

APPENDIX F

Survey analysis

Survey Analysis

COALITION OF COMMUNITIES OF
COLOR, RESEARCH JUSTICE INSTITUTE

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Survey Participants. Thirty community members completed the survey during the engagement session. The survey was available in multiple languages. 5 folks completed it in Chinese, 17 in English, 3 in Spanish, and 5 in Vietnamese. Community members self-described their gender as “Female”, “female.”, or “Mujer” (n=16) and “Male” or “men” (n=9). Survey respondents ranged in age from 14 to 81 years old, with the following distribution: 7 youth (ages 14-25), 11 adults (ages 36-69), and 6 elders (ages 70-80). They came from 8 different zip codes in the area of Portland, OR and Gresham, OR. Community members self-described their races and ethnicities as “Asian”, “Asian/Karen”, “Chinese”, “Hispana”, “Karen”, “Latina”, “Latinx”, “Mexicana”, and “Vietnamese”. Survey

respondents reported speaking Cantonese, English, Karen, Nepali, Spanish, and Vietnamese at home. Community members responded that they either did (n=5) or did not (n=20) have a disability. The few folks who opted to share the nature of their disability reported difficulty with hearing and difficulty with walking or climbing stairs. Several community members chose not to report their gender (n=5), birth year (n=5), zip code (n=5), race/ethnicity (n=6), home language (n=3), disability status (n=5), or disability nature (n=26).

Survey respondents rated how often they used several forms of transportation and services. In the table on the next page, we show the number of respondents who selected each frequency category for each transportation form or service.

Table 1. Number of respondents who selected each frequency option.

HOW OFTEN	NEVER	LESS THAN ONCE PER WEEK	ONCE PER WEEK	2-3 TIMES PER WEEK	4-6 TIMES PER WEEK	ONCE PER DAY	MULTIPLE TIMES PER DAY
Aerial Tram	23	5					
BIKETOWN	26	2		1			
Bike Lanes	20	4					1
Bus TriMet	1	8	4	4	5	1	4
Own Car	3	1	2	4	5	4	7
Ride Share Car	13	6	2	2	2	1	
MAX TriMet	2	14	6	3	1	1	1
Greenways	11	3	3	5	1	2	
Roadways	6	4	1	6	3	2	5
Ped. Bridges	11	6	6	4	1		
Sidewalks		2		11	3	2	8
Portland Streetcar	18	4	2	2			
Walk Roll	14			5	4	1	1

Table 2. Weighted totals and corresponding percents.

TRANSPORTATION	WEIGHTED TOTAL	PERCENT
Aerial Tram	2.5	0.39
BIKETOWN	3.5	0.55
Bike Lanes	11.0	1.72
Bus TriMet	86.0	13.46
Own Car	128.5	20.11
Ride Share Car	27.0	4.23
MAX TriMet	41.5	6.49
Greenways	36.0	5.63
Roadways	92.0	14.40
Ped. Bridges	24.0	3.76
Sidewalks	129.5	20.27
Portland Streetcar	9.0	1.41
Walk Roll	48.5	7.59

We then weighted each frequency category as follows: 0 (never), 0.5 (less than once per week), 1 (once per week), 2.5 (2-3 times per week), 5 (4-6 times per week), 7 (once per day), and 9 (multiple times per day). We multiplied the number of respondents per frequency category by these weighted values, and then we added up those values to create a weighted total for each form of transportation or service (see Table 2). Based on these weighted totals, survey respondents reported most often using sidewalks, their own cars, roadways, and TriMet buses. They reported least often using the Aerial Tram, Biketown bikes, the PBOT streetcar, and bike lanes.

Survey respondents answered two open-ended questions. The first one asked: **“Think about where in Portland you feel physically and/or emotionally safe. Are there any particular public spaces or places**

that come to mind beyond the ones you looked at in the photos today? If so, please list them here.”

Several community members listed specific places, including temples, parks, Division Street, the mall, downtown Gresham, and stores, like Fred Meyer.

“Te sientes bien en el centro comercial y en el centro de Portland en los lugares, rancho donde vive tu hija en Gresham.” / “You feel good in the mall and in the center of Portland in the places, ranch where your daughter lives in Gresham” [trans.]

Some respondents noted features of places that contribute to feeling physically and/or emotionally safe, including places with lots of children and people, “quiet neighborhoods”, places where there are not many folks experiencing homelessness, places close to where they live, and well-lit places.

A couple folks commented on how places are not particularly safe:

“Downtown needs much work to be feel safe, clean and overall to become something to be proud of as a resident of Portland.”

“It’s not like before where it used to be safe to walk around...”

The second open-ended question asked: **“Is there anything else that you’d like to share about what makes you feel physically and/or personally or emotionally safe, thinking in particular about lighting, public gathering spaces (like plazas), street crossings, sidewalks, and getting to bus stops?”**

In response, community members mentioned feeling physically and/or emotionally safe while taking the bus (especially during the day), when there are streetlights, traffic lights, and traffic signs, while using well-build sidewalks, in parks

where there are a lot of children and families, and at the mall.

“the buses feel so safe, good service, and stop; more patience with the elderly; 8 am until 1 pm and don’t go out at night — night time is a bit dangerous”

“Me siento segura cuando tomo el bus porque hay personas al alrededor y también los parques por qué hay mucho movimiento” / “I feel safe when I take the bus because there are people around me and also the parks because there is a lot of movement.” [trans.]

A couple folks mentioned feeling unsafe in public parks due to people experiencing homelessness and lack of street lights.

“Street light was not enough for most cases on the picture we observed. Community parks were safe before but right now they are not due to homeless tents and unclean.”