Lents to Gresham

The Lents to Gresham mobility corridor is defined by Hwy 26/SE Powell Blvd, parallel arterials, as well as bus service and bicycle routes that support movement in and through the corridor. Hwy 26 supports interregional, and intraregional travel for people and goods. SE/NW Division and SE Foster are key parallel streets while SE 122nd and SE 182nd/190th provide north south travel options. The Springwater Trail is a significant east west bicycle route with connections to Powell Butte Nature Park and Jenne Butte Park. The street network tends to be winding and discontinuous as a result of the numerous buttes, parks and natural areas, especially to Powell Butte Nature Park and Jenne Butte Park. The area is predominantly single-family residential with multi-family, commercial retail and employment areas along the main arterials. The Gresham Regional Center is tucked into the northeast corner of the corridor and includes the MAX light rail line.
20,969 Jobs

Workforce statistics

Age
- 29 or younger: 26%
- 30 to 54: 26%
- 55 or older: 54%

Salary
- $1250 or less/month: 27%
- $1251-$3333/month: 32%
- over $3333/month: 4%

Education
- Less than high school: 10%
- High school: 26%
- Associates degree: 34%
- Bachelors degree: 26%

Source: 2011 US Census LEHD
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
Auto speed
- 1-20 mph
- 20-30 mph
- 30-45 mph
- 45 mph and over

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
- 0.9 and over

Source: 2010 Metro Modeling Services Network
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.

### Crash Severity

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Crashes</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><strong>6,833 Total Crashes: Auto Bike Ped</strong></td>
<td>22</td>
<td>190</td>
<td>746</td>
<td>2,471</td>
<td>3,404</td>
<td></td>
</tr>
<tr>
<td><strong>137 Total Crashes - Auto - Bike</strong></td>
<td>2</td>
<td>17</td>
<td>71</td>
<td>41</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td><strong>164 Total Crashes - Auto - Ped</strong></td>
<td>8</td>
<td>29</td>
<td>65</td>
<td>58</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>

Source: ODOT 2007-2011
Freight system

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

Urban center
Marine facilities
Industrial
Parks

Main railroad lines
Branch railroad line

Marine facilities
Industrial
Parks

Corridor Analysis Zone

Source: 2014 Metro RLIS, RTP

Truck travel time analysis

- Major Freight Access Point
- Travel Time
  - 5 Min
  - 30 Min

Vancouver
Fairview
Wood Village
Troutdale
Portland
Gresham
Happy Valley
Damascus

Source: 2014 Metro RLIS, RTP