



2020 TRANSPORTATION FUNDING MEASURE

Racial Equity Analysis: Investment Corridor Profiles

Introduction

The package-level racial equity analysis for Get Moving 2020 sought to identify specific equity-based outcomes, strategies and accountability mechanisms that ensure that communities of color benefit from the proposed transportation investments. As part of this work, Metro's Diversity, Equity and Inclusion team led the creation of a series of corridor-level profiles that document recent conditions along the 16 corridors slated for investment. These profiles do not necessarily speak to the lived experience of the communities who reside, work and recreate along the corridors, but they do provide critical baseline data about who lives along each corridor, and the state of transportation safety, housing access and affordability, and displacement factors.

These profiles were created for several purposes, including:

- To provide important and detailed context for ongoing measure development and implementation.
- To cement the expectations that Metro has for our jurisdictional partners regarding place-based approaches, equity-informed analysis and a deliberate focus on communities of color and their stability.
- To begin the conversation about key racial equity metrics for ongoing monitoring and analysis that can speak both to the benefits and harm communities of color might experience.

While the corridor profiles capture only a snapshot in time, they are intended to be routinely updated with additional input from community partners and jurisdictions as new data becomes available and our communities continue to change. Four corridors were not included in this analysis: SW Corridor, Central City, Albina Vision and Highway 26. Central City was not included because investments in that area, more than any other, substantially benefit people who live elsewhere. SW Corridor and Albina Vision were not included because extensive work around these corridors—who lives there, what their needs are, and past and potential displacement—has already been done and can be referenced directly (see [SW Corridor Plan](#) and [Albina Vision](#)). Highway 26 was a late addition to the measure.

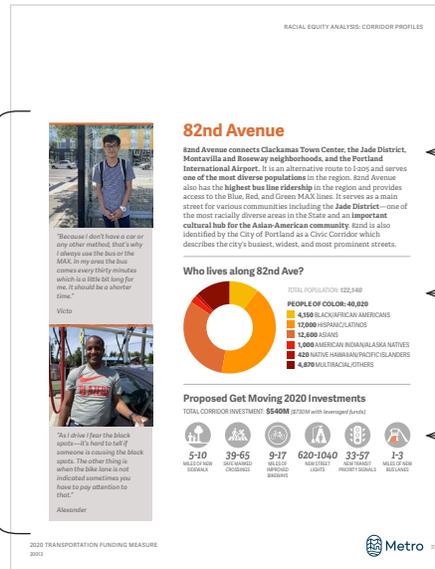
How to read the profiles

INVESTMENT CORRIDORS

- McLoughlin p. 4
- Clackamas-to-Columbia/181st p. 7
- Sunrise/212 p. 11
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- APPENDIX p.51

Each corridor profile follows a similar format, moving from a general description of the overall area to a detailed analysis of various metrics and indicators that help us understand localized conditions.

Photos of and quotes from people who live and travel along the corridor. (Not all corridors were able to be covered pre-pandemic.)



Narrative overview of corridor characteristics

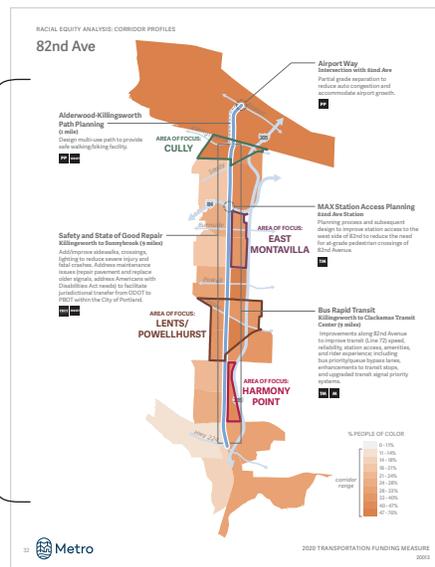
Corridor racial demographics

Corridor infrastructure included in Get Moving 2020 funding measure

DELIVERY AGENCIES

- ODOT** Oregon Department of Transportation
- M** Metro
- TM** TriMet
- PBOT** Portland Bureau of Transportation
- WC** Washington County
- CC** Clackamas County
- PP** Port of Portland
- G** City of Gresham
- MW** City of Milwaukie
- GL** City of Gladstone
- OC** Oregon City
- WL** City of West Linn

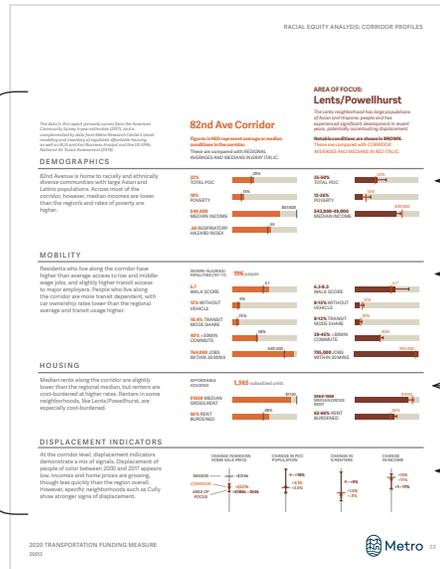
Corridor map locates and describes Get Moving 2020 projects. The colors of adjacent census tracts indicate the relative concentration of people of color (darker orange = higher concentration).



How to read the profiles (continued)

Data at a variety of scales (region, corridor, selected neighborhoods) puts information in context. Selected neighborhoods, or "areas of focus," are meant to highlight hyper-local dynamics where there are particularly high concentrations of people of color, high poverty rates, or areas where data indicates displacement may have occurred.

Areas of focus are color-coded to correspond with geographic data set boundaries shown on each corridor map.



Demographics: high-level socio-economic information about who lives along the corridor and in areas of focus.

Mobility: We want to know how people are already getting around, and how safely (or unsafely) they are able to do so. This section provides information about traffic fatalities and injuries, access to jobs and transit, and the percentage of people who walk or take transit to work.

Housing: Housing access and affordability is a critical piece of context as we try to understand how corridors may be impacted by transportation investments. This section includes information about median rents, housing cost burden, and the number of publically subsidized affordable housing units.



Displacement Indicators: We acknowledge the history of large public infrastructure investments displacing communities of color. While we do not speak to risk of future displacement, nor speak conclusively to whether or not displacement is currently happening, this section provides relevant data (change in median home sale price, change in POC population, change in % of renters and change in median income) that can help suggest whether or not population-level displacement has already happened. This information is meant to help add context to continuing conversations about displacement in communities across the region.



"It's pretty wild to be a pedestrian on McLoughlin with the traffic and everything. My husband drives home from work and he's pretty sketched out about it because of the drivers and traffic."

Brittnay



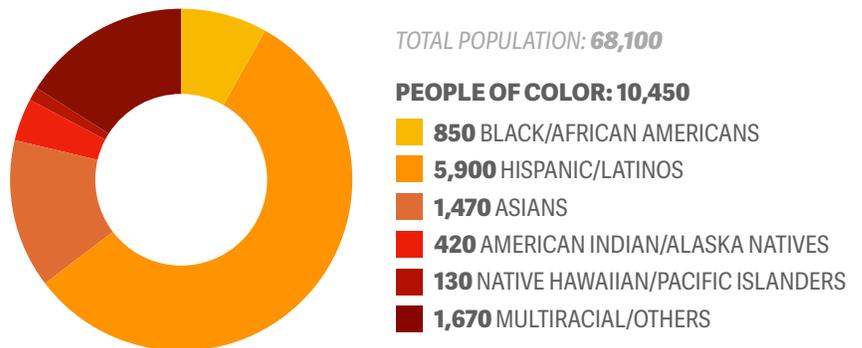
"From what I've learned, high crash corridors and historically marginalized populations usually coincide. It doesn't surprise me that McLoughlin has a lot of crashes, because my kids go to school with a lot of low income children."

Martine

McLoughlin Blvd

McLoughlin Boulevard connects communities in Clackamas and Multnomah counties to jobs, housing, and transit. The corridor serves as an alternative to I-205 and other routes between Portland and Clackamas County, and has been identified by TriMet as a **key corridor to increase ridership**. TriMet lines 33 and 99, and the MAX Orange Line travel along this route. Locally, McLoughlin is a main street for various communities, and provides local access to neighborhoods and community gathering hubs like **Historic Milwaukie** and **Gladstone Main Street**. Communities along the corridor also include the **highest Hispanic populations in Clackamas County**.

Who lives along McLoughlin Blvd?



Proposed Get Moving 2020 Investments



McLoughlin Blvd

Park Ave Park & Ride expansion

Expand the parking capacity of the existing park & ride structure at the MAX Orange Line terminus.



Bus Rapid Transit Full Line 33 route (Clackamas Community College to Clackamas Town Center)

Enhancements to Lines 33 and 99 to improve speed and reliability including electric buses, bus priority lanes and new bus stations with realtime arrival info.



Safety Milwaukie to Oregon City (6.5 miles)

Add/improve sidewalks, crossings, lighting, and other safety features to reduce severe injury and fatal crashes.

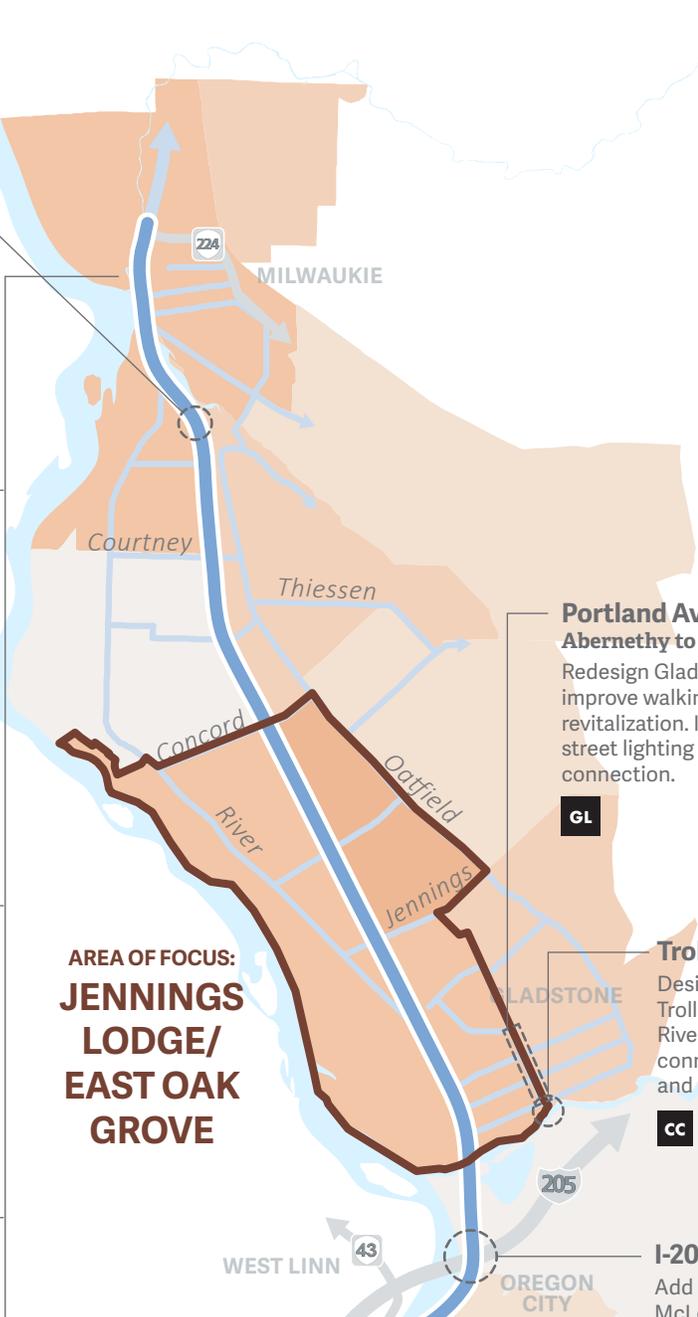
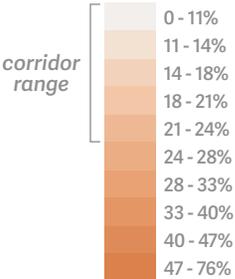


Corridor Planning Milwaukie to Oregon City (6.5 miles)

Design for longer term transportation improvements including transit.



% PEOPLE OF COLOR



Portland Ave streetscape Abernethy to Arlington (.5 miles)

Redesign Gladstone main street to improve walking, biking, and downtown revitalization. Includes: street trees, street lighting and improved Trolley Trail connection.



Trolley Trail bridge

Design and construction to extend Trolley Trail over Clackamas River to create a more direct trail connection between Gladstone and Oregon City.



I-205 ramp improvements

Add dual left turn lanes to McLoughlin at both I-205 ramps to ease congestion, and add bike/ped facilities.



Willamette Falls Bike/Ped Plan 10th to Railroad Ave (.4 miles)

Design to extend boulevard treatments along McLoughlin, including river side multi-use path, medians, and sidewalks to improve safety for people walking and biking.



AREA OF FOCUS:
**Jennings Lodge/
East Oak Grove**

Jennings Lodge and East Oak Grove is home to the corridors most racially and ethnically diverse population, many of whom are low income and experiencing high rent burden.

Notable conditions are shown in BROWN. These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**

**McLoughlin Blvd
Corridor**

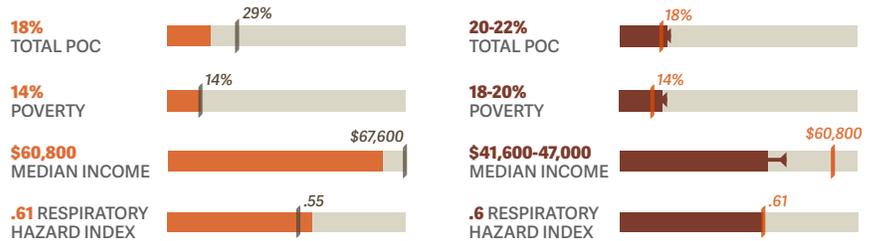
Figures in **RED** represent average or median conditions in the corridor.

These are compared with **REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.**

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

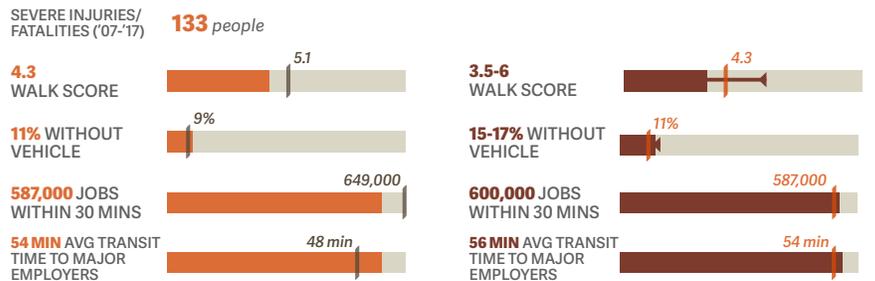
DEMOGRAPHICS

About 18% of the corridor's population is people of color, which is lower than the regional average of 29%. Poverty rates are slightly lower than the regional average, though peak at rates around 20% in areas like Jennings Lodge and East Oak Grove. The median income of the corridor, though, sits below the regional median. Incomes in Jennings Lodge and East Oak Grove are 30-40% lower than the regional median.



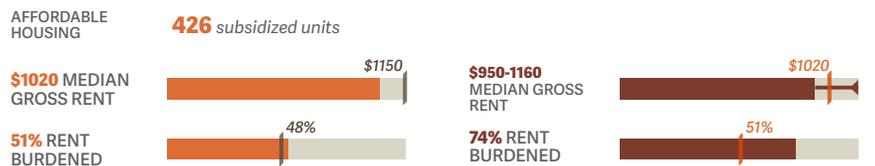
MOBILITY

The corridor has slightly longer than average commute times to major employers and lower than average access to low and middle-wage jobs. Car ownership is slightly lower than the regional median with especially low rates in Jennings Lodge and East Oak Grove.



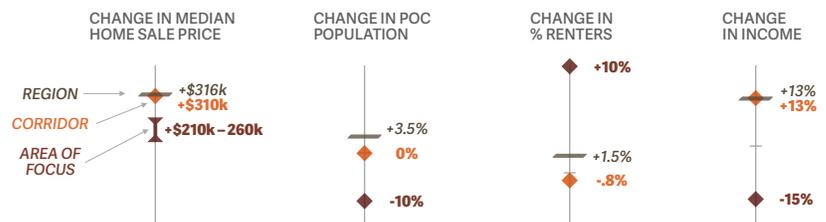
HOUSING

The median rent along the corridor is slightly lower than the regional median, however more renters and homeowners are cost burdened. That's especially true in Jennings Lodge, where 74% of renters are cost burdened.



DISPLACEMENT INDICATORS

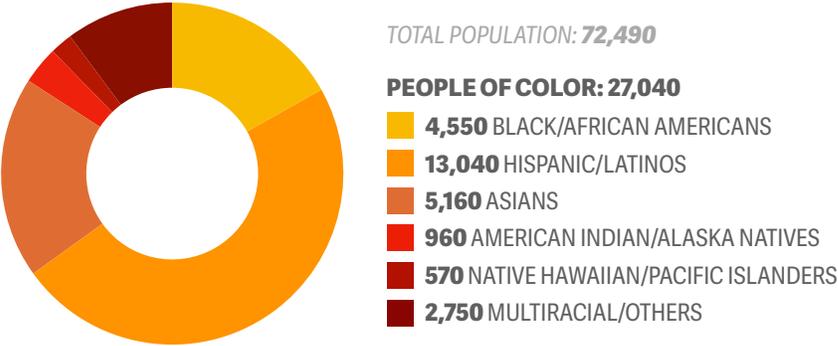
At the corridor level, displacement indicators demonstrate a mix of signals. Property values are increasing at rates comparable to the regional median and the share of renters is decreasing slightly. However, income growth along the corridor is less than the regional median. There has been no overall change in populations of color across the corridor between 2000 and 2017. Some areas, like Jennings Lodge, do show a significant loss in people of color.



Clackamas-to-Columbia / 181st Ave

C2C/181st Ave is a major North-South Connection between rapidly developing Happy Valley and the Columbia corridor through Western Gresham. It connects 1-84 and US 26 (Powell) and is a North-South alternative to I-205. This corridor also connects employment areas with affordable housing, schools, parks and other neighborhood amenities. Additionally, Gresham’s residents include **many immigrant communities, with over 50% migrating from Latin America, 18% from Asia, and 7% from Africa.**

Who lives along Clackamas-to-Columbia/181st Ave?

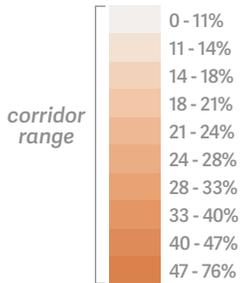


Proposed Get Moving 2020 Investments



Clackamas-to-Columbia / 181st Ave

% PEOPLE OF COLOR



**AREA OF FOCUS:
ROCKWOOD**

**AREA OF FOCUS:
CENTENNIAL**

190th/Highland bridge improvements

Reconfigure and seismically upgrade the existing bridge over Johnson Creek and Springwater Corridor Trail.



Better Bus

Sandy to Powell (4 miles)

Targeted bus improvements and bus stop improvements for Line 87 on 181st/182nd Avenue such as operations, station enhancements, bus lanes, and signal priority to increase speed, reliability.



Safety

Sandy to Powell (4 miles)

Add/improve sidewalks, crossings, lighting to roadway to reduce severe injury and fatal crashes on 181st/182nd Avenue.



**Roundabout
172nd/Foster**

Convert intersection to roundabout to improve safety and ease traffic congestion.



**New Connector Road
172nd to 190th (1.25 miles)**

Construct new two-lane roadway with sidewalks, bike facilities, and roundabouts to create a continuous Clackamas to Columbia corridor.



**AREA OF FOCUS:
Rockwood**

People of color make up 49-59% of Rockwood, with large Black, Hispanic and Asian communities. Median incomes are especially low in this area and there is an increasing community concern about displacement.

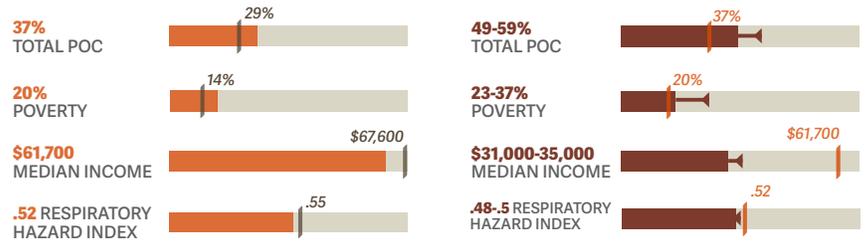
Notable conditions are shown in BROWN. These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**

**Clackamas-to-Columbia/
181st Ave Corridor**

Figures in RED represent average or median conditions in the corridor. These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

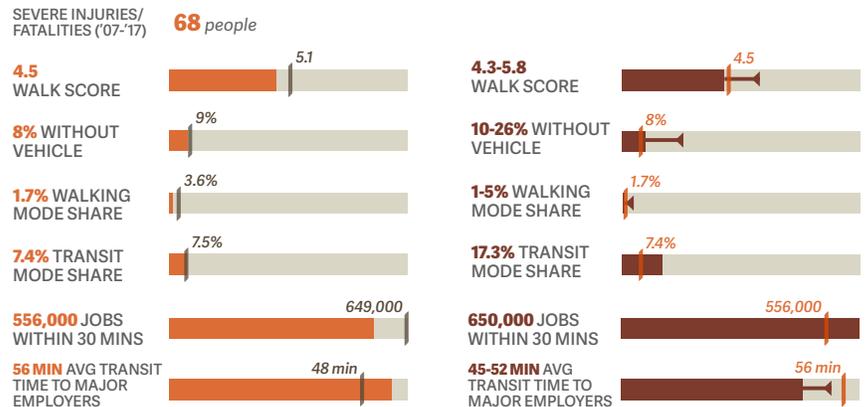
DEMOGRAPHICS

The corridor is slightly more racially diverse than the region, though people of color are most concentrated on the northern half of the corridor. Similarly, the corridor's median income is roughly that of the region, but incomes are significantly lower in the northern half.



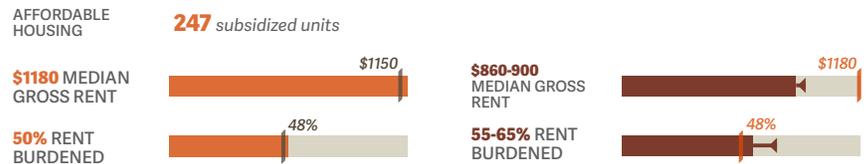
MOBILITY

This corridor has worse access to jobs, commute burdens and transit access to major employers than much of the region. Vehicle ownership rates are slightly higher than the region.



HOUSING

Median rents are lower than the region but rates of rent burden are similar to the regional median.



DISPLACEMENT INDICATORS

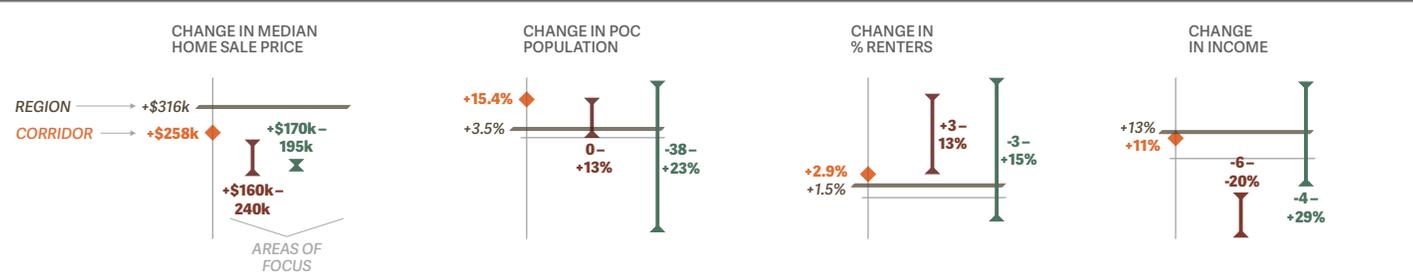
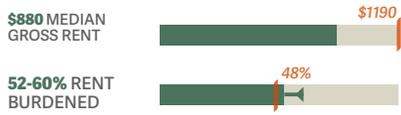
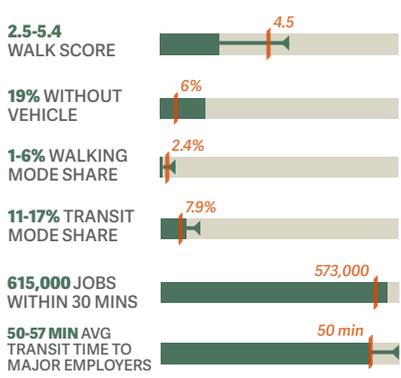
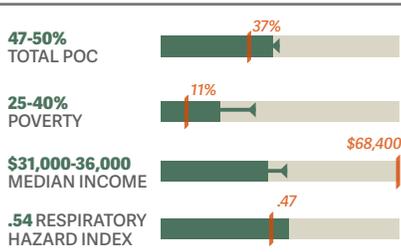
At the corridor level, displacement indicators suggest minimal displacement activity. Property values and incomes are increasing, though less quickly than the regional median. The percent of people of color along the corridor increased significantly more than the region, and the change in the percentage of renters has increased at about the same rate.

SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:
Centennial

Centennial has large and growing Hispanic and Black populations and high rates of poverty. Parts of Centennial show signs of displacement, an increasing concern for the area's residents of color.

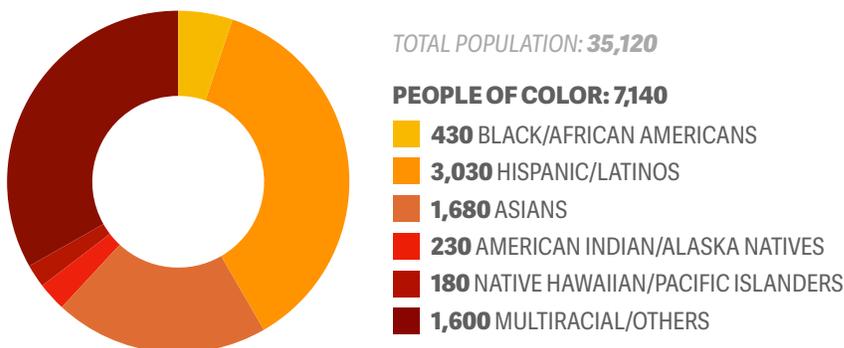
Notable conditions are shown in GREEN.
These are compared with *CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.*



Highway 212 / Sunrise

Highway 212 and the Sunrise Corridor connect future residential and commercial areas to existing job centers near I-205. The potential future connection is intended to provide **access to jobs and affordable housing** in Clackamas County and serve as an alternate connection from the future Clackamas-to-Columbia corridor to I-205. The corridor **supports freight movement to US 26, provides connections to recreation areas, and is an important bicycle connector.** Although portions of the corridor include rural farmland, communities situated within Highway 212 include **working class and low income households including 10 mobile home parks** along or near the corridor.

Who lives along Highway 212/Sunrise?



Proposed Get Moving 2020 Investments



Highway 212 / Sunrise

Sunrise Planning and Design 122nd to 172nd (3 miles)

Design for Hwy 212 Complete Street Local Connections project and Sunrise limited access roadway with parallel multi-use path to serve future development.



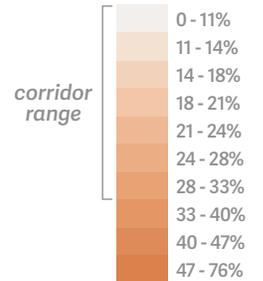
Hwy 212 Complete Street & Right-of-Way

Reconstruct portions of Highway 212 roadway including sidewalks, bicycle facilities and crossings to improve access and safety. Grade-separate intersection with 142nd and realign 135th to build local connections. Acquire right-of-way per revised corridor concept.



AREA OF FOCUS:
CLACKAMAS, OR

% PEOPLE OF COLOR



AREA OF FOCUS:
Clackamas, OR

The unincorporated community of Clackamas and its surrounding area is home the corridor's most racially and ethnically diverse communities and multiple mobile home parks, which are at a higher risk of displacement.

Notable conditions are shown in BROWN.
These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

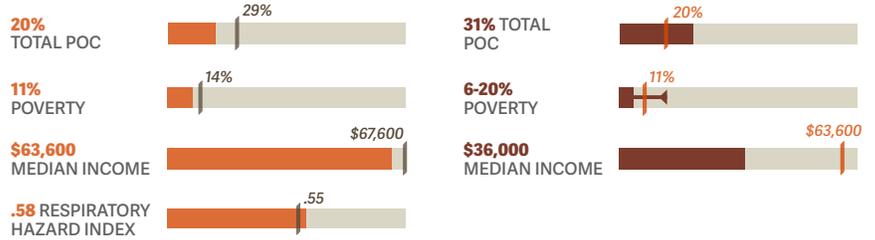
Highway 212 / Sunrise Corridor

Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

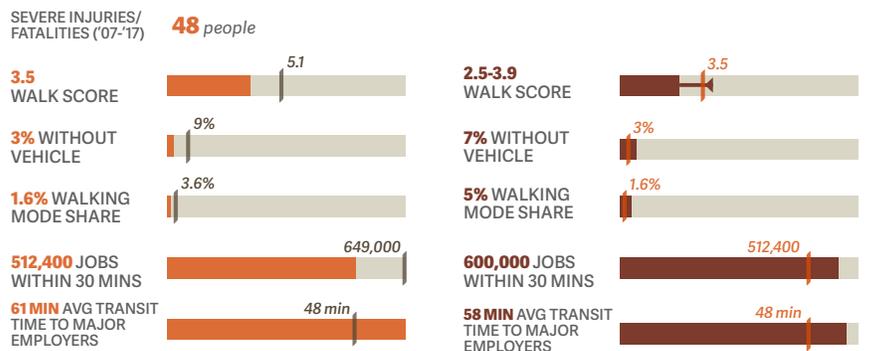
DEMOGRAPHICS

About 20% of the corridor's population is people of color, which is lower than the regional average. Poverty rates are slightly lower than the regional average, though peak at rates around 20% in areas like Clackamas. The median income of the corridor sits slightly below the regional median, but is drastically lower in Clackamas.



MOBILITY

This corridor has less access to jobs than much of the region, and less transit access to major employers. However, commute burdens are on par with other parts of the region. Vehicle ownership rates are significantly higher along this corridor and rates of commuting by transit and walking are substantially lower than the regional median. Residents of Clackamas walk at a much higher rate than the rest of the corridor, despite the fact that the area walk score is well below the regional average.



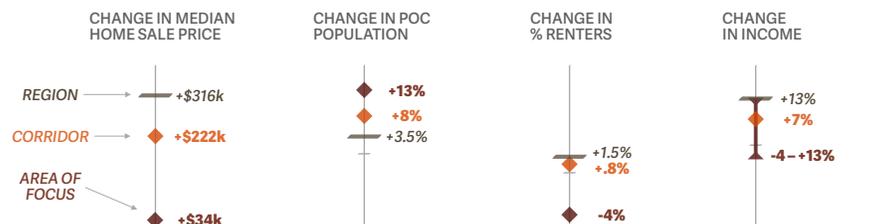
HOUSING

Median rent along the corridor is on par with the region's median, except in areas like Clackamas, which see lower rents. Fewer renters are cost-burdened along the corridor than residents across the region, though rates peak at 56% in parts of Clackamas.



DISPLACEMENT INDICATORS

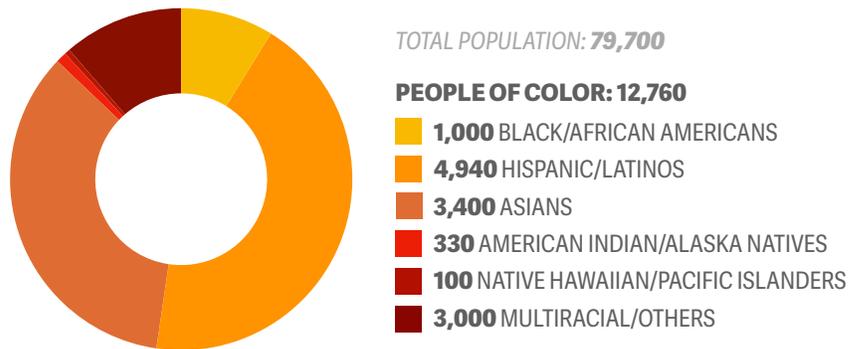
Indicators do not suggest patterns of displacement: the share of people of color is growing, there has been a slight gain in the share of renters, and there have been lower than average increases in income. Property sale prices have also grown less than the regional median. However, several mobile home parks are located along the corridor, and may be more susceptible to displacement than other communities in the area.



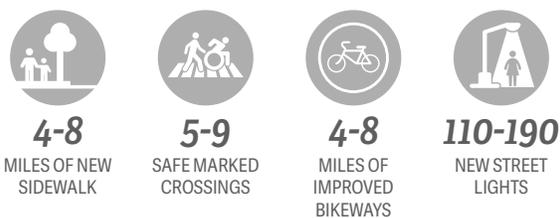
Highway 43

Highway 43 is a major regional corridor connecting Clackamas County to Portland with over 21,000 vehicle trips daily. It includes the Hidden Springs Road intersection south to the I-205 interchange within the City of West Linn, which provides services to tens of thousands within a two- to three-mile radius, as well as access to Lake Oswego and Oregon City. Although transit stops exist within the corridor, such as transit centers connecting Oregon City and Lake Oswego, they are often isolated and disconnected from the surrounding neighborhoods by a lack of sidewalks. 52% of those residing within the corridor travel by car and only 8% travel by bus or train. The corridor contains several sites along the highway identified by ODOT as having high safety issues based on crash statistics. Growing congestion and fewer gaps in traffic have also contributed to pressure and constraints on turning movements and safe crossing opportunities.

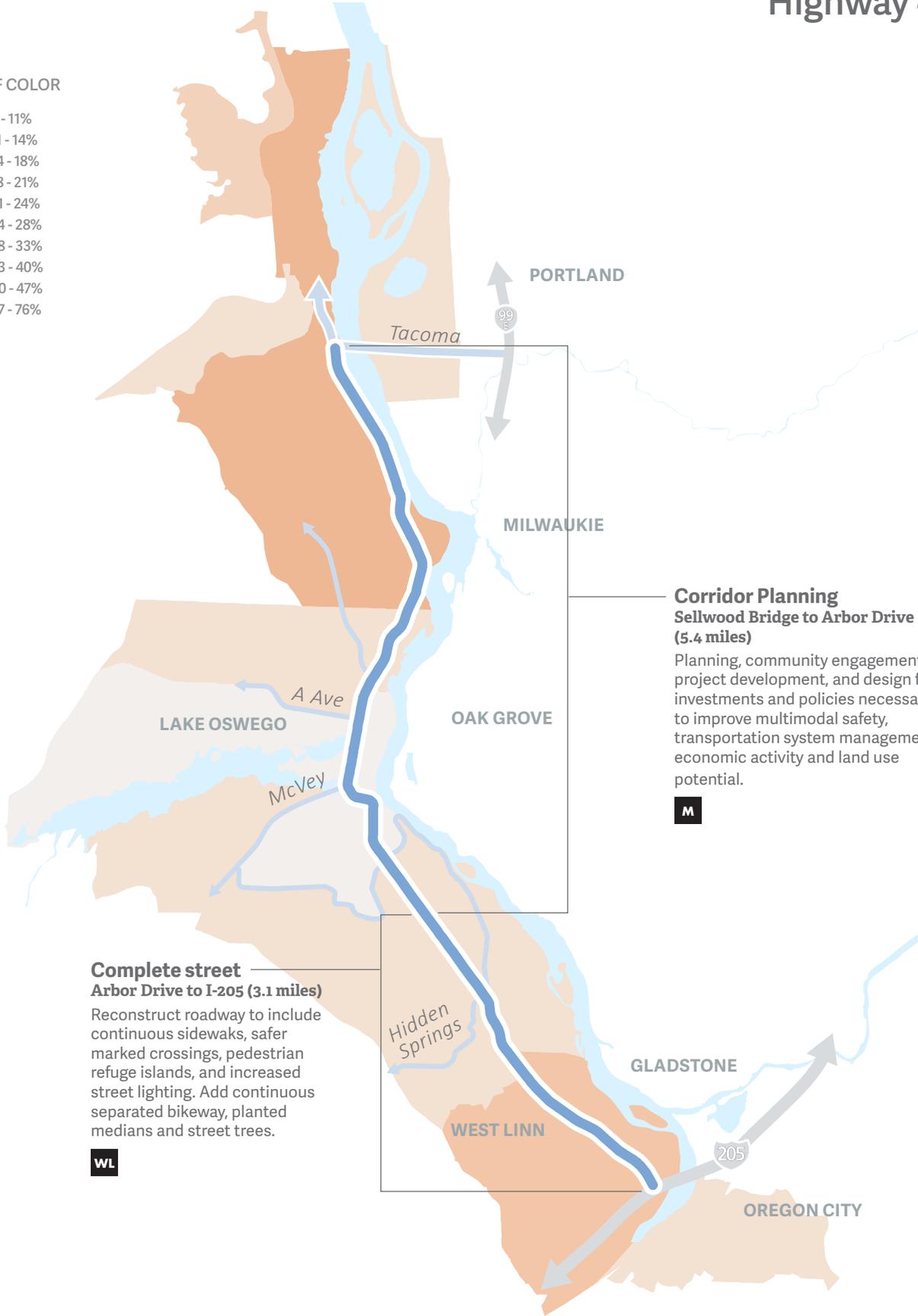
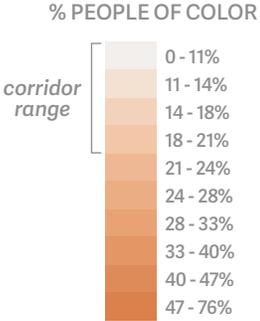
Who lives along Highway 43?



Proposed Get Moving 2020 Investments



Highway 43



**Corridor Planning
Sellwood Bridge to Arbor Drive
(5.4 miles)**

Planning, community engagement, project development, and design for investments and policies necessary to improve multimodal safety, transportation system management, economic activity and land use potential.



**Complete street
Arbor Drive to I-205 (3.1 miles)**

Reconstruct roadway to include continuous sidewalks, safer marked crossings, pedestrian refuge islands, and increased street lighting. Add continuous separated bikeway, planted medians and street trees.



The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

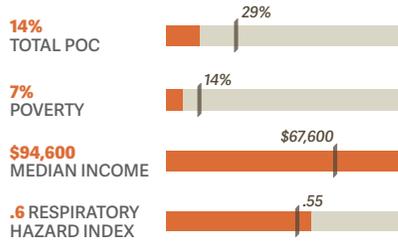
Highway 43 Corridor

Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

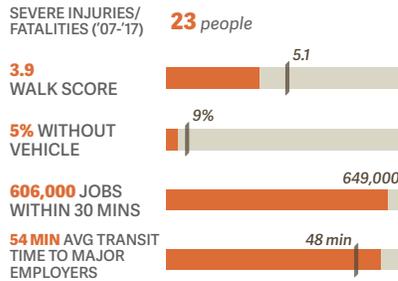
DEMOGRAPHICS

The corridor is home to some communities of color, primarily Asian and Hispanic communities, though the corridor as a whole is about half as racially diverse as the region. Communities who live along the corridor also have significantly higher median incomes than the region.



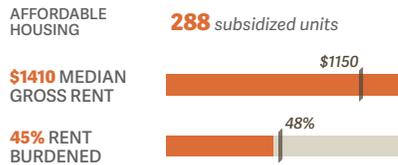
MOBILITY

This corridor has similar access to jobs, transit access to major employers, and rates of vehicle ownership than the rest of the region. The median commute burden is slightly lower while transit ridership rates and rates of walking to work are higher.



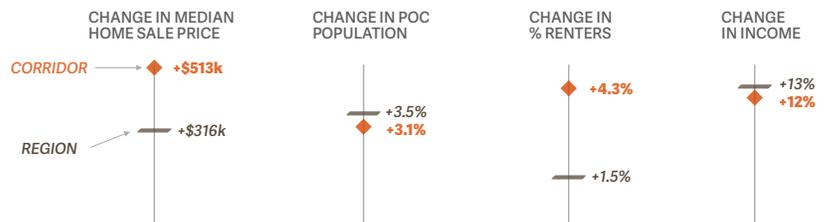
HOUSING

Median rents along the corridor are higher than the regional median. Rates of cost-burden among renters and homeowners are similar to the regional median.



DISPLACEMENT INDICATORS

Displacement indicators suggest displacement pressure may be higher than the region as a whole—property values and income are increasing faster than the region. However, the percent of growth in people of color is higher than the region at 4.1% compared to 3.5%.





"I either ride the bus or drive, so I know a lot about this road. Pedestrians don't have enough crosswalks, sidewalks or lights. There are a lot of cracks in the road. I've seen a lot of accidents on TV Highway."

Eddie



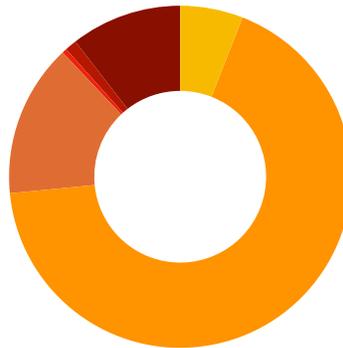
"Transportation is too crowded on TV Highway. We need wider space for pedestrians to walk because I only walk. Definitely make the pedestrian crossing wider."

Paul

TV Highway

Tualatin Valley (TV) Highway connects multiple community centers, including Forest Grove, Cornelius, Hillsboro, Aloha, Beaverton and Portland. The corridor serves many communities of color, limited English proficiency speakers and lower income communities, many of which rely on public transit. TriMet line 57, which runs along TV Highway, has **one of the highest riderships in the region**. The corridor also supports **significant freight movement**. It has **multiple regional trail crossings** and serves several Urban Growth Boundary expansion areas.

Who lives along TV Highway?



TOTAL POPULATION: 181,630

PEOPLE OF COLOR: 71,880

4,270 BLACK/AFRICAN AMERICANS

48,540 HISPANIC/LATINOS

10,410 ASIANS

320 AMERICAN INDIAN/ALASKA NATIVES

800 NATIVE HAWAIIAN/PACIFIC ISLANDERS

7,540 MULTIRACIAL/OTHERS

Proposed Get Moving 2020 Investments



9-17
MILES OF NEW
SIDEWALK



29-49
SAFE MARKED
CROSSINGS



24-40
MILES OF
IMPROVED
BIKEWAYS



600-1000
NEW STREET
LIGHTS



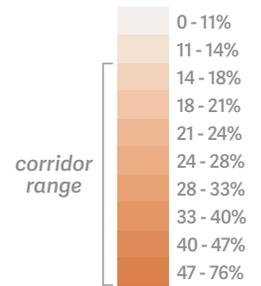
47-79
NEW TRANSIT
PRIORITY SIGNALS



2-4
MILES OF NEW
BUS LANES

TV Highway

% PEOPLE OF COLOR



Bus Rapid Transit
Forest Grove to Beaverton Transit Center
(16 miles)
 Improvements along the corridor to improve transit (Line 57) speed, reliability, station access, amenities and rider experience; including enhancements to transit stops, and upgraded transit signal priority and communication systems.
WC TM

Council Creek Trail
Hillsboro to Forest Grove
(5.5 miles)
 Construct regional multi-use trail connecting Hillsboro, Cornelius and Forest Grove.
WC

Hillsboro Transit Center
 Convert transit center to 2-way and modify adjacent streets and traffic control to allow buses to circulate safely, more quickly and more directly through the transit center and surrounding streets.
WC H TM

Canyon/West Slope
117th to Camelot
(2.9 miles)
 Improve safety and add or improve crossings at transit stops.
WC ODOT

AREA OF FOCUS:
EAST FOREST GROVE

AREA OF FOCUS:
WEST HILLSBORO

AREA OF FOCUS:
CENTRAL BEAVERTON

Safety
Forest Grove to 117th in Beaverton
 Comprehensive street upgrades to include: sidewalks, lighting, transit improvements, bicycle facilities, safety features including medians and crosswalks, and stormwater facilities.
WC ODOT TM

Corridor Planning
Forest Grove to Portland Union Station (26 miles)
 Planning work for longer-term corridor investments including transit enhancements to improve speed and reliability, station access and amenities. Alternatives analysis for transportation, transit, land use, railroad interface.
M WC TM

AREA OF FOCUS:

East Forest Grove

East Forest Grove includes some of the region's most racially and ethnically diverse neighborhoods, including a large Hispanic population.

Notable conditions are shown in BROWN. These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

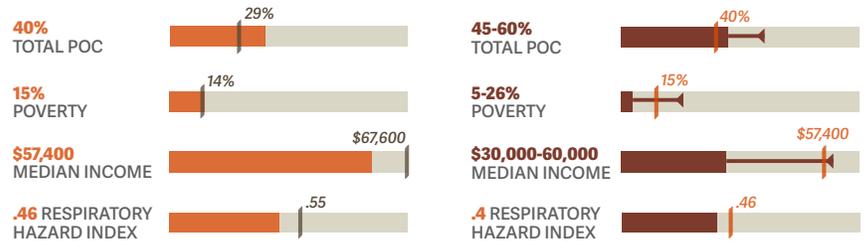
TV Highway Corridor

Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

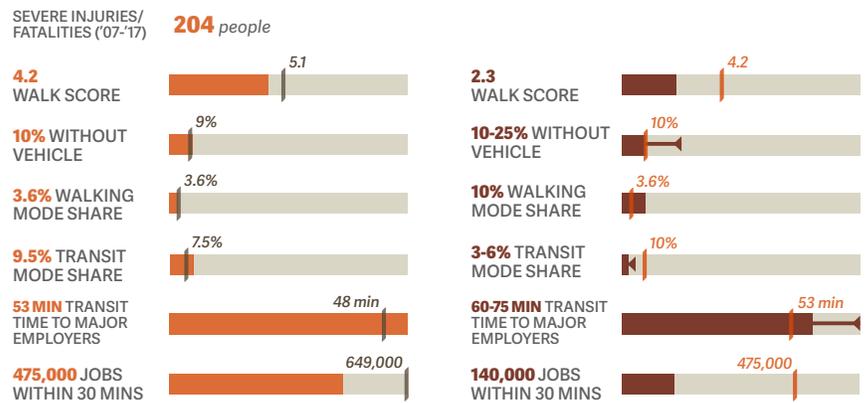
DEMOGRAPHICS

This corridor is home to some of the region's most racially and ethnically diverse communities – with particularly large populations of Hispanic and Asian residents. The median income along the corridor varies greatly, but is slightly less overall than the regional median. Poverty rates are slightly higher, with areas such as west Hillsboro seeing poverty rates as high as 49%.



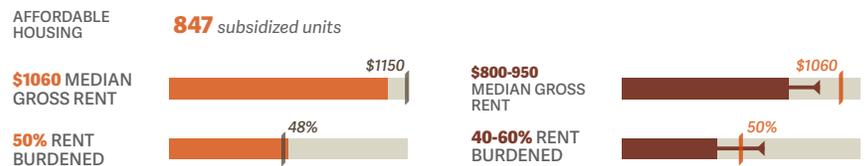
MOBILITY

This corridor has less access to jobs than much of the region, and poorer transit access to major employers. However, commute burdens are on par with other parts of the region. Vehicle ownership rates are lower than the regional median, with significantly lower ownership rates in some areas.



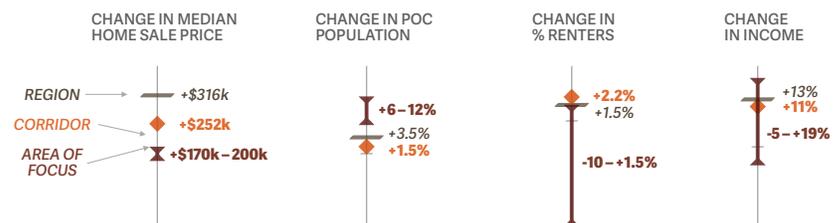
HOUSING

While median rents are slightly lower than the regional median, rates of cost-burden among renters and homeowners are on par with the region and many low-income communities of color who live along the corridor are cost-burdened at much higher rates – for example, in west Hillsboro, where 76% of renters are cost-burdened.



DISPLACEMENT INDICATORS

At the corridor level, displacement indicators demonstrate a mix of signals. Property values, incomes and racial diversity are increasing, though less quickly than the regional median. In some areas signals are clearer – for example, in west Hillsboro, there has been a loss in people of color by 5% to 20% between 2000 and 2017 and growth in income of up to 40%.



AREA OF FOCUS:
West Hillsboro

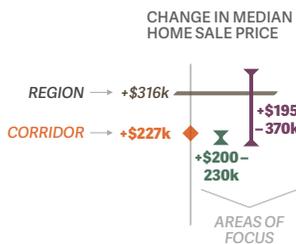
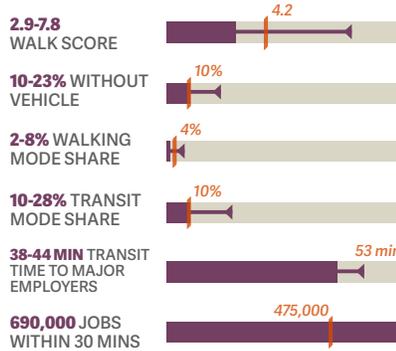
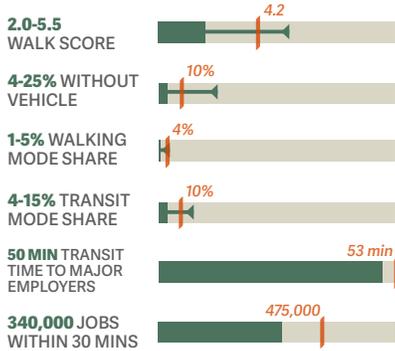
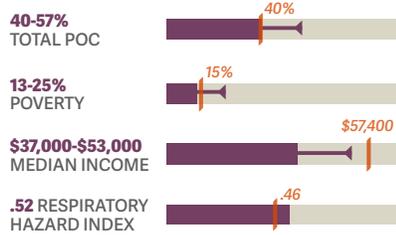
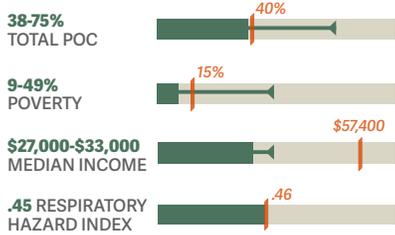
This racially and ethnically diverse area has seen rapid growth in income and significant displacement of people of color in recent years.

Notable conditions are shown in GREEN.
These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**

AREA OF FOCUS:
Central Beaverton

Central Beaverton has a large Hispanic population and a high rate of poverty. Communities of color in parts of this area have been displaced in recent years.

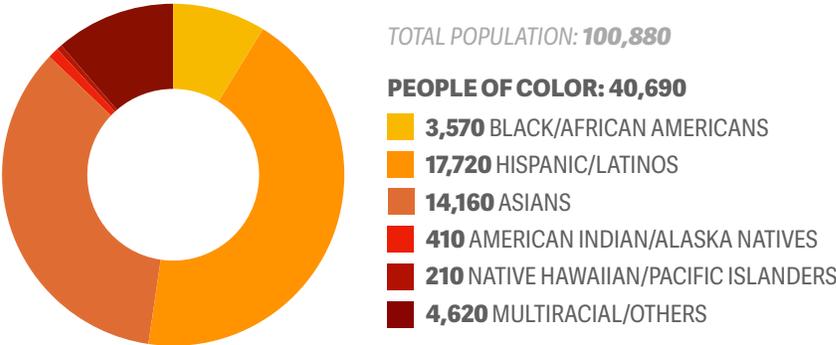
Notable conditions are shown in PURPLE.
These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**



SW 185th Ave

SW 185th Avenue carries up to 65,000 vehicles and over 3,900 people on transit each day. It serves a concentration of communities of color, immigrant communities, and lower-income communities. This corridor provides access to education centers including the Portland Community College Willow Creek and Rock Creek Campus, medical clinics, and parks. It has high transit ridership potential and significant safety concerns.

Who lives along SW 185th Ave?

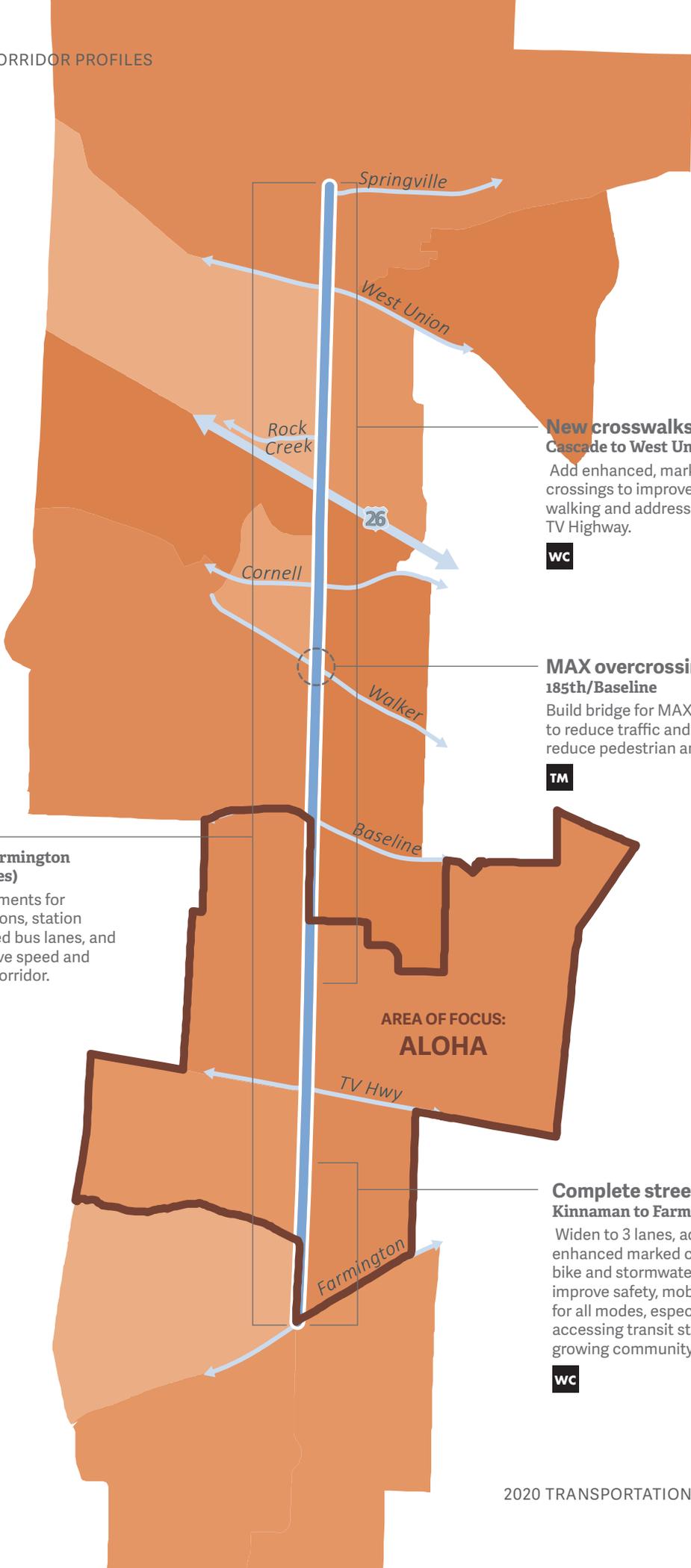
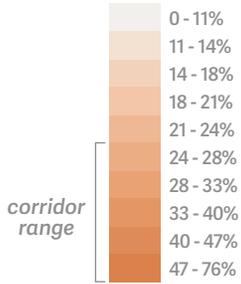


Proposed Get Moving 2020 Investments



SW 185th Ave

% PEOPLE OF COLOR



**New crosswalks and signals
Cascade to West Union (4 miles)**

Add enhanced, marked pedestrian crossings to improve access for people walking and address bikeway gap near TV Highway.

WC

**MAX overcrossing
185th/Baseline**

Build bridge for MAX Line over SW 185th to reduce traffic and bus delays and reduce pedestrian and bicycle conflicts.

TM

**Better Bus
Rock Creek Blvd to Farmington
(entire corridor, 5 miles)**

Targeted bus enhancements for Line 52 such as operations, station enhancements, targeted bus lanes, and signal priority to improve speed and reliability throughout corridor.

WC TM

**AREA OF FOCUS:
ALOHA**

**Complete street
Kinnaman to Farmington (.7 miles)**

Widen to 3 lanes, add curbs, sidewalks, enhanced marked crossings, lighting, bike and stormwater facilities to improve safety, mobility and visibility for all modes, especially for pedestrians accessing transit stops, and support a growing community.

WC

AREA OF FOCUS:

Aloha

Along this racially diverse corridor, Aloha has a particularly high concentration of people of color, namely Hispanic communities and fairly large Asian and Black communities. In recent years Aloha has seen growing populations of color.

Notable conditions are shown in BROWN. These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**

SW 185th Ave Corridor

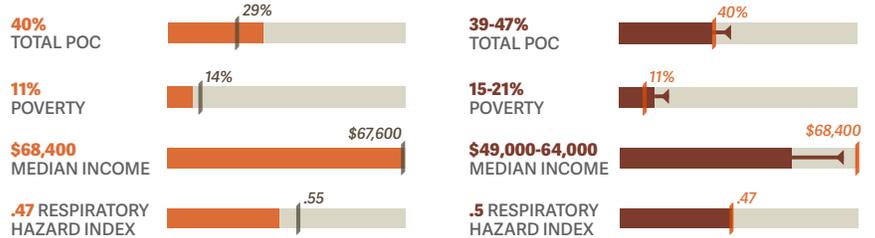
Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

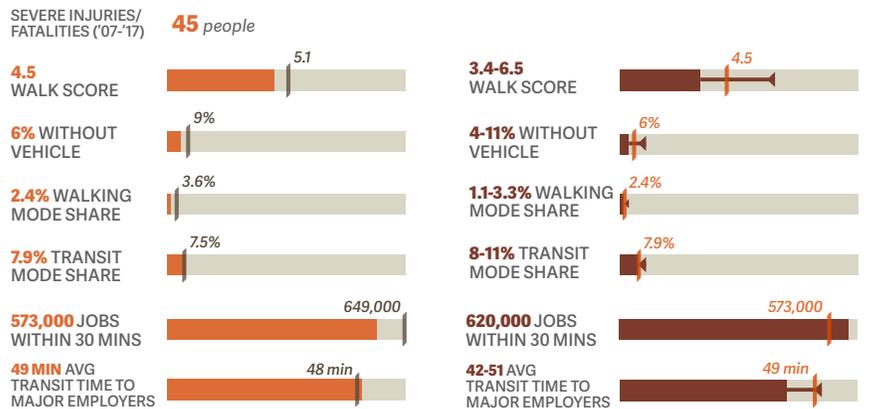
DEMOGRAPHICS

SW 185th Ave is a racially diverse corridor with a particularly high concentration of people of color, with large Hispanic, Asian and Black communities. The corridor has similar median incomes and rates of poverty as the region.



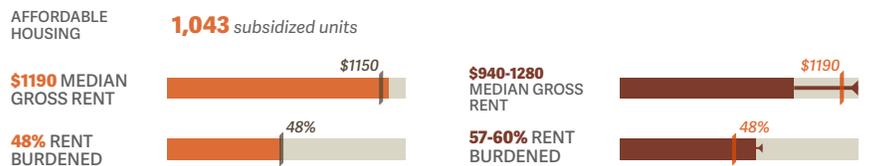
MOBILITY

This corridor has less access to jobs than much of the region, but similar transit access to major employers. Commute burdens are slightly lower than other parts of the region. Vehicle ownership rates are slightly higher than the regional median.



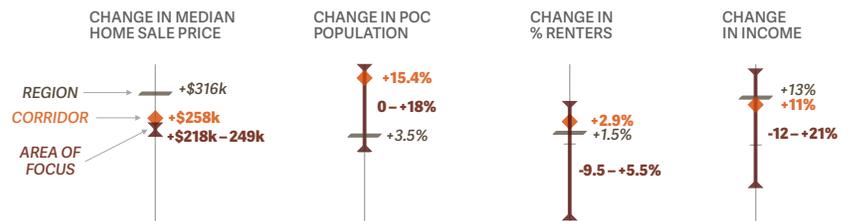
HOUSING

Median rents and rates of cost-burden are similar to the regional median, however some communities of color who live along the corridor are cost-burdened at higher rates – like in Aloha where 60% of renters are cost-burdened.



DISPLACEMENT INDICATORS

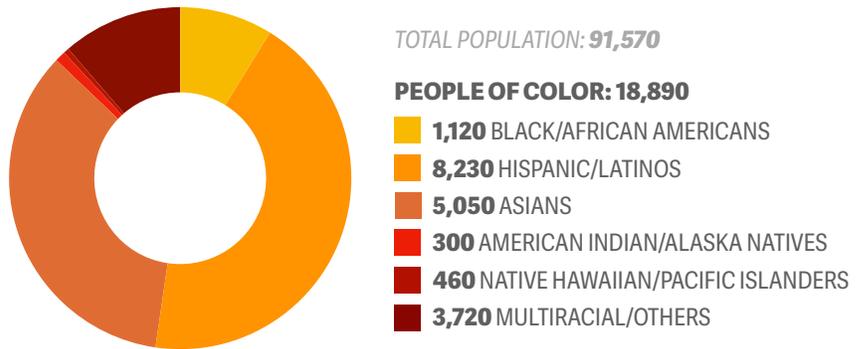
At the corridor level, displacement indicators suggest minimal displacement activity. Property values and incomes are increasing, though less quickly than the regional median. The percent of people of color along the corridor increased significantly more than the region and the change in % renters has increased slightly more.



Pacific Highway 99W

Highway 99W plays an essential role in our regional and state transportation systems. This corridor links the cities of Tigard, Tualatin, and Sherwood and connects the Portland Metro area to the greater Willamette Valley. It serves a concentration of communities of color, limited English proficiency speakers, and lower income communities. Highway 99W runs through the center of cities along the corridor, separating residential areas from commercial areas, making it difficult for pedestrians to cross the highway. The envisioned corridor will provide opportunities for lower-wage earners to access a range of employment throughout the region.

Who lives along Pacific Highway 99W?



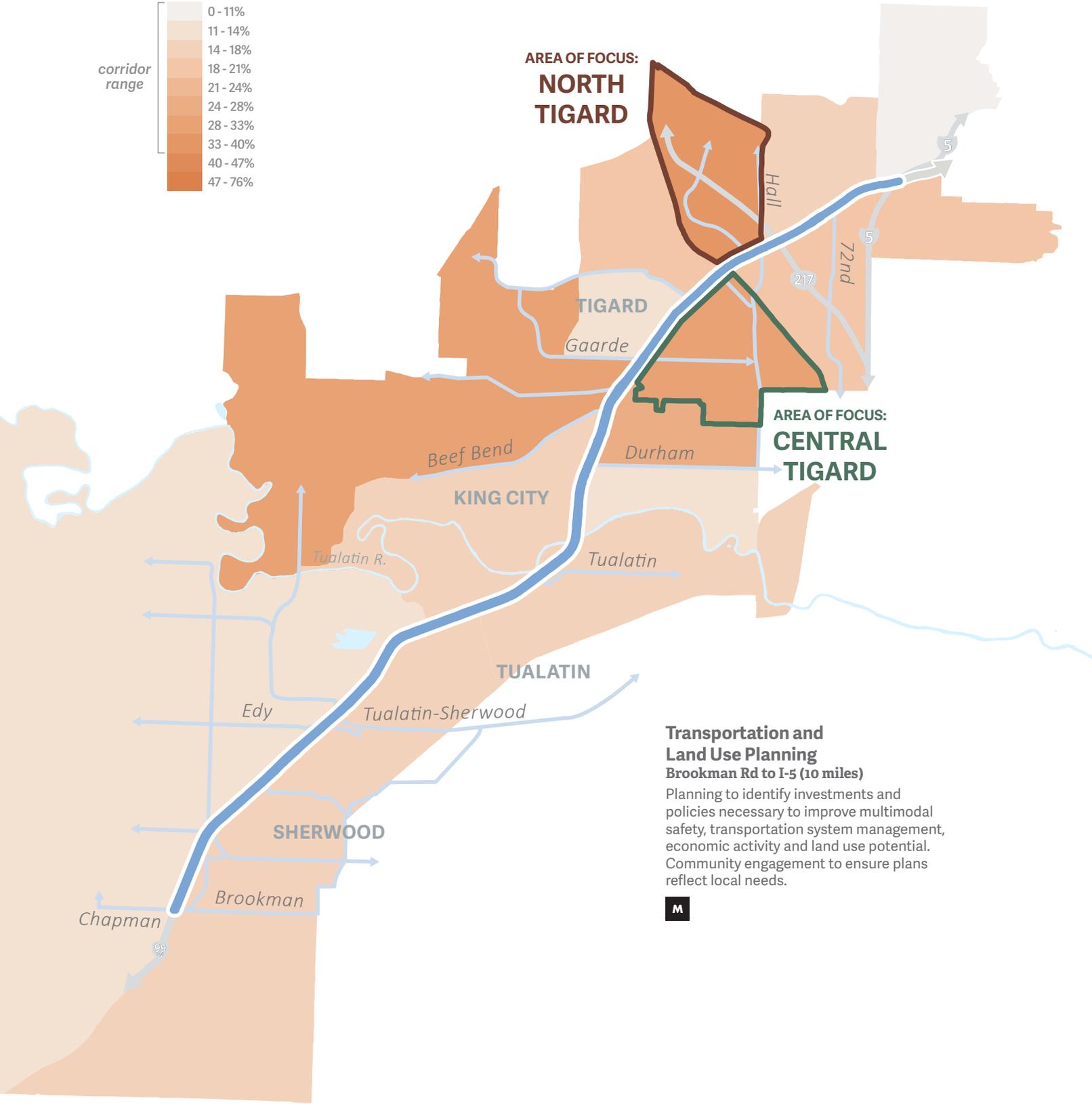
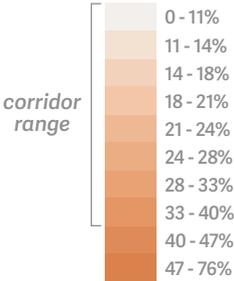
Proposed Get Moving 2020 Investments



PLANNING AND
STAKEHOLDER
ENGAGEMENT FOR
FUTURE IMPROVEMENTS

Pacific Highway 99W

% PEOPLE OF COLOR



Transportation and Land Use Planning
Brookman Rd to I-5 (10 miles)

Planning to identify investments and policies necessary to improve multimodal safety, transportation system management, economic activity and land use potential. Community engagement to ensure plans reflect local needs.



AREA OF FOCUS:
North Tigard

North Tigard is home to the corridor's largest Black population, as well as a sizable Hispanic population. Median incomes, however, are almost half the regional median and a loss in the percentage of people of color suggests displacement is occurring.

Notable conditions are shown in BROWN. These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**

Pacific Highway 99W Corridor

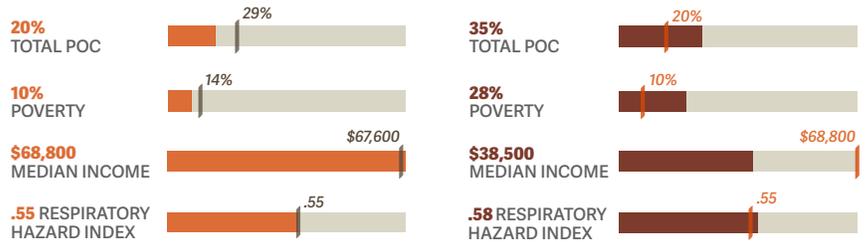
Figures in RED represent average or median conditions in the corridor.

These are compared with **REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.**

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

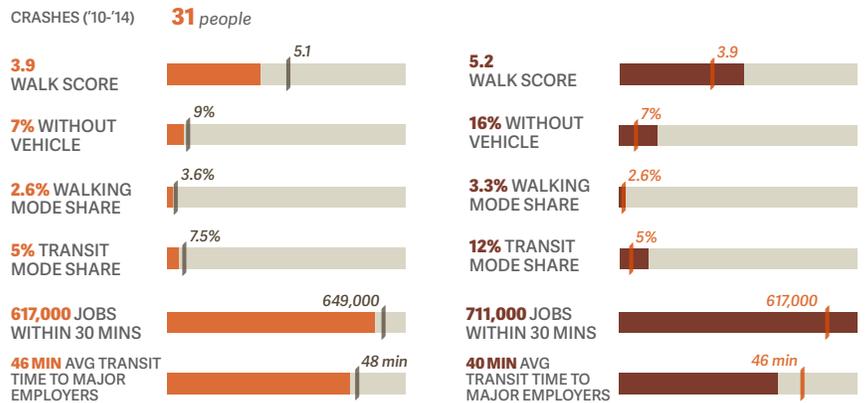
DEMOGRAPHICS

This corridor as a whole is less racially and ethnically diverse than the region, but has similar median incomes. The corridor is home to large Hispanic and Asian communities, as well as a sizable Black population.



MOBILITY

This corridor has similar access to jobs, transit access to major employers, car ownership rates, and commute burden as the rest of the region. Rates of transit ridership and walking to work are slightly lower.



HOUSING

Median rents along the corridor similar to the regional median, as are rates of cost-burden among renters and homeowners.



DISPLACEMENT INDICATORS

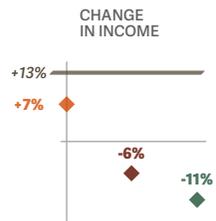
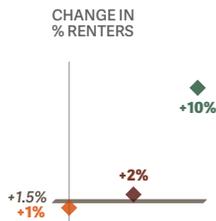
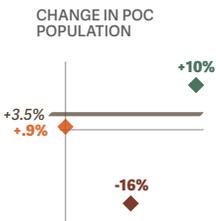
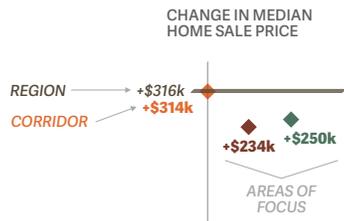
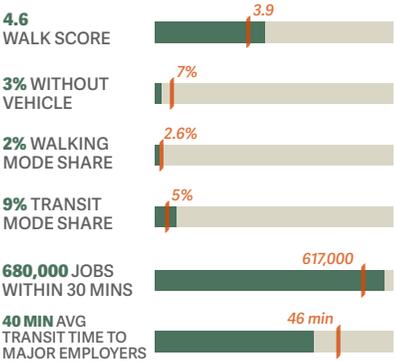
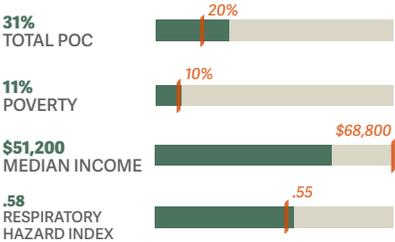
Displacement indicators at the corridor level suggest mixed signals—property values are increasing on par with the region but the growth of populations of color is significantly slower, as is the increase in incomes. Some areas, like North Tigard, are experiencing a loss of people of color, suggesting displacement.

SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:
Central Tigard

Central Tigard has a large and growing Hispanic community. Median incomes are lower than the corridor and regional medians.

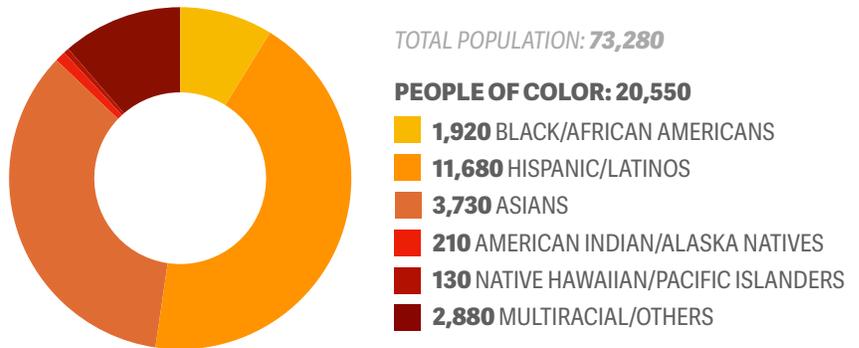
Notable conditions are shown in GREEN.
These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**



Highway 217

Highway 217 is a regionally-important north-south highway linking US 26 and I-5, and carrying up to 118,000 vehicles per day. In addition to being a freight route, the greater corridor includes frequent bus service on Hall Boulevard and critical light rail (MAX) and train (WES) service that provides access to jobs to and from Washington County. **Almost 30% of people residing in the census tracts adjacent to 217 identify as non-white.** Allen Boulevard includes culturally and racially diverse residents and businesses that cater to Spanish, Arabic, and Korean-speaking communities. The corridor experiences safety and mobility problems, including recurring bottlenecks, unreliable travel times and has several sites along the highway identified by ODOT as having high safety issues based on crash statistics.

Who lives along Highway 217?



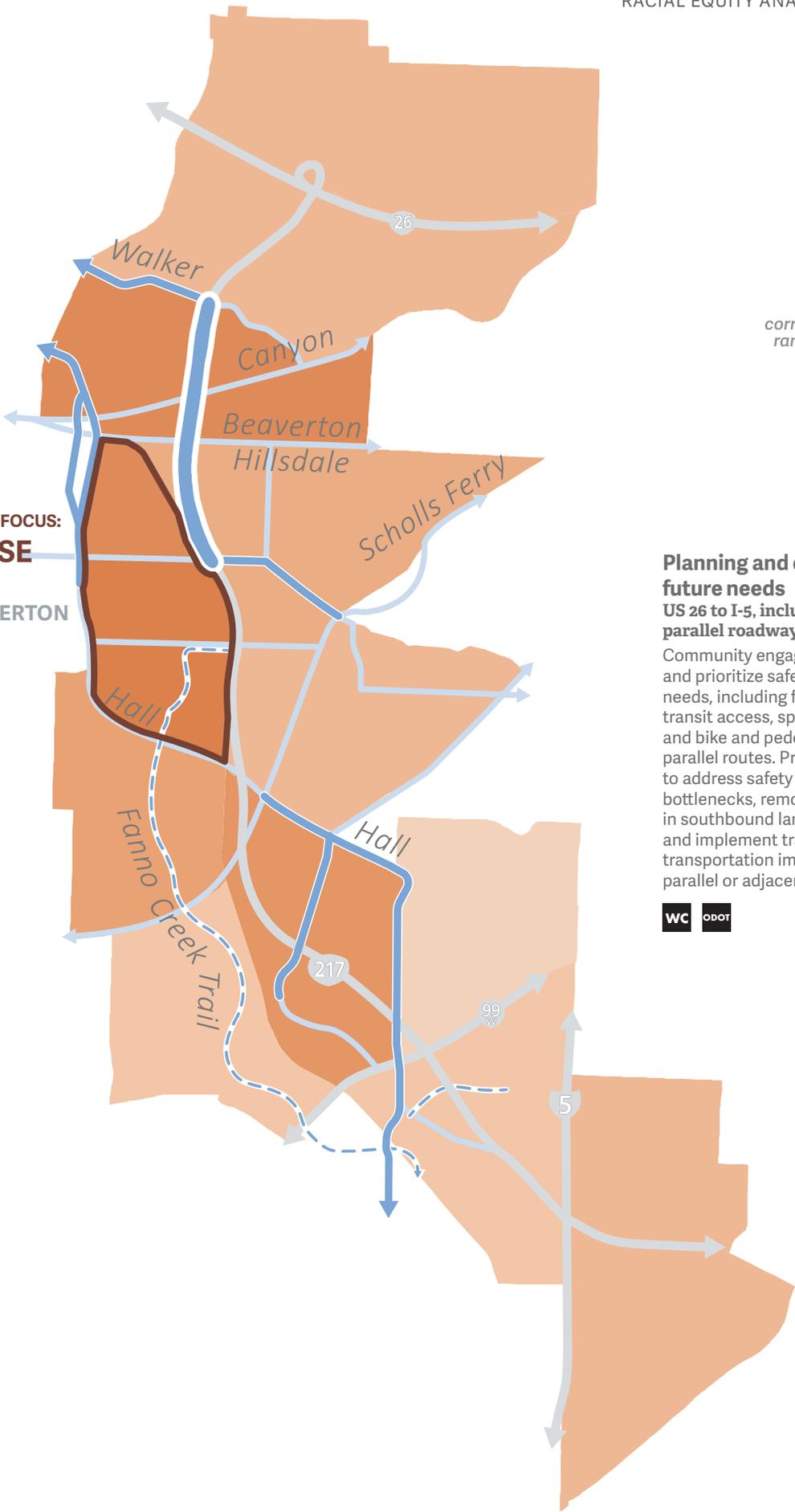
Proposed Get Moving 2020 Investments



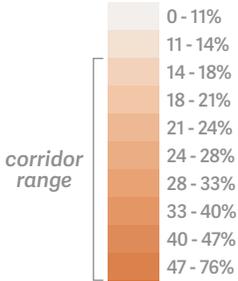
PLANNING, DESIGN AND
STAKEHOLDER ENGAGEMENT
FOR FUTURE IMPROVEMENTS

Highway 217

AREA OF FOCUS:
VOSE
BEAVERTON



% PEOPLE OF COLOR



Planning and design for future needs US 26 to I-5, including parallel roadways (7 miles)

Community engagement to identify and prioritize safety and mobility needs, including future roadway, transit access, speed and reliability, and bike and pedestrian facilities on parallel routes. Project development to address safety and traffic bottlenecks, remove weaving activity in southbound lanes of Highway 217, and implement transit and active transportation improvements on parallel or adjacent roadways.



AREA OF FOCUS:

Vose

The Vose neighborhood, just south of Central Beaverton, is home to the corridor's most racially and ethnically diverse communities with over 45% of people identifying as non-white. Incomes in this area are also some of the corridor's lowest.

Notable conditions are shown in **BROWN**. These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC**.

Highway 217 Corridor

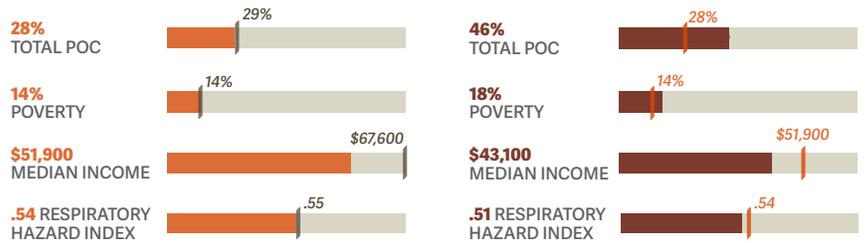
Figures in **RED** represent average or median conditions in the corridor.

These are compared with **REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC**.

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

DEMOGRAPHICS

This corridor as a whole has similar racial and ethnic diversity as the region, though it has lower median incomes. The corridor is home to a large Hispanic population, and has sizable Asian and Black communities as well.



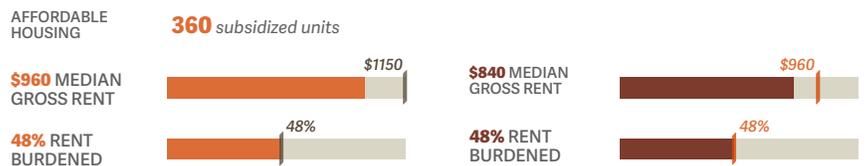
MOBILITY

This corridor has slightly better access to jobs and transit access to major employers than the rest of the region. The median commute burden is slightly lower while transit ridership rates are higher.



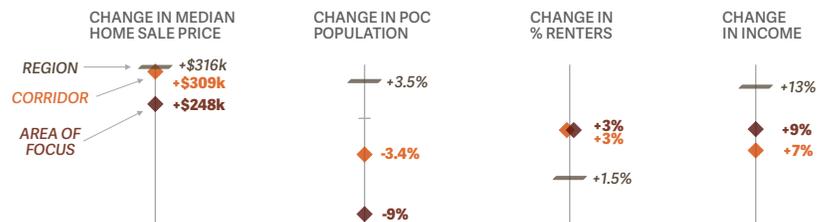
HOUSING

Median rents along the corridor are lower than the regional median. Rates of cost-burden among renters and homeowners are similar to the regional median.



DISPLACEMENT INDICATORS

Displacement indicators suggest displacement may be occurring, with a -3.4% drop in the percent of people of color along the corridor. While property values are increasing in step with the region, income is increasing more slowly.





"Because I don't have a car or any other method, that's why I always use the bus or the MAX. In my area the bus comes every thirty minutes which is a little bit long for me. It should be a shorter time."

Victo



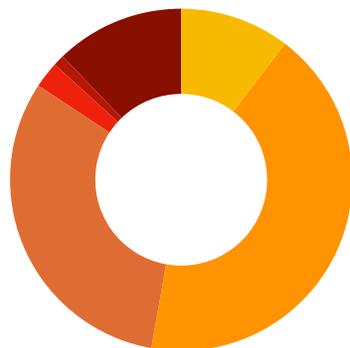
"As I drive I fear the black spots—it's hard to tell if someone is causing the black spots. The other thing is when the bike lane is not indicated sometimes you have to pay attention to that."

Alexander

82nd Avenue

82nd Avenue connects Clackamas Town Center, the Jade District, Montavilla and Roseway neighborhoods, and the Portland International Airport. It is an alternative route to I-205 and serves **one of the most diverse populations** in the region. 82nd Avenue also has the **highest bus line ridership** in the region and provides access to the Blue, Red, and Green MAX lines. It serves as a main street for various communities including the **Jade District**—one of the most racially diverse areas in the State and an **important cultural hub for the Asian-American community**. 82nd is also identified by the City of Portland as a Civic Corridor which describes the city's busiest, widest, and most prominent streets.

Who lives along 82nd Ave?



TOTAL POPULATION: 122,140

PEOPLE OF COLOR: 40,020

- 4,150 BLACK/AFRICAN AMERICANS
- 17,000 HISPANIC/LATINOS
- 12,600 ASIANS
- 1,000 AMERICAN INDIAN/ALASKA NATIVES
- 420 NATIVE HAWAIIAN/PACIFIC ISLANDERS
- 4,870 MULTIRACIAL/OTHERS

Proposed Get Moving 2020 Investments



82nd Ave

Alderwood-Killingsworth Path Planning (1 mile)

Design multi-use path to provide safe walking/biking facility.



Airport Way Intersection with 82nd Ave

Partial grade separation to reduce auto congestion and accommodate airport growth.



AREA OF FOCUS: CULLY

Safety and State of Good Repair Killingsworth to Sunnybrook (9 miles)

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes. Address maintenance issues (repair pavement and replace older signals, address Americans with Disabilities Act needs) to facilitate jurisdictional transfer from ODOT to PBOT within the City of Portland.



MAX Station Access Planning 82nd Ave Station

Planning process and subsequent design to improve station access to the west side of 82nd to reduce the need for at-grade pedestrian crossings of 82nd Avenue.



AREA OF FOCUS: EAST MONTAVILLA

AREA OF FOCUS: LENTS/ POWELLHURST

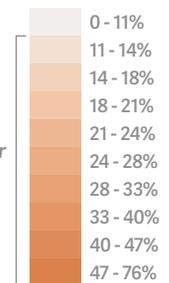
Bus Rapid Transit Killingsworth to Clackamas Transit Center (9 miles)

Improvements along 82nd Avenue to improve transit (Line 72) speed, reliability, station access, amenities, and rider experience; including bus priority/queue bypass lanes, enhancements to transit stops, and upgraded transit signal priority systems.



AREA OF FOCUS: HARMONY POINT

% PEOPLE OF COLOR



corridor range

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

DEMOGRAPHICS

82nd Avenue is home to racially and ethnically diverse communities with large Asian and Hispanic populations. Across most of the corridor, however, median incomes are lower than the region's and rates of poverty are higher.

82nd Ave Corridor

Figures in RED represent average or median conditions in the corridor.

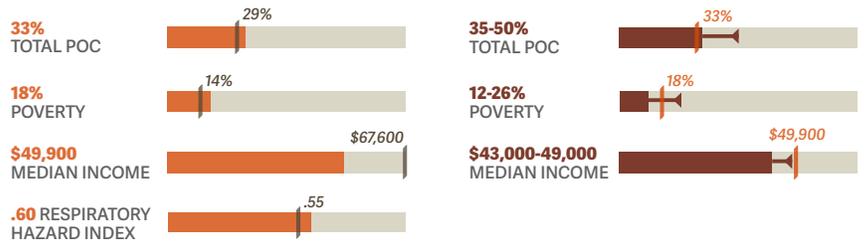
These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

AREA OF FOCUS:

Lents/Powellhurst

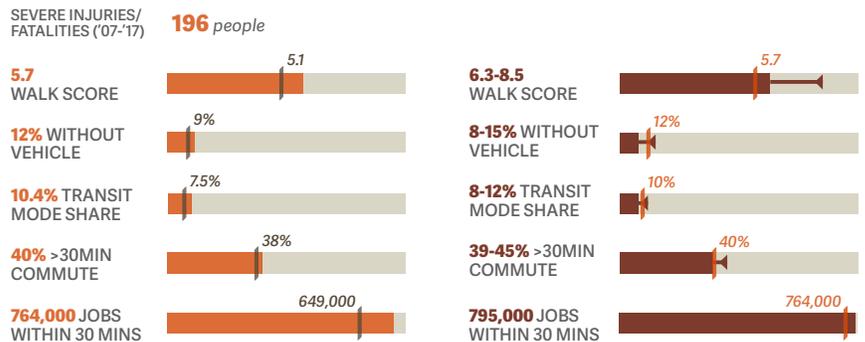
The Lents neighborhood has large populations of Asian and Hispanic people and has experienced significant development in recent years, potentially accentuating displacement.

Notable conditions are shown in BROWN. These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.



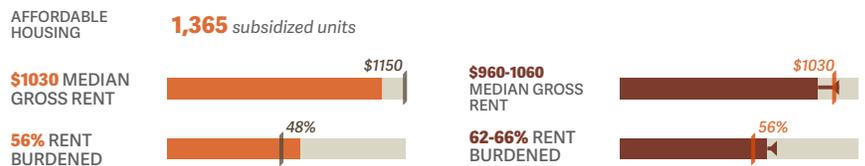
MOBILITY

Residents who live along the corridor have higher than average access to low and middle-wage jobs, and slightly higher transit access to major employers. People who live along the corridor are more transit dependent, with car ownership rates lower than the regional average and transit usage higher.



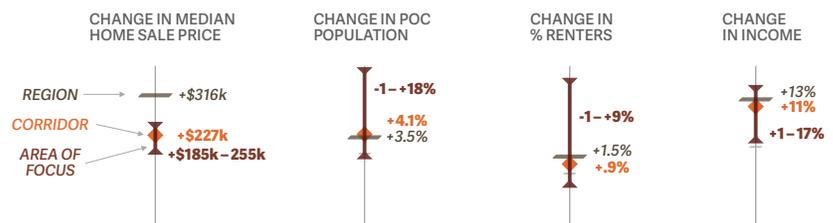
HOUSING

Median rents along the corridor are slightly lower than the regional median, but renters are cost-burdened at higher rates. Renters in some neighborhoods, like Lents/Powellhurst, are especially cost-burdened.



DISPLACEMENT INDICATORS

At the corridor level, displacement indicators demonstrate a mix of signals. Displacement of people of color between 2000 and 2017 appears low. Incomes and home prices are growing, though less quickly than the region overall. However, specific neighborhoods such as Cully show stronger signs of displacement.



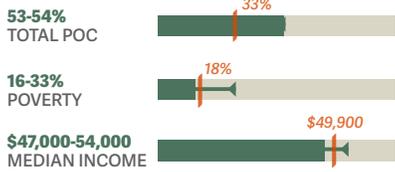
AREA OF FOCUS:

Cully

Cully is home to a large Hispanic population and many low-income families. The Cully neighborhood has seen active displacement of people of color in recent years.

Notable conditions are shown in GREEN.

These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.



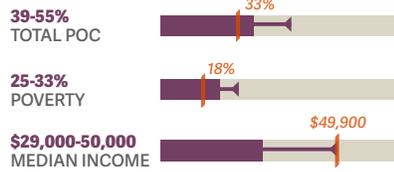
AREA OF FOCUS:

East Montavilla

East Montavilla is home to many thriving Asian communities and has become increasingly diverse in recent years.

Notable conditions are shown in PURPLE.

These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.



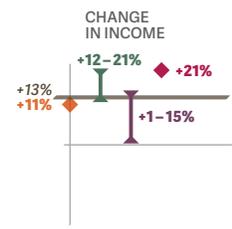
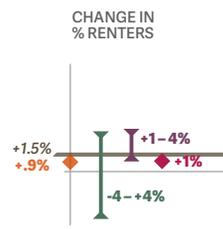
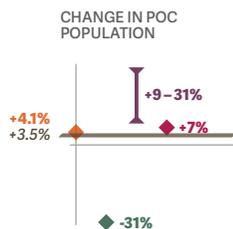
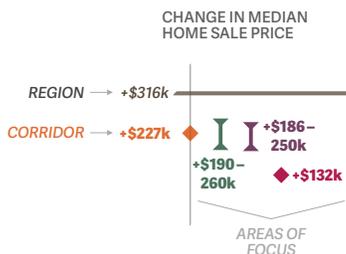
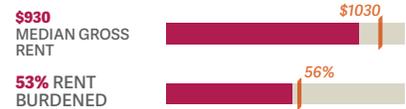
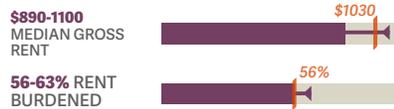
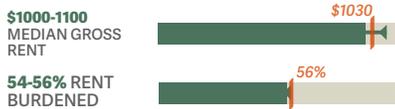
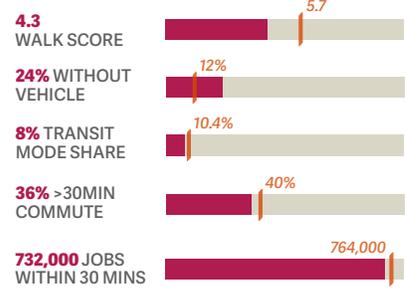
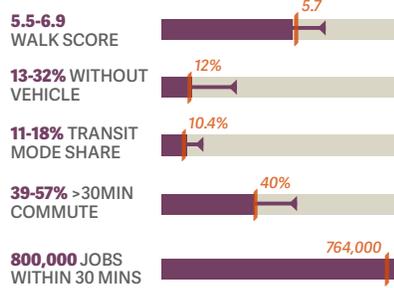
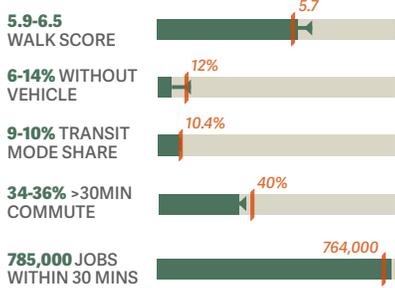
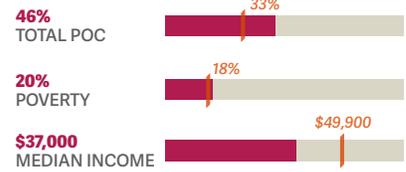
AREA OF FOCUS:

Harmony Point

Harmony Point is one of Clackamas County's most racially and ethnically diverse communities and also has many families experiencing poverty.

Notable conditions are shown in PINK.

These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.





"I go by a set schedule. I've got to be out at 105th by ten o'clock. In winter time bus reliability is different. Bad weather affects the schedule of the buses. It's a hassle, but I catch the bus five days a week."

Kevin



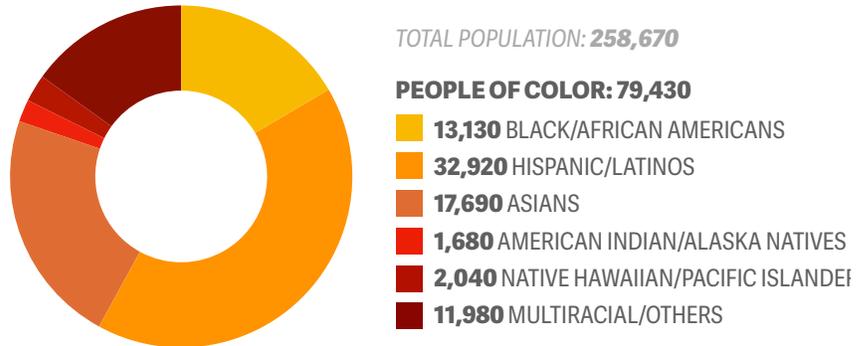
"It's interesting to watch the ways transit changes from season to season. When it rains, nobody wants to ride their bikes so everybody is flooding on the buses—there's so many people. I think a lot of people use it in the wintertime when its crappy out."

Shay

Burnside

Burnside is a major corridor that connects Washington County and East Multnomah County through downtown Portland. The corridor splits northern and southern neighborhood residents. Although there is a lower concentration of communities of color living along the corridor, **the corridor acts as a key thoroughway for many diverse communities.** It also acts as a critical Willamette River crossing for many transportation modes and has been referred to by some entities as an **"emergency lifeline"** road. The corridor serves as a main street for numerous formal and informal commercial centers and provides connections to MAX and Gresham transit facilities. It is a high crash corridor and has been identified by TriMet as a key corridor to increase transit ridership.

Who lives along Burnside?



Proposed Get Moving 2020 Investments



Burnside

Sunset Transit Center planning

Design multimodal access improvements such as sidewalks, crossings, bike facilities, plaza, and transit service capacity.

TM WC

Earthquake Ready Burnside Bridge W 3rd to MLK

Replacement or seismic upgrade of Burnside Bridge to improve safety and lifeline route.

MC

Safety E 12th to Powell in Gresham (13 miles)

Add sidewalks, crossings, lighting to reduce severe injury and fatal crashes.

PBOT G

AREA OF FOCUS: ROCKWOOD

AREA OF FOCUS: HAZELWOOD

Bus Rapid Transit Beaverton Transit Center to Gresham Transit Center (entire corridor, 22 miles)

Improvements to improve transit (Line 20) speed, reliability, station access, amenities and rider experience; including enhancements to transit stations, and bus priority/queue bypass lanes.

PBOT TM WC

Gresham Transit Center planning

Design multimodal access improvements such as sidewalks, crossings, bike facilities, plaza, and transit service capacity.

TM WC G

% PEOPLE OF COLOR



Burnside Corridor

Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

AREA OF FOCUS:

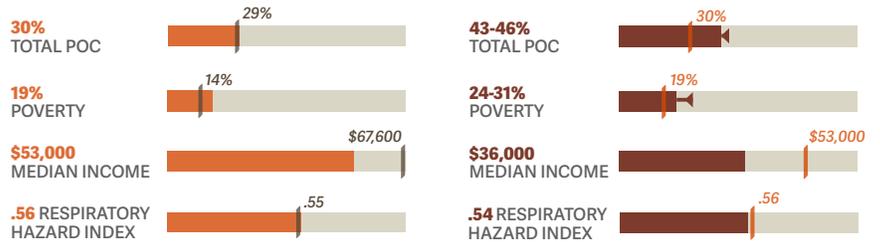
Hazelwood

Hazelwood has a large Black population, making up 13% of the area's residents. The area also has median incomes significantly lower than the region.

Notable conditions are shown in BROWN. These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.

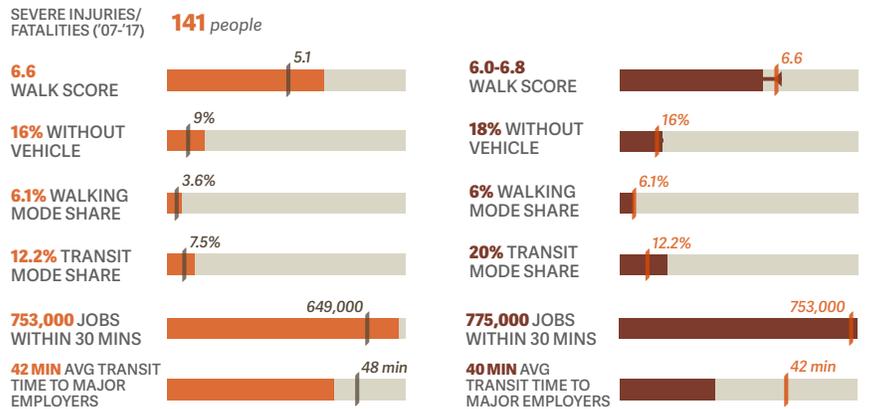
DEMOGRAPHICS

Burnside is about as racially diverse as the region with areas of higher concentrations of people of color towards the east and less diverse neighborhoods to the west. Income also varies widely across the corridor, but overall the corridor has a median income approximately 20% lower than the regional median.



MOBILITY

This corridor has better access to jobs than much of the region, and better transit access to major employers. The median commute burden is lower. Vehicle ownership rates are significantly lower than the region and transit ridership rates are substantially higher.



HOUSING

Median rents along the corridor are lower than the regional median, though this varies widely across the corridor. Rates of cost-burden among renters and homeowners are similar to the regional median.



DISPLACEMENT INDICATORS

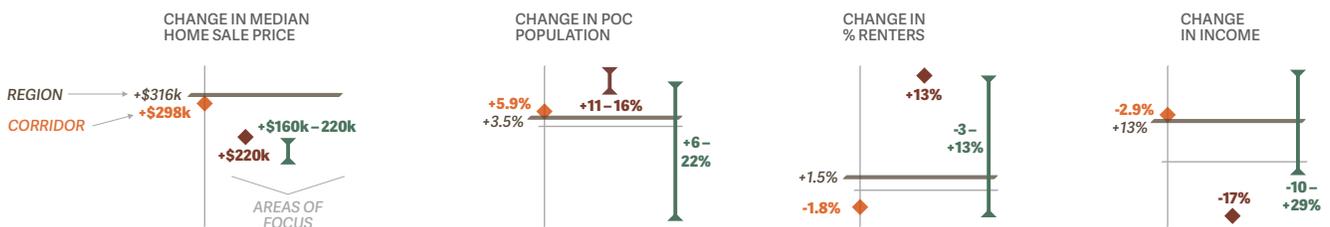
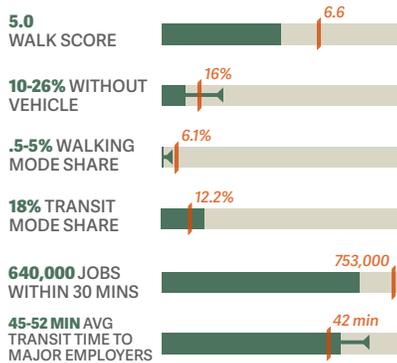
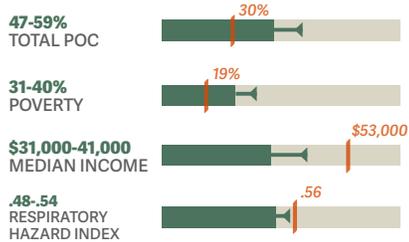
Displacement indicators at the corridor level give mixed signals – home prices are increasing similar to the regional median but incomes are increasing faster than the region and the share of renters is decreasing. Corridor-wide the share of people of color is increasing, though some neighborhoods along the corridor see a loss in people of color.

SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:
Rockwood

People of color make up 47-59% of Rockwood, with large Black, Hispanic and Asian communities. Median incomes are especially low in this area and there is an increasing community concern about displacement.

Notable conditions are shown in GREEN.
These are compared with *CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.*





"I'm usually all over Portland, I ride Trimet all the time. I think that Trimet should run at all hours in a busy city like this. Trimet has the ability to offer people the city experience, what it's like to be in Portland, so it should really be focused on that."

Victor

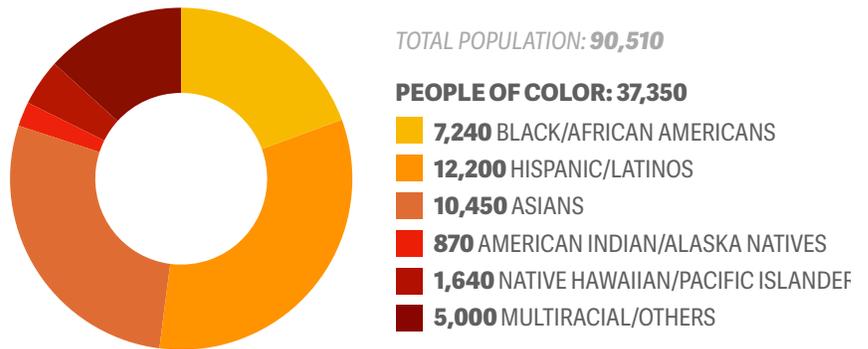
"I bus from 162nd and Sandy Blvd to 122nd, that's right by the 7-Eleven and Parkrose High School. During rush hour the buses are either late or there's a traffic jam because people got into a car wreck or people walk all over the place—they just walk in the middle of the streets."

Izaya

122nd Ave

122nd Ave connects Foster Road to Marine Drive. The corridor serves TriMet's diverse ridership on Line 73 and connects to various East-West transit lines, including the MAX Blue line. It is identified as a Civic Corridor by the City of Portland from NE Sandy to Foster, and provides access to trails, including the Marine Drive trail, I-84 trail, and Springwater Corridor. Included within this corridor is the **Parkrose neighborhood, which has large Black, Hispanic and Asian populations.** Critical resources are located near 122nd Ave, such as **BeginRight Employment Services, Unite Oregon, Columbia Care Services, and Northwest Tibetan Cultural Association.**

Who lives along 122nd Ave?

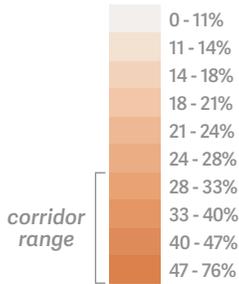


Proposed Get Moving 2020 Investments

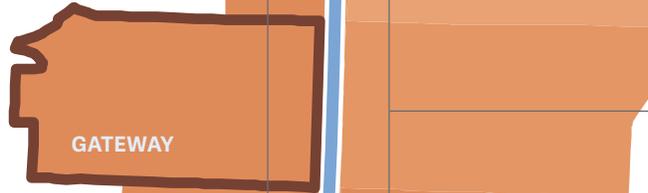


122nd Ave

% PEOPLE OF COLOR



**AREA OF FOCUS:
HAZELWOOD**



**Better Bus
Skidmore to Foster (5.5 miles)**

Bus enhancements for Line 73 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.

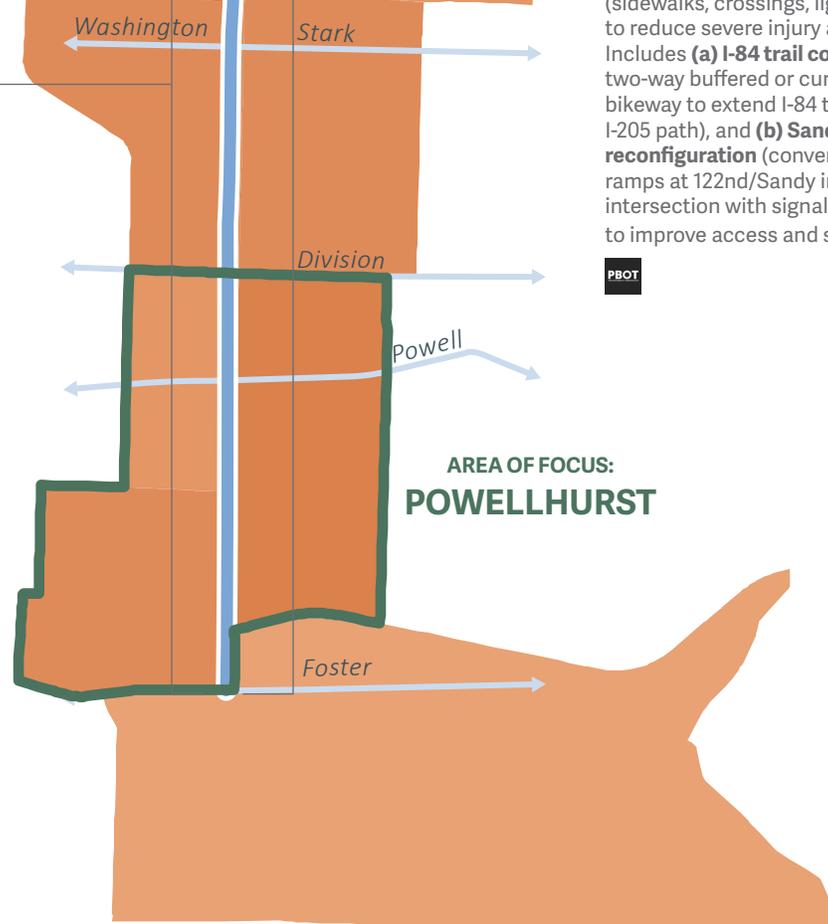


**Safety
Marine Dr to Foster Rd**

Add proven safety countermeasures (sidewalks, crossings, lighting) to roadway to reduce severe injury and fatal crashes. Includes **(a) I-84 trail connection** (add two-way buffered or curb-protected bikeway to extend I-84 trail toward I-205 path), and **(b) Sandy intersection reconfiguration** (convert highway-style ramps at 122nd/Sandy into an urban intersection with signals and crosswalks to improve access and safety).



**AREA OF FOCUS:
POWELLHURST**



AREA OF FOCUS:

West Hazelwood

West Hazelwood has a large Black population, who make up 13% of the area's residents. The area also has median incomes significantly lower than the region.

Notable conditions are shown in BROWN. These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**

122nd Ave Corridor

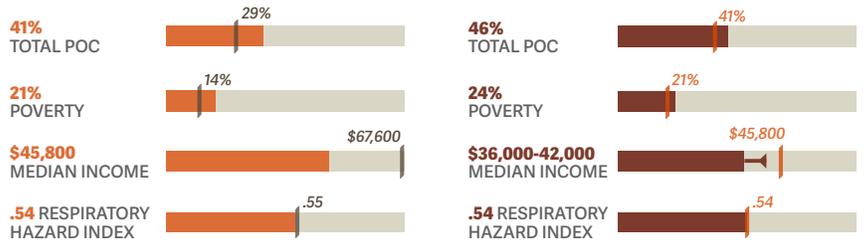
Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

The data in this report primarily comes from the American Community Survey 5-year estimates (2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regulated affordable housing as well as RLIS and Esri Business Analyst and the US EPA's National Air Toxics Assessment (2014).

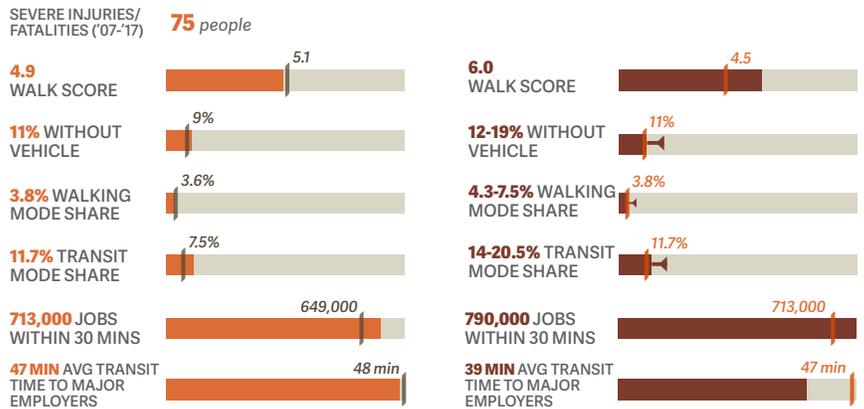
DEMOGRAPHICS

SE 122nd is more racially diverse than the region with people of color making up 41% of residents. The corridor has a notably large Black population, and sizable Asian and Hispanic communities as well. The corridor's median income is significantly lower than the region, with areas such as West Hazelwood and Powellhurst seeing even lower incomes.



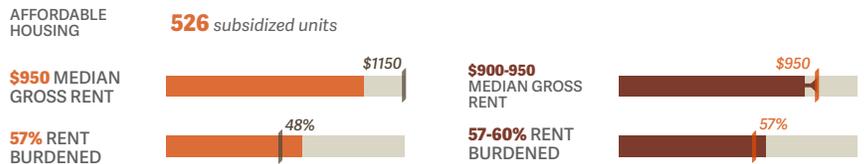
MOBILITY

This corridor has better access to jobs than much of the region, and similar transit access to major employers. Vehicle ownership rates are slightly lower than the region and transit ridership rates are higher.



HOUSING

Median rents along the corridor are significantly lower than the regional median, but rates of rent burden are higher.



DISPLACEMENT INDICATORS

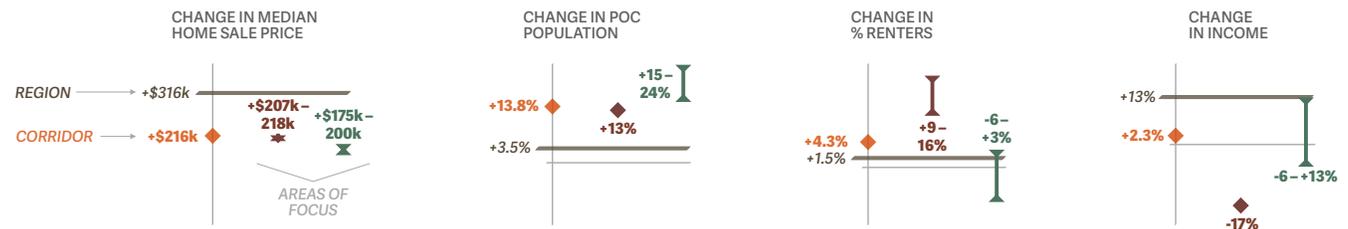
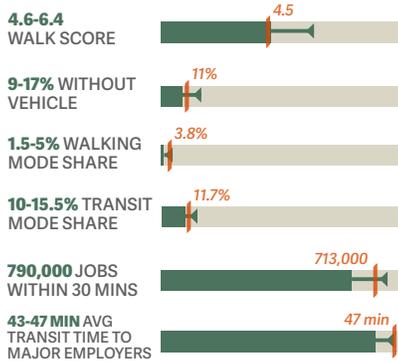
At the corridor level, displacement indicators suggest minimal displacement activity. Property values and incomes are increasing, though less quickly than the regional median. The percent of people of color along the corridor increased significantly more than the region, and the change in the percentage of renters has increased slightly more than the region.

SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:
Powellhurst

Powellhurst has large populations of Black, Hispanic and Asian people, who make up almost half of the area's residents. The area also has a high rate of poverty.

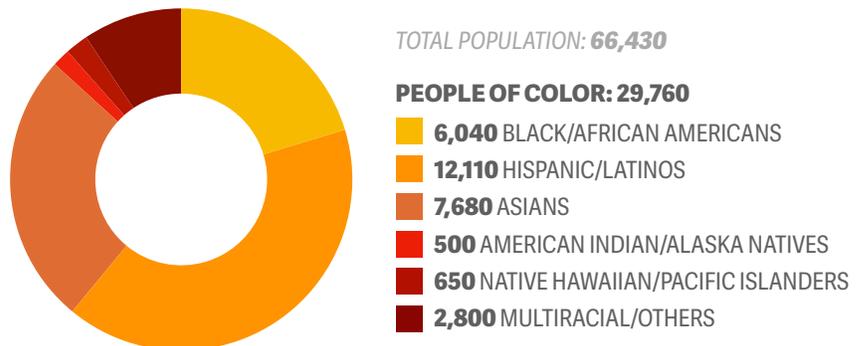
Notable conditions are shown in GREEN.
These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**



162nd Avenue

162nd Ave connects NE Sandy Blvd and SE Powell Blvd on the border between Portland and Gresham. This corridor serves historically marginalized communities in the **Rockwood neighborhood** and provides access to schools, residential neighborhoods and commercial areas. Rockwood has an income lower than 69.8% of U.S. neighborhoods, with only two major grocery stores: Winco Foods located on NE 122nd and Albertson's on 181st. This corridor is home to the **Rosewood Initiative, Su Casa Super Mercado, Day Break Shelter, and Hispanic Network.** It serves as a North-South bus connection to various East-West transit lines and provides access to Powell Butte trails and I-84 trail.

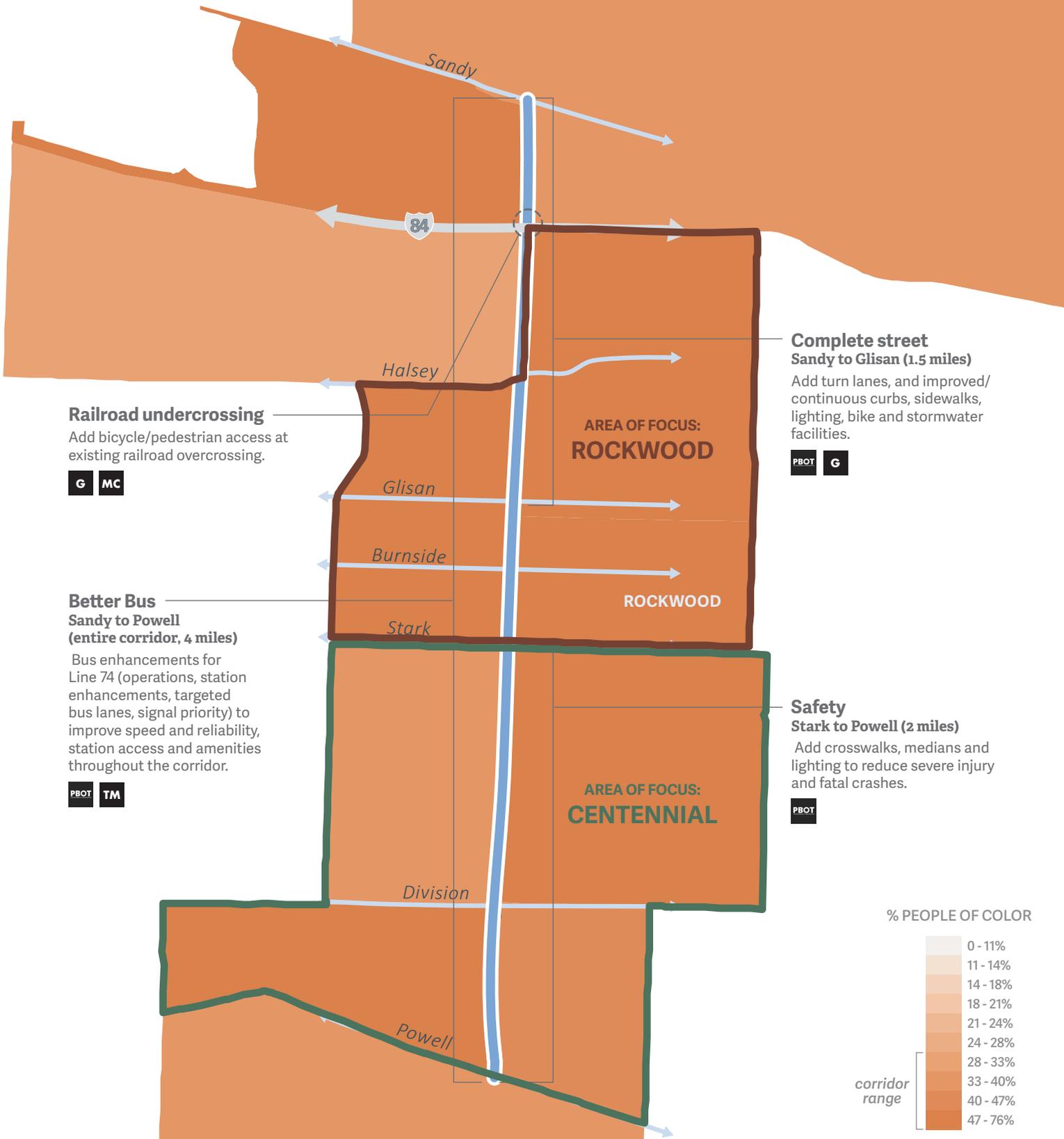
Who lives along 162nd Avenue?



Proposed Get Moving 2020 Investments



162nd Ave

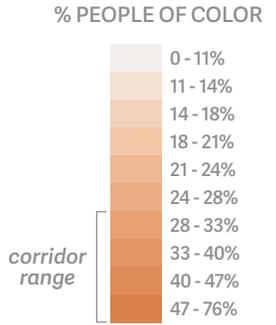


Railroad undercrossing
Add bicycle/pedestrian access at existing railroad overcrossing.
G MC

Complete street
Sandy to Glisan (1.5 miles)
Add turn lanes, and improved/continuous curbs, sidewalks, lighting, bike and stormwater facilities.
PBOT G

Better Bus
Sandy to Powell (entire corridor, 4 miles)
Bus enhancements for Line 74 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.
PBOT TM

Safety
Stark to Powell (2 miles)
Add crosswalks, medians and lighting to reduce severe injury and fatal crashes.
PBOT



**AREA OF FOCUS:
Rockwood/Wilkes East**

People of color make up 48-59% of Rockwood/Wilkes East, with large Black, Hispanic and Asian communities. Median incomes are especially low in this area and there is an increasing community concern about displacement.

Notable conditions are shown in BROWN.
These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**

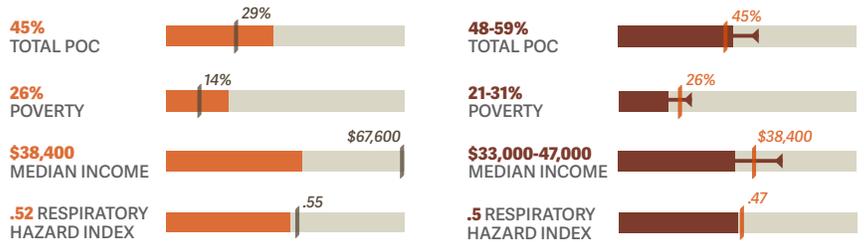
**162nd Ave
Corridor**

Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

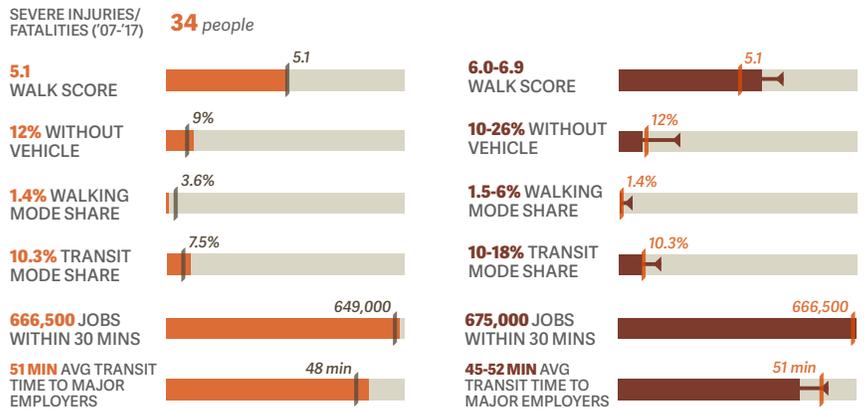
DEMOGRAPHICS

SE 162nd is more racially diverse than the region with people of color making up 45% of residents. The corridor has a notably large Black population, and sizable Asian and Hispanic communities as well. The corridor's median income is only a little more than half of the regional median.



MOBILITY

This corridor has similar access to jobs as much of the region, and similar transit access to major employers as well as median commute burden. Vehicle ownership rates are slightly lower than the region and transit ridership rates are higher.



HOUSING

Median rents along the corridor are significantly lower than the regional median, but due to lower incomes, rates of rent burden are significantly higher.



DISPLACEMENT INDICATORS

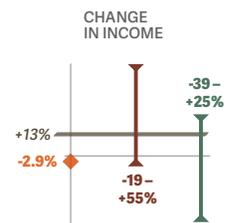
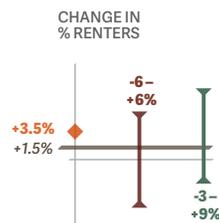
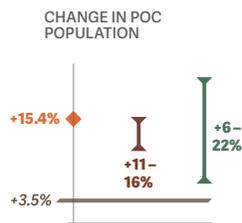
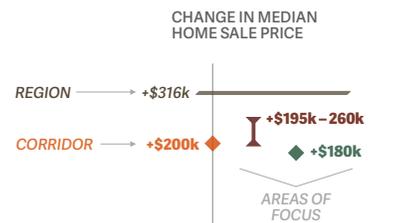
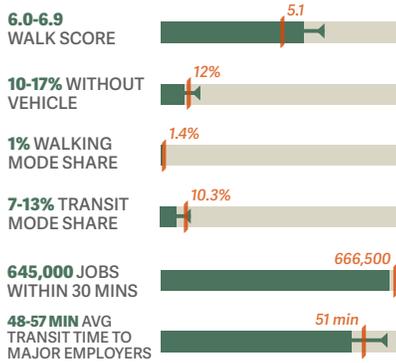
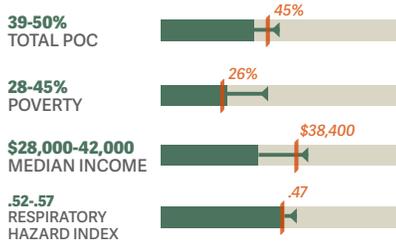
Indicators at the corridor level suggest little displacement activity – the percent of people of color and renters are increasing, incomes are stagnant and home prices have increased slower than the region. However, the wide variation in data shown on the following page suggest displacement activity in certain areas of Rockwood and Centennial.

SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:
Centennial

Centennial has large and growing Hispanic and Black populations and high rates of poverty. Parts of Centennial show signs of displacement, an increasing concern for the area's residents of color.

Notable conditions are shown in GREEN.
These are compared with *CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.*





"I live out on Powell. I usually come downtown to come shop or take care of personal business. I ride public transit because it's cheaper, more affordable, it meets my budget. I'd like more buses, scheduling and more buses, basically more buses."

Mary



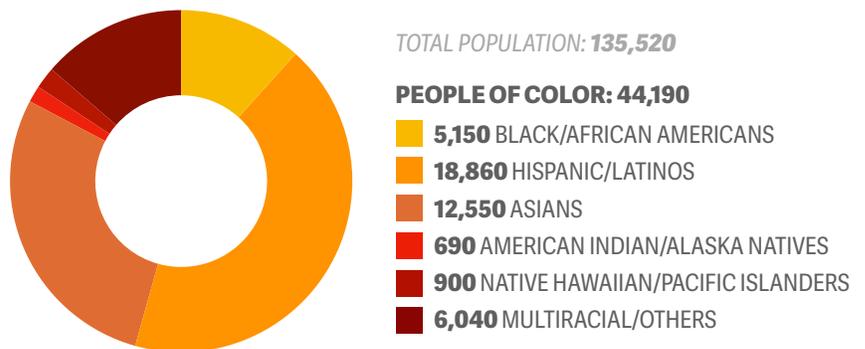
"I live in Sellwood and go to Cleveland High School, and there's no direct route from here to there in spite of it being a neighborhood feeder school. So I have to wait between buses for a while."

Dasha

Powell Blvd

Powell Blvd links Portland's west side to East Multnomah County for all modes including freight. As a main street for numerous commercial centers the corridor connects historically underserved communities in outer SE neighborhoods. TriMet identifies Powell Blvd as a key corridor to increase ridership by making safety improvements and prioritizing transit-oriented development. Transit improvements would **connect the high concentration of affordable housing along the corridor to jobs and commercial centers.**

Who lives along Powell Blvd?



Proposed Get Moving 2020 Investments



Powell Blvd

Safety Portland Willamette River to Mt Hood Hwy

Add sidewalks, lighting, enhanced pedestrian crossings and parallel greenway connections to reduce severe injury and fatal crashes.

PBOT ODOT G

Planning for MAX or Bus Rapid Transit downtown Portland to I-205 (5 miles)

Design for longer-term transit enhancements such as Bus Rapid Transit or MAX.

M TM

Hogan intersection Hogan/Powell

Add second northbound lane to Hogan at Powell to ease traffic congestion.

G

Downtown Gresham Bikeway Cleveland to 1st (.5 miles)

Add two-way curb-protected bikeway along Powell to connect downtown Gresham to Powell Valley neighborhoods.

G

Safety Gresham Portland city limit to Mt. Hood Highway (4 miles)

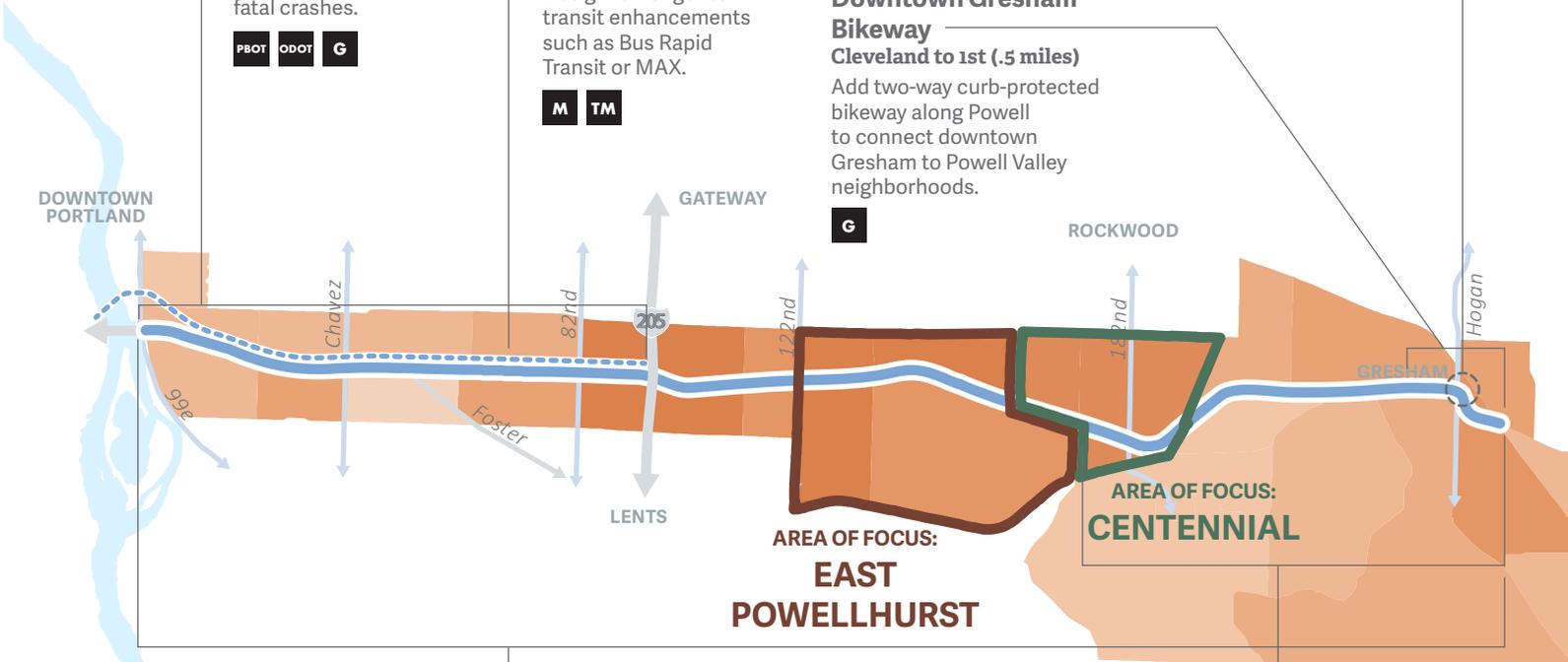
Add sidewalks, crosswalks, medians and lighting to reduce severe injury and fatal crashes.

G

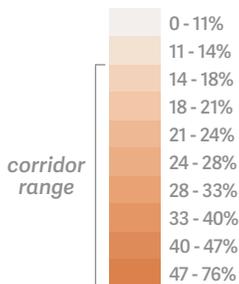
Better Bus Willamette River to Mt Hood Hwy

New bus shelters and better lighting at stops.

PBOT TM G



% PEOPLE OF COLOR



Powell Blvd Corridor

Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.

AREA OF FOCUS:

East Powellhurst

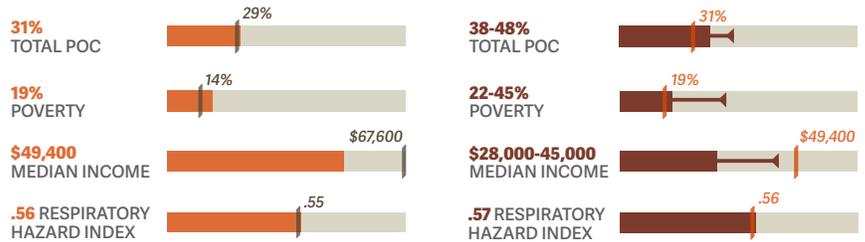
Powellhurst has large Black, Hispanic and Asian communities who collectively make up almost half of the area's residents. The area also has a high rate of poverty compared to the region.

Notable conditions are shown in BROWN.

These are compared with CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.

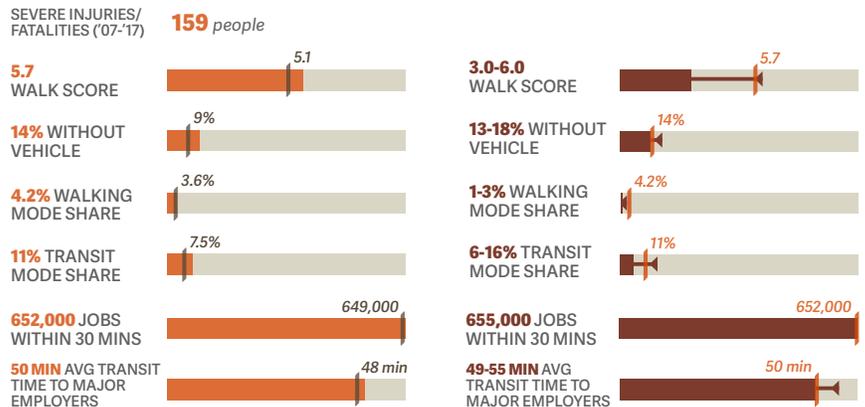
DEMOGRAPHICS

Powell is about as racially diverse as the region with areas of concentrations of people of color towards the east and less diverse neighborhoods to the west. Income also varies widely across the corridor, but overall has a median income about a quarter less than the regional median.



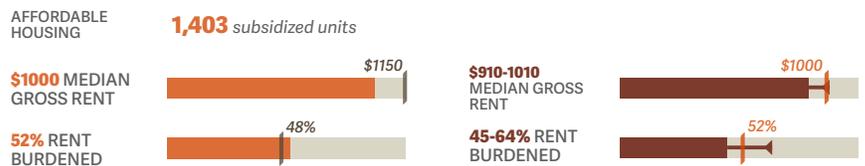
MOBILITY

This corridor has similar access to jobs and transit access to major employers than the rest of the region. The median commute burden is slightly higher. Vehicle ownership rates are significantly lower than the region, and transit ridership rates are higher.



HOUSING

Median rents along the corridor are lower than the regional median, though this varies widely across the corridor. Rates of cost-burden among renters and homeowners are similar to the regional median.



DISPLACEMENT INDICATORS

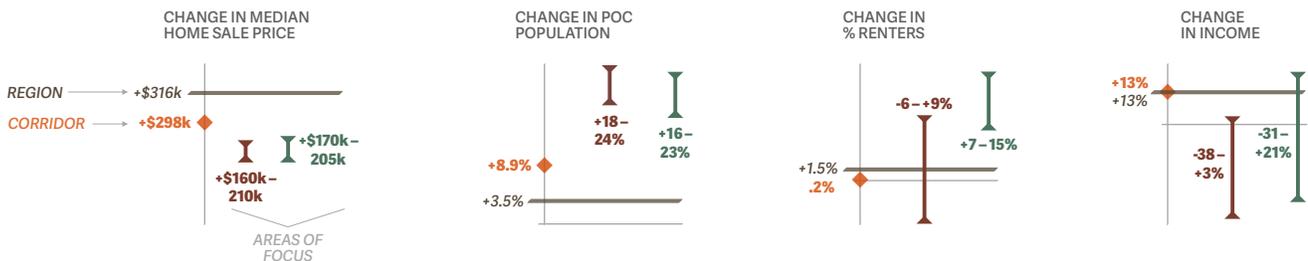
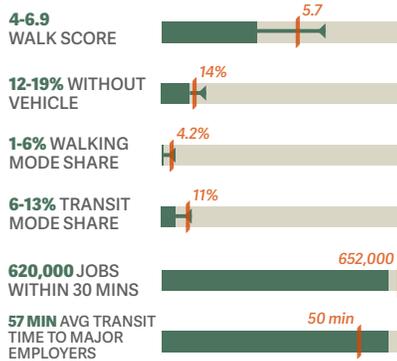
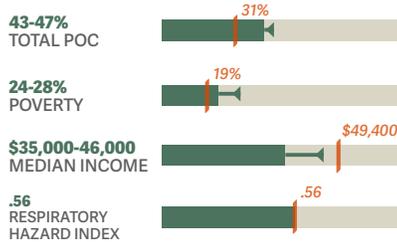
Displacement indicators at the corridor level are on par with the region and show mixed signals: racial diversity is increasing, share of renters is remaining constant, while incomes and property values are increasing at the same rate as the region. However, certain areas, like parts of Centennial, are showing signs of displacement with a high increase in renters, and wide income disparity.

SEE GRAPHS ON NEXT PAGE

AREA OF FOCUS:
Centennial

Centennial has large and growing Hispanic and Black populations and high rates of poverty. Parts of Centennial show signs of displacement, an increasing concern for the area's residents of color.

Notable conditions are shown in GREEN.
These are compared with **CORRIDOR AVERAGES AND MEDIANS IN RED ITALIC.**



APPENDIX: Data definitions and sources

The data used in this analysis is the most recent available. However, we know that the Portland metro region has changed significantly since the data was collected. The intent is for this document to serve as a prototype for continued analysis to help better understand local communities as projects move forward and new data is available.

	Description	Source
DEMOGRAPHIC METRICS		
Race/ethnicity data	Percent or number of respondents who identify as a given race/ethnicity (US Census categories).	American Community Survey 5-year estimates (2017)
Poverty	Percent of people earning less than 100% of the federal poverty level.	American Community Survey 5-year estimates (2016)
Median income	Median household income across the Transportation Analysis Zone (TAZ).	American Community Survey 5-year estimates (2017)
Respiratory hazard index score	Measures relative exposure to concentrations of airborne pollutants.	US EPA National Air Toxics Assessment (2014)

MOBILITY METRICS		
Severe injuries/fatalities	Number of crashes resulting in major injury or death in the timeframe indicated.	Oregon Department of Transportation
Walk score	Measures walkability and the availability of community services and assets	RLIS and Esri Business Analyst
% without vehicle	Measures level access to a vehicle for households.	American Community Survey 5-year estimates (2016)
Walking mode share	Percent of commuters who walk to work.	American Community Survey 5-year estimates (2017)
Transit mode share	Percent of commuters who take transit to work.	American Community Survey 5-year estimates (2017)
# of jobs within 30 min commute	Low-, middle- and high-wage jobs accessible in 30 minutes, all times and modes.	Metro Research Center Travel Modeling
Transit commute to major employers	Measures transit travel times during peak hours to major employers and job centers.	Metro Research Center Travel Modeling

HOUSING METRICS		
# of subsidized affordable housing units	Measures the number of publicly subsidized affordable housing units.	Metro Inventory of Regulated Affordable Housing
Median gross rent	Measures the median gross rent across the Transportation Analysis Zone (TAZ).	American Community Survey 5-year estimates (2017)
Share of households cost burdened (renter)	Percent of renters who pay more than 30% of their income on rent.	American Community Survey 5-year estimates (2016)

DISPLACEMENT INDICATORS		
Change in median sales price	Measures the median home sale price across the Transportation Analysis Zone (TAZ).	American Community Survey 5-year estimates (2017)
Change in POC	Measures the change in non-white, non-hispanic population between 2000-2017.	Steven Manson, Jonathan Schroeder, David Van Riper, and Steven Ruggles. IPUMS National Historical Geographic Information System: Version 14.0 [Database]. Minneapolis, MN: IPUMS. 2019.
Change in % renters	Measures change in the share of households that are renters from 2007-2017	American Community Survey 5-year estimates (2017)
Change in incomes	Growth in median income from 2007 - 2017	American Community Survey 5-year estimates (2016)