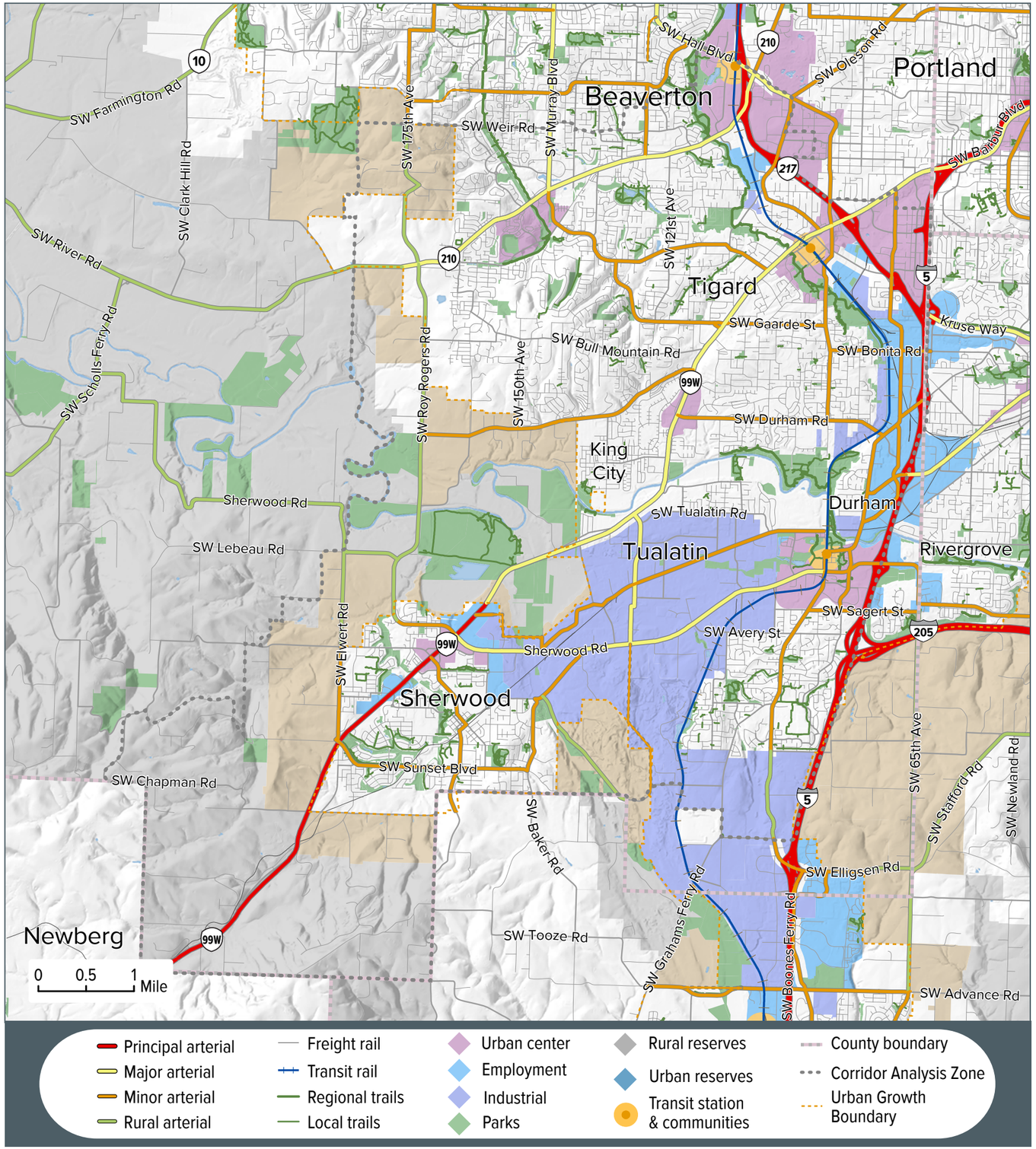
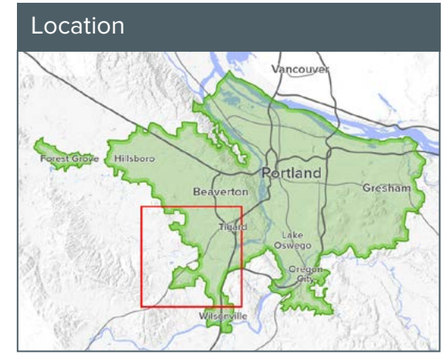


Location

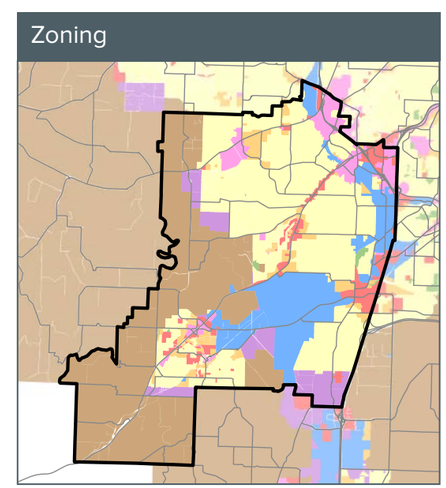


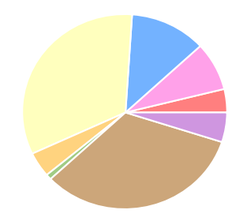
11

Tigard/Tualatin to Sherwood/Newberg

The Tigard/Tualatin to Sherwood/Newberg mobility corridor encompasses 99W, parallel arterials, as well as bus service and bicycle routes that support movement in and through the corridor. 99W supports inter- and intraregional travel inside the region and through the Willamette Valley. SW 72nd, Boones Ferry, Tualatin-Sherwood Rd, SW Hall Blvd, SW Scholls Ferry and Roy Rogers Rd are key parallel streets. Together, these facilities provide access to Washington Square regional center, five town centers, and significant industrial and employment areas. The arterial and collector street network has evolved from farm-to-market roads and lacks the continuous grid of more urbanized areas.

