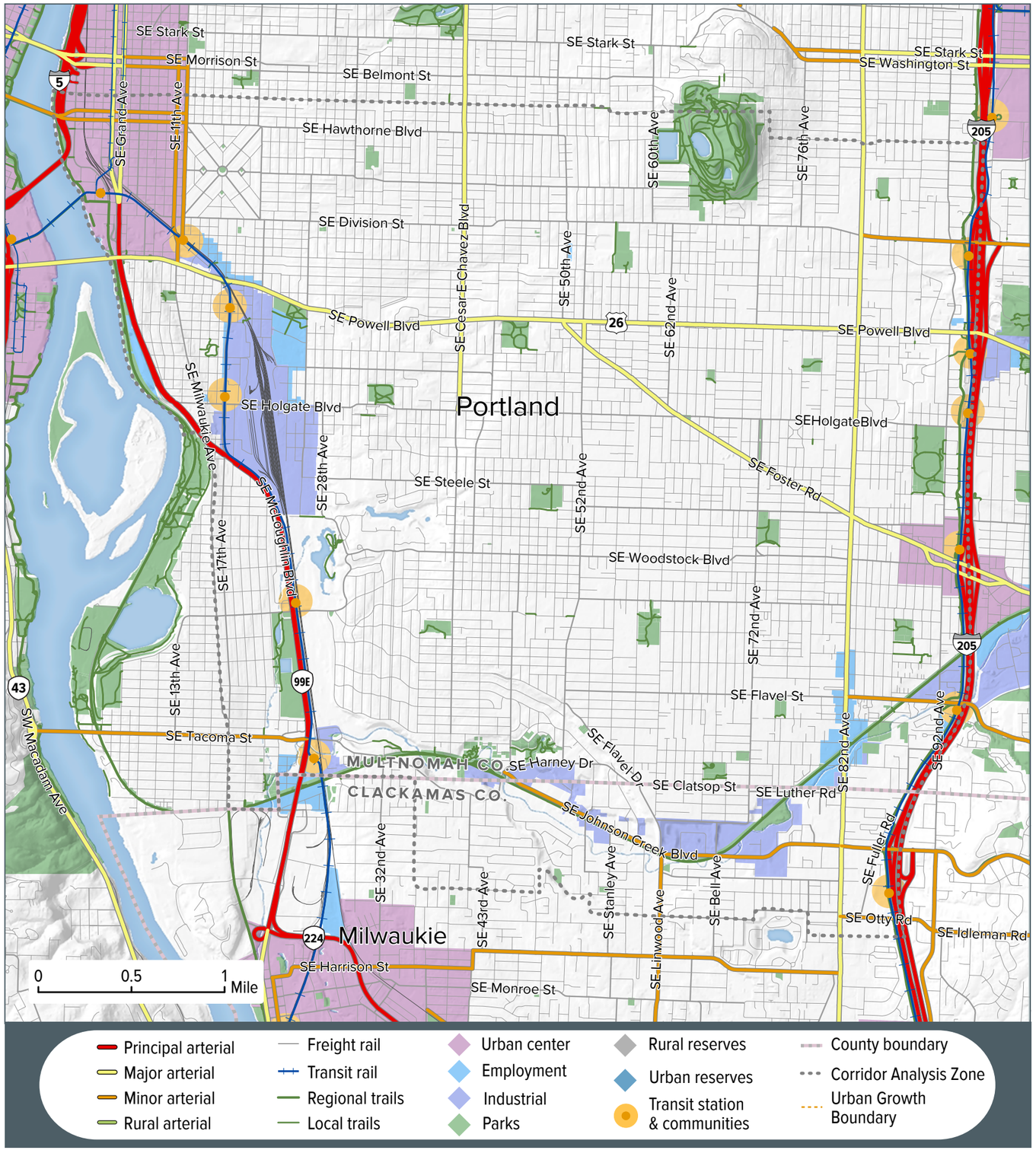
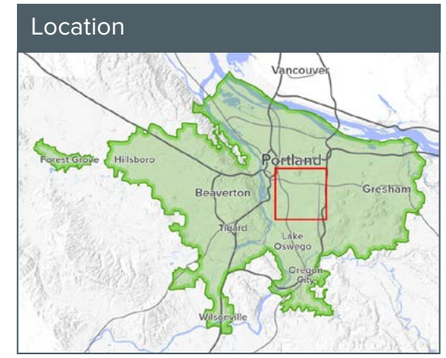


Location

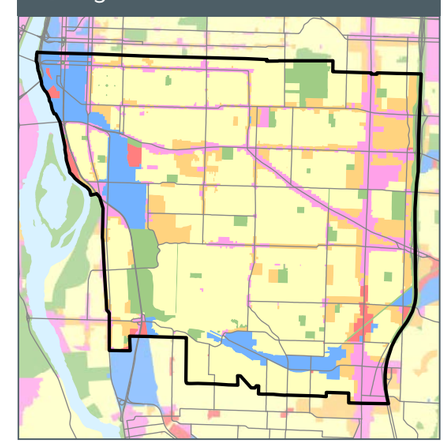


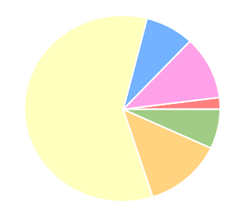
19

Portland City Center to Lents

The Portland City Center to Lents mobility corridor is framed by I-205 in the east and Hwy 99E in the west and is supported by parallel arterials, as well as bus service and bicycle routes that provide for movement in and through the corridor. I-205, SE 82nd Ave, and 99E provide means of north/south transportation and SE Powell Blvd (US 26) and SE Johnson Creek Bvld serve as east/west parallel arterials. SE Foster Rd serves as a major diagonal thoroughfare. The street network generally consists of well-connected roads in a grid pattern. The area is predominantly single-family residential with multi-family, commercial retail and employment areas along major arterials.

Zoning

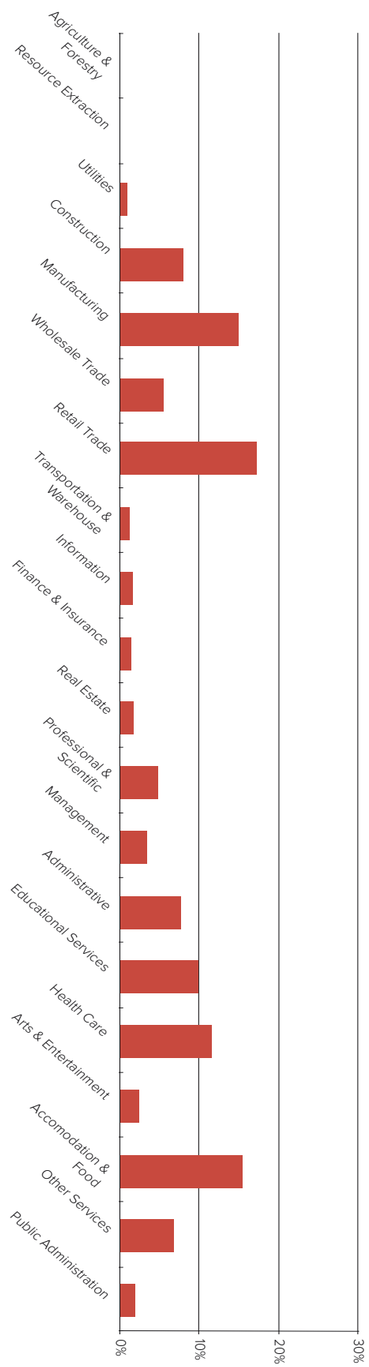


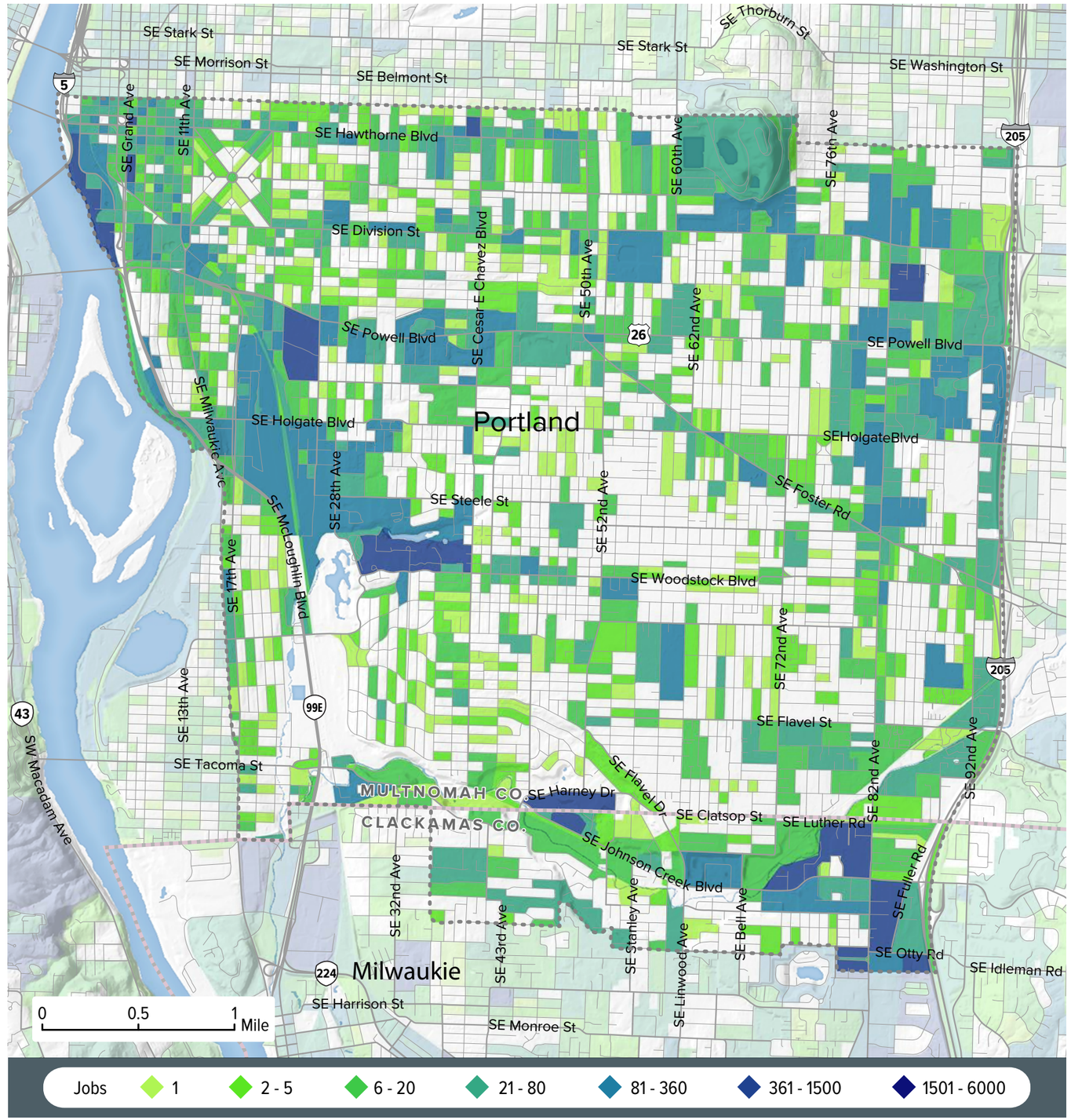


- Corridor analysis zone (CAZ)
- 2% Commercial
- 11% Mixed-use commercial
- 8% Industrial
- 59% Single-family residential
- 13% Multi-family residential
- 7% Parks and open spaces
- 0% Rural
- 0% Future urban development

Sources: Metro RLIS Q4 2013, RTP

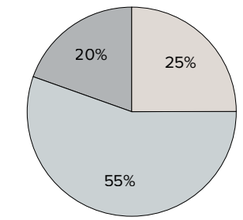
42,007 Jobs



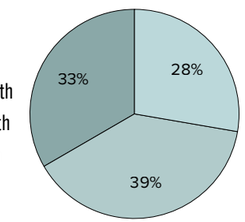


Workforce statistics

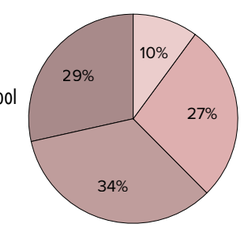
Age



Salary

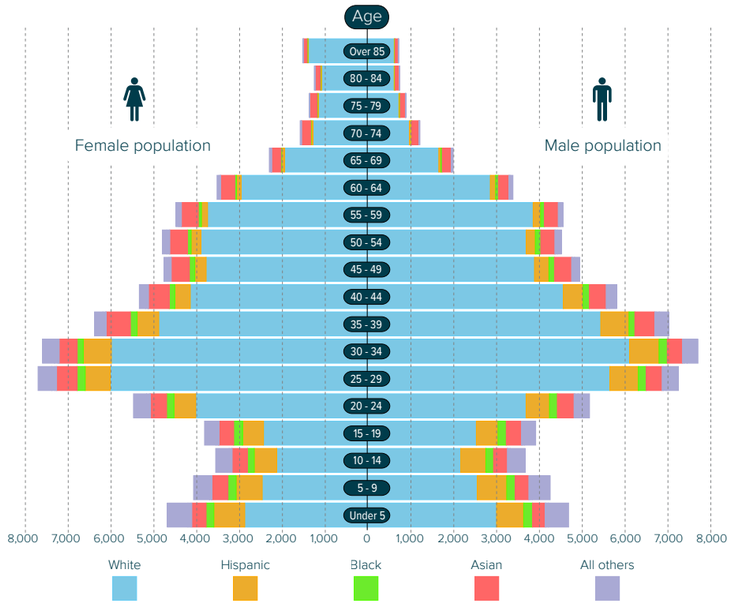


Education



Source: 2011 US Census LEHD

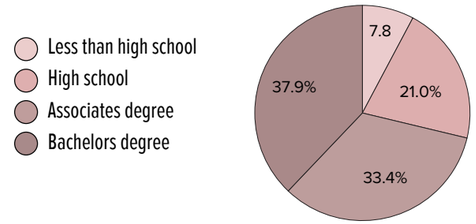
125,568 Residents



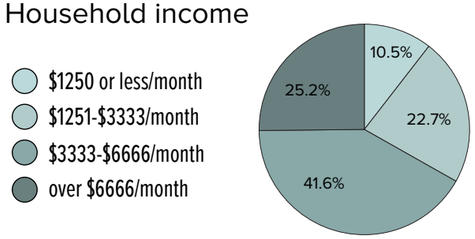
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



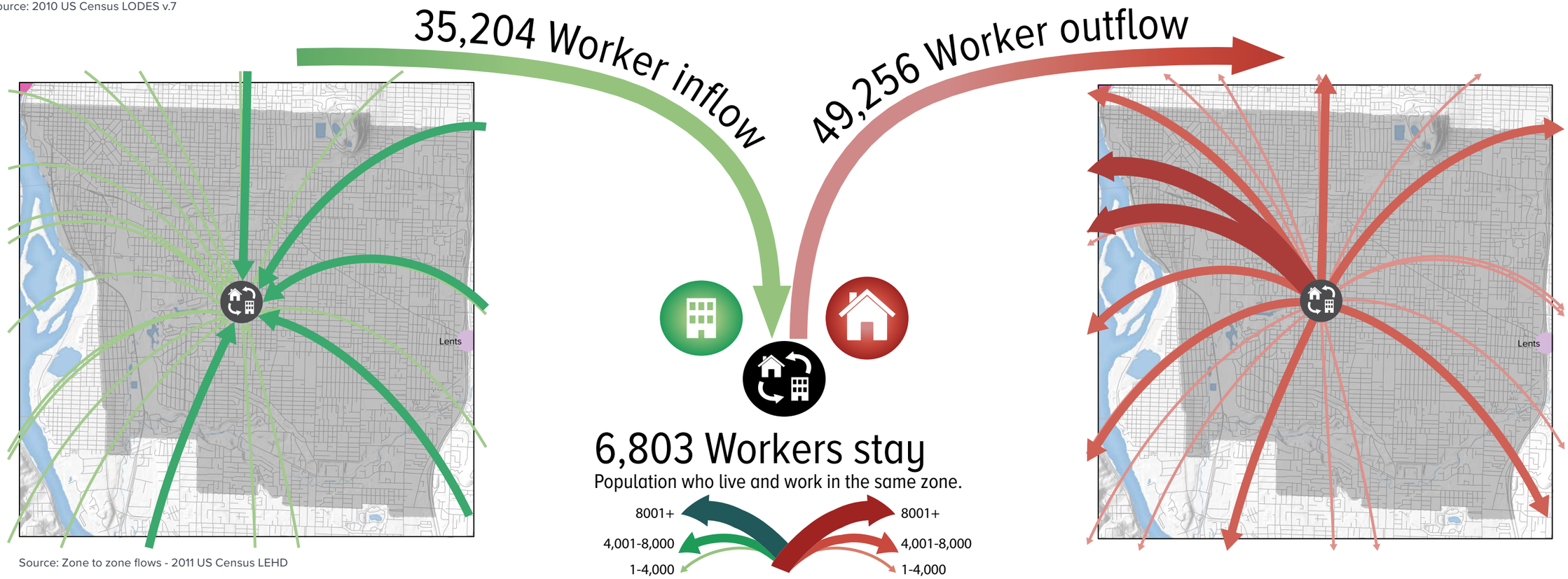
Source: 2008-13 American Community Survey

55,372 Dwelling Units
5% Vacancy

11.2 People/Acre

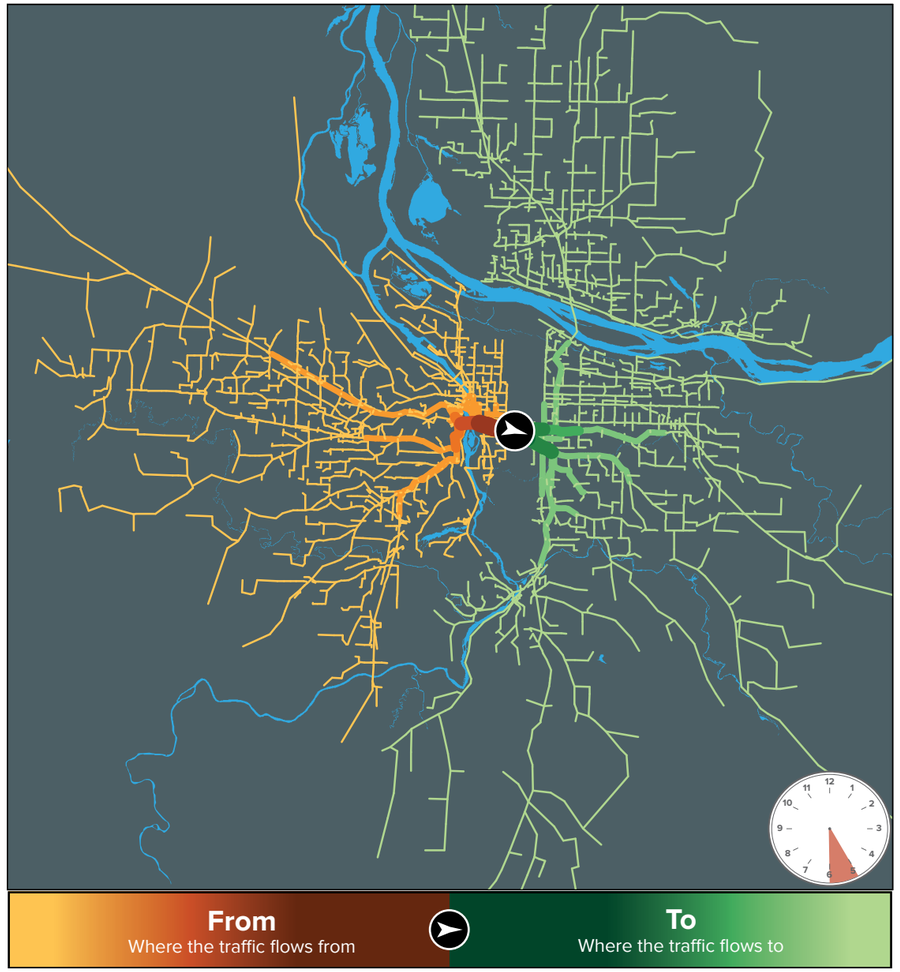
34.6% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015



Source: Zone to zone flows - 2011 US Census LEHD

Transportation Flowsheds



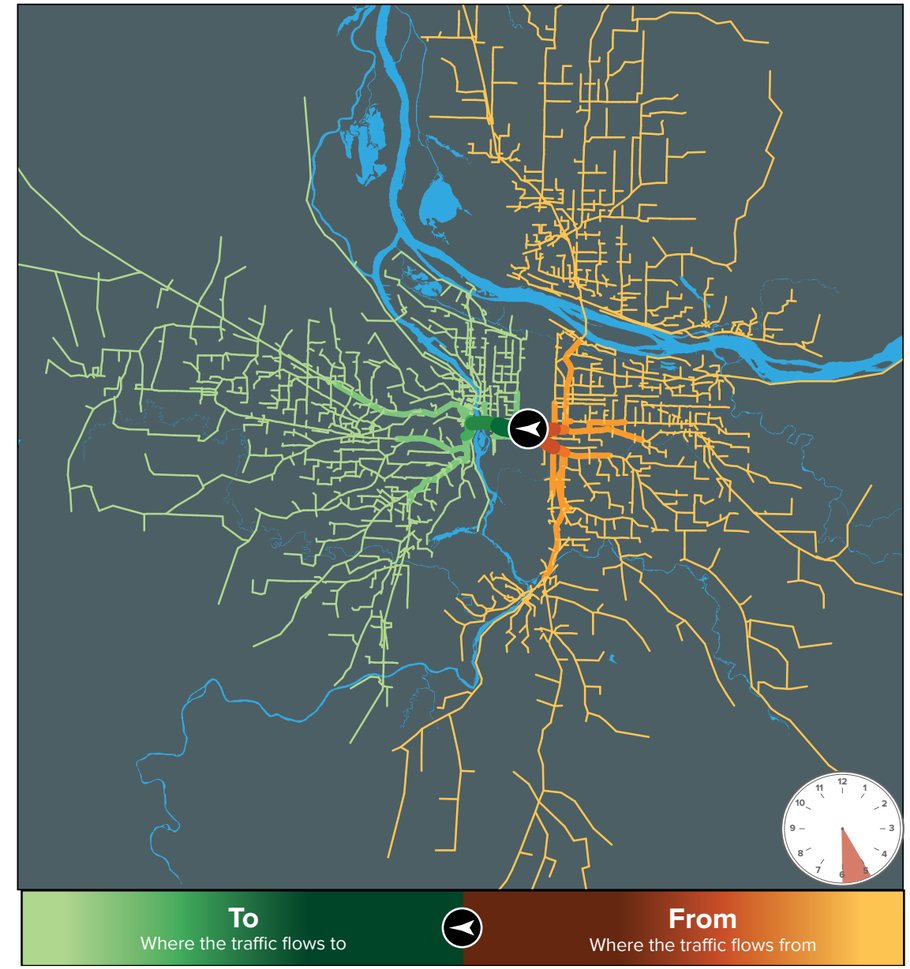
Traffic flow, eastbound p.m. 1-hour peak, 5:00-6:00 PM

Source: 2010 Metro Modeling Services Network

Traffic Volumes

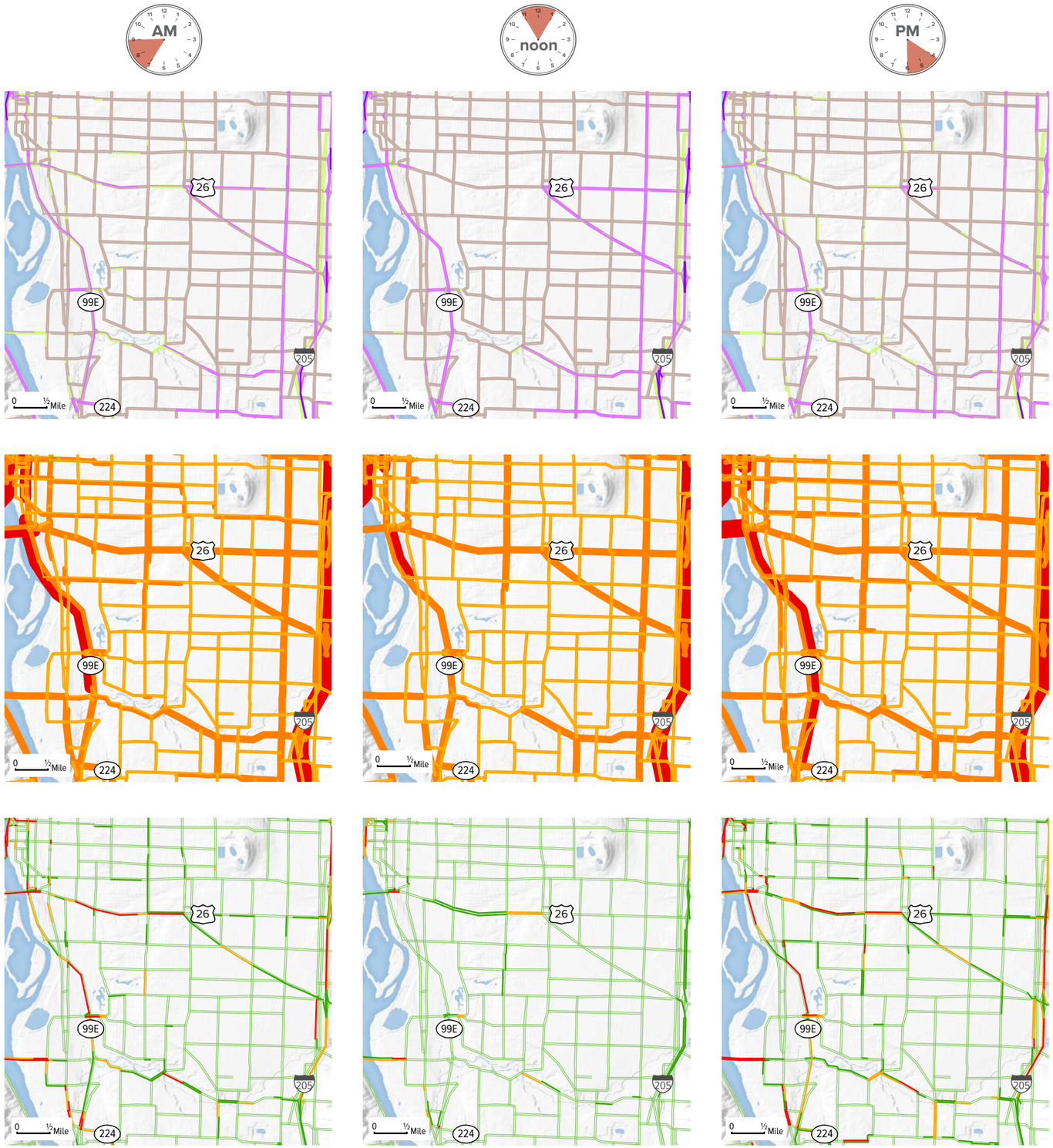
- 2001 - 6000
- 1001 - 2000
- 501 - 1000
- 251 - 500
- 50 - 250
- under 50

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

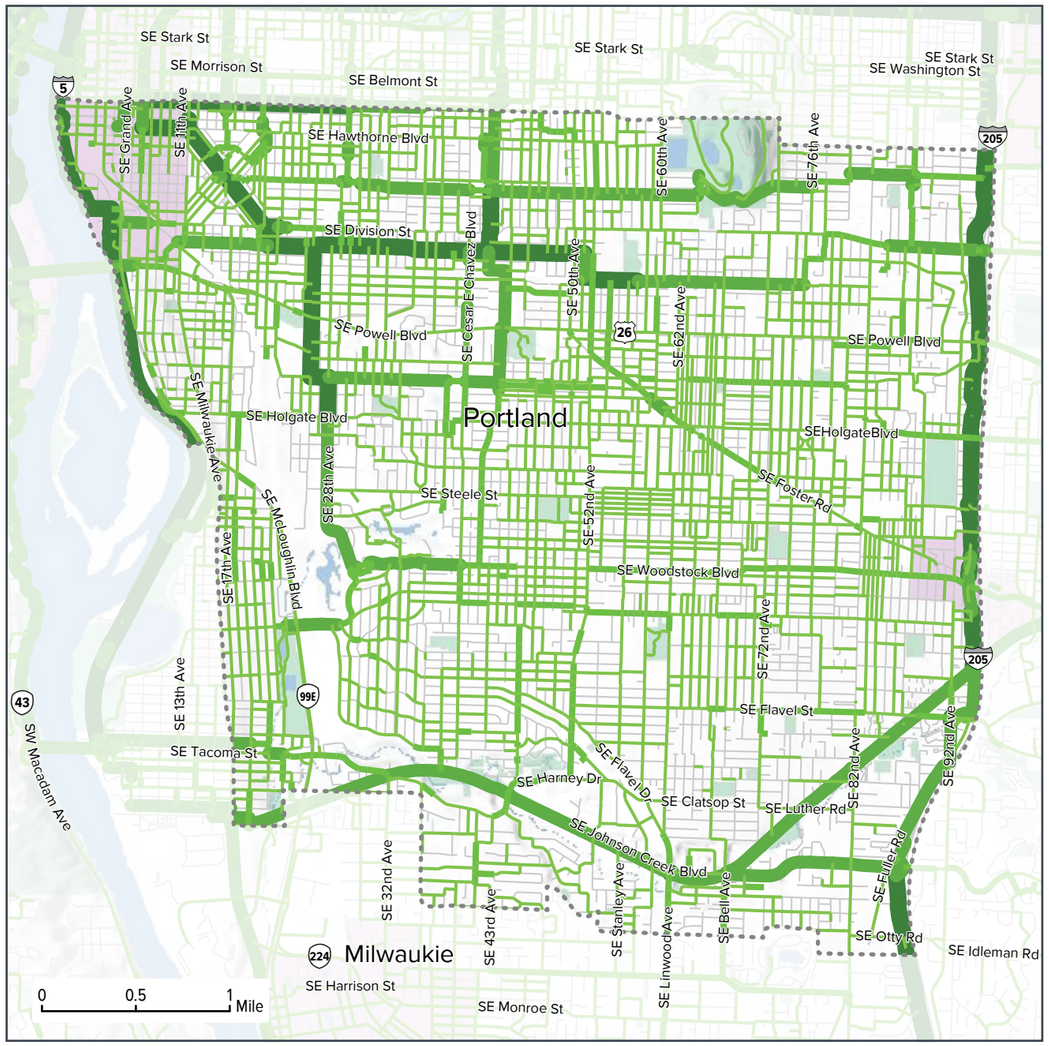
Auto volume/capacity

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

Source: 2010 Metro Modeling Services Network

Bike volume

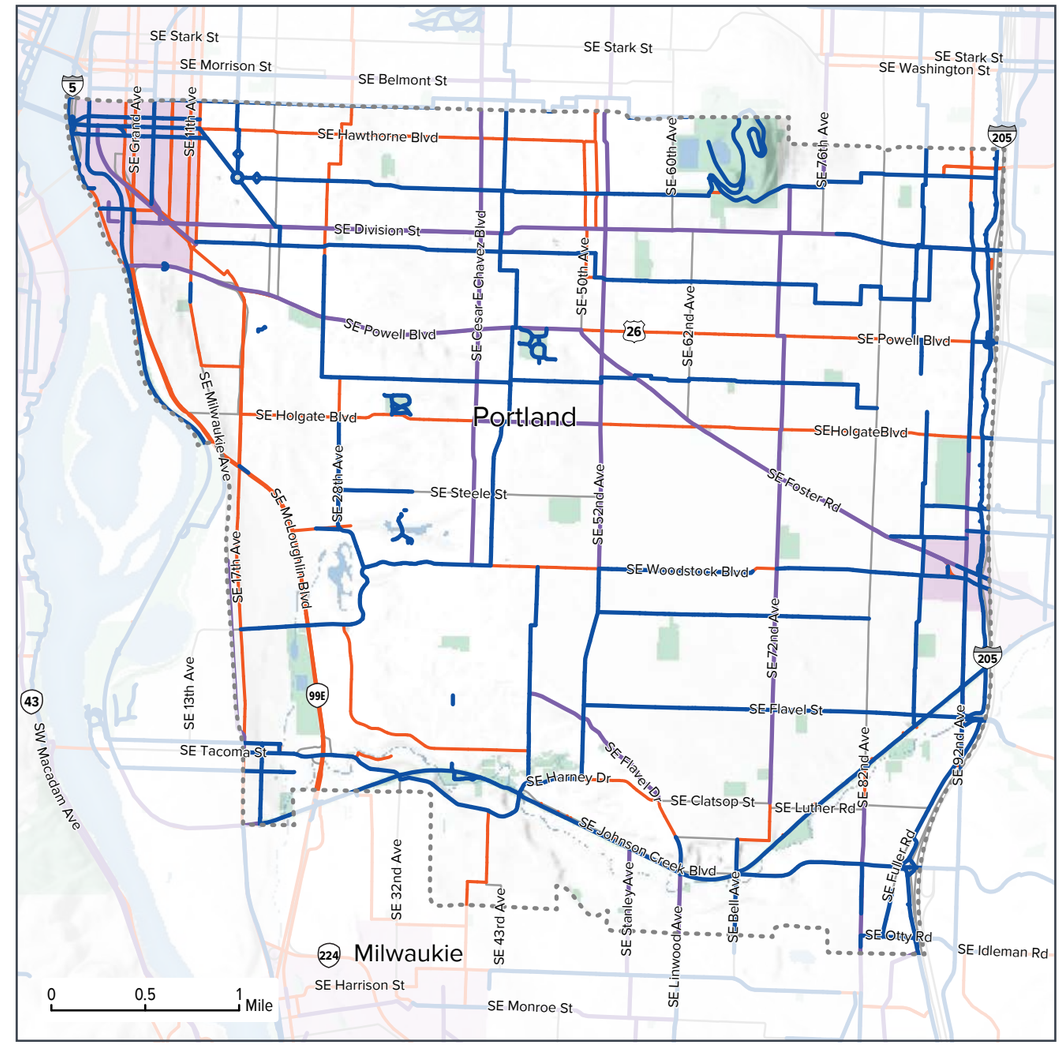
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,500



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Bike system planning

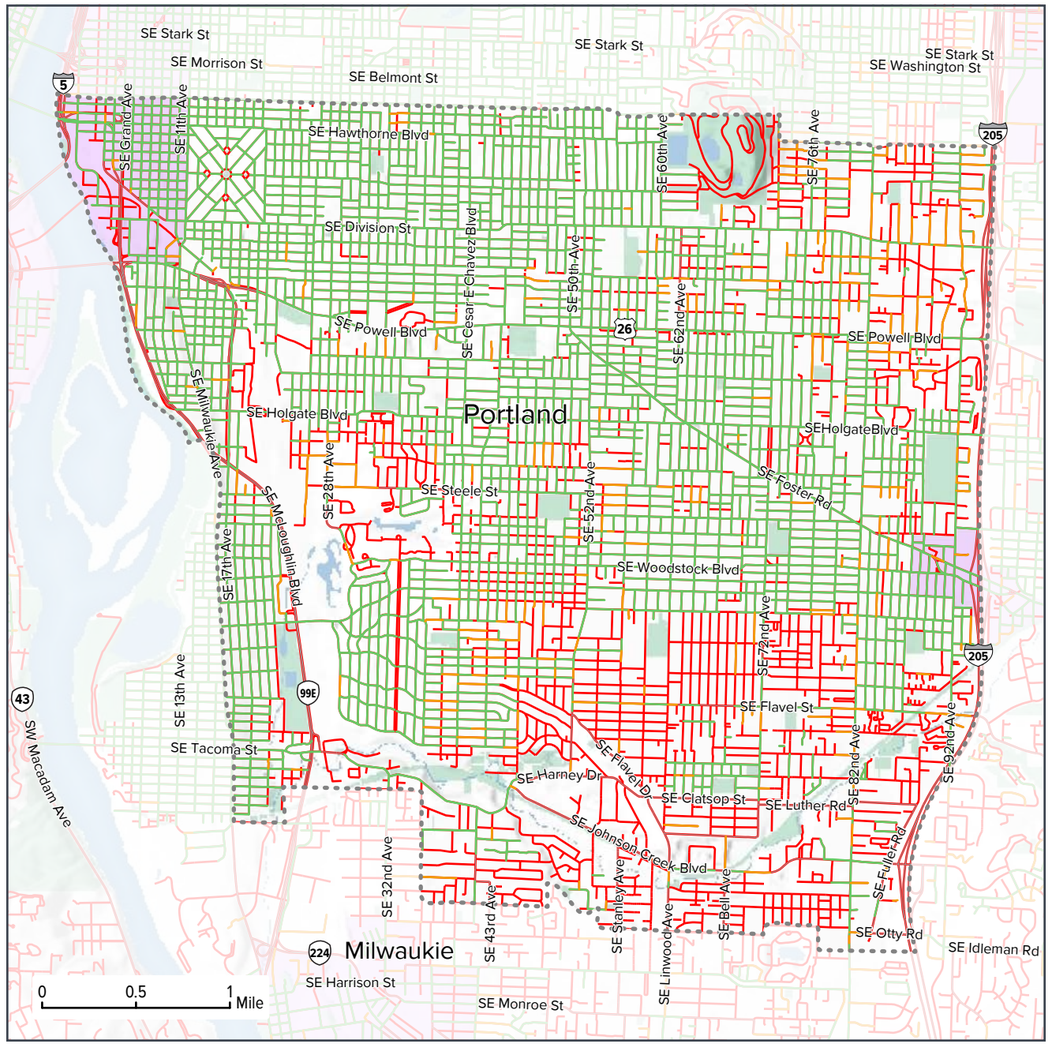
- Existing infrastructure
- Bike project in RTP
- Gap in planned bike system
- Regional bike district



Source: 2014 Metro RLIS

Sidewalk completion

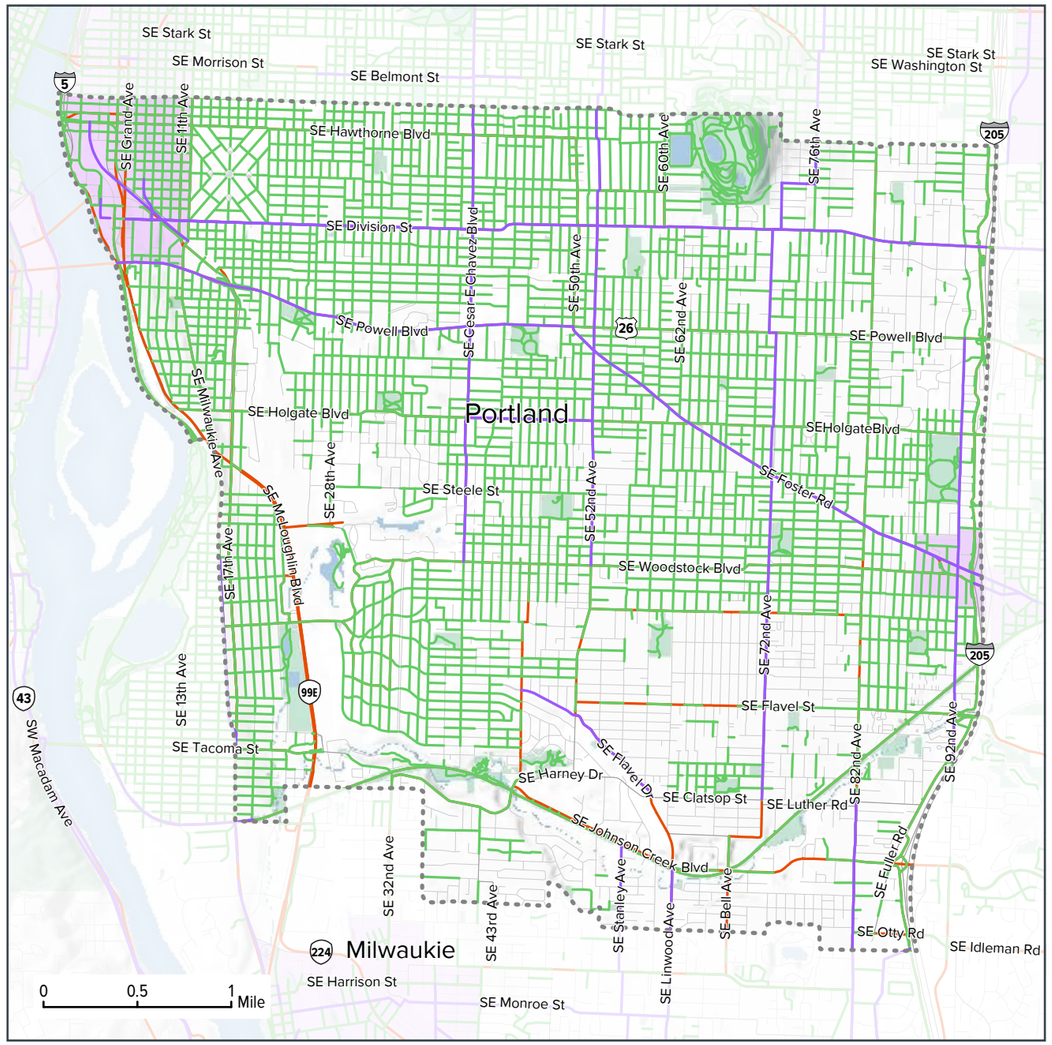
- Completed sidewalk, both sides
- Partially complete sidewalk
- No sidewalk
- Regional pedestrian district



Source: 2014 Metro RLIS

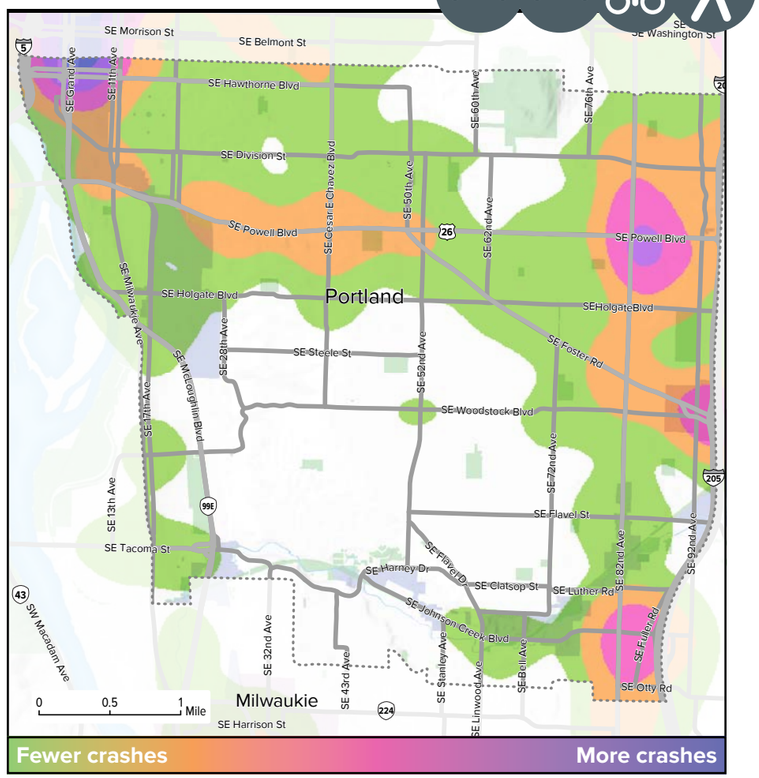
Pedestrian system planning

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



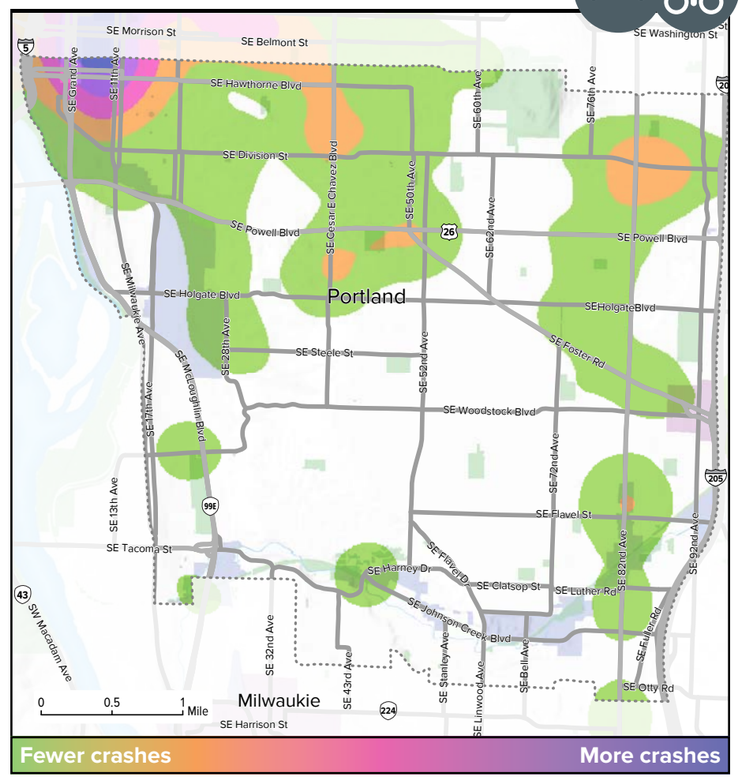
Source: 2014 Metro RLIS, RTP

8,954
Total Crashes: Auto Bike Ped

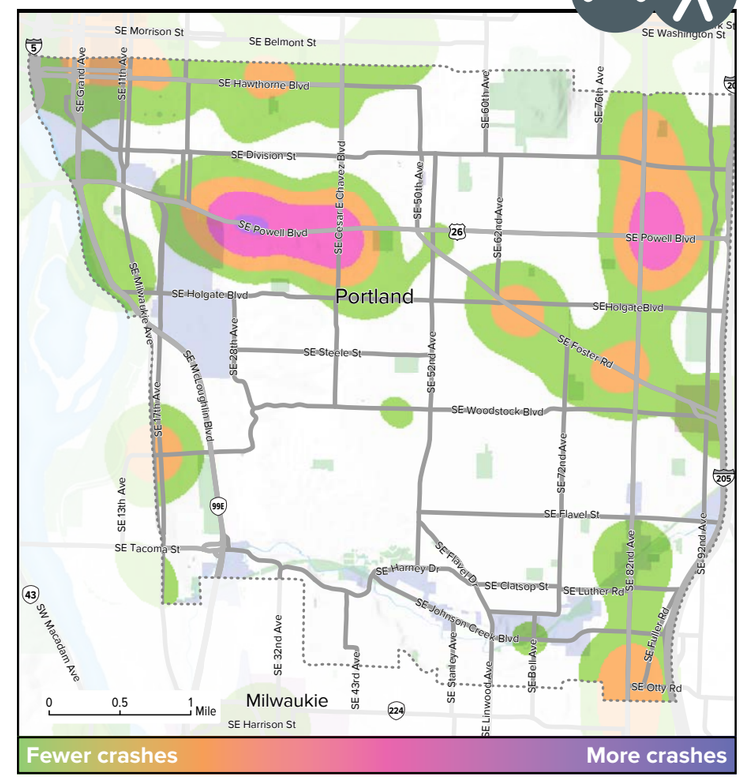


Source: ODOT 2007-2011

295
Total Crashes - Auto - Bike



205
Total Crashes - Auto - Ped



Crash Severity

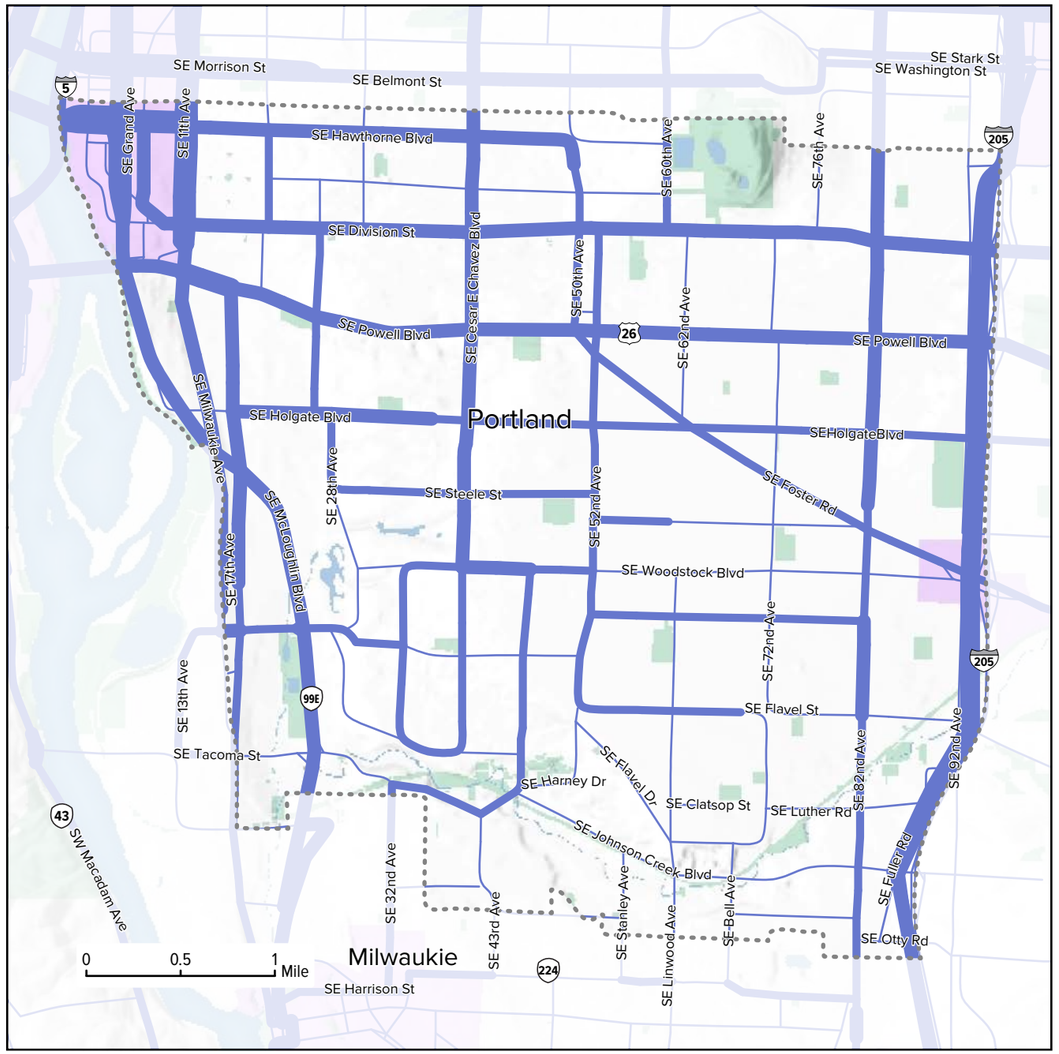
	8,954	295	205
Fatalities	19	2	11
Injury A	211	16	29
Injury B	950	164	108
Injury C	2,929	100	55
Property Damage Only	4,845	13	2

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

19

Transit volume

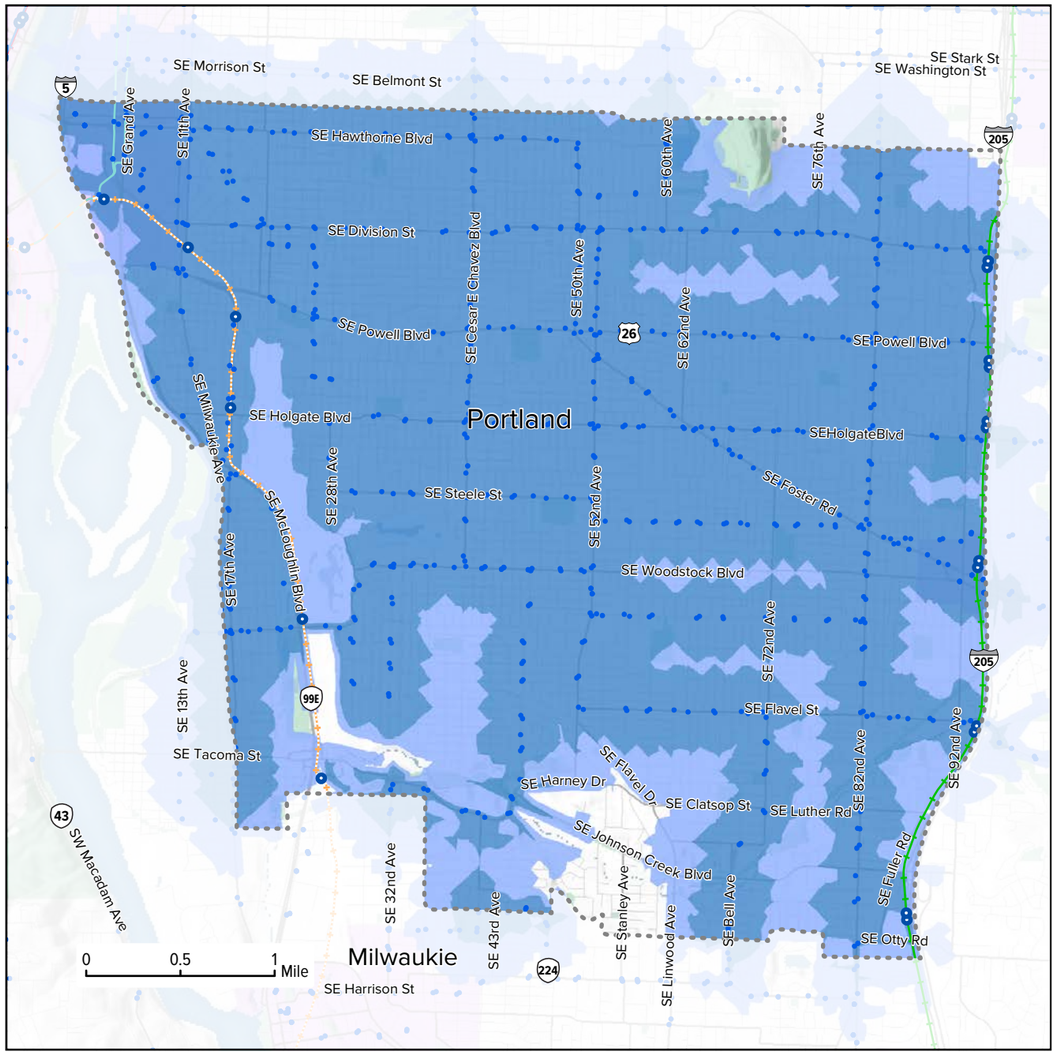
- 1 - 250
- 251 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- over 10,000



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Transit Accessibility

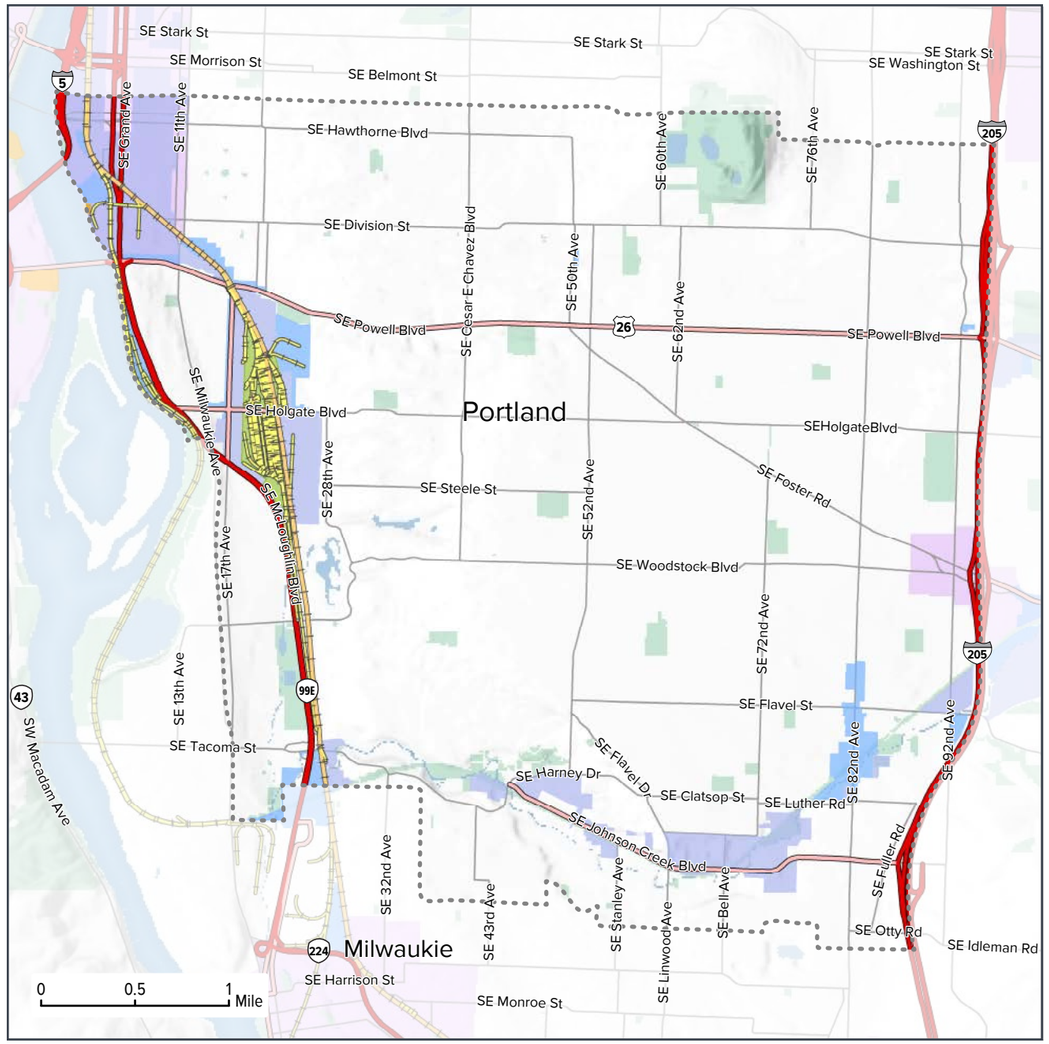
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop



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



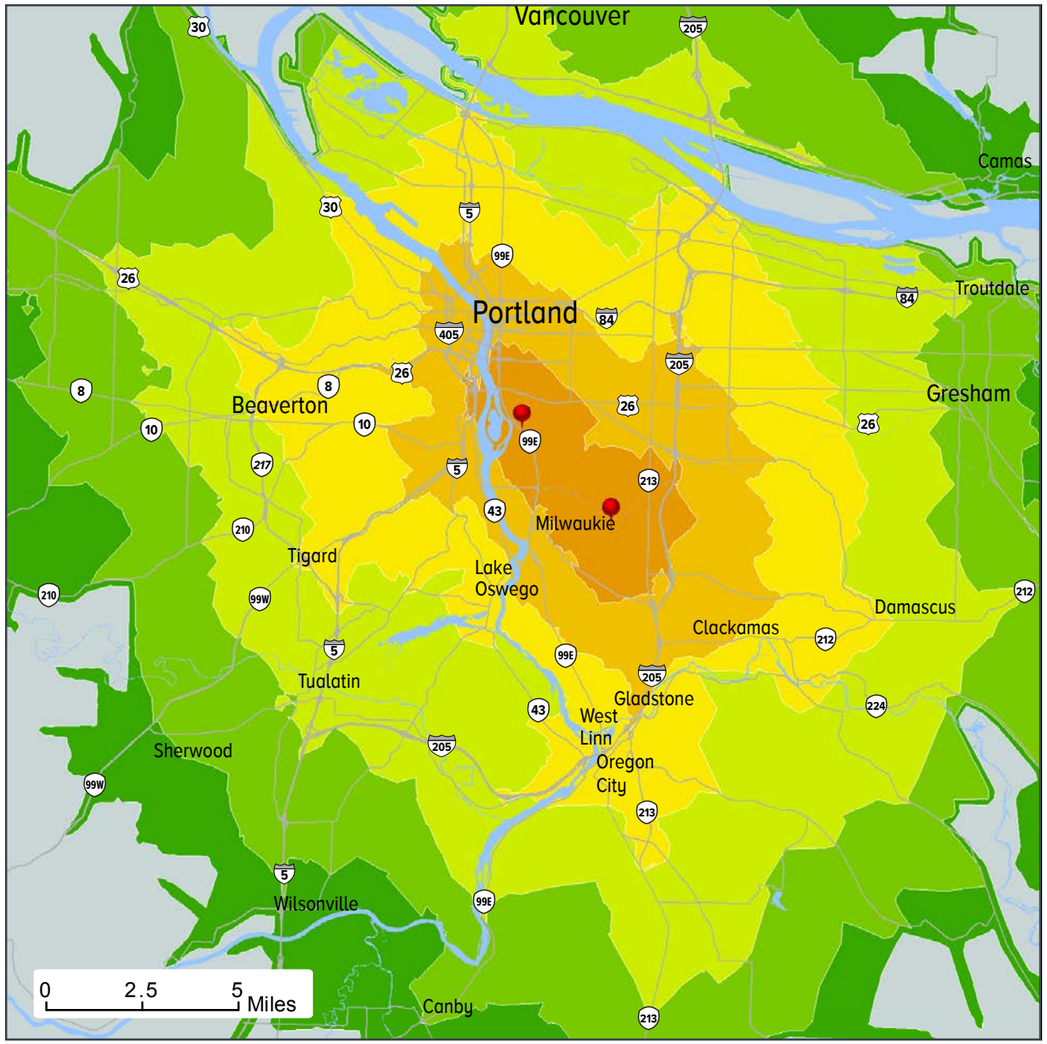
Source: 2014 Metro RLIS, RTP

Truck travel time analysis

Major Freight Access Point

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP