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Section 1   Executive Summary
EXECUTIVE SUMMARY

The City of Corvallis (COC) and Oregon State University (OSU) jointly funded and managed this fall 2015 Corvallis On-street Parking Utilization Study, in support of their ongoing efforts to manage parking within the neighborhoods surrounding OSU and downtown Corvallis. The study area boundary was chosen by COC and OSU and included the same area as previously studied in the spring of 2015. The fall 2015 study included an intercept survey of on-street parking users to understand their affiliation (if any) with the area where they parked and the purpose (or purposes) of their trip while they were parked in the location where they were intercepted.

Results of the fall 2015 occupancy study are generally consistent with results of the spring 2015 occupancy study. Results of the intercept survey are unique to this study and provide the basis for comparison to future studies within the area.

A commonly used benchmark for parking occupancy is referred to as the “85 percent occupied threshold.” Parking professionals consider a parking system to be operating at its effective capacity when the system is regularly at this threshold for sustained periods of time. Users of parking systems that are regularly above this threshold may find it difficult to locate available parking in the vicinity. The threshold is also used as a trigger for decision-making about actions that (1) further manage or increase the parking supply and (2) result in a lower occupancy.

OCCUPANCY SUMMARY

On-street parking occupancy was measured on an hourly basis from 7:00 a.m. to 7:00 p.m. over a two-day period (Tuesday and Wednesday) and once between 2:00 and 4:00 in the morning.

There is a total of 7,202 parking stalls within the study area, including 7,187 general use stalls (free, 2-hour time restricted, metered, and motorcycle) and 15 specialty use stalls (loading zones and accessible parking stalls).

- On-street parking demand increases throughout the morning from 7:00 a.m. to 12:00 p.m. and then decreases throughout the afternoon and evening from 12:00 p.m. to 7:00 in the evening.
- Peak period occupancy of the entire study area occurred at 11:00 a.m. on both study days and ranged from 66 percent to 67 percent occupied.
- Study area occupancy between 2:00 and 4:00 a.m. was 49 percent occupied. This nighttime demand is referred to as the “baseline” occupancy and considered representative of overall study area residential parking demand for the purposes of this report.
- The study identifies several locations within the study area that experience demands at or above 95 percent occupancy for one or more hours of the day. None of these locations include active management of the on-street parking supply.
COC has three Residential Parking Districts (RPD) and all three are within the overall study area.

- RPD A experienced peak occupancy earlier in the day (9:00 a.m. and 10:00 a.m.) than the study area as a whole, but still in the range of 65 percent to 66 percent occupied. During these peak hours there were between 91 and 95 vacant spaces out of a 271-space supply.

- RPD B experienced peak occupancy later in the day (2:00 p.m. and 3:00 p.m.) than the study area as a whole. Also, on-street occupancy was between 72 percent and 81 percent for approximately 12 hours of both days, which is higher than the study area as a whole. During these peak hours there were between 61 and 91 vacant spaces out of a 328-space supply.

- RPD C is the smallest district, in terms of area and parking supply (82 on-street spaces). Peak demand occurred for just one hour on each day (11:00 a.m. on Tuesday and 12:00 p.m. on Wednesday) and ranged from 66 percent (Tuesday) to 76 percent (Wednesday). Demand during all other hours on both days was below the areawide peak occupancy (66-67 percent occupied). During these two peak hours there were between 20 and 28 vacant spaces out of an 82-space supply.

Areas immediately adjacent to each RPD tended to have higher occupancies than the RPDs and for longer periods of time.

SURVEY SUMMARY

Users of the on-street parking system in the study area were intercepted and asked to participate in a survey during the two-day period that the parking occupancy data was being collected. Those who agreed to participate responded to questions about their affiliation to the immediate vicinity of their parked vehicle, how long they anticipated parking in a specific location, and the purpose(s) of their trip while they remained parked in that location.

- A total of 922 people participated in the survey over the two-day study period.

- Respondents were identified with one of four groups: Neighborhood Related, OSU Related, Business Related, and Other.

- Neighborhood Related respondents (49 percent of all survey respondents) are residents on the block where they were intercepted, residents of the immediate vicinity, visitors to residents in the immediate vicinity, and other city residents visiting non-business locations (parks, community centers, etc.) in the immediate vicinity.

  - Residents (31 percent of all respondents): live on the block or in the neighborhood; 41 percent arrive the day before and 35 percent arrive after noon; 75 percent stay more than 6 hours. They also tend to work, go to school, shop, eat/drink, etc. within the vicinity, while not moving their vehicles.
• *Residential visitors* (6 percent of all respondents): 11 percent arrive the day before and 53 percent arrive after noon; 66 percent stay 2 hours or less. They also tend to live, work, and go to school within the vicinity, while not moving their vehicles.

• *Other city/neighborhood residents* (12 percent of all respondents): indicate home as a secondary destination while they remain parked where they were intercepted, 45 percent staying 2 hours or less. Their arrival pattern is fairly evenly distributed across the day and they also tend to work, shop, and go to eating/drinking establishments within the vicinity, while not moving their vehicles.

- **OSU Related** respondents (31 percent of all survey respondents) are OSU employees and OSU students.
  - *OSU students* (24 percent of all respondents): arrive in roughly equal percentages throughout the day; 25 percent stay less than 2 hours and 47 percent stay 3-5 hours (except in the RPDs). Also, they tend to visit eating/drinking establishments, attend meetings/appointments, and go to work while not moving their cars. It is important to note that approximately 6 percent of all respondents identified themselves as OSU students first and later revealed that they live in the vicinity where they parked their vehicle.
  - *OSU employees* (7 percent of all respondents): 77 percent arrive before noon and 55 percent stay more than 6 hours. They also tend to live, go to school, and visit various eating/drinking establishments within the study area, while not moving their vehicles. Approximately 1 percent of all respondents identified themselves as OSU employees first and later revealed that they live in the vicinity where they parked their vehicle.

- **Business Related** respondents (13 percent of all survey respondents) include employees of local businesses, visitors and patrons of local businesses, and non-OSU students at local schools (Corvallis High School and Harding Center).
  - *Employees* of local businesses (7 percent of all respondents): 85 percent work in the neighborhood or vicinity where they parked and 15 percent work in the downtown area; 80 percent arrive before noon and 48 percent stay for less than 5 hours. Less than 1 percent of all respondents identified themselves first as employees and then later revealed that they live in the vicinity where they parked their vehicle.
  - *Visitors and patrons* of local businesses (4 percent of all respondents): 57 percent arrive before noon and 79 percent stay 2 hours or less.
  - *Non-OSU students* (2 percent of all respondents): 57 percent arrive before noon and 87 percent stay less than 5 hours.

- **Other** respondents (7 percent of all survey respondents): indicate that they are “going to some other destination nearby”, such as a church, daycare, library, sports field or facility,
and several other uses. Roughly half arrive before noon and 74 percent stay for 2 hours or less.

- RPD A has more survey respondents that are residents than the other permit areas. These residents also tend to arrive the day before (or in the afternoon) and stay for long periods of time.

- RPD B has more survey respondents that were OSU employees and students than the other permit areas. Most of these employees and students arrive in the afternoon and stay for short periods of time.

- RPD C has more survey respondents that were visitors and patrons to the local businesses than the other permit areas. These visitors and patrons tend to arrive early in the day or the afternoon and stay for short periods of time.
Section 2  Introduction
INTRODUCTION

This report summarizes the results of a parking study prepared for the City of Corvallis (COC) and Oregon State University (OSU) in support of their ongoing efforts to manage parking within the neighborhoods surrounding OSU and downtown Corvallis. The information presented in this report is based on on-street parking occupancy and user survey data collected within the study area in fall 2015 and discussions with City and OSU staff.

PROJECT BACKGROUND

In spring 2015, the City of Corvallis and OSU collected on-street parking occupancy data within the neighborhoods surrounding OSU and downtown Corvallis, and on most public streets within the OSU campus boundary. The data was collected over two 13-hour periods (7:00 a.m. to 8:00 p.m.) on Tuesday, April 28th and Wednesday, April 29th and over one 2-hour period (2:00 a.m. to 4:00 a.m.) on Wednesday, April 29th. The results of the spring 2015 study indicate that overall parking demand during peak periods is moderate throughout the study area; however, there are several times throughout the day and several locations throughout the study area where parking demand exceeds the effective capacity of the parking supply (85 percent). Findings of the spring 2015 study are incorporated throughout this report to provide a comparison between spring 2015 and fall 2015 parking conditions.

STUDY AREA

The study area is generally bounded by NW Grant Avenue and NW Buchanan Avenue to the north; SW Philomath Boulevard (OR 20) to the south; NW 9th Avenue, NW 6th Avenue, and NW 4th Avenue (OR 99) to the east; and NW 36th Avenue and NW 35th Avenue to the west. Figure 1 illustrates the study area boundary. This boundary is generally consistent with the boundary of the previous studies; however, several new blocks and block faces have been added within the study area, particularly around the study area boundary. As described in the following section, many of these blocks and block faces are signed No Parking.

RESIDENTIAL PARKING DISTRICTS

There are three (3) Residential Parking Districts located within the study area boundary, including Residential Parking District A, B, and C. On-street parking within these areas is restricted to two hours, once a day, Monday through Friday, from 8:00 a.m. to 5:00 p.m. without a parking permit. Anyone parking longer than two hours or for more than one two-hour period may receive a parking citation. Figure 1 illustrates the location of the Residential Parking Districts.
DATA COLLECTION

Parking occupancy data was collected within the study area over two consecutive mid-week days in October 2015. The data includes the total number of on-street parking stalls located within the study area by location and type and the total number of vehicles parked within each stall during each hour of the study. A user survey was also conducted in order to understand the characteristics of people who park within the study area. The following sections describe the parking occupancy and user survey methodology and findings.
Section 3  Occupancy Analysis
OCCUPANCY ANALYSIS

This section includes a summary of existing parking supply and demand data and is based on information collected in fall 2015. A comparison of data collected in spring 2015 is also provided.

PARKING SUPPLY

The parking supply data includes the total number of on-street parking stalls located within the study area by location and type. The on-street parking stalls primarily consist of free, 2-hour, metered, motorcycle, loading, and accessible parking stalls. The free stalls are located throughout the study area. They are available to anyone for any period of time up to the regulatory requirements of the City; Per Section 6.10.040.040 of the City’s Municipal Code, “no person shall park a vehicle upon any street for a period in excess of 48 hours. The 2-hour stalls are located within the City’s Residential Parking Districts. They are available to anyone with the appropriate Residential Parking District permit for any period of time up to the regulatory requirements of the City. They are also available to anyone without a City parking permit for up to 2-hours, once a day. The metered, motorcycle, and other stalls are in select locations. Table 1 summarizes the on-street parking supply within study area by stall type.

Table 1: On-Street Parking Supply

<table>
<thead>
<tr>
<th>Stall Type</th>
<th>Stalls</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Use Stalls</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Free</td>
<td>6,353</td>
<td>88.2%</td>
</tr>
<tr>
<td>2-hour</td>
<td>690</td>
<td>9.6%</td>
</tr>
<tr>
<td>Metered</td>
<td>128</td>
<td>1.8%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>16</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total General Use Stalls</strong></td>
<td>7,187</td>
<td>99.8%</td>
</tr>
<tr>
<td><strong>Specialty Use Stalls</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loading Zones</td>
<td>10</td>
<td>0.1%</td>
</tr>
<tr>
<td>Accessible Parking</td>
<td>5</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Total Specialty Use Stalls</strong></td>
<td>15</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total On-Street Stalls</strong></td>
<td>7,202</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

As shown in Table 1, there is a total of 7,202 parking stalls within the study area, including 7,187 general use stalls and 15 specialty use stalls. A majority of parking stalls are free for anyone to use with some restrictions in the Residential Parking Districts. Figure 2 illustrates the on-street parking supply by stall type. As previously indicated, several new blocks and block faces have been added to the study area since the spring 2015 study, particularly around the study area boundary. While the new blocks and block faces increased the coverage of the study, many of the new blocks and block faces do not allow parking. The following provides a comparison of the parking supply to the spring 2015 study.
As shown in Table 2, a total of 167 block faces were added to the study area in fall 2015. Of the 167 block faces, 68 currently allow parking and provide 716 parking stalls. The remaining 99 block faces, which are primarily located along the boundary of the study area, currently do not allow parking.

### PARKING DEMAND

Parking demand data includes the total number of vehicles parked within the study area over two 13-hour periods (7:00 a.m. to 8:00 p.m.) on Tuesday, October 16th and Wednesday, October 17th. The data also includes the total number of vehicles parked within the study area at 2:00 a.m. on Wednesday, October 17th. Data collected between 2:00 a.m. and 4:00 a.m. is used to identify parking demand that can be most closely associated with residential uses within the study area, whereas the remaining data is used to identified peak parking demand for the unique mix of uses within the study area, including residents, neighborhood businesses, and schools. The parking demand data is summarized by location and type and described in terms of occupancy.

### Overall On-street Parking Occupancy

Occupancy refers to the total number of occupied parking stalls within the study area and is most commonly shown as a percentage. A parking system is generally considered to operate at its effective capacity (or optimal efficiency) when occupancies reach 85 percent. When parking demands exceed this threshold for sustained periods of time, users of the system may find it difficult and frustrating to locate available parking. Chart 3 illustrates the overall on-street parking occupancy for each hour of the study.
As shown in Chart 1, overall on-street parking occupancy is relatively low (<70%) throughout the two-day study period. The occupancy level at 2:00 a.m. on Wednesday (49%) suggests there is sufficient capacity within the overall on-street system to accommodate residents and overnight visitors, while the occupancy level at 11:00 a.m. on Tuesday (66%) and at 11:00 a.m. on Wednesday (67%) suggests there is sufficient capacity within the overall on-street system to accommodate the mix of land uses within the study area. The data also suggests that well over 2,300 parking stalls were vacant during the peak period of demand measured on both days.

“Baseline” Parking Occupancy

“Baseline” parking occupancy data was collected on Wednesday, October 14th between 2:00 a.m. and 4:00 a.m. This data represents parking demand generated from neighborhood residents and overnight visitors within the study area. As indicated previously, overall parking occupancy at between 2:00 a.m. and 4:00 a.m. is 49 percent, which suggests there is sufficient capacity within the overall on-street system to accommodate residents and overnight visitors. This is generally consistent with the spring 2015 study that found overall parking occupancy to be 50 percent during the same time period.

Figure 3 illustrates the parking occupancy levels on Wednesday, October 14th between 2:00 a.m. and 4:00 a.m. As shown, a majority of block faces experience low occupancy levels during this time period, particularly in the northwest and southeast parts of the study area. However, there are several block faces that experience high occupancy levels (>95%), particularly in the northeast part of the study area. Further review of these streets indicates that they are primarily residential in use and located outside of the Residential Parking Districts. They also tend to be located on or adjacent to streets that do not allow parking on one or both sides of the roadway. These occupancy levels suggest that there are a high number of neighborhood residents who own cars and store them on-street overnight. This is also generally consistent with the spring 2015 study that found high occupancy levels (>95%) in similar locations and adjacent to similar land uses.
Figure 3

Baseline Parking Occupancy
Wednesday 2 A.M. - 4 A.M.
Corvallis, Oregon
Morning Parking Occupancy

Morning parking occupancy data was collected between 7:00 a.m. and 12:00 p.m. on Tuesday, October 13th and Wednesday, October 14th. The data represents parking demand generated from the mix of land uses within the study area. The data shows that overall occupancy at 7:00 a.m. on Tuesday and 7:00 a.m. on Wednesday is 52 percent, which is only a slight increase over occupancy levels between 2:00 a.m. and 4:00 a.m. The data also shows that overall occupancy during the peak time periods, 11:00 a.m. on Tuesday and 11:00 a.m. on Wednesday, is 66 percent and 67 percent, which is only a moderate increase over occupancy levels at 7:00 a.m. (an additional 14% on Tuesday and 15% on Wednesday). This increase is most likely due to the increase in demand generated from the mix of land uses within the study area, such as employees and visitors of local businesses, students and faculty/staff of local schools, and others. This is generally consistent with the spring 2015 study that found overall parking occupancy during the peak time period, 10:00 a.m., to be 66 percent, which was a 16 percent increase over “baseline” parking occupancy.

Figures 4 and 5 illustrate the parking occupancy levels at 7:00 a.m. on Tuesday and Wednesday. As shown, several of the same block faces identified at 2:00 a.m. with low occupancy levels continue to experience low occupancy levels at 7:00 a.m. Similarly, several of the same block faces identified at 2:00 a.m. with high occupancy levels (>95%) continue to experience high occupancy levels at 7:00 a.m. Similar to the 2:00 a.m. time period, these occupancy levels suggest that there are a high number of neighborhood residents who own cars and store them on-street overnight, into the morning, and potentially throughout the day. However, also shown in Figure 4 and 5, several additional block faces, particularly in the northeast part of the study area, are beginning to experience occupancy levels at or above 85 percent, which suggests there is an influx of new vehicles in the study area during this time period.

Figures 6 and 7 illustrate the parking occupancy levels during the peak time period, 11:00 a.m., on Tuesday and Wednesday. As shown, many additional block faces experience high occupancy levels (>95%) during the peak time period, particularly in the northeast and southeast parts of the study area. A majority of streets located between NW Taylor Avenue and NW Monroe Avenue and between NW 29th Street and NW 13th Street are at or above 85 percent. The same is true for streets located between SW Monroe Avenue and SW Western Boulevard and between SW 17th Street and SW 9th Street. Conversely, the majority of streets located within the northwest and southeast parts of the study area and within the Residential Parking Districts are below 85 percent, particularly within RPD A and C. Additional information on the occupancy levels within the Residential Parking Districts is provided later in this document.
Parking Utilization

- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts

- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Morning Parking Occupancy
Tuesday 7 A.M. - 8 A.M.
Corvallis, Oregon

Figure 4
Morning Parking Occupancy
Wednesday 7 A.M. - 8 A.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Data Source: Quality Counts
Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet

Figure 5
Corvallis On-Street Parking Utilization Study

May 2016

Figure 7

Peak Hour Occupancy
Wednesday 11 A.M. - 12 P.M.

Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet
Data Source: Quality Counts
Afternoon Parking Occupancy

Afternoon parking occupancy data was collected between 12:00 p.m. and 5:00 p.m. on Tuesday, October 13th and Wednesday, October 14th. Similar to the morning data, the data represents parking demand generated from the mix of land uses within the study area. The data shows that overall parking occupancy on Tuesday and Wednesday from 12:00 to 3:00 p.m. is relatively consistent with the peak hour. At 3:00 p.m., however, overall occupancy decreases steadily from 65 percent to a low of 50 percent at 6:00 p.m. on Tuesday and from 64 percent to a low of 46 percent at 7:00 p.m. on Wednesday. There was a slight increase from 6:00 to 7:00 p.m. on Tuesday, the cause of which is unknown. This is generally consistent with the spring 2015 study that found overall parking occupancy to be 65 percent at 12:00 p.m. and 50 percent at 5:00 p.m. Additional data on the 7:00 p.m. time period is not available.

Figures 8 and 9 illustrate the parking occupancy levels on Tuesday and Wednesday at 7:00 p.m. As shown, parking occupancy levels have decreased from the levels at mid-day; however, there continue to be several block faces that experience high occupancy levels (>95%), particularly in the northeast part of the study area, similar to the 2:00 a.m. and 7:00 a.m. time periods described above. Figures A1 through A27 in Attachment “A” illustrate the parking occupancy levels throughout the two-day study period.

Subarea Occupancy

The following provides a summary of the parking supply and demand data within the City’s three residential parking districts.

*Residential Parking District A*

Residential Parking District A (RPD A) is generally bounded by NW Harrison Boulevard to the north, NW Arnold Way and NW 27th Street to the east, NW Orchard Avenue to the south, and NW 33rd Street to the west. There are a total of 271 parking stalls located within RPD A, all of which have 2-hour time restrictions without a parking permit. Chart 2 illustrates the on-street parking occupancy within RPD A for each hour of the study.
Evening Parking Occupancy
Tuesday 7 P.M. - 8 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Data Source: Quality Counts
Evening Parking Occupancy
Wednesday 7 P.M. - 8 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet
Data Source: Quality Counts

Figure 9
Parking occupancy within RPD A remains at or below 66 percent throughout the two-day study period. The peak hours occur earlier in the day than for the entire study area: 10:00 a.m. on Tuesday and 9:00 a.m. on Wednesday. A small proportion of block faces experience occupancy above 95 percent even during these peak hours. A total of 180 vehicles (66%) were parked within the area at 10:00 a.m. on Tuesday, leaving 91 vacant parking stalls available to accommodate additional demand. Of the 180 vehicles, 28 vehicles (16%) had an RPD A parking permit. No RPD B or RPD C parking permits were observed within the area on Tuesday. A total of 176 vehicles (65%) were parked within the area at 9:00 a.m. on Wednesday. Of the 176 vehicles, 46 vehicles (26%) had an RPD A parking permit. Three additional vehicles had an RPD B parking permit and one additional vehicle had an RPD C parking permit. The occupancy levels within RPD A suggest that the parking restrictions result in lower occupancy levels than the surrounding area. This is consistent with the spring 2015 study that found parking occupancies within RPD A to be below 70 percent throughout the day, including the peak time period, which occurred at 10:00 a.m.

Residential Parking District B

Residential Parking District B (RPD B) is generally bounded by NW Harrison Boulevard to the north, NW 14th Street to the east, NW Monroe Avenue to the south, and NW 23rd Street to the west. There are a total of 328 parking stalls located within the area, including 294 stalls with 2-hour time restrictions without a parking permit, 16 motorcycle stalls, and 18 metered stalls. Chart 3 illustrates the on-street parking occupancy within RPD B for each hour of the study.
Parking demand within RPD B exceeds 75 percent occupancy throughout most of the two-day study period, but never exceeds 85 percent occupancy. The peak hours occur later in the day than for the entire study area: 3:00 p.m. on Tuesday and 2:00 p.m. on Wednesday. A total of 266 vehicles (81%) were parked within the area during the peak time period on Tuesday. Of the 266 vehicles, 145 vehicles (55%) had a RPD B parking permit. One additional vehicle had a RPD A parking permit and one additional vehicle had a RPD C parking permit. A total of 267 vehicles (81%) were parked within the area during the peak time period on Wednesday, leaving 61 vacant stalls available to accommodate additional demand. Over half of the measured demand (153 vehicles or 57%) had a RPD B parking permit. One additional vehicle had a RPD A parking permit and four additional vehicles had a RPD C parking permit. The occupancy levels within RPD B suggest that the parking restrictions may not have as significant of an impact on parking occupancy than the other parking permit areas. This is generally consistent with the spring 2015 study that found peak parking occupancy within RPD B to occur at 5:00 p.m.

Residential Parking District C

Residential Parking District C (RPD C) is generally bounded by SW Monroe Avenue to the north, SW 6th Street to the east, SW Washington Avenue to the south, and SW 9th Street to the west. There are a total of 82 parking stalls located within the area, including 73 stalls with 2-hour time restrictions without a parking permit and nine metered stalls. Chart 4 illustrates the on-street parking occupancy within RPD C for each hour of the study.
Parking demand within RPD C is below 70 percent throughout most of the two-day study period. The peak hours are similar to the overall study area: 11:00 a.m. on Tuesday and 12:00 p.m. on Wednesday. A total of 54 vehicles (66%) were parked within the area during the study area’s peak time period on Tuesday. Of the 54 vehicles, 29 vehicles (54%) had a RPD C parking permit. A total of 62 vehicles (76%) were parked within the area during the RPD’s peak time period on Wednesday, leaving 20 parking stalls available to accommodate additional demand. Of the 62 vehicles, 26 vehicles (42%) had a RPD C parking permit. No RPD A or RPD B parking permits were observed within the area during the peak time periods on Tuesday or Wednesday. The occupancy levels within RPD C suggest that the parking restrictions results in lower occupancy than the surrounding area. *RPD C was created in 2009, but was expanded in 2015 after the Spring 2015 study was complete. Therefore, no information is available for a comparison.*

**Additional Observations for the Overall Study Area**

The following provides a summary of additional observations made throughout the study area.

- The northwest part of the study area maintains relatively low occupancy levels throughout both study periods, with nearly all block faces less than 50 percent occupied. *This is generally consistent with the previous study.*
- There are a significant number of block faces within the study area that do not allow parking (369).
- Several vehicles parked throughout the overall study area were found to have OSU parking permits. During the 11:00 a.m. peak parking hour on Tuesday, 67 vehicles (or 1.4% of the 4,785 parked vehicles in the overall study area) had OSU permits. During the 11:00 a.m. peak parking hour on Wednesday, 98 vehicles (or 2.0% of the 4,804 parked vehicles in the overall study area) had OSU permits.
OCCUPANCY SUMMARY

The following provides a summary of key findings from the occupancy study.

- There is a total of 7,202 parking stalls within the study area, including 7,187 general use stalls (free, 2-hour time restricted, metered, and motorcycle) and 15 specialty use stalls (loading zones and accessible parking stalls).

- Overall on-street parking occupancy is relatively low (<70%) throughout the two-day study period; however, there are several block faces that experience high occupancy levels throughout both days.

- There is a steady increase in on-street parking demand in the morning from 7:00 a.m. to 12:00 p.m. followed by a steady decrease throughout the afternoon and evening from 12:00 p.m. to 7:00 p.m.

- Occupancy levels between 2:00 and 4:00 a.m. suggest there is sufficient capacity within the overall on-street system to accommodate residents and overnight visitors; however, there are several block faces that experience high occupancy levels over night.

- Occupancy levels at the peak time periods (11:00 a.m.) suggest there is sufficient capacity within the overall on-street system to accommodate the mix of land uses within the study area; however, there are several block faces that experience high occupancy levels during peak time periods.

- Occupancy levels within RPD A and RPD C are generally lower than the occupancy levels throughout the study area. This suggests the parking restrictions result in lower occupancy than the surrounding area.

Occupancy levels within RPD B are generally higher than occupancy levels throughout the study area, with peak hours that occur later in the evening (3:00 p.m.). This suggests the parking restrictions may not have as significant of an impact on parking occupancy than the other parking permit areas.
Section 4  User Survey
USER SURVEY

A user survey was conducted as part of the parking study in order to understand the characteristics of the people who park within the study area. The survey was developed in coordination with City and OSU staff and includes ten questions about where someone parked, what time they arrived, how long they plan to stay, and what they plan to do while they are parked. Attachment “B” includes a copy of the survey. The survey was conducted over a 12-hour period (7:00 a.m. to 7:00 p.m.) for two consecutive days. Surveyors were directed to travel along specific routes, typically consisting of 10-12 blocks, and approach potential participants as they exited their vehicles. The survey routes were developed in coordination with City and OSU staff. A total of 15 routes were developed for the survey that include a mix of residential and retail/commercial streets. Figure 10 illustrates the survey routes.

Figure 10 also illustrates the “zones” developed in coordination with City and OSU staff to organize the survey data by geographic area. As shown, the zones are primarily divided by major corridors, which provide separation between major land uses within the study area, such as the residential areas to the north and the retail/commercial areas to the southeast. Three of the zones correspond with RPD A, B, and C. Additional information on the survey routes and zones is provided in the following sections.

The following sections provide a summary of the survey responses by user type and by subarea. A summary of the raw survey data is provided in Attachment “C”.

RESPONSES BY USER TYPE

A total of 922 people participated in the survey over the two-day study period. Based on the survey responses, four distinct user types were identified among the participants, including Neighborhood Related, Business Related, OSU Related, and Other. The following provides a summary of the responses provided by each user type.

Neighborhood Related

This user type includes survey respondents who indicated that they “live on this block”, “live in this neighborhood”, or were “visiting someone that lives in this neighborhood”. This user type also includes survey respondents who indicated that while they were parked, one of their other destinations was “home”. For example, several survey respondents said they go to school nearby, they work nearby, or they are going to some other destination nearby, but also said that while they are parked they are going home. These survey respondents were included in the neighborhood related user type. A total of 456 survey respondents (49%) were identified as neighborhood related. The following provides a summary of the Neighborhood Related responses.
I live on this block/I live in this neighborhood

A total of 285 survey respondents (31%) indicated that they live on this block or they live in this neighborhood. Of the 285 survey respondents:

- Arrival Time: 41 percent arrived the day before, 9 percent arrived before 9:00 a.m., 15 percent arrived between 9:00 a.m. and 12:00 p.m., and 35 percent arrived after 12:00 p.m.
- Duration of Stay: 13 percent stayed for 1-2 hours, 12 percent stayed for 3-5 hours, and 75 percent stayed for more than 6 hours.
- Other Destinations: The top three other destinations (aside from home) include school (35%), shopping (20%), and work (18%).

