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Parking & Transportation

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Version 2

## **Downtown Oregon City Transportation and Parking Survey Results**

Prepared For:



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## 1.0 Introduction

In the fall, 2019, Rick Williams Consulting entered into a contract with Oregon City to conduct a travel behavior and perception survey project for downtown Oregon City employers, employees and visitors. The survey project is a two-year project, with this survey collection effort being part one of two. The second survey will be conducted in Fall, 2021; allowing for additional survey refinement as well as a final comparative analysis.

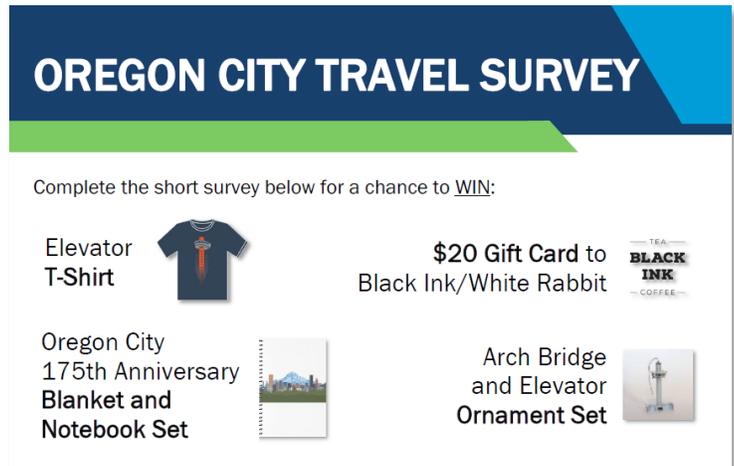
After initial refinement of this survey effort with the TDM Working Group in early October 2019, the survey was finalized. The 38-question online survey was available from October 29<sup>th</sup>, 2019 through January 2<sup>nd</sup>, 2020 to gather feedback on transportation and parking options in and around Downtown Oregon City.

In order to gather more specific information from Downtown business owners and employees, some questions were only asked of specific groups:

- **All Respondents:** 16 Questions
    - Business Owners/Operators: +16 Questions
    - Downtown Employees: +6 Questions
- 38 Questions

The online survey was distributed by email, and flyers and postcards with links to the online survey were also distributed to local businesses. Additionally, on Friday, November 1<sup>st</sup>, 2019 and Saturday, November 2<sup>nd</sup>, 2019, field staff conducted intercept surveys using an iPad with the online survey with paper copies available to those who preferred to fill out by hand.

Additionally, City staff visit businesses and offered paper survey forms for employees to fill out. A letter was also sent to dozens of downtown properties who may not have been visited in person.



To incentivize participation, all survey respondents were given the option to enter their email address for a chance to win 1 of 4 prizes.

A total of 709 responses were collected (online and paper survey) during the two-month period, including 198 responses from downtown employees and 38 responses from downtown business owners/operators. Approximately 65% of survey respondents elected to provide their email address to enter the drawing.



## 2.0 Key Findings

### General

- 88% of people reported that they drive a car to get downtown.
- While many people rated their walking experience downtown as high, there were also comments from people who felt unsafe walking in certain areas. 10<sup>th</sup> and Main was one problem area brought up the most in general comments.
- Transit and bike experiences did not rate particularly well, indicating that there is room for improvement. There were a few comments about the poor condition of the transit center and calls for light rail connections and local shuttles.
- There is a desire for more parking among survey respondents, particularly for more longer-term parking options. It appears that some people might be aware of the existing longer-term parking options or the option to park above the elevator.
- People with mobility issues who are not able to park above the elevator or a great distance away are the most impacted by the full on-street parking.
- The general comments seem to indicate that better wayfinding and marketing of all the various parking and transportation options would be very helpful for downtown visitors and employees.

### Employees

- 93% of weekday commute trips were made by private vehicle, including an 88% drive alone rate and a 5% carpool rate.
- Employees who typically drive alone to work in Downtown Oregon City generally say that the time savings along with the convenience of having a vehicle for errands or emergencies are their main reasons for driving downtown.
- 41% of employees use alternative modes at least sometimes (either seasonally or on occasion).
- Carpooling and walking are the most common alternative modes used.
- Over 50% of employees expressed a willingness to consider using alternative modes to get to work; improved transit service, discounted transit passes, or financial incentives to use alternative modes were the most commonly cited improvements or programs that would make them more likely to consider alternative modes.

### Downtown Business Owners

- Approximately half of the downtown businesses who responded provide free parking for their employees, while only a few provide any sort of transit or alternative mode benefit
- Approximately 40% of businesses provide free parking for customers

The following sections summarize the results of the survey by category of respondent.



### 3.0 All Respondents

#### 3.1. OVERVIEW

- Responses: 709 individuals

#### 3.2. DEMOGRAPHICS

##### Gender Identity



##### Age

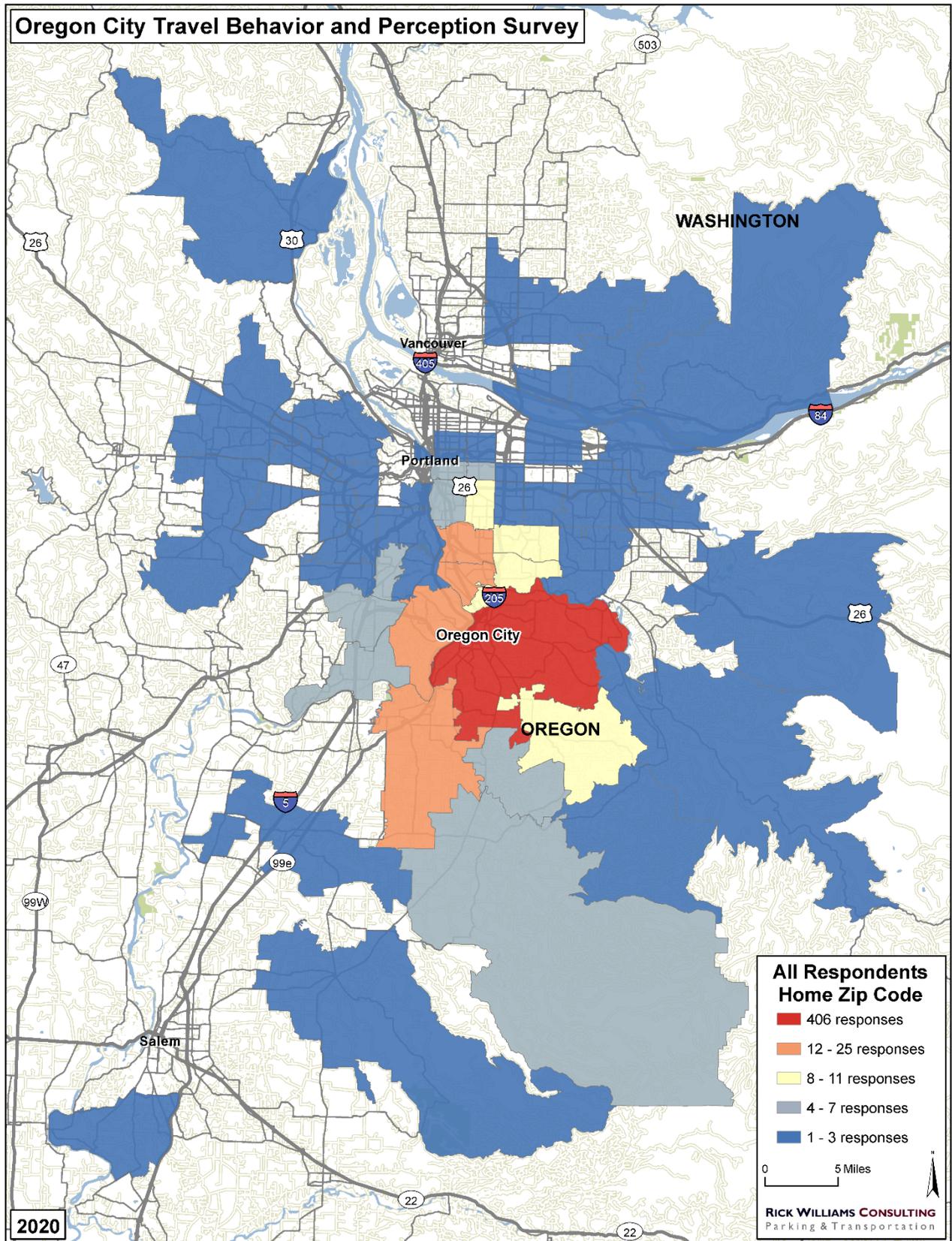


##### Home Location



##### Home Zip Code





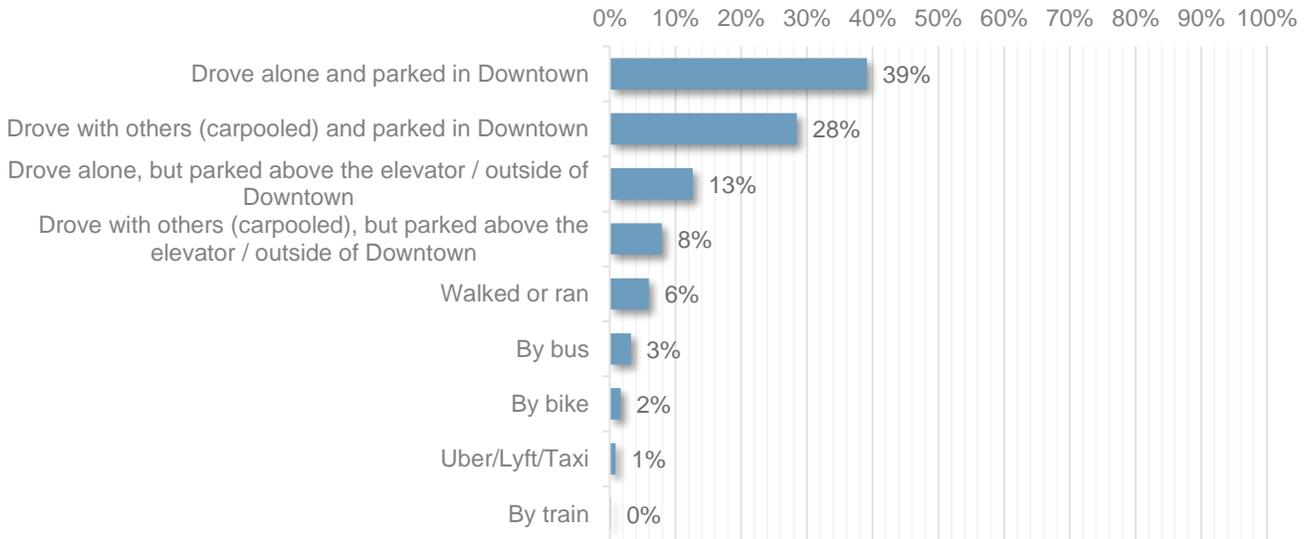


### 3.3. TRAVEL MODE

*Thinking of your most recent trip to visit Downtown Oregon City, how did you travel to the area?*

- **Total Responses<sup>1</sup>:** 657 responses
- **Reported Travel Mode:**
  - Drove alone and parked in Downtown 257 responses (39%)
  - Drove with others and parked in Downtown 187 responses (28%)
  - Drove alone, but parked outside of Downtown 83 responses (13%)
  - Drove with others, but parked outside of Downtown 52 responses (8%)
  - Walked or ran 39 responses (6%)
  - By bus 21 responses (3%)
  - By bike 11 responses (2%)
  - Uber/Lyft/Taxi 6 responses (1%)
  - By train 1 response (0.2%)
- **Combined Categories:**
  - Drove alone 340 responses (52%)
  - Drive with others 239 responses (36%)
    - By private vehicle: 88%
  - Walked or ran 39 responses (6%)
  - By transit 22 responses (3%)
  - By bike<sup>2</sup> 11 responses (2%)
  - Uber/Lyft/Taxi 6 responses (1%)

Thinking of your most recent trip to visit Downtown Oregon City, how did you travel to the area? (657 Responses)



<sup>1</sup> "I do not visit Downtown Oregon City for non-work purposes" (42) and Blank responses (10) are excluded from the response count.

<sup>2</sup> The trolley trail was closed during Fall of 2019, which likely reduced the number of bicycle trips to Downtown.

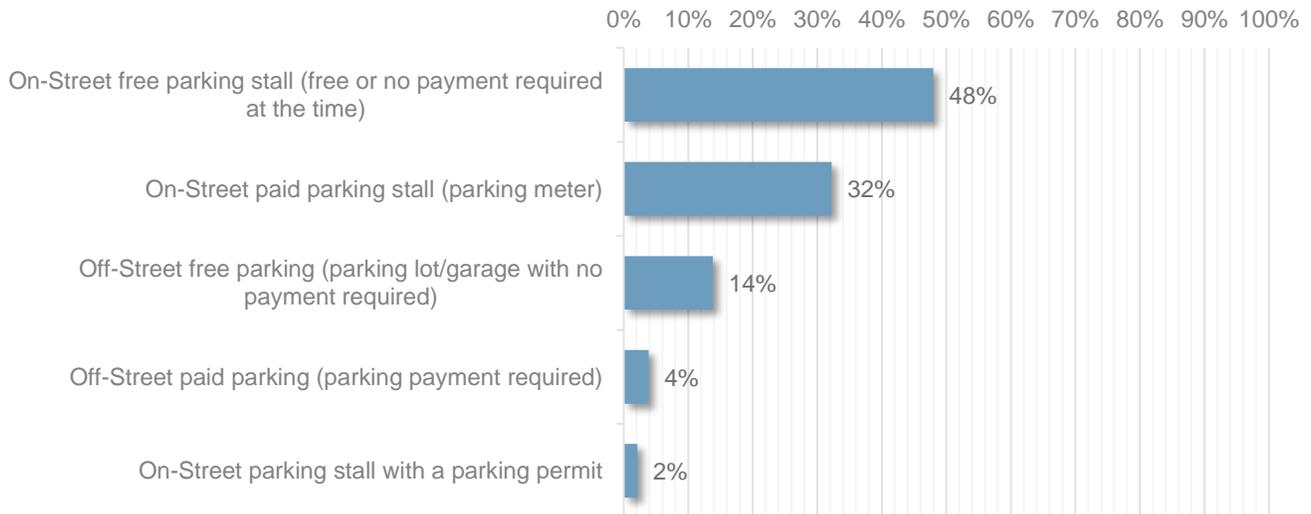


### 3.4. PARKING LOCATION

*Where did you park?*

- **Total Responses<sup>3</sup>:** 571 responses
- **Reported Parking Location:**
  - On-Street free parking stall (free or no payment required at the time) 274 responses (48%)
  - On-Street paid parking stall (parking meter) 184 responses (33%)
  - Off-Street free parking (parking lot/garage with no payment required) 79 responses (14%)
  - Off-Street paid parking (parking payment required) 22 responses (4%)
  - On-Street parking stall with a parking permit 12 responses (2%)
- **Combined Categories:**
  - On-Street 470 responses (82%)
  - Off-Street 101 responses (18%)

Where did you park?  
(571 Responses)



<sup>3</sup> Blank responses (146) are excluded from the response count.

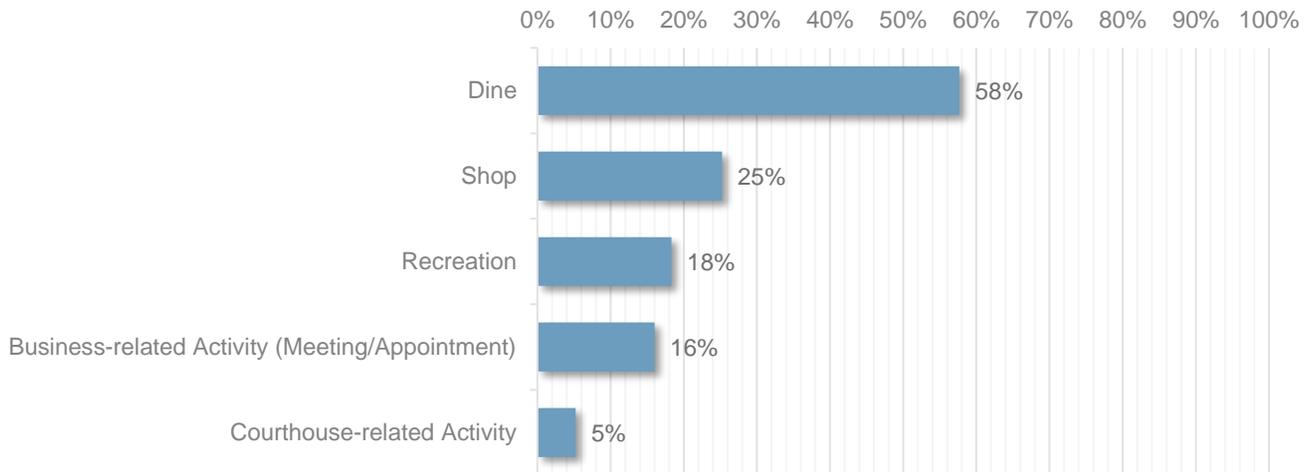


### 3.5. TRIP PURPOSE

*What was the primary purpose of this trip to Downtown Oregon City?*

- **Total Responses<sup>4</sup>:** 650 responses
- **Reported Trip Purpose:**
  - Dine<sup>5</sup> 375 responses (58%)
  - Shop<sup>6</sup> 164 responses (25%)
  - Recreation 119 responses (18%)
  - Business-related Activity (Meeting/Appointment)<sup>7</sup> 104 responses (16%)
  - Courthouse-related Activity 34 responses (5%)

What was the primary purpose of this trip to Downtown Oregon City?  
(650 Responses)



<sup>4</sup> Blank responses (146) are excluded from the response count.

<sup>5</sup> Includes "other" responses related to coffee shops or beer

<sup>6</sup> Includes "other" responses related to service appointments such as tattoo, salon, doctor, car repair, etc.

<sup>7</sup> Includes "other" responses indicating work trip



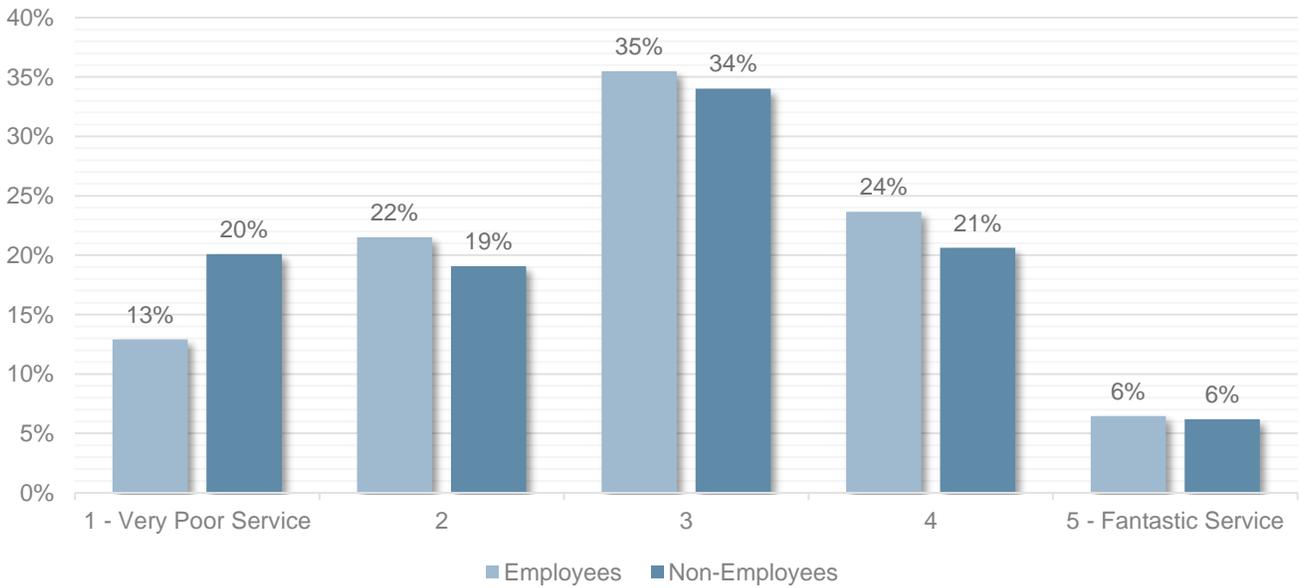
### 3.6. PERCEPTION OF TRANSIT SERVICE

*What is your perception of transit service to Downtown Oregon City?*

- **Individual Responses<sup>8</sup>:** 287 responses
  - 1 (Very Poor) 194 non-employees 93 employees
  - 2 39 responses (20%) 12 responses (13%)
  - 3 37 responses (19%) 20 responses (22%)
  - 4 66 responses (34%) 33 responses (35%)
  - 5 (Fantastic Service) 40 responses (21%) 22 responses (24%)
  - 5 (Fantastic Service) 12 responses (6%) 6 responses (6%)
- **Average Response:** 2.8 out of 5.0
  - Non-employees: 2.7 out of 5.0
  - Employees: 2.9 out of 5.0

What is your perception of transit service to Downtown Oregon City?

(287 Responses; 93 Employees / 194 Non-Employees)



<sup>8</sup> Excludes "Not Applicable; I don't take transit to Downtown Oregon City" (412 responses) and blanks (10)



### 3.7. PERCEPTION OF WALKING

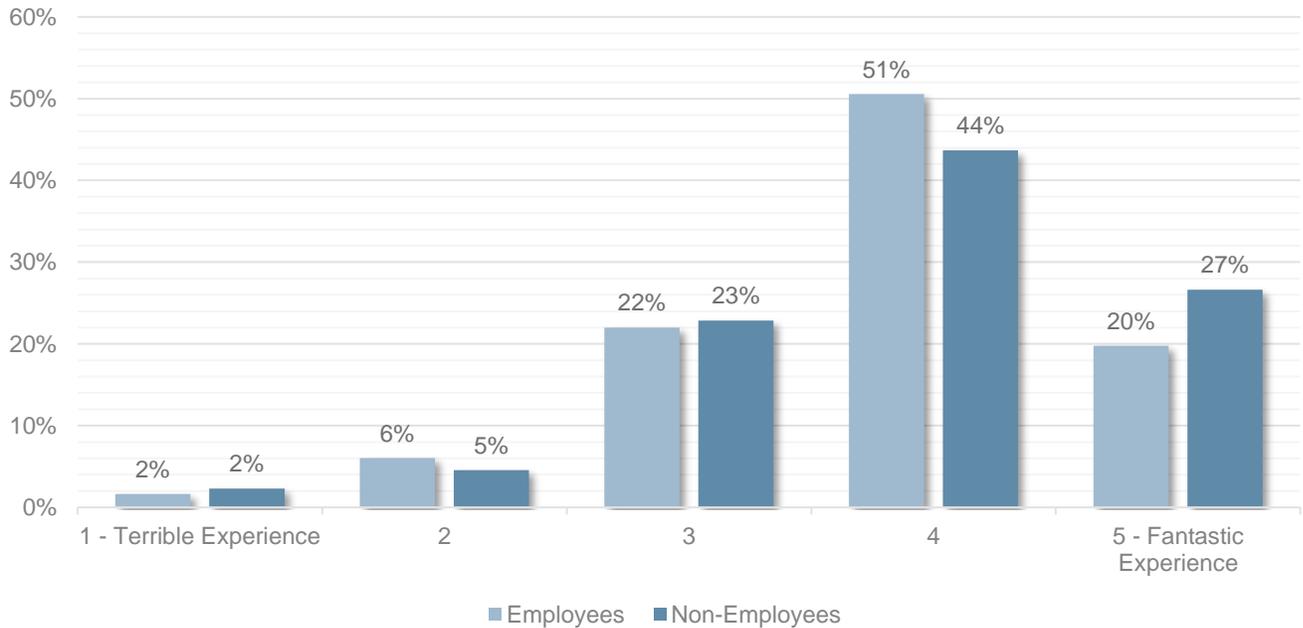
*What is your experience walking in Downtown Oregon City?*

- **Individual Responses<sup>9</sup>:**

	663 responses	
	481 non-employees	182 employees
■ 1 (Terrible Experience)	11 responses (2%)	3 responses (2%)
■ 2	22 responses (5%)	11 responses (6%)
■ 3	110 responses (23%)	40 responses (22%)
■ 4	210 responses (44%)	92 responses (51%)
■ 5 (Fantastic Experience)	128 responses (27%)	36 responses (20%)
  
- **Average Response:**

	3.9 out of 5.0
■ Non-employees:	3.9 out of 5.0
■ Employees:	3.8 out of 5.0

What is your experience walking in Downtown Oregon City?  
(663 Responses; 182 Employees / 481 Non-Employees)



<sup>9</sup> Excludes "Not Applicable; I don't walk in Downtown" (42 responses) and blanks (4)

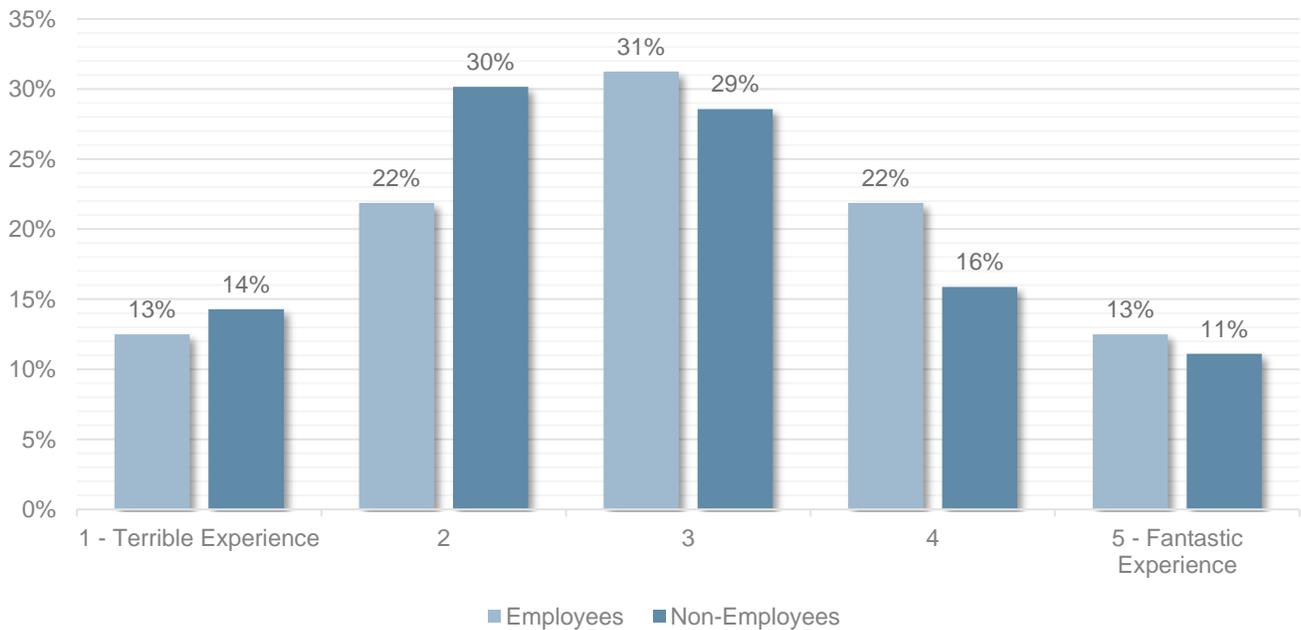


### 3.8. PERCEPTION OF BIKING

#### What is your experience biking in Downtown Oregon City?

● <b>Individual Responses<sup>10</sup>:</b>	95 responses	
	63 non-employees	32 employees
■ 1 (Terrible Experience)	9 responses (14%)	4 responses (13%)
■ 2	19 responses (30%)	7 responses (22%)
■ 3	18 responses (29%)	10 responses (31%)
■ 4	10 responses (16%)	7 responses (22%)
■ 5 (Fantastic Experience)	7 responses (11%)	4 responses (13%)
● <b>Average Response:</b>	2.9 out of 5.0	
■ Non-employees:	2.8 out of 5.0	
■ Employees:	3.0 out of 5.0	

What is your experience biking in Downtown Oregon City?  
(95 Responses; 32 Employees / 63 Non-Employees)



<sup>10</sup> Excludes "Not Applicable; I don't bike in Downtown" (606 responses) and blanks (8)



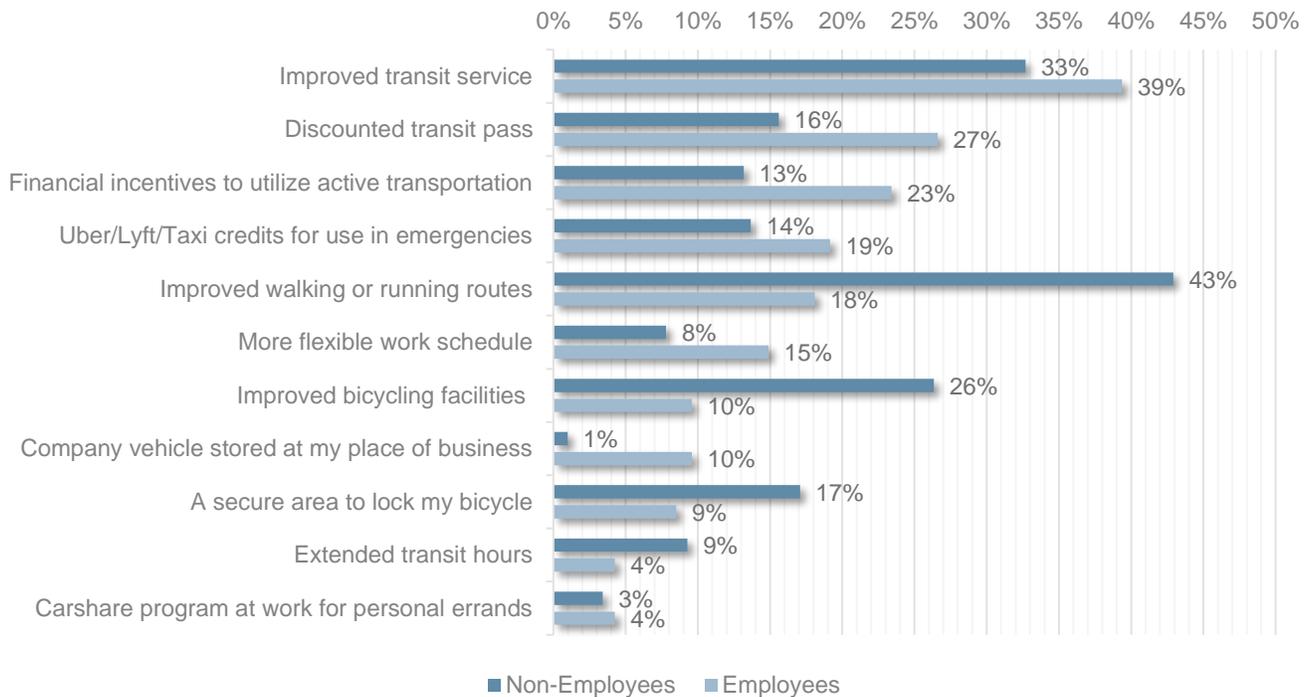
### 3.9. ALTERNATIVE TRANSPORTATION IMPROVEMENTS OR PROGRAMS

*If you often drive alone to Downtown, would any of the following transportation improvements or programs lead you to consider taking alternative options?*

● <b>Individual Responses<sup>11</sup>:</b>	299 responses	
	<u>205 non-employees</u>	<u>94 employees</u>
■ Improved transit service	<b>67 responses (33%)</b>	<b>37 responses (39%)</b>
■ Discounted transit pass	32 responses (16%)	<b>25 responses (27%)</b>
■ Financial incentives to utilize active transportation	27 responses (13%)	<b>22 responses (23%)</b>
■ Uber/Lyft/Taxi credits for use in emergencies	28 responses (14%)	18 responses (19%)
■ Improved walking or running routes	<b>88 responses (43%)</b>	17 responses (18%)
■ More flexible work schedule	16 responses (8%)	14 responses (15%)
■ Improved bicycling facilities	<b>54 responses (26%)</b>	9 responses (10%)
■ Company vehicle stored at my place of business	2 responses (1%)	9 responses (10%)
■ A secure area to lock my bicycle	35 responses (17%)	8 responses (9%)
■ Extended transit hours	19 responses (9%)	4 responses (4%)
■ Carshare program at work for personal errands	7 responses (3%)	4 responses (4%)

If you often drive alone to Downtown, would any of the following transportation improvements or programs lead you to consider taking alternative options?

(299 Responses; 94 Employees / 205 Non-Employees)



<sup>11</sup> Excludes “Not Applicable” (137 responses; 19 employees / 118 non-employees), “None of These” (251 responses; 78 employees / 173 non-employees), and blanks (22; 7 employees / 15 non-employees)

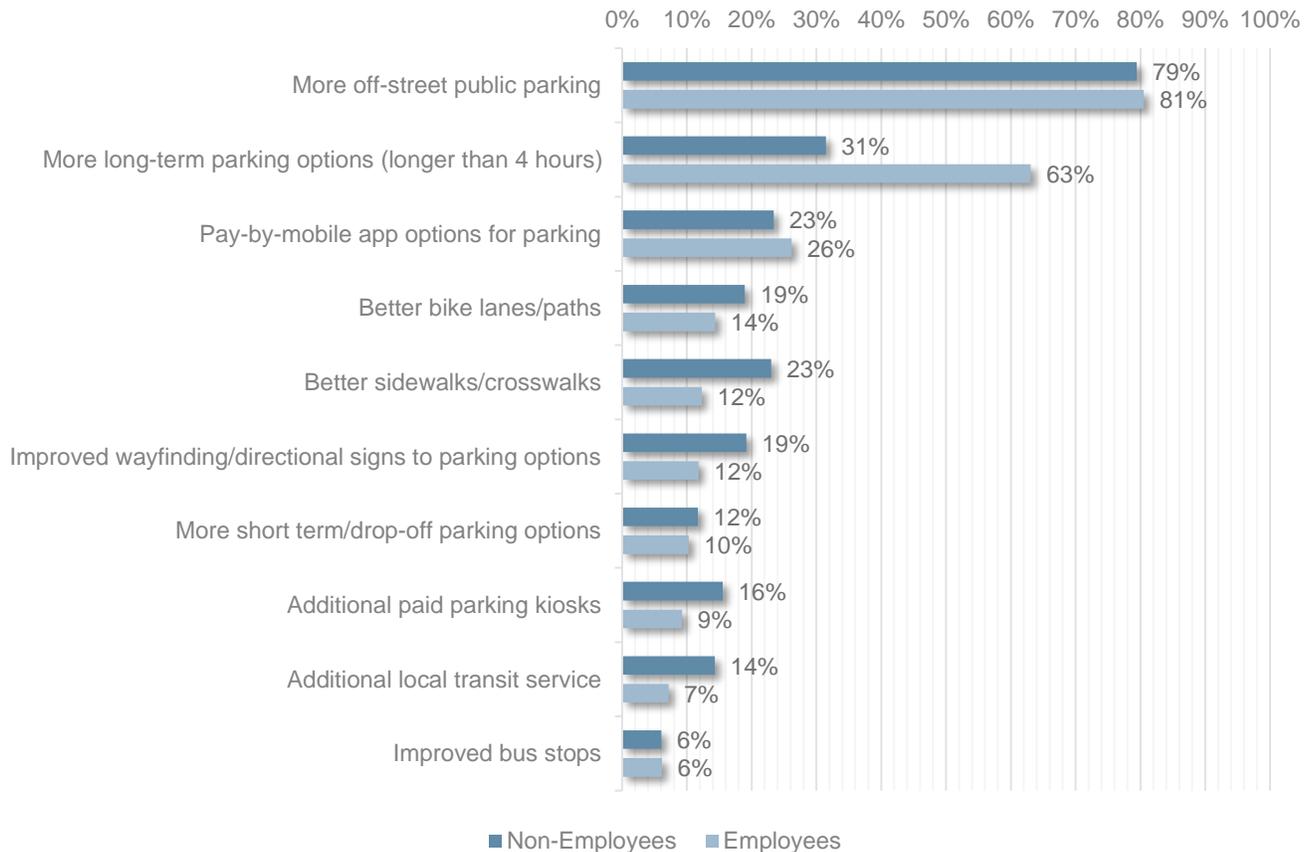


### 3.10. PRIORITY TRANSPORTATION INVESTMENTS

*If you could make 3 transportation investments in Downtown Oregon City, what would you add/improve?*

● <b>Individual Responses<sup>12</sup>:</b>	691 responses	
	<u>496 non-employees</u>	<u>195 employees</u>
■ More off-street public parking	<b>394 responses (79%)</b>	<b>157 responses (81%)</b>
■ More long-term parking options	<b>156 responses (31%)</b>	<b>123 responses (63%)</b>
■ Pay-by-mobile app options for parking	116 responses (23%)	<b>51 responses (26%)</b>
■ Better bike lanes/paths	94 responses (19%)	28 responses (14%)
■ Better sidewalks/crosswalks	<b>114 responses (23%)</b>	24 responses (12%)
■ Improved wayfinding/directional signs	95 responses (19%)	23 responses (12%)
■ More short term/drop-off parking options	58 responses (12%)	20 responses (10%)
■ Additional paid parking kiosks	77 responses (16%)	18 responses (9%)
■ Additional local transit service	71 responses (14%)	14 responses (7%)
■ Improved bus stops	30 responses (6%)	12 responses (6%)

If you could make 3 transportation investments in Downtown Oregon City, what would you add/improve?  
(691 Responses; 195 Employees / 496 Non-Employees)



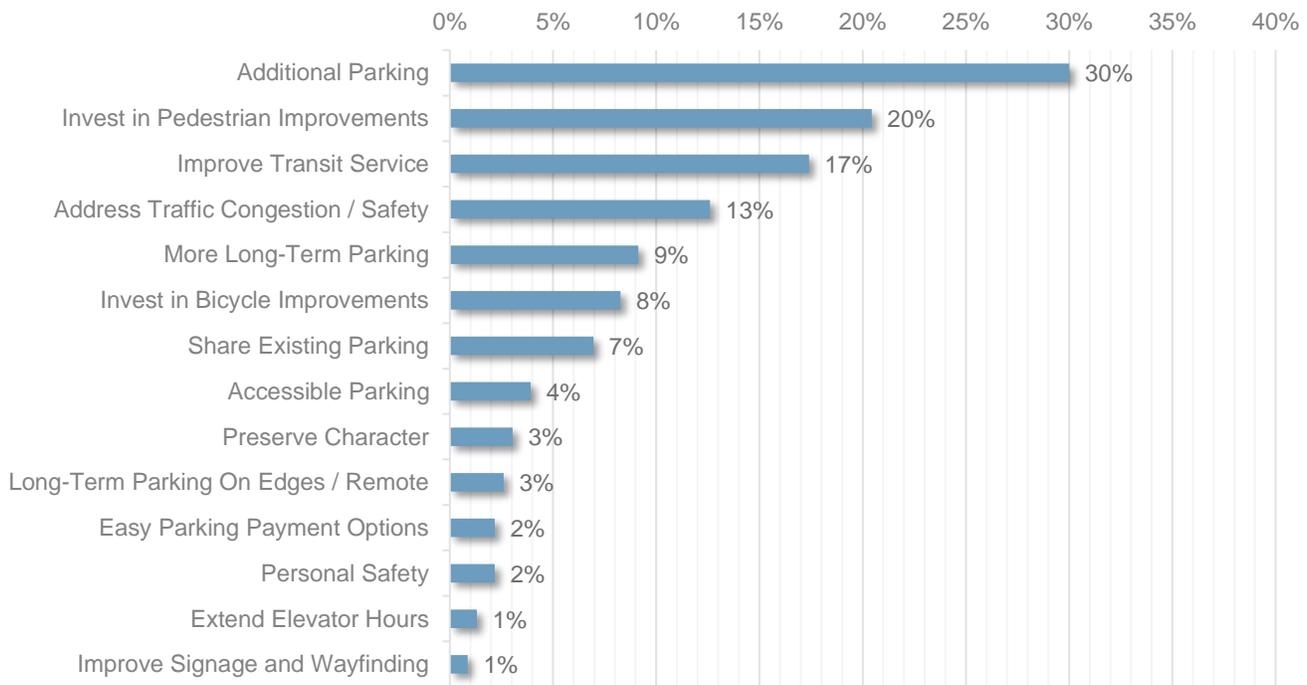
<sup>12</sup> Excludes blanks (18)



### 3.11. GENERAL COMMENTS

- **Individual Responses<sup>13</sup>:** 230 comments<sup>14</sup>
- **Key Priorities**
  - Additional Parking 69 comments (30%)
  - Invest in Pedestrian Improvements 47 comments (20%)
  - Improve Transit Service 40 comments (17%)
  - Address Traffic Congestion / Safety 29 comments (13%)
  - More Long-Term Parking 21 comments (9%)
  - Invest in Bicycle Improvements 19 comments (8%)
  - Share Existing Parking 16 comments (7%)
  - Accessible Parking 9 comments (4%)
  - Preserve Character 7 comments (3%)
  - Long-Term Parking On Edges / Remote 6 comments (3%)
  - Easy Parking Payment Options 5 comments (2%)
  - Personal Safety 5 comments (2%)
  - Extend Elevator Hours 3 comments (1%)
  - Improve Signage and Wayfinding 2 comments (1%)

General Comment Categories  
(230 Comments)



<sup>13</sup> Count of respondents electing to provide an optional written comment

<sup>14</sup> Comments added to up to 3 categories, so categorization does not add up to number of comments provided



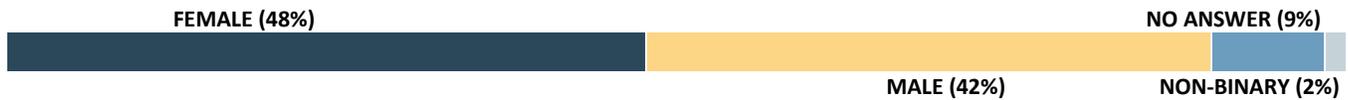
## 4.0 Downtown Employees

### 4.1. OVERVIEW

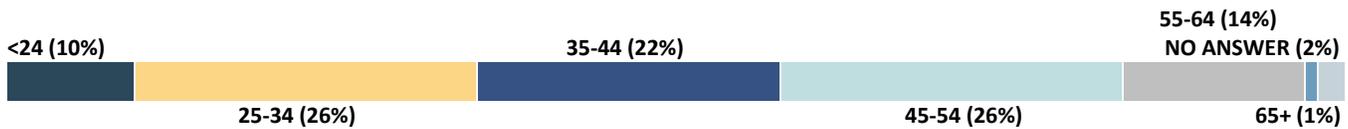
- **Downtown Employee Responses:** 198 individuals
- **Business Owners/Operators Included in Sample:** 35 individuals (18%)

### 4.2. DEMOGRAPHICS

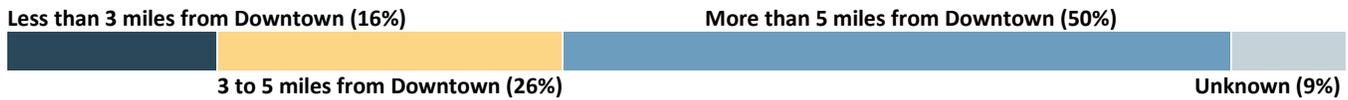
#### Gender Identity



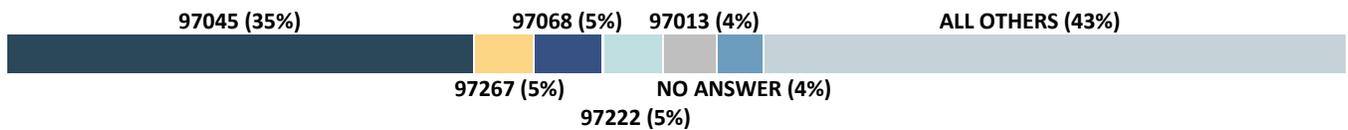
#### Age



#### Home Location

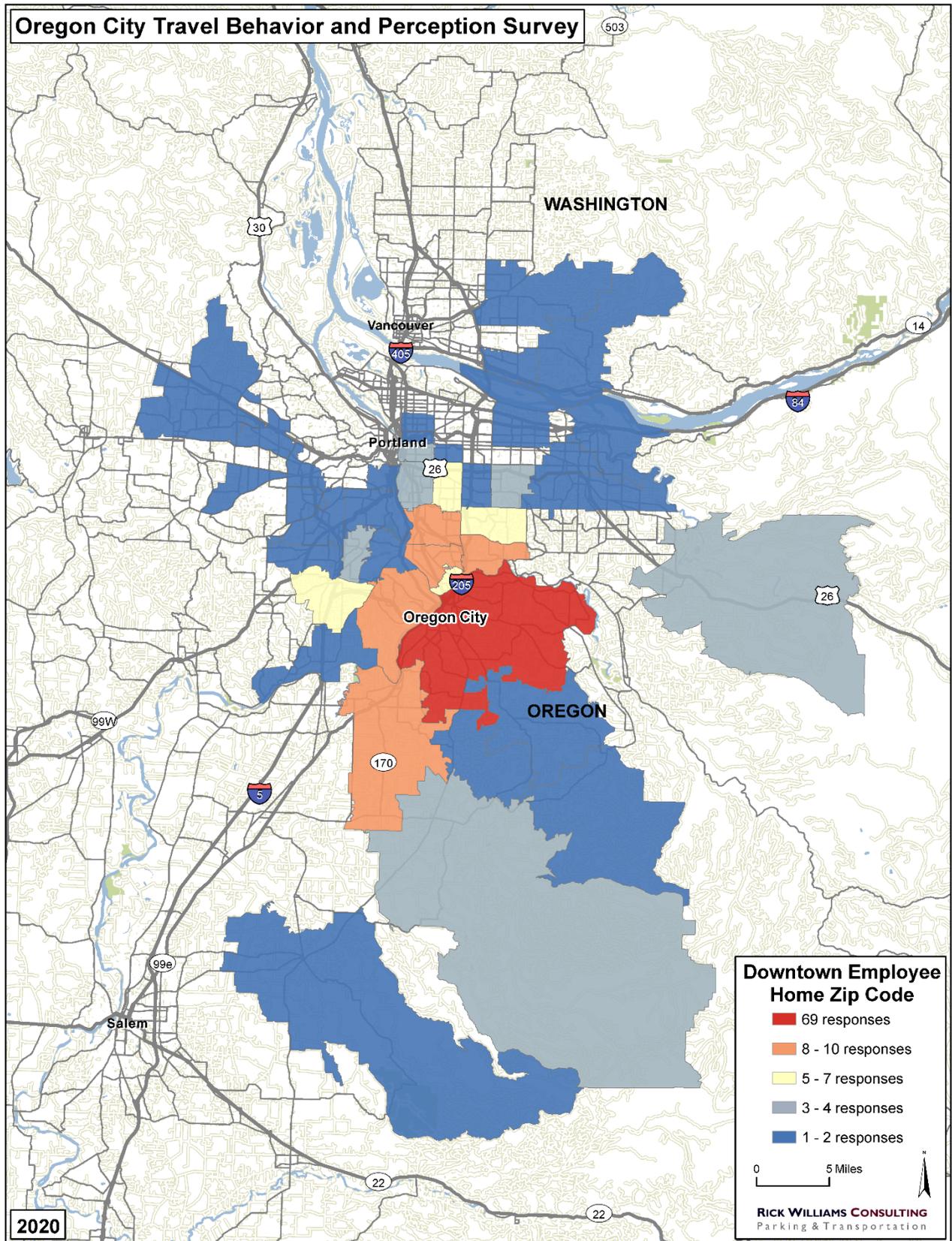


#### Home Zip Code



#### Do you work at the County Courthouse or visit the Courthouse most days as part of your work?







### 4.3. COMMUTE MODE BY DAY OF WEEK

*Thinking of a recent typical week, how did you travel to work each day during the week? Select only one means of transportation for each day. If you used more than one on any day, select the means of transportation you traveled the farthest on.*

● <b>Downtown Employee Responses:</b>	198 responses
● <b>Total Potential Weekday Trips:</b>	990 trips
● <b>Reported Weekday Trips<sup>15</sup>:</b>	883 trips
■ Drove alone or motorcycled:	777 trips (88.0%)
■ Carpooled or vanpooled:	46 trips (5.2%)
■ Walked or ran:	23 trips (2.6%)
■ Rode bus:	27 trips (3.1%)
■ Bike or e-biked:	8 trips (0.9%)
■ Rode train:	1 trip (0.1%)
■ Uber/Lyft:	1 trip (0.1%)
● <b>Total Potential Weekend Trips:</b>	396 trips
● <b>Reported Weekend Trips<sup>16</sup>:</b>	99 trips
■ Drove alone or motorcycled:	79 trips (79.8%)
■ Carpooled or vanpooled:	4 trips (4.0%)
■ Walked or ran:	9 trips (9.1%)
■ Rode bus:	2 trips (2.0%)
■ Bike or e-biked:	3 trips (3.0%)
■ Rode train:	-
■ Uber/Lyft:	2 trips (2.0%)

<sup>15</sup> “Worked from home or elsewhere off site” (18), “Regular Day Off” (68) and Blank responses (21) are excluded from the total number of reported weekday trips.

<sup>16</sup> “Worked from home or elsewhere off site” (3), “Regular Day Off” (287) and Blank responses (7) are excluded from the total number of reported weekend trips.



### Employee Work Trips (Mon-Fri: 883 Trips; Sat-Sun: 99 Trips)

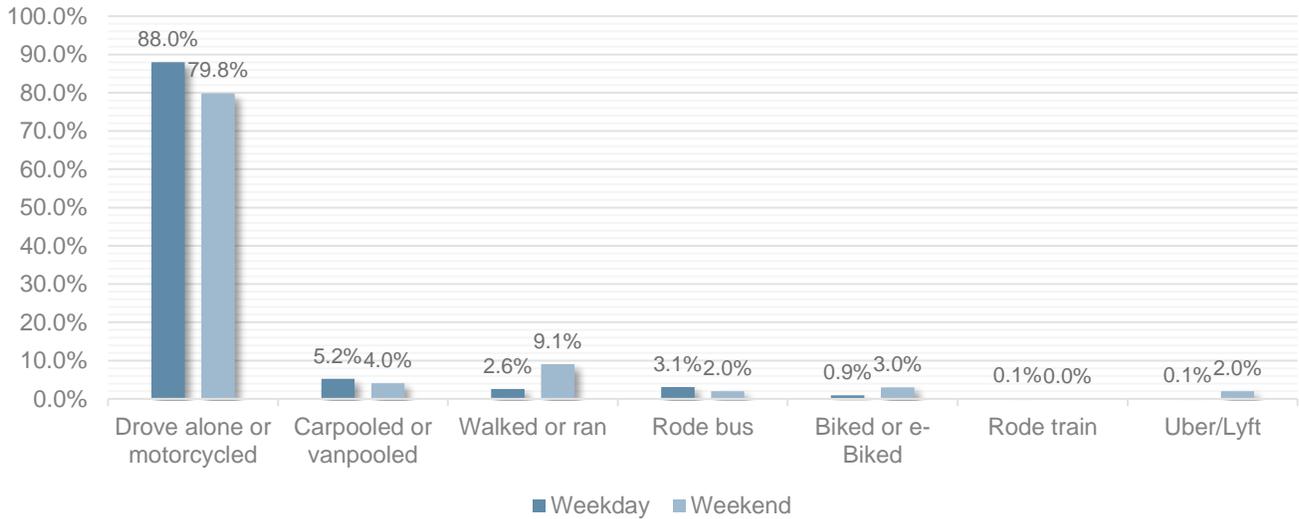


Table 1: Weekday (Mon-Fri) Work Trips by Reported Commute Distance

	Average <sup>17</sup>	< 3 Miles	3-5 Miles	> 5 Miles
<b>Drove alone or motorcycled</b>	88.0%	76.9%	94.8%	90.2%
<b>Carpooled or vanpooled</b>	5.2%	3.7%	1.7%	6.3%
<b>Walked or ran</b>	2.6%	14.9%	1.3%	-
<b>Rode bus</b>	3.1%	1.5%	2.2%	2.2%
<b>Biked or e-biked</b>	0.9%	2.2%	-	1.1%
<b>Rode train</b>	0.1%	0.7%	-	-
<b>Uber/Lyft</b>	0.1%	-	-	0.1%
<b>Total Trip Count:</b>	<b>883</b>	<b>134</b>	<b>232</b>	<b>448</b>

Table 2: Weekend (Sat-Sun) Work Trips by Reported Commute Distance

	Average <sup>18</sup>	< 3 Miles	3-5 Miles	> 5 Miles
<b>Drove alone or motorcycled</b>	79.8%	70.4%	84.6%	82.9%
<b>Carpooled or vanpooled</b>	4.0%	7.4%	-	5.7%
<b>Walked or ran</b>	9.1%	18.5%	15.4%	-
<b>Rode bus</b>	2.0%	-	-	2.9%
<b>Biked or e-biked</b>	3.0%	3.7%	-	5.7%
<b>Rode train</b>	-	-	-	-
<b>Uber/Lyft</b>	2.0%	-	-	2.9%
<b>Total Trip Count:</b>	<b>99</b>	<b>27</b>	<b>26</b>	<b>35</b>

<sup>17</sup> Includes 69 reported trips without a specified travel distance.

<sup>18</sup> Includes 11 reported trips without a specified travel distance.

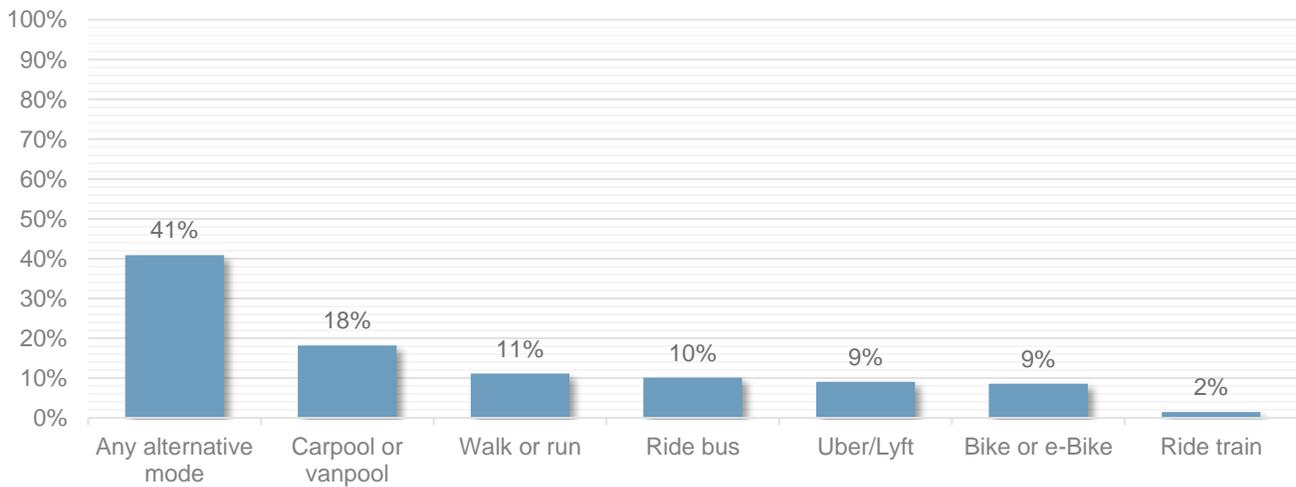


#### 4.4. USE OF ALTERNATIVE MODES

*Other than modes you selected for a typical week, are there other modes that you use throughout the year (i.e., sometimes use during a different season)?*

- **Sometimes Use Alternative Modes<sup>19</sup>:** 81 individuals (41%)
- **Reported Usage of Alternative Modes:**
  - Carpool or vanpool: 36 individuals (18%)
  - Walk or run: 22 individuals (11%)
  - Ride bus: 20 individuals (10%)
  - Uber/Lyft: 18 individuals (9%)
  - Bike or e-bike: 17 individuals (9%)
  - Ride train: 2 individuals (2%)

Other than drive alone trips, are there other modes that you use throughout the year?  
(198 Responses)



<sup>19</sup> Includes individuals who reported using an alternative mode either in their trip diary or occasionally.



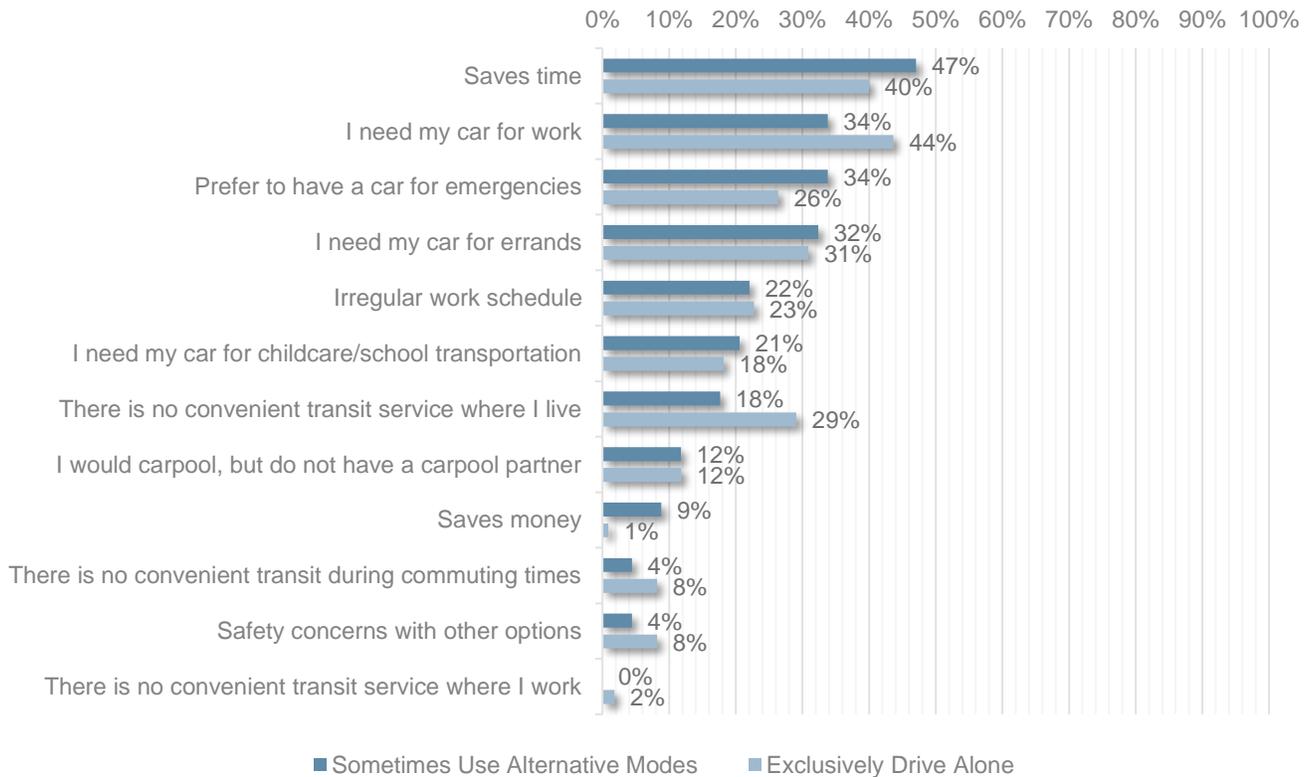
### 4.5. REASONS FOR DRIVING ALONE

*If you typically drive alone to work, mark up to three reasons for making that choice.*

● <b>Employee Responses:</b>	178 responses	68 use alt. modes <sup>21</sup>
	<u>110 drive alone only<sup>20</sup></u>	
■ <b>Saves time</b>	<b>44 responses (40%)</b>	<b>32 responses (47%)</b>
■ <b>I need my car for work</b>	<b>48 responses (44%)</b>	<b>23 responses (34%)</b>
■ <b>Prefer to have a car for emergencies</b>	29 responses (26%)	<b>23 responses (34%)</b>
■ <b>I need my car for errands</b>	<b>34 responses (31%)</b>	22 responses (32%)
■ Irregular work schedule	25 responses (23%)	15 responses (22%)
■ I need my car for childcare/school transportation	20 responses (18%)	14 responses (21%)
■ There is no convenient transit service where I live	32 responses (29%)	12 responses (18%)
■ I would carpool, but do not have a carpool partner	13 responses (12%)	8 responses (12%)
■ Saves money	1 response (1%)	6 responses (9%)
■ There is no convenient transit during commuting	9 responses (8%)	3 responses (4%)

If you typically drive alone to work, mark up to three reasons for making that choice.

(178 Responses; 110 Exclusively Drive Alone / 68 Sometimes Use Alt. Modes)



<sup>20</sup> Employees who reported only driving alone to work.

<sup>21</sup> Employees who reported using an alternative mode (non-drive alone) at least once, either in their trip diary or as an occasionally used mode.



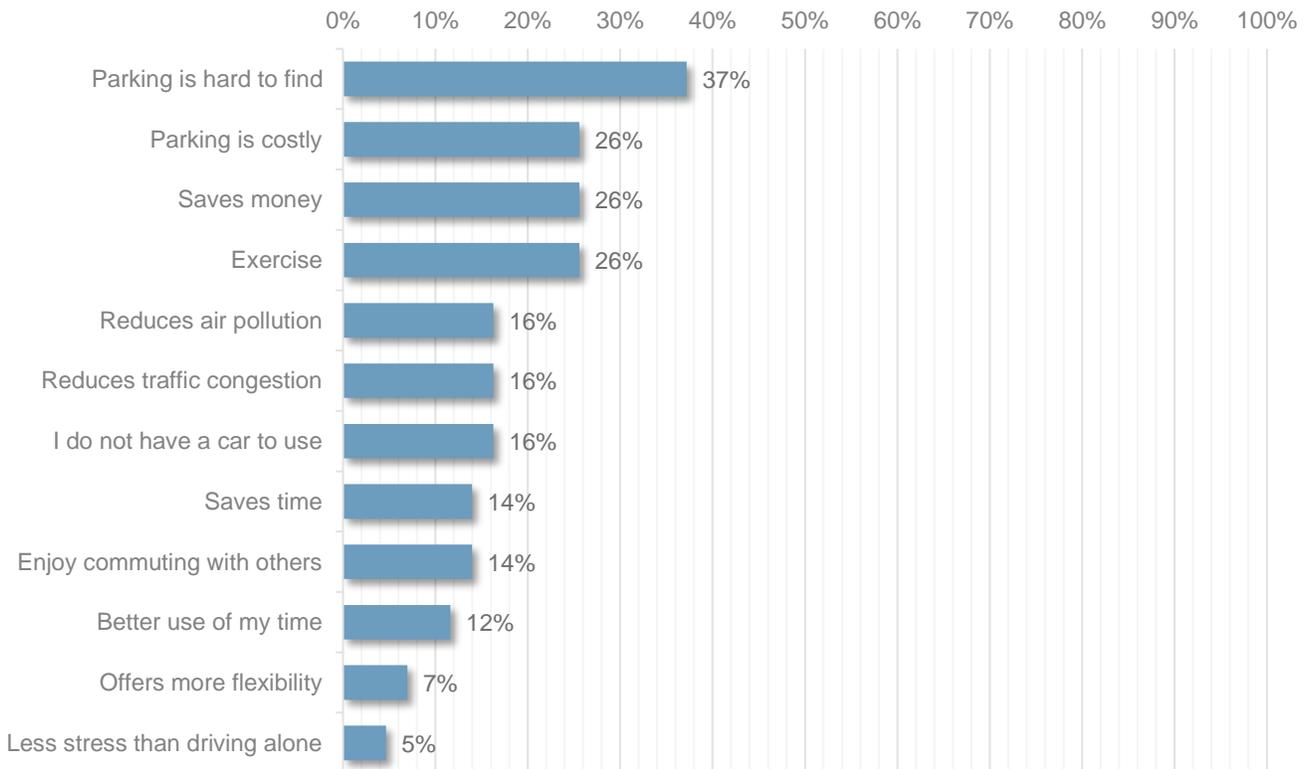
#### 4.6. REASONS FOR COMMUTING BY ALTERNATIVE MODES

*If you often travel by alternative modes, mark up to three reasons for choosing that method.*

- **Employee Responses:** 43 responses
- **Reported Reasons:**
  - Parking is hard to find 16 responses (37%)
  - Parking is costly 11 responses (26%)
  - Saves money 11 responses (26%)
  - Exercise 11 responses (26%)
  - Reduces air pollution 7 responses (16%)
  - Reduces traffic congestion 7 responses (16%)
  - I do not have a car to use 7 responses (16%)
  - Saves time 6 responses (14%)
  - Enjoy commuting with others 6 responses (14%)
  - Better use of my time 5 responses (12%)
  - Offers more flexibility 3 responses (7%)
  - Less stress than driving alone 2 responses (5%)

If you often travel by alternative modes, mark up to three reasons for choosing that method.

(43 Responses)





## 5.0 Business Owners/Operators

### 5.1. OVERVIEW

- Business Owner/Operator Responses: 38 responses
- Businesses Represented<sup>22</sup>: 37 businesses

### 5.2. DEMOGRAPHICS

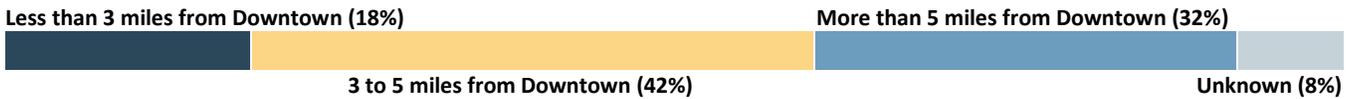
#### Gender Identity



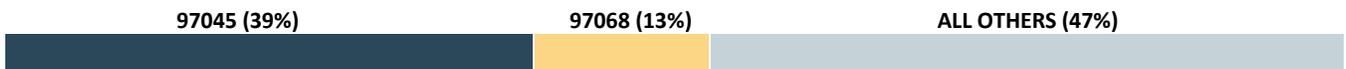
#### Age



#### Home Location



#### Home Zip Code



<sup>22</sup> One business had multiple owners fill out the survey; All responses are included in results, but employee counts adjusted to avoid double-counting employees.

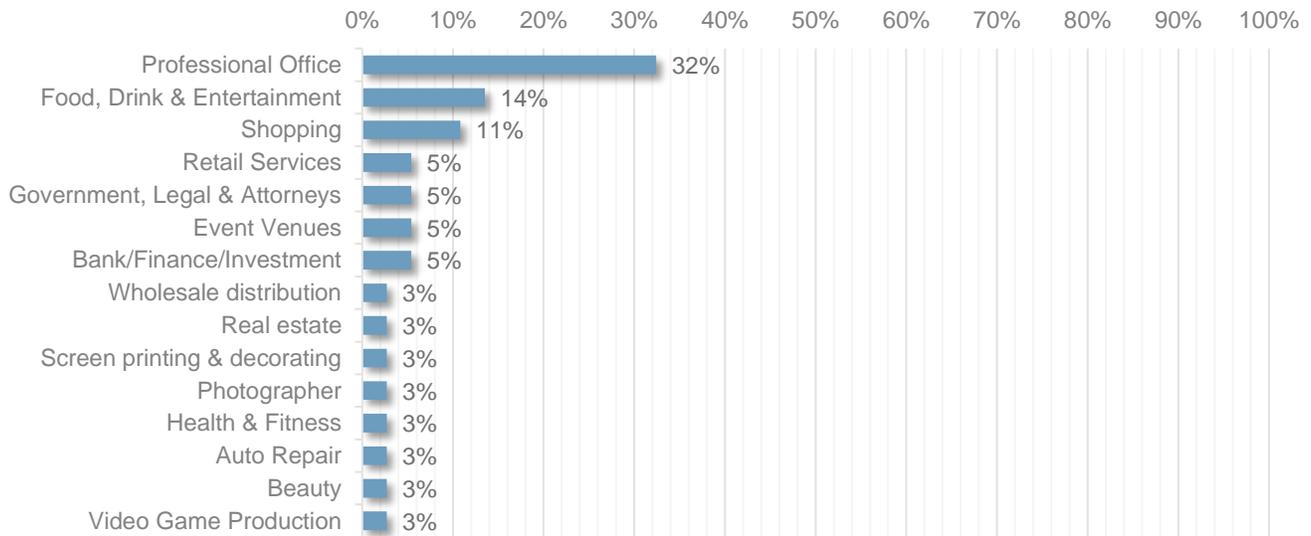


### 5.3. PRIMARY BUSINESS

*What is your organization's primary business?*

- **Businesses Represented:** 37 businesses

What is your organization's primary business?  
(37 Responses)



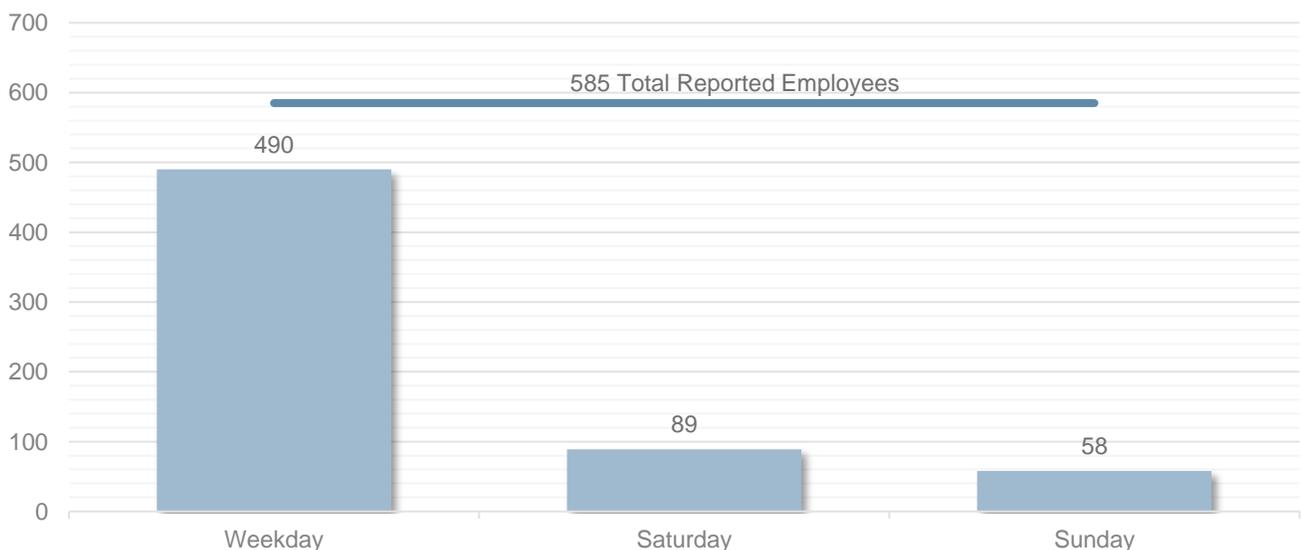


### 5.4. EMPLOYEE COUNTS

*Currently, how many Total Employees (both full-time and part-time) work for your business in Downtown Oregon City? If multiple locations, only include employees who work in Downtown Oregon City. How many employees are typically on site on Weekdays/Saturdays/Sundays?*

- **Total Reported Downtown Employees (Full Time + Part Time):** 585 employees
- **Median Employees per Business:** 6 Employees
- **Largest Employee Counts Reported (On Site on Weekdays)**
  - Clackamas County Courthouse 250 Employees
  - Supergenius 28 Employees
  - Community Solutions for Clackamas County 20 Employees
  - ZCS Engineering and Architecture 20 Employees
  - Elements of Style Salon 16 Employees
  - Trellis, Inc. 15 Employees
  - US Bank 15 Employees
- **Weekday**
  - Reported Number of Employees 490 Employees
  - Percentage of Total Report Employees 84%
- **Saturday**
  - Reported Number of Employees 89 Employees
  - Percentage of Total Report Employees 15%
- **Sunday**
  - Reported Number of Employees 58 Employees
  - Percentage of Total Report Employees 10%

How many employees are typically on site each day?  
(Sum of 37 Responses)



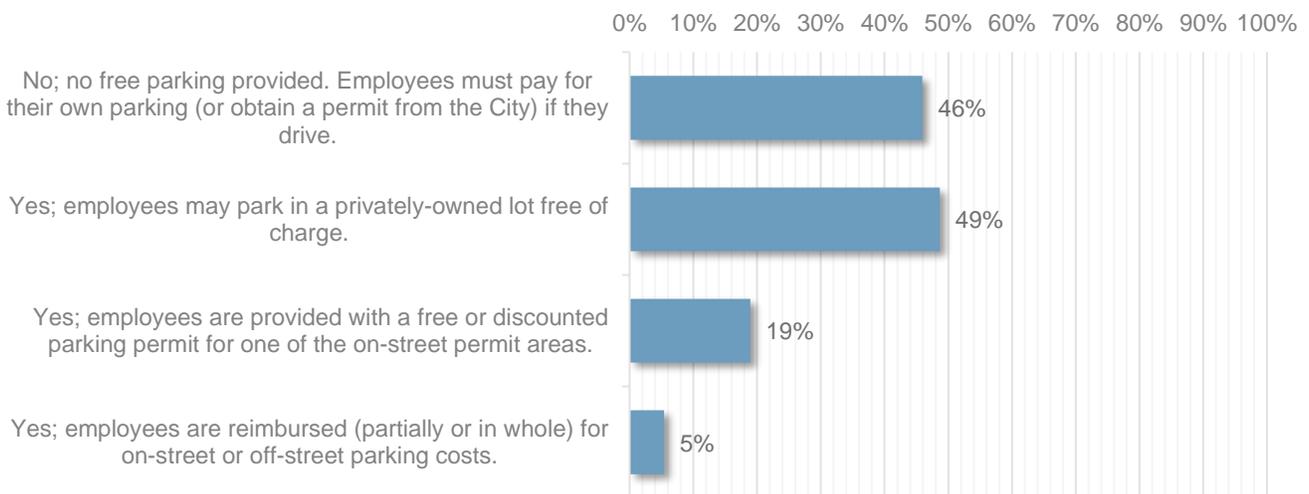


## 5.5. PARKING SUBSIDY

### *Does your organization Provide Free or Subsidized Parking for employees?*

- **Business Responses<sup>23</sup>:** 37 businesses
  - No Parking Provided: 17 businesses (46%)
  - Business Provides Free Off-Street Private Parking: 18 businesses (49%)
  - Business Provides Free or Discounted On-Street Permit: 7 businesses (19%)
  - Business Reimburses (Partially or in Whole) for Parking Permits: 2 businesses (5%)

Does your organization provide free or subsidized parking for employees?  
(37 Responses)



<sup>23</sup> Multiple responses allowed, values do not total 100%

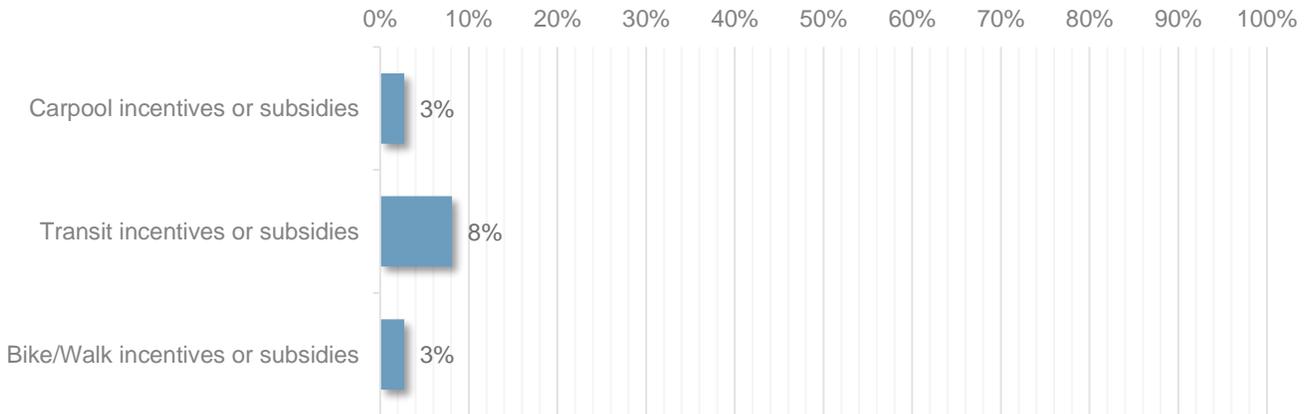


## 5.6. ALTERNATIVE MODE INCENTIVES AND SUBSIDIES

*Does your organization provide incentives or subsidies for Carpooling/Taking Transit/Biking/Walking?*

- **Business Responses<sup>24</sup>:** 37 businesses
  - **Carpool Incentive or Subsidy:** 1 business (3%)
    - “Preferred Parking Location”
  - **Transit Incentive or Subsidy:** 3 businesses (8%)
    - “I believe Clackamas County employees are allowed to purchase discounted TriMet passes”
    - “Annual TriMet Pass”
    - “We provide bus passes through a trimet program”
  - **Bike/Walk Incentive or Subsidy:** 1 business (3%)
    - “We have shower facilities for bike/run commuters”

Does your organization provide incentives or subsidies for commuting by alternative modes?  
(38 Responses)



<sup>24</sup> Multiple responses allowed, values do not total 100%

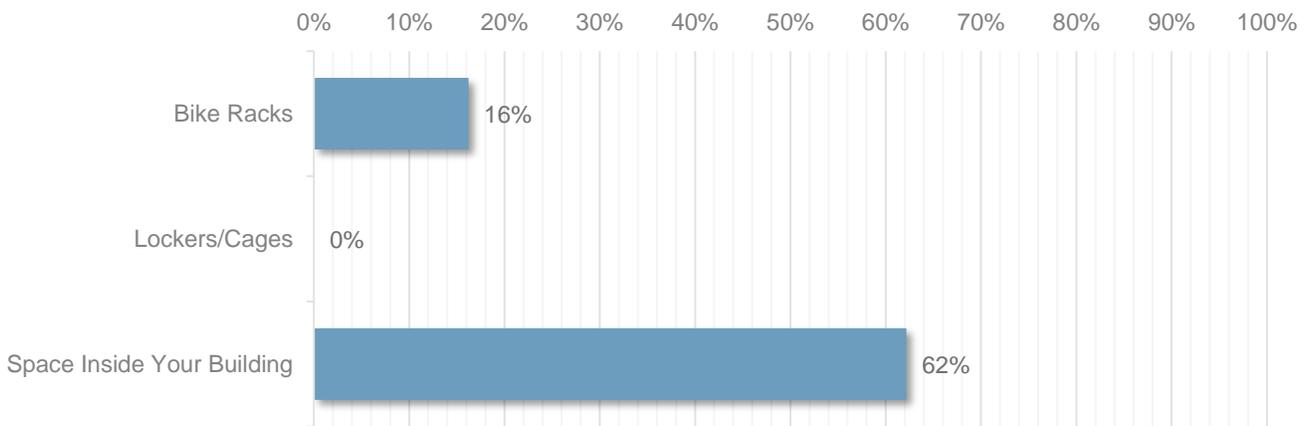


### 5.7. BIKE PARKING FOR EMPLOYEES

*Does your organization provide incentives or subsidies for Carpooling?*

- Business Responses: 37 businesses
  - Bike Racks 6 businesses (16%)
  - Space Inside Building 23 businesses (62%)

Does your organization provide any bike parking facilities for your employees  
(37 Responses)



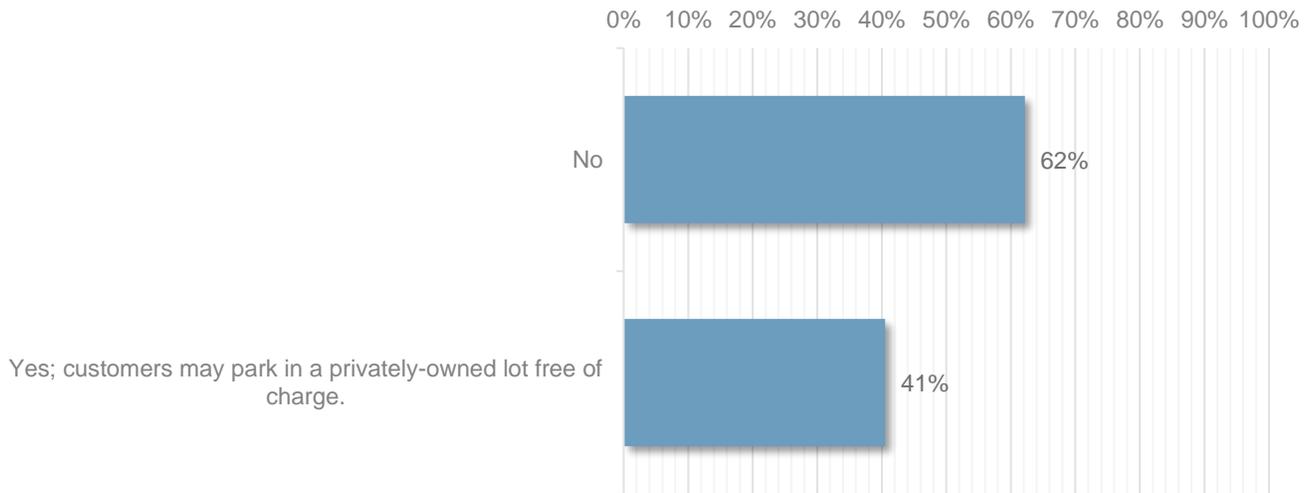


### 5.8. CUSTOMER PARKING

*Does your organization Provide Free or Subsidized Parking for customers? If so, what type of parking.*

- **Business Responses:** 37 businesses
  - No 23 businesses (62%)
  - Yes, privately-owned lot<sup>25</sup> 15 businesses (41%)

Does your organization provide free or subsidized parking for customers?  
(37 Responses)



<sup>25</sup> \*\*Yes\*\* category includes 2 businesses that indicated the parking they provide is very limited.



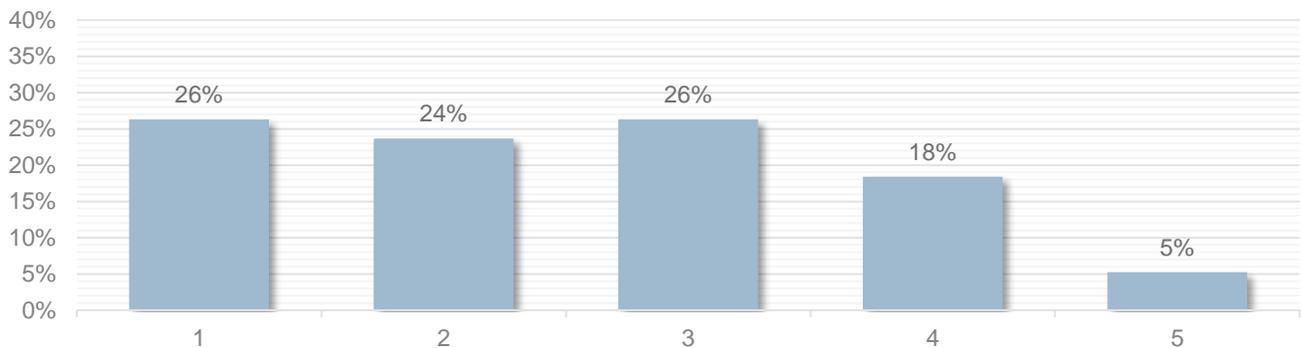
### 5.9. LEVEL OF SATISFACTION

*How satisfied are you with Downtown Oregon City as a place to own/operate a business with respect to the available parking and transportation options?*

- **Individual Responses:** 38 individuals
  - 1 (Very Dissatisfied) 10 individuals (26%)
  - 2 9 individuals (24%)
  - 3 10 individuals (26%)
  - 4 7 individuals (18%)
  - 5 (Very Satisfied) 2 individuals (5%)
- **Average Response:** 2.5 out of 5.0

How satisfied are you with Downtown Oregon City as a place to own/operate a business with respect to the available parking and transportation options?

1 = Very Dissatisfied; 5 = Very Satisfied  
(38 Responses)









**General Comment**

I am concerned about traffic congestion and parking issues once the Falls project opens. I would use a parking structure or pay to park in a lot. We would shop and eat downtown more often if parking were not so difficult. Some of the parking spots restrict visions of crosswalks and cross traffic along Main Street. If a parking garage or parking lots were available for public parking, these obstructing spots could be marked for bicycle parking/motorcycles.

Will need dedicated parking area/ structure for redevelopment of paper mill / access to falls. Also want to see better options for cyclists than riding among vehicular traffic.

A parking garage would be an invaluable feature to add. Parking, especially in the evenings when it's free, is becoming almost impossible to find. Perhaps having paid parking in the evening as well would help. But it comes down to the fact that businesses are probably losing money because of the lack of parking. I drive around for 30 min last week trying to find a spot. If I wasn't as passionate about downtown oc I would have left and found somewhere else to eat. I know many friends who won't go downtown because of the lack of parking

Maybe turn the old Spice Brothers into a parking garage and have downtown workers par there. Turn other downtown parking into metered short term until 10 p.m.

More off-street public parking in the vicinity of the elevator (High St. Area).

	Additional Parking	Invest in Pedestrian Improvements	Improve Transit Service	Address Traffic Congestion / Safety	More Long-Term Parking	Invest in Bicycle Improvements	Share Existing Parking	Accessible Parking	Preserve Character	Long-Term Parking On Edges / Remote	Easy Parking Payment Options	Personal Safety	Extend Elevator Hours	Improve Signage and Wayfinding	Other	Compliment
	✓			✓												
	✓					✓										
	✓					✓										
	✓						✓									
	✓									✓						
	✓									✓						









**General Comment**

I hope parking is a huge priority. As development continues and the opportunities in downtown OC grow, enticing more visitors, don't make parking a hassle and try to force people to use public transportation. Many of us won't do it.

Investing away from and disincentivizing single-occupant car trips, by allocating more funds to pedestrian, bicycle and mass public transit infrastructure will drastically improve our shared community. Investing in these more public forms of travel will provide economic benefits, environmental wins and safety improvements. Properly taxing businesses and the economically advantaged in our community, who are disproportionately responsible for single-occupant vehicle trips, is the most effective way to begin transitioning to this improved standard of travel.

Please prioritize people over cars. I do not feel safe walking, biking and riding transit in Downtown Oregon City.

Create regular and available transport from hilltop area. Encourage businesses that provide necessities— such as luring New Seasons, trader joe level to Spicer's old site. Brag brag brag about how Oregon City is all about sustainability. Check in with Milwaukee 's mayor on getting people on board. Give Grande Ronde lots of support, encouragement, and suggestions as to Blue Heron. Let Oregon City be a City that recognizes that the end of the Oregon Trail is not only a story of the Westward movement but, yes too, the Original Peoples constant and contemporary story. This is how Oregon City shows its relevance— sustainability and a fresh outlook. I guess I had a lot to say. Thanks for the questions.

	Additional Parking	Invest in Pedestrian Improvements	Improve Transit Service	Address Traffic Congestion / Safety	More Long-Term Parking	Invest in Bicycle Improvements	Share Existing Parking	Accessible Parking	Preserve Character	Long-Term Parking On Edges / Remote	Easy Parking Payment Options	Personal Safety	Extend Elevator Hours	Improve Signage and Wayfinding	Other	Compliment
I hope parking is a huge priority. As development continues and the opportunities in downtown OC grow, enticing more visitors, don't make parking a hassle and try to force people to use public transportation. Many of us won't do it.	✓															
Investing away from and disincentivizing single-occupant car trips, by allocating more funds to pedestrian, bicycle and mass public transit infrastructure will drastically improve our shared community. Investing in these more public forms of travel will provide economic benefits, environmental wins and safety improvements. Properly taxing businesses and the economically advantaged in our community, who are disproportionately responsible for single-occupant vehicle trips, is the most effective way to begin transitioning to this improved standard of travel.		✓	✓			✓										
Please prioritize people over cars. I do not feel safe walking, biking and riding transit in Downtown Oregon City.		✓	✓			✓										
Create regular and available transport from hilltop area. Encourage businesses that provide necessities— such as luring New Seasons, trader joe level to Spicer's old site. Brag brag brag about how Oregon City is all about sustainability. Check in with Milwaukee 's mayor on getting people on board. Give Grande Ronde lots of support, encouragement, and suggestions as to Blue Heron. Let Oregon City be a City that recognizes that the end of the Oregon Trail is not only a story of the Westward movement but, yes too, the Original Peoples constant and contemporary story. This is how Oregon City shows its relevance— sustainability and a fresh outlook. I guess I had a lot to say. Thanks for the questions.		✓	✓						✓							

























**General Comment**

More parking please! Parking downtown is super hard, and the 2 hour limit is rough on anyone who has to pay to park down here for a regular work day.

With the distance from Portland being a big factor for Oregon City workers, parking is the number one issue for many of us. Bussing just isn't an option in many cases.

Better bike infrastructure and more parking (especially on Friday and Saturday evenings)

I'd like to see more bike lanes on major roadways on the hilltop and into downtown Oregon City. For example, bike lanes on South End Rd., Central Point, Leland Rd., Partlow, etc. Also, can a safer, better graded bike path be installed leading from the hilltop to downtown? Thank you.

Cycling between Oregon City and West Linn is always dicey, especially WB. Many drivers are not educated about sharrows. I can't tell you how many times I have been cursed at while being legal in my riding. EB generally is not a problem because one can maintain good speed, but there has been an occasional idiot driver here also.

Electric scooter rentals!

Many problems would be solved if there was a multi tiered monthly permitted parking garage for people who have to work downtown. The city could then acquire some of the private lots for off street visitor parking. The bus is not an option for many because it drops off at the transit station which is not safe due to transients and the proximity to the probate office, especially in the dark winter months.

Additional Parking	Invest in Pedestrian Improvements	Improve Transit Service	Address Traffic Congestion / Safety	More Long-Term Parking	Invest in Bicycle Improvements	Share Existing Parking	Accessible Parking	Preserve Character	Long-Term Parking On Edges / Remote	Easy Parking Payment Options	Personal Safety	Extend Elevator Hours	Improve Signage and Wayfinding	Other	Compliment
				✓											
				✓											
					✓	✓									
					✓										
					✓										
						✓			✓						

**General Comment**

I think that turning over private lots to public parking is a great idea but the lots need to be rented by people who use them ONLY during the day. We rent one space in the lot behind our business and I use it at least a couple times per month after hours often hauling things to and from work. There are so many empty lots. I'd be willing to pay to park in them. Otherwise, there are so few options nearby; especially for people with limited mobility that cannot park and walk far. We would eat and shop in our downtown more often if parking were easier. Also, we are anxious about how bad parking will get once the Falls project starts. Thanks for collecting feedback.

Business lots that are open after 5 can open lots to public and post sign. Vehicles staying past 3AM will be towed unless they have a pass.

	Additional Parking	
	Invest in Pedestrian Improvements	
	Improve Transit Service	
	Address Traffic Congestion / Safety	
	More Long-Term Parking	
	Invest in Bicycle Improvements	
	Share Existing Parking	✓
	Accessible Parking	
	Preserve Character	
	Long-Term Parking On Edges / Remote	
	Easy Parking Payment Options	
	Personal Safety	
	Extend Elevator Hours	
	Improve Signage and Wayfinding	
	Other	
	Compliment	

**General Comment**

Company regulated parking should not be allowed after 5pm. Pretty much all of those business are closed after 5 so let's support the ones that are open after 5pm. All spots should be open to the public after 5pm. I have drove around for over 30 minutes trying to find a parking spot at night only to go by a hole bunch of available spots that were open but with signs on them that stated for

XXX company only all other will be towed.... what a waist! I love the restaurants and businesses Downtown Oregon City but have scheduled birthday get together and company functions else where because people can't park. Many people I invite are professionals coming in from downtown Portland, West Linn and Lake Oswego so public transportation isn't going to make a difference but these are people who would spend significant money downtown if it wasn't so difficult. They always end up frustrated with ME because I chose Oregon City for our get together. I have even had people drive around till they are so frustrated they leave and miss the function all together. Then they feel like they completely wasted their evening and have an extremely negative feel towards Oregon City.

I enjoy parking up above and taking the elevator down, but sometimes that can be crazy. Is there any opportunity to partner with St. Johns to use their lot when it is not in use?

I think it would be nice if more businesses offered after hours parking for the public. Especially on weekends or for events.

A full public parking lot will be needed if the Willamette falls project happens. It's a bummer there are so many spaces open during evening dining hours, except lots, such as the one near Christmas at the Zoo, are off limits.

Additional Parking	
Invest in Pedestrian Improvements	
Improve Transit Service	
Address Traffic Congestion / Safety	
More Long-Term Parking	
Invest in Bicycle Improvements	
Share Existing Parking	✓
Accessible Parking	
Preserve Character	
Long-Term Parking On Edges / Remote	
Easy Parking Payment Options	
Personal Safety	
Extend Elevator Hours	
Improve Signage and Wayfinding	
Other	
Compliment	

**General Comment**

More parking is needed during the evening dinner/socializing hours. Empty store parking lots - could we use them after business hours?  
 Parking in evening difficult  
 Please make business lots available for visitor parking after hours.  
 Thrilled to see the downtown improvements over the past several years. I would definitely spend more time and money there if the parking was better. I often have an elderly parent with me with mobility issues.  
 My wife has mobility issues, when she goes downtown we must drive. By myself I usually walk. Trying to drive downtown you have many dead areas that you must drive out of town to get around a block.  
 Need more handicap parking  
 Remember that some have UVL's, under the vehicle lifts, that have low clearance and the doors can scrape the curbs! We have limited funds. Those curbs that are pushed out, the ones that make right turns difficult, please...no more of them . This has cost us money to fix. It makes it a tight turn right and I have to say...\$600 later, I am not happy! When you lower for a lift they also put a cover that looks like the rest of the van. Our getting around is getting more difficult! The speed bumps in our neighborhood... we have had to back off of. Torn up muffler! Driveways in public areas, well, this is becoming discriminating. Bicycles can go everywhere and we are becoming more home bound. This is not right.  
 more handicap accessible spots  
 Need more disabled parking downtown. Try finding a space during restaurant hours. I have gone home on several occasions because it is almost impossible and I can only walk a limited distance.

	Additional Parking	
	Invest in Pedestrian Improvements	
	Improve Transit Service	
	Address Traffic Congestion / Safety	
	More Long-Term Parking	
	Invest in Bicycle Improvements	
	Share Existing Parking	✓
	Accessible Parking	✓
	Preserve Character	
	Long-Term Parking On Edges / Remote	
	Easy Parking Payment Options	
	Personal Safety	
	Extend Elevator Hours	
	Improve Signage and Wayfinding	
	Other	
	Compliment	✓





