

FY 2013 OREGON TRANSPORTATION NEEDS AND ISSUES SURVEY

Summary of Statewide Results

SPR-043

Errata

A data transcription error occurred in Figure 2.17 on page 15 in the report that impacted the bars for 'Biking or walking facilities added' and 'Public transit options added'. The descriptive text above the figure also reflected an error in interpreting the figure.

The figure and text have been corrected and an annotation has been added to the 'List of Figures' on page 2 of the in the on-line version of the report, available at the ODOT Research Section publications webpage.

For the convenience of those with printed versions of the report, the two modified pages are attached herein. They may be printed and inserted to replace the respective pages in the report.

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Erratum: Figure 2.17 was originally published with two data errors that caused two of the three response categories to total less than 100 percent. The figure and the descriptive text above it have been corrected in this version of the report - 4/17/2014

Mode choice varied by income group (Figure 2.16). For comparison purposes, bike, bus, walk, rail, and other mode types were combined into the category “alternative mode.” Income groups were combined for statistical validation. Alternative mode use was most prevalent among the lowest income group (28%) followed by the highest income group (21%). The highest percentage of carpool users fell in the middle income groups. Commuting alone was the predominant mode choice among all income groups. On average, 67% of respondents reported commuting at peak hours (between 3 p.m. and 6 p.m.).

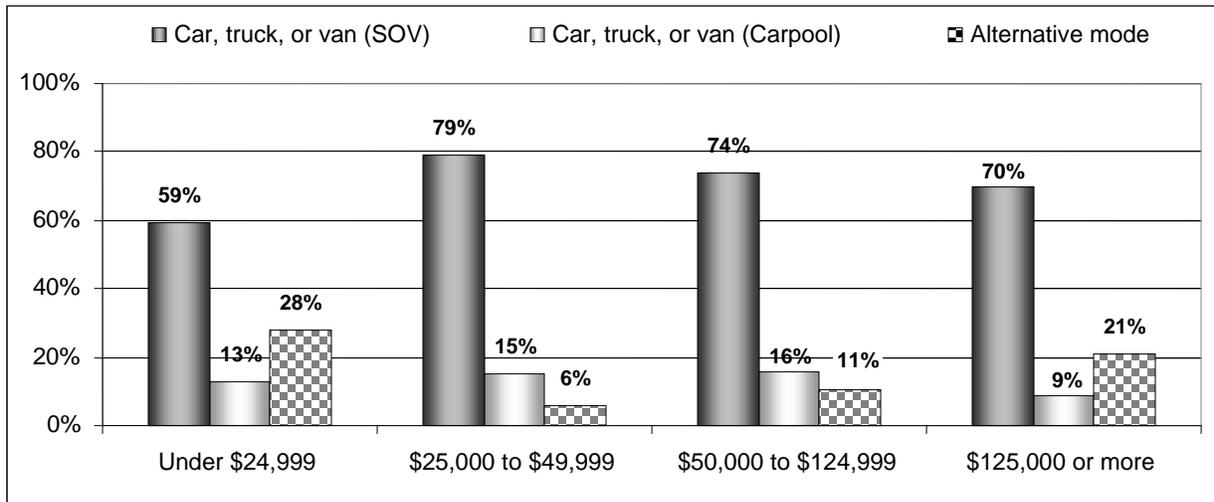


Figure 2.16: Commuter (work or school) mode choice by income group

Respondents were asked whether or not they would change how or when they travel to work or school, based on changes to the transportation system (Figure 2.17). The majority of people (56%) said they definitely or possibly would change if new tolls became required for roadways or bridges they currently use. Almost half (44%) responded that they would or might change if public transit options such as rail or bus-lines were added or improved in their area. The least number of people (27%), responded their commuting behavior would or might change if biking or walking facilities (bike-lanes, sidewalks) were added or improved in their area.

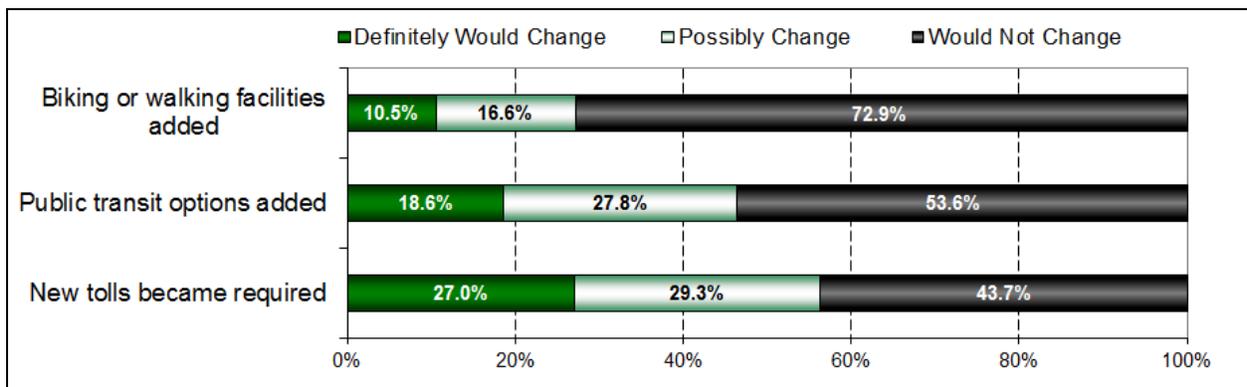


Figure 2.17: Commuting behavior change factors

[Note -- corrected from earlier version with data errors]