

Highway 99 West Transit Feasibility Report



Photos courtesy of Gary Halvorson, Oregon State Archives

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Final Report

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Oregon Cascades West Council of Governments
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Prepared by

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About the Institute for Policy Research and Engagement



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The Institute for Policy Research & Engagement (IPRE) is a research center affiliated with the School of Planning, Public Policy, and Management at the University of Oregon. It is an interdisciplinary organization that assists Oregon communities by providing planning and technical assistance to help solve local issues and improve the quality of life for Oregon residents. The role of IPRE is to link the skills, expertise, and innovation of higher education with the transportation, economic development, and environmental needs of communities and regions in the State of Oregon, thereby providing service to Oregon and learning opportunities to the students involved.



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The Oregon Cascades West Council of Governments (OCWCOG) strives to assist our members in planning for the long term improvement of their communities. To this end, the Community and Economic Development (CED) Department led the development of a Highway 99W Transit Feasibility Study between Junction City and McMinnville. Awarded a Statewide Transportation Improvement Fund (STIF) Discretionary Grant for the 2019-2021 biennium, this report documents the process, findings and recommendations of the work.

Throughout the project, we had a Technical Advisory Committee (TAC) consisting of staff from Lane Transit District, Benton Area Transit, Corvallis Transit, Cherriots and Yamhill County Transit. Through extensive outreach including over 450 online surveys, informational meetings with all three Area Commissions on Transportation (ACTs) that span the region, and more than 20 stakeholder and community leader interviews, the study broadly found that transit along the corridor is feasible. However, when it comes to rural transit, the question becomes more about the value of providing service, and the subsequent cost agencies are willing to subsidize it.

Currently no transit service is offered to the city of Monroe, there is limited service to Monmouth, and there is no north/south connection between the major cities along the corridor including Corvallis, Eugene, and Portland via McMinnville. For Oregon's more vulnerable population, this can make accessing goods and services very challenging. Between COVID-19, public agency budget reductions and the potential change in travel patterns in a post-covid world, OCWCOG was planning on having more conversations and establishing intergovernmental agreements over the next biennium to solidify a plan for service in the long run. However, at the last TAC meeting discussing the project, there was enough collective momentum that Benton County and Yamhill County submitted a joint application to pilot service along the corridor as part of the 2021-2023 STIF Discretionary grant program. We applaud their efforts and ambition to provide a connected transit corridor along 99W!

As a regional council of governments, we are acutely aware of the challenges that exist when working across jurisdictional boundaries, especially on a project of this magnitude. Motivated staff and supportive partners are not something to be taken for granted. We are happy to have been a part of the process and will continue supporting our members in their efforts to connect communities. We thank the Institute for Policy Research and Engagement (IPRE) at the University of Oregon for their hard work on this and hope you enjoy reading the report.

Sincerely,

Nicholas Meltzer

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This project began in earnest just as the COVID-19 pandemic shifted priorities, prohibited in-person outreach activities, and changed perceptions of public transit. The report documents how the project team pivoted throughout the process on methods, engagement strategies and survey questions. The survey intentionally asked respondents to think about the questions in a pre- or post-pandemic world. Regardless, as one reads this report, the COVID-19 pandemic and the impacts on the project should be considered.

Executive Summary

Introduction

The Oregon Cascades West Council of Governments tasked the Institute for Policy Research and Engagement in conducting a transit feasibility study to assess the need for increased public transit along the Highway 99W corridor. Highway 99W runs between Eugene and Portland roughly paralleling I-5 to the west. There is currently limited public transit along Highway 99W creating service gaps between Junction City and McMinnville.

The study incorporates a Demand Assessment including key findings from the research to understand current levels of transit demand along Highway 99W between Junction City and McMinnville. Demand is assessed on transit need and level of interest from the local communities as well as factors that affect service for vulnerable populations, potential transit service options, frequency, practical route scheduling and operational cost. Based on the findings, route alternatives were determined to fit transit demand.

“My handicapped son lives in Monmouth and could use this service for transportation between home and Amity. He struggles with this regularly now.”

Research Methods

- Demographic and Commute Analysis
- Transit Stakeholder Interviews
- Community leader interviews
- Community Survey

Demographic and Commute Analysis

The Demographic and Commute analysis was conducted to understand current and future community demographics, vulnerable population data, and existing transit use and operations. The analysis uses the most current data drawn from the *American Community Survey five-year estimates (2014-2018)*, *Portland State University’s Population Research Center’s population estimates and forecasts*, and *Longitudinal Employer-Household Dynamics*.

Community Demographics

The population is projected to **grow by 1.2% annually** until 2040

McMinnville, Independence and Monroe are above the 5% threshold of **limited English-speaking household**

Monmouth, Independence, Adair Village and Junction City report a **2% to 8% higher population of females** to males

Vulnerable Populations

There is an **increasing population of older adults** and 31% of residents aged 55 or older are reported to have a disability

22% of individuals in households have an income **below poverty level**; while 42% are low-income.

8% report having **no vehicle availability**

10% of residents in the study area identify as having a **mental or physical disability**

Travel Patterns

56% of the residents in the study area **travel less than 10 miles to work**.

Most residents in the study area **travel to a different city for work**. This specifically increases throughout smaller cities in the corridor.

Corvallis, McMinnville, Salem, Albany, and Eugene are the **primary work destinations**

"We are seeing steady increases in congestion and there is a point where that begins to impact movement and delivery of services and goods. And having a viable transit service is one of the ways we can help address those needs."

Transit Stakeholder Interviews

Existing transit providers were interviewed to understand existing transit demand and potential need for transit expansion along Highway 99W. Phone and in-person Interviews were conducted using a standardized interview guide. Information was synthesized to determine key findings. **15 interviews** were conducted from the following agencies: Lane Transit District, Oregon Department of Transportation, Lane Council of Governments, Benton County Transit, Corvallis Transit, Cherriots (SAMTD), Yamhill County Transit Authority, Confederated Tribes of the Grand Ronde, and MTR Western.

Community Leader Interviews

Community leader Interviews were conducted in response to the COVID-19 pandemic and the need to adjust from in-person focus groups to a socially distant research method. The purpose was to gain a deeper understanding of community transportation needs and community demand for transit. Community leaders were asked to speak to their impressions of community needs and patterns and were not expected to represent all experiences or opinions. **18 interviews** were conducted from local and private community services such as public libraries, nonprofits and schools.

Key Findings

Demand thresholds for rural transit have lower ridership than metropolitan routes

Infrastructure, operations, demand, route connections, and limited funding are all **constraints to providing rural transit**

Demand for transit is increasing due to demographic shifts in age and ethnicity, increasing housing prices in metropolitan areas, and increasing congestion along Highway 99W and I-5

Metrics for successful rural transit include **operating costs, ridership, and accessibility**

Rural communities are car dependent and there are cultural associations between owning a car and being successful

The **cost** of owning and operating a car as well as lack of transit **inhibits community members from reaching destinations**

Increased public transit use would require low fares, increased frequency, reduced wait time, lower travel time, and promotional materials provided in multiple methods and languages.

Barriers to accessing transit include current operations, infrastructure, and communication methods

Concerns about health and safety are likely to continue for the near future due to the COVID-19 pandemic

Community Survey

The purpose of the survey was to engage with existing and potential riders and understand the willingness to use transit along Highway 99W. The online survey was disseminated through existing contacts from the Technical Advisory Committee, organizations throughout the corridor and posted as a Facebook advertisement throughout the region. *The survey was open April 7 through September 14, 2020 and there were 447 respondents to the survey.*

Key Findings

Strong general support among survey takers for transit service

Majority of respondents travel for **personal errands/social activity**

Half of respondents **used transit** at least once in the last year.

Most respondents show **localized travel patterns**

Effective service includes **stability, safety, cost, frequency, infrastructure, and connections**

\$9.21 is the average max. amount respondents would pay for service

New choice riders will be **harder to persuade to use after COVID-19**

"I admit I will likely never use the services myself but there is a definite need in the community among multiple different groups I don't fall in and I support expanding public transit options."

Demand Factors

Vulnerable Populations

Vulnerable populations are defined as populations who are elderly, have a disability, are cost burden, do not have access to a car, and/or are primarily Spanish-speaking.

Transit Service Options

- Dial a Ride
- Fixed Route Bus
- Deviated Fixed Route
- Flex Services
- Regional Services

Frequency

Low, medium, and high frequency is determined based on other regional rural transit operations. Weekday service was the determined metric because weekend service varies greatly among service providers.

- **Low:** 2-3 roundtrips per weekday
- **Medium:** 4-5 roundtrips per weekday
- **High:** 6 or more roundtrips per weekday.

Route Scheduling

- Weekend schedules may vary from weekday schedules including later start times.
- Demand may be lower for early morning trips in the north region than the south and center.
- There is low demand for service after 7pm on weekends and weekdays across all geographies

Operational Cost Analysis

Table ES-1 Regional Average Operating Expense/Vehicle Revenue Hour

	Bus	Commuter Bus	Vanpool
Transit Agency Average	\$109.97	\$76.29	\$45.92

Source: Federal Transit Administration Agency Profiles, 2018; see Table 6-3 for detail.

Four route alternatives were determined based on the study’s demand factors and key findings. They describe geographical location, mileage, and route frequency and provide benefits and constraints of each route. Route frequency was analyzed using Remix software and assuming an average speed of 40 mph with a 15% vehicle layover.

Alternative 1: Junction City to McMinnville

Alternative 1 provides a continuous service to the entire Highway 99W corridor. This alternative ensures all communities along the corridor have a north and south bound route allowing flexibility in travel direction to services, amenities, recreation and personal errands within the nearby communities.



Benefits

One continuous route for the entire corridor length allows a single vehicle to provide service to a large geographic area and considerably reduce operating expenses.

Constraints

The service would run at a medium to low frequency and provide 3 round trips per day with one vehicle. This could significantly reduce the number of passengers able and willing to utilize the service. Due to the length of the route, it will be difficult to synchronize with alternate bus routes along the corridor.

Route Specifics (Roundtrips)

- **Route Length:** 146 miles
- **Travel Time:** 219 minutes
- **Frequency:** Medium to Low
- **Trips Per Day:** 3
- **Departure Rate:** once every 252 minutes (includes 15% layover)

Potential Terminal Locations

Junction City:
LTD Route 95 Stop(s)

McMinnville:
Transit Center

Route Stops

- Monroe
- Corvallis
- Adair Village
- Monmouth
- Amity
- Rickreall

Alternative 2: Junction City to Corvallis

Alternative 2 provides a service route between Junction City and Corvallis suggesting a higher frequency route through a smaller geographic area. This alternative was determined based on the high demand from the communities south of Corvallis and specifically Monroe which currently lacks service.



Benefits

This route would provide higher frequency allowing flexibility in time of travel. The route would provide service to the currently non-transit served Monroe community to medical and personal errands.

Constraints

This route excludes the northern portion of the Highway 99W corridor limiting travel for northern residents and southern residents interested in traveling north.

Route Specifics (Roundtrips)

- **Route Length:** 53 miles
- **Travel Time:** 79 minutes
- **Frequency:** High Frequency
- **Trips Per Day:** 8
- **Departure Rate:** Once every 91 minutes (includes 15% layover)

Potential Terminal Locations

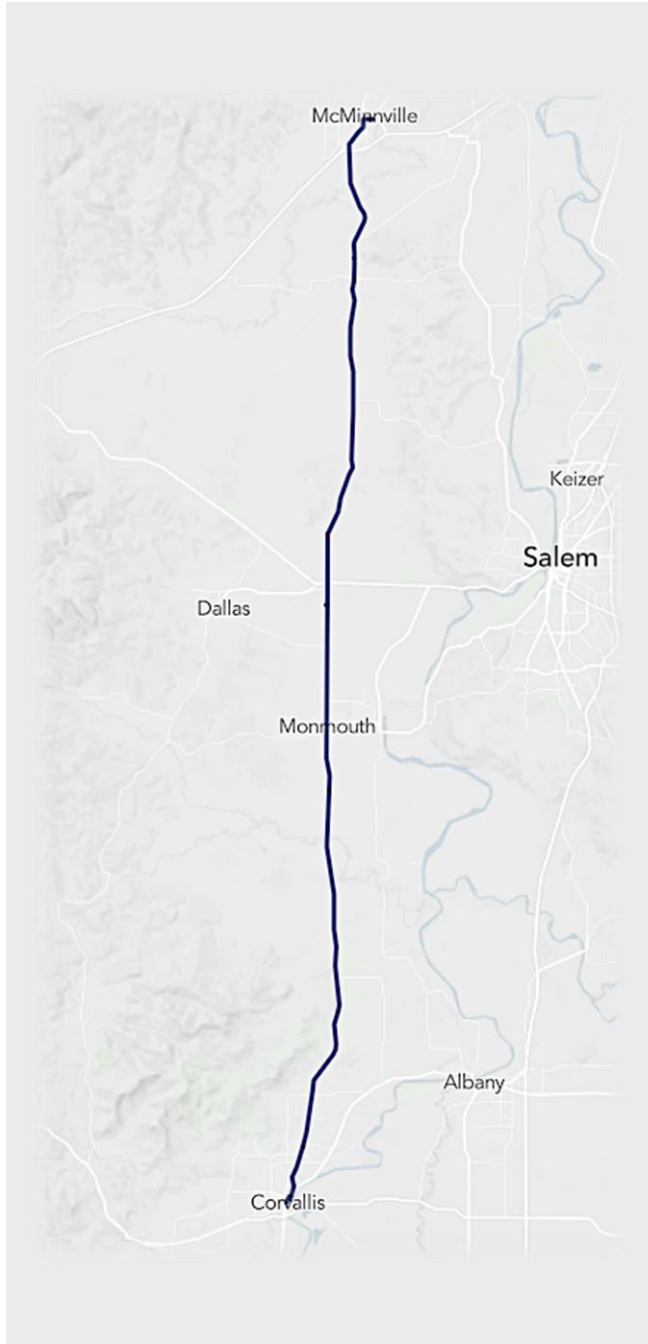
Junction City:	Corvallis
LTD Route 95 Stop(s)	Downtown Transit Center

Route Stops

- | | |
|-----------------|-------------|
| • Monroe | • Monmouth |
| • Corvallis | • Amity |
| • Adair Village | • Rickreall |

Alternative 3: Corvallis to McMinnville (& Junction City to Corvallis)

Alternative 3 supplements Alternative 2 with an additional route running from Corvallis to McMinnville. This route provides options for northern and southern residents to travel along the corridor to the central region. At a minimum, the route would require two buses and two vehicles to serve both regions.



Source: Remix

Benefits

This route would provide higher frequency and rider flexibility throughout the region. It aligns with travel patterns where residents have a higher frequency of travel to and from the central region including Corvallis.

Constraints

Northern route is 78% longer. This would require twice the amount of bus trips and vehicles in the northern region or longer wait times in the southern region to align scheduling transit schedules. The result would be either higher cost or lower frequency depending.

Route Specifics (roundtrips)

- **Route Length:** 93 miles
- **Travel Time:** 139 minutes
- **Frequency:** Medium to High Frequency
- **Trips Per Day:** 4-8
- **Departure Rate:** Once every 160 minutes (includes 15% layover)

Potential Terminal Locations

McMinnville:
Transit Center

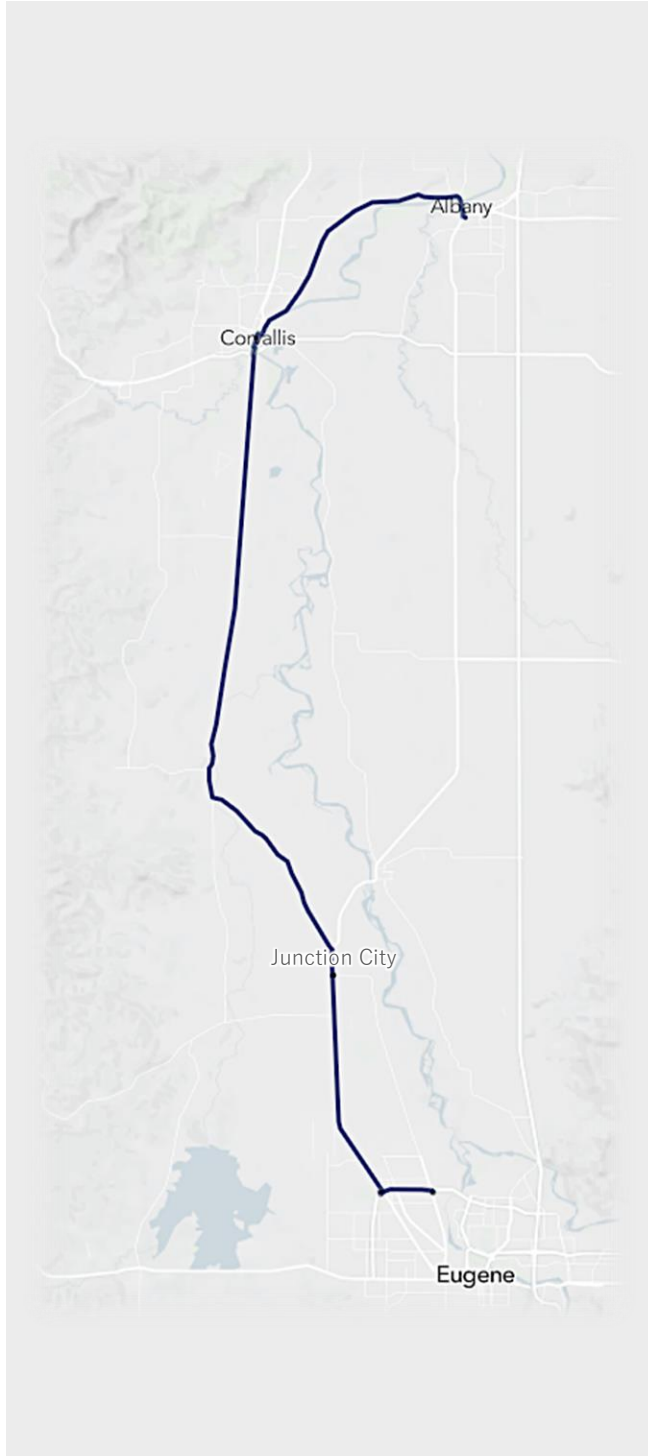
Corvallis:
Downtown Transit Center

Route Stops

- Amity
- Monmouth
- Adair Village
- Rickreall

Alternative 4: Eugene to Albany

Alternative 4 provides an enhanced connection to larger metro regions by connecting Eugene to Albany. The service provides southern residents the connection to resources in the southern and central regions.



Source: Remix

Benefits

This route closes the service gap between Junction City and Corvallis and extends access to services in Eugene and Albany. There is current demand to extend transit to Eugene from the southern communities and connecting to the Amtrak station in Albany extends the potential for transit to I-5 and Portland.

Constraints

Current service between Corvallis and Albany creates potential for duplicate service. The route excludes northern portion of the corridor limiting travel for northern residents who travel south as well as southern residents who travel north. Duplicates existing LTD service from Eugene to Junction City.

Route Specifics (Roundtrips)

- **Route Length:** 98 miles
- **Travel Time:** 147 minutes
- **Frequency:** Medium to High Frequency
- **Trips Per Day:** 4-8
- **Departure Rate:** Once every 169 minutes (includes 15% layover)

Potential Terminal Locations

Eugene:
Santa-Clara Transit
Station

Albany:
Amtrak Train
Station

Route Stops

- Junction City
- Monroe
- Corvallis
- Albany

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Chapter 1: Introduction

The Oregon Cascades West Council of Governments (OCWCOG) tasked the Institute for Policy Research and Engagement (IPRE) at the University of Oregon in conducting a transit feasibility study. The purpose of the study is to assess the need for increased access to public transportation along the Highway 99W (Hwy 99W) corridor.

Highway 99W is a major highway that roughly parallels Interstate 5 to the west and connects Portland and Eugene, the two largest metropolitan cities in Oregon (Salem is just east of Highway 99W). The study focuses on the 72-mile section of Highway 99W between McMinnville and Junction City due to the significant gaps in transit service. Figure 1-1 shows the study area and includes current inter-community transit lines and significant gaps in transit services throughout the corridor. Approximately 48 miles of the study area between Junction City and McMinnville are not serviced by public transit (shown in pink).

Figure 1-1. Transit Routes Connecting to Highway 99W



Source: Oregon Cascades West Council of Governments

The surrounding area of Highway 99W is diverse in composition with agriculture, small rural communities, and larger city hubs. These areas are interconnected through various community needs and result in significant travel along Highway 99W. Communities around the corridor use Highway 99W for various purposes such as work commute, shopping, medical needs, and recreational opportunities. OCWCOG recognizes the gap in service and the significance of Highway 99W as a common travel corridor and is interested in understanding the need for a new transit line based on existing conditions, community needs and potential transit opportunities.

There are eight communities along the corridor that range in size from under 1,000 to around 60,000 in population. The corridor was divided into three regions based on their geographical location: north, center, and south (Table 1-1).

Table 1-1 Designated Regions on Highway 99W

Region	City Name	County	Area Commission on Transportation
North	McMinnville	Yamhill	Mid-Willamette Valley
	Amity	Yamhill	Mid-Willamette Valley
Center	Monmouth	Polk	Mid-Willamette Valley
	Independence	Polk	Mid-Willamette Valley
	Adair Village	Benton	Cascade West
	Corvallis	Benton	Cascade West
South	Monroe	Benton	Cascade West
	Junction City	Lane	Lane

Source: IPRE, 2020

Project Support

The Highway 99W Transit Feasibility Study is supported by a variety of local and regional plans that encourage rural connection and further study along Highway 99W. The project stems from the Benton County Transportation System Plan (TSP) which provides a set of goals and strategies for long range transportation planning in Benton County. The Benton County TSP describes the lack of transit options and encourages further study of an extended transit route along the corridor. This consideration focuses on rural communities lacking public transit mobility and is a focus of this feasibility study¹.

In Oregon's Statewide Land Use Planning Goals, Goal 12 addresses transportation more specifically. Goal 12 supports government entities in increasing mobility for residents, ensuring that they are not limited in their ability to access jobs, services, and other communities. The Oregon Public Transportation Plan broadly recognizes the need for expanding rural public transportation connecting communities to regional services ensuring better quality of life, retention of population and improved economies². It states that "transportation agencies and providers must coordinate to stretch services for seniors, the disadvantaged, rural residents and non-English speaking populations."³

¹ Page 104 BCTSP, 2019

² Page 111, Oregon Transportation Plan, Volume I, 2006

³ Page 25, Oregon Transportation Plan, Volume I, 2006

Additionally, Regional plans support the Transportation Feasibility Study such as the Salem-Keizer Transit District Long Range Regional Transit Plan and the Lincoln, Benton, Linn Human Services Coordinated Plan. The Lincoln, Benton, Linn Human Services Coordinated Plan describes the existing intercounty transportation connections as well as the strategy to increase regional collaboration and expansion of transportation services. These plans provide the foundation and motivation for the Highway 99W study and align with Oregon's Statewide Land Use Planning Goals.

In 2017, the Oregon Legislature passed House Bill 2017, the Statewide Transportation Improvement Fund (STIF). The bill designated nine percent of the total funds appropriated to be awarded to eligible Public Transportation Service Providers based on a competitive grant process. The nine percent is divided into a five percent share for STIF Discretionary Projects and a four percent share for STIF Intercommunity Discretionary projects. OCWCOG was awarded \$102,340 from the intercommunity discretionary fund with a grant amount of \$92,106 and \$10,234 local match. One of the goals of this grant is to fill gaps in the statewide public transit network.

Methodology

To determine transit feasibility the study evaluates demand for transit, potential transit options, cost estimates, and potential funding sources. These elements are based on analyzing existing conditions, conducting public engagement and gaining input from current transit providers. Key elements of the research include a demographic and commute analysis, interviews with transit providers, an online survey and community leader interviews.

Throughout the research, key implications were synthesized and presented to three Area Commissions on Transportation (ACT) and a Technical Advisory Committees (TAC). The ACTs include the Mid-Willamette Valley, Cascades West, and Lane. The ACTs were informed on research progress and finding and were consulted to gain regional context and local community connections. The TAC consisted of regional transit providers throughout the corridor and provided guidance and technical recommendations.

Demographic and commute analysis

The Demographic and Commute Analysis provides context based on demographic and commute data that includes existing conditions for the cities along Highway 99W. This analysis provides background to the cities, current transit services, community demographic characteristics, characteristics for vulnerable populations and travel patterns. The analysis uses demographic data from the American Community Survey (ACS) Five-Year Estimates (2014-2018) and Portland State University's (PSU) Population Research Center's (PRC) population estimates and forecasts. Although these data sources are considered the most reliable and up to date, it is important to acknowledge that data reliability can be poor for small cities and may not represent these communities accurately.

Stakeholder Engagement

Existing transit providers were identified and interviewed as key stakeholders within the study. The purpose of the interviews was to obtain a better understanding of possible transit connections, existing transit demand and potential need for expansion along the HIGHWAY 99W corridor. The interviewed transit providers include: Lane Transit District (LTD), the Oregon Department of Transportation (ODOT), Lane Council of Governments (LCOG), Benton County Transit, Corvallis Transit, Cherriots, Yamhill County Transit Authority (YCTA), the Confederated Tribes of the Grand Ronde, and MTR Western.

Survey

The survey was developed by IPRE, with significant input from OCWCOG and the Technical Advisory Committee, as well as minor feedback from the Area Commissions on Transportation. Using the snowball method, interested parties spread the survey independently. The survey was posted and advertised on Facebook, included in newsletters, and sent to private email lists.

The purpose of the survey was to collect data from individuals living along the corridor. The data was collected in order to better understand respondent's current travel patterns, possible transit needs, and the demographics of those who would rely on this service. The responses from this survey helps shape the demand assessment by clarifying where the need for transit is within the study area.

Community Leader Interviews

The original scope of work included several in-person focus groups with community members and organizations. However, due to the COVID-19 pandemic and the restriction on in-person interactions, the focus groups were not feasible. In the place of focus groups, interviews with community leaders were conducted with underserved, under-represented, and vulnerable communities along the corridor. The purpose of these interviews was to gain a better understanding of transit needs for these populations and is consistent with the purpose of the in-person focus groups.

Underrepresented community groups along the Highway 99W corridor were identified and prioritized in the community leader interviews. Community leaders were interviewed due to accessibility and resource availability. The interviews were conducted over the phone using a standardized interview guide. Social services, libraries and community organizations were interviewed while major employers, business associations and Granges were considered but not included due to limited resources and time constraints.

Existing Conditions

The study area is currently serviced by Yamhill County Transit, Cherriots, Benton County Transit, Corvallis Transit System, Linn Benton Loop, and Lane Transit District. However, these regional transit service providers mostly provide service within urban areas and across the study area East to West, as opposed to North to South.

A fixed-route bus route was previously in operation along Highway 99W. The 99 Express serviced the highway with stops in Adair Village, Corvallis, Monroe, and Junction City. The route between Adair Village and Corvallis is still in operation, however, the rest of the route was discontinued after approximately two years of service due to low ridership.

Organization of this Report

This report is organized around major components of research that answer the question, "is transit service feasible along the Highway 99W Corridor"?

Chapter 2 describes the demographic and commute analysis. Specifically, key takeaways from demographic and commute data. This includes information about current transit service, community demographic characteristics, characteristics for vulnerable populations, travel patterns, and local colleges and universities.

Chapter 3 describes the transit provider interviews. This includes synthesis of the key findings and themes that arose from these interviews. As well as key implications for assessing transit feasibility and an in-depth discussion of intercommunity and rural routes, transit funding, collaboration between agencies, barriers to providing rural transit and transit to vulnerable populations, and opportunities for transit expansion.

Chapter 4 describes the survey. This includes key findings and analysis of the data collected, as well as content analysis of the written portion of the survey.

Chapter 5 describes the community leader interviews. This includes synthesis of the key findings and themes that arose from these interviews. As well as analysis of the needs of these underserved, under-represented, vulnerable groups.

Chapter 6: focus groups likely to be removed

Chapter 7 describes the demand assessment and includes key findings from the research to understand current levels of transit demand along Highway 99W between Junction City and McMinnville. Demand is assessed on transit need and level of interest from the local communities as well as factors that affect service for vulnerable populations, potential transit service options, frequency, practical route scheduling and operational cost. Based on the findings, route alternatives were determined to fit transit demand.

Appendices

Appendix A: Current Transit Routes

Appendix B: Detailed Demographics

Appendix C: Stakeholder Interview Guide

Appendix D: Survey Respondent Demographics

Appendix E: Survey Guide

Appendix F: Survey Open-Ended Responses

Appendix G: Survey Responses by Corridor Region

Appendix H: Community Leader Interview Guide

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Chapter 2: Demographic and Commute Analysis

The purpose of Chapter 2 is to provide an analysis of demographic and commute data that includes existing transit conditions for McMinnville, Amity, Monmouth, Independence, Adair Village, Corvallis, Monroe, and Junction City. This chapter provides background to the cities along the corridor, current transit service, community demographic characteristics, characteristics for vulnerable populations and travel patterns.

Methods

The analysis uses the most current data drawn from the American Community Survey (ACS) five-year estimates (2014-2018), Portland State University's (PSU) Population Research Center's (PRC) population estimates and forecasts, and Longitudinal Employer-Household Dynamics (LEHD). *Note: ACS data is based on a survey with a relatively small sample size and therefore subject to higher margins of error than the Decennial Census in areas of low population.*

Key Implications: Community Demographics

Community Demographic characteristics include an estimated population, 2040 population projection, sex, median rent, house value, race, ethnicity, and language.

- The population of the study area is projected to **grow by 1.2% annually** until 2040 (an increase of 1,706 people per year and a total of 35,826 people between 2019 and 2040).
- **Racial and ethnic diversity varies** across individual cities in the corridor. McMinnville, Independence and Monroe have the highest percentages of residents identifying as Hispanic or Latino.
- McMinnville, Independence and Monroe are above the 5% threshold of **limited English-speaking household**, specifically Spanish speaking, requiring transit providers to issue reading materials in Spanish.
- Monmouth, Independence, Adair Village and Junction City have **2% to 8% higher population of females to males**.

Key Implications: Vulnerable Populations

Vulnerable populations include age, income, poverty, disability, and vehicle ownership

- There is an **increasing population of older adults** along the corridor and 31% of residents aged 55 or older are reported to have a disability.
- **Twenty-two percent (22%)** of households in the study area have an income **below the poverty level** while **42%** of individuals **are low-income** (below 200% of federal poverty level).
- **Ten percent (10%)** of residents in the study area identify as having a **mental or physical disability**.
- **Eight percent (8%)** of the study corridor report having **no vehicle availability**, however all communities except Corvallis are at less than 8%.

Key Implication: Travel Patterns

Travel patterns include distance to work, inflow/outflow, residents' workplace destination, workers' home destination, means of transportation to work, and time leaving home for work.

- **Fifty-six (56%)** of the residents in the study area **travel less than 10 miles to work**.
- **More than 60%** of residents in the study area **travel to a different city for work**, particularly within the smaller cities in the corridor where 85-99% travel to a different city for work.
- **Over 50%** of the residents in the study area leave home between 9:00 am and 5:00 pm. Monmouth and Independence show 15% to 18% of residents leaving for work between 4:00 pm and 11:59 pm.
- Corvallis, McMinnville, Salem and Eugene are the **primary work destinations** along the corridor.

Existing Conditions

The following section provides background information on community characteristics and existing transit within the various counties. This includes public transit options within individual communities and along Highway 99W. The Non-fixed route transit services include ADA Paratransit, Dial-a-Ride, Direct Flex and late-night services.

Yamhill County

Yamhill County is in the northern reach of the Willamette Valley and the Highway 99W study area. The county is a combination of rolling hills, forested lands and small communities. Yamhill County is known for its variety of vineyards and recreational opportunities. The cities located on Highway 99W include McMinnville and Amity.

McMinnville is located seven miles north of Amity, 26 miles northwest of Salem, and 47 miles southwest of Portland. McMinnville is the County Seat and the largest city in Yamhill county. McMinnville is a central hub of the Willamette Valley and is a major resource for the winemaking industry. McMinnville's top private employers include the Willamette Valley Medical Center, Linfield College, and Cascade Steel Rolling Mills, Inc.⁴

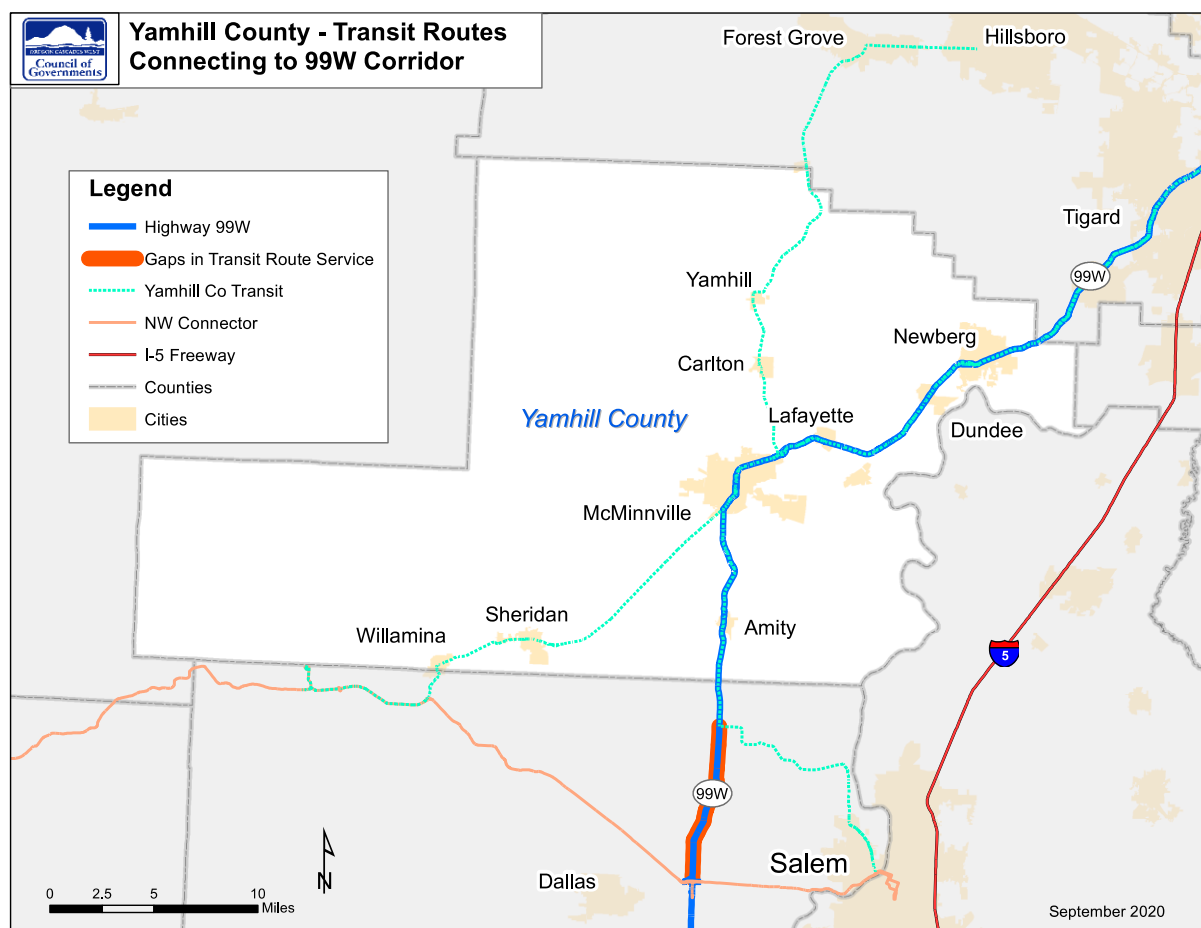
Amity is located seven miles south of McMinnville, 19 miles northwest of Salem, 19 miles north of Monmouth, and 51 miles southwest of Portland. The largest employer in the city is the school district, followed by Coelho Winery. The remaining businesses in the City employ 25 workers or less. Most residents commute to nearby communities for work.

Figure 2-1 shows Yamhill County Inter-Community Transit Routes. The main transit service provider for McMinnville and Amity is the **Yamhill County Transit Area (YCTA)**. YCTA operates four routes within McMinnville. YCTA Route 11 runs from Amity to McMinnville (28-minute ride) and Amity to Salem (35-minute ride).⁵ Several outgoing routes connect McMinnville with Amity, Salem, Sheridan, Willamina, Grand Ronde, Forest Grove, Hillsboro, Dayton, Newberg, and Tigard. On certain local routes, it is also an option for riders to flag down a YCTA bus. A YCTA route schedule and map can be found in [Appendix A](#).

⁴ "McMinnville Industry Data." *Industries in McMinnville, Oregon*, Sept. 2019, www.mcminnvillebusiness.com/industries.

⁵ "Transit Map." YCTA Connexionz, Yamhill County Transit Agency, ycta.connexionz.net/rtt/public/?page=map.

Figure 2-1 Yamhill County Inter-Community Transit Routes



Source: Oregon Cascades West Council of Governance

Polk County

Polk county is located south of Yamhill County in the Willamette Valley and includes forests, farmland and small communities. The county seat is in Dallas, located approximately 5 miles west of Highway 99W. Polk County advertises attractions such as parks, vineyards and historical communities. The communities located along Highway 99W include Monmouth, Independence, and Rickreall.

Monmouth is 17 miles southwest of Salem and 21 miles north of Corvallis. Western Oregon University (about 4,700 students) is in Monmouth. A major employer in Monmouth includes Western Oregon University.

Independence is located three miles east of Monmouth and is about one mile east of Highway 99W. Independence is home to the Independence State Airport and the Independence Historic District.⁶ The major industries within independence include manufacturing, natural resources and

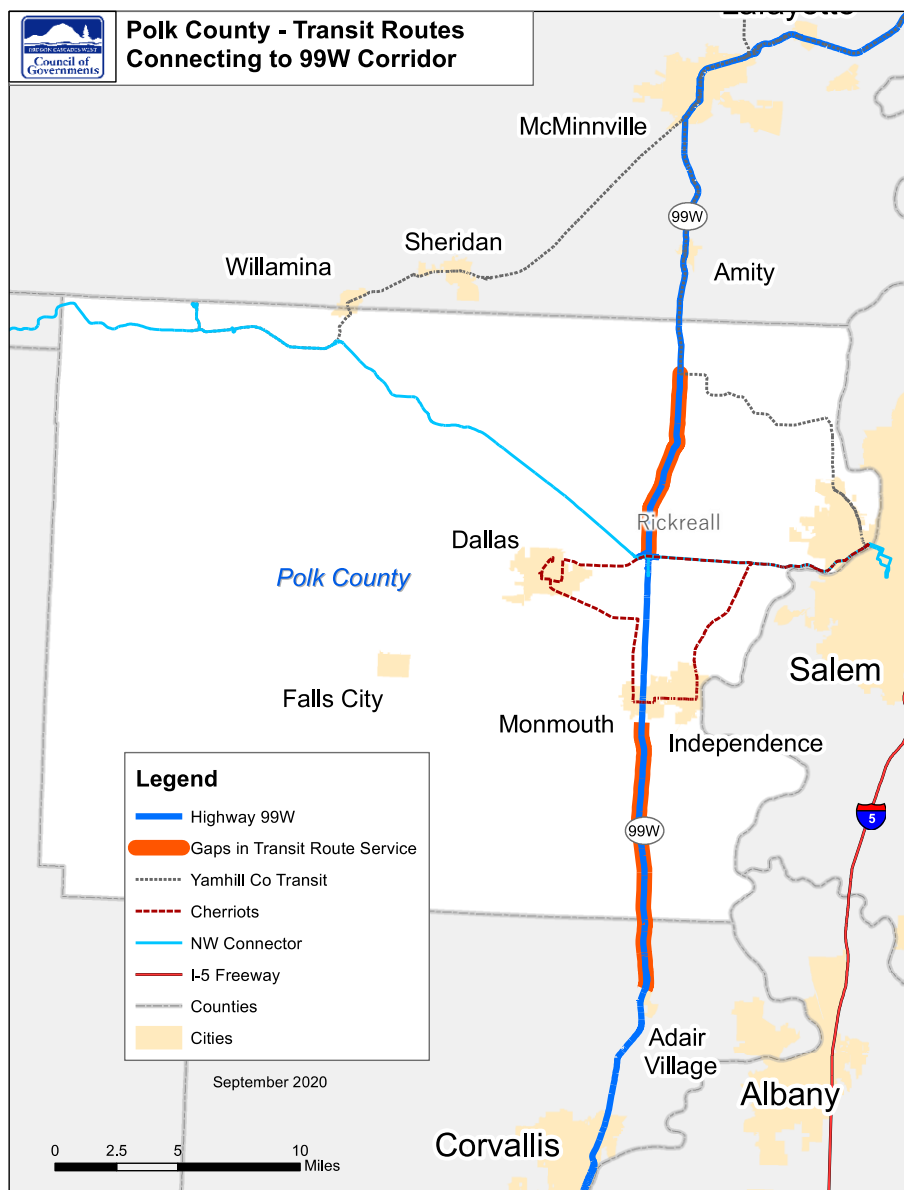
⁶ "Historic Independence Oregon". City of Independence. 2020. <https://www.ci.independence.or.us/historic/about-historic-district>

mining and retail trade. The community prides itself as a historical rural community with a growing and recently redeveloped downtown.

Rickreall is a small unincorporated community located 16 miles south of Amity and about six miles east of Dallas.

Figure 2-2 shows Polk County Inter-Community Transit Routes. The Monmouth-Independence is served primarily by **Cherriots Route 40X**. This regional express route has limited frequency and runs from Dallas to Salem via Monmouth and Independence, making two stops in Monmouth and three in Independence before continuing to West Salem and the Downtown Transit Center where riders can transfer to Cherriots Local Routes and other regional routes. Buses run eight times a day, and more often in the mornings. The Cherriots Regional route map the Cherriots 40X schedule can be found in [Appendix A](#).

Figure 2-2 Polk County Inter-Community Transit Routes



Source: Oregon Cascade West Council of Governance

Cherriots also operates a local flex route called the Polk County Flex (PCF) which is slated to be converted to a deviated fixed-route service in early 2021. The PCF service operates 7am to 5pm and requires a reservation 24-hours in advance, but the new deviated flex route will have fixed stops approximately ¼ mile apart throughout Monmouth, Independence, and Dallas.

The Grande Ronde-Salem Express (Route 70x) operated by Tillamook County Transportation District stops in Rickreall at the Polk County Fairgrounds park and ride facility. Although the destinations in Rickreall are limited, this park and ride provides a key resource for people living in Dallas who don't want to drive to Salem or Grande Ronde.

Polk County offers the Polk County Flex and is open to all riders with no application required to schedule an origin-to-destination direct ride the day before their trip. Rides are on a first-come, first-serve basis, and may be limited to keep buses on schedule.⁷ Travelers to Salem can connect to Greyhound, Amtrak, or Cascades POINT, but none of these services are offered in Monmouth-Independence.

Benton County

Benton County is located south of Polk County in the central Willamette Valley. The county provides a variety of recreational opportunities and cultural activities. Benton County's economy is driven by Oregon State University, regional agriculture, tech, and health industries. The county includes a variety of communities from small rural areas to established towns and cities. The communities along Highway 99W include Adair Village, Corvallis and Monroe

Adair Village is located approximately eight miles north of Corvallis, and 28 miles southwest of Salem. Adair Village acts as a bedroom community to Corvallis and Albany and provides few commercial businesses. With only one commercial area, Adair Village relies heavily on the surrounding communities for resources and entertainment.

Corvallis is located approximately 42 miles north of Eugene and 40 miles southwest of Salem. Corvallis is the County Seat for Benton County and provides a large amount of services to the surrounding communities. The major employers in Corvallis include Oregon State University and the Corvallis Hospital.

Monroe is 18 miles south of Corvallis, 9 miles northwest of Junction City, and 23 miles north of Eugene. Monroe's local economy is anchored on the farming of Christmas trees and grass seed, as well as on logging and the wine industry.⁸

Figure 2-3 shows Benton County Inter-Community Transit Routes. Benton County, outside of Corvallis, is served primarily through Benton County Transit. Adair Village is served by the 99 Express through Benton County Transit. The 99 Express runs from Adair Village to Corvallis Monday to Friday with four round trips per day. There is a flag stop at the intersection of Highway 99W and Lewisburg Road. The 99 Express schedules can be found in [Appendix A](#). Daily fare ranges from free to \$0.75 and a monthly pass costs \$18.00.⁹

⁷ Polk County Flex informational brochure. Accessed 2/19/2020.
https://www.cherriots.org/media/doc/Cherriots_Foldable_Route_Schedules_-_PCF_-_2019-09-03.pdf

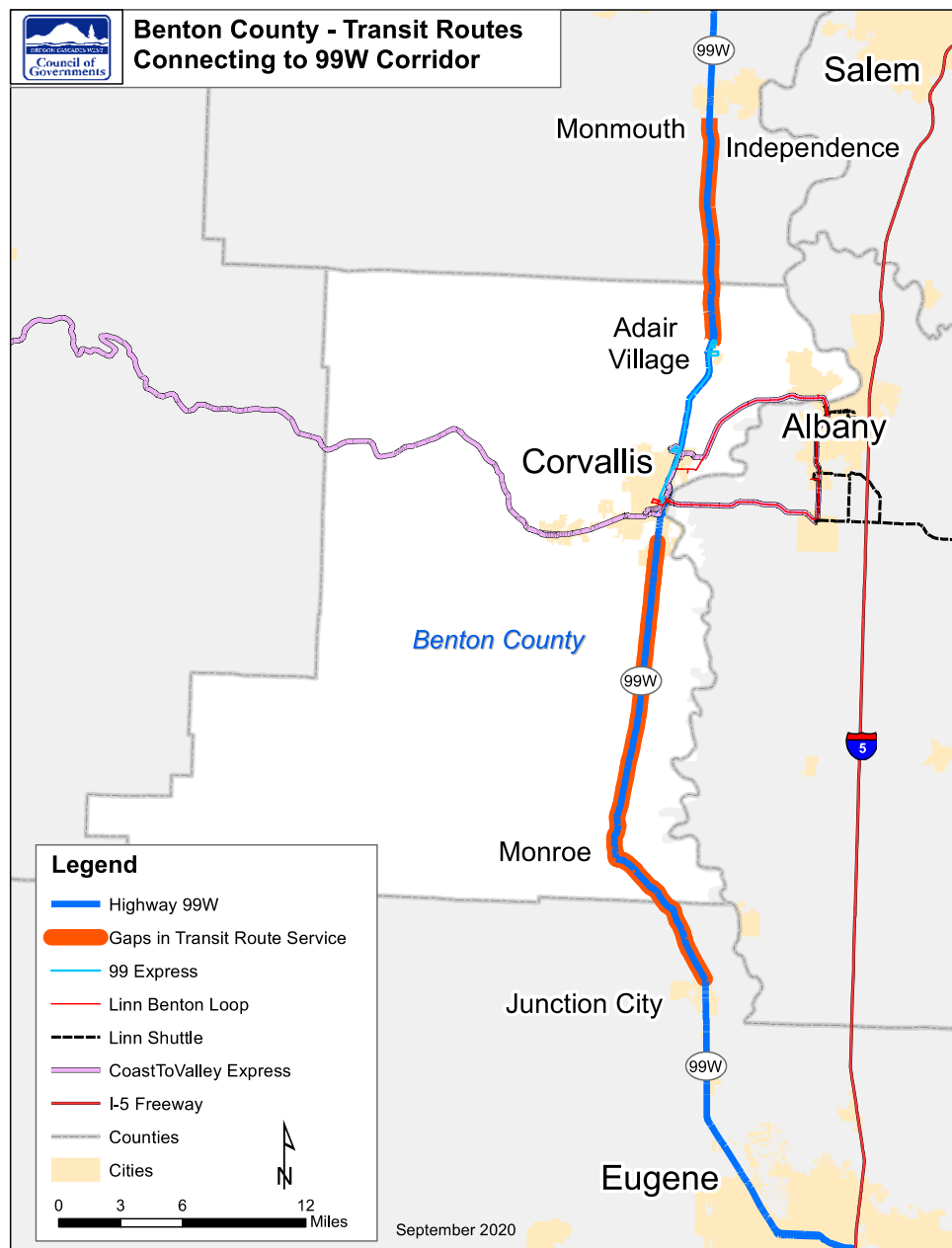
⁸ "Monroe Community Profile." *City of Monroe*, ci.monroe.or.us/monroe-community-profile/.

⁹ "99 Express Fares." *Benton County Oregon*, www.co.benton.or.us/publicworks/page/99-express-fares.

Corvallis is primarily served by Corvallis Transit System with additional services provided from Benton County Transit and Corvallis Public CTS, a fareless system, offers routes throughout Corvallis.¹⁰ CTS Route 6 and Route 20 travel and stop along Highway 99W within Corvallis. The CTS Route Map can be found in [Appendix A](#).

Monroe does not currently have a fixed route service.

Figure 2-3 Benton County Inter-Community Transit Routes



Source: Oregon Cascades West Council of Governance

¹⁰ "Routes." *Corvallis Oregon*, www.corvallisoregon.gov/cts/page/routes.

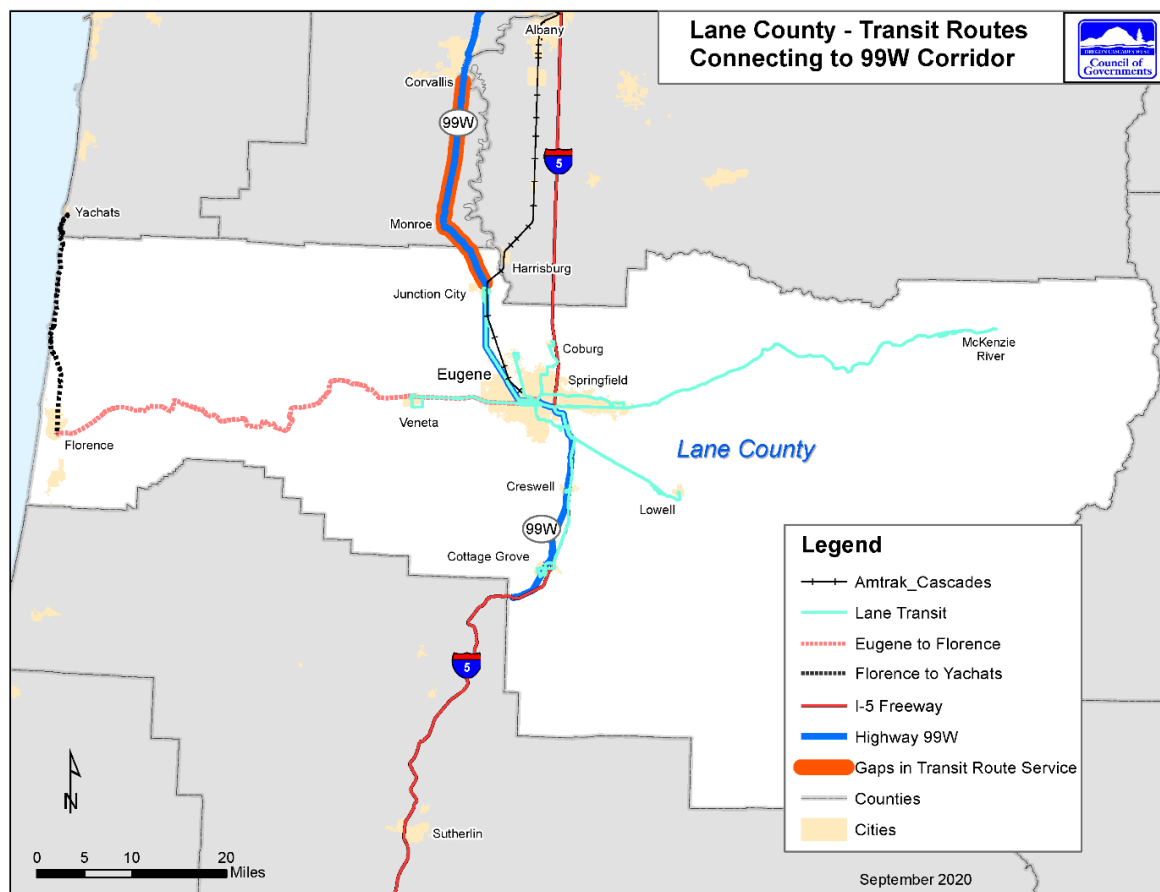
Lane County

Lane County is located south of Benton County and stretches from the Oregon Coast through the southern portion of the Willamette Valley and to the central Cascades. Like Benton County, Lane County has a variety of communities ranging from small rural areas to larger cities. Through its diverse landscape, Lane County provides a variety of recreational opportunities and industries. However, it includes the least amount of the Highway 99W study area.

Junction City is located on the northern edge of Lane County. Junction City is 15 miles northwest of Eugene, 26 miles south of Corvallis, and 57 miles south of Salem. Although Junction City has bus service to Eugene, a service gap exists between Junction City and Corvallis.

Figure 2-4 shows Lane County Inter-Community Transit Routes. Lane Transit District (LTD) is the primary service provider for Lane County. Junction City is served by LTD Route 95. This route provides fixed-route service to Junction City with connection to Eugene. Route 95 terminates in Junction City. One-way tickets cost \$1.75 and monthly passes cost \$50.¹¹ The LTD Route 95 map and schedule can be found in [Appendix A](#). Additional service is provided by Link Lane which provides service to Florence from Eugene, and from Florence to Yachats.

Figure 2-4 Lane County Inter-Community Transit Routes



Source: Oregon Cascades West Council of Governance

¹¹ Lane Transit District. (n.d.). Retrieved January 30, 2020, from <https://www.ltd.org/>

Non-Fixed Route Transportation Services

Table 2-1 describes public and private transportation services along Highway 99W. The following section provides detail on the non-fixed route services throughout the communities along Highway 99W. These services are primarily options for people who are underserved or unable to use the fixed route public transit systems within their counties.

Table 2-1 Transportation Services throughout Highway 99W Communities

City Name	County	Service Provider	Number of Public Transit Routes	ADA Paratransit	Dial-a-Ride (stipulated)	Direct Flex	Senior Shopper Shuttle	Late Night
McMinnville	Yamhill County	Yamhill County Transit	4	X	X			
Amity	Yamhill County	Yamhill County Transit	1	X	X			
Monmouth	Polk County	Cherriots	1	X	X	X	X	
Independence	Polk County	Cherriots	1	X	X	X	X	
Adair Village	Benton County	Benton County Transit	1		X			
Corvallis	Benton County	Corvallis Public Transit & Benton County Transit	13	X	X			X
Monroe	Benton County	None	0		X			
Junction City	Lane County	LTD	1	X				

Source: IPRE, 2020

ADA Paratransit

Yamhill County Transit provides ADA Paratransit rides throughout Yamhill County including McMinnville and Amity. The ADA Paratransit Ride service is dedicated to riders who have been approved to use the service by meeting federal ADA guidelines for their accessibility needs. Reservations must be made no later than 5:00 pm the day before and rides are guaranteed within a two-hour window of the time requested. One-way rides cost \$2.50 and a Personal Care Attendant can ride along for free. The ADA Paratransit Ride is a door-to-door service within $\frac{3}{4}$ mile of fixed-route service in McMinnville and Newberg.

LTD provides RideSource, a paratransit service for Junction City residents on Medicaid. The service is operated through the Eugene-Springfield Metropolitan Planning Organization (MPO). However, Junction City lies outside of the MPO, which excludes the city from offering services to residents who are not on Medicaid.¹² RideSource is available during the same operating hours as LTD's bus service, and trip requests must be made at least one day in advance.¹³

Dial-a-Ride

Yamhill County Transit provides Dial-a-Ride services throughout Yamhill County. Dial-A-Ride is a reservation-only curb-to-curb service that is open to anyone. Reservations must be made between two

¹² Junction City. (2016). Junction City Transportation Systems Plan.

