



**2035 Regional Transportation Plan Update**

Background Paper:

# **A Profile of Regional Trends and Travel Characteristics in the Portland Metropolitan Region**

Prepared by:



February 14, 2007

## **Metro**

### **People places • open spaces**

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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### **List of RTP Background Research Papers**

- **Environmental Justice in Metro's Transportation Planning Process**
- **A Profile of Security in the Portland Metropolitan Region**
- **A Profile of the Regional Trends and Travel Characteristics in the Portland Metropolitan Region**
- **A Profile of the Regional Bicycle System in the Portland Metropolitan Region**
- **A Profile of the Regional Transit System in the Portland Metropolitan Region**
- **A Profile of the Regional Pedestrian System in the Portland Metropolitan Region**
- **A Profile of Regional Travel Options and Parking Management Systems in the Portland Metropolitan Region**
- **A Profile of the Regional Freight Transportation System in the Portland-Vancouver Metropolitan Region**
- **Preliminary Financial Analysis for the 2035 Regional Transportation Plan Update**
- **A Profile of Safety in the Portland Metropolitan Region**
- **A Profile of the Regional Roadway System in the Portland Metropolitan Region**
- **A Profile of Key Environmental Issues and Metro's Mitigation-Related Activities in the Portland Metropolitan Region**

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# 2035 Regional Transportation Plan Update

## A Profile of Regional Trends and Travel Characteristics in the Portland Metropolitan Region

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## INTRODUCTION

This paper is one of a series of papers that provide background research and analysis to guide Regional Transportation Plan (RTP) update policy discussions. The papers describe trends affecting the regional transportation system, current regional transportation planning policies and regulatory requirements, a profile of performance of the existing transportation system and policy implications to be addressed in the RTP to respond to identified policy gaps and key findings of the background research.

It provides an overview of important transportation trends and travel characteristics within the Portland metropolitan region. It is important to note that “metropolitan region” is defined differently within different statistics; in some places the region is defined as the Portland-Vancouver Metropolitan Statistical Area, and in others it is defined by county (Clackamas, Multnomah, Washington, and Clark counties).

## EMPLOYMENT AND POPULATION TRENDS

### Growth in Population and Households

Table 1 shows the population and households, respectively, for the four counties in the region in 1990 and 2000. All counties gained population between 1990 and 2000. Multnomah remains the most populous county, followed by Washington. Clark County replaced Clackamas County as the third-most populous county between 1990 and 2000. Multnomah County lost its relative share of the regional population between 1990 and 2000, from 41 percent to 37 percent; Clackamas County also lost some of its relative share of the regional population, from 20 percent to 19 percent. Both Washington and Clark counties gained several percentage points in their relative share of the regional population. Similar trends exist for households.

**TABLE 1: Population and Households by County in 1990 and 2000**

	1990 Population	1990 Households	2000 Population	2000 Households	Percent Increase Population	Percent Increase Households
<b>Multnomah</b>	583,887 (41%)	242,140 (44%)	660,486 (37%)	272,098 (39%)	13.1%	12.4%
<b>Clackamas</b>	278,850 (20%)	103,530 (18%)	338,391 (19%)	128,201 (18%)	21.4%	23.8%
<b>Washington</b>	311,554 (22%)	118,997 (22%)	445,342 (25%)	169,162 (24%)	42.9%	42.2%
<b>Clark</b>	238,053 (17%)	88,440 (16%)	345,238 (19%)	127,208 (18%)	45.0%	43.8%
<b>Total</b>	1,412,344	553,107	1,789,457	696,669	26.7%	26.0%

Source: Census 2000, SF1, P1, P15; Census 1990, SF1, P001, P003

Table 2 shows the population and total household change from 1990 to 2000 for cities within the urban growth boundary. Sherwood, Fairview, Happy Valley, and Clackamas all had population increases of greater than 100 percent. Portland had one of the lowest percent increases, but remains the most populous city in the region. Other major cities in 2000 in terms of population

included (in order of population): Gresham, Beaverton, and Hillsboro. Both Raleigh Hills and Cedar Mill lost population between 1990 and 2000. All of this suggests that the inner cities in the region are not likely to lose much population, but that the greatest population increases can be expected towards the edges of the region.

**TABLE 2: Population and Households in Portland Metropolitan Area Cities in 1990 and 2000**

	1990 Population	1990 Households	2000 Population	2000 Households	Percent Change Population	Percent Change Households
Sherwood	3,093	1,198	11,791	4,253	281%	255%
Fairview	2,391	893	7,561	2,831	216%	217%
Happy Valley	1,519	500	4,519	1,431	197%	186%
Clackamas	2,578	1,041	5,177	2,000	101%	92%
Hillsboro	37,520	12,849	70,186	25,079	87%	95%
Troutdale	7,852	2,443	13,777	4,671	75%	91%
Oregon City	14,698	5,479	25,754	9,471	75%	73%
Cornelius	6,148	2,089	9,652	2,880	57%	38%
Tualatin	15,013	5,703	22,791	8,651	52%	52%
McMinnville	17,894	6,607	26,499	9,367	48%	42%
Beaverton	53,310	22,100	76,129	30,821	43%	39%
Tigard	29,344	12,055	41,223	16,507	40%	37%
West Linn	16,367	5,820	22,261	8,161	36%	40%
Gresham	68,235	25,705	90,205	33,327	32%	30%
Forest Grove	13,559	4,946	17,708	6,336	31%	28%
Cedar Mill	9,697	3,772	12,597	4,723	30%	25%
Aloha	34,284	11,473	41,741	14,228	22%	24%
Portland	437,319	187,268	529,121	223,737	21%	19%
Lake Oswego	30,576	12,487	35,278	14,769	15%	18%
Milwaukie	18,692	7,900	20,490	8,561	10%	8%
Raleigh Hills	6,066	2,633	5,865	2,586	-3%	-2%
Cedar Hills	9,294	3,976	8,949	3,749	-4%	-6%

Source: Census 2000, SF1, P1, P15; Census 1990, SF1, P001, P003

Table 3 shows the population and households for cities adjacent to the Portland metropolitan region. All cities listed experienced growth in population and households between 1990 and 2000. Banks, North Plains, and Canby experienced a greater percent increase in the total number of households than in population; all others saw a greater percent increase in population than in households.

**TABLE 3: Population and Households in Outlying Cities in 1990 and 2000**

	1990 Population	1990 Households	2000 Population	2000 Households	Percent Increase Population	Percent Increase Households
<b>Vancouver (WA)</b>	46,380	20,138	143,560	56,628	210%	181%
<b>Banks</b>	563	186	1,286	440	128%	137%
<b>Camas (WA)</b>	6,442	2,415	12,534	4,480	95%	86%
<b>Washougal (WA)</b>	4,764	1,904	8,595	3,294	80%	73%
<b>North Plains</b>	972	294	1,605	594	65%	102%
<b>Woodburn</b>	13,404	4,787	20,100	6,274	50%	31%
<b>Canby</b>	8,983	3,198	12,790	4,489	42%	40%
<b>Newberg</b>	13,086	4,542	18,064	6,099	38%	34%
<b>Sandy</b>	4,152	1,491	5,385	1,956	30%	31%
<b>Estacada</b>	2,016	762	2,371	850	18%	12%

Source: Census 2000, SF1, P15; Census 1990, SF1, P003

### Growth in Aging Population

Another important population characteristic of the region is the significant increase and projected future increase in elderly adults. According to the Elderly and Disabled Land Use Study conducted by TriMet, “Seniors as a percentage of population is increasing, especially at the edges of the Portland region.”<sup>1</sup> Ten percent of the region’s population was elderly in 2000. Elderly adults tend to have different travel patterns than adults of other age groups, because they are less likely to drive themselves and more likely to ride in cars as passengers, walk, and use transit.<sup>2</sup> Lower-income elderly adults take fewer trips than higher-income elderly adults, perhaps due to limited access to travel options. It is important to plan for the increase in elderly population, particularly in access to transit and pedestrian facilities.

### Growth in Employment

There has been a 7.4 percent increase overall in the number of jobs within the region between 1990 and 2000. Table 4 shows the number of employees in each county between 1996 and 2005. Every county has experienced an increase, although Clark County saw the largest percent increase. The largest total number of jobs continues to be in Multnomah County, although Multnomah has seen a decrease in its percent share of the region’s total jobs. Washington County holds the second-largest share of the region’s jobs, followed by Clark County and Clackamas County.

<sup>1</sup> Tri-Met Elderly and Disabled Land Use Study, Page 1.

<sup>2</sup> Tri-Met Elderly and Disabled Land Use Study, Page 8.

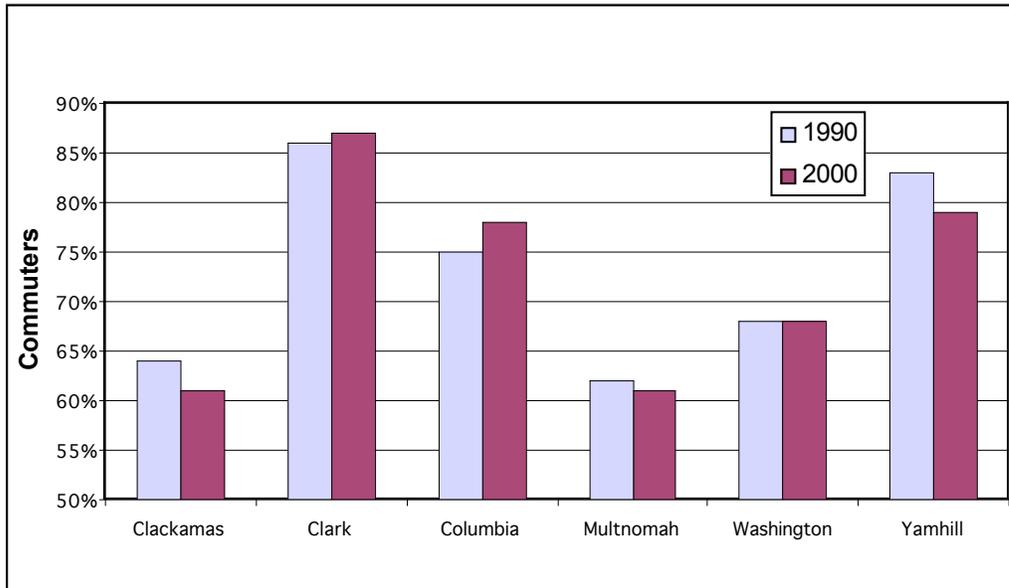
**TABLE 4: Total Employees by County, 1996-2005**

	<b>Clackamas</b>	<b>Multnomah</b>	<b>Washington</b>	<b>Clark</b>	<b>Total</b>
<b>1996</b>	179,987 20.0%	341,948 37.9%	221,982 24.6%	157,703 17.5%	901,620
<b>1997</b>	186,079 19.9%	350,591 37.4%	230,198 24.6%	169,667 18.1%	936,535
<b>1998</b>	188,646 19.8%	352,197 36.9%	236,045 24.7%	176,949 18.6%	953,837
<b>1999</b>	190,116 19.7%	352,769 36.6%	240,486 24.9%	180,640 18.7%	964,011
<b>2000</b>	179,697 18.7%	360,961 37.6%	247,738 25.8%	170,848 17.8%	959,244
<b>2001</b>	178,698 18.7%	356,757 37.4%	249,854 26.2%	168,866 17.7%	954,175
<b>2002</b>	175,869 18.7%	347,469 37.0%	245,989 26.2%	170,914 18.2%	940,241
<b>2003</b>	174,694 18.7%	341,737 36.6%	245,039 26.2%	172,480 18.5%	933,950
<b>2004</b>	177,156 18.7%	338,079 35.7%	248,580 26.2%	183,340 19.4%	947,155
<b>2005</b>	180,561 18.6%	344,576 35.6%	253,358 26.2%	189,824 19.6%	968,319
<b>Change 1996-2005</b>	574 0.3%	2,628 0.8%	31,376 14.1%	32,121 20.4%	66,699 7.4%

Source: Bureau of Labor Statistics, [data.bls.gov](http://data.bls.gov)

Figure 1 and Table 5 show the percentage of workers who work within each county and elsewhere within the Metro area for 1990 and 2000. Washington, Clark, and Clackamas Counties have seen an increase in the percentage of workers that work inside the county; Multnomah has seen a decrease. However, Multnomah continues to have the highest proportion of workers that work inside the county. Clackamas County continues to have the highest proportion of workers that commute to another county for work, followed by Washington and Clark Counties.

**FIGURE 1: Share of Residents Commuting to Another County for Work**



Source: 1990 and 2000 Census, Metro DRC

**TABLE 5: Employment Within and Outside Counties**

County		1990	2000
<b>Yamhill</b>	Total	28,413	38,447
	Elsewhere in region	24%	28%
	In Yamhill	68%	64%
<b>Washington</b>	Total	161,994	228,923
	Elsewhere in region	37%	31%
	In Washington	61%	68%
<b>Multnomah</b>	Total	286,600	334,262
	Elsewhere in region	18%	20%
	In Multnomah	81%	79%
<b>Columbia</b>	Total	16,002	19,561
	Elsewhere in region	29%	40%
	In Columbia	59%	50%
<b>Clackamas</b>	Total	138,580	166,141
	Elsewhere in region	49%	47%
	In Clackamas	47%	49%
<b>Clark</b>	Total	108,926	160,793
	Elsewhere in region	30%	29%
	In Clark	64%	65%

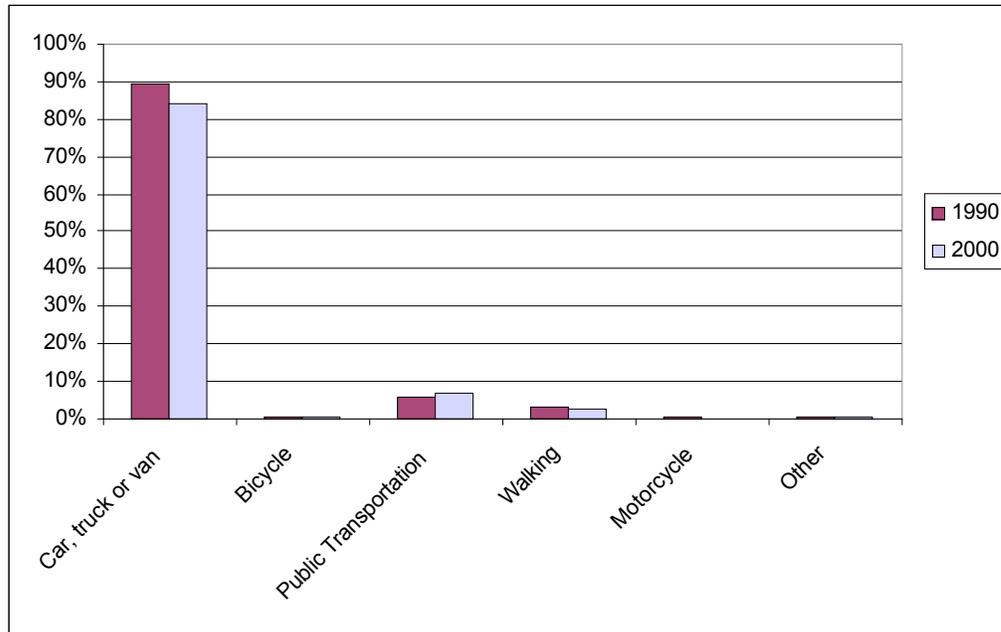
Source: 1990 and 2000 Census, Metro DRC

## TRAVEL CHARACTERISTICS

### Shifting Commuting Patterns by Mode

Figure 2 displays the changes in mode percentages between 1990 and 2000 within Clackamas, Multnomah, Washington, and Clark Counties. Table 6 shows the numbers and percentages of commuting trips by mode in 1990 and 2000. All counties experienced similar trends.

**FIGURE 2: Percent Change in Commuting Modes from 1990 to 2000 (4 Counties)**



*Source: Census 2000: SF3, P30 and Census 1990: SF3, P049*

Clackamas County saw a decrease in the percentages of commuters by car, truck or van, and an increase in the percentages of commuters using public transportation. Clackamas saw a decrease in the percentages of commuters commuting by bicycle or walking.

Multnomah County had the lowest share of commuting trips taken by car, truck or van in both 1990 and 2000, and had a significant decrease in percentages between the two years (83 percent to 78 percent). Multnomah saw a percent increase in bicycle, public transportation, and other commuting trips. It saw a decrease in the percentages of commuters walking, although it saw an increase in the total number of pedestrian commuters.

Washington County also saw a decrease in the percentage of commuters using cars, trucks, or vans, and an increase in the percentage of commuters using public transportation. Washington had a decrease in the percentages of commuters traveling by bicycle and walking.

Clark County had the highest percentage of commuters using cars, trucks or vans in both 1990 and 2000, although there was a decrease between the two years (from 95 percent to 90 percent). Clark County had an increase in the percentage of commuters traveling by bicycle and public transportation.

**TABLE 6: Number of Commuters by Mode in 1990 and 2000**

		Clackamas	Multnomah	Washington	Clark	Total
<b>Car, truck or van</b>	1990	124,784 <i>94.39%</i>	230,695 <i>83.33%</i>	143,838 <i>92.24%</i>	99,765 <i>94.69%</i>	599,082 <i>89.37%</i>
	2000	147,847 <i>88.59%</i>	260,288 <i>77.66%</i>	198,145 <i>86.29%</i>	146,103 <i>90.48%</i>	752,383 <i>84.24%</i>
<b>Bicycle</b>	1990	414 <i>0.31%</i>	2,638 <i>0.95%</i>	837 <i>0.54%</i>	282 <i>0.27%</i>	4,171 <i>0.62%</i>
	2000	477 <i>0.29%</i>	5,013 <i>1.50%</i>	935 <i>0.41%</i>	527 <i>0.33%</i>	6,952 <i>0.78%</i>
<b>Public Transportation</b>	1990	3,015 <i>2.28%</i>	27,601 <i>9.97%</i>	6,206 <i>3.98%</i>	2,275 <i>2.16%</i>	39,097 <i>5.83%</i>
	2000	5,098 <i>3.05%</i>	37,300 <i>11.13%</i>	13,433 <i>5.85%</i>	4,228 <i>2.62%</i>	60,059 <i>6.72%</i>
<b>Walking</b>	1990	2,953 <i>2.23%</i>	13,261 <i>4.79%</i>	3,639 <i>2.33%</i>	2,091 <i>1.98%</i>	21,944 <i>3.27%</i>
	2000	3,456 <i>2.07%</i>	15,284 <i>4.56%</i>	5,021 <i>2.19%</i>	2,211 <i>1.37%</i>	25,972 <i>2.91%</i>
<b>Motorcycle</b>	1990	329 <i>0.25%</i>	1,201 <i>0.43%</i>	496 <i>0.32%</i>	249 <i>0.24%</i>	2,275 <i>0.34%</i>
	2000	133 <i>0.08%</i>	585 <i>0.17%</i>	321 <i>0.14%</i>	132 <i>0.08%</i>	1,171 <i>0.13%</i>
<b>Other</b>	1990	711 <i>0.54%</i>	1,463 <i>0.53%</i>	920 <i>0.59%</i>	693 <i>0.66%</i>	3,787 <i>0.56%</i>
	2000	817 <i>0.49%</i>	2,237 <i>0.67%</i>	1,413 <i>0.62%</i>	1,129 <i>0.70%</i>	5,596 <i>0.63%</i>
<b>Total</b>	1990	132,206	276,859	155,936	105,355	670,356
	2000	166,890	335,182	229,632	161,471	893,175

Source: Census 1990: SF3, P049 and Census 2000: SF3, P30

Between 1990 and 2000, there was a decrease in the percent of commuting trips taken by car, truck or van, and an increase in the percent of trips taken by public transportation. There was a slight decrease in the percent of trips taken by walking. Other modes (bicycle, motorcycle, other) remained relatively constant. Overall, there was an increase in total numbers of commuters in all counties between 1990 and 2000; this corresponds with the overall increase in population.

### Growth in Travel Times By County

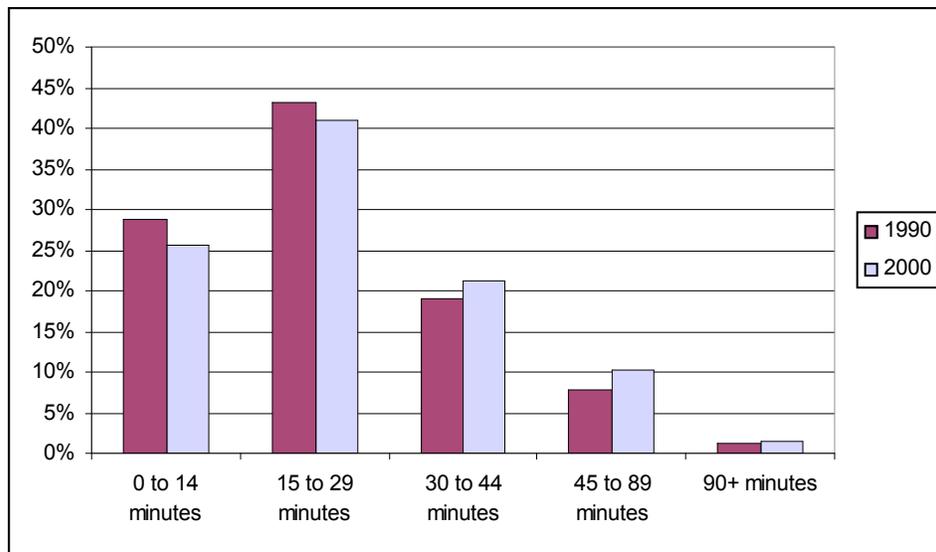
Table 7 shows the commuting times in ranges for the four counties in 1990 and 2000. In general, there was an increase the percentage of commuters who commute for more than 30 minutes, and there was a decrease in the percentage of commuters that commute between 0 and 29 minutes. Figure 3 graphically represents these changes.

**TABLE 7: Travel Times for Commuters in 1990 and 2000 by County**

		Clackamas	Multnomah	Washington	Clark	Total
<b>0 to 14 minutes</b>	1990	34,418 26%	80,715 29%	45,719 29%	32,486 31%	193,338 29%
	2000	38,139 24%	81,661 25%	59,768 27%	39,166 25%	218,734 26%
<b>15 to 29 minutes</b>	1990	53,416 40%	125,718 45%	65,640 42%	44,616 42%	289,390 43%
	2000	57,671 37%	139,435 43%	87,387 40%	65,429 42%	349,922 41%
<b>30 to 44 minutes</b>	1990	28,957 22%	48,269 17%	31,010 20%	18,887 18%	127,123 19%
	2000	38,382 24%	64,940 20%	47,349 22%	30,820 20%	181,491 21%
<b>45 to 89 minutes</b>	1990	13,521 10%	18,435 7%	11,541 7%	8,296 8%	51,793 8%
	2000	20,791 13%	29,042 9%	21,850 10%	15,841 10%	87,524 10%
<b>90+ minutes</b>	1990	1,894 1%	3,722 1%	2,026 1%	1,070 1%	8,712 1%
	2000	2,845 2%	5,629 2%	2,914 1%	3,074 2%	11,617 1%
<b>Total</b>	1990	132,206	276,859	155,936	105,355	670,356
	2000	157,828	320,707	219,268	154,330	852,133

Source: Census 1990: SF3, P050 and Census 2000, SF3, P31

**FIGURE 3: Changes in Travel Times for Commuters from 1990 to 2000 (4 Counties)**



Source: Census 2000, SF3, P31; Census 1990: SF3, P050

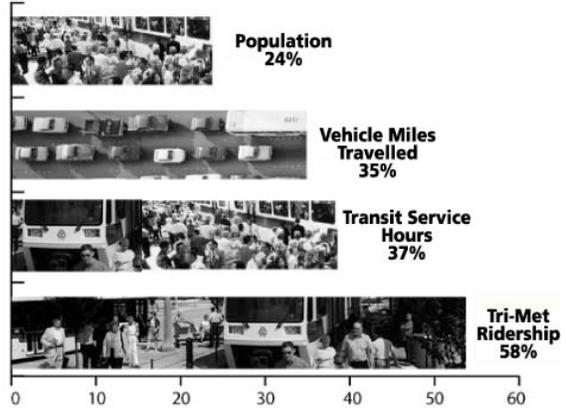
The largest share of commuters has a commute time of 15 to 29 minutes, followed by those with a commute time of 0 to 14 minutes. However, there has been an increase in the number of commuters who commute more than 30 minutes.

**Growing Transit Ridership**

Between 1990 and 2000, transit ridership increased faster than population growth and overall growth in vehicle miles traveled in the region.

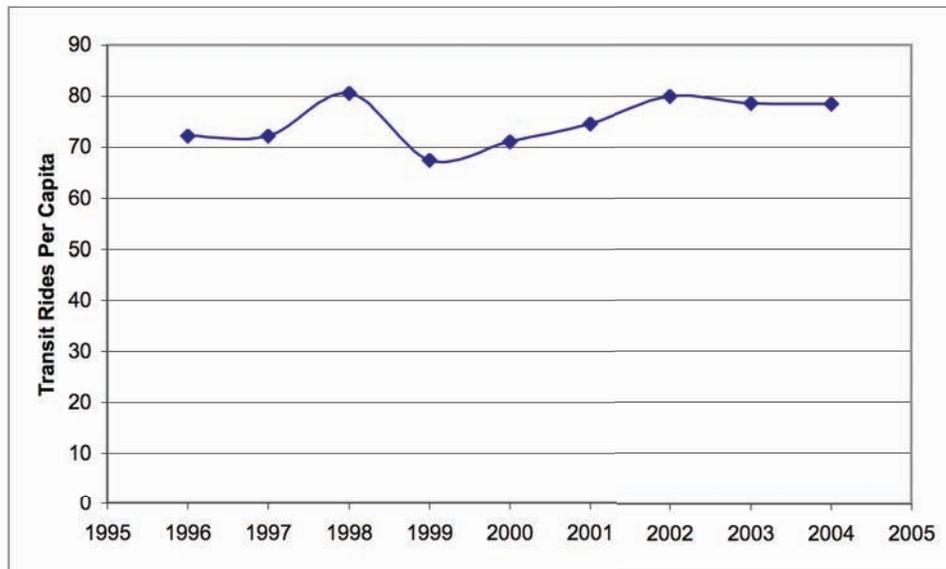
As shown in Figure 5, the number of annual transit rides per capita in the Portland-Vancouver Metropolitan Statistical Area has risen between 1996 and 2004, from 72.2 to 78.5. It reached a high in 2002 of 80.0 before decreasing in 2004 to 78.5. This is consistent with the increase in commuters that commute by public transportation. In a comparison of 26 similarly sized American cities, the Portland-Vancouver metropolitan region ranked second in the number of transit rides per capita, second only to New Orleans.<sup>3</sup>

**Figure 4. 1990- 2000 Trends**



Source: TriMet

**FIGURE 5: Annual Transit Rides Per Capita, 1996-2004**



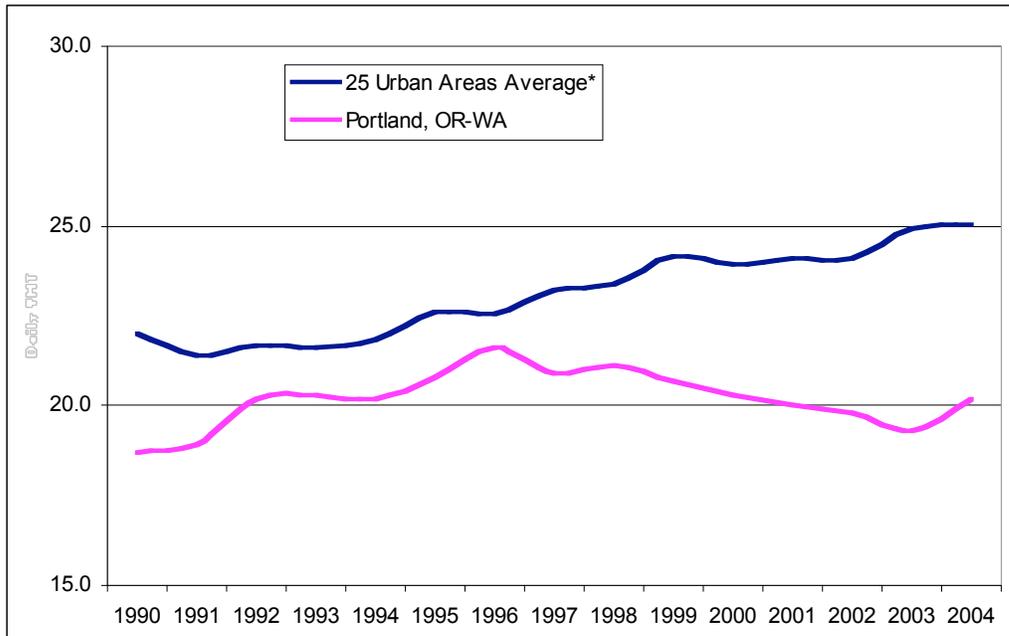
Source: FTA National Transit Database

<sup>3</sup> Cities compared included (in order of rank by annual transit rides per capita in 2004): New Orleans, Portland-Vancouver, Seattle, Milwaukee, Baltimore, Pittsburgh, Cleveland, San Diego, Denver-Aurora, Minneapolis-St. Paul, St. Louis, Las Vegas, Sacramento, San Antonio, Cincinnati, San Jose, Providence, Buffalo, Tampa-St. Petersburg, Kansas City, Virginia Beach, Orlando, Columbus, Indianapolis, Oklahoma City, and Riverside-San Bernardino.

**Steadying of Average Daily Vehicle Miles of Travel Per Person**

Daily Vehicle Miles of Travel (VMT) per capita in the Portland-Vancouver Metropolitan Statistical Area increased between 1990 and 2004, from 18.7 to 20.2, representing an 8 percent increase. Daily VMT has fluctuated by year, reaching a low of 19.3 daily VMT per capita in 2003 before rising to 20.2 in 2004. When compared with the same other 25 cities, Portland continues to have both a lower daily VMT per capita, and a lower rate of growth in daily VMT per capita, as shown in Figure 6.

**FIGURE 6: Daily VMT Per Capita for Portland and an Average of 25 other Large Urban Areas, 1990-2004**

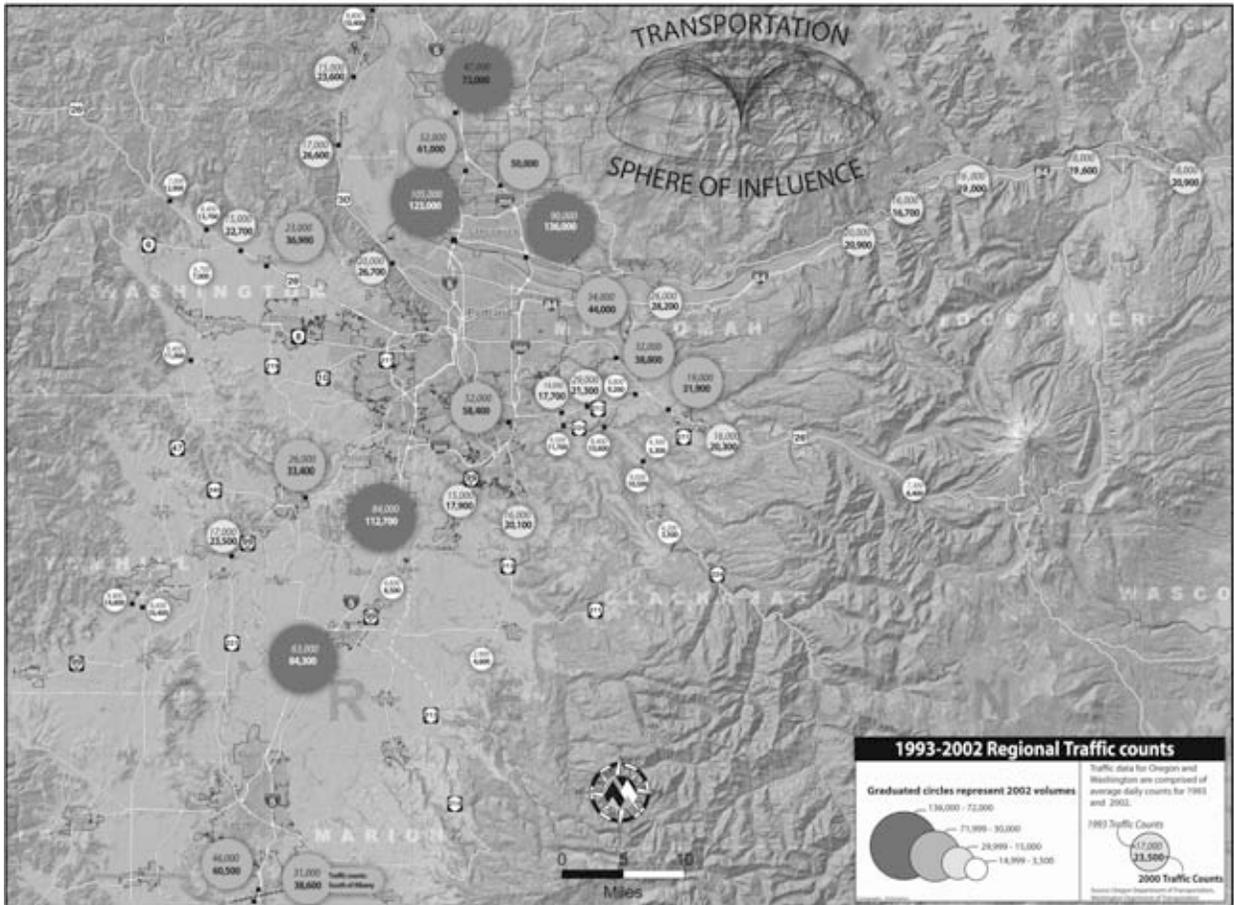


Source: FHWA "Highway Statistics," Table HM-72

**Growing Traffic Volumes in Key Corridors**

Traffic volumes in the Portland-Vancouver region increased between 1993 and 2002 in several key transportation corridors shown in Figure 7. This is consistent with the rise in average daily VMT and growth in population and jobs. Traffic volumes did not just increase within the metropolitan region, however, but in outlying areas as well.

**FIGURE 7: 1993 – 2002 Regional Traffic Counts**



Areas outside of the urban growth boundary with high traffic volumes in 2002 included:

- I-5 Corridor North of Vancouver (near La Center, Ridgefield, Battleground): increase from 47,000 ADT (Average Daily Traffic) to 72,000 ADT between 1993 and 2002. This represents a 53 percent increase in daily traffic volumes.
- Vancouver area West of I-5: increase from 105,000 ADT to 123,000 ADT between 1993 and 2002. This represents a 17 percent increase in daily traffic volumes.
- Vancouver area East of I-205: increase from 90,000 ADT to 136,000 ADT between 1993 and 2002. This represents a 51 percent increase in daily traffic volumes.
- I-5 Corridor near Wilsonville: increase from 84,000 ADT to 112,700 ADT between 1993 and 2002. This represents a 34 percent increase in daily traffic volumes.
- I-5 Corridor South of Woodburn: increase from 63,000 ADT to 84,000 ADT between 1993 and 2002. This represents a 33 percent increase in daily traffic volumes.

All freeways within the Metro region experienced growth in average daily traffic volumes (ADT) between the years of 1998 and 2004.<sup>4</sup>

<sup>4</sup> See “1998 to 2004 Transportation Volume Tables in Excel Format.” [http://www.oregon.gov/ODOT/TD/TDATA/tsm/tvt.shtml#Traffic\\_Volume\\_Tables](http://www.oregon.gov/ODOT/TD/TDATA/tsm/tvt.shtml#Traffic_Volume_Tables).

Table 8 shows the increases for each freeway. The data are from ODOT and were averaged for all collection points on each roadway (collecting one-way traffic volumes) within the UGB for the years between 1998 and 2004, inclusive.

**TABLE 8: Average Daily Traffic for Major Roadways in the Portland Metropolitan Region, 1998-2004**

	<b>Average Increase in Average ADT from 1998-2004</b>	
<b>I-5</b>	1,582	1.39%
<b>I-84</b>	1,345	2.62%
<b>I-405</b>	3,138	3.02%
<b>I-205</b>	3,545	3.24%
<b>OR217</b>	10,430	9.02%

Source: ODOT Transportation Volumes Tables (shown in Appendix 1)

## **TRANSPORTATION COSTS AND INVESTMENT**

### **Rising Transportation Costs**

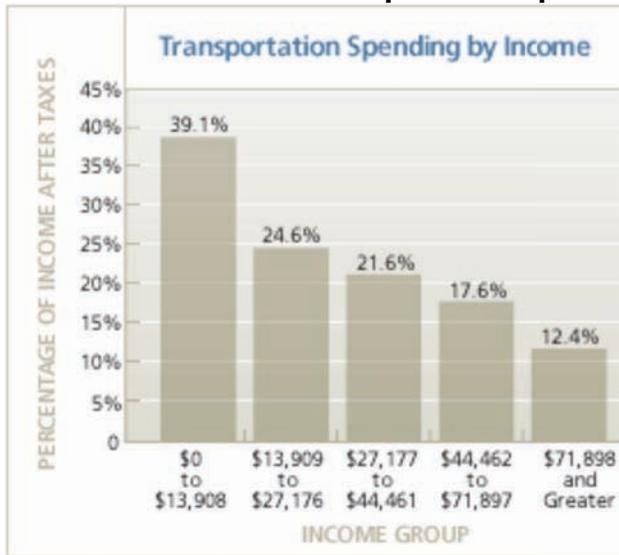
Rising housing costs have received national headlines in recent years. An often-overlooked trend is the increasing cost of transportation. Research shows that transportation is the second expense only to housing for American families<sup>5</sup>. In the Portland-Salem Metropolitan Area, average annual household spending on transportation is \$6,848 or 16.8% portion of the family budget<sup>6</sup>. Transportation related costs include vehicle purchases, other vehicle expenses, gasoline and motor oil and public transportation costs. This is the second highest expense only to shelter/housing.

Figure 8 shows the percentage of income spent on transportation broken down by income level across the U.S. This table is based on information provided by the Bureau of Labor Statistics' Consumer Expenditure Survey. Although not specific to the Portland Metropolitan region, this information shows that transportation expenses impact lower income levels to a much greater degree than higher income levels.

<sup>5</sup> See "Driven to Spend: Executive Summary." Surface Transportation Policy Project. <<http://www.transact.org/report.asp?id=39>>

<sup>6</sup> See "Driven to Spend: Portland-Salem Fact Sheet." Surface Transportation Policy Project. <<http://www.transact.org/states/metro.asp?s=oregon>>

**FIGURE 8. Household Transportation Spending by Income**

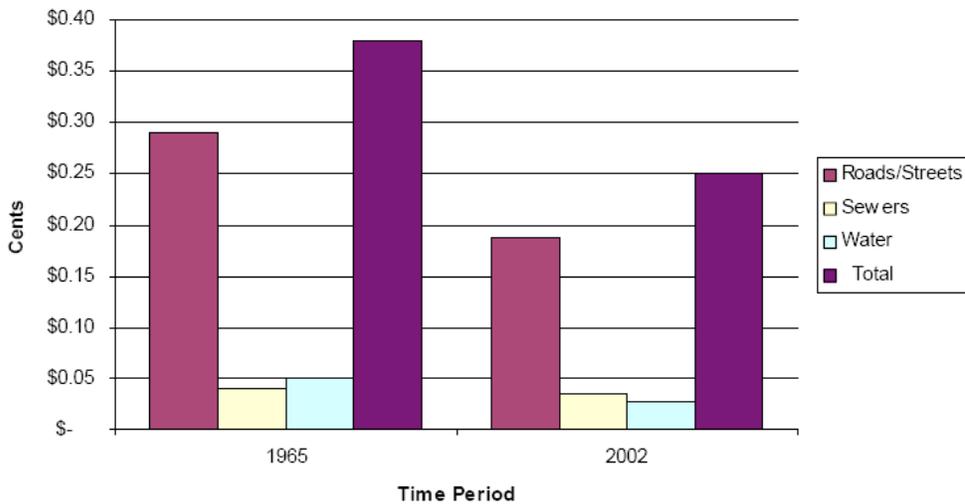


Source: U.S. Bureau of Labor Statistics, Consumer Expenditure Survey, 2001.

**Declining Public Investment in Transportation**

For every dollar of new, private residential expenditure in 1965 the public spent a total of 38 cents: 29 cents on highways and streets, 4 cents for sewers and 5 cents for water. The public expenditure dwindled to 25 cents total: 18.7 cents on streets and highways, 3.5 cents for sewers, and 2.7 cents for water<sup>7</sup>. From 1965 to 2002 there was a 13 cent overall drop in public investment and a 10 cent drop in highways and streets. Figure 9 below depicts public capital spending for each one dollar of private residential investment from 1965 to 2002.

**FIGURE 9. Public Investment In Infrastructure (1965 and 2002)**



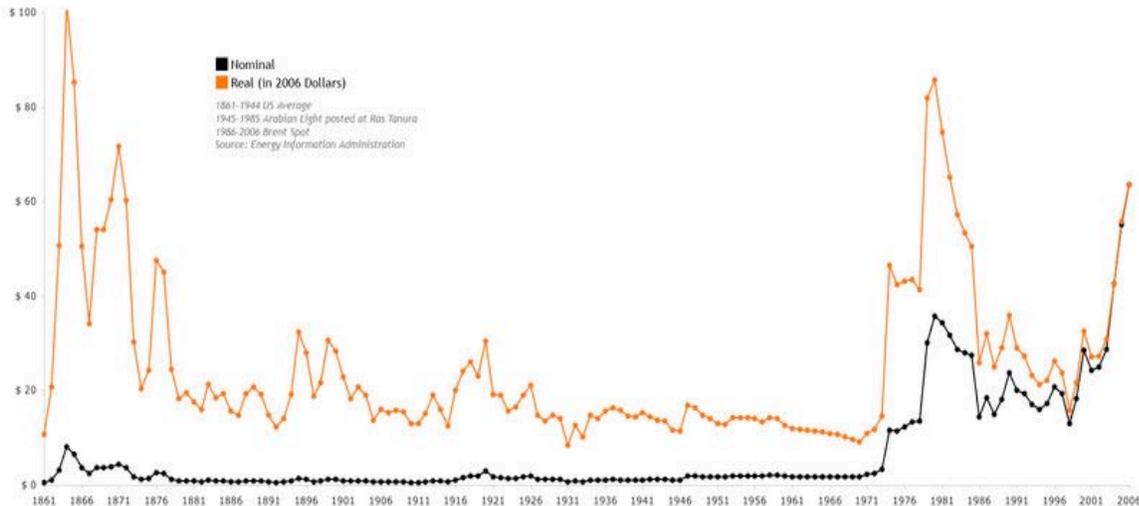
Source: Metro

<sup>7</sup> U.S. Bureau of Census, Table 1. Annual Value of Construction Put in Place in the United States 1965 – 2002. <[www.census.gov/pub/const/C30/ta168.txt](http://www.census.gov/pub/const/C30/ta168.txt)>.

### Continued Uncertainty of Oil Supply and Price

The uncertainty surrounding the supply and price of oil plays a significant role in long range transportation planning. Uncertainty is defined as a measure of the decreasing confidence that supply and price of oil will not be much different next year compared to today's figures<sup>8</sup>. Figure 10 displays the fluctuations in oil prices over the last 150 years.

**FIGURE 8. Crude-Oil Price History from 1861 to 2006**



Source: Michael Strock<sup>9</sup>

The uncertainty of oil prices should be considered as transportation investments are being developed as part of the RTP update. The RTP should continue to emphasize land use and transportation planning to reduce mean travel distances and enable greater use of public transit, walking and bicycling as viable transportation options and modes that are less susceptible to oil price fluctuations than private automobiles.

### Key findings

- Population and jobs in all 4 counties of the metro region increased between 1990 and 2000.
- The cities at the edges of the region have grown in population at a faster rate than the cities near the center of the region.
- The population of Multnomah County as a share of the region's total population is decreasing, although Multnomah continues to be the region's most populous county.
- Multnomah County has the highest proportion of residents that work inside the county, although the other three counties have gained in proportions of workers who work inside the county.

<sup>8</sup> Lerch, Daniel. "White Paper: Future Oil Supply Uncertainty and Metro." April 2006. <<http://www.metro-region.org/article.cfm?ArticleID=18951>>

<sup>9</sup>Strock, Michael. "Oil Prices: 1861 – 2006." Based on Crude oil price history from 1861-2006. Data: [<http://www.eia.doe.gov/pub/international/iealf/BPCrudeOilPrices.xls>]. <[http://en.wikipedia.org/wiki/Image:Oil\\_Prices\\_1861\\_2006.jpg](http://en.wikipedia.org/wiki/Image:Oil_Prices_1861_2006.jpg)>

- Elderly residents are a growing segment of the population and have special transportation needs, particularly in access to transit and pedestrian facilities.
- There has been an overall decrease in the percentage of commuters that commute by car, truck or van; this is true in the region generally and within each county.
- Multnomah County has the lowest percentage of commuters that commute by car, truck, or van.
- The percentage of commuters that commute by bicycle or walking constituted a lower percentage in 2000 than in 1990. However, the percentage of commuters that travel to work using public transportation increased.
- There was an increase in the region-wide percentage of commuters that commute for more than 30 minutes a day between 1990 and 2000.
- Transit rides per capita in the Portland-Vancouver metropolitan region increased between 1996 and 2004, and Portland ranks higher than most similarly sized American cities in this measure.
- Daily vehicle miles traveled per person rose from 1996 to 2004 from 18.7 to 20.2. This is lower than other similarly sized cities, and represents an overall increase.
- Major transportation routes located at the edge of the Portland metropolitan region have experienced the largest increases in traffic volumes, particularly in Vancouver, Wilsonville, and Woodburn, placing additional burdens in the state highway corridors connecting into the region.
- Traffic volumes have increased on all freeways within the metro region, though not as significantly as the major transportation routes that connect the Metro region to communities located outside Metro's urban growth boundary.
- Transportation costs are growing and are now the second highest family budget expense next to housing.
- Public investment in transportation has decreased by 10 cents per dollar from 1965 – 2002.
- Oil price uncertainty can potentially affect the cost of future transportation investments.

**APPENDIX 1: ODOT Transportation Volumes Tables for points within Metro UGB, 1998-2004**

Highway	Route Number	Milepost	Location Description	Begin Milepost	End Milepost	2004 AADT	2003 AADT	2002 AADT	2001 AADT	2000 AADT	1999 AADT	1998 AADT	Diff AD' 98-2004
001	I-5	282.24	Wilsonville Automatic Traffic Recorder, Sta. 03-011, 0.41 mile south of Wilsonville-Hubbard Highway	278.67	282.65	86700	86400	85200	82600	81300	78900	75400	113
001	I-5	283.58	0.30 mile south of Wilsonville Interchange	282.65	283.88	114200	114400	112700	110300	108700	106700	103400	108
001	I-5	285.88	0.30 mile south of Stafford Road	283.88	286.18	117700	118500	116400	114000	113300	111700	109200	85
001	I-5	287.91	0.60 mile south of East Portland Freeway (I-205)	286.18	288.51	130400	130000	129600	127300	126800	125600	123100	73
001	I-5	289.20	0.30 mile south of Nyberg Road Interchange	288.51	289.50	140100	139300	139100	136400	136200	134800	134900	52
001	I-5	290.08	0.40 mile south of Lower Boones Ferry Road Interchange	289.50	290.48	154500	153100	153000	150400	149700	149100	151300	32
001	I-5	290.99	0.30 mile south of Upper Boones Ferry Road Interchange	290.48	291.27	151600	151500	151500	148900	150000	149900	153500	-19
001	I-5	291.80	0.40 mile south of Beaverton-Tigard Highway (OR 217)	291.27	292.20	150500	151600	150400	147900	150200	150400	155600	-51
001	I-5	293.00	0.30 mile south of Haines Road	292.20	293.32	106400	108600	106900	104500	105700	107000	114700	-83
001	I-5	293.51	0.30 mile south of Pacific Highway West (OR 99W), at Tigard Junction	293.32	293.82	102500	104700	103200	100900	102200	103600	111500	-90
001	I-5	294.74	0.30 mile south of Capitol Highway	293.82	295.04	116900	119700	117400	115200	116200	118000	127000	-101
001	I-5	295.43	0.10 mile south of Taylors Ferry Road connection	295.04	295.53	117600	120000	118500	116300	117900	119900	129000	-114
001	I-5	296.24	0.10 mile south of Spring Garden Road Undercrossing	295.53	296.34	115200	117800	116100	113900	115500	117500	127000	-118
001	I-5	296.45	0.10 mile south of Multnomah Boulevard Undercrossing	296.34	296.55	118200	122200	116100	119000	120800	122900	116600	16
001	I-5	297.08	0.10 mile south of Terwilliger Boulevard Undercrossing	296.55	297.31	127200	129400	128000	125800	127500	129800	128000	-8
001	I-5	298.24	Iowa Street Automatic Traffic Recorder, Sta. 26-016, 0.69 mile south of Corbett Avenue Undercrossing	297.31	298.93	142100	144200	142900	140700	141500	144000	142000	1
001	I-5	299.13	0.10 mile south of Macadam and Hood Avenue connections	298.93	299.23	138300	140600	140000	138500	139300	141200	138900	-6
001	I-5	299.87	0.10 mile south of Stadium Freeway (I-405)	299.23	300.11	123100	125200	130600	125500	125600	126000	123100	
001	I-5	300.37	Marquam Bridge Automatic Traffic Recorder, Sta. 26-026	300.11	300.93	135600	137500	136600	140500	139100	134700	132300	33
001	I-5	301.09	Undercrossing, S.E. Morrison Street Bridge	300.93	301.37	85400	87300	84800	88000	91000	87400	86000	-6

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001	I-5	301.50	Undercrossing, Burnside Bridge	301.37	301.70	70400	72000	67800	71300	72700	70200	69100	13
001	I-5	301.70	Undercrossing, eastbound connection to Columbia River Highway (I-84)	301.70	301.92	88300	89800	86400	89600	90800	88300	87000	13
001	I-5	301.99	Overcrossing, N.E. Holladay Street	301.92	302.68	131200	132700	133200	134000	134400	131200	129300	19
001	I-5	302.70	0.40 mile south of Stadium Freeway (I-405)	302.68	303.47	125700	130500	132000	132200	132100	129900	127800	-21
001	I-5	303.68	0.30 mile south of N. Going Street Interchange	303.47	303.88	143000	144800	144800	144300	146600	144600	142500	5
001	I-5	304.23	0.20 mile south of N. Killingsworth Street Overcrossing	303.88	304.43	125600	131500	127800	125800	122200	120900	118900	67
001	I-5	304.66	Minnesota Freeway Automatic Traffic Recorder, Sta. 26-019, 0.23 mile north of N. Killingsworth Street Overcrossing	304.43	304.93	136000	137400	133800	131700	132000	130800	128500	75
001	I-5	305.14	0.30 mile south of Northeast Portland Highway (US 30 Bypass)	304.93	305.44	128900	129900	127600	125400	125100	124000	121400	75
001	I-5	305.64	0.20 mile north of Northeast Portland Highway (US 30 Bypass)	305.44	305.98	114900	115700	111500	109100	108900	107900	105300	96
001	I-5	306.36	0.50 mile south of Overcrossing Pacific Highway West (OR 99W)	305.98	306.68	99400	101000	94900	92400	92700	91800	89600	98
001	I-5	307.08	0.38 mile south of Pacific Highway East (OR 99E)	306.68	307.45	105900	107500	105200	101000	101500	100800	99200	67
001	I-5	307.66	0.20 mile north of Pacific Highway East (OR 99E)	307.45	307.97	129300	130800	129600	126500	126800	126300	124200	51
001	I-5	307.97	Interstate Br. Automatic Traffic Recorder, Sta. 26-004, 0.41 mile south of Oregon-Washington State Line	307.97	308.38	124500	125000	123800	120400	122100	121900	119800	47
002	I-84	0.49	West Banfield Automatic Traffic Recorder, Sta. 26-015, 0.49 mile east of Pacific Highway (I-5)	0.00	0.66	141100	143200	143800	146500	147400	145100	142900	-18
002	I-84	0.76	0.10 mile east of N.E. Grand Avenue ramp connection	0.66	1.21	151000	153400	154700	157300	158500	155800	153200	-22
002	I-84	1.31	0.10 mile east of N.E. Holladay Street ramp connection	1.21	1.33	163500	165700	168700	170700	171800	169300	0	-58
002	I-84	1.43	0.74 mile west of N.E. 33rd Avenue	1.33	2.17	170800	173600	177000	179100	180300	177500	0	-67
002	I-84	2.27	0.10 mile east of N.E. 33rd Avenue	2.17	2.55	146900	160200	162000	163700	165600	162700	160800	-139
002	I-84	3.35	Hoyt Automatic Traffic Recorder, Sta. 26-014, at N.E. 53rd Avenue Undercrossing.	2.55	3.56	161000	163200	165600	166500	168100	164900	163900	-29
002	I-84	3.96	0.15 mile west of N.E. Halsey Street ramp connection	3.56	4.12	154900	155900	158100	158900	160500	153900	152000	29

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002	I-84	4.81	0.20 mile west of 82nd Avenue, Cascade Highway North (OR 213)	4.12	5.03	151200	152200	154400	155400	156800	146200	144100	71
002	I-84	5.07	0.10 mile west of East Portland Freeway (I-205) connection	5.03	5.72	142100	141300	143400	144100	145700	142900	140700	14
002	I-84	5.96	0.01 mile east of N.E. Halsey Street overcrossing	5.72	6.25	68100	67800	69300	69600	70600	68740	0	-6
002	I-84	6.53	0.20 mile west of N.E. 102nd Avenue	6.25	6.73	51600	51200	52500	52700	53700	52200	48600	30
002	I-84	6.93	0.20 mile east of N.E. 102nd Avenue	6.73	7.10	45900	45500	46700	46900	48000	46500	42900	30
002	I-84	7.20	0.09 mile east of East Portland Freeway (I-205) connection	7.10	10.07	102000	101900	102700	102600	101100	100300	95600	64
002	I-84	12.64	0.40 mile west of N.E. 181st Avenue	10.07	13.03	97200	97000	97700	97500	95900	95300	90600	66
002	I-84	13.44	0.40 mile east of N.E. 181st Avenue	13.03	14.42	73400	73400	73700	73400	68900	68700	57800	156
002	I-84	14.67	0.25 mile east of 207th Avenue	14.42	15.97	58100	58200	58400	57900	55000	55100	46600	115
002	I-84	16.47	0.50 mile east of N.E. 238th Dr	15.97	16.69	43800	44000	44000	43400	43500	43900	40700	31
002	I-84	17.32	0.05 mile west of Overcrossing for Troutdale connection	16.69	17.56	17600	17900	17700	17000	18100	18700	19900	-23
002	I-84	17.71	Troutdale Automatic Traffic Recorder, Sta. 26-001, on Sandy River Bridge	17.56	17.89	28200	28500	28200	27400	26900	27700	27000	12
026	US 26	-0.09	0.01 mile north of connection from Arthur Street	-0.10	0.25	26400	9600	0	0	0	0	0	
026	US 26	0.77	0.11 mile east of Pacific Highway West (OR 99W) On Ross Island Bridge	0.25	0.95	58600	59300	58700	58000	57400	56400	55500	31
026	US 26	1.09	0.08 mile east of Pacific Highway East Overcrossing (OR 99E)	0.95	1.15	51200	51800	60800	60100	59400	58500	57500	-63
026	US 26	1.16	0.01 mile east of S.E. 8th Avenue	1.15	1.32	45000	45400	49100	48500	48000	47600	46400	-14
026	US 26	1.33	0.01 mile east of connection to S.E. Milwaukie Avenue	1.32	1.78	48700	49100	51200	50600	50000	49800	48400	3
026	US 26	1.79	0.01 mile east of S.E. 17th Avenue	1.78	1.81	41300	41600	44900	44500	44200	44100	43200	-19
026	US 26	1.82	0.01 mile east of S.E. 21st Avenue	1.81	2.07	42100	42300	43500	43100	42800	42600	41900	2
026	US 26	2.08	0.01 mile east of S.E. 26th Avenue	2.07	2.47	38300	38400	41300	41000	40700	40500	39900	-16
026	US 26	2.90	0.01 mile west of S.E. 39th Avenue	2.47	2.91	38000	38100	46800	46400	46100	45800	45100	-71
026	US 26	2.92	0.01 mile east of S.E. 39th Avenue	2.91	3.26	38900	38900	52300	51300	50400	48600	47800	-89
026	US 26	3.27	0.01 mile east of S.E. 45th Avenue	3.26	3.28	39900	39800	46300	45400	44600	43000	42300	-24

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026	US 26	3.44	0.01 mile west of S.E. Foster Road	3.28	3.45	39700	39600	46800	45900	45100	43600	42800	-31
026	US 26	3.56	0.01 mile west of S.E. 52nd Avenue	3.45	3.57	25200	25100	30000	29400	28900	28100	27400	-22
026	US 26	3.58	0.01 mile east of S.E. 52nd Avenue	3.57	4.04	28300	28100	32700	32200	31800	31300	30500	-22
026	US 26	4.05	0.01 mile east of S.E. 62nd Avenue	4.04	4.54	28000	27800	32000	31500	31100	30800	29900	-19
026	US 26	4.55	0.01 mile east of S.E. 72nd Avenue	4.54	4.79	29000	28700	32100	31600	31200	31000	30000	-10
026	US 26	5.03	0.01 mile west of Cascade Highway North (OR 213)	4.79	5.04	29800	29500	34100	33600	33200	32900	32000	-22
026	US 26	5.05	0.01 mile east of Cascade Highway North (OR 213)	5.04	5.32	31400	31000	32000	31700	31500	31900	30800	6
026	US 26	5.68	0.06 mile west of East Portland Freeway (I-205)	5.32	5.74	41400	40900	39600	39300	39000	39100	38400	30
026	US 26	5.80	0.06 mile east of East Portland Freeway (I-205)	5.74	5.97	22500	22200	21800	21500	21300	20200	20000	25
026	US 26	6.70	0.01 mile west of S.E. 112th Avenue	5.97	6.71	20300	20100	20000	19700	19400	19200	19000	13
026	US 26	6.72	0.01 mile east of S.E. 112th Avenue	6.71	6.83	21200	21100	20800	20600	20400	19600	19300	19
026	US 26	7.20	0.01 mile west of S.E. 122nd Avenue	6.83	7.21	19700	19700	19000	18800	18700	19300	19000	7
026	US 26	7.22	0.01 mile east of S.E. 122nd Avenue	7.21	7.90	21500	21700	23200	22800	22500	20800	20600	9
026	US 26	7.91	0.01 mile east of S.E. 136th Avenue	7.90	8.26	21900	22200	22500	22100	21700	22800	22200	-3
026	US 26	8.35	0.01 mile west of S.E. 144th Avenue	8.26	8.40	21500	21900	22200	21800	21400	22900	22000	-5
026	US 26	8.41	0.01 mile east of S.E. 145th Avenue	8.40	9.35	20100	20600	20600	20200	19900	20400	19900	2
026	US 26	9.36	0.01 mile east of S.E. 164th Avenue	9.35	9.87	21900	22500	23400	22400	21600	22000	21200	7
026	US 26	9.96	West city limits of Gresham, 0.09 mile east of S.E. 174th Avenue	9.87	9.96	22700	23500	24300	23300	22500	23700	23000	-3
026	US 26	14.36	Gresham Automatic Traffic Recorder, Sta. 26-003, 0.18 mile southeast of Powell Boulevard	14.18	14.75	37700	39100	38800	37500	37200	36700	36300	14
026	US 26	14.76	0.01 mile south of S.E. Palmquist Road	14.75	17.55	25700	26700	29500	28600	27800	23700	23300	24
026	US 26	18.35	0.01 mile northwest of S.E. Haley Road, 1.58 miles southeast of Multnomah-Clackamas County Line	17.55	18.36	21900	22800	25600	24500	23600	21000	20600	13
026	US 26	19.24	0.30 mile northwest of Clackamas-Boring Highway (OR 212)	18.36	21.07	23000	23900	23900	22900	22100	21100	20600	24
061	I-405	0.60	Stadium Freeway Automatic Traffic Recorder, Sta. 26-005, 0.60 mile west of Pacific Highway (I-5) (south junction)	-0.04	0.76	96300	98500	100100	103400	99900	96700	95600	7

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061	I-405	0.88	S.W. 4th Avenue Undercrossing	0.76	0.95	88100	90000	91500	94600	92100	89100	87800	3
061	I-405	1.11	S.W. Broadway Undercrossing	0.95	1.17	76300	77800	79100	82000	80500	77600	76200	1
061	I-405	1.18	S.W. Park Avenue Undercrossing	1.17	1.62	124800	125000	125500	127800	125400	123200	121200	36
061	I-405	2.02	S.W. Yamhill Street Undercrossing	1.62	2.20	95300	97300	97700	98900	97800	95300	93600	17
061	I-405	2.45	N.W. Glisan Street Undercrossing	2.20	2.58	92800	93100	92440	93400	91000	89200	86500	63
061	I-405	2.65	N.W. Kearney Street Overcrossing	2.58	2.68	104000	104900	104400	104800	101800	100100	97300	67
061	I-405	3.05	Fremont Bridge Automatic Traffic Recorder, Sta. 26-027, 1.16 miles southwest of Pacific Highway (I-5), (north junction)	2.68	4.21	112600	112300	110600	110700	109200	109000	106900	57
064	I-205	1.27	Stafford Automatic Traffic Recorder, Sta. 03-016, 1.27 miles east of Pacific Highway (I-5)	0.00	3.16	82800	82000	83300	79700	79400	77300	75100	77
064	I-205	3.56	0.40 mile east of Wankers Corner Interchange, (Stafford Road)	3.16	6.40	88300	86300	87600	84000	83800	81700	79400	89
064	I-205	7.00	0.60 mile east of 10th Street, South West Linn Interchange	6.40	8.80	91300	91000	92200	88700	87300	85300	83400	79
064	I-205	9.12	On Willamette River Bridge, 0.30 mile east of Oswego Highway (OR 43), West Linn Interchange	8.80	9.31	102400	100700	102500	99100	98100	96300	94200	82
064	I-205	9.69	0.40 mile east of Pacific Highway East (OR 99E), Oregon City Interchange	9.31	10.24	110700	108600	110100	107000	106300	104600	102400	83
064	I-205	10.75	On Clackamas River Bridge, 0.30 mile south of S.E. 82nd Drive (OR 213 south junction), Gladstone Interchange	10.24	11.05	139900	137200	138400	135500	135100	133700	131700	82
064	I-205	12.27	0.40 mile south of Clackamas Highway (OR 224), South Clackamas Interchange	11.05	12.67	129300	127400	127500	124700	124100	122800	121100	82
064	I-205	12.97	0.30 mile north of Clackamas Highway (OR 224), South Clackamas Interchange	12.67	13.11	139100	135600	138600	136100	135900	134800	133800	53
064	I-205	13.38	0.20 mile north of S.E. 82nd Drive (OR 213 north junction), Lake Road Interchange	13.11	13.58	102500	97500	102600	100200	100500	99500	99600	29
064	I-205	14.18	0.40 mile south of Sunnyside Road Interchange	13.58	14.58	120800	113900	122300	120000	120300	119400	119000	18
064	I-205	15.84	0.40 mile south of Johnson Creek Boulevard Interchange	14.58	16.57	131200	131600	139800	137800	137700	137100	135600	-44

**A Profile of Regional Trends and Travel  
Characteristics in the Portland Metropolitan Region**

Highway	Route Number	Milepost	Location Description	Begin Milepost	End Milepost	2004 AADT	2003 AADT	2002 AADT	2001 AADT	2000 AADT	1999 AADT	1998 AADT	Diff AD 98-2004
064	I-205	17.45	0.40 mile south of Foster Road Interchange	16.57	17.79	140300	141800	148700	146800	146200	145600	143800	-35
064	I-205	18.25	Lents Automatic Traffic Recorder, Sta. 26-022, 0.87 mile south of Mt. Hood Highway (US 26) Interchange	17.79	19.01	147700	146400	153200	151600	150700	150400	147900	-2
064	I-205	20.11	0.50 mile north of Division Street Interchange	19.01	20.31	156800	154400	168100	166700	165400	164400	161200	-44
064	I-205	20.35	Yamhill Automatic Traffic Recorder, Sta. 26-018, 0.22 mile south of S.E. Washington Street Undercrossing	20.31	20.63	156800	154300	146800	145300	144500	143400	140100	167
064	I-205	20.87	Burnside Street Undercrossing	20.63	21.48	117200	116300	127300	125700	124100	122800	120600	-34
064	I-205	21.77	0.20 mile north of Columbia River Highway (I-84) Interchange	21.48	22.61	126500	126300	134900	133100	131500	130100	134300	-78
064	I-205	22.99	0.40 mile north of connections to Columbia River Highway (I-84)	22.61	23.63	148300	148100	157000	155000	153500	151900	156300	-80
064	I-205	24.25	0.40 mile south of Airport Way Interchange	23.63	24.63	135600	137100	139500	138500	133200	131100	133500	21
064	I-205	25.50	Glenn Jackson Bridge Automatic Traffic Recorder, Sta. 26-024, 1.07 miles south of Oregon-Washington State Line	24.63	26.56	137000	137000	135900	132100	126500	123700	120600	164
144	OR217	0.50	0.50 mile south of Sunset Highway (US 26)	0.00	0.91	107700	101700	104200	102200	99700	98700	97100	106
144	OR217	1.17	0.30 mile north of Tualatin Valley Highway (OR 8) Overcrossing	0.91	1.76	113500	107600	111500	109500	106800	105900	104600	89
144	OR217	2.16	0.40 mile south of Beaverton-Hillsdale Highway (OR 10) Overcrossing	1.76	2.48	130600	124800	121900	119900	118200	117500	112000	186
144	OR217	2.78	0.30 mile south of S.W. Allen Boulevard Interchange	2.48	3.02	126200	120600	120000	118000	116700	116100	112400	138
144	OR217	3.32	0.30 mile south of S.W. Denney Road Interchange	3.02	3.79	123600	118000	117300	115300	113900	113400	110300	133
144	OR217	4.02	0.20 mile south of Beaverton-Tualatin Highway Interchange	3.79	4.27	101400	95900	96600	94700	93300	93000	91100	103
144	OR217	4.57	0.30 mile south of Scholls Highway (OR 210) Interchange	4.27	4.95	116200	108600	112900	111000	109400	109000	107700	85
144	OR217	5.60	0.30 mile northwest of Pacific Highway West (OR 99W)	4.95	5.90	118300	111500	116000	114100	112800	112600	111100	72
144	OR217	6.20	0.30 mile southeast of Pacific Highway West (OR 99W)	5.90	6.69	99200	92700	96200	94300	94200	94100	94700	45
144	OR217	7.04	0.40 mile northwest of Pacific Highway (I-5)	6.69	7.52	101700	95900	93800	92000	92500	92500	93100	86

Source: ODOT, [http://www.oregon.gov/ODOT/TD/TDATA/tsm/tvt.shtml#Traffic\\_Volume\\_Tables](http://www.oregon.gov/ODOT/TD/TDATA/tsm/tvt.shtml#Traffic_Volume_Tables). See "1998 to 2004 Transportation Volumes Tables in Excel Format."