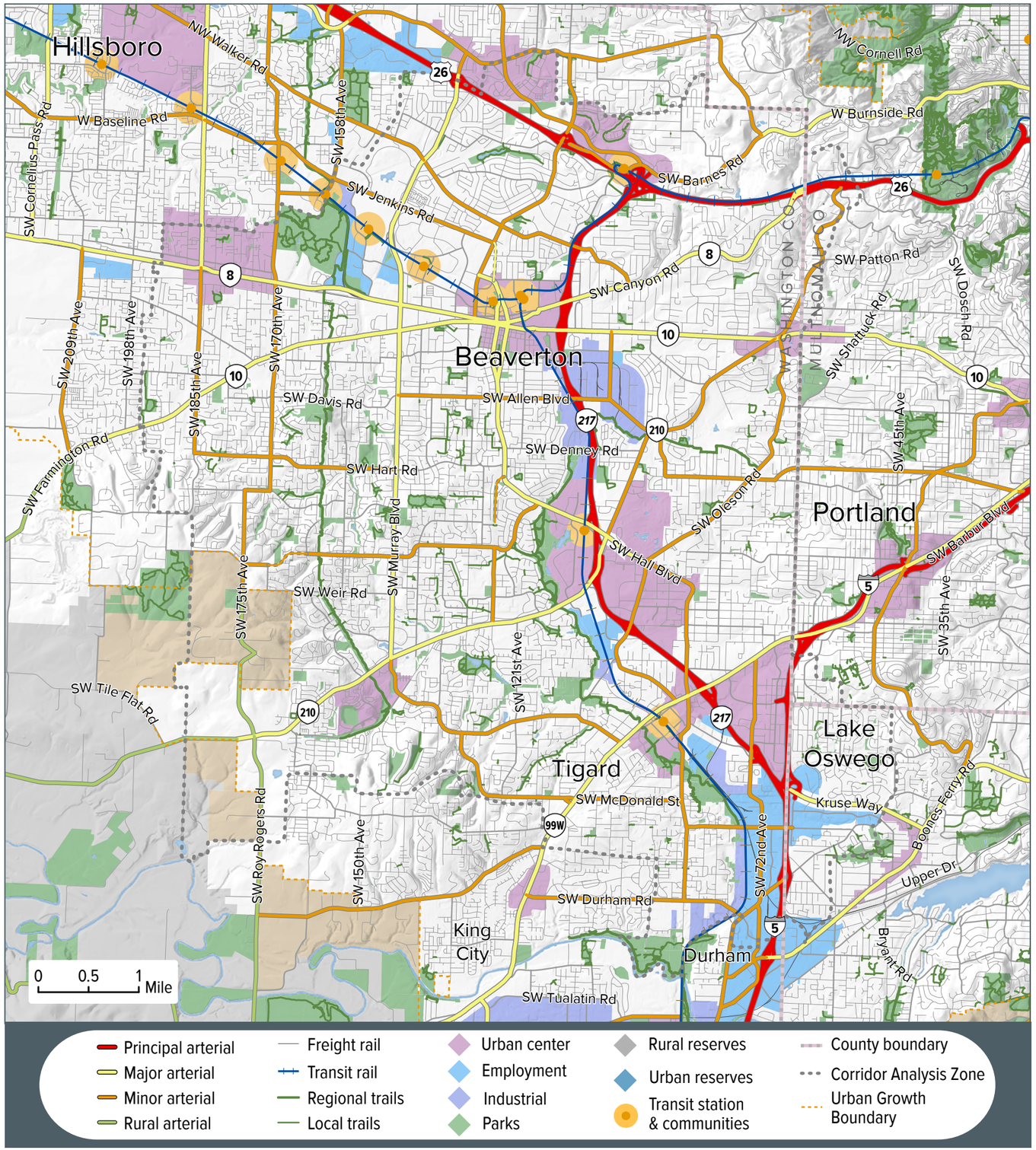
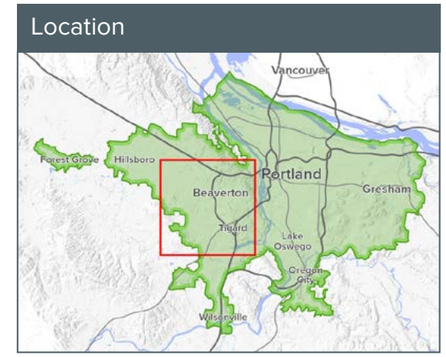


Location

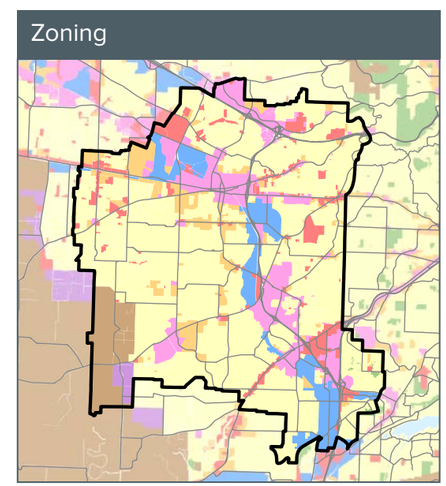


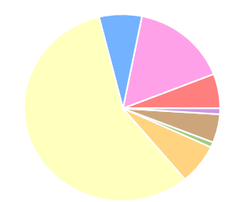
12

Beaverton to Tigard

The Beaverton to Tigard mobility corridor encompasses Hwy 217, MAX light rail, Westside Express Service (WES) commuter rail, parallel arterial streets as well as transit service and bicycle routes that support movement in and through the corridor. Hwy 217 supports intraregional travel between Beaverton, Hillsboro, Portland, Tigard, Tualatin, and Wilsonville. SW Hall Blvd, SW Murray Blvd, SW Oleson Rd and SW Scholls Ferry Blvd are parallel streets in this corridor. There is a diversity of land uses including several commercial centers, employment and industrial areas. The local street network is a patchwork of well-connected and discontinuous streets.

Zoning

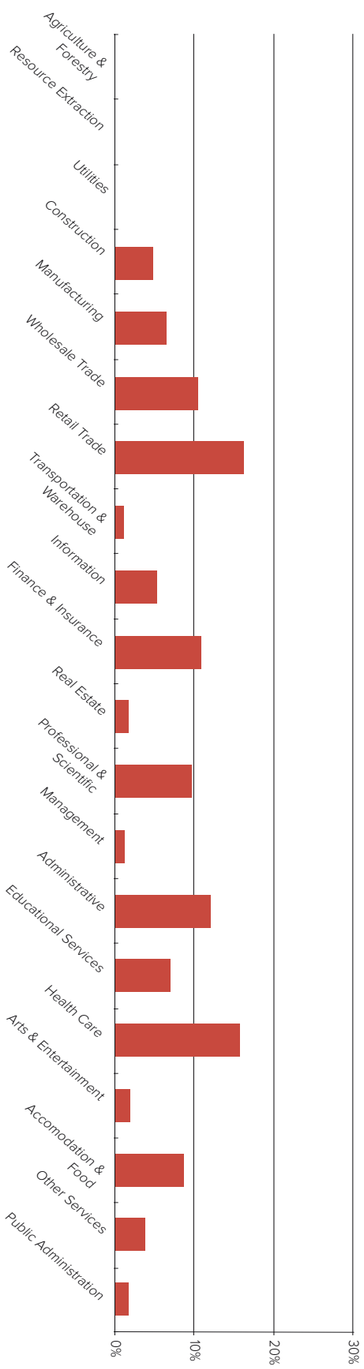


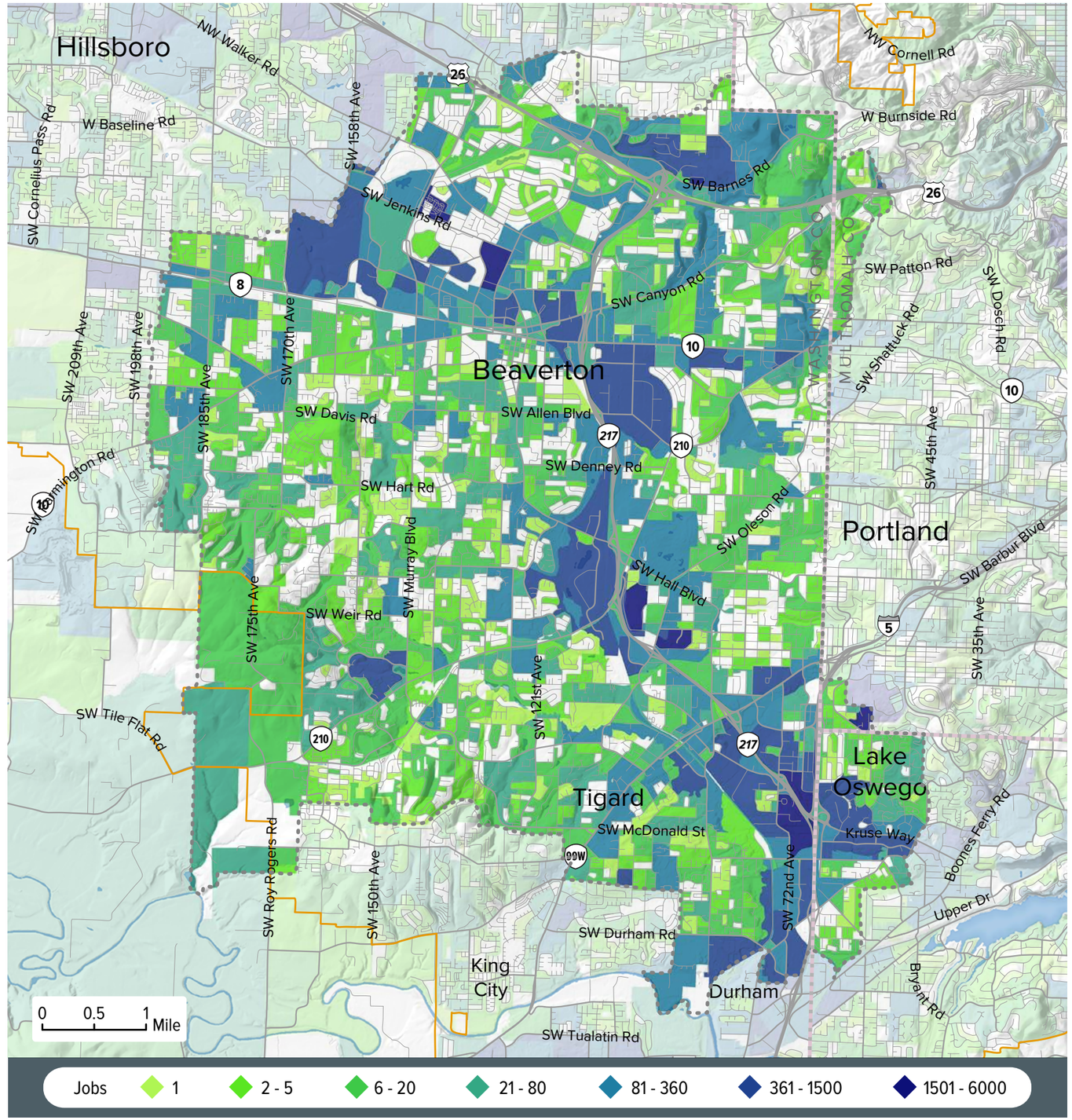


- Corridor analysis zone (CAZ)
- 6% Commercial
- 16% Mixed-use commercial
- 7% Industrial
- 57% Single-family residential
- 7% Multi-family residential
- 1% Parks and open spaces
- 5% Rural
- 1% Future urban development

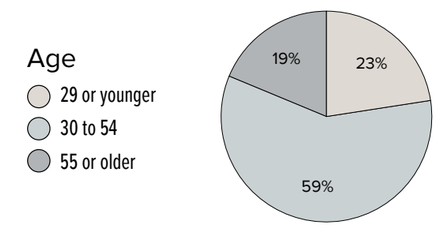
Sources: Metro RLIS Q4 2013, RTP

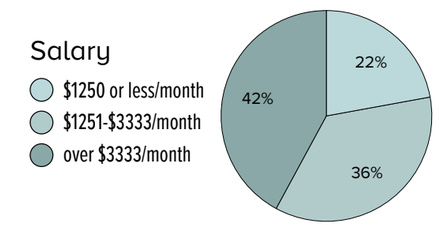
114,866 Jobs

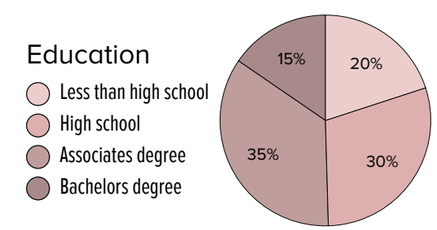




Workforce statistics

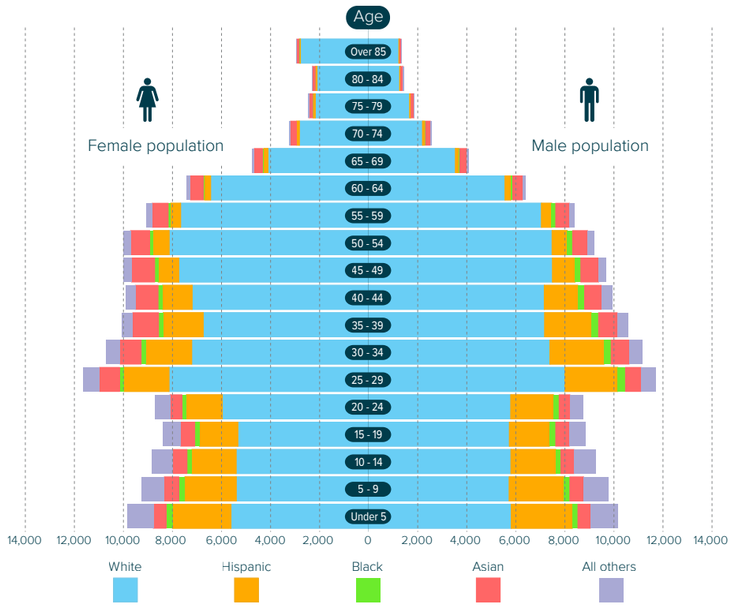






Source: 2011 US Census LEHD

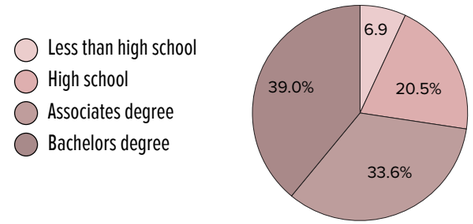
221,876 Residents



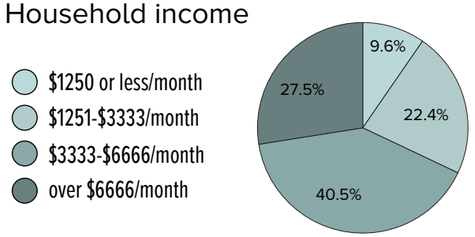
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



Source: 2008-13 American Community Survey

94,770 Dwelling Units
5% Vacancy

7.3 People/Acre

43.9% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

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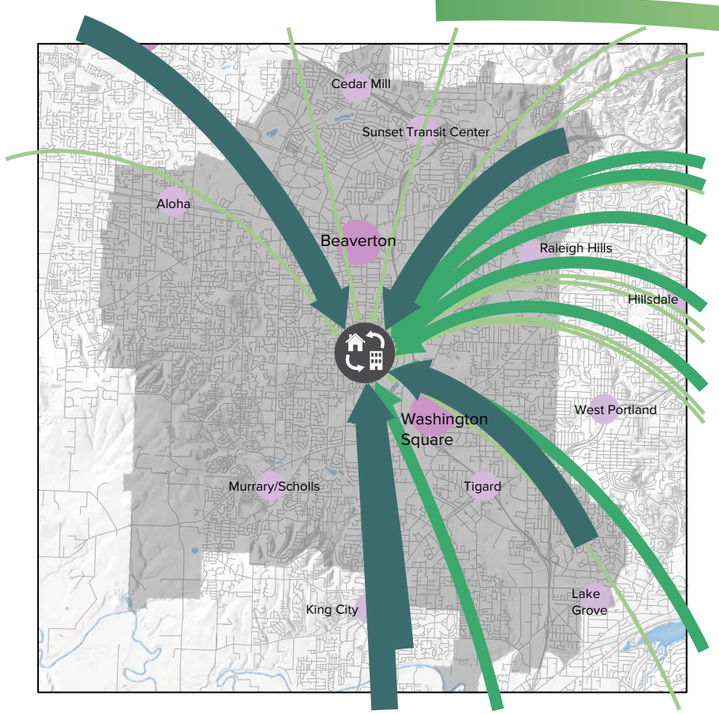
89,652 Worker inflow

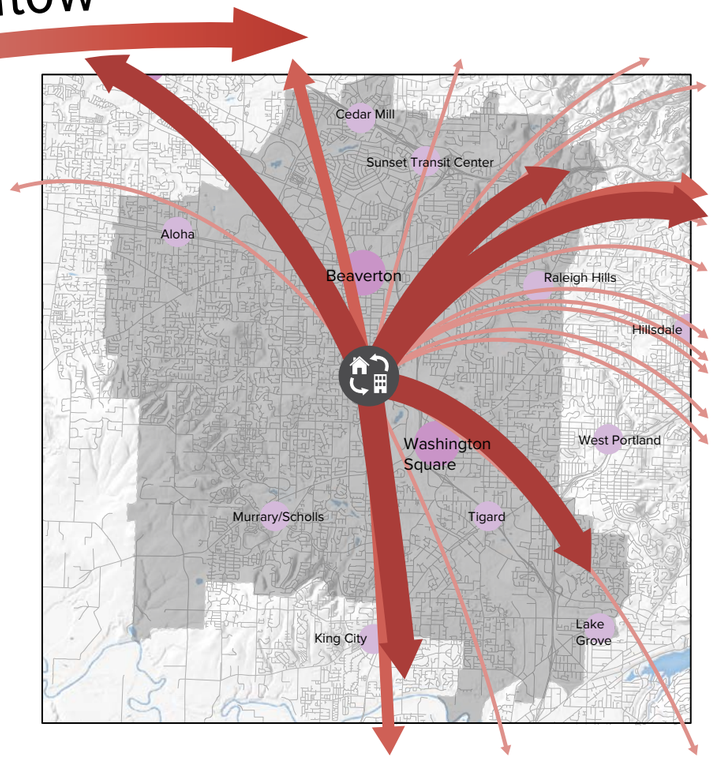
69,567 Worker outflow



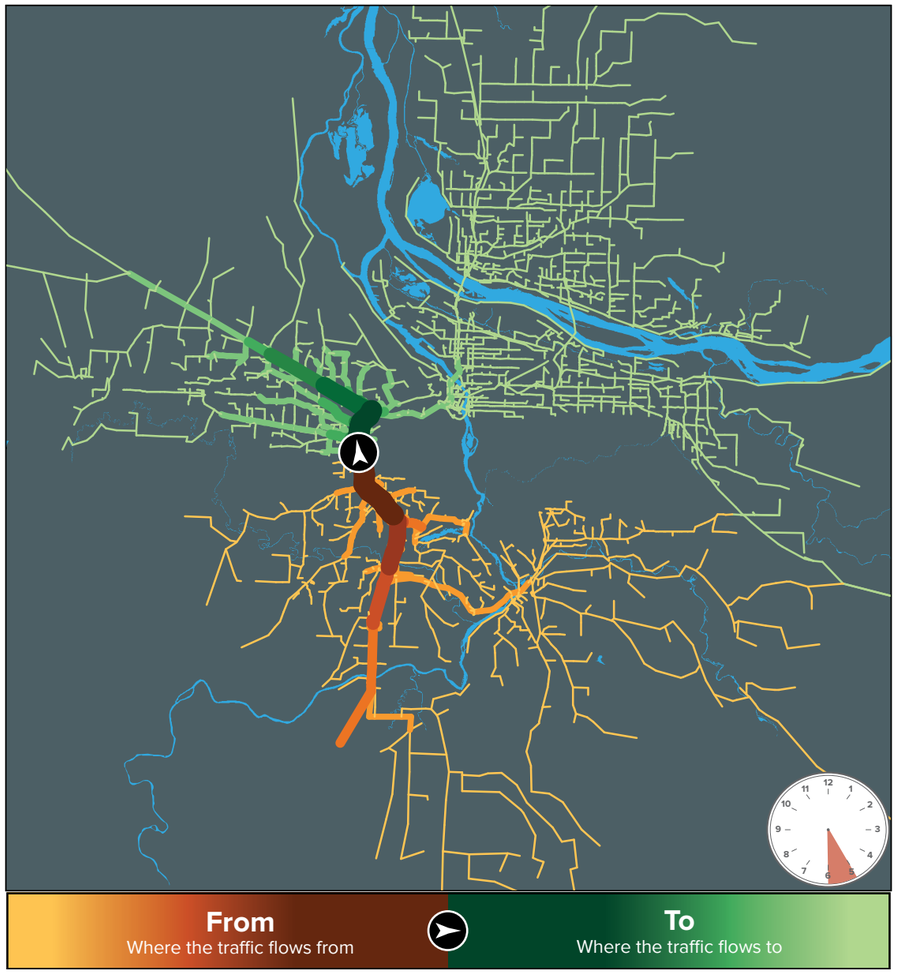
Source: Zone to zone flows - 2011 US Census LEHD

25,214 Workers stay

Population who live and work in the same zone.

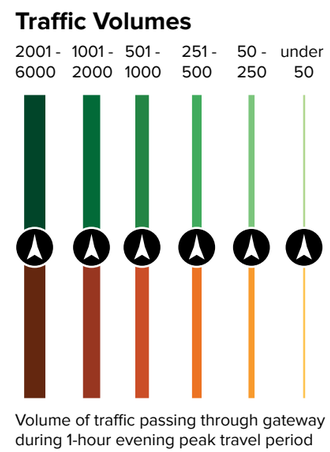


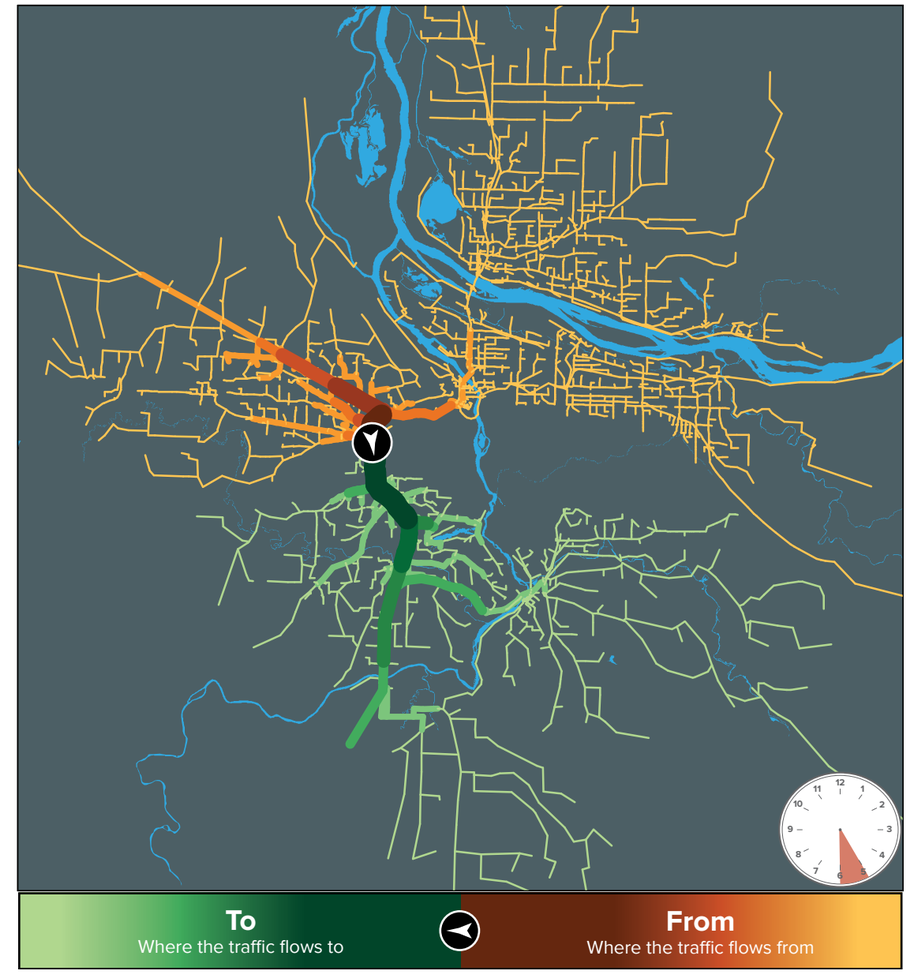
Transportation Flowsheds



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

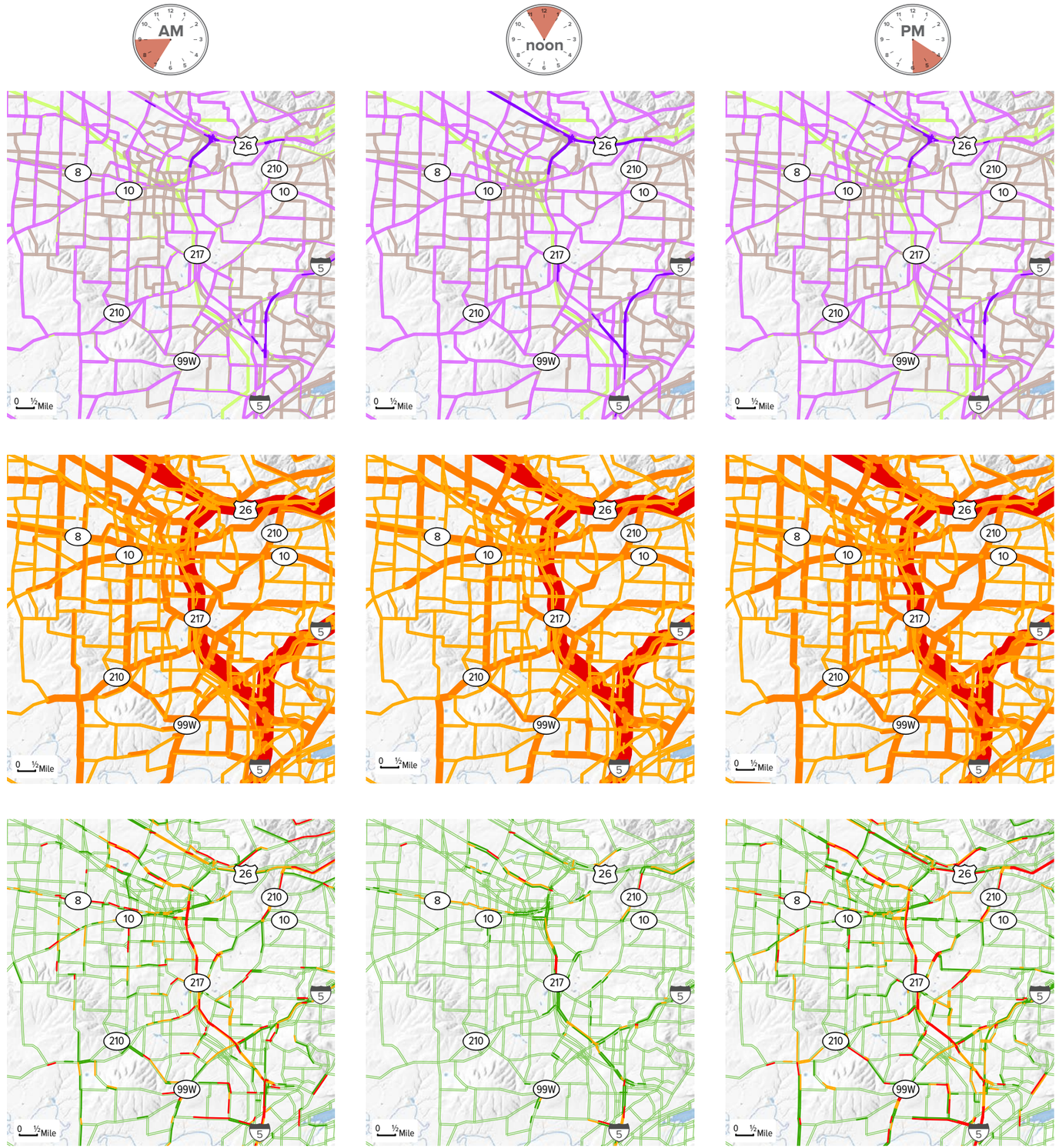
Source: 2010 Metro Modeling Services Network





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

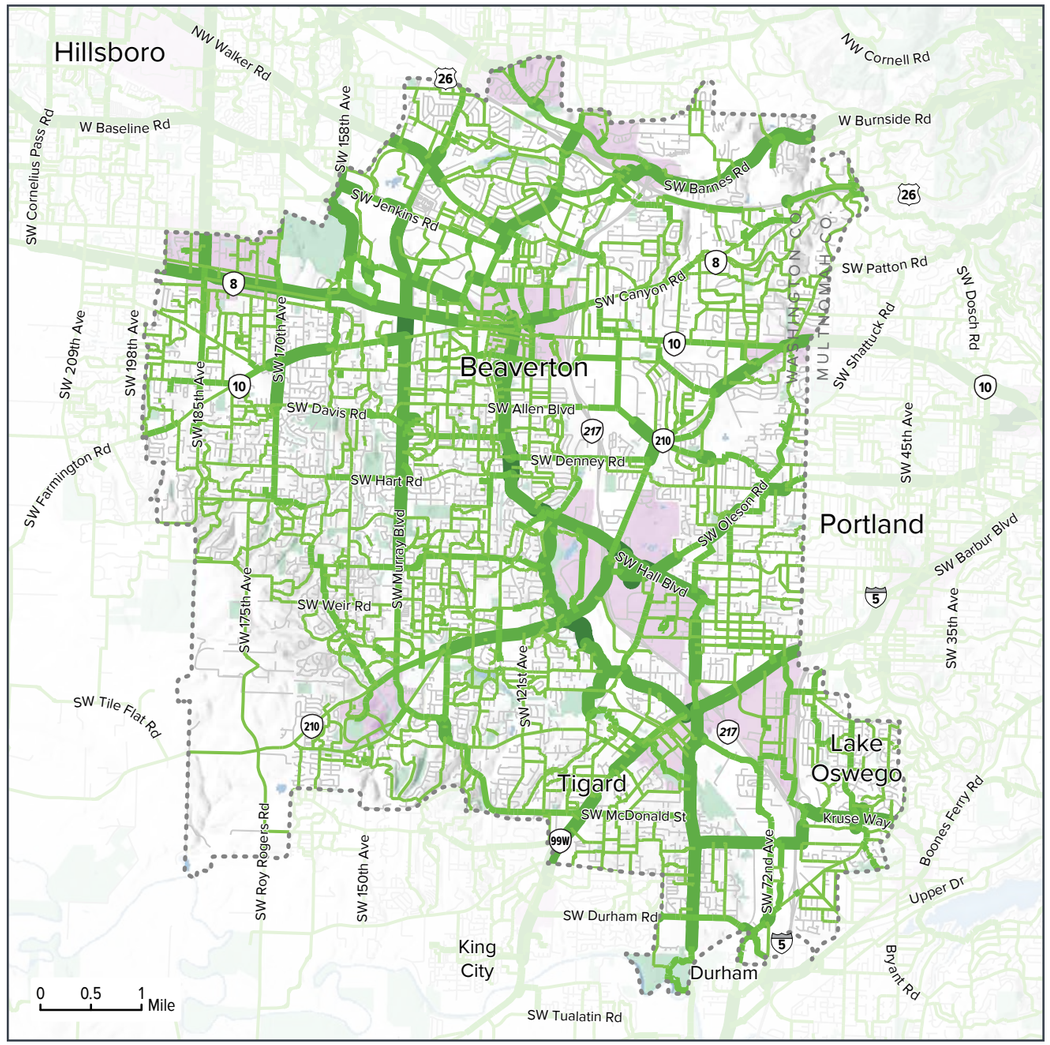
Auto volume/capacity

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

Source: 2010 Metro Modeling Services Network

Bike volume

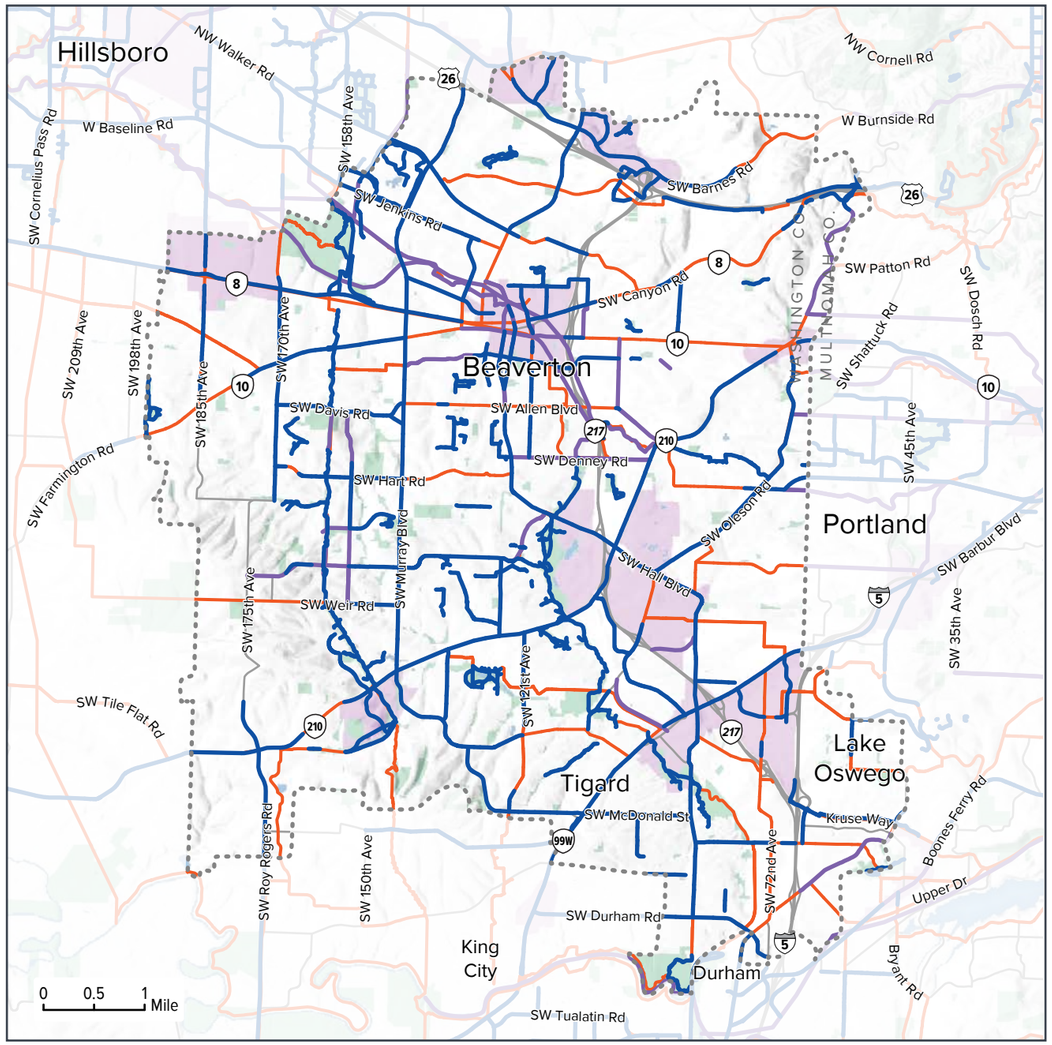
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,500



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Bike system planning

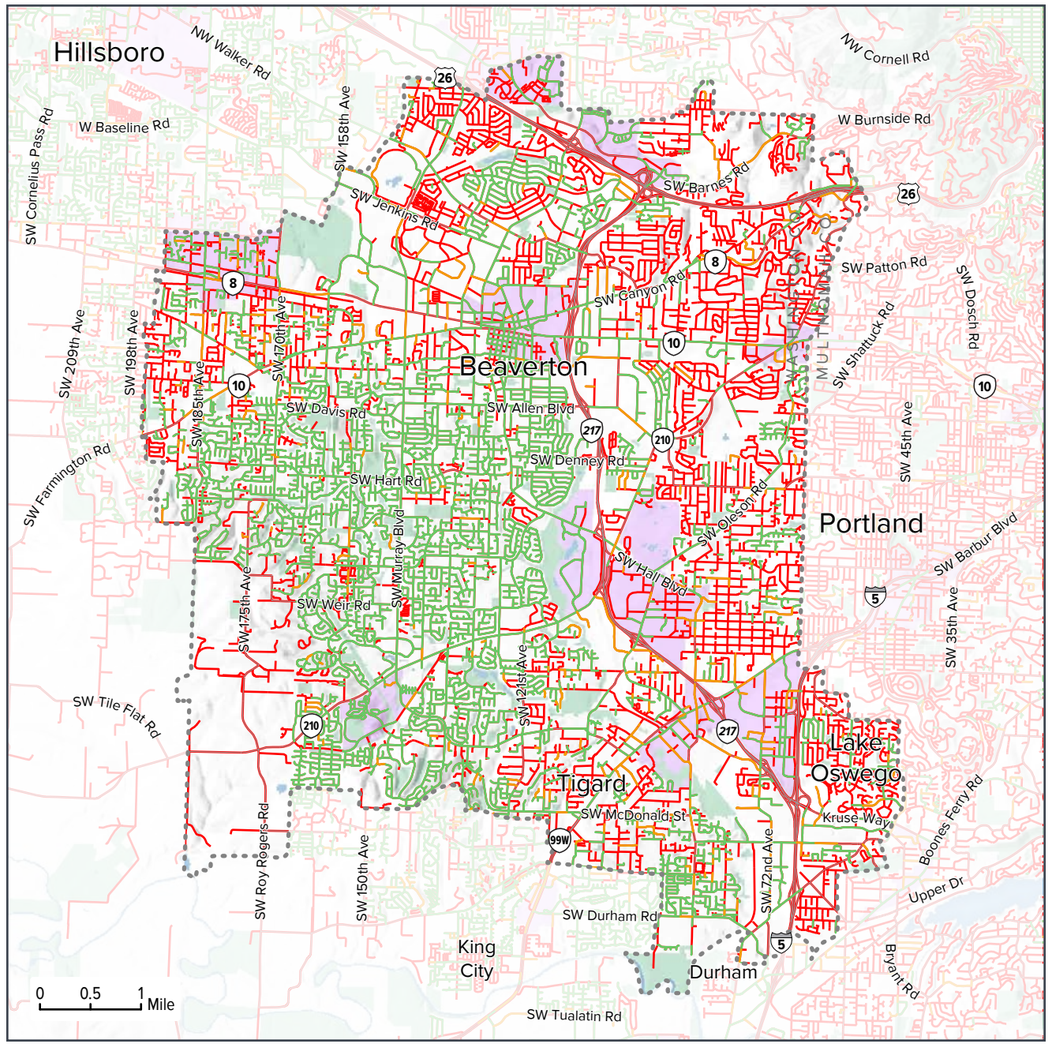
- Existing infrastructure
- Bike project in RTP
- Gap in planned bike system
- Regional bike district



Source: 2014 Metro RLIS

Sidewalk completion

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

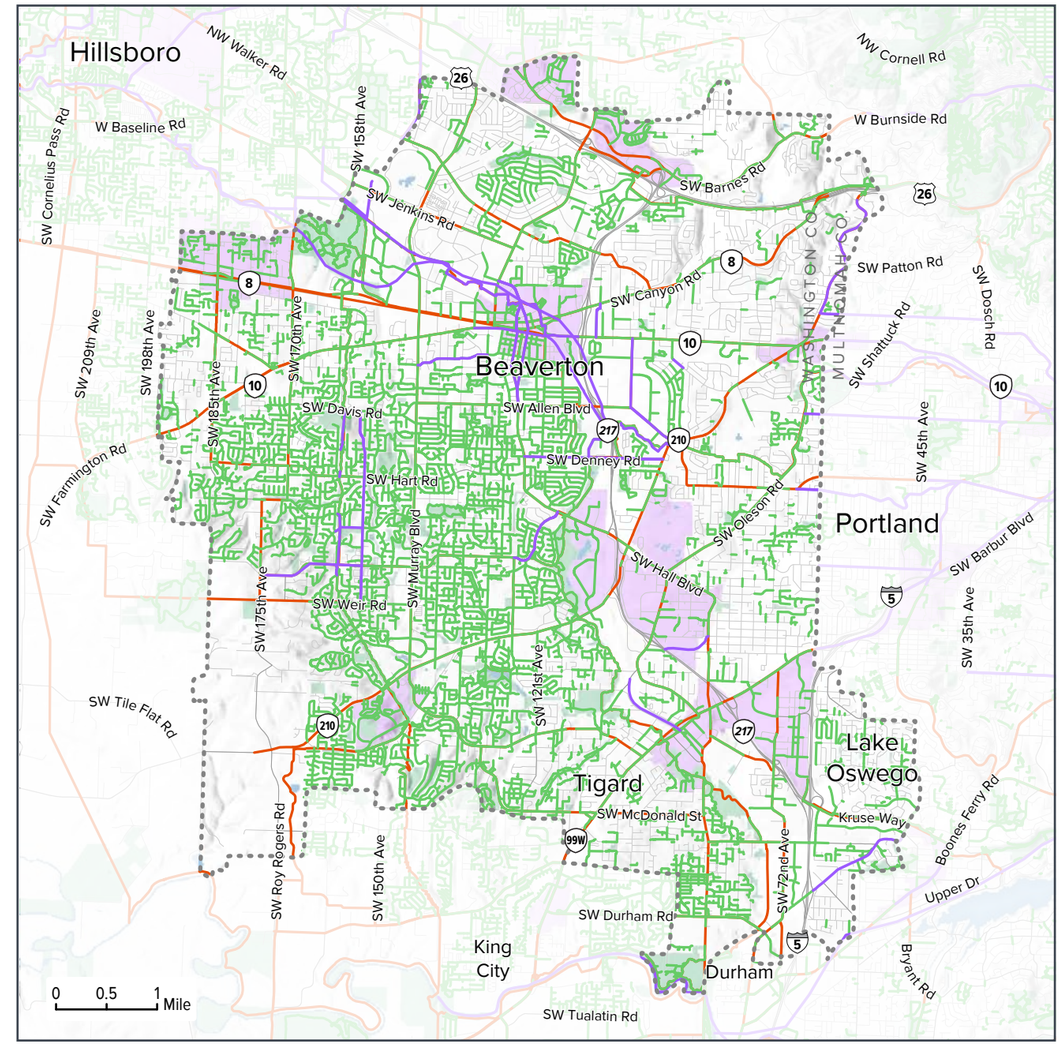


Source: 2014 Metro RLIS

Pedestrian system planning

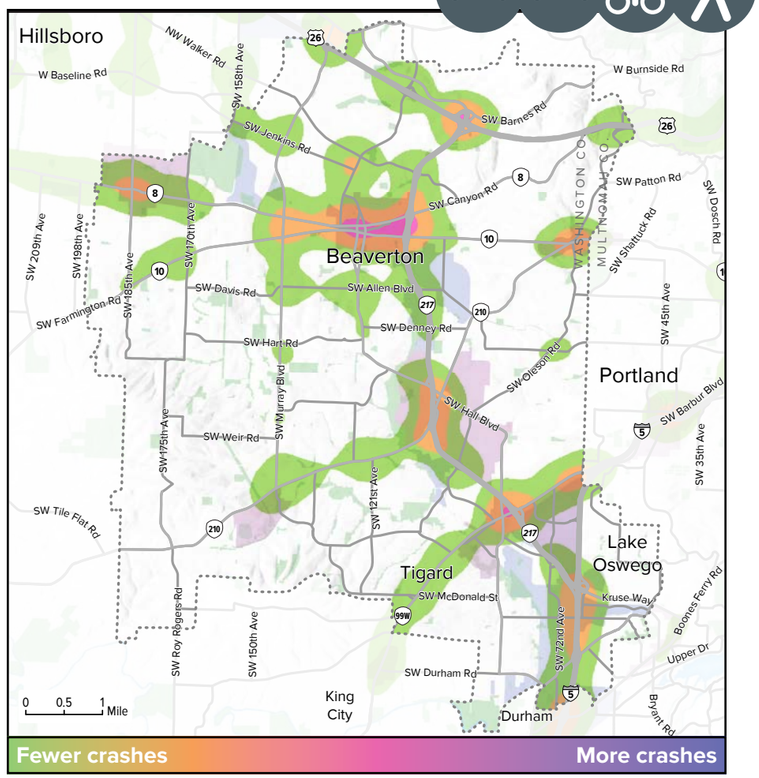
- Existing infrastructure
- Pedestrian project in RTP
- Gap in planned pedestrian system
- Regional pedestrian district

12



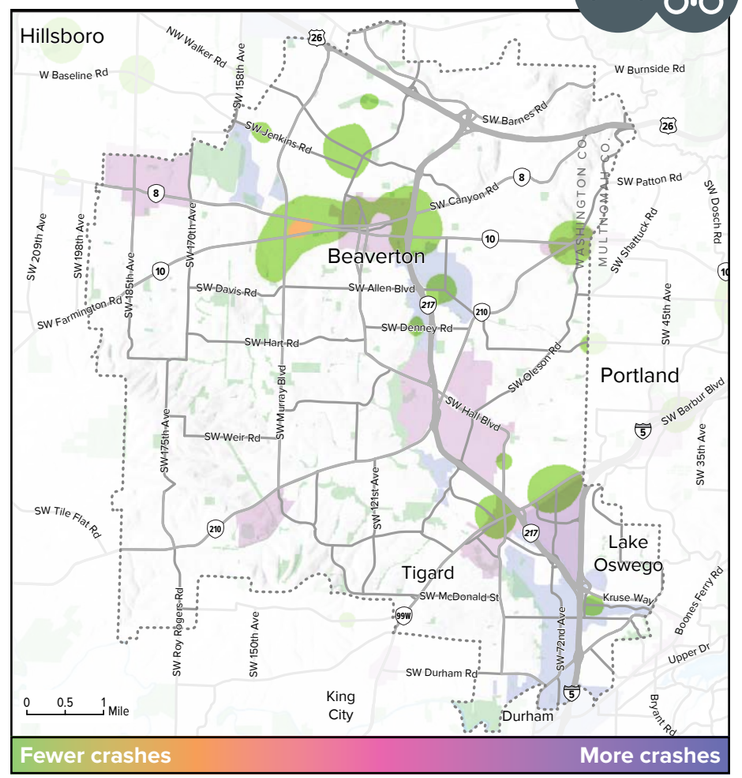
Source: 2014 Metro RLIS, RTP

13,387
Total Crashes: Auto Bike Ped

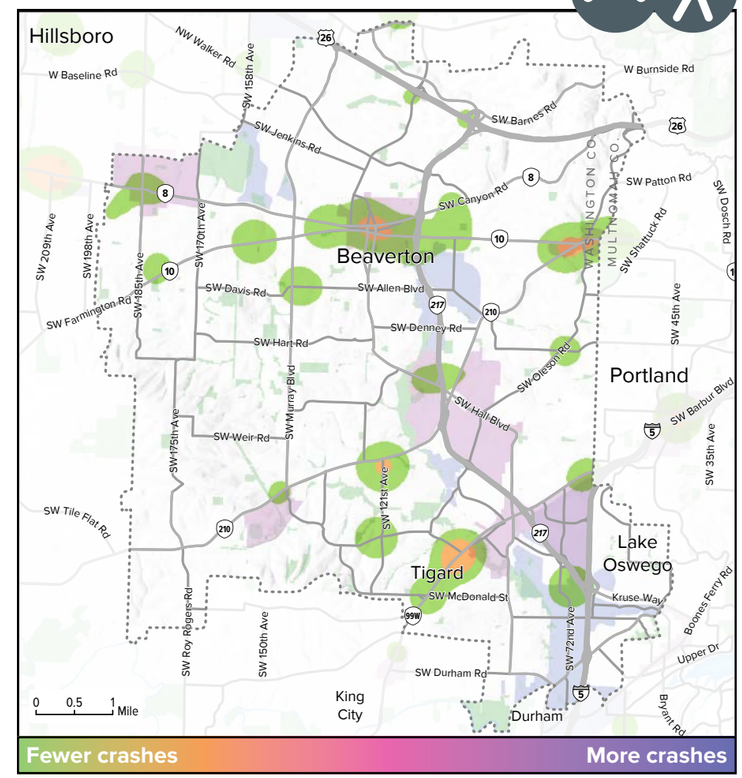


Source: ODOT 2007-2011

182
Total Crashes - Auto - Bike



159
Total Crashes - Auto - Ped



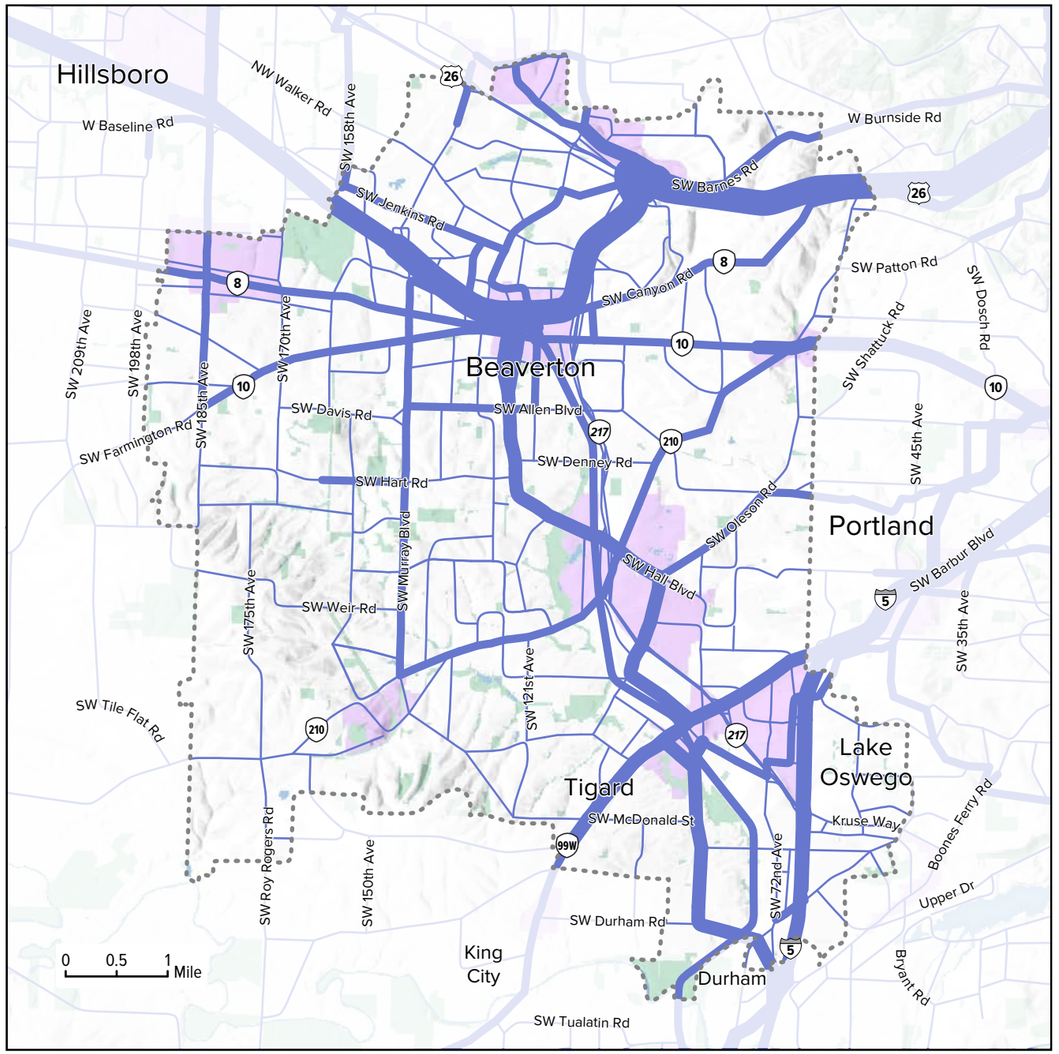
Crash Severity

Fatalities	18	Fatalities	2	Fatalities	5
Injury A	240	Injury A	16	Injury A	24
Injury B	1,262	Injury B	107	Injury B	62
Injury C	4,230	Injury C	46	Injury C	67
Property Damage Only	7,637	Property Damage Only	11	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

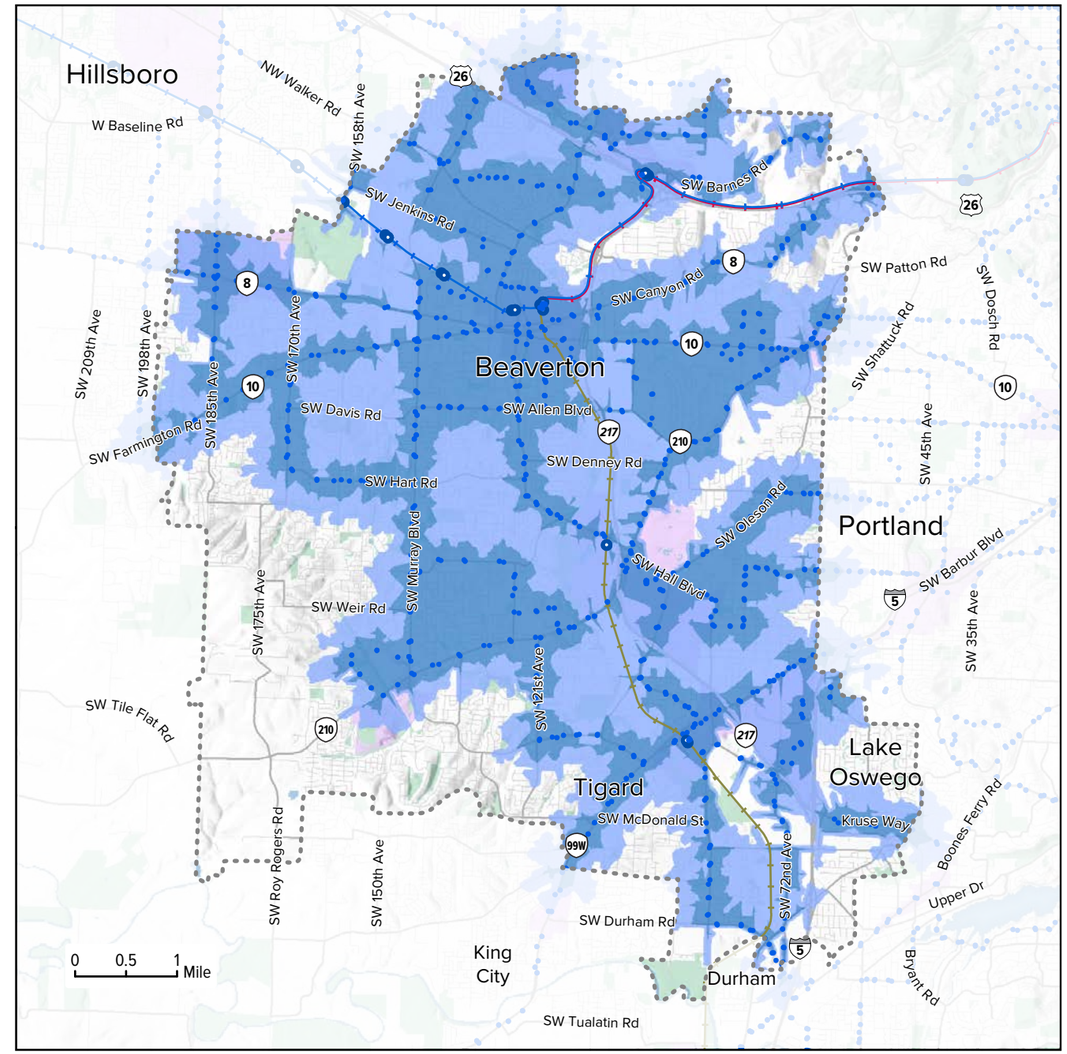
- 1 - 250
- 251 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- over 10,000



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Transit Accessibility

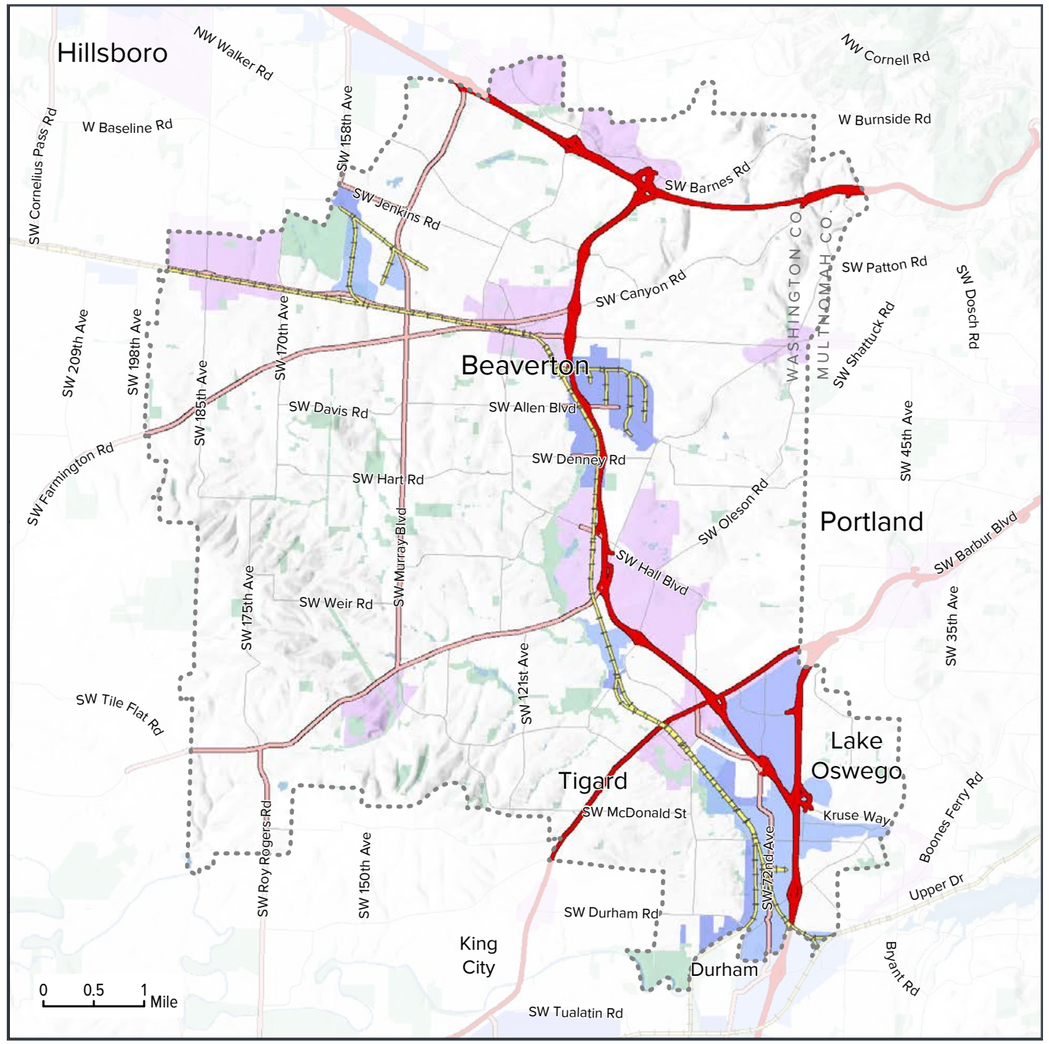
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop



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

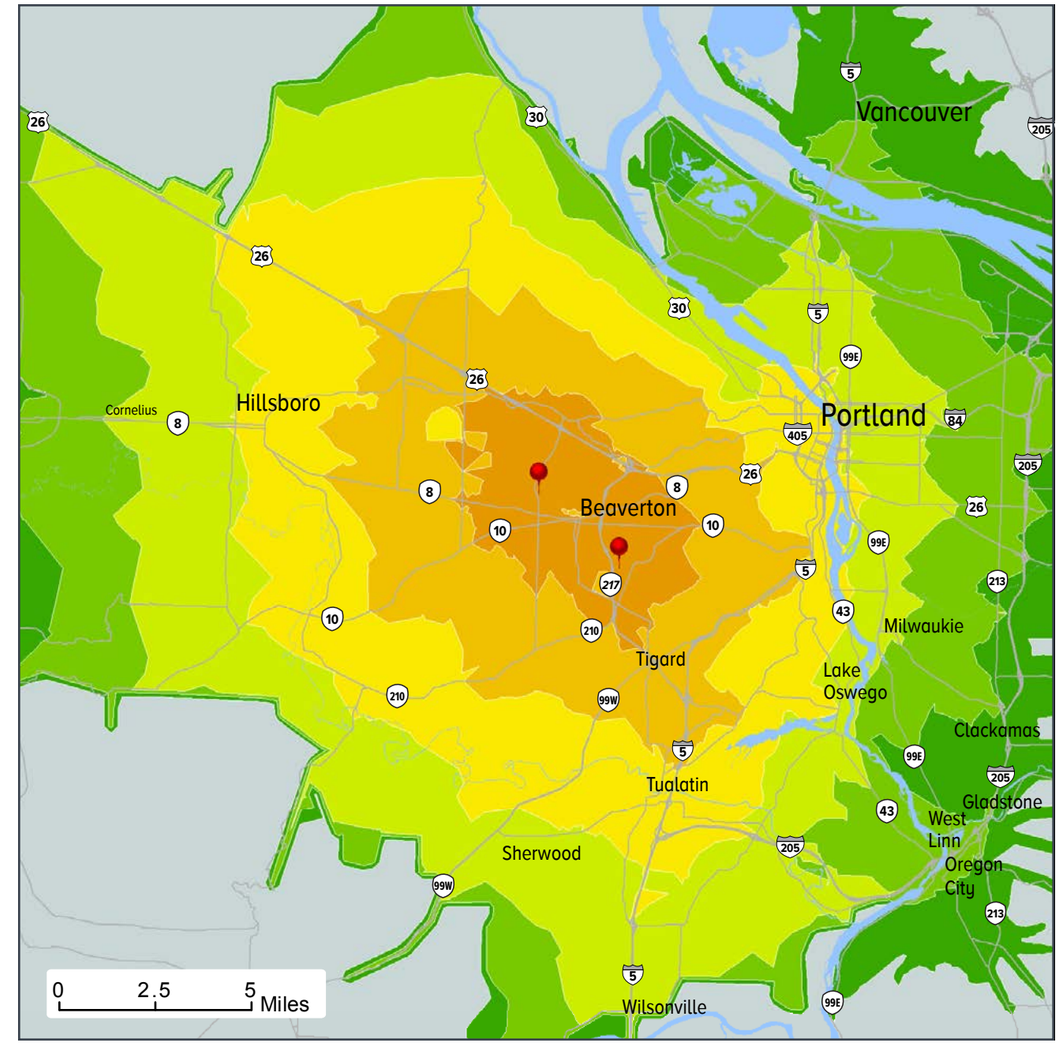
Truck travel time analysis

Major Freight Access Point

noon

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP