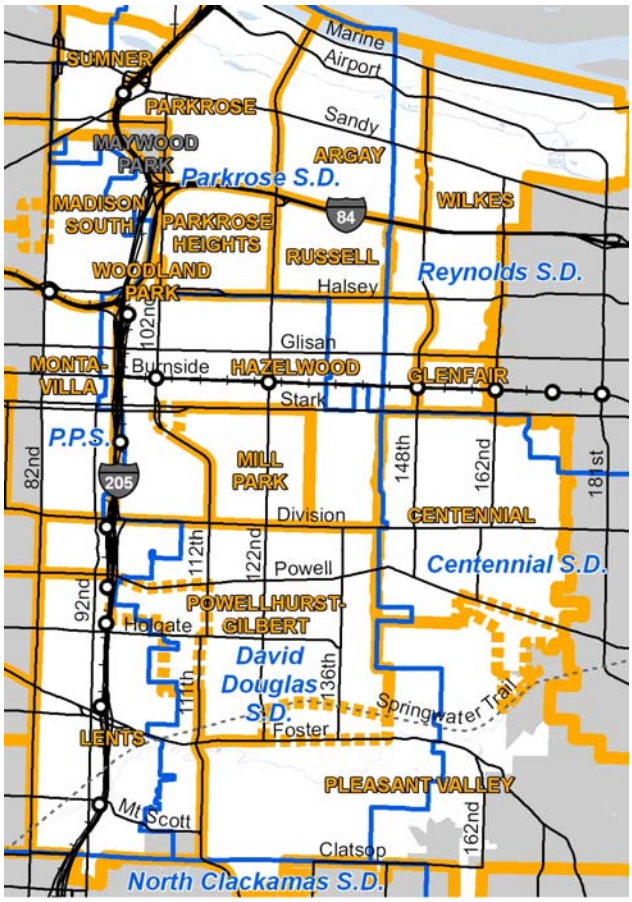
Appendix A: East Portland Demographic Overview

The following are selected facts and figures from the U.S. Bureau of the Census that help describe demographic and socio-economic conditions in East Portland. Primary population data is from the 2010 Decennial Census; socio-economic characteristics are mostly from the American Community Survey 2005-2009 Five-Year Estimates, released in December 2010.

In most analyses below, data is presented for 32 of the 38 census tracts that make up Portland east of 82nd Avenue.[1] Census tracts are the smallest geography where proportional sample data can be analyzed at a statistically significant scale. While not as fine-grained as blocks or block groups, census tracts are useful for the purposes of this project – roughly corresponding to the neighborhoods between major arterials. The 32 census tracts are heretofore referred to as the "Study Area."



Study Area Neighborhoods and School Districts

Neighborhood boundaries
Overlapping neighborhood boundaries
School district boundaries
0 1 Miles

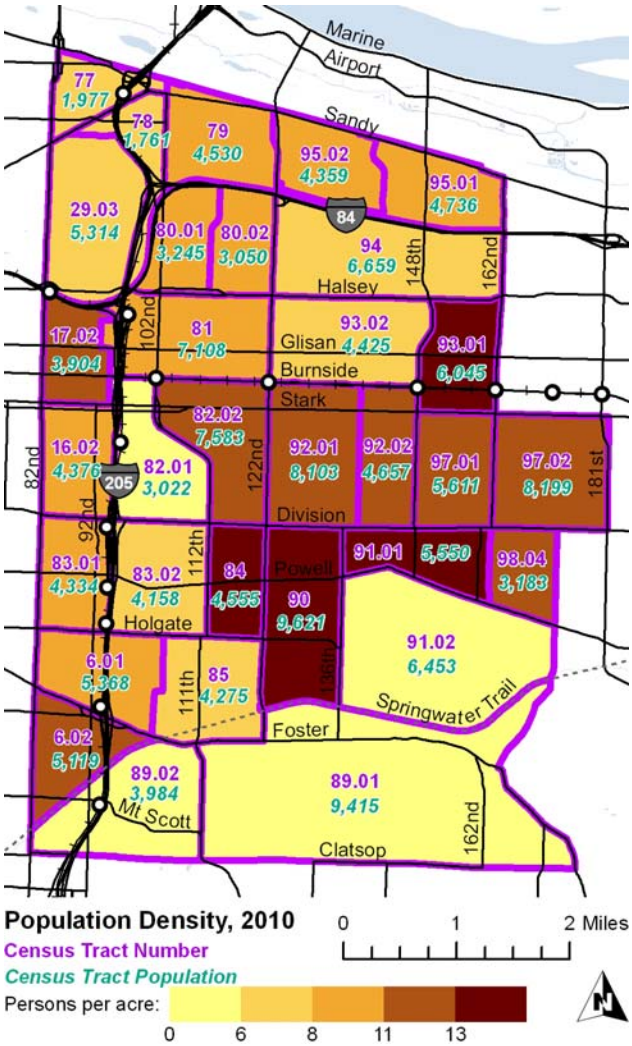
Most of the figures below are aggregated to describe the entire Study Area, but notable figures for individual census tracts are also called out, as are figures for the entire City of Portland. Accompanying choropleth maps help visually compare the 32 census tracts.

The last section of the overview pieces all of these demographic indicators together into an active transportation demand score, which can help determine which areas of East Portland may benefit the most from active transportation investments.

[1] The five excluded census tracts include 222.03 and 222.04, which are in Clackamas County and mostly comprised of the City of Happy Valley; tracts 98.03 and 99.03, which are mostly in the City of Gresham or the unincorporated Pleasant Valley area; and tracts 73 and 102, which include the employment areas of East Portland north of the Union Pacific Railroad, but also include prohibitively large territories from NE 33rd Avenue to the Sandy River Delta in Troutdale. Much of tract 73 is in East Portland, but of its roughly 2,000 residents, more than 80% are incarcerated at Inverness Jail, thus skewing the overall data set.

Population and Households

The Study Area contains 164,679 residents, or 28% of Portland's population. The most densely populated portions of the Study Area are in the Glenfair neighborhood (Census Tract 93.01), Powellhurst-Gilbert (Census Tracts 84 and 90) and Centennial (Census Tract 91.01). All of these areas have densities of more than 14 persons per gross acre, and correspond with numerous apartment complexes and infill townhomes that have developed in high-density zones along transit corridors.



Population growth has been robust in East Portland over the last decade – the Study Area added 23,821 residents. This is a 17% population increase, significantly more than the 10% increase citywide. Put another away, 44% of the citywide population increase over the last decade can be attributed to East Portland growth.

Neighborhoods that have seen the most population growth in the past decade are south of Foster Road, where new subdivisions have developed in Pleasant Valley, Clatsop Butte and other hilly areas along the southeastern fringe of Portland. The census tract that includes these new neighborhoods – 89.01 – saw a 65% population increase from 2000 to 2010, compared to 16.9% in the whole Study Area and 10.3% citywide.

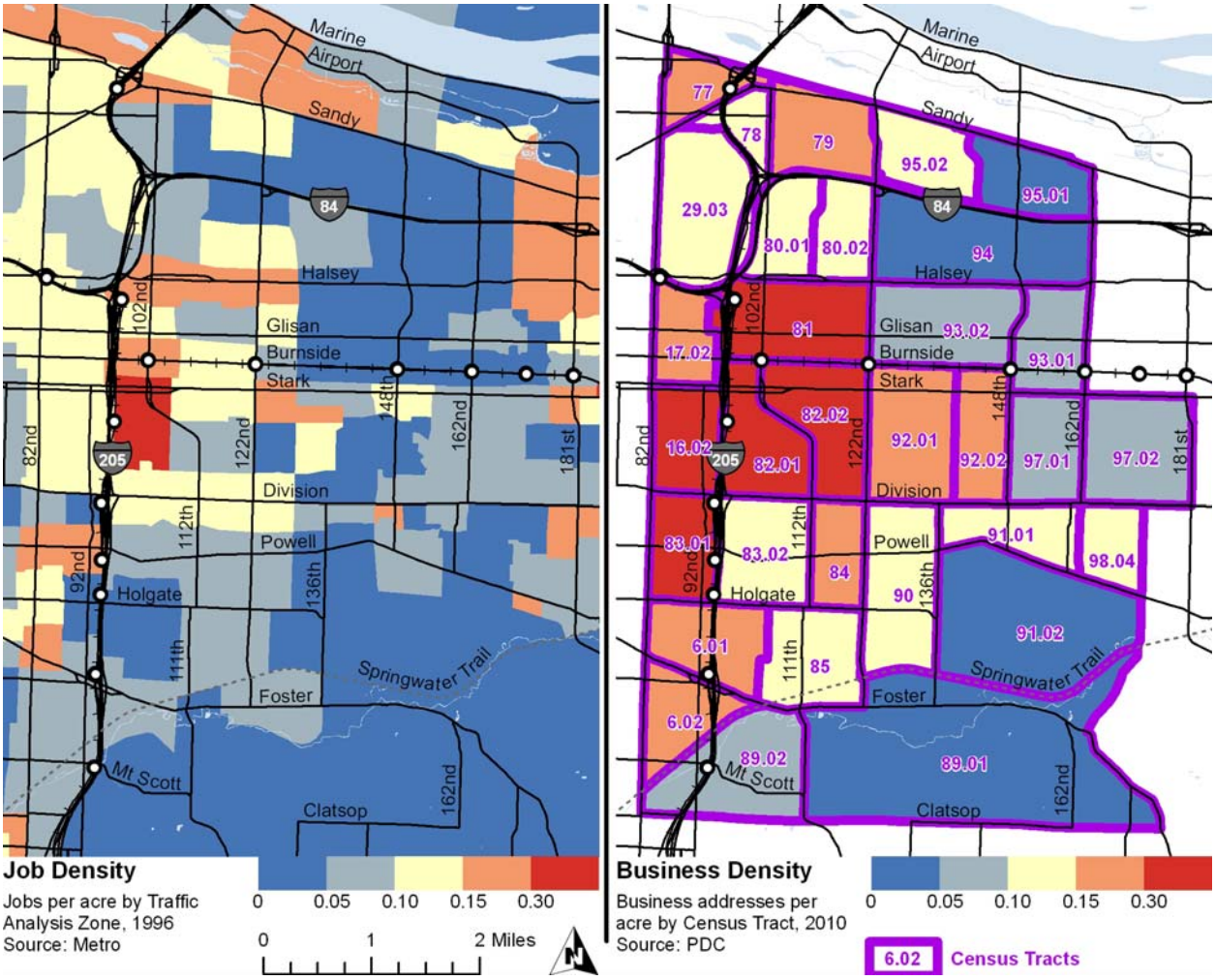
	2010	2000	# Increase	% Increase
Study Area Population	164,679	140,858	23,821	16.9%
City of Portland Population	583,776	529,121	54,655	10.3%
Study Area Housing Units	63,411	55,549	7,862	14.2%

Employment

While many characterize East Portland as a suburban residential area, over 58,000 people held jobs located here in 1996, the latest available year for job location data. This represents one eighth of jobs citywide. East Portland's densest concentration of employment is the Gateway Regional Center, where Adventist Medical Center, Oregon Clinic and numerous retail and professional businesses employ over 11,000 workers.

Even more people work in the Columbia Corridor – the linear belt of manufacturing and warehousing north of Sandy Boulevard. The portion of the Columbia Corridor from 82nd Avenue eastward to the city limits contains nearly 17,000 jobs. Add Portland International Airport, which is west of the Study Area, and that number would approach 23,000. Other, smaller clusters of jobs are found in the form of retail shopping centers at major intersections, such as SE 148th and Division and NE 122nd and Halsey.

The maps below show employment density in terms of both jobs per acre and businesses per acre. The latter is shown for the 32 census tracts that comprise the Study Area.



Children, Youth and Older Adults

The Study Area has a greater proportion of children and youth (aged 17 and younger) and older adults (aged 65 and over) than Portland as a whole. In fact, the Study Area is home to:

- 37% of Portland's children and youth,
- 38% of Portland's K-12 students, and
- 33% of its older adults.

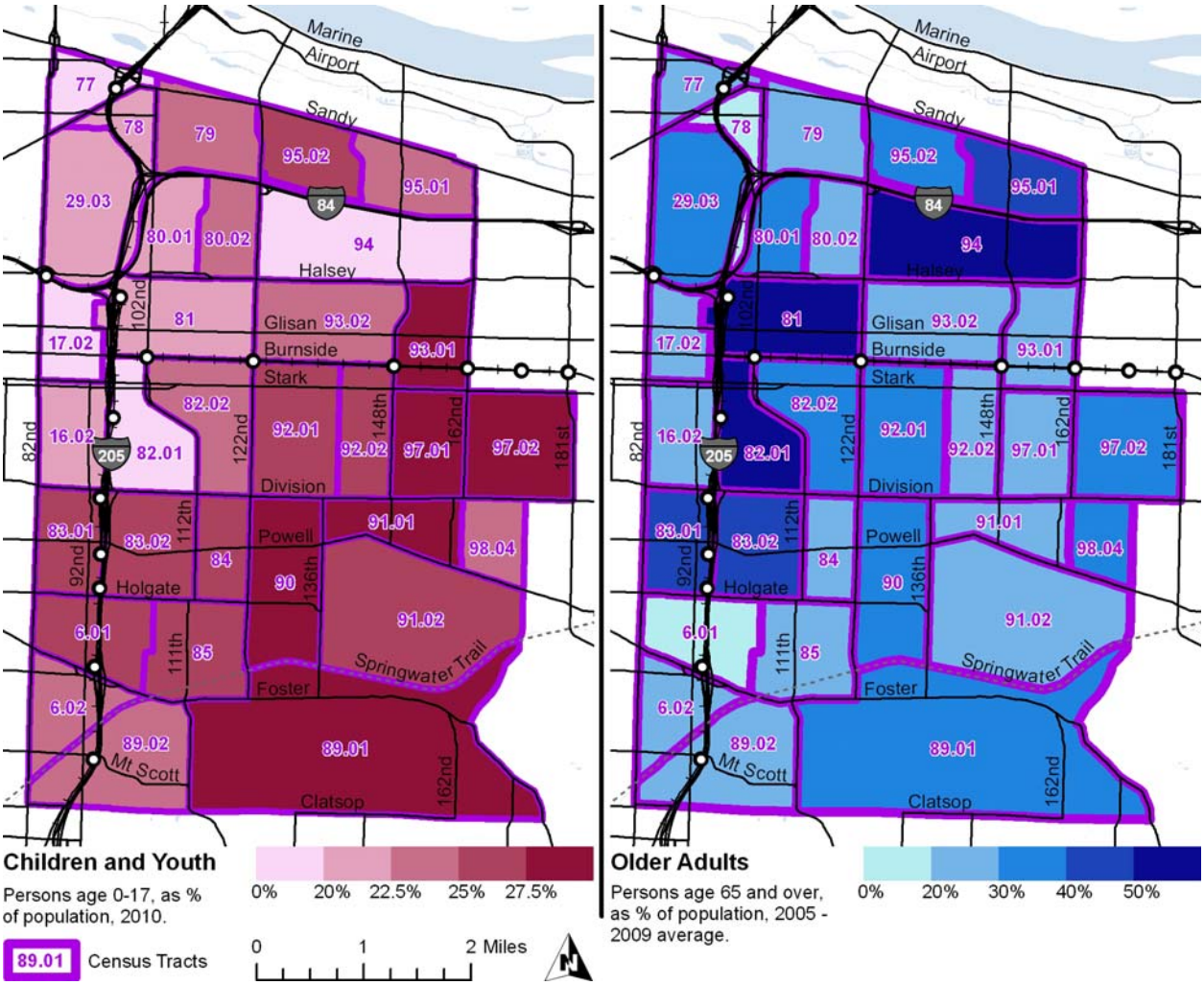
The high prevalence of children and youth in East Portland – 25% of the Study Area population – matches a general eastward migration of families with children over the past decade. David Douglas School District – which covers the most territory in East Portland – has seen a 25% enrollment increase from 2000 to 2010. In the same time span, Portland Public Schools has seen a 14% enrollment *decrease* district-wide.[2]

Remarkably concentrated areas of children and youth in East Portland include Census Tracts 97.02, 90 and 89.01, corresponding with Centennial, Powellhurst-Gilbert and Pleasant Valley neighborhoods, respectively. In these areas, nearly 30% of residents are under 18.

Prevalence of older adults in East Portland is boosted by several large assisted living facilities near Adventist Medical Center in the Gateway Regional Center. In the census tract along the east side of I-205 between Burnside and Division, older adults make up 27% of the population, compared to 12% in the Study Area as a whole. Additionally, many of East Portland's 1950's and 60's era homes have kept their original inhabitants through retirement age, which is evident in Census Tract 94 in the Russell and Wilkes neighborhoods.

	Children (Age 0-17)	Children as % of Population	Students Enrolled in K-12 Schools	K-12 Students as % of Population	Seniors (Age 65 and over)	Seniors as % of Population
Study Area	41,230	25.0%	27,539	18.0%	18,621	12.2%
City of Portland	111,523	19.1%	72,432	12.8%	56,628	10.3%
Study Area as % of Portland	37.0%		38.0%		32.9%	

[2] *David Douglas School District Enrollment Report*, October 2010; *Portland Public Schools Enrollment Summary Comparison*, October 2010.



Poverty

East Portland, with its relatively affordable housing stock and abundance of apartments, often attracts families and individuals of limited means. There is evidence that many families and individuals are migrating from Portland neighborhoods closer to downtown where gentrification has raised rents and home prices beyond their reach.[3] Affordable East Portland houses and apartments are also a draw for immigrants hoping to save money on housing while establishing their livelihoods.

For these and other reasons, the Study Area's 18% poverty rate – the percentage of the population living below the federally established poverty line – is higher than in Portland as a whole. Many of the census tracts north of the Springwater Trail have poverty rates exceeding 20%, including Census Tract 93.01, in the Glenfair neighborhood, which has a 36% poverty rate.

[3] "In Portland's heart, diversity dwindles." Nikole Hannah-Jones, The Oregonian, Sunday, May 1, 2011

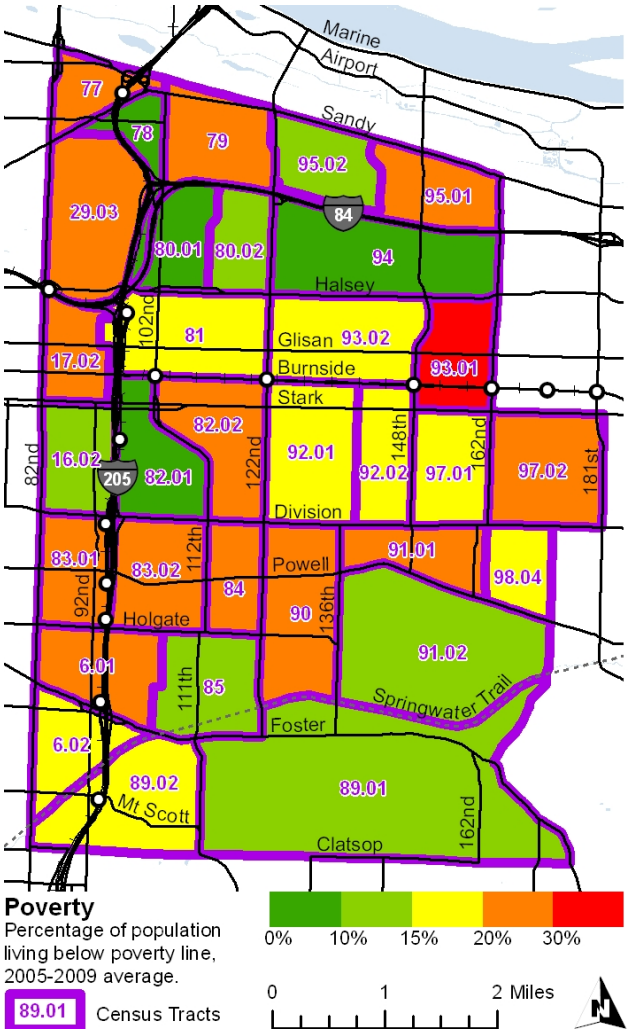
Among the areas with the lowest poverty are neighborhoods with widespread single family housing, including the Parkrose Heights, Russell and Wilkes neighborhoods along I-84 east of I-205.

Federal assistance for free or reduced price lunches at schools also tells a story about poverty in East Portland. In the three school districts whose territories are largely in East Portland, eligibility for free and reduced lunch during the 2010-2011 school year was:

- 78.5% of students in David Douglas School District
- 75.0% of students in Parkrose School District
- 64.3% of students in Centennial School District

Eligibility was as high as 90.8% at David Douglas's Mill Park Elementary School, near the geographic center of East Portland.

	Persons living below poverty line	Poverty rate
Study Area	28,694	18.4%
City of Portland	86,056	16.1%



Languages

East Portland has a greater proportion of non-English-speaking households than the whole of Portland, and this is true for all four of the language groups tracked by the Census. The most prevalent foreign language in the Study Area is Spanish, the primary language for 9% of households. Asian languages (such as Vietnamese and Mandarin Chinese) and other Indio-European languages (including Russian and Ukrainian) are not far behind, representing 8% and 7% of households, respectively.

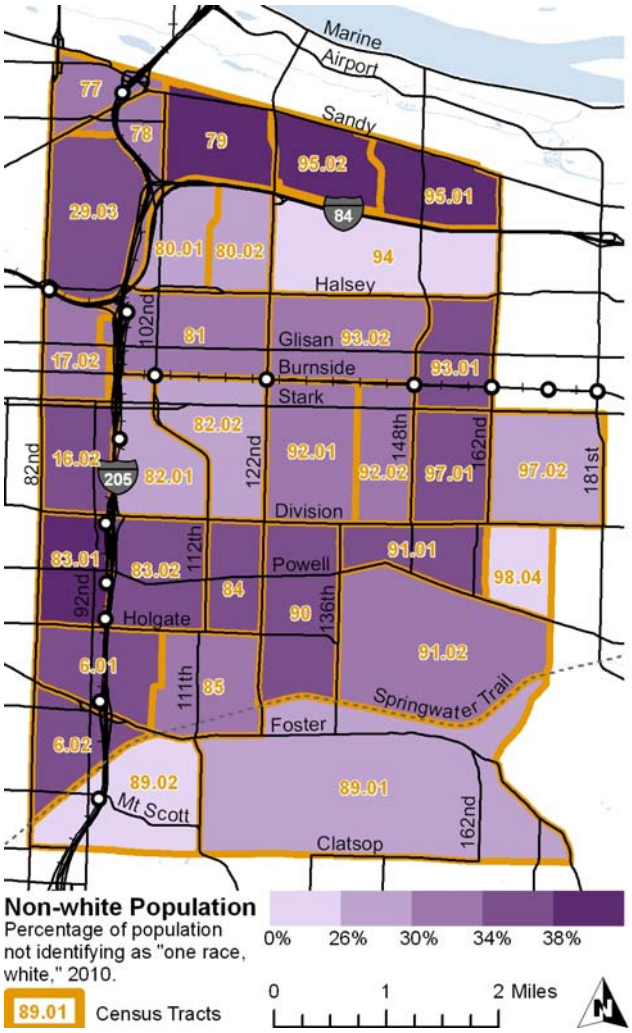
% of households that speak…	English	Spanish	Other Indo-European Languages	Asian Languages	Other Languages
Study Area	75.2%	8.6%	6.8%	8.0%	1.3%
City of Portland	82.6%	6.6%	5.2%	4.6%	1.0%

Diversity of language is particularly apparent in schools. David Douglas School District reports that 24% of its students are English Language Learners, and that 67 different languages are spoken by its students.[4]

Race and Ethnicity

East Portland is more ethnically and racially diverse compared to Portland as a whole, with a full third of the East Portland population identifying as something other than "white," versus a quarter citywide. Specifically:

- 15% of East Portland residents identify themselves as Hispanic or Latino (which can overlap with other races and ethnicities in the Census).
- 12% are of Asian descent, including significant Vietnamese and Chinese populations.
- 9% are Hawaiian or Pacific Islander.
- 7% consider themselves Black or African American.
- 1% are Native American or Native Alaskan.
- 13% are either multiracial or classify their race/ethnicity as "other."



The ethnic/racial diversity of East Portland is somewhat uniformly distributed, but standouts include the neighborhoods north of Interstate 84, and Census Tract 83.01 along SE 82nd Avenue. Both areas are home to significant Asian and Latino populations.

[4] http://www.ddouglas.k12.or.us/about

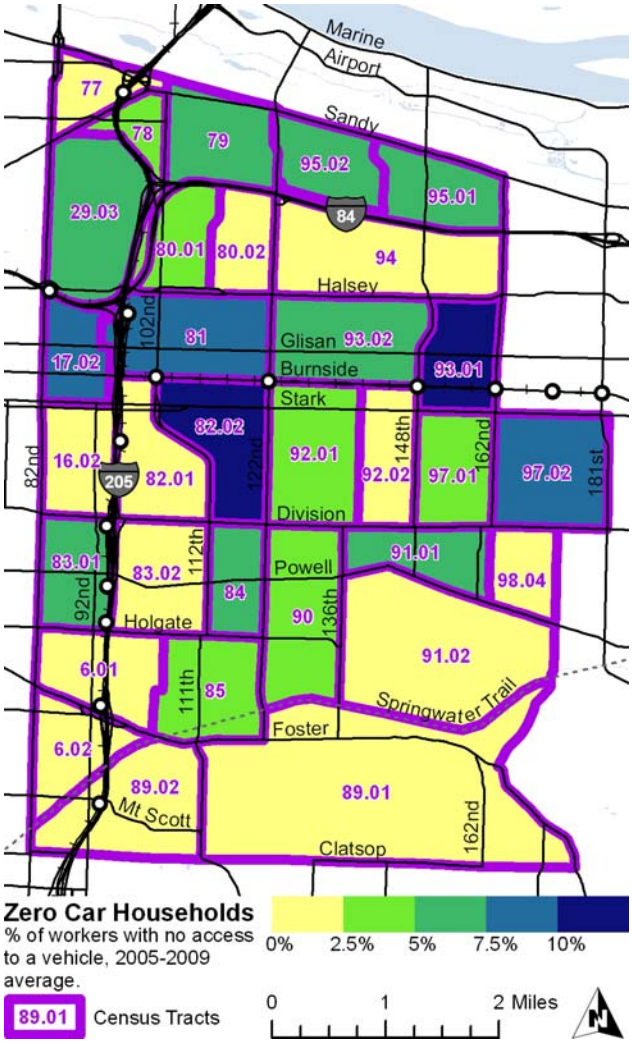
Not obvious in the Census classifications is the area's significant Eastern European population, including many first-generation Russian, Ukrainian and other Eastern European immigrants.

Commuting and Zero Car Households

A significantly smaller proportion of residents use active transportation to get to work or school from East Portland, compared to the City as a whole. In the Study Area, 13% of commuters walk, bike or take transit, versus 23% citywide. East Portland's outlying location and lower density of active transportation facilities are likely causes.

Households without cars are also less common in East Portland. However, census tracts along the MAX Blue Line have notable concentrations of zero-car households, potentially attributable to the availability of frequent transit. In census tract 82.02, between the 102nd Avenue and 122nd Avenue MAX stations, 14% of households are without vehicles. Conversely, in the hilly neighborhoods south of Foster Road, zero-car households make up 2% or fewer households.

Looking at specific mode choice, the highest rates of walking and biking are found west of I-205, while transit use is most prominent along MAX lines.



% of workers that…	…drive alone to work	…carpool to work	…walk to work	…bike to work	…take transit to work	…work at home	…have no car available
Study Area	69.5%	12.2%	2.7%	1.0%	9.5%	4.2%	4.6%
City of Portland	61.1%	9.4%	5.1%	5.0%	12.4%	6.0%	7.1%

Active Transportation Demand Score

All of the above indicators have correlations with the use of active transportation modes. For example:

- Denser concentrations of people and jobs make it easier and more likely to walk, bike or take transit.
- Children and older adults are more likely to rely on active transportation because of age and health-related limits on driving cars.
- Persons with lower incomes are more likely to use active transportation, as are non-white residents. Both of these facts are verified locally through the East Portland Travel Survey (see Appendix A).
- Zero-car households are obviously less likely to drive.

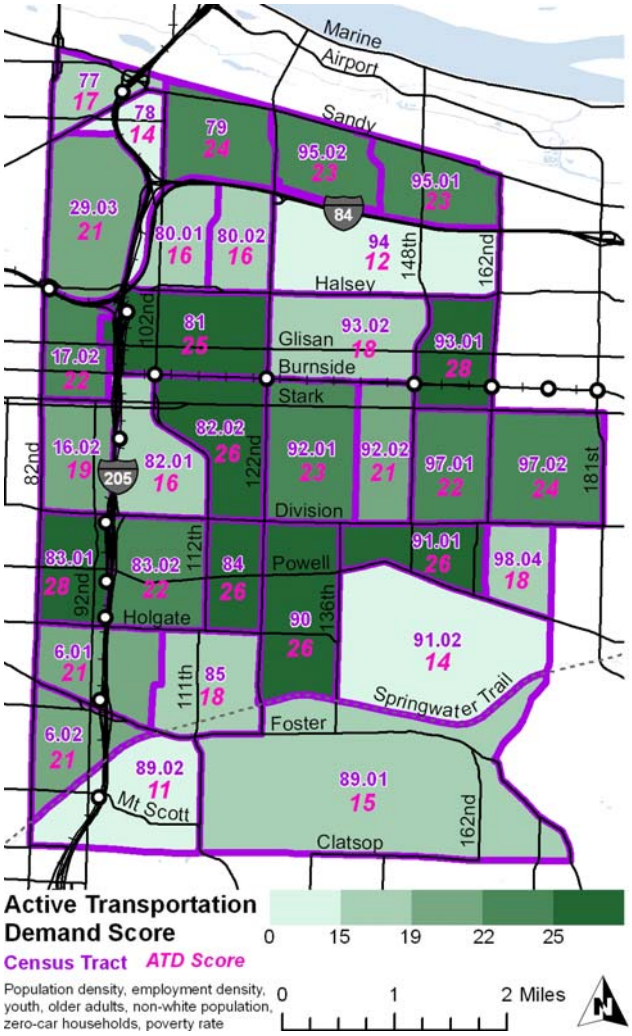
Because of these relationships, it is possible to calculate an *active transportation demand score* by combining the above demographic data mathematically. Transit agencies use similar methods to measure a community's propensity to use transit.

To calculate the score, each of the 32 census tracts in the Study Area is assigned seven different sub-scores, ranging from 1 to 5, with 5 indicating higher demand for active transportation. The sub-scores are assigned by breaking the range of possible values into five classes, based on Jenks natural breaks (this is also the basis of the choropleth maps in this overview). Summing the seven sub-scores results in the active transportation demand score, with a possible range of 0 to 35. No weighting is involved. Scoring basis is shown in the table below.

Indicator	Units	Score value basis				
		1	2	3	4	5
Population Density	Persons per acre, 2010	0 – 5.99	6 – 7.99	8 – 10.99	11 – 12.99	13 +
Employment Density	Business addresses per acre, 2010	0 – 0.04	0.05 – 0.09	0.10 – 0.14	0.15 – 0.29	0.30 +
Children	Percentage of population age 0-17, 2010	0 – 19.9%	20 – 22.4%	22.5 – 24.9%	25 – 27.4%	27.5% +
Seniors	Percentage of population age 65 and over, 2005-2009 average	0 – 19.9%	20 – 29.9%	30 – 39.9%	40 – 49.9%	50% +
Non-white	Percentage of population identifying as other than "one race: white," 2010	0 – 25.9%	26 – 29.9%	30 – 33.9%	34 – 37.9%	38% +
Poverty rate	Percentage of households with income below poverty line, 2005-2009 average	0 – 9.9%	10 – 14.9%	15 – 19.9%	20 – 29.9%	30% +
Zero-car households	Percentage of households without access to a vehicle, 2005-2009 average	0 – 2.4%	2.5 – 4.9%	5 – 7.4%	7.5 – 9.9%	10% +

Active transportation scores for Study Area census tracts are as follows, in order from highest to lowest (tied scores are listed in numerical order):

Census Tract	Score	Neighborhood
83.01	28	Lents / Powellhurst-Gilbert
93.01	28	Glenfair
82.02	26	Mill Park / Hazelwood
84	26	Powellhurst-Gilbert
90	26	Powellhurst-Gilbert
91.01	26	Centennial / P.-G.
81	25	Hazelwood
79	24	Parkrose
97.02	24	Centennial
92.01	23	Mill Park / Hazelwood
95.01	23	Wilkes / Argay
95.02	23	Argay
17.02	22	Montavilla
83.02	22	Powellhurst-Gilbert / Lents
97.01	22	Centennial
6.01	21	Lents
6.02	21	Lents
29.03	21	Madison South
92.02	21	Centennial / Mill Park
16.02	19	Montavilla
85	18	Powellhurst-Gilbert / Lents
93.02	18	Hazelwood
98.04	18	Centennial
77	17	Sumner
80.01	16	Parkrose Hts./ Woodland Pk.
80.02	16	Parkrose Heights
82.01	16	Hazelwood
89.01	15	Pleasant Valley
78	14	Maywood Park / Parkrose
91.02	14	Centennial / P.-G./ P.V.
94	12	Russell / Wilkes
89.02	11	Lents



Generally speaking, areas that would most benefit from active transportation improvements are located between Halsey Street and the Springwater Corridor. Glenfair and Powellhurst-Gilbert neighborhoods show particularly strong indicators of active transportation demand.

The above scores are just one method PBOT used to prioritize improvements. The scores were considered along with community priorities, connectivity benefits, funding leverage opportunities and other factors to help prioritize projects.