APPENDIX A ONBOARD AND ONLINE SURVEY SUMMARY



SURVEY SUMMARY MEMORANDUM

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Project:	SCTD Transit Development and Master Plan Update	
Subject:	Survey Summary Memorandum (Subtask 2.2)	

TABLE OF CONTENTS

Introduction	1
Key Findings	2
Survey Respondents	3
Existing Travel Patterns	3
Service Quality and Improvements	7
General Information	12
Attachments	17

INTRODUCTION

The following provides an overview of the process and results of the first onboard and online survey for SCTD's Transit Development and Master Plan (TDMP). The onboard surveys were conducted on every run of the Molalla City and Molalla to Canby routes and most runs of the Molalla to Clackamas Community College (CCC) route on a weekday (Wednesday, March 13th, 2019) and every run of the Molalla to CCC route on a weekend (Saturday, March 16th, 2019), resulting in 110 participants. The Molalla City and Molalla to Canby routes do not operate on weekends and no routes operate on Sunday. The online survey was available from Monday, March 25th, 2019 through Sunday, April 14th, 2019 and had 55 participants, including 25 non-riders and 30 existing riders.

The following sections summarize the responses and findings from the surveys. The onboard survey is included in Attachment A and detailed onboard survey responses are included in Attachment B. The online survey is included in Attachment C and detailed online survey responses are included in Attachment D.

KEY FINDINGS

Key findings were extracted from the survey summary to supplement existing conditions information and begin to identify potential service opportunities. Details on these findings can be found in the three respective sections, existing travel patterns, service quality and improvements, and general information.

ONBOARD AND ONLINE SURVEY

Key findings from **existing travel patterns** questions are as follows:

- » Bus stops with the highest activity include Canby Transit Center, CCC, Ross Street Transit Center, Molalla Safeway, and Canby Fred Meyer.
- » Most riders do not transfer between services. TriMet Route 33 is the most common non-SCTD route that riders transfer to/from.
- » Most riders walk to and from bus stops. Molalla to Canby and Molalla to CCC riders drove or got a ride to and from bus stops more often than the Molalla City route.
- » Approximately 40% of onboard respondents were going to or from work. Other common uses included college, recreation/social, and shopping.
- » If bus service were not available, approximately 5% of Molalla to Canby and Molalla to CCC weekday riders would not make their trip while approximately 30% of Molalla to CCC weekend riders and Molalla City riders would not make their trip.

Key findings from service quality and improvements questions are as follows:

- » Of 25 non-riders who took the online survey, only one was not familiar with any of SCTD's services. 76% were aware of Molalla to CCC and 60% were aware of Molalla to Canby or Molalla City. Approximately 80% of existing riders and 30% of non-riders ranked their understanding of SCTD's services as good or very good.
- » Riders and non-riders indicated real-time vehicle arrival information and online/mobile trip planning tools as the highest-interest tools for rider convenience.
- » Riders and non-riders indicated text alerts and website accessed via mobile device as their top preferences for receiving service alerts.
- » In ranking service improvements, the overall highest priority was increased frequency, followed closely by extended hours and weekend service.
- When asked about what caused respondents to miss a trip, riders noted being unable to afford Uber/Lyft/Taxis/transit, being unable to rely on friends/family, health issues, disabilities, no working vehicle, and no license more often than non-riders. Non-riders indicated SCTD not running where or when they needed to travel more often than riders did.

Key findings from the **general information** are as follows:

- » Most onboard survey respondents ride SCTD several times per week while riders that took the survey online reported less frequent trips.
- » Survey respondents' ages were fairly well-distributed. The Molalla to CCC route, which serves the college, had more 19-24-year-olds than other routes and non-riders. Non-riders had proportionally more 65+-year-old

respondents. Contrary to these results, older adults and youth riders are typically considered more transitdependent than other age groups.

- » Molalla to CCC weekend riders had high proportions of low-income riders despite having higher amounts of full-time and part-time workers. Non-riders had higher incomes on average compared to riders.
- » CCC weekend riders had the highest proportion of respondents who did not have a working motor vehicle.
- » Molalla City and Molalla to Canby routes have the highest proportions of respondents with a disability while CCC weekend and non-riders had the lowest.

SURVEY RESPONDENTS

The onboard surveys were counted by route and day and online survey respondents were asked to indicate which services they ride. The online survey allowed respondents to select more than one route that they frequently ride. Of the 30 online survey respondent riders, 2 riders indicated they typically ride multiple routes, resulting in 32 routes selected. Table 1 shows the distribution of responses. As shown, the most responses were from riders of the Molalla to CCC route, which also has the highest ridership.

Route	Weekday	Weekend	Total Onboard	Online
Canby	13	-	13	5
CCC	67	18	85	21
City	12	-	12	6
Non-Rider	-	-	-	25
Total	92	18	110	55

Table 1. Survey Responses by Source, Route, and Day

EXISTING TRAVEL PATTERNS

Trip patterns indicate not only the existing use of the system but also highlight opportunities for future improvement. Existing rider travel patterns include the results from the onboard and online survey. The onboard survey results include information about the particular trip the rider was taking at the time whereas the online survey asked riders about where and how they typically use services.

ORIGIN AND DESTINATION

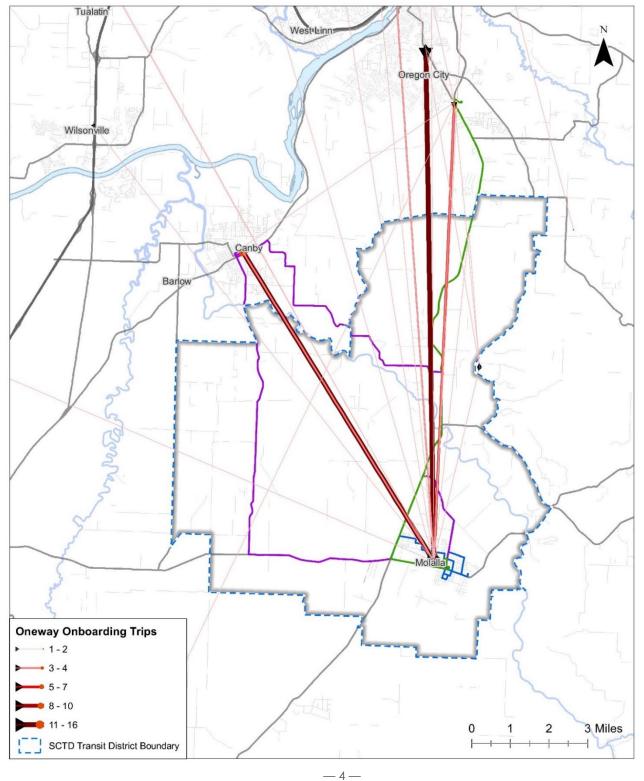
Table 2 shows the top five boarding and alighting stops for onboard and online survey respondents. As shown, Canby Transit Center, Canby Fred Meyer, CCC, Molalla Safeway, and Ross Street Transit Center have the highest activity. CCC and the transit centers facilitate transfers across services and Canby Fred Meyer and Safeway provide access to shopping. Detailed responses are included in Appendix E.

Rank	Stop	Number of Riders
1	CCC	109
2	Ross St. Transit Center	57
3	Canby Transit Center	23
4	Molalla Safeway	19
5	Canby Fred Meyer	6

Table 2. Top Boarding and Alighting Stops – Onboard and Online Surveys

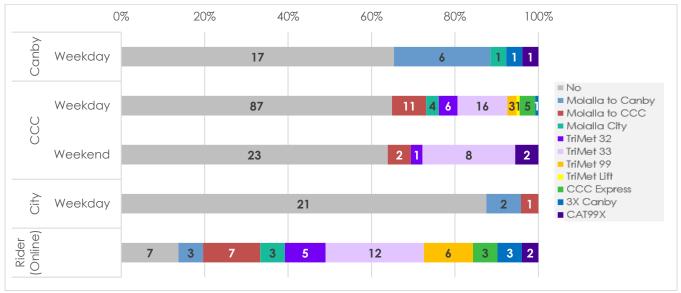
Figure 1 shows the origin and destination cities of the onboard survey. As shown and consistent with the boarding and alighting stops, the heaviest ridership occurs to and from CCC and Canby. Origins or destinations outside of SCTD's services included Aloha, Clackamas, Beavercreek, Milwaukie, Gladstone, Lake Oswego, Portland, Tualatin, Silverton, West Linn, and Wilsonville.





TRANSFERS

Figure 2 shows the transfers to and from other services for riders. As shown, the majority of riders (near 57%) do not transfer between other routes. The most common route to transfer between is TriMet Route 33, which connects CCC to Clackamas Town Center via Oregon City, Gladstone, and Milwaukie. Approximately 15% of responses indicated transfers between SCTD services and 21% between TriMet services.





MODE TO AND FROM BUS STOPS

Figure 3 shows the mode riders use to get to and from bus stops. As shown, the Molalla to Canby and CCC routes have riders who carpool, get dropped off/picked up, or drive alone to their first and last stops while the Molalla City route has none. The Molalla to Canby and CCC routes provide longer distance travel compared to the Molalla City route; someone able to drive or get a ride would drive to their ultimate destination rather than use the Molalla City route. Most riders in both the onboard and online survey indicated they typically walk to and from their bus stops.

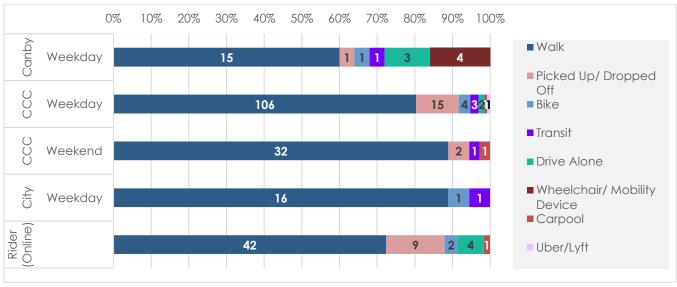


Figure 3. Mode to and from Bus Stops – Onboard and Online Survey

TRIP PURPOSE

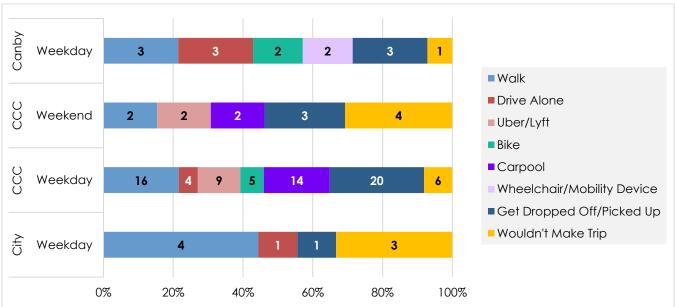
Figure 4 shows the typical trip purposes for riders. Approximately 40% of riders use transit to get to or from work. College, court, healthcare, middle/high school, recreation, and shopping make up the remainder of trips. Several riders on the Molalla to Canby route indicated they were coming from middle or high school. Most respondents on the Molalla to CCC route were going to or from places that were not the college.





TRAVEL MODE IF BUS SERVICE IS UNAVAILABLE

Figure 5 shows how riders would make their trip if bus service were not available. Depending on route, 5-30% of riders would not make the trip. On the Molalla City route, almost 50% of riders would walk while riders on longer distance services, Molalla to Canby and CCC, would drive alone, carpool, or get dropped off/picked up.





SERVICE QUALITY AND IMPROVEMENTS

The following describes respondents' perceptions of SCTD's service quality. This section also describes desired improvements that will inform the future service alternatives.

COMMUNITY IMPRESSION AND UNDERSTANDING OF SCTD SERVICE

Figure 6 and Figure 7 show existing riders' feedback on service quality and non-riders' impression of SCTD's impact to the community. As shown, all riders rated service quality as at least fair, with the majority ranking quality as good or very good. All but one non-rider thought SCTD had a neutral or better impact on the community, with the majority ranking the impact as positive or very positive.

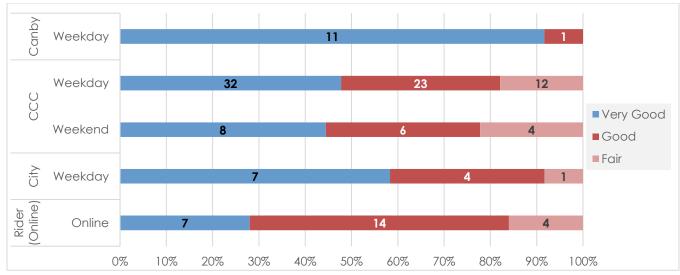


Figure 6. Service Quality

Figure 7. Non-Rider Impression of SCID Impact on Community

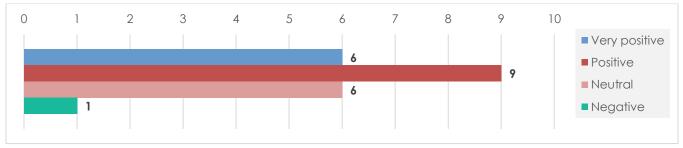
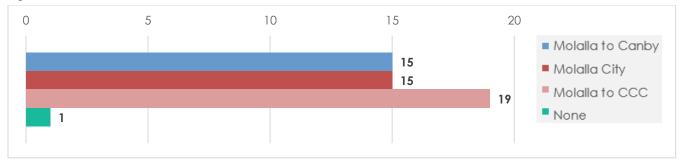
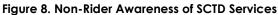
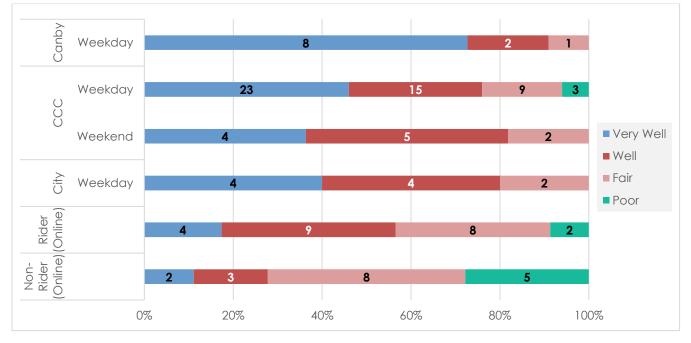


Figure 8 shows which routes non-riders are aware of and Figure 9 shows how well riders and non-riders feel they understand SCTD's services from poor to very well. Of the 25 non-riders who took the survey, 76% were aware of Molalla to CCC and 60% were aware of Molalla to Canby or Molalla City. There was one non-rider who was not aware of any services. Further, the majority of non-riders ranked their understanding SCTD's services as fair or poor while the majority of existing riders ranked their understanding as well or very well. An open-ended question asked respondents to identify what would help improve understanding. Responses included new signage at bus stops, schedule information at bus stops, and real-time vehicle arrival information.









As a follow-up question, onboard respondents were asked what would help them better understand SCTD's services. Key themes that appeared in multiple responses included:

- » Bus stop improvements (11) Including requests for clearer signage, amenities such as benches and shelters, and schedule information posted at stops.
- » Real-time arrival information (3)

Non-riders who responded to the online survey were asked to describe what might encourage them to try SCTD's service. Key themes that appeared in multiple responses included:

- » Clearer information about bus stops and services (3)
- » More service hours (2) One respondent noted later hours while the other just noted more hours.
- >> Bus stops closer to their home/origin (2)
- » More frequent service (2)

INFORMATION & TECHNOLOGY

Riders and non-riders were asked which tools would improve SCTD's convenience. Figure 10 shows the results, with respondents being able to select multiple options. As shown, real-time vehicle arrival information is the most often selected for every route and for online survey riders and non-riders, followed by online/mobile trip planning tools. Different fare payment options captured 10-15% of responses on all routes except the Molalla City route, which is fareless. An open-ended question asked for any follow-up respondents had, which is detailed below.

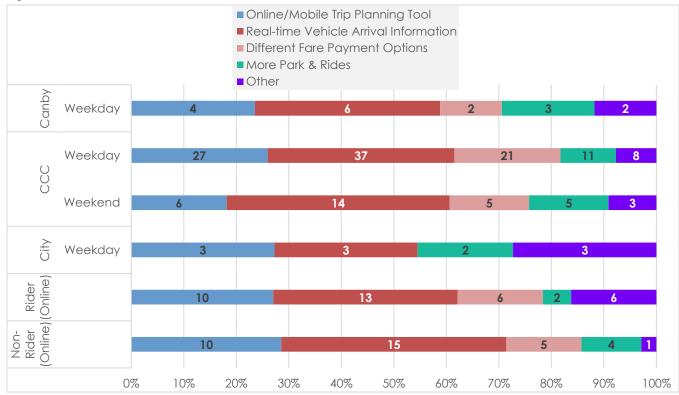


Figure 10. Desired Tools for Rider Convenience

Online and onboard respondents were able to provide more details in an open-ended format regarding the tools that would make riding SCTD more convenient for them. Key themes that appeared in multiple responses included:

- » Fare payment options (8) Including allowing coin/change payment, monthly passes, and transfer passes for adjacent services
- » Bus stop improvements (3) Including requests for bus shelters at stops and a mention of "stops", potentially meaning more stops or clearer identification of existing stops
- » Improved information access (2) Including posting schedules at stops and website/social media use to convey information
- >> More frequent service (2)

- » More service areas (2) Including a general request for more routes and a direct bus line to Woodburn
- » More service hours (2) Including one request for later service hours and one for earlier service hours

Figure 11 shows how online and onboard respondents prefer to receive information about SCTD alerts. As shown, the highest response was for text alerts (25% of total), followed by website accessed via mobile device (22%). Calling SCTD had the lowest response at 10% of riders.

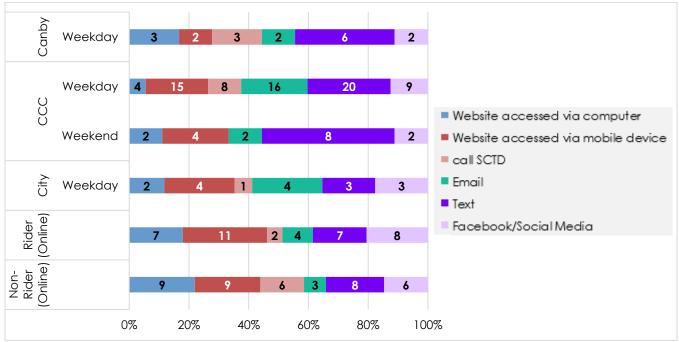


Figure 11. Preferred Service Alert Method

BARRIERS TO RIDING SCTD

Online and onboard respondents were asked to respond to the open-ended question, "What barriers or challenges do you face in riding SCTD? What would help resolve these?". Key themes that appeared in multiple responses included:

- » More service hours (15)
- » Bus stops closer to their home/origin (14)
- » Fare payment options (8) Including monthly passes, mobile ticketing, allowing coin/change payment
- » Weekend service (8)
- » More frequent service (7)
- » Transfers/Timing Connections with Adjacent Providers (7)
- >> On-time performance (6)
- » Understanding service and stop locations (3)
- » Real-time arrival information (2)
- » Remove one bag rule (2)

SERVICE IMPROVEMENT PRIORITIES

Respondents were asked to rank service improvements, with 1 being the highest. Service improvement options included 7 options on the onboard survey and 6 options on the online survey. Some participants only ranked their top options and left the remainder blank. Attachment E includes the detailed onboard and online results. Key findings are:

- » Canby riders indicated weekend service as the highest priority, followed by extended hours and increased frequency.
- » CCC Weekday riders indicated increased frequency as the highest priority, followed by extended hours and weekend service.
- » CCC Weekend riders indicated extended hours, increased frequency, and weekend service as the highest priority.
- » City riders indicated weekend service as the highest priority, followed by extended hours.
- » Riders who took the online survey indicated service to more destinations as the highest priority, followed by increased frequency and extended hours.
- » Non-riders indicated service to more destinations as the highest priority, followed by increased frequency. Non-riders also ranked information and technology relatively higher than riders did. These results indicate non-riders may be more willing to ride SCTD services if service was provided closer to their origins and destinations and if improved information and technology were available.

An open-ended portion was available to elaborate on their rankings. These included the following responses from both online and onboard surveys. Key themes that appeared in multiple responses included:

- >> Weekend service (20)
- » More service hours (20)
- » More frequent service (12)
- » Real-time arrival information (4)
- » Add route for counterclockwise Canby loop (2)
- » On-time performance (1)
- Route comments included:
 - Colton (5)
 - Woodburn (5)
 - Additional Oregon City locations (3) Including the transit center, Fred Meyer, and downtown.
 - Estacada (2)
 - Clackamas Town Center (2)

Non-rider survey respondents were asked to describe the one improvement that SCTD needs the most. Key themes that appeared in multiple responses included:

- » Service to Colton (2)
- » Weekend service (2)
- » Clearer information/advertising about bus stops and services (3)

- » More service hours (2)
- » Specialized services (2) Elderly and people with disabilities (1) and low-income/transit-dependent populations (1)

Onboard respondents provided additional comments. Key themes that appeared in multiple responses included:

- » More service hours (6)
- >> Real-time arrival information (6)
- » Fare payment options (5) Including monthly passes, mobile ticketing, allowing coin/change payment
- » Bus stop improvements (5)
- >> Weekend service (4)
- » More frequent service (3)
- >> On-time performance (3)
- » Bus stops closer to their home/origin (2)
- » Transfers/Timing Connections with Adjacent Providers (2)

GENERAL INFORMATION

The following section describes the characteristics of survey respondents and their use of the SCTD system.

USE OF SCTD SERVICES

Figure 12 shows the results of how frequently existing riders use SCTD services. Most of the onboard survey respondents indicated they ride several times per week while online riders were less frequent. CCC weekend riders had the most "Several times per month" responses and also had higher indications of shopping and recreational trips. Where a commuting rider may use services regularly throughout the week, riders on a more specialized trip may use services less frequently. Online riders frequency averaged far lower than the onboard surveys; likely due to (1) catching more frequent riders onboard is more likely than catching someone during their one trip per year and (2) frequent riders who gave their feedback onboard may be less likely to give additional feedback online.

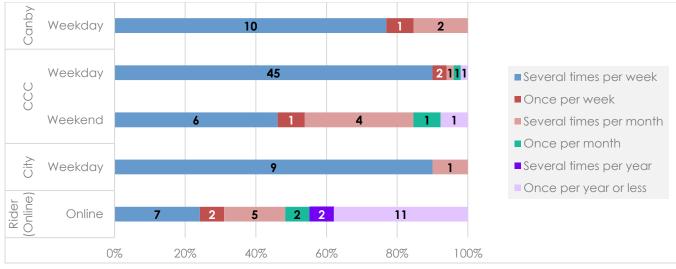


Figure 12. Ridership Frequency

Figure 13 shows the results for how long riders have been using SCTD services. CCC and online respondents had the lower average duration of ridership. CCC includes many students traveling to the college and student turnover occurs every several years, hence the higher number of "Less than 1 year" and "1-5 years". Online respondents were also the less frequent respondents. Someone who rode SCTD services infrequently over 5 years ago is far less likely to respond to a survey than someone who rode services recently, yet still infrequently.

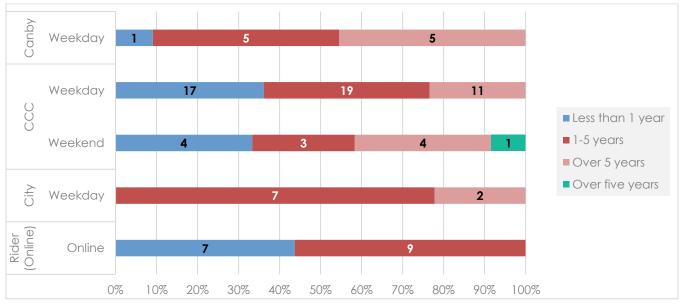


Figure 13. Length of Ridership

Figure 14 shows the fare payment method for SCTD riders. As shown, two respondents on the fareless Molalla City route indicated paying with fare. They may have interpreted the question as how they pay for fares on other SCTD services. Most riders pay cash for their fare.

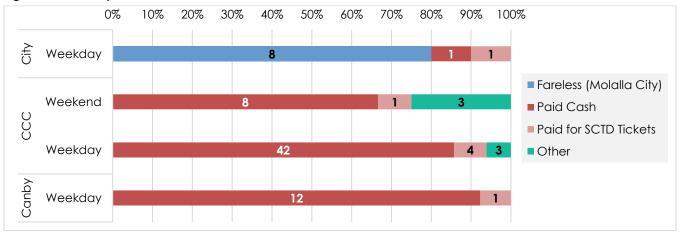


Figure 14. Fare Payment

CAUSES FOR MISSED TRIPS

Figure 15 shows what caused online survey respondents, including riders and non-riders, to miss trips. Riders referenced being unable to afford Uber/Lyft/Taxis/transit, being unable to rely on friends/family, health issues, disabilities, no working vehicle, and no license more often than non-riders. Non-riders indicated SCTD not running where or when they needed to travel more often than riders did. Despite indicating "other", detailed responses to other included lack of weekend service and no bus stop close to their home. One non-rider did indicate they felt unsafe on public transportation.

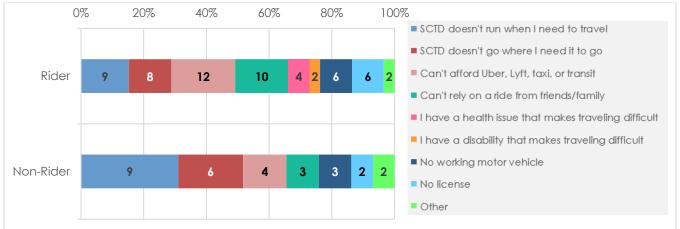


Figure 15. Causes for Unable to Make Trip – Online Survey

DEMOGRAPHICS

Figure 16 shows the age distribution of survey respondents. As shown, the CCC route had the highest proportions of young riders as it serves a college. Non-riders had the highest proportions of seniors.



Figure 16. Age

Figure 17 shows the gender identity of respondents. As shown, the total respondents were about equally split between female and male. The City route had higher male ridership while the other routes had slightly higher female ridership per survey responses.

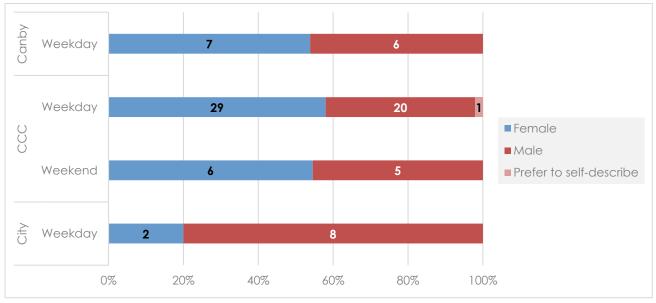


Figure 17. Gender Identity

Figure 18 shows the race/ethnicity of survey respondents. Most respondents indicated they were white/Caucasian. The CCC weekday route had the highest amount of non-white/Caucasian riders, including approximately 10% Hispanic/Latino and American Indian/Alaska Native.



Figure 18. Race or Ethnicity

Figure 19 shows the characteristics that apply to survey respondents, including employment and veteran status. Respondents were able to select more than one characteristic. 57% of riders were full-time or part-time workers, 16% were middle/high school or college students, 13% were unemployed, 11% were retired, and 3% were veterans.

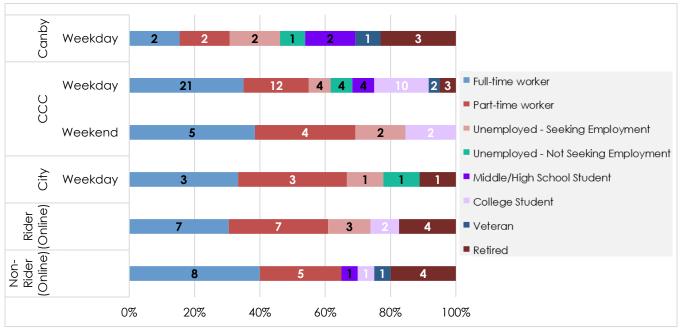


Figure 19. Respondent Characteristics

Figure 20 shows the personal income of survey respondents. As shown, CCC weekend riders had high proportions of low-income riders despite having higher amounts of full-time and part-time workers. Non-riders had higher incomes on average.

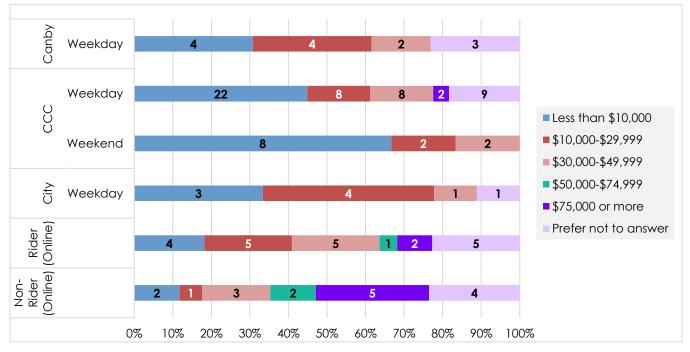


Figure 20. Personal Income

Figure 21 shows how many working motor vehicles are available to respondents' households. As shown, CCC weekend riders had the highest proportion of respondents who did not have a working motor vehicle.

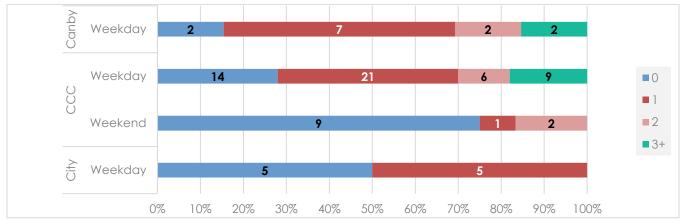




Figure 22 shows the number of respondents who have a disability affecting their mobility. As shown, the Molalla City and Canby routes have the highest proportions of respondents with a disability while CCC weekend and non-riders had the lowest.

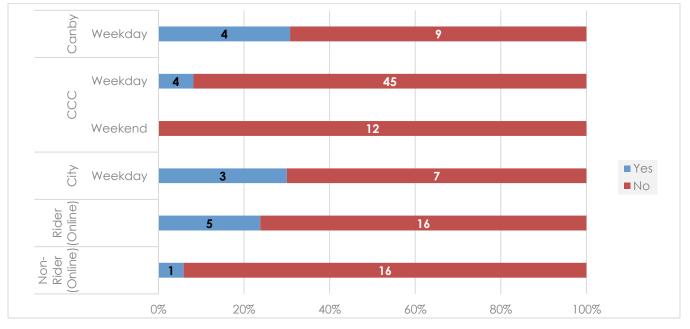


Figure 22. Disability Affecting Mobility

ATTACHMENTS

- A. Onboard Survey
- B. Detailed Onboard Survey Responses
- C. Online Survey
- D. Detailed Online Survey Responses
- E. Detailed Survey Response Graphics

ATTACHMENT A ONBOARD SURVEY



2019 SCTD Passenger Survey

Thank you for participating in SCTD's passenger

survey! The information you provide will be used in planning bus system improvements and personally-identifiable information will be kept confidential. **Please be as accurate as possible,** let the survey administrator know if you need assistance, and return this to the administrator when finished. More information on this project is available at **SCTDtransitplan.com**.

Participants will receive two SCTD tickets and will be entered to a drawing for a \$50 Safeway or Fred Meyer gift card.

□ I would like to be entered for the drawing.

Email address: _____

Phone number: _____

□ I would like to receive service alerts from SCTD via email (email address will not be shared with any other parties)

□ I am interested in receiving service alerts via text.

THIS BUS

Where did you get on THIS bus?

Ross St Transit Center
 Clackamas Community College
 Canby Transit Center
 Another bus stop (landmark or cross streets):

Did you transfer to THIS bus? If yes, from which route

🗖 No	🖬 3X Canby	CAT99X
🛛 Molalla	to Canby	CCC Express Shuttle
🛛 Molalla	to CCC	TriMet 32 Oatfield
🛛 Molalla	City	TriMet 33 McLoughlin/King Road
🛛 TriMet	Lift	TriMet 99 Macadam/McLoughlin
Other:		

Where will you get off THIS bus? Ross St Transit Center Clackamas Community College Canby Transit Center Another bus stop (landmark or cross streets):

Will you transfer to another bus? If yes, to which route

🗖 No	🛛 3X Canby	🗖 CAT99X
🖵 Molalla	a to Canby	CCC Express Shuttle
🖵 Molalla	a to CCC	TriMet 32 Oatfield
🖵 Molalla	a City	TriMet 33 McLoughlin/King Road
🛛 TriMet	Lift	TriMet 99 Macadam/McLoughlin
Other:		

WHERE ARE YOU COMING FROM?

What city or location are you coming from?

Where are you coming from?

Home Recreation/Social	Social Services
□ College □ Work or Work Related	Shopping
Middle/High School	Healthcare Related
□ Other:	

How did you get to the first bus stop on your trip?

WHAT'S YOUR DESTINATION?

What city or location are you going to?

What kind of place a	re vou going to?
□ Home	Recreation/Social
Social Services	Work or Work Related
College	Shopping
Middle/High School	Healthcare Related
Other:	

How will you get from the bus stop to your destination? Walk Bike Drive alone Carpool

Drive alone
 Carpool
 Uber/Lyft
 Wheelchair/Mobility Device
 Picked up
 Other

SERVICE QUALITY AND IMPROVEMENTS

Overall, how would you rate SCTD's service quality?

□ Very Good □ Good □ Fair □ Poor □ Very Poor

What tools would make riding SCTD more convenient for you?

- Online/Mobile Trip Planning Tool (providing step-by-step instructions to get to your destination)
- Real-time Vehicle Arrival Information (on a computer or mobile device)
- Different Fare Payment Options (such as a smartphone app)
- More Park and Rides

• Other: _____

What barriers or challenges do you face in riding SCTD? What would help resolve these?

Please rank the following areas for service improvement, 1 being the highest priority and 7 being the lowest priority for you:

- _____ Increased Frequency (bus comes more often)
- _____ Extended Hours (bus starts earlier and runs later)
- _____ Service to More Destinations
- _____ Weekend Service
- _____ Customer Service
- _____ Bus and Facility Maintenance
- _____ Information & Technology

Please provide any details for your highest priorities below. For example, if you said "service to more destinations", what locations would you like to see new or more service?

What's the best way to share information with you about SCTD services, such as service disruptions?

Website accessed via computer
Website accessed via mobile device
Call SCTD
🖵 Email
🗖 Text
Facebook/Social Media
Other:

How many your hous	-	motor vehic	les are available to
None	□ 1	2	3 or more
What is ye	our age?		
🖵 15 and U	nder	🛛 25 - 44	
🗖 16 - 18		4 5 - 64	
1 9 - 24		a 65 - 79	80 or older
What is w	aur gondo	r idontitu?	

What is your gender identity?

□ Female □ Male □ Prefer to self-describe:

ADDITIONAL FEEDBACK

Please list any ways in which our service could be improved.

How well do you feel you understand SCTD's services, which are Molalla City Loop, Molalla to Canby, and Molalla to CCC? For example, where to find bus stops. Very Well Well Fair Poor Very Poor

What would help?

GENERAL INFORMATION

How often do you	use trans	it?
Several times per v	week	Once per week
Several times per r	month	Once per month
Several times per y	/ear	Once per year or less
How long have you Less than 1 year		ling SCTD? years
 Over 5 years 		ot Applicable
If bus service were this trip?	not ava	ilable, how would you make
🖵 Walk	🗖 Bil	<e contract="" of="" s<="" second="" td="" the=""></e>
Drive alone	🗖 Ca	rpool
Uber/Lyft Picked up		heelchair/Mobility Device
Other:		

-	ethnicity?		
White or Caucasian			
Hispanic or Latino			
Black or African Ame			
Native Hawaiian or P			
Asian or Asian Amer			
American Indian or A			
Prefer not to answer			
Another race			
Other:			
Are you (fill in all tha	t apply):	 	
	ng Employment		
 Unemployed - Seekir Unemployed - Not Se 		 	
 Unemployed - Seekir Unemployed - Not Seekir 			
Unemployed - Seekir	eeking Employment		
 Unemployed - Seekir Unemployed - Not Se Veteran Retired What was your individ 	eeking Employment College Student Middle/High School Student lual income (before taxes) last year?		
 Unemployed - Seekir Unemployed - Not Se Veteran Retired What was your individ Less than \$10,000 	eeking Employment College Student Middle/High School Student Iual income (before taxes) last year? \$50,000 - \$74,999		
 Unemployed - Seekir Unemployed - Not Se Veteran Retired What was your individ Less than \$10,000 	eeking Employment College Student Middle/High School Student lual income (before taxes) last year?		
 Unemployed - Seekir Unemployed - Not Se Veteran Retired 	 eeking Employment College Student Middle/High School Student Iual income (before taxes) last year? \$50,000 - \$74,999 \$75,000 or more 		
 Unemployed - Seekir Unemployed - Not Seekir Veteran Retired What was your individ Less than \$10,000 \$10,000 - \$29,999 \$30,000 - \$49,999 How did you receive Paid Cash 	 eeking Employment College Student Middle/High School Student Image: Market for the strip? Paid for SCTD Tickets 		
 Unemployed - Seekir Unemployed - Not Se Veteran Retired What was your individ Less than \$10,000 \$10,000 - \$29,999 \$30,000 - \$49,999 How did you receive Paid Cash Fareless (Molalla City) 	 eeking Employment College Student Middle/High School Student Image: Market for the strip? Paid for SCTD Tickets 		
 Unemployed - Seekir Unemployed - Not Se Veteran Retired What was your individ Less than \$10,000 \$10,000 - \$29,999 \$30,000 - \$49,999 How did you receive 	 eeking Employment College Student Middle/High School Student Image: Market for the strip? Paid for SCTD Tickets 		



Encuesta de Pasajeros de SCTD 2019

Gracias por su participación en la encuesta

de pasajeros de SCTD. La información que usted provee será usada para planificar mejoras en el sistema de autobuses y la información de identificación personal se mantendrá confidencial. **Por favor sea lo más preciso posible** y notifique el administrador de la encuesta si necesita ayuda. Devuelva la encuesta al administrador cundo haya terminado.

Participantes recibirán dos boletos de SCTD y serán ingresados en un sorteo por una tarjeta de regalo para Safeway o Fred Meyer.

□ Yo quisiera ser ingresado en el sorteo.

Correo Electrónico:

Número de Teléfono: _____

□ Yo quisiera recibir alertas de servicio departe de SCTD por correo electrónico (correo electrónico no será compartido con otra parte)

□ Yo estoy interesado en recibir alertas de servicio por texto.

ESTE AUTOBUS

¿Dónde se subió en ESTE autobús?

Centro de Transito Ross St

Colegio Comunitario de Clackamas

Centro de Transito de Canby

Otra parada de autobús (punto de referencia oh cruzo de calle):

¿Usted se transfirió a ESTE autobús? Si si, ¿de cuál ruta?

🛛 No	🛛 3X Canby	CAT99X		
🗖 de Molalla a Canby		CCC Express Shuttle		
🖵 de Mo	lalla a CCC	TriMet 32 Oatfield		
🗖 Molalla City		□ TriMet 33 McLoughlin/King Road		
🛛 TriMe	t Lift	TriMet 99 Macadam/McLoughlin		
🛛 Otro:				

¿Dónde se va a bajar de ESTE autobús? □ Centro de Transito Ross St □ Colegio Comunitario de Clackamas

Centro de Transito de Canby

Otra parada de autobús (punto de referencia oh cruzo de calle):

¿Se va a transferir a otro autobús? Si si, ¿a cuál ruta?

🗖 No	🛛 3X Canby	🗖 CAT99X		
🗖 de Molalla a Canby		CCC Express Shuttle		
🖵 de Mo	lalla a CCC	TriMet 32 Oatfield		
🖵 Molalla	a City	TriMet 33 McLoughlin/King Road		
🛛 TriMet	Lift	TriMet 99 Macadam/McLoughlin		
🛛 Otro:				

¿DE DONDE VIENE USTED?

¿De qué ciudad o locación viene usted?

¿De dónde viene usted?

🗖 Casa	Recreación/Social
Servicios Sociales	🖵 Trabajo o Relacionado con el trabajo
🗖 Colegio	De compras
🗖 Escuela Primaria/Secu	undaria
🗖 Relacionado con cuida	ado de salud
• Otro:	

¿Como llego a la primera parada de su viaje?

Caminando	🖵 Bicicleta
🗖 Maneje solo/sola	🖵 Viaje compartido
🗖 Uber/Lyft	Silla de ruedas/ Dispositivo de movilidad
🗖 Dejados	
🗖 Otro:	

¿CUAL ES SU DESTINO?

¿A qué ciudad o lugar va?

/a?
Recreación/Social
🖵 Trabajo o Relacionado con el trabajo
De compras
undaria
ado de salud

□ Other: _____

¿Como va a llegar de la parada del autobús a su destino?

🗖 Caminando	🖵 Bicicleta
🗖 Maneje solo/sola	🖵 Viaje compartido
🗖 Uber/Lyft	Silla de ruedas/ Dispositivo de movilidad
🗖 Dejados	
🛛 Otro	

SERVICE QUALITY AND IMPROVEMENTS

En general, ¿	cómo calific	aría la calid	lad del se	ervicio del SCTD?
🛛 Muy bien	🖵 Bien	🗖 Justo	🗖 Mal	🗖 Muy Mal

¿Qué herramientas harían montar en el SCTD más conveniente para usted?

- Herramienta para planificar viajes en línea/Mobile (Dando instrucciones paso por paso para llegar a su destino)
- Información de llegada del vehículo en tiempo real (en la computadora o dispositivo móvil)
- Diferentes opciones para pagar la tarifa (Como una aplicación de teléfono inteligente)
- □ Mas lugares de aparcar y montar

• Otro: _____

¿Qué barreras o desafíos enfrenta en montar SCTD? ¿Qué ayudaría para resolver estos?

Por favor califique las siguientes áreas de servicio para mejorar, 1 es la más alta prioridad y 7 la más baja prioridad para usted:

- ____ Aumentar la frecuencia (autobús llega más frecuente)
- ——— Horas extendidas (autobús empieza más temprano y corre más tarde)
- _____ Servicio a más destinos
- _____ Servicio en el fin de semana
- _____ Servicio al cliente
- _____ Autobús y mantenimiento de instalaciones
- _____ Información y Tecnología

Por favor provea detalles de sus más altas prioridades abajo. Por ejemplo, si usted dijo "servicio a más destinos", ¿a qué destinos usted quiere ver nuevo o más servicio?:

	nera de compartir información GCTD, como interrupción de	¿Cuántos vehículos disponibles para su □ Ninguno □ 1	ı hogar?	ue funcionan están 3 o mas	
🛛 Sitio web visitada po	or computadora	_			REALIMENTACION ADICIONAL
🕽 Sitio web visitada po	or modo móvil	¿Cuál es su edad?			
Llamar SCTD		15 o menos	25 - 44		Por favor, enumere las formas en que nuestro servici
l Correo electrónico		16 - 18	45 - 64		podría ser mejorado.
Texto		1 9 - 24	🖬 65 - 79	🗖 80 o mas	
Facebook/Medios de	e comunicación social	¿Cuál es su identida	ad de género?		
		🛛 Hembra 🗖 Masc	ulino 🗆 Pret	fiero autodescribir me:	
CTD, que son Molal	e que entiende los servicios de la City Loop, de Molalla a Canby, Por ejemplo, como encontrar	¿Cuál es su raza o e □ Blanco o caucásico			
aradas de autobús.)		
Muy bien 🛛 Bien	🗖 Justo 🗖 Mal 🗖 Muy Mal	Hispano o latino			
Que ayudaría?		Otra raza			
		Negro o afroamerio			
		Nativo de Hawái o l		100	
		Prefiero no respono			
		Asiático o asiático			
		🖵 Indio americano o i	nativo de Alaska		
		🛛 Otro:			
		¿Tienes alguna disc D Si D No	apacidad que a	afecte tu movilidad?	
		Eres tú (rellene tod Trabajador a tiemp	-	ponda):	
INFORMACION	GENERAL	Trabajador de med			
		Desempleados - Bu			
-	a el servicio de tránsito??	Desempleados - No			
Varias veces por sen		Estudiante universi			
Varias veces por me		Estudiante de Prim			
Varias veces por año	D 🗖 Una vez por año o menos	Veterano	Retirado		
	e montando SCTD?				
Menos de un año	1-5 años	Menos de \$10,000		npuestos) el año pasado? \$74.999	
I Mas de 5 años	No Aplicable	■ \$10,000 - \$29,999			
Si el servicio de aut	tobús no estuviera disponible,				
omo haría este viaj		□ \$30,000 - \$49,999	Prefiero no	o responder	
l Caminando	🖵 Bicicleta	¿Cómo recibiste un	boleto para es	te viaie?	
I Maneje solo/sola	🗖 Viaje compartido	Pago en efectivo			
Uber/Lyft	Silla de ruedas/ Dispositivo de movilidad	Pagado por Entrad	as SCTD		
I Dejados		Sin Paga (Molalla C			
Otro		Proporcionado por		ial	Por favor regrese esta encuesta al conductor.
					!Gracias!
		Other:			isratiasi

ATTACHMENT B DETAILED ONBOARD SURVEY RESPONSES

Introduction THIS BUS WHERE ARE YOU COMING FROM? WHAT'Y YOUR DESTINATION? SERVICE QUALITY AT What tools would make ridine	CID more converient for vol? wine areas for service improvement. I being the histerist	ority and 7 being the best way to share information with you about SCTD services, such as ser-	ce davation? General information	If bus service were not available, how would you make this trio?	What is your race or ethnicity? Are you If II in	all that apply:
Where will Will you treWhat city of What city or North City or Tocard What kind of plat How will you Overall, how would Ontine/Mobile Trip Blast-time	Minh Iterren or challinger do you here Different I Mare Park Other In dday SZCM What would help Increased Extended Miserice to Mikeland X Catomer Increased Extended Miserice to Mikeland X Catomer	Please provide any details for your highest priorities below. For example, if you suid lus and Falthformatice "service to more destinations", what locations would you like to see new or more workship to more the service of the serv	well d/What would help? How often do you use transit? Now lot	g N Walk Bile prive Alone Carpool Liber/Lyft Wheelcha Picked up/ Would's Coher. How many What Is yo What I	yolikhite oʻ Citigani: oʻlilak oʻ Al Native Haaksian oʻ Al American khosher ra Prefer not Other 🛛 Di you har uli time a Pa	t-time winemployeUnemploy
Servey Number Servey Sol-Bidde/Nos-Boute Day Where did Dd you're	molve three?	unita?:		Drive Alone Carpool Uber/Lyft Picked up/Wouldn't n Other		Middle/No Updated time annival; extended service
1 Grbaard Rider CCC Weekday W. Heists Molala CRCCC 1reMe 33 Molala Bacreation/Walad Gregon Dry stome Walk Very Good 6	The bun shows up later than scheduled the scheduled time on phone 1 2 5 4 0	7 3 Extended hours would be beneficial to everyone X Wei	Having updated time arrival Several times per week Less tha	n 1 year X X 105-18 Fermi	х х № х	time, mover frequent pick up; tudent 540,000 549,999 Paid Cash discourt; colo use Dora uso nuthefuided times: nande a
2 Orloard Ruber CCC Weekday W Heinit Molala to CCC Trible 33 Milata Name Malked Gladatere Work/Wark Rob Walk Far	The bus is late everytime i go to bus to 1 2 5 3 6	7 4 fm not sure K Fair	Maybe a different sign Several times per week Less tha	n 1 year X 2 16-18 Male	K No K	2004 up on scheduled times; maybe a Prefer not to answer Pald Cash backs come more offen; better sigm to Base come more offen; better sigm to
Obtain Open <	Beneficits and waiting 20 minutes 1 2 2 5 1 1 - - - - - - - - - - 1 1 1 1 1 -	1 5 Every bus that comes 25-30 minutes after X X Poo	Big signs that show you where the bus stop is at and where to wait Several times per month 1-5 year	x 0 23-24 Male	x x No X	Buses come more offeet; better signs to X Less than \$50,000 Paid Cash see and where to wait
4 Urbaurd Holer LL, Wendary LL, No Hol Holt M. (1994) LL (2014) Hold M. (2014) Hold M. (2014) Hold M. (2014) Hold M. (2014) Long M. (2014) Hold M. (2014)	Image: Control of the second	A A	Well Several times per week Over 5 y	auto tale di Dis-24 Preter ears X 125-44 Male	K No	K Less trans \$20,000 Paid for \$2,10 Lockets K Less trans \$20,000 Paid for \$2,10 Lockets K Less trans \$20,000 Paid for the
Originary Bale (Constraints) (Constrain	X None 2 6 3 5 4	4 K N N 1 5 K N Fair 7 1 Mitrix communication between SCID and rifem K K N 7 7 7 K K K K K	Maps on signs at bus stops 2 Several times are week 1.5 years	X 12544 Male Servers X 12544 Male N 12544 Tensh 12544 Tensh h X 12544 Tensh 12544 Tensh h X 1254 Tensh 12544 Tensh h X 1254 Tensh 12544 Tensh	r nu nu K	X Lines than \$20,000 Pail (and
	Y More frequent tension When I get off work, I miss the bus by		And the second s			
Optimal Box Construction Construction Description Descripion Descripion <thdescri< td=""><td>n one minute. // Like to see frequency 1 5 3 2 6 K Trining trips according to bus times 2 3 5 0</td><td>7 4 We could possibly have the bases run every 20 minutes 4 7 More destinations like Woodburn and more bases between hours</td><td></td><td></td><td></td><td></td></thdescri<>	n one minute. // Like to see frequency 1 5 3 2 6 K Trining trips according to bus times 2 3 5 0	7 4 We could possibly have the bases run every 20 minutes 4 7 More destinations like Woodburn and more bases between hours				
11 Orboard Rider CCC Weekday Ross 2. Tolko Safeway No Molalla Middle/Ng/Walked Molalla Work/Work/Note/Walk Fair K K	X X Have a stop on high school 3 2 4 1	E Elizaben in historia a successione	Make into on the webuile like trackers Once per week Less the	18 K X 105-18 Male		Itans free rides if its not that far or not to Less than \$10,000 Paid Cash going outside of the city
Distant Construction Construction State State<	Image: Constraint of the second sec	D P N up registriou or years R N P 2	Once per week Less the Several times per week 15 year	K I	X No X No K	Si0,000-549,999 Paid Sum Prefer not to answer Paid Sum
140 Observed Barbord Fuer Marketty European (1997) 1997 (1997) 199	X Pay in coins Walking to stop sign 1 1 1 1 2 3 4 7	More times in the morning K Ver	Well Several times per week Less that Several times per week Dever 5 :	1 mm k k 1 mm 1 mm<	K No K	K Prefer not to answer Paid Cash
160 behand Böter ECC Weeksky ECC No Rass 12 Tyle Partiad Weeksky Drogged Olkdata Brone Drive Kone Door K Verg god	Y Page to come Panding to the sign 1 1 X X X X X X X X X X X X X X X X X X X X X X X X	6 2 K Wat	Several times per week Deer 5 y Well Several times per week Less that	ears K 1 25-44 Fermi s1k 0 29-24 Fermi	K K No K	\$10,000 \$29,999 Paid for 5CTD Tokets Less than \$10,000 Paid Cash
12 Debaurd Bider CCC Weekday CCC Modulis to CCC No Oregon Cby/Work/Work/Winkids Modulis Interne Work Wary good 18 Debaurd Bider CCC Weekday CCC No Ni Modulu Alio Oregon Cby/Dock/Work/Winkids Modulis Interne Bide Wry Good X t	X X Wish it ran on the weekends 1 2 2 4 3 F walk from 5 Vaughan to Ace to catch	6 Sit would help if it ran more often				Not leaving early than set time; better
19 Onbard Rider ECE Nowleday CCE No Molalia No Oregon Chylleconatory Dropped of Molalia Home Walk Fair	K Stops the bus, unit really convenient 2 4 5 2 6	7 Shieat S Vaughan Rd, Motalla R Fale	better and bigger signs Several times per week Less that	n 1K 0 19-24 Female	X No	K Prefer not to answer Paid Cash bus signs
22 Octaved Refer CCC Breefing CCC to U Multilla Plus Despector/DyDesping Branket Multilla Porte Brank Very Good E K 2 Octaved Refer CCC Breefing CCC Multilla CCC No Multilla Core Branket Multilla Unter Brank Brank Arr E K 22 Octaved Refer CCC Breefing PLANE CCC To Despector/DyDesping Planket Multilla Core Brank Multilla Core CCC Plane Multilla Core Brank Multilla Core Core Brank Multilla Core CCC Plane Multilla Core CCC Plane Multilla Core CCC Plane Multilla Core Core Brank Multilla Core Core Core Brank Multilla Core Core Core Core Core Core Core Core	X X If they ran more often and later at right 2 1 4 3 2 But being on time 5 7 5 4 4	6 Statended hours; ran mare often 4 7 Being on time and nursing steler to Motalia K Wei	Several times per week Less that	1 year K 1 25-44 Male	K No K	Less than \$50,000 Paid Cash Longer run times; actual annual time
22 Orboard Rider CCC Weekday Ross 92 Tr TriMet 32 CCC TriMet 32 Motalia Home Carpooled Oregon City Work/Work RelaTransit Good						An aco that has time until bus arrives:
22 Onboard River CCC Wavefuty CCC Tritle 13 Box 32 Trielin Oregon Chyllifed/Work/WaveBox1ad Moree Polad up Good X K 24/Onboard River CCC Wavefuty Modal Na CCC Na Volda Name Walked Dones Chyllifed/Work/IndeWalk Far X K	X The trimet is often late 6 5 7 5 2	7 1/2 I would like an app that shows where/when the bus will be there K We	Several times per week. Over 5 y	ears X 015-24 Fermi	x No X	maybe something like the Hop pass that Less than \$20,000 Paid Cash trime thas (reloadable cards)
22 Ochard Barr CCC Breakday CCC Brank B Barr 2, Pella Organ Chillion/Warr Mañad Moda Burne Post og Good K K K 24 Ochard Barr CCC Brank B Barr 2 CC Barr 2 Barr 25 Ochard Barr CCC Brank B Barr 2 B	Immunication (parating) I	2 6 Ver	Well Several times per week Less that	11X X 019-24 Female	K No	
26 Orboard Rider CCC Weekday CCC No Carby PredNo Oregon ChyCollege Walked Molala Home Walk Good K	X Not knowing when the bus will arrive if slightly behind schedule 5 3 7 2 6	4 1 Real time arrival information would be incredibly useful				update the schedule to better match
27) Debardt Rider CCC Weekday CCC 174Met 92 Ras 9 70/86 Milwalder Work/Work/Bitaliad Modala Home Picked Up Raf K	x 1 2 5 3 4	7 6 Katalan Cardo Mariana Katalan Katala		ears X 245-64 Female	X No X	Edution for Internation S20,000-549,999 Paid Gash Trimet
2) Ophenet Dider 1777 Hindber Dan 9 796 Bin 9 796 Bin 1779 Minishbandhad Minish Handa Manaka Bin Prod	t		Artual has story sizes at locations			V 500000.489 000
20 Orbitanii Rolee CCC Weekday Integrati CCC Trimet 20 Holdin Home Walked Organo Chy Recreation/Social Walk Very Good X	т раткау 1 1 1 Х Даниеваниеваниеваниеваниеваниеваниеваниев	2 4 Monte Version and y -	Arren and proven and proven Links the Beveral times per week 1-5 year Recent lines per week	R R V V 1125-44 Fernis K V V V V V V V V V V V V V V V V V V V		V Preto Cash V Preto Cash X Preto rol to annewr Oxid Cash
12 Orband Rider CCC Weekday CCC No Otherstop No Mulino Home Walked Orwen City College Walk Wey Gov4	X Burling a dollar or card as the two options for payment 7 3 5 2 3	6 4 Bus operates inner on weekends We	Several times per week 1.5 year	K I III-14 Family B I K III-14 Wat 1 K IIII-14 Wat IIII-14 Wat 1 K K IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII		X Less than \$20,000 Paid Cash
23 Orboard Nder CCC Weekday Cafeway No New 233 No Molalia Norme waked Mulino Norme Wak Very-Good K 34 Orboard Nder CCC Weekday Carbo/reeNo CCC No Molalia Norme Waked Oreen Cirv Disposine Wak Very-Good V V		7 Glater hours on Saturday K K K Use	Well Several times per week Less the Well Several times per week Diase to Diase to	slyper X D4564 Male ears X U544 Earsh	K K K K K K K K K K K K K K K K K K K	6 \$10,000-540,999 Paid Cash Less than \$20,000 Paid Cash
25 Onboard Rider CCC Weekday CCC No Mobilia No Oregon Clylione Wolked Molalia Work/Nork Red Wolk Very Good	wipe after cat in b two </td <td>Image: Section of the sectio</td> <td>Well Several times per week Less that</td> <td>s 1 year Not sure 0 25-44 Fernik</td> <td>K No K</td> <td>Less than 500,000 Paid Cash Uless than 500,000 Paid Cash When it's cold out, let people on the bus</td>	Image: Section of the sectio	Well Several times per week Less that	s 1 year Not sure 0 25-44 Fernik	K No K	Less than 500,000 Paid Cash Uless than 500,000 Paid Cash When it's cold out, let people on the bus
36 Orboard Rider CCC Weekday CCC hriter 32 Safeway No Oregon Cty Dopping Maiked Motalia Home Waik Very-Good X K 37 Orboard Rider CCC Weekday Ross 92 Trillio CCC Motalia to Motalia Informe Drove AloneCCC Work/Werk Relativak Good		7 7 More hours on Saturday X K K K X Vee	Well Several times per week 1-5 year Several times per week Date 5 years	s K 25-44 Fermin ears K 105-44 Fermin	<u>к</u> на к на к	Less than \$10,000 Paid for \$CTD Tickets to get out of the cold and rain \$10,000 \$39,999 Paid for \$CTD Tickets
Bollow How Served How Served<	N 1 6 2 7 4 monthly passes running on Sandary; more service times 2 1 4 3 1	S 3 X We 6 Saterlines on Saturdaya X Ver	Well Several times per week 1-5 year	X 3* 25-44 Ferminity aers K 125-44 Ferminity k K K 225-44 Ferminity	x Yes K	Prefer not to answer Paid Cash
	3 5 2 7 6	knowing where the bus is and if there are obvious delays should be communicated 4 1 more directly B Fair	Several times per week 3-3 year	x 3+ 19-24 Male	x No	X Prefer not to answer Paid Cash
40 Orboard Bider CCC Weekdary Safeway No CCC No Molata Name Oropped Of Gregori City Callage Walk Good K	Transfer from CCC bus to city bus times do not match up 6 7 4 2 5	3 1 M city but to run longer on weekdays				
41 Debaard Ruder CCC Werkday Leland No CCC TriMet Lift Dregon Chylliome Walked CCC Work/Work Refe Walk Very Good K	E Coperation are late, but only nans until ECOperation and a second seco	nun latter than light; run on sundays Ke Vee	Well online access really helps Several times per week less that	1 year X 1 19-24 Fermi	No 8	X Less than 510,000 Paid Cash Bun later; run on Sundays
4) Otheant Bider 2022 Meekbay Rons 2: T No. 2022 Hold 11 Volde 31 Volde and 1 Volde 32 A 2022	K It takes three hours to get to Tualitan 1 1 1 Image: Comparison of the state of the		there is no sign at the stoneplace or the corner store sdtop Several times per week less that	1K K X 125-64 Male	K No K	8 \$30,000-549,999 Paid Canh
4) Orboard Rider CCC Niewlidzy CCC ECE Spree CCC ECE Spree Multro Home Nikked CCC Brogging Walk Very Good K			Well Several times per week	X 1254 Female	X No	K Less than \$30,000 Other s coin counting machine would help prople pay faster on the box when they
	coming from Silverton can be challenging, but that's their problem 7 1 5 2 6	4 3 Evening classes and events can run settl after 9pn and makes it hard to get home K K K Fair	Several times per week Over 5	ears X X 1+ 19-24 Femal	X No	K K Less than \$20,000 Paid Cash don't have a dollar bill
45 Onboard Rider ECC Weekday Lutand No ECC TriMet 33 Oregon Citylitone Walked Oregon City Work/Work/Real-Walk Very Good X 46 Onboard Rider ECC Weekday Cana No ECC TriMet 32 Oregon Citylitone Walked Oregon City Shopping Walk Very Good		Surday service Ver	Well Several times per week less that Well Several times per week 15 year	1 25-44 Firms	X No S X Yes X	Define tracking with Gogle Maps;
						conservations and the second sec
	Knowing if the bus already arrived;		endine texture is well where Cardo wave is whet i we for Trillet			for the same field and the same field for the same
Operating the first strategy into a spin first which is the strategy into a spin first strategy i	X having 51 at items 3 2 7 1 0 existing start at items 3 2 7 1 0 x K X nobel to the item is no bus 1 4 2 5 0	2 Years new such as Woodburn; more bases coming between hours	provide the construction of the construction o			575,000 or more Paid Cash accept change
	7 7	don't take the bus often X Fair	Once per year or less N/A	X 2+ 25-44 Male	X No X	\$10,000-\$49,999 Paid Cash
Baland Dot State Difference Difference <thdifference< th=""> Difference</thdifference<>	X X # ################################	Application K K K F <th< td=""><td>Several times per week Less the Well Several times per week 1-5 year</td><td>i i</td><td>K No K</td><td>Paid Cash Perfer not to answer Paid Cash</td></th<>	Several times per week Less the Well Several times per week 1-5 year	i i	K No K	Paid Cash Perfer not to answer Paid Cash
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$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		π μ μ μ μ μ μ μ μ μ μ μ μ μ μ μ μ μ μ μ	Well - Several times per week 1-5 year	x X 1+ 45-64 Male	K No K	510,000 549,999 Paid Cash
50 Orboard Biler CC Westury Safeway Mobilis to CCC No Mobilis Home Dropped Of Oregon City Home Picked Up Good E	k b c <thc< th=""> <thc< th=""> <thc< th=""> <thc< th=""></thc<></thc<></thc<></thc<>	6 7				Updating times at stops updating times
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						Road improvements would be nice, too
						many potholes. For dimeter training Have them ride in the bus in a wheelchair so
101 Optimer Bilder City, Manifester Bran 10 Tellin, Safamar No. Harman Mitarathalia/Mahilin-Province Disconting			Promoti Manas and control in a			tray multi one trave on a record and the of der in the back of the back (the back (the back) (the back), Farefers (Molalla City) turns, sharp correcting, and speech)
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ATTACHMENT C ONLINE SURVEY

SCTD, Transit Development & Master Plan —

Introduction

Thank you for participating in SCTD's survey. The information you provide will be used in planning bus system improvements and personally-identifiable information will be kept strictly confidential. Participants that complete the survey will be entered into a drawing for a \$50 Safeway or Fred Meyer gift card.

1. Have you ridden SCTD services (Molalla City Loop, Molalla to Canby, Molalla to CCC)? If yes, how often?

No

- Several times per week
- Once per week
- Several times per month
- Once per month
- Several times per year
- Once per year or less

Script Casawas Frances Transit Development & Master Plan	
SCTD Services	
2. Before this survey, which SCTD services were you aware of?	
Molalla City	
Molalla to Canby	
Molalla to CCC	
None	
 3. What impact do you think SCTD bus service has on the community? Very positive Positive Neutral Negative 4. What would encourage you to try the service? 	
5. What one improvement does SCTD transit service need the most?	

SECTOR TRANSit Dev	elopment & Master Pl	an
Existing Rider Characteristics		
6. Did you fill out the SCTD on-b Yes No	oard survey on either March 13th (or March 16th?
 7. How long have you ridden SC Less than 1 year 1-5 years More than 5 years 	TD?	
 8. What SCTD bus(es) do you from Molalla City Loop Molalla to Canby Molalla to CCC 9. What stops or locations do you 	equently ride? u frequently start and end trips at?	
	Beginning of Trip	End of Trip
Ross Street Transit Center		
Clackamas Community College		
Canby Transit Center		
Other (please specify beginning and end	d of trip)	

WalkImage: Constraint of the second seco		Beginning of Trip	End of Trip
Wheelchair/Mobility Device Drive Alone Carpool Carpool Get Dropped Off Uber/Lyft Iber/Lyft	Walk		
Device Drive Alone Carpool Get Dropped Off Get Dropped Off Uber/Lyft Uber/Lyft Ither (please specify) 1. What types of places do you use bus service to get to? Home Work or Work Related College Middle/High School Heatthcare Related Recreation/Social Shopping Social Services	Bike		
Carpool Carpool Carpool Carpool Carpool Carbopped Off Cuber/Lyft Cuber/Lyft Cuber/Lyft Cubers specify) Cuber/Lyft Cubers of places do you use bus service to get to? Cuber Cubers			
Get Dropped Off	Drive Alone		
Uber/Lyft Uber/Lyft Ither (please specify) 1. What types of places do you use bus service to get to? Home Work or Work Related College Middle/High School Healthcare Related Recreation/Social Shopping Social Services	Carpool		
1. What types of places do you use bus service to get to? Home Work or Work Related College Middle/High School Healthcare Related Recreation/Social Shopping Social Services	Get Dropped Off		
1. What types of places do you use bus service to get to? Home Work or Work Related College Middle/High School Healthcare Related Recreation/Social Shopping Social Services	Uber/Lyft		
Home Work or Work Related College Middle/High School Healthcare Related Recreation/Social Shopping Social Services	Other (please specify)		
Home Work or Work Related College Middle/High School Healthcare Related Recreation/Social Shopping Social Services			
Home Work or Work Related College Middle/High School Healthcare Related Recreation/Social Shopping Social Services			
Work or Work Related College Middle/High School Healthcare Related Recreation/Social Shopping Social Services	1. What types of places of	o you use bus service to get to?	
College Middle/High School Healthcare Related Recreation/Social Shopping Social Services	Home		
Middle/High School Healthcare Related Recreation/Social Shopping Social Services	Work or Work Related		
Healthcare Related Recreation/Social Shopping Social Services	College		
Recreation/Social Shopping Social Services	Middle/High School		
Shopping Social Services	Healthcare Related		
Social Services	Recreation/Social		
	Shopping		
Other (please specify)	Social Services		
	Other (please specify)		
	L		

12. Do you usually transfer buses? If yes, to/from which routes?
Νο
Molalla City
Molalla to Canby
Molalla to CCC
3X Canby
CAT99X
CCC Express Shuttle
TriMet 32 Oatfield
TriMet 33 McCloughlin/King Road
TriMet 99 Macadam/McLoughlin
TriMet Lift
Other (please specify)
13. If bus service were not available, how would you make your typical trip?
Walk
Bike
Wheelchair/Mobility Device

- Drive Alone
- Carpool
- Get Dropped Off/Picked Up
- Uber/Lyft
- Would not make trip
- Other (please specify)

14. How do you typically receive a ticket for bus trips?
Pay Cash
Pre-paid for SCTD Tickets
Fareless (Molalla City)
Provided by Social Program
Other (please specify)

- 15. Overall, how would you rate SCTD's service quality?
- Very Good
- Good
- 🔵 Fair
- O Poor

	Service Opportunities	
	you haven't been able to make a trip because of a lack of transportation, why not? Check all that	
apply.		
	No license	
	Can't rely on a ride from friends/family	
	Can't afford Uber, Lyft, taxi, or transit	
	SCTD doesn't go where I need it to go	
	SCTD doesn't run when I need to travel	
	have a disability that makes traveling difficult	
	have a health issue that makes traveling difficult	
	Other (please specify)	
	Julei (piease specify)	
17. V	Vhat barriers or challenges do you face in riding SCTD? What would help resolve these?	
	low well do you feel you understand SCTD's bus services? For example, where to find bus stops.	
_	/ery Well	
) \	Nell	
) F	Fair	
F	Poor	
	Other (please specify)	

19	19. What tools would make riding SCTD more convenient for you?		
	Online/Mobile Trip Planning Tool (providing step-by-step instructions to get to your destination)		
	Real-time Bus Arrival Information (on a computer or mobile device) that shows when the bus is arriving		
	Different Fare Payment Options (such as a phone app)		
	More Park and Rides		
	Other (please specify)		

20. Please rank the following areas for service improvements, 1 being the highest priority and 6 being the lowest priority for you:

0 0 0 0 0 0	Increase Frequency (bus comes more often)
0 0 0 0 0 0	Extended Hours (bus starts earlier and runs later)
0 0 0 0 0 0	Service to More Destinations
0 0 0 0 0 0	Weekend Service
0 0 0 0 0 0	Customer Service
0 0 0 0 0 0 0 0	Information and Technology

21. Please provide any details for your highest priorities below. For example, if you said "service to more destinations", what locations would you like to see new or more service?

22. What's the best way to share information with you about SCTD services, such as service disruptions?

Website accessed via computer	
Website accessed via mobile device	
Call SCTD	
Email	
Text	
Social Media	
Other (please specify)	

23. Please list any ways in which our service could be improved or other comments you have.

SCTD, Transit Development & Master Plan				
General Information				
24. Your Commute Home City/Location				
Work or School City/Location				
25. What is your age? 15 and Under				
 16-18 19-24 				
 25-44 45-64 				
 65-79 80+ 				
26. What is your race or ethnicity?				
White or Caucasian Hispanic or Latino				
Black or African American Native Hawaiian or other Pacific Islander				
Asian or Asian American American Indian or Alaska Native				
Another race Prefer not to Answer				
Other (please specify)				

27. Do you have a disability that affects your mobility?
⊖ Yes
Νο
28. Are you (fill in all that apply)
Full-time Worker
Part-time Worker
Unemployed - Seeking Employment
Unemployed - Not Seeking Employment
Veteran
Retired
College Student
Middle/High School Student
29. What was your individual income (before taxes) last year?
C Less than \$10,000
Between \$10,000 and \$29,999
Between \$30,000 and \$49,999
Between \$50,000 and \$74,999
\$75,000 or more
Prefer not to answer

Transit Development & Master	er Plan
Wrap-Up	
 30. Stay Connected I would like to receive service alerts from SCTD via email (email add I am interested in receiving service alerts via text. 31. Contact Information 	ress will not be shared with any other parties)
Name	
Email Address	
Phone Number	



Thank You!

Thank you for participating, we welcome additional input on our <u>project</u> <u>map</u> for bus stop, bus route, or other improvements! More information about this project is available at our website: <u>http://sctdtransitplan.com/</u>

Introduction

Gracias por su participación en la encuesta de pasajeros de SCTD. La información que usted provee será usada para planificar mejoras en el sistema de autobuses y la información de identificación personal se mantendrá confidencial. Participantes que completen la encuesta serán ingresados en un sorteo por una tarjeta de regalo para Safeway o Fred Meyer de \$50.

1. ¿Ha montado los servicios de SCTD (Molalla City Loop, Molalla a Canby, Molalla a CCC)? Si si, ¿que tan seguido?

🔵 No

🔵 Varias veces por semana

🔵 Una vez por semana

Varias veces por mes

Una vez por mes

Varias veces por año

🔵 Una vez por año o menos

SCTD Services
2. Antes de esta encuesta, ¿qué servicios del SCTD conocía?
Molalla City
Molalla to Canby
Molalla to CCC
Ninguno
 3. ¿Qué impacto piensa que el servicio de autobús SCTD tiene en la comunidad? Muy positivo
O Positivo
Neutral Negativo
4. ¿Qué te animaría a probar el servicio?

5. ¿Qué mejora necesita más el servicio de tránsito de SCTD?

Existing Rider Characteristics			
6. ¿Completó la encuesta a bo	ordo de SCTD el 13 de marzo o el	16 de marzo?	
Νο			
7. ¿Cuánto tiempo has montac	to SCTD?		
Menos de un año			
1-5 años			
Más de 5 años			
8. ¿En qué autobús (es) SCTE) viajas frecuentemente?		
Molalla City Loop			
Molalla a Canby			
Molalla a CCC			
0 : En qué paradas o ubicacio	nes frecuentemente inicia y termi	na los viaios?	
	Inicio de viaje	Fin del viaje	
Centro de Transito Ross St			
Colegio Comunitario de Clackamas			
Centro de Transito de Canby			
Otro (por favor especifique el inicio y	el final del viaje)		

	de las paradas de autobús?	
	Inicio de viaje	Fin del viaje
Caminando		
Bicicleta		
Silla de ruedas/ Dispositivo de movilidad		
Maneje solo/sola		
Viaje compartido		
Dejados		
Uber/Lyft		
 1. ¿A qué tipo de lugares usa Casa Trabajo o Relacionado con el tra Colegio Escuela Primaria/Secundaria 	as el servicio de autobús para llegar abajo	1?
Relacionado con cuidado de sa Recreación/Social	lud	
De compras		
Otro (Por favor especifica)		

12. ¿Suele transferir autobuses? Si si, ¿a qué rutas?
No
Molalla City
Molalla a Canby
Molalla a CCC
3X Canby
CAT99X
CCC Express Shuttle
TriMet 32 Oatfield
TriMet 33 McCloughlin/King Road
TriMet 99 Macadam/McLoughlin
TriMet Lift
Otro (Por favor especifica)
13. ¿Si el servicio de autobús no estuviera disponible, cómo haría este viaj

- Caminando
- 🔵 Bicicleta
- Silla de ruedas/ Dispositivo de movilidad
- 🔵 Maneje solo/sola
- Viaje compartido
- Dejado o recogido
- Uber/Lyft
- 🕥 No haría el viaje
- Otro (Por favor especifica)

14. ¿Cómo suele recibir un boleto para los viajes en autobús?	
Pagar en efectivo	
Boleto Prepago para SCTD	
Sin Paga (Molalla City)	
Proporcionado por el programa social	
Otro (Por favor especifica)	

15. En general, ¿cómo calificaría la calidad del servicio de SCTD?

- Muy bien
- Bien
- Justo
- 🔵 Mal

SCTD Service Opportunities

16. Si no ha podido hacer un viaje debido a la falta de transporte, ¿por qué no? Marque todo lo que corresponda.

No funciona ningún vehículo motorizado	
Sin licencia	
No puedo confiar en un viaje de amigos / familiares	
No puedo pagar Uber, Lyft, taxi o tránsito	
SCTD no va a donde lo necesito para ir	
SCTD no corre cuando necesito viajar	
Tengo una discapacidad que me dificulta viajar	
Tengo un problema de salud que dificulta los viajes	
Otro (Por favor especifica)	

17. ¿Qué barreras o desafíos enfrentas al montar SCTD? ¿Qué ayudaría a resolver estos?

18. ¿Qué tan bien crees que entiendes los servicios de autobús de SCTD? Por ejemplo, dónde encontrar paradas de autobús.

Muy bien

- Bien
- 🔵 Justo
- 🔵 Mal

Otro (Por favor especifica)

19. ¿Qué herramientas harían montar en el SCTD más conveniente para usted?
Herramienta para planificar viajes en línea/Mobile (Dando instrucciones paso por paso para llegar a su destino)
Información de llegada del vehículo en tiempo real (en la computadora o dispositivo móvil)
Diferentes opciones para pagar la tarifa (Como una aplicación de teléfono inteligente)
Más lugares de aparcar y montar
Otro (Por favor especifica)
20. Clasifique las siguientes áreas para mejoras de servicio, 1 es la prioridad más alta y 6 la prioridad más
haia nara usted

20. C	nasm	que	ius
baja	para	uste	ed:

Aumentar la frecuencia (autobús llega más frecuente)
Horas extendidas (autobús empieza más temprano y corre más tarde)
Servicio a más destinos
Servicio en el fin de semana
Servicio al cliente
Información y Tecnología

21. Por favor provea detalles de sus más altas prioridades abajo. Por ejemplo, si usted dijo "servicio a más destinos", ¿a qué destinos usted quiere ver nuevo o más servicio?:



22. ¿Cuál es la mejor manera de compartir información sobre servicios	del SCTD, como interrupción de
servicio?	
Sitio web visitada por computadora	
Sitio web visitada por modo móvil	
Llamar SCTD	
Correo electrónico	
Texto	
Facebook/Medios de comunicación social	
Otro (Por favor especifica)	
L	-

23. Por favor, enumere las formas en que nuestro servicio podría ser mejorado u otros comentarios que tengas.

General Information

Tra	bajo o escuela dad / Ubicación
25	. ¿Cuál es su edad?
\bigcirc	15 o menos
\bigcirc	16-18
\bigcirc	19-24
\bigcirc	25-44
\bigcirc	45-64
\bigcirc	65-79
\bigcirc	80 o mas
	Hispano o latino Negro o afroamericano
	Nativo de Hawái o las islas del Pacífico Asiático o asiático americano
	Indio americano o nativo de Alaska
	Otra raza
	Prefiero no responder
	Otro (Por favor especifica)
27	ز. ز. Tienes alguna discapacidad que afecte tu movilidad

28. Are you (fill in all that apply)		
Trabajador a tiempo completo		
Trabajador de medio tiempo		
Desempleados - Buscando Empleo		

- Desempleados No buscar empleo
- Veterano
- Retirado
- Estudiante universitario
- Estudiante de Primaria/Secundaria
- 29. ¿Cuál fue su ingreso individual (antes de impuestos) el año pasado?
- Menos de \$10,000
- Entre \$10,000 and \$29,999
- Entre \$30,000 and \$49,999
- Entre \$50,000 and \$74,999
-) \$75,000 o mas
- Prefiero no responder

Wrap-Up		
30. Mantente conectado		
Yo quisiera recibir alertas de servicio departe de SCTD por correo electrónico (correo electrónico no será compartido con otra parte)		
Yo estoy interesado en recibir alertas de servicio por texto.		
31. Información de contacto		
Nombre		
Correo Electrónico		
Número de Teléfono		

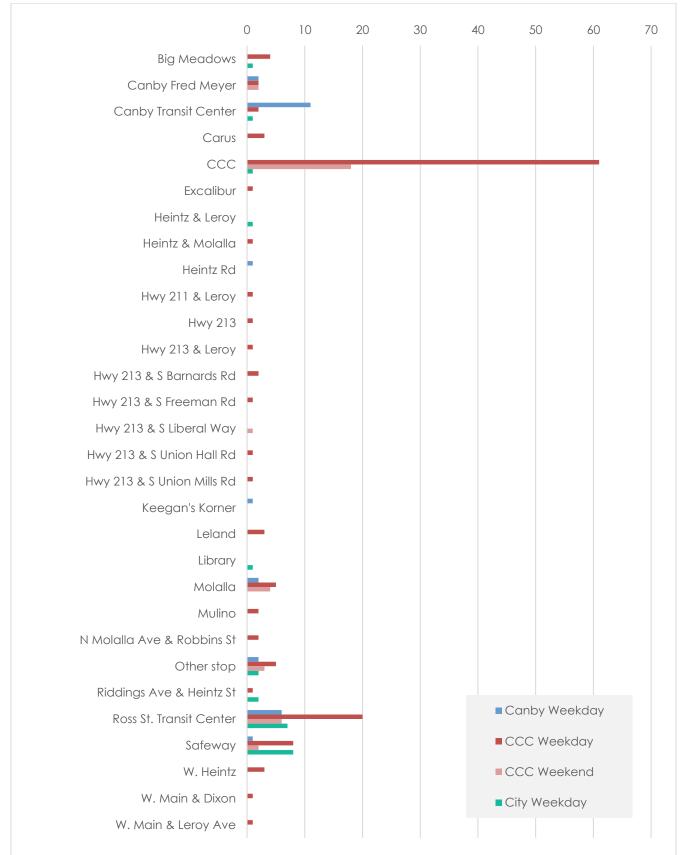
¡Gracias por participar, damos la bienvenida a comentarios adicionales en nuestro proyecto de mapa para paradas de autobuses, rutas de autobuses o otras mejoras! Más información sobre este proyecto está disponible en nuestro sitio web: http://sctdtransitplan.com/

ATTACHMENT D DETAILED ONLINE SURVEY RESPONSES

		Noncolarity Nonlinearity Nonlinearity </th
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ATTACHMENT E DETAILED SURVEY RESPONSE GRAPHICS





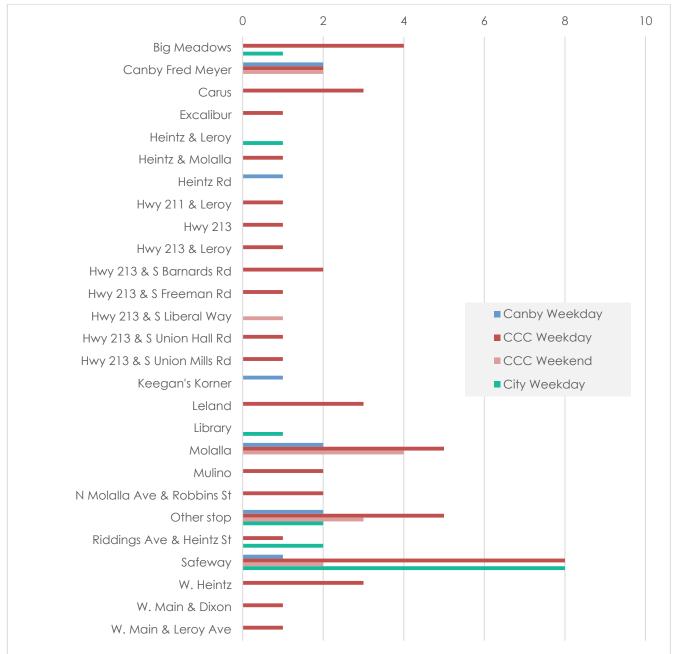
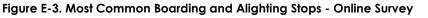
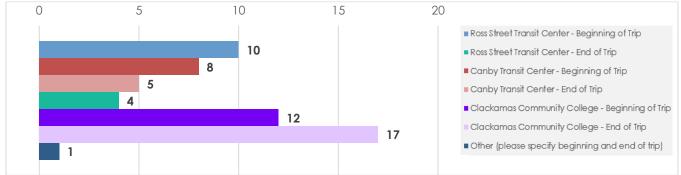


Figure E-2. Boarding and Alighting Stops without CCC, Canby Transit Center, Ross St Transit Center – Onboard Survey





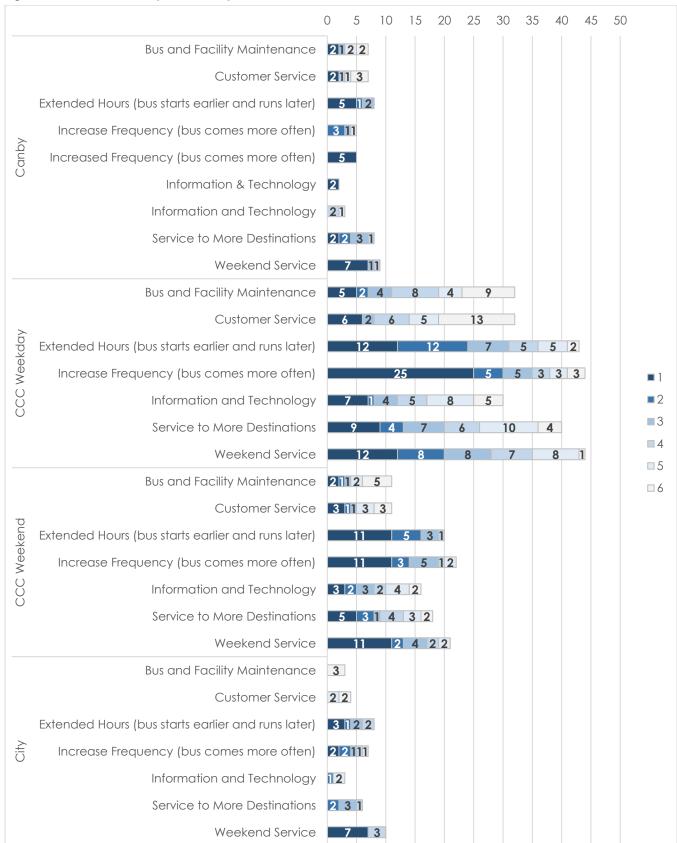
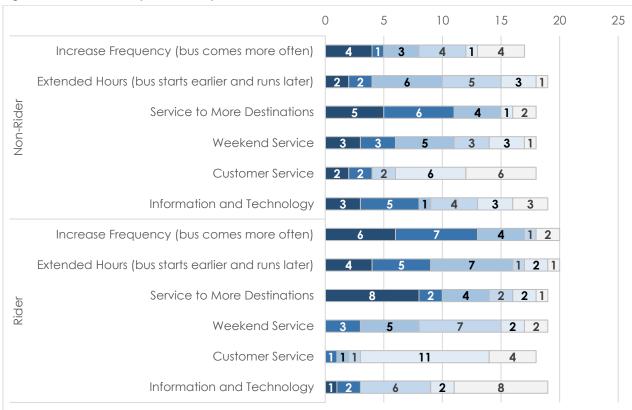


Figure E-4. Onboard Survey Service Improvement Priorities



1

■2 ■3

4

□5

6

Figure E-5. Online Survey Service Improvement Priorities

APPENDIX B OUTREACH EVENTS SUMMARY



OUTREACH EVENT SUMMARY

Date:	May 9, 2019	Project #: 23254.0
То:	Tom Strader and Shirley Lyons, SCTD Carol Landsman, Landsman Transportation Planning, LLC Seth Brumley and Hector Rodriguez-Ruiz, Oregon Department of Transportation	
From:	Susan Wright, Krista Purser, and Rachel Grosso, Kittelson & Associates, Inc.	
Project:	SCTD Transit Development and Master Plan Update	
Subject:	Outreach Event Summary (Subtask 2.6)	

OUTREACH EVENTS

The following provides a summary of outreach events conducted for SCTD's Transit Development and Master Plan (TDMP). The outreach events consisted of two events on March 28th, 2019, at the Molalla Public Library and Molalla Adult Center, and one event on April 5th, 2019 at Clackamas Community College (CCC). The outreach events reached 6 participants at the Molalla Public Library and Molalla Adult Center and 18 at CCC. The materials presented at the outreach events are included in Attachment A.

Participants at the Molalla Public Library and Molalla Adult Center elected to provide verbal feedback to the project team. Comments included:

- » Provide earlier service to Canby (6 AM), whether that be through earlier hours on the current service, vanpools, or rideshare coordination.
- » Provide Sunday service and later service to CCC.
- » Coordinate with Canby services and find opportunities for consolidation.
- » Express shuttles to Canby.
 - This response indicated the participant was not aware of the existing service.
- » Bus service to Woodburn.
- » Enhanced bus stop signage.
- » Remove the one grocery bag limit. Two participants noted this.
 - The project team spoke with a driver in attendance and discussed the concern of items rolling under the gas and brake pedals. Providing baskets or allowing items to be stored in the ADA lift area when not in use are potential solutions.

Participants at the CCC event provided feedback on a short questionnaire. The questionnaire responses are included in Attachment B. Figure 1 through Figure 4 summarize the responses. As shown, only eight (44%) respondents were aware of SCTD. Of the five Molalla and Mulino residents that could ride SCTD services to get to CCC, one resident was not aware of SCTD.

Figure 1. Which providers were you aware of?

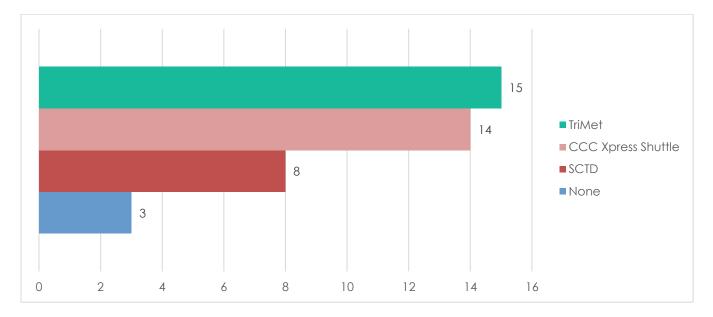


Figure 2. Which services do you ride?

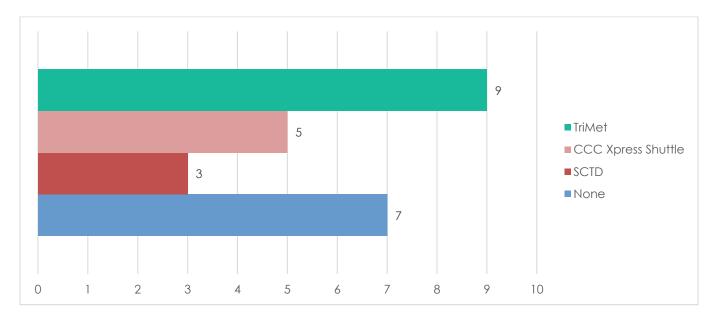


Figure 3. Any suggestions for improvement?

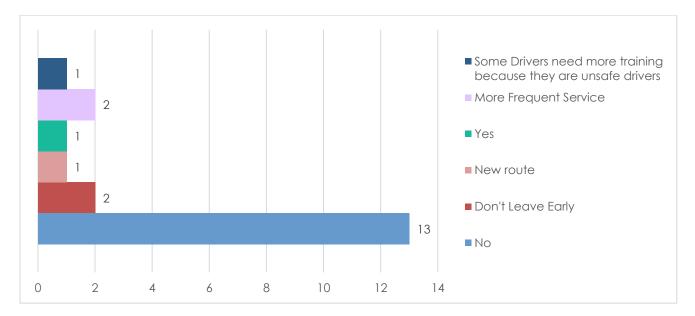
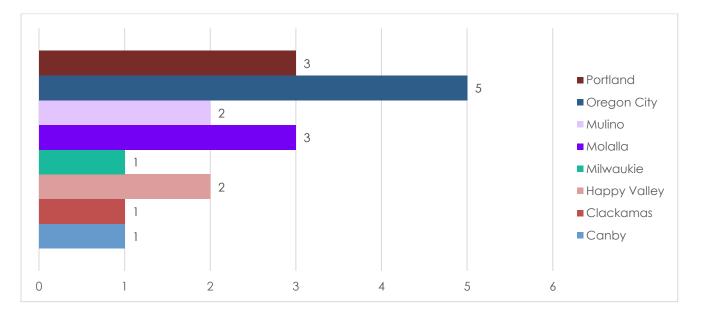


Figure 4. What's your home location?



ATTACHMENT A OUTREACH EVENT MATERIALS

Welcome!



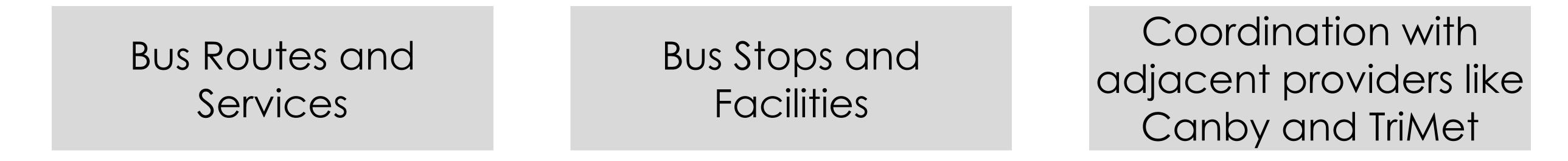
What's happening?

Project

Began

South Clackamas Transportation District (SCTD) is currently in the process of updating the Transit Development and Master Plan (TDMP), which is a plan to provide strategic guidance to SCTD. This includes short, mid, and long-term guidance on providing:





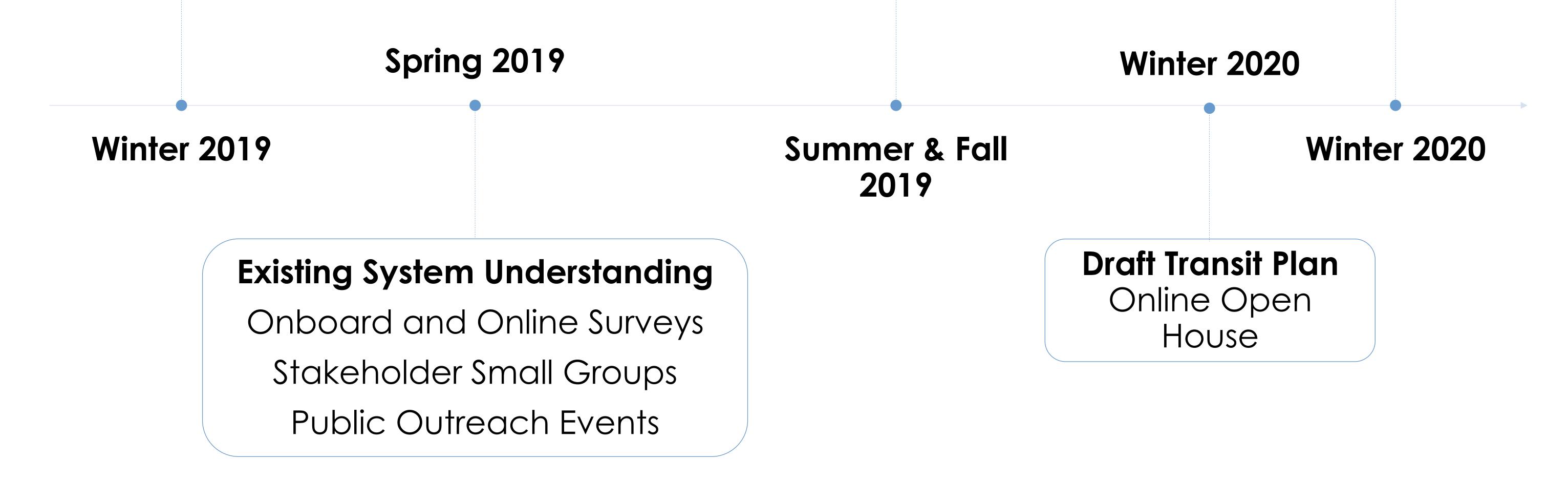
In addition, the TDMP will provide guidance to the City of Molalla for their efforts to improve transit access for low-income populations, increase transit use, and reduce greenhouse gas emissions.

Future Needs and Service Opportunities

Online Survey

Public Outreach Events

Project Ends

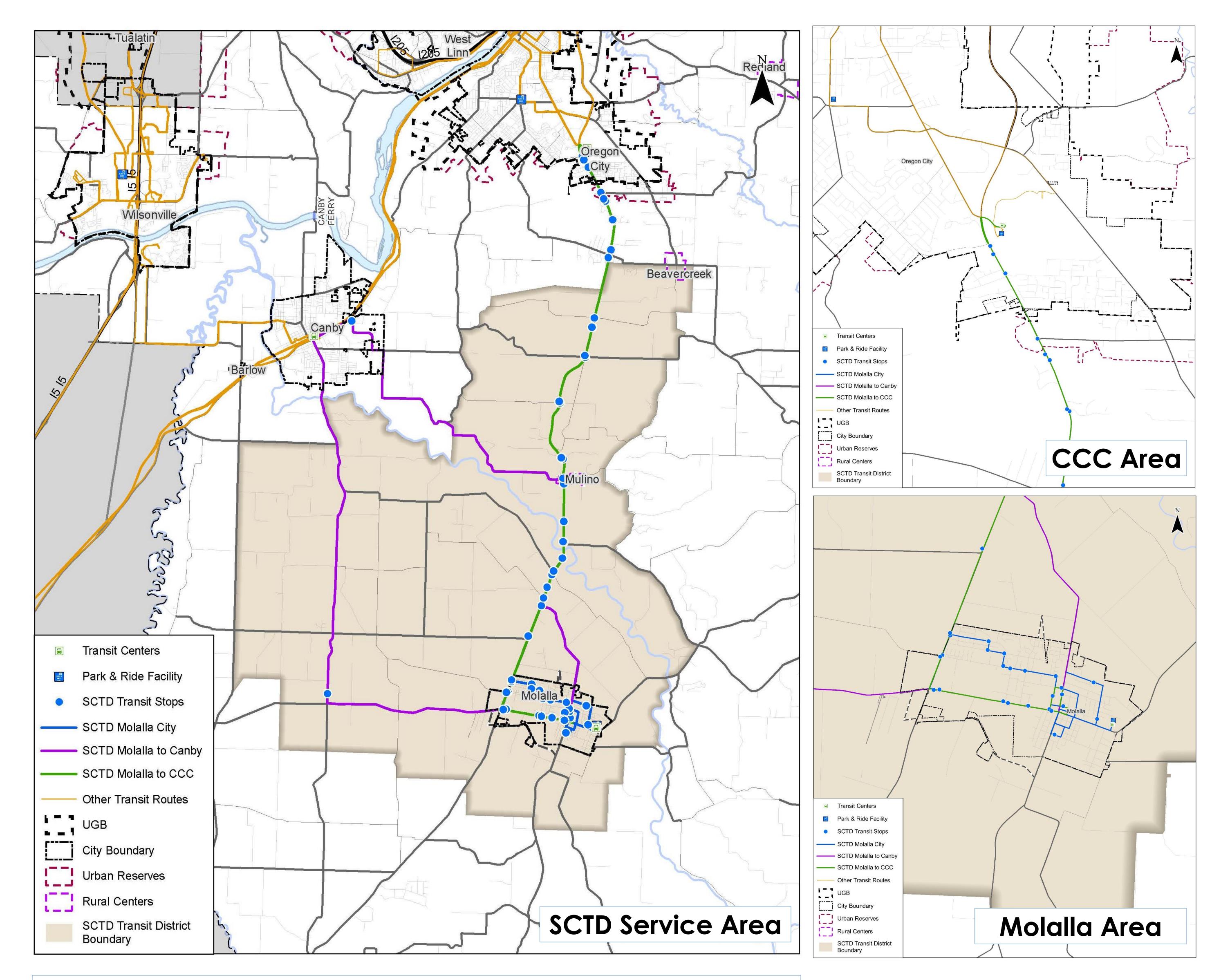


Stay Involved!

Go to SCTDtransitplan.com for more opportunities.

Where do you want transit improvements?





Overall Comments

How can we improve transit for you?

Please use three (3) dot stickers to vote for the bus service improvements that are of highest priority to you

Increase Frequency

Enhance existing service by providing more frequent service.

Extended Hours

Extend existing service to earlier mornings and later



Additional Comments

evenings.

Weekend Service

Enhance existing service by providing Saturday and/or Sunday service.

New Service

Add or modify routes to serve different locations or add new types of service, such as commuter or shopping/grocery shuttles.

Service to Underserved Populations

Enhance outreach, programs, or service to populations like people with disabilities and low-income populations.

Shelter & Bus Stop Amenities

Provide enhanced signage at stops or other amenities to increase comfort when waiting.

Technology

Provide real-time bus arrival information and online/mobile trip planning tools

Different Fare Payment Options

Expand fare payment options, such as monthly passes or payment via a smartphone app

APPENDIX C DRIVER SURVEY SUMMARY



DRIVER SURVEY SUMMARY

Date:	May 9, 2019	Project #: 23254.0
То:	Tom Strader and Shirley Lyons, SCTD Carol Landsman, Landsman Transportation Planning, LLC Seth Brumley and Hector Rodriguez-Ruiz, Oregon Department of Transportation	
From:	Susan Wright, Krista Purser, and Rachel Grosso, Kittelson & Associates, Inc.	
Project:	SCTD Transit Development and Master Plan Update	
Subject:	Driver Survey Summary (Subtask 2.3)	

DRIVER SURVEY SUMMARY

The following provides a summary of the driver survey conducted for SCTD's Transit Development and Master Plan (TDMP). The driver survey consisted of questions exploring SCTD's service quality, challenges for drivers and ideas for solutions, and priorities for service improvements. *The driver survey is included in Attachment A.*

Key findings included:

- » Employees' length of service ranged from three months to nine years, with an average duration of 2.6 years.
- » On a scale of 1 to 5, with 1 being the lowest and 5 being the highest, 5 employees ranked SCTD's service as 5, 1 ranked service at 3.5, and 1 did not respond.
- » Two drivers reported the one-bag rule as a challenge. One driver reported issues with properly loading wheelchair-bound individuals onto the bus. One driver on the Canby route reported difficulty turning out of the Canby Fred Meyer parking lot.
- » Improving buses and bus stops ranked as a high priority among the drivers, with detailed follow-up including potholes needing gravel/paving at some stops, especially Highway 213 at Excalibur in Carus. Improving information and technology also ranked high, with medium prioritization of providing service to additional destinations and increasing headways. Providing weekend service ranked as a low priority.
- » Two drivers recommended posting consistent signage explaining SCTD rules and procedures to both improve behavior and describe the fare policies. One driver expressed that riders desire service to Woodburn. One driver recommended that Saturday's timetable be adjusted to include "more break time later in the day."

ATTACHMENT A DRIVER SURVEY



South Clackamas Transportation District Transit Development and Master Plan Update Driver Survey

Thank you for taking this short survey. Your feedback is important to improving SCTD's services and will ultimately be used in the development of the SCTD Transit Development and Master Plan Update. Your responses will be kept completely anonymous and will be mailed directly to the Project consultant. Please use the back side of this page if you need more space.

1.	How many years have you been an employee of SCTD?	years
----	---	-------

- 2. Which routes and on which days do you usually drive?
 - □ Molalla City □ Molalla to Canby □ Molalla to CCC

,	
Days:	
Days:	
Days:	

- 3. What is your overall impression of the SCTD transit service (scale of 1 to 5, with 5 being outstanding)? In your opinion, what could SCTD do to improve service?
- 4. What challenges do you face as a driver? What would help resolve those challenges?
- 5. Which of the following areas do you think the District should focus on to improve transit service for riders? Please rank from 1 to 6, with 1 being the highest priority.

Increase Bus Frequency	Extended Hours
Service to More Destinations	Weekend Service
Improve the Bus/Bus Stop Facilities	Information and Technology
	(mobile ticketing, real-time bus arrival)

- 6. Do you have any recommendations related to vehicles, transit centers, bus stop amenities, route schedules, service locations, or service policies that would help improve the service?
- 7. Do you have any other suggestions?

APPENDIX D SCTD BOARD OF DIRECTS WORK SESSION SUMMARY



SCTD BOARD WORK SESSION SUMMARY

Date:	May 9, 2019	Project #: 23254.0
То:	Tom Strader and Shirley Lyons, SCTD Carol Landsman, Landsman Transportation Planning, LLC Seth Brumley and Hector Rodriguez-Ruiz, Oregon Department of Transportatio	on
From:	Susan Wright, Krista Purser, and Rachel Grosso, Kittelson & Associates, Inc.	
Project:	SCTD Transit Development and Master Plan Update	
Subject:	SCTD Board of Directors Work Session Summary (Subtask 2.5)	

OUTREACH EVENTS

The following provides a summary of the SCTD Board of Directors Work Session conducted for SCTD's Transit Development and Master Plan (TDMP). The work session occurred on April 25th, 2019, at the Arrowhead Golf Course. The materials presented at the work session are included in Attachment A.

The Board provided the following input on potential Stakeholder Small Groups:

- » Clinics They can spread information about transit to patients who have canceled medical appointments due to lack of transportation. Put flyers in these offices.
- » Hospitals (Silverton, Oregon City) Similarly, can share resources with patients. Put flyers in these offices.

The Board provided the following input on what they'd like the plan to include:

- Special events buses for the community. Example: Tulip fields and Elk Farm, senior days at outlet malls, Buckeroo, strawberry festival, hops festival.
 - Previous service for Buckeroo was unsuccessful as several riders were inebriated.
 - Transit must be provided on a regular schedule to not compete with Charter services.
- » Don't overlook marketing and productivity in the plan. We need to educate the community and advertise/communicate services, host booths at conferences.
- » What funding opportunities are available? Include these in the plan.

ATTACHMENT A BOARD OF DIRECTORS WORK SESSION MATERIALS



Transit Development & Master Plan

SCTD Board Work Session #1 April 25, 2019



Introductions

Meeting Purpose and Agenda Review

ITEM	LEAD PRESENTER
Introductions	Tom Strader, SCTD
Welcome, Meeting Purpose, Agenda Review	Susie Wright, Kittelson
Project Goals	Susie
Project Tasks and Schedule	Susie
Public Involvement Recap	Krista Purser, Kittelson
Existing Conditions	Krista
Project Outcomes	Susie
Next Steps	Krista

Project Goals

The Transit Development and Master Plan (TDMP) is a plan to provide strategic guidance to SCTD. This includes short, mid, and long-term guidance on providing:





Bus routes and services

Align with the following STIF goals:

Improve access for low-income

Enhance urban and rural

community service through

integration with adjacent

meeting needs of future growth,

transportation disadvantaged populations, and enhanced

populations

services.

Bus stops and facilities

Coordination with adjacent providers

Provide guidance to the City of Molalla for their efforts to:

- Improve transit access for lowincome population
- Increase transit use
- Reduce greenhouse gas
 emissions

¥II	1 - Project Management	Throughout	2019
~	2 - Existing Conditions	February - April	
	3 - Transit Goals, Outcomes, and Policies	April - June	
+	4 - Future Needs & Evaluation Framework	June - September	
Ō	5 - Future Service Opportunities and Evaluation	August - October	
	6 - Draft TDMP	November - December	
	7 – Adoption	December - January	2020

Project Tasks and Schedule

Project Outreach Approach

Technical Advisory Committee	Project Website	Questionnaires (onboard and online surveys)
Driver Survey	Stakeholder Small Groups	SCTD Board of Director Work Sessions
Outreach Efforts (info at community events)	Virtual Open House	In-Person Open House (Contingent)

Gerald Fisher, City of Molalla	Cecily Rose, Molalla Adult Center	Donna Walsh, Molalla River School District	Ray Atkinson, Clackamas Community College
Karen Buehrig, Clackamas County	Julie Wehling, Canby Area Transit	Virgil Foster, SCTD Rider	Joseph Lowe, Department of Human Services and Oregon Health Authority

Technical Advisory Committee

		D_{\bullet}				
HOME	LATEST NEWS	MEETINGS	PROJECT DOCUMENTS	PROJECT TEAM MEMBERS	SUBSCRIBE	CONTACT

SCTD Transit Development and Master Plan

Take our online survey at www.surveymonkey.com/r/sctd2019 to tell us how to improve transit for you! Open March 25th - April 14th.

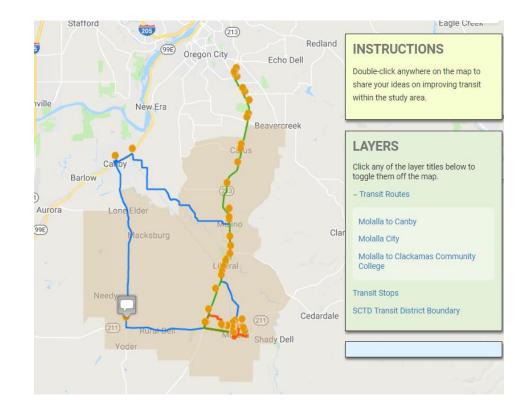
Queremos sus comentarios sobre como podemos mehorar el servicio de tránsito. Encuesta de SCTD 2019 En Español www.surveymonkey.com/r/SCTD2019-Espanol. Abierto Marzo 25th - Abril 14th.

South Clackamas Transportation District (SCTD) is currently in the process of updating their Transit Development and Master Plan (TDMP), which is a plan to provide strategic guidance to SCTD. This includes short, mid, and long-term guidance on providing transit services, bus stops and facilities, and coordination with adjacent transit providers such as Canby Area Transit and TriMet. In addition, the TDMP will provide guidance to the City of Molalla for their efforts to improve transit access for low-income populations, increase transit use, and reduce greenhouse gas emissions.

Check out the Fact Sheet, Schedule, and provide your feedback on our project map! Stay tuned for future opportunities to engage.

Interactive Project Map



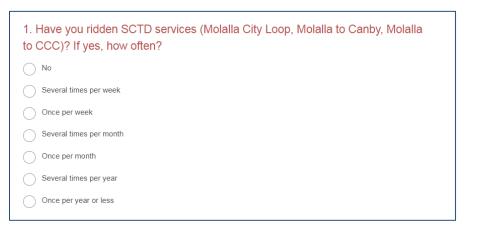


Project Website: <u>sctdtransitplan.com</u>

Outreach Efforts & Surveys



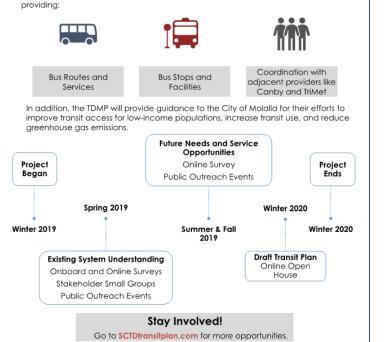
- 110 Onboard Surveys Collected
 - All runs of Canby and City routes on a weekday
 - Most runs of CCC on a weekday and all runs on a Saturday
- 55 Online Surveys Collected
 - 25 non-riders
 - 30 riders
- Outreach events at Molalla Library and Molalla Adult Center on March 28th and CCC on April 5th
 - 6 participants on March 28th
 - 18 survey responses on April 5th
- Driver Surveys gathered feedback on challenges for drivers and potential solutions, service improvements, and other recommendations.



What's happening? South Clackamas Transportation District (SCTD) is currently in the process of updating the Transit Development and Master Plan (TDMP), which is a plan to provide strategic guidance to SCTD. This includes short, mid, and long-term guidance on

SCTD

Welcome!



9

Survey Questions

Onboard Survey Questions

- Origins and destinations, bus stops, transfers to/from other services
- Trip purpose (work/school, shopping, recreational)
- Service quality and improvements
 - Current challenges and barriers
 - Where and how to improve
- Demographic information
- Additional Feedback

Online Survey Questions

- Similar questions for current riders
- Questions for non-riders, including:
 - Which services they were aware of
 - Community impact of transit
 - What would encourage them to try the service
 - What improvements they suggest



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Bus stop improvements, primarily improved signage Real-time arrival information Later evening service, especially for Molalla City and Molalla to Canby routes



Weekend service



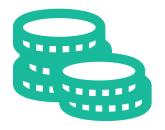
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More frequent service

Better transfers to TriMet, Canby

Example Survey Feedback

Survey results show improvements that can be explored further and are not recommendations at this stage. Detailed results are being processed and will be included in the existing conditions memo.





Fare Payment

Accepting coins

Monthly passes

Mobile ticketing

Fare reciprocity with adjacent services

More service areas. Multiple responses noted:

Woodburn

Colton

Estacada

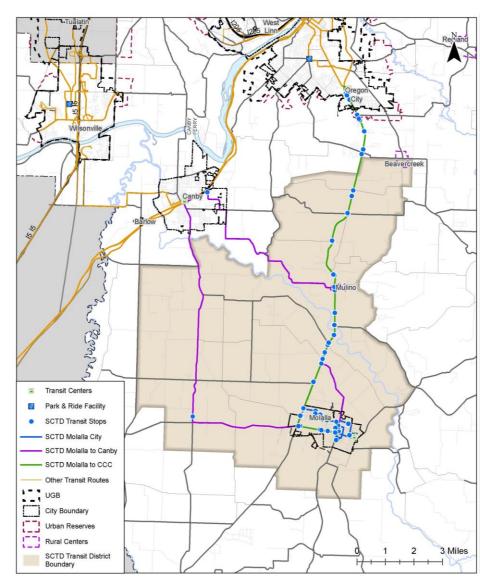
Oregon City (downtown, transit center, Fred Meyer)

Example Survey Feedback

Survey results show improvements that can be explored further and are not recommendations at this stage. Detailed results are being processed and will be included in the existing conditions memo.

Existing Conditions Memo

- Purpose:
 - Understand the SCTD System
- Includes:
 - Transit System Overview -SCTD and adjacent services, transit fleet and equipment
 - Service Area Overview Demographics, employment, commute patterns
 - Outreach Findings
 - Transit Market and Needs
 - Financial Overview income and expenses, fare structure and revenue



Historical Ridership

FY 2017-18 Annual Service Miles, Service Hours, and Ridership

70,000 60,000 50,000								Molalla City	Molalla to Canby	Molalla to CCC
40,000 30,000							Service Miles	15,510	54,864	181,950
20,000							Service Hours	2,540	2,540	6,518
-	2013	2014	2015	2016	2017	2018	Ridership	24,051	14,075	53,951
		-CCC				- •				

Existing Conditions

Existing Conditions

FY 2018-19 Income

- Grant Revenue \$1,014,000
 - HB 2017 provides future funding opportunities
- Payroll & Self-Employment Tax \$700,000
- Fare Revenue \$60,000
- Interest Income \$8,000
- Cash Carryover \$400,000

FY 2018-19 Expenses

- Contracted Services, Materials & Supplies \$957,000
- Capital Expenses \$475,000
- Personal Services \$350,000
- Contingency \$400,000

Project Outcomes

Based on existing conditions and future funding and needs, plan may include:

- New services and programs
- Route changes or more hours to existing services
- Bus stop and facility improvements
- Coordination opportunities with other services
- Marketing alternatives
- Fare policies

Next Steps

- Stakeholder Small Groups Seeking input
- Memo #2: Existing System
 - Will include public outreach and survey summaries
- Interim Title VI Report
- TAC Meeting June 6th
- Summer 2019
 - Memo #3: Goals and Policies
 - Memo #4: Land Use Impact on Future Needs
 - Memo #5: Evaluation Framework
 - Memo #6: Future Service Opportunities
 - Public Involvement

Other Items?

APPENDIX E TCRP REPORT 161 OUTPUTS

SERVICE AREA CHARACTERISTICS INPUT TABLE Fill In All Unshaded Boxes]
Service Area: SCTD							
Analysis Description: Existing Transit Need and Demand - Molalla City Route							
Additional Description:							
			Progra	am Demand Inj	outs		
Transit Need Inputs							
Number of persons residing in households with income below					Percentage of	Percentage of	Number of Weeks
the poverty level: Number of households residing in households owning no			Number of Program	Number of Events per	Participants who attend on an	Participants who are Transit Depdendent or	Program is Offered
vehicles: Households Persons	Program Name	Program Type	Participants:	Week:	AVERAGE day:	Likely to Use Transit:	(Annually):
1-Person households:			_		-		
3-Person households:							
4-or-more-Person households:							
Mobility Gap:							
Enter State (from drop-down list):							
General Public Rural Non-Program American Community Population Age 60+ B01001							
Population Age 18 - 64 with a Mobility Limitation \$1810 Persons Living in Households with No Vehicle Available B08201							
General Public Rural Passenger Transportation							
Need: Annual Vehicle-miles of Service: Annual Vehicle-miles of Service:							
Small City Fixed Route Inputs							
Population of City: 8,987 Persons							
College and University Enrollment (Total): 0 Students Annual Revenue-Hours of Service: 2,540 Annual Revenue-Hours							
Demand - Commuter by Transit to an Urban Center							
Workers Commuting from Rural County to Urban Center Miles Distance from Rural County to Urban Center Miles Is the Urban Center a State Capital? Check Box for Yes	http://factfinder2.censu	demographic data is the <u>s.gov/faces/nav/jsf/page</u> e referenced Table Nur	s/index.xhtml			ay not be available for co	mmunities under

RURAL TRANSIT NEED/DEMAND ESTIMATION - OUTPUT TABLE								
Service Area: SCTD								
Analysis Description: Existing Transit Need and Demand - Molalla City Route								
Additional Description:								
Estimation of Transit Need	<u> </u>							
Total need for passenger transportation service:		Persons						
Total households without access to a vehicle:		Households						
State Mobility Gap:		Daily 1-Way PsgrTrips per Household						
Total need based on mobility gap:		Daily 1-Way Passenger-Trips						
		Annual 1-Way Passenger-Trips						
General Public Rural Non-Program Demand	٦							
Estimate of demand for general public rural transportation								
Rural transit trips:		Annual 1-Way Passenger-Trips						
General Public Rural Passenger Transportation								
Estimate of demand for rural transportation								
Total Rural Non-Program Demand		Annual 1-Way Passenger-Trips						
Small City Fixed Route								
Annual Ridership:	24,300	Annual 1-Way Passenger-Trips						
Demond. Commutes has Transition on University								
Demand - Commuter by Transit to an Urban Center Proportion of Commuters using Transit:								
Commuter trips by transit between counties:		Daily 1-Way Passenger Trips						
		Annual 1-Way Passenger-Trips						
Duniel Dan anna d								
Rural Program Demand Annual Program Trip Estimation								
		Annual 1-Way Passenger-Trips						
		Annual 1-Way Passenger-Trips						
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		Annual 1-Way Passenger-Trips						
		Annual 1-Way Passenger-Trips						
Total Rural Program Demand		Annual 1-Way Passenger-Trips						

SERVICE AREA CHARACTERISTICS INPUT TABLE Fill In All Unshaded Boxes		
Service Area: SCTD		
Analysis Description: Existing Transit Need and Demand - Molalla to Canby Route		
Additional Description: Molalla to Canby		
	Program Demand Inputs	
Transit Need Inputs		
Number of persons residing in households with income below the poverty level: Image: Comparison of the poverty level: Number of households residing in households owning no vehicles: Households Persons	Percentage of Percentage of Number of Number of Participants who Participants who are Program Events per attend on an Transit Depdendent or Program Name Program Type Participants: Week: AVERAGE day: Likely to Use Transit:	Number of Weeks Program is Offered (Annually):
1-Person households:		
2-Person households: 3-Person households:		
4-or-more-Person households:		
Mobility Gap: Enter State (from drop-down list):		
General Public Rural Non-Program American Community Population Age 60+ B01001 Population Age 18 - 64 with a Mobility Limitation S1810 Persons Living in Households with No Vehicle Available B08201	Image: second	
General Public Rural Passenger Transportation		
Need: Annual Vehicle-miles of Service: Annual Revenue-Miles	Image: second	
Small City Fixed Route Inputs		
Population of City: Persons College and University Enrollment (Total): Students Annual Revenue-Hours of Service: Annual Revenue-Hours	Image: second	
Demand - Commuter by Transit to an Urban Center Workers Commuting from Rural County to Urban Center Distance from Rural County to Urban Center Is the Urban Center a State Capital?	The prefered source of demographic data is the American Community Survey, available at: http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml At that website enter the referenced Table Number in the appropriate box. Some table numbers may not be available for com	nmunities under

RURAL TRANSIT NEED/DEMAND ESTIMATION - OUTPUT TABLE								
Service Area: SCTD								
Analysis Description: Existing Transit Need and Demand - Molalla to	Canby Route							
Additional Description: Molalla to Canby								
Estimation of Transit Need	1							
Total need for passenger transportation service:	Persons							
Total households without access to a vehicle:	Households							
State Mobility Gap:	Daily 1-Way PsgrTrips per Household							
Total need based on mobility gap:	Daily 1-Way Passenger-Trips							
	Annual 1-Way Passenger-Trips							
General Public Rural Non-Program Demand]							
Estimate of demand for general public rural transportation	1							
Rural transit trips:	Annual 1-Way Passenger-Trips							
General Public Rural Passenger Transportation]							
Estimate of demand for rural transportation								
Total Rural Non-Program Demand	Annual 1-Way Passenger-Trips							
Small City Fixed Route	<u>]</u>							
Annual Ridership:	Annual 1-Way Passenger-Trips							
Demand - Commuter by Transit to an Urban Center]							
Proportion of Commuters using Transit:	2%							
Commuter trips by transit between counties:	10 Daily 1-Way Passenger Trips							
	1,800 Annual 1-Way Passenger-Trips							
Rural Program Demand]							
Annual Program Trip Estimation]							
	Annual 1-Way Passenger-Trips							
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	Annual 1-Way Passenger-Trips Annual 1-Way Passenger-Trips							
Total Rural Program Demand	Annual 1-Way Passenger-Trips							

SERVICE AREA CHARACTERISTICS INPUT TABLE Fill In All Unshaded Be	oxes]
Service Area: SCTD								
Analysis Description: Existing Transit Need and Demand - Molalla to Canby Route								
Additional Description: Molalla to Salem								
				Progra	m Demand Inp	outs		
Transit Need Inputs								
Number of persons residing in households with income below the poverty level: Image: Comparison of the poverty level: Number of households residing in households owning no vehicles: Households		Program Name	Program Type	Number of Program Participants:	Number of Events per Week:	Percentage of Participants who attend on an AVERAGE day:	Percentage of Participants who are Transit Depdendent or Likely to Use Transit:	Number of Weeks Program is Offered (Annually):
1-Person households:				r articipanto.	WCCK.			(Annually).
2-Person households: 3-Person households:								
4-or-more-Person households:								
Mobility Gap: Enter State (from drop-down list):		-						
General Public Rural Non-Program American Comm Population Age 60+ B01001 Population Age 18 - 64 with a Mobility Limitation S1810 Persons Living in Households with No Vehicle Available B08201								
General Public Rural Passenger Transportation								
Need: Annual Vehicle-miles of Service: Annual Revenue-N	/iles							
Small City Fixed Route Inputs								
Population of City: Persons College and University Enrollment (Total): Students Annual Revenue-Hours of Service: Annual Revenue-Hours of Service:	lours							
Demand - Commuter by Transit to an Urban Center Workers Commuting from Rural County to Urban Center Distance from Rural County to Urban Center Is the Urban Center a State Capital?	;	http://factfinder2.cen	of demographic data is the sus.gov/faces/nav/jsf/pages the referenced Table Num	/index.xhtml			ay not be available for co	mmunities under

RURAL TRANSIT NEED/DEMAND ESTIMATION - OUTPUT	TABLE					
Service Area: SCTD						
Analysis Description: Existing Transit Need and Demand - Molalla to Canby Route						
Additional Description: Molalla to Salem						
Estimation of Transit Need	1					
Total need for passenger transportation service:	Persons					
Total households without access to a vehicle:	Households					
State Mobility Gap:	Daily 1-Way PsgrTrips per Household					
Total need based on mobility gap:	Daily 1-Way Passenger-Trips					
	Annual 1-Way Passenger-Trips					
General Public Rural Non-Program Demand]					
Estimate of demand for general public rural transportation						
Rural transit trips:	Annual 1-Way Passenger-Trips					
General Public Rural Passenger Transportation]					
Estimate of demand for rural transportation						
Total Rural Non-Program Demand	Annual 1-Way Passenger-Trips					
Small City Fixed Route						
Annual Ridership:	Annual 1-Way Passenger-Trips					
Demand - Commuter by Transit to an Urban Center						
Proportion of Commuters using Transit:	3%					
Commuter trips by transit between counties:	10 Daily 1-Way Passenger Trips					
	1,800 Annual 1-Way Passenger-Trips					
Rural Program Demand						
Annual Program Trip Estimation						
	Annual 1-Way Passenger-Trips					
	Annual 1-Way Passenger-Trips					
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	Annual 1-Way Passenger-Trips					
	Annual 1-Way Passenger-Trips					
Total Rural Program Demand	Annual 1-Way Passenger-Trips					

SERVICE AREA CHARACTERISTICS INPUT TABLE Fill In All Unshaded Boxes]
Service Area: SCTD							
Analysis Description: Existing Transit Need and Demand - Molalla to Canby Route							
Additional Description: Molalla to Wilsonville							
			Progra	m Demand Inp	outs		
Transit Need Inputs							
Number of persons residing in households with income below the poverty level: Number of households residing in households owning no vehicles: Households	Program Name	Program Type	Number of Program Participants:	Number of Events per Week:	Percentage of Participants who attend on an AVERAGE day:	Percentage of Participants who are Transit Depdendent or Likely to Use Transit:	Number of Weeks Program is Offered (Annually):
1-Person households:	Frogram Name	Program Type	r articipants.	WEEK.	AVERAGE day.		(Annualiy).
2-Person households: 3-Person households:							
4-or-more-Person households:							
Mobility Gap:							
Enter State (from drop-down list):							
General Public Rural Non-Program American Community Survey Table Number							
Population Age 60+ B01001 Population Age 18 - 64 with a Mobility Limitation S1810							
Persons Living in Households with No Vehicle Available B08201							
General Public Rural Passenger Transportation							
Need:							
Annual Vehicle-miles of Service: Annual Revenue-Miles							
Small City Fixed Route Inputs							
Population of City: Persons							
College and University Enrollment (Total): Students Annual Revenue-Hours of Service: Annual Revenue-Hours							
Demand - Commuter by Transit to an Urban Center	The surfaced act		American Or				
Workers Commuting from Rural County to Urban Center 124 Distance from Rural County to Urban Center 21 Is the Urban Center a State Capital? □	The prefered source of d http://factfinder2.census. At that website enter the	gov/faces/nav/jsf/pages	/index.xhtml			ay not be available for co	mmunities under

RURAL TRANSIT NEED/DEMAND ESTIMATION - OUTPUT	TABLE					
Service Area: SCTD						
Analysis Description: Existing Transit Need and Demand - Molalla to Canby Route						
Additional Description: Molalla to Wilsonville						
Estimation of Transit Need	1					
Total need for passenger transportation service:	Persons					
Total households without access to a vehicle:	Households					
State Mobility Gap:	Daily 1-Way PsgrTrips per Household					
Total need based on mobility gap:	Daily 1-Way Passenger-Trips					
	Annual 1-Way Passenger-Trips					
General Public Rural Non-Program Demand]					
Estimate of demand for general public rural transportation	-					
Rural transit trips:	Annual 1-Way Passenger-Trips					
Connerel Dublic Dured Dessention Torrest of the	1					
General Public Rural Passenger Transportation Estimate of demand for rural transportation	J					
Total Rural Non-Program Demand	Annual 1-Way Passenger-Trips					
Small City Fixed Route	1					
Annual Ridership:	Annual 1-Way Passenger-Trips					
Demand - Commuter by Transit to an Urban Center	1					
Proportion of Commuters using Transit:	2%					
Commuter trips by transit between counties:	10 Daily 1-Way Passenger Trips					
	1,300 Annual 1-Way Passenger-Trips					
Rural Program Demand]					
Annual Program Trip Estimation	1					
	Annual 1-Way Passenger-Trips					
	Annual 1-Way Passenger-Trips					
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	Annual 1-Way Passenger-Trips					
	Annual 1-Way Passenger-Trips					
Total Rural Program Demand	Annual 1-Way Passenger-Trips					

SERVICE AREA CHARACTERISTICS INPUT TABLE Fill In All Unshaded Boxes		
Service Area: SCTD		
Analysis Description: Existing Transit Need and Demand - CCC		
Additional Description: Molalla to Milwaukie		
	Program Demand Inputs	
Transit Need Inputs		
Number of persons residing in households with income below the poverty level:	Number of Number of Participants who Participants who are Program Events per attend on an Transit Depdendent or	mber of Weeks Program is Offered (Annually):
1-Person households:		(
2-Person households: 3-Person households:		
4-or-more-Person households:		
Mobility Gap:	Image:	
Enter State (from drop-down list):		
General Public Rural Non-Program American Community Population Age 60+ B01001 Population Age 18 - 64 with a Mobility Limitation \$1810 Persons Living in Households with No Vehicle Available B08201	Image: second	
General Public Rural Passenger Transportation	Image: Participation of the second	
Need: Annual Vehicle-miles of Service: Annual Revenue-Miles	Image: second	
Small City Fixed Route Inputs		
Population of City: Persons College and University Enrollment (Total): Students Annual Revenue-Hours of Service: Annual Revenue-Hours	Image: second	
Demand - Commuter by Transit to an Urban Center Workers Commuting from Rural County to Urban Center Distance from Rural County to Urban Center Is the Urban Center a State Capital?	The prefered source of demographic data is the American Community Survey, available at: http://factfinder2.census.gov/faces/nav/isf/pages/index.xhtml At that website enter the referenced Table Number in the appropriate box. Some table numbers may not be available for commu	unities under

RURAL TRANSIT NEED/DEMAND ESTIMATION - OUTPUT	TABLE					
Service Area: SCTD						
Analysis Description: Existing Transit Need and Demand - CCC						
Additional Description: Molalla to Milwaukie						
Estimation of Transit Need	1					
Total need for passenger transportation service:	Persons					
Total households without access to a vehicle:	Households					
State Mobility Gap:	Daily 1-Way PsgrTrips per Household					
Total need based on mobility gap:	Daily 1-Way Passenger-Trips					
	Annual 1-Way Passenger-Trips					
General Public Rural Non-Program Demand]					
Estimate of demand for general public rural transportation						
Rural transit trips:	Annual 1-Way Passenger-Trips					
October Dublic Durch D						
General Public Rural Passenger Transportation Estimate of demand for rural transportation	J					
Total Rural Non-Program Demand	Annual 1-Way Passenger-Trips					
Small City Fixed Route]					
Annual Ridership:	Annual 1-Way Passenger-Trips					
Demand Commuter by Transit to an Urban Contar	7					
Demand - Commuter by Transit to an Urban Center Proportion of Commuters using Transit:	2%					
Commuter trips by transit between counties:	0 Daily 1-Way Passenger Trips					
	800 Annual 1-Way Passenger-Trips					
Rural Program Demand]					
Annual Program Trip Estimation						
	Annual 1-Way Passenger-Trips					
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	Annual 1-Way Passenger-Trips					
Total Rural Program Demand	Annual 1-Way Passenger-Trips					

SERVICE AREA CHARACTERISTICS INPUT TAB	LE Fill In All Unshaded Boxes]
Service Area: SCTD								
Analysis Description: Existing Transit Need and Deman	d - CCC							
Additional Description: Molalla to Oregon City								
	1			Progra	am Demand In	outs		
Transit Need Inputs								
Number of persons residing in households with income below						Percentage of	Percentage of	Number of Week
the poverty level: Number of households residing in households owning no				Number of Program	Number of Events per	Participants who attend on an	Participants who are Transit Depdendent or	Program is Offered
vehicles:	Households Persons	Program Name	Program Type	Participants:	Week:	AVERAGE day:	Likely to Use Transit:	(Annually):
1-Person households:		, i i gi uni i uni u						(
2-Person households:								
3-Person households:								
4-or-more-Person households:				_				
Mobility Gap:								
Enter State (from drop-down list):						1		
General Public Rural Non-Program	American Community							
	Survey Table Number							
Population Age 60+	B01001							
Population Age 18 - 64 with a Mobility Limitation Persons Living in Households with No Vehicle Available	S1810 B08201							
Fersons Living in Households with No Vehicle Available	B06201					1		
General Public Rural Passenger Transportation]							
Need:								
Annual Vehicle-miles of Service:	Annual Revenue-Miles							
Small City Fixed Route Inputs	,							
· · · ·								
Population of City:	Persons							
College and University Enrollment (Total):	Students			_				
Annual Revenue-Hours of Service:	Annual Revenue-Hours							
Demand - Commuter by Transit to an Urban Center]							
Workers Commuting from Dural County to Link Co-to-	162	The prefered source of http://factfinder2.census			unity Survey, av	ailable at:		
Workers Commuting from Rural County to Urban Center Distance from Rural County to Urban Center	163 15 Miles				oriate box Som	e table numbers m	ay not be available for co	mmunities under
Is the Urban Center a State Capital?	Check Box for Yes	AL LIAL WEDSILE EILEF LIN	I TOTOTOTICOU TADIE NUI		nale box. SUII		ay not be available 101 CC	annannues under

RURAL TRANSIT NEED/DEMAND ESTIMATION - OUTPUT	TABLE					
Service Area: SCTD						
Analysis Description: Existing Transit Need and Demand - CCC						
Additional Description: Molalla to Oregon City						
Estimation of Transit Need	1					
Total need for passenger transportation service:	Persons					
Total households without access to a vehicle:	Households					
State Mobility Gap:	Daily 1-Way PsgrTrips per Household					
Total need based on mobility gap:	Daily 1-Way Passenger-Trips					
	Annual 1-Way Passenger-Trips					
General Public Rural Non-Program Demand]					
Estimate of demand for general public rural transportation						
Rural transit trips:	Annual 1-Way Passenger-Trips					
Occurred Ducklin Durred Decourse Transaction	1					
General Public Rural Passenger Transportation Estimate of demand for rural transportation]					
Total Rural Non-Program Demand	Annual 1-Way Passenger-Trips					
-						
Small City Fixed Route]					
Annual Ridership:	Annual 1-Way Passenger-Trips					
Demand Commuter by Transition on Urban Contex	1					
Demand - Commuter by Transit to an Urban Center Proportion of Commuters using Transit:	2%					
Commuter trips by transit between counties:	10 Daily 1-Way Passenger Trips					
	1,800 Annual 1-Way Passenger-Trips					
Duras I Day and an and	1					
Rural Program Demand Annual Program Trip Estimation						
	Annual 1-Way Passenger-Trips					
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	Annual 1-Way Passenger-Trips					

SERVICE AREA CHARACTERISTICS INPUT TABLE Fill In All Un	shaded Boxes]
Service Area: SCTD								
Analysis Description: Existing Transit Need and Demand - CCC								
Additional Description: Molalla to Portland								
				Progra	m Demand Inp	outs		
Transit Need Inputs								
Number of persons residing in households with income below the poverty level: Number of households residing in households owning no				Number of Program	Number of Events per	Percentage of Participants who attend on an	Percentage of Participants who are Transit Depdendent or	Number of Weeks Program is Offered
vehicles: Households residing in households owning ho	Persons	Program Name	Program Type	Participants:	Week:	AVERAGE day:	Likely to Use Transit:	(Annually):
1-Person households:								
2-Person households: 3-Person households:				1				-
4-or-more-Person households:								
Mobility Gap: Enter State (from drop-down list):								
				_				
	erican Community							
	vey Table Number							
Population Age 60+ Population Age 18 - 64 with a Mobility Limitation	B01001 S1810							
Persons Living in Households with No Vehicle Available	B08201							
General Public Rural Passenger Transportation								
Need:								
Annual Vehicle-miles of Service: Annua	al Revenue-Miles							
Small City Fixed Route Inputs				-				
Shiah City Fixed Route Inputs								
Population of City: Perso	ons							
College and University Enrollment (Total):								
Annual Revenue-Hours of Service: Annua	al Revenue-Hours							
Demand - Commuter by Transit to an Urban Center								
		The prefered source of a			nity Survey, av	ailable at:		
Workers Commuting from Rural County to Urban Center 647		http://factfinder2.census						
Distance from Rural County to Urban Center 30 Miles Is the Urban Center a State Capital? Check	k Box for Yes	At that website enter the	referenced Table Num	ber in the approp	riate box. Some	e table numbers ma	y not be available for co	mmunities under
	N DUX IUI TES							

RURAL TRANSIT NEED/DEMAND ESTIMATION - OUTPUT	TABLE					
Service Area: SCTD						
Analysis Description: Existing Transit Need and Demand - CCC						
Additional Description: Molalla to Portland						
Estimation of Transit Need	1					
Total need for passenger transportation service:	Persons					
Total households without access to a vehicle:	Households					
State Mobility Gap:	Daily 1-Way PsgrTrips per Household					
Total need based on mobility gap:	Daily 1-Way Passenger-Trips					
	Annual 1-Way Passenger-Trips					
General Public Rural Non-Program Demand						
Estimate of demand for general public rural transportation						
Rural transit trips:	Annual 1-Way Passenger-Trips					
General Public Rural Passenger Transportation Estimate of demand for rural transportation	J					
Total Rural Non-Program Demand	Annual 1-Way Passenger-Trips					
,						
Small City Fixed Route						
Annual Ridership:	Annual 1-Way Passenger-Trips					
	1					
Demand - Commuter by Transit to an Urban Center Proportion of Commuters using Transit:	2%					
Commuter trips by transit between counties:	20 Daily 1-Way Passenger Trips					
	6,100 Annual 1-Way Passenger-Trips					
	1					
Rural Program Demand Annual Program Trip Estimation	J					
	Annual 1-Way Passenger-Trips					
	Annual 1-Way Passenger-Trips					
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	Annual 1-Way Passenger-Trips					
Total Rural Program Demand						