2018 Regional Transportation Plan Update

Online Quick Poll 1 Report

October 2015

Summary of responses provided July 17 to August 15, 2015
Project website:  www.oregonmetro.gov/rtp

Metro is the federally mandated metropolitan planning organization designated by the governor to develop a regional transportation plan and to allocate federal funds for the Portland metropolitan region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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INTRODUCTION

Metro hosted an online "quick poll" to get feedback from the public to inform the development of the 2018 Regional Transportation Plan work plan. The poll asked five questions. The first two questions were designed to identify which transportation issues most impact quality of life and what Metro should consider when developing the 2018 Regional Transportation Plan. The remaining three questions served to document the demographics of respondents.

Between July 17 and Aug. 15, 2015, 1,824 people submitted responses to the poll. The majority of the responses came from Washington County residents (52 percent), followed by Multnomah County (36 percent), and Clackamas County (12 percent). Nineteen responses came from residents living in adjacent counties.

This report documents the results of the poll and demographics of respondents. The results and responses were used to help shape the work plan and public engagement plan to support the 2018 Regional Transportation Plan update.

SUMMARY OF RESPONSES BY QUESTION

The text of the poll and a summary of responses follow.

*The Regional Transportation Plan is a tool to help strengthen our economy by providing safe and reliable transportation choices that connect people who live and visit here to jobs, schools, families, parks and other important places.*

*It’s time to look ahead to what our transportation system can look like in 2040. The 2018 Regional Transportation Plan provides the opportunity to update the investments we will make in roads, sidewalks, bikeways, transit and freight routes to support communities today and in the future.*

*Please take a moment to help shape the priorities for the 2018 Regional Transportation Plan. This poll is open through Saturday, August 15, 2015.*

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1 Responses were accepted through 9 a.m. Aug. 18.
Question 1. Thinking about how you, your family and friends in your community get around on a day-to-day basis, what transportation issues most impact your quality of life? (Select up to three)

FIGURE 1. TOP TRANSPORTATION ISSUES (N=1,824)

Across Clackamas, Multnomah and Washington counties – the top three responses were traffic, safety and maintenance. While traffic was cited most frequently in Washington and Clackamas counties, safety was cited most frequently in Multnomah County.

FIGURE 2. COMPARISON OF TOP TRANSPORTATION ISSUES BY COUNTY (N=1,824)

<table>
<thead>
<tr>
<th>Clackamas County</th>
<th>Multnomah County</th>
<th>Washington County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic (22%)</td>
<td>Safety (21%)</td>
<td>Traffic (26%)</td>
</tr>
<tr>
<td>Safety (18%)</td>
<td>Traffic (19%)</td>
<td>Safety (18%)</td>
</tr>
<tr>
<td>Maintenance (18%)</td>
<td>Maintenance (18%)</td>
<td>Maintenance (18%)</td>
</tr>
<tr>
<td>Options for getting around (13%)</td>
<td>Options for getting around (13%)</td>
<td>Options for getting around (11%)</td>
</tr>
<tr>
<td>Access (9%)</td>
<td>Access (10%)</td>
<td>Access (9%)</td>
</tr>
<tr>
<td>Air Quality (7%)</td>
<td>Reliability (9%)</td>
<td>Reliability (6%)</td>
</tr>
<tr>
<td>Reliability (6%)</td>
<td>Air Quality (6%)</td>
<td>Air Quality (5%)</td>
</tr>
<tr>
<td>Cost of getting around (5%)</td>
<td>Cost of getting around (4%)</td>
<td>Cost of getting around (4%)</td>
</tr>
<tr>
<td>Other (2%)</td>
<td>Other (3%)</td>
<td>Other (3%)</td>
</tr>
</tbody>
</table>
Quick Poll #1 | What transportation issues most impact your quality of life? (N = 1,824)

8/24/2015
Responses to Question 1 from the 138 individuals who chose "other" tended to address specifics within the listed categories, such as addressing pedestrian safety, or statements requesting additional capacity for specific modes of travel.

This word cloud gives a general feel for these responses:

![Word Cloud Image]

A majority of these comments were also repeated in responses to Question 2.

**Question 2. What should Metro consider when developing the 2018 Regional Transportation Plan?**

Ideas about what Metro should consider when developing the 2018 Regional Transportation Plan were offered by 1,173 of the 1,824 total respondents. The overarching perspective that came through from the comments was an acceptance that more people are coming to the Portland metropolitan region, and the region needs to respond with a greater capacity to move people throughout its transportation system. Some respondents advocated for specific places for expanded roadways, especially areas that will alleviate bottlenecks in the system; some called for an expansion of light rail and other transit options; some want to see a focus on completing and improving the safety of the active transportation systems. Taken as a whole, the comments encouraged policymakers to focus on moving the most number of people, providing more options for moving around the region, and improving safety – especially for bicyclists and pedestrians.

Key themes highlighted the need for a range of strategies:

- The need for greater capacity by **improving transit options and increased transit connectivity**, including light rail extensions, transit service expansion, and park and ride facilities as well as feeder buses.
• The need for greater capacity by expanding roadways, especially in areas of consistent bottlenecks, including a combination of freeway expansions and new roads to provide alternative routes.

• The need for more safe active transportation options, both in creating walkable and bikeable communities, building safe connections to existing facilities, and addressing “disappearing bike lanes.”

Other comments included calls to focus on safety, equity and the needs of an aging population, people with disabilities and residents living along roads that have become busier, as well as calls to encourage use of carshare/carpool/vanpool, improve funding streams, ensure smooth freight movement, prioritize roadway maintenance, optimize signal timing for traffic flow, ensure clean returns on investments and that the whole transportation system works together, better education and enforcement of the rules of the road, and encourage housing development near employment areas to reduce commuter travel.

Themes and quotes from Clackamas County residents:

There were 133 responses from Clackamas County residents to Question 2. The main themes were:

• The need for transit connectivity, including extending light rail to new destinations.
  o I would like more public transportation with a focus on attractive, affordable, safe light rail, buses, trolley, MAX, safe bike lanes and pedestrian options.

• The need for safe active transportation options.
  o Increase options for non motorized vehicles. More walking paths, bike paths. Encourage walking/biking to school and walking to work or close by errands. Get people out of their cars.

• The need for additional motor vehicle capacity, especially in areas of consistent bottlenecks.
  o Improve I-205 by widening and put a moratorium on further development in Oregon City area until infrastructure improvements are made to support growth.

Other comments included needs to focus on maintenance, safety, equity and improved funding streams.

Themes and quotes from Multnomah County residents:

There were 403 responses from Multnomah County residents to Question 2. The main themes were:

• The need for a safe active transportation system, especially the need to fill in gaps in bike infrastructure to address “disappearing bike lanes.”
• Improve bicycle safety – cycling share will remain low/stagnant until serious attempts to improving it are made.

• The need for more transit connectivity and access to transit, with special consideration for areas outside the central city and those that need later service times.
  o Increase access to transit. More bus lines, more often. Especially in east county.

• The need for additional motor vehicle capacity, especially in light of new development and increased population.
  o Invest in our roads and highways. The total lack of prioritization into solving problems of ‘Lack of Capacity’ will, in the long run, ‘Kill our Quality of Life and Our Economy.’ We must reverse our total focus that has been on light rail and bike access.

Other comments included focusing on needs of an aging population, clear returns on investments, the environment, freight movement, maintenance, ensuring the whole transportation system works together and better education and enforcement of the rules of the road.

Themes and quotes from Washington County residents:

There were 622 responses from Washington County residents to Question 2. The main themes were:

• The need for more capacity by improving transit options, including light rail extensions, service expansion and park and ride facilities as well as feeder buses.
  o Improve bus service as a better alternative to private vehicle commuting.

• The need for more capacity by expanding roadways, including freeway expansions and new roads for alternative routes through the county.
  o Infrastructure build was halted 30+ years ago. We need more freeways, major boulevards, and alternative streets so that one little accident does not cause a region-wide traffic jam.

• The need for more safe active transportation options, both in creating walkable and bikeable communities and building safe connections to existing facilities.
  o More safe routes for suburbanites to use bike transport – safe connections and conditions that are family-friendly. There are loads of wonderful bike lanes and trails, but there is nearly always a tricky (high traffic or no bike lane) connection to get to them.

Other comments included calls to focus on equity and the needs of an aging population, people with disabilities and the residents along roads that have become busier as well as calls to encourage the use of carshare/carpool/vanpool, improve funding streams, ensure smooth freight movement, prioritize roadway maintenance, optimize signal timing for
traffic flow, and encourage housing development near employment areas to reduce commuter travel.

**DEMOGRAPHIC INFORMATION**

Questions 3 -5: ZIP Code (Required) | What is your race/ethnicity? (Optional; select all that apply) | What is your age? (Optional)

**FIGURE 3. DEMOGRAPHIC COMPARISON OF RESPONDENTS AND REGIONAL POPULATION**

<table>
<thead>
<tr>
<th>County</th>
<th>Count</th>
<th>Percent</th>
<th>Regional population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multnomah</td>
<td>643</td>
<td>36%</td>
<td>49%</td>
</tr>
<tr>
<td>Washington</td>
<td>938</td>
<td>52%</td>
<td>34%</td>
</tr>
<tr>
<td>Clackamas</td>
<td>224</td>
<td>12%</td>
<td>17%</td>
</tr>
<tr>
<td>Other counties</td>
<td>19</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ethnicity</th>
<th>Count</th>
<th>Percent</th>
<th>Regional population</th>
</tr>
</thead>
<tbody>
<tr>
<td>White or Caucasian</td>
<td>1443</td>
<td>79%</td>
<td>75%</td>
</tr>
<tr>
<td>Black or African American</td>
<td>18</td>
<td>1%</td>
<td>4%</td>
</tr>
<tr>
<td>American Indian/Native American or Alaskan Native</td>
<td>25</td>
<td>1%</td>
<td>2%</td>
</tr>
<tr>
<td>Asian or Pacific Islander</td>
<td>58</td>
<td>3%</td>
<td>8%</td>
</tr>
<tr>
<td>Hispanic/Latino</td>
<td>53</td>
<td>3%</td>
<td>12%</td>
</tr>
<tr>
<td>Other</td>
<td>63</td>
<td>4%</td>
<td>6%</td>
</tr>
<tr>
<td>No Response</td>
<td>172</td>
<td>9%</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age</th>
<th>Count</th>
<th>Percent</th>
<th>Regional population</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 years or younger</td>
<td>10</td>
<td>&lt;1%</td>
<td>(18-20) 6%</td>
</tr>
<tr>
<td>21 to 35 years</td>
<td>196</td>
<td>11%</td>
<td>26%</td>
</tr>
<tr>
<td>36 to 50 years</td>
<td>368</td>
<td>20%</td>
<td>28%</td>
</tr>
<tr>
<td>51 to 65 years</td>
<td>510</td>
<td>28%</td>
<td>25%</td>
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<tr>
<td>66 years or older</td>
<td>258</td>
<td>14%</td>
<td>14%</td>
</tr>
<tr>
<td>No Response</td>
<td>482</td>
<td>26%</td>
<td>-</td>
</tr>
</tbody>
</table>

Ethnicity numbers reflect possible overlap of minority “race” categories of African-American, American Indian or Alaskan Native, and Asian or Pacific Islander and minority “ethnicity” category of Hispanic/Latino; White/Caucasian represents those who identified as White, no other race and not Hispanic/Latino.
PROMOTION OF QUICK POLL

Metro promoted the quick poll through its website, newsfeeds, Facebook, Twitter feed and by requesting distribution by neighborhood association/CPO, business association, equity and other networks. Metro sent requests for distribution to:

- Transportation Justice Alliance
- Beaverton Neighborhood Program
- Gresham Citizen Involvement Committee
- Happy Valley Community Services and Public Safety
- Lake Oswego neighborhood association program
- Milwaukie Community Services Program
- Oregon City Citizen Involvement Council
- Portland Office of Neighborhood Involvement
- Tigard neighborhood association program
- Tualatin Citizen Involvement Organization Program
- West Linn citizen advisory program
- Wilsonville Committee for Citizen Involvement
- Clackamas County Community Planning Organizations Program
- Multnomah County Citizen Involvement Program
- Washington County Citizen Participation Organization Program.

In addition, the quick poll was distributed through email lists and carried in several e-newsletters, including multiple distributions by Washington County, the Intertwine Alliance and the Westside Transportation Alliance.
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Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we’re making a great place, now and for generations to come.

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Metro  Making a great place