The Tualatin to Oregon City mobility corridor encompasses I-205, rural and urban arterials, as well as limited transit service and bicycle routes that support movement in and through the corridor. I-205 supports interstate, interregional, and intraregional travel and provides access to Oregon City regional center, West Linn town center and Tualatin town center. Willamette Falls Dr/Borland Rd is the only parallel arterial in this corridor. Few overcrossings of I-205 and the Tualatin River limit north-south mobility. The corridor contains three counties but is largely undeveloped with localized areas of residential and commercial activity. The collector and local street network is a mix of farm-to-market roads and discontinuous residential streets.
22,705 Jobs

Workforce statistics

Age
- 29 or younger: 22%
- 30 to 54: 57%
- 55 or older: 21%

Salary
- $1250 or less/month: 37%
- $1251-$3333/month: 34%
- over $3333/month: 29%

Education
- Less than high school: 10%
- High school: 25%
- Associates degree: 31%
- Bachelors degree: 24%

Source: 2011 US Census LEHD
50,080 Residents

Community statistics

Education of residents
- Less than high school
- High school
- Associates degree
- Bachelors degree

Household income
- $1250 or less/month
- $1251-$3333/month
- $3333-$6666/month
- over $6666/month

20,767 Dwelling Units
6% Vacancy

2.8 People/Acre

34.9% Multi-Family

20,601 Worker inflow
17,759 Worker outflow

2,104 Workers stay
Population who live and work in the same zone.
Transportation Flowsheds

Traffic flow, eastbound p.m. 1-hour peak, 5:00-6:00 PM
Source: 2010 Metro Modeling Services Network

Traffic Volumes
- 2001 - 6000
- 1001 - 2000
- 501 - 1000
- 251 - 500
- 50 - 250
- under 50

Volume of traffic passing through gateway during 1 hour evening peak travel period

Traffic flow, westbound 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 system planning

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

Bike volume

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

Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network
Sidewalk completion

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

Pedestrian system planning

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

Source: 2014 Metro RLIS

Source: 2014 Metro RLIS, RTP
### Crash Severity

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Crashes: Auto Bike Ped</th>
<th>Total Crashes - Auto - Bike</th>
<th>Total Crashes - Auto - Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>7</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Injury A</td>
<td>112</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Injury B</td>
<td>410</td>
<td>29</td>
<td>14</td>
</tr>
<tr>
<td>Injury C</td>
<td>1,270</td>
<td>17</td>
<td>12</td>
</tr>
<tr>
<td>Property Damage Only</td>
<td>2,109</td>
<td>2</td>
<td>0</td>
</tr>
</tbody>
</table>

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

Source: ODOT 2007-2011
Transit volume

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

Transit Accessibility

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

Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Source: 2014 Metro RLIS, RTP