



# Outreach #1 Summary

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## Introduction

The following report provides an overview of the results of the listening sessions and online survey results for Clackamas County’s Transit Development Plan. Due to COVID-19 restrictions, tabling sessions did not take place during the public outreach period, however three virtual listening sessions were conducted.

The online survey was open between June 3, 2020 and July 2, 2020 to give the public an opportunity to share their thoughts on Clackamas County’s transit services and existing gaps. A total of 720 people took the survey, including 440 riders and 280 non-riders. There were 29 questions, 8 of which were demographics questions.

Three listening session dates/times were advertised on the website and promoted in outreach emails to the stakeholder interest groups listed below. Two of the scheduled listening sessions were conducted and the third was cancelled due to a lack of registrants. However, a one-on-one stakeholder interview was conducted instead. A total of 6 people RSVPed for the 3 listening sessions and 3 people actually attended.

- Local jurisdictions
- Business organizations, associations and chambers of commerce
- Community Planning Organizations (CPOs), Hamlets and neighborhood associations
- Bike, pedestrian and transit boards
- Transit interests
- Environmental interests
- Senior services

- Groups that represent Spanish speakers
- Low-income residents and advocacy organizations
- Health equity interests
- Schools and colleges
- Tourism interests
- Housing and community development interests

## LISTENING SESSIONS

Three 30-minute listening sessions took place via Zoom meetings on the following dates:

- Wednesday, June 17 – Participant: Bill Merchant, Hamlet of Beavercreek
- Thursday, June 25 – Participant: Jamie Huff, City of Happy Valley
- Tuesday, July 7 – Participant: Tom Strader, SCTD District Manager

See Appendix B for complete listening session notes.

## ONLINE SURVEY

### Promotion

A \$20 grocery store gift card incentive was offered to participants who recorded their names and contact information in Question 1 of the survey; four randomly-selected participants won the drawings and were mailed a gift card.

Clackamas County promoted the online survey through the following media:

- NextDoor postings
- Clackamas County Facebook and Twitter postings
- Local jurisdictions social media
- Emails to the stakeholder interest groups (listed above), interested parties and TAC and PAC members

### Key Findings

- Within the past year, 54% of all respondents used TriMet, 40% used no transit service, and small percentages of respondents used the smaller service providers.
- Prior to the survey, nearly all of the non-riders had heard of TriMet and about 30% of the respondents had heard of Canby Area Transit (CAT), Sandy Area Metro (SAM), South Metro Area Regional Transit (SMART), and Mt Hood Express. Fewer people had heard of South Clackamas Transit District (SCTD) and the CCC Xpress Shuttle.

- About 60% of non-riders prefer to drive and 39% stated that transit doesn't go where they need it to go. Twelve of the non-riders do not support transit in general and do not want to pay tax dollars for it (Question 34 open-ended responses.)
- 14 write-in comments in response to why people don't use transit noted safety concerns as a primary reason people do not ride transit, and in subsequent open-ended questions, safety concerns were a prominent theme.
- 9 non-riders said that their disability makes traveling via transit more difficult.
- 129 non-riders (near 50% of non-riders) use Uber/Lyft or a taxi service to get around.
- Of the riders, about 90% use MAX/light-rail, whereas 62% ride a bus with a fixed route. Only 10 people use TriMet lift or a similar door-to-door service.
- The primary destination for participants was for recreational/social purposes but high numbers of people also commute to work and shopping destinations via transit.
- The most common specific place that people would like to travel to by transit if it were available was West Linn (Question 10).
- 50% of participants travel directly to their destinations and do not transfer.
- Fewer riders transfer between different service providers, but 74% transfer between TriMet lines.
- Responses by non-riders to where specifically they would like to travel if it was available, listed by cross streets, yielded: Salamo Drive, Stafford Road, Beaver Creek Road, Borland Road, Sunnyside Road, Lower Boones Ferry Road, and Highway 43 from L.O. to Portland. (Question 15)
- The desire for MAX to run to Oregon City came up in several different open-ended comments for various questions.

## Survey Questions and Summary

The following is a chronological listing and summary of each survey question. None of the questions were required, so various numbers of participants skipped each one. All of the multiple-choice questions permitted multiple responses per question, so the percentages listed do not necessarily add up to 100%.

See Appendix A for all open-ended comments for each question.

### Question 1

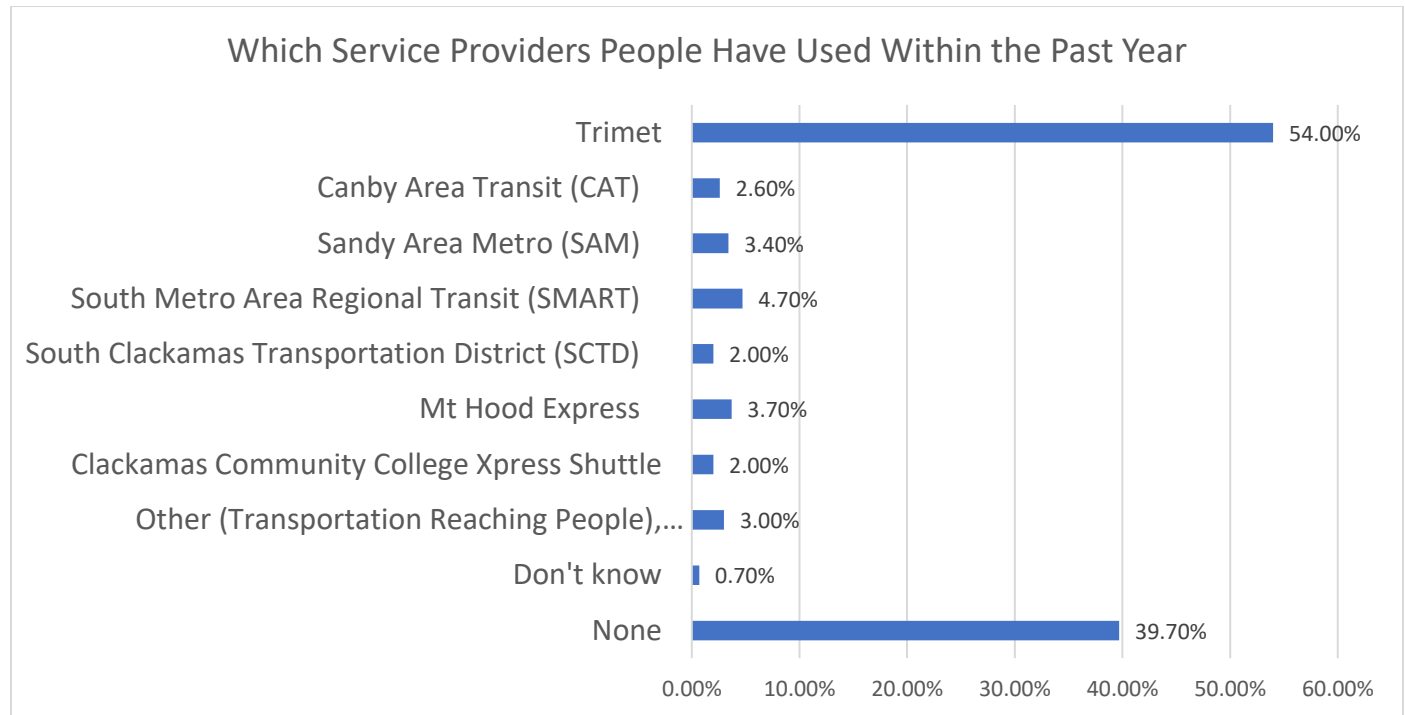
Question 1 asked participants to provide their contact information for the incentives.

Question 2

**Please select all bus or MAX/light-rail companies that you have used to ride a bus or MAX/light-rail train in Clackamas County in the last 12 months.**

Of the 705 people who answered this question, 54% have used TriMet over the past 12 months, approximately 40% have not used any transit providers and less than 5% have used one of the smaller transit districts. Thirty people selected “Other” and provided the following other forms of transportation they use.

- Uber/Lyft
- WES train
- Amtrak
- Gorge Express
- School bus



### Non-Rider Questions

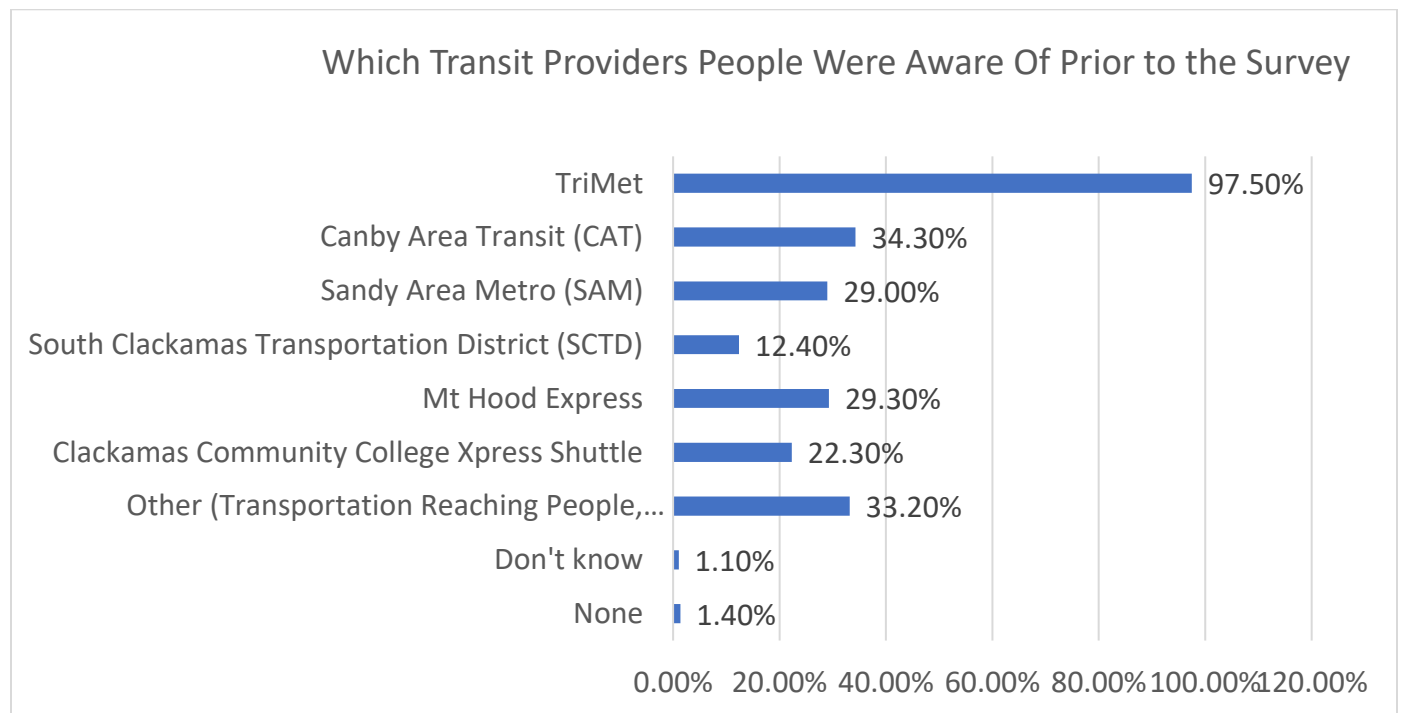
The following 4 questions were intended only for those who indicated in the previous question that they had not used any bus or MAX/light rail in the last 12 months.

#### Question 3

#### **Before this survey, which transit providers were you aware of?**

Of the 283 participants who responded, nearly everyone (98%) had heard of TriMet prior to the survey. About 30% were familiar with CAT, SAM, SMART, and Mt Hood Express or the Other options.

In the “Other” comments, nine people shared other service providers that they had heard of, including Cherriots and WES.



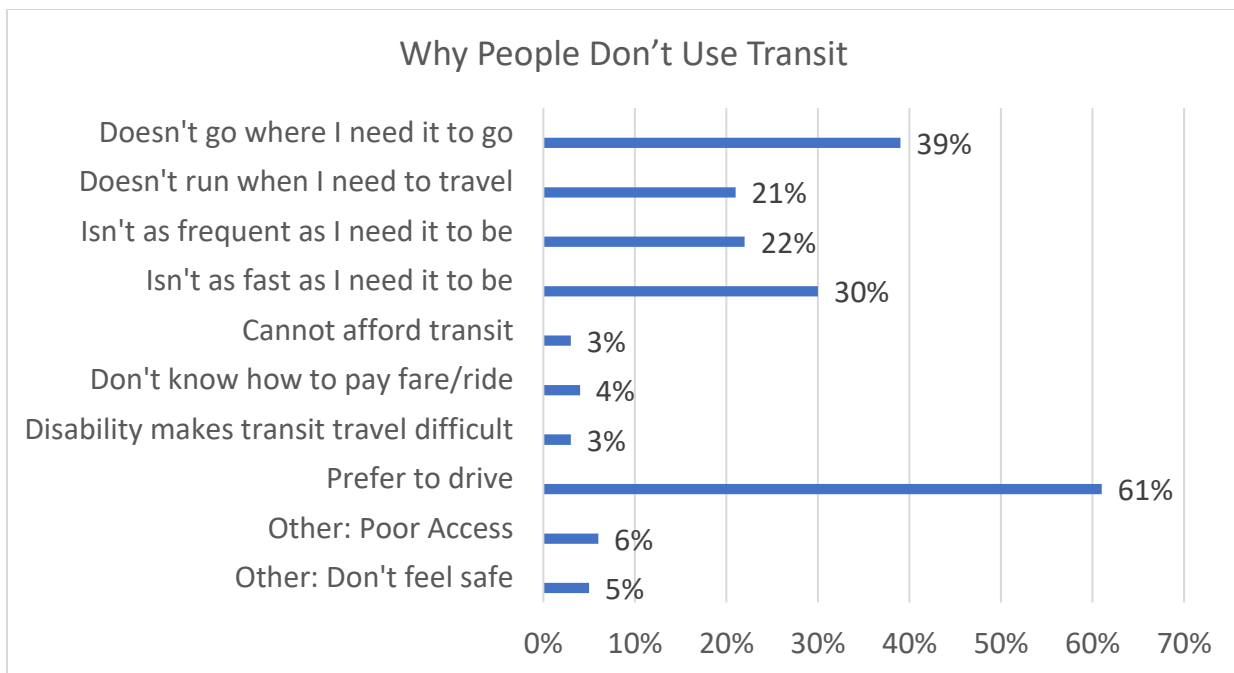
Question 4

**If you don't ride transit, why don't you use transit in Clackamas County?**

The majority of the 272 non-rider respondents who answered this question said that they preferred to drive (61%) and 39% stated that transit doesn't take them where they need to go.

There were 53 comments provided, and the most common themes were:

- Poor Access (18)
- Safety concerns (14)
  - Of those who had safety concerns and completed the demographics survey information, four were aged 35-44, two were aged 45-54, three were aged 55-64, two were 65 years plus; they were all White, saved one Mixed race person; and the majority—among those who disclosed their income—earned \$75,000 or more per year.
- It takes too long to use transit so they might as well drive (5)
- Prefer to drive or are required to drive for work (5)



The demographics for all of the non-riders who responded to this question are as follows:

- 69% were White, 3% were Latino, the other races/ethnicities were at 2% or fewer, and 22% preferred not to answer.
- 9% had a disability that affects their mobility and 91% did not have a disability.
- There was even distribution among the age ranges of those ages 34 and older, at approximately 22% per age range.
- 19% earn less than \$50,000 per year and 49% earn more than \$50,000 per year. Approximately 32% preferred not to answer.

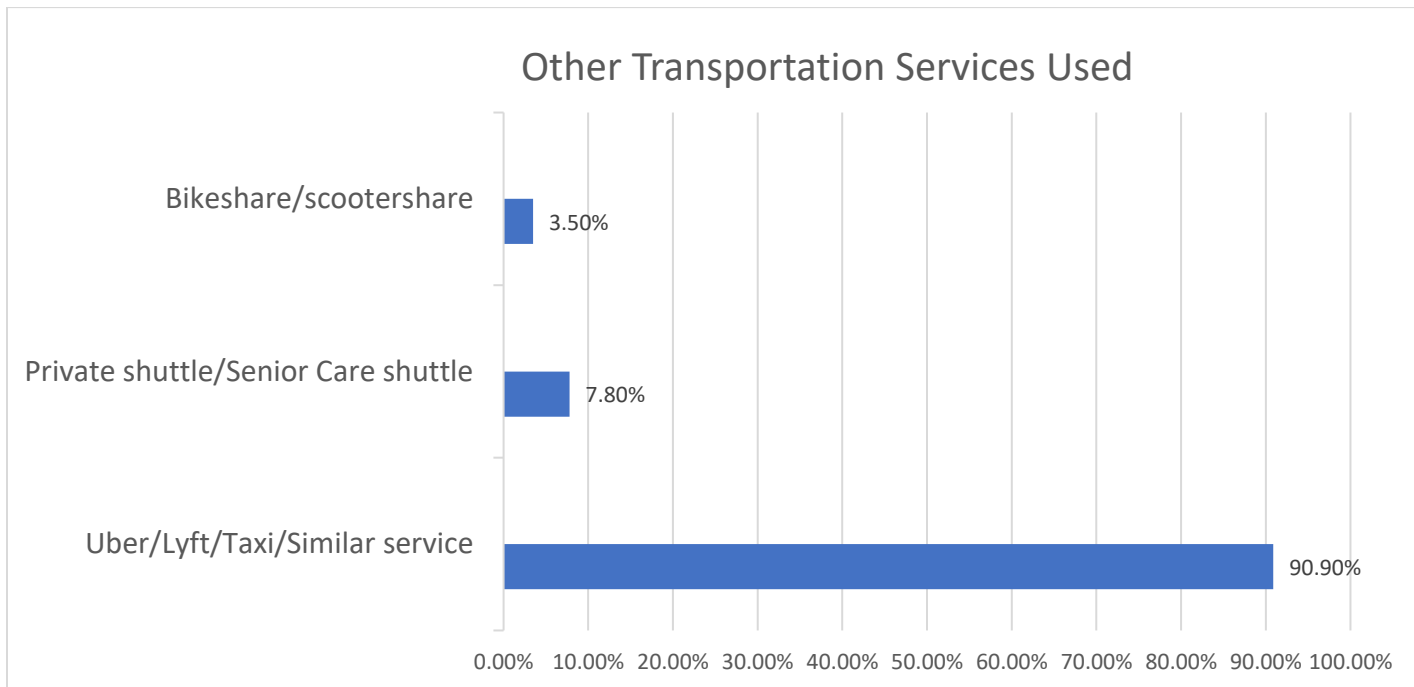
- The greatest number of respondents live within the TriMet service district. See Figure 1 below.

For more information on travel barriers by demographics, such as age, ethnicity, ability and income, see Appendix C.

Question 5

**Do you use any of these other transportation services?**

Of the 142 participants that answered this question, 91% said that they use Uber/Lyft or a similar taxi service, and a very small percentage use private shuttles, senior care shuttles, bikeshare or scooter-share.



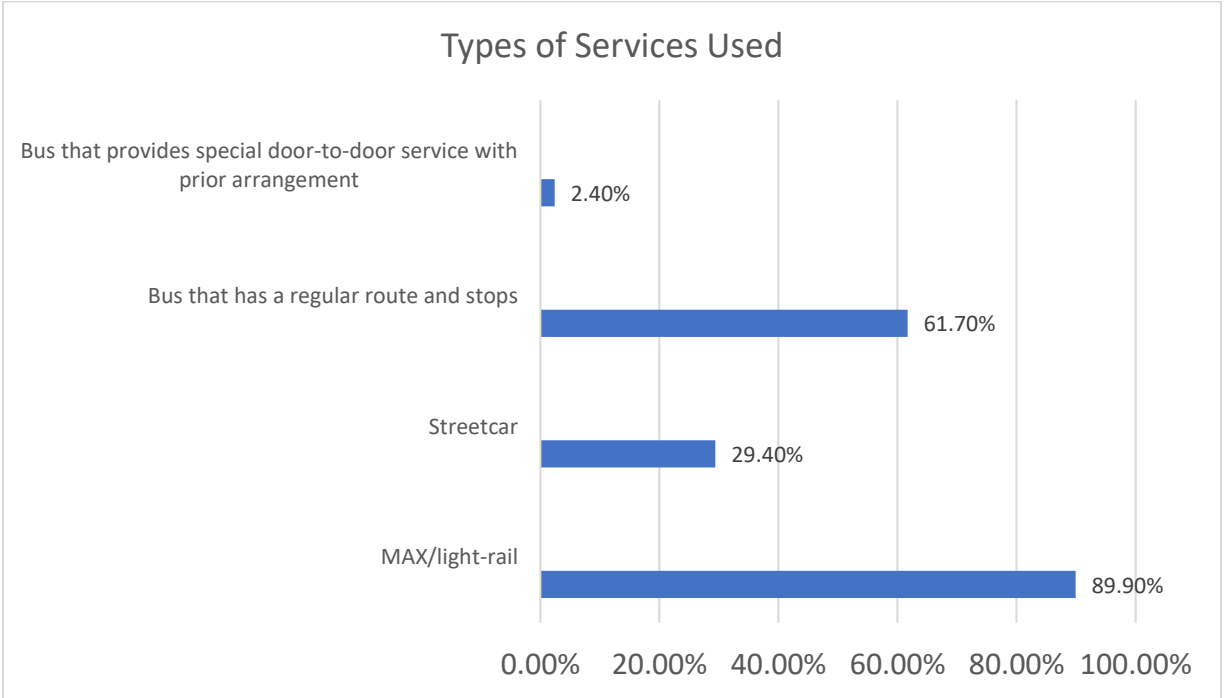
Rider Questions

The following questions were asked of current transit riders only.

Question 6

**Which types of services do you use?**

Of the 415 participants who responded to this question, a significant number indicated that they use MAX/light (90%) and a high percentage showed that they use a bus with a regular route (62%).

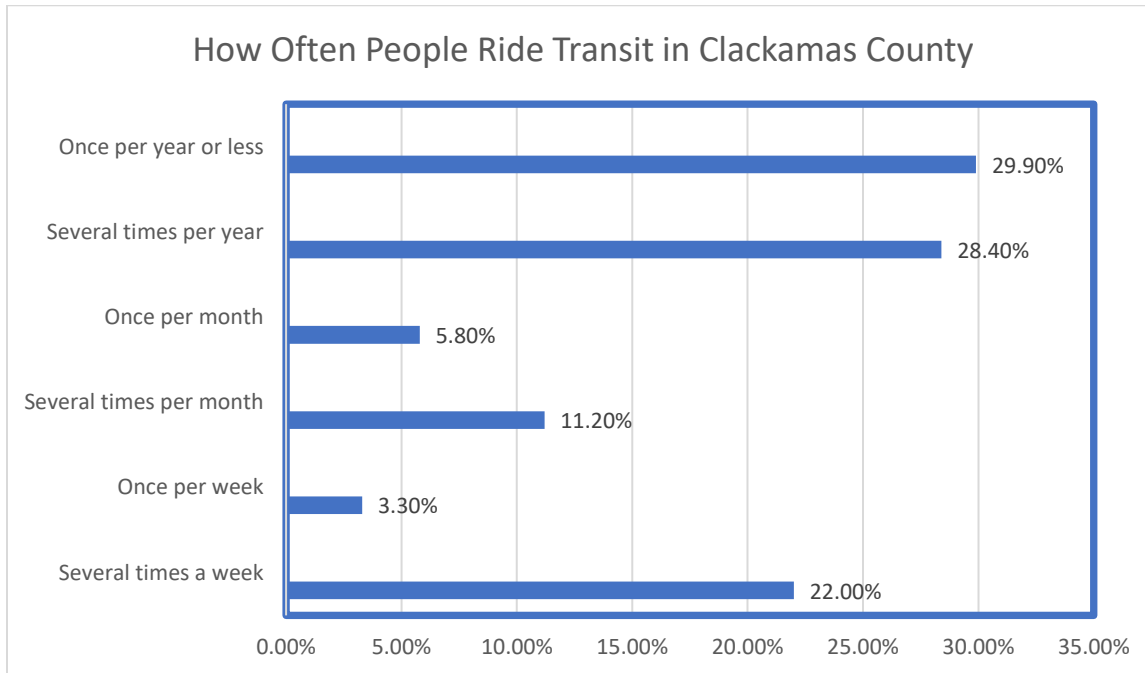




Question 7

**How often do you ride a bus or MAX/light-rail train in Clackamas County?**

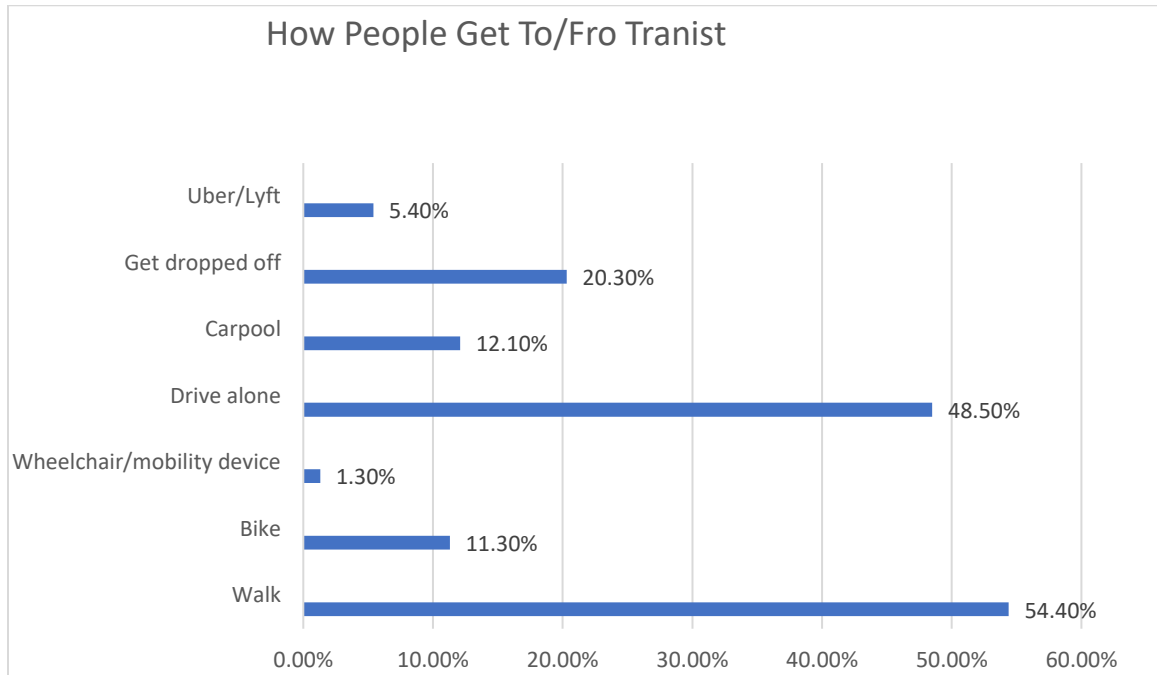
Although 90% of the 482 riders who responded to this question indicated that they have used MAX/light rail over the past year, their responses indicate that most of them use it once per year or less (30%) or several times per year (28%). There are 22% that are regular riders who use transit several times a week.



Question 8

**How do you usually get to and from bus and MAX/light-rail stops?**

Of the 474 people who responded to this question, the majority of riders either walk (54%) and/or drive alone (49%) to get to their transit stops. Approximately 20% of riders get dropped off at their stops.



Question 9

**Where do you go on the bus and MAX/light-rail?**

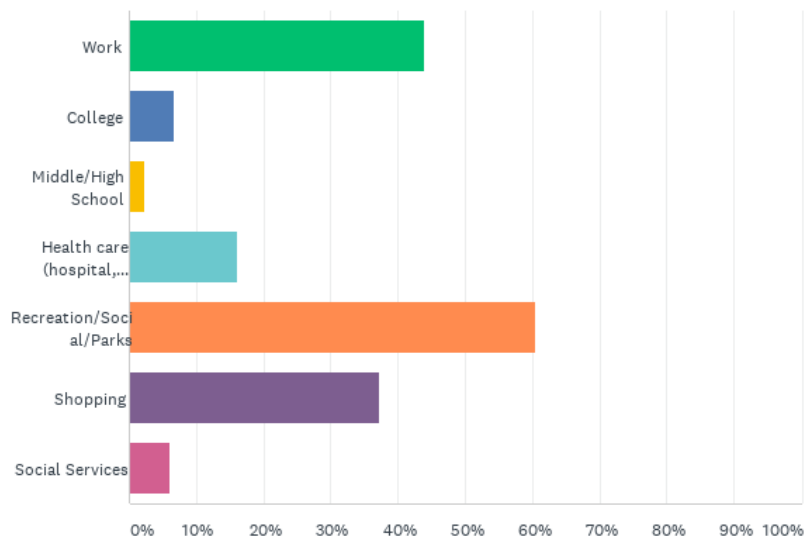
The majority of participants use transit to travel to destinations for recreational or social purposes (61%); this was a significantly higher percentage than that of other destination options. However, commuting to work accounted for 44% of the responses and shopping trips for 37%. A total of 390 riders responded to this question.

Of 64 people who wrote “Other” comments, a notable number of participants selected the airport, which was comparable to the number of people who used transit to get to college or social services.

The following destinations were the most common responses among the comments:

- Airport (21 people or 5% of the total)
- Sports or cultural events (15 or 4% of the total)
- Downtown Portland
- Arts (theater/museums)
- Meetings

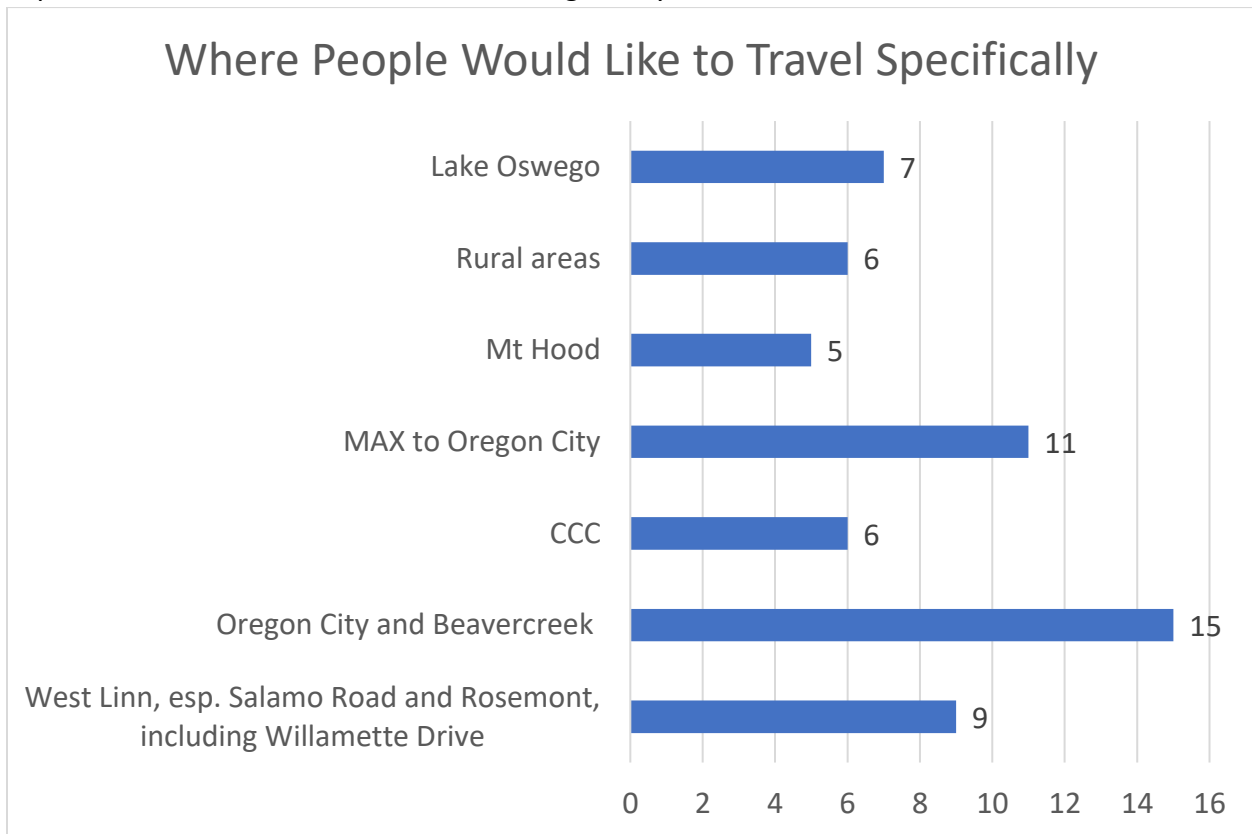
Q9 Where do you go on the bus and MAX/light-rail?



Question 10

**Are there any specific places you would like to travel to by transit if it were available? (Open-ended question)**

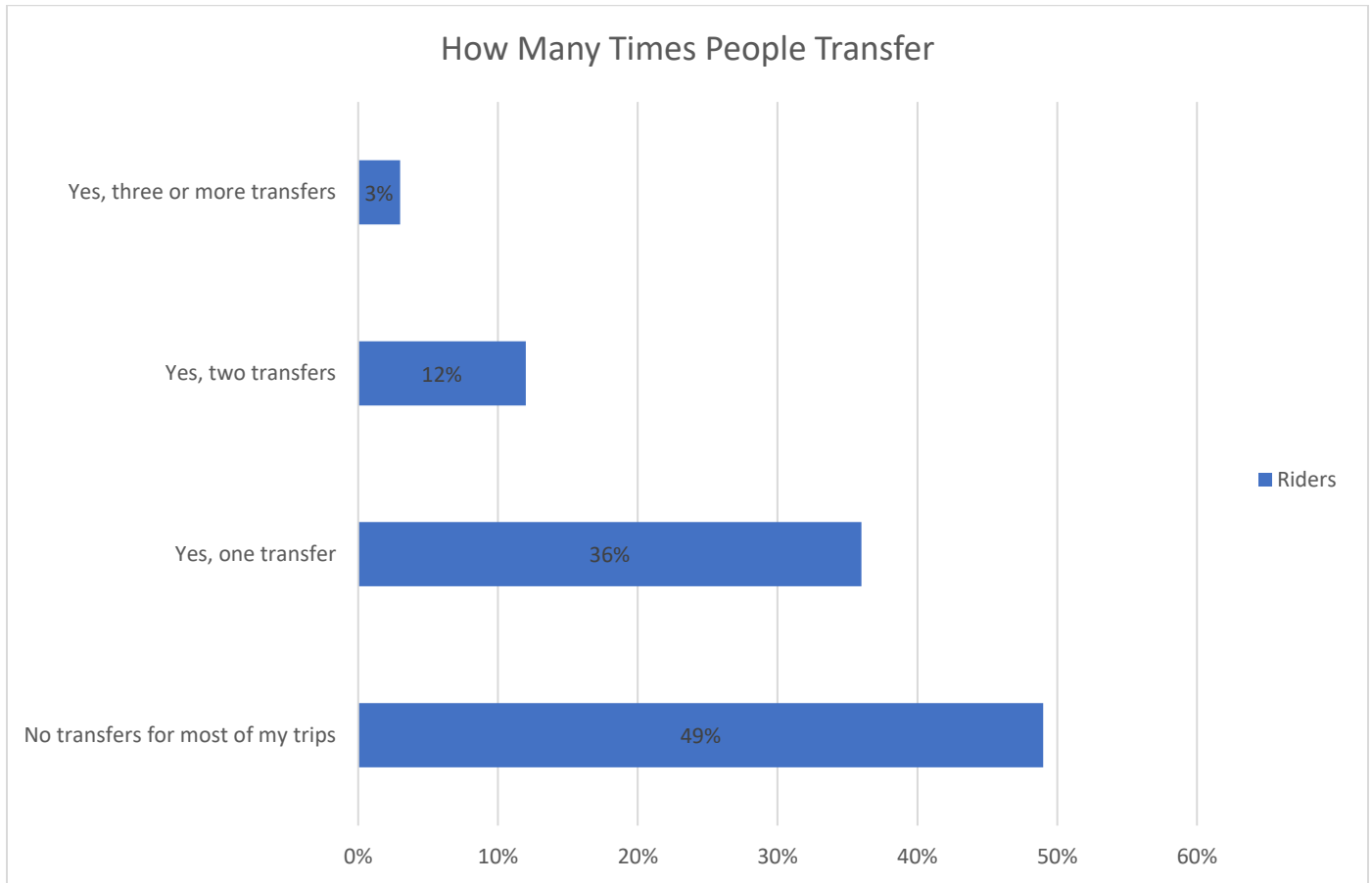
This open-ended question was answered by 175 participants, and many different destinations were listed, but the most common ones are listed in the graph below. Riders showed particular interest in having more connectivity to/from Oregon City in this comment set and in particular expressed a desire to extend MAX into Oregon City.



Question 11

**Do you typically need to transfer between buses and/or MAX when you ride transit? If so, how many times do you typically transfer in one direction of your trip?**

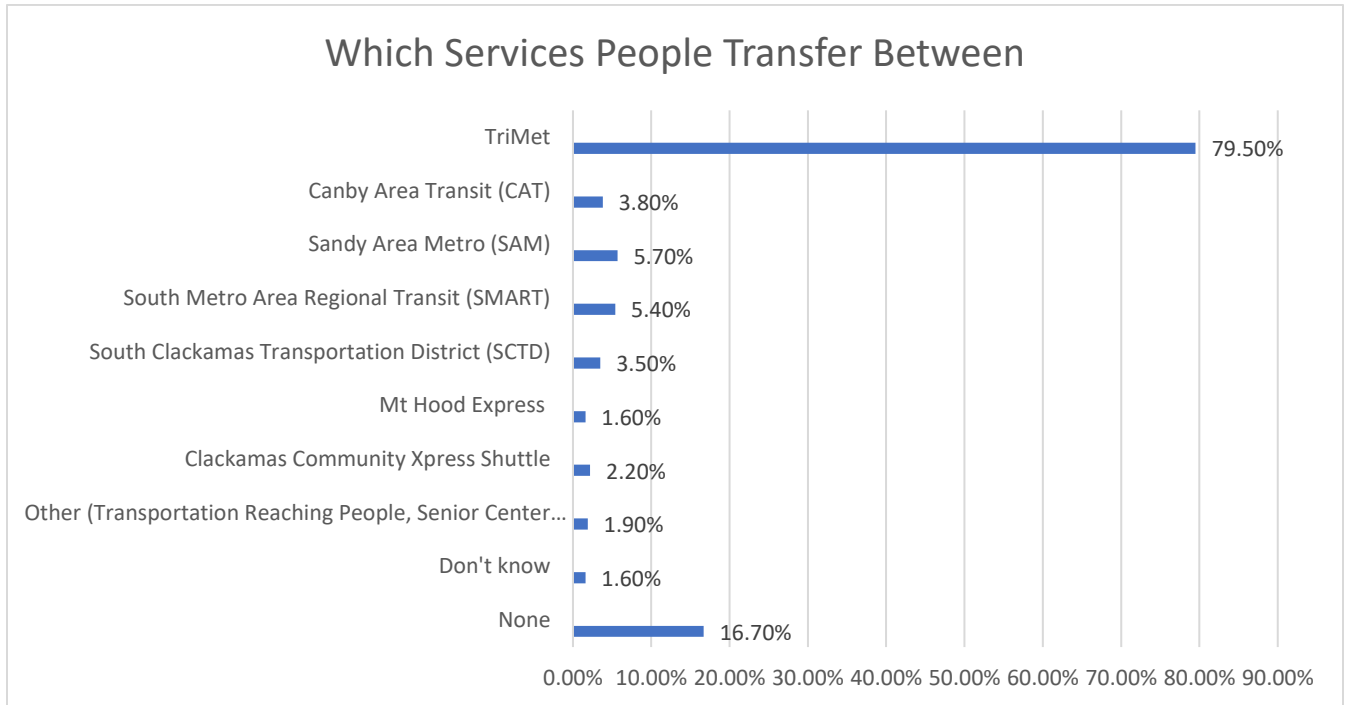
A total of 388 riders responded to this question, and most of them said that they do not transfer at all (49%) or transfer only once (36%) during their trips. Only 3% of participants transfer 3 or more times during a trip.



Question 12

**If you transfer, which services do you transfer between? (Check all that apply.)**

Fewer riders transfer between different service providers, but a large percentage (80%) transfer between TriMet lines. Approximately 17% do not need to transfer at all. A total of 317 riders responded to this question.

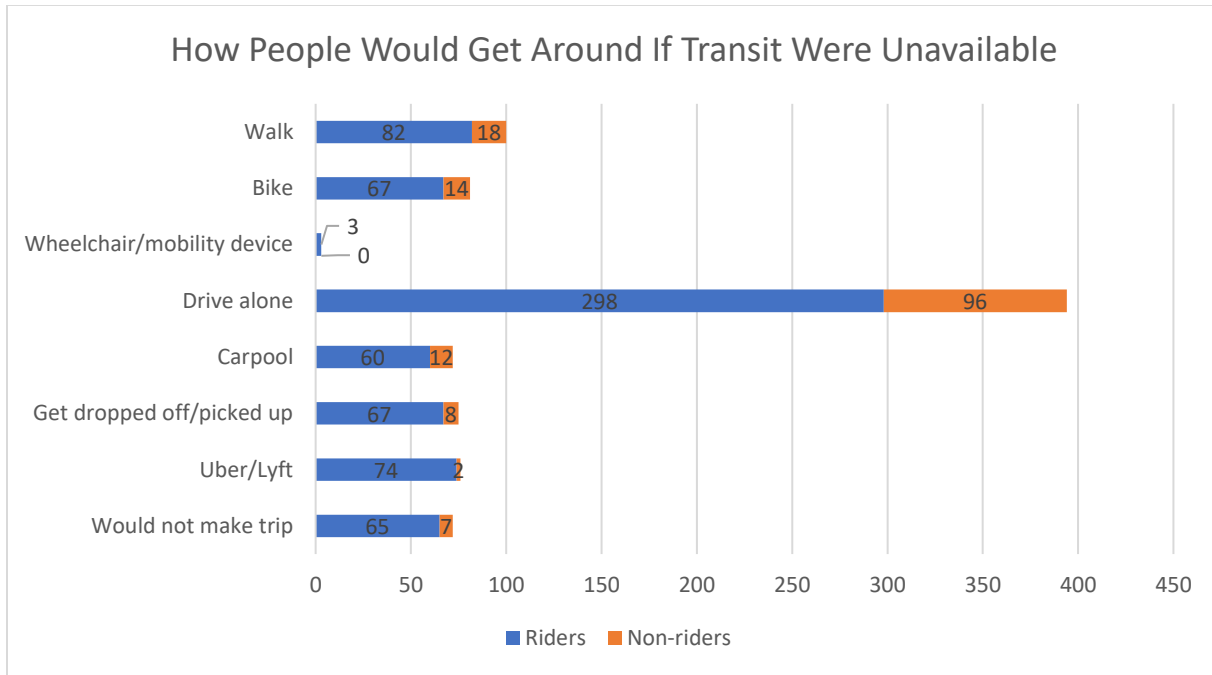


All Respondents' Questions

Question 13

**If bus or MAX service were not available, how would you get around?**

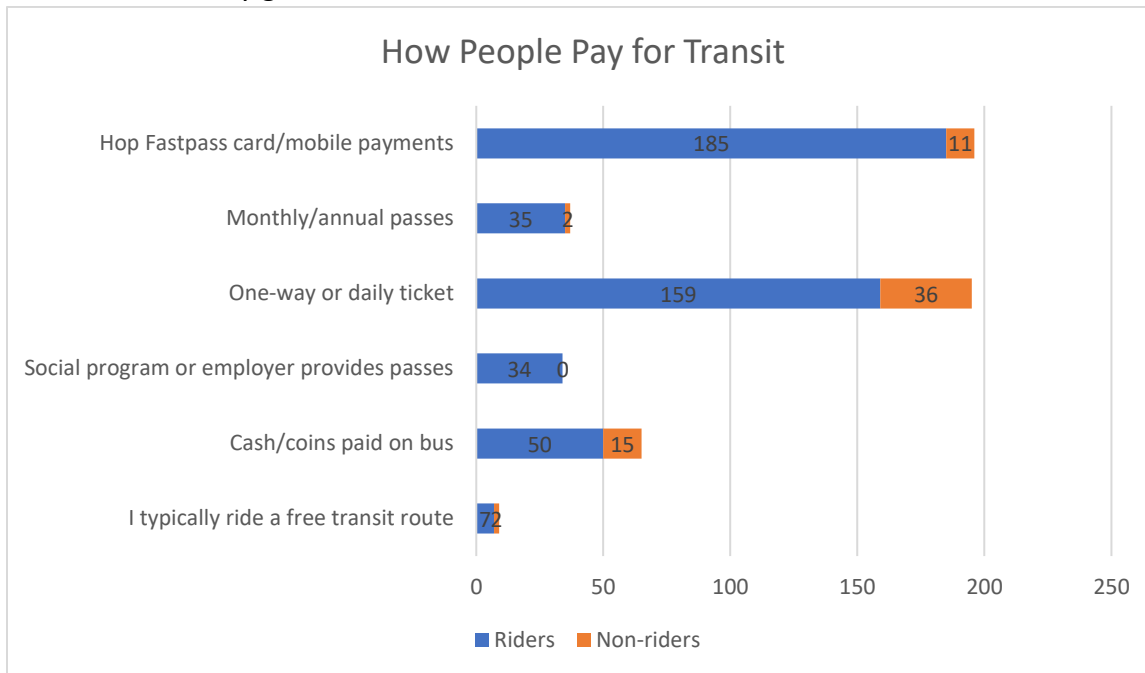
If transit were not available, the vast majority of participants, 394 of 499 (79%) would drive alone in order to get around. However, approximately 20% said they would walk, and 16% would bike. The total percentage of non-riders who responded was 21% compared to 78% of riders.



Question 14

**How do you pay for transit fares?**

An equal number of the 453 people who responded said they pay for their transit fare by using a Hop Fastpass (43%) or purchasing a daily ticket (43%). More non-riders purchase a daily ticket than use a Hop Fastpass and a higher proportion of non-riders compared to riders pay with cash or coins when they get on the bus.



Question 15

**Where specifically would you like to be able to travel to by transit if it was available? (List the cross-streets.)**

Among the 63 non-riders who offered destinations, there was a lot of interest in destinations in Portland, West Linn, Sunnyside, Tualatin, and Lake Oswego. The most requested destinations were Salamo Drive, Stafford Road, Beaver creek Road, Borland Road, Sunnyside Road, Lower Boones Ferry Road, and Highway 43 from L.O. to Portland.

The 110 current transit riders shared an interest in stops on Salamo Drive in West Linn, along Highway 43, and on Beaver creek Road, but they suggested a greater variety of unique destinations around Portland and surrounding areas.

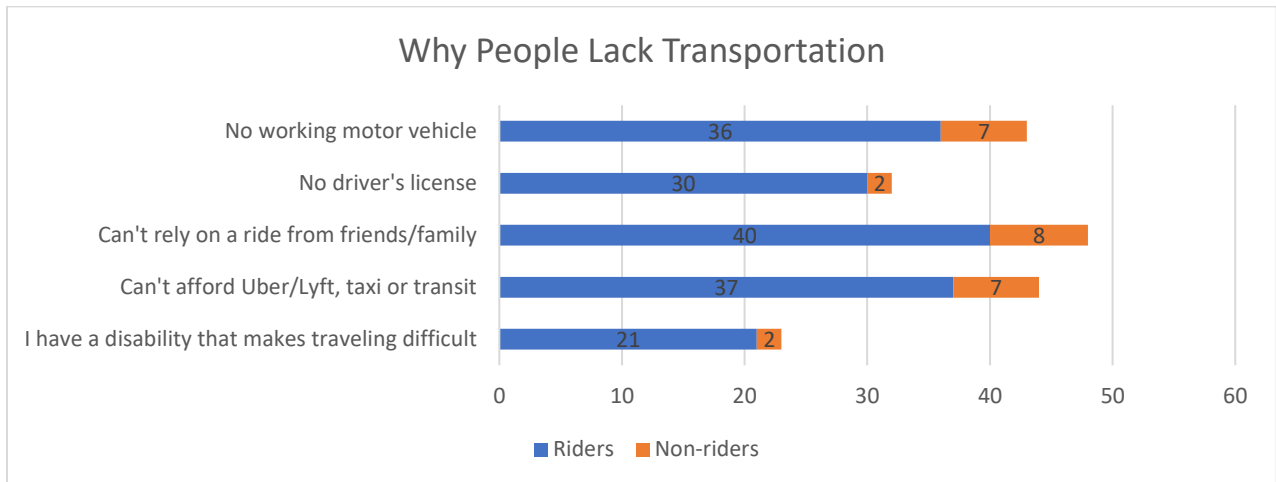
See Appendix A for a complete list of cross streets provided for this question.



Question 16

**If you haven't been able to make a trip because of a lack of transportation, why not?**

The top three reasons why the 136 respondents who answered this question cannot make a trip are because they can't rely on a ride from friends/family (35%), they can't afford Uber/Lyft (32%) or they have no working vehicle (32%). An additional 16% have a disability which makes traveling difficult for them. Note that only 19% of all survey participants responded to this question.



Question 17

**What locations would you like to see transit service go to/from?**

There were many unique responses to this question among the 151 riders and 74 non-riders who answered; therefore, specific point-to-point themes were difficult to pinpoint. In general, interest among non-riders favored starting/ending points in West Linn, Lake Oswego, Tualatin, Canby, and Oregon City. Riders favored the aforementioned cities, as well as Wilsonville, Milwaukie, Salem and rural areas.

A notable difference among the riders versus the non-riders was their desire for an extension of the MAX Orange Line to Oregon City (15). There was also some support for a direct connection between Wilsonville and Oregon City (5).

A couple examples of unique comments for this question included:

- “Direct transit service between Estacada and Oregon City for students attending Clackamas Community College's Oregon City campus.”
- “West Linn to Nob Nill or other Portland shopping districts.”

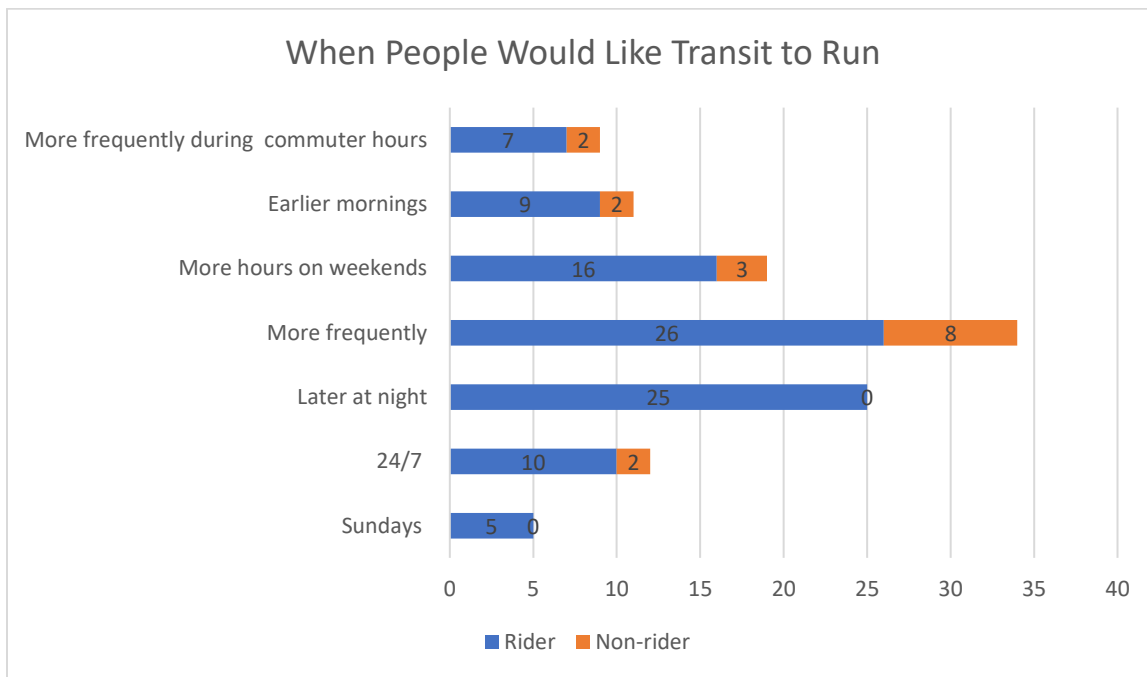
For a complete list of locations, see Appendix A.

Question 18

**If transit service doesn't run when you need it to travel, when would you like it to run?**

The top preference among the 145 people who answered this question was that of general frequency (23%). Current riders were interested in seeing transit running later at night (17%) and both riders and non-riders were interested in expanding weekend service hours (13%).

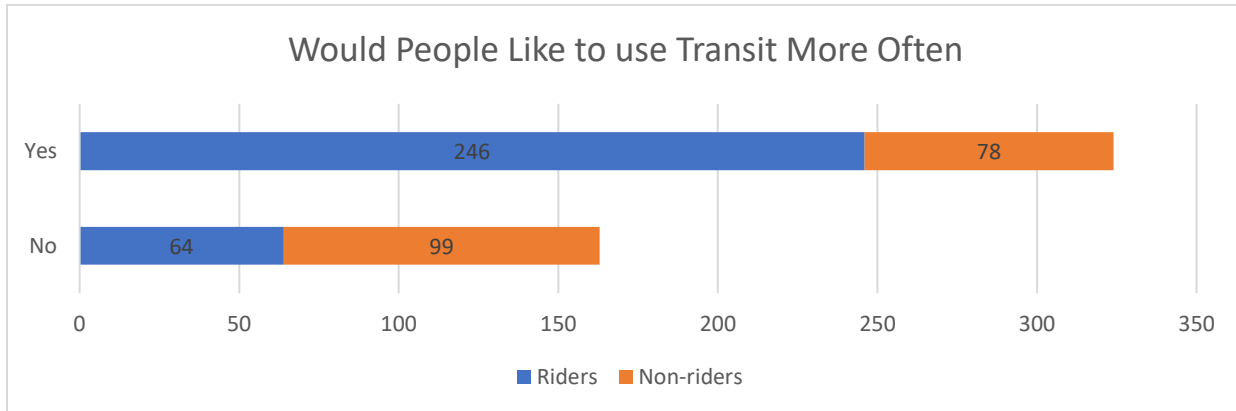
Please see attached appendix for complete list of comments, some of which identify specific routes that people would like to see augmented by one of the following measures.



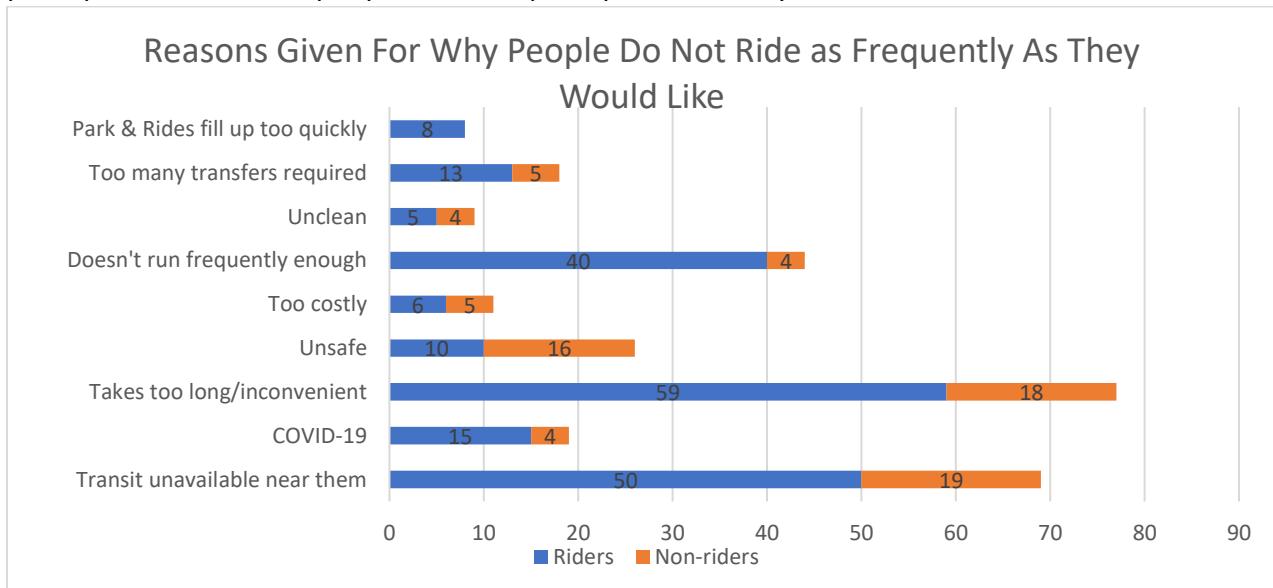
Question 19

**Would you like to use transit more than you do now?**

Non-riders are less interested in using transit more often than they currently do than current riders. Approximately 79% of riders (or 246 of the 310 rider respondents) would like to use transit more often than they do now and 43% of non-riders (or 78 of 180 non-riders respondents) would like to use it more than they do now.



The open-ended comments for Question 19 offered insights into why both riders and non-riders do not use transit more often. There were 73 non-riders and 212 riders who shared their thoughts and the top two reasons were that riding transit takes too long and that transit is difficult to access because they live too far from a transit stop. Notably, a disproportionate number of non-riders stated that transit is too unsafe for them to want to ride. A few reasons given were a lack of security presence and dangerous or unstable people riding transit. Also, the stabbing on MAX from a year ago was noted a couple times in the comments in this survey and perhaps has influenced people's overall perception of safety.



Question 20

**Please check any tools listed below that would make riding transit easier for you.**

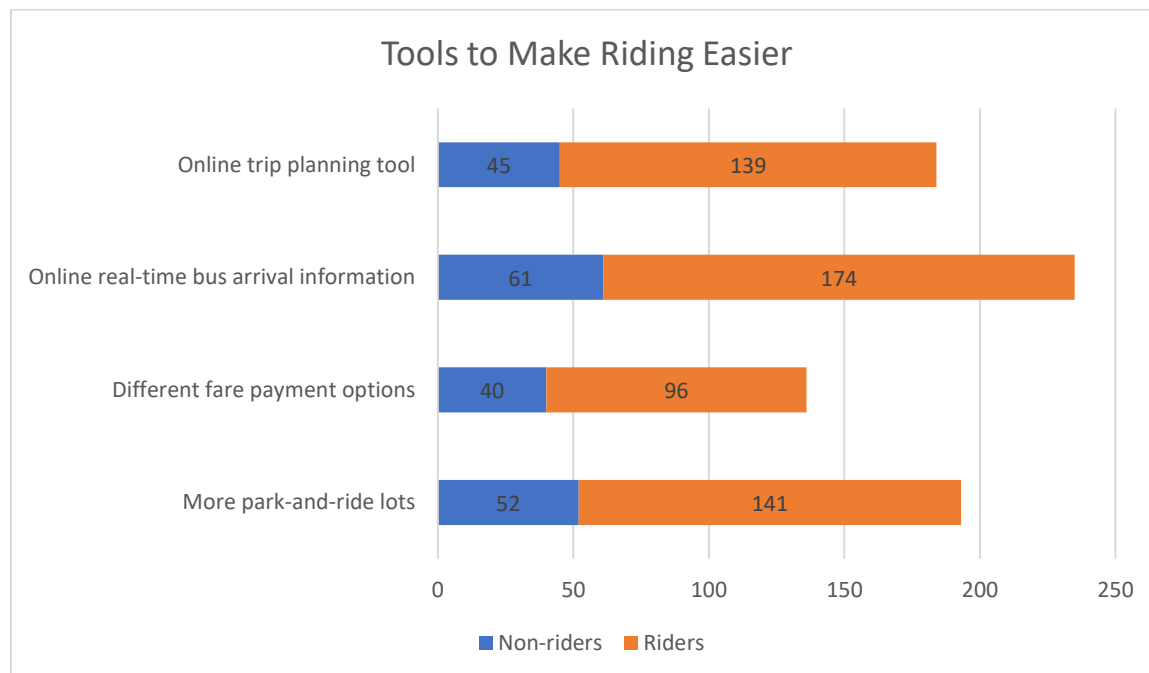
The four answer choices to this question were similarly popular, although respondents were able to enter multiple answers. The top tool that would make transit easier for people to use was online real-time bus information at 235 of the total 391 respondents (or 60%).

Of the 351 who answered this question, the largest group was 35-44 year-olds (25%), followed by 45-54 year-olds (21%) and 55-64 year-olds (19%) and 65 and older (19%). Their race was overwhelming White (79%), followed by Asian/Asian American (4%), although 12% preferred not to answer. The predominant income bracket that represents this group of respondents was \$75,000 or more per year (36%), followed by \$50,00-\$74,999 (18%); however, 21% chose not to answer this question.

For more information on the demographic breakdown on responses to this question, see Appendix C.

There were 63 “Other” responses for this question, citing general comments, such as, increase frequency, or expand service to more areas. A high percentage of the comments (21%) stated “increase security or safety is a problem.”

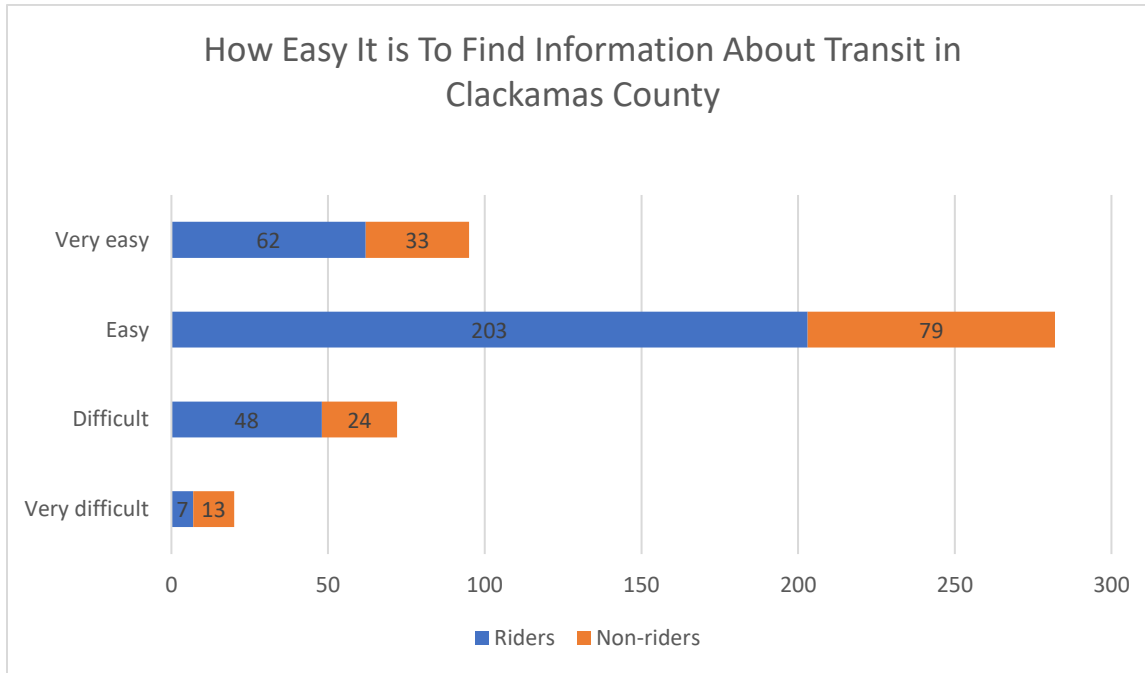
Notably, 6 people said, “add more park and ride lots.” Because these respondents might not have checked the “More park and ride lots” multiple choice option, these responses could cause a tip in the data gathered from the multiple-choice options in the chart below.



Question 21

**How easy is it to find information about transit service in Clackamas County?**

A majority of people, at 79%, found it easy (59%) or very easy (20%) to find information about transit in Clackamas County. However, 92 people or 19% found it difficult or very difficult to find information, and this barrier is significant enough to dissuade some people from riding, as the next question will show. A total of 474 people responded to this question.

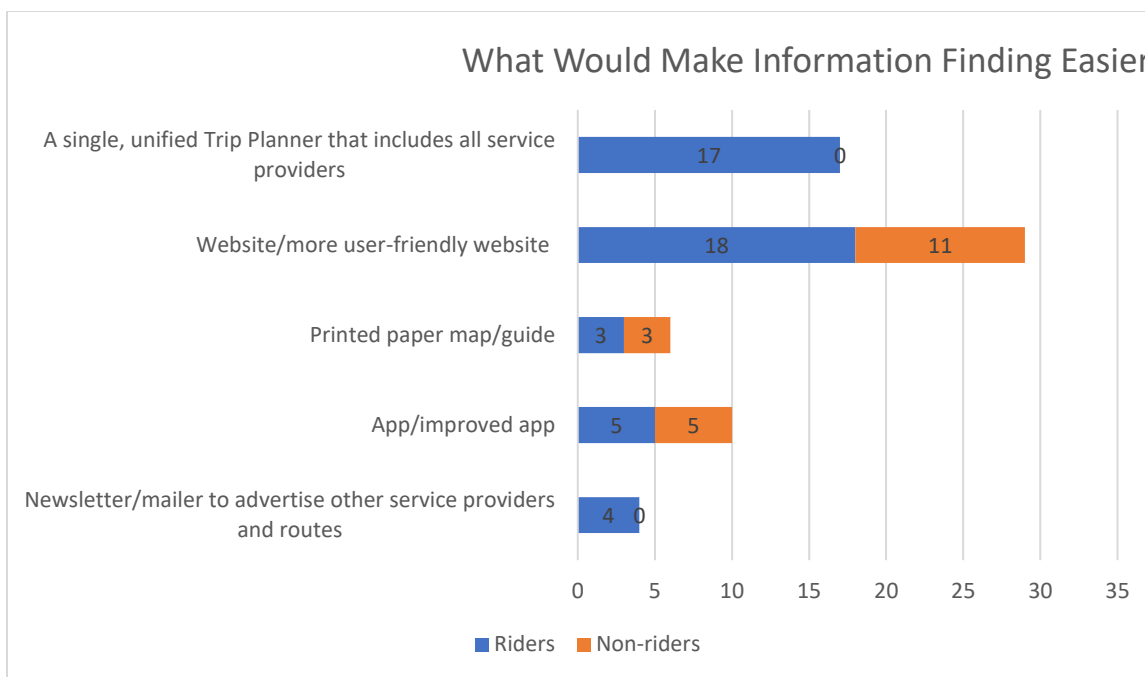


Question 22

**What would make finding information easier for you?**

The majority of the 110 respondents to this open-ended question believed that a more user-friendly website would benefit them and make it easier to locate rider information, such as route schedules. Some of the comments suggested that some participants possibly don't know much about the existing website, as it was unclear whether they wanted an improved website or simply wanted a website to exist. A significant number of riders (17 of the 78 who responded or 22%) stated that a single website to encapsulate all of the different transit providers in the metro area would be helpful and efficient for them.

For a complete list of comments, please see Appendix A.

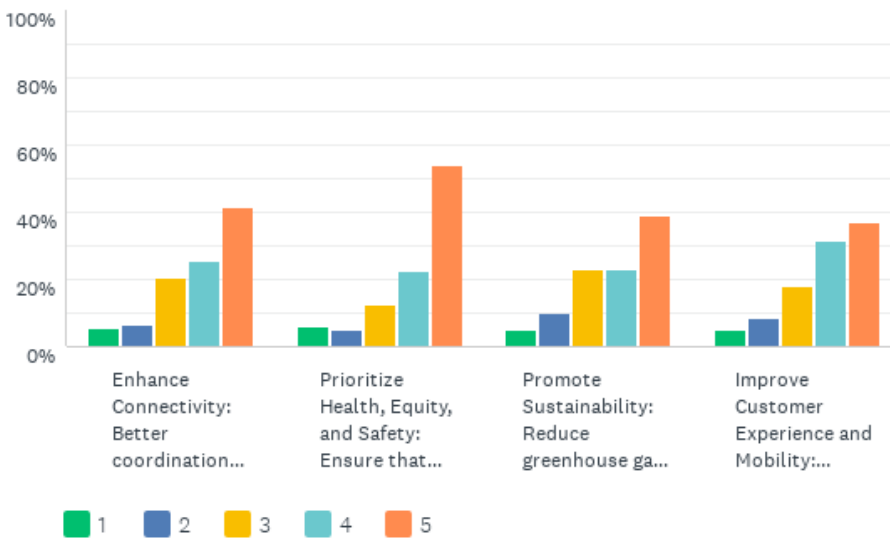


Question 23

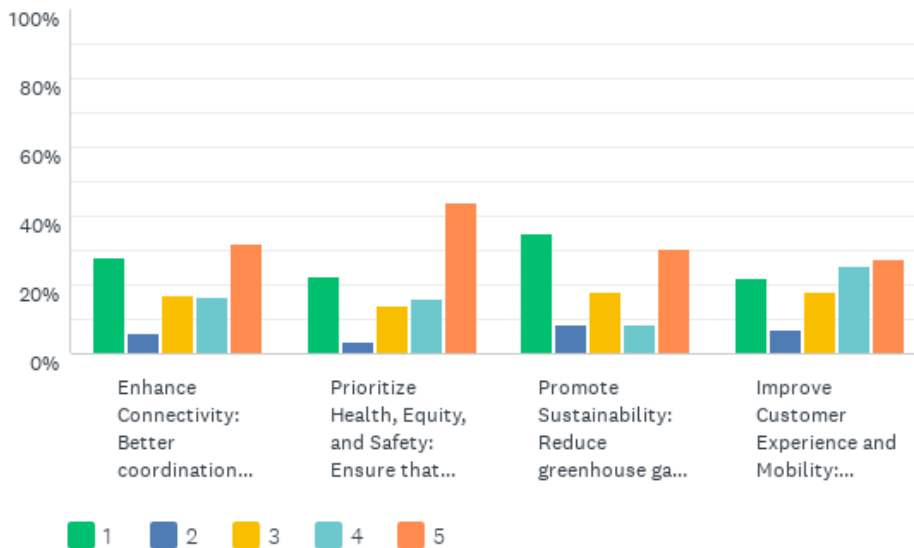
**On a 1-5 scale (1 being the least important and 5 being the most important), how important are these goals for you? These are the areas that are being used to guide planning for future transit in Clackamas County.**

Of the 328 riders and the 185 non-riders who responded to this question, the top priority for both groups was prioritizing health, equity and safety for people.

*Rider Data Graph*



*Non-rider Data Graph*



Question 24

**On a 1-5 scale (1 being the least important and 5 being the most important), how important are the following service improvements for you?**

Of the 328 riders and 181 non-riders who responded to this question, there was a large variety of goals that were the most important on the rating scale.

*Riders' Response Data*



*Non-riders' Response Data*

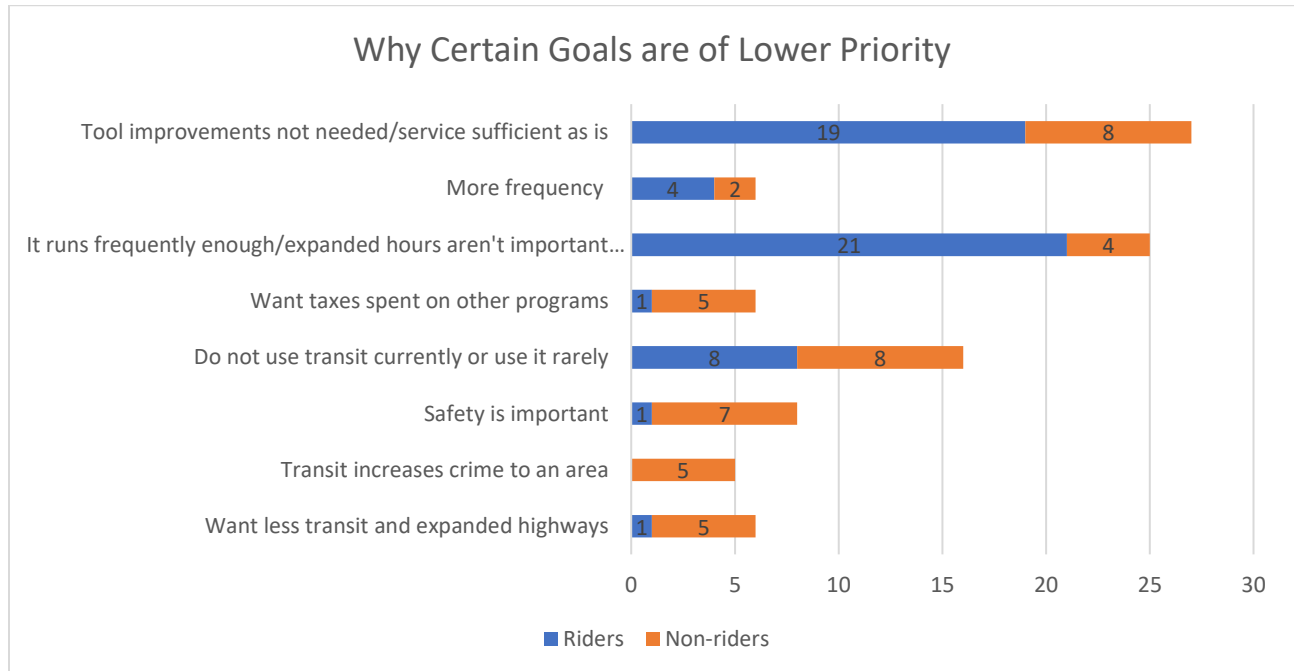




Question 25

**Please provide details on any items you marked as #1 or #2 above; that is, why are they of lower importance to you?**

Of the 76 riders and 52 non-riders who responded to this open-ended question, 25% of the riders who responded (and 15% of non-riders) noted that the tools are sufficient as is. The non-riders who responded to this question were less enthusiastic about transit in general, noting that transit brings crime to an area (10%), they prefer expanded roadways over transit (10%), and they would like their tax dollars spent on other programs (10%).



\*Question 34

**What questions or concerns do you have about transit in Clackamas County?**

\*This question is non-chronological because it was located at the end of the survey. However, this report is organized by grouping all data questions together and all demographics together.

Because the general responses to this open-ended question were so unique, it is useful to read them all. A selection of sample comments are listed below and a graph that compiles the general themes follows. A total of 113 riders and 72 non-riders provided responses and 40 of them noted a safety concern. This number is more than twice as high as the next most common concern, which was the need to expand transit accessibility so more people can access a stop closer to their homes/destinations.

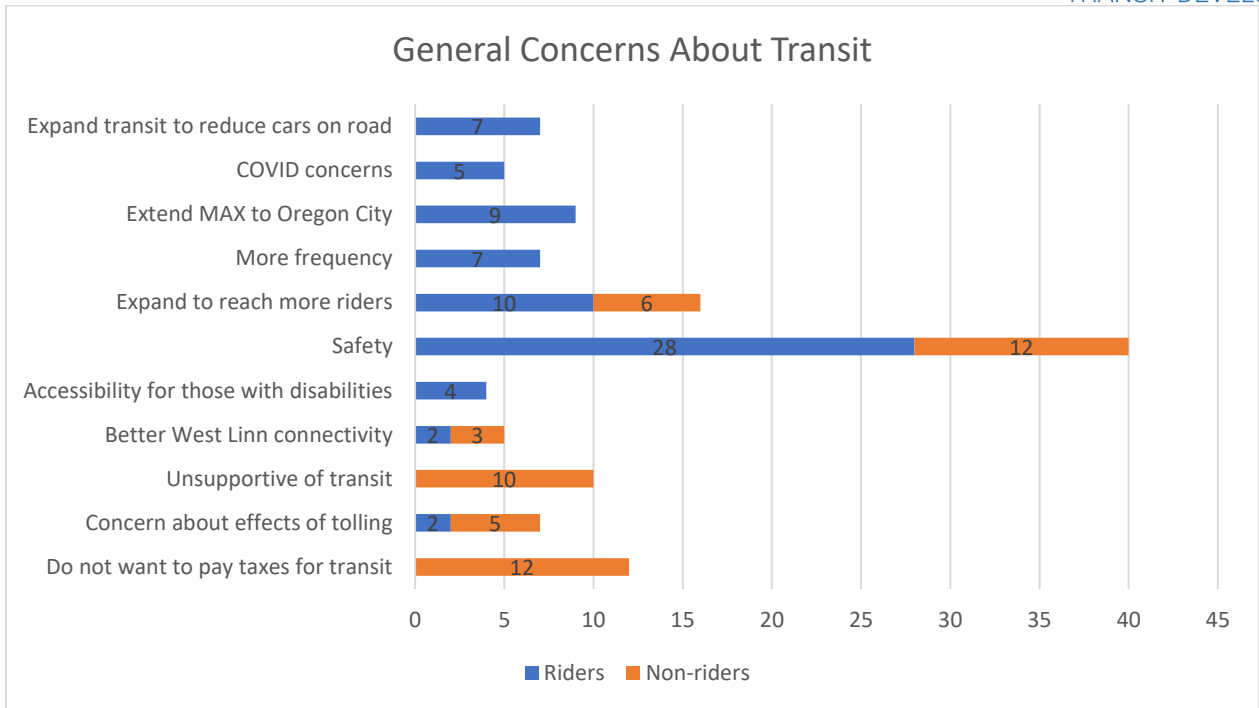
For a complete list of responses, please see Appendix A.

### Selection of Riders' Unique comments

- “Kruse Way hosts one of the largest corporate parks in the county and is only serviced by one line twice a day. My coworkers and I want to know what the deal with that is.”
- Setting up a bike/ped electric ferry service costs very little in dollar cost or in carbon footprint payback period because the "road" is the river. Ideally, electric shuttle service to and from the docks in Lake Oswego and Milwaukie should also be created. Our area is the only major U.S. metropolitan area on a river that doesn't have a ferry system.
- Since the Max stabbing, I've worried about taking my kids on the train. We only take it occasionally for novelty and/or to go somewhere where parking would be difficult (ex: parade, festival, having dinner downtown).
- Por Ahora me interese los horarios (For now I would like to know the hours.)
- Given the low densities in Clackamas County, transit will have a very difficult time. The time it takes riding transit versus driving is not even close, particularly since there is no way to get to where you might want to go without making several transfers. As I mentioned previously, I had to take my car in for service in downtown Portland and it took nearly and 1 hour and 45 minutes to get back to my house in West Linn, and that included a 20 minute walk up a 16 degree hill, Hidden Springs Rd. If you have all the time in the world this works great, but if you earn you money by the hour, this is not cost effective. I like transit and have been a supporter, but it is not the only solution, nor always the right solution to our transportation needs.

### Selection of Non-riders' Unique Comments

- Concern: I don't want MAX as my only option. You'd get a ton of riders on a 99 express that goes straight down 99E, over the Hawthorne Bridge, then into downtown.
- Don't put money into fixed system such as light rail. Our community is changing and transit needs to be flexible. Rail requires really long term investment that will become dated and require mitigation to ultimately get me to my destination. Focus on flexible solutions.
- Direct East west connections do not exist.
- I work help people with disabilities find jobs. Clients in Clackamas County are severely hampered by lack of public transit and limited options to access jobs in nearby surrounding areas. We need light rail and seamless connections to Beaverton, Tigard, Portland, Wilsonville, Tualatin at no additional cost. Citizens with disabilities need reliable transportation when they can't ride Tri-Met.



## Demographics

### 25. Home location (People were asked to just list the cross-streets.)

Within the TriMet service area, the largest representation of participants came from West Linn and Milwaukie, respectively, at 15.8% and 14.4% of the total participants. Among the cities/areas outside of the TriMet service area, Wilsonville and Sandy showed the largest representation at 3.8% and 3.6%, respectively. Both of those cities have their own transit districts. Figures 2 and 3 enumerate participant's home locations.

**Figure 2. Participants Who Live in the TriMet Service Area**

TriMet Service Area		
City/Area	Total	%
West Linn	70	15.8%
Milwaukie	64	14.4%
Oregon City	43	9.7%
Oak Grove	40	9.0%
Happy Valley	26	5.9%
Oatfield	26	5.9%
Portland	23	5.2%
Tualatin	23	5.2%
Lake Oswego	16	3.6%
Sunnyside	16	3.6%
Gladstone	10	2.3%
Estacada	8	1.8%
Stafford	6	1.4%
Clackamas Industrial Area	5	1.1%
Jennings Lodge	5	1.1%
Gresham	1	0.2%
Beaverton	1	0.2%
Total	383	86.3%

**Figure 3. Participants Who Live Outside the TriMet Service Area**

Outside Trimet Service Area		
City/Area	Total	%
Wilsonville	17	3.8%
Sandy	16	3.6%
Canby	12	2.7%
Molalla	11	2.5%
Damascus	9	2.0%
Beavercreek	6	1.4%
Welches	5	1.1%
Mulino	3	0.7%
Carver	3	0.7%
Echo Dell	2	0.5%
Boring	2	0.5%
Far West	2	0.5%
Colton	2	0.5%
Redland	2	0.5%
Logan	1	0.2%
Clarkes	1	0.2%
Eagle Creek	1	0.2%
Mosier	1	0.2%
Carus	1	0.2%
Government		
Camp	1	0.2%
Barlow	1	0.2%
Rural Dell	1	0.2%
White Salmon	1	0.2%
Keizer	1	0.2%
Cherryville	1	0.2%
Union Mills	1	0.2%
<b>Total</b>	<b>104</b>	<b>23.4%</b>

**Question 27**

**Work or school location, including previous place of work if affected by COVID-19 (People were asked to just list the cross-streets.)**

Of the 335 participants who answered this question, the largest number work or go to school in Portland, particularly downtown Portland (37), following by Southwest, including PSU, (30), Northeast Portland (25) and Southeast Portland (20). Other top work/school locations included: Oregon City (28), Wilsonville (19), Milwaukie (15), and Happy Valley (14). Very few rural locations were recorded. See the break down in Figure 4 below.

**Figure 4. Where People Work or Go to School**

Downtown Portland	37	Beaverton	7	Gresham	3	Washington County	1
Oregon City	28	Sandy	6	Multnomah County	3	Rock Creek	1
NE Portland	25	Sunnyside	6	Oatfield	3	Stafford	1
SW Portland	25	West Linn	6	S Portland	3	Troutdale	1
SE Portland	20	Gladstone	5	Beavercreek	2	Woodburn	1
Wilsonville	19	Jennings Lodge	5	Clackamas County	1		
Milwaukie	15	Molalla	5	Government Camp	2		
Happy Valley	14	NW Portland	5	Aurora	1		
Tualatin	11	SW Portland/PSU	5	Cornelius	1		
Clackamas	10	Oak Grove	4	Hood River	1		
N Portland	9	N Portland	4	Keizer	1		
Lake Oswego	8	Salem	4	Mt Hood	1		
Portland general	8	Canby	3	East Portland	1		
Tigard	8	Estacada	3	Oldtown Portland	1		

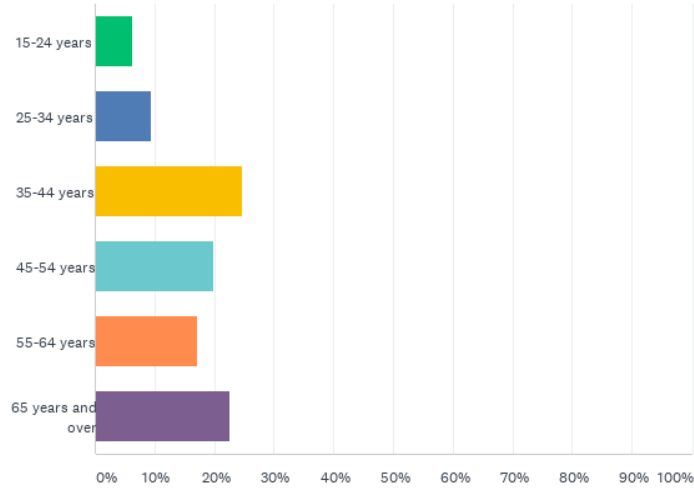
## Age

Overall, the largest age group represented was the 35-44 year-olds at 24%. The next largest group was the 65 years and older group at 23%, followed by the 45-54 and 55-64 groups who were both represented at about 20%. Fewer young people participated. Among non-riders, however, there was a nearly equal distribution of people within the four oldest age brackets, spanning everyone older than 35 years old.

By comparison, the U.S. Census Bureau's 2013-2017 American Community Survey 5-Year Estimates (DPO5) show that 35-44 year olds comprise 13% of the population of Clackamas County and those 65 and older comprise 17%. The 45-54 and 55-64 age groups had a higher representation in this survey than they do in the county as a whole, as well.

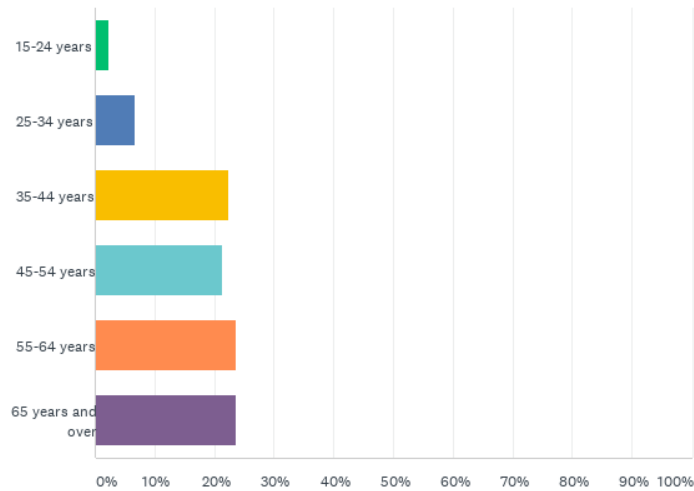
Riders by Age

Q28 What is your age?



Non-riders by Age

Q28 What is your age?



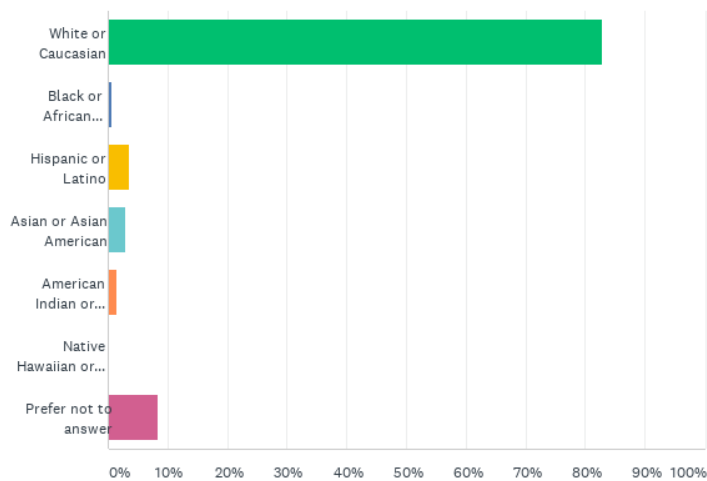
## Race/Ethnicity

Overall, the majority of the participants who answered the question of their race/ethnicity were White (78.1%), and the next largest group were Hispanic/Latino (3.3%), followed closely behind by the Asian/Asian America group (2.7%). Note that 13% of participants preferred not to answer this question. The greatest difference among non-riders compared to riders was that more non-riders preferred not to answer the question.

According to the U.S. Census Bureau’s 2013-2017 American Community Survey 5-Year Estimates (DPO5), approximately 88.6% percent of the population in Clackamas County identifies as White, 8.4% identifies as Hispanic/Latino and 4.1% identify as Asian. The representation of people who participated in this survey roughly parallels this break down.

## Riders by Race/Ethnicity

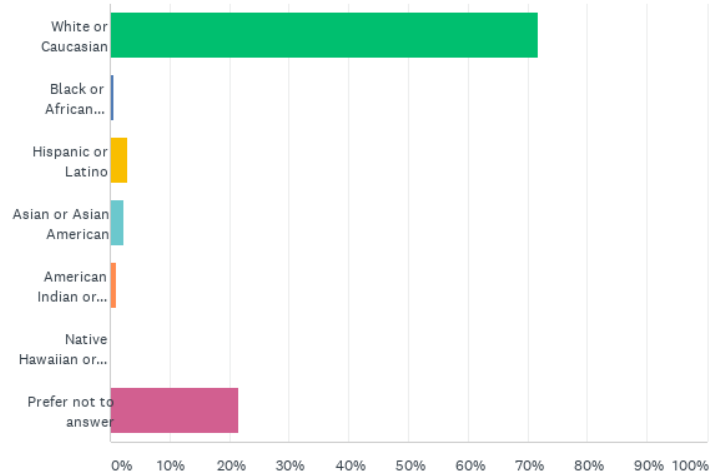
Q29 What is your race or ethnicity?





## Non-riders by Race/Ethnicity

Q29 What is your race or ethnicity?



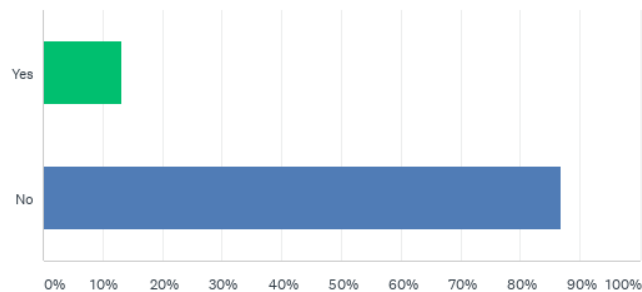
## Disabilities

Of the 517 participants who answered this question, 11.8% have a disability and 88.2% do not have a disability. More non-riders than riders indicated that they do not have a disability.

According to the U.S. Census Bureau’s 2013-2017 American Community Survey 5-Year Estimates (DPO5), in Clackamas County as a whole 11.8% of the population has a disability, so the survey representation for this category was spot on.

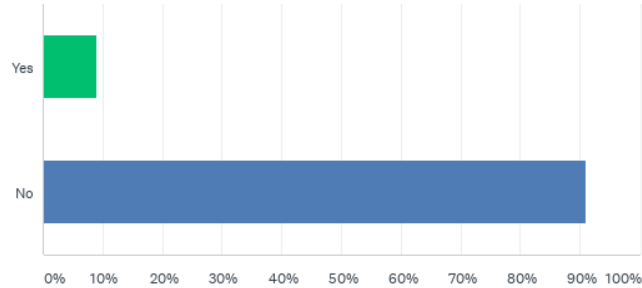
## Riders by Disability

Q30 Do you have any disability that affects your mobility?



## Non-riders by Disability

Q30 Do you have any disability that affects your mobility?

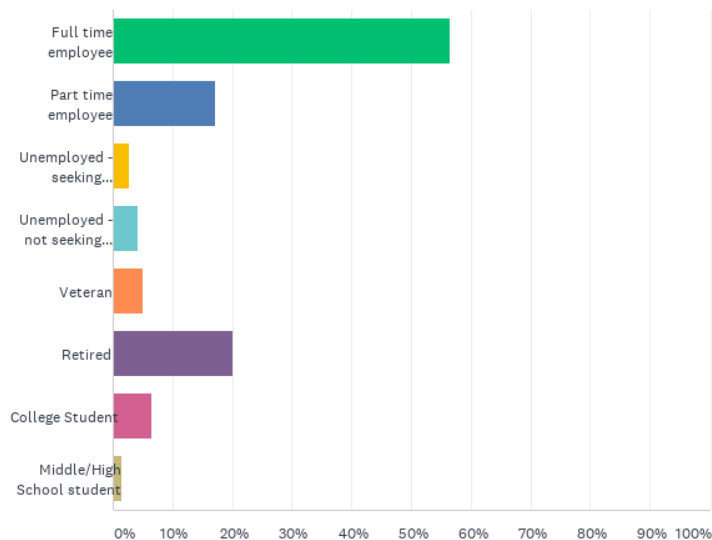


## Working/Schooling Status

Of the 519 participants who responded to the question about their job status pre-COVID-19, the majority were full-time employees (57.2%). There was also a lot of participation from those who are retired (20.6%) and those who are part-time employees (15.8%). Those who are unemployed and not seeking employment represented 4.8% of the participants. The greatest difference between the riders versus the non-riders was that more riders are college students than non-riders.

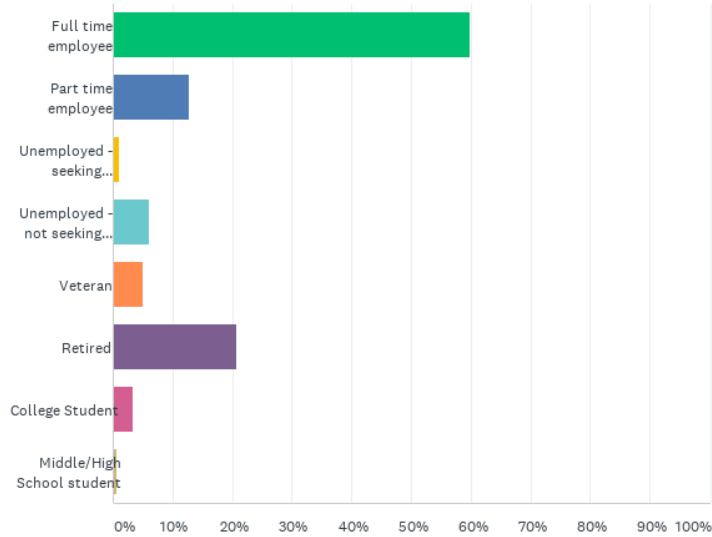
## Riders by Working/Schooling Status

Q31 Are you (select all that apply based on your status before COVID-19):



## Non-riders by Working/Schooling Status

Q31 Are you (select all that apply based on your status before COVID-19):

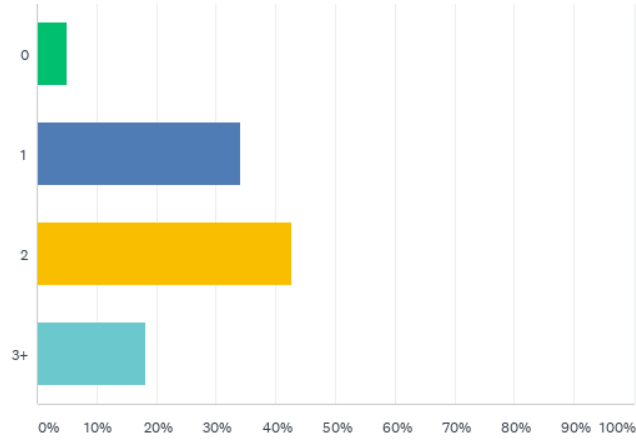


## Working Vehicles

The most common vehicle ownership status among the 523 participants who answered this question was that of the two-vehicle household (44.2%), although a significant number of participants have three or more vehicles (25.2%), as well. A small number have no working vehicle (3.4%). More riders have zero or one vehicle at their households, whereas more non-riders have two vehicles or three or more vehicles at their households.

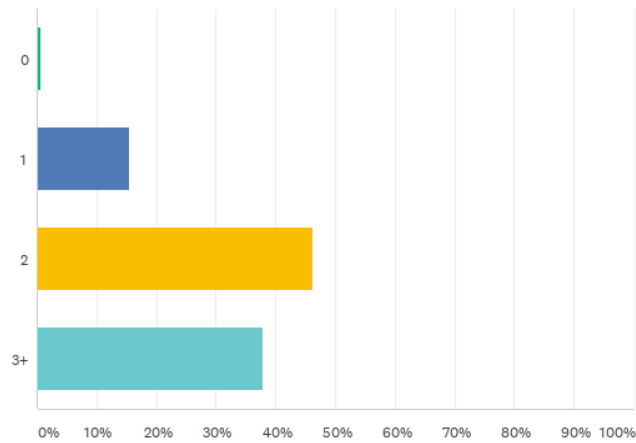
Riders with Working Vehicles

Q32 How many working vehicles are available to your household?



Non-riders with Working Vehicles

Q32 How many working vehicles are available to your household?



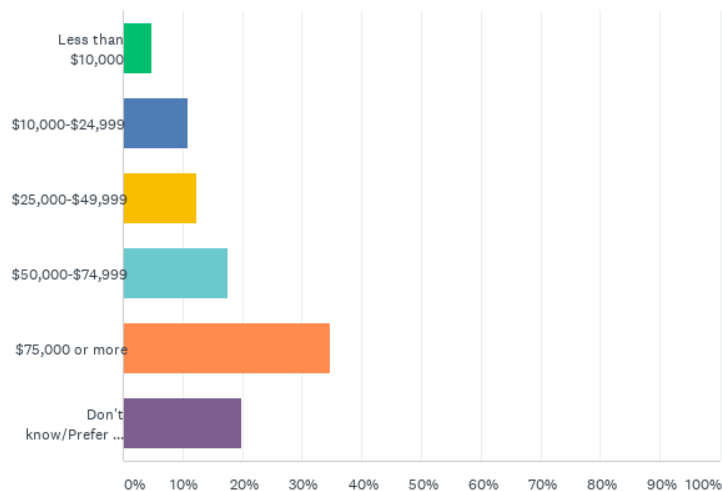
## Income

Of the 518 participants who answered the question about their annual income, 51.4% earned \$50,000 or more last year and 23.9% earned less than \$50,000. The most representation came from those who earn \$75,000 or more, although 24.7% of the participants preferred not to answer. More non-riders earn more than \$75,000 per year or preferred not to say.

For a comparison, according to the U.S. Census Bureau’s 2013-2017 American Community Survey 5-Year Estimates (S1901), the median income in Clackamas County is \$72,408 and 9% of people in Clackamas County earned at or below the Federal Poverty Level, which is \$24,300. Of the participants who answered this question, approximately 13% earned less than \$25,000 in 2019. This is higher than the average percentage in Clackamas County.

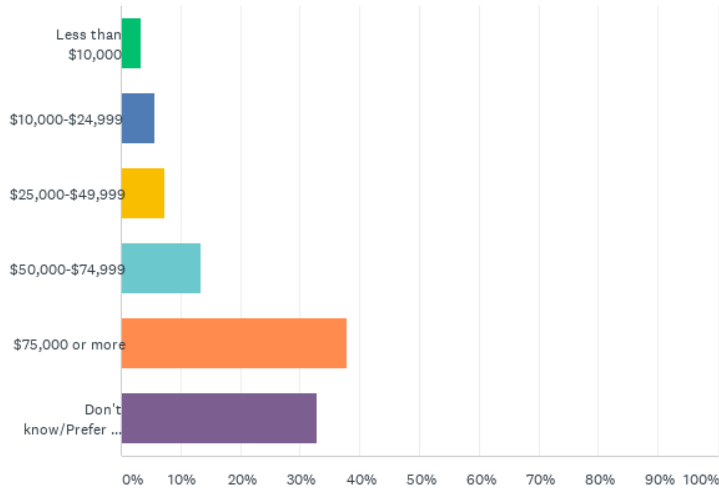
## Riders by Income

Q33 What was your individual income (before taxes) in 2019?



## Non-riders by Income

Q33 What was your individual income (before taxes) in 2019?



## Appendix A

### Clackamas County Transit Development Plan

All Open-ended Comments

#### Question 2

Please select all bus or MAX/light-rail services that you have used to ride a bus or MAX/light-rail train in Clackamas County in the last 12 months. (30 comments)

- lyft
- Amtrak from Oregon City
- MAX Green and Orange lines
- Uber and lift
- Uber I know it's not the county but it's useful
- Ride Connection
- Ride2share-transportation to medical appointments through Share Oregon/OHP

- I m driving
- pdx airport parking shuttle
- Gorge express
- Amtrak!!! To Portland from OC
- there is not much option in west linn
- Tri Met Lift
- dial a ride
- Ride to Care
- Cherriots - Wilsonville to Salem
- Have not used transit services
- We don't NEED Portland's crud out here!!!!!!!!!!
- Buses do not come by my house, I have to walk 20 minutes to get to one. Driving my vehicle is the best for me.
- Max/light rail
- Trolley
- Columbia Area Transit - Columbia Gorge Express
- I just moved here from Beaverton
- WES train to Beaverton.
- My Automobile
- LIFT, Transportation Reaching People
- WES Train
- school bus
- Just moved here recently
- MAX from Clackamas Town Center

### Question 3

**Before this survey, which transit providers were you aware of? (9 comments)**

- Tualatin shuttle
- WES
- Tualatin Shuttle
- Bus that goes from Wilsonville to downtown Salem
- there is practically no option in west linn
- Cherriots
- Tualatin, Wilsonville?
- LIFT

- MAX

#### Question 4

#### **If you don't ride transit, why don't you use transit in Clackamas County? (53 comments)**

- A 15 minute drive or a 1.5 hour trip via bus because no transit runs from Why 43 to Lewis & Clark College
- hard to access from where I live
- None are close to my home in West Linn.
- Coronavirus forces me to drive
- Not near stop
- No service in my area.
- By the time I drive 15 miles to get to a system, I might as well drive - I usually go several different places when I go
- I don't want to be crammed in with a bunch of other people.
- I use a walker.
- Have to drop off/ pickup kids
- Don't feel safe-especially with no police on public transit. Would not want to take my children on public transit. Especially now!
- Transit services are not safe in light of covid 19 and not safe in general
- Dangerous. Costs taxpayers too much. Lowers property values. Kills businesses. Ignores voter wishes. Constantly costs more with no hope of ever paying for itself
- It won't pick me up
- Riders on Max are frightening. I do not feel safe.
- Access to transit is problematic. There is no safe place to leave car with nearest Pick up spots miles at least 4 miles from home.
- I have to walk almost a mile to get to the nearest stop and change buses taking an hour and a half to get to work. Where I can drive and it only takes 10 minutes
- Low life's on Max and no one patrols the trains
- Would use Max but it would need to come to Oregon City
- Looking into for a high schooler to back and forth to MHCC
- I appreciate the independence that driving my own vehicle provides.
- I've been retired for 20 years, but rode the bus daily to and from work for 15 years.
- Takes too long / Unreliable
- Never considered it until now.
- too dangerous
- No bus stops where I live



- I live 2-3 miles away from a bus stop. Most times it is easier just to drive the whole way to my destination.
- It isn't in my area of the county
- Doesn't come out to Damascus
- Can't carry my materials, tools, customers work on transit
- Not available where I live in Boring.
- don't really exist
- I commute by bicycle. Not for everyone so an expanded area of transit will benefit those that need these services.
- Not safe
- Personal safety
- I also do not ride for most of the reasons above. I also live in a rural area and want it to stay that way.
- Need a car available for emergencies
- Live in rural setting. Public transit not feasible. Driving is most efficient way to get to the places that I need to go.
- I used to use the bus, but service gets worse, service gutted, then removed from our neighborhood. Transit service was better in this area when my Grandmother was young.
- Transit takes usually one hour longer for going to where I need to go.
- Too far to walk to nearest bus stop, and I have a car.
- My job requires a vehicle
- trimet is not safe and I will never ride on it nor will I allow my son
- I walk if it's close enough.
- Not sure if it's safe. Seen a lot of unsavory people coming off transit and read about theft and stabbings
- Unavailable on Central Pt. Road
- I do home visiting all over Clackamas county
- Transit is not safe
- I don't think public transportation is safe
- The transit system is not safe, passengers have gotten attacked, minimal security enforcement and many ride without paying
- There's no route close to my house. I would love there to be one by time my kids get old enough to use it.
- Also the time it would add to my commute downtown doesn't make it worth it
- I ride my bike

## Question 5

**Do you use any of these other transportation services? (8 comments)**

- None
- None
- car pool
- my own vehicle
- None of the above.
- none
- NONE!!!
- Airport shuttle

**Question 8**

**How do you usually get to and from bus and MAX/light-rail stops? (25 comments)**

- Willamette View Shuttle
- Do not use since no service in my area.
- We don't use any public transportation because of lack of safety patrols.
- I live on a very steep hill a mile from the bus stop on hwy 43
- don't b/c none available in my area
- Drive to park and ride (Elks Club lot)
- Drive with spouse, traveling together.
- none
- There is a trimet stop I would walk to if bus line served better
- Drive my car
- I don't
- Don't use
- Carpool with family
- Drive to MAX with partner
- Walker
- drive with others
- Do not use transit services
- Park and ride
- NONE!!!
- SMART
- Drive to park&ride and then walk
- depends on day and activity
- car
- Park n ride
- Don't use any of it.

Question 9

**Where do you go on the bus and MAX/light-rail? (83 comments)**

- Para Ir al consulado mexicano (To go to the Mexican consulate)
- Meetings
- Airport / Blazer Games
- Portland Airport
- Don't use
- Theaters
- Museums
- Church
- church
- Cultural events
- Salons, hair/nails
- Downtown portland
- Nowhere. We drive.
- Education & cultural events in downtown PDX & airport!!
- Events like concerts or dog shows
- OMSI, PDX airport
- Connect to Train Station
- Not available here.
- Visit kids In Llyod district
- I go (went) to my Son's house to babysit my Grandchildren.
- to pickup a Zipcar
- Moda Center and downtown Portland
- Metro mtgs
- Airport
- auto show
- Political demonstrations
- Airport, meetings in downtown Portland
- Airport, Events
- Nowhere
- Airport
- Blazer game
- volunteer activities in downtown Port.
- We take Max from Milwaukie to downtown Portland.

- Friends houses
- Library
- PDX Airport
- Yearly boat show at expo centet
- none
- downtown
- Work meetings. I live in Wasco County and take the CAT bus to Gateway.
- Work seminars and conventions
- airport
- Airport
- I would like to use bus to get around West Linn, shopping, appts. etc
- I don't
- volunteer work at church
- Don't use
- Timbers and blazer games
- not accessible
- visit friends
- Meetings in downtown Portland
- Major events in areas where there is limited parking
- Dining
- Meetings
- Dining
- meetings
- Took my car downtown Portland for service.
- Do not use transit services
- DO NOT USE!
- Airport
- Airport
- Moda center
- Library, art studios
- Airport
- airport
- Take my son to school
- long bike rides, visiting friends
- Occasional meeting, training or protest downtown Portland.
- drive
- MODA center
- Nowhere in particular

- Movies
- entertainment venues
- Offices and meetings in Portland
- Airport
- meetings
- Attend transportation meetings in Portland
- airport, train station
- Sporting events
- Clackamas Town Center
- Airport
- PDX airport
- Organized races (5k, 10k)

#### Question 10

**Are there any specific places you would like to travel to by transit if it were available? (175 comments)**

- Si: Yes
- Clackamas Community College from Eagle Creek, without going to Clackamas first.
- West Linn City Hall area, Salamo Rd and Rosemont
- Need a shuttle service to West Linn City Hall from Willamette Falls Dr. 2. Need transit from Willamette/West Linn to Tualatin.
- West Linn City Hall, West Linn Adult Community Center, West Linn Safeway
- Downtown Portland
- Zoo
- Would like to see light rail from OC to Bridgeport and Clackamas which would reduce traffic on 205 and create access to the existing MAX network
- I think every place is covered.
- If the Max came to West Linn/Oregon City I'd use it to go downtown Portland for evening events.
- Stores (Fred Meyer; WinCo; Bi Mart)
- It would be nice to have a faster, more direct route between Wilsonville to Clackamas & the areas around the two other main CCC campuses.
- Oregon City High School, Silver Falls State Park, Hopkins Demonstration Forest, Oregon City Amtrak Station, End of the Oregon Trail Interpretive Center
- medical centers
- Silverton , Colton, other parts of Clackamas county
- Beavercreek

- Top of my hill
- West side of the river (by Sellwood bridge) to go to Fulton Park.
- Kaiser Sunnyside; Portland Playhouse
- Portland Art Museum for evening attractions.
- Work
- The coast (in my dreams), Salem. The most important connection that could be made in my world would be a bike/ped bridge connecting Lake Oswego and Oak Grove
- Scenic areas like waterfronts, Willamette Falls, Springwater corridor hubs
- There needs to be MAX service to Oregon City and Canby as part of the Milwaukie Orange line.
- no
- Across the river on an electric ferry.
- No, transit goes where I need it to
- The Beach. Any beach
- If there were a bike/ped electric ferry service, I would go to OSMI, Cathedral Park, or just ride the ferry around as a pleasurable experience in itself with no destination required.
- Area near traffic circle closest to I-205 on Stafford Road
- Town
- A critical-mass widespread rail network that allowed me to engage in work and social life by rail would allow me to shift from car to transit overall. For that, we would need a Metro-area rail transit system with order of magnitude greater coverage than we currently have.
- Yes. To downtown Milwaukie or up Sunnyside road shopping area.
- More transit in West Linn would be helpful. It's extremely difficult to walk to and from the current bus lines when they're only at the bottom of very steep and not pedestrian-friendly roads.
- wilsonville library from Canby library
- Light-rail to The Dalles and the beach.
- VA Clinic in West Linn
- To oregon city by maxi
- Lake oswego
- No
- Yes, my in-laws house in Scholls, Oregon.
- Oregon City Transit Center, Tualatin to Willamette VA Clinic, Willamette Area shops/restaurants, OC mall near I-205/99E.
- I would love to take MAX all the way to Oregon City!
- Parks
- Yes quite a few
- Nope
- Direct to airport from Clackamas Town center

- Canby (from Milwaukie)
- The industrial/warehousing district needs better access from downtown milwaukie. A lot of people work in the Jennifer street area and I can't get to work in the morning (start at 6) without taking an expensive cab or uber.
- Work
- I would utilize it significantly more if it were available. I live on Thiessen and Oetkin and there is just nothing by me. I would take it to Oregon City if that were available too.
- Government Camp/Mt. Hood. Sandy's got a bus that leaves from Gresham, but it takes too long to get to that from Clackamas County.
- Milwaukie to Oregon City
- Ilani
- no
- Events,
- Japanese Garden.
- It would be nice to see the Streetcar expand to Portland's various neighborhoods
- From Milwaukie to Oregon City on Max instead of bus.
- More recreational activities where parking is limited
- Milwaukie center! It's so frustrating that I can't sign my daughter up for activities offered through ncpd because we can't get to them on transit
- South. Oregon City.
- Into Portland from Gladstone
- Need better connections to green line from residential areas of clackamas county
- I don't really know. There's just not much that's accessible
- Milwaukie Center
- Molalla or Colton
- "Sandy
- Hood River"
- Work, other parks or museums
- Work and evening events and activities.
- I really wish the MAX came to Oregon City. It would also be great if there were maybe some shuttle routes to get between places within OC more easily, including to/from OC transit center.
- Lake Oswego, wish there was a bridge.
- Lake Oswego (we support the OGLO bridge!)
- Troutdale, The Columbia River Gorge, Downtown Lake Oswego, St John's, Sauvie Island
- The Gorge, Downtown Lake Oswego, Troutdale
- Not sure
- The ocean, Eugene, Seattle
- I would rather have a bus connection from South End Road to the transit center. It is 1.9 miles to the closest bus stop.
- Oregon City, Salem

- Better service to downtown Oregon City and County offices.
- airport from home only
- Sandy, Or to and from MHCC
- Closer to parks
- I wish I didnt need to use a car. Would love to be able to get around as easily as in europe.
- work
- From OC hilltop area direct to Town Center
- I'd like to be able to get a direct bus from Estacada to CCC.
- No! Public transportation is not preferred in Oregon. It is dirty and I don't feel safe at all. I'd rather drive my car and I'd wish an investment would be made to expand our freeways to decrease idling cars sitting on freeways that should've been upgraded 20 years ago!
- No, the bus or MAX goes where I need to go now.
- No
- "Would love to see more week-end service to Canby. I help organize an event there once a year and there are many people that would use mass transit from Portland to attend this event. It looks like Saturday service has been added, but would love to see at least limited service on Sundays.
- "
- more places, like shopping and restaurants, if little local buses ran around the neighborhoods. Can't walk more than 2 blocks due to health.
- downtown Portland
- Wilsonville
- Parking downtown Portland is terrible
- From the area we live, Colton. It would be nice to see a bus go from Estacada through Colton to Molalla, and also cut up Unger and back down Beaver creek to CCC
- I moved our family to a neighborhood near a bus stop hoping that when my elderly father was no longer able to drive he would have transit independence, but service is lacking.
- South Clackamas County
- I would like an express bus route that travel from clackamas town center to tualatin wes that stops at all the hits along 205 like Oregon city and west linn
- Want to get from my house in Beaver creek to and from Oregon City, including #33 bus.
- Please link west Linn to wilsonville (TriMet West Linn to Smart )
- Work
- Too dangerous to ride trimet - especially with Portland cutting all police protection
- Mt. Hood, Canby, estacada
- Dr. appointments (Sunnyside), CCC (Oregon City), shopping in Canby/Molalla/Woodburn, Wilsonville.



- From Wanker's Corner into Lake Oswego would be great! Or from Wanker's Corner to Wilsonville or Tualatin.
- my area to O.C. hilltop area such as Fred Meyers; directly to Clackamas Town Center
- Would take Max to PDX if Green line didn't require a transfer. Avoid taking if transfers are required
- I don't want more public transportation.
- Downtown Portland
- Portland.
- Work
- portland
- None
- can not think of any
- Clackamas Repertory Theater
- To county parks, like Barton Park and Eagle Fern Park, also Tryon Creek state park and Milo McIver state park. Canemah Bluff Nature park. Better connections between transit agencies, it should not take 2+ hours to go from Oregon City to Wilsonville. It should also be easier to get to Sandy from Oregon City to take the Mt Hood Express
- The coast!
- Congregation Neveh Shalom
- No, but I wouldn't mind a more direct route to Mt Scott Medical Center.
- downtown Salem.
- No
- After the pandemic, I would like to travel to Portland State University for free classes for seniors. Trip to downtown Portland on current system would take at least an hour from Happy Valley - would like light rail out to 172nd.
- Salem Capitol
- I'd love to see a bus on or close to South End Road in Oregon City connecting with the Oregon City transit Center.
- Extend Orange Line to Oregon City, Molalla,
- Boring
- LO needs Max. I would use TriMet frequently if it were available in a time effective manner. The bus system in LO is very poor.
- The bus by my house doesnt start early enough for me to get to my work by my start
- Work, but it's in Sellwood, and I can ride my bike to get there quicker.
- Redland (Redland Rd) Oregon City and please extend MAX to Oregon City!
- Connections between Estacada and: Oregon City; Salem; Detroit;
- Direct to the airport from Clackamas Town Centet
- Prefer the freedom and flexibility of using my own personal vehicle.
- Down Beaver creek Road from CCC
- I'd like to go from West Linn to the Wes in Tualatin and the Amtrak In Oregon City.
- Closer to my home

- Vancouver, Washington
- Down town Portland, otherwise it takes hours to go anywhere, takes less time by bike
- NO
- Lake Oswego to Tigard Transit Station without going via PCC
- Downtown Oregon City
- Mount Angel, Silverton, Molalla and Scott's Mills.
- Scouters mountain elementary, carver
- I want more car lanes.
- From near home. My nearest bus stop is 6.5 driving miles even though we are in Tri Met boundaries
- My Hood resorts
- Airport by WES and MAX, without going through Beaverton
- Better North south routes
- would travel from Canby to Zoo or Canby to work, but the transfers and time to take them without driving to a transit center is too time consuming.
- I would travel by transit for personal (dinner, recreation, and health care) if there were better connections. West Linn is in a transit desert with limited service that's only connects back to the Oregon City transit center.
- Along hwy 26 Sandy corridor
- Clackamas Town Center
- The only times I would use public transit if I was going somewhere that parking was super difficult and public transport was easy
- No
- around the mountain
- I would travel to my work and my sons school in sw Portland on mass transit every day if a more efficient route was available from Willsonville. My family would also travel downtown PDX by mass transit on evenings or weekends if transit ran during those times.
- Wilsonville to Airport- direct line
- More regular service from Sellwood bridge west end to downtown Lake Oswego. Run WES trains later into the evening
- WES to Woodburn and Salem.
- Mt Hood Meadows Ski Resort
- Stops in Estacada and along the Clackamas River
- To Fred Meyer and to downtown Oregon City.
- Nope
- downtown
- I wish the Max train went further south.
- My rural home is not served nor the edge of the adjacent city.
- trailheads (gorge, mt hood, coast, clackamas river)

- Anywhere in Clackamas County
- East side of Portland
- Bridgeport and Washington Mall, Lake Oswego
- Light rail to Oregon City
- County parks and recreational trailheads
- I would like to be able to travel everywhere by transit.
- 1.) More express service in the 205 corridor to Portland Intl Airport, e.g. from Oregon City.
- 2.) Express commuter service to Portland from Oregon City area - e.g. WES-style rail connection or commuter express bus
- 3.) Flexible, on-demand services among Clackamas/Washington County cities - e.g. a West Linn neighborhood to a Wilsonville shopping area

#### Question 12

**If you transfer, which services do you transfer between? (Check all that apply.)**

**(13 comments)**

- Lyft to Clackamas TC, then Max to Airport
- The reason I do not transfer is that for trips that would require a transfer (especially a bus transfer), I usually take my car instead.
- Does not apply. No service here.
- Columbia Area Transit
- I'm excited that all these lines exist. Hoping that they will be connected in future to West Linn.
- Buses are unavailable where I live.
- Portland Street Car
- DO NOT WANT ANY OF PORTLAND'S CRUD!!!!!!
- MAX/light rail
- Columbia Area Transit
- Wes
- Portland Streetcar
- Transfer from my transport, to bus, to light rail

#### Question 13

**If bus or MAX service were not available, how would you get around? 13 comments**

- I'd need to reconsider my job because I cannot afford parking downtown.

- Call family member
- Ride
- Have to depend on someone giving me a lift
- Husband
- Drive with family
- Ride Connection
- I live a mile uphill from the bus stop
- Drive with spouse
- drive with others
- Since I live miles away from any town, I usually do multiple errands on most trips into town
- I DON'T NEED TO GO ANYWHERE!!!!
- Drive as I always do because it's safer, cheaper, and quicker.

#### Question 14

##### **How do you pay for transit fares? (11 comments)**

- my taxes
- I do not have access to travel now.
- employer pays a portion of pass
- We could afford fares but teens/children should be free.
- I don't
- n/a
- Don't use
- can not get the ride
- Hop fast pass loaded as needed
- Do not use transit
- Haven't needed to use hop pass yet

#### Question 15

##### **Where specifically would you like to be able to travel to by transit if it was available? (List the cross-streets.) (165 responses)**

## Column 1

- Salamo Rd & Rosemont
- Salamo Road/Santa Anita
- 1st
- Willamette Falls Drive x Salamo Road
- NA
- Rosemont
- Portland state university
- 43 highway/A St Lake Oswego
- Zoo
- A Street
- salamo drive
- Clackamas town center
- Pimlico
- Clark & Oregon City Loop
- SE Hillcrest Rd. and SE Stevens Wy.
- 1757 Washington St, Oregon City, OR 97045
- NW 21 and Lovejoy
- SW State & A avenue, Lake Oswego
- Beaver creek Road
- Lower Boones Ferry Road and Wilsonville Road
- Rosemont and Santa Anita
- Barber and Miles Street (Fulton Park, Portland)
- Sunnyside Rd
- Norwood/Boone's ferry road to Wilsonville
- Meadows and Bangy
- Home Ave/ Railroad
- Salem
- Sunnyside and 205
- 65th and Borland
- S Agnes Ave and Washington St, Oregon City
- I don't
- Oak Grove Blvd to Lake Oswego on electric ferry
- Stafford rd - Johnson rd
- River Road at Courtney to downtown Milwaukie
- SW Kingston Ave
- N willamette blvd
- Highway 43

- Extend MAX to Oregon City and thence across West Linn to I-5 and connect to the Barbur corridor rail line.
- wilsonville library
- 13th and Elm in Canby (or somewhere closer than it is now)
- Meyers Rd
- Borland
- Stafford Road
- Willamette Dr & 2nd St
- SW 65th Ave & SW Borland Ave
- Every single location
- 22500 Salamo Road West Linn
- 22500 Salamo Road West Linn
- 99 bus straight down McLoughlin like it used to run-express
- Rusk rd
- Webster & Clackamas rd
- Jennifer street and evelyn street
- 162nd
- Thiessen and Webster
- s mark rd
- Troutdale Amazon facility
- Don't know names
- Oregon City
- McLoughlin
- McLoughlin
- Webster rd
- Borland & Stafford
- 3550 SW Borland Rd
- Japanese Garden
- Railroad Ave & Home Ave
- Lake & Webster
- SE Johnson Creek and 82nd
- Johnson and 224
- sunnybrook and 122nd (clackamas high school)
- Emanuel Hospital at N Graham
- Timberline ski, Government Camp
- 142nd Ave. between Hwy. 212/224 and Sunnyside
- SE Tarnahan Dr, SE Ridgecrest Road
- Hey 211 and hwy 26
- Commerce circle, Wilsonville & 95th ave
- SE Highgate and Johnson Creek Blvd

- Meyers and Frontier Parkway
- rosemont and salamo
- SETacoma & SE 13th
- N State St & Foothills Rd
- Salamo and Chappelle west Linn
- Roethe
- South End Road
- Oregon City
- Clack Town ctr
- Railroad Ave & 6th St Oregon City, OR
- Wolf drive Sandy Or
- S Riverside Dr. & S Radcliff (Riverview Natural Area)
- Kruse Way to Scholls Ferry
- se 132nd and Parkside 97086
- Summer
- Town center
- ccc
- Nyberg Road and Hwy I 5
- Home Avenue Milwaukie
- SE Westview Av
- Main & 14th Oregon City
- Hwy 211 & 30205 S Wall St
- Hwy 43 & Burns St. , West Linn
- Myers Rd
- Beaver creek Rd. & Larkin Rd.
- sw mohak st
- Salamo/Rosemont Rd in West Linn
- Hwy 26 and proctors
- no interest
- Borland Road and Stafford Road
- Molalla and Gaffney
- 222nd
- Along South End Road in Oregon City
- pdx
- Downtown Portland
- salamo drive
- Portland Rose Garden
- Stafford Road
- Highway 43 at Terwilliger
- SE Eagle Fern Rd and SE Kitzmiller Rd

- Bluff Rd
- Costco in Wilsonville
- 157th and Sunnyside to Portland State University
- South Shore and McVey
- Rosemont/carriage way
- Willamette drive
- Express from CTC to downtown via Johnson Creek Blvd.
- 18347 S Redland Rd/ Henrici Rd.
- Rosemont Rd
- 9400 SE Idleman Rd Happy Valley,OR
- Sunnyside and 172nd
- None
- Vermont
- Beaver creek road and upper highland road
- Martinazzi/Boone's Ferry
- Compton Rd
- Old 99 in Vancouver
- Pilkington/Kenny
- 100th and SE Main
- Downtown Lake Oswego
- HY 212 Damascus
- Taylor and Broadway
- Henrice and Beaver creek
- Downtown Portland directly from Wilsonville
- 6th st (Estacada)
- -
- Tualatin Park & Ride (for north/south option)
- Strawberry Lane
- South End Rd
- Oregon zoo
- Timberline Lodge
- E Barlow Trail / E Sandy River Lane
- Bancroft and Corbett
- Hwy 26, Hwy 212
- Molalla Avenue - Fred Meyers
- Willamette Falls waterfall
- Beaver creek and Leland
- through out Oregon City
- Sunnyside & 172 to foster Rd
- 2301 SE Willard St., milwaukie



- 172nd & Sunnyside
- A street in Lake Oswego
- Please keep the buses out of neighborhoods where it brings in crime unless you are going to increase the police staffing
- 132nd & sunnyside
- Mountain gate & waterleaf
- 172nd Avenue corridor between Highway 212 and the Multnomah County line
- Rosemont Rd/Salamo Road, West Linn
- NO WHERE
- Foster Road at 197th to 172nd at Sunnyside

## Column 2

- Taylor
- Willamette Falls Drive x Nyberg Rd
- NA
- Santa Anita
- Whole Foods in lake Oswego
- Skyline Drive
- barrington road
- Bridgeport Plaza
- 6th & Main
- SE Ridgecrest Rd. and SE Tarnahan Dr.
- 16750 S Brockway Rd, Oregon City, OR 97045
- OHSU
- Larkin Road
- Lower Boones Ferry Road and Tualatin-Sherwood Rd Hiway
- Lewis and Clark College, Portland
- NE Fremont
- Hey 43 and Willamette
- S Agnes Ave and Main St, Oregon City
- Want
- River Road at Oak Grove Blvd. to downtown Milwaukie
- Portsmouth
- Extend MAX to St. Johns.
- SW Scholls Ferry Road & Scholls Sherwood Rd
- 65
- Borland Road
- 99E & I-205
- SE Sunnyside Rd & Clackamas Town Center Rd
- Willamette Falls Dr. Main street area
- Willamette Falls Drive ,Main street

- Hwy 224
- Se 7th & Harrison
- Sunnyside
- Main Street in Oregon City
- s barlow rd
- Tualatin
- Lake road
- Roethe
- Lake rd
- 10th St. & Willamette Falls Dr.
- S Springwater & Redland Rd
- Riverview ave & sunset ave, West Linn
- 82nd/Johnson Creek Blvd
- Meyers and Hwy 213
- sunset and cornwall
- N State Street & Foothills Road
- SE Tacoma At & SE 13th
- McLoughlin
- Shelby Rose
- Sherwood
- State St & 12th Ave Salem, OR
- MHCC
- SE 62nd & Flavel Dr (Ideal: Darlington to Clackamas Town Center)
- Kruse Way to Bridgeport Village
- Marion
- Stafford Road in Wilsonvill
- downtown Milwaukie
- Oak Grove Blvd
- S Unger rd & S Schiewe Dr Colton
- Salamo Rd. & Parker Rd. , West Linn
- Leland Rd
- Beaver creek Rd. Fred Meyer Store
- sw tualatin Sherwood rd
- A street/McKillikan in West Linn
- Martinazzi and tualatin sherwood
- no interrst
- Clackamas Town Center from O.C.
- PDX Airport

- Warner Parrot/South End Road
- Rose garden
- barrington road
- Lan Su Garden
- Johnson road
- SE Barton Park Rd and SE Bakers Ferry Rd
- Marcella
- Home Depot in Oregon City
- Lazy river drive
- Fuller Transit Station
- Oregon City transit by MAX train
- Salamo Rd.
- 45th
- Lower Boone's Ferry/72nd (Tualatin Park and Ride)
- Orient
- Pilkington/Childs
- 172nd and Sunnyside
- Downtown Portland
- Roger Rd
- glisan
- MILWAUKIE transit center (for other PORTLAND option)
- 82nd Drive
- Concerts
- Government Camp
- Red Soils Campus
- 23 and Flanders
- Hwy 212, I 205
- light rail from Milwaukie to Oregon City to Clackamas Town Center
- 172nd/sunnyside to 181st /Powell(instead going all the way to lightrail)
- Happy Valley Park (either via Ridgecrest Road or King Road)
- PDX Airport, NE Airport Way, Prtland

### Column 3

- Willamette Falls Drive x Tualatin Sherwood Rd
- NA
- Tacoma and 17<sup>th</sup>
- Amtrak

- SE 92nd Ave. and Johnson Creek Blvd.
- 20024 Silver Falls Hwy SE, Sublimity, OR 97385
- Providence
- Hiway 43 and A Street, Lake Oswego
- Hey 99 and Main
- 82nd Dr and Columbia Ave, Gladstone
- To ride amy mass transit
- Or LO to Portland
- River Road at Courtney to Fred Meyers
- Rezone 1/4 mile radius around all light rail stations for high-rise residential.
- Hwy 43 Hidden Springs and Market of Choice shopping
- Hwy 43 commercial areas-Hidden Springs, Market of Choice and
- hwy 99e
- Tigard
- SE Sunnyside & SE 93rd Ave.
- SE Sunnyside/Stevens
- Main St & 10th
- hidden springs and santa anita
- SE 28th & SE Woodstock
- SE 28th & SE Woodstock
- McMinnville
- SE Oaks Park Way (No Cross Street)(Oaks Amusement Park)
- Court
- downtown Portland
- Beaver creek to Hwy211
- State St. & A Ave. , Lake Oswego
- Beaver creek Rd. & CCC
- To wilsonville Road SMART
- no interest
- Airport
- Downtown Portland
- SW Terwilliger Blvd and S Southridge Dr
- Fred Meyer in Wilsonville
- Portland international airport
- Salamo Safeway
- Revenue Rd
- McEwan/65th
- 48th
- Soccer games
- Sunny side Medical Center
- 3rd and Arthur

- to Salem
- Scouters Mountain Nature Park (145th Avenue and Scouters Mountain Road)
- Willamette Falls Drive/12th St., West Linn

#### Question 16

#### **If you haven't been able to make a trip because of a lack of transportation, why not? (33 comments)**

- no public transport in my area
- Don't like to drive and park at night
- haven't
- don't want to always be asking people to take me places.
- No reason to ride Unsafe transportation
- Dangerous. Gross. Dangerous
- back pain
- Unable to afford car
- Do not drive any longer
- no service
- i don't have a car
- na
- COVID-19
- Many places I don't want to drive to or the parking is limited, but I don't want to take 3 buses and Max to get there, plus I cannot walk up my hill on the return trip.
- This is true for one member of my household
- Lack of frequency of trips
- Time consumed using bus/Max is more than twice drive time
- I need to walk to my destination from the bus but there are no sidewalks and the road is unsafe for pedestrians.
- No bus stop within reasonable walking distance from my home
- Too far to walk & Carry purchases
- Na
- My father now relies on rides from rest of family.
- Can't drive on freeways, panic attacks
- no public transport
- Covid
- I rely on my car so far. Bus service is not convenient from my home. I occasionally use Tri-Met if my destination makes it worth the extra effort such as parking issues or long drive solo to an event.
- Hours not compatible

- Bus only comes near my home for about 2-1 hour periods per day and none on weekends.
- Not applicable
- Trimmer does not service Damascus even though I live in and pay employee payroll to Tri Met
- The only time I haven't been able to make it trip is when car was in shop.
- When wife is not available I need/want transportation
- N/A

#### Question 17

#### What locations would you like to see transit service go to/from? (229 comments)

- West Linn City Hall to library to Willamette Main Street From Eagle Creek to Clackamas Community College
- West Linn City Hall area
- Anywhere in the west linn area
- Service more of West Linn, up on the hill, not just off of 43 and Blankenship.
- Tualatin
- Willamette/West Linn to Tualatin
- CLACKAMAS TOWN CENTER / West Linn Willamette area
- I would like to see a max line farther south in Clackamas county
- West Linn to Portland without going through Oregon City
- West linn to nob hill or other Portland shopping districts
- High School to Rosemont
- Salamo road to Portland
- From Carriage Way and Rosemont
- See above
- Tourist and shopping destinations once the Virus is under control.
- I would like to better understand how to transfer between TriMet and C-Span
- West Linn City Hall through Sunset Neighborhood to Oregon City Amtrak.
- Also to/from Milwaukee Max station. "
- West linn to Clackamas transit center
- Light rail down 43 to downtown (old railway line)
- More stops in Wilsonville & more direct, faster routes from Wilsonville to Milwaukee, Oregon City, Clackamas, etc.
- Molalla
- Mt. Scott Elementary, Happy Valley Park,

- Direct transit service between Estacada and Oregon City for students attending Clackamas Community College's Oregon City campus. Direct transit service between Oregon City and Wilsonville for students attending Clackamas Community College's Oregon City or Wilsonville campuses.
- easy direct to light rail Gresham Station
- I'd like to see light rail up Powell Blvd. From downtown Portland to Gresham
- "Clarks General Store
- Beaver Creek School"
- Lake Oswego on Stafford Road to Wilsonville, Tualatin on Borland Road to Oregon City
- Most cities in Clackamas County have hills. I can walk miles on flat land but need help getting up hills.
- More buses crossing Sellwood Bridge from MacLoughlin and Park
- Downtown - Milwaukie - Clackamas TC and a 1 seat ride from Clackamas TC to the airport
- More convenient connections between south tualatin and wilsonville
- I would like to see more access to lake Oswego
- Salem to Molalla
- Brudgeport
- From Fox hill park neighborhood to anywhere since there's nothing in neighborhood to West Linn and to Wilsonville
- Connect service along I5 and 217 with service along 43 and 99.
- Hector Campbell Neighborhood in Milwaukie directly time a hub in Downtown Gladstone or downtown Oregon City or those cross streets mentioned above- no transfers
- From Milwaukie to Oregon City and Canby.
- Any where except Clackamas county
- None
- Oak Grove to Lake Oswego by electric ferry. No bridge.
- LO to Portland
- A simple efficient way from PDX Airport to McLoughlin Blvd. or River Road in north Oak Grove would be great.
- I would like max to go to Clackamas community college in Oregon city
- The beach
- Everything points to downtown Portland. Spoke and wheel. U bounce between hubs and then a line to ur destination. Lots of transfers, waiting and time.
- Rail-everywhere.
- library to library for tweens
- It runs where I need to go now.

- The beach for sure! The Dalles. Experience travel. I'd pay more to have a living room or experience type environment.
- VA Clinic West Linn
- Sunnyside Hospital
- Clackamas TC
- I would love to see Trimet come out to Canby, like it used to a few years ago. The CAT doesn't run very often, esp. in the evenings and weekends. It also stops running in the middle of the day for a couple of hours (daily), in which I have been stranded down at the VERY SCARY transit center in Oregon City many times.
- I m like to see from airport to Tualatin
- From Meridian Park Hospital, down Borland Road and around round-about onto Stafford Road towards I-205. Many services exist in this area including a food pantry, free medical clinic and a family homeless shelter. There is currently no public transportation for our under-served community to access these important services.
- Tualatin to VA Clinic in Willamette, Tualatin Transit Center to Oregon City Transit,
- Charbonneau neighborhood
- I would love to see MAX extended to Oregon City! Or, at least extended further down McLoughlin Blvd.
- All over.
- inner city transit service - the bus stop is a mile away
- I would like to see inner city transit service available in order to get to the bus because I live a mile up a very steep hill from the bus stop
- From Milwaukie up to Lloyd Center area
- More direct route between Milwaukie/Oak Grove and Clackamas town center, direct route between Milwaukie and Canby
- N clackamas park
- Happy Valley, Damascus
- Unincorporated Clackamas County to Milwaukie (route along the 224 most likely), expand the Orange line to Oregon City
- SE 32nd and SE Harvey to Tacoma Park n Ride.
- north and south on 172nd between Foster and Hwy212
- Jennings Lodge to Troutdale
- Max to Oregon City
- Cross town without going DT PDX; Milw/OC to LO or Beaverton WITHOUT having to go DT PDX.
- Quicker route to southern metro area like Wilsonville. You currently have to travel north to downtown Portland and then back south again. I'd like to see a route that matches 205.



- Milwaukie to Oregon City on Max
- Tualatin -- West Linn -- Oregon City -- Clackamas Mall -- SE Portland -- NE Portland
- Tigard/tualatin to Borland Free Clinic
- There is a blackout area in Milwaukie from Railroad Ave to King Rd and Linwood to Harrison. I've looked into using transit before, especially during inclement weather, but it's not an option given that I live in this blackout zone.
- Buses go further into Damascus, Molalla, more service to Clackamas Community College directly from Portland or Gateway area
- I would like to see the MAX line extended into the southern suburbs like Oregon City.
- Up and down the full length of SE Johnson Creek Blvd
- Oregon City
- Linwood to Johnson Rd
- From Gladstone to Portland, Gladstone to Beaverton
- I'd love to see light rail extended to Oregon City Shopping Center. And some sort of express route down to 13 to connect to it from Clackamas Community College
- Varies. Don't have a specific problem right now.
- More east/west routes from McLoughlin Blvd.
- Milwaukie
- Beaverton/Hillsboro
- Portland VA hospital & Fairview VA Clinic
- Rural towns/commercial centers
- Sandy to Gresham --Gresham to Hood River
- Estacada, Clackamas, Portland. biggest problem is parking (legally) where it won't be towed
- Between West Linn and Wilsonville; service within West Linn especially Sunset Ave (because I cannot walk up the hill from the nearest bus stop). Light rail option closer to West Linn.
- Oregon City to South Waterfront in one direct, express route with limited stops in between (ideally MAX).
- West Linn to Tualatin, Sherwood.
- Oak Grove & Lake Oswego
- Oak Grove & Lake Oswego
- More direct routes, I live in Sandy and work in Oregon City. I would have to take SAM to Gresham and then take Trimet to Gateway TC and then Max to Clackamas TC and then a bus to Oregon City. It is like a 2.5-3hr commute each way. I can drive it in 40min.



- I would like to see late night bus service from Rhody/Welches to Sandy on the weekends so you can enjoy drinks @ the awesome restaurants up there and not have to drive home.
- Upper Gladstone to max orange line w/out having to make a bunch of transfers
- the real question is what is better than light rail and what is the future of public transit?
- I would like to see residential neighborhoods connected to retail centers and the transit centers. If you have to drive five miles to catch a bus or the Max there is little incentive to use public transit.
- It would be great if it went at least as far south as Oregon City and as far west as McMinnville
- I would like to see some sort of express bus or extended MAX/Light Rail from the 205 to the Park Ave Orange line MAX station.
- Oregon City
- Through more employment areas (North Milwaukie Innovation Area, International Way)
- Oregon City,
- A Max line from Oregon City into Portland.
- west linn to airport
- MHCC
- Parks
- River Ciew Cemetery & Revier View Natural Area.
- Oaks Amusement Park
- Lake Oswego 97035 to Beaverton
- Lake Oswego 97035 to Portland
- Lake Oswego 97035 along Boones Ferry
- Lake Oswego 97035 south
- Lake Oswego 97035 SW Corridor light rail access
- suburbs to city (Happy Valley to Portland)
- Light rail to Canby, Oregon City or Wilsonville
- There should be a rapid bus or MAX line from Oregon City up 99/MLK/Grand, all the way to NE Portland. It is so frustrating to have to go through downtown Portland or to transfer multiple times just to stay on the east side.
- Reliable, regular transit to Salem that actually makes sense instead of Cheerios which doesn't
- Wilsonville, Salem
- Molalla
- From Sunset Avenue to Oregon City Transit Center
- More options and times for Estacada. Getting to CCC quickly would encourage college attendance.

- Max to Oregon City
- As listed above, would love to see week-end service from Portland to Canby.
- Willamette area of West Linn to Hwy 43 on weekends
- Home Avenue to downtown Milwaukie
- McLoughlin Blvd to Clackamas Town Center without transfer
- West Linn - MAX light rail
- More transit within Canby!
- Home S Schiewe & Unger to Beavercreek and hwy 213. Also from Colton to Estacada and Molalla
- From our neighborhoods to stores, offices and govt services like the library & city hall. Local transit access would encourage small, local businesses and bolster local community.
- Max orange line continued all the way to Orego City, maybe even Clackamas Comm. College
- Molalla to Woodburn and Wilsonville
- From Redland Rd. to Clackamas Community College.
- Canby to downtown Portland, Washington Square, Hawthorn district
- Canby - Oregon City (various locations in OC) not just the transit center
- Wilsonville to West Linn and Oregon City
- Bus service from Beavercreek to Clackamas & Milwaukie stations.
- I would like more express bus services along 205 from clackamas to Wilsonville
- West Linn to Wilsonville and Also Wilsonville to Clackamas Community college Oregon City campus -more direct- currently takes 3transfers/2hours to get from Wilsonville to CCC
- Sandy to tualatin
- I have no interest in seeing the crime train go anywhere except back where it came from
- South County - Highway 211
- Sandy to estacada. Sandy to timberline lodge and government camp. Sandy to Fairview
- Wanker's Corner.
- Put MAX down the center of I-205 going from Clackamas to Tualatin! Then I could take MAX to the airport!
- Redland area to Hilltop and downtown and CTC
- More frequent service within Milwaukie, where I live, and Gladstone, would be nice--bus I take to church runs only every 80 minutes. I do not personally have frequent need to go to places not already served (some) by TriMet.
- PDX Airport

- Stops along South End Road in Oregon City to OC Transit Center and to OC Amtrak Station
- Oregon City to Portland direct on Amtrak/rails with no stops
- salamo rd, west linn to lake oswego
- Stafford area to Downtown Portland
- I'd rather not see transit come to our rural areas.
- Between Oregon City and Wilsonville, service to South Oregon City by the high school,
- Access to major areas of employment for the citizen who needs close proximity to work.
- More neighborhood locations near max stops
- Sunday service to poach OC
- A direct shuttle from West Linn to downtown Salem. A direct shuttle from West Linn to stops downtown.
- It would be nice to have a connector light rail line or and express bus service from eastern end of Happy Valley to the Orange Max line, to make for a quicker trip to downtown Portland.
- Salem Capitol
- Max to Oregon city
- Orange line extended to Oregon City.
- Generally SE to SW, in other words getting from say Milwaukie to Tigard or Tualatin etc is hours on transit due to lack of a direct route.
- Max from LO to Portland and Beaverton.
- A shuttle from Oregon city transit ctr to clackamas Max station so I can make it to the airport by 530 am.
- More frequent/options to/from Clackamas County Red Soils Campus.
- one year ago you started line #31 which runs evenings and weekends. Before that I had to walk 1 1/2 to transit center or home. no coverage on weekends.
- Troutdale to Hoodriver
- Portland to Oregon City MAX Train
- Estacada, Oregon City, Salem, Detroit, Welches
- Lake Oswego to Sherwood
- Industrial areas in Milwaukie -- North Milwaukie and International Way, as well as along Johnson Creek Blvd.
- Direct to PDX from CTC
- Canby to Portland and beaverton
- Mt Scott we have no bus service
- None
- You really need direct transit from the suburbs to the downtown PDX
- Molalla to Oregon City via Beaver creek Road

- Willamette neighborhood, West Linn to Tualatin P&R, Willamette to Lake O TC, Willamette to Amtrak
- Stops along Highway 26 or Orient Drive
- Portland to Vancouver
- Better connections to Hillsboro Hi-tech, not just Intel
- We have adequate transit for everywhere citizens need it. We need more lanes of traffic to decrease pollution during traffic jams and save valuable "work hours" sitting on freeways.
- NOWHERE OUT HERE!!!!
- SMART to Downton Portland and Downtown Oregon City
- I don't really want transit services in my neighborhood.
- More car lanes on highways and downtown (I stopped going-too confusing).
- Boones Ferry Road and Washington Court to downtown Lake Oswego and Downtown Portland.
- Damascus
- \*\*\*\*\*KEEP TRIMET OUT OF SANDY!!!!\*\*£££
- Portland or lake Oswego to Mt hood resorts
- Lake road dialysis
- Further down beavercreek rd it stops at the collage and thats to far away
- Unincorporated Clackamas County
- I would like the 33 from Milwaukie to downtown so I would have better access to eastside
- Wilsonville straight to downtown Portland. Also to PDX.
- Anywhere that doesn't take 2 hours
- West Linn to I-5 (to connect with WES or at the Tualatin Transit Center) and north (to avoid backtracking to Oregon City. Which adds a lot of time to a commute).
- Fred Meyer and stop all along 26btill end of town and then cone back
- Strawberry Lane to Clackamas TOWN Center
- Canby to Oregon City via South End Rd.
- We have enough transit service
- I live in rural Clackamas county so it is not an efficient use of funds
- I'd like to see public transit reduced, not expanded.
- sandy to govt. camp to Hood River
- Directly from Wilsonville to downtown PDX instead of having to go out to Beaverton first. More trains!
- More frequent & later stops in Milwaukie (International Way, Lake Road)
- Intercity service between downtown areas of Wilsonville, Sherwood, Tualatin, and Lake Oswego. SMART service direct to downtown Portland on the weekend

- PDX to Wilsonville, or nearby park and ride
- Woodburn and Salem
- Portland to the Clackamas River
- Sandy to Clackamas, Clackamas to Salem
- From Canby to downtown Oregon City on Southend Road and Central Pt. Road.
- Oregon City to Downtown
- MAX to downtown Oregon City
- More
- To County Office and home
- To the nearest grocery store, theater, bar, symphony, barber, etc.
- Max train from Oregon City to Milwaukie
- Max Line to Oregon City and East west travel from Clackamas on a southern route closer to 205 South.
- I would like light rail to make a full circle including Oregon City. Why should we have to drive to get to the stop in Milwaukie?
- Larger variety nearer homes
- Sunnyside (east) to Gresham
- national forest trailheads
- Maybe rural routes to the coast or the mountain. Wishful thinking I know 😊
- Clackamas to Lake Oswego and West side malls
- Bus on sunnyside to be more frequent
- I would like green line to go to the airport or have a safer transit station to switch at. All the switch stops are incredibly unsafe. I have never once been at ease on the max and I won't take my children on it which really limits our use.
- Near all middle and high schools
- Happy Valley to Downtown Portland without needing to transfer.
- I would like a rapid transit option on I-205 serving Clackamas TC, Gladstone, Oregon City, West Linn, and Wilsonville.
- See above. Service along 172nd Avenue or Foster Road would be great. Service through Happy Valley near Mt. Scott Blvd./King Road would be great. It would be great if there could be bus lines in these areas that connected to the Green Line at Clackamas Town Center, Fuller Road, Flavel and/or Lents.
- Point-to-point services deeper into neighborhoods and community centers (particularly where there are topographical barriers), rather than linear services along major highways that serve relatively few residences and trip destinations.
- NO MORE, WE HAVE ENOUGH

Question 18

**If transit service doesn't run when you need it to travel, when would you like it to run?**

**(145 comments)**

- More frequent service in Willamette area of West Linn
- Normal commute hours and SUNDAY
- Up Salamo to Safeway, down Salamo/Santa Anita to Hidden Springs Rd and down to 43/Willamette Drive.
- AM to work in Tualatin
- I do not always take transit downtown at night because there is only 1 bus per hour to return. Even if there were two busses/hour, I would be more likely to take transit.
- Kids could ride the bus to and from high school if it ran by Rosemont Ridge/Salamo area
- Morning and afternoon to evening
- More often evenings. Once an hour is not often enough.
- More frequent for commuters
- I usually get off work in the evening around 8:30-9pm or some terms I've had evening classes as well as morning/afternoon, and had no choice but to drive to class/work earlier in the day so I could get myself home after. I prefer using public transit when available, but on those late days, lines don't run late enough for me to get all the way home.
- Since the CCC Xpress Shuttle does not run during breaks but I work during breaks, I would like for this shuttle to run during the breaks. I would also like this shuttle to run during the weekend.
- Bus route 19 late night
- Weekends
- I'd like to see PDX light rail connect to Vancouver, WA.
- Weekdays from 0700 to 2000
- weekends
- N/a
- The whole day. Right now, 99 bus only runs on peak time. We need it at different times of the day.
- Evening performances - enjoyed streetcar for the downtown light festival.
- I would like more regular times for Kruse Way.
- Daily including weekends at least hourly
- Earlier in the morning (between 5:00 and 6:00) in the Milwaukie neighborhoods on frequent intervals
- Not at all

- A ferry service in the morning and evening commute times
- After 11 PM on weekends.
- Evenings, weekends and throughout the day.
- Late evenings and early night
- All day everyday
- Transit service doesn't serve me where I live.
- More time choices on the weekday mornings to downtown on the 99 bus
- Commuting hours
- Every 15 minutes
- Earlier in the mornings. I can't get to work at 6am
- I wish the 99 ran more often.
- More frequent bus service from se tacoma tc to Johnson creek area
- Early morning and later at night
- 24 hour MAX service through Downtown Portland on all lines.
- 24 hours a day
- 24 hours
- Saturdays/Sundays
- mondays and Thursdays 3-7 pm
- 34 bus on weekends
- The nearest bus stop to my home is at Linwood and Lake Rd. It doesn't run frequently enough during peak transit times to allow me to get to work on time. Not to mention it would take me two hours to get to Barbur Blvd where I work.
- More nights, weekend service on 99
- More frequent service
- 7:30am
- 24/7
- From SE 122 (south of SE Sunnyside) to Clackamas Town Center later in the evening so I can go to an evening movie. All year long? Not necessarily. Certainly in the late Spring thru Summer and into early Fall.
- Later in the evening.
- Regular schedule on weekends.
- Happy Valley Park
- Late late at night like after 2 am
- Weekends, later in the evening.
- More AM & PM peak hour options
- More morning options during peak times.
- More frequently on Sundays.



- earlier in the day, for the shuttle to my school, as I cant get there before 10 and my first class is at 9
- All day
- If it were available, I'd use it.
- We need mixed fleet of non- polluting vehicles more frequently - Too often huge vehicles are nearly empty - better study/plannning for demand usage is needed
- The MAX times do not go late enough during the evenings, especially on Friday night. Its odd that the the MAX runs later on a Sunday night to Clackamas county than it does on a Friday night.
- 24 hours a day
- 71 - Would like the 71 from Clack. Town. Ctr to run just slightly later, until 10:45. Would generally like to have it run more frequently.
- Days through dining out times
- To make it by 8 am and home leave at 4:30 with walking time
- All the time
- 24/7
- Sunset Ave and Skyline Avenue in West Linn
- To Estacada more often
- later in the day. Sandy and Estacada
- Bring back early weekdays for estacada. People lost jobs. With am cuts on the 30
- Later in the evening.
- Sunday service from Portland to Canby.
- every hour
- 9am-5pm
- I'm not sure how often the lines run, since they don't go where I need them to, I don't use them. However they work in places where they get used I guess, every 30 minuntes?
- Bus 32, more frequently than hourly
- Days
- 6:00 am - 12:00 pm
- weekends
- I would like an express bus service that goes along 205 from clackamas to Wilsonville
- Very early
- Nearby AND during the day.
- Weekend service on #29 and/or #152 bus lines would be nice. Also, on weekends, it would be nice if service on #75 bus continued to and from downtown Milwaukie later than 7 pm (like until 10 pm or so).
- I would love the 34 bus along River Rd to run more frequently.

- 24/7
- Morning and evening commute times
- Earlier than 5am and later than 11pm
- 8am-11pm
- morning and evening
- More frequent Trimet bus service off season in Washington Park
- All hours, but mornings & late afternoon especially
- Increase service on the 32 so it runs at a minimum of 30mins or better. I rely on this bus for medical appointments and it doesn't run frequently enough.
- Providence WFH Sundays
- Weekends
- The rest of the day into the mid evening.
- 330 am by my house near lazy riverdrive and Willamette drive so I can connect to red line downtown and make it to airport by 530am.
- More frequent bus line 155 and 156 service
- 5am to 10pm.
- More often in the evening
- 6am-8PM
- I need it on weekends and evenings, plus the Wes during the day and later at night.
- Evenings & weekends
- 24/7
- Long enough for 80% of people to be able to take the bus to/from work
- Higher frequency max trains for the greenline. Its always a squeeze in rush hour
- On call only.
- Never-cheaper to give people Uber vouchers
- Every 30 minutes during the hours of 7 a.m. to 7 p.m.
- After 7 pm
- N/a
- All hours. I want the service to be available at all hours, every day, for impromptu trips, without having to worry that I'll be stranded
- Later at night in manufacturing / industrial areas for night workers.
- at least once an hour down Beaver creek monday thru Friday. That would be very helpful
- 
- Later and more often
- Sunday
- CAT to Wilsonville and Wilsonville light rail more than just rush hour times. Would like to take later in morning or early afternoon to go places-- i.e. zoo
- 7 days/week and evenings

- 9 or 10 am
- Need quicker service
- It does not serve my location in rural Clackamas county
- I'd like to see public transit reduced, not expanded.
- Throughout the day, evenings, and weekends
- WES on the weekends, and later in the evening.
- Milwaukie to Wilsonville
- It's not just time but safety access the bus stop
- Weekends
- Commute times
- Boring or Sandy/Salem
- During the Clackamas County Fair. CAT does not offer good service. You got to get out on 99 and Walk. They don't run any evening shifts.
- More frequently
- It's not so much a matter of when as how often - it would be easier to use if the routes I traveled came more often (like every 15 minutes).
- Every 1/2 hour and evenings and weekends.
- More frequent green line late evening for sporting event at Moda Center
- More often
- Weekdays & Evenings
- N/A
- During bad weather
- certain lines 24 hrs
- Till 2:00 AM
- More frequently than every hour
- Weekends and late evenings on River Road between Milwaukie and Oregon City
- It just needs to be more frequent for it to be convenient to actually ride it. More frequent service would be better than extended hours.
- On-demand point-to-point service, rather than infrequent, circuitous scheduled services

#### Question 19

#### **Would you like to use transit more than you do now? (287 comments)**

- Very few direct trips from Eagle Creek
- Too far to walk to a stop.
- No stops near house
- Hours

- Too long/ too many transfers between home and work
- time frame to get from my house to the max line.
- Covid 19. I'm barely even driving anywhere right now. but generally frequency of busses so amount of time it takes to transit anywhere is the limiting factor.
- takes too long
- sometimes not convenient
- Wish there was a light rail that ran from Hwy. 43 to downtown
- West Linn goes to Oregon City first before Portland route.
- Knowledge of how to use and speed at which I wish to travel. And cleanliness.
- Cost
- I live in a rural neighborhood - closest bus stop is 3 miles away
- not available
- I expect to be working from home permanently at least 3-4 days a week. Will likely drive or bike on days when I do commute.
- Living far from my work office
- Coronavirus
- (just now, I prefer not to ride close to other people)
- Very inconvenient. Nearest bus stop is 1.5 mile walk, up hill at the end of the day.
- Location.
- Too much wait time
- Length of routes or time of day I need to commute
- too many changes/too much time riding
- Transit is not frequent enough and doesn't splinter to enough places.
- inconvenient
- Late night service
- Covid-19
- No access from home.
- costs, time
- Hills
- 99 route does not run when we need it.
- covid-19 worries
- i use it as often as i wish
- Cost, lack of evening hours
- Not convenient for work-driving is much faster
- Transit time to work
- Long walk to bus service
- Safety, long walk from my house
- there is no direct rout to where I need to go and its faster to drive

- There will be no police. Very unsafe!
- lazy
- Time constraints
- Totally unavailable
- Twice longer to use public transportation than to drive
- Need to drive to transit stops.
- selfishness, work at home, most travel at night or to individual's homes
- Too many transfers to get to work or too long to get from Hector Campbell, Milwaukie to Downtown without using a car as well
- Usually I only go to Milwaukie, Oregon City, or Canby.
- Covid has closed things down. Or I would go downtown to events, music and food.
- Takes too long, infrequent pick ups near me, route cuts off service too early to return home
- Not convenient and no bike lanes to get there
- There isn't a ferry system.
- My commute has been reduced
- I usually need to go south and east
- Takes too long to get from point A to point B. I can get there in 1/2 in a car.
- Safety. Safety. I've witness altercations, had car broken in multiple times at park and ride, feel vulnerable on max platform so removed from view and easy access, vulnerable on max cars
- Insufficient parking at Orange Line terminus.
- I usually drive with my family so driving is easy. When I was single and lived in a denser populated area with easy public transport, I used it exclusively.
- It takes too long. Personal car is usually much, much faster.
- It is smelly and dirty
- Laziness and time efficiency. It's easier and faster to drive.
- Do not have any service from Tualatin area
- Health
- Getting from my home, in Canby, down to Trimet in Oregon City.
- It doesn't run late enough out here
- Covid and living in the country...not stops.
- No options from Tualatin
- I think i am lazy. You have to think about it and do it before its easier.
- takes way too long, not safe to wait for transit in all areas
- Making the transfer between bus/MAX makes my trip take twice as long.
- Lack of inner- city transit. The hill I live on is too steep and the bus stop on Hwy 43 is a mile away.

- Lack of inner- city transit. The hill I live on is too steep and the bus stop on Hwy 43 is a mile away.
- Safety concerns
- Safety reasons traveling alone
- No 99 express anymore
- Trips are too long when there is no direct route
- Having to drive to ride, but parking lot fills up; don't have access near my house
- Times are not reliable. Takes an hour and a half for a 20 minute drive
- Inconvenience, takes 3x longer to get to work
- Trimet doesn't run early enough where I need to go
- COVID-19
- Distance from my home/lack of convenience
- not avail in my area
- inconvenient, confusing, dangerous riders. I would rather stay home than be in the presence of the Max riders.
- Schedules don't match my needs
- Fear of germs and being attacked/kidnapped
- Dark and unsafe walk from my house to the bus stop
- lack of frequency and bus stop location
- cost, how long it take s to get places
- The schedule
- transit is too slow for most trips
- If I have to work late, sometimes my trip home isn't until after MAX stops running for the night.
- Driving seems easier
- Covid 19 at the moment.
- Duration of trip from Milwaukie to St. Johns area
- lack of availability
- Routes / Times
- Inconvenience, Time, Safety
- No public transportation near my work; I live in NE Portland, work in Tualatin.
- trimet website is unnecessarily complex for determining routes, times. Often is "down" whenever I have to be somewhere at a specific time
- Speed, total time
- Availability
- People
- convenience and cost..it's usually easier, cheaper and quicker to drive
- Lack of sidewalks or walking paths to walk to MAX stops

- inconvenient and expensive
- Too long of a trip on bus from Gladstone to Portland locations
- Frequency, park and ride spaces
- See above
- Lack of safety, lack of cleanliness, too slow, not direct
- Inability to find parking at the Park Ave station.
- The MAX is too far away. Not enough regular bus service. As I live at the bottom of a hill a regular and frequent service to take me around Sandy would help
- lack of time to walk fair amount of distance to transit stop
- I'm 5 miles from the closest bus stop. If I have to drive there I may as well just drive to my destination.
- There is none close to me, so I would have to drive to the nearest stop.
- I dont like it at all. The busses run late or early too often and theres often a long wait in between transfers
- Destination
- See earlier answers
- I don't want to take 3 buses/Maxes; I cannot walk up Sunset Ave on my way back.
- weather and walking distance
- Location of work
- Does not go where I need to go
- convenience
- Limited park & ride availability (applicable to peak commute hours), or Not very efficient compared to simply driving (this applies to travel during non peak commute hours)
- I live more than a mile from my nearet stop
- Not every location I want to travel to has a route to get there.
- Not all my destinations are ppsible by transit.
- Not convenient to & from my home. Travel time would be almost double that of driving, so doesn't appeal to me.
- I'm waiting for Robot cars because that's the future.
- 5 mile drive to access public transit
- Currently just COVID-19
- Wastes too much time & limited parking at Park Ave Max
- The bus line to Oregon City has too many stops and takes to long, and is often dirty and old. I would like to see an express bus from the Park Ave Orange line MAX station to the 205/Oregon City. It makes sense to add Commuter parking near the 205 and bus/MAX/Trolley in/out of the Park Ave Station..
- Infrequent service, buses stuck in traffic
- Car pool lack of parking

- Nothing other than ease.
- more efficient to drive
- Schedule
- No effective services for those with choices. County refused to play nice with Metro and SW Corridor light rail to the detriment of residents; County alienated public transit providers and policy makers to the detriment of residents.
- no access from where I live
- Travel times are too high because of the lack of a direct route from Oregon City to NE Portland
- Kids, confusing system with conflicting/competing companies and times don't match when I leave.
- Reduced schedules
- It's not within walking distance from my home
- times
- Frequency and connecting to other lines
- Length of transfers, schedules not lining up with my work appointments.
- Pandemic concerns currently
- Limited service and for multiple transfers to get anywhere
- too many errands for each outing
- route is too far away to walk
- Unable to walk any distance - unsteady on my feet
- No transit available where we live
- Lack of useful lines of service in West Linn.
- Long connection wait times
- Disabled
- Frequency
- Not in my area.
- too many transfers
- Didn't really think about using it.
- Does not connect where I need to go.
- Distance from my home to nearest bus line--7+ miles
- covid 19
- Routes are not direct (too many transfers)- or non existent for what I need
- schedules
- No nearby transpo available-even far transit has limited times. Regardless, I would need to drive to where transit is available. When we moved out here several decades ago, there was closer and more frequent public transit available.
- Indirect routes cause too many transfers.



- Right now, COVID-19 concerns.
- not available anywhere near me
- Live in Rural area. Have to travel to a TC
- The 34 bus is a commuter-only bus that only runs every 30 minutes. If it ran more often, my family and I would take the bus other places.
- inconvenient pickup locations and infrequent runs
- No bus or trimet within walking distance
- Safety, PDX transfers
- It is dirty and dangerous
- It does not run frequently enough in our area, especially on the weekends.
- Frequency
- not available
- Right Now: Covid-19
- My children may have to use it and it would be very helpful to have it available
- I live in a rural area. We don't want development.
- Hate riding buses; Do not believe it is as safe as driving in car; now working at home and have no need to go anywhere
- Inadequate service schedule, inadequate cross travel between agencies, service area too small
- Time and access to the location.
- I have to drive to the bus stop and find parking. If I go that far, I may as well drive to my destination. I make trips count for multiple purposes.
- Crowded trains at rush hour. Takes a long time compared to driving.
- Money and too many transfers to common places
- Needing to drive to catch the bus. The length of the ride due to many stops.
- Time
- duration of trip. lack of bathrooms at transfer points.
- COVID-19
- Covid
- Various employment locations
- Doesn't run on weekends
- No Orange line south of Milwaukie.
- Limited Service
- too slow due to traffic and transfers
- It's not available nearby and requires excessive time to use. I used to work at 105th and SW Stark but it took 1 hr 45 minutes to get there and didn't run in the evening when I finished work.
- Takes longer

- Doesn't go close enough to where I live
- Times dont work
- Takes too long to get from West Linn to Downtown PDX
- wait times, concern about catching colds and flu (this was before the pandemic)
- Time and location
- Time
- The route is too long
- It doesn't serve my neighborhood
- Long duration of trips needed
- Way too time consuming. A trip to downtown Portland from my home in West Linn by car takes 30 minutes. That same trip on transit will to the same place will take 1 hour and 45 minutes
- My business 155/156 runs too infrequently
- Lack of access
- It takes more time via transit options to get to the destination
- No buses where I live
- Doesn't go where I need to go. Doesn't come to my neighborhood at night or on weekends.
- Not avail
- Time constraints. Requires advanced planning.
- Lack of service in our area. Pandemics. Lack of Trimet dealing with anti-social/dangerous behavior from other transit riders, bus stops waist deep in the weeds with no seating or shelters. The insane asslyum known as Portlands
- Crowded
- Transit is slow, it takes an extra hour to take, MAX and buses are more dangerous with crime, theft, bullying, and germs. We have learned from COVID19, it is healthier and, safer to drive my family in a single vehicle than to use transit. We NEED more lanes on freeway and collectors.
- Frequency of less popular routes
- The routes aren't where I want to go
- Availability in Molalla
- Expensive, slow, worthless
- Buses run too infrequently.
- Not available after certain time
- Not near-by
- Takes longer than driving
- Infrequency of service, excessive travel time
- Stops running late nights and weekends.

- lack of trips
- Cost and doesn't have any stop near my home.
- Pandemic, lack of night routes
- Takes a long time, not direct
- Too long of a commute
- Trip time and needing to drive to a park & ride to make trip (which may be full)
- The route
- No regular service
- Route frequency
- convenience
- Too much wait time from the closest stop. It's a 1.7 mile walk to the stop down E Barlow Trail Rd that does not have sidewalks or bike lanes.
- lack of schedule and destination
- Poor routes and timing
- efficiency of route
- Not really necessary when you have a car
- lack of service when I want to travel
- Would like airport direct route
- No MAX from Milwaukie to Wilsonville
- TriMet relocates the bus line from Strawberry to a much more dangerous crossing on 82nd. There is no local crossing so I rarely, if ever allow my son to use TriMet now.
- timing
- Convenience
- can't get to Salem from Sandy without many exchanges
- Unavailable.
- Crime or the potential of crime in evenings and sketchy hubs
- No MAX or Streetcar south of Milwaukie
- Dirty unsafe
- lack of availability in my area
- Safety/Cleanliness
- Too many transfers. I live in SE Portland and work in Milwaukie. It's not that far, but I still have to take multiple buses. It's also not worth it, money wise, unless I used it every day. It takes too long, so that's not practical.
- Not available and "first and last mile" where I live has steep hills, no lights, no sidewalks and dangerous especially for people with disabilities
- Distance and convenience
- I need to learn how to take my bike on the train or bus. I would want to practice how to do that.

- it would take 2 hours to get to work
- Lack of clarity about routes, lack of access from my area, perception of infrequent pickups
- Max is getting very unsafe - I don't feel safe especially after dark.
- I don't really go anywhere and it is expensive
- the max is far away (I prefer max)
- more times a hour instead every 40 mins on some routes like the 156
- takes to long and too many transfers to get where I'd like to go
- Do not feel safe on transit due to other riders and no security or fare enforcement
- Convenience of my own vehicle, time
- Convenience of the amount of time it takes to get anywhere... don't feel very safe on thectrsins
- walking to pickup point
- Lack of parking for Orange Line end of line
- time
- Safety
- Convenience of driving
- Safety and not cleaning up the problems
- Cleanliness, safety
- lack of a straight route.
- Indirect/out of direction travel, 2+ hours from Oak Grove to Wilsonville. Can't do that twice a day when driving is 30 minutes
- Too many commitments on my time
- Lack of practical service between most origin-destination pairs within the county.
- first and last mile. Especially in Clackamas Co.
- In the short time I did utilize public transit, I experienced several scary situations including being harassed, followed, almost was trampled and was exposed to mace in a MAX train when a passenger maced other riders just seats away who were attacking another rider. It just got to a point, where it wasn't worth it!
- It's scary, crowded, and too many people under the influence. Bad behavior and foul language.
- none in my area (Foster Road at 197th)

## Question 20

**Please check any tools listed below that would make riding transit easier for you.  
(73 comments)**

- not interested in paying for public transit...you waste it.
- bus stop close to Barrington Heights in West Linn
- Hard copy Bus Map
- All of the above exists.
- WiFi access
- concerned about safety, especially at night, waiting for transfer
- More light rail replacing bus lines
- warning notification before max leaves the Park Ave Max station
- Better safety
- Keep Police on transit systems for safety.
- More direct routes between hubs in Milwaukie to Gladstone, OC, and West Linn
- Clean, safe, policed transit stations.
- Free transit as being tested in some cities in the U.S.
- Not sure
- Safety
- Larger lot at Orange Line terminus
- hygiene at stops and on board
- Right now it's safety. But I'd like to use public transportation more in a 'experience' type of way.
- Point to point service on demand.
- inner city transit service
- inner city transit service
- Bigger, more parking garages
- do not feel safe
- Fare is way too much! I can drive my hybrid for less than bus fare.
- Apps
- More affordable housing and mixed use developments around light rail stations
- Not having to change trains - direct to airport, direct to downtown
- More transit options. I can't walk up the hill to my house afterwards.
- paying fares with the phone is critically important
- More park & ride please!!!!
- Just copy what Singapore does; the easiest and the best form of payment and public transportation in the world.
- More frequency of rides with mix of vehicle sizes based on real time studies of usage needs
- Dedicated bus lanes to get them out of traffic and MAX extension to Oregon City
- Bike cages
- light rail, county cooperation with bordering cities and counties.

- Bus stop close to home
- Better bus stop enhancements (shelters, shade, benches), better access to bus stops (sidewalks, bike lanes, etc).better
- Door to Door service
- Ticket machines that have sunshields! Larger readable signs at MAX stops
- Just having service would help folks to ride it more.
- Routes that dont take 3hrs
- Local access and frequency.
- small neighborhood shuttles
- More parking at Oak Grove station
- More Parking at Park Street MAX station. Parking non-existent on weekdays during day time. Parking available on weekends.
- Real time signs at stops
- Weekend service
- More routes
- being able to purchase daily fare tickets by Internet and receive by mail
- Higher capacity park/ride lots or better connecting service.
- Faster/express options
- bus service in our area
- Safety
- More security. Will not ride MAX by myself at night. I am also too short to reach the upper bar when the bus is packed. Lots of fun as line 96 screams down the freeway. Also, can you deal with the perverts that were exposing themselves back in 1994 at bus stops, and still at it recently
- We have enough of all of these already.
- NONE OF THE ABOVE!!!!
- 3 bike rack capacity on front of bus
- more door to door by appointment services
- More security
- More light rail. Direct light rail to Portland
- Mostly a stop near my home
- Interactive map that shows where buses and trains are and close approximation for when they will arrive at each point
- routing
- More MAX and Streetcar south of Milwaukie
- SAFETY ITS NOT SAFE NOW
- Sidewalks on Idelman Rd that make it safe to walk up and down that hill
- A seat at a stop is reasonable and a clear sign

- more light rail
- first/last mile
- Safety
- Incentives from employer to use transit
- Real-time reservations and point-to-point trip booking
- safer places to wait

## Question 22

### What would make finding information easier for you? (110 comments)

- I have only heard of Trimet, so any information on other bus/metro systems mentioned
- Have a tax advocate group post it on Facebook.
- online
- Website knowledge
- Not much to look up except an on line map, would like an old fashioned map of all Public Transportation.
- I can find TriMet info easily, but It is a bit more difficult to find info about the other services (hadn't heard of some of them, is there an app with the routes & such?)
- Better integration with native apps on smartphones. I don't want more things to download. Just build it right in to my iPhone.
- Combine all of the transit providers into one system so I can find all of the information on one website. Since TriMet already provides information for most of the region, I believe TriMet should provide transit information for the whole region.
- printed schedule to keep at home
- A guide
- Better UI
- I recently found it hard to find specific stops along 43 in Lake Oswego
- I don't know about specifically finding Clackamas County - I am in the Washington County part of Tualatin and mostly interested in traveling to downtown Portland but if easy and made aware would be open to visiting other destinations.
- Trip planner that incorporates trimet and other transportation on a single site
- Not sure
- One website with all services. Advertisement.
- More outreach from transit agency in news and on signs
- N/A
- Get empty busses and max off the roads

- Online schedules that are easy to find. I can't find the info
- Nothing
- NA
- Mobile enabled, quick response time on cell service
- A single transit system instead of ten.
- app with incentives for using or getting to know it
- Nothing, I already use the Trip Planner and Mobil App.
- Better website
- central website or app
- Easier access.
- I don't need more information , just actual transit service to my area. Most of West Linn citizens do not live within service area yet we pay for it.
- Give us an actual map with each stop to plan our trips on.
- I find the map feature a bit clunky
- More user-friendly website or an app
- Website could be better.
- Have all transit options in Google Maps.
- Don't know. I haven't looked
- An App w/ real time info.
- better, simpler web info
- Newsletter, website
- One page, easy to find, that lists, in detail, all transit agencies and their routes and information on each
- Create a website with all the transit services located in one place where you can easily plan trips.
- a user friendly website. Tri Mets current website is not user friendly
- Online description and maps for residents in Clackamas County
- User friendly website.
- Improve the websites for non tech folk.
- Website for routes schedules and trip planners. Real time arrival is a must.
- A unified route planning website.
- Is there a website that has a trip planning tool? I know that trimet has one, but one that includes all transit options in the tri county area?
- Advertising. I wasn't aware of other services outside of TriMet Max and Bus services. Perhaps, listing the other services in an ad on the TriMet app.
- a single website for all transit throughout the tri-county area - to include services that come into the area such as Cherriots, C-Trans, Yamhill Transit and CC Rider
- Needs a more user friendly platform



- The website with information is awful last I saw, however, will check again after this.
- Not sure
- A cell phone
- more intergrated information between systems
- A terminal screen/information board at the Park Ave Station identifying connecting bus times as well as MAX times. Currently, the Orange Line MAX times are in a completely separate location that connecting bus lines. Like other areas, a single source of all connections AND ability to see connections more easily online/mobile devices.
- Specific apps
- It's good as it is, especially when compared to, say, King County Metro (Seattle). Website is well designed, with all information a rider would typically look for right at the top of the page. I use an app to plan my trip and, assuming it is using information from the website, it works very well.
- An app that can be personalized with disabilities info
- Accurate mobile apps
- all info in one location. ie. Trimet, SAM, Mt Hood Express...
- SAM and Mt Hood Express: better website. Information should be organized for riders, not for board members or committees. Being able to access last years' meeting minutes isn't helpful when I am frantically looking for the bus schedule on my phone.
- printed schedules at each bus stop
- Combine Orange and Yellow Lines into one with one schedule.
- Some documents use station names, others use station numbers, and I couldn't find anything relating numbers to names.
- make the stop number more prominent at the stop
- An interest in looking for it
- App, website
- I normally drive and haven't really ever tried to find information on transit, other than using the bus from Wilsonville to Salem one week a few years ago.
- A map with connections between buses and light rail
- online
- Consider coordinating with a third party app, I particularly like the app Transit. It already has some of the bus services in CC, but not all. It makes planning much easier and allows for planning with walking, biking, and taking ride services.
- No longer have paper schedules for infrequent use of lines!
- The planners on all of the metro websites are confusing.
- App?
- It is very easy now

- I don't know
- Other than TriMet, I have no idea how to find info on these other services.
- Send more information about local options as mailers
- just have bus service
- Online information
- Currently the online service for information is adequate.
- NOTHING!
- Twitter page
- Easier search engine with clear links
- Web site which is user-friendly
- something that would look at coordinating CAT, SMART, and Trimet schedules without having to look them up separately... or a smart scheduler that I could put in where I want to go and approximately when and it shows me the routes and times.
- Having a connected app between transit agencies.
- Sandy app
- Online info or app
- Real time schedule
- Better website with more useful and easier to find information about the routes and schedules
- Honestly, I don't even look.
- I'm older and find the website confusing for trip planner as well as the map with the single black line- I just simply am intimidated by TriMet
- app
- interactive online information
- Google Maps transit is the easiest ever, no need to spend public money on any other planning tool
- Work with google
- website
- Accommodations for people with low or no vision
- Centralized website
- Central website
- Some (like me) don't have a cell phone. I liked the paper routes available where I go e.g. the library.
- Have the website for the busses easier to navigate
- QR codes at every bus stop/max station to an online trip planning tool/bus arrival information.
- strip malls and convenient stores.

- more clear info with more options for arriving and departing first stop
- Kiosks at major stops with trip planners and time to arrival signs
- If it weren't so easy to drive alone, it would force me to take transit more often, which would then force me to get better at looking up information.
- Present County and Tri-County services like one unified system, rather than multiple Balkanized operators. This includes maps, schedule coordination, fare payment, real-time information.

## Question 25

**Please provide details on any items you marked as #1 or #2 above; that is, why are they of lower importance to you? (131 comments)**

- I don't usually go out very late or very early in the day so extended hours are not important for me.
- Less transit, more lanes and better flow.
- important issue is employment
- I would like more frequent and later buses so that I can be sure that I won't be very late to work if I miss my bus. And also so that I have options if I stay late at work (my bus decreases in frequency in the evening, so if I miss the bus I am stuck downtown for another hour).
- Seems like there are plenty of buses and they don't seem too full most of the time, at least where I live in suburbs. I see no need to waste further taxpayer dollars when the roads need so much improvement.
- I think the frequency of buses and where they go are adequate.
- I work from home so extended hours aren't crucial for me.
- I need bus stop by Barrington Heights in Salamo Rd
- Buses are slow, uncomfortable and high polluting - would rather see transit investment in more light rail
- Hours seem fine
- I won't go out during off peak hours much anymore..
- Tools exist. Seldom change service providers.
- I do not want public transportation where we live. It brings in crime and we moved here to be out of the city.
- I don't usually go too early or late.
- I don't ride the bus
- We don't need more fun technology. We need robust service that will reduce car dependency in Clackamas.

- smoother connections, timed together, safety on platforms, time to travel by car vs public transportation
- Sustainability is fine as is.
- I think we already have decent online/app based tools
- We are retired and use mass transit infrequently.
- Price/Cost and time are more important to me than comfort of transportation.
- I'm not going to use it.
- don't need to use the bus
- Satisfied as is
- I don't need or use them.
- I have little experience but from that experience I feel I can get information online easily and that buses are fairly frequent.
- Don't travel late
- Just want it to be better protected overall. Will not ride public transportation due to lack of Police Officers.
- The technology seems to be in order.
- We already paying enough taxes to support poor lazy people who do not have any desire to change their lives. More free support we provide to lazy people, the more free things they expect instead of earning them.
- Personally, I think a lot of the information from TriMet is pretty great. Finding routes and times is easy so I'd like less effort spent on improving those tools and more on connecting neighborhoods of one city to hubs of neighboring cities without needing 70 minutes and 1/2 transfers.
- All mastranset is not safe until we have a solution to covid 19
- I drive specific places and get there faster and easier on my own.
- I seldom ride the bus but when I do I can't find the info on scheduling. I also want them to be clean and sanitized.
- Please increase safe Bike routes to get to the stops
- I live right next to a high frequency line
- I think a lot of this is already going well or wouldn't be worth the cost of upgrading.
- Because the systems in place already excel in this area.
- I seldom travel late
- buses go enough places for me.
- I think accessing information is easy. Weekend service is good.
- I don't use busses right now so their frequency isn't important to me
- Mass transit is not a desired mode of transportation. We need more capacity on our roads and highways so we can get to where we need to go quickly and conveniently, mass transit will never achieve that.

- I don't typically need to use them.
- The frequency and information have been adequate for me so for my uses I don't feel more money needs to be spent on these items.
- Hours and frequency meet my needs.
- Rarely need to go anywhere earlier or later ....
- I think the information and technology is fine at this point. It wouldn't do much good to improve that without improving the other things first.
- I never use the transit system real early or real late, so that's not a priority for me.
- Already great
- More neighborhood shuttles!
- it is pretty accessible, and I don't work on weekends much, and traffic is better then.
- I generally don't go further than my wheelchair can get me back from. And I have no idea where to go and what to do because nothing's accessible and the cost of Transit has really not in a lower than the cost of driving
- This would be 5, but I made it 1 because you included high density housing. Livability and space should not be sacrificed to such an extent
- Weekend and service hours not an issue for me
- The time and flexibility i save driving myself out ways the benefits if taking public transportation.
- I think buses already run fairly frequently.
- Trimet app works really quite well once you get used to it. Not a an of the hop cards.
- I have typical hours, so extended hours isn't important to me, but is everything to some people, so I find it important. Frequency of routes is the bigger hurdle for me personally.
- Stop wasting taxpayer money and start looking towards the future means of public transit. It's not butter is packed with people nor is it expensive light rail
- How many buses were running nearly empty pre-Covid? How can we and others be safe on transit vehicles & at stops?
- Mass transit sucks. It's not safe, dirty and difficult to use. Who wants to spend all day riding a bus.
- Make riding public transit more safe for citizens. More police on max and busses.
- I don't travel very early or late in day
- Technology seems to be working fine
- More frequent is really important to me.
- Because I'm no longer using mass transit.
- I don't agree with limiting single use vehicles! Many people need to use their car for independent travel. Many have small children which makes public transportation difficult to nearly impossibly. Many have multiple stops to make and it is more efficient to make those from my own car than it is to rely on public transportation! I can't tell you

how many times I hear that a certain Max line is down or a bus route has been disrupted. Again, allow people the option to travel independently and widen our freeways so traffic can flow, and that will decrease emissions because cars won't be sitting on the freeways! People aren't going to quite driving, and you can't force everyone to use disgusting public transportation! Put the tax money we're paying into improving and expanding our freeways!!!!

- I only use transit in Clackamas County during the week, not on weekends.
- At the moment I do not use buses.
- I think they are already reducing emissions well.
- please provide bus service along 205 so I don't have to drive from Milwaukie to tualatin with thousands of other people
- Existing is already sufficient.
- Because I have no interest in getting mugged or beaten
- I can survive with current technology tools.
- I don't use public transportation very often.
- Public transportation is costly and a heavy tax burden. Let private enterprise do it.
- Increased public transportation is always followed by an increase in crime, drug use, and homelessness.
- I'm not interested in higher density housing, for ease of transit, but about making the transit readily available for the area.
- establish route to cover west linn
- I mostly ride MAX and Portland Street Cars. Bus frequency not that important. I am OK with the technology that is available now.
- I don't ride public transit as it has not been safe for years. I find needles and in train. Gangs and drug dealers use public transportation and police are no where around. I've watched several drug deals go down and the bus driver refused to kick them off. I'm sure because they're afraid. Public transportation is a good idea but not safe.
- We'd rather not see additional transit added to our area in West Linn. We'd like to stay rural.
- Better cross transit between agencies is my number one because right now it's very limited and doesn't allow for recreational travel.
- I don't want added public transportation to the top of the hill in West Linn. Public transportation brings an increase in crime along with it.
- They work great now
- Service is very good now
- Weekend service
- It is rare that I am traveling off hours, occasionally I get stuck downtown PDX after an event that ran late.

- Others are higher importance.
- Don't ride on weekends.
- My bus commute is very convenient already.
- Don't know if any other places I would take bus to other than work."
- It's just not as relevant to what I need since i can't even get on the bus at all at present
- The tools are there you can figure schedules out eadily.
- Existing hours and places suit my needs.
- Want more train routes.
- Late at night transit would not be my option, particularly for safety reasons.
- if you have no bus service you can't use it
- I generally don't think there is a huge need for more public transportation beyond what we already have in clack county and would like to see funds spent elsewhere like education
- NEVER use them
- No comment necessary
- A lot of this depends where you are. Aloha has great bus service. Lake grove is a transit desert. To take a night class at PCC required a 2 hour wait late at night at an unimproved bus stop, so you might get home at midnight. Faster to walk 2-3 miles. The above answers are for the Lake Grove area, would be different for Aloha.
- Transit services aren't important to me, and money should be put towards road maintenance instead.
- Personaly the max service area is perfect for me. Its the quality of service i want improved.
- The best way to improve sustainability is to provide better roads and service to the greatest number of people. In the Metro area studies have shown that despite the millions of dollars spent on Mass transit, still 84% of people still drive in their cars to jobs, recreation, and shopping. Metro thinks that letting us sit in traffic jams makes us want to wait longer in buses in traffic jams. We really need more lanes, more on ramps and off ramps and exits on I205, I-5, and every other collector to make it easier to get around in our extremely LARGE County. Truckers cannot take the bus, freight is being held up and there is mass pollution by refusing to improve roadways for the vast majority of the population.
- I DON'T WANT ALL THE PROBLEMS THAT PLAGUE PORTLAND!!!!!!!
- I think it would be better to concentrate on using van-sized vehicles and coordinate pick-up and drop-offs to the areas of the county that don't have service now, rather than run big busses on a regular route. People can adjust their schedules to the transit system's ability to operate in a cost effective manner.....instead of going into debt trying to cater to many different rider schedules. If people choose to use transit that is

operated at the cost to the public and not pay to own and operate a car.....they should be willing to be adaptable to a reasonable schedule.

It seems like Tri-Met tries too hard to cater to everyone's needs, but do so at public expense.....the same public that is supporting a car. Non-Taxpayers make up a tremendous amount of Tri-Mets ridership.....they can go earlier or wait a little longer for a 'free ride'. Provide small customized transit to the areas tat have no service now and charge accordingly. We should have to make a choice between paying for a ride or paying for a car.....not expecting a \$10 ride while using a free pass provided by the taxpayer.

- They are efficient already
- I don't travel by bus on the weekend
- COVID accelerated WFH and less travel to downtown or concentrated areas. We should wait to see how that plays out over the next year before determining solution. It is possible mass transit becomes less important that less cost personalized transit options.
- I don't usually travel super early or super late... although, I know this is an issue for people who work non-conventional work schedules.
- They are all important and I recognize many are a heavy lift.
- I use the bus rarely
- I am not interested in public transportation
- They're not important because I feel as though those goals have already been achieved. A ton of money has been invested already, and for some reason you think the number of riders will increase if more money is thrown at it. Three issues I see are safety, convenience (I use Lyft as a designated driver...not daily commuting), and a narrow nonexistent marketing campaign for what is already established.
- I believe you interrupted service when you move existing trimet bus maps. Taking trimet from our area after we moved to have easy access (right in front of our house) and not only did you move to an inconvenient location, but ab absolutely DANGEROUS crossing are with no lights and zero crosswalk safety acknowledgement. Super disappointed.
- Already in place; sufficient level of service
- We DO NOT use MASS Transit ....
- I feel that more people would use the bus if it ran more frequently.
- Having to connect to another route, no matter how close by it is or how well the information about it is shared, makes using transit way more annoying and difficult. I would like for our transit system to be designed in a way that would limit transfers.
- Don't find that a problem
- I seldom use bus service.
- Neil Goldschmidt's legacy of trying to ban cars and force people to ride the bus like in some communist country is outdated. It's time to move on and do what's helpful for EVERYONE, not just the left wing pipe dream of everyone riding the bus. Mass transit





- Willamette View      Oak Grove
- SE River Rd and SE Park Ave.   Oak Grove
- Oat Field and Silver Springs, Milwaukie      Milwaukie
- River Road and Park ave      Oak Grove
- SE King Rd and SE 129th Ave   Happy Valley
- Willamette View, Inc.   Oak Grove
- River Rd and Park Ave   Oak Grove
- Willamette View      Oak Grove
- River Road and Park   Oak Grove
- Concord and Harold   Oak Grove
- salamo rd      West Linn
- Boones Ferry Rd and Alsea (Washington County, Tualatin)   Tualatin
- fox hills      Tualatin
- Tualatin Rd and S.W. 115th Ave      Tualatin
- Martinazzi Ave and pinto dr   Tualatin
- East Tualatin   Tualatin
- SE 74th and King      Milwaukie
- Concord and Mcloughlin      Oak Grove
- Home Ave / Railroad   Milwaukie
- River Rd and Gloucester      Oak Grove
- 48th and railroad in Milwaukie      Milwaukie
- Central Point/Partlow Oregon City
- SE Knapp and 14th      Portland
- Sequoia Drive and 60th      Tualatin
- Avery and Martinazzi   Tualatin
- 48th and Taposa Place      Tualatin
- Sw Killarney In and sw Boones ferry rd      Tualatin
- Borland and 50th      Tualatin
- Oak Grove Blvd and Laurie Ave in Oak Grove   Oak Grove
- Jennings lodge   Jennings Lodge
- Lake Road, Milwaukie      Milwaukie
- 41st and SE Jefferson. St, Milwaukie   Milwaukie
- Anonymous
- Milwaukie      Milwaukie
- Oak Grove      Oak Grove
- Oak Grove Blvd. Fair Oaks      Oak Grove
- SE 71st Ave & Harmony Rd      Milwaukie
- West Linn 5th Ave and 13th St      West Linn

- Lake road/oatfield     Milwaukie
- Stafford and Johnson     Stafford
- SE Fair Oaks Ave. and SE Courtney Ave.     Oak Grove
- "Childs Rd
- Maree Ct "     Lake Oswego
- SE woodland Way and Oak Grove Blvd     Oak Grove
- South Downtown Milwaukie     Milwaukie
- Rusk and Aldercrest     Oatfield
- Harmony and Linwood     Milwaukie
- Oak Grove & River Rd.     Oak Grove
- Highway 43 and caufield street     West Linn
- Oak Grove     Oak Grove
- Canby grant and ivy north     Canby
- 27th and Kelvin st     Milwaukie
- Lake rdMilwaukie
- SE Courtney and Laurie Ave     Oak Grove
- Beckman & Park Milwaukie     Milwaukie
- Tualatin     Tualatin
- SE 36th and Harvey     Milwaukie
- McCartney & kronberg     Oak Grove
- 13th and Elm in Canby, Oregon.     Canby
- Borland and 57     Tualatin
- 32nd & Harrison     Milwaukie
- Mt Park in Lake Oswego     Lake Oswego
- Estacada off First and Wade     Estacada
- 65th, Tualatin     Tualatin
- Tualatin - SW Grahams Ferry & SW Boones Fy     Tualatin
- Martinazzi and Chelan in Tualatin     Tualatin
- Maple St & McLoughlin Blvd     Oak Grove
- SW Boones Ferry Rd & SW Iowa Dr     Tualatin
- SE 71st & SE Harmony Rd.     Milwaukie
- Thiessen Rd. in Milwaukie, OR     Milwaukie
- SW Cheyenne and chipiwawa trail     Tualatin
- Harrison and 32nd Ave     Milwaukie
- Valley View Dr. and Suncrest, West Linn     West Linn
- Valley Ct. West Linn     West Linn
- Ardenwald     Milwaukie
- SE 17th and Lava Drive, Milwaukie     Milwaukie

- Tualatin Tualatin
- Se Cedar and SE Maple (oak grove) Oak Grove
- Rusk rd and ruscliff rd Oatfield
- SE Harrison & SE Main St, Milwaukie, OR Milwaukie
- McGloughlin and Courtney Oak Grove
- Sagert and 72nd Tualatin
- Clackamas rd & Webster Oatfield
- River Rd and McGloughlin Oak Grove
- Lake road Milwaukie
- River road and park ave Oak Grove
- 32nd and Harvey Milwaukie
- Thiessen and Oetkin Oatfield
- Sunnyside Road/Valley View Terrace Sunnyside
- barlow and 99e Barlow
- Linwood, King in Milwaukie Milwaukie
- Aldercrest rd Oatfield
- SE Derry Lane and SE Harold Oak Grove
- Se linwood Milwaukie
- Linwood and Aspen Milwaukie
- near S. E. 122nd and Sunnyside Rd. Sunnyside
- Oregon City, near Clackamas Community College Oregon City
- 42nd and Olsen Milwaukie
- Hillside Drive near River Rd and 99E Milwaukie
- Monterey Ave Sunnyside
- SE Home Ave at SE Monroe St. in Milwaukie. Milwaukie
- SE 20th Ave and Blue Bird Milwaukie
- 29th and Monroe Milwaukie
- Creighton, Linden Oak Grove
- SE Oatfield Rd and SE Hill Rd Oatfield
- Near King and 42nd Milwaukie Milwaukie
- Oak Grove Blvd Oak Grove
- Lake road/outfield Oatfield
- Foster and 70th Portland
- Milwaukie Milwaukie
- 26th Ave and Harrison Portland
- Se Cavalier way and Webster rd Oatfield
- 60th & Monroe in Milwaukie Milwaukie
- Southgate St right across from Clackamas Town Center. Sunnyside

- Clackamas Rd and Crestwood Drive Oatfield
- SE 32nd and Oak Street, Milwaukie Milwaukie
- NE 132nd & Halsey (Portland, OR) Portland
- Rose Villa Senior Living on River Rd at Courtney Oak Grove
- 79th and Lamphier St Milwaukie
- Washington and 42nd Portland
- Beckman and Railroad Milwaukie
- SE Lava Dr and SE 17th Milwaukie
- Lake & Johnson Oatfield
- Thiessen and meadowlark lane Oatfield
- 43rd and McKillican, West Linn West Linn
- SE Winsor and SE Regents Drive in Milwaukie Milwaukie
- Rusk Rd and Highway 224 Oatfield
- SW Wren and SW 22nd Ave Beaverton
- Linwood and Monroe Milwaukie
- 17624 Southeast Emerald Drive, MILWAUKIE Milwaukie
- 131st and hubbard Clackamas
- Sunnyside rd and 124th ave Sunnyside
- Beavercreak rd and 213 Oregon City
- SE Hubbard & SE 122nd Ave Clackamas
- SE Valley View Terr Sunnyside
- SE FairOaks Ave & SE Oak Grove Blvd Oak Grove
- Ruben Lane and Dubarko 97055 Sandy
- 142nd Ave. & Wenzel Drive Happy Valley
- welches Welches
- Webster and Strawberry Ln. Oatfield
- 19634 S FERGUSON ROAD 97045 Echo Dell
- Hilda and mollala Oregon City
- HWY 211 and Bornsted rd Sandy
- rural
- Riverview ave & Sunset Ave in West Linn West Linn
- SE 119th and SE Broyles Court Clackamas
- West Linn: Hidden Springs & Wilderness Dr West Linn
- Halsey x 82nd ave Portland
- 82nd and Johnson Creek Milwaukie
- 82nd and Johnson Creek Blvd Milwaukie
- Fremont in Gladstone Gladstone
- Lewis and Hwy 43, West Linn West Linn

- SE Highgate and Johnson Ck Blvd Happy Valley
- Wilsonville rd and meadows loop Wilsonville
- SE Claremont & SE Alta Vista Happy Valley
- Meyers and Frontier Parkway Oregon City
- Sunset avenue and Norfolk West Linn
- SE Riviere & SE River Oak Grove
- SE River Rd & Riviere Dr Oak Grove
- Balken Ave and Sandy Heights in Sandy Sandy
- Los Verdes Dr. & Webster Rd. Gladstone
- 174th and powell Gresham
- Wilsonville Road and Landover Drive Wilsonville
- Roethe lane Oatfield
- Salmonberry Dr. Oregon City
- Oak Grove Blvd and Marian St Oak Grove
- Boardman Ave Jennings Lodge
- SE 19th and SE Tolman Portland
- Dove St & 26th Ave Milwaukie
- Oatfield Rd and Evergreen Ave Oatfield
- Glenmorrie and Hwy 43 West Linn
- Near SE 32nd Ave and Johnson Creek Milwaukie
- Laurelwood dr & Vine st Oregon City
- Eastborne and Clairmont Oregon City
- highway 43 and fairview way West Linn
- Wolf and Kimberly in Sandy Sandy
- Holcomb Blvd and Longview Way Oregon City
- Durbarko & 362nd Sandy
- Damascus Damascus
- Peters at Cascara 97035 Lake Oswego
- Flavel & SE Alberta Milwaukie
- Happy Valley se 134th and Parkside Happy Valley
- 13th and Elm, Canby, OR 97013 Canby
- Oregon City Oregon City
- Molalla, OR Molalla
- Meadow parkway and meadows loop Wilsonville
- Mosier, Oregon Mosier
- Oregon City Oregon City
- 135th and Jennifer st 97015 Clackamas
- Sunset \$ Riverview Ave, West Linn West Linn

- Glen Oak and Hiway 213      Oregon City
- Telford Road and Barker Ave. Oregon City
- Colton Colton
- Sandy Heights and Seaman ST.      Sandy
- Hwy 43 and Mapleton Drive   West Linn
- 224 and Goosehollow Carver
- Elm rd and 224. estacada      Estacada
- wilsonville      Wilsonville
- Canby Canby
- 4th Ave and 12th West Linn   West Linn
- Highway 213 and Union Mills Union Mills
- willamette falls drive and ostman      West Linn
- Buck St, West Linn      West Linn
- Home Avenue and Monroe, Milwaukie      Milwaukie
- 213 & Glenn dr      Mulino
- Concord and Westview      Oak Grove
- 10th st & I-205      Portland
- N Grant and 14th, Canby      Canby
- Joseph Fields Street & Willamette Falls Blvd., West Linn      West Linn
- Swain and East in Oak Grove Oak Grove
- S Unger & S Mote Ln Colton      Colton
- Oregon city May and Prospect      Oregon City
- Toliver and Kennel in Molalla      Molalla
- Cherryville & Hwy 26 Cherryville
- Greenview Dr./Sprague Rd      Redland
- West Linn      West Linn
- Caufield Rd/HWY213 Oregon City
- Oregon City      Oregon City
- NE 11th Ave & Ivy St, Canby      Canby
- Mulino Rd      Mulino
- Tualatin      Tualatin
- Wilsonville      Wilsonville
- Linn and Park, Oregon City      Oregon City
- hazelnut axe and central point      Oregon City
- Beaver creek Rd & Larkin Rd      Beaver creek
- 6525 se hemlock st milwaukie      Milwaukie
- sunset st, west linn      West Linn
- West linn      West Linn

- Sandy Sandy
- Molalla and Pearl Street Oregon City
- Almost a mile east of Barlow Rd. on Hwy 211 Rural Dell
- Sandy langensand/dubarko Sandy
- Stafford Road and Shadow Wood Road. Stafford
- Hwy 212-224 Carver area Carver
- North End and Terry Michael Echo Dell
- Southend & WarnerParrott Oregon City
- Strowbridge and Fischer Mill Rd Logan
- SE 29th & Boyd St., Milwaukie Milwaukie
- E. Bright and E. Jennie Welch Ct. Welches
- River Rd. and Rover Forest Dr. Oak Grove
- 222nd & Tillstrom Damascus
- Amanda Court and Lawton, Oregon City Oregon City
- 12296 SE SPring Mtn. Drive 97086 Happy Valley
- Roots Rd and Lark Ave Oatfield
- Loder rd Oregon city Oregon City
- barrington heights West Linn
- 5630 SE Colony Cir, Milwaukie (Clackamas County, not city) Jennings Lodge
- Pegasus cut and Toliver Rd Molalla
- Johnson Road & Sunset Drive West Linn West Linn
- Sweetbriar Circle and Grapevine Stafford
- Sweetbriar and grapevine Stafford
- SE 29th Ave and Kelvin St, MilwaukieMilwaukie
- Holmes Ln and Laurel Ln Oregon City
- King & Linwood Milwaukie
- SE 152nd and SE John Ashley Drive. Happy Valley
- Gladstone Abernathy and center Gladstone
- Thiessen and Worthington Oatfield
- SE Howe and SE 42nd Milwaukie
- Dubarko Rd and Eldridge Dr Sandy
- Pete’s mountain and Riverwood dr Far West
- Parker Road & Rosemont West Linn
- West Linn. Dollar Street and River Heights Circle West Linn
- SE Sparrow and 25th Avenue Milwaukie
- Garden Meadow Dr and Mollala Ave Oregon City
- West Linn/Sunset neighborhood West Linn
- Cedaroak Drive and Old River Road West Linn



- Stevens
- SE 63rd Ave & SE Furnberg   Milwaukie
- 157th and Sunnyside   Happy Valley
- Strawberry Lane and I-205   Oatfield
- Country View Lane in Wilsonville   Wilsonville
- S Brunner RD Oregon City   Oregon City
- Cole and heintz   Molalla
- Holcomb and swan   Oregon City
- Ridgegate Drive, Gladstone   Gladstone
- Boring Boring
- 1st & Pierce   Estacada
- Lake Road and 224   Milwaukie
- Kilkenny Drive and Stafford Rd, LO   Lake Oswego
- "Lake Oswego
- First Addition, near transit stop."   Lake Oswego
- Hillcrest ct   West Linn
- "Hillcrest dr
- Hillcrest ct"   West Linn
- 97027 Gladstone
- Blankenship/Summerlinn Way   West Linn
- Cedaroak Dr   West Linn
- 7702 S.E. Lake Road   Oatfield
- Briarwood and Hwy 43, Lake Oswego   Lake Oswego
- Strawberry and StanHelma   Oatfield
- Chinook and Aubin   Sandy
- Walnut and Tyler   Happy Valley
- Redland Rd at Henrici Rd, near Oregon City   Redland
- 57th and Hancock in NE Portland   Portland
- 213 and Leland   Beavercreek
- 19th and Bluebird, MilwaukieMilwaukie
- Mtn Park Lake Oswego   Lake Oswego
- Rosemont Rd and Meadowlark Dr., West Linn   West Linn
- Botticelli & El Greco   Lake Oswego
- DAmascus   Damascus
- SE Sunnyside and SE 119th Dr   Sunnyside
- Grant and Knight's Bridge   Canby
- SE Idleman   Happy Valley
- SE Windswept Waters and SE Eckert Carver

- Lake Oswego Lake Oswego
- Leland clairmont Oregon City
- Peach Cove area Far West
- Amberwood Circle and Westlake Drive Lake Oswego
- Beaver creek Road and S Upper Highland Road Beaver creek
- 10th St and Leslie Way West Linn
- Revenue & Brooks Rd Boring
- Kenny/Pilkington. We used to have a bus stop. Then our service was gutted, could not use to get to work for 8 hour job, so service canceled! Lake Oswego
- River Road x Silver Springs Oak Grove
- Loder Rd / Beaver creek Rd Oregon City
- Se bob Schumacher rd se Steven's rd Sunnyside
- North Clackamas School District Milwaukie
- OFF OF 213
- 9th & D Avenue, Lake Oswego Lake Oswego
- Boeckman and Wilsonville Rd Wilsonville
- 162 and Glisan Portland
- Pine creek Way and Oakwood Avenue Oatfield
- Big Meadow in Molalla Molalla
- Clover Lane Happy Valley
- Washington Court and Inverurie Road Lake Oswego
- Township and ponderosa, canby Canby
- "21210 SECurtis Rd
- Damascus, OR
- 97089" Damascus
- SE Hubbard rd Clackamas
- Sandy Sandy
- Sandy OR Sandy
- Happy Valley Happy Valley
- 7th and D in 97034 Lake Oswego
- Sw evergreen Ct Wilsonville
- Pearl and linn Oregon City
- River forest rd /river forest DR Oak Grove
- Johnson Creek Milwaukie
- Henrico and Beaver creek Oregon City
- Caldwell and Portland Ave Gladstone
- Rural Clackamas County. We have NO bus service here. Nearest bus line is about five miles away.

- Mt Scott and ridgecrest Happy Valley
- Jack St and 70th Milwaukie
- Arlington and Cornell Gladstone
- 55th and SE Woodhaven St. In Milwaukie Milwaukie
- State Street and North Shore in Lake Oswego Lake Oswego
- Brown Rd Wilsonville
- "6th and Broadway Street
- Estacada Oregon 97023" Estacada
- Kerr Pkwy Tanglewood Lake Oswego
- Carus Beavercreer road Carus
- Knights Bridge Rd and Aspen Rd., Canby OR Canby
- 128th and Sunnyside Rd Happy Valley
- 16th/Dollar West Linn
- Colorado rd Sandy
- Sunset Ave. west linn West Linn
- Strawberry Lane Oatfield
- oregon city Oregon City
- Oregon City Oregon City
- Ten Eyck and Fish Hatchery Sandy, OR Sandy
- Gaffney Lane, Oregon City Oregon City
- Portland Portland
- Estacada Estacada
- E Sandy River Lane / E Mountain Meadow Lane Welches
- Government Camp Government Camp
- "Woodside Meadows Loop
- Wilsonville Rd" Wilsonville
- Sw Rose Ln & Wilsonville Rd Wilsonville
- White Salmon, WA White Salmon
- welches Welches
- Sw pleasant and sw serenity - Wilsonville Wilsonville
- SE Emerald Dr and Clayson Jennings Lodge
- Villebois Wilsonville
- Patrol and N Cole Ave in Molalla Molalla
- Canyon Creek Road near Xerox Wilsonville
- Wilsonville Wilsonville
- Jennings and River Road Oak Grove
- Strawberry & Cason Oatfield
- Keizer Keizer

- lovejoy 17th Portland
- 118th Ave and Glisan Portland
- Ichabod/Bluff in Sandy Sandy
- Central Pt. Rd. near Parrish Road Oregon City
- Jennings and Oatfield Oatfield
- Pease and Leland Oregon City
- Gladstone Gladstone
- SW Armitage Ct Wilsonville Wilsonville
- 213 and S Leland Beavercreek
- 11th & Washington in Oregon City Oregon City
- 4th Ave and Mountain View Estacada Estacada
- Deep Damascus
- johnson/stafford Stafford
- Beckman and Railroad Milwaukie
- 63rd and Foster Portland
- Jennings Ave and Oatfield Rd Oatfield
- 211 at 213 Molalla
- 97th harold Portland
- Henrici and Ferguson in Oregon City Oregon City
- 137th and Division Portland
- 213 and Leland Beavercreek
- SE 96th and King Way Sunnyside
- NE Portland- 15th/ Dekum Portland
- Fuller and Monterey Milwaukie
- 13th Ave and S Cedar, Canby Canby
- 1346 s cedar dr Canby Canby
- Beavercreek Beavercreek
- 43 West Linn
- Oregon City Oregon City
- Sunnyside Sunnyside
- Estacada Estacada
- SE 33rd Ave and Lake Rd Milwaukie
- 34th ave and sell wood Portland
- strawberry Ln. and Blinkhorn Way in Gladstone, Oregon Gladstone
- Misty , sunnyside Sunnyside
- Hollywood district in Portland Portland
- OREGON CITY Oregon City
- 145th and SE carmichael Happy Valley

- se 45th and se woodstock    Portland
- Happy valley    Happy Valley
- SE Denali Drive and SE Lopez    Happy Valley
- Damascus    Damascus
- 101st & Mt Scott Blvd    Portland
- Mountain Crest and Mountain abridge    Happy Valley                      Happy Valley
- jennings -boardman, milwaukie    Jennings Lodge
- Graves Road in Mulino    Mulino
- SE Briggs St and Evergreen    Oatfield
- West Linn    West Linn
- Trillium neighborhood - Damascus    Damascus
- 132 n sunnyside    Happy Valley
- SE 147th and Krause Lane    Happy Valley
- 132nd and Ridgecrest    Happy Valley
- Myers and Leland    Oregon City
- Happy valley    Happy Valley
- 172nd, Foster    Portland
- Mountain Ridge Ave & waterleaf    Happy Valley
- Happy Valley    Happy Valley
- Vista Heights and Crown Vista    Happy Valley
- Sunnyside Rd 122nd    Sunnyside
- Misty DR and Sunnyside RD    Happy Valley
- River Forest and Oak Grove Blvd    Oak Grove
- NE 14th and Hancock, Portland, OR    Portland
- 9th/Jackson Oregon City    Oregon City
- Dillow and Failing    West Linn
- Rosemont Road and Ireland Ln, West Linn    West Linn
- 212 & ROYER RD    Damascus
- Central Point Rd / Warner Parrott Rd.    Oregon City
- Fairway Dr at 199th    Damascus
- Van Fleet and Mitchell Court    Sandy
- Test one and two
- Canby    Canby
- 4th Ave & 12th st    West Linn
- 211 and Eagle Creek highway    Egel Creek
- 1751 hillcrest dr    West Linn
- Willamette falls dr    West Linn
- Bland Circle/Salamo Road    West Linn

- Dollar Ostman West Linn
- Borland Road Tualatin
- WILLAMETTE AREA OF WEST LINN Willamette
- Riverview/Sunset West Linn West Linn
- Cedaroak Drive and Trillium Drive in West Linn West Linn
- Santa Anita Dr & Rosemont Road in West Linn (97068) West Linn
- 50th and Natchez St. Tualatin. Tualatin
- Hwy 213/Macksburg Road Canby
- Rosemont and Salamo West Linn
- Willamette & Burns St. West Linn
- 10th and Willamette Falls Dr. West Linn
- West Linn, willamette drive West Linn
- Dollar and ostman West Linn
- Sunset St, West Linn West Linn
- 16th/willamette falls dr West Linn
- 43 and Marylhurst West Linn
- S. Sweetbriar Circle and Grapevine in West Linn West Linn
- Beacon Hill Drive and Barrington Drive West Linn
- Kapteyans and Valley View Marylhurst
- Michael and ostman West Linn
- West Linn Bolton neighborhood Bolton
- Hidden springs West Linn
- Highway 43 & Mapleton Avenue, West Linn West Linn
- Summit St and Apollo Road in West Linn West Linn
- Near Kaiser Sunnyside Hospital Sunnyside
- Sunset Neighborhood, West Linn West Linn
- Ridge Lane & Wild Rose West Linn
- Parker Road and Rosemont West Linn
- Santa Anita and Palomino West Linn
- Elligsen Rd/ Canyon Creek Rd Wilsonville
- Willamette View Retirement Community Oak Grove
- Molalla Molalla
- SE Charlotte Dr. and SE 102nd Ave., Happy Valley 97086 Sunnyside
- 19839 OR-213, Oregon City Oregon City
- Highview Dr. X Fairway...Welches Welches
- SE River road & Jennings ave, Jennings Lodge, Oregon Jennings Lodge
- Molalla Molalla
- Molalla Molalla

Question 27

**Where is your work or school (include previous place of work if affected by COVID-19)? You can just list the cross-streets.**

**417 comments (City designation to the right was added later by staff.)**

- 105th & Stark Portland
- Oregon City, Clackamas Community College Oregon City
- 5805 hood ave Portland
- Wilsonville Wilsonville
- Downtown PDX Portland
- Sherwood, Canby, Wilsonville Wilsonville
- HWY 224 and Johnson Rd Oatfield
- Rosemont and Santa Anita West Linn
- SW Washington St & SW 6th Ave in Portland 97204 Portland
- Gladstone Gladstone
- Molalla Molalla
- MLK and Couch Portland
- Work from home N/A
- I work from my home N/A
- LLOYD Dist Portland
- 72nd/Hampton in Tigard Tigard
- Same N/A
- A Street and Skyline in West Linn (West Linn High School) and Athey Creek Middle School on Borland Rd. and Stafford Rd. West Linn
- Powell and 82nd avenue Portland
- RetiredN/A
- Old town PDX Portland
- Beaverton Beaverton
- 911 NE 11th Avenue, Portland Portland
- RetiredN/A
- Downtown is the most frequent place I go with Tri-Met Portland
- 1st and Lincoln Portland
- Lloyd Center, Portland Portland
- SW 72nd & Durham Rd, Portland Portland
- downtown Portland
- CCC campuses (Oregon City, Harmony, & Wilsonville), Durham Rd/99W (Tigard), & then I freelance so various locations around the entire Portland Metro Area & all 3 counties (at least, pre-pandemic) Oregon City, Wilsonville
- retired N/A

- SW 5th Ave. and SW Main, Portland 97204 Portland
- 19600 Molalla Ave, Oregon City Oregon City
- SW 6 & SW Market, Portland Portland
- Sw portland Portland
- My home N/A
- Beaver creek Road and Meyers Road Oregon City
- Retired N/A
- Downtown Portland
- SW Mohawk Street, Tualatin, OR Tualatin
- Retired N/A
- Na N/A
- N/A N/A
- Fulton Park, Portland and Lewis and Clark College, Portland Portland
- SW 3rd and Yamhill Portland
- retired N/A
- na N/A
- SW 4th and Oak/Pine Portland
- lava in Milwaukie Milwaukie
- Self employed and work from home N/A
- ne Portland Portland
- Wilsonville RD Willsonville
- Town center loop e and court side drive Willsonville
- Kruse Way Far West
- Meadows Road and Bangy Lake Oswego
- Emanuel hospital Portland
- SW 4th and Jefferson Portland
- Logus Rd @ Stanley Milwaukie
- OCHS Oregon City
- Oak Grove Blvd Oak Grove
- WLWV School District West Linn
- Interstate and Kaiser health Portland
- Wilsonville high school Wilsonville
- PSU Portland
- work form home N/A
- Jennings lodge/Clackamas county Jennings lodge/Clackamas county
- S Agnes Ave and Washington St, Oregon City Oregon City
- N/A N/A
- Swan Island Portland
- Retired N/A
- home N/A



- Portland eastside      Portland
- Wilsonville      Wilsonville
- N/A      N/A
- Home      N/A
- Harmony campus Clackamas Community College      Milwaukie
- 224 and Risk Rd
- 162nd and Sunnyside Happy Valley
- N willamette blvd and portsmouth      Portland
- Varies      N/A
- RetiredN/A
- Part-times jobs in Downtown Portland, Gresham, and at the Coast.      N/A
- on the hiway      N/A
- Pearl district      Portland
- Work at home      N/A
- Lake Oswego      Lake Oswego
- NE Portland      Portland
- In Gladstone off of Webster Road and River Road.      Gladstone
- Va      N/A
- na      N/A
- Stafford Road at I-205 interchange      Portland
- SE Portland near 122nd and Division      Portland
- SW Portland      Portland
- RetiredN/A
- 118th and leveton drive tualatin      Tualatin
- SE Holgate & 17th      Portland
- I work from home      N/A
- SE Freeman Way & Hwy. 212/224      Milwaukie
- River Rd. in Milwaukie, OR      Milwaukie
- Levaton an sw 108th      Tualatin
- Don't know      N/A
- West Linn City Hall      West Linn
- At home      N/A
- Downtown Portland-4th & Salmon      Portland
- Near Meridian Park Hospital      Tualatin
- SW Allen and Lombard (Beaverton)      Beaverton
- SW 6th Ave and SW Washington downtown Portland      Portland
- SE 6th & Stark, Portland      Portland
- 115th and TS Road
- Se 12th & Harrison - portland      Portland
- Columbia md 59th pl

- Jennifer street and evelyn street Clackmas
- Main N/A
- SE 10th and Stark Clackmas
- RetiredN/A
- hwy 224 Clackmas
- Downtown MilwaukieMilwaukie
- 84th and sunnybrook and school at Clackamas cc Clackmas
- SW Harrison and SW 1st ave in Portland Portland
- Scholls ferry rd in Beaverton Beverton
- n/a N/A
- Clackamas Town Center Clackmas
- Downtown Portland Portland
- PSU Portland
- Milwaukie Milwaukie
- Downtown Portland, SW 1st & Salmon Portland
- Home N/A
- 31 and Nicolai Portland
- SW Lincoln St and SW 4th Ave Portland
- N. Lombard & Alta, Portland, OR Portland
- Hwy 212 N/A
- OHSU Portland
- Marshall and 14th Portland
- Milwaukie Milwaukie
- OLCC Milwaukie
- Se 22 ave & Powell Portland
- Red Soils Campus - Oregon City Oregon City
- Tigard for work. School online or a PCC campus. Tigard
- N/A N/A
- SW Broadway and SW Taylor, Portland Portland
- SW Borland Rd & Stafford (Tualatin) Tualatin
- n/a N/A
- Jefferson and 4th Portland
- At home for now. Pre and post COVID is Barbur and Taylors Ferry Portland
- All over the trip county area N/A
- SW 3rd and SW Pine Portland
- Rex Putnam High School Milwaukie
- Rivergate blvd Portland
- NA N/A
- NE 9th and Holladay in Portland Portland
- Highway 224 and Freeman Portland

- SW Wren and SW 22nd Ave, work from home always N/A
- Johnson Rd and Sabin Skill Center Campus Portland
- All over Portland metro area N/A
- Lloyd Center Portland
- Emanuel Hospital - N Graham and N Vancouver Portland
- None N/A
- NA N/A
- Disabled - not working. N/A
- 162nd Ave. & Misty Drive Happy Valley
- sandy Sandy
- SW Broadway and Burnside PDX Portland
- Retired N/A
- Edith green building downtown portland Portland
- Commerce circle in Wilsonville Willsonville
- Oregon City: Beavercreek & Molalla oregon City
- Oregon City oregon City
- Main and 100th Portland
- Woodstock area Portland
- Interstate Portland Portland
- Beaverton, Hall Blvd. Beverton
- "SW Madison and SW Jefferson
- NE Mlk and NE Lloyd Blvd" Portland
- work in Keizer N/A
- Same N/A
- S Bond and Tilikum Crossing Portland
- Swan Island Portland
- 6th & Salmon, Downtown Portland Portland
- SW 6th & Harrison Blvd Portland
- Warner Milne in Oregon City oregon City
- SE Hawthorne Blvd & SE 45th Ave Portland
- Mollala ave (oregon city clackamas community college) Oregon City
- S.W. Porland Portland
- OHSU Portland
- Yamhill St and NAITO Parkway Portland
- Red Soils & downtown Portland Portland
- N Willamette Blvd Portland
- Sunny side and 82nd Southgate CPO
- Downtown Portland Portland
- N/A - Retired N/A
- MHCC Gresham

- 176 airport way      Portland
- Webster Rd. & Clackamas Rd. Oatfield
- SW Nimbus between Scholls Ferry and Hall Blvd.      Tigard
- Tumwater Dr. & 2nd St.      oregon City
- ne halsey and 44th      Portland
- Main St and Molalla Ave, Molalla, OR 97038 Molalla
- SE Portland, NE Portland      Portland
- n/a      N/A
- Salem, Marion and summer      Salem, Marion and summer
- I work in the Columbia Gorge and frequently have meetings in Multnomah and Clackamas counties.      Multnomah, Clackamas
- NW Portland      Portland
- Portland Community College      Portland
- NA      N/A
- Hey 43 & Burns, West Linn      West Linn
- lloyd district      Portland
- Estacada High School      Estacada
- 142nd and Sunnyside      Sunnyside
- parkrose      Portland
- Stark & 105th      Portland
- SE PDX      Portland
- this varies ..portland is my most frequent destination      N/A
- SW Barbur Blvd, Portland      Portland
- retired      N/A
- Retired      N/A
- S Ivy and S 13th      Cornelius
- Hwy 43 & East A Street      Portland
- School in Colton, College @ CCC and work in Salem      Salem
- Home Office      N/A
- "Portland central eastside
- Clay and 7th"      Portland
- Scales & Hwy 26      N/A
- Beaver Creek Elementary School      Beaver Creek
- Tualatin      Tualatin
- Boones Ferry Rd      Lake Oswego
- 15210 NE Miley Rd, Aurora      Aurora
- Downtown Canby      Canby
- N/A      N/A
- John Adams and 7th St. Oregon City      Oregon City
- 601 sw 2nd Ave portland      Portland

- 7995 sw Mohawk st tualatin Tualatin
- lloyd blvd, ne portland Portland
- Wilsonville Wilsonville
- Tualatin Tualatin
- Downtown N/A
- Providence N/A
- N/A N/A
- Lloyd center and 185th/cornell Portland
- NE Russell Street and MLK in Portland Portland
- SE Portland Portland
- volunteer work at 13515 SE Rusk Road, Milwaukie Milwaukie
- 5th & Oak Portland
- Abernethy Rd Portland
- Red soils Oregon City
- portland Portland
- Retired. No school. N/A
- XPO Logistics Clackamas Oregon Clackmas
- Son's school is in Beaverton Beaverton
- West Linn High School West Linn
- Sw broadway and SW Harrison Portland
- SE Lake Rd and 23rd Ave, Milwaukie Milwaukie
- None N/A
- se 82nd Drive clackmas
- RetiredN/A
- I cover all of the Portland metro area including Vancouver. Portland
- 1st and Oak, downtown Portland Portland
- OHSU, Marquam Hill Portland
- 122nd and Freemont Portland
- Glisan and 58th Portland
- SW 72nd & Durham Road, Tigard Tigard
- retired; I go into downtown Portland fairly often -- or used to. N/A
- SW Fifth and Jefferson Portland
- downtown Portland and Salem. Portland
- Same N/A
- 82nd Portland
- Various; Portland Metro Portland
- retired N/A
- SE Portland 17th Ave/ Center St Portland
- Salem 12th and Court Street Salem
- Clackamas Community College

- Rockwood Gresham
- Champion Way & Industrial Sandy
- Harrison and Main
- Semi-retired. Work from home but would take my grandson places by TriMet, if it were more available. Need Max in LO! N/A
- "Portland State University
- 4th & Harrison " Portland
- Portland community college & independent publishing resource center Portland
- PDX Portland
- 97045 Oregon City
- 1st and SE Market Portland
- N.Portland Portland
- "
- 13793 S.E. Sieben Park Way" Clackmas
- SW Hampton Street and 72nd Avenue, Tigard Tigard
- Holcomb Blvd Oregon City
- Highway 26 and 362nd drive Sandy
- SE Spokane Street Portland
- Molalla Ave Oregon City Oregon City
- City of Estacada (City Hall) Estacada
- South End & King Oregon City
- bond and macadam Portland
- Retired. N/A
- retired N/A
- All around Clackamas and Multnomah County Clackmas, Multnomah
- Gemini and Nimbus N/A
- SE Powell and SE 22nd (Portland). Portland
- Home / downtown Portland
- Wilsonville Wilsonville
- PDX, Saint John Fisher school Portland
- Park ave, Woodburn Woodburn
- Usually Merlo Garage Beaverton Beaverton
- NW 11 & Marshall Portland
- N/A N/A
- Downtown Portland. Portland
- Portland state university Portland
- I work from home. I shop local as much as possible, but I do have regular business I need to drive to in Beaverton, and Yamhill county. N/A
- OFF 213
- SW Griffith Dr and HWY 8 Beaverton
- Lake Oswego Lake Oswego

- Sw Columbia and Naito      Portland
- 110th and Sandy      Portland
- Washington Court and Inverurie Road      Lake Oswego
- Boberg, Wilsonville      Wilsonville
- Home      N/A
- Sunnyside      Sunnyside
- Company rig      N/A
- Burnside & Stark in Gresham      Gresham
- Broadway and Taylor      Portland
- Sw Parkway Ave      Portland
- Lake Road /Webster      Gladstone, Milwaukie
- 82nd Drive      Clackmas
- Kaiser Permanente Interstate      Portland
- Remodeling work all over metro area      N/A
- 905 SW 16th Ave, Portland, OR 97205      Portland
- Retired      N/A
- WFH      N/A
- Brown Rd, Tualatin      Tualatin
- Portland downtown      Portland
- Sunnybrook Rd. & 97th in Clackamas, OR      Clackmas
- SE 98th and Sunnyside Rd      Clackmas, Happy Vally
- Previously Barbur Blvd/Capitol Hwy and (a few years ago) SW 4th Ave downtown.  
Portland
- Home      N/A
- Sieben Park Way      Rock Creek
- Kerby Ave      Portland
- oregon city      Oregon City
- Clackamas      Clackmas
- Near Portland Airport      Portland
- Sandy, Oregon      Sandy
- Portland      Portland
- Estacada      Estacada
- E Barlow Trail Rd      Sandy
- Timberline Lodge      Government Camp.
- Wilsonville Rd      Wilsonville
- Boeckman Creek Primary      Wilsonville
- Columbia Area Transit - Hood River, OR      Hood River
- Timberline      Government Camp.
- "SW 3rd and Arthur - PDX
- S Bancroft and S Corbett - PDX "      Portland

- 11308 SW 68th Pkwy, 97223 Tigard
- Near Costco Wilsonville Wilsonville
- Madison St, Oregon City Oregon City
- Wilsonville Wilsonville
- Barber and Boberg Wilsonville
- Oak Grove Blvd & River Rd Oak Grove
- Wilsonville Wilsonville
- Mt Hood Meadows MT Hood
- Red Soils Campus Oregon City
- Salem Salem
- Retired. N/A
- Clinton and Division Portland
- Kaen Road Oregon City
- retired N/A
- Canby Canby
- Canby Canby
- SW 4th and Clay in Portland Portland
- At my Home N/A
- Downtown Portland
- tualatin Tualatin
- Across MHS N/A
- Courtney and McLaughlin Portland
- Sw Boberg at SW Barber Wilsonville
- Madison/mollalla Molalla
- River Road and Concord N/A
- 60th and King Rd Portland
- Gladstone Gladstone
- 7th and Madison Oregon City Oregon City
- Beaver creek Rd Oregon City
- PDX Airport Portland
- Oregon City Oregon City
- N/A N/A
- Retired, but do need to get to Oregon City, Portland N/A
- Mollala Molalla
- Misty/162nd Happy Valley
- Molalla Ave. Molalla
- Troutdale Troutdale
- Rex Putnam High School Milwaukie
- Rex Putnam High School Milwaukie
- Rex Putnam High School (Roethe Rd.) Milwaukie



- Sunnyside and 172 Happy Valley
- Happy valley and Gladstone/Oak Lodge. Happy Valley
- GLADSTONE Gladstone
- se sunnyside road and se 147th ave Happy Valley
- Airport Portland
- OHSU Portland
- Oregon City Oregon City
- 172nd & Sunnyside Happy Valley
- Home N/A
- pcc cascade Portland
- Mountain Park Lake Oswego
- Tigard - 72nd ave. Tigard
- PSU area Portland
- 98th court and Lawnfield Sunnyside
- Tigard Tigard
- Portland by Lloyd Portland
- Misty and 162nd Happy Valley
- Peet's, HaPpy Valley Happy Valley
- North portland Portland
- Varies N/A
- 162nd and Misty Happy Valley
- Clackamas HS Clackmas
- Meridian Park Hospital Tualatin
- Boeckman and Canyon Creek Roads Wilsonville
- 162nd and Misty Drive (Happy Valley City Hall) Happy Valley
- Beaver creek / Warner Milne Beaver creek
- Retired N/A
- Downtown Portland Portland
- SUNNYSIDE & MISTY Happy Valley
- 172nd / SE Sunnyside Happy Valley
- HV Town Cntr Happy Valley
- Cedar Ridge Middle School Sandy
- Test one and two N/A
- Downtown Portland Portland

#### Question 34

#### **What questions or concerns do you have about transit in Clackamas County? (188 comments)**

- Por Ahora me interese los horarios: For now I would like to know the hours.
- Looming congestion from making I205 a toll road.

- While I don't regularly use public transit I do think it is some thing we should invest money in so that it is available for everyone who does need it
- I am worried there will be pressure to develop the Stafford Hamlet. Please don't bring development through public transportation. We want to protect wildlife and green space.
- When are you going to offer bus stop on Salamo Road by Barrington drive?
- It will be quite a while, if ever, before I get on a bus again - 3-foot social distancing is completely inadequate. Light rail feels somewhat safer but is still questionable in terms of crowd control.
- Can't easily get from west linn to beaverton
- Nothing significant
- I've appreciated your online/Zoom information sessions.
- Are there any plans to use the Willamette River as a Public Transportation route via ferries? Are there plans to increase Bus Service to hilly areas as people age in place?
- Extend Max further south and provide larger parking. I tried from the end of the orange max and the garage was full by 7:30 am. After 17 minute drive to get there!
- Crime, homelessness
- Need more options for commuters - our kids would not live in West Linn because it's too long and difficult to get downtown in traffic.
- Thanks for all you do!
- The Park and Ride lot at Park Street needs to be larger. The inadequate size of this facility due to the shortsightedness of the previous Clackamas Co. Commissioners is appalling.
- My biggest concern is frequent service and better access, both to transit service and to the localities they serve. Please do all you can to reduce car dependency in Clackamas and consider climate change in every decision you make.
- I am concerned about how there is not one regional transit agency for all of the transit services in Clackamas County. TriMet should be able to provide transit services for everyone.
- time and safety
- When will the MAX go to Oregon City?
- Build enough light rail so new developments don't have to be as car-dependent as existing neighborhoods.
- Needs to start in our area.
- Safety, costs
- Why isn't more consideration given to improving roads?
- keeping it clean and safe. While the unhoused deserve affordable, reliable transportation, they should not be able to camp at stations or bring large amounts of possessions on board.
- None



- Kruse Way hosts one of the largest corporate parks in the county and is only serviced by one line twice a day. My coworkers and I want to know what the deal with that is
- Safety is poor. Cars broken into at park and ride. Unsafe passengers and no security both waiting and riding.
- Safety issues.
- Concern for traffic congestion and noise in Tualatin
- Please remember who provides the most tax revenue.
- Poor connectivity.
- Mass transit is a disaster. Buses clog traffic increasing travel times and pollution. Light rail is a base for gang activity and mobility for criminals looking to expand their territory. Meanwhile, despite massive increases in taxes our roads continue to deteriorate-increasing costs on citizens and hamper economic growth. Just from the cost over runs alone for mass transit our state could have a road and freeway system that would be the pride of the nation.
- I'm concerned about bus drivers safety always - especially during these times and for them as far as being protected from harassment and abuse. I'm also concerned about the connectivity of the buses and would like simpler connections.
- Safety is always an issue when we hear about so many people getting hurt by another rider(s)! Makes me afraid to ride more than I currently do!
- We don't need any more of it
- We need less, not more. This system increase only hurts business and property owners without improving socio-economics or fiscal outcomes. This is another government boondoggle that we don't need and don't want. Put it to a real vote of the people and see. But we voted down the Max and you illegally built that anyway. That's why we don't trust you with anything
- No bike/ped bridge from LO to Courtney Ave. Unsafe location on the east side.
- I really don't want a bus bridge across the river. Have the seen the broken tressle on the railroad bride at River Villa Park? I want an electric ferry to go up and down the river. Check out Frog Ferry. They are working on it. It's awesome and would save the county a lot of money. Please support the Frog Ferry Project
- Lack of transit no weekend service frequency
- Please make safer cycling routes, especially with the 205 toll coming.
- Setting up a bike/ped electric ferry service costs very little in dollar cost or in carbon footprint payback period because the "road" is the river. Ideally, electric shuttle service to and from the docks in Lake Oswego and Milwaukie should also be created. Our area is the only major U.S. metropolitan area on a river that doesn't have a ferry system.
- I am concerned about Childs Rd becoming a major thoroughfare for cars/individuals not wanting to pay tolls, as well as the increased speeding on this road where many children & pets live.
- Needs to cover more of Clackamas County



- Don't put money into fixed system such as light rail. Our community is changing and transit needs to be flexible. Rail requires really long term investment that will become dated and require mitigation to ultimately get me to my destination. Focus on flexible solutions.
- Need parking at Orange Line terminus.
- Since the Max stabbing, I've worried about taking my kids on the train. We only take it occasionally for novelty and/or to go somewhere where parking would be difficult (ex: parade, festival, having dinner downtown).
- I am willing to pay higher taxes for better services. Stop shying away from raising taxes. Also, I consider higher quality primary and secondary education more important than improved transit. My number one reform for our county would be universal pre-school; number two would be greater resources and rigor for elementary schools.
- Safety
- Zipcar needs to Bring Ridesharing Cars To Clackamas County cuz i've been using them for 6yrs now i don't like going into Portland for the nearest car.
- Cooperative planning between Clackamas County & Eastern Washington County, Tolling on I-205
- I overhear a lot of jibber-jabber about how we don't need extra routes or extended timelines or whatnot coming from folks who don't use these services. Make sure to center the voices of people in under-served areas, from under-privileged backgrounds, who are the most vulnerable to the effects of centering the white, urban, able-bodied, 9-5ers.
- Concern: I don't want MAX as my only option. You'd get a ton of riders on a 99 express that goes straight down 99E, over the Hawthorne Bridge, then into downtown.
- unclean transients and mentally unstable people, crazed lunatics who frequent late night and early morning rides or camp out on trains. basically, safety is a huge concern and being ignored and it's going to get worse thanks to defunding of security and lack of police presence.
- safety
- Please don't bring more. It causes congestion and crime.
- "Do not feel safe on Max. Getting a ticket is confusing. Takes too long to get anywhere on Max.
- We need to improve automobile travel, not penalize it."
- I'd love to see more sidewalks on side streets to make it safer to walk to the bus on McLoughlin and Oatfield when it's dark out
- "Issues with the Orange line and breakdowns and delays. I don't feel safe waiting at the bus stops.
- "
- Safety is a big concern
- VOTE BLUE
- more park and ride lots are needed, once folks go back to work and school

- do not feel safe riding
- Every where max goes crime goes up and the homeless and drugs move into the neighborhood. Stop giving free passes to those who don't pay taxes! I feel unsafe on trimet most of the time and you are making my hometown unsafe!
- That it will not be here after covid as more people are working from home. That isn't less safe due to covid.
- I am concerned about safety on Trimet. How will this be handled?
- Little publicity or readily available info on any transit other than Trimet. I didn't realize til this survey there was any in the rest of the county
- Light rail needs to be expanded through North Clackamas as the population grows, and more urban centers need to be developed around transit stations.
- Wish MAX went to OC, and in a perfect world, Sandy
- When are you bringing the max all the way to Oregon City?
- my daughter broke her foot and needed to use transit for ~3 months. It was almost impossible for her to get from home to work on her own - limited connections to green line or other services and long wait times between connections. If someone was disabled I see very limited options for them on public transit.
- Affordability of trimet
- It's a really hard to use if you're in a wheelchair and have serious anxiety issues
- Are you going to be providing better service to areas east of SE 135th? Will there be Park & Ride lots for people in the Happy Valley area soon? Can we expect to see better service to the big Kaiser Healthcare campus in the near future (from the eastern Happy Valley area)? Happy Valley's new(er) Fred Meyer and even New Seasons markets could use some kind of boost from better/enhanced transit service...will be seeing that in the future?
- "Transitioning back to electric buses.
- Having TriMet employees stationed in Max cars for increased security. "
- I'm worried about roads and development pushing out forests and farm land. Speeding up public transport between cities could save our land and still keep our autonomy.
- How can it be paid for?
- There is no service between West Linn & Wilsonville, there is no option for service that I know of to get up this God forsaken hill that I live on because I don't have a disability (I am just overweight and my body can't handle walking up the hill without struggling to breathe, overheating, etc.)
- It's very costly to tax payers and needs more fiscal accountability
- How can we get folks to use their cars less?
- I do not have a disability but a member of my family does, and lack of access to public transportation where we live in Oregon City is a real limitation for this individual.
- I'd love to see it expand!

- The infrequency and lack of a multitude of transit options makes the reliance on a vehicle overwhelming. If we can push to have a multitude of options, we can really bring down SOV in our county.
- Health & Safety for riders as well as drivers
- It would be best to start with Rapid bus public transit as well as infrastructure for building HOV lanes that can accommodate future driverless public transportation vehicles
- How much work was done on infrastructure during the COVID-19 shut down? What is being done for rural road safety? Is there any effort to install warning systems on known deadly intersections?
- Too expensive to run too inefficient a system - better results based and delivered planning is needed
- Trimet needs to be better neighbors. They built the Park Ave station but did not consider impact to local neighborhoods. The areas surrounding the MAX station do not have sidewalks, proper lighting, curbs, etc. In addition, it is a nightmare to get TriMet to take action let alone be a proactive support for the neighborhood. The TriMet/transit police seem more like bullies than stewards of public service. It should not be the responsibility of the community to inform and follow up on lighting maintenance, etc. Especially while paid "security" officers routinely sit in an SUV just feet from burnt out lighting. TriMet needs to take more proactive part in being a good neighbor. Just because a light may not be owned/maintained by TriMet does not mean that TriMet should simply wash their hands and toss community members from agency to agency to fix lighting that directly impacts TriMet riders.
- Spending tons of tax dollars, last I saw they want side walks and bike paths and don't see very many people using and of the ones we have. Kids don't walk anymore or ride their bikes. I see the bus dropping them off 2 blocks from school, I don't see any young people on any committees, you know the ones that like to work in Downtown Portland. Try getting to a factory in Hillsboro or Beaverton from Milwaukie, Or just try to get to CLACKAMAS from Milwaukie.
- only interested in home to airport
- More buses and running on the weekends
- Highway 212 cannot handle more traffic from public transit.
- I work help people with disabilities find jobs. Clients in Clackamas County are severely hampered by lack of public transit and limited options to access jobs in nearby surrounding areas. We need light rail and seamless connections to Beaverton, Tigard, Portland, Wilsonville, Tualatin at no additional cost. Citizens with disabilities need reliable transportation when they can't ride Tri-Met.
- Maybe bring back fareless square?
- Why arent there overnight park and rides, such as for out of town travel? Red line is useless without a place to leave my car.
- I have concerns about my family getting harmed while using transit due to their skin color/perceived country of origin. Would like to see transit agencies working with social

services (not police) to ensure people experiencing mental illness get help, and do not harm others.

- I'm really impressed with the advances in technology (eg, Trillium's interactive maps and DoubleMap) and the significant increase in service that SAM and Mt. Hood Express have implemented over just the last few years. Also want to commend Clackamas County/City of Sandy for convening and facilitating the work of the Mt Hood Transportation Alliance.
- Extend MAX Greenline farther out. To Clackamas high School for example?
- West Linn traffic is horrendous. The intersection of Hwy 43 & Willamette Falls Blvd is completely a mess. It's a disgrace to the city.
- That it provide well scheduled, accessible transportation for those who need it to get to work.
- Why in the world are they removing a lane of traffic by the Clackamas Town Center and adding a bike lane? I've NEVER seen a bike rider on that street! It a very busy area due to all the businesses and restaurants and someone's logic is to shrink the roadway so traffic can back up even more than it did before!!! SMH
- Limited options in suburbs
- frequency of bus stops
- Tolls on 205 greatly affecting West Linn residents, very limited choices getting in and out of town, we shouldn't have to bare all the burden of tolls, we should be exempt if they're going to happen
- "Safety while riding light rail and buses
- availability to bus routes that go through neighborhoods not around them"
- Sheriffs dept response
- Direct East west connections do not exist
- I have attended several Metro T2020 and Clackamas Co transportation open houses. I am dismayed by the short sighted thinking about Hwy 43 not needing multi-modal transportation infrastructure funding since those communities are generally higher income. Hwy 43 is an arterial roadway connecting southwest Clack Co with downtown Portland. The state of Oregon has just ordered higher density housing to be implemented across the state. To deny people of lower incomes from living in these areas, and consequently creating wealthy enclaves, by limiting access to transit options is ignorant at best. The value of multimodal transit options for lowering carbon emissions and lessening traffic congestion is equally important as well.
- "Tri Met in Oregon City needs to spread wider into the neighborhoods instead of staying along one single corridor.
- Myers Rd, Central Point, Glen Oak Rd are all examples of roads leading to under-served parts of the community."
- Increasing costs for fixed income, elderly, and disabled people.
- Quit bringing in criminals from Portland





- I am concerned about transportation because if there is tolling on I-205 between Stafford and Oregon City, I worry that all the extra traffic will end up on Stafford Road. Already it is a challenge to exit my neighborhood onto Stafford during commute hours.
- Need to improve vehicle roads before putting money into mass transit. Must be made safe to ride and insure all riders are paying their fare.
- I volunteer with the elderly, some of whom feel isolated as they no longer drive. Park and rides are not the answer for them, as they need shuttles that can pick them up at or near their homes. To be helpful these shuttles would need specific stops such as a grocery store, a medical complex, a theater, and a hairdresser. Return trips must be reliable and predictable to make this work. Also helpful, for local trips, would be wide bike lanes that could accommodate electric wheelchairs, mobility scooters, and three wheel bikes.
- My concern is that you are going to tax me out of my home.
- Safety
- Why does it always operate at a deficit?
- Making things quicker to get to, and more readily available, so that we want to leave our vehicles home.
- Will you make it self-sustaining and not a drain on tax payers?
- Why are we adding tolling when the community doesn't support it? With more people tele-commuting and Covid concerns, perhaps we no longer need to expand I-205 or MAX services.
- What is being done to ensure equity for access to transit in CC? Will there be accountability to make sure transit access is more equitable? What will happen if cities refuse to help provide more equitable transit access, when residents want it?
- Cost of fares because of the reduction in ridership.
- Concerned that ticket fares do not cover the cost of building the infrastructure and do not cover the daily cost of running the busses and trains and the maintenance. I would like to see ticket prices reflect the actual cost of the transit system, I would like transit to be paid for by the people who use it rather than subsidizing it with taxpayer money.
- It's a little thing, but can we try to coordinate better the buses that stop near the max with the max schedule? Especially later in the evening, I can think I'm on the right max to catch the bus, end up just missing it (sometimes because the bus is running a few minutes early), and have to wait an hour for the next one.
- Changes made by city w/o input from pedestrians and transit patrons!
- NO TOLLS
- Do not feel safe using public transport.
- biggest concern is to make transit more convenient and accessible to encourage and enable regular ridership, in order to reduce carbon emissions from vehicle use.
- how are we going to make transit the faster, more comfortable, more reliable form of transportation in the metro portion of CC?



- The Max needs to feel safer & be cleaner.
- safety. I would take it if I felt safer. Didn't like it in college and haven't taking it since.
- Security-feeling safe when riding.
- More parking would be helpful
- Concerned white conservative residents are unreceptive to MAX extension to Oregon City.
- We need to make transit a more viable option for getting people to work in our employment centers, especially industrial areas along International Way and in North Milwaukie.
- Given the low densities in Clackamas County, transit will have a very difficult time . The time it takes riding transit versus driving is not even close, particularly since there is no way to get to where you might want to go without making several transfers. As I mentioned previously, I had to take my car in for service in downtown Portland and it took nearly and 1 hour and 45 minutes to get back to my house in West Linn, and that included a 20 minute walk up a 16 degree hill, Hidden Springs Rd. If you have all the time in the world this works great, but if you earn you money by the hour, this is not cost effective. I like transit and have been a supporter, but it is not the only solution, nor always the right solution to our transportation needs.
- Please understand many people in the suburbs with the means to drive would happily take public transportation if it came more frequently, was more direct and riders felt safe.
- we have no bus service on Mt Scott even though we pay taxes for it. Mt. Scott is very hilly and doesn't have sidewalks so even walking is a problem
- Concern for the amount of money spent on public transportation and lack of safety
- Don't like max lines, They destroy the beauty of our state and increase crime. Don't like driving behind buses OR bikes! Give us more and better maintained roads!!
- The lack of representation in rural areas.
- Trimet has become more of a development company, and is not doing transit well at all. Oswego has better transit, but Lake Grove area has 2 title 1 schools, and very little functional transit. I used to use transit a lot, but have given up on it in our area. If I have to drive to Portland or Beaverton to find a decent park and ride, and a line with decent (20min) headway instead of 2 hrs, or have to walk a mile or two in an area without lights or sidewalks, paying for parking looks better, especially if it does not cost much more than parking. We have people in our area trespassing on the railroad bridge across I-5 to get to Boonesferry/Childs area because transit service is so much better there, and they feel walking on the railroad is safer than walking on the road.
- I'd like to be able to schedule same day service instead of 24 hrs in advance
- We need to focus our system of transportation on improving roads for the 84% of people that use cars, trucks, and freight vehicles.
- Safety Safety Safety. Keep the security personnel and put more on the max trains please



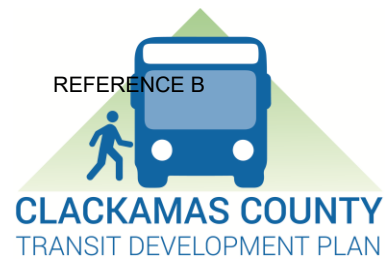
- EVERY TIME THE POLITICIANS WHO THINK THEY KNOW EVERYTHING START THINKING, THEN THINGS ARE GOING TO HELL IN A HAND BASKET. I LIVED IN PORTLAND ALL OF MY LIFE UNTIL 2005 WHEN I BOUGHT MY LITTLE FARM. I DON'T WANT TO LIVE WHERE I HAVE TO BE AFRAID OF LIVING IN MY OWN HOME AGAIN!!!!!! i AM A SINGLE MOTHER WITH 2 CHILDREN AND WE HAVE NEVER BEEN AFRAID OUT HERE. I DON'T WANT TO LIVE LIKE THAT AGAIN!!!!!!!!!!!!!!!!!!!!!!
- I would like to see a pedestrian bridge between Lake Oswego and Milwaukie
- Why can't someone from Wilsonville go directly to Oregon City?
- I didn't know it existed.
- Damascus need TriMet especially parts that in inside Tri Met boundary
- Would it be possible to add a couple benches to some of your benchless stops ?
- KEEP TRIMET OUT OF SANDY
- None. Thanks for the good work
- Would love a safe bike route connecting lake Oswego to the bike trail that starts at the Sellwood bridge on hwy 43.
- Bet don't get a bus route near my house cause of the answers on this one page
- It really doesn't serve rural parts of the county at all.
- I'm worried routes will be cut because of pandemic ridership declining, but I don't feel safe to take transit during the pandemic.
- I'm concerned we're putting fixed infrastructure in place that may become obsolete as work from home, electric vehicles and Uber type options are more feasible. It's like the light poles put in place in older neighborhoods before underground lines were possible - or the need for a buggy whip in days before cars. Wish moderation in moving ahead too fast with mass transit that is not well used.
- I hear there's limited accessibility for anyone on the outskirts of town.
- Does not serve a rural County well
- Need to expand services for elderly and disabled. I work as a social worker for Kaiser and receive MANY referrals for help with transportation. Please EXPAND Transportation Reaching People and Tri Met LIFT boundaries to help our elderly and disabled get where they need to go!!
- Many residents are against transit due to concerns of crime. Admittedly I am not comfortable waiting at the Mall 205 or OREGON City transit mall late at night. I would love to see light rail extend from the Orange line and know there's a lot of rural opposition to it.
- None
- It's not safe. People get hurt and killed by other passengers. Max lines break down all the time even new lines. Even weather is a problem. Too hot or cold shuts them down. People continue to get hit and killed by max. Demonstrators constantly blocking closing that line down. Not enough security or barrier's to stop. Not to mention the cost is extremely high to build and maintain new lines. Especially with declining ridership. Not a

good investment for Oregon. I hope you take these suggestions and listen to what the public is saying to you.

- I would like to see more road improvements vs public transit expansion.
- Detached bike lanes should be planned for the near future in the Brightwood, Welches, Rhododendron area. Bicycle transportation/ recreation has increased dramatically. The Brightwood area is home to a world class mountain bike park(Sandy Ridge Trail System) located on E Barlow Trail Rd. The bike park is less than a half a mile from Mt Hood Rock Products rock quarry which is a very busy place. How many improvements or upgrades has E Barlow Trail Rd had in the last 150 years compared to the increase in residential, recreational, and commerce? The thought of riding a bicycle 2 miles from my neighborhood to the bike park is a scary thought. This road was originally built for travel by horse, wagon, and by foot which is not a safe form of travel on this historic route anymore.
- Instead of just patching up the dysfunctional current system with more buses on already crowded roads, work to install actual infrastructure like Light Rail that allows people to move from the southern suburbs into the city for both work and recreation.
- Would like to see more TOD for vulnerable populations: elderly, veterans, low-income families.
- Why can't you run trimet on more streets? I understand funding is an issue, but safety should be too.
- Over 80 years old, husband can still drive but has disability. Would appreciate being able to go to rehab, shopping at Fred Meyer and get haircut downtown on transit.
- We need electrified rail mass transit. Green line and Orange line need to meet in Oregon City. The trolley trail should be a streetcar with mixed use redevelopment in downtown Gladstone and downtown Oak Grove. People want to live and shop car free in Clackamas County. They want that lifestyle at a lower cost than downtown Portland... and with a little more space. OC, Oak Grove, and Gladstone are already laid out for streetcar living and the Trolley Trail is flat perfect rail grade and already exists.. just put it back. Use a light weight Portland Streetcar type vehicle in its own right of way on the trolley trail (not a heavy MAX) in a busy road or in a new expensive right of way. Do it.
- It would be awesome if Clackamas County finished the promised SUNRISE EXPRESSWAY (Corridor). I drive the newest section from 122nd to Portland quite often. We need a better road to Estacada. The Carver Curves are dangerous in the wintertime.
- Equity of users, extension to Oregon City
- Please don't raise my taxes to pay for an under-utilized transit service. I am not against transit, but transit users should pay for transit through appropriate fares; taxpayers should not be burdened with even more confiscatory taxation to pay for even more out of control government spending.
- Too often transit is worshipped by left wing politicians, and the transportation needs of the vast majority of people (who don't use public transit) are ignored. The vast majority

of people who drive personal vehicles deserve functioning roads with greater capacity for alleviating traffic. Improving traffics helps bus riders and car drivers alike.

- It's time to abandon Neil Goldschmidt's worn-out communist pipe dream of forcing everyone to live in a Soviet apartment and ride the bus. America is a free country, and freedom to travel is one of the most basic freedoms. There is nothing wrong or immoral about private transportation.
- Let's improve transportation for ALL people, transit riders and car drivers alike."
- I believe driving a vehicle is more ideal and the preferred mode of transportation for even poor people and money should be spent on roads.
- "I want transit to be fully functioning so that people can stop driving and we can solve climate change.
- Light rail should be completed from Milwaukie to Oregon City to Clackamas Town Center.
- It is challenging to provide transit when buses are empty, but people don't want to use an inconvenient service (my daughter used to take the bus to PSU and her trip took 2 hours each direction without even a transfer but with a 30 min bike segment to get to the bus terminus. Now she prefers to drive to her job in Portland because it takes about 45 min -- off hours -- and is more flexible. She currently gets off work at midnight. Her previous shift started at 6 am).
- There needs to be an effort to get commuters to take the bus. Maybe a Trimet employee could be in the community and showing people how easy bus use would be and taking note of when it wouldn't be so that could be fixed.
- Since half the year is cold and rainy and people might need to wait in the dark, bus/light rail shelters are important. Maybe you could work with non-profits to get more of them.
- We don't want to think that you would cancel the bus run due to weather, or a break down or a delay or that we might encounter violence, or that during Covid you might not let us on the bus. These things damage the transit reputation. People would like to feel at home on the bus. It does offer benefits -- like being able to read a book, rather than drive in traffic."
- I am very concerned about the sustainability of the transportation.
- Will there be more buses and routes added to Happy valley of the area of 172 & Sunnyside Rd, as more developments are completed in the coming years. I hope it will improve the traffic congestion.
- Paying for something I'm not able to use because the system is not kept in a safe and secure manner-fares not enforced, rules not enforced, drinking, drug use, unacceptable and unsafe behavior from other riders
- Safety on board



- access to transit in rural areas of the county and enhanced connections between rural areas and services in urban areas
- Safety of passengers and increase in police if the buses are extended into the community. Crime is happening along the transit system with no plan in place to protect the community
- Safety
- Nervous about how crowded I-205 will get
- My concern is whether we want it or not it will be forced on us along with additional taxes.
- Happy Valley has managed to keep their town safe and free from homeless camps that cause excessive waste and property damage. I would not want that to increase with increased access to transport so as long as safety is maintained we should add more stops or hours for people that need them.
- We need more and better roads.
- I think it needs to be drastically expanded to allow more transportation options in Clackamas County besides driving alone. I also think it is critical to expand into areas where the residents have historically not wanted transit service so that they could prevent racial/ethnic minorities from having access to their neighborhood. It is imperative to break down these barriers and provide more affordable housing options and transportation options in all communities to right the past wrongs of segregation and discrimination.
- A service model that supports the polycentric nature of Clackamas County would increase the relevance of transit to the majority of travelers and major trip destinations. For example, connecting residential neighborhoods to local shopping districts, solving parking crunch at local high schools, providing meaningful and competitive connections along the 205 corridor, etc.

## Appendix B

### Clackamas County Transit Development Plan (TDP)

#### Small Group Listening Sessions

**Meeting Dates: Wednesday, June 17, 2020; Thursday, June 25, 2020; Tuesday, July 7, 2020**

**Meeting purpose:** Provide an overview of the TDP purpose, needs, goals and timeline and solicit feedback from participants on transit use, current gaps and future opportunities for service.

#### Listening Session 1

**June 17, 2020**

**Participant: Bill Merchant, Hamlet of Beavercreek**

Bill participates on the Rural Equity Council on Transportation as the Clackamas County Regional Representative. He is also the Chairperson of the Road Advisory Committee.

Transit doesn't really exist in his area. Transit to and from Beavercreek to destinations like Hillsboro would take a long time and is unlikely to happen any time soon due to limited funding.

Communication with unincorporated, urban areas, such as Jennings Lodge, Redlands and the Oak Grove Area, will be important.

Bill is trying to see the balance between roadways and transit. Some connections could be provided by transit but would be pretty limited. He appreciates that the County is doing this analysis. Transit must be balanced with roadway improvements; County roads are in poor condition currently. However, it is good to have a plan to know how to prioritize funds as they become available.

Bill currently lives 5 miles from the nearest bus stop. He sometimes travels to Milwaukie to take the MAX downtown. He would drive if going to North Portland rather than take transit because it's quicker and more efficient.

It is important to be able to plan travel routes and make connections in order to take transit. Transit is currently difficult for him to use, but he recognizes others need it.

Careful routing is important. It is currently difficult to get to Sandy and Wilsonville from Beavercreek without driving. Transit will need to be convenient.

Getting people to urban areas, like Sandy or Oregon City, using last-mile shuttles or vans could help cover less-dense parts of Clackamas County.

In rural area, roadway systems are less connected/grid-like, making transit challenging. The focus in non-urban Clackamas County should be on roads.

Urban areas could support transit. South of Sandy there are connections to transit, but not east to west. We need to find an efficient way to provide east/west transit connections in Clackamas County.

Autonomous vehicles could help fill the gap in rural areas.

We need to engage the CPO Summit.

### [Listening Session 2](#)

**June 25, 2020**

#### **Participant: Jamie Huff, City of Happy Valley**

Jamie had several questions about how connections would be determined, including the criteria and decision-making process. She also asked about future land use strategies as outcomes of the planning process. Jamie asked about monitoring programs and who would be responsible for monitoring future transit.

Jamie noted that there is currently limited transit in Happy Valley, mainly along the arterials on Sunnyside. She felt there were some first and last mile connection opportunities. She noted that TriMet recently hosted an open house in the area to solicit feedback on increasing service/frequency on the 155 bus route serving Sunnyside Road.

Jamie felt the County should consider intercounty travel and demand, especially with the Clackamas to Columbia Corridor (C2C), which is a planned development along Rock Creek/Sunrise.

Jamie suggesting providing transit service on 172<sup>nd</sup> between Happy Valley and Gresham. She also thought that the plans for high density development next to Sunrise Gateway would provide an opportunity to support transit service (Pleasant Valley/North Carver Plan).

Jamie asked additional questions about the nexus of this plan and other planning efforts, including the Shuttle Planning project. She also inquired about STIF funding and the Metro Bill.

Jamie asked if survey responses will be tabulated by respondent home locations and demographics.

**July 7, 2020**

#### **Participant: Tom Strader, SCTD District Manager**



Tom thought it was important consider where there are existing park and rides and where there are future opportunities to build more. He recommended offering adequate bike parking at park and rides, as well. He believed it was important to think about how to display this information on trip-planning tools.

Tom said it was important to focus on ways to make it easier to people to ride transit, and suggested offering real-time vehicle arrival information, an easy fare payment system and clean information and brochures.

Tom recommended that the team balance the need for weekend service with the act of filling gaps in the network, as well as other demands.



## Appendix C

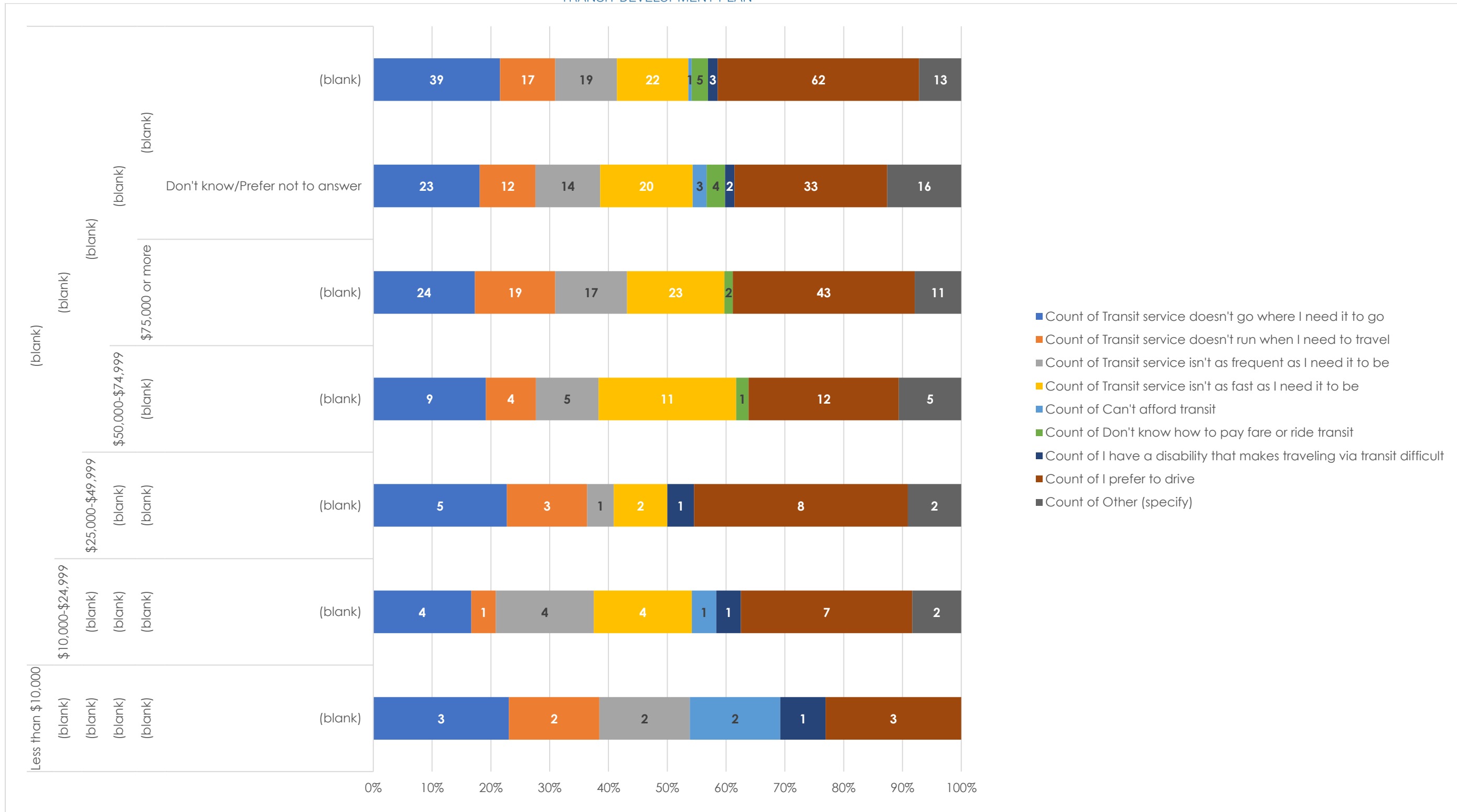
### Clackamas County Transit Development Plan

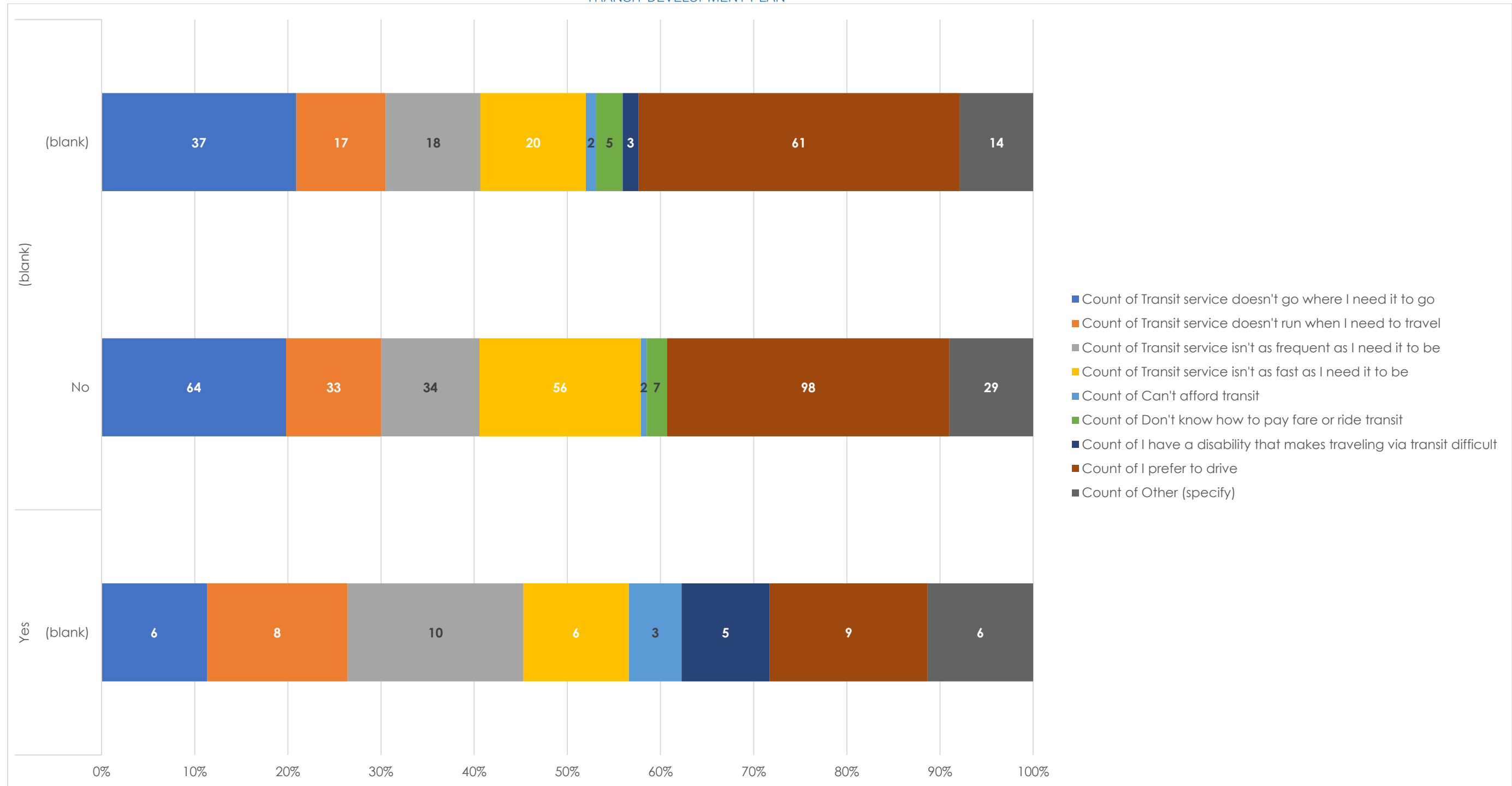
#### Demographic Breakdown of Responses to Transit Barriers and Tools Questions

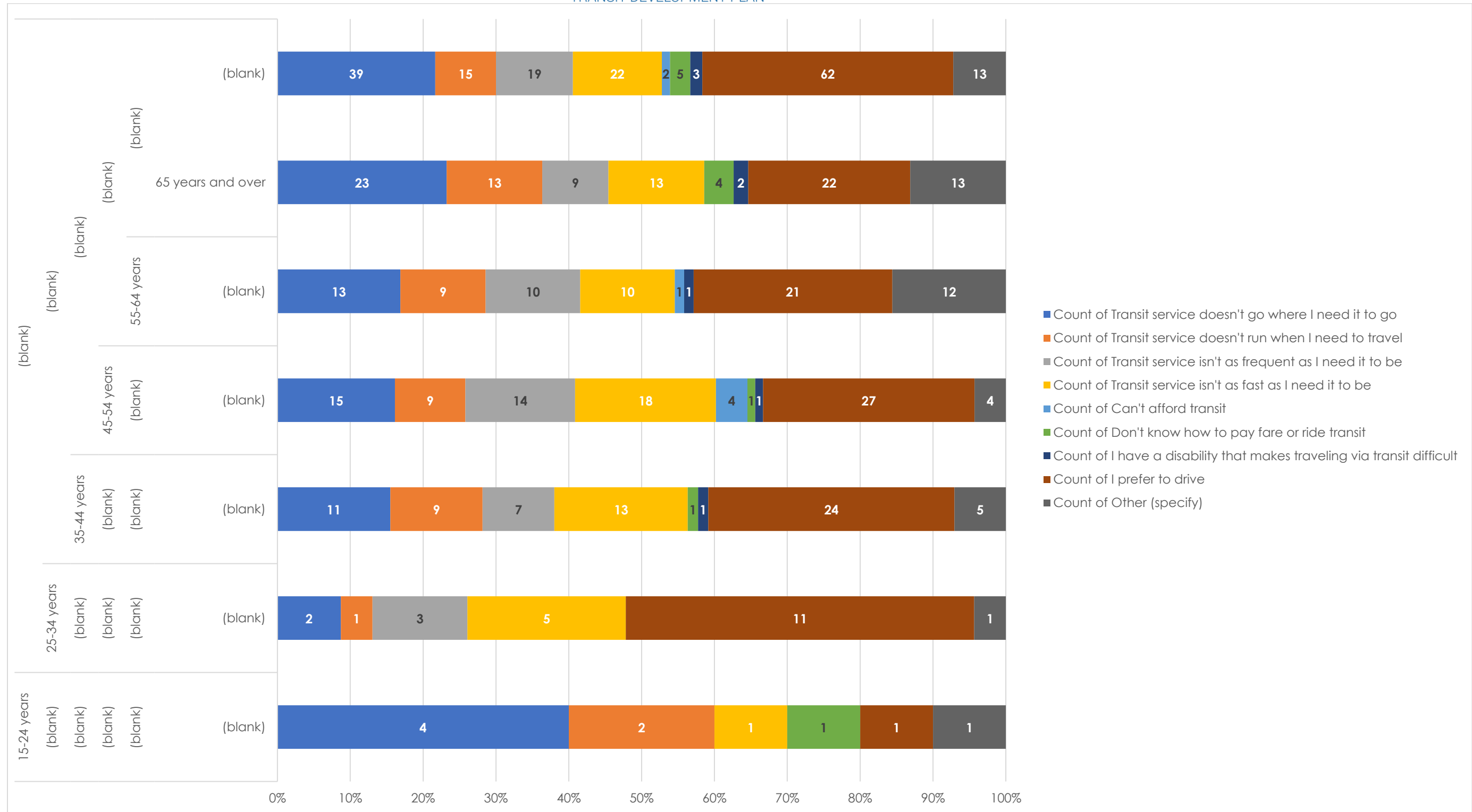
##### Question 4

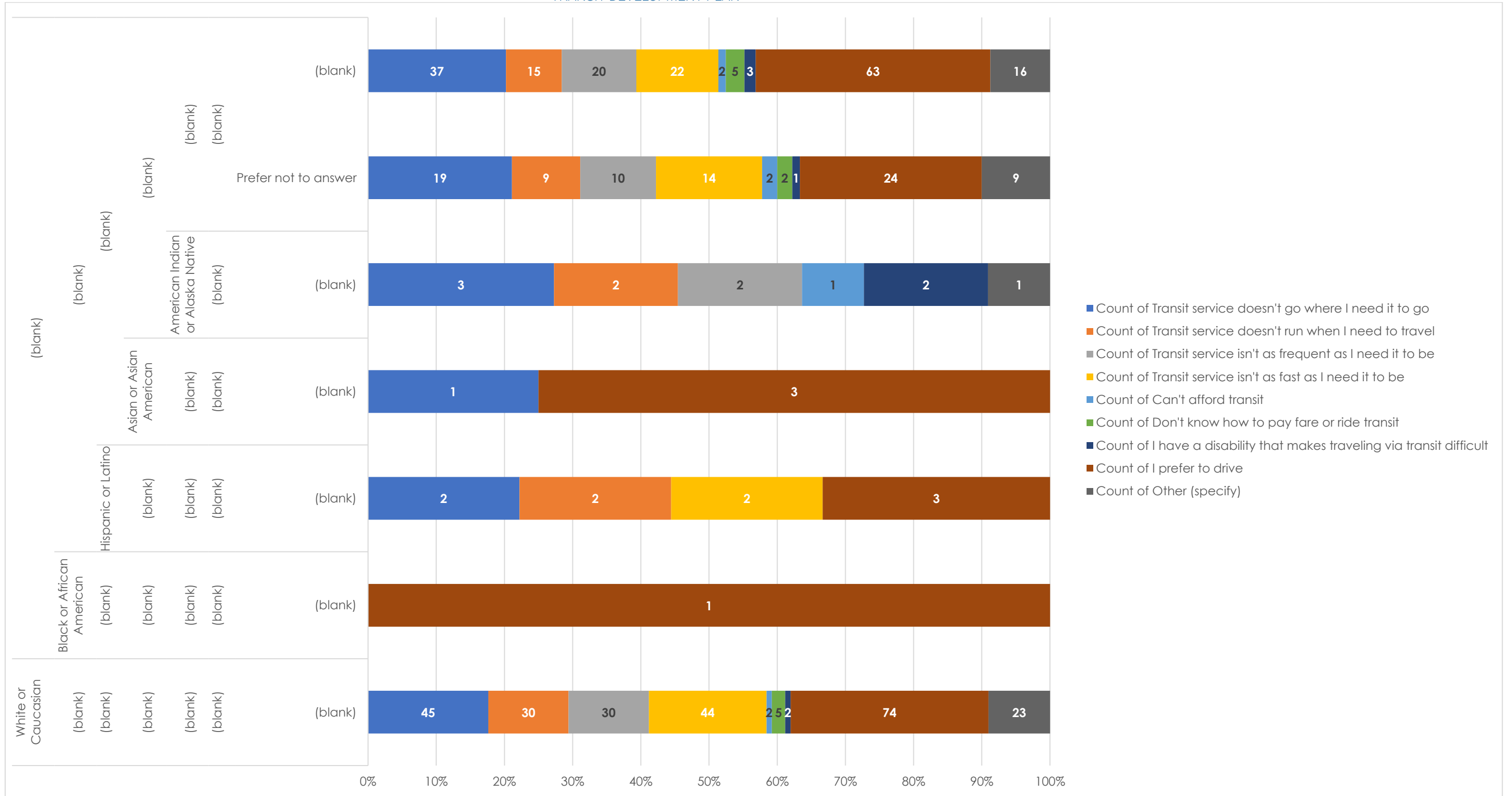
##### **If you don't ride transit, why don't you use transit in Clackamas County?**

For the 285 people that responded to this question, the following additional analysis was done to compare travel barriers with demographics, such as age, ethnicity, ability and income. The responses by demographics are shown in the charts below, indicating the number of respondents that selected that reason and the approximate percentage of the total respondents that represents, and described in text below. Responses showing all blanks indicate that the respondent did not answer the demographics question.









- Of the 112 people who indicated “Transit service doesn’t go where I need to go”:
  - 66 people provided their age:
    - 15-24 years - 4.5% (3)
    - 25-34 years - 3% (2)
    - 35-44 years - 15% (10)
    - 45-54 years - 23% (15)
    - 55-64 years – 20% (13)
    - 65 years or older - 34% (23)
  - 68 people provided their ethnicity:
    - White or Caucasian – 64% (44)
    - Black or African American – 0
    - Hispanic or Latino – 3% (2)
    - Asian or Asian American – 1.5% (1)
    - American Indian or Alaska Native – 3% (2)
    - Native Hawaiian or other Pacific Islander – 0
    - Prefer not to answer - 28% (19)
  - 68 people providing their disability status:
    - Yes – 7% (5)
    - No – 93% (63)
  - 37 people provided their income level:
    - Less than \$10,000 - 0
    - \$10,000-\$24,999 - 0
    - \$25,000-\$49,999 - 14% (5)
    - \$50,000-\$74,999 - 24% (9)
    - \$75,000 or more – 62% (23)
  
- Of the 60 people who indicated “Transit service doesn’t run when I need to travel”:
  - 41 people provided their age:
    - 15-24 years - 5% (2)
    - 25-34 years – 2.5% (1)
    - 35-44 years – 19.5% (8)
    - 45-54 years - 22% (9)
    - 55-64 years – 22% (9)
    - 65 years or older - 29% (12)
  - 41 people provided their ethnicity:
    - White or Caucasian – 71% (29)
    - Black or African American – 0
    - Hispanic or Latino – 5% (2)
    - Asian or Asian American – 0

- American Indian or Alaska Native – 2% (1)
    - Native Hawaiian or other Pacific Islander – 0
    - Prefer not to answer - 22% (9)
  - 39 people providing their disability status:
    - Yes – 15% (6)
    - No – 85% (33)
  - 27 people provided their income level:
    - Less than \$10,000 – 4% (1)
    - \$10,000-\$24,999 – 4% (1)
    - \$25,000-\$49,999 - 11% (3)
    - \$50,000-\$74,999 - 11% (3)
    - \$75,000 or more – 70% (19)
- Of the 64 people who indicated “Transit service isn’t as frequent as I need it to be”:
  - 25 people provided their age:
    - 15-24 years - 0
    - 25-34 years – 4% (1)
    - 35-44 years –12 % (3)
    - 45-54 years - 36% (9)
    - 55-64 years – 20% (5)
    - 65 years or older - 28% (7)
  - 25 people provided their ethnicity:
    - White or Caucasian – 68% (17)
    - Black or African American – 0
    - Hispanic or Latino – 0
    - Asian or Asian American – 0
    - American Indian or Alaska Native – 4% (1)
    - Native Hawaiian or other Pacific Islander – 0
    - Prefer not to answer - 28% (7)
  - 25 people providing their disability status:
    - Yes – 20% (5)
    - No – 80% (20)
  - 28 people provided their income level:
    - Less than \$10,000 – 7% (2)
    - \$10,000-\$24,999 – 14% (4)
    - \$25,000-\$49,999 - 3% (1)
    - \$50,000-\$74,999 - 17% (5)
    - \$75,000 or more – 59% (16)
- Of the 85 people who indicated “Transit service isn’t as fast as I need it to be”:

- 23 people provided their age:
  - 15-24 years – 4% (1)
  - 25-34 years – 4% (1)
  - 35-44 years – 22% (5)
  - 45-54 years - 22% (5)
  - 55-64 years – 13% (3)
  - 65 years or older - 35% (8)
- 23 people provided their ethnicity:
  - White or Caucasian – 61% (14)
  - Black or African American – 0
  - Hispanic or Latino – 4% (1)
  - Asian or Asian American – 0
  - American Indian or Alaska Native – 0
  - Native Hawaiian or other Pacific Islander – 0
  - Prefer not to answer - 35% (8)
- 23 people providing their disability status:
  - Yes – 13% (3)
  - No – 87% (20)
- 40 people provided their income level:
  - Less than \$10,000 – 0
  - \$10,000-\$24,999 – 10% (4)
  - \$25,000-\$49,999 - 5% (2)
  - \$50,000-\$74,999 -27 % (11)
  - \$75,000 or more – 58% (23)
- Of the 7 people who indicated they “Can’t afford transit”:
  - 3 people provided their age:
    - 15-24 years – 0
    - 25-34 years – 0
    - 35-44 years – 0
    - 45-54 years - 67% (2)
    - 55-64 years – 33% (1)
    - 65 years or older - 0
  - 3 people provided their ethnicity:
    - White or Caucasian – 33% (1)
    - Black or African American – 0
    - Hispanic or Latino – 0
    - Asian or Asian American – 0
    - American Indian or Alaska Native – 33% (1)
    - Native Hawaiian or other Pacific Islander – 0



- Prefer not to answer - 33% (1)
  - 5 people providing their disability status:
    - Yes – 60% (3)
    - No – 40% (2)
  - 3 people provided their income level:
    - Less than \$10,000 – 67% (2)
    - \$10,000-\$24,999 – 33% (1)
    - \$25,000-\$49,999 - 0
    - \$50,000-\$74,999 - 0
    - \$75,000 or more – 0
- Of the 12 people who indicated they “Don’t know how to pay fare or ride transit”:
  - 7 people provided their age:
    - 15-24 years – 14% (1)
    - 25-34 years – 0
    - 35-44 years – 14% (1)
    - 45-54 years - 14% (1)
    - 55-64 years – 0
    - 65 years or older – 58% (4)
  - 4 people provided their ethnicity:
    - White or Caucasian – 100% (4)
    - Black or African American – 0
    - Hispanic or Latino – 0
    - Asian or Asian American – 0
    - American Indian or Alaska Native – 0
    - Native Hawaiian or other Pacific Islander – 0
    - Prefer not to answer - 0
  - 7 people providing their disability status:
    - Yes – 0
    - No – 100% (7)
  - 3 people provided their income level:
    - Less than \$10,000 – 0
    - \$10,000-\$24,999 – 0
    - \$25,000-\$49,999 - 0
    - \$50,000-\$74,999 – 33% (1)
    - \$75,000 or more – 67% (2)
- Of the 9 people who indicated they “have a disability that makes traveling via transit difficult”:
  - 6 people provided their age:

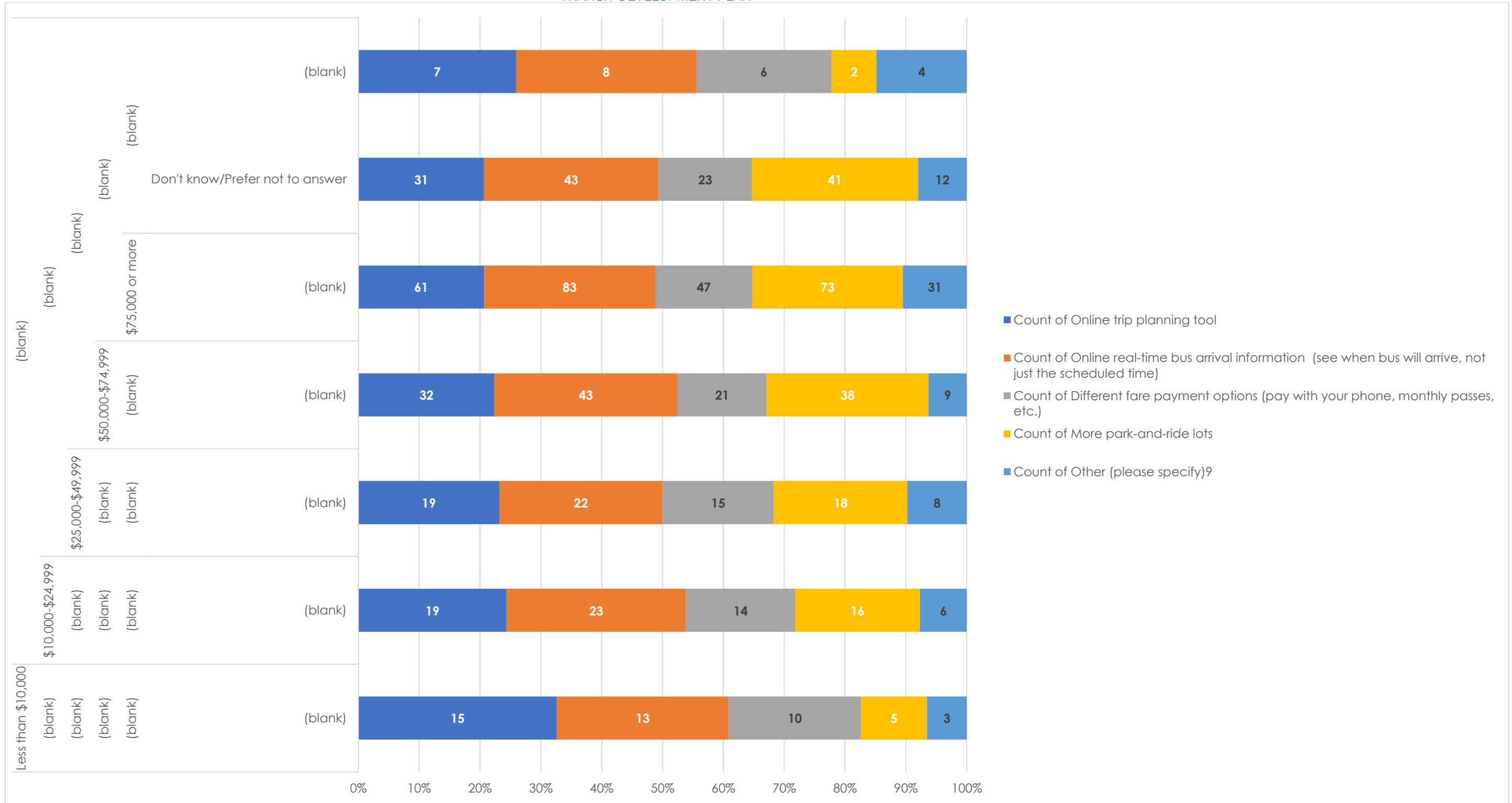
- 15-24 years – 0
    - 25-34 years – 0
    - 35-44 years – 17% (1)
    - 45-54 years - 33% (2)
    - 55-64 years – 17% (1)
    - 65 years or older – 33% (2)
  - 5 people provided their ethnicity:
    - White or Caucasian – 60% (3)
    - Black or African American – 0
    - Hispanic or Latino – 0
    - Asian or Asian American – 0
    - American Indian or Alaska Native – 40% (2)
    - Native Hawaiian or other Pacific Islander – 0
    - Prefer not to answer - 0
  - 6 people providing their disability status:
    - Yes – 100% (6)
    - No – 0
  - 4 people provided their income level:
    - Less than \$10,000 – 25% (1)
    - \$10,000-\$24,999 – 50% (2)
    - \$25,000-\$49,999 – 23% (1)
    - \$50,000-\$74,999 – 0
    - \$75,000 or more – 0
- Of the 12 people who indicated they “Don’t know how to pay fare or ride transit”:
  - 7 people provided their age:
    - 15-24 years – 14% (1)
    - 25-34 years – 0
    - 35-44 years – 14% (1)
    - 45-54 years - 14% (1)
    - 55-64 years – 0
    - 65 years or older – 58% (4)
  - 4 people provided their ethnicity:
    - White or Caucasian – 100% (4)
    - Black or African American – 0
    - Hispanic or Latino – 0
    - Asian or Asian American – 0
    - American Indian or Alaska Native – 0
    - Native Hawaiian or other Pacific Islander – 0
    - Prefer not to answer - 0

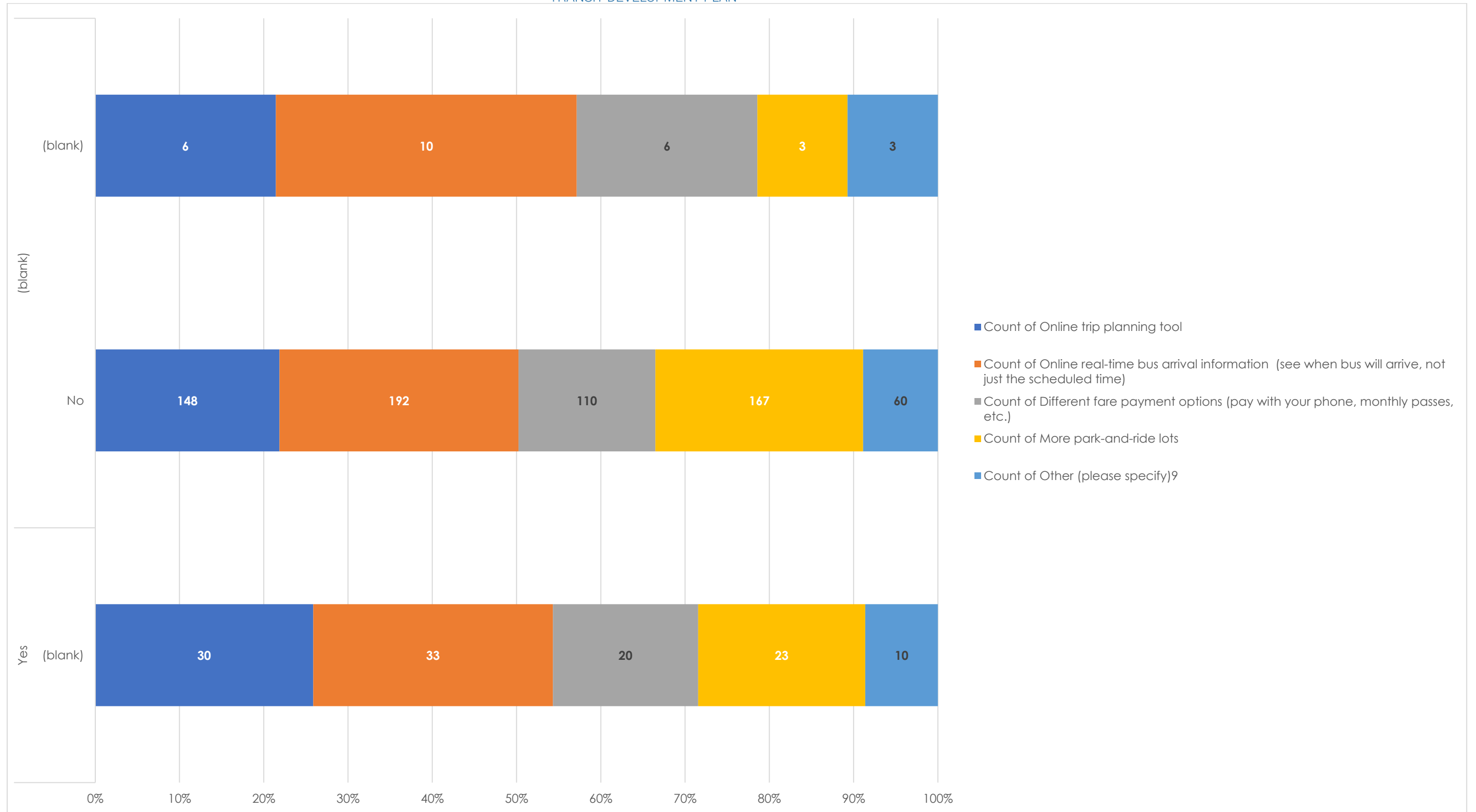
- 7 people providing their disability status:
  - Yes – 0
  - No – 100% (7)
- 3 people provided their income level:
  - Less than \$10,000 – 0
  - \$10,000-\$24,999 – 0
  - \$25,000-\$49,999 - 0
  - \$50,000-\$74,999 – 33% (1)
  - \$75,000 or more – 67% (2)

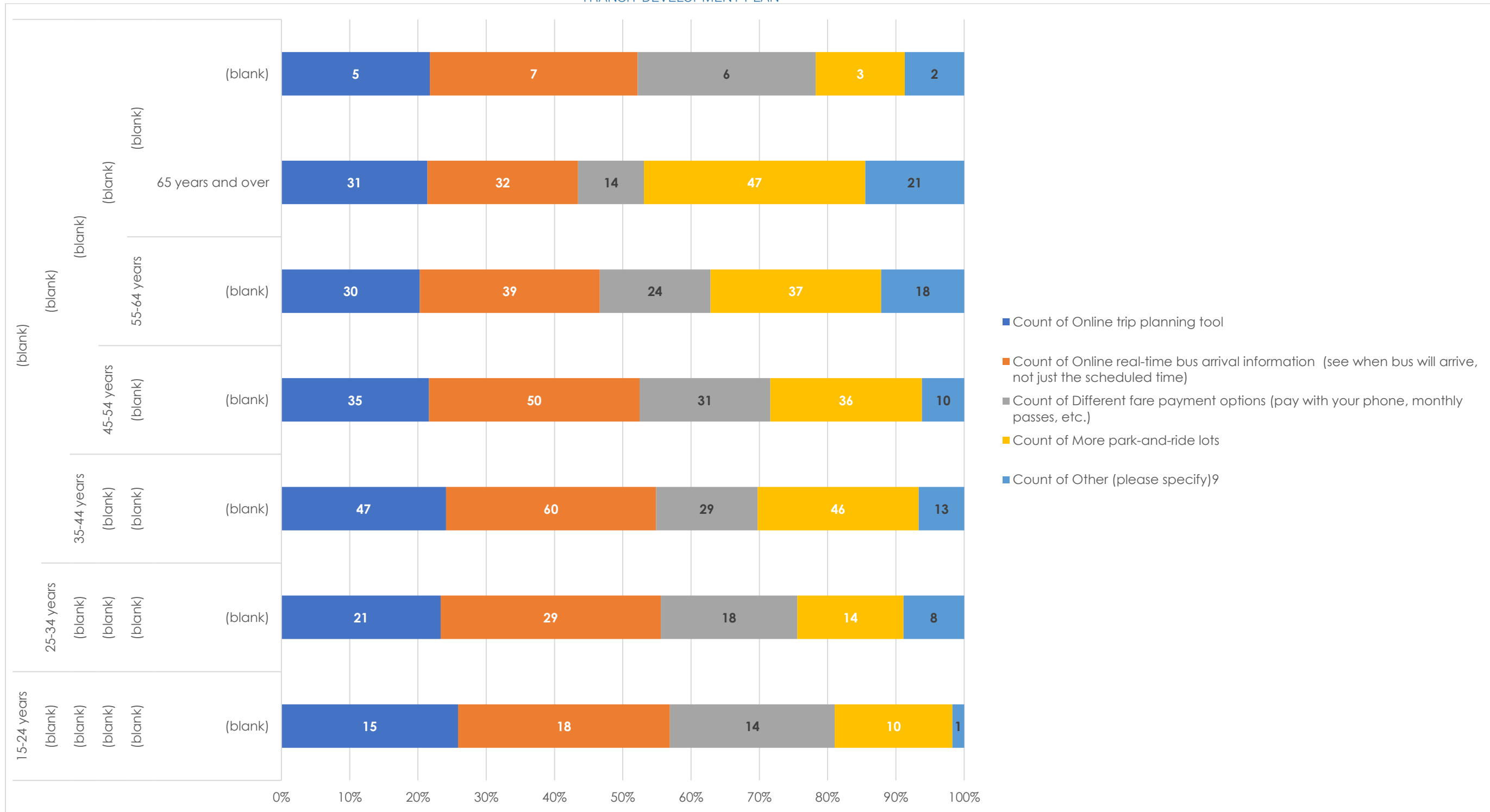
### Question 20

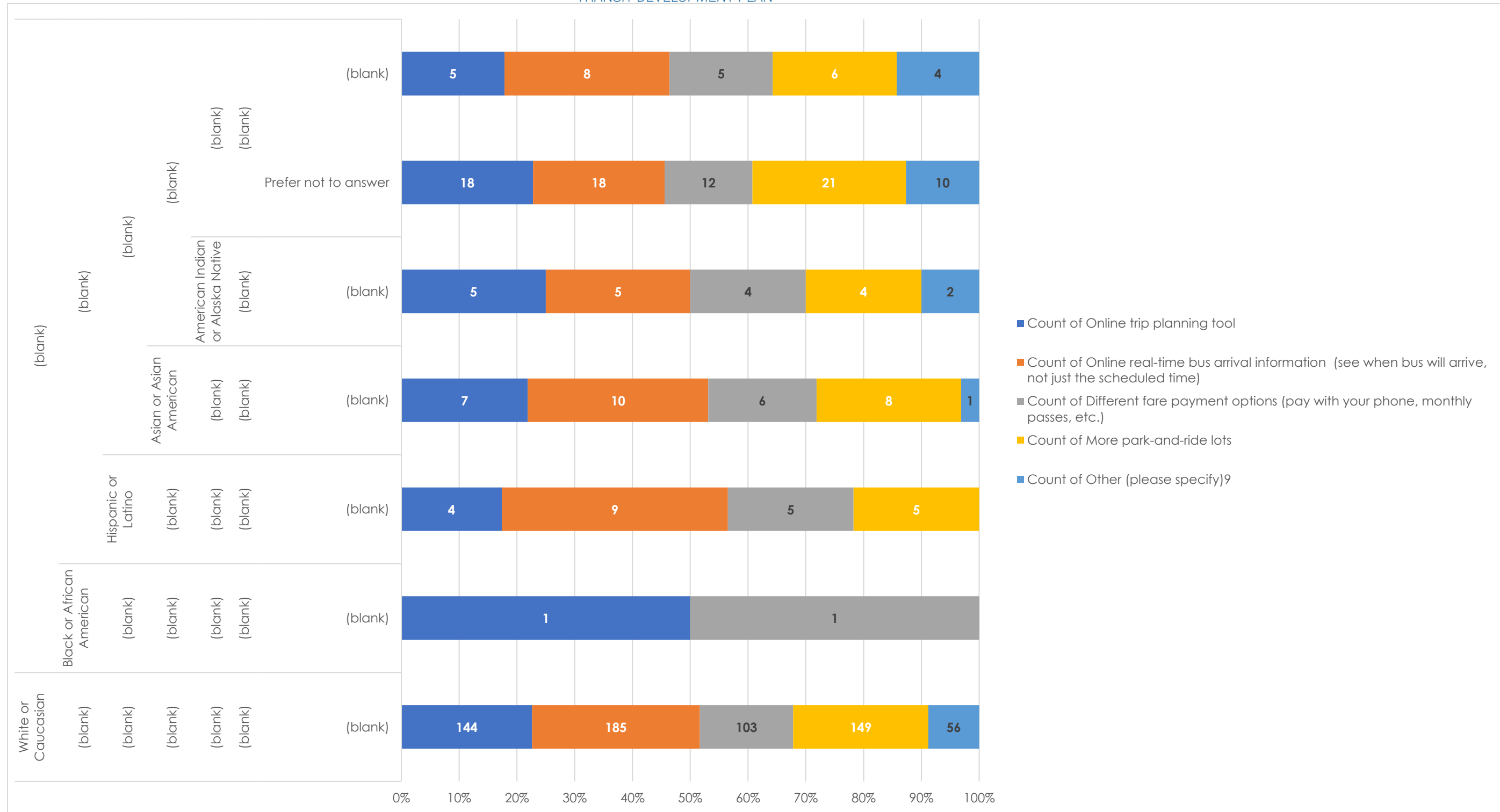
**Please check any tools listed below that would make riding transit easier for you**

For the 391 people that responded to this question, the following additional analysis was done to compare transit incentives with demographics, such as age, ethnicity, ability and income. The responses by demographics are shown in the charts below, indicating the number of respondents that selected that reason and the approximate percentage of the total respondents that represents, and described in text below. Responses showing all blanks indicate that the respondent did not answer the demographics question.









- Of the 187 people who indicated “online trip planning tool”:
  - 185 people provided their age:
    - 15-24 years – 8% (14)
    - 25-34 years – 14% (25)
    - 35-44 years – 28% (52)
    - 45-54 years - 18% (34)
    - 55-64 years – 17% (31)
    - 65 years or older - 15% (29)
  - 181 people provided their ethnicity:
    - White or Caucasian – 80% (146)
    - Black or African American – .50% (1)
    - Hispanic or Latino – 2% (4)
    - Asian or Asian American – 4% (7)
    - American Indian or Alaska Native – 3% (5)
    - Native Hawaiian or other Pacific Islander – 0
    - Prefer not to answer - 11% (18)
  - 175 people providing their disability status:
    - Yes – 17% (29)
    - No – 83% (146)
  - 144 people provided their income level:
    - Less than \$10,000 – 10% (15)
    - \$10,000-\$24,999 – 14% (20)
    - \$25,000-\$49,999 - 13% (19)
    - \$50,000-\$74,999 - 22% (31)
    - \$75,000 or more – 41% (59)
  
- Of the 236 people who indicated “online real-time bus arrival information”:
  - 222 people provided their age:
    - 15-24 years – 9% (19)
    - 25-34 years – 12% (27)
    - 35-44 years – 27% (59)
    - 45-54 years - 22% (50)
    - 55-64 years – 17% (38)
    - 65 years or older - 13% (29)
  - 226 people provided their ethnicity:
    - White or Caucasian – 88% (198)
    - Black or African American – 0
    - Hispanic or Latino – 3% (7)



- Asian or Asian American – 3% (7)
    - American Indian or Alaska Native – .8% (2)
    - Native Hawaiian or other Pacific Islander – 0
    - Prefer not to answer - 5% (12)
  - 212 people providing their disability status:
    - Yes – 13% (27)
    - No – 87% (185)
  - 184 people provided their income level:
    - Less than \$10,000 – 6% (12)
    - \$10,000-\$24,999 – 14% (25)
    - \$25,000-\$49,999 - 12% (22)
    - \$50,000-\$74,999 - 23% (43)
    - \$75,000 or more – 45% (82)
- Of the 137 people who indicated “Different fare payment options”:
  - 128 people provided their age:
    - 15-24 years – 9% (12)
    - 25-34 years – 13% (16)
    - 35-44 years – 23% (30)
    - 45-54 years - 25% (32)
    - 55-64 years – 19% (24)
    - 65 years or older - 11% (14)
  - 127 people provided their ethnicity:
    - White or Caucasian – 80% (102)
    - Black or African American – 0
    - Hispanic or Latino – 4% (5)
    - Asian or Asian American – 5% (6)
    - American Indian or Alaska Native – 2% (2)
    - Native Hawaiian or other Pacific Islander – 0
    - Prefer not to answer - 9% (12)
  - 148 people providing their disability status:
    - Yes – 14% (20)
    - No – 86% (128)
  - 109 people provided their income level:
    - Less than \$10,000 – 8% (9)
    - \$10,000-\$24,999 – 15% (16)
    - \$25,000-\$49,999 - 14% (15)
    - \$50,000-\$74,999 - 20% (22)
    - \$75,000 or more – 43% (47)

- Of the 195 people who indicated “More park and rides”:
  - 194 people provided their age:
    - 15-24 years – 5% (10)
    - 25-34 years – 7% (14)
    - 35-44 years – 24% (47)
    - 45-54 years - 19% (37)
    - 55-64 years – 20% (39)
    - 65 years or older - 25% (47)
  - 182 people provided their ethnicity:
    - White or Caucasian – 81% (148)
    - Black or African American – 0
    - Hispanic or Latino – 3% (5)
    - Asian or Asian American – 4% (7)
    - American Indian or Alaska Native – 2% (4)
    - Native Hawaiian or other Pacific Islander – 0
    - Prefer not to answer - 10% (18)
  - 183 people providing their disability status:
    - Yes – 9% (17)
    - No – 91% (166)
  - 154 people provided their income level:
    - Less than \$10,000 – 2% (3)
    - \$10,000-\$24,999 – 12% (18)
    - \$25,000-\$49,999 - 12% (19)
    - \$50,000-\$74,999 - 24% (37)
    - \$75,000 or more – 50% (77)