

# Pedestrian Network MAP BOOK

2014



MAKING A  
GREAT  
PLACE



The following maps provide detailed extents of the regional pedestrian network map in the adopted 2014 Regional Active Transportation Plan and the 2014 Regional Transportation Plan. An interactive version of the map is available at <http://gis.oregonmetro.gov/rtp>

## MAP LEGEND



### Pedestrian Parkway

-  On street
-  Off street







### Regional Pedestrian Corridors





-  On street
-  Off street

### Local Pedestrian Connectors

-  On street
-  Off street

### Transit

-  LRT stops
-  Street car stops
-  High ridership bus stops
-  Portland street car
-  Light rail transit lines
-  WES commuter line

-  Regional Pedestrian Districts
-  Parks and natural areas
-  County line
-  Urban growth boundary

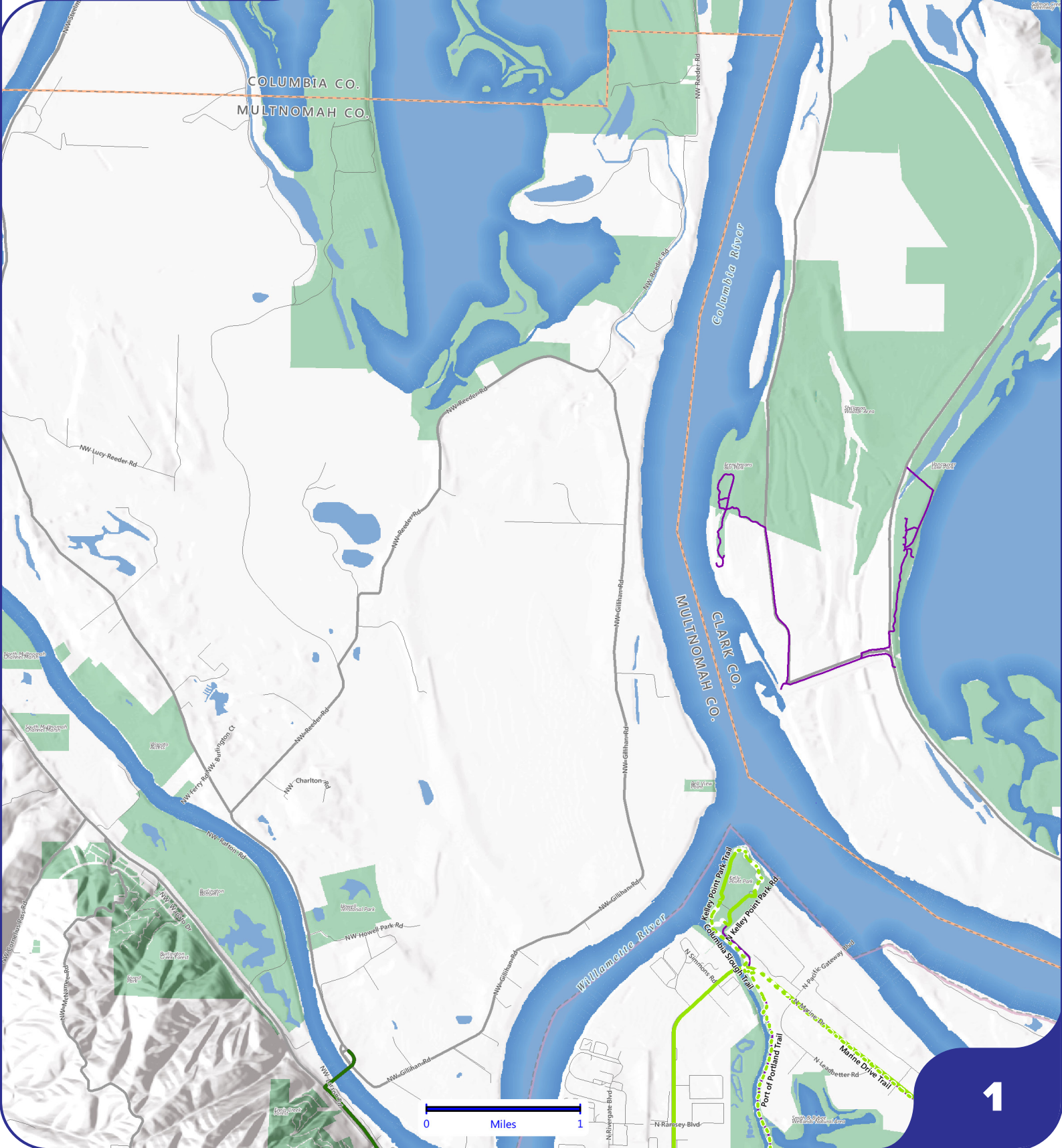
## REGIONAL PEDESTRIAN NETWORK FUNCTIONAL CLASSIFICATIONS

**Pedestrian parkway** - the highest functional classification for regional pedestrian corridors. Pedestrian parkways are high quality and high priority areas for pedestrian activity. Pedestrian parkways are major urban streets or regional trails that provide comfortable and safe access to transit, urban centers, and many regional destinations and to most employment, industrial land areas, regional parks and natural areas. On the maps on-street routes are shown with a solid line and off-street routes are shown with a dotted line.

**Regional pedestrian corridor** – the second highest functional classification. Regional pedestrian corridors are any major or minor arterial street or regional trail that is not designated as a pedestrian parkway. On the maps on-street routes are shown with a solid line and off-street routes are shown with a dotted line.

**Pedestrian district** –correspond with 2040 Growth Concept Design Types - the Central City, Regional and Town Centers and Station Communities; bicycle and pedestrian districts are the same. All streets and trails within a district are part of the regional pedestrian network. A pedestrian district is an area with a concentration of transit, commercial, cultural, educational, institutional and/or recreational destinations where pedestrian travel is attractive, comfortable and safe. Pedestrian districts are areas where high levels of walking exist or are planned.

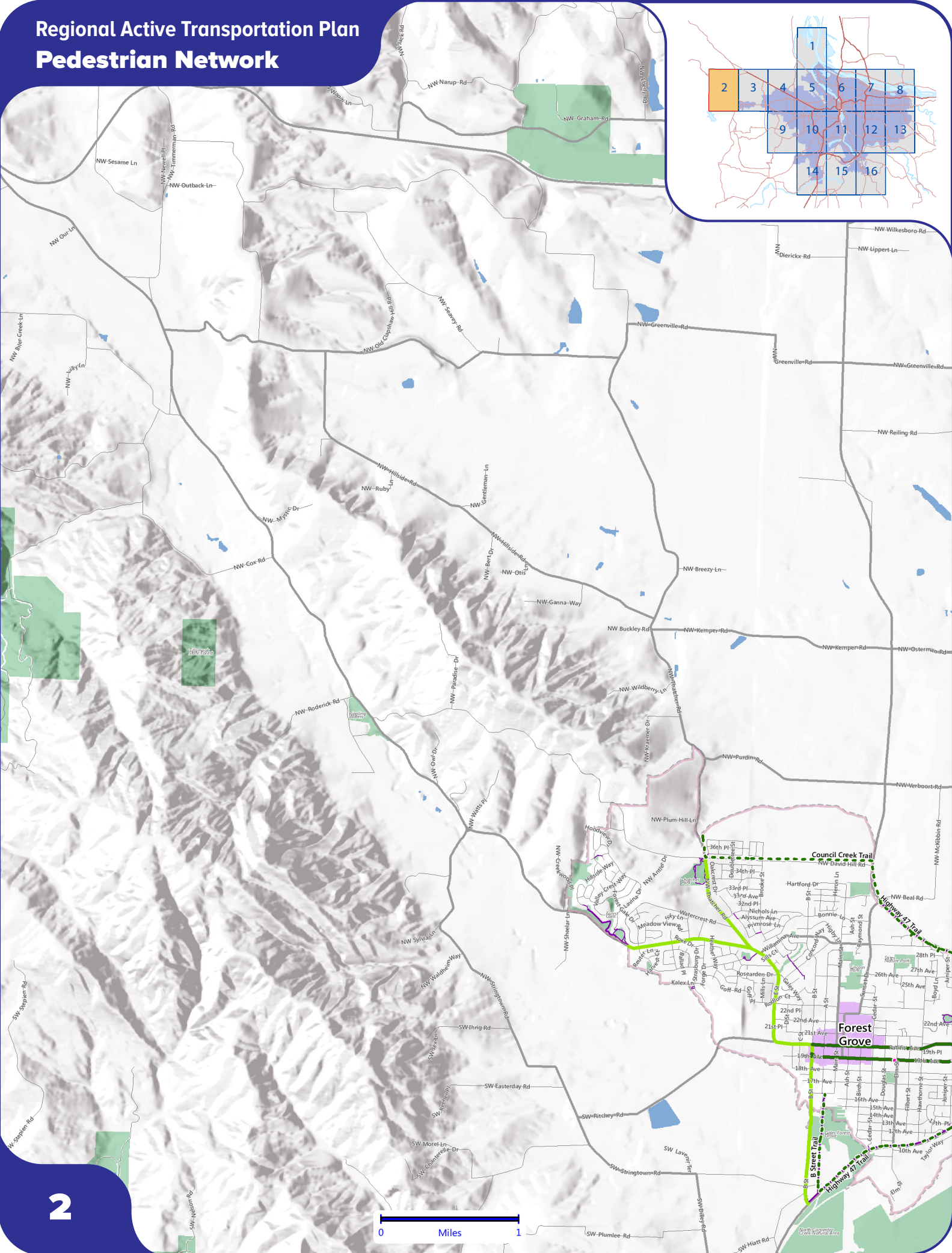
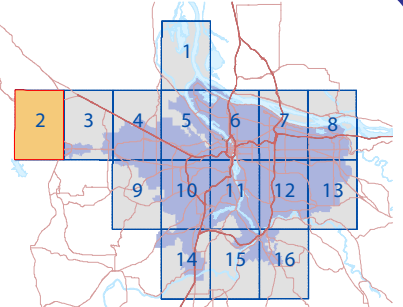
**Local pedestrian corridor** – any street or trail that is not part of the regional pedestrian network. On the maps, on-street corridors are shown with a gray line, off-street corridors are shown with a purple line.





# Regional Active Transportation Plan

## Pedestrian Network



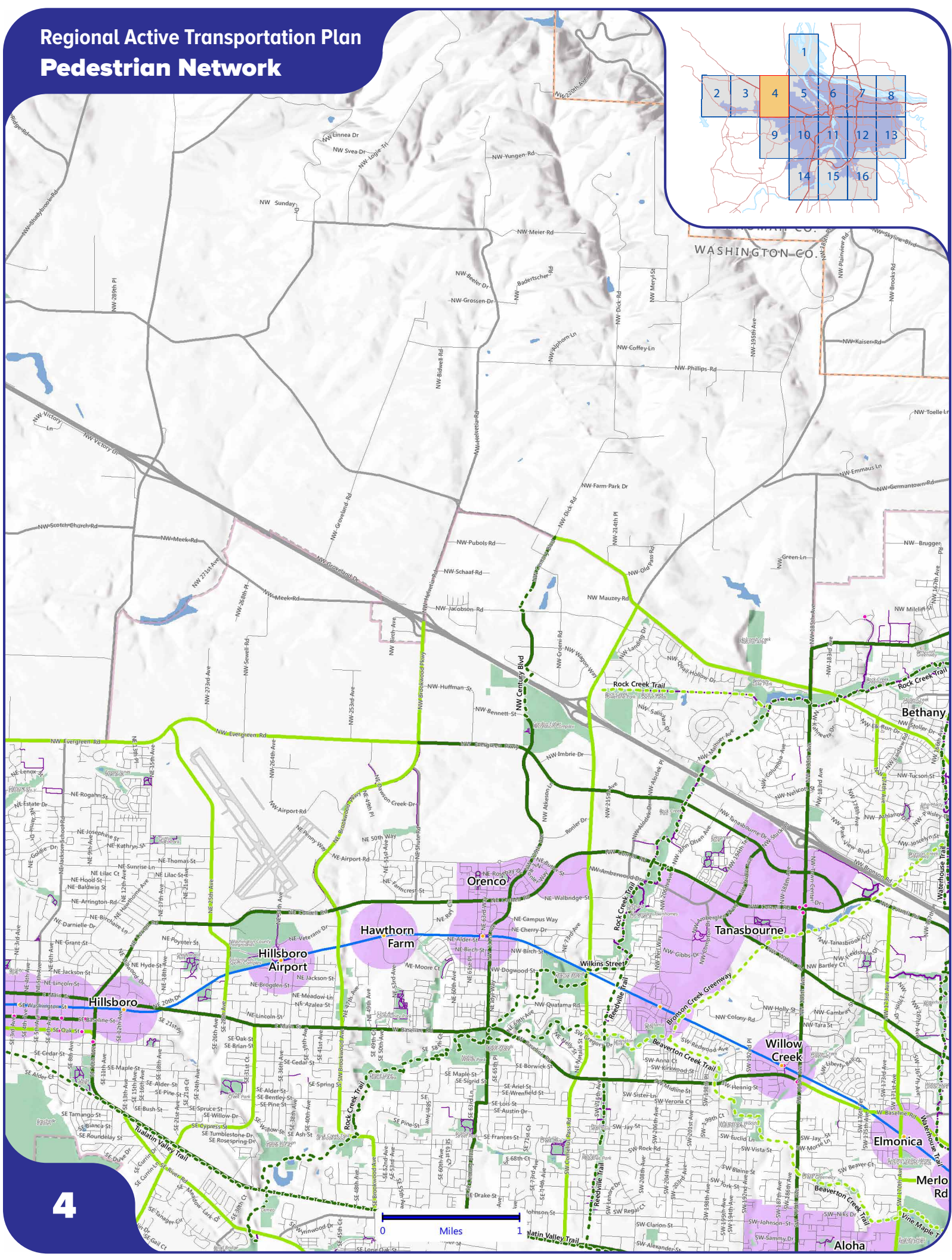






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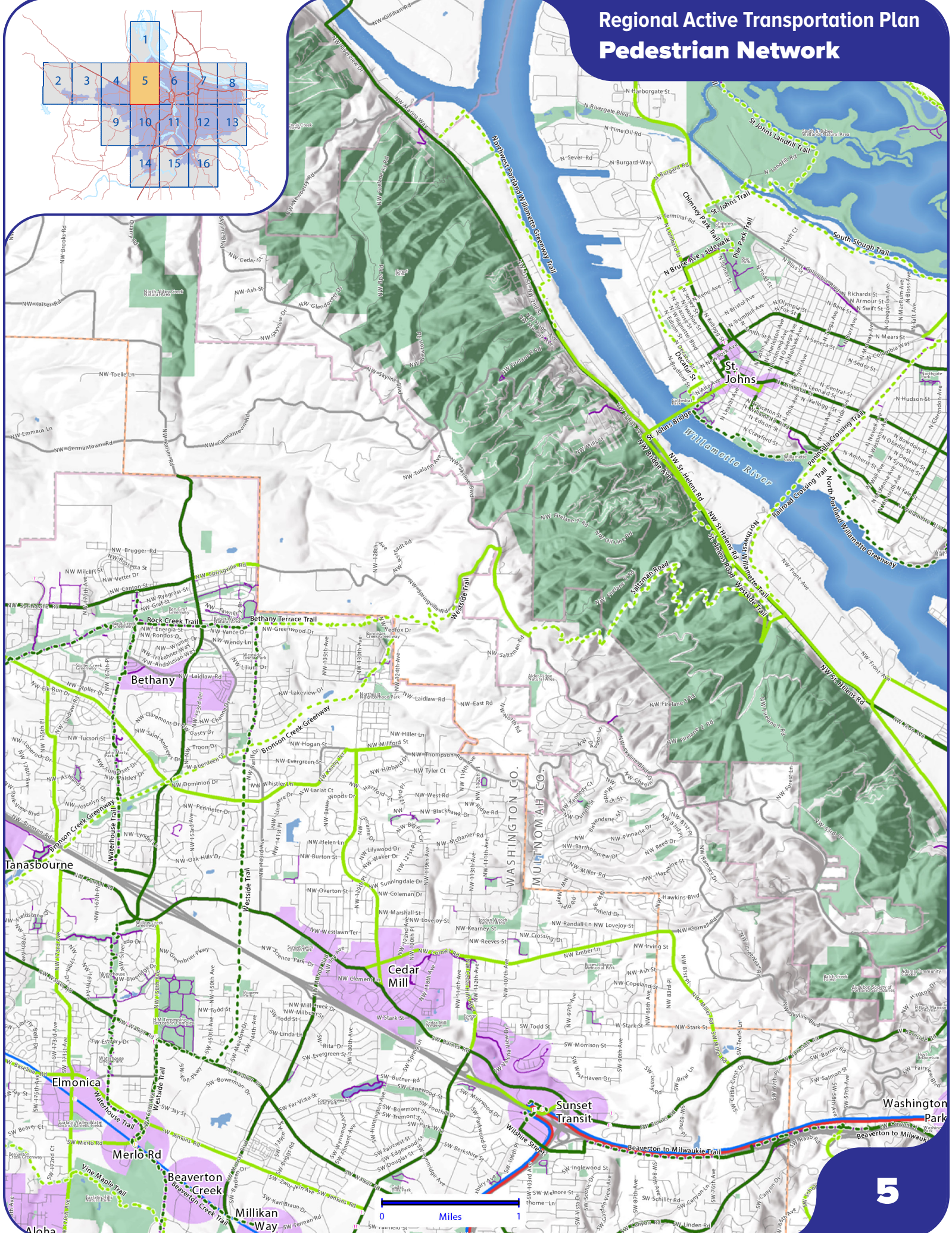
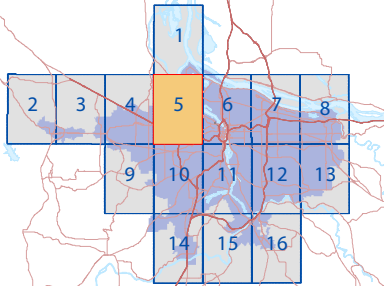
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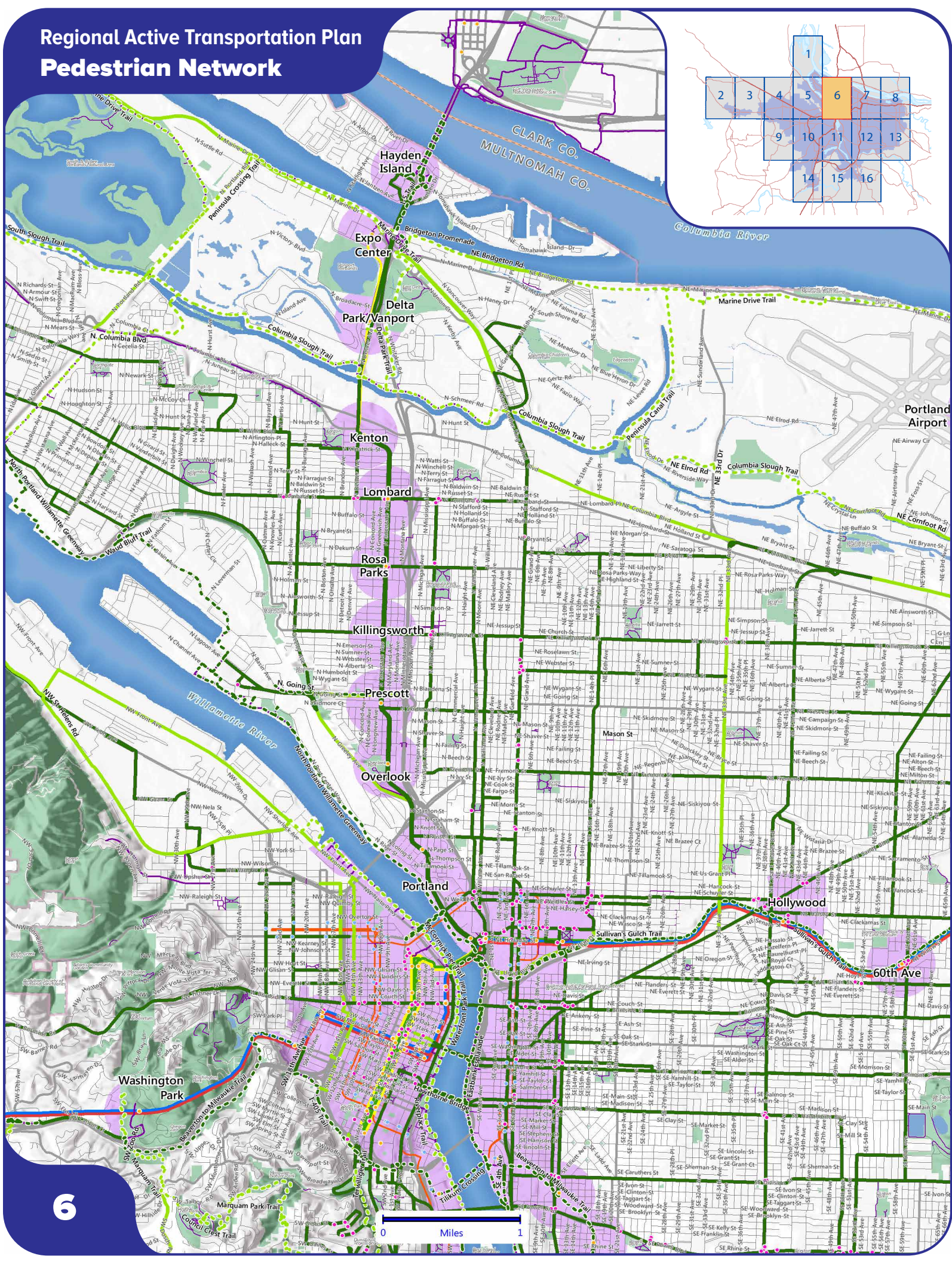
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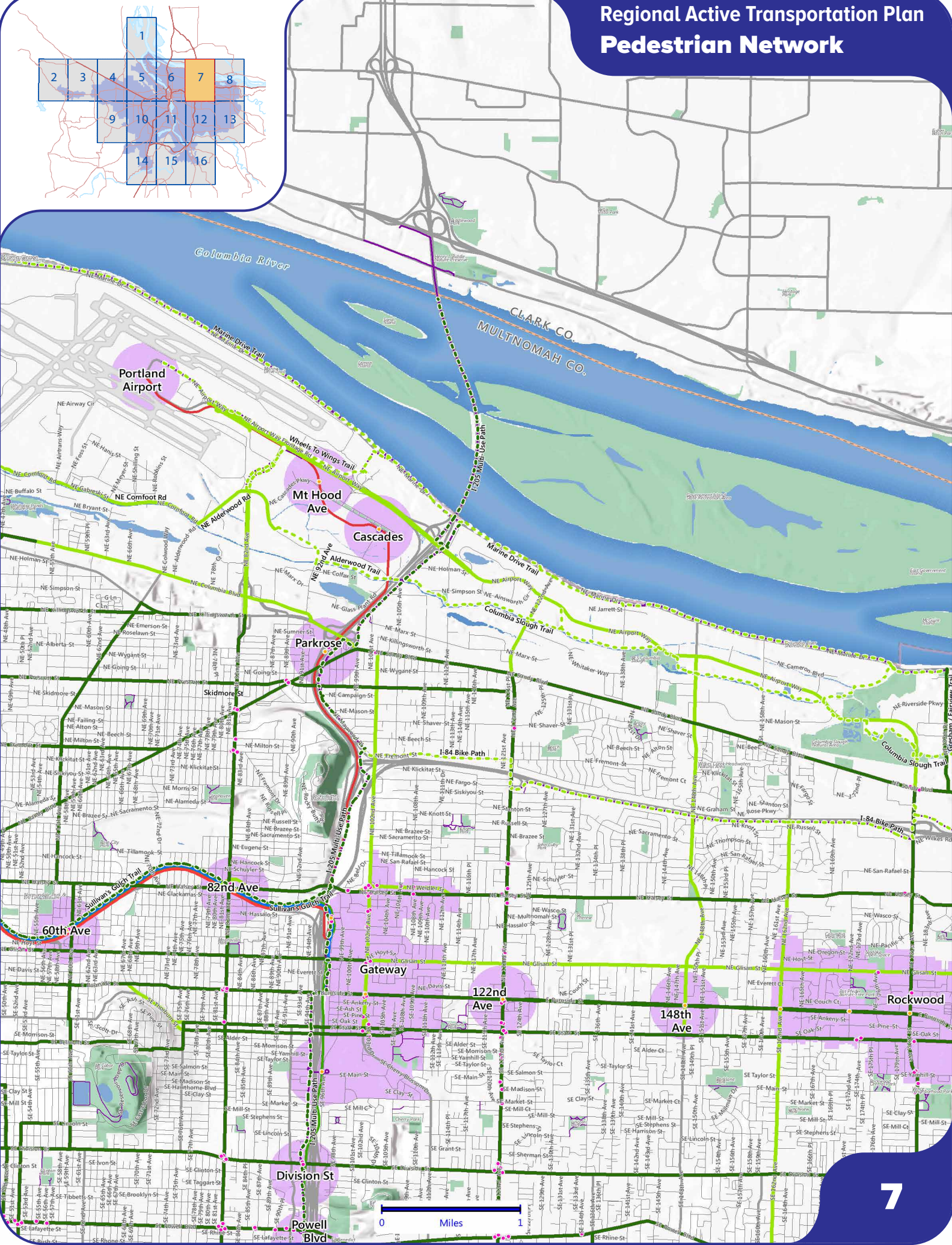
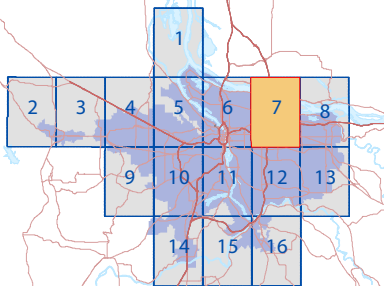
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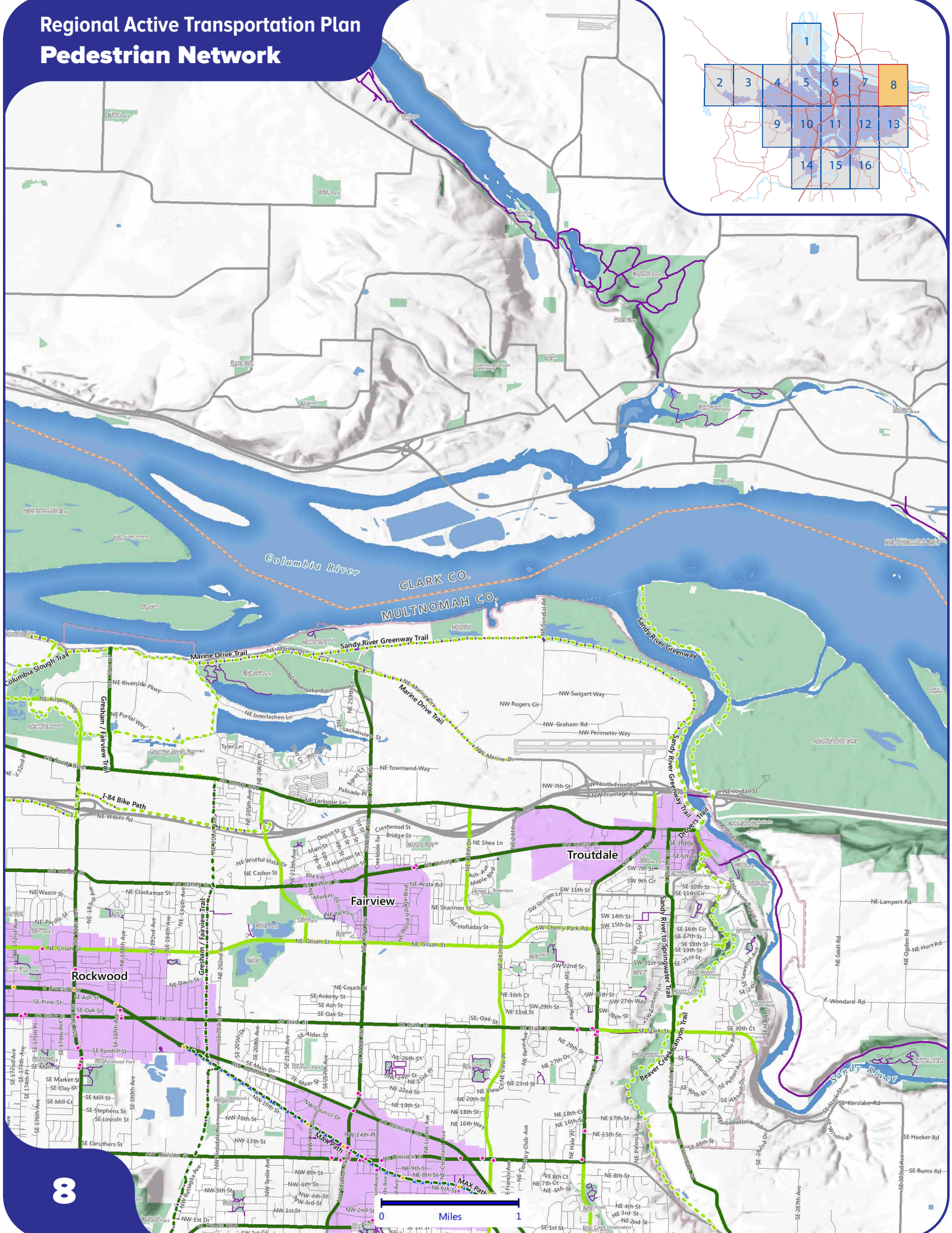
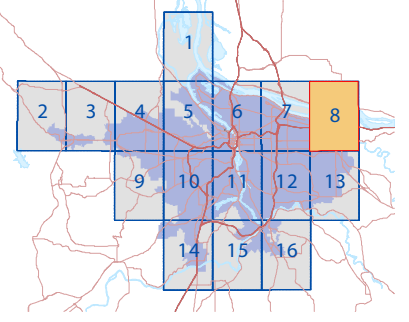
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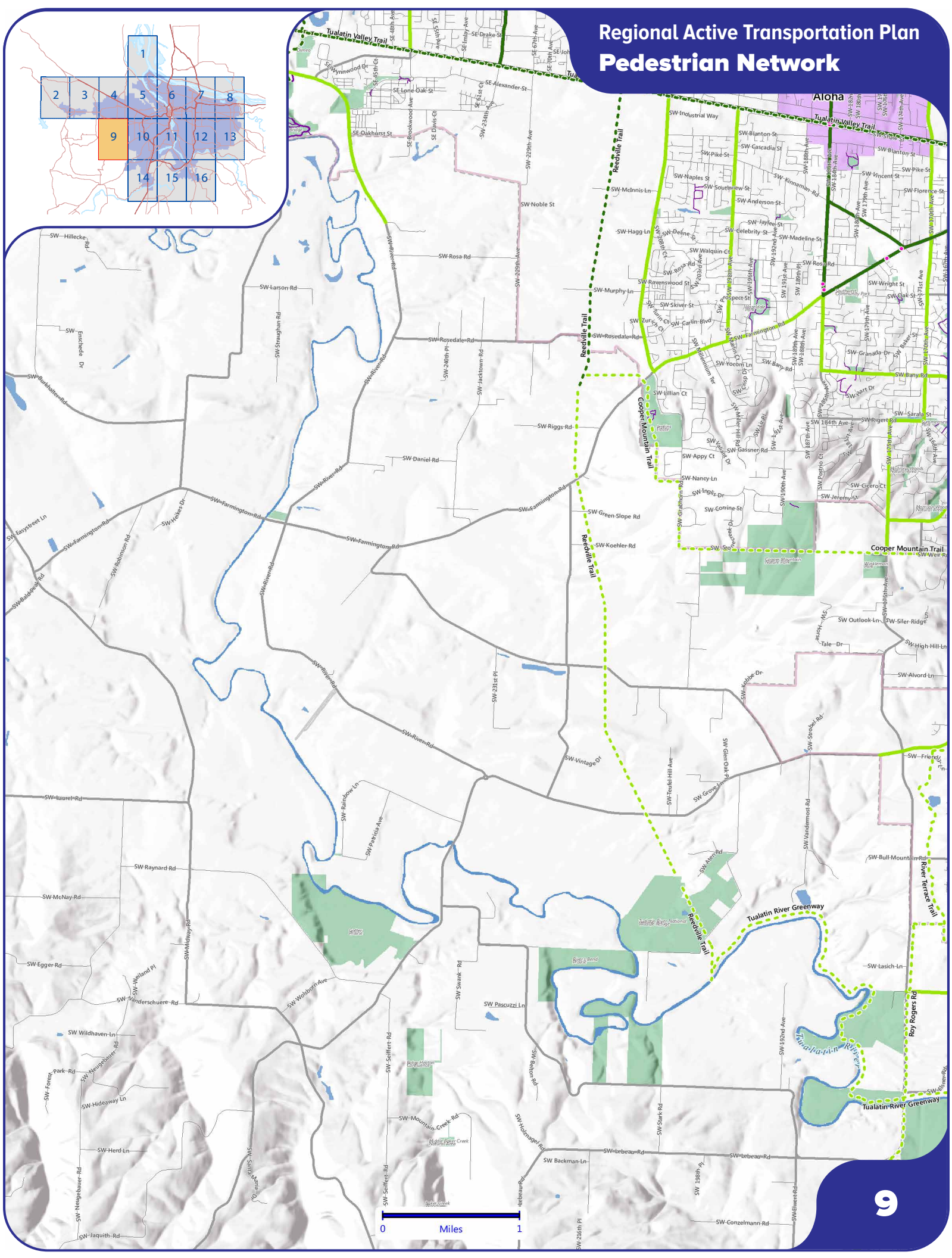
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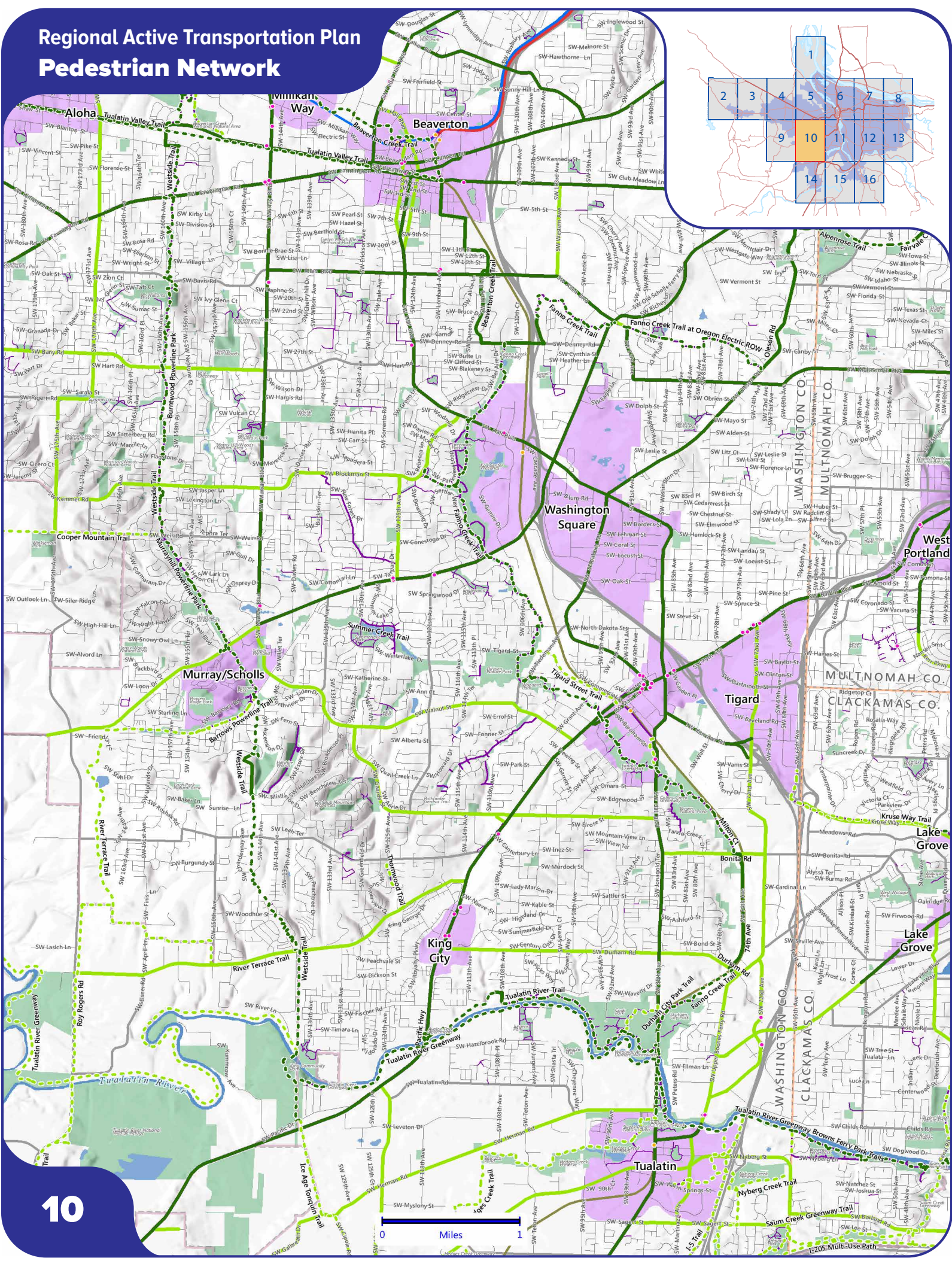
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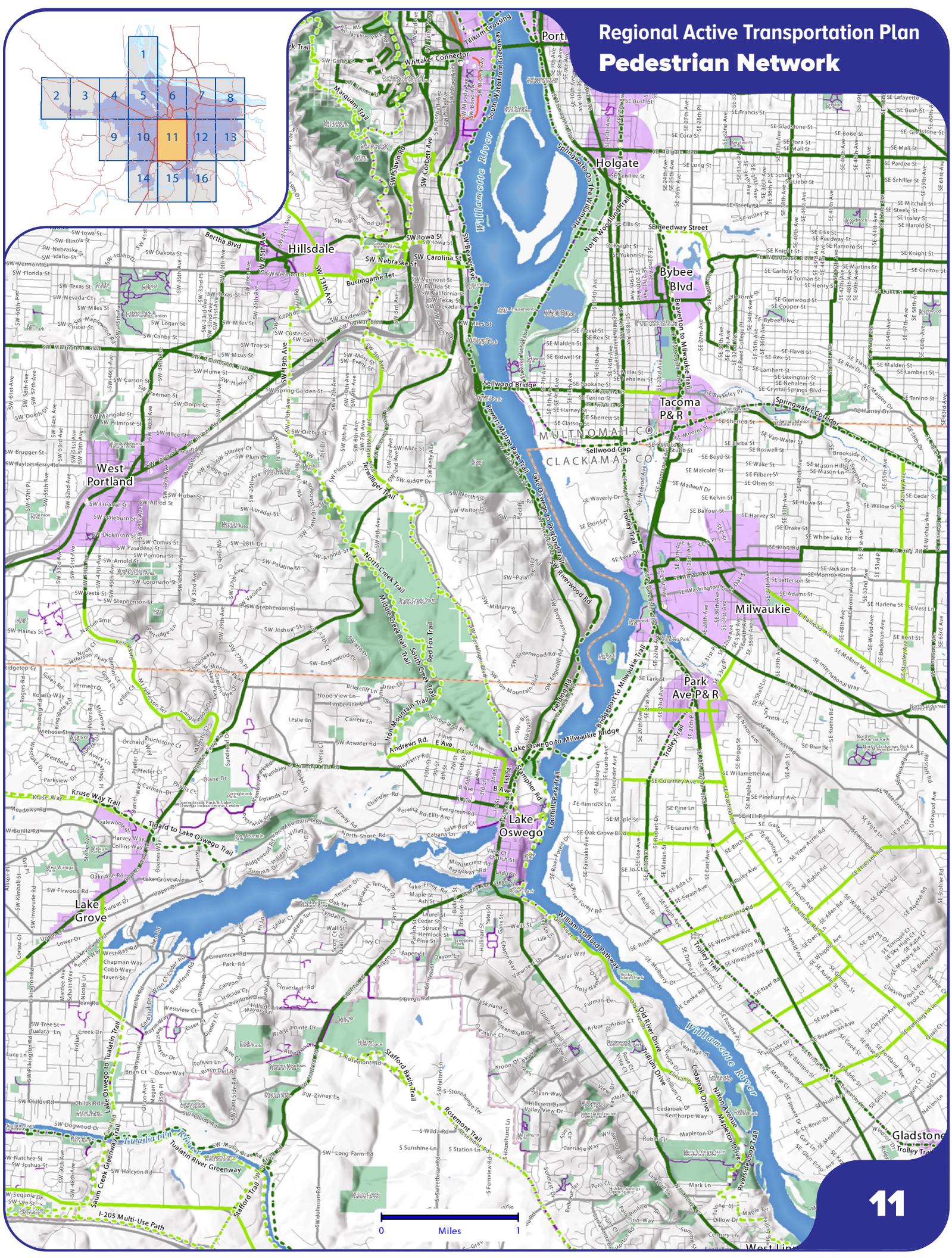
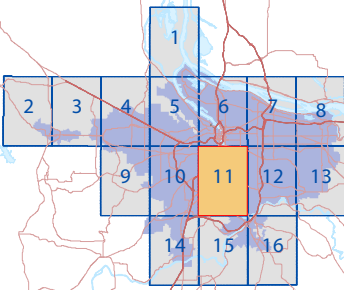
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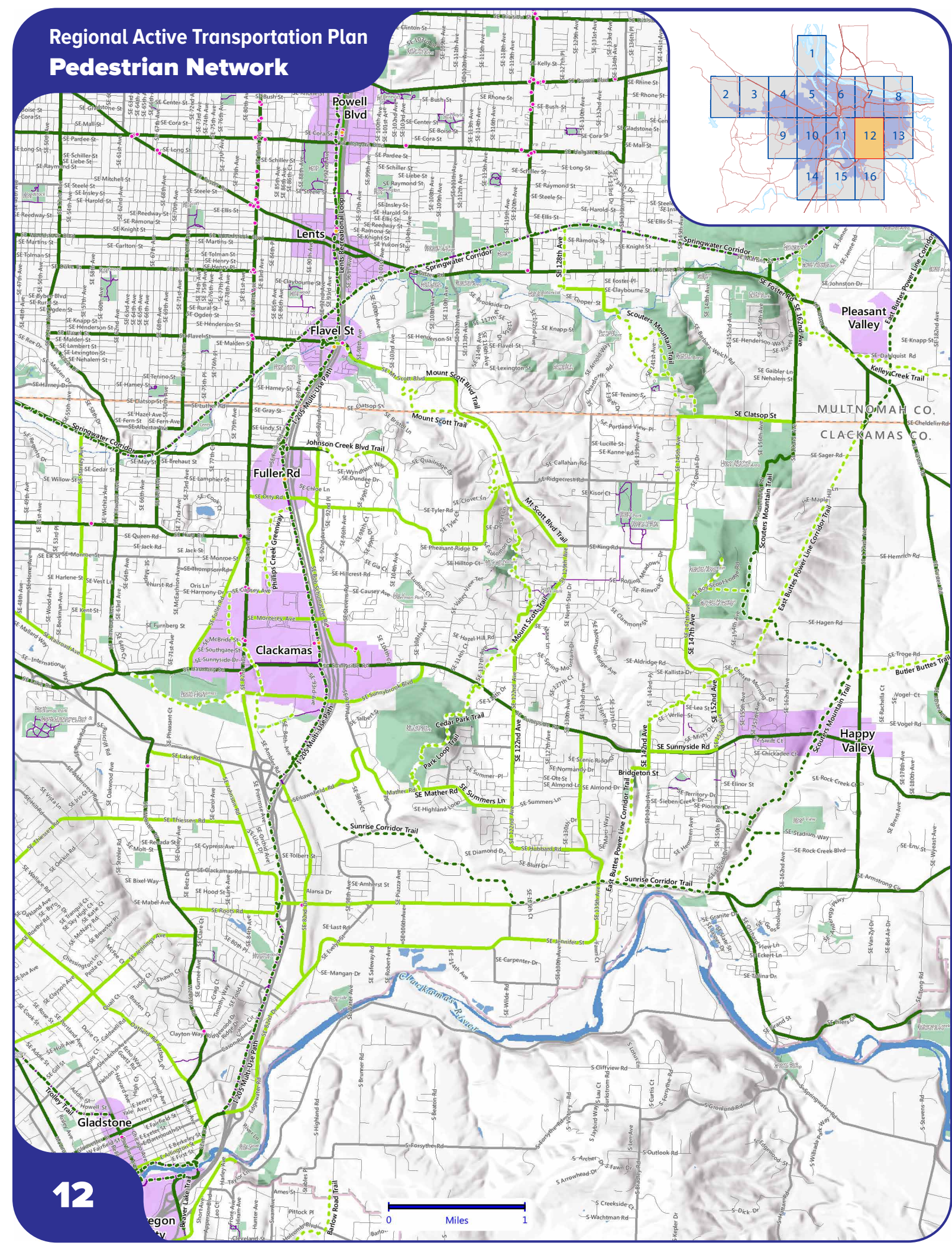
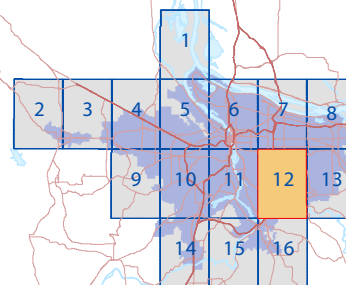
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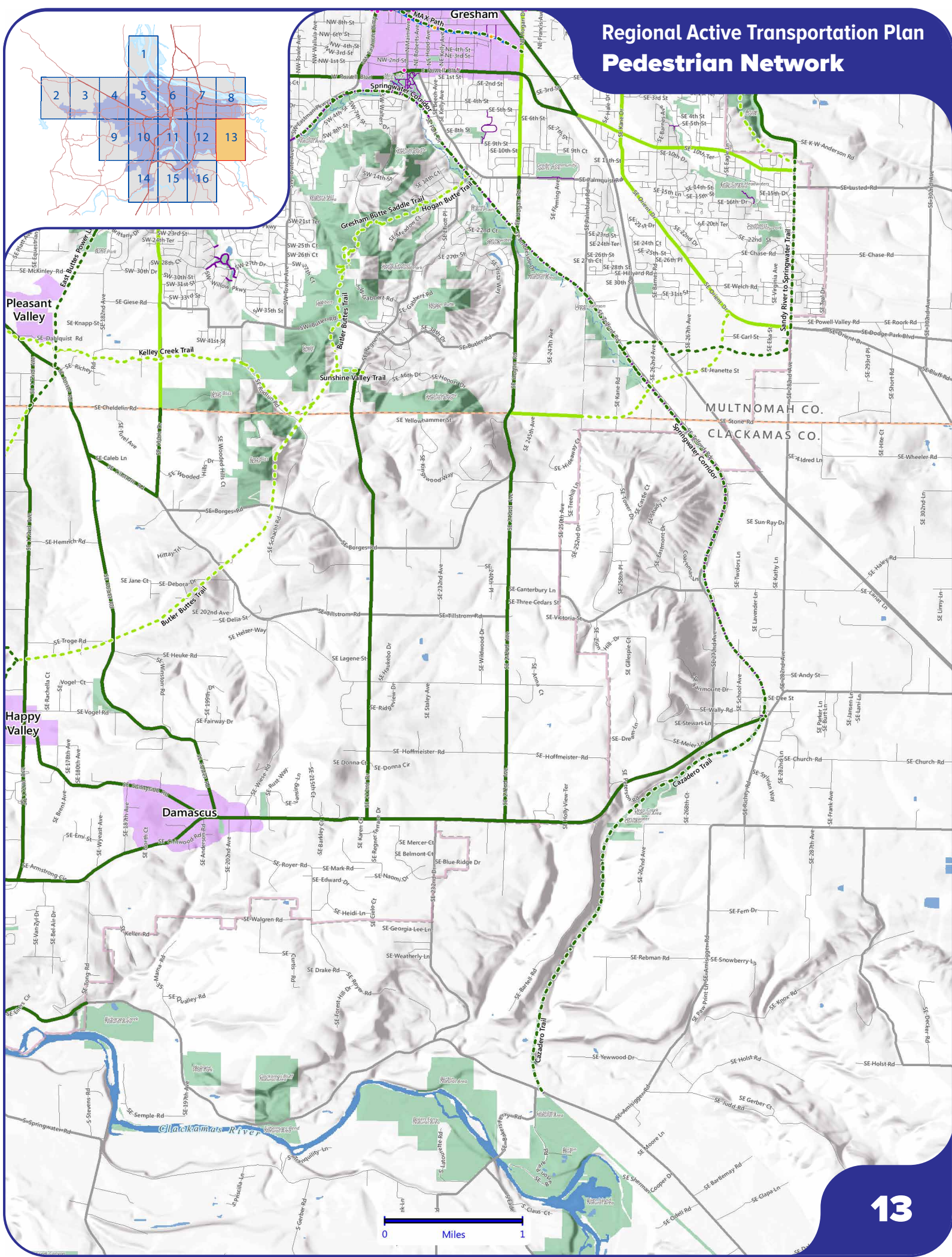
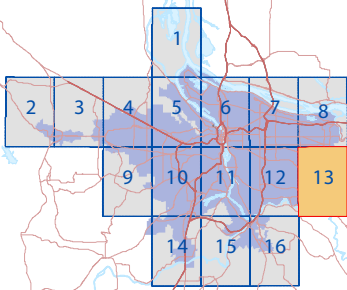
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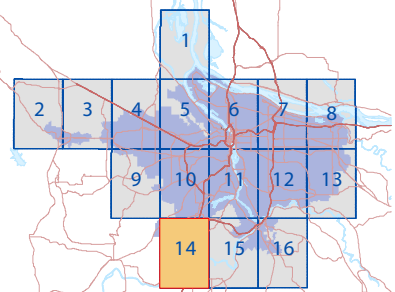
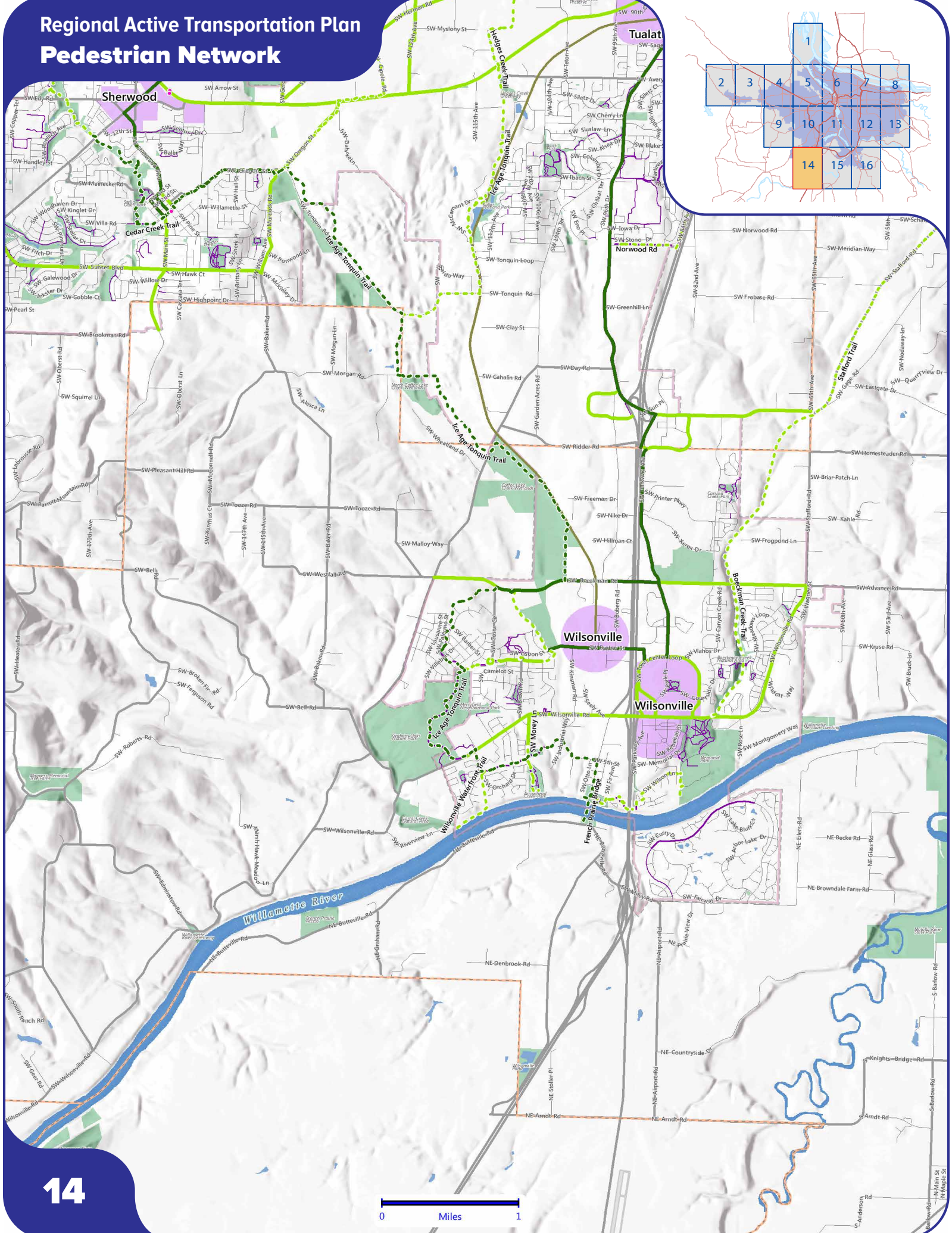
# Regional Active Transportation Plan Pedestrian Network





# Regional Active Transportation Plan

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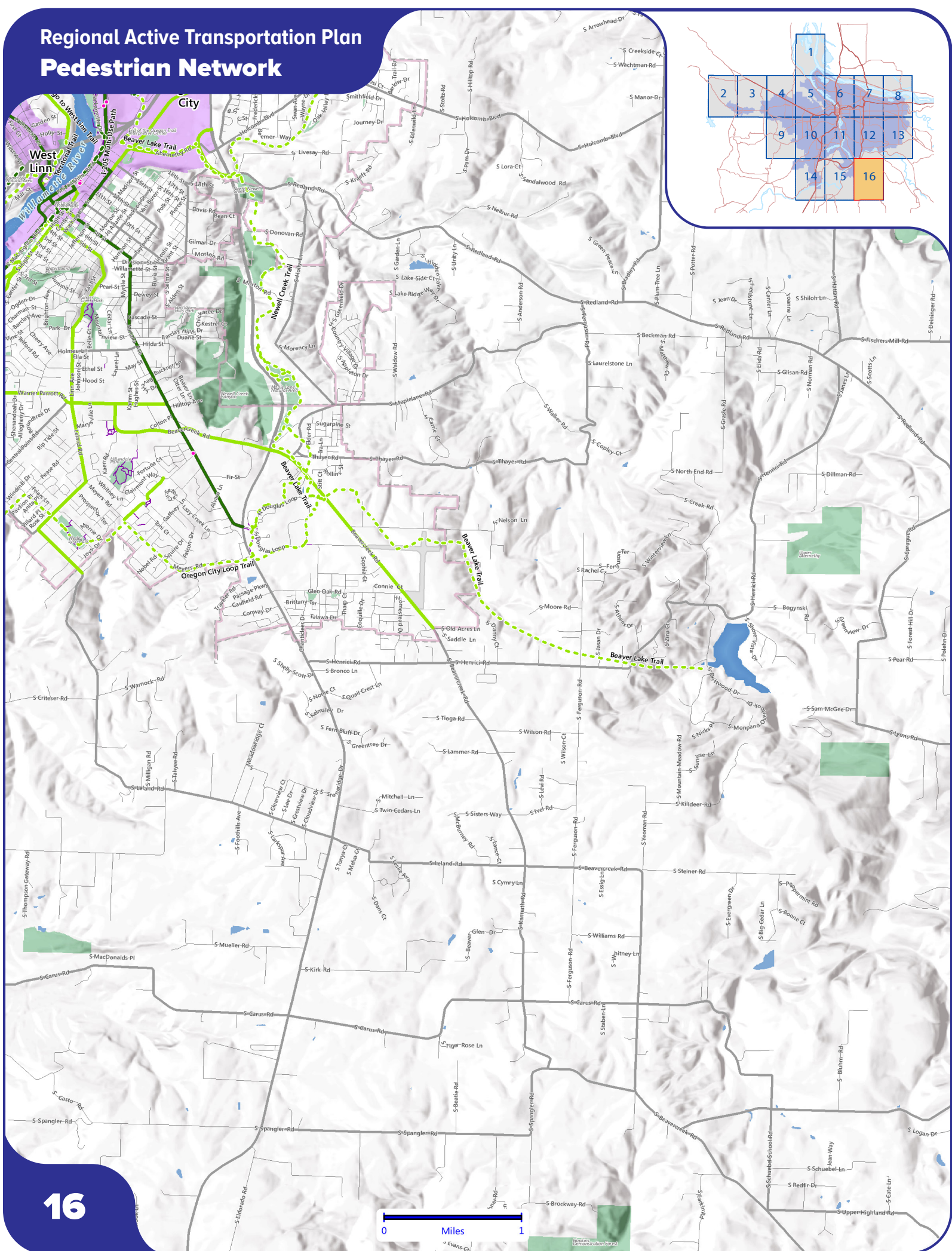






# Regional Active Transportation Plan

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Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

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