



Engagement Report

Summary of 2023 Regional Transportation
Plan engagement survey #4: Public
comment

September 2023



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Project website: oregonmetro.gov/rtp

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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Appendices are available on the Regional Transportation Plan webpage.

PURPOSE AND BACKGROUND

Purpose

This report summarizes the results of the fourth online public survey for the 2023 Regional Transportation Plan (RTP). This survey collected public comment on the Public Review Draft 2023 RTP during the 45-day public comment period, from July 10 through August 25th, 2023. The survey was one of several avenues through which people could provide comments and feedback. The survey was designed to provide high level information about the 2023 RTP and Public Review Draft High Capacity Transit (HCT) Strategy and collect feedback in a way that did not require participants to read technical documents.

The feedback received through the public comment period builds on the input received through public engagement over the course of the RTP update. Public comment, including the input collected through the survey, was shared with staff and decision-makers as they refined the Public Review Draft 2023 RTP and HCT Strategy for adoption in November 2023.

Background

The 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.

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.

Since Fall 2021, Metro has been working with local, regional, and state agencies, Tribes and the public to update the region's shared transportation vision and investment strategy for the next two decades. The 2023 RTP identifies current and future transportation needs, priority investments recommended by transportation agencies to meet those needs and funding the region expects to have available through 2045.



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

Survey promotion

The online survey was available from July 10 through August 25th, 2023. The survey was promoted through Metro's news webpage, 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.

Survey overview

The survey was comprised of five sections that each included an overview of a topic in the RTP and questions inviting feedback on that topic. The survey did not require responses to any questions, so participants engaged in the topics they were most interested in. The survey sections included the following:

1. An **introduction** outlining the 2023 Regional Transportation Plan with an invitation for survey participants to leave feedback and specific comments on the draft plan.
2. A section about **priority transportation investments** that asked survey participants to indicate how well the mix of investments in the draft project list match their priorities for transportation in greater Portland.
3. A section about the **High Capacity Transit Strategy** that provided an overview of high capacity transit vision with a map illustrating the priority high capacity transit investments identified in the strategy. Participants were asked to rate how well they think these priorities will improve travel in the greater Portland region on a scale of one to five. Survey participants were also asked to indicate which other corridors identified for high capacity transit investments are most important to them and their communities and comment on anything that cities, counties, Metro, transit providers, and the state should consider while implementing the high capacity transit policies.
4. A section focused on the new and updated policies in the 2023 RTP, including **pricing policies and mobility policies**. Survey participants were asked to indicate whether the policies are moving the region's transportation system in the right direction and if there is anything that cities, counties, Metro, transit providers, and the state should consider while implementing these policies.
5. A section focused on implementing the plan and **moving forward together** asked survey participants to share feedback on their vision for the future of transportation and what is most important for the region to work on in the next five years. Participants were asked to share ideas, indicate which resources they reviewed, and share whether the resources were helpful.

6. The final section asked participants to share optional **demographic information** in order to help Metro determine if participants reflect the region's diverse communities and broad range of experiences.

Next steps

Input from this survey will be shared with transportation agency staff and regional decision makers as they work together to refine the public review draft 2023 RTP and HCT Strategy for adoption in November 2023.

SUMMARY OF SURVEY RESULTS

Overview of survey respondents

There were 663 survey participants. Of the participants, 45% completed the survey and 55% completed part of the survey. Survey respondents were asked to select the county where they live. This question was optional and 283 survey participants responded. This summary includes results cross-tabulated by county.

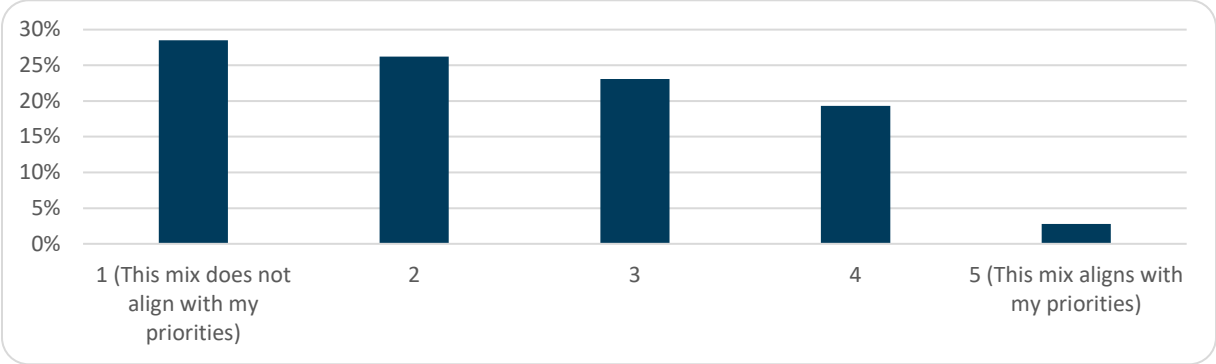
Table 1: Survey participation by county

	Value	Percent	Count
	Clackamas	12.4%	35
	Washington	16.6%	47
	Multnomah	68.6%	194
	Clark ¹	0.7%	2
	Other - Write In	1.8%	5
	Totals		283

Survey Section 1: Transportation Investments

Participants were asked to rank how well the mix of investments in the draft project list match their priorities on a rating system of one to five. A score of one indicated that the mix did not align with the participant’s priorities, while a score of five indicated it did align with the participant’s priorities. There were 389 survey participants who answered this question. The most frequent response was a score of one (28.5% of participants), and the majority of respondents selected a one or two, **indicating most survey respondents felt that the mix of investments in the 2023 RTP does not match their priorities.** A full breakdown of the scoring scale is shown in Figure 1.

Figure 1: On a scale of 1 to 5, how well does the mix of investment in the draft project list match your priorities? (all responses)



¹ The survey received two responses from Clark County. These responses are included in the figures that reflect “all responses” but were not included in the figures that show by county comparisons due to the small sample size.

There are notable differences between how respondents from the different counties responded. Multnomah county residents were the largest group that responded to this question, with 192 participants. The majority of Multnomah County residents stated that the mix of investments did not align with their priorities: 32.3 % of participants selected one, and 28.6% selected two.

In contrast, 34.3% of Clackamas County participants selected four, indicating that Clackamas County survey participants were more likely to agree that the mix of investments aligned with their priorities. Among Washington County residents, the most frequently selected response was three (27.6% of Washington County respondents). The number of participants from Clackamas and Washington Counties was smaller than those from Multnomah County. For a full breakdown of responses by county, see Figure 2 and Table 2.

Figure 2: On a scale of 1 to 5, how well does the mix of investment in the draft project list match your priorities? (By County)

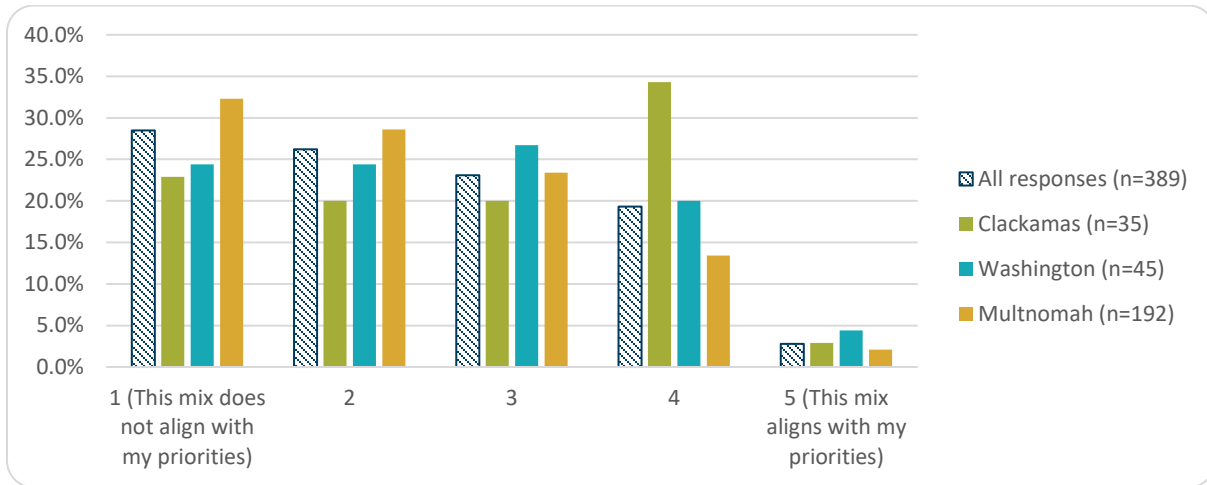


Table 2: On a scale of 1 to 5, how well does the mix of investment in the draft project list match your priorities? (By county)

		Does not align with priorities				Aligns with priorities	Total (n)
		1	2	3	4	5	
All responses	#	111	102	90	75	11	389
	%	28.5%	26.2%	23.1%	19.3%	2.8%	
Clackamas	#	8	7	7	12	1	35
	%	22.9%	20%	20%	34.3%	2.9%	
Washington	#	11	11	12	9	2	45
	%	24.4%	24.4%	26.7%	20%	4.4%	
Multnomah	#	62	55	45	26	4	192
	%	32.3%	28.6%	23.4%	13.5%	2.1%	
Clark	#	1				1	2
	%	50%				50%	
Other (Write in)	#	2	3				5

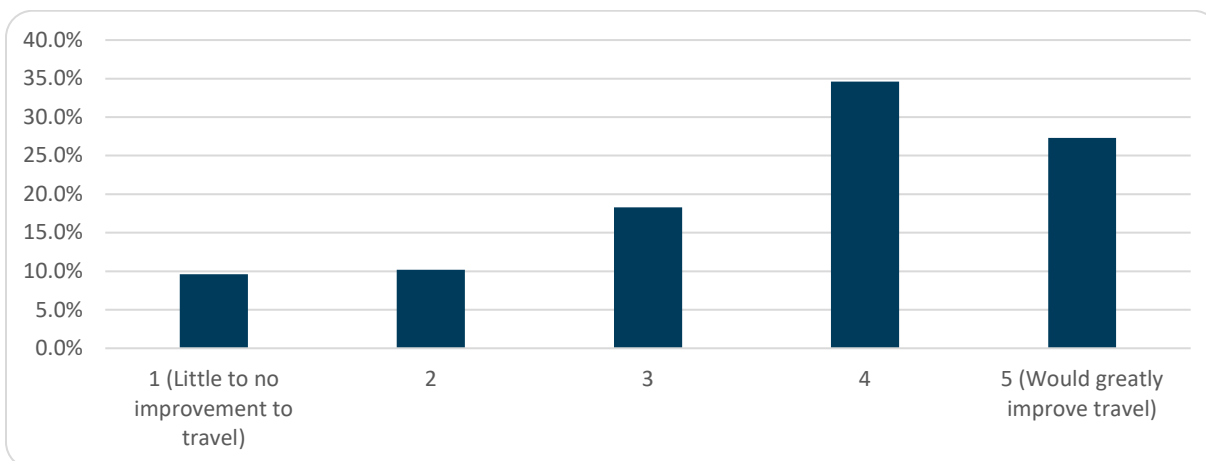
	Does not align with priorities		Aligns with priorities			Total (n)
	1	2	3	4	5	
%	40%	60%				

Survey participants were invited to share their feedback on the priorities for transportation investments in an open-ended question and 321 survey participants provided comments about the transportation investments. Comments are included in Appendix B, Table 13, available on the project webpage.

Survey Section 2: High Capacity Transit Strategy

Participants were asked how well they think the investment priorities in the High Capacity Transit Strategy will improve travel in the greater Portland area. A response of one indicated that the participant believed the mix will make little to no improvement, while a response of five indicated that they felt the investments will greatly improve travel in the region. In total, 344 participants responded to this question. The most frequent response was four (34.6%) and the second most frequent response was five (27.3%), **indicating that most survey participants felt that the high capacity transit priorities will improve travel throughout the region.** The median score for this question was four. A full breakdown of the scoring scale is shown in Figure 3.

Figure 3: On a scale of 1 to 5, how well do you think the priorities for high capacity transit will improve travel in the greater Portland region? (all responses)



There were 188 respondents who indicated they live in Multnomah County, and most of those respondents ranked this question at a four (35.1%) or five (31.9%). In general, Washington and Clackamas County sentiments were similar to those of Multnomah County, with the majority of responses scoring three, four, or five. However, there was notably higher proportion of Washington (15.2%) and Clackamas County (15.2%) participants than Multnomah County participants who selected a one. See Figure 4 and Table 3 for the full county by county breakdown.

Figure 4: On a scale of 1 to 5, how well do you think the priorities for high capacity transit will improve travel in the greater Portland region? (By county)

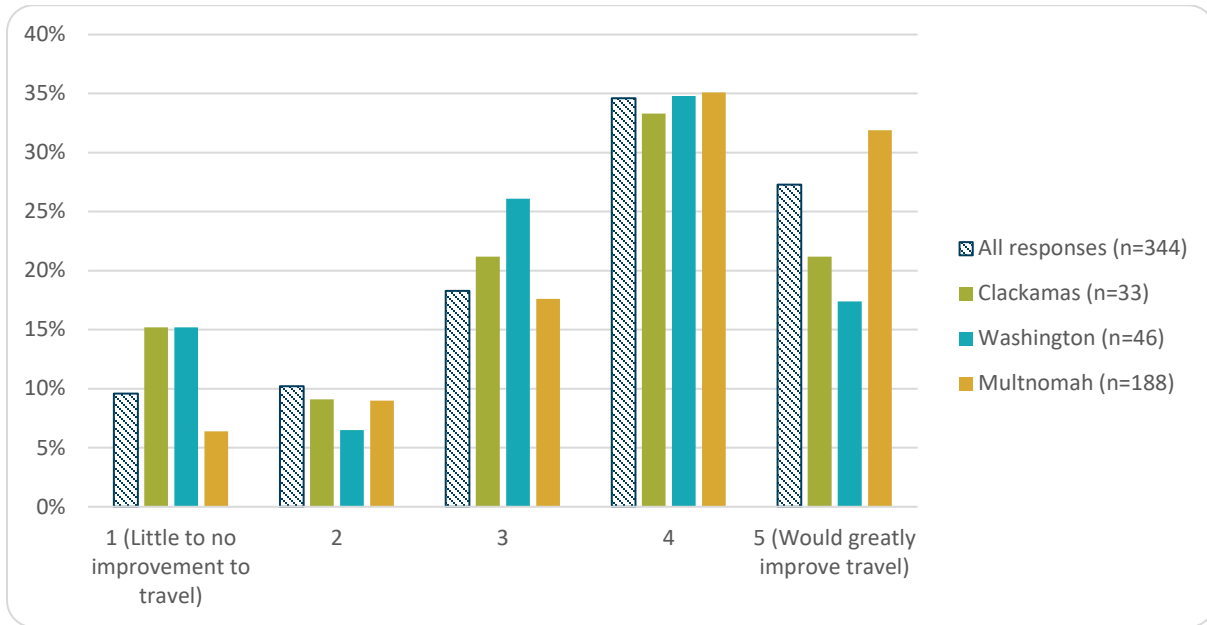


Table 3: On a scale of 1 to 5, how well do you think the priorities for high capacity transit will improve travel in the greater Portland region? (By county)

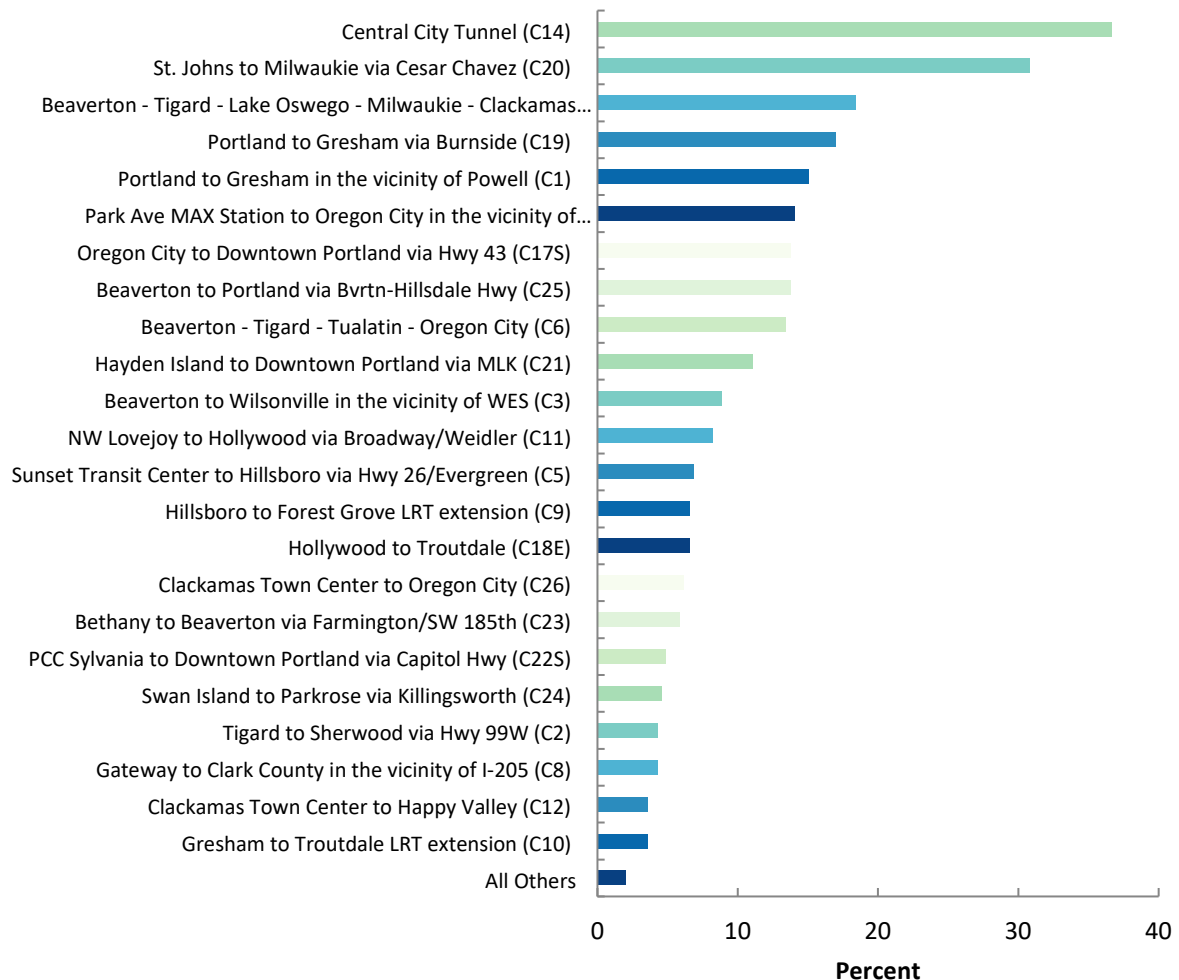
		Little to no improvement to travel					Total
		1	2	3	4	5	
All responses	#	33	35	63	119	94	344
	%	9.6%	10.2%	18.3%	34.6%	27.3%	
Clackamas	#	5	3	7	11	7	33
	%	15.2%	9.1%	21.2%	33.3%	21.2%	
Washington	#	7	3	12	16	8	46
	%	15.2%	6.5%	26.1%	34.8%	17.4%	
Multnomah	#	12	17	33	66	60	188
	%	6.4%	9%	17.6%	35.1%	31.9%	
Clark	#	1			1		2
	%	50%			50%		
Other (Write in)	#	1		1	1	2	5
	%	20%		20%	20%	40%	

Participants were invited to share their thoughts about what decision-makers should consider while the High Capacity Transit Strategy is implemented. A complete list of comments is included in Appendix B, available on the project webpage.

The survey provided information about the priority corridors in the High Capacity Transit Strategy, noting that tier 1 high capacity transit projects have been identified locally and regionally as priorities and are in various stages of implementation. As such, the survey asked participants to consider the corridors identified in tiers 2-4 for and indicate which of those corridors are most important? Participants could select up to three corridors. The corridors most frequently selected by participants as priorities were:

- Central City Tunnel (36.7% of all participants)
- St. Johns to Milwaukie via Cesar Chavez (30.8% of all participants)
- Beaverton – Tigard – Lake Oswego – Milwaukie – Clackamas Town Center (18.4%)

Figure 5: Of the other corridors identified for high capacity transit investments, what corridors are most important to you and your community? (Select up to three)



The top three high capacity transit corridors selected varied slightly between counties, but generally participants across counties prioritized the same corridors. Most notably, Washington County’s highest rated corridor was Beaverton - Tigard - Tualatin - Oregon City (40.5%) and Clackamas County’s second highest rated corridor was Park Ave MAX Station to Oregon City in the vicinity of McLoughlin (41.9%).

Table 4: Of the other corridors identified for high capacity transit investments, what corridors are most important to you and your community? (Top 5, responses by county)

	All participants		Clackamas County		Washington County		Multnomah County	
	Projects	%	Project	%	Project	%	Project	%
1	Central City Tunnel (C14)	36.7	Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center (C4)	51.6	Beaverton - Tigard - Tualatin - Oregon City (C6)	40.5	St. Johns to Milwaukie via Cesar Chavez (C20)	40.7
2	St. Johns to Milwaukie via Cesar Chavez (C20)	30.8	Park Ave MAX Station to Oregon City in the vicinity of McLoughlin (C27)	41.9	Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center (C4)	38.1	Central City Tunnel (C14)	40.7
3	Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center (C4)	18.4	Oregon City to Downtown Portland via Hwy 43 (C17S)	41.9	Central City Tunnel (C14)	38.1	Portland to Gresham via Burnside (C19)	25
4	Portland to Gresham via Burnside (C19)	17	Clackamas Town Center to Oregon City (C26)	35.5	Beaverton to Wilsonville in the vicinity of WES (C3)	26.2	Portland to Gresham in the vicinity of Powell (C1)	19.2
5	Portland to Gresham in the vicinity of Powell (C1)	15.1	Clackamas Town Center to Happy Valley (C12)	22.6	Beaverton to Portland via Bvrtn-Hillsdale Hwy (C25)	26.2	Hayden Island to Downtown Portland via MLK (C21)	15.1

Survey participants were asked to comment on whether there is anything that cities, counties, Metro, transit providers, and the state should consider while implementing the policies included in the High Capacity Transit Strategy. Comments are included in Appendix B, Table 14, available on the project webpage.

Survey Section 3: Guiding Policies

The Regional Transportation Plan includes policies that guide decisions and actions in pursuit of vision and goals. Chapter three of the 2023 Regional Transportation Plan includes three new and updated policies: **mobility policies**, **pricing policies**, and **high capacity transit policies**. Survey participants were asked if there is anything that cities, counties, Metro, transit providers, and the state should consider as the policies are being implemented. A complete list of comments is included in Appendix B, available on the project webpage.

Survey participants were asked on a scale of one to five, how well the pricing policies will guide the region’s transportation system in the right direction. A selection of one indicated that the participant believed the pricing policies will guide the region’s transportation system in the wrong direction, while a selection of five indicated that the policies will guide the region in the right direction. **Most respondents selected four or five, indicating that overall participants believed the pricing policies would guide the region’s transportation system in the right direction.** It is notable that the respondents who indicated they disagree with the policy, felt strongly, with more than twice the number of people selecting one than selecting 2. The median score for this question was three. A full breakdown of the responses is shown in Figure 6 for all responses, and Figure 7 and Table 5 for responses by county.

Figure 6: On a scale of 1 to 5, how well do you think the pricing policies guide the region’s transportation system in the right direction? (all responses)

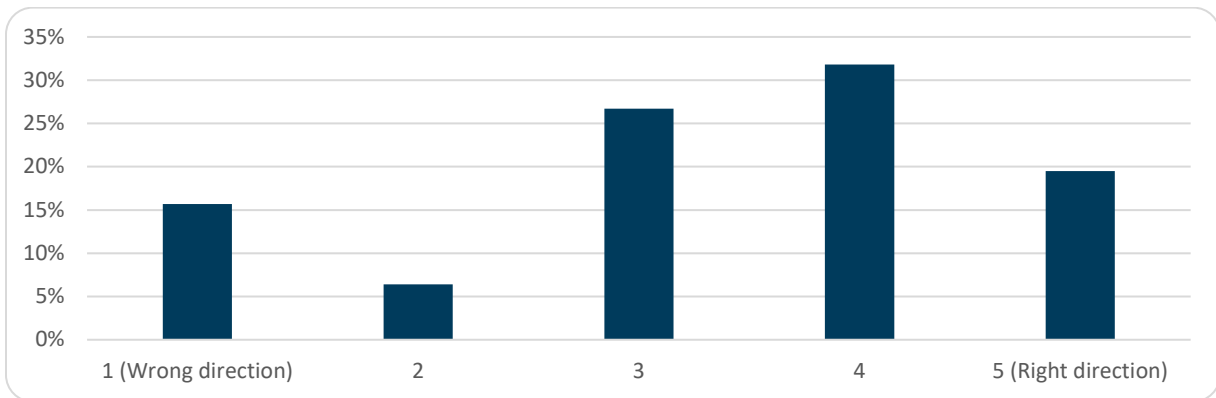


Figure 7: On a scale of 1 to 5, how well do you think the pricing policies guide the region’s transportation system in the right direction? (By county)

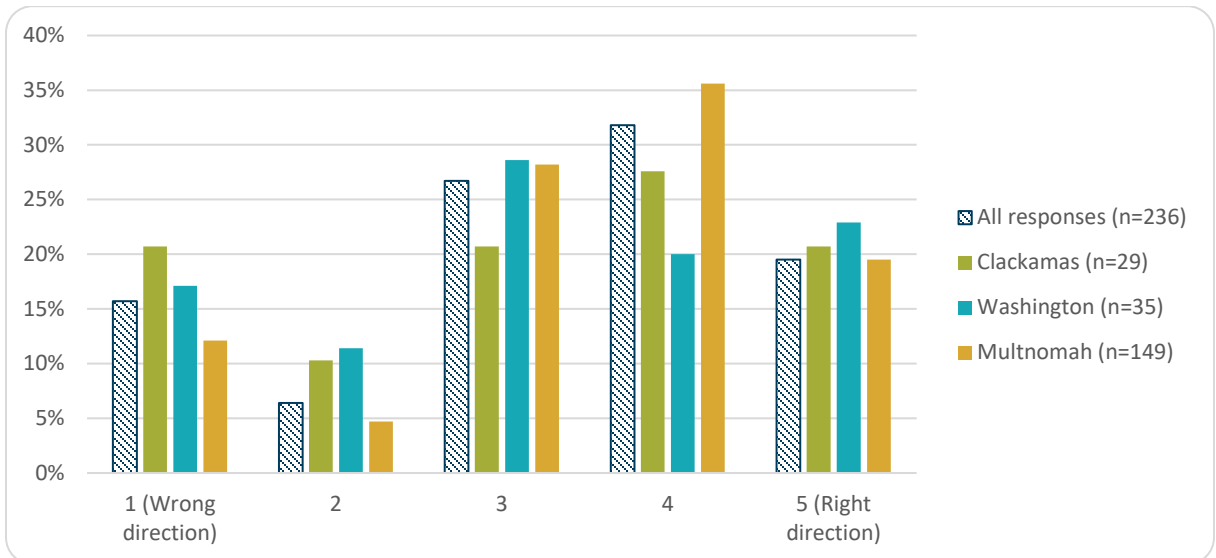


Table 5: On a scale of 1 to 5, how well do you think the pricing policies guide the region's transportation system in the right direction? (By county)

	Wrong direction					Right direction	Total
	1	2	3	4	5		
All responses	#	37	15	63	75	46	236
	%	15.7%	6.4%	26.7%	31.8%	19.5%	
Clackamas	#	6	3	6	8	6	29
	%	20.7%	10.3%	20.7%	27.6%	20.7%	
Washington	#	6	4	10	7	8	35
	%	17.1%	11.4%	28.6%	20%	22.9%	
Multnomah	#	18	7	42	53	29	149
	%	12.1%	4.7%	28.2%	35.6%	19.5%	
Clark	#	1			1		2
	%	50%			50%		
Other (Write in)	#	2		1			3
	%	66.7%		33.3%			

Survey participants were asked on a scale of one to five, how well the mobility policies will guide the region's transportation system in the right direction. A selection of one indicated that the participant believed the mobility policies will guide the region's transportation system in the wrong direction, while a selection of five indicated that it will guide it in the right direction. **Most respondents selected four or five indicating that the mobility policies would guide the region's transportation system in the right direction.** The median score for this section was four. A full breakdown of the scoring scale is shown in Figure 8 for all responses, and Figure 9 and Table 6 for responses by county.

Figure 8: On a scale of 1 to 5, how well do you think the mobility policies guide the region's transportation system in the right direction? (all responses)

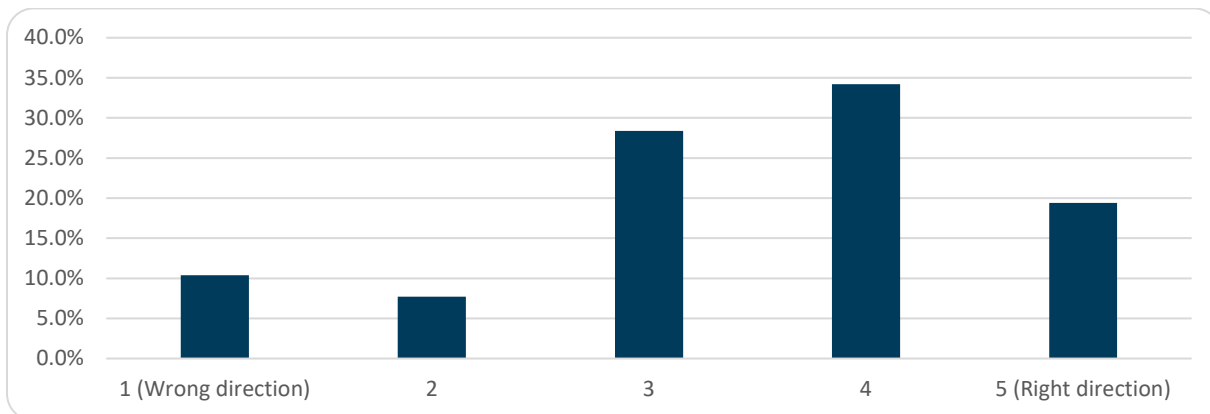


Figure 9: On a scale of 1 to 5, how well do you think the mobility policies guide the region's transportation system in the right direction? (by county)

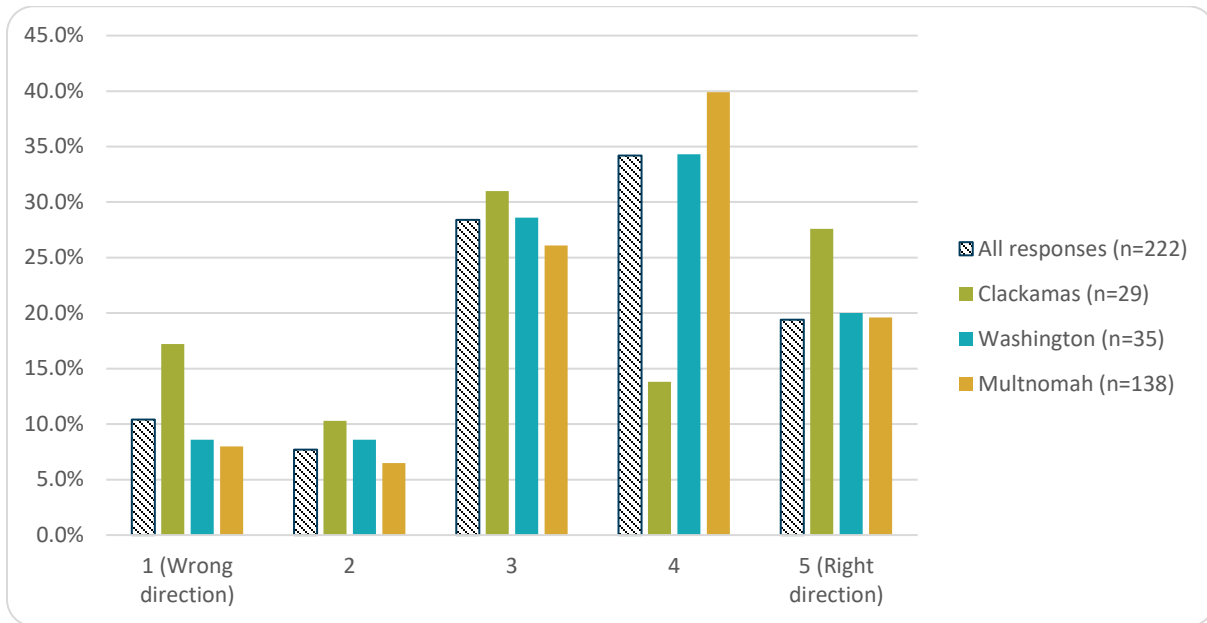


Table 6: On a scale of 1 to 5, how well do you think the mobility policies guide the region's transportation system in the right direction? (by county)

		Wrong direction				Right direction	
		1	2	3	4	5	Total
All responses	#	23	17	63	76	43	222
	%	10.4%	7.7%	28.4%	34.2%	19.4%	
Clackamas	#	5	3	9	4	8	29
	%	17.2%	10.3%	31%	13.8%	27.6%	
Washington	#	3	3	10	12	7	35
	%	8.6%	8.6%	28.6%	34.3%	20%	
Multnomah	#	11	9	36	55	27	138
	%	8%	6.5%	26.1%	39.9%	19.6%	
Clark	#			1		1	2
	%			50%		50%	
Other (Write in)	#	1	1	1			3
	%	33.3%	33.3%	33.3%			

Survey participants were asked if there is anything missing from the mobility policies. The question received 84 responses. A list of all open-ended comment responses to the pricing and mobility policies can be found in Appendix B, available on the project webpage.

Survey Section 4: Moving Forward Together

Survey participants were asked to share their thoughts in response to two open-ended prompts. Among the hundreds of comments provided, transit, safety and active transportation were the most frequently mentioned topics. For each prompt, the top ten mostly frequently mentioned topics are listed below. Following is a more detailed analysis of those comments and selection of quotes to illustrate the diversity ideas related to each topic.

Prompt 1: Share one big idea for improving the greater Portland region's transportation system over the next five years. Responses to this question included the following top 10 themes:

- Transit service and infrastructure (112 comments)
- Active Transportation (60 comments)
- Safety (36 comments)
- Connectivity (30 comments)
- High Capacity Transit (24 comments)
- Climate Change (19 comments)
- Funding (17 comments)
- Freeways (15 comments)
- Choice (14 comments)
- Time (13 comments)

Prompt 2: If you could tell decision-makers one thing about transportation in greater Portland, what would you want them to know? Responses to this question included the following top 10 themes:

- Transit service and infrastructure (74 comments)
- Safety (68 comments)
- Active transportation (54 comments)
- Reducing single occupancy vehicle (35 comments)
- Climate change (35 comments)
- Funding (22 comments)
- Land use (19 comments)
- Transportation mode choice (19 comments)
- Time (17 comments)
- Equity (14 comments)

There were 242 responses to the prompt: **Share one big idea for improving the greater Portland region's transportation system over the next five years.** All comments were read and analyzed for their thematic sentiments. The themes are listed below along with the number of comments that mentioned each theme, a brief discussion describing some of the sentiments within each theme and several direct quotes from survey respondents. A full list of comments can be found in Appendix B, available on the project webpage.

Transit service and infrastructure was mentioned by 112 survey participants. Most often, participants expressed a desire to see investments in transit frequency, longer operating hours, fewer transfers across the system, and overall improvements to network connectivity. Other participants cited the need for better transit infrastructure including expansion of transit priority lanes, transit stop improvements like better lighting, trash cans, or seating.

"Pedestrian and bicycle safety should be the greatest priorities. There is too much emphasis on moving vehicles, while pedestrian deaths are increasing."

"More express services (that skip stops) along existing lines (both rail and bus)."

"Increased frequency across all public modes of transportation and minimum connection times."

"Be radical in prioritizing non-drive along modes! Transit, walking, and biking should be the easiest, most efficient, and most attractive options. We need radical investment to shift away from the discouraging trend that is having significant impacts on quality of life in the region."

Active Transportation was mentioned by 60 participants. Commenters frequently mentioned a need to shift mode choice to biking and walking, prioritize project implementation and funding for active transportation infrastructure and craft policies to better address the needs and safety of active transportation users. Several participants also acknowledged the connection between investing in active transportation and addressing climate change.

"Getting rid of all roadway expansions, increasing access to sidewalks and bike lanes and putting some type of local tolling in place to properly price access to the public right of way so these projects can be implemented more quickly."

"We need to adjust the entire transportation system to provide for greater reliance on active transportation, remote work, online shopping, and safer public transit."

"Keep pushing bikes, walking, and transit"

"Be radical in prioritizing non-drive along modes! Transit, walking, and biking should be the easiest, most efficient, and most attractive options. We need radical investment to shift away from the discouraging trend that is having significant impacts on quality of life in the region."

Safety was a frequently mentioned theme with 36 comments including safety. Mentions of safety concerns included both personal safety and traffic safety concerns. Several survey respondents mentioned a lack of perceived safety on transit as the primary reason for not using that mode. Many commenters raised concerns about the safety of biking and walking on existing infrastructure. Homelessness around transit stops and mixed-use trails was often cited as a barrier for using those modes. Several comments expressed a need to prioritize safety for vulnerable road users, in underserved communities, and for historically marginalized groups.

“Safety! I want to feel safe in any and all modes of transportation, and I do not.”

“The main reason myself and many others I know don't use transit in Portland is because of safety concerns, and discomfort with so many homeless people sleeping or hanging out at the stations and on transit.”

“Pedestrian and bicycle safety should be the greatest priorities. There is too much emphasis on moving vehicles, while pedestrian deaths are increasing.”

“Think of pedestrians, transit users, and cyclists first. What would make them safer and their travel more convenient? That is the way to incentivize climate-friendly, safer behaviors.”

Connectivity was mentioned by 30 participants. This included comments about increasing intra-regional connections and quick and convenient access to daily destinations between neighborhoods and suburbs. Commenters also expressed a need for connectivity between modes and desire to have better mode choice.

“connecting the cities that need it. Bigger corridors. I 5 Marquam to I5 Interstate. Make it so.”

“Increase transit to the burbs, including Vancouver, to reduce congestion and remove the need to commute by car for suburbanites.”

“Portland's great regional transportation system could benefit immensely from a commuter train - one that goes further than a max line, to cities such as Forest Grove, Canby, Wilsonville and other regional cities. This would help cut down on freeway traffic and increase access to Portland from surrounding cities.”

High Capacity Transit was mentioned by participants in 24 comments. These commenters were frequently advocating for the full build out of the MAX light rail system, expansion of commuter trains, or additional rail service to underserved or unserved locations throughout the region. Many commenters suggested that these projects would need to have fast travel times, frequent service, and be easy to use to be successful. Additionally, several comments suggested that High Capacity Transit was an essential component of great urban environments.

"We need more funding spent on developing efficient high capacity transit and safe/dedicated bicycle facilities."

"High speed rail -- look at cities all over the world with excellent surface rail and tram options"

"High capacity transit needs to support multi modal transit so that biking the last mile or taking an e-scooter the last mile is easier when leaving home and getting close enough to the final destination."

"More spending towards HTC and biking/pedestrian infrastructure. Put Portland back on the map as a truly bike-friendly city!"

Climate Change was a frequently mentioned in 19 comments. Often, this theme came up in comments that were also mentioning a need to prioritize a particular mode of transportation like transit, biking, and walking. Some participants suggested that certain modes or projects should be defunded, deprioritized, or banned due to their contribution to climate change. Some commenters suggested that the singular focus of transportation policy and investment should be the projected impact to the climate.

"Investing as much as possible in transit to address safety, climate change, equity and affordability in transportation."

"Stop cutting mature trees. It takes a long time to replace them and we do not have the time: climate change is here. It is a crisis, and is getting worse. Transportation projects must all be considered with preservation of trees as a high priority."

"Declare a regional climate emergency. Stop work on ALL automobile system capital projects, including the IBR, Rose Quarter, 217, and Clackamas County projects. Redirect all of these funds towards building out safe, complete, connected walking, bicycling, and transit systems that serve more than 95% of the region's residents with a sidewalk in front of their house, a separated bicycle facility within 1/4 mile, and a high frequency transit station within 1 mile. These must be completely connected, with no gaps in the system -- just like the road system. There's no place in the region you cannot get to with a car. There should be, by 2030, no place in the region you feel unsafe walking, bicycling, or taking transit to, because the network is so complete and built in a way that separates automobiles from pedestrians and bicycles in a way that even a five year old would be safe using the facility. All the facilities."

Funding was mentioned in 17 comments. Several commenters discussed funding mechanisms to implement transportation policy or influence mode choice. Other commenters suggested an increase or decrease of funding for specific project elements such as transit frequency or safety and enforcement.

"Increasing the cost of driving and using the proceeds to directly fund improvements in our region with a focus on walking, biking, and transit."

“Increase operations funding to run buses more frequently. The secret sauce to Canadian metro's far higher ridership is much more frequent bus service, as well as faster regional scale transit service.”

“Re-prioritize investments in transit, biking, and walking.”

“Please look to get new pricing policies implemented as the HIGHEST priority. None of our goals and changes to our network are possible without the funding to do it.”

The topic of **freeways** was mentioned in 15 comments. Many participants expressed a desire to see freeways either defunded and/or deprioritized, while other commenters advocated for more freeways and prioritizing roads for cars and drivers. Several comments also addressed the need to prioritize maintenance of existing freeways and bridges over building new infrastructure. Some commenters offered solutions to better manage existing congestion on major freeways.

“Reduce funding on freeways and increase funding on urban infrastructure

“Would love to see the highways eventually routed around the city rather than through.”

“Stop putting most of the dollars into new highways. We can't maintain what we have now. Invest in maintenance plus transit plus walking/biking.”

“Expand the freeways, especially I-5!!! A major freeway should not be two lanes in the city core!”

“Make one I5 lane going to Vancouver flex lanes. Lanes direct traffic to Portland in morning and change direction to direct traffic out of Portland for evening commute”

“End the war on cars and align increases in motor vehicle infrastructure capacity with increases in regional population growth coupled with requiring adequate off-street parking with new residential development.”

Choice was mentioned in 14 comments. Many commenters identified the need for transportation choice. Commenters also shared an understanding about how transportation choice can be influenced by many factors like perception, encouragement, convenience, and cost.

“Allowing Portlanders to choose what type of transportation they would like to take vs. forcing them to take politicians ideas.”

“It has to be a balance of carrots and sticks - an imbalance will lead people to dig heels in. For example: congestion pricing paired with greater-than-every-10-minute buses during rush hour; increased parking fees paired with subsidies for bikes and e-bikes (not just Niketown, but personal bikes); incentives for people who bus or bike to sports arenas paired with taxes added to the cost of parking; Assessing "rideshare" oversight to

increase what that costs and how it is used, paired with better infrastructure for getting sick and disabled people to and from doctor's appointments, etc."

Time was a common sentiment among survey participants with 13 comments, with many comments about freeway bottle necks, congestion, and reducing travel time on transit.

"Identify and alleviate bottlenecks at busy intersections, etc. to keep traffic moving smoothly."

"Improve congestion and commute times for all modes of transportation. Improve safety on trains and buses and address drug use issues n public transit."

"Implement system-wide bus stop consolidation / bus stop balancing to improve bus speeds and reduce transit delay."

The topic of **tolling or road pricing** came up in 11 comments. Many participants supported tolling to manage demand or increase regional transportation funding. Commenters also mentioned the need to implement tolling equitably and mitigate the negative impacts that it could have on low-income community members. Other commenters were opposed to the introduction of tolling in the region.

"Congestion pricing in the greater Portland region, if equitably implemented, could manage roadway demand; by funneling generated revenue into safety enhancements and alternative transportation options, we could reduce the region's reliance on single-occupancy vehicles. reduce the amount we need to spend on highways, and meet our climate action targets at the same time."

"Implement tolls and mileage charges that actually account for the currently unpaid external costs of driving to our climate and health, etc. These charges will be be hard to afford for many families. So there should then be substantial INCOME-BASED rebates. Let's make it economically and practically preferable to take transit, walk or bike for more trips."

*"Focus on centrally-planned, high capacity regional transit projects. You can toll the ***** out of us, but you have to have something to show for it."*

"High speed left lane use, even if it requires a fee. More highway patrol to keep slow traffic out of the left lane. High speed trains. NO toll roads. That severely impacts low income workers."

Land Use was mentioned in 11 comments. Some commenters indirectly referred to the topic of land use by describing the way that space is currently used or how they felt space should be used. Other commenters also referred more directly to the connection between land-use policy and transportation demand, citing the need for more housing or density to shift the balance of mode choice.

“expanding public services, not implementing tolls, working with businesses to maintain work from home, and working with communities outside of the greater Portland area to move their businesses to spaces less congested”

“increased density in desirable single family neighborhoods that are already transit oriented.”

“Upzone the whole city to allow “missing middle” housing, especially within a quarter mile of transit corridors.”

“One big idea I have is a Downtown Portland central city transit center with affordable housing at the end of the Transit Mall. This can greatly improve transfers to other bus lines with comfortable and safe shelter from the elements. And better layover facility for bus operators.”

Fares was mentioned by survey participants in 11 comments. Many of the comments about transit fares urge policies to implement free or reduced transit fares for all transit users.

“Push for free public transit and expanding accessibility and efficiency as well as electrifying public transit.”

“Make public transit free for all!”

“Make public transit FREE and become the true national leader in transportation.”

Accessibility was mentioned as a concern in nine comments. Many of the comments that mentioned accessibility were referring specifically about accessibility on transit for individuals who were not able to drive, mentioning long wait time, lack of access, or not enough wheelchair accessible vehicles to and from necessary destinations.

“Investing money into the wheelchair accessible vehicles available to provide trips. People who live in outlying areas such as Tualatin, Hillsboro, outer Gresham etc. have a very hard time getting a ride. Taxis don’t want to drive that far outside of Portland. And buses are not easy for everyone to use and are often already full making people in wheelchairs wait for the next bus. We need to help companies purchase /maintain and operate these vehicles. We need more electric wheelchair vans and subsidies that allow taxi and other companies buy them.”

“ More reliable transportation for folks with disabilities. Not having to wait for a two hour range of times.”

Commenters mentioned **reducing single occupancy vehicle** trips eight times. Many of them shared that they wanted regional policy to deprioritize or disincentivize these types of trips.

“make it harder to choose transportation by single-occupancy vehicle because the other options are so clearly better”

“Stop thinking of single car driving all over, & make it feasible to get around. The present system excludes my travel by any public transport, because of the complex routes of buses to Max.”

“Get individuals out of their cars and into mass transit. Make mass transit faster and easier than a personal vehicle.”

Prompt 2: survey participants were asked to **share one thing they would like to share with decision-makers about transportation in greater Portland**. This section received 250 open-ended comment responses. All of these comments were read and analyzed for their top thematic sentiments. The themes are listed below with along with reference to the number of comments that mentioned each theme, a brief discussion describing some of the sentiments within themes and several direct quotes from survey respondents. A full list of comments can be found in Appendix B, available on the project webpage.

Transit service and infrastructure was mentioned in 74 comments. Safety or the perception of safety while taking transit was a frequently mentioned concern. Many comments referenced this as a barrier to using transit more regularly.

“I am a single disabled parent with a young child, and every time we take public transportation there is some incident that makes us feel unsafe. Help us feel safe in our city again make Portland the city that everyone used to love. Fix our safety concerns.”

“Our public transit first needs to be CLEAN and SAFE before higher income riders will switch from using a car to using public transit regularly.”

“The perception of transit needs to be that it's as easy to ride and as safe to ride as a personal vehicle in order to get enough to ride transit to reach your goals.”

“A focus on safety is the most important thing that we need to bring people back to public transit. I was an every-day rider but no longer feel safe on the train post-covid.”

Participants frequently brought up the topic of **Safety**, it was mentioned in 68 comments. Many participants expressed concern for their own physical safety while using roads or concern for vulnerable road users, especially in East Portland.

“It's scary. Dangerous drivers are not held accountable for their actions. Dangerous people surround public transit with no security to keep people in check. Some bicycle routes are still a little sketchy. People want to feel safe.”

“I've gone from not having a drivers license and riding my bike virtually everywhere for almost 10 years to feeling like I had to get my license at 41 years old and now taking most of my trips by car. I feel less and less safe on the roads on my bike, particularly in East Portland, where I live, and I'm sick of relying on infrastructure that is spotty, incomplete, poorly maintained, and that doesn't take me directly where I want to go.”

“The roads have to get safer. More transit, bike, peds only infrastructure.”

“My greatest fear as a daily biker is dying because a speeding or distracted or angry driver hits me”

“I am very concerned about how fast cars are traveling. I am very concerned about the increasing weight, and therefore momentum, of cars. I know this isn't your area, but if you can pass this along I would appreciate it. I am also very concerned about air quality.”

Active transportation was mentioned often by 54 survey participants, many advocating for more infrastructure to support the use of these modes and more investment and funding for these modes. Other comments mentioned the connection between safety and spending for active transportation projects. Some comments mentioned additional benefits of active transportation such as quality of life, affordability, and sustainability.

“Focus on alternatives for all the citizens (and visitors) that prefer public transportation, biking & walking.”

“you can save money, reduce greenhouse gas emissions, increase affordable transportation, improve quality of life, make roads safer, and make our cities quieter and greener by pricing driving and investing funds in transit, walking and bicycling.”

“Less car infrastructure. More bike, bus, train infrastructure.”

“Go all in on transit/walking/biking infrastructure.”

“Too many people are dying. Reconstructing our existing road network for safe speeds and safe crossings should be top priority in our transportation spending, not only in our rhetoric.”

Reducing single occupancy vehicle use suggested in 35 comments. Many survey participants mentioned a need to reduce SOV trips and auto dependency due to safety and sustainability concerns.

“The emphasis on vehicle throughput has to end. Our roads are too dangerous and our auto-oriented transportation system has no future. We have to start planning with this reality as our guiding principle.”

“SOV dependence is regressive and unsustainable. Transitioning off fossil fuel modes and revenue is how we will achieve economic prosperity and sustainability.”

Participants mentioned the topic of **climate change** 35 times in their feedback. Many participants wanted elected officials to understand the urgency and importance of climate change and the impact that transportation policy could have on the region's climate future.

“Greater Portland has the opportunity to be one the forefront of addressing climate change by decisions to increase the equitabilty, reliability, and frequency of active and public transit options. But we need to act now, this is a climate emergency.”

"We are in a climate and affordability crisis. All modes that help alleviate these issues (walking/biking/transit) should be receiving our support and investment."

"The time to be bold is now. Today is the day to meet the challenges of the future. The region is already experiencing heat wave after heat wave after fire season after fire season. We will never see returns on investments in roads built for cars. We have to stop acting like that's not the truth of this moment in history."

Funding was a frequently mentioned topic that was mentioned in 22 comments. Many of these comments mentioned using funding to prioritize projects based on policy goals like reduced motor vehicle dependence or increased walking and biking. Others mentioned the need to develop new funding sources. Some comments mentioned the need to allocate funding equitably to communities that are underfunded, like East Portland.

"Focus attention on funding quick-build projects that look to reallocate the resources and space that already exist, so that more people can take transit, bike, and/or walk to some of the places they need to go. Fund programs that help incentivize using the infrastructure and generally figure out how to make streets in our region desirable places to be outside of a vehicle."

"There is almost no situation in which we can overinvest in transit, walking, and biking. What would do we have in 20 years where we look back and say, "I wish we would have spent less on transit/walking/biking."? I can think of endless scenarios where the opposite is true, where we look back in 5, 10, 20 years, and lament how we should have done more. Now is the time for action."

"East County Portland and other marginalized areas continue to need more investments in transportation options."

"Invest now in reliable mass transit and reap the benefits in the near future -- look at how many cities who have! Look outside the United States!"

"Seek new funding sources, don't give up, continue revising proposals until voters say yes."

"It is hard to allocate funding towards a future that does not yet exist, but is imminent. Cars are not sustainable and we need investments to be made with this consideration front of mind."

Land use was mentioned by participants in 19 comments. Participants mentioned the connection between land use policies and how those policies impact the transportation system.

"Transportation is largely a result of our land use. Investments in transportation are only successful if they are coordinated effectively with density, mixing of uses, mixing of types of businesses, mixing of different housing types."

“Let's once again become a world leader in transportation and land use innovation.”

The topic of **transportation mode choice** came up frequently with 19 mentions. Many commenters expressed a desire to have more choices that would allow them to move through the region quickly and efficiently. Some comments mentioned the impact that perceived safety has on their mode choice. Other comments mentioned that travel time was a primary factor in mode choice and that preference wasn't the real concern for most people.

“Provide more transit options to cross the region quickly”

“A lot more people would be multi-modal if they understood its benefits and felt safe using alternative modes of transportation.”

“People don't actually care about driving - they just want to get where they are going to as fast as possible. They will use whatever transit mode lets them do this.”

“I want us to be the transit capital of the United States where Portlanders are more likely to take a bus or train instead of driving from point A to point B.”

“We need to drastically reduce the number of private vehicles being used”

Time was mentioned by 17 survey participants. Many mentioned time in relation to how they make their own transportation choices. Others addressed the need for frequency and reliable travel times for new and existing transit routes.

“I would love to use more public transportation and get out of my car but, in almost all cases, the time/value proposition isn't there. As an anecdotal example, from my home in NE Portland I can be at the airport (where I work) in 15 minutes. With Trimet it would take 1 hr 18 minutes for the 8 mile journey. That will never incentivize me to take public transit. Look to Zurich, Switzerland as a model. Frequency, low connection times and reliability make public transit a viable and thriving alternative to the car.”

“Focusing on 'reliable' timing for all users, including those who drive on freeways underscores the basic function people use to determine which mode they will take. If freeways are available and reliable, people will still choose to drive as it is by and large: the fastest way to get around. I hope we can seriously look at how we can seriously revise freeway use around the region, and/or utilize closing lanes and exits to destinations that people can and should access via transit. I hope METRO reviews ways we can make freeways reliable for freight, transit, and emergency services only, and not drive-alone trips with tools other than congestion pricing, cordon pricing, etc.”

“12 or 15 minute wait times are not fast transit. 5 minutes or less is fast transit everywhere else in the world and that needs to be our baseline.”

“It should be faster to get to the airport without a car. Bus shuttles? We can do better!”

Equity was a frequently mentioned theme with 14 participants mentioning this topic. Some of the comments related to equity were about prioritizing the needs of marginalized community members and underserved populations. Other equity related comments were specifically focused on geographic equity in locations that have unmet transportation infrastructure and service needs.

“You must first consider the needs of the most marginalized and work outward from there. If you solve for vulnerable populations, you lift everyone.”

“I advocate for people with disabilities. I hear all the time that they can't get to church, can't get to the grocery store and can't go out with friends because transportation is unreliable or won't serve the areas they live in. This problem is only going to get worse. We need to be investing in services for people who use wheelchairs/mobility devices.”

“East County Portland and other marginalized areas continue to need more investments in transportation options.”

“I've gone from not having a drivers license and riding my bike virtually everywhere for almost 10 years to feeling like I had to get my license at 41 years old and now taking most of my trips by car. I feel less and less safe on the roads on my bike, particularly in East Portland, where I live, and I'm sick of relying on infrastructure that is spotty, incomplete, poorly maintained, and that doesn't take me directly where I want to go.”

The desire to see better **connectivity** and concerns about a lack of connectivity across the region was mentioned by 12 survey participants. Some comments mentioned the need for better connections in specific locations or between specific destinations. Others mentioned a desire to see a more developed high capacity transit network to connect cities and suburban locations.

“So far they've done a terrible job in East Portland. It's clear they have no real understanding of what it's like to live here and what the barriers are to get people in East Portland to adopt multi-modal forms of transportation. Which are mainly the long distances they have to travel to do even the simplest things because there is a lack of jobs, a lack of basic amenities like grocery stores and community assets”

“Old model of centralized transit hub focused on rush-hour travel in downtown Portland is dead.”

“Provide more transit options to cross the region quickly”

“We need to begin developing efficient public rail or other transit options between cities and high volume destination points within the region and state to reduce VMTs and emissions.”

The topic of **governance** came up in 11 comments. Some commenters expressed skepticism or distrust in the government's ability or interests in meeting the needs of the public. Other comments mentioned the presence of divisive politics as a barrier to achieving policy goals or making change. Other comments expressed a desire to see more leadership and political will from their elected officials.

"The input of the majority of citizens will be ignored."

"You have consistently failed the citizenry. Try listening to people outside your weird political echo chamber."

"We need true regional partnerships and leadership. Things today are too divisive and anti-car."

"Get out on the system (not in a car) and see it for yourself. Electeds and their appointed staff need to be walking, biking, and taking transit to really understand the issues that are facing people who already rely on those modes, and figure out what will bring more people out of their cars and into more sustainable transportation options."

"In my circles, Portland has long had a reputation for having transit- and bike/ped-friendly design. However, I think that is much truer for the urban core than the more outlying areas, even within city limits. I'm often surprised to see how much the urban form (such as around 82nd Ave to the east) resemble any other auto-oriented city in the country, and how sidewalks end abruptly and bike lanes are nowhere to be found. I hope the city builds on its reputation in the urban core and extends that vision throughout the entire city and into the metro region. I think the RTP approach and vision are absolutely on track. We will just need the funding and political will to implement them."

Expanding or maintaining **driving lanes for single occupancy vehicles** was mentioned by eight participants. Some expressed frustration over the perception that reallocation of road space from cars to other modes causes congestion or that drivers fund the roads. Others mentioned lack of safety or lack of education around biking and transit keeps them driving instead of other modes.

"Get the rocks out of your heads. We already have wasted tons of money on bike lanes that are seldom if ever used. People in my area steal cars if they want a ride - they don't ride bikes or take buses. That's the reality yet the officials keep creating useless bike lanes that make it hard for cars to travel."

"Stop making it difficult to drive in Portland. Annoying people out of their cars isn't a practical strategy."

"Start listening to taxpaying motorists and establish financial accountability from alternative mode users."

Survey participants were asked to select resources (if any) participants reviewed. The most reviewed resource was the interactive map of projects in the 2023 Regional Transportation Plan (78.8%) closely followed by the 2023 Regional Transportation Plan Executive Summary. The least reviewed resource was the Public Review Draft High Capacity Transit Strategy (31.3%). About 50% of respondents reviewed the remaining three resources. A full breakdown of the selections can be found in figure 13. Participants were asked to rank how helpful each of the resources were on a scale from not helpful or informative to very helpful and informative. The most helpful resource was the interactive map and the least helpful resource was the 2023 RTP Executive Summary. A majority of respondents rated the resources as neutral. Figure 14 showcases how helpful survey participants found each resource.

Survey Section 5: 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.

Zip code

The survey asked participants to share their zip code. The question gathered 276 responses. People from 64 different zip codes participated in the online tool.

Table 7: Participant Zip Codes

# of participant responses	Zip Codes
22	97202
21	97214
20	97206
13	97215, 97232
10	97203, 97217, 97223
9	97222
8	97219, 97211

7	97213, 97239
6	97045, 97201, 97212, 97221, 97225
5	97006,
4	97003, 97005, 97209, 97216,
3	97086, 97210, 97224, 97229, 97233
2	97034, 97035, 97062, 97116, 97123, 97218, 97220, 97230, 97267,
1	97004, 97007, 97009, 97013, 97015, 97024, 97027, 97030, 97031, 97060, 97063, 97068, 97070, 97078, 97089, 97124, 97132, 97140, 97228, 97231, 97236, 97301, 97321, 97335, 98660, 98683

County

The survey asked participants to share the county they live in. The question gathered 283 responses.

68.6% of survey participants indicated they live in Multnomah County. Washington County was the second most selected option indicated by 16.6% of respondents and 12.4% of respondents indicated that they live in Clackamas County.

Racial or ethnic identity

The survey asked participants to share their racial or ethnic identity. The question gathered 294 responses.

Compared to the metropolitan Portland area demographic averages, according to the 2020 Census, the survey overrepresents respondents who identify as White, and underrepresents other respondents who identify as people of color (American or Indian/Native American or Alaska Native; Asian or Asian American; Black or African American; Hispanic, Latino or Spanish origin) and Other.

Table 8: Racial or ethnic identity

Racial or Ethnic Identity	Survey respondents	Metropolitan Portland area
American or Indian/Native American or Alaska Native	1.5%	3.4%
Asian or Asian American	4.8%	11.3%
Black or African American	2.2%	5.3%

Hispanic, Latino or Spanish origin	4%	13.8%
Pacific Islander	0%	Data not available
White	75.7%	66.0%
Race/ethnicity not listed	3.3%	Data not available
Prefer not to answer	16.5%	Data not available

Annual household income

The survey asked participants to share their annual household income. The question gathered 272 responses. The largest percentage (20.6%) of responses came from participants who didn't know or preferred not to answer. The second highest percentage of responses (18.8%) came from participants with a household income of \$100,000 or more. The lowest percentage (1.8%) of responses came from those with a household income of less than \$10,000.

Table 9: Annual household income

Annual Household Income	Survey Respondents	
	% of respondents	# of respondents
Less than \$10,000	1.8%	5
\$10,000 to \$19,999	4.8%	13
\$20,000 to \$29,999	2.9%	8
\$30,000 to \$39,999	2.6%	7
\$40,000 to \$49,999	4.0%	11
\$50,000 to \$74,999	12.9%	35
\$75,000 to \$99,000	13.6%	37
\$100,000 to \$149,999	18.8%	51
\$150,000 or more	18%	49
Don't know/Prefer not to answer	20.6%	56

Household Size

The survey asked participants to share how many people live in their household. The question gathered 258 responses. The largest percentage of responses (44.2%) came from participants with two people living in their household. The lowest percentage of responses (.8%) came from participants with **seven** people living in their household.

Table 10: Household size

Number of people on the household	Survey Respondents	
	% of respondents	# of respondents
1	24.8%	64
2	44.2%	114
3	12.4%	32
4	12%	31
5	4.7%	12
6	1.2%	3
7	.8%	2
Total		258

Gender

The survey asked participants to share their gender. The question gathered 276 responses.

Roughly 50% of the people who responded to this question self-reported as men. 35% as women, and the remaining 15% self-reported as non-binary or chose not to respond to the survey. Compared to the metropolitan Portland area demographic averages in the 2020 Census, the spread of survey respondents represents a similar distribution of genders. It is worth noting that the census data does not include response data from non-binary or genderqueer individuals, which could explain the difference.

Table 11: Gender

Gender categories	Survey respondents	Metropolitan Portland area
A gender not listed here	.4%	<i>Data not available</i>
Man	48.9%	49.48%
Non-binary, Genderqueer or Third Gender	2.9%	<i>Data not available</i>
Prefer not to respond	12.7%	<i>Data not available</i>
Woman	35.1%	50.52%

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 271 responses.

Most survey participants responded that they do not identify as a person with a disability (69.4%) followed by those who do identify as a person with a disability (19.2%) and those who opted not to respond (11.4%)

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 274 responses.

A vast majority of respondents were between the ages of 25 and 74 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 12: Age

Age categories	Survey respondents	Metropolitan Portland area
Under 18	.4%	20.60%
18-24	6.2%	7.93%
25-34	20.8%	16.49%
35-44	25.2%	15.44%
45-54	14.2%	13.22%
55-64	9.5%	11.98%
65-74	10.9%	8.86%
75 and older	4%	5.48%
Prefer not to answer	8.8%	<i>Data not available</i>

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.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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September 2023