The Gateway to Clark County mobility corridor encompasses I-205, MAX light rail, parallel arterials as well as bus service and bicycle routes that support movement in and through the corridor. This section of I-205 supports interstate, interregional, and intraregional travel and provides access to the Gateway regional centers. MAX light rail connects Gateway regional center with the Portland International Airport and Cascade Station area. NE 82nd Avenue and NE 122nd Avenue are key parallel arterials. The corridor is largely urbanized, with a diverse mix of residential, commercial and industrial land uses. A well-connected grid of arterial and collector streets move people and goods through the corridor and to local destinations. The local street network is a blend of well-connected and discontinuous streets.
36,544 Jobs

Workforce Statistics

Age
- 29 or younger: 20%
- 30 to 54: 58%
- 55 or older: 22%

Salary
- $1250 or less/month: 36%
- $1251-$3333/month: 23%
- over $3333/month: 41%

Education
- Less than high school: 10%
- High school: 29%
- Associates degree: 28%
- Bachelors degree: 34%

Source: 2011 US Census LEHD

Source: 2011 US Census LEHD
57,206 Residents

Community statistics

Education of residents
- Less than high school
- High school
- Associates degree
- Bachelors degree

Household income
- $1250 or less/month
- $1251-$3333/month
- $3333-$6666/month
- over $6666/month

5,7206 Residents

Source: 2010 US Census LODES v.7

Community statistics

34,449 Worker inflow
19,139 Worker outflow

2,095 Workers stay
Population who live and work in the same zone.

Sources: 2010 US Decennial Census, Metro MLS Q2 2015

Education of residents

Household income

5.4 People/Acre

6% Vacancy

40.1% Multi-Family

Source: 2008-13 American Community Survey

Sources: 2010 US Census, Metro RLIS Q2 2015

Source: Zone to zone flows - 2011 US Census LEHD
Transportation Flowsheds

Traffic flow, northbound 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

Traffic flow, southbound 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
- 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**

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**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
Crash Severity

<table>
<thead>
<tr>
<th>Type</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>Auto Bike Ped</td>
<td>21</td>
<td>121</td>
<td>560</td>
<td>1,877</td>
<td>2,830</td>
</tr>
<tr>
<td>Auto Ped</td>
<td>2</td>
<td>1</td>
<td>45</td>
<td>23</td>
<td>2</td>
</tr>
<tr>
<td>Auto</td>
<td>6</td>
<td>22</td>
<td>37</td>
<td>38</td>
<td>0</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
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

Source: 2010 Metro RLIS, RTP

Truck travel time analysis

- Major Freight Access Point

Travel Time

- 5 Min
- 30 Min

Source: 2014 Metro RLIS, RTP