Hillsboro to Forest Grove

The Hillsboro to Forest Grove mobility corridor is focused on the Tualatin Valley Hwy (Hwy 8) which connects the Hillsboro Regional Center with the Cornelius and Forest Grove Town Centers. Hwy 47 runs north south along the western edge of the corridor and numerous rural arterials connect the centers with US 26 which forms the northern boundary. The corridor includes MAX light rail in Hillsboro and the westernmost extent of TriMet bus service and GroveLink, a public transit provider in Forest Grove. The Tualatin Valley Hwy supports intraregional travel between the cities of Hillsboro, Cornelius and Forest Grove and Hwy 47 connects Forest Grove to US 26 to the north and Yamhill County to the south. The northern portion of the corridor is predominately rural, while its southern extent includes traditional downtowns, several commercial and industrial centers and institutional uses. Freight rail lines run between Hillsboro and Forest Grove and Hillsboro and Banks. The local street network is a patchwork of well-connected and discontinuous residential streets.

Sources: Metro RLIS Q4 2013, RTP
20,687 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: 24%
- over $3333/month: 39%

Education
- Less than high school: 30%
- High school: 24%
- Associates degree: 12%
- Bachelors degree: 34%

Source: 2011 US Census LEHD
Atlas of Mobility Corridors

58,551 Residents

Male population
Female population

Female population

Source: 2010 US Census LODES v.7

Community statistics

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

Male population
Female population

Source: 2010 US Census LODES v.7

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

Population who live and work in the same zone.

4,814 Workers stay
Source: Zone to zone flows - 2011 US Census LEHD

20,085 Dwelling Units
5% Vacancy

15,873 Worker inflow
15,523 Worker outflow

1.9 People/Acre
38.9% Multi-Family

Source: 2008-13 American Community Survey

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

20% Male population
80% Female population

White
Hispanic
Black
Asian
All others

5% Male population
95% Female population

White
Hispanic
Black
Asian
All others

Source: 2008-13 American Community Survey

10.6%
20.7%
43.5%
36.9%

10.6%
20.7%
43.5%
36.9%

Source: 2008-13 American Community Survey

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

5% Male population
95% Female population

White
Hispanic
Black
Asian
All others

Source: 2008-13 American Community Survey

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

5% Male population
95% Female population

White
Hispanic
Black
Asian
All others

Source: 2008-13 American Community Survey

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

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Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

5% Male population
95% Female population

White
Hispanic
Black
Asian
All others

Source: 2008-13 American Community Survey

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015
Transportation Flowsheds

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

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

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

**Bike system planning**

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

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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

![Map showing sidewalk completion and pedestrian system planning](image-url)
**Crash Severity**

<table>
<thead>
<tr>
<th>Category</th>
<th>PDO (1x)</th>
<th>Injury C (5x)</th>
<th>Injury B (10x)</th>
<th>Injury A (50x)</th>
<th>Fatalities (100x)</th>
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<td>21</td>
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<tr>
<td>More crashes</td>
<td></td>
<td></td>
<td>30</td>
<td></td>
<td>30</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
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, RTP