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.

Sources: Metro RLIS Q4 2013, RTP
185,412 Jobs

Workforce statistics

Age
- 29 or younger: 20%
- 30 to 54: 52%
- 55 or older: 28%

Salary
- $1250 or less/month: 20%
- $1251-$3333/month: 31%
- over $3333/month: 2%  

Education
- Less than high school: 6%
- High school: 20%
- Associates degree: 31%
- Bachelors degree: 43%

Source: 2011 US Census LEHD
## 75,191 Residents

![Population pyramid showing age and gender distribution.](image)

- **Female population:** [Graph showing percentage distribution.]
- **Male population:** [Graph showing percentage distribution.]

### Community statistics

#### Education of residents

- Less than high school: 8%
- High school: 39.2%
- Associates degree: 20.4%
- Bachelors degree: 32.4%

#### Household income

- $1250 or less/month: 25.5%
- $1251-$3333/month: 40.5%
- $3333-$6666/month: 22.8%
- over $6666/month: 11.2%

### Source:

- 2010 US Census LODES v.7
- 2008-13 American Community Survey
- 2010 US Decennial Census, Metro RLIS Q2 2015

#### Worker flows

- **171,727 Worker inflow**
- **16,635 Worker outflow**
- **13,685 Workers stay**

### Source:

- Zone to zone flows - 2011 US Census LEHD
- Source: 2010 US Census LODES v.7
- Source: 2010 US Decennial Census, Metro RLIS Q2 2015

---

**Note:** The numbers provided are illustrative and may not reflect actual data. The diagrams and visualizations are for demonstration purposes.
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
- 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

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

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

Source: 2014 Metro RLIS
Source: 2010 Metro RLIS, RTP
### Crash Severity

<table>
<thead>
<tr>
<th>Type</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>20</td>
</tr>
<tr>
<td>Injury A</td>
<td>202</td>
</tr>
<tr>
<td>Injury B</td>
<td>1,398</td>
</tr>
<tr>
<td>Injury C</td>
<td>3,756</td>
</tr>
<tr>
<td>Property Damage Only</td>
<td>7,554</td>
</tr>
<tr>
<td>Fatalities</td>
<td>1</td>
</tr>
<tr>
<td>Injury A</td>
<td>37</td>
</tr>
<tr>
<td>Injury B</td>
<td>328</td>
</tr>
<tr>
<td>Injury C</td>
<td>146</td>
</tr>
<tr>
<td>Property Damage Only</td>
<td>19</td>
</tr>
<tr>
<td>Fatalities</td>
<td>8</td>
</tr>
<tr>
<td>Injury A</td>
<td>21</td>
</tr>
<tr>
<td>Injury B</td>
<td>151</td>
</tr>
<tr>
<td>Injury C</td>
<td>136</td>
</tr>
<tr>
<td>Property Damage Only</td>
<td>0</td>
</tr>
</tbody>
</table>

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

Source: ODOT 2007-2011
Transit volume

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

Transit Accessibility

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

Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network