The Fairview/Wood Village to Damascus mobility corridor encompasses the arterial and collector streets that provide connections to I-84 and US 26, as well as transit service and bicycle routes that support movement in and through the corridor. SE 223rd, SE 238th/242nd/Hogan and SE 257th/Kane provide intra- and interregional travel between Gresham and central Oregon. Although the corridor has a well-connected arterial and collector street grid, the local street network is generally discontinuous with many cul-de-sac and dead-end streets.
126,903 Jobs

Workforce statistics

Age
- 29 or younger: 26%
- 30 to 54: 56%
- 55 or older: 18%

Salary
- $1250 or less/month: 25%
- $1251-$3333/month: 35%
- over $3333/month: 40%

Education
- Less than high school: 10%
- High school: 29%
- Associates degree: 34%
- Bachelors degree: 27%
126,694 Residents

Community statistics

Education of residents

- Less than high school: 36.9%
- High school: 33.0%
- Associates degree: 8.7%
- Bachelors degree: 7.4%

Household income

- $1250 or less/month: 23.7%
- $1251-$3333/month: 41.3%
- $3333-$6666/month: 22.8%
- over $6666/month: 10.2%

49,295 Dwelling Units
6% Vacancy

3.0 People/Acre

45.2% Multi-Family

11,038 Workers stay
Population who live and work in the same zone.

42,328 Worker inflow
73,253 Worker outflow

8.7
11.0
12.2
21.4
36.9
33.0
8.7
7.4

Source: 2010 US Decennial Census, Metro RLIS Q2 2015

Source: Zone to zone flows - 2011 US Census LEHD

Sources: 2008-13 American Community Survey

Source: 2010 US Census LODES v.7

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

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
Auto speed
- 1-20 mph
- 20-30 mph
- 30-45 mph
- 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
Source: 2014 Metro RLIS, RTP
**Crash Severity**

<table>
<thead>
<tr>
<th></th>
<th>Fewer crashes</th>
<th>More crashes</th>
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<tbody>
<tr>
<td><strong>Fatalities</strong></td>
<td>24</td>
<td></td>
</tr>
<tr>
<td><strong>Injury A</strong></td>
<td>188</td>
<td></td>
</tr>
<tr>
<td><strong>Injury B</strong></td>
<td>849</td>
<td></td>
</tr>
<tr>
<td><strong>Injury C</strong></td>
<td>2,288</td>
<td></td>
</tr>
<tr>
<td><strong>Property Damage Only</strong></td>
<td>3,312</td>
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<table>
<thead>
<tr>
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<th>Fewer crashes</th>
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</thead>
<tbody>
<tr>
<td><strong>Fatalities</strong></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Injury A</strong></td>
<td>13</td>
<td></td>
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<tr>
<td><strong>Injury B</strong></td>
<td>76</td>
<td></td>
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<tr>
<td><strong>Injury C</strong></td>
<td>40</td>
<td></td>
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<tr>
<td><strong>Property Damage Only</strong></td>
<td>8</td>
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</table>

<table>
<thead>
<tr>
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<th>Fewer crashes</th>
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</thead>
<tbody>
<tr>
<td><strong>Fatalities</strong></td>
<td>3</td>
<td></td>
</tr>
<tr>
<td><strong>Injury A</strong></td>
<td>21</td>
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<tr>
<td><strong>Injury B</strong></td>
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<td><strong>Injury C</strong></td>
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<tr>
<td><strong>Property Damage Only</strong></td>
<td>1</td>
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</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
Freight system
- Main roadway routes
- Road connectors
- Main railroad lines
- Branch railroad line
- Urban center
- Employment
- Industrial
- Parks
- Marine facilities
- Railroad yards
- Corridor Analysis Zone

Truck travel time analysis
- Major Freight Access Point
- Travel Time
- 5 Min
- 30 Min

Source: 2014 Metro RLIS, RTP

Source: 2014 Metro RLIS, RTP