[https://www.junctioncityoregon.gov/vertical/Sites/%7BE865F063-52B6-4191-89A3-FB88287BBBBD%7D/uploads/Final-Junction_City_TSP_-_2016-2036_\(2\).pdf](https://www.junctioncityoregon.gov/vertical/Sites/%7BE865F063-52B6-4191-89A3-FB88287BBBBD%7D/uploads/Final-Junction_City_TSP_-_2016-2036_(2).pdf)

¹³ RideSource > Lane Transit District. (n.d.). Retrieved February 19, 2020, from <https://www.ltd.org/ridesource/>

weeks and 48 hours before the requested pickup time and date, but rides are not guaranteed. This service is offered at a flat fee of \$1.75 and riders can purchase an unlimited monthly pass for \$40.¹⁴

Benton County offers a Dial-a-Bus that provides curb-to-curb transportation serving seniors over 60 years of age who are unable to use the Corvallis Transit system and ADA certified people with disabilities (those who are certified by the Social Security Administration). One-way fare begins at \$2.50.¹⁵ Dial-a-Bus is open Monday through Friday from 8:00 am to 5:30 pm.¹⁶ In addition, Benton County offers Monroe residents a Dial-a-ride service that operates 7 days a week, except for federal holidays and during inclement weather. Reservations for a ride must be made in advance, and not all requests can be accommodated. A one-way trip from Monroe costs \$5.25.¹⁷

OCWCOG offers free RideLine dial-a-ride service for non-emergency medical appointments for residents of Benton, Linn, and Lincoln counties on Medicaid. Monroe residents have access to this service. Rides must be scheduled 48 hours in advance.¹⁸

Albany Transit Services

Albany is primarily served by Albany Transit System with additional services provided from Benton County Transit, and Lincoln County Transit (Coast to Valley Express). The Linn-Benton Loop provides services between Albany and Corvallis, with a stop at Linn-Benton Community College via Highways 20 and 34.

Late Night Shuttle

Corvallis Transit is served by the Corvallis Transit System Night Owl is a partnership between CTS and the Associated Students of Oregon State University to provide seasonal, late-night, bus service for both OSU students and the general public.¹⁹ The Night Owl serves three routes within Corvallis (north, southeast, and southwest).

¹⁴ "Yamhill County Transit." Ycibus, Yamhill County Transit, ycbus.org/wp-content/uploads/2019/11/Schedule-A-Ride.pdf.

¹⁵ "About Us." Dial-a-Bus Benton County, 26 Sept. 2018, dialabus.org/about/.

¹⁶ Ibid.

¹⁷ Benton County Dial-a-Ride – NW Connector. (n.d.). Retrieved February 19, 2020, from <https://www.nworegontransit.org/dial-a-bus-bct/>

¹⁸ Cascades West RideLine | OCWCOG. (n.d.). Retrieved February 19, 2020, from <http://www.ocwcog.org/transportation/cascades-west-ride-line/>

¹⁹ "Night Owl." Corvallis Oregon, www.corvallisoregon.gov/cts/page/night-owl.

Demographic Analysis

Community Demographic Characteristics include an estimated population, 2040 population projection, sex, median rent, house value, race, ethnicity, and language.

The following section presents demographic information along Highway 99W. This includes population forecasts, sex, median rent, house value, race, ethnicity and language. These categories help inform transit through the current conditions and future community characteristics.

Population

Table 2-2 shows the 2010 and 2019 population including average annual change, average annual growth rate (AAGR) and population projections. This helps inform the transit through change in potential ridership and increase service eligibility.

Table 2-2 Resident Population and Growth, Study Area, 2010, 2019, 2040

City Name	2010 Population	2019 Population	Average Annual Change	AAGR	2040 Population Projection	Projected Change 2019-2040	Projected AAGR
99W Corridor	113,236	128,629	15,393	1.4%	164,451	35,821	1.2%
McMinnville	32,187	35,230	3,043	1.0%	46,956	11,726	1.4%
Amity	1,614	1,675	61	0.4%	1,975	300	0.8%
Monmouth	9,534	10,231	697	0.8%	13,639	3,408	1.4%
Independence	8,590	9,833	1,243	1.5%	15,032	5,199	2.0%
Adair Village	840	1,056	216	2.6%	2,075	1,019	3.3%
Corvallis	54,462	63,044	8,582	1.6%	75,227	12,183	0.8%
Monroe	617	641	24	0.4%	675	35	0.3%
Junction City	5,392	6,919	1,527	2.8%	8,871	1,952	1.2%

Source: PSU. Population Research Center. Current Forecast Summaries for All Areas, Final Forecast 2019
AAGR=Average Annual Growth Rate

The study area has about 128,629 residents. Between 2010 and 2019, the area experienced a 13.6% population growth and is projected to continue growing by 1.2% per year until 2040 (see Table 2-2). Population projections indicate that by 2040 about 36,000 more people will be living in the Corridor. Population growth tends to indicate a healthy economy and can both support economic opportunities but also can lead to wealth disparities.²⁰

The population distribution shows that the corridor is anchored by Corvallis (representing 49% of the population) and McMinnville (27%) (see [Appendix A](#)). Adair Village, Amity, Independence, Junction City, Monmouth, and Monroe comprise of the remaining 24% of the study area's population (30,355 people).

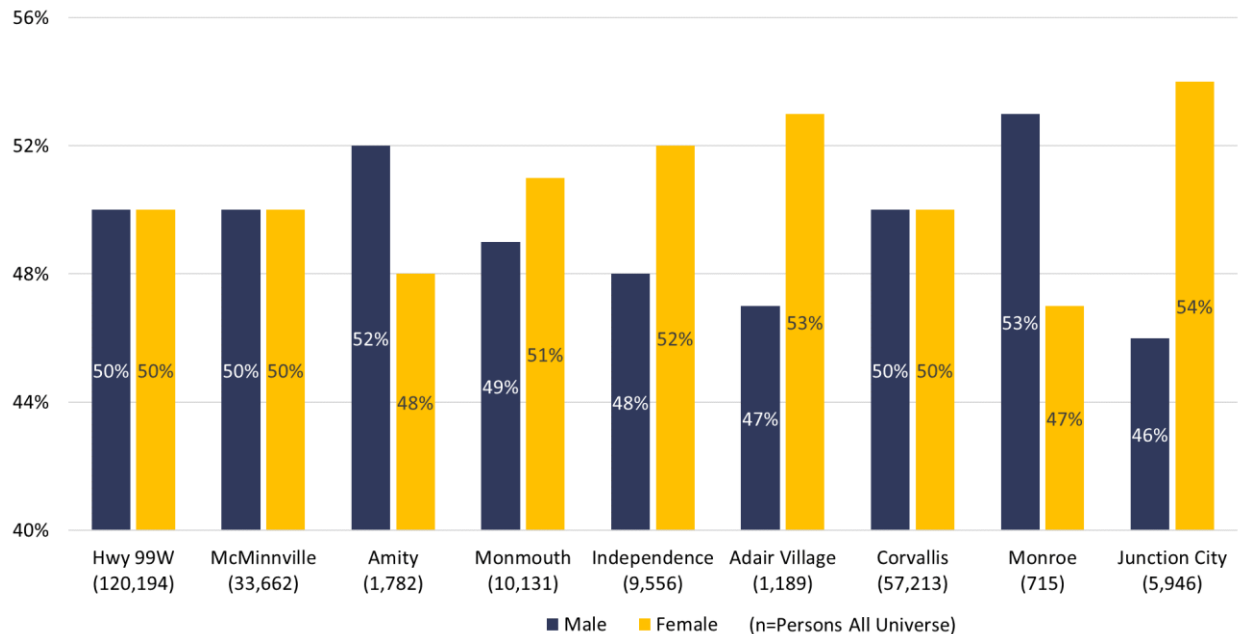
²⁰ *Economic Profile System*. Headwaters Economics, <https://headwaterseconomics.org/tools/economic-profile-system/>.

Adair Village and Independence are projected to have the highest annual growth rate between now and 2040 (see Table 2-2).

Sex

Figure 2-5 shows population breakdown by sex throughout the study area. Like Oregon, the study area is split 50/50 between females and males. Sex breakdown is important for transit because travel patterns differ between females and males. Studies have shown females often travel on public transit more often than males.²¹

Figure 2-5 Population by Sex, Study Area, 2018



Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018). Table B18101. Social Explorer.

Cost Burden

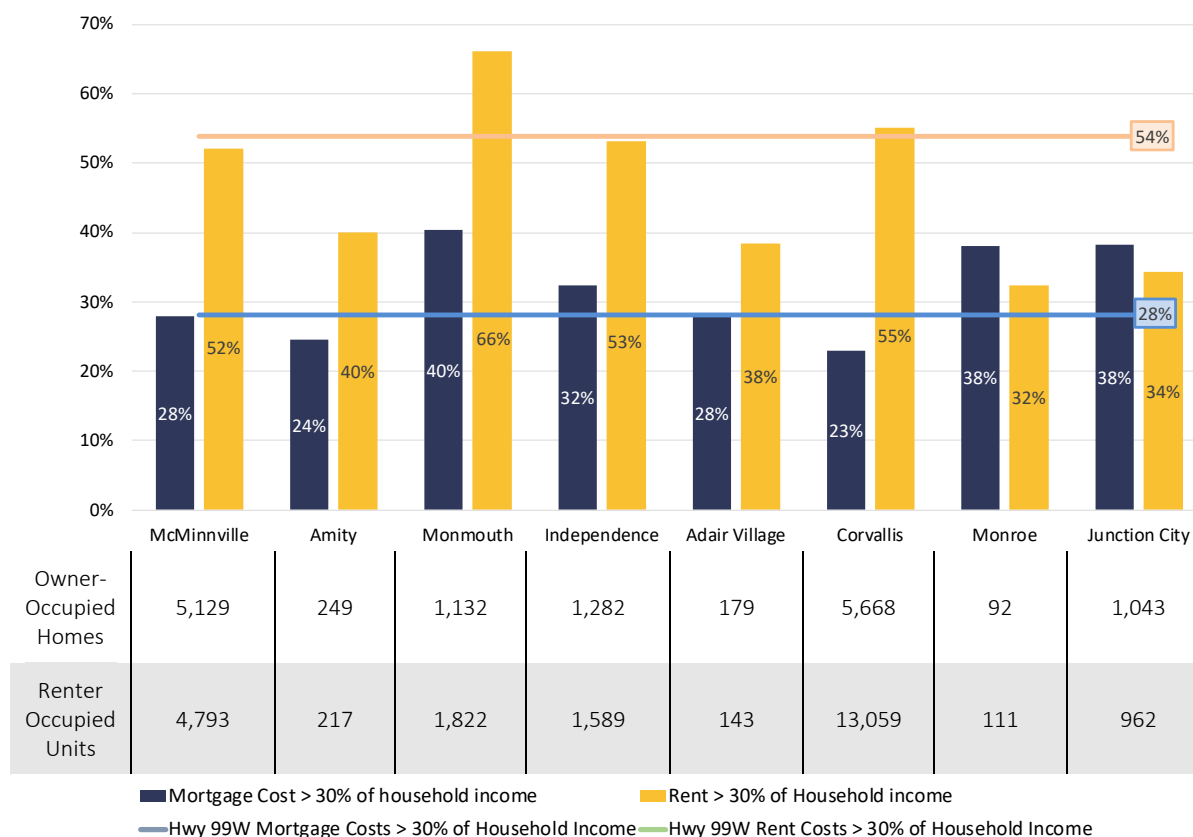
Figure 2-6 shows housing affordability throughout Highway 99W. The ratio is determined based on income and housing cost and informs financial difficulty for those paying 30% or more on housing costs. This standard was developed through the US Housing and Development Act and applies for rental and mortgage paying households. Mortgage costs are defined as the sum of payment for mortgages, real estate taxes, insurance, utilities, fuels, mobile home costs and condominium fees²². Gross Rent is defined as the amount of contract rent including the estimated average monthly costs of utilities and fuels if paid by renter²³.

²¹ Nobis, Claudia, and Barbara Lenz. *Research in Women's Issues in Transportation: Report of a Conference. Vol. 2, Technical Papers*. TRB, 2005.

²² *Populations at Risk*, Headwaters Economics Populations at Risk. [Headwaterseconomics.org/par](https://headwaterseconomics.org/par) U.S Department of Commerce. 2019. Census Bureau, American Community Survey Office, Washington D.C.

²³ *Populations at Risk*, Headwaters Economics Populations at Risk. [Headwaterseconomics.org/par](https://headwaterseconomics.org/par) U.S Department of Commerce. 2019. Census Bureau, American Community Survey Office, Washington D.C.,

Figure 2-6 Housing-Cost Burden for Mortgage and Rental Costs, 2018



Source: Populations at Risk, Headwaters Economics. U.S Department of Commerce. 2019. Census Bureau, ACS; n=Households Universe

An average of 28% of households are considered cost burden and spend 30% or more on mortgage costs throughout Highway 99W. 54% of rental households are considered cost burden, a significantly higher percent than that of homeowners. Monmouth has the largest percentage of unaffordable housing with 40% of homeowners spending over 30% of household income on mortgage expenses and 66% of rental households spending 30% or more on rental costs. Monmouth, Independence, Adair Village, Monroe and Junction City have an average or above average cost burden population compared to the entire Highway 99W corridor. Compared to the average of the corridor, Monmouth and Corvallis are above the average cost burden percentage with McMinnville and Independence just below the average.

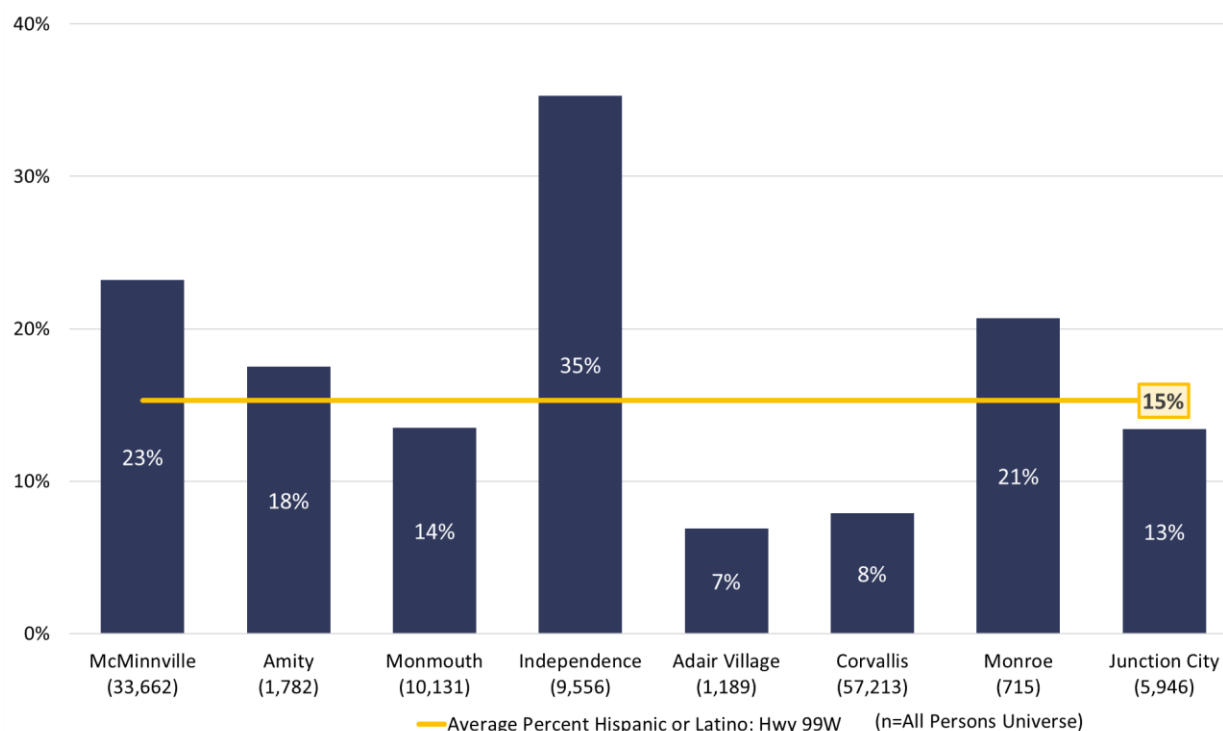
Race, Ethnicity, and Language

Figure 2-7 shows Hispanic or Latino ethnicity throughout the study area. Understanding race and ethnic breakdowns helps inform transit as some populations are more reliant on public transit options. The study area is predominately white (85%, 108,691 people) with portions of the population who identify as Hispanic or Latino (15%, 17,325 people). Independence and McMinnville reported the highest percentage of residents who identify as Hispanic or Latino (35%, 3,364 people and 23%, 7,871 people, respectively). Most LTD riders (96%) speak English well or very well however a significant portion of the study area is Spanish speaking and English limited.²⁴ The study area has a higher proportion of Asian residents than

²⁴ Lane Transit District 2015 Origin/Destination Study. Transit Marketing, 2016.

Oregon overall, with 10% of Corvallis' population identifying as "Asian Alone." A full table of racial categories can be found in [Appendix A](#).

Figure 2-7 Hispanic or Latino Ethnicity, Study Area, 2018



Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table B03003. Data.census.gov.

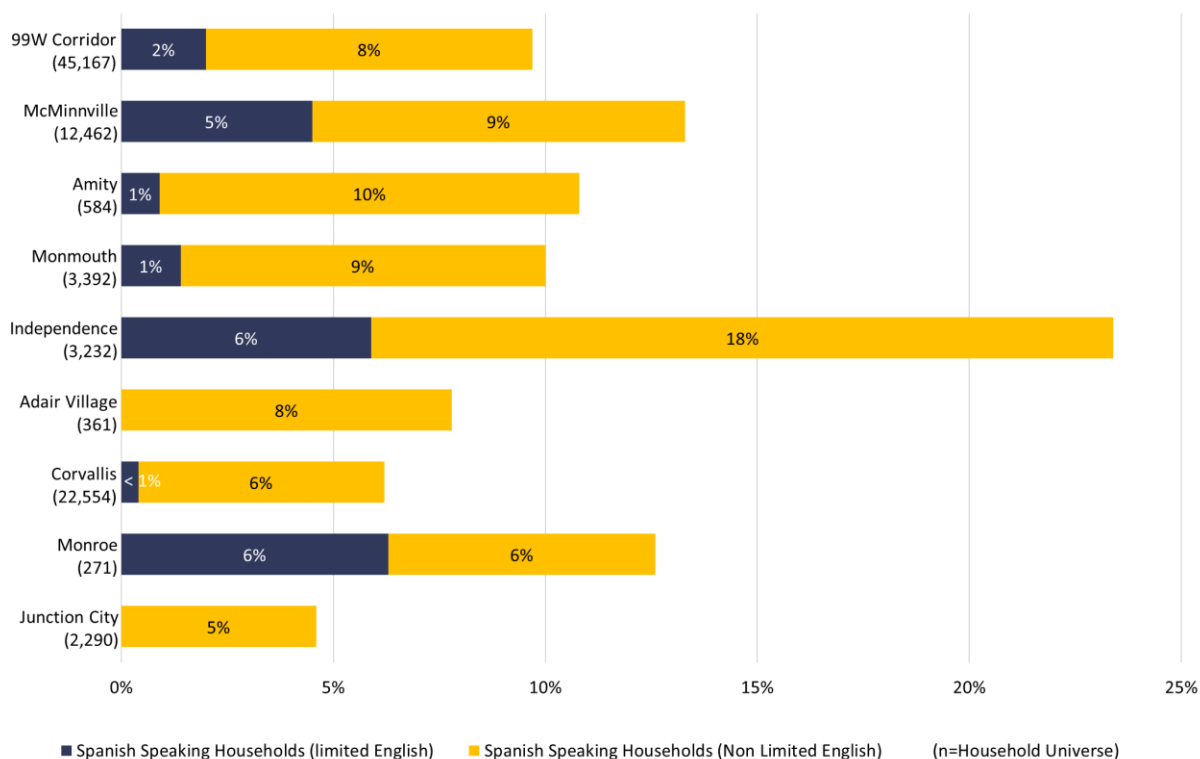
The Federal Transit Authority (FTA) requires that transit agencies create a U.S. Department of Transportation (DOT) Title VI compliant Language Assistance Plan (LAP). Although transit agencies have some flexibility in crafting their LAP, they need to conduct a detailed four-factor analysis for serving Limited English Proficient (LEP) persons. The FTA stipulates that agencies can choose to satisfy one of the many requirements by providing written translation of vital documents in LEP languages where the total LEP population served is 5% of the total population, or 1,000 people, whichever is less.²⁵

Figure 2-8 shows Spanish speaking households broken into two categories: those with limited English and those not limited with English. It is important to understand populations of limited English speaking for transit service because it determines the language provided for reading material. Two percent (2%, 921 households) of households in the study area report having a limited English-speaking household where the primary language is Spanish. Of Spanish speakers, Monroe, Independence, and McMinnville report the highest percentages of residents who have limited English speaking (6%, 6%, and 5%, respectively). Of Asian and Pacific Island Languages, Corvallis and Monmouth report the highest percentages (3% and 1% respectively) of residents who live in a limited English-speaking household, this may be attributed to students attending Oregon State University (OSU) and Western Oregon University (WOU).

²⁵ "Title VI Requirements and Guidelines for Federal Transit Administration Recipients | FTA," February 27, 2020. <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/title-vi-requirements-and-guidelines-federal-transit>.

Hispanic and Latino populations are historically underrepresented within census counts, as such there may be more households and individuals that meet the LEP criteria than are shown in the Census data. Written materials of vital documents should be translated into Spanish to satisfy the FTA’s requirements.

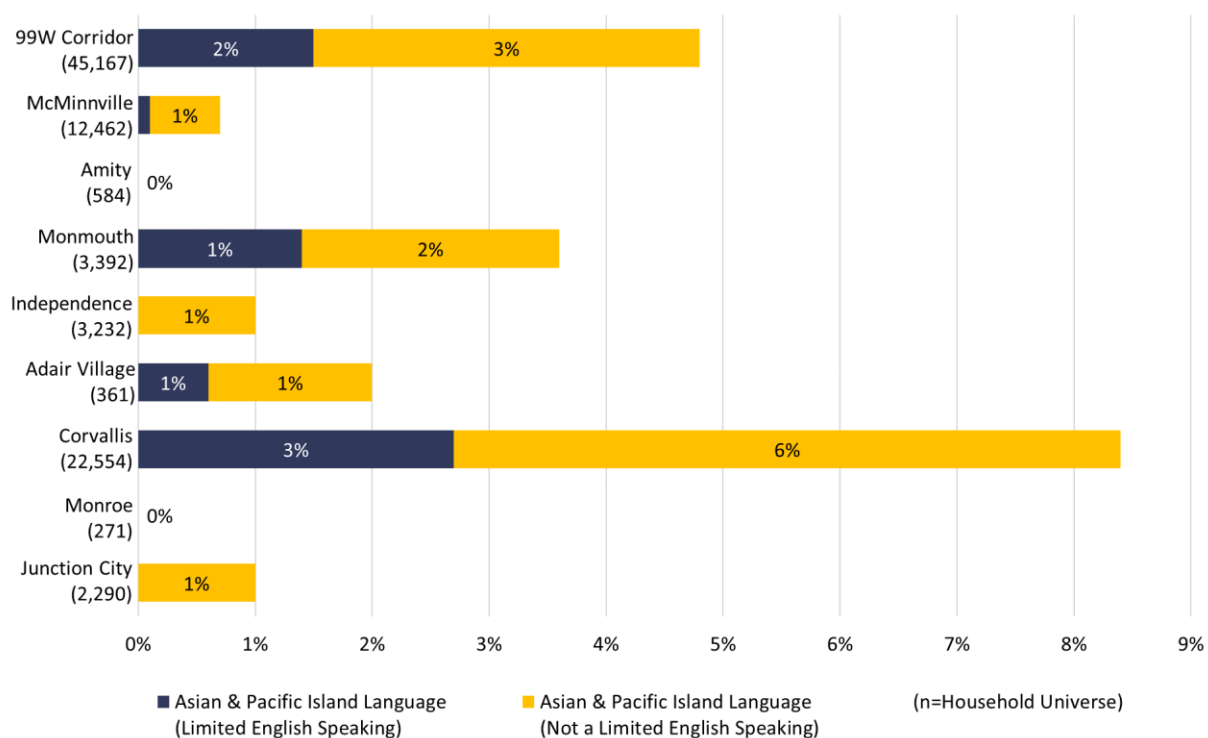
Figure 2-8 Spanish-Speaking Households, Study Area, 2018



Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table C16002. Data.census.gov.

Figure 2-9 shows the breakdown of Asian and Pacific Island Language-Speaking Households throughout the corridor. Although English and Spanish speaking households are the predominant populations along the corridor it is important to note there are other languages considered primary in households along Highway 99W. Two percent (2%, 679 households) of household along the corridor report Asian and Pacific Island LEP populations. However, no single language within this grouping meet the 5% or 1,000 population thresholds for written material translation. Therefore, written materials of vital documents are not required to be translated into any Asian or Pacific Island languages to meet FTA requirements.

Figure 2-9 Asian and Pacific Island Language-Speaking Households, Study Area, 2018



Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table C16002. Data.census.gov.

Vulnerable Populations Analysis

The Following section provides information based on the vulnerable populations along Highway 99W.

Vulnerable populations include age, income, poverty, disability, and vehicle ownership.

Characteristics that inform transit use include age (older adults and minors), income, poverty, low-income status, disability, and households with zero vehicles.²⁶ Limitations to transit use are informed by physical (ambulatory disability, older age), financial (low income or zero-vehicle), legal (younger than 16), or self-imposed limitations.²⁷ These are limitations because they provide barriers to accessing and utilizing transit within and throughout communities.

Age

Figure 2-10 shows Age Distribution within the study area. Age is an important factor to travel patterns and can help understand types of travel and frequency. Older adults and minors are considered vulnerable populations and are often presented with barriers to accessing fixed route transit. The largest proportion of study area residents (34%, 40,852 people) are between ages 25 and 54, which are

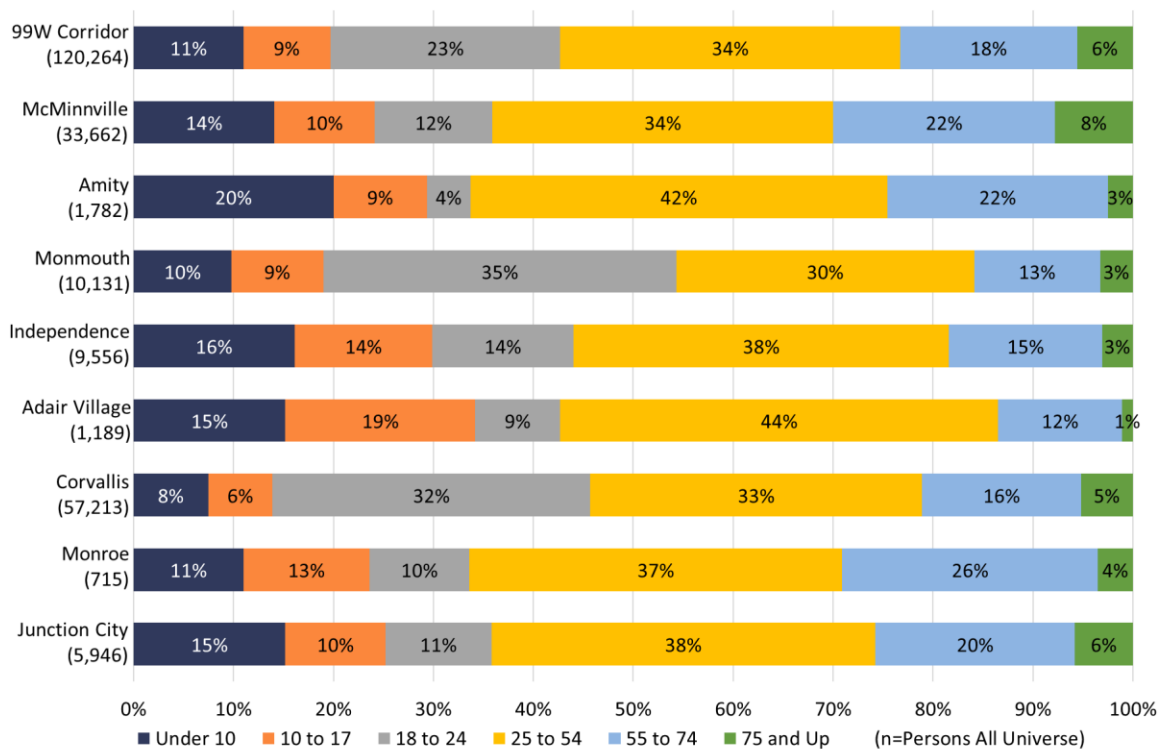
²⁶ "Equity." U.S. Department of Transportation, www.transportation.gov/mission/health/equity.

²⁷ Malekafzali, Shireen, editor. *Healthy, Equitable Transportation Policy Recommendations and Research*. PolicyLink Prevention Institute Convergence Partnership, https://www.preventioninstitute.org/sites/default/files/publications/Healthy_Equitable_Transportation_Policy_Recommendations_and_Research.pdf.

considered prime working years. This remains the case for each city except Monmouth, which has a greater proportion of residents (35%, 3,574 people) ages 18-24, compared to those aged 25 to 54 (30%, 3,011 people). Amity and Adair Village have the largest proportions of residents aged 25 to 54.

The proportion of residents in Corvallis between ages 18-24 and 25-54 are almost equal (32% versus 33%, respectively). This can likely be attributed to the universities in Monmouth and Corvallis. For adults aged 55 to 74, Monroe has the largest proportion (26%) followed by McMinnville and Amity (both 22%), then Junction City (20%). Amity, Adair Village, and Independence have the largest proportions of residents under 18.

Figure 2-10 Age Distribution, Study Area, 2018



Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table A01001. Social Explorer.

Between 2020 and 2040, the PSU Population Research Center projects increases between two and six percent in the proportion of residents aged 75 and up (see [Appendix A](#)). Older adults are an important cohort for transit ridership, as people may lose their ability to drive as they age.

The proportion of young residents, under age 18, is projected to remain consistent between 2020 and 2040 (see [Appendix A](#)). Residents between ages 10 and 17 are another important cohort for transit ridership, as young adults have more ability to travel independently. The outliers that are seen in Corvallis and Monmouth, both representing a high percentage of residents ages 18 to 24, are likely reflective of the student populations.

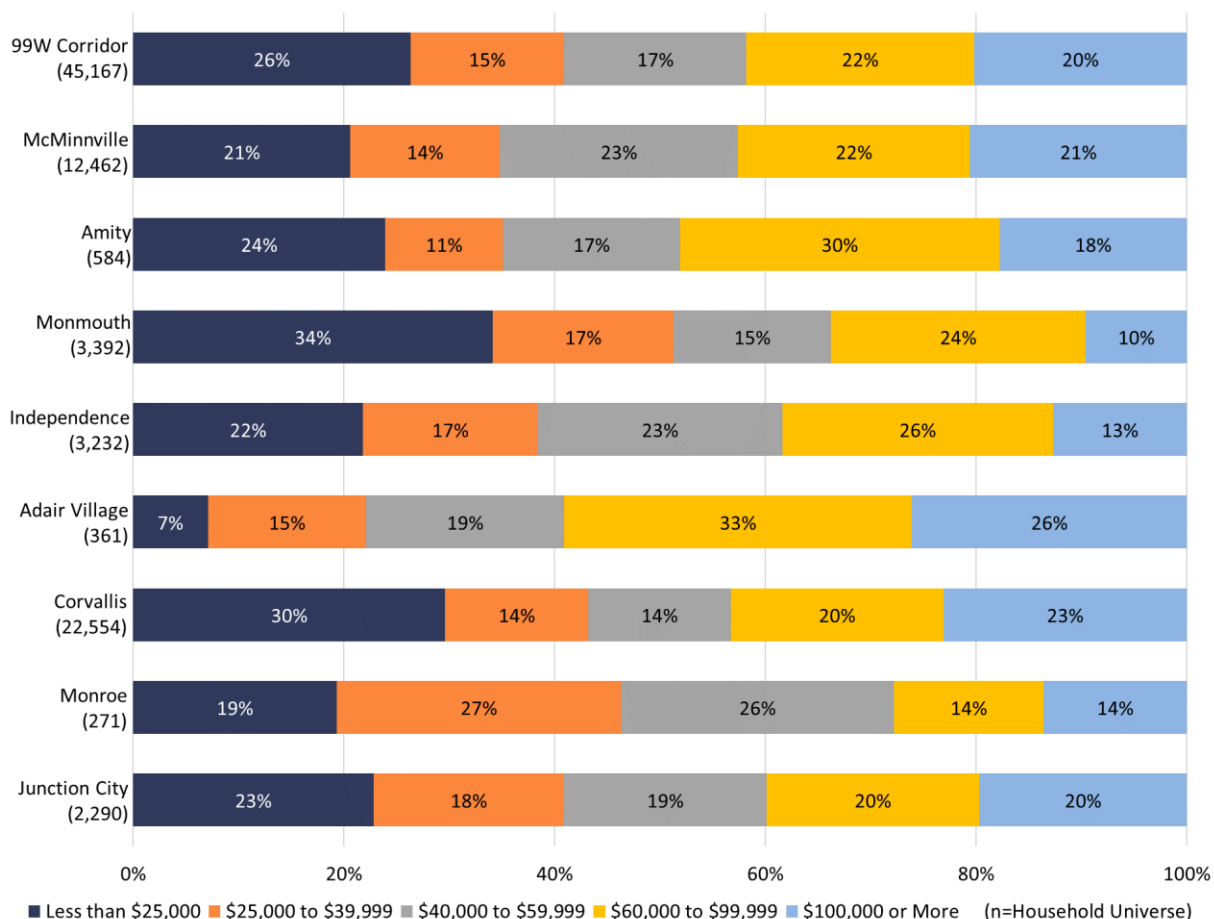
Income and Poverty

Figure 2-11 shows Household Income Distribution. Household income is an important determining factor to access to car ownership and travel patterns. Those with more restricted incomes often rely on public services such as transit for access and movement throughout communities.

While a quarter of the study area reports household income less than \$25,000, the breakdown in individual cities varies widely. Fifty-nine percent of Adair Village households earn \$60,000 or more while 34% of Monmouth, and 30% of Corvallis, households earn less than \$25,000. The Corvallis and Monmouth data may be skewed because of the student populations. Income is a significant indicator of transit demand, as low-income residents tend to have less access to vehicles (or a greater cost burden of vehicle ownership) and a greater need for affordable transportation options.

The median household income for the study area (\$49,804) is about \$10,000 less than Oregon's overall, which is consistent with Oregon's legacy of rural poverty.²⁸ A breakdown of median income for each city can be found in [Appendix A](#).

Figure 2-11 Household Income Distribution, Study Area, 2018

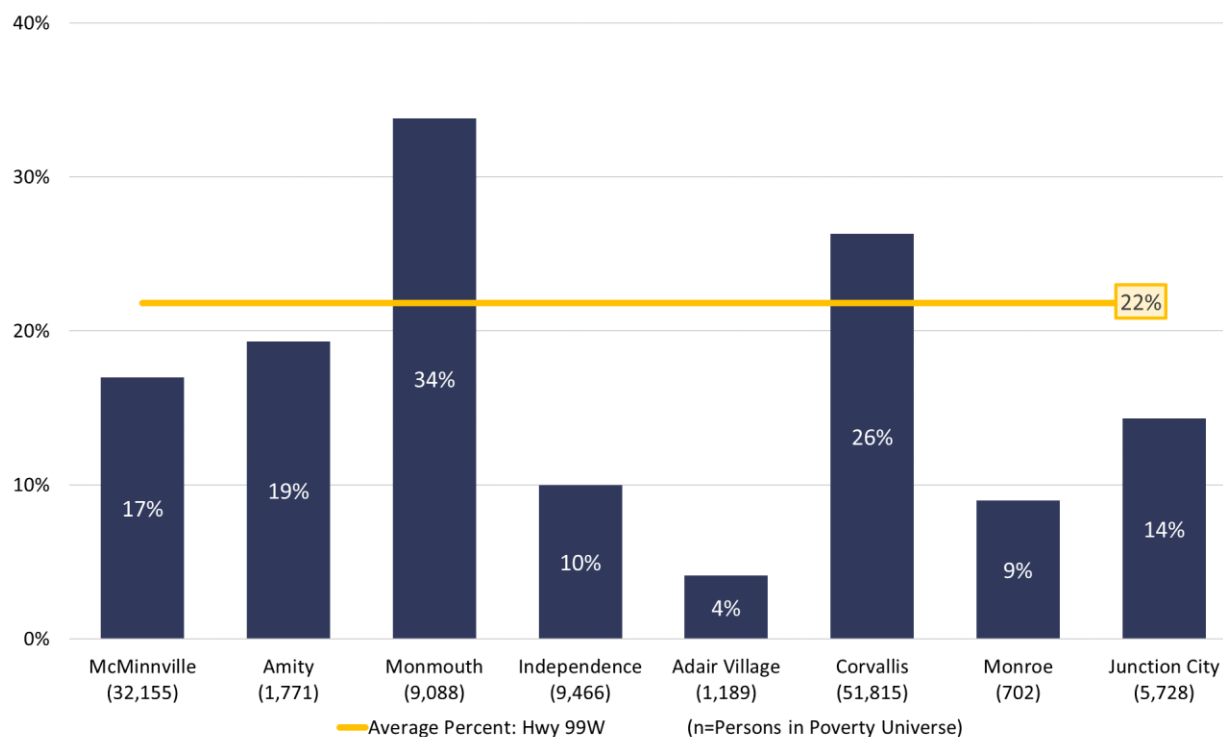


Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table B19001. Data.census.gov.

²⁸ Oregonian/OregonLive, The. "Extreme Poverty in Rural Oregon Persists amid Broader Recovery." *Oregonlive*, 2 Sept. 2016, www.oregonlive.com/business/2016/09/extreme_poverty_in_rural_orego.html.

Figure 2-12 shows individuals below the Poverty Level. In addition to median household income, this is indicative of travel patterns and transit reliance for those who cannot afford a vehicle or other transit access. Over one-fifth (22%) of the study area individuals have incomes below the poverty level. This varies across cities with Adair Village having the lowest poverty rate (4%, 36 individuals) and Corvallis and Monmouth representing the highest (26%, 15,486 individuals and 34%, 3,352 individuals, respectively). In Corvallis and Monmouth, the student populations of OSU and WOU may influence incomes below the poverty level.

Figure 2-12 Individuals Below the Poverty Level, Study Area, 2018

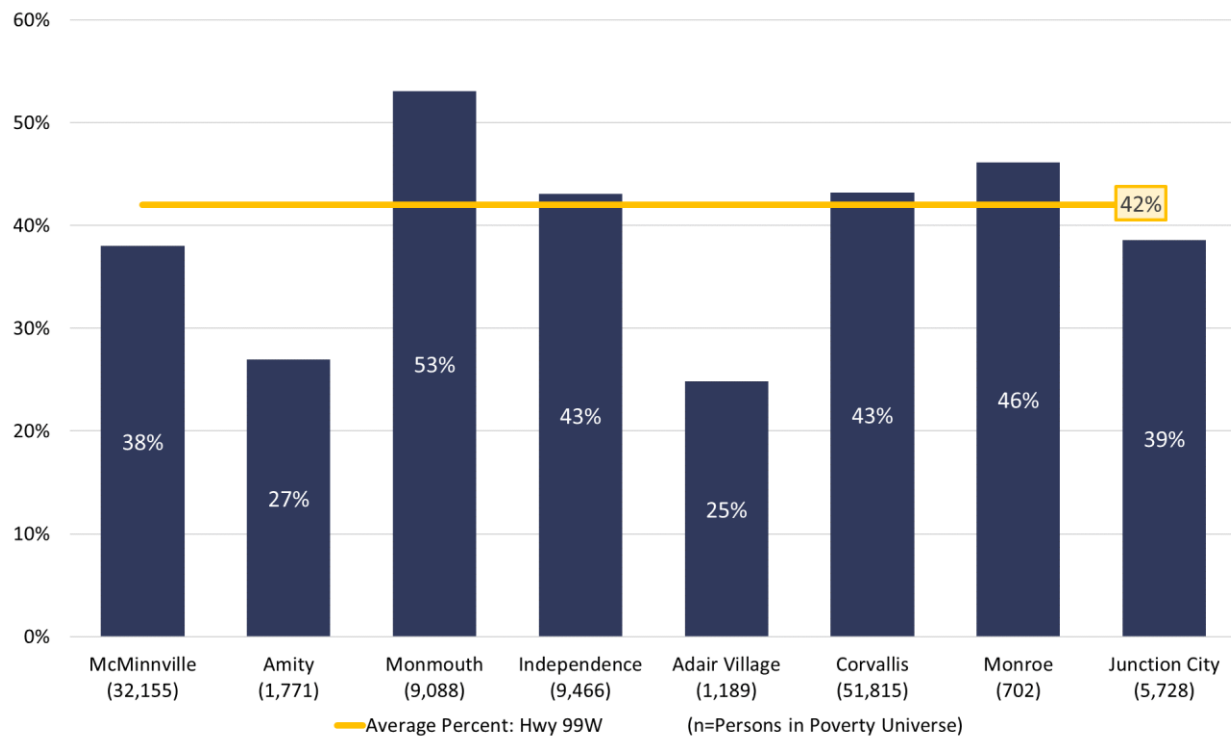


Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table B17020. Data.census.gov.

Figure 2-13 shows individuals that are considered low-income (incomes are below 200% of the Poverty Level). In addition to median household income, and poverty level, this is indicative of travel patterns and transit reliance for those who cannot afford a vehicle or other transit access.

Two-fifths (42%) of the study area individuals have low-incomes (below 200% of the poverty level). This varies across individual cities with Adair Village having the fewest low-income residents (25%, 295 individuals) and Monmouth having the largest percent of low-income residents (53%, 12,213 individuals). The cities of Monroe (46%, 324 individuals), Corvallis (43%, 22,267 individuals), Junction City (39%, 2,209 individuals), and McMinnville (38%, 12,213 individuals) have a percent of low-income population that is near the average for the Hwy 99W Corridor. In Corvallis and Monmouth, the student populations of OSU and WOU may influence the percent of low-income individuals.

Figure 2-13 Low-Income Individuals (Below 200% Poverty Level), Study Area, 2018



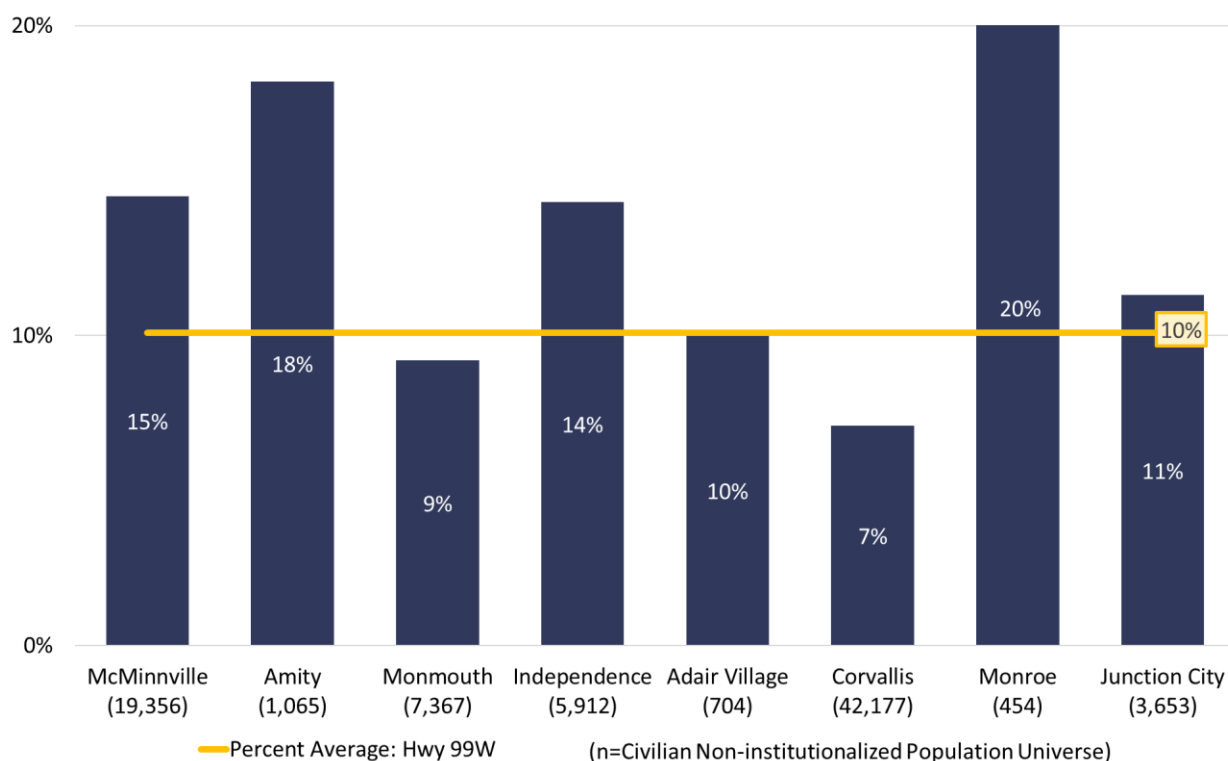
Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table B17020. Data.census.gov.

Disability

Figure 2-14 displays Populations with a Disability within the study area. Transit is informed by persons with disabilities to help determine transit amenities, stop times, infrastructure to and at stop locations. A single barrier can often prevent persons identifying with a mental or physical disability from accessing public transit and requiring alternate options.

Ten percent of residents (about 12,286 people) in the study area identified as having a mental or physical disability. By proportion, Monroe reports the highest percentage (20%, 128 people) of residents with a disability while Corvallis reports the lowest (7%, 2,993 people). By total numbers, Corvallis accounts for the most people with disabilities (2,993 people) followed by McMinnville (2,806 people). People with disabilities tend to have a higher need for transit as they may face barriers to using other modes. While many communities have access to on-demand services, such services typically require that reservations be made at least 24 hours before the scheduled trip.

Figure 2-14 Population with a Disability, Study Area, 2018



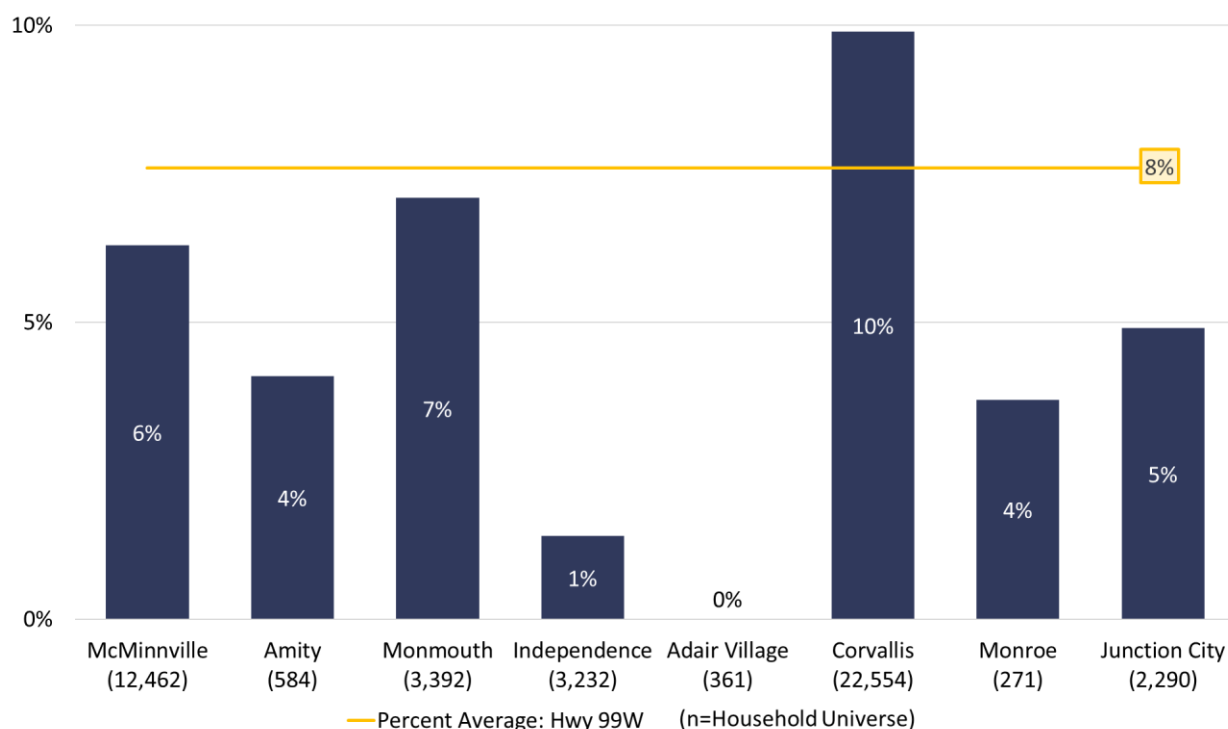
Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table C18120. Data.census.gov.

Proportion of Households with No Vehicle

Figure 2-15 shows household with no vehicle availability. This is indicative to transit and provides an understanding of locations with limited transit options and car dependence. Properly increasing transit can reduce the need for car dependence by providing alternate options.

The study area reports 8% of households (9,245 households) with zero vehicles. Again, this data varies across individual communities with no households in Adair Village, 7% (704 households) of Monmouth households, and 10% (5,829 people) of Corvallis households reporting having no available vehicles. The student population may skew data in McMinnville, Corvallis, and Monmouth.

Figure 2-15 Households with No Vehicle Available, Study Area, 2018



Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table B08201. Data.census.gov.

Commute Analysis

The following section presents travel patterns for workers in the study area. Travel Patterns including distance to work, inflow/outflow, residents' workplace destination, workers' home destination, means of transportation to work, and time leaving home for work.

Where applicable, data shows workers commuting from the studied communities to other areas and workers commuting from other areas into the studied communities. Commute patterns reflect one important segment of transit demand and show how people use the Highway 99W corridor to travel to work. This data shows where and how far people are traveling for work as well as how many people travel along the corridor for work. However, it is important to keep in mind that commuter behavior reflects only one aspect of travel and does not include travel for other purposes, such as shopping, entertainment, and health care.

Traffic Counts

The following section includes traffic counts measured along Highway 99/99W near Newberg, Amity, Monmouth, Monroe, and Junction City. Counts are also included for adjacent highways near McMinnville and Corvallis where they are not available on Highway 99W. Traffic count information was gathered from the 2019 *Summary of Trends at Automatic Recorder Stations* (Oregon Department of Transportation). As Table 2-3 shows, Monroe, McMinnville, and Amity experienced the largest percent increase (2.6%, 1.8%, and 1.6% respectively) of Annual Average Daily Traffic (AADT) from 2018 to 2019. Monmouth, Corvallis, and Junction City had decreases in AADT (-0.9%, -1.0%, and -0.7% respectively) for the same period. Between 2011 and 2019 the Average Annual Growth Rate (AAGR) of AADT was highest in Amity (4.6%)

and Corvallis (2.8%). Our stakeholder interviews indicate that increase in AADT may be a contributor to increased transit demand.

Table 2-3 Average Annual Daily Traffic (2011-2019)

Approximate Location	Site ID	Highway	AADT (2011)	AADT (2018)	AADT (2019)	Change (2018-2019)	Percent Change (2018-2019)	AAGR (2011-2019)
Newberg	36-004	Hwy 99W	34,083	37,095	37,171	76	0.2%	1.1%
McMinnville	36-006	Hwy 18	13,097	14,349	14,601	252	1.8%	1.4%
Amity	36-005	Hwy 99W	5,553	7,464	7,581	117	1.6%	4.6%
Monmouth	27-005	Hwy 99W	7,193	8,371	8,295	-76	-0.9%	1.9%
Corvallis	22-020	Hwy 34	27,233	33,651	33,301	-350	-1.0%	2.8%
Monroe	02-007	Hwy 99W	5,144	5,563	5,708	145	2.6%	1.4%
Junction City	20-024	Hwy 99	14,587	17,052	16,929	-123	-0.7%	2.0%

Source: *Summary of Trends at Automatic Recorder Stations*. Oregon Department of Transportation, 2019.

Newberg (Highway 99W)

In 2019, the AADT was 37,171 for the Highway 99W corridor measured 0.01 miles west of Brutscher Street (east side of Newberg). This is an increase of 76 from the previous year. Average weekday traffic is highest June through October, highest in August (41,070) and lowest in February (35,399). Since 2011, AADT has grown by an average of 1.1% annually.

McMinnville (Highway 18)

In 2019, the AADT was 14,601 for the Highway 18 corridor measured 3.36 miles south of Highway 99W (southwest of McMinnville). This is an increase of 252 from the previous year. Average weekday traffic is highest June through September, highest in August (16,256) and lowest in February (11,601). Since 2011, AADT has grown by an average of 1.4% annually.

Amity (Highway 99W)

In 2019, the AADT was 7,581 for the Highway 99W corridor measured .07 mile north of the Yamhill-Polk County Line (south of Amity). This is an increase of 117 from the previous year. Average weekday traffic is highest April through October, highest in June (8,408) and August (8,448), and lowest in December (7,150). Since 2011, AADT has grown by an average of 4.6% annually.

Monmouth (Highway 99W)

In 2019, the AADT was 8,295 for the Highway 99W corridor measured 1.43 miles north of the Polk-Benton County Line (south of Monmouth). This is a decrease of 76 from the previous year. Average weekday traffic is highest April through November, highest in October (9,025) and lowest in February (7,539). Since 2011, AADT has grown by an average of 1.9% annually.

Corvallis (Highway 34)

In 2019, the AADT was 33,301 for the Highway 34 corridor measured 0.89 mile east of Riverside Drive (east of Corvallis). This is a decrease of 350 from the previous year. Average weekday traffic is highest May through November, highest in June (37,566) and October (37,734) and lowest in December (32,080). Since 2011, AADT has grown by an average of 2.8% annually.

Monroe (Highway 99W)

In 2019, the AADT was 5,708 for the Highway 99W corridor measured 5.47 miles north of Monroe Cemetery Rd (north of Monroe). This is an increase of 145 from the previous year. Average weekday traffic is highest April through October, highest in July (6,445) and lowest in January (4,982). Since 2011, AADT has grown by an average of 1.4% annually.

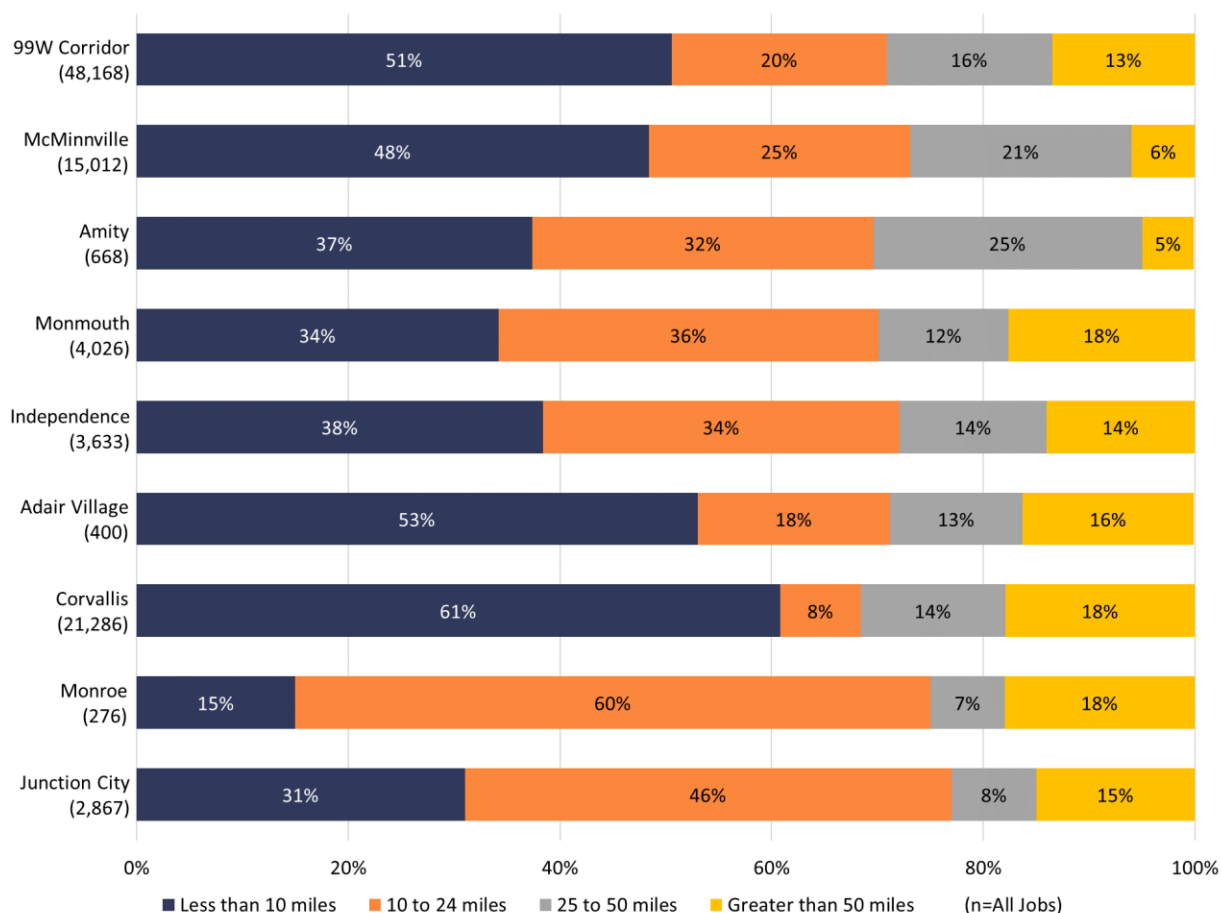
Junction City (Highway 99)

In 2019, the AADT was 16,929 for the Highway 99 corridor measured 1.00 mile south of Meadowview Rd (south of Junction City). This is a decrease of 123 from the previous year. Average weekday traffic is highest April through August, highest in June (19,707) and lowest in January (4,982). Since 2011, AADT has grown by an average of 2.0% annually.

