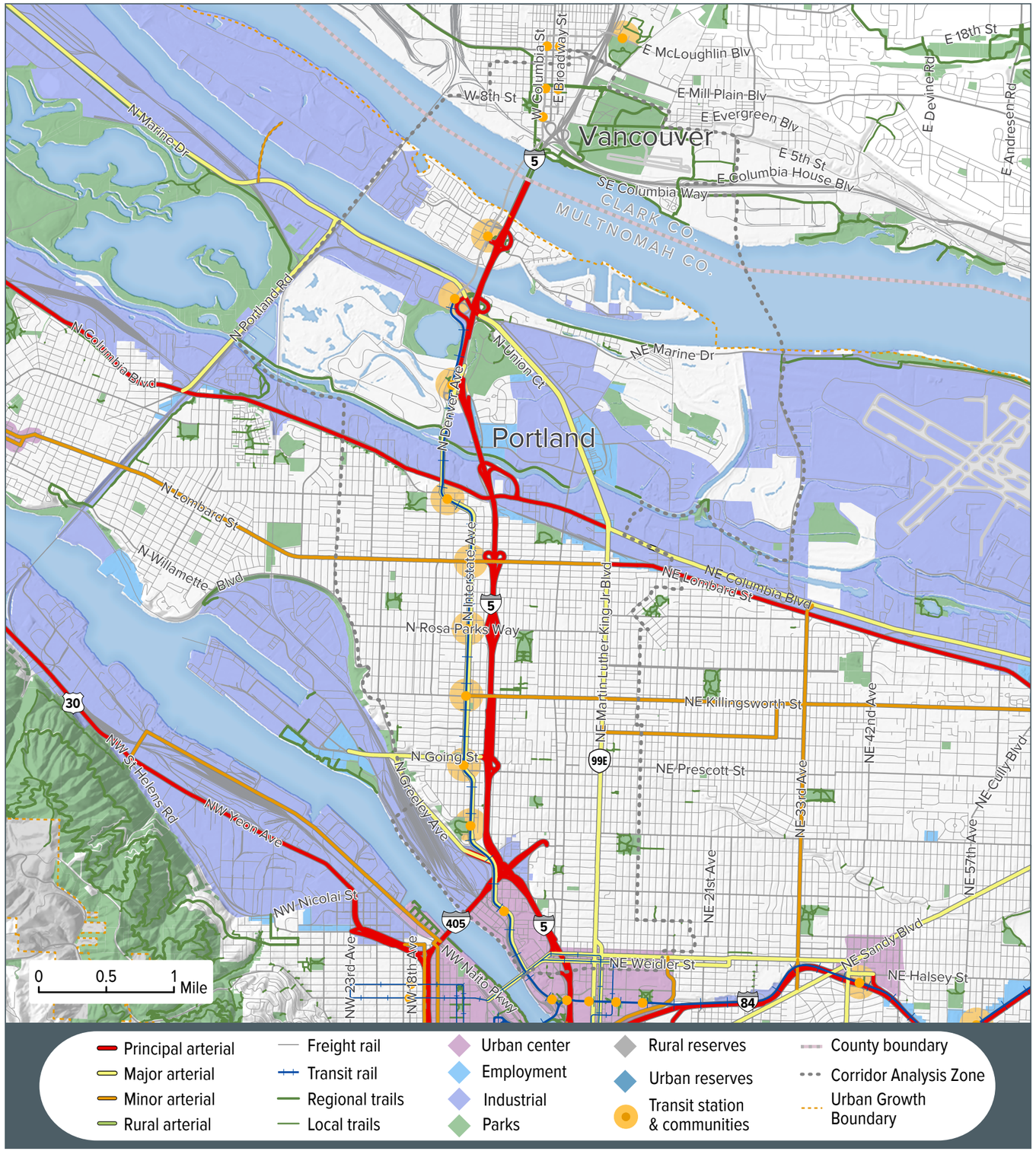
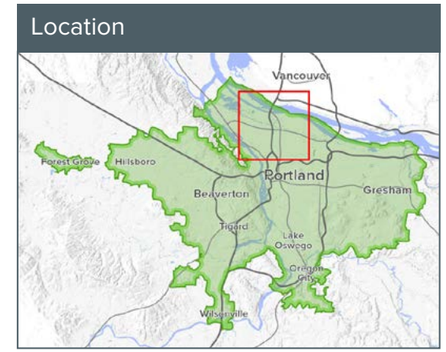


Location

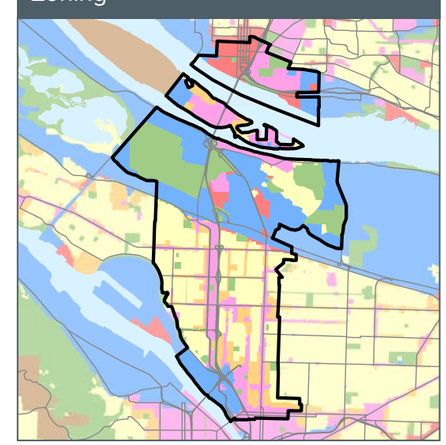


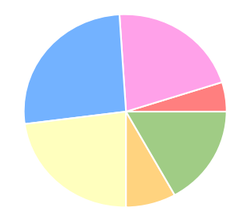
1

Portland Central City to Vancouver

The Portland Central City to Vancouver mobility corridor encompasses I-5, MAX light rail, parallel arterials, as well as bus service and bicycle routes that support movement in and through the corridor. I-5 supports interstate, interregional, and intraregional travel for people and goods. NE Martin Luther King Jr. Blvd, N Vancouver, N Williams, and N Interstate are key parallel streets. A compact grid system provides access to the residential areas and the mixed use commercial sections along light rail and major arterials. Significant amounts of industrial and park and open space land complete the corridor area.

Zoning

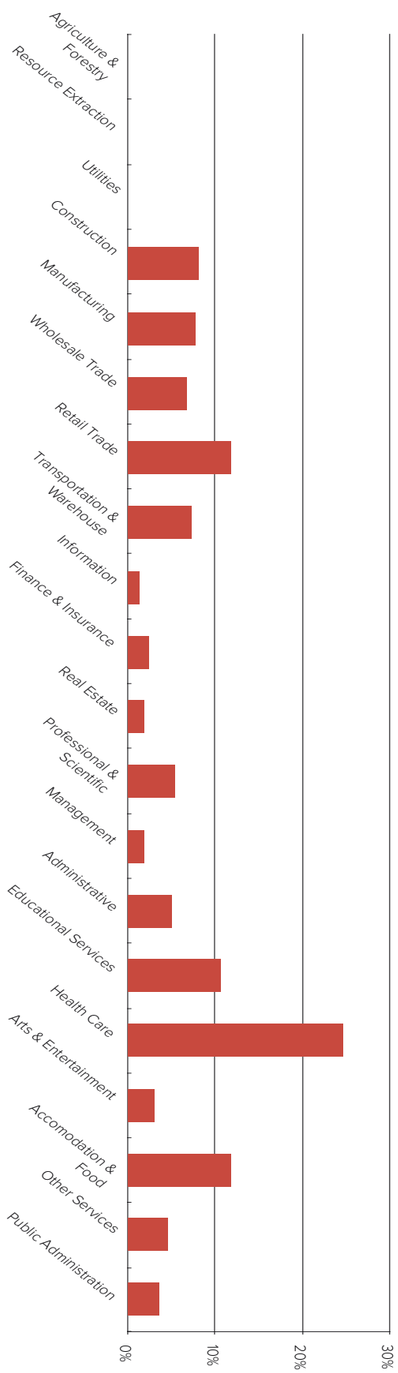


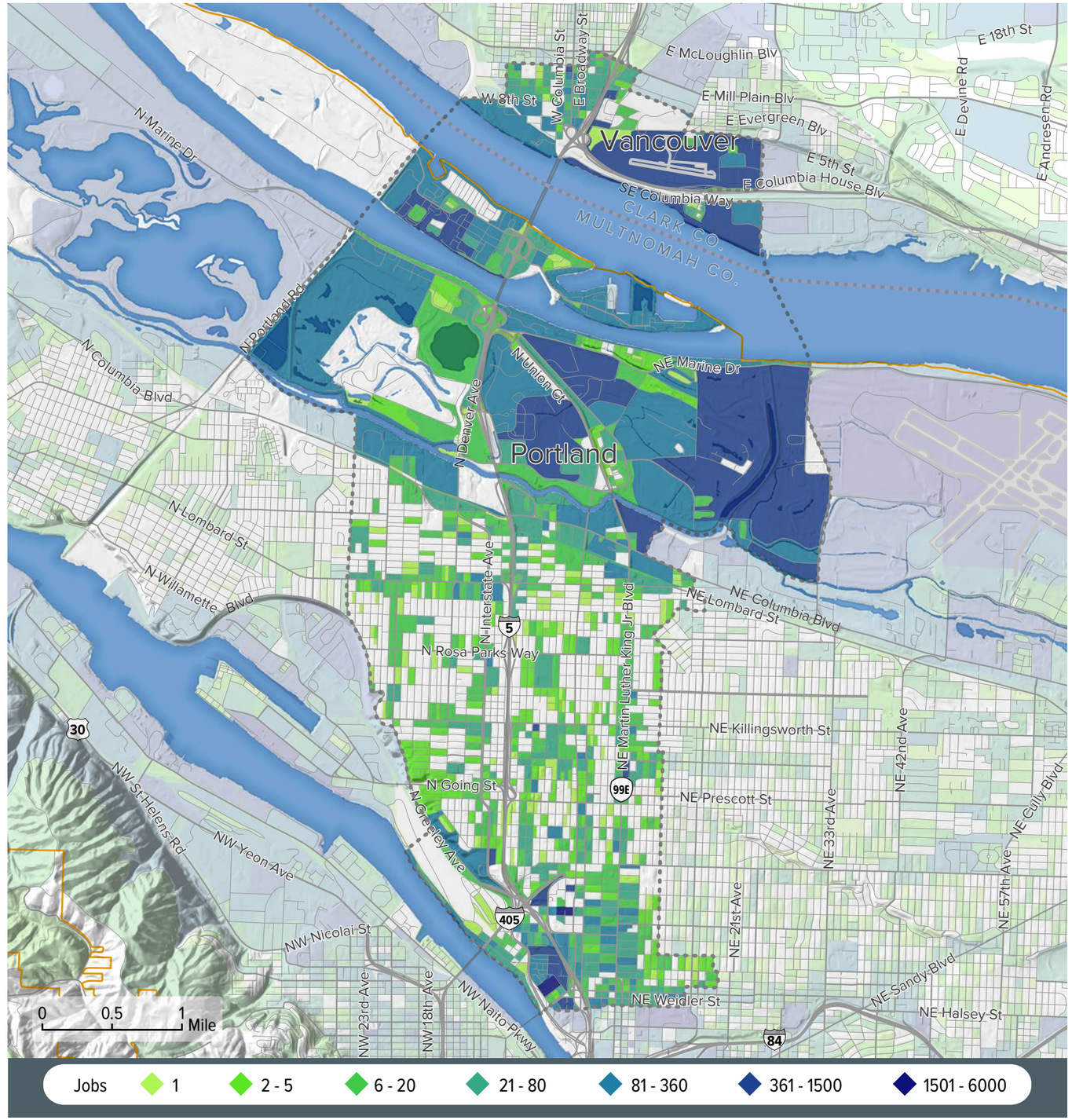


- Corridor analysis zone (CAZ)
- 4% Commercial
- 17% Mixed-use commercial
- 27% Industrial
- 23% Single-family residential
- 8% Multi-family residential
- 18% Parks and open spaces
- 1% Rural
- 3% Public facilities

Sources: Metro RLIS Q4 2013, RTP

39,924 Jobs

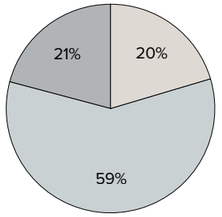




Workforce statistics

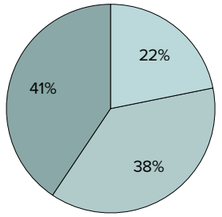
Age

- 29 or younger
- 30 to 54
- 55 or older



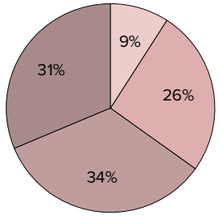
Salary

- $1250 or less/month
- $1251-$3333/month
- over $3333/month



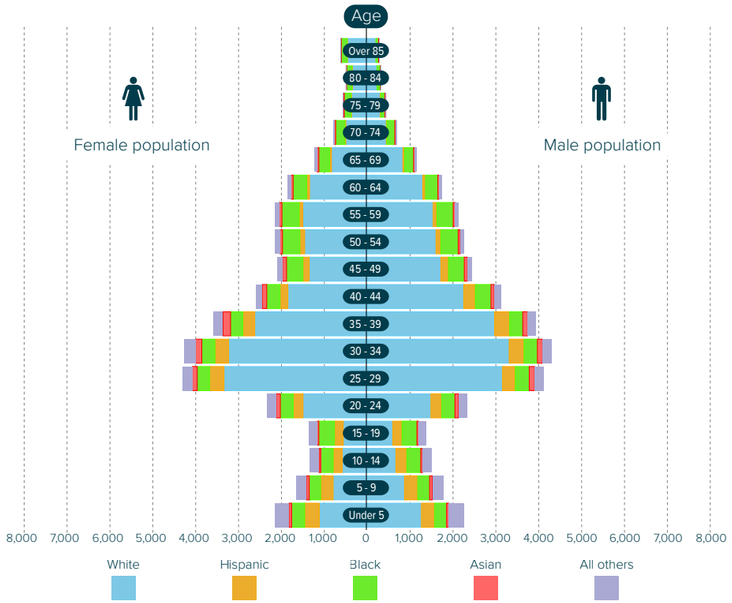
Education

- Less than high school
- High school
- Associates degree
- Bachelors degree



Source: 2011 US Census LEHD

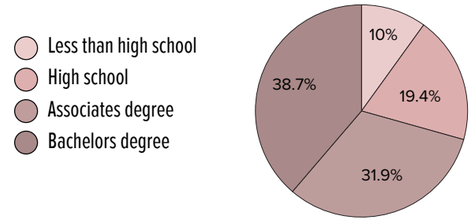
58,401 Residents



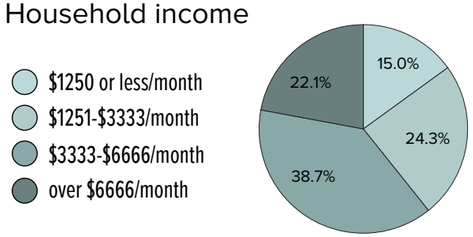
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



Source: 2008-13 American Community Survey

27,521 Dwelling Units
7% Vacancy

6.2 People/Acre

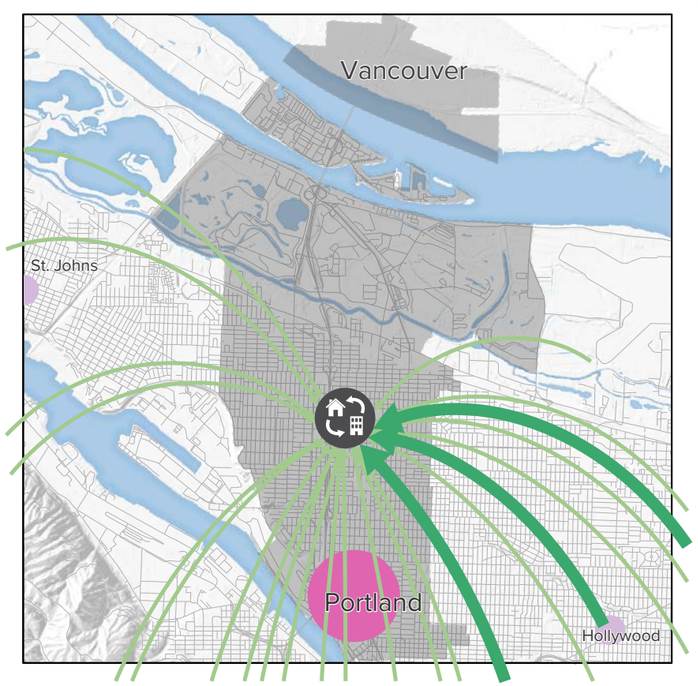
43.1% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

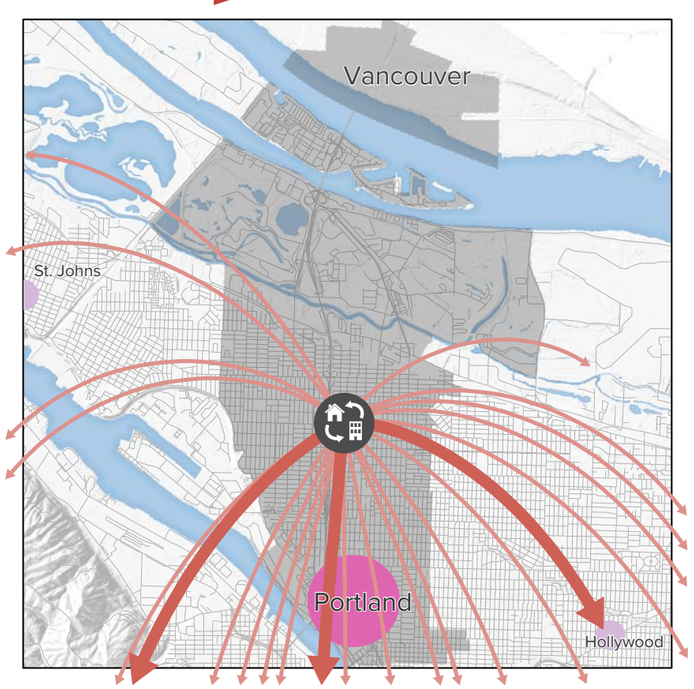
1

37,096 Worker inflow

24,091 Worker outflow



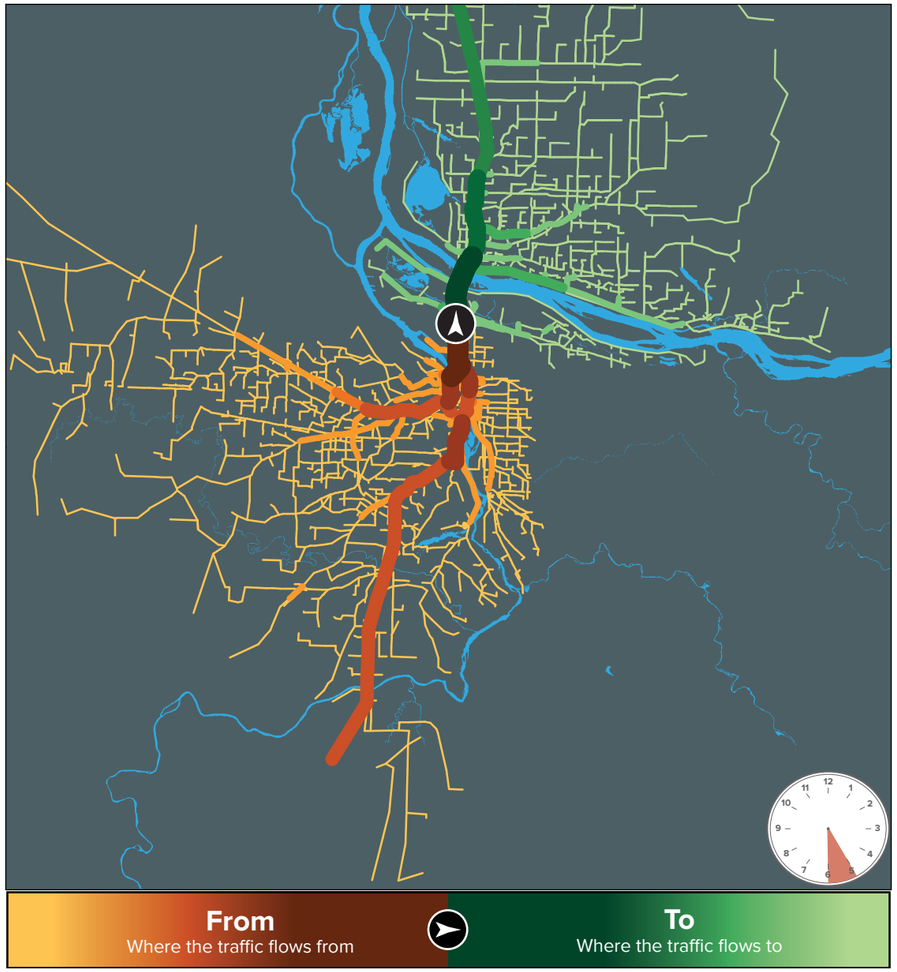
Source: Zone to zone flows - 2011 US Census LEHD



2,828 Workers stay

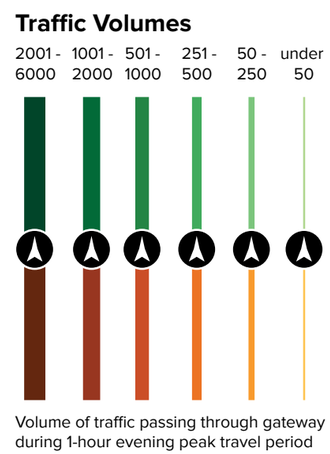
Population who live and work in the same zone.

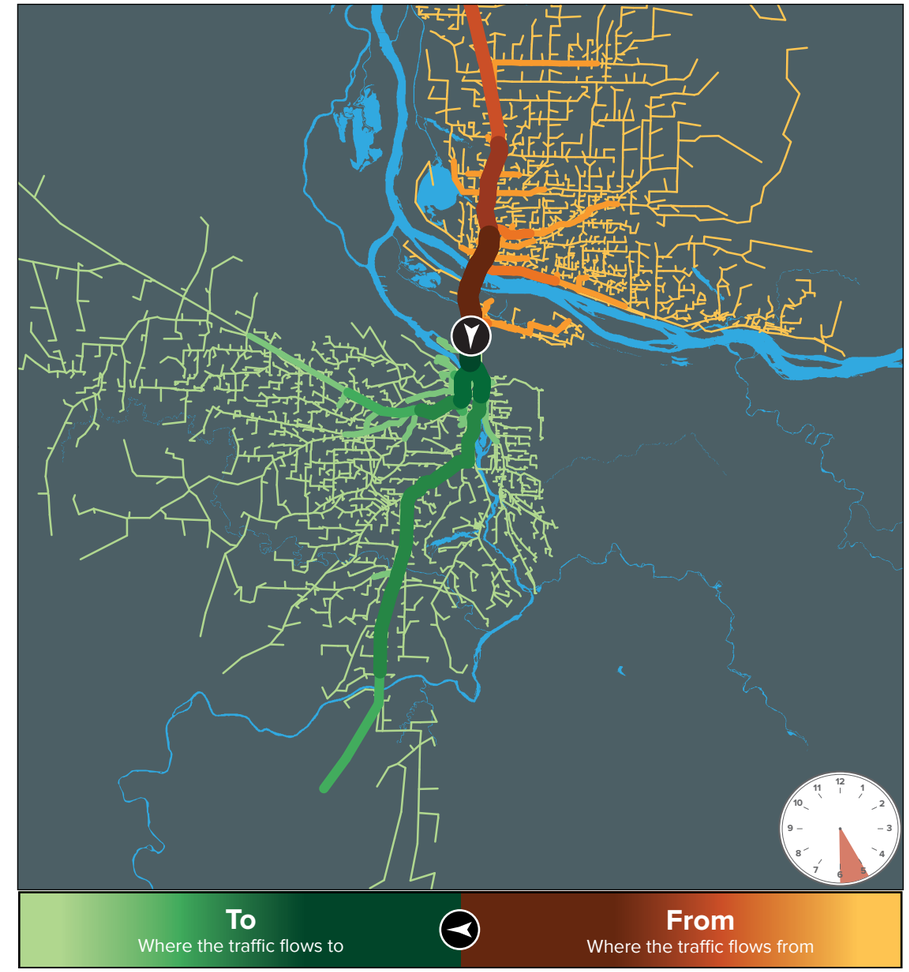
Transportation Flowsheds



Traffic flow, northbound p.m. 1-hour peak, 5:00-6:00 PM

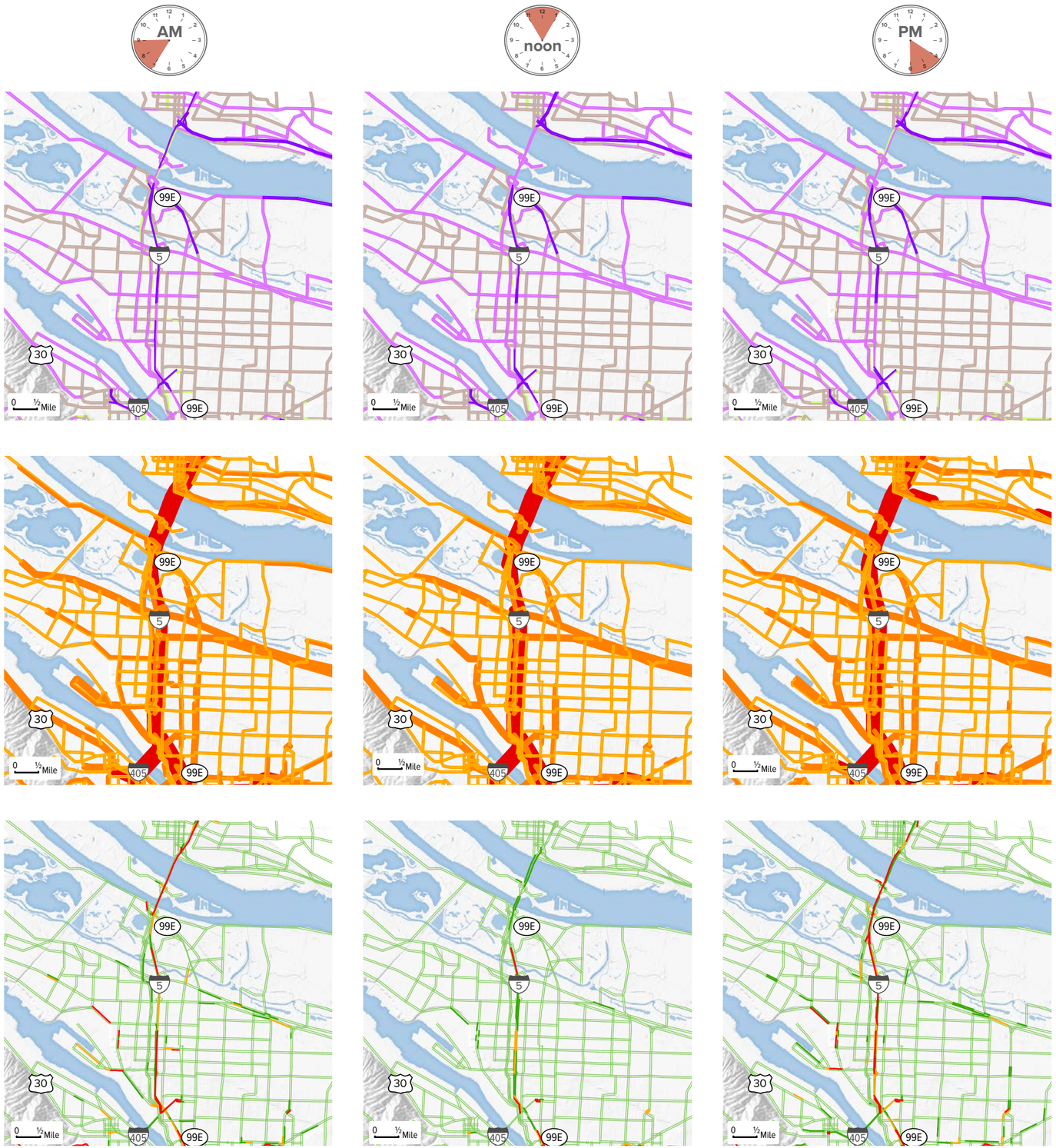
Source: 2010 Metro Modeling Services Network





