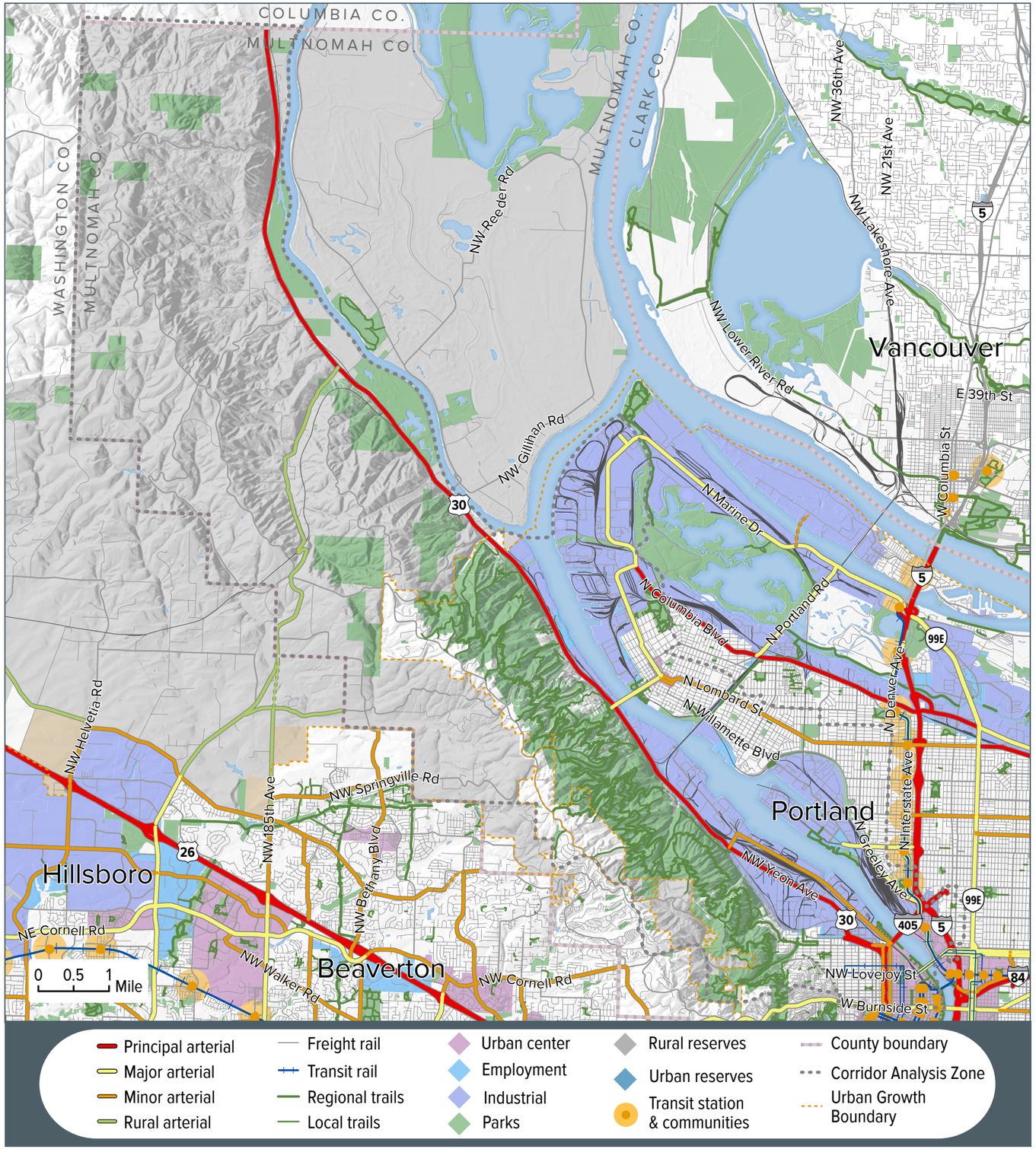
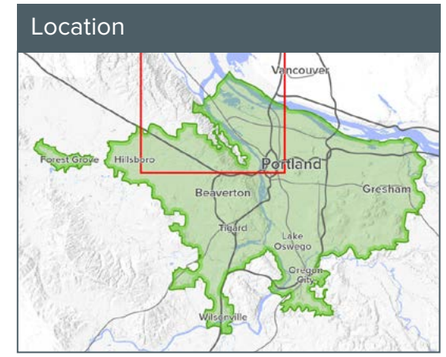


Location

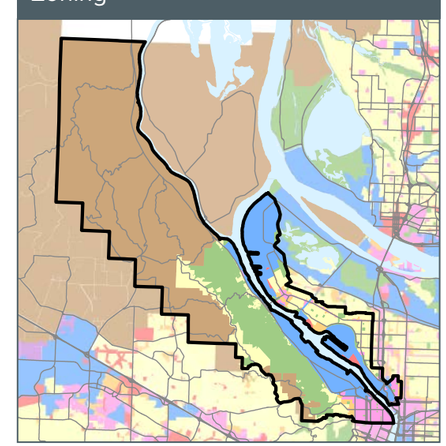


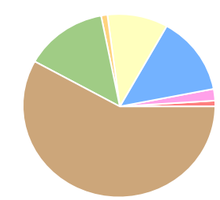
16

Portland Central City to Columbia County

The Portland Central City to Columbia County mobility corridor encompasses US 30, parallel arterials as well as bus service and bicycle routes that support movement in and through the corridor. US 30 provides interregional travel between Portland and Astoria. NW Front and NW Nicolai are key parallel arterials in the corridor. The corridor is home to heavy industrial uses including petroleum tank farms, manufacturing, BNSF Lake Yard intermodal terminal, the Port of Portland's Terminal 2 and Metro Central waste transfer station. Businesses in the area are a mix of heavy industrial manufacturing and warehouse/distribution.

Zoning

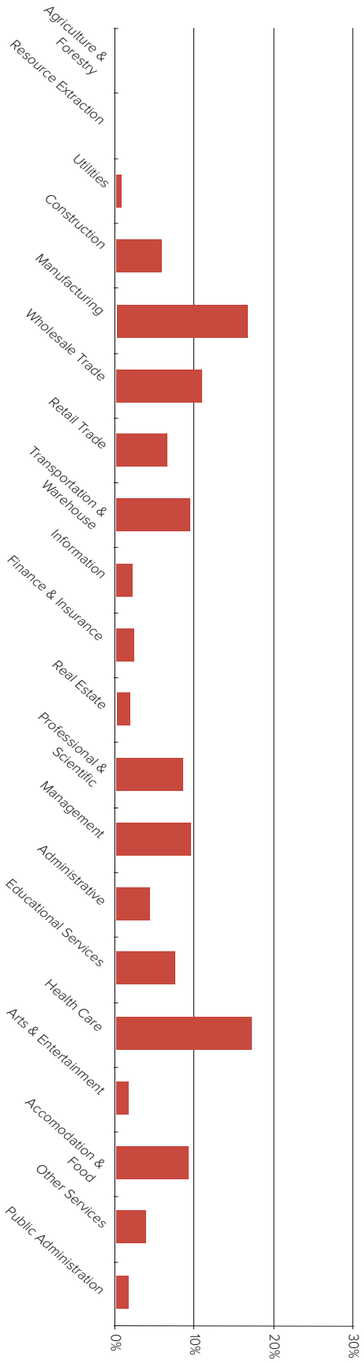


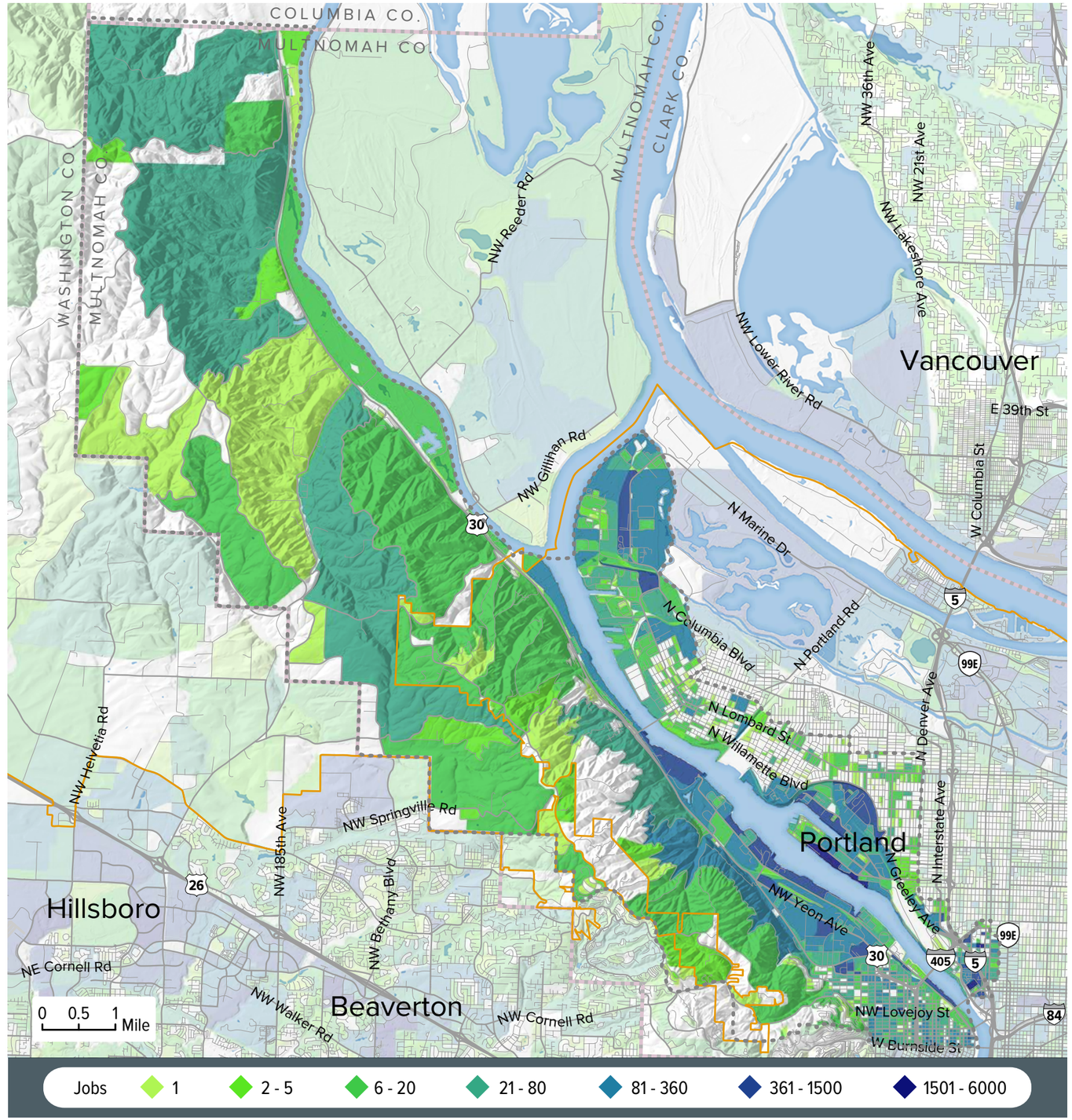


- Corridor analysis zone (CAZ)
- 1% Commercial
- 2% Mixed-use commercial
- 14% Industrial
- 10% Single-family residential
- 1% Multi-family residential
- 14% Parks and open spaces
- 58% Rural
- 0% Future urban development

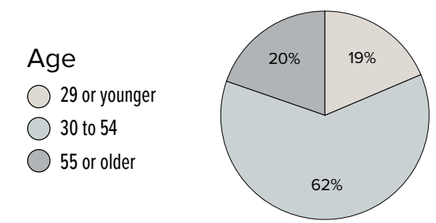
Sources: Metro RLIS Q4 2013, RTP

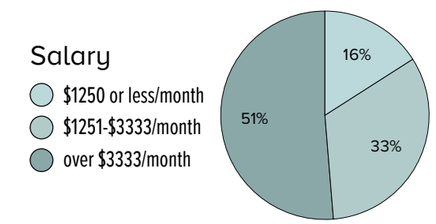
75,150 Jobs

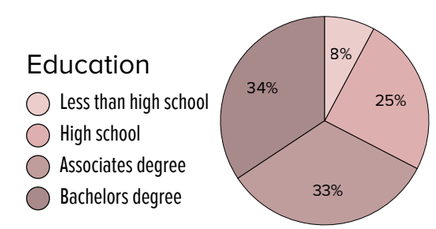




Workforce statistics

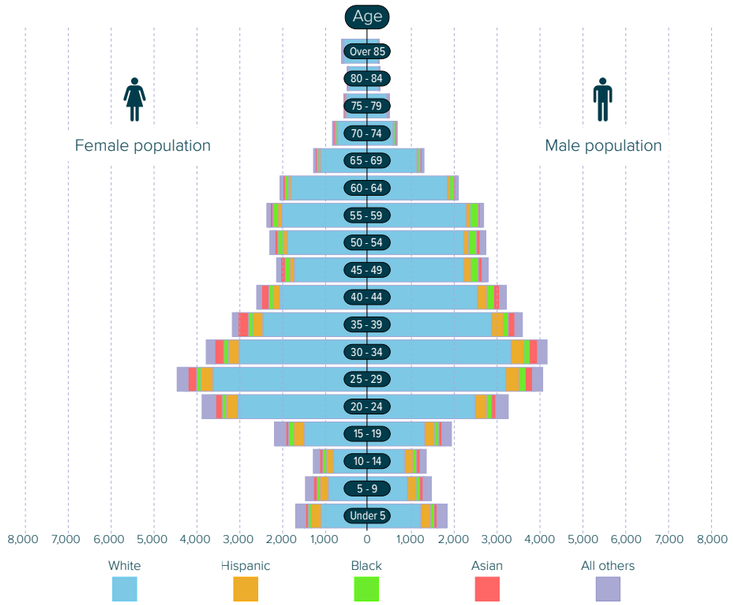






Source: 2011 US Census LEHD

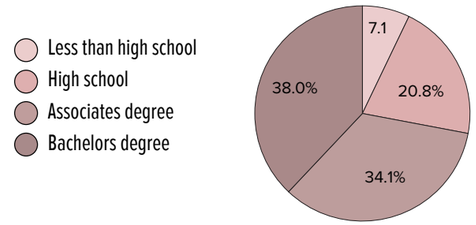
65,079 Residents



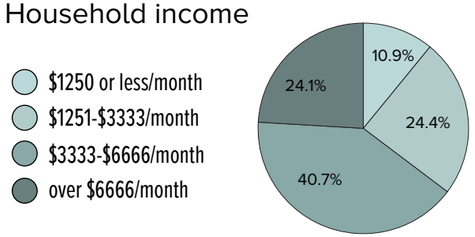
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



Source: 2008-13 American Community Survey

35,401 Dwelling Units
97% Vacancy

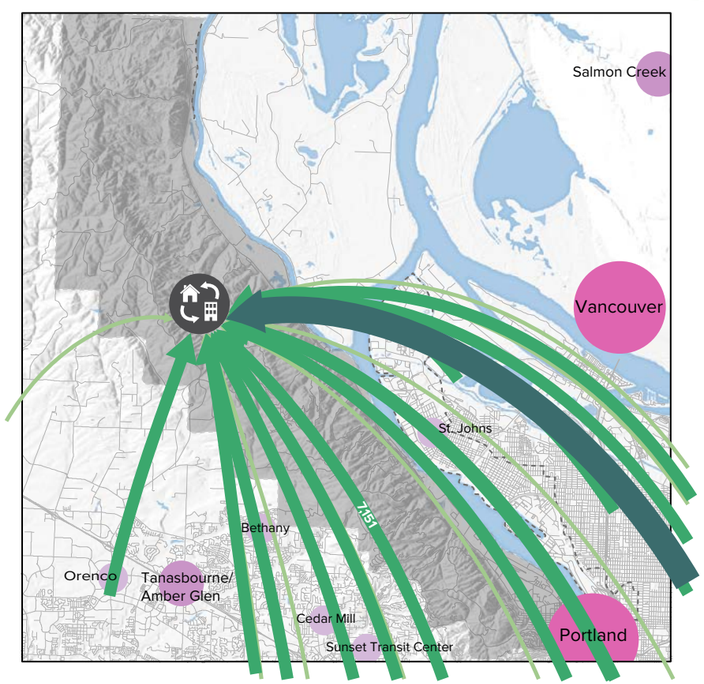
1.7 People/Acre

65.4% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

69,972 Worker inflow

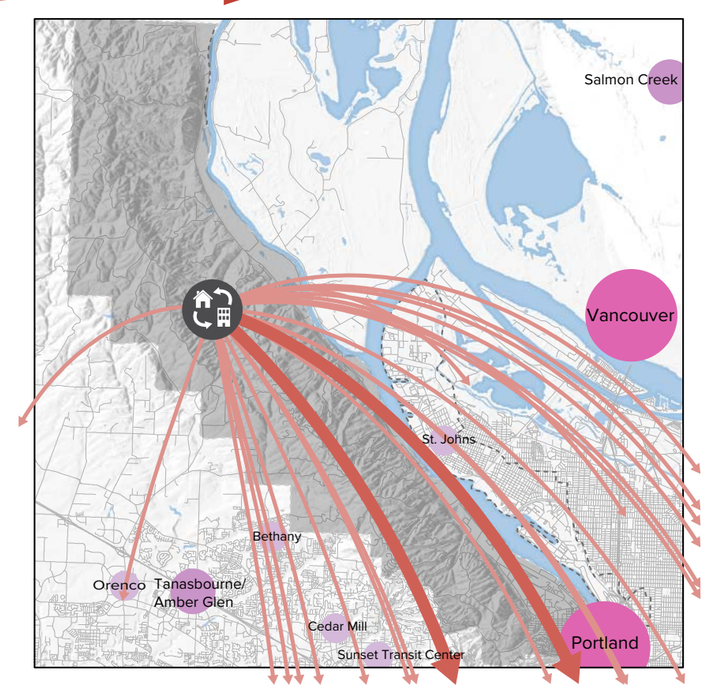
21,082 Worker outflow



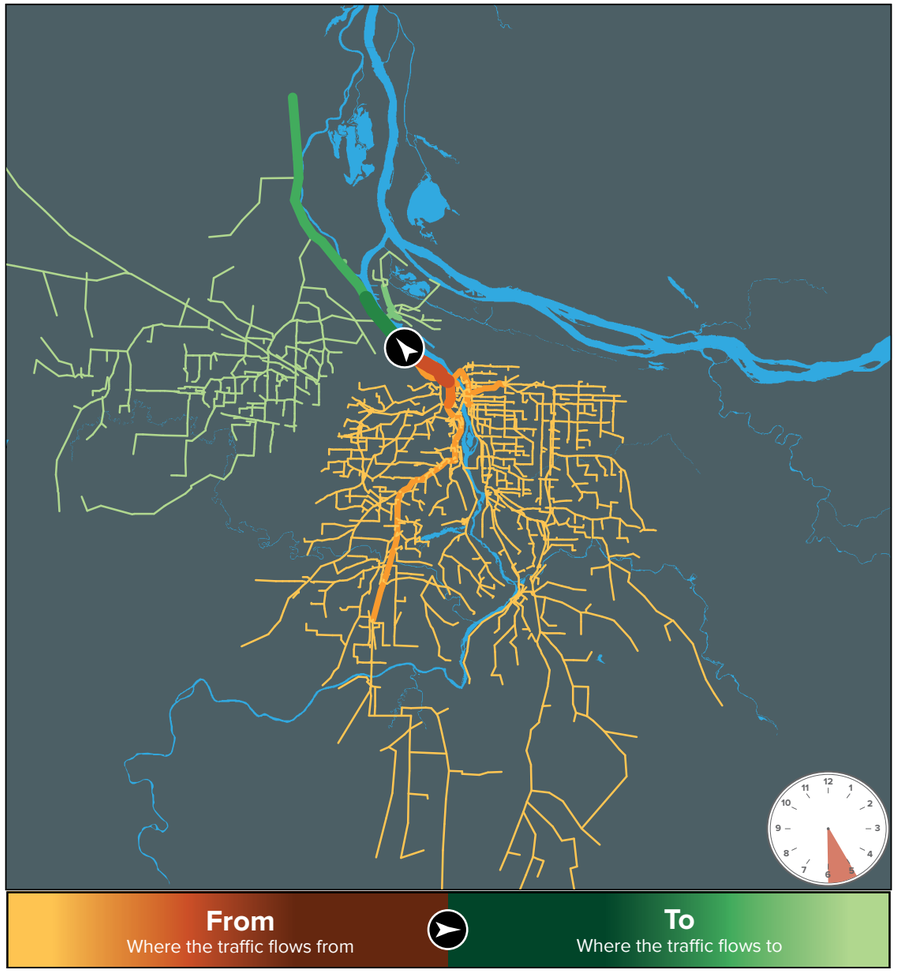
Source: Zone to zone flows - 2011 US Census LEHD

5,178 Workers stay

Population who live and work in the same zone.

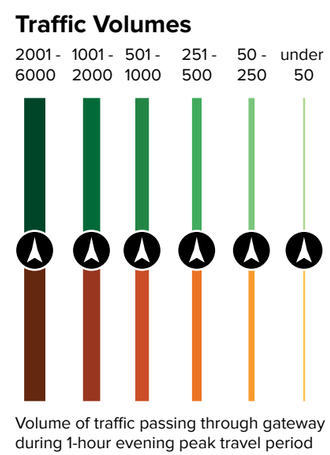


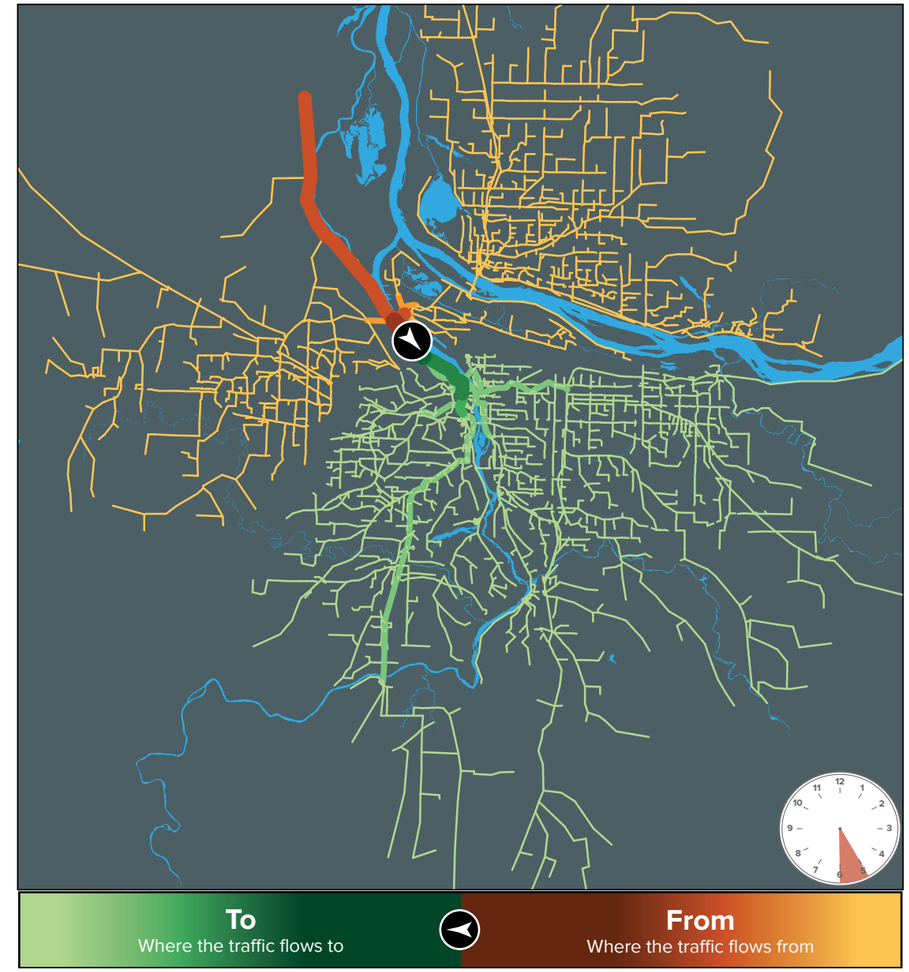
Transportation Flowsheds



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

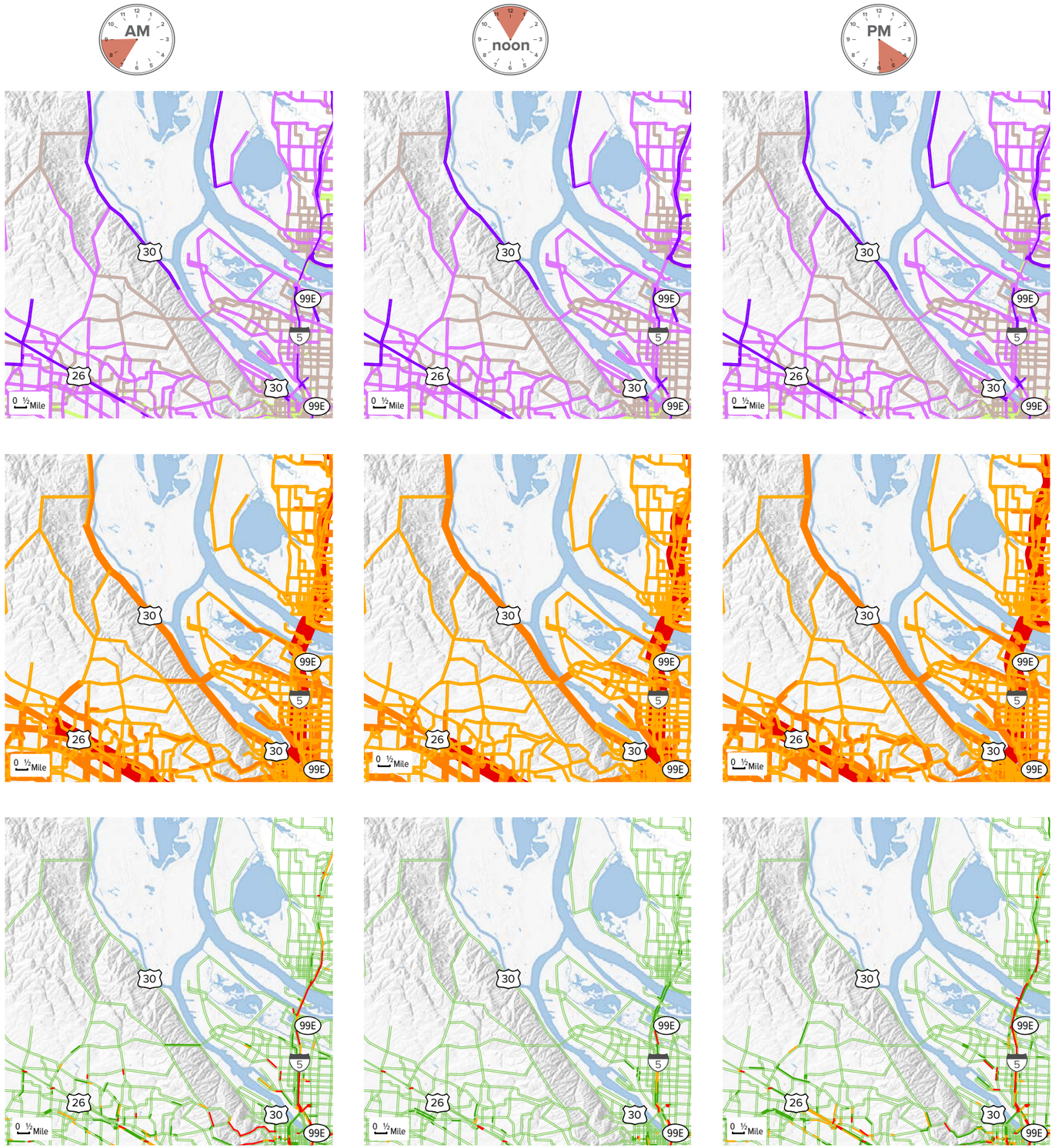
Source: 2010 Metro Modeling Services Network





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

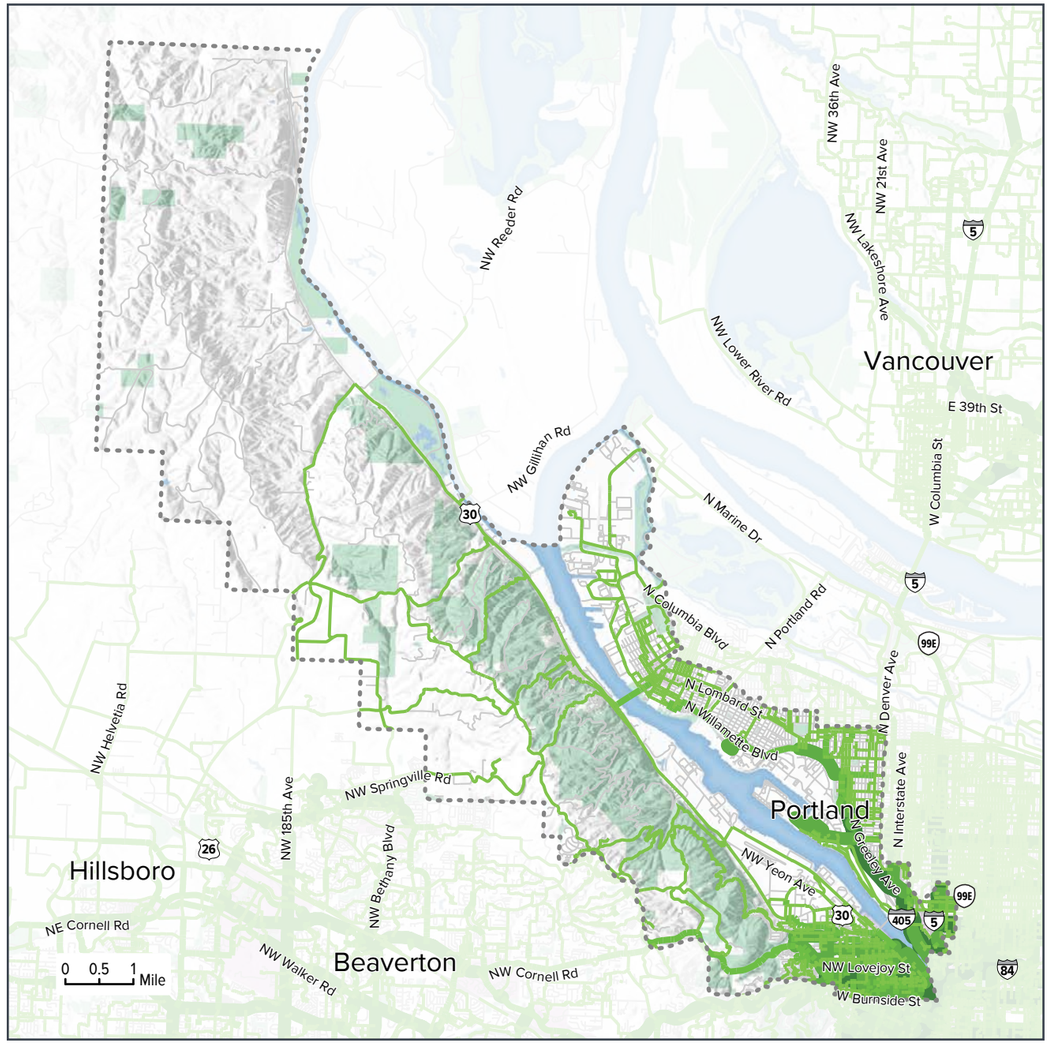
Auto volume/capacity

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

Source: 2010 Metro Modeling Services Network

Bike volume

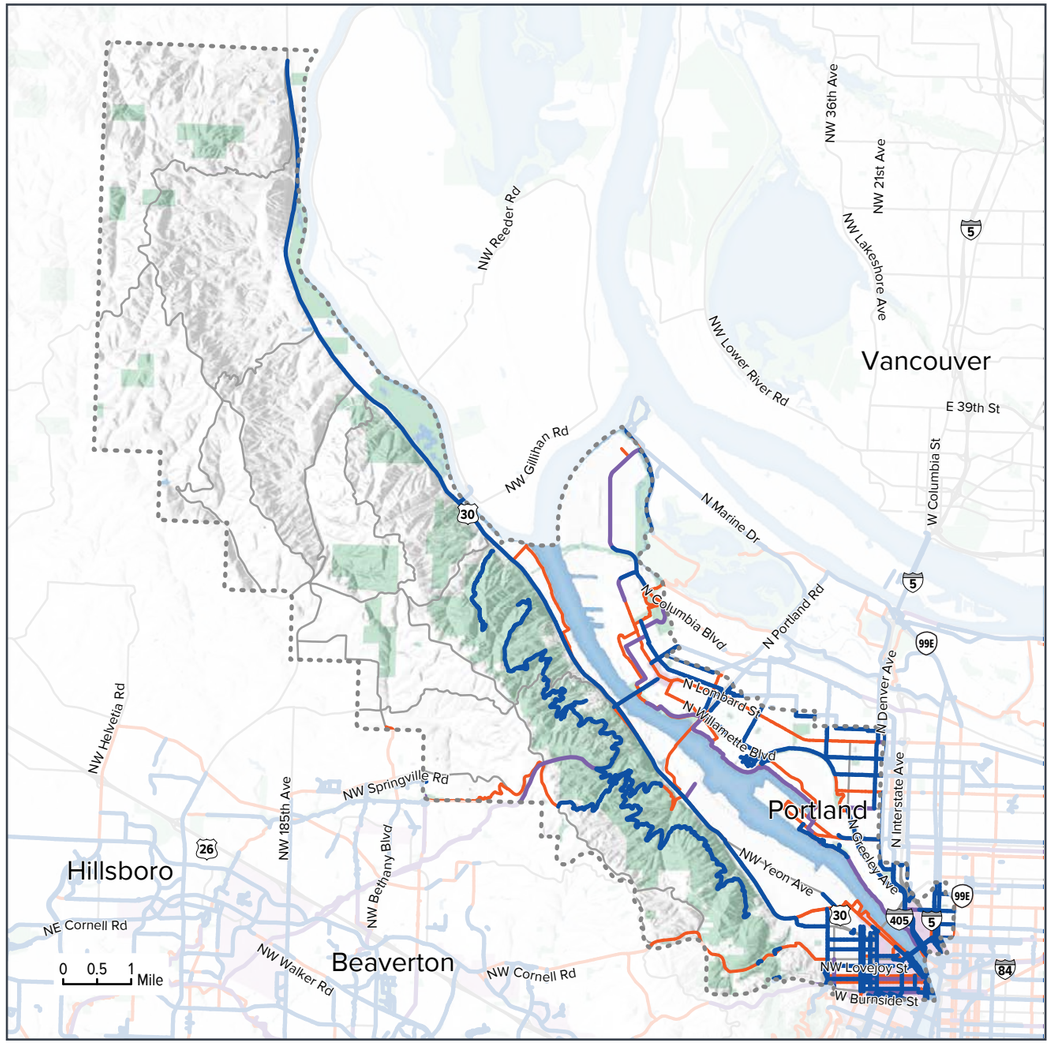
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,500



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Bike system planning

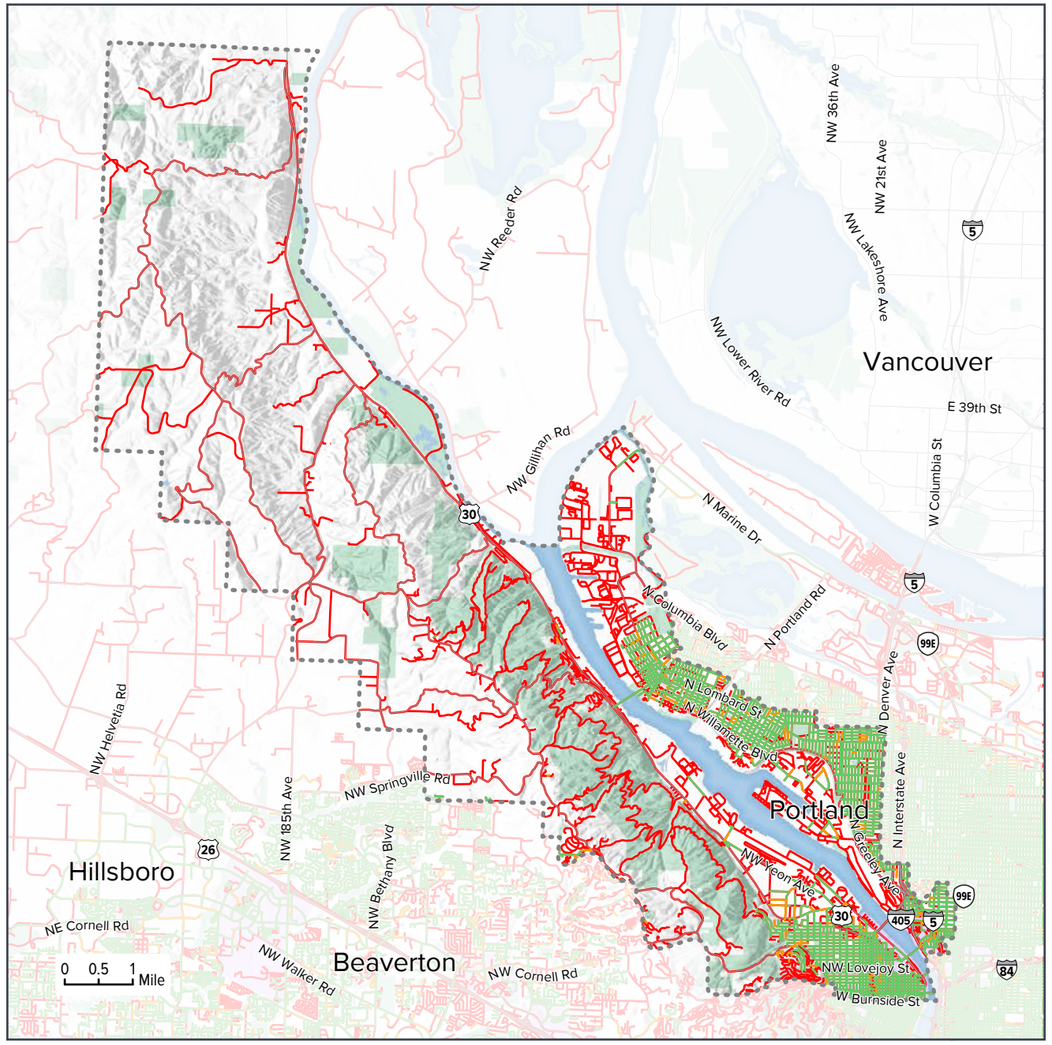
- Existing infrastructure
- Bike project in RTP
- Gap in planned bike system
- Regional bike district



Source: 2014 Metro RLIS

Sidewalk completion

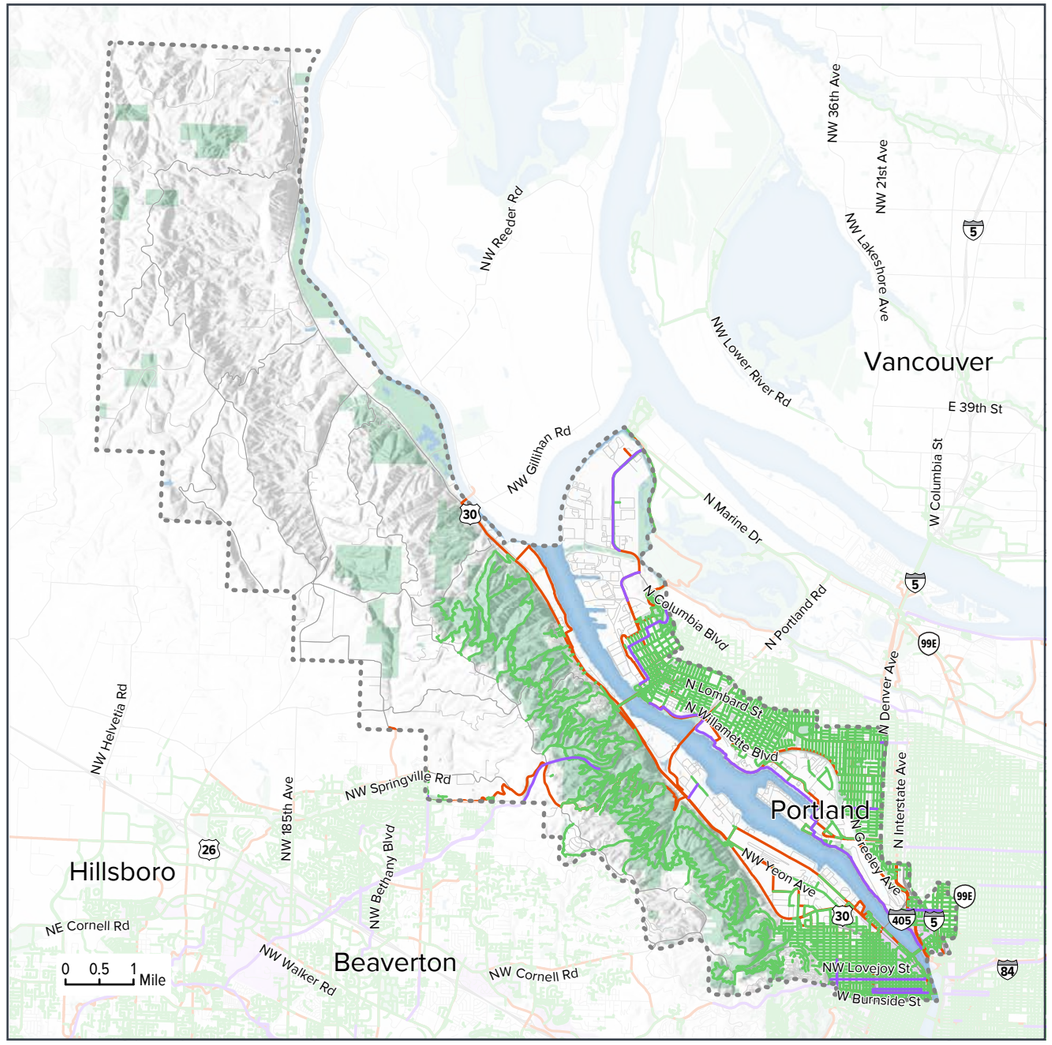
- Completed sidewalk, both sides
- Partially complete sidewalk
- No sidewalk
- Regional pedestian district



Source: 2014 Metro RLIS

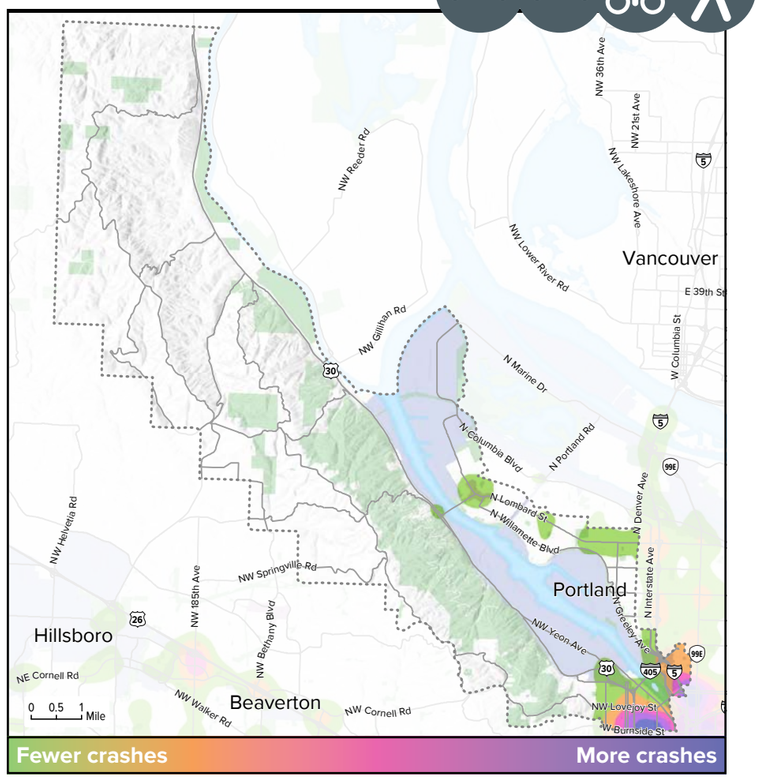
Pedestrian system planning

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



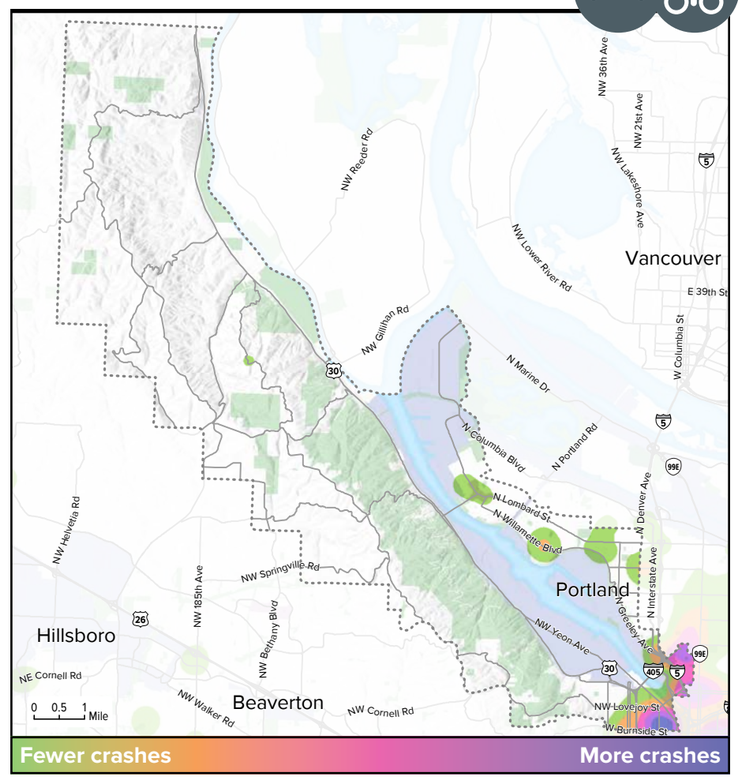
Source: 2014 Metro RLIS, RTP

4,945
Total Crashes: Auto Bike Ped

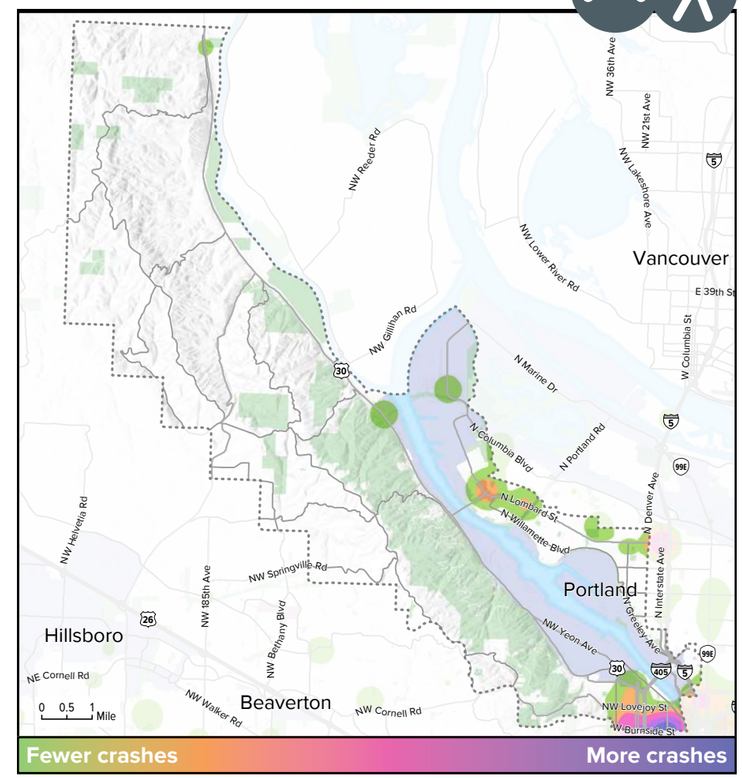


Source: ODOT 2007-2011

218
Total Crashes - Auto - Bike



122
Total Crashes - Auto - Ped



Crash Severity

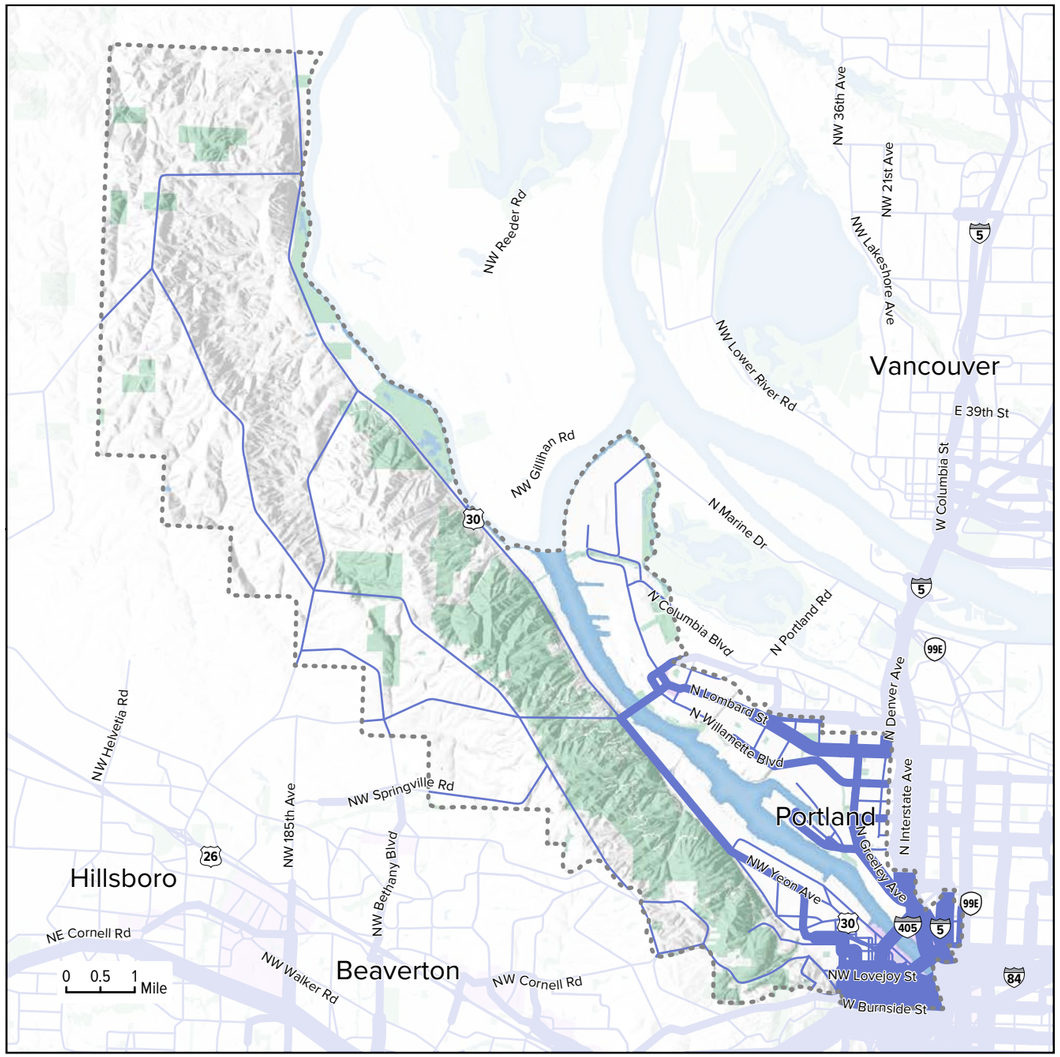
Fatalities	26	2	6
Injury A	118	12	16
Injury B	622	134	56
Injury C	1,271	62	44
Property Damage Only	2,908	8	0

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

16

Transit volume

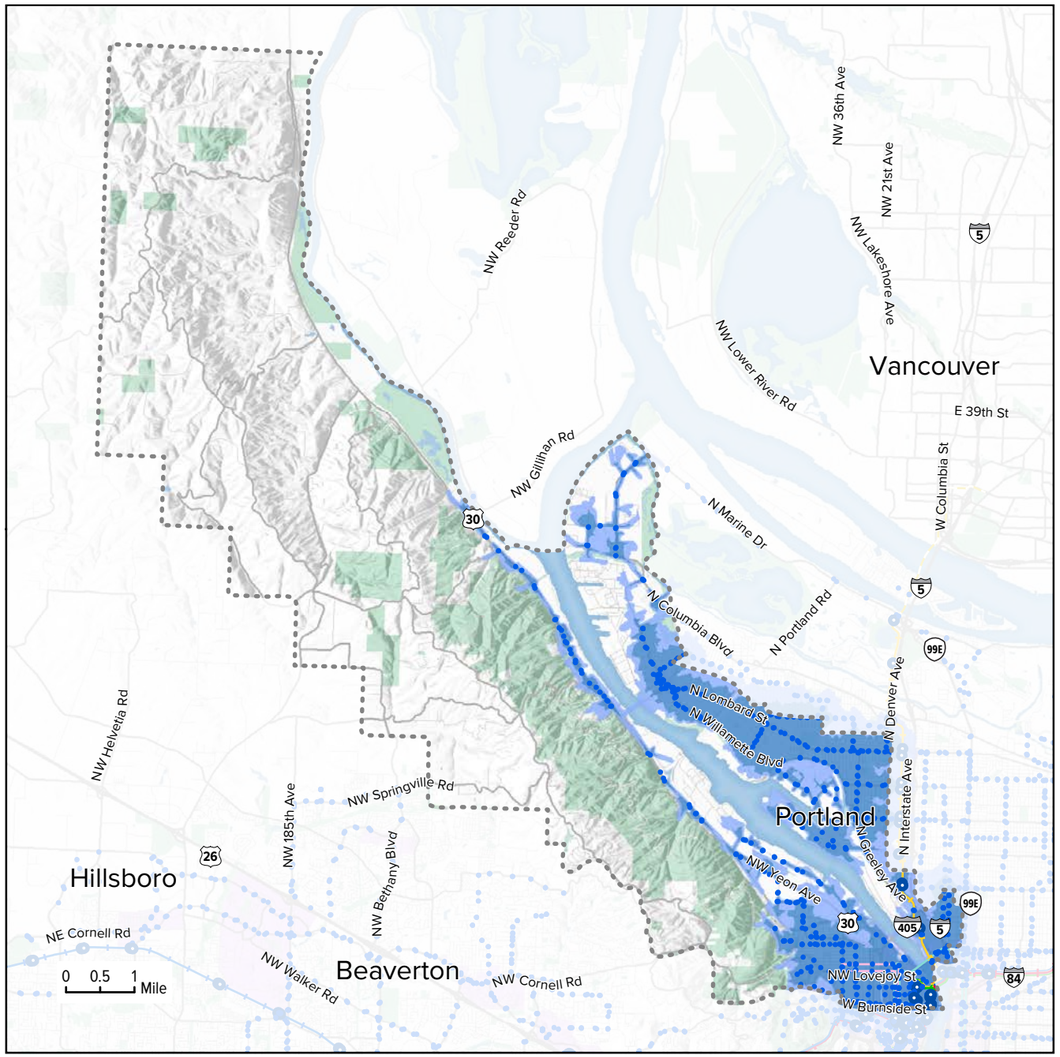
- 1 - 250
- 251 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- over 10,000



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Transit Accessibility

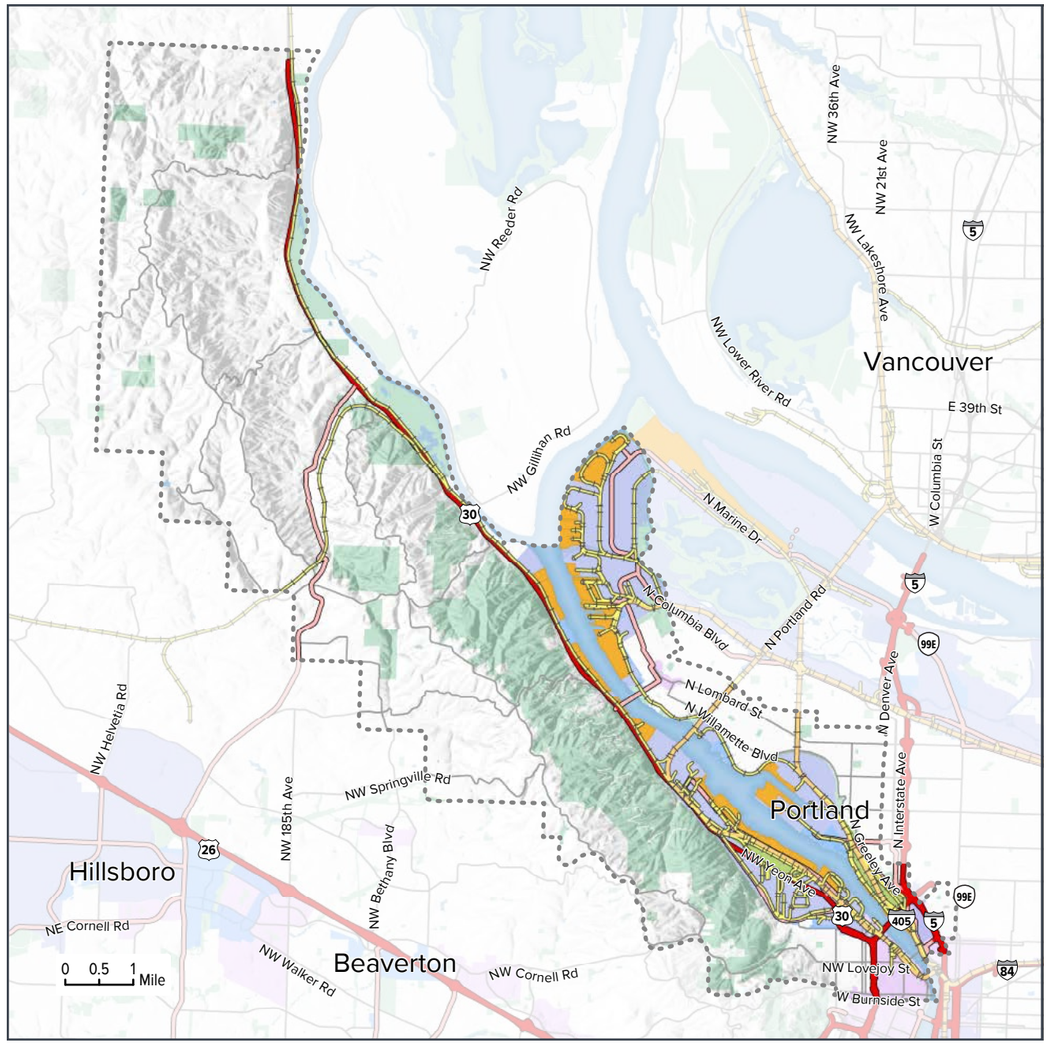
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop



Source: 2010 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



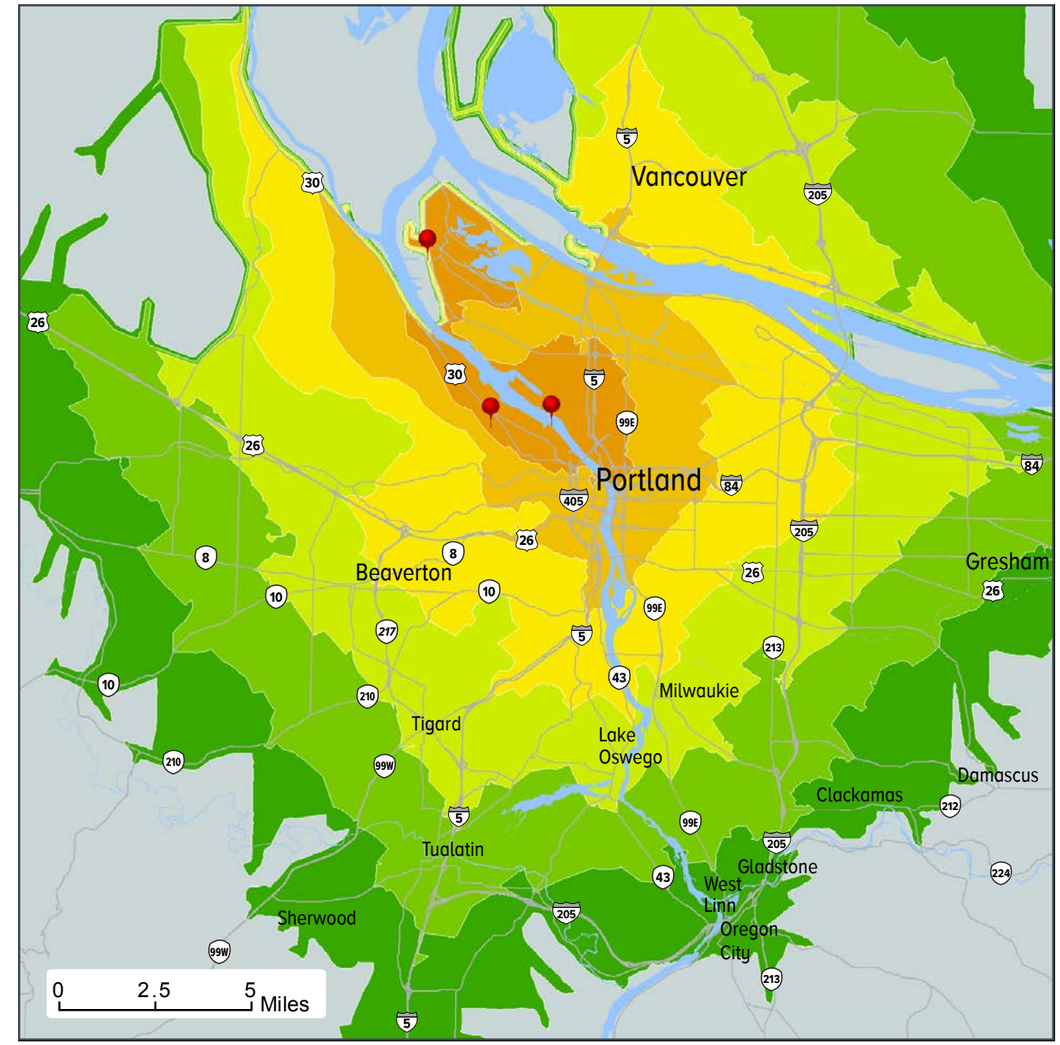
Source: 2010 Metro RLIS, RTP

Truck travel time analysis

Major Freight Access Point

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP