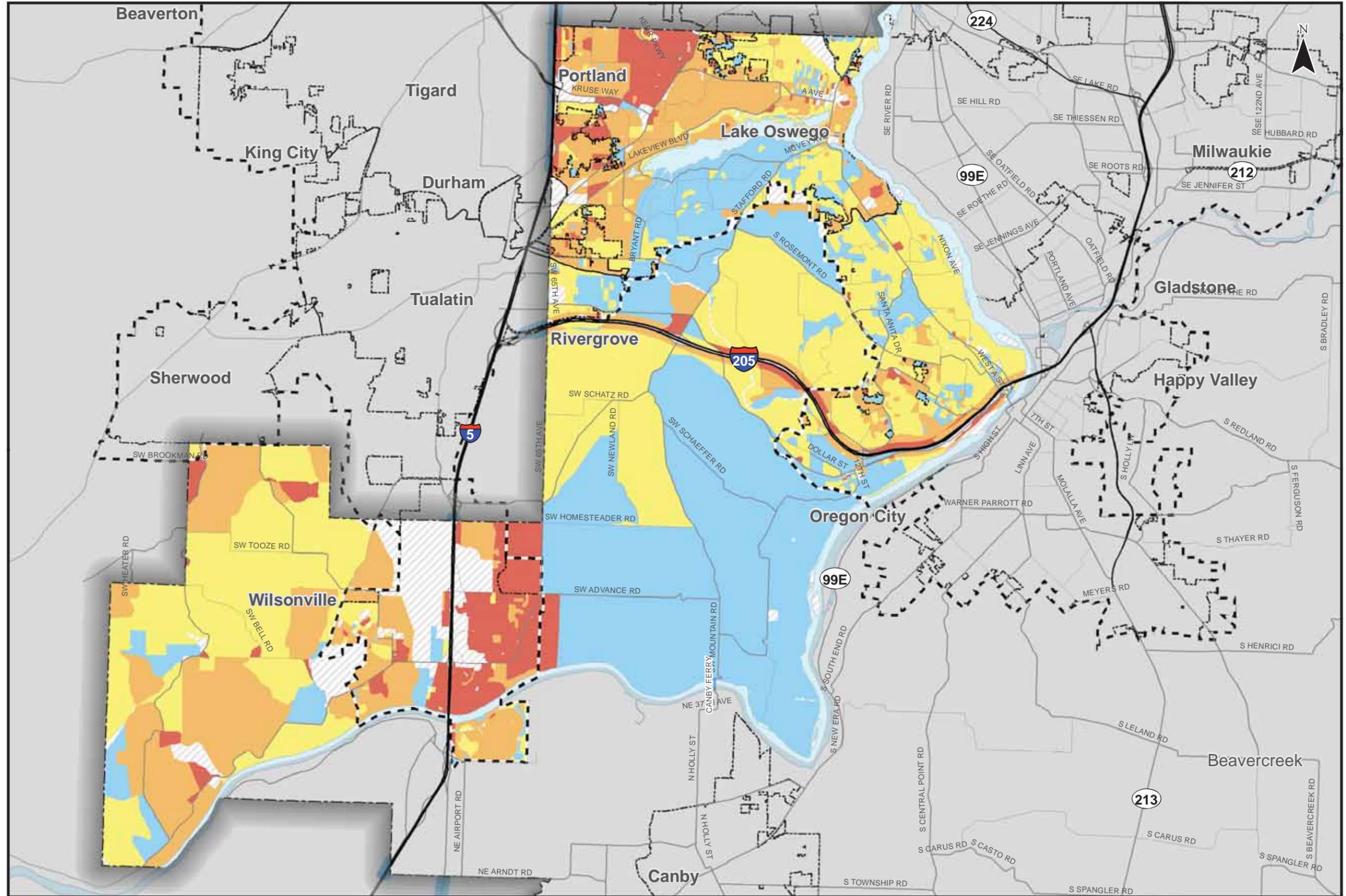
The Transportation Disadvantaged Index takes into account a number of demographic characteristics including age, income, ethnicity, vehicle ownership, ability to speak English, and proximity of freeway or highways to a household. The higher the index number the more disadvantaged the population is with respect to transportation.

More specifically the index is calculated at the census block level as the sum of people 65 and older, 17 and younger, under 200% of the poverty line, non-white and non-Hispanic, living in households with 0-1 vehicles, and living in households where no adult speaks English well. That sum is divided by total block population; twenty-five is added for areas within 500 feet of a freeway or highway. People fitting into multiple vulnerability categories are counted multiple times. Data at the household level is multiplied by 2.56 to convert it to a person unit. The number 2.56 is the average household size for Clackamas County. Data only available by tract is distributed among blocks based on the distribution of tract population.



Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

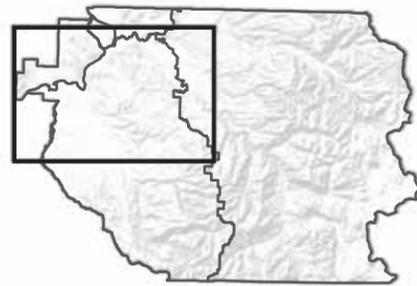
Data Source: US Census Bureau (2010 SF1, 5-year ACS estimates, Tiger/Line Shapefiles) Map and analysis by Liz Paterson, April 2012, Oregon Public Health Institute, Clackamas County, Metro Data Resource Center



**Transportation Disadvantaged Populations by Census Block
Northwest County**

Figure
NW 9

H:\proj\file11732 - Clackamas County TSP\figs\11x17 Maps\09 Transportation Disadvantaged Populations by Census Block.mxd



Transportation Disadvantaged

- No Data
- Least Disadvantaged
- Somewhat Disadvantaged
- Disadvantaged
- Most Disadvantaged
- Incorporated Areas
- County Boundary
- UGB

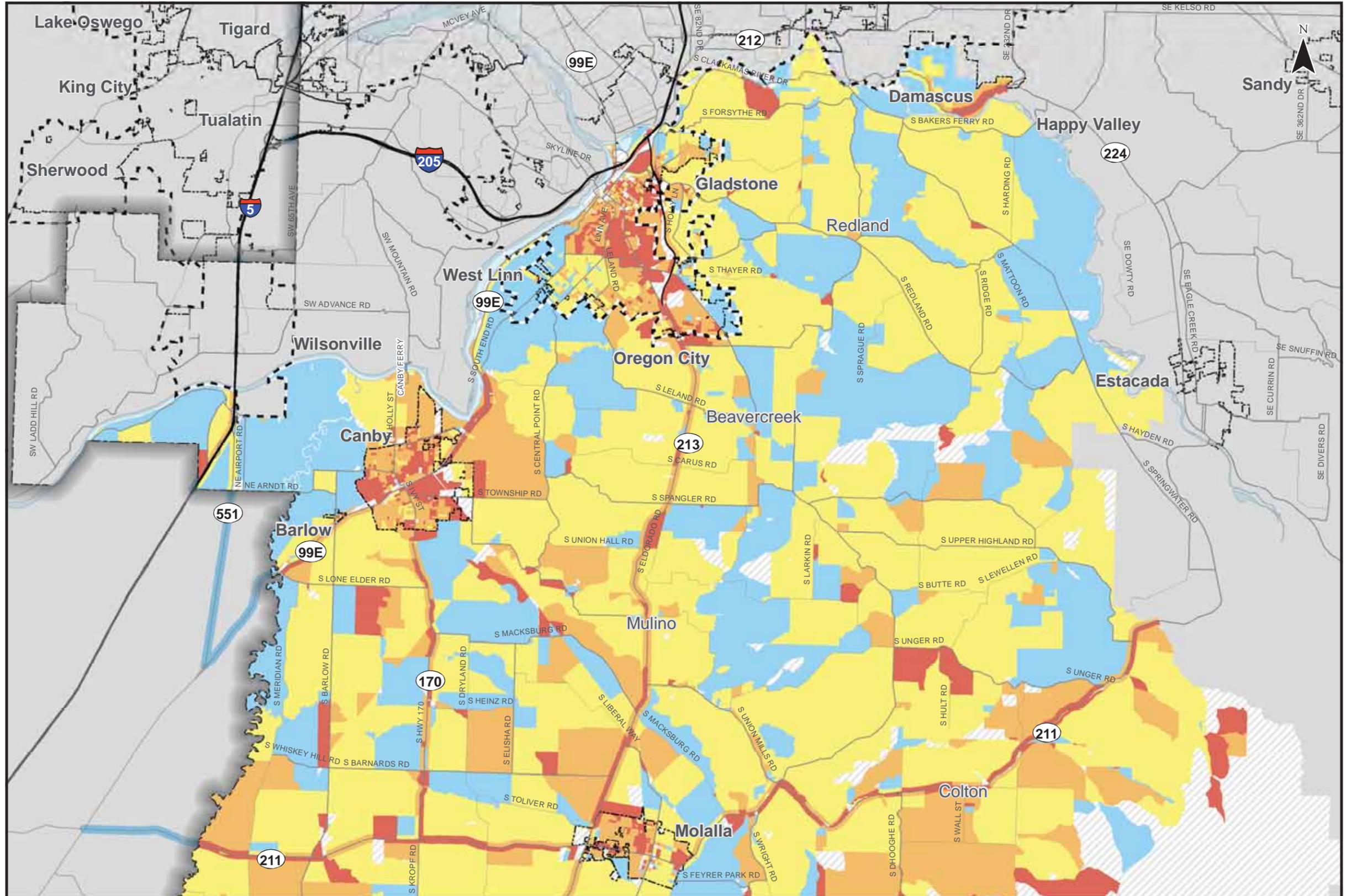
The Transportation Disadvantaged Index takes into account a number of demographic characteristics including age, income, ethnicity, vehicle ownership, ability to speak English, and proximity of freeway or highways to a household. The higher the index number the more disadvantaged the population is with respect to transportation.

More specifically the index is calculated at the census block level as the sum of people 65 and older, 17 and younger, under 200% of the poverty line, non-white and non-Hispanic, living in households with 0-1 vehicles, and living in households where no adult speaks English well. That sum is divided by total block population; twenty-five is added for areas within 500 feet of a freeway or highway. People fitting into multiple vulnerability categories are counted multiple times. Data at the household level is multiplied by 2.56 to convert it to a person unit. The number 2.56 is the average household size for Clackamas County. Data only available by tract is distributed among blocks based on the distribution of tract population.



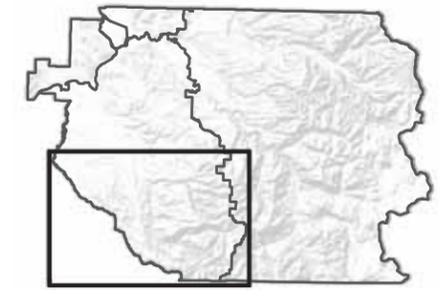
Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

Data Source: US Census Bureau (2010 SF1, 5-year ACS estimates, Tiger/Line Shapefiles) Map and analysis by Liz Paterson, April 2012, Oregon Public Health Institute, Clackamas County, Metro Data Resource Center



**Transportation Disadvantaged Populations by Census Block
Southwest County - Northern Portion**

Figure
SN 9



Transportation Disadvantaged

- No Data
- Least Disadvantaged
- Somewhat Disadvantaged
- Disadvantaged
- Most Disadvantaged
- Incorporated Areas
- County Boundary
- UGB

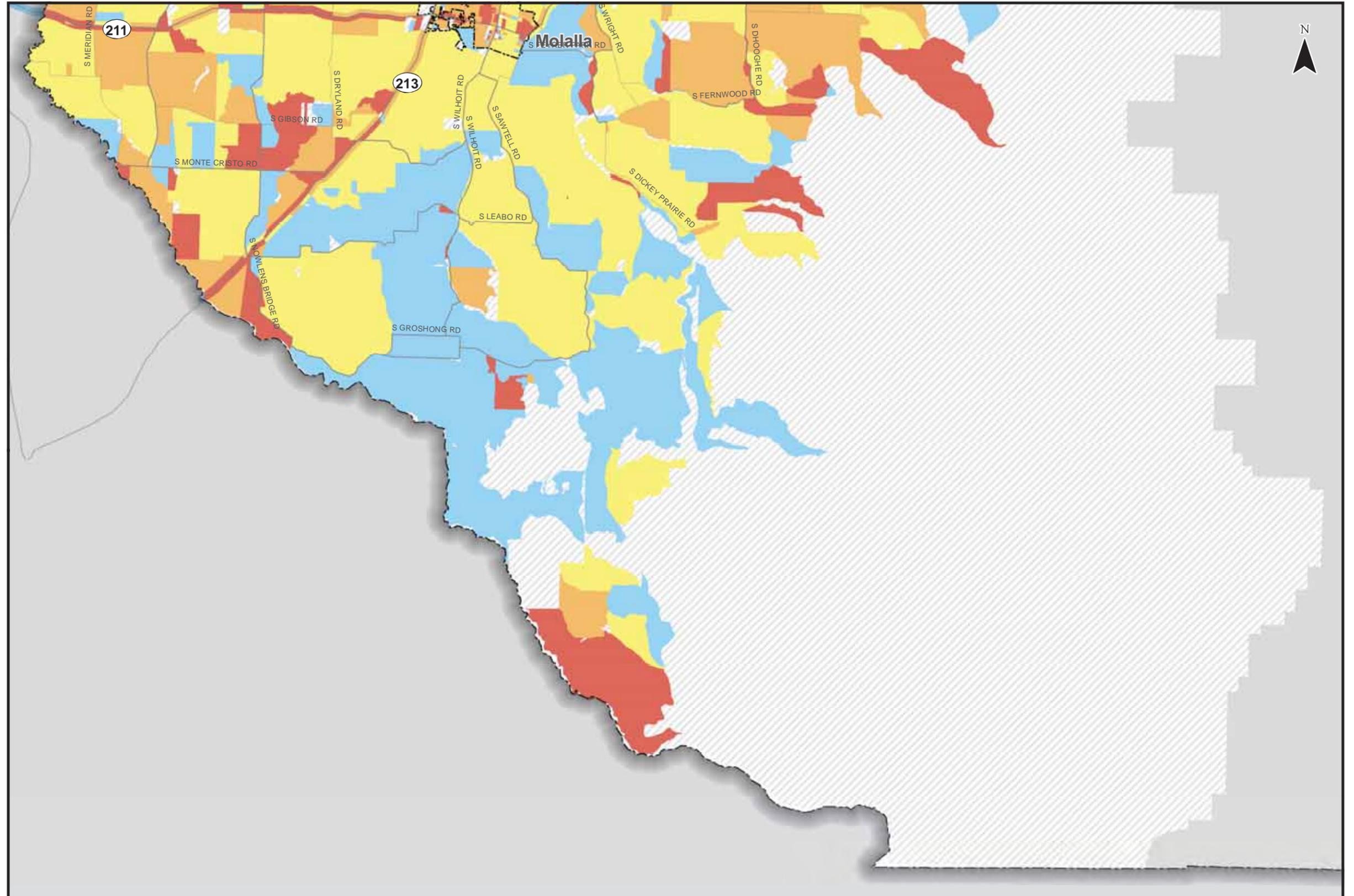
The Transportation Disadvantaged Index takes into account a number of demographic characteristics including age, income, ethnicity, vehicle ownership, ability to speak English, and proximity of freeway or highways to a household. The higher the index number the more disadvantaged the population is with respect to transportation.

More specifically the index is calculated at the census block level as the sum of people 65 and older, 17 and younger, under 200% of the poverty line, non-white and non-Hispanic, living in households with 0-1 vehicles, and living in households where no adult speaks English well. That sum is divided by total block population; twenty-five is added for areas within 500 feet of a freeway or highway. People fitting into multiple vulnerability categories are counted multiple times. Data at the household level is multiplied by 2.56 to convert it to a person unit. The number 2.56 is the average household size for Clackamas County. Data only available by tract is distributed among blocks based on the distribution of tract population.



Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

Data Source: US Census Bureau (2010 SF1, 5-year ACS estimates, Tiger/Line Shapefiles) Map and analysis by Liz Paterson, April 2012, Oregon Public Health Institute, Clackamas County, Metro Data Resource Center



**Transportation Disadvantaged Populations by Census Block
Southwest County - Southern Portion**

Figure
SS 9

APPENDIX C – SURVEY OF CLACKMAS COUNTY
USERS

Clackamas County ATP Survey Part 1

Draft survey results.

In a typical week, people used a BICYCLE for WORK TRIPS,

Choices (Score)	Percentage	Count
7 days/ week (8)	0.00%	0
6 days/ week (7)	0.29%	1
5 days/ week (6)	9.77%	34
4 days/ week (5)	2.59%	9
3 days/ week (4)	3.74%	13
2 days/ week (3)	7.18%	25
1 day/ week (2)	4.31%	15
None (1)	72.13%	251
Total		348
Unanswered		55
Avg Score		1.9

In a typical week, people used a BICYCLE for SHOPPING TRIPS,

Choices (Score)	Percentage	Count
7 days/ week (8)	1.17%	4
6 days/ week (7)	0.29%	1
5 days/ week (6)	0.58%	2
4 days/ week (5)	1.46%	5
3 days/ week (4)	5.83%	20
2 days/ week (3)	8.75%	30
1 day/ week (2)	13.70%	47
None (1)	68.22%	234
Total		343
Unanswered		60
Avg Score		1.7

In a typical week, people used a BICYCLE to travel to SCHOOL,

Choices (Score)	Percentage	Count
7 days/ week (8)	0.00%	0

6 days/ week (7)	0.31%	1
5 days/ week (6)	2.47%	8
4 days/ week (5)	0.00%	0
3 days/ week (4)	0.31%	1
2 days/ week (3)	2.16%	7
1 day/ week (2)	1.23%	4
None (1)	93.52%	303
Total		324
Unanswered		79
Avg Score		1.2

In a typical week, people used a BICYCLE for PHYSICAL EXERCISE,

Choices (Score)	Percentage	Count
7 days/ week (8)	1.89%	7
6 days/ week (7)	1.89%	7
5 days/ week (6)	3.77%	14
4 days/ week (5)	5.12%	19
3 days/ week (4)	10.78%	40
2 days/ week (3)	11.32%	42
1 day/ week (2)	17.52%	65
None (1)	47.71%	177
Total		371
Unanswered		32
Avg Score		2.4

In a typical week, people used a BICYCLE to travel to an EVENT or SOCIAL DESTINATION,

Choices (Score)	Percentage	Count
7 days/ week (8)	0.87%	3
6 days/ week (7)	0.29%	1
5 days/ week (6)	1.16%	4
4 days/ week (5)	2.32%	8
3 days/ week (4)	6.38%	22
2 days/ week (3)	7.54%	26

1 day/ week (2)	15.07%	52
None (1)	66.38%	229
Total		345
Unanswered		58
Avg Score		1.7

In a typical week, people used a BICYCLE for LEISURE,

Choices (Score)	Percentage	Count
7 days/ week (8)	0.57%	2
6 days/ week (7)	1.14%	4
5 days/ week (6)	2.27%	8
4 days/ week (5)	2.56%	9
3 days/ week (4)	5.97%	21
2 days/ week (3)	9.94%	35
1 day/ week (2)	22.16%	78
None (1)	55.40%	195
Total		352
Unanswered		51
Avg Score		1.9

Popular 'other' reasons people would BICYCLE more?

- If there were more physically separated bicycle facilities
- If there were separated facility connections to neighboring cities
- If I owned a bicycle

People would use their BICYCLE more if,

Choices	Percentage	Count
There were more bicycle lanes to ride on	44.17%	178
There were wider bicycle lanes	33.00%	133
There were places to bicycle to closer to my home	31.27%	126
There were separated bicycle facilities	28.54%	115
I would not bicycle more	23.82%	96
If the land was flatter in my area	15.63%	63
Total Entries		403
Unanswered		39

People would most likely use a BICYCLE on the following bicycle facilities,

Choices	Percentage	Count
Multi-use path (No cars allowed)	<input type="text" value="71.96%"/> 71.96%	290
Bicycle Lane	<input type="text" value="60.05%"/> 60.05%	242
Protected bicycle lane (Protection is a row of parked cars, bollards, jersey barrier, etc.)	<input type="text" value="56.82%"/> 56.82%	229
Buffered bicycle lane (A striped buffer is between the bicycle lane and car traffic)	<input type="text" value="56.33%"/> 56.33%	227
Mixed traffic – (Shared lane marking “Sharrow”)	<input type="text" value="31.02%"/> 31.02%	125
Mixed traffic (No bicycle lane or shared lane marking “Sharrow”)	<input type="text" value="21.34%"/> 21.34%	86
	Total Entries	403
	Unanswered	60

In the a typical week, people have WALKED to WORK,

Choices (Score)	Percentage	Count
7 days/ week (8)	<input type="text" value="1.85%"/> 1.85%	6
6 days/ week (7)	<input type="text" value="0.00%"/> 0.00%	0
5 days/ week (6)	<input type="text" value="2.78%"/> 2.78%	9
4 days/ week (5)	<input type="text" value="2.16%"/> 2.16%	7
3 days/ week (4)	<input type="text" value="3.09%"/> 3.09%	10
2 days/ week (3)	<input type="text" value="3.40%"/> 3.40%	11
1 day/ week (2)	<input type="text" value="4.32%"/> 4.32%	14
None (1)	<input type="text" value="82.41%"/> 82.41%	267
	Total	324
	Unanswered	79
	Avg Score	1.6

In the a typical week, people have WALKED for SHOPPING TRIPS,

Choices (Score)	Percentage	Count
7 days/ week (8)	<input type="text" value="1.76%"/> 1.76%	6
6 days/ week (7)	<input type="text" value="0.29%"/> 0.29%	1
5 days/ week (6)	<input type="text" value="4.12%"/> 4.12%	14
4 days/ week (5)	<input type="text" value="3.24%"/> 3.24%	11
3 days/ week (4)	<input type="text" value="7.94%"/> 7.94%	27
2 days/ week (3)	<input type="text" value=""/>	50

	14.71%	
1 day/ week (2)	22.65%	77
None (1)	45.29%	154
	Total	340
	Unanswered	63
	Avg Score	2.2

In the a typical week, people have WALKED to SCHOOL,

Choices (Score)	Percentage	Count
7 days/ week (8)	1.29%	4
6 days/ week (7)	0.00%	0
5 days/ week (6)	3.55%	11
4 days/ week (5)	1.94%	6
3 days/ week (4)	1.94%	6
2 days/ week (3)	3.23%	10
1 day/ week (2)	2.90%	9
None (1)	85.16%	264
	Total	310
	Unanswered	93
	Avg Score	1.5

In the a typical week, people have WALKED for PHYSICAL EXERCISE,

Choices (Score)	Percentage	Count
7 days/ week (8)	8.99%	33
6 days/ week (7)	4.63%	17
5 days/ week (6)	9.26%	34
4 days/ week (5)	7.63%	28
3 days/ week (4)	16.89%	62
2 days/ week (3)	17.44%	64
1 day/ week (2)	15.80%	58
None (1)	19.35%	71
	Total	367
	Unanswered	36
	Avg Score	3.7

In the a typical week, people have WALKED to EVENT or SOCIAL DESTINATION,

Choices (Score)	Percentage	Count
7 days/ week (8)	<input type="checkbox"/> 2.40%	8
6 days/ week (7)	<input type="checkbox"/> 0.00%	0
5 days/ week (6)	<input type="checkbox"/> 3.29%	11
4 days/ week (5)	<input type="checkbox"/> 1.50%	5
3 days/ week (4)	<input type="checkbox"/> 6.29%	21
2 days/ week (3)	<input type="checkbox"/> 14.37%	48
1 day/ week (2)	<input type="checkbox"/> 18.56%	62
None (1)	<input type="checkbox"/> 53.59%	179
Total		334
Unanswered		69
Avg Score		2.1

In the a typical week, people have WALKED for LEISURE,

Choices (Score)	Percentage	Count
7 days/ week (8)	<input type="checkbox"/> 4.89%	17
6 days/ week (7)	<input type="checkbox"/> 3.74%	13
5 days/ week (6)	<input type="checkbox"/> 4.89%	17
4 days/ week (5)	<input type="checkbox"/> 5.46%	19
3 days/ week (4)	<input type="checkbox"/> 12.36%	43
2 days/ week (3)	<input type="checkbox"/> 18.97%	66
1 day/ week (2)	<input type="checkbox"/> 25.29%	88
None (1)	<input type="checkbox"/> 24.43%	85
Total		348
Unanswered		55
Avg Score		3.0

People would WALK more if,

Choices	Percentage	Count
There were places to walk to closer to my home	<input type="checkbox"/> 38.46%	155
There were more sidewalks to walk on	<input type="checkbox"/> 36.72%	148
There was more street lighting along sidewalks	<input type="checkbox"/> 23.57%	95
I would not walk more	<input type="checkbox"/> 22.58%	91

There was more separation between sidewalks and the street	<input type="text" value="18.11%"/> 18.11%	73
If the land was flatter in my area	<input type="text" value="8.44%"/> 8.44%	34
	Total Entries	403
	Unanswered	51

Popular 'other' reasons people would WALK more?

- If there were paths to nature
- If there were separated facilities from roadways
- If there were more destinations close to the house

Policies to make WALKING more enjoyable

To make WALKING enjoyable, people think a policy creating LESS DISTANCE BETWEEN LAND USES would be,

Choices (Score)	Percentage	Count
No opinion (5)	<input type="text" value="19.94%"/> 19.94%	71
Not effective at all (4)	<input type="text" value="9.83%"/> 9.83%	35
Not very effective (3)	<input type="text" value="5.62%"/> 5.62%	20
Somewhat effective (2)	<input type="text" value="27.81%"/> 27.81%	99
Very effective (1)	<input type="text" value="36.80%"/> 36.80%	131
	Total	356
	Unanswered	47
	Avg Score	2.5

To make WALKING enjoyable, people think ESTABLISHING A SIDEWALK MAINTENANCE PROGRAM would be,

Choices (Score)	Percentage	Count
No opinion (5)	<input type="text" value="13.19%"/> 13.19%	48
Not effective at all (4)	<input type="text" value="6.59%"/> 6.59%	24
Not very effective (3)	<input type="text" value="11.54%"/> 11.54%	42
Somewhat effective (2)	<input type="text" value="38.46%"/> 38.46%	140
Very effective (1)	<input type="text" value="30.22%"/> 30.22%	110
	Total	364
	Unanswered	39
	Avg Score	2.3

To make WALKING enjoyable, people think a PLAN TO COMPLETE SIDEWALK GAPS/ROUTES would be,

Choices (Score)	Percentage	Count
No opinion (5)	<input type="text" value="8.47%"/> 8.47%	31
	<input type="text" value=""/>	

Not effective at all (4)	<input type="checkbox"/> 5.46%	20
Not very effective (3)	<input type="checkbox"/> 4.92%	18
Somewhat effective (2)	<input type="checkbox"/> 29.51%	108
Very effective (1)	<input type="checkbox"/> 51.64%	189
	Total	366
	Unanswered	37
	Avg Score	1.9

To make WALKING enjoyable, a policy to INCLUDE ALL TRANSPORT. MODES WHEN BUILDING STREETS would be,

Choices (Score)	Percentage	Count
No opinion (5)	<input type="checkbox"/> 8.42%	31
Not effective at all (4)	<input type="checkbox"/> 5.16%	19
Not very effective (3)	<input type="checkbox"/> 4.08%	15
Somewhat effective (2)	<input type="checkbox"/> 24.46%	90
Very effective (1)	<input type="checkbox"/> 57.88%	213
	Total	368
	Unanswered	35
	Avg Score	1.8

Clackamas County ATP Part 2

Draft survey results.

People would use PUBLIC TRANSIT more if,

Choices	Percentage	Count
It ran at a time convenient to me and/or when I need it	<input type="text" value="43.42%"/> 43.42%	175
It was closer to my home	<input type="text" value="28.04%"/> 28.04%	113
I would not use public transit more	<input type="text" value="27.05%"/> 27.05%	109
I could walk to the nearest transit stop	<input type="text" value="25.31%"/> 25.31%	102
It was closer to places I want to go	<input type="text" value="24.32%"/> 24.32%	98
I could bike to the nearest transit stop	<input type="text" value="11.41%"/> 11.41%	46
Total Entries		403
Unanswered		41

Popular 'other' reasons people would use PUBLIC TRANSIT?

- If the MAX came to Oregon City
- If there was more frequent service
- If it didn't take so long compared with driving
- If there were fewer unpleasant people on the bus

To make WALKING enjoyable, people think CURB CUTS AT INTERSECTIONS would be,

Choices (Score)	Percentage	Count
No opinion (5)	<input type="text" value="19.88%"/> 19.88%	69
Not effective at all (4)	<input type="text" value="7.20%"/> 7.20%	25
Not very effective (3)	<input type="text" value="16.43%"/> 16.43%	57
Somewhat effective (2)	<input type="text" value="35.73%"/> 35.73%	124
Very effective (1)	<input type="text" value="20.75%"/> 20.75%	72
Total		347
Unanswered		56
Avg Score		2.7

To make WALKING enjoyable, people think AUTOMATED PEDESTRIAN SIGNALS AT INTERSECTIONS would be,

Choices (Score)	Percentage	Count
No opinion (5)	<input type="text" value="11.43%"/> 11.43%	40
Not effective at all (4)	<input type="text" value="9.14%"/> 9.14%	32
Not very effective (3)	<input type="text" value="7.43%"/> 7.43%	26
Somewhat effective (2)	<input type="text" value="43.71%"/> 43.71%	153

Very effective (1)	<input type="text" value="28.29%"/>	28.29%	99
			Total
			350
			Unanswered
			53
			Avg Score
			2.3

To make WALKING enjoyable, people think MORE CONVENIENT TRANSIT SERVICE would be,

Choices (Score)	Percentage	Count	
No opinion (5)	<input type="text" value="12.64%"/>	12.64%	44
Not effective at all (4)	<input type="text" value="7.76%"/>	7.76%	27
Not very effective (3)	<input type="text" value="8.05%"/>	8.05%	28
Somewhat effective (2)	<input type="text" value="37.64%"/>	37.64%	131
Very effective (1)	<input type="text" value="33.91%"/>	33.91%	118
			Total
			348
			Unanswered
			55
			Avg Score
			2.3

To make WALKING enjoyable, people think SIDEWALKS would be,

Choices (Score)	Percentage	Count	
No opinion (5)	<input type="text" value="4.38%"/>	4.38%	16
Not effective at all (4)	<input type="text" value="3.01%"/>	3.01%	11
Not very effective (3)	<input type="text" value="3.01%"/>	3.01%	11
Somewhat effective (2)	<input type="text" value="30.68%"/>	30.68%	112
Very effective (1)	<input type="text" value="58.90%"/>	58.90%	215
			Total
			365
			Unanswered
			38
			Avg Score
			1.6

To make WALKING enjoyable, people think OFF-ROAD TRAILS FOR WALKERS would be,

Choices (Score)	Percentage	Count	
No opinion (5)	<input type="text" value="6.08%"/>	6.08%	22
Not effective at all (4)	<input type="text" value="3.31%"/>	3.31%	12
Not very effective (3)	<input type="text" value="7.18%"/>	7.18%	26
Somewhat effective (2)	<input type="text" value="29.01%"/>	29.01%	105
Very effective (1)	<input type="text" value="54.42%"/>	54.42%	197

	Total	362
	Unanswered	41
	Avg Score	1.8

To make WALKING enjoyable, people think WAYFINDING SIGNS would be,

Choices (Score)	Percentage	Count
No opinion (5)	<input type="text" value="17.43%"/> 17.43%	61
Not effective at all (4)	<input type="text" value="7.43%"/> 7.43%	26
Not very effective (3)	<input type="text" value="18.86%"/> 18.86%	66
Somewhat effective (2)	<input type="text" value="34.86%"/> 34.86%	122
Very effective (1)	<input type="text" value="21.43%"/> 21.43%	75
	Total	350
	Unanswered	53
	Avg Score	2.7

To make WALKING enjoyable, people think PERMENANT CAR-FREE ZONES would be,

Choices (Score)	Percentage	Count
No opinion (5)	<input type="text" value="9.07%"/> 9.07%	32
Not effective at all (4)	<input type="text" value="9.92%"/> 9.92%	35
Not very effective (3)	<input type="text" value="15.58%"/> 15.58%	55
Somewhat effective (2)	<input type="text" value="23.23%"/> 23.23%	82
Very effective (1)	<input type="text" value="42.21%"/> 42.21%	149
	Total	353
	Unanswered	50
	Avg Score	2.2

To make WALKING enjoyable, people think COUNTDOWN PEDESTRIAN COUNTERS AT INTERSECTIONS" would be,

Choices (Score)	Percentage	Count
No opinion (5)	<input type="text" value="13.64%"/> 13.64%	48
Not effective at all (4)	<input type="text" value="7.95%"/> 7.95%	28
Not very effective (3)	<input type="text" value="18.18%"/> 18.18%	64
Somewhat effective (2)	<input type="text" value="35.51%"/> 35.51%	125
Very effective (1)	<input type="text" value="24.72%"/> 24.72%	87
	Total	352

	Unanswered	51
	Avg Score	2.5

To make WALKING enjoyable, people think TRAFFIC CALMING DEVICES would be,

Choices (Score)	Percentage	Count
No opinion (5)	<input type="text" value="8.55%"/> 8.55%	30
Not effective at all (4)	<input type="text" value="14.81%"/> 14.81%	52
Not very effective (3)	<input type="text" value="16.81%"/> 16.81%	59
Somewhat effective (2)	<input type="text" value="30.77%"/> 30.77%	108
Very effective (1)	<input type="text" value="29.06%"/> 29.06%	102
	Total	351
	Unanswered	52
	Avg Score	2.4

To make WALKING enjoyable, people think PAVED SHOULDERS would be,

Choices (Score)	Percentage	Count
No opinion (5)	<input type="text" value="11.52%"/> 11.52%	41
Not effective at all (4)	<input type="text" value="7.87%"/> 7.87%	28
Not very effective (3)	<input type="text" value="13.76%"/> 13.76%	49
Somewhat effective (2)	<input type="text" value="31.74%"/> 31.74%	113
Very effective (1)	<input type="text" value="35.11%"/> 35.11%	125
	Total	356
	Unanswered	47
	Avg Score	2.3

APPENDIX D – ROUTE SCORING RESULTS AND PUBLIC COMMENTS



CORRIDORS 1-12: Summary Information

March 4, 2014

Corridor 1.....Page 1
Corridor 2.....Page 3
Corridor 3.....Page 6
Corridor 4.....Page 9
Corridor 5.....Page 11
Corridor 6.....Page 14
Corridor 7.....Page 17
Corridor 8.....Page 20
Corridor 9.....Page 24
Corridor 10.....Page 27
Corridor 11.....Page 30
Corridor 12.....Page 32

CORRIDOR 1: CANBY TO MOLALLA

Routes

1a: Canby-Molalla Railroad Trail (construct new multi-use trail)

1b: Molalla Forest Road (new multi-use trail)

1c: Hwy 170 - Kraxberger Rd - Dryland Rd - Toliver Rd (add bikeways and pedways)

1d: Hwy 170 - Lone Elder Rd - Boland Rd - Oglesby Rd - Barnards Rd - Cramer Rd - Toliver Rd (add bikeways and pedways)

Route Selection Criteria (shading indicates routes with highest scores)											
Route	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=3)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	Total Score
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=more	1=major 3=some 5=few	
1a	10	3	8	15	2	2	15	15	3	3	76
1b	15	6	8	12	4	2	15	15	6	3	86
1c	15	15	6	6	4	2	9	9	9	9	84
1d	15	15	8	6	4	2	6	9	9	9	83

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	2nd Choice PAT Route	3rd Choice PAT Route	Should Not be a PAT Route
1a	2	1	--	--
1b	4	1	--	--
1c	--	2	--	1
1d	1	1	--	--

#	Route Selection	Comment
1a	Best PAT Route	An off-street route from Canby to Molalla would be a terrific destination. I wouldn't travel to the area in order to ride on Harms Road. I would, however, go there to ride on a car-free rail trail connecting the two towns.
1a	Best PAT Route	This appears to be a potential route that follows the railroad right of way. As a multi-use (no cars) path, similar to that in Canby, this would be the ideal PAT route. Would need to be paved for cyclists.
1a	Second choice for PAT Route	IS THIS ROUTE POSSIBLE IF SO THIS WOULD BE GREAT
1a	--	LOVE this trail. Really hope this can be constructed. I believe this is very important for bike tourism and safety!!
1b	Best PAT Route	MOPST OF IT IS ALREADY IN PLACE, ONLY MOST PRIVATELY GATED!!
1b	Best PAT Route	Like the idea of a multi-use trail
1b	Best PAT Route	This would be a good bicycling route. I have ridden on these roads a fair amount and like this area for bike riding a lot
1b	Best PAT Route	Connecting the Molalla Forest Rd. Would be fabulous!
1b	Second choice for PAT Route	Would be great as a paved route.
1b	--	This looks great!
1b	--	Would love to see this route developed. all the way to the Molalla river corridor would be a great ride.
1c	Second choice for PAT Route	MOSTLY NICE QUIET ROADS OR GOOD SHOULDER EXCEPT FOR A PORTION OF 170 JUST SOUTH OF CANBY
1c	Second choice for PAT Route	As a cyclist, I consider this the go-to route between Canby and Molalla. After Hwy 170 it has no shoulders but is a rural, low traffic route.
1c	Should not be a PAT Route	I assume the bikeway will be off of the county road. Putting bicycles in the way of traffic on a rural highway is a rotten idea. What are the people using the highway expected to do? Stop and wait, right. There is nothing wrong with bikes as long as they are not blocking the highway that 3 generations of my family have paid for.
1c	--	this is currently the route I use most between Canby and Molalla. as well as all points south. on the return Meridian Rd is a great route as well.
1c	--	Dryland is a great road to ride with little traffic, smooth surface and "rollers" (rolling hills) perfect for training or leisure cycling.
1d	Best PAT Route	My area is completely left out of the map and I would love to be able to access a designated bike route. The current SW corner is Barnards and Needy. Please extend the SW corner using the following route -continue south on Needy to Monte Cristo. Go W on Monte Cristo turns into Barlow Rd. (so Meridian and Barlow become the SW corner of the route) Go N at Meridian Rd to Lone Elder, then go East back to Canby Marquam Highway. This captures more the area, is nearer to houses in my area. As it is proposed, I have bike 6 + miles to get to the bike route.
1d	Second choice for PAT Route	NICE QUIET ROADS AND GOOD WIDTH SHOULDER EXCEPT FOR A SECTION SOUTH OF CANBY ON 170.

CORRIDOR 2 -- Clackamas River

Routes

2a: Clackamas River Rd - Bakers Ferry Rd - Eden Rd - Springwater Rd (add bikeways and pedways between Oregon City and Estacada)

2b: Clackamas River Trail (new multi-use trail from Oregon City to Barton Park)

2c: Forsythe - Gronlund - Hattan - Fischers Mill - Springwater (add bikeways and pedways between Oregon City and Estacada)

2d: Redland Road (add bikeways and pedways between Oregon City and Estacada)

Route Selection Criteria (shading indicates routes with highest scores)											
Route	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=2)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	Total Score
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=More	1=major 3=some 5=few	
2a	20	9	2	6	4	5	6	9	6	3	70
2b	20	3	2	6	4	5	6	12	3	3	64
2c	15	3	2	6	4	4	9	9	6	6	64
2d	15	6	2	6	6	5	15	9	9	9	82

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	2nd Choice PAT Route	3rd Choice PAT Route	Should Not Be a PAT Route
2a	4	2	8	2
2b	2	1	7	4
2c	1	--	1	--
2d	1	3	5	1

#	Route Selection	Comment
2a	Best PAT Route	Best option. Along the river, so beautiful views and relatively flat.
2a	Best PAT Route	Great cycle route but needs some shoulder to be safe.
2a	Best PAT Route	I like this route
2a	Best PAT Route	Love this road; have ridden it many times
2a	Second Choice for PAT Route	There are currently a dearth of safe bikeable options to reach Estacada. While the Clackamas Highway is a lovely road, speeds are too high and the road surface is far too narrow for bike traffic. A route that parallels the river on its south shore would make a trip to Estacada much more palatable. Even better would be a route from the area of Happy Valley or Pleasant Valley down through Damascus. Damascus is basically a dead zone for safe bike access. Roads are fast and narrow. Even some bike lanes would make the area a bike riding destination!
2a	Second Choice for PAT Route	This is a route that makes sense and is one that I've wanted to bike but can't because of the lack of shoulders and high traffic on Clackamas River Drive. We definitely need to provide safe bike access to the parks and to Estacada that this route would provide
2a	--	I was not familiar with a proposed route along Redland rd from OC to Mclvar, looks like a good route. Obviously it needs to go from there to Estacada. Another possibility would be to run it thru Mclvar, with a walking/biking bridge across the river to connect to 224. Remember there is a RR right of way along 224 and the river to Estacada which should be explored from 205 to Estacada. Definitely needs to be a route from 224 to Sandy to connect with 26 so one can bike/walk from Estacada to Sandy, from Sandy to Estacada, from Sandy to 205 etc. In addition the bike/walk routes need to be extended up the river from Estacada to the reservoirs etc.
2a	--	why no connection at Barton on Harding Mill Rd/Bakers Ferry?
2b	Best PAT Route	This is the type of trail I would like to walk on. Close to nature (instead of roads) and leading to a destination.
2b	Best PAT Route	Paved multi-use along the river; what could be better?!
2b	Second Choice for PAT Route	The section of Springwater road east of Carver park to where it uses Bakers Fy Rd is very high speed driving with no safe shoulder. Using Hattan rd with east on Fischers Mill has a much much safer traffic volume
2b	--	Rock Creek is in a very steep canyon and would need an expensive pedestrian bridge to cross here. Also crosses valuable wildlife habitat area and restoration project. Trail would offer beautiful views of the Clackamas, but also require safety features, being on a very, very steep bluff.
2b	--	FYI, Upcoming restoration project planned in this area. A trail around the boundary could work.
2b	--	Please connect to Springwater corridor and Boring/Gresham
2b	--	Love this route; have ridden it many times.
2c	Best PAT Route	I live off of Holcomb Blvd. I would love to be able to walk down to the Main street area of Oregon City, but the sidewalk on Holcomb stops after the overpass over Hwy 213. I would like to see a completed sidewalk and better pedestrian accommodations on Holcomb Blvd. Lots of people walk there already, but it's not very safe.

#	Route Selection	Comment
2d	Second Choice for PAT Route	Redland gets very sketchy for cyclists (no shoulder + fast traffic) halfway between OC and Milo McIver. This would be a great route if there was ample shoulder.
2d	Second Choice for PAT Route	This is a beautiful route as well. Makes for a great loop together with River Road.
2d	Second Choice for PAT Route	I drove Redland Road last summer to size it up for a potential bike ride. The lack of shoulders and high speed limit currently preclude me from riding this route. I'd like to see Hwy 224 included in this plan and upgraded to make it safe for bicycles. Estacada and the camping/recreation areas up the river are natural draws for bicycle tourism if we could get safe access, Hwy 212 to Boring is another route that is almost safe enough to bike - were some improvements made. Upgrading 212 would make it possible to proceed east to Mt Hood or loop back to town from the end of the Springwater trail. I've done it once and won't do it again until it's improved.
2d	--	The red route looks good for bikers, but I prefer the green route for walking. Clear creek has some very scenic areas which few people have seen. Would be nice to have public access.

CORRIDOR #3 -- Clackamas Regional Center to Happy Valley/Scouter's Mountain

Routes

3a: Stevens Rd - Johnson Creek Blvd - Ridgecrest (improve conditions for pedestrians and bicyclists)

3b: Stevens Rd - Causey Ave. - Otty - King (improve conditions for pedestrians and bicyclists)

3c: Valley View Terrace (improve conditions for pedestrians and bicyclists between Sunnyside Rd and Otty Rd)

3d: Sunnyside Road (upgrade active transportation facilities between Clackamas Town Center and 172nd Ave; construct new facilities between 172nd Ave. and Hwy 212)

3e: Scouter's Mountain/Mt. Scott Loop Trail (construct multi-use path consistent with Scouter's Mountain Master Plan)

3f: Scouter's Mountain/Mt. Scott Loop Trail (construct bicycle route and multi-use path consistent with Scouter's Mountain Master Plan)

3g: Scouter's Mountain/Mt. Scott Loop Trail (construct multi-use path consistent with Scouter's Mountain Master Plan)

3h: SE 172nd Ave (improve conditions for pedestrians and bicyclists consistent with SE 172nd Corridor Plan)

3i: Vogel Rd - SE Foster Rd (construct bikeways and pedways between 172nd Ave and Hwy 212)

3j: Hagen Rd - 162nd Ave (construct bikeways and pedways between Sunnyside Rd and 172nd Ave)

Route	Route Selection Criteria (shading indicates routes with highest scores)										Total Score
	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=2)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=more	1=major 3=some 5=few	
3a	15	6	8	12	4	2	6	12	12	9	86
3b	15	3	8	15	4	2	9	12	15	12	95
3c	10	3	10	15	6	1	3	15	15	12	90
3d	20	3	8	12	8	1	15	6	12	9	94
3e	10	3	6	15	4	2	15	12	9	3	79
3f	10	6	6	15	4	2	12	12	15	9	91
3g	10	3	4	15	2	4	12	15	6	6	77
3h	5	6	2	15	4	1	15	9	9	6	72
3i	5	6	2	9	4	1	6	9	6	9	57
3j	5	6	2	9	4	1	9	12	9	6	63

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	Second Choice for PAT Route	3rd Choice PAT Route	Should not be a PAT Route
3a	--	--	--	--
3b	--	--	--	1
3c	--	--	--	--
3d	3	2	--	--
3e	--	--	--	--
3f	--	--	--	--
3g	--	--	--	--
3h	--	--	--	--
3i	--	--	--	--
3j	--	--	--	--

#	Route Selection	Comment
3b	Should Not be a PAT Route	Happy Valley has already been blessed with way more than its share of parks, paths, etc. If they need more, let the City plan and fund them. Clackamas County has a lot of underserved areas that should come ahead of projects in the City of Happy Valley.
3d	Best PAT Route	I live right next to the northern part of this route and ride these roads all the time and you have the best streets identified here based upon current conditions especially considering grades and elevation changes. No question these are great routes for riding around Happy Valley. My recommendation is to include Clatsop Street because you have to ride on Clatsop to make connections to great routes to the north such as Deardorff Rd., Barbara Welch Road or 162nd. Also 172nd to 212 is a great route with good bike lanes to connect to the south and should be part of the PAT, and 172nd north will eventually be similarly improved and is greatly needed for a relatively flat route to the north into Multnomah County
3d	Best PAT Route	As one of many avid bicyclists living in Damascus, I would like to say there is no safe way to get into Portland from Damascus. Foster, Sunnyside and 212 are all very dangerous. Would love to see safe, bike friendly shoulders on Sunnyside Road between 174th and Damascus. This would give us a safe way to get to Portland from Damascus since Sunnyside Rd is already bike friendly from 174th to the 205 bike path. Thanks...
3d	Best PAT Route	I live in Damascus and commute into Portland when the weather is decent. Hwy 212 in Damascus has nice safe shoulders, Sunnyside road from 174th to Hwy 205 has a bike path, the only dangerous stretch of road is Sunnyside road from 174th to Damascus. Would like to see the bike path on Sunnyside road continue from 174th on to Damascus so cyclists have a safe way to commute into Portland.

#	Route Selection	Comment
3d	Second Choice for PAT Route	<p>The Happy Valley, Pleasant Valley and Damascus areas are the least welcoming areas to cycle in, and the proposed AT corridors for this area would make a huge positive difference. If the whole network was built out, the area would be a real destination for great rides in the region. Happy Valley is quite lovely, and additional bike lanes would make traveling there quite rewarding.</p> <p>I would add that these routes do nothing to help the problem of connecting Estacada to the Portland Metro area. Simply connecting the Springwater Corridor all the way to Highway 224 would solve the problem in an instant. It's baffling to me why this isn't an option. Since 224 is a very wide road with excellent shoulders, if one was able to ride down to that road from the Springwater Corridor, Estacada would see cyclo-tourists all the time. But since the trail stops at the Salvation Army camp (less that a mile from the highway!) there's no way to get down and back up without riding on busy, steep narrow roads like 232nd. Travel on those roads is enough to turn off even a hardened bike racer like myself. It's not safe and it's no fun, so we just won't do it. Thanks for your time.</p>
3d	Second Choice for PAT Route	Would require great separation between cars and bikes / pedestrians due to vehicle speed and volumes
3d	0	Sunnyside could be the Clackamas version of N. Willams. A commuter highway....but right now, I take 97th to Milwaukie because I do not trust all the cars with their right hooks and the bike path right next to them without a barrier. This should be priority 1.
3d	0	Would be very nice to have a safe route between Damascus and Sunnyside. Dangerous with traffic now.

CORRIDOR 4 -- Estacada

Routes

4a: McCabe Rd - Pagh Rd - Kitzmiller Rd - Snuffin Rd (improve conditions for pedestrians and bicyclists between Canby and Estacada)

4b: Hwy 211 - Howlett Rd - Eagle Fern (improve conditions for pedestrians and bicyclists between Canby and Estacada)

4c: Tickle Creek Trail (construct new multi-use path connecting to existing path)

4d: Kelso Rd (improve conditions for pedestrians and bicyclists between Bluff Rd and Boring)

4e: Cazadero Multi-Use Trail (construct multi-use trail from Boring to Estacada; connect to existing Springwater Corridor Trail)

4f: Eagle Creek Rd (improve conditions for pedestrians and bicyclists between Hwy 211 and Estacada)

Route Selection Criteria (shading indicates routes with highest scores)											
Route	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=2)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	Total Score
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=More	1=major 3=some 5=few	
4a	10	9	4	3	2	3	3	9	6	6	55
4b	15	6	6	3	2	2	6	6	6	6	58
4c	10	6	4	15	6	4	15	15	6	3	84
4d	10	3	8	9	4	2	15	9	12	12	84
4e	15	12	4	12	8	3	15	15	6	6	96
4f	10	3	6	9	4	1	15	9	9	9	75

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	Second Choice for PAT Route	3rd Choice PAT Route	Should not be a PAT Route
4a	--	--	--	--
4b	--	--	--	--
4c	1	--	--	--
4d	1	2	--	--
4e	6	1	--	--
4f	--	--	--	--

#	Route Selection	Comment
4b	--	The alternative route is on very winding and narrow roads. I wouldn't use it because it is just not safe although I know many people do
4c	Best PAT Route	NA - vote via e-mail comment
4c	--	This off road rail trail route is one of the most important in the metro area. It would be amazing.
4c	--	Please consider renaming Corridor #4 Estacada/Sandy (or Sandy/Estacada) for accuracy. Thanks for including this vital link between the Springwater/Cazadero and Sandy.
4c	--	I'm very happy to see the Cazadero Trail and Tickle Creek Tails listed even if they don't exist yet.
4d	Best PAT Route	You have these routes correct except for Kelso Road. The only way Kelso Road will be safe is with an overpass or underpass for hwy 26. The current intersection is completely inadequate and dangerous to use due to heavy high speed traffic on 26. Right now the much safer alternative is 212 to Compton road to Bluff Road because of the overpass at 26.
4d	Second Choice for PAT Route	Amsigger Rd. is the usual connexion between Boring (end of the Springwater) and Hwy 224
4d	Second Choice for PAT Route	Hwy 212 is another logical route to build. However, at least on this map, I'm not seeing the area west of Boring designated for study. Hwy 212 should be upgrade with shoulders and bike lanes from the 205 bike path all the way east to Hwy 26.
4e	Best PAT Route	Yes, please!
4e	Best PAT Route	This is a must have! Connecting Estacada to the Springwater Corridor should be a top priority for the ATP. Estacada is adding the Estacada cycling plaza to accommodate bike traffic. We are also pursuing the connection to the 72 mile scenic byway between Detroit and Estacada. The Cazadero Multi use trail is an important piece for cycling. It is important to further travel, tourism, economic vitality for our area.
4e	Best PAT Route	By tying in with the Springwater Corridor Trail, the Cazadero Trail would be a boon not just for Estacada but for the entire region. This is a very exciting and necessary project.
4e	Best PAT Route	There is really no good cycle route now to connect Gresham to Estacada. Multi-use paved route would be great.
4e	Best PAT Route	Can't wait to see this built!
4e	Best PAT Route	This is a route that I would love to start biking today. I've been wanting to ride this route for a long time. It's a logical extension of the Springwater Trail and building it would open up a lot of rec opportunities and be a natural draw for people throughout the region. Between the wide shoulders along 224 and the existing abandoned RR right-of-way, I would hope that this could be built for a reasonable sum. In my opinion, this should be at the top of the list for the county.
4e	Second Choice for PAT Route	As a walker the sections paralleling highway 224 are not very appealing. I've tried it and felt conspicuous. More trees might help this section and isolation from the highway. Biker clubs will like this route.
4e	--	This rail to trail route is essential. Along with the ticle creek trail it is one of the most important in the metro area.
4e	--	the Estacada starts at Rugg Road: I would suggest Boring Station with a "connection" to Portland - I would think that sounds/looks better than a middle of nowhere start.

CORRIDOR 5 -- Industrial East

Routes

5a: I-205 Multi-Use Path (complete gap located generally between Lawnfield Rd and Hwy 212)

5b: Jennifer St (improve conditions for pedestrians and bicyclists; fill gap in bike lanes)

5c: Highway 212 (improve conditions for pedestrians and bicyclists)

5d: Sunrise Multi-Use Path - Highway 212 (construct multi-use path in conjunction with Sunrise Corridor Phase 1 and improve)

5e: SE 122nd Ave (add bike lanes and sidewalks)

5f: Scouter's Mountain/Mt. Scott Loop Trail (construct bicycle route and multi-use path consistent with Scouter's Mountain Master Plan)

5g: Lawnfield Rd - Mather Rd - Summers Lane (improve conditions for pedestrians and bicyclists)

Route Selection Criteria (shading indicates routes with highest scores)											
Route	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=2)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	Total Score
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=More	1=major 3=some 5=few	
5a	15	15	10	15	10	1	15	15	3	3	102
5b	15	12	8	15	8	1	9	6	12	12	98
5c	10	6	8	12	8	1	15	3	6	6	75
5d	10	15	8	15	6	2	15	9	6	6	92
5e	10	12	10	12	10	2	9	9	15	15	1-4
5f	10	15	8	15	4	2	15	15	3	3	90
5g	15	9	8	15	6	2	9	9	6	9	88

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	Second Choice for PAT Route	3rd Choice PAT Route	Should not be a PAT Route
5a	3	--	--	--
5b	1	--	--	--
5c	1	--	1	--
5d	--	--	--	--
5e	1	1		1
5f	--	--	--	--
5g	--	--	--	--

#	Route Selection	Comment
5a	Best PAT Route	This should be Clackamas' top bike/ped project priority. The fact that we are spending millions of dollars on the Sunrise Corridor project and NOT fixing this gap is criminal.
5a	Best PAT Route	This gap has never made sense to me. I can ride from Oregon City to Vancouver WA but I have to negotiate the Carver 205 overpass which forces riders through a very busy intersection and then onto 82nd. This multi-use path gap should be a high priority to correct. I used to bike commute by this route from West Linn to Gresham and the Carver overpass is a big problem. This would be my highest priority for the region!
5a	Best PAT Route	I ride this route a couple of times a month. Yes, the gaps are a nuisance. And yet, 82nd Drive is not that bad to ride on and has continuous bike paths. I have no problem with it. I've also ridden west along Hwy 224 to Johnson Rd and gone south from there to get around "the gap." I guess I'm saying that it would be swell to complete the off-road path. And yet, I wouldn't make this the top priority. There are other areas which need the money worse.
5a	--	Yes - do complete the gap. It will greatly enhance the usefulness of the rest of the I-205 path and improve connectivity in this area.
5b	Best PAT Route	Sorry, I guess that I commented on this route already on another map. Yes, fill in the gaps and make 212 safe along its entire length. I've ridden it and seen everything from 15-20' wide shoulders down to 8" wide shoulders. Let's work with ODOT to complete this route. It's a great ride but one I won't do again unless it's improved.
5b	--	No way I am riding on 224 without a barrier. It's a shame....would be great to have that east-west connection.
5c	Best PAT Route	Sunnyside rd is a much better way to Damascus than Hy 212 especially if the curves in west Damascus were wider
5c	Third Choice for PAT Route	Improvements for pedestrians and bicyclists are critical if Damascus ever becomes urban. Should require ROW and collect SDC's as (re)development occurs.
5d	--	Please consider restoration along Dean Creek along with a trail in this area.

#	Route Selection	Comment
5e	Best PAT Route	I ride these streets all the time and believe you have the right ones as the PAT for this area but my recommendation is to work with the cemeteries to allow ped and bike use of the street network in the cemeteries and to make the connection to 132d and Clatsop from the Willamette Natl. cemetery for bikes and peds. This would allow a great loop route from 92nd bike path and spring water trail up through the cemeteries and back through Happy Valley on 132nd and Clatsop and all the connecting streets. It is a shame the connection is currently gated and locked so that bikes and peds cannot get out of cemetery and onto 132nd and Clatsop.
5e	Second Choice for PAT Route	This route covers more destinations than the I-205 path, including transit, but requires separation from cars due to vehicle speed and volumes.
5e	Should Not be a PAT Route	Are you kidding me? 122nd & Mt Scott Blvd? Ridiculous. Spend the money where it matters and would make a real difference!
5g	--	Recent restoration project on this radio tower site, much of area probably wetland. Consider a boardwalk for a trail here.
5g	--	This road has low volume of cars. Would be great if it had proper bike lanes...

CORRIDOR 6 -- Lake Oswego to Oregon City

Routes

6a: Old River Road (improve conditions for pedestrians and bicyclists)

6b: Highway 43 (improve conditions for pedestrians and bicyclists between Lake Oswego and West Linn)

6c: Summit Ave (improve conditions for pedestrians and bicyclists)

6d: Santa Anita Dr (improve conditions for pedestrians and bicyclists)

6e: Pimlico Dr (improve conditions for pedestrians and bicyclists)

Route Selection Criteria (shading indicates routes with highest scores)											
Route	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=2)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	Total Score
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=More	1=major 3=some 5=few	
6a	25	15	6	15	8	3	12	12	15	15	126
6b	25	12	4	15	10	2	15	6	12	9	110
6c	15	6	4	15	2	2	3	6	3	3	59
6d	10	6	2	9	2	3	3	9	9	9	62
6e	10	6	2	15	2	3	3	15	9	9	74

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	Second Choice for PAT Route	3rd Choice PAT Route	Should not be a PAT Route
6a	8	4	--	--
6b	5	3	--	--
6c	1	--	--	--
6d	--	1	--	--
6e	1	--	--	--

#	Route Selection	Comment
6a	Best PAT Route	This would be the preferred route for me, since I enjoy the opportunity to walk away from vehicles instead of next to them.
6a	Best PAT Route	After the route crosses north into George Rogers City Park, consider having the route go up furnace street to Leonard Street, before joining 43. This allows people riding bikes and walking to go up the hill on a quiet residential street away from the fast traffic on 43.
6a	Best PAT Route	Please please improve facilities for active transportation between Oregon City and Mary Young Park. This is currently the most stressful and dangerous portion of what is otherwise one of the single best bicycle loops in Portland--the "Willamette River Loop" - #9 on this Portland's list of the "best rides in Portland" page: http://www.portlandoregon.gov/transportation/article/339920
6a	Best PAT Route	Old River Dr. is preferred over OR43 due to lower traffic volumes and speeds.
6a	Best PAT Route	What about the extension of this route from Geo Rogers Park to connect at Foothills Park? People don't much enjoy walking on Hwy 43 and sucking up all that exhaust. I know I don't walk there -- never will.
6a	Best PAT Route	The route along North State Street in LO is dangerous. With four lanes of traffic, there isn't enough room for bikes. Also, you have to ride further away from the curb due to the storm drains.
6a	Best PAT Route	Great alternative to bikes/peds on Hwy 43. Consider extending the route further north to Tryon Cove Park. This will connect to a few of Lake Oswego TSP projects.
6a	Best PAT Route	Love this route; absolutely beautiful and nice and quiet
6a	Second Choice for PAT Route	What's missing from consideration is a bike/ped Willamette crossing between Lake Oswego and Oak Grove.
6a	Second Choice for PAT Route	Would rather have this route stay along the river and avoid OR43 through downtown Lake Oswego. Far too many vehicles with no bikes lanes in Lake Oswego. If Bike lanes were present on OR43 in downtown Lake Oswego, this would be ok as the posted speed is 25.
6a	Second Choice for PAT Route	This is the recreational route. The HWY 43 is for active transportation and commuting.
6a	Second Choice for PAT Route	This is a recreational route which is good for weekend family rides between George Rogers Park and Mary Young Park.
6a	--	Hwy. 43 is a very busy Hwy. for walking and bike travel.
6a	--	/this looks like a great route! Any portions on HWY 43 should have a safe and buffered bikeway.
6a	--	would like to see this route extended toward Lake Grove (E.g. Iron Mountain Road, Waluga Rd., and Carman Rd.
6a	--	Continuing up through Rohr Park and west to the southern end of "downtown" is a better route than going over to Hwy 43 sooner
6a	--	need a complete route off HWY 43 thru Lake O. I have been hit there 2 times, both times the driver was at fault. need it through all the way to Terwilliger and or to the Sellwood Bridge.
6a	--	Please consider renewing talks to get the railroad to play nice and allow use of the Union Pacific Railroad Bridge for a bike/ped crossing over the Willamette.

#	Route Selection	Comment
6b	Best PAT Route	I think there should be another PAT along Rosemount to service the south and west parts of Lake Oswego. As for OR 43, it's a fine corridor if it's completed, I have only traveled south on it.
6b	Best PAT Route	This is the "transportation" or commuter route. The one closer to the water is the recreation or "scenic" route.
6b	Best PAT Route	This is the fastest most efficient route from Lake Oswego to West Linn and Oregon City for everyday commuters
6b	Best PAT Route	Part of hwy 43 is good for cyclists (in front of Marylhurst) other parts are dangerous. The storm grates and manhole covers are accidents waiting to happen. Actually not waiting; I crashed after hitting a manhole cover near Burgerville and ended up in the ER. An officer stopped to see if I needed an ambulance and suggested that I sue the city. This was quite a few years ago but the road is still in the same condition. There is a lot of cycle traffic on HWY 43 . This would be a high priority for me.
6b	Best PAT Route	This is the best option for active transportation and should be preferred.
6b	Second Choice for PAT Route	OR 43 is very unpleasant to ride on, even if it had wider bike lanes. Old river drive would be preferred.
6b	Second Choice for PAT Route	Acceptable route. Consider improving/widening the bike/ped routes through the S-curves near McVey. Protecting these modes through the curves due to the steepness of the road and the speeds. The intersection of McVey/OR43 is problematic for bikes and peds due to the free right in the SB direction. Bike route on OR43 through Lake Oswego is less than desirable, as outside lanes are only 13' wide. A wider lane is desirable, but not feasible with the building setbacks. An alternate route through Foothills may be better.
6b	Second Choice for PAT Route	Improvements for bicycles and pedestrians should be provided as a matter of course. This route provides better access to transit and destinations than the Old River Road route, but will never be as pleasant. For pedestrians this should be the primary route, with Old River Road the primary route for bikes.
6b	--	Willamette area of West Linn has been left out. It has wonderful walking/biking and delightful and authentic atmosphere and energy. Big Mistake Also there are many more walking trails not identified.
6c	Best PAT Route	I don't see in this study a consideration for a route from Lake Oswego into Portland (probably because it involves Multnomah County as well). In my opinion, as a bike rider in Lake Oswego, this is the most critical missing corridor. All options currently available are dangerous. And yet this route is likely the one that would get greatest use by bicycle commuters.
6d	Second Choice for PAT Route	Incredibly steep roadway, so a separated facility (cycle track for bikes, sidewalks for peds) will likely be needed here.
6d	--	More hiking/walking trails should be added to this area. There is much potential to make West Linn and Lake Oswego/Stafford area great for hiking. Alot of people like to hike and not bike.
6e	Best PAT Route	Not quite as steep as Hidden Springs. Also, this lines a bicyclist up with the Old River Road route to go north. Bike lanes a possibility here.

CORRIDOR 7: Milwaukie to Clackamas Regional Center Routes

7a: SE King Road (improve conditions for pedestrians and bicyclists)

7b: SE Monroe Street (improve conditions for pedestrians and bicyclists)

7c: Railroad Path (improve conditions for pedestrians and bicyclists; consider multi-use trail)

7d: Sunnybrook Blvd (multi-use path extension from Aquatic Center to SE 82nd Ave)

7e: SE Lake Road - Harmony Road (improve conditions for pedestrians and bicyclists from downtown Milwaukie to Clackamas Town Center)

7f: Linwood Ave (fill gaps in bikeways and pedways from SE Railroad Ave to the County line)

Route Selection Criteria (shading indicates routes with highest scores)											
Route	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=2)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	Total Score
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=More	1=major 3=some 5=few	
7a	15	12	10	15	6	1	15	9	15	15	113
7b	20	15	10	15	4	1	15	15	12	15	122
7c	20	3	10	9	4	2	9	15	3	3	78
7d	10	9	10	15	6	3	15	12	12	9	101
7e	20	3	10	15	8	1	12	6	12	9	96
7f	10	9	10	15	6	1	15	12	9	12	99

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	Second Choice PAT Route	Third Choice PAT Route	Should Not Be a PAT Route
7a	--	1	--	--
7b	8	--	--	--
7c	3	1	--	--
7d	--	--	--	--
7e	--	--	--	1
7f	1	1	--	--

#	Route Selection	Comment
7a	Second Choice for PAT Route	This route is at times busy. From SE 34th Ave to Milwaukie Downtown is tight and busy especially at Milwaukie Expressway and King Ave. I rarely go that route. I prefer to use Monroe route. Somewhat less busy. From SE 34th to SE 82th it is okayish. Busy during rush hours. Due to few light traffic lights/signs, it can be hard to go across King Ave. Sometimes I have to wait long time till the street is open enough to go across the street safely. Drivers at times do not stop at crosswalk (at Home Ave). I think eastbound drivers can't see the crosswalk strips till they are top of the hill. I think person activated yellow flashing device would be helpful. Maybe add 2-3 similar crosswalks on different intersections on King for ex SE 37th Ave, Stanley Ave, and SE 77th. I know this area well because I live in Hector Campbell neighborhood.
7b	Best PAT Route	This is an important route; it should be safe for cyclists and pedestrians alike. It should be relatively inexpensive to do and could be done in such a way as to maintain the almost rural feeling of the street.
7b	Best PAT Route	it is my preferred route going to mall or Milwaukie Downtown. It is somewhat less busy than King Ave. I would like to see more bike sharrows on Monroe Ave. Need a 4 way stop at SE 47th/SE Garrett as eastbound drivers tends to go faster on downhill. Also need another 4 way stop at Linwood Ave. At times it takes forever to try to cross due to heavy traffic on Linwood. Need wider shoulder/lane on tight curves at Monroe/72nd and Thompson/72nd. It is close to elementary school. Kids deserve safer roads.
7b	Best PAT Route	A neighborhood greenway on SE Monroe is a very exciting/necessary step for connecting Milwaukie residents to jobs, schools, and shopping. One suggestion: the route should stay on Monroe east of 72nd.
7b	Best PAT Route	This is the best route mainly due to lower traffic volumes. It could be improved by turning south at SE Maplehurst Rd, which connects nicely to Causey at Harmony Dr. Has a more pleasant rural character and again lower traffic roads.
7b	Best PAT Route	For E-W routes, this is best for bikes/peds since it carries a lower volume of traffic and less freight than King.
7b	Best PAT Route	Great direct east-west route
7b	Best PAT Route	This is a great loop route I frequently use already and highly support. Great way to get from Milwaukie to Happy Valley and vice versa
7b	Best PAT Route	NA - vote via e-mail comment
7b	--	Great!
7c	Best PAT Route	This is a very much needed route. It is the obvious route for a lot of folks to get to the CRC but is completely dangerous to ride or walk. I would do the section north of Monroe and along railroad ave and then paralleling Harmony and out to the Town Center
7c	Best PAT Route	Great, flat route! High train speeds and frequency, so adequate separation and vegetative buffering is important.
7c	Best PAT Route	A dedicated bike/ped track alongside Railroad Ave. will create a viable and safe route between two light rails lines, the Orange in downtown Milwaukie and the Green at Clackamas Town Center. It will allow safe access to Clackamas Community College, the Aquatic Center, and the 3-Creeks Natural Area.
7c	Second Choice for PAT Route	This would make a lovely secondary route with access to employment areas
7c	--	I won't ride on Railroad Ave itself from SE 37th to Linwood Ave due to narrow FAST road. Path would be best bet. From Linwood Ave to 82nd bike lane is okayish. I would not comfortable riding on Sunnyroad Road from 82nd to I-205 due to heavy traffic and turning.

#	Route Selection	Comment
7c	--	There is not much clearance to build a trail under 82nd Ave here, not much space between stream and bridge abutment. Stream crossings may be tricky in this area too. Consider opportunities for stream enhancement along with trail if possible, as some portions of creeks are more like ditches that cross back & forth under RR.
7d	--	Maybe just omit 93nd Ave. Go straight to I-205 path instead.
7d	--	are you sure this is bike accessible?
7e	Should not be a PAT Route	Other alternatives are better. Lake Road has adequate facilities (except at intersection with Harmony/Linwood).
7e	--	I rarely ride the route. Some have bike lanes. Some have none. It is a hit and miss route. Safer connections from Milwaukie Express overpass to Linwood Ave. Add bike lane or sharrows on missing parts between Rowe School to Downtown. Lower speed limit. Make safer for Rowe students to ride on bikes.
7f	Best PAT Route	This is another critical route that should be safe for kids to walk to school and anyone to cycle, it is one of the few North/South routes in the area and should connect with that Portland has going to the North
7f	Second Choice for PAT Route	Great N-S alternative to using 99E or 82nd. This is a necessary route. The street could also use some improvements (curb and gutter, sidewalks, bike lanes.) Connects nicely with Springwater Trail.
7f	--	I rarely use this route. From King Ave to JCB has almost no shoulder. Wider shoulder would be helpful/safer. Not bad route though. Need a 4 way stop at Monroe Ave. By the way I often use Wichita Ave from King to JCB to reach the Springwater Trail instead of narrow Linwood.

CORRIDOR 8: Milwaukie to Oregon City

- 8a: SE River Road** (improve conditions for pedestrians and bicyclists; fill gaps in bikeways)
- 8b: Trolley Trail Extension** (pedway and bikeway improvements from south end of Trolley Trail to Clackamas River; turn existing railroad bridge over Clackamas River into a ped/bike bridge)
- 8c: McLoughlin Blvd** (improve conditions for pedestrians and bicyclists)
- 8d: SE Lake Road - Johnson Road - I-205 Multi-Use Path** (improve conditions for pedestrians and bicyclists)
- 8e: SE Webster Road** (improve conditions for pedestrians and bicyclists)
- 8f: SE Concord Road - Theissen Road** (improve conditions for pedestrians and bicyclists)
- 8g: SE Jennings Road - SE Roots Road** (improve conditions for pedestrians and bicyclists)
- 8h: SE Naef Road - Oetkin Road** (improve conditions for pedestrians and bicyclists)
- 8i: SE Oak Grove Blvd - Hill Road** (improve conditions for pedestrians and bicyclists)
- 8j: SE Rusk Road** (improve conditions for pedestrians and bicyclists)
- 8k: SE Kuhn Road** (improve conditions for pedestrians and bicyclists)
- 8l: SE Strawberry Lane** (extend bikeway and pedway east of I-205)
- 8m: SE Oatfield Road** (improve conditions for pedestrians and bicyclists)

Route Selection Criteria (shading indicates routes with highest scores)											
Route	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=2)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	Total Score
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=More	1=major 3=some 5=few	
8a	25	15	10	12	8	2	12	12	12	12	120
8b	25	15	10	12	10	3	12	15	9	3	114
8c	25	3	10	12	10	1	15	3	12	12	103
8d	25	9	10	12	8	2	6	12	15	9	108
8e	25	6	10	12	6	2	9	9	15	12	106
8f	10	12	10	15	6	1	12	12	9	9	96
8g	10	9	10	15	4	1	15	12	6	6	88
8h	5	15	8	15	4	1	15	15	15	15	108
8i	5	15	10	15	8	1	12	15	12	12	105
8j	5	6	10	12	4	1	6	15	6	9	74
8k	5	6	10	15	2	1	3	15	9	9	75
8l	5	6	10	15	6	1	9	9	6	9	76
8m	15	6	10	15	8	1	12	12	12	9	100

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	Second Choice PAT Route	Third Choice PAT Route	Should not be a PAT Route
8a	4	2	1	--
8b	6	--	1	--
8c	1	3	2	1
8d	--	2	--	--
8e	--	--	--	--
8f	--	--	--	1
8g	1	--	--	--
8h	--	--	--	1
8m	--	2	--	--

#	Route Selection	Comment
8a	Best PAT Route	GOOD ROUTE, A FEW AREAS COULD BE WIDER. NEEDS TO BE KEPT FREE FROM FALLEN LEAVES IN THE FALL.
8a	Best PAT Route	I like riding River Rd, with two major exceptions. First, when the road surface is really wet, the steep hill descending south from Oak Grove Blvd feels dangerous to me. Ditto for the slope that runs north and meets McLoughlin. Second, in the autumn, the leaves pile up in the bike lane and, when wet, get very slippery. Otherwise, this is a great route.
8a	Best PAT Route	Additional: Consider bike/ped option across the river at the railroad bridge. This is on Lake Oswego TSP and Metro RTP.
8a	Best PAT Route	Pretty good for cyclists. Not sure what is needed. Wide shoulders except for the storm grates on oak grove hill which force riders out of the narrow bike lane.
8a	Second Choice for PAT Route	Second choice for a PAT route. Vehicle speeds can be high, and the hill is a killer. Prefer the Trolley Trail.
8a	Second Choice for PAT Route	This too is a great route, that could possibly be made even better with a few minor improvements
8a	Third Choice for PAT Route	Along most of its length, River Road has adequate bike lanes and some sidewalks. There are some significant gaps where there is no shoulder, especially south of Oak Grove Blvd. I've enjoyed riding my bike on River and others do to. The nearby Trolley-Trail provides a fine alternative for those that aren't satisfied with facilities available on River Road. I would not make River Rd a priority for funds at this time.
8a	--	Improve Clackamas River McLoughlin crossing, poor lighting, narrow sidewalk where bridge abutments/supports extend into walkway. I really like what has been done with the Trolley Trail - thank you! I am intrigued by the potential for a Portland Ave crossing over the Clackamas in south Gladstone. Another option to get to OC safely would be a drop down at the south end of the Gladstone 99E bridge into Clackamette Park instead of going around to McD's. Being a 4 day a week commuter in this area (I mainly use Oatfield or River Rd. or Trolley Trail), I would love better maintenance on the bike lanes (sweeping). Mostly Oatfield, Trolley Trail & River Rd seem to get swept more

#	Route Selection	Comment
8b	Best PAT Route	The Trolley trail makes the most sense. If you are walking or riding a bike on McLoughlin Blvd the enjoyment is lost due to the noise and traffic. River Rd might be a little steep when you are coming into or leaving Milwaukie.
8b	Best PAT Route	Retrofitting this railroad bridge across the Clackamas would be amazing!! Crossing the Clackamas River at McLoughlin and riding along McLoughlin to get to the Trolley Trail is miserable. River Road is better, but still not preferred. Make this connection happen!
8b	Best PAT Route	Trolley Trail is an amazing bike route to take between Oregon City and Milwaukie. While River Rd would be my second choice, the Trolley Trail has very little vehicle interaction and doesn't have the huge hill that River Rd does. Fill the gap in Gladstone across the river and you have a premier biking route.
8b	Best PAT Route	This route has fewer ups and downs compared to the River Rd route and way less traffic than the route along McLoughlin.
8b	Best PAT Route	Yes yes yes - build this extension
8b	Best PAT Route	As it exists today, the Trolley-Trail is a world-class resource and the public utilizes it as such. I love it and use it for daily commuting into downtown Portland during the temperate months. I believe that there is room for improvement on the north end between Harrison and the County line. The bike lane is not bad but there are some challenging areas near Mill Port. I don't believe that there is a gap at the south end of the trail. Portland Avenue is a lightly-travelled low-speed street and I feel perfectly comfortable riding with traffic on it. Restoring the bridge is a "feel-good" idea. However, the Park Place bridge already provides good bike & ped access to the south shore and there is little justification for a second bridge.
8b	Third Choice for PAT Route	I enjoy riding the trolley trail, but the frequent stops rule it out as a viable commuting route.
8b	--	This needs to be the MAIN bike route for this section. River Road has no sidewalks (There are lots of us who want them.) Having bikers, cars and walkers all share the "side of the road" gets very scary sometimes.
8b	--	Great N-S route! Good to keep bikes/peds away from the busy roadways. Consider connection across Willamette at railroad bridge. This is listed on Lake Oswego TSP and Metro RTP.
8c	Best PAT Route	This should be the primary route for pedestrians, because 99E is where the transit and the destinations are. A plan is in place - it is time to implement the missing pieces. For bikes, Trolley trail or River Road should be the primary route.
8c	Second Choice for PAT Route	I ride McLoughlin almost every workday. I don't like being so near to fast automotive traffic, but the pavement (esp. north of Roethe) is good and the slope manageable when the surface is wet. The crossing under the trestle in Milwaukie is tough; I would never take anyone who isn't fully confident for riding in traffic lanes under it. The long descent from Park Rd. to downtown Milwaukie is not well lighted. On wet winter days I have to slow way, way down in order to identify obstacles in time.
8c	Second Choice for PAT Route	Good route for offering facilities given the number of business and connection points into neighborhoods. As a major N-S route, this is not the best choice since it is high traffic volumes and has freight.
8c	Second Choice for PAT Route	As ODOT has recognized, McLoughlin currently has a patchwork of sidewalks with significant gaps that need to be filled in. There are places near our home where we have to walk in the road because there is no sidewalk and the adjacent landscaping precludes walking behind the curb. With the Trolley-Trail paralleling the full-length of McLoughlin, I never ride on the highway and I don't believe that improvements for bicycles on McLoughlin are warranted.

#	Route Selection	Comment
8c	Should Not be a PAT Route	Do not include SE McLoughlin as a part of the PAT. There are far too many cars turning in & out of businesses, changing lanes etc. This NOT an appropriate bike route.
8c	Third Choice for PAT Route	BIKELANE/SHOULDER IS POORLY MAINTAINED OR SWEPT.
8c	Third Choice for PAT Route	Do not bother improving McLoughlin Blvd for bikes. Any bicyclist would avoid McLoughlin and take the Trolley Trail or River Road if they were going between Milwaukie and Oregon City. McLoughlin is miserable to ride on (high speeds, lots of vehicles). Its also miserable to walk on even with sidewalks in most areas.
8d	Second Choice for PAT Route	It would be great to provide a more direct off-street connection between here and the I-205 Multi-Use path to the north, since bicyclists could then avoid the dangerous bike path along SE 82nd Avenue and the need to negotiate the 224 overpass to get back on the bike path.
8d	Second Choice for PAT Route	Lake and Johnson are already great resources for bikes and peds. I already use them. I'm not really sure what, if any, improvements would be warranted.
8d	--	Consider opportunity to connect to walking trails in North Clackamas Park, perhaps via 51st and Casa Del Rey Dr. There is an existing ped bridge over Mt Scott Creek at the end of Casa Del Rey into the park.
8d	--	This is the best option because of the connection to the multi-use path.
8f	Should not be a PAT Route	I've ridden my bike and walked on Concord. I believe that it is adequate the way it is and any improvements should be way down on the list of priorities. With Concord School slated for closure and possible redevelopment, there is less concern for kids walking. Perhaps, sidewalk and bicycle improvements can be made part of any redevelopment plan.
8g	Best PAT Route	Jennings desperately needs sidewalks - especially between Boardman & Sherwood Forest. It's heavily travelled, near schools, and one of the only continuous routes east to west in the area. Not sure whether bicycle improvements are right for Jennings. With the limited width, and steep hills, I think that bicycles are better-served by choosing an alternative routes to existing resources with paths such as Oatfield, Webster, I-205 and the Trolley Trail.
8g	--	I live in Shewood Forest. To walk to Safeway on Webster I have to walk on Jennings there is no sidewalk. The road has curves and hills that blind drivers to walkers and cyclists. We need a sidewalk or space on at least one side of the road.
8g	--	between Oatfield and Webster has killer hill. Not many could ride up there. I would go around on different bike routes.
8h	Should not be a PAT Route	Unless I'm mistaken, Naef doesn't currently connect through to Oatfield Rd. I'm not sure why it's shown as a primary east-west connector or how much investment would be required to make it one. Was this an error? Concord is a much better alternative.
8m	Second Choice for PAT Route	WELL MAINTAINED (COULD BE SWEPT IN THE FALL AFTER LEAVES FALL). GENERALLY NICE ROUTE.
8m	Second Choice for PAT Route	A lot of people shun Oatfield because it has limited sight-distance in places, carries a lot of traffic, and seems to have a problem with speeding. With a few exceptions, however, it does seem to have a pretty fair bicycle path (although little or no sidewalks). I can see value in addressing the trouble spots and seeing if steps can be made to calm traffic. I believe that those steps would do as much as anything to make it better for bicycles and pedestrians.

CORRIDOR 9: Mount Hood Routes

- 9a: Marmot Road - Barlow Trail Road** (improve conditions for pedestrians and bicyclists)
- 9b: Coalman Road** (improve conditions for pedestrians and bicyclists)
- 9c: US Hwy 26** (improve conditions for pedestrians and bicyclists between Sandy and Government Camp)
- 9d: E. Sleepy Hollow Drive** (improve conditions for pedestrians and bicyclists)
- 9e: SE Bluff Road** (improve conditions for pedestrians and bicyclists)
- 9f: E. Brightwood Loop Road** (improve conditions for pedestrians and bicyclists)
- 9g: Welches Road - Salmon River Road** (improve conditions for pedestrians and bicyclists)
- 9h: Lolo Pass Road** (improve conditions for pedestrians and bicyclists)

Route Selection Criteria (shading indicates routes with highest scores)											
Route	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=2)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	Total Score
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=More	1=major 3=some 5=few	
9a	15	15	6	6	2	5	12	9	9	9	88
9b	15	6	4	3	2	5	9	6	6	6	62
9c	15	9	4	3	2	5	15	6	6	6	71
9d	5	9	6	3	2	2	3	15	12	12	69
9e	10	9	8	6	4	2	12	9	9	3	72
9f	5	9	8	3	2	2	3	9	12	12	65
9g	5	6	4	9	4	3	3	12	6	6	58
9h	5	12	2	3	2	5	3	9	6	6	53

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	Second Choice PAT Route	Third Choice PAT Route	Should not be a PAT Route
9a	3	--	--	--
9b	--	--	--	--
9c	1	--	--	--
9e	2	--	--	--

#	Route Selection	Comment
9a	Best PAT Route	I have ridden this route and the Hwy 26 route up to Government Camp many times. This is certainly the route with the least cars and probably better views. It is also the more physically challenging route because of harder climbs. I am worried that some people may find this ride just too hard compared to 26. Overall though people will probably appreciate being on low traffic pretty roads.
9a	Best PAT Route	Please consider opening up and providing signage for the old Mt. Hood Loop Highway between Government Camp and Kiwanis Camp Road/Laurel Hill (approximately 2 separate mile-long sections of intact roadway that just need minimal clearing of brush and debris for bike and foot traffic) Road bed is in great shape, with exception of 200 yard length of upper section that was inexplicably torn up by Forest Service in 2012. Excellent alternative to unsafe travel along shoulder of Highway 26.
9a	Best PAT Route	US 26 is way too busy and fast to mix safely with bicycles and pedestrians
9a	--	the road connexion between Dodge Park and Marmot Rd. is likely to be a route for touring cyclists starting in E Portland
9a	--	Ten Eyck is OK going down because bike speeds can match car speeds, but coming up needs more shoulder for safety.
9a	--	yes, I think this should be the principle route
9b	--	This route, going uphill from ZigZag to Govt. Camp is generally good now, but there is one very narrow pinch point, on a corner just below the Mirror Lake parking area where the shoulder is VERY narrow. Located on a blind corner, it is unsafe. Going downhill, the re-paving left an elevation change to the old pavement in the middle of the shoulder. Makes it unsafe for bikes traveling downhill at high speed. Extend the pavement to the edge of the old pavement or at least feather it out so there is a smooth transition and no "trip" hazard
9c	Best PAT Route	Yes please.
9e	Best PAT Route	Unless one has an elevated sense of their invulnerability, a better route from Gresham to Sandy would be getting on to SE Powell Valley Rd (Roork Rd) at 282nd, dropping down to Dodge Park Blvd at Short Road or 302nd avenue, continuing to Cottrell Road then south to Bluff Road. With less than a quarter of a mile on Bluff (scary as shit) go south on 352nd, east on Dunn Rd. then south on 362nd to Kelso. East on Kelso then south on Jewelberry Avenue. This take you past the new Sandy High School leaving only a half mile to travel on Bluff Road where there are bike lanes. Bluff Road traffic outside Sandy is way too fast and without shoulders. Except for possibly adding a little shoulder for the 1/4 mile between Cottrell and 352nd, nothing else needs any physical work to make this a whole lot safer than riding Bluff the whole way.
9e	Best PAT Route	I am the ride director of the Barlow Road Ride and know this route really well and you need to make Dunn Road and Compton Roads to get back to Boring and Barton Park and Clackamas River Drive because you have the overpass at 26. If you constructed a bike ped overpass at Kelso Road then you could use that connection. At the other end on the west you need to make Still Creek Road a part of the PAT to reach Government Camp. The US Forest Service Ranger supports such a bike and ped route to Government Camp to avoid 26 and ending the PAT at Zig Zap makes no sense. The Barlow Road Ride Route route from End of the Oregon Trail in Oregon City to Government Camp should not only be a continuous PAT but should also be a designated scenic Oregon Bike Way and I am working on that with George Wilson and others who have the vision of this route that also connects to the Springwater so that riders and hikers can get from either Oregon City or Portland to Government Camp and Timberline Lodge without the route being on Hwy 26 other than the very short connection from Zig Zag to Still Creek Road

#	Route Selection	Comment
9e	--	<p>1. starting in the middle of nowhere on Bluff road? => Why in the world isn't this starting at Boring Station Park? Yes, this year, the connection is not the greatest but with Springwater into Rugg Rd done as well as the connection to Portland</p> <p>2. I'm not a fan of Marmot Road: too narrow, too many idiots driving/cutting corners at 65mph and, of course, it is now chip seal. > low traffic - good; likelihood traffic is stupid - high.</p> <p>3. the other end should be Timberline, not Govy. I expect to get a set of KOM marks on Westleg as well as Lolo Pass. I don't know if you see I refreshed 1828 last summer and did a few trials on Lolo</p> <p>4. If you're staying off 26, then Rd. 19 to Henry Creek to the Bridle Path is the "all terrain bike" route. (if you like chip seal, how about gravel?)</p> <p>5. I'm surprised you don't have an alternate route up Still Creek Road. that is a beautiful way to get up to Trillium Lake and Govy.</p> <p>6. then there is Kiwanis Camp Road/USFS Road 39 a.k.a. "Old Loop Highway" that both gets back to 26 and also ties into the Bridal Path at a neat swale that looks to be part of the old Barlow Road</p>

CORRIDOR 10: Oregon City to Canby Routes

- 10a:** Willamette Greenway Trail (conceptual regional trail on the east side of the Willamette River connecting Oregon City and Canby)
- 10b:** Highway 99E (improve conditions for pedestrians and bicyclists)
- 10c:** Central Point Rd - New Era Rd-Haines - Territorial - Holly St (on-street pedway and bikeway improvements connecting Oregon City to Canby and extending to the Canby Ferry)
- 10d:** Central Point Rd - Township - Molalla Forest Rd Path (on-street pedway and bikeway improvements and extension of Molalla Forest Rd multi-use path to Canby Ferry)
- 10e:** Central Point Rd - South End - Hwy 99E (improve conditions for pedestrians and bicyclists)

Route Selection Criteria (shading indicates routes with highest scores)											
Route	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=2)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	Total Score
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=More	1=major 3=some 5=few	
10a	15	3	6	3	4	5	15	15	3	3	72
10b	15	3	6	6	4	5	15	6	6	3	69
10c	15	15	8	12	4	2	12	6	9	9	92
10d	15	9	8	12	4	2	6	9	6	9	80
10e	15	6	6	9	2	3	12	12	6	6	77

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	Second Choice PAT Route	Third Choice PAT Route	Should not be a PAT Route
10a	4	--	--	1
10b	--	--	--	--
10c	5	1	--	1
10d	1	--	--	--
10e	--	1	--	--

#	Route Selection	Comment
10a	Best PAT Route	I love the idea for this trail. My hope is that it would be completely separated from the roadway. Don't particularly like walking or biking right next to vehicles.
10a	Best PAT Route	This would be a fine route if it could be built. A good safe route between Canby to Oregon City is presently not available in my view. With the addition of this route, biking to Oregon City and Portland would become very popular in my view. I think it would get lots of use.
10a	Best PAT Route	A paved regional trail along the river parallel to hwy 99 would be ideal. Short of that, improvements on any of the other routes would make cycling between OC and Canby more desirable and more safe
10a	Best PAT Route	This is one of the most dangerous sections of road in Oregon if cyclists ride 99E. Obviously, the most ideal would be a separate Greenway trail. This is also the flattest terrain connecting south metro to Willamette Valley. Connecting Willamette Falls proposed development to a Willamette Greenway Trail to the Canby Ferry, Oregon Scenic Bike Way/Champoeg, Molalla Forest Rd, and Molalla Forest Corridor would make Clackamas Co. a great bike tourism destination. Canby area provides low volume roads, scenery, Clackamas Co. Event Center, wineries, tulip and dahlia festivals, parks, Ag tourism.
10a	Should not be a PAT Route	TOO MANY SPOTS WHERE THERE IS NO SHOULDER AND ONE IS NEXT TO FAST MOVING TRAFFIC.
10a	--	Would be nice to be able to ride from OC to Canby without going up and over the hill. Hwy 99 is a nice flat route. Most of the shoulders are wide enough for bikes, but there are pinch points where the shoulder disappears that make it unsafe under existing conditions.
10a	--	Would be very nice to have a trail along the River/RR track all the way to Oregon City
10c	Best PAT Route	YEs - this one gets my vote
10c	Best PAT Route	a connexion over the Mollala River (through the State park) to the Charbonneau Rd. would be a fabulous Willamette Greenway route to Champoeg Park.
10c	Best PAT Route	The PAT needs to be a loop from Oregon City to Canby and the red route should include crossing on the Canby Ferry and riding SW Mountain Road to Stafford to Elk Road and Borland road to Oregon City Bridge and then up over the hill to Central Point Road and south to Canby. This is a great loop bike ride for a Saturday and is one of the best Clackamas County bike rides especially with the ferry crossing and views as you ride the loop.
10c	Best PAT Route	Route should connect to RideOregonRide PtId to Willamette Valley route: connects to Oregon Scenic Bikeway uses Central Pt. Rd. thru Canby(- Township - 13th - 99E - Barlow Rd. - Arndt Rd.). As a N. Canby resident I prefer New Era Rd. connection vs. Township Rd..
10c	Best PAT Route	The 0.5 mi. stretch of county road along Holly St. from Territorial past 22nd Ave. sees heavy and constant bicycle use. Bike use includes road cyclists using it as a popular south metro training and touring route, as well as daily bike commuters and residents riding from Canby out to IFA Nurseries, Montecucco Farms, Simnitt Nursery and Swan Island Dahlias, Molalla River State Park, the Flower Farmer and the Canby Ferry. FYI, utility poles are already set broadly but no paved shoulder exists from Territorial to about 29th.
10c	Second Choice for PAT Route	This is my go-to route between OC and Canby. The most difficult (dangerous) part is the west end of New Era Rd around Parrot Creek.
10c	Should not be a PAT Route	The red route through New Era is a highly hazardous rural road. The cost of creating safe riding places on this route surely exceed similar provisions along Hwy 99 which already has some shoulder area and some barrier area. If the

		object is a pretty route, 99 is not it. If the object is safe transit, New Era is surely not it!
#	Route Selection	Comment
10c	--	any extension to the Canby Ferry needs to have the cycling/ped fee revisited. i went from 10 crossings a year to ZERO since the fees have been imposed. I am boycotting the ferry. would love to see usage og cyclists before and after the changes.
10c	--	A great route to Or City would be nice if it had more of a shoulder or a bike way.
10c	--	THIS IS A CRUCIAL INTERSECTION FOR BIKE TOURISM: Cyclists stop here and stare in confusion at their GPS or maps. Signage is needed for connections to Oregon Scenic Bikeway/Champoeg, Molalla Forest Rd., and Central Pt. Rd..
10c	--	CANBY FERRY: The Canby Ferry is one of Clackamas County's biggest cycling attractions due to its scenery, novelty and short terrain challenge. Cyclists use the ferry nearly every crossing on any low precipitation day.
10d	Best PAT Route	This seems like it could be a nice location for a pathway. It's nice that it travels along a back road instead of a main roadway.
10d	--	This route is very scenic. Unfortunately, I consider it a bit hazardous because of car and truck traffic.
10d	--	This route is reasonable on Mulino road. I don't consider it very safe on Central Point road section, however. The Molalla Forest Rd section is delightful.
10d	--	I don't see how this gets one to Canby
10d	--	Central Point is far safer than 99E. I ride this all the time....love it. I recommend connection down Linn Ave. to Main St. and the bridge.
10d	--	Rideoregonride uses Central Point to Township. Should county and state jive? State route enters Canby which is good for refreshment/amenities but I disagree with use of 99E and Barlow Rd. (both hazardous roads). Better option is Knights Bridge to Arndt Rd.
10e	--	This route is pretty heavily traveled by cars and trucks. There is little or no shoulder. Not bike friendly.

CORRIDOR 11: Oregon City to Molalla Routes

- 11a:** Linn Ave - Leland Rd (improve conditions for pedestrians and bicyclists; fill gaps in bikeways)
- 11b:** Newell Creek Trail - Hwy 213 (new regional multi-use trail on the east side of Newell Creek Canyon; Hwy 213 bikeway improvements south of Oregon City to Molalla)
- 11c:** Redland Road - Holly Lane - Maplelane - Beavercreek (improve conditions for pedestrians and bicyclists between Oregon City and Beavercreek rural community)
- 11d:** Central Point Road - Mulino Rd (improve conditions for pedestrians and bicyclists between Oregon City and Beavercreek rural community)
- 11e:** Howards Mill Rd (improve conditions for pedestrians and bicyclists between Hwy 213 and Buckner Creek Rd)

Route Selection Criteria (shading indicates routes with highest scores)											
Route	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=2)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	Total Score
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=More	1=major 3=some 5=few	
11a	20	12	6	12	4	2	12	9	9	12	98
11b	20	15	8	15	8	2	15	6	3	6	98
11c	20	9	4	9	2	2	9	9	9	9	82
11d	20	15	6	12	4	2	9	9	6	9	92
11e	5	3	2	3	2	1	6	12	9	6	49

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	Second Choice PAT Route	Third Choice PAT Route	Should not be a PAT Route
11a	--	--	--	--
11b	--	--	--	--
11c	3	--	--	--
11d	1	--	--	--

#	Route Selection	Comment
11a	--	Adding bicycle infrastructure to Linn Ave here will be difficult due to the slopes and limited ROW. The street is very steep and curvy with low visibility - not good for cycling. Instead, consider the future paths that will lead out of the Blue Heron property - a connection from there to the regional trail network will be needed anyway. Is there an option to connect the Molalla Corridor with the Canby Corridor somewhere in Oregon City near South End road?
11b	--	This is a great location due to its proximity to the community college and OC high. HWY 213 near Clackamas Community College is very busy with very fast traffic. Consider routing the trail through the community college campus if possible.
11b	--	Does this trail exist? I don't see it on Google maps. I commute by bike every day on 213, and it would be wonderful if I could get off of the dangerous highway.
11b	--	This route would provide access to places currently difficult to access by bike. Its potential to tie in with hiking and mountain bike trails is particularly exciting. This should be one of Oregon City / Metro / Clack Co's top priorities.
11b	--	It makes good sense to use the old railroad right of way for a biking/hiking trail alongside Highway 213. The grade is good and much of the right of way has already been purchased by Metro. It also could connect to the walking trail around Clackamas Community College.
11b	--	Although high traffic volumes, speeds, and freight, this route seems safest for bikes/peds/drivers to see each other. Widening or buffered striping could help increase awareness.
11b	--	213 is a death-trap for bicycles. I believe that the accident statistics speak for themselves. It's a heavily-traveled, high-speed car and freight corridor. That said, I covet the opportunity to be able to ride my bike out to Molalla safely. Beaver creek is not really a viable alternative in my mind. I would be interested to see what can be done to make 213 safer without adversely impacting commuters and commerce in South County.
11b	--	The big problem with 213 is very heavy traffic including trucks. You would need to get the bike lane off of 213 because the traffic is almost all 65 MPH and very noisy due to the volume. It is not much better than riding next to a freeway and on Freeway bike paths sound barriers are the only way to make a bike path enjoyable. I don't see sound barriers all the distance of 213 as viable. There are better low traffic routes to get north and south in this area.
11c	Best PAT Route	I like this route best since it is a pretty direct route between the cities and uses a less travelled route.
11c	Best PAT Route	The alternative is far more desirable due to less vehicles
11c	Best PAT Route	Beaver creek Rd. should be a principal route; it is too far out of the way to expect Beaver creek to Oregon City traffic to use Hwy 213 -- people won't do that. The road counts determined that 50 bikes a day go on this stretch in Beaver creek Rd. south of Henrici (studies suggest the actual number is probably twice that and some of the tubes didn't cross the bike lane). Beaver creek Rd. has more destinations on it, more closely located than Hwy 213 e.g. it has the phone company (with meeting rooms), the downtown with the community center including PO, Grange (many community meetings), Corner Park, restaurant/pub and then a little further the Soil and Water Conservation District Farm and then the elementary school and fire station (more community meetings).
11c	--	Lovely route, but very windy and steep. Doesn't seem very safe.
11d	Best PAT Route	I like this route rather than Hwy 213. too much vehicle traffic
11d	--	I cycle this route frequently for pleasure. The roads are narrow but the traffic is light and cordial. Any improvements would be welcome.

CORRIDOR 12: Stafford

- 12a:** Stafford Rd - McVey Ave (improve conditions for pedestrians and bicyclists)
- 12b:** Stafford Rd - Newland - 45th Ave - Advance Rd (improve on-street conditions for pedestrians and bicyclists)
- 12c:** Rosemont Rd (new bike lanes between West Linn and Lake Oswego)
- 12d:** SW Borland Rd - Willamette Falls Dr (improve on-street conditions for pedestrians and bicyclists)
- 12e:** Johnson Rd - 19th St (improve on-street conditions for pedestrians and bicyclists)
- 12f:** Mountain Rd - Advance Rd (improve conditions for pedestrians and bicyclists)
- 12g:** Mountain Rd - Willamette Narrows Greenway Trail (pedway and bikeway improvements on Mountain Rd; new regional multi-use trail along the west side of the Willamette River from the Canby Ferry past the mouth of the Tualatin River to the City of Wilsonville)
- 12h:** Airport Rd (improve on-street conditions for pedestrians and bicyclists)
- 12i:** Boones Ferry Rd (improve on-street conditions for pedestrians and bicyclists)
- 12j:** Butteville Rd (improve on-street conditions for pedestrians and bicyclists)

Route Selection Criteria (shading indicates routes with highest scores)											
Route	Access to Community Attractors (weight=5)	Serves Current Demand (Use) (weight=3)	Transportation Disadvantaged Area (weight=2)	Other Adopted Plans (weight=3)	Leverages Previous Investment (weight=2)	Scenic Route Value (weight=1)	Direct Route? (weight=3)	Traffic Volume / Speed (weight=3)	Cost Effectiveness (weight=3)	Barriers (weight=3)	Total Score
	1=few 3=moderate 5=many	1= seldom 3= moderate 5=heavy	1=least 3=somewhat 5=most	1=none 3=some 5=lots/all	1=none 3=some 5=lots	1=low 3=medium 5-high	1=no 2=medium 5=most	1=high 3=medium 5=low	1=Less 3= medium 5=More	1=major 3=some 5=few	
12a	20	15	6	15	6	4	15	6	9	9	105
12b	20	9	4	12	6	4	12	9	9	6	91
12c	25	15	2	15	8	2	15	9	9	6	106
12d	20	12	4	15	4	2	15	9	9	6	96
12e	5	6	4	12	2	2	9	12	9	9	70
12f	20	12	4	9	4	4	6	6	9	6	80
12g	20	3	4	9	4	5	3	6	6	6	66
12h	10	3	4	6	6	2	6	6	6	6	55
12i	10	3	6	6	2	2	6	6	6	6	53
12j	10	3	6	6	2	5	6	9	6	6	59

VIRTUAL WORKSHOP COMMENT TALLY				
Route	Best PAT Route	Second Choice PAT Route	Third Choice PAT Route	Should not be a PAT Route
12a	5	--	--	--
12b	--	--	--	1
12c	--	1	--	--
12d	2	--	--	--
12f	4	--	--	--
12g	1	--	--	--

#	Route Selection	Comment
12a	Best PAT Route	This option corresponds to projects on Lake Oswego's TSP. Stafford/McVey already have some facilities in place for bike/ped so this primary route designation could help fill the gaps.
12a	Best PAT Route	This is the most direct route from Lake Oswego to Wilsonville, but needs to be widened in order to provide bike lanes. Great route to get to the future bike bridge over the Willamette River in Wilsonville.
12a	Best PAT Route	This is a natural route for cyclists between LO and Wilsonville. It is very dangerous in places and I only ride it at low traffic times. Traffic is fast and shoulder is narrow to non-existent except for McVey, 205 area and entering Wilsonville. I would love to use this route more.
12a	Best PAT Route	Like many cyclists, I use Stafford Rd. to get back to Lake Oswego after riding around Pete's Mountain. It's great that a bike Lane was added by Wankers Corner but it doesn't continue all the way up Stafford toward Luscher Farms. Please add a bike Lane here! It's incredibly dangerous with very little shoulder.
12a	Best PAT Route	This route is an important connection between Wilsonville and Stafford, West Linn, and Lake Oswego. It will pass through future residential development in Wilsonville's Frog Pond/ Advance Rd area.
12a	--	This route looks pretty choppy. Is there a way to make the safe route connected so it provides a safe and reasonably long bike ride?
12b	Should Not be a PAT Route	Level of development and speed of traffic make this route undesirable. Drivers will not be expecting bike/peds here. Direct the route to the more well-travelled route and improve the facilities there.
12b	--	This will be great when there are bike lanes
12c	Second Choice for PAT Route	Secondary choice since the destinations align better with other alternatives. Already a good ped facility in place, but can use bike lanes/cycle tracks.
12c	--	I am still completely perplexed that the wonderful trail was added along Rosemont Rd from Luscher Farm to West Linn, with NO consideration for bikes. Seriously? A crime, if you ask me.
12d	Best PAT Route	Optimal east/west route between Oregon City and Tualatin.
12d	Best PAT Route	This route already has high bike traffic but is dangerous in sections due to narrow roads and zero to narrow shoulder for much of the way. I would make this route a high priority for improvements.

#	Route Selection	Comment
12d	--	Turner Rd. is my favorite road connecting to Mtn Rd. It's low volume and low speed although sharrows might be needed. I stay off of Stafford at all cost due to volume and speed.
12f	Best PAT Route	this should be a main route
12f	Best PAT Route	A safe to use path on Stafford Rd from McVey to Borland is a MUST!
12f	Best PAT Route	Mountain Road should be part of the PAT because of the connection by the ferry to Canby PAT route. You need to look more at how the different PAT for each area connect up like this one. It makes no sense to show PAT on south to Canby Ferry and then not include Mountain Road on north as part of the PAT. Rosemont Road ped path needs to allow bike use. The attempt to prohibit bikes defies common sense. Just use signage and speed bumps if you want to slow down the bikes on the hills. Bikes are going to use it regarding of signs so you might as well face the reality and use signs and bumps to control bike speeds on the hills.
12f	Best PAT Route	Great scenery. I escorted a cross country ride through Clackamas Co.. Comments included Mountain Rd. and the Canby Ferry were one of the most scenic parts of their ride.
12f	--	Stafford Rd should be the go to active transportation corridor through this area, all the way to Wilsonville. The Mountain Rd route is mainly useful for crossing the Willamette River at the Canby Ferry, a nice recreational route.
12f	--	An acceptable alternative to those wishing to take the Canby Ferry to continue south.
12f	--	Route should connect to Boones Ferry Rd.
12g	Best PAT Route	Connect to Canby Ferry. This is a great crossing!!! The ferry is currently an extremely popular cycling route due to scenery, locale, brief terrain challenge. Elevation challenges are far greater in West Linn and O.C.. This is an asset to Clackamas County tourism and transportation.
12g	--	Hoffman-Petes Mt Rd. is a popular recreational ride connexion between West Linn and the Canby Ferry
12g	--	How come the Ferry is completely excluded from any of the routes?? This is crazy. The Ferry is one of the best, safest ways to cross the Willamette? Encouraging cycling over the Ferry will help keep it funded. An excellent ride is from Willamette over Pete's mtn across the Ferry, out Central Pt to OC across the Old OC bridge and back to Willamette. This brings cycles through Willamette, Canby old town and OC old town. Please add the Ferry!!!!!! Can't stress this enough!!
12h	--	Love Airport road, need a connector from Canby all the way out. currently no access all the way our without choke points.

APPENDIX E – PAT COST ESTIMATES

ATP_ID	Segmnt_ID or revision	Project_ID	Street Name	Extents	Segment Length (miles)	Bicycle Improvement	Total Low	Total High	Total High Cost per Mile
Corridor:	Canby to Molalla		Project Type	Shoulder Bikeway, Stripe Bike Lane					
1c	1.01	1.01	NE 37th/N Holly St	Willamette River to NW Territorial Rd	1.9	Increase Shoulder Width	\$ 3,175,000	\$ 4,596,000	\$ 2,447,000
1c	1.06	1.02	Territorial Road & Ivy Street	NW Territorial Rd to Pacific Hwy E	2.0	Stripe Bike Lane	\$ -	\$ 198,000	\$ 98,000
1c	1.14	1.03	Hwy 170/Kraxberger/Dryland/Oli	SE 16th Ave to S Kraxbeger Rd	9.6	Increase Shoulder Width	\$ 6,690,000	\$ 11,424,000	\$ 1,194,000
1c	1.25	1.04	Toliver Rd	Canby-Marquam Hwy to Cascade Hwy (213)	1.4	Increase Shoulder Width. Sidewalk on one side	\$ -	\$ 1,592,000	\$ 1,162,000
Total					14.8		\$ 9,865,000	\$ 17,811,000	\$ 1,201,000
Corridor:	Canby to Molalla		Project Type	Striping Only					
1c	1.01	1.01	NE 37th/N Holly St	Willamette River to NW Territorial Rd	1.9	Install Advisory Bike Lane	\$ -	\$ 15,000	\$ 8,000
1c	1.06	1.02	Territorial Road & Ivy Street	NW Territorial Rd to Pacific Hwy E	2.0	Stripe Bike Lane	\$ -	\$ 16,000	\$ 8,000
1c	1.14	1.03	Hwy 170/Kraxberger/Dryland/Oli	SE 16th Ave to S Kraxbeger Rd	9.6	Install Advisory Bike Lane	\$ -	\$ 2,654,000	\$ 277,000
1c	1.25	1.04	Hayden	Canby-Marquam Hwy to Cascade Hwy (213)	1.4	Install Advisory Bike Lane	\$ -	\$ 29,000	\$ 21,000
Total					14.8		\$ -	\$ 2,715,000	\$ 183,000
Corridor:	Clackamas River		Project Type	Shoulder Bikeway					
2a	1.01	2.01	Washington St	Abernethy Rd to Forsythe Rd	1.1	Install Signage	\$ -	\$ 3,000	\$ 3,000
2a		2.02	Clackamas River Dr	Forsythe to Springwater Rd	6.8	Increase Shoulder Width	\$ 8,799,000	\$ 148,968,000	\$ 21,779,000
2a		2.03	S Bakers Ferry Rd	Springwater Rd to Eaden Rd	13.3	Increase Shoulder Width	\$ 15,158,000	\$ 29,161,000	\$ 2,198,000
2a	1.06	2.04	Hwy 211	Hayden to Hwy 224	1.2	Increase Shoulder Width	\$ -	\$ 6,000	\$ 5,000
2a	1.14	2.05	SE Bakers Ferry Rd	Hwy 224 to S Eaden Rd	0.9	Increase Shoulder Width		\$ 1,657,000	\$ 1,801,000
Total					23.3		\$ 23,958,000	\$ 179,796,000	\$ 7,713,000
Corridor:	Estacada		Project Type	MUP Construction					
4e	4.01		Cazadero Trail	SE Stone Rd to SE 5th Ave	14.5	MUP	\$ 10,755,000	\$ 17,730,000	\$ 1,224,000
4c	4.02		Trail	Cazadero Trail to Bluff Rd	8.3	MUP	\$ 6,158,000	\$ 10,152,000	\$ 1,224,000
4c	4.03		Dubarko/Bluff Rd	Cazadero Trail to Hwy 26	0.7	Buffered Bike Lane & Sidewalk	\$ -	\$ 782,000	\$ 1,149,000
Total					23.5		\$ 16,912,000	\$ 28,663,000	\$ 1,222,000
Corridor:	Industrial East		Project Type	MUP Construction					
5a	5.01		82nd Dr/E Arlington St	Portland Ave to I-205 MUP	0.5	Bike Lane	\$ -	\$ 2,000	\$ 4,000
5a	5.02			E Arlington Street to Hwy 212 Overcrossings	2.0	No Improvement			
5a	5.03			McKinley Ave to SE 82nd Drive	0.2	Hwy 212 Improvements			
5a	5.04			Hwy 212 Overcrossing to I-205 Path	1.2	No Improvement			
5a	5.05		I-205 MUP	Clackamas TC to 82nd Dr	1.1	MUP	\$ -	\$ -	\$ -
Total					5.1		\$ -	\$ 2,000	\$ -
Corridor:	Milwaukie to Clackamas Regional Center		Project Type	Shared Lane Markings					
7b		7.01	SE Monroe St/Thompson/Causey	SE McLoughlin (99E) to SE 72nd Ave	2.1	*In Study*	\$ -	\$ -	\$ -

ATP_ID	Segmnt_ID or revision	Project_ID	Street Name	Extents	Segment Length (miles)	Bicycle Improvement	Total Low	Total High	Total High Cost per Mile
7b		7.02	Territorial Road & Ivy Street	NW Territorial Rd to Pacific Hwy E	1.0	Shared Lane Marking	\$ -	\$ 1,235,000	\$ 1,226,000
7b		7.03	SE Fuller Road	SE Thompson Rd to SE Causey Ave	0.4	None			
7b		7.04	SE Monroe St/Thompson/Causey	SE 16th Ave to S Kraxbeger Rd	0.6	Shared Lane Marking	\$ -	\$ 7,000	\$ 11,000
Total					1.7	1.7 miles to be improved	\$ -	\$ 1,242,000	\$ 731,000

Corridor:	Milwaukie to Clackamas Regional Center	Project Type	Shoulder Bikeway, Stripe Bike Lanes						
7d		7.05	SE Flavel Drive/SE Linwood Avenue	SE Mcloughlin (99E) to SE 72nd Ave	2.06	Bike Lane	\$ 900,000	\$ 826,000	\$ 401,000
7d		7.06	Buffered Bike Lane	Flavel to Aquatic	0.47	MUP	\$ 356,000	\$ 583,000	\$ 1,240,000
7d		7.07	Aquatic Center	SE Harmony Rd to 82nd Ave (213)	0.52	MUP	\$ 383,000	\$ 631,000	\$ 1,224,000
7d		7.08	-	82nd Ave (213) to SE 93rd Ave	0.53	No Improvement			
7d		7.09	Sunnybrook/93rd	82nd Ave (213) to SE 93rd Ave	0.27	Bike Lane	\$ -	\$ 16,000	\$ 61,000
Total					3.8		\$ 1,639,000	\$ 2,056,000	\$ 536,000

Corridor:	Milwaukie to Oregon City	Project Type	Cycle Track						
8a		8.01	SE 22nd Avenue	SE Mcloughlin Blvd (99E) to SE River Road	0.38	Buffered Bike Lane	\$ -	\$ 6,000	\$ 16,000
8a		8.02	SE River Rd	SE Mcloughlin Blvd (99E) to Oak Grove	1.23	Buffered Bike Lane	\$ -	\$ 20,000	\$ 16,000
8a		8.03	SE River Rd	Oak Grove to Rosebrier Court	3.00	Buffered Bike Lane	\$ -	\$ 372,000	\$ 124,000
8a		8.04	SE River Rd	SE River Rd to SE Mcloughlin Blvd (99E)	0.75	Buffered Bike Lane	\$ 13,000	\$ 12,000	\$ 16,000
8a		8.05	Main Street	W Arlington St to 11th St	1.94	Buffered Bike Lane	\$ -	\$ 32,000	\$ 16,000
Total					1.9		\$ 13,000	\$ 32,000	\$ 16,000

Corridor:	Milwaukie to Oregon City	Project Type	Neighborhood Greenway						
8h	revised	8.06	SE 22nd Avenue	SE Mcloughlin Blvd (99E) to SE River Road	0.48	Neighborhood Greenway/Sidewalk	\$ 1,250,000	\$ 2,489,000	\$ 5,192,000
8h	revised	8.07	SE River Rd	SE Mcloughlin Blvd (99E) to Oak Grove	0.5	Neighborhood Greenway/Sidewalk	\$ 563,000	\$ 1,034,000	\$ 2,244,000
8h	revised	8.08	SE River Rd	Oak Grove to Rosebrier Court	1.0	Neighborhood Greenway/Sidewalk	\$ 1,250,000	\$ 2,492,000	\$ 2,436,000
8h	revised	8.09	SE River Rd	SE River Rd to SE Mcloughlin Blvd (99E)	1.8	Neighborhood Greenway/Sidewalk	\$ 2,270,000	\$ 4,708,000	\$ 2,552,000
Total					3.8		\$ 5,333,000	\$ 10,724,000	\$ 2,816,000

Corridor:	Canby to Molalla	Project Type	Shoulder Bikeway and MUP Adjacent to Roadway						
9e		9.01	Bluff Rd	SE Miller Rd to SE Kelso Rd	4.9	Shoulder Bikeway	\$ 4,088,000	\$ 6,423,000	\$ 1,314,000

9e		9.02	Bluff Rd	SE Kelso Rd to SE Ten Eyck Rd	3.0	Bike Lane and Sidewalk	\$ 3,611,000	\$ 7,197,000	\$ 2,437,000
9a		9.03	Marmot Rd/Barlow Trl/Lolo Pass	Hwy 26/Proctor Blvd to Mt Hood Hwy (26)	3.7	Shoulder Bikeway	\$ 3,426,000	\$ 22,215,000	\$ 5,976,000
Total					6.7		\$ 7,037,000	\$ 29,412,000	\$ 4,409,000

ATP_ID	Segmnt_ID or revision	Project_ID	Street Name	Extents	Segment Length (miles)	Bicycle Improvement	Total Low	Total High	Total High Cost per Mile
9a		9.04	Hwy 26	Mt Hood Hwy (26) to Government Camp	17.4	Shoulder Bikeway	\$ 14,662,000	\$ 22,539,000	\$ 1,294,000
9a		9.05	Hwy 26	Mt Hood Hwy (26) to Government Camp	10.39	MUP/but didn't cost anything.			
9a		9.06	Government Camp Loop	Mt Hood Hwy (26) to Government Camp	0.1	Sharrows	\$ 11,000	\$ 11,000	\$ 184,000
Total					38.2		\$ 14,673,000	\$ 22,551,000	\$ 590,000
Grand Total					49.8		\$ 25,798,000	\$ 58,386,000	\$ 1,172,250

Corridor:	Oregon City to Canby		Project Type	Buffered Bike Lane and Shoulder Bikeway					
10c		10.01	NE Arndt/S Barlow	I-5 to S Knights Bridge	4.2	Buffered Bike Lane	\$ 5,760,000	\$ 7,817,000	\$ 1,848,000
10c		10.02	NW Knights Bridge Rd	S Barlow Rd to N Holly St	0.66	Bike Lane	\$ -	\$ 802,000	\$ 1,223,000
10c		10.03	Territorial	N Holly to S Haines Rd	2.7	Shoulder Bikeway	\$ 745,000	\$ 2,575,000	\$ 942,000
10c		10.04	S Bremer Rd/Haines/Territorial	SE Territorial Rd to S Central Point Rd	5.1	Shoulder Bikeway	\$ 7,258,000	\$ 10,158,000	\$ 1,978,000
10c		10.05	Central Point Rd	S Bremer Rd to S/O Warner-Parrot Rd	1.5	Bike Lane/Sidewalk	\$ 900,000	\$ 1,786,000	\$ 1,223,000
10c		10.06	Beavercreek Road/Warner Milne Road	S/O Warner-Parrot Rd to Kaen Rd	0.68	No Improvement			
Total					14.2		\$ 14,662,000	\$ 23,138,000	\$ 1,628,000

Corridor:	Oregon City to Molalla		Project Type	Bike Lanes and Shoulder Bikeways					
11a		11.01	Singer Hill/5th/Linn Ave	11th St to Warner-Milne Rd	2.0	Shared Lane Markings	\$ 17,000	\$ -	\$ -
11a		11.02	Leland Rd/Frontier/Jessie	Warner-Milne Rd to Frontier Pkwy	1.4	Bike Lane and Sidewalk	\$ -	\$ 1,702,000	\$ 1,227,000
11a		11.03	Leland Rd/Frontier/Jessie	Meyers Rd to S Leland Rd	3.5	Shoulder Bikeway	\$ 2,925,000	\$ 58,111,000	\$ 16,637,000
11a		11.04	S Leland Rd	S Molalla Ave (213) to S Kamrath Rd	4.9	Shoulder Bikeway	\$ 4,046,000	\$ 8,909,000	\$ 1,822,000
Total					11.8		\$ 6,989,000	\$ 68,722,000	\$ 5,846,000

Corridor:	Oregon City to Molalla		Project Type	MUP and Bike Lane					
11b		11.05	Newell Creek Trail	S Redland Rd to Beavercreek Rd	3.0	MUP	\$ 2,192,000	\$ 3,613,000	\$ 1,224,000
11b		11.06	Abernethy Rd	Abernethy Rd to S Livesay Rd	0.9	Bike Lane and Sidewalk	\$ 1,151,000	\$ -	\$ 1,223,000
Total					3.9		\$ 3,343,000	\$ 3,613,000	\$ 928,000

Corridor:	Oregon City to Molalla		Project Type	Bike Lane Striping					
11a-2		11.07	Meyers Rd/Hwy 213	Meyers Rd to HWY 213 to Leland	2.4	Bike Lane	\$ -	\$ 6,000	\$ 3,000
Total					2.4		\$ -	\$ 6,000	\$ 3,000
Grand Total					18	\$ -	\$ 10,332,000	\$ 72,341,000	\$ 4,010,698.20

Corridor:	Stafford		Project Type	Protected Bikeway, Bridge, Shoulder Bikeway					
12a		12.01	SW Stafford Rd/Mcvey Ave	Hwy 43/Pacific Hwy to S Rosemont Rd	1.8	Protected Bike Lane	\$ 1,012,000	\$ 6,205,000	\$ 3,365,000

ATP_ID	Segmnt_ID or revision	Project_ID	Street Name	Extents	Segment Length (miles)	Bicycle Improvement	Total Low	Total High	Total High Cost per Mile
12a		12.02	SW Stafford Rd	S Rosemont Rd to I-205	2.0	Shoulder Bikeway	\$ 995,000	\$ 1,791,000	\$ 912,000
12a		12.03	SW Stafford Rd	I-205 to SW Advance Rd	0.1	Shoulder Bikeway	\$ 290,000	\$ 376,000	\$ 3,474,000
12a		12.04	SW Stafford Rd	I-205 to SW Advance Rd	4.2	Shoulder Bikeway	\$ 3,475,000	\$ 5,457,000	\$ 1,294,000
12a		12.05	SW Wilsonville Rd	SW Advance Rd to Willamette River	2.9	Protected Bike Lane, Bike Lane, Bridge	\$ 3,320,000	\$ 6,799,000	\$ 2,345,000
12a		12.06	SW Boones Ferry Rd/Landing	Willamette River to County Bounds (N/O Schutz Rd)	3.3	Shoulder Bikeway, Bridge	\$ 3,561,000	\$ 5,136,000	\$ 1,564,000
Total					14.3		\$ 12,653,000	\$ 25,763,000	\$ 1,799,000

Unique_ID		ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
101	1c	1.01	1.01	Canby to Molalla	NE 37th/N Holly St	Willamette River to NW Territorial Rd	0.52	Shoulder Bikeway	None	20	40	\$ 374,066	\$ 523,692		\$ 2,728		\$ 218,256	\$ 305,559	
102	1c	1.02	1.01	Canby to Molalla	NE 37th/N Holly St	Willamette River to NW Territorial Rd	0.22	Shoulder Bikeway	None	26	40	\$ 64,252	\$ 128,503		\$ 1,172		\$ 93,723	\$ 131,212	
103	1c	1.03	1.01	Canby to Molalla	NE 37th/N Holly St	Willamette River to NW Territorial Rd	0.30	Shoulder Bikeway	None	21	40	\$ 197,982	\$ 285,974		\$ 1,604		\$ 128,352	\$ 179,693	
104	1c	1.04	1.01	Canby to Molalla	NE 37th/N Holly St	Willamette River to NW Territorial Rd	0.28	Shoulder Bikeway	None	24	40	\$ 120,175	\$ 200,292		\$ 1,461		\$ 116,864	\$ 163,610	
105	1c	1.05	1.01	Canby to Molalla	NE 37th/N Holly St	Willamette River to NW Territorial Rd	0.56	Shoulder Bikeway	None	21	40	\$ 364,387	\$ 526,336		\$ 2,953		\$ 236,232	\$ 330,725	
106	1c	1.06	1.02	Canby to Molalla	N Ivy Street	NW Territorial Rd to Pacific Hwy E	1.04	Bike Lane	Sidewalk	40	40				\$ 5,513	\$ 2,088			
107	1c	1.07	1.02	Canby to Molalla	NW Territorial Rd	Pacific Hwy E to SE 16th Ave	0.04	Bike Lane	Sidewalk	44	44				\$ 195	\$ 74			
108	1c	1.08	1.02	Canby to Molalla	NW Territorial Rd	Pacific Hwy E to SE 16th Ave	0.04	Bike Lane	Sidewalk	35	40				\$ 225	\$ 85			
109	1c	1.09	1.02	Canby to Molalla	NW Territorial Rd	Pacific Hwy E to SE 16th Ave	0.14	Bike Lane	Sidewalk	46	46				\$ 753	\$ 285			
110	1c	1.11	1.02	Canby to Molalla	NW Territorial Rd	Pacific Hwy E to SE 16th Ave	0.33	Bike Lane	Sidewalk	42	42				\$ 1,734	\$ 657			
111	1c	1.12	1.02	Canby to Molalla	NW Territorial Rd	Pacific Hwy E to SE 16th Ave	0.27	Bike Lane	Sidewalk	44	44				\$ 1,404	\$ 532			
112	1c	1.13	1.02	Canby to Molalla	NW Territorial Rd	Pacific Hwy E to SE 16th Ave	0.15	Bike Lane	Sidewalk	24	40		\$ 113,128		\$ 812	\$ 307			
113	1c	1.14	1.03	Canby to Molalla	NW Territorial Rd	SE 16th Ave to S Kraxbeger Rd	0.04	Bike Lane	Sidewalk	30	40		\$ 11,550	\$ 337	\$ 211		\$ 25,272		
114	1c	1.15	1.03	Canby to Molalla	Hwy 170/Kraxberger/Dryland/Oli	SE 16th Ave to S Kraxbeger Rd	0.21	Shoulder Bikeway	None	30	40		\$ 61,003	\$ 1,780	\$ 1,112				

Unique_ID	ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
115	1c	1.16	1.03	Canby to Molalla	Hwy 170/Kraxberger/Dryland/Oli	SE 16th Ave to S Kraxbeger Rd	0.24	Shoulder Bikeway	None	40	40			\$ 2,022	\$ 1,264			
116	1c	1.17	1.03	Canby to Molalla	Hwy 170/Kraxberger/Dryland/Oli	SE 16th Ave to S Kraxbeger Rd	0.84	Shoulder Bikeway	None	30	40		\$ 242,013	\$ 7,060	\$ 4,413			
117	1c	1.18	1.03	Canby to Molalla	Hwy 170/Kraxberger/Dryland/Oli	SE 16th Ave to S Kraxbeger Rd	0.04	Shoulder Bikeway	None	38	40			\$ 317	\$ 198			
118	1c	1.19	1.03	Canby to Molalla	Hwy 170/Kraxberger/Dryland/Oli	SE 16th Ave to S Kraxbeger Rd	0.25	Shoulder Bikeway	None	20	40	\$ 182,953	\$ 256,134	\$ 2,135	\$ 1,334			
119	1c	1.21	1.03	Canby to Molalla	Hwy 170/Kraxberger/Dryland/Oli	Canby-Marquam Hwy to Cascade Hwy (213)	0.89	Shoulder Bikeway	None	20	40	\$ 695,427	\$ 973,597	\$ 7,535	\$ 4,709		\$ 376,756	\$ 527,459
120	1c	1.22	1.03	Canby to Molalla	Hwy 170/Kraxberger/Dryland/Oli	Canby-Marquam Hwy to Cascade Hwy (213)	0.76	Shoulder Bikeway	None	40	40	\$ 59,361	\$ 296,803	\$ 6,432	\$ 4,020		\$ 675,346	\$ 803,984
121	1c	1.23	1.03	Canby to Molalla	Hwy 170/Kraxberger/Dryland/Oli	Canby-Marquam Hwy to Cascade Hwy (213)	5.92	Shoulder Bikeway	None	24	40	\$ 2,770,800	\$ 4,618,000	\$ 50,037	\$ 31,273			
122	1c	1.24	1.03	Canby to Molalla	Hwy 170/Kraxberger/Dryland/Oli	Canby-Marquam Hwy to Cascade Hwy (213)	0.38	Shoulder Bikeway	None	999	40	\$ 295,717	\$ 414,004	\$ 3,204	\$ 2,003		\$ 160,209	\$ 224,292
123	1c	1.25	1.04	Canby to Molalla	Toliver Rd	Cascade Hwy (213) to N Molalla Ave	1.37	Bike Lane	Sidewalk	999	40		\$ 1,008,519	\$ 11,577	\$ 7,236			
124	2a	2.01	2.01	Clackamas River	Washington St	Abernethy Rd to Forsythe Rd	1.13	None	None		40					\$ 2,260		
125	2a	2.02	2.02	Clackamas River	Clackamas River Dr	Forsythe to Springwater Rd	5.32	Shoulder Bikeway	None		40	\$ 4,147,880	\$ 70,220,647		\$ 28,090			
126	2a	2.03	2.02	Clackamas River	Springwater Rd	Springwater RD to S Bakers Ferry Rd	1.52	Shoulder Bikeway	None		40	\$ 1,185,109	\$ 20,063,042		\$ 8,026			
127	2a	2.04	2.03	Clackamas River	S Bakers Ferry Rd	Springwater Rd to Eaden Rd	3.05	Shoulder Bikeway	None		40	\$ 2,378,014	\$ 3,329,220		\$ 16,104		\$ 1,288,320	\$ 1,803,648
128	2a	2.05	2.03	Clackamas River	Eaden Rd	S Bakers Ferry to Springwater	4.18	Shoulder Bikeway	None		40	\$ 3,259,049	\$ 4,562,668		\$ 22,070		\$ 1,765,632	\$ 2,471,885
129	2a	2.06	2.03	Clackamas River	Springwater Rd	Eaden to Redland	2.98	Shoulder Bikeway	None		40	\$ 1,858,749	\$ 2,788,124		\$ 15,734			
130	2a	2.07	2.03		Springwater Rd	Redland to Hayden	1.86	Shoulder Bikeway	None		40	\$ 942,574	\$ 1,595,219		\$ 9,821			
131	2a	2.08	2.03	Clackamas River	Hayden	Hayden to Hwy 211	1.20	Shoulder Bikeway	None		40	\$ 748,490	\$ 1,122,735		\$ 6,336			
132	2a	2.09	2.04	Clackamas River	Hwy 211	Hayden to Hwy 224	1.15	Bike Lane	None		40					\$ 2,300		
133	2a	2.11	2.05	Clackamas River	SE Bakers Ferry Rd	Hwy 224 to S Eaden Rd	0.92	Shoulder Bikeway	None		40		\$ 1,004,224		\$ 4,858			

Unique_ID		ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
134	4e	4.01			Estacada	Cazadero Trail	SE Stone Rd to SE 5th Ave	14.48	MUP	None	999	N/A	\$ 6,518,000	\$ 10,745,530					
135	4c	4.02			Estacada	Trail	Cazadero Trail to Bluff Rd	8.29	MUP	None	999	N/A	\$ 3,731,940	\$ 6,152,451					
136	4c	4.03			Estacada	Dubarko/Bluff Rd	Cazadero Trail to Hwy 26	0.68	Buffered Bike Lane	None	999	40		\$ 500,726		\$ 3,593			
137	5a	5.01	5.01		Industrial East	E Arlington St	Portland Ave to SE 82nd Drive	0.53	Bike Lane	Sidewalk	999	40				\$ 1,399			
	5a		5.02		Industrial East	82nd Drive/I-205 MUP	E Arlington Street to Hwy 212 Overcrossing	2.00											
138	5a	5.02	5.03		Industrial East	Hwy 212 Overcrossing	McKinley Avenue to 82nd Dr	0.20	MUP	None	999	N/A			\$ 1,690	\$ 1,056			
	5a		5.04		Industrial East	SE 82nd/I-205 MUP	Hwy 212 Overcrossing to CTC MAX	1.24	Bike Lane										
	5a		5.05		Industrial East	I-205 Path	SE 82nd Drive to CTC MAX	1.11	MUP										
139	7b	7.01	7.01		Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Mcloughlin (99E) to SE 72nd Ave	2.08	Shared Lane Marking	None	999	40							
140	7b	7.02	7.02		Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Mcloughlin (99E) to SE 72nd Ave	0.35	Shared Lane Marking	None	22	40							
141	7b	7.03	7.02		Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Mcloughlin (99E) to SE 72nd Ave	0.05	Shared Lane Marking	None	28	40		\$ 37,235		\$ 267	\$ 101		
142	7b	7.04	7.02		Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Mcloughlin (99E) to SE 72nd Ave	0.16	Shared Lane Marking	None	22	40		\$ 115,340		\$ 828	\$ 313		
143	7b	7.05	7.02		Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Monroe St to SE Fuller Rd	0.44	Shared Lane Marking	None	31	40		\$ 323,802		\$ 2,323	\$ 880		
144	7b	7.06	7.03		Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Thompson Rd to SE Causey Ave	0.33	Shared Lane Marking	None	21	40		\$ 242,851		\$ 1,742	\$ 660		
145	7b	7.07	7.03		Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Thompson Rd to SE Causey Ave	0.03	Shared Lane Marking	None	35	40		\$ 22,077		\$ 158	\$ 60		
146	7b	7.08	7.04		Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Thompson Rd to SE Causey Ave	0.00	Shared Lane Marking	None	21	40				\$ 16	\$ 6		
147	7b	7.09	7.04		Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Fuller Rd to I-205 MUP	0.17	Shared Lane Marking	None	43	43				\$ 881	\$ 334		

Unique_ID	ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
148	7b	7.11	7.04	Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Fuller Rd to I-205 MUP	0.05	Shared Lane Marking	None	50	50				\$ 264	\$ 100		
149	7b	7.12	7.04	Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Fuller Rd to I-205 MUP	0.32	Shared Lane Marking	None	36	40				\$ 1,686	\$ 639		
150	7b	7.13	7.04	Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Fuller Rd to I-205 MUP	0.05	Shared Lane Marking	None	29	40				\$ 263	\$ 99		
151	7b	7.14	7.04	Milwaukie to CRC	SE Monroe St/Thompson/Causey	SE Fuller Rd to I-205 MUP	0.03	Shared Lane Marking	None	78	78				\$ 167	\$ 63		
152	7d	7.15	7.05		Flavel/Linwood	SE Harney Drive to Johnson Creek	0.40	Bike Lane	Sidewalk		40			\$ 1,690	\$ 2,112			
153	7d	7.16	7.05		Flavel/Linwood	Johnson Cr to SE King Rd	0.56	Bike Lane	Sidewalk		40	\$ 324,327	\$ 486,490					
154	7d	7.17	7.05		Flavel/Linwood	SE King Rd to Harmony Rd	1.10	Bike Lane	Sidewalk		40				\$ 5,808			
155	7d	7.18	7.06		Harmony	Flavel to Aquatic	0.47	Buffered Bike Lane	Sidewalk		40	\$ 211,541	\$ 348,746	\$ 1,985	\$ 2,482			
156	7d	7.19	7.07	Milwaukie to CRC	Aquatic Center	SE Harmony Rd to 82nd Ave (213)	0.52	MUP	None	999	N/A	\$ 231,949	\$ 382,390					
157	7d	7.21	7.08	Milwaukie to CRC	Sunnybrook/93rd	82nd Ave (213) to SE 93rd Ave	0.06	Bike Lane	Sidewalk	72	72							
158	7d	7.22	7.08	Milwaukie to CRC	Sunnybrook/93rd	83rd Ave (213) to SE 93rd Ave	0.05	Bike Lane	Sidewalk	82	82							
159	7d	7.23	7.08	Milwaukie to CRC	Sunnybrook/93rd	84th Ave (213) to SE 93rd Ave	0.09	Bike Lane	Sidewalk	60	60							
160	7d	7.24	7.08	Milwaukie to CRC	Sunnybrook/93rd	85th Ave (213) to SE 93rd Ave	0.09	Bike Lane	Sidewalk	72	72							
161	7d	7.25	7.08	Milwaukie to CRC	Sunnybrook/93rd	86th Ave (213) to SE 93rd Ave	0.05	Bike Lane	Sidewalk	60	60							
162	7d	7.26	7.08	Milwaukie to CRC	Sunnybrook/93rd	87th Ave (213) to SE 93rd Ave	0.04	Bike Lane	Sidewalk	72	72							
163	7d	7.27	7.08	Milwaukie to CRC	Sunnybrook/93rd	88th Ave (213) to SE 93rd Ave	0.01	Bike Lane	Sidewalk	77	77							
164	7d	7.28	7.08	Milwaukie to CRC	Sunnybrook/93rd	89th Ave (213) to SE 93rd Ave	0.05	Bike Lane	Sidewalk	72	72							
165	7d	7.29	7.08	Milwaukie to CRC	Sunnybrook/93rd	90th Ave (213) to SE 93rd Ave	0.02	Bike Lane	Sidewalk	62	62							

Unique_ID	ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
166	7d	7.31	7.08	Milwaukie to CRC	Sunnybrook/93rd	91st Ave (213) to SE 93rd Ave	0.07	Bike Lane	Sidewalk	73	73							
167	7d	7.32	7.09	Milwaukie to CRC	Sunnybrook/93rd	SE Sunnybrook Blvd to SE Sunnyside Rd	0.27	Bike Lane	Sidewalk	48	48		\$ 32,861	\$ 2,250	\$ 1			
168	8a	8.01	8.01	Milwaukie to Oregon City	SE 22nd Avenue	SE Mcloughlin Blvd (99E) to SE River Road	0.38	Buffered Bike Lane	None	999	40				\$ 3,974			
169	8a	8.02	8.02	Milwaukie to Oregon City	SE River Rd	SE Mcloughlin Blvd (99E) to Oak Grove	1.23	Buffered Bike Lane	None	26	40				\$ 12,989			
170	8a	8.03	8.03	Milwaukie to Oregon City	SE River Rd	Oak Grove to Rosebrier Court	0.18	Buffered Bike Lane	None		40		\$ 208,496		\$ 1,901			
171	8a	8.04	8.03	Milwaukie to Oregon City	SE River Rd	Rosebrier Ct to Glen Echo Dr	2.82	Buffered Bike Lane	None	24	40				\$ 29,779			
172	8a	8.05	8.04	Milwaukie to Oregon City	SE River Rd	SE River Rd to SE Mcloughlin Blvd (99E)	0.03	Buffered Bike Lane	None	33	40				\$ 308			
173	8a	8.06	8.04	Milwaukie to Oregon City	SE River Rd	SE River Rd to SE Mcloughlin Blvd (99E)	0.72	Buffered Bike Lane	None	21	40				\$ 7,603			
174	8a	8.07	8.05	Milwaukie to Oregon City	Hwy 99	W Arlington St to Dunes Rd	0.61	Buffered Bike Lane	None	999	78				\$ 6,442			
175	8a	8.08	8.05	Milwaukie to Oregon City	Main Street	W Arlington St to 11th St	1.33	Buffered Bike Lane	Sidewalk	999	40				\$ 14,045			
176	8h	8.09	8.06	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE River Rd to Hwy 99E	0.22	Neighborhood Greenway	Sidewalk	30	40		\$ 161,157		\$ 578	\$ 438		
177	8h	8.11	8.06	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE River Rd to Hwy 99E	0.11	Neighborhood Greenway	Sidewalk	33	40	\$ 81,248	\$ 162,495		\$ 291	\$ 221		
178	8h	8.12	8.06	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE River Rd to Hwy 99E	0.10	Neighborhood Greenway	Sidewalk	37	40	\$ 73,690	\$ 147,380		\$ 264	\$ 200		
179	8h	8.13	8.06	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE River Rd to Hwy 99E	0.03	Neighborhood Greenway	Sidewalk	42	42	\$ 22,700	\$ 45,399		\$ 81	\$ 62		
180	8h	8.14	8.06	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE River Rd to Hwy 99E	0.02	Neighborhood Greenway	Sidewalk	999	41	\$ 13,993	\$ 27,985		\$ 50	\$ 38		
181	8h	8.15	8.07	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	Hwy 99E to Oatfield Rd	0.06	Neighborhood Greenway	Sidewalk	41	41	\$ 44,898	\$ 89,795		\$ 161	\$ 122		

Unique_ID		ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
182	8h	8.16	8.07	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	Hwy 99E to Oatfield Rd	0.04	Neighborhood Greenway	Sidewalk	36	40	\$ 28,993	\$ 57,985		\$ 104	\$ 79			
183	8h	8.17	8.07	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	Hwy 99E to Oatfield Rd	0.09	Neighborhood Greenway	Sidewalk	29	40	\$ 67,879	\$ 135,758		\$ 244	\$ 184			
184	8h	8.18	8.07	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	Hwy 99E to Oatfield Rd	0.03	Neighborhood Greenway	Sidewalk	21	40	\$ 20,655	\$ 41,309		\$ 74	\$ 56			
185	8h	8.19	8.07	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	Hwy 99E to Oatfield Rd	0.04	Neighborhood Greenway	Sidewalk	26	40	\$ 29,902	\$ 59,804		\$ 107	\$ 81			
186	8h	8.21	8.07	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	Hwy 99E to Oatfield Rd	0.16	Neighborhood Greenway	Sidewalk	25	40	\$ 119,875	\$ 239,750		\$ 430	\$ 326			
187	8h	8.22	8.07	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	Hwy 99E to Oatfield Rd	0.04	Neighborhood Greenway	Sidewalk	999	40	\$ 26,893	\$ 53,786		\$ 96	\$ 73			
188	8h	8.23	8.08	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	Oatfield Rd to SE Wallace Rd	0.06	Neighborhood Greenway	Sidewalk	24	40	\$ 45,234	\$ 90,467		\$ 162	\$ 123			
189	8h	8.24	8.08	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	Oatfield Rd to SE Wallace Rd	0.01	Neighborhood Greenway	Sidewalk	37	40	\$ 8,239	\$ 16,478		\$ 30	\$ 22			
190	8h	8.25	8.08	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	Oatfield Rd to SE Wallace Rd	0.25	Neighborhood Greenway	Sidewalk	28	40	\$ 185,786	\$ 371,572		\$ 666	\$ 505			
191	8h	8.26	8.08	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Naef Rd to SE Thiessen Rd	0.04	Neighborhood Greenway	Sidewalk	20	40	\$ 32,595	\$ 65,190		\$ 117	\$ 89			
192	8h	8.27	8.08	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Naef Rd to SE Thiessen Rd	0.20	Neighborhood Greenway	Sidewalk	32	40	\$ 149,746	\$ 299,492		\$ 537	\$ 407			
193	8h	8.28	8.08	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Naef Rd to SE Thiessen Rd	0.30	Neighborhood Greenway	Sidewalk	29	40	\$ 219,683	\$ 439,366		\$ 788	\$ 597			
194	8h	8.29	8.08	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Naef Rd to SE Thiessen Rd	0.15	Neighborhood Greenway	Sidewalk	25	40	\$ 111,644	\$ 223,288		\$ 401	\$ 303			
195	8h	8.31	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Oetken Rd to SE Johnson Rd	0.07	Buffered Bike Lane	Sidewalk	36	40	\$ 50,587	\$ 101,174		\$ 544	\$ 137		\$ 14,518	
196	8h	8.32	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Oetken Rd to SE Johnson Rd	0.17	Buffered Bike Lane	Sidewalk	30	40	\$ 125,376	\$ 250,752		\$ 1,349	\$ 341		\$ 35,982	
197	8h	8.33	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Oetken Rd to SE Johnson Rd	0.02	Buffered Bike Lane	Sidewalk	35	40	\$ 14,673	\$ 29,346		\$ 158	\$ 40			
198	8h	8.34	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Oetken Rd to SE Johnson Rd	0.02	Buffered Bike Lane	Sidewalk	30	40	\$ 14,160	\$ 28,320		\$ 152	\$ 38			
199	8h	8.35	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Oetken Rd to SE Johnson Rd	0.14	Buffered Bike Lane	Sidewalk	49	49	\$ 102,779	\$ 205,558		\$ 1,106	\$ 279			

Unique_ID		ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
200	8h	8.36	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Oetken Rd to SE Johnson Rd	0.13	Buffered Bike Lane	Sidewalk	44	44	\$ 96,251	\$ 192,502		\$ 1,036	\$ 262			
201	8h	8.37	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Oetken Rd to SE Johnson Rd	0.54	Buffered Bike Lane	Sidewalk	32	40	\$ 396,509	\$ 793,019		\$ 4,267	\$ 1,078			
202	8h	8.38	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Thiessen Rd to SE Clackamas Rd	0.26	Buffered Bike Lane	Sidewalk	36	40	\$ 190,578	\$ 381,155		\$ 2,051	\$ 518			
203	8h	8.39	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Thiessen Rd to SE Clackamas Rd	0.14	Buffered Bike Lane	Sidewalk	36	40	\$ 104,214	\$ 208,429		\$ 1,122	\$ 283			
204	8h	8.41	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Johnson Rd to I-205 MUP	0.30	Buffered Bike Lane	Sidewalk	23	40	\$ 217,707	\$ 435,414		\$ 2,343	\$ 592	\$ 62,480		
205	8h	8.42	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Johnson Rd to I-205 MUP	0.03	Buffered Bike Lane	Sidewalk	36	40	\$ 25,047	\$ 50,095		\$ 270	\$ 68	\$ 7,188		
206	8h	8.43	8.09	Milwaukie to Oregon City	SE Naef Rd/SE Oetkin Rd	SE Johnson Rd to I-205 MUP	0.03	MUP	None	999	40	\$ 19,797	\$ 39,593			\$ 54			
207	9e	9.01	9.01	Mt. Hood	Bluff Rd	SE Miller Rd to SE Kelso Rd	4.63	Shoulder Bikeway	None	23	40	\$ 2,346,980	\$ 3,688,111						
208	9e	9.02	9.01	Mt. Hood	Bluff Rd	SE Miller Rd to SE Kelso Rd	0.26	Shoulder Bikeway	None	999	40	\$ 130,310	\$ 204,773						
209	9e	9.03	9.02	Mt. Hood	Bluff Rd	SE Kelso Rd to SE Ten Eyck Rd	2.95	Bike Lane	Sidewalk	999	40	\$ 2,173,099	\$ 4,346,199		\$ 15,591				
210	9a	9.04	9.03	Mt. Hood	Marmot Rd/Barlow Trl/Lolo Pass	Hwy 26/Proctor Blvd to Mt Hood Hwy (26)	0.09	Shoulder Bikeway	None	29	40	\$ 6,586	\$ 32,932		\$ 480				
211	9a	9.05	9.03	Mt. Hood	Marmot Rd/Barlow Trl/Lolo Pass	Hwy 26/Proctor Blvd to Mt Hood Hwy (26)	1.32	Shoulder Bikeway	None	25	40	\$ 476,433	\$ 11,168,499		\$ 6,950				
212	9a	9.06	9.03	Mt. Hood	Marmot Rd/Barlow Trl/Lolo Pass	Hwy 26/Proctor Blvd to Mt Hood Hwy (26)	0.68	Shoulder Bikeway	None	22	40	\$ 394,967	\$ 592,450		\$ 3,601				
213	9a	9.07	9.03	Mt. Hood	Marmot Rd/Barlow Trl/Lolo Pass	Hwy 26/Proctor Blvd to Mt Hood Hwy (26)	1.63	Shoulder Bikeway	None	20	40	\$ 1,178,701	\$ 1,650,181		\$ 8,597				
214	9a	9.08	9.04	Mt. Hood	Marmot Rd/Barlow Trl/Lolo Pass	Hwy 26/Proctor Blvd to Mt Hood Hwy (26)	8.43	Shoulder Bikeway	None	22	40	\$ 4,881,053	\$ 7,321,580		\$ 44,499				
215	9a	9.09	9.04	Mt. Hood	Marmot Rd	Barlow Trail to Mt Hood Hwy (26)	1.16	Shoulder Bikeway	None	22	40	\$ 671,959	\$ 1,007,938						
216	9a	9.12	9.04	Mt. Hood	Barlow Trail	Lolo Pass to Brightwood	6.67	Shoulder Bikeway	None	24	40	\$ 3,121,749	\$ 4,830,997						
217	9a	9.13	9.04	Mt. Hood	Lolo Pass	Hwy 26/Proctor Blvd to Barlow Trail	1.15	Shoulder Bikeway	None	28	40	\$ 166,553	\$ 499,660						

Unique_ID		ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
218	9a	9.14	9.05	Mt. Hood	Hwy 26	Mt Hood Hwy (26) to Government Camp	10.39	Shoulder Bikeway	None	999	40		No Improvement						
219	9a	9.15	9.06	Mt. Hood	Government Camp Loop	Mt Hood Hwy (26) to Government Camp	1.30	Neighborhood Greenway	Sidewalk	65	65					\$ 6,872			
220	10c	10.01	10.01	Oregon City to Canby	NE Arndt/S Barlow	I-5 to S Knights Bridge	1.01	Buffered Bike Lane	None	999	40	\$ 1,019,871	\$ 1,311,263		\$ 7,970				
221	10c	10.02	10.01	Oregon City to Canby	NE Arndt/S Barlow	I-5 to S Knights Bridge	0.10	Buffered Bike Lane	None	52	52					\$ 788			
222	10c	10.03	10.01	Oregon City to Canby	NE Arndt/S Barlow	I-5 to S Knights Bridge	0.06	Buffered Bike Lane	None	33	40	\$ 12,976	\$ 30,277		\$ 473				
223	10c	10.04	10.01	Oregon City to Canby	NE Arndt/S Barlow	I-5 to S Knights Bridge	1.39	Buffered Bike Lane	None	27	40	\$ 907,954	\$ 1,311,489		\$ 11,037				
224	10c	10.05	10.01	Oregon City to Canby	NE Arndt/S Barlow	S Knights Bridge Rd to S Barlow Rd	0.07	Buffered Bike Lane	None	34	40	\$ 10,328	\$ 30,985		\$ 565		\$ 48,210	\$ 60,262	
225	10c	10.06	10.01	Oregon City to Canby	NE Arndt/S Barlow	S Knights Bridge Rd to S Barlow Rd	0.30	Buffered Bike Lane	None	23	40	\$ 284,863	\$ 372,513		\$ 2,397		\$ 204,565	\$ 255,706	
226	10c	10.07	10.01	Oregon City to Canby	NE Arndt/S Barlow	S Knights Bridge Rd to S Barlow Rd	0.07	Buffered Bike Lane	None	40	40				\$ 563		\$ 48,084	\$ 60,105	
227	10c	10.08	10.01	Oregon City to Canby	NE Arndt/S Barlow	S Knights Bridge Rd to S Barlow Rd	0.08	Buffered Bike Lane	None	50	50		\$ 5,859		\$ 641		\$ 92,298	\$ 105,972	

Unique_ID	ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
228	10c	10.09	10.01	Oregon City to Canby	NE Arndt/S Barlow	S Arndt Rd to S Knights Bridge Rd	0.52	Buffered Bike Lane	None	24	40	\$ 601,939	\$ 752,423		\$ 4,116			
229	10c	10.11	10.01	Oregon City to Canby	S Knights Bridge Rd	S Barlow Rd to N Holly St	0.63	Bike Lane	None	25	40	\$ 226,259	\$ 407,265		\$ 4,951			
230	10c	10.12	10.02	Oregon City to Canby	NW Knights Bridge Rd	S Barlow Rd to N Holly St	0.66	Bike Lane	Sidewalk	999	40		\$ 482,332		\$ 3,461			
231	10c	10.13	10.03	Oregon City to Canby	Territorial	N Holly to S Haines Rd	1.54	Bike Lane	Sidewalk	999	40		\$ 445,190		\$ 8,117			
232	10c	10.14	10.03	Oregon City to Canby	S Bremer Rd/Haines/Territorial	N Holly to S Haines Rd	0.15	Shoulder Bikeway	None	24	40		\$ 44,433		\$ 810			
233	10c	10.15	10.03	Oregon City to Canby	S Bremer Rd/Haines/Territorial	N Holly to S Haines Rd	0.44	Shoulder Bikeway	None	20	40		\$ 444,835		\$ 2,317			
234	10c	10.16	10.03	Oregon City to Canby	S Bremer Rd/Haines/Territorial	SE Territorial Rd to S Central Point Rd	0.60	Shoulder Bikeway	None	22	40	\$ 436,937	\$ 611,712		\$ 3,187			
235	10c	10.17	10.04	Oregon City to Canby	S Bremer Rd/Haines/Territorial	SE Territorial Rd to S Central Point Rd	1.60	Shoulder Bikeway	None	20	40	\$ 1,393,686	\$ 1,858,249		\$ 8,471		\$ 677,646	\$ 948,705
236	10c	10.18	10.04	Oregon City to Canby	S Central Point Rd	S Bremer Rd to S/O Warner-Parrot Rd	3.53	Shoulder Bikeway	None	21	40	\$ 2,300,136	\$ 3,322,419		\$ 18,640			

Unique_ID	ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
237	10c	10.19	10.05	Oregon City to Canby	Central Point Rd	S Bremer Rd to S/O Warner-Parrot Rd	1.46	Cycle Track	None	999	40	\$ 537,456	\$ 1,074,913		\$ 7,712			
238	10c	10.21	10.06	Oregon City to Canby	Cntral Point/WrnerMilne/Bvr Crk	S/O Warner-Parrot Rd to Kaen Rd	0.50	Bike Lane	Sidewalk	999	40							
239	10c	10.22	10.06	Oregon City to Canby	Cntral Point/WrnerMilne/Bvr Crk	S/O Warner-Parrot Rd to Kaen Rd	0.18	Bike Lane	Sidewalk	42	42							
240	11a	11.01	11.01	Oregon City to Molalla	Singer Hill/5th/Linn Ave	11th St to Warner-Milne Rd	1.98	Bike Lane	Sidewalk	999	varies				\$ 10,479			
241	11a	11.02	11.02	Oregon City to Molalla	Leland Rd/Frontier/Jessie	Warner-Milne Rd to Frontier Pkwy	1.39	Bike Lane	Sidewalk	22	40	\$ 1,020,961			\$ 10,479			
242	11a	11.03	11.02	Oregon City to Molalla	Leland Rd/Frontier/Jessie	Meyers Rd to S Leland Rd	0.52	Bike Lane	Sidewalk	32	40	\$ 382,675			\$ 7,325			
243	11a	11.04	11.03	Oregon City to Molalla	Leland Rd/Frontier/Jessie	S Jessie Ave to S Molalla Ave (213)	0.11	Bike Lane	Sidewalk	23	40	\$ 53,329	\$ 83,802		\$ 2,746			
244	11a	11.05	11.03	Oregon City to Molalla	S Leland Rd	S Jessie Ave to S Molalla Ave (213)	3.39	Shoulder Bikeway	None	23	40	\$ 1,716,691	\$ 35,132,357					
245	11a	11.06	11.04	Oregon City to Molalla	S Leland Rd	S Molalla Ave (213) to S Kamrath Rd	0.12	Shoulder Bikeway	None	33	40	\$ 67,412	\$ 1,316,895					
246	11a	11.07	11.04	Oregon City to Molalla	S Leland Rd	S Molalla Ave (213) to S Kamrath Rd	1.38	Shoulder Bikeway	None	23	40	\$ 700,955	\$ 1,101,500				\$ 584,267	\$ 817,973
247	11a	11.08	11.04	Oregon City to Molalla	S Beaver creek Rd	S Leland to Henrici Rd	1.63	Bike Lane	Sidewalk	25	40	\$ 590,014	\$ 1,143,786					
248	11a	11.09	11.04	Oregon City to Molalla	S Beaver creek Rd	Henrici to Cazadero Trail	1.76	Bike Lane	Sidewalk	26	40	\$ 509,656	\$ 1,019,312					
249	11b	11.11	11.05	Oregon City to Molalla	Newell Creek Trail	S Redland Rd to Beaver creek Rd	2.95	MUP	None	999	N/A	\$ 1,328,346	\$ 2,189,902					

