

SUNRISE GATEWAY CORRIDOR / HWY 212

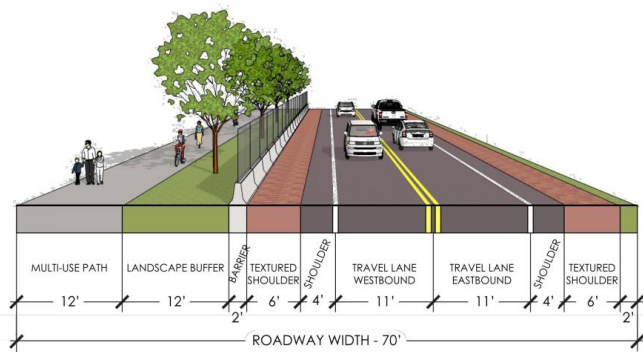
A transformative community investment to implement the Metro 2040 Growth Concept

Metro T2020 desired outcomes

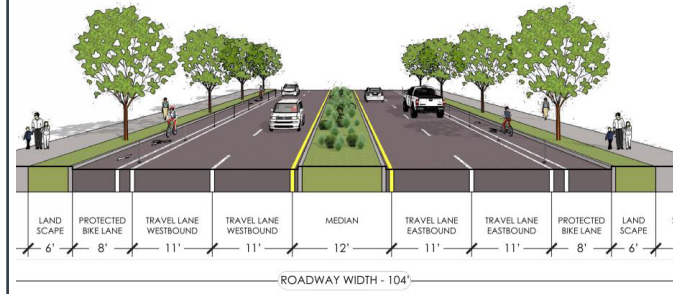
Clackamas County, ODOT, and the City of Happy Valley have worked together to develop the Sunrise Gateway Corridor package to address the evolving economic, housing, safety, alternative modal and operational needs and to ensure the corridor provides the desired T2020 outcomes.

- | | | |
|--|--|---|
| ✓ Improves safety | ✓ Increases access, especially for people of color | ✓ Protects clean air and reduces carbon emissions |
| ✓ Prioritizes support for communities of color | ✓ Supports resiliency | ✓ Is regional in nature |
| ✓ Reduces congestion | ✓ Supports economic growth and system connectivity | ✓ Leverages housing, open space investments |

Sunrise Gateway Corridor performance-based design cross sections



Highway 212 transforms into an Urban Arterial – Complete Street



Critical for current residents and the future of our region

The 13,300 residents in the Sunrise Gateway Corridor are underserved and need safe connections and multi-modal options.

Improves Safety: With 42,900 average daily trips, Highway 212 has segments in the top 10% of ODOT's safety priority ranking system. The Sunrise Gateway Corridor improvements will increase the safety of these high crash intersections.

Creates multi-use connections: Unique opportunity to establish a world-class on- and off-road trail system

- Support the regional Mt. Scott/Scouters Mt. Trail Loop Master Plan that would connect the Springwater Corridor to the Clackamas River and Industrial Area
- Protected multi-use path from the Clackamas Town Center to 172nd Avenue

Supports Affordable Housing: Happy Valley is taking steps to create access to housing in a broad range of income levels:

- New urban renewal district will dedicate 7% for affordable housing projects.
- Missing middle housing, including multi-family, attached single-family and cottage clusters, are encouraged through zoning designations and incentives.

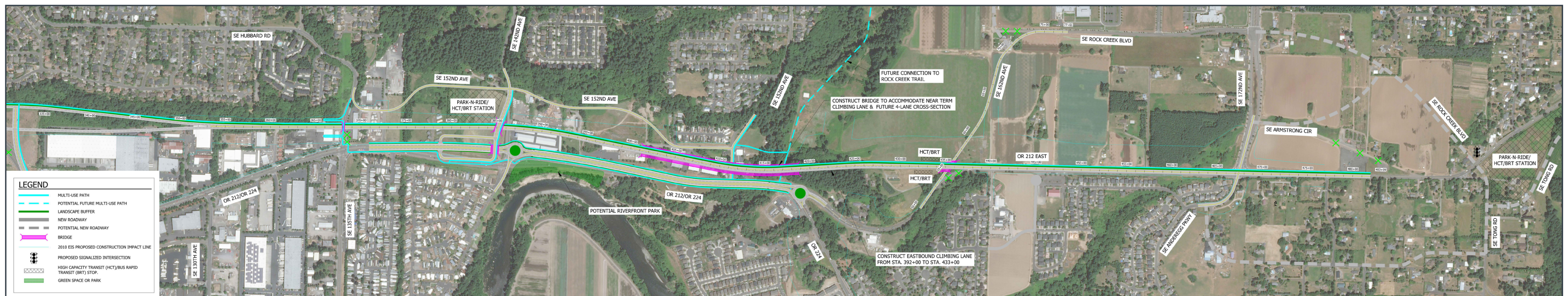
Opens Access to New Jobs and Housing: By 2040, this corridor is projected to have over 14,000 new jobs (i.e. Rock Creek Employment Center at 17nd Ave) and 14,000 additional housing units (approximately an additional 43,000 people).

Provides a parkway: This project will create new connections and transform Hwy 212 from a dangerous state highway into a safer corridor that connects people to jobs and accommodates additional housing. The improvements will create a complete transportation network with new multi-modal connections, safety and access improvements.

- Two-lane parkway (40-45 mph) with a separated multi-use path
- Multi-modal options
 - Current residents will have alternative modal options to access their public schools, regional parks, public transit, employment, etc. without driving
 - Transition existing Hwy 212/224 to an Urban Arterial - Complete Street with improved bike/pedestrian facilities

Clackamas to Columbia (C2C): The Sunrise Gateway and C2C provide the necessary multi-modal corridors to service the undeveloped southeast area of the Metro UGB.

Supports Metro's 2040 Growth Concept: Happy Valley cannot implement the growth concept without having the transportation infrastructure to address the existing mobility barriers in this corridor.

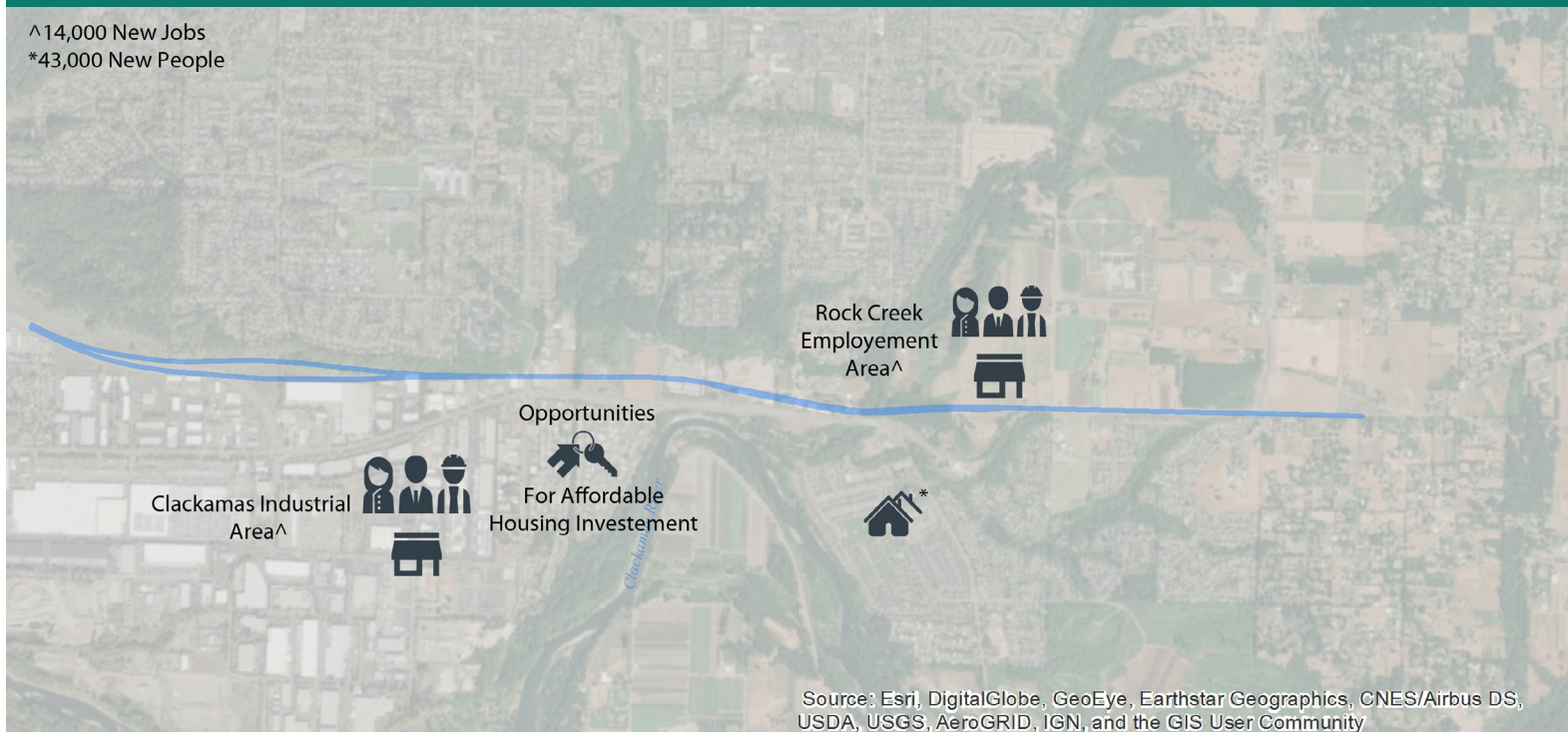




Opening access to jobs and housing

Improvements would support new commercial and employment lands in key growth areas

^ 14,000 New Jobs
^ 43,000 New People

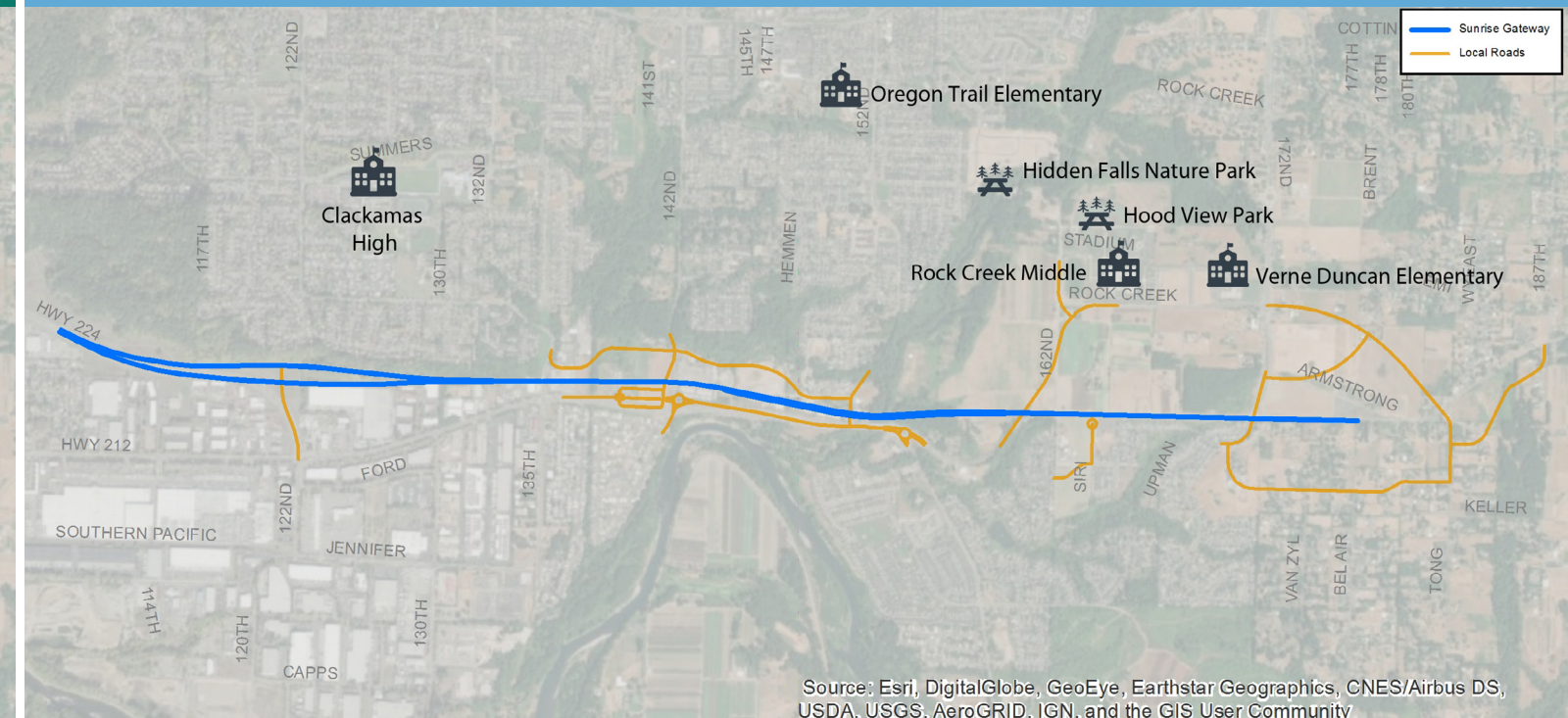


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Transforming local streets and transit

Providing safe pathways for trips from neighborhoods to schools, parks, recreation and retail

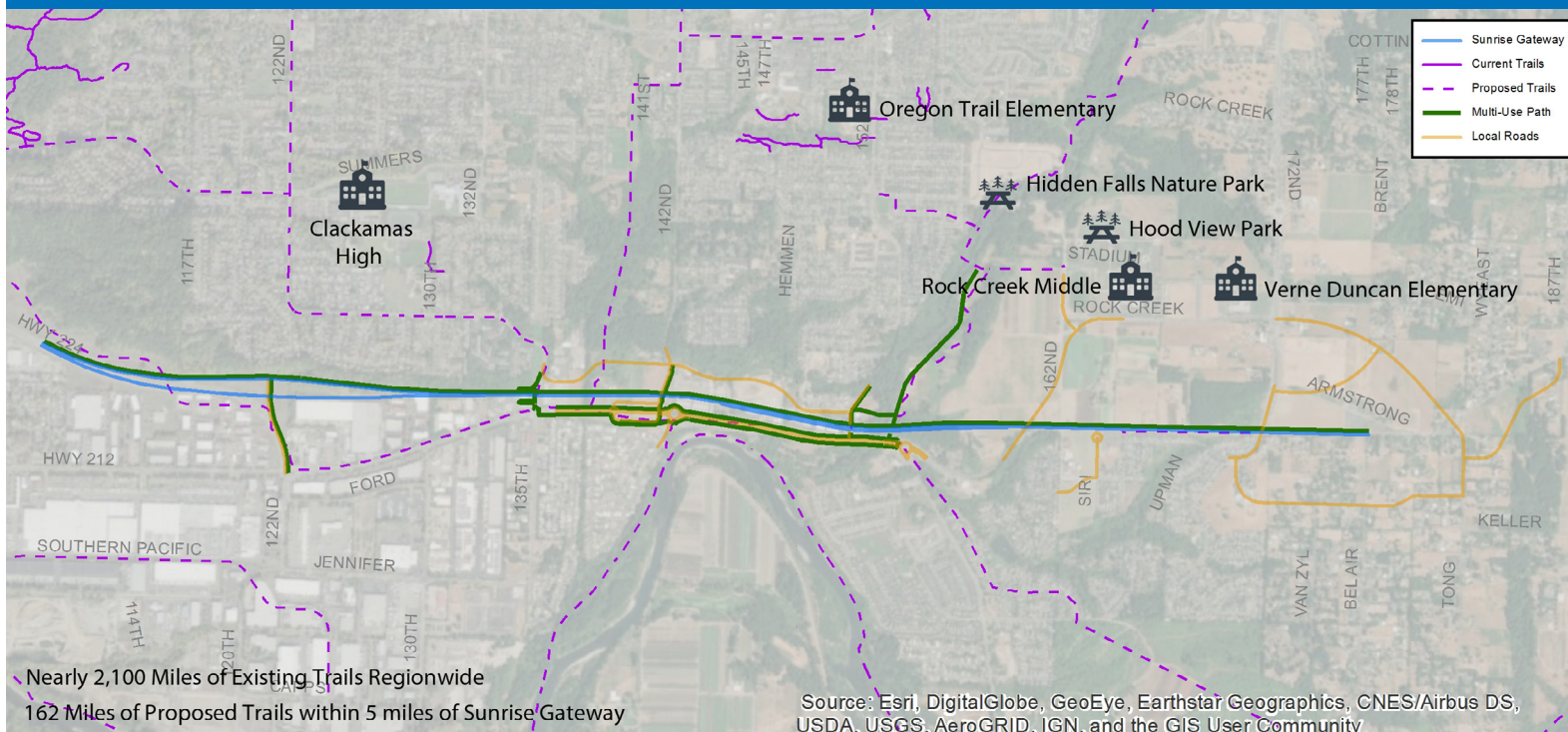


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Extending trail miles in the Metro area

Connecting Mt. Scott/Scouters Mt. Trail Loop Master Plan to the Clackamas Town Center



Nearly 2,100 Miles of Existing Trails Regionwide
162 Miles of Proposed Trails within 5 miles of Sunrise Gateway

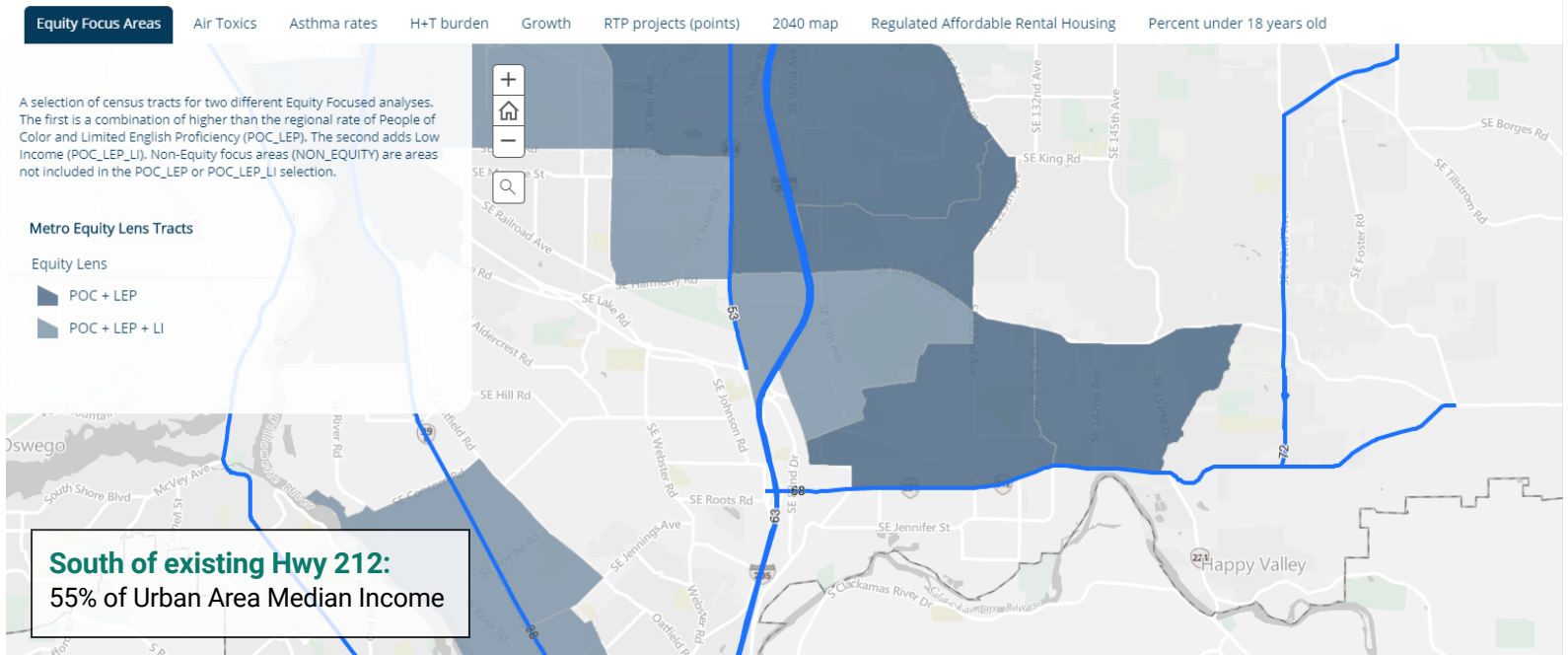
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Increasing connections and access for communities with diverse populations and lower than regional average incomes

Regional Investment Strategy map resources

Designed in Oregon by Metro



SURVEY FINDINGS: OVERVIEW

NOTE: Participants in this survey were self-selected and the results are not statistically valid. Instead, the survey responses offer qualitative insights into lived experiences on corridors, and their responses to and suggestions about possible regionwide programs.

The 2020 Transportation Investment Measure Survey was made public on May 6 and closed on July 8, 2019. 3,458 responses were collected.

Overall, survey responses highlighted strong support for transportation improvements and investments that prioritize pedestrian and bicycle safety, as well as improvements that aim to mitigate and decrease greenhouse gas emissions and to support safe traffic flow with strong support for prioritizing transit during peak travel times.

The summary below includes highlights from each of the main sections of the survey – providing a snapshot of the key learnings, emerging themes, and responses from survey participants. The summary is split into three core sections: Demographics, Corridors, and Transportation Improvements.

Survey participants were invited to respond to a series of optional demographic questions, including the zip code of their home address; information about their gender and racial/ethnic identity, as well as information pertaining to any experience or identity of living with a disability, age, and household income.

Most questions provided a variety of drop-down options, responses were optional, and provided room to write in additional answers or responses they felt were not provided within the menu of choices built into the survey.

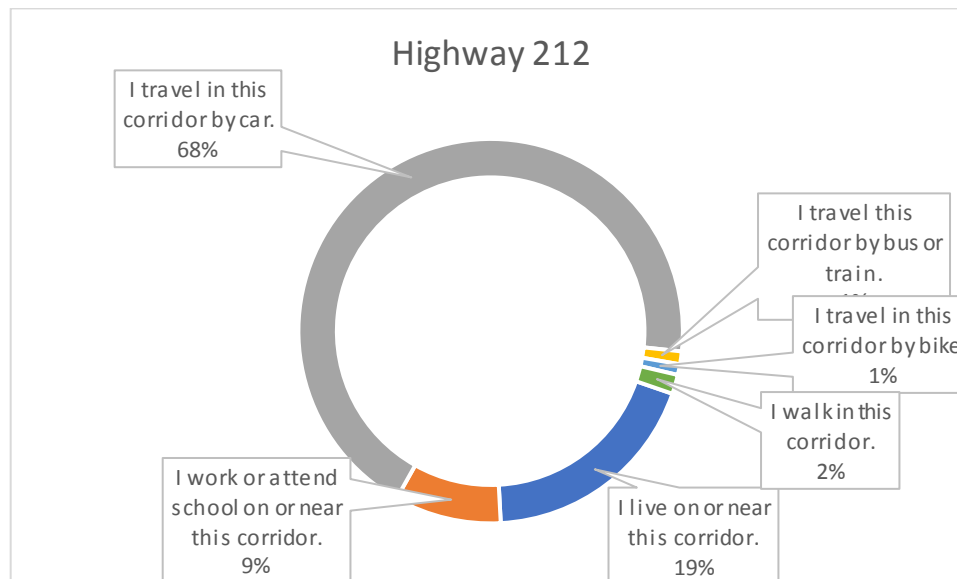
Out of those who completed the optional demographic question, responses highlighted the following trends:

- Most respondents (55%) lived within a Multnomah County Zip Code
- 11% of survey participants self-identified with a racial and/or ethnic identity other than white, with 89% of respondents identifying as white.
- 53% of respondents identified as Woman, 44% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgender
- 46% of respondents were under the age of 44
- 15% of respondents identified as living with a disability, with 5% of those defining their disability as Ambulatory (*which was defined as ‘unable or having serious difficulty walking or climbing stairs’*)
- 61% of survey respondents had a household income (pre-tax) over \$74,999

These findings when presented in comparison to demographics for the region showed the survey respondents to be mostly representative of the demographics of the Metro region as a whole, with the exception of age and household income (in which survey participants presented as older than the median age, and experienced a household income higher than the median household income for the Metro region).

A full summary of these demographic findings has been included in Appendix A.

EXPERIENCES ON HWY 212/SUNRISE



HIGHWAY 212: COMMENTS FOR DECISION MAKERS

Respondents described freight, warehouse business activity, and the timing of lights along this corridor as a source of delay and congestion. Some survey participants see this corridor as unpleasant and dangerous for biking and walking due to congestion and vehicle speeds.

Infrastructure and Design

- “Better than it used to be but still curvy and possibly dangerous a few spots”
- “Better timing of lights”
- “Construction impacts are disproportionately high due to low lane volume”
- “Many improvements have been made and the addition of the 82nd drive bypass has really helped.”
- “Needs signals, widening, left turn lanes. It's awful!!”

Congestion and Traffic

- “This corridor is heavy in business traffic due to the warehouse activity. My interactions with this area is regular, but I've learned patience.”
- “Congested at I-205/Clackamas intersections most of the daylight hours, with so much truck traffic and delays at interchange ramps.”
- “Nice new part near I-205, remainder slow at times, but pleasant rural feeling. Horrible when signals go into 4-way stop mode for no apparent reason.”
- “Way too congested and will be getting worse with more housing planned. I try not to travel 212 after 2:30 pm”

Cyclists and Pedestrians

- “More frequent sweeping of the bike lane.”
- “Please do not widen this highway. Instead of widening, please add more transit service and safer biking and walking infrastructure.”
- “Congested and not a corridor you can walk comfortably.”

- “Key East/West corridor for cycling.”
- “So, so busy; cars are too fast and no one should ever walk much less bike here. This road should be treated more as a freeway and walking and biking strongly discouraged!”

Speed and Safety

- “This road is dangerous as it changes from freeway to arterial type road abruptly.”
- “Unsafe to cross.”
- “It seems that there are more problems with vehicles speeding on this highway!! A real problem for these small communities! Road maintenance needs to be a priority for this highway!!”
- “Dangerous turns where there are not signals/traffic lights “
- “Frustrated by drivers who go 30 in a 50 zone because they aren’t paying attention. Work on timing lights and turn signals better to match traffic flow at different times of day.”

Transit

- “Can we have more buses added to the line 30 route?”
- “If a train line ran through this corridor, it would significantly benefit so many more commuters who just cannot afford the amount of time it currently takes to travel via the Green line to downtown or NE Portland.”
- “Improve mass transit, Reduce car capacity.”

RESPONDENT COMMENTS

Infrastructure & Design

1.	205 exchange needs more work
2.	212, primarily from the 224-to-carver intersection to around Old Barn Lane in Damascus is incredibly congested and seems to regularly have bad accidents. With so many folks traveling to/from Mt. Hood or commuting through Damascus it seems justifiable to add at minimum a turn lane. I have sat on Old Barn Lane trying to turn west onto 212 for ten minutes before due to the heavy traffic. I end up turning east and turning around on a side street to be able to go west on 212.
3.	212/224: the new addition helps somewhat, but all the workers from the distribution centers and manufacturers on Jennifer Rd. clog the hwy from the new bypass to the hwy. 212/224 split. All those folks are going to Crappy Valley and you don't want to get me started on that or Terry Emmert, the bastard...
4.	4 lanes with lights
5.	A little bumpy, crumbly in places. But overall good. Bogs down in to/from work times. But better than any inner Portland street.
6.	A major employment corridor with lots of traffic entering and exiting the corridor. The high speed limits along this corridor makes ingress and egress from the adjoining streets very dicey. More traffic signals may be needed to allow more breaks in high speed traffic.
7.	Add lanes where it bottle necks to 2 lanes
8.	Add lanes where it transitions from 4 to 2
9.	Adequate for current auto traffic
10.	All need improvement whether street light timing, widening or better surfaces
11.	Better than it used to be but still curvey and possibly dangerous a few spots

12. Better timing of lights
13. construction impacts are disproportionately high due to low lane volume
14. Could use more traffic control devices.
15. decrease SOV mode split
16. Don't forget about 224
17. Don't take it very often but seems to move quickly. Rarely delayed.
18. Easy to travel
19. Essential for supporting new jobs and housing
20. Finish the sunrise corridor. Light at 212 and 224 expressway is ridiculously out of whack time wise.
21. Fix the bumpy road and make a more visible emergency lane
22. For what it is, this is sort of fine. Don't add lanes and expand capacity. Also, help with some of the blind-ish curves near 99E. Add speed camera enforcement.
23. Functions well most of the time.
24. Get rid of the homeless, bikes and bike lanes
25. Good way to drive to Mt. Hood
26. Great for getting to my hood now that the connector is done
27. Greatly improved with the 224 Sunset Corridor. A little slow with traffic during rush hour and weekends from 172nd to 222nd
28. Heavy industry, poorly timed lights, limited transit options
29. I don't use this too often and try to avoid times of heavy traffic.
30. I have family who live in Damascus. They don't want anymore sprawl. They want to keep their farm. PLEASE don't turn this into a freeway.
31. I normally drive this on the weekends and it is not bad at all
32. I travel from Clackamas to Damascus. Fortunately, I can avoid having to cut across traffic to go west on 212 by going thru the BiMart parking lot
33. I tried this but where is it supposed to go?
34. I use this between my home on hospital (Kaiser), as well as between family members homes
35. I use this to access HWY 26 and Mt. Hood. The unfortunate thing is that it is a major barrier dividing Milwaukie.
36. I use this to get to the woods.
37. I would frequent this area for shopping and restaurants if there was a dedicated and separated lane for bus, biking, and walking
38. I wouldn't prioritize this
39. I'm not sure how there could be climate or equity benefits to working on 212.
40. Imagine "Sunrise Corridor to Sunset Highway" connecting east and west without going through downtown Portland. Via 212/224, (connection TBD) to Kruse Way and 217
41. is this sustainable? What is the future budget to support this?
42. Lanes
43. Leave it be. It moves, so I assume it will be screwed up by you soon.

44. Less lights
45. Less traffic lights or better timing.
46. Lights are triggered instead of timed, which means you come up to speed only to have to stop again.
47. Lights not sensitive to real traffic. Light Stay Green until traffic comes and then puts on a red light.
48. Lower level concern
49. Many improvements have been made and the addition of the 82nd drive bypass has really helped.
50. More capacity for auto's better local and regional trip coordination on signal timing
51. More houses are allowed to go in and the corridors stay the same size. Not acceptable development.
52. More stop signs or traffic devices at fatal intersections
53. Moves pretty well.
54. Moves well. Have to watch for deer. Should have a way for animals to get under it.
55. Much needed! Area is developing around there, last chance to build out infrastructure before the opportunity for connection is lost.
56. Much new housing East of 205 out toward Damascus. Turning left onto this Hwy requires the goodness of kind other drivers and a long wait in the center lane to move into driving lanes.
57. My route to Central Oregon
58. narrow no shoulders, needs to be 4 lane
59. NEED TO BUILD THE SUNRISE HWY ASAP, DRAW A LINE FROM KELSO STRAIT TO CLACKAMAS
60. Need to extend to Damascus
61. Need to widen and put in turn lanes
62. Needs fewer cars.
63. Needs lighting
64. Needs signals, widening, left turn lanes. It's awful!!
65. Needs to be wider and have better side road access. Too many cars on a 2 lane road.
66. New 224 bypass has helped a lot, but population is only growing eastward. Too few lanes/too narrow through Damascus
67. New Sunrise Expressway does not seem to have made much difference; by taking it after 3pm, I often have to wait through five lights before I have a chance to get back on 212/224 eastbound.
68. Nice new part near I-205, remainder slow at times, but pleasant rural feeling. Horrible when signals go into 4-way stop mode for no apparent reason.
69. no comments
70. No complaints.
71. No problems
72. not bad most of the time
73. Not enough lanes for amount of traffic from Boring to Clackamas
74. Not frequently travelled. Only travel during perceived non-busy times. Okay.
75. noted improvement since new truck connector, but congestion at off ramp with 82nd ave signal still boggled

76. OK
77. OK until about Damascus, then clogs up.
78. Once a quiet rural road, now an overcrowded commuter route.
79. Only with massive transit investment and land use changes to meet our climate needs
80. Our growing city needs a faster connection to Mt. Hood
81. perfectly fine as is.
82. Plant more shade trees and shrubbery; coordinate walk signals to get you all the way across the traffic, not have you sitting in the middle of it to accross.
83. Please do not widen this highway. Instead of widening, please add more transit service and safer biking and walking infrastructure.
84. Please extend the odot multiuse path from se 135th to Boring.
85. Please extend the time of the left turn signal from the 224 expressway on to 212. Countless times it has taken 2-4 light cycles to get through this light when there has been little traffic waiting on 212 to get through. The traffic on Hwy 212 always comes to a stand still near the intersections of Foster Road and Sunnyside Road. A right turn lane at the junction of Hwys 212 and 224 would make traffic flow much easier. The amount of traffic in rush hours would be better served with two lanes through Damascus and Boring.
86. Please make it car friendly.
87. Pretty good flow, even during evening commute
88. really congested during commute times;
89. Rework everything around 205
90. Road travels well and is fine.
91. Section in/near Damascus is backed up a lot.
92. Seems ok
93. sharp increase in traffic in the last two years
94. Since the byway was established, this road by all the warehouses is much better. Now it is beyond that area on your way to boring it is very congested. I try to stay away from it at 2pm or after.
95. Sunrise Corridor is very important for future east side growth.
96. Take out the lights and make this a highway
97. thank god for the new expressway
98. The bypass effectively spreads out congestion to where there is no-longer a critical Choke Point
99. The focus for improvement should be primarily on improving traffic flow for automobiles
100. The growth has exceeded road capacity. If i had to travel during rush hour , i would quit my job. Traffic is horrible even during off times
101. The stop lights are poorly timed and create significant traffic due to the start/stop as well as the delay from this action
102. The sub divisions need to be added only with increased road sizes. It is irresponsible to allow hundreds of homes to go in while being served by unchanged 2 lane farm roads. Adding homes without adequate commuting capacity is not much different than adding houses without adequate water, electricity, sewer. Please regulate this.

103.	The sunrise extension needs to be pushed out to damascus. Sunnyside road intersection needs to be diverted. Traffic in damascus is horrible.
104.	There is a lot of building going on out there. Get a clue and make it a two lane highway both directions before it gets too costly
105.	This corridor is heavy in business traffic due to the warehouse activity. My interactions with this area is regular, but I've learned patience.
106.	This corridor should be two lanes each way all the way to sandy based on the congestion
107.	This road is becoming more and more congested. Lights or on ramps need to be Installed
108.	This road is dangerous as it changes from freeway to aertial type road abruptly
109.	This should have been a freeway/expressway years ago... it's ridiculous how congested it is
110.	This state highway should be decommissioned because it drains directly into the Clackamas River.....that we drink. Another route outside of the Clackamas River watershed should be developed to carry traffic from northeast Portland to Mt. Hood. We need to better protect our drinking water resources.
111.	Time to make this a freeway
112.	To many arteries feed this corridor so the corridor gets overload very quickly during peak hours.
113.	Too many traffic lights slows stretch down. The offramp from 205 is terrible if you want to turn right, it's always backed up.
114.	Too narrow the closer one gets to Portland.
115.	Traffic lights need adjustment.
116.	Traffic lights should be eliminated and replaced with roundabouts
117.	Truck bypass helped a lot, need more of those.
118.	Want to see this become a freeway and divert traffic off of sunnyside.
119.	we use this to get to Sunrise and the Sellwood bridge and on to the South waterfront medical area.
120.	What's the status of Sunrise corridor?
121.	Whatever it's crappy anyway
122.	Widening thru Damascus
123.	Will become a main route as happy valley grows
124.	Wireless EV highway
125.	Worse now with the "improvements"

Congestion

1.	Backups get really bad most days after 7am
2.	Busy.
3.	CAN be nearly full if one is traveling with the going to or from work. I don't travel in those hours, so it is acceptable level of traffic/time
4.	Clogged at high traffic times

5. Congested and not a corridor you can walk comfortably
6. Congested at I-205/Clackamas intersections most of the daylight hours, with so much truck traffic and delays at interchange ramps..
7. Congestion is crazy. 7-days a week. Freight trying to stop and start really backs up traffic during rush hour. Taking heavy trucks out of the equation during these hours would make a huge difference.
8. Congestion, trucks, long lights, high speeds make it dangerous
9. Congestion; intersection capacity and operations; bike lanes; poor condition
10. crazy backups during commute times, speeders, tailgaters,
11. Extraordinarily busy most of the day - especially east in Damascus
12. Extreme diversity of traffic in this corridor (large semi trucks and commuter vehicles) make it difficult to navigate during peak use times. I think the bypass connecting to 82nd has helped.
13. fair traffic flow
14. Generally easy but try not to hit during peak commute times
15. Getting busy but moving
16. Heavy and dangerous traffic
17. Heavy traffic
18. Heavy traffic at many times throughout the day - evening traffic starts early - around 2 - one lane highways are insane!
19. Highly congested
20. Hilarious that it's called a "highway". Wait till you get stuck behind the multitudes of semi trucks.
21. Horrible traffic starting at 3 pm until 630. Doubles commute time. Lots of accidents.
22. Hwy 212 is a disaster from where the newer Hwy 224 bypass connects to it (that light needs serious timing fixes) all the way East to to where Hwy 224 splits and heads toward Estacada. Traffic backups there have become increasingly bad.
23. HWY212 east of 205 is overwhelmed with traffic. Bad location for warehousing as truck traffic overrun and blocks other traffic
24. Intersections of 212 and I 205 is very congested
25. Is so over utilized especially at rush hours that spillover is effecting just about every alternative.
26. Intersections bog down at higher traffic volumes
27. It gets bogged down during rush hour but manageable.
28. It is becoming a major traffic road.
29. It takes me WAY too long and I travel this every Tuesday. Don't know how regular commuter do it!!!
30. It's fine
31. It's fine.
32. keep it moving
33. Overly crowded, takes forever.
34. People are trying to use it like an interstate highway, but it's just not. Need to manage it differently during peak hours.
35. Stop and go from Boring to 205

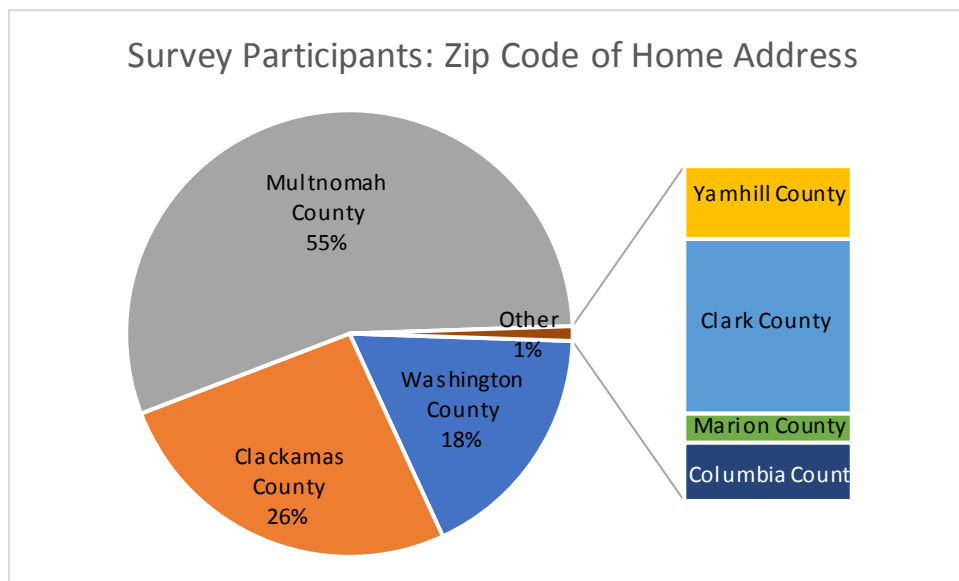
36. Too much congestion during commute times especially at Hwy 224 roads an intersections have not updated with the increased population. 224
37. Too much traffic during peak times!
38. traffic becoming very heavy here
39. Traffic circles
40. Traffic has improved with the Sunrise Corridor
41. Traffic is getting worse and worse.
42. Traffic on 212 is heavy at most times. It will back up from Anderegg parkway in happy valley through Damascus in afternoon and from 232 to Damascus in morning and afternoon. It is next to impossible to turn left off Sunnyside road onto 212 in the afternoon in Damascus. There need to be more lanes.
43. Very busy rush hour need better access or more lanes
44. Very congested
45. Very congested and difficult to access highway 26 from Sunnyside area
46. very congested from 212/224 split east to Boring
47. Way too congested and will be getting worse with more housing planned. I try not to travel 212 after 2:30 pm
48. Way too much congestion!

APPENDIX A:

SURVEY PARTICIPANT DEMOGRAPHICS

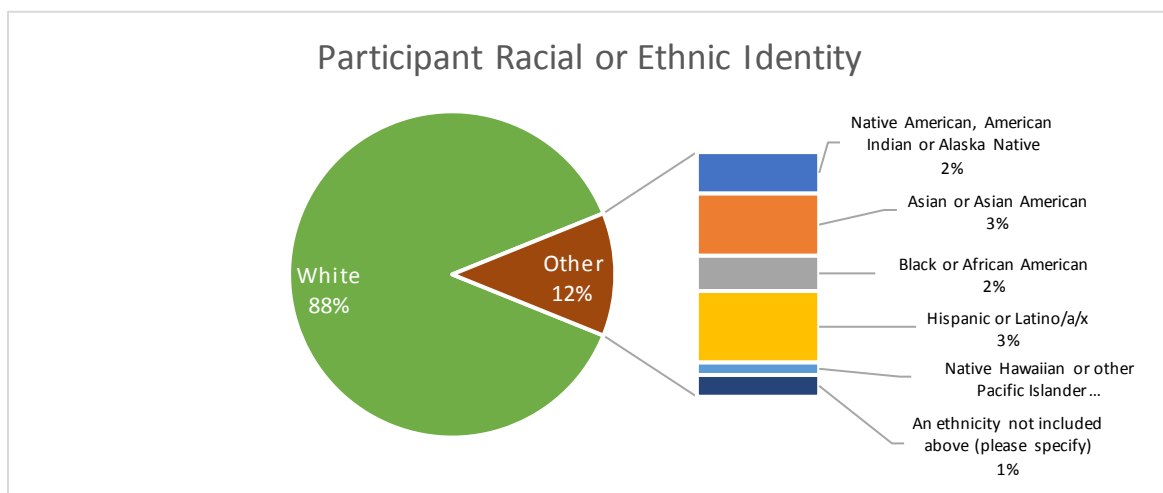
ZIP CODE OF HOME ADDRESS:

Out of the total number of respondents, 55% lived within Multnomah County, with the majority living within Portland city limits.



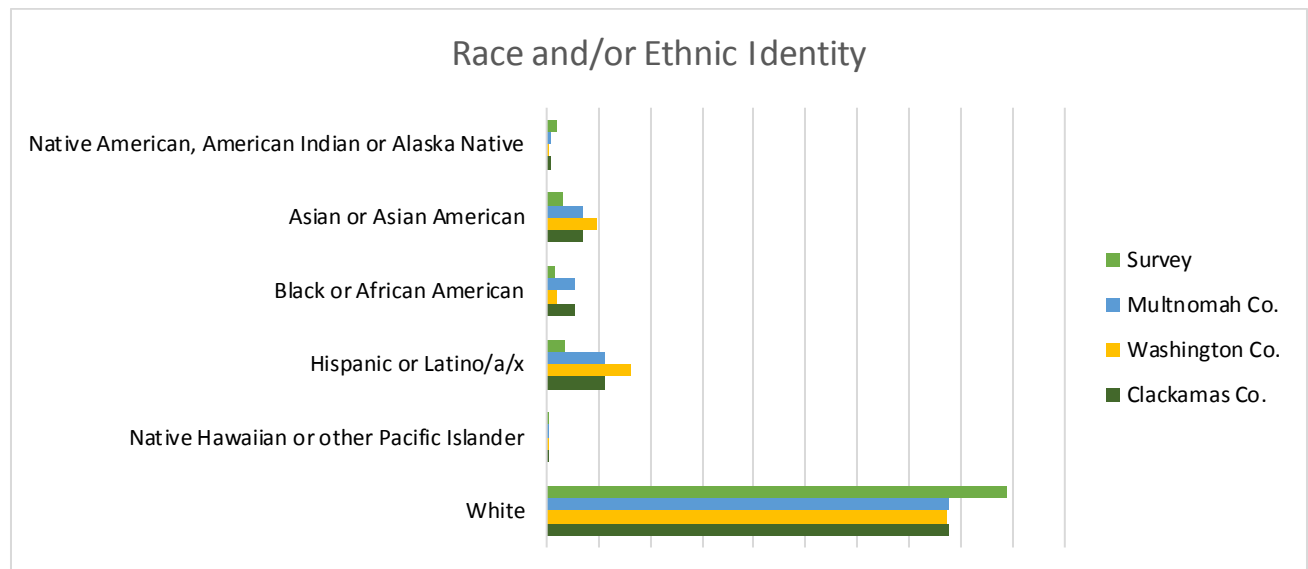
RACIAL AND/OR ETHNIC IDENTITY:

Out of those survey participants (1930 total) who responded to this question, the majority self-identified as white, with 12% of respondents identifying with a racial and/or ethnic identity other than white. Highlighted in the graphic below, this 12% (or 215 total participants) was comprised of individuals who identified as Hispanic or Latino/a/x, Black or African American, Asian or Asian American, Native American or Alaska Native, and Native Hawaiian or Other Pacific Islander.



Participants were also invited to select (and to specify) if they identified with an ethnicity that was not included in the list of provided options. Out of those who selected ‘ethnicities not included’, responses included Middle Eastern, Mixed Race, and Jewish. A large number of comments written into the selection ‘ethnicity/race not included’ either rejected the question all together (i.e: ‘none of your business,’ or ‘what difference does it make?’) or wrote in ‘human’ as a response.

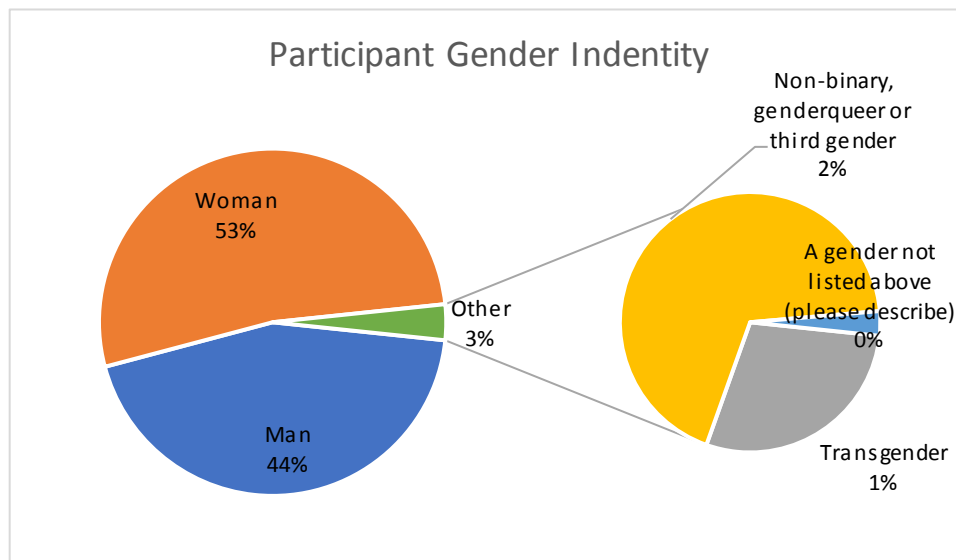
When compared to regional findings in regard to population race and/or ethnicity¹, survey findings suggest a slight over-representation of participants who self-identified as white (outlined in the graphic below).



¹ Regional data was pulled from the 2018 American Community Survey Population Key Findings data, available through the U.S census.

GENDER IDENTITY:

Out of those 1986 participants who selected to respond to this question - 53% identified as Woman, 44% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgendered. The graphic below presents these findings from the results in the form of a pie chart.

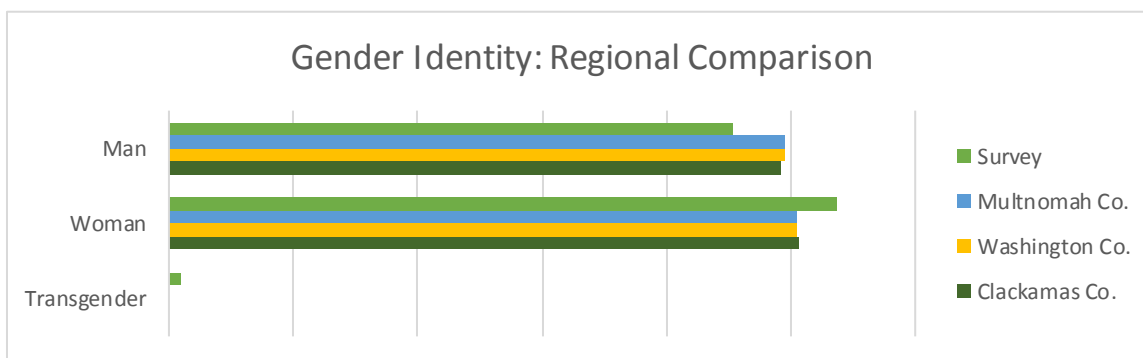


Participants were offered the option to select 'a gender not listed above', and to write in a response they felt was not presented within the drop-down menu. The large majority of these written responses showed strong resistance to the question itself, with one or three responses expressing a gender identity self-described as:

- Bi-gender.
- Present female but am half female and half male.
- Gender Negative, Gendermodal.

Several comments expressed gratitude and recognition for including this question in the survey.

Looking to regional demographics as a baseline comparison, survey findings showed that a higher number of women responded to the survey than the population estimate for the Metro region. It is important to note that the demographic offerings presented in the survey do not match the categories or classifications of the American Community Survey (Census) in regard to gender identity.



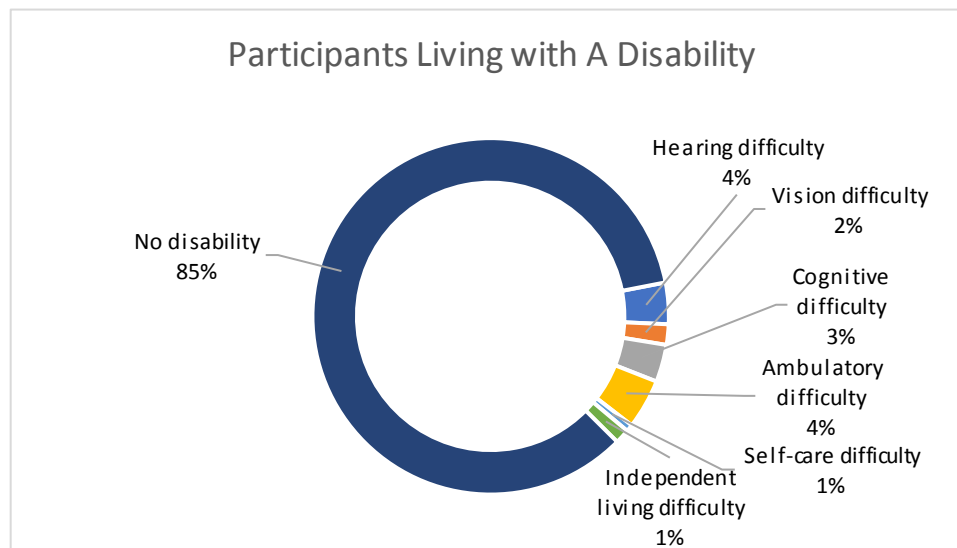
*COMPARISON DATA FOR THOSE INDIVIDUALS IDENTIFYING AS TRANSGENDERED AND/OR GENDER NON-CONFORMING NOT AVAILABLE THROUGH THE AMERICAN COMMUNITY SURVEY

LIVING WITH A DISABILITY:

15% of respondents identified as living with a disability, with 4% of those defining their disability as Ambulatory (which was defined as 'unable or having serious difficulty walking or climbing stairs'), and another 4% who defined their disability as associated with Hearing (deaf or having serious difficulty hearing).

Other disabilities were listed and described using the following terms:

- Vision difficulty (blind or having serious difficulty seeing, even when wearing glasses)
- Cognitive difficulty (because of a physical, mental or emotional problem, having difficulty remembering, concentrating or making decisions)
- Self-care difficulty (unable or having difficulty bathing or dressing)
- Independent living difficulty (because of a physical, mental or emotional problem, unable or having difficulty doing errands alone)



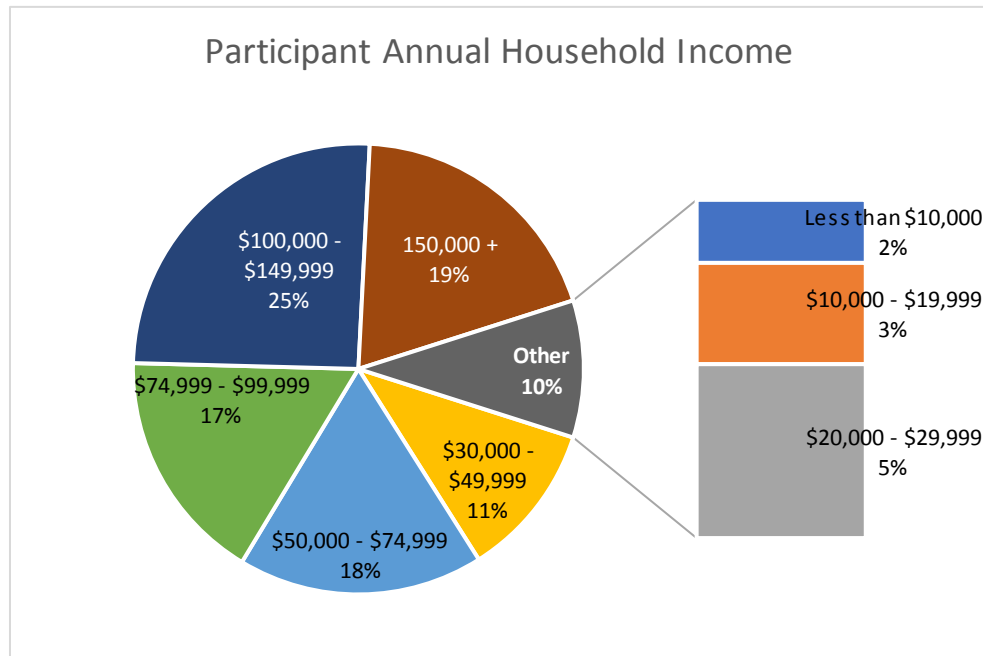
Participants were also given the option to write in a disability that they felt was not represented in the options listed.

These submitted responses included:

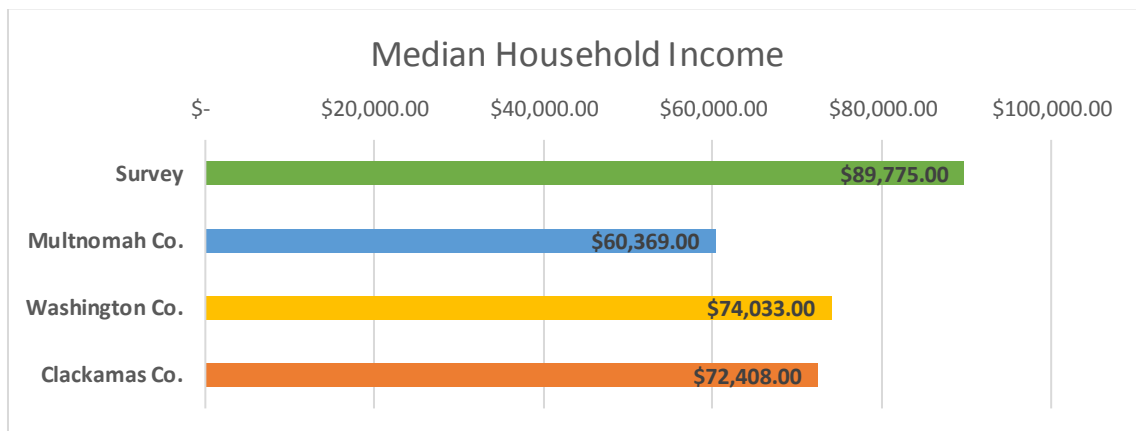
- Spouse and/or child with a disability:
- Mental Health, including PTSD and Anxiety
- Mild Hearing/Vision
- Chronic Pain
- Learning disability that makes planning and sticking to a time table difficult.
- Age
- Asthma
- Temporarily disabled due to Cancer
- Communication disability/speech disorder
- Epilepsy, and seizures
- HIV

HOUSEHOLD INCOME:

61% of survey respondents identified as having a household income (pre-tax) over \$74,999.

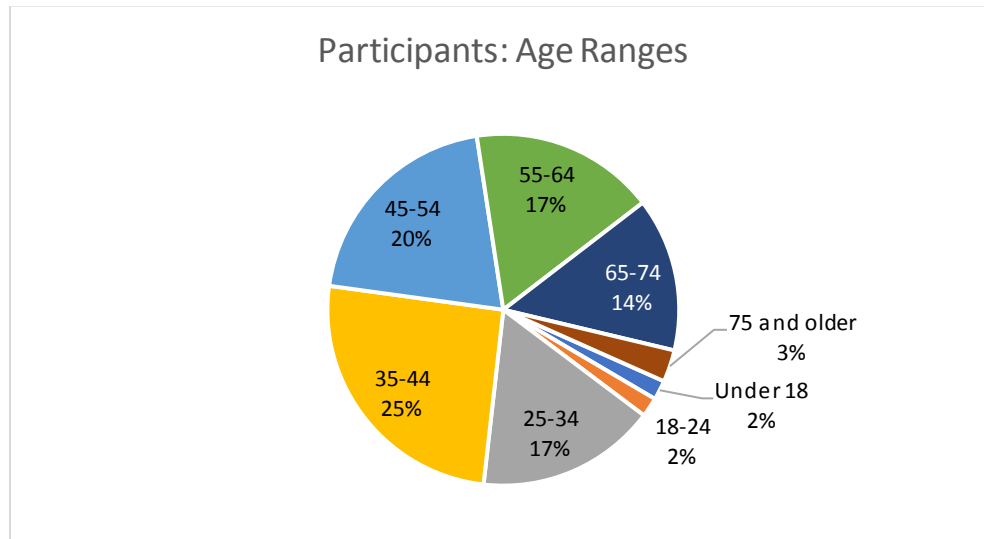


Survey respondents showed a higher median income than that of the region (represented in the graphic below):



AGE:

Over 2171 participants selected to complete this question, with 46% of those respondents identifying as under the age of 44. Twenty percent identified as between the ages of 45 and 54, 17% identified as between 55 and 64, and 14% identified as between the age of 65 and 74. Three percent of respondents identified as over 75.



In comparison to regional demographics, survey respondents were older than the median age.