Distance to Work

Figure 2-16 Commute Distance, Home to Work, Study Area, 2018 shows commute distance from home to work. This helps inform transit by understanding how far commuters travel on average. Sixteen percent (19,026 people) of workers within the study area travel 24 to 50 miles to work compared to 7% for Oregon. This varies somewhat across individual cities with 25% (424 people) of Amity residents traveling 24 to 50 miles and 48% (16,422 people) of McMinnville traveling less than 10 miles. About 50% of study area residents travel less than 10 miles to work. Those who commute a short distance may be potential transit users if such service was available.

Figure 2-16 Commute Distance, Home to Work, Study Area, 2018



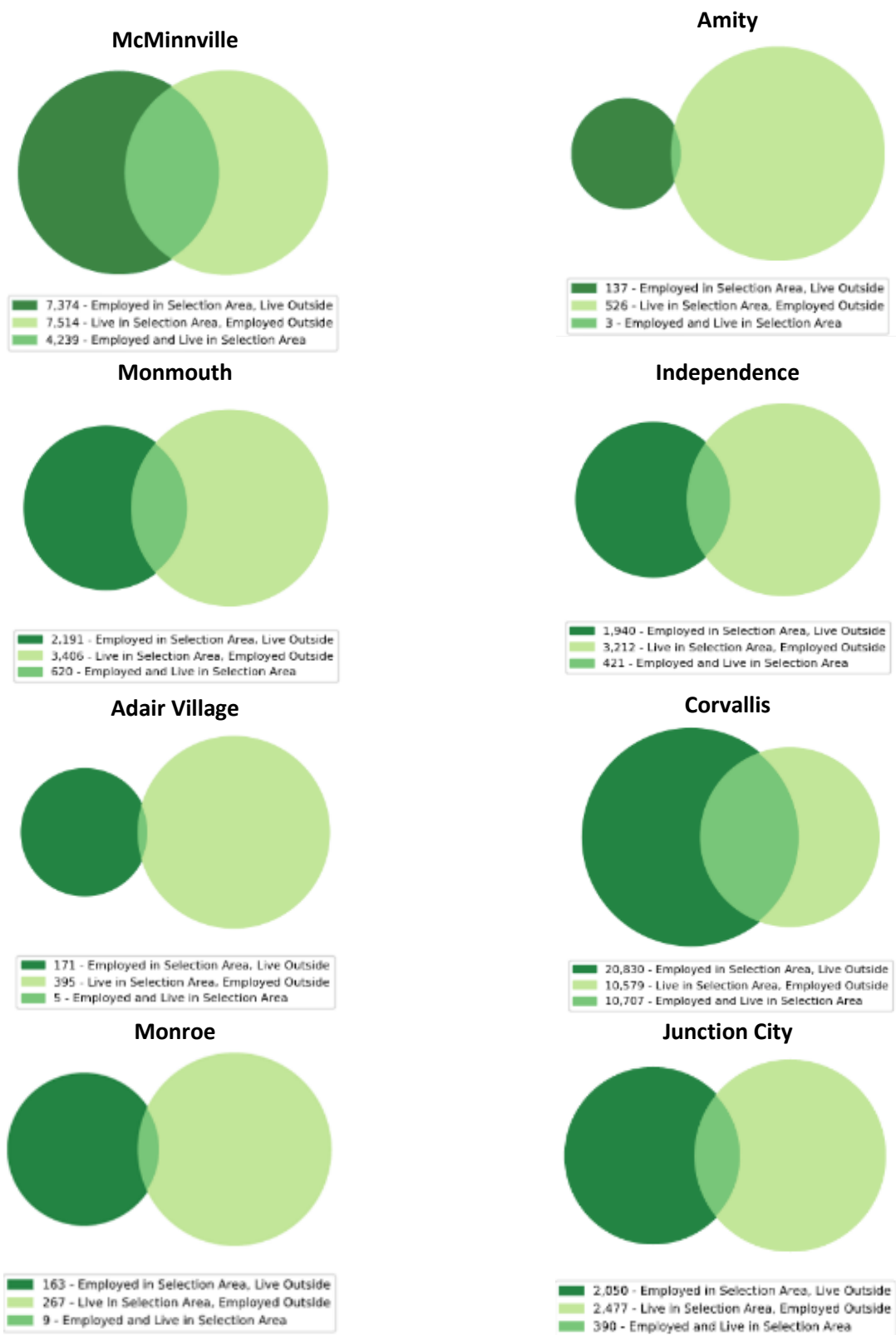
Source: LEHD Origin-Destination Employment Statistics (2017), Jobs by Distance. Onthemap.ces.census.gov.

Inflow/Outflow

Figure 2-17 shows the inflow and outflow of persons traveling to work within each community. The data provides information based on those employed in the city but live outside, live in the city but work outside, and live and work in the city.

McMinnville and Corvallis report the most residents who both live and work in the same city (23% and 25%, respectively). Monmouth (10%), Independence (8%), and Junction City (8%) have the next greatest proportion of residents who both live and work in the same city. Amity (1%), Adair Village (1%) and Monroe (2%) have the smallest proportion and the fewest residents who live and work in the same city. Based on this data, it would be reasonable to extrapolate that, within the study area, the larger the city, the more people live and work in the same place, while the smaller the city, the more people who travel to a different place for work.

Figure 2-17 Inflow/Outflow for All Jobs per City, 2017



Source: OnTheMap, 2017 In Flow/Outflow, n=All Jobs

Residents' Workplace Destination

Table 2-4 shows primary destinations for individual cities. In conjunction with the inflow outflow graphs, the table shows specific locations that are traveled to most for work outside of the home city.

In Corvallis and McMinnville, residents stay in the city for work. People who live in Amity, Monmouth, Independence, Adair Village, Monroe, and Junction City generally travel to nearby larger cities for work. This data shows slightly different patterns than the inflow/outflow data below, which reflects limitations of these data sets.

Table 2-4 Work Destination, Study Area, 2017

Work Destination			
Home City		1st	2nd
McMinnville (15,012)	Name	McMinnville	Portland
	Percent	38%	6%
Amity (668)	Name	McMinnville	Salem
	Percent	24%	14%
Monmouth (4,026)	Name	Salem	Monmouth
	Percent	21%	15%
Independence (3,633)	Name	Salem	Independence
	Percent	25%	12%
Adair Village (400)	Name	Corvallis	Albany
	Percent	37%	8%
Corvallis (21,286)	Name	Corvallis	Albany
	Percent	50%	6%
Monroe (276)	Name	Corvallis	Eugene
	Percent	20%	17%
Junction City (2,867)	Number	Eugene	Junction City
	Percent	36%	14%

Source: LEHD Workplace Destination (2017). Onthemap.ces.census.gov. n=All Jobs

Workers' Home Destination

Table 2-5 shows primary destinations for individual cities. In addition to the above information, the table shows primary and secondary home locations from work. This informs transit through regular commute patterns. In McMinnville, Monmouth, Independence, and Corvallis, more residents stay in city they live in for work. People who live in Amity, Adair Village, Monroe, and Junction City, generally travel to nearby larger cities for work.

Table 2-5 Home Destination, Study Area, 2017

Home Destination			
Work City		1st	2nd
McMinnville (15,080)	Name	McMinnville	Salem
	Percent	38%	4%
Amity (323)	Name	McMinnville	Salem
	Percent	23%	8%
Monmouth (2,811)	Name	Monmouth	Salem
	Percent	22%	16%
Independence (2,361)	Name	Independence	Salem
	Percent	18%	17%
Adair Village (176)	Name	Corvallis	Albany
	Percent	15%	9%
Corvallis (31,537)	Name	Corvallis	Albany
	Percent	34%	13%
Monroe (172)	Name	Corvallis	Eugene
	Percent	12%	11%
Junction City (2,440)	Number	Eugene	Junction City
	Percent	21%	16%

Source: LEHD Workplace Destination (2017). Onthemap.ces.census.gov. n=All Jobs

Means of Transportation to Work

Table 2-6 shows the breakdown of modes of transportation to work. Understanding transit mode helps inform types of travel indicative to each community. Sixty-eight percent of workers in the study area drive alone to work, 10% carpool, 9% walk, and 6% bike. Currently, 2% (2,432) of study area residents, almost entirely within Corvallis, use public transportation (compared to 5% for Oregon. Details about current public transportation options in each city can be found in the “Public Transportation” section.

Table 2-6 Mode of Transportation to Work, Study Area, 2018

City Name	Total Worker Population	Drove Alone	Carpooled	Public Transportation	Bicycle	Walked	Worked at Home	Other
99W Corridor	55,391	68%	10%	2%	6%	9%	4%	1%
McMinnville	14,389	76%	11%	< 1%	2%	7%	3%	1%
Amity	667	84%	10%	0%	0%	0%	5%	0%
Monmouth	4,635	71%	9%	1%	1%	15%	3%	1%
Independence	4,237	82%	14%	0%	0%	2%	1%	0%
Adair Village	599	72%	22%	2%	1%	1%	1%	2%
Corvallis	27,750	59%	8%	4%	11%	12%	6%	1%
Monroe	329	73%	17%	0%	0%	1%	9%	< 1%
Junction City	2,764	81%	9%	0%	1%	6%	4%	0%

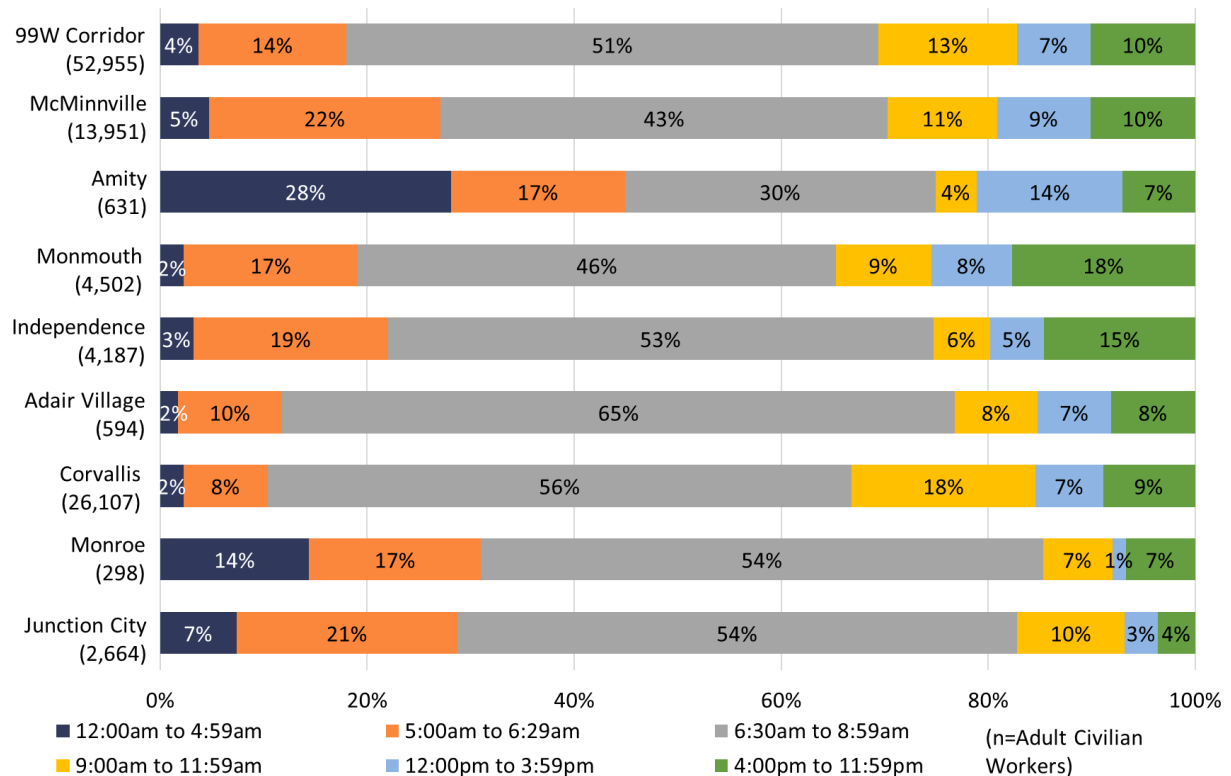
Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table B08301. Data.census.gov.

Time Leaving Home for Work

Figure 2-18 shows time leaving home for work. Leaving time provides information of high and low intensity commute traffic timeframes. Transit routes and schedules can be determined and intensified through higher use timeframes to help relieve congestions and wait times.

Commute data reflects a “traditional” 9 am-5 pm workday, with 51% (62,525 people) of residents leaving home for work between 6:30 am and 8:59 am. This is also true across individual cities to varying degrees. There is a greater proportion of people who leave for work between 4:00 pm and 11:59 pm (10% for the study area). This is highest in Monmouth (18%) and Independence (15%).

Figure 2-18 Time Leaving Home for Work, Study Area, 2018



Source: U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table B08302.

Chapter 3: Stakeholder Interviews

Stakeholder interviews were conducted with 15 transit professionals from nine agencies. The purpose of these interviews was to gain a deeper understanding of intercity and rural transit in the region, especially related to demand for transit. Interviews were designed to gauge agencies' capacity to collaborate with OCWCOG in providing a transit route on Highway 99W. Information was gathered on transit metrics to inform a demand assessment.

The following chapter synthesizes the key findings and themes that arose from these interviews. The first section outlines key implications for assessing transit feasibility. Next, the chapter examines interview methodology. Finally, it provides an in-depth discussion of intercommunity and rural routes, transit funding, collaboration between agencies, barriers to providing rural transit and transit to vulnerable populations, and opportunities for transit expansion.

Key Implications

- **Stakeholders were consistent across interviews and repeated the same general themes.** No instances of direct contradiction between stakeholders were found, and there was a remarkable level of agreement on general themes of collaboration, demand, and opportunities and constraints to transit expansion.
- **Demand thresholds for rural transit are different than demand thresholds for metropolitan areas.** Rural routes do not have high ridership compared to metropolitan routes. A demand assessment for Highway 99W should have a lower ridership threshold for determining feasibility than routes serving denser areas.
- **There are many barriers to rural transit that could impact feasibility.** Infrastructure, operations, demand, route connections, and limited funding are all constraints to providing rural transit. These constraints could impact demand and ridership.
- **Demand for transit is increasing.** Stakeholders attributed this to demographic shifts in age and ethnicity categories, increasing housing prices in metropolitan areas, and increasing congestion along Highway 99W and I-5. Furthermore, demand may increase further if the corridor experiences an economic downturn or rising gas prices. These are all strong indicators that there may be enough demand to run transit along Highway 99W.
- **Metrics for successful rural transit routes include operating costs, ridership, and accessibility.** These metrics arose from stakeholder interviews and inform this feasibility report. Operating costs are an essential indicator of long-term feasibility. Furthermore, although ridership levels are lower for rural routes than urban routes, ridership is still an important component of feasibility. Stakeholders encouraged research beyond ridership numbers and examine access to transit for underserved groups as a measure of feasibility.

Stakeholder Quote

"There's an equity piece of providing these transit services to the populations that need a ride. They are on the fringe of urban areas, they need to get into the urban core for medical purposes, education, or jobs. -LCOG

Methods

Stakeholders represented the following transit agencies: Lane Transit District (LTD), the Oregon Department of Transportation (ODOT), Lane Council of Governments (LCOG), Benton County Transit, Corvallis Transit, Salem Area Mass Transit District (SAMTD, Cherriots), Yamhill County Transit Authority (YCTA), the Confederated Tribes of the Grand Ronde, and MTR Western.

Transit stakeholders were interviewed using a standardized interview guide and conducted in-person as well as over the phone. Reference [Appendix C](#) for the stakeholder interview guide.

Interview notes were compiled and synthesized into key themes and findings. Key themes were synthesized based on elements of most mentioned agreements and disagreements among stakeholders. Finally, stakeholders were provided an opportunity to check for accuracy of information and integrated stakeholder feedback into the final document.

Intercommunity and Rural Routes

Stakeholders discussed the types of service that agencies normally provide to rural communities as well as how these services are funded. Stakeholders emphasized the importance of rural routes in providing lifeline connections from rural areas to urban centers and expressed support for increasing transit access for rural communities.

Types of Service

In general, transit agencies do not provide frequent fixed-route services (where buses follow a timetable and designated routes) in rural areas. Most rural fixed-routes are commuter lines that feed into metropolitan areas. These routes tend to operate based on traditional nine to five, Monday through Friday work schedules. Rural fixed-route services are infrequent or non-existent on weekends.

On-demand bus services are more common than fixed-route services in rural areas. To access this type of service, riders must call in to request a ride ahead of time. Because this type of service is popular, transit agencies cannot always accommodate all requests for service. Furthermore, because requests need to be made in advance, riders cannot use this service for unanticipated or spontaneous trips.

Funding

Stakeholders described the following funding mechanisms for rural transit services. Although all stakeholders discussed funding, ODOT stakeholders provided the most specific information regarding existing funding structures.

- **Special Transportation Fund (STF) and Statewide Transportation Improvement Fund (STIF):** The 2019 Oregon legislature directed ODOT to consolidate the STF and STIF into one funding program. These public transportation funds are intended to benefit low-income populations with a special focus on serving seniors and people with disabilities. ODOT allocates 90% of STIF/STF revenue by formula to qualified entities, which are transit agencies responsible for distributing funding to projects within their geographic service area. ODOT designates only one qualified entity per service area. 9% of STIF/STF funds are allocated through a discretionary grant application process. Just under half of these discretionary funds are specifically allocated for intercommunity transportation.

- **5311 Funding:** The federal government provides formula grants for rural areas with populations under 50,000 through the 5311 program. These grants can only be awarded to one provider per region, so qualified entities act as a “pass-through” by distributing funding among agencies. These funds can be used for capital and operational expenses.
- **Fare Revenue:** Stakeholders from LTD and ODOT stated that fares account for a low percentage of transit agencies’ overall revenue. For Corvallis, fares do not generate any revenue, as their services are fare-less. Rural transit providers do not consider fare revenue a priority or use it as a metric for success.

Collaboration

Stakeholders from all agencies indicated high levels of interaction with other agencies and a willingness to collaborate on future projects. The following opportunities for collaboration arose out of stakeholder interviews:

- **MTR Western:** As a private bus contractor, MTR Western indicated interest in collaborating with OCWCOG on providing transit service along Highway 99W.
- **Benton County:** Benton County previously ran a fixed-route service from Adair village to Junction City. Our stakeholder indicated that fixed-route service on Highway 99W would be a priority for Benton County Transit.
- **ODOT:** Because STIF funding focuses on low-income households, our stakeholders indicated that providing rural transit services for low-income communities is high priority for funding.
- **LTD:** LTD is the Qualified Entity for Lane County and acts as a passthrough for STIF and 5311 funds. LTD has used these funds for intercity rural routes such as the Diamond Express and Rhody Express. Although LTD cannot operate outside of Lane County, our stakeholders indicated that the agency may be willing to assist financially through STIF funds.

Stakeholder Quote

“It’s ridership, more so than fares, that we look at as metric of success.” -ODOT

Opportunities for Future Transit

Stakeholders discussed a variety of trends that impact opportunities for transit expansion and demand for transit. These trends fell into three broad themes: demographic opportunities, economic indicators, and geographic opportunities.

Demographic Opportunities

Stakeholders believed that demographics play a large role in determining demand for transit. Overall, transit agencies stated that demand for transit is increasing within their service areas. Cherriots stakeholders stated that growing Hispanic/Latinx populations increase transit demand. Stakeholders from Cherriots, LTD, and ODOT all cited aging communities as a factor that increases transit demand. Stakeholders predicted that as the baby boomer generation ages, demand for transit will grow. Because the state supports aging in place for older generations, stakeholders said that rural transit will become a high priority for transit agencies.

Economic Indicators

Stakeholders from LTD and ODOT discussed the relation between economic indicators and transit demand. Gas prices are linked to transit demand: as gas prices increase, so does transit ridership. Housing prices are also linked to transit demand in rural communities. As housing prices in metropolitan areas increase, residents move to rural areas for affordable housing, creating an increasing demand for transit. Furthermore, the health of the economy overall is a factor in transit demand. When the economy is strong, transit demand is lower than when the economy is weak. Transit providers framed this factor as both an opportunity for transit expansion as well as a constraint to expansion, as revenue from the STIF payroll tax decreases if the economy is weak.

Stakeholder Quote

“We see vehicle miles go down when the economy tanks. Transit ridership sees a little bump as gas prices go up.” -ODOT

“When the economy goes up our ridership goes down. When the economy goes down ridership goes up. But our funding source drops as well.” - LTD

Geographic Opportunities

Some stakeholders cited specific geographies as opportunities for transit expansion. Representatives from ODOT and Cherriots discussed the high demand for transit at Western Oregon University (WOU) in Monmouth. Stakeholders from Cherriots discussed the need to provide a link from WOU to Oregon State University (OSU) in Corvallis. Stakeholders from ODOT thought that Highway 99W could provide a stronger link between rural communities than an I-5 route that would necessitate east/west connectors to rural towns. Lastly, stakeholders from LTD, Cherriots, and ODOT cited increasing congestion on Highway 99W and I-5 as an opportunity to draw more choice riders to transit.

Stakeholder Quote

“You’re going to see more... choice riders when you get closer to universities.” -ODOT

“We are seeing steady increases in congestion and there is a point where that begins to impact movement and delivery of services and goods. And so having a viable transit service is one of the ways we can help address those needs. And I see that it’s something that we have an opportunity to build today. But if we ignore it, it will be much more difficult to catch up with in the future.” -Cherriots

Barriers to Future Transit

- Stakeholders discussed barriers to transit generally, and also cited barriers specific to rural transit. These barriers fell into categories of funding, infrastructure, operations, connections, vulnerable populations, and demand.
- **Funding:** All stakeholders cited funding as a constraint to providing transit. Although agency representatives generally expressed strong interagency collaboration mechanisms, agencies still must compete for limited funds. Agencies often need to choose between improving existing services or providing new routes.

- **Infrastructure:** Most stakeholders discussed infrastructure constraints for providing rural transit. Pedestrian infrastructure can be poor or non-existent along rural highways, making safe boarding difficult. Oftentimes there are not many locations for buses to pull over along highways, making flag stops challenging and potentially dangerous. Stakeholders also discussed the difficulty of providing accessibility for mobility devices in rural areas. Finally, safety was cited as a barrier due to lack of lighting and busy highways without sidewalks.
- **Operations:** Stakeholders discussed operational logistics as a barrier to transit. Buying new buses is not only costly, but also time-consuming. LTD and YCTA representatives said that buses need to be special ordered and can take up to two years to be delivered. LTD, Cherriots, and ODOT representatives also stated that hiring and retaining bus operators is an operational challenge for transit agencies.
- **Route Connections:** Most stakeholders discussed the importance of providing convenient route connections for rural transit riders. Stakeholders said that regional connections are difficult to time correctly so that riders do not have to wait for hours to make a connection. They cited interagency collaboration as a critical component in providing good connections.
- **First Mile/Last Mile Connections:** Stakeholders from LCOG emphasized that rural residents may experience barriers in getting to a bus stop that is located far from their house. Rural communities often have poor pedestrian infrastructure, residences tend to be spread out, and elderly people or people with disabilities may not be able to walk or drive to a bus stop.
- **Vulnerable Populations:** Stakeholders also discussed barriers to serve vulnerable populations, especially low-income populations, Hispanic/Latinx populations, and people with disabilities. LTD, Cherriots, and Benton County stakeholders reflected that transit agencies have difficulty engaging with these populations to assess their needs. Agencies are trying to reach these communities through a variety of strategies, including working with social services and advocates, collaborating with municipal governments, enacting fare-less systems, strategically placing bus stops in low-income communities, and filling transit gaps.
- **Demand:** Many stakeholders discussed the difficulty of attracting choice riders to transit, especially on rural routes. Stakeholders from LTD also said that providing service to people with non-traditional work schedules is challenging. Finally, stakeholders from Benton County and LTD emphasized that rural routes tend to have low ridership due to lower populations in small towns, which constrains transit agencies from providing more frequent service.

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Chapter 4: Survey Analysis

A public survey was available online between April 7 and September 14, 2020. The purpose of the survey was to connect with existing and potential riders along the Highway 99W corridor. The survey sought to understand the characteristics of survey respondents, current travel patterns, level of support for public transit and future transit use along the corridor. The full text of this survey is in [Appendix E](#), and all participant comments are in [Appendix F](#).

The survey was administered via the online Qualtrics Survey Software. The original scope of work advised online, in person and onboard survey distribution. However, due to the COVID-19 pandemic, no in person or onboard surveys were distributed. The online survey was distributed through existing transit providers, OCWCOG and TAC members. These organizations used listservs and social media to distribute the survey. A Facebook ad was promoted to target communities along the corridor and increase survey response especially for potential riders. Additionally, survey respondents were incentivized with a \$25 gift card. There were 447 respondents to the survey.

The survey was translated into Spanish with the assistance of OCWCOG, and outreach included links to the English and Spanish versions. No surveys were returned in Spanish.

Chapter 4 is organized into sections based on the survey components: characteristics of survey respondents, current travel patterns, community support for public transit, future transit use along the corridor and demographic analysis. Questions centered mainly on people's common destinations and activities along the corridor, their preferred mode of travel, their working and educational status, and their assessment of personal and community need for expanded transportation services. The survey asked for recommendations for future transit stops, opinions on how the COVID-19 pandemic would affect preferences, and a hypothetical amount they'd be willing to pay for a one-way trip. It concluded with asking for anonymous demographic information.

Geographic Analysis

The survey analysis was divided into geographic regions due to the large scale of the corridor and the many communities that reside along Highway 99W. This geographic analysis provided regional context to current and future transit needs. The respondents from other communities not on the Highway 99W were grouped as outside of the corridor. If no significant difference was determined based on the geographic analysis, the graphs display information based on the entire corridor.

Within Corridor

North

- McMinnville
- Amity
- Rickreall

Center

- Monmouth
- Independence
- Lewisburg
- Adair Village
- Corvallis

South

- Greenberry
- Monroe
- Junction City

Outside of Corridor

- | | |
|---------------|---------------|
| • Albany | • Lebanon |
| • Alpine | • Molalla |
| • Carlton | • Newberg |
| • Cheshire | • Newport |
| • Clackamas | • Philomath |
| County | • Portland |
| • Dallas | • Salem |
| • Dayton | • Shedd |
| • Dundee | • Sheridan |
| • Eola Hills | • Sherwood |
| • Eugene | • Silverton |
| • Fall Creek | • Springfield |
| • Franklin | • Tangent |
| • Grand Ronde | • Tigard |
| • Halsey | • Toledo |
| • Harrisburg | • Tualatin |
| • Hoskins | • Turner |
| • Keizer | • Willamina |
| • Lafayette | • Woodburn |

Key Implications

Characteristics of Survey Respondents

- **447 individuals responded to the survey.** 57% live in communities along the corridor, 28% live outside of the corridor and 15% live in an unknown location.
- Most of the survey respondents **have access to a car (75%)** while 6% of people have no access.
- Most survey respondents are **employed full-time (48%)** and most commute less than 15 minutes to work (41%).
- **Six percent (6%) of respondents are full-time or part-time students** and most **commute less than 30 minutes** to school.

Current Travel Patterns

- **Personal vehicle** is overwhelmingly the **most preferred mode of travel** with 79% (355) of responses.
- Respondents travel along the corridor for **personal errands/social activity (36%)** and **recreational purposes (27%)**.
- Most respondents show **localized travel patterns** within their surrounding communities and the central region is the major split in travel between the north and south.
- **Corvallis, Eugene, Portland and McMinnville** are the major travel destinations when traveling along the Highway 99W corridor.
- **Half of respondents have never used public transit service (50%)** and survey response decreases as frequency of transit use increases.

Level of Support for Public Transit

- **There is overwhelming support for public transit in Oregon.** 65% of survey respondents strongly support public transit throughout Oregon.
- Most respondents strongly agree (57%) or agree (26%) to the need for public transit within their community.
- Most respondents strongly agree (58%) or agree (27%) to the need for public transit along the Highway 99W corridor.

Future Transit Use Along the Corridor

- More survey respondents are interested in taking the potential service **between** the communities **along Highway 99W corridor** than within their communities.
- Respondents living within the corridor are equally varied on whether they would use the potential service.
- Most respondents agree (34%) or strongly agree (28%) that they would use the service between communities.
- About one-quarter (27%) of respondents would use the service to connect to other transit services.
- The survey respondents are **more likely to use the potential service for errands/social trips or recreation** opportunities over commuting to a job or school and medical services.
- Survey respondents are most likely interested in using a potential transit service during the **mornings and late afternoons during the weekdays.**
- An average of **\$9.21 is the maximum** amount respondents would pay for a one-way trip with most respondents willing to pay a **maximum of \$5.**

Characteristics of Survey Respondents

The survey respondents were asked initial characteristic questions. These questions provide a basic understanding of survey respondents and their relation to the Highway 99W corridor. Additionally, these questions were intended to understand characteristics of survey respondents in anticipation that some would not respond to the demographic questionnaire.

Do you agree to participate in this survey?

By clicking "Yes", participants consented to participate in the survey and confirmed they were 18 or older. If respondents did not consent, or were not age 18 or older, they were instructed to click "No" and navigate away from the survey.

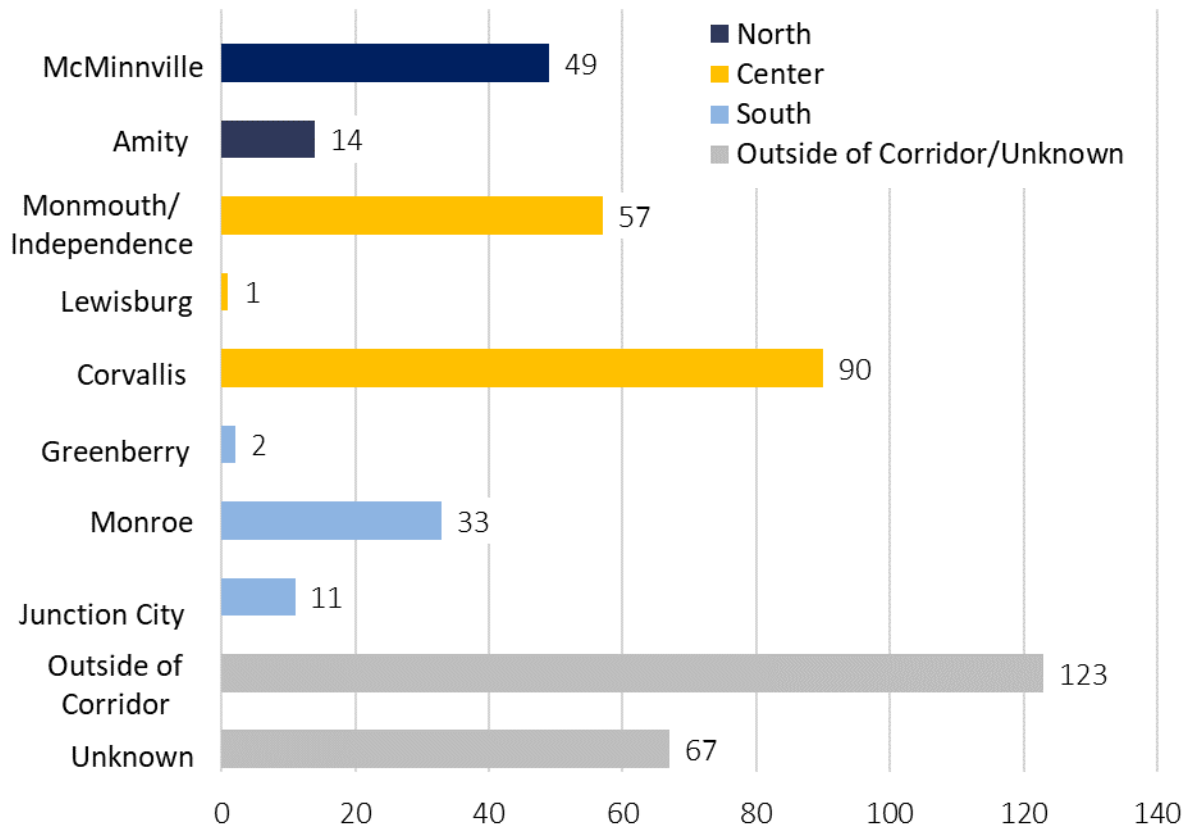
447 respondents clicked "yes" to participate.

In what city or community do you live?

Survey respondents were asked in what city or community they live. The purpose of this question is to assess home location and to assure an adequate distribution of responses throughout the communities. The responses are cross referenced throughout the survey analysis to understand regional patterns of demand. Unknown values refer to respondents who did not answer Question 1 or provided ambiguous home locations (such as "Oregon" or "Benton County")

Figure 4-1 shows the number of responses from each community. The table is color coded into North, Center, South, and Outside of Corridor or Unknown. Of the 447 survey respondents, 57% (257) live in communities along the corridor and 42% (190) were from people living outside of the corridor or are unknown. From the 257 residents along the corridor, 25% (63) live in the north, 58% (148) live in the Center and 18% (46) live in the South.

Figure 4-1 Survey Respondents by Community

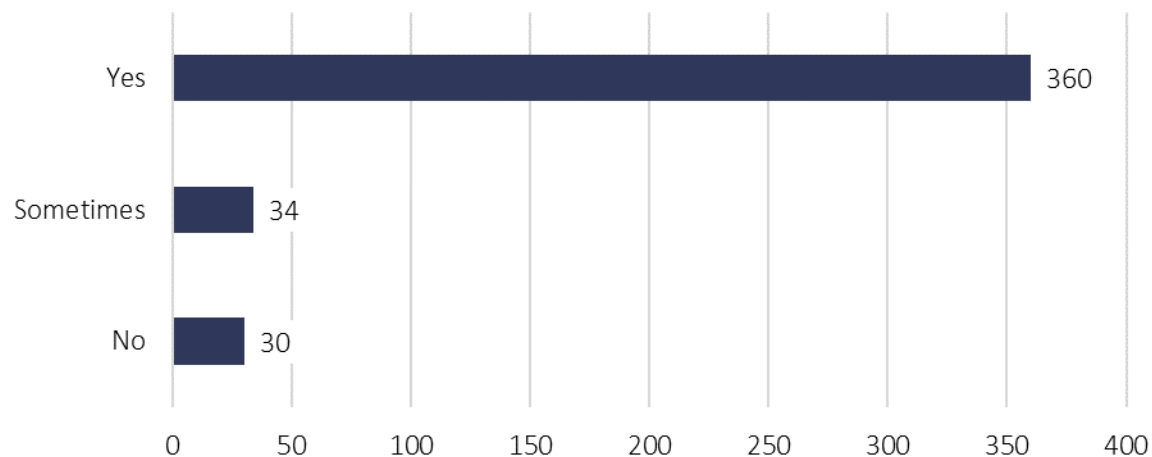


Source: Survey Question 02, n = 447

Do you have access to a car?

Survey respondents were asked if they have access to a car to better understand car dependency along the corridor (Figure 4-2). Most survey respondents have consistent and regular access to a car (75%). Six percent (6%, 30) of respondents have no access to a car which is consistent with the 8% of people reported to have no access to a car in the Demographic and Commute Analysis.

Figure 4-2 Access to a Car

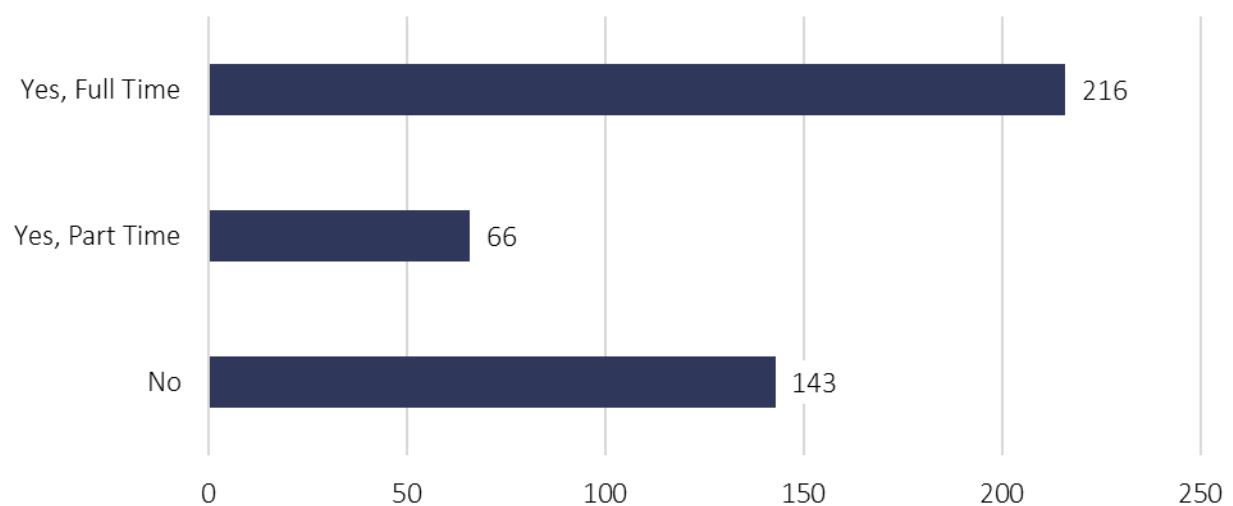


Source: Survey Question 03. n = 424 , no response = 53

Are you employed?

Survey respondents were asked about their employment status to provide work commute context (Figure 4-3). Most respondents are either employed full time (48%) or not employed (32%). Additionally, 15 % of respondents are employed part-time and 5% did not answer Question 4.

Figure 4-3 Employment Status



Source: Survey Question 4. Are you employed? n =425 , no response = 22

What community do you work?

Survey respondents were asked to describe work destination. Table 4-1 shows the respondents destination locations based on respondents' home corridor region. About half of respondents living in the northern region work in McMinnville and about half of from the center region work in Corvallis. Main work locations in the southern region are split between Corvallis, Eugene, Junction City, and Monroe.

Table 4-1 Destination to Work, by Corridor Region

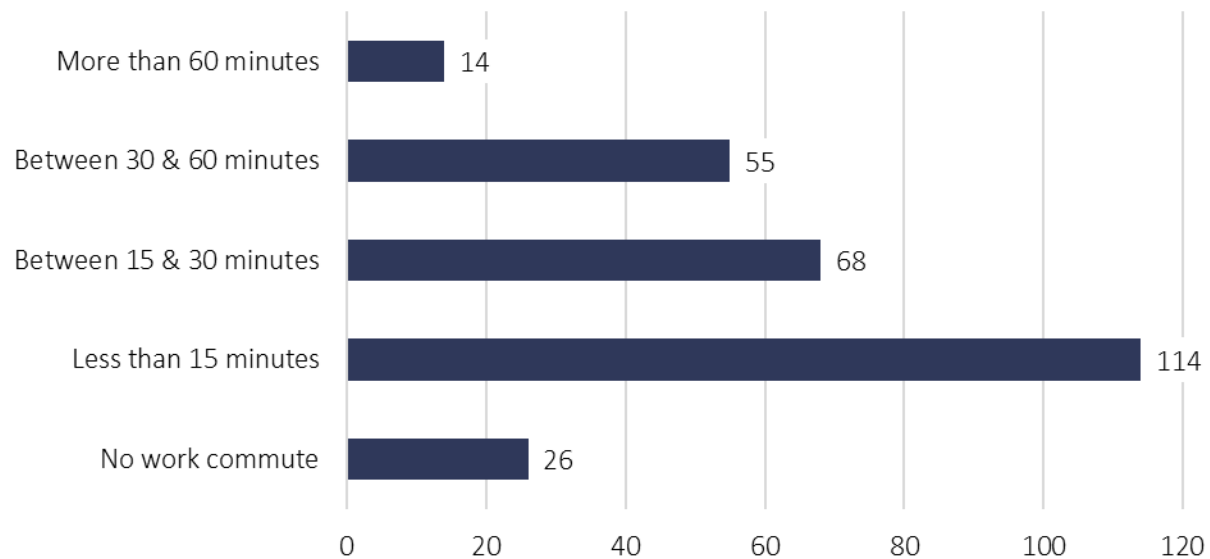
Work Destination	Home Region: North	Home Region: Center	Home Region: South
Amity	3		
Adair Village		2	
Albany		2	1
Beaverton	2		
Corvallis	2	45	6
Dallas		2	
Eola Hills	1		
Eugene		3	7
Franklin			1
Grand Ronde	1	2	
Greenberry			1
Harrisburg			1
Independence		4	
Junction city		1	6
Keizer		1	
McMinnville	23	1	
Monmouth	1	15	
Monroe			7
Newberg	2		
Philomath		2	1
Portland	2	4	
Rickreall		1	
Salem	3	8	
Sherwood	1		
Silverton	1		
Springfield			1
Tangent		1	
Yamhill county	1		
Other	1	4	
Total	44	98	32

Source: Survey Question 5, n = 174, no response = 273

How long is your commute to work?

Survey Respondents were asked to describe their length of commute to work (Figure 4-4). 91% of employed respondents have a commute to work. Most respondents (41%) commute less than 15 minutes to work and 9% of respondents work but do not have a commute.

Figure 4-4 Commute Time to Work

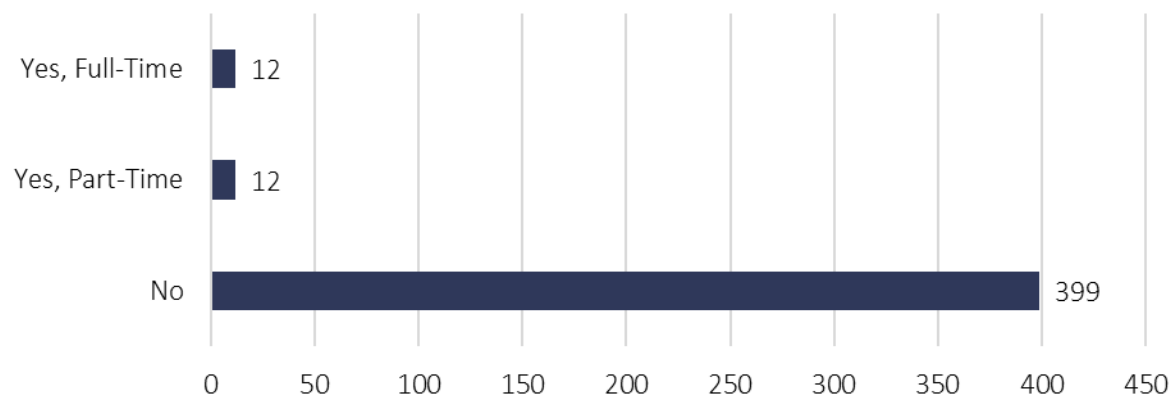


Source: Survey Question 6. How long is your commute to work?, n = 277 , no response = 170

Are you a Student?

Survey respondents were asked if they are students. Most survey respondents are not students (89%) while 6% of respondents are either full-time or part-time students and 5% of respondents did not answer question 7.

Figure 4-5 Student Status



Source: Survey Question 7. Are you a student?, n = 423, no response = 24

What school(s) do you attend? *[Select all that apply]*

Survey respondents were asked to describe the school they attend (Table 4-2). Sixty-three percent of student respondents live outside of the corridor or have an unknown home location. There were no students in the southern region that responded to the survey.

Table 4-2 Destination to School, by Corridor Region

School	Home Region:		
	North	Center	Outside of Corridor
Chemeketa Community College			6
George Fox University			1
Lane Community College			1
Linfield College	1		1
Oregon State University		4	3
Portland Community College			1
UC Berkeley (online)			1
University of Oregon	1		
Western Governors University	1		
Western Oregon University		2	1
Other:			1
Total	3	6	16

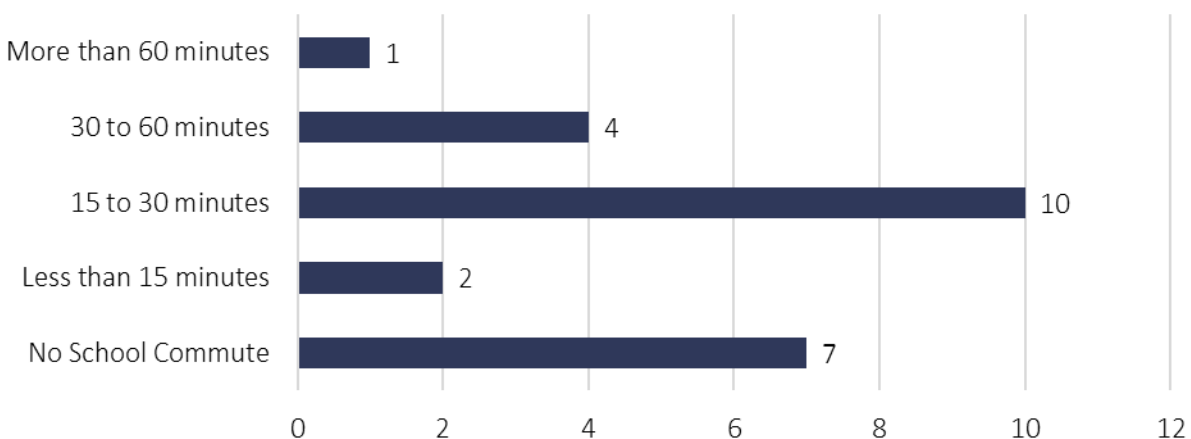
Source: Survey Question 8, n = 25 no response = 422

"Other" response included "Baker"

How long is your commute to school?

Survey Respondents were asked to describe their length of commute to school. Most respondents commute between 15 to 30 minutes to school (42%) while 29% of students do not have a school commute.

Figure 4-6 Commute Time to School



Source: Survey Question 9. n =24 , no response = 423

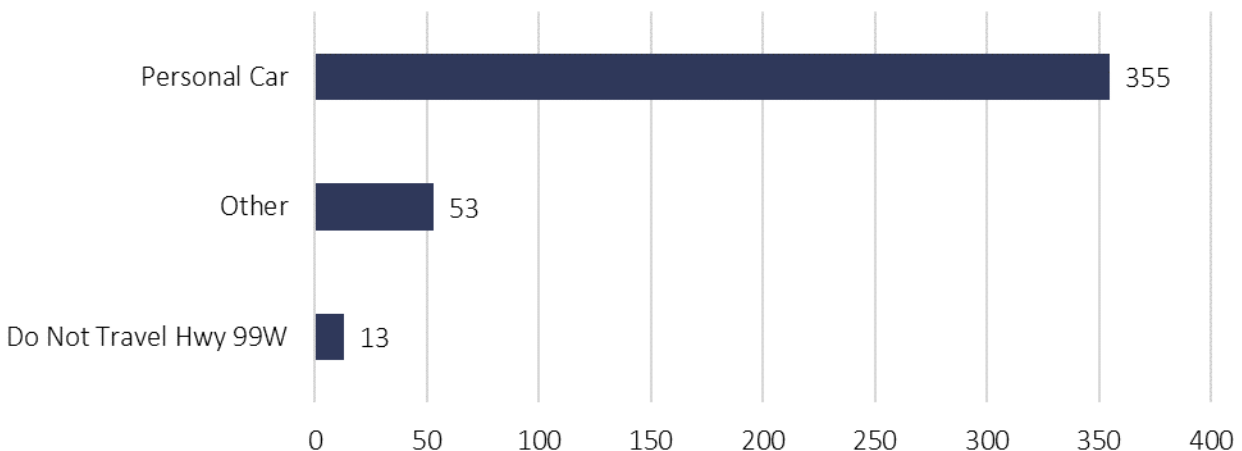
Current Travel Patterns

Survey respondents were asked about their current travel patterns throughout the corridor. The questions provide context on how, when and why respondents travel along the corridor. Understanding current travel patterns help determine locations and time of future transit services.

When traveling along the Highway 99W corridor, how do you make the trip? [Select all that apply]

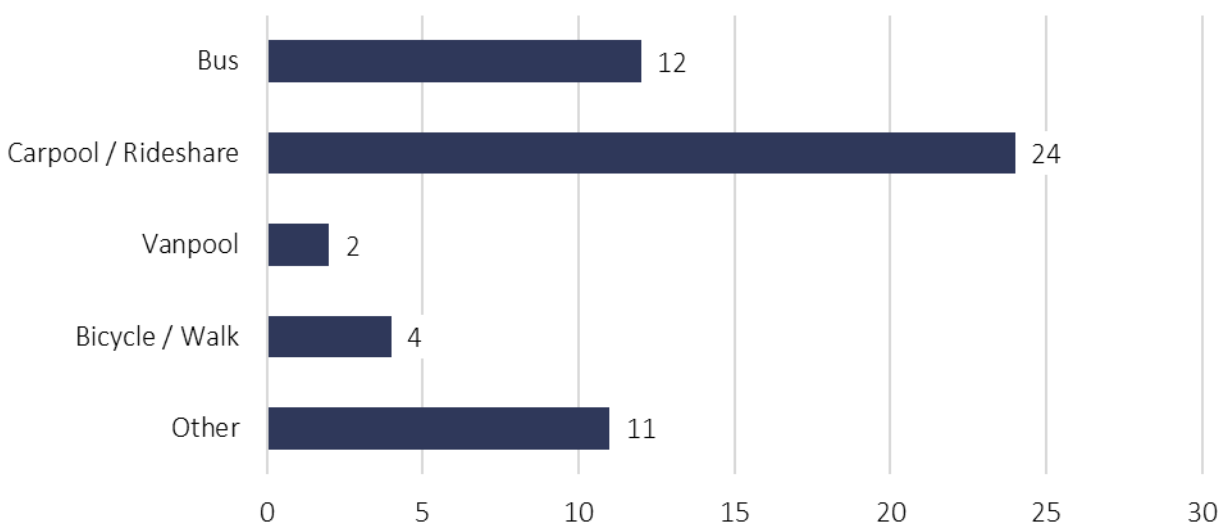
Personal vehicle is overwhelmingly the most preferred mode of travel with 79% (355) of responses. Twelve percent (12%) of respondents chose other modes of travel and are shown in Figure 4-7 and Figure 4-8. After personal car, the next most common response was Carpool/Vanpool followed by bus. Respondents who chose “other” to Question 10 provided a text response located in [Appendix F](#).

Figure 4-7 Modes of Travel



Source: Survey Question 10, n = 421, no response = 26

Figure 4-8 Other Modes of Travel

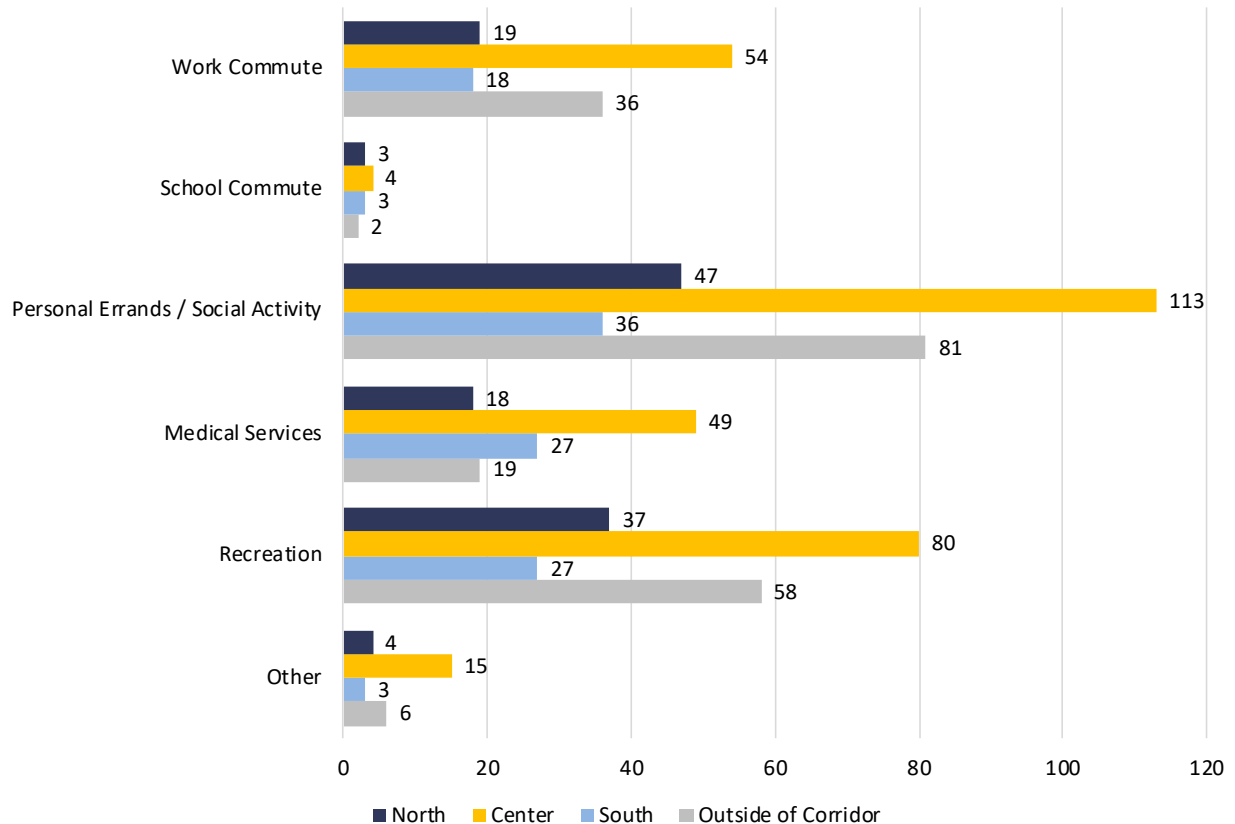


Source: Survey Question 10, n = 53, no response = 394

When traveling along the Highway 99W corridor, what are your purposes for making the trips? [Select all that apply]

Figure 4-9 shows the distribution of trip types based on corridor region. The most frequent travel along the corridor is for personal errands/social activity (36%). The second most frequently used reason is for recreational purposes (27%). The responses are similar between work commute and medical services however the southern region uses the corridor slightly more for medical services. Respondents who chose “other” to Question 11 provided a text response located in [Appendix F](#).

Figure 4-9 Trip Purposes in the Corridor, by Corridor Region (location of residence)

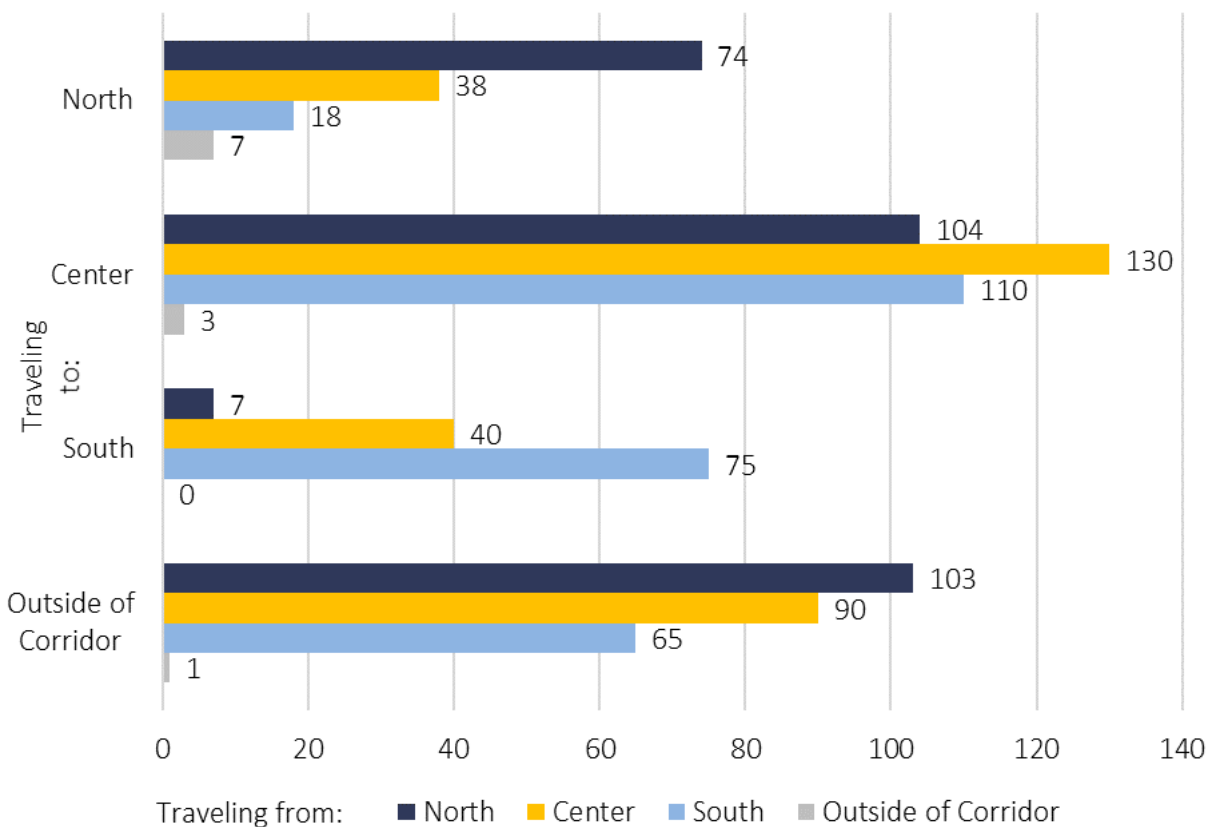


Source: Survey Question 11, n = 408, no response = 39

When traveling along the Highway 99W corridor outside of your own community, where do you most frequently travel? [List up to three cities or communities located on Hwy 99W]

The responses to Question 12 help assess future stop locations and regional travel patterns. Figure 4-10 shows a localized travel pattern with the center region dividing trips between the north and south. Respondents living in the north travel within the northern region or to the central region, respondents living in the south stay locally in the southern region or travel to the center and respondents living in the center region mostly travel within the center region or to the southern region. All regional corridor destinations had responses from the other areas indicating travel across the entire corridor.

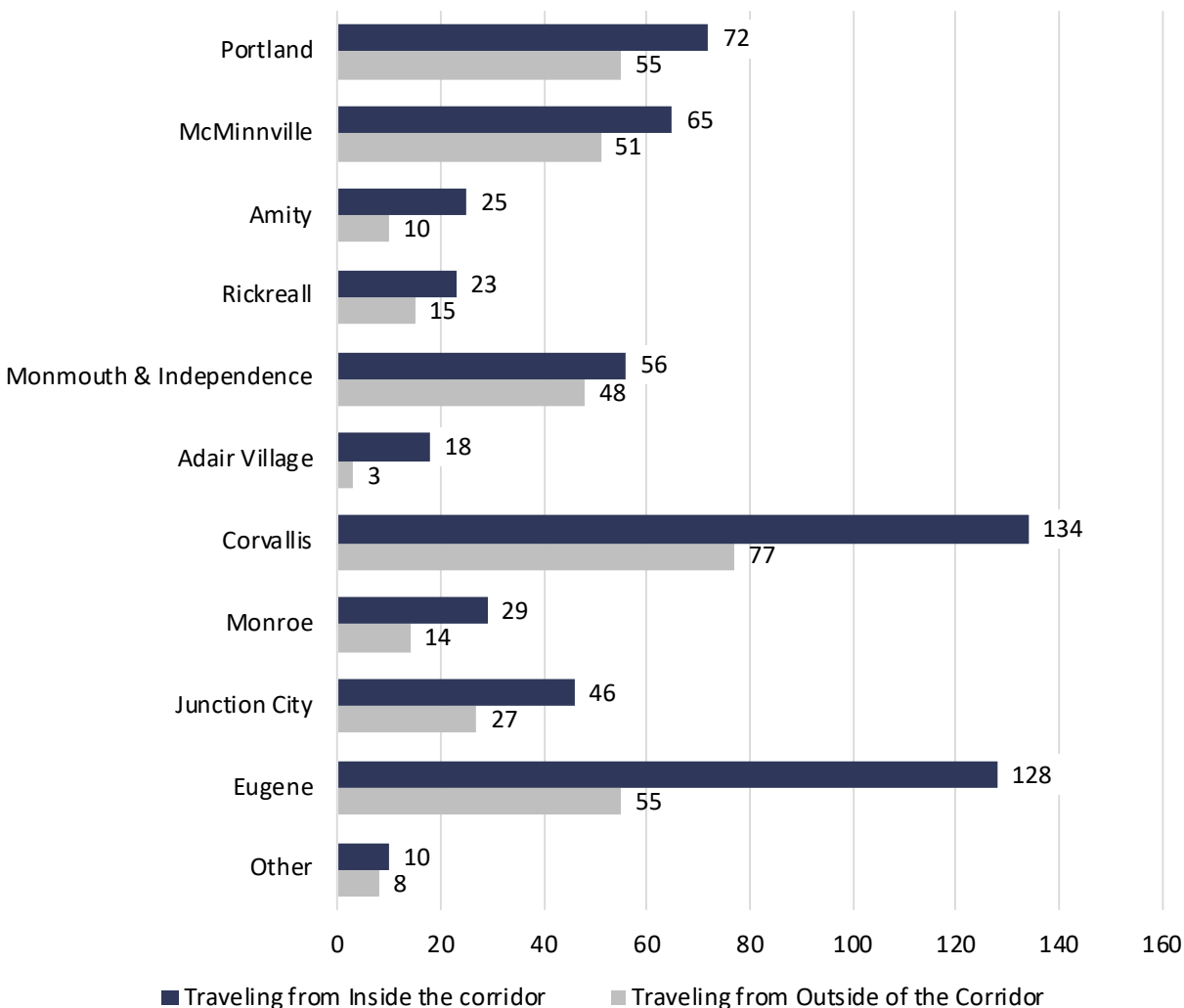
Figure 4-10 Regional Destinations, by Corridor Region (location of trip origin)



Source: Survey Question 12, n = 408, no response = 39

Figure 4-11 provides more detailed information on specific travel destinations. When answering this question, respondents were able to answer up to three locations. The larger cities including Corvallis, Eugene, Portland, and McMinnville are the major travel destinations. Respondents who chose “other” to Question 12 provided a text response located in [Appendix F](#).

Figure 4-11 Top Destinations along Highway 99W

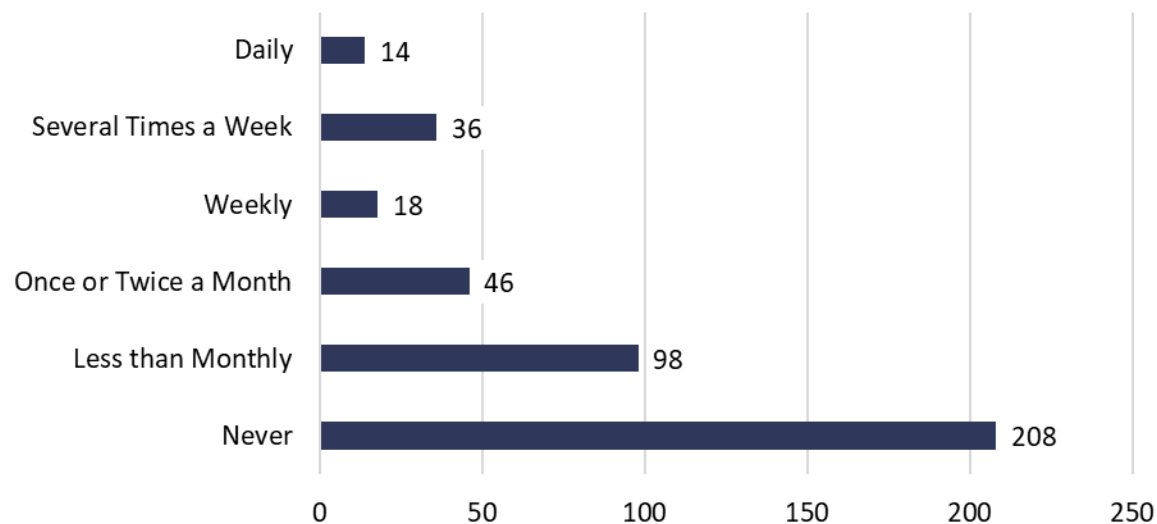


Source: Survey Question 12, n = 408, no responses = 39

How frequently do you use the public transit services? [Select the most appropriate choice]

The survey respondents were asked about their frequency of transit use. Figure 4-12 indicates that half of respondents have never used public transit service (50%) and that survey response decreases as frequency increases. Twenty-three percent (23%) respondents use a public transit service less than monthly and 11% use a transit service once or twice a month.

Figure 4-12 Frequency of Transit Use



Source: Survey Question 14, n = 420, no response = 27

Which of the following services do you use? [Select all that apply]

The survey respondents were asked what transit services they use. Table 4-3 shows the number of responses for each transit service.

Table 4-3 Transit Services Used

Transportation Service	Count
Amtrak	121
Corvallis Transit System	88
Greyhound	85
Bolt or FlixBus	85
Cherriots Bus	59
Linn-Benton Loop	45
Lane Transit District	43
Yamhill County Transit	30
Albany Transit	19
Demand Response Service	14
Trimet	8
Oregon POINT	7
Pacific Crest Bus Lines	6
Tillamook County Transportation District	6
Coastal Bus Route	5
Other	7

Source: Survey Question 15, n = 206 , no response = 241

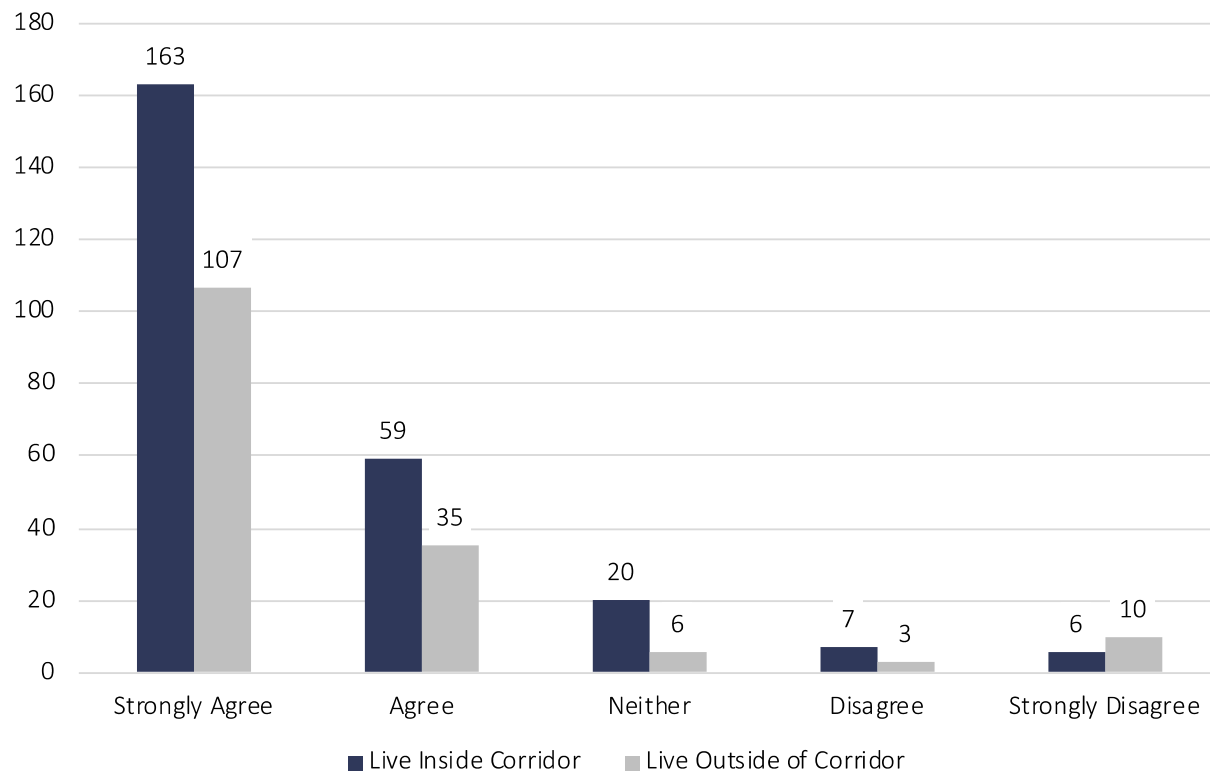
Community Support for Public Transit

Survey respondents were asked about their general support for public transit. The purpose of these questions was to assess support for public transit in Oregon and within and between the respondent's communities.

Rate your level of agreement or disagreement with the following statements: There is need for public transit in Oregon

Respondents were asked to evaluate their perception on public transit in Oregon. Figure 4-13 indicates there is a perceived need for public transit throughout the state. Most respondents (65%) strongly agree for this need and is proportional between those living within and outside the corridor. Seven percent (7%) of survey respondents did not answer Question 16.1

Figure 4-13 Opinions on Public Transit in Oregon

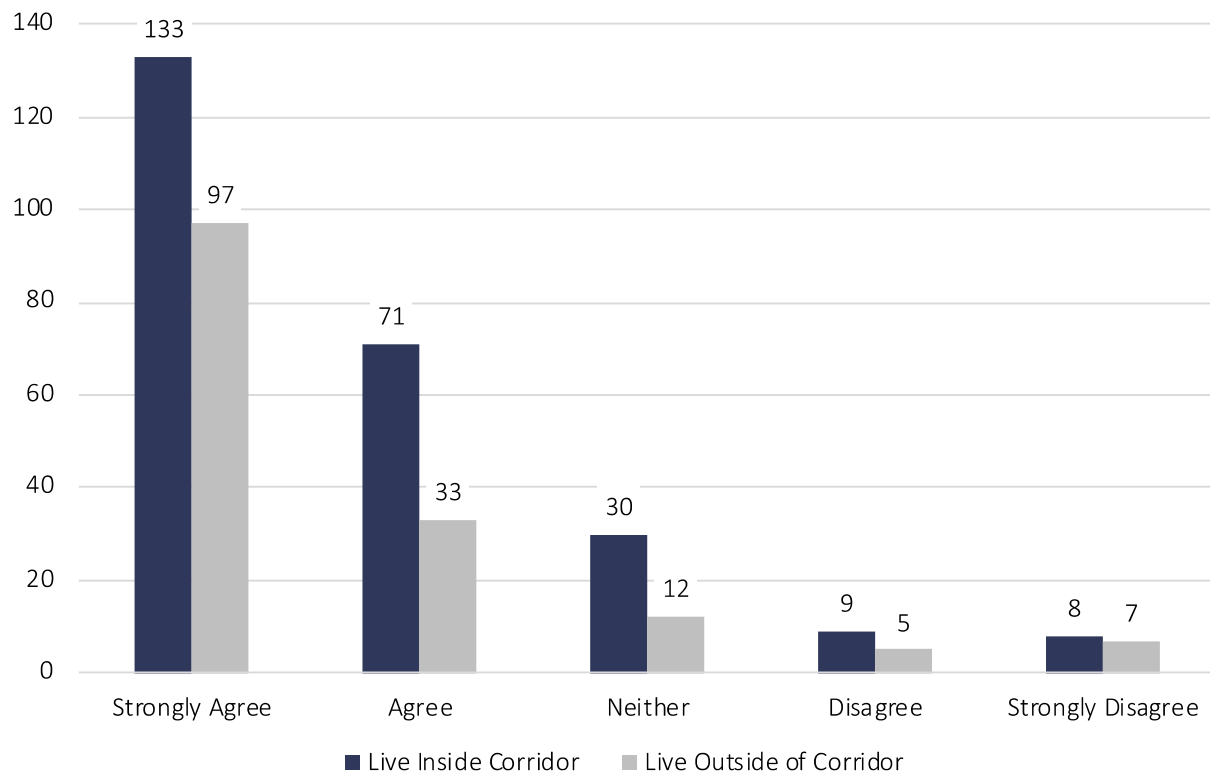


Source: Survey Question 16.1, n = 416, no response = 31

Rate your level of agreement or disagreement with the following statements: There is need for public transit in your community

Respondents were asked to evaluate their perception of public transit within their communities. Figure 4-14 indicates there is a perceived need for public transit throughout their communities. Most respondents strongly agree (57%) or agree (26%) to the need for public transit within their community. Overall, 9% of respondents did not answer Question 17.2.

Figure 4-14 Opinions on Public Transit in Own Community

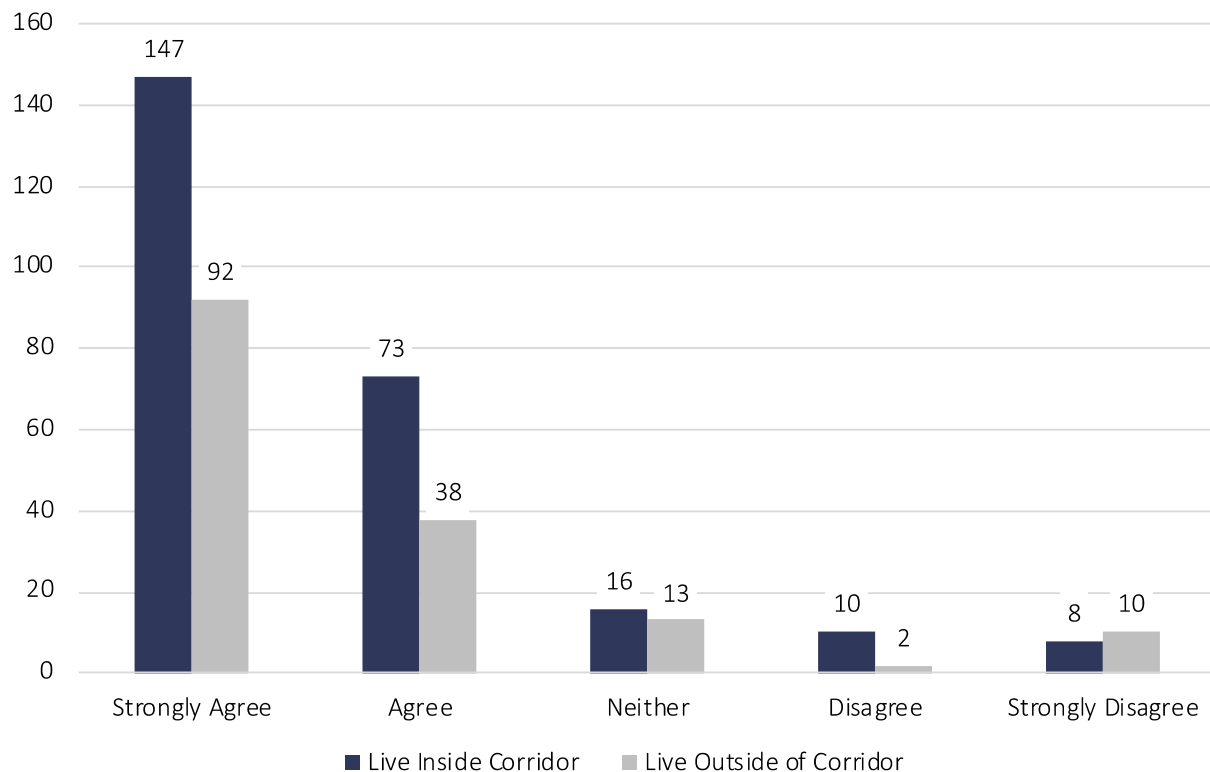


Source: Survey Question 16.2, n = 405, no response = 42

Rate your level of agreement or disagreement with the following statements: There is need for public transit to connect communities along Highway 99W

Respondents were asked to evaluate their perception of public transit along the Highway 99W corridor. Figure 4-15 indicates there is a perceived need for public transit along Highway 99W. Most respondents strongly agree (58%) or agree (27%) to the need for public transit and is proportional between those living within and outside of the corridor. Overall, 9% of respondents did not answer Question 17.3.

Figure 4-15 Opinions on Public Transit in the Highway 99W Corridor



Source: Survey Question 16.3, n = 409 , no response = 38

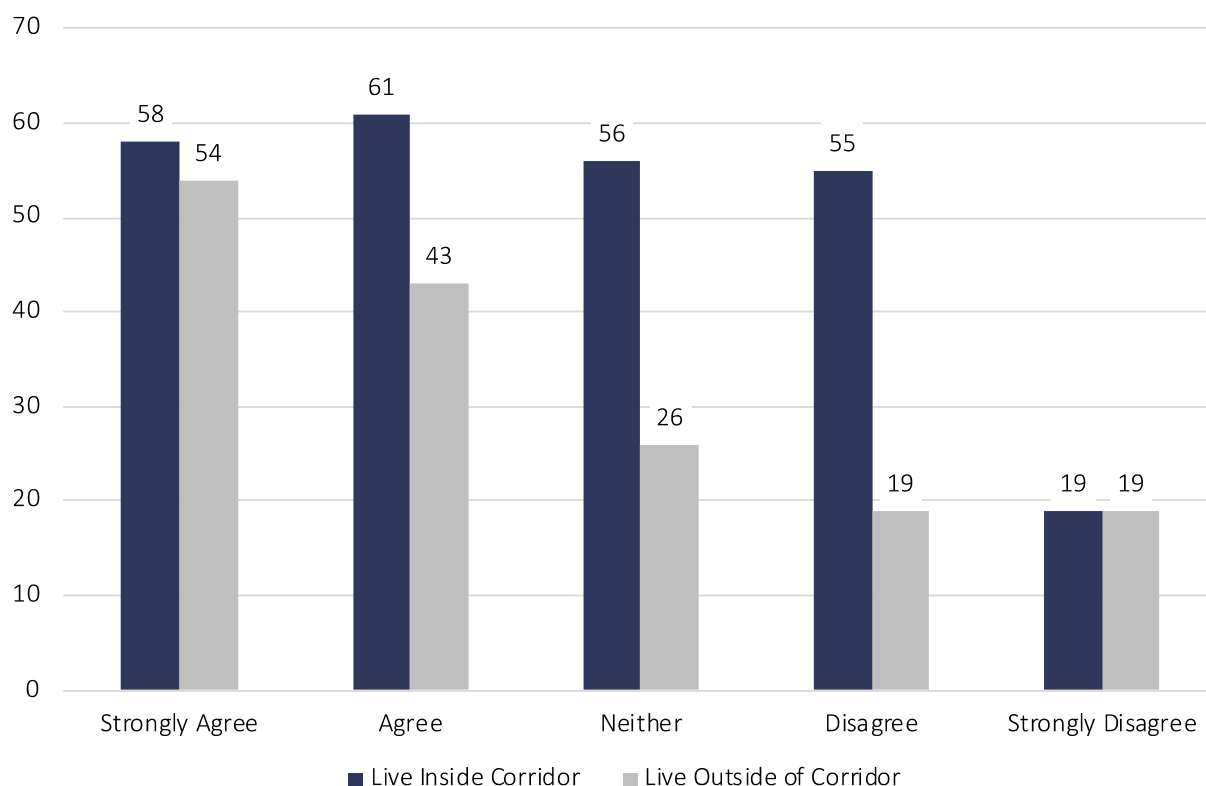
Future Transit Use Along the Highway 99W Corridor

Survey respondents were asked about future public transit use along Highway 99W corridor. The purpose was to evaluate respondent's interests and potential use for future transit. The information gathered will help determine logistics around the potential service.

If public transit service was available along the Highway 99W corridor rate your level of agreement or disagreement with the following statements: I would use the service within my community

The survey respondents were asked about their potential transit use within their communities if the service along Highway 99W were available. Respondents living within the corridor show an equal distribution of responses between "strongly agree" to "disagree." Those living outside of the corridor have a higher percentage of agreement to use a transit service within their community. 8% (37) of survey respondents did not answer question 17.1.

Figure 4-16 Use of New Transit Service Within Communities

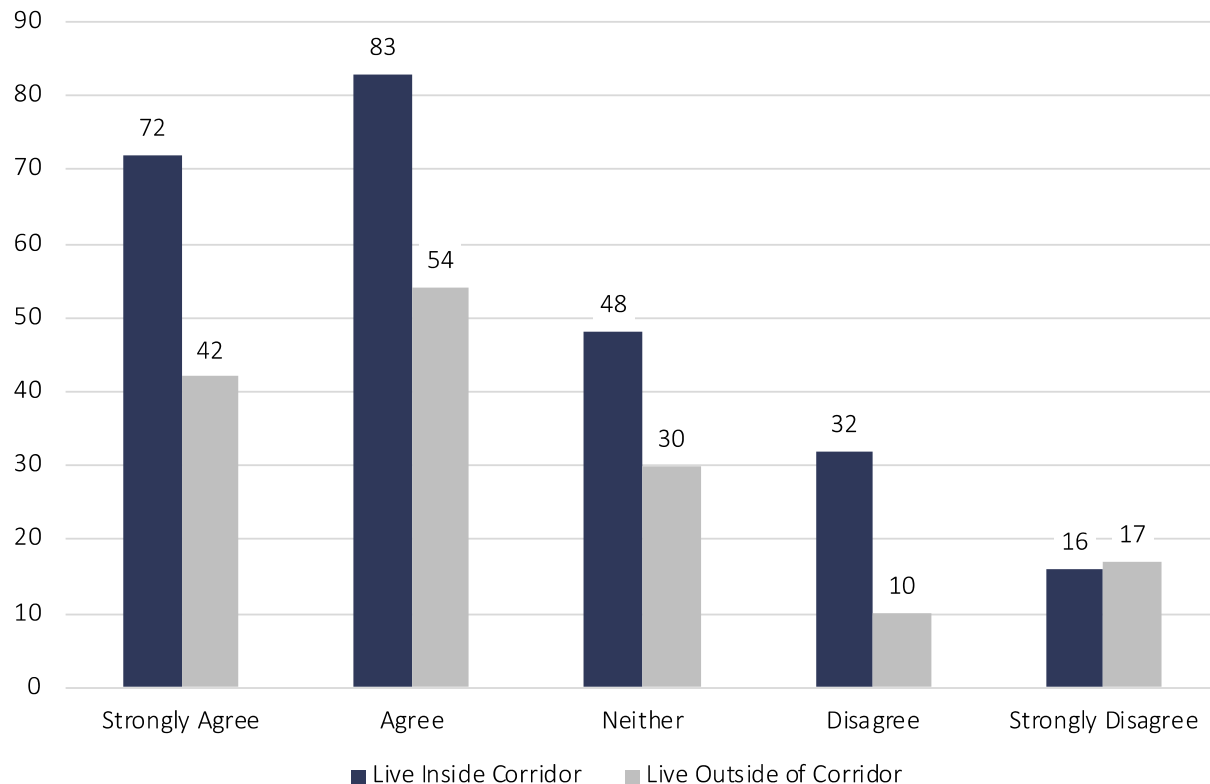


Source: Survey Question 17.1, n =410 , no response = 37

If public transit service was available along the Highway 99W corridor rate your level of agreement or disagreement with the following statements: I would use the service between communities along Highway 99W

The survey respondents were asked about their potential transit use between the communities if the service was available along Highway 99W. Most respondents agree (34%) or strongly agree (28%) to using the service between the communities. Generally, this is proportional between those living within the corridor and those living outside. 6% (26) of survey respondents did not answer question 17.2.

Figure 4-17 Use of New Transit Service Between Communities

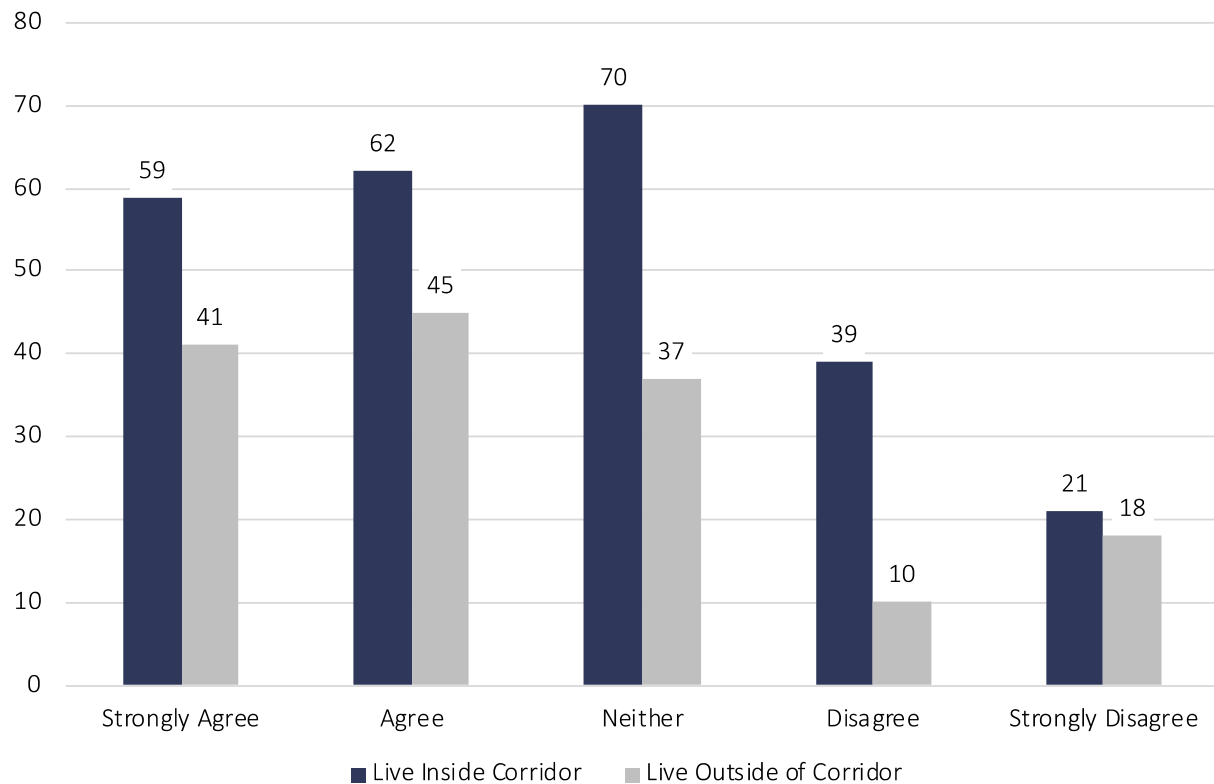


Source: Survey Question 17.2, n = 404, no response = 43

If public transit service was available along the Highway 99W corridor rate your level of agreement or disagreement with the following statements: I would use the service to connect to another transit provider

The survey respondents were asked about potential transit use to connect to other transit providers if the service was available along Highway 99W. The most respondents neither agree nor disagree (27%) to using public transit for this reason, however Figure 4-18 indicates more respondents agree than disagree. Ten percent (45) of survey respondents did not answer question 17.3.

Figure 4-18 Use of New Transit Service to Connect with Other Transit Providers

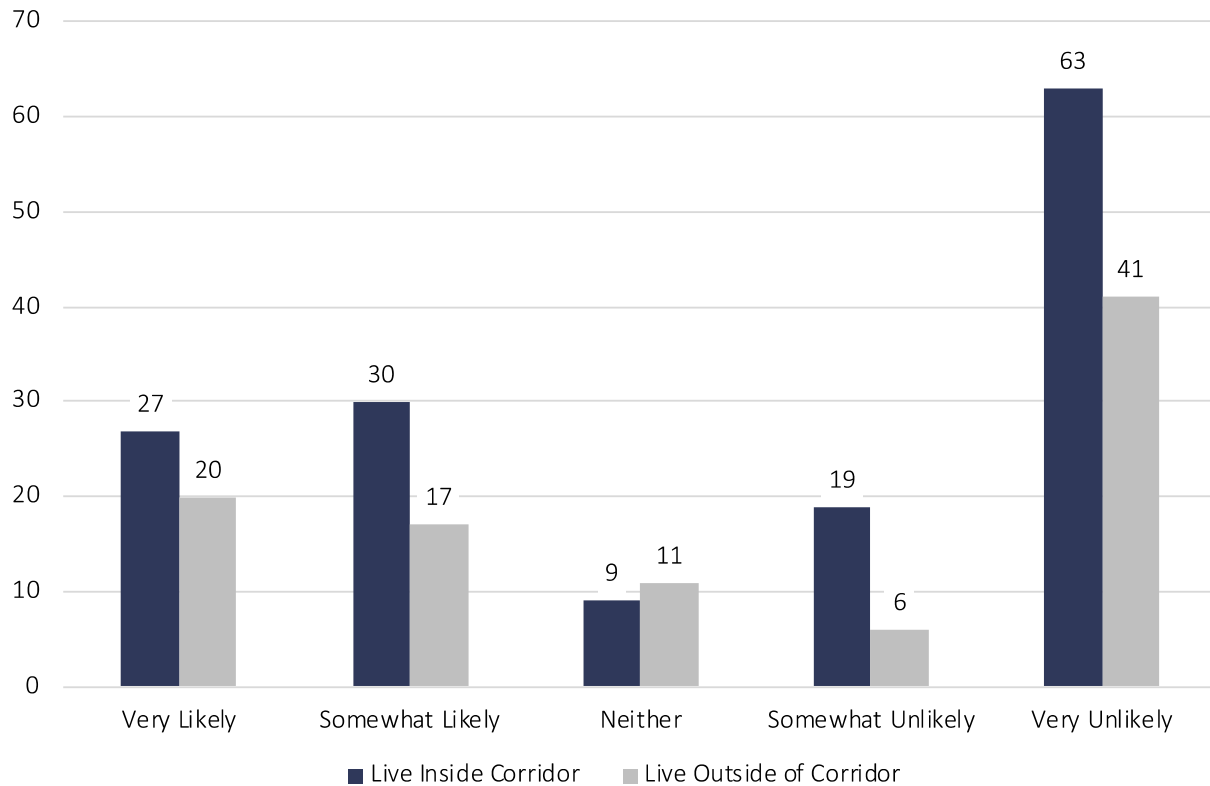


Source: Survey Question 17.3, n = 402, no response = 45

If public transit service was available along the Highway 99W corridor, how likely or unlikely would you use it for the following? [Job Commute]

Survey respondents were asked their likelihood of using transit service along Highway 99W for their job commute based on Question 4 “Are you employed?” Most respondents (43%) are very unlikely to use the potential transit service for their job commute. However, a combined 39% of respondents are either “very likely” or “somewhat likely” to use the service. Fourteen percent (14%) of employed respondents did not answer Question 18.1.

Figure 4-19 Likelihood to Use Service for Job Commute,



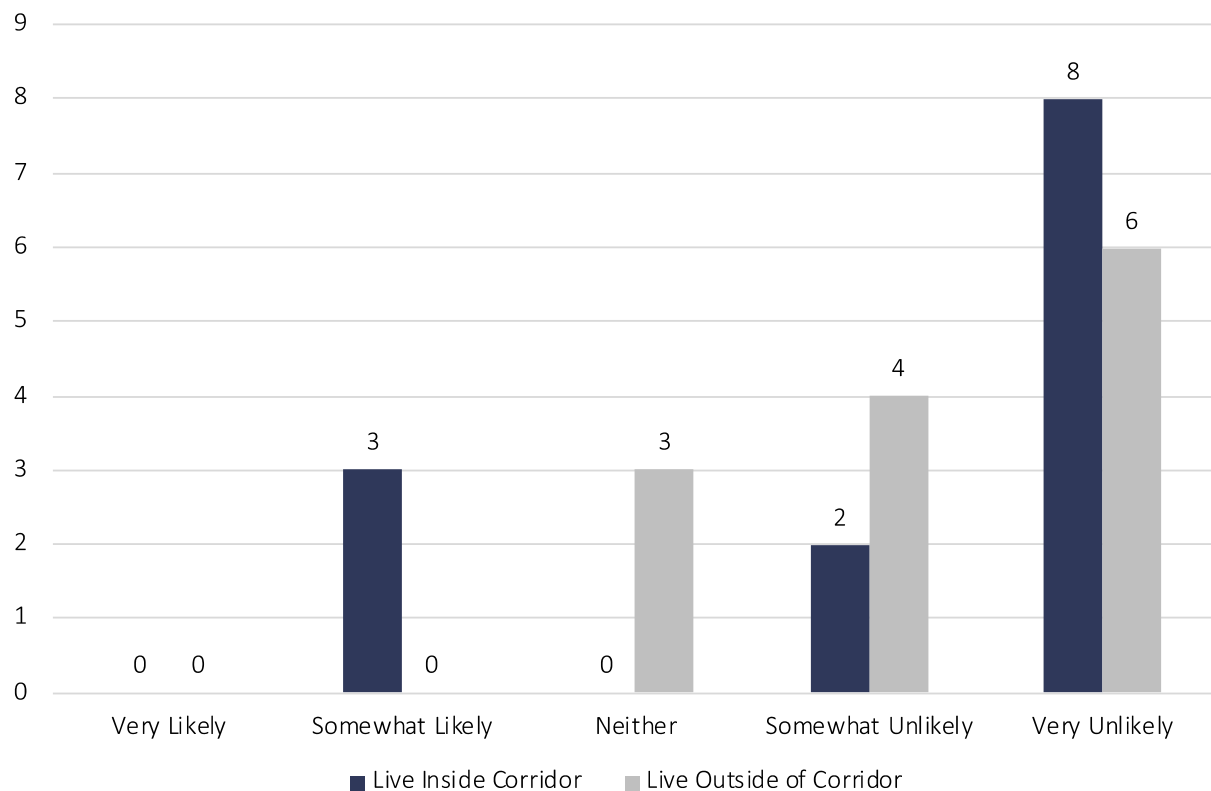
Source: Survey Question 18.1, n = 243, filtered by Q04, no response = 39

If public transit service was available along the Highway 99W corridor, how likely or unlikely would you use it for the following? [School Commute]

Survey respondents were asked their likelihood of using transit service along Highway 99W for their school commute. Most respondents (53%) are very unlikely to use the potential transit service for their school commute.

Survey engagement was limited due to the COVID-19 pandemic and universities transitioning to remote instruction. Further engagement with universities is recommended to better understand student travel patterns and future transit interest along Highway 99W

Figure 4-20 Likelihood to Use Service for School Commute

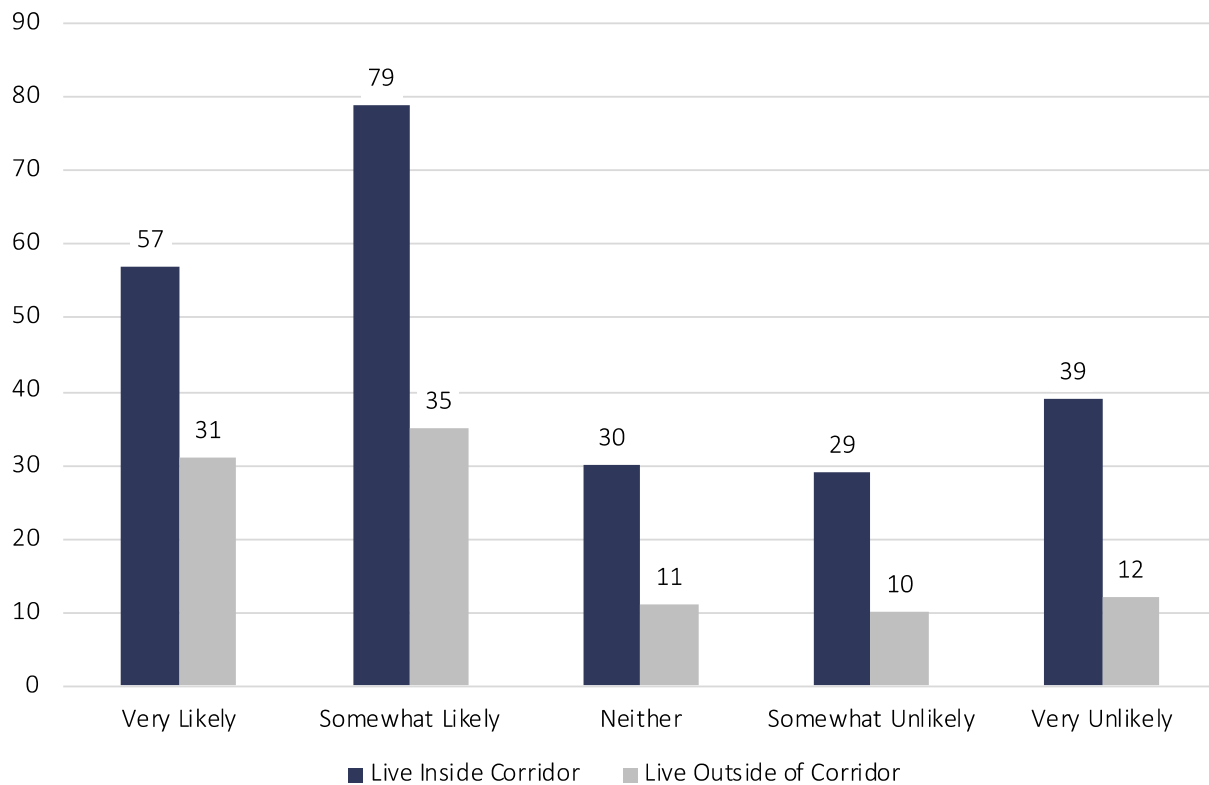


Source: Survey Question 18.2, n = 26, no response = 421

If public transit service was available along the Highway 99W corridor, how likely or unlikely would you use it for the following? [Errands or Social Trips]

Survey respondents were asked their likelihood of using transit service along Highway 99W for their personal errands or social trips. Most respondents are somewhat likely (34%) or very likely (27%) to use the service for this purpose. The responses are proportional for those living within and outside of the corridor. Seventeen percent (17%) of respondents did not answer Question 18.3.

Figure 4-21 Likelihood to Use Service for Errands or Social Trips

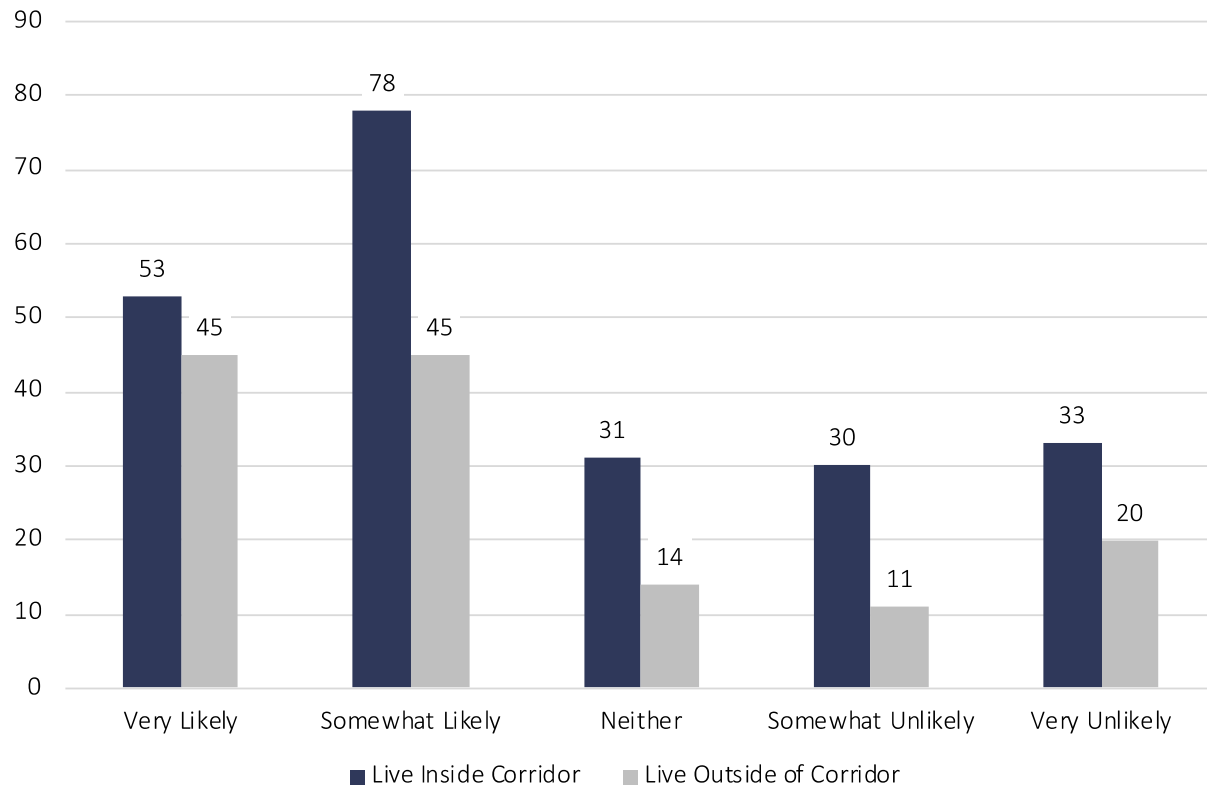


Source: Survey Question 18.3, n =333 , no response = 114

If public transit service was available along the Highway 99W corridor, how likely or unlikely would you use it for the following? [Recreation]

Survey respondents were asked their likelihood of using transit service along Highway 99W for recreation. Figure 4-22 analyzes the responses based on all survey respondents. Most respondents are somewhat likely (34%) or very likely (27%) to use the transit service for recreation. The responses are proportional for those living within and outside of the corridor. Nineteen percent (87) of survey respondents did not answer Question 18.4.

Figure 4-22 Likelihood to Use Service for Recreation

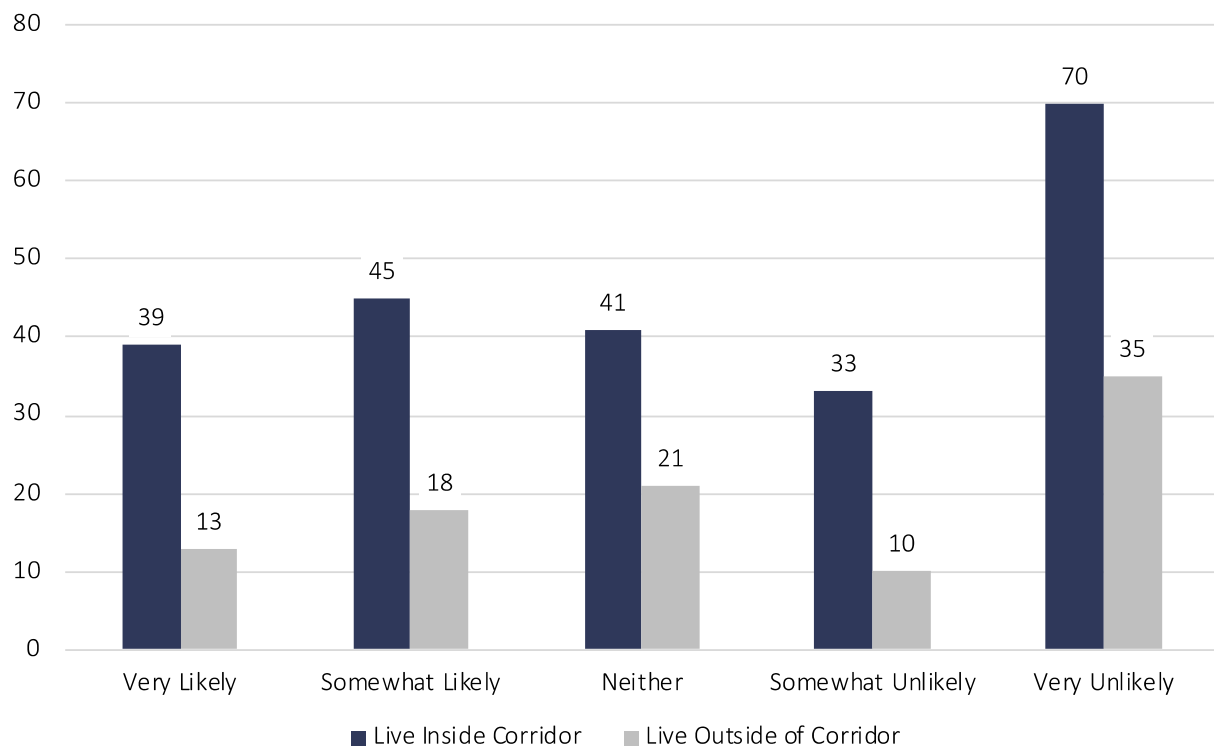


Source: Survey Question 18.4, n = 360, no response = 87

If public transit service was available along the Highway 99W corridor, how likely or unlikely would you use it for the following? [Medical Services]

Survey respondents were asked their likelihood of using transit service along Highway 99W for medical services. Figure 4-23 analyzes the responses based on all survey respondents. Most respondents are very unlikely (30%) to use the service for this purpose. The remaining 70% of respondents are relatively evenly distributed between very likely and somewhat unlikely. Additionally, the responses are proportional for those living within and outside of the corridor. One hundred twenty-two survey respondents did not answer Question 18.5.

Figure 4-23 Likelihood to Use the Service for Medical Services



Source: Survey Question 18.5, n = 325 no response = 122

If public transit service was available along the Highway 99W corridor, what weekday times (Monday through Friday) would you most use the service? *[Select all that apply]*

Survey respondents were asked what time during the weekdays (Monday through Friday) they would use the potential transit service along Highway 99W. Within the northern region, 22% of northern respondents would use the service in late morning and 20% would use it in the evening. Twenty two percent (22%) of northern respondents would not use the service during the weekdays. Within the center region, 25% of center respondents would use the service in the evenings and 23% would use it in the early morning. In the Southern region, 23% of southern respondents would use the service in the early morning while 22% of would use it in the late morning. Twenty three percent (23%) of respondents from outside of the corridor would use the service in the evening and 21% would use it during late morning.

Throughout the entire corridor, 23% of respondents would use the service during the evening, 21% would use it during the late morning and 20% would use it during the early morning. Most respondents throughout the corridor would use the service throughout the weekdays however 10% of respondents would not use the service after 7pm.

Table 4-4 Preferred Times for Service During Weekdays, by Corridor Region

	North (90)	Center (278)	South (88)	Outside of Corridor (211)	Unknown (89)	Total (756)
WEEKDAYS (Monday to Friday)						
Early Morning: 6am - 9am	14%	23%	23%	19%	12%	20%
Late Morning: 9am - Noon	22%	18%	22%	21%	25%	21%
Afternoon: Noon - 4pm	12%	14%	19%	18%	22%	17%
Evening: 4pm - 7pm	20%	25%	18%	23%	21%	23%
Late Evening: After 7PM	9%	12%	8%	10%	15%	11%
Would Not Use	22%	9%	10%	8%	4%	10%

Source: Survey Question 19, n=376 , no response = 71

Note: Numbers in parentheses represent number of respondents from the region.

If public transit service was available along the Highway 99W corridor, what weekend times (Saturday and Sunday) would you most use the service? [Select all that apply]

Survey respondents were asked what time during the weekends (Saturday and Sunday) they would use the potential transit service along Highway 99W. Within the northern region, 25% of northern respondents would use the service in late morning and 19% would use it in the afternoon. Twenty percent (20%) of northern respondents would not use the service during the weekends, the highest percentage compared to the other regions on the corridor. Within the center region, 26% of center respondents would use the service in the late morning and 24% would use it in the evening. In the Southern region, 27% of southern respondents would use the service in the late morning while 23% of would use it in the evening. Twenty six percent (26%) of respondents from outside of the corridor would use the service in the late morning and 21% would use it in the evening.

Throughout the entire corridor, 26% of respondents would use the service during the late morning, 22% would use it during the evening and 18% would use it during the afternoon. Most respondents throughout the corridor would use the service during the weekend however 9% of respondents would not use the service at all.

Table 4-5 Preferred Times for Service During Weekends, by Corridor Region

	North (102)	Center (296)	South (92)	Outside of Corridor (217)	Not Answered (89)	Total (796)
WEEKENDS (Saturday and Sunday)						
Early Morning: 6am - 9am	9%	7%	10%	13%	16%	10%
Late Morning: 9am - Noon	25%	26%	27%	26%	26%	26%
Afternoon: Noon - 4pm	19%	18%	15%	19%	19%	18%
Evening: 4pm - 7pm	17%	24%	23%	21%	21%	22%
Late Evening: After 7PM	11%	17%	15%	13%	13%	14%
Would Not Use	20%	8%	10%	8%	4%	9%

Source: Survey Questions 20, n = 379, no response = 68

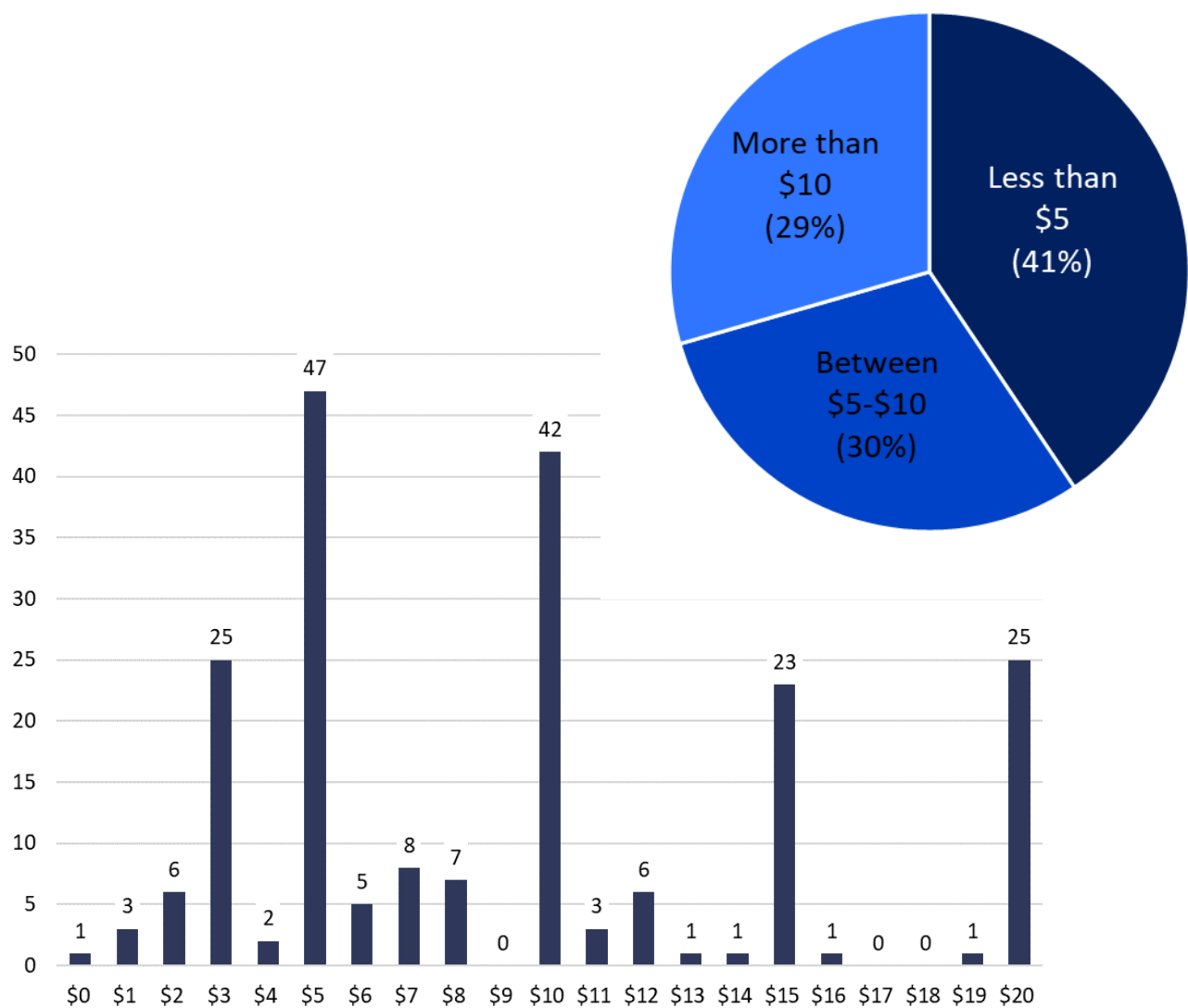
Note: Numbers in parentheses represent number of respondents from the region.

What is the MAXIMUM you would be willing to pay for a one-way trip between your origin and primary (#1) destination?

[move the slider to show the maximum willing to pay]

Survey respondents were asked what the maximum amount they would pay for a one-way trip between the origin and primary destination. Most respondents (71%) would pay \$10 or less for a one-way trip. The responses most frequently provided were \$5 or \$10. Forty-one percent of respondents would pay a maximum of \$5 and 30% would pay between \$5 and \$10. Twenty-nine-percent of respondents indicated they would pay more than \$10 with 23 responding they would pay up to \$15 and 25 responding they would pay up to \$20. The average maximum value respondents indicated they would pay is \$9.21.

Figure 4-24 Maximum Ticket Price

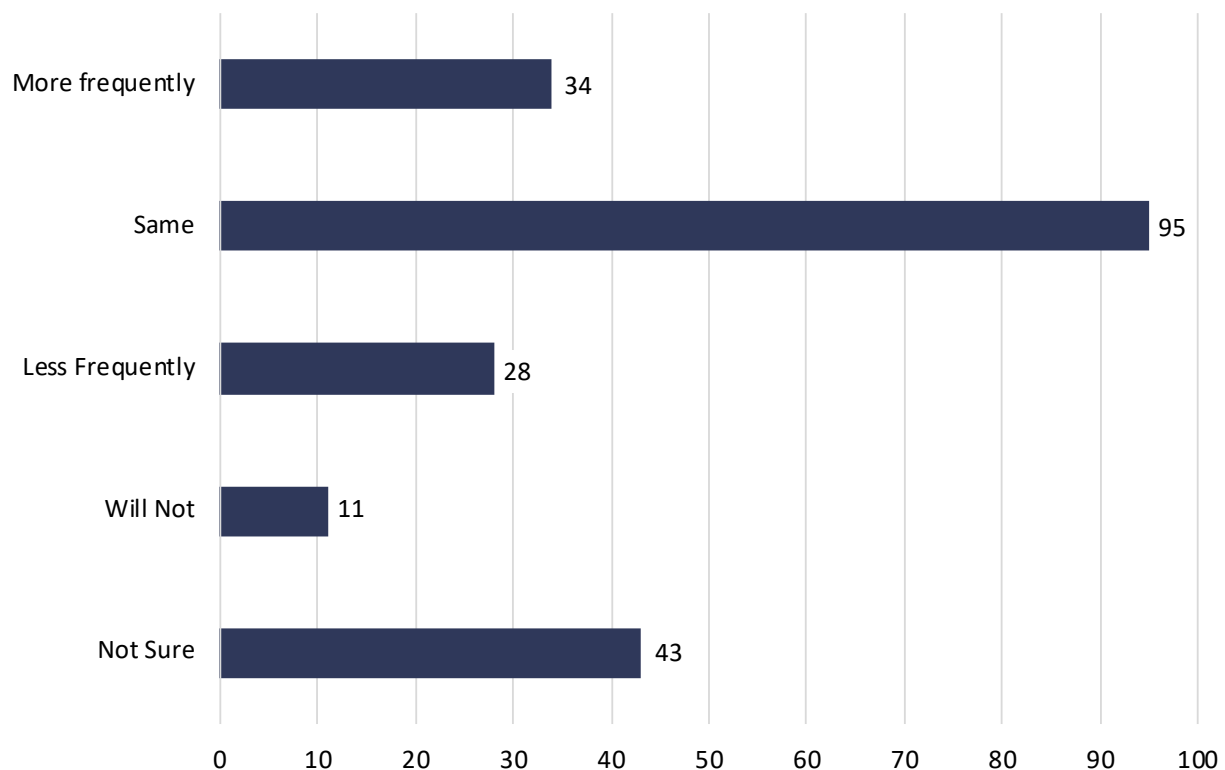


Source: Survey Question 13, n = 207, no response = 240

How frequently do you anticipate using public transit services (bus, train, etc.) after the COVID-19 (Coronavirus) pandemic? [Select most appropriate choice]

Survey respondents were asked to evaluate their anticipated use of public transit after the COVID-19 pandemic. The purpose of this question was to understand perceptions and effects on travel demand of current and potential riders after the pandemic. Respondents who answered they had “never” used public transit automatically skipped this question. In total 53% of respondents did not answer this question however 29% responded that they would use the service as frequently or more frequently than before the pandemic. Six percent (6%) of respondents will use transit less frequently than before and 2% of respondents will no longer use transit services after the pandemic.

Figure 4-25 Effect of Coronavirus on Likelihood of Transit Use, by Corridor Region



Source: Survey Question 13, n = 211, no response = 236

Chapter 5: Community Leader Interviews

Eighteen community leaders were interviewed from different agencies throughout the study area. The purpose of the interviews was to understand current conditions of transportation needs, demand and barriers throughout the communities. The information provided helped inform preliminary routes along the Highway 99W corridor. Community leaders were asked to speak to their impressions of community needs and patterns and were not expected to represent all experiences or opinions. Community leaders include staff members from local public and private community services such as public libraries, nonprofits, and schools.

The following chapter synthesizes the key findings from the community leader interviews. The first section outlines key implications for transit demand. Next, the chapter examines interview methodology. Finally, it provides an in-depth discussion of existing conditions related to transportation, barriers to reaching destinations as well as transit, and community demand for transit.

Key Implications

- **Rural communities are car dependent and there are cultural associations between owning a car and being successful.** Rural development patterns and current public transportation options require that community members own or have access to a car to reach destinations. Additionally, some interviewees indicated that some community members see owning a car as a sign of success in pursuit of the American dream.
- **The cost of owning and operating a car as well as lack of transit inhibits community members from reaching destinations.** Since owning or having access to a car is critical to accessing destinations throughout the rural study area, not owning/having access to a car nor having access to transit severely limits community members' mobility.
- **Community members travel along Highway 99W for varying purposes and to numerous destinations.** Community leaders identified work and school commutes as well as medical trips as primary purposes, followed by accessing essential goods such as groceries. Anecdotally, community members fill these needs by traveling to various cities along the study area.
- **Barriers to accessing transit include current operations, infrastructure, and communication methods.** While some cities have no transit service, others have service with low frequency and timing that does not accommodate working at night or on the weekend. Some community members are uncomfortable waiting at unlit and unprotected bus stops and some have difficulty reading and understanding information about the bus due to a language barrier and/or a comprehension barrier. Spanish-speaking communities have a distinct need for Spanish informational materials and for promotion of public transit to happen through channels that are familiar to them. These channels could be Latinx/Hispanic organizations, Spanish-speaking radio and churches.
- **Leaders believe that community members would use public transit along Highway 99W if certain needs are met.** Leaders specifically identified the need for patience to allow ridership to rise over time, low fares, increased frequency or reduced wait time, navigating traveling as a

family, door-to-door services for people with limited mobility, lower travel time, and inclusive communication materials (both in communication method such as in-person engagement or flyers, as well as material languages and reading level).

- **Concerns about health and safety are likely to continue for the near future after the COVID-19 lockdowns lift.** In addition to accommodating social distancing on public transit, the need for public transit may rise if economic conditions do not rebound and community members encounter financial hardships from unemployment or underemployment. Concerns for economic hardship are particularly relevant as some Oregon regions experience significant job losses in industries such as agriculture, manufacturing, and goods-producing, as these industries are not expected to rebound quickly. (Oregon Office of Economic Analysis, 2020)

Methods

Community leaders were interviewed using a standardized interview guide ([Appendix G](#)) approved by OCWCOG and conducted over the phone or video conference. Researchers then compiled interview notes and synthesized key themes and findings. The IPRE team searched for elements of agreement and disagreement among stakeholders and identified the most mentioned subjects.

Forty-eight interviews were requested throughout the study area (17 from the north, 33 from the center, 6 from the south). Community leaders represented 18 total organizations within the study area:

- Four from the northern portion (Amity/McMinnville/Rickreall area)
- Twelve from the center (Adair Village/Corvallis/Independence/Lewisburg/Monmouth area)
- Three from the south (Greenberry/Monroe/Junction City area)

Listed are the community leader organizations divided into categories describing served populations.

- | | |
|--|--|
| • General Population (2) | • Addiction Treatment (1) |
| • General Social Services (3) | • People Experiencing being Unhoused (1) |
| • People with Disabilities (2) | • Latinx/Spanish-speaking (3) |
| • English as a Second Language (1) | • Car-free Households (1) |
| • Native American Tribes (1) | • Rural Communities (1) |
| • Families and Individuals with Low-income (2) | |

Existing Conditions

Community leaders discussed current community travel modes, trip purpose, and primary destinations. Community leaders emphasized that, due to limited public transit, access to a car is essential to reach destinations. Leaders expressed support for increasing transit access for rural communities.

Current Travel Modes

Community leaders identified car-based travel, whether individually, hitch hiking, or carpooling with friends, family, or coworkers, as the most prevalent community travel mode. Transit has the potential to support trips that are currently shared rides in a private vehicle.

According to interviewees, public transit is second most common travel mode with limited use of Paratransit or Dial-a-Bus. Leaders specifically mentioned the fixed-route services provided by Cherriots, the Corvallis Transit System, the 99 Express, and The Connect bus (which connects with Grand Ronde). Some communities, such as farmworkers, organize informal vanpooling to travel to work. People with

limited mobility and people who have developmental or intellectual barriers tend to rely on others for transportation, even though they might be able to take public transit due to safety concerns.

Additionally, cultural importance of car-ownership was mentioned throughout the interviews:

Trip Purpose and Primary Destinations

Community leaders expressed that most trips along Highway 99W are for work, school, medical, or shopping purposes and primarily identified destinations such as Corvallis, Monmouth, Salem, Portland and Albany as being some of the most prominent primary destinations. Some cities lack essential services such as medical facilities, banks, and (affordable) grocery stores, requiring traveling to a nearby city. Understanding trip purpose and primary destinations may inform service planning.

“Some families do use the public transit system, but there's a certain level of belief that in order to progress in this country you have to own a vehicle. When you're working towards the American dream having a vehicle is some sort of a luxury, so if you're riding the transit it feels like you don't have enough funds to afford that. But they are seeing it being more and more acceptable to ride on public transportation” – *Public Health Worker*

Community leaders identified the following cities as primary destinations:

- Adair Village
- Albany
- Corvallis
- Dallas
- Harrisburg
- Hillsboro
- Independence
- Junction City
- McMinnville
- Monmouth
- Portland
- Salem
- Woodburn

Community leaders identified the following businesses, universities, and organizations as primary destinations:

- Linn-Benton Community College
- Oregon State University
- Western Oregon University
- Peace Health Urgent Care
- Target Distribution Center
- Men's Shelter in south Corvallis
- Bowling alley on Highway 99W near Albany

Barriers

Community leaders discussed a variety of barriers that impact residents' access to destinations and access to transit. Interviewees highlighted the tension between needing a car to travel within and between these rural cities but also the challenges associated with buying and maintaining a personal car. Leaders also identified bus stop location (such as not having a route in your city), low frequency of service as significant and transit scheduling not aligning with transit needs as barriers to using transit.

“Monroe is very limited when it comes to availability of a lot of things, so being able to travel outside of Monroe is almost a necessity.” – *Monroe Public Employee*

Barriers to Destinations

Community leaders identified numerous barriers to destinations that fall under travel by private car or travel by public transportation. Many interviewees also recognized safety concerns as the reason for low volumes of walking and biking.

Regarding travel by private car, community leaders identified the following barriers:

- Cost of buying a car
- Cost of maintaining a car and buying gas
- Eligibility for undocumented people and language barriers for license test

Community leaders also identified various barriers to accessing public transit that impede access to destinations:

- Bus stop location
- Low bus frequency
- Travel time by bus
- Schedule alignment (with school or work)
- Language barriers (bus drivers may not know ASL or Spanish)
- Safety concerns
- Cost of fares
- Learning curve
- Knowledge and awareness of resources (fixed-route bus, Paratransit, Dial-a-Ride)
- No weekend service
- Lack of bus stop infrastructure (not covered nor lit)
- No public transit in their city

Barriers to Transit

When asked specifically about barriers to transit, community leaders reiterated comments that applied to barriers to destinations and added new barriers specific to transit operations, infrastructure, and communication. Interviewees specifically identified the following features as barriers to transit:

- Bus stop location
- Low bus frequency
- Language barriers (bus drivers may not know ASL or Spanish)
- Reading comprehension (in English and Spanish)
- Safety concerns
- Cost of fares
- Lack of bus stop infrastructure (not covered nor lit)
- Few route options
- Little engagement from transit agencies
- Difficulty carrying groceries on and off the bus
- Not enough bike racks on the bus
- Buses cannot accommodate bikes with trailers
- No public transit in their city

Some people have trauma associated with written materials and paperwork from time in prison or medical experiences...these folks appreciate spoken communication.

- *Paraphrased Interviewee*

Demand for Transit

Community leaders expressed strong interest by community members to use public transit. Leaders specifically identified challenges due to lack of transit, provided suggestions for how to make transit a more desirable option for their community, and expressed varying viewpoints on the impact of the COVID-19 pandemic on travel patterns.

Community Interest and Use

Community leaders indicated high interest in transit service and strong support that community members would use public transit along Highway 99W if it was offered.

10 out of 18 interviewees indicated that community members have expressed interest in using public transportation. Community leaders indicated that some individuals have cancelled community center memberships or missed classes because of lacking accessible and reliable transportation options (public or private). Leaders also expressed that many community members are forced to get a car because of limited public transit operating hours that do not accommodate night and/or weekend work.

The downtown Corvallis transit center is located next to the courthouse which may instill fear in people as their experiences with law enforcement has been very negative.

- *Paraphrased Interviewee*

Leaders are under the impression that community members will use public transit along Highway 99W if it was offered. However, many leaders qualified their responses with a “yes, if...” Interviewees specifically identified familiar stop locations (such as at a common shopping area), fare affordability, alignment with different work schedules, direct outreach to specific communities to help them understand their transit options and patience for ridership to rise over time.

Changes to Make Transit Desirable

To better understand the specific changes needed to make transit a desirable option for community members, leaders identified changes to operations, infrastructure, and communication. Specifically, interviewees expressed the need for the following features:

- Lower fare (for all or some groups)
- Offer a family pass
- Better bus stop locations
- Provide bus shelters that protect people from the elements
- More frequency and/or reduce wait times
- Lower travel time by reducing the number of stops and transfers
- Improve schedule timing to align with school, church, and work schedules
- Increase engagement by the transit agency with the community
- Route materials in more/different languages at accessible literacy
- Improve transit agency website design to help plan trips
- Do direct outreach in vulnerable or underserved communities and conduct transit training
- Have marketing and informational material in Spanish and advertise in Spanish-speaking communities through the resource providers, radio and community churches

Impact of the COVID-19 Pandemic

The interviews were conducted during the statewide “Stay Home, Stay Healthy” order intended to help prevent the spread of COVID-19 throughout the state. These lockdown orders had a significant impact on travel patterns, including reduced and suspended transit service. Due to continuing health and safety concerns, public transit will likely need to accommodate social distancing for the near future. In addition, community leaders identified the following anticipated impacts:

- Concern about the safety of older adults
- Expect an initial spike in travel when restrictions are lifted
- Increased dependence on public transit due to unemployment and financial restrictions

Chapter 6: Demand Assessment

This chapter includes key findings from the research that relates to demand. We then discuss factors that affect demand, including service for vulnerable populations, service type alternatives, frequency and scheduling alternatives, and operating cost estimates. Next, we analyze and compare route alternatives. Finally, we discuss how a demand assessment can be expanded using further feasibility metrics.

Methodology

The Demand Assessment is informed based on the key findings across the various research methods: the demographic and commute analysis, transit stakeholder interviews, a community survey, and interviews with community leaders. Additionally, the key findings helped inform potential route alternatives for a future transit service.

Demand Factors

The following factors impact demand and feasibility of a transit route on Highway 99W: vulnerable populations, service options, frequency, route schedules, and operating costs.

Vulnerable Populations

Vulnerable populations were defined as people who are elderly, have a disability, are low-income, do not have access to a car, and/or are primarily Spanish-speaking. Additionally, households without a vehicle available are considered.

The community survey and demographic and commute analysis found that vulnerable populations are distributed across the corridor:

- Monroe has the highest proportion of elderly populations.
- Monmouth-Independence have the highest Spanish-speaking limited-English proficiency populations.
- Corvallis and Monmouth have the highest poverty rate; while Monmouth and Corvallis have the highest low-income rate.
- Monroe and Amity have the highest disability rate.

The survey, while not a representative sample, confirms that vulnerable populations are distributed in all regions of the Highway 99W corridor. 40% of north region, 46% of center region, and 30% of south region respondents were members of vulnerable groups.

Our community survey and community leader interviews both found that demand for transit along Highway 99W among vulnerable populations is high. In the survey, 62% of vulnerable populations responded agree or strongly agree to the question, “I would use public transit service between communities on Highway 99W.” Additionally, 55% (92) of vulnerable populations agreed or strongly agreed with the statement “I would use public transit service along Highway 99W to connect with another transit provider.”

Our community leader interviews also found high demand among vulnerable populations. Seven out of eleven interviewees said that members of their community, including low-income people, people with disabilities, senior citizens, English as a Second Language (ESL) learners, veterans, and Hispanic/Latinx residents, have expressed interest in public transit along Highway 99W. Many community leaders noted that for some vulnerable populations, transportation options are extremely limited for intercity travel.

Our survey and community leader interviews also asked about how the COVID-19 pandemic will affect demand for public transportation. In the survey, 68% of vulnerable populations said they would use transit as frequently or more frequently than before the pandemic, compared to 57% of non-vulnerable populations. Several community leaders also discussed how unemployment and economic impacts of the COVID-19 pandemic will increase their communities' need for transit.

As the need for social distancing persists, it is likely that riders who have other transportation options will choose not to ride public transit until the perception of safety increases. However, transit agency stakeholders noted economic downturns increase the demand for transit as more people become unable to afford private vehicles. Although the pandemic has caused too much uncertainty to accurately estimate the amount of this demand shift, it is more important than ever that a new transit service keep the needs of captive, more vulnerable communities in mind.

Service Options

Table 6-1 compares service types that would be appropriate for Highway 99W, including commuter express fixed-route bus service, deviated fix-route bus service, and vanpool.

Table 6-1 Transit Service Options

Service Type	Best Suited For	Advantages	Disadvantages
Dial-A-Ride (DAR)	<ul style="list-style-type: none"> Older Adults Persons with Disabilities Non-Drivers 	<ul style="list-style-type: none"> Higher Level of service 	<ul style="list-style-type: none"> Less Attractive to commuters Requires advance scheduling High per-trip cost
Commuter Express Fixed-Route Bus	<ul style="list-style-type: none"> Commuters Ambulatory older adults and persons with disabilities Non-Drivers 	<ul style="list-style-type: none"> Easy to understand/use Builds on existing system Low fares Low per passenger cost 	<ul style="list-style-type: none"> Lower level of service Set route and schedule Limited flexibility May not serve all markets
Deviated Fixed-Route	<ul style="list-style-type: none"> Commuters 	<ul style="list-style-type: none"> Flexible More Attractive service Satisfies ADA requirements 	<ul style="list-style-type: none"> May be difficult to understand Required advance scheduling
Flex-Services	<ul style="list-style-type: none"> Older Adults Persons with Disabilities Non-Drivers 	<ul style="list-style-type: none"> Combines key advantages of fixed-route and DAR service Increases service area Can be designed to flex in key areas only 	<ul style="list-style-type: none"> Without proper design, may not be attractive to commuters Required education Required advance scheduling

Source: Nelson Nygaard Desoto County Transit Feasibility Report

Frequency

Table 6-2 shows the frequency of major rural transit routes in the Highway 99W region. The existing intercommunity route schedules helped define low, medium, and high frequency for rural transit service.

Low frequency is defined as 2-3 roundtrips per weekday, **medium frequency** as 4-5 roundtrips per weekday, and **high frequency** as 6 or more roundtrips per weekday. The metrics are based on weekday frequency because weekend service varies greatly among transit providers.

Table 6-2 Rural Inter-Community Transit Frequency

	Weekday Roundtrips	Saturday Roundtrips	Sunday Roundtrips
Cherriots Regional 40x: Polk County/Salem Express	8	4	0
Coast-to-Valley Express	4	4	4
Linn Shuttle	10	6	0
LTD Route 91: McKenzie Bridge	4	2	2
LTD Diamond Express	3	0	0
LCOG Florence-Eugene	2	2	2
Florence-Yachats Connector	4	0	0

Source: Lane Transit District, LCOG, Linn Shuttle, Benton County Transit, Schedules are pre-COVID 19

The community leader interviews, and community survey found that frequency is a critical component of demand. Many community leaders indicated that their communities would use transit on Highway 99W if the service were frequent. However, transit stakeholders discussed the difficulty of providing frequent service to low-population areas. Most rural transit routes that these agencies offer in rural areas are commuter lines that feed into larger metropolitan areas and cater to people who work traditional 9:00am-5:00pm, Monday through Friday work schedules. Service on the weekends tends to be infrequent or non-existent.

A low-frequency route is not recommended because the market for low-frequency routes are usually morning and evening commuters. Our community survey showed that only 38% of respondents would use this service for work commutes, indicating that there may not be demand for a commuter-oriented service on Highway 99W. Also, because this route would connect rural areas to multiple larger metropolitan areas, a low-frequency route would not be able to serve this wide geography of commuter needs.

Route Schedule

Survey respondents were asked what days of the week and times of day they would use a Highway 99W transit service.

For weekday service, responses varied by geography. Survey respondents of the northern region were more likely to indicate that they would not use weekday service. For those that would use the service, the majority indicated that they would use it in the late morning or evening. In the center region, respondents were likely to use the service in the early mornings and evenings. In the south region, responses were evenly distributed among times, although fewer respondents would use the service after 7pm.

For weekend times, responses across geography were more uniform. Most respondents indicated they would use the service between the late morning and evening.

From the survey, several findings regarding route schedules can be extrapolated:

- Weekend route schedules should be different than weekday route schedules. On weekdays, survey respondents would use the service earlier in the morning than on weekends.
- The northern region reflects different demand patterns than the center and south regions. Demand may be lower for early morning trips in the north region.
- There is low demand for service after 7pm on weekends and weekdays. Overall, this category reflected the lowest number of responses from all geographies.

Operating Costs

Operating cost estimates were calculated using 2018 Federal Transit Administration Agency Profiles from Benton County Transit, Corvallis Transit, LTD, Salem-Keizer Transit (Cherriots), and Yamhill County Transit. Table 6-3 shows the agency specific and average operating expense per vehicle revenue hour for three different service types: bus, commuter bus, and vanpool. Commuter bus service more accurately captures the potential Highway 99W fixed-route service The FTA defines commuter bus service as “local fixed-route bus transportation primarily connecting outlying areas with a central city, characterized by a motor coach (aka over-the-road bus), multiple trip tickets, multiple stops in outlying areas, limited stops in the central city, and at least five miles of closed-door service.”²⁹

Table 6-3 Average Operating Expense per Vehicle Revenue Hour by Service Type

	Bus	Commuter Bus	Vanpool
Benton County	-	\$71.33	-
Corvallis Transit	\$102.34	-	-
LTD	\$153.50	-	\$31.15
Salem-Keizer Transit (Cherriots)	\$147.55	-	\$21.01
Yamhill County	\$36.49	\$81.24	-
Average	\$109.97	\$76.29	\$26.08

Source: Federal Transit Administration Agency Profiles, 2018

The estimate for commuter bus service is on par with Lane Council of Government’s estimates from the Florence-Eugene Feasibility Study, which calculated operating expenses per vehicle mile using low, high, and average estimates. These estimates are \$45.68, \$120.89, and \$78.74, respectively.

²⁹ Federal Transit Administration. *National Transit Database (NTD) Glossary*. <https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary#O>. Accessed 24 May 2020.

Alternatives

The four route alternatives and a no-build alternative describe geographical location, mileage, and route frequency. they provide strengths and weaknesses of each route. Route frequency was analyzed using Remix software and assuming an average speed of 40 mph with a 15% vehicle layover.

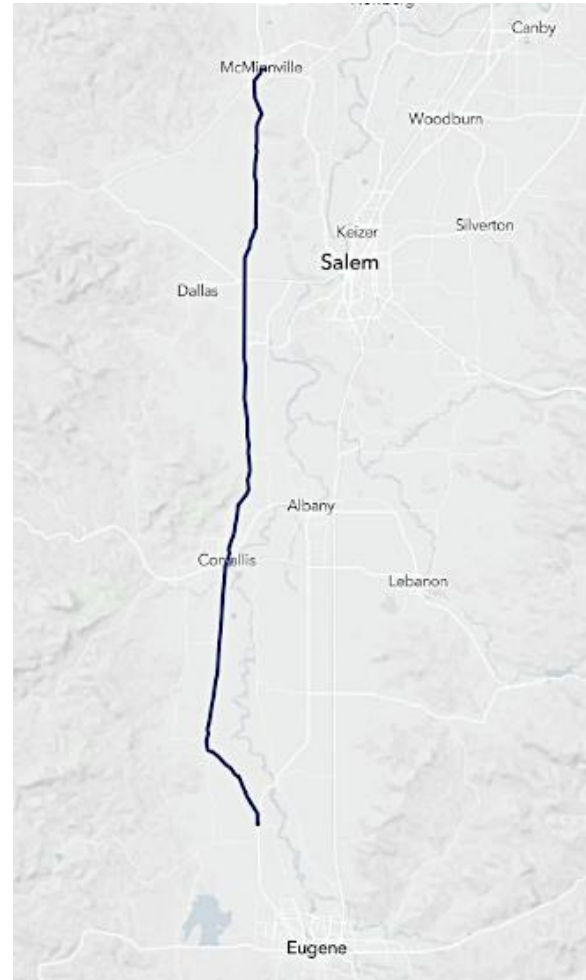
Alternative 1: Junction City to McMinnville

Alternative 1 provides a transit route between Junction City and McMinnville. This route would begin at one of LTD's Route 95 stops in Junction City and would likely end at the McMinnville Transit Center. This route would serve the entire corridor, with stops in Monroe, Corvallis, Adair Village, Monmouth, Rickreall, and Amity. The route would be 146 miles roundtrip and would take approximately 219 minutes to complete one roundtrip.

The benefit of one continuous route the entire length of the corridor is that one vehicle at a time could provide service to a large geographic area, which would considerably reduce operating expenses. However, for one vehicle to run the route at a time, the service would need to run **at medium to low frequency**. Considering that 15% of the time it takes to drive the route would need to be added for an operator break, the bus could only depart Junction City about once every 4 hours (with two buses could run every 130 minutes, or with three buses every 90 minutes). Only **three trips per day** would be provided If one bus were to run for 12 hours per day. This service could provide a lifeline for some captive riders, but choice riders would be unlikely to use this service unless it happened to align with their trip schedules.

Utilizing two buses at once would result in **six trips per day** and meet the demand for transit however, would double operating expenses. Three buses would triple operating expenses are result in **9 trips per day**.

**Figure 6-1 Alternative 1:
Junction City to McMinnville**



Source: Remix

Alternative 2: Junction City to Corvallis

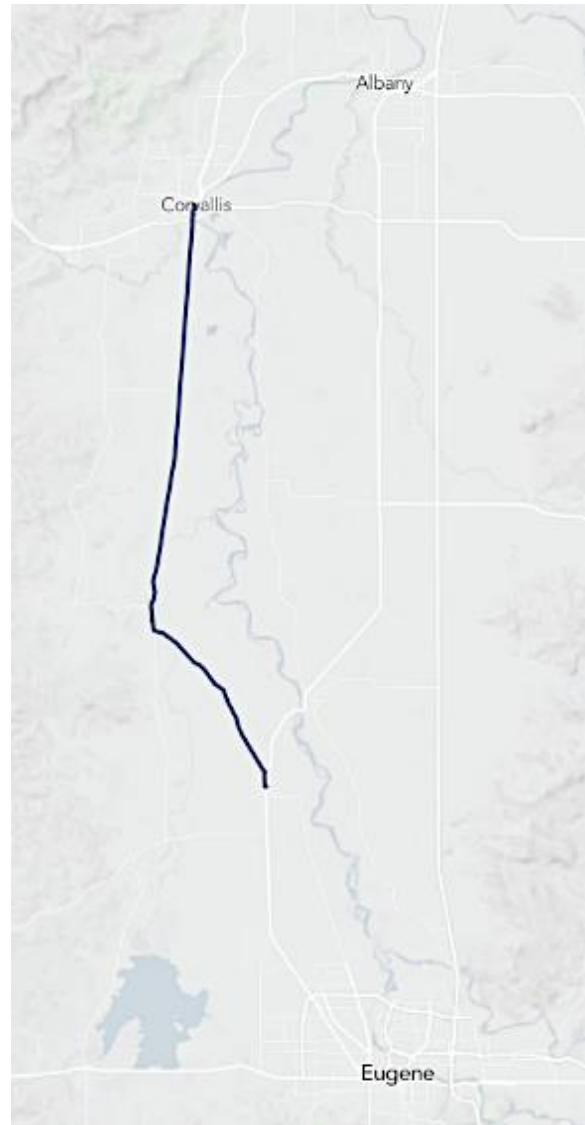
Alternative 2 provides a higher frequency service to a smaller geographic area compared to Alternative 1. Service could be provided from an LTD stop in Junction City to the Corvallis Downtown Transit Center and include a stop in Monroe. The route would be 53 miles roundtrip and would take approximately 79 minutes to complete one roundtrip.

A Junction City to Corvallis route could run more frequently than a route that runs the entire length of the corridor. Considering that 15% of the trip time should be added for an operator break, this route could run once every 91 minutes. If the bus were to run for 12 hours per day, **8 trips per day** would be provided using vehicle.

Furthermore, findings from the community leader interviews and the community survey indicate that the southern region of the corridor may have a higher demand for transit than the northern region. The southern region is not currently served by transit between Junction City and Corvallis. Although this route would require a transfer on LTD's route 95, this type of higher-frequency route may draw additional riders seeking to connect to Eugene. Timed connection with LTD's route 95 would need to be factored into the route schedule.

A higher frequency route would accommodate a wider variety of trips, including work and school commutes, medical trips, errands or social activities, and recreational trips.

**Figure 6-2 Alternative 2:
Junction City to Corvallis**



Source: Remix

Alternative 3: Junction City to Corvallis and McMinnville to Corvallis

Alternative 3 supplements Alternative 2 by adding a second route running between McMinnville to Corvallis. This route would provide service from the McMinnville Transit Center to the Corvallis Downtown Transit Center with stops in Amity, Monmouth, and Adair Village. The route would be 93 miles roundtrip and would take approximately 139 minutes to complete one roundtrip.

Because this route would cover a greater distance than a route from Junction City to Corvallis, this route would not be able to run as frequently without an additional vehicle. Considering that 15% of the trip time should be added for an operator break, this route could run once every 160 minutes. If the bus were to run for 12 hours per day, **4 trips per day** would be provided using one vehicle. Although this is half the number of trips as the Junction City to Corvallis route, survey responses indicate that demand in the northern region may be lower than in the southern region, and fewer trips may be more appropriate along this route segment. However, two vehicles would be required to match the frequency of Alternative 2 and provide a total of **8 trips per day**.

**Figure 6-3 Alternative 3:
McMinnville to Corvallis**



Source: Remix

Alternative 4: Eugene to Albany

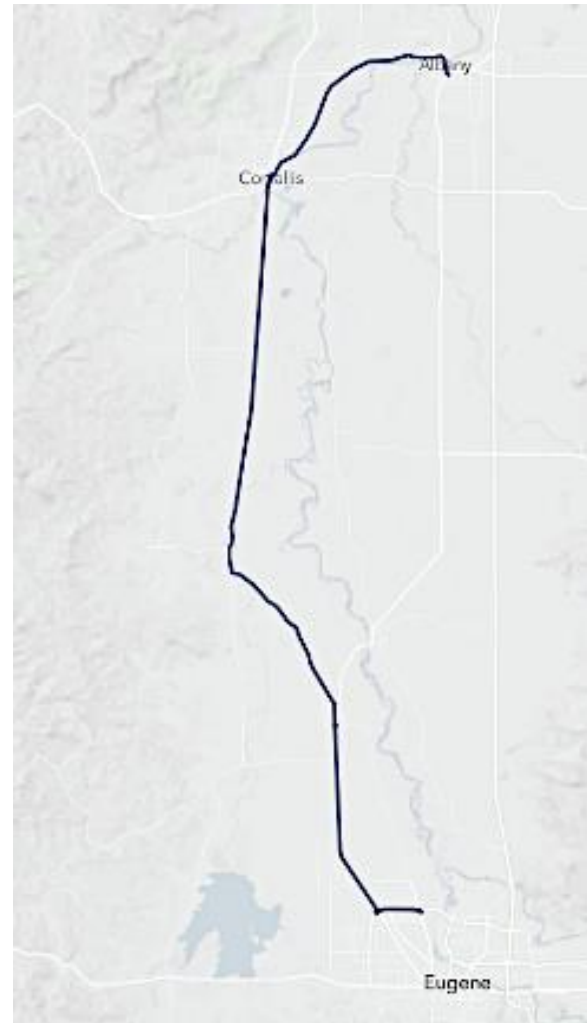
Alternative 4 provides enhanced connections to larger metropolitan regions by connecting Eugene to Albany. Terminal stops would include LTD Santa-Clara Transit Station in north Eugene and the Albany Train Station. Service stops include Junction City, Monroe, and Corvallis. The route would be 98 miles roundtrip and would take approximately 147 minutes to complete one roundtrip.

A route from Eugene to Albany could run more frequently than a route that runs the entire length of the Highway 99W corridor but would run less frequently than a route that only ran from Junction City to Corvallis. Considering that 15% of the trip time should be added for an operator break, this route could run once every 169 minutes. **4 trips per day** would be provided with one vehicle and a 12-hour run time. Purchasing two vehicles would provide **8 trips per day** however double the cost.

Although the section of Highway 99W between Junction City and Corvallis is unserved by transit, the Coast-to-Valley Express and Linn-Benton Loop provide service from Corvallis to Albany. The Coast to Valley Express runs four times per day and a one-way trip from Corvallis to Albany takes approximately 25 minutes. To not duplicate the service this route must run at different times or connect to the Coast-to-Valley Express.

The Linn-Benton Loop provides service from Corvallis to Linn-Benton Community college, three miles south of Albany. Although this service runs relatively frequently, its ridership market is Linn-Benton Community College and requires riders to transfer to the Linn Shuttle for service to downtown Albany. This trip takes approximately one hour, while driving between Corvallis and Albany only takes 18 minutes. Because this route is not intended to provide direct service from Corvallis to Albany, a Highway 99W route would not duplicate this service.

**Figure 6-4 Alternative 4:
Eugene to Albany**



Source: Remix

Alternative 5: No-Build or Delay

Alternative 5 provides a no-build or delay build alternative for transit service along Highway 99W. Although there is enough demand to operate a service, the COVID-19 pandemic has the potential to create a high level of uncertainty around transit demand. Delaying service implementation would potentially alleviate this uncertainty; however, this creates the potential for outdated research.

Furthermore, underserved populations may require access to affordable transportation options as the COVID-19 pandemic affects income. By delaying, these populations would continue to have limited transit options during an economic recession and would continue to make personal vehicles one of the few alternatives to inter-community transit along Highway 99W.

Alternatives Cost Comparison

Table 6-4 compares the four route alternatives by frequency and operating expense. Operating expense is calculated using the operating expense per vehicle revenue hour metric for commuter bus service and does not include expenses while the vehicle is not in service, such as time spent deadheading or idle for operator breaks.

Table 6-4 Alternative Cost Comparison

	Operating Expense			
	Trips per Day with One Operator	Per Trip (Commuter Bus)	Total Operating Expense per Day	Total Annual Operating Expense
Alternative 1: Junction City to McMinnville	3	\$279	\$837	\$261,831
Alternative 2: Junction City to Corvallis	8	\$101	\$805	\$251,726
Alternative 3: McMinnville to Corvallis	4	\$176	\$706	\$220,857
Alternative 4: Eugene to Albany	4	\$186	\$746	\$233,269

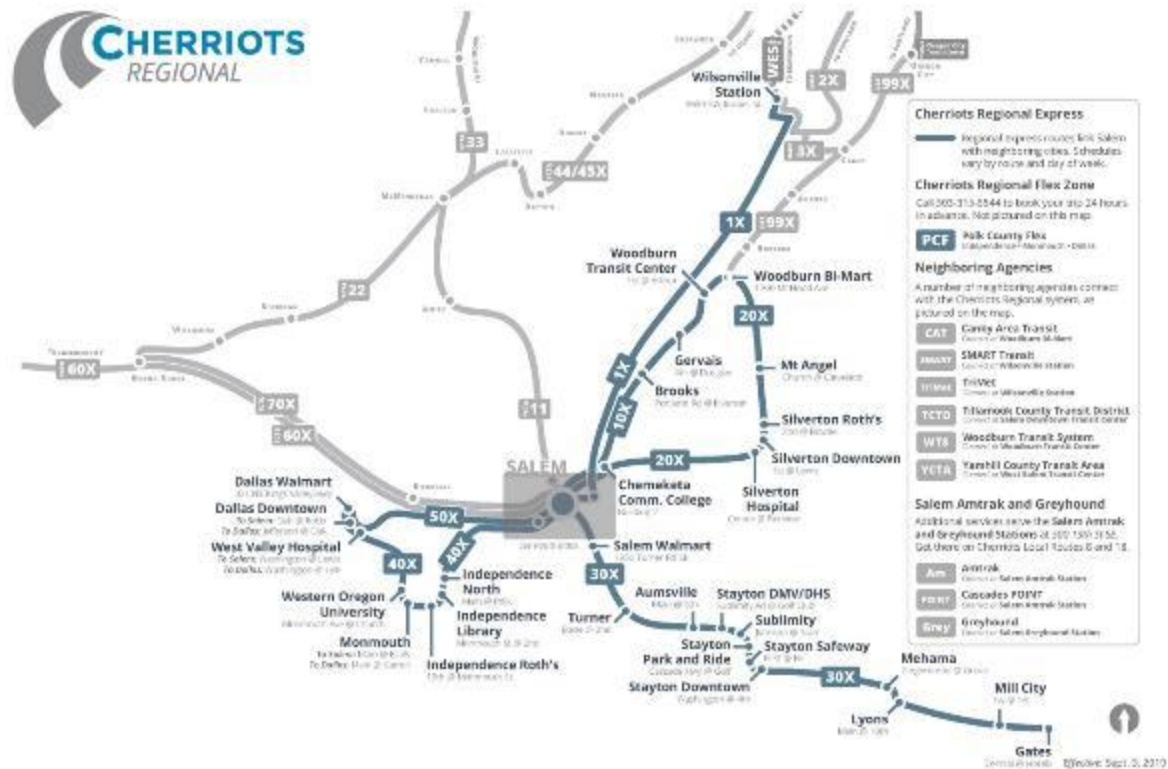
IPRE, Calculations do not include 10% layover time

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Appendix A:

Current Transit Routes

Figure A-1 Cherriots Regional Express Transit Route Map



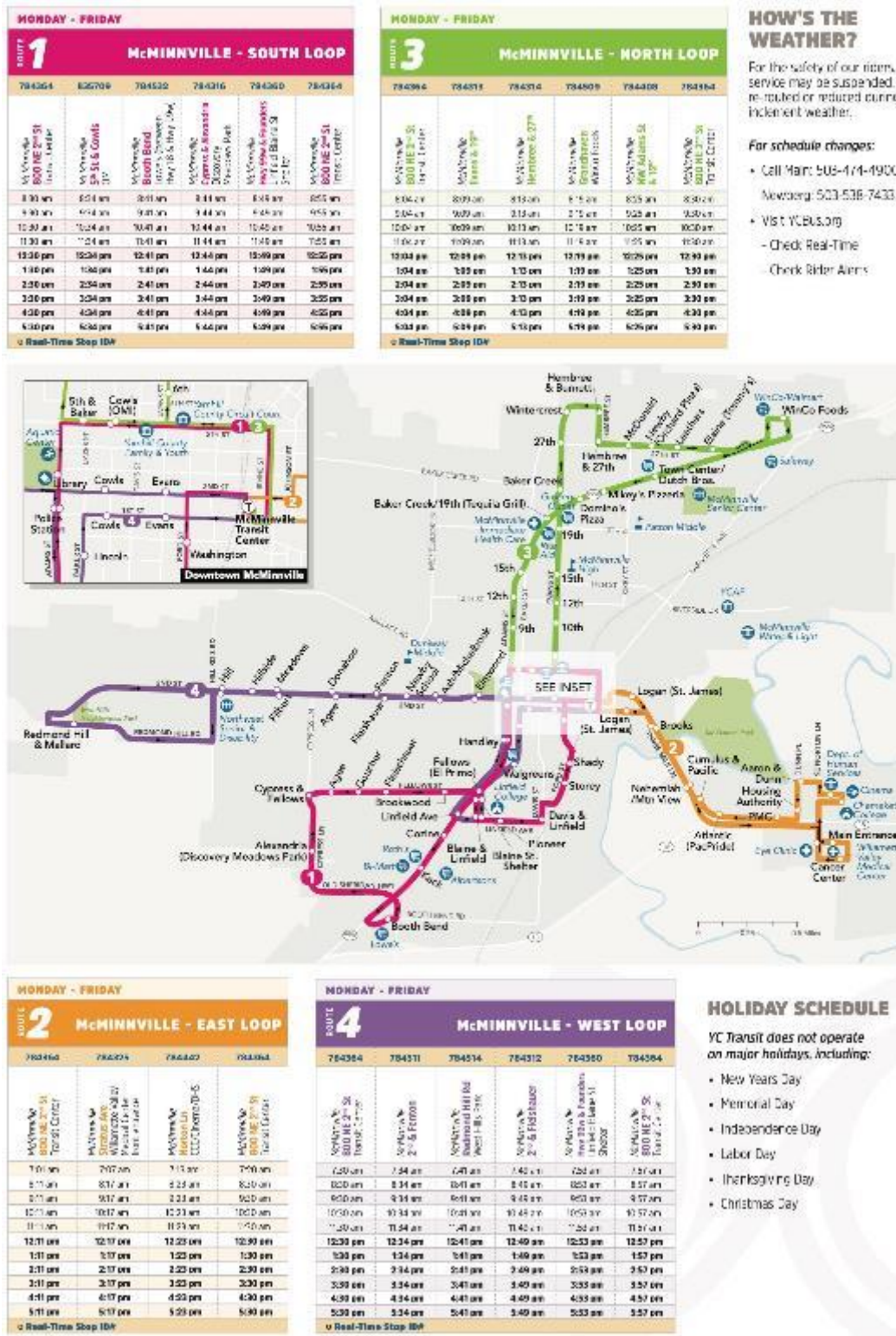
Source: Cherriots, Salem Area Mass Transit District

Table A-1 Cherriots 40X Route Schedule

Downtown Transit Center	Edgewater	Independence North	Independence Library	Independence	Monmouth	Western Oregon U	West Valley Hospital	Dallas Downtown	Dallas Walmart
Bay T	at Rosemont	Main @ Polk	Monmouth St @ 2nd	13 @ Monmouth St	Main @ Catron	Monmouth Ave @ Church	Washington @ Lyle	Jefferson @ Oak	321 NE Kings Valley Hwy
7:00 AM	7:07 AM	7:21 AM	7:24 AM	7:38 AM	7:37 AM	7:41 AM	7:54 AM	7:56 AM	8:00 AM
8:00 AM	8:07 AM	8:21 AM	8:24 AM	8:28 AM	8:37 AM	8:41 AM	8:54 AM	8:56 AM	9:00 AM
9:30 AM	9:37 AM	9:51 AM	9:54 AM	9:58 AM	10:06 AM	10:10 AM	10:23 AM	10:25 AM	10:30 AM
12:30 PM	12:37 PM	12:51 PM	12:54 PM	12:58 PM	1:06 PM	1:11 PM	1:24 PM	1:26 PM	1:31 PM
3:00 PM	3:07 PM	3:31 PM	3:24 PM	3:28 PM	3:38 PM	3:42 PM	3:55 PM	3:57 PM	4:02 PM
4:30 PM	4:37 PM	4:51 PM	4:54 PM	4:58 PM	5:08 PM	5:12 PM	5:25 PM	5:27 PM	5:32 PM
5:30 PM	5:37 PM	5:54 PM	5:57 PM	6:01 PM	6:09 PM	6:13 PM	6:26 PM	6:28 PM	6:33 PM

Cherriots, 40X Schedule. <https://www.cherriots.org/route/40X/>

Figure A-2 Yamhill County Transit Route 1, 2, 3 & 4 Map



Yamhill County Transit, YCBus.org

[illegible]

Figure A-4 Benton County Transit 99 Express Schedule

For Reservations call:
541-752-2615
Website:
www.bc99express.com

99 Express Schedule

Run 1 (7:08 am - 7:42 am)

Adair Village: Hibiscus	7:08 am
Adair Village: Azalea	7:11 am
Adair Village: Arnold	7:15 am
Vandenburg & Hwy 99	7:19 am
Lewisburg & Hwy 99	7:24 am
Samaritan Professionals Bldg.	* By Request
Good Samaritan Hospital	* By Request
Elks Dr: Asbury Bldg.	* By Request
Elks Dr: Aumann Bldg.	* By Request
Circle Blvd & 9th St	7:35 am
Avery Square & 9th St	7:39 am
Corvallis DTC: 5th St & Monroe	7:42 am

Run 2 (9:30 am - 10:29 am)

Corvallis DTC: 5th St & Monroe	9:30 am
Avery Square & 9th St	9:34 am
Circle Blvd & 9th St	9:37 am
Samaritan Professionals Bldg.	* By Request
Good Samaritan Hospital	* By Request
Elks Dr: Asbury Bldg.	* By Request
Elks Dr: Aumann Bldg.	* By Request
Adair Village: Hibiscus	9:54 am
Adair Village: Azalea	9:57 am
Adair Village: Arnold	10:01 am
Vandenburg & Hwy 99	10:05 am
Lewisburg & Hwy 99	10:10 am
Samaritan Professionals Bldg.	* By Request
Good Samaritan Hospital	* By Request
Elks Dr: Asbury Bldg.	* By Request
Elks Dr: Aumann Bldg.	* By Request
Circle Blvd & 9th St	10:21 am
Avery Square & 9th St	10:25 am
Corvallis DTC: 5th St & Monroe	10:29 am

Run 3 (1:30 pm - 2:30 pm)

Corvallis DTC: 5th St & Monroe	1:30 pm
Avery Square & 9th St	1:34 pm
Circle Blvd & 9th St	1:37 pm
Samaritan Professionals Bldg.	* By Request
Good Samaritan Hospital	* By Request
Elks Dr: Asbury Bldg.	* By Request
Elks Dr: Aumann Bldg.	* By Request
Adair Village: Hibiscus	1:54 pm
Adair Village: Azalea	1:57 pm
Adair Village: Arnold	2:01 pm
Vandenburg & Hwy 99	2:05 pm
Lewisburg & Hwy 99	2:10 pm
Samaritan Professionals Bldg.	* By Request
Good Samaritan Hospital	* By Request
Elks Dr: Asbury Bldg.	* By Request
Elks Dr: Aumann Bldg.	* By Request
Circle Blvd & 9th St	2:21 pm
Avery Square & 9th St	2:25 pm
Corvallis DTC: 5th St & Monroe	2:30 pm

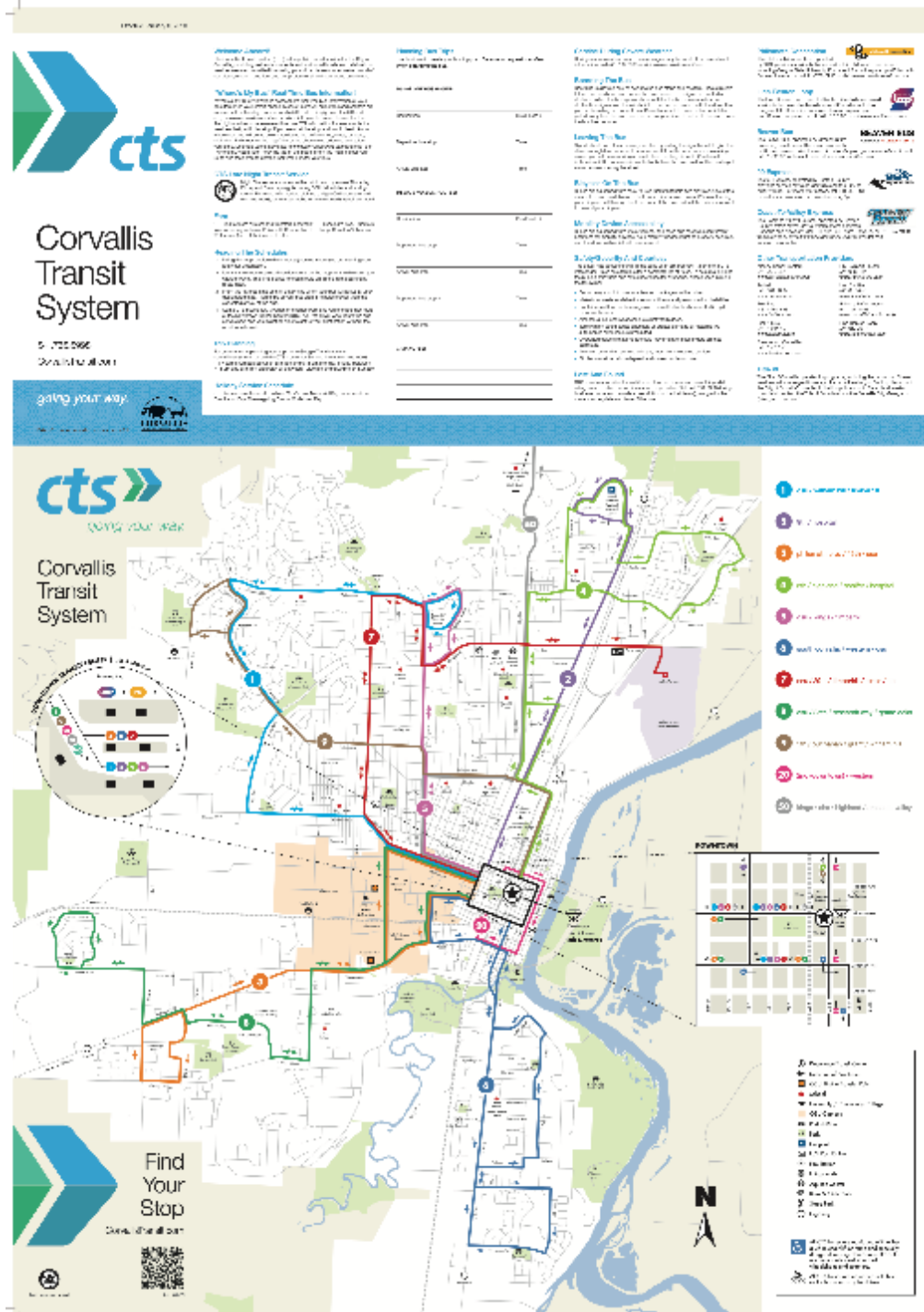
Run 4 (5:20 pm - 5:56 pm)

Corvallis DTC: 5th St & Monroe	5:20 pm
Avery Square & 9th St	5:24 pm
Circle Blvd & 9th St	5:27 pm
Samaritan Professionals Bldg.	* By Request
Good Samaritan Hospital	* By Request
Elks Dr: Asbury Bldg.	* By Request
Elks Dr: Aumann Bldg.	* By Request
Adair Village: Hibiscus	5:45 pm
Adair Village: Azalea	5:48 pm
Adair Village: Arnold	5:52 pm
Vandenburg & Hwy 99	5:56 pm

* By Request = Speak with your driver or transit office to request a drop-off or pickup at these locations.

Source: Benton County Transit. <https://www.co.benton.or.us/publicworks/page/99-express-service-schedule>

Figure A-5 Corvallis Transit System Route 1-9,20 & 50 Map



Corvallis Transit Service, <https://www.corvallisoregon.gov/cts>

95 **JUNCTION CITY • MONDAY – SUNDAY**

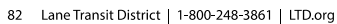


SNOW & ICE DELAYS
This route may be affected by winter weather conditions.



On Saturdays, February – November, this route is on detour from 7 a.m. – 6 p.m. due to the outdoor markets. Oak St. and 8th Ave. will not be served.

DESVIO DEL MERCADO
Los sábados, entre febrero-noviembre, esta ruta está en desvío de 7 a.m.- 6 p.m. debido al mercado al aire libre. El servicio no estará disponible para la calle Oak y la Avenida 8.

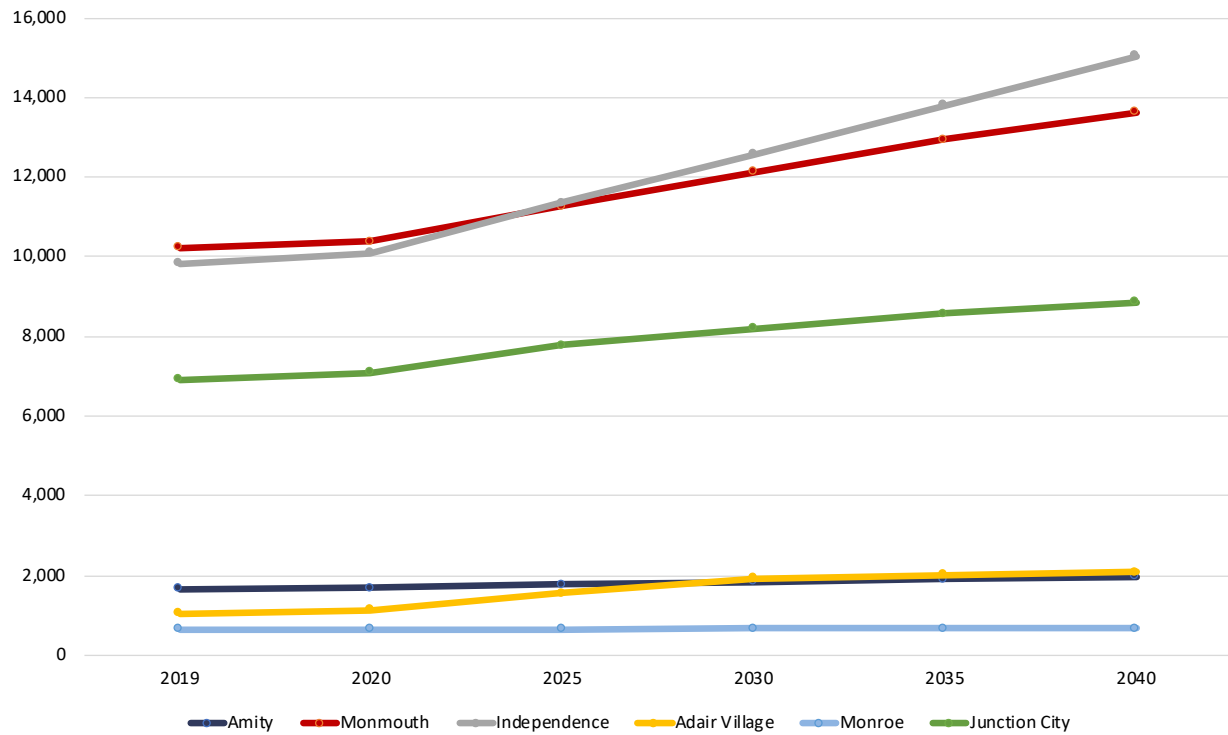


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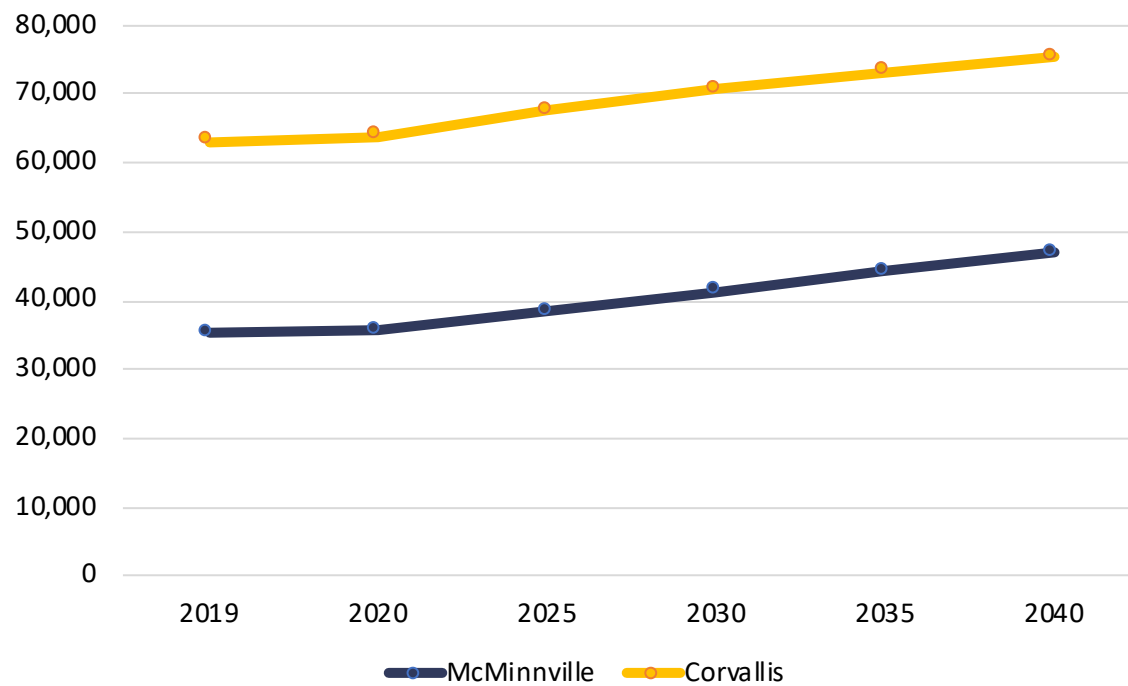
Appendix B: Detailed Demographics

Figure B-1 Population and Growth Projections



PSU Current Forecast Summaries 2019 Values, Oregon Final Forecast 2019

Figure B-2 Population and Growth Projections, McMinnville and Corvallis



PSU Current Forecast Summaries 2019 Values, Oregon Final Forecast 2019

Table B-1 Racial Categories

	99W Corridor	McMinnville	Amity	Monmouth	Independence	Adair Village	Corvallis	Monroe	Junction City
White Alone	85%	87%	81%	80%	89%	84%	82%	83%	91%
Black Or African American Alone	1%	1%	<1%	5%	<1%	5%	1%	0%	<1%
American Indian And Alaska Native Alone	1%	<1%	3%	<1%	<1%	0%	<1%	<1%	<1%
Asian Alone	5%	2%	<1%	4%	<1%	3%	10%	2%	2%
Native Hawaiian And Other Pacific Islander Alone	<1%	<1%	0%	<1%	<1%	0%	<1%	0%	0%
Some Other Race Alone	5%	5%	3%	4%	7%	<1%	<1%	10%	5%
Two Or More Races	3%	4%	12%	6%	3%	7%	5%	6%	1%

U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table B02001. Data.census.gov.

Table B-2 Age Breakdown by County, 2017,2019

	Lane, 2019		Benton, 2017		Polk, 2017		Yamhill, 2017	
Age	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Under 10	36,337	10%	7,707	8%	10,538	13%	13,540	13%
10 to 19	43,700	12%	13,336	14%	11,756	14%	15,079	14%
20 to 24	30,789	8%	14,107	15%	6,102	8%	7,139	7%
25 to 54	136,016	37%	31,640	34%	28,872	36%	39,737	37%
55 to 74	94,325	25%	19,384	21%	17,636	22%	23,175	22%
75 and Up	30,194	8%	6,105	7%	6,181	8%	7,883	7%
Total	371,361	100%	92,279	100%	81,085	100%	106,553	100%

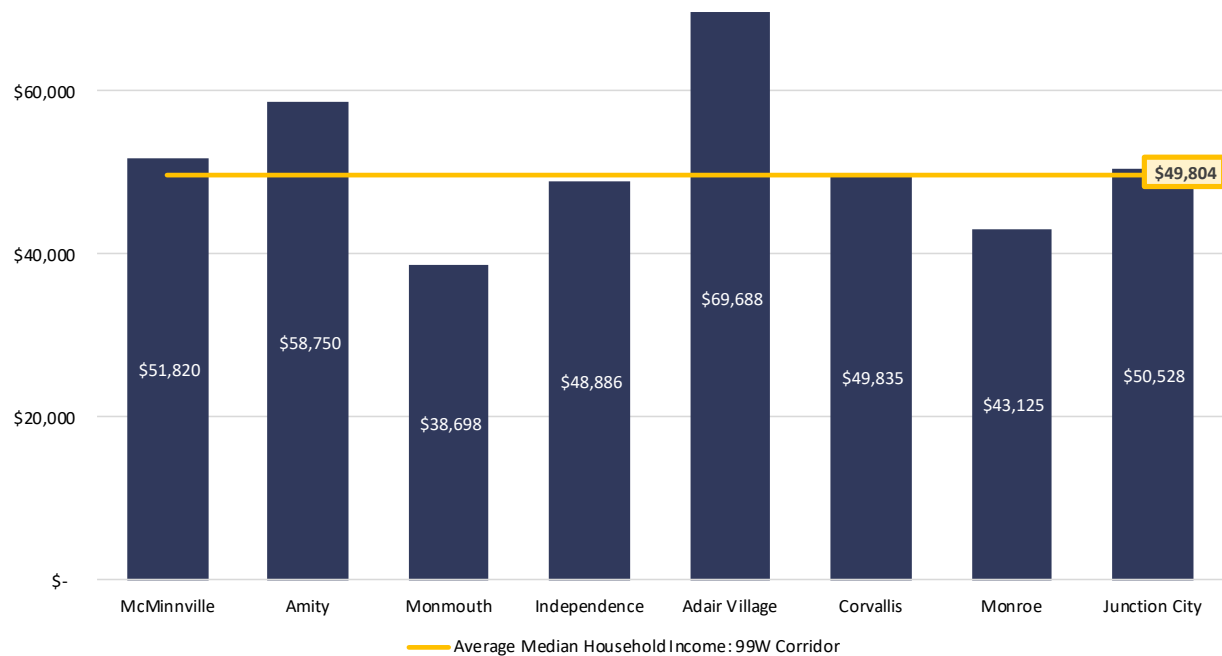
PSU Population Research Center: Polk and Benton County Final Forecast Tables, 2017; Lane County Final Forecast Tables 2019

Table B-3 Age Breakdown by County, 2040

	Lane, 2040		Benton, 2040		Polk, 2040		Yamhill, 2040	
Age	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Under 10	37,594	9%	8,978	8%	13,763	12%	15,989	11%
10 to 19	43,610	10%	14,751	13%	15,409	14%	18,108	13%
20 to 24	31,765	8%	15,412	14%	8,056	7%	8,545	6%
25 to 54	158,396	38%	39,191	35%	40,819	36%	50,995	36%
55 to 74	89,805	21%	21,217	19%	22,630	20%	30,498	21%
75 and Up	56,732	14%	13,622	12%	11,315	10%	18,177	13%
Total	417,901	100%	113,169	100%	111,991	100%	142,311	100%

Source: PSU Population Research Center Certified Population Estimates (July 1, 2019)

Figure B-3 Median Household Income

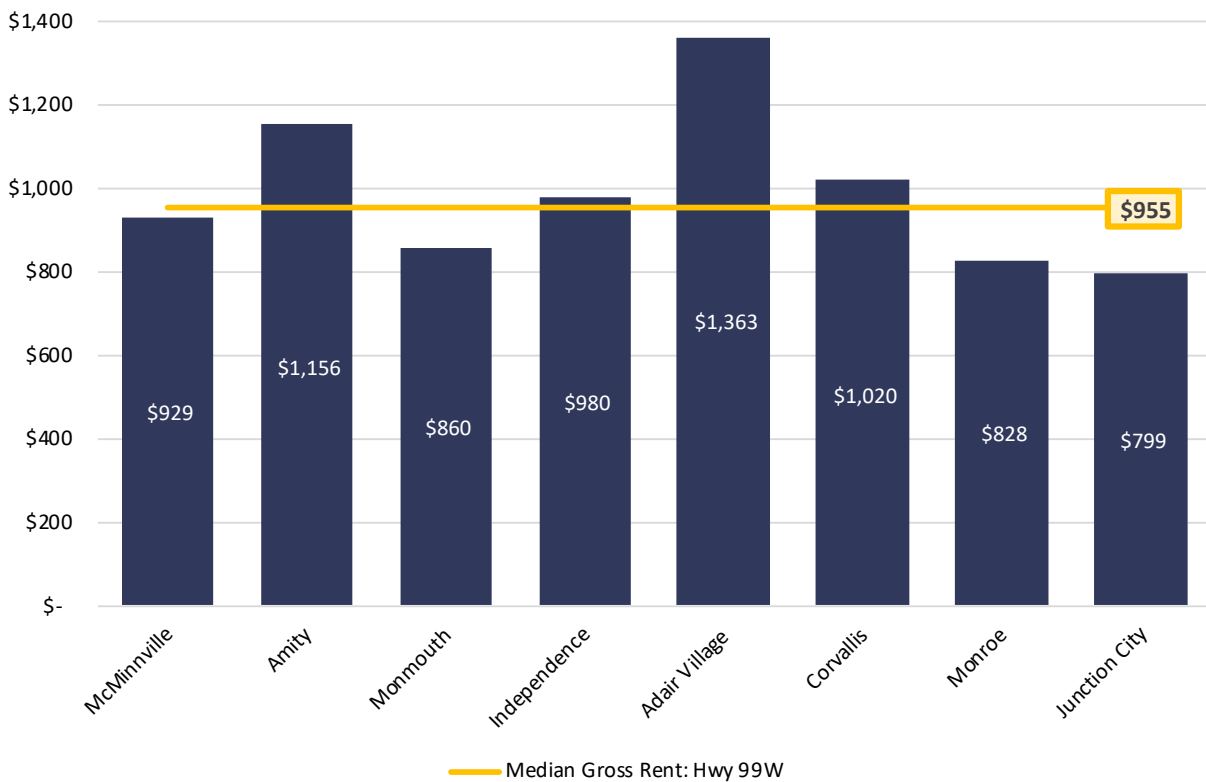


U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table B19013. Data.census.gov.

Rent and House Value

Figure B-4 depicts the Median Gross Rent throughout the study area. This helps inform potential cost burden household that may rely more on low cost transit options. The median gross rent in individual cities ranges from \$828 in Monroe to \$1,363 in Adair Village with a median gross rent of \$955 across the study area. Comparatively high rents in Amity and Adair Village may reflect the scarcity and type of rental housing or choice communities where households with higher income opt to live.

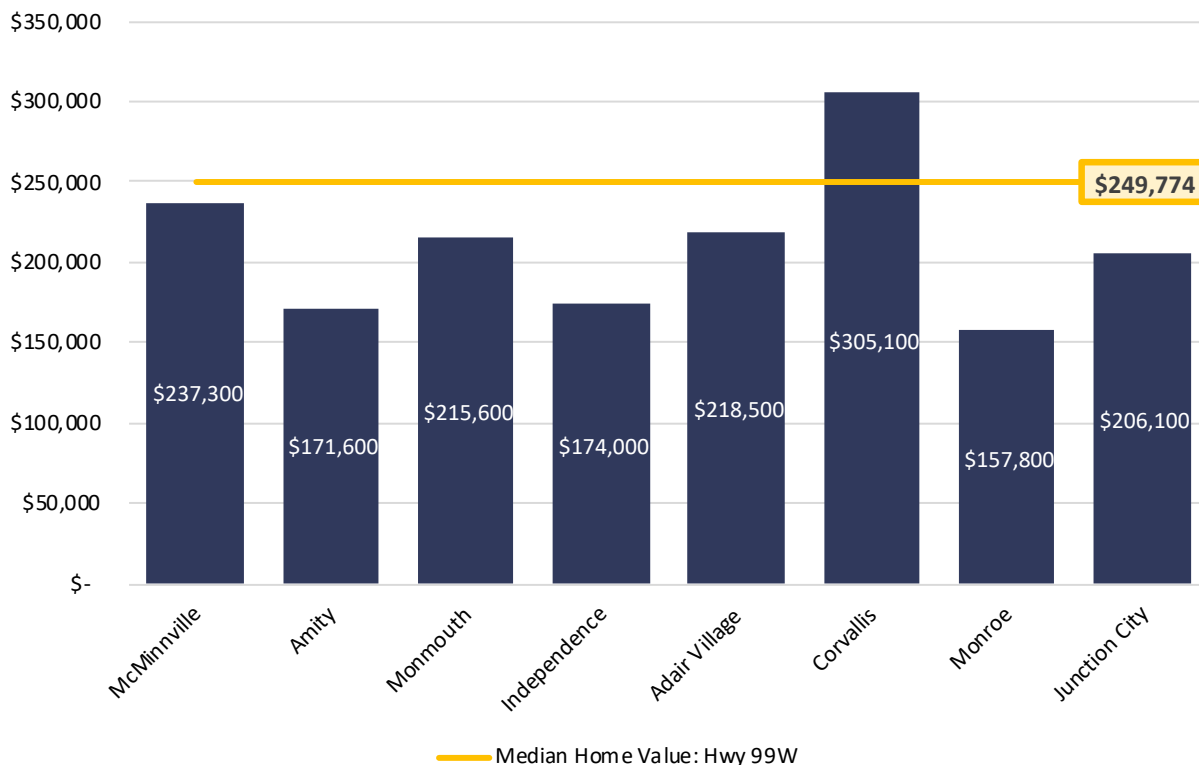
Figure B-4 Median Gross Rent, Study Area, 2018



U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table A10036. Social Explorer.

Figure B-5 shows Median Home Value throughout the study area. The median home value in Amity (\$171,600), Independence (\$174,000), and Monroe (\$157,800) are on the low end of the study area. All others, except Corvallis, are in the middle: McMinnville (\$237,300), Monmouth, (\$215,600), Adair Village (\$218,500), and Junction City (\$206,100). Corvallis (\$305,100) is on the high end and sways the average for the corridor due to both the population size and median home value.

Figure B-5 Median Home Value, Study Area, 2018



U.S. Census Bureau. American Community Survey 5-Year Estimates (2014-2018), Table A10036. Social Explorer.

Appendix C: Stakeholder Interview Guide

Recruitment Email

Dear _____,

I am writing on behalf of the Institute for Policy, Research, and Engagement (IPRE) at the University of Oregon. We are conducting a study to assess feasibility of expanding transit service on the Highway 99W corridor. Part of our research is conducting interviews with adjacent transit agencies, and we are interested in your perspective.

We will be conducting thirty-minute interviews that touch on current and future transit demand, ridership, and inter-agency collaboration.

Are you available between **January 29 and February 6** to participate in an interview? If so, please reply with details of your availability.

Thank you.

Kind Regards,

Interview Guide

Introduction

Hi my name is _____. Thank you for your time today. I'm a first year Community and Regional Planning student at the University of Oregon, and I'm in a team of students working on a feasibility study for expanding transit along the Highway 99W corridor.

This interview should take between 30-60 minutes. Does that timeframe still work for your schedule?

I will be asking questions about your transit agency's projects, structure, operations, opportunities, and constraints.

The information from this interview will be anonymous and not explicitly tied to your transit agency, but some answers may still make your agency identifiable. Does this format work for you?

Do you have any initial questions for me? Is it okay if I record the interview? The recording will be used to take notes, transcribe, and possibly use direct quotes.

Start Recording

I'll ask again for the recording, are you okay if I record the interview?

Interview Script

1. As the _____, what are your major job duties in the agency?

For these next questions, we are interested in getting the “big picture” about your transit service.

2. How does your agency view providing rural transit service? Is it supported? Is service along Highway 99W a priority for your agency?
3. Please describe the funding sources for the transit agency?
 - a. Ex: 5311 grants, Special Transportation Fund (STF) grants, partner agency contributions, 5310 funds, fare revenue
4. How do you decide when to operate a new service?
5. How would you describe the demand for public transit within your agency’s service area?
 - a. How do you anticipate demand changing over the next 20 years?
6. What are the constraints facing your agency?
 - a. Effective service and volunteer populations
7. What barriers do you face in increasing service?
8. Can you describe your level of support from riders?
 - a. What are the major complaints that you receive from riders?
9. What barriers do you face in serving vulnerable populations?
 - a. i.e. the elderly, people with disabilities, people with very low incomes, and people with low proficiency in English.
10. Please describe the relationship with adjacent transit agencies.
 - a. Collaboration and funding collaborative routes
11. Is there anything else you would like to add?

Additional Questions (Time Permitting)

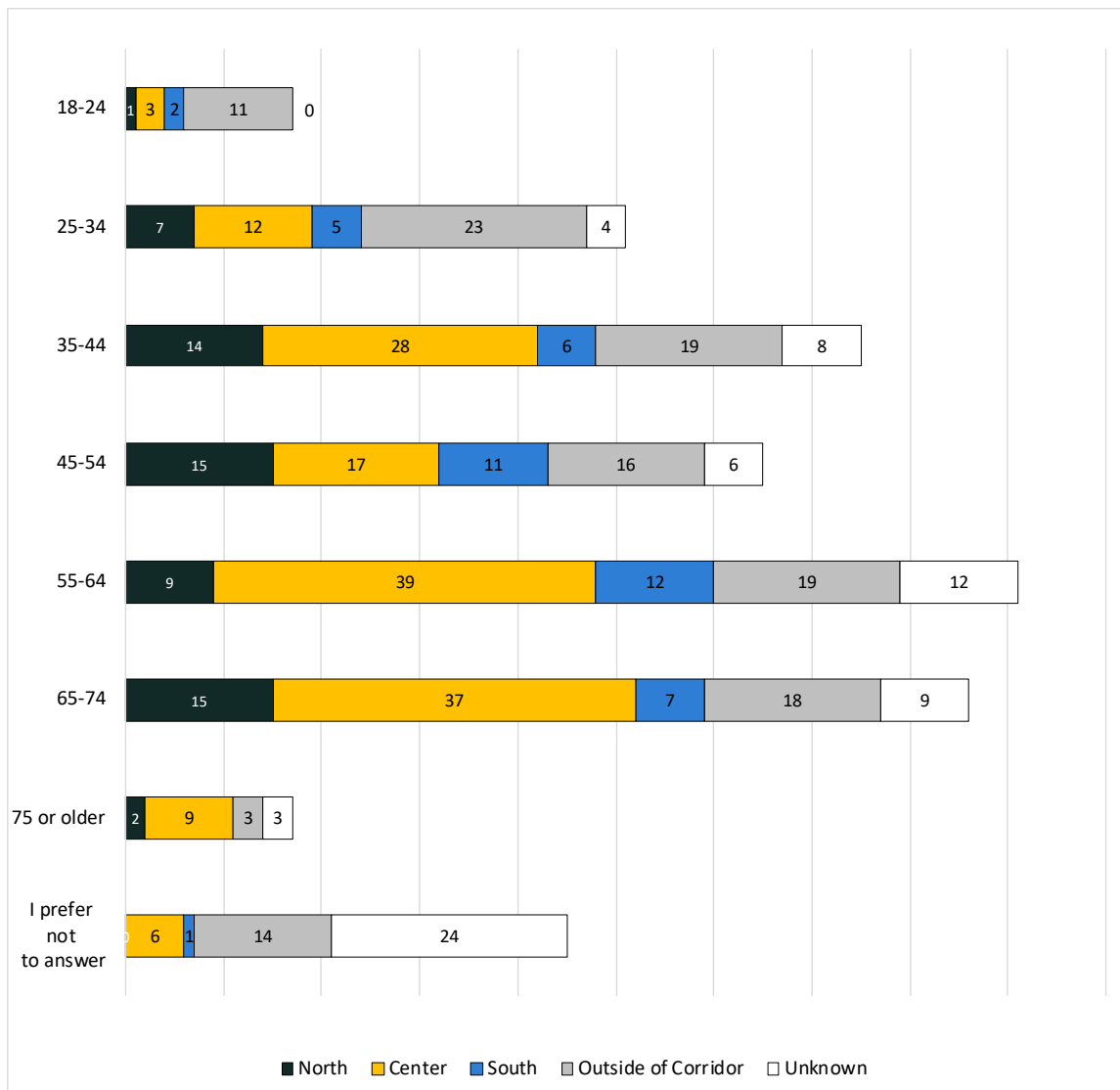
12. We will be conducting focus groups of potential transit riders. Do you have any recommendations for existing groups to invite to focus groups?
 13. Do you have any recommendations for other people within your agency to interview? Is there anybody from a different agency that we should interview?
 14. What underserved groups within your work area do you recommend we talk to?
 15. We will be conducting a survey of potential riders on the HIGHWAY 99W corridor, do you have any recommendations for survey questions?
- Could we conduct onboard surveys within your transit area? If so, what routes would you recommend? Days/times?

Appendix D: Survey Respondent Demographics

Question 22. Which best describes your age?

The survey respondents were asked to describe their age group.

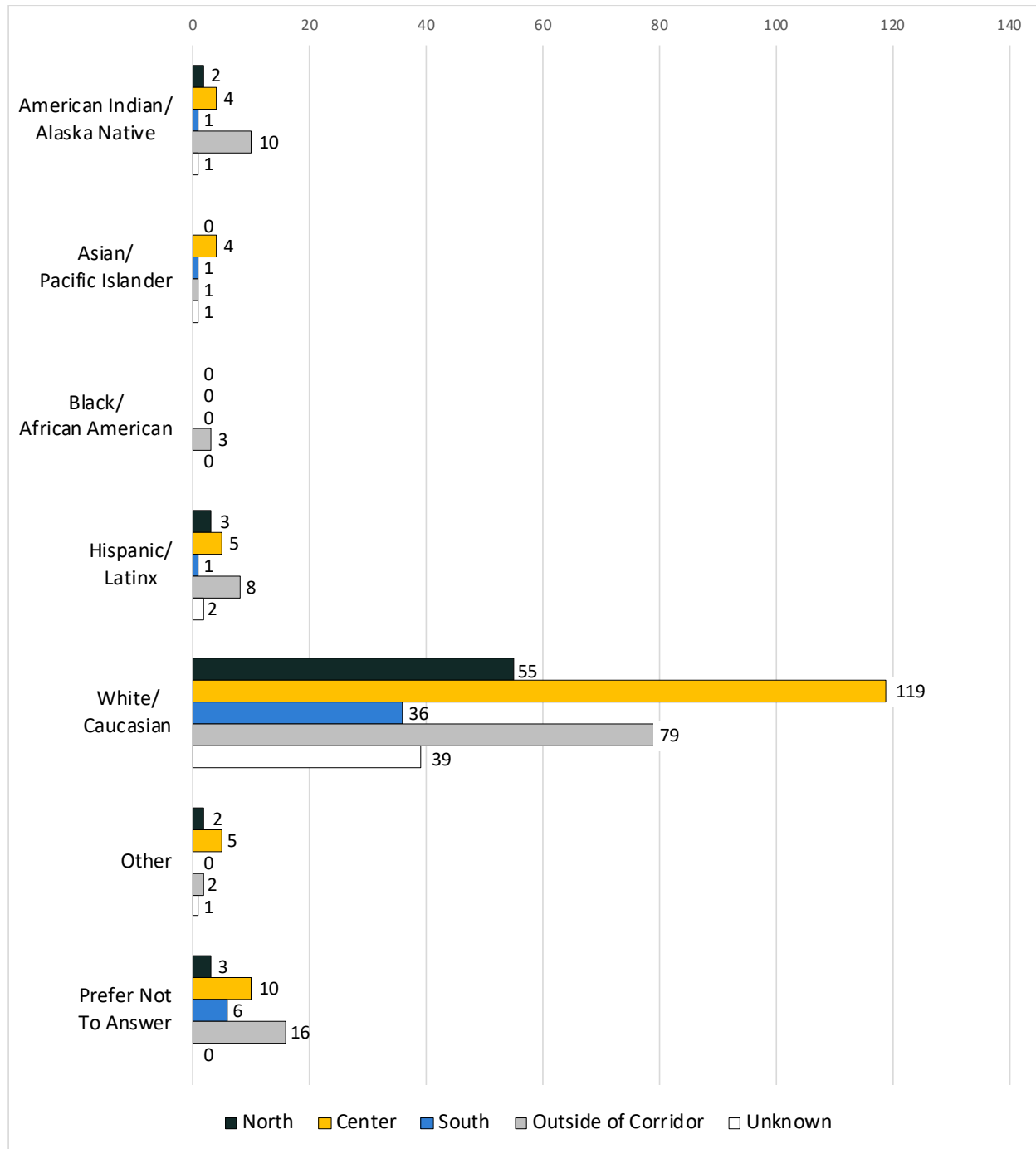
Figure D-1 Age Groups, by Corridor Region



Survey Question 22, n = 447

Question 23. Which best describes your race or ethnic background?

Figure D-2 Racial and Ethnic Groups, by Home Area



Survey Question 25, n = 420

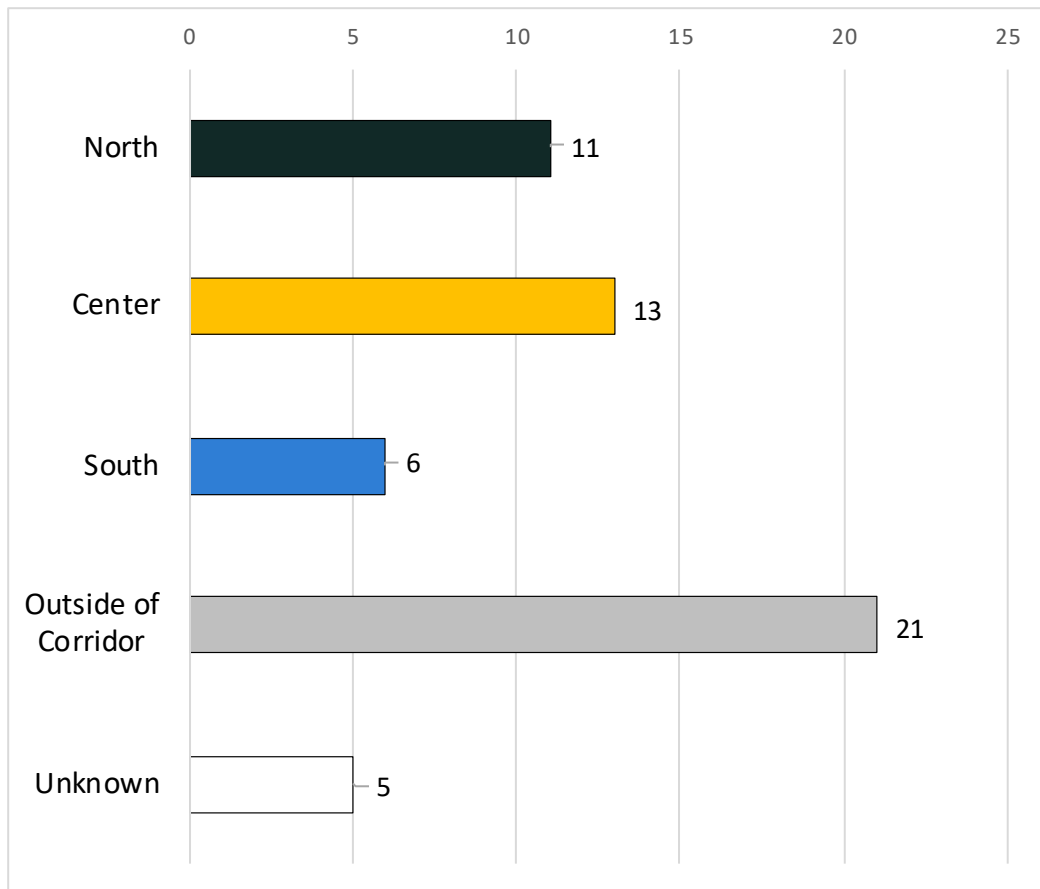
Respondents who selected Other include:

1. European American
2. Human Race

- 3. This is not Relevant
- 4. European/ Italian
- 5. White/Asian Mix
- 6. I Magyar
- 7. European
- 8. Multi Racial
- 9. Mixed Native American
- 10. Jewish

Question 24. Do you identify as a person with a disability?

Figure D-3 Disability by Corridor Region



Survey Question 26, n = 447

Question 25. Including yourself how many individuals are in your household?

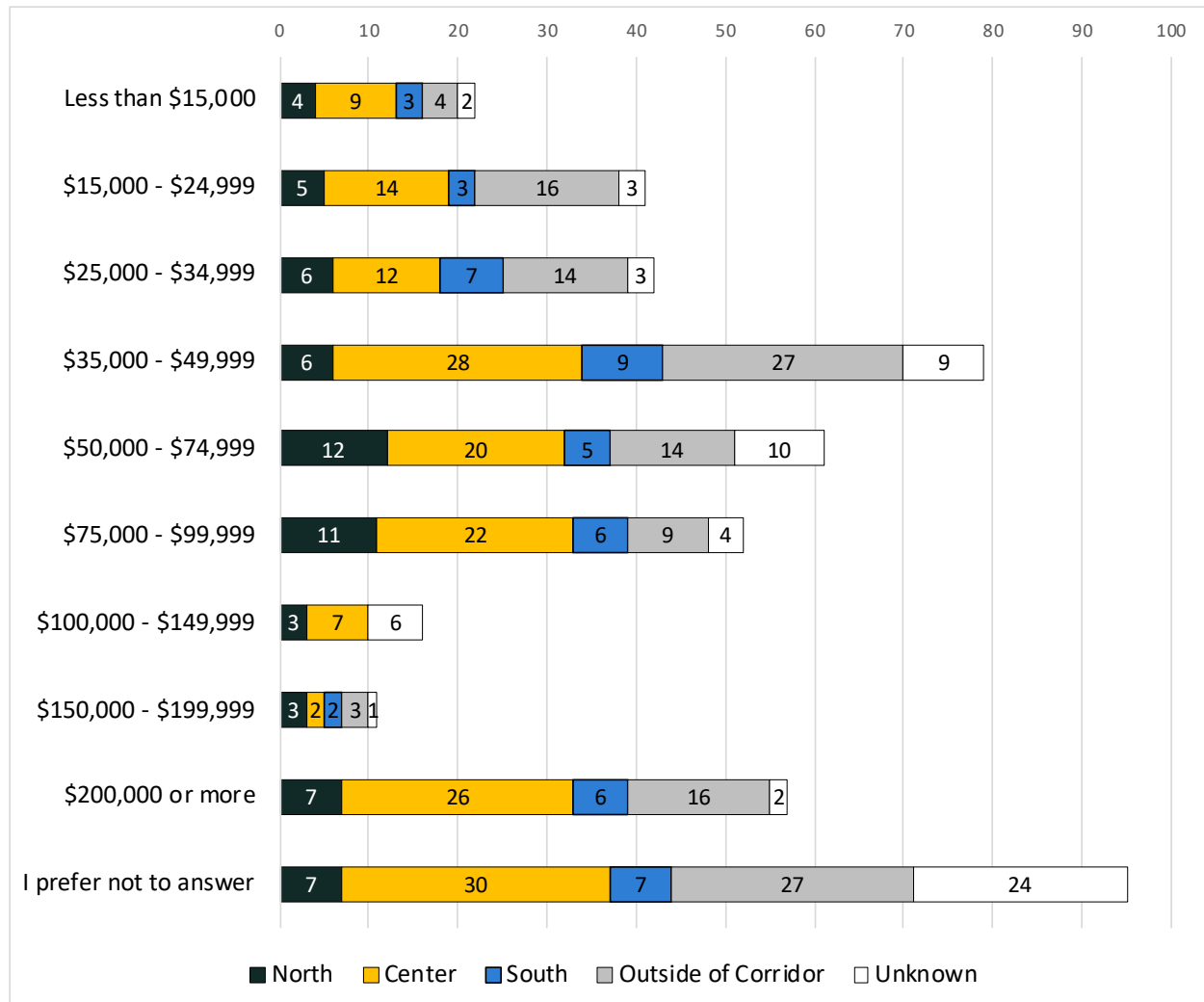
Table D-1 Combine Household Income and Number of Members

	1	2	3	4	5	6	7+	I prefer not to answer	Subtotal	Count
Less than \$15,000	4%	2%	0%	1%	0%	0%	0%	1%	8%	25
\$15,000 - \$24,999	2%	1%	2%	2%	1%	0%	0%	0%	7%	16
\$25,000 - \$34,999	2%	5%	2%	1%	1%	1%	0%	0%	12%	34
\$35,000 - \$49,999	3%	7%	2%	2%	1%	0%	0%	0%	15%	39
\$50,000 - \$74,999	4%	10%	5%	3%	1%	1%	0%	0%	24%	63
\$75,000 - \$99,999	1%	8%	3%	2%	1%	1%	0%	0%	17%	47
\$100,000 - \$149,999	0%	8%	4%	3%	1%	0%	0%	0%	16%	41
\$150,000 - \$199,999	0%	2%	0%	1%	0%	0%	0%	0%	3%	8
\$200,000 or more	1%	1%	1%	1%	0%	0%	0%	0%	4%	10
I prefer not to answer	3%	8%	2%	2%	0%	0%	0%	8%	23%	48
Subtotal	18%	52%	21%	19%	6%	3%	1%	9%		
Count	48	139	55	54	17	8	2	8		331

Survey Question 26 and 38, n = 352

Question 26. Which best describes the combined annual income of all members of your household?

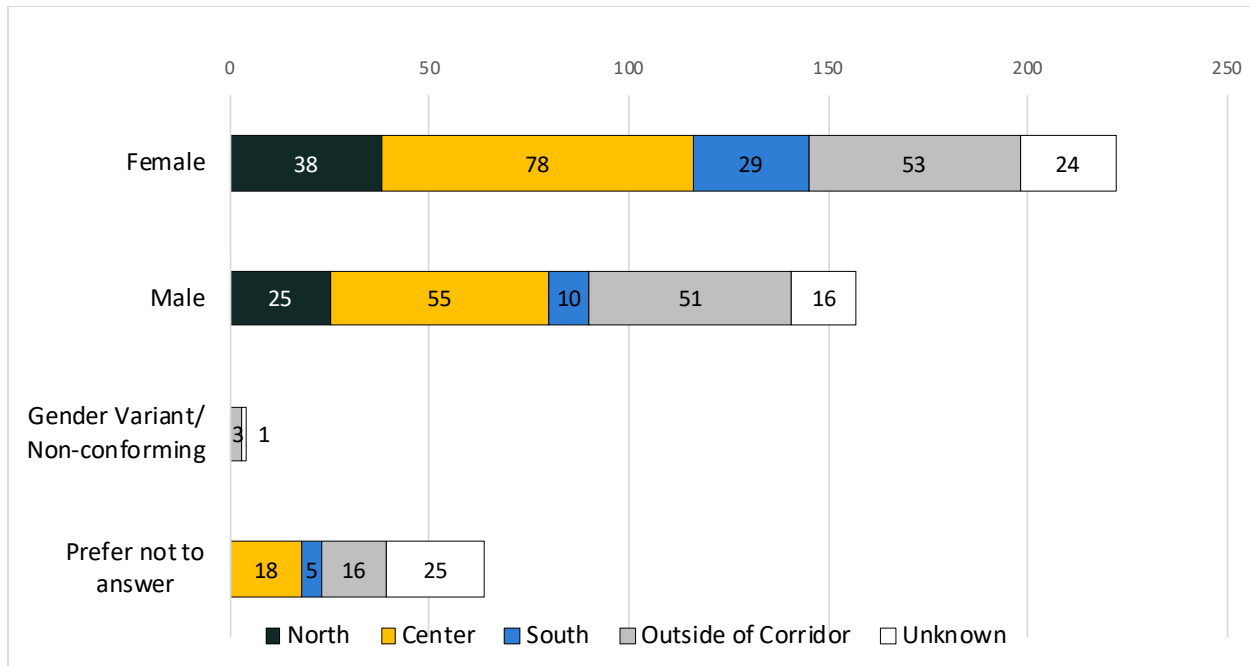
Figure D-4 Combined Household Income, by Home Area



Survey Question 26, n = 216

Question 27. What is your gender?

Figure D-5 Gender by Corridor Region



Survey Question 29, n = 447

Appendix E: Survey Guide

Hello! We are asking for your input on the feasibility of transit service along the Oregon Highway 99 West (Hwy 99W) corridor.

Hwy 99W connects Eugene and Portland through various communities in the western Willamette Valley. Currently, there is limited public transportation available between Junction City and McMinnville along this highway corridor. The potential new public transit service would tie together the three largest metropolitan areas in Oregon. In addition, it would provide transit service to the unserved or under-served communities along the corridor.

This survey should take between 10 and 15 minutes to complete. At the end of the survey, you can choose to **enter a raffle to win one of four \$25 gift cards** to a regional or national business. *If you proceed but decide not to take the survey, you will still have an option to enter the raffle. Your help is greatly appreciated, thank you!*

This survey was developed by the University of Oregon's Institute for Policy Research and Engagement (IPRE) and Oregon Cascades West Council of Governments (OCWCOG). Your answers are and will be completely confidential. Any personally identifying information will not be tied to any product this research produces. We will not share or sell your personally identifying information. By completing and submitting this survey you provide consent in allowing IPRE to use these findings for research. You may choose not to participate in this survey without penalty.

If you have any questions regarding the survey, please email Michael Howard at the University of Oregon's Institute for Policy Research and Engagement: mrhoward@uoregon.edu.

Q1. Do you agree to participate in this survey?

By clicking "Yes", you are consenting to participate in this survey and you are also informing us that you are age 18 or older. If you do not consent, or are not age 18 or older, please click "No" to navigate away from the survey.

- ☐ Yes
- ☐ No

Thank you for agreeing to take the survey!

Instructions:

Carefully read each question and select or write in your responses. Use the next button or back button to navigate between questions. Please complete the survey **no later than April 17**. All of your answers will be kept completely confidential.

Definitions: Hwy 99W Corridor: the highway system connecting Eugene and Portland in the western Willamette Valley, specifically between Junction City and McMinnville.

Survey Structure: The questions assess current travel patterns, support for public transit and potential transit use along the Highway 99W corridor. Please answer questions honestly and to the best of your ability.

Q 2. In what city or community do you live? _____

Q3. Do you have access to a car?

- ☐ Yes
- ☐ Sometimes
- ☐ No

Q4. Are you employed?

- ☐ Yes, full-time
- ☐ Yes, part-time
- ☐ No

Q5. What city or community do you work in? _____

Q.6 How long is your commute to work?

- ☐ Less than 15 minutes
- ☐ Between 15 and 30 minutes
- ☐ Between 30 and 60 minutes
- ☐ More than 60 minutes
- ☐ I do not have a work commute

Q 7 Are you a student?

- ☐ Yes, full-time
- ☐ Yes, part-time
- ☐ No

Q8. What school(s) do you attend?

[Select all that apply]

- ☐ Oregon State University
- ☐ Western Oregon University
- ☐ Linn-Benton Community College
- ☐ Chemeketa Community College
- ☐ Linfield College
- ☐ Willamette University
- ☐ George Fox University
- ☐ Lane Community College
- ☐ University of Oregon
- ☐ Other: _____

Q9. How long is your commute to school?

- ☐ Less than 15 minutes
- ☐ Between 15 and 30 minutes
- ☐ Between 30 and 60 minutes
- ☐ More than 60 minutes
- ☐ I do not have a school commute

Q10. When traveling along the Highway 99W corridor, how do you make the trip?

[Select all that apply]

- ☐ Personal car
- ☐ Carpool
- ☐ Taxi/Uber/Lyft
- ☐ Vanpool
- ☐ Bus
- ☐ Bicycle
- ☐ Walk
- ☐ Demand-response transit services
- ☐ Other: _____
- ☐ I do not travel along the corridor

Q 11. When traveling along the Highway 99W corridor, what are your purposes for making the trips?

[Select all that apply]

- ☐ Work commute
- ☐ School commute
- ☐ Personal errands or social activity
- ☐ Recreation
- ☐ Medical services
- ☐ Other _____

Q 12. When traveling along the Highway 99W corridor outside of your own community, where do you most frequently travel? [List up to three cities or communities located on Hwy 99W]

#1 City/Community _____

#2 City/Community _____

#3 City/Community _____

Q 13. What is the MAXIMUM you would be willing to pay for a one-way trip between your origin and primary (#1) destination? [Move the slider to show the maximum amount you would pay] [\$0-\$20]

Q 14. How frequently do you use the public transit services? [Select the most appropriate choice.]

- ☐ Daily
- ☐ Several times a week
- ☐ Weekly
- ☐ Once or twice a month
- ☐ Less than monthly
- ☐ Never

Q 15. Which of the following transit services have you used? [Select all that apply.]

- ☐ Cherriots Local Bus
- ☐ Cherriots Regional Bus
- ☐ Linn-Benton Loop Bus
- ☐ Corvallis Transit System Bus
- ☐ Yamhill County Transit Bus
- ☐ Lane Transit District Bus
- ☐ Tillamook County Transportation District Bus
- ☐ Demand-response transit services
- ☐ Oregon POINT
- ☐ Greyhound, Bolt, or FlixBus
- ☐ Amtrak Train or Bus
- ☐ Pacific Crest Bus Lines
- ☐ Other: _____

Q 16. Rate your level of agreement or disagreement with the following statements.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
There is need for public transit in Oregon (1)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is need for public transit in your community (2)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is need for public transit to connect communities along Highway 99W (3)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q 17. If public transit service was available along the Highway 99W corridor rate your level of agreement or disagreement with the following statements.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
I would use the service within my community (8)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would use the service between communities along Highway 99W (9)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would use the service to connect to another transit provider (10)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q 18. If public transit service was available along the Highway 99W corridor, how likely or unlikely would you use it for the following?

	Very likely	Somewhat likely	Neither likely nor unlikely	Somewhat unlikely	Very unlikely
Job commute	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School commute	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal errands or social activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Medical services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q 19. If public transit service was available along the Highway 99W corridor, what weekday times (Monday through Friday) would you most use the service? [Select all that apply]

- ☐ Early morning: 6:00 AM – 8:59AM
- ☐ Late Morning: 9:00 AM – 11:59AM
- ☐ Afternoon: 12:00 PM – 3:59 PM
- ☐ Evening: 4:00 PM – 6:59 PM
- ☐ After 7:00 PM

Q 20. If public transit service was available along the Highway 99W corridor, what weekend times (Saturday and Sunday) would you most use the service? [Select all that apply]

- ☐ Early morning: 6:00 AM – 8:59AM
- ☐ Late Morning: 9:00 AM – 11:59AM
- ☐ Afternoon: 12:00 PM – 3:59 PM
- ☐ Evening: 4:00 PM – 6:59 PM
- ☐ After 7:00 PM

Q 21 Do you have any recommendations for potential NEW transit stop locations along the Highway 99W corridor?

Recommendation #1 _____

Recommendation #2 _____

Recommendation #3 _____

No recommendations

Q 22. Which best describes your age?

- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 or above
- ☐ I prefer not to answer

Q 23. Which best describes your race or ethnic background? [Select all that apply]

- ☐ American Indian/Alaska Native
- ☐ Asian/Pacific Islander
- ☐ Black/African-American
- ☐ Hispanic/Latinx
- ☐ White/Caucasian
- ☐ Other: _____
- ☐ I prefer not to answer

Q 24. Do you identify as a person with a disability?

- ☐ Yes
- ☐ No
- ☐ I prefer not to answer

Q 25. Including yourself how many individuals are in your household?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7 or more
- ☐ I prefer not to answer

Q 26. Which best describes the combined annual income of all members of your household?

- ☐ Less than \$15,000
- ☐ \$15,000-\$24,999
- ☐ \$25,000 - \$34,999
- ☐ \$35,000 - \$49,999
- ☐ \$50,000 - \$74,999
- ☐ \$75,000 - \$99,999
- ☐ \$100,000 - \$149,999
- ☐ \$150,000 - \$199,999
- ☐ \$200,000 or more
- ☐ I prefer not to answer

Q 27. What is your gender?

- ☐ Male
- ☐ Female
- ☐ Gender variant/Non-conforming
- ☐ Not listed
- ☐ I prefer not to answer

Q 28. Please share any other comments or ideas you have regarding public transit along the Highway 99W corridor in the textbox below:

All done! Please click the next button to submit your answers and be directed to an optional raffle entry form.

Thank you for completing this survey!!

The information below may change. Please check with Nick/Mike to ensure language is correct before translating.

HWY 99W Raffle/Contact

If you would like to be included in a raffle to win **one of four \$25 gift cards** to a regional or national business please enter your contact information in the space below.

Note: Your contact information will not be connected to the answers you provided on the survey.

Name (First, Last) _____

Email _____

City of residence _____

Would like to be included in future emails to interested parties to receive updates on the progress of this project?

- ☐ Yes
- ☐ No

Would you like to be contacted to participate in a focus group to help identify stop locations, service times, and market potential for transit along Highway 99W?

Selected participants may be provided food and beverage and/or a gift card as compensation for their participation.

If you select "Yes" you will be directed to fill out additional information.

- ☐ Yes
- ☐ No

Thank you for your interest in participating in a focus group. The following questions are intended to assist us with determining your eligibility for a focus group.

Only people 18 years and older who live, work, or travel along Highway 99W are eligible. Selected participants may receive food and beverage and/or a gift card as compensation for their participation.

If you proceed you will be asked to repeat some questions that were asked in the previous survey in order to allow us to determine your fit for focus group participation.

Are you at least age 18 and wish to continue and provide additional information?

- ☐ Yes
- ☐ No

Do you currently use public transit services?

- ☐ Yes
- ☐ No

Do you have access to a car?

- ☐ Yes
- ☐ Sometimes
- ☐ No

Are you employed?

- ☐ Yes, full-time
- ☐ Yes, part-time
- ☐ No

Are you a student?

- ☐ Yes, full-time
- ☐ Yes, part-time
- ☐ No

Which best describes your age?

- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 or above

Which best describes your race or ethnic background?

[Select all that apply]

- ☐ American Indian/Alaska Native
- ☐ Asian/Pacific Islander
- ☐ Black/African-American
- ☐ Hispanic/Latinx
- ☐ White/Caucasian
- ☐ Other: _____

Do you identify as a person with a disability?

- ☐ Yes
- ☐ No

What is your gender?

- ☐ Male
- ☐ Female
- ☐ Gender variant/Non-conforming
- ☐ Not listed

We will be conducting focus groups in communities along Hwy 99W. These focus groups will take between 60 and 90 minutes. We have not determined exact dates or times for the focus groups but

expect them to occur between April 10 and May 15, 2020. *Note: Focus Groups did not happen due to the COVID-19 Pandemic. In place of focus groups the IPRE administered additional stakeholder interviews.*

Participants who are selected and attend will receive food and beverage and/or a gift card for participating.

In which community are you available to participate in a focus group. Select all communities and times that are available.

	Weekdays (4-6pm)	Weekdays (7-9pm)	Saturdays (10am-Noon)	Saturdays (Noon-2pm)	Saturdays (2-4pm)
Monroe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monmouth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
McMinnville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

We will be in touch if you are a good fit to participate in a focus group. At that time we will provide exact dates and times for each focus group and confirm your ability to attend on the chosen date and time.

Thank you!! Please close this tab or click the next button to be directed away from this website.

Appendix F:

Survey Open-Ended Responses

Table F-1 shows the percent of survey responses from each community compared to the percent of population of the communities within the corridor. Comparing the percentages provides an understanding of communities that are relative or under sampled throughout the corridor. Zero percent difference means the percent of responses equates to the percent of population compared to the corridor. Positive differences show communities responding at a higher rate compared to community populations and negative differences show a larger percent of population compared to survey responses. Lewisburg, Adair Village, Greenberry, and Junction City have a difference of zero to one percent. This means the amount of responses were proportional to the community populations. However, these communities equate to six percent (6%) of the overall corridor population and received a total of 15 responses between the four communities.

McMinnville, Independence, Corvallis, and Junction City show a negative difference indicating a smaller response percentage compared to population. Corvallis had the largest negative difference (-12%) but has the highest number of responses (89, 35%) and the largest population (63,857, 49%).

Amity, Monmouth and Monroe have a positive difference indicating a larger percentage of responses compared to the population. The City of Monroe had a very enthusiastic response and has a higher number of responses to the survey than other communities.

One hundred twenty-three (123) responses were from outside of the corridor and 67 responses did not indicate where they lived.

Table F-1 Percent of Survey Responses Compared to Population

		Survey		Population			
Region	Community	Number	Percent	Number	Percent	Difference	
North	McMinnville	43	19%	35,709	27%	-8%	↓
North	Amity	14	5%	1,691	1%	4%	↑
Center	Monmouth	40	20%	10,378	8%	9%	↑
Center	Independence	5	2%	10,096	8%	-6%	↓
Center	Lewisburg	1	0%	100	0%	0%	-
Center	Adair Village	1	0%	1,127	1%	0%	-
Center	Corvallis	89	35%	63,857	49%	-12%	↓
South	Greenberry	2	1%	100	0%	1%	-
South	Monroe	33	13%	643	0%	13%	↑
South	Junction City	11	4%	7,106	5%	-1%	-
TOTAL		257	100%	130,807	100%		

Survey Question 01, n = 257, and PSU Current Forecast Summaries 2019 Values, Oregon Final Forecasts 2019

Question 12. When traveling along the Highway 99W corridor outside of your own community, where do you most frequently travel? [Other]

Table F-2 “Other” Travel Locations, by Home City

Travel Locations	
Home Community	Destination Community
Kiezer	Salem
N/A	Dallas
McMinnville	Newberg
McMinnville	Salem
N/A	Salem
N/A	Lewisburg
Philomath	Tigard
McMinnville	Newberg
McMinnville	McCoy
Cheshire	Dallas
McMinnville	Salem
McMinnville	Salem
McMinnville	Salem
McMinnville	Sherwood
McMinnville	Newberg
Amity	Tillamook
Amity	Salem
Corvallis	Finley National Wildlife Refuge
Monmouth	Albany
N/A	Dallas
Portland	Albany
Portland	Dallas
McMinnville	Mapleton
McMinnville	Florence
Grand Ronde	Coast
N/A	Salem
N/A	Dallas
N/A	Newberg

Survey Question 12, n = 447

Question 10. When traveling along the Highway 99W corridor, how do you make the trip? [Other]

Table F-3 "Other" Modes of Travel, by Home Location

Types of Travel	
Home Location	Mode of Travel
Salem	Friends
Monroe	I just graduated; I travel with my mom
Monmouth	Traveled to work for 32 years on it. VERY recently retired.
N/A	Pickup
Corvallis	Train
Corvallis	Ride Line
N/A	Delivery Van
Monmouth	Motorcycle
McMinnville	Riding with others, mostly with family
N/A	Skateboard

Survey Question 10, n = 477

Question 11. When traveling along the Highway 99W corridor, what are your purposes for making the trips? [Other]

Table F-4 "Other" Purposes for Trips, by Home Location

Purpose of Travel	
Home Location	Trip Purpose
Corvallis	Getting to PDX when I-5 is congested
Corvallis	Community Service activities
N/A	Farm Activities
Corvallis	Workshops
McMinnville	Delivering items to people.in need
Corvallis	Travel to Salem, go to airport, go to Lyons to help work at Up camp as volunteer.
Corvallis	Commute to Airport
Monmouth	Parenting Drop off point

Survey Question 11, n = 477

Question 21: "Do you have any recommendations for potential NEW transit stop locations along the Highway 99W corridor? Add up to three."

Table F-5 Stop Location Recommendations, by Northern Region

Northern Region		
Option 1	Option 2	Option 3
Lafayette	Newberg	
McMinnville		
McMinnville lacks services to mental health and drug treatment centers	Methadone clinic	Services for homeless with mental health issues
Monmouth	Adair Village	Eugene
OMSI	Zoo	Lincoln City
WOU campus		
The train line thru McMinnville has reasonable stops		
Rickreall	south corvallis	
Direct connection from McMinnville to TriMet		
PDX	McMinnville	
Lafayette	Carlton/Yamhill	Forest Grove
hwy 18 junction	hebo junction	hwy 22-101 jct
Amity	Eugene	Corvallis
Amity	Corvallis	Monmouth

Survey Question 21, n = 447

Table F-6 Stop Location Recommendations, by Central Region

Central Region		
Option 1	Option 2	Option 3
Corvallis	Monmouth	McMinnville
Monroe	Adair Village	Dallas
Independence	Monmouth	Eugene
Corvallis Airport Industrial Park	Monroe	Adair Village
Mahlon Sweet Airport - Eugene		
South Corvallis	Adair Village	Lewisberg
Corvallis	McMinnville	Tualatin
Corvallis	Eugene	Independence
Eugene	Corvallis	McMinnville
Territorial highway		
adair village/corvallis		
Monmouth	Salem	Independence
		Adir Village
Downtown McMinnville	BiMart parking lot-Monmouth	Downtown Corvallis
Greenberry Store	Monroe	Eugene Airport
Monmouth	Rickreal	Corvallis
Monmouth	Adaiar Villagae	Good Samaritan Hospital, Corvallis
Corvallis near Market of Choice	Corvallis downtown	McMinnville downtown
Eugene airport		
Corvallis South Town	Monroe	Junction City
Corvallis, OR	Eugene, OR	Monmouth, OR
Monmouth	Good Samaritan Hospital	Corvallis
Suver junction	Rickreall-Dallas-Salem route	Lewisburg
Eugene	Corvallis	Monmouth
Monmouth	McMinnville	Forest grove
Eugene Airport	UofO	OSU/LBCC
Adair Village	Monmouth	Rickreall Salem Connector
Monroe	Greenberry	
99W and Greenberry Road		
BiMart in Monmouth	BiMart in Corvallis	Safeway/Lowe's in McMinnville

Central Region		
Option 1	Option 2	Option 3
Monmouth/Independence	McMinnville	
North Corvallis at Circle	Downtown Corvallis	
Corvallis to Eugene!!!!	Corvallis to McMinnville	Corvallis to Monmouth
Eugene Downtown hospital	U of O	Train station in Beaverton
Small loop to Intersection of Lewisburg Ave. and Mountain View Rd.	Hwy 99 and Mountain View Rd.	
Lewisburg	Polk County Fairgrounds	Amity
OSU McDonald Forest Peavy Arboretum (to hike or bike)	Davidson Rd (to bike to Rogue Farm!)	Rickreall Rd (to connect with Hwy 22 bike path)
Corvallis		
Eugene airport	Monroe Public Library	Corvallis/OSU
Lewisburg Store	Monmouth	Eugene
Intersection with SW McKenzie ave. where the brew pub and distillery are, and Willamette Greystone		
Near the access gate for Peavy Arboretum	Adair Village	Monroe City Center
Corvallis	Eugene	McMinnville
Long Timber Brewing in Monroe Western Oregon University	Greenberry Tavern	Sarah Helmick Park
Build a new transit center in Corvallis where bus lines and train lines connect.	Build a light rail around and through OSU and UO. Then, build a light rail line that connects them.	Build a light rail line between Corvallis and Eugene, Corvallis and Newport, and Corvallis and Albany.
Eugene Airport	Corvallis	
Corvallis	Monmouth	Eugene
Monmouth	Corvallis	Eugene
NW Corvallis	Tigard Transit Center	
Star bucks on 4th and Madison in Corvallis	Benny's donuts on 3rd in Corvallis	Dutch bros in Monmouth
Monmouth Bi-Mart parking lot	McMinnville 3rd Street	Downtown Corvallis
The a light rail system from Hillsboro!	Light rail from Hillsboro to Eugene.	Light rail
Bi-Mart, Corvallis	Bi-Mart, Monmouth	Napa, Monmouth

Central Region		
Option 1	Option 2	Option 3
Adair Village	Suver Junction	Monmouth
Monmouth		
Downtown Corvallis Transit station	Downtown Eugene transit station	Downtown McMinnville
Monmouth	Adair Village	Several in Corvallis
UO	OSU	WOU
Eugene Airport		
King City	OHSU	McMinnville
Arboretum/Ryals and 99		
Eugene Airport	Downtown Eugene	
Eugene	Corvallis	Monroe
Downtown Corvallis	Downtown Eugene	
Eugene airport	South Corvallis by Marys River	Downtown Eugene
Corvallis to Eugene Airport		
park & ride Willamette Grange		
Downtown Corvallis	Evergreen Aviation Museum	Monroe
Circle Blvd in Corvallis	3rd St in McMinnville	Macdonald in McMinnville
Monmouth Ave WOU	Corvallis downtown	Corvallis 9th Street
Monmouth	Corvallis	Newberg
Corvallis	Monmouth/Independence	

Survey Question 21, n = 447

Table F-7 Stop Location Recommendations, by Southern Region

Southern Region		
Option 1	Option 2	Option 3
Add more frequent trips to outlining locations	Make times more easier and convenient instead of having one time during the week and only 3 times or set times may come floating	Use busses to make floating trips outlining Junction City anywhere in the lane county area
Monroe	Rip market	
Grocery Outlet Parking lot in Junction City	Commercial Street, Monroe	RFP or Greenberry towards Corvallis
DariMart, Monroe	RFP Bruce Rd & Hwy 99	
Air port shuffle	To the beach	To the hospital
Safeway in Junction City	Monroe High school or Library	Courthouse in Corvallis
Monroe		
Monroe library		
Corvallis	McMinnville	Amity
Monroe Community Library	Umpqua Bank in Monroe	
Monroe Downtown	Junction City near Safeway	
Junction City	Monroe	Monmouth
NWFCS	Harrisburg	Hwy 36 and Hwy 99
across from city hall in Monroe	Some where by the hospital in Corvallis	Junction city

Survey Question 21, n = 447

Table F-8 Stop Location Recommendations, by Unknown Home Region

Unknown Region		
Option 1	Option 2	Option 3
Trolly	Train	
Run the bus a little later and a little earlier		
at a transit connection to seaside		
Lewisburg Rd		
OSU stadium		
na		
Monmouth	Independence	
South Co-op Corvallis	Bi Mart 9th St. Corvallis	OSU Campus

Survey Question 21, n = 447

Question 28. Please share any other comments or ideas you have regarding public transit along the Highway 99W corridor in the textbox below:

Table F-9 “Other” Comments on Hwy 99W Transit, Northern Region

Northern Region	
Comments	City
My husband commuted to Tigard and Portland for 30 years. This commuter line is badly needed.	McMinnville
I think there should be some kind of multi-county, unified bus system connecting the Willamette Valley along all the major highway routes (99W, 99E, I-5, 22, 20, 18, 34, 47 etc.) Connecting the cities of the area together. While I drive myself and may not use it, it's possible I would if the regularity, unity, and breadth of service was good enough. A lot of people would probably use it to save on the expenses of owning a car, and it would have a positive economic impact because more people would have access to more jobs outside of where they live without having to drive there themselves.	McMinnville
Transit along the corridor would be great, especially for students, but it also needs to connect with transit to the coast and to Salem and the airport.	McMinnville
The access ride service for handicapped would not cross county line nor provide service for the evening class hours.	McMinnville
Currently, there are options for public transportation from Amity to McMinnville and points north. I'm Not sure about points south but since there is insufficient housing in this community now, I'm Not sure that encouraging people to move here by providing transportation is a good thing. It would be better to build the transportation infrastructure between Eugene, Salem, and Portland and leave Hwy 99W alone.	Amity
I think this is an important idea that is way overdue! Public transit connecting urban areas (and servicing rural towns along the way) is essential and has been lacking in Oregon for way too long!	McMinnville
I would definitely use public transit to travel from McMinnville to Eugene or Corvallis.	McMinnville
I occasionally use Yamhill transit McMinnville to West Salem, then Cherriots from West Salem to downtown Cherriots Transit center. The options are very limited. It would be a better service if Yamhill Transit connected directly to downtown Salem (the transfer at West Salem adds 15 minutes to the journey). There is a great deal of college traffic between McMinnville/Newberg and Corvallis and Eugene. If a direct transit connection from north to south were available, I believe it would be used regularly. Currently, there is no transit/bus service to Corvallis. From Salem to Eugene, there is Amtrak busing - and Flixbus - but not a good connect to 99W.	McMinnville

Northern Region	
Comments	City
<p>The current train line would offer options for tram stops throughout McMinnville. There is one at the top of 3rd Street, another near Linfield in a high-density area with apartments, etc. using existing infrastructure would be awesome. Also. While I work from home now, I commuted to Portland for a time and there was no reasonable public transport connections. It would have made my commute 2 hrs when in a SOV without traffic it can be as short as 45min.</p> <p>I would definitely use public tram lines to go to Portland for recreational activities, especially in the evenings and weekends to save parking fees and to allow drinking. They'd just have to be regular, efficient and somewhat affordable.</p> <p>I feel like there must be a way to make a difference in cost depending on whether you're commuting for work versus recreation.</p> <p>Thanks for all you're doing to explore options that will connect us all efficiently without impacting the planet as much!!!</p>	McMinnville
Good idea. Make the route an "express" and only stop in town/city and not on every corner. Make it a commuter route.	McMinnville
Train service between McMinnville and Portland and Eugene would be the only transit I would be interested in	McMinnville
I personally do not use public transportation because I live and work on a college campus and have no commute; however, I absolutely see the need for increased public transportation along the 99W corridor, particularly for low-income families.	McMinnville
None	McMinnville
The transit currently available operates at about 2% capacity. It's foolish to waste more taxpayer dollars on pet projects such as this!	McMinnville
I admit I will likely never use the services myself but there is a definite need in the community among multiple different groups I don't fall in and I support expanding public transit options.	McMinnville
That's a long winding stretch of road to operate another large vehicle on. I'm not a fan of the idea. I also am unaware of any underserved communities on that route, that you contend are there. I believe our tax dollars can be used more effectively actively on bridge and existing road repair/replacement.	Amity
It make no sense to have a fleet of buses traveling up and down 99w when 90% of the route is farm land. The ridership would be too low to recoup the cost of operating the buses. Transit between larger communities that are in close proximity to each other, such between Corvallis and Albany with stops in between, which already exists. If the demand and ridership were great enough, Greyhound would have continued running a 99w route between Portland and Eugene, they stopped decades ago, and if they thought it would be different now they would've started the route back up.	McMinnville
Extension of the WES commuter trains would be great although cost prohibitive I suspect.	McMinnville
We need more walk bike trails between communities.	Amity

Northern Region	
Comments	City
Expanding the highway will lead to sprawl. Public transit to major destination like PDX would make sense with stops at some major hubs...e.g. near OSU, Western Oregon, downtown Salem....	McMinnville
Two stops in both McMinnville and Corvallis (north and south) and continue up to Forest Grove!	McMinnville
I am fortunate to be able to use my own vehicle to drive to PNW coastal area and I-5 corridor connecting to bypass routes NW-E or SE-W. I see many Hitch Hikers when I travel and often think there is not other option for people to ride these bypass routes. Perhaps if a service were available less people would be stranded hitching on dangerous dark corridors? It is not safe anymore to hitch a ride or be the driver to assist a hitcher! Oregon-Hitch-hickers is why I took the survey. I use to be one so, I know the need is there, but I do not think a large fee would ensure riders. Cost has to be effective to cover service, Possibly may not be highly profitable?	Amity
I agree the corridor needs public transportation. I also strongly believe that there needs to be more planning for cutouts that the public vehicles use. Having to stop behind these vehicles causes major frustration and a fair amount of upset in private drivers. The roads we use were not made for public transportation and I understand there are few places for these cutouts. However, it would be safer for all of the planning included the public vehicles actually being able to get completely off the roadway. Especially when boarding a disabled individual.	Amity
It would be nice to have an option of public transportation. One of the biggest things Highway 99 needs to solve is the pushy road rage drivers that are passing on corners, hills and driving on the bumpers.	Amity

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Table F-10 “Other” Comments on Hwy 99W Transit, by Center Region

Center Region	
Comments	City
The need to connect cities is important and would greatly impact the lives of the individuals living in rural towns such as Monmouth, Amity, Adair Village, Monroe to name a few. Living in small towns requires you to travel outside to larger towns to do basic things such as grocery shopping and medical appointments. Having access to public transit would make these trips easier and allow for more frequent trips!	Monmouth
It would be great if there were connectors between 99W and Salem.	Corvallis
My son lives in Independence. My granddaughter in Eugene. You can take the train to Eugene but getting to independence hard. Maybe there is a bus to Eugene, but I would mainly use it to shop at mall. I may move to Independence from Corvallis, but big reason not to move is the fact that there is no buss to Corvallis from Independence, or visa versa.	Corvallis
It has been tried within Benton County - Polk County (?), needed stable funding and more riders. Connecting to the transit to the Coast and to Albany would be a help.	Corvallis
right now it is very difficult to go from Corvallis to Eugene at convenient times (early morning and evening).	Corvallis
While it is unlikely I would use this service much, I believe it is one that should be provided as a public good. Maybe the focus could be on providing commuting services initially.	Corvallis
Coordinating schedules with other transportation systems would be appreciated	Corvallis
There are many opportunities for recreation available along this route that are not accessible to someone without a vehicle. Also some medical treatments are not available in my community requiring me to use Ride Line. Now that I am on Medicare, such transportation is not covered by my insurance.	Corvallis
"If you build it they will come" applies here, too. While a person (assuming they have the time), could get around Corvallis without a car at this point (esp. w/the new weekend service), there is no way that a person could give up their car if they wanted to travel outside of Corvallis. Having lived half of my life in Europe, I am spoiled by the seamless availability of public transport. I doubt that the low population density here will ever support that. Combined with people's preference for going wherever and whenever they want (vs. following the schedule and waiting for connections) I would suggest starting with/improving what's available; e.g., better connections to train stations. I also find it difficult to find out what is actually available, and when, and how things interconnect (such as the bus that goes from Corvallis to the Albany train station).	Corvallis
More transit, fewer cars on the road, less greenhouse gas emissions.	Corvallis
From where I live in Corvallis (southwest near the fairgrounds) the number of connections needed to get anywhere and the limited run times are the reasons for my not using mass transit	Corvallis

Center Region	
Comments	City
I am a volunteer who runs a 501c3 for people experiencing poverty. Improved public transportation availability along this corridor would be a valuable resource!	Corvallis
I feel it would be an asset. Also, please resume the coast to valley buses, as many people use them to come to the hospital for appointments.	Corvallis
I've been trying to promote Amtrak service along the 99W corridor since 2005, in a proposal I've nicknamed "Siskiyou Breeze." While I agree that greater priority is needed for service along I5/99E, that doesn't mean that no priority should be given to 99W. The track improvements currently sought are indeed very badly needed, but I strongly believe that ODOT's best step after that would be to purchase three new Talgo train sets: two to fill out the Cascades service (replacing "connector bus" runs) and one for service from Corvallis to Portland with stops in Independence, McMinnville, and Tualatin (as close as possible to the WEC commuter train line). Some track work will be needed to make it feasible, but it can be done. Once that service is started, rail can be re-built between Corvallis and Eugene so the connection can be complete. Eventually I'd hope that service can extend to Roseburg, Grants Pass, and Medford (hence the proposed name of Siskiyou Breeze), with two runs a day north of Eugene and one going all the way south.	Corvallis
Anything would be an improvement over current available public transit along HWY99. It would be nice to be able to get to the Monmouth/Independence area by public transit, or Monroe/Junction City/Eugene area.	Corvallis
This seems to address the area of 99W that is one lane in each direction. Going through Corvallis where it is two lanes is a bottle neck and unsafe for pedestrians and bikes.	Corvallis
The express bus on 99w has been vital for me to get into town from my last rental place in Lewisburg. My daughter used to live in Monmouth and I wished that another stop would be there as it would connect the two colleges and more students could go to the two colleges events as could seniors. Buses have been vital for me to get around town as a senior and affordable. Free buses in Corvallis have helped me tremendously as I have little income. Also the transit system in Salem and the valley Retreiver helped me to escape a situation of domestic violence and then I was able to get counseling and find work by doing transit. Transit has been vital for me to survive and get services. Please return to having services! Also the canyon connector going all the way to Gates would be great. Also I've ridden the Valley Retreiver and the c coast to Valley bus. All are very awesome and ever needed for seniors and all persons. Thank You! Please bring them back! Many people use them.	Corvallis
Public transportation would help keep vehicle traffic from getting out of control.	Monmouth
The only downside to this route, is the amount of traffic already on 99. With the addition of buses, traffic would be slowed down and make any commute, in either direction, a horrible situation. For work, I used to commute from Monmouth to Eugene and back, every day. Any slow-down, in a trip that already takes about one and a half hours, in good weather, would be detrimental to commutes and commerce. If there is a way to keep the buses moving quickly, it might cut down on the traffic.	Monmouth

Center Region	
Comments	City
Size the mode of transportation to the actual usage. i.e. if you only have a dozen passengers on average, you don't need a 43 passenger bus. Thanks for looking at this.	Corvallis
It is needed. I may not personally use it, but it would be nice to have the option especially for recreational activities or shopping.	Monmouth
Light rail	Monmouth
We need transit to the coast, too. To Newport and to Lincoln City	Corvallis
Please	Monmouth
as a retired person, I'd use the transit if its stops were near shopping that I usually patronize. No more than 1/4 mile walk from stop to shopping. perhaps there could be 'by request' stops as well, with the understanding that return pickup might not be possible. If service were more than 2 hours apart, it would not be feasible to use.	Monmouth
We occasionally fly out of Eugene airport rather than drive to pdx and very likely would take a bus rather than drive and pay parking	Monmouth
More transit please! I would go farther more often if transit were available. Those of us who choose not to or cannot drive are mostly currently trapped in our communities. We need more transportation options! Personal cars should be one of many options that are equally time and cost effective.	Corvallis
We already have service between Corvallis and Eugene by Greyhound. But it is very infrequent and, frankly, hard to access. And not used very much. A service that would connect any point on the corridor with all others, such that you could get on simply by flagging it down or using the internet to tell the operator to look for you at some spot, and you could get off by asking the operator to drop you off anywhere on the corridor, would serve the greatest number of people. No "regular stops." Only what people actually need. Perhaps the fares could be by the mile. A simple computer program could determine the fare given the starting and ending points. Oh, and have a bicycle rack on front like Corvallis busses. It would not need to be a big bus originally. More like a 12-passenger van.	Corvallis
I would love to see a fast rail from Eugene to Portland including PDX. I would also love to see a bolt or express bus from Corvallis to the Eugene Airport. The Eugene Airport would get more of my business if there were public transport there that included Corvallis.	
Public transportation would be new to me along the corridor. I am retired. I would certainly try to use it. It is very necessary due to the high traffic volume on Hwy 99.	Corvallis
Need it to start at 0500 for shift workers at the hospitals and consider times they get off. Besides my pool opens at 0530.	Monmouth

Center Region	
Comments	City
The traffic on 99W is horrendous. In the last 30 years it easily quadrupled. The afternoons in Monmouth are gridlock on 99W and OR51. Drivers are NOT traveling in safe ways either due to speed or carelessness which the statistics will prove out. Besides public transit, we need a regular law enforcement presence to monitor driver's inability to restrain themselves from careless and dangerous driving.	Monmouth
Hwy 99W has become slow, dangerous and an impediment to emergency vehicles because of the heavy traffic flow in most all areas. Something needs to be done to alleviate this traffic congestion.	Monmouth
My thought is that although I would not use public transit, if others did so, the traffic could be reduced and tail-gaters might be less prevalent.	Monmouth
I live in Corvallis and work in McMinnville twice/week, so I would LOVE to be able to take public transit. I also think more bike paths along Hwy 99 that are separated from the highway (like the one from Monmouth to Rickreall) would be excellent and encourage people to bike more. I know I would, if I wasn't having to bike right along trucks going 60mph! Thanks!	Monmouth
The challenge will be having enough stops to get people to or close to their ultimate destination. Always the challenge with public transportation.	Corvallis
I would strongly consider using public transit on 99w if there was a connector service between Hwy 99W and Hwy 22W (such as Rickreall to Salem) that would reasonably accommodate a 8:30 am - 5 pm work schedule or 7 am - 4 pm work schedule. Additionally, I think having a public transit option for students that go to OSU and Western Oregon University would relieve morning and evening congestion on 99W between Monmouth and Corvallis. It would also perhaps improve safety. I typically avoid 99W as a commuting corridor because of the heavy truck traffic and the mix of individuals on the road (younger, less experienced, and often recreational drug impaired adults).	Monmouth
Even in the city of Monroe it would led be nice to have more than 1 drop off/pickup station. It has to be very affordable. It would be nice if there were bilingual services on the buses at all times or if drivers were bilingual. College students/seniors or those with disabilities ride free.	Corvallis
High frequency non-stop or 1-stop service between Corvallis and Eugene is something that would be greatly beneficial.	Greenberry
Safer options for cyclists would be great. Thanks!	Corvallis
I don't understand the lack of transit options between Corvallis and Eugene. It's ridiculous! What is available isn't really convenient unless you are traveling one way per day. With their farmers market, college campus, campus and local events - there are many reasons a person would want to make a day trip to Eugene from Corvallis (or vice-versa) and also have an option to travel late afternoon and catch a return bus around 10 or 11pm.	Corvallis

Center Region	
Comments	City
I would appreciate a simple way to travel between Corvallis and Eugene via public transport. Right now there is no easy public transit option and I often find myself needing to go to Eugene and not wanting or needing to take a personal vehicle, but finding there are few other options.	Corvallis
<p>Please keep connections with bike facilities in mind while planning, like amenities such as</p> <ul style="list-style-type: none"> -- stops near mountain bike trails and multiuse paths -- stops at roads to cycling attractions, like natural areas and breweries (e.g. Rogue Farms) -- racks...but not just the standard three upfront; this could be a service for mountain and road bikers wanting to explore an area further from home without having to bike or drive there <p>Generally:</p> <ul style="list-style-type: none"> -- stops at attractions (minimize the last-mile problem) -- stops near large employers <p>Thank you for providing this survey and looking into connecting all the transit services and many of the communities of the western valley!</p>	Corvallis
I know it's difficult, but the more we have, the more people will use it. When I'm in Europe, I use public transportation exclusively because it runs so often and is so easy to use.	Corvallis
Thanks for being forward thinking about developing more public transportation. Much needed. Now you just have to get people to ride it.	Lewisburg
Thank you and I hope this survey generates useful information for you!	Corvallis
There already is some public transit along the section that is accessible by polk fairgrounds.	Monmouth
Would be good to connect to the many wineries along 99W so we can do lots of wine tasting without worrying about driving. Maybe a winery could sponsor a bus stop or something like that.	Corvallis
The biggest drawback to public transit is connecting to where you need to get to once you arrive in town. Unless there are options to get around from where you arrive in town, public transit is difficult.	Monmouth
There is no way public transport in our corridor would ever generate enough revenue to make it self-sustaining. This would require massive public funding to serve a tiny ridership at time when the Portland area and I-5 are significant traffic bottlenecks that will require additional lanes and/or highways to remedy. Our public money should be invested there.	Independence
Light rail!!! Build light rail between Corvallis and Eugene, then Corvallis and Albany, then Corvallis and Newport, then expand to the entire 99W corridor. Also include light rail to OSU, with trolleys that go around and through OSU.	Corvallis
Connection to air and rail and other bus lines is crucial	Corvallis

Center Region	
Comments	City
<p>Hi there! I am super excited about the idea of public transit along 99W. I've been commuting between Corvallis & Monmouth for 15 years for work. I've done various permutations of driving alone & carpooling with coworkers.</p> <p>I also tried to make the Valley Vanpool work for me for about a year (by joining the van route between Corvallis & Salem), but its timing was too inflexible & it was too expensive, and they really wanted full-time riders to commit who would use it from Corvallis to Salem, and not make them add a stop in between.</p> <p>My job requires me to have more flexible hours than that, and sometimes I need to leave work early or later, and so I would miss the vanpool van if I could not be at the pickup spot on time (they only run 1x a day).</p> <p>I would love to use public transport & would be happy to ride a bus on my daily commute if there were more than one bus per day! I would be happy with a 1 x per hour bus route option (or 2 x per hour would be even better). Thank you for looking into this!</p>	Corvallis
I commute frequently between Corvallis and Portland. Restoring Rail Service to Corvallis would dramatically reduce car traffic, would be a service I used frequently, and would provide far more affordable housing opportunities for students.	Corvallis
<p>This would be a total waste of money. The dollars per rider rates in urban areas are astronomical and there is no way public transit along this corridor would make economic sense. This state is already in financially poor shape and this would only add to the unfunded burden and future unnecessary bond issues.</p> <p>Just the fact that this is even being looked at is a waste of money. Spend the money on maintaining our current infrastructure.</p>	Corvallis
A rail system would be preferred	Corvallis
While I strongly believe public transit is critical for our communities' sustainability and wellbeing, I also fear that public sentiment is against it, for various and unfortunate reasons. Good luck in your survey and study.	Corvallis
I would love to have public transit along the 99 corridor. When I go to Portland I park my car and take the max. Oregon would be greatly served to have a MAX extension from Hillsboro or through Newberg to Eugene. Think about it. WOW! We are decades ahead of most cities I've traveled to where I have family. Please please consider this.	Monmouth
I currently use a vanpool that works quite well for me, but could use the flexibility of an alternative OR if the vanpool ceases to exist Post-COVID-19 (State workers may all be teleworking; I will not have that option on a full-time basis), I would definitely avail myself of an affordable alternative to my single-occupancy vehicle.	Corvallis

Center Region	
Comments	City
For years I have advocated a train from SOU to PSU using the 99 corridor. It would connect students with programs and allow employees to live where they can afford to live. It would improve air quality and limit fossil fuel use. I commuted by rail in Chicago and read so much more simply because I had the time while riding the train. Mass transit of any kind is nice, but 99 is a dangerous place to drive and there are vehicles that gum up the works. A train would bypass all that. And it would need to run several times during rush hours and at some point between so people don't fear being stranded far from home. Expensive? Sure. Those of us who can pay should be charged what it is worth to us (a lot!) so others can ride for cheap or free. Thank you for doing this study!	Monmouth
We live in Corvallis and would prefer to fly out of Eugene Airport when we travel. Currently, there are no shuttle services that connect Corvallis to Eugene. The only option is to use Omni Shuttle, which is a private, scheduled van that picks you up at your house. It's extraordinarily expensive. Every time we fly out of Eugene or are considering flying out of Eugene, we are always disappointed in the lack of a shuttle service. We'd love to see public transport that went to the airport.	Corvallis
More public transportation after the fear of virus passes.	Corvallis
I have just moved to the 99 corridor - in my current location I used the bus or biked to work. I am concerned about the feasibility of biking to work from the 99/Arboretum area to Corvallis - so a safer bike route and regular bus transport would be useful.	Corvallis
I would occasionally use transit to get to the Eugene airport and back. The only other time I'm using 99 I'm heading to trailheads well away from the highway and need a personal vehicle. There are a lot of people commuting into my city that I wish had the option of using transit. It should be heavily subsidized (free or \$2/ride max).	Corvallis
I would love a bus that could take me to the Eugene Airport!	Corvallis
I would also like to get to Portland metro by public transport from Corvallis. I normally make this trip 1-2 times per month on weekends.	Corvallis
I rather to use train than a bus. I hope to be able to bring my bicycle with me, or luggage.	Corvallis
If I could get to and from the Eugene airport via a shuttle or any non-Uber/Lyft option (those are unreliable), I don't think I would ever fly out of Portland again.	Corvallis
sustaining a robust, convenient, and useful public transit in the 99W corridor helps those without private vehicles, and helps those with private vehicles use them less, keeping traffic counts down. Practical times of routes, costs, and stop locations encourage use.	Corvallis
I support all public transport that uses renewable energy and avoids fossil fuels. Any effort to expand public transport along highways must use electric vehicles if it is to be efficient, sustainable, and economical. In short, if a there's a combustion engine in it, I won't support it.	Monmouth

Survey Question 28, n = 447

Table F-11 “Other” Comments on Hwy 99W Transit, by Southern Region

Southern Region	
Comments	City
Build a floating schedule does right now as you have a sitting alone of the busses run early in the morning and if nobody's up early then it's a waste of time make a floating schedule during the week and on the weekends quotas here a little bit for Saturday and try and make it a set schedule for Sunday.	Junction City
It would be great to have frequent stops and more park and ride collaborations in the southern Willamette Valley from Eugene to Corvallis for all of the workers and students.	Monroe
I fear that many low-income people (who could really use this service) will not see this survey or have access to complete it, which could make the survey totally skewed.	Monroe
More public transit is drastically needed in Oregon! Would love more connections between the valley and the coast, also between the valley and central Oregon.	Junction City
Don't walk well so pick up at my house.	Monroe
IF as when we tried this last, it only runs a route up in the morning and one back late afternoon, seems that is not workable, who wants to be STUCK at either end the entire day?	Monroe
It would be so useful for people with limited transportation into connecting to be able to get to and from school and work. In the past, we had a family member living with us who was attending LCC. Somebody had to get up very early to drive them from Monroe into Junction City to catch a bus to Eugene. If there were transportation to Junction City, it would have made life easier.	Monroe
As a teenager with lots to do, but no license due to not wanting my mom to pay more for her car, public transit would be great for ability to find a job. There could even be a new rail system that has a stop in Monroe because it is a growing community in great need of public transportation for those 12-25.	Monroe
I'd also like to see a separated bike path from Monroe to Corvallis perhaps using the former Bailey Branch.	Monroe
I think it's a good idea.	Junction City
For Monroe residents, a public transit link between Monroe and the cities of Eugene, Junction City, and Corvallis is critical for senior citizens and individuals with disabilities who do not own their own personal vehicle or access to other transportation options. Their primary needs are to pick up groceries/retail shopping, a trip to the pharmacy (i.e. medication), medical appointments, and other services. Currently Monroe residents have no transportation options.	Monroe
There is not enough people to support public transit along HWY 99-W HELL, public transit within the larger cities lose money, EVERY SINGLE YEAR!	Monroe

Southern Region	
Comments	City
I remember when I was in high School and the only job I could find was in Corvallis. I had no car at that time. Luckily the Greyhound bus was going back and forth between Eugene and Corvallis and it would pick me up at the end of our street which was right on Hwy99 at the edge of Monroe. If that Bus had not been available I would not have been able to work and save money for college. Monroe at the time had a population of 460 people so there were no jobs locally for me to get. A public transit system that makes Monroe a designated stop will definitely open the door for those in need of safe transportation to larger cities.	Junction City
I may not use this service on a regular basis as I have access to my personal car, however, I know several people who do not have access to a vehicle on a regular basis who would use this transportation.	Monroe
Funding would be a big thing. We had transport years ago for low income and it got mixed to to no funds to support it. There are a lot of folks here in the Monroe alpine bellfountain irish bend area that would benefit.	Monroe
I don't believe we have enough users to fiscally support a transit system	Monroe
We have have taxes on things for reasons that I believe we dont need so how would this be payed buy ..more TAXES ????	Monroe
Should start planning for high-speed commuter rail service between Eugene/Corvallis/Salem along the Highway 99W corridor. It will be needed eventually.	Monroe
I would like the public transit in particular for my teenager as he begins his job searches and to go to school for dual credit.	Monroe
My kids are 18. One took classes at lbcc 3 days per week and also the following year had a job shadow 2-3 says per week at osu. My other child will be going to college in Portland. Both could benefit by having available transportation to and from work or college. I have had driving anxiety regarding traveling I-5 to Portland. Having this service available would have been used many times already. Alpine is 4 miles from Monroe, so with a stop here, it would provide teens and adults without reliable transportation, a way to find and maintain jobs out of town. Even if there were only 2 or 3 times per day that the bus ran out here, it would be something	Monroe
<p>I see it very useful for grocery shopping.</p> <p>If stops could be made to the nearest grocery store it would be helpful.</p> <p>Having a set time everyday would be best. Like two stops per day limit maybe a morning and evening time.</p> <p>If there are multiple stops per day at one location ppl won't be encouraged to plan ahead and will tend to miss the bus. It would look like ppl are not interested or using it.</p> <p>If there is one (or two) stop at the same time per location each day ppl would scheduel bc it would be their only chance.</p> <p>There are ppl who live far from hwy 99, they would have to walk a while to get to the bus stop, so having a same time everyday would help keep in mind a time frame.</p>	Monroe

Southern Region	
Comments	City
Good public transportation between JC and McMinnville allow us to not need a car with my daughter at college. Consider express buses between key locations like Corvallis to McMinnville or JC to McMinnville. Maybe this would be used for students, wine tasting/festivals, and collegiate sporting events.	Junction City
I would love a direct route to Corvallis. Currently I have to take Amtrak to Albany, then the link Benton loop to Corvallis	Keizer
Set a transit center near 99w and 22 so the regional bus from Salem could meet there and transfer to Corvallis/McMinnville. Hourly service (or more). Would be nice to include Waves and Water Park in McMinnville.	Keizer
It would be very helpful for seniors and all ages for spring and summer and possibly in fall and winter too, Thank you !	Salem
Cherriots Regional on 99W	Salem
Thank you very much to the transit operators and all staff at Cherriots really appreciate your dedication at this time you guys are amazing	Salem
People like us that don't have a car its difficult to go from place to place.	Salem
I use the bus for everything as a wheelchair user because I cannot drive. The easier it is to navigate my state the better!	Salem
I have yet to use public transit between the area I live in and other communities, even though it is available. I would not use it to go to Eugene or McMinnville and I go to both communities. Usually Eugene.	Turner
This state highway is not suited to be used by the number of vehicles it sees on a daily basis. It needs to be widen. Take I-5, it is 4 lanes Salem south and it is bumper to bumper. When I drive on Hwy 99w it is also over crowded as there are spot where there is no passing for miles. It needs to be a 4 lane hwy. Not sure how you can make hwy 34 a four lane hwy and not hwy 99?	Halsey
would love to see not only public transit, but with that comes improvement of the roads and highway. Both would be wonderful	Newberg
No, please. Oregon does not need to become California.	Falls City
Transit along the corridor needs to connect to service between Albany and Corvallis, 99W and downtowns Independence and Monmouth, and from Independence to Salem.	Salem
I think mass public transport is a very good idea, especially for those with no private transportation or those wishing to reduce their carbon footprint.	Eugene
I have not used public transport since moving from the SF Bay area in 2011.	Salem
((W is often highly congested on weekends, and many of my friend who live proximate to the ((W corridor do not own cars	Salem
Please include bike racks on busses.	Newberg

Southern Region	
Comments	City
I know connecting communities is most important, at least as far as Junction City. Plus, I know you will never build the very necessary foot bridge from Trainsong Park to 99, until you start the service. Trainsong is completely isolated from transit use until you build this.	Eugene
I used to live in near Junction City and would love to see more opportunity to travel in the area.	Clackamas County
This is important work. Please connect communities in our state. I probably won't use the service much, because my travel along Hwy 99 W is mostly for recreation - primarily going to wineries or going to Alsea Falls area, but I think this is an important connection in our state.	Eugene
This service would help so many people. Public transportation is essential, and I really hope that the 99W corridor will soon have good transit service. I also believe it's good to have public bus service 7 days per week no matter what city or area.	Salem
CONNECT WITH TRIMET AND CHERRIOTS	Salem
We need more bus service-especially out river road to Monmouth Independence.	Salem
We used to have the Portland Electric Railroad which serviced these areas. I wish there was a revival of this service. Trains don't get stuck in traffic which encourages people to ride them. Also many of the historic train stations still exist in these areas. Maybe they could be used again. It would be great to link Amtrak with this new transportation system. 60000 people travel to Salem each day for work from neighboring communities. About 1/3 of people in McMinnville work in Salem. Having a train as opposed to a bus would greatly reduce traffic in the Salem metro area. Thank you for your efforts.	Salem
The Highway 99W corridor has been long neglected by nearly all "leaders" leading to a total lack of usable transit. ODOT and the Portland Metro area refuse to consider anything that lacks the word "rail" so the most attention has been a few studies of commuter rail north of McMinnville, each coming to the same conclusions of high cost, low ridership. Instead of building up bus service, the corridor is ignored.	Tigard
The service should run at least every 2.5 hours, but maybe more frequently at commute times. Connections with other transit buses like Cherriots and Corvallis would be best. The fare shouldn't be more than \$3 each way from Monmouth to Corvallis.	Salem
Connecting Oregon is a very valuable endeavor. If we want less cars on the roads, we need to make it easy for people to connect. Public Transit is the answer.	Springfield
It would be a waste of money to use taxpayer's dollars on a few outliers that would rarely use the service. Keep as much money as possible in the hands of the taxpayer so they can buy a car, carpool, or spend it how they wish on their travel.	Eugene
We need service along the I-5 corridor too that is much cheaper and easier to use than Amtrak, Greyhound, FlixBus, and Bolt bus.	Salem

Southern Region	
Comments	City
I believe it's necessary particularly for continuous service and job access. Now if you ride LTD, your last stop is McDonalds in Junction City and you have to walk or take a taxi to Harrisburg or further.	Eugene
I think this is a great idea and although I own a reliable car, I see public transportation would help rural communities connect for jobs, school etc. much better. Thanks for all the work you are doing!	Eugene
There is not enough population to support regular public transit. It has been tried in many low population areas before, it fails. People in the smaller communities strung along OR99 that don't have their own transportation already arrange alternatives. Commuters with long travel times won't use it as long as private vehicles are a viable option. Regular transit service along OR99 would be a waste of resources and tax revenue.	Alpine
I think there should be dedicated transportation for the elderly for grocery shopping. We do not want populations coming from Corvallis or Eugene to set up camps and create havoc in our communities. We will be left with clean up bills, crime rates will go up. This is not what our communities want.	Alpine
Public transit along the highway 99W corridor is not necessary at this time. Transit exists for individuals with disabilities and the elderly. We have the Bolt bus as well.	Portland
I love the idea of connecting communities. I visit Eugene often would love to be able to easily get there. As a commuter along the hwy, I'd also love easier more sustainable ways to get to work.	Lafayette
Would be nice to see improvements in sidewalks and lighting in this corridor especially in the urban areas. Woodburn's 99 section is in horrible conditions. Would also be nice to see some affordable housing incentive to develop through the corridor as it expands. Increase tree canopy as well would help with air quality. A high-speed train from Salem to Portland needs to be done, and connect stations in corridor cities with rapid transit solutions.	Woodburn
It will help a lot of people	Eugene
Transportation to Providence Hospital in Beaverton would be useful.	Philomath
time are not conducive to work schedule not early enough or late enough	Lafayette
There would need to be some kind of security in place to protect riders.	Dayton
Public transit through the Highway 99W corridor would be a total and complete WASTE of money, just like the moronic light rail in the Portland area!	Cheshire
Preferably not all public funded transportation. A privately owned, non-government funded transport system should be privately funded. Sorry, I'm a capitalist and the less government dependency, the better.	Dundee
This needs to have regular service for it to be useful for anyone. Ideally 15-30 minute intervals between busses.	Albany

Southern Region	
Comments	City
I almost never use public transit. Mainly due to increasing safety issues and I've always used my personal vehicle for travel.	Dallas
Increase it i think its a great idea	Grand Ronde

Survey Question 28, n = 447

Table F-12 “Other” Comments on Hwy 99W Transit, by Unknown Region

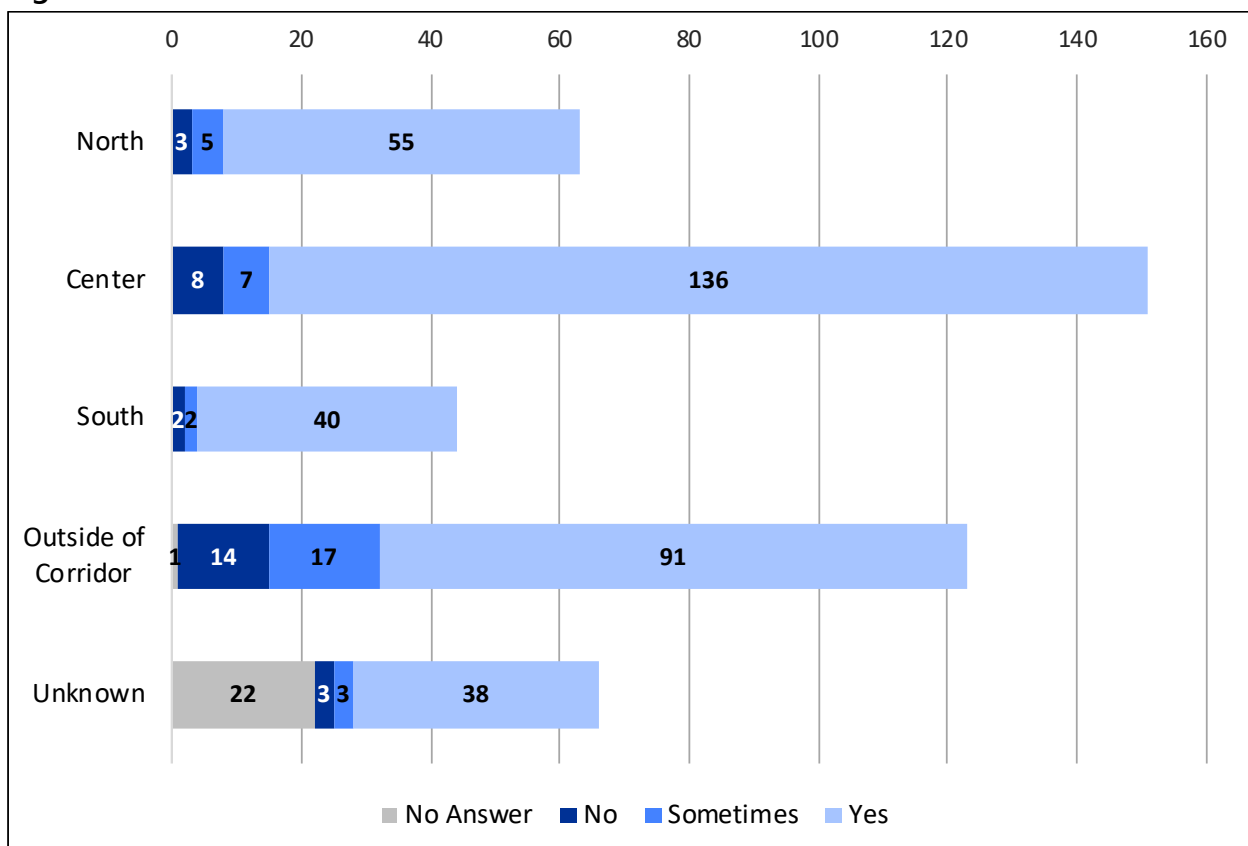
Unknown Region	
Comments	Location
I think railroad tracks should have never been torn up or trollys removed.	N/A
I have family, including children, here in Corvallis and in Seaside. Transit between the two would be great. Also between Corvallis and Portland, where we have more family. It would be very helpful if the children could travel those routes alone when they are old enough.	N/A
Must be safe with transit police riding the line.	N/A
My handicapped son lives in Monmouth/Independence area and could use this service for transportation between home and Amity/McMinnville area. He struggles with this regularly now.	N/A
Please have train go south of Albany!	N/A
Hard to make work in rural setting. Inefficient. When you have to drive further to pickup location than ride it doesn't make economic value. Lots of wasted time and money. A transit system should pay it's own way.	N/A
What would it cost. Schedule for the public transit. How many stops in each city.	N/A
As a business owner in Monmouth, I would like to see signs letting people traveling 99W know what goods and services there are available, so they can stop in our town and shop.	N/A
I live one mile south of the Corvallis city line, just off 99W. I am car-dependent to reach any public transportation. I very much need a means of public transportation into and out of Corvallis so that I could then use the city bus system, the Amtrak connector van, or the van to PDX.	Benton County
Hey 99 needs to have shoulders along the road and wider to prevent roll over accidents, vehicle breakdowns, overall safety for travelers between cities.	Benton County
All transit services should be free or at a lower cost	Benton County

Survey Question 28, n = 447

Appendix G: Survey Responses by Corridor Region

Question 3: Do you have access to a car?

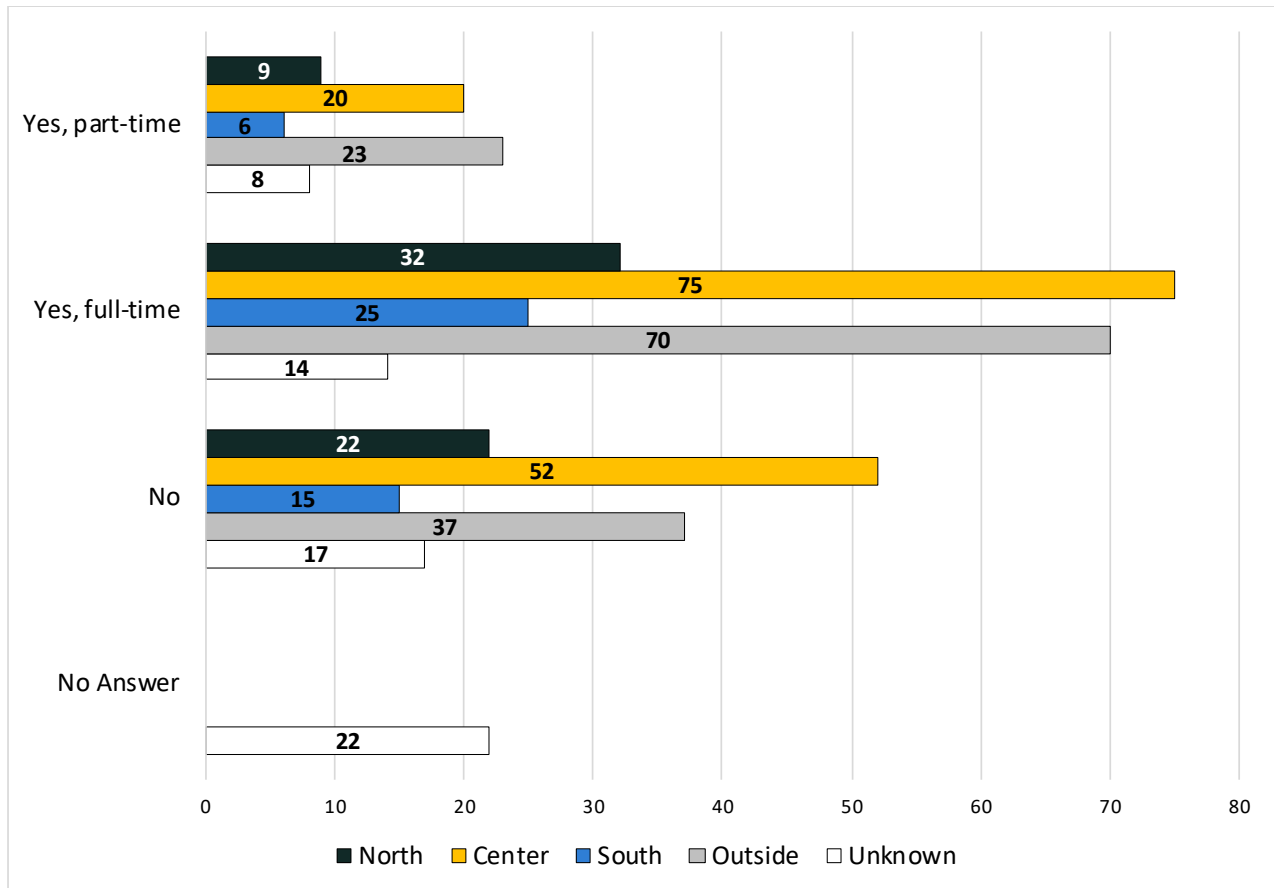
Figure G-1 Access to a Car



Survey Question 03. n = 424 , no response = 53

Question 4: Are you employed?

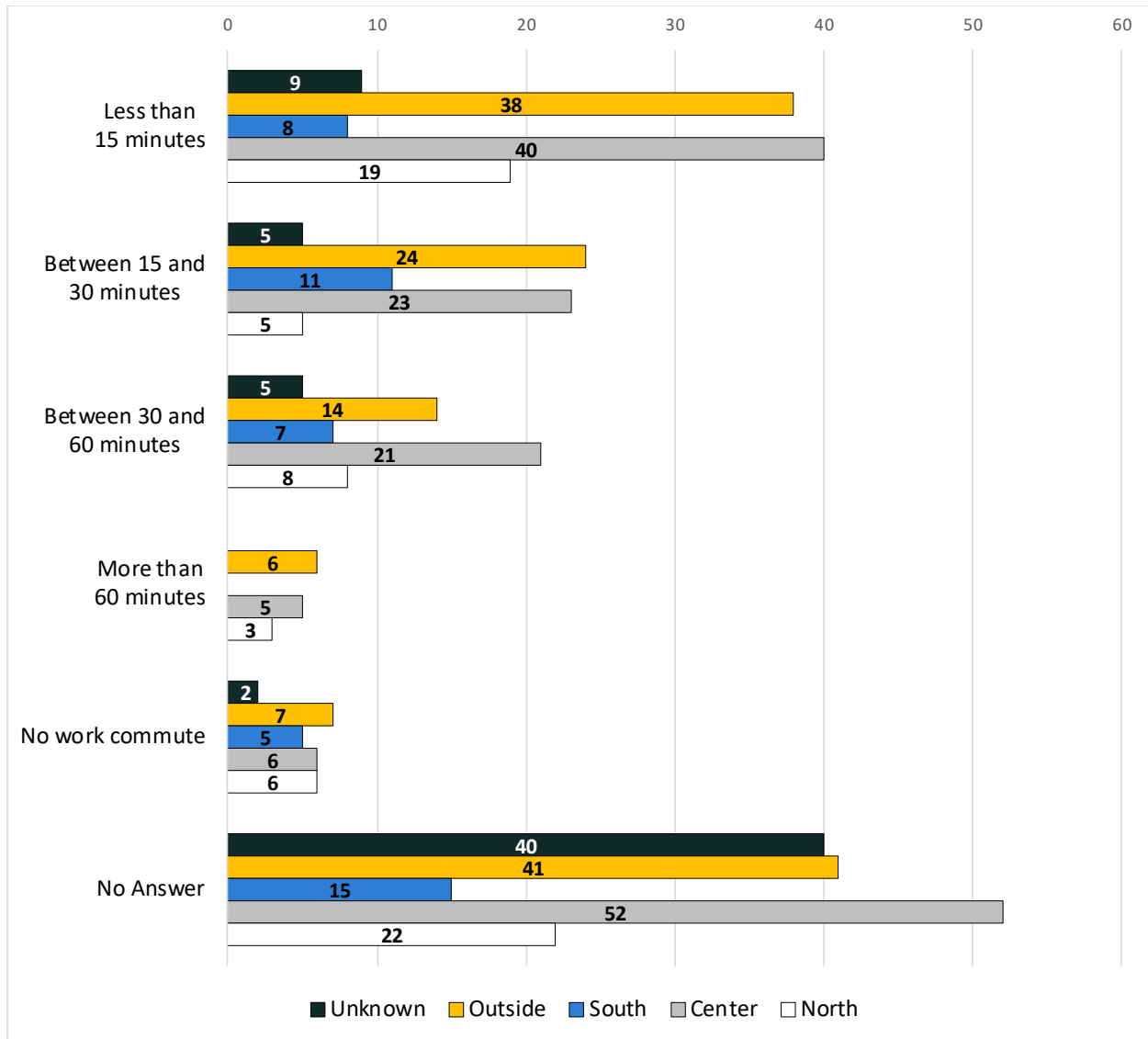
Figure G-2 Employment Status



Survey Question 4. Are you employed? n =425 , no response = 22

Question 6: How long is your commute to work?

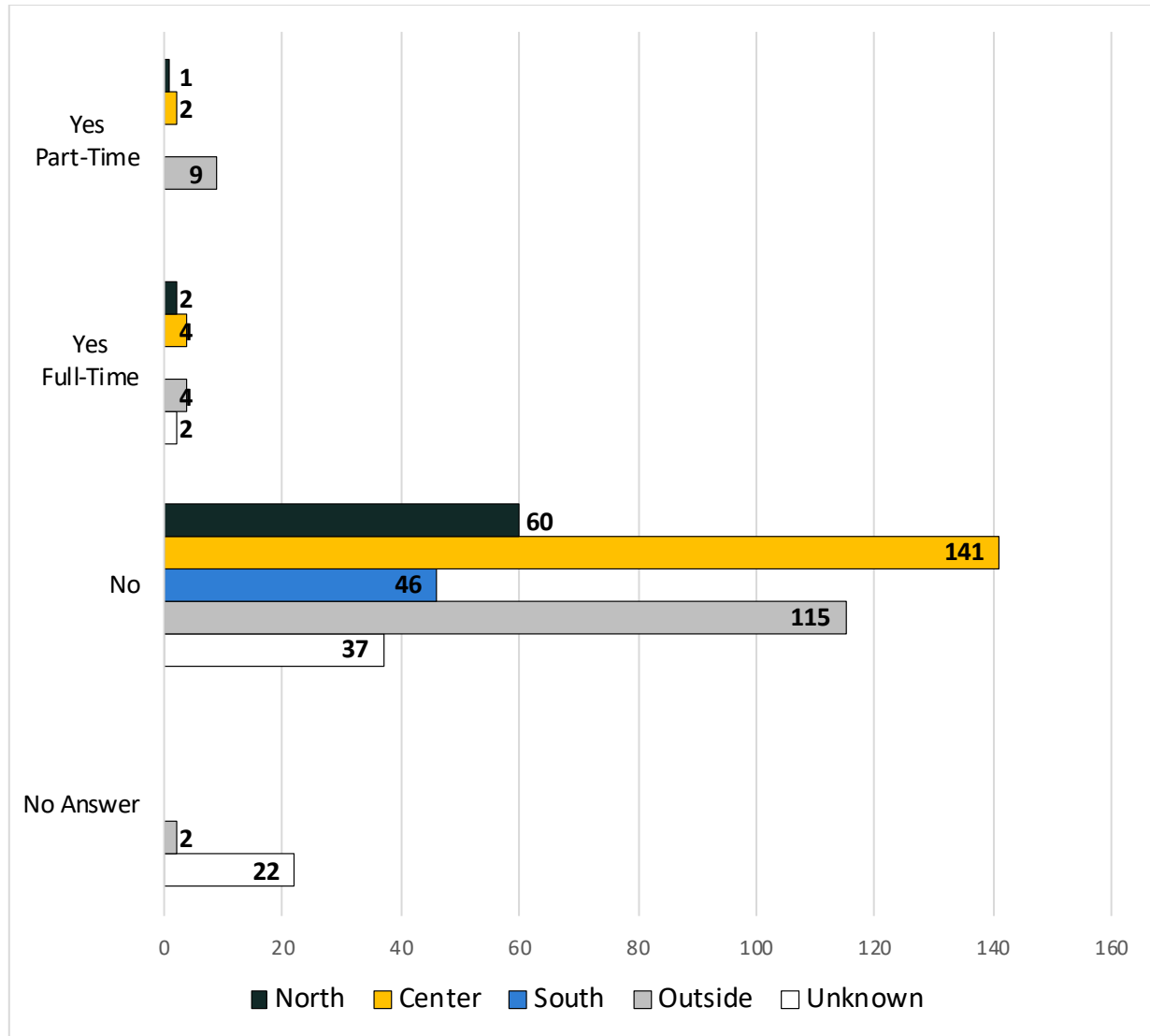
Figure G-3 Commute Time to Work



Survey Question 6. How long is your commute to work?, n = 277 , no response = 170

Question 7: Are you a Student?

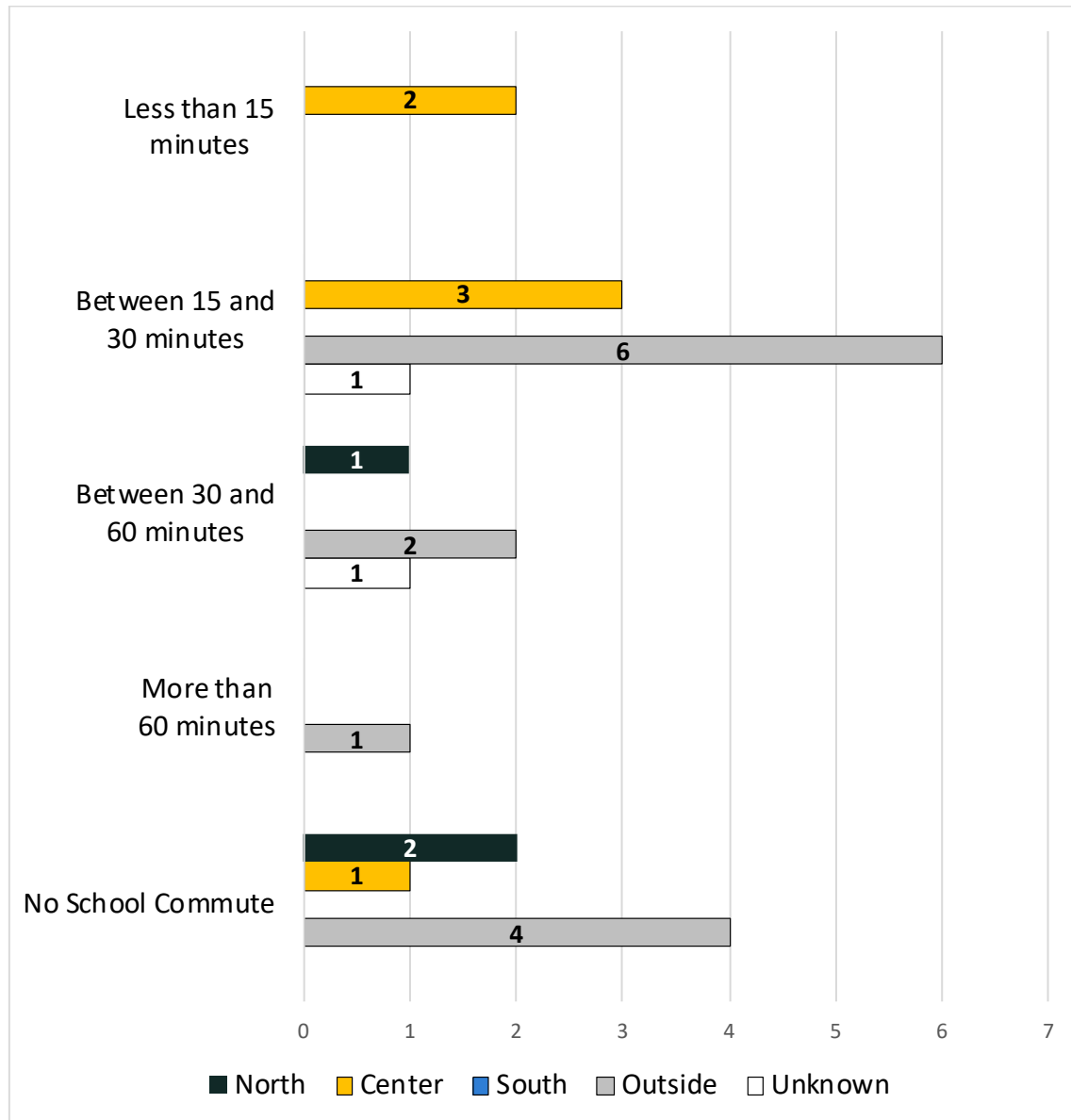
Figure G-4 Student Status



Survey Question 7. Are you a student?, n = 423, no response = 24

Question 9: How long is your commute to school?

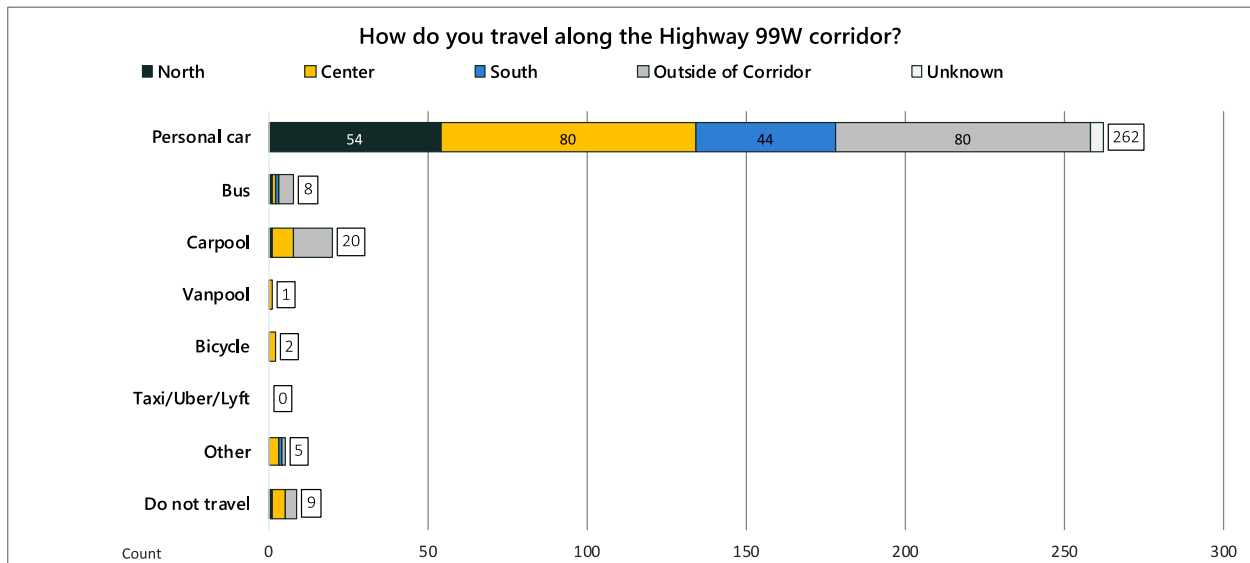
Figure G-5 Commute Time to School



Survey Question 9. n =24 , no response = 423

Question 10 When traveling along the Highway 99W corridor, how do you make the trip? [Select all that apply]

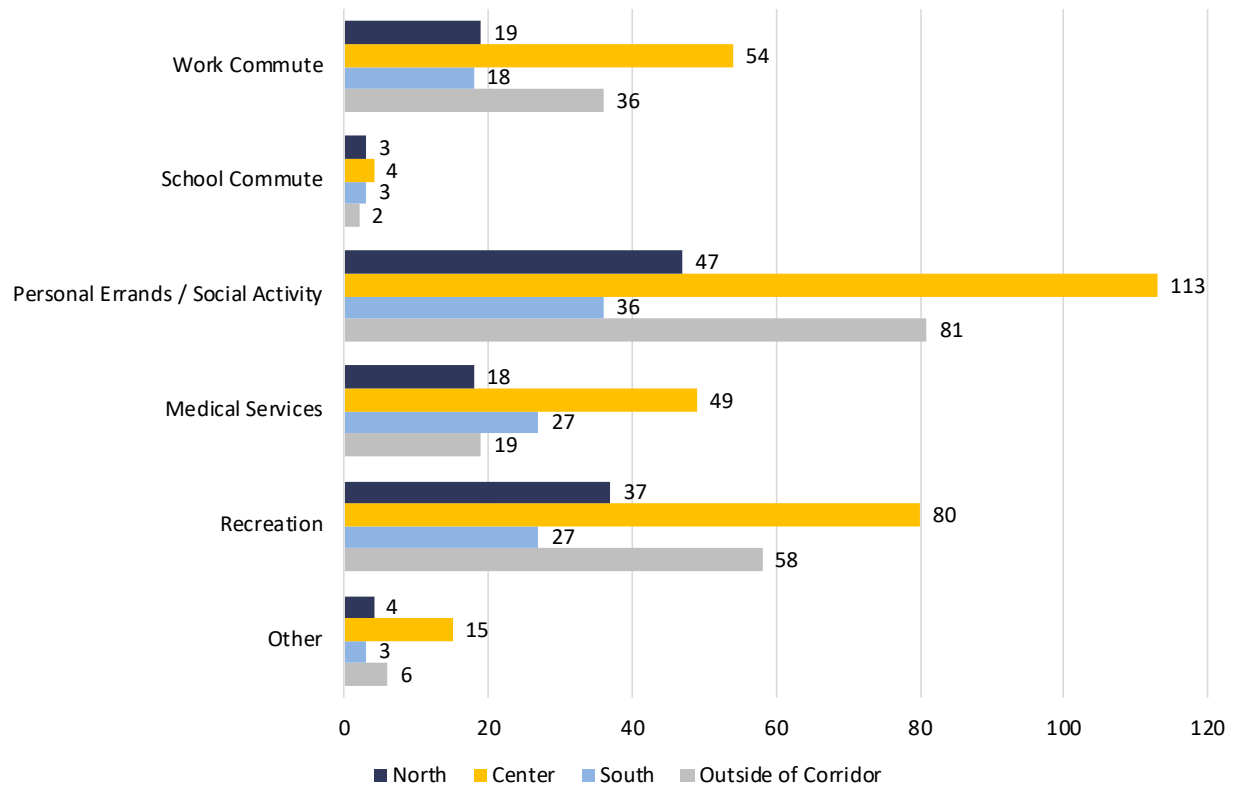
Figure G-6 Modes of Travel



Survey Question 10, n =421, no response = 26

Question 11: When traveling along the Highway 99W corridor, what are your purposes for making the trips? [Select all that apply]

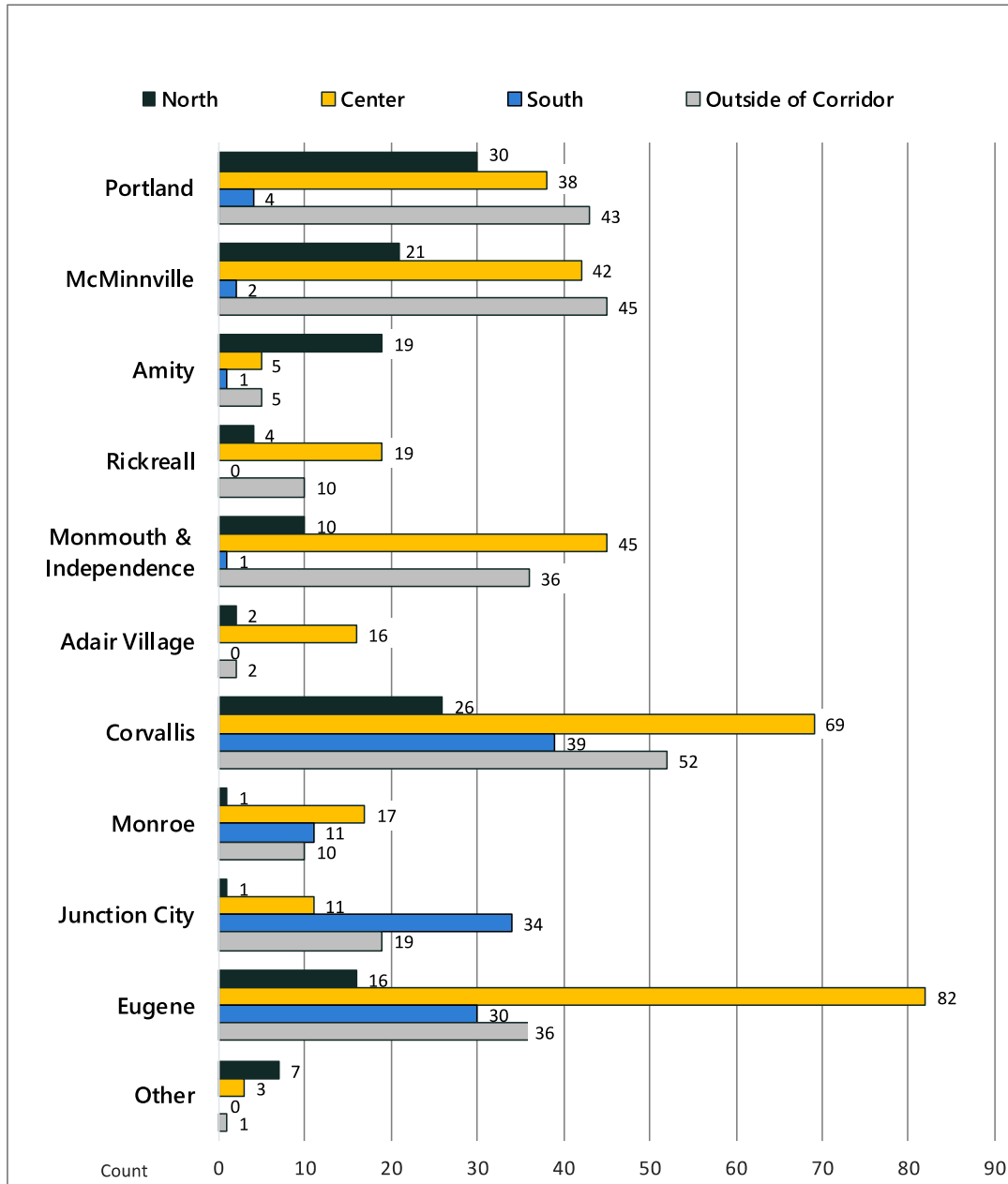
Figure G-7 Trip Purposes in the Corridor, by Corridor Region



Survey Question 11, n = 408, no response = 39

When traveling along the Highway 99W corridor outside of your own community, where do you most frequently travel? [List up to three cities or communities located on Hwy 99W]

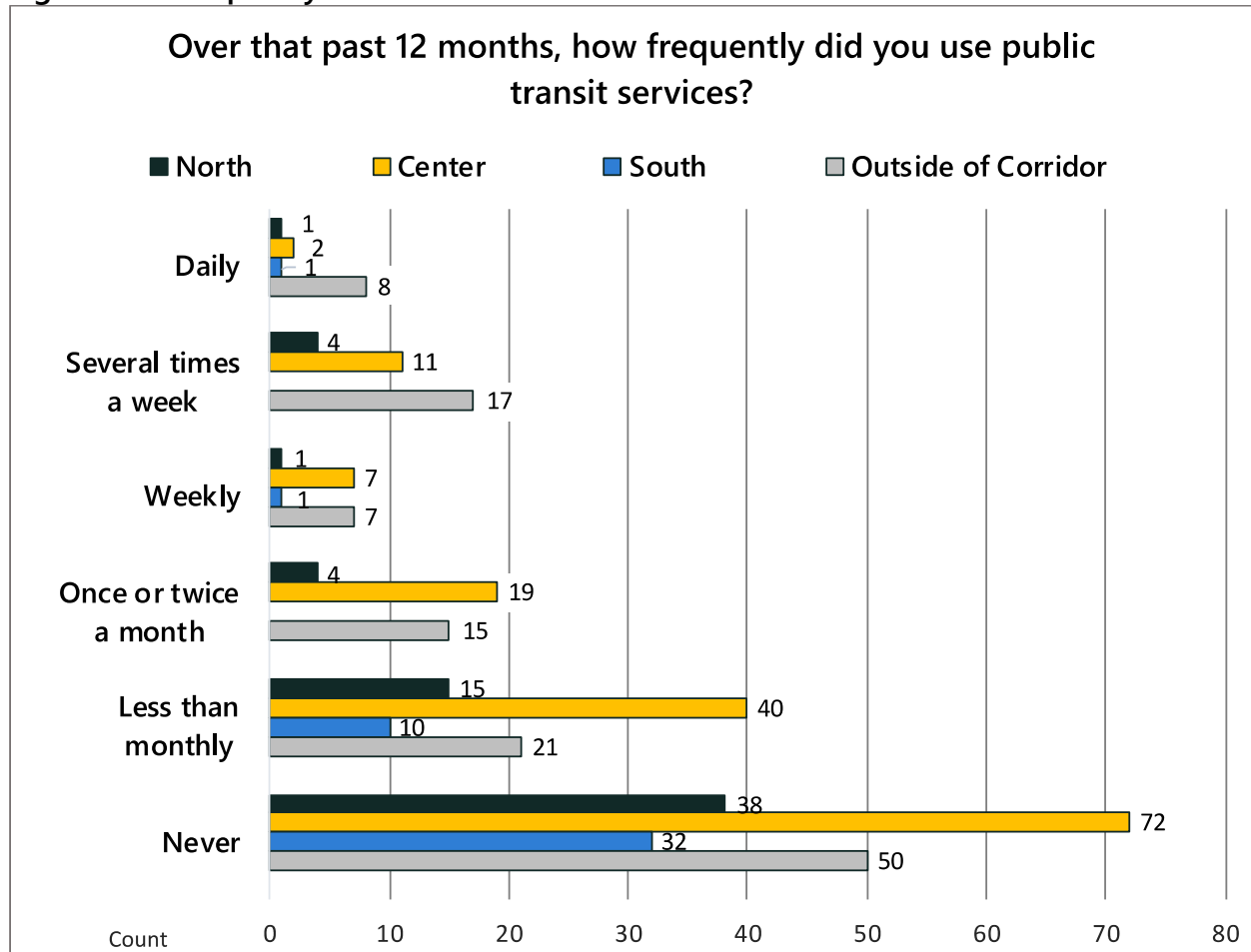
Figure G-8 Regional Destinations, by Corridor Region



Survey Question 12, n = 408, no response = 39

How frequently do you use the public transit services? [Select the most appropriate choice]

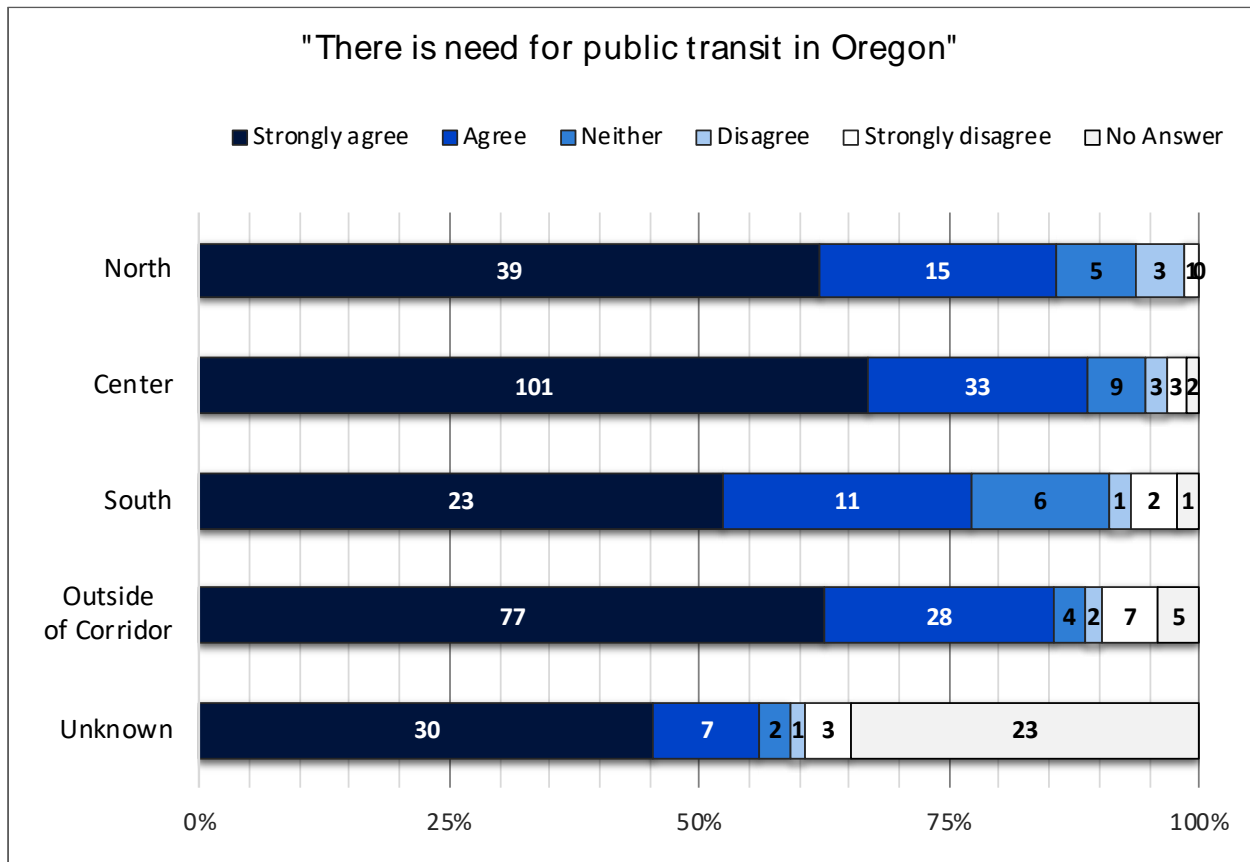
Figure G-9 Frequency of Transit Use



Survey Question 14, n = 420, no response = 27

Rate your level of agreement or disagreement with the following statements: There is need for public transit in Oregon

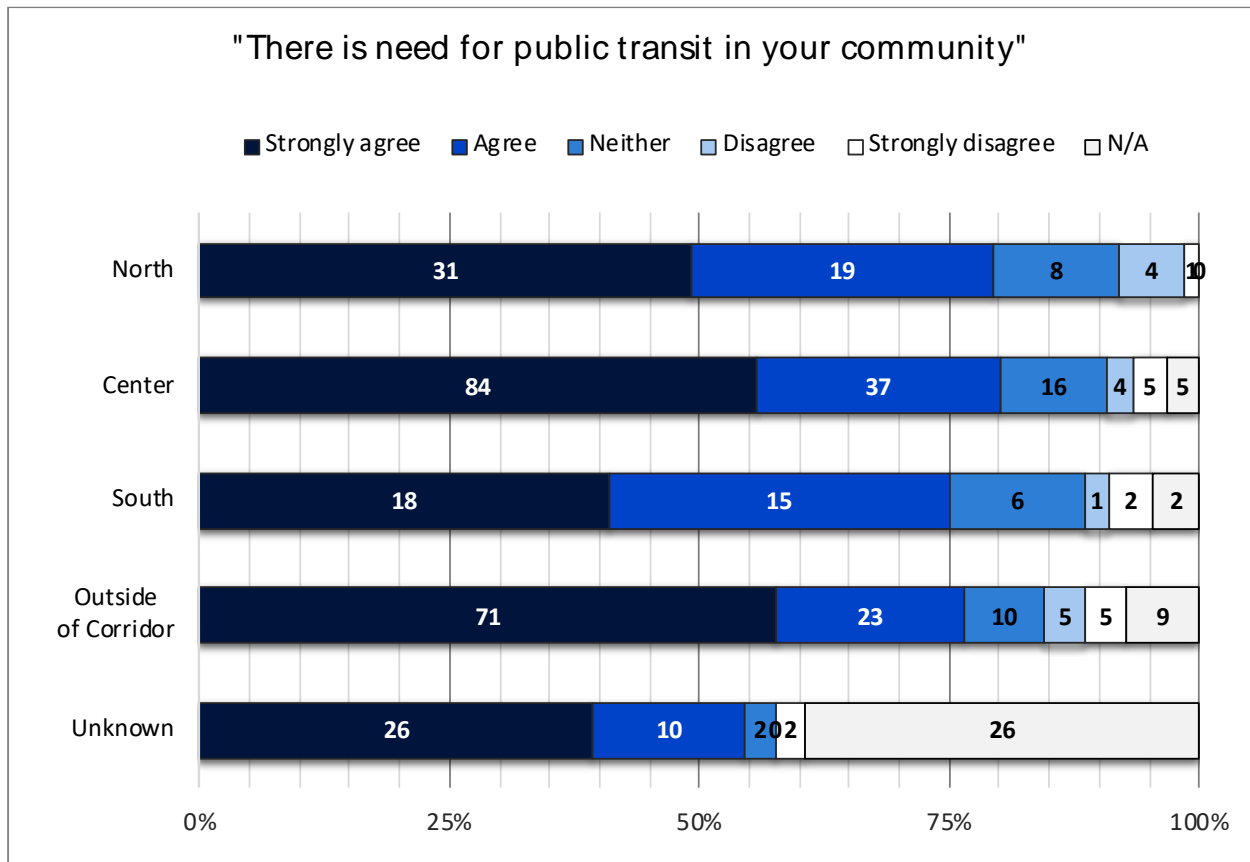
Figure G-10 Opinions on Public Transit in Oregon



Survey Question 16.1, n = 416, no response = 31

Rate your level of agreement or disagreement with the following statements: There is need for public transit in your community

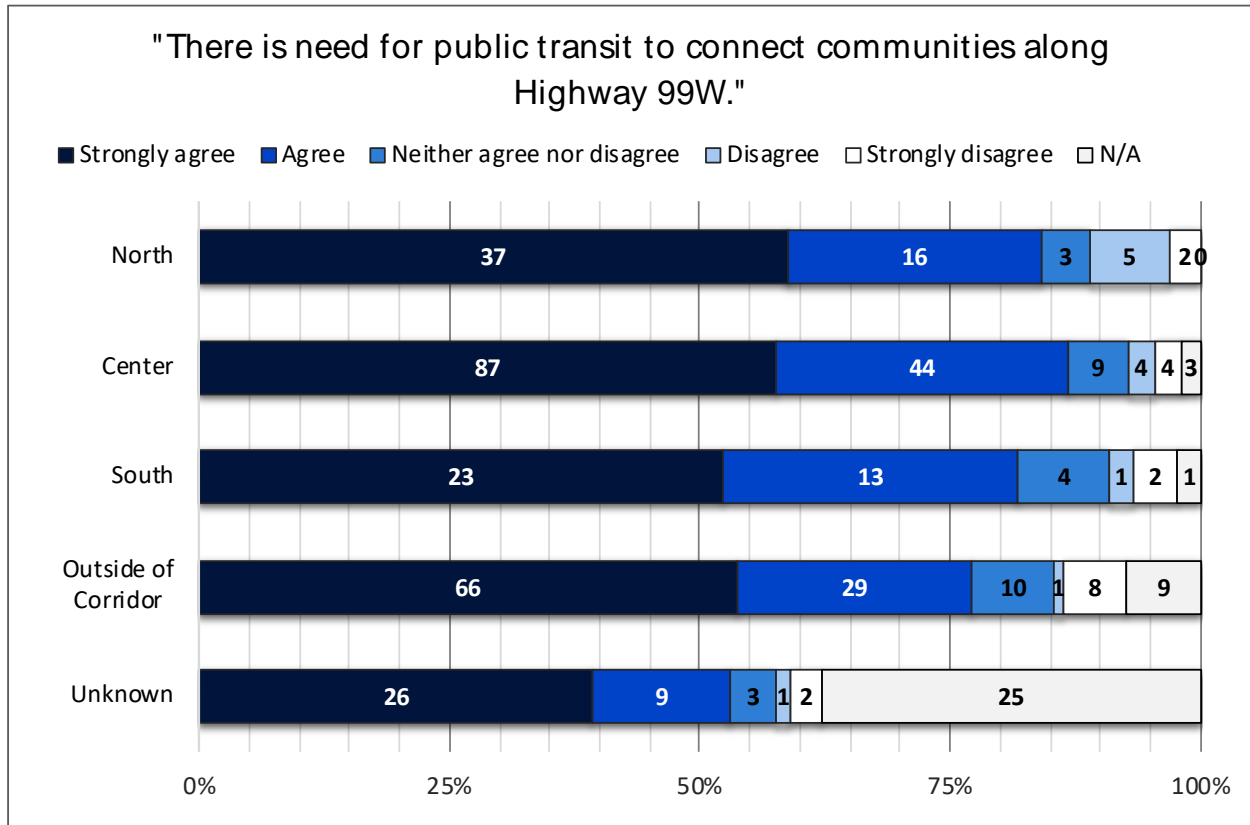
Figure G-11 Opinions on Public Transit in Own Community



Survey Question 16.2, n = 405, no response = 42

Rate your level of agreement or disagreement with the following statements: There is need for public transit to connect communities along Highway 99W

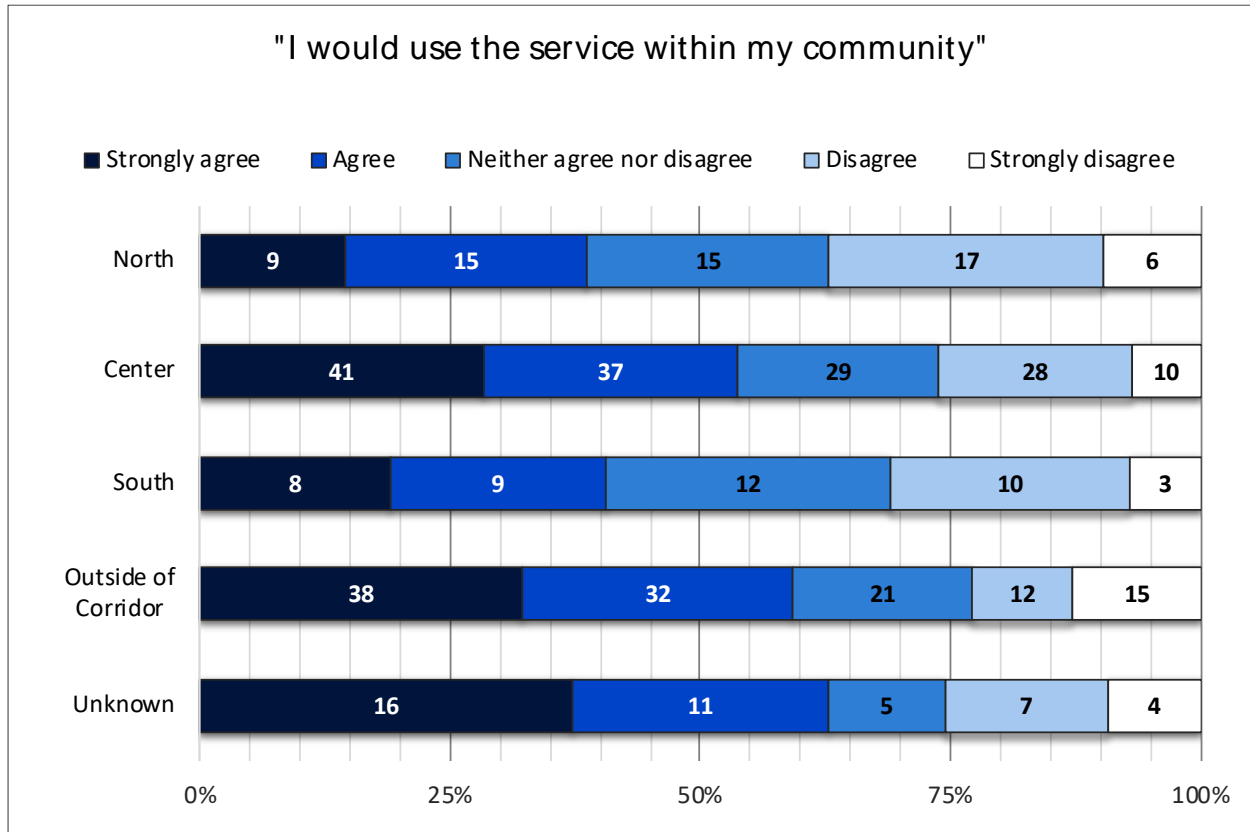
Figure G-12 Opinions on Public Transit in the Highway 99W Corridor



Survey Question 16.3, n = 409 , no response = 38

If public transit service was available along the Highway 99W corridor rate your level of agreement or disagreement with the following statements: I would use the service within my community

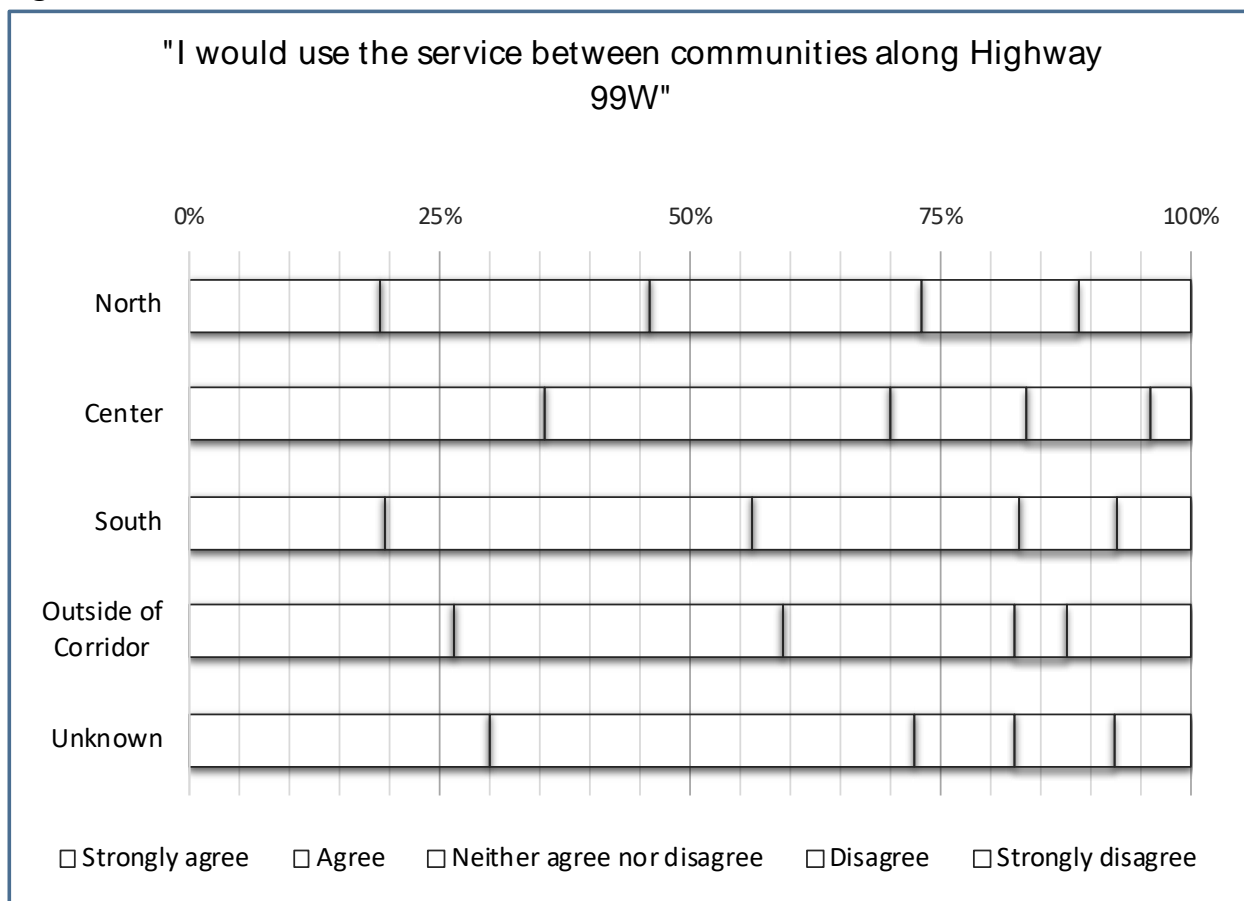
Figure G-13 Use of New Transit Service Within Communities



Survey Question 17.1, n =410 , no response = 37

If public transit service was available along the Highway 99W corridor rate your level of agreement or disagreement with the following statements: I would use the service between communities along Highway 99W

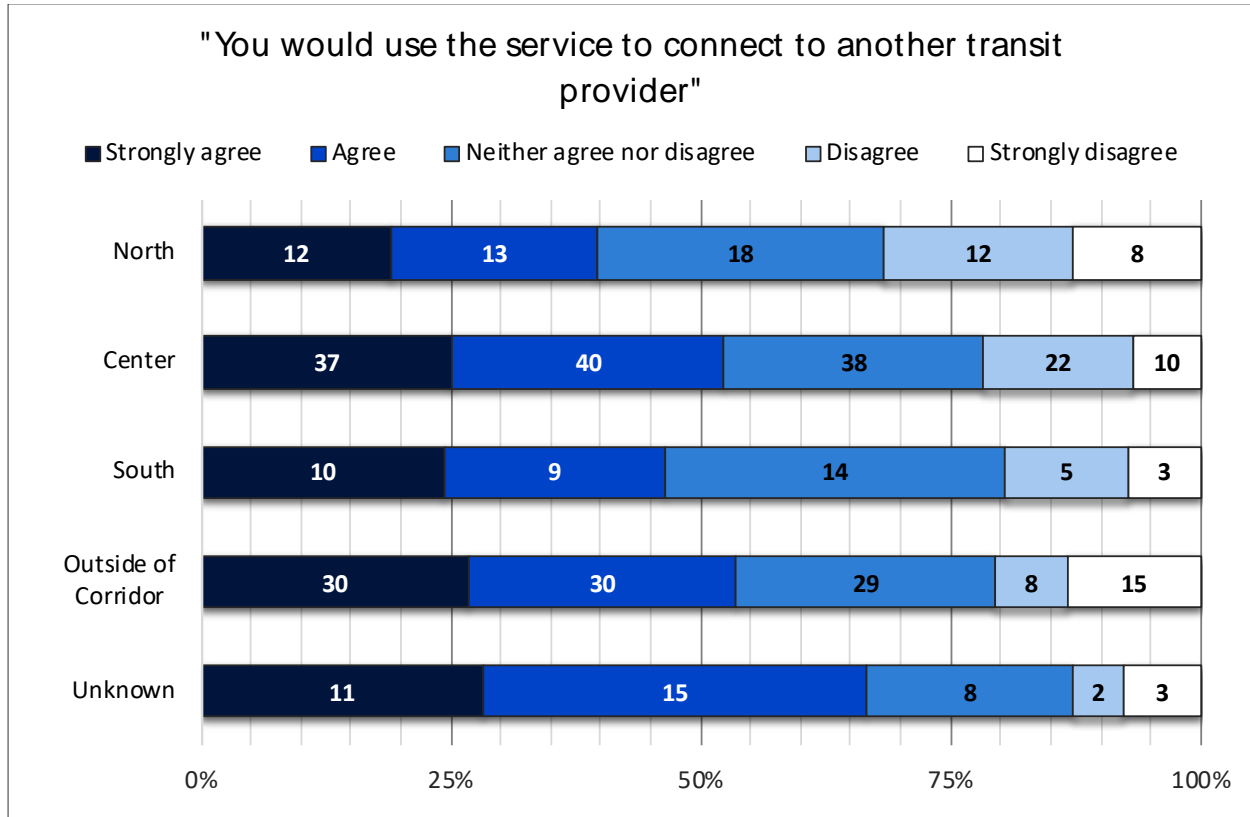
Figure G-14 Use of New Transit Service Between Communities



Survey Question 17.2, n = 404, no response = 43

If public transit service was available along the Highway 99W corridor rate your level of agreement or disagreement with the following statements: I would use the service to connect to another transit provider

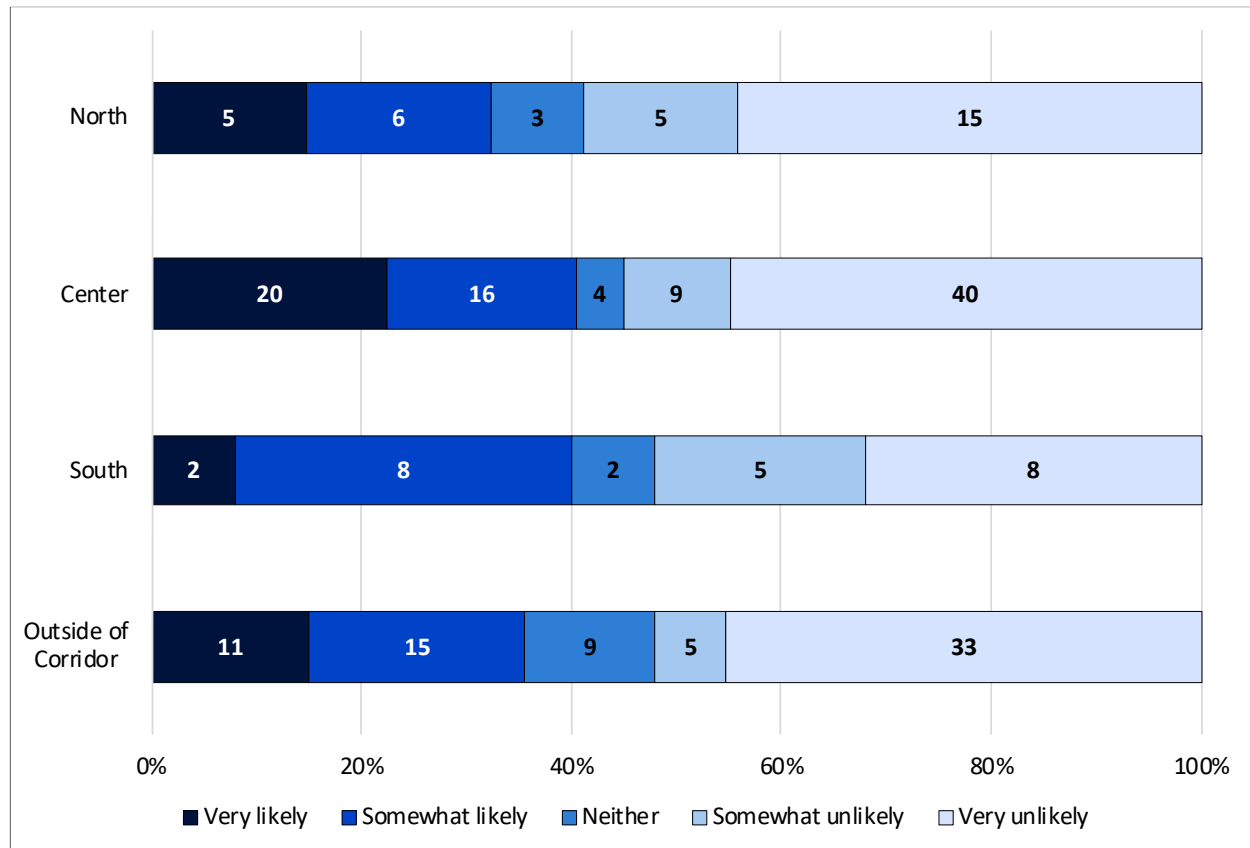
Figure G-15 Use of New Transit Service to Connect with Other Transit Providers



Survey Question 17.3, n = 402, no response = 45

If public transit service was available along the Highway 99W corridor, how likely or unlikely would you use it for the following? [Job Commute]

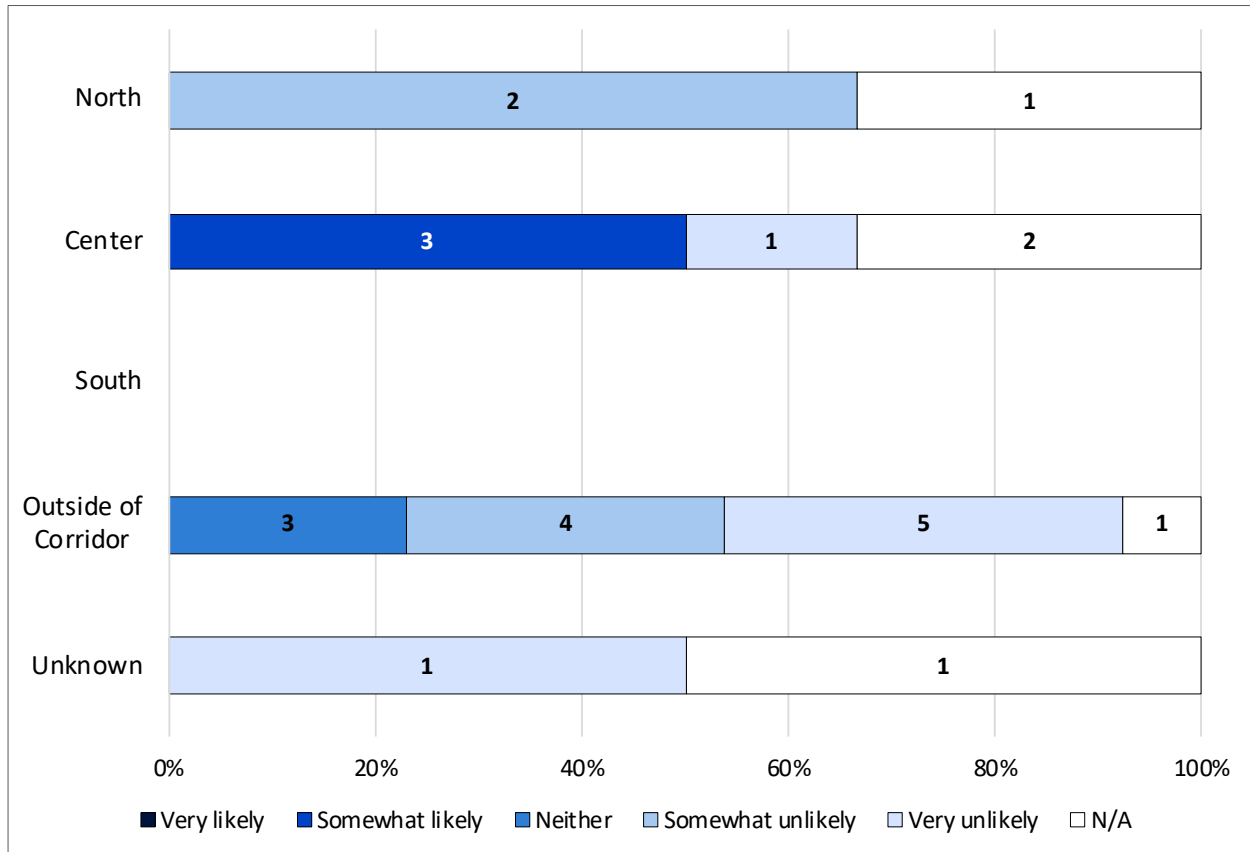
Figure G-16 Likelihood to Use Service for Job Commute,



Survey Question 18.1, n = 243, filtered by Q04, no response = 39

If public transit service was available along the Highway 99W corridor, how likely or unlikely would you use it for the following? [School Commute]

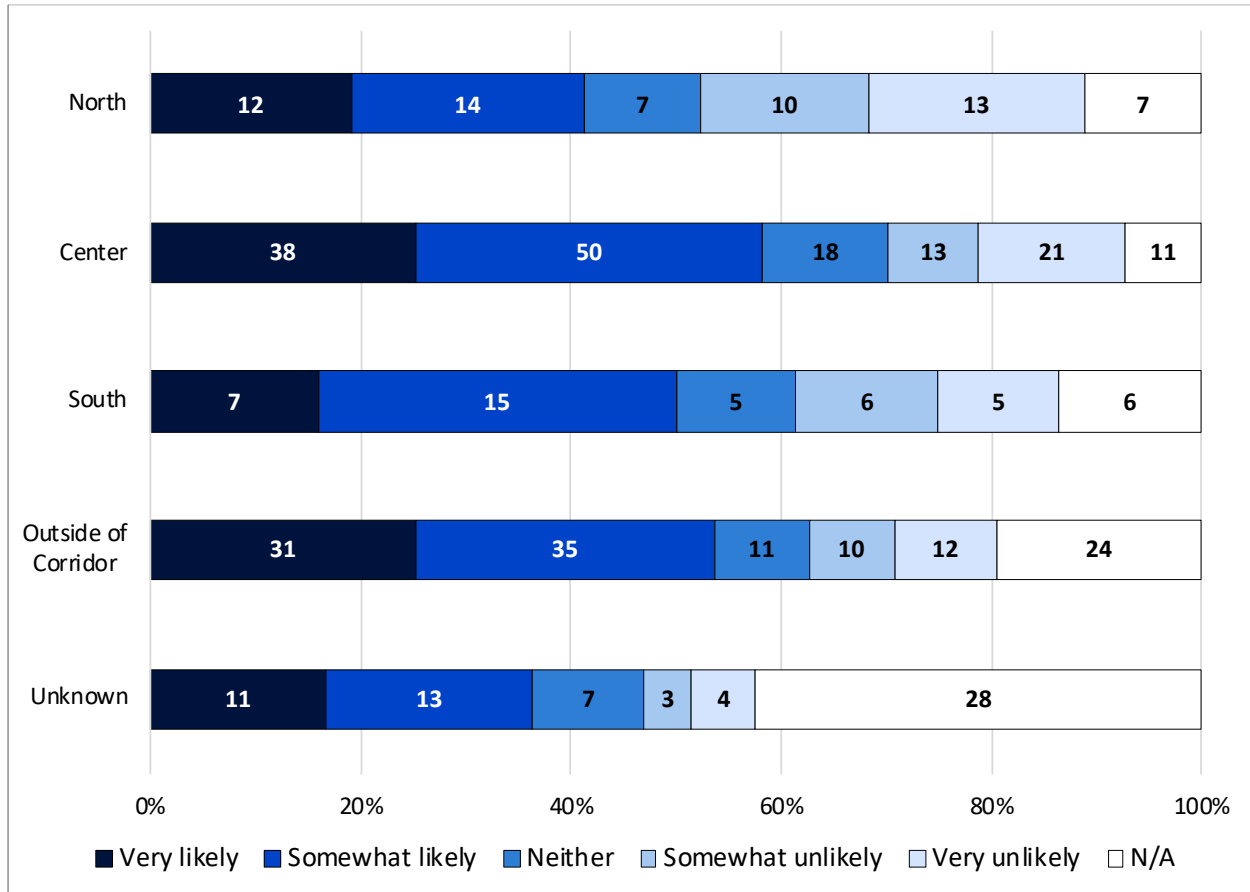
Figure G-17 Likelihood to Use Service for School Commute



Survey Question 18.2, n = 26 Filtered by students from Q7

If public transit service was available along the Highway 99W corridor, how likely or unlikely would you use it for the following? [Errands or Social Trips]

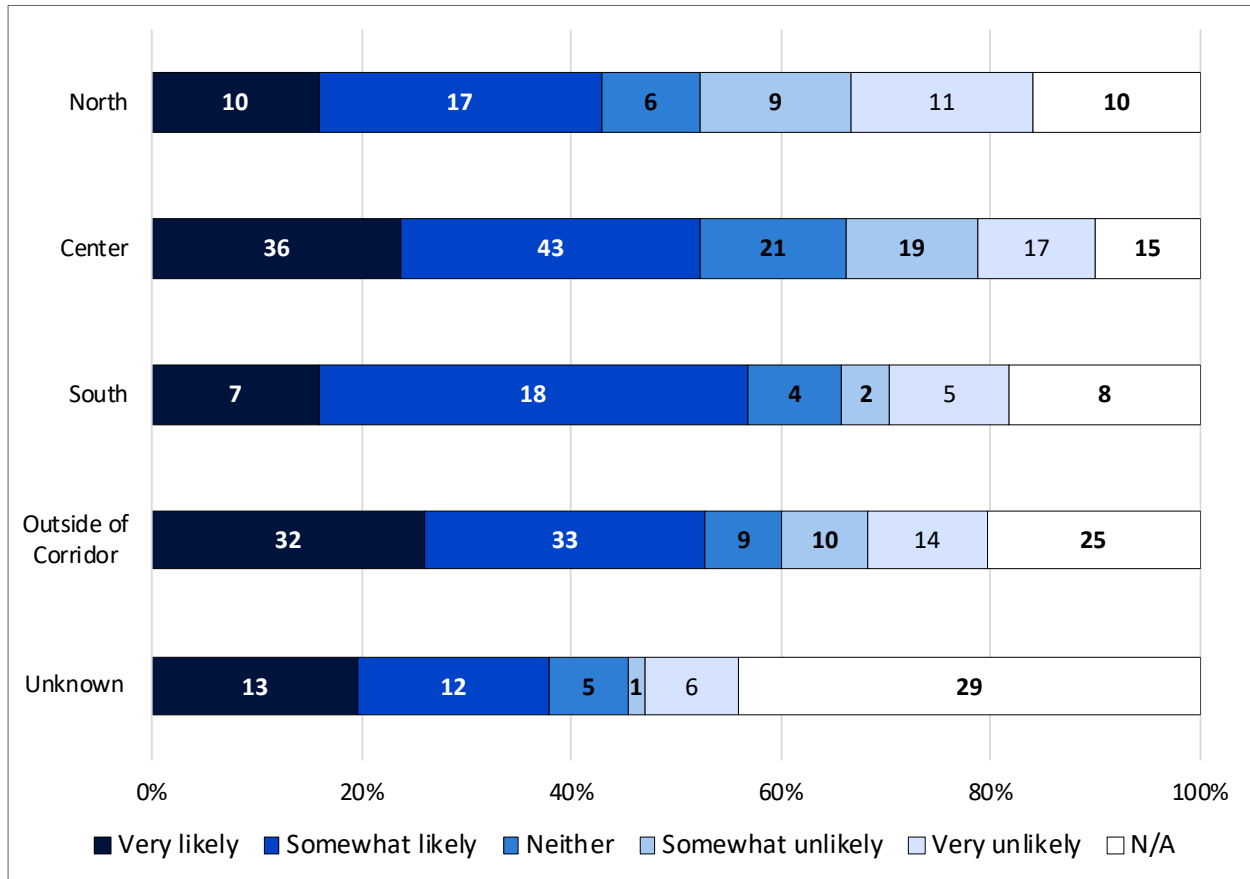
Figure G-18 Likelihood to Use Service for Errands or Social Trips



Survey Question 18.3, n = 447, no response = 76

If public transit service was available along the Highway 99W corridor, how likely or unlikely would you use it for the following? [Recreation]

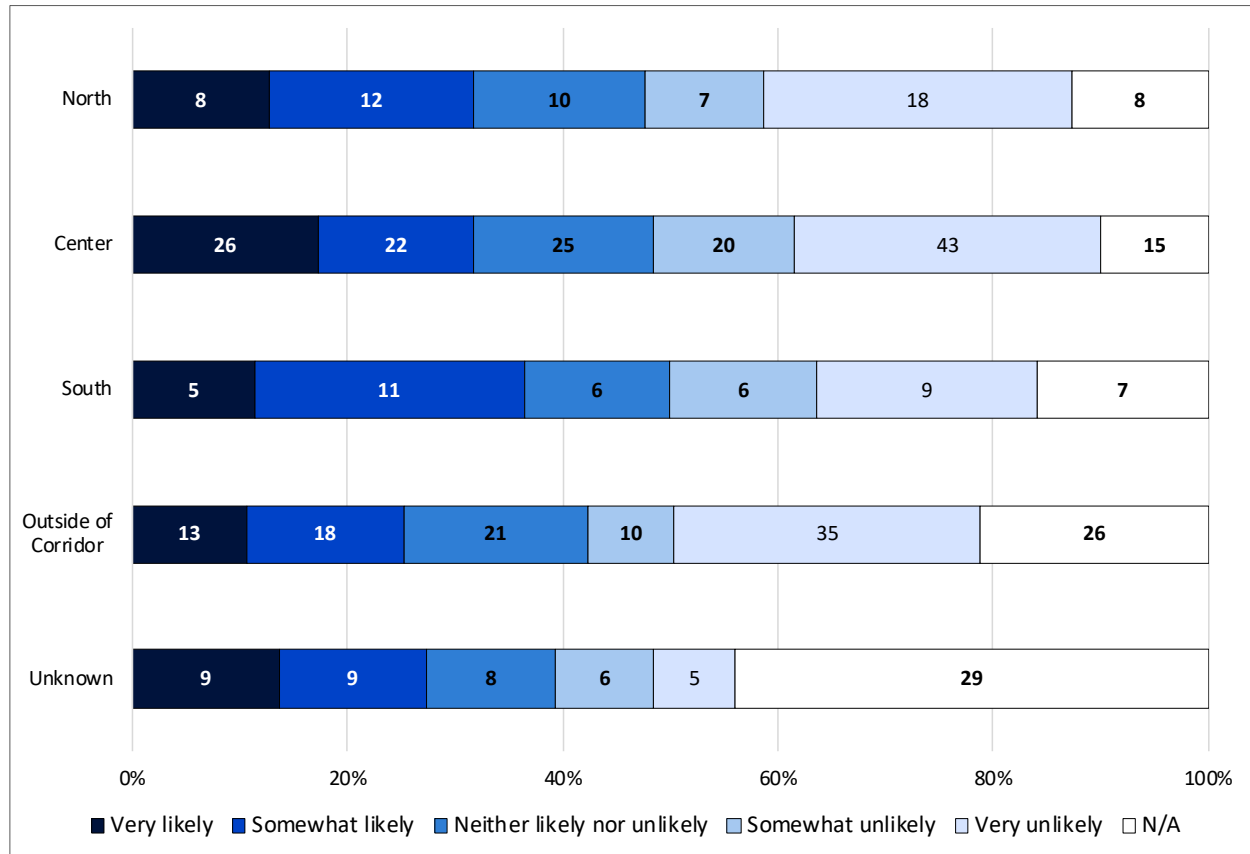
Figure G-19 Likelihood to Use Service for Recreation



Survey Question 18.4, n = 447, no response = 87

If public transit service was available along the Highway 99W corridor, how likely or unlikely would you use it for the following? [Medical Services]

Figure G-20 Likelihood to Use the Service for Medical Services



Survey Question 18.5, n = 447 no response = 85

Appendix H: Community Leader Interview Guide

Recruitment Email

SUBJECT: Interview Request - UO Institute for Policy, Research, and Engagement

Dear _____,

I am writing on behalf of the Institute for Policy, Research, and Engagement (IPRE) at the University of Oregon. The Oregon Cascades West Council of Governments (OCWCOG) is conducting a Transit Feasibility Study to evaluate demand for transit service along the Highway 99W corridor from McMinnville to Junction City. With connecting service to Lane Transit District (LTD), Cherriots (Salem-Keizer Transit District), and Yamhill County Transit, the potential service would tie together the three largest metropolitan areas in the State of Oregon. In addition, it would also provide transit service to the currently unserved or under-served communities of Monroe, Adair Village and Monmouth/Independence, along the corridor. You can learn more about the project by following [this link](#).

A crucial piece of our research is to conduct interviews with community stakeholders, and we are eager to connect with someone within your organization. We will be conducting thirty-minute interviews that touch on transportation needs and barriers in your community.

Can you please send along names and contact information for one or more people in your organization? We are planning to conduct interviews between April 21 and May 6.

Please do not hesitate to reach out to me for additional information.

Thank you.

Kind Regards,

Interview Guide

Introduction

Hi my name is _____. Thank you for your time today. I'm a first year Community and Regional Planning graduate student at the University of Oregon working with the Institute for Policy, Research, and Engagement (IPRE) at the University of Oregon.

As a reminder, the Oregon Cascades West Council of Governments (OCWCOG) is conducting a Transit Feasibility Study to evaluate demand for transit service along the Highway 99W corridor from McMinnville to Junction City.

This interview should take about 30 minutes. Does that timeframe still work for your schedule?

I will be asking questions about people in your community's travel needs and travel patterns. For this interview, we ask that you draw upon your impressions of your community and do not expect you to represent all of your community members.

The information from this interview will be anonymous and not explicitly tied to you, but some answers may still make you identifiable. Does this format work for you?

Do you have any initial questions for me? Is it okay if I record the interview? The recording will be used to take notes, transcribe, and possibly use direct quotes.

Start Recording

I'll ask again for the recording, are you okay if I record the interview?

Interview Script

Introduction and Background

1. How would you describe your organization?
2. What is your role in your community? (tailor to individual if appropriate)
3. What is the demographic background of your community?
 - a. Probe with: race, income, disability, english as a second language

Existing Conditions

4. How do people in your community usually travel?
 - a. How frequently do people in your community use public transit?
 - b. What kind of public transit is most used?
 - c. Probe: fixed-route bus, Dial-a-Ride, Paratransit
5. What personal transportation (ex. car, walking, biking, carpooling) is most used?
 - a. What are primary destinations along 99W for your community?
 - b. What is the purpose of trips on 99W for your community?

Barriers to Transit

6. If anything, what prevents your community from traveling to destinations they want to reach?
7. What are some of the most significant barriers to accessing public transportation?

Demand for Transit

8. Have any community members expressed interest in using public transportation who have been unable to access it?
9. Would your community members use public transit along 99W if it was offered?
10. Do you expect travel patterns to change due to COVID-19?
 - a. Short-term, long term (have people define what that means)
11. What changes would make transit a desirable option for your community?

Wrap-Up

12. Can we send you the survey link for you to pass to your organization/community?
13. Is there anyone else we can/should talk to?
14. Is there anything else you want to add? Page intentionally left blank.