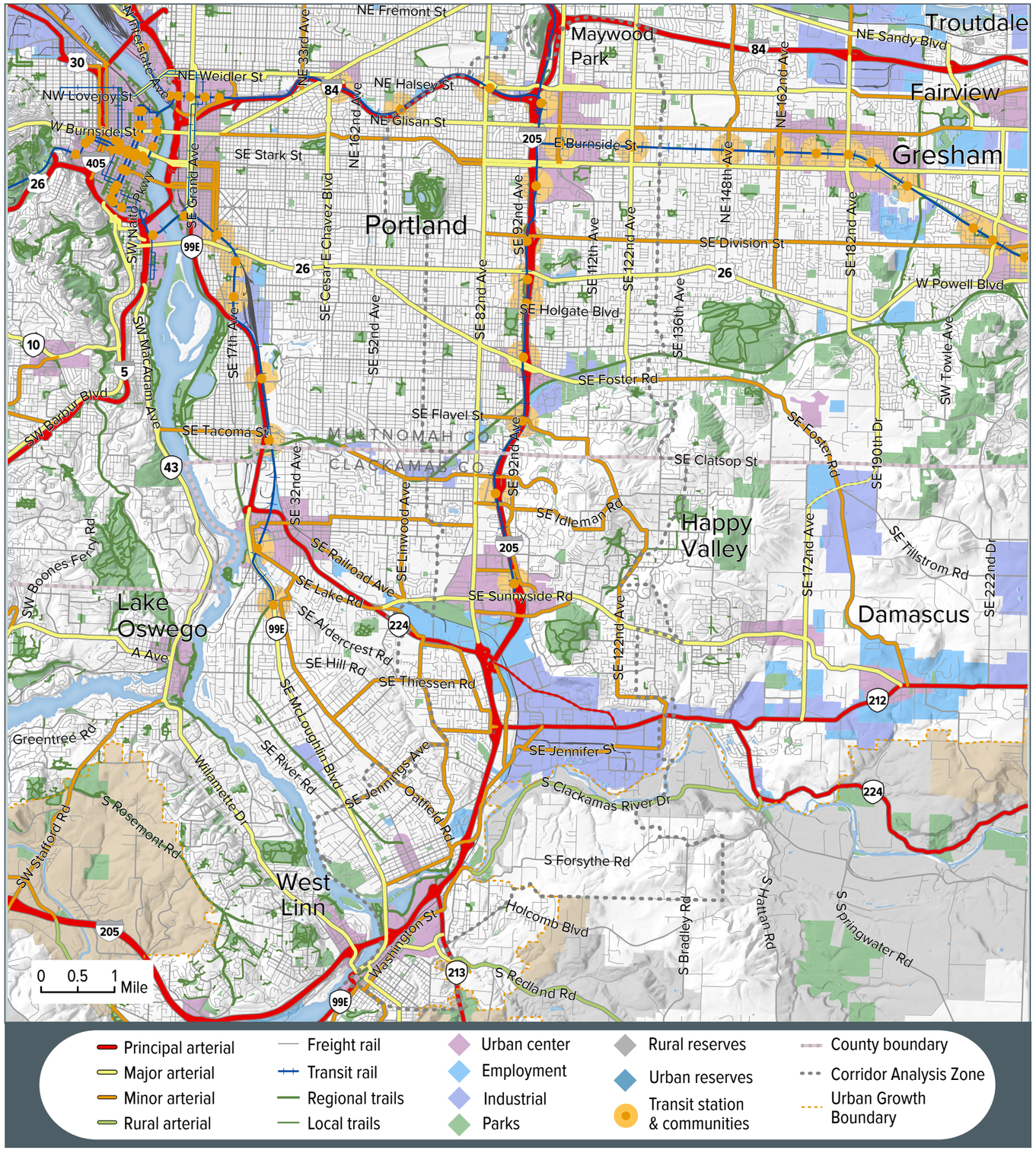
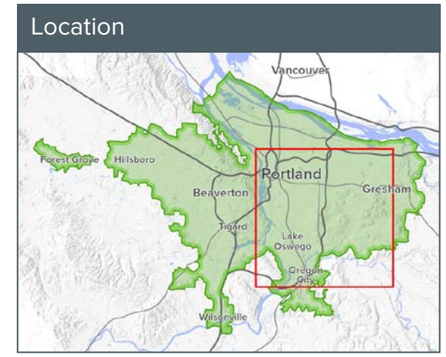


Location

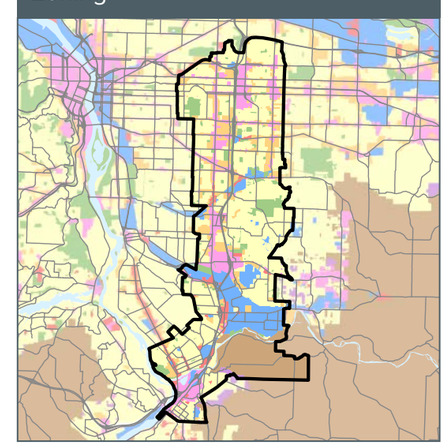


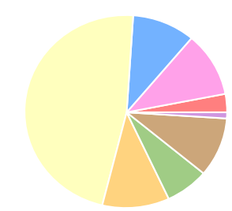
8

Gateway to Oregon City

The Gateway to Oregon City mobility corridor encompasses I-205, MAX light rail and parallel arterials as well as transit service and bicycle routes that support movement in and through the corridor. This section of I-205 supports interstate, interregional, and intraregional travel and provides access to the Oregon City, Clackamas, and Gateway regional centers. The MAX light rail provides high capacity transit service between Clackamas regional center, Gateway regional center and central Portland. SE 82nd, SE 92nd/Bob Schumacher and SE 122nd are key parallel streets in the corridor. The area is largely urbanized, with a diverse mix of residential, commercial and industrial land uses. Many north-south arterial and collector streets move people and goods through and to local destinations; although topography and land use patterns lead to circuitous travel in some areas. The local street network is a blend of well-connected and discontinuous streets.

Zoning

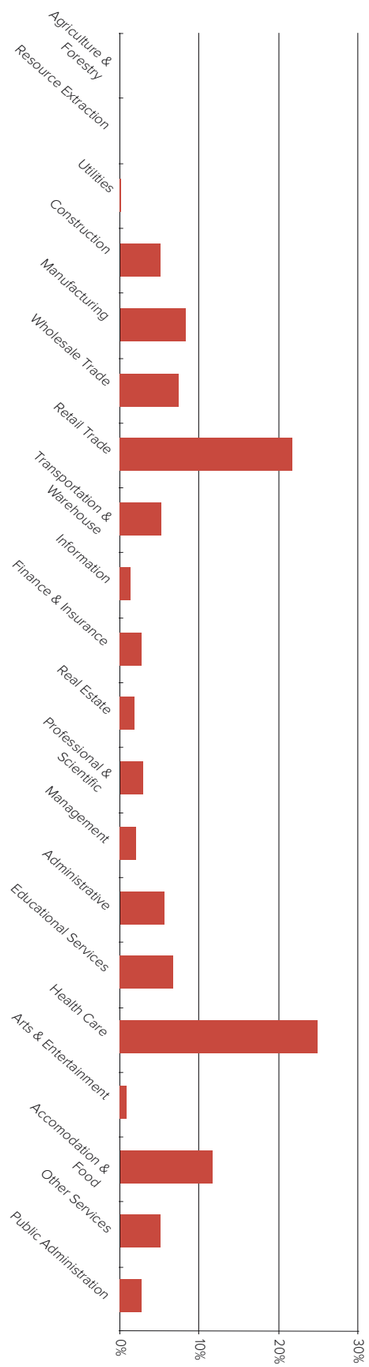


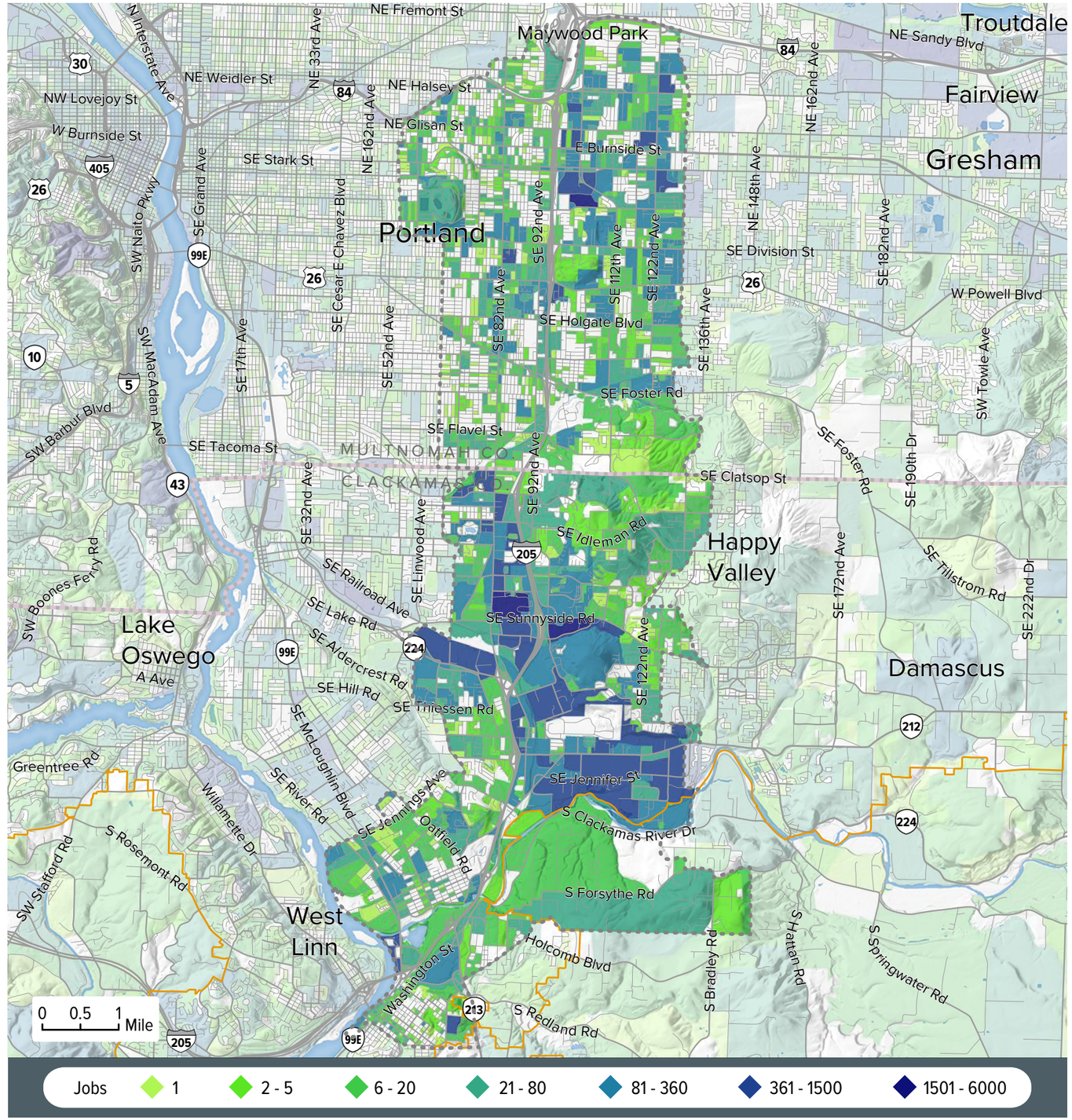


- Corridor analysis zone (CAZ)
- 3% Commercial
- 11% Mixed-use commercial
- 10% Industrial
- 47% Single-family residential
- 11% Multi-family residential
- 7% Parks and open spaces
- 10% Rural
- 1% Future urban development

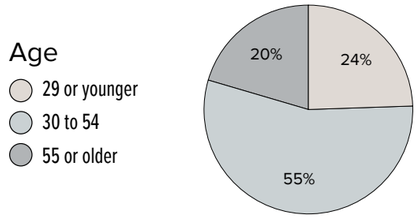
Sources: Metro RLIS Q4 2013, RTP

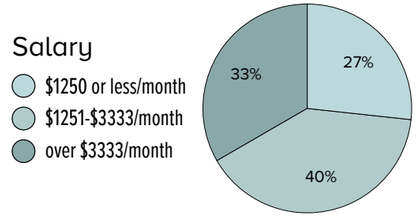
79,942 Jobs

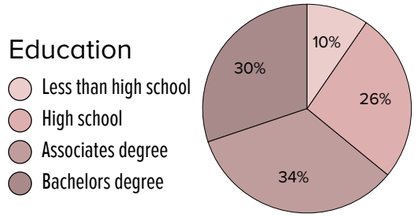




Workforce Statistics

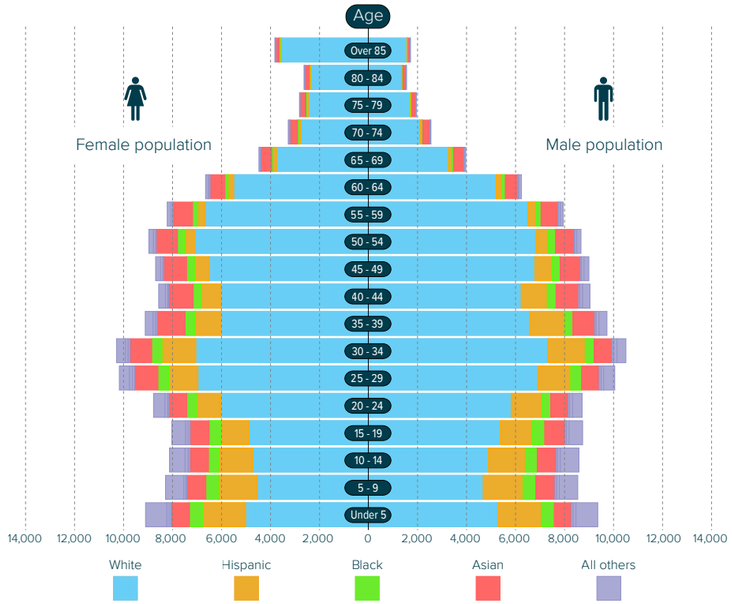






Source: 2011 US Census LEHD

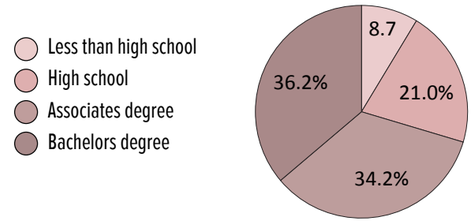
202,111 Residents



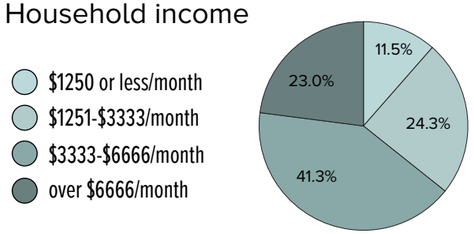
Source: 2010 US Census LODES v.7

Community statistics

Education of residents



Household income



Source: 2008-13 American Community Survey

82,733 Dwelling Units
6% Vacancy

7.4 People/Acre

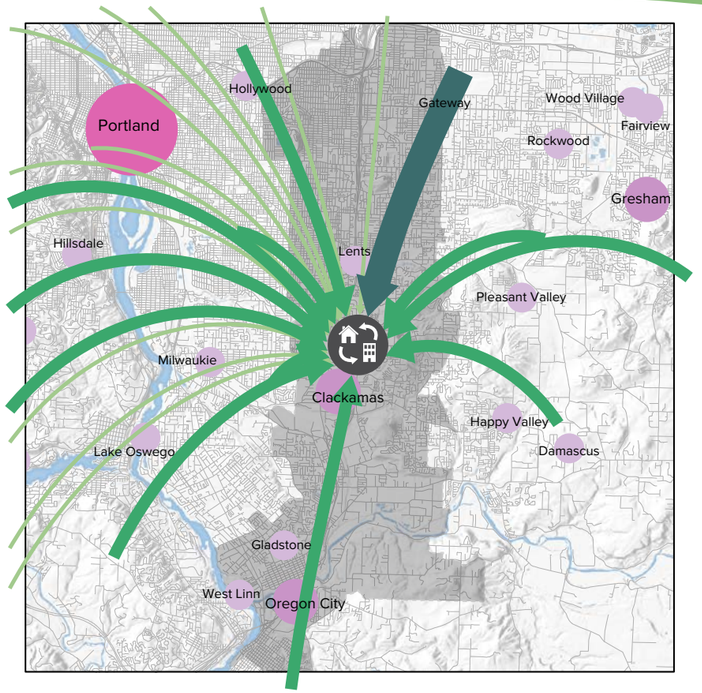
41.0% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

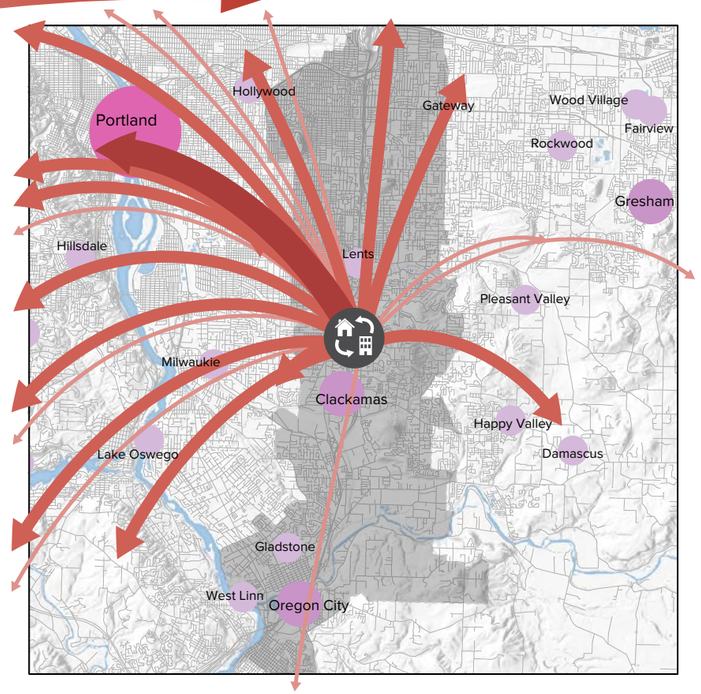
8

66,308 Worker inflow

67,887 Worker outflow



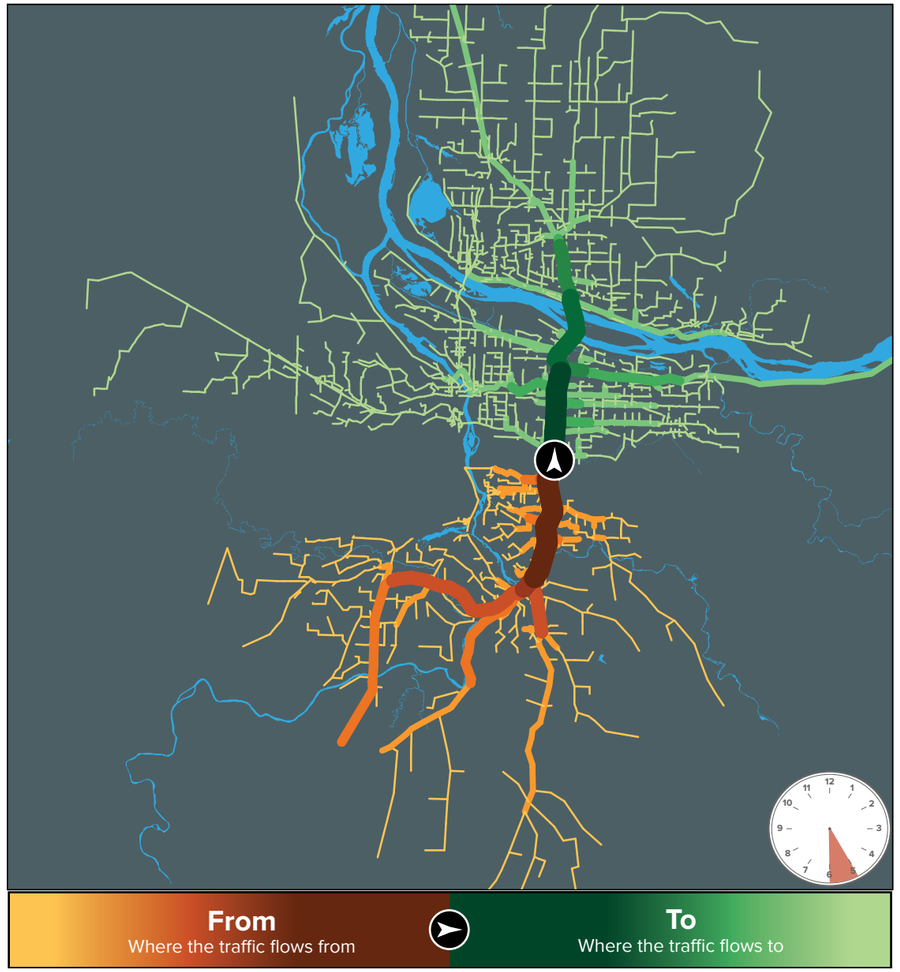
Source: Zone to zone flows - 2011 US Census LEHD



13,634 Workers stay

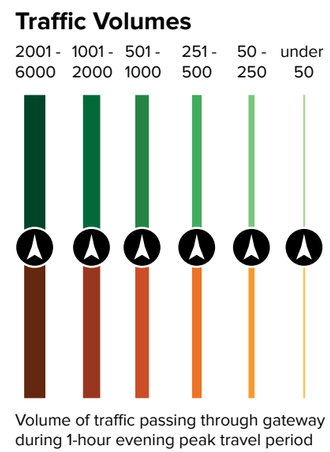
Population who live and work in the same zone.

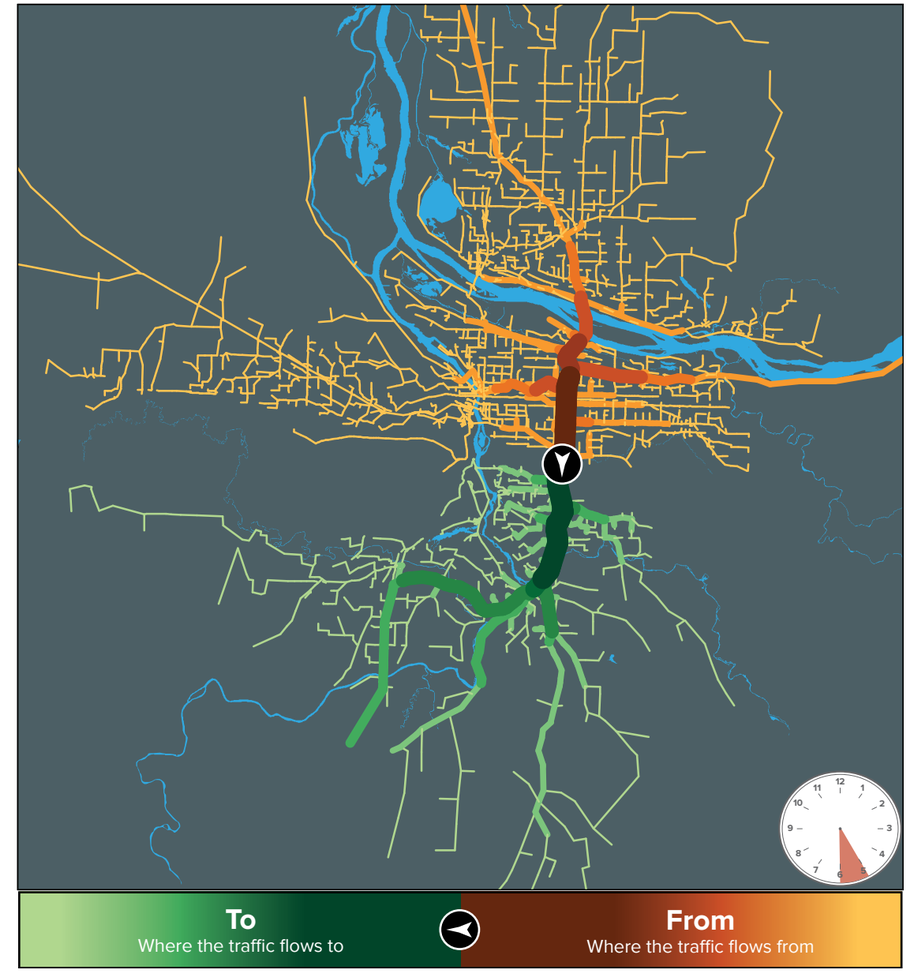
Transportation Flowsheds



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

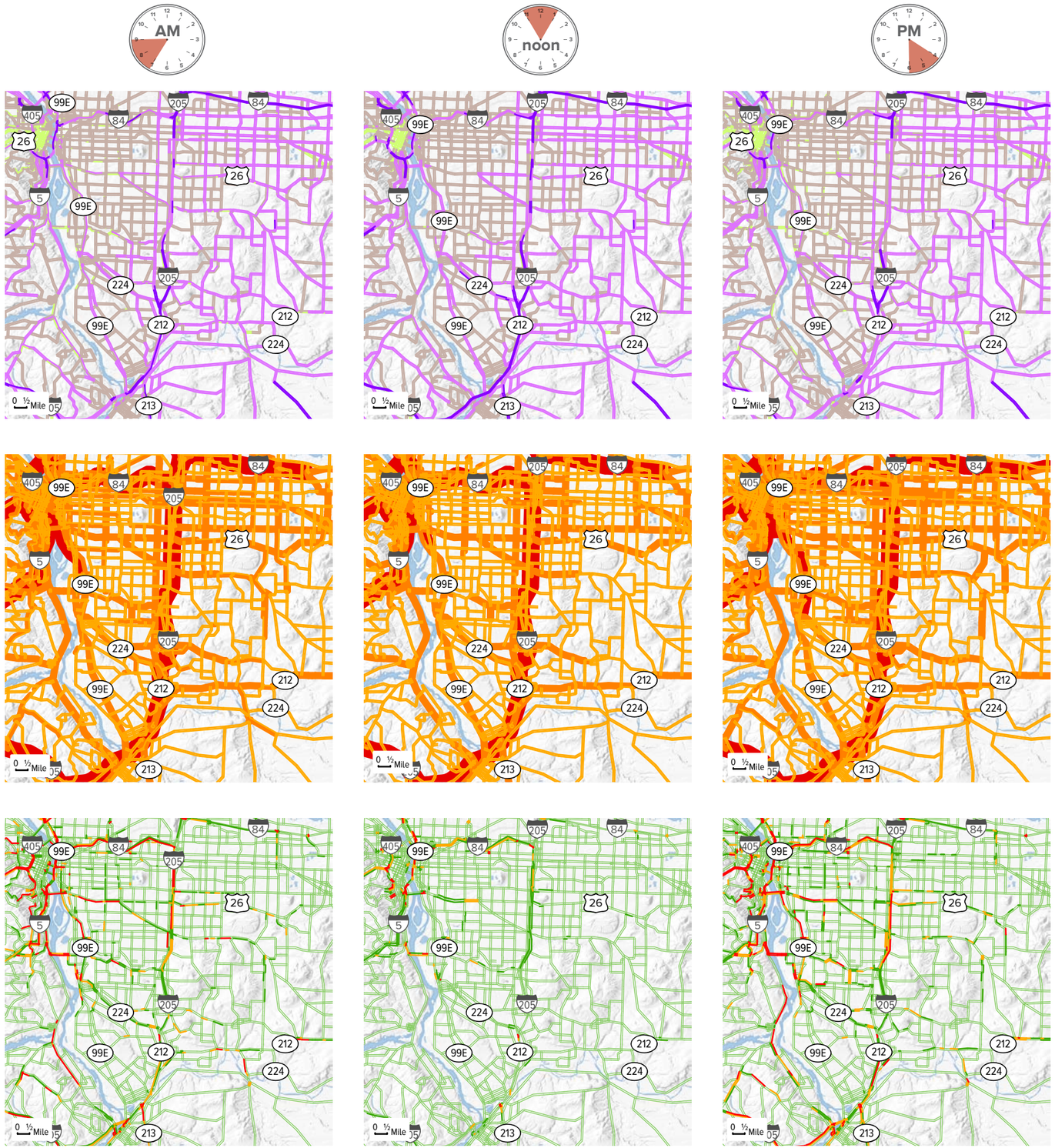
Source: 2010 Metro Modeling Services Network





Traffic 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

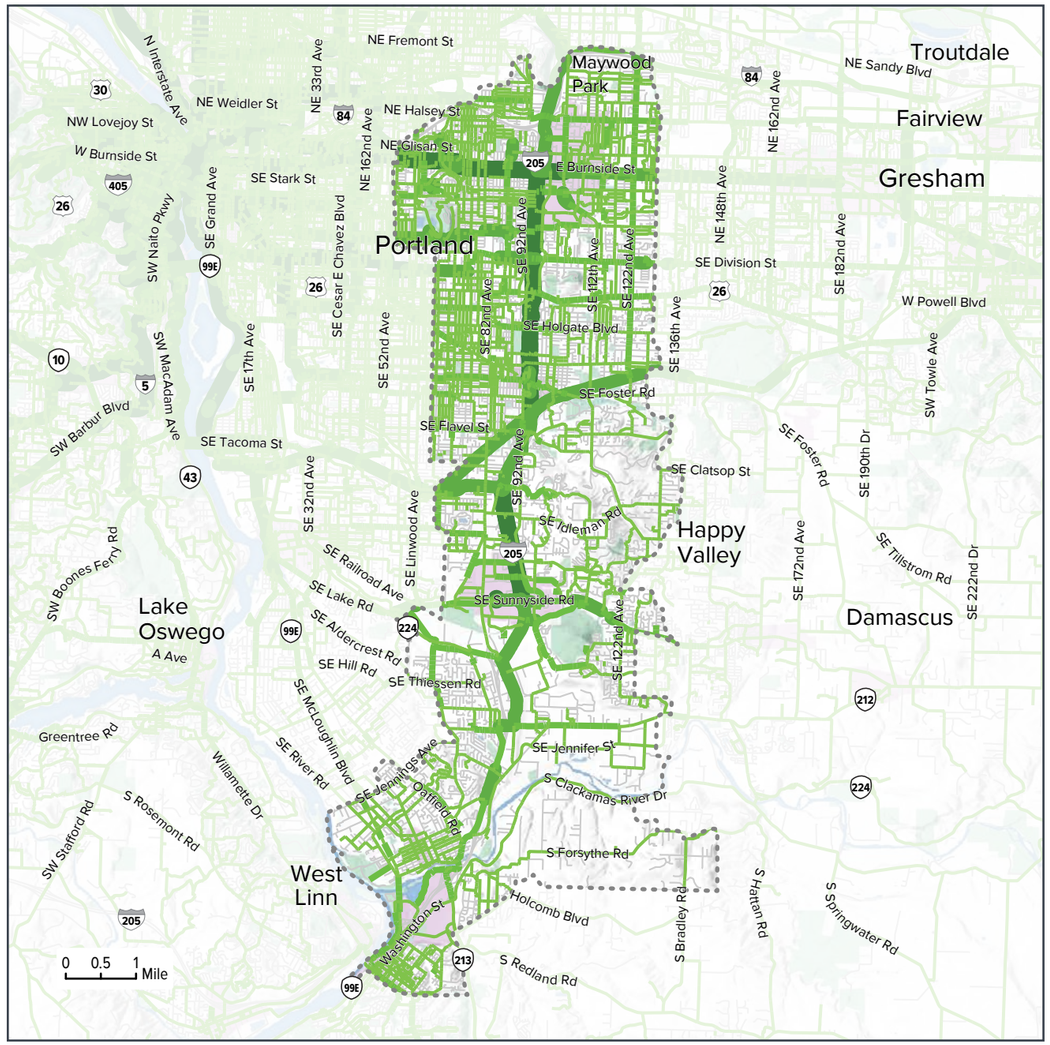
Auto volume/capacity

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

Source: 2010 Metro Modeling Services Network

Bike volume

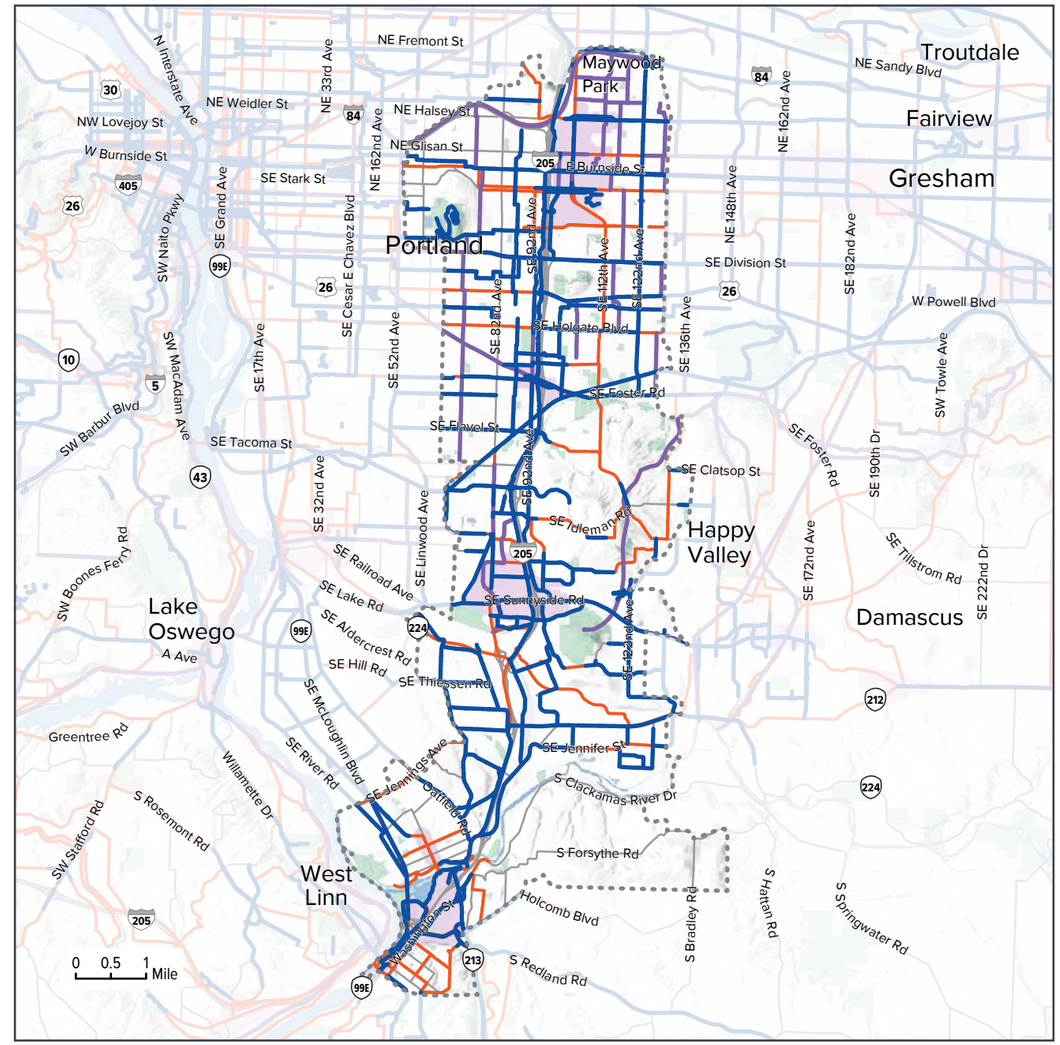
- 1 - 100
- 101 - 250
- 251 - 500
- 501 - 1,500



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Bike system planning

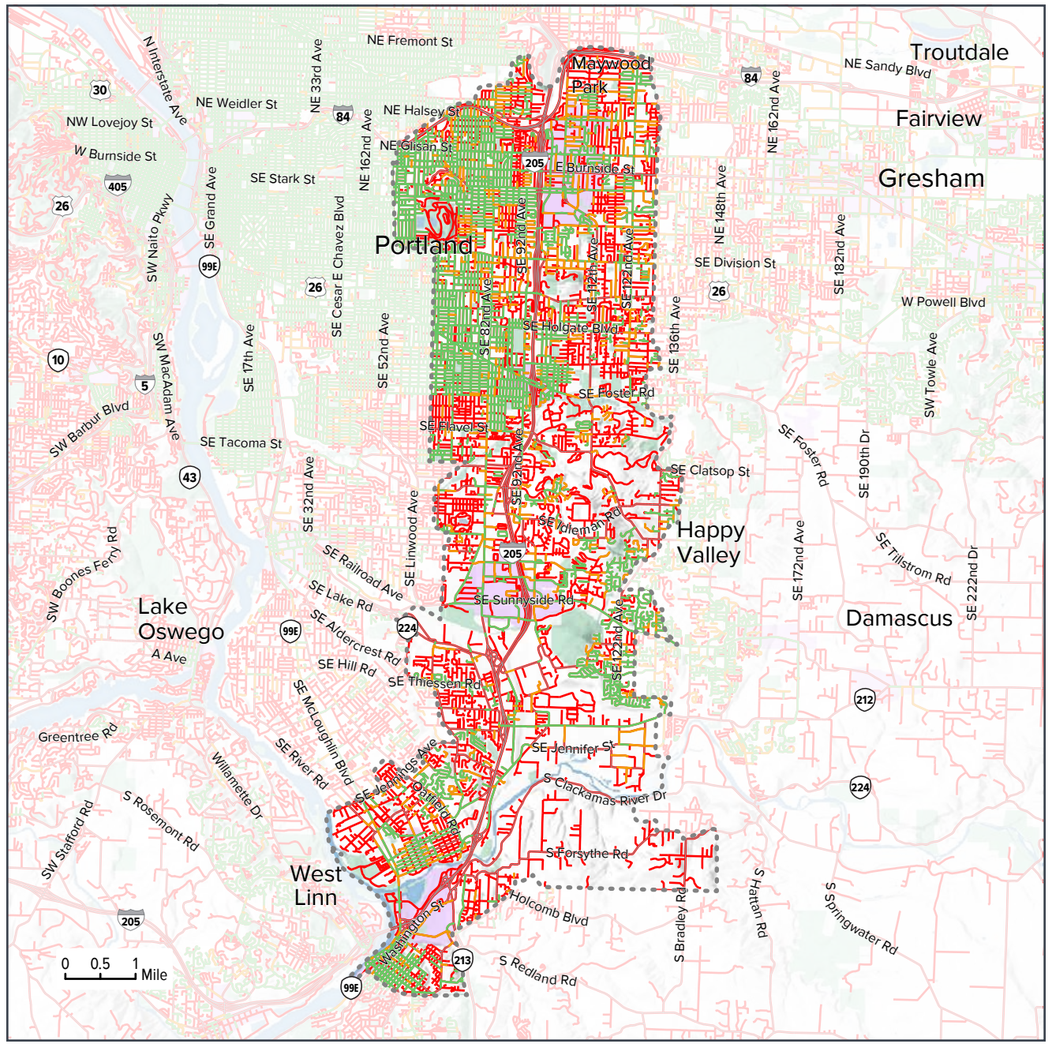
- Existing infrastructure
- Bike project in RTP
- Gap in planned bike system
- Regional bike district



Source: 2014 Metro RLIS

Sidewalk completion

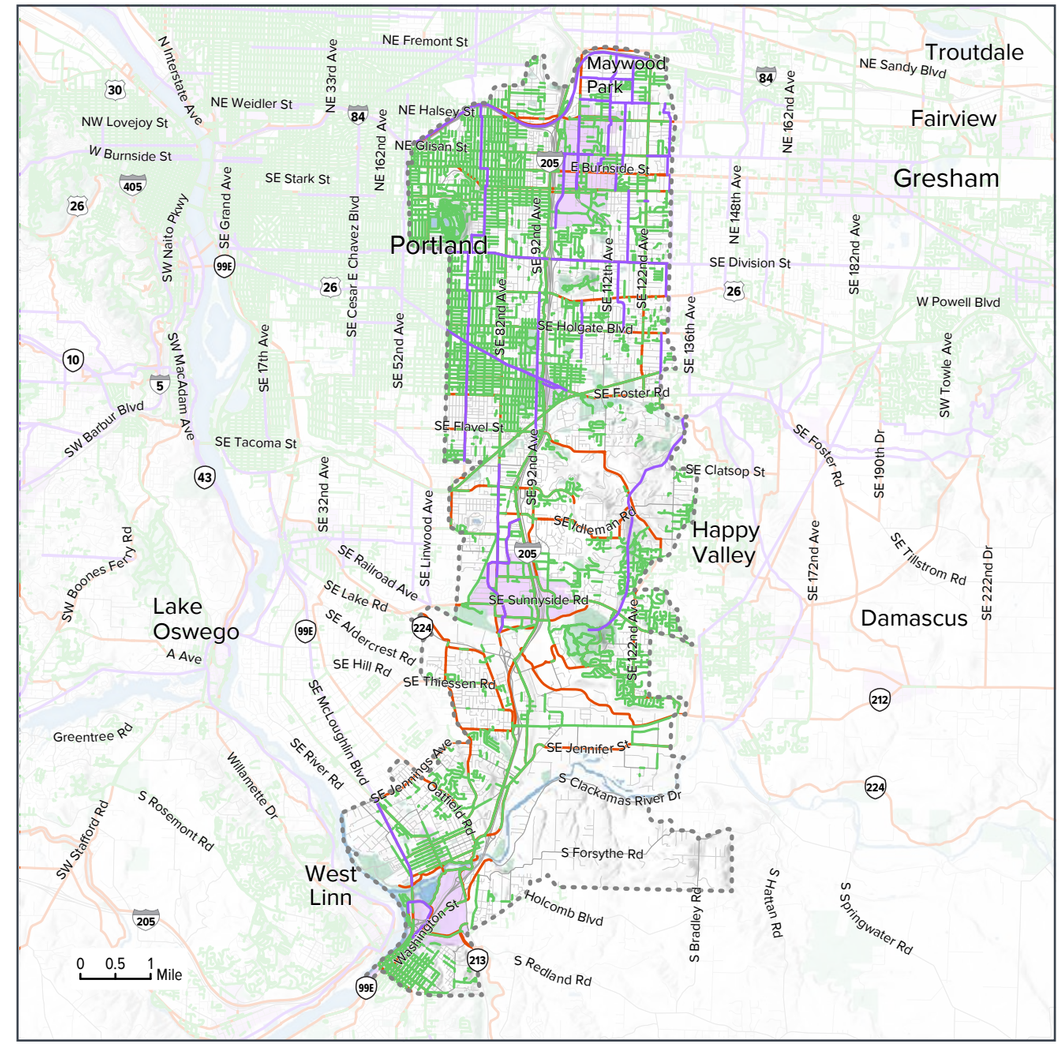
- Completed sidewalk, both sides
- Partially complete sidewalk
- No sidewalk
- Regional pedestrian district



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

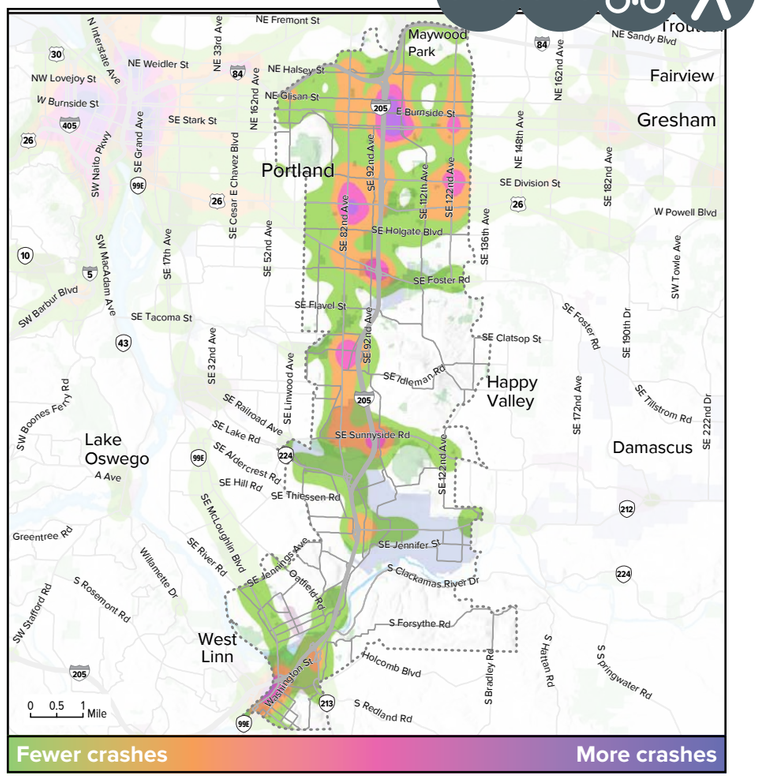
Pedestrian system planning

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



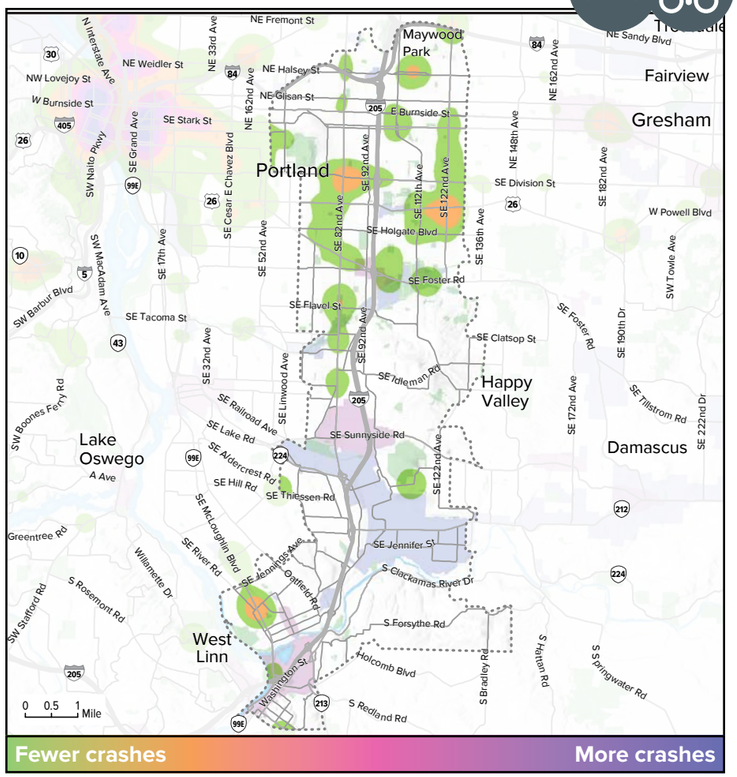
Source: 2014 Metro RLIS, RTP

16,936
Total Crashes: Auto Bike Ped

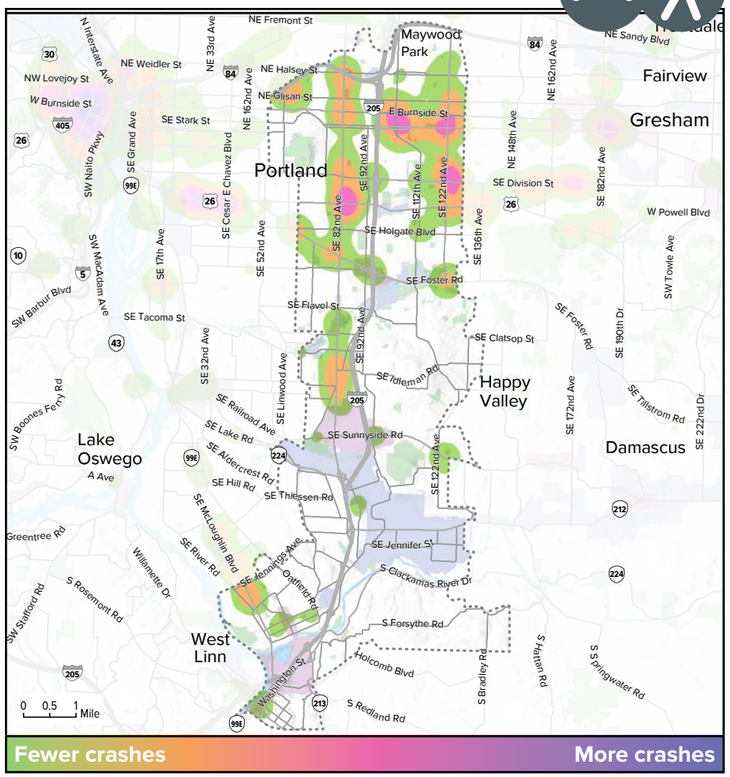


Source: ODOT 2007-2011

267
Total Crashes: Auto Bike



315
Total Crashes: Auto Ped



Crash Severity

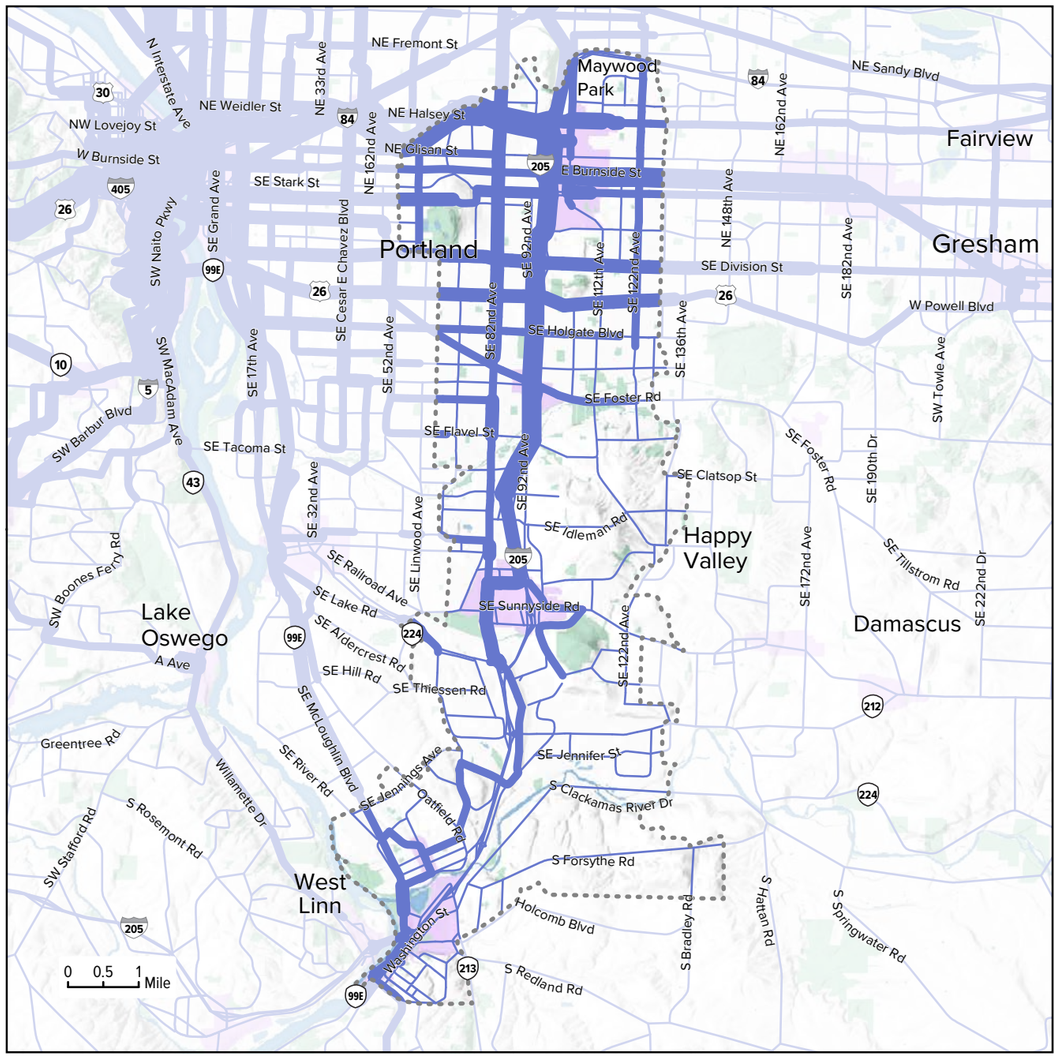
Fatalities	44	Fatalities	6	Fatalities	14
Injury A	506	Injury A	20	Injury A	54
Injury B	1,641	Injury B	141	Injury B	121
Injury C	5,900	Injury C	91	Injury C	120
Property Damage Only	8,845	Property Damage Only	9	Property Damage Only	6

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

8

Transit volume

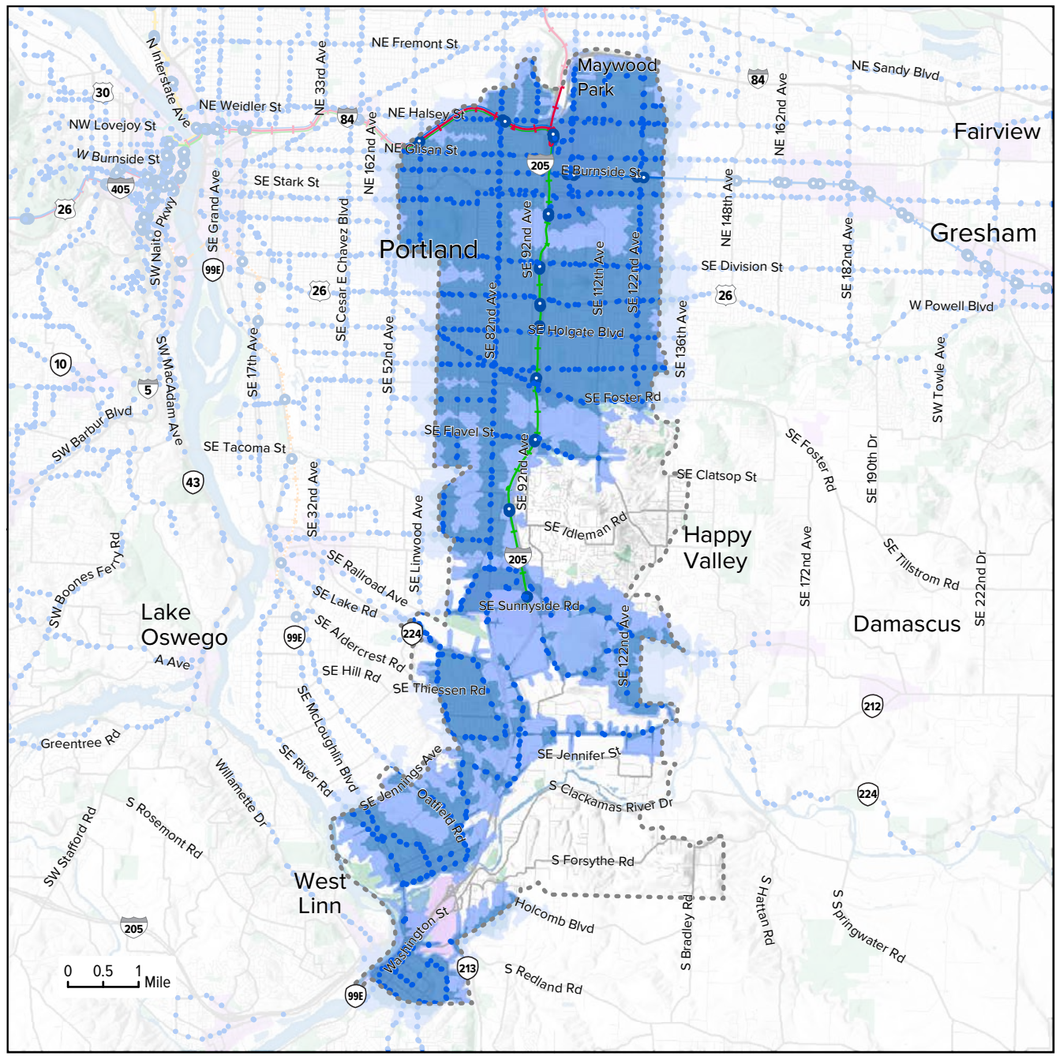
- 1 - 250
- 251 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- over 10,000



Source: 2014 Metro RLIS, 2010 Metro Modeling Services Network

Transit Accessibility

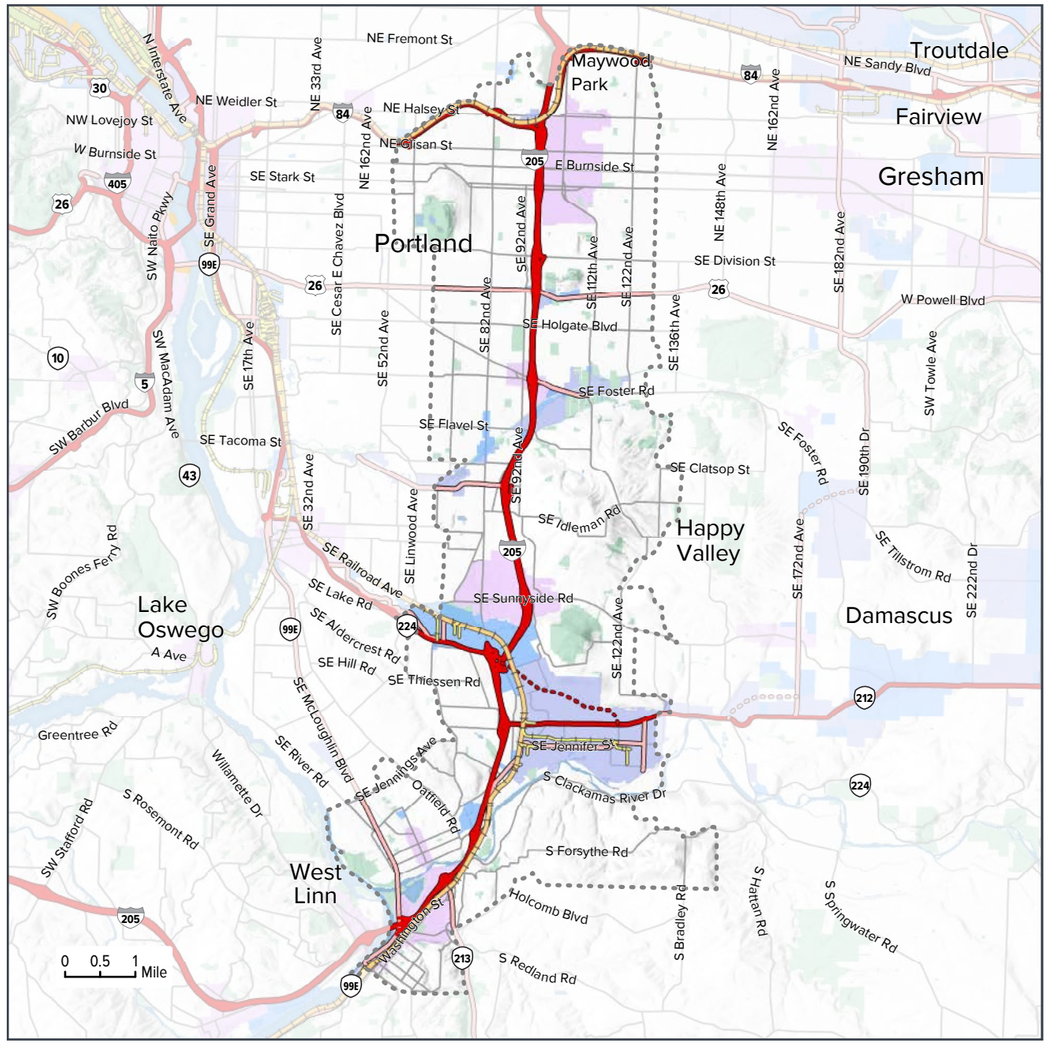
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop



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



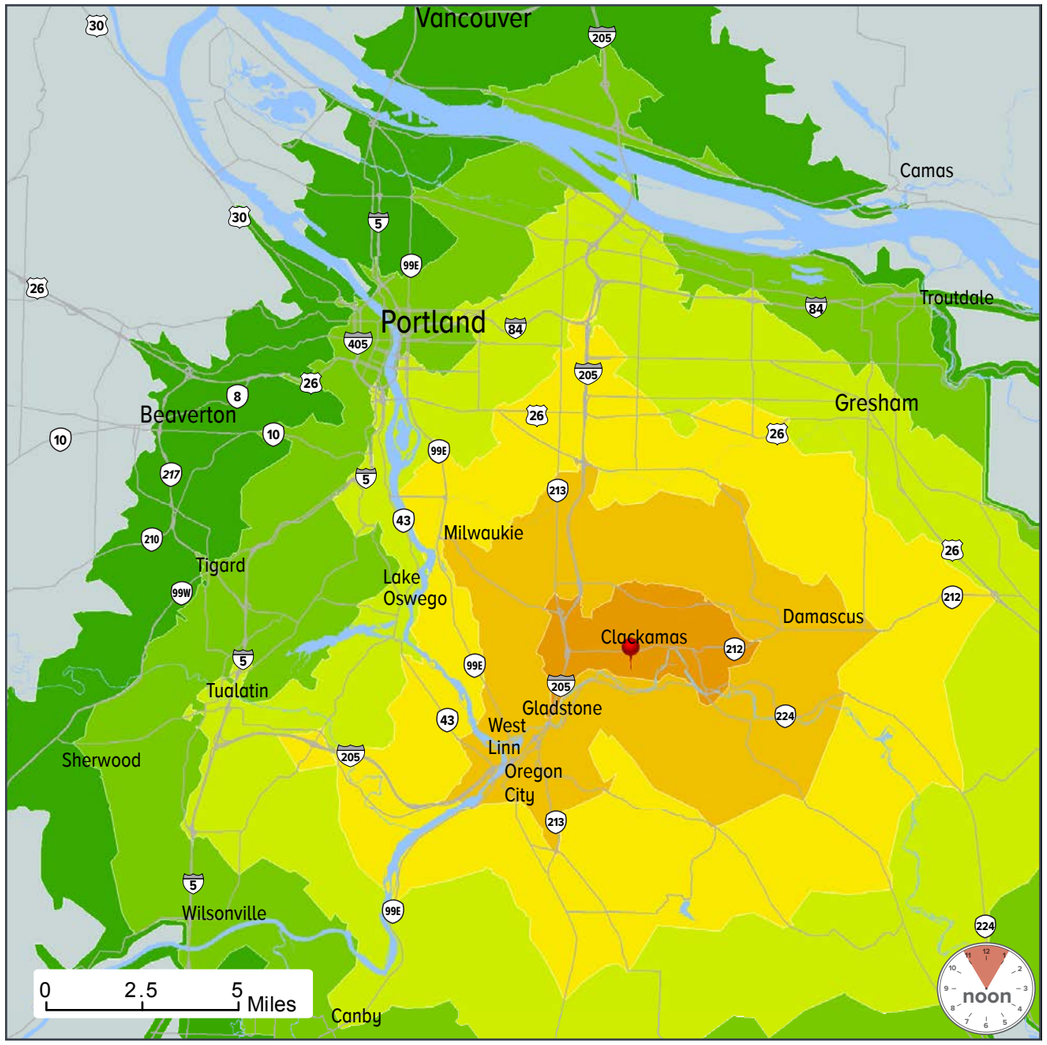
Source: 2014 Metro RLIS, RTP

Truck travel time analysis

Major Freight Access Point

Travel Time

5 Min — 30 Min



Source: 2014 Metro RLIS, RTP