Traffic flow, southbound p.m. 1-hour peak, 5:00-6:00 PM

Source: 2010 Metro Modeling Services Network



Auto speed

- 1-20 mph
- 20-30 mph
- 30-45 mph
- Over 45 mph

Auto volume

- 1-1,000 vehicles
- 1,000-5,000 vehicles
- Over 5,000 vehicles

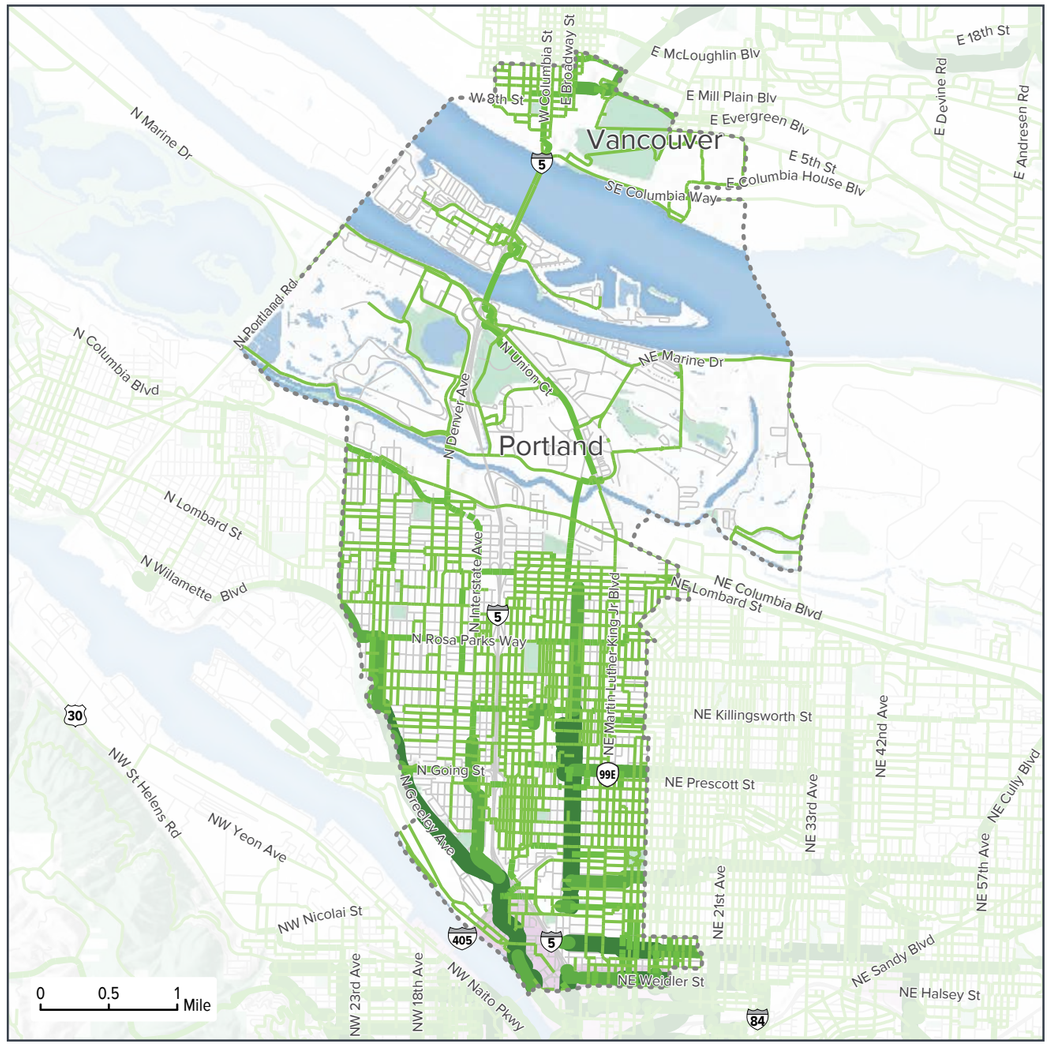
Auto volume/capacity

- 0 - 0.7
- 0.7 - 0.8
- 0.8 - 0.9
- Over 0.9

Source: 2010 Metro Modeling Services Network

Bike volume

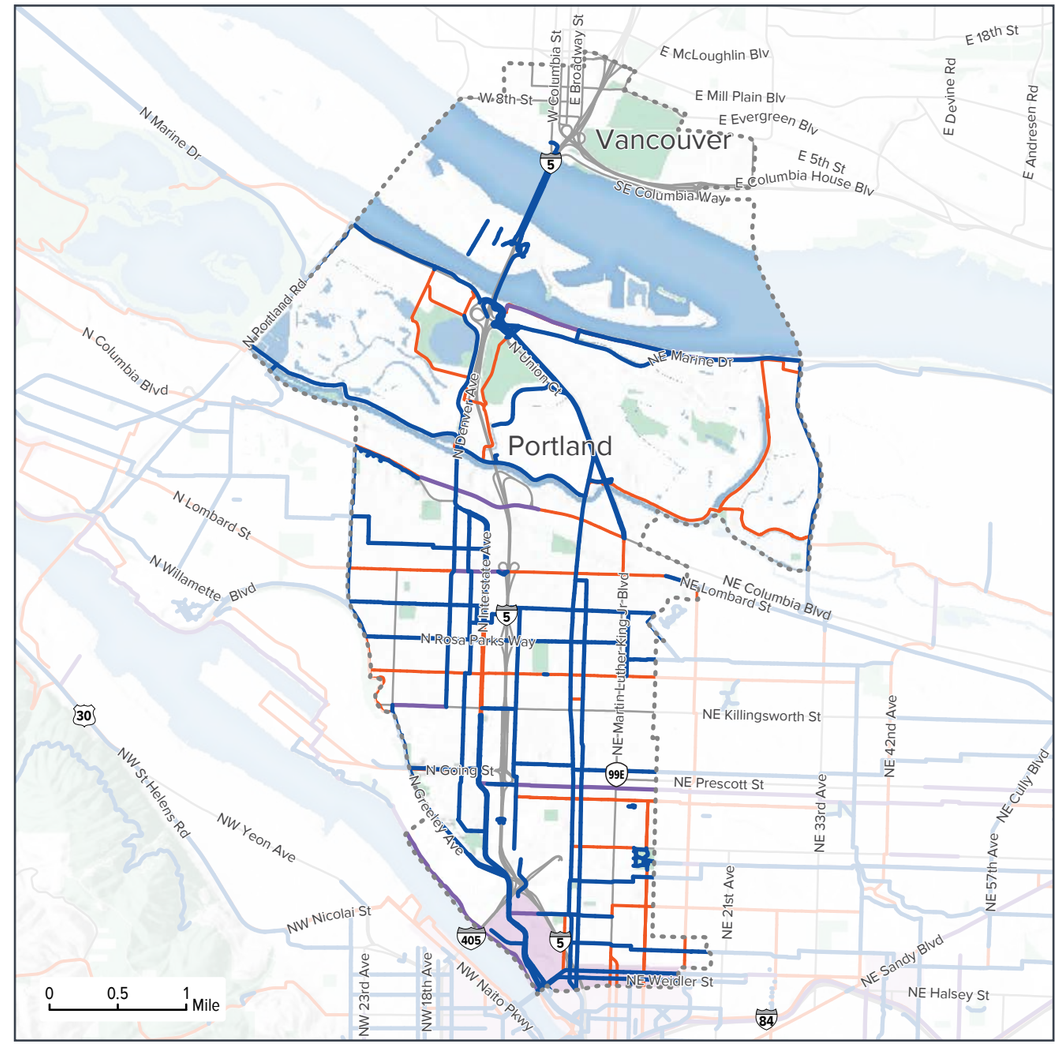
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,500



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Bike system planning

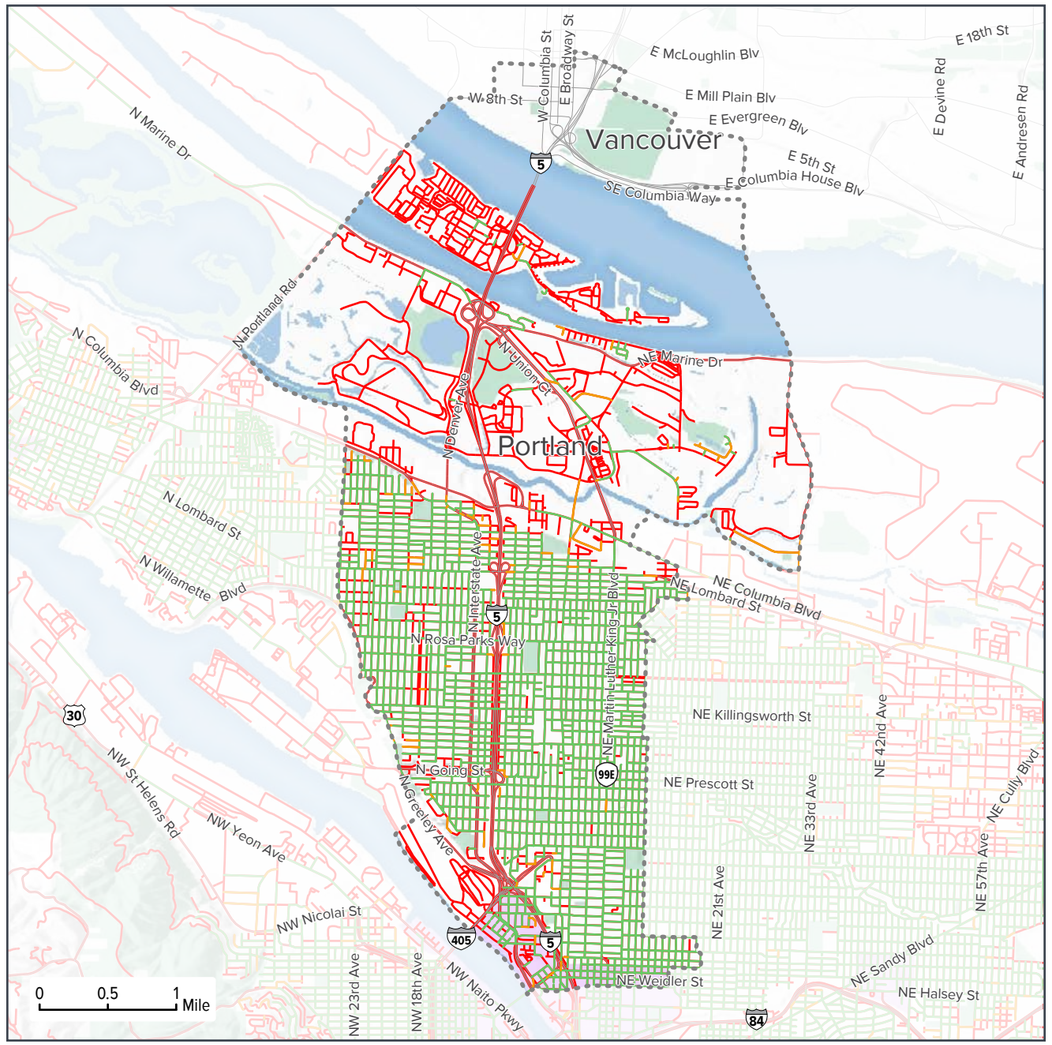
- Existing infrastructure
- Bike project in RTP
- Gap in planned bike system
- Regional bike district



Source: 2014 Metro RLIS

Sidewalk completion

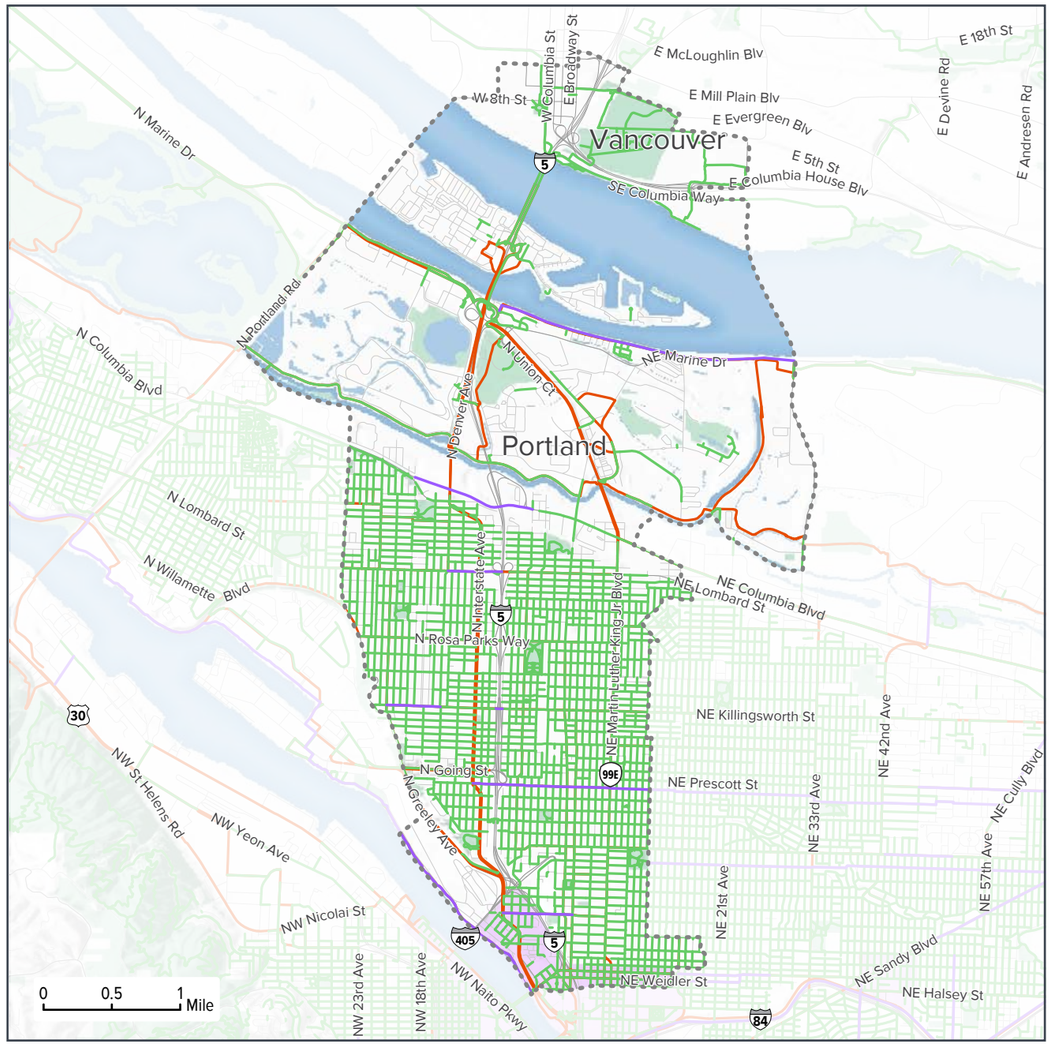
- Completed sidewalk, both sides
- Partially complete sidewalk
- No sidewalk
- Regional pedestian district



Source: 2014 Metro RLIS

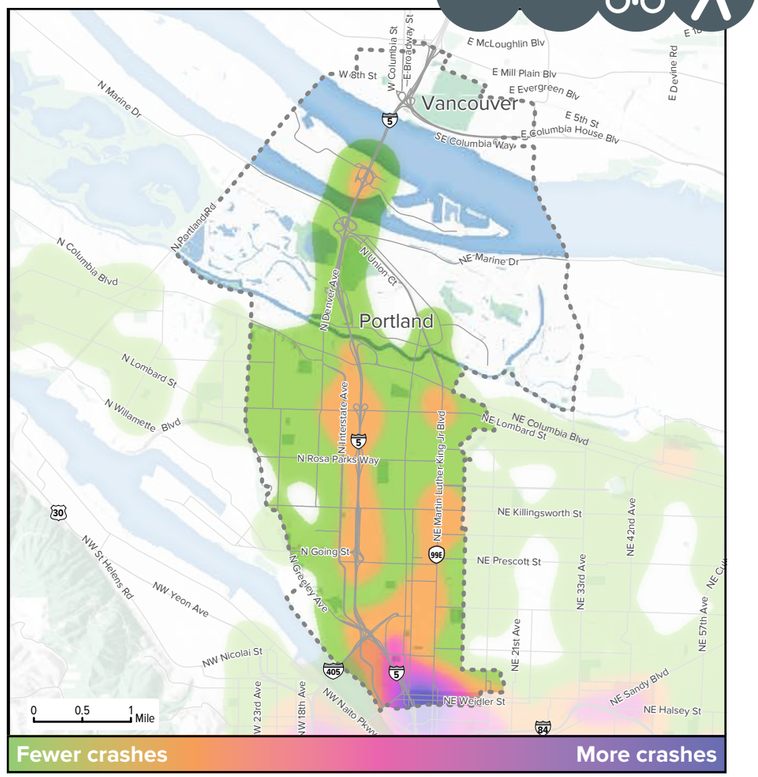
Pedestrian system planning

- Existing infrastructure
- Pedestrian project in RTP
- Gap in planned pedestrian system
- Regional pedestrian district



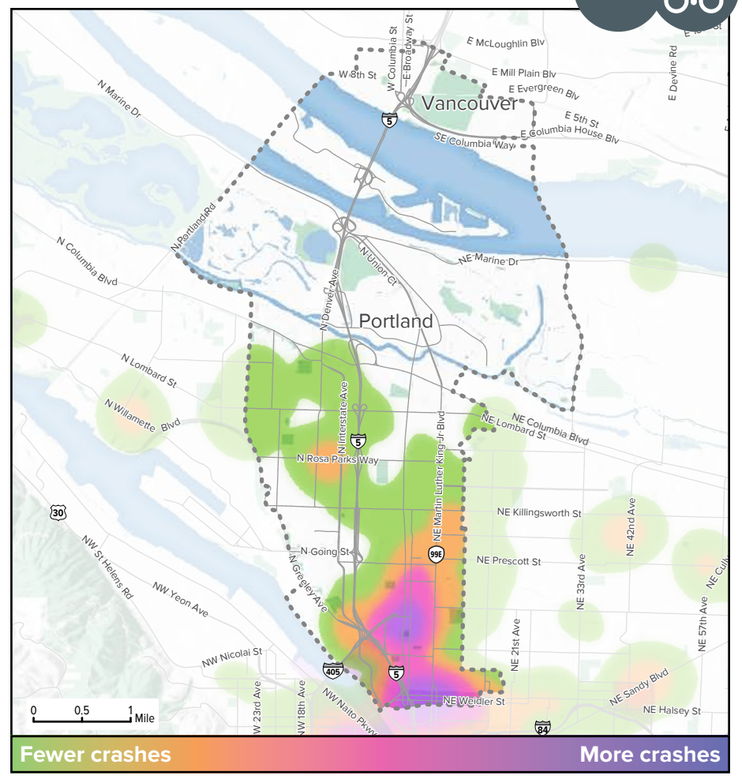
Source: 2014 Metro RLIS, RTP

5,609
Total Crashes: Auto Bike Ped

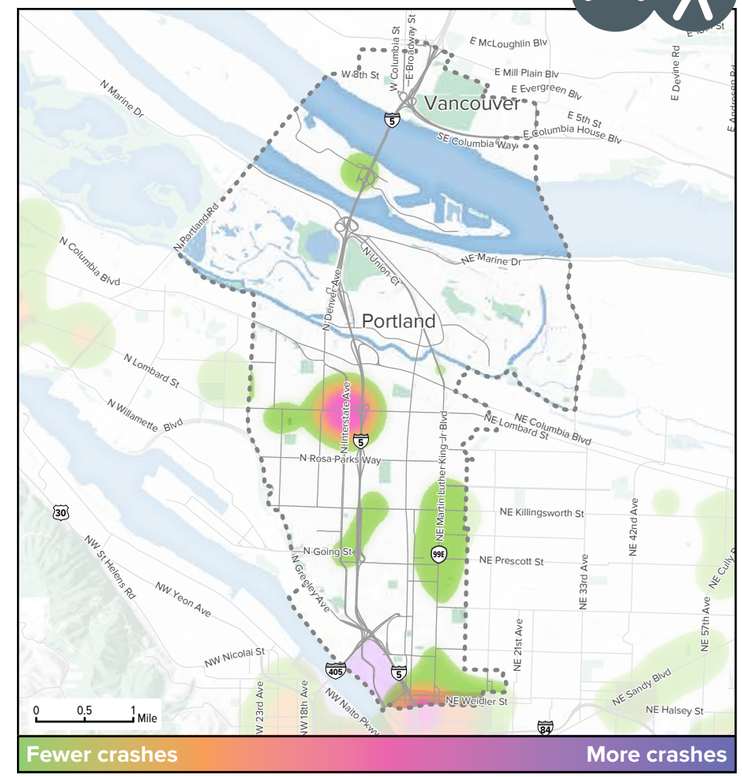


Source: ODOT 2007-2011

218
Total Crashes: Auto Bike



77
Total Crashes: Auto Ped



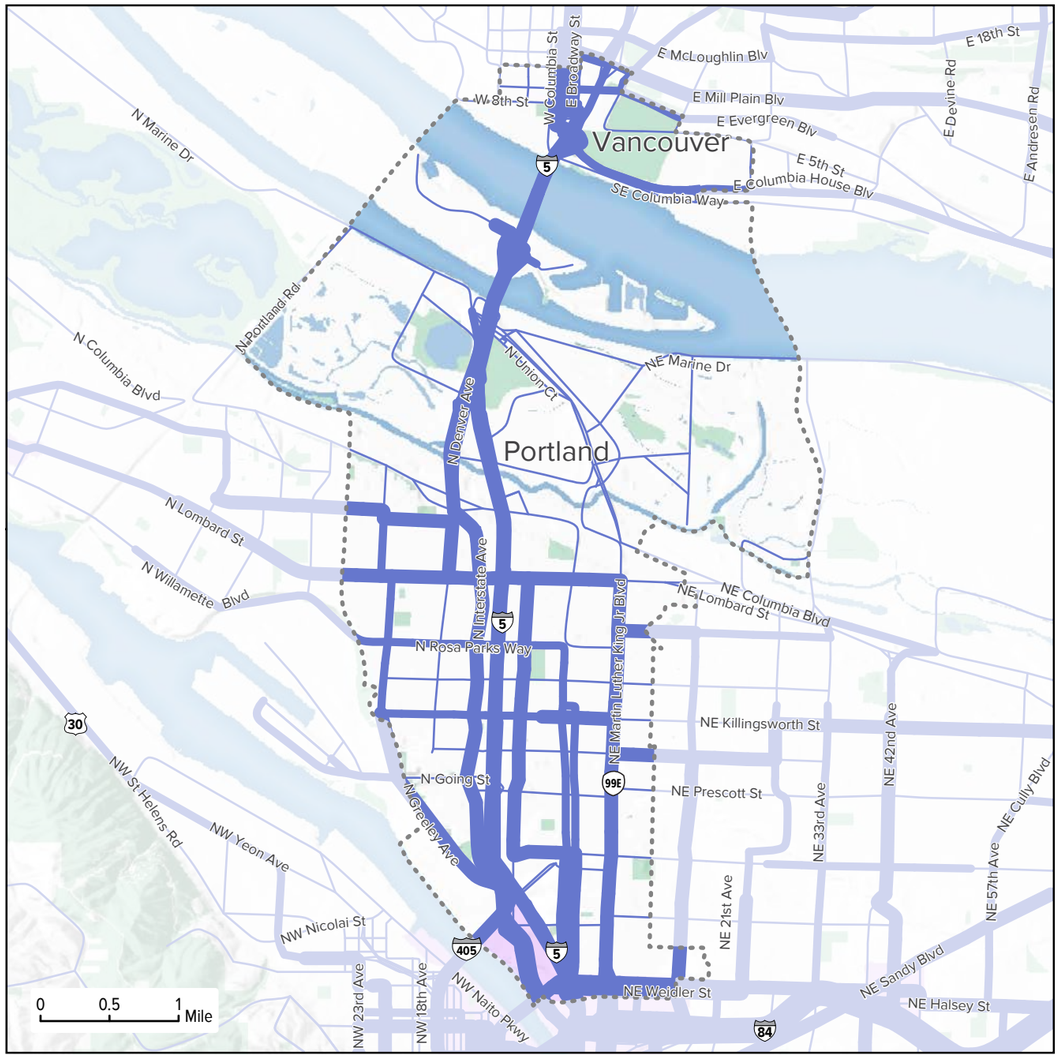
Crash Severity

Fatalities	13	Fatalities	1	Fatalities	2
Injury A	112	Injury A	16	Injury A	9
Injury B	632	Injury B	126	Injury B	38
Injury C	1,763	Injury C	65	Injury C	27
Property Damage Only	3,089	Property Damage Only	10	Property Damage Only	1

Crash density maps are weighted to reflect severity of accident (with weighting factor): Fatalities (100x) - resulting death • **Injury A (50x)** - serious, life-altering injuries • **Injury B (10x)** - serious injuries, hospitalization • **Injury C (5x)** - minor injuries, not necessarily requiring medical attention • **PDO (1x)** - property damage only

Transit volume

- 1 - 250
- 251 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- over 10,000

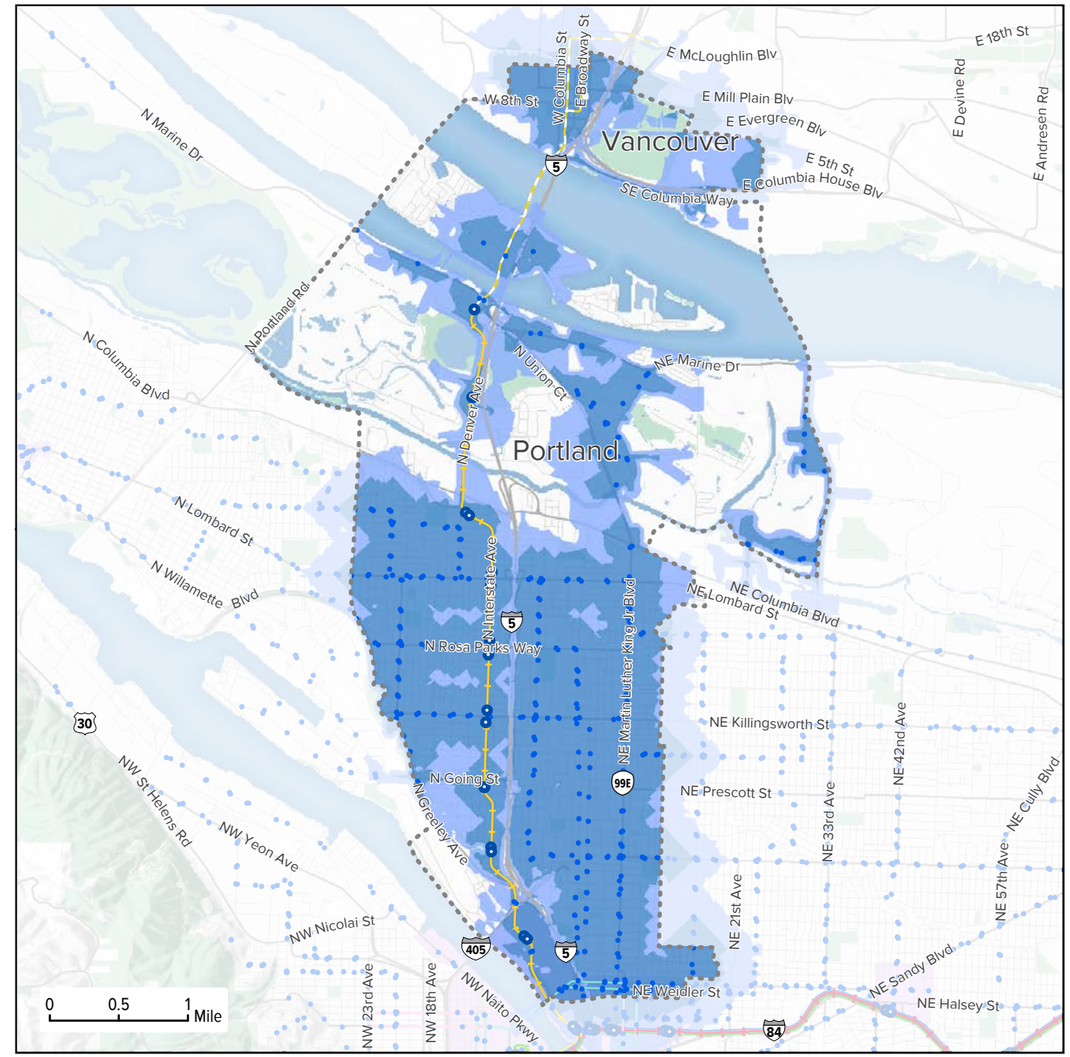


Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Transit Accessibility

- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop

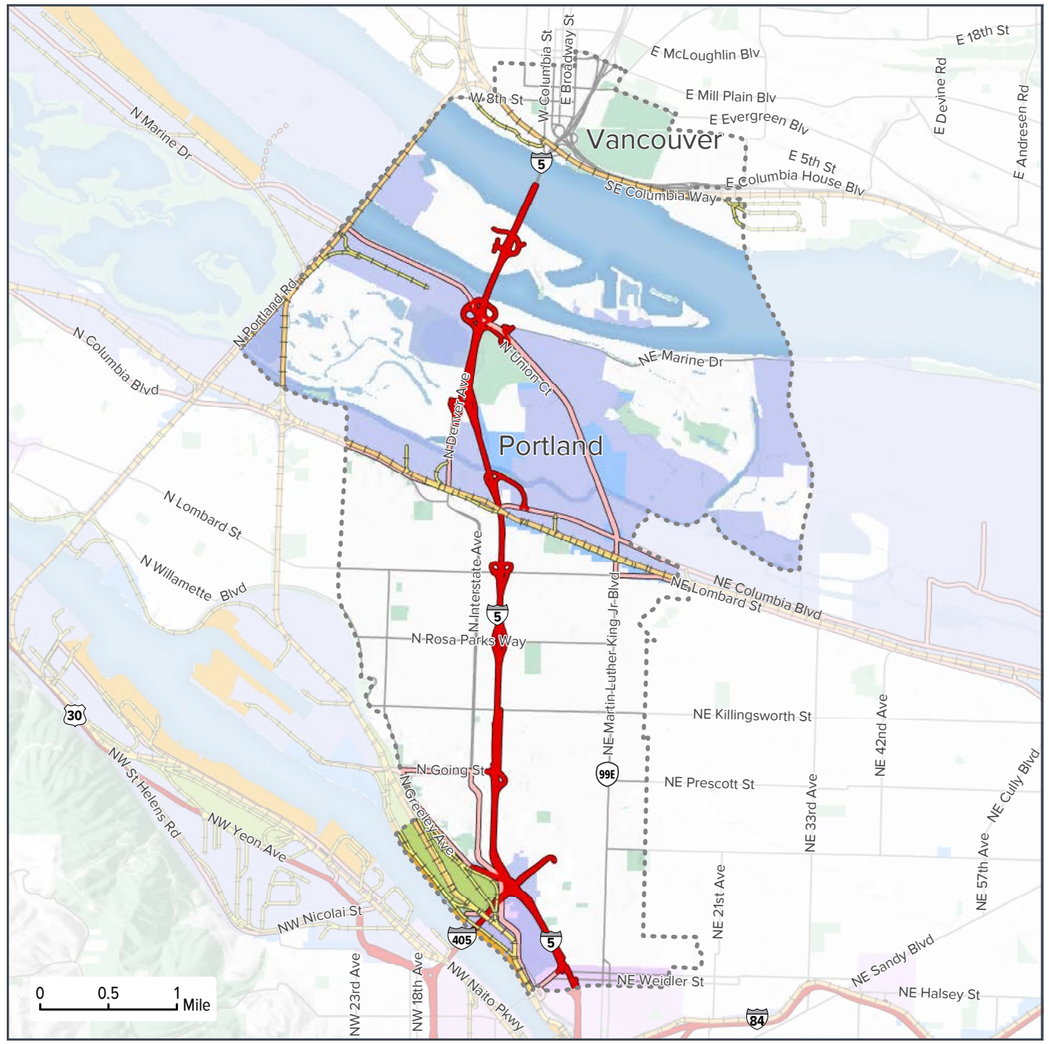
1



Source: 2014 Metro RLIS, RTP

Freight system

- Main roadway routes
- Road connectors
- Main railroad lines
- Branch railroad line
- Urban center
- Employment
- Industrial
- Parks
- Marine facilities
- Railroad yards
- Corridor Analysis Zone



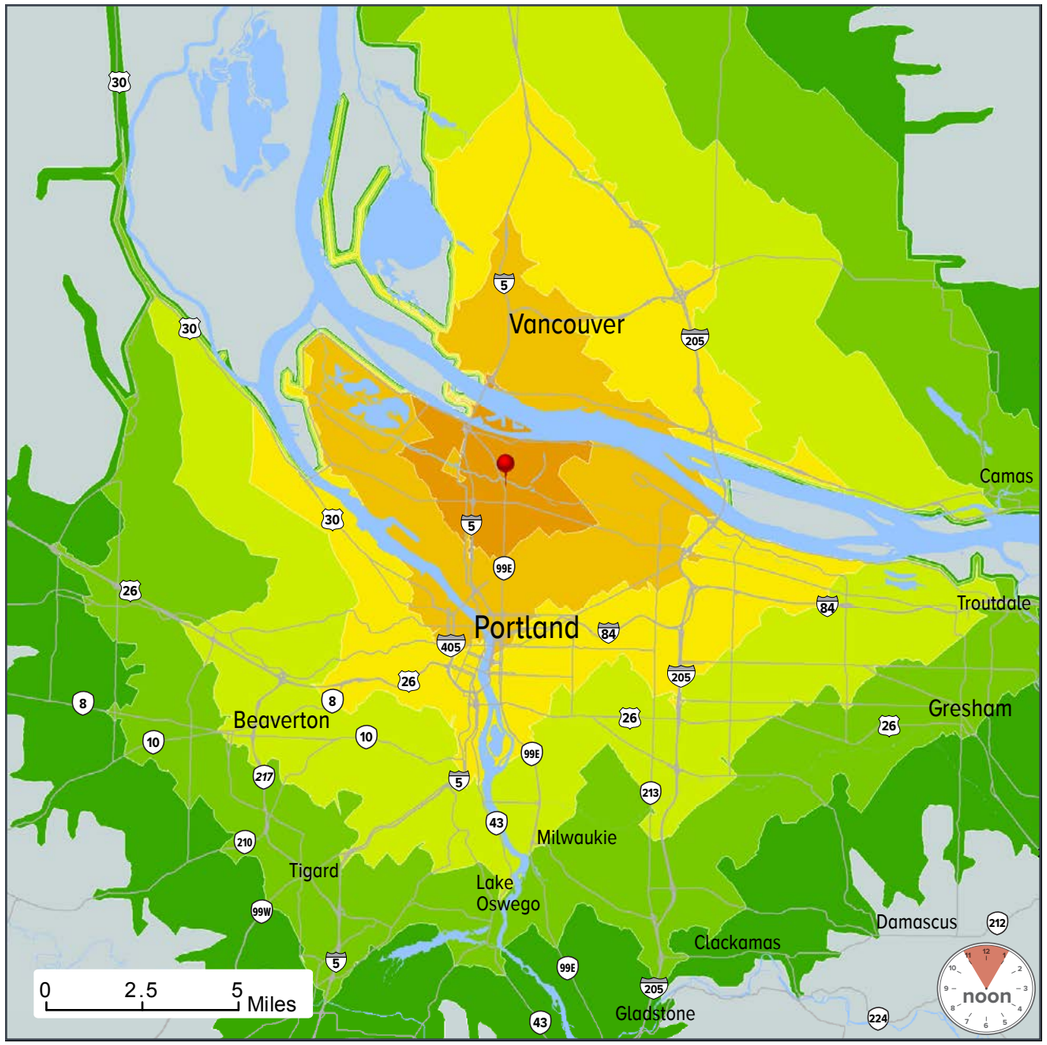
Source: 2014 Metro RLIS, RTP

Truck travel time analysis

Major Freight Access Point

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP