Engagement Report

Summary of 2023 Regional Transportation Plan engagement survey #2: Needs and Priorities

December 2022

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and allocate federal funds for the 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 strives for 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. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

Project website: oregonmetro.gov/rtp

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PURPOSE AND BACKGROUND

Purpose

This report summarizes the results of the second online public survey for the 2023 Regional Transportation Plan (RTP). The input will help decision makers and project staff plan and prioritize investments to address regional transportation system needs in the future.

Background

The Regional Transportation Plan (RTP) is the state and federally required long-range transportation plan for the Portland metropolitan area. The plan sets regional transportation policy that guides local and regional planning and investment decisions to meet the transportation needs of the people who live, work and travel in greater Portland – today and in the future.

Find out more about the 2023 RTP at **oregonmetro.gov/rtp**

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally designated MPO, Metro coordinates updates to the Regional Transportation Plan every five years.

Under federal law, the next update is due by Dec. 6, 2023, when the current plan expires. Providing continued compliance with federal planning regulations, ensures continued federal transportation funding eligibility for projects and programs in the region.

The 2023 RTP, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, will provide an updated policy foundation that guides future planning and investment in the region's transportation system. The updated plan will address regional challenges and areas of focus identified during the scoping phase.

OPPORTUNITY TO PARTICIPATE

The online survey was available in English, Spanish, Vietnamese, Simplified Chinese and Russian. It was distributed using MetroQuest from September 7 to October 17, 2022.   The survey was promoted through Metro's social media platforms, Metro stakeholder lists including the transportation interested parties list, the Transportation Policy Alternatives Committee (TPAC), Metropolitan Technical Advisory Committee (MTAC), and Joint Policy Advisory Committee on Transportation (JPACT) interested parties list. The survey was shared with community-based organizations and offices of public involvement at city and county agencies throughout the region. Email notifications and project flyers also included sample promotional text in all five languages to support partners in getting the word out to diverse communities.

Community Engagement Liaisons

Metro partnered with the Community Engagement Liaisons (CELs) Program to continue building relationships and engaging with currently and historically underserved and underrepresented communities. The liaisons' efforts engaged the Black and African American, Vietnamese, Chinese, Hispanic/Latine, and Slavic communities. Liaisons organized survey engagement activities for community members within Multnomah, Clackamas and Washington Counties from September 7 to October 17, 2022, while the survey was available online. Community engagement liaisons shared the online survey to individuals who speak Spanish, Chinese, Vietnamese and Russian and helped members from these communities take the online survey in a language other than English (in-language).

Specific survey outreach methods for historically underserved and underrepresented communities included:
- 118 emails and direct messages sent
- 50+ project flyers distributed
- 30 phone calls and one-on-one support calls to help individuals take the online survey
- 30 in-person interactions
- 16 social media posts
- 6 culturally specific community organizations and groups contacted
- 1 in-person outreach event

SURVEY CONTENT

Survey participants were asked to share their experiences traveling around the greater Portland area, and their investment priorities for future transportation needs. Participants were informed that public input from the survey would be shared with Metro Council and other regional decision makers to help guide transportation investments.

The survey consisted of five sections focused on the following topics:
- An **introduction** informed survey participants about the RTP update
- A **travel choices section** asking participants about where they travel to and from, modes of transportation they use, and why they travel that way
- A **priority transit improvements section** asking participants to select ways that transportation can be improved, including options such as increasing frequency, destination options, safety of transit, improved infrastructure, and physical and financial accessibility
- An **investment priorities section** asking participants to rank how Metro uses its discretionary budget on transportation improvements, including maintaining and improving existing infrastructure, building street expansions, expanding highway systems, and programs to reduce vehicle transportation
- A **project priorities section** asking participants to input their own transportation and transit priorities
- A **demographic** section asking participants to share a little about themselves through optional demographic questions (fill-in-the-blank and checkboxes)

The survey also provided participants opportunities to share open-ended comments.

NEXT STEPS

Input from this engagement will be shared with agency staff and regional decision makers as they consider community transportation needs and start to identify investment priorities for the 2023 Regional Transportation Plan. The investment priorities will come together in a regional investment strategy, including a project list. In Spring 2023, a public survey will ask community members to weigh in on the draft list of investment submitted by agencies.

Project staff will consider the demographic data collected in this survey to continue refining outreach strategies to more effectively reach under-represented communities in the greater Portland region.

SUMMARY OF SURVEY RESULTS

There were 1,191 people who participated in the survey, including 15 Spanish responses, 13 Vietnamese responses, 34 Simplified Chinese responses, and 49 Russian responses. This report summarizes the results of the survey by topic area. This input will be considered alongside the results of other community engagement activities.

Key themes

- **Travel choices:** Respondents indicated that they most often travel to and from Multnomah County (including the city of Portland). Respondents use cars and public transit as their main modes of transportation. Respondents also shared that they also used bicycles, walked, used the bus, MAX light rail and WES.

- **Priority transit improvements:** Respondents indicated that more frequent transit and improved bike and pedestrian infrastructure would most improve their experience traveling in the Portland area. Respondents emphasized transit coming more often, being faster, and on-time as ways that would improve their transit experience, as well as improved sidewalks, better lighting near transit, and better maintained buses, trains, and transit stations.

- **Investment priorities:** Most respondents indicated they wanted to invest in existing transit services, pedestrian and bike infrastructure and managing existing roadways. Most respondents who provided additional feedback indicated support for increased bike and pedestrian access and transit connections.

- **Demographics:** More than half of the survey respondents indicated they live in Multnomah County and most identified as men living without a disability. Compared to the metropolitan Portland area demographic average, the survey respondents overrepresent people who identify as white and underrepresent people who identify as a race or ethnicity other than, or in addition to white. The survey underrepresents respondents with incomes below $75,000 while overrepresenting respondents with incomes between $75,000 and $150,000. A vast majority of respondents were between the ages of 25 and 64.

A summary of survey results by topic is included below.

Travel Choices

Participants were asked to indicate where they live or travel from most often.

There was a total of 1,158 responses to this question. Of the participants who responded to this question, 41% (475 people) selected **Multnomah County**, 21% (244 people) selected **Washington County** and 20% (231 people) selected the **City of Portland as the places they live or travel from most often**. Additionally, 14% of respondents (168 people) chose Clackamas County and 4% of respondents indicated they live or travel from the state of Washington, an Oregon county not listed on the survey or selected other as a response.

Figure 1. County where survey participants live or travel from most often
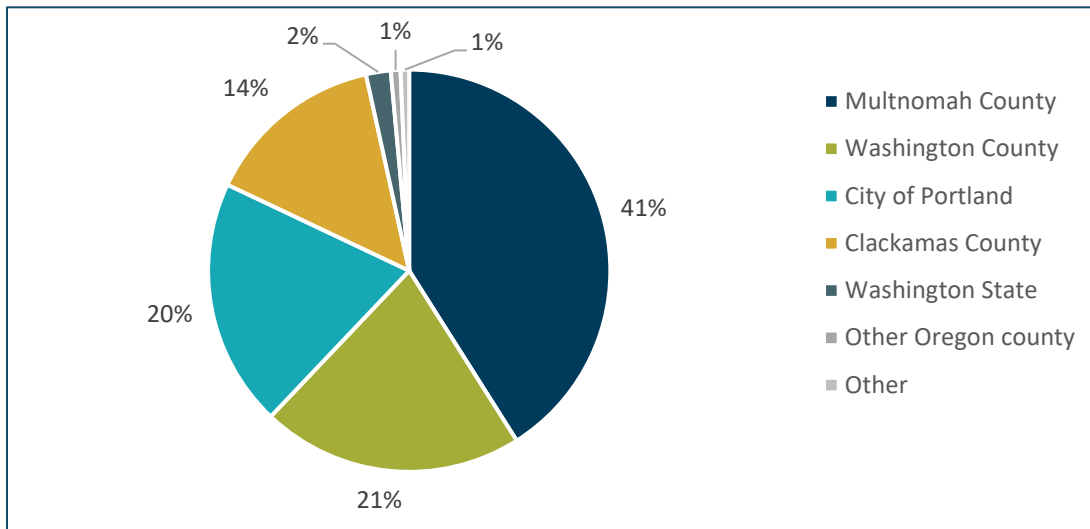
Participants were also asked to indicate where they travel to most often.
There was a total of 1,150 responses to this question. Of the participants who responded to this question, 45% (513 people) selected **Multnomah County**, 24% (279 people) selected the **City of Portland** and 20% (226 people) selected **Washington County** as the places they travel to most often. The least selected choices by respondents included Clackamas County (94 people), a county not listed on the survey, the state of Washington and Other.

Figure 2. County where survey participants travel to most often by percentage
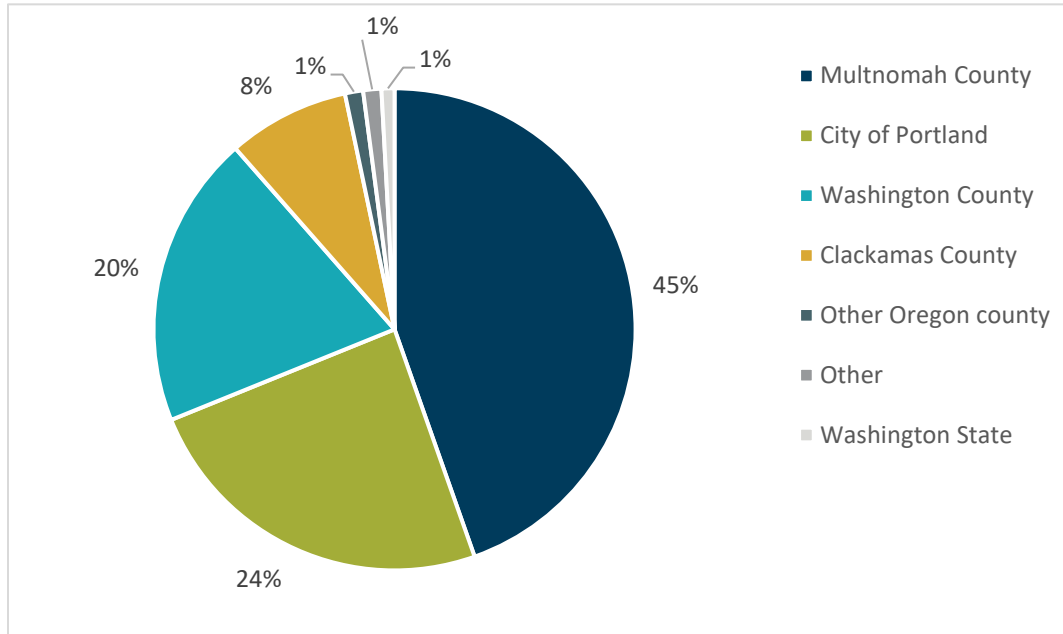
Participants were asked to indicate how they typically get around. They could only select one option. These responses indicate people's primary travel mode. There were a total of 1,144 responses to this question. Of the participants who responded to this question, the top three most frequently selected responses were:

- 66% (749 people) drive alone or with family
- 18% (209 people) ride their bike
- 9% (99 people) use transit

When filtering the responses by people of color[1] and including in-language survey respondents, the most frequently selected mode was the same: most people (70%) typically drive alone or with family.

Table 1. Primary travel mode

Travel mode selected	All respondents	People of color, including in-language, respondents
Drive alone	66%	70%
Bicycle	18%	15%
Bus	6%	6%
Walk/roll	5%	3%
Max/Light rail or WES	3%	3%
Carpool/vanpool	2%	3%

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[1] For the purpose of this survey summary, people of color refers to responses from people who identified in this survey as American or Indian/Native American or Alaska Native; Black or African American; Hispanic, Latino or Spanish origin, or multiracial

* Answer choices that received less than 1% response were: Lyft, Uber, taxis or other similar service, shuttles and other on demand services and other.

Participants were also asked to elaborate on what other modes they use to get around and were asked to select all choices that applied to them. These responses indicate secondary travel modes.

Table 2: Other travel mode

Travel mode selected	All respondents	People of color, including in-language, respondents
Walk/roll	22% (514)	21% (219)
Drive alone (or with family)	18% (413)	19% (197)
Max/Light rail or WES	17% (411)	17% (181)
Bus	15% (349)	14% (147)
Bicycle	12% (284)	11% (116)
Lyft, Uber, taxis or similar	10% (236)	11% (110)
Carpool/vanpool	1% (90)	5% (49)
Shuttles and other on demand services	1% (23)	1% (12)
Other	1% (16)	1% (9)

Participants were asked to share what they think about when making choices about how to travel and they were asked to select all choices that applied to them.

Of the 1,108 respondents, the top three considerations were:
- How long it will take to reach my destination (15%)
- How far away my destination is (13%)
- What else I need to do that day (11%)

Figure 3. Travel mode considerations (all respondents; 1,108 responses)
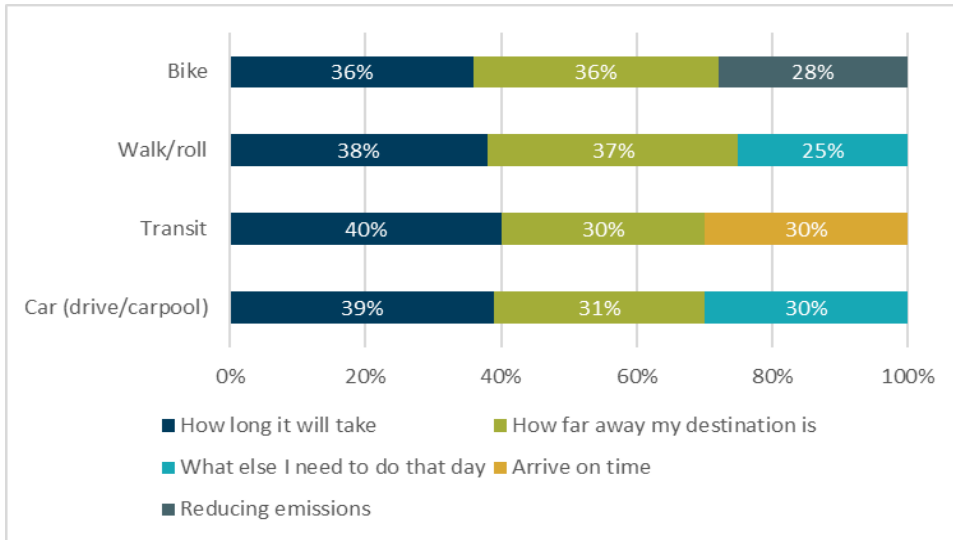
* Percentages reflect the top three travel considerations that respondents selected.

Figure 4. Travel mode considerations (People of color, including in-language respondents; 179 responses)
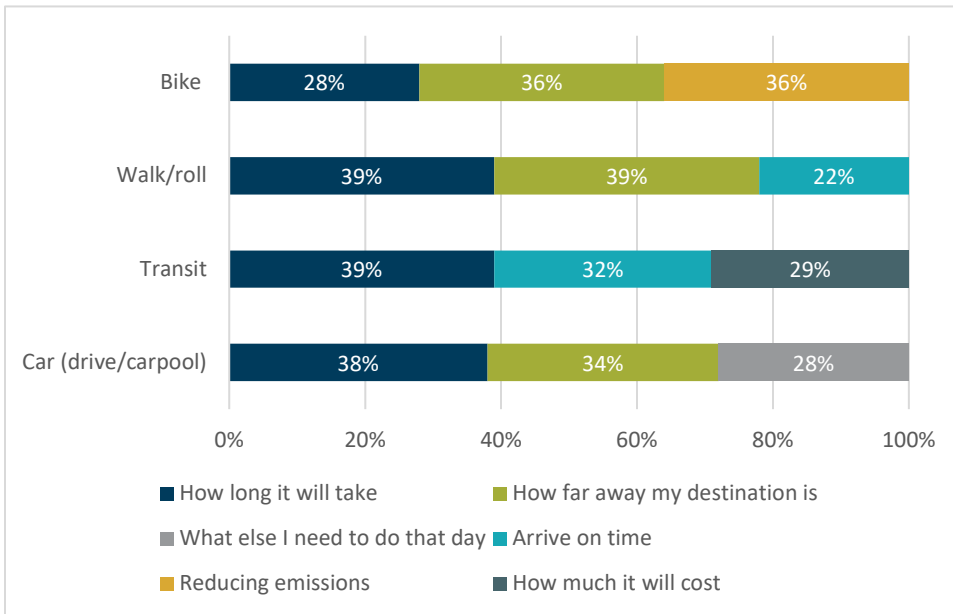
* Percentages reflect the top three travel considerations that respondents selected.

Comments on travel choices

Additionally, participants had the opportunity to share input about their travel experiences through open-ended comments. Respondents were asked to share

anything else that informs their travel choices and 267 respondents provided comments about travel choices.

There was a diverse range of comments but there were several topics that were frequently mentioned by most respondents. Those topics include: weather (27 comments), **Bike/pedestrian safety** (24 comments), **What else I need to do that day** (24 comments), **Bike/pedestrian accessibility** (18 comments), **Transit accessibility** (15 comments)

- **Weather** (27 comments) Examples of these comments include, "whether I want to use the bus or MAX when it's cold and rainy" and "if it's freezing cold or over 100 degrees."

- **Bike/pedestrian safety** (24 comments) Examples of these comments include, "I want to bike, but don't feel safe" and "vehicle speed limit on routes I cycle or walk."

- **What else I need to do that day** (24 comments) Examples of these comments include, "depends on the purpose of the trip" and "how much stuff I need to bring along."

Additional comments that were less frequently mentioned also included who else is traveling with them, availability of preferred travel options, time of day, reducing emissions/environmental impact, support for increasing transit frequency, improved transit facilities and amenities and vehicle parking.

Improvements for better travel

Participants were asked to indicate what would most improve their experience of traveling in the greater Portland area and they were asked to choose their top three answers. Of the 1,070 responses to this question, the three most frequently selected improvements were:

- faster and more frequent transit (45% of respondents; 479 people)
- more and improved protected bikeways and crossings (39% of respondents; 414 people)
- improved sidewalks, protected crossings and lighting (38% of respondents; 402 people)

Figure 5. Improvements for better travel (all respondents; 1,070 responses)
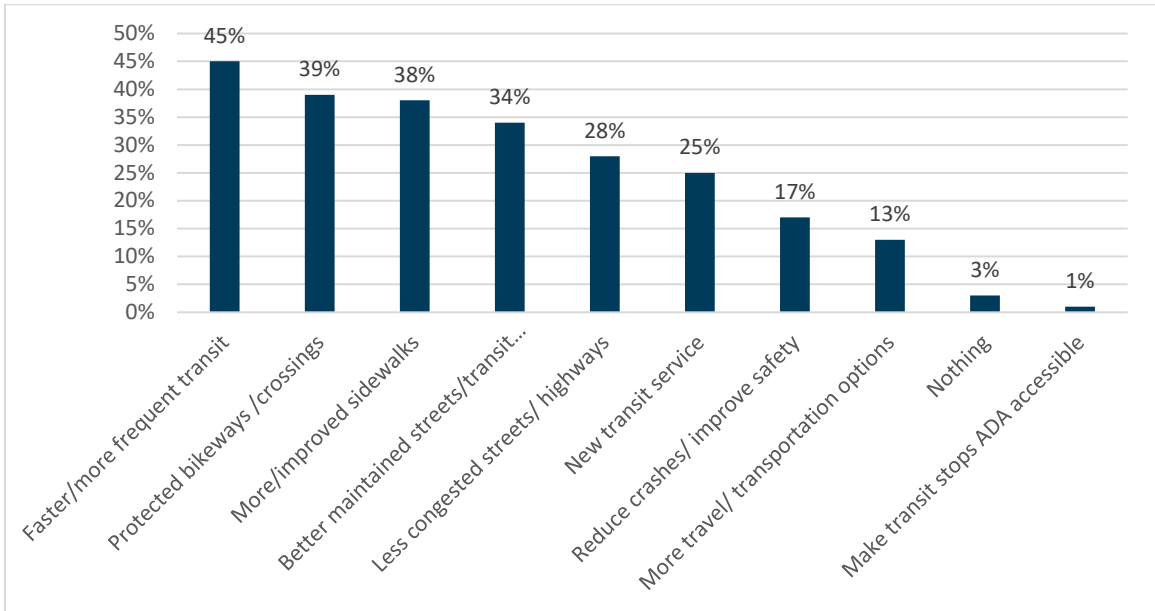
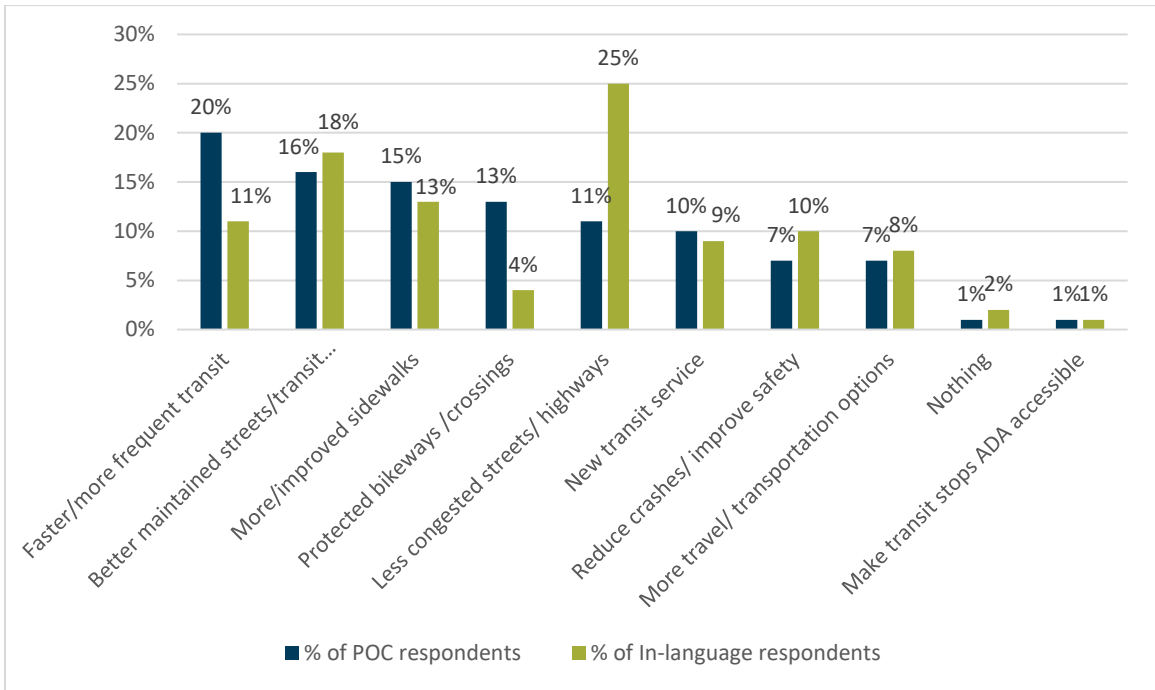When analyzing responses from people of color and in-language survey responses, the 427 responses show similar but slightly different priorities for travel improvements (see figure 6).

Figure 6. Travel improvement priorities (respondents of color and in-language respondents; 427 responses)

Responses from in-language survey responses were very different in comparison to the overall results from all survey respondents and respondents of color (see figure 6). Of the 199 responses, in-language respondents emphasized improvements in road infrastructure, with 25% of respondents (50 people) selecting less congested streets and highways.

Comments on travel improvements

In addition to the survey questions, participants were also asked to provide further input through open-ended comments about travel improvements. Participants were asked to share anything else that would improve their travel.

266 respondents provided an open-ended comment on this question. There was a diverse range of comments but there were several topics that were frequently mentioned by most respondents. Those topics include:

- **Traffic Safety** (42 comments) Examples of these comments include, "make drivers slow down and look for people and "add traffic circles and smarter traffic lights."

- **Transit Safety** (30 comments) Examples of these comments include, "increase safety on public transportation" and "better safety at transit stops, stations and on transit vehicles."

- **More and improved protected bikeways and crossings** (22 comments) Examples of these comments include, "a more complete and protected bicycle network" and "safer routes for bikes and pedestrians."

- **More and improved sidewalks, crossings and lighting** (18 comments) Examples of these comments include, "we need better sidewalks at S. Troutdale and Stark," and "lighting is critical for walking safety."

- **Less congested streets and highways** (18 comments) Examples of these comments include "narrower and fewer lanes make driving harder" and "reduce congestion, no more bike lanes."

- **New transit where I need to go** (16 comments) Examples of these comments include, "an express train from Oregon City to Portland and "Tigard needs MAX access, WES should run all hours."

- **Better maintained streets and highways** (16 comments) Examples of these comments include, "fix the potholes and clean the bike paths" and new and improved roads."

Additional comments that were less frequently mentioned also included availability of preferred travel options, time of day, support for increasing transit frequency, improved transit facilities and amenities and vehicle parking.

Transit improvements

Participants were asked to indicate what would make transit work better for them. They were asked to choose their top three answers. Of the 960 responses to this question, the top three most frequently selected responses were:

- **transit that comes more often so I spend less time waiting** (45% of respondents; 436 people)
- **transit that is faster and on-time** (36% of respondents; 341 people)
- **transit that easily connects me to work and/or school** (30% of respondents; 284 people)

Figure 7. Priority transit improvements (all respondents; 960 people)
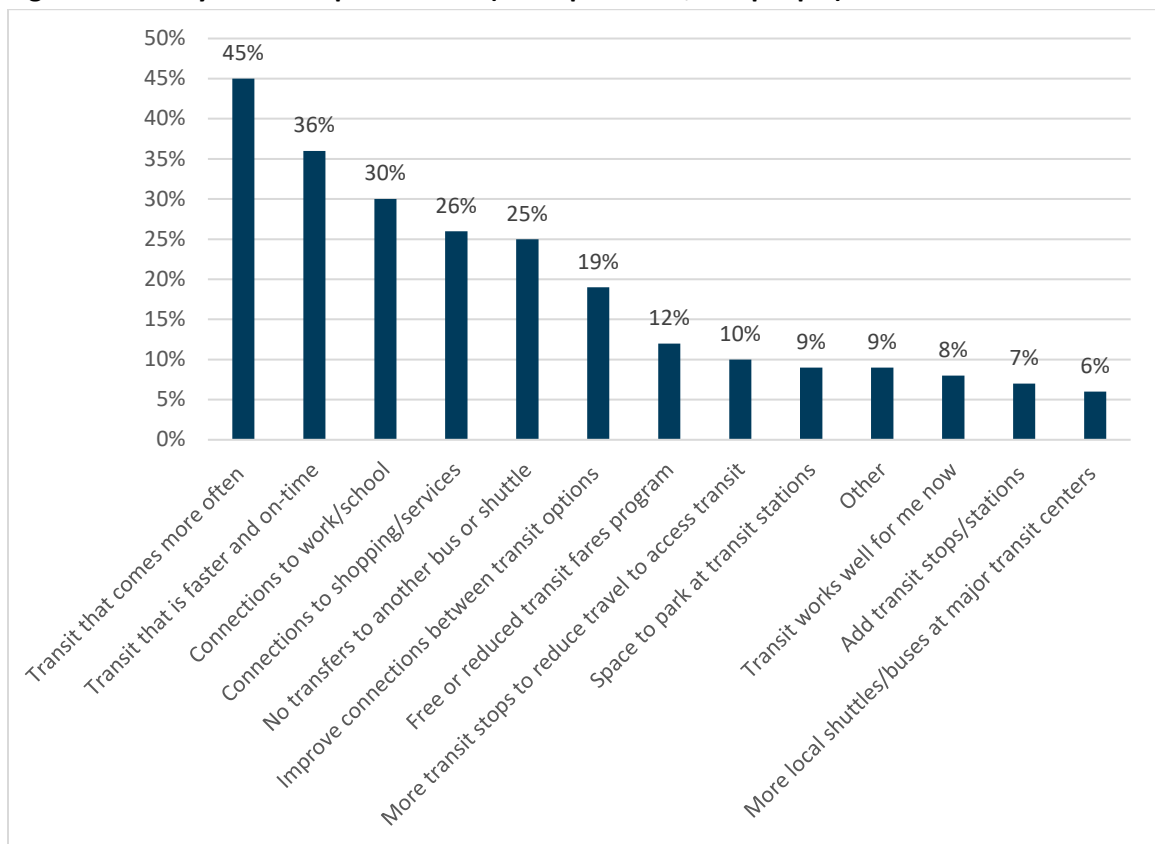
When analyzing the 170 responses from people of color (including, in-language survey responses, communities of color had similar transit improvement preferences. Of the 170 responses, 43% of respondents (73 people) selected **transit that comes more often so I spend less time waiting** 33% of respondents (56 people) selected **transit that easily connects me to work and/or school** and 31% of respondents (53 people) selected **transit that easily connects me to shopping, services, other destinations.**

Figure 8. Priority transit improvements (survey respondents of color, including in-language survey responses; 170 respondents)
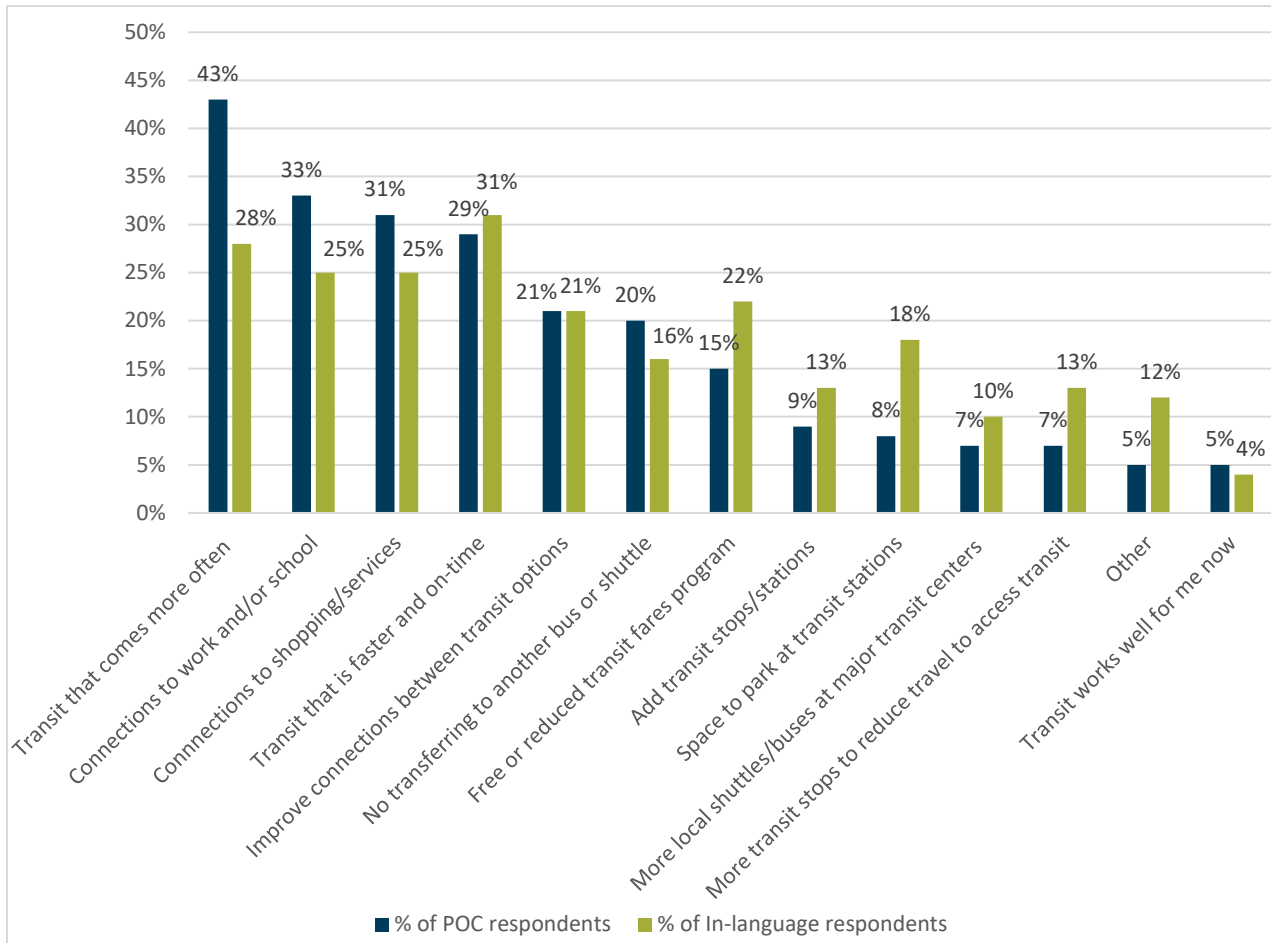
Respondents were asked about what would make transit easier and more convenient for them to use and invited to select their top three responses.

Of the 864 respondents who responded to this question, the top responses were:

- **more and improved sidewalks** (46 % of respondents; 398 people)
- **protected crossings and lighting near transit stops** (46 % of respondents; 398 people)
- **better maintain buses, trains, stations for more comfortable, reliable travel** (40% of respondents; 342 people)
- **features such as covers and restrooms at transit stops/stations.** (33%; 282 people)

Figure 9. Additional priority transit improvements (all respondents; 864 people)
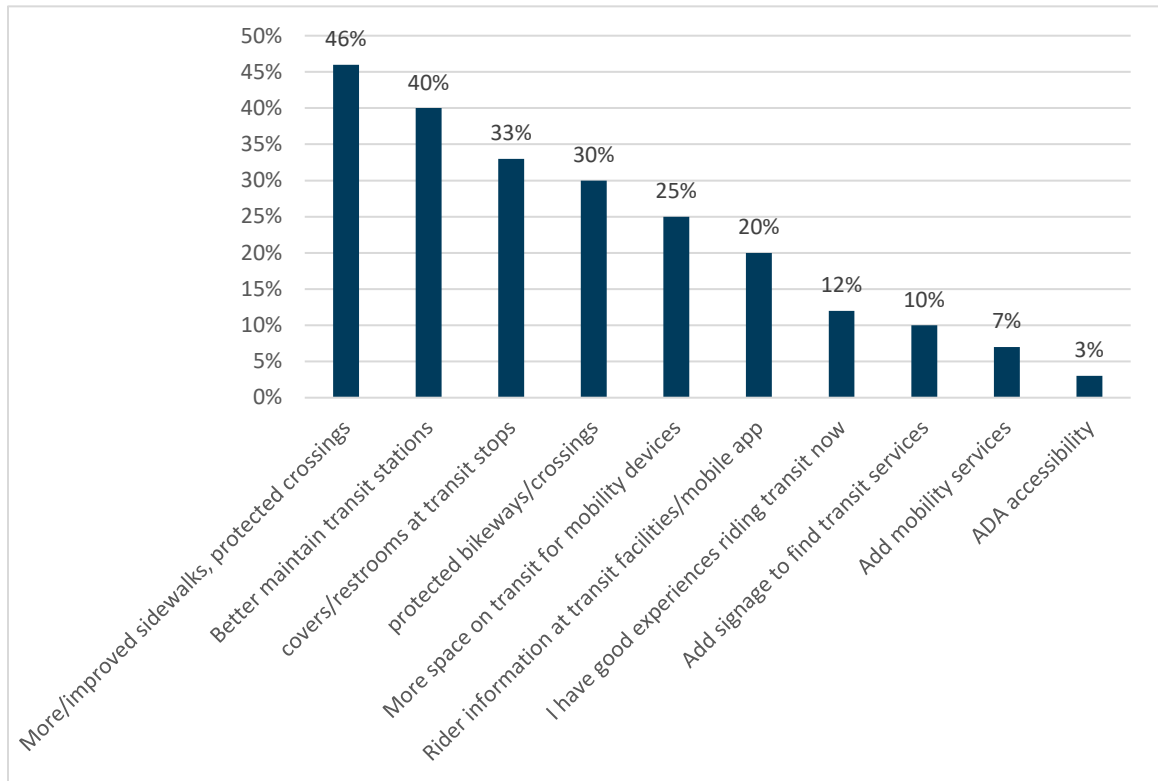
When analyzing the 160 responses from people of color, including, in-language survey responses, communities of color had similar transit improvement preferences. Of the 160 responses, 48% of respondents (77 people) selected **better maintain buses, trains, stations for more comfortable, reliable travel**, 45% (72 people) selected **more and improved sidewalks, protected crossings and lighting near transit stops** and 30% (48 people) selected features such as **covers and restrooms at transit stops/stations**.

Responses from in-language survey responses were also similar to overall survey results with a couple of noticeable differences from the results of people who identified as a race or ethnicity other than white or in addition to white. Fifty-three people responded to this question. Of the 146 responses gathered, 18% of respondents, (27 people) selected more and improved sidewalks, protected crossings and lighting near transit stops, 17% (26 people) selected better maintain

buses, trains, stations for more comfortable, reliable travel and 15% (22 people) selected more rider information at transit stops and/or a mobile phone app.

Figure 10. Transit improvement priorities (people of color and in-language survey respondents; 160 responses)
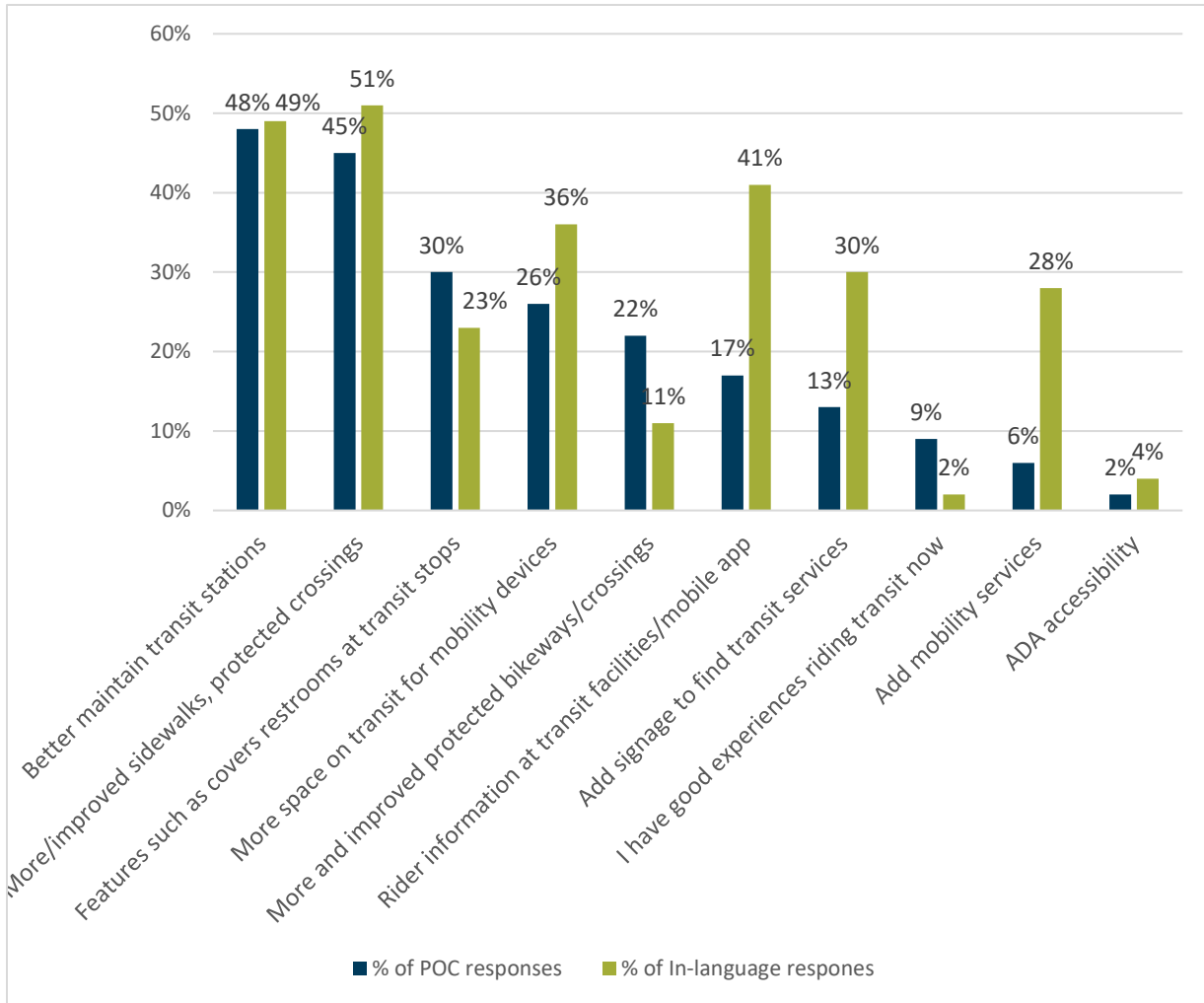
Comments on transit improvements

In addition to the survey questions, participants were also asked to provide further input through open-ended comments about transit improvements. Participants were first asked if there was anything else that would make transit work better.

271 respondents provided an open-ended comment on this question. There was a diverse range of comments but there were several topics that were frequently mentioned by most respondents. Those topics include:

- **Improve transit safety** (89 comments) Examples of these comments include, "Improve community safety for operators and riders," and "I don't feel safe on transit due to crime and homeless."

- **Add more transit connections and expand transit to connect communities** (44 comments) Examples of these comments include, "better MAX connections to major hospitals," and "extend the Orange Line to Oregon City."

- **Increase transit security** (23 comments) Examples of these comments include, "more security to increase safety," and "much better security and policing on public transit!"

- **Improve cleaning and maintenance of transit vehicles and facilities** (11 comments) Examples of these comments include, "busses, trains and stations that are clean and patrolled," and "cleaner trains with better ventilation."

Additional comments that were less frequently mentioned also included support for increasing transit frequency, reliable transit, storage on transit and at transit stations, bike accommodations and increasing fare enforcement and parking accommodations.

Secondly, participants were asked if there was anything else that would **make transit more accessible** for them.

237 respondents provided an open-ended comment on this question. There was a diverse range of comments but there were several topics that were frequently mentioned by respondents. Those topics include:

- **Improve transit safety** (86 comments)
  Examples of these comments include, "safer bus environment without violent riders" and "I don't feel safe using public transportation."

- **Increasing transit security and the presence of law enforcement/security** (64 comments) Examples of comments include,

"more security, not just for fare enforcement" and "visible security personnel to feel safer."

- **Transit facilities and amenities** (26 comments) Examples of these comments include, "bathrooms at least at every transit center" and "TriMet must restore, improve and increase bus shelters."

- **Improve cleaning and maintenance of transit vehicles and facilities** (21 comments) Examples of these comments include, "public transportation now is filthy and dangerous" and "please clean the bus stops."

- **Add more transit connections and expand transit to connect communities** (10 comments) Examples of these comments include, "more buses in SW Portland and Lake Oswego" and "more stops closer to my house."

Additional comments that were less frequently mentioned also included support for increasing transit frequency, transit expansion/connections, bike storage at transit stations and other bike accommodations, increasing fare enforcement and parking accommodations. There were also 23 comments provided that were not relevant to transit accessibility.

Investment Priorities

Respondents were asked to help make transportation investments by moving coins into different project categories. They were informed that about 65% of the RTP budget is typically spent on operating and maintaining the existing transportation system. Respondents were then asked to invest the other 35% into budget categories to be spent over the next 25 years. Respondents could select from the following budget category options:

- Improve the existing transit service
- Improve places for walking/rolling
- Improve places for biking
- Manage existing roadways
- Programs/ incentives to reduce vehicle trips
- Build street connections, expansions, upgrades
- Maintain bridges and roads
- Expand freeways and highways
- Maintain transit system and vehicles
- Improve access for freight trucks

There were 946 participants who provided a response to this question. The top priority investment categories (those that received the most coins) were:

- **Improve the existing transit services (20%; 190 respondents)**

- **Improve for biking, places for walking and rolling (17%; 161 respondents)**

- **Manage existing roadways (11%; 104 respondents)**

Survey results from respondents who identified as a race/ethnicity other than or in addition to white were very similar with overall respondents. However, there was also significant support for investments in expanding freeways and highways.

When filtering the responses to elevate the feedback from in-language survey results, there was a stark difference in priorities selected compared to all responses. The 66 responses submitted indicate from in-language survey respondents prioritized investments in building street connections, expansions, and upgrades, expanding freeways and highways and managing existing roadways.

Figure 11. Investment priorities (all respondents; 946 people)

Legend:
- Existing transit service
- Places for biking
- Places for walking/rolling
- Manage existing roadways
- Reduce vehicle trips
- Expand freeways/highways
- Street connections/expansions
- Maintain bridges and roads
- Maintain transit systems/vehicles
- Access for freight trucks

Pie chart values: 20%, 17%, 17%, 11%, 9%, 9%, 7%, 4%, 3%, 2%
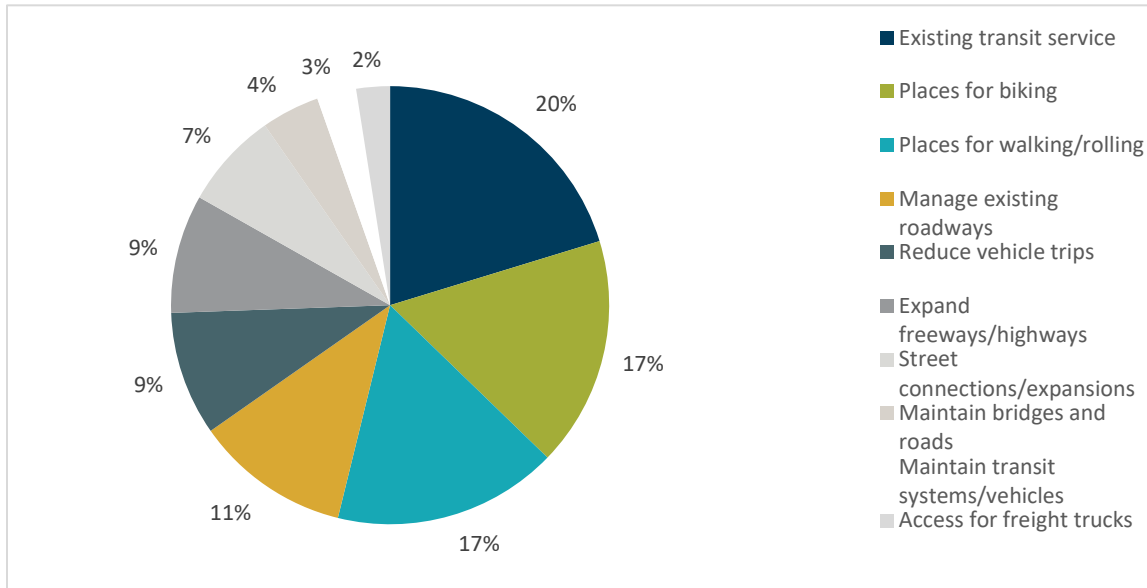
Figure 12. Investment priorities (people of color and in-language survey respondents including in-language survey respondents; 185 respondents)

Bar chart (Percentage of POC / Percentage of in-language):

Category	POC	In-language
Existing transit service	18%	9%
Expand freeways/highways	16%	13%
Places for walking/rolling	14%	9%
Places for biking	11%	7%
Street connections	11%	15%
Manage existing roadways	11%	11%
Reduce vehicle trips	8%	10%
Maintain bridges and roads	5%	10%
Maintain transit system/vehicles	4%	9%
Access for freight trucks	2%	7%

Table 3. Transportation investment priorities (American Indian, Native American and Alaska Native respondents; 12 people)

Investment priority selected	Percentage of all respondents
Improve the existing transit service	26%
Expand freeways and highways	21%
Improve places for biking	13%
Manage existing roadways	13%
Improve places for walking/rolling	11%
Build street connections, expansions, upgrades	7%
Programs/ incentives to reduce vehicle trips	4%
Maintain transit system and vehicles	2%
Improve access for freight trucks	2%
Maintain bridges and roads	1%

Table 4. Transportation investment priorities (Black and African American respondents; 14 people)

Investment priority selected	Percentage of all respondents
Improve the existing transit service	19%
Manage existing roadways	18%
Improve places for biking	14%
Expand freeways and highways	11%
Build street connections, expansions, upgrades	10%
Improve places for walking/rolling	10%
Programs/ incentives to reduce vehicle trips	6%
Maintain bridges and roads	5%
Improve access for freight trucks	4%
Maintain transit system and vehicles	3%

Table 5. Transportation investment priorities (Hispanic, Latine and Spanish origin respondents; 45 people)

Investment priority selected	Percentage of all respondents
Improve the existing transit service	23%
Improve places for walking/rolling	17%
Improve places for biking	14%
Build street connections, expansions, upgrades	11%
Manage existing roadways	11%
Programs/ incentives to reduce vehicle trips	10%
Expand freeways and highways	6%

Maintain bridges and roads	3%
Maintain transit system and vehicles	3%
Improve access for freight trucks	2%

Table 6. Transportation investment priorities (Asian, Asian American and Pacific Islander respondents; 91 people)

Investment priority selected	Percentage of all respondents
Improve the existing transit service	17%
Expand freeways and highways	14%
Improve places for walking/rolling	12%
Improve places for biking	12%
Manage existing roadways	11%
Build street connections, expansions, upgrades	11%
Programs/ incentives to reduce vehicle trips	8%
Maintain bridges and roads	7%
Maintain transit system and vehicles	5%
Improve access for freight trucks	3%

Table 7. Transportation investment priorities (Russian, Ukrainian and Slavic community respondents; 23 people)

Investment priority selected	Percentage of all respondents
Expand freeways and highways	30%
Build street connections, expansions, upgrades	20%
Improve places for walking/rolling	10%
Manage existing roadways	9%
Maintain bridges and roads	9%
Improve access for freight trucks	7%
Improve the existing transit service	5%
Maintain transit system and vehicles	4%
Programs/ incentives to reduce vehicle trips	4%
Improve places for biking	2%

Comments on Project Priorities

Lastly, the survey asked participants to respond to an open-ended question asking what their project priorities were. 323 respondents shared their comments, although several responses were not relevant to the content of the question. The

project team coded the remaining responses 301 that were relevant to the content of the question into 10 code categories, including:

- **Transit Connections**: Examples of these comments include "consider transportation improvements where low income and minorities live. In particular ensure connections to vital services and transit," and "extend light rail to Oregon City and Canby." Respondents mention expanding transit to neighborhoods and cities that aren't as frequntly served by transit, expanding types of transit available, as well as regional and national transit options. (111 comments)

- **Bike and Pedestrian Access**: Examples of these comments include "I would like to see sidewalks in neighborhoods that do not currently have sidewalks," and "More bike pathways options, less noise on roads, e bike charging, bike parking." Respondents mention separating bike/pedestrian paths from roads/highways and expanding non-vehicle infrastructure. (109 comments)

- **Infrastructure**: Examples of these comments include "fix damage roads and highways," and improvements to I-5, including collisem widening, and Columbia riverbridge crossing. (81 comments)

- **Safety:** Examples of these comments include "increased safety/security on public transit" and "continuous sidewalks, raised intersections, bike lane setbacks (for increased visibility.)" Respondents emphasized the need for increased safety for pedestrians, cyclists, and transit rders. (79 comments)

- **Sustainability:** Examples of these comments include "incentive for ebikes and secure ebike parking" and "include green spaces." Respondents emphasized a variety of green transportation, electric vehicles, and the need for more green spaces. (47 comments)

- **Climate**: Examples of these comments include "Prioritize vision-zero" and "need to shift away from single-occupancy vehicles as they are both unsustainable in the current climate." Respondents emphasize a need for reducing carbon emissions and increasing transit and pedestrian infrastructure. (30 comments)

- **Transit Frequency:** Examples of these comments include "a big reason I don't use buses... is the buses start to run every hour during non peak times, and half hours on weekends," and "less or equal travel time on public transit compare to private vehicles." Respondents mention increasing transit at peak hours, extending transit hours of service, and adding new bus stops. (30 comments)

- **Traffic:** Examples of these comments include "Express lanes. Additional lanes in carefully selected locations. Carpool lanes," and "maintain existing roads and reduce congestion." Respondents mentioned various solutions to congestion including traffic cameras, programs like Drive Less Save More, pricing roadways, and building express lanes. (29 comments)

- **Affordability:** Examples of these comments include "affordable prices for public transit" and "do not put tolls on freeways or highways." Respondents mention concerns about the cost of fares, tolls, owning a vehicle, and the cost of living as it relates to transportation. (19 comments)

- **ADA accessibility:** Examples of these comments include "Think about convenience to travel using pubic transport and accessibility for people with mobility issues." Respondents mentioned creating walking infrastructure that is accessible to people with limited mobility, and creating more accessible resources about transit. (four comments)

Demographics

The survey asked participants to share more about themselves through optional demographic questions to determine whether the respondents reflect the region's diverse communities and broad range of experiences.

Metro recognizes that there is typically an opt-in bias that occurs with online engagement opportunities like this one. This often results in an over-representation of people who have the time, comfort, and access to participate. This skews participation toward higher-income people who speak English and have a level of trust in government. Groups that are underrepresented in respondent information by 4 percent or more are indicated in red.

Zip code

The survey asked participants to share their zip code. The question gathered 801 responses. People from 83 different zip codes participated in the online tool. The most frequently selected zip codes included 97214, 97206, 97217 and 97202.
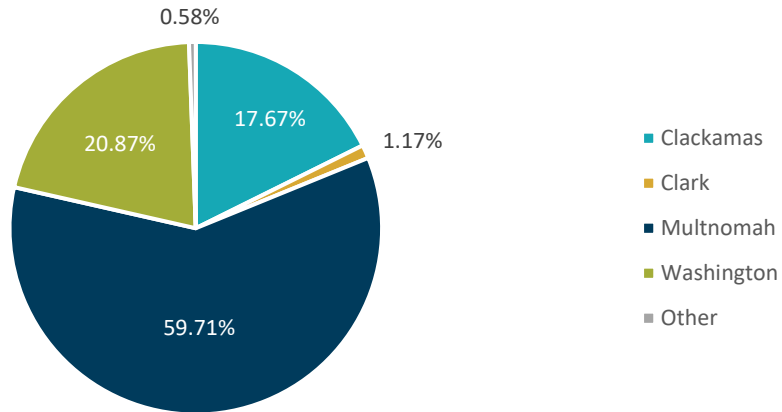
Metropolitan Portland area population distributions by zip code, according to the 2020 Census, were not readily available.

County

The survey asked participants to share the county they live in. The question gathered 854 responses.

More than half of survey participants indicated they live in Multnomah County. Washington County was the second most selected option indicated by 21% of respondents and 17% of respondents indicated that they live in Clackamas County. (Figure 24.)

Figure 13. County of survey participants

Metropolitan Portland area population distributions by county, according to the 2020 Census, were not readily available.

Racial or ethnic identity

The survey asked participants to share their racial or ethnic identity. The question gathered 952 responses.

Compared to the metropolitan Portland area demographic averages, according to the 2020 Census, the survey overrepresents respondents who identify as white, accurately represented respondents who identified as Asian or Asian American and underrepresents other respondents who identify as American or Indian/Native American or Alaska Native; Black or African American; Hispanic, Latino or Spanish origin and Other (Table 1. and Figure 25.

Table 8. Race or ethnic identity of survey respondents compared to metropolitan Portland area

Racial or Ethnic Identity	Survey respondents	Metropolitan Portland area
American or Indian/Native American or Alaska Native	1.3%	3.4%
Asian or Asian American	12.2%	11.3%
Black or African American	1.57%	5.3%
Hispanic, Latino or Spanish origin	5.6%	13.8%
Russian/Slavic	5.15%	Data not available
White	63.3%	66.0%
Race/ethnicity not listed	2.2%	*Data not available*
Prefer not to answer	8.4%	*Data not available*

Annual household income

The survey asked participants to share their annual household income. The question gathered 821 responses.

The survey underrepresents respondents with incomes under $75,000 while overrepresenting respondents with incomes over $150,000 when compared to the metropolitan Portland area demographic spread (Table 2. and Figure 26.)

Table 9. Annual household income of survey respondents compared to metropolitan Portland area

Annual household income	Survey respondents	Metropolitan Portland area
less than $10,000	1.70%	4.70%
$10,000 to $19,999	2.31%	5.81%
$20,000 to $29,999	3.41%	6.74%
$30,000 to $49,999	10.59%	13.9%
$50,000 to $74,999	12.30%	16.70%
$75,000 to $99,999	13.52%	13.19%
$100,000 to $149,999	18.39%	18.64%
$150,000 or more	23.02%	20.35%
Don't know/prefer not to answer		*Data not available*

* For purposes of comparing survey response distribution to metropolitan Portland area demographic averages, the $30,000 to $39,000 and $40,000 to $49,000 answers were combined to $30,000 to $49,000.

Gender

The survey asked participants to share their gender. The question gathered 838 responses. Slightly more men than women responded to the survey (Table 10).Compared to the metropolitan Portland area demographic averages, according to the 2020 Census, the spread of survey respondents generally represents the distribution of genders.

Table 10. Gender categories of survey respondents compared to metropolitan Portland area

Gender categories	Survey respondents	Metropolitan Portland area
A gender not listed here	0.23%	*Data not available*
Man	46.4%	49.48%
Non-binary, Genderqueer or Third Gender	2.86%	*Data not available*
Prefer not to respond	6.09%	*Data not available*

Woman	44.4%	50.52%

As data for all gender categories is not available for the metropolitan Portland area demographic average, groups that are underrepresented in respondent information by 4 percent or more will *not* be indicated in red.

Disability

The survey asked participants to share if they identify as a person with a disability (including but not limited to vision, hearing, speech, mobility, cognitive, and invisible disabilities). The question gathered 823 responses.

Most survey participants responded as did not identify as a person with a disability (79.47%) followed by those who do identify as a person with a disability (14.58%) and prefer not to respond (5.95%) (Figure 28).

Metropolitan Portland area demographic averages, according to the 2020 Census, were not readily available for people who identify as a person with a disability.

Age

The survey participants were asked to share their age. The question gathered 845 responses.

A vast majority of respondents were between the ages of 25 and 74 (Table 11). Compared to the metropolitan Portland area demographic averages, according to the 2020 Census, the spread of survey respondents underrepresents people ages 24 and under and overrepresents people between 35 and 74.

Table 11. Age categories of total survey respondents compared to metropolitan Portland area

Age categories	Survey respondents	Metropolitan Portland area
Under 18	0.35%	20.60%
18-24	3.31%	7.93%
25-34	17.75%	16.49%
35-44	24.97%	15.44%
45-54	18.22%	13.22%
55-64	12.43%	11.98%
65-74	12.66%	8.86%
75 and older	5.68%	5.48%
Prefer not to answer	4.61%	*Data not available*

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

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