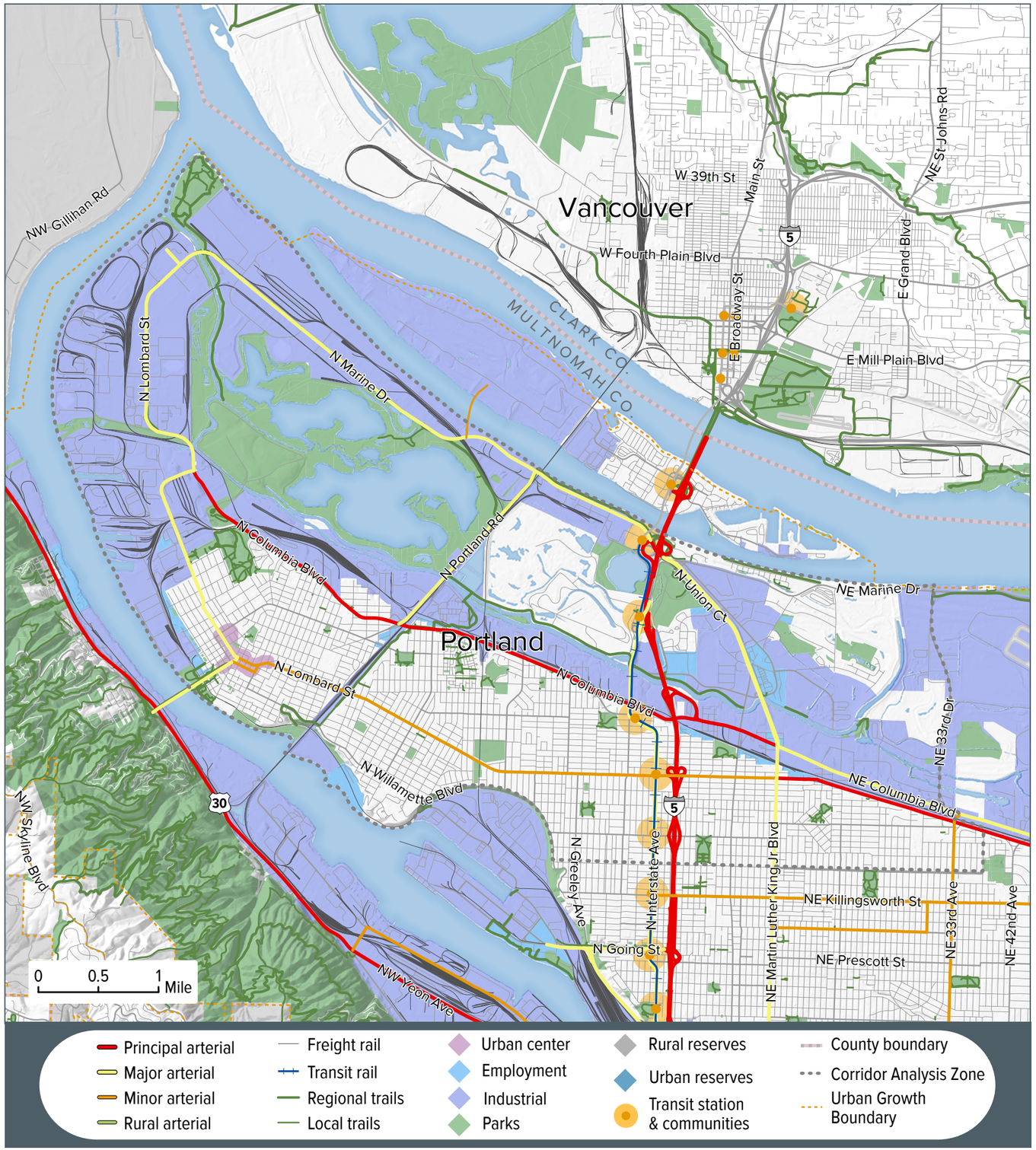
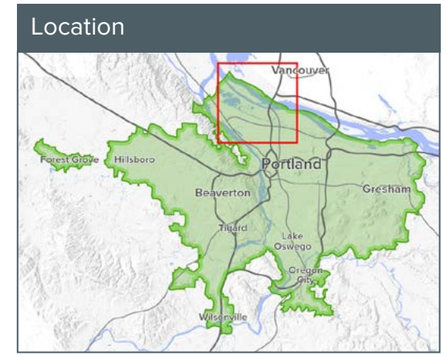


Location

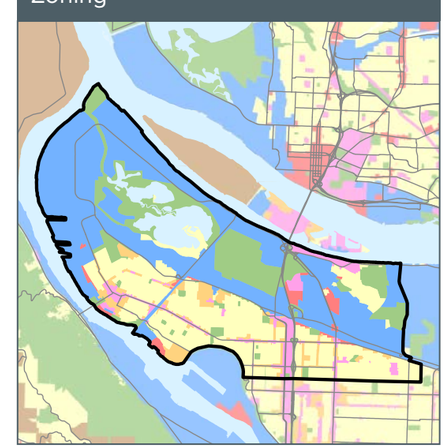


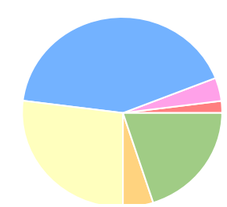
17

Rivergate to I-5

The Rivergate to I-5 mobility corridor encompasses N Columbia Blvd, parallel arterials as well as bus service and bicycle routes that support movement in and through the corridor. N Columbia Blvd supports intraregional travel between the Rivergate industrial district and industrial areas in the Columbia Corridor, Northwest Portland, Portland central city, Clackamas and Vancouver. N Lombard/St Johns Bridge and N Marine Dr are key parallel arterials. The corridor includes a combination of marine dependent industrial activities, nature reserves, mixed-use commercial and residential uses. In the residential and commercial areas the local street network is dense and well-connected. The local street network in the industrial and open space areas provides accessibility to large lots and tends to be discontinuous.

Zoning

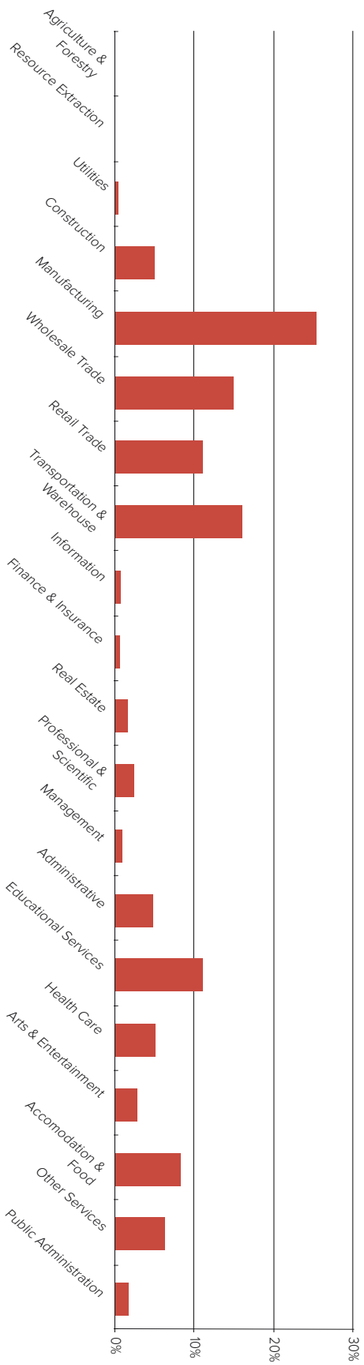


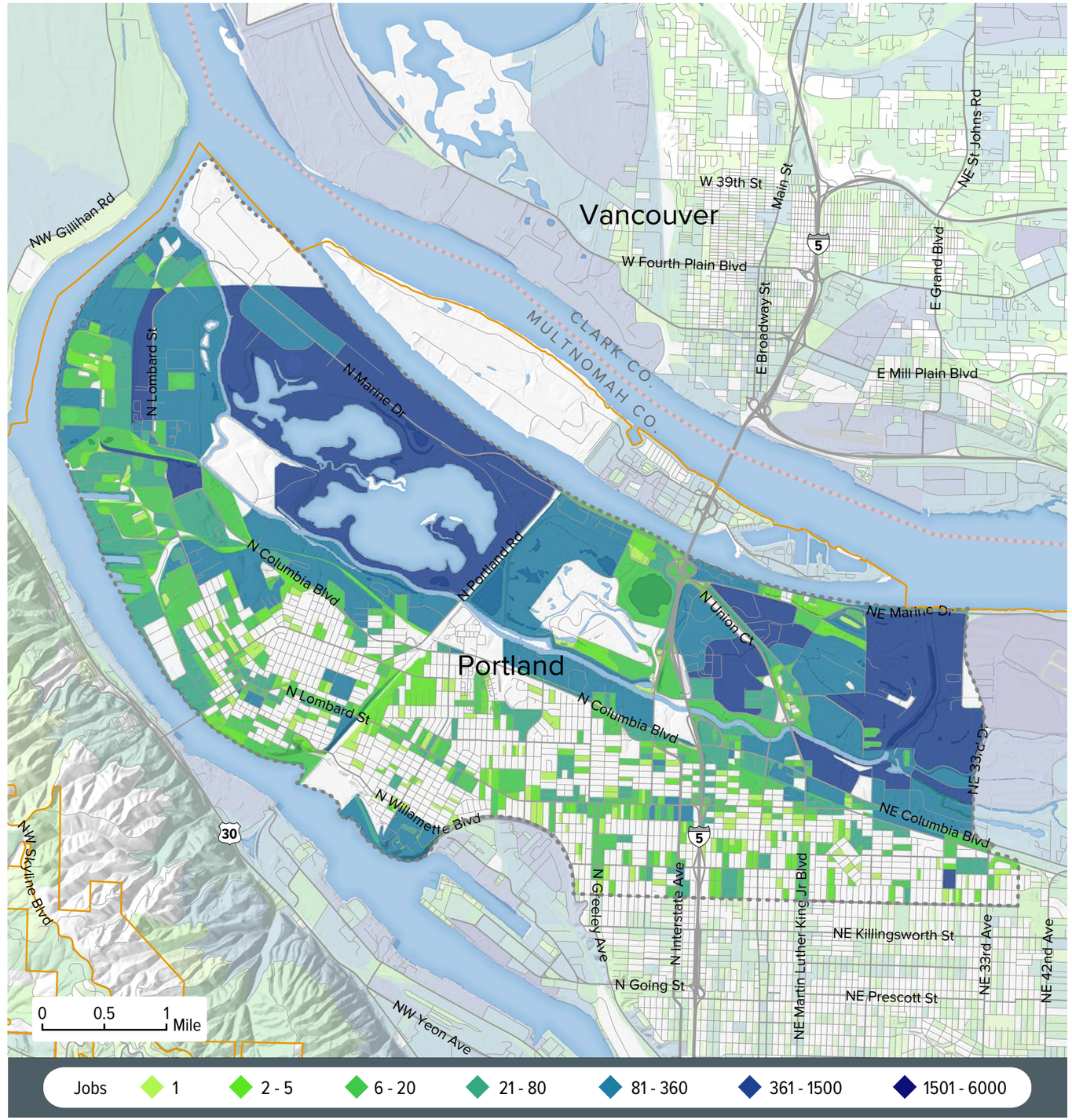


- Corridor analysis zone (CAZ)
- 2% Commercial
- 4% Mixed-use commercial
- 42% Industrial
- 27% Single-family residential
- 5% Multi-family residential
- 20% Parks and open spaces
- 0% Rural
- 0% Future urban development

Sources: Metro RLIS Q4 2013, RTP

25,500 Jobs

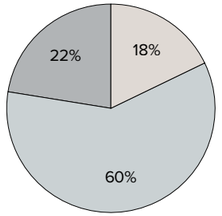




Workforce statistics

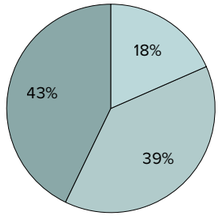
Age

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



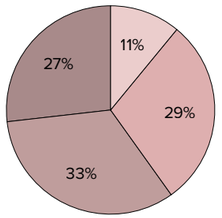
Salary

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



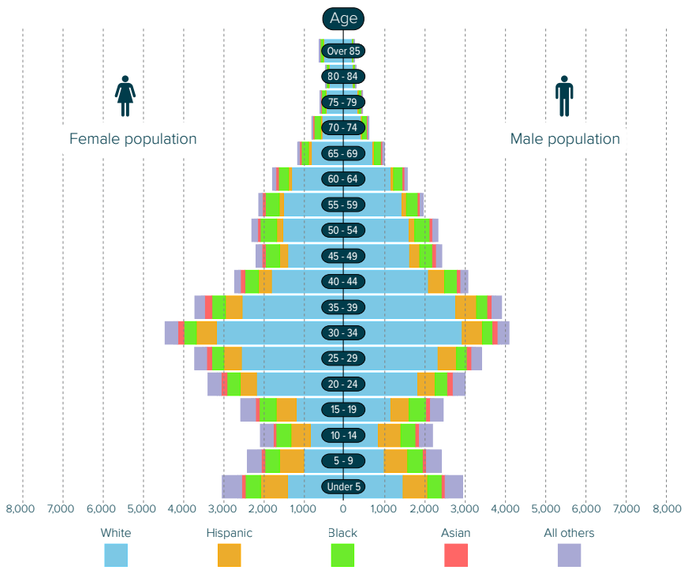
Education

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



Source: 2011 US Census LEHD

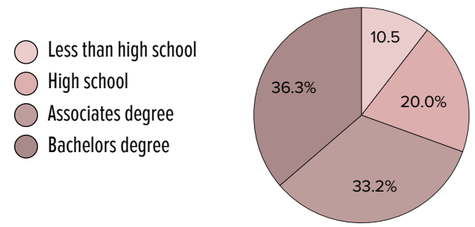
63,994 Residents



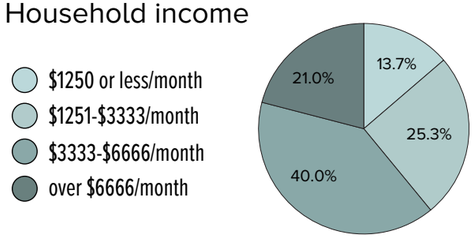
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



Source: 2008-13 American Community Survey

26,047 Dwelling Units
5% Vacancy

4.3 People/Acre

29.7% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

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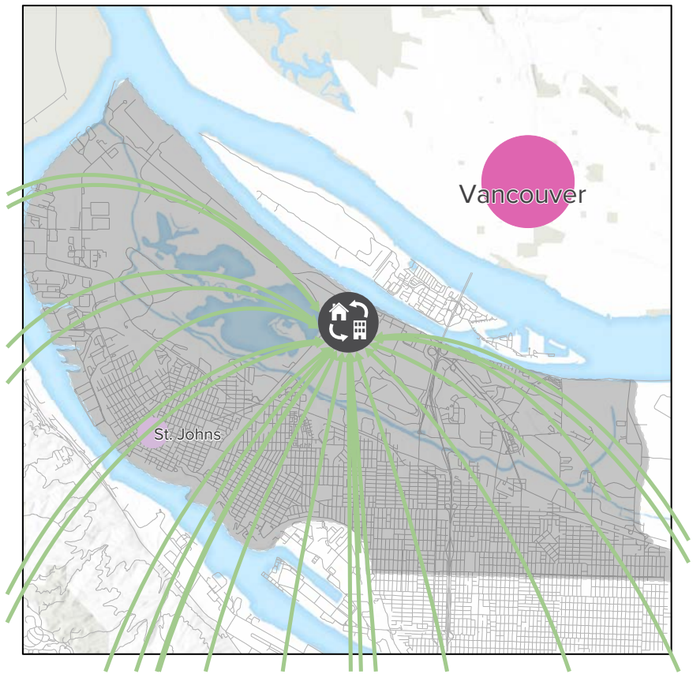
22,773 Worker inflow

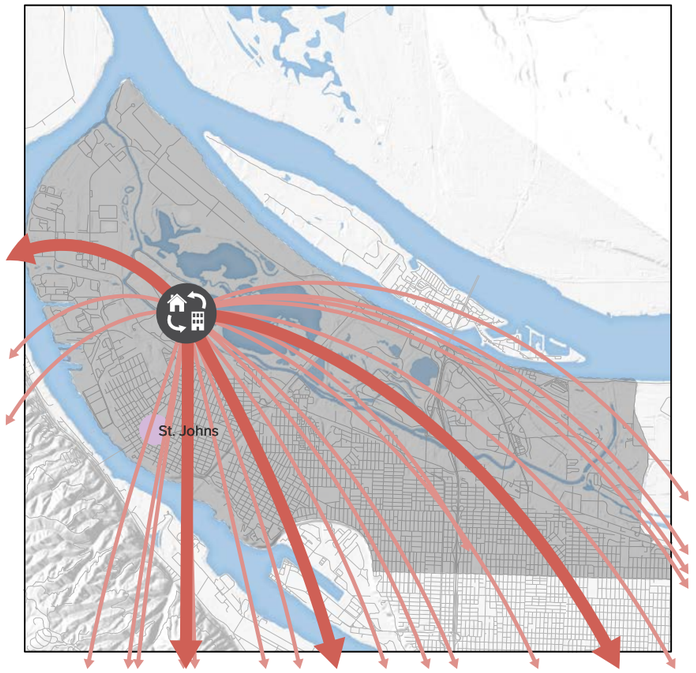
24,224 Worker outflow



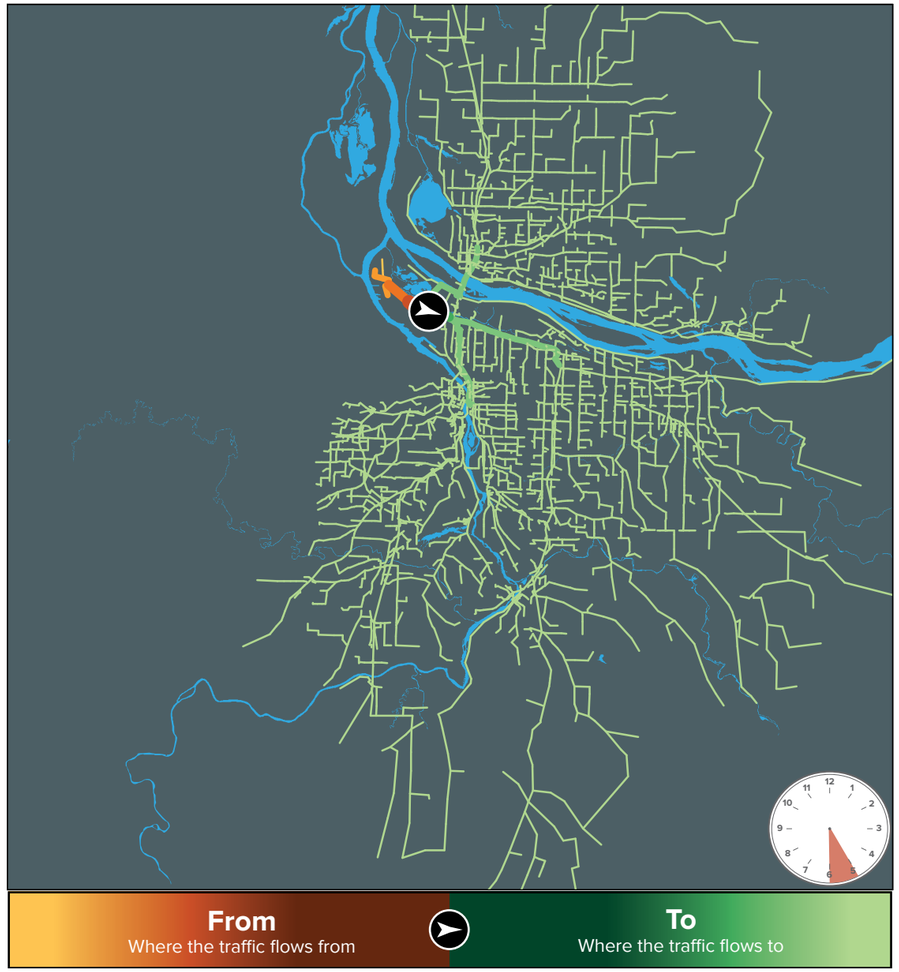
Source: Zone to zone flows - 2011 US Census LEHD

2,727 Workers stay

Population who live and work in the same zone.



Transportation Flowsheds



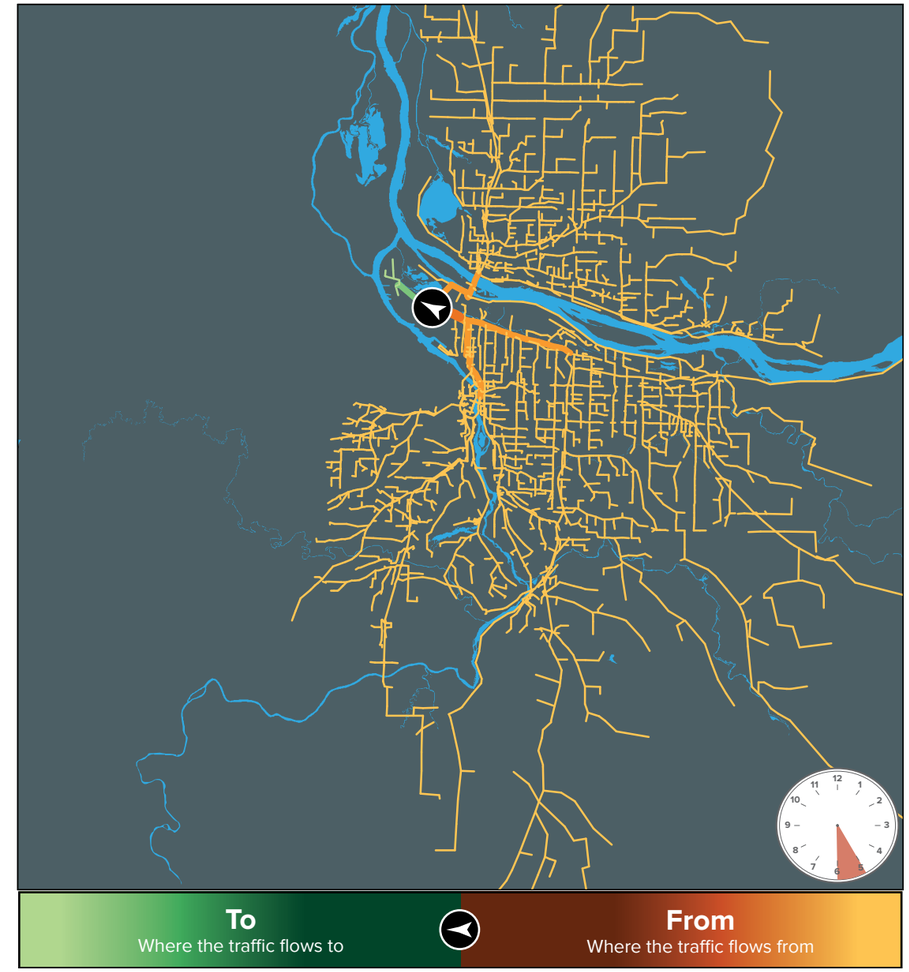
Traffic flow, eastbound p.m. 1-hour peak, 5:00-6:00 PM

Source: 2010 Metro Modeling Services Network

Traffic Volumes

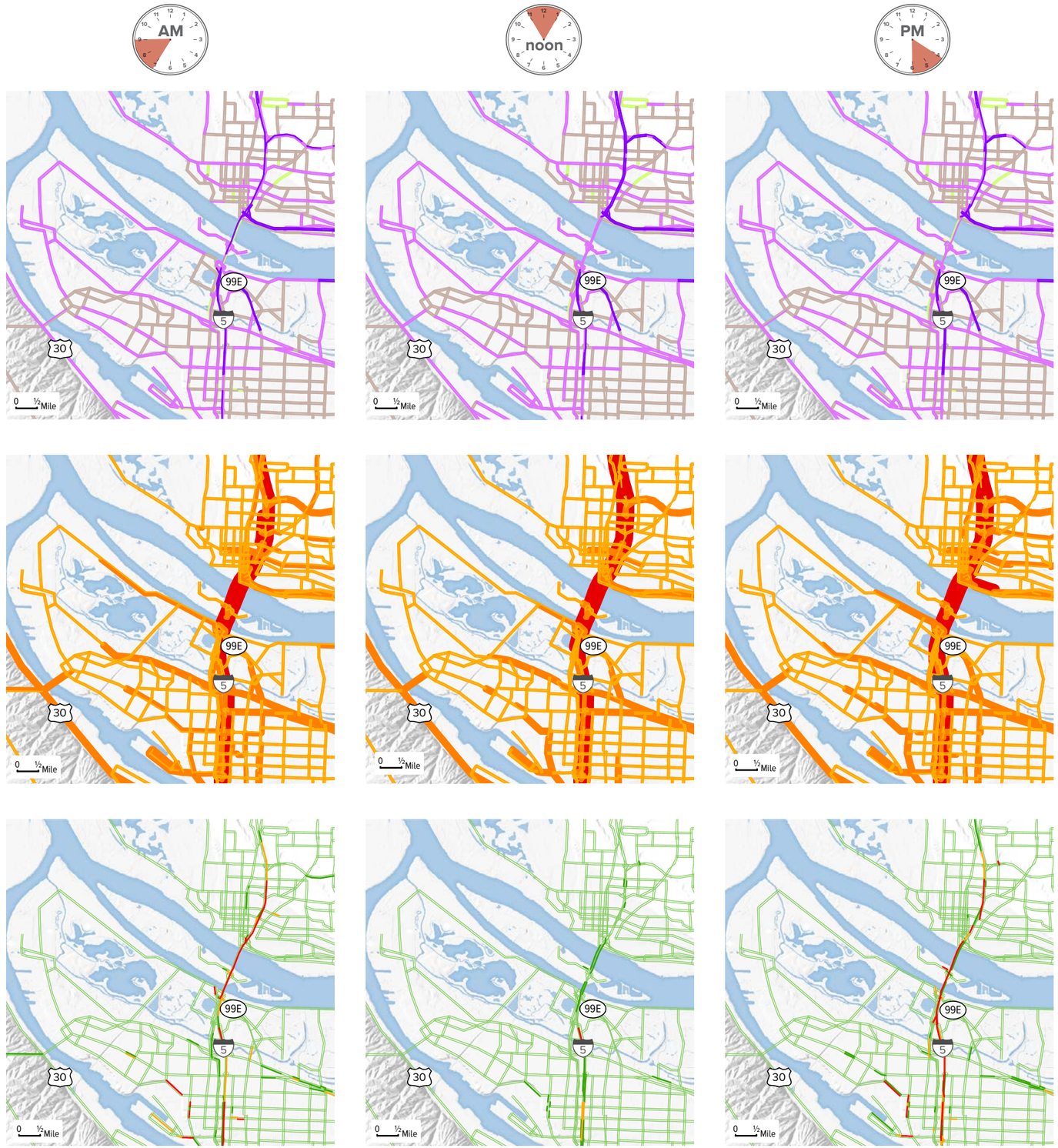
- 2001 - 6000
- 1001 - 2000
- 501 - 1000
- 251 - 500
- 50 - 250
- under 50

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 volume

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

Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

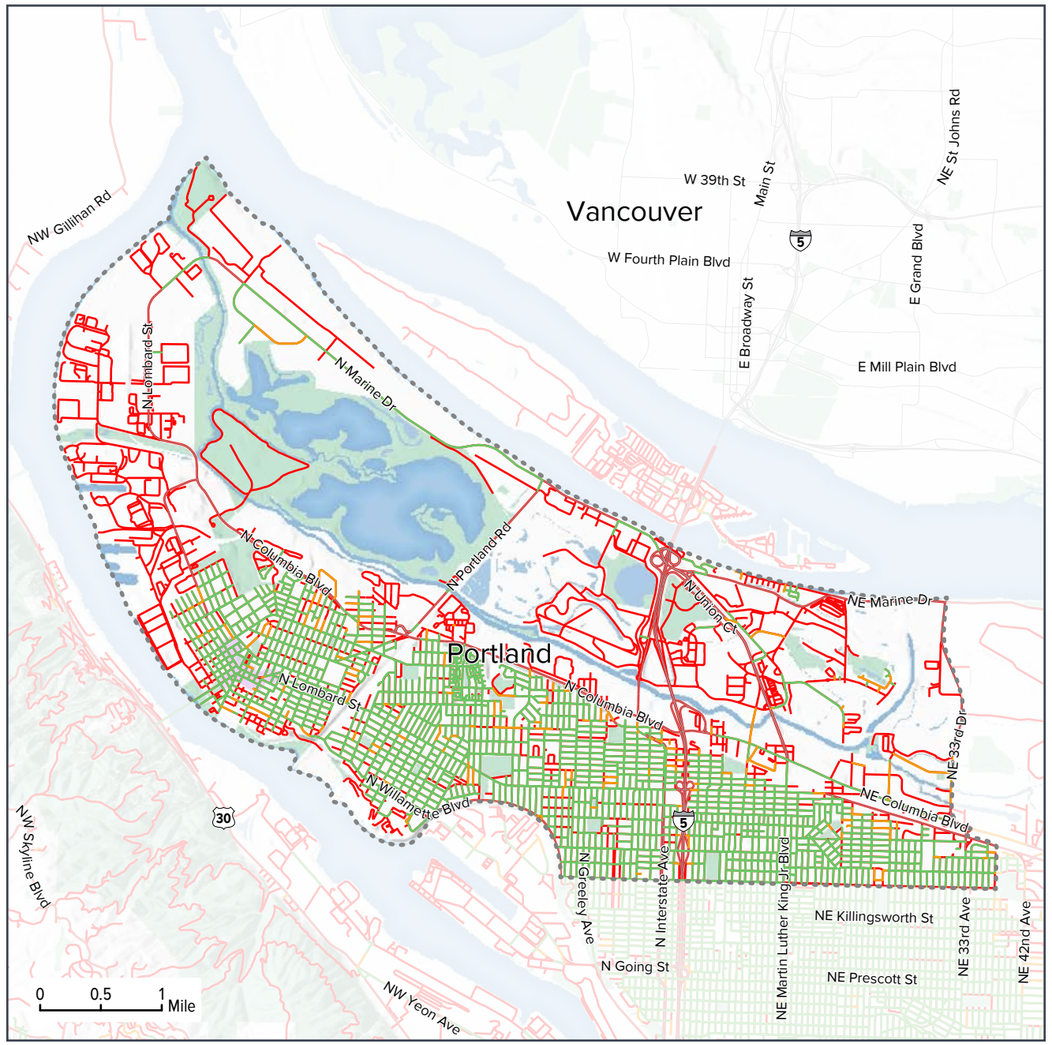
Bike system planning

- 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



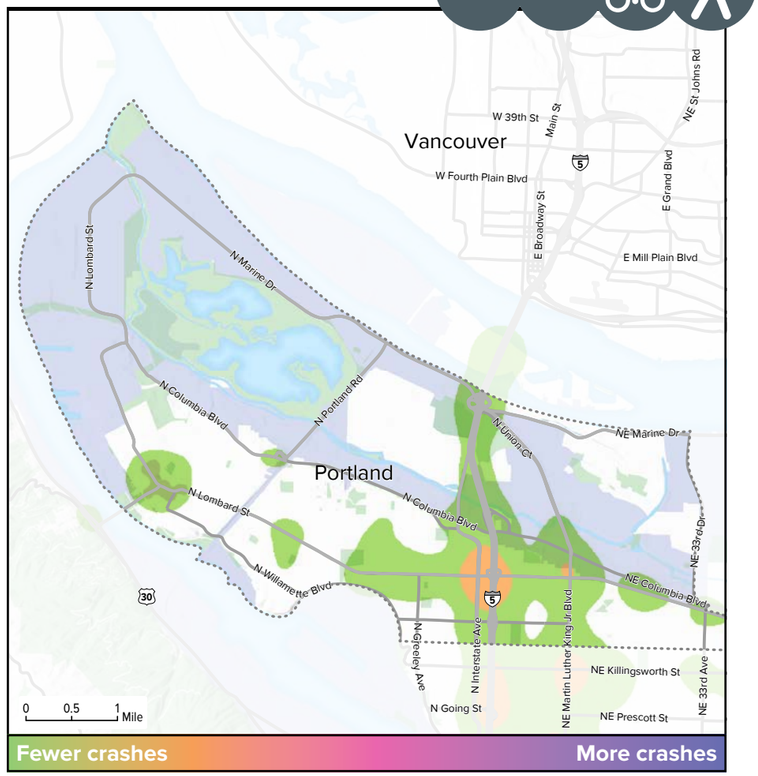
Source: 2014 Metro RLIS

Pedestrian system planning

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

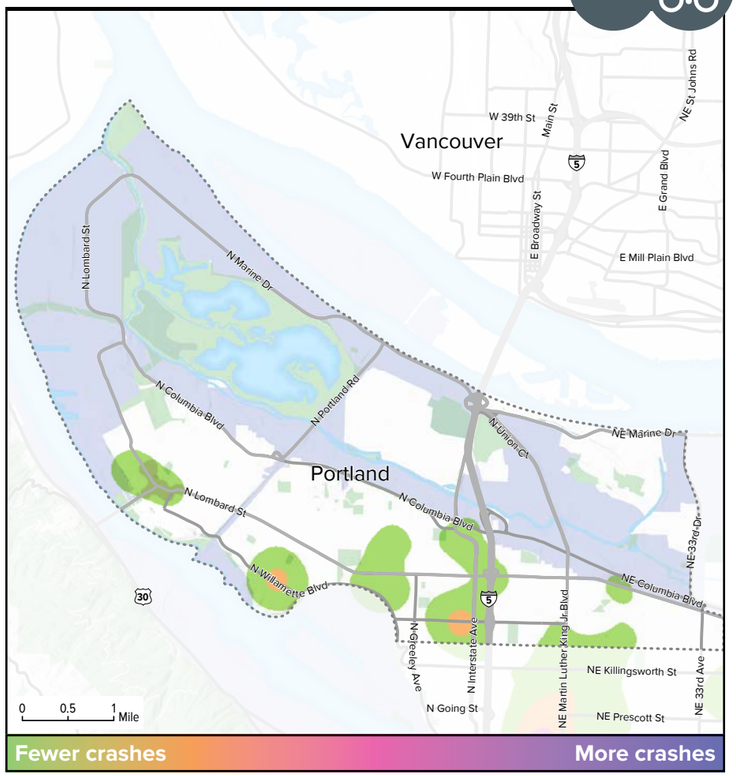
Source: 2014 Metro RLIS, RTP

3,499
Total Crashes: Auto Bike Ped

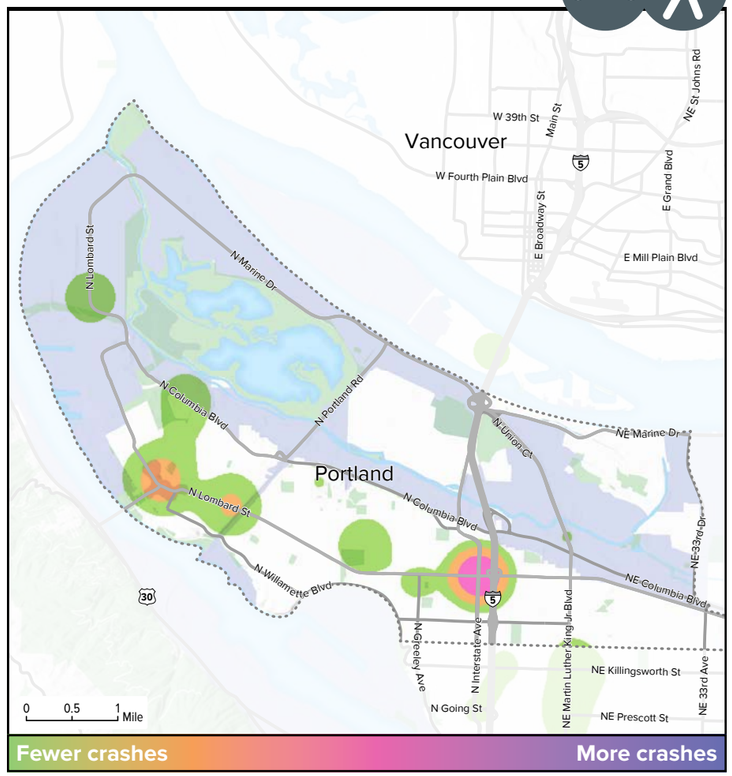


Source: ODOT 2007-2011

90
Total Crashes - Auto - Bike



63
Total Crashes - Auto - Ped



Crash Severity

Fatalities	16	1	5
Injury A	91	7	11
Injury B	402	51	34
Injury C	1,044	25	13
Property Damage Only	1,946	6	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

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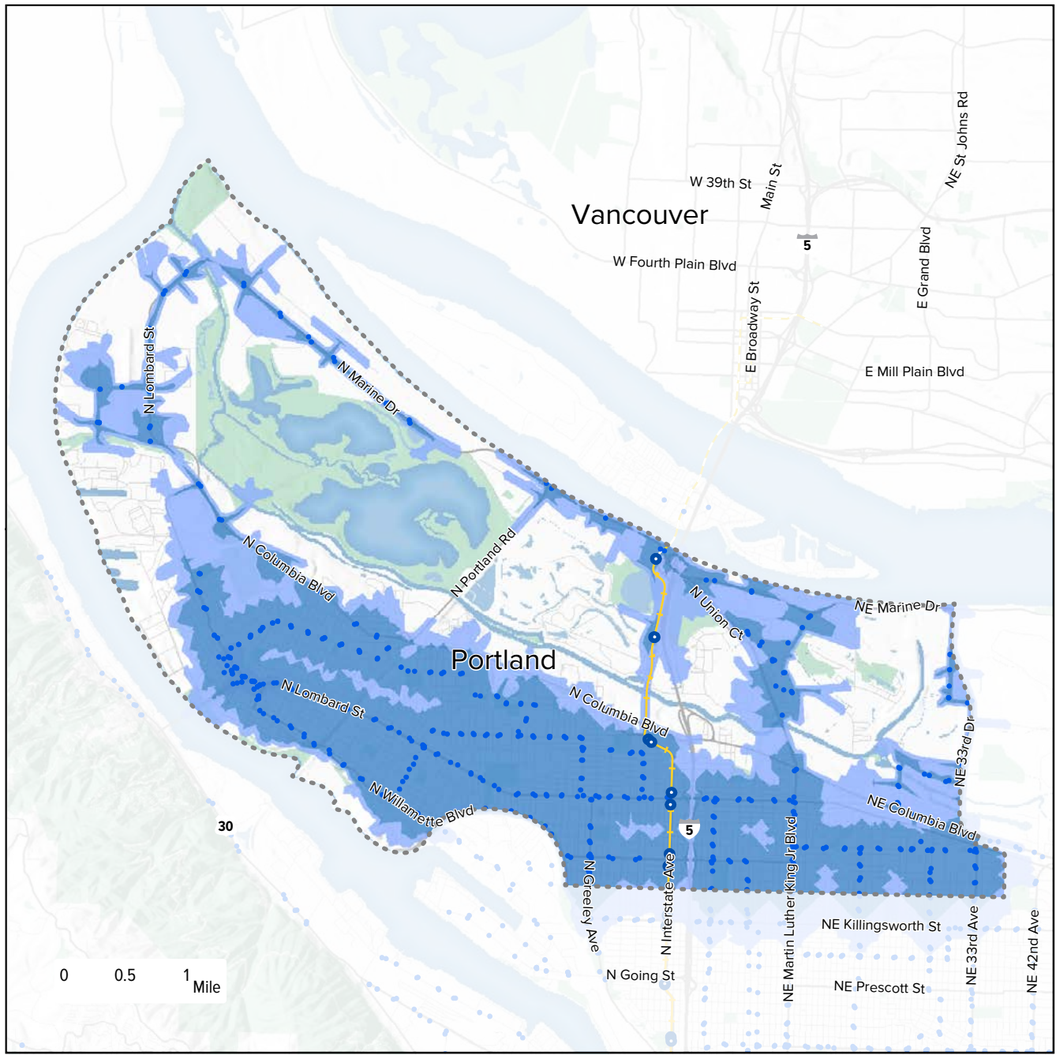
Transit volume

- 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

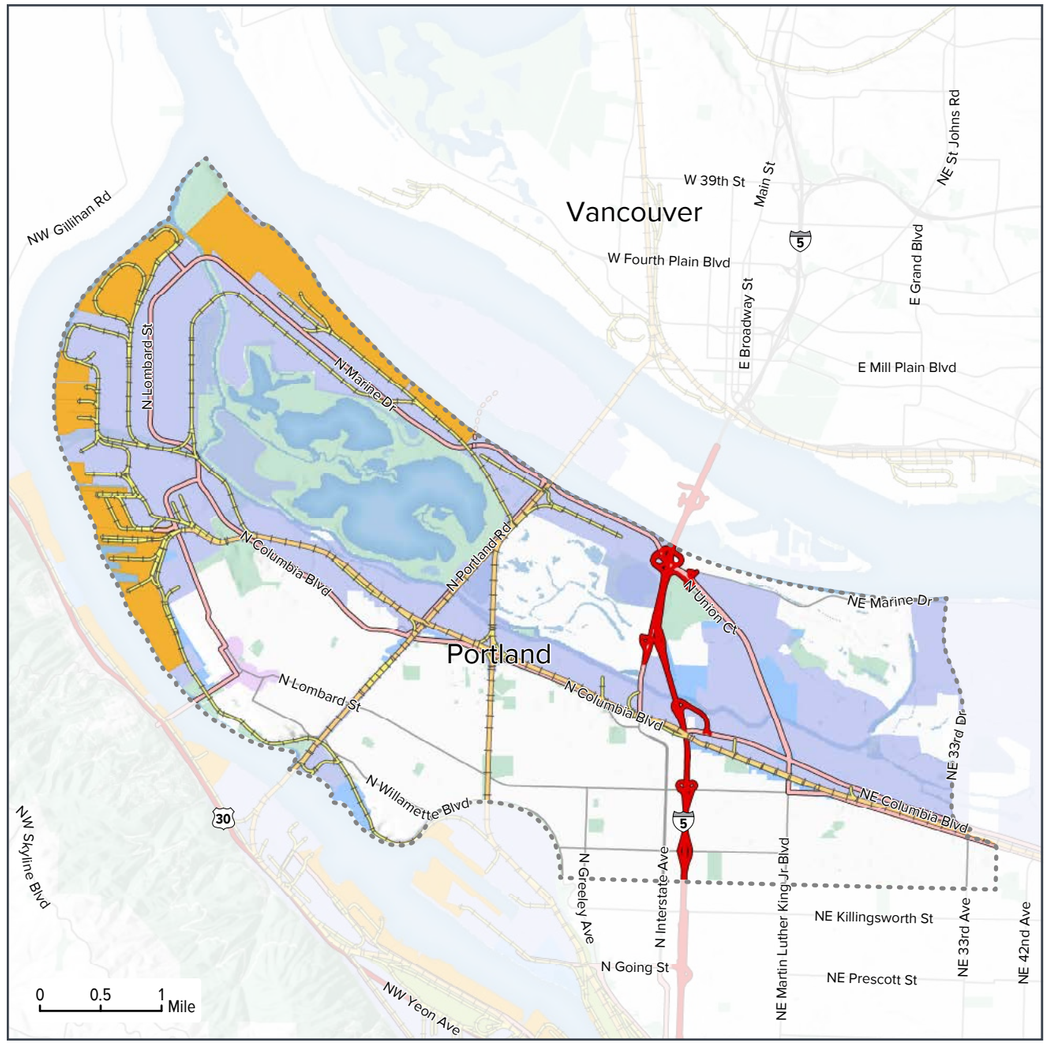
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop



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



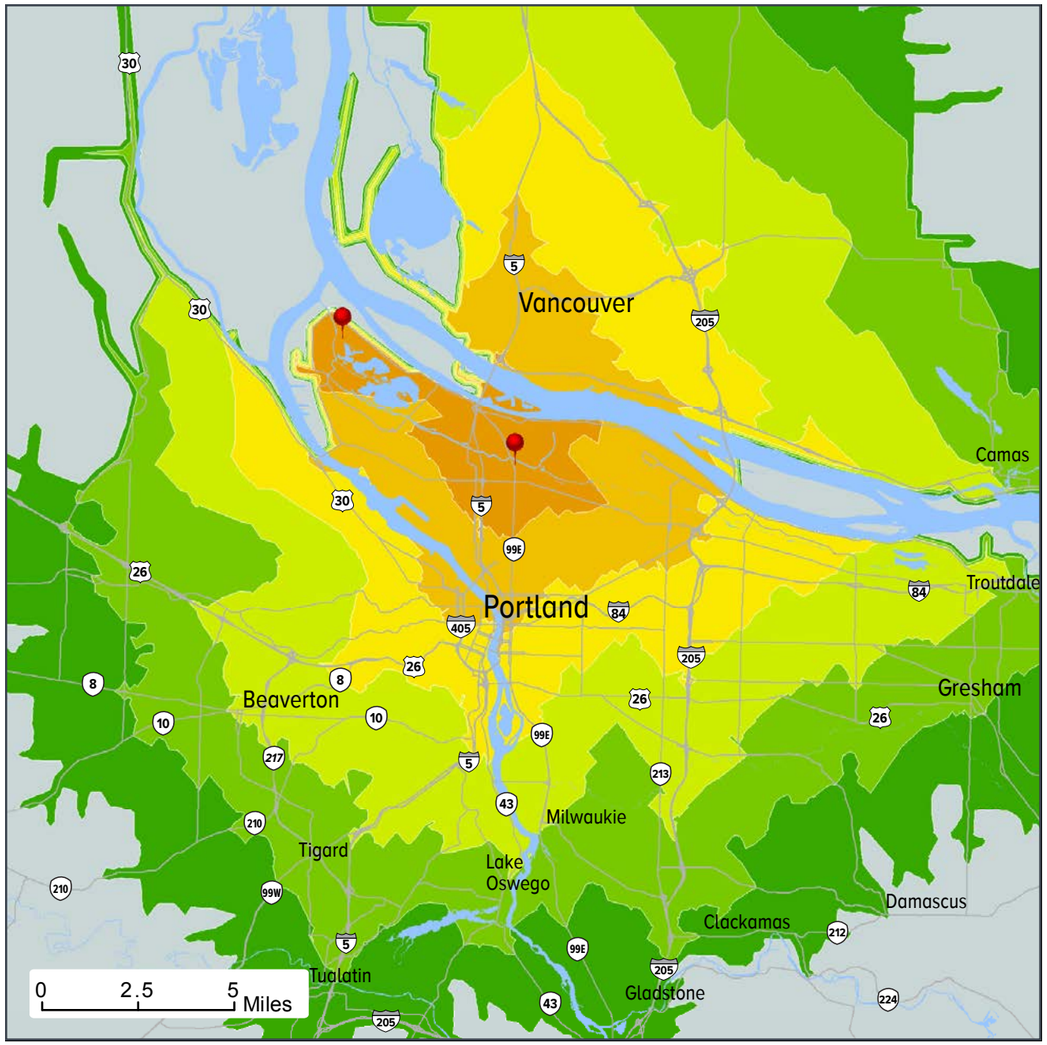
Source: 2014 Metro RLIS, RTP

Truck travel time analysis

Major Freight Access Point

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP