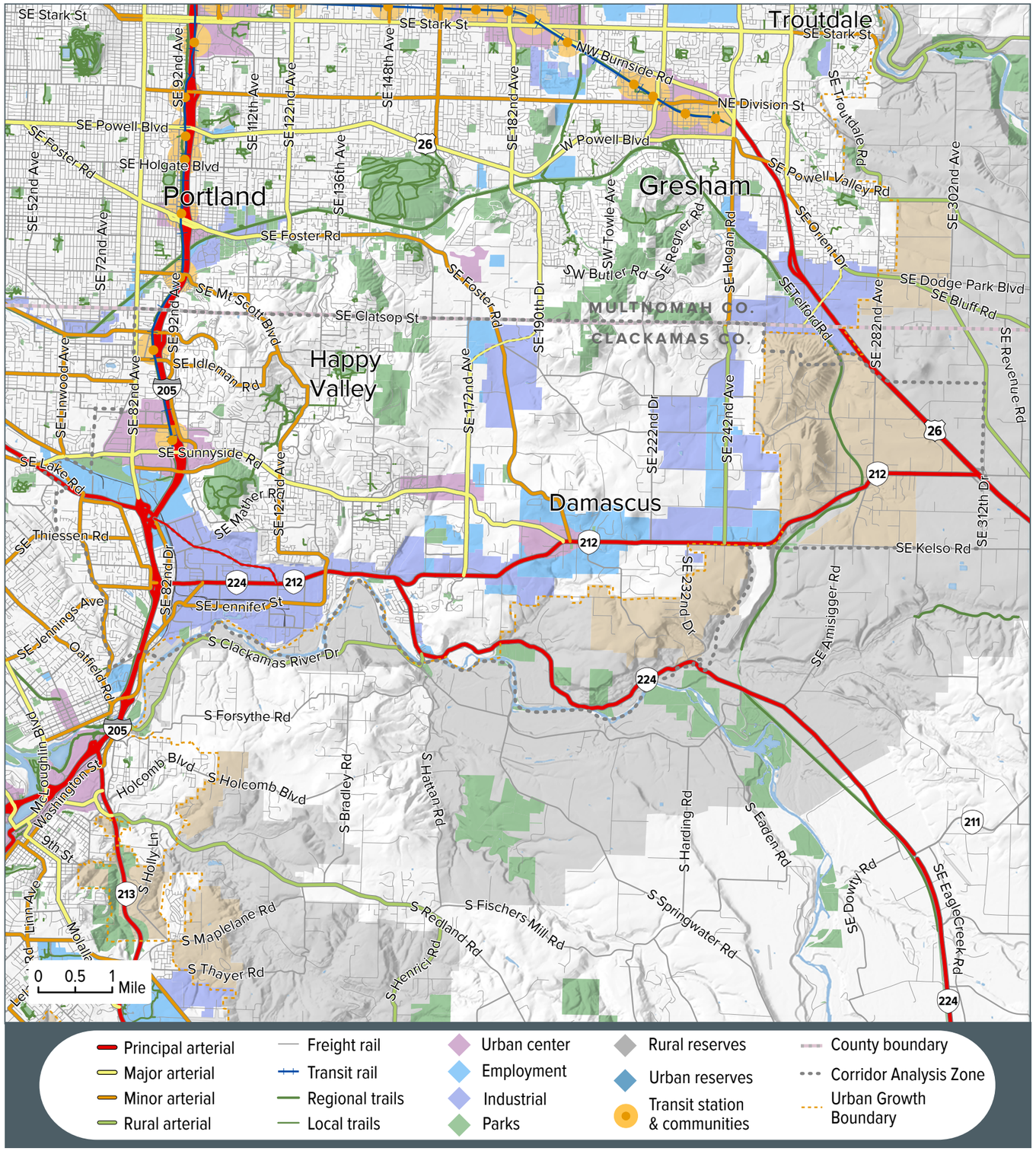
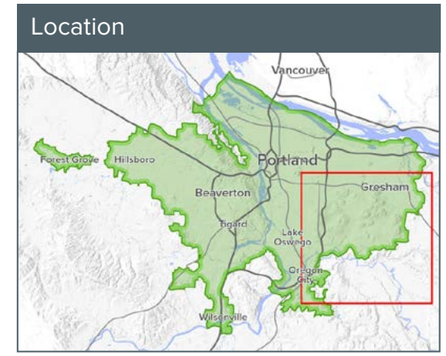


Location

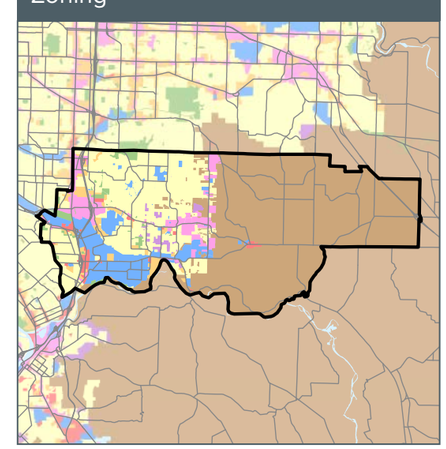


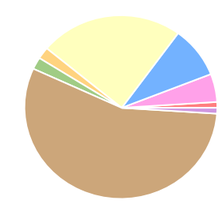
23

Clackamas to Damascus

The Clackamas to Damascus mobility corridor encompasses existing Hwy 212 and Hwy 224. The future Sunrise corridor limited-access facility, parallel facilities as well as transit service and bicycle routes support movement in and through the corridor. Hwy 212 supports interregional travel to central and eastern Oregon, intraregional travel for neighboring communities, and access between the Clackamas industrial area and I-205. SE Sunnyside Rd is the only major parallel arterial in this corridor and connects the Clackamas Regional Center to the Happy Valley Town Center. A future Sunrise limited access facility will provide primary mobility when completed and Hwy 212 will become a parallel arterial. North-south access is limited by topography and development patterns. The area is a mix of commercial, industrial, residential and rural land, with mobility provided by a farm-to-market street network.

Zoning

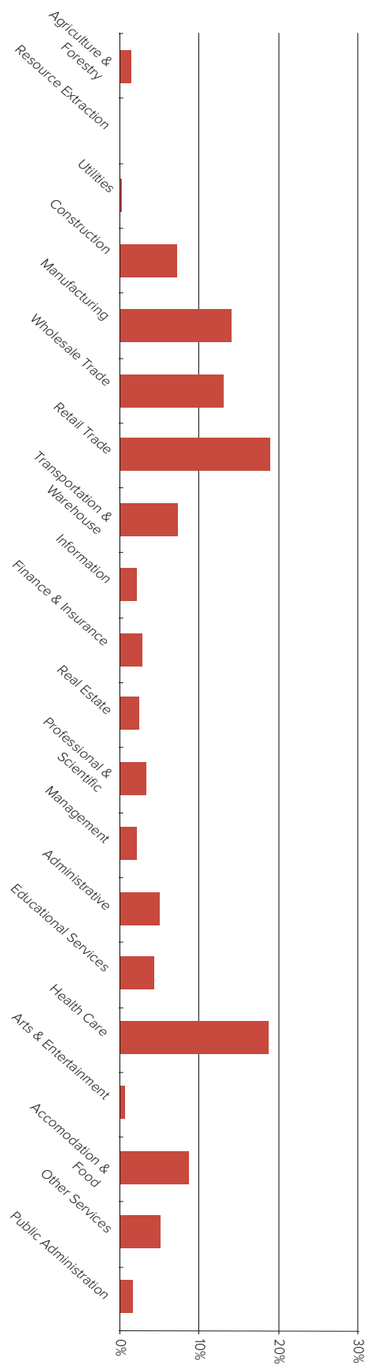


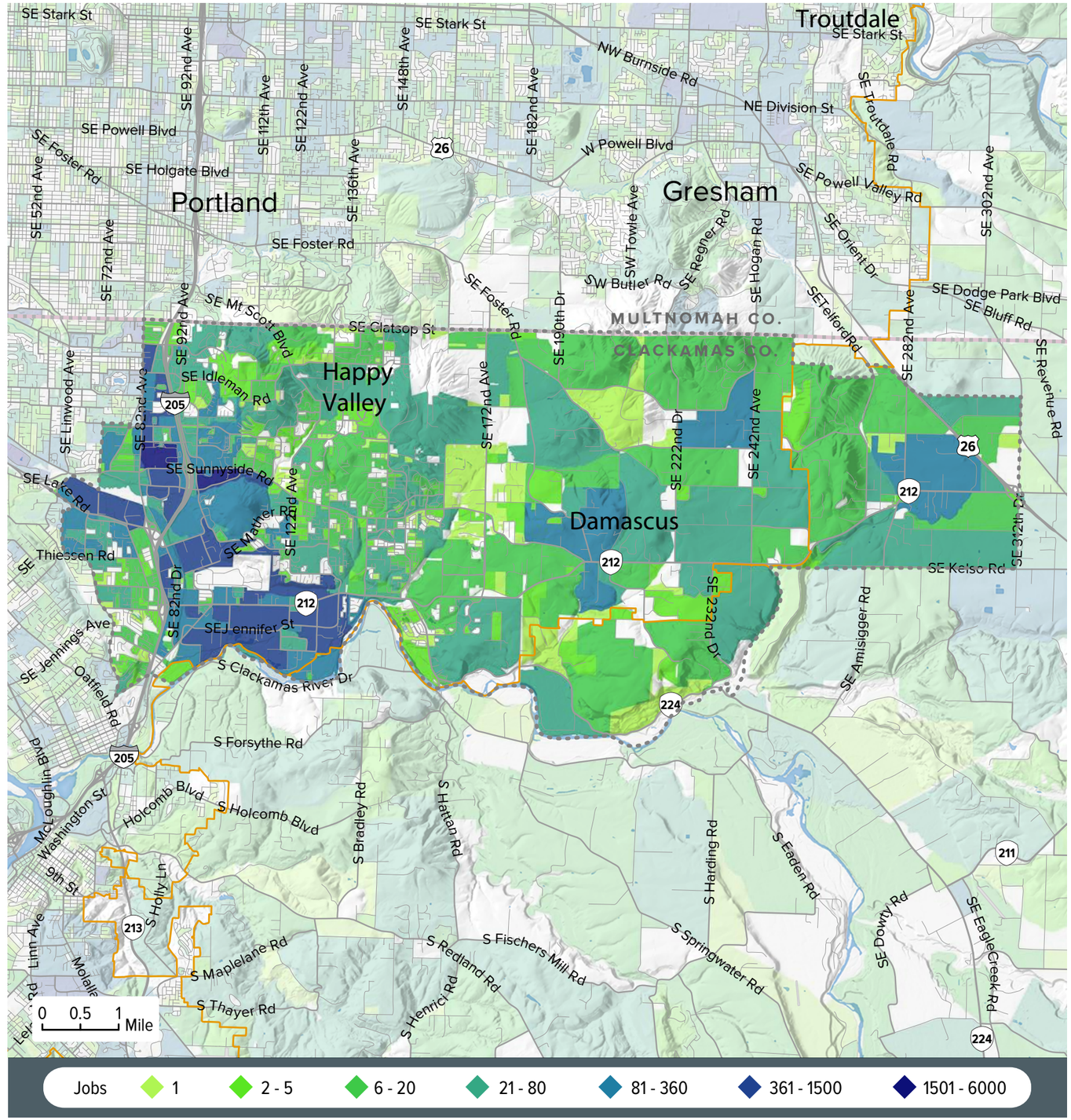


- Corridor analysis zone (CAZ)
- 4% Commercial
- 8% Mixed-use commercial
- 5% Industrial
- 56% Single-family residential
- 4% Multi-family residential
- 8% Parks and open spaces
- 14% Rural
- 1% Future urban development

Sources: Metro RLIS Q4 2013, RTP

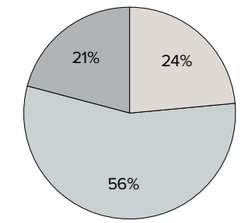
40,442 Jobs



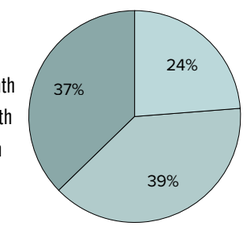


Workforce statistics

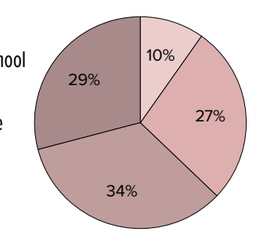
Age



Salary

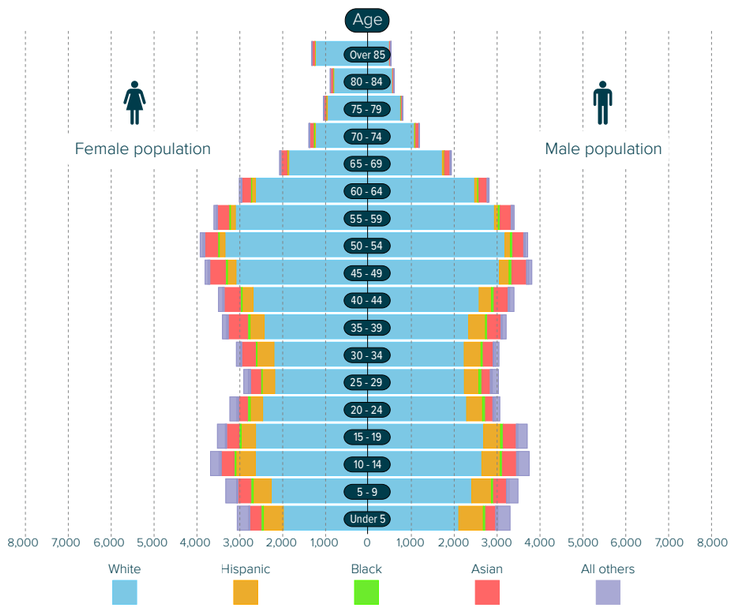


Education



Source: 2011 US Census LEHD

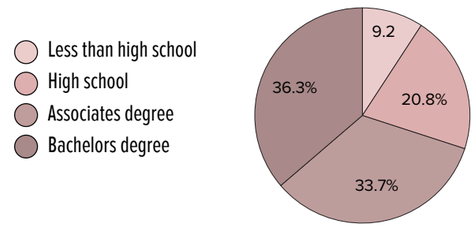
76,313 Residents



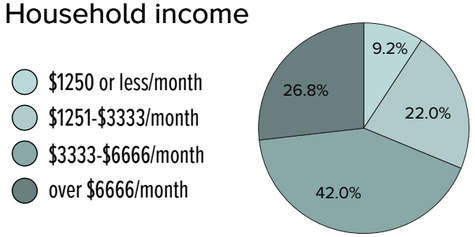
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



Source: 2008-13 American Community Survey

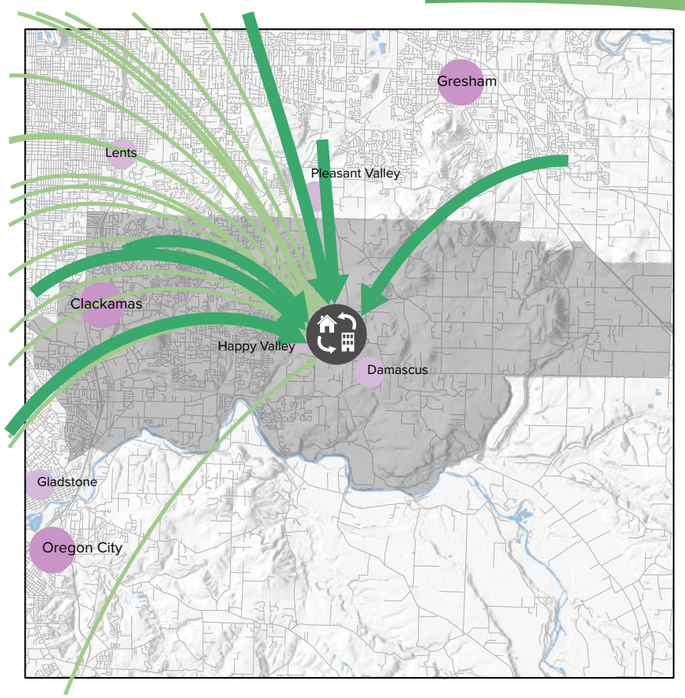
30,214 Dwelling Units
6% Vacancy

2.4 People/Acre

33.8% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

23



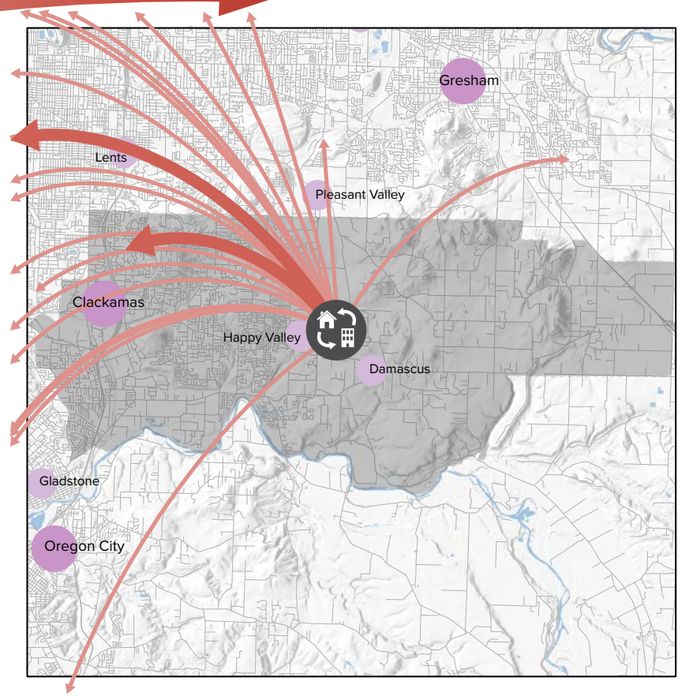
Source: Zone to zone flows - 2011 US Census LEHD

35,718 Worker inflow

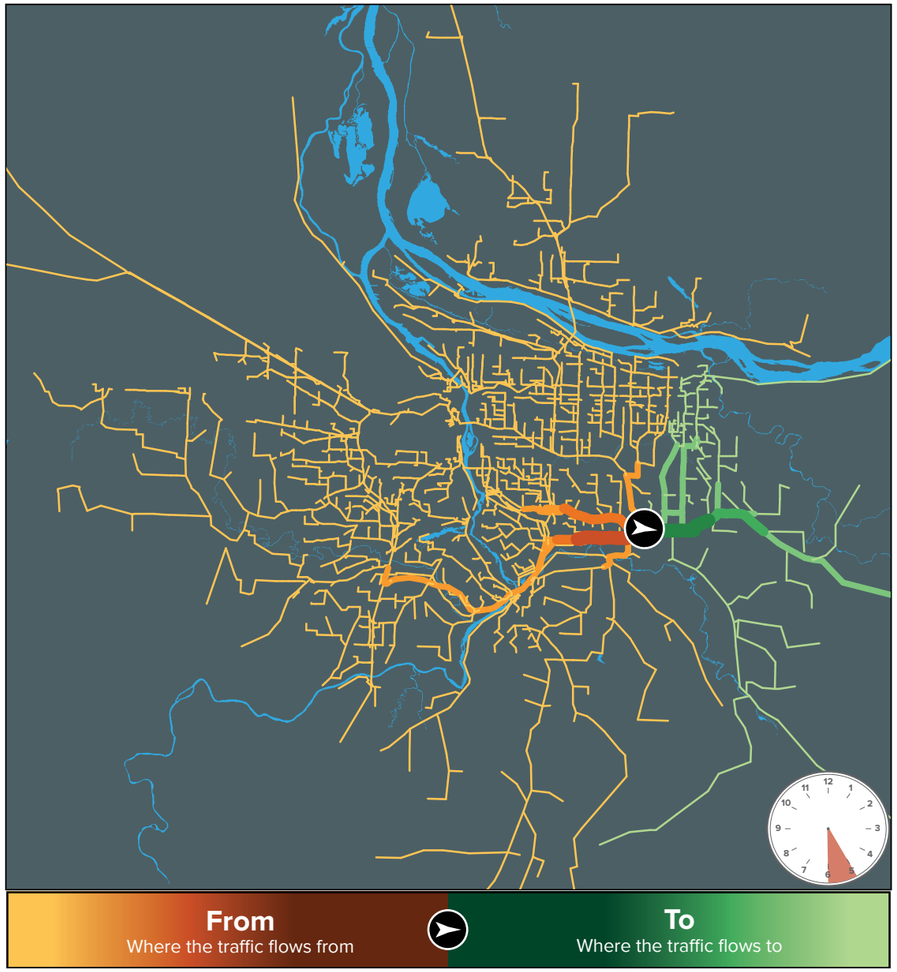
27,400 Worker outflow

4,724 Workers stay

Population who live and work in the same zone.



Transportation Flowsheds



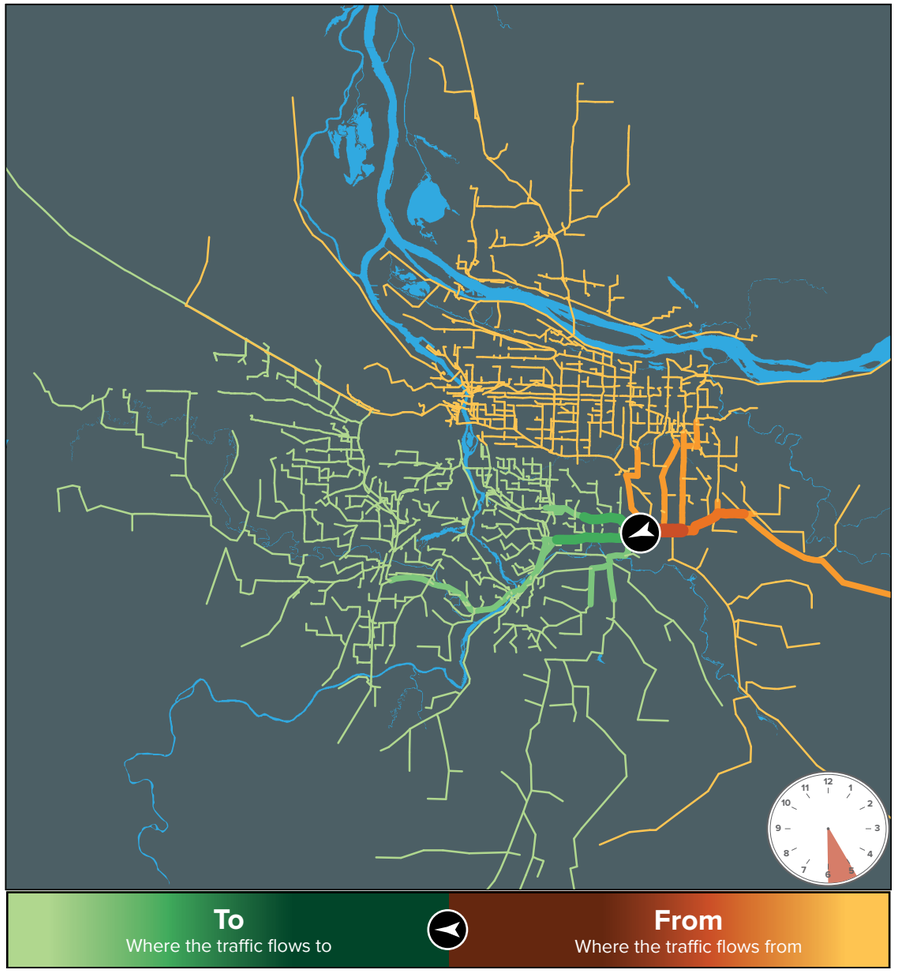
Traffic flow, eastbound p.m. 1-hour peak, 5:00-6:00 PM

Source: 2010 Metro Modeling Services Network

Traffic Volumes

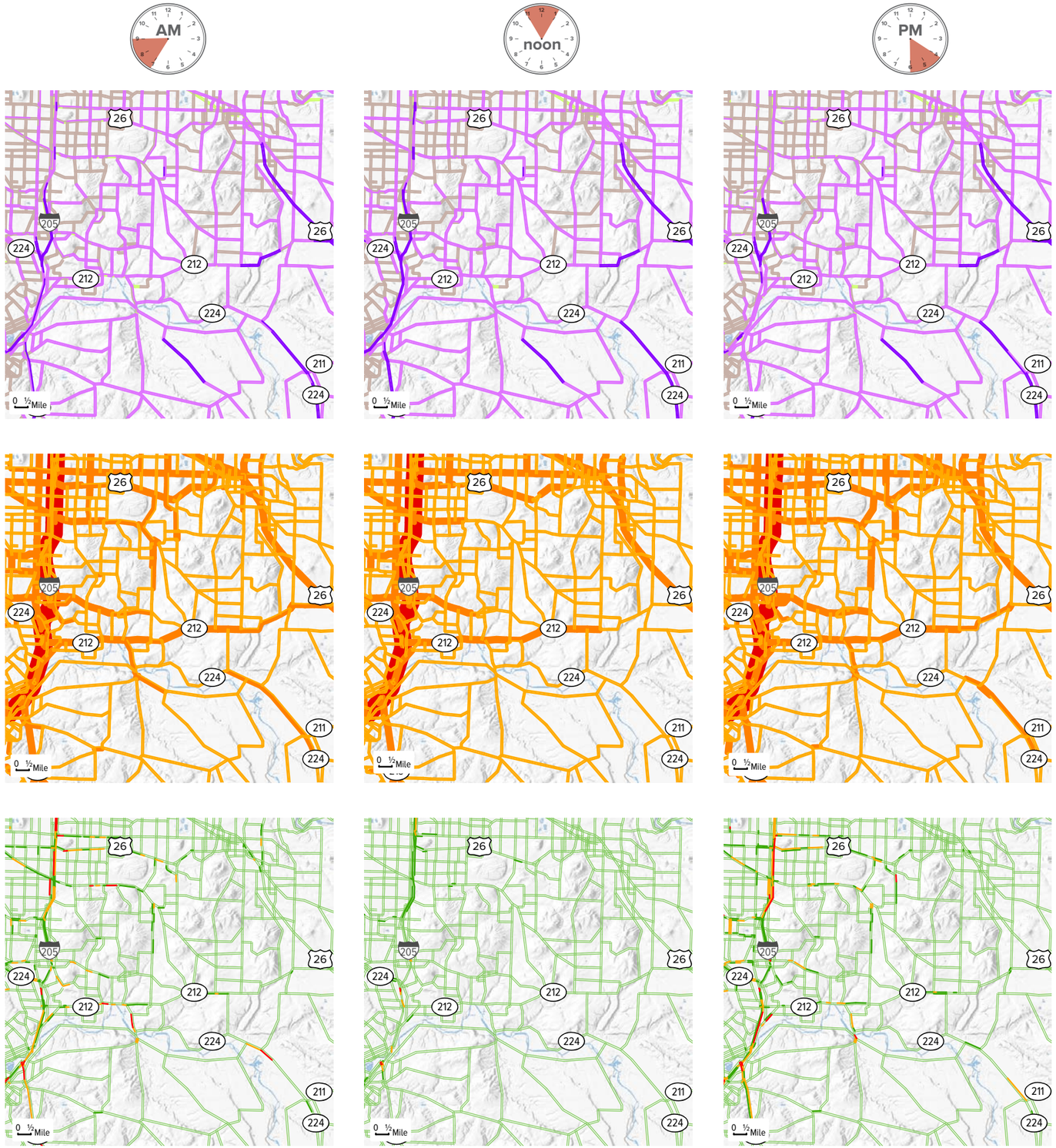
- 2001 - 6000
- 1001 - 2000
- 501 - 1000
- 251 - 500
- 50 - 250
- under 50

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

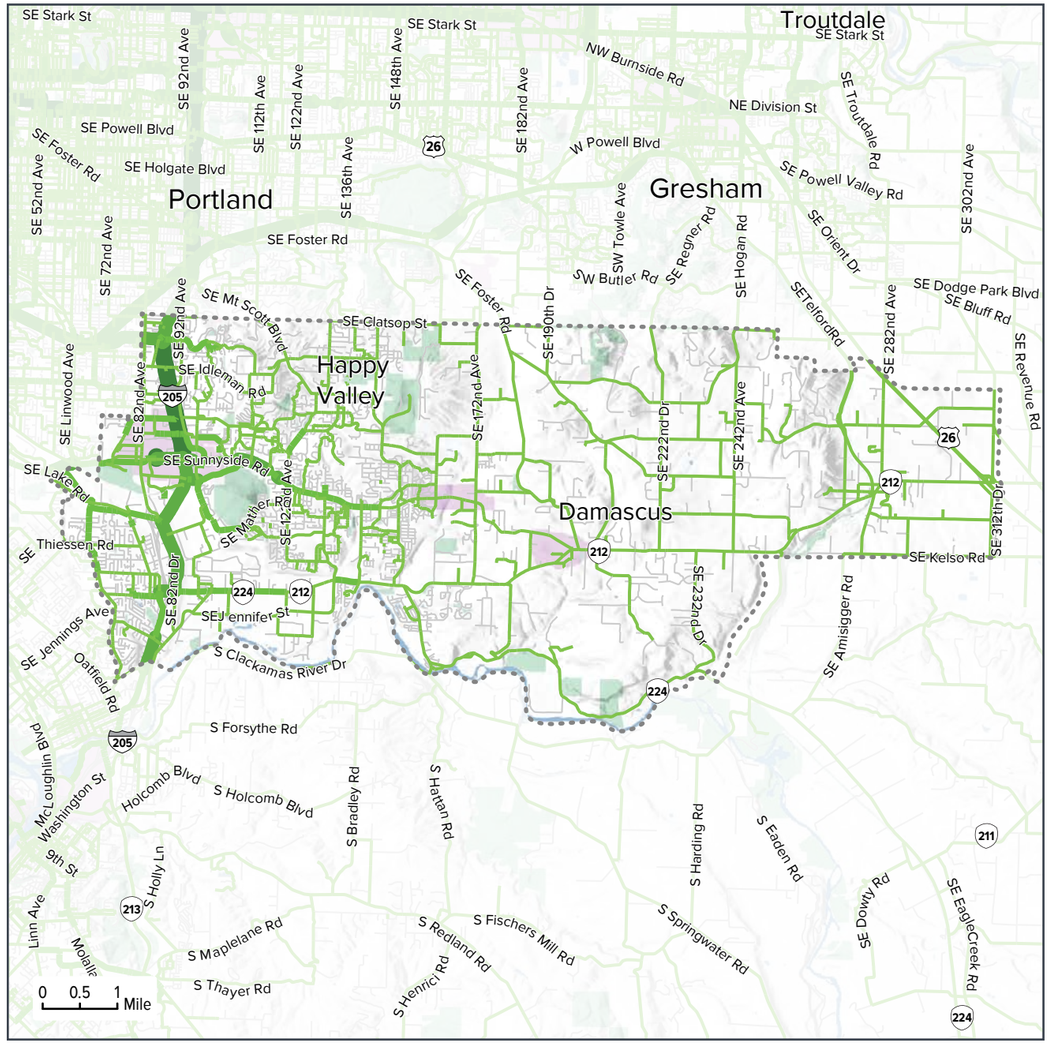
Auto volume/capacity

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

Source: 2010 Metro Modeling Services Network

Bike volume

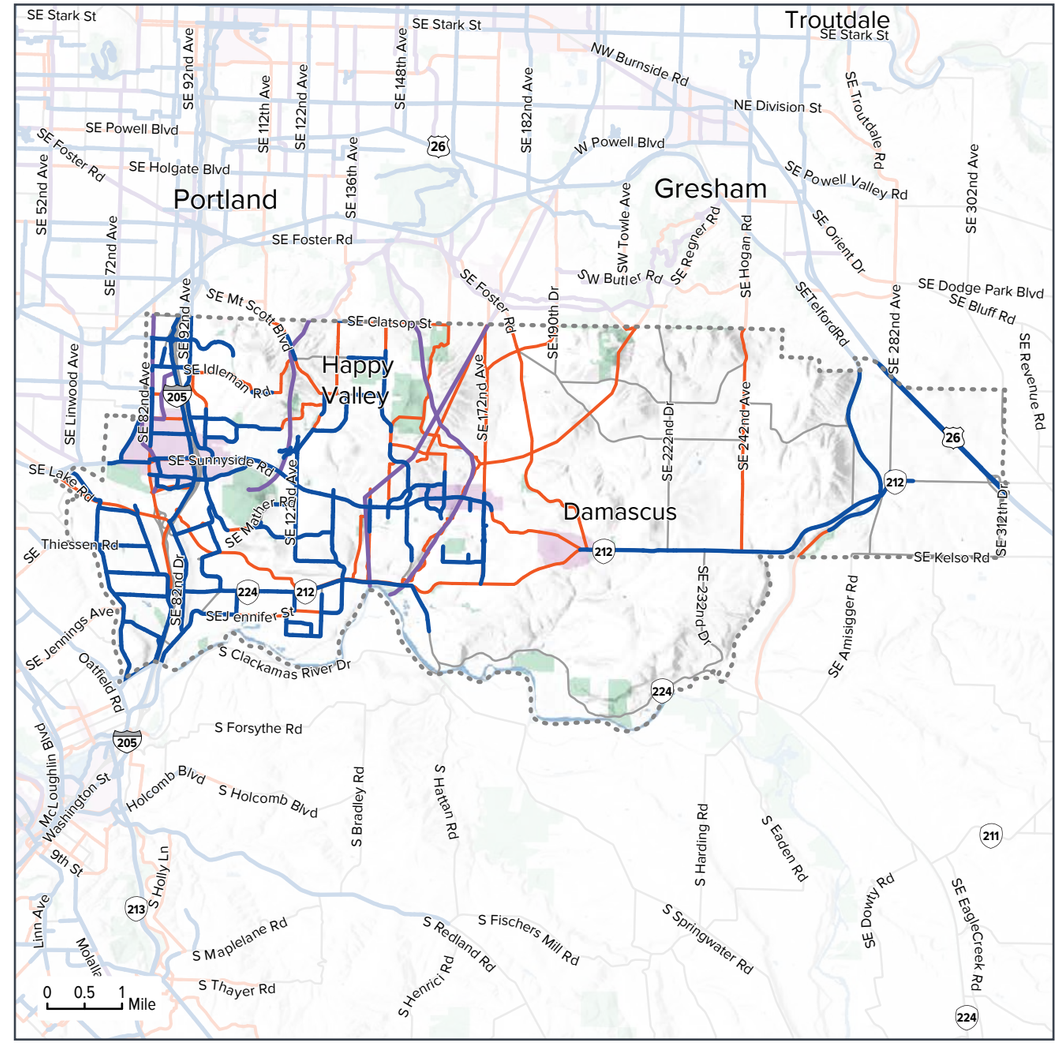
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,500



Source: 2010 Metro RLIS, Metro Modeling Services Network

Bike system planning

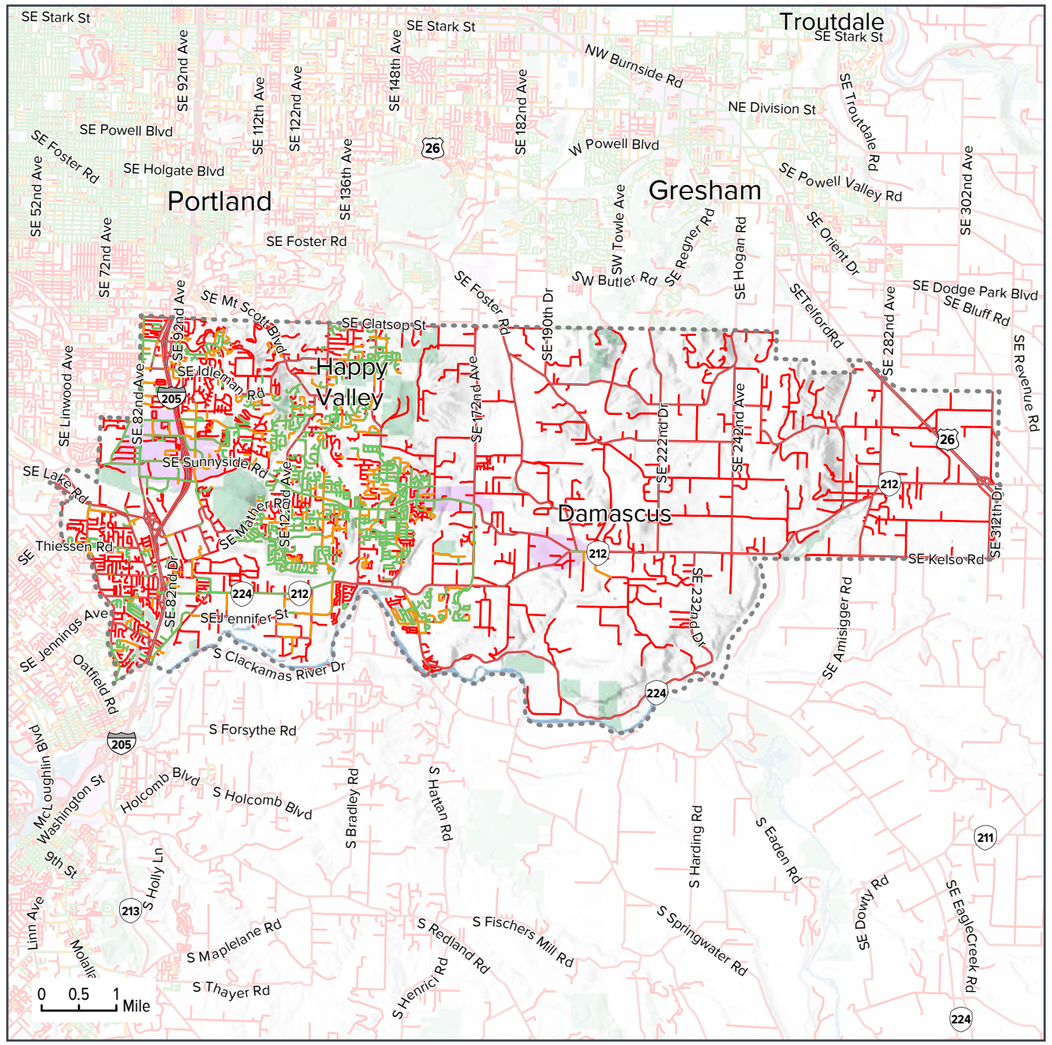
- Existing infrastructure
- Bike project in RTP
- Gap in planned bike system
- Regional bike district



Source: 2010 Metro RLIS, Metro Modeling Services Network

Sidewalk completion

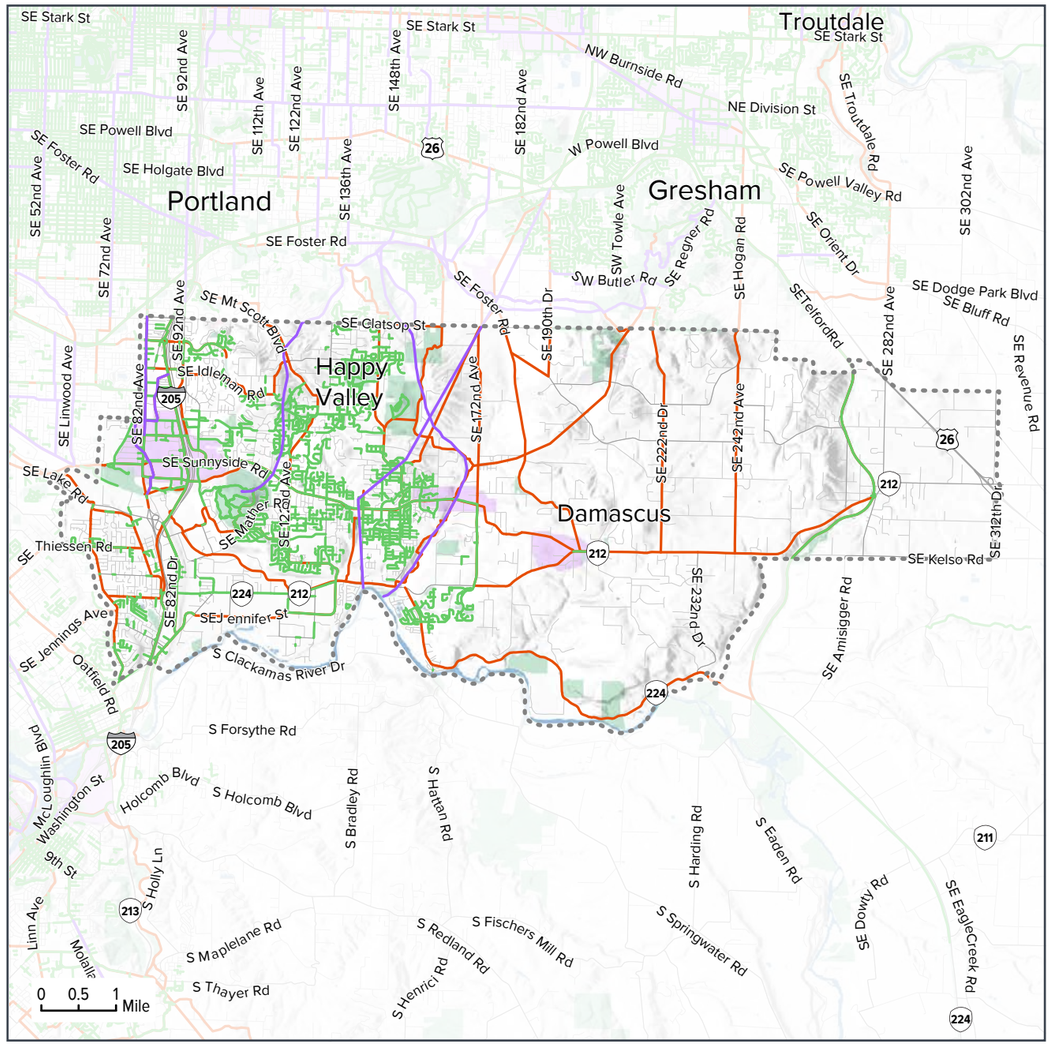
- Completed sidewalk, both sides
- Partially complete sidewalk
- No sidewalk
- Regional pedestian district



Source: 2014 Metro RLIS

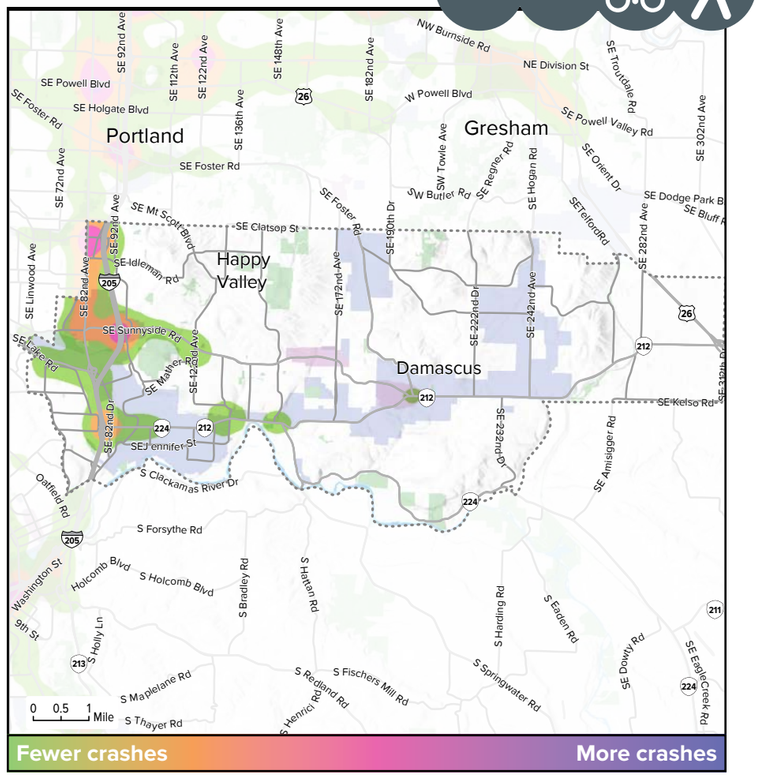
Pedestrian system planning

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



Source: 2014 Metro RLIS, RTP

4,790
Total Crashes: Auto Bike Ped

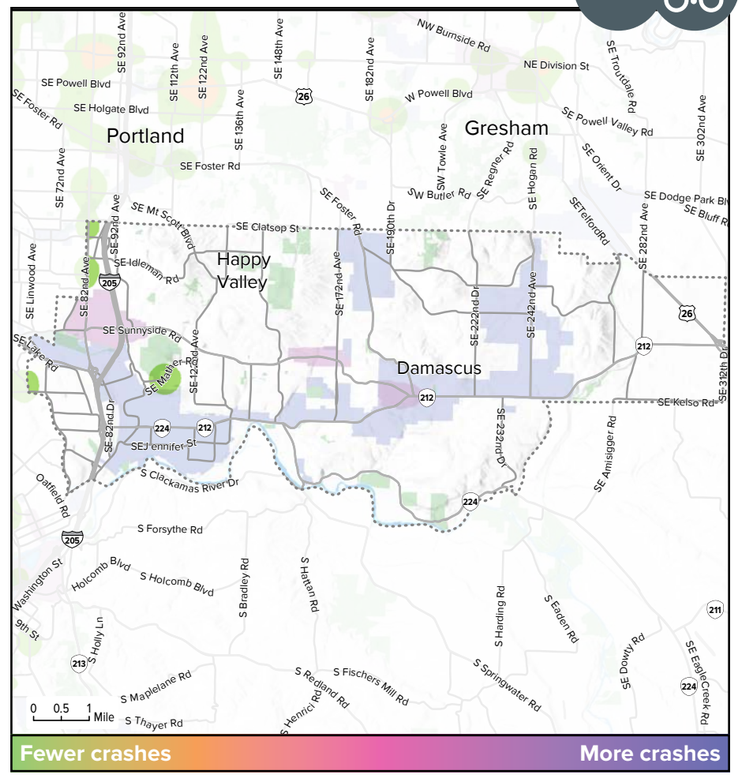


Source: ODOT 2007-2011

Crash Severity

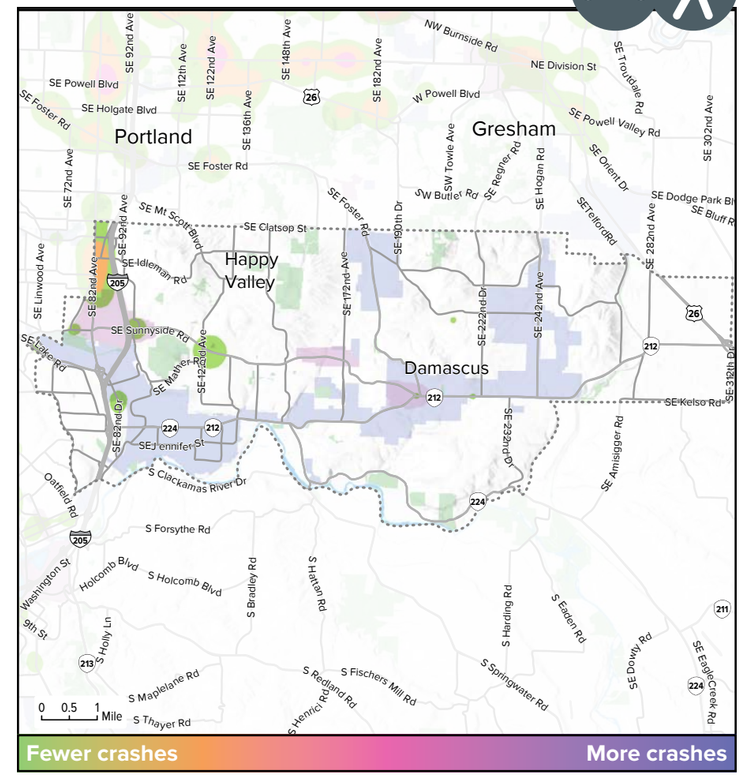
Fatalities	15
Injury A	196
Injury B	493
Injury C	1,538
Property Damage Only	2,548

45
Total Crashes - Auto - Bike



Fatalities	1
Injury A	1
Injury B	19
Injury C	21
Property Damage Only	3

43
Total Crashes - Auto - Ped

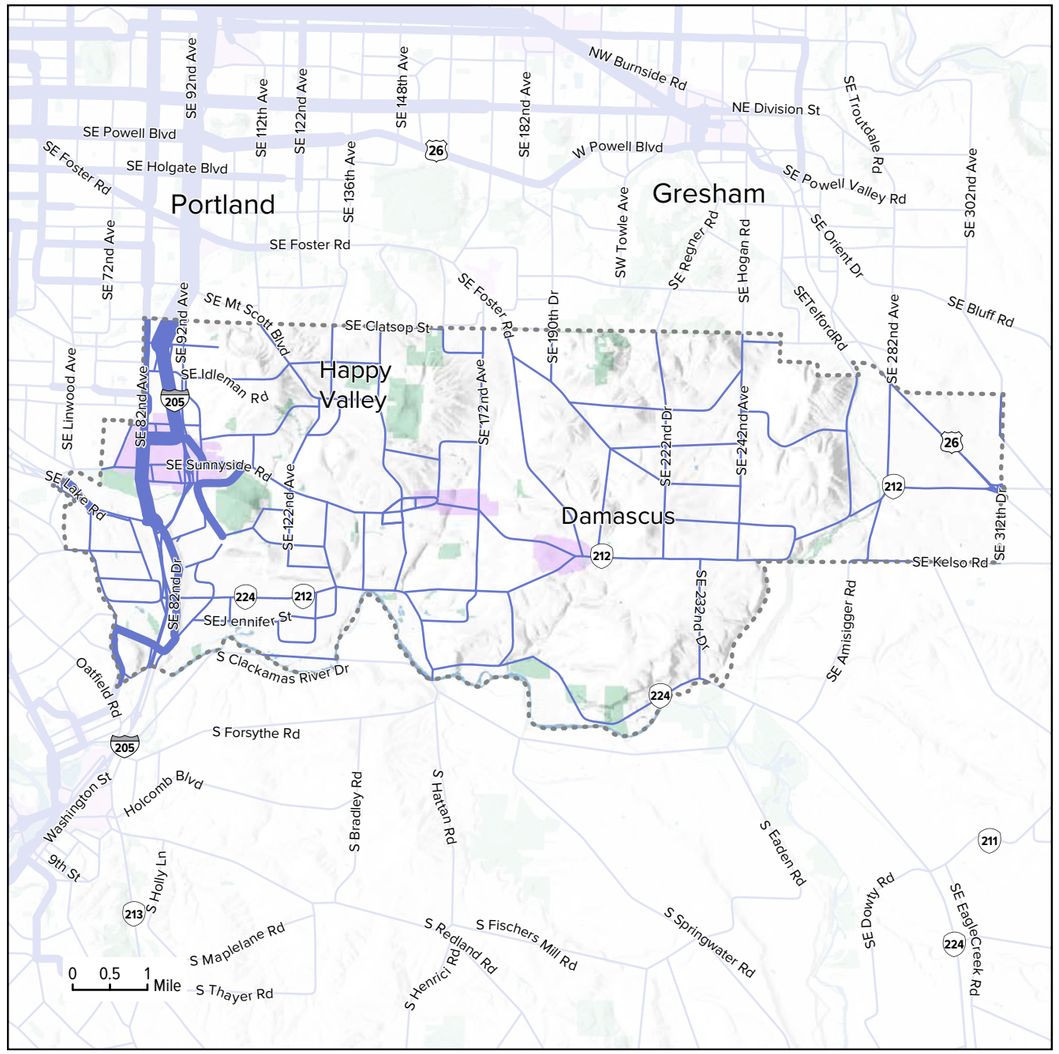


Fatalities	1
Injury A	7
Injury B	13
Injury C	20
Property Damage Only	2

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

Transit volume

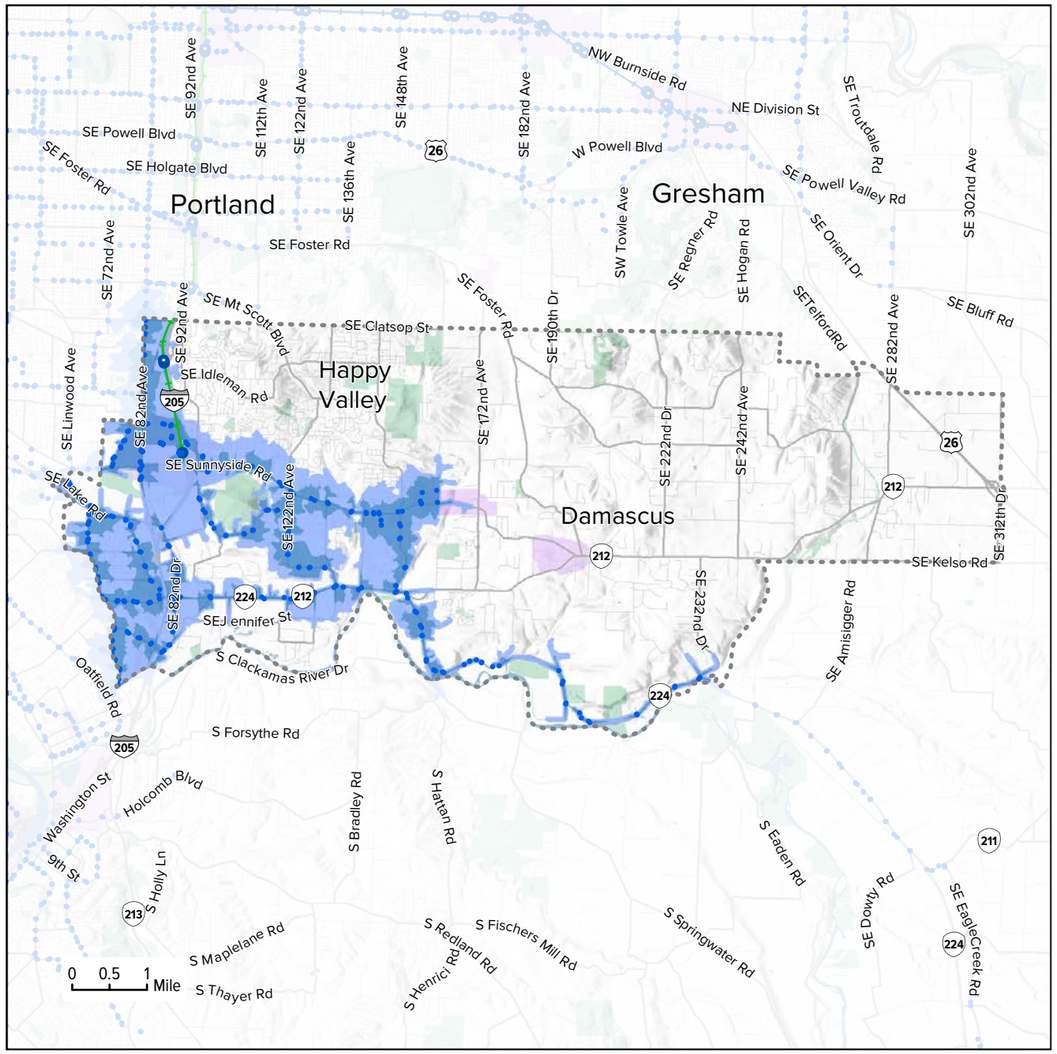
- 1 - 250
- 251 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- over 10,000



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Transit Accessibility

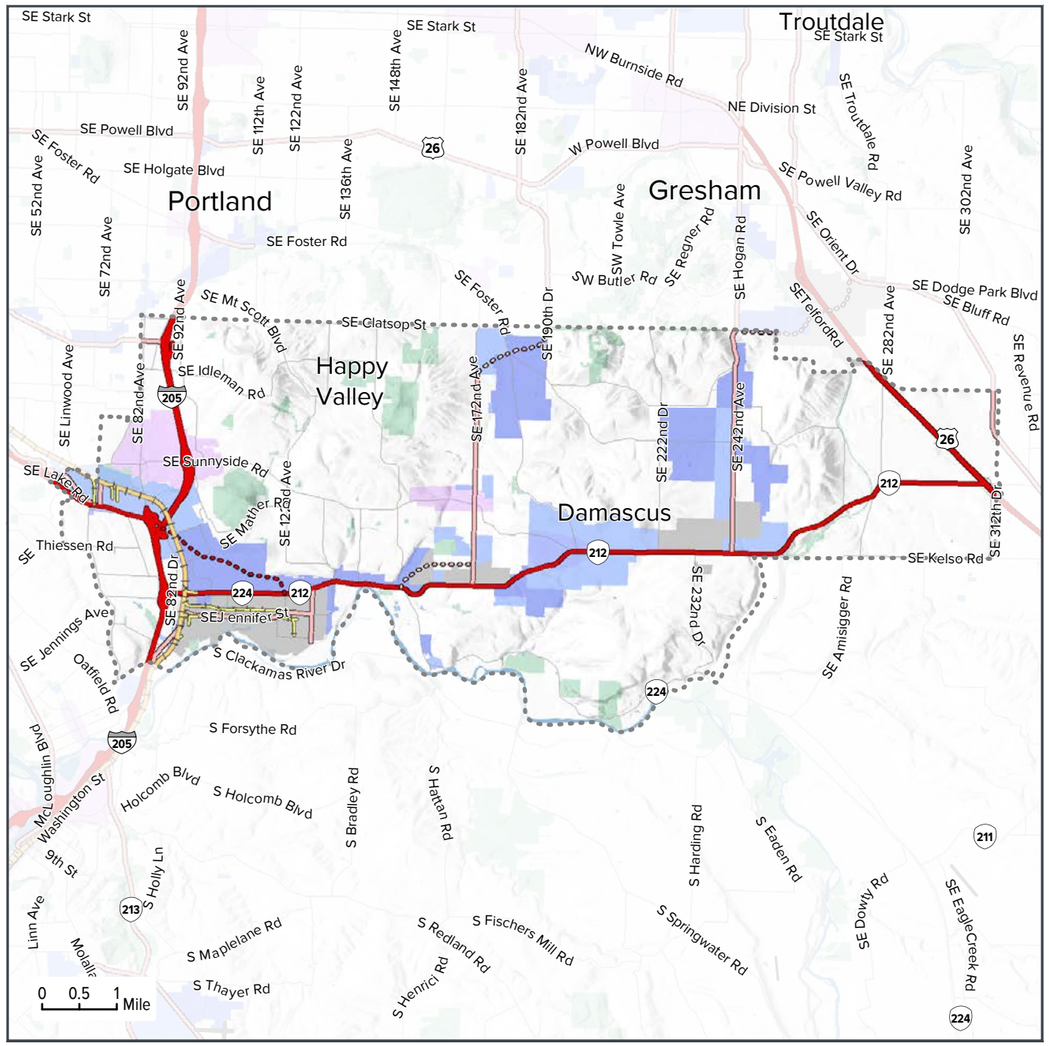
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop



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



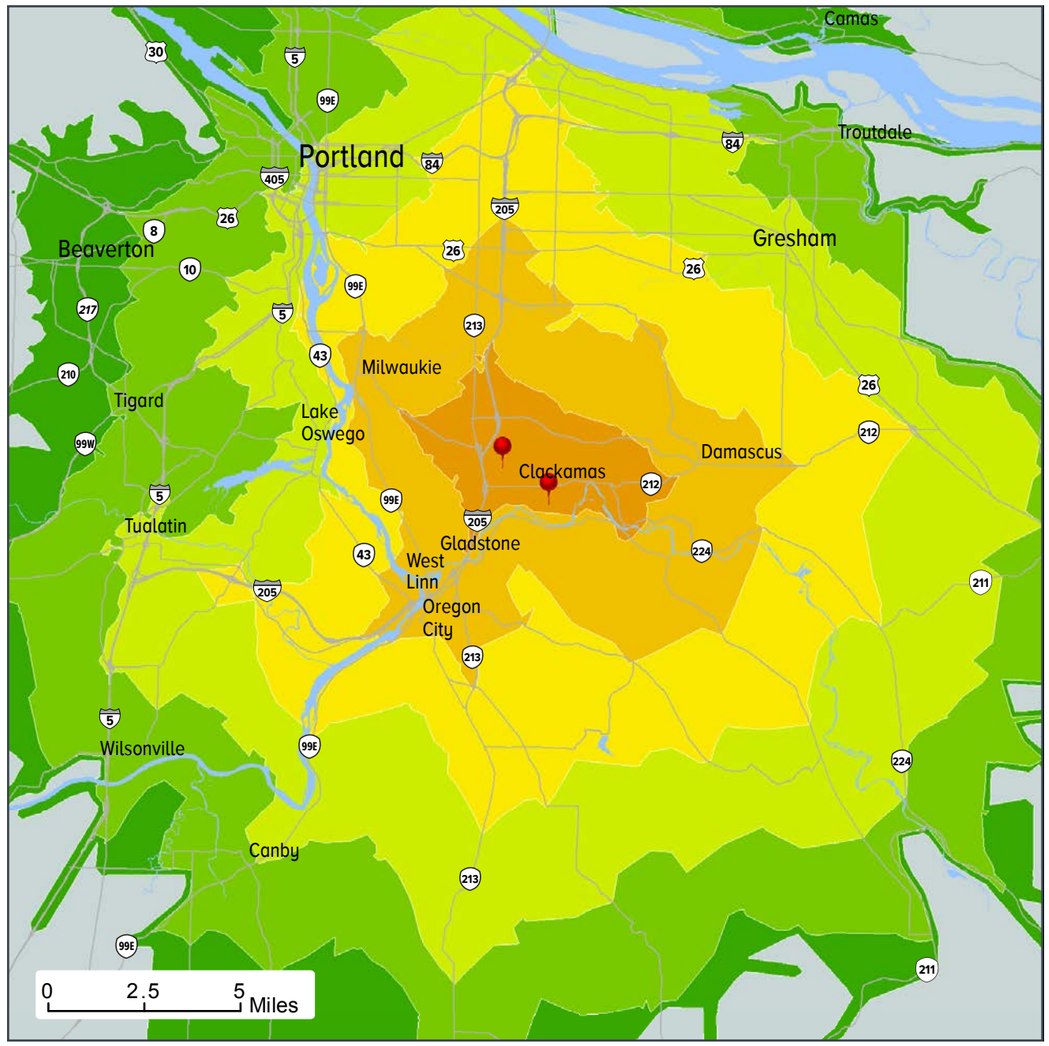
Source: 2014 Metro RLIS, RTP

Truck travel time analysis

Major Freight Access Point

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP