The Rivergate to I-5 mobility corridor encompasses N Columbia Blvd, parallel arterials as well as bus service and bicycle routes that support movement in and through the corridor. N Columbia Blvd supports intraregional travel between the Rivergate industrial district and industrial areas in the Columbia Corridor, Northwest Portland, Portland central city, Clackamas and Vancouver. N Lombard/St Johns Bridge and N Marine Dr are key parallel arterials. The corridor includes a combination of marine dependent industrial activities, nature reserves, mixed-use commercial and residential uses. In the residential and commercial areas the local street network is dense and well-connected. The local street network in the industrial and open space areas provides accessibility to large lots and tends to be discontinuous.

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25,500 Jobs

Workforce statistics

Age
- 29 or younger: 22%
- 30 to 54: 60%
- 55 or older: 18%

Salary
- $1250 or less/month: 43%
- $1251-$3333/month: 18%
- over $3333/month: 39%

Education
- Less than high school: 27%
- High school: 29%
- Associates degree: 11%
- Bachelors degree: 33%
63,994 Residents

Community statistics

Education of residents
- Less than high school: 10.5%
- High school: 36.3%
- Associates degree: 20.0%
- Bachelors degree: 33.2%

Household income
- $1250 or less/month: 40.0%
- $1251-$3333/month: 25.3%
- $3333-$6666/month: 13.7%
- over $6666/month: 21.0%

63,994 Residents

Source: 2010 US Census LODES v.7

22,773 Worker inflow

24,224 Worker outflow

2,727 Workers stay
Population who live and work in the same zone.

Source: Zone to zone flows - 2011 US Census LEHD

Source: 2008-13 American Community Survey

26,047 Dwelling Units
5% Vacancy

4,3 People/Acre

29.7% Multi-Family

Source: 2010 US Decennial Census, Metro RLIS Q2 2015

Source: 2010 US Census LODES v.7

Vancouver

St. Johns

22,773 Worker inflow

24,224 Worker outflow

2,727 Workers stay
Population who live and work in the same zone.

Source: Zone to zone flows - 2011 US Census LEHD

Source: 2008-13 American Community Survey

26,047 Dwelling Units
5% Vacancy

4,3 People/Acre

29.7% Multi-Family

Source: 2010 US Decennial Census, Metro RLIS Q2 2015

Source: 2010 US Census LODES v.7
Transportation Flowsheds

Traffic flow, eastbound p.m. 1-hour peak, 5:00-6:00 PM
Source: 2010 Metro Modeling Services Network

Traffic flow, westbound 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
Auto speed
- 1-20 mph
- 20-30 mph
- 30-45 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
**Sidewalk completion**
- Completed sidewalk, both sides
- Partially complete sidewalk
- No sidewalk
- Regional pedestrian district

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

*Source: 2014 Metro RLIS*
Crash Severity

<table>
<thead>
<tr>
<th>Category</th>
<th>Fewer Crashes</th>
<th>More Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>16</td>
<td>1</td>
</tr>
<tr>
<td>Injury A</td>
<td>91</td>
<td>7</td>
</tr>
<tr>
<td>Injury B</td>
<td>402</td>
<td>51</td>
</tr>
<tr>
<td>Injury C</td>
<td>1,044</td>
<td>25</td>
</tr>
<tr>
<td>Property Damage Only</td>
<td>1,946</td>
<td>6</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

Source: ODOT 2007-2011
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
Freight system

- Main roadway routes
- Road connectors
- Main railroad lines
- Branch railroad line

Urban center
Marine facilities
Road connectors
Railroad yards
Corridor Analysis Zone

Road connectors
Employment
Industrial
Parks

Source: 2014 Metro RLIS, RTP

Truck travel time analysis

- Major Freight Access Point

Travel Time
5 Min
30 Min

Source: 2014 Metro RLIS, RTP