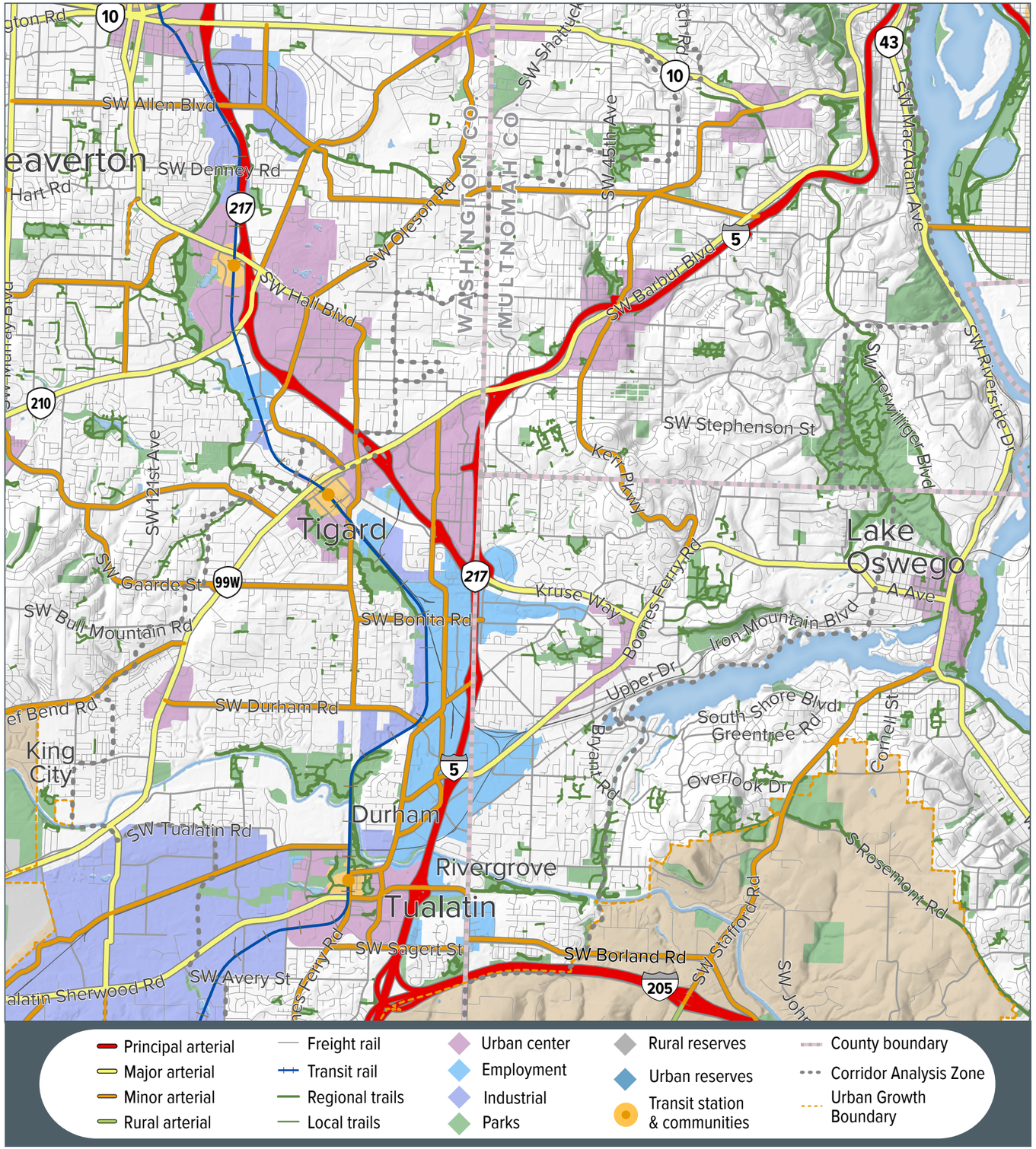
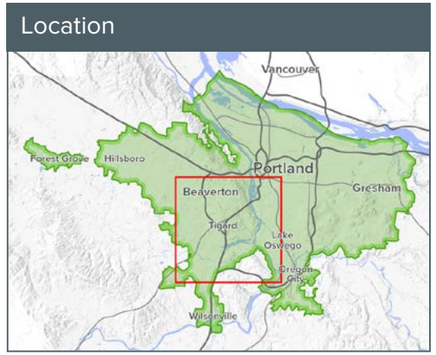


Principal arterial
Major arterial
Minor arterial
Rural arterial
Freight rail
Transit rail
Regional trails
Local trails
Urban center
Employment
Industrial
Parks
Rural reserves
Urban reserves
Transit station & communities
County boundary
Corridor Analysis Zone
Urban Growth Boundary

Location

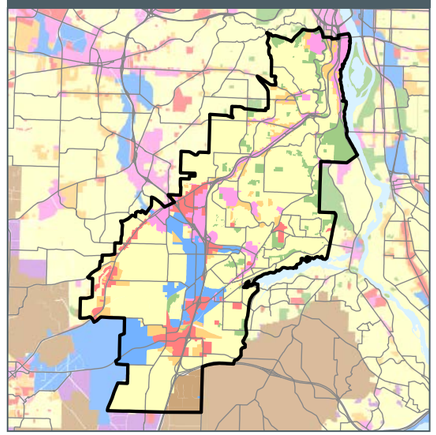


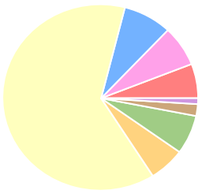
2

Portland to Tigard/ Tualatin

The Portland Central City to Tigard/Tualatin mobility corridor encompasses I-5, parallel arterials, as well as bus service and bicycle routes that support movement in and through the corridor. I-5 supports interstate, interregional, and intraregional travel for people and goods. SW Barbur Blvd (99W), SW Boones Ferry Rd/SW Terwilliger/Taylors Ferry Rd and SW Macadam/ Hwy 43 are key parallel streets. The arterial and collector street network tends to be winding and discontinuous as a result of the hilly topography. The area is predominantly single-family residential served by a patchwork of well-connected and discontinuous local streets.

Zoning

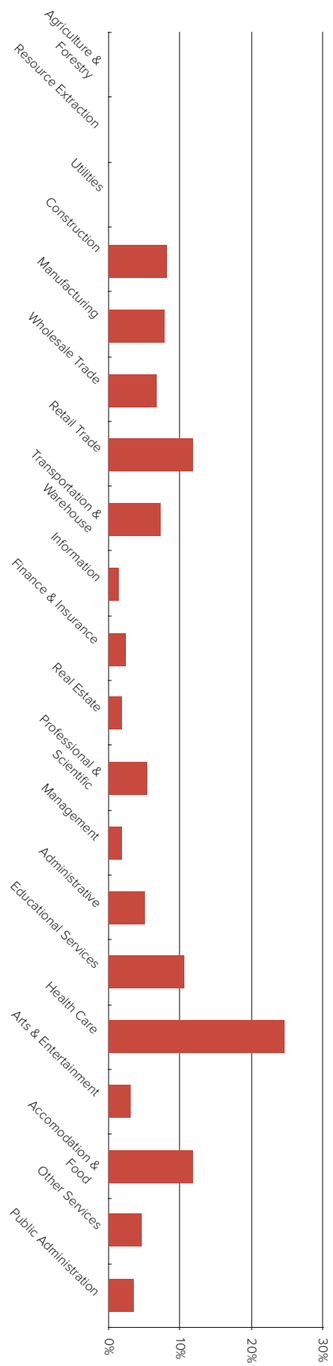


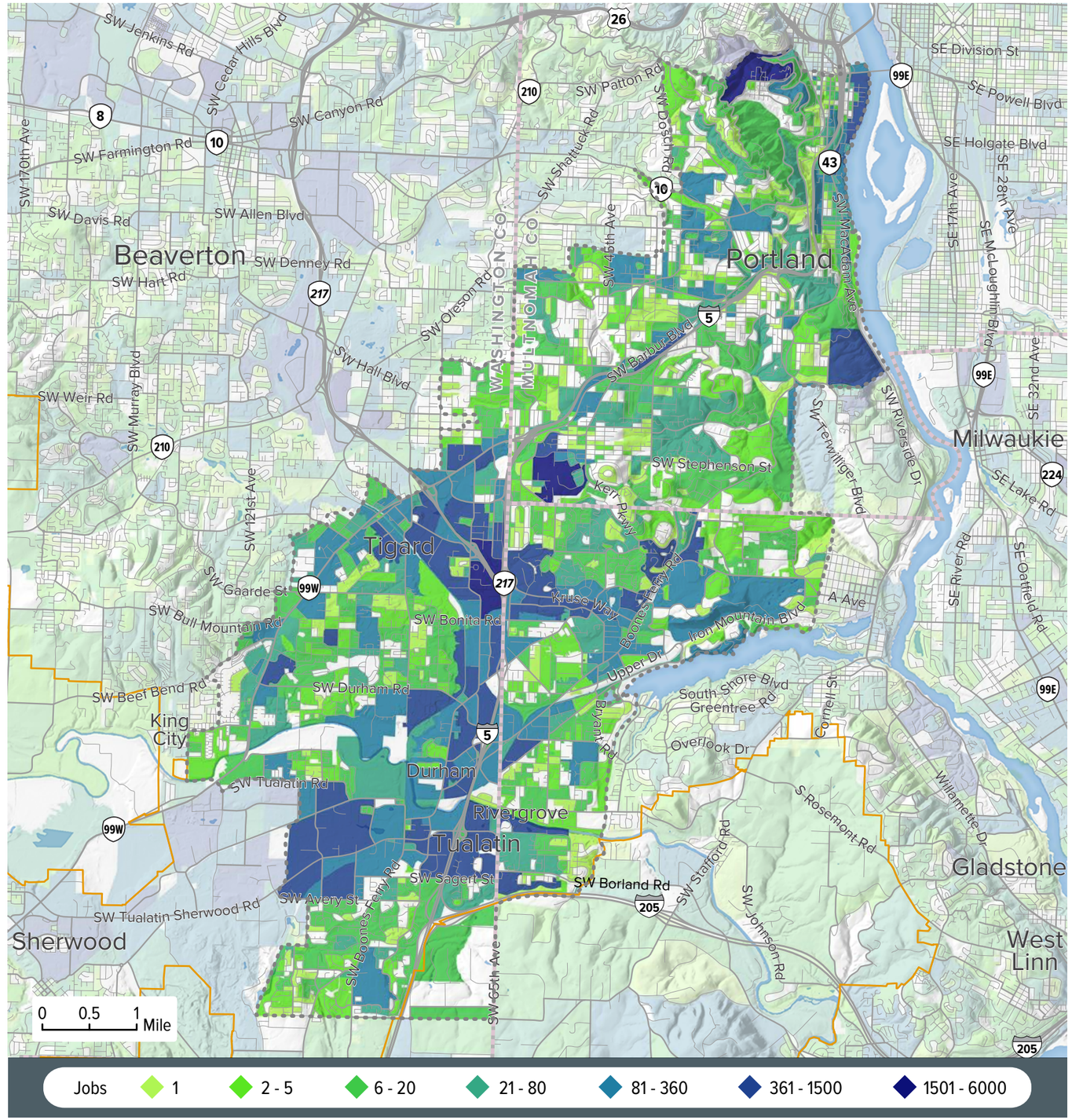


- Corridor analysis zone (CAZ)
- 6% Commercial
- 7% Mixed-use commercial
- 8% Industrial
- 63% Single-family residential
- 6% Multi-family residential
- 7% Parks and open spaces
- 2% Rural
- 1% Public facilities

Sources: Metro RLIS Q4 2013, RTP

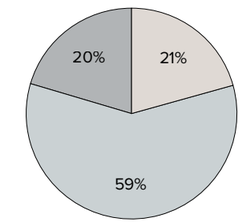
98,604 Jobs



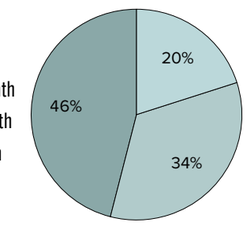


Workforce statistics

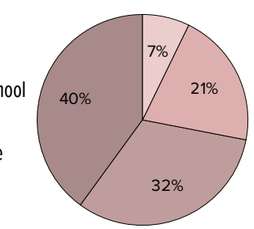
Age



Salary

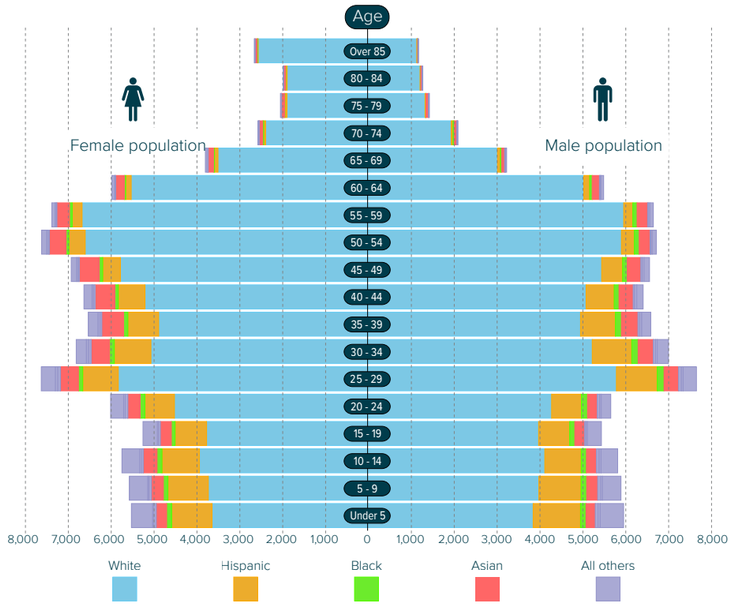


Education



Source: 2011 US Census LEHD

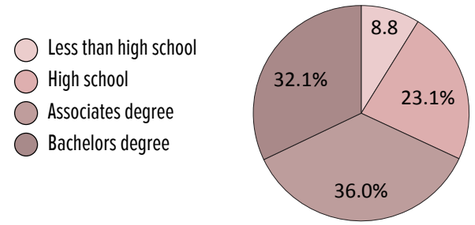
142,247 Residents



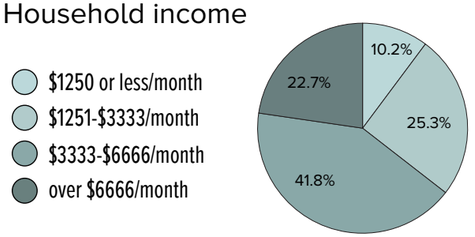
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



Source: 2008-13 American Community Survey

60,434 Dwelling Units
6.1% Vacancy

5.7 People/Acre

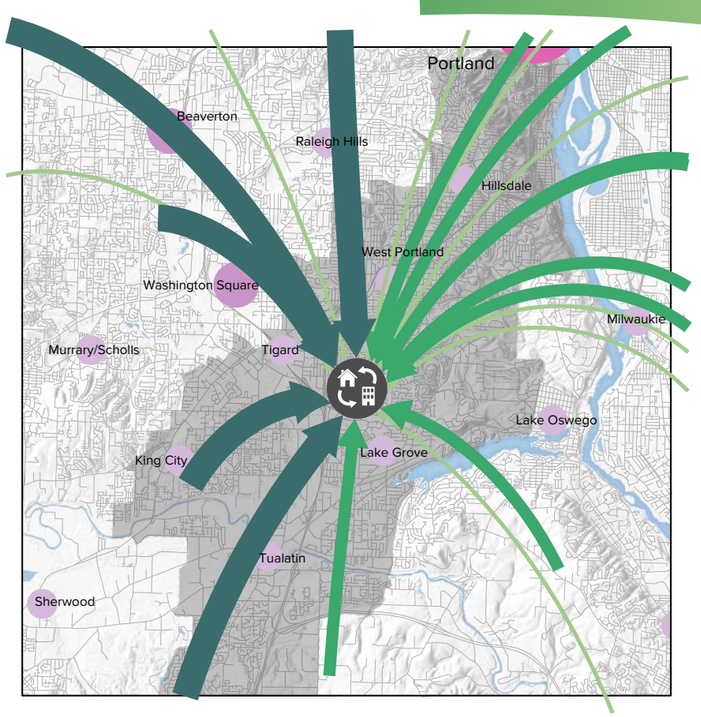
42.6% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

2

83,926 Worker inflow

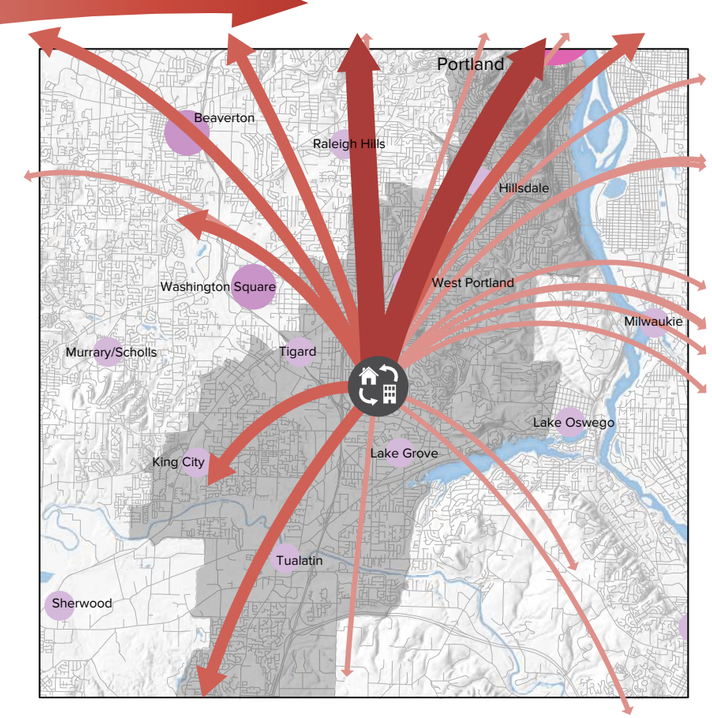
47,641 Worker outflow



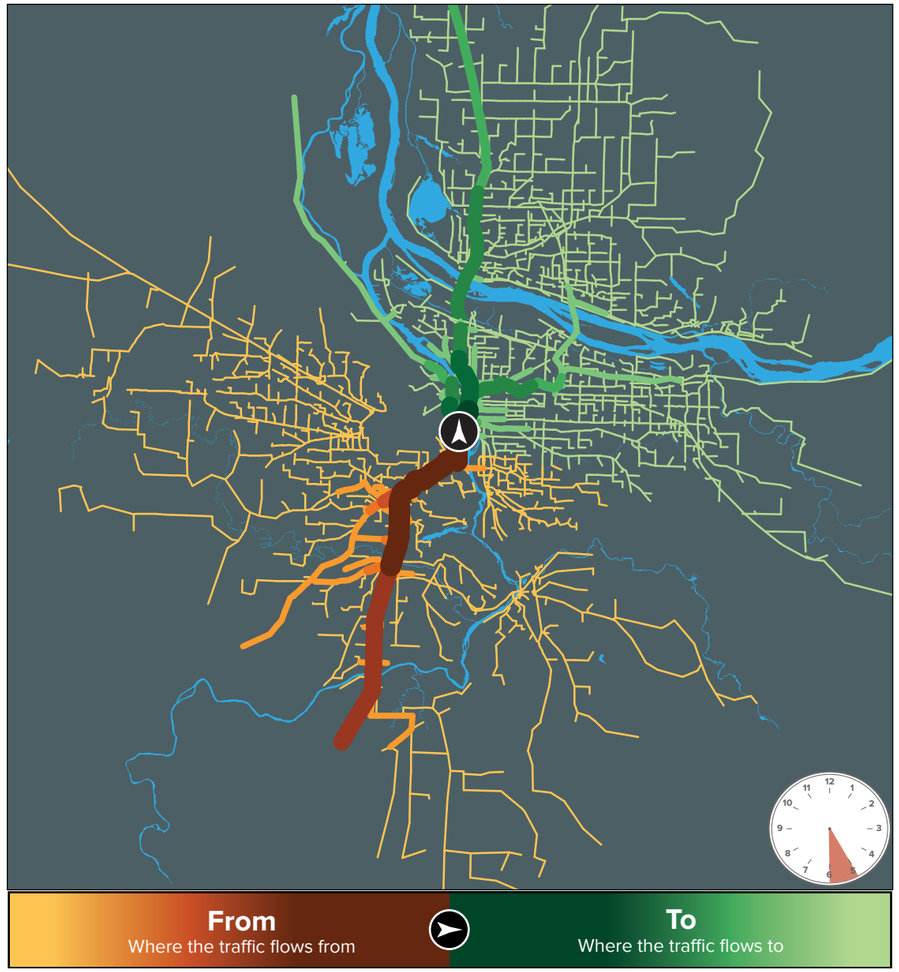
Source: Zone to zone flows - 2011 US Census LEHD

14,678 Workers stay

Population who live and work in the same zone.

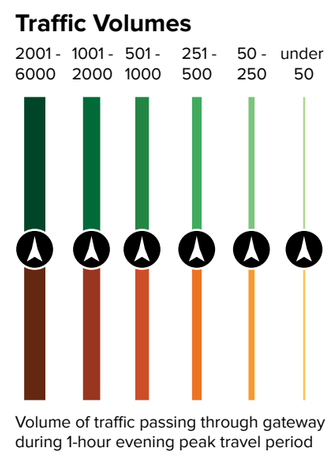


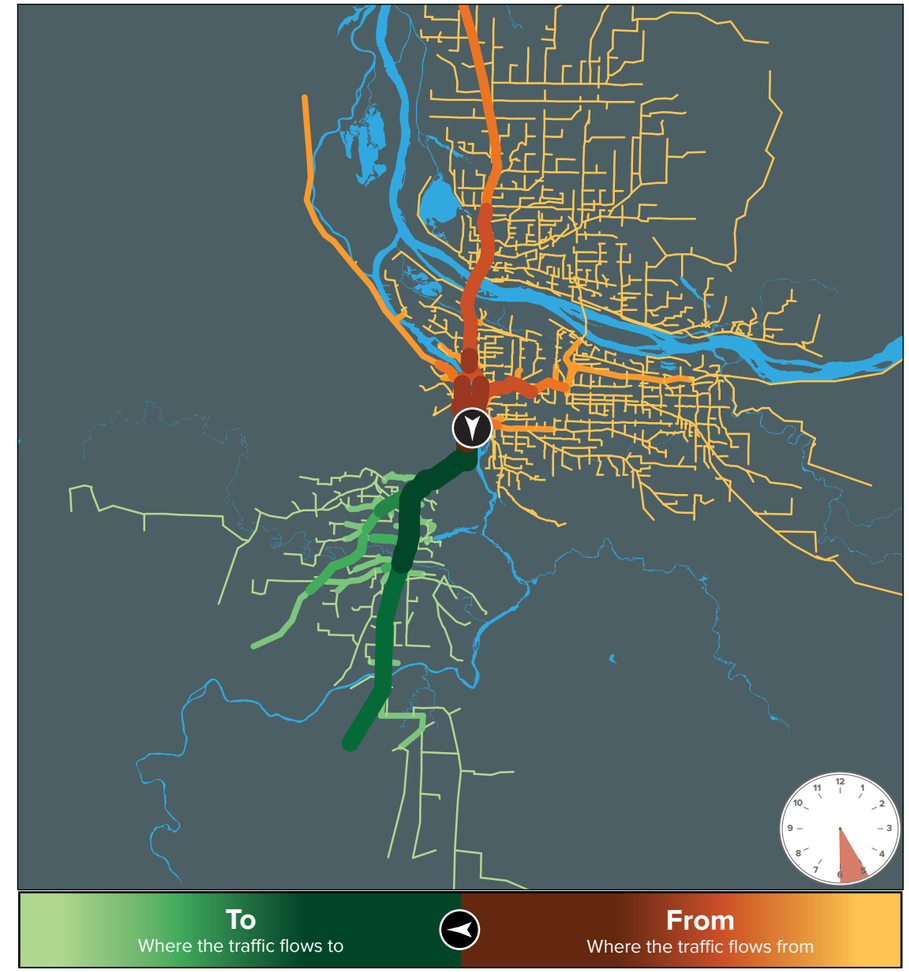
Transportation Flowsheds



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

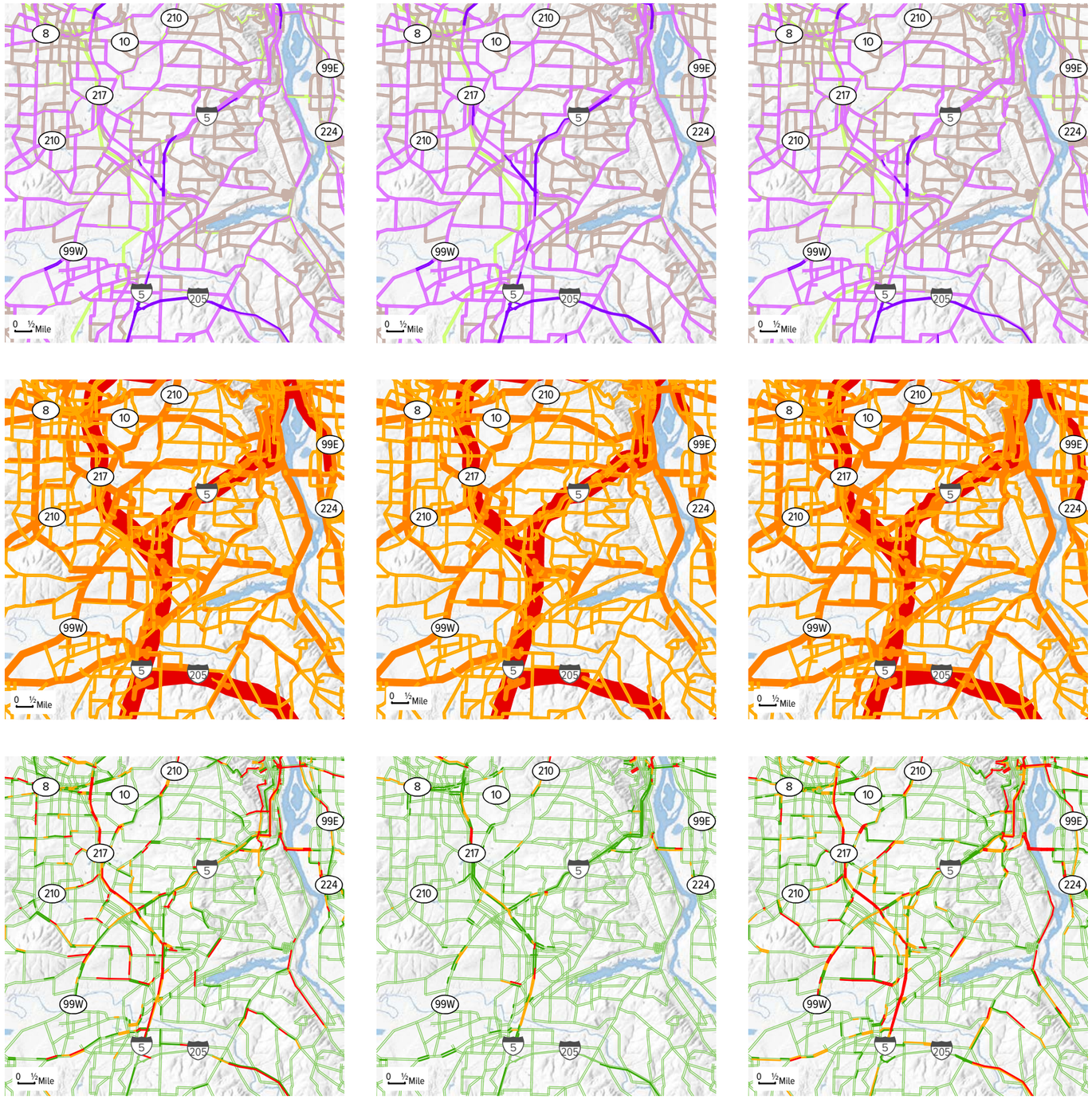
Source: 2010 Metro Modeling Services Network





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

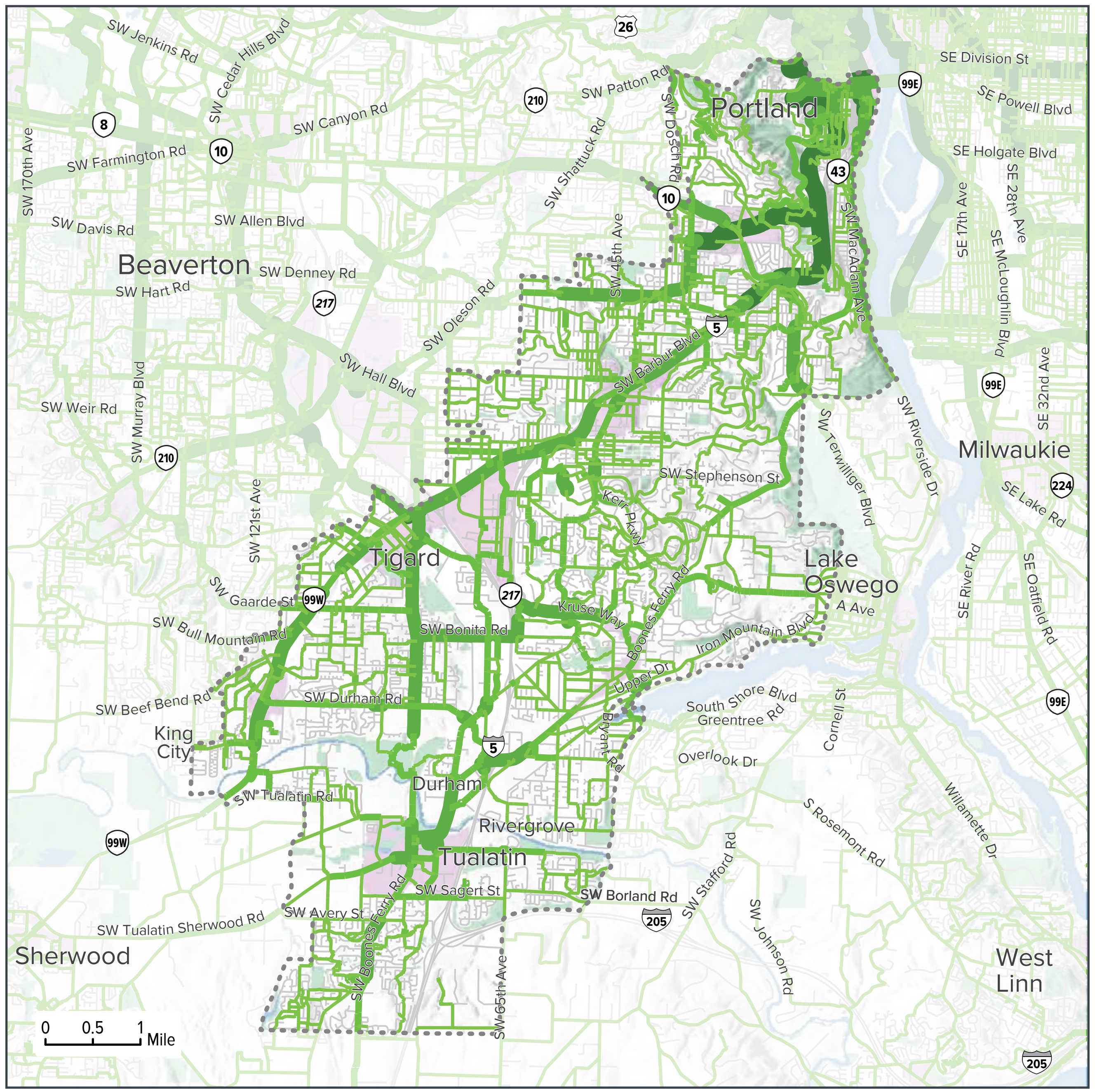
Auto volume/capacity

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

Source: 2010 Metro Modeling Services Network

Bike volume

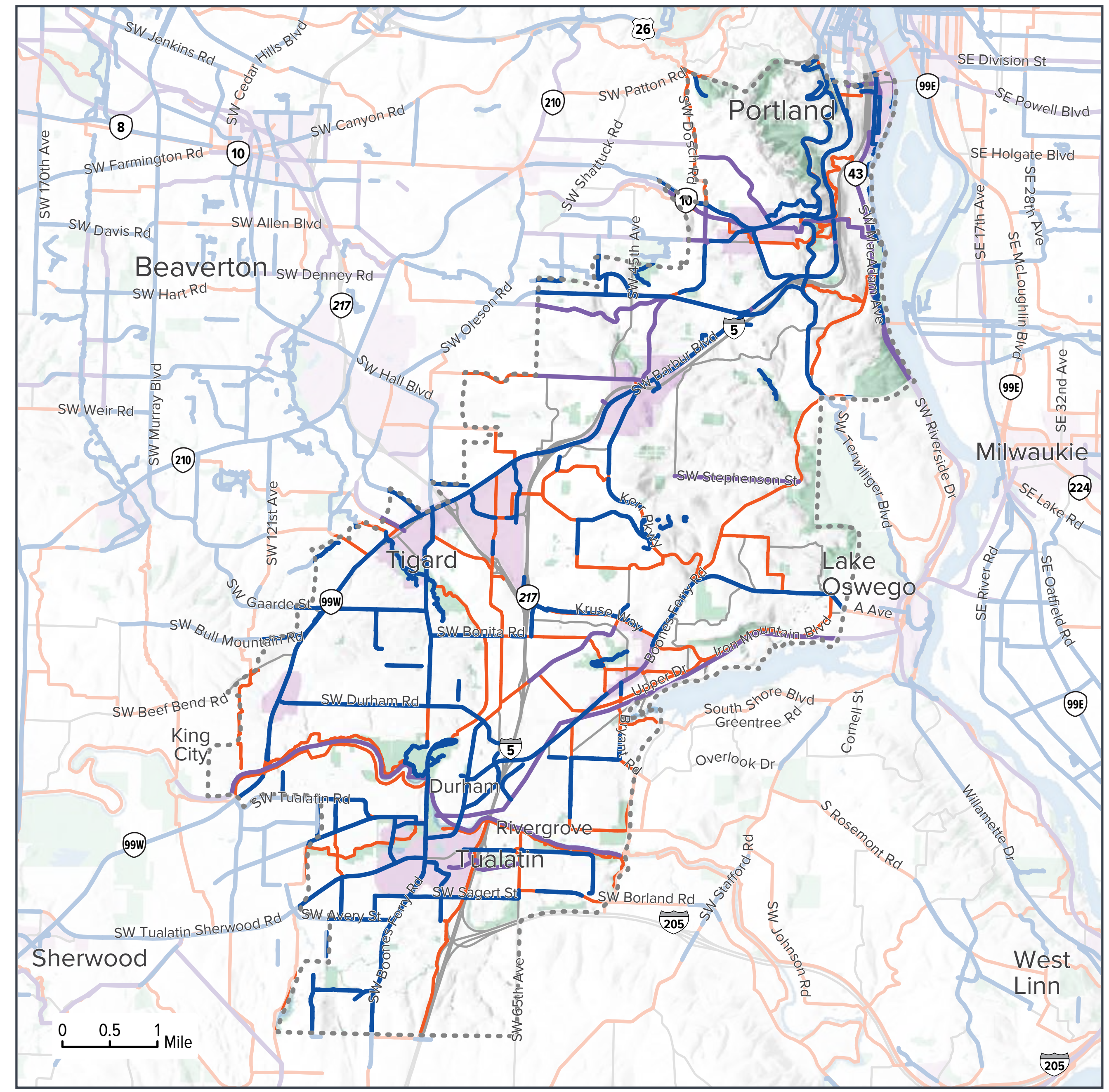
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,500



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

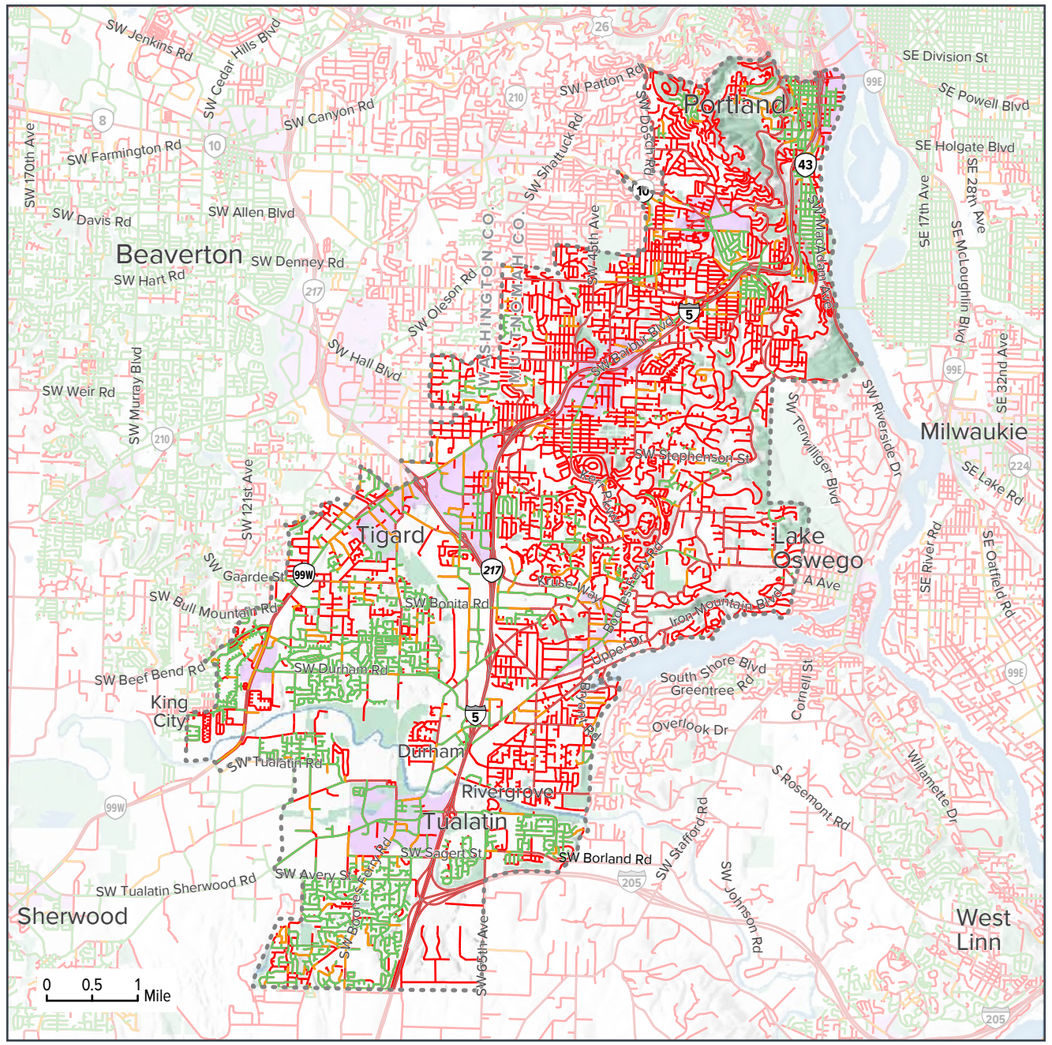


Source: 2014 Metro RLIS

2

Sidewalk completion

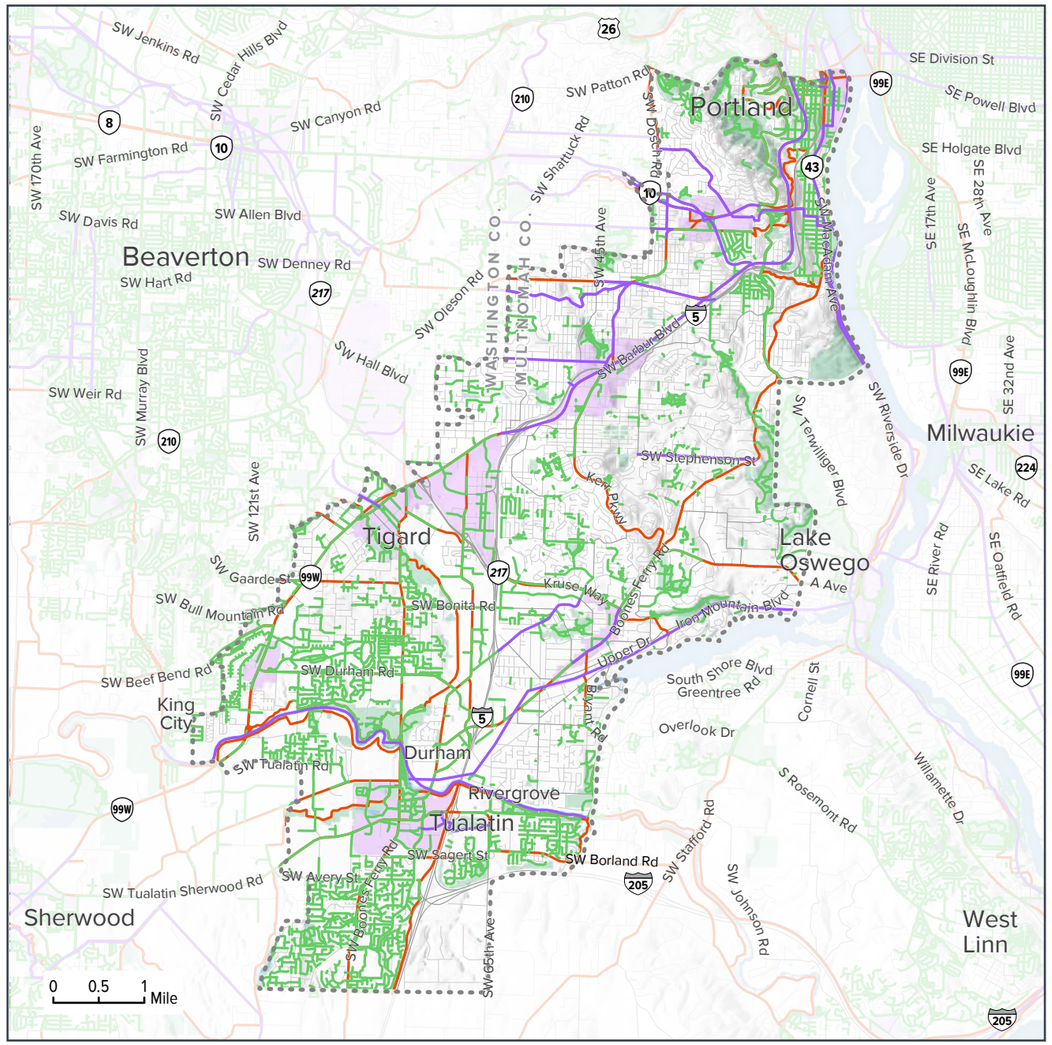
- Completed sidewalk, both sides
- Partially complete sidewalk
- No sidewalk
- Regional pedestrian district



Source: 2014 Metro RLIS

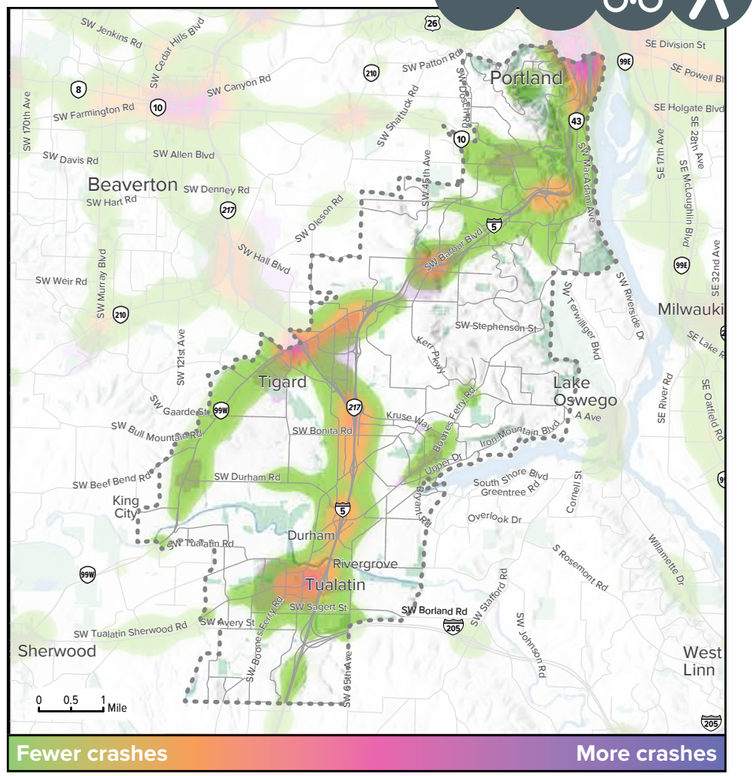
Pedestrian system planning

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



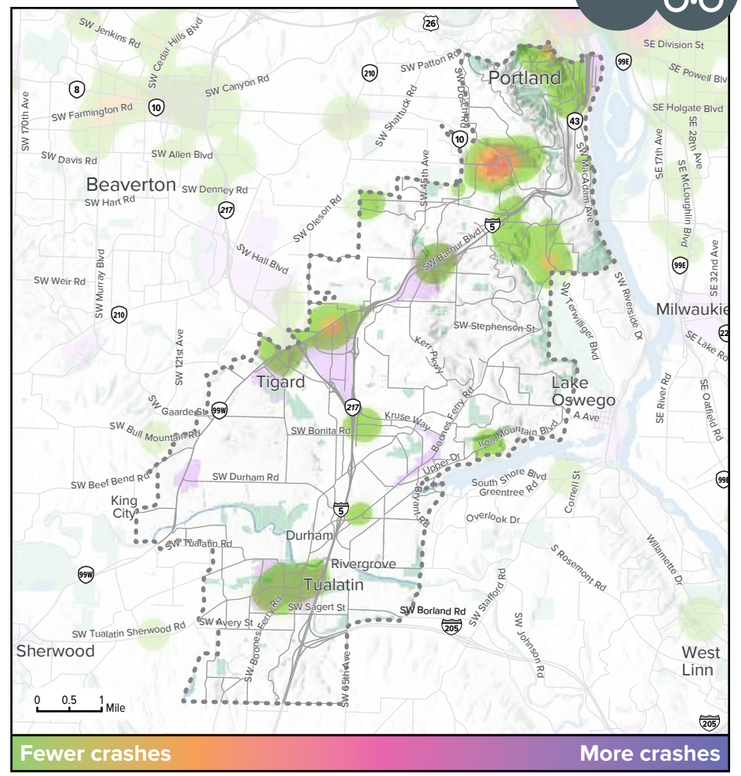
Source: 2014 Metro RLIS, RTP

9,035
Total Crashes: Auto Bike Ped

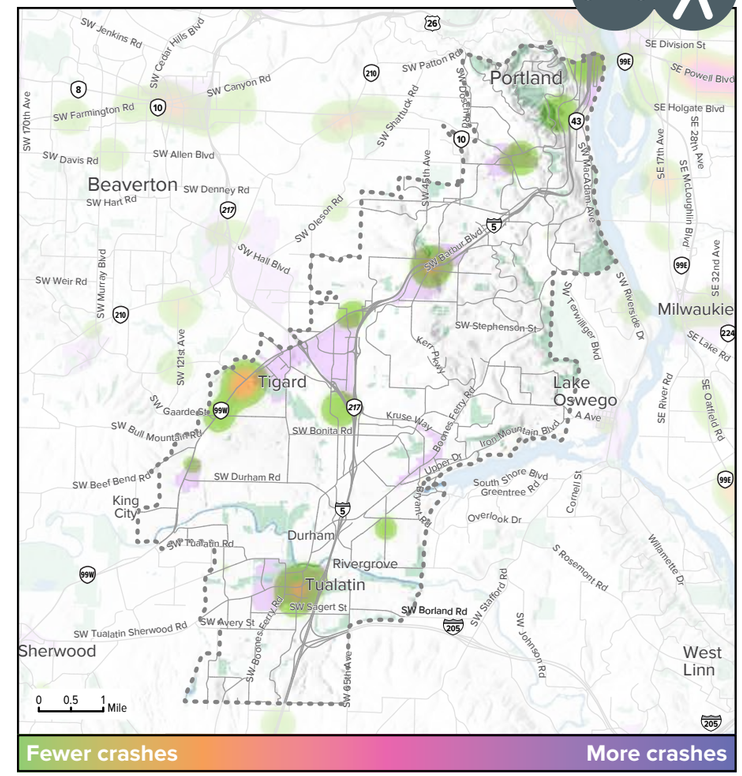


Source: ODOT 2007-2011

166
Total Crashes: Auto Bike



114
Total Crashes: Auto Ped



Crash Severity

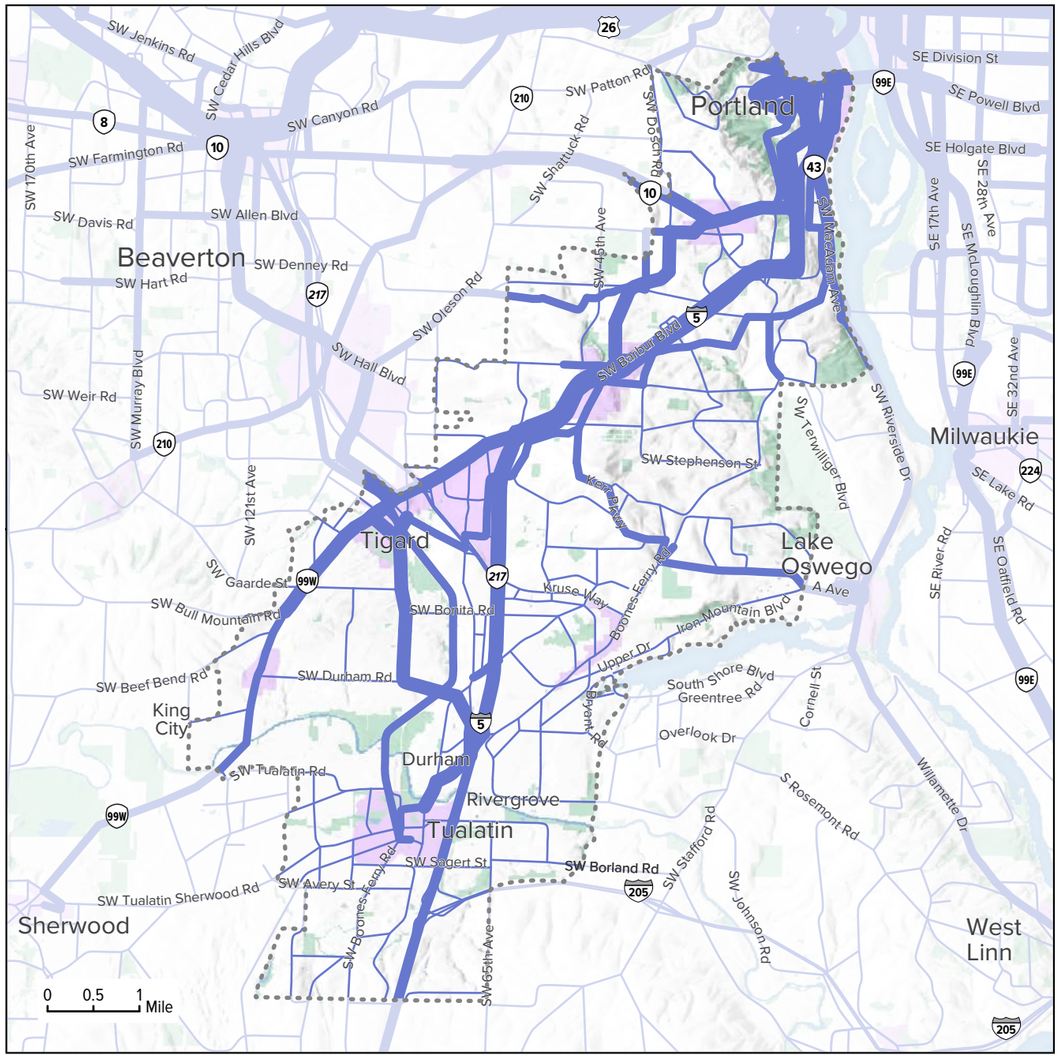
Fatalities	15	Fatalities	0	Fatalities	4
Injury A	175	Injury A	14	Injury A	14
Injury B	902	Injury B	104	Injury B	49
Injury C	2,813	Injury C	38	Injury C	46
Property Damage Only	5,130	Property Damage Only	10	Property Damage Only	1

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

2

Transit volume

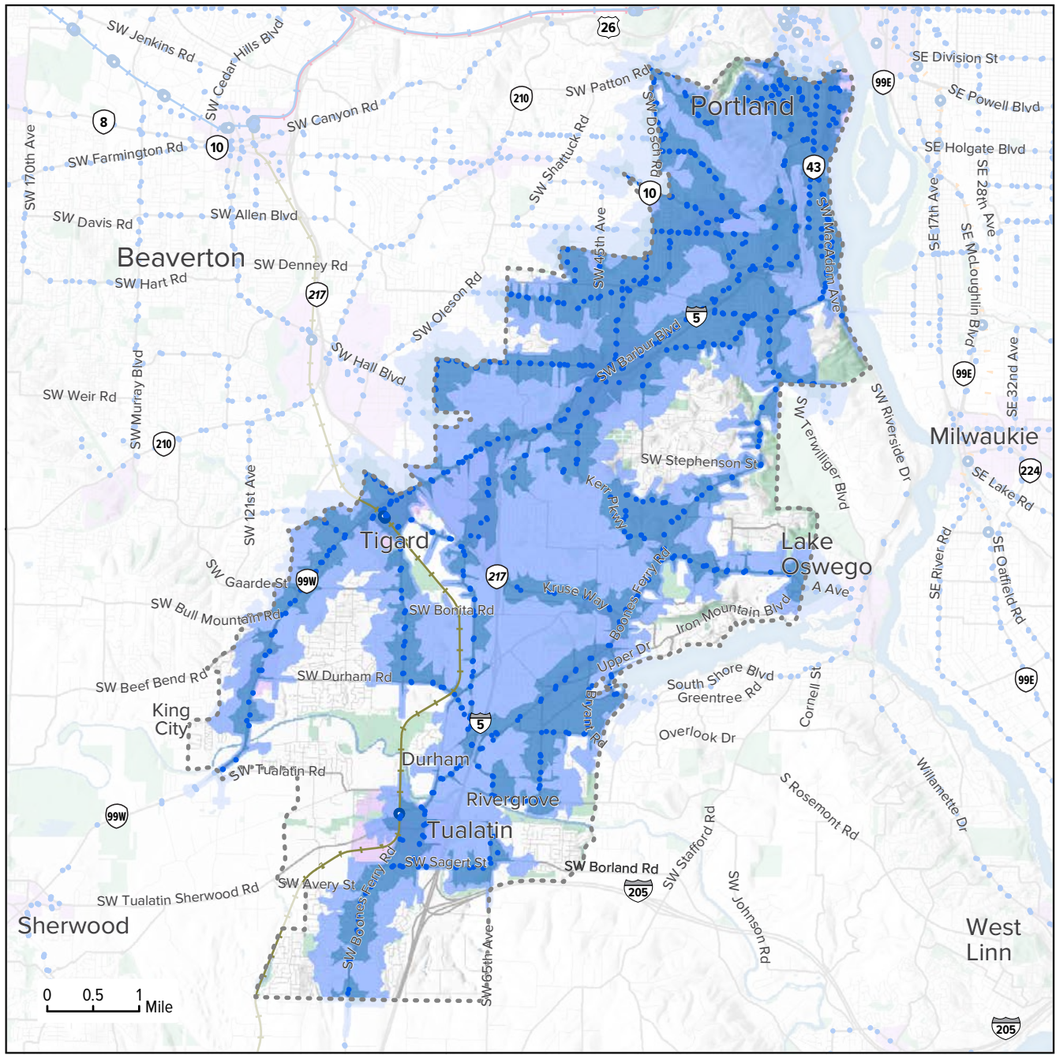
- 1 - 250
- 251 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- over 10,000



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Transit Accessibility

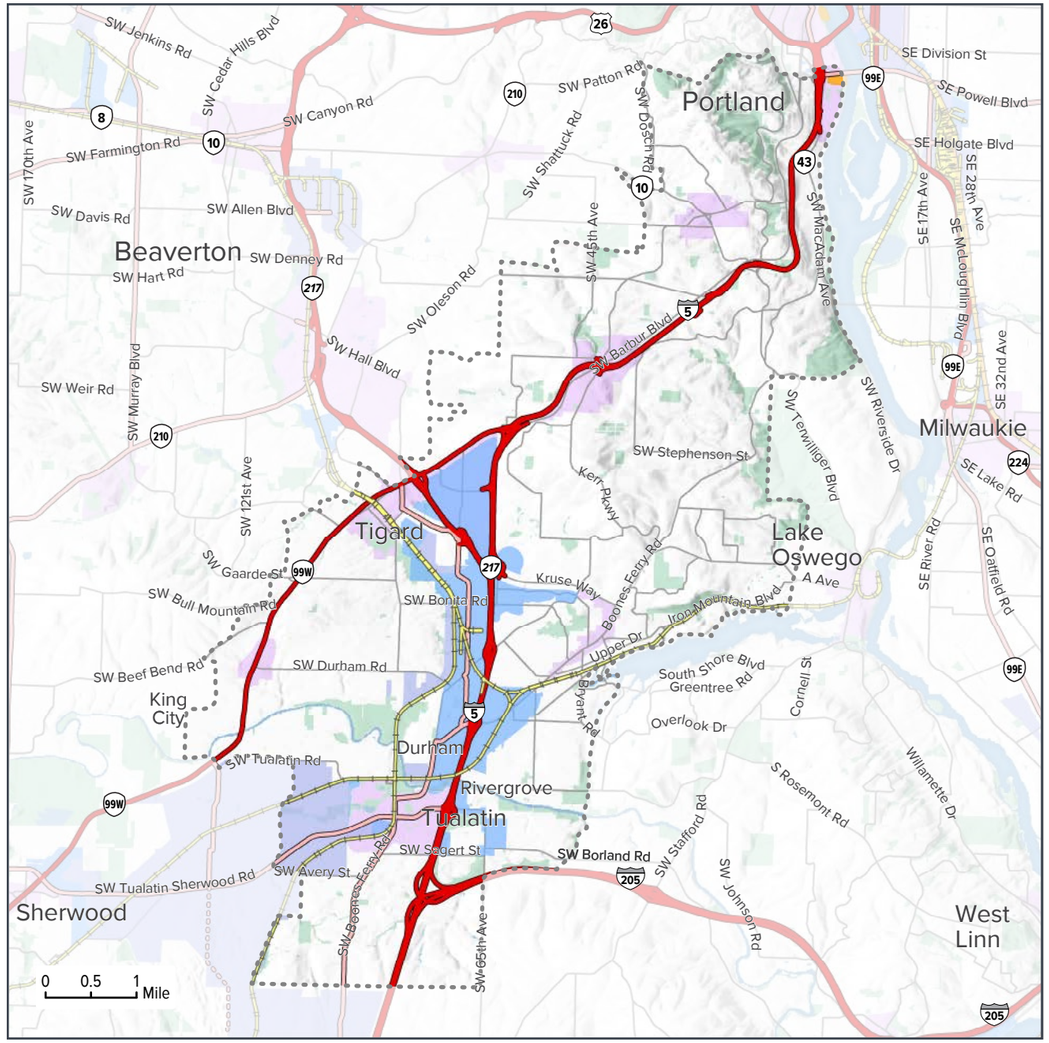
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop



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

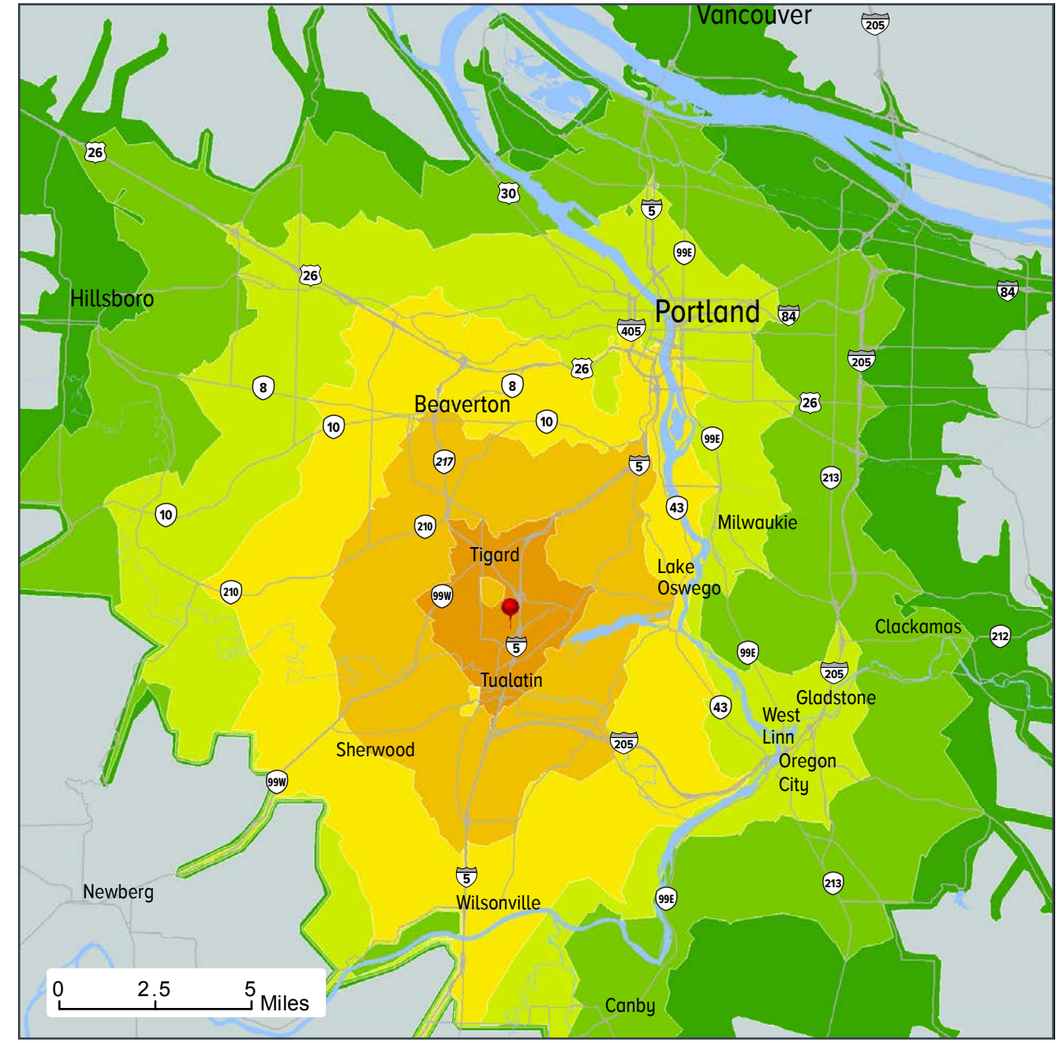
Truck travel time analysis

Major Freight Access Point

noon

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP