

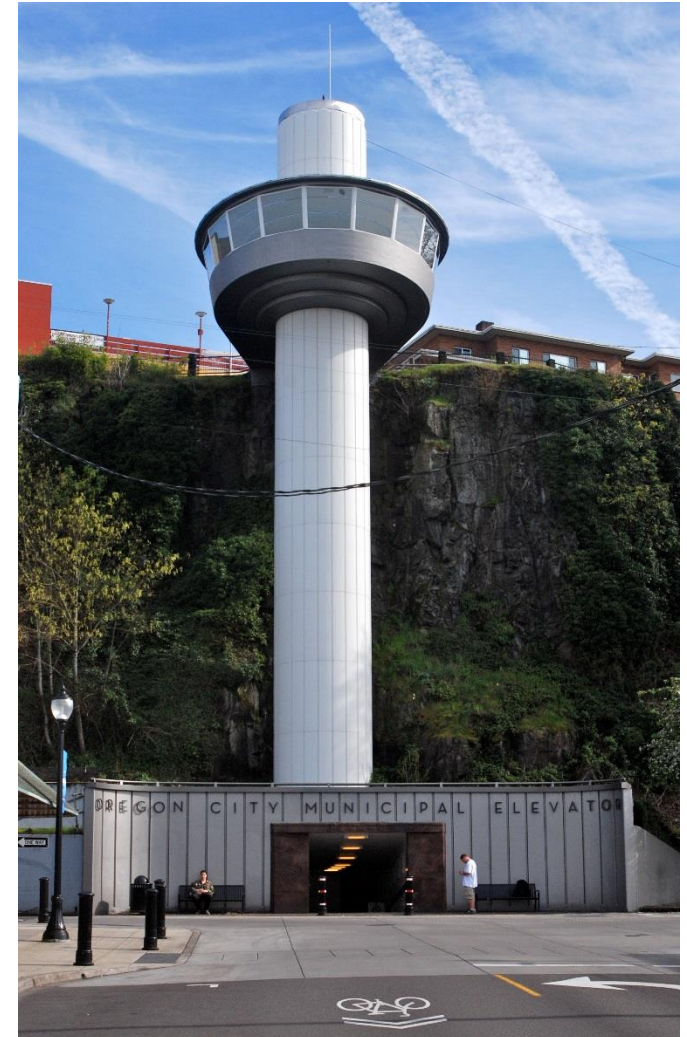
2016 Oregon City Comparative Parking Study



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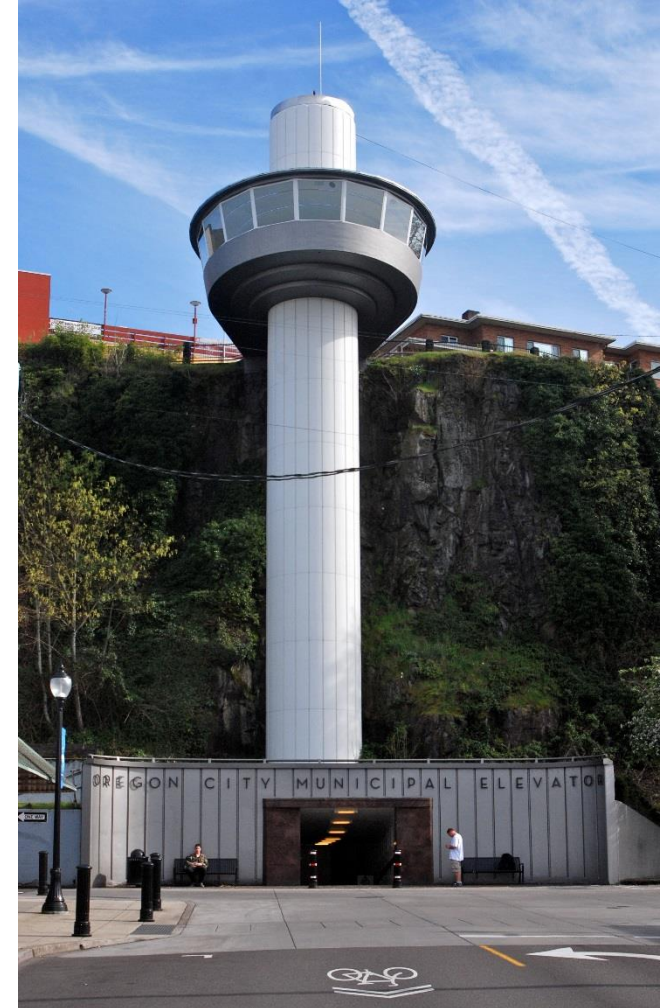
AGENDA

- Background
- Study area
- Method
- Guiding Principles
- 2016 Key findings
- 2008 Comparison
- Group discussion



BACKGROUND

- **2016 Parking Study**
 - (a) Conducted a ground assessment of downtown parking.
 - (b) Compare to 2008 Parking Study.
- **Goals:**
 - Understand how the system is performing.
 - (a) Compare to 2008
 - (b) Analyzes High Traffic Area
 - (c) Compare Weekday vs. Weekend
 - (d) Next steps for Oregon City



STUDY AREA



Oregon City

July 2016

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0 65 130 260 390 520 Feet

■ Study Area Boundaries:

The area is bounded by:

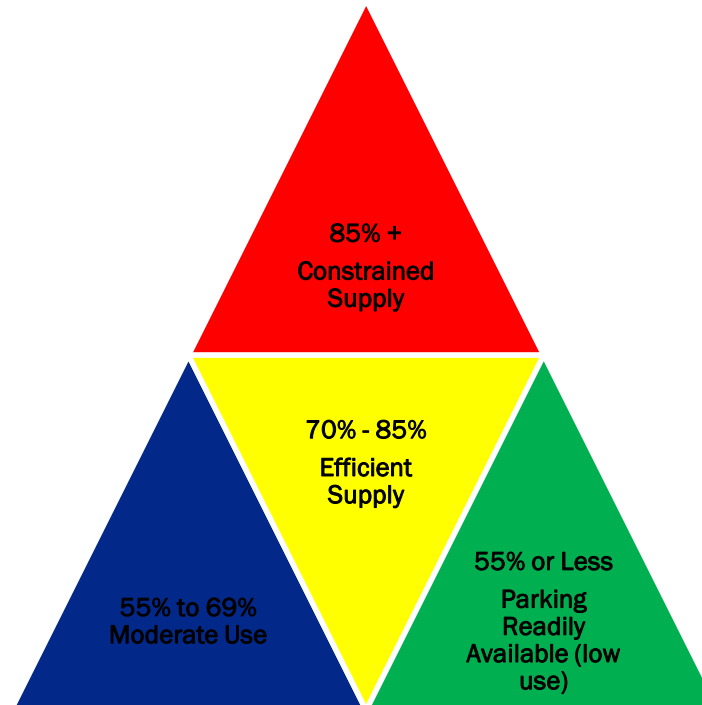
- Willamette River
- 16th Street
- Railroad Avenue/the Bluff
- McLoughlin Blvd/Highway 99

METHODOLOGY

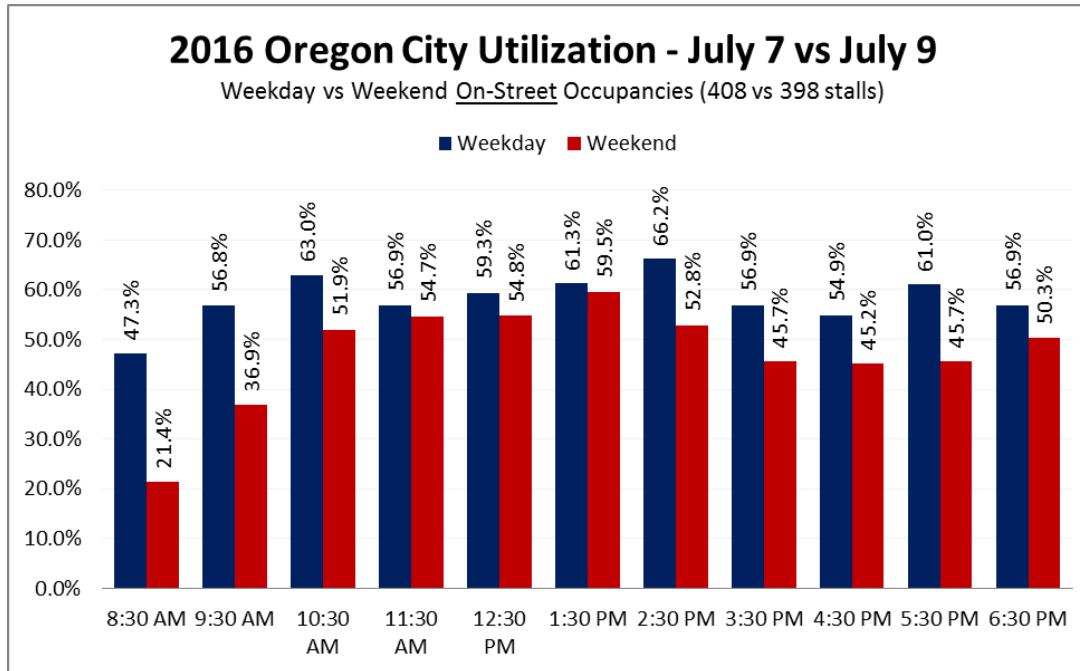
- Updated Inventory:
 - On-Street stalls – Time Stays
 - Off-Street facilities - Locations
- Survey Study Days:
 - Thursday, July 7th
 - Saturday, July 9th
- On-Street Study:
 - 100% of on-street stalls
- Off-Street Study:
 - 40 surface lots

Stalls by Type	Weekday		Weekend	
	All	% of Total	All	% of Total
2 Hours (Signed)	36	8.8%	36	9.0%
2 Hours (Metered)	227	55.6%	231	58.0%
4 Hours (Signed)	21	5.1%	17	4.3%
8 Hours (Metered)	28	6.9%	25	6.3%
ADA 'Accessible'	4	1%	4	1.0%
POB (Blue Permit)	30	7.4%	30	7.5%
POG (Green Permit)	9	2.2%	9	2.3%
Purple Permit	23	5.6%	23	5.8%
Red Permit	30	7.3%	23	5.8%
<i>On-Street Supply</i>	408	35.0%	398	34.4%
<i>Off-Street Supply</i>	758	65.0%	758	65.6%
Total Parking Supply	1,166	100%	1,156	100%

Guiding Principles



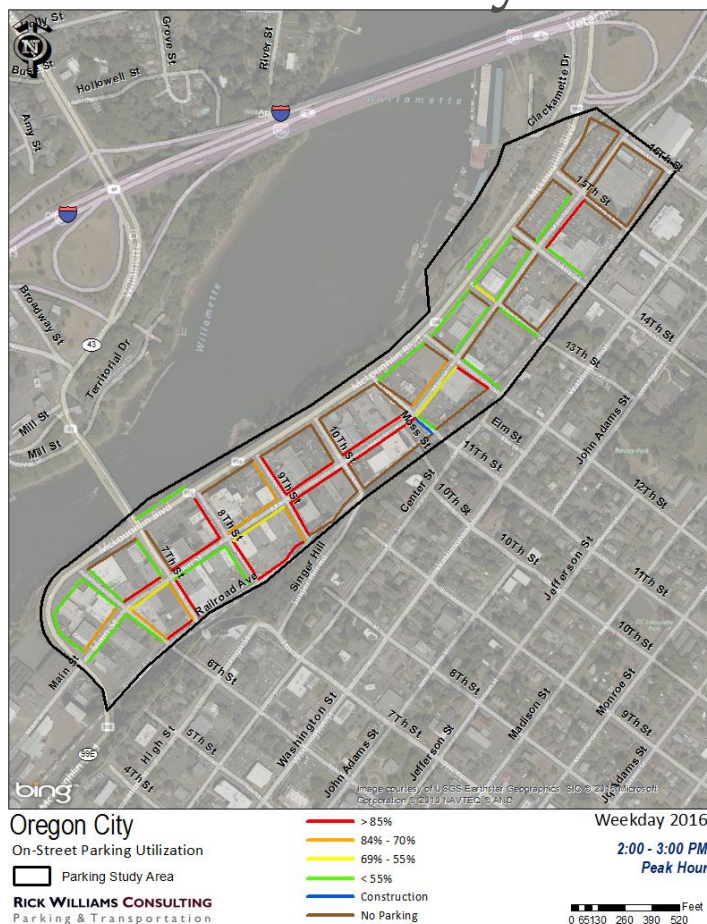
2016 KEY FINDINGS: Weekday Vs. Weekend



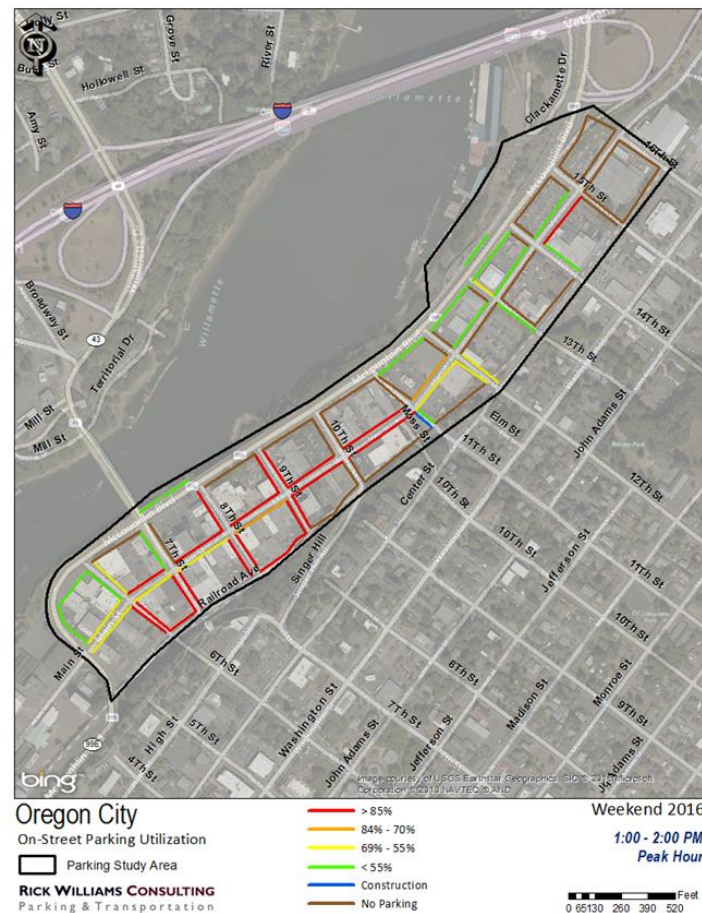
Type of Stall	Study Date	Stalls	Peak Hour	Peak Occupancy	Stalls Available	AVG Duration of Stay	Violation Rate
On-Street Peak	Weekday	408	2:00 – 3:00 PM	66.2%	138	1 hr./ 53 min	10.8%
	Weekend	398	1:00 – 2:00 PM	59.5%	161	1 hr./ 54 min	14.5%

2016 KEY FINDINGS: On-Street Peak Hours

Weekday



Weekend



2016 KEY FINDINGS: TIME STAYS

Type of Stall	Study Date	Stalls	Peak Hour	Peak Occupancy	Stalls Available	AVG Duration of Stay	Violation Rate
2 Hour (Signed)	Weekday	36	6:00 – 7:00 PM	44.4%	20	1 hr./ 21 min	3.3%
	Weekend		1:00 – 2:00 PM	47.2%	19	2 hr./ 4 min	16.1%
2 Hour (Metered)	Weekday	227	5:00 – 6:00 PM	78.0%	50	1 hr./ 33 min	11.4%
	Weekend	231	1:00 – 2:00 PM	73.2%	62	1 hr./ 44 min	15.0%
2 Hour (All)	Weekday	263	5:00 – 6:00 PM	71.9%	74	1 hr./ 33 min	11.0%
	Weekend	267	1:00 – 2:00 PM	69.7%	81	1 hr./ 46 min	15.0%
4 Hours (Signed)	Weekday	21	2:00 – 3:00 PM	57.1%	9	2 hr./ 26 min	17.9%
	Weekend	17	2:00 – 3:00 PM	23.5%	13	1 hr./ 42 min	0.0%
8 Hours (Metered)	Weekday	28	5:00 – 6:00 PM	50.0%	14	1 hr./ 50 min	1.9%
	Weekend	25	11:00 AM – 12:00 PM	40.0%	15	2 hr./ 10 min	3.2%
ADA 'Accessible'	Weekday	4	1:00 – 2:00 PM	100.0%	0	1 hr./ 20 min	N/A
	Weekend		1:00 – 2:00 PM	75.0%	1	2 hr./ 8 min	N/A

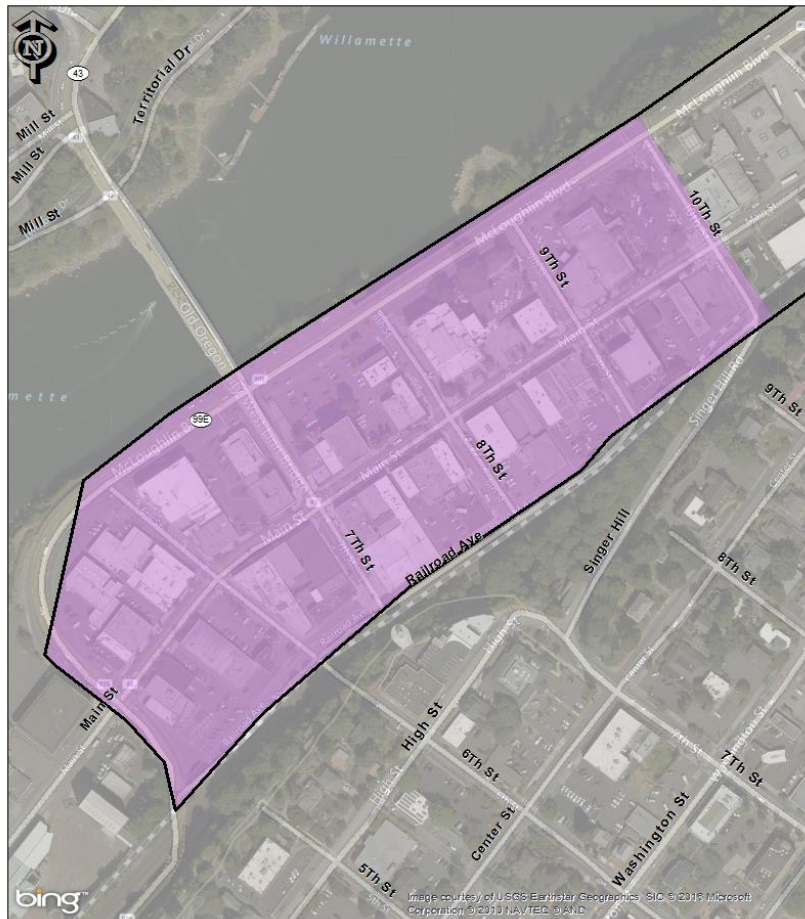
2016 KEY FINDINGS: PERMITS

Type of Stall	Study Date	Stalls	Peak Hour	Peak Occupancy	Stalls Available	AVG Duration of Stay	Violation Rate
Permit Only (Blue)	Weekday	30	11:00 AM – 12:00 PM	83.3%	5	4 hr./ 34 min	N/A
	Weekend		12:00 – 1:00 PM	23.3%	23	1 hr./ 54 min	N/A
Permit Only (Green)	Weekday	9	9:00 – 11:00 AM 12:00 – 1:00 PM	88.9%	1	2 hr./ 13 min	N/A
	Weekend		4:00 – 5:00 PM	55.6%	4	3 hr./ 0 min	N/A
Permit Only (Purple)	Weekday	23	9:00 AM – 12:00 PM	52.2%	11	7 hr./ 12min	N/A
	Weekend		10:00 – 11:00 AM 2:00 – 3:00 PM	13.0%	20	3 hr./ 0 min	N/A
Permit Only (Red)	Weekday	30	10:00 AM – 12:00 PM 1:00 – 4:00 PM	86.7%	4	7 hr./30 min	N/A
	Weekend	23	11:00 AM – 2:00 PM	78.3%	5	6 hr./ 29 min	N/A

ADDITIONAL ON-STREET FINDINGS



	Use Characteristics	Weekday	Weekend
1	Unique Vehicles	1,241	1,023
2	Turnover	5.83	5.77
3	Excessive Time Stays - Vehicles parked 5 hours or more in time limited stalls (% of unique vehicles)	32 (2.6%)	48 (4.7%)
4	Moving to Evade - Occurrence of vehicles observed moving between time limited stalls to evade citations (% of unique vehicles)	71 (5.7%)	27(2.6%)

KEY FINDINGS: HIGH TRAFFIC AREA



Oregon City

July 2016

-  Parking Study Area
-  Downtown Node of Highest Occupancy

0 30 60 120 180 240 Feet

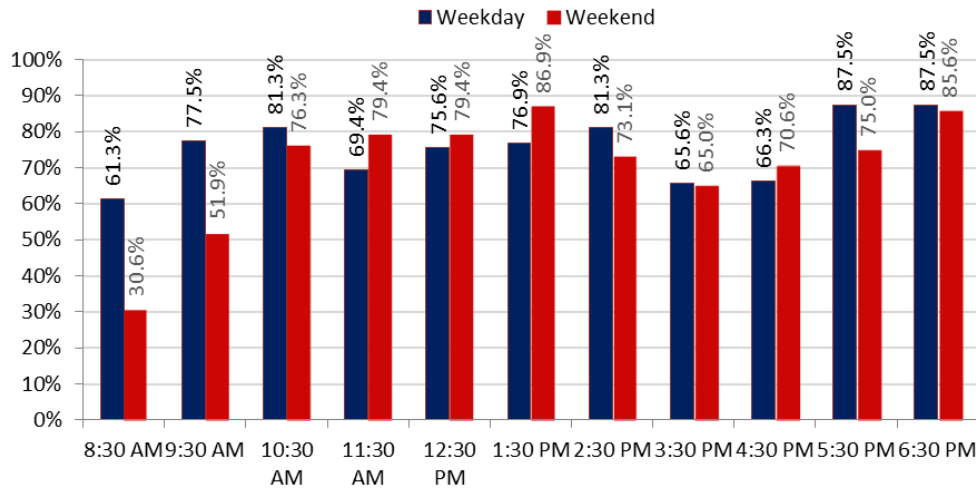
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KEY FINDINGS: HIGH TRAFFIC AREA

2016 Oregon City - Downtown Parking Utilization

Weekday vs Weekend Nodal On-Street Occupancies (160 stalls)



2016 Oregon City On-Street Parking Utilization Core Node – Weekday vs Weekend

Type of Stall	Study Day	# of Stalls	Peak Hour	Peak Occupancy	Stalls Available	Average Length of Stay	Violation Rate
On-Street Peak	Weekday	160	5:00 – 7:00 PM	87.5%	20	1 hr./ 33 min	8.0%
	Weekend		1:00 – 2:00 PM	86.9%	21	1 hr./ 47 min	14.9%

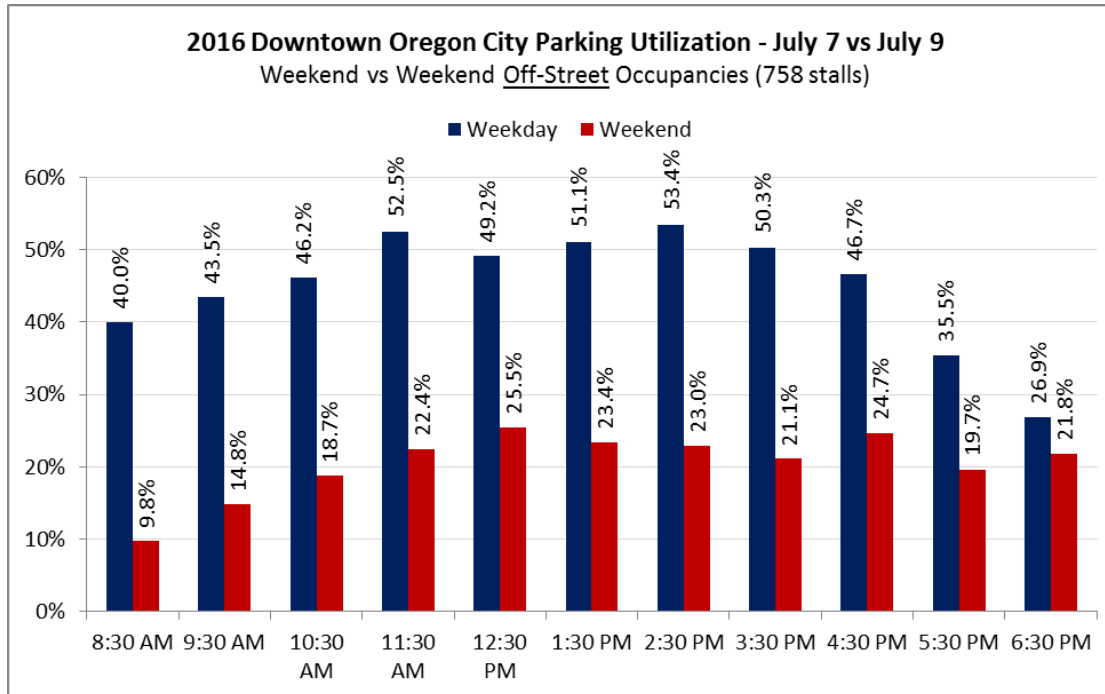
KEY FINDINGS: HIGH TRAFFIC AREA

Type of Stall	Study Date	Stalls	Peak Hour	Peak Occupancy	Stalls Available	AVG Duration of Stay	Violation Rate
2 Hour (Signed)	Weekday	3	10:00 – 11:00 AM 5:00 – 7:00 PM	100%	0	1 hr./ 44 min	9.1%
	Weekend		10:00 AM – 12:00 PM	100%	0	2 hr./ 6 min	30.0%
2 Hour (Metered)	Weekday	139	6:00 – 7:00 PM	90.6%	13	1 hr./ 26 min	8.0%
	Weekend		6:00 – 7:00 PM	94.2%	8	1 hr./ 45 min	14.7%
2 Hour (All)	Weekday	142	6:00 – 7:00 PM	90.8%	13	1 hr./ 26 min	8.0%
	Weekend		6:00 – 7:00 PM	93.7%	9	1 hr./ 46 min	14.9%
ADA 'Accessible'	Weekday	3	8:00 – 9:00 AM 10:00 – 11:00 AM 1:00 – 2:00 PM	100%	0	1 hr./ 12 min	N/A
	Weekend		1:00 – 2:00 PM	100%	0	1 hr./ 0 min	N/A
Permit Only (Blue)	Weekday	15	10:00 AM – 1:00 PM	100%	0	4 hr./ 38 min	N/A
	Weekend		12:00 – 1:00 PM	46.7%	8	2 hr./ 0 min	N/A

ADDITIONAL HIGH TRAFFIC AREA FINDINGS

Use Characteristics	Weekday	Weekend
Number of Unique License Plates (% of all vehicles in total study area)	794 (64%)	666 (65%)
Actual turnover rate (number of cars to use a single occupied stall over a 11 hour period)	7.12	6.18
Actual number of vehicles parked for time stays over 5 hours (% of Unique License Plates)	6 (0.7%)	31 (4.5%)
Occurrence of license plates observed moving to evade parking citations - i.e., employees moving their car every few hours (% of unique vehicles)	32 (4.0%)	11 (1.7%)

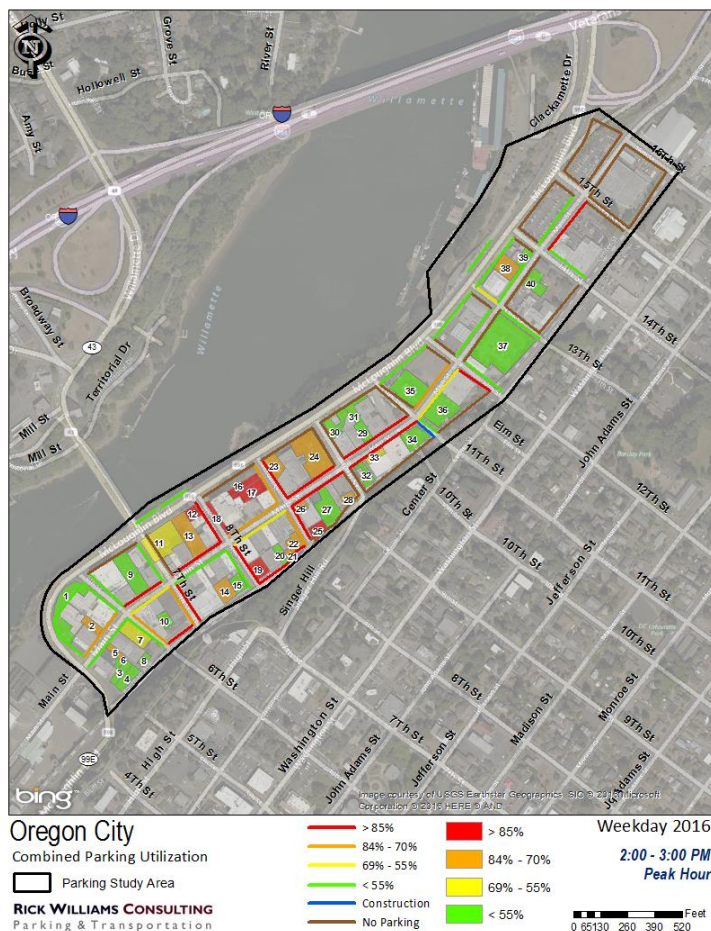
2016 KEY FINDINGS: Weekday Vs. Weekend



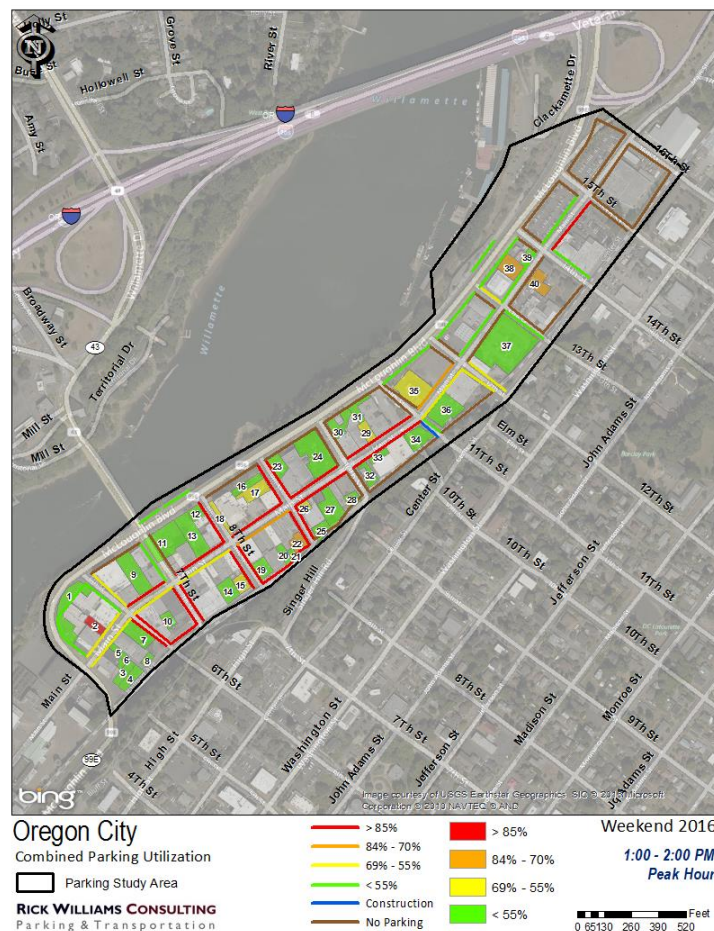
Facility Identification	Survey Date	# of Stalls	Peak Occupancy/ Hour	Stalls Available
Off-Street Supply Studied (40 sites)	Weekday	758	53.4% 2:00 – 3:00 PM	353
	Weekend		25.5% 12:00 – 1:00 PM	565

2016 KEY FINDINGS: Off/On-Street Peak Hours

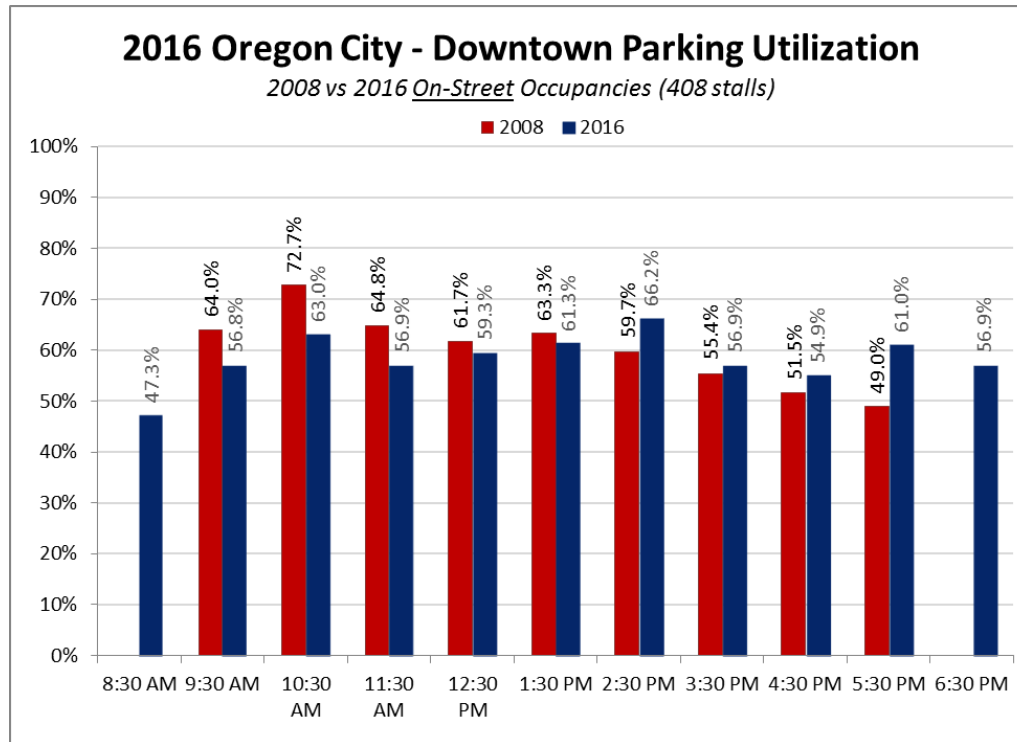
Weekday



Weekend



KEY FINDINGS: COMPARATIVE FINDINGS



2016 Oregon City On-Street Parking Utilization – Comparative							
Type of Stall	Study Year	# of Stalls	Peak Hour	Peak Occupancy	Stalls Available	AVG Duration of Stay	Violation Rate
On-Street Peak	2008	392	10:00 – 11:00 AM	72.7%	107	2 hr./ 10 min.	9.6%
	2016	408	2:00 – 3:00 PM	66.2%	138	1 hr./ 53 min	10.8%

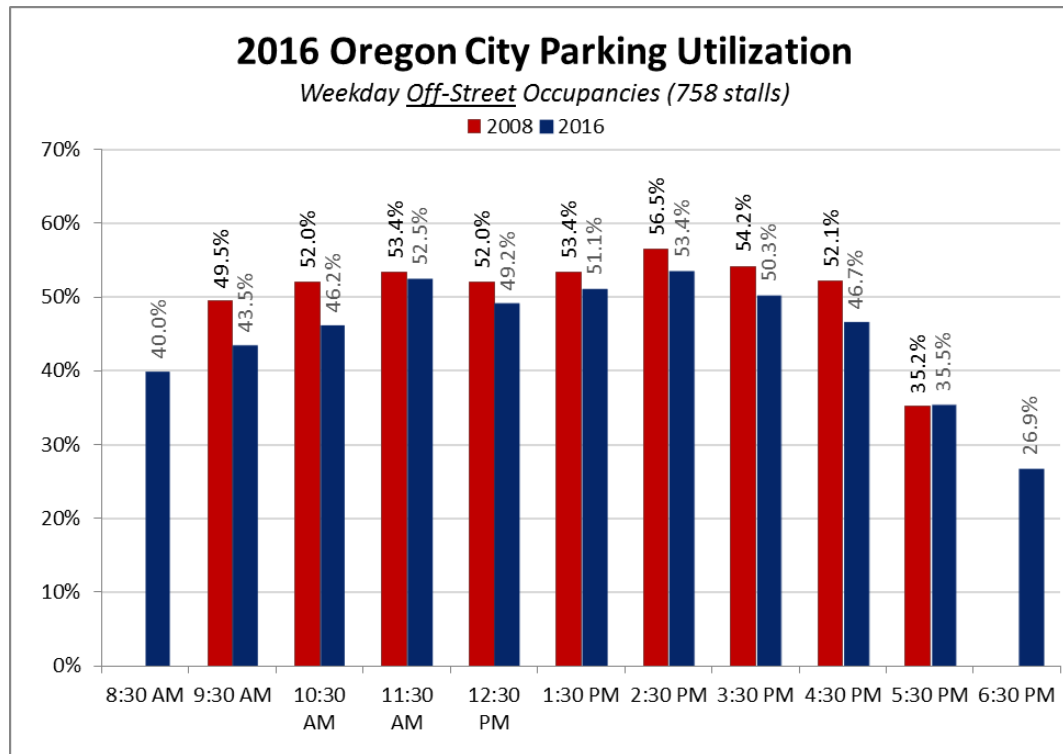
KEY FINDINGS: COMPARATIVE FINDINGS

2016 Oregon City On-Street Parking Utilization – Comparative							
Type of Stall	Study Year	# of Stalls	Peak Hour	Peak Occupancy	Stalls Available	AVG Duration of Stay	Violation Rate
On-Street Peak	2008	392	10:00 – 11:00 AM	72.7%	107	2 hr./ 10 min.	9.6%
	2016	408	2:00 – 3:00 PM	66.2%	138	1 hr./ 53 min	10.8%
Usage by Time Stay (all users)							
2 Hour (All)	2008	188	1:00 – 2:00 PM	76.5%	48	1 hr./ 31 min.	9.6%
	2016	263	5:00 – 6:00 PM	71.9%	74	1 hr./ 33 min	11.0%
4 Hours (Signed)	2008	7	10:00 – 11:00 AM	14.3%	6	1 hr./ 0 min.	0%
	2016	21	2:00 – 3:00 PM	57.1%	9	2 hr./ 26 min	17.9%
8 Hours (Metered)	2008	23	1:00 – 2:00 PM	100%	0	2 hr./ 28 min.	3.0%
	2016	28	5:00 – 6:00 PM	50.0%	14	1 hr./ 50 min	1.9%
Permit Only (Blue)	2008	38	2:00 – 3:00 PM	57.9%	16	5 hr./ 11 min.	N/A
	2016	30	11:00 AM – 12:00 PM	83.3%	5	4 hr./ 34 min	N/A
Permit Only (Green)	2008	31	10:00 – 11:00 AM	83.9%	5	6 hr./ 4 min.	N/A
	2016	9	9:00 – 11:00 AM 12:00 – 1:00 PM	88.9%	1	2 hr./ 13 min	N/A

KEY FINDINGS: COMPARATIVE FINDINGS

Use Characteristics	2008	2016
Average duration of stay	2 hr./ 10 min	1 hr./ 53 min
Unique Vehicle trips	986	1,382
Turnover rate	4.64	5.83
Violation rate	9.6%	10.8%

KEY FINDINGS: COMPARATIVE FINDINGS



2016 Downtown Oregon City Combined Parking Utilization – Comparative						
Type of Stall	Study Date	# of Stalls	Peak Hour	Peak Occupancy	Vehicles Parked	Empty Stalls
Off-Street Peak	2008	637	2:00 – 3:00 PM	56.5%	360	277
	2016	758	2:00 – 3:00 PM	53.4%	405	353

KEY FINDINGS: NEXT STEPS

- Comparative results: Dynamics similar
- Positive Effects:
 - Increase in 2-hour stalls
 - Increase in unique trips
 - Increase # of off-street vehicles
- Weekday vs. Weekend
- Downtown parking is not constrained
- South Downtown evening constraint





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