

RURAL TRANSPORTATION EQUITY IN MORROW COUNTY

2023



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TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee was assembled by the Rural Engagement & Vitality Center to provide guidance and counsel to the project management team, Morrow County staff, and Kayak Public Transit. The Technical Advisory Committee included representatives from local employers, city officials, tribal government, health workers, community-based organizations, and public agencies.

COMMUNITY ENGAGEMENT

Euvalcree is a culturally specific organization that mobilizes and engages underserved and underrepresented populations in rural Oregon to improve the lives of all children, families, and communities. Euvalcree conducted community surveys online and in person using culturally and linguistically appropriate materials to gather responses from the Latinx and traditionally underserved residents of Morrow County.

STAKEHOLDER GROUP

The stakeholder group included over 20 representatives from schools, health care centers, transportation providers, employers, and public agencies. All stakeholders were interviewed by the Rural Engagement & Vitality Center to gain first-hand knowledge and gather stakeholder insights, experiences, and perspectives to complement the data gathered in the community survey.

TABLE OF CONTENTS

CONTENT

Introduction.....	4
Audience & Outreach Methods.....	7
Results.....	8
Recomendations.....	19
Morrow County Transportation Survey.....	27
Appendix II: Survey Report.....	68
Appendix III: Stakeholder Interviews.....	122
Appendix IV: Technical Advisory Committee Roster & Meeting Summaries.....	129
Appendix V: Webpage & Media.....	136
Appendix vi: Maps.....	137

FIGURES

Figure 1. Awareness of Services.....	8
Figure 2. Use of Services.....	8
Figure 3. Frequency of Travel Options.....	9
Figure 4. Purpose of Travel.....	10
Figure 5. Difficulty of Travel.....	11
Figure 6. Travel Challenges (Generally).....	11
Figure 7. Transportation Difficulty by Age – Reaching Work.....	12
Figure 8. Transportation Difficulty by Age – Shopping.....	12
Figure 9. Transportation Difficulty by Age – Reaching Medical Services.....	13
Figure 10. Transportation Difficulties by Household Income – Reaching Work.....	14
Figure 11. Transportation Difficulties by Household Income – Shopping.....	14
Figure 12. Transportation Difficulties by Household Income – Reaching Medical Services.....	15
Figure 13. Increasing Value of Existing Services – Kayak Public Transit.....	16
Figure 14. Increasing Value of Existing Services – CareVan.....	16
Figure 15. Increasing Value of Existing Services – Dial-A-Ride.....	17
Figure 16. Increasing Value of Proposed Services – Hermiston/Boardman Connector.....	18
Figure 17. Increasing Value of Proposed Services – Boardman/POM Circular.....	18
Figure 18. Hermiston – Boardman Early AM Clockwise Route.....	137
Figure 19. Hermiston – Boardman Early AM Counterclockwise Route.....	137
Figure 20. Hermiston – Boardman Regular Clockwise Route.....	138
Figure 21. Hermiston – Boardman Regular Counterclockwise Route.....	138
Figure 22. Boardman – Port of Morrow Circular Early AM Route.....	139
Figure 23. Boardman – Port of Morrow Circular Regular Route.....	139
Figure 24. Current Kayak Public Transit Comprehensive Bus Route Map.....	140
Figure 25. Respondent Proximity to HART Route.....	141
Figure 26. Respondent Proximity to Hopper Route_Zoom Out.....	142
Figure 27. Respondent Proximity to Hopper Route_Zoom In.....	143
Figure 28: Map of Heritage Trail.....	144

INTRODUCTION

EXECUTIVE SUMMARY

The Department of Land Conservation and Development's Rural Transportation Equity program is designed to address the needs of transportation-challenged populations in rural areas and improve access to services for these groups. In Morrow County, the Project Management team found that **there is a general lack of awareness of the transportation options available as well as a low utilization of existing services**. Under a new model with the Rural Engagement & Vitality Center and Euvalcree, a culturally specific organization, the project sought to make public engagement and planning efforts more inclusive, particularly for traditionally underserved groups.

Survey responses indicate that the primary reasons for travel were for employment, medical care, or shopping and there was a significant amount of walking for a rural area.¹ Survey respondents expressed a strong desire to receive more information about transportation services as well as the need for more consistent and reliable modes of transportation. Clear opportunities exist to enhance the use of transit services by broadening access to information in culturally appropriate ways, leveraging existing pedestrian travel, and collaborating with stakeholders who are implementing unique approaches to solve the transportation challenges of their respective communities.

PROJECT PURPOSE

The Department of Land Conservation and Development (DLCDD) launched the Rural Transportation Equity program at the recommendation of the Governor's Racial Justice Council. The program aims to support underserved communities in rural areas to gain access to critical services and destinations by identifying and pursuing transportation options like biking, walking and public transportation.

In 2022, Morrow County updated its Coordinated Transportation Plan (CTP) to address a combination of regulatory and community goals while simultaneously providing recommendations to develop and enhance transit services. Transit Development Plans include new fixed-route service connecting Hermiston, Boardman, and circulating within Boardman/Port of Morrow.² With these previous efforts as guiding documents, this work supports increasing the frequency of bus service to areas with a high percentage of low-income households, improving the frequency and reliability of service between communities, and enabling access to employment hubs and critical services.

¹ Carlson, Susan A et al. "Geographic and Urban-Rural Differences in Walking for Leisure and Transportation." American journal of preventive medicine vol. 55,6 (2018): 887-895. doi: 10.1016/j.amepre.2018.07.008

² Morrow County Coordinated Human Services Transportation Plan, August 2022. Kittelson & Associates, Inc. See also Hermiston-Boardman Connector/Boardman-Port of Morrow Circular Report, 2021. Kittelson & Associates, Inc.

The Rural Transportation Equity project conducted meaningful community engagement to reach transportation disadvantaged populations in Morrow County using a tailored survey tool with the intent to identify and understand the target population's needs specific to transportation with the goal of increasing ridership on new fixed-route and existing demand-response services. Recommendations focus on ways to improve accessibility of transit, as well as strategies to encourage ridership on new service routes.

CURRENT TRANSPORTATION SERVICES

Transportation options available to Morrow County residents can be divided into fixed route and demand-response services.

Morrow County Public Transit operates The Loop, a demand-response service often referred to as Dial-A-Ride. The Loop aims to provide safe and reliable transportation services to all residents of Morrow County, including Veterans, Seniors, individuals with disabilities, or those with limited or no transportation. There is no cost to ride The Loop but donations are accepted. The service operates Monday-Friday from 8AM to 12PM and from 1PM to 5PM and primarily transports residents to and from medical appointments. Riders may reserve a ride by calling the dispatch office and are encouraged to schedule rides 1-2 weeks in advance. On Fridays, The Loop provides alternating shuttles from north and south county to transport residents to shopping centers in Hermiston.

For many rural areas across the nation, variations of demand-response transportation are the most efficient way to meet transportation needs, as they afford the flexibility to meet demand as it arises. Demand-response services include public, private, and quasi-public solutions to meet transportation needs. Taxis, ride-sharing, school buses, and arranged transportation for workers are all examples of demand-response transit services. Other demand response services operating in Morrow County include CareVan, operated by Good Shepherd Medical, which provides rides to and from medical appointments at Good Shepherd locations and affiliated clinics. Lastly, Greater Oregon Behavioral Health, Inc (GOBHI) provides rides to medical appointments for qualifying individuals through the Non-Emergent Medical Transportation (NEMT) program. Beyond these need-specific programs, a variety of private demand-response solutions are being piloted, often with vans, to service carpooling and vanpooling opportunities. However, these efforts are not coordinated through the County or other public agencies.

Kayak Public Transit operated by the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) serves southeastern Washington and northeastern Oregon with seven fixed service routes that include five commuter routes that connect cities across Morrow, Umatilla, Union, and Walla Walla counties and two metro-area service routes in Milton-Freewater and Hermiston. Kayak strives to connect rural communities in the region and provide access to essential services with free, ADA-accessible public transportation. Fixed-route services run four times per day on average Monday through Friday and one round-trip is available on Saturdays with headways³ on commuter routes ranging from 2 to 3 hours on average.

Irrigon is currently the only city in Morrow County that is served by Kayak Public Transit. New fixed route services operated jointly by The Loop and Kayak will connect Boardman to Hermiston⁴ and enable people to travel regionally and locally for employment, healthcare, essential services, and more. The Morrow County Rural Transportation Equity project aims to deliver practical recommendations to ensure the success and utilization of these new service offerings.



³ Headway is defined by Merriam-Webster as the interval of time between two vehicles traveling in the same direction on the same route.

⁴ Hermiston - Boardman Connector /Port of Morrow - Boardman Circular Report, Kittelson & Associates, Inc. 2021. https://www.co.morrow.or.us/sites/default/files/fileattachments/the_loop/page/13701/final_-_pom_circular_herm_-_board_connector_strategic_report_6-30-21.pdf

AUDIENCE & OUTREACH METHODS

DEMOGRAPHICS

The Rural Transportation Equity project sought input from transportation disadvantaged populations with the intent to ensure that these groups are able to participate in, and benefit from, investments in public transportation infrastructure. According to data from the 2020 Census, 39% of Morrow County residents identify as Hispanic or Latino and 18% identify as foreign-born. 35% of respondents said they speak a language other than English at home and 13.8% of residents are in poverty.⁵ For the purposes of this project, transportation disadvantaged populations encompassed the following groups:

- **Elderly populations (65 and older)**
- **Youth populations (under 18)**
- **Non-white and Hispanic populations**
- **Low-income population (households earning less than 200% of the poverty level as determined by the census)**
- **Limited English proficiency population**
- **Households without access to a vehicle**
- **People with a disability (severe or non-severe disability)**
- **Crowded households**

The survey consisted of 60 questions. It was loosely organized into three sections: current transportation habits, awareness/barriers of services, and demographics. The survey asked a variety of closed- and open- ended questions. Open-ended questions were used to collect unique sentiments and informed the qualitative analysis included in this work. The survey was disseminated in both English and Spanish. The Project Management team collected 297 survey responses with community engagement and outreach from residents of Morrow County as well as individuals who commute to Morrow County for employment.⁶ Employers in Morrow County acted as liaisons for distributing the survey to their workers. Their efforts provided 102 (34%) of sample respondents. Euvalcree also played an important role in administering the survey to the community and gathered 195 (66%) of sample respondents utilizing direct interview methods. This approach was taken to consider the cultural sensitivity of the Latinx community, to overcome levels of distrust typically associated with administration of survey efforts. See Appendix II for further illustration of the demographic characteristics of respondents.⁷

⁵ US Census Bureau, 2020: <https://www.census.gov/quickfacts/fact/table/morrowcountyoregon#>

⁶ While 297 surveys were completed, not every respondent answered each question asked. The fluctuations in the sample size, labeled in the following tables, reflect this.

⁷ While the demographic data does ask about the aforementioned target populations, respondents that would fall into these groups were not always represented in the data. While we were able to capture a healthy cross section of age groups and income levels, there was little variation on key demographic variables such as disability, first language, ethnicity, and race.

RESULTS

Awareness and use

Figure. 1

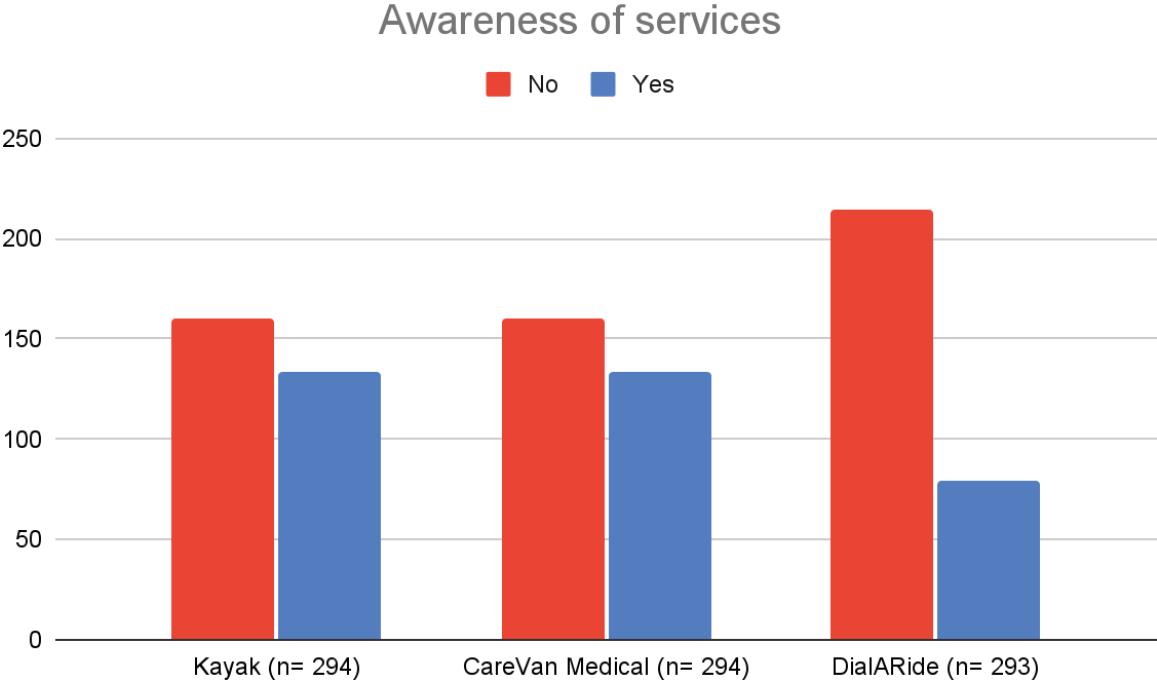
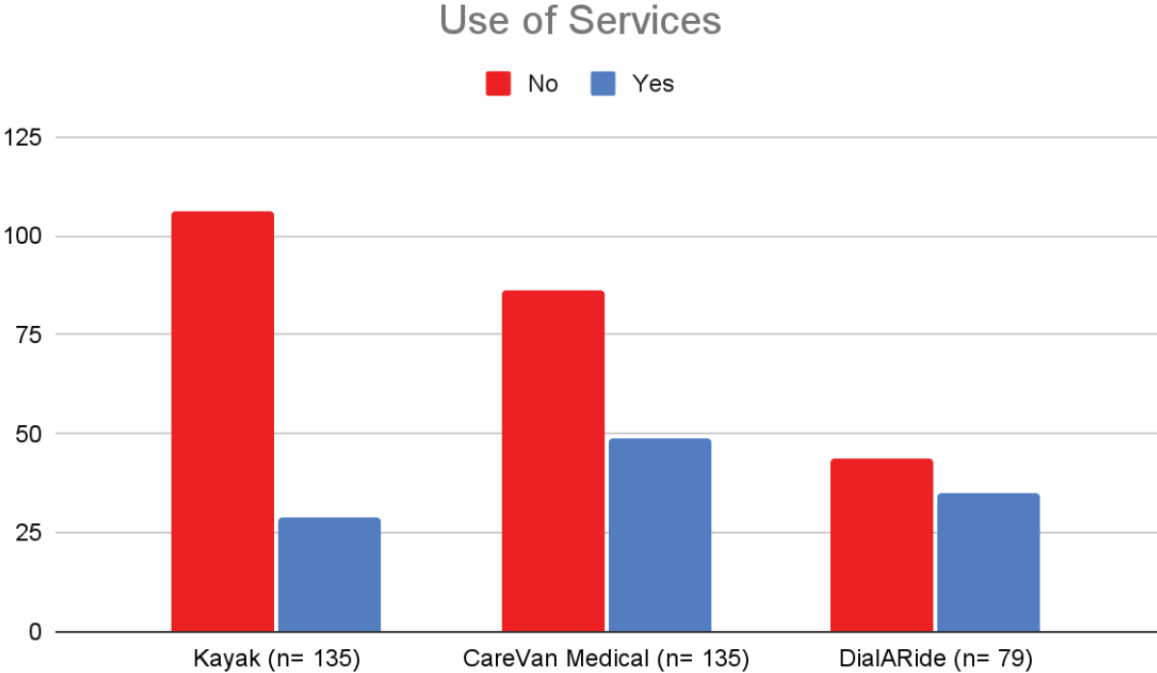


Figure. 2



Figures 1 and 2 illustrate the responses to two questions inquiring about respondent awareness and use of three existing transit services: Kayak Public Transit, CareVan Medical, and Dial-A-Ride. In **Figure 1**, we see roughly a 50- 50 split between respondents who are and who are not aware of Kayak Public Transit and CareVan Medical. For Dial A-Ride, almost 75% of respondents are not aware of the service. Those who responded in the affirmative to the aforementioned questions on awareness were then asked if they or anyone they know uses the service. **Figure 2** shows the inverse trend is identified for this line of inquiry. While Dial-A-Ride exhibits a roughly equal split of those who use the service and those who do not, there is a much greater differential between those who use Kayak Public Transit and CareVan Medical. Roughly 25% of respondents who are aware of the service use it (or know someone who does). About 35% of respondents who are aware of CareVan Medical use it (or know someone who does).

Means and purpose of transportation

Figure. 3

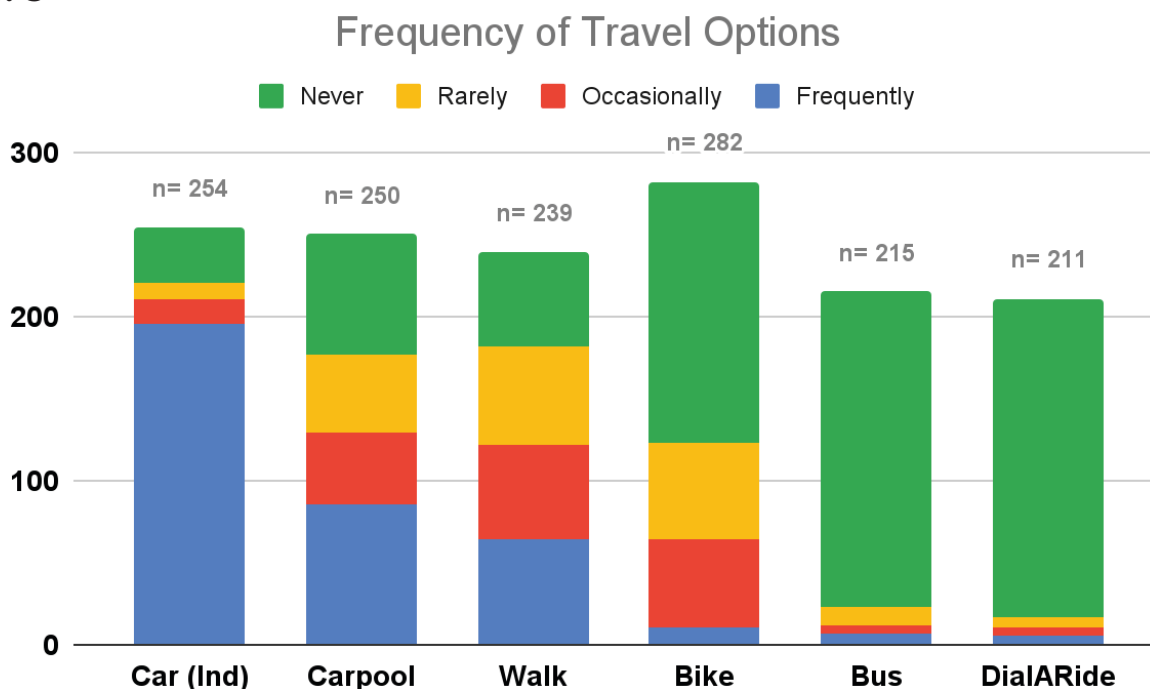
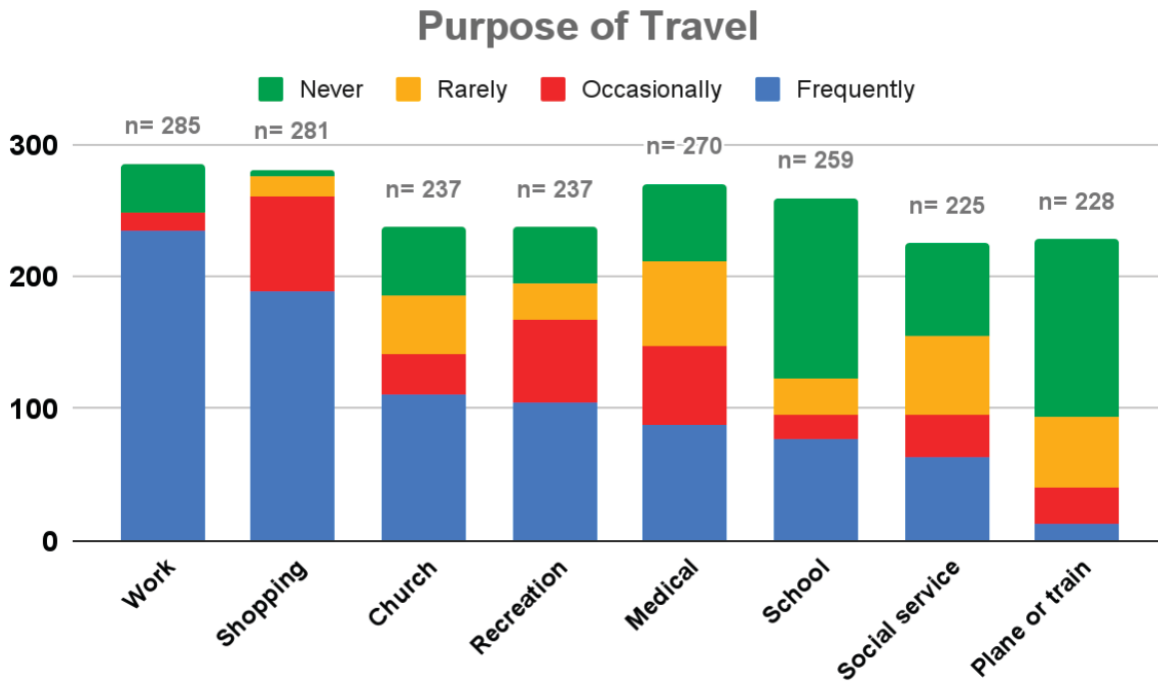


Figure. 4



Figures 3 and 4 represent the responses to a series of questions regarding transportation behavior and purpose. **Figure 3** indicates that the vast majority of respondents frequently have access to a car as a transportation option. Additionally, carpool is identified as a popular option. Walking as a transportation option round off the top selections. Very few respondents indicate that they ‘frequently’ or ‘always’ rely on bikes, buses, or Dial-A-Ride. **Figure 4** shows that most respondents’ trips are to get to work. Respondents also are frequently making shopping trips. Frequent use of transportation for church, recreation, medical, and school represent the remaining third of the sample.



Figure. 5

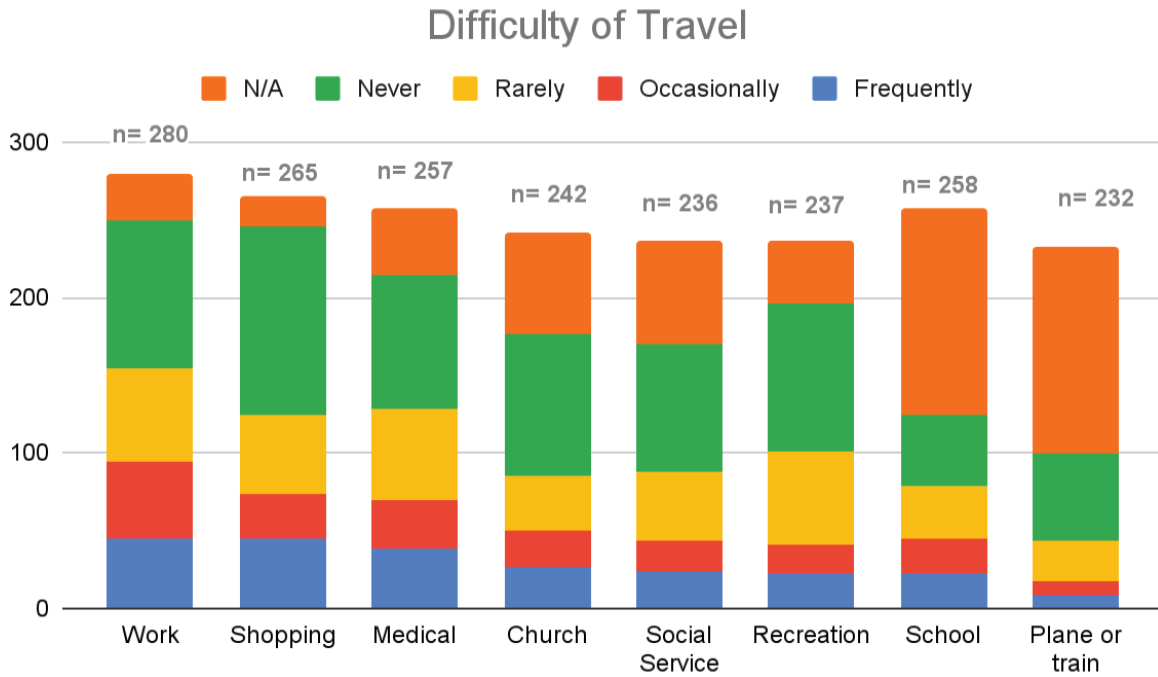
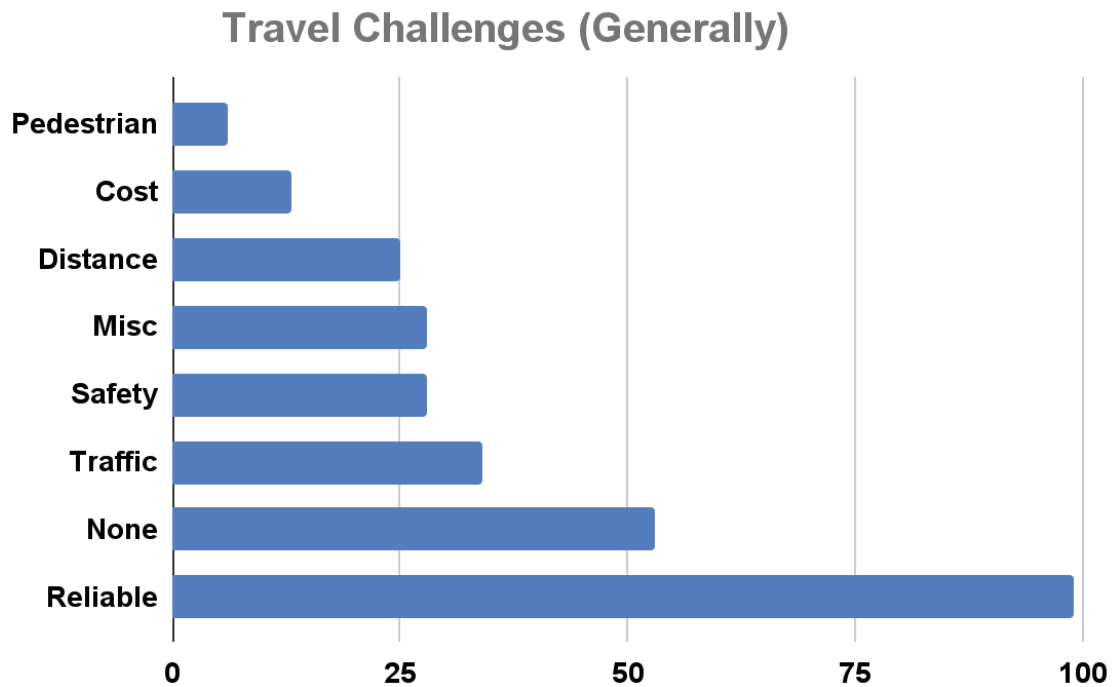


Figure. 6



Figures 5 and 6 offer some insight into the challenges respondents face when utilizing transportation options. **Figure 5** demonstrates that respondents experience different levels of difficulty traveling for different purposes. About 15% of the 286 respondents indicate that it is **frequently difficult to reach work, to shop, and to reach medical care.** **Figure 6** illustrates the findings to an open-ended question asking respondents, “What are the major challenges you experience when traveling through the area?” **The most common theme in responses is the desire for more reliable transportation.** Responses include increasing access to bus stops, more punctual services, and/or offering more routes. *Traffic* and *safety* were the second and third most common issues that respondents expressed.

Transportation difficulties by age

Figure. 7

Reaching Work

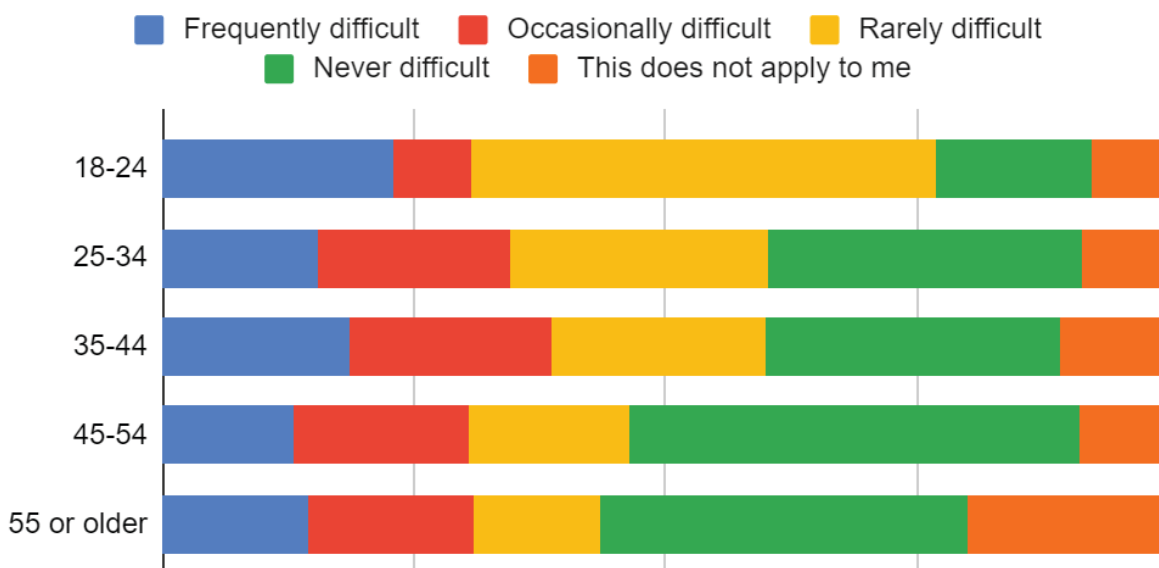


Figure. 8

Shopping

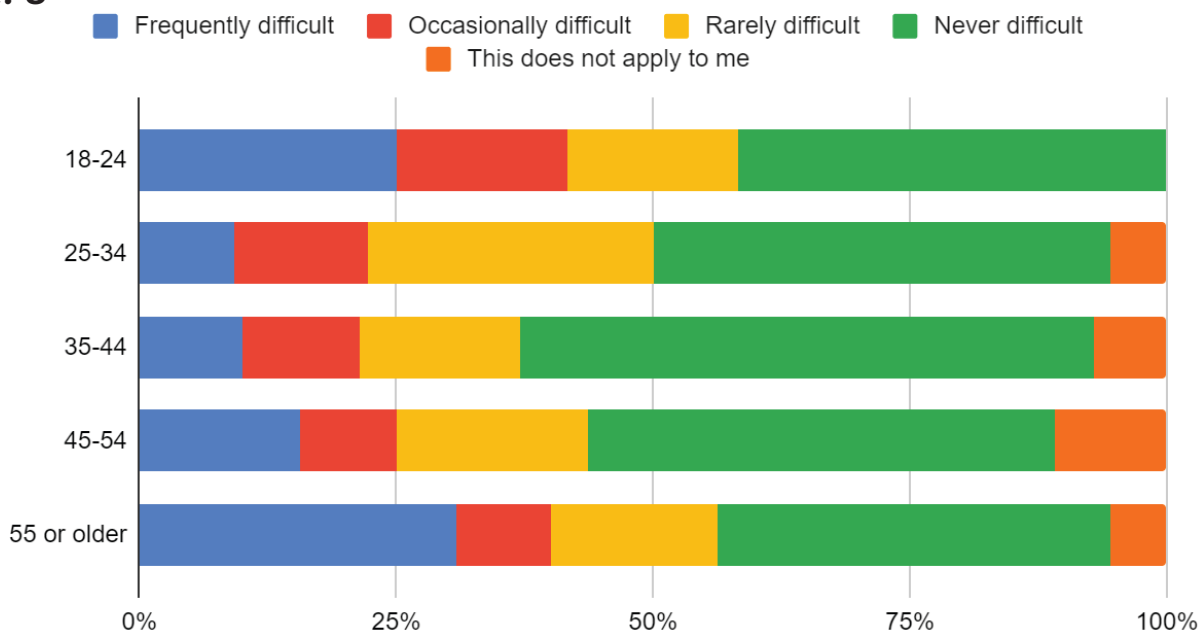
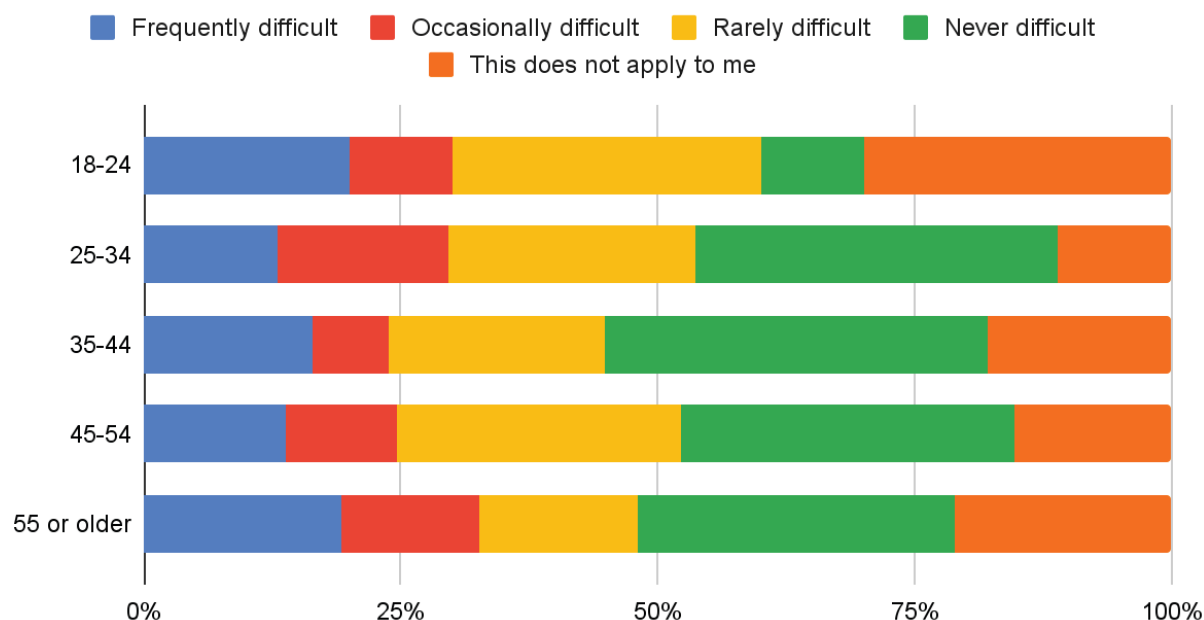


Figure. 9

Reaching Medical Services



Keeping in mind the priority populations of this project, analyzing variation in transportation experiences based on age and income is warranted. **Figures 7, 8, and 9** break down the difficulty of getting to work, shopping, and reaching medical services based on respondent age. Not only is traveling for work, shopping, and medical services considered essential for everyday needs of community members surveyed but is highlighted because many respondents experienced frequent difficulty reaching these destinations. **Figure 7** shows the results of 270 respondents' experiences with reaching work. While at least 25% of each age group indicate that they have **difficulty getting to work, it is particularly acute for those in the sample aged between 18 and 24.** **Figure 8** shows the results of 255 respondents, indicating that those 55 or older have a particularly difficult time traveling for the purpose of shopping. While at least 25% of each age group experience difficulty accessing **shopping, it is particularly acute for the oldest age group** in the sample. Similarly, **Figure 9** reinforces this trend. Of the 248 respondents, roughly 25% of all age groups frequently or occasionally find it difficult to get to medical services. **Reaching medical services is particularly acute for those in the sample between the ages of 18 and 24 and those respondents aged 55 and older.**

Transportation difficulties by household income

Overall, responses to **Figures 10, 11, and 12** reinforce the relationship between transportation access and income, notably that the **lower a household's reported income, the more difficult transportation tends to be for work, shopping, and medical trips.**

Figure. 10

Reaching work

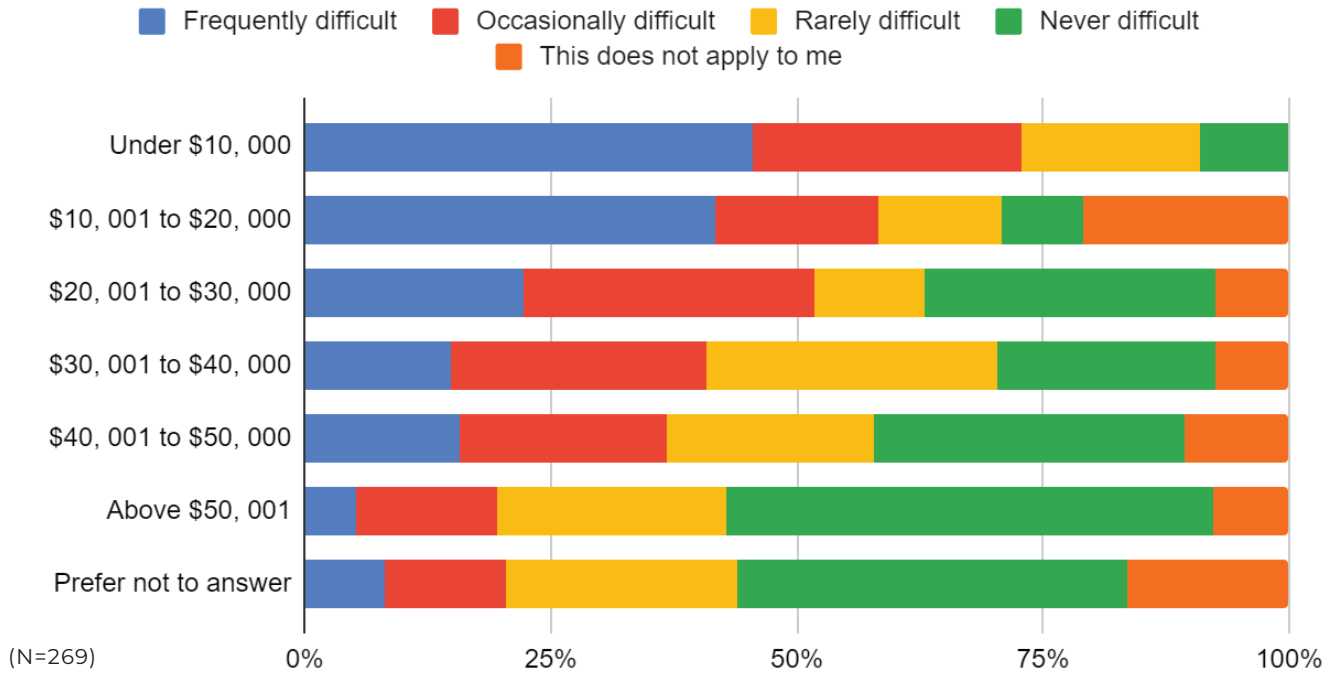


Figure. 11

Shopping

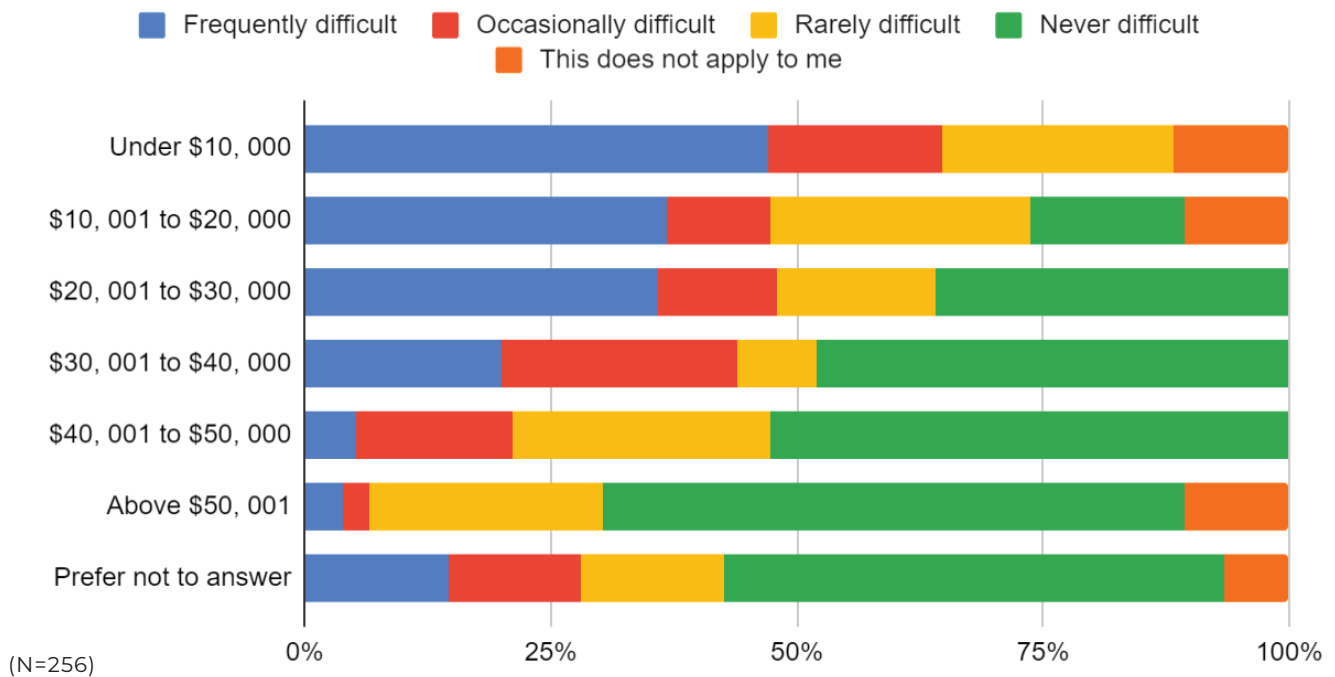
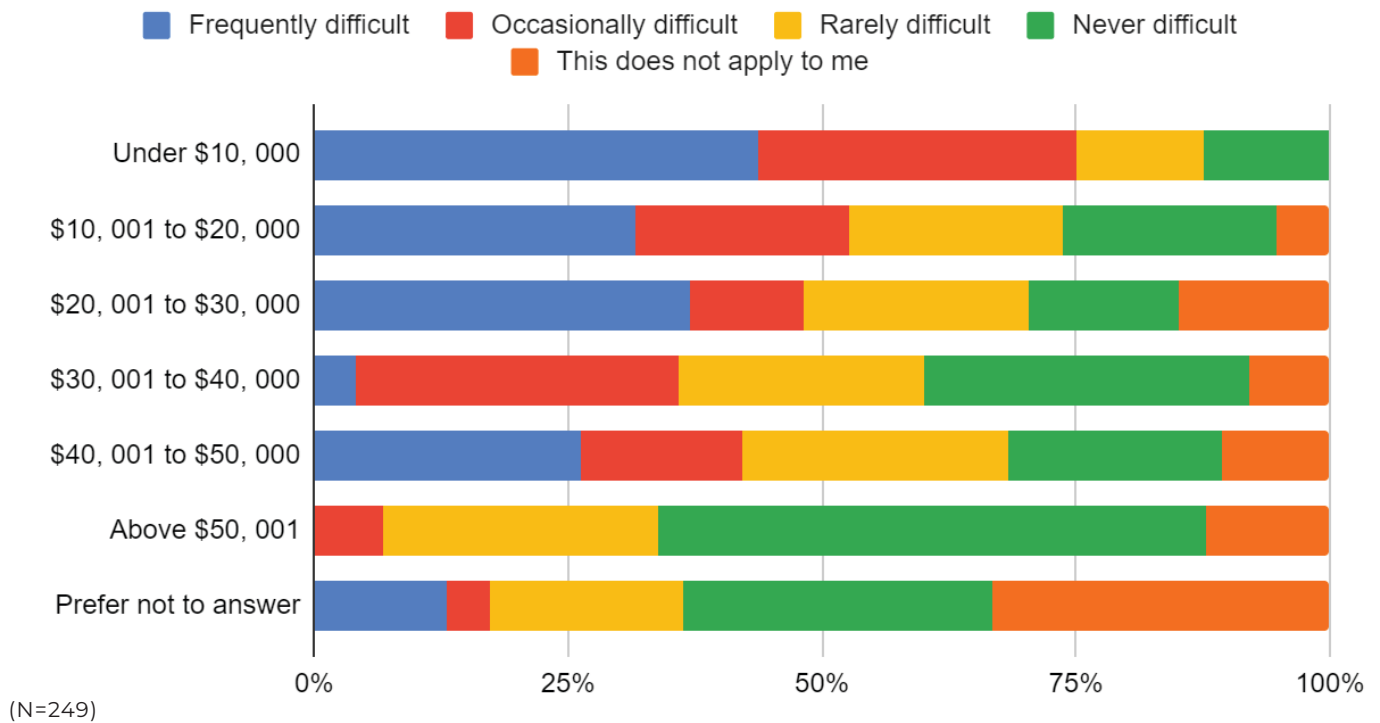


Figure. 12

Reaching medical services



A second priority population in this project is low-income households. **Figures 10, 11** and **12** offer insight in transportation difficulty organized by household income. Figure 10 illustrates that those making less than \$30,000 annually find it frequently difficult to get to work. This is particularly acute for those making under \$10,000. **Figure 11** articulates that at least about 45% of respondents whose household income is below \$30,000 frequently find it difficult to access shopping. The trend is reinforced in **Figure 12** as over 90% of respondents making under \$30,000 frequently find it difficult to access medical services.



Increasing value of existing services

Figures 13, 14 and **15** offer the responses to a set of open-ended questions asking respondents how three existing services could be more valuable to them. **Figure 13** illustrates 119 responses to how Kayak Public Transit could be more valuable. Information and promotion was the theme most commonly identified in the sample.

Figure. 13

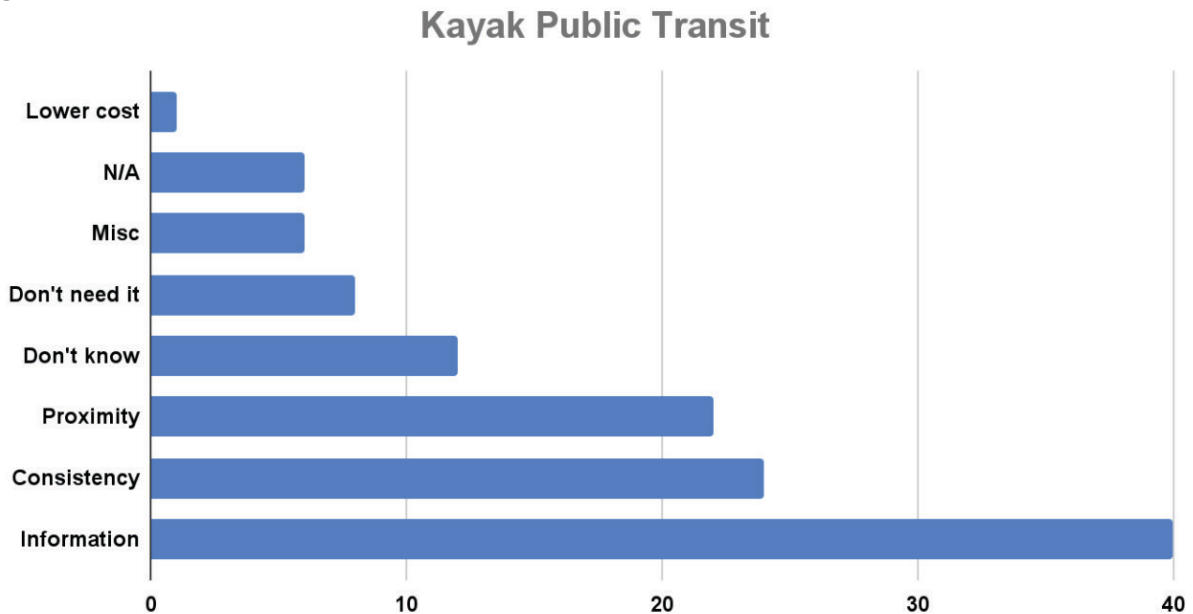


Figure. 14

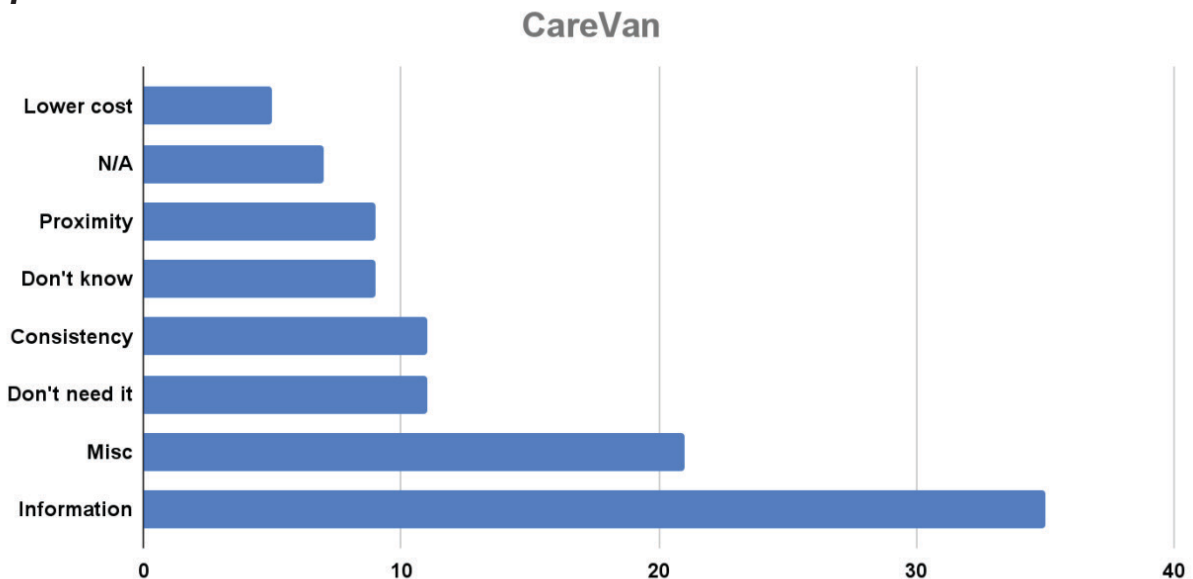
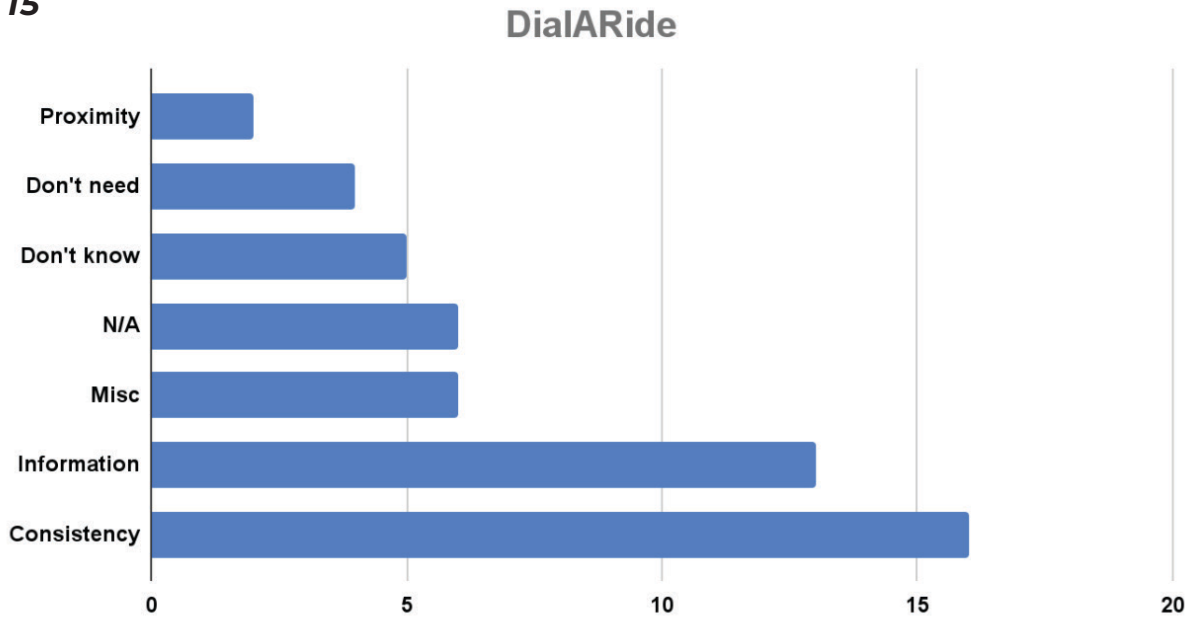


Figure. 15



In **Figure 13**, information is the most identified theme on how to improve the value of existing services, which includes information about stop locations, service schedules, and how to utilize the service. The need for more advertising is also included in this theme. Consistency is the second most identified theme for Kayak. This refers to the punctuality of services and the frequency of stops. Proximity was the third most common response. This refers to responses that indicate distance to the current Kayak service routes kept them from finding it valuable. **Figure 14** focuses attention on the CareVan Medical service, which elicited parallel results to Kayak service value 17 opportunities (save for responses indicating that the service was not needed, they did not know how it would be helpful, or other miscellaneous responses⁸). Lastly, the Dial-A-Ride service is the focus of **Figure 15**. Consistency was the most common theme from the 52 respondents; followed by the desire for more *information and promotion*.⁹



⁸ For Figure 14, miscellaneous responses were either off topic, requesting bilingual Spanish speaking drivers, or just stating approval of the service without saying how it could be more valuable to them.

⁹ For Figure 15, miscellaneous responses were all people stating approval of the service without saying how it could be made more valuable to them.

Increasing value of proposed services

The final two figures inquire about the potential value of proposed services. Similar responses are identified for these two lines of inquiry, as there was for **Figures 13, 14, and 15. For both proposed services, a need for more information on the individual service is the dominant theme. Figure 16** shows the 260 responses regarding the Hermiston/Boardman Connector. *Information and promotion* are the most common theme. The second most common is *consistency*. The third most common was *bus transportation* which the research team interprets to mean instances when respondents referred specifically to more buses on the road. In **Figure 17**, we see a similar trend from 241 responses as *information and promotion* is the most common theme, followed by *bus transportation*, and *proximity*.¹⁰

Figure. 16

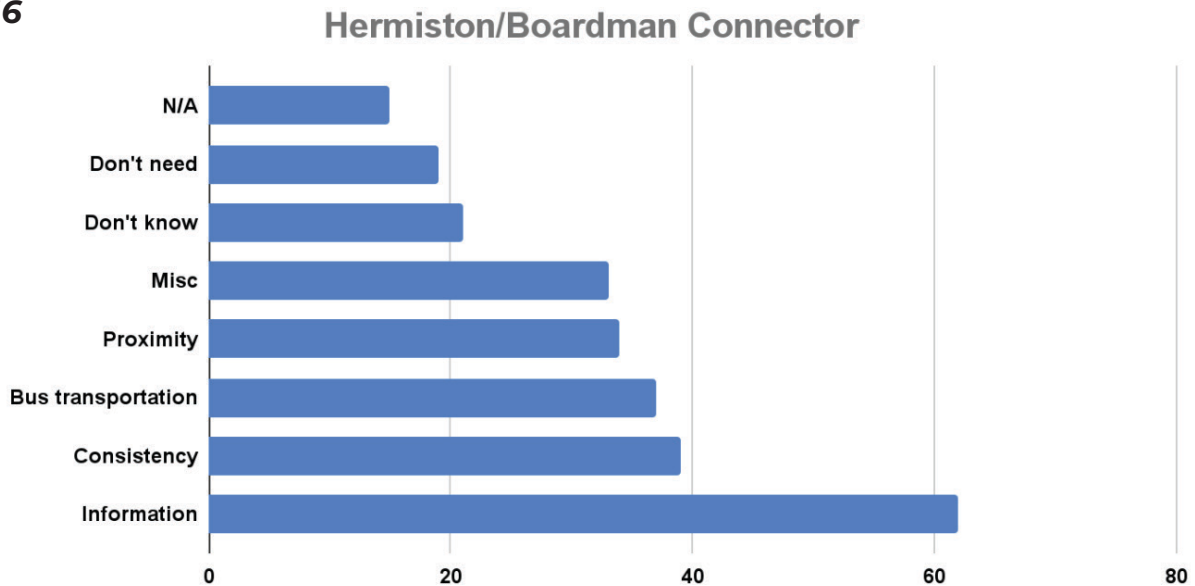
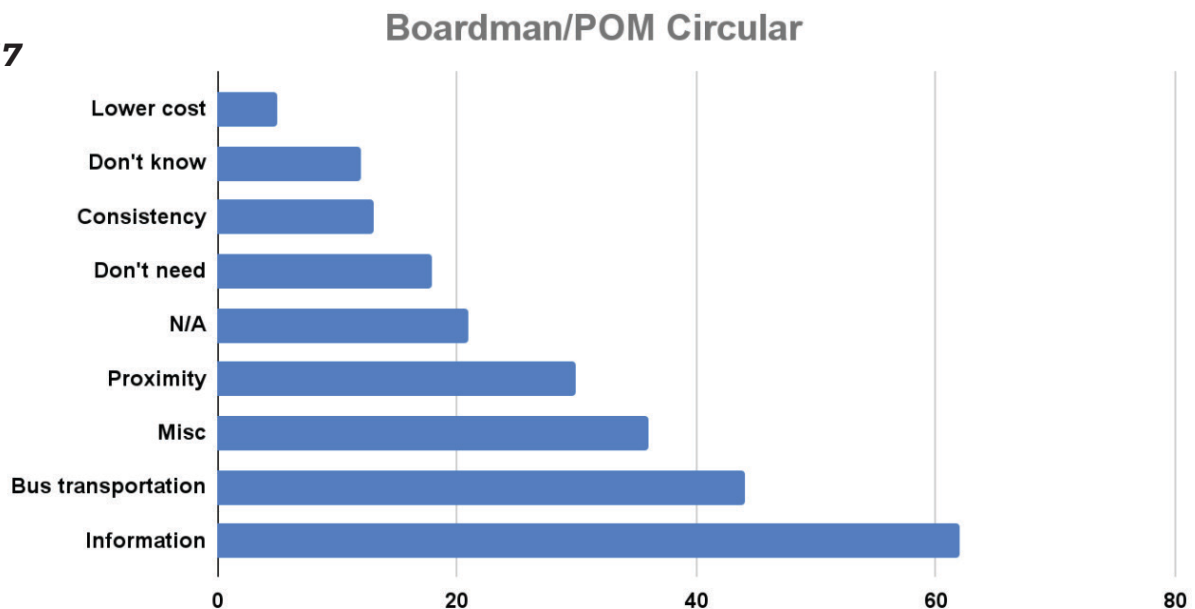


Figure. 17



¹⁰ For Figure 17, some miscellaneous responses were off topic for the question, but most miscellaneous responses were respondents expressing approval of the connector without expressing how it could be more valuable to them.

RECOMMENDATIONS

1 COLLABORATE WITH MAJOR EMPLOYERS TO INFORM AND INCENTIVIZE RIDERSHIP

Employers in Morrow County are acutely aware of the transportation challenges their employees face and have begun taking practical steps toward mitigating them. Employers' actions indicate their desire to reduce risks associated with an employee's commute and show that there are many opportunities for collaboration to strengthen services across the region. The participation of Lamb Weston, Beef NW, Tillamook, and others in this initiative speaks to the interest on behalf of employers in strengthening transportation options. Informed by survey respondents' desire for more information and reinforced through employer interviews, it will be valuable to work closely with employers to develop schedules and disseminate information about the new service routes connecting Boardman and Hermiston to the Port of Morrow Circular. This collaborative approach is an effective way to reach transportation-challenged groups. Many employers already encourage employee-organized carpools and participating employers expressed a willingness to explore collaborative solutions like vanpools. Employers will also be valuable partners in encouraging employees to use the new planned service routes. Some suggested approaches include:

- Exploring public-private partnership opportunities to subsidize vanpooling for access to work, and consider opportunities to expand vanpooling for other trip types and/or groups where needs have been identified;
- Collaboratively implementing incentive programs like friendly competitions for riders who use public transit the most;
- Standardizing a means of reducing the risks of tardiness if an employee is late due to public transit; and/or
- Rewarding public transit users with vouchers or similar financial incentives.

Funding opportunities to support these initiatives for rural areas and tribal governments are available through Oregon Department of Transportation (ODOT) Carbon Reduction Program, Innovative Mobility, and Micro-Mobility programs.



2

INVEST IN INCREASING CAPACITY & CROSS-ORGANIZATIONAL COMMUNICATION



Survey respondents' desire for increased reliability of transportation is directly linked to the frequency of stops along a given route, as well as availability of rides from demand-response providers. Current headway on most fixed routes ranges from 2 to 3 hours which represents an unattractive level of risk if a rider misses the bus; however, the new fixed-route services propose an improved headway of 45 minutes on weekdays and Saturdays. The Oregon Public Transportation Plan evaluated best practices from across the country and found that headways of 10 to 15 minutes are considered ideal, and wait times of 20 minutes is the maximum riders will tolerate if they miss the bus. Once headway reaches 30 minutes or more, the service is no longer attractive to riders of choice. Headways over 60 minutes are considered unattractive to all riders.¹¹

The current fleet size and high capital requirements for growth, combined with current staffing limitations for fixed route and demand-response services are a bottleneck for providers to increase frequency and service hours. Demand-response transportation is a very cost-efficient way to meet transportation needs in rural settings, yet time constraints of part-time employees combined with a large geographic service area place important capacity limitations on service offerings. These limitations, combined with expressed need for more information and difficulty scheduling rides, reinforces the public perception of unreliable or inconvenient transportation options. Good Shepherd Health Systems' planned service expansion may help to address the demand for rides to medical appointments.

Ongoing coordination among regional transportation providers, city, county, and state officials is encouraged to find creative and efficient approaches to meet community transportation needs. Due to the unique nature of how transportation services are offered in the region, fostering improved communication across multiple jurisdictions is critical to promoting equitable transportation outcomes. As new fixed-route service is rolled out to serve the routes prioritized in the suite of Morrow County's transit planning efforts, it will be important to reflect on geographic coverage and interoperability of these services in decision-making around creating hubs, Park and Ride locations, scheduling, and service levels.

The Oregon Department of Transportation (ODOT) provides funding for rural transportation operations serving areas with populations less than 50,000.

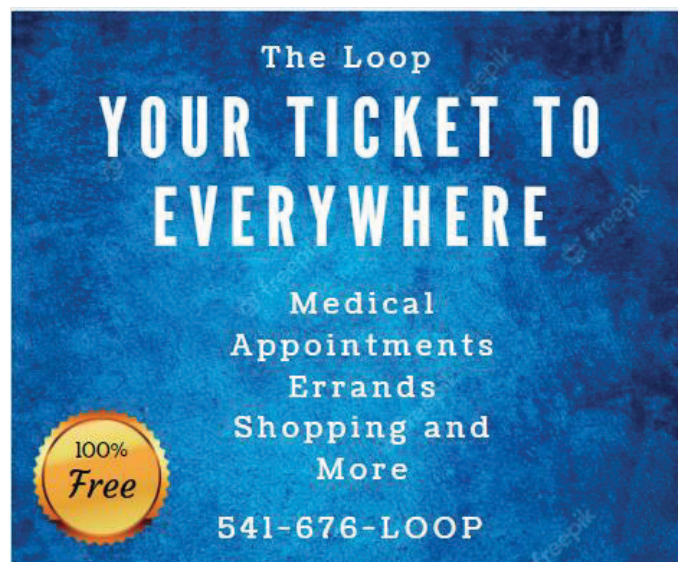
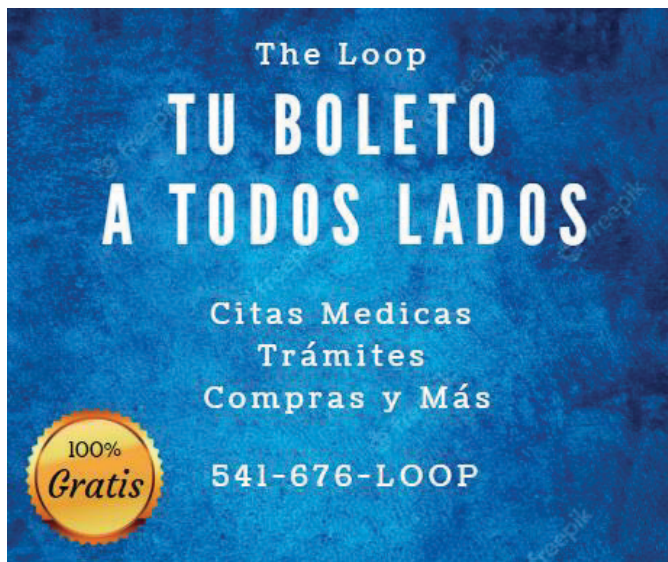
¹¹ Public Transportation Level of Service Final White Paper - August 2020, Oregon Public Transportation Plan

3

BROADEN THE SCOPE OF SERVICE OF THE LOOP THROUGH BRAND POSITIONING

While the mission of The Loop is to provide service to all residents of Morrow County, similar ‘Dial-A-Ride’ services in the region are exclusively for qualified individuals or medical transportation. Stakeholder and community interviews confirmed that the community’s perception of The Loop is either unclear, or for medical and shopping purposes only. Stakeholders and survey respondents expressed frustration at the difficulty of scheduling rides for appointments when they see regular shopping trips advertised. Survey responses indicate that access to shopping is particularly difficult for low-income community members.

A quick look at The Loop’s Facebook messaging over the past two years shows that 29% of posts pertained to hiring drivers, 23% advertised destination specific rides (13% shopping trips, 10% medical), 20% advertised unspecified rides, and 6% announced service changes.¹² Developing more specific and robust messaging regarding how The Loop operates in English and Spanish could be a quick and effective way to address the public’s need for more information and broaden their understanding of how they can benefit from and/or use this service. Additional possibilities to reframe the public’s perception of service offerings include gathering customer testimonials and showcasing the different ways that The Loop’s services are utilized outside of medical and shopping purposes.



¹² 22% were considered ‘miscellaneous.’

4

FOSTER RIDERSHIP THROUGH ‘TRAVEL TRAINING’

Travel training programs help familiarize people with using transportation services and equip them with the skills needed to travel independently and navigate their communities. Travel training encompasses a variety of different approaches, such as ‘Transportation Days’ where local transit services invite community members to practice scheduling a ride, boarding the bus, and experiencing a ride on the bus to reduce anxiety and uncertainty about using services. ‘Train the Trainer’ is a commonly employed technique where transportation staff provide training and guidance to agencies who interact with targeted rider demographic groups (i.e., senior centers, Care Coordinators, Veterans Affairs). Volunteer peer-to-peer learning is another approach that could be offered by Morrow County, in which riders may request a ‘Travel Trainer’ to assist them in learning how to utilize available services and resources, understand their goals when using public transportation, and discern the difference between demand response and fixed route travel options.

Ben Franklin Transit in Tri-Cities, Washington, Rouge Valley Transit District in Medford, Oregon, and Valley Regional Transit in Meridian, Idaho are examples of regional transportation service providers who offer travel training to riders. Rural travel training programs may encounter barriers when setting up travel training programs including lack of funding and limited capacity, so investing in training materials such as video tutorials that can be shared broadly, by various transportation agencies, and repurposed in multiple languages is strongly encouraged.

ODOT provides travel training opportunities for Travel Training through the Statewide Transit Improvement Fund (STIF); programming tailored to rural areas and first-time users is recommended.



MEET DARREN

Darren is here to help you get familiar with the bus routes so you can ride with confidence!

Call 541-429-7519 to take a ride with our transit experts

Darren is a smiling man with curly hair, wearing a blue and white striped polo shirt and a high-visibility yellow safety vest. He has his arms crossed and is standing against a teal background.



CONOCE A DARREN

¡Darren te ayudará a familiarizarte con las rutas de autobús para que puedas viajar con confianza!

Llame al 541-429-7519 para viajar con nuestros expertos de transporte público

Darren is a smiling man with curly hair, wearing a blue and white striped polo shirt and a high-visibility yellow safety vest. He has his arms crossed and is standing against a teal background.

5

¡PRIORIZAR CONTENIDO EN ESPAÑOL!

PRIORITIZE LANGUAGE PARITY IN MARKETING AND COMMUNICATIONS

Meeting respondents' desire for more information is closely tied to preferred language. One survey respondent stated, "There is not much information directed at [the] Hispanic [community]. We do not know routes or schedules or where there are brochures or stations", citing the lack of information available in Spanish. A study conducted by Facebook IQ found that 80% of Spanish dominant and 62% of bilingual US Hispanics prefer to consume information online in Spanish.¹³ Ultimately, a multilingual marketing strategy is key to engaging with transportation disadvantaged groups in Morrow County and across the region, as communication in rider-preferred language can reduce uncertainty. Practical next steps to consider include:

- Survey language preference of The Loop and Kayak riders
- Ensure transit provider websites are available in English and in Spanish
- Measure language parity of all social media posts
- Implement A/B testing to measure the effectiveness of social media publications
- Ensure printed and posted materials are easily accessible in both languages.

**¿Ir a mi destino por Kayak?
¡Prefiero el bus!**

Ahora ofreciendo rutas conectando
Hermiston y Boardman.



Long term considerations include moving away from translation tools by hiring bilingual drivers and professionals fluent in Spanish to support marketing and information dissemination, as well as communicate more directly with riders to build confidence and rapport.



¹³ Gains in Translation: What your Language Choice Says to US Hispanics. Facebook IQ, 2016.

6 FACILITATE CONNECTIVITY WITH TRANSIT ROUTES THROUGH ENHANCED PEDESTRIAN AND CYCLIST INFRASTRUCTURE

The ease and safety of accessing transportation facilities and/or services is crucial for the success of any transportation network. A significant number of respondents in the priority population cited walking as a commonly utilized transportation option. Stakeholders highlighted infrastructure deficiencies that both discourage cycling and increase risks for pedestrians who must travel long distances to reach a transit stop. Participants emphasized the importance of addressing safety concerns for both cyclists and drivers, suggesting that these could be resolved through investments in infrastructure and enhanced bicycle safety education. The 2021 Hermiston-Boardman Connector/Boardman-Port of Morrow Circular Report ranked walking and biking availability for the new fixed transit routes based on existing infrastructure. Pedestrian access to the planned Hermiston-Boardman Connector ranked 'Good' overall, while cyclist access was overwhelmingly 'Poor'; Conversely, pedestrian and cyclist access for the planned Port of Morrow Circular route was evenly divided between 'Fair' and 'Poor'.¹⁴

To reduce friction from riding transit, Federal Transit Administration guidelines recommend providing expanded infrastructure around transit stops to facilitate accessibility. In general, agencies can improve pedestrian and cyclist safety by providing accessible and convenient pedestrian facilities within a ¼-½ mile radius for transit stops and stations, and within 1 to 3 miles for cyclists.¹⁵ Additional analysis of pedestrian and cyclist networks involving roadway owners and Heritage Trail land stewards will be an important first step for improving the quality of pedestrian and cyclist access to the proposed new transit stops and encouraging non-motorized transportation.

The Oregon Department of Transportation offers multiple funding opportunities for pedestrian and bicycle infrastructure improvements to offset or cover costs including the Oregon Path Program, Statewide Transit Improvement Fund, Statewide Transportation Improvement Program, and emergent Innovative Mobility and Micro-Mobility programs.



¹⁴ Hermiston-Boardman Connector/Boardman-Port of Morrow Circular Report, 2021. Kittelson & Associates

¹⁵ Improving Safety for Pedestrian and Bicyclists Access in Transit, 2022. Goughnour, Bonner, Sweetser & Smith.

7

MEASURE UTILIZATION OF BUS SERVICES OVER TIME COMPARED TO CURRENT USAGE

Current utilization rates of transit services are measured by riders per hour. Measuring the net change in ridership over time compared to established goals in ridership and % of riders from transportation disadvantaged groups will be critical in determining the return on investment of the planned service expansion. Developing a localized Level of Service (LOS) standard and best practices for transportation agencies can be a valuable strategy for establishing and measuring defined service goals. Important considerations moving forward may include:

- **How does expanded availability of information in Spanish impact ridership?**
- **How does expanded capacity and coverage of fixed-route services impact demand response services?**
- **How does transportation training impact utilization and accessibility of services?**
- **How has public perception of existing transportation services changed?**

APPENDIX I: SURVEY INSTRUMENT

MORROW COUNTY TRANSPORTATION SURVEY

You have been selected to participate in a survey related to a collaborative project with Morrow County, Eastern Oregon University, and Euvalcree. Euvalcree is a community development non-profit that works to improve the lives of families living in rural Oregon, Washington, and Idaho. The purpose of this survey is to better understand the transportation needs of the residents and workers in Morrow County. Personally identifiable information will not be shared with any parties outside of Morrow County. If you are not comfortable providing information to any specific question, please feel free to move on to the next question. This survey will not take you more than 15 minutes to complete. If you have already taken this survey, please do not participate for any additional times. Thanks for your time and support.

1. For each travel option, tell us how frequently you use that option

Mark only one oval per row

	Always	Frequently	Occasionally	Rarely	Never
I walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I take the bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I take access to a car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I car pool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I use the DialARide service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. When you are traveling, how often is it for the following reasons?

Mark only one oval per row

	Always	Frequently	Occasionally	Rarely	Never
Work	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Medical Care	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accessing Social Services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shopping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Travel by train or plane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Church	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. How many 'round trips' to and from your home do you take in a typical weekday? (For example, if you go to work on a Monday and return home that same day, that would be one 'round trip.' If you go home for lunch and then return to work, that would be two 'round trips.')

Mark only one oval per row

- 1 round trip
- 2 round trips
- 3 round trips
- 4 round trips
- 5 round trips
- More than 5 round trips

4. How many 'round trips' to and from your home do you take on a typical weekend day? (For example, if you typically go to church on Sunday, that would be one 'round trip')

Mark only one oval per row

- 1 round trip
- 2 round trips
- 3 round trips
- 4 round trips
- 5 round trips
- More than 5 round trips

5. Do you have difficulty arriving on time to for the following:

Mark only one oval per row

	Always difficult	Frequently difficult	Occasionally difficult	Rarely difficult	This does not apply to me
Work	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Medical Care	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accessing Social Services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shopping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Travel by train or plane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Church	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. What are the major challenges you experience when traveling through the area?

Awareness of & Interest in Transportation Services

We'd like to know more about your familiarity and interest in the variety of current and upcoming transportation services offered in Morrow County.

KAYAK PUBLIC TRANSIT

A current service in Morrow County is Kayak Public Transit. Kayak is a free regional transportation system consisting of 3 fixed routes and 4 commuter buses that reaches communities in southeastern Washington and Northeastern Oregon.

7. Are you aware of this service?

Mark only one oval per row

Yes - Skip to question 8

No - Skip to question 11

If you have heard of Kayak Public Transit...

8. How did you initially hear about it?

9. Do you or anyone you know use this service?

Mark only one oval per row

Yes

No

10. How could this service be more valuable to you as a way of moving around your community?

CAREVAN MEDICAL

CareVan Medical is another current, free service. It provides rides to community members in and around Hermiston, Echo, Stanfield, Umatilla, Irrigon, and Boardman who are in need of medical services.

11. Are you aware of this service?

Mark only one oval per row

Yes - Skip to question 12

No - Skip to question 8
(DialARide)

If you have heard of CareVan Medical...

12. How did you initially hear about it?

13. Do you or anyone you know use this service?

Mark only one oval per row

Yes

No

14. How could this service be more valuable to you as a way of moving around your community?

DIALARIDE

A third current free service is Dial-A-Ride. It is a reservation-based curb-to-curb transportation service providing rides to all residents of Morrow County.

15. Are you aware of this service?

Mark only one oval per row

Yes - Skip to question 12

No - Skip to question 8 (DialARide)

If you have heard of DialARide...

16. How did you initially hear about it?

9. Do you or anyone you know use this service?

Mark only one oval per row

Yes

No

10. How could this service be more valuable to you as a way of moving around your community?

HEPPNER/BOARDMAN CONNECTOR

There are two new transportation services likely to be launched this summer. The Connector would directly link Umatilla County to Morrow County and businesses, factories and farms along portions of the US 730, US 395, and I-84 corridors.

11. How far away is this route from where you live?

Mark only one oval per row

Under a mile

1 to 5 miles

6 to 10 miles

11 to 20 miles

More than 20 miles from my residence

11. How far away is this route from where you work?

Mark only one oval per row

- Under a mile
- 1 to 5 miles
- 6 to 10 miles
- 11 to 20 miles
- More than 20 miles from my residence
- N/A

21. How could Morrow County make the Heppner/Boardman Connector more useful to your household?

BOARDMAN/PORT OF MORROW CIRCULAR

The second new service is the Boardman/POM circular. It would provide localized service within the Port of Morrow and would connect to the Hermiston – Boardman Connector. The service will launch early next summer. Here is a map of the proposed route.

11. How far away is this route from where you live?

Mark only one oval per row

- Under a mile
- 1 to 5 miles
- 6 to 10 miles
- 11 to 20 miles
- More than 20 miles

11. How far away is this route from where you work?

Mark only one oval per row

- Under a mile
- 1 to 5 miles
- 6 to 10 miles
- 11 to 20 miles
- More than 20 miles
- N/A

24. How could Morrow County make the Boardman/POM Circular more useful to your household?

TRAIL SYSTEMS OF IRRIGON AND BOARDMAN

Another travel option is the trail system. It is a twelve mile non-motorized recreational trail, roughly paralleling the Columbia River. There are plans to more directly connect the Irrigon and Boardman Communities.

11. Are you aware of this trail system?

Mark only one oval.

- Yes - Skip to question 12
- No - Skip to question 29

If you have heard of the trail systems...

26. How did you initially hear about it?

27. Have you ever used it for recreation?

Mark only one oval.

Yes

No

27. Have you ever used it for commuting?

Mark only one oval.

Yes

No

29. Once the trail system is completed (connected), what is the likelihood you would use it to move between Irrigon and Boardman?

Mark only one oval.

Very likely

More likely, but not much.

It is unlikely that I would use it

GREYHOUND BUS SERVICE

30. Are you aware of the Greyhound's bus services?

Mark only one oval.

Yes

No - Skip to question 34

If you have heard of Greyhound's bus services...

26. How did you initially hear about it?

30. Do you (or anyone that you know) travel on Greyhound's buses?

Mark only one oval.

Yes

No

30. Would you use Greyhound bus services if one were located closer to your residence?

Mark only one oval.

Yes

No

Aside from those services...

34. What are some other transportation-related services that would make your commute more convenient?

35. Are there ways you wish you could get around?

36. 1 being the least important and 6 being the most important, organize the following factors from least important to most important when deciding what mode you will use to travel.

Mark only one oval per row.

	Cost	Length of time commuting	Distance from home	Arrival time	Availability of a vehicle	Weather
1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

26. Is there anything else you would like us to know about the services and transportation options in your community?

DEMOGRAPHIC INFORMATION

38. What is your race?

Mark only one oval per row

- American Indian and/or Alaska Native
- Indigenous Mexican
- Central and/or South American
- Black or African American
- Hispanic or Latino, Latina, Latinx
- Middle Eastern and/or North African
- Native Hawaiian or Pacific Islander
- White
- Prefer not to answer

38. What is your ethnicity?

Mark only one oval per row

- Hispanic
- Non-Hispanic
- Prefer not to answer

38. What is your age?

Mark only one oval

- 18-24
- 25-34
- 35-44
- 45-54
- 55 or older

38. What is your primary/preferred language?

Mark only one oval

- English
- Spanish
- Ki'che
- Mam
- Other: _____

38. Are you a veteran?

Mark only one oval

- Yes
- No

38. Do you have a physical disability?

Mark only one oval

- Yes
- No

44. Do you have a behavioral or cognitive disability?

Mark only one oval

Yes

No

45. What city do you live in? If you live in an unincorporated area, please list the closest town or city to you.

45. What city do you work in?

38. What is your INDIVIDUAL annual income? (before taxes)?

Mark only one oval per row

Below \$10,000

\$10,001 to \$20,000

\$20,001 to \$30,000

\$30,001 to \$40,000

\$40,001 to \$50,000

Above \$50,001

Prefer not to answer

How many adults of working age are in your household (including you)?

Mark only one oval

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8

49. What is the combined annual income of YOUR HOUSEHOLD (before taxes)?

Mark only one oval

- Below \$10,000
- \$10,001 to \$20,000
- \$20,001 to \$30,000
- \$30,001 to \$40,000
- \$40,001 to \$50,000
- Above \$50,001
- Prefer not to answer

50. Which sentiment best describes your feelings about your finances?

Mark only one oval

- "I feel very financially secure."
- "I feel somewhat financially secure."
- "I feel somewhat financially insecure."
- "I feel very financially insecure."

51. What is your home address?

The purpose of asking for this information is to more accurately align transportation services to the areas where there is the most need. Personally identifiable information will not be shared outside of the office of Morrow County Public Transit.

52. What is the closest road intersection to your home?

53. Where do you work?

The purpose of asking for this information is to more accurately align transportation services to the areas where there is the most need. Personally identifiable information will not be shared outside of the office of Morrow County Public Transit.

54. What is the closet road intersection to your work?

COMMUNICATION CHANNELS

And finally, we'd like to know the best ways to share information with you.

38. What is your primary/preferred language?

Mark only one oval

- Radio
- Television
- Social Media
- News app on your phone
- Church newsletters
- Newspapers
- Other _____

56. Would you like to stay updated on new services and changes to existing services?

Mark only one oval

Yes

No

57. If yes, what is the best way to share information with you?

Mark only one oval

Email - Skip to question 58

Text - Skip to question 59

Mail - Skip to question 60

58. If email, what is your email address?

59. what is your phone number?

60. If mail, what is your mailing address?

THANK YOU!

Thank you for completing the survey. Your responses are crucial in directing Morrow County's transportation projects. Please stay tuned for upcoming announcements regarding this and other projects.

ENCUESTA DE TRANSPORTE DEL CONDADO DE MORROW

Ha sido seleccionado para participar en una encuesta relacionada a un proyecto de colaboración con Euvalcree, el condado de Morrow y la Universidad del Este de Oregon (EOU). El propósito de esta encuesta es comprender mejor las necesidades de transporte de los residentes y trabajadores del condado de Morrow. La información de identificación personal no se compartirá con ninguna parte fuera de Euvalcree y Condado de Morrow. Si no se siente cómodo brindando información sobre alguna pregunta específica, no dude en pasar a la siguiente pregunta. Esta encuesta no le llevará más de 15 minutos completarla. Si ya ha realizado esta encuesta, no vuelva a completarla. Al terminar, recibirá una tarjeta de regalo de \$25. Gracias por su tiempo y apoyo.

1. Dinos que tan frecuente usas cada opción de transporte

Mark only one oval per row

	Siempre	Frecuentemente	A menudo	Raramente	Nunca
Yo camino	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Uso bicicleta	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tomo el autobus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tengo acceso a un carro	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tengo raite	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Uso el servicio de Dial-A-Ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

1. ¿ Cuando viaja, que tan seguido es por las siguientes razones?

Mark only one oval per row

	Siempre	Frecuentemente	A menudo	Raramente	Nunca
Trabajo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Escuela	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cuidado Medico	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Actividades Recreacionales	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Acceder a servicios sociales	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
De compras	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Yo viaje por avion o tren	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Misa/Iglesia	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. ¿Cuántos 'viajes de ida y vuelta' hacia y desde su casa realiza en un día normal de la semana? (Por ejemplo, si va a trabajar un lunes y regresa a casa ese mismo día, sería un 'viaje de ida y vuelta'. Si va a casa a almorzar y luego regresa al trabajo, serían dos 'viajes de ida y vuelta').

Mark only one oval per row

- 1 ida y vuelta
- 2 idas y vueltas
- 3 idas y vueltas
- 4 idas y vueltas
- 5 idas y vueltas
- Mas de 5 idas y vueltas

4. ¿Cuántos 'viajes de ida y vuelta' desde su hogar realiza en un día típico de fin de semana? (Por ejemplo, si normalmente va a la iglesia los domingos, sería un 'viaje de ida y vuelta')

Mark only one oval per row

- 1 viaje de ida y vuelta
- 2 viajes de ida y vuelta
- 3 viajes de ida y vuelta
- 4 viajes de ida y vuelta
- 5 viajes de ida y vuelta
- Mas de 5 viajes de ida y vuelta

5. ¿Tiene dificultad para llegar a tiempo a lo siguiente?

Mark only one oval per row

	Siempre es difícil	Frecuentemente es difícil	A menudo es difícil	Raramente es difícil	Nunca es difícil	Esto no aplica a mí
Trabajo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Escuela	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cuidado Medico	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Actividades Recreacionales	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Acceder a servicios sociales	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
De compras	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Yo viaje por avion o tren	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Misa/Iglesia	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. ¿Cuáles son los problemas mayores que experimenta al viajar en el area?

Conocimiento e interés en los servicios de transporte

Nos gustaría saber más acerca de su familiaridad e interés en la variedad de servicios de transporte actuales y futuros que se ofrecen en el condado de Morrow.

TRANSITO PUBLICO DE KAYAK

Un servicio actual del Condado de Morrow es el Transito Publico de Kayak. Kayak is un sistema regional gratis que consiste de 3 routes y 4 autobus que alcanzan a las comunidades en la area sureste de Washington y noreste de Oregon.



7. ¿Usted tenía conocimiento de este servicio?

Mark only one oval per row

Si - Skip to question 8

No - Skip to question 11

Si afirma que tiene conocimiento del servicio de Kayak...

8. ¿Como supo de este servicio?

9. ¿Usted, o alguien que conoce, usa este servicio?

Mark only one oval per row

Si

No

10. ¿Como podemos hacer para que este servicio sea mas útil para usted?

CAREVAN MEDICAL (VEN MEDICA)

CareVan Medical (Ven Medica) es otra servicio gratis y actual. Este servicio provee raites a miembros de la comunidad in y alrededor de Hermiston, Echo, Stan eld, Umatilla, Irrigon, y Boardman que tienen necesidades medicas.



11. ¿Tiene conocimiento de este servicio?

Mark only one oval per row

- Si - Skip to question 12
- No - Skip to question 15

Si afirma que tiene conocimiento de CareVan Medical (Ven Medica)

12. ¿Como supo de este servicio?

13. ¿Usted, o alguien que conoce, usa este servicio?

Mark only one oval per row

- Si
- No

14. ¿Como podemos hacer para que este servicio sea mas útil para usted?

DIALARIDE (MARQUE-PARA-RAITE)

Un tercer servicio es Dial-A-Ride (Marque-para-Raite). Es un servicio basado en hacer reservaciones, para ofrecer transporte a todos los residentes del Condado de Morrow.



15. ¿Usted tiene conocimiento de este servicio?

Mark only one oval per row

Si - Skip to question 16

No - Skip to question 19

Si afirma que tiene conocimiento de este servicio...

16. ¿Como supo de este servicio?

17. ¿Usted, o alguien que conoce, usa este servicio?

Mark only one oval per row

Si

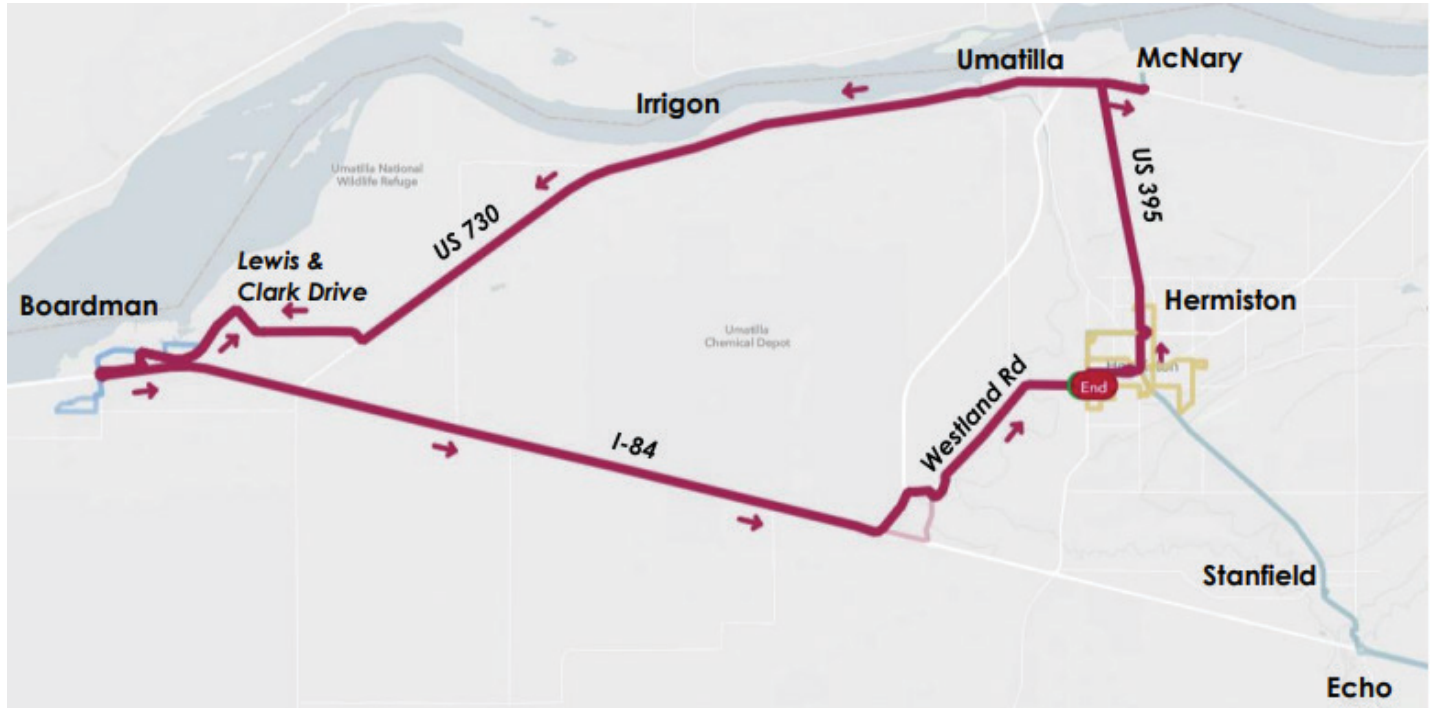
No

18. ¿Como podemos hacer para que este servicio sea mas útil para usted?

CONNECTADOR DE HEPPNER/BOARDMAN

Hay dos nuevos servicios de Transporte que probablemente salgan al publico este verano. El Conector directamente conectaría a el Condado de Umatilla a negocios, factorías, y ranchos del Condado de Morrow ubicados en porciones de la carretera US 730, US 395, y I-84.

Ruta de conector de Heppner/Boardman



19. ¿Que tan lejos esta este conector de donde vive usted?

Mark only one oval per row

- Menos de 1 milla
- 1 a 5 millas
- 6 a 10 millas
- 11 a 20 millas
- Mas de 20 millas

20. ¿Que tan lejos esta este conector de su trabajo?

Mark only one oval per row

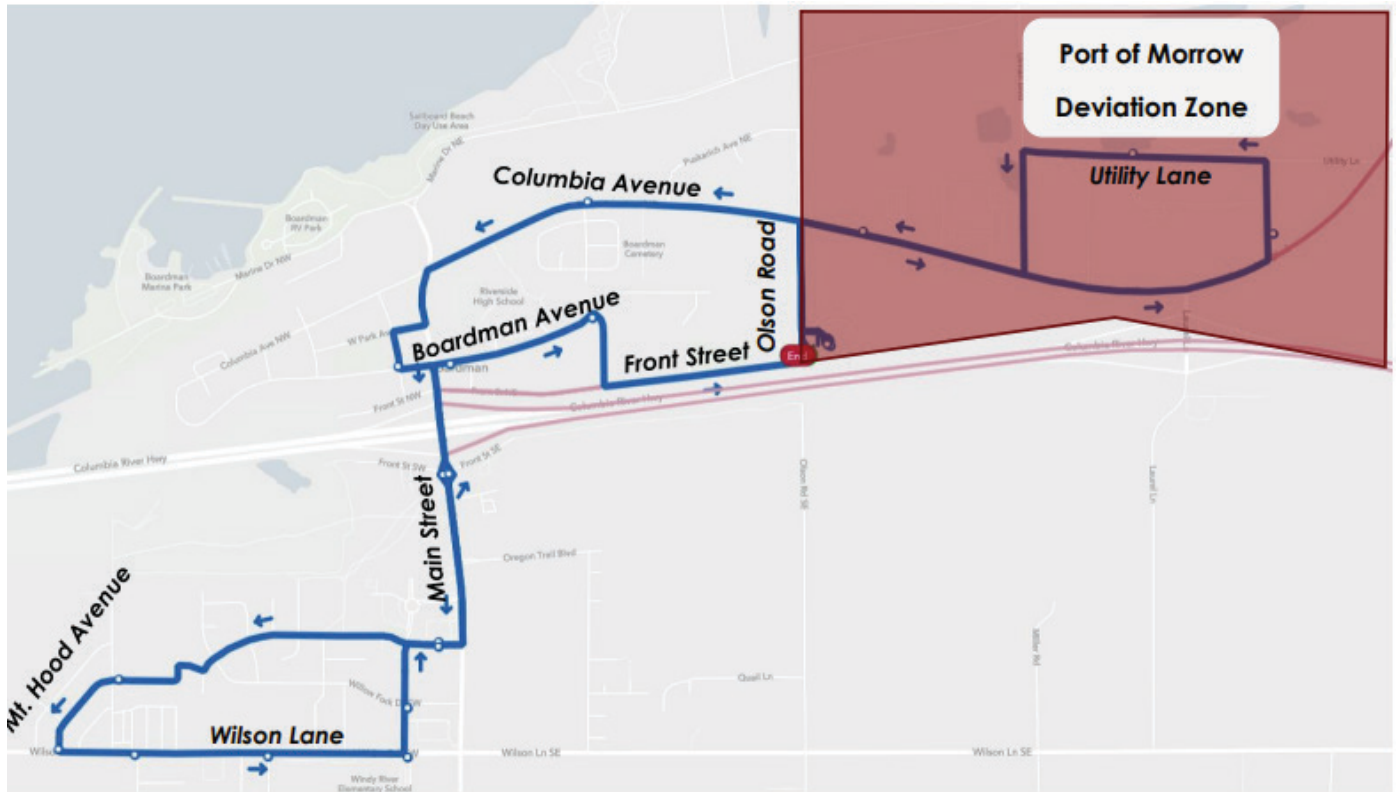
- Menos de 1 milla
- 1 a 5 millas
- 6 a 10 millas
- 11 a 20 millas
- Mas de 20 millas
- n/a

21. ¿Como puede, el Condado de Morrow, hacer este conector de Heppner/Boardman, mas util para su hogar?

EL CIRCULO DE BOARDMAN/PORTE DE MORROW BOARDMAN/PORT OF MORROW CIRCULAR

El segundo nuevo servicio es el Circulo de Boardman/Porte de Morrow. Este va proveer servicios centrales dentro del Porte de Morrow y conectaría a al conector de Hermiston-Boardman. El servicio estará abierto al publico para el siguiente verano. Aquí esta un mapa de la ruto propuesta.

Circular de Boardman/Porte de Morrow



22. ¿Que tan lejos esta este conector de donde vive usted?

Mark only one oval per row

- Menos de 1 milla
- 1 a 5 millas
- 6 a 10 millas
- 11 a 20 millas
- Mas de 20 millas

23. ¿Que tan lejos esta este conector de su trabajo?

Mark only one oval per row

- Menos de 1 milla
- 1 a 5 millas
- 6 a 10 millas
- 11 a 20 millas
- Mas de 20 millas
- n/a

24. ¿Como puede, el Condado de Morrow, hacer el Circular de Boardman/Porte de Morrow mas útil para su hogar?

SISTEMA DE SENDEROS DE IRRIGON Y BOARDMAN

Otra opción para transporte es el Sistema de Senderos. Esto un sendero no-motorizado, recreacional de 12 millas, que esta paralelo al Rio de Colombia. Hay planes para conectar mas directamente a las comunidades de Irrigon y Boardman.



25. ¿Usted tiene conocimiento de este servicio?

Mark only one oval per row

Si

No - Skip to question 19

25. ¿Como supo de este servicio?

27. ¿Usted lo a usado para actividades recreacionales?

Mark only one oval per row

Si

No

28. ¿Usted lo a usado para viajar/transporte?

Mark only one oval per row

Si

No

Al terminar este sistema de senderos...

29. En cuanto este completo este sistema de senderos (conectados), ¿que tan probable es que usted lo use para moverse entre Irrigon y Boardman?

Mark only one oval per row

Muy probable

Probable, pero no mucho

No es probable que lo use

SERVICIO DE AUTOBUS DE GREYHOUND

30. ¿Usted tiene conocimiento de este servicio?

Mark only one oval per row

Si

No - Skip to question 34

Si afirma que si tiene conocimiento de este servicio...

31. ¿Como supo de este servicio?

32. ¿Usted o alguien que conoce usa los servicios de Autobus de Greyhound?

Mark only one oval per row

- Si
- No - Skip to question 34

33. ¿Usted usaría los servicios de Greyhound si fueran ofrecidos mas cerca a su residencia?

Mark only one oval per row

- Si
- No

Aparte de estos servicios...

34. ¿Que serian algunos servicios relacionados a transporte, que harían su transporte mas conveniente?

34. ¿Hay maneras que le gustaria ver/tener para poder moverse?

36.1 siendo lo menos importante, y 6 siendo lo mas importante, organice los siguientes factores de menos importante a mas importante cuando esta decidiendo entre que método va usar para viajar.

Mark only one oval per row.

	Costo	Tiempo de viaje	Distancia del hogar	Tiempo a llegar	Disponibilidad de vehiculo	Clima/Tiempo
1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

37. ¿Hay algo mas que le gustaria que supiéramos sobre los servicios de Transporte en el Condado de Morrow?

INFORMACION DEMOGRAFICA

38. ¿Que es su raza?

Mark only one oval per row

- Indio Americano / Nativo de Alaska
- Indigena Mexicano
- America Central o del Sur
- Negro o Afro-Americano
- Hispano, Latinx, Latino/a
- Del Medio-Este o Nor-Africano
- Nativo de Hawaii o Isleño/a Pacifico
- Blanco
- Prefiero no contestar

39. ¿Que es su Etnia?

Mark only one oval per row

- Hispano
- No Hispano
- Prefiero no contestar

40. ¿Que es su edad?

Mark only one oval per row

- 18-24
- 25-34
- 35-44
- 45-54
- 55 o mayor

41. ¿Que es su lenguaje principal y/o preferido?

Mark only one oval

- Ingles
- Espanol
- Ki'che
- Mam
- Other: _____

42. ¿Es un Veterano?

Mark only one oval

- Si
- No

43. ¿Tiene alguna discapacidad física?

Mark only one oval

- Si
- No

44. ¿Tiene alguna discapacidad conductal o cognitiva?

Mark only one oval

- Si
- No

45. ¿En que ciudad vive? Si vive en alguna área no-incorporada, por favor de decirnos la ciudad o pueblo mas cerca de usted.

46. ¿En que ciudad trabaja?

47. ¿Que es su ingreso anual, INDIVIDUAL? (bruto, antes de impuestos)

Mark only one oval per row

- Menor \$10,000
- \$10,001 a \$20,000
- \$20,001 a \$30,000
- \$30,001 a \$40,000
- \$40,001 a \$50,000
- Mas de \$50,001
- Prefiero no contestar

48. ¿Cuanto adultos hay en su hogar en edad para trabajar? (Incluyendo a usted) 16+

Mark only one oval

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8+

49. ¿Que es el ingreso anual de TODOS los ingresos combinados en su hogar? (bruto, antes de impuestos)

Mark only one oval per row

- Menor \$10,000
- \$10,001 a \$20,000
- \$20,001 a \$30,000
- \$30,001 a \$40,000
- \$40,001 a \$50,000
- Mas de \$50,001
- Prefiero no contestar

50. ¿Que mejor describe sus sentimientos acerca de sus finanzas?

Mark only one oval

- Me siento muy seguro nancieramente
- Me siento mas o menos seguro nancieramente
- Me siento mas o menos inseguro nancieramente
- Me siento muy inseguro nancieramente

51. ¿Qué es la dirección de su domicilio?

El proposito de preguntar sobre esta informacion es para alinear mas correctamente los servicios de transporte a las areas donde mas se necesitan. Informacion de identidad no sera compartida fuera de EUVALCREE.

52. ¿Que carretera de intersección esta mas cerca a su hogar?

53. ¿Donde trabaja?

El proposito de preguntar sobre esta informacion es para alinear mas correctamente los servicios de transporte a las areas donde mas se necesitan. Informacion de identidad no sera compartida fuera de EUVALCREE.

52. ¿Que carretera de intersección esta mas cerca a su trabajo?

METODOS DE COMUNICACION

Para terminar, queremos saber que son las mejores maneras para compartir informacion con usted.

38. ¿Como se entera de lo que esta sucediendo en su comunidad?

Mark only one oval

- Radio
- Television
- Redes Sociales
- Aplicaciones de Noticias en su telefono
- Boletines de Iglesia
- Periodico
- Other _____

56. ¿Le gustaria mantenerse actualizado en los nuevos servicios y cambios a servicios actuales?

Mark only one oval

- Si
- No

57. ¿Que es la mejor manera de compartir informacion con usted?

Mark only one oval

- Correo Electronico - Skip to question 58
- Texto de Mensaje - Skip to question 59
- Correo a domicilio - Skip to question 60

58. ¿Que es su correo electrónico?

59. ¿Que es su numero de celular?

60. ¿Que es su direccion de domicilio?

GRACIAS!

Gracias por completar la encuesta! Su respuestas son cruciales para guiar los proyectos de transporte en el Condado de Morrow. Porfavor espere ver anuncios sobre esto y otros proyectos!

61. ¿Prefiere venir a recoger su tarjeta de regalo a nuestra oficina o quiere que se la mandemos por correo?

Mark only one oval

- Por correo
- Yo la voy a recoger a la oficina de EUVALCREE

DIRECCION DE SU DOMICILIO

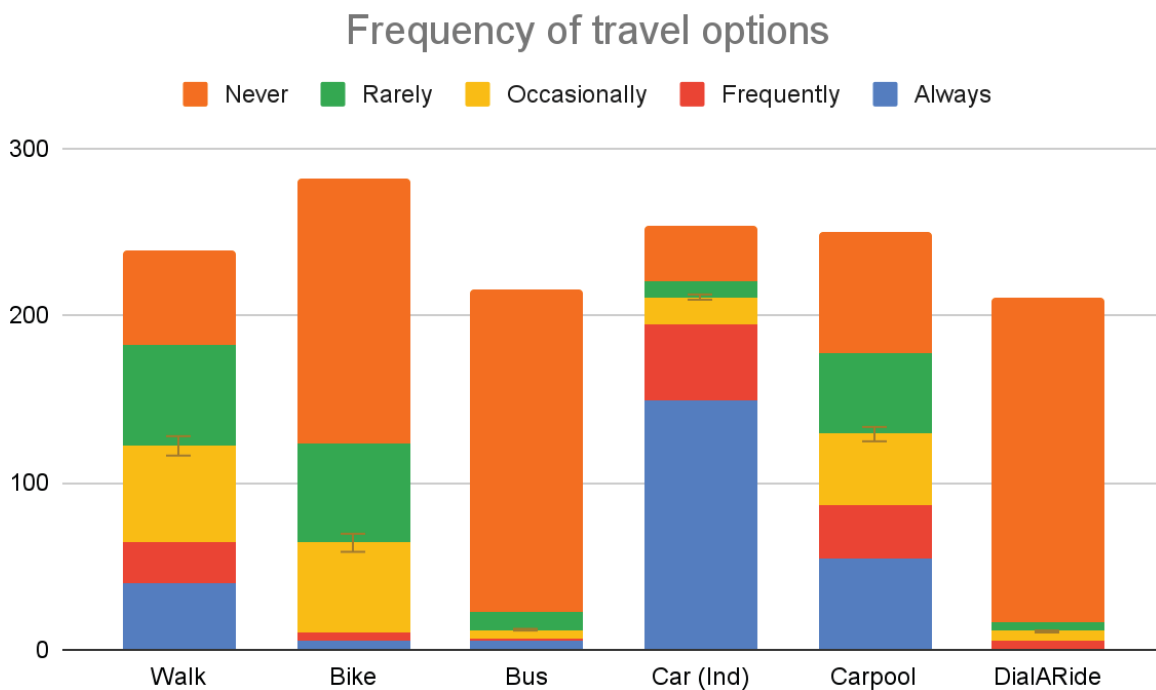
52. ¿A que direccion le mandamos su tarjeta? Nombre completo, direccion, ciudad, y codigo postal

VOY A RECOJER MI TARJETA

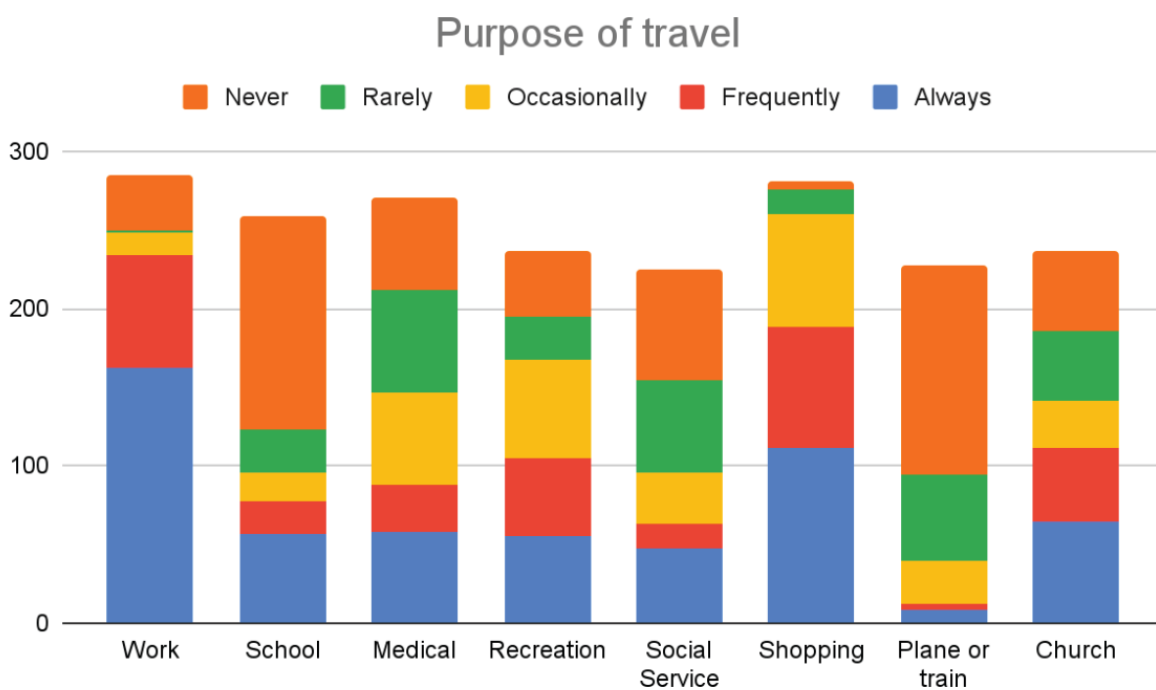
52. Quien vendrá a recogerla? Nombre completo. Pediremos forma de Identificación para entregar la tarjeta. Por favor de incluir su numero para comunicarnos con usted.

APPENDIX II: SURVEY REPORT

1. Frequency of travel options (Q1)

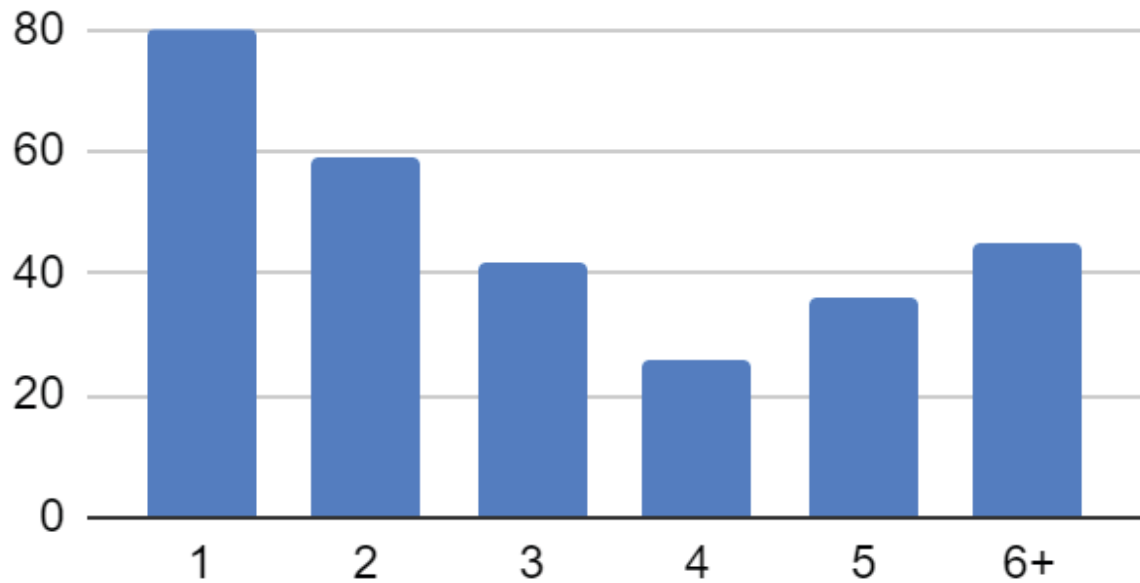


2. Purpose of travel (Q2)

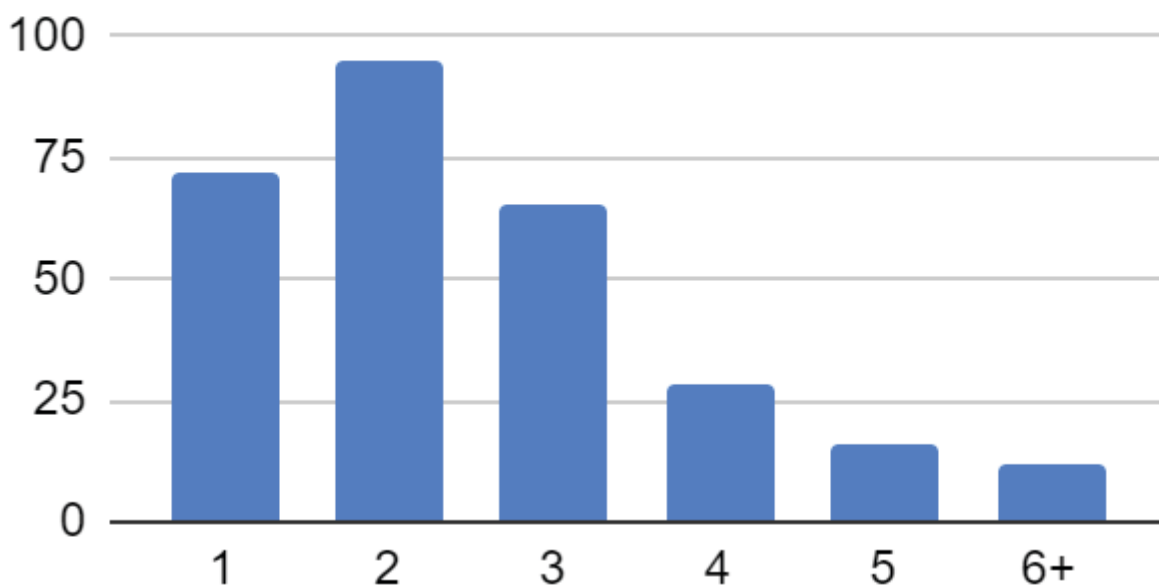


3. Round trips (Q3 & 4)

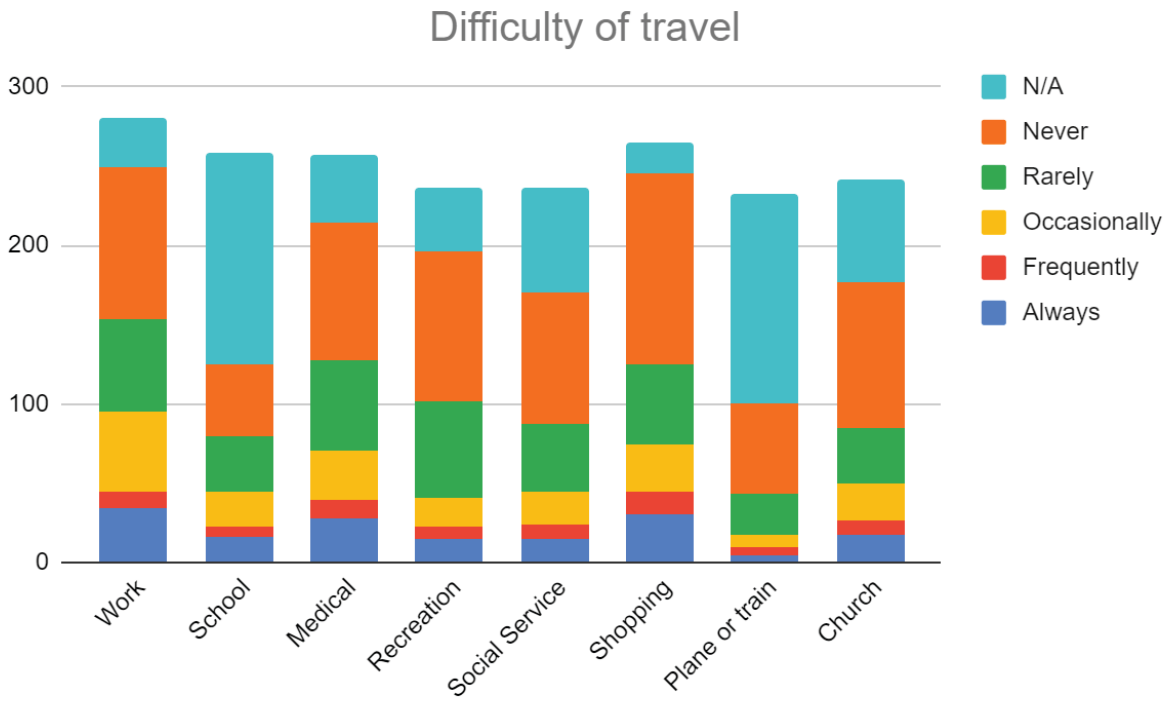
Round trips per weekday



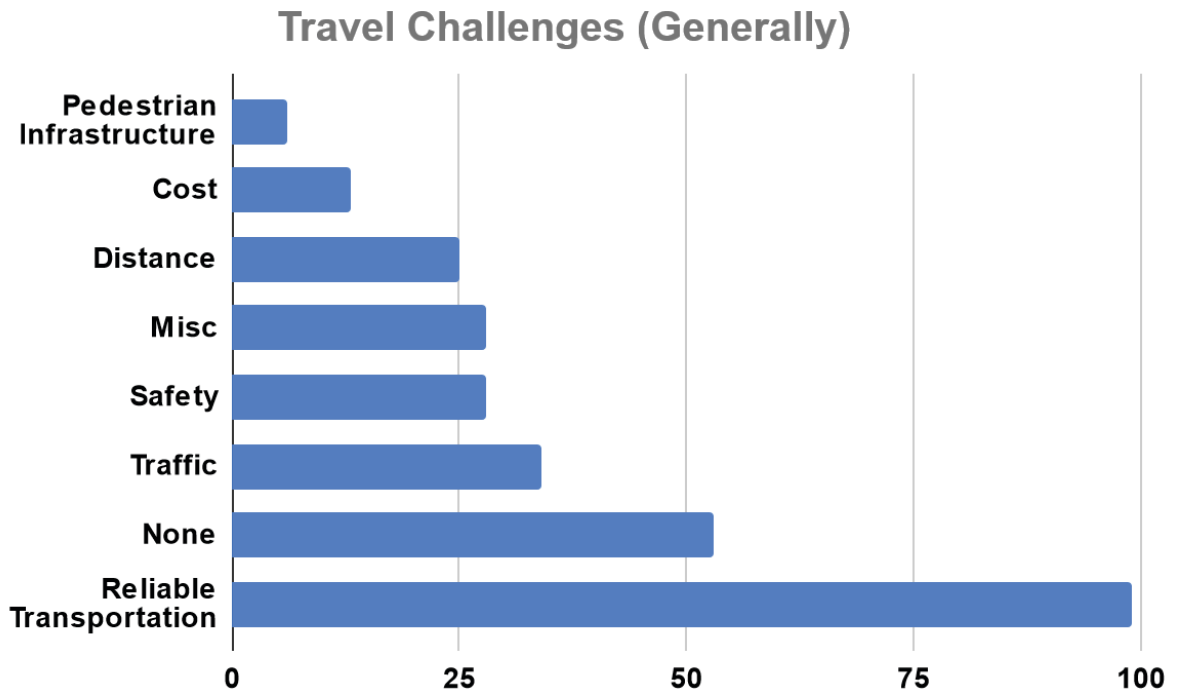
Round trips per weekend day



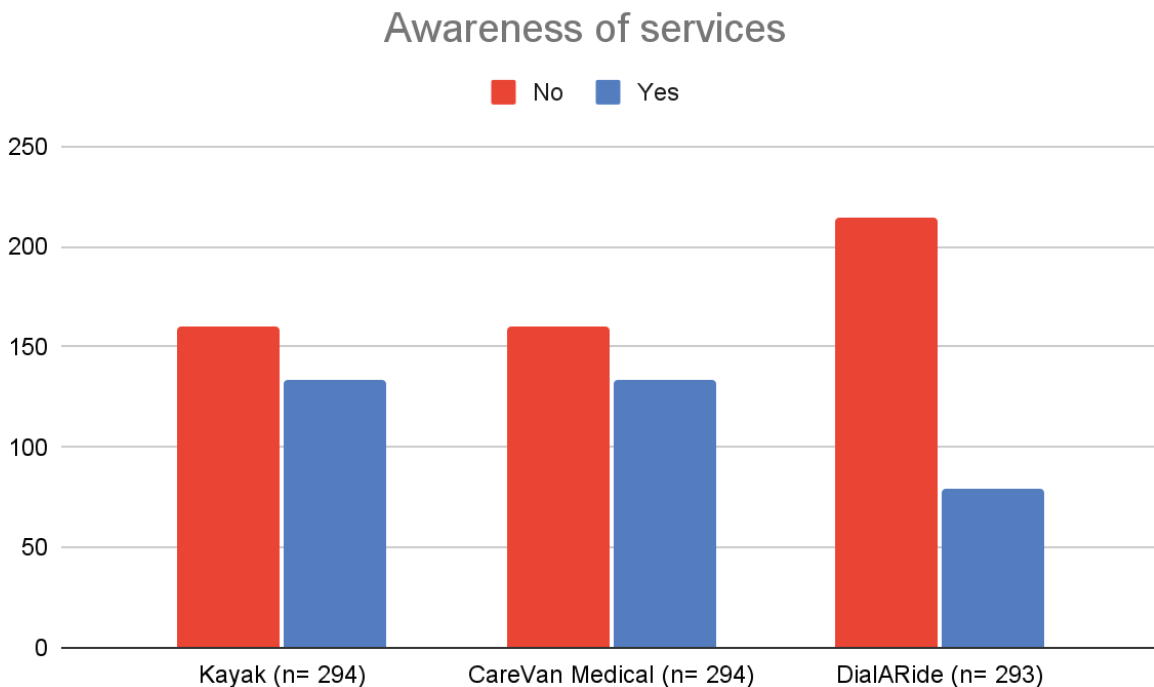
4. Difficulty of travel (Q5)



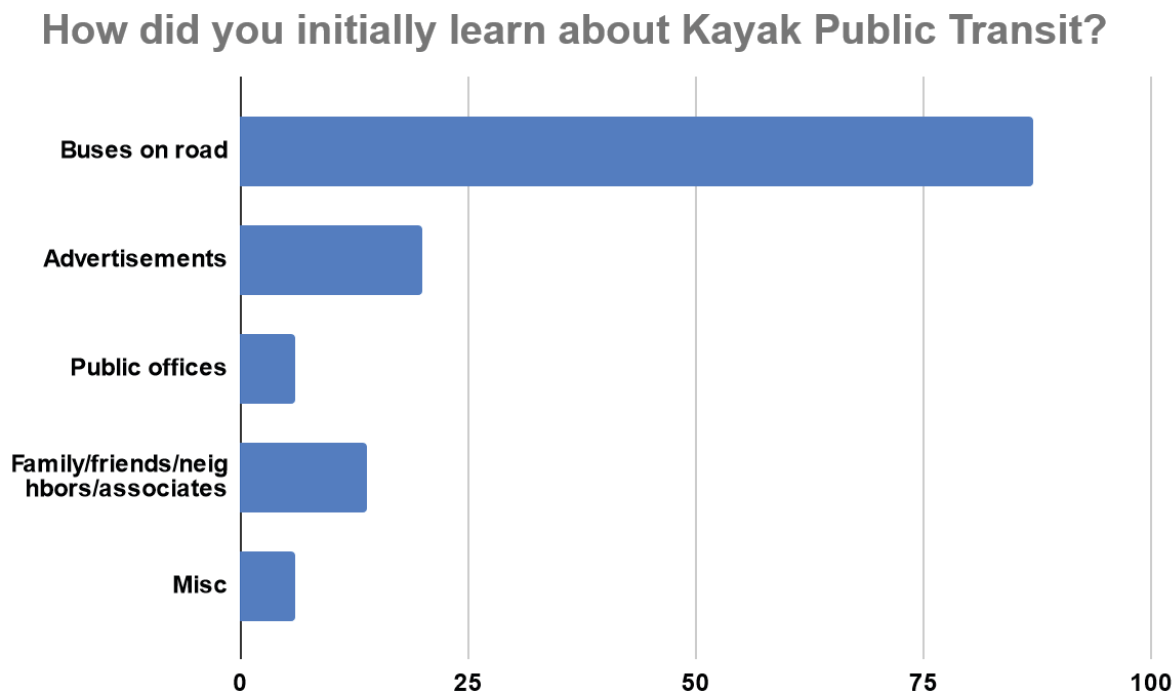
5. Major travel challenges (Q6, open-ended)



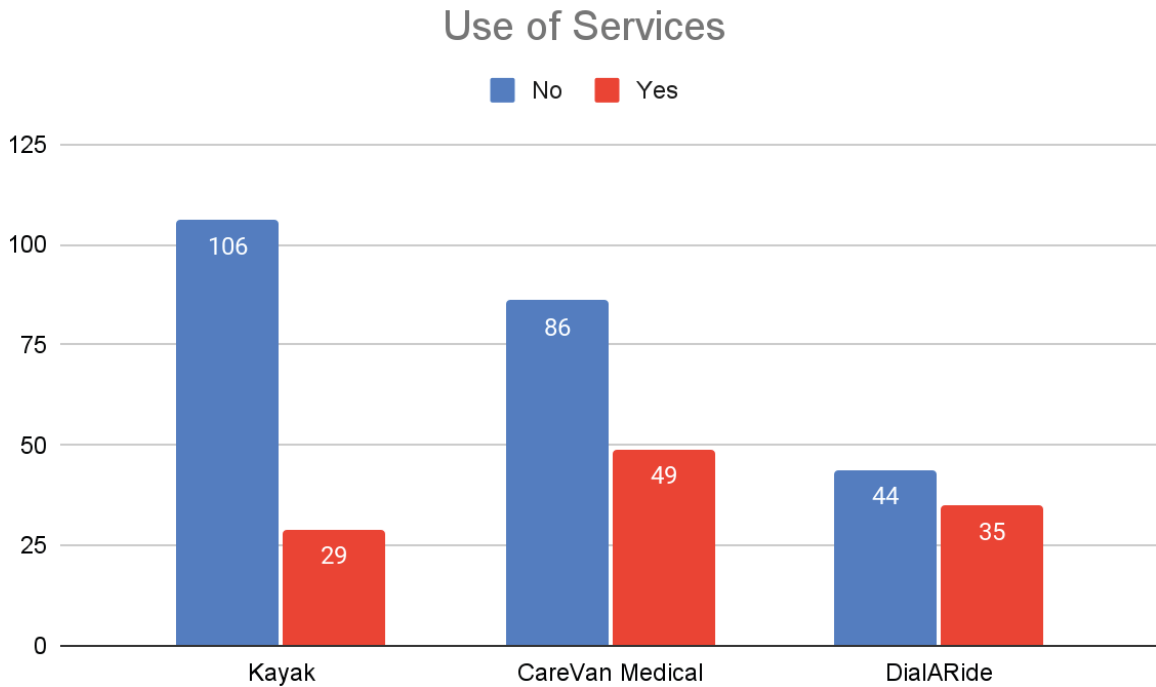
6. Awareness of Kayak, CareVan, and Dial-A-Ride (Q7, Q11, Q15)



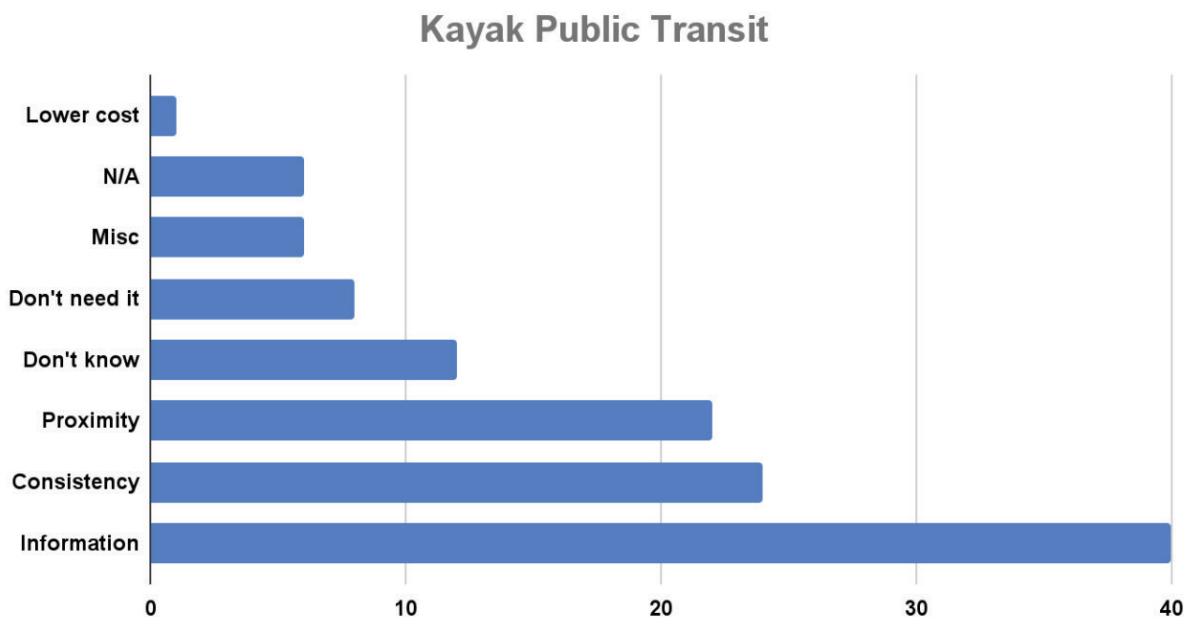
7. How did you hear about Kayak? (Q8, open-ended)



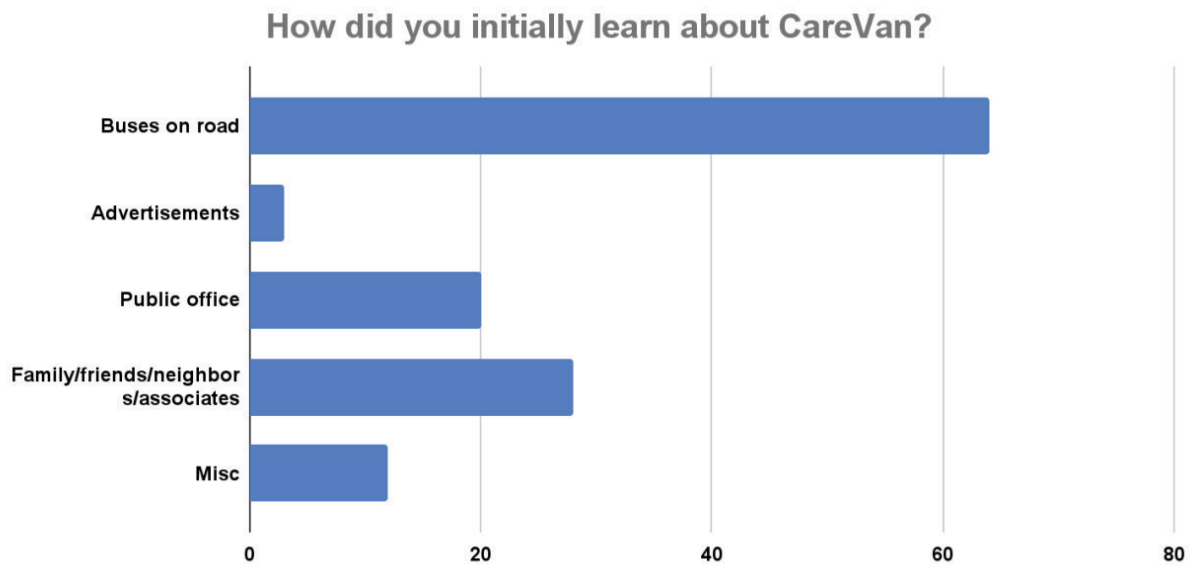
8. Awareness of Kayak, CareVan, and Dial-A-Ride (Q7, Q11, Q15)



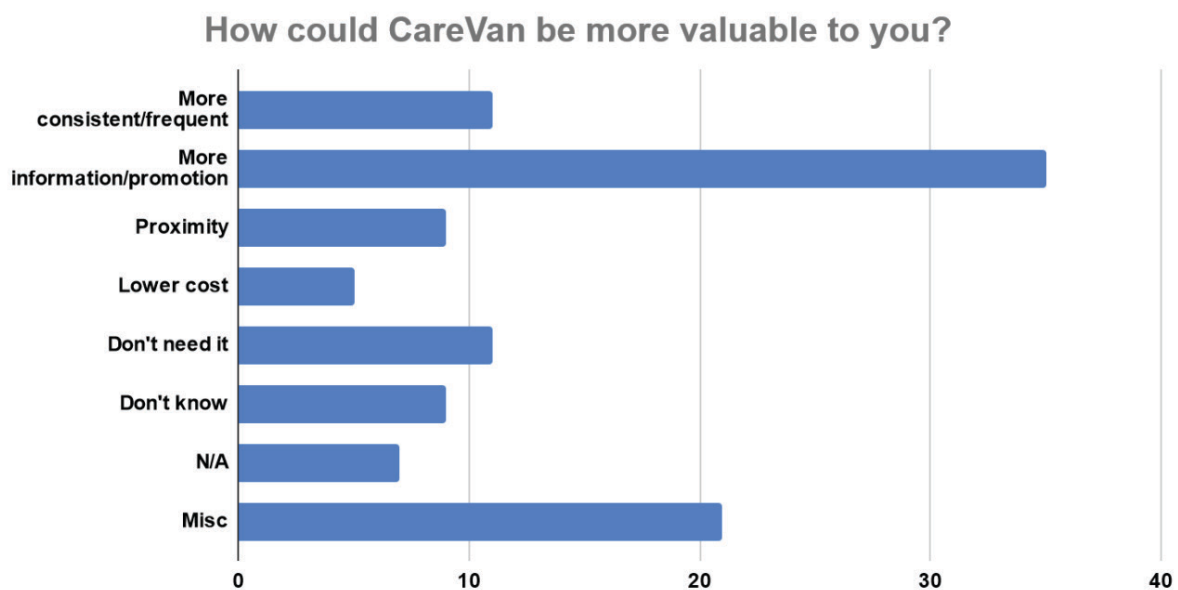
9. Awareness of Kayak, CareVan, and Dial-A-Ride (Q7, Q11, Q15)



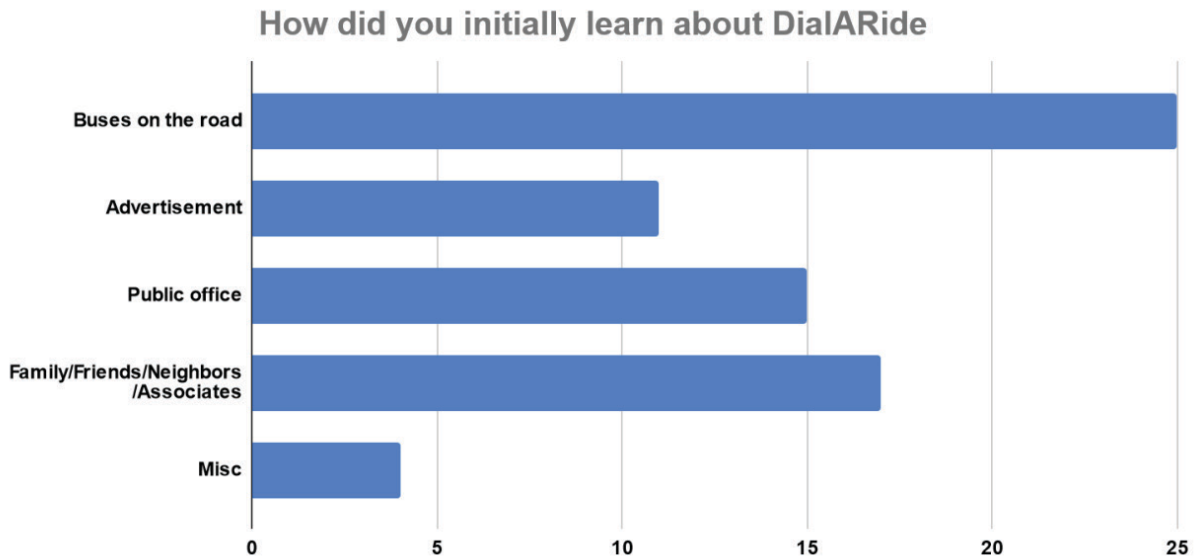
10. How did you hear about CareVan Medical? (Q12, open-ended)



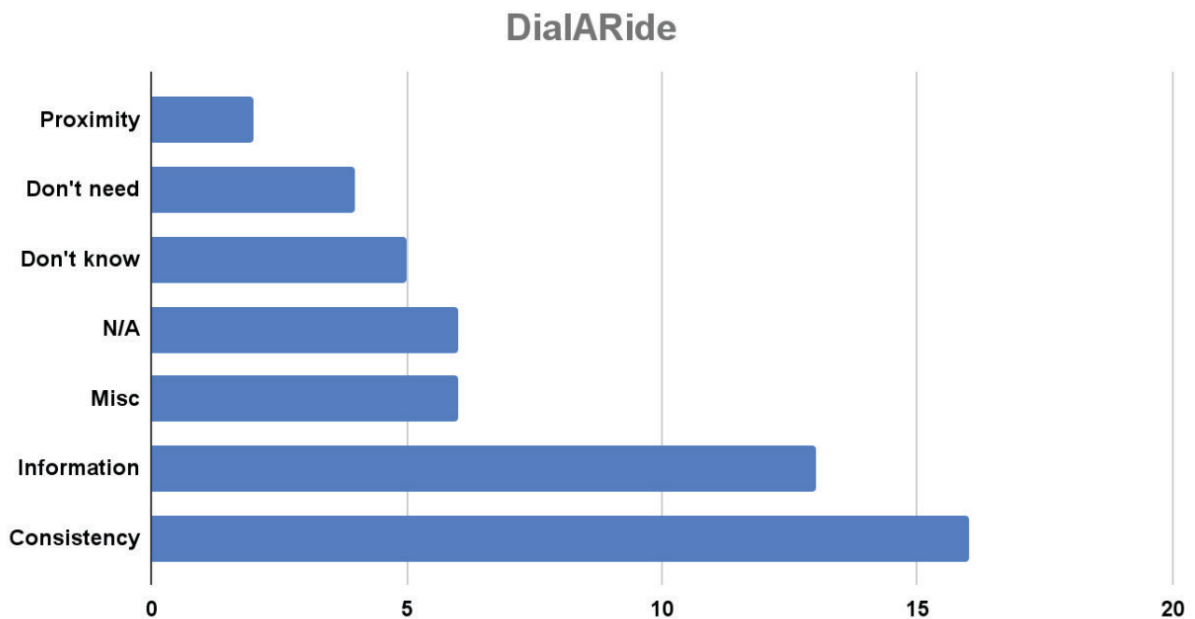
11. CareVan Medical's value to respondent (Q14, open-ended)



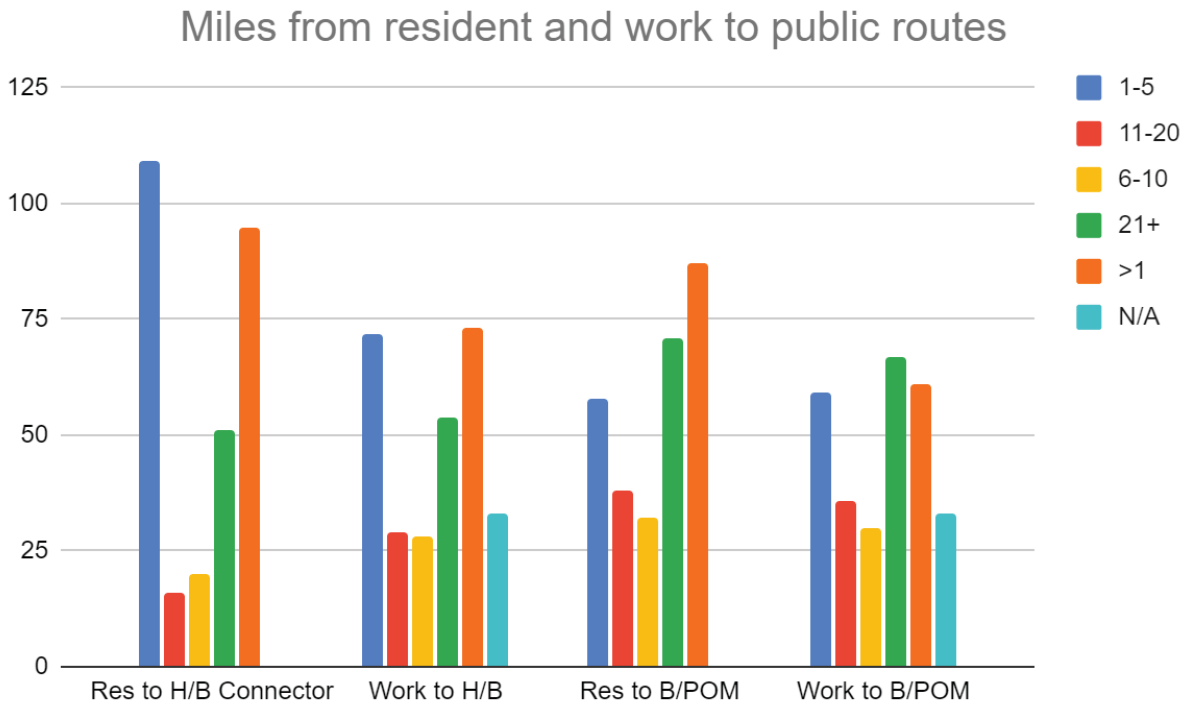
12. How did you hear about Dial-A-Ride? (Q16, open-ended)



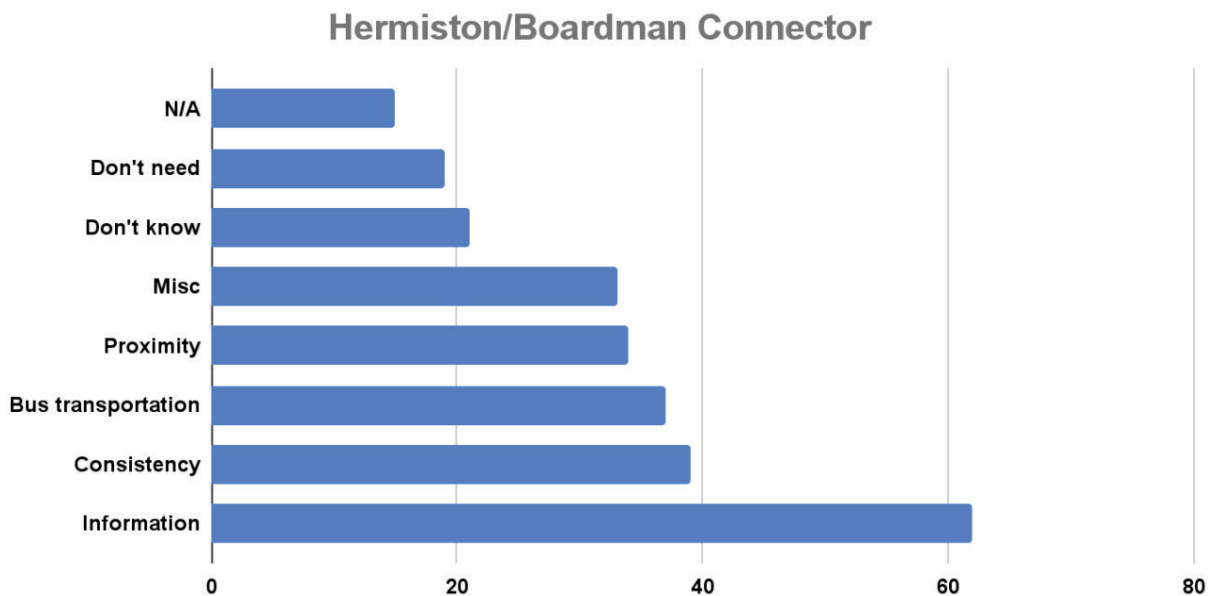
13. Dial-A-Ride's value to respondent (Q18, open-ended)



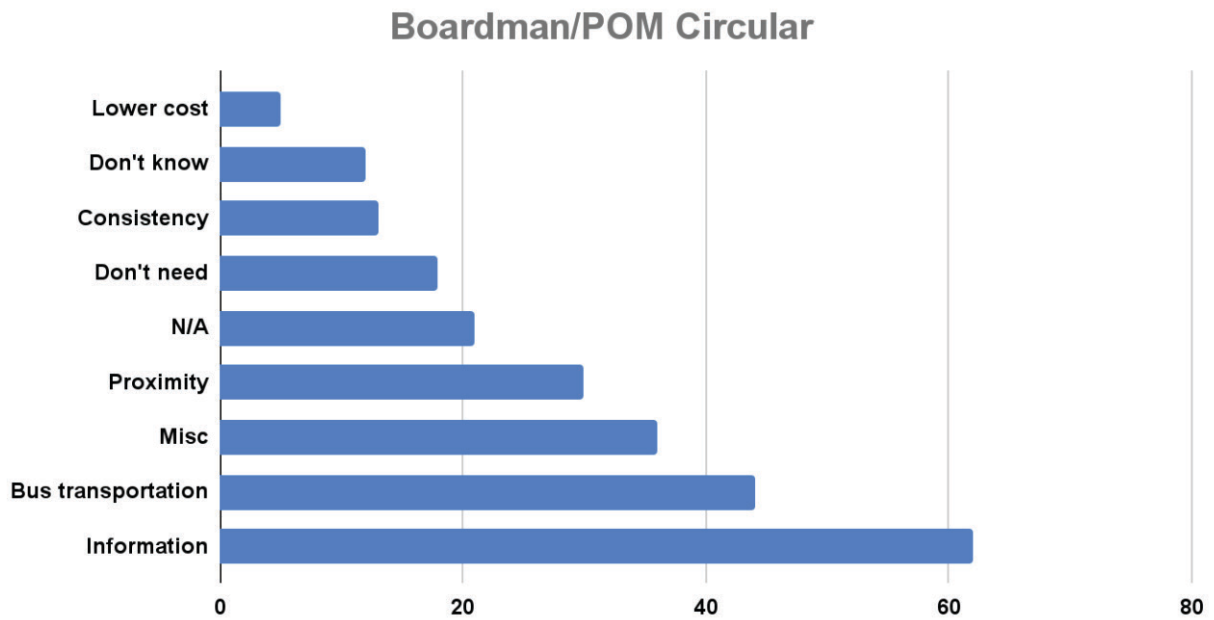
14. Distance from routes, residence and work, Heppner/Boardman Connector, Boardman/POM Circular (Q19, Q20, Q22, & Q23)



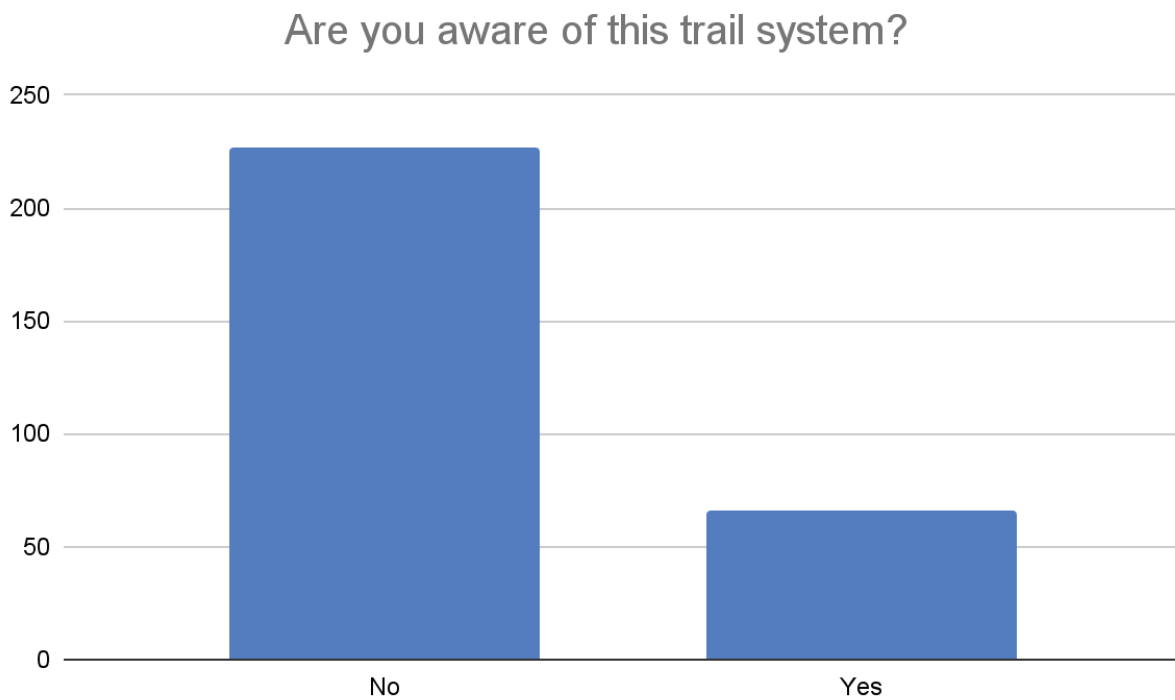
15. Heppner/Boardman's value to respondent (Q21, open ended)



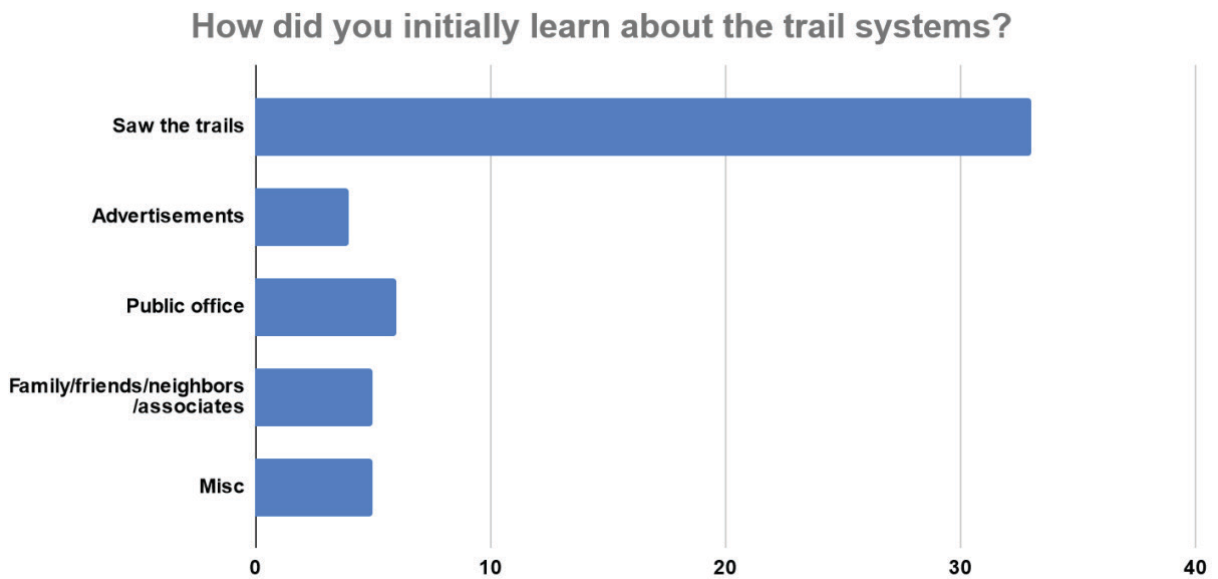
16. Boardman Circular/POM's value to respondent (Q24, open ended)



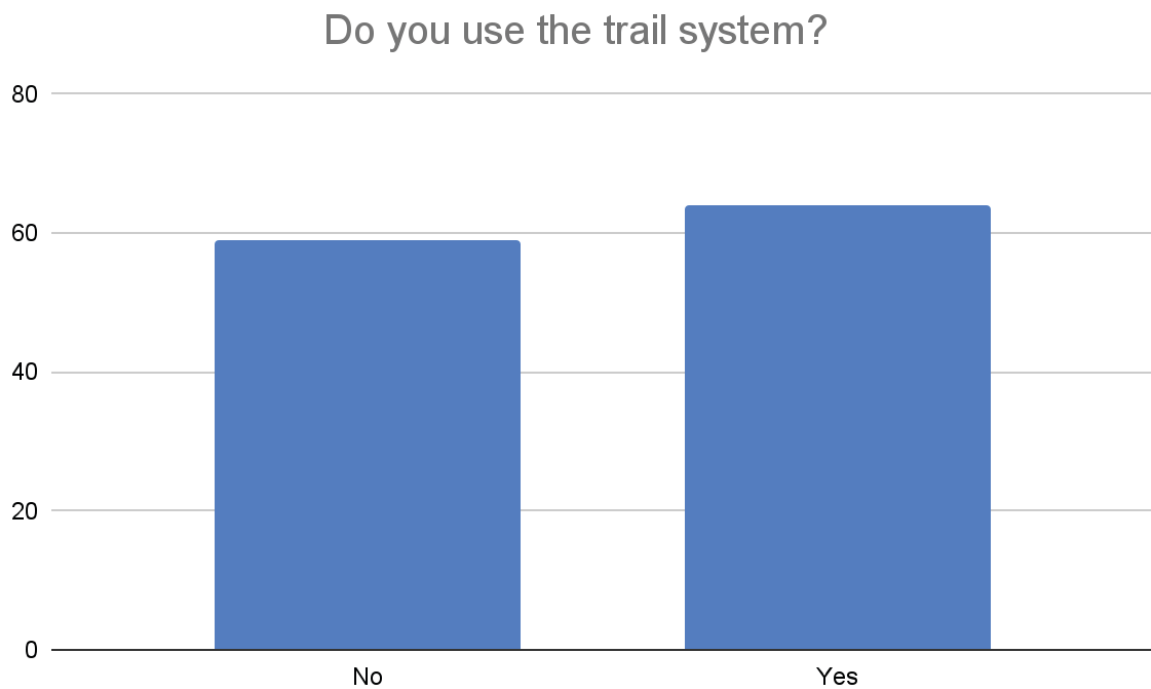
17. Awareness of trail systems (Q25)



18. How did you hear about the trail system? (Q26)

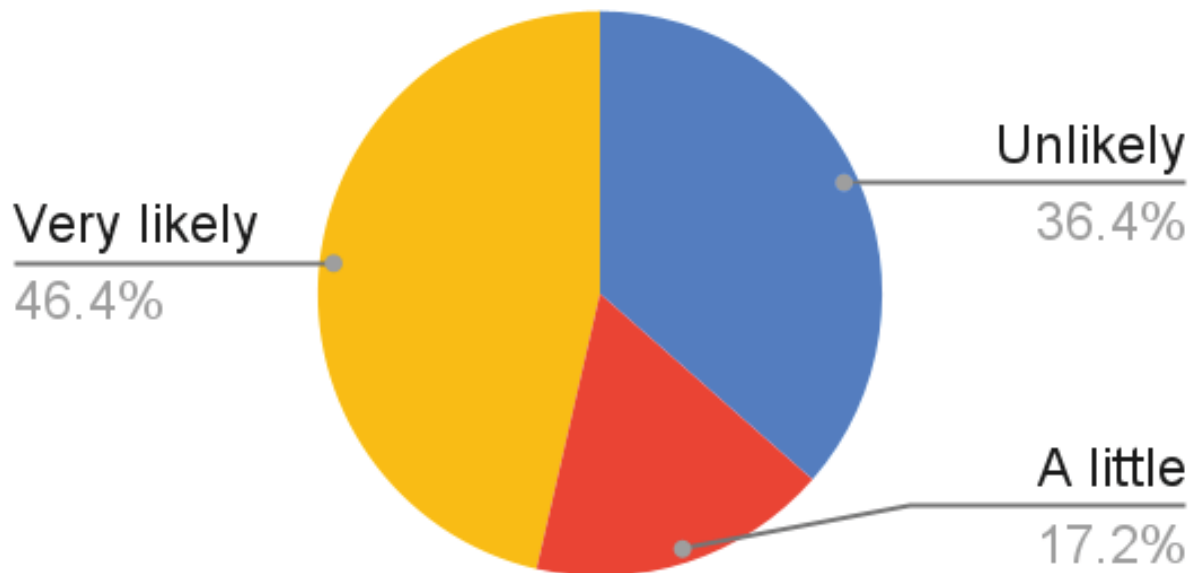


19. How have you used the trail system (Q27 & Q28)



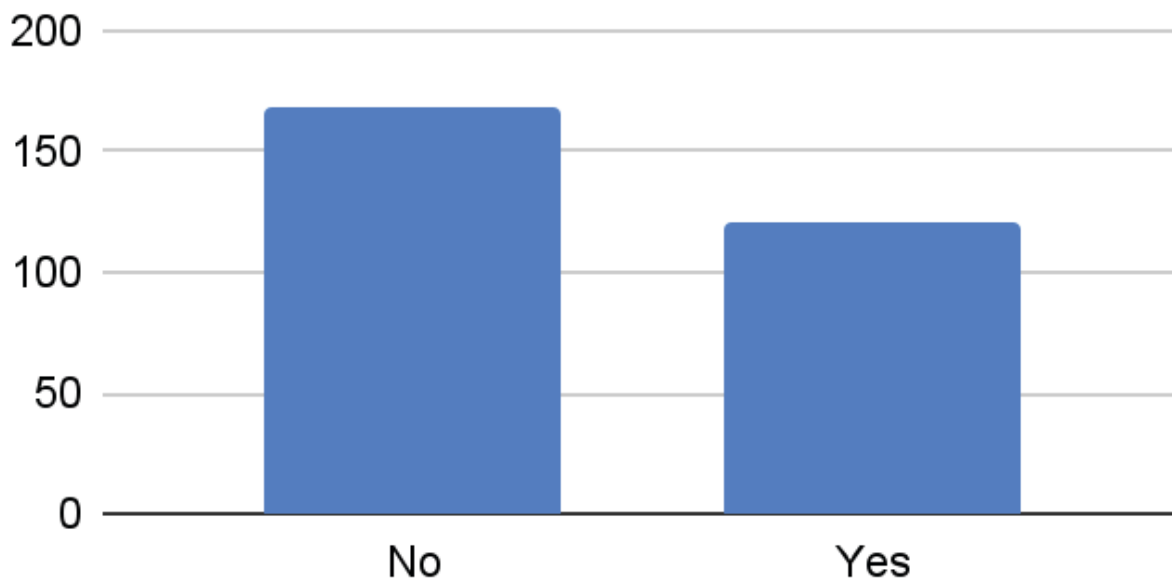
20. Likelihood of trail system use (Q29)

Likelihood of trail system

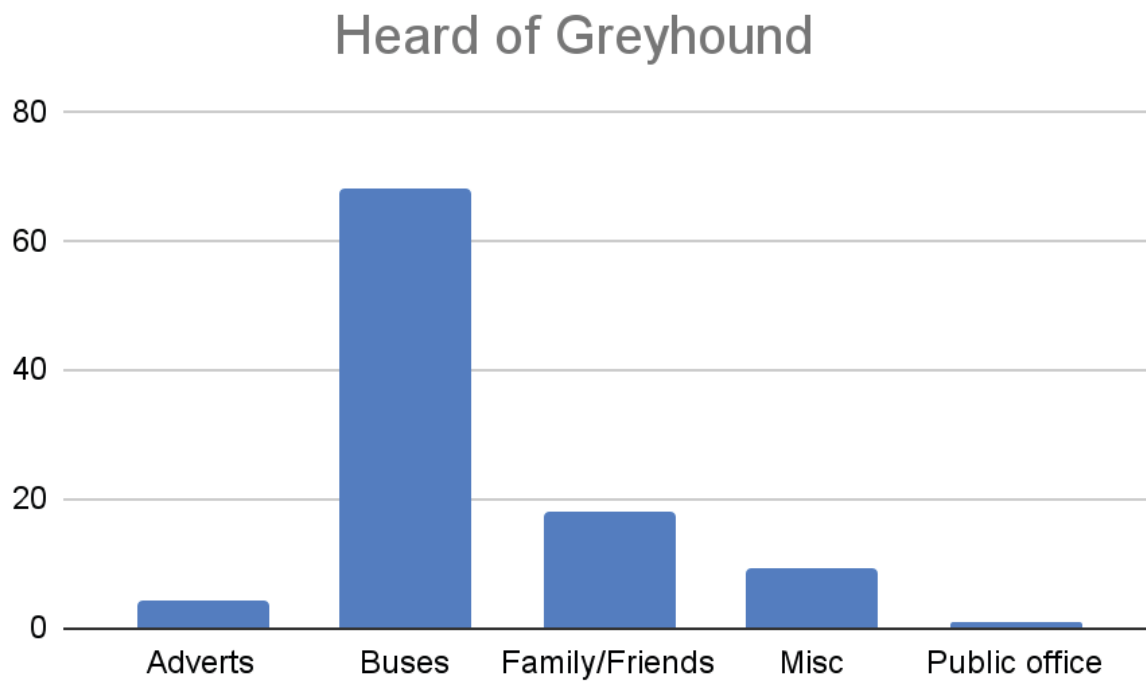


21. Awareness of Greyhound bus (Q30)

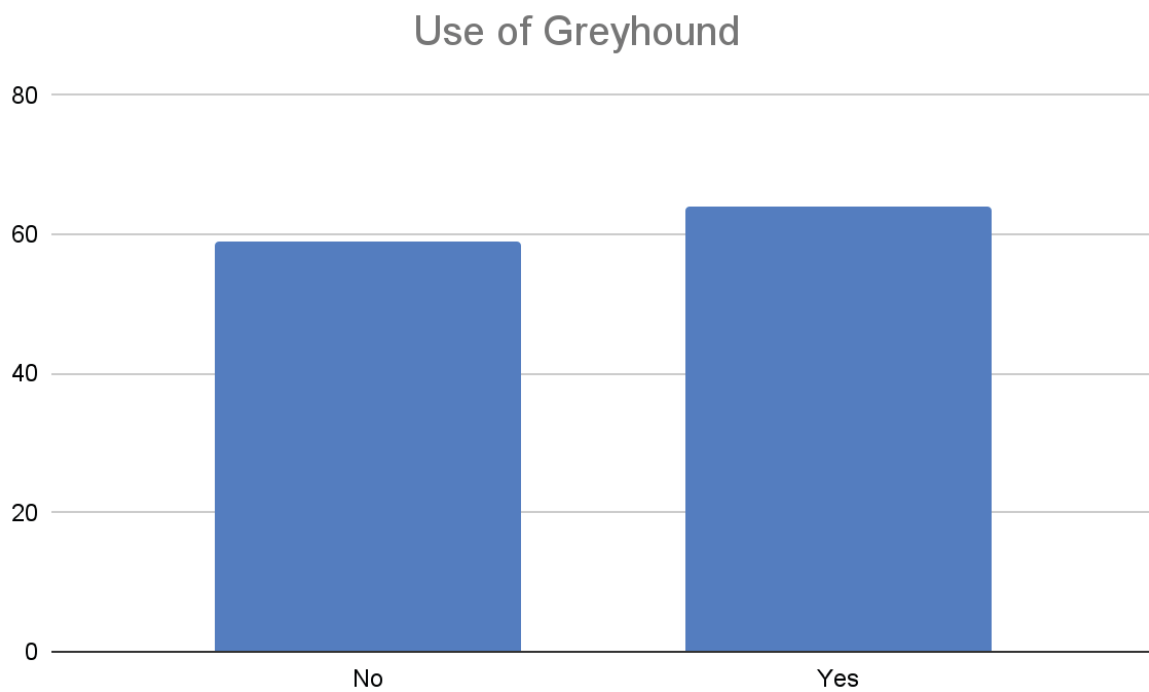
Awareness of Greyhound



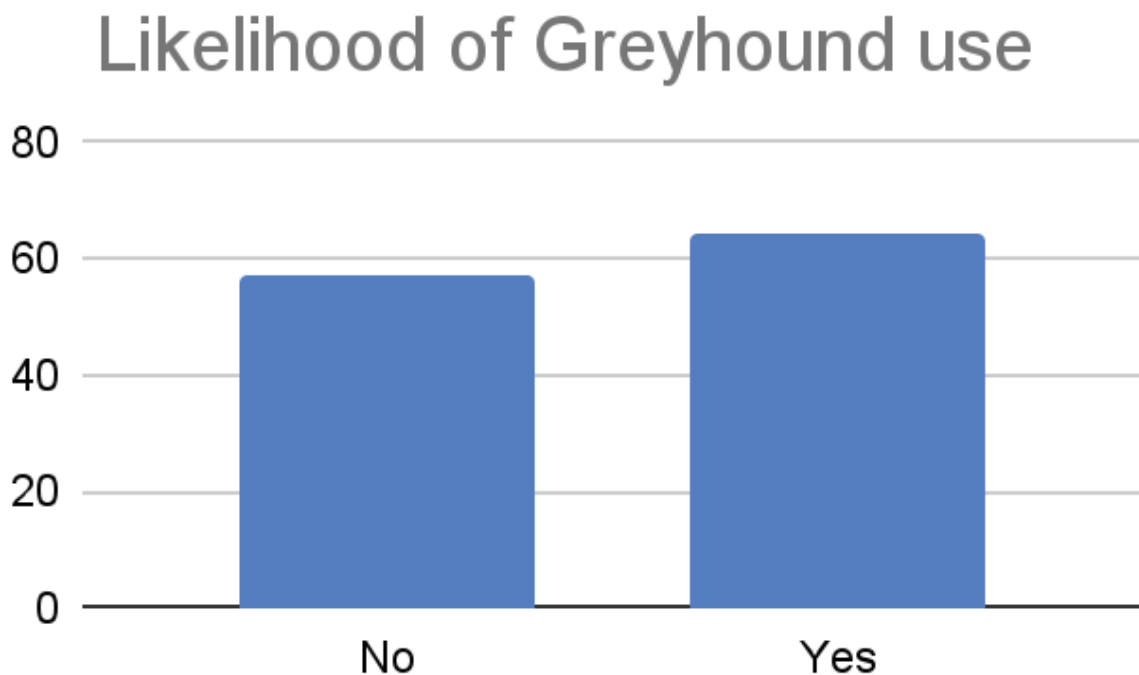
22. How did you hear about the Greyhound? (Q31)



23. Use of Greyhound (Q32)



24. Likelihood of Greyhound use (Q33)



25. Other transportation services for more convenience (Q34)

- Nothing so far for South County?
- not sure
- A Company car
- I only commute here in Heppner
- door to door service from Hermiston to Heppner to I didn't have to drive everyday
- No, improve shoulders on Bombing Range Rd. Provide a divided median and two lanes of travel north and south.
- We drive our own vehicles and would not use public transportation
- NA
- n/a
- my personal commute is very convenient
- better traffice control/management on Main St. around lunch time.
- N/a
- Live too far away

25. Other transportation services for more convenience (Q34) CONT.

- n/a
- Additional routes for more times covered between towns
- Not relevant because I live and work in the same block.
- Something that works later and on the weekend to get to work
- We have our own vehicles but I'm sure these services could be very useful for area residents.
- Taking my own car
- Bus stops,
- A schedule for college students attending Eastern and BMCC to be able to commute either daily or weekly too and from school to their home (Boardman)
- A light train from here to Portland to Seattle and back down through the tri-city hitting as many other cities on the way.
- Nothing
- People not drinking/txtting and driving
- Uber / Lyft
- Some communities do a carpool system where everyone meets and gets in a vehicle to the same place (for example 10 people meet in Irrigon at 6am and ride together in a van to a business they're all working at in Boardman at 6:15. Same people ride together in a van at 5pm back to meet up spot).
- Better walking and bike paths to improve safety and accessibility.
- Bus routes around Heppner, Lexington or Lone
- N/a
- Amtrak
- Commuter trains
- I don't know
- Enterprise Commute @ 5:00
- None
- Van pool
- more defined bike travels within towns/cities
- Lite rail
- Work van/carpool

25. Other transportation services for more convenience (Q34) CONT.

- Uber, Lyft
- my work hours
- park and ride
- Anything & everything!
- A greyhound stop in boardman.
- I don't know.
- N/A
- Nothing I can think of at this time.
- Stop lights!!!!
- Bike friendly routes
- Expanded bike lanes, the only ones in town are on Main Street and they don't even go all the way down it
- Taxis to the airport, buses
- That there is always one available
- If there were more nearby routes and according to my work schedules
- More bus access.
- Free bus service
- "More transportation services"
- I would like a more extensive information service of all the services that already exist
- These proposals are perfect because we are very isolated here
- If they widened Main Street so that buses or public transport flow more quickly in that area
- The Boardman/POM Connector and Circuit is going to be very convenient, I know a lot of people who are going to benefit from this.
- Taxis
- taxi
- More bus services.
- Free transportation services
- Free bus stops
- no
- I don't know,
- Uber

25. Other transportation services for more convenience (Q34) CONT.

- Bicycles and lanes for sports and transportation
- I would really like to have the new services that are going to start
- It is necessary to have regular routes with times that one can take them to the places
- one goes daily
- I can't think of it for now
- I don't have much preference because I buy my car, for the same reason. Because there was no transportation to where I work.
- It would be very good if there was a taxi service because when I have to share a car I can't move to go to the stores or if the weather is bad I can't walk. For when there are emergencies and you have to go to the hospital soon. We also need a walmart and a hospital and healthy recreation places for our youth.
- to make the loop more available
- I would like them to make more sidewalks in the streets. In our area there are many people who walk and for greater safety of pedestrians.
- Falta información acerca del funcionamiento de los taxis.
- Especialmente las rutas y horarios.
- I really like this project, I'm only concerned about the schedules because we start the shift at 6am and there should be routes to get from Hermiston to the Port of Morrow at that time.
- If there were more communication about the buses, the departure and arrival times at the different stops. Let them be widely disseminated.
- A rail route for commuters on longer trips like Portland
- Not for now
- on time transportation
- no
- It would be very important to have a bus to take us to Tri Cities
- That the ticket and service office is close to my house, accessible or free of charge.
- taxi services and that there was a help of low-cost tickets.
- taxi service
- Book routes and schedule, free tickets, Bus stop from my home.
- I don't know
- N/A
- "That the hours of the services are exact and that if you arrive earlier, wait until the time indicated by the service.

25. Other transportation services for more convenience (Q34) CONT.

- The bus stops are really protected and comfortable places. signs"
- Own car.
- Own car.
- For the moment just using my car is the ideal way of transportation.
- public transportation
- taxi
- taxi
- Own car.
- I already have a car so I wouldn't use them.
- N/A
- I wish there was a van that would give us a ride to the bus stop, or being able to contact you by phone or buying an appointment book.
- Let transportation be free
- Have times and established route
- Taxi
- free transport
- make it free
- so let them have them
- Make a user book with a number so that, in case of need, you can connect the rite to the bus or to work or a different place you have to go
- that the service be offered during the cold weather, it's when we need it the most. Agriculture works dont have work during this time, and free rides would really help.
- Book schedule , hours, and areas where the stops are with visible signs
- public buses.
- there is no transportation that I know of which is convenient
- taxi
- Nothing more, just to make sure that everything is clearly posted and shared
- At least 2 taxis, and that the price be economical
- the most effective service that are bilingual and that they are
- I do not
- An additional truck for times of snow or heat
- Taxi
- cost, time, have clearer routes, how to have this transport

25. Other transportation services for more convenience (Q34) CONT.

- I like have Walmart
- We need Walmart store
- I do not
- Walmart Store and other service.
- We nee a Walmart store
- That if they put more because if we need
- own car, taxi
- It is better to have a transport service to do our shopping
- Like Uber would be good in Boardman
- Schedule buses
- WALMART, CLOTH STORE
- We need A WALMART and cloth store
- Schedule buses and good stop buses!
- Inforamtion
- Train

26. Other ways you would like to 'get around' (Q35)

- no
- No
- not really
- I work for a living and provide for my family, so I take care of my own.
- No
- Safe bike trails to commute
- n/a
- no. But I recognize a need for others in my community
- more SAFE walk/bike paths throughout town would be great.
- No
- No
- Public bussing system between towns in Morrow county, including Heppner.
- Airplane but a pilots license is expensive
- Something like a bus that works late

26. Other ways you would like to 'get around' (Q35) CONT.

- No
- Bicycle trails
- Better Trails along main highways for recreational Bike riding with Children.
- Train
- No
- The fucking price of gas could go back down
- Bike rentals
- I want to be able to ride my bike with my kids around town and out of town.
- Cycling, walking and jogging paths for families to use in town for trips to grocery store for example, and outdoor recreation for physical and mental health improvement.
- Public bikes
- N/a
- Train
- Bicycle and trains
- Not really
- Jetpack
- Boardman is so small it is a short Walk to commute
- Vanpool, train or monorail
- By bike, i wish it was more convient and more safe, but this would be in town not from one town to another town
- Train - commuter style
- yes
- bicycle
- Yes.
- "More frequent trips to Umatilla/hermiston"
- I don't think so.
- No
- In intersections I would like to be able to make turns. Stoplights will help this.
- Yes
- Yeah, I wish I could afford a car
- Taxis, bus in the city
- "May there always be a bus schedule,
- So we know when the bus leaves "

26. Other ways you would like to 'get around' (Q35) CONT.

- I would like there to be ridges to be able to safely transport myself by bicycle from Irrigon to Umatilla, I would often avoid using the car
- More Transportation for the kids.
- More Convenience
- Bus
- I think the services they have and the plans they have are very good
- bike lanes
- Implement the taxi service
- Bicycles with baskets on the back to carry things from the store and safe lanes from the store to the living areas
- Public transportation
- Public transportation
- Free transportation services
- A bus
- through the bus
- no
- N/A
- No
- Free taxi available
- A bus to get to the stores in Hermiston
- Buses
- Bus
- Transport vans.
- Free transportation
- In a bus
- taxis
- if there was a service that takes me to Hermiston
- taxi's, uber
- In a van or bus
- Van transport to Hermiston
- Van or bus transport
- n/a
- by train
- the kayake bus
- Also to Tricities to take the plane from there

26. Other ways you would like to 'get around' (Q35) CONT.

- n/a
- to get the lime scooters
- by taxi
- Bicycles
- For now nothing more
- Not for now
- I dont know
- Not for now
- In the Paul Smith area, a path is needed to connect Willson Ln and Kunze. It is very necessary because many people walk there and the cars endanger the people who walk throughout that area. There are no sidewalks. Here we have to walk a lot due to the lack of transportation but there are no designated areas for pedestrian protection.
- no
- I wish there were bike lanes. I would also like to see the bike transportation program for people with disabilities implemented in the Boardman area.
- Walking on safe sidewalks. It saves, it does not pollute and it is healthy.
- It would be important for the mothers to have sidewalks along the streets near the school. In the area where I live there are no sidewalks and there are many people who walk and there is no security for them or for the children who sometimes ride bicycles
- No, this project is going to be very good for me.
- I would like to have my own car because you do not depend on anyone.
- A ferry to cross to Washington
- I would like transportation available to go to the errand
- n/a
- no
- Having a ticket that gives us the opportunity to go on every bus, even to the Tri Cities- And have an informative pamphlet
- that the road books were close to my house or my work
- Give me a free ride!
- transportes publicos.
- Own car.
- Yes, could you please give me the opportunity to have near a rite?
- Own car.
- that transportation would connect with the nearest cities so that both we and they could visit and have the service that would help.

26. Other ways you would like to 'get around' (Q35) CONT.

- May there be a good time for hot or cold times, for children or the elderly.
- yes
- public transportation
- More stops and areas for the local bus route.
- public transportation
- public transportation
- that there was public transport.
- public transportation
- no
- public transportation
- Have the opportunity to contact the rite!
- yes transportation to Hermiston would help a lot
- Nothing to add
- own car
- money or another car
- make it free
- to have a car
- Make a user book with a number so that, in case of need, you can connect the rite to the bus or to work or a different place you have to go.
- more transportation
- Have service available with a driver if one were hurt
- taxi.
- raite or road
- public transportation
- Economic taxi services
- Maybe bikes to rent, and also drivers ed classes for adults, it would be good for those of us that don't know how to read
- The ideal would be to have a van in adverse situations or an alert so as not to be late for work.
- I like prefer my ca, but if I need is good bus
- A group of vans to take us in hot or snowy times
- public transportation
- that there be a membership card, so that when the snow times there is a second transportation
- yes
- public transportation

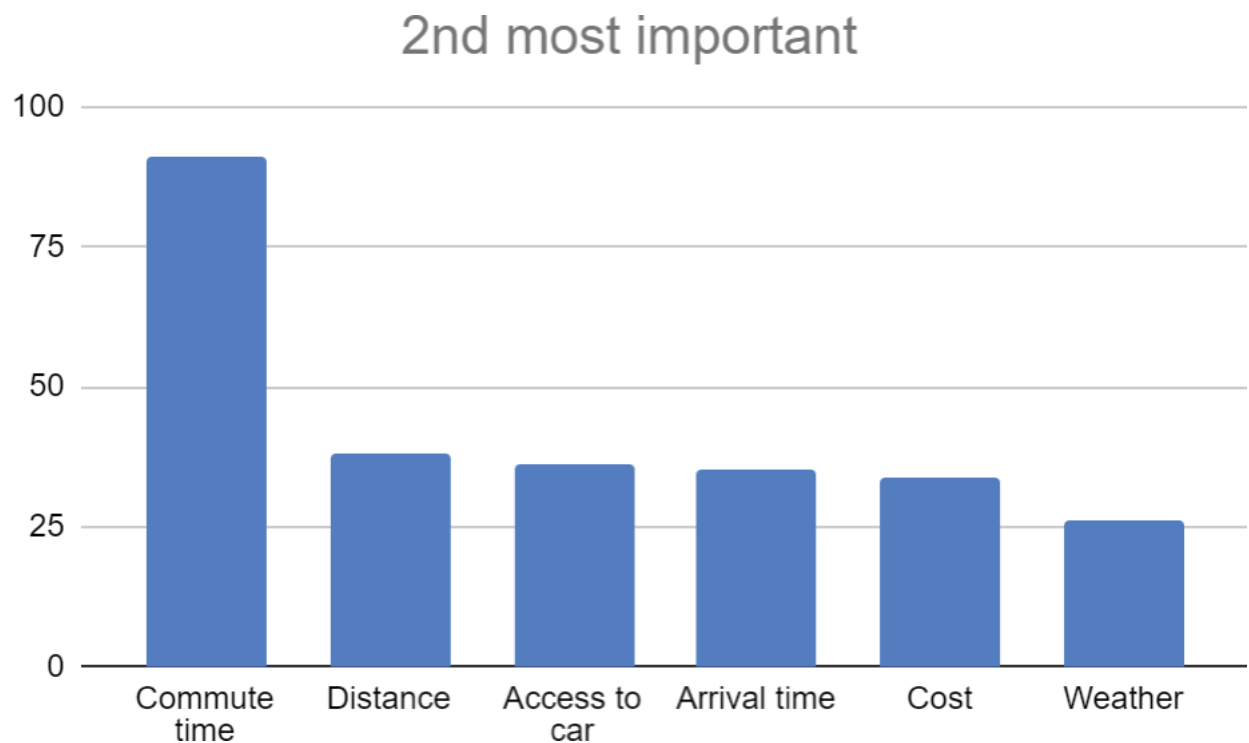
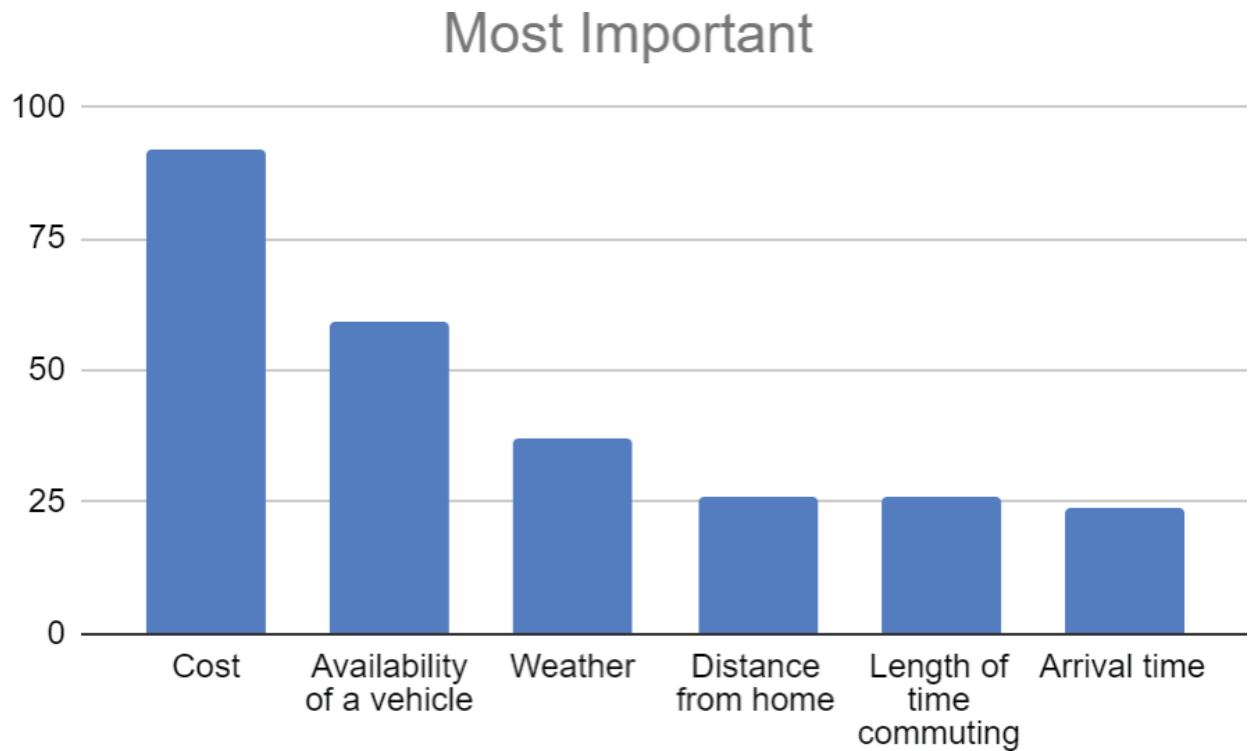
26. Other ways you would like to 'get around' (Q35) CONT.

- I need a car
- public transportation
- Well, what if they offer it?
- well, a bus, because it is a necessity
- I need a rite
- Have rite
- A combi for snowy and hot climates
- To have because the truth is that there is not
- Raite would help a lot.
- Own car.
- Taxi, own car and public transport.
- the bus, that will help a lot of people
- public transportation
- Bus
- well everything is fine
- That there was an auxiliary combi for moments of difficult weather.
- Yes, I need this service.
- Just like there was transportation.
- taxis but, better public transport.
- taxi, but public transport would be better.
- taxis, public transportation
- IN my self it is not apply!
- public transportation
- INformation
- I do not
- a public bus
- public transportation
- Well, for people who walk, transportation would be fine.
- taxis, public transportation
- transport
- that there was a form of transportation.
- tickets for gasoline
- I do not
- I do not
- That there was public transport.

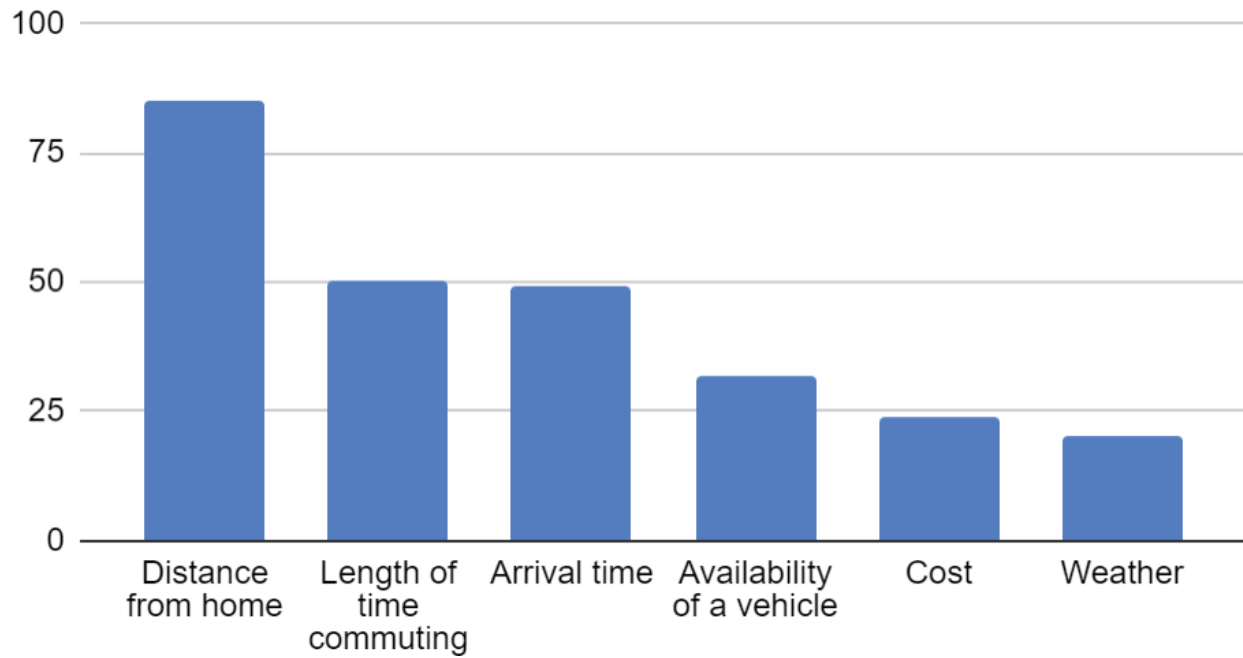
26. Other ways you would like to 'get around' (Q35) CONT.

- taxi own car and public transportation
- v
- Own car.
- public transport, because if I need. More for the doctor's appointment.
- not with the bus it's very good perfect
- public transportation
- taxi
- I need a easy transportation.
- I Need a car.
- I need buses to go my work
- public transportation
- Yes, I need a good buses service.
- Clear information.
- I need a good car o good busses service.
- No really
- I need a new car or good service of buses
- A special bus for all field workers.
- taxi but it is better if there is public transport.
- public transportation
- taxi and public transportation.
- I don know
- I need a new car o good transportation.
- I need good buses service.
- I want a good service buses
- I need all service of buses and free cost.
- WE need a good buses service.
- more raites
- public transportation
- Have a good car
- Uber
- I need good buses service
- I need good buses service.
- I like to have buses service!
- Good services buses!
- Schedule buses

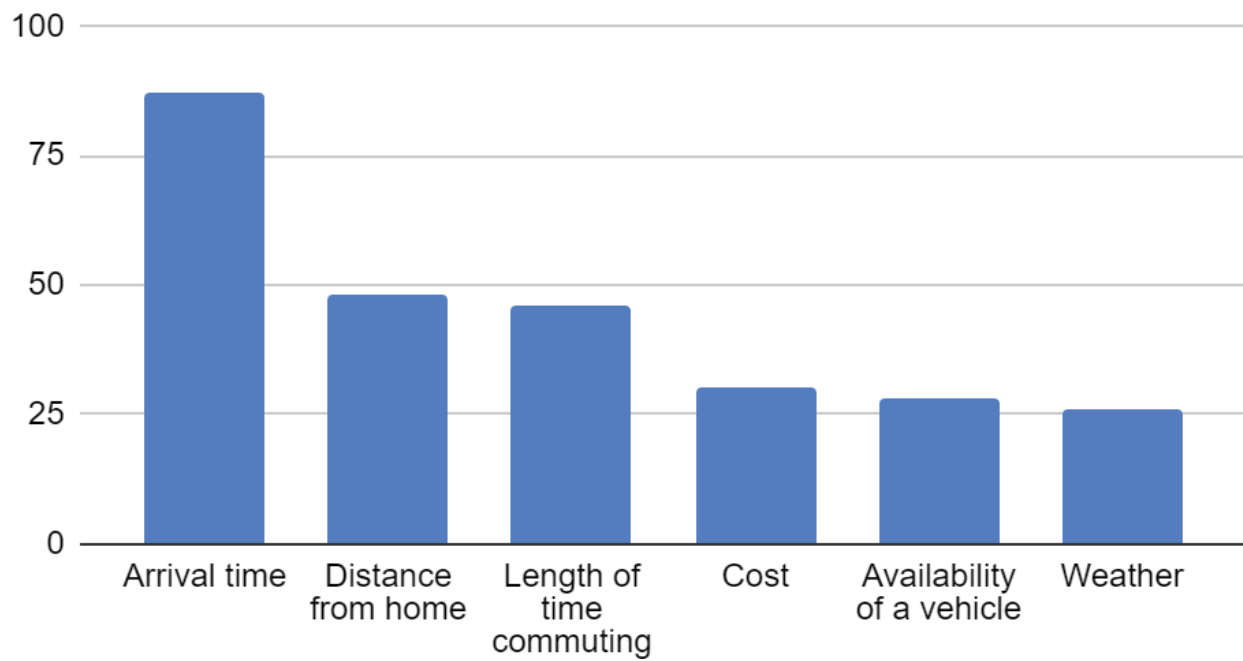
27. Rationales behind transportation decisions, ranked (Q36)



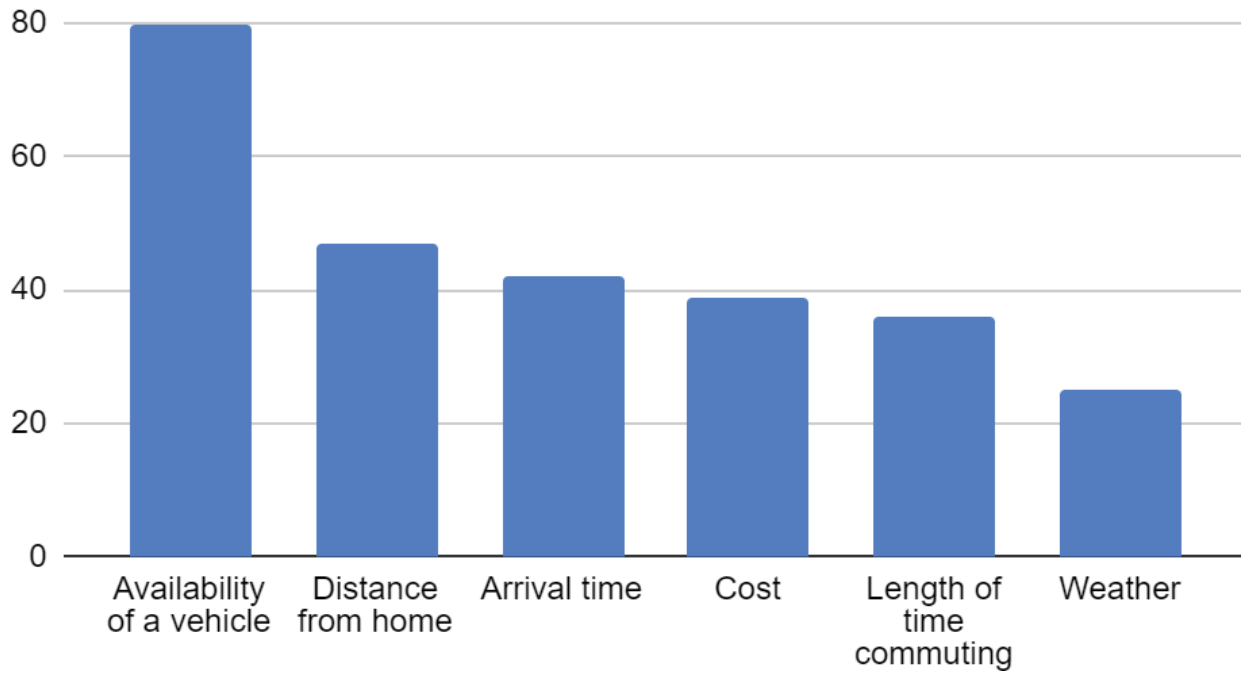
3rd most important



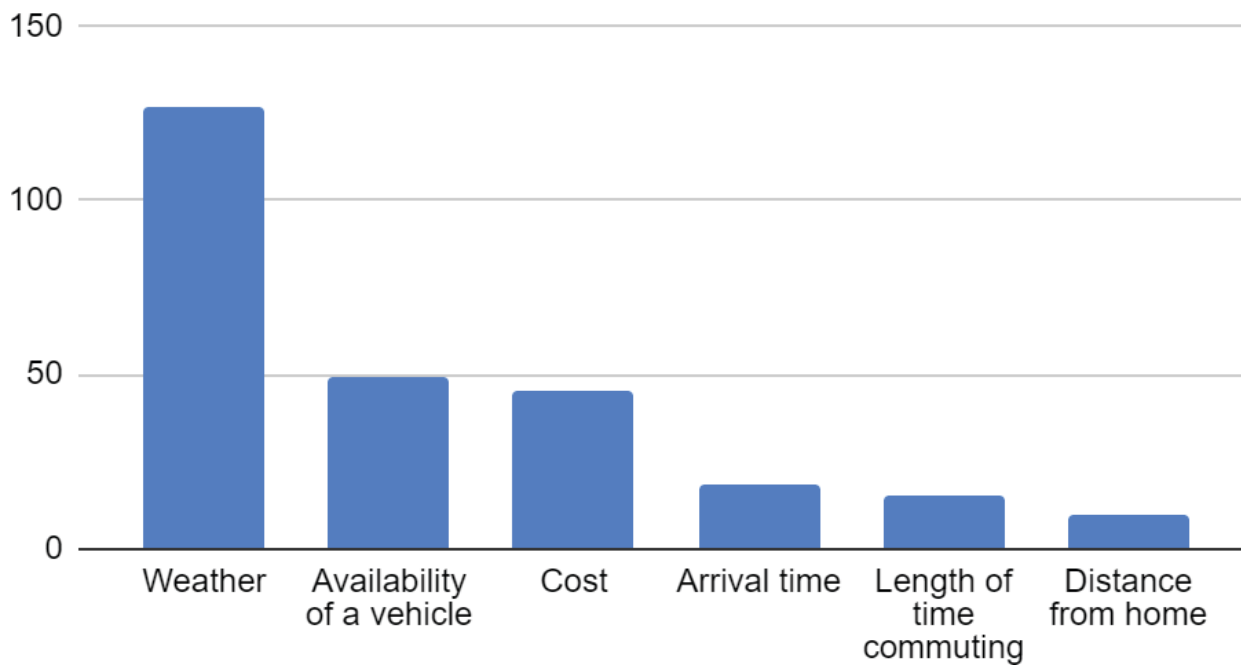
4th most important



5th most important



Least important



28. Other information (open-ended, Q37)

- No
- The factors section is really not applicable to me
- Invest in infrastructure, not in transporting those who should be tax paying citizens and have jobs in our communities. Public transportation brings, crime, drugs and fugitives to communities they would not otherwise frequent. Police can catch address these issues far easier when the criminal is in a \$300 car with mismatched body parts and or stolen.
- I think they are great options but just don't feel this would be used by our household
- I think this is a great option to have in our region.
- n/a
- A centralized website hub detailing the transportation options, schedules and availability would be incredibly beneficial in both English and Spanish for a broad group of our community
- no
- No
- No
- There needs to be at least 3 public transportation systems available to Morrow county residents. Reliable bus route with several schedules between communities, the Kayak for transportation between towns and counties, and a medical transportation system independent of the other 2.
- I'm not going to use it and I don't want to pay taxes for it
- The medical van is absolutely necessary.
- They're getting better, but not great.
- I would prefer any large Greyhound/tour bus stations be located outside of town with a smaller van route available to transport riders to and from the station. Tower RD and I-84 for example, would be a preferred location.
- No
- Lighted walk paths
- Enterprise Commute @ 5:00
- No
- Communicated better, where to find times and locations
- No
- I pay a public transit tax out of my paycheck - there's no service of benefit to me because of it.
- Nope.
- No
- No

28. Other information (open-ended, Q37)

- Good more services are coming.
- New to the area, good to know options
- We had Uber at one point but the only driver we had stopped doing it or something which is a bummer
- No
- That they have a bus departure schedule and route
- That there be more information and dissemination of these services, how to receive them by mail or find them in accessible places. We are not aware that these services exist. Until this survey I am learning of its existence. But now I need to investigate more information about routes, schedules and telephone numbers to be able to use them.
- More buses available for the community.
- More free services
- None
- No por ahora, todo me ha parecido bien.
- That it be broadcast by different means, some people can't read and don't know. It can be through the school, the church, the radio, and that it be disseminated in their language.
- No por ahora
- What has been proposed is very good.
- yes
- yes
- None
- Just to have more options for people
- no
- i would appreciate it if the driver was bilingual.
- It's important the location of the stop and the times
- No
- Nothing else
- Nothing else
- Buses more available
- Just a bus
- Thats all
- Nothing else
- If there is new services
- N/A

28. Other information (open-ended, Q37)

- we have a large Latino population, and this information should be given to them because they would find value in this resource.
- there should be more flyers/advertising for transportation services
- More options
- Transportation to Hermiston for groceries,
- Would be good for the community.
- nope
- n/a
- n/a
- I think it is a very good project to help the community
- no
- nope
- no
- i feel like they could advertise it better to the community that does not have internet access
- Not for now
- Not for now
- About this new service, I would like to say that I find it very good.
- What they are going to do is very good
- I would like to have more information about the services because I have not seen the information and I don't know where to look for it
- I applaud what you are going to do and I thank you because it will help us a lot in the community
- to have the loop more available
- Not for now
- As for the cruise lines, they seem quite unsafe to me because they are marked far back and you can't see the cars coming from the other street. I would like them to limit the line that allows parking next to the sidewalk to the rear and allow the line of cars that stop further ahead.
- I think what they are doing is very important. In the area there are many people who do not have a driver's license or a car and this will be a great help. Also for safety, since many people still do not have knowledge of the traffic rules and public transport helps protect both those people from having an accident or a traffic violation and those who are on foot.
- Not for now
- I think what we need is more information about existing services that we don't even know about.
- Not for now
- Not for now

28. Other information (open-ended, Q37)

- we need more services
- no
- Well of all because I now live in Hermiston Or
- A small one come to in the snowy times, they pick us up (especially the elderly) and take them to the place of the bus.
- I need the transportation be free.
- En Morrow no hay posibilidades de transporte.
- no tengo respuesta.
- No
- N/A
- I think the hours, the availability, the cost of connecting the Tri Cities! For example, for events in Morrow and Umatilla counties, it would be very useful.
- yes
- that the schedules in times of great heat or cold be adjusted to the school and work schedule
- Public Transportation
- I can't give any comment.
- Nothing to add
- I do not nothing about any transportation.
- yes
- yes
- yes
- more public transit
- Not at this time.
- yes
- I add that I feel very happy to be able to transport us!
- Not at this time
- That I think it's a great Idea, start with a few buses and see if it works
- no
- so let it be free
- no
- just that if needed
- No, I do not. Thank you
- everything i learned is good
- No, only I think is important! make it come true, because previously they did a survey and they didn't do it.

28. Other information (open-ended, Q37)

- yes
- I don't know much about transportation here at Boardman and I want to know more
- yes
- Just be more aware of the community, there are not many services here.
- First of all to have the transportation options available, and to have fair prices
- Well, how long have these surveys been started?
- We need information.
- No in this moment
- yes
- Is important information.
- yes
- Well we want more transportation lines.
- I do not
- yes
- "yes please send me the information"
- what if it is a necessity
- I do not
- It is important to have all the information for those who do not know how to read and write
- No I have not more
- no
- almost no options
- Information about the schedule of public transport.
- yes please send me the information
- only if they do it, because if it was fine
- Yes, hopefully the public transport services will improve.
- that's all
- keep the state clean
- no
- No it is this is enough
- That there be good treatment towards us, good and certified drivers
- Let there be transportation from Boardman, Hermiston, Umatilla, Irrigon.
- That there was public transport.
- That the public transport service is improved.

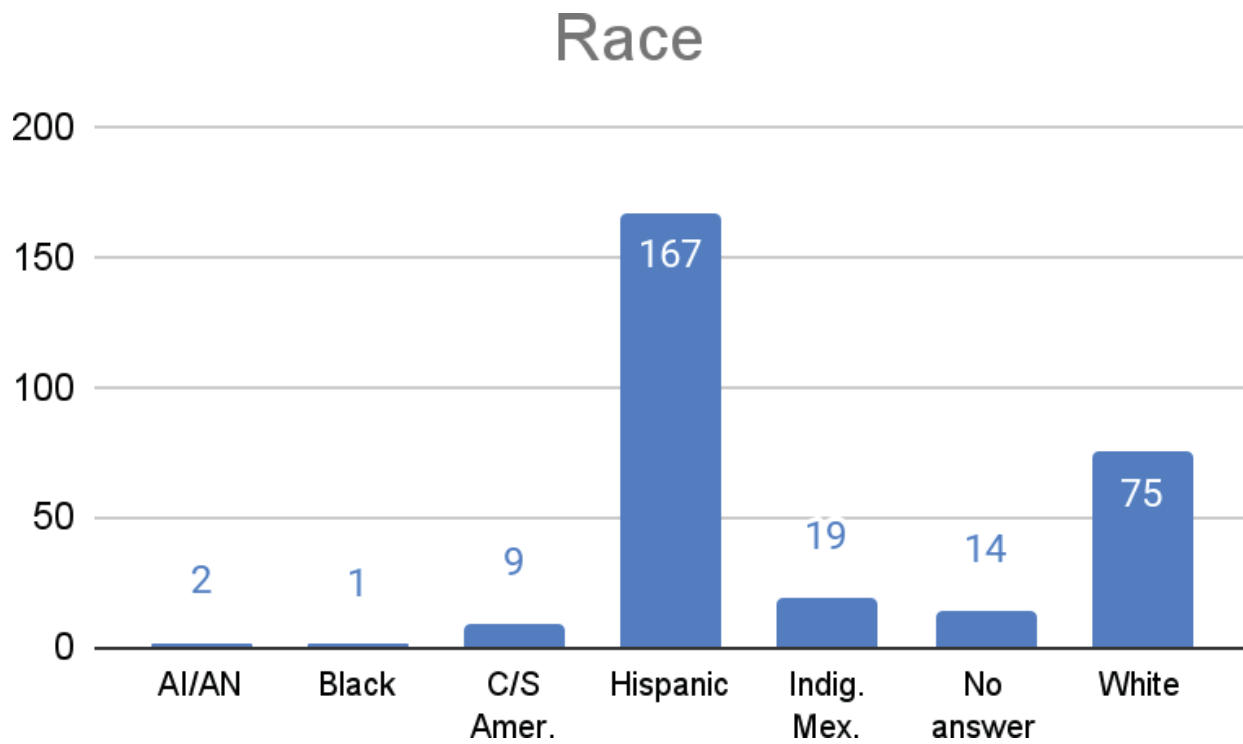
28. Other information (open-ended, Q37)

- public transit
- No in this moment
- no
- No in this moment
- Internet page, schedule book
- no
- no public transit
- no pues esta bien
- It would be nice to improve the public service.
- no
- I need more information about public transportation.
- no
- Internet page, book schedule stop buses, and price of ticket
- No in this moment
- Well, I think there would be public transportation, it would be a good help.
- Los horarios de transportes publicos.
- Book schedule, stop buses protected
- I do not
- NO THANK YOU
- No in this moment
- No thank you
- Information I need
- Information
- improve public transport service.
- no
- Hopefully the public transport services will improve.
- no
- that they drive with caution
- improving the public transport service.
- improve service.
- Well, if this transport is made for the elderly who no longer drive.
- One schedule book
- No for this moment
- That there was public transport.
- I do not for this moment.

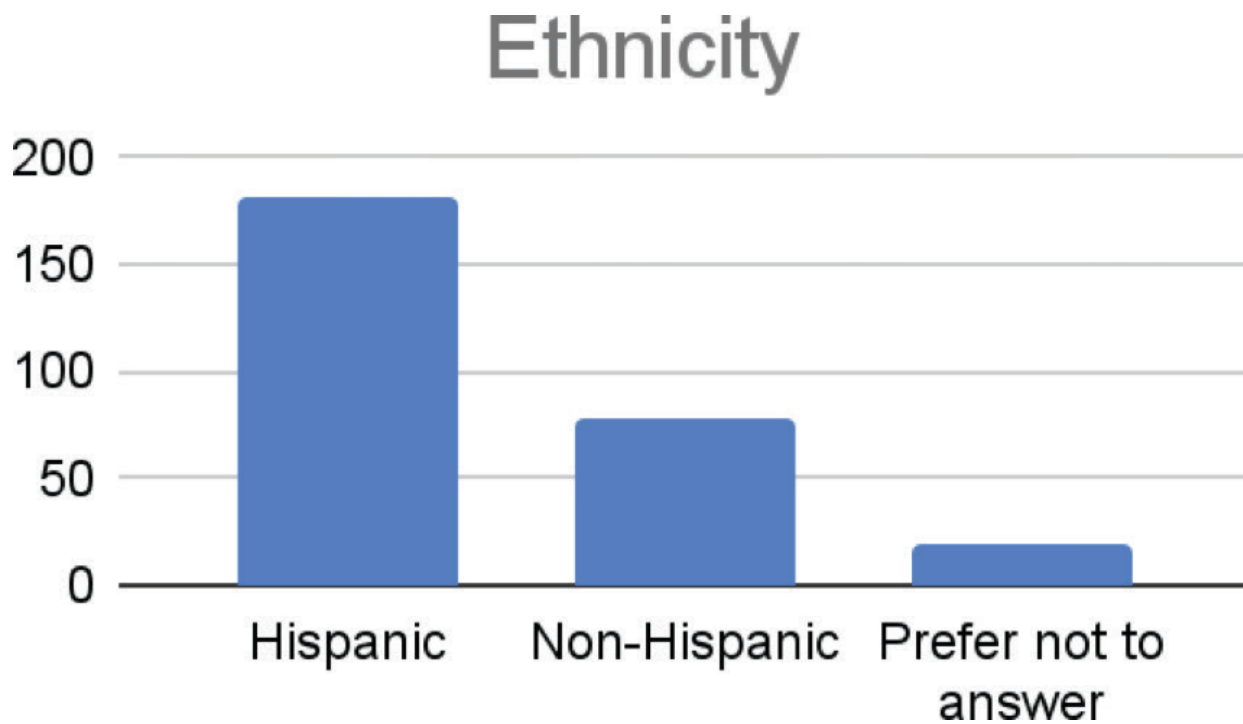
28. Other information (open-ended, Q37)

- Information
- No in this moment
- Information
- I do not
- Yes, but not in this moment
- I do not in this moment.
- that they approve to improve the public transport service.
- because not everything sounds good
- Improving the service.
- Nothing in this moment
- Schedule buses
- Could you please give information.
- For me is very important have buses services
- An information table, a timetable that can be pasted on the refrigerator
- More information
- no, well, if the carpool was good
- information about the service.
- Information
- For me the most important things is the personal who will be driving. That they are responsible and well mannered
- No in this moment
- Informacion
- Information
- Information
- Information

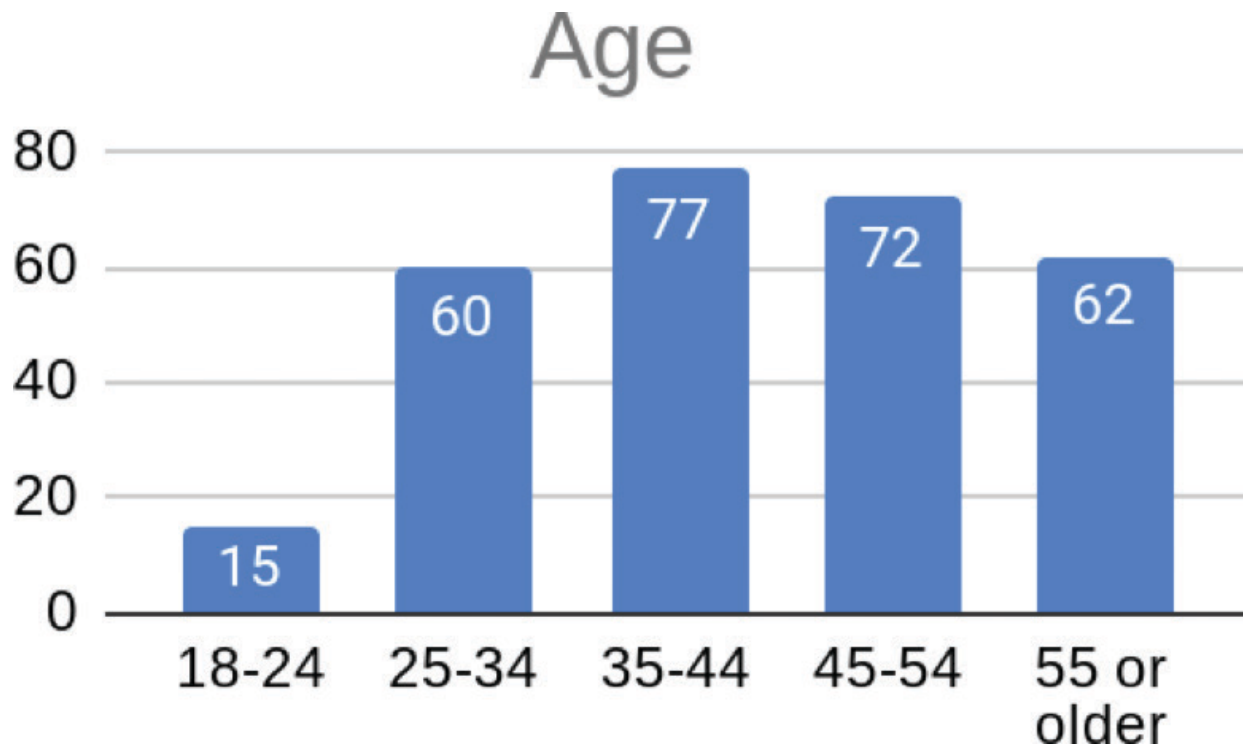
29. Race (Q38)



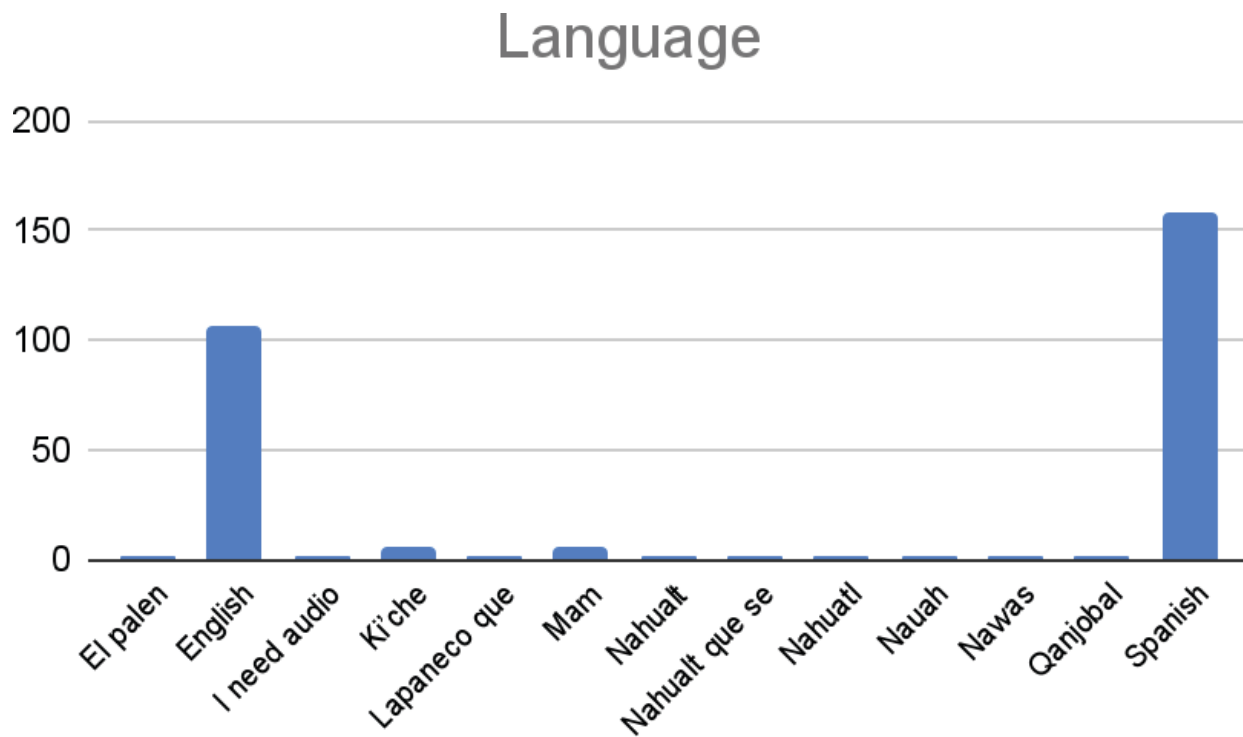
30. Ethnicity (Q3)



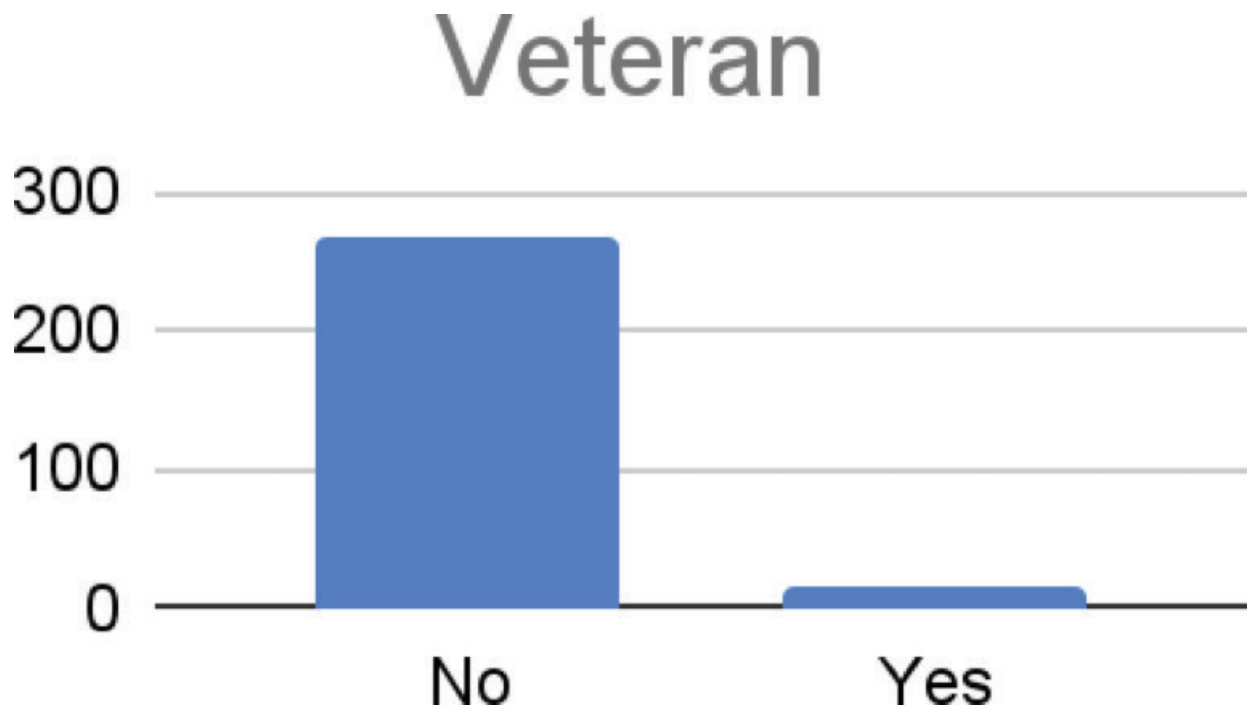
31. Age (Q40)



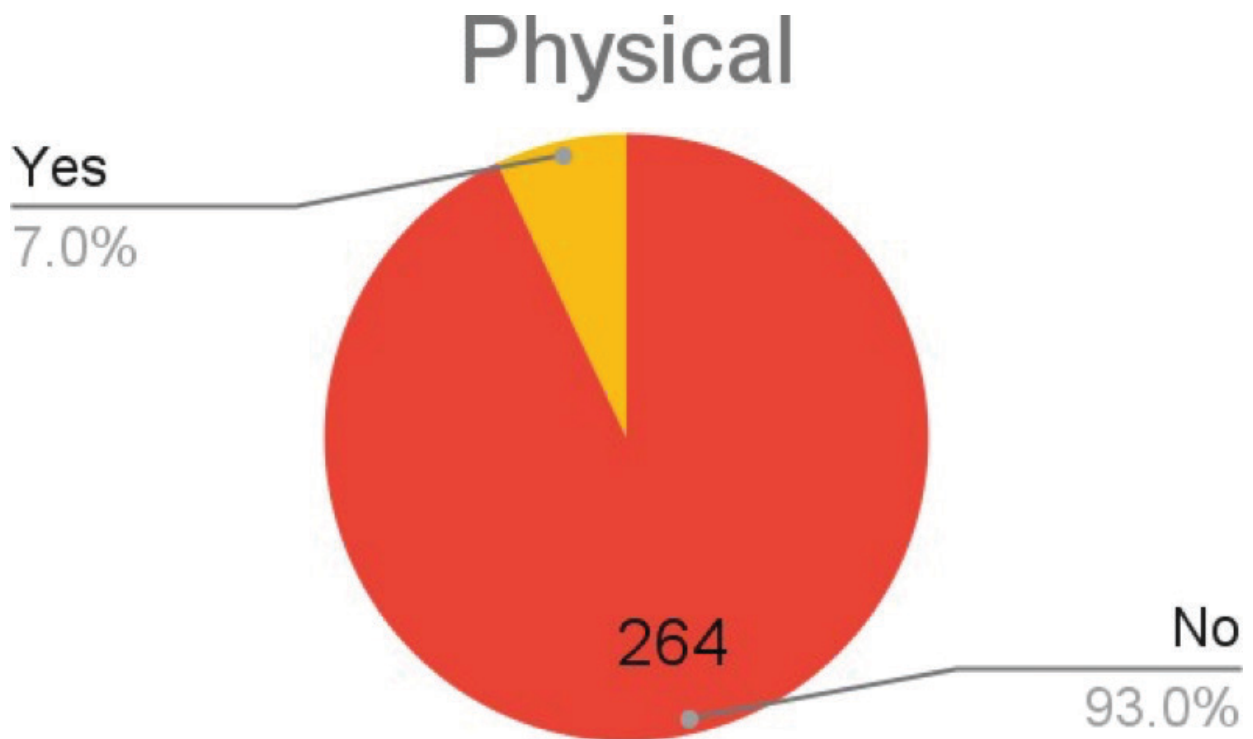
32. Language (Q41)



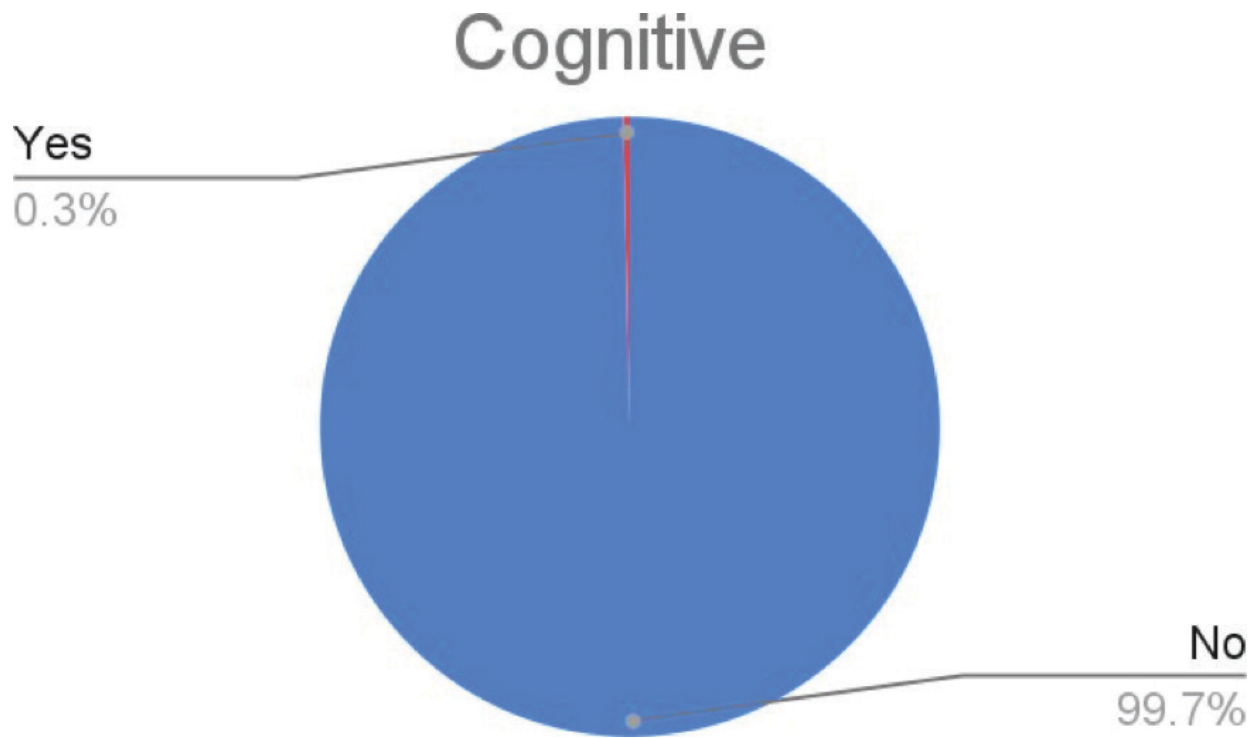
33. Veteran status (Q42)



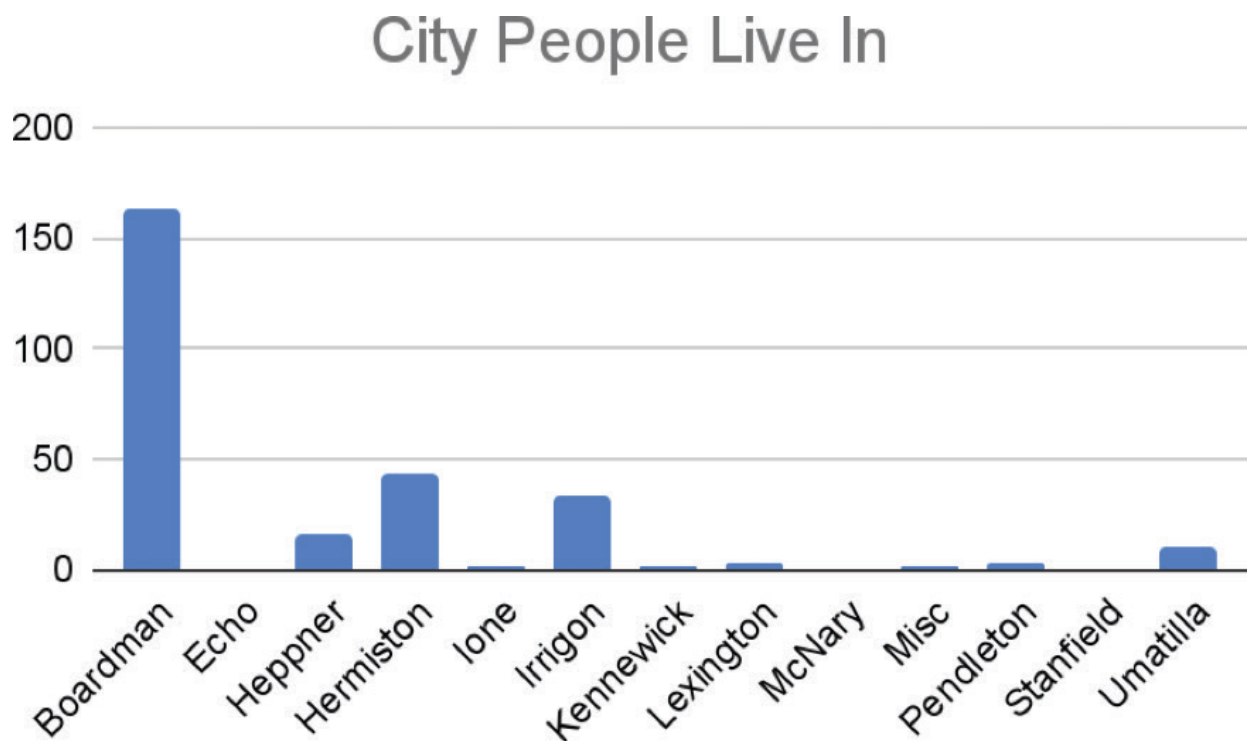
34. Physical disability (Q43)



35. Non-physical disability (Q44)



36. City of residence (Q45)



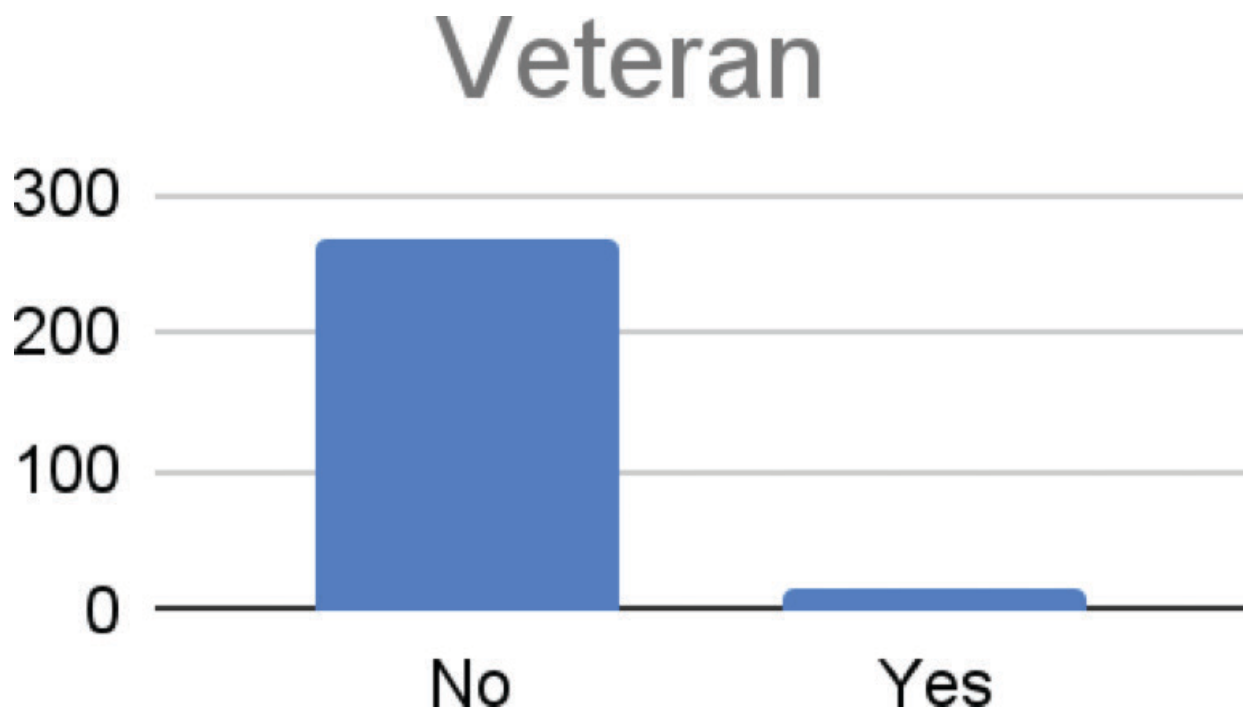
35. Non-physical disability (Q44)

- Afuera de Boardman 20min
- all the county
- Bignorwest.
- Boardan, partes de washington.
- Boardman
- Boardman (a 20 millas al oeste)
- boardman & irrigon
- Boardman a 20 millas
- Boardman a 20 millas al oeste
- Boardman and other cities.
- Boardman OR
- Boardman Or 97818
- Boardman or 97838
- Boardman, hermiston, Milton Free Watwer Irrigon Umatilla
- Boardman, Hermiston, Washington.
- Boardman, Irrigon etc
- boardman, Irrigon, Hermiston
- Boardman, Oregon
- Boardman, Umatilla e Irrigon
- Boardman.
- boardman. or
- Boarman OR
- Bordman Fut
- County
- Don't work
- en el campo en Boardman.
- En el momento no estoy trabajando.
- Heppner
- Hermistion
- Hermiston
- Hermiston, Boardman, WA
- Hermiston, pero viaja mucho entre condados
- Hermiston, y parte de Washington.
- Hermiston.
- Holan, Boardman.

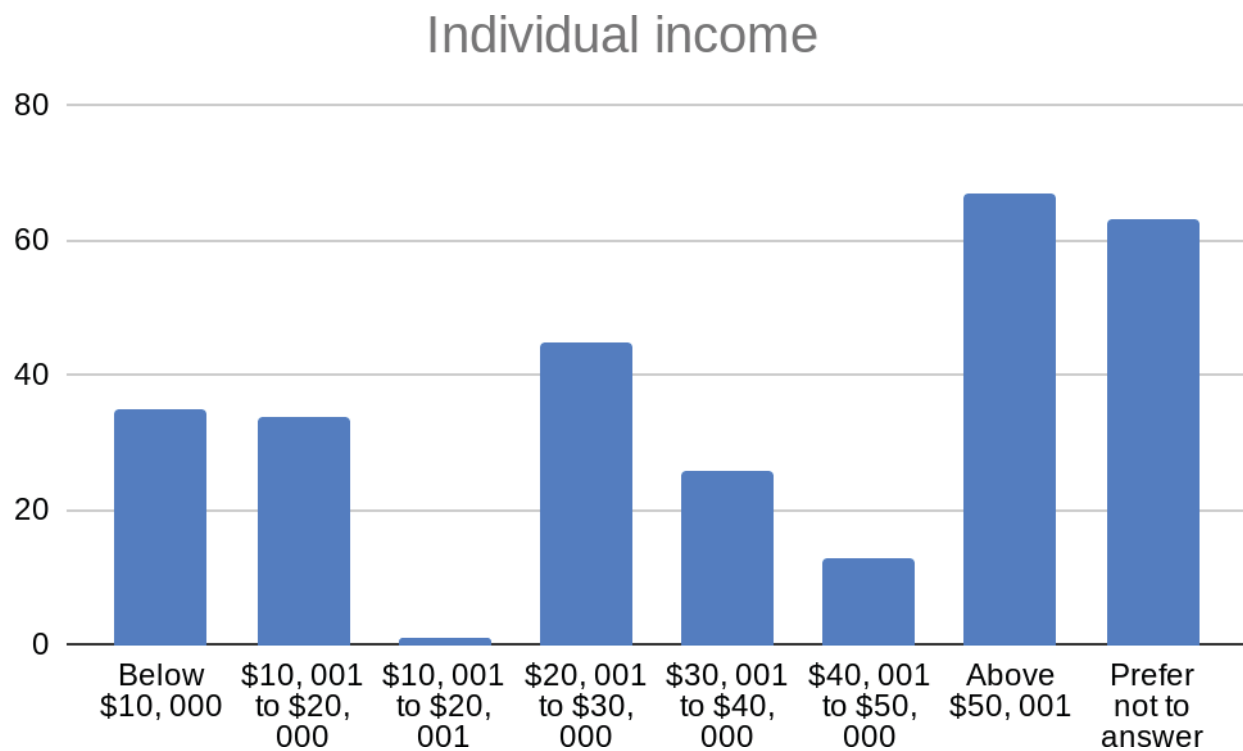
35. Non-physical disability (Q44) CONT.

- I work in Irrigon, Washington I work in different Cities
- I am working in Boardman OR
- I am working in different cities
- I don't work
- I dont work
- I havent worked in 8 years
- "I no longer work due to age."
- Irrigon
- Irrigon, Boardman, Hermiston y partes de washington.
- Irrigon, Oregon
- Jims
- Lardeo Or
- N/A
- Na
- No longer work
- Online
- Patterson, WA
- Same
- The county
- Umatilla
- Verys, but Boardman, WA, Irrigon (agriculture)
- Washington.
- Works in surrounding areas
- Yo no estoy trabajando porque estoy enferma.
- yo no estoy trabajando.

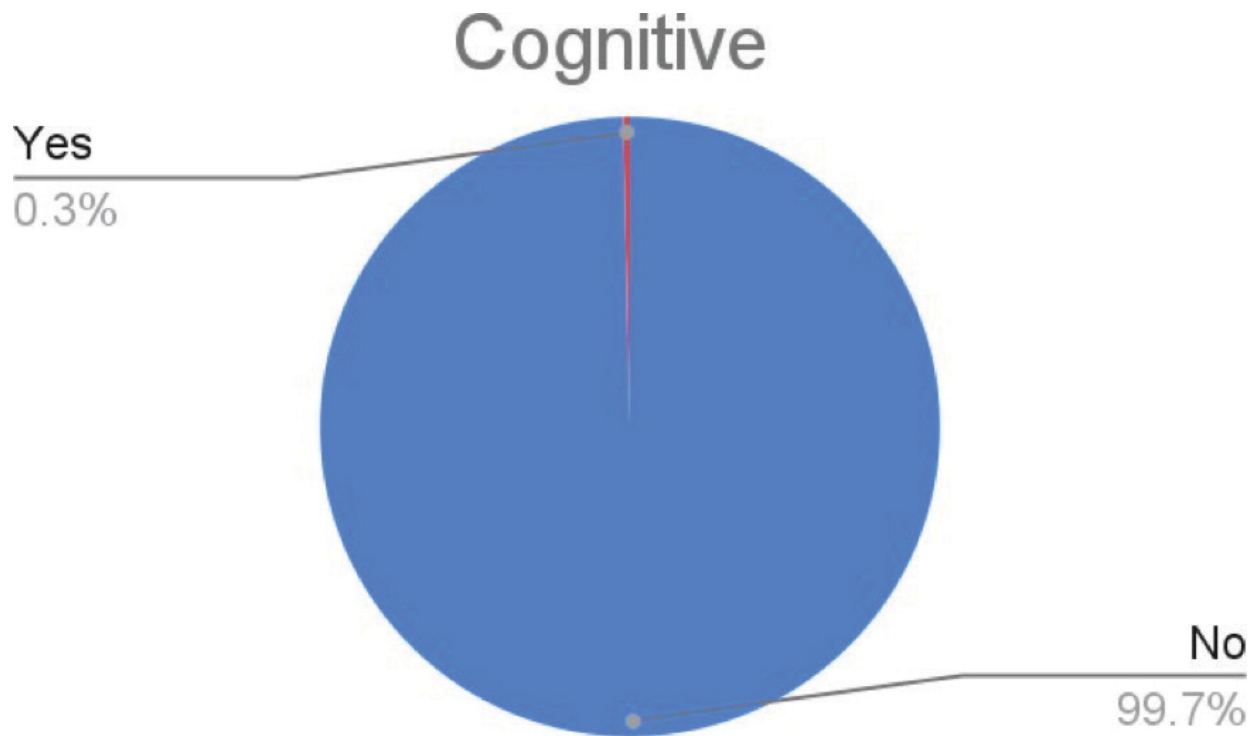
38. Individual income (Q47)



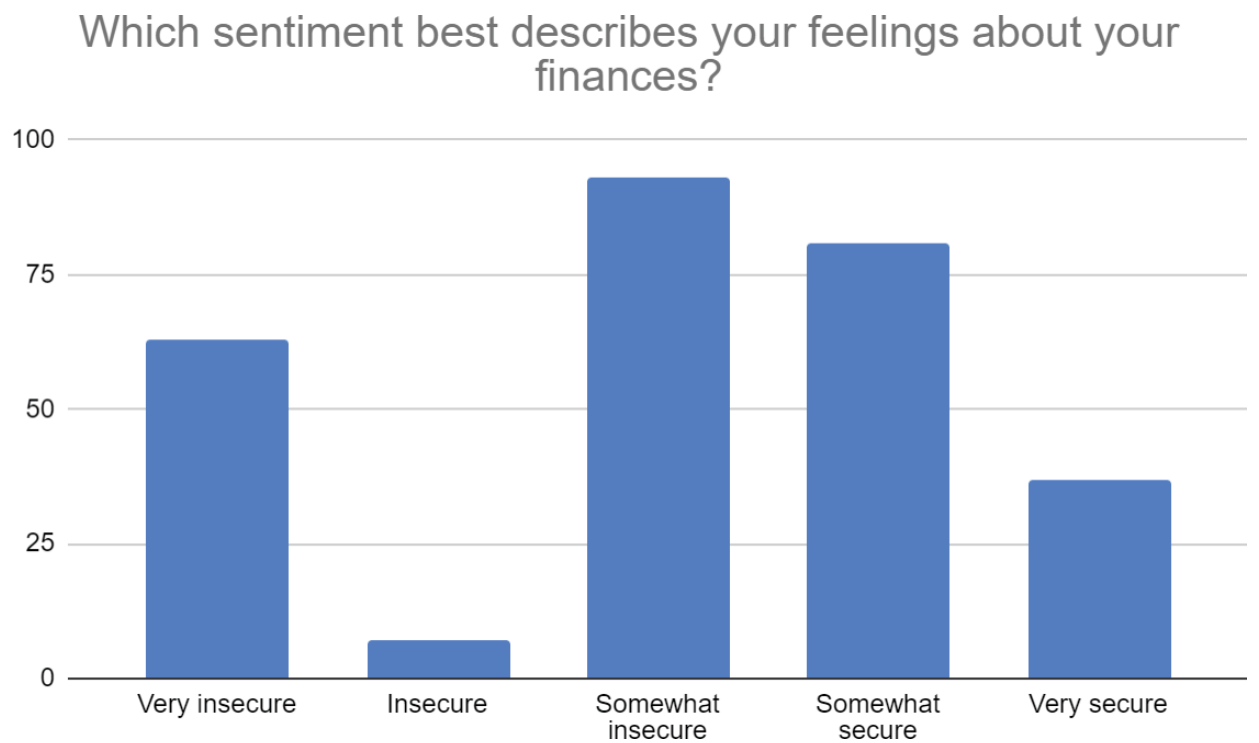
39. Working age members in the household (Q48)



40. Combined household income (Q49)



41. Sentiments on financial security (Q50)



42. Closest intersection to residence (Q52)

- Baseline Ln. and Marquardt Rd.
- Hwy 74
- Alexander St Pendleton
- NW Sage Hill and Canyon
- Elder street
- Diagonal Road and Craig Road
- Heppner
- Hwy 395
- Rhea Creek Rd and Brenner Canyon
- Faler & Mt Hood Ave
- 4th street
- Hwy 730 and Pleasant View Road
- Hwy 730
- Wilson and Peters Rd
- columbia avenue
- Main/ Paul Smith
- Highway 395
- Hwy 730
- 11th st and highland ave
- West 2nd and Nevada
- Church or Water st
- Hwy 730
- Faler and Mt Hood Ave (Boardman)
- Columbia lane and west eighth road
- 11th St/ Nelson Rd
- Donovan
- Court/May
- Wilson
- E theater lane and 395
- Rhea Cr and Sanford
- Highway 74
- I-84
- 730
- No
- Wilson Lane
- Tower Rd and Kunze Ln
- Main street
- California and SE 3rd
- Pleasant View Road and hwy 730
- Main St and Rome St
- Willow Creek Rd.
- Highway 72 and Dee Cox Rd
- 207 and 11 are near me
- Columbia drive and 2nd
- Feedville and Zabranski
- View Drive and SE 8th street
- Theatre and gear
- Highland and 6th
- 5th st.
- Wilson
- Anderson st
- Cooney
- 5th and Highland
- Hwy 395
- Idaho
- Columbia ST
- Theater Ln.
- Highway 395/Highland ave
- hermiston Ave
- Root Lane and Wilson Rd
- SW Eagle Drive & River Ridge Drive
- Main and Willow
- 1st and California
- Highway 74
- Rand and 730
- Hwy 730 and Eleventh St
- Faler Rd / Mt Hood Ave
- ?
- Columbia Ave NE and 2nd St NE
- 84

42. Closest intersection to residence (Q52) CONT.

- 395
- 730
- Columbia y Cedar
- US 730
- US 730
- I 84
- Columbia Ln and 1st
- SW Wilson Ln y River Ridge Rd
- Paul Smith Rd y Wilson Ln
- Main Ave
- Power Line
- la gasolinera Irrigon
- I-84
- US 730
- I-84
- wilson rd and main st
- Wilson RD
- Wilson Lane
- I-95
- I -95
- I-95
- I-95
- I-95
- I-95
- I-95
- I-81
- parkside and sumit
- sandy ct and locus
- main st
- I-84
- I-84
- I-84
- 14th
- utah
- mini haha and hwy 207
- 6Th Ave
- sage st
- wilson ln
- wilson ln
- 4th Ave
- Columbia Ave
- Columbia Ave
- Locust St
- Columbia Blvd
- La Kunze y la Wilson
- rippy rd
- Olson St.
- 395 Hwy
- Wilson Ln
- S Townsend Rd
- Chinook Ave
- SE Front St
- SE Front St
- 730 division st
- washington and 4th
- 395
- 84
- L84
- Avenida 4
- No tengo idea.
- 395
- no lo se.
- 395
- 84
- l84
- 82
- 82
- Highland Ave
- 84
- 730
- 84

42. Closest intersection to residence (Q52) CONT.

- 395
- La Main
- 730
- La Wilson.
- 395
- Wilson RD
- Main st
- No se
- hwy 395
- 84
- 84
- 6th St
- I84
- Paul Smith Rd
- I84
- Power Line
- 1 milla
- 84
- Main St and i-84
- I-84
- I84
- I84
- 730
- 84
- I84
- No lo se
- CALle Wilson
- I84
- 395
- Paul Smith Rd
- Wilson Rd
- I84
- I84
- I 84
- Wilson Lane
- HWY 84
- 84
- 84
- Wilson Lane
- Wilson.
- Wilson In
- Wilson Lane
- Paul Smith Rd
- I84
- I84
- 84
- No lo se.
- 730
- i84
- I84
- no se pero vivo donde esta la gasolinera Dinosaurio.
- I84
- I84
- Wilson Lane
- Anderson Ruth
- Wilson
- 84
- 84
- 84
- 395
- i 84
- I 84
- 84
- Higway.
- I 84, 730
- I 84
- i84
- 395
- I84
- I 84

42. Closest intersection to residence (Q52) CONT.

- 84
- Main St
- calle Oregon.
- Wilson
- Main St
- Main Street.
- Columbia
- i84
- I 84
- 395
- calle 360
- 184
- 395
- 395
- 184
- 184
- 184
- 84
- 84
- 730
- I 84
- 184
- I 84
- 184
- I 84
- 395
- Main St.
- No lo se.
- 184
- Main St
- 395
- 184
- 184
- 395
- 184
- N/A

43. Place of employment (Q53)

- Heppner
- Morrow County Government
- Morrow County District Attorney's Office
- Morrow County
- 325 willow view dr
- Morrow County in Hepper
- For Morrow County
- Morrow County
- Irrigon
- Health Department
- NA
- Port of Morrow admin building
- Marker 40 Golf Club
- Port of Morrow
- Port of morrow
- POM
- port of morrow
- Port of Morrow Warehousing
- Port of morrow warehousing
- Oregon Trail Library District
- Heppner Elementary school
- Umatilla quality inn
- Retired
- Morrow COunty Government Center
- POM
- County
- Port of morrow warehouse Lewis and Clark
- Port of morrow
- Heppner Elementary
- From home
- Heppner
- Beef Northwest Feeders
- Home depit
- My husband works in Umatilla
- Port of Morrow
- Bar
- Irrigon High School
- Home
- Self-Employed, office on Main St and WFH
- Preschool, and elementary school
- Community Counseling
- Tillamook
- Tillamook
- Tillamook
- Tillamook
- Tillamook
- Tillamook
- CRP Boardman
- Tillamook
- Tillamook
- CRP
- Mid co bus company
- Tillamook
- Tillamook
- Columbia River Processing
- Columbia River Processing
- Tillamook
- Rippee Rd Boardman OR
- Tillamook
- Columbia River Processing
- CRP- Boardman
- Tillamook
- NA
- Retired
- I'm retired.
- Heppner
- AC Houghton Elementary School
- Oregon Trail Library District
- Opc
- Sam Boardman Elementary School
- Lechería

43. Place of employment (Q53) CONT.

- Boardman
- Limpiando oficinas para Amazon en boardman
- Patterson, WA
- 79225 Rippee Rd Spc 2, Boardman, OR 97818
- N/A
- En las huertas
- Columbia River Dairy
- N/A
- Lambweston.
- Boardman
- 75294 Lewis and Clark Dr, Boardman, Oregon 97818
- 73336 Lewis and Clark Dr, Boardman, Oregon 97818
- 115 Se Front St, Boardman, OR 97818
- not working
- Retired
- Na
- 81822 US-395, Umatilla, OR 97882
- 71320 Columbia Ave NE, Boardman, OR 97818
- Not currently working
- 71320 Columbia Ave NE, Boardman, OR 97818
- 207 NW 1st St, Boardman, OR 97818
- Do not work
- 66400 Taggares Ln, Boardman, OR 97818
- nights in
- 224 sandy ct boardman oregon 97818
- 316 sw kinkade rd
- 78727 Westland Rd, Hermiston, OR 97838
- 71320 Columbia Ave NE, Boardman, OR 97818
- 68812 Wilson Ln, Boardman, OR 97818
- umatilla
- community counseling solutions
- lamb weston
- 730 Columbia Ave NE, Boardman, OR 97818
- n/a
- n/a
-
- boardman senior center
- boardman senior center
- Desde casa y en Sunny Side
- Port of Morrow
- 30522 Oldfield St, Hermiston, OR 97838
- 207 NW 1st St, Boardman, OR 97818
- Tagares Ln, Boardman OR 97818
- Boardman, en limpieza de casas
- n/a
- Hermiston High School
- Paterson Ferry, Irrigon OR
- 1st Ave, Boardman OR 97818
- Columbia Ave, Boardman
- Huertas
- Three Mile Canyon Farms
- Taggares Ln
- n/a
- boardman school. irrigon food pantry
- dairy on Boardman
- I WORK AT A GAS STATION
- 79588 Rippee en Boardman.
- I dont work
- I work in fill
- EN boardman
- Lab Weston Boardman OR 97818
- 84
- Main ave
- N/A

43. Place of employment (Q53) CONT.

- Boardman Hermiston y parte de Washington
- three mile farms
- in a dairy
- Boardman
- En una lecheria
- OLAMB Boardman.
- La seard.
- Agriculture- Rock Enterprise
- MJS
- Bodega Lamb Weston
- MJ's (Hermiston) Agriculture
- Irrigon, not sure of the address
- I dont work
- Independance
- Estoy descandsado, tengo 2 meses sin trabajar
- CCS
- Atkinson
- Boardman Foods
- Lambweston
- Abgi North west
- at the moment I dont work
- Oregon Hay
- Surrounding areas, OR and WA
- BOARDAMAN, IRRIGON, UMATILLA, HERMISTON, MILTON FREE WATER
- Boardman OR
- Lamnweston
- Boardaman Or
- Boardman fut
- Bignorwest
- I have not work, because I have no car not have a rite.
- Limpieza de papa en el campo.
- Independance
- MJ's, la compania
- 107 E MAIN ST SPACE 59 BOARMAN OR 97818
- No trabaja
- MJ's
- Office Oregon Potatoe Boardman 84
- Lambweston
- RDO Three Mile Canyon
- Agricultura.
- RDO
- Tree Mile Canyon Farm
- CFS LLC
- I work in the field
- Holan, Boardman.
- I work in the field
- Hermiston
- Lamb Weston
- Oregon potatoe.
- Three mile canyon
- Negocio ambulante.
- Boardman Foods
- Lambweston.
- Boardman Foods
- ya no estoy trabajando por mi condicion de salud.
- RDO
- N/A
- I dont work
- I'm not working.

43. Place of employment (Q53) CONT.

- Difernts Cities, Bosrdaman, Hermiston etc
- LAMB WESTON
- LAMB WESTON
- I do not
- I work in the field
- Ofi
- Boardman
- Oregon Potato Company
- NA
- At the moment I am not working.
- Boardman frut.
- Oregon Potato
- Lamb Weston
- Lambweston
- Lamb weston
- Lamb Weston
- Lamb Weston
- Atkinson Stafing
- Boardman OR Lamb Weston
- Lamb Weston
- Oregon Potato
- I work in Irrigon.
- No work
- Hermiston Walmar DC.
- Potato
- Independence
- Columbia Dairy
- Ecco
- JJ
- Angrinorthwest
- no tarbajo, me operaron de cancer
- Lambweston Boardman.
- Cirilo contratista in Boardamn
- Lambweston
- Independence
- MJ'S LAVOR SERVICIES
- IPRO
- LAMB WESTON
- LAMB WESTON
- I dont work
- N/A

44. Closest intersection to work (Q54)

- Courthouse
- Main Street
- Court St and May St-Hepper
- Court Street and Gale Street
- Water street
- Entire County
- Hwy 730
- Marine Drive NE
- Marine Dr.
- Toms Camp Road
- Marine Dr and Ullmen
- columbia avenue
- Lewis and Clark Dr.
- N/a
- louis & clark
- Not sure
- Lewis and Clark Rd
- Main and East 4th
- STANSBURY
- ldk
- North Main Street in boardman
- Na
- Third/ Main irrigon
- Marine
- Columbia Blvd and laurel In
- Hwy 74
- Highway 74
- I-84
- 395
- 730
- Marine Dr
- Tatone and Main
- Main street
- Wyoming and 1st
- Same
- Main St and Boardman Ave
- Main street
- Sperry and Morgan St
- Rippee
- Rippee
- Not sure
- Columbia blvd and rippee rd
- Rippee and NE Columbia
- Rippee rd
- Rippee
- Rippee Rd and Columbia
- Rippee Rd and Columbia Blvd
- Rippee Rd
- Columbia BLVD
- Rippee road Boardman ORegon
- NE Columbia Ave & Rippee Rd.
- NA
- N/A
- Highway 74
- E main ave
- North Main St and 10th ST.
- Main St / Oregon Trail Rd
- Wilson Ln and Locust are SW
- 730
- Hwy 14 y Hwy 220
- US 730
- US 730
- I-84
- N/A
- Variable
- Tower Rd y Taggares Ln
- N/A
- 84
- 84 , 82
- 730

44. Closest intersection to work (Q54) CONT.

- US 730
- I-84
- n/a
- Wilson RD
- Na
- US 395
- I-95
- NA
- I-95
- I-95
- I-84
- N/A
- sandy ct and locus
- main st
- I-84
- I-84
- I-84
- columbia and tunoik
- newport and 1st
- n/a
- Uiman Blvd
- n/a
- n/a
- city center dr
- main st
- 4th Ave
- Industrial Way
- W 4th Ave
- Boardman Ave
- Feedlot Rd
- N/A
- n/a
- Highland Ave
- Paterson Ferry Rd, Irrigon OR
- Boardman Ave
- Main St and Boardman Ave
- Main street
- Sperry and Morgan St
- Rippee
- Rippee
- Not sure
- Columbia blvd and rippee rd
- Rippee and NE Columbia
- Rippee rd
- Rippee
- Rippee Rd and Columbia
- Rippee Rd and Columbia Blvd
- Rippee Rd
- Columbia BLVD
- Rippee road Boardman ORegon
- NE Columbia Ave & Rippee Rd.
- NA
- N/A
- Highway 74
- E main ave
- North Main St and 10th ST.
- Main St / Oregon Trail Rd
- Wilson Ln and Locust are SW
- 730
- Hwy 14 y Hwy 220
- US 730
- US 730
- I-84
- N/A
- Variable
- Tower Rd y Taggares Ln
- N/A
- 84
- 84 , 82
- 730

44. Closest intersection to work (Q54) CONT.

- 395
- I 84
- hwy 395
- Us 730
- No se
- Main St. Boardman
- n/a
- main st.
- 84
- I84
- Industrial Way
- I84
- 84
- 15 millas
- at the moment I dont work
- I-84
- I 84
- 730,I84 395
- I84
- 730
- 84
- I84
- No lo se
- North Power Oregon.
- I84
- 84
- Main St.
- HWY 395
- I84
- I84
- no trabaja
- HWY 395
- 84
- 84
- 84
- 84, 14
- 84
- Simtag Air Strip
- 84
- I84
- 84
- No se
- No se
- Higland.
- I 84
- I dont know
- I84
- I84
- 84
- 84
- 84
- 84
- 84
- I don't work
- 84
- I 84
- N/A
- I don't work
- I'm not working.
- I84
- I 84 730, 395
- I84
- I84
- 395
- I 84
- I 84
- I work in the field
- Tomo la calle llendo a Heppner
- no lo se pero queda lejo de la 84.
- 84

44. Closest intersection to work (Q54) CONT.

- 84, 14
- 84
- Simtag Air Strip
- 84
- 184
- 84
- No se
- No se
- Higland.
- I 84
- I dont know
- 184
- 184
- 84
- 84
- 84
- 84
- 84
- I don't work
- 84
- I 84
- N/A
- I don't work
- I'm not working.
- 184
- I 84 730, 395
- 184
- 184
- 395
- I 84
- I 84
- I work in the field
- Tomo la calle llendo a Heppner
- no lo se pero queda lejo de la 84.
- 84
- NA
- no estoy trabajando.
- no lo se.
- 184
- I 84
- 395
- 84
- 395
- 184
- 184
- 395
- 184
- I 84
- 184
- Dont know
- n/a
- 395
- 184
- 184
- 184
- 184
- 184
- 184
- 395
- cerca del 84.
- I 84
- Columbia
- 395
- 184
- i84
- INFORMATION
- i84
- N/A

APPENDIX III: STAKEHOLDER INTERVIEWS

A) Interview Questions

GENERAL QUESTIONS

1. What does your organization do?
2. How do you work with transportation disadvantaged groups in your area?
3. What obstacles do you think people are concerned with in reference to public transportation?
4. Are you familiar with organizations that provide transportation services in Morrow County?
5. What is your impression of those organizations?
6. What are some unique approaches that you have been able to engage with hard-to-reach groups? How have you found success?
7. What is the age demographic of your users/customers/employees?
8. We're generating survey data around transit options and emergent fixed-route transit service. Are there ways your group/organization might use this information to support better access/options for folks you interact with?
9. Are there ways we can share this work with you in the future, when it's available? How is best to do that?
10. Does your organization provide information to students/employees about alternative ways to travel to school/work (e.g., carpooling, transit, biking, or walking)?
11. Will you share our survey with your network?

EMPLOYER SPECIFIC QUESTIONS

12. How do your employees commute to work?
13. What are issues/challenges for you as an employer about your employees' commute?
14. Are you aware of any barriers to transportation that your users/customers/employees face? If yes, please specify.
15. How does access to transportation affect tardiness and/or absenteeism?
16. What approaches has the company taken to approach this challenge? Have you found success?
17. Do you see any advantages or benefits in providing information on transit services to the employees? Are you willing to distribute information about these services?
18. How do you most effectively communicate with your employees?

TRANSIT PROVIDER SPECIFIC QUESTIONS

19. What obstacles do you think people are concerned with in reference to public transportation?
20. How do you work with transportation disadvantaged groups in your area?
21. What is your operating model?
22. Who are your primary customers? Do you target a specific population with your services?
23. How do you market your services? How do you communicate with existing and potential riders?
24. What are the most pressing operational challenges to your service offerings?
25. What size is your team? What size is your fleet?
26. What are your long-term goals? What do you need to accomplish those goals?

SCHOOL SPECIFIC QUESTIONS

27. How do students get to and from school?

28. If they use the school bus, do they use it to and from school?

29. For students involved in after-school activities, how do they travel home?

30. How does access to transportation affect tardiness or absenteeism?

31. What is the most effective way you communicate with students and families?

B) Interview List

- Karla Jimenez, Beef NW
- Cedric Riel, Lamb Weston
- Leticia Sanchez, Lamb Weston
- Rubi Cisneros, Irrigon Elementary School
- Yadira Murillo, Boardman Elementary School
- Aracely Urenda, Irrigon High School & Morrow Education Center
- Peggy Doherty, Morrow County School District
- Cristal Romero, Riverside School Junior and High School
- Kate Neuberger, GOBHI
- Dani Schulte, CTUIR Kayak Public Transit
- Roberta Carver-Carson, CTUIR Kayak Public Transit
- Benjamin Tucker, Morrow County Transit
- Maggie Bombela, Independent Transit LLC
- Alex Cooper, Umatilla School District
- Torrie Griggs, Boardman Chamber of Commerce
- Tim Darland, US Army Corps of Engineers
- Sanjuanita Olivas, Columbia River Health Clinic
- Aaron Palmquist, Irrigon City Manager
- Kathy Street, Morrow County Library Director
- Jaime Stewart, Tillamook
- Brittany Dunham, Good Shepherd Health Care System CareVan

C) Condensed Stakeholder Interview Responses: Common Themes

In summary, comments from a diverse group of stakeholders across multiple interviews demonstrated a commonly held understanding of the various barriers to increasing ridership and accessibility of public transit services while also highlighting unique approaches and solutions that stakeholder groups are implementing to solve the need for transportation within the populations they serve.

The lack of visibility of existing services, limited service times, coverage limitations, and low frequency of stops combined with capacity constraints of existing transportation providers create important barriers to using existing public transportation and contribute to a general lack of awareness of existing services. Lack of awareness of public transportation among lifelong rural residents is not uncommon and in areas like Morrow County with a population density of 6 people per square mile,¹⁶ creating a network of transportation that is easily accessible is challenging. At the same time, residents are likely to be further away from transportation access points which enhances the need for transportation among households that have limited or no access to a private vehicle.

Across Morrow County, stakeholders have created a patchwork of solutions and unique approaches to address these transportation challenges from investing in dedicated vans to provide transportation to those who need it, coordinating ride sharing, and adjusting schedules to accommodate transportation needs to actively supporting individuals in the search for a reliable vehicle.

ACCESSING TRANSPORTATION SERVICES

Existing transportation services for Morrow County can be categorized as either fixed route or demand-response. The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) operate Kayak Public Transit, which serves rural communities in southeastern Washington and northeastern Oregon. Kayak operates 7 fixed routes that are free to the general public. Morrow County Public Transit, The Loop, operates under a dial-a-ride model and is open to all Morrow County residents at no cost and provides as many as 300 rides per month. The service is most utilized by elderly populations traveling to medical appointments and group trips to select locations such as shopping and entertainment centers.

Non-Emergent Medical Transport (NEMT) offered through Greater Oregon Behavioral Health, Inc. (GOBHI) offers demand-response transportation for eligible individuals to travel to medical appointments. CareVan Medical provides rides to Morrow County community members to Good Shepherd Health Care System affiliated providers in Hermiston, Echo, Stanfield, Umatilla, Irrigon, and Boardman. Both services are provided at no cost to riders.

¹⁶ US Census Bureau, 2020: <https://www.census.gov/quickfacts/fact/table/morrowcountyoregon#>

Limited frequency and range of buses is recognized by both fixed route and demand-response transportation service providers as a hurdle to raising public awareness or consideration of services. Kayak Public Transit is actively working to increase operational capacity to increase frequency, stops, and destinations along its routes. For demand-response services, varying levels of demand can conflict with driver availability as there are no geographical restrictions on destinations. However, large service areas and longer trips may limit ability to meet additional demand and restrict the number of individuals who can benefit from the service in a given day. Currently, all drivers for The Loop are currently part-time although the organization is preparing to hire full-time drivers. It is important to recognize that in today's tight labor market, finding bi-lingual drivers with a clean driving record within the budget that is competitive with the cost of living is a considerable challenge for regional transportation service providers.

Scheduling is a commonly cited barrier to accessing on-demand rides. Demand-response services recommend that riders reserve a ride as early as possible, from two weeks to three days in advance depending on the provider's capacity. However, individuals might not have all the details they need to reserve a ride and scheduling changes or cancellations are common reasons riders may have to forfeit their seat. NEMT brokers rides for eligible riders across all eastern Oregon and works with over 30 different transportation providers that collectively make anywhere from 300-400 trips per day. If an eligible rider is unable to reserve a ride with a partner provider, NEMT works with their network of volunteers to secure a ride or provides reimbursements to drivers at the rate of 25 cents per mile. The Loop maintains a waitlist in case of cancellations and in the event that CareVan is unable to provide a ride for a patient, they will provide referrals to eligible riders of The Loop or NEMT.

COMMUTING

Many individuals working in Morrow County commute from neighboring Umatilla County and at times, further afield. As an example, LambWeston in Boardman employs over 400 hourly workers and only 32% of those employees reside within the city. 52% of employees commute from Umatilla County and 4% reside in southeastern Washington. The remaining 12% of employees reside in other cities in Morrow County.

Commute times range from 20 to 40 minutes depending on the distance. In order to control for absenteeism and reduce the possibility of turnover, employers have begun to validate whether a potential employee has access to a vehicle or a carpool during the interview process. Tillamook is piloting a vanpool initiative for hourly employees and BeefNW has gone as far as helping individual employees in the search for a vehicle. With these practices in place, employers did not cite many acute transportation-related challenges in tardiness or maintaining their companies sufficiently staffed.

In contrast to employers that operate facilities in shifts, staffing agencies in Morrow County that support employers staff their fields for seasonal work offer transportation to all employees who need it due to the variability in shift times and locations. Staffing agencies fill an important gap in transportation needs for major employers in the region and in some cases contract regular transportation services to facilities that are outside industrial hubs.

For elementary and high school students, most of the student body is served by the school bus systems in each school district, but for students who live close enough to the school and therefore don't qualify for the bus, who miss the bus, or are involved in after-school activities must find alternatives to get to and from school. Current fixed route transportation in Morrow County does not make many stops in residential areas and there are many gaps in pedestrian and cyclist infrastructure that impact the safety of walking or biking to and from school. To accommodate after-school activities, local schools provide a "late" bus that transports students who are involved in extracurriculars.

Care Coordinator staff will regularly receive requests from students or parents to transport kids to and from school if a student misses the bus or a guardian is unable to take them to school due to work conflicts, access to a vehicle, or the price of gas. The Boardman Elementary school purchased vehicles for Care Coordinators to use in order to provide transportation support to students and families who are eligible for these wraparound services and the vans are shared with Windy River Elementary School, also in Boardman.

COMMUNICATION

Stakeholders were asked what methods they successfully employed to communicate with hard-to-reach groups and communities. Language was identified by all groups as an important factor in effective communication as well as access to technology or digital literacy. Effective means of communication varied among stakeholder groups but for employers and schools, sending information via text message was the most often cited form of communication. Care Coordinators preferred Google Voice which offers free calling and texting. Employers cited paid services to send mass text messages, as well as email and physical messaging boards to spread information. Transportation providers primarily rely on websites, social media, printed materials, and posted signs to communicate and inform riders.

Stakeholders cited differences in language as well as cultural and social networks that represented hurdles to gaining trust or credibility with hard-to-reach groups. Service providers recognized that individuals who only speak Spanish or Guatemala dialects such as Mam and K'iche' required more assistance and guidance when receiving or accessing information

For in-person communication, stakeholders make concerted efforts to employ bi-lingual staff to lessen communication barriers and provide information in both English and Spanish. Kayak and The Loop contract interpretation services to communicate with riders and The Loop encourages riders to bring an interpreter with them if they are able.

For written and posted communication, printed materials, posted signs, and social media posts are often available in both English and Spanish. However, many service provider websites are exclusively available in English which limits the accessibility of information to non-English speaking populations. In February of this year, Kayak Public Transit launched an app via iTransitNW to provide route and schedule information to riders, however the app is not available in Spanish and is not very intuitive to navigate.

COLUMBIA RIVER HERITAGE TRAIL

The Columbia River Heritage Trail travels along the Columbia River and the approximate 25 miles of trail connects Umatilla to Boardman. The trail rests on land owned or managed by the Army Corps of Engineers, U.S. Department of Fish & Wildlife, Oregon Department of Fish & Wildlife, the cities of Irrigon and Boardman, and the Port of Morrow. The trail was conceptualized to provide recreation and connectivity to the communities along the river and provide links to Umatilla and Gilliam counties. Today the trail is primarily used by hikers and equestrians although there is no concrete data on the level of usage of the trail. Approximately 18% of survey respondents demonstrated awareness of the Heritage Trail by either having used the trail or seeing it from a road.

Expanding transportation to promote more use by cyclists and providing a variety of recreational objectives continues to be a priority for Morrow County. To connect people with trails and fulfill the original goals of the Heritage Trail, one approach is to create a volunteer association of outdoor recreation enthusiasts with oversight from Heritage Trail land stewards and county officials that can address the usage levels and maintenance needs of the trail without burdening already capacity-constrained agencies.

Loose dirt and gravel that define most stretches of the Heritage Trail limits the attractiveness of the trail for commuting purposes and casual cyclists, however adventure cyclists and gravel racers don't shy away from this type of terrain. Oregon Trail Gravel Grinders hosts a number of gravel bike races across the state that in 2022 attracted over 235 racers and countless supporters. Eastern Oregon Visitors Association (EOVA) shares information on popular cyclist destinations such as the Blue Mountain Century Scenic Byway in Heppner as well as more rugged cross-country options. As part of their service to partners, EOVA supports communities with education on how to create welcoming environments and facilities for cyclists of all types. A focus on measuring usage of the trail "as-is" and creative approaches to expand the trail's current use will lay the groundwork for future development of the Heritage Trail that may include ADA accessible pathways, interconnected with hiking and equestrian paths, and bus stops.

APPENDIX IV: TECHNICAL ADVISORY COMMITTEE ROSTER & MEETING SUMMARIES

TECHNICAL ADVISORY COMMITTEE MEMBERS

Members of the Technical Advisory Committee (TAC) included:

- JD Tovey, Confederated Tribes of the Umatilla Indian Reservation
- Dani Schulte, Confederated Tribes of the Umatilla Indian Reservation
- Jamie Stewart, Tillamook
- Benjamin Tucker, Manager, The Loop
- Stephanie Case, Morrow County
- Heidi Turrell, Morrow County
- Ana Pineyro, Morrow County
- Michaela Ramirez, Morrow County
- Jeff Wenholz, Morrow County
- Marie Shimer, Morrow County School District
- Dawn Hert, Department of Land Conservation and Development
- Carla McLane, City of Boardman
- Torrie Griggs, Boardman Chamber of Commerce
- Aaron Palmquist, City of Irrigon
- Vanessa Luczak, Oregon Human Development Corporation
- Janie Carrillo, Oregon Potato
- Lisa Mittelsdorf, Port of Morrow
- Marcine Brangham, Port of Morrow
- Alexandra Eynon, Lamb Weston
- Tonita Britt, Lamb Weston
- Wes Killion, Beef NW
- Karla Jimenez, Beef NW
- Katie Imes, Former Manager, The Loop

TECHNICAL ADVISORY COMMITTEE MEETING AGENDAS

Technical Advisory Committee Meeting 1

Thursday, March 16, 2023, 3pm (Virtual)

Attendees: RTE Management Team + TAC Invitees

TOPIC	PRESENTER	TIME
Introductions, Organization Identification, Project Team Roles	All	3:00pm
Transit Planning/Fixed Route Projects Background	Tamra Mabbott, Morrow County	3:15pm
Rural Transportation Equity Program, Project Selection, Approach, and Objectives	Madeline Phillips, Department of Land Conservation & Development	3:30pm
Why We Invited You! What the TAC Brings to the project	Madeline Phillips/Tamra Mabbott	3:45pm
Discussion: <ul style="list-style-type: none"> How do you (and the organizations you represent) engage with hard-to-reach populations? How might you use/benefit from the findings of this project? Are there formats or ways we can provide material will be most meaningful? Help us identify opportunities and threats in the transportation landscape. What challenges do folks face in the Morrow County to get around? We're going to do stakeholder interviews. Who do we need to talk to? 	ALL	3:50pm
Schedule next TAC meeting		4:20pm
Adjourn		4:30pm

Technical Advisory Committee Meeting 2

Tuesday, April 25, 2023, 1pm, Morrow County Building, Irrigon (In-Person!)
Attendees: RTE Management Team + TAC Invitees

TOPIC	PRESENTER	TIME
Introductions, Project Status Update	All	1:00pm
Survey Progress and Preliminary Results; followed by focused discussion.	Dr. Daniel Costie, EOU	1:10pm
Transit Program Overview	Benjamin Tucker, Morrow County Transit	1:30pm
Upcoming: Stakeholder Interviews Who should we talk to? What should we ask?	Project Management Team (Morrow, EOU, Euvalcree, DLCD Staff)	1:50pm
What's Next?	Cori Quillan, Grace Donovan, REV	2:10pm
Questions	All	2:15pm
Schedule next TAC meeting	ALL	2:25pm
Adjourn		2:30pm

Technical Advisory Committee Meeting 3

Wednesday May 31, 2023, 1:30pm,
Attendees: RTE Management Team + TAC Invitees

TOPIC	PRESENTER	TIME
Introductions, Project Status Update	All	1:30pm
Preliminary Presentation of Final Survey Report	Dr. Daniel Costie & Research Team	1:40pm
Stakeholder Interview Results Summary	Project Management Team (Morrow, EOU, Euvalcree, DLCD Staff)	2:00pm
Help Management Team Identify Key Findings, Themes, Core Service Groups	ALL	2:15pm
Next Steps: How can you use these materials? Key Opportunities?	ALL	2:30pm
Final TAC Meeting (Morrow County Board of Commissioners Presentation)	ALL	2:50pm
Adjourn		3:00pm

MORROW COUNTY BOARD OF COMMISSIONERS MEETING AGENDA

Wednesday, June 21, 2023 at 9:00 a.m.

Morrow County Government Center, Don Adams Conference Room
215 N.E. Main Ave., Irrigon, Oregon

Zoom Meeting Information on Page 2

1. Call to Order and Pledge of Allegiance - 9:00 a.m.

2. City/Citizen Comments

3. Open Agenda: The Board may introduce subjects not on the agenda

4. Consent Calendar

- a. Minutes: June 7th
- b. South Morrow County Seniors Matter Grant Agreement
- c. Critical Oregon Airport Relief Program Grant Agreement
- d. Cooperative Service Agreement #23-7341-5126-RA, U.S.D.A. Animal & Plant Health Inspection Service, Wildlife Services
- e. Department of Revenue Intergovernmental Services Agreement #DOR-183-23,
- f. Tax Map Maintenance
- g. Oregon Health Authority 2023-2025 Intergovernmental Agreement #180024 for the Financing of Public Health Services
- h. Amendments 1 & 2 to the Contract with Community Counseling Solutions, Inc. for the Provision of Mental Health Services

5. Public Hearing: Resolution No. R-2023-13, Fiscal Year 2022-23 Supplemental Budget (Kevin Ince)

6. Public Hearing: Resolution No. R-2023-14, Adopting the FY 2023-24 Budget (Kevin Ince)

7. Business Items

- a. Appointment Requests to the North Morrow Vector Control District Board (Greg Barron)
- b. Letter of Support, Sunstone Solar Project
- c. Rural Transit Equity Project Report (Tamra Mabbott)
- d. Goal 9 Economic Development, Buildable Lands Analysis for Willow Creek Valley (Tamra Mabbott)
- e. Contract Award – Amazon Bombing Range Road Turn Lane Project (Eric Imes)
- f. Contract Award – Airport Taxiway D Reconstruction Project, Silver Creek Contracting (Sandi Pointer)
- g. Insurance Renewals (Kevin Ince)
- h. Discussion - Head Start Support (Roberta Vanderwall)

8. Department Reports

- a. Administrator’s Monthly Report (Roberta Vanderwall)
- b. Planning Department Monthly Report (Tamra Mabbott)
- c. Treasurer’s Monthly Report (Jaylene Papineau)
- d. Accounts Payable Monthly Report (Kevin Ince)

9. Legislative Updates

10. Correspondence

11. Commissioner Reports

12. Executive Session: Pursuant to ORS 192.660(2)(d) – To conduct deliberations with persons designated by the governing body to carry on labor negotiations

13. Executive Session: Pursuant to ORS 192.660(2)(a) – To consider the employment of a public officer, employee, staff member or individual agent

14. Potential decision/action item as a result of one or both Executive Sessions

15. Signing of documents

16. Adjournment

Agendas are available every Friday on our website (www.co.morrow.or.us/boc under “Upcoming Events”). Meeting Packets can also be found the following Monday.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Roberta Lutcher at (541) 676-5613.

Pursuant to ORS 192.640, this agenda includes a list of the principal subjects anticipated to be considered at the meeting; however, the Board may consider additional subjects as well. This meeting is open to the public and interested citizens are invited to attend. Executive sessions are closed to the public; however, with few exceptions and under specific guidelines, are open to the media. The Board may recess for lunch depending on the anticipated length of the meeting and the topics on the agenda. If you have anything that needs to be on the agenda, please notify the Board office before noon of the preceding Friday. If something urgent comes up after this publication deadline, please notify the office as soon as possible. If you have any questions about items listed on the agenda, please contact Interim Administrator, Roberta Vanderwall, 541-676- 2529.

Zoom Meeting Information

<https://zoom.us/j/5416762546>

Password: 97836

Meeting ID: 541-676-2546

Zoom Call-In Numbers for Audio Only Using Meeting ID 541-676-2546#:

- 1-346-248-7799 1-312-626-6799
- 1-669-900-6833 1-929-436-2866

Zoom Specific Notes:

- If joining by a browser, use the raise hand icon to indicate you would like to provide public comment, if and when allowed. If using a phone, press *9 to indicate you would like to speak and *6 to unmute when you are called on.
- Morrow County provides the option for Zoom Translated Captions.
 - Instructions: <https://support.zoom.us/hc/en-us/articles/6643133682957-Enabling-and-configuring-translated-captions>
 - If you need further assistance, please contact Justin Nelson at jnelson@co.morrow.or.us

Tuesday, August 29, 2023, 6:00 pm
Morrow County Government Center
Irrigon, OR 97844

For Electronic Participation See Meeting Information on Page 2

Members of Commission

Stacie Ekstrom, Chair
Charlene Cooley
Stanley Anderson

John Kilkenny,
Mary Killion
Elizabeth Peterson

Vice-Chair Wayne Seitz
Karl Smith
Brian Thompson

Members of Staff

Tamra Mabbott, Planning Director
Stephen Wrecsics, Associate Planner
Landon Jones, Planning Tech

Katie Keely, Compliance Planner
Michaela Ramirez, Administrative Assistant

1. Call to Order

2. Roll Call

Pledge of Allegiance: I pledge allegiance to the flag of the United States of America and to the republic for which it stands: one nation under God, indivisible with liberty and justice for all.

3. Minutes

4. PUBLIC HEARINGS - to begin at 6:00 pm (COMMISSION ACTION REQUIRED)

Conditional Use Permit Compliance Review CUP-N-337-19: Joshua and Shannon Karl, applicants and owners. The property is described as Tax Lot 202 of Assessor's Map 4N 25E 21, and is located on Kunze Lane adjacent to the intersection of Kunze Lane and S. Main Street, Boardman. The property is zoned Suburban Residential (SR) and is within the Boardman UGB. This is a review of a previously approved conditional use permit for a home occupation supporting the applicant's towing and short-term storage of vehicles. Criteria for approval are found in the MCZO Article 3 Section 3.050 SR and Article 6 Conditional Uses.

5. WORK SESSION ITEMS

A. Planning Commission Training (no attachments)

Presented By: Dawn Hert and Gordon Howard, Department of Land Conservation & Development Powerpoint slides to be shared at meeting.

B. Rural Transit Equity (RTE) Project Presentation (no attachments)

Presented By: Grace Donovan, EOU Rural Engagement and Vitality Center; Dr. Daniel Costie, EOU Faculty; Norma Ramirez and Roberto Gamboa, Euvalcree; Madeline Phillips, DLCD Rural Transit Equity Program Manager; Dawn Hert, DLCD Region Representative; Ben Tucker Morrow County Transit Manager, Tamra Mabbott, Planning Director. Presentation will cover the process and outcomes of interviews and other outreach efforts intended to better understand transit needs of historically under-represented populations in Morrow County. Powerpoint slides to be presented at meeting. Report (154 pages) to be posted on website soon.

C. Legislative Updates

Presented By: Director Mabbott

- See attached July 13, 2023 DLCD Legislative Report.
- See attached spreadsheet “2023 Land Use Legislation” and “2019 and 2021 Land Use Legislation”. Includes a summary of bills that apply to Morrow County.

D. Code Update Discussion

Presented By: Planners

- See attached spreadsheet “Commercial Vehicles Repair and Parking”
- See attached spreadsheet “RV Parks and RV Parking”

6. OTHER BUSINESS

Planning Department July Update

7. Correspondence

8. Public Comment

9. Adjourn

Next Meeting

Tuesday, September 26, 2023, at 6:00 p.m.

Location: Bartholomew Building, Heppner, OR

ELECTRONIC MEETING INFORMATION

Morrow County Planning is inviting you to a scheduled Zoom meeting. Topic: Planning Commission Time: August 29, 2023, 06:00 PM Pacific Time (US and Canada)

Join Zoom Meeting: <https://us02web.zoom.us/j/6554697321?pwd=dFMxR2xlaGZkK1ZJRFRVrS1Q0SmRxUT09>

Meeting ID: 655 469 7321 **Passcode:** 513093 **Find your local number:** <https://us02web.zoom.us/j/6554697321?pwd=dFMxR2xlaGZkK1ZJRFRVrS1Q0SmRxUT09>

Should you have any issues connecting to the Zoom meeting, please call 541-922-4624. Staff will be available at this number after hours to assist.

APPENDIX V: WEBPAGE & MEDIA

To access an interactive report of the data presented in this report and view additional resources, please visit <https://www.co.morrow.or.us/theloop>

MORROW COUNTY
Oregon

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Our Government Roads & Land Public Safety Health

The Loop

- + Morrow County Public Transit Advisory Committee
- Rider Guide
- Contracted Services
- Operational Guidelines
- Transit Development Plan
- COVID-19 Policy
- Drug & Alcohol Policy
- Title VI Program Policy
- + Special Transportation Fund (STF)
- + Statewide Transportation Improvement Fund (STIF)

Morrow County Public Transit - The Loop

OUR MISSION STATEMENT

The Loop provides all residents with safe, caring, and reliable transportation services to enhance their quality of life.

OUR VISION STATEMENT

The Loop envisions a transit system that can wholeheartedly serve the residents of Morrow County as well as our neighbors. With our communities being vastly rural, our goal is to provide transportation to services and employment to better the quality of life and economy.

Serving All Of Morrow County including Veterans, Seniors, Person with Disabilities, limited, or no transportation.

Ridership is available to any and all of Morrow County residents.

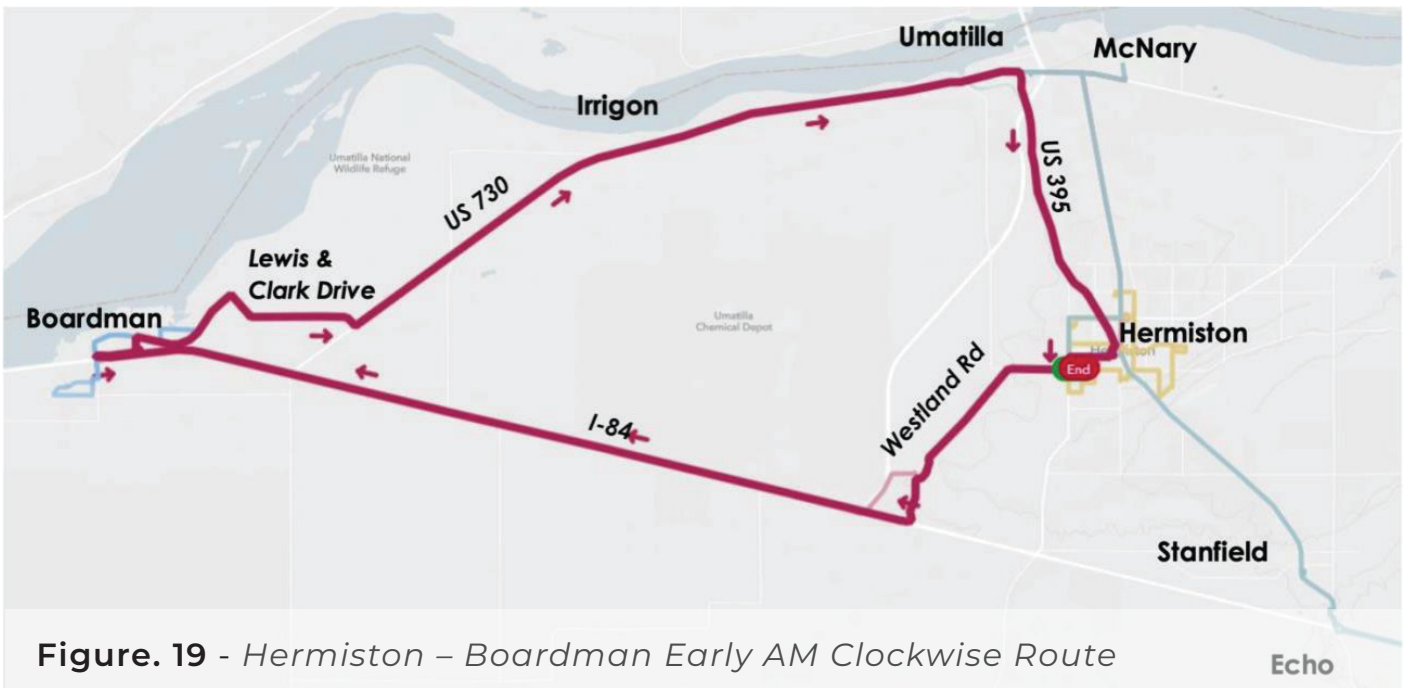
Reasonable modifications in policies, practices, or procedures are available to avoid discrimination on the basis of disability.

Accessible formats of information are available upon request.

For Spanish Translation please click on Espanol in the upper right-hand corner.

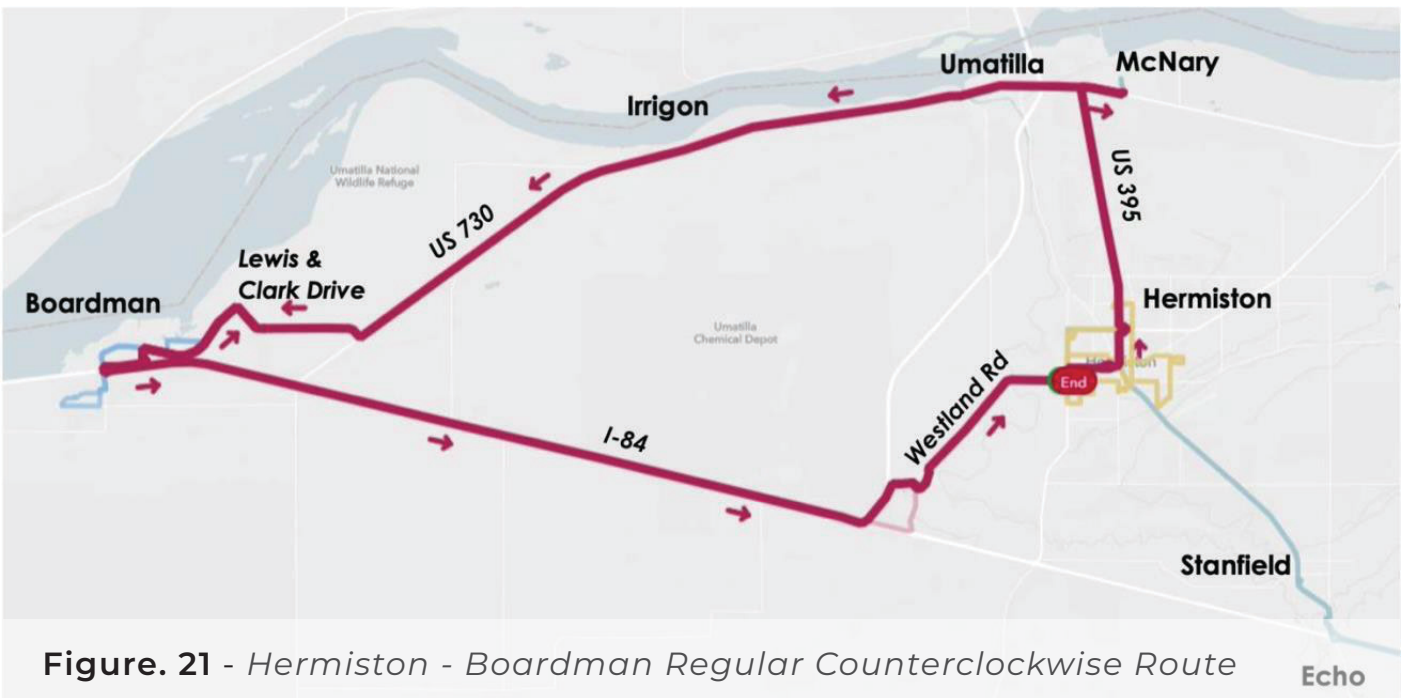
Para la traducción al español, haga clic en Español en la esquina superior derecha.

APPENDIX VI: MAPS



Figures 18 and 19 showcase the proposed fixed routes for the Hermiston – Boardman Connector early morning routes which target employees of the Port of Morrow whose shifts as early as 5 AM. The route design prioritizes the quickest and shorted routes to maximize service availability in the morning.¹⁷

¹⁷ Hermiston-Boardman Connector/Boardman-Port of Morrow Circular Report, 2021. Kittelson & Associates, Inc.



Figures 20 and **21** visualize the proposed fixed routes for the Hermiston – Boardman Connector regular operating routes which include service to McNary. This route design expands the service area in exchange for longer trip times and headways.¹⁸

¹⁸ Ibid.

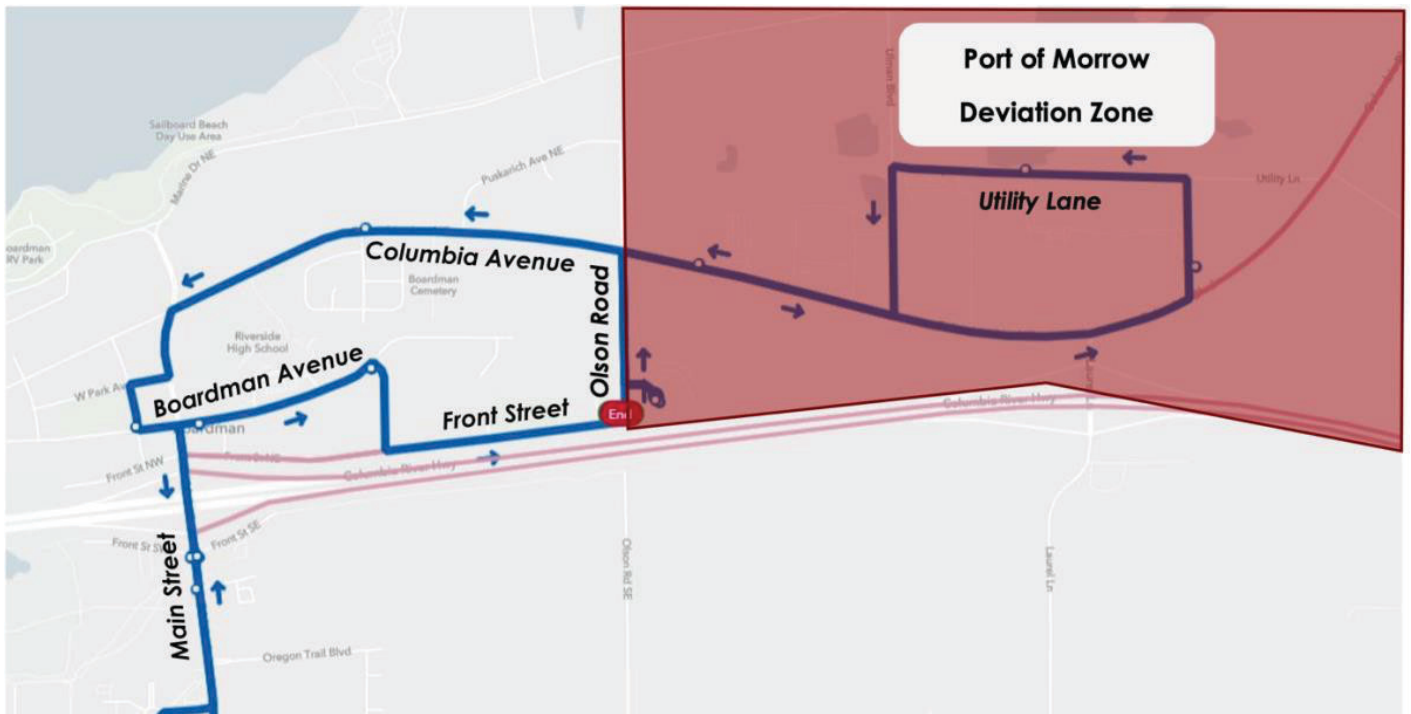


Figure. 22 - Boardman - Port of Morrow Circular Early AM Route

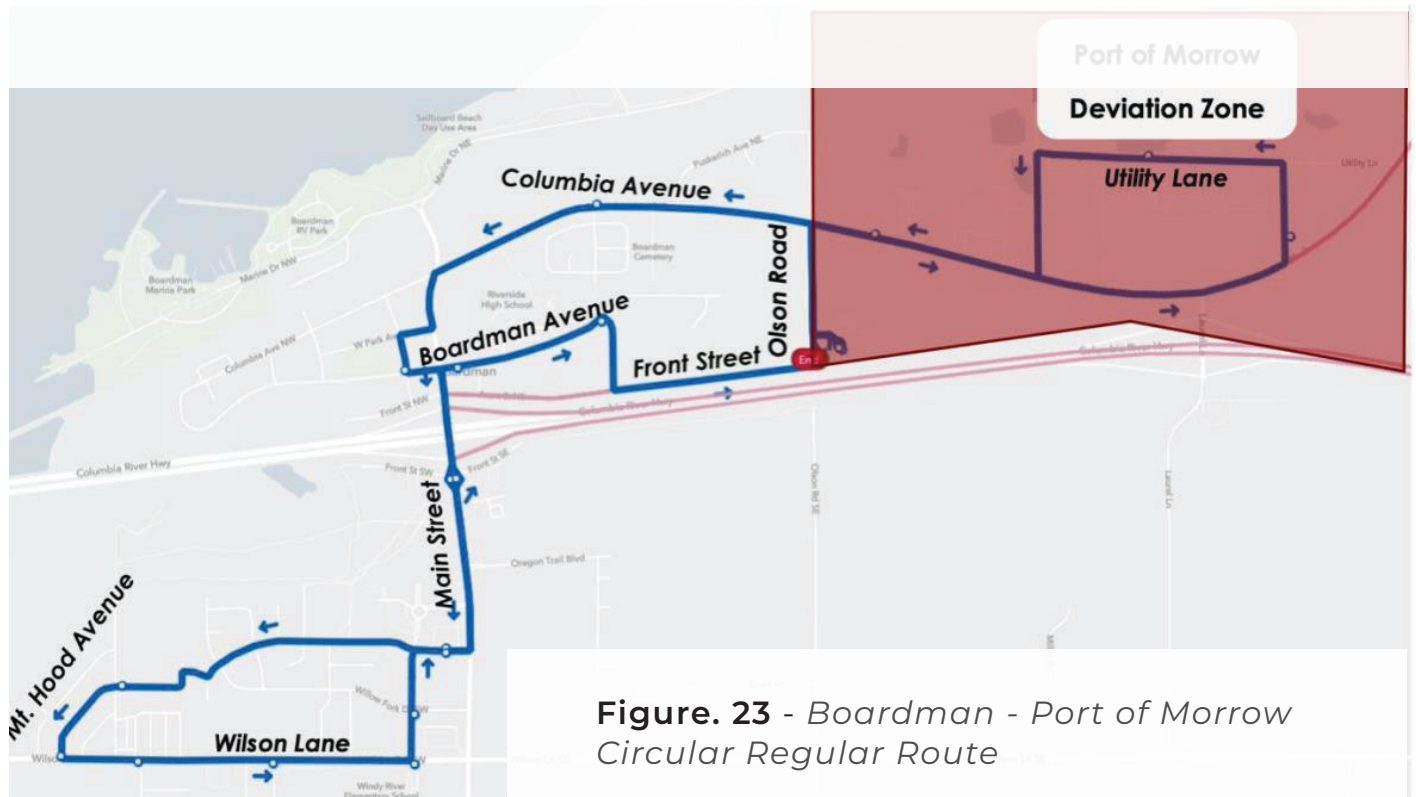


Figure. 23 - Boardman - Port of Morrow Circular Regular Route

Figures 22 and 23 indicate the proposed Port of Morrow Circular route that will interface with the Hermiston – Boardman Connector. Shorter morning routes prioritize efficiently transporting employees to their job sites and offers expanded service later in the day.¹⁹

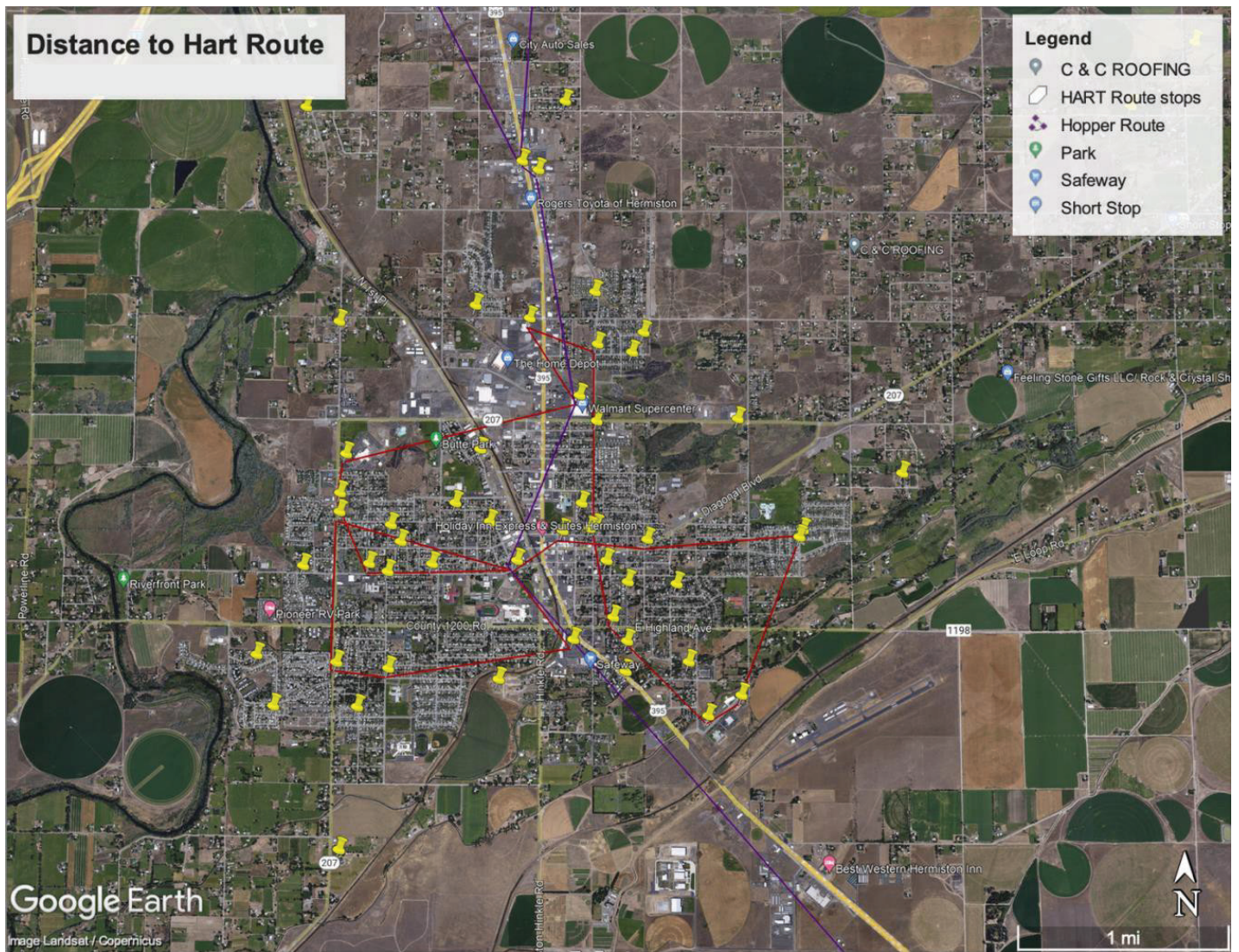
¹⁹ Ibid.

Figure. 24 - Current Kayak Public Transit Comprehensive Bus Route Map



¹⁹ Ibid.

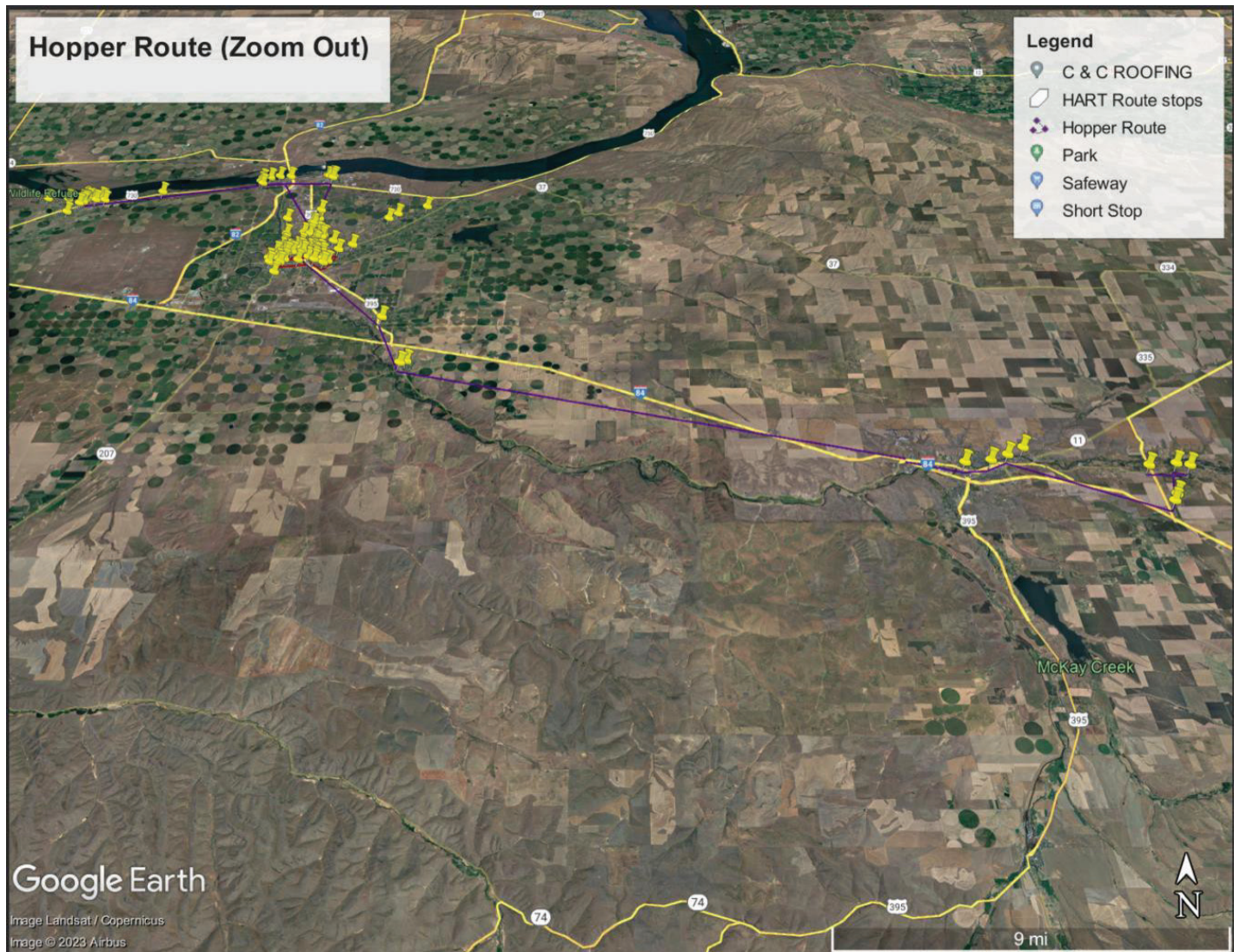
Figure. 25 - Respondent Proximity to Hermiston HART Route.



One Kayak Public Transit option in the area is Hermiston Area Regional Transit, or HART. This map illustrates the route of HART and the general locations of respondents. The red line indicates the routes and stops of HART. The yellow thumbtacks signify the general locations of respondents' residences. Many respondents live near the route and stops.

Visit <https://www.co.morrow.or.us/theloop> to download this map in high resolution.

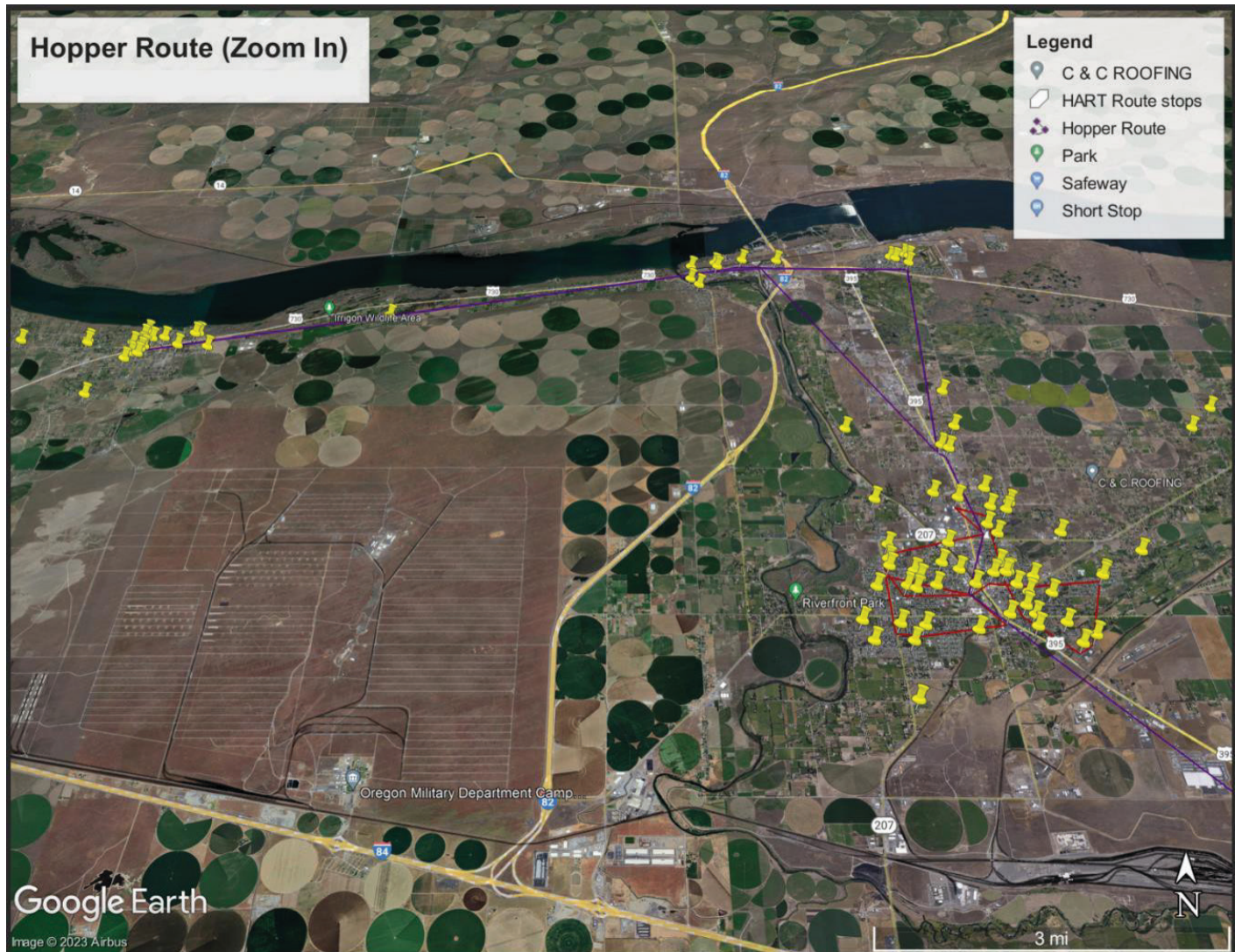
Figure. 26 - Respondent Proximity to Hopper Route_Zoom Out



This map shows the Hopper route. The 50-mile route runs from Mission to Irrigon, including stops in Stanfield, Hermiston, and Umatilla. The purple line marks the Hopper route. The map also shows the general location of respondents' residence with yellow thumb tacks. Many respondents live near the Hopper route.

Visit <https://www.co.morrow.or.us/theloop> to download this map in high resolution.

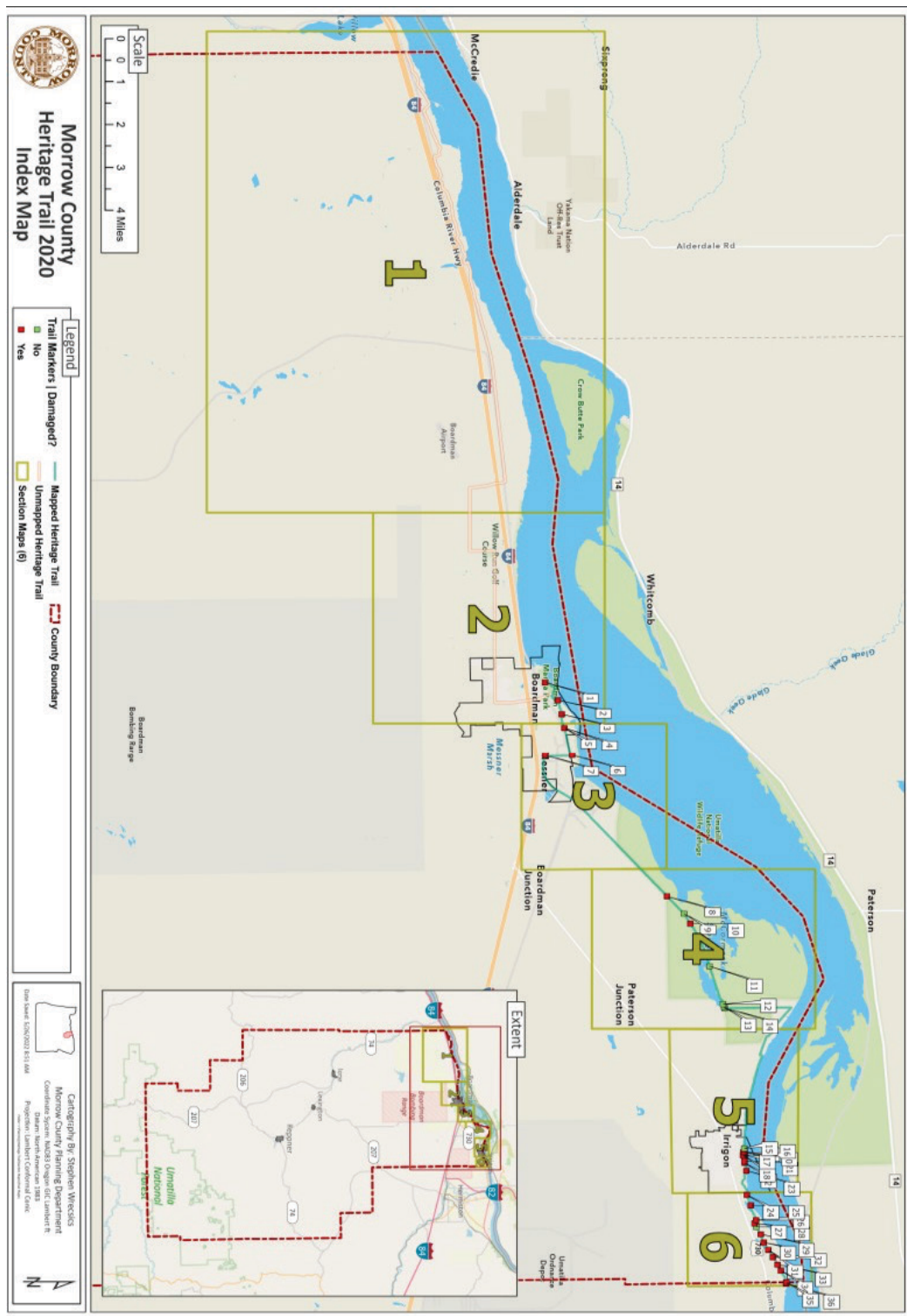
Figure. 27 - Respondent Proximity to Hopper Route_Zoom In



This map provides a closer look at the western half of the Hopper Route. The 50-mile route runs from Mission to Irrigon, including stops in Stanfield, Hermiston, and Umatilla. The purple line marks the Hopper route. The map also shows the general location of respondents' residence with yellow thumb tacks. Many respondents live near the Hopper route.

Visit <https://www.co.morrow.or.us/the-loop> to download this map in high resolution.

Figure. 28 - Morrow County Heritage Trail 2020 Index Map



This map showcases the sections of the Columbia River Heritage Trail that are mapped and unmapped, as well as where trail markers exist. Sections 2-6 showcase a well-identified trail, albeit in need of signage repair, which connects the cities of Boardman to Irrigon. Sections 1 and 2 of the map in pale yellow indicate unmapped portions of the Heritage Trail from Boardman to the Gilliam County border that follow existing two-track gravel roads.