



2023 Regional Transportation Plan

Public comment report

A summary of comments received during the final comment period for the development of the 2023 Regional Transportation Plan from July 10 to Aug. 25, 2023.

September 2023



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Project web site: 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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INTRODUCTION

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, healthy and affordable ways to get around. The Regional Transportation Plan provides a shared vision and investment strategy that guides investments for all forms of travel to keep people connected and commerce moving throughout the Portland metropolitan region. The plan is updated every five years to stay ahead of future growth and address trends and challenges facing the region.

The greater Portland region continues to grow and change, requiring new and expanded transportation options while maintaining the system of today. One-half million new residents are expected to live in the Portland region by 2045 – about half from growing families. Communities are becoming more racially and culturally diverse, and the aging population is growing. People are shopping and working in new ways that will require different transportation solutions.

The region is facing urgent global and regional challenges. Climate change is happening faster than predicted and the transportation system is not fully prepared for the expected Cascadia Subduction Zone earthquake. Technological changes in transportation, communication and other areas are radically altering our daily lives. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. Systemic inequities mean that communities have not equally benefited from public policy and investments, and our changing climate and the pandemic has exacerbated many disparities experienced by Black, Indigenous and people of color (BIPOC) communities, people with low income, women and other marginalized populations. Safety, housing affordability, homelessness and public health and economic disparities have been intensified by the global pandemic and continue to be of concern. As the greater Portland region continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, this RTP provides an opportunity for all levels of government, community members and businesses to work together to deliver a better transportation future.

This report summarizes the comments received for the final comment period held from July 10, 2023 through Aug. 25, 2023. Comments received will guide refinements to the 2023 Regional Transportation Plan for consideration by the Metro Policy Advisory Committee, the Joint Policy Advisory Committee on Transportation and the Metro Council.

PUBLIC COMMENT OVERVIEW

From July 10 to Aug. 25, 2023, Metro held a 45-day public comment period on the 2023 Regional Transportation Plan (RTP) and High Capacity Transit Strategy. The feedback received through the public comment period builds on the input received through public engagement since fall 2021, when Metro started engaging local, regional and state agencies, Tribes and the public to update the RTP.

During the public comment period, Metro invited comments and feedback from members of the public, community and business organizations, regional advisory committees, agency partners and policymakers. There were a variety of resources available for review and several platforms available for submitting feedback and comments:

- **Public review draft materials:** The public review drafts of the 2023 RTP and High Capacity Transit Strategy and their appendices were posted on the 2023 RTP webpage at oregonmetro.gov/rtp. Supplemental materials were also posted to the webpage to provide interactive and accessible versions of these documents. Those materials included executive summaries of the 2023 RTP and High Capacity Transit Strategy and an interactive map and project list of the RTP investment priorities.
- **Online survey:** An online survey provided brief overviews of key elements of the 2023 RTP, including the project list, new and updated policies and High Capacity Transit Strategy priorities. The survey invited feedback on whether the key elements of the plan will move the greater Portland's transportation system in the right direction. The survey also provided opportunities for open-ended feedback. Nearly 700 people responded to the online survey.
- **Comment platforms:** There were several ways for people to provide specific comments and suggested changes to the plan, including an online comment form, email, letter and voicemail. More than 50 emails and 20 letters were received proposing specific changes to the draft RTP and strategies.
- **Public hearing:** The Metro Council held a public hearing on July 27, 2023 and received in-person and written testimony from 20 people on a range of topics. The closed caption transcript of hearing testimony is provided in Appendix E of the Public Comment Report.
- **Consultation meetings:** Metro staff invited federal, state and local resource, land management and regulatory agencies to consult on the public review draft 2023 RTP and High Capacity Transit Strategy in accordance with [23 CFR 450.316](#). Metro convened two separate consultation meetings on Aug. 17 (resource agencies) and Aug. 22 (federal and state agencies). These consultation activities built on consultations with agencies earlier in the 2023 RTP process. Summaries of consultation meetings held during public comment are included in Appendix F. Throughout the 2023 RTP update, Metro invited consultation with the seven Tribes to inform

Snapshot of participation

- **663 online survey participants** providing more than **500** comments
- **40** letters sent in by local jurisdictions, community-based organizations, business and community members
- **More than 50** emails
- **20** community members provide in-person or written testimony at the public hearing on July 27, 2023.
- **306** comments submitted through the **online comment form**

Metro's 2023 update to the Regional Transportation Plan. Staff and representatives from multiple Tribes engaged formally and informally. No formal consultation meetings were held with Tribes during the public comment period. Metro's Tribal Liaison engaged with Tribes informally during this time.

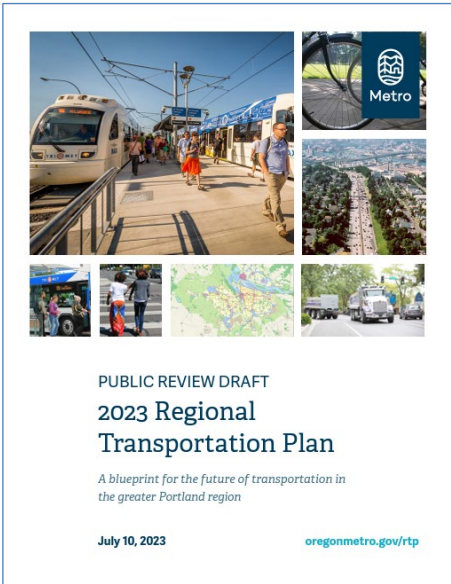
- **Notifications and notices:** Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notices were published in newspapers across the region and on the Metro website. Metro also posted to social media throughout the public comment period. Notifications were sent to the RTP interested persons list (2,772 people) in addition to Metro's four regional advisory committees and their respective interested parties. Partner agencies and organizations that participated throughout the RTP update process also posted the public comment opportunity.

ONLINE SURVEY SUMMARY

During the public comment survey, an online survey collected public feedback on the investments and policies in the 2023 Regional Transportation Plan and High-Capacity Transit Strategy. There were 663 survey participants. ¹ A summary of the survey follows, and a complete report of the survey is included in Appendix A.

The survey included introduced the 2023 Regional Transportation Plan and included questions across five topic areas:

1. Priority types of transportation investments
2. High-capacity transit priorities
3. New and updated guiding policies: pricing and mobility policies
4. Moving forward together: feedback on what the region should work on in the next five years.
5. Demographic information



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 of respondents. The appendices of the survey report available at oregonmetro.gov/rtp include a map of the zip codes provided by survey participants.

Table 1: Survey participation by county

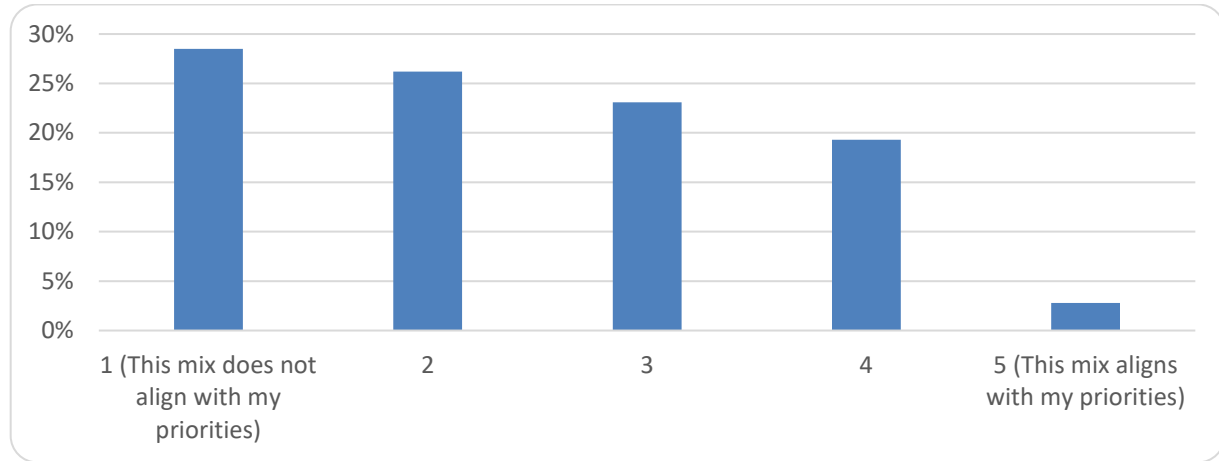
	Number of survey respondents who provided their county	Percent of survey respondents who provided their county	Percent of population within the MPA in each county
<i>Clackamas</i>	35	12%	18%
<i>Multnomah</i>	194	69%	48%
<i>Washington</i>	47	17%	34%
<i>Clark</i>	2	0.7%	
<i>Other – write in</i>	5	2%	

1. Priority transportation investments

The survey displayed the estimated costs of the RTP constrained list of capital projects by investment category and asked: On a scale of 1 to 5, how well does the mix of investment in the draft project list match your priorities? There were 389 respondents to this question. The most frequent response was 1 (28.5% of participants). The median score for this question was 3.

¹ This survey is an engagement tool for collecting feedback from the public; it is not intended to express a scientific, statistically valid representation of all of the greater Portland region’s residents.

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)



- Among Clackamas County participants (35), most people indicated that the mix of investments aligns with their priorities. The most frequently selected score was 4 (34.3% of respondents).
- Among Multnomah County participants (194), most people indicated that the mix of investments does not align with their priorities. The most frequently selected score was 1 (32.3% of respondents). Among
- Washington County participants (47), most people indicated that the mix of investments does not align with their priorities (scores of 1 or 2) but there were relatively more scores of 3 and 4 than among Multnomah County participants. The most frequently selected score among Washington County participants was 3 (26.7% of respondents).

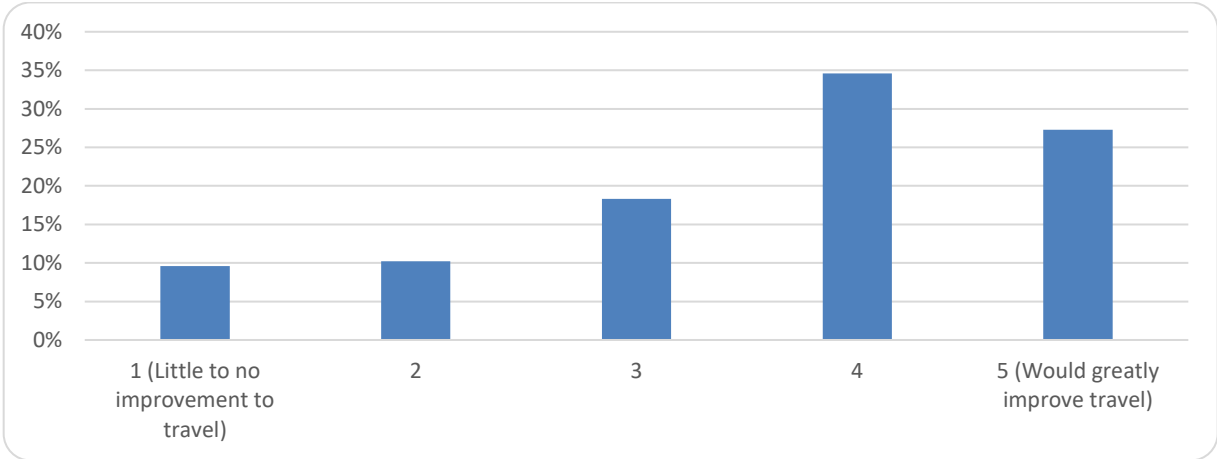
Participants were invited to share open-ended comments about their transportation investment priorities. Responses are included in Appendix A.

2. High capacity transit strategy

The survey displayed the High Capacity Transit Strategy Vision and asked: 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? There were 344 responses to this question. The most frequently selected response to this question was a score of 4 (34.6%) and the second most frequent response was five (27.3%), indicating that most survey participants felt the priority high capacity transit projects would improve travel throughout the region.



Figure 2: 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)



- Among Clackamas County participants (33), most people indicated priorities for high capacity transit will improve travel in the region. The most frequently selected score was 4 (33.3% of respondents).
- Among Multnomah County participants (188 responses), most people indicated priorities for high capacity transit will improve travel in the region. The most frequently selected score was 4 (35.1% of respondents).
- Among Washington County participants (46), the most frequently selected score was also 4 (34.8% of respondents). However, the next most frequently selected response was 3 (26.1% of respondents).

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 asked: of the high capacity transit investments identified in tiers 2 through 4, what corridors are most important to you and your community? (Select up to three.) The three corridors that received the most responses 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% of all participants)

Participant scoring of the high capacity transit corridors varied slightly between counties, but generally participants across counties prioritized the same corridors, with some variation. 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%).

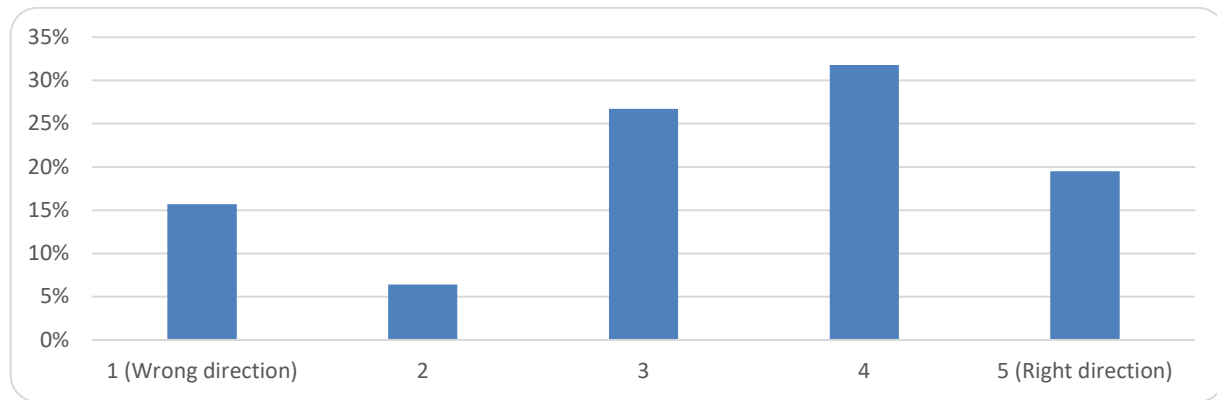
Participants were invited to share open-ended comments about what decision-makers should consider while the High Capacity Strategy is implemented. Responses are included in Appendix A.

3. Guiding policies

The survey provided an overview of the new and updated policies in the 2023 RTP, including the pricing policies and mobility policies, and asked: on a scale of one to five, how well do these policies guide the region’s transportation system in the right direction?

There were 236 responses to the question about the pricing policies. The median score for this question was 3, with notably more scores of 4 and 5 than 2 and 1, indicating there is generally support for the pricing policies included in the 2023 RTP.

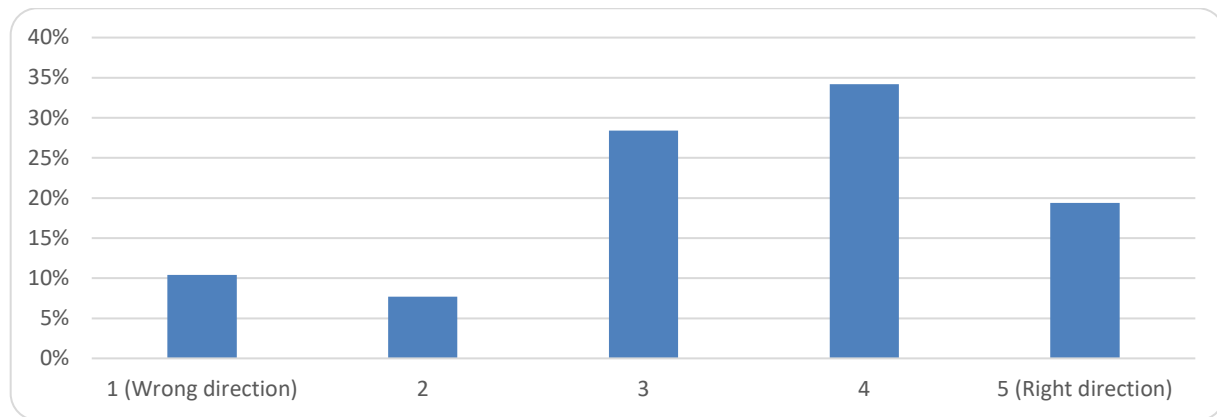
Figure 3: On a scale of 1 to 5, how well do you think the pricing policies guide the region’s transportation system in the right direction? (All responses)



- Among Clackamas County participants (29), the most frequently selected score was 4 (27.6% of respondents).
- Among Multnomah County participants (149), the most frequently selected score was 4 (35.6% of respondents).
- Among Washington County participants (35), the most frequently selected score was 3 (28.6% of respondents).

There were 222 responses to the question about the mobility policies. The median score was 4.

Figure 4: 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)



- Among Clackamas County participants (29), the most frequently selected score was 5 (27.6% of respondents).
- Among Multnomah County participants (138), the most frequently selected score was 4 (34.3% of respondents).
- Among Washington County participants (35), the most frequently selected score was 3 (28.6% of respondents).

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. Responses are included in Appendix A.

4. Moving Forward Together

Survey participants were asked to share their thoughts about the future of transportation in greater Portland by responding to two open-ended questions. Most frequently mentioned topics are summarized below. A more extensive analysis of responses and the complete list of survey responses is included in Appendix A.

The first question in this section asked: What is one big idea you have for improving the greater Portland region’s transportation system over the next five years? (242 responses) The second question in this section asked: If you could tell decision-makers one thing about transportation in greater Portland, what would you want them to know? (250 responses). Among the responses to these two questions, the top themes were the same.

Transit service (66) and **transit infrastructure** (68) were most frequently mentioned in comments. 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** (23). Other participants described a 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.”

“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.”

Active Transportation (114) was mentioned by 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 (48).

“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.”

“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.”

Safety was a frequently mentioned, included in 100 comments. 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.”

EMAILS, LETTERS AND TESTIMONY

Almost 100 letters and emails were received suggesting recommendations to the 2023 Regional Transportation Plan, policy chapters, project lists, as well as more general comments. All emails and letters received are included in Appendix B. On Thursday July 27, 2023, a public hearing on the public review draft 2023 RTP and HCT Strategy was held at a Metro Council meeting. All comments received through letter, email and testimony were analyzed for key themes and a summary of key themes across the comments is included below.

Of these comments, all substantive comments are under consideration by Metro staff and amendments will be recommended, when feasible, to address the comments and edits provided. Comments about specific projects will be shared with the sponsoring agencies.

There were 80 emails and letters from members of the public (people who did not identify as staff from public agencies). These commenters included members of the public across the region, as well as organizations with interests in transportation issues, including: 1,000 Friends of Oregon, Cascade Policy Institute, Friends of Frog Ferry, Getting There Together, No More Freeways, Oregon Environmental Council, Oregon Business & Industry, Oregon Walks, Parking Reform Network, Southwest Equity Coalition, The Street Trust, TV Highway Equity Coalition and Verde.

Addressing climate change investment was the most frequently mentioned theme in comment letters and emails. (39 commenters)

"We need the Regional Transportation Plan to adopt more aggressive plans to reduce driving and invest in the most cost effective initiatives to reduce carbon emissions - walkable communities and abundant public transit." – Joe Vasicek, Tigard Oregon

"I despaired for several days to find that your emissions accounting grossly misrepresents the actual trajectory of our carbon footprint. Metro does not acknowledge the actual GHG emission data from years since the Climate Smart Strategy was published in 2014; the reality is that, people are driving older, larger, dirtier vehicles more miles than they used to." – Jordan Lewis, Portland area resident

Investing in safety and safety concerns was the second most frequently mentioned theme in comment letters and emails. (29 commenters)

"An effective Transportation Plan should include a comprehensive and binding complete streets policy that requires that every road construction and reconstruction project make a street safe and comfortable for all users, preferably with prioritization of investment in communities that have historically been under-resourced." - Christina Bodamer, American Heart Association

"Instead, we should be investing in providing public transit options and making our community safe for walking and biking." - Wendy Emerson

Reduce investment in cars was also a common theme in the comments, related to both traffic safety concerns and climate change concerns. (24 commenters)

"We desperately need to invest in traffic safety over additional road capacity." – Emily Meier

"My family and my business are feeling the impacts of climate change and I want a sane response from our regional leadership: more and better public transit, more and safer bike infrastructure and incentives, and less carbon pollution!" – Mulysa Melco, Overlook Neighborhood

Other topics frequently mentioned in emails, letters and testimony include:

- **Increase investment in transit (17 commenters)**
- **Increase investment in biking a walking (13 commenters)**
- **Opposition to large freeway projects (12 commenters)**

The only other topic that was mentioned by more than 10 commentors were technical comments that included a range of feedback and suggested edits.

PUBLIC HEARING - JULY 27, 2023

A public hearing on the public review draft 2023 Regional Transportation Plan and High Capacity Transit Strategy was held at a Metro Council meeting on Thursday July 27, 2023 at the Metro Regional Center and online. The closed caption transcript of hearing testimony is included in **Appendix E**. Twenty people testified in-person or through written testimony on a range of topics, including:

Topics conveyed through in-person and written testimony at the Metro Council hearing covered a range of topics, including:

- Highlighting the region's traffic safety crises with record pedestrian deaths and advocating for prioritizing safety.
- Highlighting the climate crisis and emphasizing the need to reduce vehicle miles traveled to meet climate goals. There's a need to adjust assumptions in climate modeling to reflect actual trends in vehicles and fleet.
- Support for policies in chapter 3 of the Regional Transportation Plan, with an emphasis on the need to align investment priorities with policies and implement the policies in the plan. Redefine chapter 8 to be an actionable plan that addresses concerns.
- Concerns related to equity, including the need to prioritize investments in communities of color and low-income communities that are most impacted by traffic crashes and most in need of travel options.
- Concerns about gentrification and the need for the RTP to invest in anti-displacement.
- Improve metrics that measure the RTP's impact on equity.
- Concerns about the limitations of transit, not being fast or reliable enough.
- Parking, including both support for reducing parking to meet climate goals and criticism of reduced parking requirements near affordable housing in transit oriented development.
- The region urgently needs to funding for transportation; look to the 2025 legislative package to align 2027 RTP.
- Support for pricing that is reinvested in transit, walking and biking and not widening freeways. Consider region-wide mitigations for pricing impacts to low-income communities so every city does not need to reinvent the wheel on how to mitigate impacts.
- Three of the written testimonies were in support of Frog Ferry as a desirable alternative to driving that would increase community connection and resilience.
- One written testimony endorsed the No More Freeways comments on the Regional Transportation Plan.

CONSULTATION MEETINGS

Metro staff invited federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and High Capacity Transit Strategy in accordance with [23 CFR 450.316](#). Metro convened a consultation meeting for resource agencies on Aug. 17 and a consultation meeting for state and federal agencies on Aug. 22. These meetings were the third round in a series of consultation meetings that Metro hosted with state, federal, local and resource agencies throughout the 2023 RTP update. Twenty staff from various agencies participated in the consultation meetings. Summaries of consultation meetings held during the public comment period are included in **Appendix F**. Key themes from the consultation meetings are summarized below.

Metro invited consultation with seven Tribes to inform Metro's 2023 update to the RTP. In alphabetical order, these Tribes included: Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz Indians, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Cowlitz Indian Tribe, and the Nez Perce Tribe. Metro's Tribal Affairs Program staff submitted a comment that includes priorities, concerns, themes, and requests identified through consultation and engagement with participating Tribes during the 2023 RTP process.

Aug. 17, 2023 consultation meeting

Metro hosted a consultation meeting on Aug. 17, focused on the 2023 RTP's environmentally focused policies and Environmental Assessment. The following agencies attended the Aug. 17 consultation meeting: City of Portland Bureau of Environmental Services (BES), Clean Water Services (CWS), Environmental Protection Agency (EPA), Metro Parks & Nature and Oregon Department of Fish & Wildlife (ODFW). Key topics from the discussion included:

- Consideration for emerging tools, data and policies related to habitat conservation and mitigation being developed by partner agencies.
- Early consideration for environmental impacts in transportation planning processes is increasingly important with new NEPA timelines.
- Early coordination with local agencies can help leverage transportation projects to implement other agencies' needed infrastructure updates.

Aug. 22, 2023 consultation meeting

Metro hosted a consultation meeting on Aug. 22, focused on discussing and receiving comments on the Public Review Draft of 2023 Regional Transportation Plan and process. The following agencies attended the Aug. 22 consultation meeting: Department of Land Conservation and Development (DLCD), Federal Highway Administration (FHWA), Federal Transportation Administration (FTA), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (SWRTC), City of Wilsonville South Metro Area Regional Transit (SMART) and TriMet. Key discussion topics included:

- Updated requirements under the Bipartisan Infrastructure Law.
- Appreciation for Metro's collaborative and transparent 2023 RTP process.
- An interest from agency staff in supporting the work outlined in chapter 8 of the 2023 RTP, acknowledging that there is a significant amount of urgent work to do, especially related to local funding needs and an update of the region's 2040 growth concept.

ONLINE COMMENT FORM

An online comment form was available for people who wished to suggest specific changes or edits to the text of the 2023 RTP and High Capacity Transit Strategy. Members of the public, public agencies and organizations used the comment form to provide comments, feedback and suggested edits to the Public Review Draft Regional Transportation Plan and High Capacity Transit Strategy.

These comments are attached to this report in Appendix G, along with comments received by email, mail and voicemail in Appendices B, C and D. Also attached is a map illustrating the zip codes of the 269 online commenters who provided this information. Comments were made by community members across the region although there is a concentration of commenters who provided zip codes located in inner East Portland, Southwest Portland and Tigard. All substantive comments for which a commenter provided their name, are under consideration by Metro staff and amendments will be recommended, when feasible, to address the comments and edits provided. Comments about specific projects have been shared with the sponsoring agencies.

Of the comments received through the online comment form, most were submitted by community members or organizations. Of the 307 comments, 75 were submitted by ODOT staff and one by the City of Tualatin. All comments submitted are summarized below organized by the top reoccurring themes from commenters.

Summary of online comment form submissions (public agencies)

Most of the comments from ODOT were copy edits and technical corrections. Four comments included feedback on policies in the RTP and there were six comments that included edits to the RTP project list. The comment from City of Tualatin staff expressed concern about the potential impacts of tolling on communities surrounding the road with tolls.

Summary of online comment form submissions (community members)

Many comments included multiple topics. For example, many of the project specific comments were supporting or encouraging faster implementation of walking and biking investments. Some of the comment opposing freeway projects or road capacity also supported increased transit investments.

- Projects (92 comments)
- Support for transit investments (77 comments)
- Support for walking/biking investments (53 comments)
- Opposition to freeway projects and added road capacity (39 comments)

Additional recurring comments included concerns about climate change (17 comments) personal safety in public space and on transit (11 comments) and traffic safety concerns (14 comments). There were six (6) comments that called for increased investment in road maintenance and four (4) comments that supported increased capacity for cars.

Support for transit investment was the most frequently mentioned theme among the comments. (76 comments)

More than 55 comments suggested that the greater Portland region needs more transit. Some of these comments were in support of specific transit projects and others called for investing in transit generally. Additionally, 23 comments voiced the need for improved transit service.

A Max Green Line Extension to Oregon City or near to the Clackamas Community Collage would be nice. It's really tough just trying to get to Oregon City and getting out of Oregon City like before Midnight is a pain. The only thing reliable in and out of Oregon City are just the buses and most of the buses there don't run very often at late nights. – Tim Roth, Portland

I want to make a comment upon how slow it is for me to get from Beaverton to SE Portland. It takes about 2 hours with Public Transportation and I think that is why people choose cars over taking public transportation. If there is anyway that could be looked upon that will be great. – Lei Lei Win, Portland, African Youth Community Organization

I live in Cornelius and plan to continue living there for some time. I drive to work right now but would likely switch back to taking Trimet if you were to build the blue line (or some MAX extension) out to Cornelius/Forest Grove area. – No name provided.

Support for investing in walking and bicycling. (53 comments) Many of these comments were in support of specific bicycle and pedestrian projects.

“I don't have time to read through all those plans to say that decent reliable transportation should be a right to everyone. Cars are destroying the planet and killing pedestrians and drivers alike. Transportation in the city of Portland should be more reliable and easy than taking a car.” – John Peterman

“I would like to see more % invested in bike and walk infrastructure. I rely on Portland's bike and walk infrastructure every day and would be able to have a higher quality of life if it were improved.” – Addie Olson

Opposition to adding capacity to freeways was mentioned in 28 comments. There were also a handful of comments that generally opposed investing in car infrastructure (11 comments).

“We need to stop blindly investing in increased car capacity. It is a never ending cycle that will consume our limited resources, exclude our most vulnerable, and decreases the livability of our communities. Cars have a place but we have enough infrastructure to support that place. We now need to focus on reducing car trips where possible to release the pressure on our existing system and build out other modes equitably. Focusing on bike, ped, and transit in the next facade is going to pay dividends in the long run.” – Nic Westendorf, Portland

“This [Interstate Bridge Replacement Project] is exactly what the Portland area does not need. Providing more capacity for SOVs traveling through the city is a recipe for lowering the quality of life for a large part of Portland's citizens. In essence, that is the history of I-5. - Many of the goals of this project can be met much better via a different modes/route.” – Sean Pliska, Portland

“Why are we spending 975 million dollars on the antiquated idea that auxiliary lanes and shoulders reduce traffic congestion? The highway cover is a nice idea, but discouraging car travel is the easiest way to combat congestion on the interstate. Think of how much that money could do for improving public transit, which is a much more climate conscious and equitable solution to the problem of traffic on highways.” – Amythest Lee, Portland

Address climate change (16 comments). Many of these comments also voiced opposition for projects that add car capacity and/or these comments voiced support for investments in transit and walking and biking.

How is it that we're spending SO LITTLE on high impact climate strategies?? 32% for 2030 and 26% for 2045?? That is unacceptable to me for the metro transit system - transportation account for 30% of all GHG emissions, and the metro council is fully supporting the dirtiest mode of transportation (cars) with HALF of our capital investment going towards car-based infrastructure (page 34). – Christian Bayless, Hillsboro

As an advocate for Lloyd, for climate, and for a densely livable Portland, I am fundamentally opposed to freeway expansion of any type, especially as it relates to the Lloyd, Lower Albina, and other historically black neighborhoods. I am for capping and reconnecting, however, a freeway widening project and capping/covering should not be included in the same conversation, especially as we have an extremely small window of time to tackle emissions and decarbonization goals. – Kristin Leiber, Lloyd EcoDistrict, Portland

Traffic safety concerns were woven throughout a range of comments, with references to unsafe driver behavior and/or the need for enforcement. (14 comments)

“By emphasizing pedestrian and bicycle safety in the most appropriate areas and fostering meaningful collaboration, Metro can play a pivotal role in reshaping transportation projects for the benefit of all community members, especially those who have long been overlooked.” - Community Cycling Center, Andando en Bicicletas Caminando (ABC)

“Install ITS and CCTV cameras (project Barbour Blvd ITS)” – Noor Sakawadin, Oregon Somali Bravness Community

There was also a handful of comments that referenced not feeling safe in public spaces and/or on transit. (11 comments)

“Pre-pandemic I was a regular bus rider 5-days a week to downtown portland. Post-pandemic, I have not ridden the bus once. I still commute to downtown, but not on the bus.... I do not feel safe walking to or waiting for a bus near my office. the current system needs to be maintained and made safe before any additional regional transportation plans are made....” – No name provided, Vancouver

There were several comments that supported adding more capacity for cars. (6 comments)

“Build new roads! Maintain existing roads! Stop deliberately making life difficult for drivers! Gas tax pay for transportation!” – No name provided

“Please support private car infrastructure. Public transit is too slow and dangerous.” – Mike Pederson, Vancouver

NOTICES AND NOTIFICATIONS

Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notices were published in the Portland Tribune, Clackamas Review, Hillsboro News Times, Forest Grove News Times, Valley Times News, Beaverton Valley Times, El Latino de Hoy and The Asian Reporter and on the Metro website. Metro also posted to social media throughout the public comment period. Notifications were sent to the RTP interested persons list (nearly 2,772 people) in addition to Metro’s four regional advisory committees, Metro Council, their respective



interested parties and the Metro Public Engagement Review Committee. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through social media and e-newsletters and other methods to inform their members and interested parties of the comment opportunity.

Promotion of the public comment period

Metro promoted the public comment period through the website, newsfeeds, Metro’s transportation interested parties email list, technical and policy advisory and interested parties lists, social media and by requesting distribution by community involvement offices at jurisdictions across the greater Portland region:

- City of Beaverton
- City of Forest Grove
- City of Gresham
- City of Happy Valley
- City of Hillsboro
- City of Lake Oswego
- City of Milwaukie
- City of Oregon City
- City of Portland
- City of Tigard
- City of Tualatin
- City of West Linn
- City of Wilsonville
- Clackamas County
- Washington County
- Multnomah County

Metro also sent notices to community based and other organizational partners, through individual relationships built through ongoing partnerships and other engagement activities, asking them to distribute to their organization and constituencies.

- 1000 Friends of Oregon
- AARP
- Asian Pacific American Network of Oregon
- Audubon
- Beyond Black
- Bike Loud
- Centro Cultural
- Climate Solutions
- Coalition of Communities of Color
- Community Cycling Center
- Disabilities Rights Oregon
- Division Midway Alliance
- East Portland Action Plan
- Forward Together Action
- Getting There Together
- Go Lloyd (TMA)
- Hacienda Community Development Corporation
- Immigrant & Refugee Community Organization
- Imagine Black
- Intertwine Alliance
- Join PDX
- League of Women Voters
- Momentum Alliance
- Metropolitan Alliance for Workforce Equity
- Native American Youth and Family Center
- Next Up
- OPAL
- Oregon Futures Lab
- Oregon Environmental Council
- Oregon Just Transition
- Oregon League of Conservation Voters
- Oregon Walks
- Ride Connection
- Street Roots
- Street Smart
- Sunrise Movement PDX
- The Street Trust
- Urban Greenspace Institute
- Urban League of Portland
- Verde
- Washington County Ignite
- Westside Transportation Alliance
- Youth Collective - The Cen

NEXT STEPS

In Fall 2023, MPAC and JPACT will recommend action on the 2023 RTP and High Capacity Transit Strategy to the Metro Council. Metro Council will consider final action on the 2023 RTP and High Capacity Transit Strategy on Nov. 30, 2023.

Figure 5. Timeline for 2023 Regional Transportation Plan update



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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