Building Active Communities: Linking Lents

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Planning Workshop, the capstone course for Portland State University’s Master of Urban and Regional Planning program, provides graduate students with professional planning experience. Student teams develop consulting contracts with clients for planning services that address local and regional issues and the students’ personal and professional interests. The Workshop provides experience in planning for constructive social and environmental change, while considering the planner’s ethical responsibility to serve the public interest.

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The Springwater Corridor Trail is a major bicycle and pedestrian facility in the Portland Metropolitan area. Two miles of the trail are in Lents, an ethnically diverse neighborhood of relatively low socioeconomic status. Research has shown that a person’s level of physical activity is directly related to socioeconomic status, with those of lower socioeconomic status being less active. In addition, many planning agencies across the United States are focusing efforts to include the needs of ethnic minorities in decision-making, including the various bureaus within the City of Portland. It is for these reasons that the Springwater Corridor Trail in Lents is included in several planning documents in agencies throughout the Portland area.

The purpose of the Linking Lents Project is to increase opportunities for physical activity in the Lents neighborhood. Both programming changes and physical changes to the built environment are needed to accomplish this goal. This project has resulted in the following recommendations:

1) Construction of a trailhead in the Lents neighborhood that includes preliminary trailhead design concepts and an analysis of three preferred sites for locating a trailhead in the Lents neighborhood;
2) Trail improvements that will increase access to the trail and the overall environment of the trail;
3) Implementation of walking and bicycling loops that connect the trail to neighborhood facilities including parks and schools; and
4) A community outreach plan that includes strategies for building new community partnerships and educating residents about the recreational opportunities available with the trail.

While a trailhead in the Lents neighborhood will attract some new users to the trail, a trailhead alone may not greatly increase trail use. A Lents trailhead constructed in conjunction with improved overall access to the trail, connections to neighborhood amenities and public education of the benefits of increased physical activity will increase Lents residents’ use of the trail. A brief overview of each of these recommendations is below, while the comprehensive recommendations are in the recommendations section of this document.
MAP 1: LENTS NEIGHBORHOOD

Source: Metro Regional Land Information System (RLIS) 2004
1) TRAILHEAD CONSTRUCTION: PRELIMINARY DESIGN CONCEPTS AND SITE ANALYSIS

The primary objective of this study is to analyze the need for a trailhead on the Springwater Corridor Trail in the Lents neighborhood. However, this trailhead could take many forms, from an informational sign to a small structure with restrooms and picnic tables to a large community gathering space with many amenities.

The trailhead design should provide a sense of place for the Lents neighborhood. Displaying the connection between the location of this trailhead and the neighborhood residents by incorporating elements of Lents history or neighborhood identity will increase community ownership. In addition, making the trailhead reflective of the Lents community will give regional trail users a better understanding of the local neighborhood as they ride through or take a break at the trailhead.

Having identified the need for a Lents trailhead, another key element of this project is the recommendation of the best location(s) for facility. An analysis of many potential sites based on several criteria led to the identification of the three best sites: SE Flavel Street, SE 92nd Avenue and SE 101st Avenue (where each street crosses the trail). Appendix A provides a list of the evaluation criteria and includes the results of the analysis.

2) TRAIL IMPROVEMENT RECOMMENDATIONS

Based on input from trail user surveys, neighborhood surveys and interviews with key stakeholders as well as review of current trail planning literature, several trail improvements are recommended to provide Lents residents with better access to the trail and an enhanced experience while using the trail. These recommendations include:

- Provide wayfinding signage
- Resurface the trail
- Improve minor access points
- Develop signage to strengthen the identity of Lents
- Reevaluate safety of street crossings
- Enhance trail landscaping with native plant varieties

3) WALKING AND BICYCLING LOOPS

The Springwater Corridor Trail’s predominantly east-west configuration is a perceived barrier to use of the trail by Lents residents to the north or south. Construction of a trailhead and trail improvements will not benefit Lents residents who do not use the trail because they perceive the trail to be too far from their homes. Because increasing the opportunities for physical
activity available to Lents residents is the key goal of this project, north and south connections to the trail need to be established. These connections will serve to draw neighborhood residents to the trail as well as connect trail users to destinations within the neighborhood, such as parks, schools, the Wattles Boys and Girls Club, and the Lents Town Center. With better connections, such as the proposed loops displayed in Map 2, neighborhood residents can walk or bicycle around one (or more) of the loops, or use the loops as a connection to a longer walk or ride along the Springwater Corridor Trail.

4) COMMUNITY OUTREACH

An extensive outreach effort is an essential component of the recommendations for increasing physical activity among Lents residents. This outreach effort should build new community partnerships that will address the barriers to use of the Springwater Corridor Trail. Residents should be informed about the trail. In addition, recreational and educational programming on the trail should be incorporated into neighborhood group activities.
MAP 2: LENTS NEIGHBORHOOD PROPOSED WALKING AND BICYCLING LOOPS

Source: Metro Regional Land Information System (RLIS) 2004

*Note: Times are based on average walking time of 20 minutes per mile.*
WHAT IS THE CONNECTION BETWEEN HEALTH AND URBAN FORM?

Recent Centers for Disease Control and Prevention research indicates that poor land use and urban design decisions are major contributors to decreasing levels of physical activity and increasing numbers of people who are either overweight or obese. The built environment is one of the more important determinants of level of activity. The presence or absence of sidewalks, traffic, streetlights and scenery are all factors that can either promote or discourage physical activity.

Current research also indicates that there has been a rapid increase in the number of Americans who are either overweight or obese, which poses serious health risks to the American population. Resulting complications and conditions account for approximately 300,000 deaths a year. Oregon’s rates of obesity are among the highest in the nation, ranking 14th in terms of percentage of people characterized as obese. According to Oregon’s Department of Health and Human Services, 22 percent of adult Oregonians are obese and another 38 percent are overweight. Type 2 diabetes, kidney disease, osteoarthritis, heart disease, stroke, sleep apnea and asthma are all weight related illnesses. Obesity is emerging as Oregon’s leading health problem.

In light of these statistics, both Multnomah County and the State of Oregon have adopted plans that provide strategies and recommendations for reducing the number of people who are either overweight or obese. These plans include Multnomah County’s “Healthy People 2010” and “A Healthy Active Oregon: Statewide Physical Activity Plan”, which are summarized in Appendix B. With over half of the adult population at risk for health problems related to being overweight, Multnomah County is far from reaching Healthy People 2010 objectives that aim to have 60% of adults at a healthy weight. In addition, statistics for the youth population are equally alarming with approximately 8% of eighth graders and 7% of eleventh graders overweight. The Healthy People 2010 objective is to reduce the proportion adolescents who are overweight or obese to 5% because these conditions in adolescent years often lead to more severe problems in adulthood.

These figures are particularly disturbing when viewed in light of the fact that instead of moving closer to stated objectives of reducing the proportion of people overweight and obese there have actually been steady increases in these numbers in Multnomah County. While most Americans and Oregonians make the connection between exercise and health, less than one third of Americans actually meet the federal recommendation of at least 30 minutes of moderate physical activity at least five days a week.
Efforts are underway in the Lents neighborhood to discern methods for promoting healthy, active lifestyles that will address problems associated with the increasing number of people who are either overweight or obese. Lents/Brentwood-Darlington Weed & Seed, a community non-profit organization, recently collaborated with Active Living by Design to determine strategies that would increase access to and the availability of active, recreation opportunities for low-income, ethnically diverse families.

Active Living by Design is a national program of the Robert Wood Johnson Foundation. The goal of the program is to establish and evaluate innovative approaches to increase physical activity through community design, public policies and communications strategies. Active Living by Design has awarded grant funding for a Lents pilot project to design, build and promote a trailhead along the Springwater Corridor Trail.

WHAT ARE THE CURRENT PLANNING EFFORTS?

Throughout the last two decades, several planning efforts have been undertaken with varying results to revitalize the Lents area. Although existing plans support strategies for increasing physical activity, none of them have explicitly made the link between urban form and community health. Many of these plans make recommendations to increase the availability of recreational opportunities and facilities for walking and biking. Appendix C provides a complete overview of the relevant planning projects.

Metro’s 2040 Plan and the Lents Urban Renewal Plan both provide goals and strategies for improving the Lents neighborhood. Metro’s 2040 Plan designated Lents a “Town Center” and subsequently the Portland Development Commission designated the area an urban renewal district. These planning efforts identified community goals and objectives, which include the desire for a comprehensive bike and pedestrian network with connections to recreational opportunities. These plans also stress the importance of creating a sense of place in the Lents district that will in turn draw investment and attract employment to the area.

The Springwater Corridor Master Plan was the catalyst for the Lents trailhead-planning project. The 1992 plan outlined the vision for the future of the seventeen-mile off street path. The plan called for several trailheads along the corridor that were intended to serve local residents as well as regional trail users. Four of the five proposed trailheads were in Gresham; the fifth was proposed to be in the Lents neighborhood. To date three of the trailheads have been built. Two of the completed trailheads are in Gresham and one is in Portland. The small-scale trailhead in Portland is located near Johnson Creek and SE 45th Avenue and was constructed at the time of completion of the trail.
The Springwater Corridor Master Plan suggests that all the trailheads have parking, restrooms, picnic tables, garbage cans and maintenance or storage areas. In addition, the trailheads should have adequate bike parking, telephones, and landscaping. The trailheads should be highly visible and are to be designed in a way that promotes community policing. The plan also outlines a vision for a “signature” trailhead that would be advertised as the central entry point to the corridor; in the plan, it is suggested that this be as close to Interstate 205 as possible in the Lents district.
Lents Neighborhood Characteristics

WHAT’S THERE?

In order to determine the need for a trailhead in the Lents Neighborhood, it is important to understand what the neighborhood looks like and how it functions. Fieldwork, qualitative data collection efforts, and information collected through a public outreach process comprised the analysis of the existing neighborhood conditions. A complete outline of the methods used to develop this analysis is included in Appendix D.

WHAT IS INCLUDED IN THE STUDY AREA?

Nearly two miles of the Springwater Corridor Trail run directly through the Lents neighborhood. In order to conduct an existing conditions analysis, the study area was established using a ½-mile distance on the street network from the various access points along the Springwater Corridor Trail in the Lents neighborhood. A summary of neighborhood characteristics is included below, while more detailed summaries of the area are included in Appendix E.

HISTORY AND IDENTITY

Over the past century, the Lents area has undergone significant changes. In the late 1800s, the small town of Lents served as a crossroads for farmers and tradesmen distributing their goods south from the Columbia River area to settlers in the Willamette Valley. The extension of the electric streetcar line from downtown Portland to Lents in 1892 further established the area as a regional center. Industry thrived with Lents home to one of Portland’s few plywood mills, the Dwyer Lumber Company, located on 80 acres near SE 100th Avenue.

As the automobile began to influence the urban landscape of Portland after World War II, the central Lents business district slowly lost its identity and purpose. Larger auto-oriented chain stores emerged along nearby SE 82nd Avenue and businesses in the Lents commercial center suffered. Further compounding problems, the Foster/Woodstock couplet was created to provide access to the new Interstate 205 highway. The couplet directed traffic past the Lents commercial center at SE 92nd Avenue and SE Foster Road. In order to construct the highway, approximately 500 homes were removed to clear the right of way. The highway now divides the Lents neighborhood. However, with an abundance of underutilized property and potential, the business district holds the key and promise to the future of Lents.

While the area has a unique legacy within the region, there are few visual clues that would provide visitors with the indication they are in Lents. The area lacks consistency and any formal gateways at critical entry points.
LAND USE

Residential Uses

As shown in Map 3, the majority of the land within the study area is residential. The residential housing stock is comprised of primarily single-family detached housing while there are also attached housing and multi-family complexes. With exceptions, the houses are generally older and show signs of age. Housing is very affordable (relative to the Portland region) and thus attractive to working class families. Housing values are, on average, $34,000 to $40,000 less than the City of Portland’s median housing value. There is a high rate of home ownership in Lents, which contributes to the stability of the neighborhood.

Commercial and Industrial Uses

The two main corridors of commercial activity are along SE 82nd Avenue and SE Foster Road. SE 82nd Avenue is a main arterial that is heavily traveled by automobiles and comprised mainly of large retail outlets. SE Foster Road is also a heavily traveled automobile route, which creates a hard edge to the residential neighborhoods that border it.

More industrial character is present in the eastern portion of Lents, with larger sites serving the needs of auto recycling, rock crushing, cement block manufacturing, paper recycling and auto body and repair businesses. East of the Interstate 205 and SE Foster Road interchange is a 100 acre site, the Freeway Land Employment Center, which is a mix of undeveloped and underutilized property zoned general employment and industrial. While a significant portion of the site is within the Johnson Creek flood plain subject to development restrictions, there still exists the opportunity to create a sizable business park or light manufacturing complex with the potential of creating 2,000 – 3,000 jobs for Lents residents.

ZONING

The land is predominantly zoned residential, as shown in Map 4, with large pockets of industrial zoning. As part of the Lents Urban Renewal Plan, all of the residential areas adjacent to Interstate 205 and between SE Foster Road and the Springwater Corridor Trail is zoned Multi-Family Residential. While the majority of this area is currently comprised of single-family detached dwelling units, any new development and infill will be multi-family attached dwelling units because of the zoning. This increased density will result in population increases in the Lents neighborhood over time.
MAP 3: LAND USE

Source: Metro Regional Land Information System (RLIS) 2004
MAP 4: ZONING

Source: Metro Regional Land Information System (RLIS) 2004
In addition, Portland’s Zoning Code provides specific guidelines for the “Springwater Corridor”, which discourages community nuisances such as abandoned autos, garbage, or visual blight adjacent to the trail.

TRANSPORTATION

Land use patterns have evolved over time from a historic pre-streetcar era development pattern to a more auto-dominant pattern. Due to the lower housing density, people in Lents have to travel further to get to their destinations and transit is generally not a viable option. Unfortunately, transit lines that serve Lents provide good access to downtown but sporadic or indirect service to other parts of the city. This has made Lents residents more dependent on the automobile for transportation to work, shopping and recreation.

Roadway Network

The roadway network is primarily residential collector streets, as shown in Map 5, with the exception of several routes that provide access to outlying areas. These roads include SE Foster Road, SE 82nd Avenue, and Interstate 205. Parking is widely distributed, with on-street parking available along the majority of streets.

Transit Network

Five bus lines serve the Lents neighborhood. Three of the lines offer a direct downtown connection. The #14 is a frequent service bus, which offers service at least every fifteen minutes every day of the week. The #10 has service approximately every half hour on weekdays and does not run on Sundays. The #19 serves the southern portion of the neighborhood on SE Duke Street and SE Flavel Street. The #71 serves as a the north/south connector, offering service everyday to Clackamas Town Center and the Parkrose Transit Center. The #72 also runs north/south down SE 82nd Avenue, and then heads east-west on NE Killingsworth Street serving the Swan Island Industrial District, home of many family wage jobs on the Willamette River.

Planning for a new light rail line parallel to Interstate 205 is underway. The line is expected to open in 2009 with stops planned at SE Flavel Street and SE Foster Road.
MAP 5: AVERAGE DAILY TRAFFIC ON ARTERIAL AND COLLECTOR STREETS IN LENTS
Bicycle Network

The Lents neighborhood is well served by bicycle facilities. The I-205 Path, an existing off street facility that runs parallel to Interstate 205, and the Springwater Corridor Trail offer more off street cycling opportunities compared to other Portland neighborhoods. In addition, there are bike lanes on SE Foster Road east of Interstate 205, on SE Harold Street, SE 92nd Avenue, SE Woodstock Street, and SE Flavel Street. However, the existing bicycle network does not adequately serve major local destinations such as Lents Town Center or the shopping district at SE 82nd Avenue and SE Foster Road.

Pedestrian Network

The street network in Lents is well connected and offers a pleasant walking environment on many of the low traffic residential streets. However, it is difficult and intimidating to cross SE Foster Road at most intersections as a pedestrian or bicyclist, which creates a barrier between the north and south of Lents Town Center. In addition, the construction of Interstate 205 in the 1970s disrupted the continuous street grid that once existed in this neighborhood. A pedestrian can only cross under the Interstate 205 freeway at SE Flavel Street or SE Foster Road making east-west connections difficult on foot or by bicycle. In fact, a 2003 Portland Office of Transportation study reported that only 15% of all trips (work and others) were made by walking or bicycle. That same report listed fear of crime, unsafe crossing and lack of sidewalk and bike lanes as the major barriers to walking and biking.

DEMOGRAPHICS

Race and Ethnicity

Lents is an ethnically and racially diverse place. In the 2000 Census, roughly 27% of the population considered themselves non-white. In addition, 10% of the white population is of Eastern European descent.

Income

In 1999, the median household income in Lents was only $34,321 compared to $40,061 for the City of Portland. The unemployment rate is higher in Lents when compared to the City of Portland and a smaller portion of the total population is in the labor force.
Age

Almost 30% of the population is under the age of 18 and 16% are 55 years or older. Lents is home to a large portion of children, with 30-40% of the households having children under the age of 18.

HEALTH

Physical activity statistics are obtained for adults through the Behavioral Risk Factor Surveillance Survey (BRFSS). BRFSS is an annual telephone health survey of adults age 18 and older developed by the Centers for Disease Control and Prevention. The BRFSS data for the Lents zip code includes responses of 22 residents. While it is not possible to draw conclusions about the entire neighborhood based on this sample, it does provide interesting background information as to the habits of selected residents. BRFSS data indicates that only 56 percent of Lents residents participate in moderate exercise weekly compared to 80 percent of residents in the Portland region. (See Appendix F)

In general, individuals with lower socio-economic status are at greatest risk for becoming overweight or obese. According to Oregon DHS statistics, 70 percent of those who live in Oregon households making under $25,000 a year are overweight. In Lents, 32 percent of the households earn less than $25,000 a year, thus placing Lents residents at a greater risk for becoming overweight or obese due to the lower socio-economic status of its community members.

![Relationship Between Household Income and Fair or Poor Health Status]

Lents has a regional asset not found in most Portland neighborhoods, the Springwater Corridor Trail. The trail provides a unique opportunity to walk, run or bike along a corridor that is largely separated from traffic. Although 81 percent of Lents residents who responded to the 2003 Portland Office of Transportation survey reported that they know where the Springwater Trail is located, only 66 percent reported having used the Springwater Trail. However, this study did not measure how often those who responded that they used the trail, actually used it. The BRFSS data suggests that the trail is underused by residents who would greatly benefit from increased physical activity.

**WHO IS CURRENTLY USING THE TRAIL?**

Three methods were used to determine who is using the Springwater Corridor Trail. First, a trail user intercept survey was conducted along the trail to determine where users accessed the trail and what neighborhood they live in. Next, Lents community members were surveyed to establish whether they used the trail. Lastly, community stakeholders were interviewed and asked their perspective on whether community members utilize the trail.

The trail user intercept survey indicated that the majority of trail users are not from the Lents neighborhood. Of the fifty-eight respondents, only seven were from the Lents neighborhood. Map 6 shows where trail users were accessing the trail. Sixteen users got on the trail at the Johnson Creek trailhead, which is the nearest trailhead to our survey site at SE 92nd Avenue. Twenty-one trail users accessed the trail at existing trailhead locations. Additionally, when asked which neighborhood they were currently in, only about one-third of respondents were able to correctly identify that they were in Lents. Approximately three-quarters of the respondents were bicyclists and the remainder were walking. The complete results of the trail user survey are located in appendix G.

*Trail user intercept survey at the intersection of 92nd Ave. and the Springwater Trail.*
The neighborhood surveys were administered at both a Lents Neighborhood Association Meeting as well as a Wattles Boys & Girls Club teen night. The results of these surveys supported the findings of the trail user survey, which were that the Lents neighborhood does not use the Springwater Corridor Trail. Of the 11 residents interviewed at the Lents Neighborhood Association Meeting, only two reported using the trail on a regular basis. Similarly, only four of the 37 teens at the Wattles Boys & Girls Club indicated that they had ever used the trail. The complete results of these surveys are available in appendices H and I.

Community stakeholders provided similar responses commenting that while some residents do use the trail, they are a minority of both Lents residents and trail users.
WHY AREN’T LENTS RESIDENTS USING THE TRAIL?

The survey respondents and community stakeholders provided insight as to why Lents residents do not use the Springwater Corridor Trail. Three major issues emerged from these responses and conversations, which included safety concerns, an unpleasant trail environment, and an overall lack of awareness about the trail.

Safety Concerns

Community stakeholders, trail users and community members alike all reported some degree of uncertainty about safety and security along the Springwater Corridor Trail. Of the three groups, current trail users were the least likely to cite this as a concern but a few did. Community stakeholders and community members were much more outspoken and concerned about safety and security on the trail and many cited it as the reason why community members do not use the trail.

