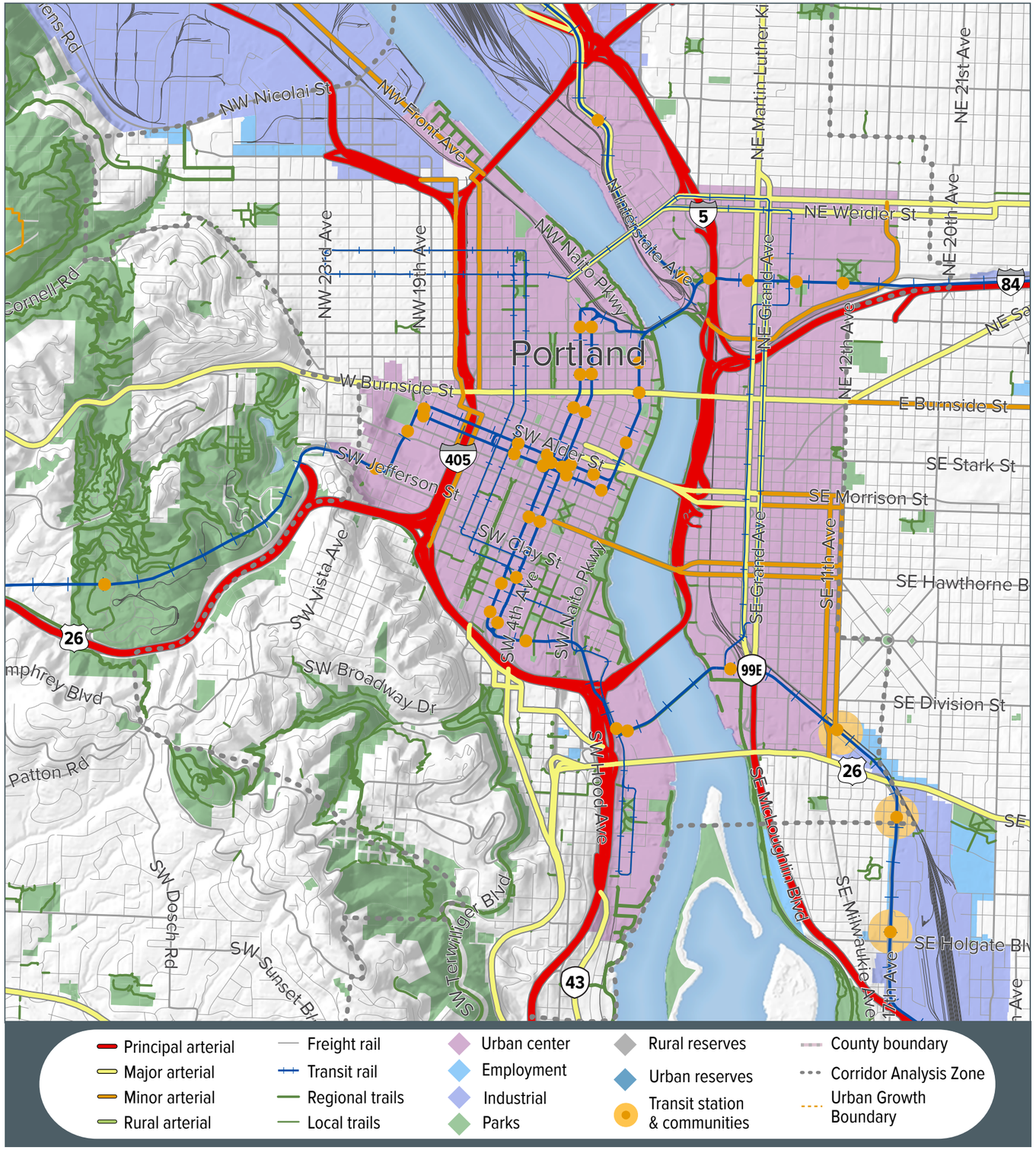
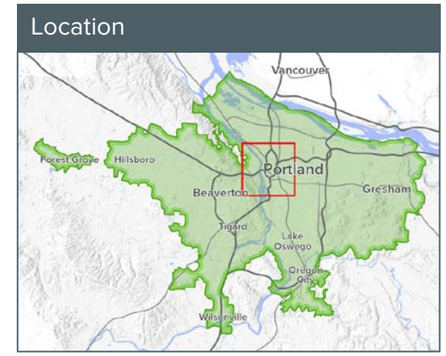


Location

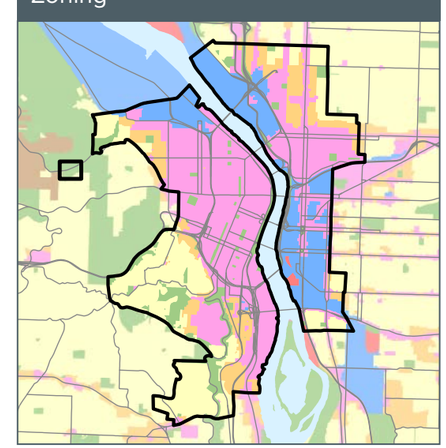


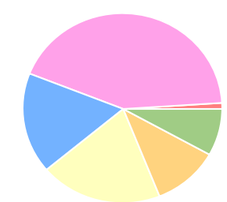
4

Portland Central City Loop

The Portland Central City Loop mobility corridor encompasses I-5 and I-405, key throughway interchanges with I-84, US 26, and US 30, MAX light rail, 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. I-405 facilitates travel between the US 26 and US 30 corridors and access to downtown Portland. The corridor is a central hub for MAX light rail service. Streetcar connects between NW Portland, South Waterfront district and the Central Eastside. NW Front/ SW Naito Parkway and NE/SE Grand Ave/Martin Luther King (MLK) Jr. Blvd are key parallel streets. Portland central city is the region's urban heart, with high-density office development surrounded by mid-rise residential and mixed use commercial on the west side and inner city warehouse/commercial uses on the east side. A compact local street network facilitates multi-modal access for the majority of the corridor.

Zoning

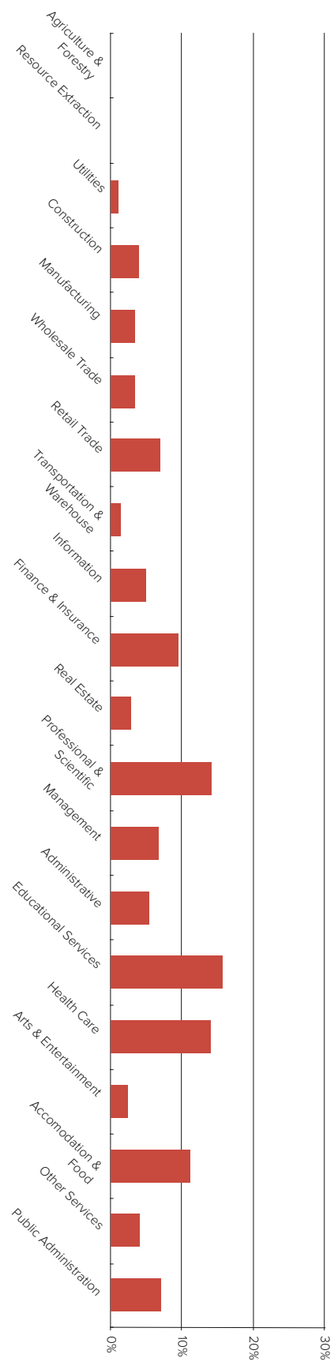


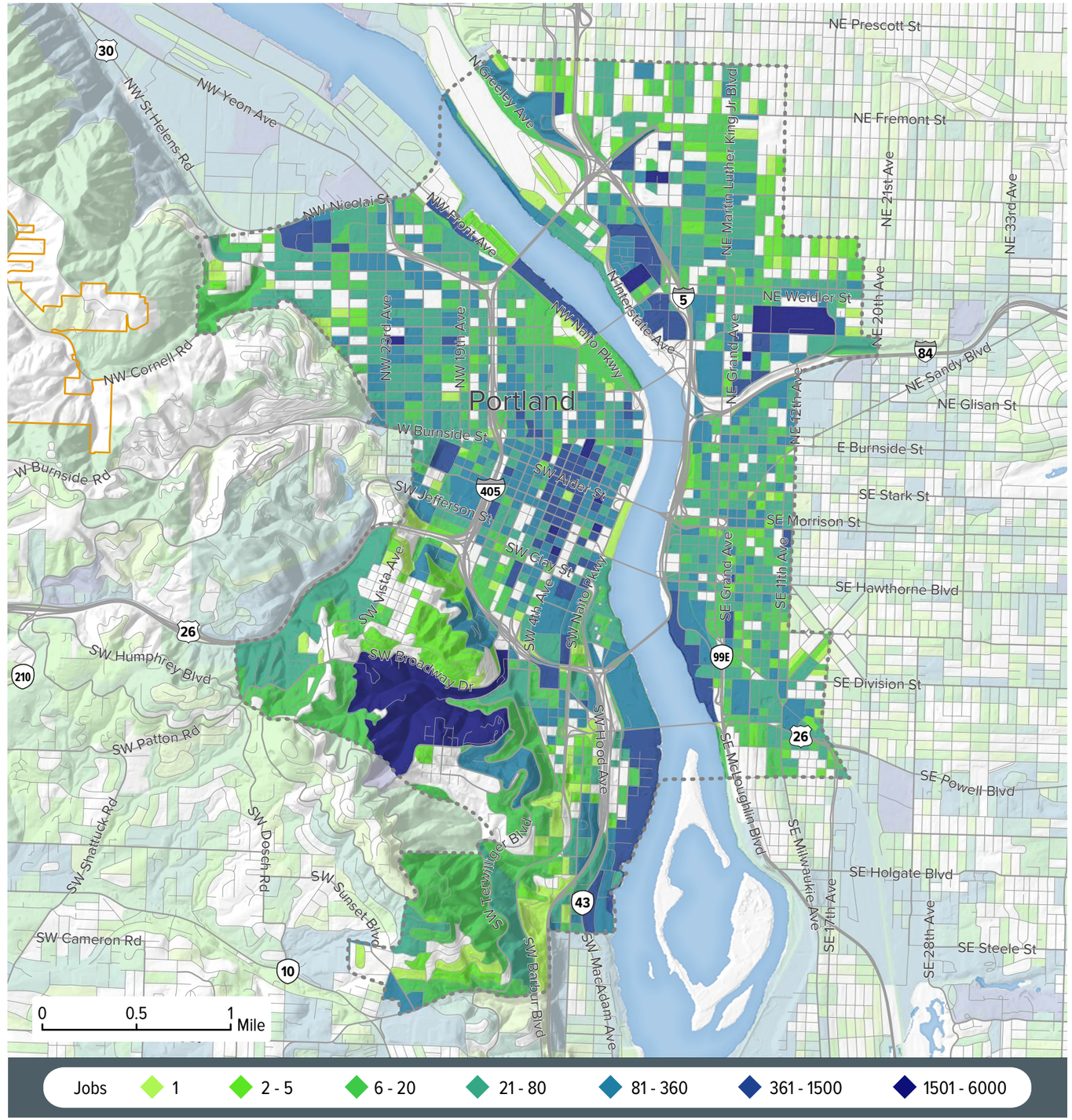


- Corridor analysis zone (CAZ)
- 1% Commercial
- 43% Mixed-use commercial
- 17% Industrial
- 20% Single-family residential
- 11% Multi-family residential
- 8% Parks and open spaces
- 0% Rural
- 0% Public facilities

Sources: Metro RLIS Q4 2013, RTP

185,412 Jobs

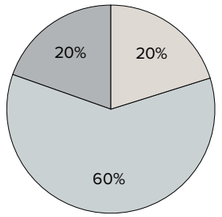




Workforce statistics

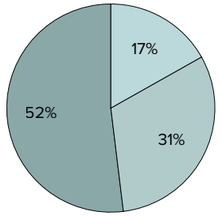
Age

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



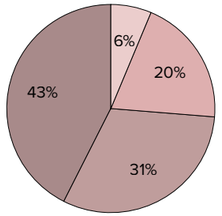
Salary

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



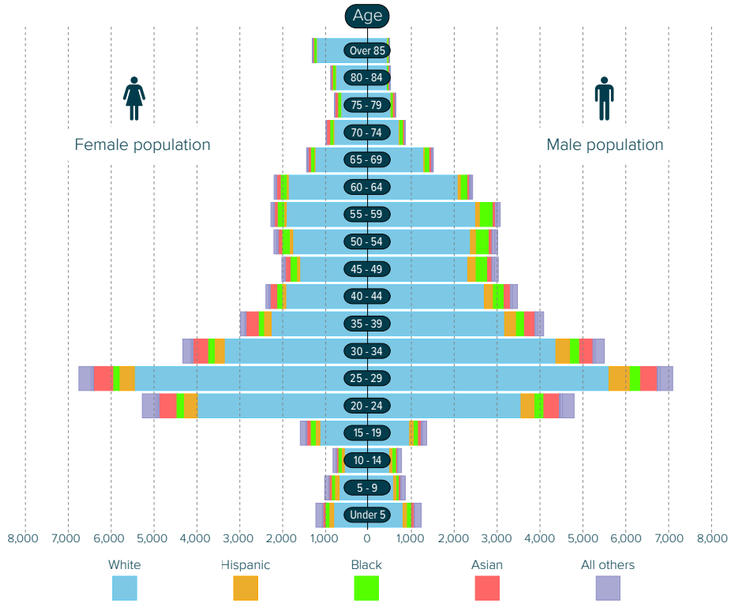
Education

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



Source: 2011 US Census LEHD

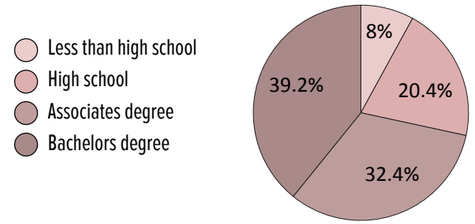
75,191 Residents



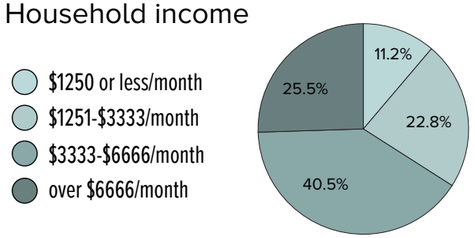
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



Source: 2008-13 American Community Survey

47,887 Dwelling Units
11% Vacancy

11.9 People/Acre

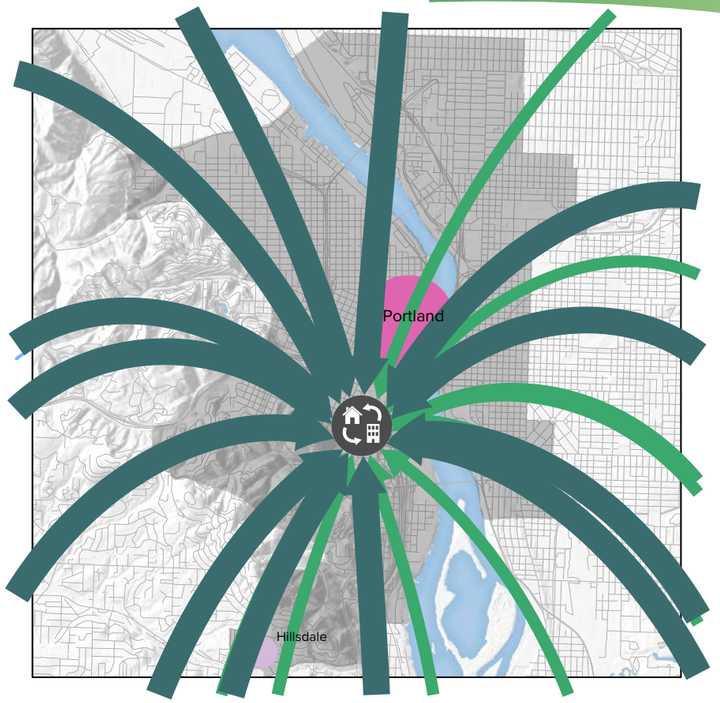
87.3% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

4

171,727 Worker inflow

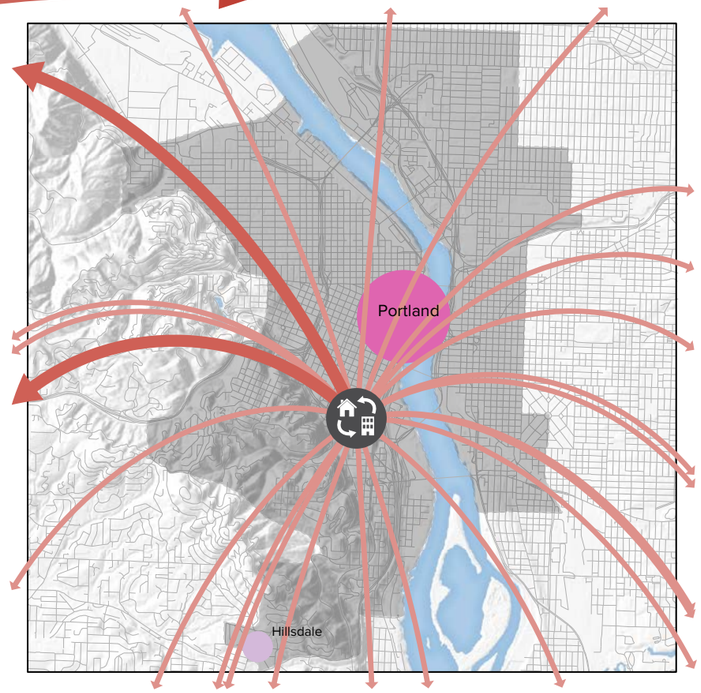
16,635 Worker outflow



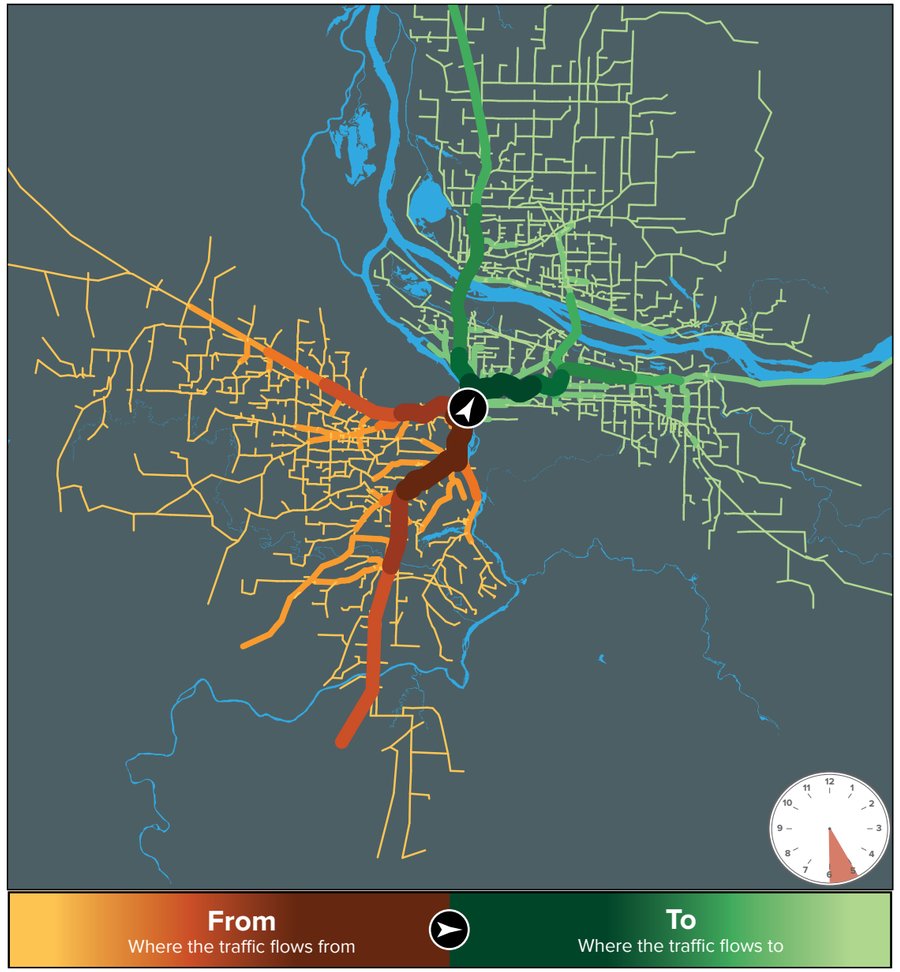
Source: Zone to zone flows - 2011 US Census LEHD

13,685 Workers stay

Population who live and work in the same zone.



Transportation Flowsheds



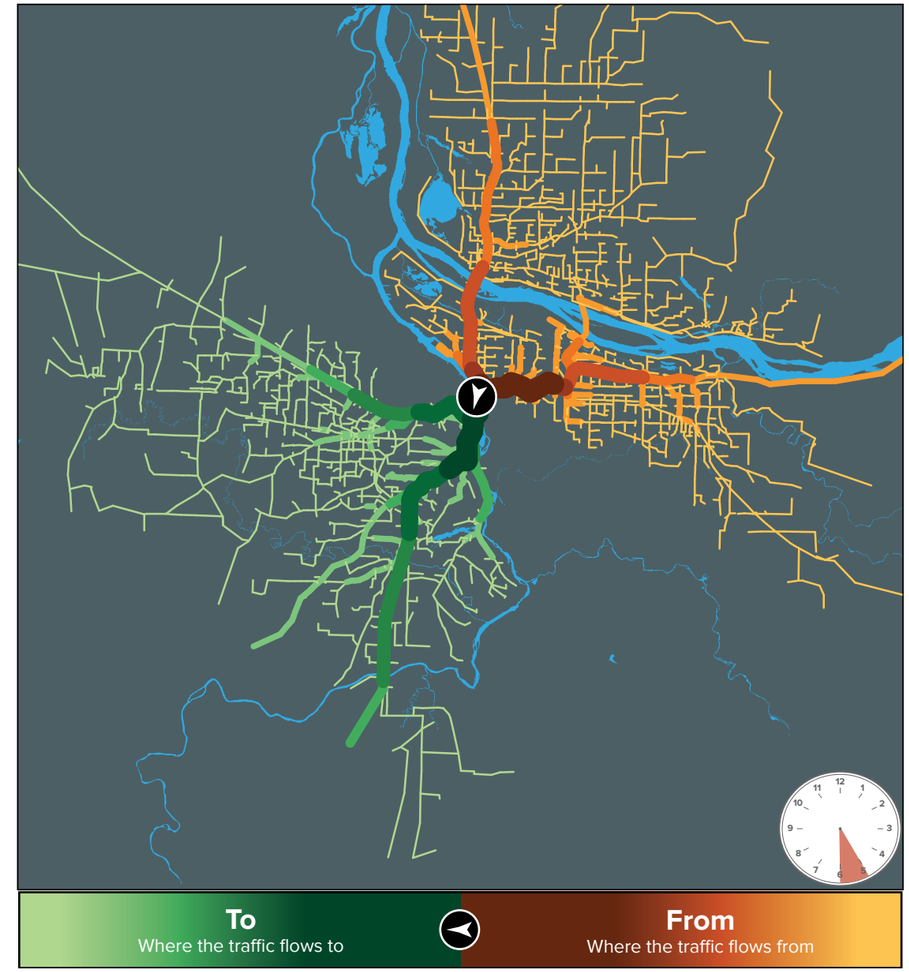
Traffic flow, northbound p.m. 1-hour peak, 5:00-6:00 PM

Source: 2010 Metro Modeling Services Network

Traffic Volumes

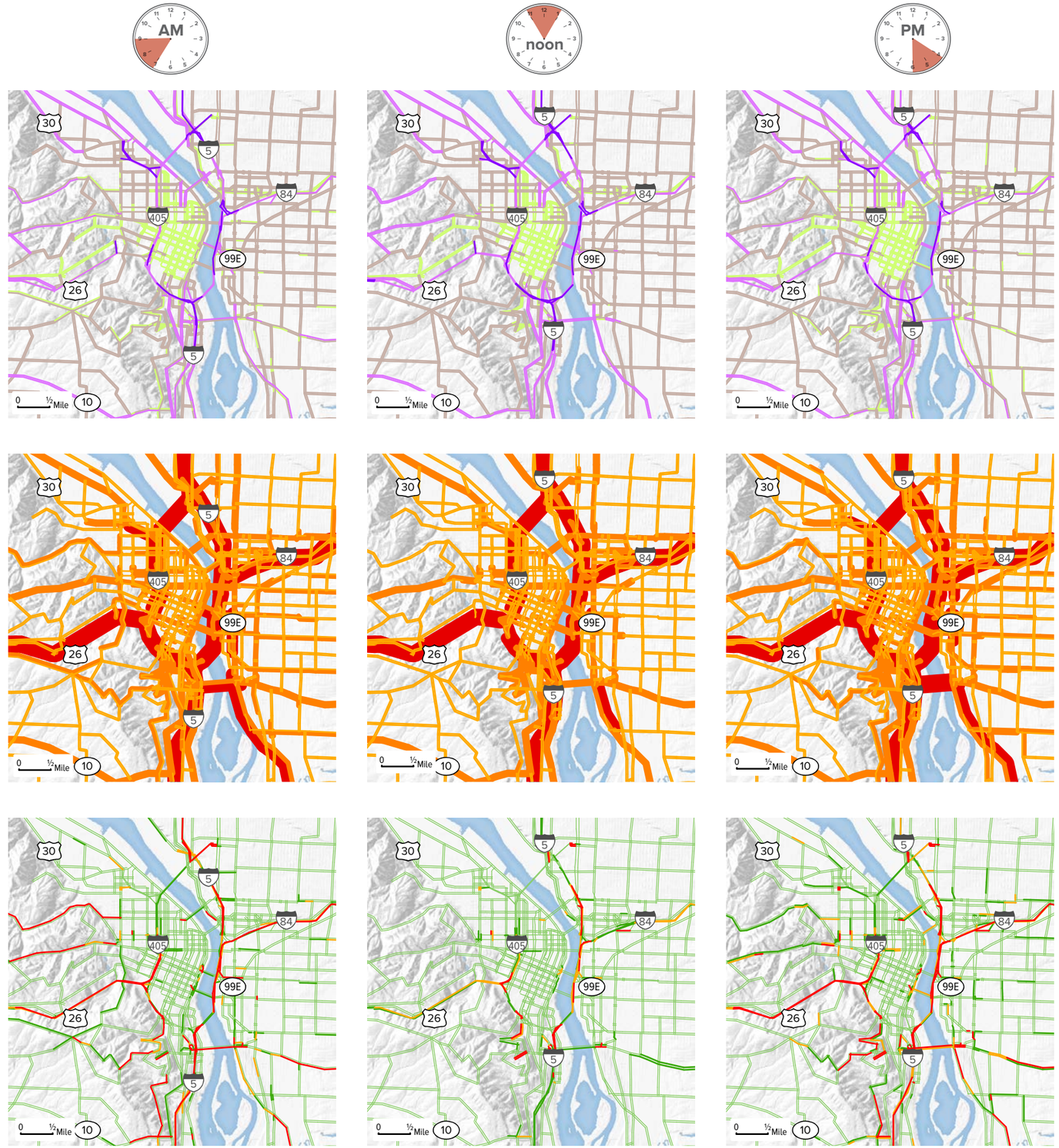
2001 - 6000	1001 - 2000	501 - 1000	251 - 500	50 - 250	under 50

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



Traffic flow, 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

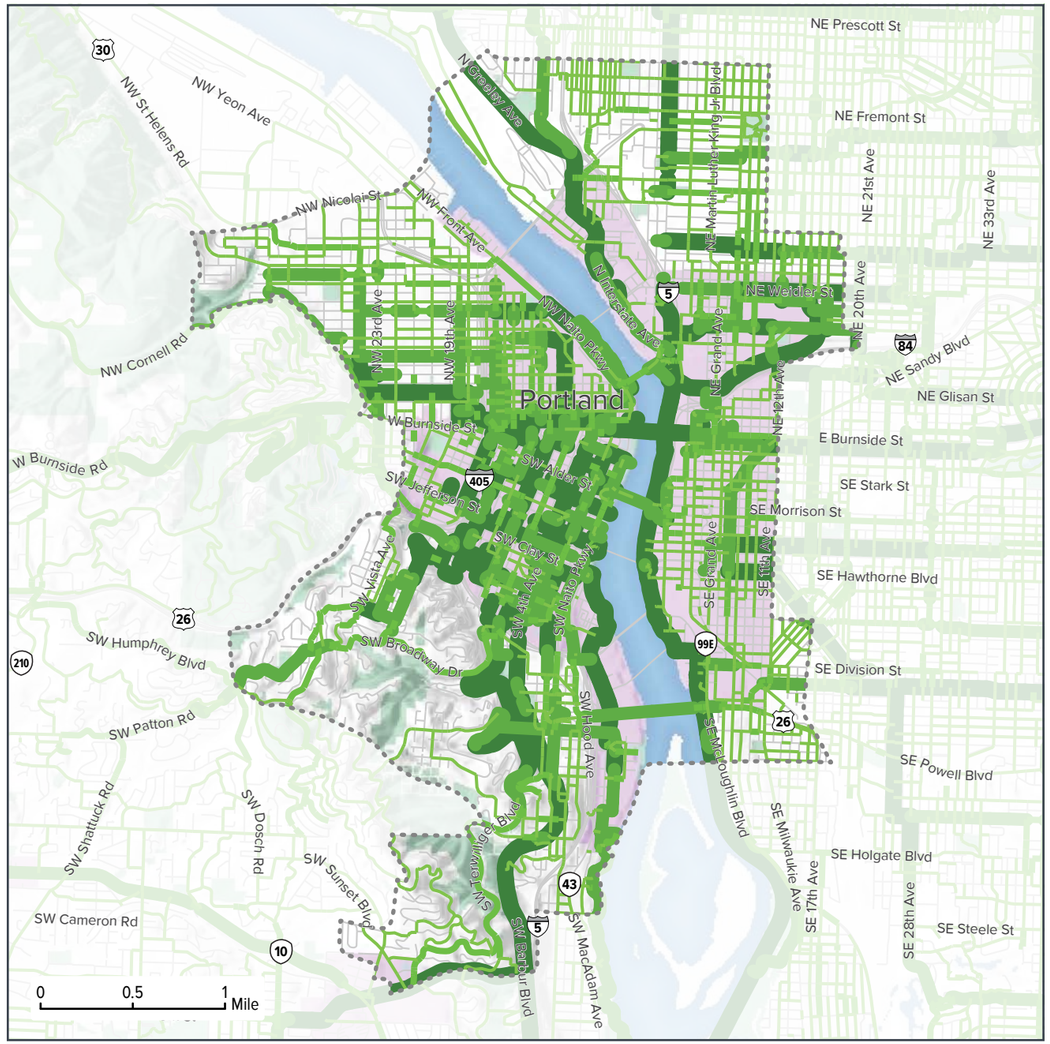
Auto volume/capacity

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

Source: 2010 Metro Modeling Services Network

Bike volume

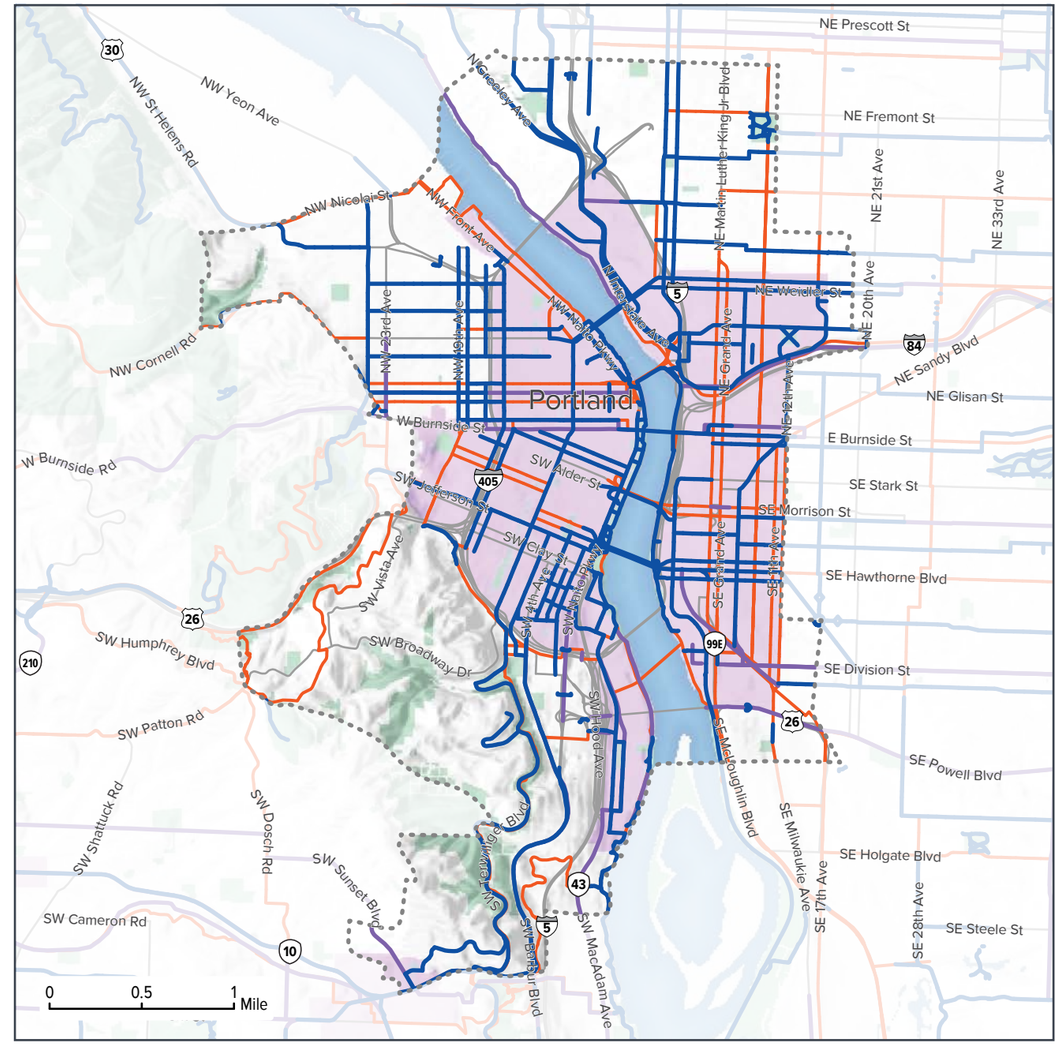
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,500



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

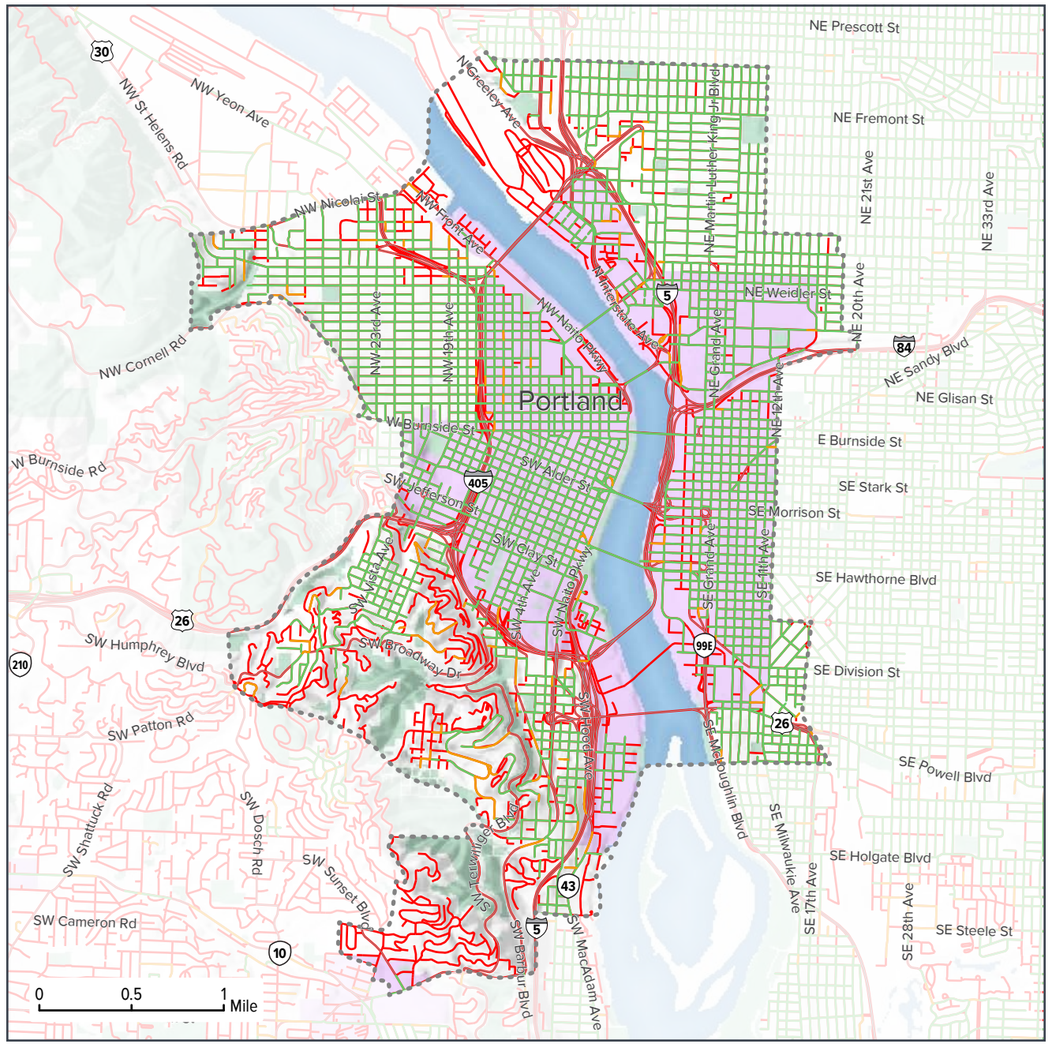


Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

4

Sidewalk completion

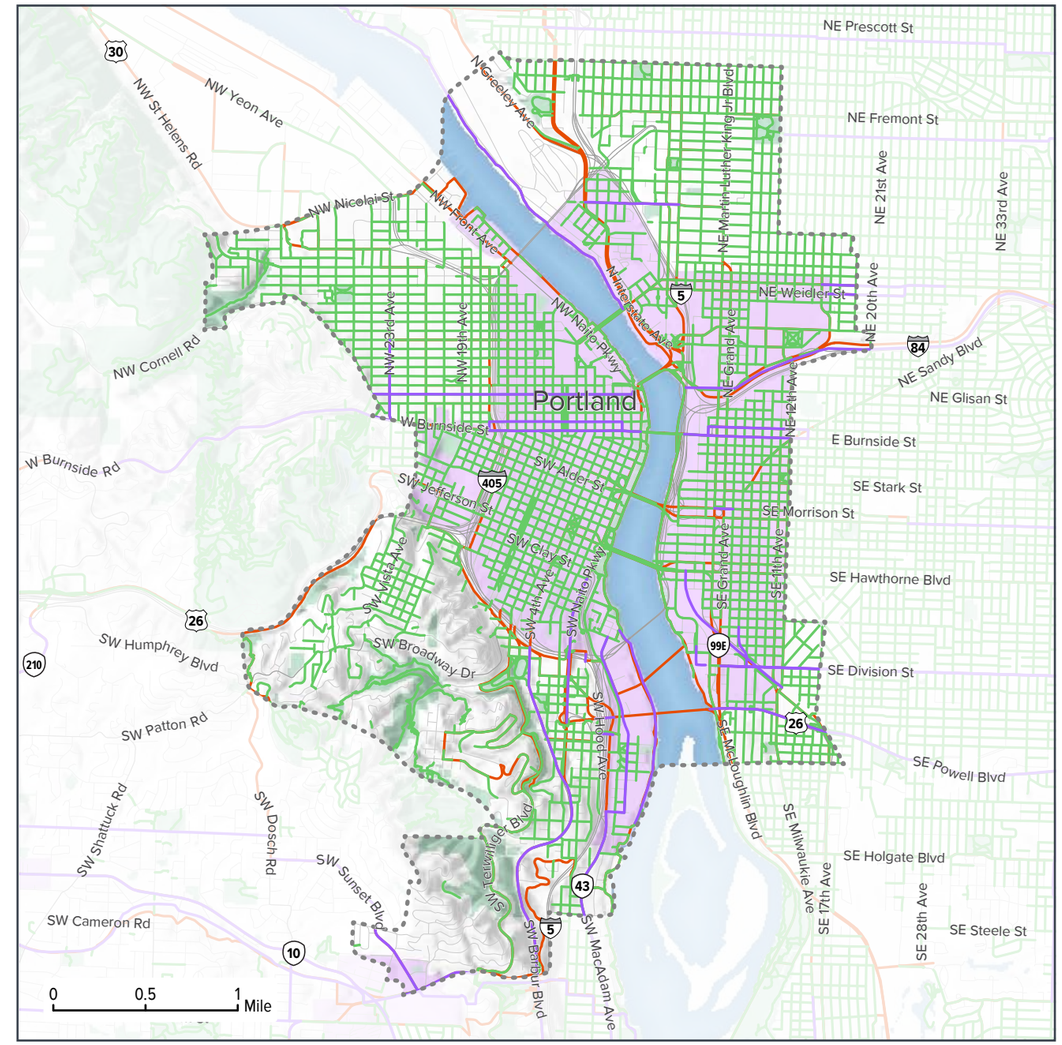
- Completed sidewalk, both sides
- Partially complete sidewalk
- No sidewalk
- Regional pedestian district



Source: 2014 Metro RLIS

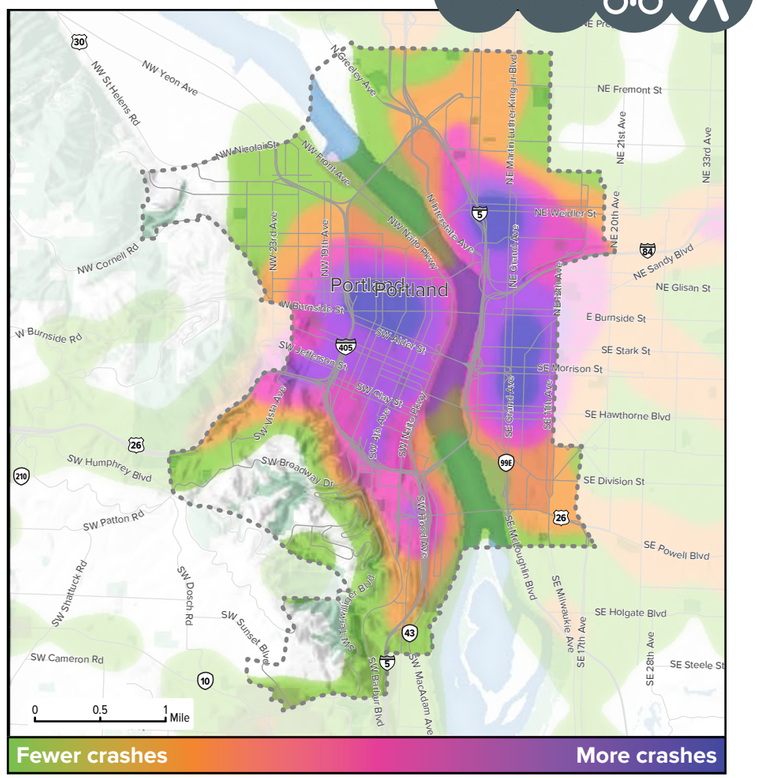
Pedestrian system planning

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



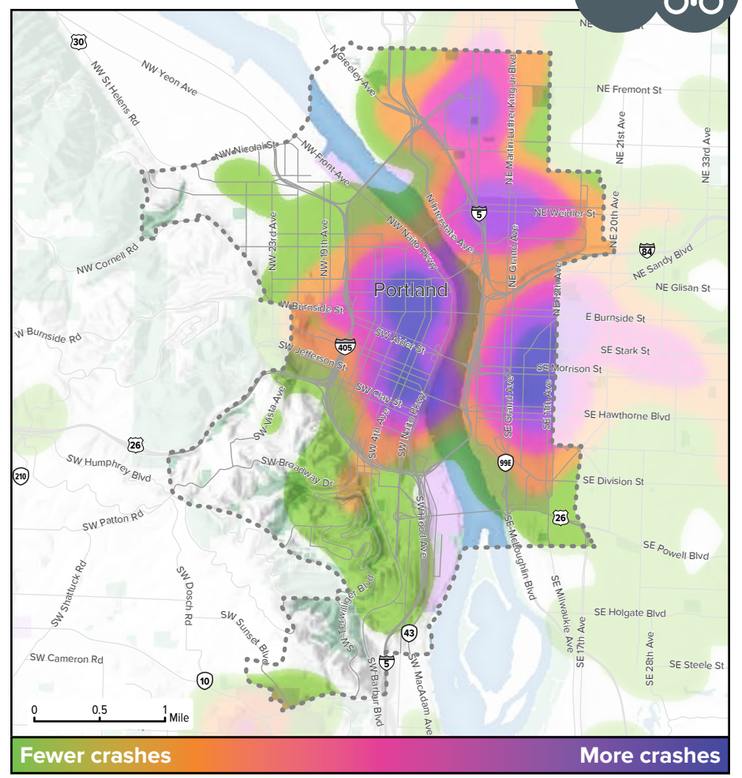
Source: 2010 Metro RLIS, RTP

12,930
Total Crashes: Auto Bike Ped

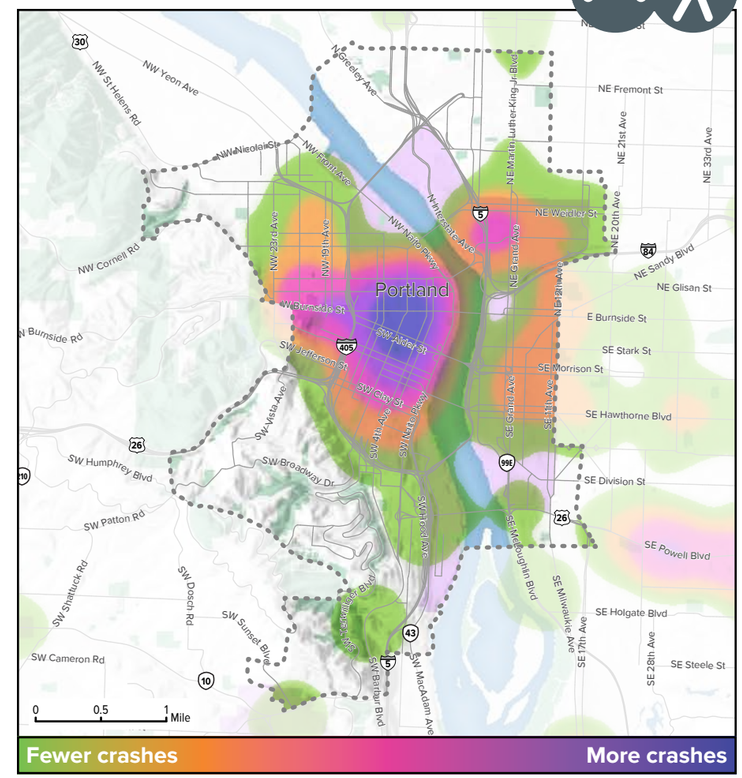


Source: ODOT 2007-2011

531
Total Crashes: Auto Bike



316
Total Crashes: Auto Ped



Crash Severity

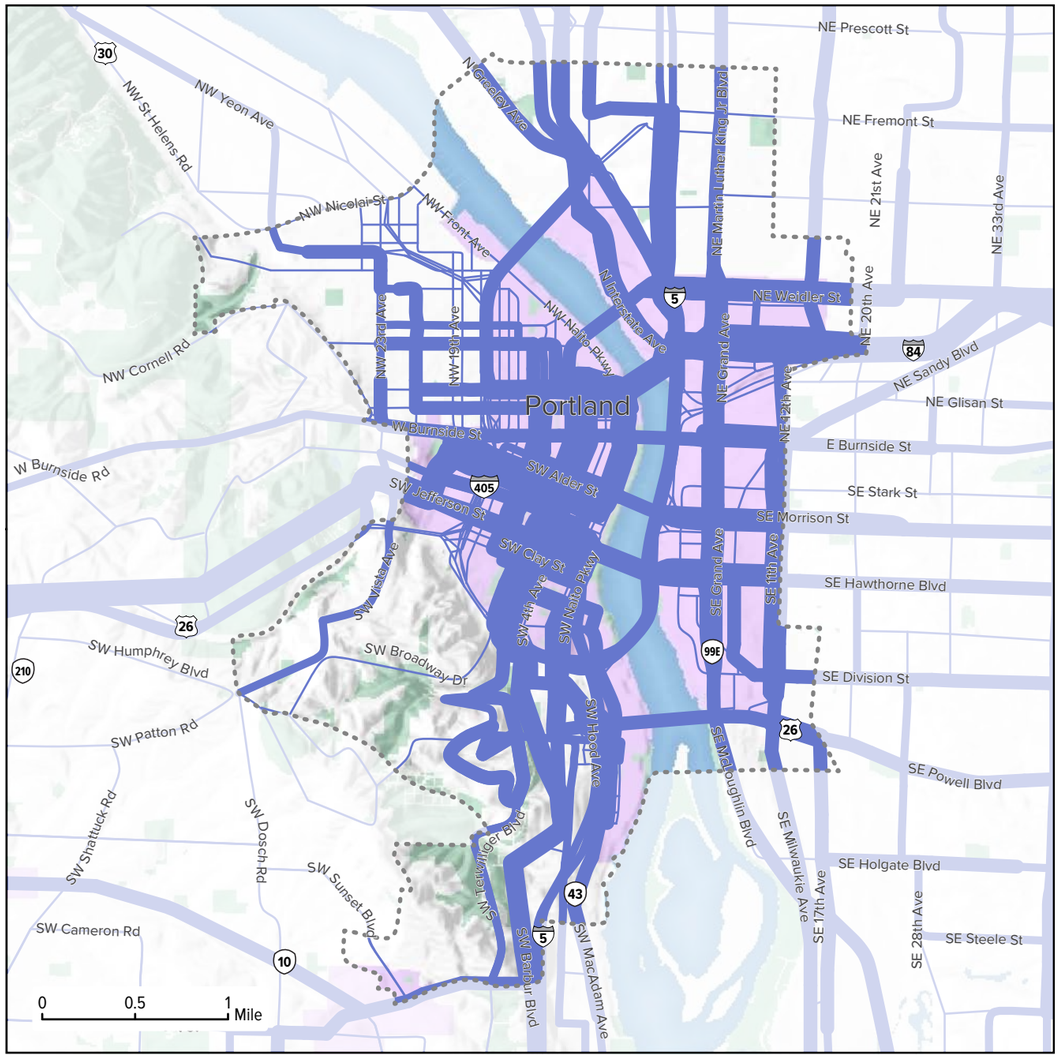
	12,930	531	316
Fatalities	20	1	8
Injury A	202	37	21
Injury B	1,398	328	151
Injury C	3,756	146	136
Property Damage Only	7,554	19	0

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

4

Transit volume

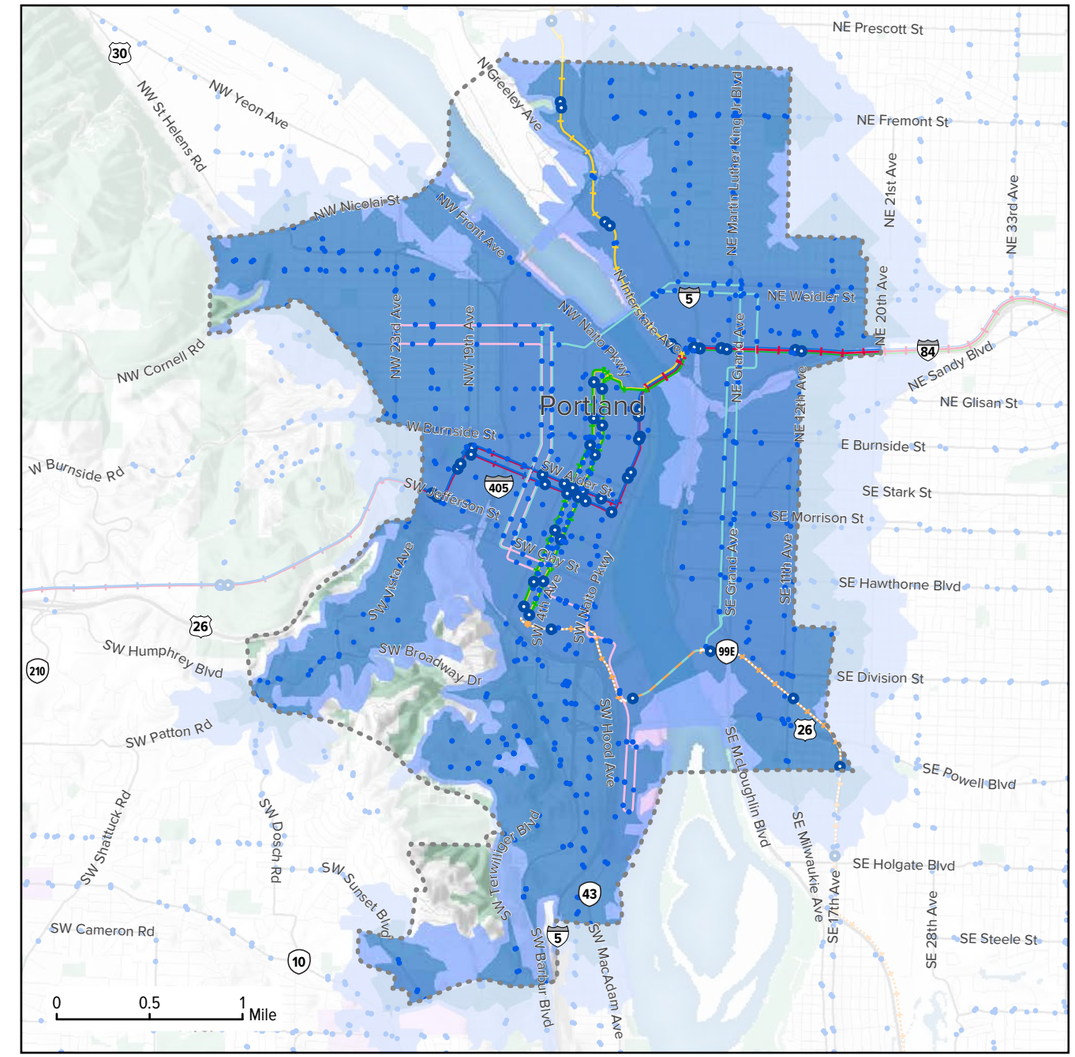
- 1 - 250
- 251 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- over 10,000



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Transit Accessibility

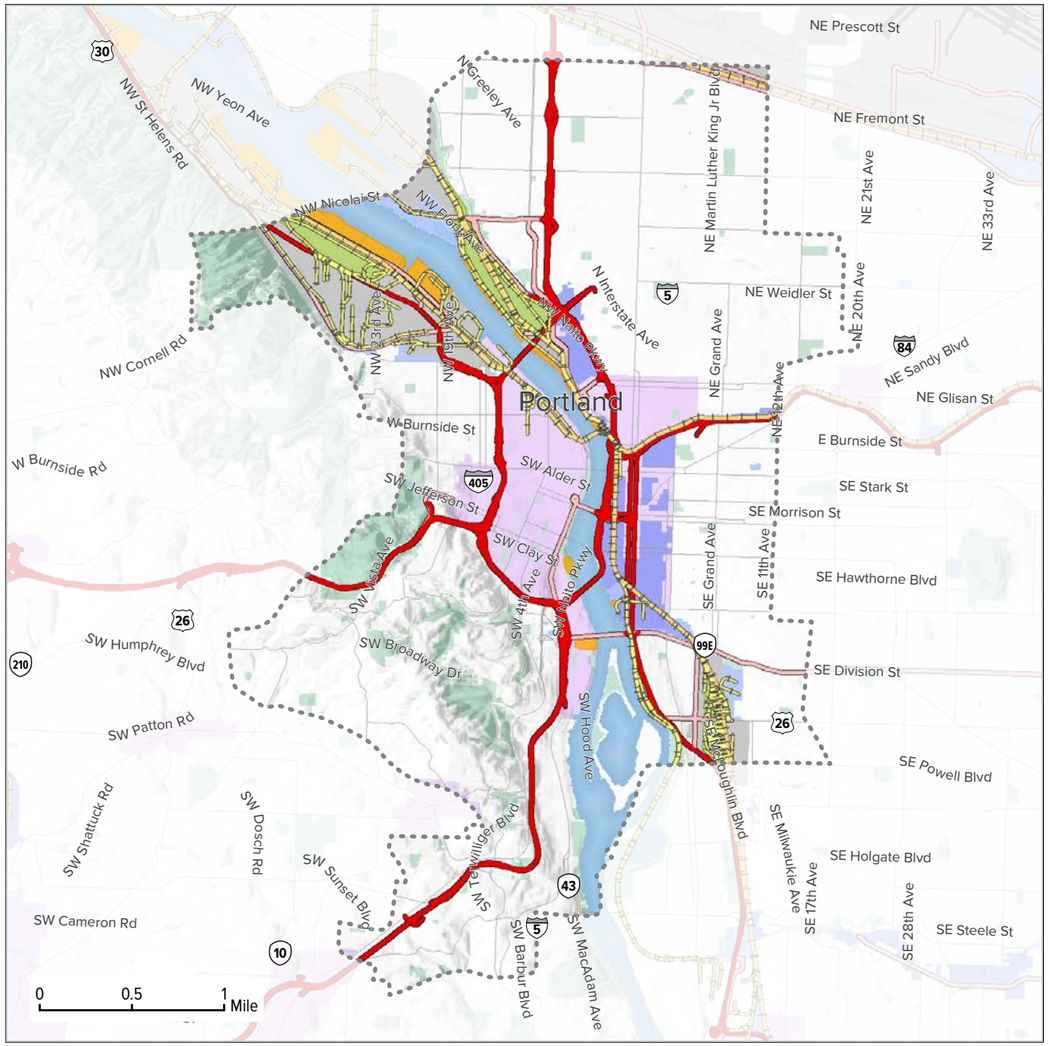
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop



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



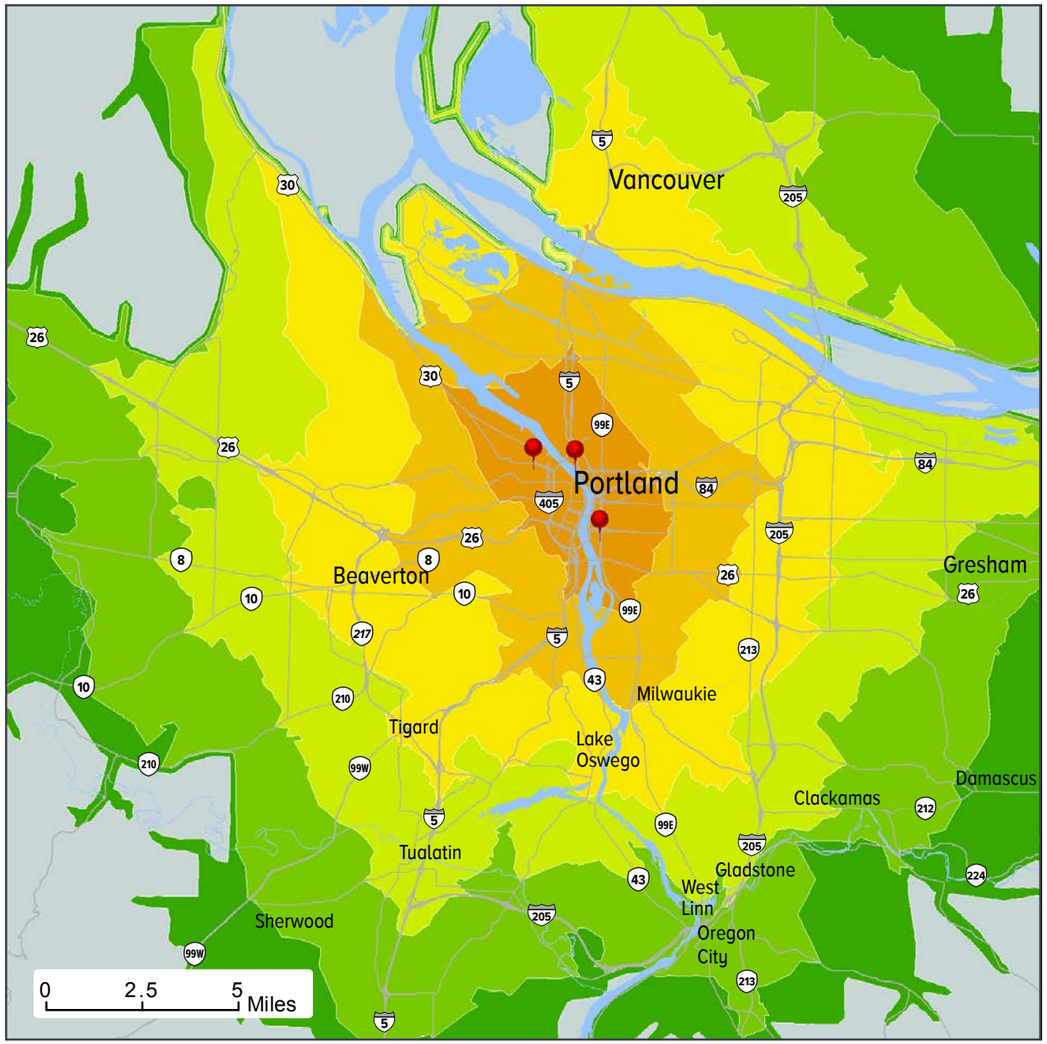
Source: 2014 Metro RLIS, RTP

Truck travel time analysis

Major Freight Access Point

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP