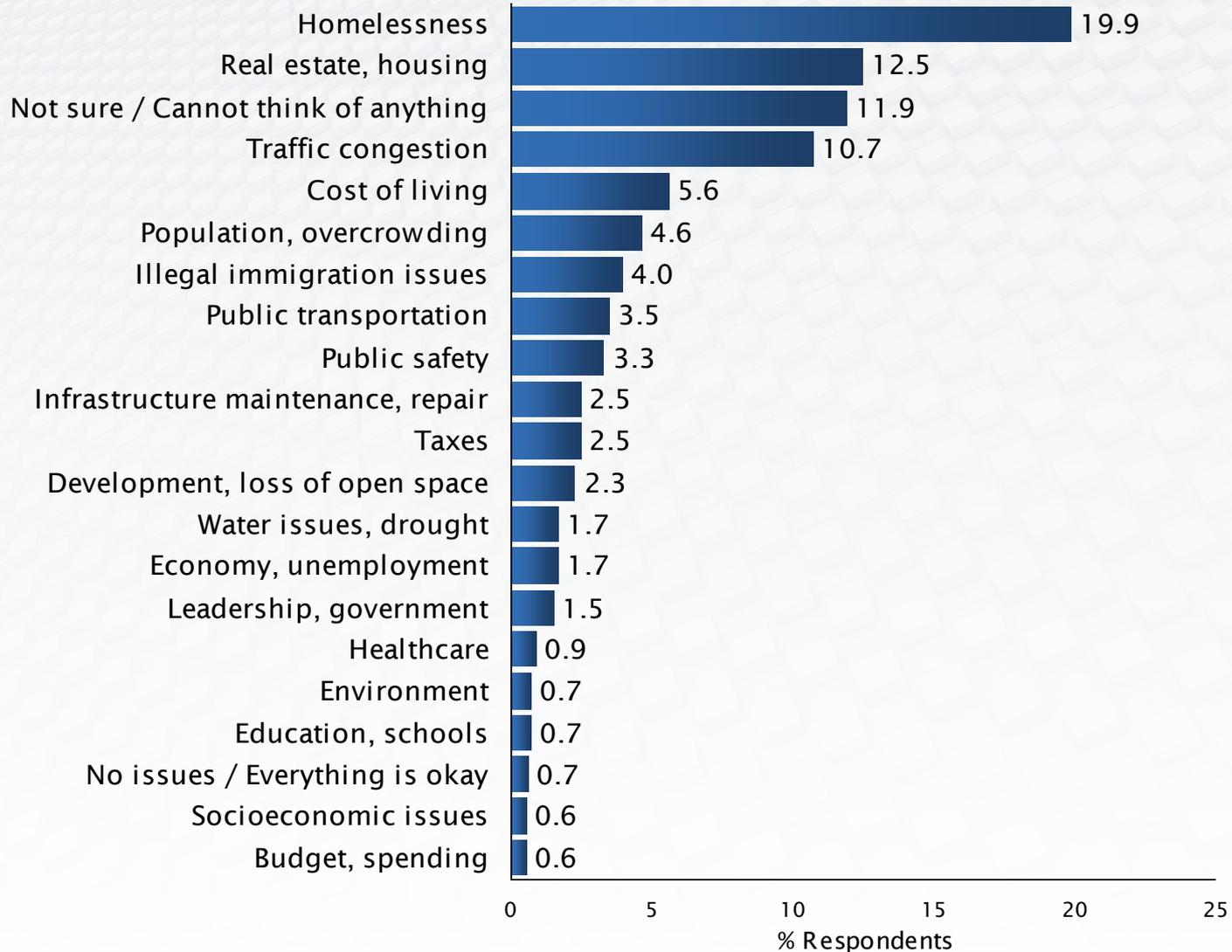# Attitudinal and Awareness Survey Results

Purpose of Study

- Measure awareness and perceptions of OCTA

- Gather input on priorities and strategies for the Long Range Transportation Plan (LRTP)

- Profile resident use of the transportation system, communications preferences, and relevant demographics/background information

Methodology of Study

- Conducted June 17 to 30, 2018
- Mixed-Methodology Survey
  - Stratified random sample of OC Households
  - Multiple recruiting methods (telephone and email) and data collection options (telephone and online)
  - Completed 2,525 interviews
 - English, Spanish, and Vietnamese
- Overall margin of error: ± 1.95%

Most Important Issues

Issue	% Respondents
Homelessness	19.9
Real estate, housing	12.5
Not sure / Cannot think of anything	11.9
Traffic congestion	10.7
Cost of living	5.6
Population, overcrowding	4.6
Illegal immigration issues	4.0
Public transportation	3.5
Public safety	3.3
Infrastructure maintenance, repair	2.5
Taxes	2.5
Development, loss of open space	2.3
Water issues, drought	1.7
Economy, unemployment	1.7
Leadership, government	1.5
Healthcare	0.9
Environment	0.7
Education, schools	0.7
No issues / Everything is okay	0.7
Socioeconomic issues	0.6
Budget, spending	0.6

% Respondents

Comparison of Issues

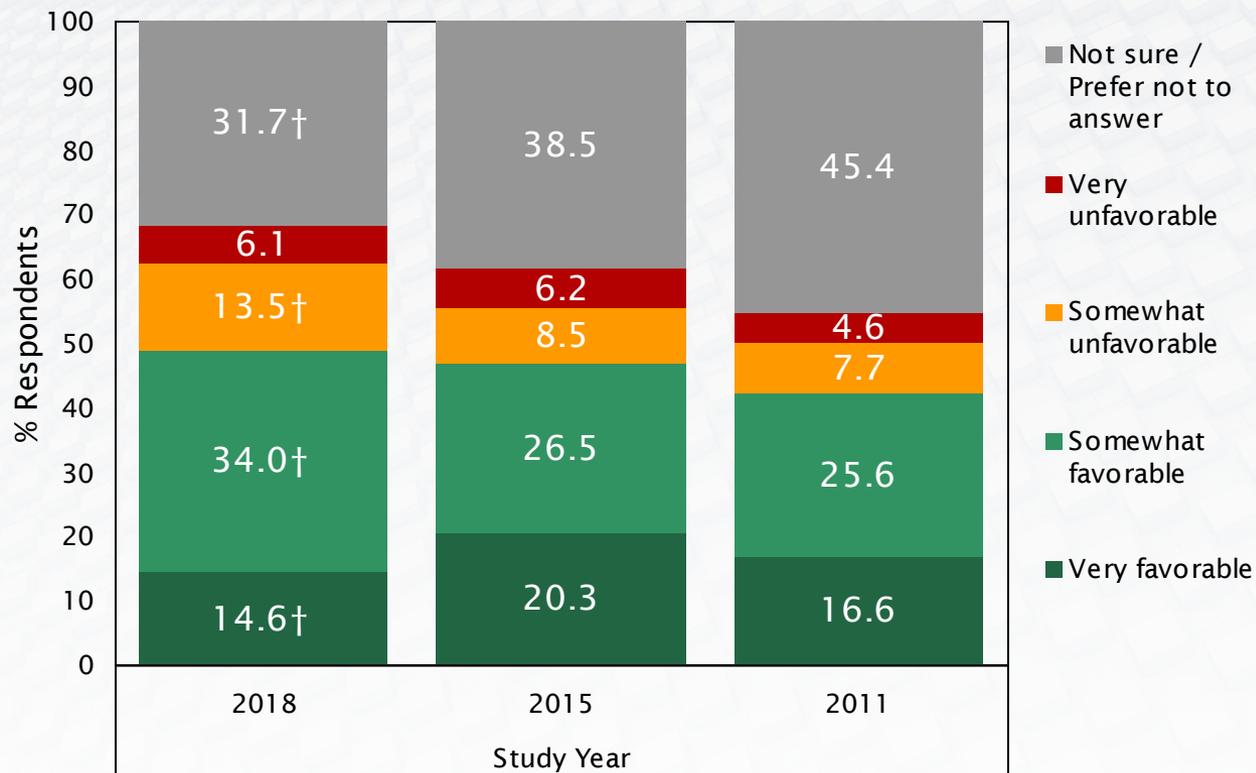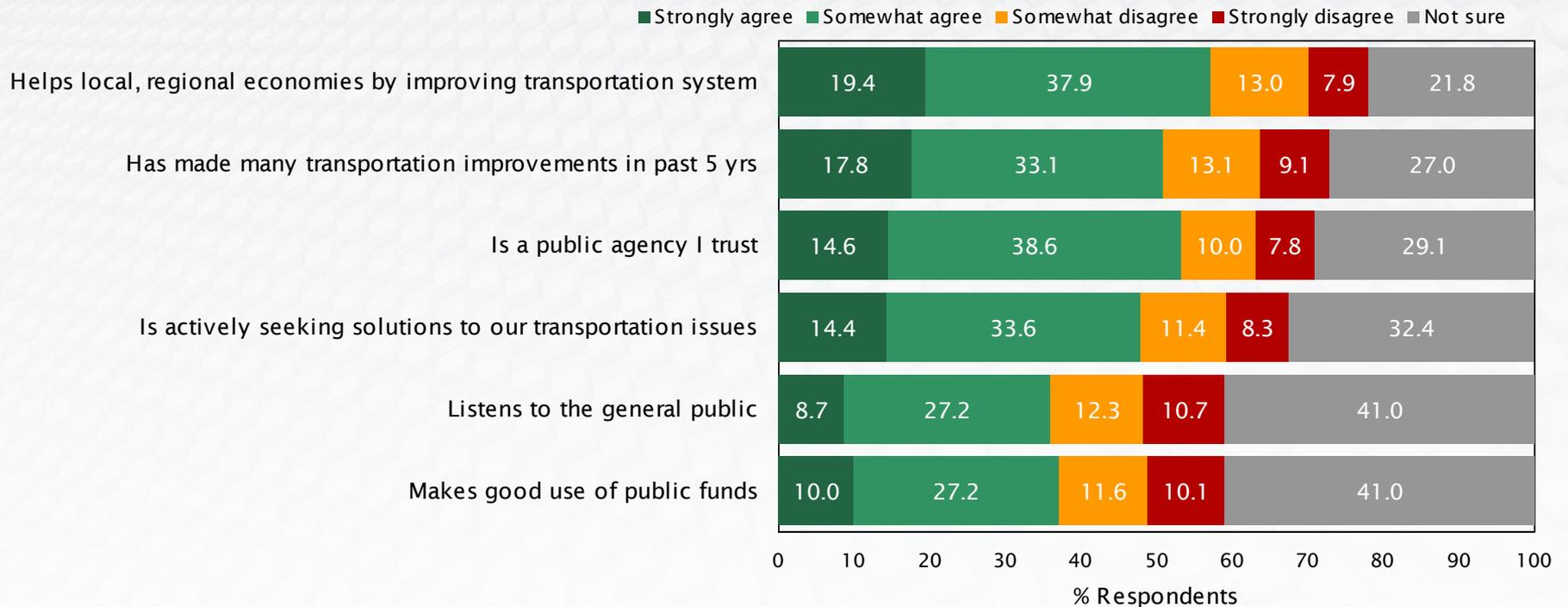| Study Year		
2018	2015	2011
Homelessness	Water issues, drought	Economy, unemployment
Real estate, housing	Not sure / Can't think of anything	Not sure / Can't think of anything
Not sure / Can't think of anything	Traffic	Education, schools
Traffic congestion	Economy, unemployment	Traffic
Cost of living	Real estate, housing	Public safety / Crime
Population, overcrowding	Cost of living	Budget, spending
Illegal immigration issues	Public safety	Real estate, housing
Public transportation	Population, overcrowding	Transportation infrastructure
Public safety	Education, schools	Population, overcrowding
Infrastructure maintenance, repair	Homelessness	Cost of living

Awareness of OCTA
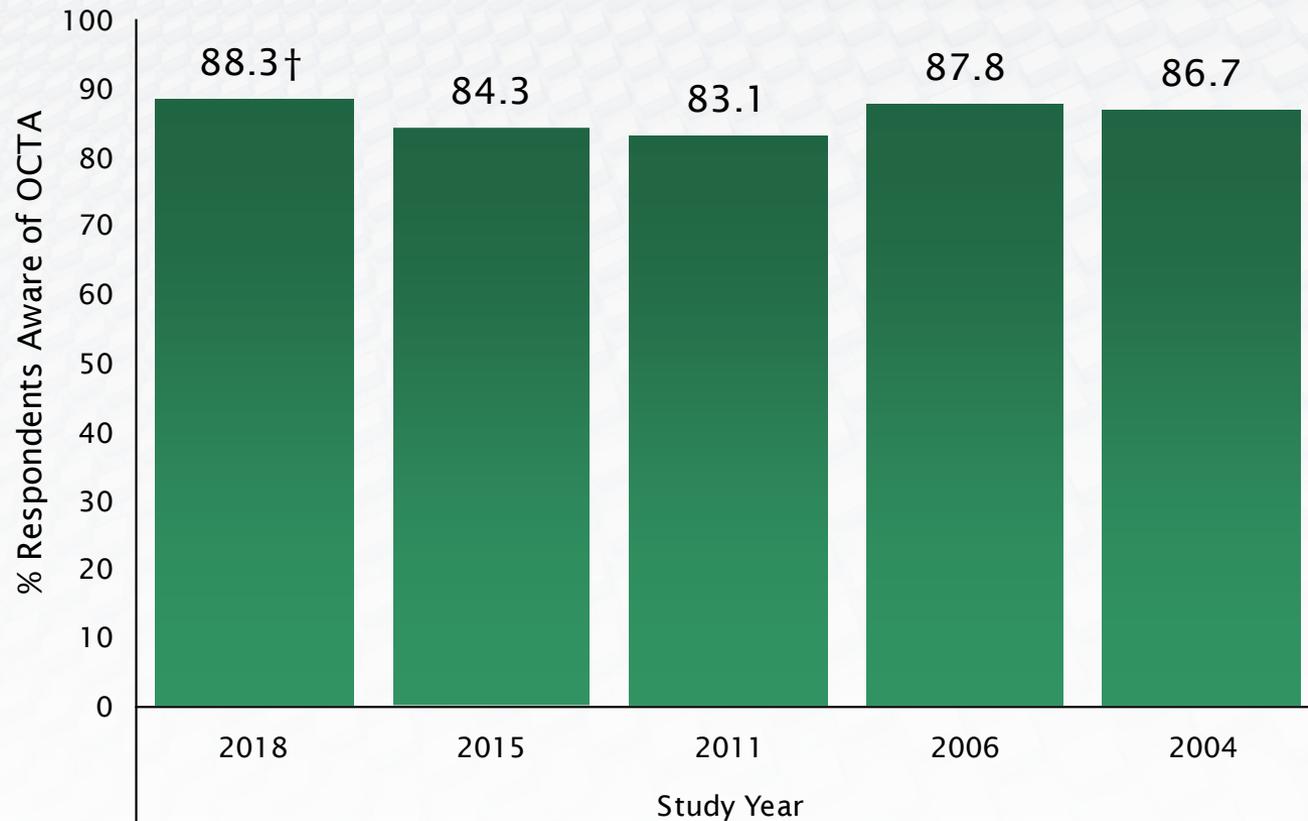
† Statistically significant difference (p < 0.05) between the 2015 and 2018 studies.

Overall Opinion of OCTA

† Statistically significant difference (p < 0.05) between the 2015 and 2018 studies.

Statements about OCTA

Legend: Strongly agree · Somewhat agree · Somewhat disagree · Strongly disagree · Not sure

Statement	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Not sure
Helps local, regional economies by improving transportation system	19.4	37.9	13.0	7.9	21.8
Has made many transportation improvements in past 5 yrs	17.8	33.1	13.1	9.1	27.0
Is a public agency I trust	14.6	38.6	10.0	7.8	29.1
Is actively seeking solutions to our transportation issues	14.4	33.6	11.4	8.3	32.4
Listens to the general public	8.7	27.2	12.3	10.7	41.0
Makes good use of public funds	10.0	27.2	11.6	10.1	41.0

% Respondents

LRTP Priorities

Legend: ■ High priority ■ Medium priority ■ Low priority ■ Shouldn't spend money on project ■ Not sure

Priority	High priority	Medium priority	Low priority	Shouldn't spend money on project	Not sure
Fix freeway bottlenecks at interchanges, merge areas, and on/off ramps	70.1	19.7	5.8	2	3
Fix potholes and repair roadways	64.3	26.4	6.4	2	1
Synchronize traffic signals on major roadways	61.1	25.6	8.1	2	3
Widen freeways, where possible	53.6	26.1	11.8	6	2
Increase & expand commuter rail services including Metrolink and Amtrak	47.0	26.5	17.2	5	5
Increase & expand bus services	36.1	33.8	18.8	6	5
Increase carpool, vanpool, and rideshare programs	33.4	31.5	22.2	9	4
Add faster express bus services	31.9	30.4	23.1	7	7
Improve and repair the network of sidewalks	32.3	32.8	27.3	5	3
Add streetcar services in areas with high potential ridership	29.3	30.6	21.8	12	7
Create on-demand shared ride community shuttles	22.6	34.5	25.9	11	7
Improve the network of bike lanes	21.9	29.6	31.2	14	4
Add carpool lanes to toll roads	17.9	18.1	30.0	28	6
Enhance infrastructure to accommodate autonomous, driverless vehicles	14.8	20.2	31.7	26	7
Add toll lanes on existing highways	10.0	18.2	30.7	37	4

% Respondents
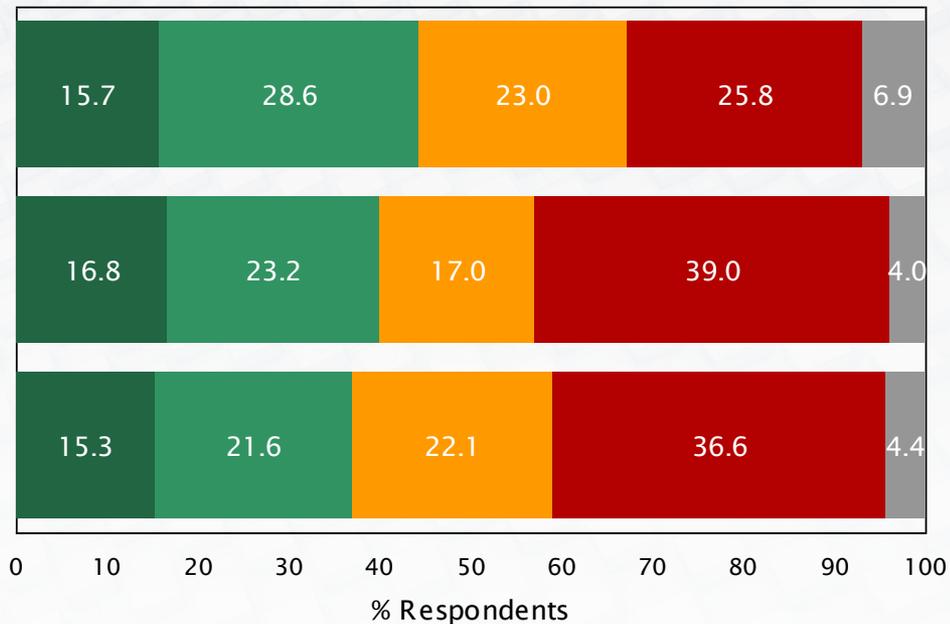
Carpool Lane Strategies

Legend: ■ Strongly support ■ Somewhat support ■ Somewhat oppose ■ Strongly oppose ■ Not sure

Build additional carpool lanes on freeways, even if it is very expensive, may require purchasing private properties to widen freeway
- 15.7 | 28.6 | 23.0 | 25.8 | 6.9

Require at least 3 people in a vehicle in order to qualify for carpool lane, but also allow single or two-person vehicles the opportunity to use carpool lane for a fee
- 16.8 | 23.2 | 17.0 | 39.0 | 4.0

Require at least 3 people in a vehicle in order to qualify for the carpool lane
- 15.3 | 21.6 | 22.1 | 36.6 | 4.4

% Respondents

Key Findings

Public Perceptions of OCTA

- Awareness of OCTA increased in past three years

- Approximately 1/3 have no opinion of OCTA, but among those with an opinion of OCTA, favorable opinions outnumber unfavorable 2.5 to 1

- OCTA receives highest marks for positive impact on economy, trust, actively seeking solutions, and making transportation improvements

Key Findings

LRTP

Majority support for all projects and strategies being considered

- Most projects rated high or medium priority by 60%+ OC residents

- Top priorities
  - Fix freeway bottlenecks at interchanges, merge points, on/off ramps
  - Fix potholes and repair roadways
  - Synchronize traffic signals
  - Widen roadways
  - Increase and expand commuter rail service

Key Findings

LRTP

- Projects with lower priority/less consensus
  - Adding toll lanes to existing freeways
  - Enhancing infrastructure to accommodate autonomous vehicles
  - Adding carpool lanes to toll roads

- Carpool Lane Strategies
  - No approach to reducing peak-period congestion achieved majority support
  - That said, support for building new carpool lanes (even if very expensive and required purchase of private land) was only slightly higher than converting existing carpool lanes to 3 person high-occupancy vehicle (HOV) or 3 person high-occupancy toll (HOT) lanes