



MEMORANDUM:

TO: Christina Robertson-Gardiner, Senior Planner
Aquilla Hurd-Ravich, Community Development Director

FROM: William Reynolds, RWC
Rick Williams, RWC
Pete Collins, RWC

DATE: May 22, 2023

RE: ***Oregon City Travel Behavior and Perception Survey – (How People Get Downtown) – Summary of Findings***

Background and Purpose

Initially spurred by the redevelopment of the former Blue Heron Paper Mill, the City Commission adopted a [Transportation Demand Management Plan](#) for Oregon City's downtown in 2018 to increase the "universe of trips" in a constrained downtown area, accommodate the expected level of visitors, and support downtown as a thriving business district.

The plan outlines and prioritizes TDM strategies for Oregon City, leveraging existing conditions and providing the flexibility to respond to opportunities for action as they arise. These strategies will help guide the City toward efficient, right-sized parking while integrating reasonable, attractive, and practical alternative mode options into the project study area. Recommendations and targets were grouped into near, mid, and long-term time periods, with the goal of using TDM and parking solutions over time to complement and support the success of Oregon City as a whole. Ongoing data collection was a key recommendation of the TDM Plan, including parking demand data, mode split data, and travel behavior and perception data i.e., "how people get downtown." The city distributed two travel behavior and perception surveys, one in 2019 and one in 2022, to track, over time, how employees, residents, and visitors access downtown and measure user perceptions of the various access options.

The data plays an essential role in the success of the TDM Plan, as it aids in identifying shifts in travel patterns and pinpointing the strengths and weaknesses of Oregon City's transportation system. With the implementation of infrastructure and TDM initiatives, we can enhance visits and diversify how folks get to and from downtown.

The initial survey was developed with input from the TDM Working Group and was open for responses during November and December 2019. A total of 709 responses were collected in 2019, including 198 responses from downtown employees and 38 from downtown business owners/operators. The follow-up survey was made available in late 2022 and included minor updates to provide more clarity related to remote work/work-from-home. A total of 555 responses were collected in 2022, including 97 from downtown employees and 44 responses from downtown business owners/operators. Both surveys included an option to be entered into a drawing for prizes by providing an email address and involved two days of on-the-ground distribution of the survey to capture downtown visitors who are difficult to reach with an online survey alone.

Key Findings

A complete summary of all 41 questions is available in the detailed Summary Report. The following observations note some of the key findings between 2019 and 2022.

- **Oregon City's commute patterns are much more similar to pre-pandemic conditions compared to other cities with significant downtown office employment.** In many downtown environments, COVID-19 created long-term shifts in travel behavior. Remote work contributed to office downsizing and relocations, and in downtown Portland, as an example, trips were at 60% of pre-pandemic levels at the end of 2022. Transit usage is down overall across the region, requiring service cuts in many parts of the region. In Oregon City, however, remote work/work-from-home is much less common, increasing from around 2% in 2019 to about 5% in 2022. While transit still represents a very small percentage of all work trips, employees reported a slight increase in transit usage (from 3.1% of work trips in 2019 to 4.7% in 2022, excluding remote trips). The vast majority of work trips continue to be by private vehicle, but this has decreased slightly from 93% in 2019 to 91% in 2022 (including drive-alone and carpool trips, excluding remote trips).
- **Despite changes in the employee groups and business owners who responded to the survey, the data findings were consistent between 2019 and 2022, suggesting high reliability in the results.** In 2019, due to targeted outreach, more than one-third of employees who responded to the survey indicated that they visited the Courthouse on most days. In 2022, only 6% of employees were associated in some way with the Courthouse. Despite this change in the profile of employee responses, the mode split data was consistent. Approximately 5% of work trips were carpool trips in both years, fewer than 1% of work trips by bike, and around 3% of work trips were on foot. Among those who live within three miles of Downtown, more than 10% reported walking to work.
- **The experience of walking in and around Downtown is viewed as one of the key features and attractions of Oregon City, and the desire to maintain and gradually improve the walking experience is a consistent priority.** The average rating for the downtown walking experience was consistently high in both years (3.9 out of 5.0), and many of the comments indicated that maintaining a safe, pleasant walking environment was a high priority. Improving crosswalks, particularly across streets with heavy traffic or high speeds, and ensuring clean, clear, and well-lit sidewalks were viewed as very important.
- **There remains a desire for more parking among survey respondents, particularly for longer-term parking options, as well as more consistent, user-friendly payment options.** More off-street parking, more long-term parking, and improved parking payment options remain among the most consistent priorities among survey respondents. A desire for free parking is a common theme in nearly any survey related to parking, regardless of the city; however, some degree of frustration with coin meters and the payment app emerged through the user comments.

“More sidewalks and bike paths would be a major plus for the future of Oregon City.”

“I love walking to OC and up the stairs to the promenade”

“Would love to see improved lighting to make crosswalks safer for pedestrians.”

“I love walking and dining in downtown”

“I would use a safe walking path from Barker Ave to the downtown area.”

“We just need friendlier and more reliable ways for our customers and clients to pay for their parking.”

- **Perceptions of both transit service and bicycle facilities have not changed significantly since 2019.** However, 48% of employees reported using alternative modes at least sometimes (seasonally or on occasion), which is slightly higher than reported in 2019 (41%). A local shuttle or trolley was the most frequently cited desire related to transit service. Bicycle improvements mainly focused on the desire for more trails.

"My family (two adults and two children) would make many more trips to downtown OC if there were safer bike routes."

"I wish we still had the trolley busses making a loop to the sights and through downtown OC"
- **Many of those who responded to the survey took the time to share their genuine love for Oregon City, their desire to maintain Oregon City's character, and even in some cases, an appreciation for the ongoing efforts to make improvements.** Surveys provide a forum to express frustrations and concerns, and perceived lack of free and convenient parking, traffic congestion, pedestrian safety, and opposition to tolling all emerged as consistent themes. Many respondents also took the opportunity to express their love for Oregon City, showcasing how passionate Oregon City residents are about their Downtown.

"I love downtown OC!"

"Thanks for doing this!"

"There have been great improvements to downtown Oregon City, especially places to eat or have a cup of coffee."

"I love how the Planning Division and Downtown has made thoughtful, interesting improvements. Thank you!"

"Thank you to all of the volunteers and survey workers who are helping with this. Keep up the good work!"

"Great City"

Next Steps

The results from this multi-year survey effort provide a robust set of baseline data to measure progress as the TDM Plan recommendations are implemented over time. Incrementally improving the parking experience Downtown, investing in pedestrian connectivity and safety improvements, growing the network of bike trails, and expanding transit service or incentive programs will help to improve all the ways users access downtown Oregon City.

Given the consistency in findings between 2019 and 2022, with only minor changes associated with the COVID-19 pandemic, the next Travel Behavior and Perception Survey is recommended for the year after the Courthouse relocates out of Downtown. This will allow for comparison against a new data set with an anticipated shift in downtown employment characteristics.



RICK WILLIAMS CONSULTING
Parking & Transportation

May 2023
Version 2

Downtown Oregon City 2022 Transportation and Parking Survey Results

Prepared For:



Prepared By:





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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; the first survey was available from October 29, 2019, through January 2, 2020. This document summarizes the second survey collection effort in the fall of 2022, presenting a comparative analysis of the two years.

The initial questions were developed with the TDM Working Group in early October 2019. For the 2022 version of the survey, most questions remained unmodified. Based on feedback from the TDM Working Group, one additional question was added related to the use of the elevator. Additionally, given the changes in travel behavior associated with the COVID-19 pandemic, in some cases, answer choices were modified slightly to provide more clarity related to remote work/work-from-home. These changes were small and allowed the question comparisons between years to remain.

The 41-question online survey was available from October 29th, 2022, through January 18th, 2023, 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:
- Business Owners/Operators:
- Downtown Employees:

18 Questions
+17 Questions
+6 Questions
41 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 Saturday, November 5th, 2022, and Tuesday, November 8th, 2022, field staff conducted intercept surveys using an iPad with the online survey; paper copies were available to those who preferred to fill out by hand.

To incentivize participation, all survey respondents were given the option to enter their email address for a chance to win 1 of 40 \$25.00 gift certificates to participating downtown restaurants. During the intercept survey, anyone who filled out a paper survey or filled out an electronic survey on November 5th or November 8th were eligible to win 1 of 20 \$35.00 gift certificates.

A total of 555 responses were collected (online and paper survey) during the two-month period, including 97 responses from downtown employees and 44 responses from downtown business owners/operators. Approximately 92% of survey respondents elected to provide their email address to enter the drawing.





2.0 Key Findings

General

- 89% of people reported that they drive a car to get downtown (up from 88% in 2019).
- While many people rated their walking experience downtown as high (average score of 3.9 out of 5.0), there were also comments from people who perceive many crosswalks to feel unsafe due to traffic speeds and congestion.
- Perceptions of both transit service and bicycle facilities were average (2.9 out of 5.0), which was very similar to 2019 results. A local shuttle or trolley was the most frequently cited desire related to transit service. Bicycle improvement mainly focused on desires for more trails.
- There is a desire for more parking among survey respondents, particularly for more longer-term parking options. Several commenters also expressed a desire for more consistent, user-friendly payment options.
- More than 1/3 of respondents indicated that they used the elevator during some part of their trip to Downtown (37%).
- 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 maintaining a safe, pleasant walking environment was a key priority. Improving crosswalks, particularly across streets with heavy traffic or high speeds, and ensuring sidewalks are clean, clear, and well-lit were viewed as very important.

Employees

- 91% of weekday commute trips were made by private vehicle, including an 86% drive alone rate and a 5% carpool rate. This is a slight decrease from 2019 (93%).
- 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.
- 48% of employees use alternative modes at least sometimes (either seasonally or on occasion). This is slightly higher than reported in 2019 (41%).
- Carpooling and walking are the most common alternative modes used.
- Nearly half (47%) of employees expressed a willingness to consider using alternative modes to get to work; improved transit service, financial incentives to use alternative modes, and improved walking routes were the most commonly cited improvements or programs that would make them more likely to consider alternative modes.
- Among the employees surveyed, work from home/remote work is a small percentage. Approximately 5% of all work days reported were remote/from home, up from approximately 2% in 2019.
- Overall commuter patterns were very similar between 2022 and 2019, indicating a high reliability in the findings and smaller changes due to COVID than other cities that experienced a major shift to remote work.

Downtown Business Owners

- Approximately 40% of the downtown businesses who responded provide free parking for their employees, none surveyed indicated that they provide any sort of transit or alternative mode benefit.
- Approximately 25% 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

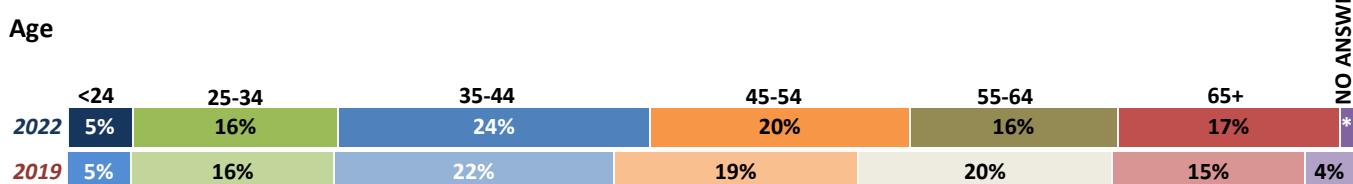
• Responses:	2022	2019
	555 individuals	709 individuals

3.2. DEMOGRAPHICS

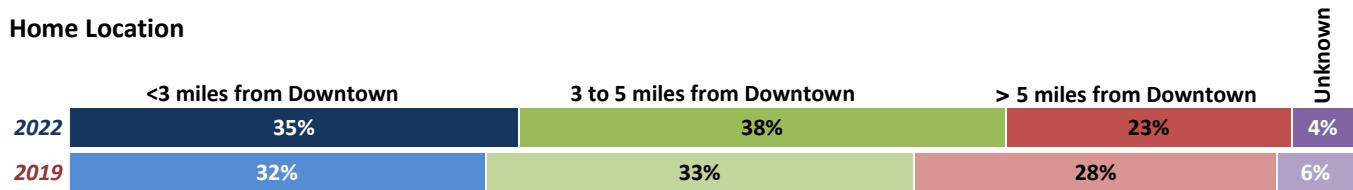
Gender Identity



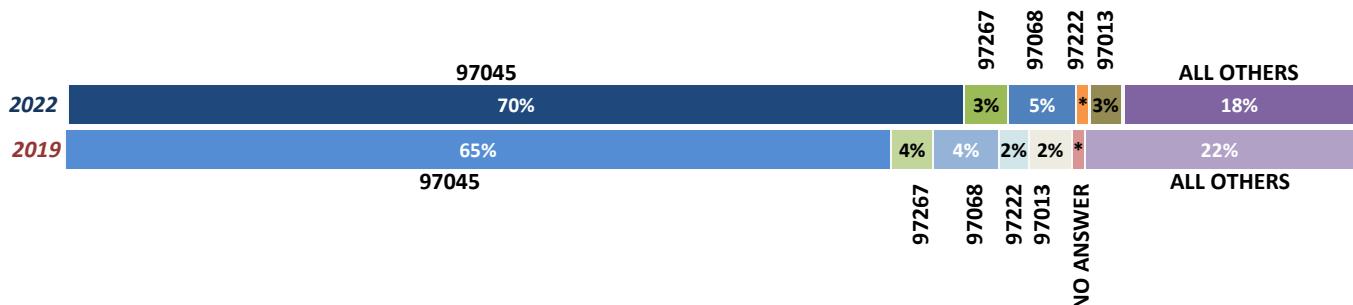
Age



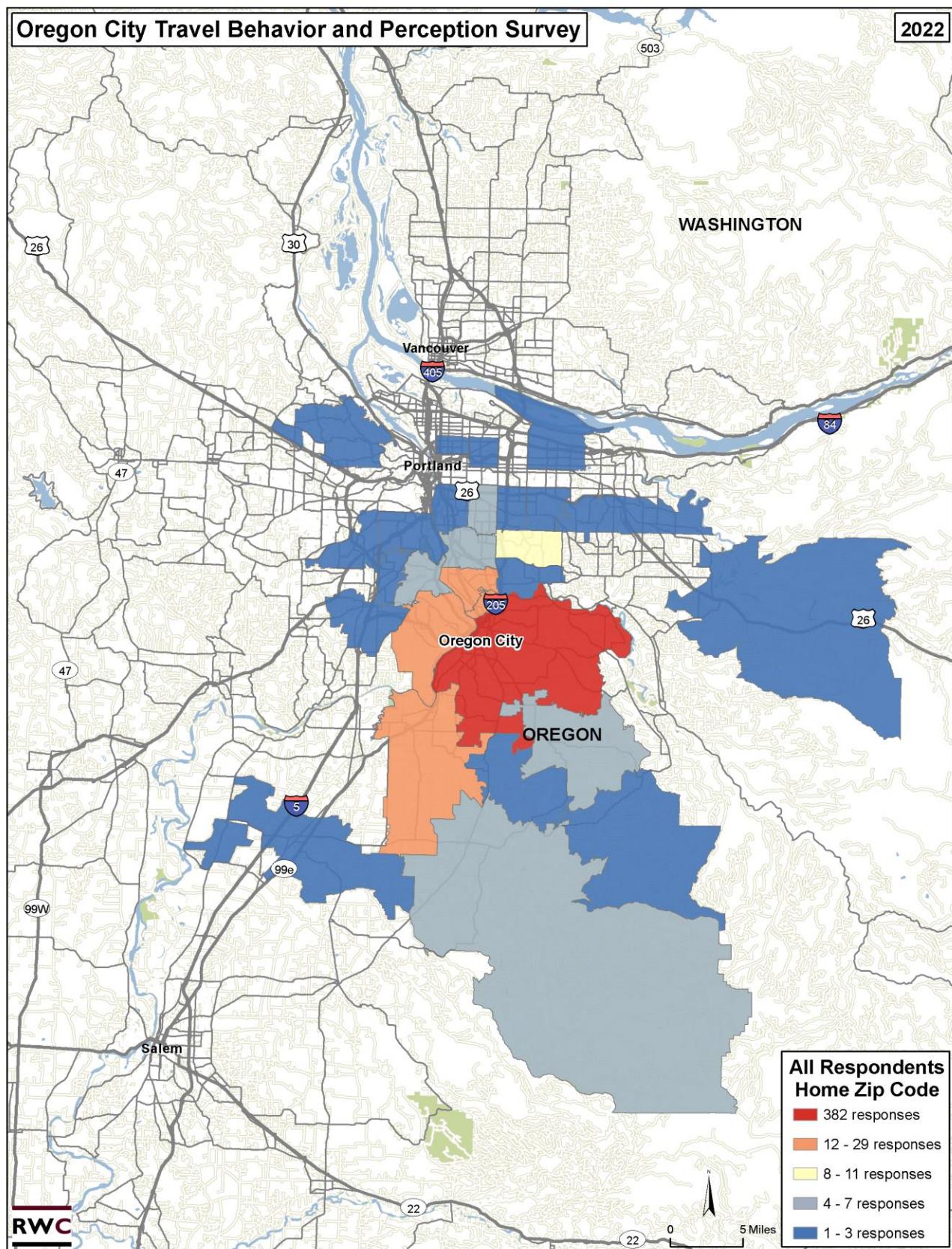
Home Location



Home Zip Code



*≤ 1%



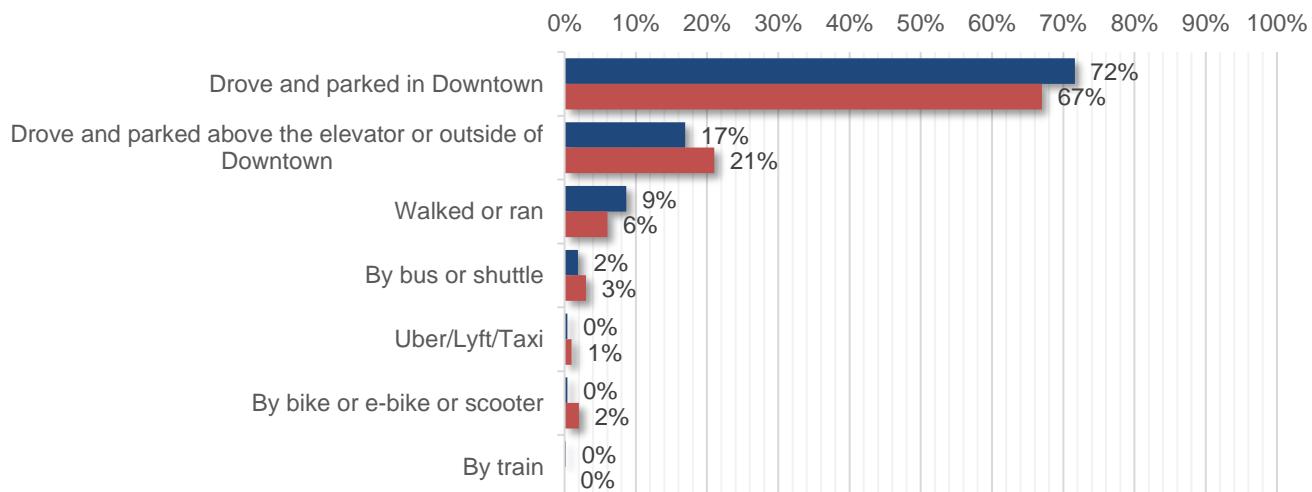
3.3. TRAVEL MODE

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

	2022	2019
● Total Responses¹:	532 responses	657 responses
● Reported Travel Mode:		
■ Drove and parked in Downtown	381 responses (72%)	444 responses (67%)
■ Drove and parked above elevator or outside of Downtown	90 responses (17%)	135 responses (21%)
■ Walked or ran	46 responses (9%)	39 responses (6%)
■ By bus or shuttle	10 responses (2%)	21 responses (3%)
■ Uber/Lyft/Taxi	2 responses (<1%)	6 responses (1%)
■ By bike/e-bike/scooter	2 responses (<1%)	11 responses (2%)
■ By train	1 response (<1%)	1 response (<1%)
● Combined Categories:		
■ Drove	471 responses (89%)	579 responses (88%)
■ Walked or ran	46 responses (9%)	39 responses (6%)
■ By transit	11 responses (2%)	22 responses (3%)
■ Uber/Lyft/Taxi	2 responses (<1%)	6 responses (1%)
■ By bike/e-bike/scooter	2 responses (<1%)	11 responses (2%)

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

2022 (532 responses) vs. 2019 (657 responses)



¹ "I do not visit Downtown Oregon City for non-work purposes" (15) is excluded from the response count.

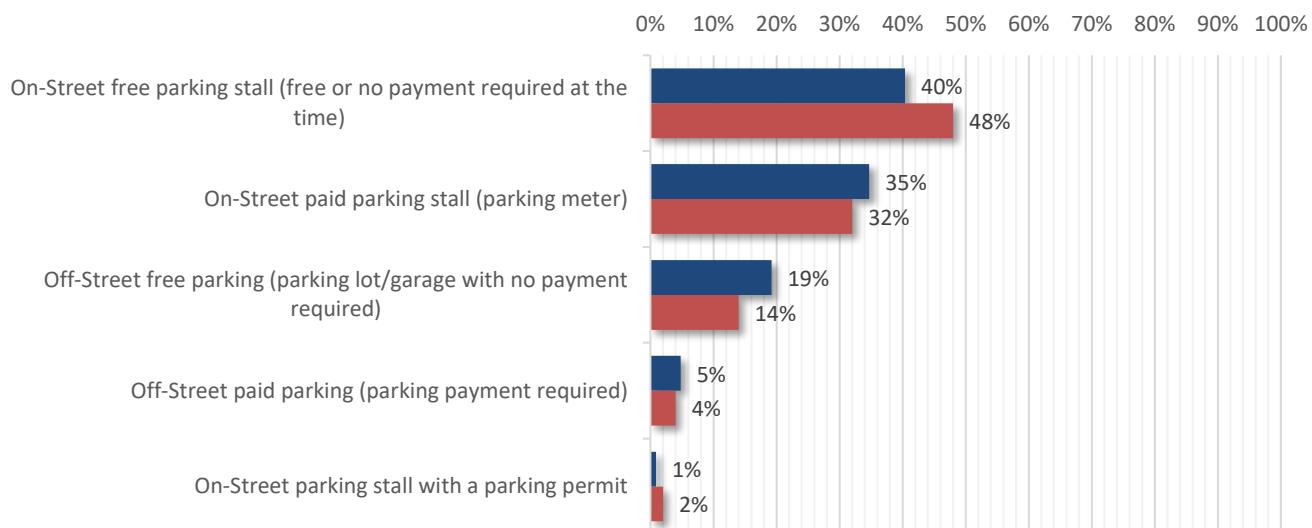
3.4. PARKING LOCATION

Where did you park?

	2022	2019
● Total Responses:	458 responses	571 responses
● Reported Parking Location:		
■ On-Street free parking stall (free or no payment required at the time)	185 responses (40%)	274 responses (48%)
■ On-Street paid parking stall (parking meter)	159 responses (35%)	184 responses (33%)
■ Off-Street free parking (parking lot/garage with no payment required)	88 responses (19%)	79 responses (14%)
■ Off-Street paid parking (parking payment required)	22 responses (5%)	22 responses (4%)
■ On-Street parking stall with a parking permit	4 responses (1%)	12 responses (2%)
● Combined Categories:		
■ On-Street	348 responses (76%)	470 responses (82%)
■ Off-Street	110 responses (24%)	101 responses (18%)

Where did you park?

2022 (458 Responses) vs. 2019 (571 responses)



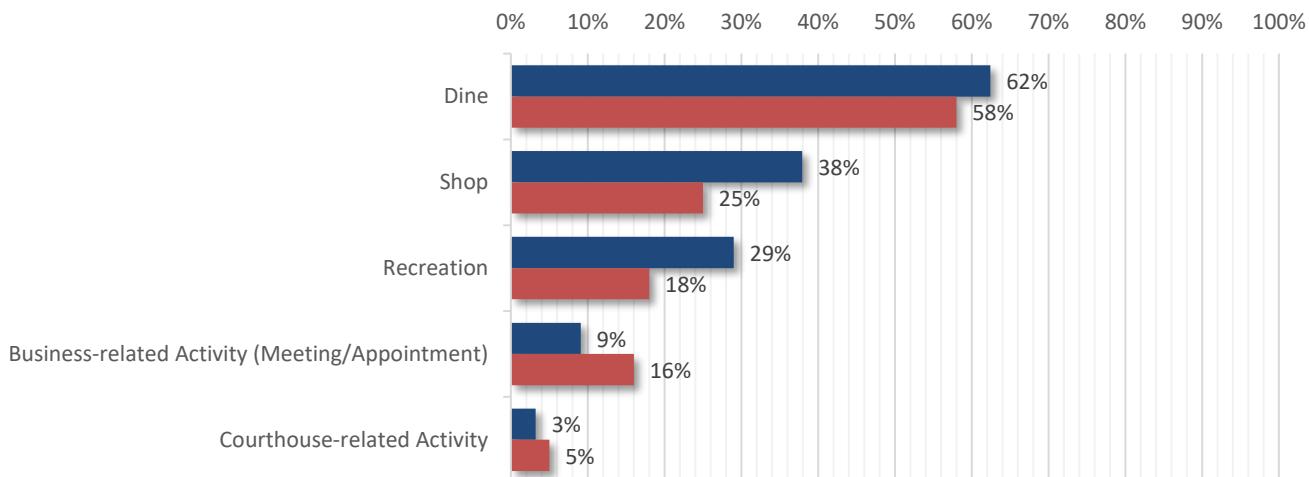
3.5. TRIP PURPOSE

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

	2022	2019
● Total Responses:	527 responses	650 responses
● Reported Trip Purpose:		
■ Dine	329 responses (62%)	375 responses (58%)
■ Shop ²	200 responses (38%)	164 responses (25%)
■ Recreation	153 responses (29%)	119 responses (18%)
■ Business-related Activity (Meeting/Appointment) ³	48 responses (9%)	104 responses (16%)
■ Courthouse-related Activity	17 responses (3%)	34 responses (5%)

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

2022 (527 Responses) vs. 2019 (650 responses)



² Includes “other” responses related to service appointments such as tattoo, salon, haircut, car service, etc.

³ Includes “other” responses indicating work trip

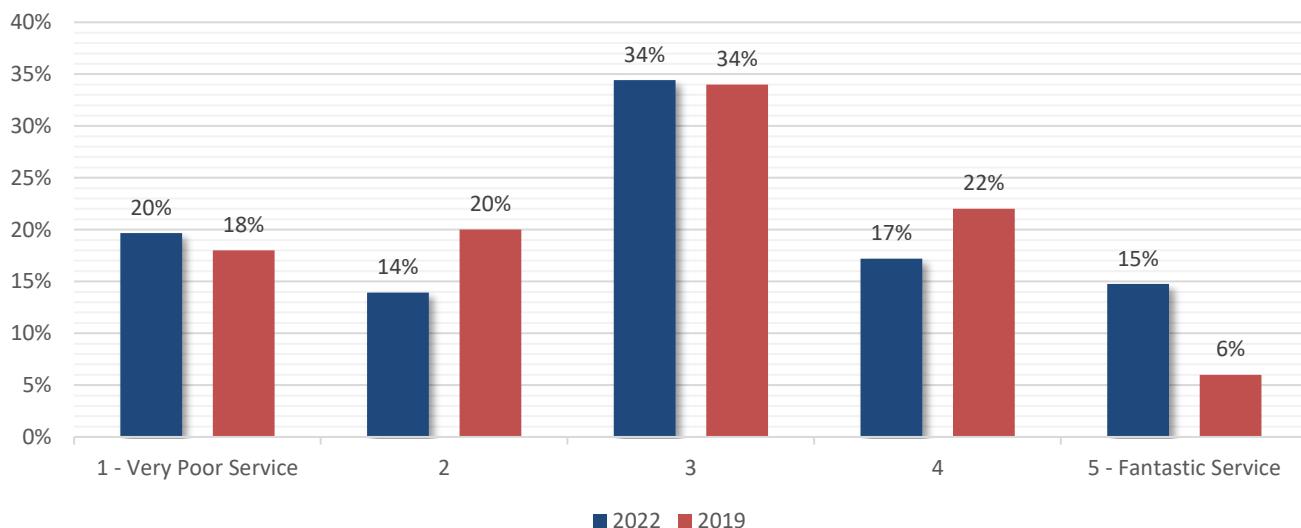


3.6. PERCEPTION OF TRANSIT SERVICE

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

	2022	2019
● Individual Responses:		
■ 1 (Very Poor)	122 responses	287 responses
■ 2	24 responses (20%)	51 responses (18%)
■ 3	17 responses (14%)	57 responses (20%)
■ 4	42 responses (34%)	99 responses (34%)
■ 5 (Fantastic Service)	21 responses (17%)	62 responses (22%)
■ 18 responses (15%)	18 responses (6%)	18 responses (6%)
● Average Response:	2.9 out of 5.0	2.8 out of 5.0

What is your perception of transit service to Downtown Oregon City?
2022 (122 responses) vs. 2019 (287 responses)



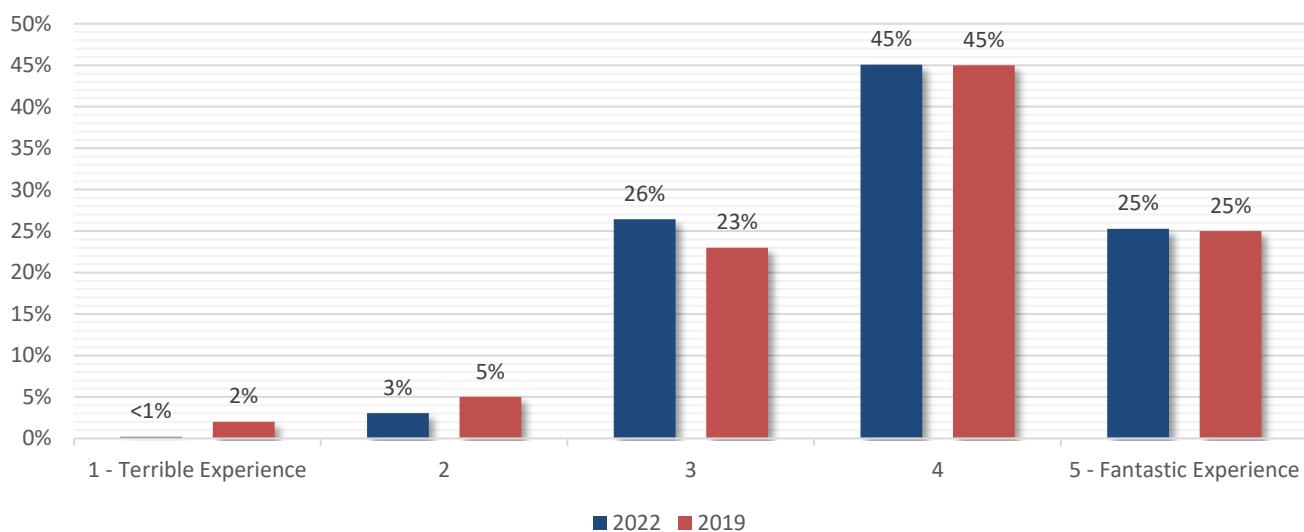
3.7. PERCEPTION OF WALKING

What is your experience walking in Downtown Oregon City?

	2022	2019
● Individual Responses:		
■ 1 (Terrible Experience)	526 responses	663 responses
■ 2	1 responses (<1%)	14 responses (2%)
■ 3	16 responses (3%)	33 responses (5%)
■ 4	139 responses (26%)	150 responses (23%)
■ 5 (Fantastic Experience)	237 responses (45%)	302 responses (45%)
● Average Response:	133 responses (25%)	164 responses (25%)
	3.9 out of 5.0	3.9 out of 5.0

What is your experience walking in Downtown Oregon City?

2022 (526 responses) vs. **2019** (663 responses)





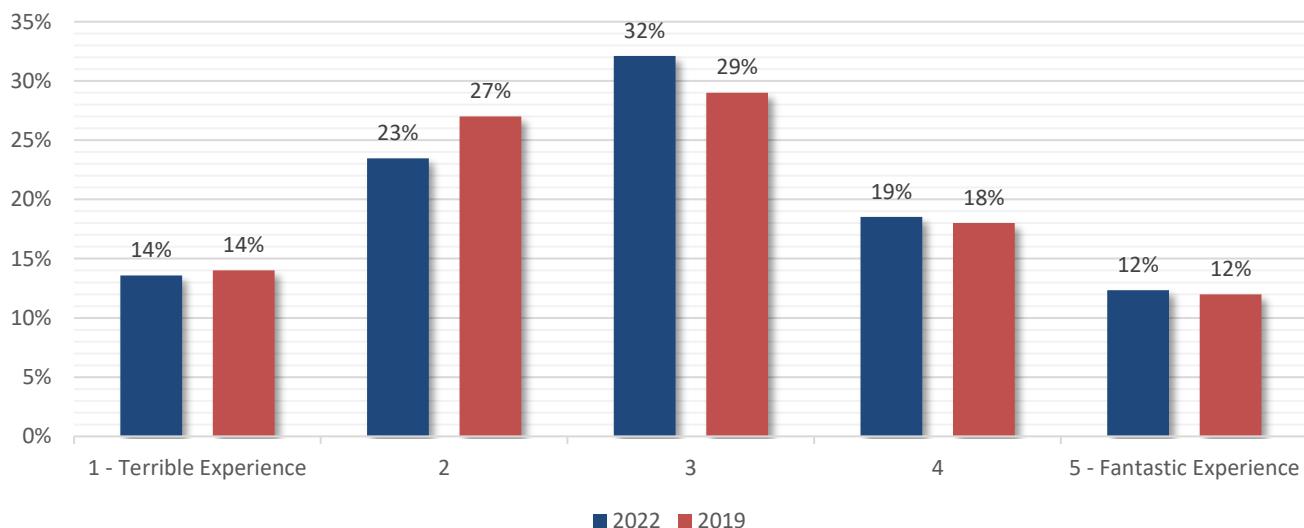
3.8. PERCEPTION OF BIKING

What is your experience biking in Downtown Oregon City?

	2022	2019
● Individual Responses:		
■ 1 (Terrible Experience)	81 responses	95 responses
■ 2	9 responses (14%)	13 responses (14%)
■ 3	19 responses (30%)	26 responses (27%)
■ 4	18 responses (29%)	28 responses (29%)
■ 5 (Fantastic Experience)	10 responses (16%)	17 responses (18%)
■ 7 responses (11%)	11 responses (12%)	
● Average Response:	2.9 out of 5.0	2.9 out of 5.0

What is your experience biking in Downtown Oregon City?

2022 (81 responses) vs. 2019 (95 responses)





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?

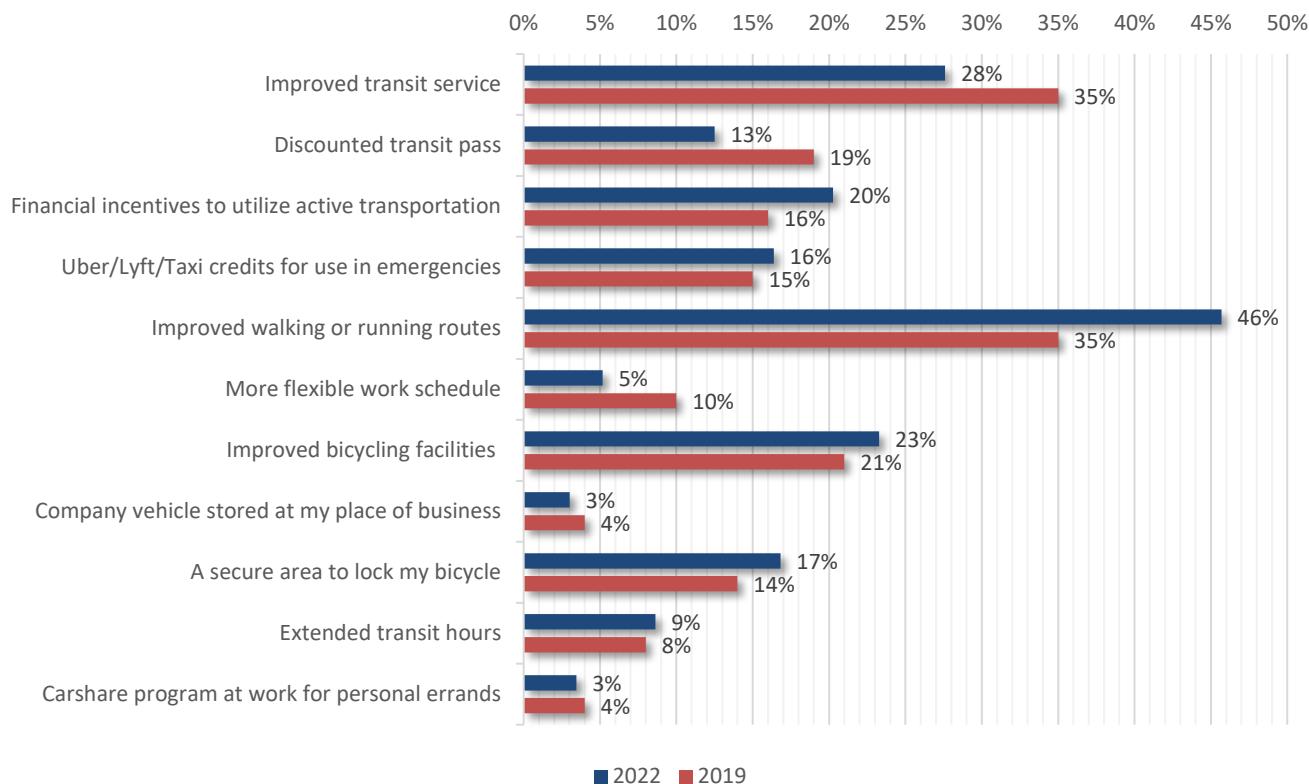
● All Responses ⁴ :	2022	2019
■ Improved transit service	232 responses	299 responses
■ Discounted transit pass	64 responses (28%)	104 responses (35%)
■ Financial incentives to utilize active transportation	29 responses (13%)	57 responses (19%)
■ Uber/Lyft/Taxi credits for use in emergencies	47 responses (20%)	49 responses (16%)
■ Improved walking or running routes	38 responses (16%)	46 responses (15%)
■ More flexible work schedule	106 responses (46%)	105 responses (35%)
■ Improved bicycling facilities	12 responses (5%)	30 responses (10%)
■ Company vehicle stored at my place of business	54 responses (23%)	63 responses (21%)
■ A secure area to lock my bicycle	7 responses (3%)	11 responses (4%)
■ Extended transit hours	39 responses (17%)	43 responses (14%)
■ Carshare program at work for personal errands	20 responses (9%)	23 responses (8%)
	8 responses (3%)	11 responses (4%)
● Employee Responses ⁵ :	2022	2019
■ Improved transit service	46 responses	94 responses
■ Discounted transit pass	13 responses (28%)	37 responses (39%)
■ Financial incentives to utilize active transportation	9 responses (20%)	25 responses (27%)
■ Uber/Lyft/Taxi credits for use in emergencies	16 responses (35%)	22 responses (23%)
■ Improved walking or running routes	7 responses (15%)	18 responses (19%)
■ More flexible work schedule	15 responses (33%)	17 responses (18%)
■ Improved bicycling facilities	7 responses (15%)	14 responses (15%)
■ Company vehicle stored at my place of business	5 responses (11%)	9 responses (10%)
■ A secure area to lock my bicycle	5 responses (11%)	8 responses (9%)
■ Extended transit hours	6 responses (13%)	4 responses (4%)
■ Carshare program at work for personal errands	5 responses (11%)	4 responses (4%)

⁴ Excludes "None of These" (177 responses)

⁵ Excludes "None of These" (37 responses) and blank (14)

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

2022 (232 responses) vs. 2019 (299 responses)



3.10. PRIORITY TRANSPORTATION INVESTMENTS

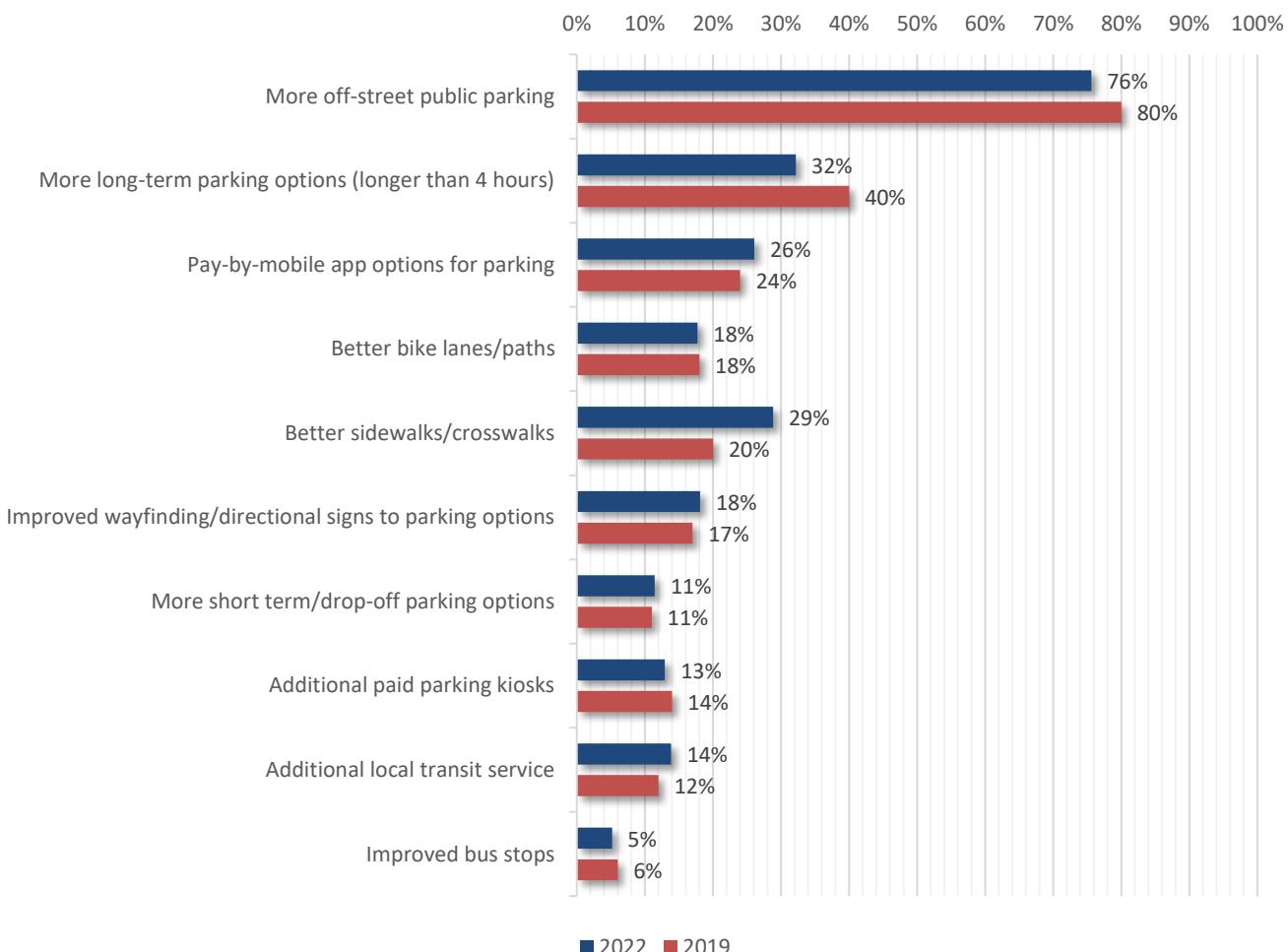
If you could make 3 transportation investments in Downtown Oregon City, what would you add/improve?

● Individual Responses:

	2022	2019
More off-street public parking	541 responses	691 responses
More long-term parking options	409 responses (76%)	551 responses (80%)
Pay-by-mobile app options for parking	174 responses (32%)	279 responses (40%)
Better bike lanes/paths	141 responses (26%)	167 responses (24%)
Better sidewalks/crosswalks	96 responses (18%)	122 responses (18%)
Improved wayfinding/directional signs	156 responses (29%)	138 responses (20%)
More short term/drop-off parking options	98 responses (18%)	118 responses (17%)
Additional paid parking kiosks	62 responses (11%)	78 responses (11%)
Additional local transit service	70 responses (13%)	95 responses (14%)
Improved bus stops	75 responses (14%)	85 responses (12%)
	28 responses (5%)	42 responses (6%)

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

2022 (541 responses) vs. **2019** (691 responses)



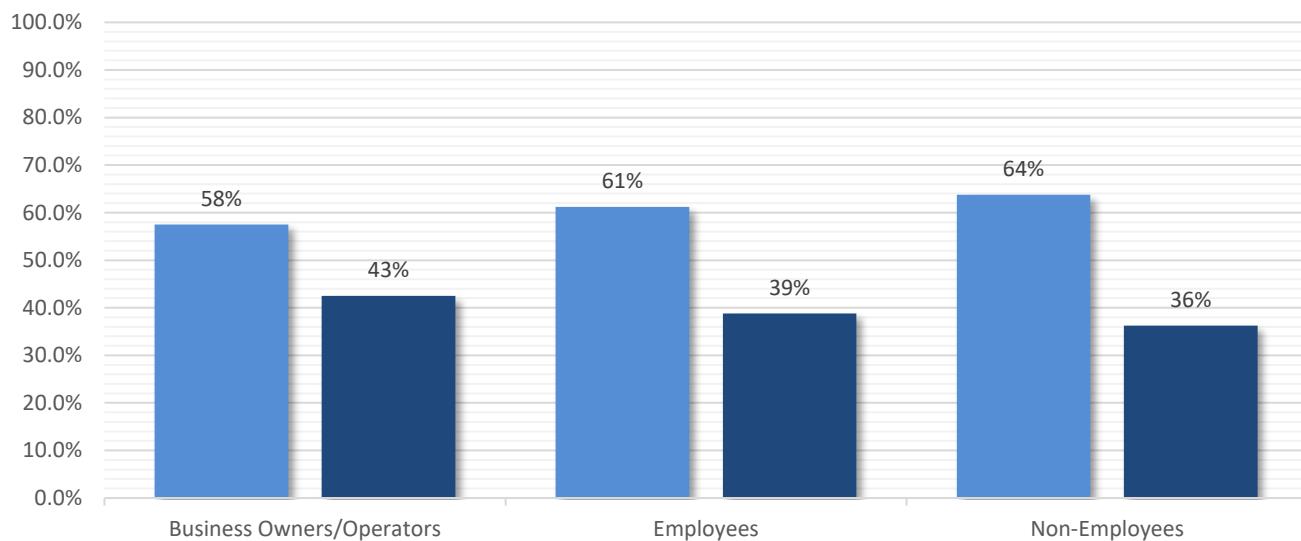
3.11. PARKING LOCATION

Did you use the elevator during any part of your trip?

- **Total Responses:** 536 responses
- **Business Owners/Operators⁶:**
 - Yes 17 responses (42%)
 - No 23 responses (58%)
- **Employees⁷:** 49 responses
 - Yes 19 responses (39%)
 - No 30 responses (61%)
- **Non-Employees⁸:** 447 responses
 - Yes 162 responses (36%)
 - No 285 responses (64%)

Did you use the elevator during any part of your trip?

No (338 responses) vs. Yes (198 responses)



⁶ Of the 40 Business Owners/Operators, there are 39 listed as "Employee" and 1 listed as "Non-Employee", but all are not counted as such in this section.

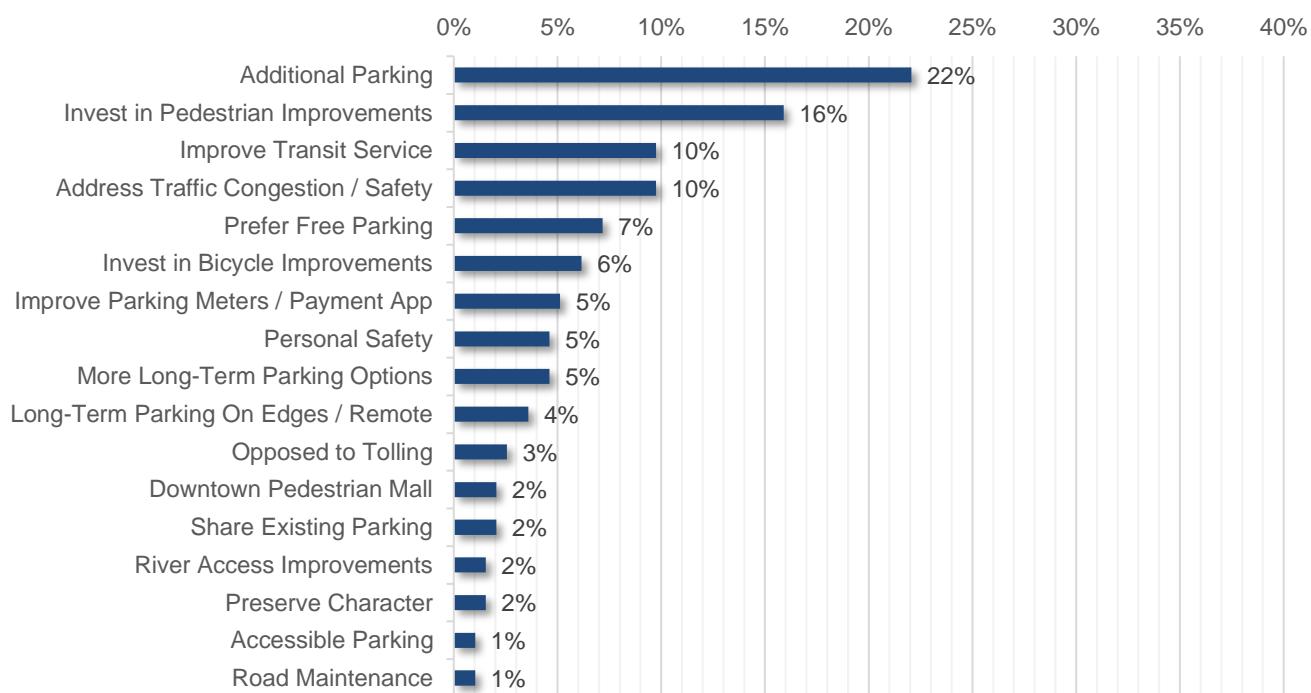
⁷ An additional 39 responses are listed as "Business Owners/Operators" and "Employee" but are only counted as Business Owners/Operators in this section.

⁸ An additional response is listed as "business Owners/Operators" and "Non-Employee" but is only counted as Business Owners/Operators in this section.

3.12. GENERAL COMMENTS

• Individual Responses ⁹ :	2022
• Key Priorities	195 comments ¹⁰
■ Additional Parking	43 comments (22%)
■ Invest in Pedestrian Improvements	31 comments (16%)
■ Improve Transit Service	19 comments (10%)
■ Address Traffic Congestion / Safety	19 comments (10%)
■ Prefer Free Parking	14 comments (7%)
■ Invest in Bicycle Improvements	12 comments (6%)
■ Improve Parking Meters / Payment App	10 comments (5%)
■ Personal Safety	9 comments (5%)
■ More Long-Term Parking Options	9 comments (5%)
■ Long-Term Parking on Edges / Remote	7 comments (4%)
■ Opposed to Tolling	5 comments (3%)
■ Downtown Pedestrian Mall	4 comments (2%)
■ Share Existing Parking	4 comments (2%)
■ River Access Improvements	3 comments (2%)
■ Preserve Character	3 comments (2%)
■ Accessible Parking	2 comments (1%)
■ Road Maintenance	2 comments (1%)

General Comment Categories
(196 Comments)



⁹ Count of respondents electing to provide an optional written comment

¹⁰ 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

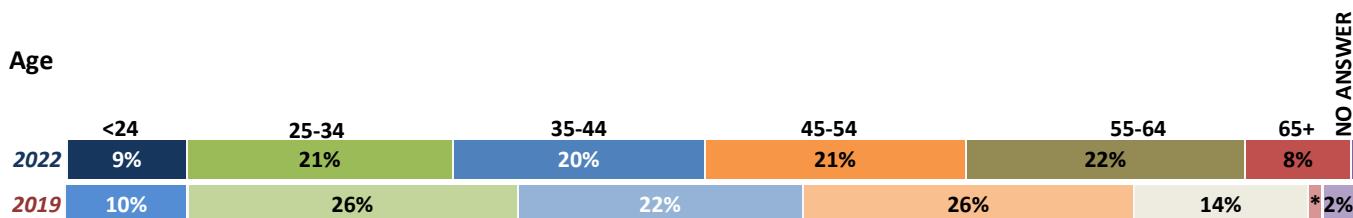
	2022	2019
● Downtown Employee Responses:	97 individuals	198 individuals
■ Business Owners/Operators Included in Sample:	42 individuals (43%)	35 individuals (18%)

4.2. DEMOGRAPHICS

Gender Identity



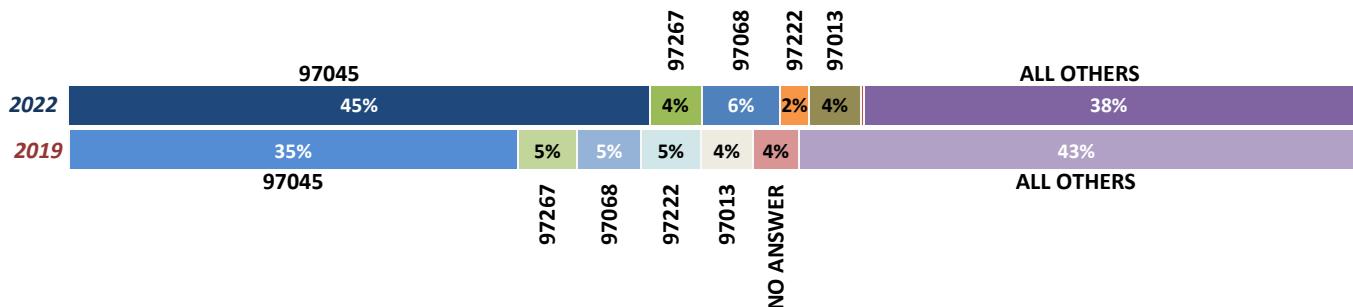
Age



Home Location



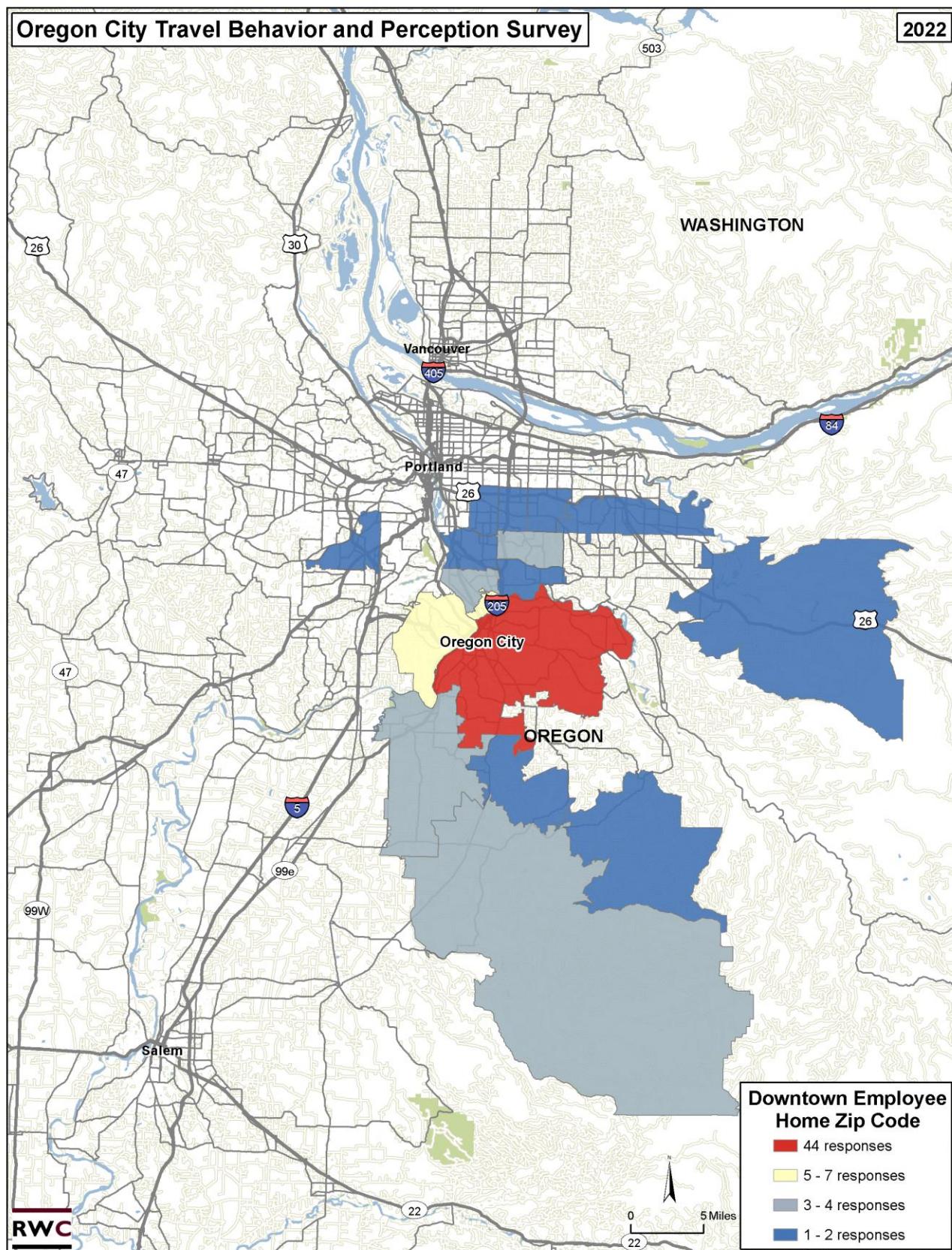
Home Zip Code



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



*≤1%



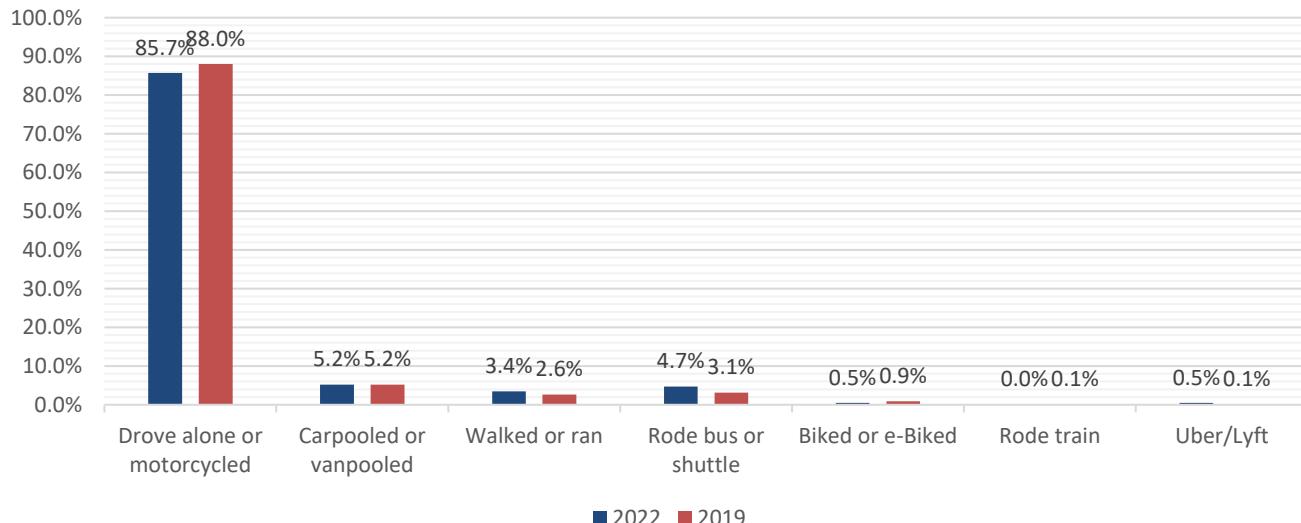
4.3. COMMUTE MODE BY DAY OF WEEK - WEEKDAY

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.

	2022	2019
● Downtown Employee Responses:	97 responses	198 responses
● Total Potential Weekday Trips:	485 trips	990 trips
● Reported Weekday Trips¹¹:	406 trips	883 trips
■ Drove alone or motorcycled:	348 trips (85.7%)	777 trips (88.0%)
■ Carpooled or vanpooled:	21 trips (5.2%)	46 trips (5.2%)
■ Walked or ran:	14 trips (3.4%)	23 trips (2.6%)
■ Rode bus:	19 trips (4.7%)	27 trips (3.1%)
■ Bike or e-biked:	2 trips (0.5%)	8 trips (0.9%)
■ Rode train:	-	1 trip (0.1%)
■ Uber/Lyft:	2 trips (0.5%)	1 trip (0.1%)
● Including Work from Home Trips in Total:	429 trips	901 trips
■ Work from home:	23 (5.4%)	18 trips (2.0%)

Employee Work Trips - Weekday

2022 (406 trips) vs. 2019 (883 trips)



¹¹ "Worked from home or elsewhere off site" (23), "Regular Day Off" (45) and Blank responses (11) are excluded from the total number of reported weekday trips.



Table 1: Weekday (Mon-Fri) Work Trips by Reported Commute Distance – 2022 vs. 2019

	Average ¹²	< 3 Miles	3-5 Miles	> 5 Miles
Drove alone or motorcycled	85.7% 88.0%	87.8% 76.9%	88.1% 94.8%	93.1% 90.2%
Carpooled or vanpooled	5.2% 5.2%	1.1% 3.7%	11.9% 1.7%	4.4% 6.3%
Walked or ran	3.4% 2.6%	11.1% 14.9%	- 1.3%	0.6% -
Rode bus	4.7% 3.1%	- 1.5%	- 2.2%	- 2.2%
Biked or e-biked	0.5% 0.9%	- 2.2%	- -	0.6% 1.1%
Rode train	- 0.1%	- 0.7%	- -	- -
Uber/Lyft	0.5% 0.1%	- -	- -	1.3% 0.1%
Total Trip Count:	406 883	90 134	109 232	160 448

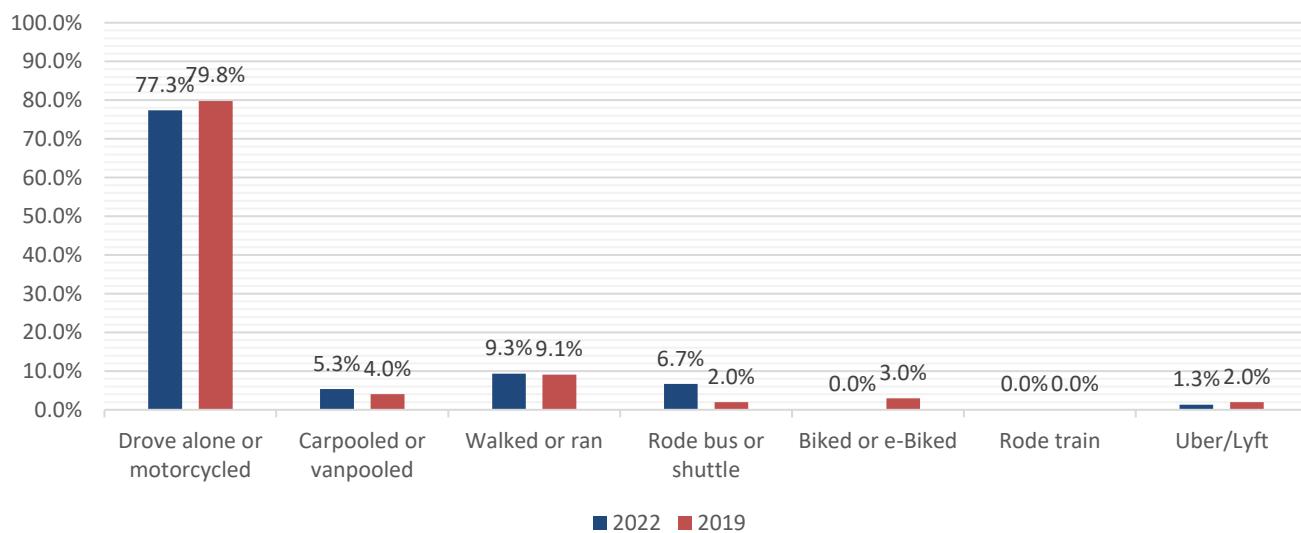
¹² Includes 47 reported trips without a specified travel distance.

4.4. COMMUTE MODE BY DAY OF WEEK - WEEKEND

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.

	2022	2019
● Downtown Employee Responses:	97 responses	198 responses
● Total Potential Weekend Trips:	194 trips	396 trips
● Reported Weekend Trips¹³:	75 trips	99 trips
■ Drove alone or motorcycled:	58 trips (77.3%)	79 trips (79.8%)
■ Carpoled or vanpoled:	4 trips (5.3%)	4 trips (4.0%)
■ Walked or ran:	7 trips (9.3%)	9 trips (9.1%)
■ Rode bus:	5 trips (6.7%)	2 trips (2.0%)
■ Bike or e-biked:	-	3 trips (3.0%)
■ Rode train:	-	-
■ Uber/Lyft:	1 trip (1.3%)	2 trips (2.0%)
● Including Work from Home Trips in Total:	78 trips	102 trips
■ Work from home:	3 (3.8%)	3 trips (2.9%)

Employee Work Trips - Weekend
2022 (75 trips) vs. 2019 (99 trips)



¹³ "Worked from home or elsewhere off site" (3), "Regular Day Off" (108) and Blank responses (8) are excluded from the total number of reported weekend trips.



Table 2: Weekend (Sat-Sun) Work Trips by Reported Commute Distance – 2022 vs. 2019

	Average ¹⁴	< 3 Miles	3-5 Miles	> 5 Miles
Drove alone or motorcycled	77.3% 79.8%	79.2% 70.4%	94.1% 84.6%	81.8% 82.9%
Carpooled or vanpooled	5.3% 4.0%	- 7.4%	5.9% -	13.6% 5.7%
Walked or ran	9.3% 9.1%	20.8% 18.5%	- 15.4%	4.5% -
Rode bus	6.7% 2.0%	- -	- -	- 2.9%
Biked or e-biked	- 3.0%	- 3.7%	- -	- 5.7%
Rode train	- -	- -	- -	- -
Uber/Lyft	1.3% 2.0%	- -	- -	- 2.9%
Total Trip Count:	75 99	24 27	17 26	22 35

¹⁴ Includes 11 reported trips without a specified travel distance.

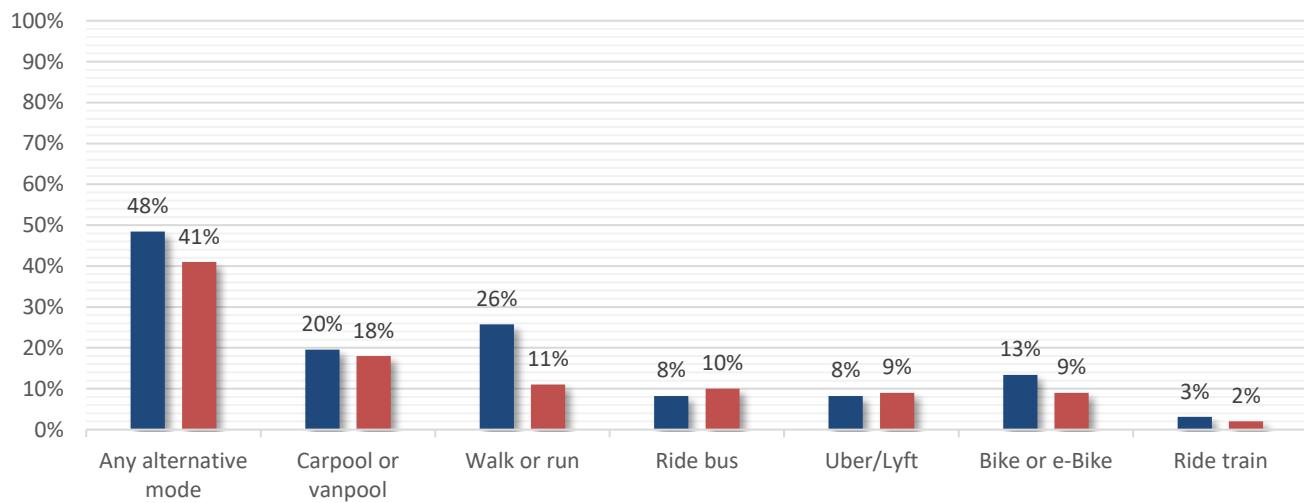
4.5. USE OF ALTERNATIVE MODES

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)?

	2022	2019
● Sometimes Use Alternative Modes ¹⁵ :	47 individuals (48%)	81 individuals (41%)
● Reported Usage of Alternative Modes:		
■ Carpool or vanpool:	19 individuals (20%)	36 individuals (18%)
■ Walk or run:	25 individuals (26%)	22 individuals (11%)
■ Ride bus:	8 individuals (8%)	20 individuals (10%)
■ Uber/Lyft:	8 individuals (8%)	18 individuals (9%)
■ Bike or e-bike:	13 individuals (13%)	17 individuals (9%)
■ Ride train:	3 individuals (3%)	2 individuals (2%)

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

2022 (97 responses) vs. **2019** (198 responses)



¹⁵ Includes individuals who reported using an alternative mode either in their trip diary or occasionally.

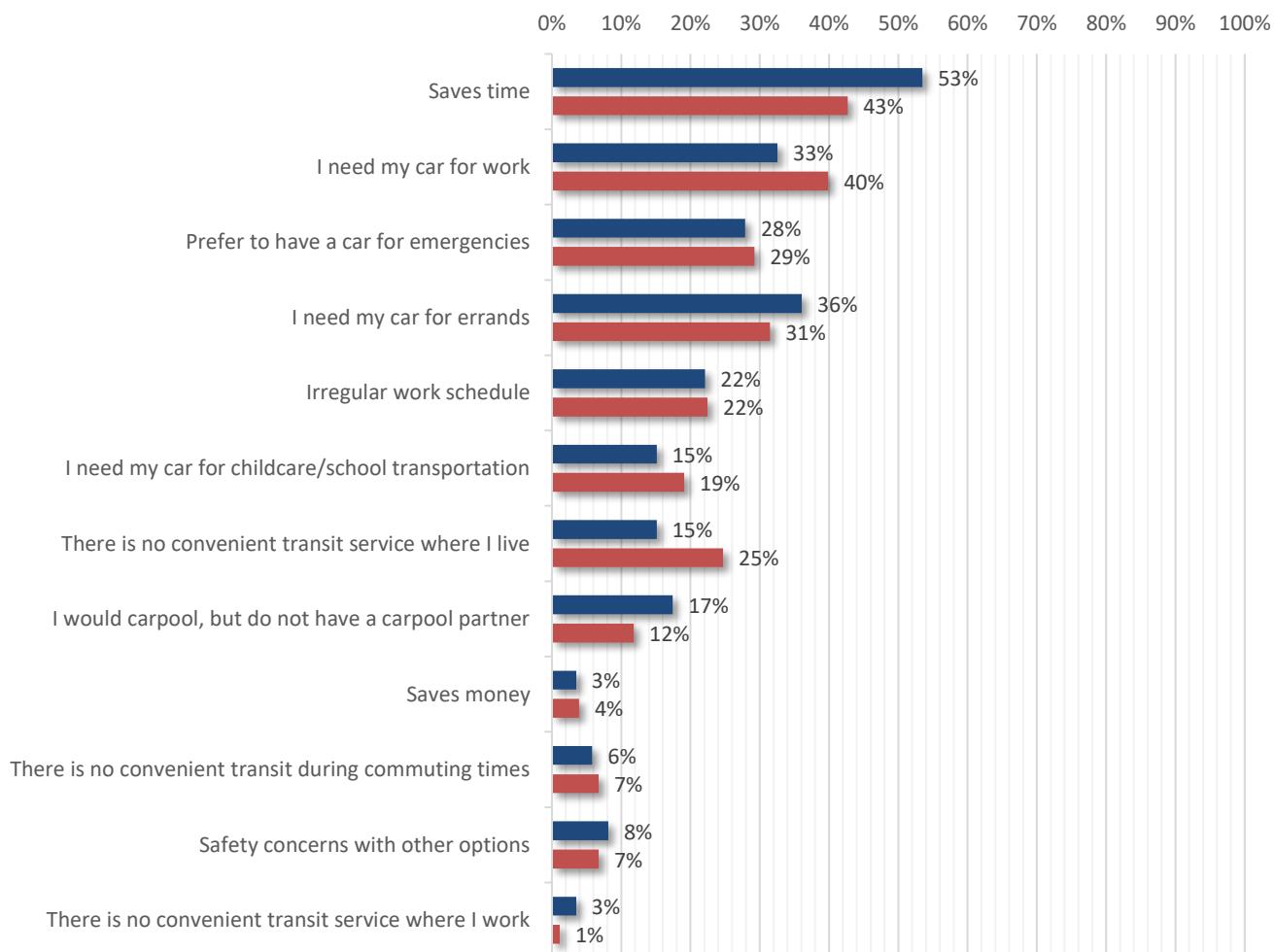
4.6. REASONS FOR DRIVING ALONE

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

	2022	2019
● Employee Responses:	86 responses	178 responses
■ Saves time	46 responses (53%)	76 responses (43%)
■ I need my car for work	28 responses (33%)	71 responses (40%)
■ Prefer to have a car for emergencies	24 responses (28%)	52 responses (29%)
■ I need my car for errands	31 responses (36%)	56 responses (31%)
■ Irregular work schedule	19 responses (22%)	40 responses (22%)
■ I need my car for childcare/school transportation	13 responses (15%)	34 responses (19%)
■ There is no convenient transit service where I live	13 responses (15%)	44 responses (25%)
■ I would carpool, but do not have a carpool partner	15 responses (17%)	21 responses (12%)
■ Saves money	3 responses (3%)	7 responses (4%)
■ There is no convenient transit during commuting	5 responses (6%)	12 responses (7%)

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

2022 (86 responses) vs. **2019** (178 responses)



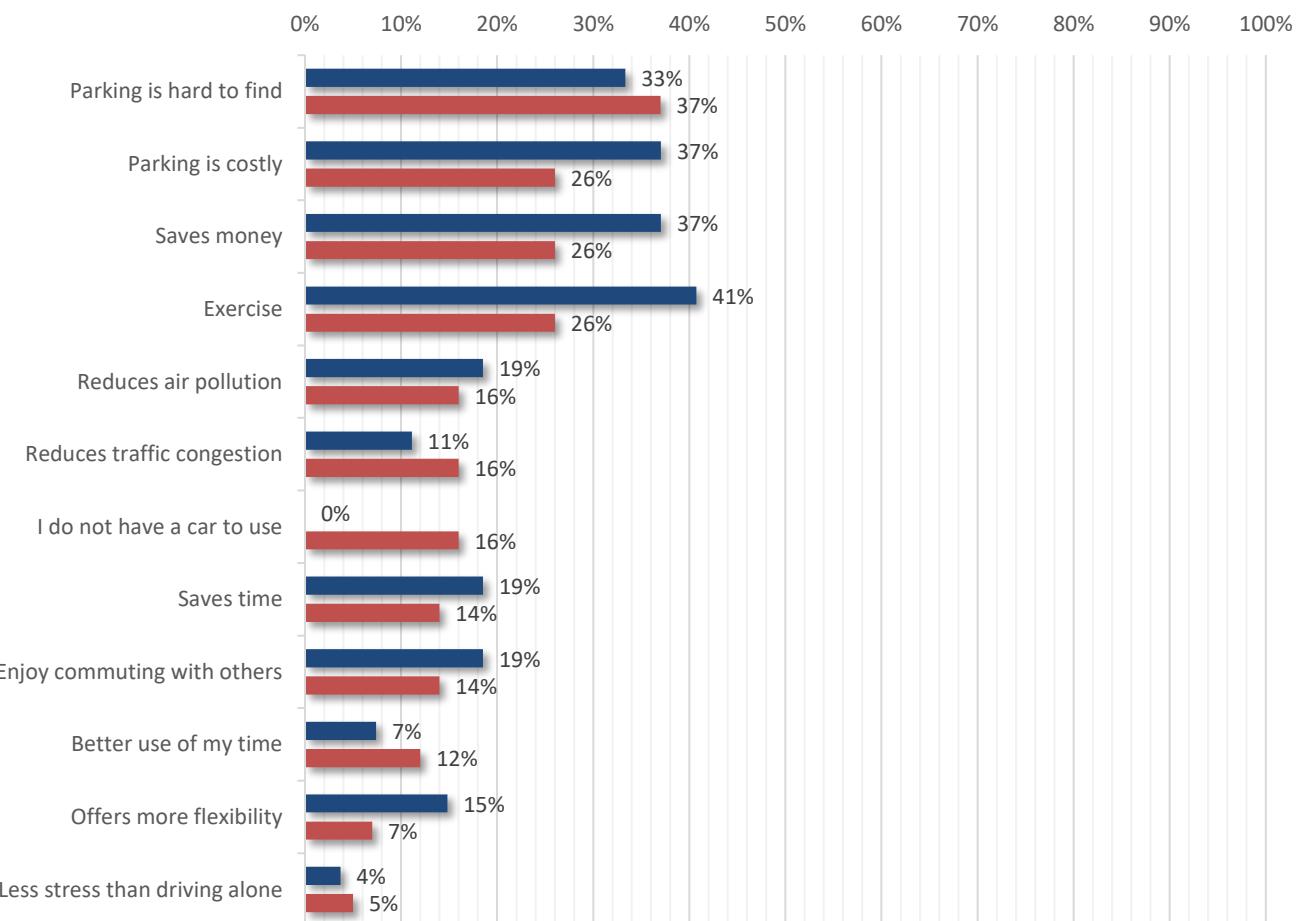
4.7. REASONS FOR COMMUTING BY ALTERNATIVE MODES

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

	2022	2019
● Employee Responses:	27 responses	43 responses
● Reported Reasons:		
■ Parking is hard to find	9 responses (33%)	16 responses (37%)
■ Parking is costly	10 responses (37%)	11 responses (26%)
■ Saves money	10 responses (37%)	11 responses (26%)
■ Exercise	11 responses (41%)	11 responses (26%)
■ Reduces air pollution	5 responses (19%)	7 responses (16%)
■ Reduces traffic congestion	3 responses (11%)	7 responses (16%)
■ I do not have a car to use	-	7 responses (16%)
■ Saves time	5 responses (19%)	6 responses (14%)
■ Enjoy commuting with others	5 responses (19%)	6 responses (14%)
■ Better use of my time	2 responses (7%)	5 responses (12%)
■ Offers more flexibility	4 responses (15%)	3 responses (7%)
■ Less stress than driving alone	1 response (4%)	2 responses (5%)

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

2022 (27 responses) vs. 2019 (43 responses)





5.0 Business Owners/Operators

5.1. OVERVIEW

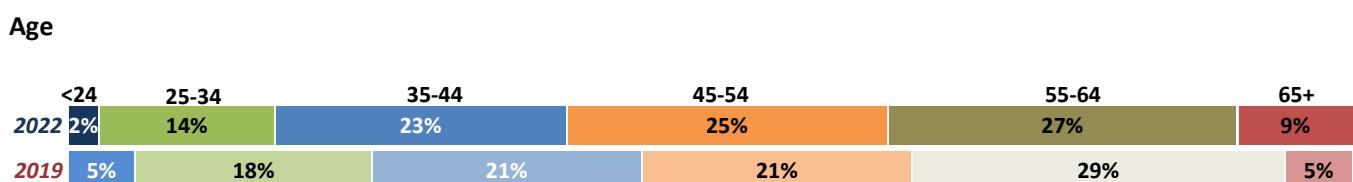
	2022	2019
● Business Owner/Operator Responses:	44 responses	38 responses
■ Businesses Represented:	44 businesses	37 businesses

5.2. DEMOGRAPHICS

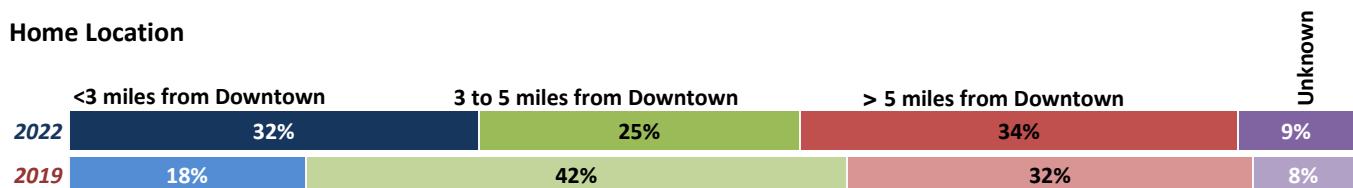
Gender Identity



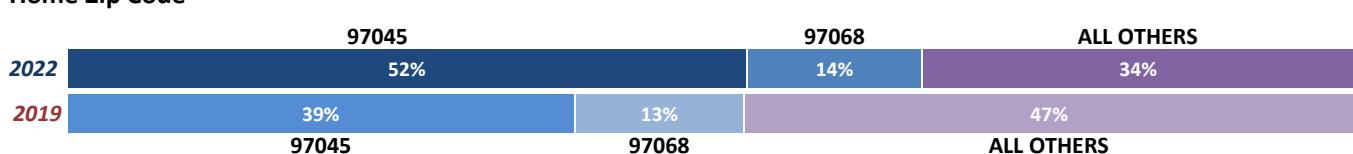
Age



Home Location



Home Zip Code





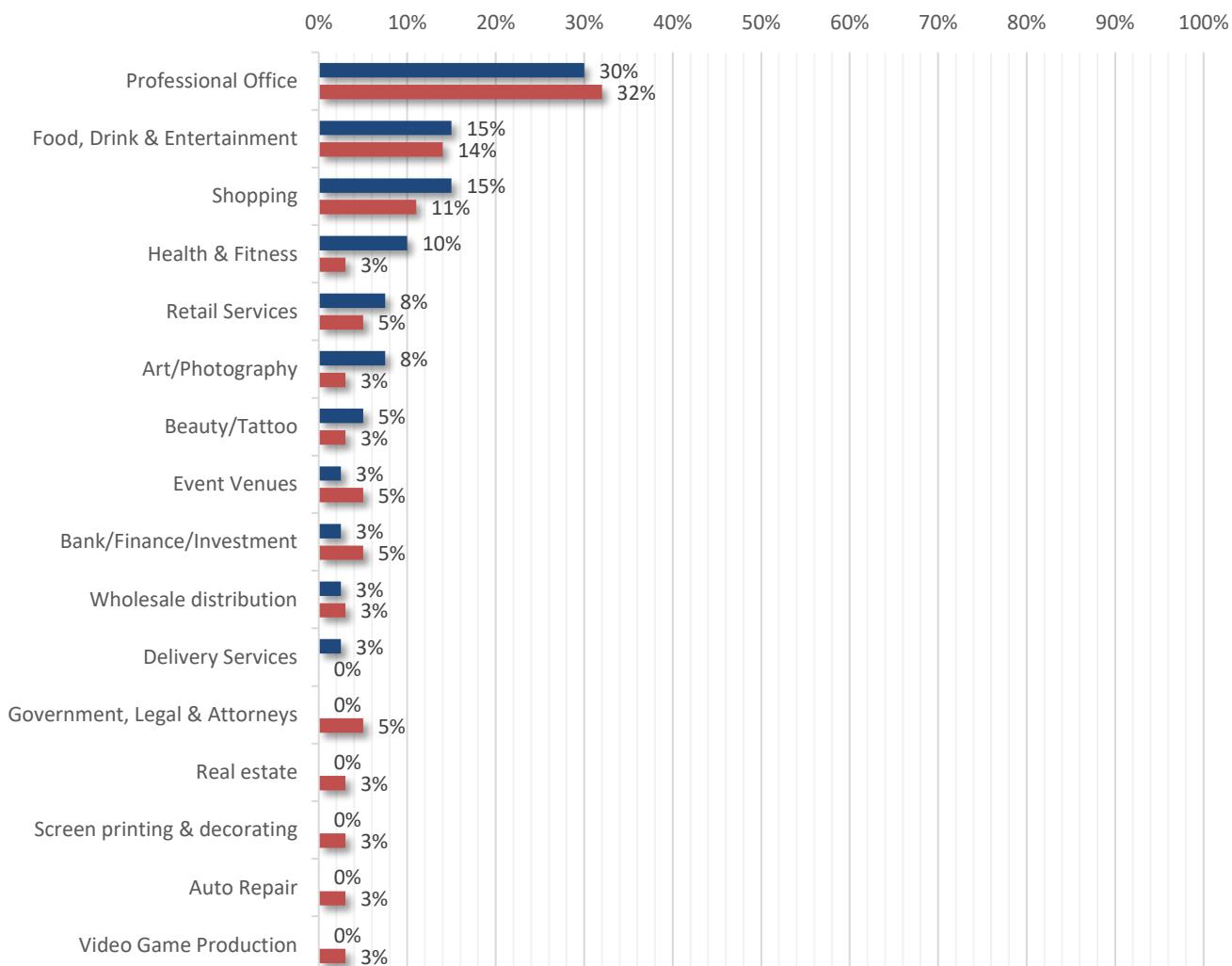
5.3. PRIMARY BUSINESS

What is your organization's primary business?

• Businesses Represented:	2022	2019
	44 businesses	37 businesses

What is your organization's primary business?

2022 (40 responses) vs. 2019 (37 responses)



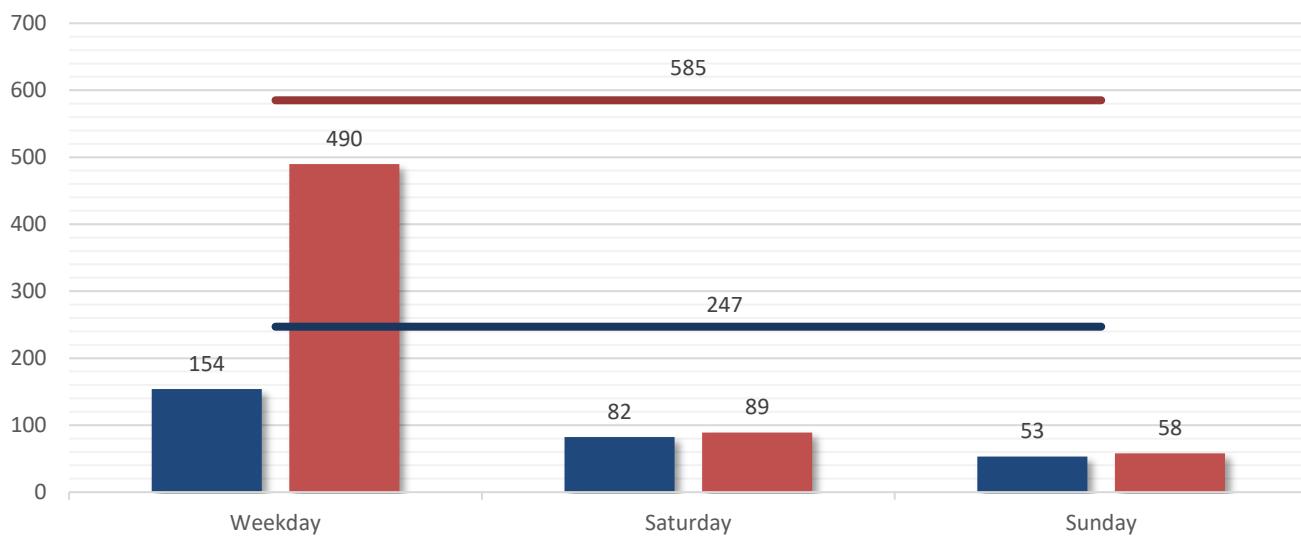


5.4. EMPLOYEE COUNTS

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?

	2022	2019
● Total Reported Downtown Employees (Full Time + Part Time):	247 employees	585 employees
● Median Employees per Business:	3 employees	6 employees
● Largest Employee Counts Reported (On Site on Weekdays) ¹⁶		
■ Abernathy Center	20 employees	
■ One Child Matter	20 employees	
■ Rede Group	10 employees	
■ Great Grins for Kids	9 employees	
■ 7LFreight	8 employees	
■ Clackamas Auto Parts	8 employees	
● Weekday		
■ Reported Number of Employees	154 employees	490 employees
■ Percentage of Total Report Employees	62%	84%
● Saturday		
■ Reported Number of Employees	82 employees	89 employees
■ Percentage of Total Report Employees	33%	15%
● Sunday		
■ Reported Number of Employees	53 employees	58 employees
■ Percentage of Total Report Employees	21%	10%

How Many Employees Are Typically On Site Each Day?
2022 (44 Responses) vs. 2019 (37 responses)



¹⁶ 2019 largest employers included Clackamas County Courthouse (250), Supergenius (28), Community Solutions for Clackamas County (20), ZCS Engineering (20), Elements of Style Salon (16), Trellis (15), and US Bank (15).

5.5. PARKING SUBSIDY

Does your organization Provide Free or Subsidized Parking for employees?

	2022	2019
● Business Responses¹⁷:		
■ No Parking Provided:	44 businesses	37 businesses
■ Provides Free Off-Street Private Parking:	24 businesses (55%)	17 businesses (46%)
■ Provides Free or Discounted On-Street Permit:	18 businesses (41%)	18 businesses (49%)
■ Business Reimburses for Parking Permits:	4 businesses (9%)	7 business (19%)
	5 businesses (11%)	2 businesses (5%)

Does your organization provide free or subsidized parking for employees?

2022 (44 responses) vs. 2019 (37 responses)



¹⁷ Multiple responses allowed; values do not total 100%

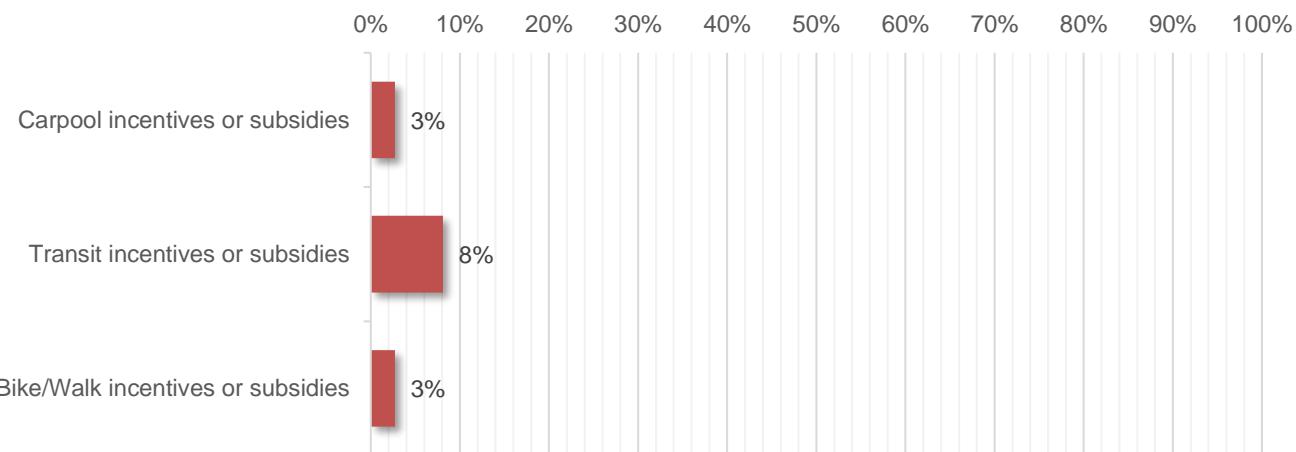
5.6. ALTERNATIVE MODE INCENTIVES AND SUBSIDIES

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

	2022	2019
● Business Responses ¹⁸ :	44 businesses	37 businesses
■ Carpool Incentive or Subsidy:	-	1 business (3%)
■ Transit Incentive or Subsidy:	-	3 businesses (8%)
■ Bike/Walk Incentive or Subsidy:	-	1 business (3%)

Does your organization provide incentives or subsidies for commuting by alternative modes?

2019 (38 Responses)



¹⁸ Multiple responses allowed; values do not total 100%



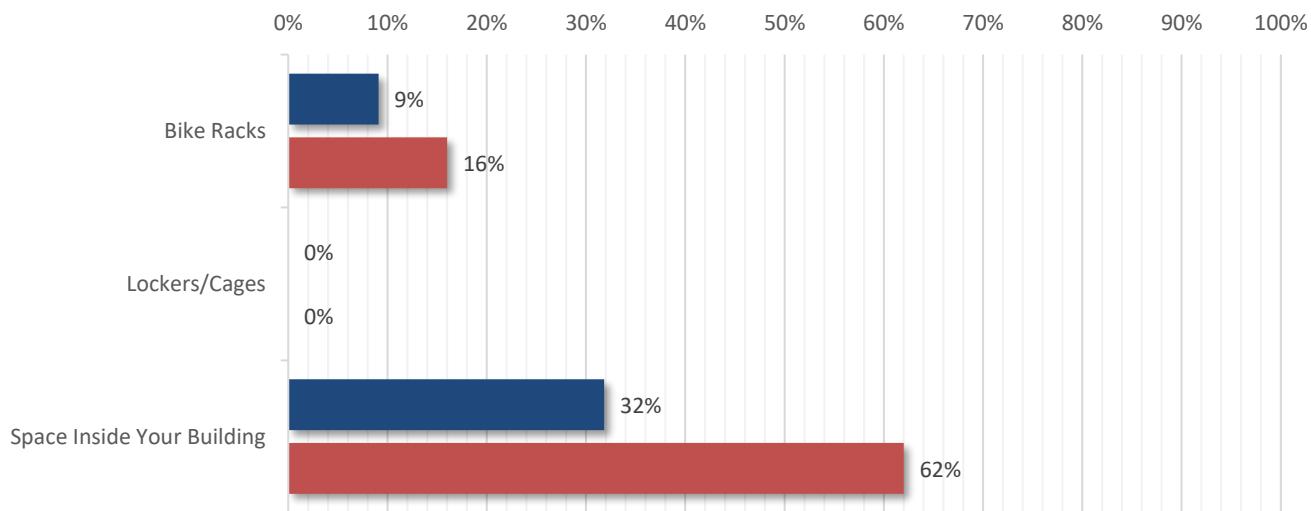
5.7. BIKE PARKING FOR EMPLOYEES

Does your organization provide incentives or subsidies for Carpooling?

	2022	2019
● Business Responses:		
■ Bike Racks	44 businesses	37 businesses
■ Space Inside Building	4 businesses (9%) 14 businesses (32%)	6 businesses (16%) 23 businesses (62%)

Does your organization provide any bike parking facilities for your employees

2022 (44 responses) vs. **2019** (37 responses)





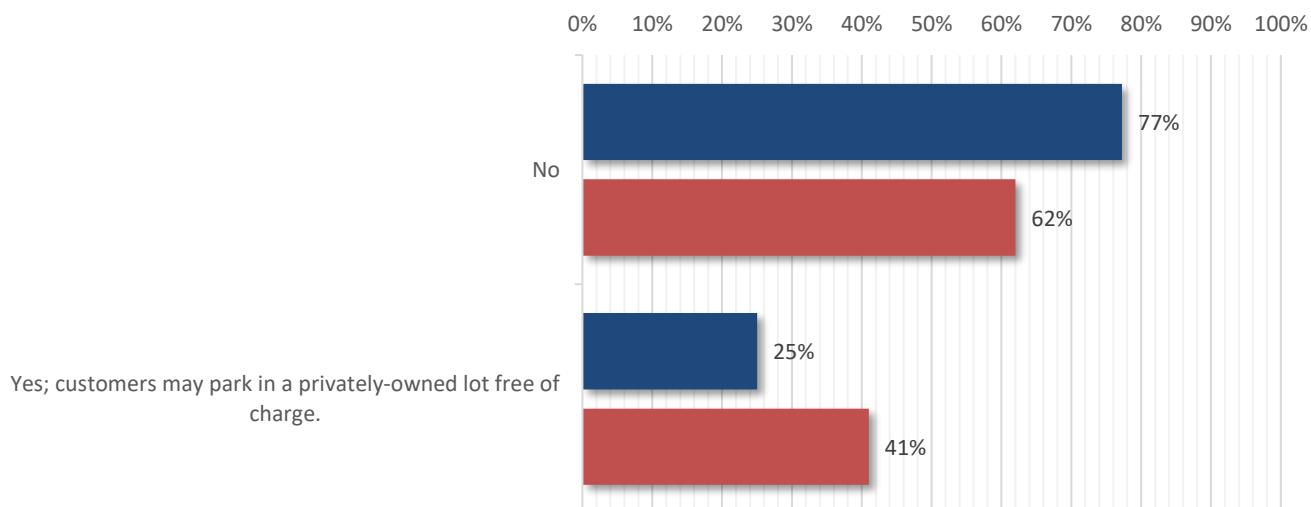
5.8. CUSTOMER PARKING

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

	2022	2019
● Business Responses:		
■ No	44 businesses	37 businesses
■ Yes, privately-owned lot	34 businesses (77%) 11 businesses (25%)	23 businesses (62%) 15 businesses (41%)

Does your organization provide free or subsidized parking for customers?

2022 (44 Responses) vs. **2019** (37 responses)



5.9. LEVEL OF SATISFACTION

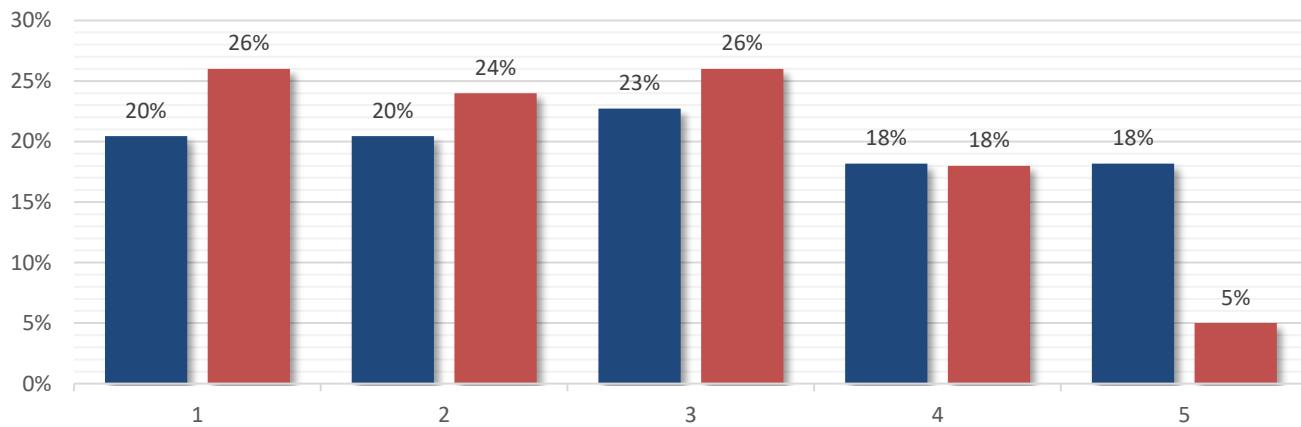
How satisfied are you with Downtown Oregon City as a place to own/operate a business with respect to the available parking and transportation options?

	2022	2019
● Individual Responses:		
■ 1 (Very Dissatisfied)	44 individuals	38 individuals
■ 2	9 individuals (20%)	10 individuals (26%)
■ 3	9 individuals (20%)	9 individuals (24%)
■ 4	10 individuals (23%)	10 individuals (26%)
■ 5 (Very Satisfied)	8 individuals (18%)	7 individuals (18%)
● Average Response:	8 individuals (18%)	2 individuals (5%)
	2.9 out of 5.0	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

2022 (44 responses) vs. 2019 (38 responses)



6.0 APPENDIX A: Table of General Comments

Hi there! I ride my bike from SE Portland to Oregon City along the Trolley Trail frequently (at least once a month, more frequently—almost once a week—in the summer). I like to explore the streets and roads of Oregon City by bike and over the last couple of years I've improved my fitness (I'm 53) so that I am able to ride up the steep streets, but I would be more inclined to ride through Oregon City and make stops at restaurants and cafes and bike shops (is there a bike shop? I can't believe I don't know!) if the roads were a little safer and the connections made more sense. However, there are some very unfriendly and dangerous connections between Gladstone and downtown OC and between downtown and any of the roads further south and east that I like to ride on. Connections to Forsythe, Abernathy, Redland, and Beavercreek all have scary moments when a cyclist is exposed to dangerous traffic and extremely pitted road surfaces. There is also almost no safe way to get from the south, riding north from the Canby Ferry, for instance, on Central Point Road, S. End Road, or Singer Road, where descents are really crazy with almost no shoulder, to the downtown area. I have finally discovered the Washington St descent, which is by far the safest way off the bluff once you get to that part of OC. I tried the trail through Waterboard park, but that is not friendly to cyclists past about halfway. That trail seems like an ideal place to develop a multi-use path to

upper Oregon City as it is already blocked to cars. As for making a Willamette River crossing safer? I don't know what the solution should be, but going in the uphill direction in the same lane with traffic is not fun at all. Downhill is less scary because I can travel it faster and get it over with!

I love Oregon City. I come down frequently to shop at Wally's Music, walk along the bluff and visit natural areas like Canemah to paint and draw, explore downtown shopping, and as I said above, to ride my bike up and down and through the quaint and charming residential areas and parks. The day I met the volunteer handing out the survey, it occurred to me that one of the reasons I love Oregon City, why it appeals to me, is that the architecture and infrastructure are necessarily informed by the interesting geology and geography of the place. These same qualities pose challenges to city planners, I know, but I hope that some innovative thinking can be applied to the problems that make car-less enjoyment difficult. I'll be eagerly looking forward to visiting you in the future! Thanks for the opportunity to comment!

I look forward to seeing what can be done with the old Blue Heron site.

I love the variety of shops and dining options. Wish there were a few more budget friendly dining options but I realize it costs money to have quality establishments. I'd rather have a safe, attractive Main Street and

	Additional Parking	Invest in Pedestrian Improvements	Improve Transit Service	Address Traffic Congestion / Safety	Prefer Free Parking	Invest in Bicycle Improvements	Improve Parking Meters / Payment App	Personal Safety	More Long-Term Parking Options	Long-Term Parking On Edges / Remote	Opposed to Tolling	Downtown Pedestrian Mall	Share Existing Parking	River Access Improvements	Preserve Character	Accessible Parking	Road Maintenance	Extend Elevator Hours	Additional Streetscaping / Greenery	Improve Parking Enforcement	More Housing Options	Need Public Restroom	Other	Compliment
Parking is really hard for people that have to work in downtown and aren't able to move their car every 2/4 hours. Shouldn't get parking tickets for working. Should not get towed from parking in defunct US bank lot Great City to live																								
It would be very helpful to add a better crossing/cross walk between the elevator tunnel and 7th street	✓																							
The crosswalk off the elevator (on railroad avenue)needs to be better protected for pedestrians. Having more off street parking might enable one way bike lanes on Railroad and Main to allow for a more bicycle friendly downtown. Space is tight so not sure if there is room.... More plants!!		✓				✓							✓											
I would love to see parts of downtown closed to cars completely like they are during festival events. We could encourage more outdoor gathering/dining/entertainment.																				✓				

I enjoy downtown OC & go often! It's way better than our downtown Willamette. One area of concern is coming through the 99E tunnel entering OC & making a blind right turn onto Railroad Ave where you are immediately confronted with the pedestrian tunnel crosswalk!!!! Convenient to have the crosswalk there as you exit/enter the pedestrian tunnel, sure, but for safety purposes the crossing could be moved further down the street away from the blind corner.

I don't like to go near the transit center because of the homeless population that tend to congregate near there. There have been great improvements to downtown Oregon City, especially places to eat or have a cup of coffee. I feel safe and would recommend family and friends to explore this city.

Additional Parking	✓	Invest in Pedestrian Improvements	✓	Improve Transit Service	✓	Address Traffic Congestion / Safety	✓	Prefer Free Parking	✓	Invest in Bicycle Improvements	✓	Improve Parking Meters / Payment App	✓	Personal Safety	✓	More Long-Term Parking Options	✓	Long-Term Parking On Edges / Remote	✓	Opposed to Tolling	✓	Downtown Pedestrian Mall	✓	Share Existing Parking	✓	River Access Improvements	✓	Preserve Character	✓	Accessible Parking	✓	Road Maintenance	✓	Extend Elevator Hours	✓	Additional Streetscaping / Greenery	✓	Improve Parking Enforcement	✓	More Housing Options	✓	Need Public Restroom	✓	Other	✓	Compliment	✓
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to cross the HWY would be appreciated.	✓	Additional Parking
Move the transit center out of downtown to limit the extreme transient presence that is negatively effecting small businesses and safety.	✓	Invest in Pedestrian Improvements
Better parking (possibly a garage that trucks could fit into) would increase our trips downtown.	✓	Improve Transit Service
way to many buses driving around all day. Dump Tri-Met do like Canby, Have your own transit department.	✓	Address Traffic Congestion / Safety
More parking options that aren't on street	✓	Prefer Free Parking
Easier parking options. No paid parking.	✓	Invest in Bicycle Improvements
I've been coming to downtown OC all my life. (I was born in Hutchinson Hospital.) I have very fond memories of the days when downtown was bustling with shoppers at Penney's, Cochran's, Newberry's, Kress, Huntley-Draper Drugs, Thrifty Drugs, Bernie Hermann's men's clothing, several women's shops, two banks, two or three furniture	✓	Improve Parking Meters / Payment App
	✓	Personal Safety
		More Long-Term Parking Options
		Long-Term Parking On Edges / Remote
		Opposed to Tolling
		Downtown Pedestrian Mall
		Share Existing Parking
		River Access Improvements
	✗	Preserve Character
		Accessible Parking
		Road Maintenance
		Extend Elevator Hours
		Additional Streetscaping / Greenery
		Improve Parking Enforcement
		More Housing Options
		Need Public Restroom
		Other
		Compliment

I get asked probably 5-10 times a day if my business has quarters for change meters. And 5-10 times a day I apologize I don't (don't have enough to give everyone who asks, so it is our policy to not) and refer them to either a kiosk or the app. The app is cumbersome for most people, and if the weather is bad, walking to pay at the kiosk is a less than pleasant experience. Please, please, please, for the love of Oregon City. Get. Rid. Of. The. Change. Meters. Put more kiosks up? Make the app more user friendly? But seriously, I don't get paid enough to deal with the variety of colorful responses I receive throughout the day when I tell people I don't have enough change to give them for parking. Please.

Please.
PLEASE.

Thanks, guys!

We need an indie movie theater downtown!

Additional Parking	Invest in Pedestrian Improvements	Improve Transit Service	Address Traffic Congestion / Safety	Prefer Free Parking	Invest in Bicycle Improvements	Improve Parking Meters / Payment App	Personal Safety	More Long-Term Parking Options	Long-Term Parking On Edges / Remote	Opposed to Tolling	Downtown Pedestrian Mall	Share Existing Parking	River Access Improvements	Preserve Character	Accessible Parking	Road Maintenance	Extend Elevator Hours	Additional Streetscaping / Greenery	Improve Parking Enforcement	More Housing Options	Need Public Restroom	Other	Compliment
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Would love more parking options	✓ Additional Parking
We need more public parking. There are plenty of unused parking lots that can be shared but because they belong to court buildings they are only for those employees. Every other employee that works downtown has to pay for parking. Either remove the parking meters and fines or charge everyone.	✓ Invest in Pedestrian Improvements
Permit parking for municipal lot or empty lot by KFC turned into more parking.	✓ Improve Transit Service
Safe, easy, and low cost ways to get around are much appreciated. Free areas to park that are convenient, along with making it easier to walk to and around town, will bring more people into the downtown area, which is great for all of the interesting businesses, shops, and restaurants, etc., there, which improves the overall livability and quality of life in Oregon City.	✓ Address Traffic Congestion / Safety
I'm very concerned about I-205 tolling	✓ Prefer Free Parking
	✓ Invest in Bicycle Improvements
	✓ Improve Parking Meters / Payment App
	✓ Personal Safety
	✓ More Long-Term Parking Options
	✓ Long-Term Parking On Edges / Remote
	✓ Opposed to Tolling
	✓ Downtown Pedestrian Mall
	✓ Share Existing Parking
	✓ River Access Improvements
	✓ Preserve Character
	✓ Accessible Parking
	✓ Road Maintenance
	✓ Extend Elevator Hours
	✓ Additional Streetscaping / Greenery
	✓ Improve Parking Enforcement
	✓ More Housing Options
	✓ Need Public Restroom
	✓ Other
	✓ Compliment

