

Appendix A: Listening Meeting Flip Chart Notes, Comment Forms, and Online Open House Responses



La Grande Listening Meeting: Flip Chart Notes

Mobility

- Lack of public transit options in rural areas. Large distance between population centers.
- Decision of vehicles and facilities to accommodate all people. This is happening more frequently.
- Gaps between Malheur County, Baker County and Harney County.
- Emergence of high demand for medical trips and veteran services.
- Lack of knowledge about services and how to use the system.
- Lack of money for marketing and outreach.
- Predictability and stability of funding. Lots of funds go to operations.
- Travel reliability.
- Like: one stop information and referral.
- Broaden Service. Hours for non 9-5 times.
- First and last mile solutions such as vanpools and volunteer drivers.
- How to use the system.
- Limited funding.
- Need for non-emergency medical trips.
- Outreach – how to use the system.
- Regional connectivity over long distances.
- Transfers and waiting areas.
- Land use access to affordable housing. Land use regulations to match public transit with housing.
- Vanpool/to-riders starting to see value of public transit. Ridesharing, others = more opportunities.
- Pilot projects? Funding. Acknowledge the risk.
- Partnerships – City, County and Non-profits. Culture CAG
- Special events for public transit coordination.
- Big picture. Billboards? cCulture CHG.
- Mobility one-stop referral.
- Staff capacity/resources to develop facilities.
- Tech assistance to small providers.
- Access to services/coordination with providers.
- Recruitment.

- How to make public transit more appealing? Amenities.
- Knowledge awareness. Knowing how to use public transit. Last option or not aware of its existence.
- Weather. Rural routes don't always have shelters. Relying on transit during bad weather. Incentive: Shelters (For seniors & ADA).
- Last miles: Walking and biking
- Spread out, distance.
- Buses run infrequently.
- Hard to rely on transit - hospitals/appointments.
- Limited public transit resources and options.
- Limited funding and allocations. Small population counties.
- Lack of transportation for medical services.
- Ability to "get to" transportation services, like door-to-door.
- Lack of walkability to bus. 1st/last mile
- Lack of personal car – working age adults.
- Children lack of transportation
- Lack of personal mobility device (first/last mile)
- No shows/cancellations cause disruption to system. (DR system-limit use)
- Lack of service hours.
- Develop accountability rules. Strategies for broadening service hours for non-traditional work hours.
- Vanpooling and other strategies for first/last mile.
- Issues around transferring between services – more direct routes.

Connectivity & Accessibility

- Barriers due to lack of mass transit needed. (Opportunity for mobility management). For example: Medical centers – transit connectivity doesn't exist between Baker and Malheur County and lots of traffic is routed to Boise and Walla Walla.
- Last mile connections connecting to local providers and ease of access to system – easy to use information on schedules/maps/way finding. Land use regulations and housing in rural areas and affordable housing.
- Timing connections/frequency.
- Coordination matching up demand and travel times for riders.
- Crossing state lines requires permit for interstate commerce of 8 passengers or more.
- Dispersed population.
- Land for park and rides. Coordination, management between agencies, purchase ROW.
- How do we provide technical assistance and resources to small providers?

- Open/access to services during non-traditional hours.
- Elected officials' understanding.
- Change the culture.
- Make public transit inviting and seen as a social service.
- Public transit as an essential service.
- Driver training.
- Barrier to access to MUCT destinations.
- Education/understanding:
 - Elected officials/gait offices.
 - Attitudes toward public transit.
 - Limited availability. Knowing when bus will arrive.
 - Don't identify as "bus users"
 - Availability
 - Now riders of choice until convinced.
 - Less expensive.
 - Only servicing NEED, not wants.
 - Limited resources don't allow for enough services.
- Connection to services:
 - Connection to hospitals
 - Enlist their help. Coordination with medical providers.
 - Need senior populations
 - Set a schedule
 - Partnership
 - Airport

Equity

- Spanish/LED. Connecting with these communities. This population is growing. Lack of funding issue and marketing.
- Somalia and Pacific Island populations have been more difficult to reach.
- Vehicle designation for bariatric, stretcher cars for medical transports for NEMT.
- Serving rural residents
 - 10 miles out of town
 - Limited resources/expense
- Statewide funding allocations for servicing underrepresented communities.
- Tourist use US local use.
- Cost of roads/transit.

- Distribution of funding allocations.

Safety & Security

- Regional connections drop passengers off when services are closed. Connections to human services and to time tables of service.
- Monitoring criminal activity like drugs. Riders can feel unsafe. How to discourage that behavior.
- Techniques for collision avoidance to make public transit safer.
- Techniques to safety and overall public transit plan.
- Mix of passengers perceptions of safety.
- Driver training for safety management and maintenance issues.
- Maintenance and vehicle replacements.
- Lack of skilled mechanics.
- Lift inspections. The closest is in Bend.
- Trust in driver and driver training.
- Weather concerns, especially in the cold/hot weather.
- Protection from the elements.
- Paratransit.
- ER engagement is an issue.
- Mental health community
 - Making stops uncomfortable.
- Lack of control in difficult situations
 - Weather/snow
 - Qualified drivers
 - Road conditions
- Regular and affordable driver trainings.
 - Paying for it
 - Partnership contracts with other consultants
 - Statewide policy on qualifications?
- Protection from elements/weather.
- Night services still feels unsafe.
- Incidents in long-distance trips.
 - Cameras and surveillance.
 - Training drivers.
 - Burthening with law enforcement
 - Volunteers take same training as paid drivers
 - Iffy mix of passengers, including drugs, homeless, confused.

- Bus breakdown.
- Improved pickup management
- Develop mutual aid agreements
- Vehicles maintained and replaced as required.
- Lack of special resource and increase access
- Need more driver training
 - Safety management
 - Recognizing bus condition issues.

Community Livability

- Recruiting, training and retraining skilled employees. Staff capacity.
- How to make public transit appealing to other people who have other options. Incentives, WIFI, ability to work while traveling, convenience.

Goal 10 – Connections!

- Medical transport needs.
- Resources needed to coordinate.
- Medical has resources too. Role in public transit?
- Aging in place.

Missing

- Partnership “City and County” and “Culture Issues”
- Special events “Coordination at service providers”
- Education in BIG PICTURE like public culture shift.

Bend Listening Meeting: Flip Chart Notes

Barriers

Mobility:

- Dispatch system (for population with dev/physical) seniors is not easy to use. Especially true for rural communities.
- Getting information on how to use the system
- Difficult schedules, need easy to read and understand
- Improve marketing materials – easy to ready, languages, large font
- Service hours and driver availability is limited
- Expand hours for weekdays/weekends
- Lack of staff capacity
- AVs could help with lack of drivers
- Drivers cannot volunteer
- Lack of drivers
- CDL is difficult to get
- Needs increased availability and funding
- Expensive
- They have to call instructor in Medford to get a test
- Only one instructor in Oregon for Lift/Vehicles.

Accessibility & Connectivity:

- Matching public transit service hours with user needs.
- Employees can get to work but not home. Need to expand service hours.
- Last mile issues
- Traffic incident management – Drivers can't get stops
- Dial a Ride is not easy and is expensive to fund/ride (Equify)
- Funding system doesn't match rural needs
- Dispersed population can be difficult to serve
- Getting to medical appointments can be difficult and users have to travel to faraway places (Medford)
- Funding tied geographic boundaries don't always match up with population needs or location. Folks outside of a county are in need of service but live out of the service area.

Equity:

- Seniors and people with disabilities get funding to live independently and for transit. However, they end up spending a disproportionate amount of income on transit.
- Transit housing cost burden
- Separate transportation funding out
- Ability of users to read schedules such as size of font, languages, translation
- Driver education
- Sensitivity training (OPP) collaborate with community partners
- Users are getting kicked off public transit due to their disability/mental/physical health issues.
- Buses without medical transport abilities
- Helping users get from front door to bus door.

Safety:

- Riders using services while impaired and it's difficult to get medical/police support due to rural nature and dispersed stops.
- Enforcement
- Weather such as ice and snow. Stops are often exposed to elements and long wait times (OPP ADD Cover). There are specific grants for this
- Drivers feel unsafe driving in these conditions.
- Lack of experience and comfort level
- Driver recruiting and training

- **Overall Issues:**
 - Issue: Lack of funding affects mobility constraint of service and capital investment. Lack of match.
 - Solution: Look for funding and grants for innovative sources.
- Issue: Staff capacity issues

Mobility:

- Issue: Access to bus stop constraints, sidewalk issues and first/last mile issues
 - Solution: Prioritize infrastructure improvements that support transit opportunities
 - Solution: Educate and inform users about intermodal connections
 - Solution: Shelters, etc. to support travelers
- Issue: Lack of rider education
 - Solution: Mobility management solutions
 - Solution: Work with human service agents to work with clients, eg. Travel training

- Solution: Recognize multiple options, ie., multimedia (info hub)
- Solution: Rider communication, eg., real time info.
- Solution: Recognize environmental justice issues related to technical solutions
- Issue: Limited number of stops; infrequent services issues, inconvenience
 - Solution: Encourage self-supportive solutions eg., walking to bus stops
 - Solution: Carrots & Stick

Accessibility & Connectivity:

- Issue: Regional accessibility – eg., health care centralized; people are dispersed
- Issue: Frequency of service is limited
- Issue: Need to capture external cost of transportation or centralized services eg., healthcare, work, etc.
- Issue: Siloing of issues such as human service and other agencies dealing with problems and not looking holistically for regional solutions.
 - Solution: Stakeholders buy into participation of regional public transit.
 - Solution: Technologies to fill empty seats eg., vanpool, private cars.

Equity:

- Issue: Social stigma to using public transit
 - Solution: Social marketing
 - Solution: Using environmental support as lever to encourage transit/FO use support
 - Solution: Technology needs to be user friendly to encourage private investment
- Issue: Cities not assuring infrastructure is supportive in new developments
 - Solution: Create code that is transit supportive
- Issue: Transit needs to be considered a part of overall infrastructure so that all citizens invest
 - Solution: Model solutions such as Corvallis
 - Solution: Engage stakeholder action

Safety and Security:

- Issue: Bend – Hawthorne station is unsafe due interaction with private cars on adjacent street and pedestrian users
- Issue: Speed inhibitors to transit. Number of cars, transit users, pedestrian access and traffic crashes
- Issue: Land use issues, travel far to get to basic services and shopping
 - Solution: Transit is an opportunity to increase transportation system safety
- Issue: Dirty air – Unhealthy and unsafe

- Issue: Homeless and driving users create conflicts and we need security
 - Solution: Policy to recognize the operational cost of on-going security
- Issue: Back of visibility of bus stops, etc.
 - Solution: Better visibility
 - Solution: Driver training (car drivers)
 - Solution: Technology, and how tech ideas (reflectors, flags)
- Issue: ADA prohibits PCA's for people who may be in danger to self
 - Solution: Consider changing policy

Distance:

- Lack of sidewalks (condition, maintenance, ADA)
- Knowledge of system
- Overall benefits
- Not convenient enough with timing, connections, routes, destinations
- Free parking/disincentives
- Car-oriented cities
- Recruiting volunteers/drivers
- Workforce housing
- Licensing – CDL locations and time needed

Accessibility & Connectivity:

- Hours of service (late rides) service employees
- Coordinating with other systems
- First/last mile
- Better/more/known park & ride locations
- Park and ride with more connections
- Coordinating medical VA rides
- Riper educations
- Providing recreational uses could reduce traffic
- Outreach and information
- Transit vehicle priority
- Serving low density population
- CEC dispersed

Equity:

- Urban/Rural Funding
- “Those People” Sharing space with diverse group
- Voter self interest

Safety and Security:

- Smoking at stations
- Perception of safety
- Lack of assistance – enter/exit
- Funding for better/newer vehicles
- Snow removal – Sidewalks, etc.
- Lack of shelters
- Sustainable funding
- Multiple applications/contracts
- Public transit for tourists.

Opportunities

- Funding fairness and sustainable, carryover be cheap, easy, fun
- Partnering with other agencies, private – coordination and funding for:
- Infill near transit – density
- Compact, livable communities
- Changing demographics
- Housing solutions
- Right sizing fleet and vehicles
- Tourist service – connections
- Pay for drivers
- Marketing, promotions
- Helping to age in place
- Helping local communities support transit
- Technology implement and adapt, coordinate rural internet
- Interconnections between systems

Mobility:

- Difficulty providing service on weekends and evenings
- Hard because of low-density in area
- Lower number of people and it is harder to serve them
 - Opportunity: Maybe use of car share or rideshare or autonomous vehicles. Like “Driveless Connect”
- Central transit information hub needed
- How to coordinate different options
 - Opportunity: TripCheck shows you options, inexpensive
- Better access to information and better organization
 - Opportunity: OCRA-Like Cards and combining systems
- Traffic Congestion is so bad it is hard to get to the hospital
- Transit vehicles are slowed down in congestion also
- Opportunity: Give transit priority
- BRT Traffic lights

Accessibility & Connectivity:

- Demographic needs – Seniors/Retirees
- Helping aging in place
- Infrastructure/facilities at transit stops but could be expensive and barrier
 - Opportunity: Tying funding to these improvements to transit stops are high priority
- Without sidewalk might not serve choices are difficult, and funding is not here.
- Need to involve all parties, developers, transit, and government
- School buses have great connections, could we utilize this?
 - Opportunity: Let transit provide service to schools and the public, coordination

Equity:

- Low service for nights and weekends. This hurts low-income communities.
- Level of transit does not match the need in parts of Oregon such as Eastern/Central/Frontier (Region 5)
- Land use for multi-family housing and schools on the fringe. How to serve them?
 - Cost Opportunity: Group bus passengers and employees, low income tickets, student tickets
- Blue cover DEA on outskirts
- American “Stigma” against transit
- Unaccounted cost in PPL’s funding
 - Opportunity: Employee Coop destination to lower cost

Safety and Security:

- Wildlife crossing with lack of connectivity and traffic congestion
 - Opportunity: Using public transit to serve areas with high population of wildlife
- Tying transportation to access for eco-tourism
- Natural disaster - how to travel without car
 - Opportunity: Transit agency to have an evacuation solution.
- FEMA storing - Redmond airport
- Illumination – Pop up park and ride

Mobility:

- Dispatch systems not easy to use
- Long waits for provider and rider
- Easy to understand materials for routes and maps, etc.
- Limited service areas
- Staff capacity experienced drivers needed
 - Opportunity: More funding
- Expand service hours
- Improve wait times
- One dispatch number
- Mobility management
- Make it easier to use
- First and last mile, especially rural
 - Opportunity: Prioritize public transit water building SW/Built lanes
- Need more infrastructure
- Rider outreach education
- Be creative in communication to users
- Tech solutions but environmental justice concerns
- Transportation funding is everyone's problem
- Awareness, funding
- Agency siloing public transportation is an issue for all
- Get stakeholder buy-in
- Tech
- Private cars

- Funding
- Sustainable
- Fair distribution
- No penalties for saving
- Partnering with other agencies
- Funding for coordination
- Local planning for public transit
- Outreach and information
- One centralized place for information
- Congestion – Transit vehicle priority on roads
- Now to better service geographically dispersed populations – Land use planning
- Locations of schools – Transportation is subsidized, land is not

Safety and Security:

- Long drives in rural areas
- Drug and alcohol impairment – Need for timely enforcement
- Animal and vehicle collisions – human and wildlife concern is a growing issue with public transit as a solution
- Driver training – How to get them trained
- Public transit as a solution for health reduced emissions
- Emission issues – Need cleaner vehicles, consider the vehicle
- Incentives for buying clean vehicles
- Training – Other drivers need education on how to interact with buses
- Land use

White City Listening Meeting: Flip Chart Notes

Mobility

- Lack of infrastructure for bike/pedestrian. Opportunity for funding priorities in regional plans. Retrofitting right of way.
- Rural nature of Southern Oregon. Dispersed/lack of dense populations. Gap between development areas and existing information.
 - Opportunity for incentive development on public transit routes. Cheap land and expensive infrastructure.
- Cost of housing. Infill development. Demand raises cost. Those that need it most can't afford.
- Funding at the voter's hands. Not as stable.
- Driving is very convenient.

Accessibility and Connectivity

- Lack of connections to smaller communities (E. of cascades). Opportunity for development of drop-off points along rail, dial a ride system and partnerships with others.
- Narrow bridge connections preventing service to areas (ex. Gold Hill). Natural barriers.

Equity

- Better serve low income communities. Opportunity to prioritize funding to serve these areas. (COG is working on this!)
- High fares and short transfer times. Create sub. Program in communities to lower fares.

Safety and Security

- Perception of ridership/acosted/night ride is a big hurdle to those choice riders. We need PEP/Bike information for last mile once off the bus, how to safely get to home, work, etc. and big blocks.
 - Opportunity for public outreach/events, free rides and buddy rides partnerships and to include government offices.
- Infrastructure of pedestrian and bike.
- Funding fixed and statewide.
- Incentives to create new riders!
- Staff/employees can't access or do their jobs via transit.
- RV transit is only "broad-brush". It lacks first-last mile, signage, signage for Spanish speaking, and information like when does the bust come?
- Long distances are too costly to cover.
- Choice (forced) between coverage and frequency.
- Aging population far from town/transit.

Solutions

- Apps for transit information and next bus arrival.

- Affordable housing near transit lines.
- Partnerships between transit and community organizations.
- RVTD levy passed!
- Safety fears of using transit and racial remarks.
- Prioritize first-last mile connectivity.
- Make bus stops safer; i.e. Well lit.
- Idea of statewide PR campaign: transit is safe.
- Idea of transit buddy volunteers.
- Build transit cultures of safety; psychological safety, bus stops harder to control, driver creates norms on the bus.
- Signage including language accessibility goal of passengers recommending transit to their community.
- Youth transit passes.
- Huge success recently in transit community outreach/response. RVTD levy campaign success. Huge turnout in Medford legislative hearing in August 2016. Phone banking worked.
- Idea of publicly owned UBER hinges on platform/techy and insurance.

Barriers

- Getting the word out. Outreach, relationship-building. Zagster ex. (bikes for low-income people, rarely used).
- Lack of sidewalks for first-last mile access (fatalities happen).
- Lack of crosswalks across fast moving lanes.

Mobility

- Rural access; long distances; basic availability of service. Ex: lack of access to groceries, school training, jobs, affordable housing.
- Coordinate non-medical services with other services such as NEMT/Call Center.
- Mobility management strategies. Increase service coverage/frequency.
- Coordination with human service agencies to coordinate needed funding.
- Desire for service increase. Ex: Ashland cost and regulation barriers for ADA.
- Creative solutions using non-traditional strategies. Ex: using technology, service design strategies.
- First – last mile: Mix volunteer driver, bus pass and gas funding
- Ride share, technology, ride matching and buy a bike.

Safety and Security

- Attractive USCOFS system negatively impacted by locations of bus stops, passenger interaction, lack of options, bus stop placements needing work and lighting, a culture of “transit” and mix of service types.
- Issues systemic far to plan for transit, and mobility ahead of population/congestion in growing areas.

- Are we citizens willing to pay for something that does not come to fruition for many years?

Mobility

- Access to jobs/housing. Better coordination of medical transport and other public transit.
 - Opportunity for mobility management, technology and coordination of funding.
- Desire for more service.
- Technology as a solution.
- Regional barriers like infrastructure needed with new stops.
- Culture of safety for passenger infrastructure and access to stops.
 - Opportunity to improve bus stop placement, mix of service types and perceptions of safety.
- Bike and pedestrian infrastructure for last mile connections, more funding, choice: everything or nothing for new stops.
- Funding prioritization is subject to voters and desire for predictable funding.
- Incentivizing use to improve safety and security, little congestion in region, events, etc. (Culture of transit), development not near existing transit.
- First/last mile issues with better bike/walk infrastructure, culture of transit safety, need for bus.
- Transit expansion should be great, word of mouth is important.
- Better signage will make transit easier to use. Bilingual signage and Apps needed.
- Collaboration between land use and transit “at table”.

Safety and Security

- Safety at stops feels safe or not?
- Educational training and marketing older, younger, everyone!
- Stable and consistent funding.
- Investing in future transportation.

Equity

- Urban/rural tension in provision of service.
- Low income ensuring system is easy/intuitive. Technology, more service.
- Technology barrier for older adults.
- Uber as an opportunity for first and last mile. Demand response transit. Limited access to services.

Mobility

- Scheduling/hours available.
- Understanding system.
- E-Z payment.
- Facility siting, land use collaboration.
- Intermodal connections (bike).
- Bike share.

- Long fist/last mile.
- Inadequate stop facilities.
- Mobility training and education.
- Populations served. Ex: outside paratransit area.
- Engaging, serving younger riders.
- Connections to activities, education.
- Easy for quick, unplanned trips.
- What is in the future for public transit?
- Invest in infrastructure, marketing and training.
- Stable, consistent funds and service.
- Easy to use.

Equity

- Use demographics to plan routes.
- Fare subsidy.
- Serving distant/isolated/rural groups.
- LEP - Language proficiency.
- Service boundaries.
- Community/financial support for public transit.
- Collaboration with local governments, state, etc.

Safety and Security

- Amenities, stop location. Allow family members to ride.
- Bus driver training – help diffuse.
- Interaction at stops/feeling secure.
- Improving safety through more public transit.

Portland Listening Meeting: Flip Chart Notes

First set

Mobility

- Traffic impacting bus movement
 - Strat- more amenities to attract users while on bus (eg- seats, quieter, wifi)
- System rural areas – communicating to riders is a challenge
 - Streamline service so it can be marketed as one system
- Lack of fare reciprocity (rural and urban)
 - Strategic “fare-sharing” planning and technology – need money
- Climate concerns
 - Increase usage by 0 fare – need replacement revenues from state/fed
- Intercity connections – challenging, especially shorter distances (eg – Candy, Oregon City)
 - Need mechanism to encourage connectivity (beyond boundaries)

Accessibility

- Sidewalks to bus stops/curb ramps
- Along highway (higher speeds)
- Safety on edge of road
- Safe crossings to get to/from bus stops
- Poor lighting, etc.
- Benches, rest stops along route to bus stops (enable use of F.R)
 - Support shared-use path, bike areas
 - Look at Metro Plan – regional ped corridors also used as transit corridors
 - Beef up ADA transition plan

Equity

- Issues of language barriers preventing use of bus (getting to destination, lack of info, etc)
 - Community education targeted at users, culturally appropriate and through community based organizations
 - Good quality translation
 - State TD best practices and assistance with translation, on call services, etc.
- Fare issues – not affordable
 - Reciprocity for people with other benefits

- Student pass program
- Statewide youth pass program and beef up services to target students/schools
- One state-wide fare, seamless, including bike, carshare, etc.
- Service coverage versus beefing-up current services – lack of coverage in lower-income neighborhoods
 - Could plan state suggest best practices, source of funding, policy and education
- Suburban service difficult (for lots of reasons)
 - Use innovative non-traditional solutions; provide best practices (eg – west Salem, uber type partners, on demand possibilities)
- Transit service funding issues and differing combinations of financial impacts
- Oregon cultural problem - \$ issues in all aspects of government/communities
- Illogical connections for funding
 - Tax credits, “bust the trust”
- Funding as barriers to coordination
- Silos. Eg- school buses/transit
 - Break down silos
 - Incentives to coordinate private sector services, esp in TMA areas

Safety

- Cultural issues – eg homeless, mean, etc. “stranger-danger”
 - Driver training, communication to address issues as emerging
 - Public education
 - Canvass in bus – statewide initiative
 - Data collection, myth and truth
- Technology – increase bus time when posting time to destination (like for cars)
- Bus on shoulder
- HOV/ HOT lanes/ bus only lanes
- Next gen transit signal priority
- Commuter rail in high congestion corridors
- State support of real-time info connected to Google maps for rural/suburban
- One stop shop for travel info
- Shortage of bus drivers

Second set

Barriers

- Hours of service – late night service limited, hard for service workers
- Lighting – safety and security
- Transit dependent populations living in outer neighborhoods (inner ring suburb)– low frequency and hours of operation
- Service is not keeping up with increasing density in outer neighborhoods
- Hub and spoke system doesn't serve people efficiently (lag of service)
- Cross town lines
- Connecting populations to jobs (Columbia corridor)
- Equity problems – displacement from neighborhoods that have good transit service
- Local circulations
- On time performance problems
- More express buses
- More train lines (max and commuter lines, WES)
 - Streetcar on streets like 82nd
 - Focus on areas growing and currently underserved
- Make sure rural transit districts can connect to urban systems – better connections, timing, “one seat” when possible
- Edge communities are using taxi for dial a ride
- Uber and Lyft undercut tax companies but lack accountability, drug and alcohol screening, etc.
- Hurts taxis that meet those criteria, impacts ability to use them for dial-a-ride
 - Utilize 14' cutaways for new form of transit
 - Voucher system to cut costs and encourage ride sharing
 - Collaboration between urban and rural services
 - Enhance intra city services with agency collaboration
 - Help providers focus on what they do best, don't try to be all things
 - Spider web on trains in metro Portland
 - Outside the box thinking on funding tourism money to fund Mt. Hood express and Columbia Gorge
- Funding for special transportation has been flat despite growing needs
 - Transportation package should include Pot Tax for special transportation needs
- When mandates increase health care demand or other service pressure, need to consider and address transportation impact, money
 - Don't have transportation capacity for population growth

Third set

Barriers

- First/last mile
 - Rural areas – first town/last town
- Safety around boarding a stops and stations
- Funding costs
- Aging adults using the system – demographic issues – aging in place
- Lack of easily accessible info about PT options
 - Integrated info on all options

Opportunities

- Empowering community members to help out
 - NAS/churches
 - Provide incentives
 - Free uber type service publically provided
- Funding – opportunity to fund E&O when you buy ticket
- Leverage all funds available – more federal funds – opps with tribal funds
- Gas tax
- Flexibility around grant criteria for ODOT
- Apps that tell you this

Barriers

- Equity/safety
 - ESL pops – both around getting them language appropriate info/education on using system
 - Driver training on cultural sensitivity
- Complex system
 - Coordination between providers very hard
- Lack of seamless system

Opportunity

- Intercity travel

Barriers

- Culture change
 - Develop culture of PT
- Conflicts between transit and bikes (esp. light rail)- Amtrak too

- Difficulty here with wheelchairs too
 - Issues with lifting, etc.
- Transportation process to use NEMT is needed
 - Issues with contractor
 - Public accountability for public money

Opportunities

- Pupil education on how to use PT
- Design of PT to include bikes/wheelchairs/walkers

Barriers

- NEMT: riders are getting stranded, missing apt.
- The service is not easy to use and process is unclear
 - Disempowering experience
- Safety issues – providers not knowing how to operate safety belts
 - Operators behaving in culturally inappropriate ways
- Discourage use
 - Perception that PT brings undesirable people/crime

Opportunities

- Aging/disability resources connecting (older adults/disability)
- Get coordination funds but very little opportunity to leverage to use them
- Don't want to provide transportation want to connect
- Employer paid PT programs and pay for parking
- Use parking money for transit options

Barriers

- Low ridership
- Not reassuring ESL users
- Not enough outreach on PT services and how accessible it is for people with disabilities
 - Feel like an after thought not very well increased

Opportunities

- Community based wants to promote use of PT
- Include information in public apps for trip planning/on website/include at the beginning

Fourth set

- Bike accommodations on buses – crowded
- Lack of bus shelters in rural areas, highways
- Older persons access, aging in place support
- Knowing how to ride
- Where to find out about options
- Transit availability/coordination – rural esp.
- Service in outer urban, suburban areas
 - Opp- Land use coordination, siting compact communities
 - Opp- Planning for aging communities
- Land affordability
- Social determination of health
- First and last mile
 - Opp- Support for community businesses
- Rider safety to and from bus
- Perception of safety

Opportunities

- Coordination and collaboration
 - State and local – ODOT assist
 - Housing, land use, transit, DHS
- Increase support for intercity service
 - Regional connections
- Last mile options
- Adequate funding for aging, special services
- Local agencies identify needs
- Bus shelters, safe stops on highways
- Coordination between funding sources
- Adequate funding with local control and equitable (urban/rural)
- Technology – coordination on riders, info, access
- Recent coordination, pilots success
 - NXNW, gorge express
- Youth use of transit – passes, encourage
- Suburban connections

Fifth set

Mobility

- Difficulty transferring between different providers
 - Providing service- one stop shop to get info on transit options – fares and scheduling
- Inadequate bus service into suburban areas
- Buses are not funded (in comparison to LRT)
 - Look at financial feasibility of locations outside of main service areas
- Lack of infrastructure to get to stops – seniors and ADA
 - SDRC – call center – “one click, one call”
 - Stateside qualitative methods of transit options – urban vs. suburban context
 - Transit priority system in urban areas
- Help aging in place in rural areas
 - Grovelink model- local community service-circulator shuttle
- Funding – need something sustainable
 - Look at grants
 - Involve community
 - Invest in sub/rural communities
 - Funding – investment in suburban and rural – get communities investment

Accessibility/connectivity

- Suburban infrastructure – longer distances to transit stops
 - Building standards for development – city and county level have standards
- Local rules are not in sync with rural surrounding
 - Work with social services to set an age friendly facility standards
- Access to bus stops- safe way to get these – sidewalk, crosswalks, parking
- More density around transit centers – connections to transit centers
- Having information hub call center all hours of the day
 - State to offer better infrastructure on state owned highways

Equity

- Offering transit to low-income/homeless communities
- Transit to affordable housing
- Affordability of transit for seniors
 - Honor citizen pass from 10am-2pm for senior services (meal sites, nutrition, health)

Safety and security

- Bus doesn't feel safe to some people
 - Buddy system to use transit – especially for refugee and immigrant community
- Speed limits near transit stops
 - Reduce speed on high crash corridor
 - Add children to the priority seating area
 - Add seatbelts to school buses
- LIGHTS- shelter at transit stops
- Emergency preparedness – how to cross river!
 - Make marquam and Fremont retrofitted
 - Public awareness of response after natural disaster
 - Education and outreach on transit system go to communities to involve citizens

What to consider

- Funding – infrastructure, enhanced local services, sustainable sources for \$
- Education – on funding – increases taxes
 - How to use the system

Report out

- Services for older adults
 - Rural access to transportation
- Coordination/local and state
- Funding works for everything
 - Funding silos
- More local control of funding
- Interagency coordination
- Funding – for infrastructure (first/last mile)
 - Need funding for parking
- Rural/urban services
 - Pilot programs need consistent funding
- Education for public – how to fund?
- How to use system
 - About services (encourage funding)

Equity

- LEP as a barrier

- Drivers and materials
- Opps- culturally appropriate education
- Translation services
- State – BPs for translation
- Fares
 - Muct. Systems, MLICT
 - Fare systems
 - Statewide fare or fare system
 - Equity – low income fares?
- Need for services for older adults/ those with disabilities
 - Info-need to be accessible
 - State – info provider

Accessibility

- Transparency about how system works
- User empowerment
- Spatial temporal mismatch
 - Local circulation
 - So that all communities have an option
- Also looking a “mobility corridors”
- Need to look at future
- Serving new populations/destinations
- Downtown oriented system is a problem
- Need new hubs/connections

Safety and security

- No late night/early options for transit
 - Concerns about safety at or on transit
 - Service that accommodates non traditional schedules
 - Cultural shift
- Safety transit stops 9infrastructure)
- Info at rural stops
- Comfort too
- Safety – priority seating for young children
- Safety opportunities:

- Recognize signs of abuse especially for older adults
 - Driver/public training
- Safety – fact or fiction!
 - Appropriate responses to perceived/actual issues
- Vision zero- could support extended services, other improvements
- Barrier – getting qualified drivers

Salem Listening Meeting: Flip Chart Notes

- Driver education; tools of communication
- All buses meet ADA spec's, plus.
- Stop strips vs. pull cords (too high)
- Regional connectivity – ex: connection between Salem, Albany and Corvallis.
- State needs to define role.

Mobility

Strategies-

- Additional money, sustainable, mostly an operational issues.
- Too many pots of money.
- ID ways to partner with private partnerships for investment.
- First/Last mile – look at TNC's for or private making last links.
- Salem connectors – type of service.
- Buss tops with poor pedestrian access.
- Prioritize connections to transit stops; encourage several strategies code and incentive.
- Develop standards for ticketing coordination of ticket fare.
- Use technology.
- Bus stops/Stations comfortable to wait – benches, etc. inviting.
- Strategic danger – uncomfortable with kids, homelessness, etc. perceived vs actual danger.
- Passenger communication ex: “next bus” – Pokemon incentive.
- Sidewalks as a barrier – “Safe routes” to transit.
- Data connection for sidewalk condition.
- Need better land use policies related to housing, transit, development and land use, transit corridors, etc.
- Develop revenue by transit agencies.
- Create opportunity for development to plan for connections.
- Data set for travel patterns.
- Willamette Valley needs more service.
- Culture of collaboration developers, city, transit, etc.
- Vulnerable users.
- Public relations to discuss issues regarding safe use of transit.
- Riders clubs
- Cameras at bus stops
- Safety of bus stop design locations, etc. Some kind of alarm system.

Equity

- Lack of service on weekends, lack of some opportunities to get and keep jobs.
- Money from state. Treat transit like roads, ex: gas tax revenue sharing.
- Consider balance and priorities.
- Consider some kind of money share similar to bike/ped. state fund. Need the revenue first.
- Challenge between efficiency (route structure) and effectiveness (coverage).
- Need more teeth in land use/transit.

- Need better understanding of who uses, who needs, ex: market study. Instead of serving geographically; service demographically.
- Issues of transit operations in higher speed roads; residential streets, ex: speed and noise.
- Transit coordinate with refugee resettlement organizations.
- Use of apps for non-English.

Mobility

- Days/hours of service and timing – frequency of services.
- Have to use transit for many people, ex: to get to work or school.
- Need to serve all kinds of trips
- Fit life into bus schedule, not visa-versa.
- Non traditional hours
- Connectivity between services can result in under utilization
- Fare coordination, seamless transfers.
- Long distance to service.
- Long wait times.

Mobility & Equity

- Serving low income & minorities.
- Focused on rural areas with low transport access/options.
- Farm labor.
- Rural areas difficult for public transit (houses, jobs)
- Older adults, limited mobility, socializing, medical, medicines.

Economics, Development and Livability

- Opportunities. Reduce VMT and GHG emissions.
- Transit oriented development, economic benefits.
- Access to jobs, affordability, livability.
- People get out more (spend more)
- Focus on downtowns, walkable, increases built density.

Challenges

- Federal ADA vehicle regulations.
- Built environment: Road, sidewalk, dispersed, costly to cover city edge of town.
 - Opportunity: demand-response/TNC (taxi) approach standard local approach/policy.
- Funding: Flexibility to subsidize private transport.
- Maintain equity, ADA services.
 - Opportunity: Focus demand response/TNC for local, first-last mile.
- Safety: Controlling in private/TNC security partnerships. Accountability.
- Access: comfortable getting info. Knowing the “RULES” training, experience.
- Education built environment design.
- Travel time, can take 3x longer.
- Can't access/reach destinations.
- Not available at home. Ex: trip Stayton/Salem, to PDX.
- Access barrier with regional transit
 - Inter-regional
 - Local access ok, limited geographical coverage between small communities

- Network serving gaps between well served areas. Ex: Albany, Salem, Harrisberg, Gates, Corvallis, Monmoth, Woodburn, and Molalla.
- Connectivity opportunity: Bridge funding silos.
 - Fare policy (cash) ex: Canby to Woodburn; Linn Benton loop.

Challenges

- Region service: LTD = Junction City to Corvallis.
- Schedules: Coordinating transfer/sharing routes.
- Service span: Limited hours/days
 - Meet job/shift needs: weekends and evenings.
 - Ex: Sweet Home (local) shopper links to neighborhood service shuttle (Lebanon, Albany)
- Understanding/identify priority markets
 - Commute, E&D, Leisure, Medical.
 - Coverage, ridership
 - Limited access/mobility when and where needed.
- First/Last mile
 - Partnership opportunities (Private Sector, Volunteer).
 - Not available in every town.
 - Opportunity; local investment.

Mobility

- Interconnectedness of region/state
 - Effect on economic development.
 - Health and safety connection to healthcare.
 - Opportunity- partnership with private markets and intracity lines.
 - Encourage land use to increase density in central cities.
 - Opportunity to think of size and demographics when creating policies.
- Scheduling infrequent service.
 - Weekends needed.
- Those who need it most cannot use it when they need it.
 - Opportunity – Make reliable and accessible
 - “Not cool” to take bus.
 - Opportunity – Marketing transit to choice riders.
 - Free weekends.
- Involvement and costly.
- Amtrak stop in Woodburn.

Accessibility and Connectivity

- Stops are not located next to services and shopping (groceries).
 - Opportunity – Placing stores and services in a pedestrian friendly environment.
- Cheap land away from transit lines.
- Developers place stores in best location for cost.
 - Opportunity – Make land use policies to create incentives for development to place stores in pedestrian friendly locations.
 - Opportunity – Communication between transit and state level funding, schools and city planning.
- Make transit comfortable, safe and convenient.
 - Opportunity – Shuttles to make pick up locations to specific locations.
- Providers to have to make choices of who to serve.
- Kids need to ride bus to create future riders.

- Opportunity – school programs on bike safety make part of the community.
- Feeling judged at bus stop.

Equity

- Making bus convenient for those who need it the most. ADA populations.
- Cost for providers and users. Current users cannot afford a car, so the need to make transit cheaper.
 - Opportunity – look at funding streams in state. Is there a better way to fund? Create a standard for funding public transit.

Safety and Security

- Making bus convenient for those who need it the most. ADA populations.
- Cost for providers and users. Current users cannot afford a car, so the need to make transit cheaper.
 - Opportunity – look at funding streams in state. Is there a better way to fund? Create a standard for funding public transit.
- Perception
 - Parents don't want kids on bus.
 - Opportunity – Education at young age on bus use.
 - Rider culture - need critical mass to use bus. Want to know other people are using.
- Connectivity – NEED RAIL! Not bus...
- Make sure policy are cliff for different state areas – rural vs. urban.

N & NW Connection

- Has St. Grant for software/website
- Template/opportunity for other agencies

Regular Connectivity

- Connect between systems
- “Cover of money” issue
 - No dedicated source for regional connection
- Unified payment system (tech)
- Seven day service, hours of service
- Visibility/knowledge of options
- Rural connections
 - Rural access to communities, jobs
- Longer time for transit trips
- Regular medical appointments – access
- Cost for caregivers
- Coordination of services, funding-leverage
- Complex connections, services
 - Barrier for those with disabilities, etc.
- Apps for transit, navigation
- Frequency
- Capacity for special needs shuttles (rural)
- Room for mobility devices, bikes on buses
- Funding
- Accessible stops
 - Sidewalk connections TOD (Safe)

- Safety standards for all operators
- Transit vehicle safety advantage (trips)
- Coordination for emergency preparedness
- High capacity corridors
- Perception – Empty buses, reliability
- Technology – Help know what’s available
 - Ways to deliver infor – audio, etc.
 - Payments
- Long term capacity planning
- Feel of consistency/reliability - certainty

Barriers

- **Mobility**
 - Limited service – also Albany Amtrak, Portland to Salem at night
 - Operating funds
 - Bike/Ped/ADA access at stations
 - Access to airport via public transit
 - Missing infrastructure (shelters, sidewalks)
 - ADA features - Ex: readerboards on buses
 - Gap in service in mid-valley. Corvallis/Albany to Salem and Eugene
- **Accessibility**
 - Inconsistent user interface (maps, apps, icons)
 - Provide consistent format/interface
 - Accommodate other languages
 - Stronger regional coordination
 - State provide incentives
- **Equity**
 - Balancing coverage geographically vs productivity
 - Considering how to serve more remote neighborhoods/communities
 - If we can’t provide primary service, what is the secondary?
 - Funding! Seek to leverage funds creatively
- **Safety/Security**
 - Infrastructure is important (lighting, shelters, sidewalks)
 - Driver training to foster culture/perception of safety on bus
 - How to create feeling of safety for passengers
- **Opportunities**
 - State has a role in bridging the gaps between communities?
 - ID’ing key transit hubs (regional)
 - Technology

Report out

Interconnectedness

- EC Development/Health
- Rail
- Changing rider culture

Public Transit Network

- Interconnected system (Walkable/B

- 1st/Last Mile
 - Rider Comfort
- Adequate service
 - 7 Days/week
 - Coverage/Productivity
- Equity – Servicing all
- Safety
 - Feeling safe at stops
 - How to use the system
 - Connections to safety
- Opportunities – TNCs/Taxis
 - Safety/Access
- Culture of Collaboration
 - Local: Developers and transit district
- Zoning/Land use standards relation to transit
 - Coordinated planning
- Seamless fare system

More Funding

- Better connections between communities
 - Collaboration between services. State ruled.
- Better infrastructure
 - SW, stops, lighting
- Infrastructure (leave tech separate)
 - Tech as an opportunity to solve multiple issues
 - Ex: Uniform Apps to access services.
- Buy local (Ex: Steel!)
 - Tech also includes:
 - Infrastructure – Steel, lighting, etc.
- Interconnectedness
 - Better connections
 - Access to health care
 - Includes rail as opportunity
- Perceptions
 - Perceived safety
 - “Family free days”
- Tailor policies in OPTP!

Technology

- “Discovery” – Understand gaps in system
- Apps
- Uniform Payment system
- Connectivity makes system easier to use
- 7-Day Service is important
 - Coordination of Services and Funding
- Connect with PVT investors
 - Transit districts

Eugene Listening Meeting: Flip Chart Notes

Mobility

Challenges	Opp
Funding	On demand ie. UBER/LYFT
Available and accessible rural areas	Changing mindsets/demographics
Frequent reliability – consistence	Accessible technology
*Infrastructure	
Barriers to understanding	
Economic barriers	
+/- fuel prices	
Parking	

Access and Connectivity

Challenges	Opp
Infusing transit existing connections	Growing demand
Understanding service	Education and awareness
Lim. Intercity connections	Current codes policy infrastructure
Lack of infrastructure	

Safety

Challenges	Opp
Fear of transit environment	Educate transit service
Cost of infrastructure changes	Safer than SOV
Lighting/signage	Building safety into infrastructure of pedestrians

Equity

Reasonable to all destinations to all Oregonians

Pass program implementation (age/senior/students)

Political will

Direct service vs transfer (trip time)

Trip chaining difficult on transit

Comfort using the system including knowledge of how

Room for strollers, wheelchairs – both

More distance between stops

Accessibility for people with disabilities

Intercity connections, rail

Connections among nearby cities

Cost of complementary paratransit

Disincentive/completion between services

Accessibility for deaf

Connections among tribal communities

Access for bus stops

Lighting at stations/stops

Real time info- not just smart phones

Access to airport

Statewide connectivity

Affordable rides, connections

Places to store bikes at stops – real time status info

Comfort using the system

Car share, bike share

Stations at hubs (train station)

Train reliability /restrictions

Identifying/addressing gaps in sidewalks, etc.

All kinds of gaps – service, jurisdiction

No pads/ramps at some stops – especially rural

Security coordination with police

Restroom access – especially after hours

Coordination for events/restrictions for using accessible transit vehicles

Trails to school

Intercity rail connections, between systems, modes

Tradeoffs e.g. stop frequency, speed

Service for all in community

Passes for students – involve kids with transit

Safe Routes to school

Responsibility for identifying gaps, priorities - funding for this work

Access

Knowledge of system, how to use, travel training

LTD doing well

Parents & kids

Challenges

Wheelchairs and busses aren't standardized

Interconnectivity between different providers, routes, cabs to busses (opportunity too)

- Coordinate schedules, fares, passes

- Promotion, advertising

- Promoting tourism also benefits daily users

Drivers aren't as helpful, friendly as they could be towards people with disabilities

- Better training, more emphasis on special needs

Trains and Platforms are difficult for users (disabled)

- Eugene has plans to upgrade platforms

Bus stops are too far away

Serving special populations

- Whitebird clinic provided free bus passes to low income, homeless, mental health

- LTD has similar program with other non-profits

Limited funding, not enough passes to service low or no income people

Services aren't universally designed

Need more wheelchair bays (for example) on each bus, and on fleet

EMX headways are short (don't have to wait long for next bus)

Convertible seating accommodates all users

Safety issues – conflicts with cars, bikes, other hazards

Safety – lack of lighting, concern for personal safety

Lack of sidewalks to get to bus

Obstacles on existing sidewalks - some wheelchair users prefer streets

Bus stops aren't very good

BRT platforms are much better

Hard to get to airport

LTD cut route

Group Report Out

First/Last mile

- Need Infrastructure
- Access for those with mobile devices
- P&Rs

Tech as Opp.

- Lighting
- Smart Phones
- Need Policy (not NEC regulations)

Coordination

- Developers/Agencies
- Land Use and Transit

Infrastructure

- 1st/Last Mile

Changing mindset- it's happening!

- Key Issues: Shifting Demo
- OPP/Challenge

Fear of Transit Environment

- Real/Perceived Danger
- Safety at stops
- Fear of not knowing how to use system
- Physical/Psychological security

Political Will

- Ex: Land Use (med center siting on outskirts)
- Siting schools

Tie into infrastructure

- Consider funding the full cost of Land Use decisions

Interconnectivity

- Between services
- Within systems too
- Between modes

Opps: Coordinated schedule, fares, marketing

Tourism service

- Helps daily users

Universal design-need

- For mobility device users
- Ex. Securement system
- Not enough space for mobility device users

3rd Party Providers as an opp. To secure users

- More need than recourses

GAPS!

- Sidewalks – service
- Hard to address

Connections

- Intercity
- Tribal communities
- Modes

Accessibility for All

- Funding

Tradeoffs – Many!

- Mode direct routes, but...reduce service for some

Safety/Sec.

- Physical safety (getting to stop)
- Consider safety for pedestrians when building new infrastructure
- Door- to door safety
- Multimodal safety improvements
- Security coordination with police
- Restroom access

September 14, 2016 – November 3, 2016

1. Based on the selected goals below, what are some of the top challenges and opportunities for people using public transportation?

Accessibility and Connectivity: A readily available and user-friendly public transportation system provides people with convenient connections to and between routes and travel modes, public and private providers, and people and places in urban, suburban, rural, regional, and interstate areas.

- Bariatric passengers (especially in wheelchairs) are an emerging challenge.
- The Region V network is relatively robust but still features holes in the coverage area – especially between jurisdictions.
- Increasing routes to other areas and expand series in coastal areas.
- Awareness for different abilities.
- Coordination of transportation modalities and schedules along with distribution of user information.

Mobility: People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their travel needs.

- Both frequency and coverage within the region V network is effective but barebones. There are no extras because every penny is in preservation.
- Service to places like Mill City and Gates could be better served by volunteer driver program or by the local cities than by a regional bus system like CARTS. Leveraging dollars to fund small cities with volunteer opportunities (w/stat-supplied vehicles) should be more common.
- Also, funding across county lines needs to be different so that service is not based on populations by county, but by city or corridor.
- Go beyond ADA compliant. Keep focusing on safety accessibility.
- Safety is a huge concern.
- Public education regarding all forms of transportation.

Equity: Public transportation is a tool for enhancing equity and opportunities for all Oregonians. Affordable, safe, and welcoming public transportation options improve lives by providing efficient access to goods and services, jobs, and other key destinations.

- LEP (especially Spanish) is a rapidly growing need.
- Baby boomers are rapidly expanding ADA paratransit demand thru multiple chronic medical conditions. We are not ready for the impending tsunami (capital, Ops, outreach, not of it...).
- Collaborate with other services and agencies.
- Need to advertise this on ODOT website, senior centers, schools, hospitals to inform community.
- Not enough passes for low income or no income.
- Additional funding for low or no income individuals.



Safety and Security: Public transportation trips are safe; riders feel safe and secure and experience low of injury during their travel. Public transportation contributes to the ability of Oregon communities to cope with natural or human-caused disasters and other emergencies.

- Autonomous vehicles will be ubiquitous near the end of this plan. Technology will revolutionize our industry. Collision avoidance is a great place to start. Improved infrastructure (bus pullouts, ADA compliant, street scape, etc.).
- Lighting and cameras for stops.
- This (public transit) could help seniors to stay in their homes, reduce animal/vehicle collisions (\$1,000 in 2016 @ \$6,000 plus per collision).
- Respecting the transients and the disability community.

2. Based on the presentation and discussion today, would you like to share any challenges or opportunities for the other goal areas listed in the Vision and Goals handout?

- I'm worried about the near term brain drain as the Baby Boom generation moves into retirement. Especially in rural communities, we don't have a very deep bench. We need to recruit, train and retain skilled staff.
- Coordination with allied professionals in the medical community is critical. If we can get appointments coordinated, we can better use the capacity of the bus.
- Opportunities for community outreach and education in support of public transit.
- Opportunities to collaboration with employers (hotels, medical) providing service level jobs who commute in from more affordable areas.
- Collaboration with forest service in making changes to popular recreation sites.

3. Is there anything else you would like to share with us?

- I feel like a lot of tasks in rural communities are duplicated between jurisdictions. Are there tasks that can be consolidated into one stop call centers? How do we frame the conversation so on one feels like they're giving something up?
- Thank you for coming to eastern Oregon!!
- Please don't forget about the Coast, there was no session for this area.
- Consider dynamics of infill development demographics of seniors, low income population, students, tourist (22,000 per day in peak months). Leverage with agencies, employers, and developers of embedding transportation plans.
- This was a very good session. I'm glad there is a state wide plan being developed.

Online Open House: Comments Provided

4. Based on the selected goals below, what are some of the top challenges and opportunities for people using public transportation?

a. Accessibility and Connectivity: *A readily available and user-friendly public transportation system provides people with convenient connections to and between routes and travel modes, public and private providers, and people and places in urban, suburban, rural, regional, and interstate areas.*

Providing an aging population living in rural areas with access to medical care and other essential services

public transit simply isn't able to compete with the anytime, anywhere model inherent with private motor vehicles

provider fragmentation doesn't create a sense of cohesion in the system and confuses all but the most wonkish of transit geeks

infrequent service on routes further away from urban cores creates a higher sense of risk for riders (missed connection, service not available when needed because of family emergency or changed plans)

sitting on the side of a busy roadway in the rain waiting for the next bus is anything but pleasant (thus people choose private transport)

funding is a huge challenge for most transportation entities. In Central Oregon there is a lack of timely, frequent connections between cities (Madras, Prineville, La Pine) which can make it difficult for people to make it to work, appointments, etc.

In Klamath County, the bus system is slow, limited in both time of service and locations for drop-off/pick-up. Due to our rural location, we also don't have many additional options for travel to other larger communities via any transport systems other than personal vehicles.

Public transit should be available at least until midnight on weekdays.

Connectivity is key -- sidewalks that connect (too many missing pieces now); bike/ped trails that connect to common destinations (too many missing pieces now); busses & trains that connect towns

Getting easy access to transportation for Doctors appointments that are out of town.

Service needs to connect as many people as possible, and not be constrained by mode-specific issues (specifically: access to a railroad). Right now our statewide transit system, in the Willamette Valley, too heavily emphasizes Amtrak Cascades, at the expense of cities and towns off the Union Pacific mainline. A perfect example is McMinnville - 36,000 residents all but cut off, simply because Amtrak doesn't go there. A comprehensive system would see 36,000 people and ask "how do we serve them?", NOT "Here's a railroad line, what trains do we buy?" and ignore the basic issue of the need of intercity transit.

For us in rural areas, there are not many public transportation options available. I'd like to see more park and ride options available from outlying hub cities, like the train that runs from Wilsonville to to Beaverton.

- Connectivity is limited for people who need to use multiple transit providers as part of their daily commute, which increases travel cost, lengthens travel time, and decreases reliability
- There's an opportunity for the state to provide funding for for transit agencies to co-develop and operate transit routes that connect key destinations, regardless of transit service boundaries
- This would be a significant benefit for our students who must use 2+ transit providers for 1.5-2 hour trips that could be made in a half hour if direct transit options were available

Accessibility for people with disabilities and low mobility can be costly, it's very important to improve access to transit to enable these people to access main line transit. This will also improve safety and access for all

Intercity connectivity is a critical piece, not only for residents but also for leisure and business travel. Look at major transit systems elsewhere, these traveler types can make up large portions of the total. Ensure that priority routes, like Amtrak Cascades are maintained and improved.

The further west one goes in Washington County, the more scarce access to public transportation becomes. I live inside Hillsboro, yet the closest TriMet route is over a mile away from my home and it gets me no closer than a mile from my job. It is not convenient for me to use public transportation for my 3-mile commute to work. Service to Forest Grove and more rural destinations is very inadequate.

safe routes to transportation stops, routes that aren't portland downtown specific,

When the "big one" occurs, it will be important to have the means to transport people and goods within western Oregon which will have many bridge failures and broken highways. One solution would be to use airships, such as airlander10. Details are provided at the Hybrid Air Vehicles website. It could be used for crossing the Columbia River as well as many other applications.

Public transit needs to be better connected to other modes - rail, air, etc. Sidewalks and safe bike lanes to bus stops are also important.

"Readily available" meaning that transit is available when people are likely to need it. When restaurants have 24 hour service, there needs to be a way for their employees to get home without driving. When development gets denser, so should transit service.

Rural Oregon Transit faces multiple problems: information from Greyhound is not available at stops. There are no on site agents. The stations are not safe, especially for seniors and youth. My Mother has been stranded in Stanfield. Folks without cellphone or internet access have no info about delays. Folks with access to cell usually do not have timely info. Multi-modal and multi-agency (Greyhound) do not have online route planning tools or info. Drivers do not offer steps to safely enter and exit buses. Shelters rely on non existent good-will between transit companies and local businesses. Access to shelter seems to depend on the ability to pay for a Big Mac. Waits may extend to greater than 12 hours. Ticket prices are not competitive, it's not that much more to drive a car.

I live in Portland and work in Salem. Traffic is pretty bad, and the roads aren't able to handle it. Also, the dearth of options for intercity travel is a challenge. I would love to see some intercity high speed rail.

<p>I think the main concern here for me is the cost. A bus pass is \$100 a month. And cab rides can be expensive. It adds up, even if your income is considered to be middle class. And also, will there be transportation options into the neighborhood level? Sometimes it's so hard to access transportation from your own backyard. You usually have to walk quite a bit to a bus stop and this can impact employment decisions, and what you decide to do with your time, ESPECIALLY if you do not have a car.</p>
<p>Timeliness of transfer opportunities so that there is regular service versus needing to plan for a 25+ min wait.</p>
<p>We need better sidewalks and safer bus stops in the Bethany area. People are walking and standing next to ditches to get on busses.</p>
<p>very important</p>
<p>Yes, and TriMet has done this better and better over the years. However, service to and from Jantzen Beach and north over the bridge to Vancouver needs to seriously fixed for bus, cars, trucks, etc. Reroute semi traffic to another bridge (yet to be built). Put bicycle, pedestrian, bus traffic on existing bridge and build more, at least two more bridges (not just one).</p>
<p>Public transportation coverage is fine where I live; I'm told, however, that the further east you go, the more limited it is. I'd like the plan to focus on filling in these gaps rather than enhancing options for people who are already well served.</p>
<p>Public transportation is so limited or nonexistent outside of major metropolitan areas that retiring to a smaller community is unwise. While one can get around OK without driving in Portland, it's a whole other world in smaller towns. This means that many people who should no longer be driving due to age-related factors continue to drive, endangering themselves and others.</p>
<p>Parking in some of the transit lots can be a challenge at times.</p>
<p>It is a challenge for those in wheelchairs, people pushing strollers, and young children because many of the approaches to MAX stations are difficult to access because of inadequate crossings, speed limits that are too high, and lack of curb cuts. I would like to see better bicycle access to bus and MAX stops.</p>
<p>The existing system proves well where there is service. There are areas that don't have accessibility due to service only on m-f service.</p>
<p>The funding necessary to provide the above.</p>
<p>The cost of personal vs autonomous transportation per mile is about to reach an economic tipping point where personal car ownership is predicted to collapse significantly and quickly. Autonomous transportation services will democratize transportation in a way never seen before. All future infrastructure and public transportation plans need to take this into account.</p>
<p>If we are to promote housing with lesser required parking, we need to increase public transit opportunities</p>
<p>While this is generally true I don't believe TriMet and the City of Portland have put this into practice. I have been without a car for 25 years and walking and transit is difficult and inconvenient to use, not to mention it being a poor experience.</p>

Antiquated bus stops with few/no improvements.

Lack of equity (e.g. 66 OHSU express bus on a route that sees the greater public facing increased travel times).

Limited north/south transit options on the east side.

Dependence of transit on sharing road with motorists puts our public transit at risk, e.g. 10/6/16 which saw "rush hour traffic" continue to 2pm in downtown Portland after a pedestrian was injured.

I must use a walker and cannot do a lot of walking, need many stops, 5 blocks in-between is too many.

I think within the Portland area - accessibility and connectivity work well. I can't say I believe the same of rural areas of Oregon. Sure you can get to those places, but once there, how do you know if there is public transportation and where it goes and when to catch it. My guess is the Bus Depot or Train Station should have that information. And if not, make sure you carry plenty of cash for a taxi.

In order to do this, we also need to expand the amount of traffic we can reasonably have on our roads (including buses) to accommodate our rising population. Traffic in Portland and the surrounding areas is HORRENDOUS at certain hours of the day, worse than some larger population cities that I've lived in and around, simply because we do not have enough space on our roads. This cuts into our "reliable" public transit system considerably.

The further you get outside downtown Portland, the less frequently the buses run, increasing the wait time considerably when transferring. They are also further apart and require travel in between the lines.

Improved access to bus stops where there's just a pole in the ground. These areas need better collaboration between the city and TriMet for installation of sidewalks creating easy and safe access to stops.

An affordable and efficient public transportation system provides relief from the costs of public infrastructure, including street maintenance and highway expansion due to increased automobile usage.

I think that public transport should go further out of the metropolis.

Biggest challenges I see are providing adequate transportation options during low usage times and effectively coordinating multiple transportation modes.

I have never (19 yrs) been able to use tri met to get to work in the morning. I have suggested, complained and begged until I realized it does no good. The most frustrating thing is there is a bus that pulls off on the route and sits waiting for its start time. I drove by it every morning until I moved to another address. There are new businesses all over the place out my direction on Sandy Blvd. But the earliest bus going east on Sandy is minutes late for me to use it. VERY frustrating.

Due to the many cutbacks dependable public transportation to my area of SW Portland is no longer a viable alternative to a car.

<p>I live in Portland but work in Vancouver by the 205. There are no transportation options that could get me to work in under an hour with less than 3 busses. (25 minute car commute).</p> <p>Transportation to/from the airport is unavailable for early (6AM) flights or late arrivals (midnight) because bus service is so infrequent or ending at that time.</p> <p>I would like taking the bus to be FASTER than driving. Dedicated lanes please!</p>
<p>Convenient service and affordability</p>
<p>Frequent, round trip connections at all times of day and night</p>
<p>Add more bicycle hangers on Max trains</p>
<p>The public transportation in my area is not convenient, not safe and in no ways accessible.</p>
<p>It will be a challenge to proactively make necessary investments in infrastructure to meet the needs of a growing population due to prevalence of reactionary and obstructionist elements in government and citizenry. Especially as relates to inter-state projects such as a light rail connection to Vancouver. Transit projects need to be pushed through now so they are coming online when they are needed, being trapped in an endless backfill routine doesn't work.</p>
<p>It is important to coordinate transportation schedules so that transferring from one line or one form of transportation to another does not require long waits. It also helps passengers plan their schedules, for instance, for medical appointments, etc.</p>
<p>The opportunity to provide less-invasive space for passengers with mobility devices as to not make riding a bus an obstacle course for non-disabled passengers. Additionally, enforceable accessibility to disabled spaces and seating areas to prevent non-disabled passengers to occupy said areas.</p>
<p>Connection to Vancouver</p>
<p>??? The Buses do not go to another route to connect with other routes soon enough.</p>
<p>Public transportation should get you everywhere, including to rural destinations.</p>
<p>Although there are spaces for folks with disabilities on buses and the max, especially on buses there really is only room for 2 wheelchairs/scooters at a time. I've seen people have to be left behind due to lack of space for their chair. Trimet lift, although more geared towards folks with disabilities, I feel could prepare the users more for the wait times for pickup and drop off, as I'm personally acquainted with someone that won't use Lift because she was surprised by the long wait times.</p>
<p>Removing the map and schedule from the stops is a hindrance to occasional riders. The stop announcement system on the bus is often quiet and hard to hear. Routw map with stops listed should be easy and obvious to see on the bus.</p>
<p>EVERY bus stop should have a COVERED shelter place to sit down to get out of the pouring rain. And the bench to sit on should be point enough to seat four people. And the Boomers age, they're gonna need places to sit down, because waiting for a bus standing out in the open in the rain is a nightmare. EVERY BUS STOP!!!!!!!!!!</p>

<p>Most important for me is ease of use in bringing my bike aboard, whether on bus, train, or light rail. Adopting state-wide policies for accommodating bikes on intercity buses would greatly improve accessibility and connectivity.</p>
<p>One of the challenges is that the convenient connections for transit are often the same convenient connections for single occupant vehicle motorists. The resulting congestion created by SOV motorists is used as an excuse not to implement a quality transit route.</p>
<p>An indirect issue not mentioned is the effect of land use on transportation demand. We need to couple land use planning into transportation planning. This should be at the top of the entire discussion.</p>
<p>traffic congestion makes public transportation less reliable. light rail implementation in portland being street level means it is also impacted by traffic congestion slow downs. i think if the light rail system were lifted, underground, or otherwise not interacting with the rest of traffic, the speed and convenience of public transportation would increase ridership, improve fare regulation, and enable use of greater numbers of trains during peak times.</p>
<p>The highway 5 and 84 corridors must be a high priority.</p>
<p>Inner city services are very good, but getting to homes and businesses in outlying areas is rarely a good alternative car commutes.</p>
<p>City of Portland not marking enough crosswalks on city streets. NE Glisan from 102nd to 117th has not a single marked crosswalk, nearly a mile and 5 travel lanes of moving traffic. City of Portland should be investigated for misusing money on pet projects but not pedestrian safety.</p>
<p>this should focus on low income communities where needs are higher.</p>
<p>Challenges: Congestion and Funding. Opportunities: Public Support, Alternative Modes of Travel (i.e. bike share, etc.)</p>
<p>We need to get people out of their cars. Our rail system is under utilized because the focus is on freight at the expense of passenger service. New track needs to be laid for passenger train use - forget more highways. Passenger trains need to be fast and on schedule. Buses can transport from rail stations to their places of work or larger corporate employers can provide shuttle service to work for their employees from the train stations. If the use of cars isn't reduced people on bikes are risking their lives using the public streets. Also, cities need to monitor traffic flow much better than they do now (traffic signals need to reflect the volume of cars going through the intersection-green turn signals in high use areas should remain green longer, lights in some low traffic areas stay red forever, before turning green; this is a waste of peoples time and gas and impacts air quality negatively)</p>
<p>Information related to connectivity throughout the state</p>
<p>Have safe and comfortable public transit.</p>
<p>The ability to add comments in this form is not intuitive. There IS NO public transportation in suburban parts of Washington and Clackamas county. The only way a person can get around is by owning a car. This is not sustainable.</p>
<p>I would like to see more bus lines become frequent service. Also, many bike routes have dangerous intersections, especially inner east side and downtown.</p>

More infill in suburban areas is necessary to make public transportation more feasible in those locations. Those locations also need more attention to pedestrians and bicycles, rather than just more streets. I know those areas were built originally with cars in mind, but that needs to change. I'm thinking of Washington and Clackamas counties as examples in my own living area. Pushing out the urban growth boundaries is NOT a solution. Portland's density needs to be replicated in the suburbs. It then becomes economically feasible to increase public transportation in those areas.

Extending last-mile public transport and extending times of service.

I think MAX should be extended to Forest Grove.

Connectivity

Convenient connectivity is important at all phases. People shouldn't be spending more time standing and waiting than actually getting somewhere. The Puget Sound region north of us is a good example of how this connectivity works as one can effectively take transit all the way from the South Sound to the Canadian border as well as to the Washington coast. Multiple services are integrated under a cooperative fare plan which includes bus, commuter/light rail, and even the Washington State Ferry system.

Transportation also needs to be fast

Opportunities: Convenient busses from Portland to Bend, the Coast, and the Gorge using a single payment system

Challenges: Ensuring enough bike space on less frequent busses

there needs to be more stops on Cornell as well as easier ways to get to the 3 MAX stops: sunset, Merlo, Willow Creek

Challenge: I am miles from major public transit lanes and have no safe bicycle access to the more populated areas. I do not want to see the natural area between my home and transit developed

Reliability, frequent service, affordable. Anything to relieve over-crowding, too, would be a huge plus.

bus not close to get to transit center if I take my car to take MAX no parking

Transit is easy to use and affordable, but doesn't go everywhere, and doesn't run at all times. And is sometimes slow.

Challenges: very limited options in Jackson County--routes are on major roads which require a significant amount of walking, which is difficult for the differently abled, elderly, those with young children, and people on a tight timeline. Also, transit runs too infrequently and seldom on the weekend to really impact the number of cars on the road. Opportunities: partnership with Uber to transport along minor routes.

There needs to be weekend service, increased bus frequency, and get low floor buses

I agree. Am I supposed to do something?

Protected bike lanes and safe crosswalks and lower speed limits.

<p>Challenges include the lack of feeder system from where people live to where TriMet has transit centers. If you have to drive to a Park and Ride, and there is no space available at said Park and Ride before 7:15 AM, the likelihood of using public transit is reduced.</p>
<p>Challenge: Providing shorter wait times (5 minutes) during peak times of use.</p> <p>Challenge: Prioritizing public transit modes over private in shared R.O.W. - ie let busses go before cars.</p> <p>Opportunity: As autonomous vehicles gain traction, car ownership could decline if public transit and on-demand private transit can fill the roles with reasonable reliability and convenience.</p> <p>Opportunity: Costs for drivers/staff on fixed routes can be cut when transit operates semi-autonomously.</p>
<p>I'm mentally disabled and a senior and I cannot use the MAX rail system in the Tri Met system which includes Multnomah county...If on MAX there is no access to help if I get confused or need help getting from the station I get off at to anywhere...I cannot go places if I cannot access help sometimes...not often but enough not to be able to use MAX</p>
<p>Inaccurate bus schedules. Awkward transfers</p>
<p>Max needs to go over the Interstate Bridge. AND I think Max should go all the way to Salem.</p>
<p>While Orange Line is a mile from my home, there are such frequent service disruptions, it does not feel reliable. Alerts state shuttle buses are available, but none show up or I don't know where they should be appearing. There are no back-up bus lines to/from Milwaukie when MAX is disrupted.</p>
<p>suburban and rural areas have little to no access to public transit, making accessing the city difficult for many.</p>
<p>Needs to be cost effective and not take away from other means of public transit</p>
<p>Transportation need to be convenient. In order for it to be more viable and more likely to be used, it needs to be MORE convenient/cost-effective than other modes of transportation, particularly private car.</p>
<p>Portland needs a south end route that runs east and west. It is such a waste of time to have to go all the way into Portland from Milwaukie to have to go to Tualatin.</p>
<p>Currently I can access routes and schedules of the light rail and buses on Trimet.org. It would be helpful if this also incorporates streetcar information (schedule and routes). There are times I use a bus and then transfer to streetcar. But to figure this out is complicated.</p>
<p>TriMet can't even seem to make this happen in the Portland Metro area within their own system, so I imagine this goal will be extremely difficult to achieve.</p>
<p>Of course I always want more comprehensive travel options in the metropolitan area. Also want more frequent travel in the valley and some travel east in the gorge.</p>
<p>Sidewalk and bike network to reach public transportation</p>
<p>The biggest stress/hardship, besides making public transit important to everyone, is tying it in with existing systems, & making it safe & convenient to use. For example: Being stuck on one side of busy</p>

<p>intersection watching the MAX pull away without you on it, because there wasn't a safe/quick way to get across the street; also, bus stop locations are often horrible, badly thought out, tacked on & careless. We live in Oregon, why doesn't every transportation stop have a dry place to wait?</p>
<p>North Portland to Airport not covered at all. North Portland to Southeast takes forever.</p>
<p>More North-South connections in East Portland needed. Build needed sidewalks, bike lanes, pedestrian crossings to get to/from transit stops safely. More bikes to fit on transit to accommodate last mile connections. Expansion of bike share to serve transit hubs.</p>
<p>Public transportation is affordable, and available at all times and in all areas. Access to bus routes and other transit points is available to those with mobility or other physical challenges.</p>
<p>Very good in this aspect</p>
<p>One of the top challenges towards increasing transit connectivity is the land use patterns in many communities outside of urban area cores. Places that have developed with a non-linear street network, with large lot sizes, and without continuous pedestrian infrastructure are inherently going to be very difficult to serve with transit in any kind of cost-effective way.</p>
<p>Regional connections are important, while also making those connections frequent and reliable. Given forecasted population growth, we need to make it possible for people to live in, say, Salem and work in Portland, without having to own a car or be stuck with a excessively long commute via public transit.</p>
<p>Connectivity to early flights from Portland Airport should be improved. A cab ride from where I live to an early flight is 60 to 80 dollars.</p>
<p>More access to schools.</p>
<p>Challenges: frequency of service travel time compared to private transportation connections between routes and modes of transit</p>
<p>I agree with this, and getting more cars off the road would help this immeasurably!</p>
<p>In my area, I think TriMet does a good job of providing transportation with accessibility to local area residents.</p>
<p>This is the biggest issue I can think of. Frequency. There should be excellent connectivity and never over 10 minutes between the next train or bus to reach mass appeal and needs.</p>
<p>TriMet goes the distance - good planning too - tracker is helpful - fare is reasonable - good routes - All Good</p>
<p>The MAX and Trimet buses work pretty well in Portland and SMART is good within Wilsonville but the lack of all-day and weekend service on WES limits its usefulness. If WES ran until 9 or 10PM there would be connectivity from Salem to Portland beyond what AMTRAK provides as well as local connectivity.</p>
<p>walking is healthier</p>
<p>Opportunities: Oregonians use public transportation, and they care about it. Some modes involving public agencies are now interconnected (in Portland, MAX with Amtrak and PDX airport).</p>

<p>Challenges: not much interconnection with private modes (taxi, Uber/Lyft, Greyhound & Bolt, various car sharing and rental & bike-sharing systems). Less & less space to park our private vehicles while at home & while using public transport; we keep cars for non-Portland travel. Portland transport not very accessible for senior and disabled outside of business hours. Systems mainly isolated to urban Portland, rest of state lacking. Want high-speed trains for intercity connection.</p>
<p>getting to and from affordable housing areas to areas where affordable public transportation access points are located (distance, safety) options for shift workers, service-industry and non-traditional work schedules needing to utilize public transportation</p>
<p>More centrally located Max Line stops at new extended lines will help reduce the street drivers over crowding.</p>
<p>For connectivity, fast through trains are really lacking. A direct train to Seattle would be faster than flying, but there isn't one. Even a direct train to the suburbs of Portland is needed. There should be express Max trains that are sponsored by and run to the big campuses out there (like Nike and Intel)</p>
<p>On a (semi-)micro level, we do fairly well in the Portland metro area. But it's harder than it should be for non-drivers like me to travel longer distances -- particularly between Portland and Salem, or Portland and Ashland. What can we do to improve intra-state rail transit?</p>
<p>Public transit needs to be more robust. The immediate way to do that is with more buses - more frequent service, and expanding service in the tri-metropolitan area. Putting down rails would do a lot in the long-run, but as Portland grapples with worse traffic, buses will and should foot the immediate problem. As a state, I believe Oregon needs to foster a more connected system by looking East. I was very excited when the Pacific Northwest first heard about service from Megabus. We should encourage private bus companies to look Eastward - currently, the only transit between Portland and Boise is Greyhound, which is notorious for being horrible, and airlines. I believe Megabus could be very successful in expanding a line that direction along the 84.</p>
<p>Too often, public transportation does not support shift workers. I.E. there is no or insufficient public transportation at night and on the weekends in far too many areas. In Portland, Trimet seems all about Mon-Fri 8-5 workers and not those who work 2nd and 3rd shifts and on the weekends.</p>
<p>Oregon is already moving in the direction of connecting travel modes and multi-modal transportation hubs, which should continue.</p>
<p>Current rail systems in Portland, including streetcar and Max, are too slow. The system will be useful to more if these are made faster.</p>
<p>Being visually impaired, there are difficulties getting to the nearest bus pickup. From my house to the bus stop there are not sidewalks on both sides of the street so I'm required to cross a busy street twice with no marked crosswalks. Also it's difficult to identify the next bus, light rail etc.</p>
<p>There is not a good overall way to determine all the possible connections between systems.</p>
<p>TriMet meets these goals for me</p>
<p>Often public transit trips are only available in certain places and certain times. The plan should include a gap analysis to understand what trips are limited by mistimed connections, lack of frequency, or circuitous routing.</p>

<p>Frequent service. Convenient service. Service that is not impacted by traffic on I-5.</p>
<p>An integrated and accessible system will generate it's own "network effects" spurring higher utilization. Higher utilization drives expansion and support for growth in the system.</p>
<p>There is wonderful rail transit service throughout the metro area, and it should be expanded to fill in the gaps and support a denser Portland area.</p>
<p>Personally, I use a Nova Walker, I need the ramp set-out while boarding and leaving the bus transportation.</p>
<p>Public transit management needs to be more accountable to the voters, and to the people for whom their respective mass transit districts serve.</p>
<p>I am confused. The website indicates you desire comments regarding the 10 project goals and this form does not provide that opportunity. In reference to Goal 2, it does not adequately address the key finding from 2014 stakeholder interviews regarding access to essential services. I also do not find in this survey about project goals the critical need for "coordination"--the key word in each county's Public Transit-Human Services Coordinated Plan. In particular, one of the highest priorities, in my view, is the need to coordinate the transportation-related needs and opportunities outlined in the 2012-2013 ODOT/AOC Transportation Coordination study; specifically the need to coordinate with the Department of Human Services.</p>
<p>Frequency of service to outlying parts of Portland</p>
<p>It seems to me that the City works against TriMet with slowing down speeds on the roads and adding curb extensions, to where buses used to be able to pull straight in, and now are unable to do that. The more difficult it is for a bus to pull over, there can be a 'connectivity' issue.</p>
<p>Public transportation is sorely needed, in places like Salem which do not have sufficient funding by employment taxes. Youth, seniors, disabled, downtown shoppers would all use buses or streetcars if there were more conveniently available. Also, better connectivity to public transportation would lead to less traffic congestion on I-5 and the Salem bridges and main thoroughfares. We need better funding!</p>
<p>I see far too many deer, and other small animals killed on the side of the road. It breaks my heart to see a Buck standing on the side on Hwy 97 - looking across to the other side, only the next day to see his dead body next to the road. We need to work harder and sharing our space with the animals.</p>
<p>Using public transportation to get to and from urban cores is typically fast and easy, but trying to use it to travel between areas outside the cores is often difficult and time-consuming.</p>
<p>Currently it feels like roads for cars are prioritized to the extent that it highly discourages people to find alternate ways to travel. I believe that for transit and alternate transportation to be made highly accessible and connected, there needs to be more emphasis and resources poured into these areas. I imagine this will be more cost-effective in the long-run anyway!</p>
<p>I also think that the opportunity to get your exercise is inherent in using transit! Getting to and from stops is a great way to get some healthy walking or biking in.</p>

<p>Sometimes the Portland light rail seems to drag along and then I have less of a chance to make my bus connection (i.e. light rail gets behind schedule). Sometimes when that happens I can change my commuting plans and still get to my destination in a timely manner.</p>
<p>The first and last mile gap are significant challenges in our region</p>
<p>A Statewide connectivity system would be great. We will be moving to the coast soon (Yachats), and it would be great if there was a reasonable option to get from there to/from the Portland area.</p>
<p>When people use public transportation it would be nice if some buses ran more frequently say on Saturday and Sunday. Also when there is trouble or a delay in the bus arriving at a stop it would be nice if the reader screen told what occurred so the people could plan accordingly.</p>
<p>Challenge is to have a dependable, timely system that gets people where they want to go with a minimal amount of worry on their part.</p>
<p>Challenges: Above or below-grade infrastructure is expensive, but at-grade additions have negative effects on existing modes of transportation.</p>
<p>Challenge - much of suburban and rural Oregon has developed without modern pedestrian infrastructure. An statewide inventory of existing sidewalk configurations that are in proximity to built and proposed multimodal transit systems would aid in creating a needs based grant funding program. Emphasis on scoring underserved communities for top priority would address the equity component of the public transportation plan.</p>
<p>Our ideas for accessibility/connectivity revolve around closing last mile and multimodal gaps and improving access to information (both in terms of connecting different types of public transit and connecting public transit to other modes of active travel).</p>
<p>As a non-profit group representing the interests of bicyclists, we have a special interest in accessibility and connectivity in planning for the Oregon Public Transportation system. Some specific concerns that we have are: availability of bike storage on light rail trains and transit buses, safe bike storage at bus terminals and rail stations and computer trip planning programs that include routes that utilize both public transit and bicycle routes. Including bike friendly messages in outreach and marketing efforts would also be beneficial.</p>
<p>must be able to rely on listed schedules - rural areas often cannot provide transit access to all areas easily because of financial constraints.</p>
<p>Challenge: convenient connections for disenfranchised and lower income communities who have been displaced from city centers. All developments in public transport seem to be happening in city centers, which are not inhabited by those who most rely on it.</p>
<p>I would like to rely solely on public transportation and bike commuting but the busses are unreliable and require too many connections and time. We need more dedicated bike lanes. I don't want to bike on busy roads with poor visibility in rain.</p>
<p>You could just stop at convenient connections. As a planner I like this but wish it signaled a more contemporary approach to the effort. Very old school lanaguage and approach.</p>
<p>Coquille, OR. 97423. We must no longer be on your map :(The only from of transportation for one with an electric wheelchair will not take you if you are not on Medicaid. I do not qualify for it. So my right to go to the Dr. Go into town, See anyone! Has been cut off! My husband only took me to the</p>

DR's office. If I was lucky I got to go shopping. My special time was always tinged with his constant grumbling. Now that I could actually enjoy doing the little things. They again out of reach. At least my prison is larger. No longer master bedroom and bathroom I can enjoy cooking again. My cat is having a blast. How do I take down the final bars of my prison!

Better bike parking at train stations and bus stops and stations -- including sheltered short term bike parking and secure long term parking like electronic bike cages or lockers. Better wayfinding signs to connect transit facilities to each other as well as to major destinations that are within walking distance. Investments in safer and more comfortable pedestrian access to transit facilities including both sidewalks and paths and street crossings.

b. Mobility: *People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their travel needs.*

Mobility: People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their travel needs.

Continue to improve coordination among providers across jurisdictions to better coordinate routes

funding is limited for those with special needs (ie: elderly/disabled riders on paratransit as well as riders living in poverty not having any or severely limited service to a given destination)
employment contracts limit agencies ability to creatively serve areas where fixed route are not economically viable

unfortunately I do not believe this goal is close to being fulfilled. I don't think the public transportation system in Central Oregon is well-coordinated to meet our geographically isolated cities.

Top challenges - long term/permanent funding for local transit providers and city to city connectivity in rural areas of Oregon

In Klamath County, only a select few use public transportation due to its limited service options.

RVTD is a very good bus system, except for the early service ending time.

We can only use it if it is reliable, frequent, and connects to where we want to go.

Getting to surrounding small towns for transportation

Transit must acknowledge people will choose to drive, unless the transit option offers good service. It isn't about having a beer in a bistro car on Amtrak - bus service can be good, if it is in a modern, comfortable vehicle that is reliable, arrives on time, and the bus stops are also comfortable and safe. Oregon currently fails when it comes to providing good bus service, with a hodgepodge of cheap cutaway buses that scream "dial-a-ride" versus buses that say "intercity transit". ODOT could do well to learn from WSDOT and have a centralized bus purchasing contract, where local agencies simply buys or leases vehicles from ODOT, which in turn buys vehicles specifically designed for the intercity transit role.

If public transportation was more convenient, we'd use it more often. But for people in outlying areas, it turns a 45 minute commute into 2 hours or more with all the transfers and wait time

<p>required. It would be nice to have more direct lines available. Again, something similar to the park and ride from Wilsonville to Beaverton would be ideal to add to other areas - Canby, Oregon City, etc.</p>
<ul style="list-style-type: none"> - Reliability is a challenge as transit faces increasing travel times and decreasing reliability due to increased congestion - There's an opportunity for the state to encourage and support the development of transit-only lanes on roads, highways, interstates to decrease travel times, increase reliability, and increase ridership - This would be a significant benefit for our students who often face long transit travel times as they commute between school, work, and family obligations
<p>People who live and visit Oregon use public transport. How many trips go between PDX and downtown Portland?</p>
<p>reliability is critical and having a fee based system that is self sustaining to operating costs</p>
<p>Closer in to Portland this may be true, but in many suburban areas of Washington County, public transportation is not convenient or affordable.</p>
<p>ability to get from home to a transportation stop</p>
<p>Reliability and convenience are not attributes of Tri Met. Very often you "can't get there from here" in a reasonable amount of time mostly due to first/last mile problems and very poor reliability. Autonomous buses are needed to extend the coverage of the light rail system. Autonomous buses can be most useful, like those from the EasyRide company in France</p>
<p>Because of income shortfalls, public transit is not convenient enough for people who have access to private vehicles. Buses need to be more frequent and reliable, and move people from one destination to another more quickly.</p>
<p>I've never seen ODOT involved in transit in any way other than interfering with it. Rapid transit on Powell between Portland and Gresham has pretty much been dismissed because Powell is an ODOT road and ODOT neither wants to give up a lane to transit nor build an elevated system that would be entirely out of the way.</p>
<p>When I first moved to Portland to go to PSU, I sold my car and used Trimet exclusively. It worked out great, until I started working in Salem. I looked all over for options that would let me drop off my kids and then get to work, but the few things there were left before my daughter's before-school care opened. As a single parent, I didn't have any choice but to drive to work.</p>
<p>"People in Oregon and Washington (Portland Metro) routinely use public...."</p>
<p>This is definitely true for me. I work full time, make about \$35k a year. And I need public transportation because I don't have a car. I also end up walking a lot because of it.</p>
<p>Parkrose is generally underserved in terms of bus service.</p>
<p>Tri-Met is doing so well with this, but again, in my part of town there is no access for a disabled person to get on/off say, the 47 bus in Bethany area.</p>
<p>much needed</p>
<p>I agree with this for most routes. Some need higher service bus (public) transportation. I have a car, but will take a bus (or walk) whenever and wherever I can. I appreciate well thought out public bus/max service</p>

I already routinely use public transportation to go downtown. I would use it more if there were better connections to Vancouver, where I work.

Only people in large cities can routinely use public transportation. A major challenge for small towns is introducing reliable public transportation based on the reality of people's lives. That includes weekends, when people might, e.g., want to go to church, visit friends, or go shopping.

Many times bike holders are full, trains are busy and they either cant get on or are forced to push bike inside alongside riders.

One of the things that attracted me to Portland was a near-European light rail system. I have yet to have any need for bus or trolley but the Tri-Max? Phenomenal. I can get anywhere I want on it. In fact, I specifically bought my home in Oak Grove because of the easy access to the Orange Line. Go, Tri-Max!

The MAX system was poorly planned, but I am glad that there have been some improvements. It is ridiculous to have platforms only accessible by stairs or elevator (that is often out of service). See above.

The mobility is getting better but the attitudes of some of the drivers needs improvement

The ability to be able to readily access and know about a transportation system.

Autonomous transportation services will democratize transportation in a way never seen before, and make meeting the special needs of all travelers more economical and timely than ever before, with affordable door to door services, drastically lowering the need, economic viability, and desirability of many bus, streetcar, light rail trips...

Good thought, but how do you implement it?

Lack of equity (e.g. 66 OHSU express bus on a route that sees the greater public facing increased travel times).

Need more convenient bus stops, would like Fareless Square back.

From what I've seen, people who want to, get around pretty well with what we have.

Buses outside of downtown Portland are quite far apart, sometimes as much as a mile. That would be difficult for the elderly or disabled.

With an aging population we're seeing a huge uptick in people with mobility issues. The safe easy access referenced above is even more important for people with mobility issues.

An affordable public transportation system (per use) provides a sensible and cost-effective alternative for a family's budget, compared to the cost of auto maintenance, insurance, fuel, parking, and the vehicle itself.

The bus and train system are hard to beat. The streetcar is fun but it is so very slow. A dedicated lane would be a great improvement.

Similar response as question 4a, but an added challenge is providing true mobility between cities throughout the state.

More would use it if earlier routes were made available heading out of the city. Believe it or not, there are a lot of businesses out there in the suburbs. They are not all downtown.

<p>Only if they are near a stop. Can you imagine carrying groceries or a suitcase blocks when it is raining?</p>
<p>It is hard and time consuming to put bicycles on busses and MAX trains. It includes quite a bit of lifting which is not easy for some people who are fit enough to ride but not to lift a heavy bike into the air.</p> <p>Bike share should be integrated into public transit, not accessible to low income people since it doubles their cost of commute.</p>
<p>Safe, smooth, let, maintained walk/wheel routes between transit stops and destinations</p>
<p>One opportunity is to understand the value of interaction between "people of all ages, abilities, and income levels." Other than my use of public transit, I rarely have this wide range of connection, and I greatly value that.</p>
<p>Public transportation in the greater Portland area is designed for rich able bodied populations and leaves the poor and diasabled unserved.</p>
<p>Opportunity to get ahead of development in SW corridor has been seized and acted upon, that's great. Other areas with clear need have been set aside or are receiving half-baked development. Critical route to Vancouver still has no rail service and SE is getting a new bus line that does not even go all the way towards being functional BRT.</p>
<p>And in a timely manner</p>
<p>Not all buses are supplied with easy-to-board aids, such as ramps. They all should be supplied with this help. Bus drivers should be trained not to start moving the vehicle until a disabled person has found a seat and has sat down, in order to avoid falls.</p>
<p>What is the ?? If I want to take 77 east I have to walk a mile to NE 132 & Halsey or get on 23 & ride 5 miles to connect with 77 east @ NE 123 & Wilder. The busses should go to another route more often so people can connect easier.</p>
<p>For people in Oregon to routinely use public transport we need dedicated bus lanes to make it an efficient option. Also many people have places to go at night and need late running busses.</p>
<p>EVERY bus stop should have a COVERED shelter place to sit down to get out of the pouring rain. And the bench to sit on should be point enough to seat four people. And the Boomers age, they're gonna need places to sit down, because waiting for a bus standing out in the open in the rain is a nightmare. EVERY BUS STOP!!!!!!!!!!</p>
<p>As a cyclist, I depend on easily accessible transit options to help extend my trips beyond the Portland metro area.</p>
<p>Public transit should be provided their own dedicated lane - particularly so on congested routes. This is so important that we should be willing to reallocated a congested lane of auto traffic into a dedicated transit only lane.</p>
<p>Disabled persons access is a must.</p>
<p>Being an older adult, I would never risk my life commuting by bicycle around Portland. It's just too dangerous.</p>

<p>having wide doors and a platform type of loading would better accommodate disabled and speed loading. Fares could be paid on the platform.</p>
<p>Challenges: Congestion and Funding sources. Opportunities: Public Support, Community Organizations, and Alternative Modes of Transport (i.e. Lyft, Uber, etc.)</p>
<p>Not enough people are using public transportation; it's viewed as "low class" and "dangerous"- I hear that all the time. Coordination between buses and light rail, trains needs to be improved. Also, bus stops should be placed after going through intersections not before to expedite travel. A bus stops before a light to let off or pickup a passenger and then gets stuck in a long cue waiting for the light.</p>
<p>As seniors and aware of vehicle pollution we are using public transport more and more.</p>
<p>I am able to walk just fine, but I have bad knees and less than ideal balance. Every time I board a Trimet bus, I am terrified of being thrown to the floor because I can't get to a seat fast enough before the driver lurches away from the stop and I can't keep my balance getting to a seat. I have to make sure I don't have things in my hands so I can try to keep my balance.</p>
<p>Again, there is no public transportation in suburban areas of Washington county. Population is increasing, yet no public transportation. Did you know, for 5 years there is a bus stop at Progress Ridge shopping center, yet the bus is not coming there?</p>
<p>I think people would use public transportation more if a month pass was more affordable. I get a discounted pass through work which makes it affordable for me.</p>
<p>We must think of mobility on a bigger scale. We do well, at least in Portland, on a local scale; but public transportation between cities anywhere else in Oregon is inadequate. None of it bares comparison to European standards that incorporate frequent schedules of trains and buses. I realize that Europe already had a fully developed rail system because they invested in it long ago. Is that an excuse for us to lag so far behind?</p>
<p>Providing more safe and convenient transport options, especially to the youngest, oldest, and least privileged people.</p>
<p>I believe it would be more widely used with better coordination and scheduling. Currently only Tri Met and C-Tran coordinate their services and then in just the Portland/Vancouver area. We need other communities like Salem, Corvallis, and even Eugene to become part of a total Willamette Valley transit system.</p>
<p>Safe trails and sidewalks are paramount. So is having shelters at most bus stops for protection and to avoid being out in harsh weather conditions.</p>
<p>also a problem when I had an injury no way to get to bus or max for Dr appointment</p>
<p>Buses get stuck in traffic.</p>
<p>Challenges: Limited routes, too few buses, day service only, and scarce weekend/holiday coverage. Unless you're traveling for school, fun, or appointments (that are not too close together), transit services in Jackson County are not designed for those with limited mobility--they have to walk long distances to use the bus. Opportunities: use Uber like services to make up for missing routes, add additional routes and expand to evenings and weekend/holiday coverage.</p>
<p>Buses need to run in high traffic areas, as well as neighborhoods.</p>

<p>More buses are needed on Portland metro area north to south roads. TriMet Needs a subway system.</p>
<p>Repeat after me: If I can't get from home to TriMet without driving, what use is it? 1.9 miles to the closest bus stop, and having that stop out of service for the fall, means TriMet is NOT ACCESSIBLE.</p>
<p>Challenge: Make it harder and more costly to drive a single-occupant private vehicle. Congestion is already aiding this, increased gas taxes and prices also make a big push towards ride sharing and use of public & active transit.</p> <p>Opportunity: Providing a reliable network that prioritizes mass transit incentivizes people to leave their vehicle at home.</p>
<p>I would love to be able to travel outside the TriMet area without having to have a credit card to get tickets... a new program out to Hood River is cheap and great but you can only get a ticket online with a credit card... my low income and disability can't have a credit card...</p>
<p>I am a senior citizen. I would like to give up my car, but I cannot carry groceries, etc. from MAX to home and buses run very infrequently between MAX and Lake Road. This needs to be remedied. No buses run on weekend.</p>
<p>This appears to be true in my experience, however I do not require accommodations to experience the world, so I am not the best to speak to this.</p>
<p>Right now, public transportation is only convenient if one lives close enough to a bus or Max stop. If I have to walk even 10 minutes to a stop, I am much less likely to use it.</p>
<p>So far so good.</p>
<p>Challenge 1 is --- Trying to figure out the connectivity and best/shortest routes can be tricky right now. Challenge 2 is --- People not having the right change when paying for their bus tickets and bus driver cannot make change.</p>
<p>Start with TriMet and other existing systems.</p>
<p>See above, a stop randomly tacked on to the side of a road with nowhere safe, dry or visible sucks for everyone, passengers & drivers alike.</p>
<p>Buses are not on time frequently. People will switch to driving if this keeps happening.</p>
<p>Need to have safety/ mobility infrastructure such as sidewalks, curb cuts, safe crossings.</p>
<p>Very good in this aspect</p>
<p>Public transportation in the areas most suited to it (i.e. the Portland and Eugene metro areas) are facing increasing congestion, which lengthens transit travel times and makes transit less attractive as a travel mode. We need to prioritize transit mobility on our roadways - particularly ODOT-owned roadways - in order to make transit more reliable and more attractive to users.</p>
<p>Equity is a huge factor with public transportation. Frequency and reliability at all hours are key.</p>

<p>I use public transit exclusively, outside of when forced to use a cab. Mostly Trimet is excellent, but some routes need improvement in scheduling.</p>
<p>More routes to suburban areas.</p>
<p>I can't imagine it's easy for most mobility-disabled individuals to use MAX given how often station elevators are out of service.</p>
<p>More work needs to be done to get people out of their cars and into public transportation. Too many people have the "car habit" and that is either the first thing or the only thing that they think of. Also, many people, especially seniors and disabled folks have to carry things on buses, and more room could be made on buses for carts, walkers, strollers, etc.</p>
<p>This also does not seem to be a problem in my area.</p>
<p>Need transit over Columbia to cut congestion</p>
<p>Just ride MAX or a Trimet bus during a weekday and you'll see the diversity of people who use transit. Many people in Portland are able to live without owning a car. It would be nice if that could be true for the entire MSA.</p>
<p>that's great</p>
<p>Portland transport not very accessible for seniors and disabled outside of business hours. Systems mainly isolated to urban Portland, rest of state lacking. Bike-sharing & car-sharing not working for low-income.</p>
<p>too few options for folks with limited mobility, access points are inconvenient and/or hard to find.</p>
<p>The lines should extend out further in areas where the roads are always red on the news maps. This would help everyone.</p>
<p>Time is money. If the transportation options aren't fast enough, then people pay more to get to their destination faster, if they can. So having faster options (not a bus or street car that stops every two blocks) is important.</p>
<p>Again, the Portland metro area does this fairly well. But smaller areas are more challenged -- when I'm visiting Ashland, usually on a weekend, the Rogue Valley Transit system isn't very useful for me as a tourist.</p>
<p>As mentioned above, pushing a greater diversity of bus companies to have a presence in rural Oregon would do great things for connecting Oregon internally. Remember that connecting rural Oregon is also connecting an economically disadvantaged Oregon. We should never, under any circumstances, embrace a transit system that requires people to have smartphones - the Trimet ride app is admittedly useful, but we are not at a point to move into completely digital distribution of transit fares.</p>
<p>This is very important, especially considering that a large number of Oregonians who use transit are the young, seniors, those with mobility challenges and those with lower incomes. Engaging each of these segments of the community in the planning and development of improvements is key to their success. One key example of a missed opportunity was not installing sidewalks in Eugene near a new low income housing development to connect with new transit stops and other sidewalk networks.</p>

I would like to use public transportation more since I don't have a driver's license due to visual impairment.
Route expansion in the suburbs is needed for all public transit systems
TriMet meets these goals
Oregon has pretty good transit coverage for a state of such low population density. The biggest transit mobility issue is therefore frequency. The plan should include strategies that local agencies can use to maximize frequency within a wide coverage framework.
This would be great, but unfortunately many view public transit as only for the poor.
I don't disagree, but there are numerous opportunities for improvement. I go travel to the airport regularly and would prefer to to use MAX as my primary means to access the airport, but often can't because the MAX schedule doesn't mesh with airline schedules, especially in the morning, when business travellers start their travel day.
There are great third-party mobile apps for planning trips, and TriMet's app falls short of them.
One of the things that I feel is first and foremost, has to do with the drivers. I feel very confident, knowing my driver is willing to get me to my destination. When I board, I have been advised, I should let my driver know where I wish to get off at. They choose to see that I meet my transportation needs, comfortably and normally see to it that I reach my destination, each and every time I ride Tri-Met.
Public transit management needs to be more accountable to the voters, and to the people for whom their respective mass transit districts serve.
There is a critical need, as outlined in the 2014 summary of stakeholder interviews, to particularly address connections between urban and rural communities and between rural and real communities.
Yes, however TriMet has been cutting services that are needed and demanding more from operators
I agree. I would add that many more people would use the public transportation if it were available on a more convenient and regional basis. Employees would use it to get to/from work, for instance. Look at Portland -- everyone uses MAX and the streetcar, not just the elderly and disabled!
This goal is fairly well being met, as far as I can tell.
In the Portland-area, the minimum cost to board TRIMET transit is \$2.50 even if you need to travel just a few miles away, and that's just for one person. This type of pricing strategy can be quite expensive, especially for a larger family. I hope that there can be better strategies in the future that makes public transit lower in cost than driving, even for short trips in the suburbs.
There are significant opportunities to expand the user base for the transit system
For some regions there is not enough buses to cover the area and that makes it hard to travel easily.
The challenge is to get the systems operating in such a way that people consider transit a practical, safe alternative to getting where they are going, and back. The opportunity is to provide that system and match or exceed transit already available in other states or nations.
Challenge - Extensive public outreach and engagement will be essential to insure participation of communities of: low income, many ethnicities, the disabled and the elderly. Dissemination of

information will need to be broad and deep, with many channels of communication employed continuously and persistently over a long time period.
Our ideas for mobility just like accessibility/connectivity revolve around closing last mile and multimodal gaps and improving access to information (both in terms of connecting different types of public transit and connecting public transit to other modes of active travel).
Linking public transit with airports is extremely helpful for people who primarily travel by bicycle.
road system has to keep up with public transportation needs also. roads that are over-loaded with traffic slow down public transit causing unmet time schedules causing rider frustration
Opportunity: provide more reliable and faster (rapid transit) routes to communities further from inland city centers.
In SW Portland we need more sidewalks and bike lanes and more frequent bus service. The street I live on is dangerous to bike and walk. Bus service is only available M-F during business commuting times. Frustrating!
challenges will be public/private provider schedule collaborations, stop, and information coordination. Challenge will be education about how important transit is to the business community. Also demystifying about what it is like to ride the bus. Plan should place emphasis on what we expect for the rider experience. Education will provide be our affordable change opportunities for the near future.
Coquille, OR 97423 Seems rpto have fallen off of the roster. Do People with Disabilities in Rural communities, not have the same rights as those in Big cities? I love my town, I love this state. I love my home and property.
Marketing and tools to educate the public about how convenient transit can be.

c. Equity: *Public transportation is a tool for enhancing equity and opportunities for all Oregonians. Affordable, safe, and welcoming public transportation options improve lives by providing efficient access to goods and services, jobs, and other key destinations.*

but clearly, those able to afford private transportation have MORE access to MORE destinations
transit agencies are slow to provide service in emergent housing and employment communities
Modal links between modes - be it transit, rail or air - maybe marine? Do not know of passenger ships in Oregon?
In order for me to take the bus to work, the journey of 4.4 miles would take me about 1.5 hours. I can walk the distance more quickly than taking the bus. I choose to walk or ride my bike when weather permits.
That means transit needs to be available to as many people as possible - NOT just people who live in condo developments near a train station. Bus riders should have EQUAL quality and amenities as a rail rider. There should be no difference in service, aside from the fact one is a 45' vehicle on rubber tires, and the other is a bit longer on steel wheels. Residents of Stayton, Philomath, Dallas, Newberg, Canby, Forest Grove, Brownsville, Oakridge - should have equitable intercity transit options as Portland, Oregon City, Salem, Albany and Eugene.

<p>The problem with public transportation is that it does NOT feel safe. It freaks me out to be on there with my child and know there is not a safe exit if someone tries to rob or attack us. More security would be appreciated.</p>
<ul style="list-style-type: none"> - The cost of transit is a challenge, especially with the rising cost of housing consuming a larger part of low-income residents budgets - An opportunity is for the state to provide technical support and funding for reduced fares for low-income residents and fare reciprocity as passengers move between transit systems - This would be a significant benefit for our students as they could use the money saved on transportation costs on education, housing, and basic needs
<p>Very important. Can liesure travelers help subsidize local resident. E.g., in Vancouver B.C. the train from the airport to the city is more expensive. The Portland Bikeshare daily pass is the same price as a monthly pass. How about the Mt Hood Express? Can you create a system where mountain bikers and skiers pay more than local residents to subsidized locals?</p>
<p>Agree, this is a true statement, but is aspirational.</p>
<p>About the only "key" destination that is well-served by TriMet is the Portland downtown. Getting anywhere else via transit is very difficult due to reliability and coverage problems.</p>
<p>In Portland's past, development followed new streetcar lines. You can influence where commuters are coming from, and going to. If there was good and affordable inter-city transit, maybe I would consider a job in Salem. Lots of those with the State of Oregon, and my job here feels disposable.</p>
<p>This form chokes on my tablet....so to begin with, the PLAN is inequitable. Too infrequent service between towns in Eastern Oregon.</p>
<p>I do think that, within Portland at least, public transportation is mostly great. It can be a challenge when absent drivers mean that some lines get dropped, so that instead of 1/2 hour between buses, it can be over an hour.</p>
<p>"opportunities for all Oregonians and people in the Portland-Vancouver WA Metro area..."</p>
<p>Just like a said previously, having multiple options for getting around is so important to expanding job opportunities and accessing neighborhoods. This is really important when you don't own a car.</p>
<p>Providing a discount for monthly/quarterly passes can incentivise people to use transit more regularly.</p>
<p>good idea</p>
<p>The other key destinations, would include connecting metro area with vancouver, washington. unfortunately C-Tran does not do a good job, so would like to see Oregon (Trimet) do the coordination for this. Trimet provides excellent and thoughtful rider service and Vancouver would benefit from their expertise. If one lives on Jantzen Beach currently there is no quick and efficient way of getting to the Max Train especially in the am hours!</p>
<p>I find public transportation in Portland to be affordable, safe, and welcoming; however, I am a white woman in the inner Southeast who is personally broke but lives with a much more financially successful partner. I am not the best authority on this matter.</p>
<p>Whole housing communities are built without regard for how residents can get around without a car. Transportation options should be a requirement of any development plan.</p>

<p>The only drawback to the public trans system here is the pet-free policy. For those of us whose only companion is our dog, this is unfortunate.</p>
<p>There should be more opportunities to subsidize public transportation for those with lower incomes.</p>
<p>Being able to analyze demographics and make decisions based on that and not who has the best lobbying effort.</p>
<p>Autonomous transportation services will democratize transportation in a way never seen before, and make meeting the special needs of all travelers more economical and timely than ever before, with affordable door to door services...</p>
<p>Good luck. It can't be done with our currently auto dominate society.</p>
<p>Lack of equity (e.g. 66 OHSU express bus on a route that sees the greater public facing increased travel times).</p> <p>Dropping SE Powell entirely from Powell-Division Transit and Development Project was a slap in the face of those who live and work along Powell. Degradation of service for those commuting in from Gresham along Powell continues while economically better-off Division gets the public money. Obviously a bald-faced grab for federal \$ instead of something that will improve our community and reduce traffic times in the future.</p> <p>ODOT's refusal to dedicate right-of-way to public transit along the SE Powell corridor solidifies the belief the organization is "motorist-first" at the cost of accessibility, safety, equity, etc.</p>
<p>Unless I'm with a group of people, I don't ride the MAX other than maybe rush hour. I hear of too many gang type issues taking place on MAX lines. I think \$5.00/day might be a lot to some people. I'm guessing low-income people have access to reduced fares? I know if I still had to pay for child care, rent and food - it would be hard to budget even a monthly pass. I will say the buses and MAX are nice to ride in.</p>
<p>This means that we need to increase the amount of transit options we have outside of downtown Portland. With the rising cost of rent, most lower-income peoples have been shoved out of the areas with the most reliable public transit options, leaving them with few options to get to and from destinations, and many of those options don't run constantly.</p>
<p>The richer parts of town have better service. The 19, for example, detours into the East Mooreland neighborhood for just a few stops which hardly ever have any passengers. This increases everyone else's commute for what is most of the time, no reason.</p>
<p>Gentrification is becoming a bigger and bigger issue. Well placed and inexpensive transit helps reduce the rising cost of living in desirable neighborhoods but again, collaboration between jurisdictional partners is crucial.</p>
<p>The service is clean and arrives on time but I think it should run 24 hours every day.</p>
<p>Reduce higher-cost options for privileged citizens and you will see better conditions manifested for all citizens.</p>

Better security riding on busses would make for a safer commute. Having a few transit officers at some of the more problematic max stops is not sufficient. The troublemakers are all over the city. Not just the Rose Quarter or on 82nd.
A top priority as far as I'm concerned.
Frequent and reliably predictable/dependable schedules
Jobs? What about the people working in it. How can you talk about jobs without improving the jobs of the people providing the services?
Trimet seems to be hitting the mark in this category.
A year ago I was at the heavenly donut shop @ NE 102 & Glisan. Two ladies came in and asked which bus to take down town. I asked why they did not want to take the Max @ NE 99 & Pacific. They said the max is too dangerous. Also, Why was the Oregon Clinic allowed to block off handicapped access to the max & NE 99 & Pacific?
I feel like Trimet bus drivers as a whole lack customer service skills. I always say hello and thank my driver, and rarely do I receive any response at all. Most of the time the driver rarely communicates verbally and will just point or roll their eyes or grunt at people when they ask questions. This doesn't happen if a supervisor is riding the bus.
Many low income residents don't work 9-5 and need later running busses. We need to make it faster and less affected by traffic
EVERY bus stop should have a COVERED shelter place to sit down to get out of the pouring rain. And the bench to sit on should be point enough to seat four people. And the Boomers age, they're gonna need places to sit down, because waiting for a bus standing out in the open in the rain is a nightmare. EVERY BUS STOP!!!!!!!!!!
With many disadvantaged individuals reliant on transit, we need to make sure that transit is available to meet the needs of everyone, not just choice commuters.
i think trimet is doing an excellent job with equity and has a robust bus system that is well thought out with regards to routes and coordinating bus lines.
I would hesitate to use the MAX train at night, due to personal safety concerns.
Lower income areas of Portland are being ignored by the City government. Areas east of I-205 are not being provided with the same level of services as those west of I-205, and this is mostly discriminatory against lower income persons and neighborhoods.
Opportunities: Community Support, Good Design and Long Term Planning, and utilizing Alternative Modes of Transport (i.e. bike share, etc.). Challenges: Funding and NIMBY mentality.
Some bus stations need better secure waiting areas for connections
People feel threatened by rude, menacing people on public transit and the number of barely controlled animals riding the busses, light rail and streetcars.
Again, neighborhoods are not enhanced with public transportation. Just more roads put in which divides communities, not brings them together. When was the last time on the ODOT board walk acrossed the street at Hall BLVD and Scholls Ferry?

<p>I like the trend of public transportation beginning to reach destinations like mt. Hood or Multnomah falls. I wish there were faster, better connections to these destinations.</p>
<p>This is an admirable goal, but until the cost of driving increases and the love of the car is diminished, it will be a goal nearly impossible to achieve. We are a culture that places more value on the individual than on society at large.</p>
<p>Finding solutions to "last mile" issues.</p>
<p>Again this comes down to coordination and good scheduling. As more jobs tend to locate/relocate in outlying areas of cities, transit needs to be there to help people get to them. This is beginning to happen with the outer NE Portland industrial area (beyond PDX airport) where schedules and routes are being improved and extended to meet needs better. Wilsonville/Tualitin is one area which could benefit from improvement and better cooperation between Tri Met and SMART for people on the east side of the metro area as well as commuters from Salem</p>
<p>Busses are more frequent in areas where fewer people drive</p>
<p>tickets are really expensive. I'm low income and sometimes its difficult finding at least 2.5 per day and then coordinating all errands within 2.5 hours w/o having to walk at least a mile.</p>
<p>All commercial businesses should chip in to eliminate fares. Or, increase advertising on buses, light rail trains, and at stops to offset rising fares. Ideally, they should be lowered.</p>
<p>too many riding your system do not pay bus driver at transit centers leave bus then do not check if persons on bus have a pass so may do not pay same on max</p>
<p>That sounds nice. How is that different from now? What are you proposing changing to make that happen?</p>
<p>Challenges: Limited routes, too few buses, day service only, and scarce weekend/holiday coverage. Unless you're traveling for school, fun, or appointments (that are not too close together), transit services in Jackson County are not designed for those who rely on the bus for work, shopping, multiple appointments--they have to walk long distances to use the bus and wait a long time between runs. I don't know of any Spanish speaking driver or if drivers receive cultural agility training. Opportunities: use Uber like services to make up for missing routes, add additional routes and expand to evenings and weekend/holiday coverage. Hire bilingual drivers and train all staff on cultural agility.</p>
<p>Improve transit in rural cities, by getting low floor buses (Gillig, New Flyer) and having good service. Make sure every town has weekend service</p>
<p>Please remind drivers that we are paying customers, not an inconvenience. If my disability is temporary, or age related, it should not disqualify me from attempting to sit in an area reserved for seniors and people with disabilities. In a perfect world, public transportation is supposed to help me get to work, no matter my age, income or destination. I accept my responsibility in trip planning and personal safety.</p>
<p>Challenge: providing a system that the wealthy are just as likely to use as the poor. In NYC, even rich people ride the subway sometimes because it is the fastest, most convenient way to go.</p> <p>Opportunity: Portland public transit should strive to be the de-facto means of transit, and not the alternative.</p>

<p>Challenge: Ensuring equal (or greater) quality & frequency of service in areas of poverty.</p>
<p>Challenge: Making a great transit system affordable, and in that measure accessible, for people of meager means.</p>
<p>Opportunity: Partnering with area organizations to offer services on public transit. (Financial planners that go shopping with you. Refugee support staff familiarizing newcomers to neighborhoods, payment systems, resources etc).</p>
<p>It is absolutely great within the Tri Met system centered around Portland but there is poor access anywhere else..(like the beach?? For example</p>
<p>Too expensive, not actually affordable.</p>
<p>TriMet, the City of Portland make a big effort to make TriMet affordable for Portland school kids and for the disabled. What about folks in Washington and Clackamas Counties? Do our kids get free bus passes? Should they?</p>
<p>Public transportation allows me to get to my job while my family only owns one car even out in Troutdale. More reliable service to Troutdale would greatly improve this as well.</p>
<p>remove paragraph</p>
<p>Consider where stops are being located and what neighborhoods are being served.</p>
<p>This is good.</p>
<p>Information technology adoption has changed the equity equation. For most cases we don't need to add to the costs of transit in order to provide equity. Transit rides are no longer wasted time, because people have plenty of things they can do with their communication devices while on board. Thus transit agencies should pay more attention to the bottom line, because the equity issue is fading away.</p>
<p>access to transportation</p>
<p>The key isn't really equity, its convincing non-public transportation users to put up with the inconveniences to their lives to ensure public transit plays a bigger part in the future.</p>
<p>For greater social equity, investments should be made in low income, racially diverse, growing density areas even if ridership numbers are not quite there yet.</p>
<p>Many employers of low-wage workers and social services face pressure to locate on the fringes of urban areas - where rents are cheaper and therefore the direct cost of doing business is lower than they would otherwise be in the central city. However, these are the exact same places that are hard to serve with transit, and that means that the people who need to access those jobs and services most (i.e. transit-dependent people) have a hard time getting there. We need to make access to existing transit lines an important component of locating social services and jobs.</p>
<p>Public transportation is essential for many who do not drive.</p>
<p>Open more express lines to highly commuted areas.</p>

Increases in housing costs are pushing people out of the city center into areas that are less well served by public transit.
More work needs to be done to make it more expensive to drive, as many folks with money see taking the bus as a lowering experience. This does not bring equity!
Things are ok in this area too. At least with TriMet.
Add a light rail/street car line interconnecting every single Main Street and Hub of Portland.
Good cross-connected routes
Again, this can be seen in Portland but the lack of adequate transit in the suburbs (let alone in less populated parts of the state) limits mobility as well as employment and educational opportunities. My students leaving Oregon Tech in Wilsonville after their evening classes no longer have bus service to Portland and must drive.
bus passes should be free
Mostly limited to downtown Portland jobs and competitive shopping opportunities. Portland transport not very accessible for seniors and disabled outside of business hours. Systems mainly isolated to urban Portland, rest of state lacking. Bike-sharing & car-sharing too limited.
not all access points are welcoming, accessible or safe. still too many areas where employment is available, but not accessible using public transportation
I totally agree.
But it's not equal if the time spent to get to the job is exponentially more on public transit than in a private vehicle.
Access to 9-to-5 jobs, yes. For graveyard-shift workers, not so much. The buses I need to get from home to work for a shift starting at midnight stop running much too early, and the ones I need when a shift ends at 5 am start much too late. And one of these is a core "frequent service" route....
New bus lines into economically disadvantaged areas increase foot traffic and bring consumers into places where they can support businesses. Expand service into low-income neighborhoods.
Lower income people often work retail, hospitality, and other jobs with evening, overnight and weekend hours. Public transportation needs to support shift work.
Public transportation can often feel unaffordable when people are making near minimum wage and/or working only part time. Limited service schedules in residential areas are often only provided around customary commute times Monday-Friday which also present challenges to part-time and shift workers as well as those who depend on transit as their primary means of travel for other errands and social activities during evenings and weekends. These type of schedules are not equitable to residents without cars and/or of lower income levels, disabled, etc.
Public transit has an inherent equity advantage over single-occupancy vehicles due to a much lower cost barrier to entry. As such the plan has merely to provide an analysis of existing communities of concentrated race and poverty, their connectedness to transit, and accessibility to jobs via transit.
Yes, this is very important.
I agree 100%.

Equity plays a large role in planning here in Oregon. This should continue to be the case.
I agree. I have special needs, due to multiple fractures and use public transportation when, I myself, do not wish to drive.
Public transit management needs to be more accountable to the voters, and to the people for whom their respective mass transit districts serve.
Please make sure that the plan addresses the human services needs identified by stakeholders. This is more than employment and medical-related transportation. DHS and other state agencies must be involved and I note that the Oregon Dept of Veterans Affairs was the only state agency interviewed in 2014. It will come as no surprise that Linn County is particularly interested in transportation for people with intellectual/ developmental disabilities.
A challenge is gaining a better understanding of how public transportation is used by lower income populations and how it can be improved to better meet their needs to access services, jobs, etc.
Public transportation makes for interesting interactions between all people who ride some pleasant and some rude.
The opportunity is for all Oregonians to be able to access places important to them.
Opportunity - With the creation of coalitions of public and private sector officials dedicated to equitable transit oriented development, the creation of livable communities woven into a robust fabric of public transportation can be achieved in the coming decades.
Our thoughts regarding equity involve ensuring connectivity to blue-collar and retail job sites and job sites with irregular or shift-work hours.
more security needs to be available in some areas particularly on light rail- schedules for buses need both local and express in metro areas - rural buses should be able to easily connect with light rail not only downtown PDX but also Beaverton and Hillsboro areas-
challenge: using technological systems for fares does not adequately address equity and inclusion concerns. Transfer times as well as individuals have the digital literacy skills to engage with technologies they need to pay for fares are some of the problems here. It is also important to note that many of the technologies for public transit produce mass amounts of data, that if note stored and protected securely, could be used as surveillance on the population. Opt out alternatives need to be easy, and just as affordable. For example, if using something with RFID, that records when and where a person has traveled. Frequently these options are offered at lower cost, making it impossible for those who need to save money to opt out of potential data gathering and privacy concerns. This further disenfranchises and in my opinion is an abuse of power by any transit authority.
Car share systems like Car2Go and Zipcar should be encouraged or subsidized to locate more cars in the suburbs.
People seem to already get this one. Challenge will be to include understanding of how transit works for rural people. How it would work much better if hours and frequency in rural cities were able to get low income workers to and from local employment particularly in rapidly growing areas where housing is not affordable near employment.
Not if you live in Coquille, OR 97423!
Lower income people are often challenged to be able to afford transit fares and passes.

d. Safety and Security: *Public transportation trips are safe; riders feel safe and secure and experience low of injury during their travel. Public transportation contributes to the ability of Oregon communities to cope with natural or human-caused disasters and other emergencies.*

it's impossible to meet non-crime related safety concerns as long as other motor vehicle traffic continues to enjoy precedence over transit (ODOT construction crews using bus stops as staging sites)

while it's clear that the law places a higher burden on drivers to guard the safety of cyclists and pedestrians, little is done to educate drivers of this responsibility and pedestrians are frequently viewed as impeding the rights of motorists - currently pedestrians are last in the mix and too frequently in harm's way

I as a user will want to know I'm safe using public transit. Safe from robbery, injury etc. as I age in place

I have tried the bus system in Klamath Falls and did not feel safe. I was a female riding alone with a bus full of scary male riders. Would not take the bus again.

RVTD does this very well, at least on the Ashland line

Yes. Provide game fencing with over or underpasses for game crossings

Fix the language..."low of injury".

The vehicles themselves have been safe; so let's focus on the access to transit. Is the transit stop safe and secure? A bus stop, which is nothing more than a sign on an ODOT signpost, on the side of a highway, is not safe. Bus stops should have the exact same attention to detail, safety and security that ODOT puts into the Oregon City, Salem, Albany and Eugene train stations. EXACTLY. That means identical waiting platform (albeit shorter), identical landscaping, identical signage, identical lighting, identical shelters. If a bus rider needs only a "flagstop" stop, then that's all we need for rail - a "flagstop".

Again, I DO NOT feel safe on most public transport. The WES felt safe because it was almost all business people. SMART and CAT feel fairly safe, but MAX is something I avoid like the plague. There are always scary, dirty people on it and I just don't feel safe.

- Safety is a challenge as many riders begin and end their transit trips by walking and biking to their final destinations using inadequate and unsafe facilities
- An opportunity is for the state to provide technical support and funding to provide safe facilities, including complete sidewalk networks, ADA compliant ramps, and protected bike lanes from transit stops to nearby destinations

Consider using school buses in disasters.

In order for public transportation to serve our communities during disasters and emergencies, roads/bridges and rails will need to be clear and functional. Adequate investment in maintenance and timely replacement of transportation infrastructure is needed in order for public transportation to be effective. Weather emergencies need to be planned for (excessive heat slows the MAX, ice/snow slows or halts bus service, etc.).

safety aboard max trains coming out of downtown portland or other crime areas of the city, may need additional safety officers to ride trains, especially at night

<p>Given a large earthquake event, ground based transportation will be difficult to impossible for quite a long time. Planning should be done now to build systems that will survive the "big one". An example is the Aerobus technology that could be used for crossing</p>
<p>(Edit needed - "low of injury" ?) Size matters in some things.</p>
<p>Has the state auditted the capacity and ability of public and private transit providers to respond to tsunamis, fires, chemical spills, earthquakes? Do local,state, federal regulators have the tools to require planning and cooperation? When buses catch fire, roll over, have mechanical problems, are delayed by weather, are delays public ally and in real or near time reported so that transit riders and their families or business associates can know that the passengers are safe? Again, my mother was delayed in a trip from Rural Oregon to rural Washington and we did not know why there was a delay, or where to find my mother.</p>
<p>I am concerned about how a major earthquake could cripple transportation in the area. I do feel that safety could be improved, including in the area of crime while riding.</p>
<p>"to the ability of Oregon and Portland Metro communities (Vancouver WA) to cope...."</p>
<p>For the most part, I do feel safe. I just know that the transit system really struggles in snow days.</p>
<p>Union Station is a problem. With the high transient population nearby, it is RARE that I can make it to and from that station without being verbally harassed.</p>
<p>No flat surfaces, no lighting, no sidewalks to most bus stops in the Bethany/Bronson Rd/NW 174th Ave areas. It is dark and I am standing by a ditch to get on early-morning bus.</p>
<p>we need more done about pedestrian safety</p>
<p>I agree, but it would probably be difficult to use during a disaster or emergency; even know the entire max system gets messed up if there is an accident on any part of the system</p>
<p>The bus and MAX fleet is fairly new and seems as safe as these things can be, though I do cringe sometimes at those staircases on the MAX, which look all too easy to fall off of when the train speeds up. Given how bad the Portland roads get even when there's a little snow, and how fragile MAX can be in the heat, I'm not sure how helpful public transportation would be in a true emergency (though, to be fair, when it's snowy or icy the buses are skillfully driven and physically prepared for the conditions, and they feel much safer than any other vehicle).</p>
<p>Ideally, all bus stops should include shelters with security cameras and/or panic buttons. Many bus stops are dangerously close to traffic and some are plagued with panhandling vagrants.</p>
<p>This is not going to happen until homeless issues are resolved. I was on the Max last Tuesday from Clackamas to downtown. A guy was dealing crack right next to me. I was asked for money several times once aggressively and had to threaten him with Mace. Bus driver at Clackamas Mall was being screamed at and threatened by man waiting for bus. I no longer wish to take public transportation for these reasons.</p>
<p>I do not feel safe with police officers carrying guns on public transportation. It is intimidating and unnecessary.</p>
<p>Funding to provide the necessary security.</p>

Autonomous transportation services will eliminate most accidents making transportation safer for everyone whether they are on foot/wheelchair/bicycle or in a vehicle.
Hey, the public transportation system is minimal at best now. In a disaster it would be next to useless due to it lack of vehicles, the congestion caused by autos, and technical difficulties.
<p>I moved to my current neighborhood five years ago, and just in that short time, within .5 miles from my house:</p> <ol style="list-style-type: none"> 1. Motorist traveling at excessive speed collided with light post where I spend 5-10 minutes each morning pressing "beg button" to cross the street to catch my bus. He died. 2. Reed student was killed by a driver who failed to yield to oncoming traffic. 3. Another student had his leg torn off by a driver who failed to yield and left-hooked cyclist. <p>The neighborhood features significant bike and pedestrian traffic that unfortunately has to cross your highway, which is decidedly unsafe, features poor visibility, questionable crossings (the proposed crossing at 28th is far too near to the 26th intersection for motorists to respect it) and encourages high rates of speed.</p>
Don't have enough people providing security
Again, I don't feel comfortable riding the MAX unless I'm with a group. Sometimes people standing get off balance with quick starts and stops in the buses. And I have experienced difficulty exiting buses by the rear door because the steps are steep and if there is no sidewalk, it can be a long step down. I'm not sure what can be done about that.
If our bridges go down in the theorized earthquake we're awaiting, do we have a plan in place?
Transit feels safe to me. Especially buses.
We should continue and enhance the partnership with local police jurisdictions to create a safe environment for riders, especially at transit centers.
Increase the number of security people... but this doesn't mean an armed force... it simply means an identified presence. A number of minimum-wage jobs (@ \$15/hr) could be created for a 'transit service staff' who ride all buses and trains to assist passengers, provide information, check tickets, and contact police when needed. Combine this with the occasional presence of security patrol staff.
It is not safe. The news doesn't begin to cover adequately the problems on tri met.
Safety is a problem. The drug dealers that ride MAX are so obvious it is frightening.
Public transit stops sometimes do not feel safe. MAX loading platforms along I-84 are an island with only one exit. I feel very unsafe being the only on the platform at night. I am too scared to use the elevators because it is so removed and I can not see if anyone is already in the elevator. I carry my bike & luggage up/down the stairs instead.
Increase presence of security staff members. Prioritize transit in hazard mitigation plan
Trimet and it's contractor do not take safety seriously. They do not remove passengers when they are violent. They do not fix mechanical issues promptly.
Trimet seems to be hitting the mark in this category.

Violence against riders by strangers is a danger on some routes and needs to be addressed by increased security presence.
"low" of what?
Transients frequently use Max without paying a fare and occupying space where paying passengers could use and soliciting money is a growing problem.
Max system needs to be more secure. Take turnstile info from orange line to the rest of the system.
A year ago I was at the heavenly donut shop @ NE 102 & Glisan. Two ladies came in and asked which bus to take down town. I asked why they did not want to take the Max @ NE 99 & Pacific. They said the max is too dangerous. Also, Why was the Oregon Clinic allowed to block off handicapped access to the max & NE 99 & Pacific?
We should aim to get more people on public transit to reduce the number of crashes by reducing the number of cars on the roads.
Sometimes I do not feel safe riding the Max due to folks with severe mental illness sometimes getting onboard, like I've seen people hitting the Max, screaming, waving around staffs, & throwing things. I've contacted the driver when this happens and nothing happens as a result. I also have been hassled by homeless for money while riding the Max, and I was told that they're allowed to do that as a first amendment right when I called Trimet. However, isn't the Max private property? These homeless folks also most likely don't have a valid fare. I would love to see a peace officer randomly on the Max to help ensure the safety of travelers.
Safer crossings for pedestrians getting to bus stops. Secure bike parking. Later running busses
EVERY bus stop should have a COVERED shelter place to sit down to get out of the pouring rain. And the bench to sit on should be point enough to seat four people. And the Boomers age, they're gonna need places to sit down, because waiting for a bus standing out in the open in the rain is a nightmare. EVERY BUS STOP!!!!!!!!!!
This is not a major concern in my mind. I do not feel unsafe on most public transit.
Transit shelters are important for personal security. We do not have enough of them.
there are definitely stops along the light rail system where i have not felt safe. the open access nature of the system makes it harder to secure.
Opportunities: Good Design and Long Term Planning. Challenges: Lack of Public Support due to a perceived increase in traffic congestion and funding sources.
This is a big stumbling block that must be overcome to increase ridership on public transportation. How bad does traffic need to get before people will ride public transportation? Answer: very bad.
This is a fantasy; as I said, I don't even feel safe from falling as I walk to my seat. Nevermind the number of crazy people and animals on transit.
There is an inconsistency with design standards with ODOT, cities, and counties. Counties and ODOT are designed more for 'traffic volume', not safety (this included bicycle and pedestrian safety).
Biking is feeling less safe every year. I think Portland is starting to outgrow its biking infrastructure. We need more off-road options for bikes, as biking in traffic becomes too dangerous as traffic increases.

I don't see "safety and security" as a challenge. Our public transportation operations are so closely monitored already that this does not seem like a critical issue to me.
Providing more robust and less vulnerable options. (for example, although the Max works well when optimal conditions prevail, it is highly vulnerable to system wide disruptions based on single-point incidents.)
Safety
While I travel little to other parts of the state (or even the Willamette Valley) security in the Portland metro area does have its issues, particularly on Max in some areas. As it is still a "good faith" payment setup, there is no real means to keep troublemakers off the line. I have rarely seen fare inspectors on trains and even then, they are not charged with security and safety of passengers should an incident of violence occur. As Portland alone is looking to almost double in population in the next two decades this could become a serious matter.
i feel that most all drivers are really decent drivers.
Challenge: I do not currently feel safe riding the MAX (blue line to Gresham) after dark. Even in the middle of the day, it can be scary. I do not like being asked for money while riding the train.
Eliminate transit service between 1am and 5am for safety concerns to passengers and operators. Offer more leeway in kicking off unruly (drunk or on drugs) patrons.
do not feel safe riding max or bus late at night some shady carters riding
Safety is important.
Challenges: I don't know if our transit system has an emergency preparedness plan, especially if the roads are impassable. Opportunities: develop and community emergency plan.
Have more secure transit centers, have security come on buses occasionally.
Lower speed limits and complete streets are needed.
Have you ever been in an accident on a TriMet bus? My personal car insurance paid, as TriMet disowned any responsibility in the head on collision. Too bad the driver was forced into retirement. It wasn't his fault someone ran a stop sign when he was supposed to turn left. Had he turned, we would have been hit broadside, where I was sitting in a sideways facing seat. I still ride the bus, but not in any 1600 series or other short vehicles.
Challenge: Combating fear and stereotypes
Challenge: Keeping transit clean
Opportunity: Having a system so nice that people take pride in riding it. People feeling like they are enjoying something unique and a community asset, instead of feeling like they are settling for the lowest common denominator of transit. When people of great means take public transit with the same ease and pride as those with little means.
There are times I do not feel secure. Especially when someone is harassing riders (like me) and the bus drivers do nothing. I have a disability and if the bus is crowded, no one helps me.

<p>I feel totally and completely safe on the buses but will not go on the MAX light rail system because it is dangerous...the only thing you can do is a button at some end of the car or the other and wait and get someone who has to figure things out... nothing immediate..and only for emergencies...what do I have if I get confused or I actually can;t walk when the car is in motion so now what?...</p>
<p>For the most part I feel safe on the bus and MAX, but as a pedestrian, I am constantly amazed at how the bus drivers do not stop for yellow and red lights. A number of times, I have had the walk sign and have almost been hit by a TriMet bus that ran a red light.</p>
<p>I have not experienced injury while commuting on public transit, but it is not a situation in which I always feel safe. The bus driver cannot be expected to control a full bus full of people while safely driving, and occasionally there are people who I am personally uncomfortable around. This is a risk of being in public, and I think TriMet is making strides toward making riders feel safer. I have never felt in danger while commuting.</p>
<p>Safety also must mean that a transit system must run in all types of weather form hot to very cold</p>
<p>Public transit should be prioritized over private cars. however, it should not be prioritized over pedestrian/walking. When a city designs for pedestrians, then ALL forms of transportation feel safer.</p>
<p>Yes very good.</p>
<p>I don't think it is safe as it sounds. With economic upheaval, and with far more transient people in our culture, public transit is becoming scarier. I have witnessed more harassment, more scary looking people and there have been news stories of criminals using the transit system to get to where they commit a crime. This is one of the drawbacks of large systems, like light rail also, that there is no one to enforce good behavior and conduct. It may be safer in mechanical terms, but socially not so much.</p>
<p>It's difficult to imagine being able to rely on public transportation in the even of a natural disaster. No one can stand around waiting for a bus if a tsunami is coming!</p>
<p>somewhat self-fulfilling. Additional ridership will make system more safe and secure</p>
<p>Make stop safer & more comfortable (ie dry & not randomly on the side of the road). Tie ins to existing systems need be better thought out (ie the Max Orange Line doesn't tie directly into the Tram).</p>
<p>Need to feel a sense of personal security to feel safe walking or biking to/ from transit destinations: CEPTED principles including inviting and safety-inducing lighting, public art reflecting the community + with community design input/ implementation help, no litter.</p>
<p>It would be nice to have some light in the bus stop shelters. As winter approaches, it's dark in the morning and dark in the evenings.</p>
<p>It's also a much safer way to get around than driving a car. While in much of the state, single-occupancy vehicles are a fact of life, more needs to be done to promote other options and highlighting the fact that they are much safer as well.</p>
<p>Public transportation does this much more reliably than commercial transportation.</p>
<p>Have more lighted shelters. It gets harder to travel early and late in the day when it's dark and nobody can see you.</p>

<p>Trimet drivers need to learn how to brake! Tendency to decelerate quickly often makes me worried about getting injured on bus trips.</p>
<p>Oregon is doing well here in terms of safety. As a senior, and female, I feel safe on the buses and Light Rail.</p>
<p>In regards to TriMet, I think security should be permanently stationed at major transit centers during operating hours. They could also do fare enforcement.</p>
<p>Good to have transit police out at troubled stops/times</p>
<p>Transit in Oregon is generally safe and secure. Transit users are generally well behaved. Weather does cause disruptions to service but that's hard to avoid.</p>
<p>guys with beards and concealed carry permits seem to have this covered</p>
<p>In the most urbanized part of Portland, I feel safe, as a senior, except when biking. Walking seems safe where there's the most pedestrian traffic but not outside the most urbanized part of Portland. In the rest of the state, nowhere near the safety and services for biking and walking as in Europe.</p>
<p>public transportation options during emergencies: not available, or not communicated/documentated</p>
<p>The number one challenge is showing people how reliable MAX transportation is especially on days MAX is delayed.</p>
<p>In my experience, the operators of public transit in Portland provide a safe experience</p>
<p>Public transit is public safety - fewer cars on the road means fewer accidents, and professionally-trained bus operators ensure a safe trip for all involved. Though I question the ability of public transit to remain effective in natural disaster situations, rider alerts provide information to commuters that helps them make safer decisions about their day.</p>
<p>Some transit stops and centers may not feel safe to all riders at night or during hours of darkness or low usage.</p>
<p>Safety is a big issues and may be driven to some extent by perception vs. reality.</p>
<p>In general, safety on a system like TriMet is good, but some of the drivers need more training on avoiding quick stops and starts which can put folks off balance and hurt themselves</p>
<p>Crowding can cause problems getting to exits</p>
<p>Public transit is already the safest transportation mode, so there really isn't a need for safety and security to be a focus of the plan. If anything needs work, it is perception. The plan should call for public information campaigns explaining the tremendous safety advantage of public transportation over single-occupant vehicles, calling for use of public transportation in dangerous weather conditions, and emphasizing that all sorts people use public transit.</p>
<p>Yes, important.</p>
<p>To use public spaces, such as transit, people have to believe they will be safe during their journey. Transit works best when it's seen to be safe -- something you would let your children use unattended. It has to be clean and equipment needs to be well maintained to encourage skeptical users that it's a safe alternative to driving.</p>

Earthquakes do pose a challenge to Western Oregon. It is important for public transit to be resilient in case of disaster.

I agree. I have had only one accident while I stepped off the bus because I didn't use the ramp.

Public transit management needs to be more accountable to the voters, and to the people for whom their respective mass transit districts serve.

Safety starts with safe vehicles (with appropriate maintenance) and drivers who are properly trained.

Of course assuaks on operators are up and nation wide!

In the above examples people feel safe I'm sure. However, they don't feel safe with the increasing assaults, etc on public transportation. There needs to be far more ENFORCEABLE security. The Max train has good police presence during the day, not sure at night. However, more buses need extensive fare checks, and preventive techniques to curb assaults.

Many people worry about safety. When I interviewed people for a study by League of Women Voters of Marion and Polk Counties, I heard many expressions of fear about dangerous criminals and mentally-disturbed people on buses. It is critical that cities provide sufficient security on buses to dispel these fears.

I think that it's important to people to realize how much safer we all would be with fewer cars on the road!

Drivers (especially on light rail) should continue communicating with passengers when there are delays, unless of course it's information that's less than calming which I think the driver would use personal discretion.

Real or not, there is a perception in some areas that riding transit is not safe. There is a great opportunity to inform the public about the safety record of transit and also about efforts to make riders feel safe while riding transit or getting to/from transit.

We need a light rail that connects from downtown to SW Portland south to Wilsonville

When riding either a Max or the bus it is always the cars, pedestrians, or the cyclists that come to harm if there is a crash.

The challenge is to provide a large measure of personal safety and comfort.

Opportunity - A resilient network of multi-modal transit options will ensure the rapid deployment of needed disaster response resources to communities in need.

unsure how public transportation can assist in disasters if the roadways are closed or unsafe. Believe more marketing must be done to convince pedestrians that attention must be paid to the trains/tracks on light rail.

MOre training is needed for transit operators to observe safety and situations. I had a personal situation when a bus did not kneel and I fell. Had the driver been properly trained, he would have noticed that someone carrying a very large heavy backpack and wearing an ankle brace needed the

bus to kneel. Operators should also be trained in equity, and to identify unsafe situations and how to handle them.
I feel safe on my bus route but don't feel safe walking to the bus stop due to lack of sidewalks and high speed traffic.
The data is fairly convincing in saying that mass transit is a far safer way to travel than automobiles.
First sentence has typo. I would stop sentence at "secure". Combining personal injury in same sentence is confusing. Little actual injury connected with riding public transit in Oregon. If we are going to include heavy rail then we will need to explain aging infrastructure issues.
I would love to know that,unfortunately living in Coquille OR. 97423 and darn it for me. Having been a solo female long haul truck driver,trainer. That short 7 yrs pushed my Social Security Disability Benefits \$969.00 is to much \$\$ to be on medicaid. The real bizarre part is that I only need to get \$1.00 from them and I would be given back my right to be able to do what every takes for granted. Go shopping for my own groceries.I have not been in a grocery store in a decade!

5. Would you like to share any challenges or opportunities for the other goal areas listed in the presentation above?

funding still heavily favors private transportation
I believe that local transportation providers should engage more in travel training programs for seniors, youth and individuals with disabilities to assist them in feeling safer and more confident using the fixed route system. This may alleviate the number of those that consistently use dial-a-ride, when they could be using the fixed route system.
Having traveled in other countries where the transportation system is conducive to easy, accessible travel, I find the systems here in S. Oregon to be limited, inaccessible, and to time consuming to use regularly.
I would like to see service to midnight for the many people who work late or wish to go out to dinner then see a show after work for instance.
We need to create wildlife crossings similar to what our neighboring states have. Wild animals are key to our healthy ecosystems, and accidents cost money and lives.
Need wildlife passages in central Oregon.
The challenge is getting beyond the rail bias, and realizing that Oregon has transit challenges that extend beyond walking distance from the Union Pacific Railroad. Towns like Lincoln City, Sisters, Burns, Eagle Point, Monroe...they all need access to transit too. Oregon needs to focus on the need first, then the mode - and just because a railroad track doesn't go there, doesn't mean those citizens are out of luck. ODOT needs to work twice as hard to reach out to them with good public transit.
Again, I'd like to see more park and ride direct lines from outlying areas such as Canby, Woodburn, Oregon City, to Portland. Mostly for business commuters. Let's keep some of the daily traffic off the road!

<p>One of the challenges of Not for Profit organizations like ours is the lack of dedicated funding from the State. It is very difficult to plan in the long range when we don't know what will our funding be in the short term.</p>
<p>- There's an opportunity for the state to provide dedicated funding for transit services offered by non-traditional providers, including community colleges. These transit services improve access to education, jobs, and services, but are threatened by limited and unreliable funding sources</p>
<p>I think that all the above listed goals are important, esp. considering an important factor that public transportation will help with the goals of climate change in reducing carbon impacts on the environment by reducing the need for so many vehicles to be on the road. Reducing traffic is important to me and the environment.</p>
<p>the Columbia and Willamette Rivers so long as there is electricity available. www.aerobus.com</p>
<p>Jurisdictions need to coordinate better to provide amenities such as park and ride lots, rapid bus transit lanes, transit centers that are strategically placed. That does not happen in Salem/Keizer.</p>
<p>BikeTown bikes are useless for the "last mile" problem, because of the cost of leaving them at one's house overnight. Personal bikes present the opposite problem - if we're not all to want to bring our bikes on transit, there need to be plenty of dry, secure spaces to leave them until the trip home. Most of us who ride do not combine bike and transit in one trip. If it were easy to do so, more people would.</p>
<p>Improving rural transit is part of overcoming economic problems in rural Oregon and in our adjacent States.</p>
<p>I agree with all the statements already stated.</p>
<p>Providing service that is infrequent is not much better than providing no service at all. If a line is to be used by many it should be frequent service, not hourly or worse. Infrequent service leads to little used service.</p>
<p>That sums it up.</p>
<p>No thanks. Good luck!</p>
<p>I really really really plead with you to do something to address the bad traffic in the SW suburb areas. One accident entering into downtown and the entire commute can take a really long time. Last week, it took me an hour and a half to get to work because of an accident that happened at around 7 am that morning which closed down SW 5th & Broadway. This was such a nightmare for me. When school starts, traffic gets worse. I plead with you to fix this and provide easier options for bus routes (maybe bus priority lanes) and also adding more options for the suburb areas to get into downtown.</p>
<p>People want to use transit--but not if they don't feel it is safe to walk to the stop. Investing in related structures will increase ridership.</p>
<p>crossing the street, it is very hard to safely cross the street. Driver turn right on red without looking</p>
<p>Again, I would like to see better service across to the Vancouver side. I consider this very much part of the metro area. I am NOT suggesting you tear down current bridge, however, in addition to existing I-5 bridge another bridge is needed for better transportation in that corridor. Leave the existing bridge and build another one. This should have been done yesterday, not tomorrow . . . now it is urgent need</p>

<p>I appreciate the Biketown project, but I think Portland should prioritize a safer and more consistent bike infrastructure.</p>
<p>Public transportation needs to be reliable, cost-effective and serve everyone in all locations (Multnomah, Washington, Clackamas counties).</p>
<p>Consider all modes of transportation when doing planning</p>
<p>Environment and climate change are not included - and are missed opportunities/goals. I believe the goal for public transportation, in general, is to move people both short and long distances quickly, efficiently, at low cost and with low impact.</p>
<p>Protecting pedestrians from bicyclists is crucial. Our current state laws for bicycles are confusing and inconsistent and do not reflect the role of bicycles as a serious form of transportation. A review of all existing laws pertaining to bicycles must take place and laws should be the same statewide. For example, all bicyclists over the age of 12 should have to pass a written and practical test, be licensed, and carry liability insurance.</p>
<p>Need more policing on trains. Tickets should be checked. Beggars and dealers should be blacklisted from trains. It is out of control.</p>
<p>I think "clean" needs to be added to safe and secure. When transportation or stations are dirty, it feels unsafe.</p> <p>Also, drivers need to be informed of responsibility for maintaining safe environment. That means controlling bad behavior better. Fare inspectors on Max should be more plentiful and serve as security as well. I have witnessed multiple fights on max trains and it is terrifying.</p>
<p>Yes, more frequent transit service is vital. Intercity-transit could be better. Expand the Amtrak Cascades service, expand Gorge bus to Hood River, Cascade Locks, and the Dalles; long-term goal would be to move that service to rail. One seat service from Portland to rest of the state (Bend, Ashland, Mt. Hood, coastal cities, etc.) would be welcome improvement.</p>
<p>I would very much like to see public transportation supported by tax dollars; ideally it would be FULLY supported by tax dollars. You can sign me up for higher taxes whenever the dollars are used for the common good.</p>
<p>Educate people about the economic, time, and safety benefits of autonomous transportation, the collapse of private car ownership that will result, and the types of infrastructure investments we should be making now and in the near future in light of that collapse.</p>
<p>I am not sure what more to say.</p>
<p>Numerous opportunities for traffic calming and improved pedestrian safety on SE Powell. Please do reconsider bringing the Max along the corridor, or at least BRT with actual dedicated lanes.</p>
<p>Traveling with a walker is hard and painful and tiring</p>
<p>It would be better if there were fewer city center transfers needed for trips to other cities. If I want to go to Beaverton from SE, I have to travel way up North just to go South again. It makes transit an unattractive, if not impossible option for people working in Beaverton but living in SE, which I expect is a sizable number.</p>
<p>Replacement of aging sidewalks, and assistance with creating new ones is a vital piece of making transit accessible.</p>

<p>It's important that transit (public transportation) be considered first... before new highways are planned, as you roll out the plan to handle statewide solutions.</p>
<p>Why? No one listens. I have called, written, and addressed it in person to drivers, supervisors and staff at the main tri met facility on 17th. No response other than we will look into that. No follow up.</p>
<p>Reach every area of Portland, not just downtown.</p>
<p>ODOT highways are the most dangerous roads in our cities. Additionally, they separate the city because people feel unsafe crossing them. There are no connections across 26 or 205 that feel safe for me as a pedestrian or biker.</p>
<p>You've covered it quite well, thank you.</p>
<p>One more opportunity is to recognize how much some people (like me) enjoy public transit. The experience is one of letting someone else do the driving and navigating, and not needing to figure out and pay for parking.</p>
<p>Ease of access for people from all socio-economic backgrounds. Eg, if it's not accessible to the poor or elderly, it's not accessible enough.</p>
<p>Efficiency: Commuters want to reach their destination efficiently. An ideal public transportation system will compete somewhat effectively with traditional transportation as far as average commute times to typical destinations.</p> <p>Comfort: Comfort also becomes part of the equation when commuters review transportation options. Shelter from wind and rain become important factors in inclement weather.</p> <p>Predictability: Riders need to be able to depend on transportation to get them to their destination on time. A high on-time rating is critical for riders to embrace the system. Workers/students who are frequently late do not perform as well as those who arrive in a timely fashion.</p>
<p>Overall the bus drivers I've encountered have been helpful and resourceful. All of them need to be trained on how to stop and start to accommodate disabled people using mobility aids, such as canes, motorized wheelchairs, etc. and how to help people in wheelchairs secure the chair to the bus devices under the seats.</p>
<p>none</p>
<p>Vancouver is tightly connected to Portland and needs to be given more priority.</p>
<p>For some reason the people here in Portland Oregon are dumb & stupid at best. They put these drainage things where they are not needed. They make intersections so narrow to the point a bus or truck has to run over the curbs to turn or find another route. Maybe go across private property. They WE need a better enforcement of traffic laws & a stiff fine for cutting across private property. In Nebraska & Kansas, if a driver goes onto a business property & does not do business with said business it is a stiff fine. In some cases they go across private property to use another business. This is allowed but it needs to be enforced. You have a lot more private people helping to enforce the laws & you need to get http://irco.org to teach the</p>

<p>I think that supporting the more rural routes like using the CC Rider and the Cherry bus to connect to Trimet would be helpful, and perhaps having a route from Trimet to the rural areas for after hours from the CC Rider.</p>
<p>EVERY bus stop should have a COVERED shelter place to sit down to get out of the pouring rain. And the bench to sit on should be point enough to seat four people. And the Boomers age, they're gonna need places to sit down, because waiting for a bus standing out in the open in the rain is a nightmare. EVERY BUS STOP!!!!!!!!!!</p>
<p>Sounds good to me.</p>
<p>Pedestrian walk signals at busy lighted intersections should have their own cross cycle that isn't tied to the green light for cars. Let people cross the street first then let the cars go; this is safer for walkers and doesn't tie up traffic flow.</p>
<p>I would like to see reliability somewhere in the equation. I'm a daily rider, and reliability is not good.</p>
<p>ODOT should give jurisdiction of roads (located within city boundaries) to those entities.</p>
<p>We need significant investment in bike paths. An I-84 bike path would be awesome!</p>
<p>Can't think of any offhand.</p>
<p>think I addressed them all</p>
<p>Public transportation should mitigate the noise, pollution, and parking difficulties resulting from increasingly crowded inner cities.</p>
<p>Get weekend service in Salem</p>
<p>Fix crash corner in Raleigh Hills by the Parr Lumber. It needs to be walkable.</p>
<p>Please consider making service to outlying communities a priority. My fear is that TriMet has gone totally dependent on light rail, and has yet to solve weather related issues. Too hot, they slow down, too cold or icy, they shut down for the duration. People still need to go to work, we just can't get there on public transit. Freeways and major routes become parking lots and gridlock is a norm.</p>
<p>Reliable transportation. Some of the buses are in poor condition and break down. It's very frustrating, especially for those who use public transit for work, to be late because the bus is broken down.</p>
<p>Employees of Trimet should be trained to handle difficult riders.</p>
<p>You online presentation was very very confusing and vague but maybe because this is in it's preliminary stages</p>
<p>The buses are beginning to look like the buses in third world countries as far as who is permitted to be riding with what. People are allowed on now days with their dogs and other pets unleashed and out of cages. These are clearly NOT service animals. Homeless people are bringing aboard all their belongings on board in a baby stroller packed so full its over flowing and blocking the isles. The drivers dare not say anything for fear of a law suite or worse being assaulted by the individuals. Wishing it would go back to the old way, when a bus driver had the right to deny who rode for other passengers and their own safety.</p>

I think your riders as a whole would feel safer and more comfortable if transport police checked the tickets of every rider in the car or bus they are on. So called random checks that I have witnessed may involve one or two caucasian riders, and many riders of color. When a group of riders gets rowdy for some reason, and is asked to leave the vehicle, others of the same race or color are lumped in and asked to leave as well, when they were certainly not involved. Improvement needs to be made here to prevent stereotyping and implicit racism when enforcing public transit rules and policies. This would make more riders feel safe when using public transportation, rather than dreading authorities potentially harassing them about the perfectly legitimate ticket they purchased.

1, currently the down town Portland centric plan of high price options such as Light Rail, Trains, and trollies has not met the needs of the citizen. A better option is to invest in infrastructure for local, express and intercity bus system.

It would be nice to have an express route that doesn't go into down town Portland on the south side of the suburbs.

Sometimes when there are more than one wheel chair or rider who uses a walker (or someone with a suitcase/mini grocery cart), they choose to sit directly across from each other. This way, they block passengers from getting to the back of the bus.

I would like to see intrastate bus transit. Maybe similar to the European tour buses. Also have some overnight accomodations---such as secure sleeping bunks-- for long destinations, and this could be done on double decker buses. Oregon is a big state and people would probably use long distance public transit if it didn't waste time. Going to sleep in Ontario and waking up in Portland might make a bus ride even more amenable. Also on a double decker bus there could be a bistro on the upper level. There are a lot of possibilities. Use the main highways but serve recreational areas, too. And organize this so that there are public rest areas when the bus makes a stop at a destination. Leave the mini market stops to Greyhound!

route speed and efficiency. Public transit will not achieve many of these goals until the route speed and efficiency is competitive with other modes. ODOT needs to make efforts to prioritize transit speed and then there will be a trickle-down effect of reaching many of these other goals because citizens will then gravitate to transit.

This needs to happen sooner than later. Traffic is really bad and is getting worse on a daily basis as more people are moving up to the Portland/Vancouver area. Please keep in mind that if you are not experience this, it doesn't mean it's not happening. It's easy to say "traffic isn't bad" when you live within 5-15 minutes of everything you do.

Must market & communicate the goals to our car crazy communities. People on the East Coast "got this" many years ago but Oregonians don't want to give up cars.

Transportation needs to be efficient and speedy. Connections between modalities need to be synchronized to avoid lengthy waits or inaccessibility of some parts of a route.

There needs to be larger, convenient park & rides for people to use transit.

Increased use of public transportation is more affordable for the community than expensive road work and parking areas for automobiles which largely only move one person at a time. In urban areas cars are a waste.

<p>I have lived in Oregon for 50 years and during that time the goals listed above about "accessibility and connectivity" have deteriorated from bad to miserable. And nothing I have seen from ODT or Trimet seems likely to reverse this trend.</p>
<p>Getting people out of their cars is priority #1, and the only way to do that is to make it much more expensive for them to drive. Also, many people I have talked to have ridden the bus or light rail a time or two but can not envision doing errands, like grocery shopping, on the bus. Public transportation needs to be shown to be family friendly, and a viable means of living car free!</p>
<p>I think the state, in general, has a good public transportation system but I suppose they could be improved. I would like to know how rural area service providers are subsidized by the state.</p>
<p>Keep it coming - good buses with well trained/friendly drivers</p>
<p>It would help to have a roll-on/roll-off car on MAX trains during rush hours to accommodate bicycles, wheelchairs, and luggage more efficiently. The current configuration is very limited.</p>
<p>the crosswalk signals in portland are terrible</p>
<p>Good opportunity to look at all the systems for moving people comprehensively: private cars parking and driving and safety, rental cars, car sharing, private ride services, bikes both owned and rented-- and parking safely, disabled services private & public, buses private and municipal, trains local and high-speed intercity, streets and highways for driving cars and biking and parking, and PDX airport. Analyze both interconnection of all these systems, and where they compete (cars/bikes/Trimet/trucks sharing the roads & bridges, parking vs greater density of housing in urban Portland, Amtrak vs freight sharing the intercity rails). Look at the systems for moving goods (mostly commercial, but also car/truck rentals for personal shopping and moving our residential goods) as part of the same system.</p>
<p>flawed design elements abound when it comes to access and user experience for those with physical challenges, mobility aids or other issues</p>
<p>I believe that Trimet should introduce a tax on vehicle ownership, staggered using the previous zone system. Zone 1 would involve annual taxes on vehicle ownership, which would also escalate if a household owned more than one vehicle. Zone 2 would have annual taxes on vehicle ownership over 1 vehicle, and zone 3 would impose lighter annual taxes on vehicle ownership over 1 vehicle.</p>
<p>I think a big opportunity for growth in the usage of public transportation in the USA and Oregon is developing policy and promoting more privately operated transit services for intercity (medium distance) and regional (long distance) options such as shared vans and small buses that can offer more regular and affordable options for people who would prefer to use public transportation for longer trips if it was more convenient and affordable. These not only help Oregonians be less reliant on private vehicles, but promote tourism by public transportation. As someone who has relied solely on public transportation for travel throughout 25 countries over two years abroad, I think we can learn from other models that are working well. For example: transit stations that provide space for several different private bus operators to share (this is common in many if not most countries I've visited). Another example that works well in areas of with lower populations, and is common in Jamaica, are shared route taxis. Again several licensed taxi operators wait a certain lots or town centers and have a nearby destination listed on their vehicle, when enough people fill the vehicle (3 or more) they leave for the next town.</p>

Have noted people living in rural areas access to transportation problematic

1. The greatest challenge of our times is that of climate change. As such, Goal 7 should be emphasized in the plan. One area of focus in Goal 7 should be an analysis of intergovernmental collaboration opportunities, listing the areas of state operations that have climate change impact and the role that public transportation can play in mitigating that impact.

2. One challenge that cuts across several goal areas (most relevant to goals 1, 2, and 9) is that of information. It doesn't matter if transit exists if no one knows where it is, yet it can be difficult to understand where public transit exists across the state and if it will be available when needed. This is because there is no state-level clearing house for public transit route and timetable information. The state should provide a consolidated platform for public transit information across the state so that Oregonians can find info about public transit in their own communities and elsewhere in Oregon. This would provide trip planning assistance. Similarly, the state should provide guidance on a standardized route information display at stops. The state of the art is leaning towards a transit stop that includes route info, frequency or schedule info, fare info, as well as a stop ID for reference in an online data display.

3. The 10 goals are different in substance from another in that some (e.g. 1 & 2) deal with qualities inherent in public transportation, others (e.g. 3-8) deal with the impacts of public transportation on areas of public policy, and the remaining (e.g. 9 & 10) deal with methods of administering public transit. This overall goal structure should be more clear in the plan itself than it is in this overview. Restructuring the goals to focus on the areas of impact, with mobility and accessibility goals supporting each impact area, should be considered.

Public transit management needs to be more accountable to the voters, and to the people for whom their respective mass transit districts serve.

This survey does not link up with the 10 project goals. And some very important items identified by stakeholders are not as clearly stated in the 10 goals as they could be. As noted above I suggest more specific language about urban-rural and rural-rural needs/opportunities; and more direct language regarding coordination with human services providers.

Hold managers accountable and make the TriMet board elected so it better derbies the people who need it!

There needs to be more education for the elderly and disabled how to use the transit system. To be on time to the stops is the biggest issue. Just best practices in general should be known by most transit users. To be at stops on time. If riding Max, wait in a proper area on platform if you need a low floor etc. Be seen by Operators etc. The public needs far more education on the system and how it works...not how they think it should work.

I think Safety and Security is the most important area

lack of sidewalk network in portland, especially SW portland to connect people safely to destinations, transit and have an active lifestyle. Need to complete sidewalk network in vasts parts of SW portland. For example, SW broadway needs bike and pedestrian improvements so folks can safely walk down to the portland transit mall and the proposed rail stations for the SW corridor project.

Many areas not served by transit (bus, rail). Need better connectivity for last 1/2-1/4 mile. In SW portland SWHRL NA has terrible trimet bus service. The 51 bus needs service increase and combine the 51 with line 39 as outlined in the SW enhancement plan immediately to increase service amounts

<p>and locations. It would also better connect to residents to proposed light rail stations. This change should be done at minimum with the SW corridor project.</p>
<p>My husband and I live in Fall River Estates and drive Hwy 97 to Bend regularly. We have seen many accidents caused by wildlife crossing and feel this is a very important traffic issue to address. It would be ideal to create wildlife crossings across Hwy 97. This would save lives - both human and wildlife. Each are important. We have heard 20% of mule deer lose their lives due to vehicles hitting them while crossing and that there are close to 2000 vehicle accidents due to this per year in Central Oregon. Much of this can be avoided if wildlife crossings are created. Thank you.</p>
<p>I think that cyclists should have a license like motorists do so they can really say share the road instead of running over pedestrians and actually follow the traffic signs.</p>
<p>rural public transportation needs financial assistance probably more readily than metro. the coastal areas are seeing an increase in population</p>
<p>the NE area of Hillsboro, Cornell, Orenco, 185th Tanasbourne, etc. is poorly served by transit. Either no weekend service or very limited daily service. I can't apply for many jobs out that way because there is no service and/or it's still way too far from the destination. There needs to be a Max type service out that way.</p>
<p>Would put more emphasis on transit getting Oregon ahead by getting people to work in cost effective and efficient way. Address concerns for new industries and rapidly changing communities. Is becoming a business and real estate indicator for development. How much urban discussion will be part of the plan? ODOT hasn't ever engaged on real urban transit issues. This will be a great opportunity to start a discussion about the importance of LRT and BRT to the whole state economy. If trucks don't move efficiently through urban centers, Oregon goods don't compete. transit adds capacity for trucks to move. Also would like to see info about importance of balancing with improved road accessibility features, state highway accessibility for pedestrians and the concept that all transit riders are pedestrians as well. How can the OTP support Highway Plan and OTP goals. Didn't see that in goals.</p>
<p>Yes! Yes! Well I can't get there. I wish I could. I am sure I am not the only one that is trapped in their homes, that live in rural communities that are the forgotten ones!</p>
<p>There is much discussion of the importance of integrating public health and transportation. Public transportation clearly fits within this approach. The challenge is to develop concrete partnerships between these silos that achieve real benefits for people and communities.</p>

6. Is there anything else you would like to share with us?

<p>sorry, but even with your team's excellent work, as long as transit is the ugly stepchild or the transportation system, nothing's going to change. ODOT needs to adopt a policy of transportation equity where all users are treated equally across the system. This feels like it's largely a feel-good exercise or window dressing when it's clear that a vast preference is heaped on motor vehicle traffic (including buses) at the expense of those who do not drive.</p>
<p>Bikeshare should be considered a form of public transit, just like BRT, LRT, bus, and dial-a-ride services.</p>

<p>Passenger rail in Central Oregon - linking Madras, Redmond, Bend, and La Pine to each other and to the AMTRAK service in Chemult</p>
<p>I want to emphasize that wildlife crossings are critical. They save money, save human lives, and protect wildlife. We only have one such crossing and lack funding for the second. I find that disturbing and short-sighted.</p>
<p>I am concerned about two problems in the community in which I live. The first problem is Animal Vehicle Collisions. Planning to create safe wildlife crossings could be very effective to reduce those collisions. Another concern is the Hwy 97 and Lower Bridge Way intersection between Crooked River Ranch and Terrebonne. I have seen near-collisions there often, and it seems "an accident is waiting to happen". Creative solutions are called for to address both of my concerns.</p>
<p>Game fencing & crossings</p>
<p>I would like to remind ODOT that Wildlife crossings are a very important safety consideration for both the Public and the Wildlife trying to cross all of the roads built across their Habitat. Please try to incorporate more Wildlife crossings into any and all plans for future road improvements or modifications. It will save money in the long run for both the Public costs of Wildlife accidents and also costs for Law Enforcement and ODOT personnel dealing with the aftermath of the accidents.</p>
<p>I am strongly in favor of adding a wildlife corridor to S. Hwy 97 to prevent more collisions with deer. I have seen numerous dead deer on the road both on 97 and South Century Dr. I am concerned for my family's safety driving this road everyday and especially for those who are just driving through and not aware of the extremely high risk of deer crossing in front of their cars. There needs to be more done to prevent collisions on S. Hwy 97. Everyone knows what a dangerous stretch of highway it is between Crescent and Lava Butte. Please consider adding this wildlife corridor that is already in the planning stages but needs funding.</p>
<p>I hope we can get statewide systems in place that ease the burden of transportation, and support our natural resources.</p>
<p>Our transportation systems and its use will follow our investments. If we invest mostly in cars, we'll mostly use cars. If we invest mostly in more efficient modes, that is what we'll see used!!!</p>
<p>I support wildlife crossings on Highway 97</p>
<p>I would like to see cement ramps put in along some roadways so precocial birds like quail have a way to get over the curb and not wind up in the storm drains. Hundreds fall down these or get run over because the curbs are too high for them to get over. Most die a slow painful death of cold and starvation.</p>
<p>There is a problem with people being able to get to medical appointments if they are not on Medicaid. These are the people that fall between the cracks and make it harder for the doctors offices when they have constant no-shows or last minute cancellations because people don't have transportation.</p>
<p>Again, I would add something in here about the leisure and business traveler. Transit is not all about getting to work and the doctor's office. The best transit systems in the world have a robust intercity network that works for travelers of all types, even look at the eastern seaboard. These trips can charge a variety of prices, such as Amtrak Cascades and the Bolt and the Breeze, but must be efficient and comfortable.</p>

As a volunteer member of Protect Animal Migration, I think that ODOT has a duty to protect wildlife corridors that are being interfered with by highways such as Hwy. 97 in Central Oregon. Mule deer are at 50% of their past populations of the last few decades, and loss of wildlife corridors is a huge factor. Other states, such as Montana, Utah, and Wyoming have invested in many more over/ under passes for deer and other wildlife than Oregon has. Wildlife under/ over passes pay for themselves in a short time because they save human and wildlife lives, reduce the huge expenses of driver damages (average of \$6584/ collision) and public costs (average of \$2175/ collision). I live in south Deschutes Co. and have seen an unbelievable number of deer killed by vehicles on our roads. I would hope that building wildlife under/over passes will be near top priority, esp. in Central Oregon, for ODOT.

Just hand your roads within the City of Portland to the City of Portland, along with enough funding to bring them up to Portland's standards. Wouldn't you be happier not having to listen to us complain?

I suspect that Self-driving cars will better serve dense urban regions and those with the financial resources to maintain these complex systems. The risk then, is further isolation for low-income and rural areas.

continue to keep up the good work

Pedestrian & bike safety should be prioritized over speed of cars & private car parking on public streets. Separated bike lanes & pedestrian paths are ideal.

Please remember Oregon's transportation system is readily and continually utilized by the people of SW Washington also. 60,000 cars per day travel from Washington to Oregon for their employment and then drive back home to Washington. When you only say, "Oregon", at least for me (and I live in Washougal) you are discounting my travel. Instead, say something like, Greater Portland, Portland Metro, etc.

I've been taking the bus to work for two years now. I work in the Pearl District and I live in Tigard. It takes me roughly an hour to get to work and an hour to get home. This is on a good day and doesn't include wait times for the bus. I spend roughly twelve hours a week on my commute and that should not be! We can do better!

I would like to go to the Oregon coast on public transit

Portland area is growing in leaps and bounds, seems major roads in and out need to be expanded and new ones built to provide better traffic flow. I-84 could easily be twice the size, I-5 north needs more lanes. I am sure you know where the problems lie?

It seems like rural areas are often over-looked or neglected when it comes to bus service. Everyone should have equal access to public transportation.

The Oregon Department of Transportation seems to be highly highway centric.....the US 20 Eddyville project did not seem to have any consideration on what the project would do to the rail service to Toledo

i don't understand this survey. it doesn't ask any questions. you are trying to get me to re-state the opportunities and challenges you already identified? or you are trying to get me to do your work for you and figure out the opportunities and challenges? i don't even understand.

seems like the biggest challenge i see is a lack of adequate funding for true public transportation, and a popular discourse that is latching onto NOT EQUITABLE, not environmentally sustainable, and not

traffic-reducing things like lyft and uber, which allows a bunch of companies to make some money off people (while exploiting other people to be drivers at sub-livable-wages!), but is a way worse end game than a thorough rail and bus system with good coverage, fast times between busses/trains, and dedicated travel lanes. I think it's imperative that we improve our TRUE PUBLIC transportation system. In particular, it is absurd that there is no public transit between downtown Portland and Vancouver, WA. I think that this should be a priority. There is SO MUCH TRAFFIC CONGESTION headed north out of the city everyday. I used to live on N Williams, and it makes the whole area miserable to walk, bike, and generally exist in if one is not in a car. I don't think the people in cars are particularly happy either given the aggressive attitudes they convey while driving in traffic.

Until we can secure the funds to develop legitimate rail, we need to be pushing for SEPARATED DEDICATED LANES for trains and busses. MAX lines getting stuck in traffic is SO RIDICULOUS. The Division/Powell project is a shit show, removing stops, but not actually doing anything to improve service for real. COME ON OREGON! WE CAN DO BETTER!

Bike share has been a nice addition this year. Would hope to see it expand the area soon. Can't believe, for example, that I can't ride a bike share bike from my house to the Hollywood transit center.

Also, re demo questions below. I "work from home" which means I bicycle commute to various coffee shops and libraries 3-4 days a week. Why can't I select more than 1 thing there? Also, do you not want to know how I do other things? Most of my transit is NOT commuting to a job. Most of it is about how do I get to friends' houses (bike/walk), how do I get to the airport when I fly to work (bike share -> max), how do I go grocery shopping (walk), etc ... IT'S IMPORTANT TO THINK ABOUT MORE THAN JUST WORK COMMUTES!!!!!!!!!!!!!!

The cost of providing public transportation should be one of the things the lottery pays for. Economic development depends on being able to get to work.

Used to love riding train. Now wont unless I am forced. Feels very unsafe.

I suppose this fits in with other goals, but one set of users is tourists, who are less inclined to drive around unfamiliar roads. Transport needs to be promoted and easy to use. Not only in cities but also along 101, state parks, old Mt. Hood hi way, etc.

Without a significant boost in funding for public transportation, I think it will be very difficult to improve intracity connections. I would like to see incentives developed for passenger rail station areas redevelopment that is similar to that provided for light rail station in the Portland Metro area. Washington County's Traffic Impact Fee Credit system successfully provided incentive for development adjacent to light rail stations. Perhaps ODOT could explore a similar financing system through the OIPP "district" clause in its enabling legislation.

Let's get the Orange Line to Oregon City!

Allow a MAX line down Powell Boulevard by either removing a car lane in each direction, or elevating the line.

<p>See Clean Disruption by Tony Seba on YouTube for how and why the change to autonomous all electric transport will happen more quickly than most people who are even aware of this change are anticipating...</p>
<p>Public transportation will not be effective until it is increased by a factor of at least ten. The only way for this to be done is to change the urban land use pattern, tax auto more and use the money to build and subsidize transit, etc. The extensive use of private autos must be significantly reduced. Climate change and global warming will demand this and the longer it takes the higher to economic and social costs.</p>
<p>Electric buses are preferable - Less noisy and less pollution.</p>
<p>The presentation does not mention that a major goal of public transportation is to cost-effectively and efficiently move people between frequently-used endpoints. Given enough traffic, it becomes more costly to Oregon communities to move individual cars between two points than to transport them in a collective group (i.e. bus). It can also be more costly to own and support high-cost automobiles than to own and operate a bike, or to walk. In addition, I would like to see some thought given to bicycles as a last-mile solution to public transportation (possibly adding more bike capacity to buses, or increasing bikeshare stations).</p>
<p>I think the transport system in Portland is great but I think it should run 24/7 and also have good service outside of Portland. Trains to Salem, Bend, Eugene and the coast would be great. The Gorge bus is one of the best ideas and it makes that beautiful experience possible to people that wouldn't be able to get out there otherwise.</p>
<p>Please bury the I-5 to give us our river access back. The area taken up by the freeway could be filled with much needed housing or public parks (not many in that section of town). The freeway noise is too loud for some public spaces like the Eastbank Espanade and Poet's Beach to be enjoyed.</p>
<p>We need to upgrade the I5 bridge ASAP. THE 12 lane super Bridge was a little over zealous. Start with baby steps. 1 new 5 lane bridge. Then another new bridge.</p>
<p>Oregon needs to do what I saw in Texas. Put the speed limit = required for each lane on the overpasses & enforce this. It is 45 on, next 55 Next 65 & last 75. There are a lot of stupid drivers here in Poortland. I am (X) Air Force Retired DuPont & I have never seen such poor traffic laws enforced.</p>
<p>I wish that I felt safer and more supported by drivers when I'm riding Portland public transportation. I feel like I always have to keep a lookout for trouble & I can't turn to the bus or Max driver for help if a problem passenger gets onboard.</p>
<p>EVERY bus stop should have a COVERED shelter place to sit down to get out of the pouring rain. And the bench to sit on should be point enough to seat four people. And the Boomers age, they're gonna need places to sit down, because waiting for a bus standing out in the open in the rain is a nightmare. EVERY BUS STOP!!!!!!!!!!</p>
<p>The biggest improvement for me would be statewide policies requiring intercity bus and transit operators, both public and private, to always accommodate cyclists and allow them to easily bring their bike without the need to box it.</p>
<p>Traffic congestion must be relived.</p>

<p>I would like to see more employees visible on the MAX train and at MAX train stations. Even during the day, there are a lot of sketchy behaviors going on.</p>
<p>City of Portland transportation bureau should have a state watchdog to help them figure out how to complete pedestrian safety projects in a more equitable manner, and also direct them where to make safety improvements in the future as they do not seem to be able to figure it out in an equitable manner, likely due to economic and racial bias within the PBOT bureau.</p>
<p>Please keep up the good work.</p>
<p>I have given up my car in favor of walking and public transportation. I now have a painful knee and find walking no longer an option. However, I still manage to get around reasonably well with public transportation.</p>
<p>Laying new track for passenger trains is worth the money; just like streetcars were a good idea 80 years ago and then got eliminated because people feel in love with their cars.</p>
<p>New route down I205</p>
<p>One area where to I would like to see affordable and useful service is to the Oregon Coast. Without a car this wonderful area of the state is totally inaccessible. Raz formerly operated service to Astoria and Seaside which allowed for day trips to those locations. The current provider is scheduled more for the convenience of residents in those communities to travel to Portland for connecting to rail and air service. In Washington State, Grays Harbour Transit operates buses from Olympia to Ocean Shores which connect to their other services along the coast. It would be nice, even if just on weekends only to have a means for transit bound people to travel to the northern coast (Seaside Garibaldi, Astoria, Cannon Beach) from Portland and central coast (Lincoln City, Rockaway, Newport) from Salem/Eugene.</p>
<p>The goals are very high level, "mom & apple pie" as stated and do not set out anything that can either later be turned into a measurement of plan success or even be specifically defined as "achieve" or "not achieved." I read this as a set of goals that can too easily allow this effort to be declared a success in the face of failure. I ask you, as managers, to ask yourself how you will measure success and how you will foresee failure early enough to correct course. These goals do not serve you in that regard and that is the specific purpose of getting early buy-in to goals by all stakeholders.</p>
<p>It would be great if there were taxis with bike racks</p>
<p>maybe start a rewards program for all riders because ticket fares are pretty expensive</p>
<p>We can't build our way out of congestion. Smart city planning is needed. We should also get a handle on over-population; that's the canary in the minefield.</p>
<p>I do not understand what this survey is asking, or what you could possibly do with input on these vague goals. I guess you're trying to create priorities for specific projects, but the vision statements outlined here are so generic that I don't see meaningful differences between them.</p>
<p>Fix crash corner in Raleigh Hills by Parr Lumber.</p>
<p>Some lines need to be more frequent. When a bus is consistently late for its scheduled time due to how busy it is, then it's time to consider increasing frequency. I also really, REALLY wish we had a light rail line into Vancouver. It would lessen the load on the two bridges.</p>

Please be careful with heavy & light rail solutions. Bus-rapid transit (done properly like in Bogota) is much cheaper, flexible, and future-proof than light rail. Call them shuttles instead of busses to avoid the stereotypes of "riding the bus."

I would love to see a study of the use of gondolas as public transit, especially in SW Portland where the hills make rail difficult.

I ride TriMet everyday. It's amazing what I see. Good and bad.

I desire to see greater access for communities of color. Equity needs to be at the forefront when the majority of the population will be people of color by 2040.

There is still a social or socioeconomic stigma toward "riding the bus," especially among older, suburban, and rural individuals that will probably not be overcome by system improvements. One possibility for attracting this population is to support events where using public transportation is part of the event.

I like that there is a bus that takes you to and from Gateway transit to Multnomah Falls. Wish there were more scenic bus routes available. Especially for \$5. This helps get those that have a lower income and not able to drive (like myself because of seizures) a chance to go some place without asking a friend to take me. It would be nice if there was one going to the Oregon Gardens, Silver Falls, Astoria Column, Timberline, Hood River, Bonneville Dam, Eugene, Salem for our State capital.

In Troutdale, the 80 line is the closest line that stops by my house. It only comes once an hour, so in the morning when commuting to work, and connecting to other lines (in this case, the 20), it is imperative that the 80 is on time. However, it is used as a training route, even in the mornings, on drivers who are unfamiliar with both the route and the area, and while no fault of their own, this slows the route. In the last month I have missed more connections that I've made with the 20 bus. I will be writing TriMet directly about this as well, but public transit in the almost rural area of Troutdale is very limited and unreliable.

It might be helpful to incorporate the reloadable pass-card system where passengers press it against a "reader-sensor" that scans the passcard upon entering and exiting the train/bus. It would speed entering and exiting the train/bus, etc. Many other cities already use that on their light trails and trains.

Yes. Get off the earthquake hysteria as far as bridge and highway improvement. Science says it is the SW Oregon Coast that has a much higher risk for a big quake than the Portland area, but we keep hearing all of these pleas for massive spending for seismic retrofit in the north Willamette Valley. This would be VERY expensive and have unproven value. It is more likely that a quake on the northern Oregon coast would be a good distance offshore, anyway, based upon the maps that the USGS has for the Cascadian zone. Instead have a Rapid Response strategy ready to quickly fix whatever damage, wherever it does occur.

Half the job of planning for public transit is convincing everyone it's in the best interest to have it-ie, Clackamas County doesn't yet have a MAX line. Why? Because tax payers there hate the idea of it, & yet that's where a lot more commuters are being pushed to live due to rising urban housing prices.

Just general frustration.

In the demographic questions, it asks how I get to work. In this day and age, we should acknowledge that not every day is the same for all people and that many individuals have transportation options. I

sometimes ride my bike but I take the bus when it rains or I might catch a ride into town or home from work and carpool. Sometimes I take Lyft from my mobile app or ride one way on bike share. My colleague sometimes takes three modes of transportation just to get to work because she drives her child to preschool, drops off her car and takes the bus, then hops on bike share to make it the rest of the way. Giving respondents only one option for how we get to work limits your data and skews your results. This is a missed opportunity and it disappoints me to see ODOT think so old-school and myopically when it appears to be your job to think bigger than this about transportation mode choice and transportation options, which are a way of life for many Oregonians.

These questions are too broadly worded for an online survey format. I would suggest reworking your survey to ask more targeted questions.

Also the formatting of the survey makes it difficult to read. The font is much too large and the iframe window it resides in is much too small.

Please carefully consider needs for transit on ODOT-owned roadways. In my opinion, the most important outcome of this plan will be a more wholistic look at urban arterials (such as Powell and Barbur in the Portland area) as locations where PERSON throughput, not VEHICLE throughput, is most important.

I would like to see the Oregon Department of Transportation give sound, thoughtful consideration to wildlife migration in our region. We have a very serious problem with a declining deep population in central oregon. With the lack of county support to change speed limits on deer migration paths, we are seeing extremely high numbers of Animal/Vehicle collisions on Hwy 97 near Lava Butte and rural areas on Cline Falls Road where deer are moving daily to and from the Deschutes River. There needs to be a plan or a provision where wildlife migration is seriously considered, not only for the population of deer in Deschutes county, but for insurance costs and damage to personal property.

Trimet is superb. As someone who has lived in many other states and cities, Trimet gets very high marks. Increased attention and funding for public transit would only make it better and increase its use by citizens.

I was disappointed that the slide deck didn't include a photo of bike share or any bicycles at all, for that matter. I spotted like one bike lane.

This may be the worst internet form I've ever had the misfortune of using, in terms of user experience.

I found the items I was asked to fill in on this form were way too open-ended and neither the slide deck nor the prompts facilitated thinking about my answers. I gave top-of-mind answers and am left feeling like I probably forgot to mention something I care about. I hope there will be a more structured survey in the future, I would have been much more happy to choose from a list of options rather than fill out an empty form.

I can't supply multimodal answers to the commute question in the demographics section???? I commute via bus, bikeshare, tram, ride-hailing service, car share, or my personal vehicle, depending on the circumstances.

I would take transit more often. It takes over 1.5 hrs to get from Woodstock to Alberta. Totally unacceptable. We need to start modeling the best of the best such as Copenhagen and Japan. 15 minute plus waits with no coverage or light at bus stops is miserable and many find that unsafe as well. We need street car lines connecting every hub and Main Street as well as downtown. Interconnected with excellent bicycle infrastructure and lowered speed limits. 25 max on streets such as SE 52nd, 20 mph on main streets.

Keep fare increases down

I don't know how to achieve this but it would be good to have a turnstile-type system for all MAX trains, much as WMATA has in the Washington, DC area. Just tap a card to enter and tap it again to leave to deduct fares. I imagine there are a lot of non-payers on MAX since farecards are so rarely inspected. A charge based on distance and time of travel could be set up (as in DC) to encourage more system use during non-rush hours. The open platforms of light rail do not readily lend themselves to such a payment system but there must be a better way.

I hope Wilsonville has improved in sales. Also, do you need an alternate parking sight at Milwaukee? Riders won't be happy having their car towed away & may revert to driving again.

Connect the hubs with fast rail options. SFO to EUG to PDX to SEA non-stop. Other options to transfer at a hub and still get quickly to another connection, like PDX to Vancouver WA. Mass transit on regular roads only adds to the traffic. Dedicated rail lines are faster than even flying (PDX to SEA or EUG at least)

Tax vehicle ownership. Let's get people out of cars and into buses.

Being able to walk safely, directly, and comfortably is a missing element in my SW Portland neighborhood. Shoulders are often just a few inches wide, crowded by debris and vegetation. Sidewalks are wonderful but vastly too costly for our impoverished PBOT.

Why don't you allow commenters to check multiple modes for commuting. I also commute by walking or bicycling, depending on the day.

Please protect our wildlife with highway underpasses. We are invading their home territories; they were here first. Its the least thing we can do: to give them safe passage between their winter and summer homes.

The streetcar route near the Moda Center is an example of very bad urban planning (in a city that takes inordinate pride in urban planning). Without more traffic protections for streetcar's right of way, the streetcars are stuck in traffic whenever there is a Mode center event. The traffic and transit patterns in that whole area needs to be redesigned yet again!

I really think new technology could really enhance service. Autonomous vehicles could be used to transport individuals to the nearest transportation center. This would keep some traffic of the major roads. Also the use of smartphone technology to help locate the correct bus or train at the Transit Center.

I appreciate TriMet providing me independence, without ramps this would not be!

We need commuter rail up and down the Willamette Valley NOW. WES is inconvenient. To get from Wilsonville to Portland is totally circuitous by rail. Moreover, we need frequent commuter rail from Portland to Salem; Amtrak's 2-3 trains a day are not nearly enough.

<p>I am very fond of the drivers who provide public transportation. I depend on their conscientious attitude in providing the best transportation I can access while disabled.</p>
<p>Public transit management needs to be more accountable to the voters, and to the people for whom their respective mass transit districts serve.</p>
<p>Thanks you for the outreach effort. But it appears this form/questions is not adequately linked to the 10 draft goals.</p>
<p>I have been driving a school bus for 9 years around the Portland metro area. My fellow drivers are excellent at doing their jobs but it takes its toll on us all health wise. There is a national shortage of drivers in all transportation industries and school bus drivers are the lowest paid for our valued service s. Raise the pay and benefits!</p>
<p>Portland Streetcar seems too costly, and probably does not bring in too much revenue to offset some of the cost.</p>
<p>I myself am a senior, age 73. My husband has limited driving, because of a stroke. I now drive, but I could have a stroke anytime and then we would have no option besides expensive taxis, as there is no public transportation within four miles of our residence!</p>
<p>I see public transportation (along with active transportation) as the future for our state and our nation. I hope that everything possible is done to help encourage people to avoid their cars whenever possible because walking, biking and transit are so healthy, convenient, cost-efficient, and otherwise great to use! Let's pause on our rush to build new roads and widen existing roads and see if we can find another solution that is better for people and the planet.</p>
<p>Make sure the intercom on the light rail is working properly, so passengers can be alerted to needs that call for their attention, like a mandatory deboarding. Improve light rail seating to make it more comfortable and user-friendly for those with disabilities especially, and include more room for people to sit comfortably with the ability to rest one's feet on the floor.</p>
<p>Elected representatives at all levels of government must marshal the will and courage to craft an efficient and effective transportation funding plan during the next biennial budget session. Every Oregonian deserves nothing less.</p>
<p>bicycles need to follow the driving laws as much as autos do - this is often not the case.</p>
<p>The bus pass price jumped by \$20 when gas hit \$4 a gallon, but has never decreased since then. I was getting the pass for half off for a 18.8 year job that I lost in May and that increase hurt even then. Now when I was unemployed and now work part time, I have to pay full price of \$100 and that really hurts. Does TriMet do anything for low income people to make it easier to get around? Sure would help! I'd be willing to show proof of income like I now do for food stamps and the Oregon Health Plan.</p>
<p>Equity and inclusion should be the top priority for public transit in the state. Unfortunately over the past 20 years in Oregon I have witnessed too many public-private partnerships in public transportation that provide greater service to the haves at the expense of the have nots. It is time for public transportation's priorities to NOT be vested interest in economic development for city centers, and to serve those who most rely on public goods. Also-- how are we going to deal with Washington and Clark county?</p>
<p>Public transportation policies and investment decisions need to more honestly and accurately reflect the true costs of transportation, by mode. To do this, we need to assess all encumbrances on our</p>

transportation infrastructure (and surrounding areas), to include wrt: maintenance and upkeep; health aspects (whether the mode improves or degrades public health); air, water, and noise pollution; among others. In addition, Oregon Transportation Planning needs to go much further in quantifying/projecting the Outcomes of various transportation investments/initiatives with respect to:

- Individual Health (obesity rates)
- Congestion
- Quality of Life/Livability
- Economic Opportunity (Not Development)

Outcomes should be assessed against key demographic groups (male/female, races, poverty level, etc)

I would not describe the plan as a "project". confusing to general public. (confused me for a few minutes) Stay away from long "soup to nuts" sentences. I understand need to be inclusive but weakens the strength or energy in the statements. My hope is that the plan will look forward, not back. think of youth and our wonderful vibrant cities and our still unspoiled rural areas and try to help channel us toward the key principles to connect, coordinate. improve the rider experience and make what we have more effective. That will help as we add hours and additional routes.

Do you have any idea what it is like to have to go to the DR's office, spend 4 days on the pH. Every waking moment searching the internet, phone book to hear the words "sorry we can't help you than given pH #'s to call many of which I had already tried.

My husband is now residing in a state mental facility. He is now Jesus and I am Jezebel (trust me I have been a Christian since I was 13 I not only do not know anyone in town. The police had to put a note on My neighbors door. They have been getting my mail, they have been getting my groceries too. They are elderly and can't drive me and load my electric wheelchair:(. I can't even be intimate with my husband. Multiple Sclerosis makes it painfully to be just hugged.

That terrible day He was when I heard him playing music so loud my windows were rattling. I peaked out of bedroom door. He was wearing his Marine Corp. Dress Blues, making slashes in the air with his Marine Corp, sword Yelling over the music. I am Jesus and your 3 days are up (geez you would think he could've mentioned the day they started) He pointed it at my chest and started to running towards me I would have been impaled to my bedroom door. He now is committed for a long time. I am grateful I did not have to shot him.

I hope that this plan will help illuminate the funding gaps in Oregon between the current level of public transportation funding (both capital and operating) and what is needed both to implement the plan and provide adequate levels of transit service across the entire state in both urban and rural communities.