

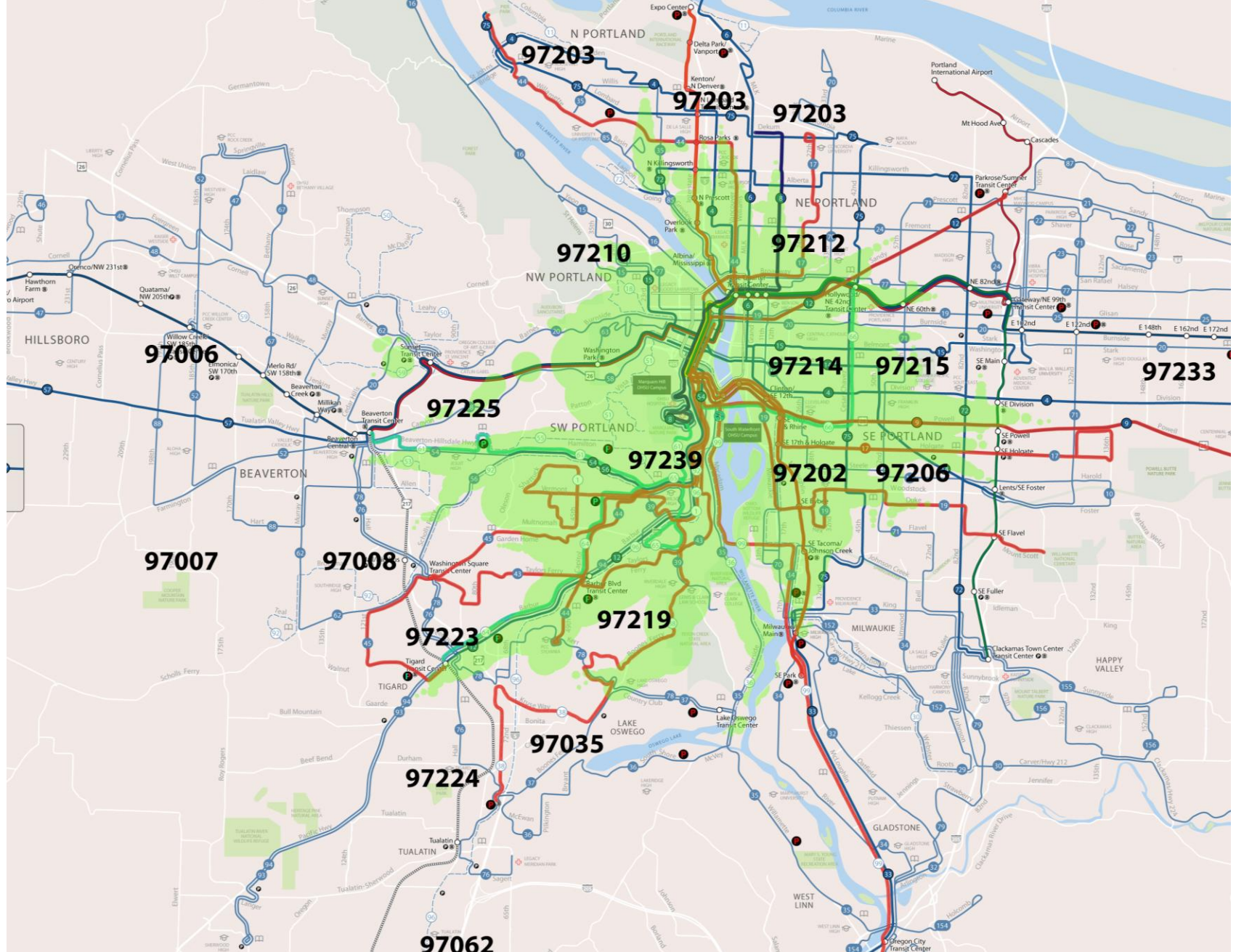


Transportation Census 2017

# TRANSIT ANALYSIS







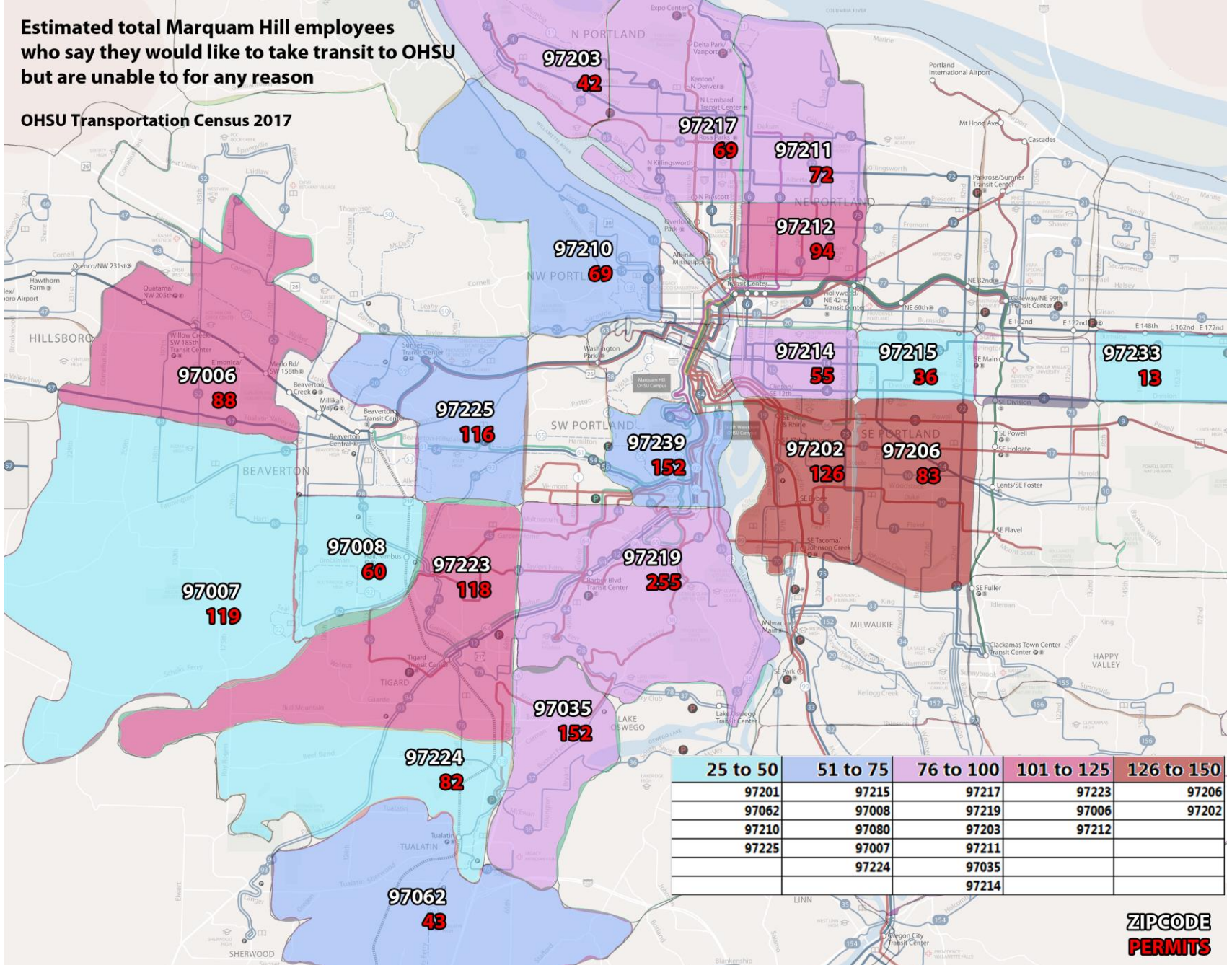
**Where you can get from Marquam Hill in 45 minutes**

Wait times added. Peak service times. Data via magnificent.



**Estimated total Marquam Hill employees  
who say they would like to take transit to OHSU  
but are unable to for any reason**

**OHSU Transportation Census 2017**

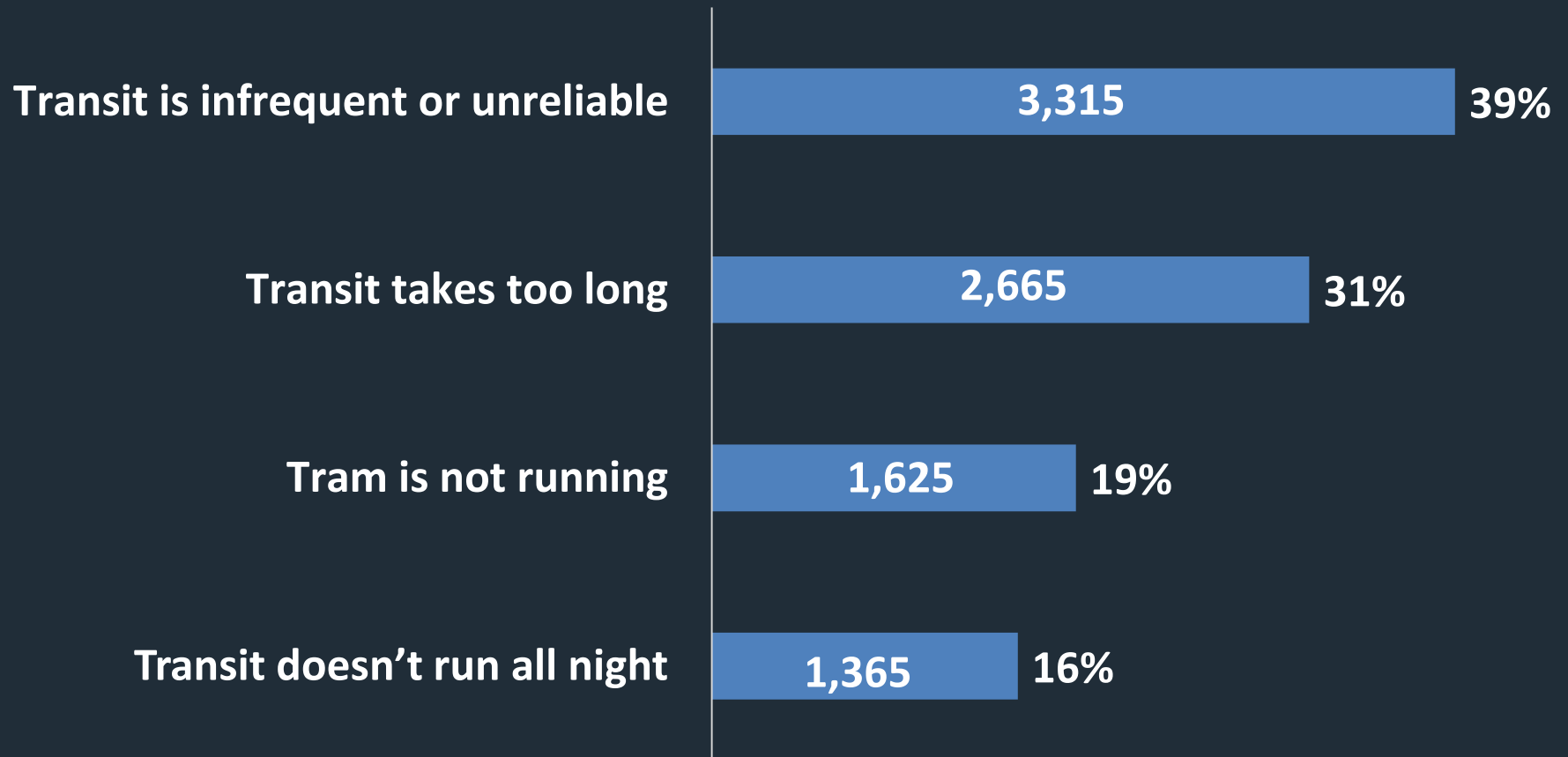


**ZIPCODE  
PERMITS**

**Employees who would like to take transit but feel unable.**

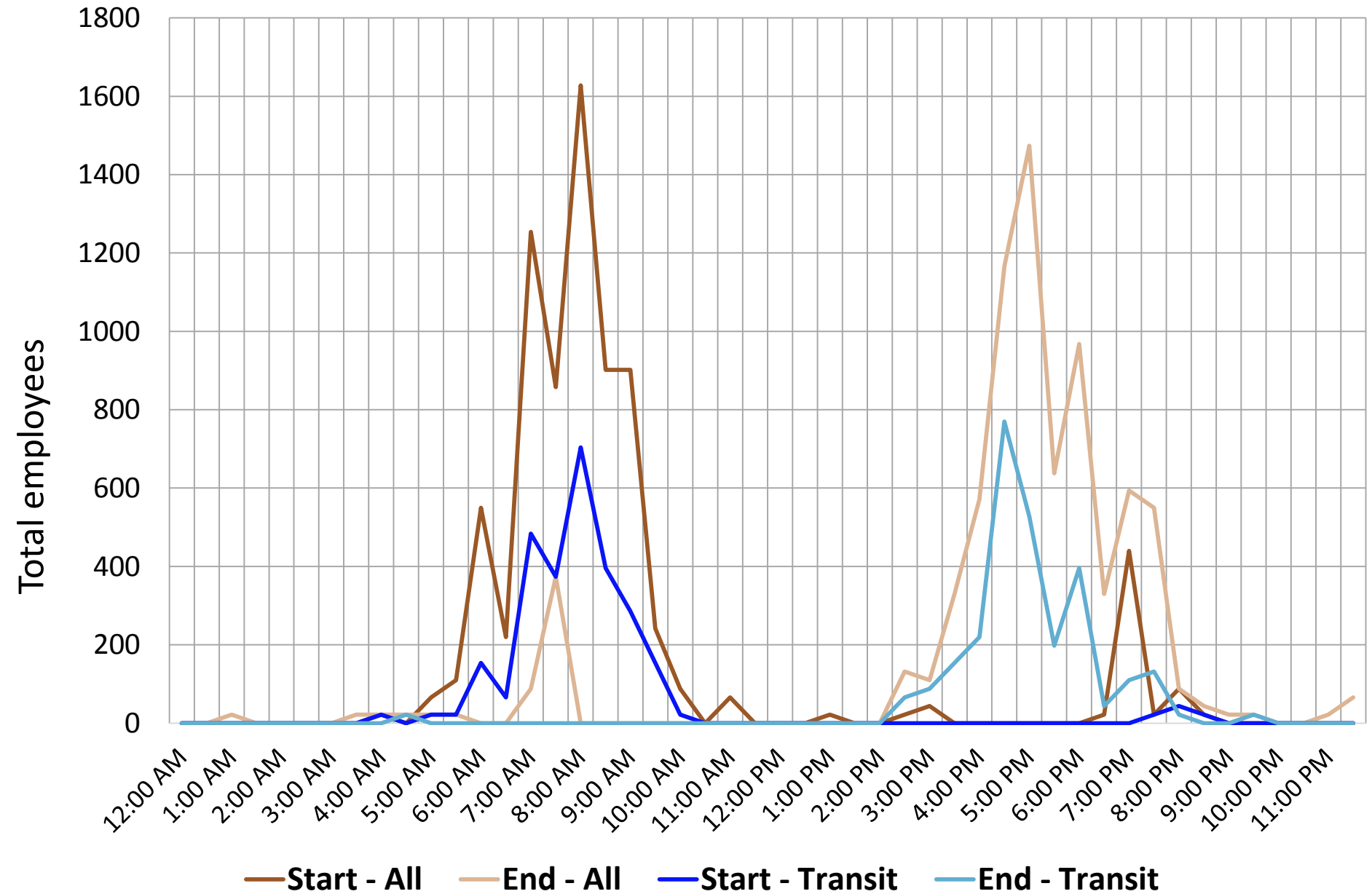
# Which issues affect your commuting choices between 9pm and 6am?

## Marquam Hill

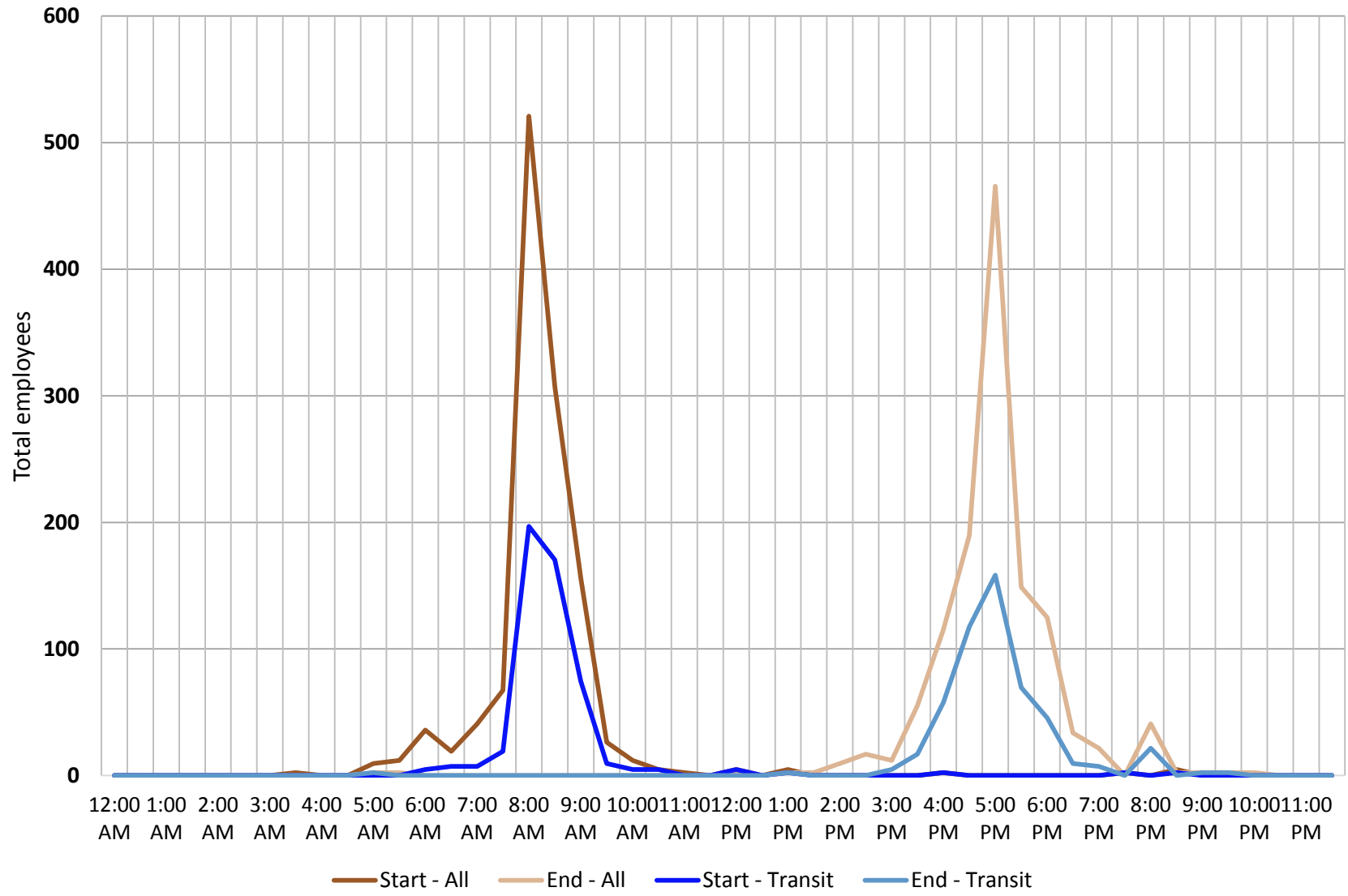


30% of Marquam Hill employees say they have experienced an issue traveling at these hours.

# Marquam Hill shift change - TRANSIT



# Waterfront Shift Change - TRANSIT





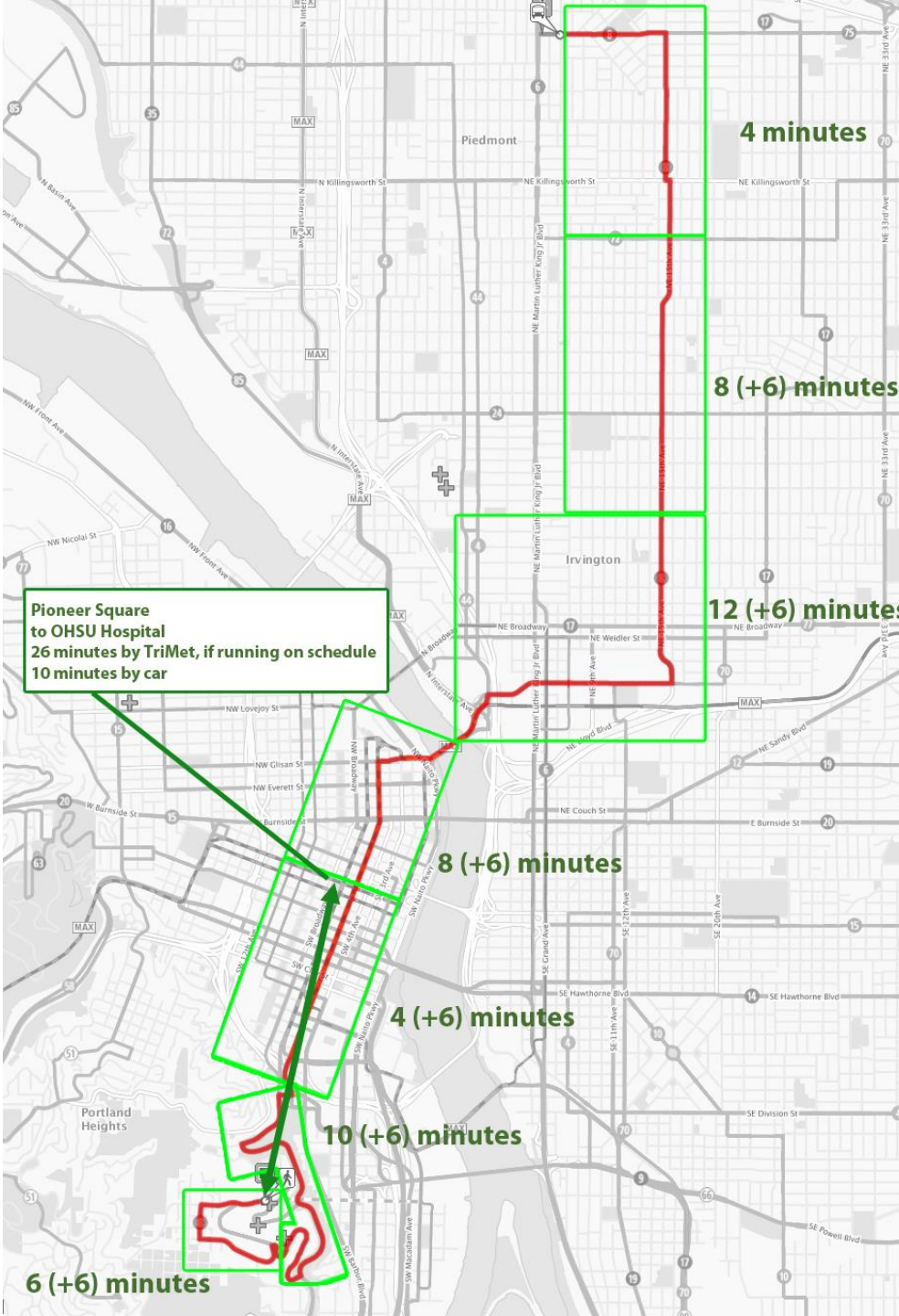
# LINE 8 TRAVEL TIME BY SEGMENT

Weekday trip arriving at OHSU Hospital by 8am.

Travel time from end of segment to the next.  
Transfer times in parentheses. Example: 4 minutes  
from Pioneer Square to PSU (+6 minute wait time)

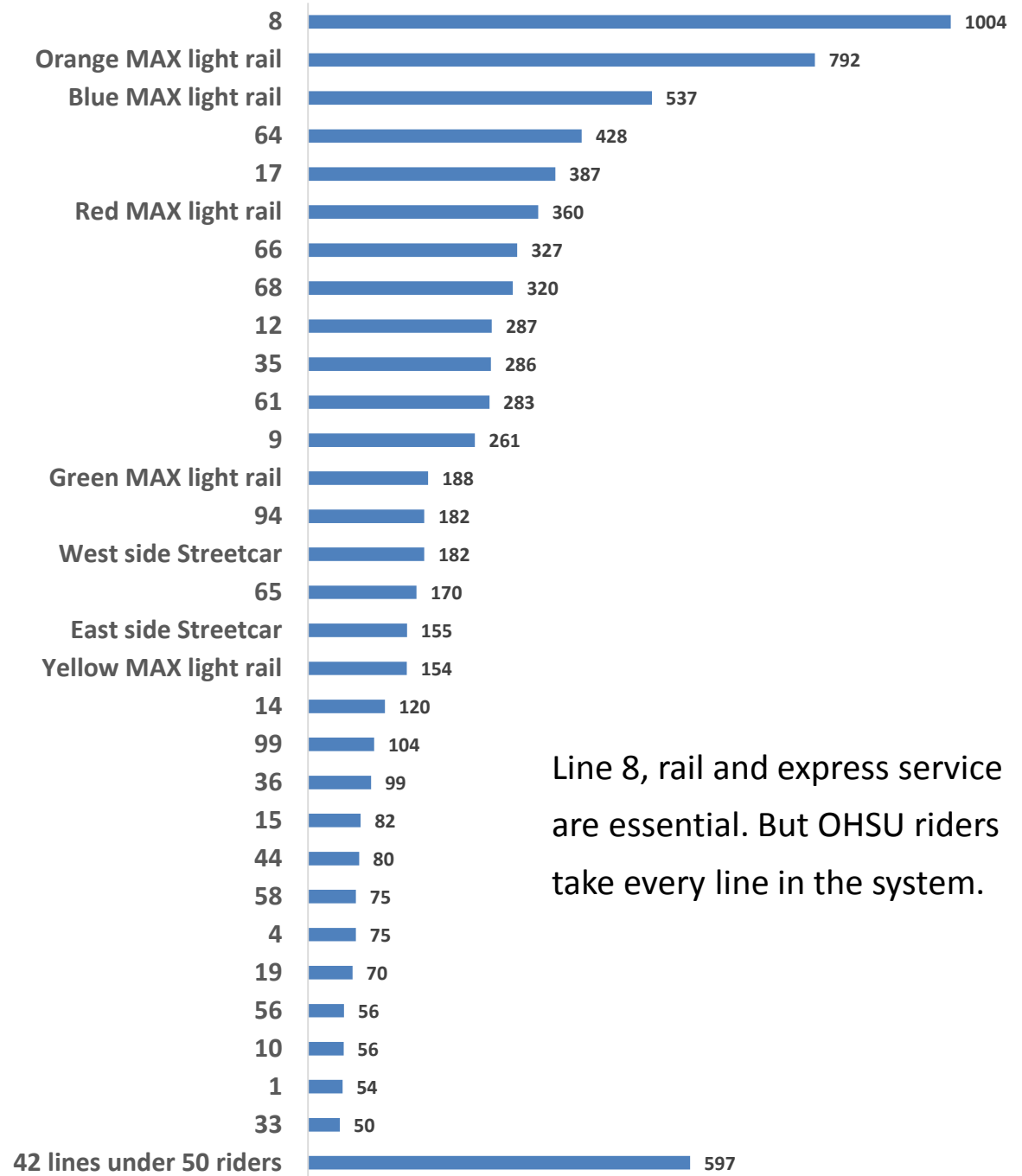
At non-peak times, wait times double (15 min)  
and quadruple for 2 line trips (30 min).

This assumes bus running exactly on time with no  
delays or missed transfers.



# TRANSIT ROUTES

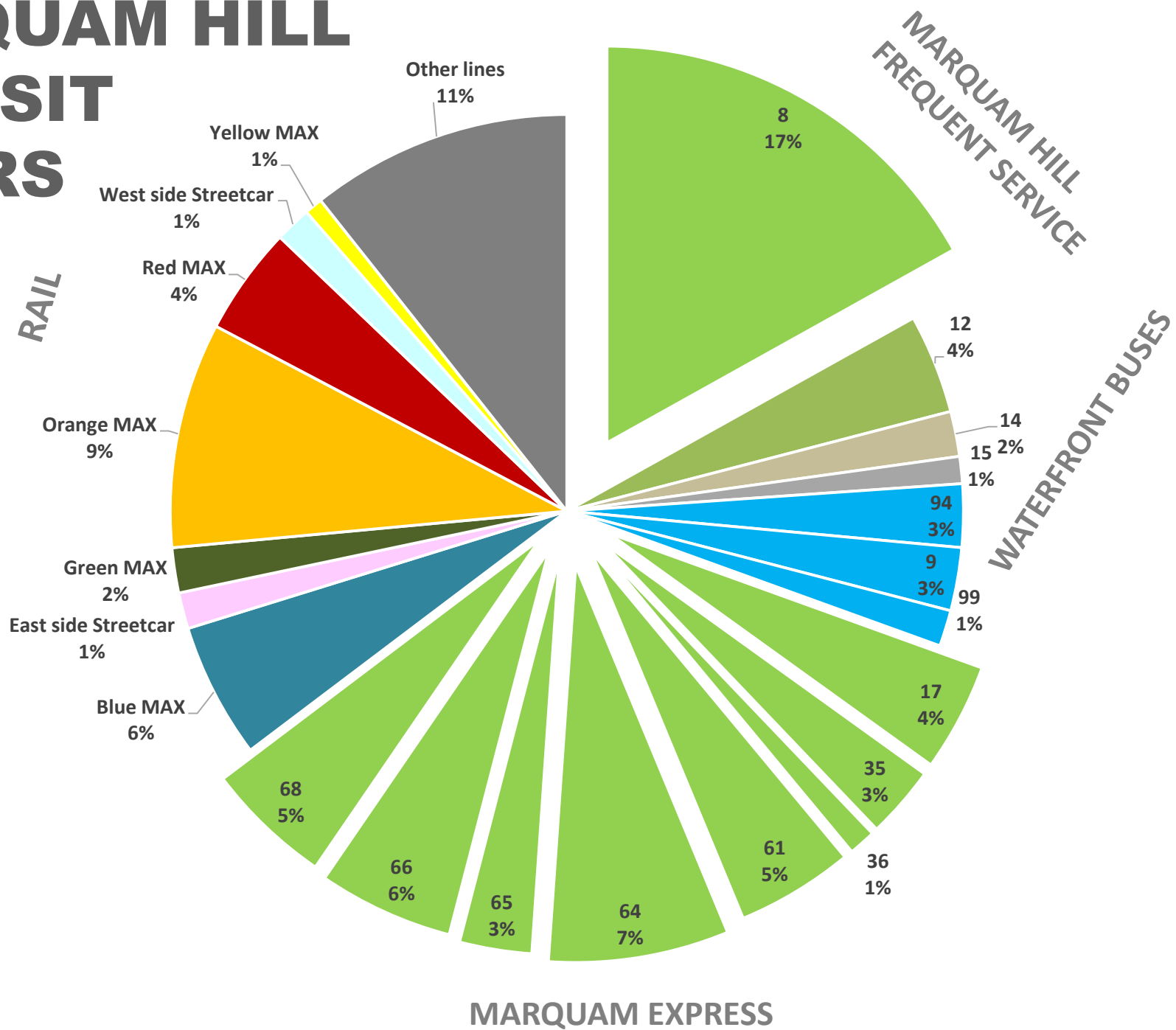
Estimated employee transit ridership across all OHSU worksites



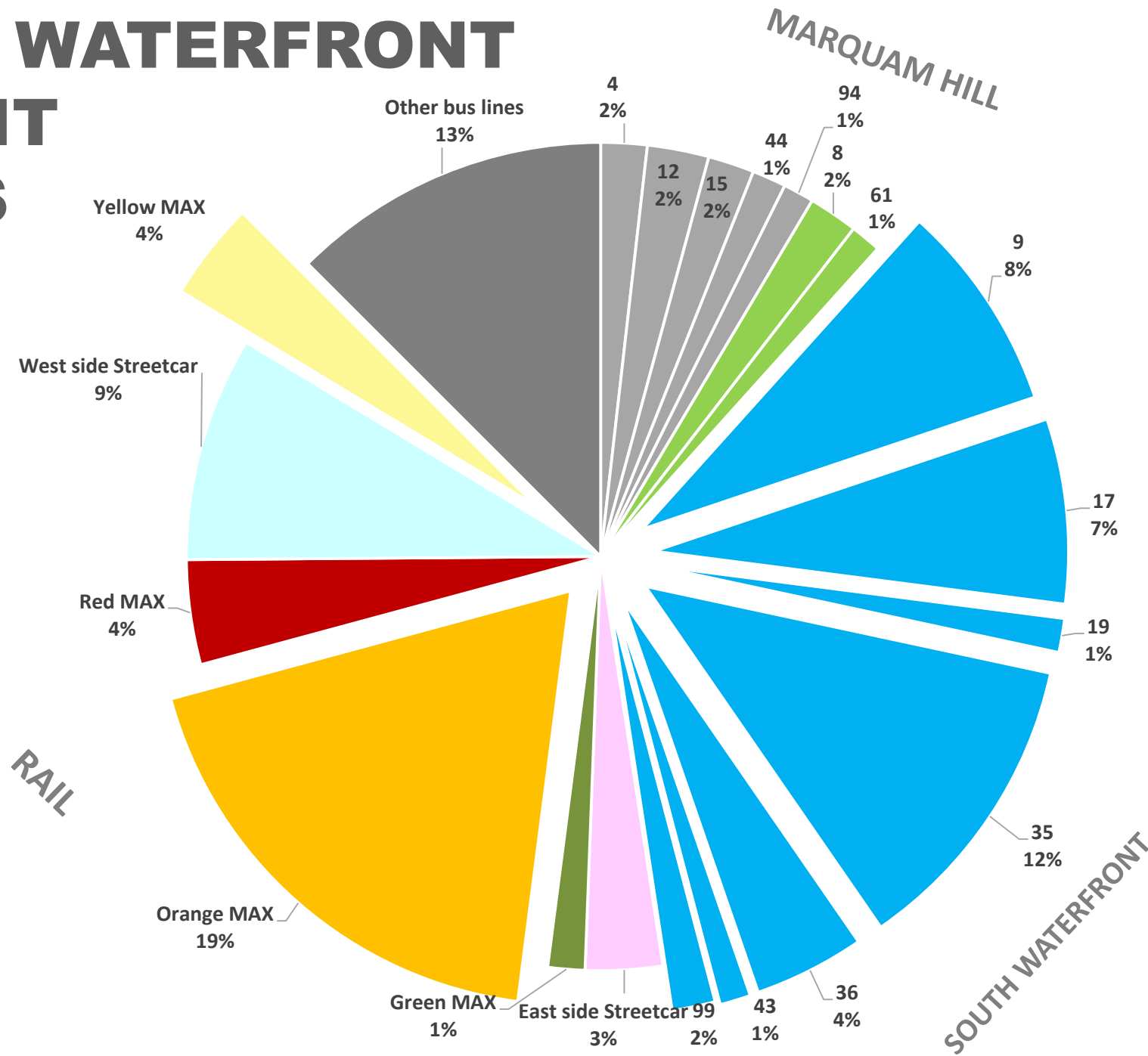
Line 8, rail and express service are essential. But OHSU riders take every line in the system.



# MARQUAM HILL TRANSIT RIDERS



# SOUTH WATERFRONT TRANSIT RIDERS



# FINDINGS: Transit

The Transit Pass is popular and effectively makes transit much cheaper than driving. A transit rider is likely to drive as a back up when wanting to save time and drivers are likely to rule out transit for time reasons.

## RECOMMENDATION 10

### **Improve transit travel times**

More detailed recommendations follow.

**RELATED:** Driving profile, Marquam Hill results



# RECOMMENDATION 10

## 10a. Marquam Hill

Provide express service, with no stops, from a transit hub to OHSU Hospital for maximum transit connections (Pioneer Square to OHSU Hospital) and minimum travel time. This could potentially save riders 40 minutes to an hour roundtrip a day and compel hundreds of commuters to ride transit.

## 10b. South Waterfront

South Waterfront is the fastest growing district in Portland, with OHSU alone bringing over 2,000 more employees to the district--A fraction of the total increase in daily trips. TriMet should work with OHSU to bring new service for new commuters to the district, evaluating potential express, frequent service, and more.

## 10c. Off hour transit

Adding earlier service to OHSU-bound lines will open up transit to hundreds of early morning commuters. Our swing and late night employees say they will ride transit if they can rely on a faster connection in the evening.

## 10d. Park and Rides

OHSU should work closely with TriMet to identify potential Park and Rides and on trip planning technology to identify ways to bring more people into the system. In particular, an OHSU rider's trip increasingly involves drive + park and ride + transit.

## 10e. Lair Hill

Evaluate potential stops between Barbur and the Gibbs Pedestrian Bridge, such as SW Naito at Whitaker and a stop for the 54 and 56. This will increase the number of lines that riders can have direct service, reduce trip times and reduce the need for downtown transfers.