

Accessibility of the Public Transportation System

**Which areas of Portland
have insufficient access
to Public Transportation?**

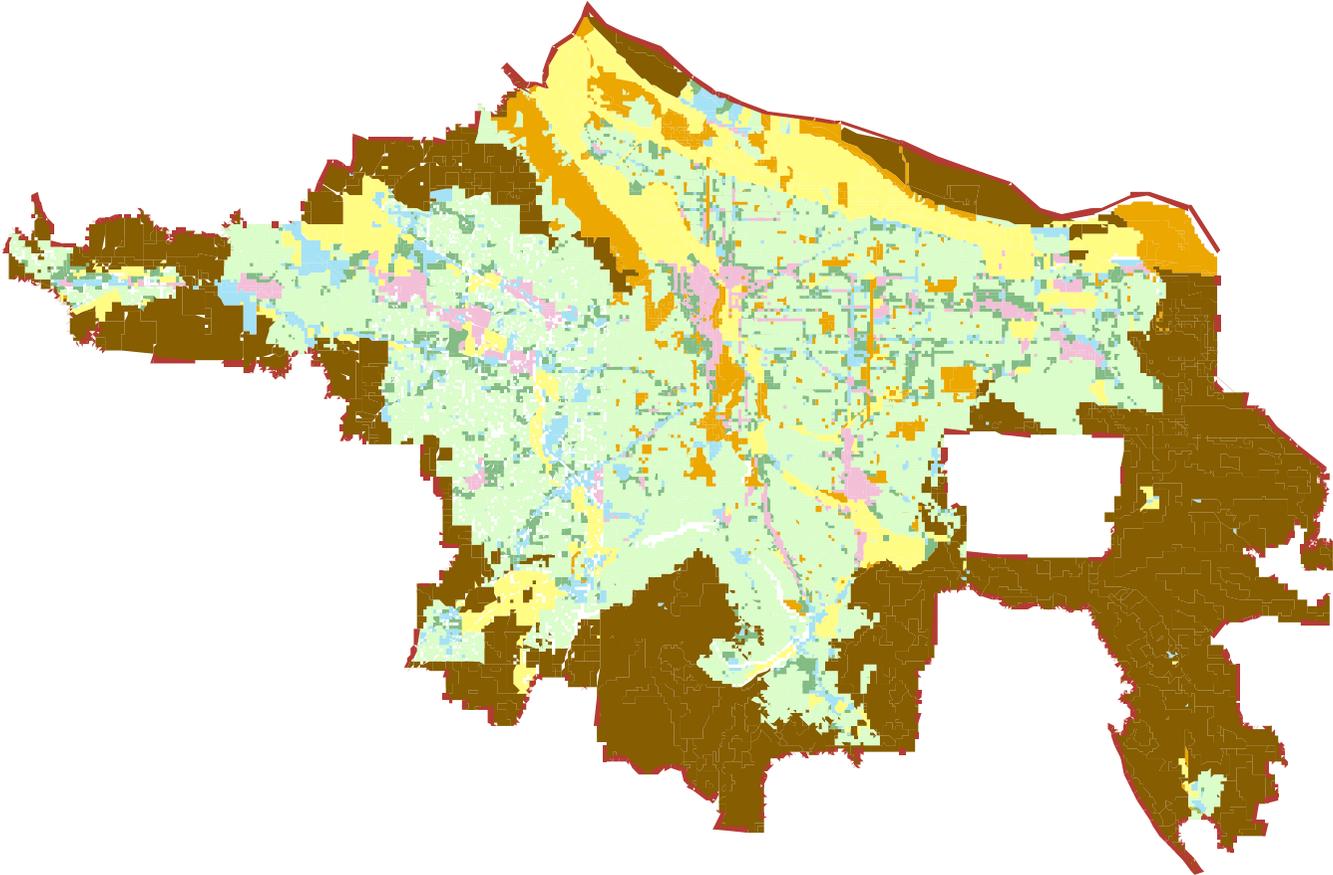


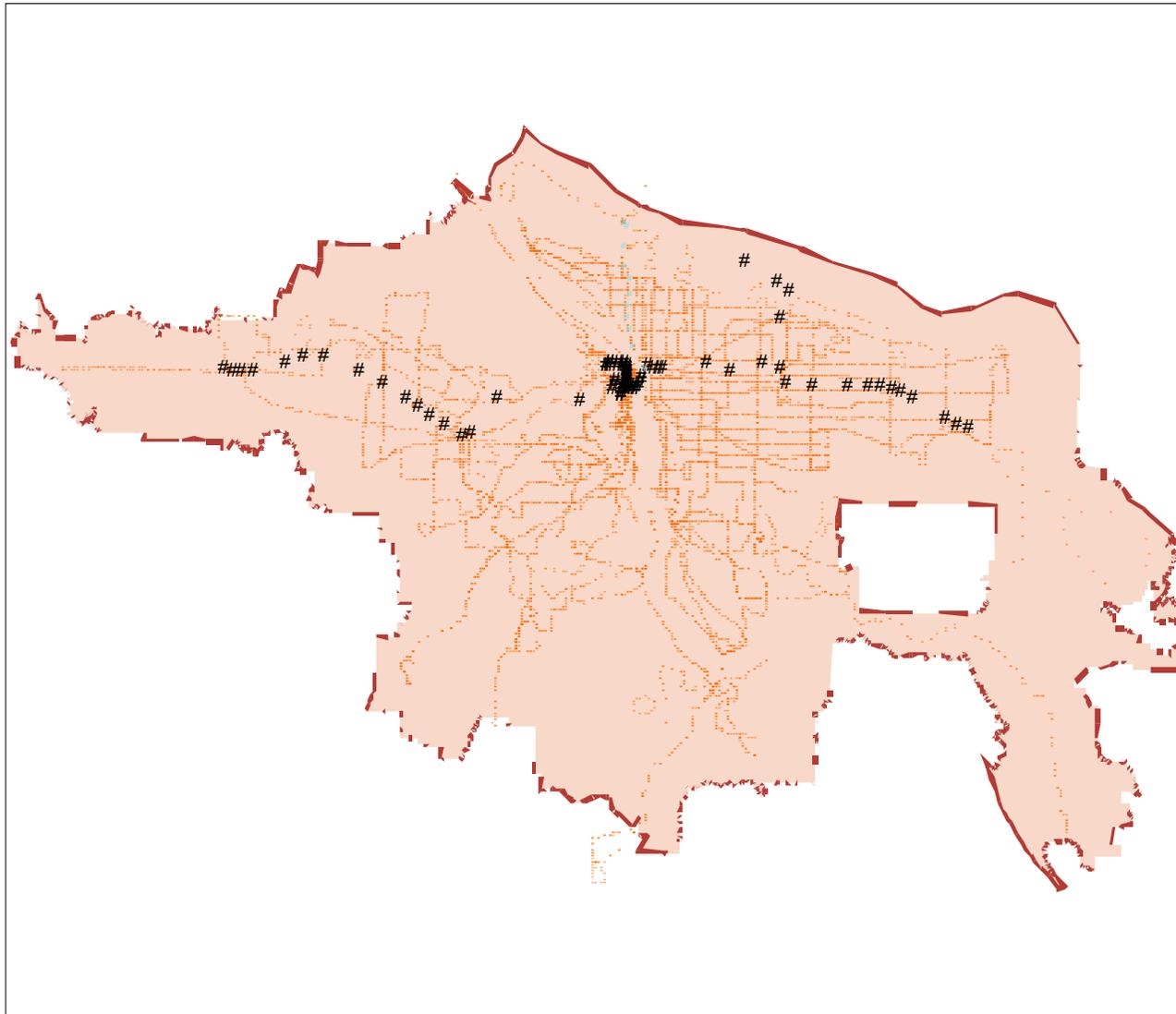
Zoning

— Tri-met's political boundary

Classification

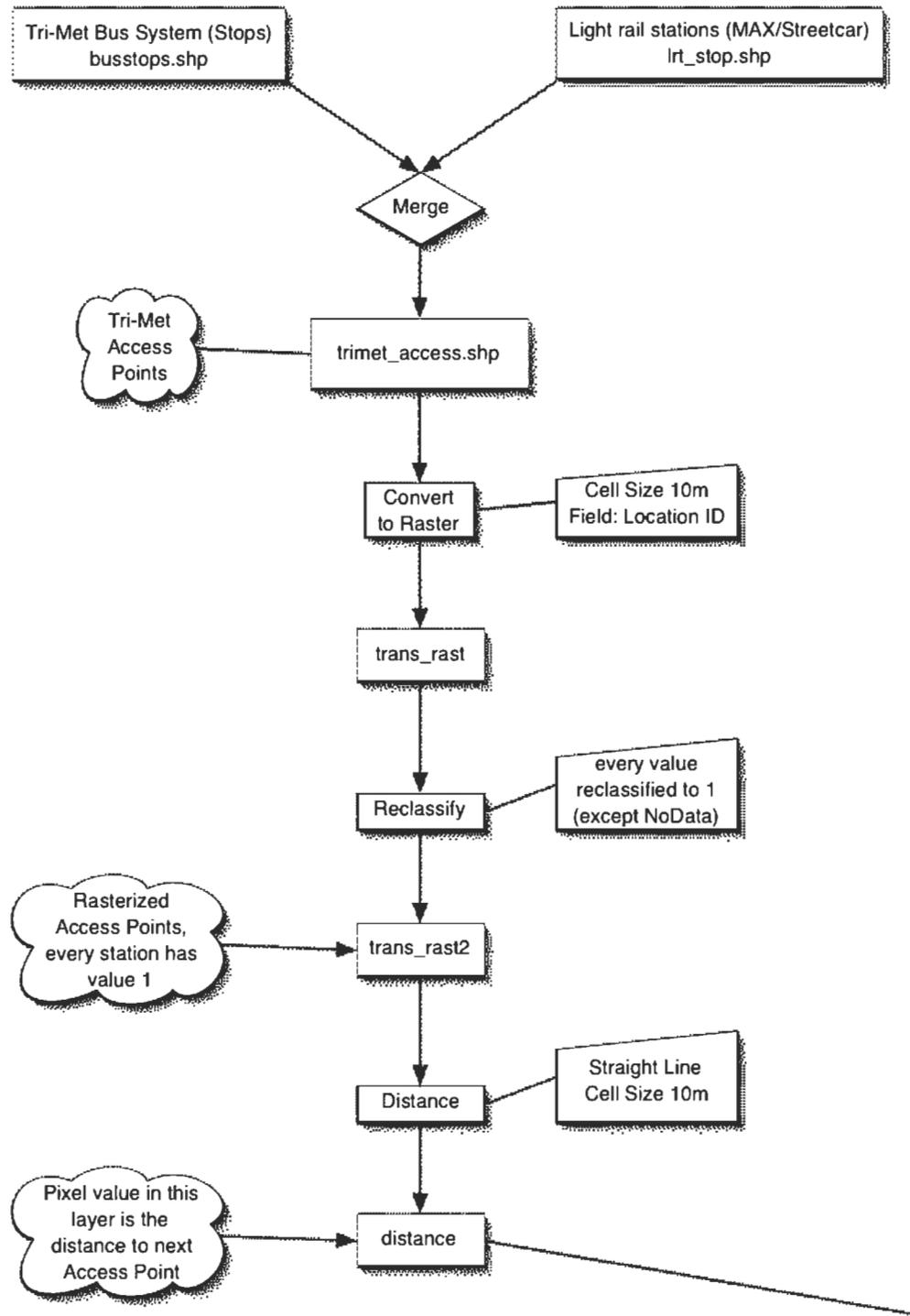
- Multi-Family Residential
- Single-Family Residential
- Commercial
- Industrial
- Mixed Use
- Public/Open Space
- Rural





TriMet Access Points

- # Existing MAX/Streetcar Stop
- # Proposed MAX/Streetcar Stop
- # MAX/Streetcar Stop under Construction
- Bus Stop

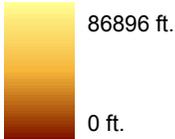


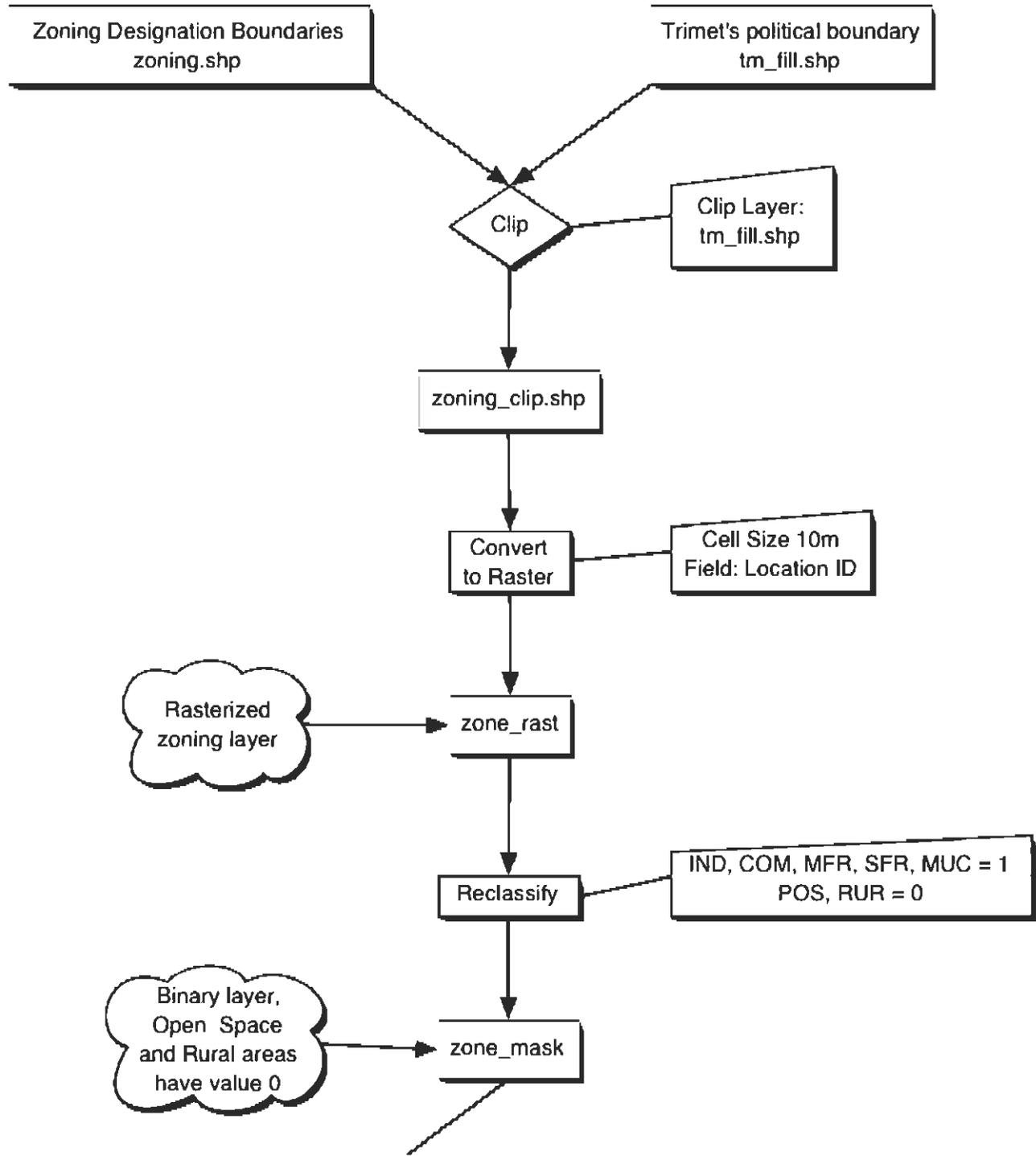


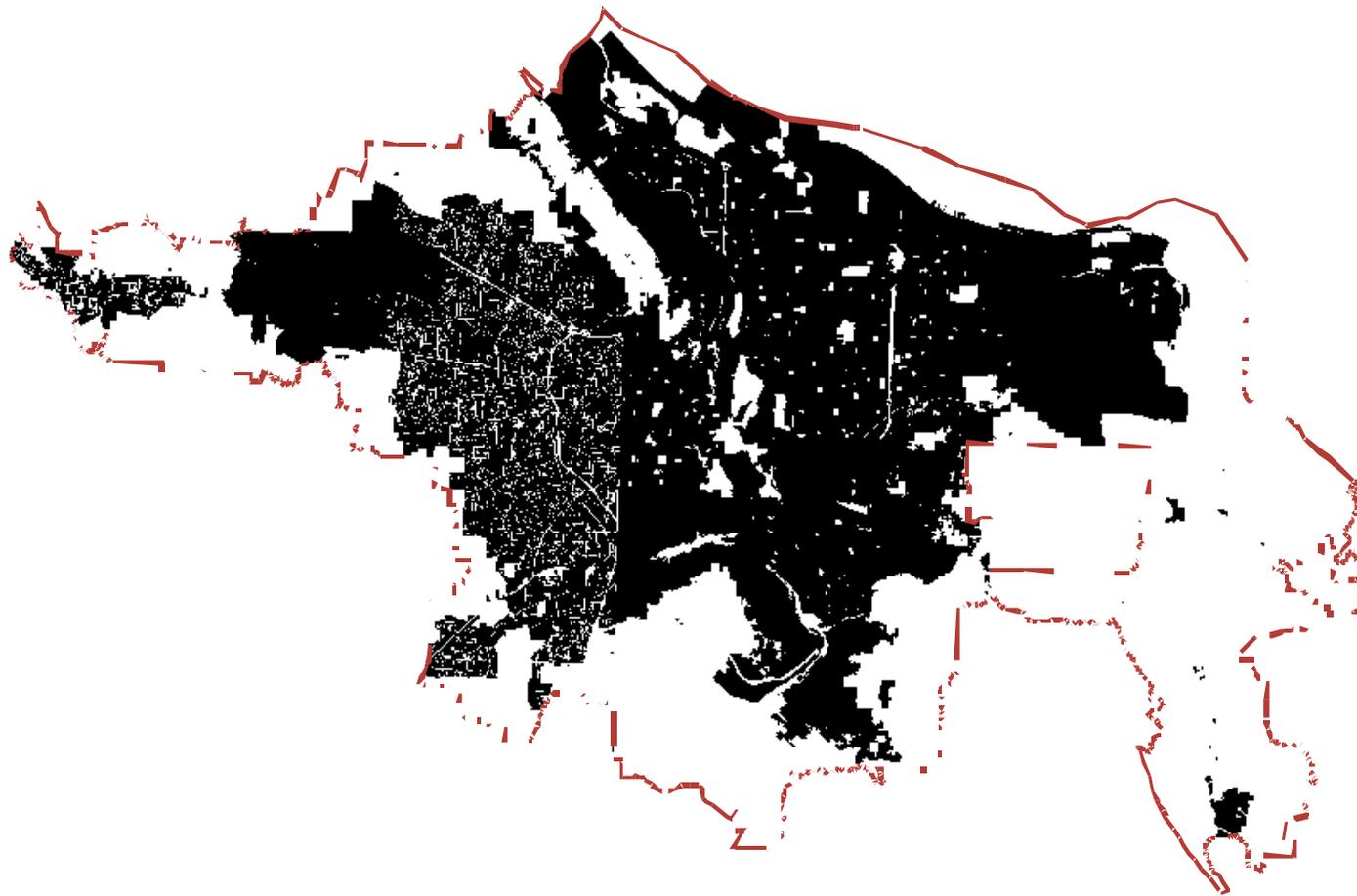
TriMet Access Points

- # Existing MAX/Streetcar Stop
- # Proposed MAX/Streetcar Stop
- # MAX/Streetcar Stop under Construction
- Bus Stop

Value







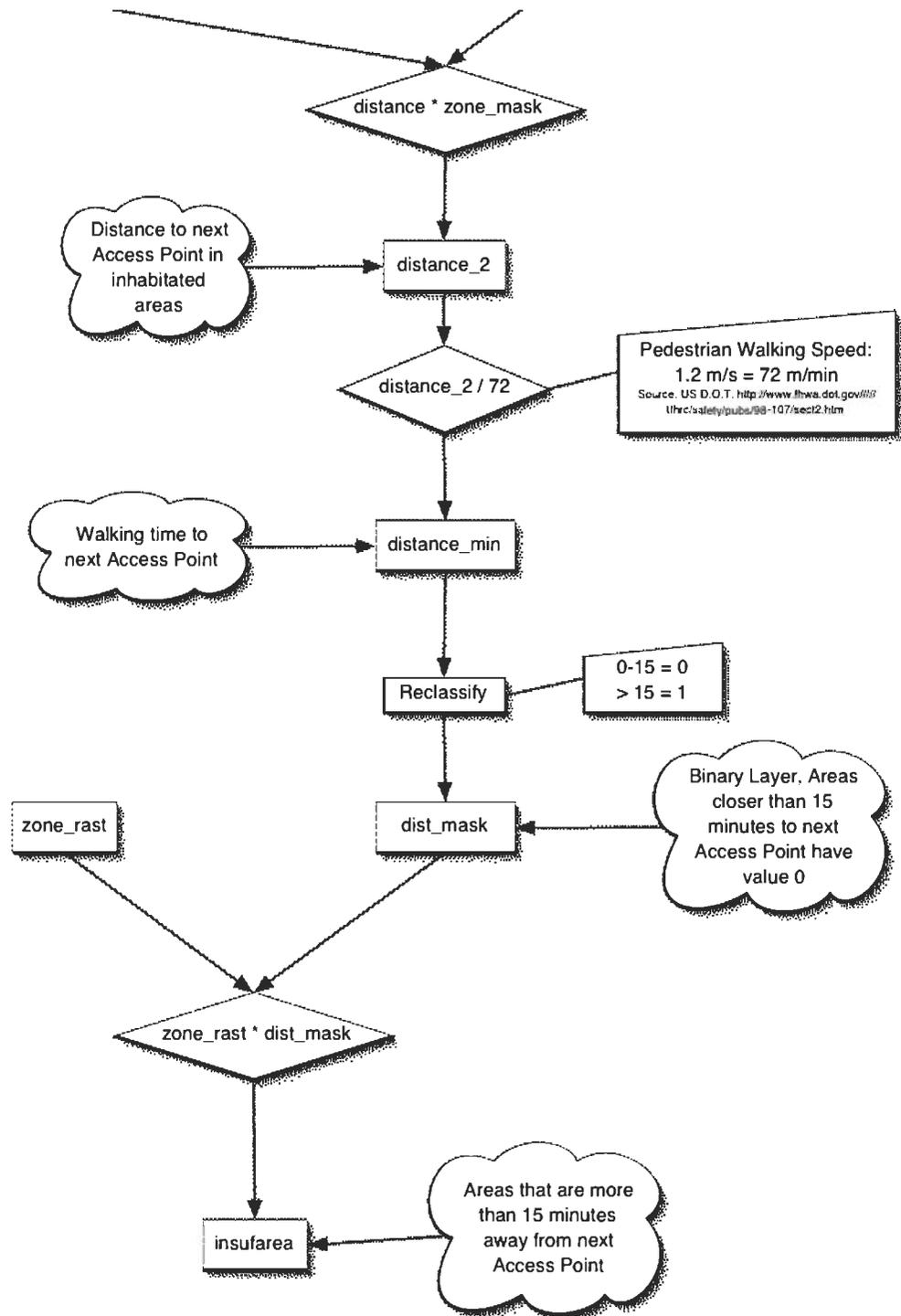
Binary Mask

— Tri-met's political boundary

VALUE

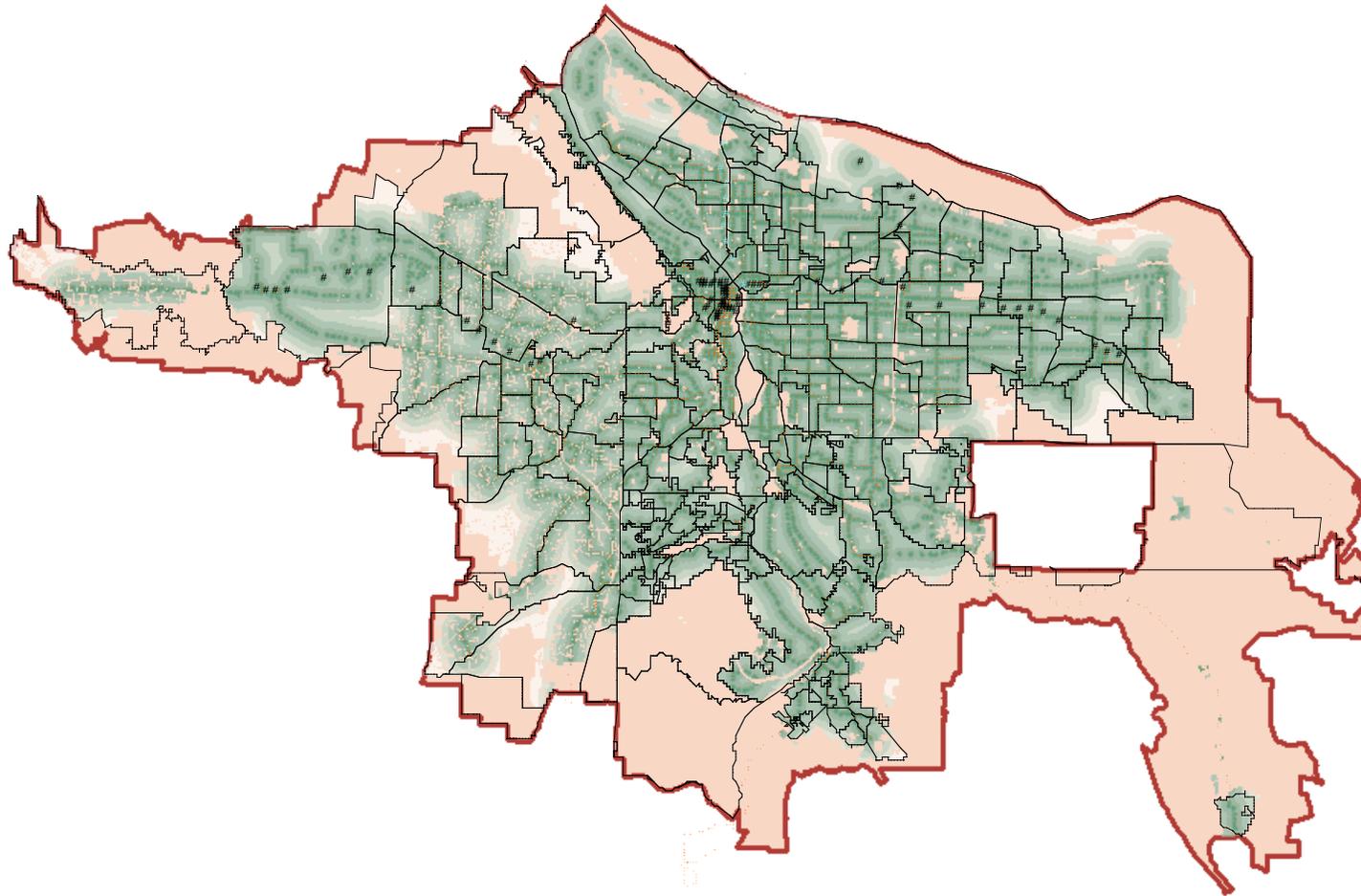
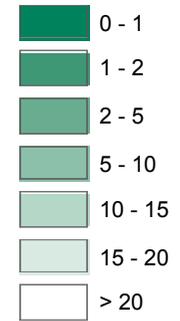
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1



**Walking Time to the next
Bus/MAX/Streetcar stop**

Minutes

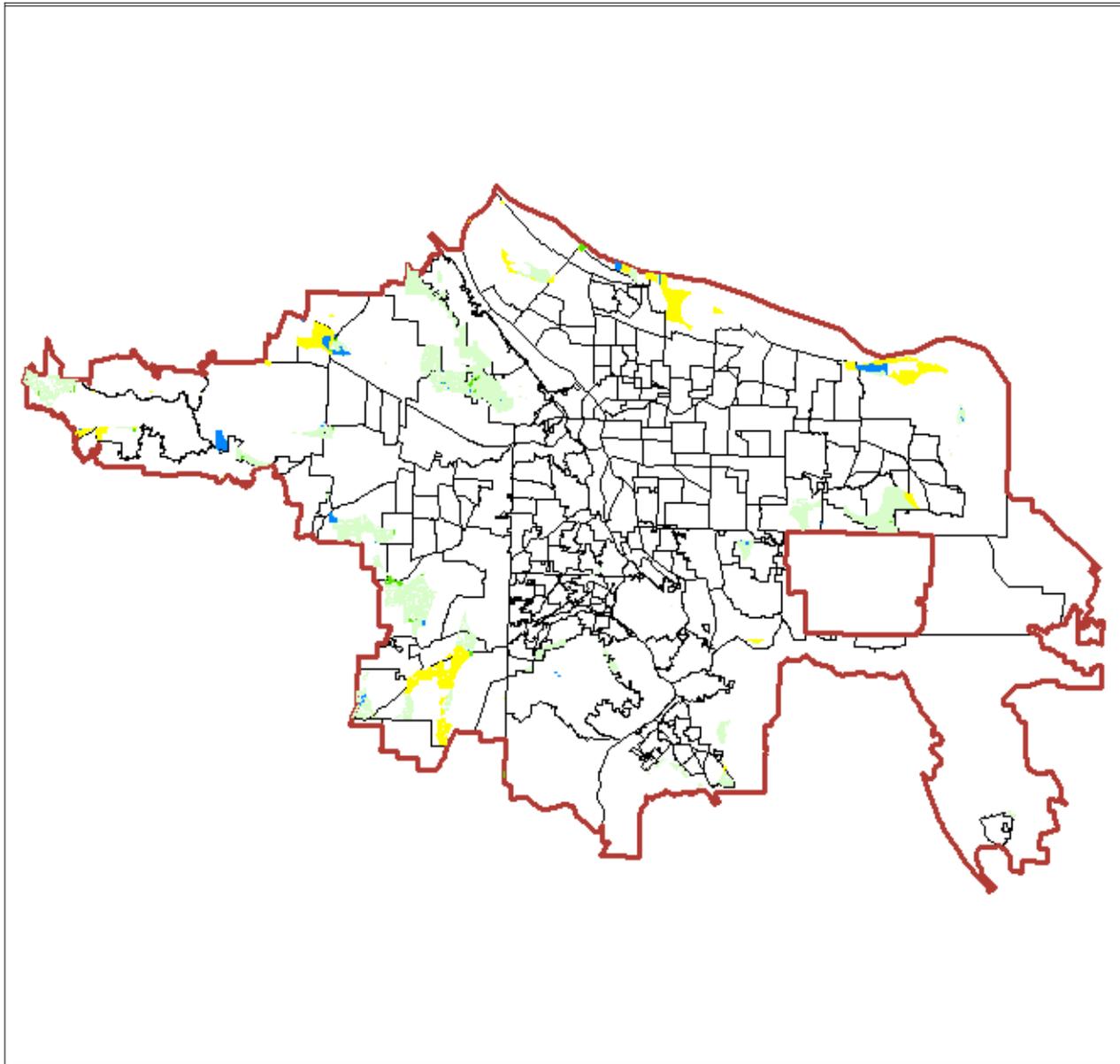


Statistics

- Mean distance in minutes from next Bus/MAX/Streetcar Stop: 6.1 min
- Mean distance in meters from next Bus/MAX/Streetcar Stop: 436m
- 80% of inhabited Portland is within 740m or 9.5 minutes of the next Bus/MAX/Streetcar Stop

Statistics

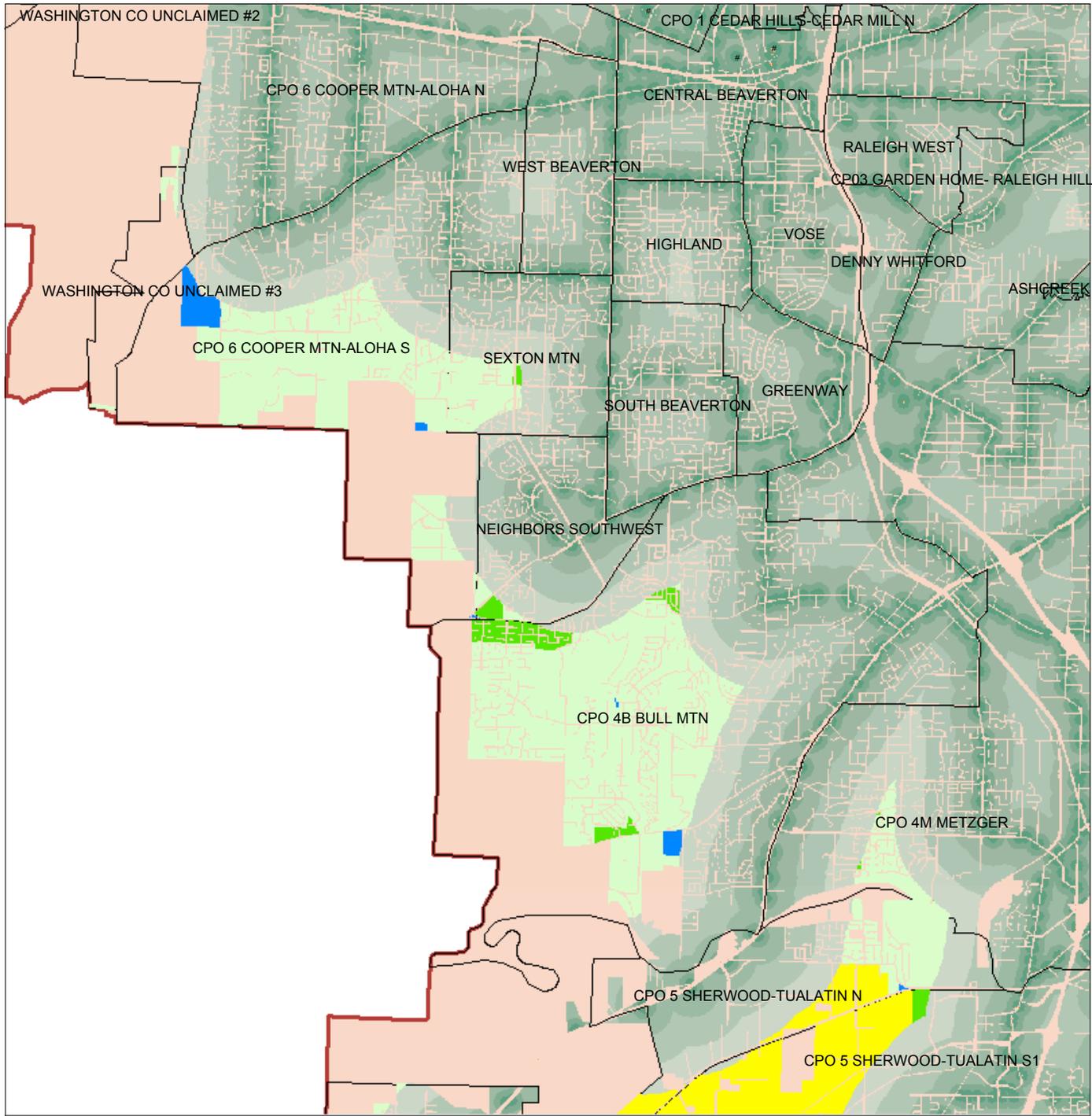
- 9% of the inhabited area is more than 15 minutes away from the next Bus/MAX/Streetcar Stop
- Of these 9%,
 - 6.3% are residential areas
 - 0.6% are commercial areas
 - 2.1% are industrial areas



Areas with insufficient access to Public Transportation

Classification

- Multi-Family Residential
- Single Family Residential
- Commercial
- Industry
- Mixed Use
- Tri-met's political boundary
- Neighborhood



Sample Area

- # Existing MAX/Streetcar Stop
- # Proposed MAX/Streetcar Stop
- MAX/Streetcar Stop under Cons
- Bus Stop

Classification

- Multi-Family Residential
- Single Family Residential
- Commercial
- Industry
- Mixed Use

Minutes

- 0 - 1
- 1 - 2
- 2 - 5
- 5 - 10
- 10 - 15
- 15 - 20
- > 20