Community members and stakeholders cite the homeless camps along the trail as the primary reason for the feeling that the trail is not safe. Several of them also cited the occurrences of crime along or near the trail. Evidence of homeless camps are along the trail.

In order to better understand the issues of safety and security along the trail the group undertook two additional tasks. The first was to gather crime data for the last few years in the neighborhood from Portland Police Bureau. A map of the incidents of crime was created to compare the reports from the community to the actual data of reported crimes. (See Map 7) The map shows that the intersection SE 82nd Avenue and SE Foster Road had the highest number of reported crimes from 2000 to 2002. Contrary to perceptions, the actual number of reported crimes along the Springwater Trail Corridor were similar to the surrounding neighborhoods. Based on the data displayed in the map, a resident is not any more likely to be a victim of crime on the trail then they are on their neighborhood streets.

The second approach was to interview the community policing officer for the Lents Neighborhood and the Portland Parks and Recreation Ranger for the Springwater Corridor Trail. The community policing officer confirmed that there are homeless camps along the trail. However, he also reported that there are few incidents of crime. The Park Ranger concurred that there are existing homeless camps on the trail. The more popular camping areas are near the Clackamas County border where the trail crosses SE Lambert Street and SE Luther Street.
MAP 7: REPORTED CRIMES IN LENTS 2000-2002

Source: Metro Regional Land Information System (RLIS) 2003
Portland Police Bureau (domestic disturbance crimes excluded)
The police, Portland Parks and Recreation and adjacent land owners are currently working together to address the problem. Several agreements exist that allow Portland Parks and Recreation and the Police to evict people from the camps and to confiscate belongings left along the trail. This has minimized and regulated the problem making it as safe as possible, but it has not eliminated the camps nor solved the problem.

**Trail Environment**

Survey respondents and community stakeholders identified the unappealing trail environment as an important reason why the trail is underused. Overgrown weeds, bushes and other invasive plant species dominate the landscape along the portion of the trail in Lents. Overall, the area is not well maintained and garbage piles can often be seen along the trail. Community stakeholder added that landscaping improvements and a trailhead would likely increase use.

Trail users cited a number of improvements that they felt should be made to improve the overall trail environment. The most often suggested items are as follows:

- Provide a better paving surface with fewer bumps and gravel (35%)
- Clean up the garbage and homeless camps along the trail (17.5%)
- Add trail amenities including bathrooms and water fountains (10.5%)

**Lack of Community Education & Outreach**

The community surveys and interviews clearly indicate that a large portion of Lents residents do not even know where the trail is or they do not know how to access the trail. Nearly 90% of the teens interviewed at the Wattles Boys & Girls Club teen night indicated that they did not know where the trail was located.

Community stakeholders also felt that there is a need to promote use of the Springwater Corridor Trail, as well as a need to encourage physical activity among Lents residents. Furthermore, stakeholders indicated that education and outreach would likely increase use.
Recommendations

As stated in the introduction, a trailhead in the Lents neighborhood will attract some new users to the trail, but a trailhead alone may not greatly increase trail use. A Lents Trailhead constructed in conjunction with improved overall access to the trail, connections to neighborhood amenities and public education of the benefits of increased physical activity will stand a much better chance of increasing Lents residents’ use of the trail.

This project has resulted in the following recommendations:

1) Construction of a trailhead in the Lents neighborhood that includes preliminary trailhead design concepts and an analysis of three preferred sites for locating a trailhead in the Lents neighborhood;
2) Trail improvement that will increase access to the trail and the overall environment of the trail;
3) Implementation of walking and bicycling loops that connect the trail to neighborhood facilities including parks and schools; and
4) A community outreach plan that includes strategies for building new community partnerships, educating residents about the trail and development of educational and recreational programming on the trail.

1) TRAILHEAD CONSTRUCTION: PRELIMINARY DESIGN CONCEPTS AND SITE ANALYSIS

The recommendation of building a trailhead to increase trail use is based on current trail planning literature as well as user intercept surveys conducted on the Springwater Corridor Trail (the majority of users surveyed accessed the trail at an existing trailhead).

An analysis of other trailheads in the region (see appendix J) as well as the results of key stakeholder interviews and survey responses led to the identification of the most important trailhead elements to be included in a new facility. These are: restrooms, informational signs and displays, community gathering space, picnic tables, and a set of tools for repairing and maintaining bicycles while on the trail. In addition, important amenities include shade trees, drinking fountains, and bike racks.

A majority of both neighborhood and trail user survey respondents reported a feeling that the trail is not a very safe place. While the number of reported crimes on or near the trail is relatively low, the perceived risk of crime on the trail must be addressed. For this reason, the overall design of the trailhead should include the concept of “crime prevention through environmental design” (CPTED). CPTED is an urban planning tool that emphasizes the use
of physical design features and land use characteristics to reduce or remove opportunities for criminal activity and to deter criminal behavior. Four elements of CPTED are:

- **Territoriality** - Defining your property as YOUR space to make criminals feel unwelcome. It’s an expression of ownership and pride.

- **Natural Surveillance** - The intended users can observe the property. Effective lighting of a property is an example of natural surveillance.

- **Activity Support** - Placing activity where individuals become part of the natural surveillance.

- **Maintenance** - Regularly scheduled maintenance routine will ensure the property demonstrates territoriality and natural surveillance.

The trailhead design should provide a sense of place for the Lents neighborhood. Displaying the connection between the location of this trailhead and the neighborhood residents by incorporating a piece of Lents history or neighborhood identity will increase community ownership of this trailhead. In addition, making the trailhead reflective of the Lents community will give regional trail users a better understanding of the local neighborhood when they ride through on the trail or take a break at the trailhead.

There are several stakeholders in this trailhead planning process, all with somewhat different priorities for the facility. The main difference in priorities is the primary use of the trailhead, whether it is to be a regional facility or a local, community-based facility. Portland Parks and Recreation as well as the Springwater Corridor Trail Plan call for a regional facility to attract trail users from throughout the area. On the other hand, the Lents Brentwood-Darlington Weed and Seed, Active Living By Design, and the Lents Urban Renewal Plan all support a community-based facility aimed at attracting neighborhood residents to the trail. One of the main differences between these two types of facilities is the inclusion of a parking lot. As a regional facility, a key design element is vehicle parking. However, a community-based facility would not necessarily include parking, as this trailhead would be easily accessible to neighborhood residents by walking, bicycling, or a quick bus trip. A possible compromise would be a community-based approach emphasizing the Lents sense of place and including community gathering space, but also including some parking, especially handicapped-accessible spaces.
TRAILHEAD LOCATION OPTIONS

Initially, eleven trail access points were identified as potential trailhead locations. These eleven sites were evaluated (see criteria in appendix A), and the three best sites for the location of a trailhead in the Lents community were distilled. The sites, as shown in Map 8, are located along the Springwater Corridor Trail at the intersections of SE Flavel Street, SE 92nd Avenue and SE 101st Avenue. All three of these locations were formerly stops along the Springwater Corridor Trolley Line, providing an excellent opportunity to incorporate historical elements of the neighborhood into the trailhead design.

MAP 8: THREE TRAILHEAD SITE OPTIONS
**Option A: SE Flavel Street**

Option A, located at the intersection of SE Flavel Street and the Springwater Corridor Trail, is the furthest west of the three site options. Although trail users technically enter the Lents neighborhood further west after crossing SE 82\textsuperscript{nd} Avenue, this crossing in many ways represents the gateway to the center of the Lents neighborhood. SE Flavel Street is a well-traveled route by motorists, transit riders, bicyclists and pedestrians. There are bike lanes and paved (mostly) sidewalks on both sides of SE Flavel Street. This site is adjacent to many single-family and multi-family residences, as well as several employment centers on SE 82\textsuperscript{nd} Avenue. In addition, bus route 19 has eastbound and westbound stops nearby. Unfortunately, there is a limited amount of vacant land at this crossing; the site is considered one of the location options because of the other amenities that it offers, detailed below.

**MAP 9: SE FLAVEL STREET SITE**

![SE Flavel Street Site Map](image)
Advantages & Opportunities: SE Flavel Street

Access
- There is a great bike and pedestrian environment that includes bike lanes, sidewalks and curb ramps. Additionally, there are well kept homes, street trees and lighting for safety.
- On street parking provides a safe buffer between pedestrians and traffic. On street parking could also be used in addition to the parking provided at the trailhead.
- Location is easy to access for motorists, bicyclists, walkers and transit users (#19 bus line).
- There is ideal traffic flow and volume that allows an appropriate amount of activity and movement.
- There is a well-marked mid-block crossing at this location, where the trail crosses SE Flavel Street.

Connections
- There good link between this location and Kelly Elementary School.
- Flavel Park is located just west of this location.
- East of the trailhead SE Flavel Street turns into Mt. Scott Boulevard, which leads up Mt. Scott providing good views of the area.

Visibility
- This location is highly visible from the adjacent residential uses that include an apartment complex and single-family homes.
- The site is visible to motorists, transit riders, bicyclists, and walkers.

Other Factors
- There is an apartment complex located adjacent to the trailhead that would attract numerous users.
Constraints

Access
- The crossing at SE Flavel Street may need to be enhanced if the trailhead increases traffic volumes along the street.

Connections
- This location does not provide a direct linkage with Lents Town Center, although it is relatively close to SE 92nd Avenue, which leads to the center.

Land
- The corridor right of way does not provide adequate space for a trailhead.
- The land adjacent to the trail is primarily privately owned residential property that may be difficult to procure.

Other Factors
- The land to south of the Springwater Corridor Trail supports industrial uses, which may not attract as many potential trail users to the trail.

Recommendations
- Purchase site along the east side of SE Flavel Street within the Springwater Corridor for the trailhead.
- Make sidewalk improvements along SE Flavel Street where there are missing portions or curb cuts necessary.
- Enhance the bicycle and pedestrian environment along SE Flavel Street with increased traffic calming measures.
Option B: 92nd Avenue

Option B, located near the intersection of SE 92nd Avenue and the Springwater Corridor Trail, is geographically the middle of the three location options. SE 92nd Avenue is the main artery through the neighborhood and connects motorists, bicyclists and pedestrians to SE Foster Road to the north. Complete with bike lanes, sidewalks and street trees, SE 92nd Avenue provides a pleasant pedestrian environment and an attractive location to access the Springwater Corridor Trail. With close proximity to the I-205 Path, this location could serve as an access point for both trails. This site is adjacent to primarily single-family residences to the north with commercial and industrial uses to the south. Directly south of the site, a vacant industrial building creates an opportunity for shared parking or land for purchase. Future light rail proposals include a stop near SE Foster Road and Interstate 205 and one near SE Flavel Street and Interstate 205. Both stops are adjacent to the I-205 Path and provide easy connections between this trailhead location option and the proposed light rail stops. The bike lanes and sidewalks on SE 92nd Avenue provide access to and from Kelly Elementary School and the Lents Town Center, and SE 92nd Avenue is the Main Street accompanying the Lents Town Center.

MAP 10: SE 92ND AVENUE SITE
Advantages & Opportunities

Access
- The street at this location has sidewalks, curb ramps at the corners and well-marked bike lanes.
- The intersection at this location is well marked.
- On street parking provides additional safety for pedestrians and can be used in addition to the parking provided at this location.
- There are bus stops within a quarter mile of the site.
- The proposed new light rail alignment will be parallel to Interstate 205 with two stops within a half-mile of this location.
- The existing I-205 Path intersects the Springwater Corridor Trail just a few hundred feet east of this location.

Connections
- SE 92nd Avenue provides a good link between the trailhead and the Lents Town Center to the north.
- Kelly Elementary School is nearby.
- The Wattles Boys and Girls club is located on SE 92nd Avenue north of this location.
- The I-205 Path provides a connection to a north-south off-street recreation opportunity.
- Lents Park is located on SE 92nd Avenue between SE Steele Street and SE Holgate Boulevard.

Land
- The trailhead could be built in the existing right of way and the trail moved to the north or south within the existing right of way. The visual corridor of the trail should be preserved.
- There are adjacent commercial sites that are currently for lease and sale that could possibly be purchased or have shared use agreements.

Visibility
- This site is visible from SE 92nd Avenue and nearby homes and apartments.
- This location would be a good place for non-trail users to see the trailhead and consider using the trail.
- The visibility of the trailhead from the street and nearby housing will provide an increased level of safety.
Adequate lighting at this location will also help to address safety concerns.

**Constraints**

**Access**
- SE 92nd Avenue is a high traffic corridor. A new trailhead may cause increased conflict between automobiles and trail users.

**Land**
- Sharing agreements with adjacent landowners may be difficult to negotiate.
- Purchasing land for the trailhead may be prohibitively expensive.

**Other**
- The noise from the traffic on Interstate 205 can be loud and may detract from the appeal of the site.
- There are wetland and drainage areas near the proposed trailhead site the will need to be mitigated or relocated to accommodate the new facilities.

**Recommendations**

- Purchase site east of SE 92nd Avenue and south of the Springwater Corridor Trail and build the trailhead at that location.
- Design and build the trailhead in a manner that will serve both the I-205 Path and the Springwater Corridor Trail.
- Open connections between east-west streets and the I-205 Path between SE Flavel Street and SE Foster Road.

![Looking East Across SE 92nd Avenue](image)
Option C: SE 101st Avenue

Option C, located at the intersection of SE 101st Avenue and the Springwater Corridor Trail, is the furthest east of the three alternative site locations. The site is adjacent to the Freeway Lands property, which is industrial in zoning and land use and is currently for sale. This site is different from the other two in that it is adjacent to industrial lands on all sides. This presents a unique opportunity to integrate a recreational trail with existing industrial uses, a key area of interest in current recreational trail planning. Just beyond the immediately adjacent industrial blocks, there is single-family housing to the north and single- and multi-family housing (currently zoned multi-family) to the west of the site. This blend of housing and employment in immediate proximity to the site increases the likelihood that any facilities developed here will be heavily used.

MAP 11: SE 101ST AVENUE SITE
Advantages and Opportunities

Access
- The streets near this location have relatively low traffic volumes. Currently, SE 101st Avenue is used as a driveway for large, slow-moving trucks to enter the industrial property to the south of this site.
- The street at this location is wide enough for bikes and trucks to share safety.
- There are sidewalks on both side of the street from the trail north to SE Harold Street.
- There are traffic-calming measures on SE 101st Avenue from SE Foster Road to SE Harold Street.
- There is a traffic light at SE 101st Avenue and SE Foster Road that has a pedestrian signal, allowing residents of the neighborhoods to the north a safe place to cross SE Foster Road and access trail.
- Bus routes #14 and #71 have stops near this location.
- This site is about one-quarter mile east of the proposed Interstate 205 light rail line.
- There are several minor pedestrian access points to the trail to just west of this location.
- The area west this location (just beyond a block of industrial property) is a mix of multi-family and single family homes, and the minor access points will allow those families to walk or bike to the trailhead.

Connections
- This site is less than one-half mile to the Wattles Boys and Girls Club and Bloomington Park.
- This is a main connection to the proposed Lents and Dwyer Walking and Bicycling Loops (discussed in recommendation 3 below).

Land
- It is possible that a large piece of land will be available for a trailhead when the industrial property to the south of this location is redeveloped.
- Although there is industrial land on the north side of the trail, it is a locally owned business. The owners may be willing to work to explore opportunities to combine recreational and industrial uses.

Other Factors
- SE 101st Avenue from SE Foster Road to SE Knapp Street is a prime candidate to be a Metro “Green Street” once the Freeway Lands property is redeveloped. Designation as a “Green Street” would require advanced stormwater treatment, tree plantings, and some general street design improvements. SE 101st Avenue would serve as a connection from the Springwater Corridor Trail to Johnson Creek and its surrounding environmental protection zone, an ideal location for a future recreational open space.
• The Freeway Lands property was at one time the site of Dwyer Lumber Company, one of the important businesses in Lents in the early to mid 1990s. The history of industry in Lents could be incorporated into trailhead design.
• SE 101st Ave is also the site of one of the Springwater Trolley Line Stations. The trailhead at this site could resemble the Linneman Station trailhead in Gresham by incorporating Trolley Station design elements.

Constraints

Visibility
• The industrial uses on both sides of trail at SE 101st Avenue make this an unattractive sight at first glance.
• The only neighbors to the trail at this location are the industrial sites, hiding the location from nearby homes. There are few eyes on the trail.

Access
• Nearby businesses currently use local streets as parking lots for their large trucks.
• SE 101st Avenue is a wide street and therefore is an unattractive pedestrian walkway. Nearby businesses may fight efforts to change the street because it currently serves their primary purpose.

Recommendations

• Purchase piece of available industrial land to the south of the trail or make agreement with land purchaser for trailhead easement.
• Design and build the trailhead to embrace surrounding industrial uses, possibly including educational components or recycled art garden.
• Widen sidewalks on SE 101st Avenue to the north of the trail and regulate truck parking on this street.
• Implement Metro “Green Street” principles on SE 101st Avenue when industrial lands are redeveloped.

Looking West from SE 101st Avenue
2) TRAIL IMPROVEMENT RECOMMENDATIONS

Based on input from trail user surveys, neighborhood surveys and interviews with key stakeholders as well as review of current trail planning literature, several trail improvements are recommended to provide Lents residents with better access to the trail and an enhanced experience while using the trail. These recommendations include:

- **Wayfinding signage**: Provide signage at identified locations in the Lents neighborhood to direct residents to the Springwater Corridor Trail. Wayfinding is an important component to our project. There are two pieces to this subject: wayfinding to the trail and wayfinding on the trail. Wayfinding on the trail is discussed as developing signage to strengthen the identity of Lents, while wayfinding signage to the trail is considered in this recommendation. Signage, brochures, and information leading pedestrians, cyclists, and drivers to the trail from several places in the neighborhood is necessary to increase use of the trail by neighborhood residents. This recommendation is based on the results of the trail user survey that indicated close to 90% of trail users did not know they were in the Lents neighborhood.

- **Resurfacing**: The surface of the trail was the most frequent complaint of trail users surveyed. Resurfacing is necessary to eliminate holes and provide a smooth riding and walking surface. The trail surface is in the City of Gresham, to the east of the City of Portland and the Lents neighborhood, is an example many trail users provided of a desirable surface.

- **Improve minor access points**: There are several informal, minor access points to the trail from the Lents neighborhood. Although these will not become formal trailheads, minor improvements such as clearing are necessary.

- **Develop signage to strengthen the identity of Lents**: While using the Springwater Corridor Trail, most bicyclists and pedestrians whose trips do not originate in the neighborhood do not know they are in Lents. Of the trail users surveyed, two thirds of respondents did not know they were in the Lents neighborhood. One easy way to fix this is to add wayfinding along the trail at key points. A prime example is the intersection of the Springwater
Corridor Trail and the I-205 Path. There is currently a map of the Springwater Corridor Trail at this location, but trail users are unaware that there are about a quarter-mile from Kelly Elementary and Glenwood Park, a half-mile from the Lents Town Center and Wattles Boys and Girls Club, and three quarters of a mile from Lents Park. In addition, signage used along the trail in the Lents neighborhood could be made with a uniform design, further informing trail users of their entrance into (and exit out of) the Lents neighborhood.

- **Reevaluate safety of street crossings**: Further research is needed to determine whether the crosswalks are sufficient given the increased traffic flow since construction. Improvements may be required at street crossings in the Lents neighborhood.
- **Landscaping**: Improve landscaping along the Springwater Corridor to include native species and varieties that would provide shade along the trail. Two zones along the trail emerge in Lents that easily lend themselves to different landscaping treatments.
  1. SE Flavel to SE 92nd: Remove invasive species and replant with native, low maintenance plant varieties. This portion of the corridor lies in close proximity to Kelly School with primarily residential uses adjacent to the trail. Plant identification and other educational tools would work well in this stretch to provide opportunities for Kelly School students to learn about a range of environmental topics in an outdoor classroom.
  2. SE 92nd to Foster: Remove invasive species and replant with native, low maintenance plant varieties. Industrial uses dominant this stretch of the trail. While the industrial uses are important to the character of the area, landscaping should be used to provide a buffer from the associated noise and views would enhance this area.
3) WALKING AND BICYCLING LOOPS: NORTH-SOUTH CONNECTIONS TO THE TRAIL

The Springwater Corridor Trail’s predominantly east-west configuration is a perceived barrier to use of the trail by Lents residents to the north or south. Construction of a trailhead and trail improvements will not benefit Lents residents who do not use the trail because they perceive the trail to be too far from their homes. Because increasing the opportunities for physical activity available to Lents residents is the key goal of this project, north and south connections to the trail need to be established. These connections will serve to draw neighborhood residents to the trail as well as connect trail users to destinations within the neighborhood, such as parks, schools, the Watts Boys and Girls Club, and the Lents Town Center. With better connections, such as the proposed loops displayed in Map 2 on page 5, neighborhood residents can walk or bicycle around one (or more) of the loops, or use the loops as a connection to a longer walk or ride along the Springwater Corridor Trail.

The three loops to the north of the trail serve Kelly Elementary School, Lents Town Center, Lents Park, Watts Boys and Girls Club, Lent Elementary School and Bloomington Park. The loop to the south (named Dwyer Loop because it surrounds the property that was the Dwyer Plywood Mill, one of the only plywood mills in the region in the early 1900s) improves the connection of residents in the southern part of the Lents neighborhood (and Clackamas County) to the trail.

To implement these north-south connections in the Lents neighborhood, some physical improvements to the street environment would need to be made, such as adding pedestrian/ crosswalk lights at, SE Ramona Street and SE 92nd Avenue, SE Harold Street just west of Interstate 205, and SE Harold Street and SE 101st Avenue. There is a traffic signal at SE 101st Avenue and SE Foster Road, but pedestrian improvements (such as longer crossing times) are needed. In general, the streets chosen for these loops are in good condition, paved with sidewalks. Most have some street trees, but the addition of trees for shade is recommended. There are bike lanes on SE Harold Street, and all other streets planned for loops have low volumes of traffic, making bike lanes unnecessary. All three of the loops utilize the existing I-205 Path.

The only major streetscape improvement needed is from the Springwater Corridor Trail to Foster along 101st. This street is wide but the sidewalks are very narrow. Because of the volume of trucks passing through this area to access the Freeway Lands site (and because this street will connect 2,000 to 3,000 employees to the jobs and worksites being planned in this area), bike lanes would be a necessary improvement on this stretch.
There are several ways to inform the residents of Lents as well as Springwater Corridor Trail users of these proposed north-south connections (loops). One possibility is to sign the loops along the trail and at every place along the loops where a turn is necessary. However, this option can lead to “signage overload” on the trail and streets. In addition, signs can easily be vandalized or removed, resulting in people potentially getting lost trying to follow one of the loops.

A second method of informing the public of these loops is to print brochures and maps to be distributed to neighborhood residents as well as several sites along the trail. With this method, there is a risk of not reaching as many potential users of the loops because there is no physical reminder along the loop reminding them of its presence. This method, however, is the currently preferred way to identify a bicycle or pedestrian path by the Portland Office of Transportation. Because the study area is entirely within the Portland city limits, this is what the study team proposes for these loops.

4) COMMUNITY OUTREACH PLAN

An extensive outreach effort is an essential component of the recommendations for increasing physical activity among Lents residents. This outreach effort should build new community partnerships that will address the barriers to use of the Springwater Corridor Trail. Residents should be informed about the trail. In addition, recreational and educational programming on the trail should be incorporated into neighborhood group activities. Community outreach activities should include:

- Continued distribution of the Community Survey used to guide the recommendations in this document. Use the survey results and input to build consensus and momentum among the Lents community.
- Implementation of an education and encouragement outreach plan in the community. Our findings suggest that far too many residents of Lents are not aware of the opportunities the trail offers. Distribute maps, flyers and incentives to use the trail. Educate children and adults about the benefits of regular exercise.
- Work to integrate the recommended bike and pedestrian loops into the daily lives of residents. Print maps, install necessary signage and work with the Office of Transportation to get the loops integrated into the citywide and neighborhood bicycle and walking maps.
- Encouragement of Kelly and Lent Elementary Schools, as well as the Wattles Boys and Girls Club to integrate the trail into their programming. This could include environmental trainings or trail cleanup days.
- Solicitation of feedback from, and target outreach to, the minority communities of Lents to further meet the recreational needs of their respective cultures.
- Regular trail use counts to measure the impacts of the trailhead and the targeted outreach and education efforts.
- Work on the perceived safety issues on the trail. A combined effort should be made by Portland Parks and Recreation, the Bureau of Environmental Services, the Portland Police Bureau and the community to make the trial a safe and comfortable environment.
Fully integrating the Springwater Corridor Trail into the lives of Lents’ residents will require continued support from a variety of stakeholders including Portland Parks and Recreation, The Portland Development Commission, Lents/Brentwood Darlington Weed & Seed, Active Living by Design, and the Lents community. Maintaining the interagency partnerships formed through this initial planning phase is essential to the long-term success of the Springwater Corridor Trail.

The planning for, and building of, a trailhead or community space in Lents provides community leaders with a symbolic physical place with which the community can begin the process of embracing the trail. Yet our findings suggest that it will take much more than just a physical trailhead to meet the needs of the Lents community. The recommendations outlined in this document are the product of a time-constrained community outreach effort. Implementing these general recommendations is a good first step toward ensuring the community’s needs are met. The Lents trailhead project has gained momentum through this initial planning phase, and the opportunity remains for a great deal of work to be done in Lents to build on this momentum.
Appendices
EVALUATION CRITERIA AND SITE ANALYSIS

There are eleven points in the Lents neighborhood where an existing street crosses or intersects the Springwater Corridor Trail. These eleven access points were all considered and ranked as potential trailhead locations. The eleven access points were ranked using nine criteria that were developed drawing elements of successful trailhead design from studies, recent literature, the local community, and personal experience. Below is a list of the criteria used to rank each site, and a brief description of each criteria.

**Evaluation Criteria**

1. **Auto Access:** Portland Parks and Recreation and the Lents Community emphasized the need for auto access and parking at the potential trailhead. Adequate auto access ensures the trail will be seen as a regional facility and will attract users from out of the area.

2. **Transit Access:** The presence of a bus line and stop increases the number of potential trail users.

3. **Street Condition:** This criterion ranks the quality of the street environment. This includes whether the street is paved or gravel, with or without potholes, or in need of major improvements.

4. **Average Daily Traffic:** Input from Parks and the community, as well as many publications suggests that moderate traffic is ideal for a trailhead. Many streets in Lents have little or no traffic, yet others have volumes that exceed a good balance between visibility and safety for a trailhead.

5. **Bicycle and Pedestrian Connections:** The presence of a bike lane, off street path, sidewalk or other bicycle and pedestrian facilities (lighting, trees, crosswalks) increases the likelihood of the trail being used by local residents.

6. **Sidewalk Conditions:** This criterion ranks of quality of sidewalk on streets that connect or intersect the trail. This includes the continuity of the sidewalk, the quality of the concrete (is it cracked, broken, or bumpy), the presence of curb ramps, and whether the sidewalks meet ADA requirements.

7. **Trail Environment:** This criterion considers the surrounding land uses, landscaping, trail condition, and any other factor that determines the quality of ones experience on the trail at the access point.
8. Access Point Visibility: This criteria considers how the trail feels at a given point based on whether the access point is visible to the community, or if it is hidden by houses or low volume streets.

9. Connection to Lents Town Center- The preferred site should have good connections (by bike, foot, auto, and transit) to Lents Town Center. This criterion compliments several existing plans including the Urban Renewal Area plan (PDC) and the Regions 2040 growth plan (Metro) which designated Lents as a “Town Center.”

SITE EVALUATION

Each site was visited several times in an attempt to rank the quality of each criteria with respect to a potential community trailhead at the access point. The same criteria were considered for each access point, and were given a score of either a positive relationship, negative relationship or no relationship at all based on the project team’s analysis of the existing conditions. Several of the access points share common attributes and can be viewed as one “site;” for this reason we consider SE 99th Avenue through SE 102nd Avenue one site in our analysis, SE 96th Avenue to SE 98th Avenue is one site as well. For the purposes of this initial evaluation, each criteria receives equal rank (i.e.…bicycle access is as important as auto access).

The project team also received the assistance of 30 fellow students in the Master of Urban and Regional Planning Program. Students were led on a tour of the sites in order to get feedback on the quality of the potential sites. This information, along with evaluations, provided the basis for the identification of three site alternatives.

SITE ANALYSIS

Seven potential locations for the siting of a trailhead in the Lents neighborhood were ranked. The following table summarizes the findings with respect to the criteria used to rank the seven existing trail access points. The intent of this preliminary ranking of access points is to narrow the number of potential sites down to three.

The analysis yielded four potential trailhead sites based on the evaluation criteria listed above; SE Flavel Street, SE 92nd Avenue, SE 99th Avenue to SE 102nd Avenue, and SE Foster Road. The access point at SE Foster Road was eliminated due to extremely high levels of traffic and a relatively unpleasant environment for a community gathering space. Initial input from the community, as well as Parks, Lents/ Brentwood Darlington Weed and Seed, and Portland Development Commission suggested that the intersection the I-205 Path and the Springwater Corridor Trail might be a good site for a community trailhead as well. However, the complete lack of auto access, the presence of the overhead freeway, and a perception of crime in an area where there are no “eyes on the street” eliminated this site.
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SUMMARY OF REGIONAL HEALTH PLANS

Healthy People 2010

The Department of Health and Human Services adopted the “Healthy People 2010” plan in November of 2000 in an attempt to address the drastic increase in preventable health related conditions and diseases in our nation. The plan outlines several key steps aimed at reducing obesity, enhancing quality of life, and increasing access to open spaces and health care. Over the years, it has become clear that individual health is closely linked to community health. The health of the community and the environment in which individuals live, work, and play greatly influences individual health. Likewise, community health is profoundly affected by the collective beliefs, attitudes, and behaviors of everyone who lives in the community.

The Healthy People 2010 initiative states that obesity among adults has increased 50 percent over the past two decades. Nearly 40 percent of adults engage in no leisure time or physical activities on a daily basis. Disparities in income and education levels are associated with differences in the occurrence of illness and death, including heart disease, diabetes, obesity, elevated blood lead level, and low birth weight. Higher incomes permit increased access to medical care, enable people to afford better housing and live in safer neighborhoods, and increase the opportunity to engage in health-promoting behaviors. The relationship between income and health is one where those with lower incomes are at greater risk for illness and death compared to individuals with higher incomes. Lents, being a historically poor neighborhood relative to the region, is at a greater risk of having a poorer quality of life and is at a greater risk of poor health. To address this, the Healthy People 2010 plan suggests several improvements to the built environment that promote physical activity, community building, and equity. The physical environment also can promote good health by providing clean and safe places for people to work, exercise, and play.

A Healthy Active Oregon: The Statewide Physical Activity Plan

The Statewide Physical Activity Plan and its companion document, the Statewide Public Health Nutrition Plan, are calls to action for all who can have an impact on promoting daily physical activity and healthy eating to improve the health of Oregonians. The Oregon Department of Human Services along with the Oregon Coalition for Promoting Physical Activity developed both Plans to provide a comprehensive, public health approach to increasing physical activity in Oregon.
The Statewide Physical Activity Plan and companion Statewide Public Nutrition Plan have at their core a focus on developing communities where the healthy choices are the easy choices; where Oregonians can safely walk and bicycle for work, errands, and recreation; where adults and children have easy access to fresh vegetables, fruits, and other healthy foods at school, work, and when eating out. Achieving these changes will require involvement from a wide variety of participants: local, regional, state, and national policymakers, transportation officials, land use planning professionals, public health, schools, universities, parks and recreation, business, voluntary health organizations, employers, health care providers and insurers, and citizen groups.

The Statewide Physical Activity Plan has six goals in conjunction clear objectives and strategies for achieving these goals. The goals include:

1. Increase daily physical activity among Oregon youth.
2. Increase daily physical activity among Oregon adults.
3. Foster and promote communities that are conducive to daily physical activity.
4. Increase the ability of health care systems and providers to support and promote daily physical activity among Oregonians.
5. Eliminate health disparities among racial and ethnic communities, medically underserved, low income, senior, disabled, and rural populations, who are disproportionately affected by physical inactivity, obesity, and chronic diseases.
6. Establish a comprehensive, coordinated statewide effort to promote daily physical activity and healthy eating.
SUMMARY OF EXISTING PLANS

2040 Growth Concept Plan: 1995 (Metro)

Metro’s 2040 Growth Concept includes long-range land-use and transportation policies that will allow the Portland region to manage growth while maintaining the region’s quality of life. The 2040 plan was adopted in 1995 with unanimous support from regional partners. A key element of the plan was the designation of mixed use regional and town centers across the region. The goal is for these centers to have a higher density of housing and employment, be well served by transit, and maintain a compact urban form that promotes a pleasant, healthy, safe and convenient bike and pedestrian environment with sufficient access to cultural and recreational activities. The Town Centers all have a unique identity, and work well to serve the needs of the residents in the surrounding neighborhoods by providing basic retail services and gathering spaces. The Lents district was designated a “Town Center” in the 2040 plan.

Lents Town Center Urban Renewal Area Plan: 1996 (Portland Development Commission)

The designation of Lents as a Town Center, in part, led the Portland Development Commission (PDC) to select the area as an Urban Renewal Area (URA) in 1996. According to the Lents Town Center URA Plan, PDC plans to use tax increment financing to support and attract 2,000 to 3,000 new jobs to the Lents area, support local business through a storefront improvement program, and encourage new development through targeted tax breaks or subsidies.

The URA toolbox also encourages improvements to the existing transportation infrastructure and open space facilities. Specifically, the URA plan suggests that several public squares or plazas be built in the Lents district, alongside new area “gateways” that will together embrace the rich history of the area and further shape the character of this town center. The suggested transportation improvements in the plan aim to reduce the dependence on the auto for local trips by removing physical barriers that keep the residents from occasionally walking or biking to the business district.

The planning process for this new trailhead embraces all of these goals by combining a public plaza with supportive bike and pedestrian facilities; all of which will lead to an improved sense of place in the Lents district that will in turn draw investment and attract employment to the area.
DATA COLLECTION AND FIELD WORK

Fieldwork

Information was recorded related to the physical characteristics of the area including land uses, sidewalk and street conditions, condition of housing stock, bicycle, pedestrian and transit facilities, as well as unique features. Additionally, observations about the study area with regard to access, circulation, entry, visibility, orientation to surroundings and possible focal points were recorded.

Qualitative Data collection

The first step in getting to know the Lents Neighborhood was to gather previously collected demographic data on the area. The best-known source is the US Census. From the US Census, population characteristics were collected. Considering the project focus of urban form and health, specific information was gathered on population characteristics that would inform the project group on physical activity levels and travel behavior such as age, physical disability, income, homeownership, employment and race/ethnicity.

Information was gathered from the BRFSS study, a telephone study conducted by the Centers for Disease Control in 1999, to determine the general health of Lents residents. The specific populations characteristics reviewed from this report were amount of physical activity per week and general health.

Finally, data was gathered on the physical landscape of the Lents Neighborhood using Regional Land Information System (RLIS) published by Metro. The primary data used from this data set included street network, land use, zoning, bus stops and open space. Additional GIS data was gathered from the City of Portland GIS office. The date collected from the City of Portland included sidewalks, bike lanes and curb cuts. Data was also gathered from the Port of Portland. This included the City of Portland environmental zones.
Public Input

The public input process involved the development and administration surveys in combination with interviews with community stakeholders. In order to determine if there was a need for a trailhead in the Lents Neighborhood, Portland Parks and Recreation wanted to know about current trail use and participation in recreational activities by residents of Lents. In addition, it was important to collect information on attitudes and perceptions about the trail that may influence trail use. A third area that is very relevant to the project is the level of physical activity among Lents residents.

To fulfill this goal, two main stakeholders groups were identified. The first group is current trail users and the second, Lents Neighborhood residents. Input from these two groups would help to paint a comprehensive picture of who uses the trail through Lents. To obtain input from both groups, two different surveys were created and administered. These surveys included a trail user survey and a neighborhood survey. (See Appendix 4 for Trail User Survey and Appendix 5 for Neighborhood Survey)

Both surveys were developed with the assistance of Portland Parks & Recreation, Active Living by Design and Lents/ Brentwood-Darlington Weed & Seed. The purpose of the trail user survey was to determine who is currently using the trail and how they are accessing the trail. The trail user responses also provided information related to the level of physical activity among trail users. The neighborhood survey was used to determine whether neighborhood residents use the Springwater Corridor Trail. Neighborhood residents also provided information as to their levels of physical activity. Additionally, a third survey was created later to obtain input from teens that live in Lents and attend the Wattles Boys and Girls Club teen night. (See Appendix 6 for Wattles Survey)

The trail user intercept survey was conducted on Sunday April 18, 2004 between 10:00 AM and 2:00 PM. The trail users were stopped where the trail crosses 92nd Avenue and asked to participate in a survey for a Portland State University student planning project. Fifty-eight trail users completed our survey.

Eleven neighborhood surveys were collected from residents at the Lents Neighborhood Association meeting on Tuesday April 27, 2004. Portland Parks & Recreation requested a minimal outreach effort to community members because they did not want the community to have the impression that there was solid funding for this project with the expectation that improvements would be completed in the near future.

To supplement this information, the neighborhood survey was modified the original neighborhood survey and administered this version almost 40 surveys to teens at the Wattles Boys and Girls Club in Lents. The Boys and Girls Club Teen Survey was conducted on Friday April 23, 2004 between 7:00 pm and 9:00 pm. The teens attending the club were asked to participate in a survey for Portland State University student planning project.
Stakeholder interviews were identified as a technique to get general perceptions about the trail from community leaders and people who work in Lents about community attitudes and use of the trail.

Seven stakeholders were interviewed:

1. Lents Brentwood Darlington Weed and Seed
2. Lents Neighborhood Association
3. Office Neighborhood Involvement – Crime Prevention through Environmental Design
4. Portland Parks and Recreation
5. Portland Police Services
6. ROSE Community Development Corporation
7. Wattles Boys and Girls Club
SECTION SUMMARIES

The following map shows the project study area and the six sections surveyed and documented. Some of the most important features in the survey include: trail access, bike and pedestrian facilities, land uses and condition of the housing in the area. The following summaries provide a quick snapshot of each of these sections.
SECTION 1

Section 1 is generally bounded on the west by SE 82\textsuperscript{nd} Avenue, the southeast by the Springwater Corridor Trail, and the east by SE 92nd Avenue. The area north of SE Knapp Street and east of SE 87\textsuperscript{th} Avenue is not included in Section 1 (see section map).

North of SE Flavel Street in this section is primarily detached single-family residential, with some attached single-family units (duplexes). South of SE Flavel Street, there is more multi-family residential in the form of apartment complexes, as well as a very large mobile home park.

Most of the streets in this area have low volumes of traffic, are well maintained, and have sidewalks and street lights. SE 82\textsuperscript{nd} Avenue and SE Flavel Street have relatively high volumes of traffic, some signalized intersections, sidewalks, street lights and transit (bus) routes.

There is one main access point to the trail in this area at SE Flavel Street near SE 87\textsuperscript{th} Avenue. There are bike lanes and paved (mostly) sidewalks on both sides of SE Flavel Street. This site is adjacent to many single-family and multi-family residences, as well as several employment centers on SE 82\textsuperscript{nd} Avenue. In addition, bus route 19 has eastbound and westbound stops very near this location. There is currently on-street parking but there is open space nearby where an enhanced trail access point could be sited.

SECTION 2

Section 2 of our initial study area was the neighborhood closest to the 92\textsuperscript{nd} Ave entrance to the trail. The study section was from 87\textsuperscript{th} Ave to the west, I-205 to the east, the Springwater Trail to the south and Foster Rd to the north. The general feel of the neighborhood is similar to that of inner southeast neighborhoods. There is an elementary school in the center along with Glenwood Park. The housing is single family on smaller lots in reasonable condition and the sidewalks are in good condition. All of the neighborhood streets have little and only local traffic.

92\textsuperscript{nd} Ave is the main artery through the neighborhood and connects residents to Foster Rd to the north. It is also great place to access the Springwater Corridor Trail (92\textsuperscript{nd} Ave and SE Rural). The artery is a very good multi-modal street. It has just one lane of traffic in each direction, on-street parking and a bike lane in each direction. Combined with the street trees and short housing setback, the street has a
great pedestrian environment making the connection with the Trail even more attractive to residents

Finally, there is a lot of new construction and renovation going on in the neighborhood. This will inevitably increase the property values of all houses in the neighborhood and increase the number of people with access to the trail.

During my visit I saw a lot of people out in the park, riding bikes and hosting garage sales. Unfortunately, I did not see anyone entering or exiting the trail.

SECTION 3

Section 3 is bound by the Springwater Corridor Trail to the South, I-205 to the east, SE Harold to the north and SE 101st to the west. The area is primarily a residential neighborhood with a majority of single-family homes, although there are also a significant number of multi-family residences. The overall appearance of the neighborhood is generally pleasant with homes, lawns and sidewalks in good condition. However, there are certain exceptions and the homes that border the trail tend to be in worse physical condition than the homes to the north.

The neighborhood collector streets are relatively quiet and allow for safe walking and biking along the sidewalks or shoulders. Many of the streets have sidewalks along only one side of the street but they are in generally good condition, including curb cuts at the corners. Industrial uses dominate the far eastern portion of this section. This area is noisy due to heavy truck traffic and industrial uses.

There are a number of opportunities to access the trail in Section 3, although none of them are particularly attractive. There are access points at the intersection of the trail and 96th, 97th, 99th, 100th and 101st. The only marked access points are at 99th and 101st. The other access points are not signed to denote that there is a trail nor do they provide a particularly convenient opportunity to access the trail. In fact, the marked entrance at 99th is largely obscured by broken down cars and overgrown shrubs. The trail is difficult to notice from any distance down the road.
Foster is a major barrier in the neighborhood. It is difficult to cross due to heavy traffic and few crosswalks. An existing signaled crosswalk at 101st and Foster is still a relatively dangerous crossing because it is not very well marked and it is in the midst of truck traffic entering the industrial site that is just south of the trail. The neighborhood residents that live north of the trail need to cross Foster in order to access the trail, making it an important crossing.

**SECTION 4**

Section 4 is bound by 102nd Avenue on the west, 111th Avenue on the east, Harold St. to the north and the Springwater Trail to the south. The area east of 104th Ave. is primarily industrial and not easily accessed. The area between 103rd and 104th is characterized by single family homes of generally poor condition, although there are some exceptions. There are no sidewalks or streetlights and the streets are unpaved with deep ruts and potholes. 103rd avenue is paved and lighted but does not have sidewalks. 102nd Ave. is paved, lighted and has sidewalks with curbcuts at the corners. The homes along this street are primarily single family and in generally good condition. On Foster Road there is a convenience market and Laundromat, a retail agricultural supply store, a retail auto scrap yard and an adult entertainment club.

There are only two access points to the Springwater trail in this section. The first is at the intersection of the trail and Foster Road. This access point is not easy to reach and requires walking or biking along Foster Road to get to the trail. The second point is at the intersection of 111th and the trail. This is also not easy to reach and requires walking or biking along 111th which has very narrow shoulders and does not have sidewalks or bike lanes. There are is a small area of gravel at this access point which is often used as parking for 2-3 vehicles.

![Unpaved residential street](image)

A point of interest on the trail, Beggars Tick Wildlife Refuge, is located west of 111th and extends northward about ¼ mile from the trail. This area is a protected wetland and is home to many varieties of wetland plants and wildlife. Gravel walking trails wind through the refuge and provide viewpoints of interesting features.

**SECTION 5**

Section five represents the south west corner of the study area, and is by far the largest of the five districts. The area is bordered by the Sprinwater trail on the north, SE 92nd on the west, SE 111th on the east, and Mt. Scott on the south. This section offers a diverse collection of land uses and some unique opportunities to site a trailhead adjacent to the Springwater Trail.
Section five has three distinct “zones” of development and land use. The area near SE 92nd ave is predominately single family housing with a few small apartments mixed in the neighborhood. The housing stock along the trail is in relatively good condition, and the collection of row-houses adjacent to the trail at SE 92nd are modern and well maintained. The trail is bordered by intense vegetation on both sides as it extends past the I-205 freeway and into what is known as the Freeway Land Company industrial site.

The largest single taxlot in the study area is the Freeway Land Company site. The 80 acre site houses a variety of industrial uses and abuts the trail’s southern edge creating a somewhat unpleasant environment for biking or walking in the area. The site is currently for sale, and plans call for the development of two to three thousand jobs on the site in the near future. Any new development that occurs would also create an opportunity to restore the banks of Johnson Creek, which passes through the site.

Some of the most sparse development within the City of Portland’s boundaries occurs to the east of the Freeway Land Company site. The neighborhoods around SE 106th Ave to SE 111th Ave are characterized by large lots and wooded tracts of land that hide the older homes which are set well back from the gravel, bumpy roads that serve them.

SECTION 6

Section 6 is bound by 82nd Avenue on the west, 111th Avenue on the east, the Springwater trail to the north and the Clastop Street, to the south.

Most of the area is single family homes of generally medium, to poor condition, although there are some exceptions. There are multifamily homes near the intersection of Flavel and 92nd. Also there are a significant number of mobile homes in the area between Harney, and Crystal Springs streets. There is an adult foster home on Crystal Springs street.

Clatsop, Harney and Flavel are the only three continuous streets that connect 82nd, and the 92nd avenue. The other streets are either cul-de-sacs or dead ends.
There are no sidewalks and the streets are unpaved on 86\textsuperscript{th} avenue, Crystal Springs, Sherette, Tenino and 89\textsuperscript{th} avenue.

86\textsuperscript{th} Avenue and Lambert Street are paved and lighted but do not have sidewalks. 82\textsuperscript{nd} avenue, Flavel, and 92\textsuperscript{nd} avenue are paved, lighted and have sidewalks with curb cuts at the corners. On Flavel there are commercial uses, generally in good condition.

There are three access points to the Springwater trail in this section. The first is at the intersection of the trail and 82\textsuperscript{nd} Avenue. This access point is easy to reach however the traffic volume on the street is high.

The second point is at the intersection of Lambert and the trail. This is also not easy to reach; it does not have sidewalks or bike lanes. The third access point is Flavel. It is easy to reach, but the traffic volume on the street is also high.

\textit{A single family home in Lents}
## SUMMARY TABLES FROM BRFSS 2002 DATASET

### How is your general health?

<table>
<thead>
<tr>
<th>Zip Code</th>
<th>Excellent</th>
<th>Very good</th>
<th>Good</th>
<th>Fair</th>
<th>Or poor</th>
</tr>
</thead>
<tbody>
<tr>
<td>97266 (Lents)</td>
<td>5.94%</td>
<td>29.52%</td>
<td>52.1%</td>
<td>12.44%</td>
<td>0%</td>
</tr>
<tr>
<td>Average Metro*</td>
<td>21.49%</td>
<td>35.64%</td>
<td>29.6%</td>
<td>9.9%</td>
<td>3.36%</td>
</tr>
</tbody>
</table>

### During the past 30 days, other than your regular job, did you participate in any physical activities or exercise such as running, calisthenics, golf, gardening, or walking for exercise?

<table>
<thead>
<tr>
<th>Zip Code</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>97266 (Lents)</td>
<td>56.3%</td>
<td>43.7%</td>
</tr>
<tr>
<td>Average Metro*</td>
<td>80.51%</td>
<td>19.49%</td>
</tr>
</tbody>
</table>

### How many days per week do you do these moderate activities for at least 10 minutes at a time?

<table>
<thead>
<tr>
<th>Zip Code</th>
<th>0</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>97266 (Lents)</td>
<td>0%</td>
<td>6.15%</td>
<td>31.03%</td>
<td>18.86%</td>
<td>0%</td>
<td>3.26%</td>
<td>2.04%</td>
<td>38.65%</td>
</tr>
<tr>
<td>Average Metro*</td>
<td>0.43%</td>
<td>3.61%</td>
<td>11.03%</td>
<td>19.32%</td>
<td>12.71%</td>
<td>16.25%</td>
<td>6.05%</td>
<td>30.6%</td>
</tr>
</tbody>
</table>

### How many days per week do you do these moderate activities for at least 10 minutes at a time?

<table>
<thead>
<tr>
<th>Zip Code</th>
<th>0</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>97266 (Lents)</td>
<td>0%</td>
<td>6.15%</td>
<td>31.03%</td>
<td>18.86%</td>
<td>0%</td>
<td>3.26%</td>
<td>2.04%</td>
<td>38.65%</td>
</tr>
<tr>
<td>Average Metro*</td>
<td>0.43%</td>
<td>3.61%</td>
<td>11.03%</td>
<td>19.32%</td>
<td>12.71%</td>
<td>16.25%</td>
<td>6.05%</td>
<td>30.6%</td>
</tr>
</tbody>
</table>

### How many days per week do you do these vigorous activities for at least 10 minutes at a time?

<table>
<thead>
<tr>
<th>Zip Code</th>
<th>0</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>97266 (Lents)</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>19.99%</td>
<td>70.03%</td>
<td>9.98%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Average Metro*</td>
<td>0.31%</td>
<td>14.13%</td>
<td>21.74%</td>
<td>24.62%</td>
<td>14.62%</td>
<td>13.65%</td>
<td>2.32%</td>
<td>8.61%</td>
</tr>
</tbody>
</table>

Average Metro* is the average people responses to the question of all the zip codes in Portland Metropolitan Area.
## TRAIL USER INTERCEPT SURVEY AND RESULTS

This trail user intercept survey was conducted on Sunday April 18, 2004 between 10:00 AM and 2:00 PM. The trail users were stopped where the trail crosses 92nd Avenue and asked to participate in a survey for a Portland State University student planning project. The following tables summarize the results of the quantitative data gathered from the survey.

1. **How far do you travel from your home to the trail?**
<table>
<thead>
<tr>
<th></th>
<th>&lt; 0.5 mile</th>
<th>0.5-1 mile</th>
<th>&gt; 1 mile</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5</td>
<td>7</td>
<td>45</td>
<td>57</td>
</tr>
<tr>
<td></td>
<td>8.8%</td>
<td>12.3%</td>
<td>78.9%</td>
<td></td>
</tr>
</tbody>
</table>

2. **How easy do you find it to get from your home to the trail?**
<table>
<thead>
<tr>
<th></th>
<th>Easy</th>
<th>S/W Easy</th>
<th>Difficult</th>
<th>S/W Diff</th>
<th>Don’t know</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>29</td>
<td>17</td>
<td>4</td>
<td>7</td>
<td>0</td>
<td>57</td>
</tr>
<tr>
<td></td>
<td>50.9%</td>
<td>29.8%</td>
<td>7.0%</td>
<td>12.3%</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

3. **Which Neighborhood are you currently in? (Fill in the blank)**
<table>
<thead>
<tr>
<th></th>
<th>Correct</th>
<th>Incorrect</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>19</td>
<td>39</td>
<td>58</td>
</tr>
<tr>
<td></td>
<td>32.8%</td>
<td>67.2%</td>
<td></td>
</tr>
</tbody>
</table>

4. **What aspect of the trail do you enjoy the most? (circle all that apply)**
<table>
<thead>
<tr>
<th></th>
<th>Beauty</th>
<th>Exercise</th>
<th>Location</th>
<th>Separated</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>16</td>
<td>19</td>
<td>14</td>
<td>44</td>
<td>0</td>
<td>93</td>
</tr>
<tr>
<td></td>
<td>17.2%</td>
<td>20.4%</td>
<td>15.1%</td>
<td>47.3%</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

5. **What are your primary reasons for using the trail? (circle all that apply)**
<table>
<thead>
<tr>
<th></th>
<th>Recreation</th>
<th>Exercise</th>
<th>Commuting</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>27</td>
<td>38</td>
<td>5</td>
<td>0</td>
<td>70</td>
</tr>
<tr>
<td></td>
<td>38.6%</td>
<td>54.3%</td>
<td>7.1%</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

6. **How often do you use the trail?**
<table>
<thead>
<tr>
<th></th>
<th>Rarely</th>
<th>Sometimes</th>
<th>Often</th>
<th>Very Often</th>
<th>Don’t know</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14</td>
<td>18</td>
<td>10</td>
<td>8</td>
<td>5</td>
<td>55</td>
</tr>
<tr>
<td></td>
<td>25.5%</td>
<td>32.7%</td>
<td>18.2%</td>
<td>14.5%</td>
<td>9.1%</td>
<td></td>
</tr>
</tbody>
</table>
7. Has your amount of walking or biking increased since you began using the trail?

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
<th>Don’t know</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>36</td>
<td>14</td>
<td>4</td>
<td>54</td>
</tr>
<tr>
<td></td>
<td>66.7%</td>
<td>25.9%</td>
<td>7.4%</td>
<td></td>
</tr>
</tbody>
</table>

8. How often do you Exercise?

<table>
<thead>
<tr>
<th>Frequency</th>
<th>&lt; 1 day</th>
<th>1-2 days</th>
<th>3-4 days</th>
<th>&gt; 5</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2</td>
<td>3</td>
<td>13</td>
<td>37</td>
<td>55</td>
</tr>
<tr>
<td></td>
<td>3.6%</td>
<td>5.5%</td>
<td>23.6%</td>
<td>67.3%</td>
<td></td>
</tr>
</tbody>
</table>

9. Gender

<table>
<thead>
<tr>
<th>Gender</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25</td>
<td>30</td>
<td>55</td>
</tr>
<tr>
<td></td>
<td>45.5%</td>
<td>54.5%</td>
<td></td>
</tr>
</tbody>
</table>

10. Age

<table>
<thead>
<tr>
<th>Age Group</th>
<th>&lt;16</th>
<th>16-25</th>
<th>26-35</th>
<th>36-45</th>
<th>46-55</th>
<th>56-65</th>
<th>&gt;65</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2</td>
<td>3</td>
<td>11</td>
<td>13</td>
<td>15</td>
<td>9</td>
<td>2</td>
<td>55</td>
</tr>
<tr>
<td></td>
<td>3.6%</td>
<td>5.5%</td>
<td>20.0%</td>
<td>23.6%</td>
<td>27.3%</td>
<td>16.4%</td>
<td>3.6%</td>
<td></td>
</tr>
</tbody>
</table>

11. Annual Income

<table>
<thead>
<tr>
<th>Income Level</th>
<th>&lt;25,000</th>
<th>25-75K</th>
<th>&lt;75K</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11</td>
<td>21</td>
<td>13</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>24.4%</td>
<td>46.7%</td>
<td>8.9%</td>
<td></td>
</tr>
</tbody>
</table>

The last question on the survey was open ended, it read:

Do you have any suggestions for improving the trail?

35% of the respondents suggested a better paving surface with fewer bumps and gravel.

17.5% suggested cleaning up the garbage and homeless camps along the trail

14% suggested better connections to the trail (Sellwood and Boring were the locations most often cited)

10.5% suggested adding bathrooms, water fountains or other trail amenities.
LENTS NEIGHBORHOOD SURVEY AND RESULTS

The neighborhood survey was administered at a Lents Neighborhood Association Meeting. There were eleven respondents.

1) Are you aware of the Springwater Corridor Trail?
   YES: 10   NO: 1

2) Have you ever used the Springwater Corridor Trail? (Please skip to question 5 if answer is YES)
   YES: 7   NO: 4

3) Is there any particular reason you do not use the trail? (Please indicate all that apply)
   a) Personal Safety: 1
   b) No convenient place to get on the trail: 2
   c) No place to park: 1
   d) Don’t like to exercise
   e) Other: gang tags(1), use Lents Park instead (1), too old (1), use 205 trail instead (1),

4) What would make you more likely to use the trail? (fill in your answer and skip to Question 13)
   - lights: 2
   - improve landscaping, remove blackberry bushes and add plants: 1
   - get rid of homeless camps: 1
   - better access from main streets with signage: 2

5) When was the last time you used the Springwater Corridor Trail?
   a) Today: 1
   b) Within the past week: 0
   c) Within the past month: 3
   d) Within the past year: 2
   e) Longer: 1

6) How far do you travel from your house to the trail?
   a) Less than ½ mile: 2
   b) ½- 1 mile: 4
   c) Over 1 mile: 2
7) How easy is it to get from your house to the trail?
   a) Easy: 5  
   b) Somewhat easy: 1  
   c) Difficult: 1  
   d) Somewhat difficult: 1  
   e) Don’t know: 0

8) How do you usually get to the trail?
   a) Walk: 3  
   b) Bike: 2  
   c) Bus  
   d) Car: 2  
   e) Other: 0

9) How often do you use the trail?
   a) Rarely (1 - 2 times a month or less): 4  
   b) Sometimes (3-7 times a month): 1  
   c) Often (2-3 times a week): 0  
   d) Very Often (more than 3 times a week): 1  
   e) Don’t know: 0

10) What aspect of the trail do you enjoy most?
    a) Scenic beauty: 2  
    b) Place to exercise: 3  
    c) Convenient location: 2  
    d) Separated from auto traffic: 5  
    e) Other (Please specify) _private and peaceful (1)

11) What is your primary reason for using the trail?
    a) Recreation: 4  
    b) Exercise: 3  
    c) Commuting between places (such as for work, errands, friends): 1  
    d) Other (Please specify) ______  
        dog walk (1)

12) Have you increased your amount of walking or biking since you began using the trail?
    YES: 2  
    NO: 3  
    DON’T KNOW: 2

13) How many days a week on average do you exercise- such as walking, biking, gardening, or going to the gym- for at least 30 minutes?
    a) Less than 1 day a week: 1  
    b) 1-2 days a week: 2  
    c) 3-4 days a week: 3  
    d) 5 or more days a week: 3
14) Where do you typically engage in physical activity?
   a) At home, either indoors or in yard: 6
   b) On streets, roads or sidewalks: 4
   c) Walking/jogging/biking trail: 3
   d) At a public park: 4
   e) At a school facility or grounds: 0
   f) At an athletic club or gym: 0
   Other (please specify) ______0__________________________

1) What is your gender? Male: 5  Female: 6

2) What is your age?
   a) Under 16 years
   b) 16-25 years
   c) 26-35 years: 2
   d) 36-45 years: 2
   e) 46-55 years: 2
   f) 56-65 years: 1
   g) over 65 years: 3

3) What is your annual income?
   a) Less than $25,000: 3
   b) $25,001-$75,000: 6
   c) Greater than $75,000: 0

4) What are the major cross streets nearest to your home? (For example, SE Flavel & SE 84th)
WATTLIES BOYS AND GIRLS CLUB TEEN SURVEY AND RESULTS

The Boys and Girls Club Teen Survey was conducted on Friday April 23, 2004 between 7:00 pm and 9:00pm. The teens attending the club were asked to participate in a survey for Portland State University student planning project. The following output is a summary of the quantitative data gathered from the survey.

37 teens were surveyed

The average age of the teens was 15 years old

Q: Do you know about the Springwater trail?
89% of the teens surveyed did not know about the Springwater trail

Q: Do you know where it is?
100% of the teens who know about the trail know where the trail is

Q: Have you ever been on the trail?
100% of the teens who know about the trail have used it

Q: How did you get there from your house?
50% of the teens who know about the trail, walked to the trail
75% of the teens who know about the trail, biked to the trail

Q: What did you do on the trail?
75% of the teens who know about the trail, walked on the trail
50% of the teens who know about the trail, biked on the trail

Q: Who do you usually go to the trail with?
100% of the teens who know about the trail, go with friends
100% of the teens who know about the trail, go with family

Q: If any, what kind of exercise do you get?
5.4% don’t exercise
24.3% play Softball/baseball
18.91% run track
16.22% participate in the club gym activities
75.7 play basketball
16.22% exercise in other areas
Q: How many times a week do you exercise?
8.1% don’t exercise
2.7% exercise 1-2 times a week
32.43% exercise 3-4 times a week
56.76% exercise more than 5 times a week

Q: How many times a week do adults in your family exercise?
27% don’t exercise
37.84% exercise 1-2 times a week
21.62% exercise 3-4 times a week
13.5% exercise more than 5 times a week
ANALYSIS OF EXISTING TRAILHEADS

In order to better understand what a Lents Community Trailhead would look like and the elements that are traditionally included in a Springwater Corridor Trail Trailhead, three existing and one newly constructed trailheads were visited. The furthest west of these trailhead sis in Portland at the crossing of Johnson Creek Boulevard. The remaining three trailheads are located in Gresham: Linneman Station, Main Street and Hogan.

Johnson Creek Trailhead

Features:

- 1 Acre
- 29 Parking spaces and 2 handicapped accessible spaces
- 3 Picnic tables
- 3 Overhead lights
- 2 Restrooms
- 1 Bench
- 1 Drinking Fountain
- 1 Bike Rack
- Trail maps available

Linneman Station Trailhead

Features:

- 0.5 Acre
- 14 Parking Spots
- Native Vegetation
- Detention Pond
- Recreation of 1903 Railroad Station (800 sq ft)
- Restrooms
- Meeting Rooms
- Museum
- Lots of close by residential housing
- Good sidewalks
- Bike parking

Opening May 2004
Main Street Trailhead

Features:

- The trailhead is integrated within Main City Park.
- 25 Parking spaces and 5 handicapped accessible Spaces.
- Picnic tables available in Main City Park
- 2 Portable restrooms
- 1 Bench
- Drinking Fountains available in Main City Park
- Overhead lights

Hogan Trailhead

Features:

- 20 parking spaces and 5 handicapped accessible Spaces
- 1 Picnic table
- 1 Portable restroom
- 1 Drinking fountain
- 2 Bike Racks
- Handicapped accessible ramps to the trail for the people with disabilities
- Overhead lights