Zoning

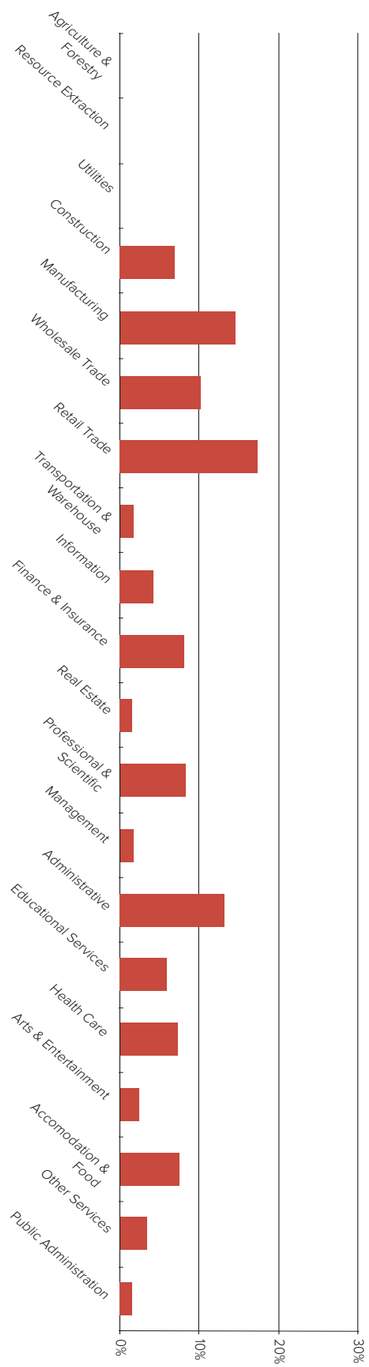


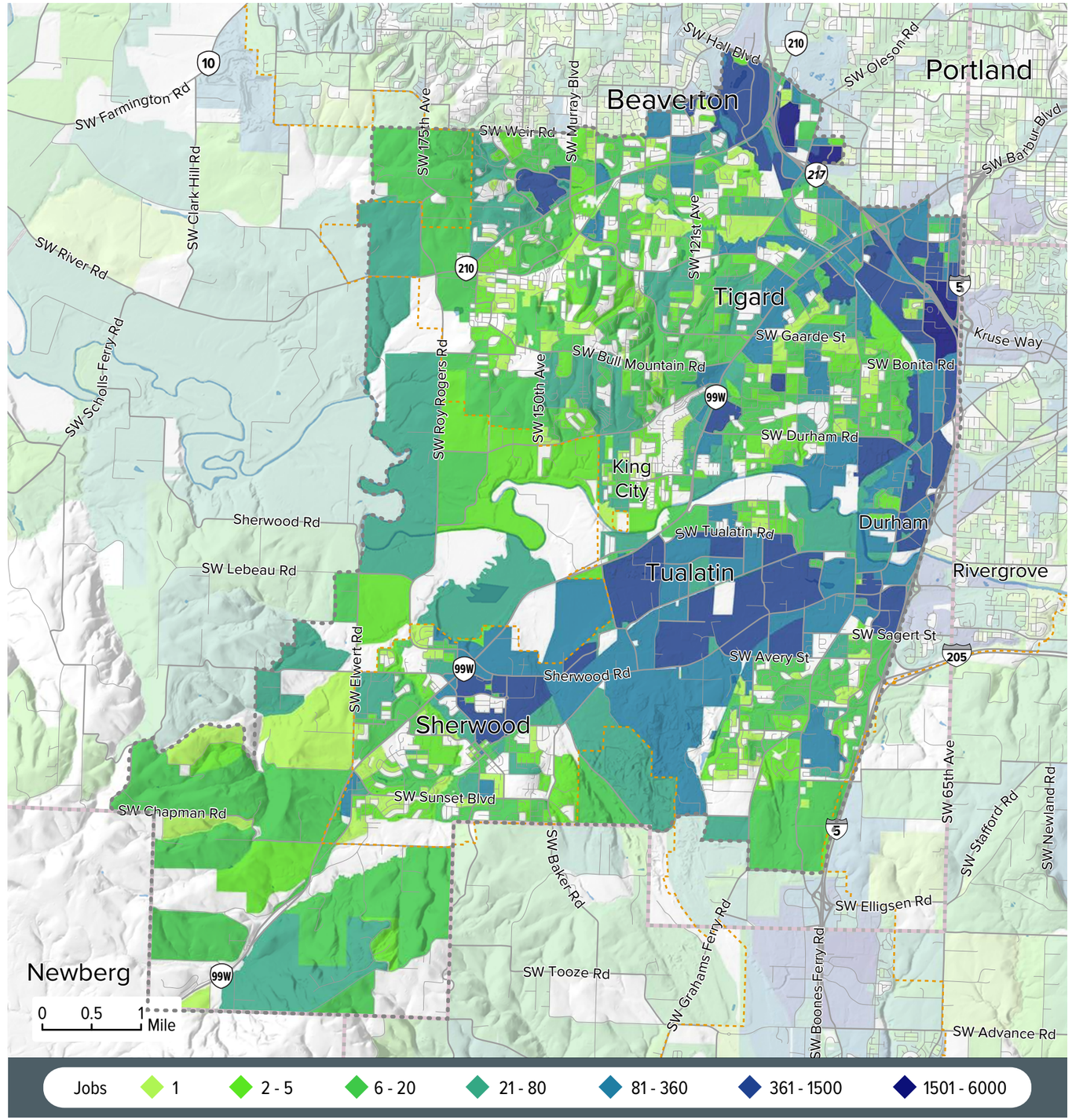


- Corridor analysis zone (CAZ)
- 4% Commercial
- 8% Mixed-use commercial
- 12% Industrial
- 33% Single-family residential
- 4% Multi-family residential
- 1% Parks and open spaces
- 33% Rural
- 5% Future urban development

Sources: Metro RLIS Q4 2013, RTP

75,427 Jobs

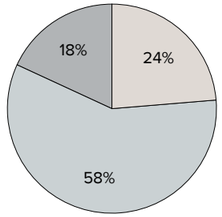




Workforce statistics

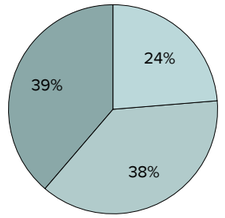
Age

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



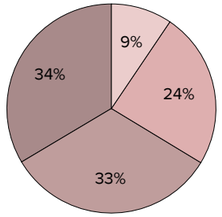
Salary

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



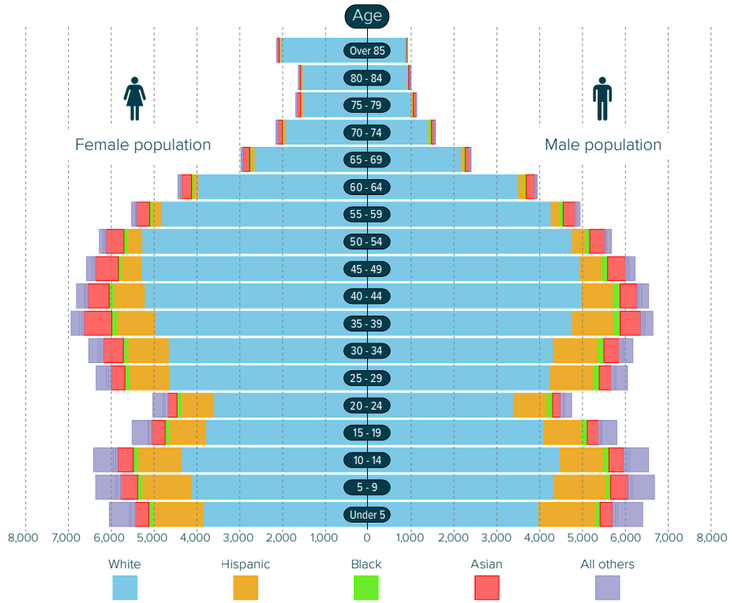
Education

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



Source: 2011 US Census LEHD

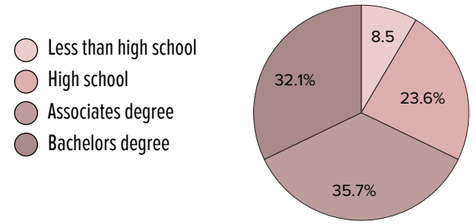
130,689 Residents



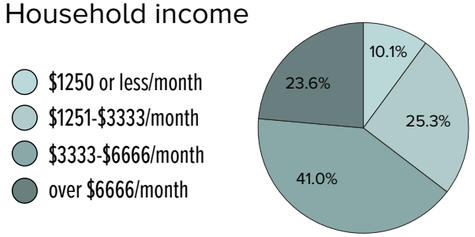
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



Source: 2008-13 American Community Survey

53,607 Dwelling Units
5% Vacancy

4.2 People/Acre

38.7% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

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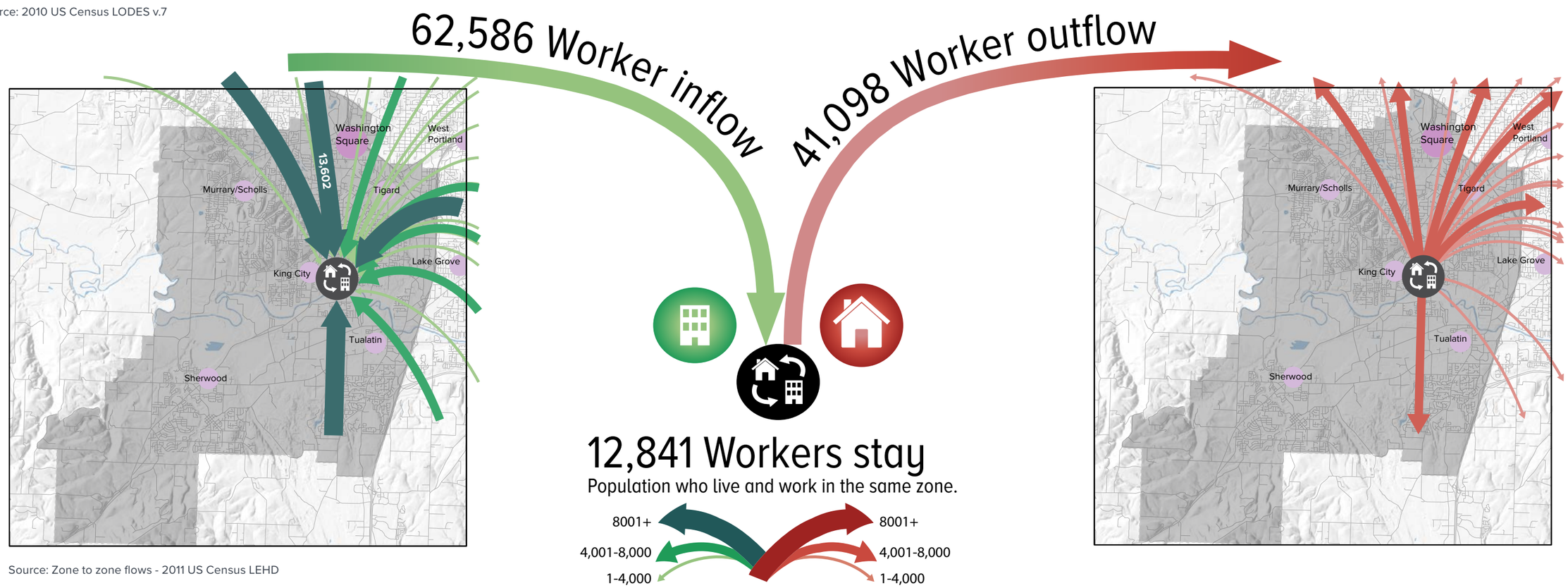
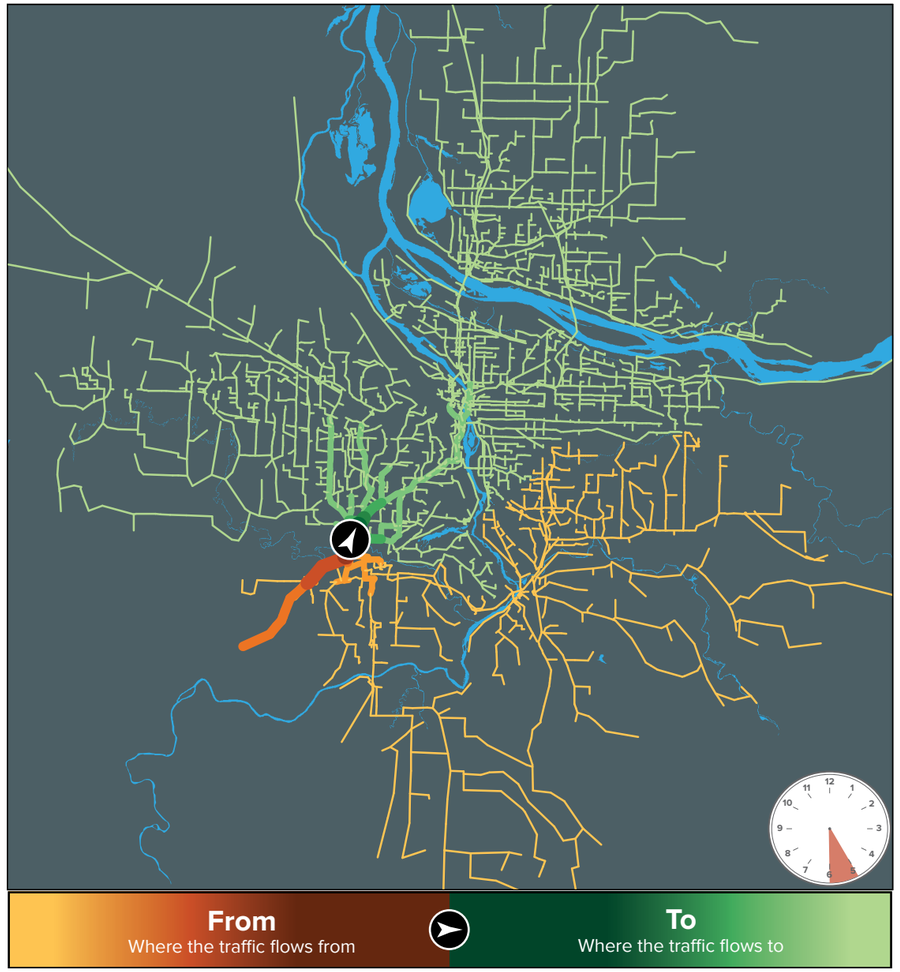


Source: Zone to zone flows - 2011 US Census LEHD

Transportation Flowsheds



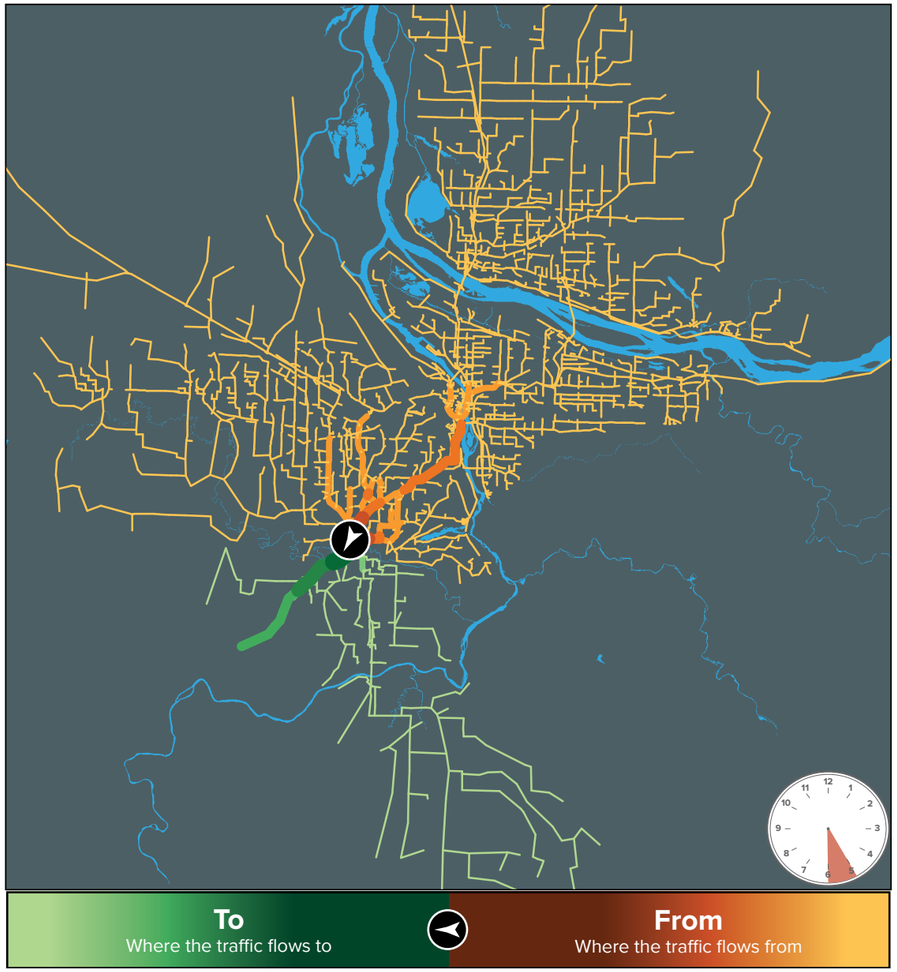
Traffic flow, northbound p.m. 1-hour peak, 5:00-6:00 PM

Source: 2010 Metro Modeling Services Network

Traffic Volumes

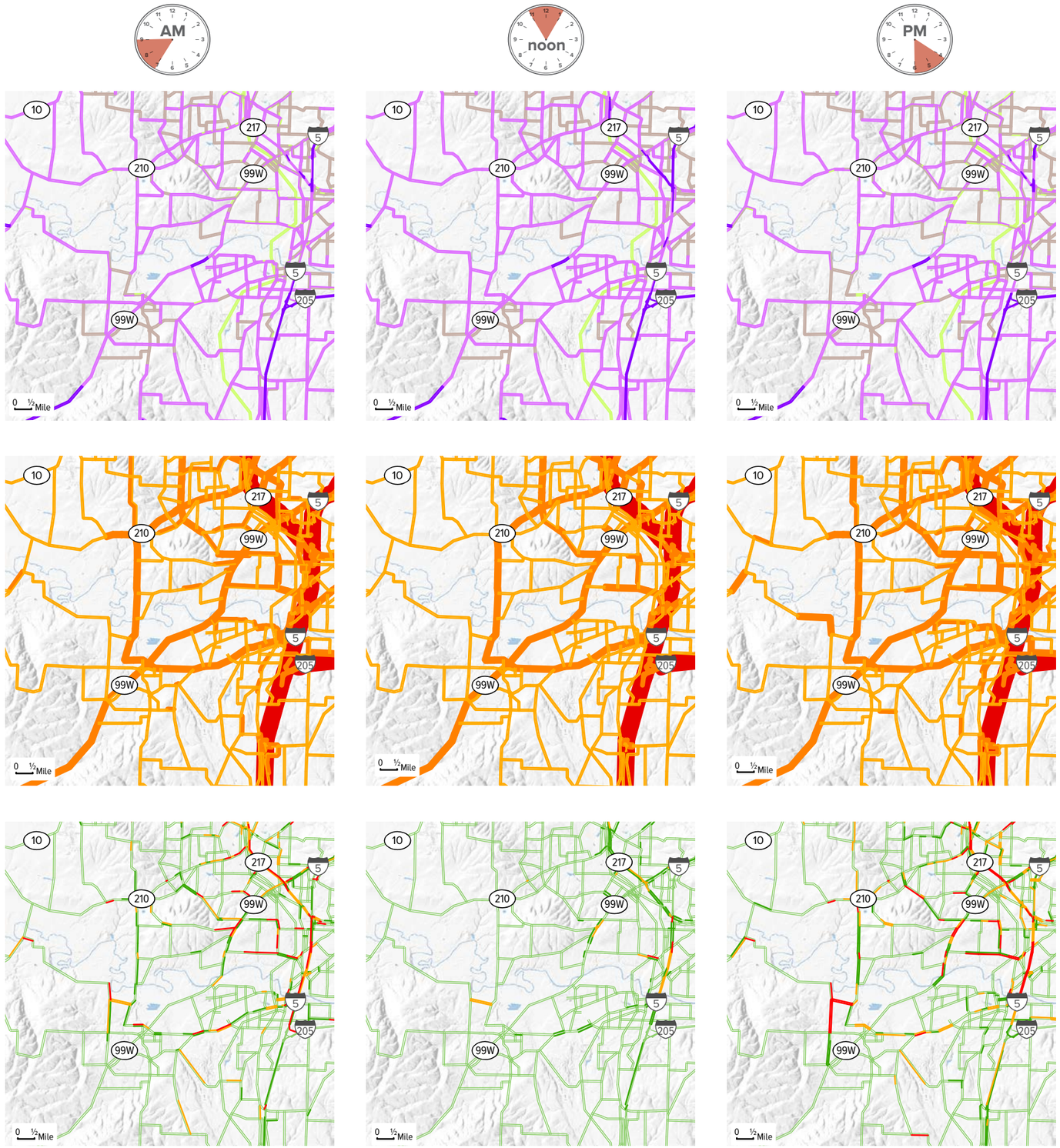
2001 - 6000	1001 - 2000	501 - 1000	251 - 500	50 - 250	under 50

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



Traffic flow, 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

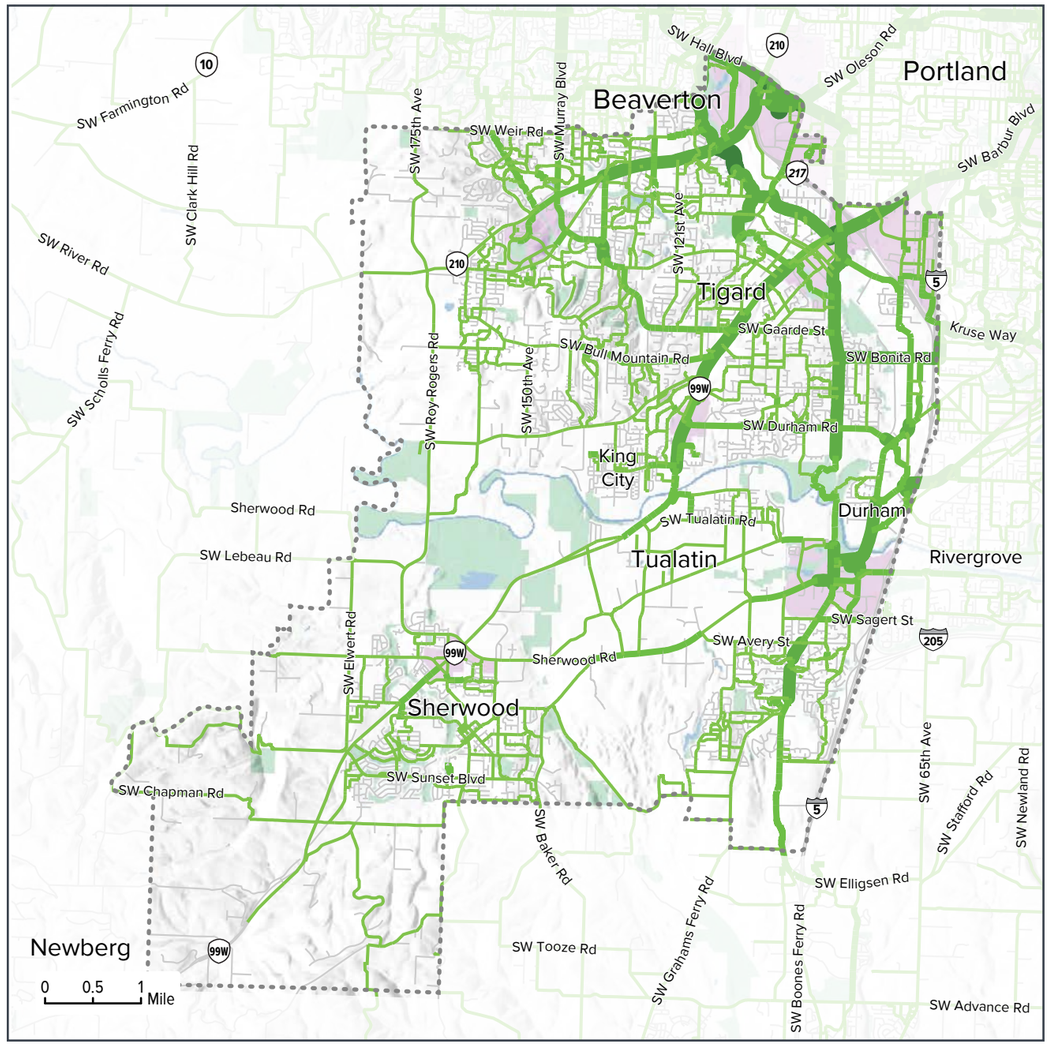
Auto volume/capacity

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

Source: 2010 Metro Modeling Services Network

Bike volume

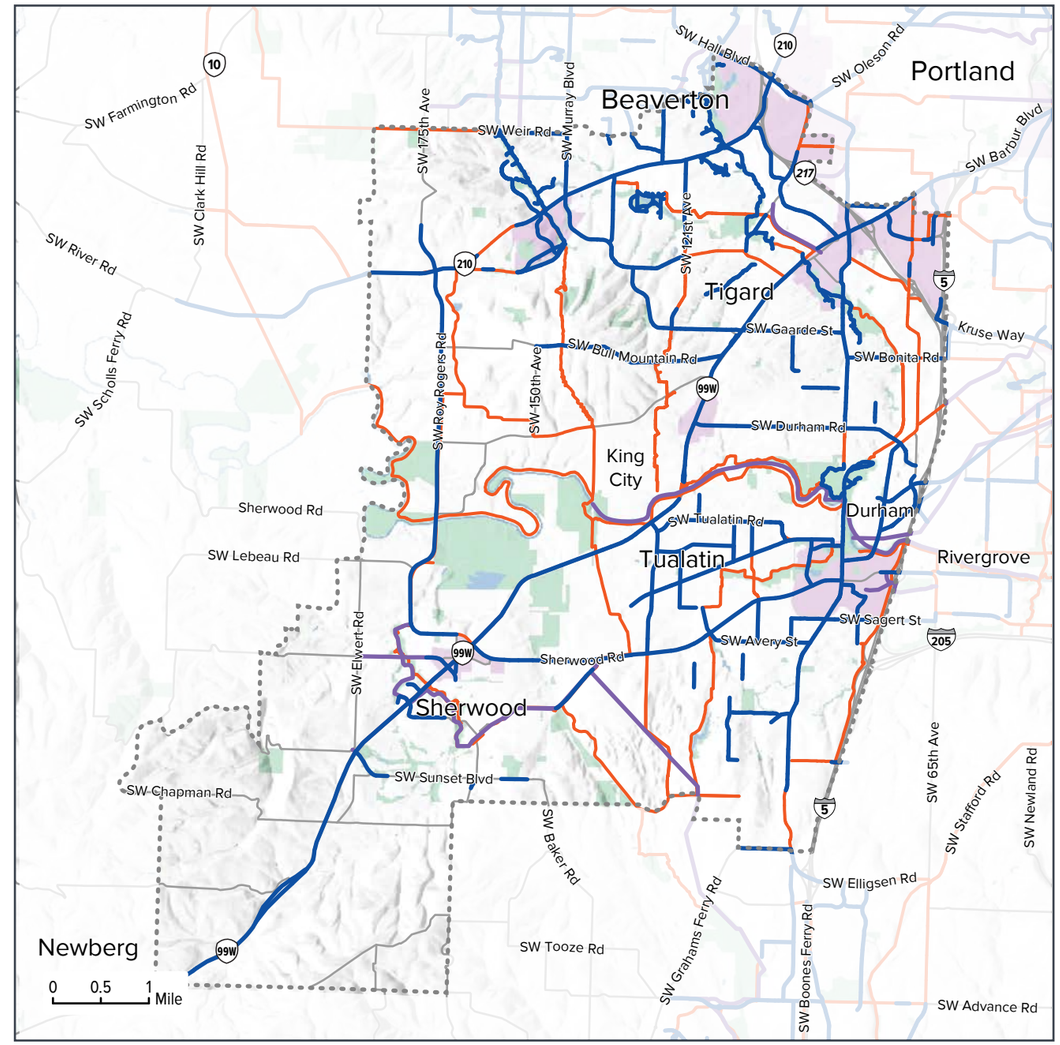
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,500



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Bike system planning

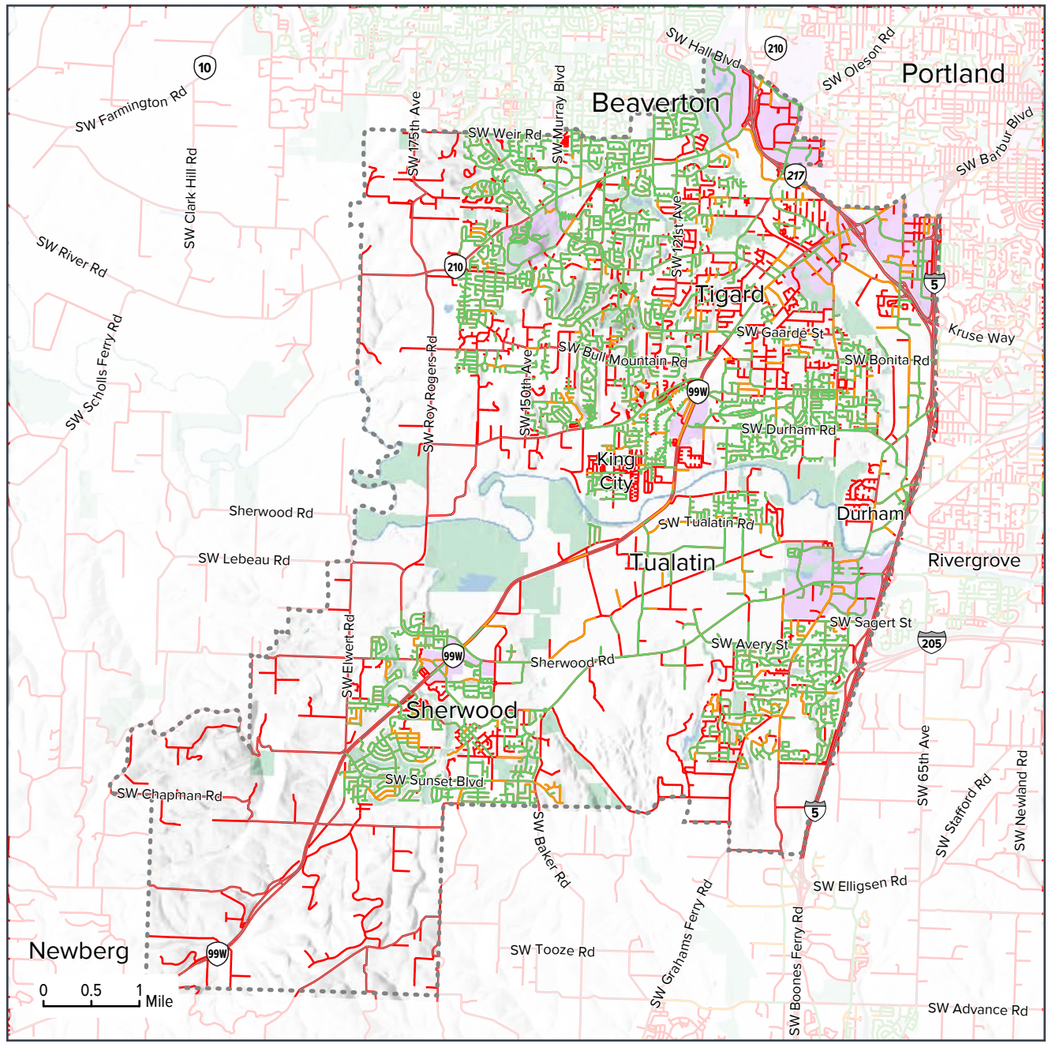
- Existing infrastructure
- Bike project in RTP
- Gap in planned bike system
- Regional bike district



Source: 2014 Metro RLIS

Sidewalk completion

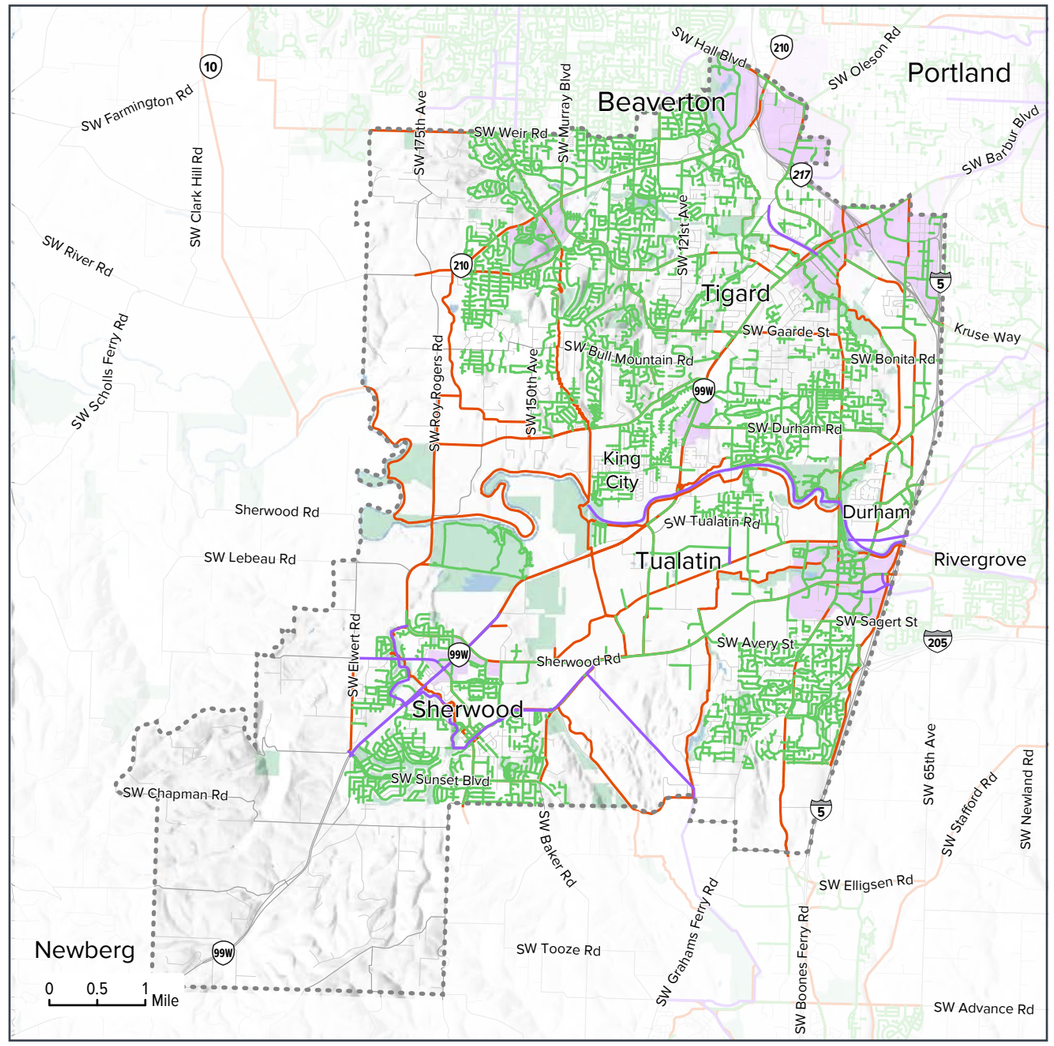
- Completed sidewalk, both sides
- Partially complete sidewalk
- No sidewalk
- Regional pedestian district



Source: 2010 Metro RLIS, 2010 Metro Modeling Services Network

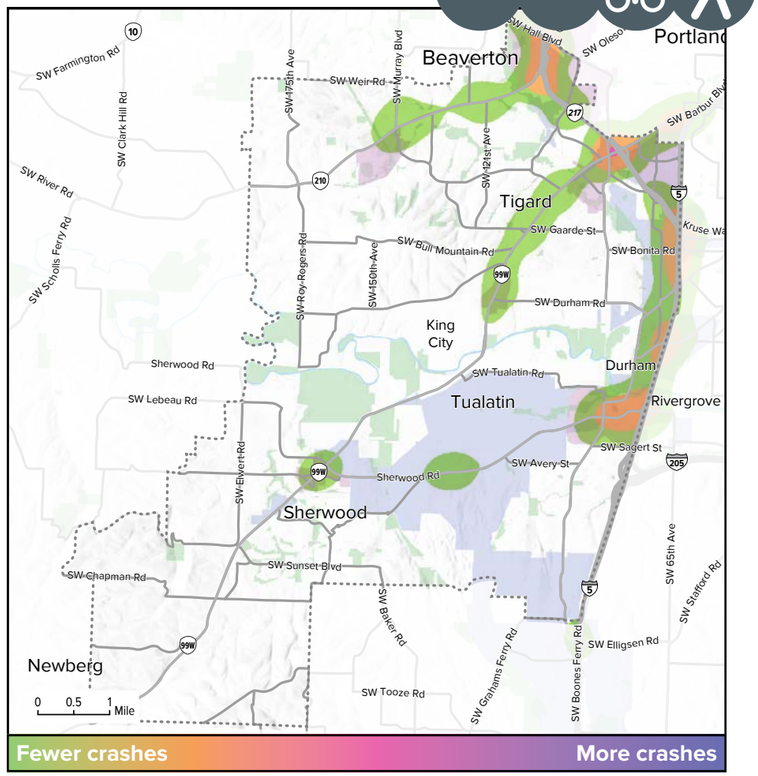
Pedestrian system planning

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



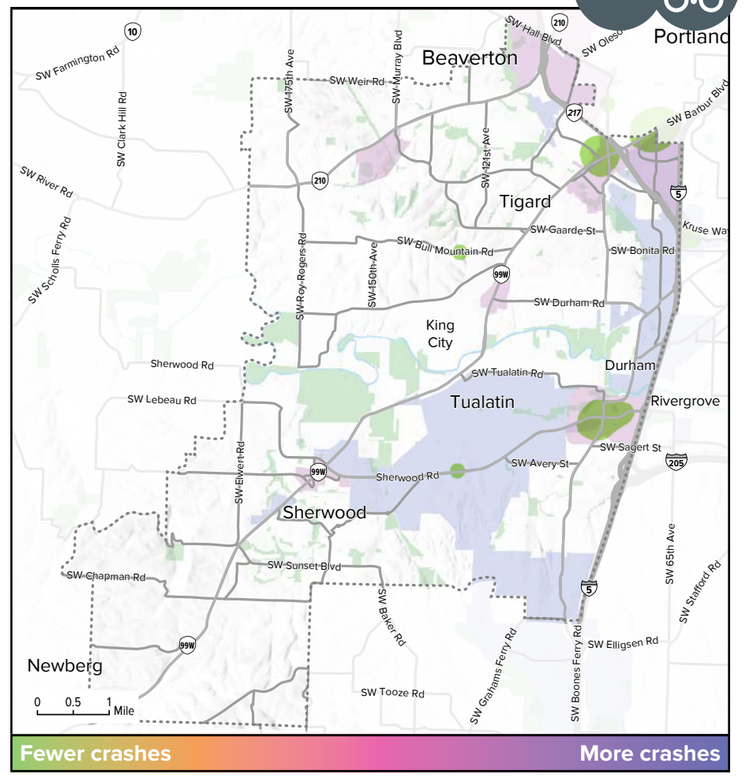
Source: 2010 Metro RLIS, RTP, Metro Modeling Services Network

7,400
Total Crashes: Auto Bike Ped

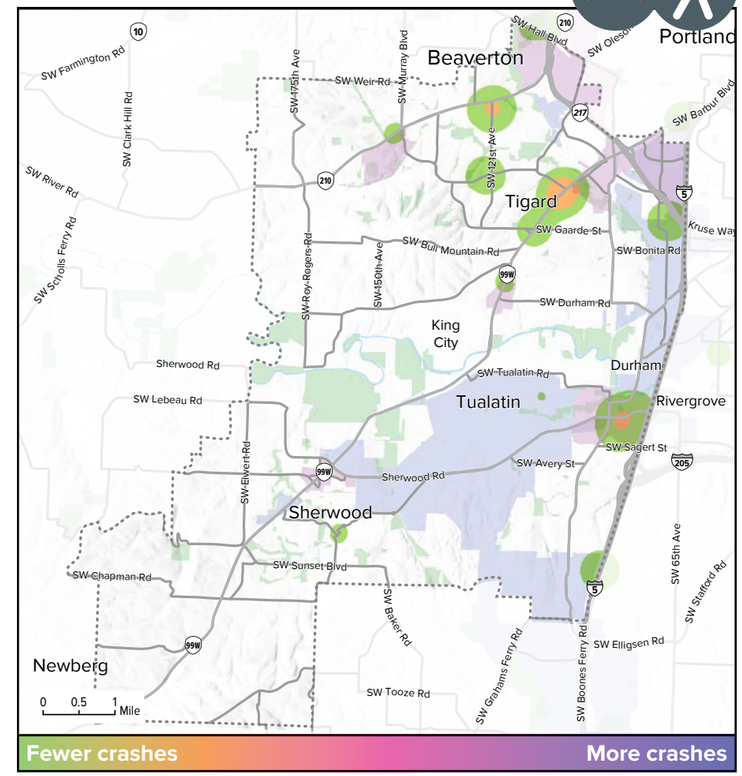


Source: ODOT 2007-2011

90
Total Crashes - Auto - Bike



81
Total Crashes - Auto - Ped



Crash Severity

Fatalities	10	0	4
Injury A	133	4	13
Injury B	789	61	29
Injury C	2,400	20	34
Property Damage Only	4,068	5	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

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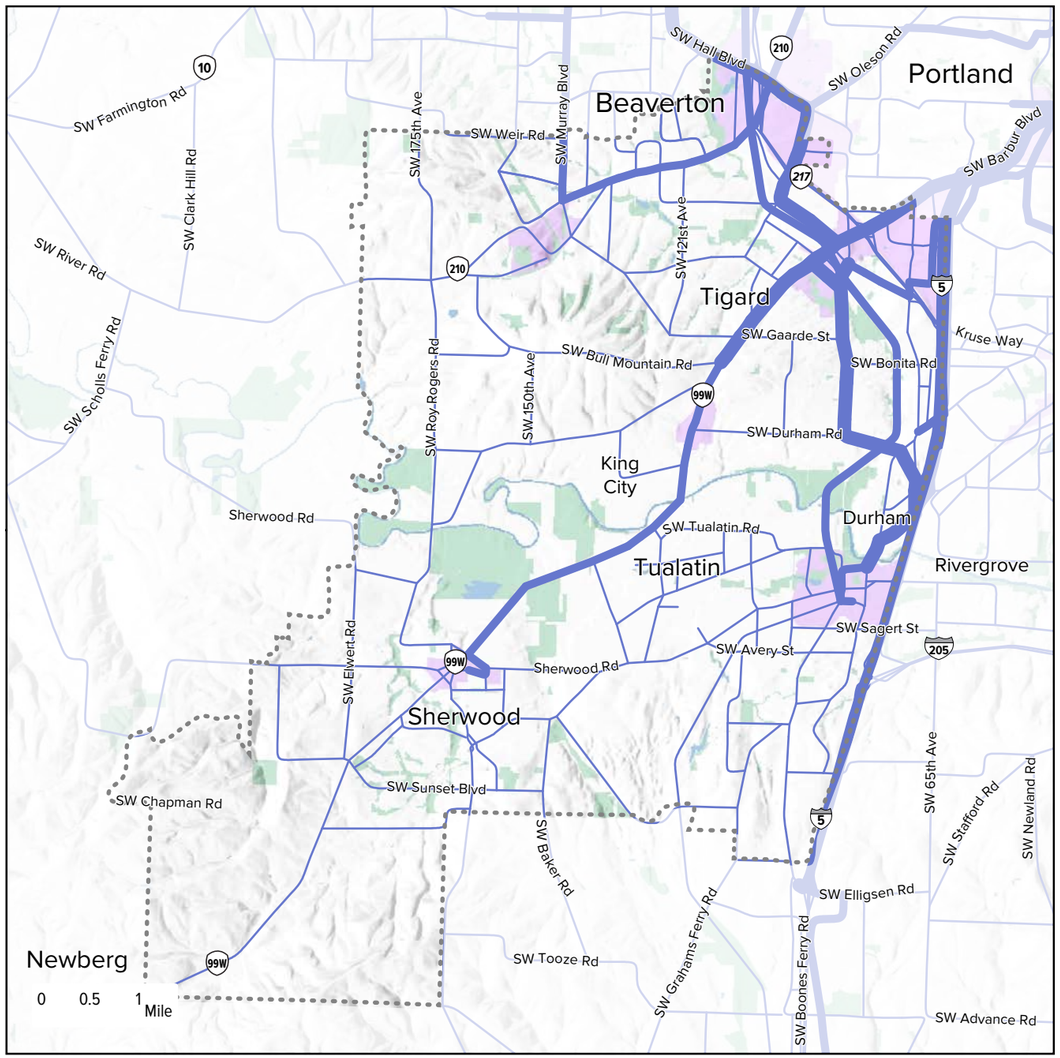
Transit volume

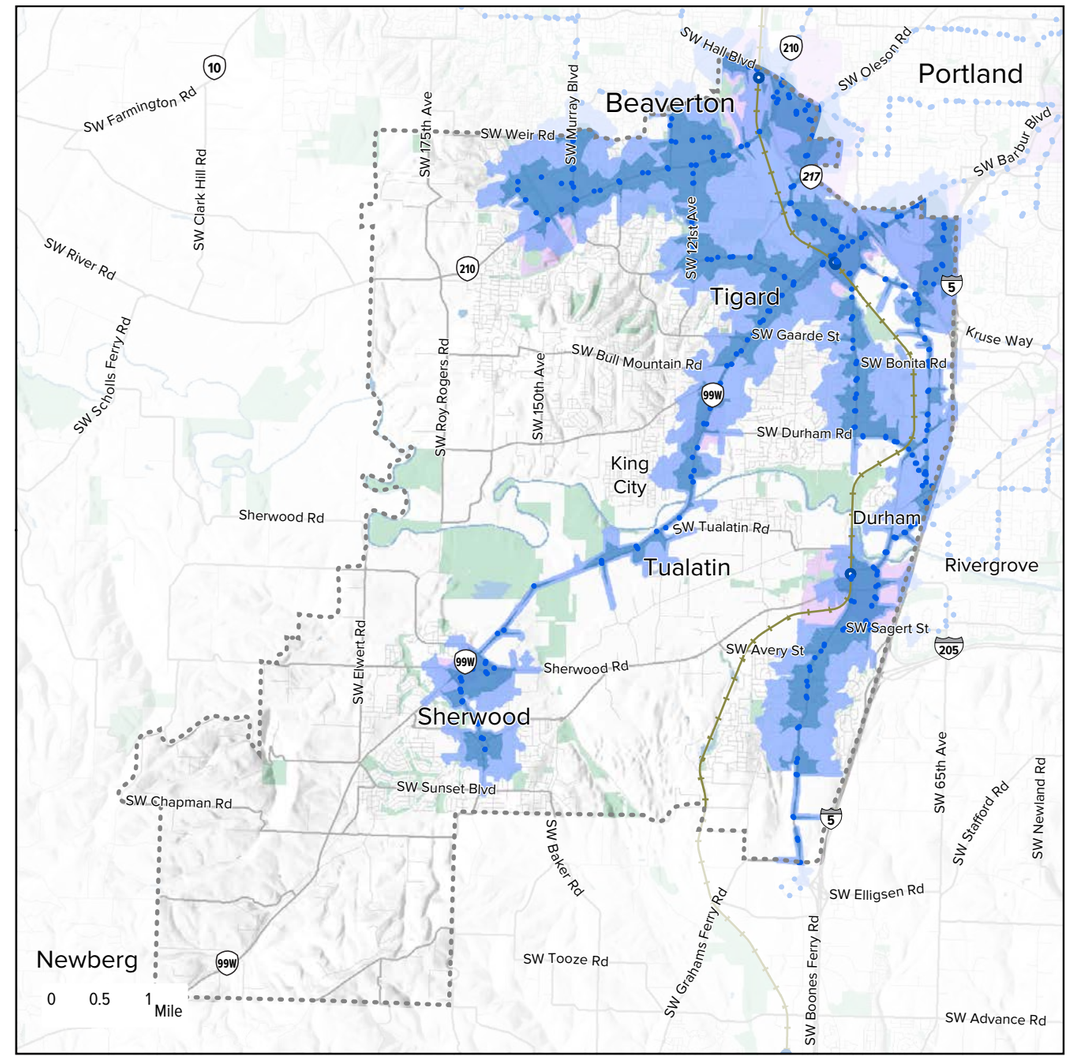
- 1 - 250
- 251 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- over 10,000



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Transit Accessibility

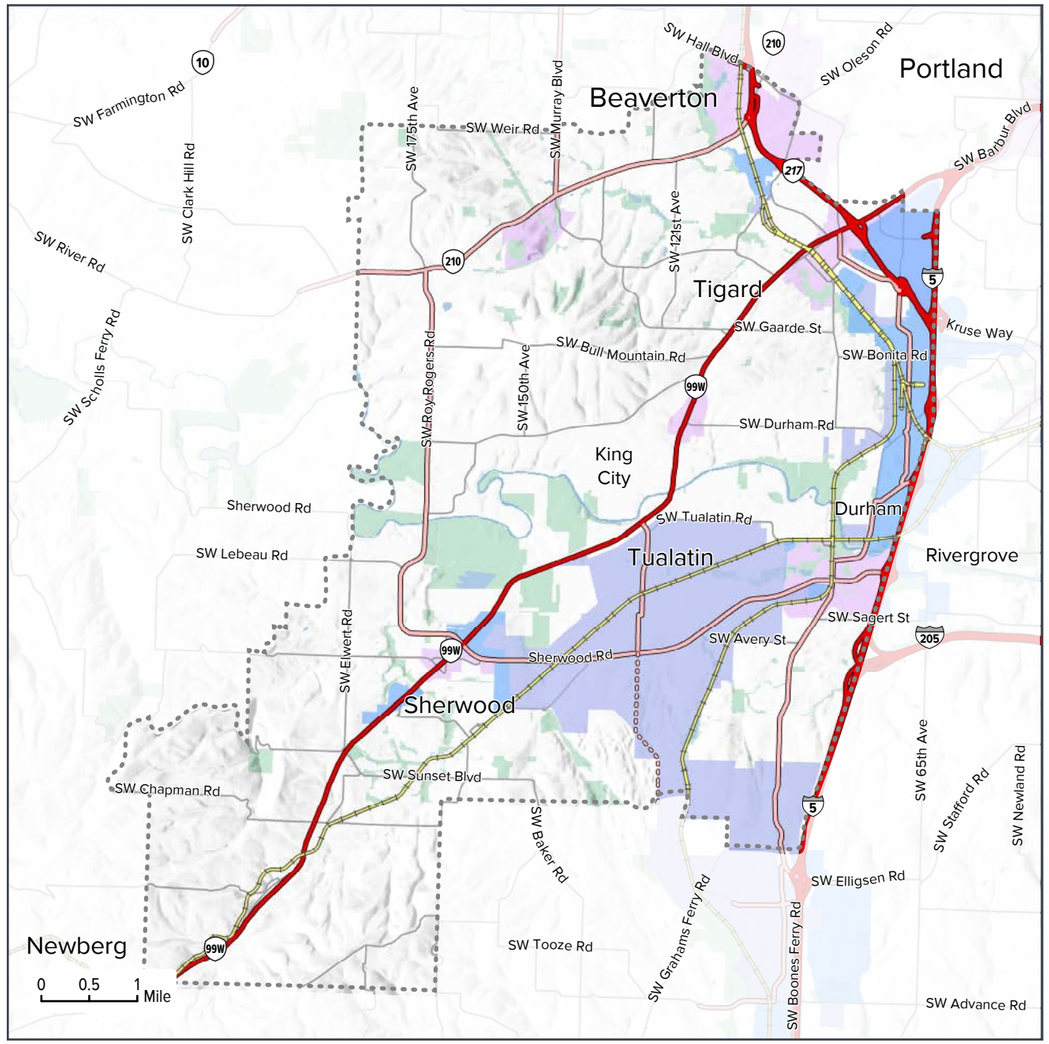
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop



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



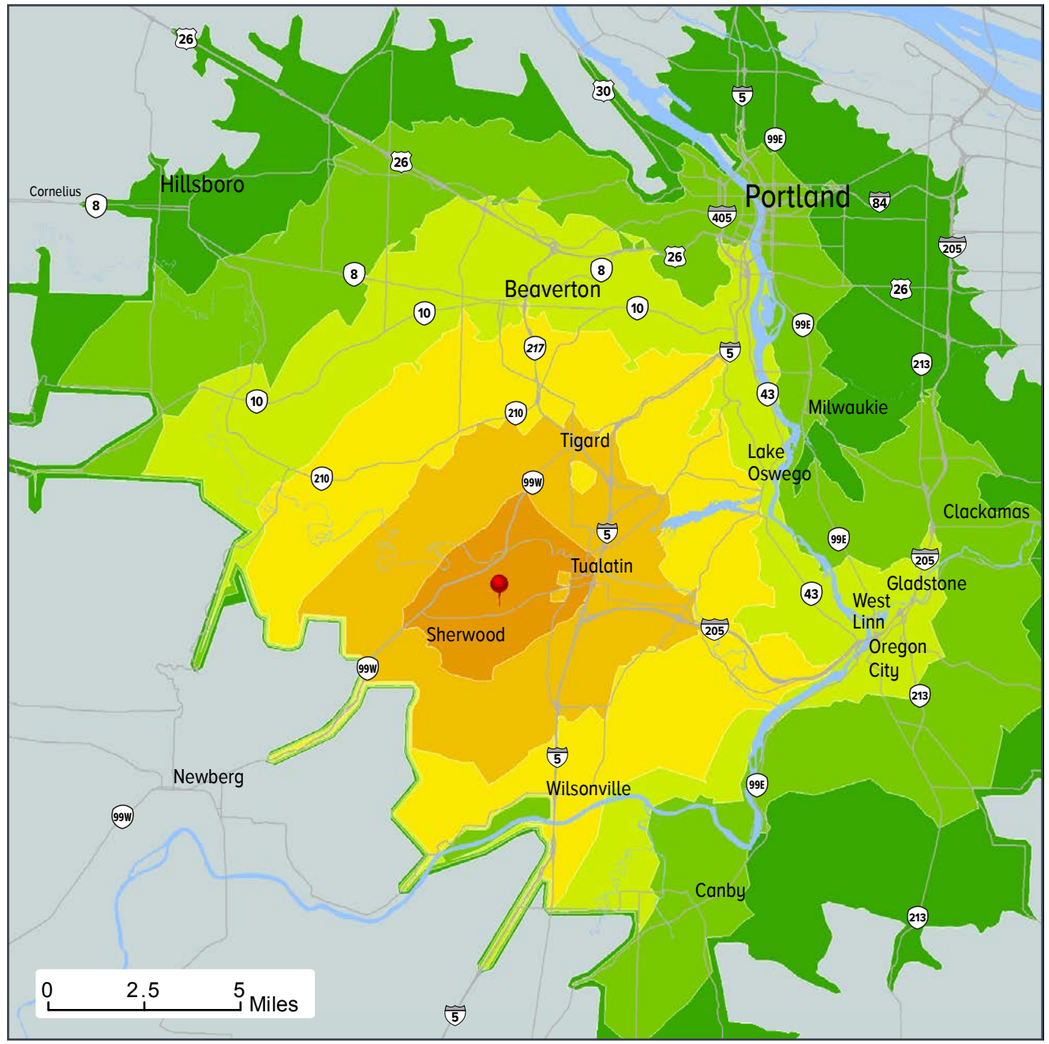
Source: 2014 Metro RLIS, RTP

Truck travel time analysis

Major Freight Access Point

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP