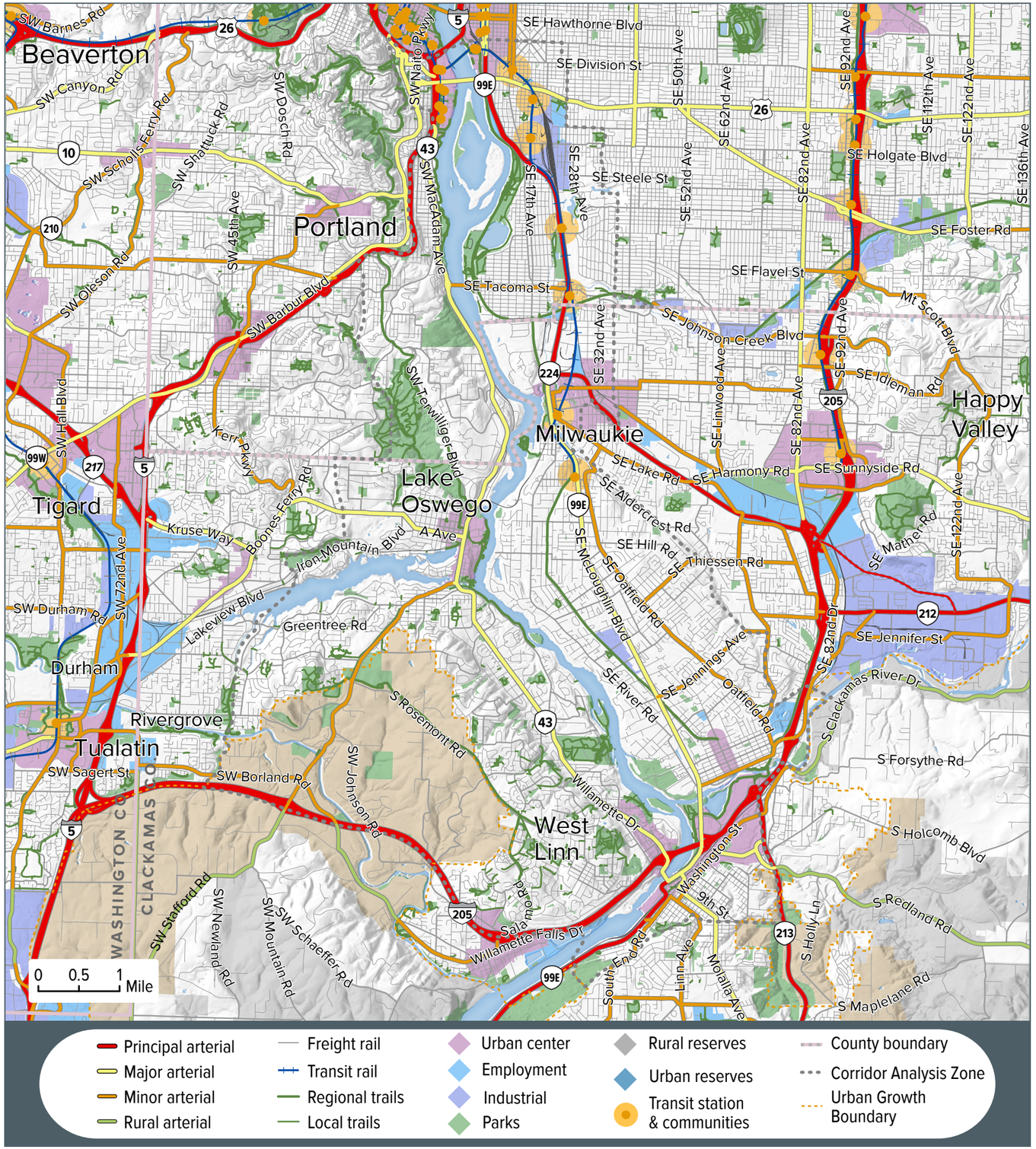
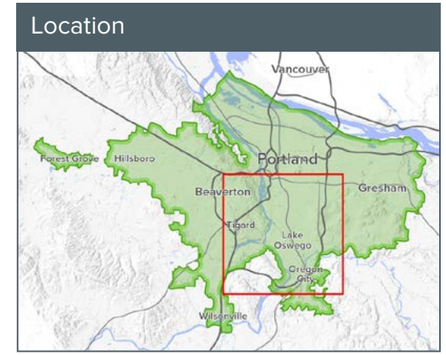


Location

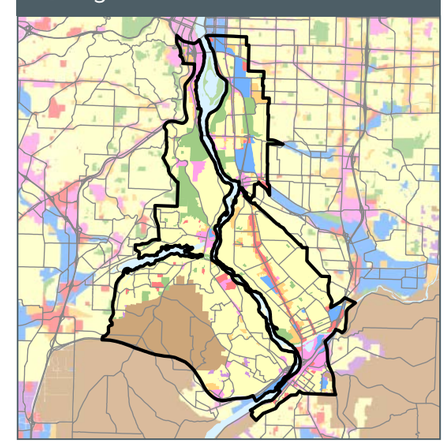


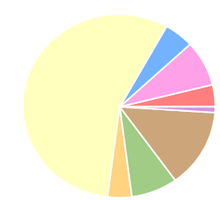
21

Portland to Oregon City - West Linn

The Portland Central City to Oregon City-West Linn mobility corridor is centered along two arterials, Hwy 99E east of the Willamette River and Hwy 43 on the west side of the river, a portion of the Milwaukie Town Center, the Lake Oswego, West Linn and Gladstone Town Centers and the Oregon City Regional Center. MAX light rail extends to Milwaukie and bus service and bicycle routes are also included, although there are limited additional north south or east west travel routes. The Trolley Trail parallels Hwy 99E, providing an alternative route for pedestrians and bicyclists while the Terwilliger Trail connects Portland with Tryon Creek State Park and Lake Oswego. Beyond the town centers, the area is mainly single family residential with commercial retail along Hwy 99E and Hwy 43.

Zoning

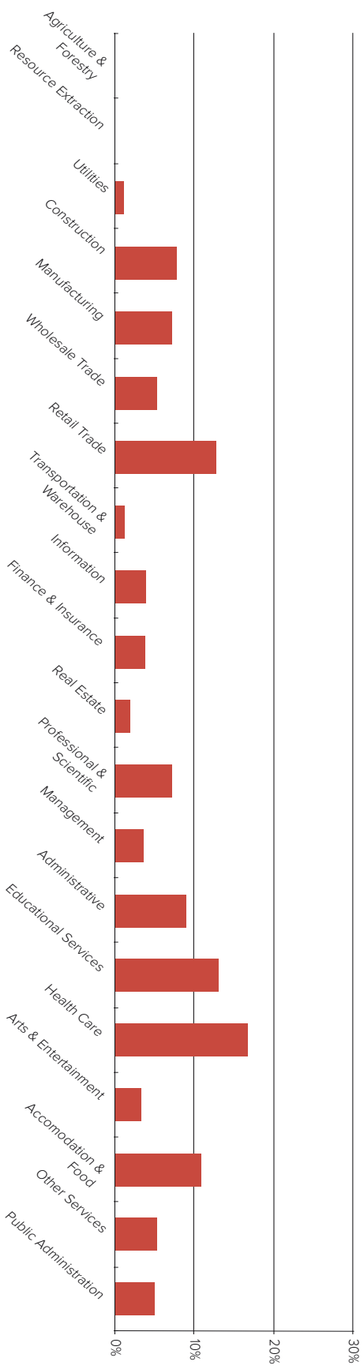


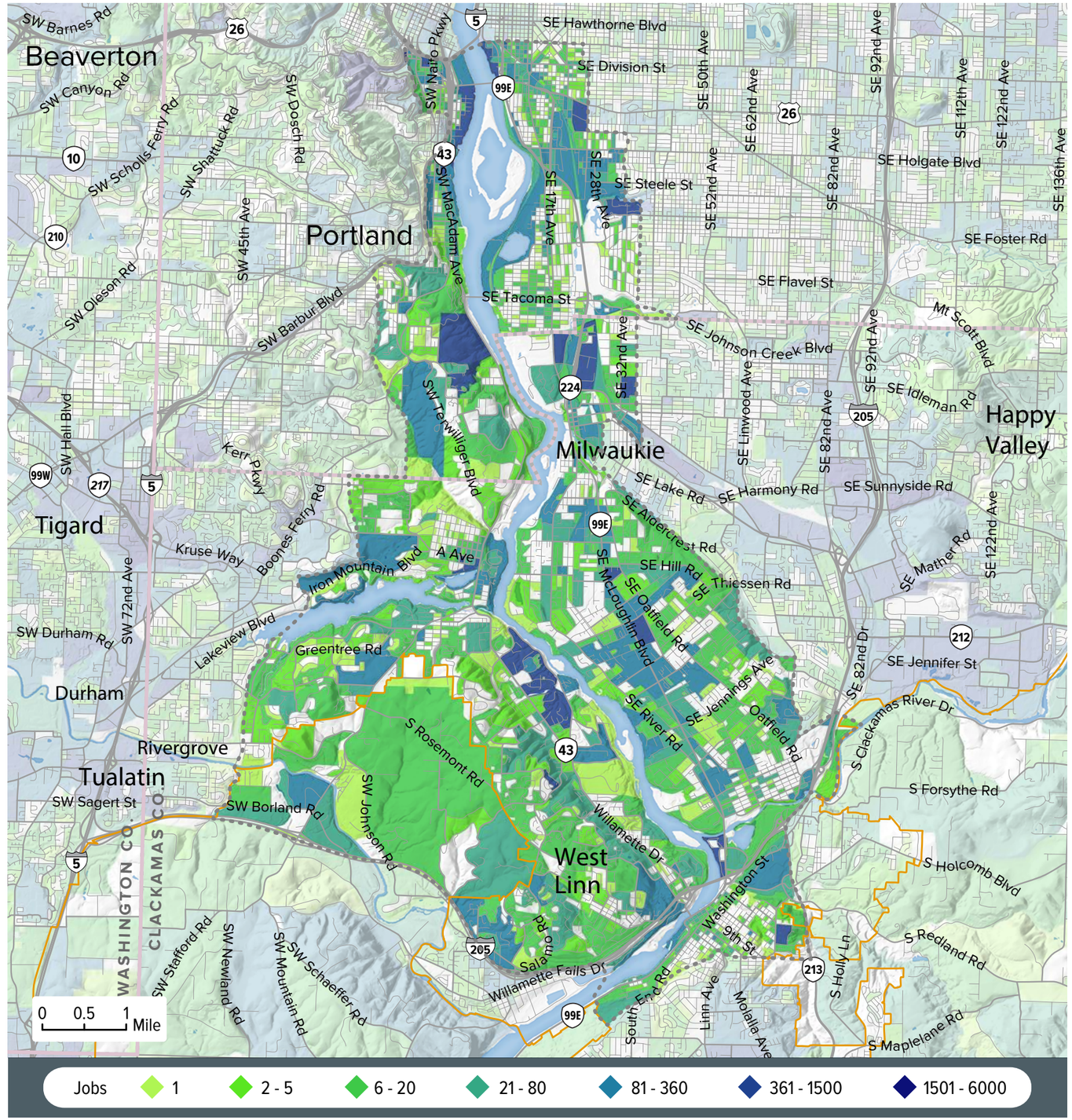


- Corridor analysis zone (CAZ)
- 4% Commercial
- 8% Mixed-use commercial
- 5% Industrial
- 56% Single-family residential
- 4% Multi-family residential
- 8% Parks and open spaces
- 14% Rural
- 1% Future urban development

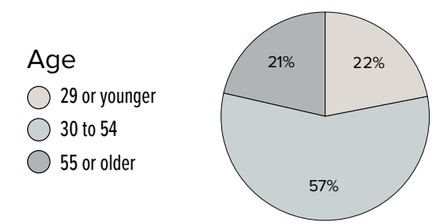
Sources: Metro RLIS Q4 2013, RTP

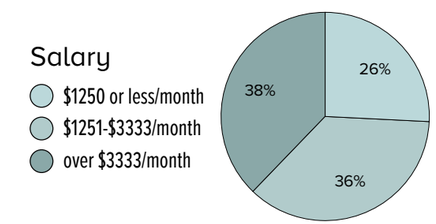
52,997 Jobs

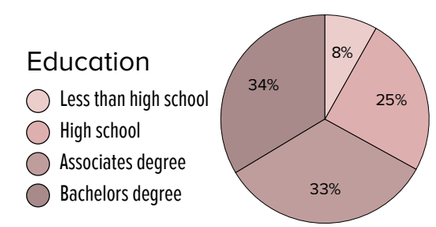




Workforce statistics

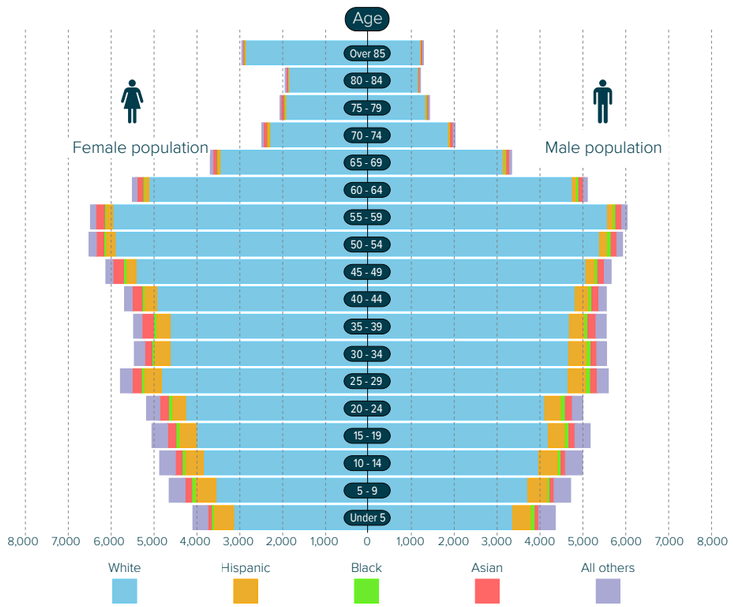






Source: 2011 US Census LEHD

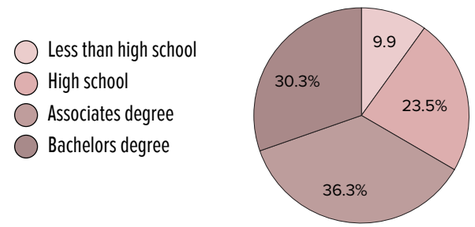
137,619 Residents



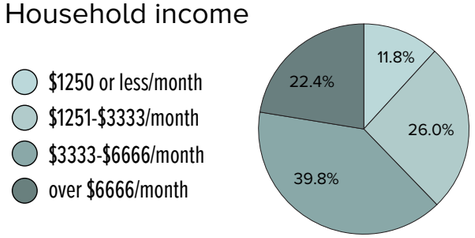
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



Source: 2008-13 American Community Survey

62,244 Dwelling Units
7% Vacancy

5.3 People/Acre

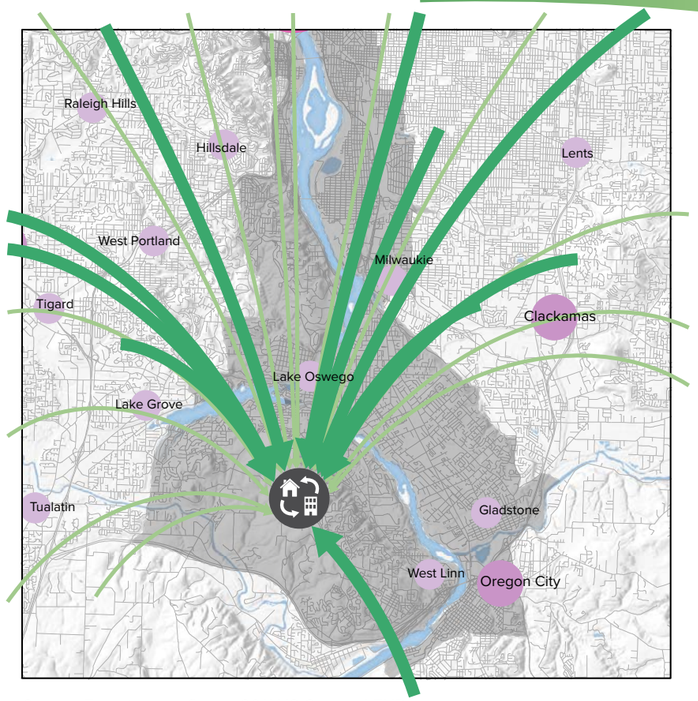
38.3% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

21

44,717 Worker inflow

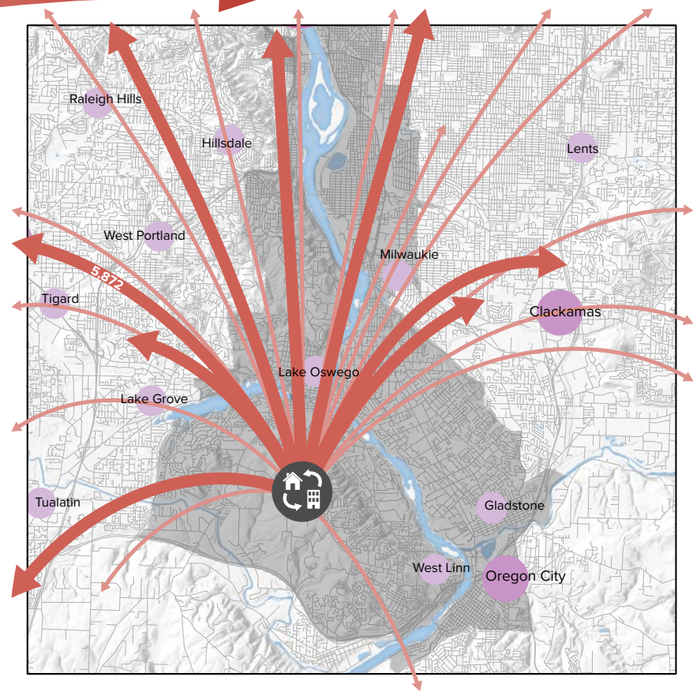
46,575 Worker outflow



Source: Zone to zone flows - 2011 US Census LEHD

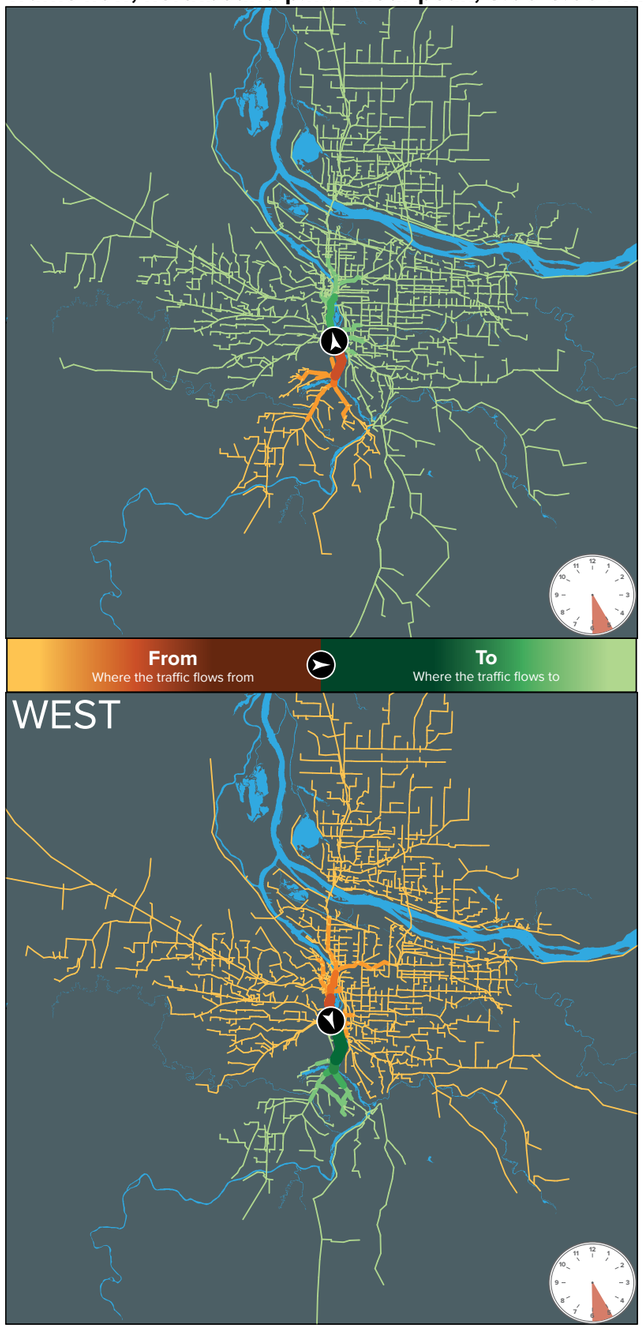
8,280 Workers stay

Population who live and work in the same zone.



Transportation Flowsheds

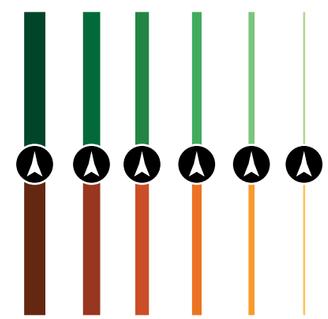
Traffic flow, northbound p.m. 1-hour peak, 5:00-6:00 PM



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

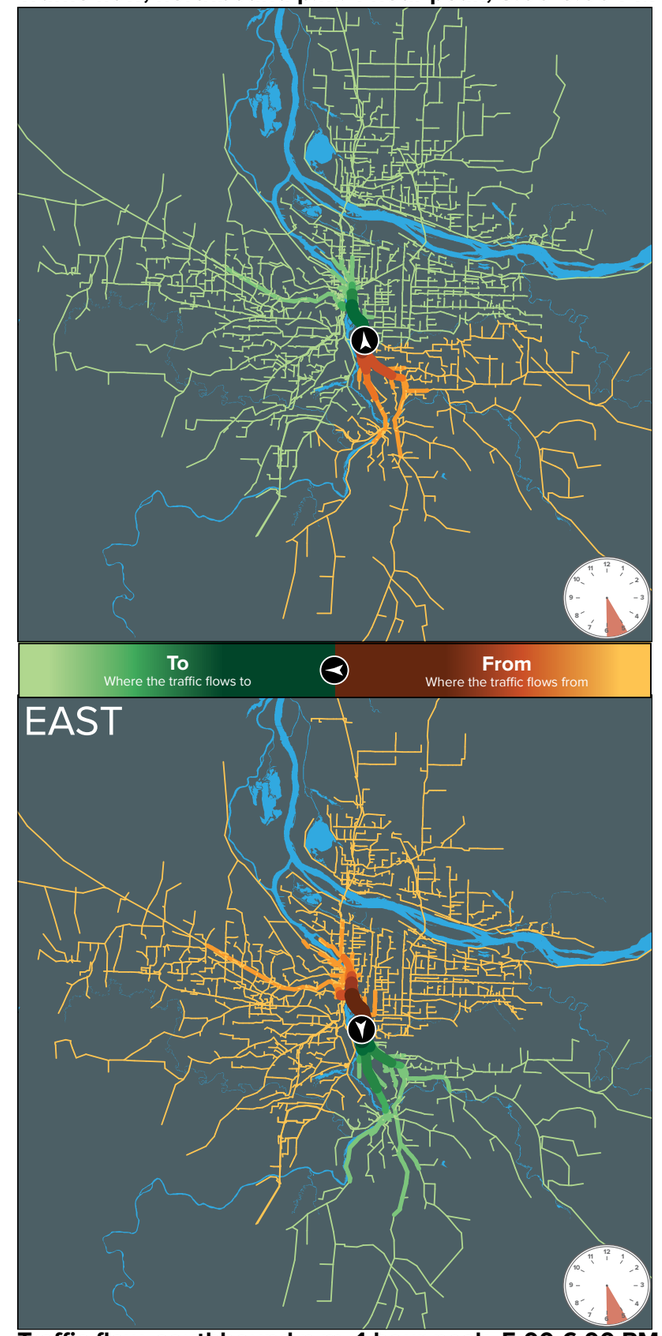
Source: 2010 Metro Modeling Services Network

Traffic Volumes



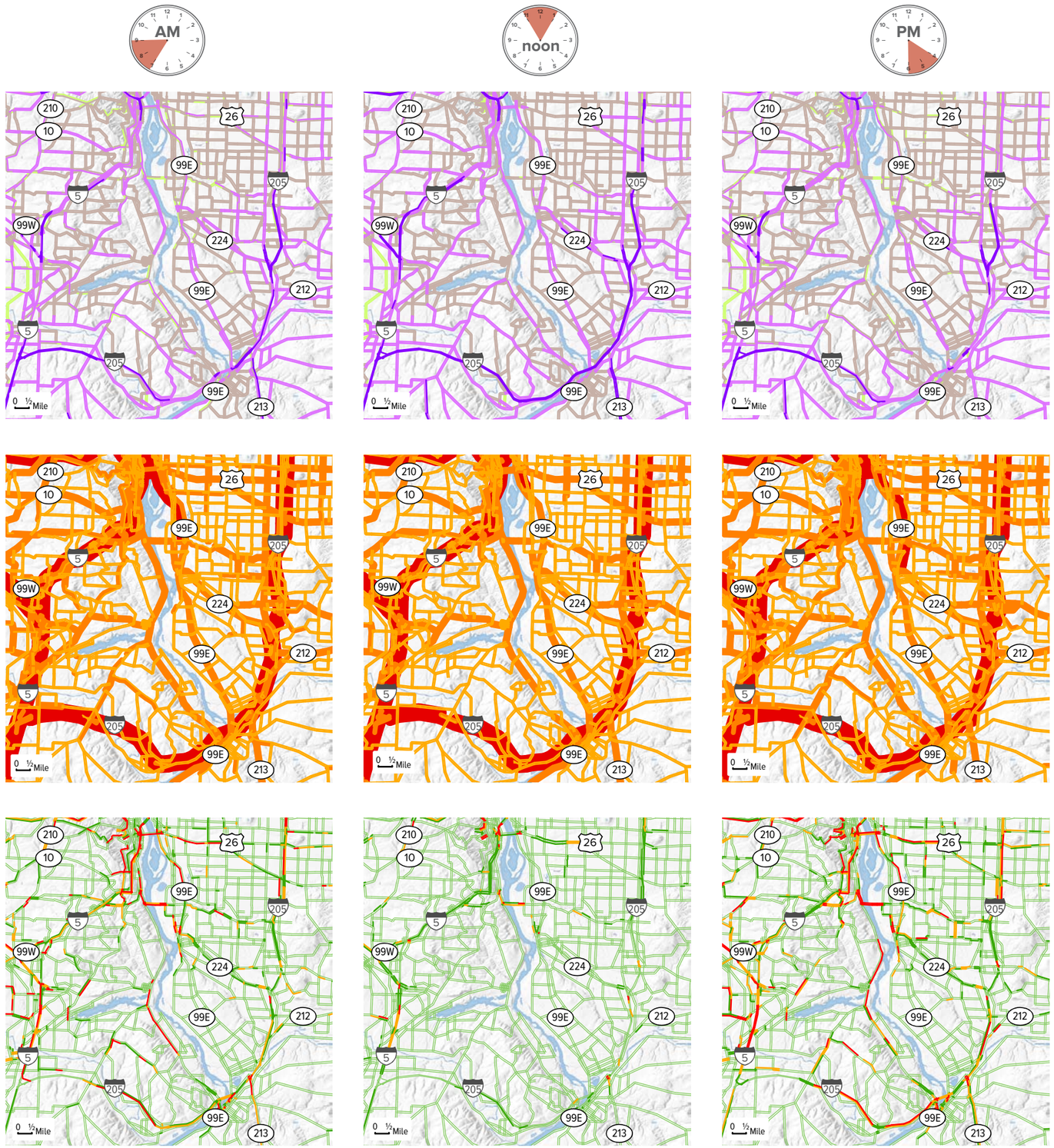
Volume of traffic passing through gateway during 1-hour evening peak travel period

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



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

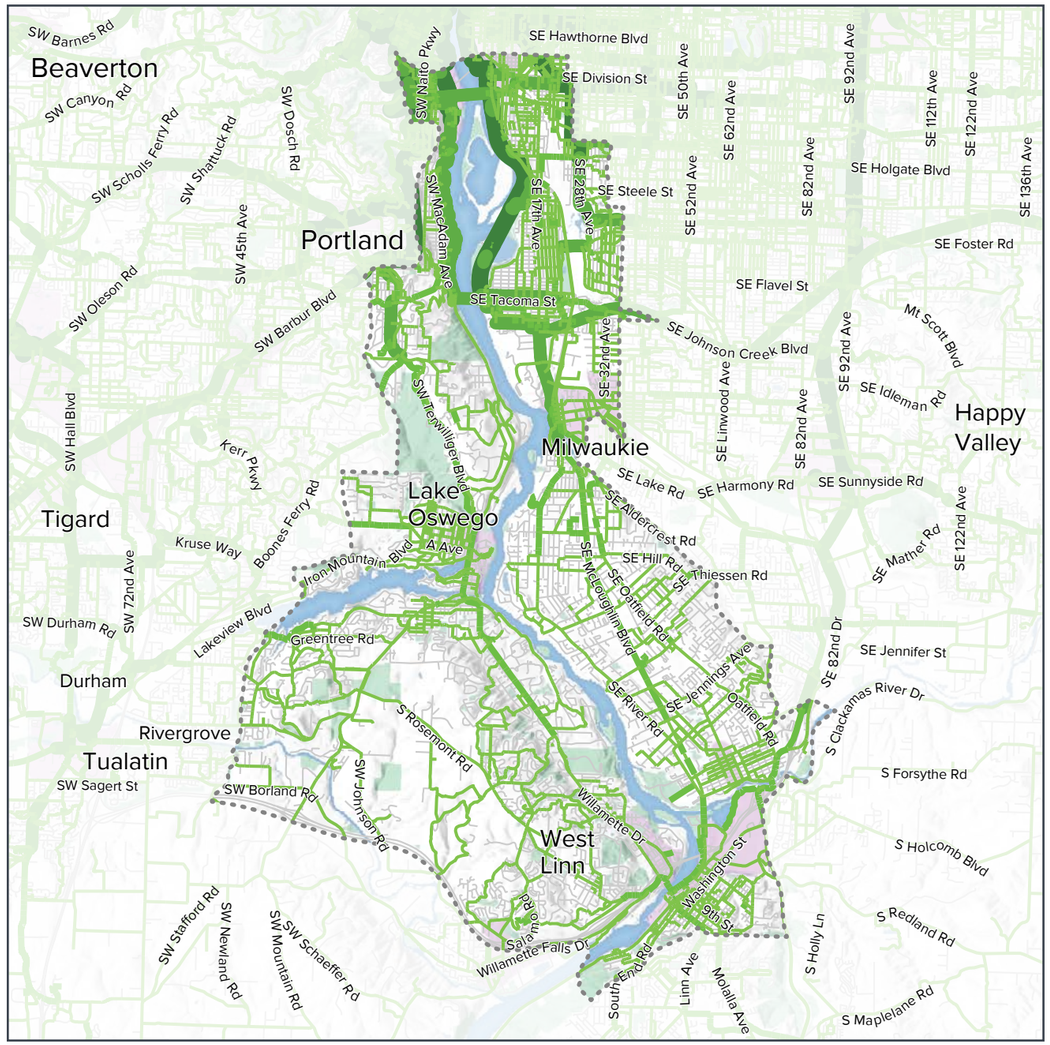
Auto volume/capacity

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

Source: 2010 Metro Modeling Services Network

Bike volume

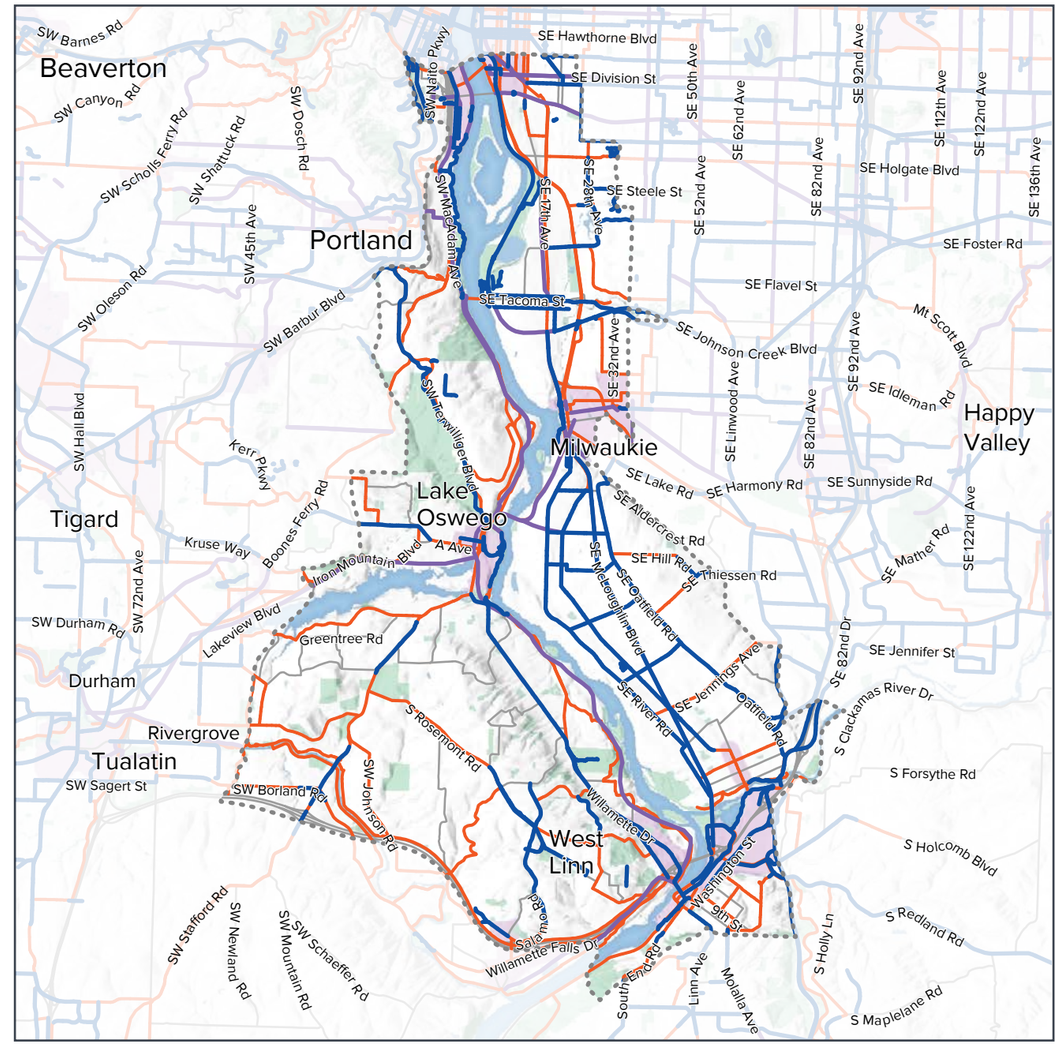
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,500



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Bike system planning

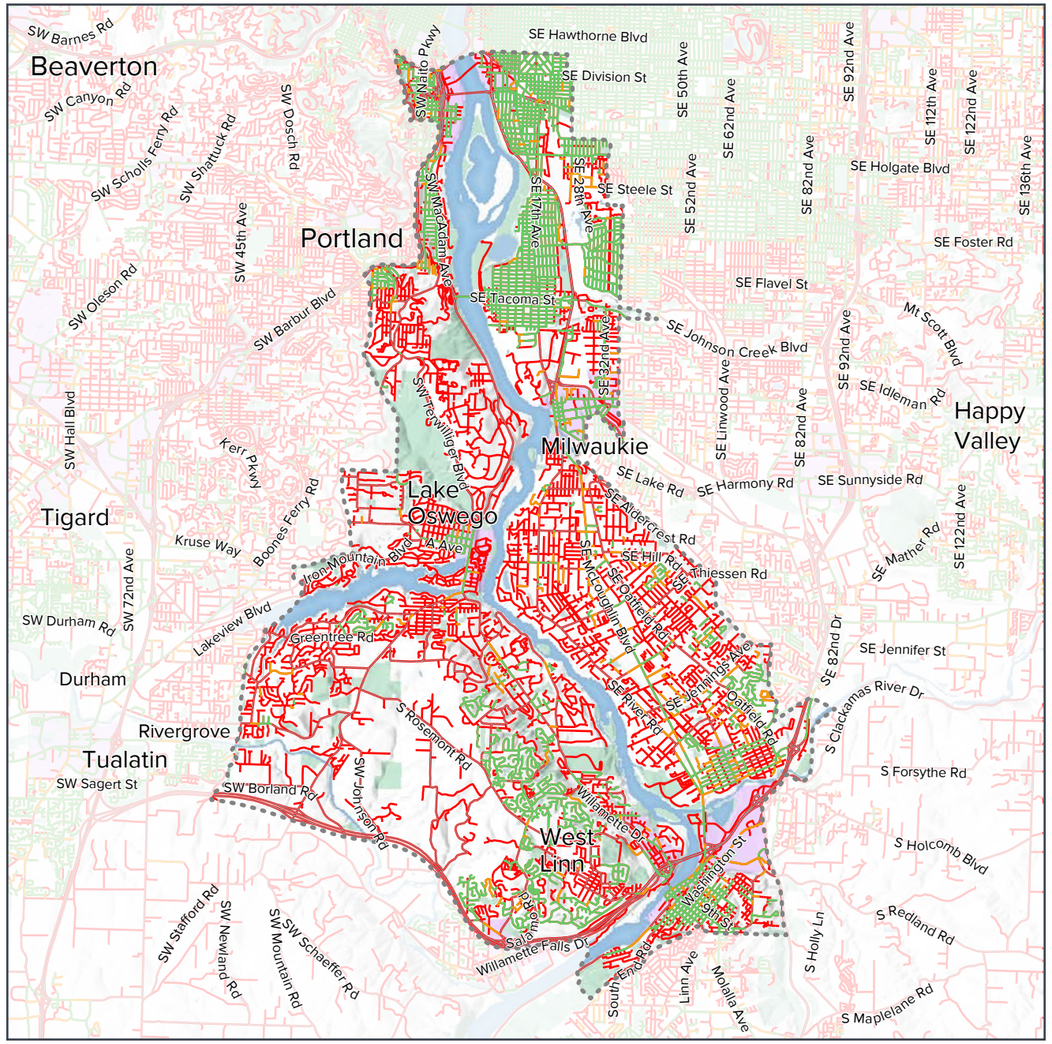
- Existing infrastructure
- Bike project in RTP
- Gap in planned bike system
- Regional bike district



Source: 2014 Metro RLIS

Sidewalk completion

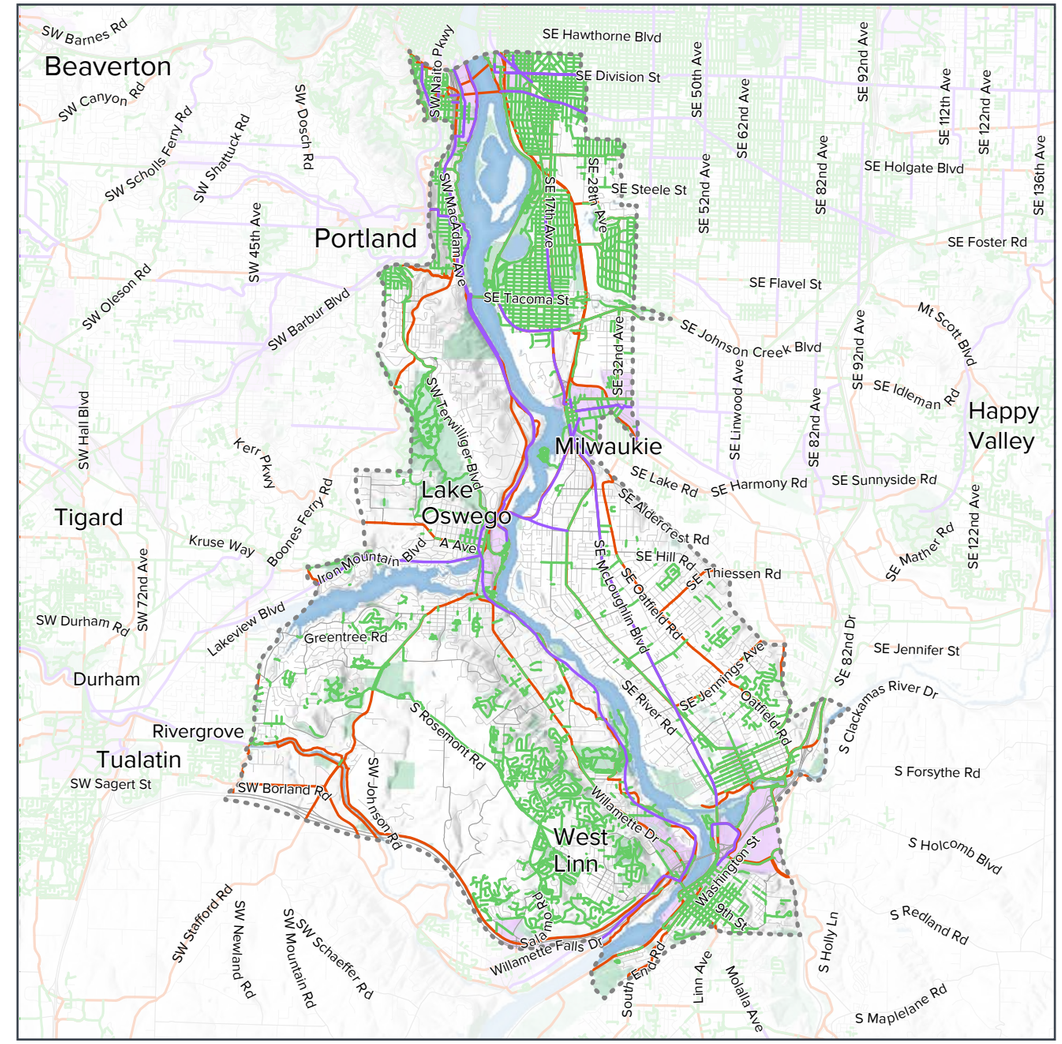
- Completed sidewalk, both sides
- Partially complete sidewalk
- No sidewalk
- Regional pedestian district



Source: 2014 Metro RLIS

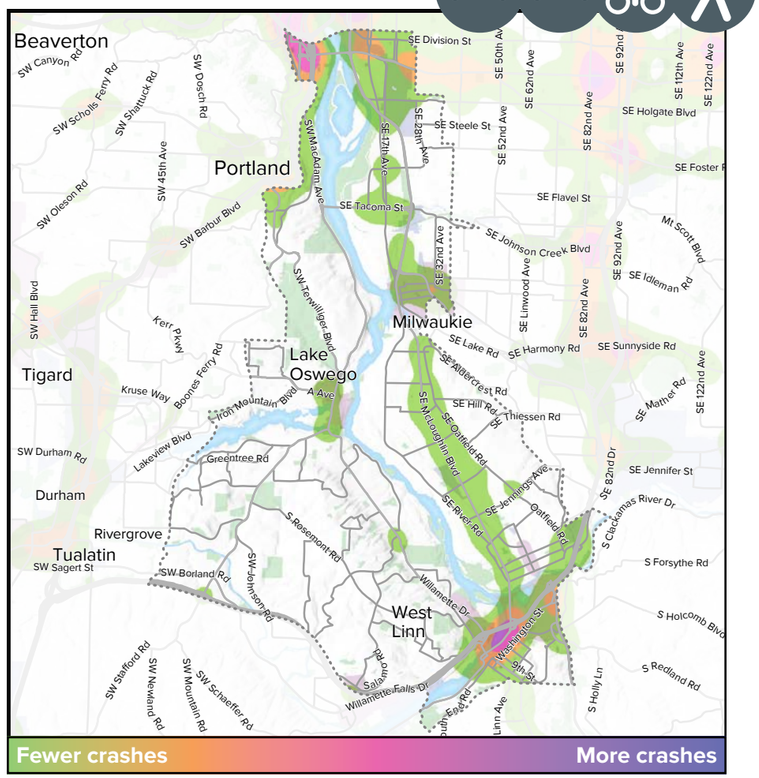
Pedestrian system planning

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



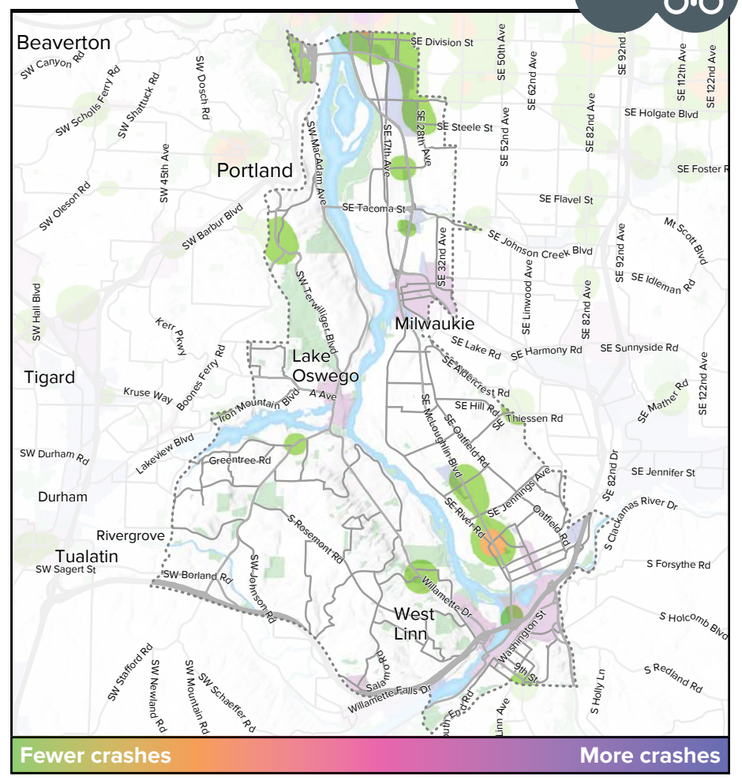
Source: 2014 Metro RLIS, RTP

8,472
Total Crashes: Auto Bike Ped

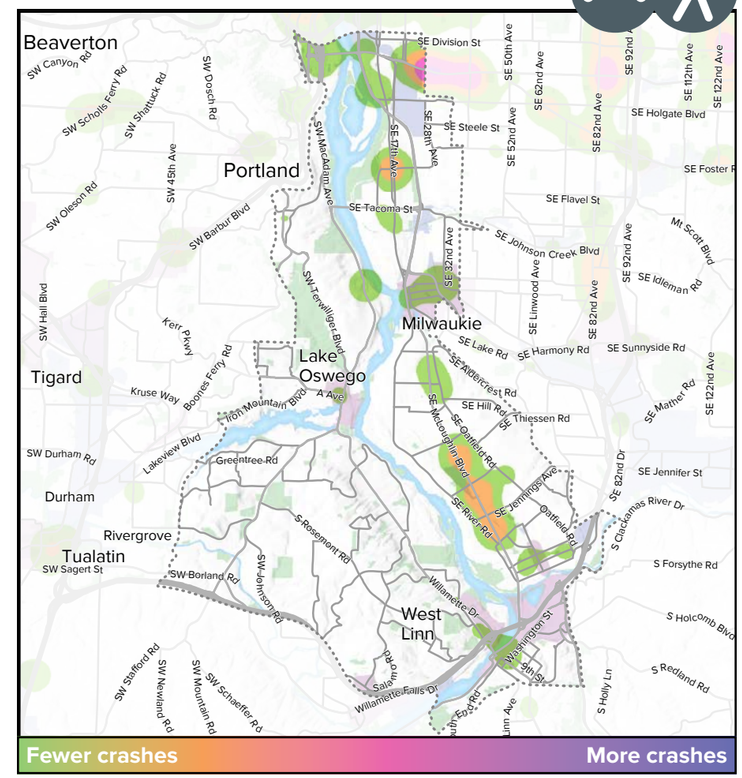


Source: ODOT 2007-2011

168
Total Crashes - Auto - Bike



141
Total Crashes - Auto - Ped



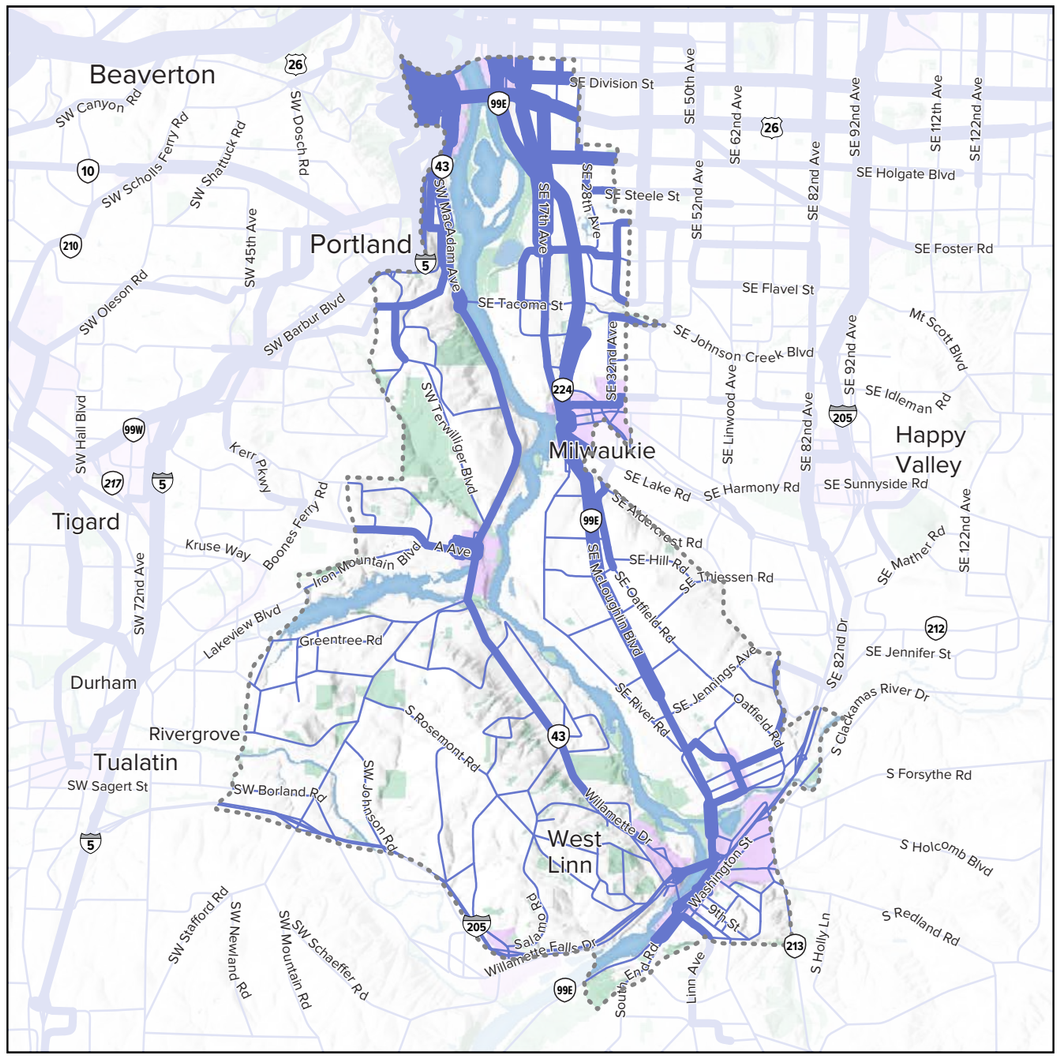
Crash Severity

Fatalities	25	Fatalities	2	Fatalities	10
Injury A	271	Injury A	13	Injury A	16
Injury B	870	Injury B	89	Injury B	59
Injury C	2,509	Injury C	57	Injury C	55
Property Damage Only	4,797	Property Damage Only	7	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

Transit volume

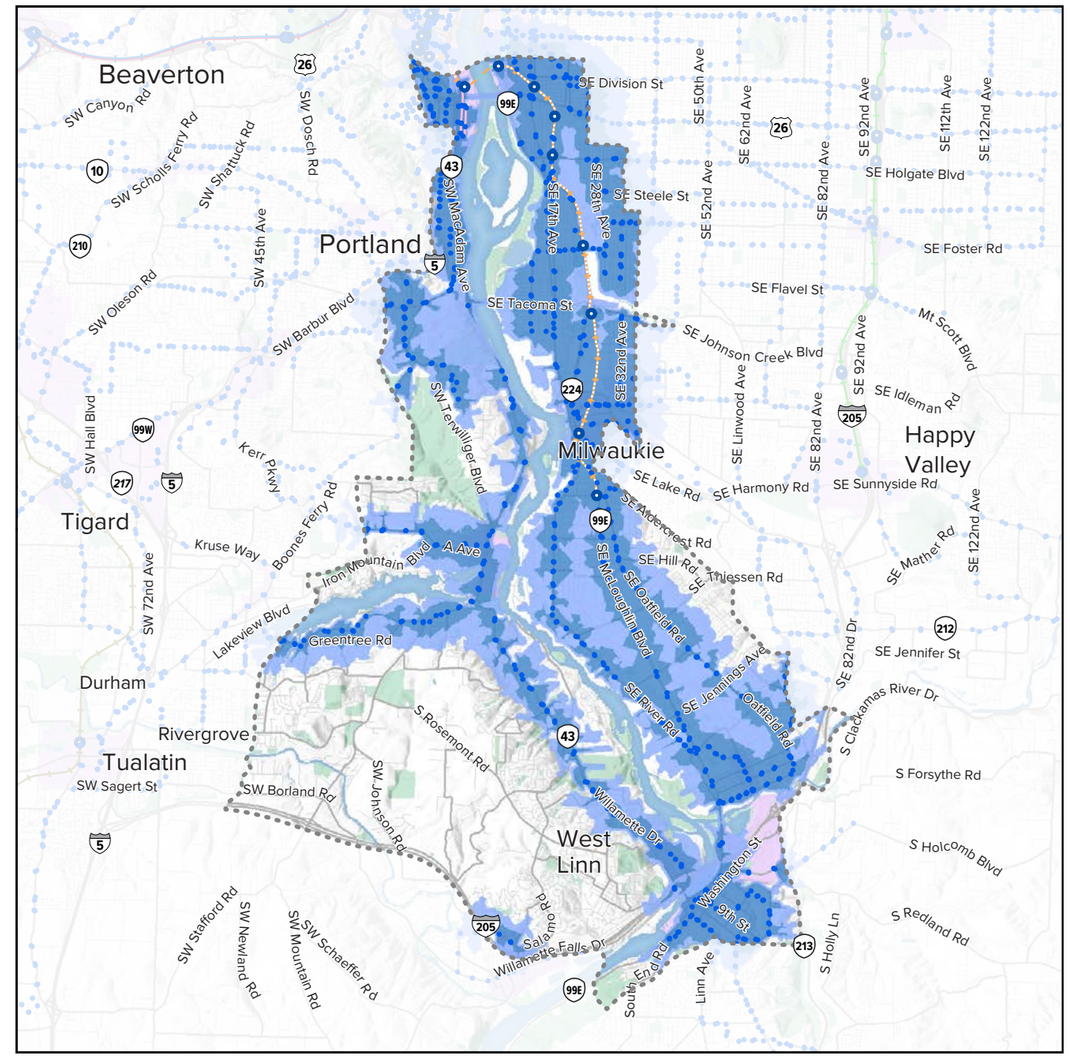
- 1 - 250
- 251 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- over 10,000



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Transit Accessibility

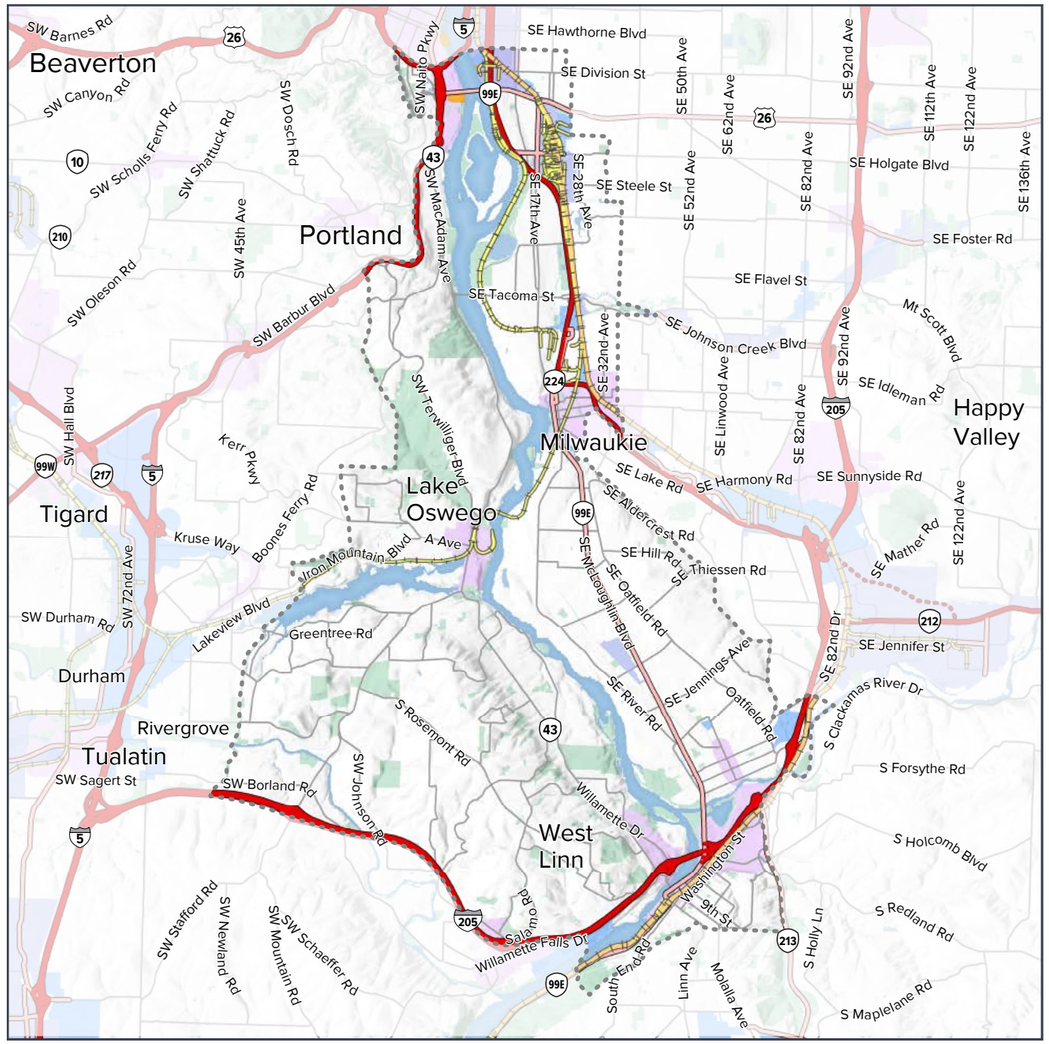
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop



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



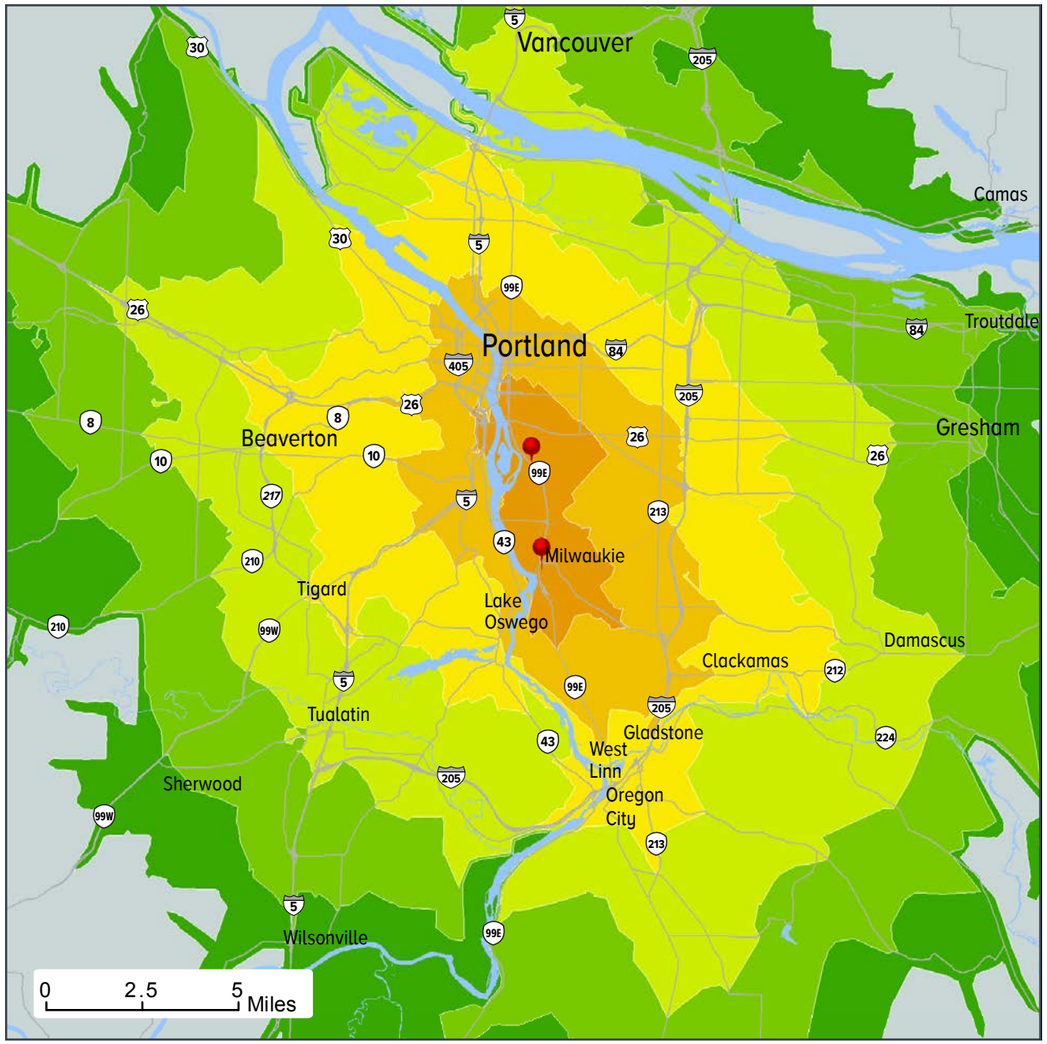
Source: 2014 Metro RLIS, RTP

Truck travel time analysis

Major Freight Access Point

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP