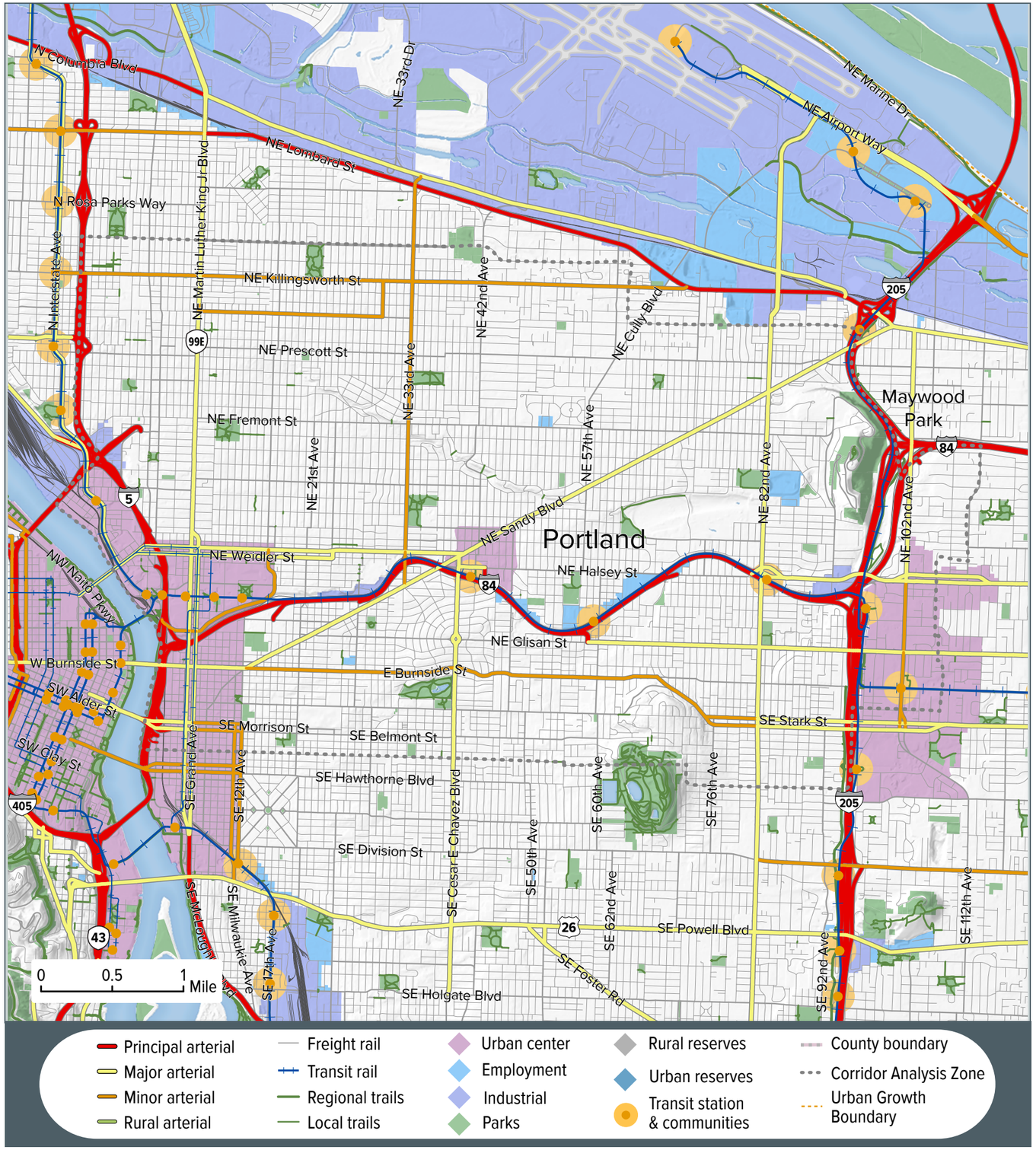
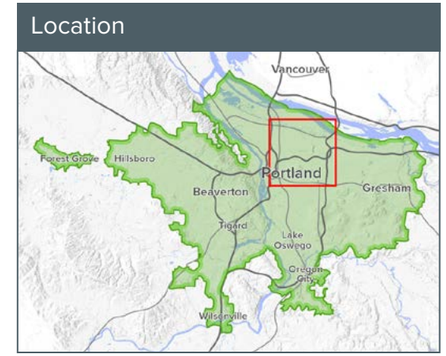


Location

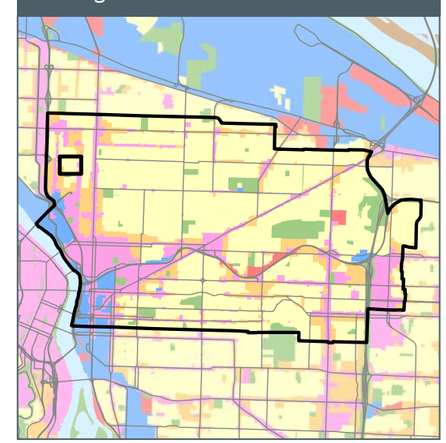


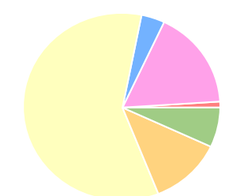
5

Portland Central City to Gateway

The Portland Central City to Gateway mobility corridor encompasses I-84, MAX light rail, parallel arterials, as well as bus service and bicycle routes that support movement in and through the corridor. I-84 supports interstate travel to Washington, interregional to central/eastern Oregon, and intraregional travel to Beaverton, Gresham, and Clark County. A dense network of parallel arterial and collector streets, and bus routes support the throughway and high-capacity transit line. A compact local street network serves a mostly residential land use pattern.

Zoning

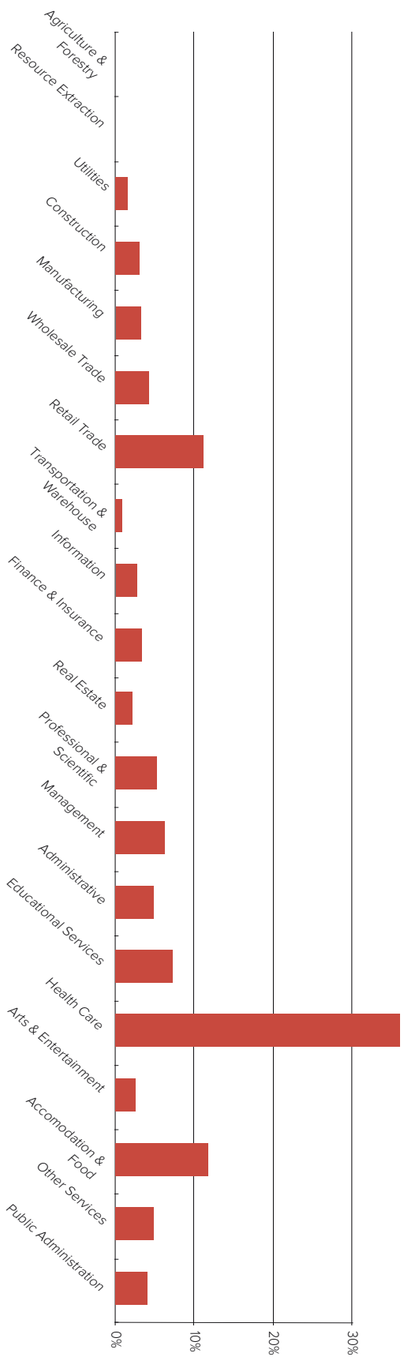


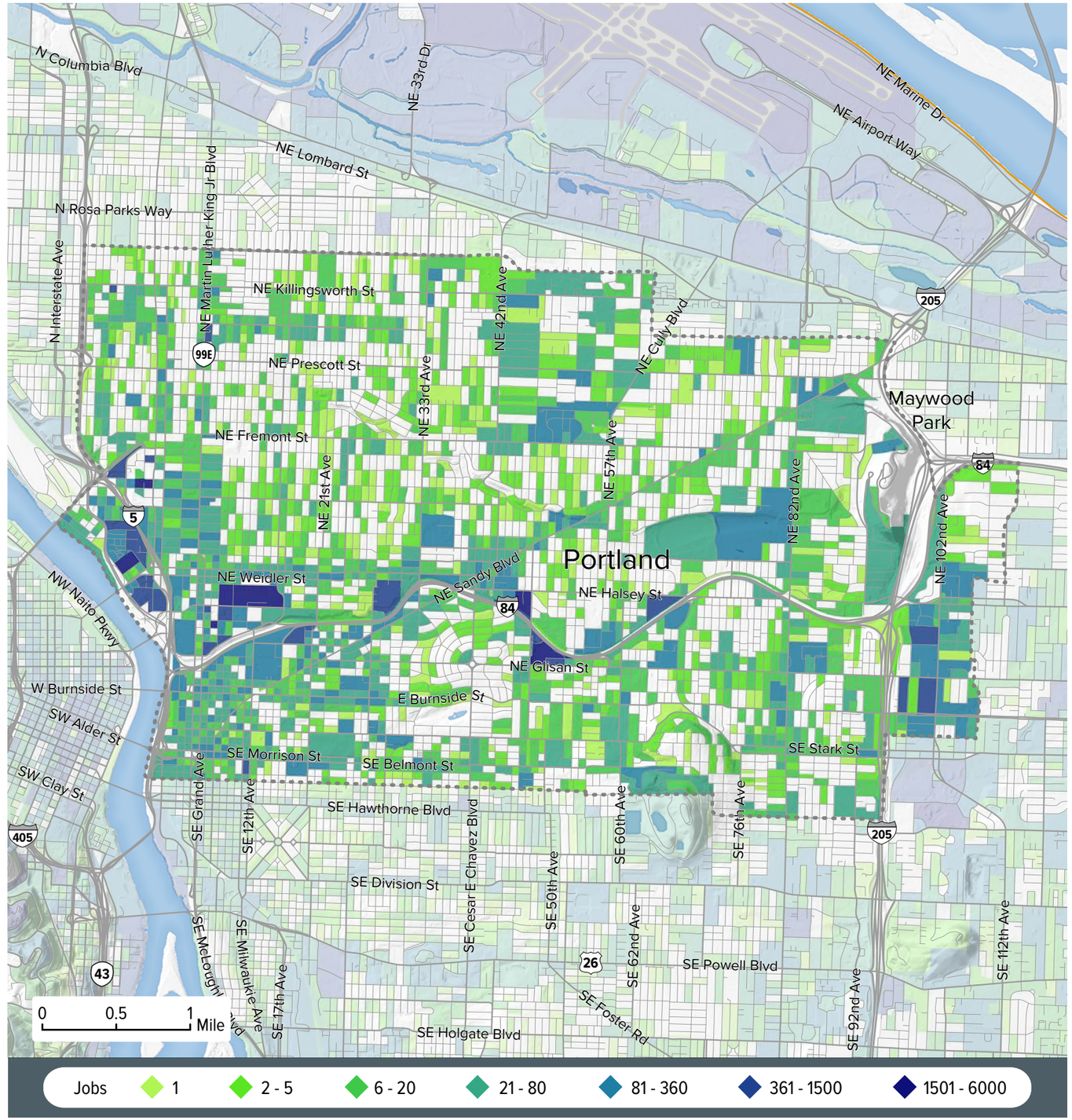


- Corridor analysis zone (CAZ)
- 1% Commercial
- 17% Mixed-use commercial
- 4% Industrial
- 59% Single-family residential
- 12% Multi-family residential
- 7% Parks and open spaces
- 0% Rural
- 0% Public facilities

Sources: Metro RLIS Q4 2013, RTP

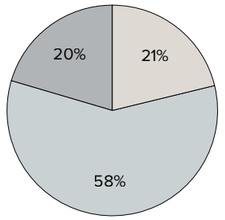
92,226 Jobs



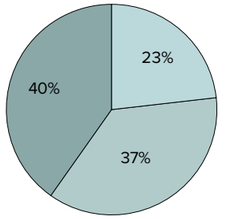


Workforce statistics

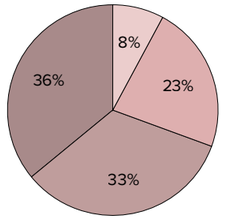
Age



Salary

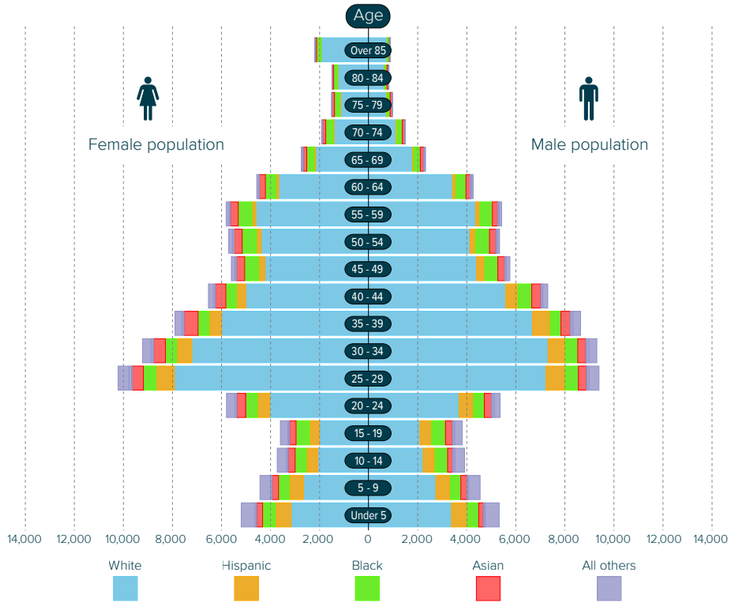


Education



Source: 2011 US Census LEHD

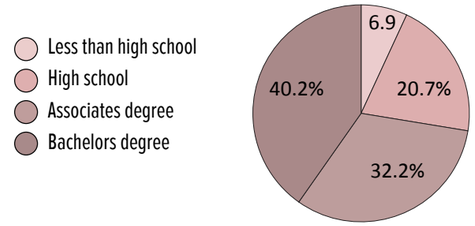
148,485 Residents



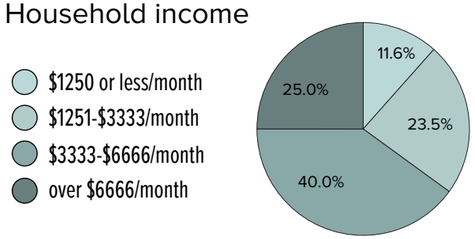
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



Source: 2008-13 American Community Survey

469,254 Dwelling Units
5% Vacancy

11.8 People/Acre

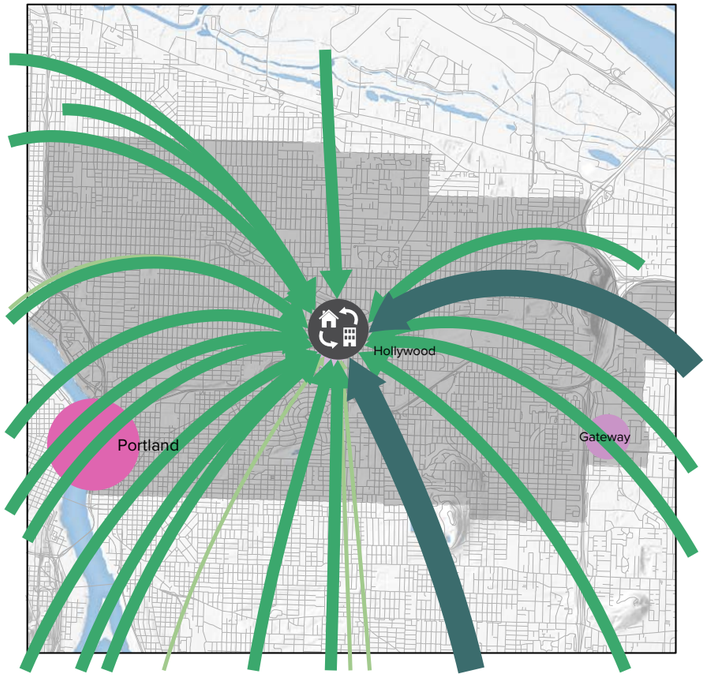
44.0% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

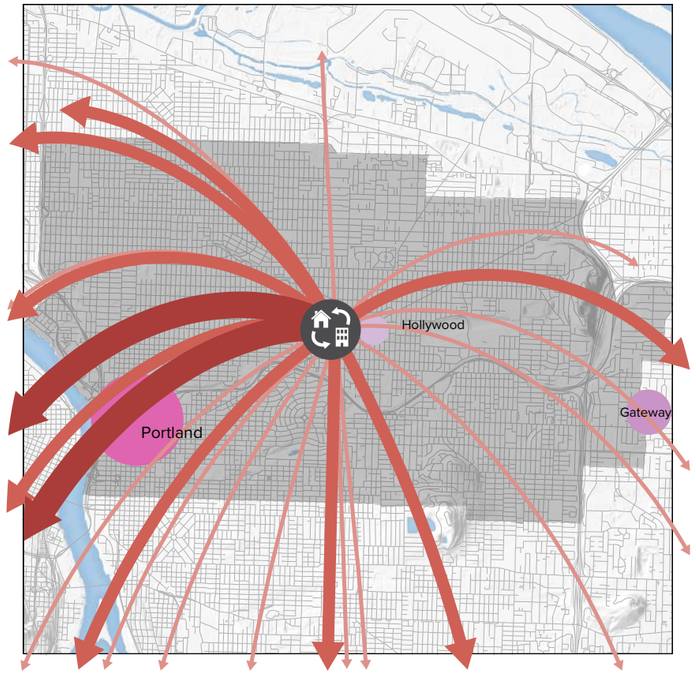
5

76,999 Worker inflow

58,478 Worker outflow



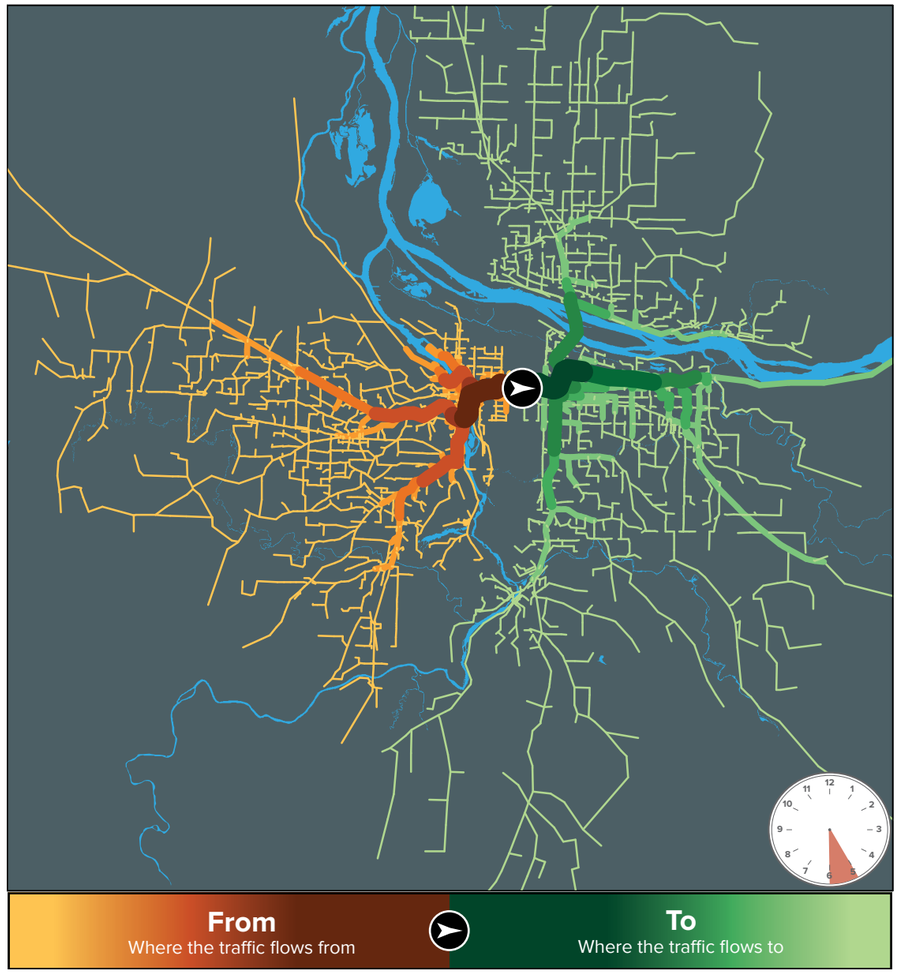
Source: Zone to zone flows - 2011 US Census LEHD



15,227 Workers stay

Population who work and live in the same zone.

Transportation Flowsheds



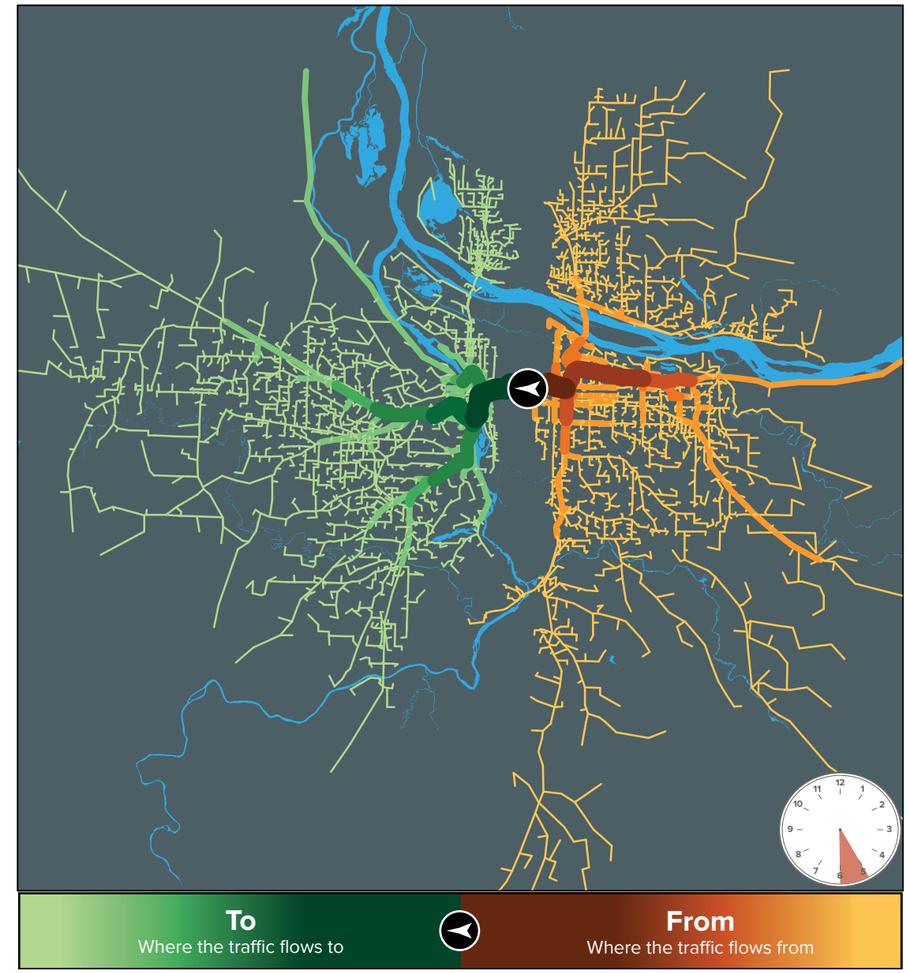
Traffic flow, eastbound p.m. 1-hour peak, 5:00-6:00 PM

Source: 2010 Metro Modeling Services Network

Traffic Volumes

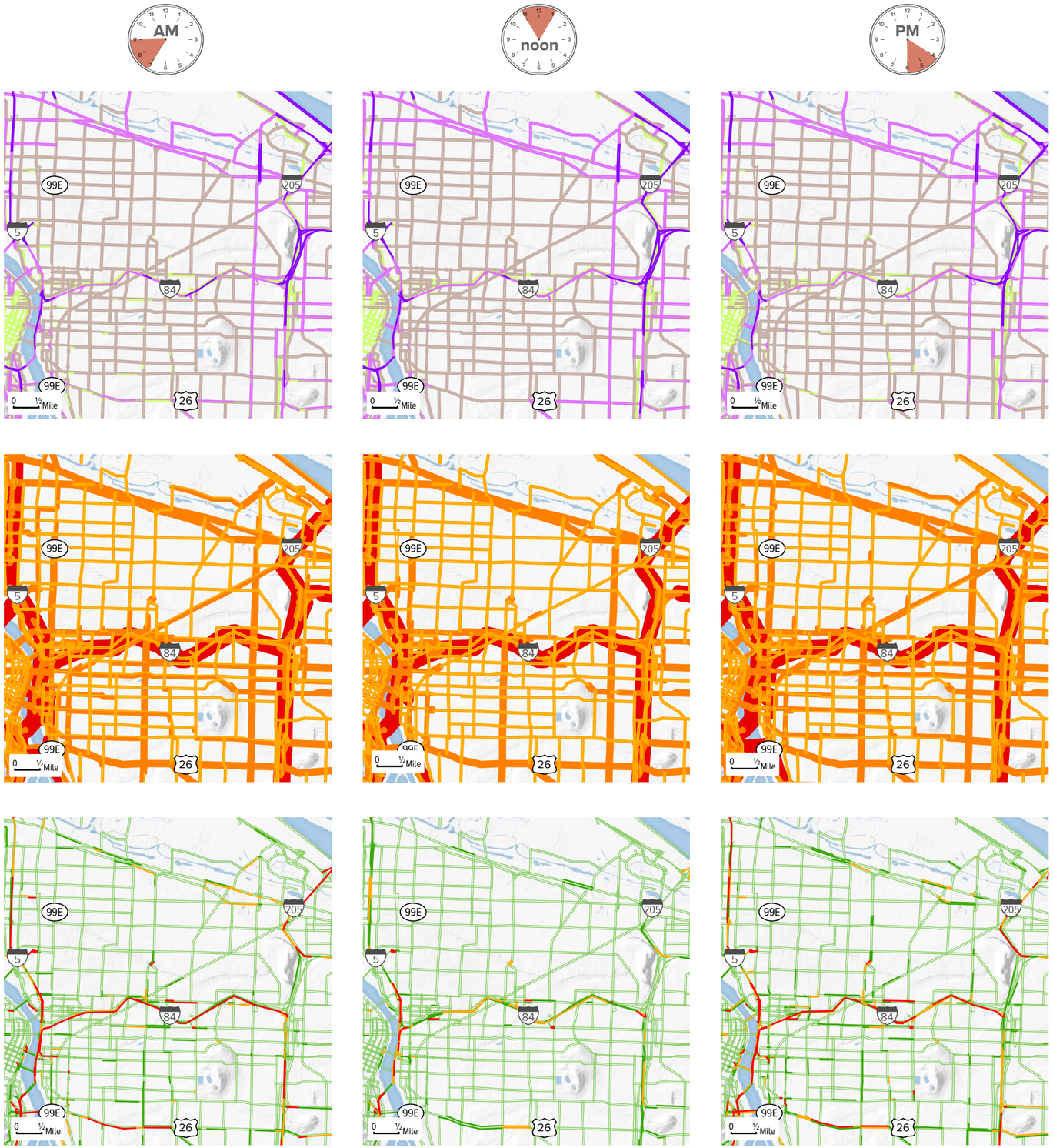
2001 - 6000	1001 - 2000	501 - 1000	251 - 500	50 - 250	under 50

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

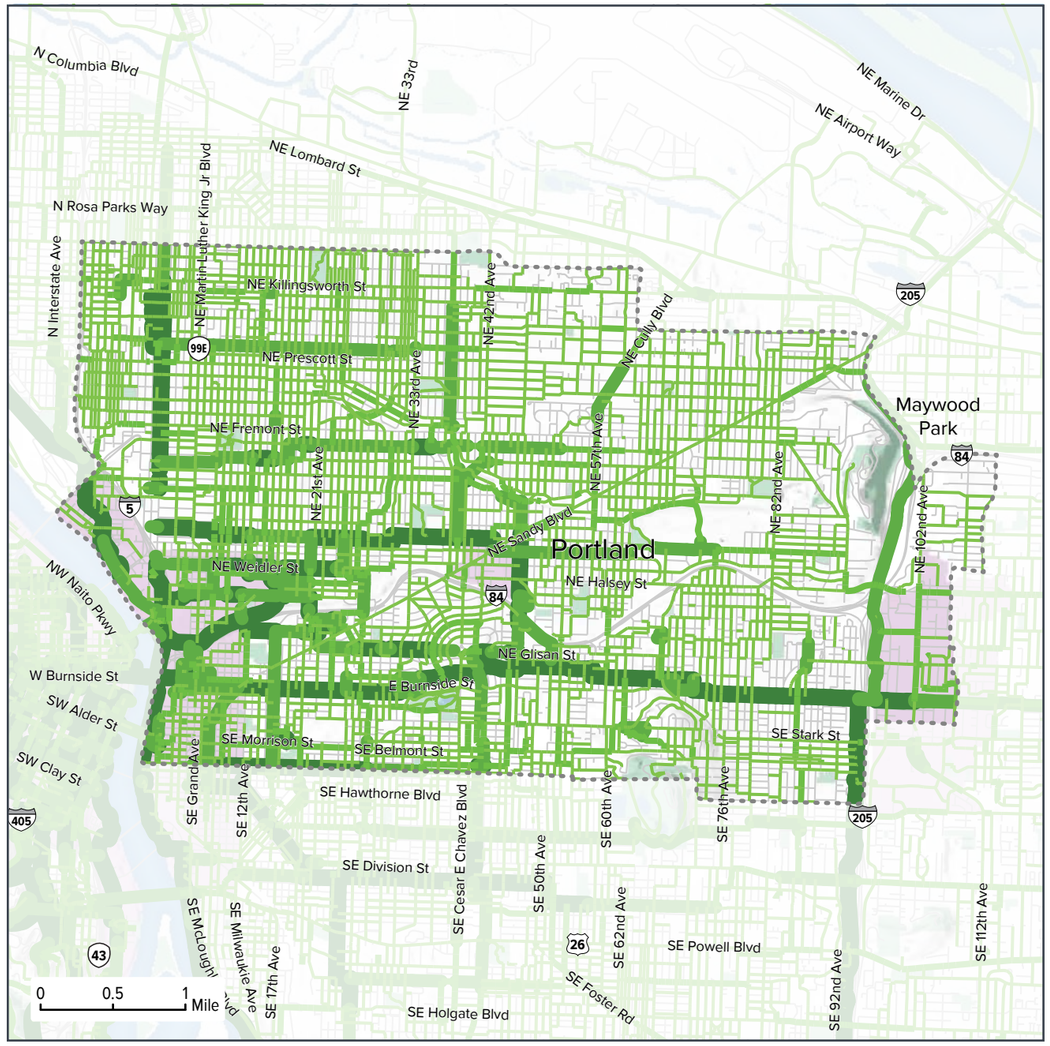
Auto volume/capacity

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

Source: 2010 Metro Modeling Services Network

Bike volume

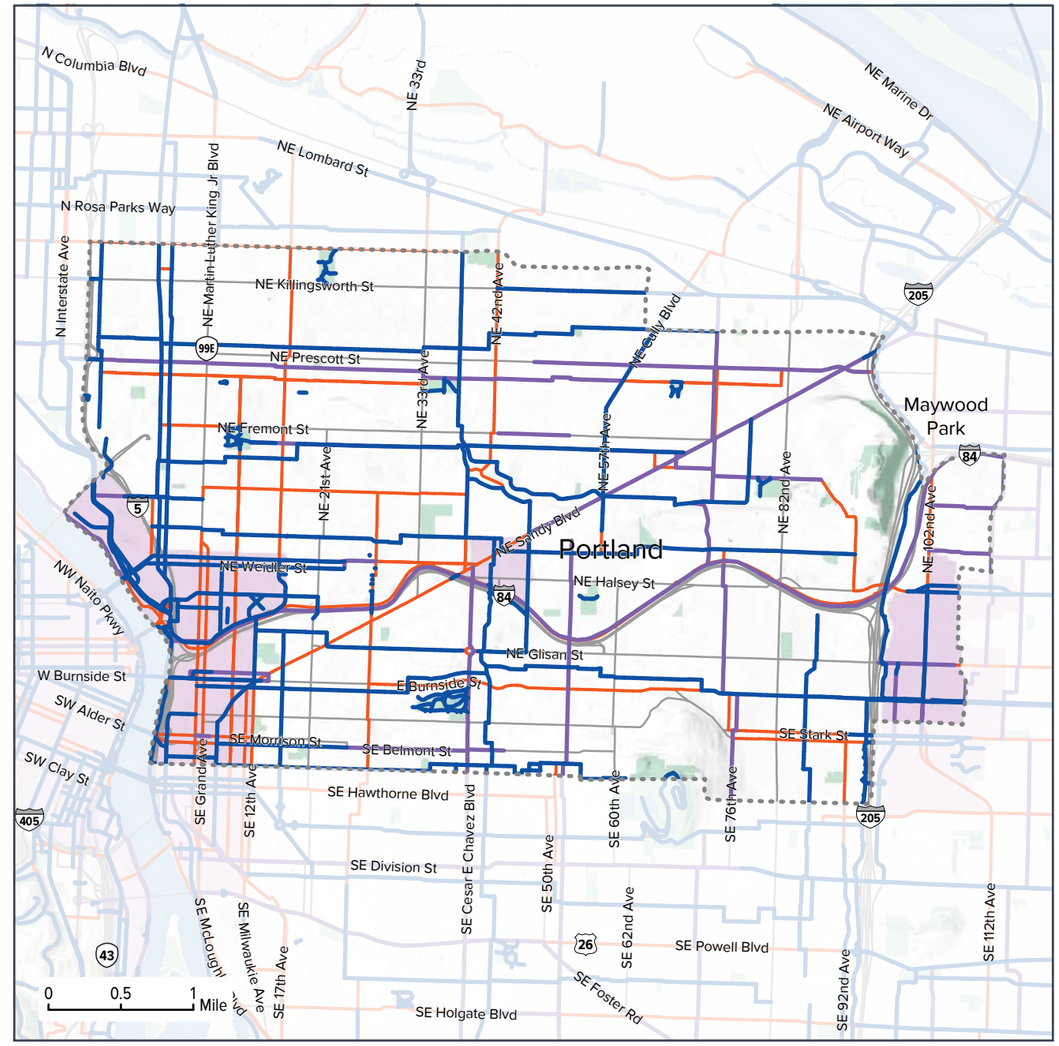
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,500



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Bike system planning

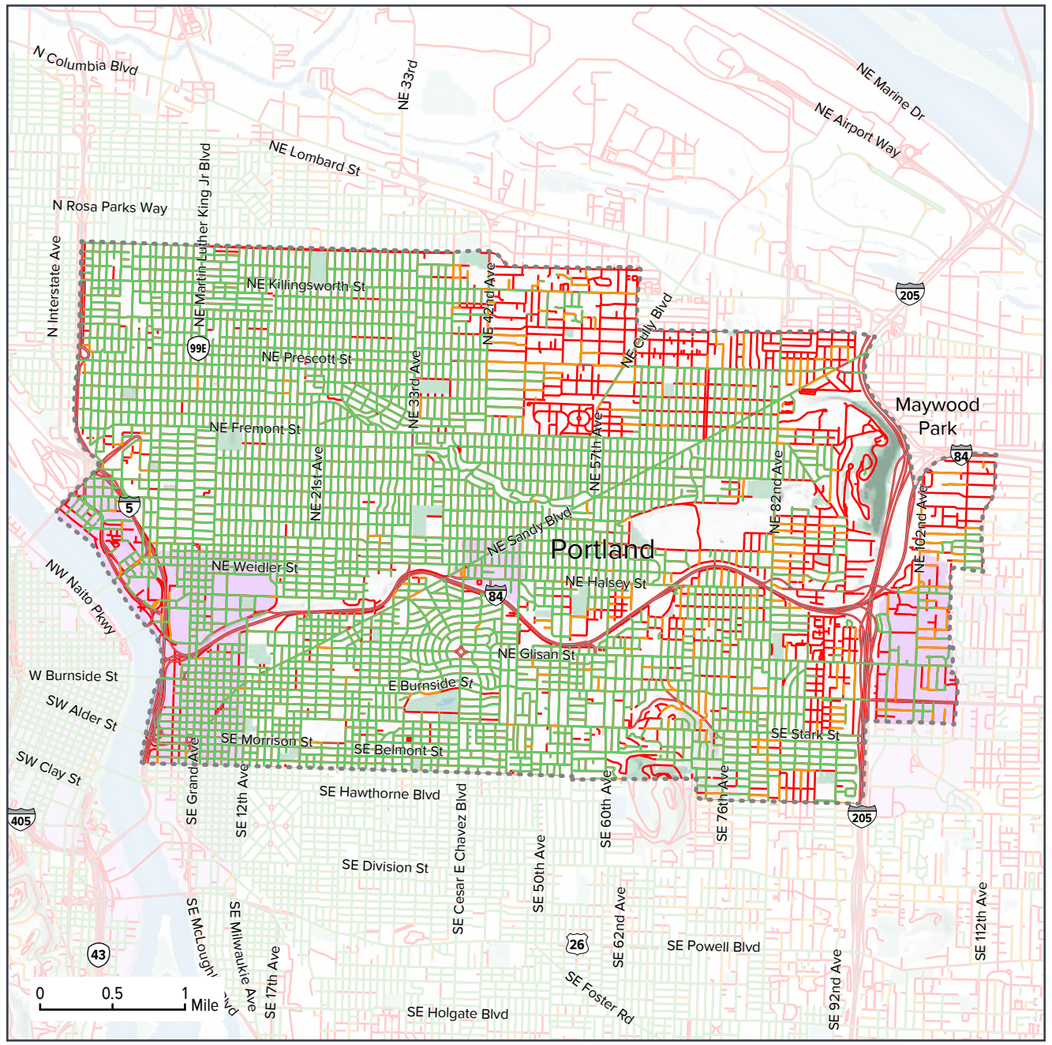
- Existing infrastructure
- Bike project in RTP
- Gap in planned bike system
- Regional bike district



Source: 2014 Metro RLIS

Sidewalk completion

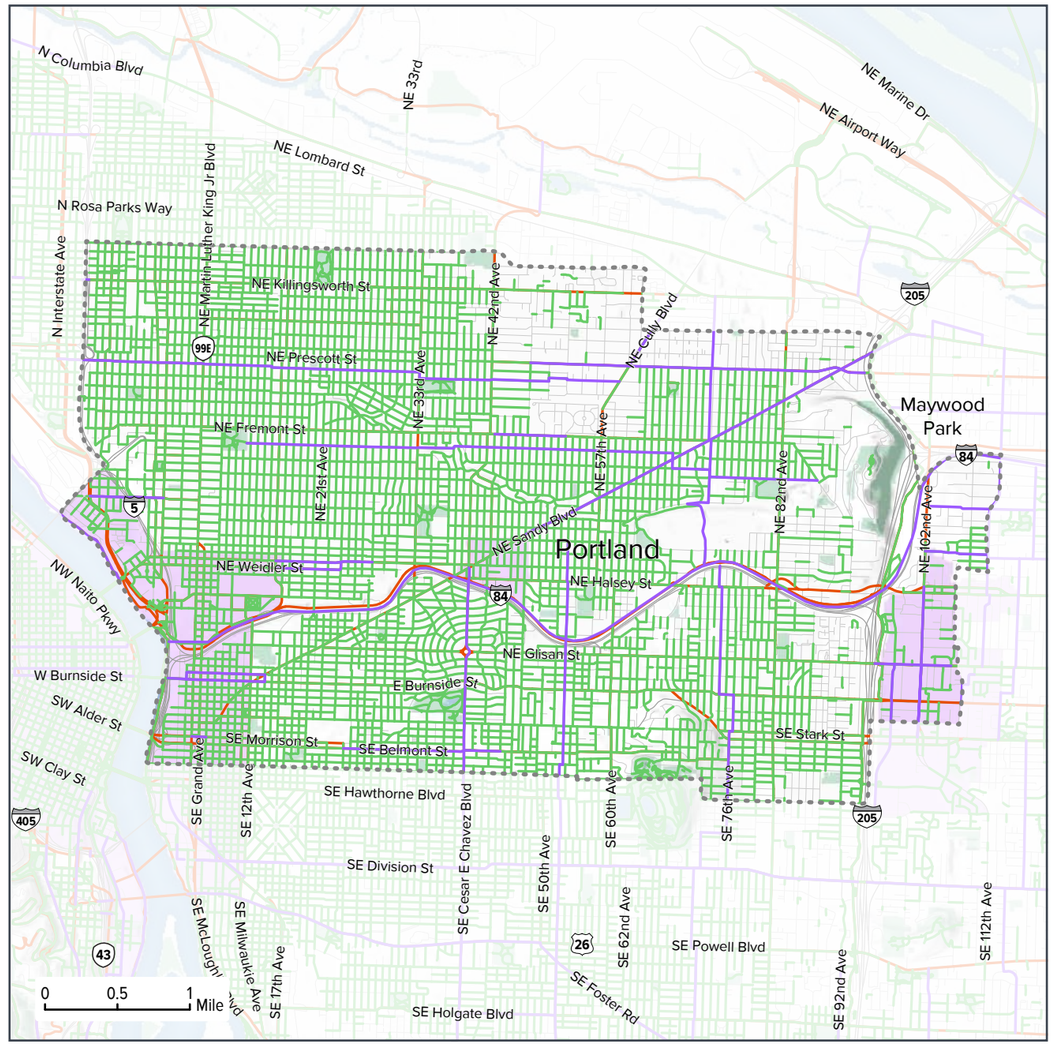
- Completed sidewalk, both sides
- Partially complete sidewalk
- No sidewalk
- Regional pedestian district



Source: 2014 Metro RLIS

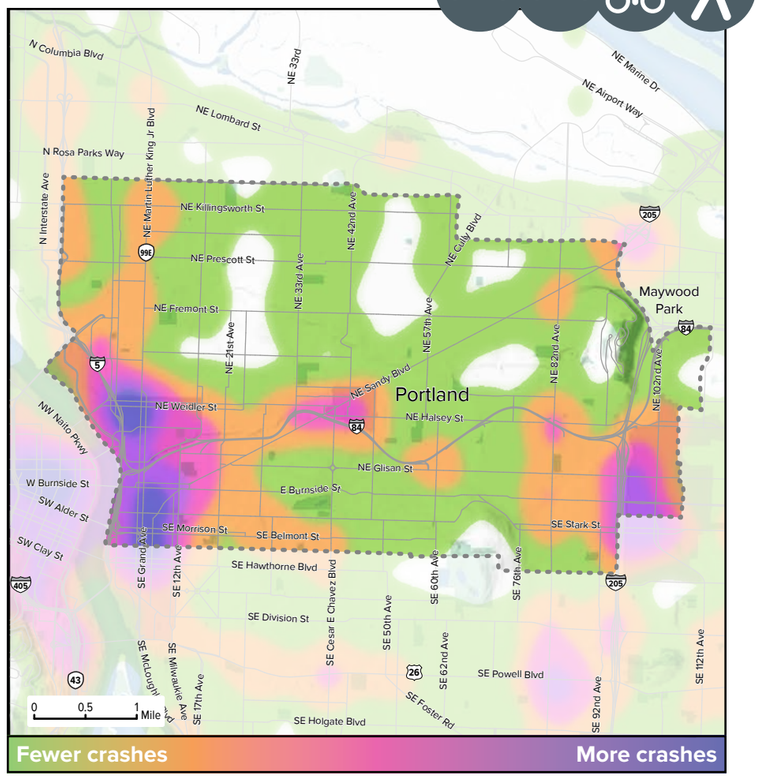
Pedestrian system planning

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



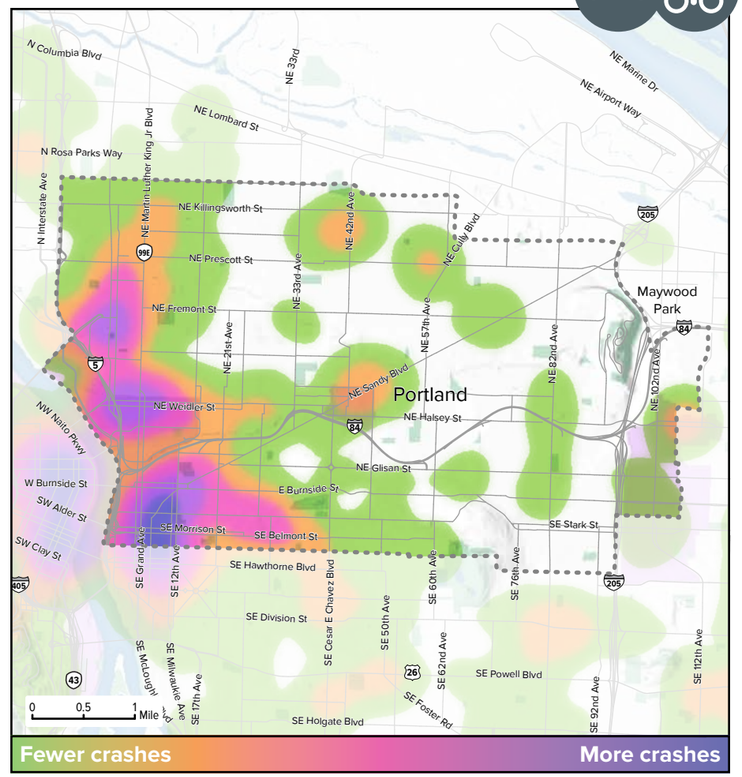
Source: 2014 Metro RLIS, RTP

13,751
Total Crashes: Auto Bike Ped

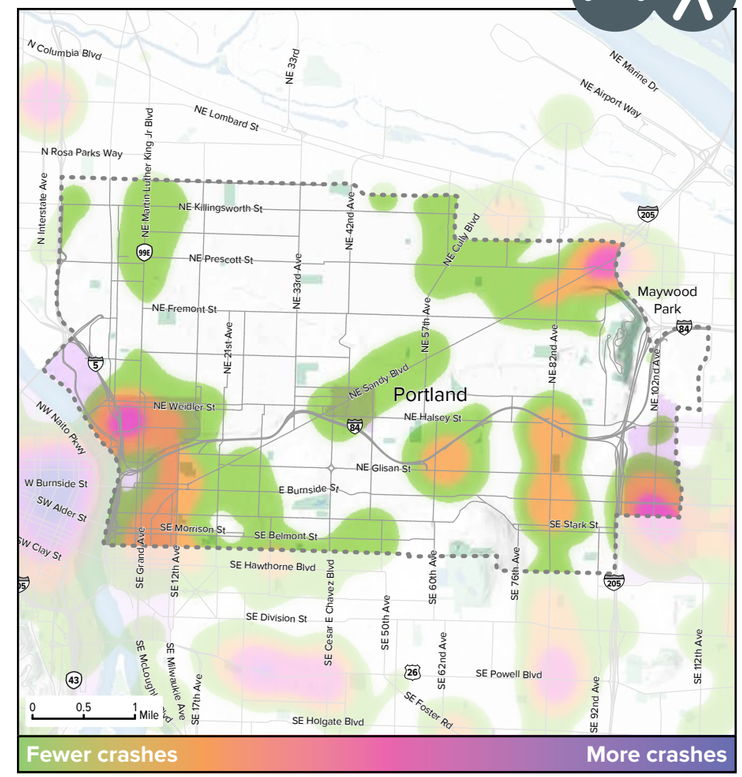


Source: ODOT 2007-2011

477
Total Crashes: Auto Bike



297
Total Crashes: Auto Ped



Crash Severity

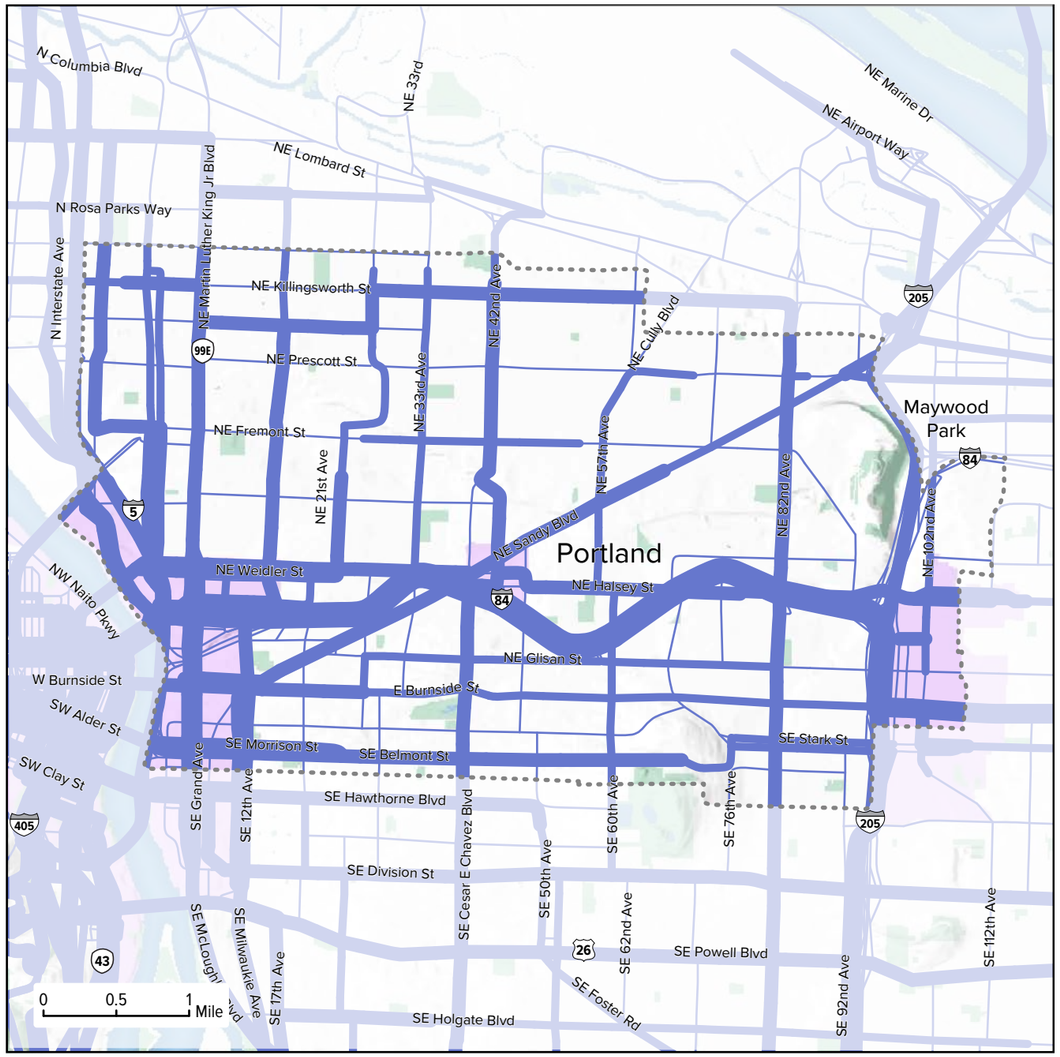
	13,751	477	297
Fatalities	28	3	7
Injury A	234	37	32
Injury B	1,564	278	139
Injury C	4,382	139	117
Property Damage Only	7,543	20	2

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

5

Transit volume

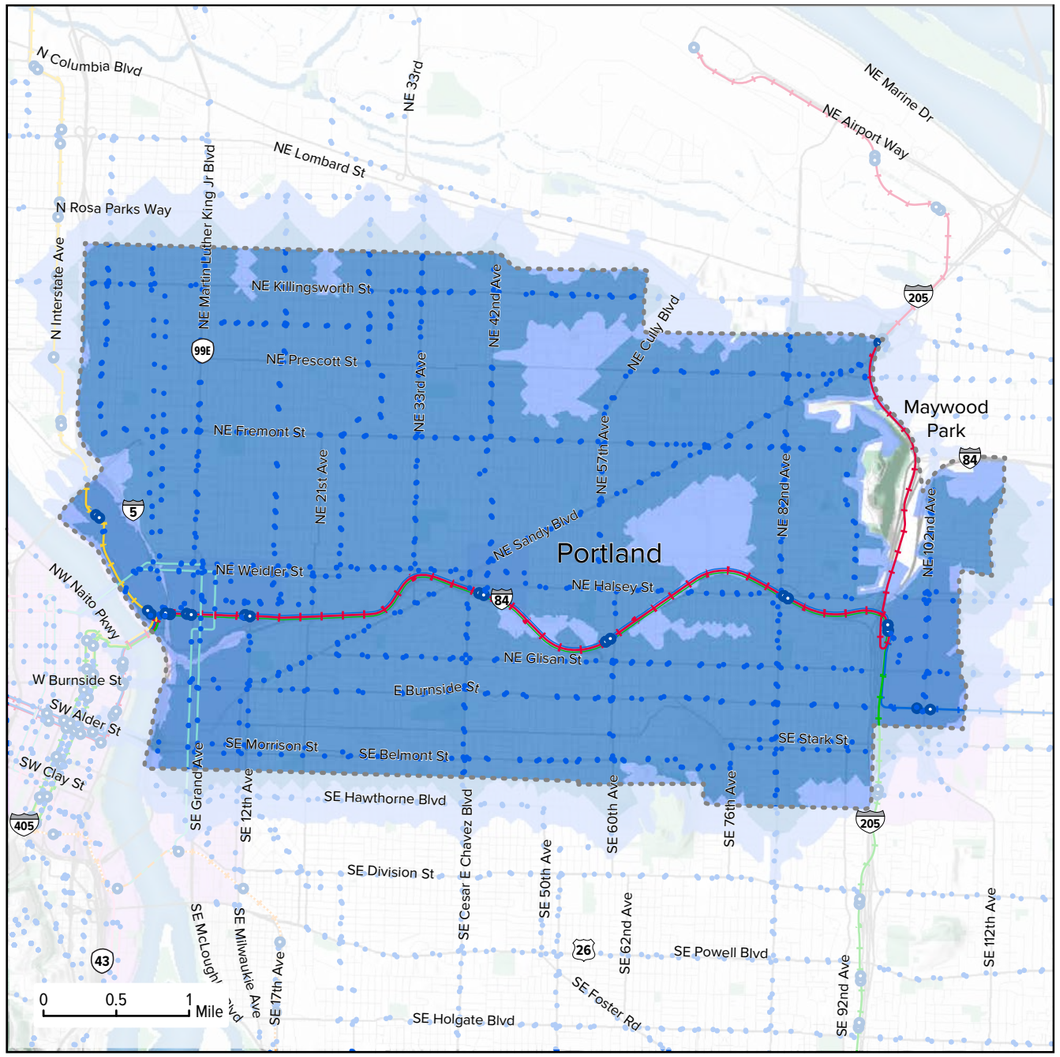
- 1 - 250
- 251 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- over 10,000



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Transit Accessibility

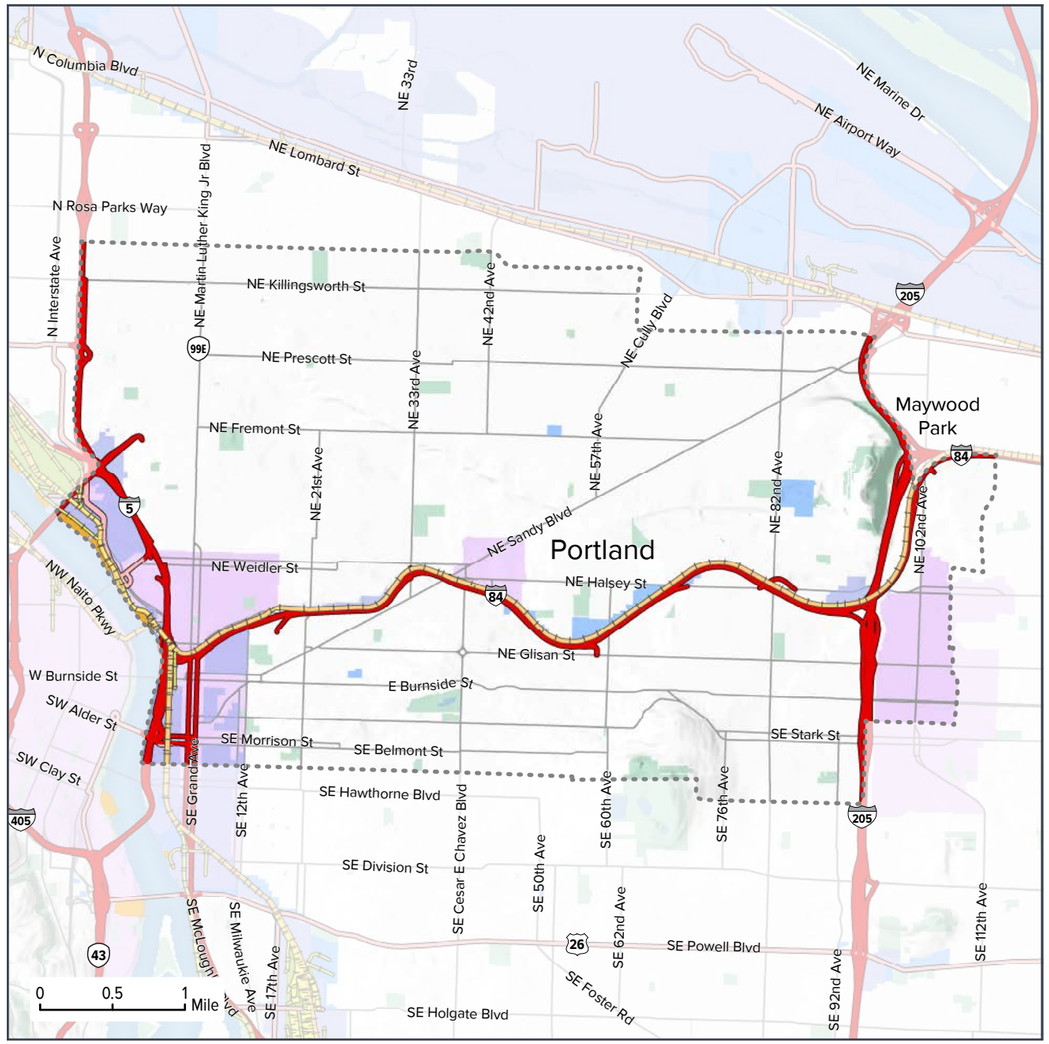
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop



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

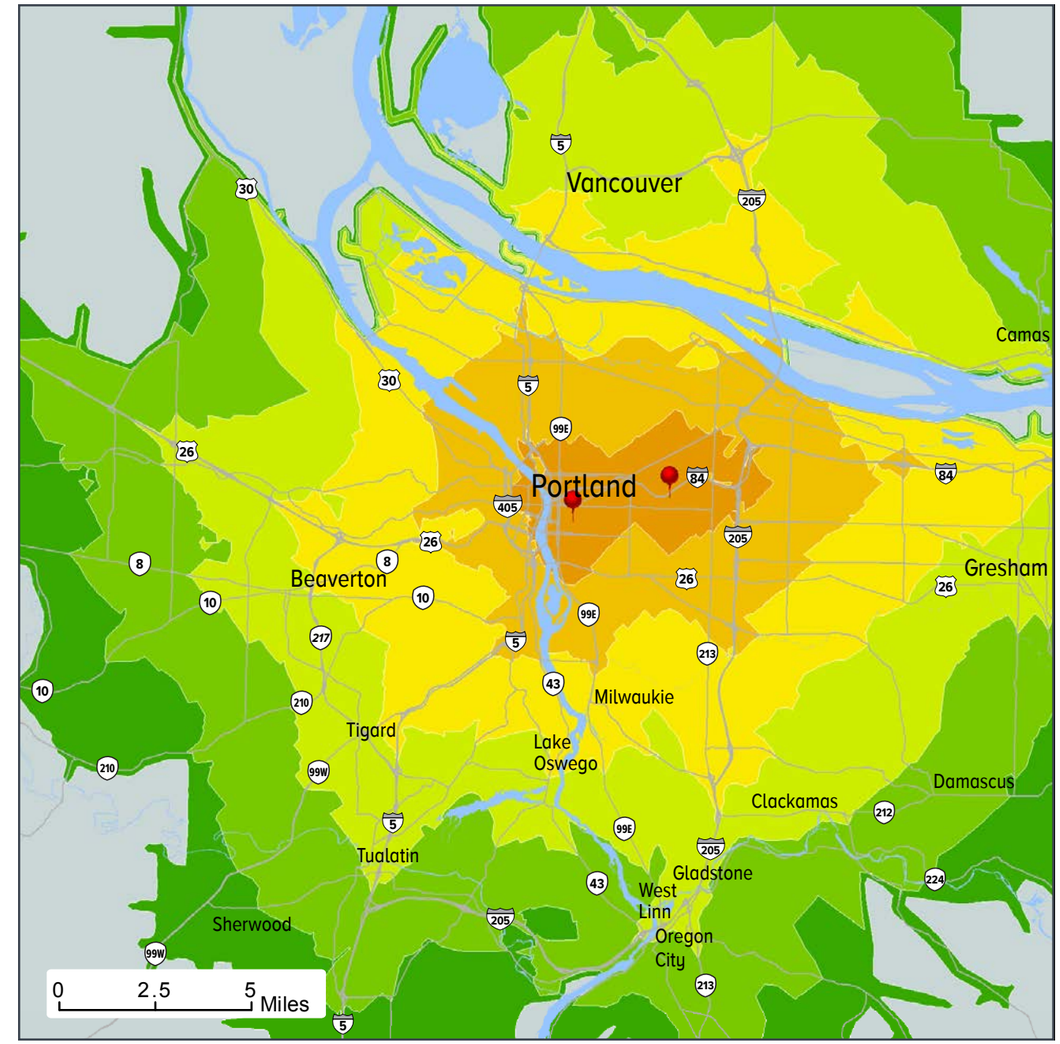
Truck travel time analysis

Major Freight Access Point

noon

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP