

Table 1. Pedestrian Network Prioritization Criteria

Criterion	Brief description	Input	Rank	Measurement
Serve Key Destinations	Is the project located in an area with high demand for walking?	The pedestrian network should serve locations of high potential demand. Areas with higher levels of potential walking activity should have higher priorities for installing sidewalks.	High	Project is located in a regional/town Center, or within an area zoned for high density residential (more than 16 units per acre), or within 1/4 mile of a hospital or health clinic
			Medium	Project is located in a regional/town Center, or within an area zoned for high density residential (more than 16 units per acre), or within 1/4 mile of a hospital or health clinic
Transit Access	Does this project improve pedestrian access to the transit network?	Transit ridership by stop (boardings)	High	Project is within 1/2-mile of a transit stop with >100 boardings/day
			Medium	Project is within 1/4-mile of a transit stop with 20 to 100 boardings/day
			Low	Project is within 1/4-mile of a transit stop with <20 boardings/day
Promote Safety	Does this project provide an immediate safety improvement at a location with a recorded safety concern?	Collision analysis shows intersections and street corridors with highest crash rates. Crashes are included if they are within 100 feet of the project.	High	Two or more pedestrian crashes have occurred along the segment or intersection in the last five years for which there is data.
			Medium	A pedestrian crash has occurred along the segment or intersection in the last five years for which there is data.
			Low	No reported crashes occurred
Level of Comfort for Pedestrians	Does the segment provide a comfortable walking environment?	Pedestrian level of service score; prioritize segments with a higher score for filling gaps and improvements to improve comfort on the most challenging sections first.	High	Pedestrian Level of Service Score of 5
			Medium	Pedestrian Level of Service Score 3 or 4
			Low	Pedestrian Level of Service Score of 1 or 2
Promote Health	Does the segment provide options for healthy food in areas with higher incidence of diabetes?	Health score that includes a 1/4 mile proximity to stores with healthy food and/or proximity to block groups of higher incidence of diabetes.	High	Project is within 1/4-mile of a healthy food store <u>and</u> in a census tract with a diabetes rate over 10%.
			Medium	Project is within 1/4-mile of a healthy food store <u>or</u> in a census tract with a diabetes rate over 10%.
			Low	Project is <u>not</u> within 1/4-mile of a healthy food store or in a census tract with a diabetes rate over 10%.
Equity	Does the project benefit underserved communities?	Equity composite measure showing geographies (block groups) where pedestrian improvements could benefit underserved, vulnerable populations.	High	Project is within 1/4-mile of a healthy food store and in a census tract with a diabetes rate over 10%.
			Medium	Project is within 1/4-mile of a healthy food store and in a census tract with a diabetes rate over 10%.
			Low	Project is not within 1/4 mile of a healthy food store or in a census tract with a diabetes rate over 10%.
			High	Project was prioritized by at least two focus groups and mentioned at once in a focus group, online map comment, or survey.

Criterion	Brief description	Input	Rank	Measurement
Public Priority	Do Gresham community members prioritize this project?	Aggregated community prioritization from focus groups, survey, and online map comments	Medium	Project was prioritized or mentioned at least once in the outreach.
			Low	Project was not prioritized or mentioned during the outreach.

Table 2. Bicycle Network Prioritization Criteria

Criterion	Description	Input	Rank	Measurement
Destinations	Is the project located in an area with high demand for biking?	Locations of destinations.	High	Project is located in a regional/town Center, or within an area zoned for high density residential (more than 16 units per acre), or within 1/4 mile of a hospital or health clinic
			Medium	Project is within a 1/4 mile of a school, library, or park
			Low	Does not connect to a major destination
Transit Access	To what extent does this project improve access to the transit network?	Transit ridership by stop (boardings).	High	Project is within 1/2 mile of a transit stop with more than 100 boardings a day
			Medium	Project is within 1/4 mile of a transit stop with 20 to 100 boardings a day
			Low	Project is within 1/4 mile of a transit stop with less than 20 boardings a day
Promote Connectivity	To what extent does this bikeway contribute the Bicycle Routes for Everyone Network	Connections to the Bike Routes for Everyone Network.	High	Project fills a gap in the Bike Routes for Everyone network by connecting to it on both ends
			Medium	Project extends the Bike Routes for Everyone network by connecting to it on one end
			Low	Project does not improve the Bike Routes for Everyone network
Promote Safety	To what extent does this project provide an immediate bicyclist safety improvement at a location with a recorded safety concern?	Collision analysis show's intersections and street corridors with highest crash rates. Crashes within 100 feet of the project are included.	High	Multiple crashes involving bicyclists have occurred on the segment or intersection in the last five years for which there is data.
			Medium	A cyclist crash has occurred on the segment or intersection in the last five years for which there is data.
			Low	No reported crash occurred
Promote Health	To what extent does the segment provide access to healthy food or is in areas with higher incidence of diabetes?	Health score that includes a 1/4 mile proximity to stores with healthy food and/or proximity to block groups of higher incidence of diabetes.	High	Project is within 1/4 mile of a healthy food store and in a census tract with a diabetes rate over 10%.
			Medium	Project is within 1/4 mile of a healthy food store or in a census tract with a diabetes rate over 10%.
			Low	Project is not within 1/4 mile of a healthy food store or in a census tract with a diabetes rate over 10%.

Criterion	Description	Input	Rank	Measurement
Equity	To what extent does the project benefit underserved communities?	Equity composite measure showing geographies (block groups) where bicycle improvements could benefit underserved, vulnerable populations.	High	Block group scored in top tier in the Equity Index
			Medium	Block group scored in the middle tier in the Equity Index
			Low	Block group score in the lowest tier in the Equity Index
Public Priority	To what extent do Gresham community members prioritize this project?	Aggregated community prioritization from focus groups, survey, and online map comments	High	Project was prioritized by at least two focus groups and mentioned at least once in a focus group, online map comment, or survey.
			Medium	Project was prioritized or mentioned at least once throughout the outreach process.
			Low	Project was not prioritized or mentioned during the outreach process.