Where you can get from Marquam Hill in 45 minutes
Wait times added. Peak service times. Data via mapnificent.
Employees who would like to take transit but feel unable.
Which issues affect your commuting choices between 9pm and 6am?

Marquam Hill

<table>
<thead>
<tr>
<th>Issue</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit is infrequent or unreliable</td>
<td>3,315</td>
<td>39%</td>
</tr>
<tr>
<td>Transit takes too long</td>
<td>2,665</td>
<td>31%</td>
</tr>
<tr>
<td>Tram is not running</td>
<td>1,625</td>
<td>19%</td>
</tr>
<tr>
<td>Transit doesn’t run all night</td>
<td>1,365</td>
<td>16%</td>
</tr>
</tbody>
</table>

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

- Blue MAX: 6% (68 riders)
- Red MAX: 4% (66 riders)
- Green MAX: 2% (65 riders)
- Orange MAX: 9% (66 riders)
- West side Streetcar: 1% (14 riders)
- East side Streetcar: 1% (15 riders)
- Yellow MAX: 1% (8 riders)
- Other lines: 11% (94 riders)

MARQUAM HILL FREQUENT SERVICE

- Yellow MAX: 12% (12 riders)
- Red MAX: 36% (36 riders)
- Orange MAX: 14% (17 riders)
- Green MAX: 15% (14 riders)
- West side Streetcar: 2% (15 riders)
- East side Streetcar: 1% (35 riders)
- Blue MAX: 1% (94 riders)
- Other lines: 1% (94 riders)

WATERFRONT BUSSES

- Yellow MAX: 1% (9 riders)
- Red MAX: 3% (9 riders)
- Orange MAX: 1% (9 riders)
- Green MAX: 1% (9 riders)
- West side Streetcar: 1% (9 riders)
- East side Streetcar: 1% (9 riders)
- Blue MAX: 6% (9 riders)
- Other lines: 3% (9 riders)

MARQUAM EXPRESS

- Yellow MAX: 1% (17%)
- Red MAX: 4% (17%)
- Orange MAX: 9% (17%)
- Green MAX: 2% (17%)
- West side Streetcar: 1% (17%)
- East side Streetcar: 1% (17%)
- Blue MAX: 6% (17%)
- Other lines: 11% (17%)

Total riders: 949
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
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.