The Oregon City to Willamette Valley mobility corridor encompasses Hwy 213 south of I-205, parallel arterials as well as transit service and bicycle routes that support movement in and through the corridor. Hwy 213 supports both intraregional and interregional travel between Oregon City regional center and neighboring communities. Beavercreek Rd and Molalla Ave are parallel arterials to Hwy 213. Within the urban area, the corridor has a diverse mix of land uses including mixed use commercial areas, institutional, and residential. The corridor outside of the urbanized area is a mix of low density residential and farmland; its mobility provided by a farm-to-market street network. The local street is well connected in the historic sections of Oregon City and discontinuous in the more recently developed sections.
19,760 Jobs

Workforce Statistics

Age
- 29 or younger: 23%
- 30 to 54: 55%
- 55 or older: 22%

Salary
- $1250 or less/month: 34%
- $1251-$3333/month: 28%
- over $3333/month: 38%

Education
- Less than high school: 29%
- High school: 9%
- Associates degree: 28%
- Bachelors degree: 34%

Source: 2011 US Census LEHD
70,024 Residents

Community statistics

Education of residents
- Less than high school
- High school
- Associates degree
- Bachelors degree

Household income
- $1250 or less/month
- $1251-$3333/month
- $3333-$6666/month
- over $6666/month

27,929 Dwelling Units
6% Vacancy

1.9 People/Acre

28.8% Multi-Family

Sources: 2010 US Decennial Census, Metro RLIS Q2 2015

Source: Zone to zone flows - 2011 US Census LEHD

15,183 Worker inflow
23,933 Worker outflow

1-4,000
4,001-8,000
8001+

4,577 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

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
Crash Severity

<table>
<thead>
<tr>
<th>Category</th>
<th>Fatalities</th>
<th>Injury A</th>
<th>Injury B</th>
<th>Injury C</th>
<th>Property Damage Only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes: Auto Bike Ped</td>
<td>3,907</td>
<td>191</td>
<td>393</td>
<td>1,262</td>
<td>2,047</td>
</tr>
<tr>
<td>Total Crashes: Auto Bike</td>
<td>38</td>
<td>4</td>
<td>14</td>
<td>20</td>
<td>0</td>
</tr>
<tr>
<td>Total Crashes: Auto Ped</td>
<td>55</td>
<td>0</td>
<td>0</td>
<td>0</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.
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

Source: 2014 Metro RLIS, RTP