
OUTREACH AND STAKEHOLDER INTERVIEWS PACKET

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OREGON TRANSPORTATION PLAN

A resilient transportation future for all Oregonians

FREQUENTLY ASKED QUESTIONS

What is the Oregon Transportation Plan?

Why are tradeoffs and compromises a natural part of transportation investment decisions?

Why is transportation funding limited?

Why is transportation planning different today than 20 years ago?

Why does planning for the future of transportation matter?



What is the Oregon Transportation Plan?

The Oregon Transportation Plan (OTP) sets the vision for and informs investment decisions by the Oregon Department of Transportation (ODOT) and regional and local governments for all the ways people and goods move, including walking, biking, rolling, public transit, highways, railroads, freight, and even planes. From major bridge improvements to local sidewalk projects, an updated OTP will guide transportation investments for the whole state over the next 25+ years.

Why are tradeoffs and compromises a natural part of transportation investment decisions?

The hard truth is that planning for the future of transportation is going to take tradeoffs and compromise. Funding is limited, and we are going to need to prioritize and balance investments and consider options for more sustainable funding to meet needs all over the state.

From aging tunnels and bridges to congested roadways to missing sidewalks and bikeways, investments are needed across the multimodal system to address all these issues, but there is not enough funding to fully meet all these needs.

This update to the OTP is an opportunity to create a more sustainable and equitable transportation system that gets all Oregonians where they're going safely and efficiently—and maybe even a little more joyfully. Planning for a better transportation future is a complex challenge that's going to take collaboration, compromise, and creativity on local and statewide levels.

Why is transportation funding limited?

Today, a good portion of Oregon's funding for road preservation and improvement projects comes from vehicle registrations, fuel, and weight-mile taxes. These funding sources are not sustainable because they depend largely on gas sales, which have declined for more than a decade as vehicles become more efficient. At the same time, the cost of doing business has increased substantially, and there have been very few changes to the proportion of fees people pay. Spending is quickly outpacing the money coming in. Identifying alternative funding streams, including tolling and pay-per-miles-driven programs, is important.

FAQS CONTINUED...

Why is transportation planning different today than 20 years ago?

The OTP was first adopted in 1992 and was updated in 2006. We are updating it again to meet current and future transportation needs for all Oregonians.

While the 2006 update had a meaningful impact on our transportation system, there's still a lot of work to do, and our priorities have changed. This update allows us to create a plan that is responsive to today's priorities and can adapt to an uncertain transportation future. A resilient plan will help us prepare for and address trends like climate change, widening social inequities, and new technologies.

Why does planning for the future of transportation matter?

One reason the OTP matters is that transportation is connected to many other aspects of life. Access to safe, reliable, and convenient transportation affects our access to jobs, education, healthcare, childcare, food, housing, leisure activities, and more. Because it's connected to so much, our transportation system has major implications for social equity, economic health, and our ability to bounce back from natural disasters, and it has a significant impact on climate change. About 40 percent of Oregon's total greenhouse gas emissions come from transportation.

Updating the plan allows us to create a more sustainable and equitable transportation system that gets all Oregonians where they're going safely and efficiently. Planning for a better transportation future is a complex challenge that will take collaboration, compromise, and creativity on local and statewide levels.

SURVEY

We want to hear from you about the OTP. Explore potential funding pathways and provide your feedback at www.exploreotp.com. Your participation is essential and will help us create a plan that gives us a chance to create a more sustainable and equitable transportation system for all Oregonians.

WHAT'S NEXT?

By mid-2023, we will reach the finish line when the Oregon Transportation Commission ultimately adopts the updated OTP.

To get there, we are:

- Considering the relationship between different forms of transportation and the unique needs of different communities across the state.
- Using a range of scenarios to help develop a flexible plan that can adapt to a changing transportation future.
- Outlining priorities for transportation investments and establishing an approach for implementing the OTP's vision, goals, and policies.

FOR MORE INFORMATION

 [Website Tinyurl.com/OTP-update](http://Tinyurl.com/OTP-update)

 [Email Adam.ARG0@odot.oregon.gov](mailto:Adam.ARG0@odot.oregon.gov)





俄勒岡州交通計劃

常見問題

俄勒岡州交通計劃 - 常見問題

什麼是俄勒岡交通計劃？

為什麼權衡取舍和妥協折衷是交通投資決策不可避免的情況？

為什麼投入交通的資金有限？

為什麼現今的交通規劃不同與 20 年前？

為什麼規劃交通願景很重要？

什麼是俄勒岡交通計劃？

俄勒岡州交通計劃（OTP）為俄勒岡州交通部（ODOT）以及地區和地方政府針對人員和貨物移動的所有方式（包括步行、騎自行車、滾輪、公共交通、高速公路、鐵路、貨運，甚至飛機。從重大橋樑改善到當地人行道專案，更新后的 OTP 將為整個州在未來 25 年以上的交通投資指標。

為什麼權衡取舍和妥協折衷是交通投資決策不可避免的情況？

非常現實的是，規劃交通願景將需要權衡取舍和妥協折衷。因為資金有限，我們要有優先考量和平衡投資，並考慮更多可持續資金的選擇，來滿足全州的需求。

從老化的隧道和橋樑到擁擠的道路，再到缺少人行道和自行車道，需要對多式聯運系統進行投資來解決所有的問題，但沒有足夠的資金來完全滿足所有的需求。

OTP 這次更新是一個機會，可以創建一個更有持續性和更公平的交通系統，讓所有俄勒岡州人能安全高效地前往目的地 – 來造福社會。規劃更美好的交通願景是一項複雜的挑戰，需要地方和全州各層面的協作、妥協和創新。

為什麼投入交通的資金有限？

現今，俄勒岡州用於道路保護和改善專案的很大一部分資金來自車輛登記、燃料和重物運輸稅。這些資金來源是不是可持續性的，因為它們主要依賴於汽油銷售，隨著車輛變得更加高效，汽油銷售已經下降了十多年。與此同時，做生意的成本大幅增加，但人們支付的費用比例幾乎沒有變化。支出正在迅速超過流入的資金。找出替代資金流，包括收費和按里程付費的計劃，尤其重要。



常見問題 (續)

為什麼現今的交通規劃不同與 20 年前？

OTP 被採用於 1992 年，並於 2006 年更新。我們將再次進行更新，來滿足所有俄勒岡州人當前和未來的交通需求。

雖然 2006 年的更新對我們的交通系統有重大影響，但仍有許多工作要做，而且優先事項也有所改變。此更新使我們能夠創建一個回應當今優先事項並能夠適應不確定的交通未來的計劃。一個有彈性的計劃將幫助我們做好準備和應對氣候變遷、社會中的不平等和新科技等趨勢。

為什麼規劃交通願景很重要？

OTP 非常重要是因為交通與生活的許多其他方面有關。擁有安全、可靠和便捷的交通會影響更多工作、教育、醫療保健、兒童保育、食物、住房、休閒活動等的機會。因為它與很多東西息息相關，所以我們的交通系統對社會公平、經濟健康以及我們從自然災害中恢復過來的能力有著重大影響，並且對氣候變遷產生了重大影響。俄勒岡州大約 40% 的溫室氣體排放來自交通運輸。

更新該計劃能使我們創建一個更有可持續性和公平的交通系統，讓所有俄勒岡州人安全高效地前往目的地。規劃更美好的交通願景是一項複雜的挑戰，需要地方和全州各層面的協作、妥協和創新。

問卷調查

我們想聽聽您對 OTP 的看法。參與我們的問卷調查 (exploreotp.com) 以提供您的反饋。您的參與至關重要，這將幫助我們制定計劃，讓我們有機會為所有俄勒岡州人創建一個更加有可持續性和公平的交通系統。

下一步是什麼？

到 2023 年年中，我們將完成俄勒岡州交通委員會最終採用更新後的 OTP。

為了達成目標，我們將：

- 考量不同交通方式與全州各個社區的獨特需求之間的關係。
- 利用多樣化的方案來說明制定靈活的計劃，來解決不斷變化的交通未來。
- 分析出交通投資的優先事項並制定實施 OTP 願景、目標和政策的辦法。

瞭解更多資訊

 網站：Tinyurl.com/OTP-update

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俄勒冈州交通计划

所有俄勒冈人的弹性交通未来

俄勒冈州交通计划 - 常见问题

什么是俄勒冈交通计划？

为什么权衡取舍和妥协折衷是交通投资决策不可避免的情况？

为什么投入交通的资金有限？

为什么现今的交通规划不同与 20 年前？

为什么规划交通愿景很重要？

什么是俄勒冈交通计划？

俄勒冈州交通计划 (OTP) 为俄勒冈州交通部 (ODOT) 以及地区和地方政府针对人员和货物移动的所有方式 (包括步行、骑自行车、滚轮、公共交通、高速公路、铁路、货运, 甚至飞机)。从重大桥梁改善到当地人行道项目, 更新后的 OTP 将为整个州在未来 25 年以上的交通投资指标。

为什么权衡取舍和妥协折衷是交通投资决策不可避免的情况？

非常现实的是, 规划交通愿景将需要权衡取舍和妥协折衷。因为资金有限, 我们要有优先考量和平衡投资, 并考虑更多可持续资金的选择, 来满足全州的需求。

从老化的隧道和桥梁到拥挤的道路, 再到缺少人行道和自行车道, 需要对多式联运系统进行投资来解决所有的问题, 但没有足够的资金来完全满足所有的需求。

OTP 这次更新是一个机会, 可以创建一个更有持续性和更公平的交通系统, 让所有俄勒冈州人能安全高效地前往目的地 - 来造福社会。规划更美好的交通愿景是一项复杂的挑战, 需要地方和全州各层面的协作、妥协和创新。

为什么投入交通的资金有限？

现今, 俄勒冈州用于道路保护和改善项目的很大一部分资金来自车辆登记、燃料和重物运输税。这些资金来源是不是可持续性的, 因为它们主要依赖于汽油销售, 随着车辆变得更加高效, 汽油销售已经下降了十多年。与此同时, 做生意的成本大幅增加, 但人们支付的费用比例几乎没有变化。支出正在迅速超过流入的资金。找出替代资金流, 包括收费和按里程付费的计划, 尤其重要。



常见问题 (续)

为什么现今的交通规划不同与 20 年前？

OTP 被采用于 1992 年，并于 2006 年更新。我们将再次进行更新，来满足所有俄勒冈州人当前和未来的交通需求。

虽然 2006 年的更新对我们的交通系统有重大影响，但仍有许多工作要做，而且优先事项也有所改变。此更新使我们能够创建一个响应当今优先事项并能够适应不确定的交通未来的计划。一个有弹性的计划将帮助我们做好准备和应对气候变迁、社会中的不平等和新科技等趋势。

为什么规划交通愿景很重要？

OTP 非常重要是因为交通与生活的许多其他方面有关。拥有安全、可靠和便捷的交通会影响更多工作、教育、医疗保健、儿童保育、食物、住房、休闲活动等机会。因为它与很多东西息息相关，所以我们的交通系统对社会公平、经济健康以及我们从自然灾害中恢复过来的能力有着重大影响，并且对气候变迁产生了重大影响。俄勒冈州大约 40% 的温室气体排放来自交通运输。

更新该计划能使我们创建一个更有可持续性和公平的交通系统，让所有俄勒冈州人安全高效地前往目的地。规划更美好的交通愿景是一项复杂的挑战，需要地方和全州各层面的协作、妥协和创新。

问卷调查

我们想听听您对 OTP 的看法。在 exploreotp.com 探索潜在的筹资途径并提供反馈。您的参与至关重要，这将帮助我们制定计划，让我们有机会为所有俄勒冈州人创建一个更加有可持续性和公平的交通系统。

下一步是什么？

到 2023 年年中，我们将完成俄勒冈州交通委员会最终采用更新后的 OTP。

为了达成目标，我们将：

- 考量不同交通方式与全州各个社区的独特需求之间的关系。
- 利用多样化的方案来帮助制定灵活的计划，来解决不断变化的交通未来。
- 分析出交通投资的优先事项并制定实施 OTP 愿景、目标和政策的办法。

了解更多信息



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Oregon
Department
of Transportation



ТРАНСПОРТНЫЙ ПЛАН ШТАТА ОРЕГОН - ЧАСТО ЗАДАВАЕМЫЕ ВОПРОСЫ

Надежное транспортное будущее для всех жителей штата Орегон

ЧАСТО ЗАДАВАЕМЫЕ ВОПРОСЫ

Что такое Транспортный план штата Орегон?

Почему уступки и компромиссы являются естественной частью решений транспортных инвестиций?

Почему финансирование транспорта ограничено?

Почему транспортное планирование сегодня отличается от того, что было 20 лет назад?

Почему планирование транспортного будущего имеет значение?



Что такое Транспортный план штата Орегон?

Транспортный план Орегона (Oregon Transportation Plan, ОТП) определяет концепцию и обосновывает инвестиционные решения Департамента транспорта Орегона (ODOT), региональных и местных органов власти по всем способам передвижения людей и грузов, включая пешеходный, велосипедный, общественный транспорт, автомагистрали, железные дороги, грузовые перевозки и даже самолеты. От улучшения крупных мостов до локальных проектов тротуаров, обновленный ОТП будет направлять транспортные инвестиции для всего штата в течение следующих 25 с лишним лет.

Почему уступки и компромиссы являются естественной частью решений транспортных инвестиций?

Суровая правда заключается в том, что планирование транспортного будущего потребует компромиссов и уступок. Финансирование ограничено, и нам придется определять приоритеты, балансировать инвестиции и рассматривать варианты более стабильного финансирования для удовлетворения потребностей по всему штату.

От устаревших туннелей и мостов до перегруженных дорог и отсутствия тротуаров и велосипедных дорожек - для решения всех этих проблем необходимы инвестиции во всю многофункциональную систему, но для полного удовлетворения всех этих потребностей не хватает финансирования.

Это обновление ОТП дает возможность создать более стабильную и справедливую транспортную систему, которая доставит всех жителей Орегона куда им нужно безопасно и эффективно - и, возможно, даже немного более приятно. Планирование транспортного будущего - это сложная задача, требующая сотрудничества, компромисса и творческого подхода на местном уровне и на уровне штата.

Почему финансирование транспорта ограничено?

Сегодня значительная часть финансирования проектов по сохранению и улучшению дорог в Орегоне поступает от регистрации транспортных средств, налогов на топливо и весовых миль. Эти источники финансирования не являются стабильными, поскольку они в значительной степени зависят от продаж бензина, которые снижаются уже более десяти лет по мере того, как транспортные средства становятся

ПРОДОЛЖЕНИЕ ЧАСТО ЗАДАВАЕМЫХ ВОПРОСОВ...

более эффективными. В то же время стоимость ведения бизнеса значительно возросла, а доля сборов, которые платят люди, практически не изменилась. Расходы быстро опережают доходы. Важно определить альтернативные источники финансирования, включая платные дороги и программы, основанные на оплате за километры.

Почему транспортное планирование сегодня отличается от того, что было 20 лет назад?

Впервые ОТР был принят в 1992 году и обновлен в 2006 году. Мы снова обновляем его, чтобы удовлетворить текущие и будущие транспортные потребности всех жителей Орегона.

Обновление 2006 года оказало значительное влияние на нашу транспортную систему, однако нам предстоит еще много работы, и наши приоритеты изменились. Это обновление позволяет нам создать план, отвечающий сегодняшним приоритетам и способный адаптироваться к неопределенному транспортному будущему. Устойчивый план поможет нам подготовиться к таким тенденциям, как изменение климата, усиление социального неравенства и появление новых технологий.

Почему планирование транспортного будущего имеет значение?

Одна из причин важности ПОО заключается в том, что транспорт связан со многими другими аспектами жизни. Наличие безопасного, надежного и удобного транспорта влияет на доступ к работе, образованию, здравоохранению, уходу за детьми, продуктам питания, жилью, проведению досуга и многое другое. Поскольку транспортная система связана с множеством других аспектов, она оказывает серьезное влияние на социальное равенство, экономическое здоровье, способность восстанавливаться после стихийных бедствий, а также оказывает значительное влияние на изменение климата. Около 40% всех выбросов выхлопных газов в Орегоне приходится на транспорт.

Обновление плана позволит нам создать более устойчивую и справедливую транспортную систему, которая безопасно и эффективно доставит всех жителей Орегона к месту назначения. Планирование лучшего транспортного будущего - сложная задача, требующая сотрудничества, компромисса и творческого подхода на местном уровне и на уровне штата.

ОПРОС

Мы хотим услышать от вас отзывы. Ознакомьтесь то exploreotp.com с потенциальными путями финансирования и предоставьте свои отзывы. Ваше участие очень важно и поможет разработать план, который даст шанс создать более устойчивую и справедливую транспортную систему для всех жителей Орегона.

ЧТО ДАЛЬШЕ?

К середине 2023 года мы выйдем на финишную прямую, когда Орегонская транспортная комиссия окончательно утвердит обновленный ПДД.

Чтобы достичь этого, мы

- Рассматриваем взаимосвязь между различными видами транспорта и уникальными потребностями различных сообществ по всему штату.
- Используем ряд сценариев для разработки гибкого плана, способного адаптироваться к меняющемуся транспортному будущему.
- Определение приоритетов для инвестиций в транспорт и разработка подхода для реализации концепции, целей и политики ОТР.

ДОПОЛНИТЕЛЬНАЯ ИНФОРМАЦИЯ



Веб-сайт: [Tinyurl.com/OTP-update](https://tinyurl.com/OTP-update)



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PLAN DE TRANSPORTE DE OREGÓN

Un futuro de transporte resiliente para todos los habitantes de Oregon

PREGUNTAS FRECUENTES

¿Qué es el Plan de Transporte de Oregon?

¿Por qué las negociaciones y los arreglos son una parte normal de las decisiones sobre las inversiones en el transporte?

¿Por qué son limitados los fondos para el transporte?

¿Por qué es distinta hoy la planificación del transporte a como era hace 20 años?

¿Por qué es importante la planificación del futuro del transporte?

¿Qué es el Plan de Transporte de Oregon?

El Plan de Transporte de Oregon (OTP) establece un marco para orientar las decisiones sobre las inversiones del Departamento de Transporte de Oregon (ODOT) y de los gobiernos regionales y locales para todas las formas de desplazamiento de personas y mercancías, incluyendo los desplazamientos a pie, en bicicleta, sobre ruedas, en transporte público, en carretera, en ferrocarril, de mercancías e incluso en avión. Desde las grandes mejoras a los puentes hasta los proyectos de aceras locales, el OTP actualizado guiará las inversiones en transporte para todo el estado durante los próximos 25 años.

¿Por qué las negociaciones y los arreglos son una parte normal de las decisiones sobre las inversiones en el transporte?

La dura realidad es que la planificación del futuro del transporte va a implicar negociaciones y arreglos. Los fondos son limitados, así que tendremos que priorizar y equilibrar las inversiones y considerar opciones de financiamiento más sostenibles para satisfacer las necesidades de todo el estado.

Desde los túneles y puentes envejecidos hasta las carreteras congestionadas y la falta de aceras y carriles para bicicletas, se necesitan inversiones en todo el sistema multimodal para abordar todos estos problemas, pero no hay fondos suficientes para satisfacer plenamente todas estas necesidades.

Esta actualización del OTP es una oportunidad para crear un sistema de transporte más sostenible y equitativo que lleve a todos los habitantes de Oregon a sus destinos de forma segura y eficiente, e incluso un poco más agradable. La planificación de un mejor futuro del transporte es un reto complejo que va a exigir la colaboración, la negociación y la creatividad a nivel local y estatal.

¿Por qué son limitados los fondos para el transporte?

Actualmente en Oregon una buena parte de los fondos destinados a proyectos de mantenimiento y mejora de las carreteras procede de las cuotas de matrícula de vehículos, el impuesto sobre el combustible y el impuesto sobre el peso-milla de los camiones. Estas fuentes de financiamiento no son sostenibles porque dependen en gran medida de las ventas de gasolina, que han estado disminuyendo durante más de una década a medida que los vehículos se vuelven más eficientes. Al mismo tiempo, los costos de operación han aumentado mucho,



PREGUNTAS FRECUENTES CONTINUACIÓN...

mientras que la porción de las tarifas que paga la gente no han subido de la misma manera. Los gastos están superando rápidamente a los ingresos. Es importante encontrar fuentes alternativas de financiamiento, como los peajes y los programas de pago por kilómetro.

¿Por qué es distinta hoy la planificación del transporte a como era hace 20 años?

El OTP fue aprobado por primera vez en 1992 y se actualizó en 2006. Lo estamos actualizando de nuevo para satisfacer las necesidades de transporte actuales y futuras de todos los habitantes de Oregón.

Aunque la actualización de 2006 tuvo un impacto importante en nuestro sistema de transporte, aún queda mucho trabajo por hacer y nuestras prioridades han cambiado. Esta actualización nos permite crear un plan que responda a las prioridades actuales y pueda adaptarse a un futuro incierto del transporte. Un plan resistente nos ayudará a prepararnos y a hacer frente a las tendencias como el cambio climático, el aumento de las desigualdades sociales y las nuevas tecnologías.

¿Por qué es importante la planificación del futuro del transporte?

Uno de los motivos por los que el Plan de Transporte de Oregón es importante es que el transporte está relacionado con muchos otros aspectos de la vida. El acceso a un transporte seguro, fiable y cómodo facilita nuestro acceso al empleo, la educación, la atención médica, el cuidado de los niños, la alimentación, la vivienda, las actividades recreativas y muchas cosas más. Dado que está relacionado con tantas cosas, nuestro sistema de transporte tiene importantes implicaciones para la equidad social, la salud económica y nuestra capacidad para recuperarnos de los desastres naturales, y tiene un impacto importante en el cambio climático. Cerca del 40% de las emisiones totales de gases de efecto invernadero en Oregón proceden del transporte.

El proceso de actualización del plan nos da la oportunidad de crear un sistema de transporte más sostenible y equitativo que lleve a todos los habitantes de Oregón a sus destinos de forma segura y eficiente. La planificación de un futuro mejor para el transporte es un reto complejo que requerirá colaboración, negociación y creatividad a nivel local y estatal.

ENCUESTA

Queremos recibir sus comentarios sobre el Plan de Transporte de Oregón. Explora las posibles formas de financiación y da tu opinión en [exploreotp.com](https://www.exploreotp.com). Su participación es esencial y nos ayudará a crear un plan que nos abra la oportunidad de crear un sistema de transporte más sustentable y equitativo para todos los oregonianos.

¿QUÉ SIGUE?

A mediados de 2023, llegaremos a la meta cuando la Comisión de Transporte de Oregón apruebe finalmente el plan actualizado.

Para llegar a la meta, estamos trabajando en las siguientes tareas:

- Considerar la relación entre las diferentes formas de transporte y las necesidades únicas de las diferentes comunidades en todo el estado.
- Utilizar una serie de modelos para ayudar a desarrollar un plan flexible que pueda adaptarse a un futuro cambiante de transporte.
- Trazar las prioridades de las inversiones en transporte y establecer un enfoque para implementar la visión, los objetivos y las políticas del OTP.

PARA MÁS INFORMACIÓN



Internet: [Tinyurl.com/OTP-update](https://www.tinyurl.com/OTP-update)



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KẾ HOẠCH GIAO THÔNG VẬN TẢI OREGON

Một tương lai giao thông bền vững cho tất cả người dân Oregon

CÁC CÂU HỎI THƯỜNG GẶP

Kế hoạch Giao thông Oregon là gì?

Tại sao đánh đổi và dung hòa là một phần trong việc quyết định đầu tư ở lĩnh vực giao thông?

Tại sao ngân sách giao thông lại có hạn?

Tại sao kế hoạch giao thông hiện nay lại khác với 20 năm trước đây?

Tại sao kế hoạch cho giao thông cho tương lai lại quan trọng?



Kế hoạch Giao thông Oregon là gì?

Kế hoạch Giao thông Oregon (OTP) định hướng tầm nhìn và các quyết định đầu tư của Sở Giao thông Oregon (ODOT), của chính quyền khu vực và địa phương về các phương thức di chuyển của người dân và hàng hóa, bao gồm đi bộ, xe đạp, phương tiện có bánh lăn, phương tiện công cộng, đường cao tốc, đường sắt, vận chuyển hàng hóa và cả đường hàng không. Phiên bản cập nhật của Kế hoạch Giao thông Oregon sẽ định hướng cho các khoản đầu tư về giao thông trên toàn bang, từ các dự án lớn nâng cấp cầu cho đến sửa chữa vỉa hè, trong vòng 25 năm và xa hơn.

Tại sao đánh đổi và dung hòa là một phần trong việc quyết định đầu tư ở lĩnh vực giao thông?

Sự thật là việc lập kế hoạch giao thông trong tương lai cần có sự đánh đổi và dung hòa. Nguồn ngân sách có hạn, và chúng ta cần phải ưu tiên và cân bằng các khoản đầu tư cũng như cân nhắc các nguồn quỹ ổn định khác để đáp ứng nhu cầu trên toàn tiểu bang.

Từ những đường hầm và cây cầu đã cũ, đến các con đường tắc nghẽn, tới những nơi không có vỉa hè hay làn xe đạp, việc đầu tư cần phải đồng bộ trên toàn bộ hệ thống giao thông đa phương thức để giải quyết các vấn đề. Tuy nhiên nguồn ngân sách không đủ để đáp ứng toàn bộ các nhu cầu này.

Lần cập nhật Kế hoạch Giao thông Oregon này là cơ hội để xây dựng một hệ thống giao thông bền vững và công bằng để tất cả người dân Oregon di chuyển an toàn và hiệu quả - có thể thêm cả niềm vui. Lên kế hoạch để giao thông tốt hơn trong tương lai là một thách thức phức tạp cần có sự hợp tác, dung hòa và sáng tạo ở cấp địa phương và tiểu bang.

Tại sao ngân sách giao thông lại có hạn?

Hiện nay, một phần lớn quỹ để bảo trì và nâng cấp đường bộ của Oregon đến từ phí đăng ký phương tiện, xăng và thuế theo trọng tải- dặm đường. Các nguồn ngân sách này không ổn định vì chúng phụ thuộc nhiều vào nhu cầu tiêu thụ xăng. Nhu cầu tiêu thụ xăng đã giảm trong hơn một thập kỷ vừa qua do các phương

FAQS CONTINUED...

tiện sử dụng năng lượng hiệu quả hơn. Cùng lúc đó, chi phí hoạt động của các dự án lại tăng cao, trong khi tỉ lệ phí phải trả gần như không đổi. Việc chi tiêu đang tăng nhanh hơn chi phí thu được. Xác định được các nguồn thu thay thế khác, bao gồm trạm thu phí và các chương trình thu phí theo quãng đường đi, là rất quan trọng.

Tại sao kế hoạch giao thông hiện nay lại khác với 20 năm trước đây?

Kế hoạch Giao thông đầu tiên được thông qua vào năm 1992 và được cập nhật vào năm 2006. Chúng tôi đang cập nhật một lần nữa để đáp ứng các nhu cầu về giao thông của người dân Oregon trong hiện tại và tương lai.

Mặc dù bản cập nhật năm 2006 đã có những thay đổi có ý nghĩa lên hệ thống giao thông, chúng ta vẫn còn nhiều việc phải làm, và các ưu tiên cũng đã thay đổi. Việc cập nhật lần này sẽ cho phép chúng ta lên một kế hoạch có thể đáp ứng các ưu tiên trong hiện tại và thích ứng với một tương lai không chắc chắn trong lĩnh vực giao thông. Một kế hoạch bền vững sẽ giúp chúng ta chuẩn bị và đối phó với các xu hướng hiện nay như biến đổi khí hậu, gia tăng bất bình đẳng xã hội, và các công nghệ mới.

Tại sao kế hoạch cho giao thông cho tương lai lại quan trọng?

Một trong những lý do làm Kế hoạch Giao thông có ý nghĩa quan trọng là giao thông có liên quan tới nhiều khía cạnh của cuộc sống. Một hệ thống giao thông an toàn, đáng tin cậy và thuận tiện sẽ giúp chúng ta tiếp cận với công việc, giáo dục, y tế, chăm sóc trẻ em, thực phẩm, nơi cư trú, các hoạt động giải trí và nhiều hơn thế nữa. Vì có liên quan như vậy nên hệ thống giao thông của chúng ta có ảnh hưởng rất lớn đến công bằng xã hội, sức khỏe của nền kinh tế, và khả năng phục hồi sau các thảm họa tự nhiên, cũng như ảnh hưởng đến thay đổi khí hậu. Khoảng 40% lượng khí thải nhà kính ở Oregon thải ra từ các phương tiện giao thông.

Việc cập nhật Kế hoạch Giao thông Oregon là một cơ hội để chúng ta có thể tạo ra một hệ thống giao thông bền vững và công bằng để tất cả người dân Oregon có thể di chuyển an toàn và hiệu quả. Lên kế hoạch để giao thông tốt hơn trong tương lai là một thách thức phức tạp cần có sự hợp tác, dung hòa và sáng tạo ở cấp bậc địa phương và tiểu bang.

KHẢO SÁT

Chúng tôi muốn nghe ý kiến của bạn về Kế hoạch Vận tải Oregon. Khám phá tiềm năng của bạn và cho chúng tôi biết suy nghĩ của bạn tại explorotp.com. Sự tham gia của Quý vị là cần thiết để chúng tôi có thể lập nên một kế hoạch đảm bảo hệ thống giao thông bền vững và công bằng cho tất cả người dân Oregon.

BƯỚC TIẾP THEO LÀ GÌ?

Vào giữa năm 2023, việc cập nhật sẽ kết thúc khi Hội đồng Giao thông Oregon thông qua phiên bản cập nhật Kế hoạch Giao thông Oregon.

Để thực hiện được việc này, chúng tôi đang:

- Cân nhắc các mối liên hệ giữa các hình thức giao thông khác nhau và các nhu cầu đặc trưng của từng cộng đồng khác nhau trên toàn tiểu bang.
- Sử dụng các tình huống khác nhau để xây dựng một kế hoạch linh hoạt có thể thích ứng với các thay đổi về giao thông trong tương lai.
- Vạch ra các ưu tiên về đầu tư trong giao thông và đưa ra hướng thực hiện tầm nhìn, mục tiêu và chính sách của Kế hoạch Giao thông Oregon.

ĐỂ BIẾT THÊM THÔNG TIN

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December 2021 – February 2022 Public Outreach and Comment Summary

Oregon Transportation Plan

Working Draft

Oregon, USA

February 18, 2022





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Appendix A. Video Interview Summaries

Appendix B. Focus Groups Summary

Acronyms and Abbreviations

BIPOC	Black, Indigenous, People of Color
EECP	Equitable Engagement Compensation Program
ODOT	Oregon Department of Transportation
OOH	Online Open House
OTP	Oregon Transportation Plan

1 Introduction

The Oregon Department of Transportation (ODOT) is updating the Oregon Transportation Plan (OTP), last updated in 2006. The OTP is the overarching policy document for Oregon’s transportation system. This was the first opportunity for the public to weigh-in on the OTP update. The purpose of the public outreach and engagement was to introduce the project and promote project awareness while seeking input on the project’s definition of equity, values and vision, and key drivers of change.

This report summarizes the outreach conducted during the first round of public engagement, which ran December 2021 into February 2022, and consisted of the following:

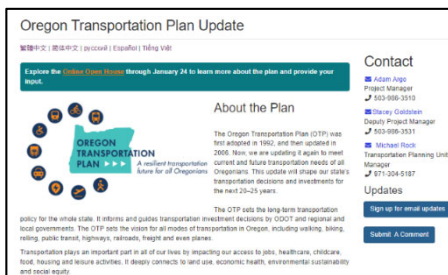
- **Materials and Notifications:** Tools used to convey project information and publicize the Fall 2021 outreach opportunities.
- **Focus Groups:** Outreach conducted to gather input from distinct communities that historically are systemically excluded or underserved.
- **Online Open House (OOH):** Virtual platform with corresponding survey questions.
- **Video Participant Interviews:** Video participants provided their views on barriers and opportunities around Oregon’s transportation system.

2 Materials and Notifications

A wide range of outreach tools were used to publicize the project and encourage public participation.

2.1 Website

Figure 2-1. Website



Vietnamese.

A [project webpage](#), hosted on ODOT’s website, was used to share information as depicted in Figure 2-1.

It provided a project description, schedule, information on project committees and decision-making structure, online open house, and in-language pages. The in-language pages provided project information and surveys in five languages: Chinese (traditional and simplified), Russian, Spanish, and

2.2 Project Video and Interview Summary

Figure 2-2. Project Video



Fourteen interviews were filmed in November and December 2021 with people who live and work in diverse regions: from the rocky Pacific Coast to arid Eastern Oregon, the rural outskirts of Jackson County to downtown Portland, and beyond. Some of the interviewees are involved in transportation planning at the local or regional level, while others less familiar with transportation planning were able to speak about the role

it plays in their lives and communities. These interviews were used to create a short, subtitled video (Figure 2-2) introducing the project and the aim of the updated OTP. The video was uploaded to ODOT’s YouTube channel, shared on ODOT’s social media platforms, presented during the Online Open House, and included in stakeholder emails. Additional videos will be produced this spring to highlight each interviewees story. Key themes that emerged from these video interviews included:

- Safety and social equity are top priorities
- Call for greater transportation access
- Advocacy for investing in multimodal and active transportation
- Transportation is personal

A complete summary of feedback shared during the interviews is attached as Appendix A.

2.3 Digital and Social Media

Figure 2-3. Digital Ads



ODOT posted content on their social media platforms as well as purchased digital ads on Google, Facebook, and Instagram. Multiple campaigns of digital ads ran during the duration of the online open house. Cumulative Facebook engagement reached over 44,000 impressions. Twitter engagement reached approximately 22,050 impressions. Cumulative Instagram engagement reached approximately 5,750 impressions.



2.4 Community Notifications

The project team used city communication and publication platforms, such as blogs and newsletters, to inform Oregonians about upcoming outreach opportunities. Several cities and counties helped spread the word about the online open house by including information on their websites, community calendars, newsletters, and through social media, which is detailed in

Table 2-1.

Table 2-1. Community Notifications

City/County	Organization/Distribution	Date	City/County	Organization/Distribution	Date
Ashland	City website	30-Nov-21	Klamath Falls	Chamber of Commerce	29-Nov-21
Ashland	Chamber of Commerce	30-Nov-21	La Grande	Chamber of Commerce	29-Nov-21
Ashland	American Association of University Women newsletter	30-Nov-21	Lakeview	City website	30-Nov-21
Astoria	City website	30-Nov-21	Medford	Chamber of Commerce	15-Nov-21
Baker City	City newsletter	29-Nov-21	Medford	City newsletter	29-Nov-21
Bandon	City website	30-Nov-21	Medford	Mail Tribune	29-Nov-21
Bend	Source Weekly	29-Nov-21	Newport	City newsletter	30-Nov-21
Brookings	City website	30-Nov-21	Ontario	City website	30-Nov-21
Clackamas County	County website	30-Nov-21	Oregon City	Chamber of Commerce	29-Nov-21
Coos Bay	City newsletter	30-Nov-21	Pendleton	City newsletter	30-Nov-21
Eugene	City Transportation, “In Motion” newsletter	12-Nov-21	Portland	Portland Metro, Food Bank newsletter	15-Nov-21
Eugene	Engage Eugene newsletter	29-Nov-21	Portland	Pamplin Media community calendar	30-Nov-21
Eugene	Eugene Weekly	30-Nov-21	Redmond	Chamber of Commerce	12-Nov-21
Grants Pass	Chamber of Commerce, Community Calendar and Weekly e-Blast	12-Nov-21	Redmond	Cascade Business News	29-Nov-21
Grants Pass	City Manager, newsletter	29-Nov-21	Roseburg	City website	30-Nov-21
Harney County	County website	30-Nov-21	Southwest Oregon	Wild Coast Compass	30-Nov-21
Hermiston	City website	30-Nov-21	Statewide	Oregonian community calendar	30-Nov-21
Hood River	City website	30-Nov-21	Statewide	Oregon Food Bank newsletter	15-Nov-21
Klamath Falls	Herald and News	29-Nov-21	Tillamook	City website	30-Nov-21

2.5 Email Notifications

Five email blasts were sent via GovDelivery to those that subscribed to receive project updates as well as ODOT’s media contacts. Information included an overview of the project and links to the video, online open house and project website.

- **Email #1 – [Share Your Thoughts on Oregon’s Transportation Future](#)**
December 6, 2021
Email Lists: ODOT News Releases + project email list
Recipients: 1,171
Opened: 1,293
Clicks: 249
- **Email #2 – [EXTENDED: Online Open House for Oregon Transportation Plan](#)**
December 21, 2021
Email Lists: ODOT News Releases + project email list
Recipients: 1,207
Opened: 1,072
Clicks: 101
- **Email #3 – [Online Open House Live for Oregon Transportation Plan](#)**
January 13, 2022
Email Lists: ODOT News Releases + project email list
Recipients: 2,133
Opened: 1,011
Clicks: 63
- **Media Release – [Statewide Transportation Plan Online Open House Ends Jan. 24](#)**
January 14, 2022
- **Email #4 – [4 Days Left: Online Open House Live for Oregon Transportation Plan](#)**
January 21, 2022
Email Lists: ODOT News Releases + project email list
Recipients: 2,143
Opened: 775
Clicks: 64



3 Focus Groups

The project team conducted 10 virtual focus groups with participants representing various interests (Table 3-1). The primary goal of the focus groups was to meaningfully collect input from distinct communities that are systemically excluded or underserved. In-language focus groups were facilitated in the four languages (Chinese, Russian, Spanish, and Vietnamese) and included a presentation and questions for each group.

For many people, it costs time and money to engage with ODOT in taking time off work, travel expenses, and even childcare. This barrier is higher for certain communities. Qualifying attendees of the focus groups were compensated for their time and effort to participate through the Equitable Engagement Compensation Program (EECP).

Table 3-1 Focus Groups

Focus Group	Date
Vietnamese speakers	January 19, 2022
Russian speakers	January 20, 2022
Spanish speakers	January 23, 2022
Rural Area Interests	January 26, 2022
Seniors	January 27, 2022
Chinese speakers	January 29, 2022
Americans with Disabilities Act & Accessibility	January 31, 2022
Black, Indigenous, People of Color (BIPOC)	February 1, 2022
Working Families & People Experiencing Low Income	February 2, 2022
Youth	February 7, 2022

A focus group summary is included in Appendix B.

4 Online Open House and Survey

The project’s OOH was launched on the project website on December 13, 2021. Much like an in-person open house, the online platform provided informational stations to learn about the project and gather public feedback via the embedded survey, which closed on January 24, 2022.

The OOH received more than 1,500 unique visitors. More than 300 people interacted with the English survey embedded in the OOH. In addition, the project received 17 Spanish, 34 Chinese, 55 Russian and 45 Vietnamese completed in-language surveys.

The survey included a mix of quantitative and qualitative open-ended questions that aimed to ensure the OTP is on the right track. Respondents could provide input about the prioritization of key values, the project’s vision, and what drivers of change should be considered. In some instances, respondents could suggest themes that the plan had not yet considered.

To promote input from non-English speaking Oregonians, surveys were translated into five languages, Chinese (traditional and simplified), Russian, Spanish, and Vietnamese, and made available on the respective in-language webpages.

The OOH presented project information in a format accessible to visitors using smart phones, tablets, and computers. The OOH included the following stations:

- **Welcome Page.** Participants could view the project video, purpose of the online open house, information on how to receive information in other languages, and an overview of the six informational stations.
- **Station 1 – Plan Overview.** An overview of the OTP, why it is being updated, how it affects all Oregonians, who are involved in the plan update, and the project schedule.
- **Station 2 – An Equitable Transportation Future.** This station explained the emphasis that social equity will play in the OTP and identified the demographics considered systemically excluded or underserved. This station also split social equity into process equity and outcome equity, which is a major distinction in the plan.
- **Station 3 – Where are We Now.** Several statistics relating to the demographics of Oregon and how various communities get around were presented at this station. Demographic information such as age, income, gender, race/ethnicity, commute type, and more was provided.
- **Station 4 – Drivers of Change.** Key trends and drivers of change that influence our transportation system were introduced, including social equity, climate change, population and labor force changes, economy, emerging transportation technology, and resiliency and

Figure 4-1. Online Open House



disaster planning. Each driver of change was further expanded by explaining how it does or could influence operation of Oregon's transportation system.

- **Station 5 – Setting the Vision and Values.** Key themes were presented for the plan vision and values including equity, climate resiliency and sustainability, community and economic benefits, and transportation choices. Each value was further defined to provide a more honed vision for how Oregon's future transportation system will operate, grow, and adapt.
- **Station 6 – Stay Involved.** Participants were invited to sign up to receive updates and information on staying involved as the project progresses.

4.1 What We Heard

Transportation affects every individual on a daily basis and in a different manner. As a department of transportation, it is challenging to accommodate everyone's unique situation. There are many tradeoffs to consider, opposing viewpoints and desires, and the potential for deep and lasting consequences for our state. The survey for the OTP update reveals that these tensions remain in the transportation realm, though some key themes emerged.

Key themes from survey respondents included:

- Climate change is a leading value and driver of change for Oregon's transportation system.
- Oregon's transportation system is not perceived to be safe, especially for people that do not drive or are not able to drive.
- There are disparities in access to safe, efficient and accessible transportation options across the state of Oregon, especially for non-drivers, those that are not able to drive, low income and BIPOC community members and those that live in rural areas.
- Transit is ineffective for many Oregonians, leading to people to take other modes. Transit conditions affect certain communities more than others, especially those that are not able to drive, such as youth, seniors, people living with disabilities, and rural/suburban residents. Transit for non-drivers is particularly challenging for intercity trips in Oregon.
- While there are large calls to reduce auto-dependency, respondent's also request more auto-focused facilities, such as added highway lanes, improved roadway conditions, more parking, freight-lanes, and more.
- There were a number of respondents that mentioned houselessness creating unappealing and uncomfortable conditions for riding transit, multiuse paths, or walking in certain areas. While houselessness is a national issue that cannot be solved by ODOT alone, it is affecting some people's comfort and desire to use alternative forms of transportation.

4.1.1 How do you travel to work, school, and play?

Figure 4-2 and **Error! Reference source not found.** illustrate how COVID-19 affected the way respondent’s move around during a typical day. While COVID has led to many shifts in society, this survey does not show any major shifts in the way respondents get around. However, one notable shift is a reduction of transit ridership and an increase of other modes of transportation, which most people indicated as an increase in telecommuting.

Figure 4-2. Transportation prior to COVID-19

Prior to COVID-19, how did you travel to work, school, and play? (check all that apply)

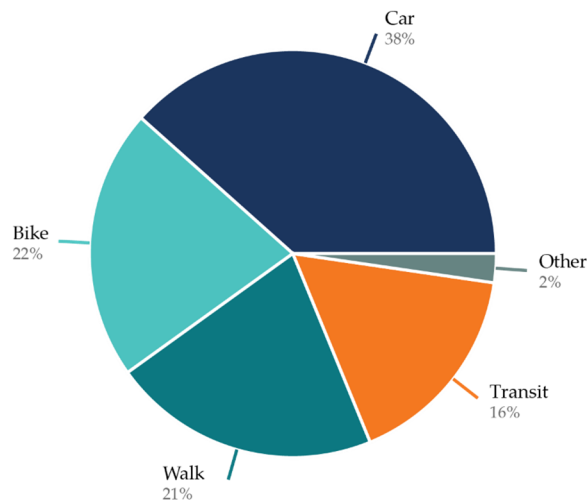
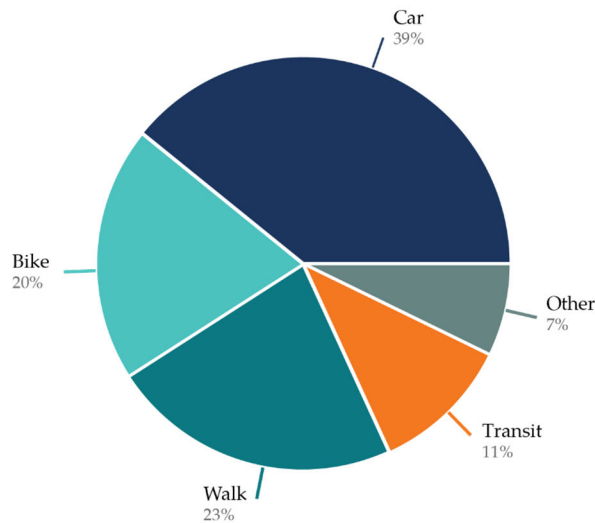


Figure 4-3 Transportation Trends after COVID-19 began

After the start of COVID-19, how did you travel to work, school, and play? (check all that apply)



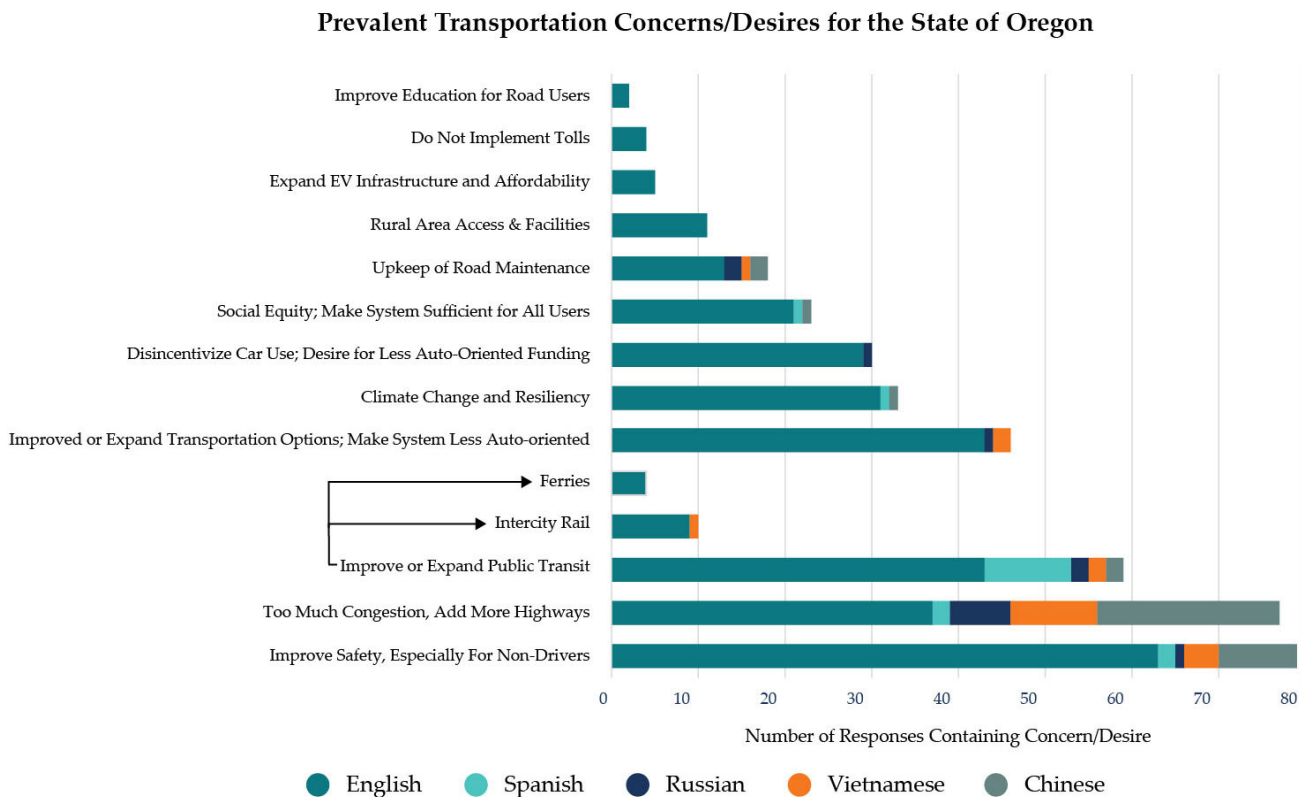


What are the top transportation concerns you would like the plan to address?

Respondents were invited to provide an open-ended response, indicating what major concerns they had with the current transportation system in Oregon. Many themes emerged (Figure 4-4) including the following most prevalent themes:

- Improving road safety, especially for non-drivers.
- There’s too much congestion and Oregon needs more highways and lanes.
- Improve and expand public transportation, including intercity passenger rail and ferry service.
- Improve, or increase, overall transportation options to create a less car-dependent Oregon.

Figure 4-4 Top Transportation Concerns



4.1.1.1 Select Respondent Comments

- “More investment in public transit and active transportation. Increase safe connectivity between biking, walking, and transit.”
- “I literally don’t have a way to walk or take transit to school because I live rurally.”

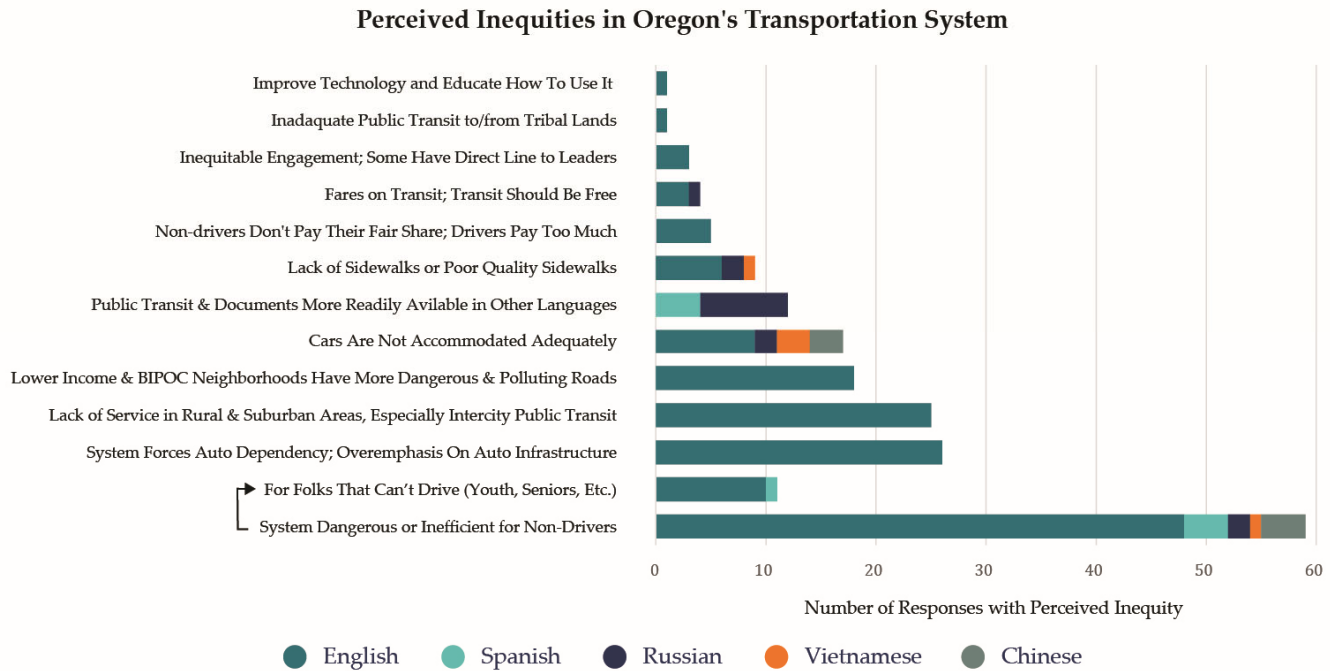
- “I’d like to be able to ride a bicycle without feeling as though car- and truck-drivers are compromising my safety.”
- “Cars need to be kept a priority and affordable. Public transport and bike etc. can’t provide adequate transportation for most places on the west coast.”
- “Cars, a mode which costs thousands of dollars per year, are prioritized **overactive** and public transportation, modes which reduce a person’s financial burden from transportation...”

4.1.2 What is an inequity in Oregon’s transportation plan that needs to be addressed?

Transportation impacts access to jobs, healthcare, childcare, food, housing, and leisure activities. Due to a history of systemically excluding and underserving certain communities, inequities exist. Figure 4-5 illustrates the most prevalently perceived inequities in Oregon’s transportation system among survey respondents which include:

- Inefficient, ineffective, and unsafe system for users of alternative modes of transportation, such as biking, walking, or public transit.
- There is forced auto-dependency in our system, stemming from an overemphasis on automobile infrastructure and funding.
- A lack of service in rural and suburban areas, especially relating to public transit. The most notable issue with rural and suburban public transit is connectivity to other cities and regions.
- The transportation system is dangerous and ineffective for people that are not able to drive, such as kids, seniors, and folks with disabilities.
- BIPOC and Lower-Income neighborhoods have more dangerous roads, which also have more noise and particulate pollution.
- There needs to be more materials and information for public transit that is readily available in other languages (such as signs and placards on transit vehicles, more multi-lingual operators, etc.).
- There are conflicting ideals between drivers and non-drivers. Non-drivers perceive vehicles to be an inequitable expense and communal safety risk that can be avoided by accommodating alternative modes of transportation, which sometimes requires inconveniencing people that drive. Meanwhile, people that drive are feeling frustrated that more space is being claimed for alternative modes of transportation while traffic and congestion continues to worsen.

Figure 4-5 Perceived Inequalities



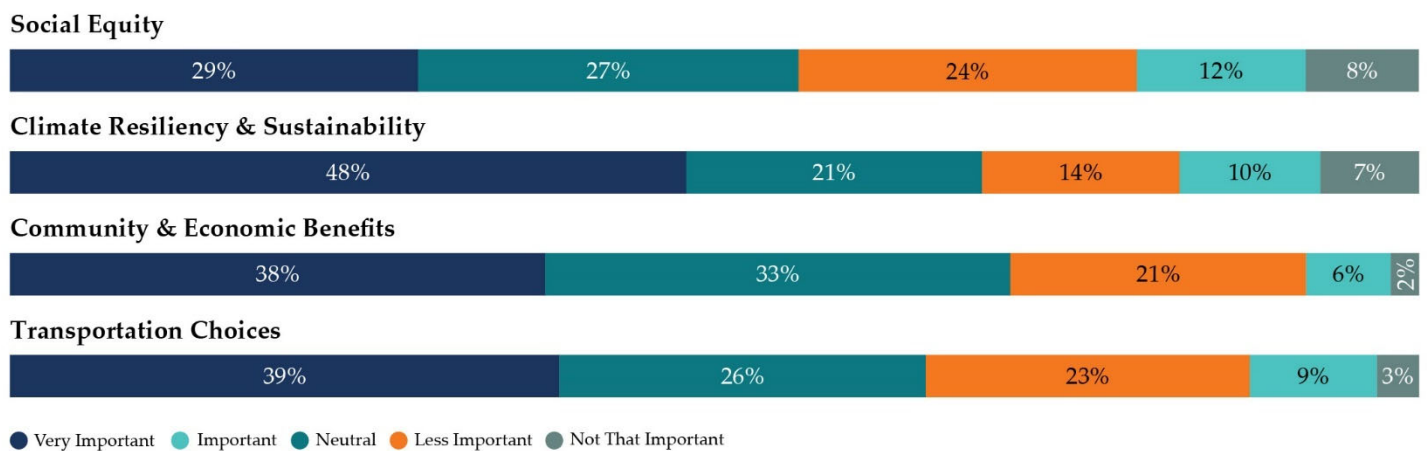
4.1.2.1 Select Respondent Comments

- “If you can't drive or don't own a car, you live in a second-class transportation system.”
- “Cities are primarily designed for cars, in fact, you might say that our system suffers from ‘Auto Privilege’. I am nearly 70, and use both a car, bike and my feet to get around... The biggest inequity in Oregon's transportation system is that those that cannot or choose not to drive are third class users at best.”
- “The most dominant mode of travel - SOV travel - receives the least amount of consideration.”
- “I feel bad for people who need to take public transport with all the bad behavior I have witnessed at times on public transportation.”
- “Lack of service in rural & suburban areas, esp ineffective rural public transit, esp to other regions.”
- “Too much spent on bikes and alternative transportation and not for vehicles.”
- “Access for people who speak [languages other than English].”
- “The huge economic burden that the cost of car ownership places on low income people that cannot be avoided due to lack of alternative transportation.”

4.1.3 Which values are important to you in your daily travels?

The project is using a social equity-driven approach to be accessible, inclusive, and culturally responsive. The OTP seeks to engage diverse voices across the state to create a resilient and sustainable plan that serves all Oregonians. While Social Equity was not the highest regarded value for the OTP, respondents noted the importance of the other values in supporting Social Equity. The following chart illustrate the values most important to respondents in their daily travel decisions. Overall, Climate Resiliency & Sustainability is the most important value in respondent’s daily travels choices while Social Equity ranked lower.

Figure 4-6 Respondent’s Ranking of Values in Daily Transportation Decisions



4.1.3.1 Are there any values we should add?

Many the respondents reiterated existing identified values. However, one additional key value respondents repeatedly offered was Safety. Other values that emerged included Efficiency/Connectivity/Accessibility, Innovation, and Physical/Mental Health. Two respondents suggested making up for historical injustices as a value. Many respondents noted the intrinsic connection between all of the values.

4.1.3.2 Select Respondent Comments

- “The value of human focused infrastructure, building roads and streets that encourage active transport for local trips, and fixing land use to allow more trips to be local. Prioritize those outside of a vehicle inside city limits.”
- “I don't see anything that specifically addresses safety of the system.”

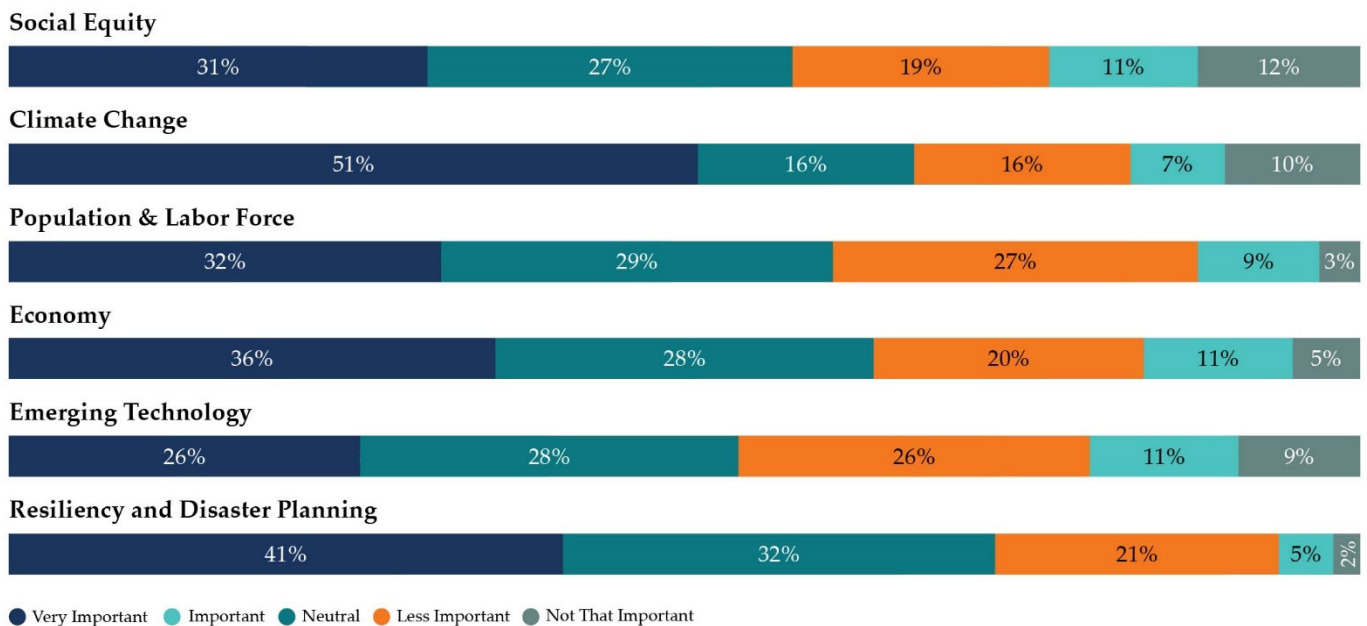


- “A transportation system that works for families, children and the elderly. A transportation system that coordinates between the private and public sectors (eg. schools and businesses) to coordinate travel times.”
- “Correcting historical injustices (disproportionate pollution in marginalized communities, highways tearing apart neighborhoods)”
- “Ranking [drivers of change] doesn't make sense when they all contribute to each other.”

4.1.4 Please rank the drivers of change from most important to least important

In order to provide a safe and reliable transportation system that serves all who rely on it, this question focuses on high-level “drivers of change.” Drivers of change are forces that influence the evolution of transportation. Figure 4-7 indicates which of the six listed drivers of change were most important to Oregonians. Overall, Climate Change ranked as a top choice as a key driver of change for Oregon’s transportation system. Emerging Technology was the least important driver of change.

Figure 4-7 Respondent’s Ranking of Key Drivers of Change



4.1.4.1 Are there other trends or key drivers of change we should consider?

The philosophical saying of “the only constant is change” is relevant to transportation. Factors external to transportation can have major implications for the efficacy of the system. Many

respondents reiterated already-identified drivers of change, though there were a few others identified:

- Codes, regulations, governance, and funding have major influences in the way a transportation system operates and evolves. Furthermore, these drivers can also act as anti-change, preventing progress from occurring.
- As social beings, humans put a lot of investment in social norms, perceptions, and knowledge. Change can be stymied or promoted depending on the opinions and knowledge of society.
- Land-use is inexorably linked to transportation. Housing and land-use was another driver of change that was identified in the survey.

4.1.4.2 Select Respondent's Comments

- "Climate crisis worsening emissions that impact BIPOC, rural, young, queer, low-income people first and most."
- "You good folks at ODOT continue to promote and strengthen the status quo, when you really need to be drivers of CHANGE. It's not going to be easy but you need to get started TODAY."
- "You should consider how as a department you've been a key driver in the dominance of car centric transportation and proliferation of single occupancy vehicle use."
- "Public transit, amount of stations that connect to each other, safety of those stations. Having to choose between being on time and being environmentally conscience."
- "How people's views of transportation needs/wants/desires are changing. How are we creating a transportation system for the next generation."
- "The affordable housing crisis is a driver of change--people are having to live further away to afford housing and that can make them more dependent on driving if public transit isn't convenient and reliable."
- "Cultural shifts. More people desire to live in higher density urban areas than previous generations, the infrastructure we have and continue to expand on was designed for the 20th century."
- "Electric cars are the future of cars, cars are not the future."

4.1.5 What else would you like to share with us?

The comments from this question reflected the results from the rest of the survey. Respondents leaned on induced demand as being a reality that is often forgotten under the pressures in the

discourse of congestion, greenhouse gas emissions, modal shifts, politics, and more. Some commentors noted that all the values and drivers of change in the plan are a moot point if the climate fails, which suggests the reasoning for the prominence of climate change in the responses.

An overwhelming majority of comments contained descriptions that are often a reality in many European cities, such as car-free city centers, a complete network of separated bicycle paths, or intercity rail that connects to regional and local transit systems.

Additionally, there was a pattern of comments that suggested insufficient sidewalks in Oregon, with SW Portland most often named specifically.

While an overwhelming majority of comments requested better active transportation networks, there was a pattern of respondents asking for improved highways and vehicle facilities. Some specifically stated that freight movement was a major reason for their suggestion.

Respondents also wanted to remind ODOT and the project team that Oregon consists of more than Portland and the Willamette Valley.

The above comments are specific to the English survey respondents. Respondents from the in-language surveys suggested a need for improved transportation safety and significantly expanding public transit. The Chinese, Russian, and Vietnamese survey respondents also largely highlighted a need for more lanes on highways and smoother roads.

4.1.6 Demographic Information

At the end of the survey, participants were asked about engaging their communities and other demographic questions.

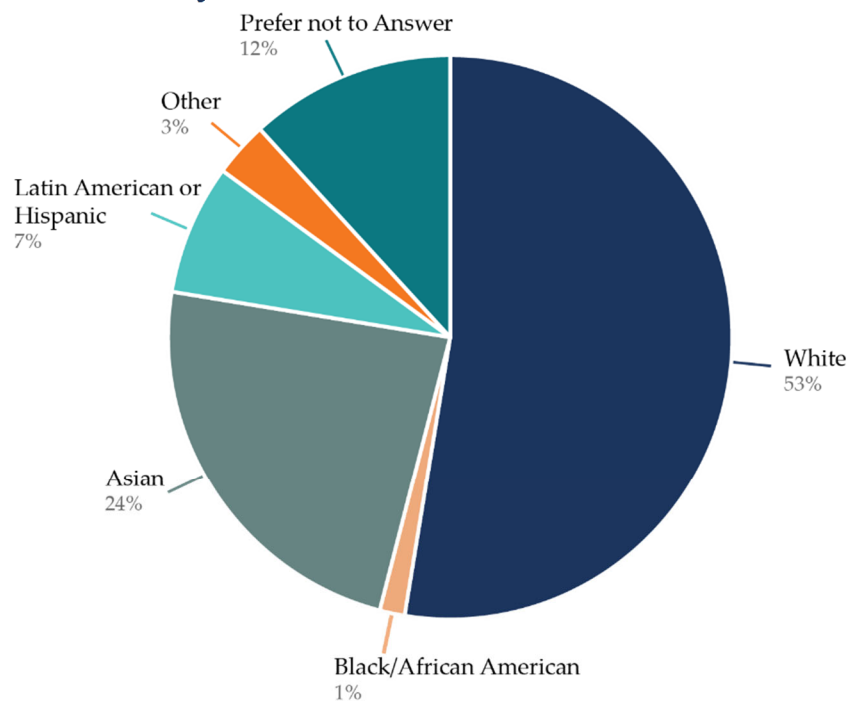
4.1.6.1 Race and Ethnicity of Respondents

When comparing to the National Center for Health Statistics demographics for Oregon, the survey received proportional representation for Black/African American respondents. Meanwhile, the White, Asian and Latin American/Hispanic response rates did not correspond with Oregon’s demographics, though 12% of respondent’s preferred not to answer, which could have an influence on the discrepancy.

Table 4-1 Race and Ethnicity

Race/Ethnicity	Percent of Respondents	Percent of Oregon’s Population <i>(Oregon’s State Health Assessment, 2018)</i>
White	53%	76%
Latin American/Hispanic	7%	13%
Asian	24%	5%
Black/African American	1%	2%
Other	3%	
Prefer not to answer	12%	

Figure 4-8 Race and Ethnicity



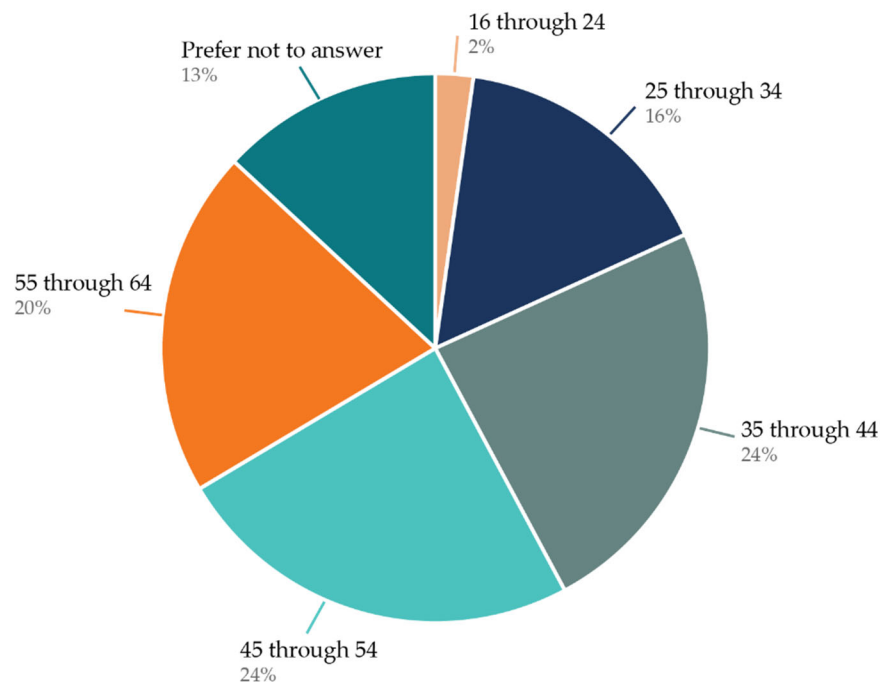
4.1.6.2 Age of Respondents

The age demographics for the survey can also be compared to US Census data, which shows that ages 25 through 44 were proportionally represented in the survey. All other ages did not respond proportionally to Oregon’s age demographics. However, 18% of respondents preferred to not answer the question, which could explain a portion of the non-proportional representation. In an effort to appropriately hear from all age groups, the project team is conducting several focus groups, two of which are for seniors and another for youth.

Table 4-2 Age of Respondents

Age	Percent of Respondents	Percent of Oregon’s Population <i>(infoplease.com, US Census Data)</i>
0 through 16		21%
16 through 24	2%	13%
25 through 34	16%	14%
35 through 44	15%	15%
45 through 54	24%	15%
55 through 64	26%	9%
65 and older		13%
Prefer not to answer	18%	

Figure 4-9 Age of Respondents



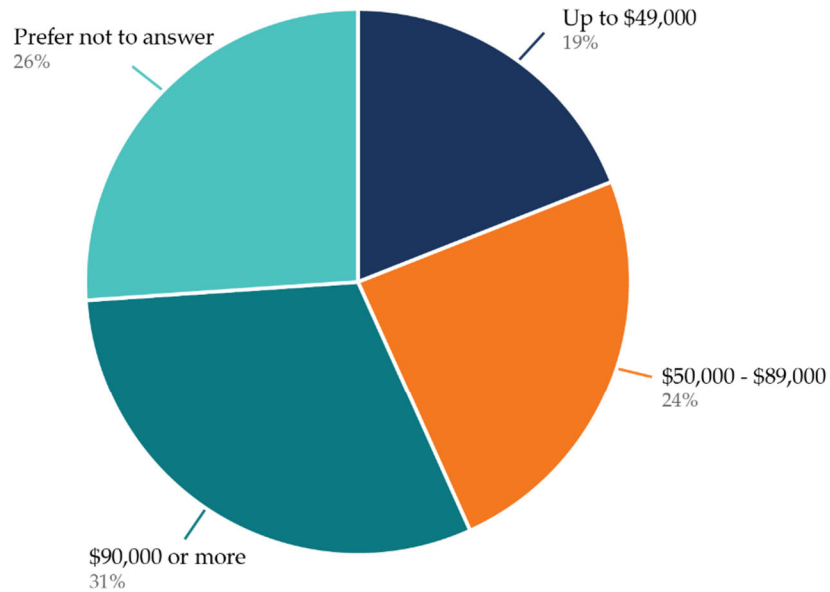
4.1.6.3 Income of Respondents

An inverse relationship between Oregon’s income demographics and response rate can be recognized in the Online Open House survey respondent results. In an effort to reach lesser-heard voices, the project team is conducting a focus group for working families and people experiencing low income.

Table 4-3 Income of Respondents

Annual Household Income	Percent of Respondents	Percent of Oregon’s Population <i>(statisticalatlas.com, US Census Data)</i>
Up to \$49,999	15%	47%
\$50,000 to \$89,999	22%	31%
More than \$90,000	40%	22%
Prefer not to answer	23%	

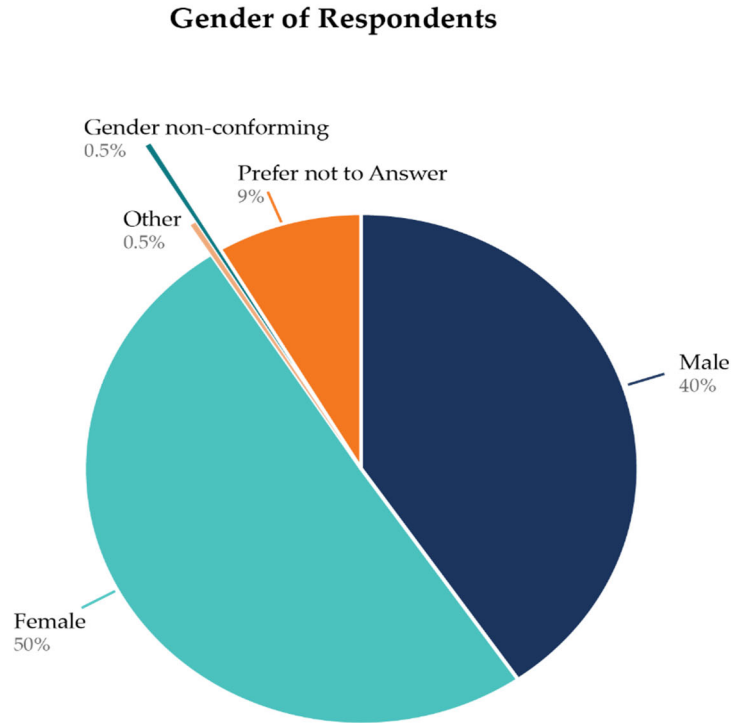
Figure 4-10 Annual Income of Respondents



4.1.6.4 Gender of Respondents

In general, the gender of respondents corresponds to Oregon’s ratio between male and female demographics. In Oregon, the ratio between the male and female binary is 49.5% to 50.5% respectively. Research on the demographics of non-binary and gender non-conforming people in Oregon is not robust enough to ensure there is meaningful representation.

Figure 4-11 Gender of Respondents





Appendix A. Video Interview Summaries



Appendix B. Focus Groups Summary



Focus Group Summary Report

Oregon, USA
February 22, 2022



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Acronyms and Abbreviations

ODOT	Oregon Department of Transportation
OTP	Oregon Transportation Plan
ADA	Americans with Disabilities Act
EECP	Equitable Engagement Compensation Policy & Program
BIPOC	Black Indigenous People-Of-Color
NGO	Non-Governmental Organization

1 Intro

To meaningfully collect input from distinct communities that are systemically excluded or underserved, the project team conducted 10 focus groups, four of which were conducted in Spanish, Chinese, Russian, and Vietnamese with a total of 54 participants representing a wide range of lived experiences.

1.1 Approach

The focus groups were intended to gather meaningful input from communities that are systemically excluded or underserved in the political and planning process. The identified audiences included rural-area interests, seniors, folks living with one or more disability, youth, working families and people experiencing low income, and Black, Indigenous, and People of Color (BIPOC). There were four in-language focus groups that were intended for folks that do not speak English or have limited English proficiency. These focus groups were facilitated by PKS International, a culture and language outreach partner for the project.

Over 140 non-governmental organizations (NGOs) were contacted to participate in the focus groups. The NGOs were invited to specific time slots that their focus group would be held during, most of which were after work or school hours.

The focus groups were held via Zoom. The English focus groups were facilitated by HDR, while the in-language focus groups were facilitated by community engagement liaisons from PKS International with HDR in attendance for notetaking, technical assistance, and the ability to answer questions.

In an effort to reduce barriers to participation, Oregon established the Equitable Engagement Compensation Program (EECP), which compensates individuals that participate in the public involvement process. The primary qualification for compensation was ensuring that folks were not getting compensated through an employer or other program during the time of the focus group. Compensation came in the form of a \$30 Visa gift card.

2 Focus Group Details

2.1 Focus Groups

Table 2-1 outlines the interest area of each focus group, the number of participants, and date of each meeting.

Table 2-1 Focus Groups

Organization/Interest	Participant(s)	Date
Vietnamese Speakers	4	January 19, 2022
Russian Speakers	7	January 20, 2022
Spanish Speakers	6	January 23, 2022
Rural Area Interests	7	January 26, 2022
Seniors	3	January 27, 2022
Chinese Speakers	4	January 29, 2022
People Living with One or More Disability	5	January 31, 2022
Black, Indigenous, People of Color (BIPOC)	2	February 1, 2022
Working Families & People Receiving Low Incomes	7	February 2, 2022
Youth	9	February 7, 2022

3 Focus Group Key Themes

3.1 Rural Area Interests

The focus group dedicated to rural area interests was attended by people that live in rural areas or representatives of constituents in rural areas. Some organizations that were represented included the Oregon Coast Alliance, Rural Development Initiatives, Cascade East Transit, and others.

Key themes included:

- Rural Road Maintenance:** Rural areas are often not provided adequate funding for road maintenance. The heavy machinery and delivery trucks required for agriculture, timber, and other industries often put a lot of wear and tear on the rural roads. In some noted instances, rural bridges have degraded enough that they require weight-restrictions which forces these vehicles to take longer, more circuitous routes, thus emitting more greenhouse gas emissions. One participant explained how it would take drivers nearly 3 hours due to weight restricted bridges. This is further exacerbated by online commerce.
- Rail Closures:** Continual closures of rail lines have put further stress on rural roads. The added truck traffic often causes delays and more greenhouse gas emissions. COVID has presented more challenges as there is currently a shortage of truck drivers. Airports were mentioned as an underutilized link for goods and service access.
- Access to Life Amenities:** Residents in rural areas have barriers to accessing the same amenities and opportunities as urban residents, such as jobs, healthy food, and support services. Due to the geography and nature of public transit, rural residents are essentially required to own private vehicles.

- **Coastal Vulnerability:** Coastal communities are immensely vulnerable to natural disasters. One example provided was the US-101, which was described as crucial for livability and ability to evacuate. Many participants shared their experiences, as more than once per year the US-101 is closed due to flooding which creates unacceptable conditions for evacuation. Furthermore, there are few portals to leave the coast or provide coast to coast transportation alternatives.

3.2 Seniors

The focus group dedicated to senior interests was attended by seniors or representatives of senior constituents. Some organizations that were represented included the Council of Aging, Oregon Association of Area Agencies on Aging and Disabilities, and others. The focus group for seniors provided insight into the unique challenges that exist for people as they age.

Key themes included:

- **Transit Stops:** Public transit does not adequately accommodate the aging population. Any transit-stop without a bench is less accessible for people that are aging. Waiting for transit without a covered place to sit in the rain is often considered a large obstacle for seniors, which steers them to other forms of transportation or cancelling a trip altogether.
- **Driver Shortages:** Transit in many smaller cities and regions is perceived to be inadequate. The onset of COVID has caused more problems in many small cities and regions due to a lack of bus drivers. Participants shared that many agencies are operating on shortened Sunday hours or eliminating service altogether for selected days.
- **Door-Through-Door:** Regulations on ride hailing companies and paratransit often do not provide needed support for seniors. If a passenger has a mobility device, then drivers for ride hailing companies are not allowed to handle it which can be a serious barrier. Furthermore, the idea of door-to-door transportation was criticized for its inability to truly complete a full trip which led to the proposed idea of door-*through*-door transportation.
- **Public-Private Coordination:** Participants expressed a need for more public-private coordination between medical facilities and transit for seniors to utilize. Using home-addresses, medical facilities can better schedule seniors that live near each other to combine as many trips as possible, instead of scheduling for the 'next available appointment'. This process would improve the efficiency and quality of the service provided by both transit and medical providers. Furthermore, it would provide an opportunity for socialization among seniors.
- **Snow Removal:** Sidewalk snow removal is the responsibility of homeowners and renters. As a result, it is rare for sidewalks to be consistently clear in snowy months, which creates a broken network. Snow covered and icy sidewalks present a serious safety hazard, which may prevent seniors from accessing transportation or participation in society. Furthermore, the responsibility of snow

removal for seniors is a physically demanding task that many may not be capable of.

- **Intercity Transit:** Transit between cities and regions is disjointed, which leaves transit-dependent seniors unable to access other parts of the state.
- **Understanding Technology:** Access and comprehension for all users need to be considered when adopting new technology. Many seniors do not have smart phones, preventing their access to useful tools and information such as real-time location of buses. Furthermore, many seniors lack tech-literacy and would require education/lessons to use new technology.
- **Aging in Place:** As people age, they often feel their transportation independence begin to diminish. Aging-in-place has become a more prevalent ideal, which requires seniors to maintain transportation independence. One of the ways for seniors to maintain transportation independence in Oregon is by using public transit. As a result, any limitations of transit access in rural areas makes aging in place challenging for seniors, and individuals often have to move.

3.3 People Living with One or More Disability

The focus group dedicated to ADA and accessibility interests was attended by people living with one or more disability or representatives of such constituents. Some organizations that were represented included the Disability Service Advisory Council, Central Oregon Coalition for Access, Oregon Association of Area Agencies on Aging and Disabilities, Central Oregon Disabilities Support Network, and others. Each disability is a unique experience which adds to the complexity of providing safe, efficient, and comfortable transportation.

Key themes included:

- **ADA Pick-Up and Drop-Off:** Regulations on ride hailing companies have restricted them to particular pick-up and drop-off locations such as airports, large venues, or events. For people with physical disabilities, the additional walking can be a strain to reach their final location. For people with vision impairments, finding the pick-up and drop-off location can be especially disorienting.
- **Quality of Life:** Participants shared frustration over the distribution and access to funding. There was a general consensus that funding should be distributed more efficiently to improve existing systems and make life better rather than congestion-orientated projects.
- **Imposed Limitations:** For transit-dependent people, their days cannot start until transit starts and must end when transit service ends. COVID has created additional limitations through a shortage of drivers for public transit, as a result, whole communities are suffering from inadequate transportation services. People with disabilities still need options regardless of driver availability. Ride sharing services are not an affordable alternative for daily transportation.
- **Destination Access:** Many Oregonians that live with a disability rely on walking, paratransit, ride hailing services, or friends and family. Medical

appointments can be especially difficult to access because some offices are not located on transit routes.

- **Sidewalks:** Sidewalk navigation is difficult for folks with disabilities. Participants shared experiences where sidewalks were uneven, different widths and sometimes not wide enough for a wheelchair with additional obstacles of poles and construction cones. Construction sites consider vehicular detours but rarely provide pedestrian or bicycle accommodations such as temporary walkways or bike lanes.
- **Predictability:** Participants shared frustration over the lack of universality in street design across the state. While ADA guidelines must be followed, intersections are not predictable. Some have pushbuttons, some announce location and the ability to walk, and roundabouts vary with each location. This can be difficult to navigate in unfamiliar locations particularly for people with low vision.
- **Disjointed Transit Agencies:** Oregon has several transportation agencies each with their own schedules, payment systems, stations, and vehicle characteristics. Participants expressed a need for a central agency that manages fare collection, scheduling, and information. This would create uniformity across agencies that improves legibility and predictability, as well as allow riders to utilize a one-payment card to move around the entire state. The various transit agencies can be challenging for anyone to navigate and often don't adequately serve region-to-region travel. In some instances, such as in the Willamette Valley, private companies have filled the regional transportation gap. However, places in Eastern, Southern, and Coastal Oregon do not have adequate access to regional transportation.
- **Paratransit:** Paratransit is perceived as inefficient due to the number of interim stops and the need to reserve buffer-time around appointments. One example described a 30-minute errand that took 2 hours because of paratransit inadequacy. Participants often chose alternatives to be more cost and time efficient, such as ride share. Another participant noted that taking TriMet to work, which included a transfer, took less time than paratransit (over 1.5 hour) despite access challenges to the TriMet stops because of their disability. Additionally, people who have acquired a disability must undergo a difficult and lengthy process to gain access to paratransit which burdens people with new disabilities and their friends/families.

3.4 Working Families & People Receiving Low Incomes

The focus group dedicated to working families and people receiving low incomes was attended by such individuals or representatives of those constituents. Some organizations that were represented included the Black Futures Farm, United Way of Jackson County, Black Food Sovereignty Coalition, and others.

Key themes included:

- **Imposed Limitations:** Participants expressed frustration with public transit as the times of operation were limited, required too many transfers, had too many stops, took too long, or were unpredictable. Often, transit does not serve special events especially for events in more rural areas. Other limitations focused on public safety. Some examples included bus stops, poor facilities, missing sidewalks, poor lighting, shelters, and lack of rider information.
- **Vehicle Design:** It was proposed that smaller transit agencies could improve transportation alternatives by providing space for strollers, carts, or other larger items. Many people that receive low income are often dually impacted by living in food deserts; their purchases can be difficult to accommodate for smaller buses.
- **Access to Life Amenities:** Many people receiving low income live in rural areas. Participants shared that often there was less reliable service and lacked real-time travel information. As a result, folks sometimes have to wait 30 or more minutes for a bus to arrive.
- **Disjointed Transit Agencies:** Participants shared their experiences travelling on public transit across agencies as confusing and challenging when interacting with multiple agencies that often require multiple fares. These factors further burden transit-dependent Oregonians. The concept of a centralized office or agency could alleviate this burden as well as organize transit passes and discounts to help people receiving low income to navigate the system.
- **Bike Lane Debris:** In some cities, roads are cleared of debris that is swept into the bike lane, which creates hazardous conditions. Regulating this behavior and providing alternatives would provide a safe experience for all users.
- **Bicycle Affordability:** Bicycles are expensive and difficult to afford. There is a desire for more programs to help people get access to bicycles and the gear they need.
- **Work From Home:** COVID has further exacerbated inequities in transportation since working from home is a privilege that most people receiving low incomes simply don't have.
- **Smoke and Fire Season:** Smoke and fire season is particularly dangerous for Oregonians without a car. The time spent waiting outside for transit, biking and walking can expose lungs to harmful particulate matter. Participants perceived public transit infrastructure as failing to account for this.

3.5 Youth

The focus group dedicated to youth interests was attended by individuals ages 8 to 20 or representatives of youth constituents. Some organizations that were represented included the Camp Fire Columbia, Boys & Girls Club of Corvallis, Youth 71Five Ministries, and others.

Key themes included:

- **Access to Life Amenities:** Youth can feel limited in their abilities to travel day to day. Their options are often dictated by their age range as well as access to

personal vehicles and public transit. Several youth and youth representatives expressed the difficulty of accessing transportation alternatives outside of their known local neighborhoods. Time constraints and route options are additional barriers, so they often have trouble traveling to or outside of rural locations.

- **Disjointed Transit Agencies:** It is hard to navigate different agencies and service providers. Participants also expressed discomfort taking transit in new locations where routes and schedules are unknown.
- **Safety:** When considering transportation alternatives, safety was a key element. There was a consensus that the lack of maintenance often prevented individuals from using or considering public transportation. Some examples included the maintenance of bus stops, sidewalks, and intersections.
- **Access and Organization of Transit Information:** Youth often utilize their smartphones and technology for daily transportation, but many individuals voiced difficulty navigating in real-time updates. Participants expressed interest in having a centralized place for designated routes of buses and bikes, bus schedules, and real-time updates. People stated that this potential tool, via website or app, would affect their decision to choose transportation alternatives over their personal vehicles.
- **Public Perception of Public Transportation:** Several safety concerns were discussed such as enforcing public COVID regulations of 6 feet apart, apprehension of waiting alone at bus stops, and nearby houseless populations. Most individuals stated that while COVID has not directly affected their transportation options, it is often a deterrent from using public transit.

3.6 Black, Indigenous, People of Color (BIPOC)

The focus group dedicated to BIPOC consisted of two participants. Both spoke about the role of transportation in their lives and communities.

Key themes included:

- **Safety:** When considering transportation alternatives, one participant expressed that close proximity often makes it difficult for low vision users to also navigate on the same sidewalk. Safety for all users was a main concern along with sidewalks, routine bus schedules, and affordability.
- **Access to Life Amenities:** Both participants shared experiences of using transit ridership and often encountering difficulty. Frequency and efficiency of bus service often fails to meet transportation needs. It was noted that bus schedules have become more challenging during COVID.
- **Community Engagement:** Both participants expressed disappointment over the low turnout of the focus group. When considering future opportunities of engagement, they recommended more events that come to participants. One participant commented that no one in their social group had been knowledgeable of the ongoing online open house and encouraged surveys to be wider reaching for people to engage.

3.7 Vietnamese Speakers

In the Vietnamese focus group, using a personal vehicle is the most prevalent way to get around. Participants noted that public transit was not attractive enough to encourage them to use it.

Key themes included:

- **Speed Limits:** The most prevalent desire for Oregon's highways was to have the speed limits increased in order to reduce congestion and aggressive driving behavior.
- **Driver Behavior:** Participants perceived that congestion has become worse over the years and is not decreasing. In addition to more congestion, aggressive driving behavior has also increased such as speeding, tailgating, not signaling, and breaking erratically. The notably worse hours of the day include morning commute, lunch rush, and evening commute.
- **Language Accommodation:** Learning the transportation system is a difficult hurdle to overcome for people who do not speak English or have limited English proficiency. For instance, adjusting to the HOP card was an obstacle for older folks to learn after they had adjusted to the original system. Improving language access would help with achieving the goal of social equity.
- **Tolls:** Implementing tolls had mixed reactions from the focus group. Participants recognized that tolls are a nuisance for drivers but may also encourage some folks to take public transit instead.
- **Tangential Effects of Houselessness:** Walking has become uncomfortable and feels unsafe due to the increased population of people that are unhoused.
- **Public Transit Hours:** Increased hours of public transit, especially 24-hour service, and improving service between Oregon and Washington would improve its attractiveness.
- **Free Transit:** Fares on transit should be reduced or free. Participants expressed a desire to bring back a fare less zone in metropolitan areas such as downtown Portland.

3.8 Russian Speakers

The majority of participants in the Russian focus group travel around with a personal vehicle. A couple of exceptions included residents that live in convenient locations for walking and biking.

Key themes included:

- **Tangential Effects of Houselessness:** People don't feel safe walking because of increased numbers of people experiencing houselessness. It was also observed that walking is dangerous because of inadequate lighting especially in lower-income neighborhoods.

- **Public Transit Obstacles:** Public transit is not an optimal choice because personal and bus schedules don't align. Several participants expressed frustration that transit was simply too far away from where they live or that it is dirty.
- **Fairness of Cost Burdens:** Fairness of road users should be taken into higher consideration. It is perceived to be unfair that drivers pay for bicycle and pedestrian infrastructure through taxes. Participants expressed that individuals should pay for what they use.
- **Congestion:** Participants discussed traffic and congestion worsening in metropolitan areas, especially at certain bottlenecks. Several individuals referred to Portland highways as a prime example of this issue.
- **Natural Disaster Preparedness:** There is a negative public perception of State preparedness. Several participants voiced a feeling that the State is underprepared for natural disasters, such as snow or forest fires.

3.9 Spanish Speakers

The majority of participants in the Spanish focus group rely on the public transit to get around. They shared their experiences and concerns when using public transit as their primary mode of transportation to a variety of locations.

Key themes included:

- **Reliability:** Public transit needs to better consider the usage variety of its users. Some examples included a lack of space for carrying groceries and inconsistent bus schedules for work and/or appointments that require punctuality. One individual shared how they have to get up at 3:00am to get to work at 5:00am with limited transit options, which often leads them to prefer personal vehicles.
- **Maintenance:** The maintenance and support of public transit are a top priority. Infrastructure needs more routine maintenance especially for proper lighting that is perceived as unsafe in the dark. Another listed maintenance issue was ventilation in buses to aid with bad smells, coughing, and general cleanliness.
- **Community and Economy:** Workers need to be paid better which participants felt would reflect in friendly interactions with users and more patience for individuals living with disabilities. Participants stated that additional language support would affect their perception of public transit if bilingual personnel were present in diverse populations.
- **Barriers:** The majority of participants expressed repeated transportation experiences with language barriers and assumptions of race. One example offered was a woman who bought a two-hour ticket that someone accused her of not paying for. She was embarrassed and sick on her way to a medical appointment. She felt overwhelmed by individuals demanding details in English.

3.10 Chinese Speakers

The majority of participants in the Chinese focus groups rely on personal vehicles to travel and came to a consensus that traffic congestion is an important concern.

Key themes included:

- **Public Safety:** Several participants shared experiences of harassment and feeling unsafe in public locations while traveling in personal vehicles or public transit. Waiting at bus stops with improper lighting or near houseless camps often discourages use of public transit when considering transportation alternatives.
- **Maintenance:** Safety was often described based on the maintenance, or lack thereof, in locations. There was group dissatisfaction with the cleanliness of streets and public infrastructure. Some examples of unsafe roadway conditions were excessive trash, potholes, needles, and large houseless camps.
- **Regulation:** Participants provided safety recommendations for more transit police and barriers to regulate behavior. There was general consensus this would positively affect their public perception of safety. Additionally, three individuals shared experiences of bright vehicle headlights that blinded their views. Participants again expressed the need for better regulation and monitoring to ensure road safety for all users.
- **Accessible Locations:** Public transit should consider routes to both practical and recreational locations. Several participants expressed difficulty accessing popular tourist destinations or city tours on public transportation that also fails to consider elders, and government subsidized fares.
- **Community and Economy:** When asked about the value and visions regarding the OTP, the majority stated that transportation should focus on community and economic benefits. Considerations for elders and low-income was a top priority as many do not consider public transit to have accessible safe reliable choices and prefer their personal vehicles.

4 Lessons and Next Steps

Participants: A list of 171 potential attendees were identified within the 6 categories of focus groups. The 4 in-language focus groups were planned and facilitated by PKS International, a multicultural outreach partner for the project.

Outreach: Three rounds of outreach invited the identified individuals to attend their respective focus group category. The initial email informed 20 individuals from each category about the project, invited them to select which potential date worked best for them and provided the link to the ongoing online open house for additional information. One-third of invitees said they didn't have time to participate due to the spike in COVID cases and the holiday season, while over half did not respond to the initial email. The second round of outreach included all identified attendees of each category to announce each focus group date and invite them to attend their respective focus group. All

organizations were sent a reminder of the meeting a week prior as well as a final invitation to join the day of the focus groups with the virtual meeting link.

Engagement: As outlined in the Public Involvement and Communications Plan, the OTP works to reflect the voices and perspectives of people and communities who have been historically excluded and underserved by transportation investments.

We did not reach the targeted 12 individuals and/or organizations per meeting, with Youth having the largest turnout at 9 participants. One organization responded to our email engagement that our invitation had been buried in their general inbox because it was not addressed to a specific individual, so they would be unable to attend despite their interest.

The presentations were tailored to each focus group category, including information about the project that would be most relevant to each group. During the meetings, the project team attempted Zoom Polls to quantitatively measure individuals' responses about their preferred mode of transportation. The polls required a specific updated version of Zoom that not all individuals had access to. Additionally, Zoom polls did not allow call-ins to participate.

Future Opportunities of Engagement:

Public outreach best practices include reaching people where they already gather. With statewide COVID restrictions in place for public safety, virtual focus groups were utilized for this first round of outreach. As COVID restrictions are eased or lifted, the team will look for opportunities to engage traditionally underserved community members at existing meetings, events, high traffic venues and one-on-one conversations in future outreach phases.



Summary of Video Interviews

Oregon Transportation Plan

Working draft

February 21, 2022

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Introduction

About the video interviews

The Oregon Department of Transportation (“ODOT”) is updating the Oregon Transportation Plan (“the plan” or “OTP”) to guide all transportation investments in the state through the year 2050. The process to update the plan began in 2021 and is expected to continue through early 2023. As part of its efforts to engage communities in updating the plan, ODOT sent a filmmaking duo to interview people across the state about how they get around today and their vision for the state’s transportation future.

The team filmed 14 interviews in November and December 2021 with people who live and work in diverse regions: from the coast to arid eastern Oregon, from snowy Bend to bustling Eugene and from the rural outskirts of Jackson County to downtown Portland. Some interviewees are involved in transportation planning on local or regional levels. Others are new to transportation planning but were able to speak about the role of transportation in their lives and communities.

While these interviews do not represent the full spectrum of transportation needs in our state, they showcase diverse transportation experiences and hopes for improving the system. Throughout the videos, viewers will hear differing opinions about where transportation improvements are most urgently needed. They’ll also hear many shared priorities, goals and values. Most of all, these interviews reveal how transportation shapes Oregonians’ daily lives and communities, showing the many ways that transportation moves us—not just physically through space, but also on a personal, emotional level.

ODOT is grateful to each interviewee for sharing their time and perspectives. We hope that their voices encourage more community members to get involved and share their own perspectives to shape the future of transportation on local, regional and statewide levels.

Connection to ODOT’s other community engagement efforts

Creating a resilient and balanced plan that addresses needs across the state will require input and participation from everyday people and transportation leaders alike. These 14 interviews are part of ODOT’s larger community engagement effort, which also includes:

- Broad public input through a series of online participation sites
- Focus groups representing various interests and regions
- Work groups specializing in topics like safety, climate resilience and social equity

ODOT’s Policy Coordinating Committee will consider these interviews together with the other input we receive to inform our recommendations to the Oregon Transportation Commission. You can learn more online about the [Policy Coordinating Committee](#).

Why did ODOT film these interviews?

Filming these 14 interviews gave us an opportunity to collect qualitative data in the form of individual narratives, allowing us to dive deep into each interviewee’s perspective and see the environments they move through in their daily lives. It also gave us a chance to (literally) take our outreach on the road, connecting with more communities and learning from people we have not had a chance to hear from before. Another benefit of film is that it allows us to document and share these stories with the public as a series of short videos. ODOT’s hope is that these videos help educate viewers about Oregonians’ diverse transportation needs and perspectives and inspire them to share their own voices to help shape the future of transportation.

Interview roster

Name and pronouns	Location	Key topic areas in the interviews	Occupation/organization
André Lightsey-Walker (he/him)	Portland	Active and multimodal transportation, equitable transportation planning and community engagement	Policy Transformation Manager at The Street Trust
Barrett Brown (he/him)	Portland	Access to electric cars, active and multimodal transportation	Program Manager at Forth
Chris Outen (he/him)	Portland	Commercial freight, highways, driver education	FedEx Freight Driver
Christine Huang (she/her)	Salem	New transportation technology, suburban commute	Dentist
Diana Niño (she/her)	Astoria	Public transit on the northwest coast, multilingual access to transportation	Sunset Transportation District Board Member
Jeff Adams (he/him)	Cannon Beach	Land use and transportation, congestion on the coast, public transit to support tourism and a mobile workforce	City of Cannon Beach Community Development Director
Jim Doherty (he/him)	Heppner	Transportation needs for farmers and ranchers, rural transportation	Morrow County Board of Commissioners
John Curtis (he/him)	Eagle Point	Rural transportation, transit dependency, access for people with disabilities	Jackson Care Connect volunteer

Nikolay Zhigalin (he/him)	Portland	Urban/suburban congestion, delivery drivers, multimodal transportation	Driver with Grubhub
Nubia Jimenez (she/her)	Gresham	Multilingual access to transportation, urban/suburban commute	Staff at Jack-in-the-Box
Sarah Mazze (she/her)	Eugene	Active and multimodal transportation, access for youth, equitable transportation planning and community engagement	Safe Routes to School coordinator for Eugene School District 4
Sharlene Wills (she/her)	Bend	Access for people with disabilities	Central Oregon Coalition for Access member
Rob Zako (he/him)	Eugene	Active and multimodal transportation, funding constraints and opportunities, political advocacy	Executive Director of Better Eugene-Springfield Transportation (BEST)
Vy Nguyễn (she/her)	Portland	Suburban commute, multilingual access	Office staff at a steel fabrication shop

Key themes

Although each person we interviewed expressed unique transportation needs and experiences, we heard some recurring themes across all interviews.

Safety and social equity are top priorities

Nearly all interviewees identified safety improvements as a top priority. Some expressed a need for design and engineering solutions, such as separating bicycle and pedestrian traffic from car traffic. Others cited the role of education in helping change risky behaviors. For example, FedEx freight driver Chris Outen described his efforts to educate young people about the dangers of distracted driving.

Many interviewees revealed the interconnectedness of safety in transportation with systemic inequities along axes of race, class and disability. For example, Sharlene Wills, board member with the Central Oregon Coalition for Access, illuminated how the experience navigating roundabouts as a blind person is vastly different than that of sighted drivers. While roundabouts may effectively facilitate car traffic, they are also hazardous and inaccessible to people who are blind and depend on sidewalks, curb cuts, stop lights and audible signals to safely move through their communities. André Lightsey-Walker, policy transformation manager at The Street Trust, illuminated racial inequities in transportation safety. André pointed out that

Black pedestrians are more likely to be hit by drivers than white pedestrians. (This [study from Smart Growth America](#) shows that from 2010-2019, Black people were struck and killed by drivers at an 82% higher rate than White, non-Hispanic Americans. For American Indian and Alaska Native people, that disparity climbs to 221%.) André also called for planners and policymakers to acknowledge the role of policing in endangering the safety of Black, Indigenous and People of Color (BIPOC) in public space, including in transportation.

These interviews are a reminder that safety and perceived belonging in transportation—like all experiences in public space—are shaped by relative privilege and systemic inequities. To create a more equitable transportation system, it is therefore essential to think about safety more holistically than engineering solutions alone, understanding the historical, social, cultural and political context of public space and the distinct threats to the safety of diverse users.

Calling for greater access

These 14 interviews shed light on the diverse barriers to equitable transportation access. These accessibility concerns can be grouped into three categories: language, resources and service for people with disabilities.

Language access

Interviews with people who speak other languages than English revealed how language serves as a barrier to using transit or participating in transportation planning. Bus schedules, signage, public meetings, websites and surveys solely in English preclude access for many Oregonians. Providing materials in multiple languages, ideally, by “transcreating” copy in tandem with the development of English copy will go a long way to providing more equitable access.

Transcreation is when translators use their cultural knowledge and creativity to adapt a message from one language to another, rather than transcribing word for word. Expanding linguistic access also means providing spoken interpretation and American Sign Language interpretation at public events.

It also includes simple fixes like using plain language and avoiding idioms in public-facing materials. For example, Diana Niño, board member with the Sunset Transportation District, pointed out that it’s better to use the term “online participation site” or “public participation website” instead of “online open house,” which does not carry the same meaning when translated word-for-word into other languages. Diana also suggested that ODOT is uniquely positioned for leadership in multilingual material development. Diana believes that if ODOT were to lead the charge in implementing best practices for multilingual materials, then local transportation agencies would follow suit.

Access to resources

Several interviewees advocated for a more equitable distribution of transportation resources, prioritizing investments that benefit people who are furthest from access. Sarah Mazze, Safe Routes to School coordinator for Eugene School District 4J, described how the Safe Routes program works to prioritize transportation investments for youth with the highest need for safer walking and biking conditions. By directing funds where they are most needed and expanding multimodal transportation, the program addresses inequities that stem from investment decisions that support car-centric infrastructure. Sarah also illuminated how resources that are critical for transportation access go beyond infrastructure improvements. She described how bike paths are only one piece of the puzzle for expanding multimodal access—access is also contingent on having a bike and knowing how to ride. In her role with Safe Routes, Sarah has equipped hundreds of kindergartners with bikes and taught them how to ride, expanding access through shared resources and education.

Interviewees in rural and suburban areas advocated for more equitable distribution of transportation resources between urban and rural regions. Jeff Adams, Community Development Director at the city of Cannon Beach, noted the interconnectedness of rural and urban regions, indicating that investments in multimodal transportation on and around the coast would benefit residents, commuters and visitors by mitigating traffic congestion, improving safety and enhancing quality of life. He called for more holistic and collaborative planning and strategic funding that considers access across rural and urban areas, as well as connections between transportation and other sectors like land use and housing.

Diana Niño also advocated for a more equitable distribution of resources between urban and rural regions and called for consideration of how targeted investments in local transit can make a significant impact in access for underserved populations. Diana described how the Sunset Empire Transportation District lacked the financial resources to offer one later and one earlier bus ride that would serve rural residents with unconventional work schedules. This anecdote shows that it doesn't always take sweeping infrastructure changes to make a big difference in transportation access. Small, targeted investments in local transit can expand access in places that are underserved, providing that one extra bus route that gets more workers home safely.

Access for people with disabilities

Interviews with Sharlene Wills and John Curtis revealed how the transportation system is rife with barriers for people with disabilities. These barriers to access include segments without sidewalks, a proliferation of roundabouts, inconsistent enforcement of keeping sidewalks clear of snow and audible signals located many feet away from curb cuts and crosswalks.

Sharlene described how audible signals installed a distance away from the crosswalk can be confusing and hazardous to people who are blind, who must then find their way from the signal to the crosswalk. This can take up much of signal time allotted to cross the street. Sharlene advocated for education—for both the public and transportation planners/designers—to raise

awareness about how people with disabilities move through the world and how the built environment can be designed for greater accessibility and inclusivity. She also expressed determination and frustration with having to continually advocate for better systems to meet her needs and needs of others with disabilities.

John's interview illustrates how disability can intersect with transit dependency. When the bus route that served his rural neighborhood was eliminated, John's only opportunity to regularly leave the house became the shuttle service provided by Jackson Care Connect to transport him to non-emergency medical care. John's story has implications for planners considering last-mile connections to transit, serving as reminder that those connections must be safe and accessible for people with disabilities.

John and Sharlene's interviews also serve as a reminder that people with disabilities are not monolithic in their needs and experiences, and that planners must consider diverse disabilities when designing public space. For example, Sharlene described how her needs when navigating through space as a blind person are distinct from people who use wheelchairs.

Advocacy for investing in multimodal and active transportation

Nearly all interviewees, in both urban and rural settings, called for investment in multimodal and active transportation. Many see expanding multimodal transportation—namely, public transit and connections/pathways for people walking, biking and rolling—as a key solution for:

- Mitigating traffic congestion
- Improving physical and mental health
- Reducing carbon emissions and contributing to climate resilience
- Providing more equitable access to transportation
- Supporting a mobile workforce that commutes from surrounding communities
- Providing opportunities for more holistic planning and development that connects transportation with land use, housing, emergency services and health care

Many interviewees see continuing to invest in infrastructure that centers single-occupancy vehicles as a primary mode of transportation as untenable for a more sustainable and equitable Oregon. They envision a tapestry of safe, accessible, convenient and joyful modes for the future of transportation. Several interviewees commented on the false dichotomy of driver benefits vs. multimodal benefits, arguing that investing public transportation and bike/pedestrian improvements can reduce the number of cars on the road, helping to mitigate traffic congestion, cut carbon emissions and contribute to the overall safety and wellbeing of people using all modes. Some interviewees—including Jeff Adams and Rob Zako, Executive Director of Better Eugene-Springfield Transportation—called for clearer funding pathways for local multimodal improvements and resources, metrics and milestones to facilitate implementation.

Transportation is personal

These 14 interviews show that transportation moves us all, not only in a literal sense, but on a personal, emotional and communal level. Each interviewee—regardless of their experience with transportation planning—was able to share a memory about how transportation brought them joy, social connection, a new perspective or a sense of freedom. This shows that transportation is unique in serving as both a means and an end: a way to get there, and a journey that can be just as meaningful as the destination. When considering the future of transportation in Oregon, it's important to keep in mind that the decisions that shape the system ultimately touch our lives, and that how we get around can have a profound impact on a personal level.

The following pages provide a summary of each interview. Full transcripts of the interviews are in the **Appendix**.

Interview summaries

André Lightsey-Walker (he/him)



Photo by Brady Holden

Location: Portland, Oregon

Occupation/organization: Policy Transformation Manager at The Street Trust

Key topic areas in the interview: Multimodal transportation, equitable transportation planning and community engagement

Overview:

André Lightsey-Walker serves as Policy Transformation Manager at The Street Trust, a non-profit organization that strives to improve Oregon’s transportation system based on four guiding principles: equity, accessibility, climate justice and safety. André is a fourth generation Portlander whose earliest memories of transportation are daily public bus rides to his school and his mother’s workplace.

In his interview, André advocates for an intersectional perspective on transportation. He reminds us that transportation policies, outreach and design practices have harmed communities—particularly, communities of color. Harm has occurred through displacement, prioritization of modes that privilege those who can afford to drive cars, lack of representation in decision-making roles and racialized policing in public space, among other factors. It is

essential to value, listen and collaborate with underserved communities to begin to earn back trust and build a more equitable transportation system. In addition to community input, André advocates for greater diversity among transportation decision-makers, so that they are reflective of the communities they serve and affect. He also expressed adamant support for investing in multimodal and active transportation to improve equity, sustainability and the “general joy” of transportation in Oregon.

Key themes:

- Safety and perceived belonging in transportation—like all experiences in public space—are shaped by race, class, abilities and other characteristics. When considering how to improve safety for all transportation users, it’s essential to understand the historical, social, cultural and political context of public space and the distinct threats to the safety of Black, Indigenous and People of Color (BIPOC)—for example, the role that policing plays in endangering BIPOC. A more holistic understanding of safety and the experience of people of diverse races, classes and abilities in public space is key to creating a more equitable transportation system.
- Investing in multimodal and active forms of transportation is key to building healthier, happier and more resilient communities. André underscored the importance of providing a multitude of affordable, accessible, reliable and safe modes, providing Oregonians with more choices in the ways they get around.
- Past transportation decisions, policies and engagement efforts have displaced and disenfranchised poor communities and BIPOC. This has sown deep, valid distrust among members of these communities towards government agencies and their outreach efforts (including ODOT). To begin to earn back trust, policymakers and planners must be reflective of the communities they serve and invest in understanding the historical, cultural and social barriers to community participation.

Sample quotes:

- “I think a critical nexus to that [transportation/street safety and policing] is intersectionality between class, race and movement through space...For a lot of communities, the public realm is actually a place where they can be introduced to danger by the governing and policing body of state. So, your perception of the public space may be very, very deviated from the way I experience it.”
- “...the entire system that we exist within was created by someone else with a completely different framework and no real relation to me as an individual. In fact, the people that created it would’ve preferred a system where I didn’t even exist at all... I basically made it my life mission to go and transform that system, try to gain access to those levers, to liberate oppressed people and give them chances to fully realize themselves in whatever form they imagine that to be.”

- “If we want to really see a transformative system, we have to be willing to put transformative people in those seats.”
- “The original Interstate five actually barreled through my family’s neighborhood in Portland. And I think an additional point about that is the reason they lived in that neighborhood was because they weren’t allowed to live anywhere else. So, the entire governmental body placed vulnerable communities in a certain space.”

Barrett Brown (he/him)



Photo by Brady Holden

Location: Portland

Occupation/organization: Forth

Key topic areas in the interview: Access to electric cars, multimodal transportation (namely, biking)

Overview:

Barrett Brown is a Project Manager at Forth, a non-profit organization that builds program and policy models to expand equitable access to electric transportation in the U.S. and beyond. Barrett is an avid bicyclist, and he advocates for greater access to multimodal and active transportation. Barrett believes that electric vehicles have great potential to benefit the environment and communities adjacent to highways. However, he also acknowledges that the price of electric vehicles makes them unaffordable for many, and he sees risks with transitioning rapidly to electric vehicles without centering equity and the communities who will be most affected by the transition. Without that deliberate focus on equity, electrification of vehicles can further exacerbate social inequality in our transportation system.

Key themes:

- Electric cars are a critical part of future transportation. However, steps must be taken to make them financially accessible and to ensure the benefits and burdens of the transition to electric transportation are equitably shared.

- Participating at a local level is a great way for people to shape the transportation systems around them.
- Transportation is an experience in and of itself, beyond a method of getting from Point A to Point B.
- A multimodal transportation system can provide communities with effective, safe and affordable choices.

Sample quotes:

- “I think we would be wise to spend a little bit of time and money rethinking the damage that’s been done particularly to underserved communities as a result of the car.”
- “There’s a large push for the transportation companies to install this type of infrastructure [bike lanes and bike-friendly roads]. However, they don’t always do it in a way that is safe or practical for the users.”
- “I think folks can have a more active role in their transportation system by paying attention to what’s happening on the very, very local level.”
- “Electric vehicles have great potential in terms of their effects on the environment, their effects on the communities that neighbor highways ... However, I do think that there are some risks with transitioning rapidly into electric vehicles without really having a heavy focus on equity. I think electric vehicles, due to how new they are and their general price point right now, can further exacerbate a lot of social inequality that we see currently in our transportation system. If that equity focus isn't up in front and center and those communities need to be at the table for those conversations.”
- “I think we have a great opportunity right now to rethink a lot of our transportation systems. What’s at stake in that conversation, or some of the risks that could come from inaction, is more of the same. Is a car-centric cityscape that is inequitable and does not provide access for the most vulnerable folks. And is generally inefficient. And that maybe doesn't sound like a big deal. But let's not forget 40,000 people a year are killed by cars in this country. And that's something that we just simply accept.”

Chris Outen (he/him)



Photo by Brady Holden

Location: Portland

Occupation/organization: Freight driver with FedEx, FedEx Road Team Captain, member of the American Trucking Association

Key topic areas in the interview: Commercial freight and highways

Overview:

Chris Outen has been in the truck industry for the past 33 years. He is currently a freight driver with FedEx, a FedEx Road Team Captain and a member of America's Road Team under the American Trucking Association. When Chris was 13 years old, his father perished in a fatal car crash. This tragedy prompted Chris to devote his life to promoting safe driving, so everyone can get home safely. Outside of driving freight, Chris leads educational programs for teens about the consequences of distracted and reckless driving.

Freight is essential to deliver goods that all Oregonians rely on, including food and medication. Chris identified congestion as the largest challenge to freight transportation. Congestion causes delays that can affect the delivery of goods, and it also negatively affects the environment due to carbon emissions. Chris believes the key solution for this issue is the maintenance and

improvement of interstate highways. He also sees expanding multimodal transportation as a strategy to get more people off the roads.

Key themes:

- Safety is top priority.
- Congestion is the largest problem when it comes to transportation. Not only does congestion cause delays, it also is a major contributor to climate change because idling releases more emissions than driving.
- Improving and maintaining interstate highways is necessary for successful transportation.
- The trucking industry is committed to cutting carbon emissions and must work closely with the government to work towards climate resilience.

Sample quotes:

- “I always like people to think about the trucking industry’s that everything you own and have was moved by a truck that includes your car, the fuel for your truck. All of that. If trucks stops supplying America, it wouldn’t take about a few days to all the shelves in our store would be empty.”
- “I believe that there are multiple ways to attack one problem, which is congestion. And I believe that in all ways, whether it be, we urge people to use their bicycles more, whether we urge people to use public transportation more, but we can’t do that without expanding our roads and highways, without improving our interstate highway system, even in town, people will get congested for a long time.”

Christine Huang (she/her)



Photo by Brady Holden

Location: Salem

Occupation/organization: Dentist

Key topic areas in the interview: Transportation technology, suburban commute

Interview was conducted in Mandarin with the help of an interpreter.

Overview:

Christine Huang works and lives in Salem, Oregon. She is originally from Taipei, Taiwan, where she grew up using public transit. Christine appreciates public transit for its convenience, especially in densely populated areas. When she first moved to Portland, she did not own a car and relied on MAX to get downtown.

Today, Christine mostly gets around by car, including for her 20-minute commute to and from work. She expressed frustration regarding traffic delays and expressed hope that self-driving cars will help mitigate congestion in the near future. Christine anticipates that self-driving electric cars will also improve safety and benefit the environment. However, Christine pointed out that charging stations will need to be more ubiquitous to support greater public adoption of electric vehicles. Christine also highlighted Oregon's diverse population and advocated for greater translation on traffic signage and public transportation materials.

Key themes:

- People without cars should be considered when creating future transportation plans, so they can have options that are just as, if not more, convenient than driving.

- Transportation planners should consider the potential for public adoption of self-driving cars. New vehicle technology can help reduce traffic congestion, cut carbon emissions and improve driver safety.
- Signage and traffic information should be available in multiple languages

Sample quotes:

- “I remember when I first went to Portland, I took MAX from the airport to downtown... Although I didn’t have a car back then, I could still go to downtown and have fun.”
- “I think self-driving car is the future... I myself will want to have one. It’s good for the environment. I hope in the future there will be more charging stations along the state highway or main roads.”
- “Regarding the future transportation plans for Oregon, I think people who don’t have cars should be taken into consideration. Many places will need more facilities to provide convenience for those people.”
- “If traffic and road signs and the public transportation can have their languages, they can easily understand without the language barrier. And they won’t be anxious when they go out.”

Diana Niño (she/her)



Photo by Brady Holden

Location: Astoria

Occupation/organization: Communications Manager at Consejo Hispano and Sunset Transportation District Board Member

Key topic areas in the interview: Public transit on the northwest coast, multilingual access to transportation

Overview:

Diana Niño is the Communications Manager at Consejo Hispano, as well as a board member for the Sunset Transportation District. Having lived in Colombia and New York City, Diana is no stranger to public transportation. She advocates for reliable, accessible public transit that does more than get someone from “Point A to Point B,” making the case that transportation can be a personal, emotional experience. For example, Diana recounts a story from a letter she received during the pandemic from a local rider. The rider has a disability and was unable to go outside, and he described how stressful and scary his experience was. But seeing the bus continuing to service routes near his home gave him hope that things would eventually be normal again.

Diana also discussed the importance of transcreation for transportation materials, developing copy in other languages in tandem to English. Translation may be insufficient because some terms do not span across cultures, making words or phrases inaccessible. For instance, translating “town hall” word-for-word does not carry the same meaning, which can be

confusing for people who do not speak English. Diana shared how invalidating it can feel to use a service regularly but have no say in the actual system due to a language barrier.

Key themes:

- Language access is more than people understanding content: it allows people to be involved and have their opinions be heard and valued.
- Transportation should be human-centered; it's the responsibility of transit agencies and organizations to tailor their services to the needs of the community.
- Cross-agency partnerships can provide essential services for community members (e.g., shuttle buses to vaccination sites).
- Reliable public transportation is a critical community service that can also provide morale benefits, signaling a sense of normalcy and stability.
- Public transportation can support public education and recognition (e.g., annual homage to Rosa Parks)
- Mobility managers—an individual(s) whose sole job is providing education about how to ride transit and making sure information and services are accessible for all community members—can help make public transit more inclusive.

Sample quotes:

- “We really love our community, and we love public transportation. So having that actually shape how we can make peoples’ life easier, just a little easier, that’s exciting... We’re public servants, after all.”
- “I truly believe that public transportation, access to public transportation, increases the health in a community. People being self-reliant, having freedom, having that sense of self-worth, that they’re still independent. It’s very, very important for a community to thrive, for children and teenagers and seniors, and people with disabilities, that they are still... They can move around. They can do things.”
- “This is human scale. This is public transportation that’s actually not only providing a service, but they’re also educating us to be aware of our history and things that go on.”
- “...How do we serve the main, most people? Like I said before, somebody’s always going to be left out and that hurts us. It really does.”
- “The big problem with language access is not just understanding information. It’s feeling included... If you think of that over weeks and months and years, that you’re not part of something that you use every day, how does that affect your sense of belonging and your self-esteem? You’re being left out all the time, even though you use it [public transit] every day.”
- “Transportation is freedom. Transportation is self-reliance.”

Jeff Adams (he/him)



Photo by Brady Holden

Location: Cannon Beach

Occupation/organization: Community Development Director for the City of Cannon Beach

Key topic areas in the interview: Land use and transportation, congestion on the coast, public transit for a mobile workforce

Overview:

Jeff Adams is the Community Development Director for the City of Cannon Beach. He strives to find transportation solutions for visitors and year-round residents alike. Especially during peak vacation seasons, Cannon Beach faces congestion which can severely delay crucial services like emergency vehicles. After years of long commutes by car, Adams is grateful to walk six blocks to and from work. He recounts how troublesome car-bound commutes can be and emphasizes how walking to work has helped him connect with the larger Cannon Beach community.

Jeff advocates for a transportation system that “connects the dots,” so community members and visitors can easily use various modes. He suggests that more walking and bike paths, which he refers to as “green infrastructure,” will make active transportation safer for people, as well as help alleviate some of the city’s traffic congestion. Additionally, designing a bus system that connects those paths and holds equipment, like bicycles, in a way that’s hassle-free will encourage people to explore modes of transportation aside from the car.

Jeff is also a proponent of more holistic planning that connecting transportation with other sectors, like housing and land use. He advocates for greater collaboration on local, regional and state government levels.

Key themes:

- Expanding multimodal transportation options and connections is essential to mitigate traffic congestion and improve quality of life on the coast.
- Planners, city officials and organizations must make outreach and involvement opportunities more accessible—bringing opportunities to engage to where community members already are, rather than asking them to come to meetings—and reflect their voices in policy decisions.
- Terms like “multimodal” can be alienating for the public and hinder accessibility.
- Government on all levels should be working in tandem to incentivize modes of transportation other than cars, both financially and through infrastructure design.

Sample quotes:

- “There’s nothing like going into an actual community and working with a community at the local level to see how those different partnerships and linkages can leverage transportation dollars and help them achieve what they’re wanting to do as a community.”
- “I don’t even like the term multi-modal...I call it green infrastructure, because what we’re really doing is building a system to get you away from fuel and fuel cars, auto, single-family, single-occupancy vehicles.”
- “Like I said, I go a six-block trip to work. I can guarantee you I run into randomly and talk to more people and enjoy those conversations more on my trip home to lunch than if you’re in your car, driving 15 minutes...That’s an essential part of, I think, building community.”
- “I think one of the greatest things you can learn as a planner or professional is that you go where the audience is...You talk to people in that community and get at their meetings and inform them, but also listen. Really, that’s the key for any planner...You have a voice in this, whether it’s transportation or housing. Our job is to try to find new ways to listen and then help that influence the plan for the future.”
- “It’s easy to get in your car and to do these things for most people, but really, that’s why you ask those people that don’t get to have that luxury. They have to ride the bike or they have to walk to work or they have to take transit. You ask them, what’s the barriers to that?... America does not incentivize that multi-modal. It doesn’t incentivize you to walk. It doesn’t incentivize governments to think about transportation in those terms.”

Jim Doherty (he/him)



Photo by Brady Holden

Location: Heppner, Oregon

Occupation/organization: Morrow County Board of Commissioners

Key topic areas in the interview: Transportation for farmers and ranchers, rural transportation

Overview:

Jim Doherty, Morrow County Commissioner, believes more public transportation connecting suburbs and rural farmland with city centers is a must. Jim has been a rancher his whole life—he grew up on a farm, and now manages a ranch with 700+ cows. He and his wife, Kelly, are self-described “gypsy ranchers,” transporting their cattle to and from grazing pastures miles away from their central ranch and home. As Jim puts it, they “have to be mobile to survive.” As a rancher reliant on highways to transport livestock, Jim sees the need to maintain and improve bridges, road corners and highway congestion. For example, bridges that do not support heavy loads can limit his ability to transport his cattle.

As a Morrow County Commissioner, Jim is a strong voice for expanding public transportation. Over 9,000 people commute to the county every day, which causes traffic congestion and leads to burning lots of fossil fuels. Jim and other commissioners are working to expand the local bus system to serve the county’s mobile workforce and alleviate the strain on roads and the environment. Jim dreams of a more expansive transit system linking industrial and metropolitan areas to rural areas, increasing opportunity and freedom for everyone. When asked if he could change anything about transportation in Morrow County and across Oregon, Jim said being able

to get to a concert or theater in Portland or Seattle within 24 hours by public transit would be incredible. He also hopes that historic, abandoned rail lines can be repropoed as pedestrian and biking paths, increasing opportunities for “ambulatory” transportation in rural areas.

Key themes:

- Jim describes how residents in rural areas are often removed from city life due to the absence of public transportation to and from cities and the financial impact of long commutes. He conveys that rural and urban areas are interconnected, and contends that transportation planning must consider the interdependencies between urban/rural economies and communities.
- Jim advocated for holistic community planning that considers the intersections between transportation, housing and jobs.
- Jim suggests that adding more pedestrian pathways can benefit the community, encouraging more active transportation and connection with the county’s history. He advocated for improvements starting at the local level, connecting pedestrian and bicycle paths with residential streets and then arterials and highways.
- Jim emphasizes the impact that changes transportation has had on the farming community. He describes how ranchers used to trail their cattle through the mountains, but now, with fewer country roads in good condition, ranchers rent large cattle trucks and transport their cattle via highways. This “gypsy rancher” livelihood comes with slim margins, and transporting cattle can be very costly.

Sample quotes:

- “9,000 folks come into the county every day and we don’t need 9,000 vehicles on the road. We need 50 buses that are rolling on a schedule from here to the Tri-Cities, Washington or Hermiston as we build our community here and our housing here and more of the folks move here.”
- “I think the public transit and the Amtrak and getting something on this side of the river could be huge for even folks that maybe want to live in metro and get on the rail and ride the rail out here and have a fantastic job. Morrow County is the third or fourth highest average earned income in the state, so there’s some wonderful, fantastic jobs out here.”
- “We’re on a mission right now... we’ve ordered some buses, we’re putting in some bus stops, we’ve done some studies and we’ve found out where the folks are and where we need to get to and do some outreach so that we can get those 9,000 people of the road and quite burning up those fossil fuels.”
- “What I really, really like to do is work for the undeserved and the marginalized in the county. I don’t worry too much about the folks that are coming in here and making \$80,000 a year and leaving. I try and focus on the folks that are left here that are making \$25,000 and are struggling to get around. That’s really what my focus has been and really where I live and love.”

John Curtis (he/him)



Photo by Brady Holden

Location: Eagle Point

Occupation/organization: Jackson Care Connect volunteer

Key topic areas in the interview: Rural transportation, transit dependency, access for people with disabilities

Overview:

John Curtis advocates for greater access to transportation for people with disabilities. Unable to drive and in a wheelchair, John is dependent on public transit and non-emergency medical transportation. The Eagle Point neighborhood where Curtis lives is 13 miles away from the nearest city, Medford. When the bus route that served his neighborhood was eliminated, John's only opportunity to regularly leave the house became the shuttle service provided by Jackson Care Connect to transport him to non-emergency medical care. Jackson Care Connect members can schedule rides to and from doctors' appointments, and the organization will pick them up in an accessible van. This service is partially funded by Medicaid. John volunteers with Jackson Care Connect, raising awareness about and expanding access to the organization's services.

John's experience illustrates the critical connection between transportation and access to health care. His interview also shows how disability can intersect with transit dependency. Planners must consider last-mile connections to transit, especially in rural areas with fewer transportation options, and they must ensure that those connections are safe and accessible for people with disabilities.

Key themes:

- John described how the lack of public transportation where he lives presents challenges for numerous aspects in his life. He explains that lack of access to transportation can mean a lack of access to healthcare. He also describes how people who are unable to drive, do not have access to public transit and do not have family members who can transport them can easily become isolated at home, especially in rural areas.
- John expressed concern with the safety of public transportation, especially during the COVID-19 pandemic. Some people with disabilities are more at risk for infection and may therefore be deterred from using transit.
- John shared his love for the outdoors, building relationships within communities and fostering change. He explained how much he enjoys being in nature and attending public events, but that lack of access to transportation can challenge his ability to do so.
- John shared his hope for more transportation that connects homebound individuals to city centers.

Sample quotes:

- “I am dependent on transportation. When it comes to getting around to go shopping, I don’t have any transportation. There is a taxi service that’ll come and get me, but it’s like an \$80 expense to go someplace for one or two kinds of stops... Now I pretty much stay at home unless I need to go to the doctor’s office.”
- “Access is important. People need to feel confident that their needs can be met. Getting to an appointment, to a provider, or getting to some kind of a program to address whatever your healthcare need is... If there’s a language barrier, then that’s also going to translate to a barrier to accessing the actual healthcare. A barrier in transportation is going to be a barrier to accessing the healthcare appointment.”
- “I am very engaged with the community. I choose to be engaged with organizations that can accomplish something... Some change, better society. That’s really important to me. Without good transportation, I’m not able to get there. It’s a little disheartening.”

Nikolay Zhigalin (he/him)



Photo by Brady Holden

Location: Portland

Occupation/organization: Driver with Grubhub

Key topic areas in the interview: Urban/suburban congestion, delivery drivers, multimodal transportation

Interview was conducted in Russian with the help of an interpreter.

Overview

Nikolay Zhigalin moved to Portland from Russia seven years ago. Not owning a car his first few years, he relied solely on public transportation. During this time, he was able to see the positives and negatives of Portland's transit system. Nikolay applauds ODOT for their extensive lines, accessibility for commuters with bikes and accommodations for people who speak other languages. However, he also understands why some people may avoid Portland transit. Though there are lines taking you almost everywhere, Nikolay says they can be very slow. Today, Nikolay is a driver for GrubHub, a food delivery service. Nikolay owns his own car and observes this slowness and congestion from a different angle. Though he knows there is not a quick fix, Nikolay hopes something will be done to improve traffic jams and commute times in the city.

Key themes:

- Nikolay described having a positive experience as a new Portland resident using public transit daily. Clear signs and labels helped him navigate the system while he was learning English.
- Nikolay advocated for improving access to public transit in and around Portland. More and clearer information about when buses, trains and trams will arrive would help improve access.
- Nikolay expressed concern that single occupancy vehicles travel quicker in and around the city than public transit. People are less likely to take the metro or tram if they can get to where they want faster in the comfort of their own car.
- Nikolay urged planners to consider multifaceted solutions to transportation problems like congestion. For example, highway improvements and expanded access to multimodal transportation are two ways to reduce traffic congestion.

Sample quotes:

- “So extending the roads is no panacea at all. The true panacea is traffic management, and not with the traffic lights, but by encouraging people to choose certain routes, thus reducing traffic. Then there will be a happy result for us all, even for those who don’t drive and those who use public transport or walk. It will be good for them too.”
- “You see, we need to bear things like this in mind; we mustn’t be trying to solve just one problem, we must consider all the elements, all the other issues and problems that correlate with this problem.”
- “I am truly grateful... honestly, as far as I know, Portland is one of the most Europeanized cities when it comes to public transport’s availability; and it’s real praise to Portland and its department of transport. You are doing a great... a huge job, and your work carries so much benefit.”

Nubia Jimenez (she/her)



Photo by Brady Holden

Location: Gresham, Oregon

Occupation/organization: Staff at Jack-in-the-Box

Key topic areas in the interview: Multilingual access to transportation, transit rider experience

Interview was conducted in Spanish with the help of an interpreter.

Overview:

Nubia Jimenez advocates for more multilingual materials to expand transportation access for people who speak other languages than English. Nubia is from Mexico and has lived in Portland for 15 years. She drives a car and occasionally uses public transit to get from her home in Gresham to her job at Jack-in-the-Box in Portland. Nubia expresses frustration with language barriers on public transit. For people who do not speak English, Portland's buses and trains can be confusing and difficult to navigate, since not all signs are translated and there are no clear directions on how to use the transit system. Nubia also called for more inclusive outreach about transportation options and opportunities for public feedback, engaging and surveying people who speak other languages.

Key themes:

- Nubia shared her challenging first experiences with Portland's transportation system as a non-English speaker. For example, Nubia did not know how to alert the driver that she wanted to get off the bus as there were no Spanish instructions or signs directing her.

- Nubia described how adding more bus lines would help shorten commute times and encourage more people to take public transit.
- Nubia suggested adding signs with instructions on how to use public transport in various languages spoken by community members. She also suggested that planners reach out to people who speak other languages and ask what improvements they would like to see on public transit.
- Nubia related her experience with public transit in Mexico. She expressed that underground transportation could be beneficial as there is less wait time and does not congest the streets like buses.

Sample quotes:

- “I don’t know English much and it is difficult for me to communicate when I’m traveling, because I don’t speak the language and sometimes I don’t know how to express myself, when I get on the bus I don’t understand what they’re saying, but it does play a very important role because we have to use it, but at the same time it’s complicated because it is not my language.”
- “I once had an experience and I almost stopped using the bus. I got on and didn’t know how to tell the driver that I wanted to get off and until they told me how to do it, I would yell at him, ‘I’m getting off!’ But since I didn’t know English, I spoke in Spanish and he didn’t understand me. People told me, ‘Pull that thing there!’ and I said, ‘But where? How?’”
- “I would make public transport more accessible, for example indicating how to get off the bus. I would improve that... They could also put up signs with the instruction, because I hardly knew how to do things.”
- “I would suggest that you take into account the entire Hispanic community and the diverse opinions and do polls to get the Hispanic and community support. Not only interviewing me, but many people. People from different cities, nationalities, origins places of origin. Surveys to find out what our plan is in the future.”

Sarah Mazze (she/her)



Photo by Brady Holden

Location: Eugene, Oregon

Occupation/organization: Safe Routes to School Coordinator for Eugene School District 4J

Key topic areas in the interview: Active and multimodal transportation, transportation for children/youth

Overview:

As Safe Routes to School Coordinator for Eugene School District 4J, Sarah Mazze improves students' access to active transportation. Sarah believes active transportation like cycling, walking, skateboarding and using mobility devices can improve community safety, youth health and the environment. As part of her work, Sarah also equips hundreds of kindergarteners with bikes and teaches them how to ride, expanding access to active transportation through shared resources and education. Sarah emphasizes the importance of prioritizing transportation investments and resources to those who are furthest from access. Sarah's interview also reveals the need for holistic solutions and collaboration across sectors—such as transportation, housing and healthcare—to foster healthier, happier and more equitable communities.

Key themes:

- Sarah described active transportation as a win-win-win. It benefits mental and physical health, community safety and the environment.

- Sarah expressed frustration with car-centric infrastructure that does not serve people who cannot or choose not to drive. She advocated for greater investment in multimodal transportation, such as bike lanes and pedestrian paths.
- Sarah described the interconnections between transportation and homelessness, noting that some community members who are experiencing homelessness live on sidewalks and along public paths. She advocated for greater care and collaboration across sectors to more holistically address safety, substance abuse, mental health, housing, and access to transportation.
- Sarah shared that her favorite part of her job is teaching kindergarteners how to ride bikes. Giving kids the skills to ride a bike fosters independence, health and joy.
- Sarah advocated for prioritizing resources and transportation investments for marginalized communities / those who are furthest from access.

Sample quotes:

- “Active transportation is a win-win-win because it’s a win for our environment, student’s health, and improving our community.”
- “We’ve designed our community in a way that it serves people who are able to and choose to drive themselves places. They have efficient direct routes to where they’re going, but it doesn’t necessarily serve people well who don’t have that option... There’s so much work to do to create a safe and efficient network of infrastructure for people who are using active transportation.”
- “For people’s mobility, the highway improvements through adding lanes, et cetera. It’s not serving them as well as improving their neighborhood streets and off-street paths.”
- “We actually had an experience just recently where a parent happened to be coming up to the school. I don’t know what they were doing, dropping off something. They saw their kid biking around in the bus sloop and they didn’t know their kid was learning to ride a bike. They had this beautiful moment of like, just overwhelming joy between the two of them. It was so sweet.”

Sharlene Wills (she/her)



Photo by Brady Holden

Location: Bend

Occupation/organization: Board member with the Central Oregon Coalition for Access

Key topic areas in the interview: Access for people with disabilities

Overview:

Sharlene Wills is an advocate for more accessible transportation for people with disabilities. Ms. Wills was born blind and, after having lived in various cities both across the US and abroad, moved to Bend upon retirement. Her work with the Central Oregon Coalition for Access (COCA) has been instrumental in improving transportation in Bend. COCA's accomplishments include helping to add more sidewalks and pathways, implement audible signals and raise public awareness of how daily actions—such as keeping sidewalks clear of snow—can facilitate or preclude passage for many people with disabilities.

Sharlene's interview is a poignant reminder that infrastructure improvements that benefit the community as a whole—like more sidewalks and curb cuts—can often be attributed to the tireless advocacy of people who are most underserved by its existing systems. It also reveals the deep inequities and personal sacrifice involved in placing those least served in a position of needing to continually advocate for more inclusive and accessible design.

Key themes:

- Sharlene described how adding sidewalks and keeping them clear of snow is essential to facilitate her passage. While Bend has policies requiring residents to shovel sidewalks, this is not consistently enforced.
- Sharlene suggested improvements to audible signaling at crosswalks: placing audible signals closer to curb cuts / the location of the crosswalk, having loud signals that can be heard over traffic, and allowing enough time for pedestrians to cross. Sharlene described how audible signals installed a distance away from where the crosswalk is located is often confusing and hazardous—finding her way from the signal to the crosswalk can take up valuable time that she needs to cross the street.
- Sharlene expressed concerns about inaccessibility of roundabouts for pedestrians. Navigating roundabouts on foot is not possible for Sharlene, as it is extremely hazardous and confusing. She mentioned that she would trust a trained guide dog to help her navigate roundabouts.
- Sharlene shared insights about how Dial-a-Ride is essential for getting her where she needs to go, but how aspects of the experience can be challenging. For example, needing to immediately meet drivers upon arrival (within a five-minute window), can be difficult for people with physical disabilities.
- Sharlene related her experiences of stigma surrounding disability. She described how disability is often overlooked when designing spaces or infrastructure. And she advocated for education to build greater public awareness of how people with diverse disabilities move through the world and how the built environment can be designed for greater accessibility and inclusivity.
- Sharlene expressed both perseverance and frustration at having to continually advocate for better systems to meet her needs and needs of others with disabilities.

Sample quotes:

- “[People] have very ingrained ideas of someone who doesn't have all his or her senses. It's really difficult. And the only way to improve that is to educate over and over and over again. Every time there's a new building going in or a new curb ramp or a new path, [we have] to remind the engineers or the architects: you're going to have people who can't walk very well or who are in a wheelchair or who can't see where they're going, as well as children and anybody else. And we need to think about all these things and make it so that everyone has access to a workplace has access to a restaurant or a concert.”
- “I moved to Bend because I liked smelling pine trees and not smoke and smog. I moved to Bend because it's quiet and I can appreciate the nature, but guess what folks, I can't get

around. I can't go anywhere because you have no sidewalks here. And we need sidewalks.”

- “Disability is usually the last thing people think of when they're trying to be inclusive or building things. Not because people are insensitive necessarily, but because they simply aren't aware. And those of us who are disabled, a lot of times don't want to admit that we are disabled because being disabled carries a stigma with it. If you are disabled, if I'm blind, very often, someone looks at me and oh, she can't see. And then they think I can't hear, or that I'm mentally challenged as well. Someone in a wheelchair—and especially if it's someone who has say cerebral palsy, whose muscles jerk—people don't even want to look at them necessarily because that's uncomfortable. They can be the brightest genius. But the first visual impression gives someone the idea that the person is stupid or worse.”

Rob Zako (he/him)



Photo by Brady Holden

Location: Eugene

Occupation/organization: Executive Director of Better Eugene-Springfield Transportation (BEST)

Key topic areas in the interview: Active and multimodal transportation, funding constraints and opportunities, political advocacy

Overview:

Rob Zako is the executive director of Better Eugene-Springfield Transportation (BEST), nonprofit that advocates for better public transit and other transportation options, safe streets, walkable neighborhoods and accessible bicycle infrastructure. Rob is a proponent of active transportation, but also encourages “appropriate transportation,” expanding access to all modes—including driving—so that people can match the right mode to their needs for any one destination. Rob articulated the purpose, challenges, and constraints of the Oregon Transportation Plan, including securing sustainable and flexible funding that can implement goals outlined in the plan. Rob also advocated for public participation in transportation planning at local, regional, state and federal levels.

Key themes:

- Rob described the benefits of active transportation for health, community safety and the environment. He also commented on how fun it can be to get around by biking.

- Rob contended safety should be the number one priority in transportation planning. If people cannot get places safely, nothing else matters.
- Rob advocates for community members to come together and get involved in transportation planning locally and at statewide levels. By sharing their perspectives and needs, people can find shared priorities, compromise and commonalities. For example, Rob pointed to how investing in multimodal transportation can also benefit drivers by mitigating traffic congestion.
- Rob described how the OTP is an opportunity to come together, have hard conversations and find funding priorities that will have a real, tangible impact on transportation.

Sample quotes:

- “I think it’s as people grow up and they get older and they get a driver’s license and they can drive a car that they forget that bicycling is fun. But it is fun. It’s movement. It’s healthy. You get fresh air, you get to be with friends.”
- “It starts with trust and personal relationships and feeling that we don’t have to agree on everything, but we can learn from each other, and that we have a shared interest that we live in this community. I think that’s really the basis. It’s our community, and we may have different backgrounds and may have different priorities, but we all want this to be a great community.”
- “What we see is that plans try to satisfy everyone and be all things to all people. And I think that that’s a real disservice to us because it’s disingenuous. We are going to have to make hard choices. Those are not easy choices, they’re not right or wrong answer, but there are some that are better and some that are worse. The Oregon Transportation Plan should be an opportunity to have those hard conversations about what we can afford to do, what we can’t afford to do, what’s essential, and what’s preferred.”
- I have found that transportation is linked to so many other aspects of life. We’ve talked about housing. We’ve talked about affordability. We’ve talked about economic development. We’ve talked about health. We’ve talked about climate change. We’ve talked about safety, about the livability of our communities. Transportation is the veins, it’s the lifeblood of our communities. And it is not the flesh and bones of our communities, but it’s sort of the lifeblood of how it connects together. And so I found in transportation, just a wealth of things to learn, and I’ve enjoyed working with people. And I hope I’ve made a little bit of a difference in the work that I’ve been doing.

Vy Nguyen (she/her)



Photo by Brady Holden

Location: Clackamas County

Occupation/organization: Office staff at a steel fabrication shop

Key topic areas in the interview: Suburban commute, multilingual access

Overview:

Vy Nguyen has lived in Portland for 11 years. She moved from Vietnam and currently works in a steel fabrication shop in Clackamas County. Before owning a car, walking and public transit were Vy's only forms of transportation, so she is very familiar with Portland's transit system. Vy appreciates the traffic laws in place to ensure pedestrian safety and hopes ODOT continues to prioritize safety and well-being of their residents. She advocates for more streetlights and wider streets to keep pedestrians and cyclists safe from cars. As a non-native English speaker, Nguyen advocates for information on public transit to be translated into more languages.

Nguyen's interview illustrates the necessity for visibly lit and safe streets. Tangible changes like streetlamps, translated messages to multiple languages and increased space between cars and pedestrians have considerable impacts on access and safety.

Key themes:

- Vy related her experience with transportation in Vietnam to their experiences in Portland. She praised ODOT and police officers for keeping Portland streets safe with strict law enforcement.

- Vy suggested translating transportation information into multiple languages and broadcasting it widely on various platforms, such as newspapers, social media, and TV shows—particularly places non-native English speakers may frequent.
- Vy described how adding streetlights and widening streets is key to improving safety.
- Vy expressed support for the reconstruction of many roads in Portland. She is excited to see the improvements in traffic congestion and pedestrian safety.

Sample quotes:

- “For me, transportation is very important. Transportation is important for me to go everywhere I want, when I need to do everything. It is very important.”
- “Another thing I really like is that many roads are being reconstructed. Thus, it will reduce possible damages to vehicles and increase the safety of citizens. I am also excited that roads are now being extended for pedestrians and having more parking space on roadsides. I realize that freeways are also extended so that vehicles can move more smoothly, thereby reducing traffic congestion.”
- “I still hope that the transportation system can have many other languages. Especially in driving test study books or important papers related to transport, I wish they could be written in multiple languages so that everyone can understand and follow the rules.”
- “I hope ODOT can put the safety and the need of their citizens in the first place. The budget and the total costs should accommodate improving the transportation system to meet more citizens’ demands. I think that the cleanliness and safety of the roads should always be at the forefront when developing traffic plans.”

ODOT's Statewide Plan Updates

Stakeholder Interviews inform the future OTP and OHP

ODOT is preparing a statewide Oregon Transportation Plan (OTP) Update - that will replace a version adopted in 2006 - and a statewide Oregon Highway Plan (OHP) Update - that will replace a version adopted in 1999. To gather early input, ODOT conducted over **40 interviews with approximately 67 people** both inside and outside the agency, representing a variety of transportation interests.

This fact sheet outlines the key themes and overarching messages heard throughout the interviews.



What We Heard: Key Themes



Insufficient Funding



Equity



**Environment/
Climate Change**



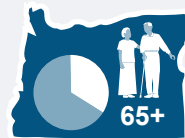
Congestion



Safety



**Rapid Changes
in Goods Delivery
& Mobility**



Aging Population

What People are Looking for in the Updated Plans

Oregon Transportation Plan

- A strong vision for the future
- Community and people-centered
- High-level and not overly complex
- Flexible and adaptable to rapid change
- Clear, defined terms and relevant scenarios
- A framework for setting priorities
- Creative, innovative approaches

Oregon Highway Plan

- Retain the policy prioritizing different types of system improvements
- Consideration of regional contexts
- Address current system issues including:
 - Functional classifications
 - Demand management guidance
 - Jurisdictional transfers and orphan highways
 - Statewide tourism hotspots
 - Highway designations

Key Themes & Topics

The graphic below illustrates the topics most frequently heard related to each key theme.



Visit the project website to stay informed and engaged:
www.oregon.gov/ODOT/Planning/Pages/Plan-Development.aspx

February
2020



Oregon Transportation Plan/ Oregon Highway Plan Stakeholder Interviews

Summary Report



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Section 1: Introduction



Oregon Department of Transportation (ODOT or Agency) will soon begin the process of developing updates to the Oregon Transportation Plan (OTP) and the Oregon Highway Plan (OHP). To promote collaboration and gain early input, ODOT contracted with HDR to conduct interviews with stakeholders representing a wide range of transportation interests, both inside and outside the Agency. This report summarizes **43 interviews** conducted from December 2019 — February 2020, with approximately **67 different stakeholders**.

The interviews gathered stakeholders’ perspectives on the transportation system and input on what areas of focus the OTP and OHP updates should cover, including their associated challenges and opportunities. This information will help inform the scope of the OTP/OHP update project. The interviews also introduced or updated stakeholders about the upcoming project. Information presented included a fact sheet describing the two plans, anticipated project schedule, and how to stay engaged.



Section 2: Key Themes



Insufficient Funding

Most stakeholders acknowledged that the gas tax and federal government no longer provide sufficient funding. Many stakeholders see the need to implement new reliable, sustainable funding sources such as tolling and road user fees, which could also impact driver behavior and help to reduce carbon emissions. Some stakeholders believe that the lack of funding is the new reality. Most agree that ODOT should focus on prioritizing how it will spend its limited funds.



Equity

Many stakeholders stressed the importance of equity in how ODOT delivers services, directs investments, and works with partner agencies to provide a safe and reliable transportation system that serves all who rely on it. Many expressed the need for well-defined terminology, criteria for decision-making and metrics to measure performance. When discussing equity, topics ranged from racial equity, demographic shifts, Americans with Disabilities Act (ADA) accessibility, the transportation system's relationship to land use and health, and those who are active transportation dependent.



Environment / Climate Change

The need for an expedited, proactive reduction in carbon emissions was expressed by many stakeholders. The linkage between the system and the environment was regularly highlighted. Many noted that tools to reduce carbon emissions, such as active transportation and tolling, could also provide some level of congestion relief. Some pointed out challenges in balancing climate change goals with mobility goals.



Congestion

Most stakeholders raised the issue of congestion in Portland and the impacts felt in every part of the state. While most stakeholders believe that system maintenance is an

investment priority, many were open to identifying strategic capacity investments to address Portland's congestion. Many communicated that any approach to alleviating congestion will need to be multimodal and multifaceted, and expansion alone will not solve the issue. Other areas of the state are also beginning to experience increasing congestion, particularly in Oregon's tourist destinations.



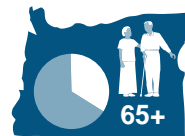
Safety

Safety remains a top priority for most stakeholders and all modal interests. This topic was often raised when discussing mixing different modes. Pedestrian safety in particular was raised regarding the importance of meeting Vision Zero goals and known issues for vulnerable communities. The need for increased driver education and enforcement were also discussed.



Rapid Changes in Goods Delivery and Mobility as a Service

Increased demand for quickly-delivered consumer goods and mobility as a service were raised as areas to watch due to their impacts on the transportation system. Rapid changes in these areas underscore the need for flexibility and adaptability. The linkage to emerging technologies was also raised, for example drones and autonomous vehicle delivery, and their yet unknown impacts or benefits.



Aging Population

The state's growing population and increase in population over the age of 65 was identified as a major driver of change. As this demographic stops driving by choice or necessity, the system needs to provide innovative (and more) transportation options to facilitate independence. Improved ADA accessibility, education around transit use (particularly in suburban and rural areas), and connections between communities and regions were some topics raised.

Section 3: What People are Looking for in the Updated Plans



Oregon Transportation Plan

Both internal and external stakeholders expressed that the OTP should set a strong vision for the future. Other important attributes include being community- and people-centered; high-level and not overly complex; flexible and adaptable to rapid change; and clear, with defined terms, creative, innovative approaches, and relevant scenarios, as well as a framework for setting priorities.

Oregon Highway Plan

Many internal stakeholders wish to retain the plan’s Major Improvements Policy, action 1G.1, prioritizing different types of system improvements. Stakeholders see an opportunity to address current highway system issues such as: functional classifications, demand management guidance, jurisdictional transfers and orphan highways, statewide tourism hotspots, and highway designations. Stakeholders also want to see more attention and funding around arterials and highways, and consideration of regional contexts.

Section 4: Summary of Internal ODOT Stakeholder Responses

The summary of internal ODOT responses is from **22 interviews** with staff in different regions and divisions.

How do you use the current policies in the Oregon Transportation Plan and Oregon Highway Plan in your work at ODOT?

All of the stakeholders interviewed were aware of the plans, but about half do not directly refer to them. For those employees less focused on policy, the plans provide a general guide. Some employees only reference specific plan sections. Comments included:

- The policies relating to the preservation of existing resources and efficiency of the system are foundational to ODOT's work.
- The OTP is a policy document that drives decision-making, funding approaches, and expenditures.
- The plans provide substantiation of analysis and the basis for developing scopes and decision outcomes.
- Referenced for many planning activities and land use actions.

What are the key focus areas that you think should be included in the new OTP? Do you think ODOT's statewide foundational goals that will guide the plans support your ideas? Any gaps?

Internal stakeholders felt positively about including all eight foundational goals; however, some thought certain goals could be combined and others felt more like tactics or strategies.

Many stakeholders shared other general aspirations for the updated OTP. Many expressed that the updated plan be focused and easy to understand. A strong plan should include actionable goals, clearly defined terms (e.g., terms related to equity) and metrics or performance measures. Others noted the plan should include many different voices in the process, focus on desired outcomes, and set a vision for the future. Some encouraged more data-driven policies and better integration across the statewide plans.

Other focus area/goal comments:

- Equity
 - Some felt equity should be a lens with which all goals and policies are viewed
 - Diversity, equity, and inclusion in the workforce is important, not just externally focused
 - Equity needs to be defined and explicit
- Safety and operations – manage with what we have, in a safe intentional way, folding in evolving technology
- Sustainable funding – maintaining the system is less expensive than rebuilding it
- Congestion affects the climate and economy which weighs into decision making
- Find the right balance between managing congestion, reducing greenhouse gases, and serving all users
- Mobility — focus on moving people and moving goods
- Emerging technology — consider customer service and licensing in addition to system operations
- Address jurisdictional ownership of facilities to alleviate confusion
- Move user fees and tolling forward
- Accessibility and ADA ties into many of the goal areas

Internal ODOT Stakeholder Responses

What do you think are the top transportation trends or drivers of change we should consider?

- Oregon’s aging population — many will live well past their driving years, creating new system needs statewide
- Tension between congestion relief, equity, and environmental concerns
 - Balancing service with reducing emissions (e.g., Dial-a ride services are important to users, but inefficient for greenhouse gases)
- Autonomous vehicles, electric scooters, and other new forms of transportation have regulatory issues and infrastructure needs but can help reduce carbon emissions
- “Diversity, Equity and Inclusion” as a movement
- Automation will affect building, maintaining, and operating the system, and the interaction between the system and users
- Using equity tools/criteria to make policy and investment decisions
- Gathering and using data through use of ITS brings potential to better understand and improve the overall system
- Movement towards more active transportation
- Self-educating/self-enforcing transportation systems — e.g., roundabouts and limited access highways
- Tolling

What does an equitable transportation system mean to you?

- Being responsive and making decisions that recognize community needs and service levels communities want
- A reliable system with more opportunities and access
- Making non-auto modes attractive and accessible, increasing mode share
- Race-forward initiatives — target and help the most vulnerable and everyone will be positively affected
- Acknowledge the race/income/communities of color connection
- User fee-based system
- Addresses undue burden and repairs wrongs (displacement, housing imbalance, etc.)

How do you anticipate a new updated OTP will affect the work you do?

- Can help focus and reenergize the Agency around a shared vision
- Evolving “why” conversations into “how” conversations
- Can focus on the safety and security of the system, users, and those that work to build and maintain the system
- Structured in a way that will allow for the pace of change – to move forward with advances and changes we can’t know at the time of publication
- More data driven policies could require more analyst work
- Impacts how Agency makes investments
- Could determine importance of projects — e.g., maintenance and preservation first, with targeted strategic investments second
- Could propose concepts that encourage and promote innovation

Internal ODOT Stakeholder Responses

What parts of the Oregon Highway Plan have been useful or result in positive outcomes? What are the primary issues you experience with the current plan? How do these issues impact your work?

Many stakeholders emphasized the importance of **retaining OHP's Major Improvements Policy, action 1G.1, prioritizing different types of system improvements**. Most other feedback focused on possibilities for the updated plan:

- Look at people who are vulnerable and spend money on serving them rather than the return on investment — outcomes will benefit everyone
- Current plan takes the traditional view of getting people around in single occupancy vehicles, new plan should think more creatively
- ODOT is doing the work to serve communities and new plan can help engineers keep that a priority
- ODOT's functional classifications are lacking reasons and definitions. Talk about the different classifications in terms of purpose (e.g., long-distance trips vs. short-distance trips)
- More focus on ITS and technological opportunities
- Help focus strategic investment decisions
- Include specific, actionable policies
- Need policy on customer service
- Need a clear vision of where the Agency is going and a staff training program to promote and align with Director's Office and OTC (e.g., OTIA CS3 training program)

What are the biggest tradeoffs and challenges you see as we manage our highways to accommodate multiple uses and users?

- Tradeoffs between goals and multiple modes
- Regional contexts and corridors vary across the state and will never be one size fits all; balance within specific vision. OTP can provide narrative between different contexts and consequences.
- Balancing mobility and safety goals
- New and constantly evolving budget impacts
- Need decision-making policy around maintaining the system
- Allowing safe, accessible main streets that also function as freight routes
- Need a framework to identify tiered solutions. For example, if we can't afford an interchange what else can we do to support traffic control?
- Non-highway modes taking funding from the limited highway fund
- Determining what systems of travel should be regulated by ODOT
 - Old forms (bikes) and new form (e-scooters/e-bikes) — could be subject to title and registration, helmet requirements, speed limits
 - Uber and Lyft highly regulated in some states, in Oregon it is up to cities
- Public education around traffic laws and regulatory policies

Internal ODOT Stakeholder Responses

What do you think is easiest and hardest about accommodating various modes on the highway system?

- Funding safety is easy
- The space we have right now is the same space as we will have in the future. OHP needs to follow lead with Blueprint for Urban Design
- Building a system for all doesn't work well for anyone. Need segments that prioritize certain users. Think of connectivity across the entire system.
- OHP should directly address how to balance multiple modes and set the tone for the future. Determine what is and isn't realistic and what is in the best interest of the traveling public.
- Use local streets for active modes to help balance the network; challenging to fund.
- Designing to fit all modes in one space can present safety issues; need to effectively utilize the space we have with focus on context
- Look at the whole system, not just individual projects
- Utilities blocking active transportation options and ADA accessibility

What key focus areas do you think need to be included in the new OHP to successfully address these challenges and move Oregon's system forward?

- The OHP should be deliberate about designations to meet needs - heavy, wide, high
- Need some emphasis on non-peak hours - tendency to focus on peak hours
- Better defined purpose of state's functional classifications
- Focus on specific markets rather than broad generalities

What are your regional concerns regarding the highway system? What regional opportunities do you see? What regional contexts should be considered?

- Recognizing regional differences in needs and appropriate solutions — consider current uses, future uses, demographics, etc. Allow flexibility
- Aging/non-driving population in rural areas need more transportation choices
- Housing costs lead people to live further from their jobs in some areas, increasing commutes
- OHP needs to provide framework to create regional connections and inform regional and local Transportation System Plans
- Connecting local communities — multiuse paths are a good option but not easily accommodated
- Tensions between local and through trips are driving discussions around alternative mobility targets
- Conflicts between state and local systems; highways and arterials
- Seasonal traffic impacts need to be addressed

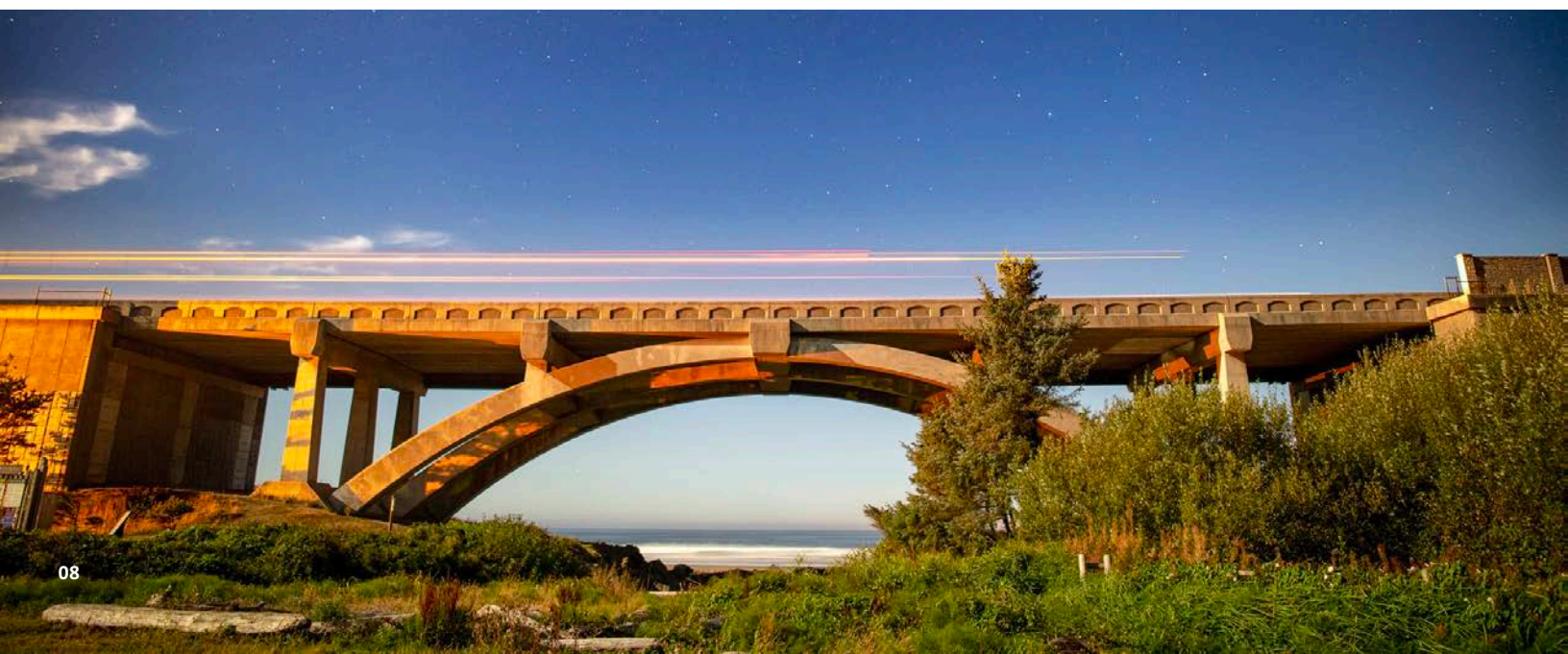
Internal ODOT Stakeholder Responses

To ensure appropriate flexibility, should policies be applied differently depending on specific contexts? Please provide examples.

- Fewer policies needed and all should address safety, equity, and the environment
- Create flexible policies for context sensitivity
- Currently, too much standardization and not enough local relevance
- Have flexibility, but understand that economy is driven by moving people and goods
- Communities need to invest in local network while allowing longer distance routes to improve to support regional trade and a healthy economy

In an era of limited resources, what should we consider when deciding what to invest in and what not to invest in? What do you consider an effective balance between preserving the existing system and making strategic improvements?

- Our assets will turn into liabilities if not maintained. Need to shift to a priorities conversation rather than spreading funds evenly, or we will need to disinvest in some areas.
- Look at the consequences of investments and non-investments and rely on strong vision
- Use an equity tool or criteria to make investment decisions
- Providing funding based on vehicle miles traveled, etc. is not equitable — need to rethink how we prioritize and distribute funds
- Investment resources — use the All Roads Transportation Safety program as a model to invest where the needs are highest
- Look at lifecycle costs to better predict maintenance needs
- Should spend dedicated funds first, before spending flexible funds
- Have to consider disinvestment which is challenging
- Need to set expectation that congestion is not always solvable, making congestion enhancements to keep from worsening
- Focus on critical infrastructure and routes and then enhancements
- Maintenance and preservation are important, but there is a need for capacity improvements
- Need to preserve right of way for future opportunities



Section 5: Summary of External Stakeholder Responses

The summary of external responses is from **32 interviews** with stakeholders representing state agencies, local jurisdictions, and transportation interests across the state.

Are you familiar with the Oregon Transportation Plan and the Oregon Highway Plan? If so, how do they affect the work you do?

Most participants know of the plans but do not use or reference them. Some regularly reference other statewide plans. Many indicated this is an important opportunity to **create a strong vision** for Oregon’s transportation system. Other comments about the plans:

- Important to acknowledge the transportation system’s connection to and impacts on climate change, health, and housing
- Find strategic alignment between state agencies around equity, improving air quality, increasing access, increasing active transportation, improving traffic safety, and emergency preparedness
- The plans don’t currently distinguish between freight and auto but should, similar to the Oregon Freight Plan
- Inconsistency in how regional and local jurisdictions use the OTP and OHP — some ignore the plans and others try to align with them



External Stakeholder Responses

When you think about Oregon's current transportation system, what is working and what isn't? Why is that important to you?

What's working

- Current commitment to improving active transportation is good, but could be better
- Transit systems doing well; House Bill (HB) 2017 helping to fund rural transit options
- Advancements in traffic safety
- Good planning, operations, bridge inspections, and sufficient maintenance of the current system
- Interstate system works pretty well for long-distance drivers/freight
- HB 2017 — big collaborative effort statewide that built positive relationships
- Air and rail
- Highway speeds
- Working with Tribes on projects (ongoing communications can improve)
- Portland core has good transportation options but the rest of state could improve
- OreGo program is a start, but it's not enough
- Different agencies and organizations working together and less siloed

What needs improvement

- A stronger, faster approach to address climate change is needed
- Congestion relief
 - Need a strategic approach, highway expansion alone won't work
 - Portland-area congestion has statewide and regional impacts
 - Congestion is increasing in other areas including the north and central coast (heavy seasonal tourism impacts), Bend, Salem, and southern Oregon
- No sustainable funding system
- Need more transportation options connecting communities statewide
- Incomplete bike/pedestrian program
- Asset management to support decision-making and funding requests; provides transparency around return-on-investment
- Mobility standards
- Need stronger guidance and tools for demand management
- 50/30/20 distribution (ODOT/Cities/Counties)
- Unfunded local access roads and orphan highways - misalignment of governance and oversight
- Impaired driving — collaborate with Oregon Health Authority
- Transportation implications on where people live and work
- Inconsistent application of policies and regulations among ODOT regions
- Need more climbing lanes for freight
- Public perception of ODOT as "highways only"
- Transportation options for people with disabilities
- Better predictions of technology advancements
- Better at meeting the needs of rural communities
- Outdated functional classifications
- Inadequate enforcement levels
- Weight restrictions impede mobility
- Increased commercial air and passenger rail service to more of the state
- Highways passing through downtown areas
- Engagement and communications with the public
- Communication between ODOT, the Governor's Office, the Legislature, and other local agencies
- Reparations for Black communities and other displaced communities

External Stakeholder Responses

What are the key focus areas that you think should be included in the new OTP? Do you think ODOT's statewide foundational goals that will guide the plans (listed in fact sheet) support your ideas? Any gaps?

Similar to internal stakeholders, external stakeholders felt positively about the listed foundational goals and also had ideas about combining some goals and identifying others as strategies, such as separating fuel efficiency and carbon emissions reduction.

Other focus area and goal input included:

- Equity - include a clear definition of the term
- Climate change - enact policies for reducing CO2 emissions that quickly move Oregon forward
- Include metrics for environment, funding, and equity to see both deficiencies and progress — won't have meaning if not measured
- Congestion management — provide stronger guidance and tools
- Resiliency — add as a separate focus area relating natural disasters (e.g., Cascadia subduction zone event, large storms, tsunamis, pandemic) and the state system's preparedness
- Safety — lower speed limits across the state; implement Vision Zero performance measures; reduce impaired and distracted drivers; indicate appropriate level of enforcement
- Focus on a community-centered "people-moving" plan that looks at all modes of transportation
- Focus on mode share
- Complete a needs assessment
- Address implications of land use management, housing, and employment
- Funding/investment strategies- open the conversation around ways to raise revenue and prioritize investments
- Transportation options — provide more options in rural areas
- Active transportation — focus on access to these options; intermodal connections
- Emerging technologies — anticipate a variety of futures and strategies
- Efficient freight movement — it plays a key role in state's economic development; "truck freight" needs specific focus, as most freight is carried on roads
- Context-sensitivity
- Focus on creating a healthy, vital Oregon
- Use data to drive the plan
- Address ride share and Amazon delivery trucks — new types of travel and goods movement
- Move toward 100% ADA accessibility
- Address how airports, ports, and passenger rail fold into the system

External Stakeholder Responses

What do you think are the top transportation trends or drivers of change we should consider?

- Managing population growth while balancing climate concerns
- Demographic changes — especially increasing aging population
- Partnering with other agencies to leverage information sharing and drive holistic change
- Flexibility on how to achieve goals — anticipate change and the unknown
- Resiliency planning
- Active transportation as means of reducing congestion
- Uber, Lyft, scooters, bike share
- Tolling and user fees to discourage system use at peak times
- Multimodal access for suburban and rural areas
- Opportunity to improve rail (look to Caltrain)
- Transportation becoming partisan and politicized
- Distracted driving
- Mobility as a service
- Small freight (such as Amazon vans) for deliveries and growing demand with e-commerce; consumerism; need for more goods faster
- Fear of riding transit; seen as only for low-income (outside of Portland metro area)
- Technology can make us better — look to private sector for ideas
 - Drones
 - Data collection and how we can use it
 - Autonomous vehicles
 - 3D printing in place
 - Electrification of vehicles — infrastructure (chargers, etc.) needed
- Storytelling — ODOT needs to tell the investment story; communicate actual community benefits generated from a particular improvement

What does an equitable transportation system mean to you?

- Equity doesn't have meaning unless it is well defined and measured
- Access, safety, and affordability for all to get where they need to go
- Sharing benefits and burdens
- No difference in outcomes for communities of color
- Focus on people vs. vehicles
- Triple bottom line: economics, environment, and equity
- Policies that reflect our demographics
- Lowering carbon emissions for health
- Mode variety — safe, reliable options
- ADA accessibility
- Overinvesting in those that need more mobility assistance or access
- Disadvantaged Business Enterprise/workforce development opportunities
- Tribal consultation
- Subsidized options like transit for low-income populations
- Equity in decision-making and outreach; meaningful co-creating with communities left behind in the past; meeting people where they are
- Addressing past wrongs to communities, redress and reparations
- Understanding the burden of car ownership on individuals
- Racial equity tool or methodology to help consider equity implications of decisions; apply equity lens to entire state, not just metro area
- No disproportionate impacts to minority/low-income groups

External Stakeholder Responses

What are the biggest tradeoffs and challenges you see as we manage our highways to accommodate multiple uses and users?

- I-5 vs. the rest of the state; prioritizing high vs. low density areas
- Competition for active transportation funding in rural areas
- Resistance to lowering speeds — loss of freedom perception
- Transportation between communities and regions without reliance on autos
- Making an old system multimodal and safe with limited space and challenging terrain; safety issues with mixing modes, like trucks and bikes; acknowledging context of highway and whether multimodal uses are safe there
- Balancing economic development with livability
- Getting public support for tolling
- Driver behavior — distracted and rushed
- Lack of sufficient, sustainable funding
- Need to stay open and flexible to creative solutions (e.g., running traffic or buses on shoulders); widening the highway should be the last resort
- Balance expectation about what system performance means (e.g., mobility standards that “save” capacity — who are we saving it for?)
- Greenhouse gas reduction — especially in an accelerated timeframe
- Mobility as a service can create more congestion
- Impact of housing prices on commutes and transportation options
- Maintenance backlog
- Moving people with speed vs. comfort
- Statewide consistency vs. local variation
- Population growth

What do you think is easiest and hardest about accommodating various modes on the highway system?

Hardest

- Serving rural and isolated communities with active transportation and transit
- Lack of stable funding and support for increased taxes to pay for improvements and maintenance
- Making multimodal travel safe on a highway system that wasn’t initially built for it
- Balancing population growth (more drivers) with climate concerns
- Changing the perception of ODOT as only highways — needs to be seen as serving all modes
- Not harming truck freight
- Changing behavior; getting people to drive less due to habit and lifestyle
- Right of way constraints and general lack of space
- Conflict between goals of ODOT and other jurisdictions
- Conflict between bike/pedestrian and freight interests
- Struggle to meet strict ADA standards
- Federal/state requirements placed on projects driving up costs

Easiest

- Providing driver education
- New highways have more room for multimodal options
- Electronic message signs
- Align transit schedules for more efficient travel between communities
- Using rail as an alternative to roads for moving freight
- Dedicated bus lanes (or bus on shoulder) during daytime hours
- Be creative, innovative and use outside-the-box thinking when developing solutions
- Make biking and riding transit more enjoyable and appealing, like in Europe
- Improving access to vanpools, carpools, and rideshare
- Better, safer crosswalks — use lighting and rapid flashing beacons
- Orphan highways provide opportunities for transformation and adding multimodal options
- Lowering speeds

External Stakeholder Responses

What key focus areas do you think need to be included in the new OHP to successfully address these challenges and move Oregon's system forward?

- Plan for people's entire lifespans — from safe and easy stroller access to wheelchair access
- Clear goals and targets that show what success looks like and how successes affect other parts of the system
- Prioritization framework and metrics
- Mobility of people and goods as the outcome — current plan is modally focused
- Greenhouse gas reduction
- Community-specific solutions reached through engagement
- Focus on access to destinations
- Better address arterials
- Acknowledge context between rural highways and highways through town; need appropriate facilities on appropriate roads
- Unified truck/freight rules for all five regions
- Address infrastructure for increasing deliveries with Uber Eats, Amazon, etc.
- Clarify how this plan connects with the other modal and facility plans
- Consider and include regional policies, not just blanket ones developed for metro area
- Connection to land use management
- Funding

What are your regional concerns regarding the highway system? What regional opportunities do you see? What regional contexts should be considered?

- Land use discussions; forecasting where people are living and moving
- Challenge of creating options in rural areas; urban and rural contexts
- Alignment with Regional Transportation Plan and Regional Housing Needs Analysis
- Tools and strategies for greenhouse gas reduction may look different in different regions
- ADA safety and compliance
- Resiliency— rural areas have less capacity for planning
- Overdependence on the highway and interstate with lack of other options in non-urban areas; public transit more or less desirable depending on urban/rural context
- Opportunity for more passenger rail services
- Uniformly applying ODOT policies between the five regions when context is the same
- Portland bottlenecks and impact to the whole state
- Population growth and tourism (e.g., seasonal Oregon Coast tourism impacts on transportation system and local livability)
- More investment in electrification for eastern Oregon and coast
- More enforcement in rural areas
- Tensions around who pays for what on projects among agencies
- Need tighter partnerships between agencies to connect on regional priorities
- Congestion pricing/tolling and regional implications
- Interconnectivity between regions
- Addressing houseless issues

External Stakeholder Responses

To ensure appropriate flexibility, should policies be applied differently depending on specific contexts? Please provide examples.

- Apply equity lens to all goals and policies
- Rural and urban contexts need to be considered — can't expect the same transportation modes or solutions to serve each the same way
- Plans should be living documents and not too rigid
- Flexibility in spending allowance
 - In some cases, jurisdictions may have transit money that they can't spend (HB 2017 funds) because specific projects not listed in a plan; can't spend money on off-system trails but may be the best Safe Routes to School option in a rural area
- Flexibility is good, but not at cost of big priorities, stay centered on values
- Flexibility can be interpreted as "Portland can do what they want"
- Need to align plans and climate goals with state directive, and focus on safety and climate
- Be geographically equitable with funding
- Flexibility relating to geographic weather conditions
- Localism generally better for pedestrian safety

In an era of limited resources, what should we consider when deciding what to invest in and what not to invest in? What do you consider an effective balance between preserving the existing system and making strategic improvements?

- Equity criteria important in decision-making, and should identify the biggest disparities and focus on improving them
- Carbon emission reduction
- Safety first
- Aggressively manage system for greater good
- Consider return on investment when deciding between repairing or rebuilding; spend to get the biggest impacts
- Public process and open collaboration should help decide
- Maintenance first, but out-of-the-box thinking is also needed
- Need flexibility to stay open to technological advancements
- Be thoughtful about future investments due to rapidity of change
- Use regulation and pricing to increase efficiency
- Be protective of the highway fund
- Bring smart people across disciplines together to imagine and think (universities, futurists, Daimler, Intel)
- More investment by state in local roads
- Long-range goals should inform priorities



Appendix: List of Interviewees

INTERNAL ODOT STAKEHOLDERS

Kris Strickler, Director

Mac Lynde, Deputy
Administrator, Delivery &
Operations

Jerri Bohard, Policy, Data, &
Analysis Division Administrator

Amy Ramsdell,
Commerce & Compliance
Division Administrator

Hal Gard, Public Transportation
Division Administrator

Jen Midkiff, Equity Officer

Jack Svadlenak, Economist

Dan Porter, Economist

Amanda Pietz, Program
Implementation Manager

Michael Rock, Planning
Unit Manager

Erik Havig, Planning
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Glen Bolen, Region 1 Interim
Planning Manager

Terry Cole, Region 2
Planning Manager

Mike Baker, Region 3
Planning Manager

David Amiton, Region 4
Planning Manager

Teresa Penninger, Region 5
Planning Manager

Tom McClellan, Driver & Motor
Vehicle Services Administrator

Troy Costales, Transportation
Safety Division Administrator

Steve Cooley, Chief Engineer

David Kim, Statewide Project
Delivery Manager

Cooper Brown, Assistant
Director of Operations

EXTERNAL STAKEHOLDERS

Cara Biddlecom, Director of Policy and
Partnerships, Oregon Health Authority

Megan Bolton, Sr. Research Analyst,
Oregon Housing and Community Services

Diana Nunez, Executive Director, Oregon
Environmental Council

Sara Wright, Transportation Program
Director, Oregon Environmental Council

Jeff Hazen, Chair, Public Transportation
Advisory Committee

Michael Black, Chair, Oregon Bicycle and
Pedestrian Advisory Committee

Phil Ditzler, Division Administrator,
Federal Highway Administration

Rachael Tupica, Senior Planner,
Federal Highway Administration

Jasmine Harris, Community Planner,
Federal Highway Administration

Nick Fortey, Safety & Design Engineer,
Federal Highway Administration

Brian Worley, County Road Program
Manager, Association of Oregon Counties

Jim McCauley, Legislative Director,
League of Oregon Cities

Jana Jarvis, President,
Oregon Trucking Association

Marie Dodds, Director, Government and
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Jillian Detweiller, Executive Director,
The Street Trust

Duncan Wyse, President,
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Andy Johnson, HDR,
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Mark Butorac, Kittelson,
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Katie Mangle, Alta,
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Brooke Jordan, Jacobs,
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Darci Rudzinski, Angelo Planning,
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Karen Swirsky, Senior Planner, Bend MPO

Ben Duncan, Equity Officer,
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Curtis Raines, Executive Director,
SPOKES Unlimited (AOCIL)

Steve Lee, Affirmative Action Manager,
Office of Governor Kate Brown

Alando Simpson, Commissioner,
Oregon Transportation Commission

Sharon Smith, Commissioner,
Oregon Transportation Commission

Julie Brown, Commissioner, Oregon
Transportation Commission

Martin Callery, Commissioner, Oregon
Transportation Commission

Bob Van Brocklin, Chairman,
Oregon Transportation Commission

Spencer Nebel, City Manager,
City of Newport

Elaine Friesen-Strang, Volunteer State
President, AARP

Margi Bradway, Transportation Planning
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Mitch Sparks, Executive Director,
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Todd Davidson, Executive Director,
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Pam Treece, Commissioner,
Washington County Board of Commissioners

Jessica Metta, Deputy Director,
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www.oregon.gov/ODOT/Planning/Pages/Plan-Development.aspx