Unique_ID	ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
250	11b	11.12	11.06	Oregon City to Molalla	Abernethy Rd	Abernethy Rd to S Livesay Rd	0.37	Bike Lane	Sidewalk	26	40	\$ 272,339			\$ 1,954			
251	11b	11.13	11.06	Oregon City to Molalla	Abernethy Rd	Abernethy Rd to S Livesay Rd	0.06	Bike Lane	Sidewalk	36	40	\$ 43,839			\$ 315			
252	11b	11.14	11.06	Oregon City to Molalla	Abernethy Rd	Washington St to Redland Rd	0.08	Bike Lane	Sidewalk	57	57	\$ 62,494			\$ 448			
253	11b	11.15	11.06	Oregon City to Molalla	Abernethy Rd	Washington St to Redland Rd	0.24	Bike Lane	Sidewalk	43	43	\$ 175,673			\$ 1,260			
254	11b	11.16	11.06	Oregon City to Molalla	Abernethy Rd	Washington St to Redland Rd	0.15	Bike Lane	Sidewalk	46	46	\$ 110,015			\$ 789			
255	11b	11.17	11.06	Oregon City to Molalla	Abernethy Rd	Washington St to Redland Rd	0.04	Bike Lane	Sidewalk	40	40	\$ 28,312			\$ 203			
256	11a	11.18	11.07	Oregon City to Molalla	Meyers Rd	Beavercreek to Hwy 213	0.96	Bike Lane	Sidewalk	29	40				\$ 5,069			
257	11a	11.19	11.07	Oregon City to Molalla	Hwy 213	Glen Oak Rd to Meyers Rd	0.31	Bike Lane	Sidewalk	50	50							
258	11a	11.21	11.07	Oregon City to Molalla	Meyers Rd	Hwy 213 to S Leland	1.12	Bike Lane	Sidewalk	34	40				\$ 5,914			
259	12a	12.01	12.01	Stafford	SW Stafford Rd/Mcvey Ave	Hwy 43/Pacific Hwy to S Rosemont Rd	1.84	Protected Bike Lane	Sidewalk	999	40	\$ 146,061	\$ 2,670,192				\$ 467,394	\$ 1,090,586
260	12a	12.02	12.02	Stafford	SW Stafford Rd	S Rosemont Rd to I-205	1.21	Shoulder Bikeway	None	25	40	\$ 470,216	\$ 846,389					
261	12a	12.03	12.02	Stafford	SW Stafford Rd	S Rosemont Rd to I-205	0.06	Shoulder Bikeway	None	37	40							

Unique_ID	ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
262	12a	12.04	12.02	Stafford	SW Stafford Rd	S Rosemont Rd to I-205	0.34	Shoulder Bikeway	None	25	40	\$ 132,787	\$ 239,017					
263	12a	12.05	12.02	Stafford	SW Stafford Rd	S Rosemont Rd to I-205	0.12	Shoulder Bikeway	None	61	61							
264	12a	12.06	12.03	Stafford	SW Stafford Rd	I-205 to SW Advance Rd	0.24	Shoulder Bikeway	None	999	63							
265	12a	12.07	12.03	Stafford	SW Stafford Rd	I-205 to SW Advance Rd	0.11	Shoulder Bikeway	None	50	50	\$ 84,358	\$ 118,101				\$ 91,404	\$ 109,685
266	12a	12.08	12.04	Stafford	SW Stafford Rd	I-205 to SW Advance Rd	0.07	Shoulder Bikeway	None	40	40							
267	12a	12.09	12.04	Stafford	SW Stafford Rd	I-205 to SW Advance Rd	4.10	Shoulder Bikeway	None	23	40	\$ 2,079,817	\$ 3,268,284					
268	12a	12.11	12.04	Stafford	SW Stafford Rd	I-205 to SW Advance Rd	0.04	Shoulder Bikeway	None	57	40	\$ 26,035	\$ 39,053					
269	12a	12.12	12.05	Stafford	SW Wilsonville Rd	SW Advance Rd to Willamette River	1.13	Protected Bike Lane	None	999	50	\$ 832,162	\$ 1,664,324					\$ 95,529
270	12a	12.13	12.05	Stafford	SW Boones Ferry/Wilsonville Rd	SW Advance Rd to Willamette River	1.60	Bike Lane	None	999	85	\$ 1,180,239	\$ 2,360,479					
271	12a	12.13	12.06	Stafford	SW Boones Ferry Rd/Landing	Willamette River to County Bounds (N/O Schutz Rd)	0.17	New Bridge	None	999	N/A							
272	12a	12.14	12.06	Stafford	SW Boones Ferry Rd/Landing	Willamette River to County Bounds (N/O Schutz Rd)	0.02	New Bridge	None	46	46	\$ 15,625	\$ 21,874				\$ 14,586	\$ 18,233

Unique_ID	ATP_ID	Segmnt_ID	Project_ID	CORRIDOR	Street_Nam	Extent	Shape_Leng	Bike_Fac	Ped_Fac	Pave_Width	Assumed ROW	Construction Cost Low	Construction Shoulder Cost High	Remove Stripe	Install Stripe	Install Wayfinding Signage	ROW Cost (Min)	ROW Cost (Max)
273	12a	12.15	12.07	Stafford	NE Butteville Rd	Willamette River to County Bounds (N/O Schutz Rd)	3.22	Shoulder Bikeway	None	21	40	\$ 2,100,901	\$ 3,034,634					
274	12a	12.15	12.07	Stafford	SW Boones Ferry Rd/Landing	Willamette River to County Bounds (N/O Schutz Rd)	0.04	New Bridge	None		40	\$ 26,999	\$ 37,798					

APPENDIX F – ADDITIONAL FUNDING INFORMATION

Active Transportation Funding Sources

Source: Excerpted from *Oregon Bicycle and Pedestrian Plan, Existing Conditions Plans and Policy Review of Oregon Transportation Planning*, June 2014 Draft

State Funds for State and Local Jurisdictions

Oregon Revised Statute 366.514 requires all roadway authorities to construct walkways and bikeways when a roadway is constructed or reconstructed. Additionally, it requires recipients of State Highway Fund proceeds to spend a minimum of 1% of the State Highway Fund on bikeways and walkways. This statute applies to state and local jurisdictions.

Between 1971 and 2000, ODOT met the 1% requirement thru the Modernization Program funds. In 2000 the funding landscape changed and the modernization program funding levels were substantially reduced. Concurrently the Oregon Transportation Investment Act (OTIA) program began, with an emphasis on major bridge replacement and rehabilitation – primarily on the Interstate system. At this time the State Bicycle and Pedestrian Grants program, the Quick Fix and SWIP programs were created as a way to meet the 1% requirement.

In 2013, ODOT reconfigured its funding strategy for the 2015-18 funding cycle to put all types of transportation funding in the Statewide Transportation Improvement Program (STIP) into two primary buckets: Enhance and Fix It. Enhance projects are those that enhance, expand or improve the transportation system; Fix-It projects are those that maintain or repair existing highway infrastructure.

2015-2018 STIP Enhance

For the 2015 STIP and moving forward, the funds that formerly went to State Bicycle and Pedestrian grants were combined with federal dollars in the Enhance STIP process. The Enhance program receives 24 percent of the state funding (both federal and state) in the STIP. At the core of this new approach is a single application process for all projects that will be funded under the Enhance side of the STIP. State agencies, metropolitan planning organizations and local agencies can apply to the Enhance process, and bike and pedestrian projects compete against other modes for funding. Enhance projects can be on or off the highway right-of-way. The OTC will select Enhance projects based on recommendations developed by local governments, public agencies, and citizen representatives through a process conducted by the Area Commissions on Transportation (ACT).

Safe Routes to Schools (Infrastructure)

Enhance STIP process includes the Oregon Safe Routes to School program. The OTC decided to continue to fund the Outreach and Education component of the Safe Routes to Schools program, separately from Enhance. ODOT committed to funding it through 2015 at approximately \$500,000 a year, but there is no dedicated funding source identified for the program in the future. Engineering projects formerly eligible for designated Safe Routes to School funding now compete in the Enhance project with all other projects.

2015-2018 STIP Fix-It

For the 2015 STIP and moving forward, the funds that formerly went to Sidewalk Improvement Program (SWIP) were combined with federal dollars in the Fix-It STIP process. The Fix-It program receives 76 percent of the state funding (both federal and state) in the STIP. Projects are eligible to apply for Fix-It funding if they are a capital (non-capital maintenance is not eligible) investment that maintains or fixes part of the ODOT transportation system. Fix-It projects are usually identified by using a data management system that helps analyze which infrastructure is reaching its useful life, where crashes are occurring, and where projects may lead to cost efficiencies. ODOT Region offices and/or headquarters offices develop an initial list of eligible Fix-It projects, which is then shared with ACTs and MPOs to invite their input and enable coordination. The final list of Fix-It projects is approved by the OTC. Among other eligible projects, repairs to bicycle and pedestrian facilities on state routes, safety improvements, and rail-highway crossings are eligible. The Fix-It STIP process also funds the following programs:

Sidewalk Improvement Program (SWIP)

The Fix-It STIP process includes SWIP funds which are used to add pedestrian and bicycle facilities on urban state highways. Regional spending targets are calculated based on sidewalk needs in each Region. SWIP funding is “flexible,” unlike many other funding programs, in that it does not have to be programmed in advance of the draft STIP. This provides ODOT Regions the ability to fund small bike and pedestrian projects when needed, or when an opportunity arises.

ConnectOregon V

Local bicycle and pedestrian projects recently became eligible for state lottery funds through ConnectOregon V. ConnectOregon is a lottery funded initiative that ODOT uses to provide grants and loans to public and private entities to invest in air, rail, marine, transit, bicycle and pedestrian infrastructure to ensure Oregon’s transportation system is strong, diverse, and efficient. It is funded by the legislature on a biannual basis.

Bicycle and pedestrian projects that apply for this funding must be off the state highway system.

Urban Trail Fund

The Urban Trail Fund still exists in statute in Oregon but has not been funded by the Oregon Legislature since 2011. It was originally created to fund facilities ineligible for State Highway Funds because they were outside of the right of way. Because it is not currently funded it is not a viable funding source at this time.

State Funding for ODOT-Owned Facilities

For state-owned facilities, ODOT has several funding programs, including Quick Fix and ADA Funds. These are flexible state dollars used for small projects on ODOT facilities. The programs are administered by ODOT Headquarters, but the projects are managed and delivered by ODOT Regions on ODOT-owned roadways

Quick Fix Program

Funds from the Quick Fix program are budgeted for minor improvements to state highways, as requested by ODOT Maintenance Districts and local agencies on an as-needed, case-by-case basis. Quick Fix is administered by the Active Transportation Section as a stand-alone program under the STIP.

ADA Funds

Beginning in the 2015 STIP, the ODOT Highway Division will set aside 1 million dollars annually to improve missing or sub-standard ADA facilities on or adjacent to ODOT-owned roadways. This program is administered by Technical Services in coordination with the Regions. In addition, FHWA policy requires that when ODOT improves a roadway, ODOT is required to bring the sidewalks into ADA compliance, regardless of whether it is paid for by ADA funds.

Immediate Opportunity Fund (IOF)

The Immediate Opportunity Fund (IOF) supports economic development in Oregon by constructing and improving streets and roads that are needed to serve site-specific economic development projects. The Fund's use is discretionary, and it can only be used when other sources of financial support are unavailable or insufficient. It is restricted to potential economic development projects that require a quick response and commitment of funds to assist in locating or retaining businesses that provide jobs in a community. Funding is reserved for situations where a location decision hinges on an immediate commitment of road construction resources.

Objectives of the program include:

- Encouraging mixed use, energy efficient development designed to encourage walking, biking and transit use
- Promoting compact development within urban growth boundaries to minimize the cost of providing infrastructure.
- Supporting development that provides a balance of jobs and affordable housing within a community to reduce the need to commute long distances between home and work.

Oregon Transportation Infrastructure Bank (OTIB)

The (OTIB) is a statewide loan fund designed to promote innovative financing solutions for transportation needs. Eligible borrowers may use the OTIB to fund projects including bicycle and pedestrian access projects. OTIB loans may be used to cover up to 100% of the costs of a transportation project. Applications are accepted at any time and projects are evaluated on established criteria by OTIB staff as well as a regional advisory committee. Eligible project costs include preliminary engineering, environmental studies, acquisition of right-of-way, equipment, inspections, financing costs, and contingencies.

Federal Funds Available for State and Local Jurisdictions

In July 2012, the US Congress passed a new transportation funding bill called Moving Ahead for Progress in the 21st Century (MAP-21). The new bill took effect on October 1, 2012. Prior to MAP-21, Transportation Enhancement (TE) funding was commonly used to fund bike and pedestrian projects. MAP-21 did not reauthorize the Transportation Enhancement Program. Instead, it established a new program called Transportation Alternatives Program (TAP) that includes elements of the former TE program in combination with elements of other programs. TE funds allocated for 2012 and prior years that are committed to specific projects stay with those projects, and TE-funded work in progress continues. The TE Discretionary Account remains in place through 2015, with \$2 million per year for urgent needs that arise outside the statewide competitive selection process. The new TAP funds are a part of the Enhance STIP funding process, described above.

Many federal funding sources that went towards bike and pedestrian projects are now part of ODOT's STIP Enhance Process:

- Transportation Alternatives Program
- Safe Routes to School (Infrastructure)
- Flexible Federal Funds

The Safe Routes to School Outreach and Education program is no longer funded by the federal government, the OTC decided to continue to fund the Outreach and Education component, separately from Enhance. ODOT committed to funding it through 2015 at approximately \$500,000 a year, but there is no dedicated funding source identified for the program in the future.

Congestion Mitigation and Air Quality Improvement (CMAQ)

In Oregon, local jurisdictions in non-attainment areas under the Clean Air Act can apply for federal funding through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The projects must be used for a transportation purpose, provide a public benefit and help the area meet its air quality goals. CMAQ is separate from the Enhance process.

Highway Safety Improvement Program

Federal safety dollars can also go towards bicycle and pedestrian projects, through the Highway Safety Improvement Program. ODOT recently decided to set aside a dedicated amount of funding (\$4 million annually), starting in the 2016 STIP, specifically to prevent severe injury and death to people biking and walking. Local jurisdictions in Oregon, along with ODOT Regions, can compete for this funding, and the program is administered by the Safety Division in ODOT Highway Division.

Federal Lands Access Program (FLAP)

Federal funding through the Federal Lands Access Program (FLAP) may be available for bicycle and pedestrian projects in some communities where the projects provide safe and adequate transportation access to federal lands.

Oregon Parks and Recreation Local Government Grants

Annual competitive grant program for the acquisition, development, and major rehabilitation projects for public outdoor park and recreation areas and facilities. Recreation facilities must be in in public parks or designated recreation areas

Other *federal* funding mechanisms utilized by local and county governments include:

New Freedom Initiative

The New Freedom Initiative provides capital and operating costs for transportation services and facility improvement projects that exceed those required by the Americans

with Disabilities Act (ADA). Several municipalities mentioned the practice or interest in leveraging this fund source to help infill sidewalks and curb ramps.

Community Development Block Grants (CDBG)

CDBG are federal funds from the Department of Housing and Urban Development that can be used by municipalities in order to improve low and moderate income neighborhoods, provide affordable housing, eliminate barriers for people with disabilities, and create jobs.

Regional Funding

Bicycle and pedestrian project funding comes from a variety of federal, state, local and regional sources. From the MPO plans reviewed, funding identified for most regions focused on several common regional funding mechanisms. These included the following federal flexible funds:

Surface Transportation Program (STP)

The STP is the primary program that funds local government and non-highway projects. Half of the federal STP funding awarded to Oregon is sub allocated to MPOs. MPOs distribute their share of STP funding to local municipalities through a competitive process. In addition to right-of-way improvements, under MAP-21 project eligibility has been expanded to include recreational trails.

Transportation Alternatives Program (TAP)

Under MAP-21 the Safe Routes to School (SRTS), Transportation Enhancements (TE), and Recreational Trails programs were combined in the Transportation Alternatives Program (TAP). Two percent of total federal highway funds are set aside for TAP. TAP funds can be used for safe routes to school and recreational trails projects, as well as bicycle and pedestrian improvements within the right-of-way. A portion of the TAP funds received by ODOT are set aside statewide for recreational trails projects. Following the set aside, half of the remaining funding is sub allocated to municipalities and MPOs with populations larger than 200,000 by population. MPOs distribute their share of TAP funding to local municipalities through a competitive process.

Highway funds from ODOT sources require at least 1% be spent on bicycle and/or pedestrian infrastructure (ORS 366.514). No policies were found that required investment above this level. For federal funding, several communities mentioned the possibility of leveraging transit funds to assist with bicycle and pedestrian planning; this may be especially useful for providing connectivity to transit (last and first mile trips). Additional state and federal funding sources are described in the state resources summary.

Local Funding

Bicycle and pedestrian project funding came from a variety of local, state, and federal sources. This review focused on identifying local funding sources, especially those that are unique. While a preliminary summary of local, state, and federal sources is provided below, a more extensive list will be developed from interviews and surveys with local transportation professionals.

Of the local plans reviewed, the most common funding mechanisms for right-of-way improvements include:

System Development Charges (SDCs)

SDCs are a one-time fee that is imposed on new developments (also on some types of redevelopment in some communities). SDCs are calculated based on estimated trip generation rates and traffic impacts from a proposed project and can be used for both on- and off-street facilities.

Local Improvement Districts (LIDs)

LIDs are a legal mechanism used by cities or private property owners to fund and construct localized projects such as streets, in-street bicycle facilities, sidewalks, and stormwater management features. Through the LID process a group of property owners in a specified area can share in the cost of transportation improvements. LIDs have recently been used to install new sidewalks in Baker City and Portland, as well as bicycle facilities in Ashland.

Urban Renewal Areas (Tax Increment Financing)

Urban Renewal Areas (URAs) are used to improve specific areas of a community that are poorly or under-developed. URAs are authorized by Oregon law to finance improvements in these neighborhoods and districts using tax increment financing. Under an established URA program a portion of property tax revenues from properties in the URA is earmarked to financing designated improvements within the urban renewal district.

General Obligation Bonds

General obligation debt (ORS 287A.050) has been the traditional form of financing for capital projects including municipal roads and must be voter approved. General obligation bonds may be issued for capital investments that have a life expectancy of one year or more. These bonds are secured by the full-faith-and credit as well as the taxing authority of the issuing municipality. All unrestricted resources of the issuing municipality may be used as a means to repay the bond.

Revenue Bonds

Revenue bonds are issued under the authority of the Oregon Uniform Revenue Bond Act (ORS 287A.150) and require no voter approval. These bonds are usually reimbursed from user or system charges, grants, or excise taxes or other municipal revenues.

Local funding mechanisms that are occasionally utilized included:

Local Options Taxes

There are multiple local options available to local and county municipalities in Oregon. Local option taxes include gas, sales, income, payroll, and employer taxes, as well as vehicle registration fees. Examples of local options taxes currently implemented include:

- A \$19 annual vehicle registration fee in Multnomah County.
- A \$30 or \$43 annual vehicle registration fee is currently being considered in Washington County.
- A hotel/motel tax in Roseburg, which funds tourism, economic development, and sidewalk improvement programs.
- Gas taxes in 2 counties and 17 cities.
- The Washington County Major Streets Transportation Improvement Program (MSTIP) is funded through a local property tax. Since 1986, 111 projects including new roads, sidewalks, bridges, and bicycle facilities totaling \$555 million have been constructed using this source. Funds can be used for multi-modal transportation projects and focus on developing complete streets. This funding source was approved by voters as a levy in 1986, 1989, and 1995 and permanently incorporated into the county's general fund in 1999. In 2008 an update, titled the Transportation Development Tax (TDT) was approved by 70% of voters. An average of \$35 million per year is available for the next five years. Projects are evaluated based on the following criteria:
 - Improve safety.
 - Remove bottlenecks.
 - Major roads used by many residents.
 - Address multiple transportation demands (cars, trucks, bikes, pedestrians, transit).
 - Rank as high local government priorities.
 - Geographically balanced, providing benefits to residents all around the county.
- The Washington County Urban Road Maintenance District (URMD) dedicates 25 cents per \$1000 property tax raises ~3.3 million per year for local roadway maintenance.

Local funding mechanisms that are occasionally utilized include:

- The Central Lane Council of Governments examined the possibility of implementing a county gas tax as described in their Regional Transportation Plan. Findings estimate that for every 1 cent of gasoline tax in Lane County, \$1.2 million will be generated annually.
- The Central Lane Council of Governments estimates that an additional \$15 vehicle registration fee in Lane County would generate \$5 million annually.

Transportation Utility Fees (TUFs)

TUFs (also known as Street Utility, Road User, or Street Maintenance Fees) are monthly fees collected from residences and businesses for the use of the transportation system in a municipality. Fees are assessed based on the expected number of trips for each land use. Funds from TUFs are currently used primarily for maintenance and repair of roadways.

- TUFs are currently assessed in Oregon City and Ashland and are currently being considering in Portland.
- The City of Corvallis' sidewalk maintenance fund is funded through a fee paid by all Corvallis utility account holders.

Other Potential Funding Sources Include:

USDA Rural Development Options Taxes

- **Rural Business Enterprise Grants (RBEG)**
RBEG grants are provided for rural projects that facilitate development of small and emerging rural businesses help fund distance learning networks, and help fund employment related adult education programs. Grants typically range from \$10,000 to \$500,000.
- **Rural Business Opportunity Grants (RBOG)**
The primary objective of the RBOG program is to promote sustainable economic development in rural communities with exceptional needs. The maximum grant award is \$100,000 awarded on a competitive basis.