Portland City Center to Lents

The Portland City Center to Lents mobility corridor is framed by I-205 in the east and Hwy 99E in the west and is supported by parallel arterials, as well as bus service and bicycle routes that provide for movement in and through the corridor. I-205, SE 82nd Ave, and 99E provide means of north/south transportation and SE Powell Blvd (US 26) and SE Johnson Creek Blvd serve as east/west parallel arterials. SE Foster Rd serves as a major diagonal thoroughfare. The street network generally consists of well-connected roads in a grid pattern. The area is predominantly single-family residential with multi-family, commercial retail and employment areas along major arterials.
125,568 Residents

Community statistics

Education of residents

- Less than high school: 37.9%
- High school: 20.0%
- Associates degree: 33.4%
- Bachelors degree: 7.8%

Household income

- $125 or less/month: 10.5%
- $125-$3333/month: 22.7%
- $3333-$6666/month: 41.6%
- over $6666/month: 55.2%

55,372 Dwelling Units

5% Vacancy

11.2 People/Acre

34.6% Multi-Family

Sources: 2008-13 American Community Survey

6,803 Workers stay
Population who live and work in the same zone.

35,204 Worker inflow

49,256 Worker outflow

Source: Zone to zone flows - 2011 US Census LEHD

Source: 2010 US Decennial Census, Metro RLIS Q2 2015

Source: 2010 US Census LODES v.7

Source: 2010 US Census LODES v.7
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

Transportation Flowsheds

Volume of traffic passing through gateway during 1-hour evening peak travel period

Traffic Volumes
- 2001 - 6000
- 1001 - 2000
- 501 - 1000
- 251 - 500
- 50 - 250
- under 50

To
Where the traffic flows to
From
Where the traffic flows from
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

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**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

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

Source: 2014 Metro RLIS

Source: 2014 Metro RLIS, RTP
Crash Severity

<table>
<thead>
<tr>
<th>Property Damage Only</th>
<th>Injury A</th>
<th>Injury B</th>
<th>Injury C</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,845</td>
<td>211</td>
<td>950</td>
<td>2,929</td>
<td>19</td>
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<tr>
<td>13</td>
<td>16</td>
<td>164</td>
<td>100</td>
<td>2</td>
</tr>
<tr>
<td>11</td>
<td>29</td>
<td>108</td>
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<td>11</td>
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<tr>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</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