Based on the survey data, residents represent one of the largest user types within the study area. Residents tend to park on-street for extended periods of time. They also tend to work, go to school, shop, eat/drink, etc. within the study area, while not moving their vehicles.

I am visiting someone that lives in this neighborhood

A total of 59 survey respondents (6%) indicated that they were visiting someone that lives in this neighborhood. Of the 59 survey respondents:

- Arrival Time: 11 percent arrived the day before, 16 percent arrived before 9:00 a.m., 20 percent arrived between 9:00 a.m. and 12:00 p.m., and 53 percent arrived after 12:00 p.m.
- Duration of Stay: 66 percent stayed for 1-2 hours, 27 percent stayed for 3-5 hours, and 7 percent stayed for more than 6 hours.
- Other Destinations: The top three other destinations, include home (19%), school (19%), and work (14%).

Based on the survey data, residential visitors represent one of the smallest user types within the study area. A majority of residential visitors tend to arrive in the afternoon and stay for short periods of time. The remaining residential visitors tend to live, work, and go to school within the study area, while not moving their vehicles.

I am also going home

A total of 112 survey respondents (12%) indicated that while they were parked, one of their other destinations was “home”, and therefore are considered neighborhood-related. Of the 112 survey respondents:
- Arrival time: 6 percent arrived the day before, 31 percent arrived before 9:00 a.m., 29 percent arrived between 9:00 a.m. and 12:00 p.m., and 34 percent arrived after 12:00 p.m.
- Duration of stay: 45 percent stayed for 1-2 hours, 26 percent stayed for 3-5 hours, and 29 percent stayed for more than 6 hours.
- Other destinations: The top three other destinations (aside from home), include eating/drinking (31%), school (25%), and shopping (17%).

Based on the survey data, these respondents share similar characteristics to the residential visitors in that they represent one of the smallest user types within the study area, they tend to arrive in the afternoon and stay for short periods of time. They also tend to go to school, shop, and go to eating/drinking establishments within the study area, while not moving their vehicles.

Figure 11 illustrates the Neighborhood Related response rates by zone. As shown, the Neighborhood Related response rates represent some of the highest response rates within a majority of the zones. Zone 1 received the highest percentage of Neighborhood Related responses (77%), which is consistent with the residential nature of the Zone. All of the remaining zones generated Neighborhood Related responses of greater than 30 percent, with the exception of Zone 9. Zone 9, which corresponds to RPD C and is located within the downtown area, received the lowest percentage of Neighborhood Related response (14%).

Business Related

This user type includes survey respondents who indicated that they “work nearby”, “go to school nearby”, or were “going to a business nearby”. Any participant who indicated that they work or go to school at OSU were included in the OSU Related user type as described below. A total of 116 survey respondents (13%) were business related. The following provides a summary of the Business Related responses.

_I work nearby_

A total of 68 survey respondents (7%) indicated that they work at a business within the neighborhood, in the downtown area, or at some specific location nearby, not including OSU. Of the 68 survey respondents:

- Location: 59 percent work at a business within the neighborhood, 15 percent work in the downtown area, and 26 percent work at a specific location.
- Arrival Time: 0 percent arrived the day before, 51 percent arrived before 9:00 a.m., 29 percent arrived between 9:00 a.m. and 12:00 p.m., and 20 percent arrived after 12:00 p.m.
Figure 11

Neighborhood Related Response Rates
Corvallis, Oregon

Response Rate
Low Response Rate
Mid-Low Response Rate
Mid Response Rate
Mid-High Response Rate
High Response Rate
Survey Routes

Residential Parking Districts
District A
District B
District C
OSU Campus
Study Area
Corvallis City Limits

Zone 1
37%
Zone 2
45%
Zone 3
52%
Zone 4
52%
Zone 5
41%
Zone 6
45%
Zone 7
31%
Zone 8
14%
Zone 9
37%
Zone 10
52%
Zone 11
13%
Zone 12
43%

Zone 1
14%
Zone 2
36%
Zone 3
38%
Zone 4
52%
Zone 5
41%
Zone 6
49%
Zone 7
31%
Zone 8
13%
Zone 9
37%
Zone 10
52%
Zone 11
13%
Zone 12
43%

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet

Corvallis, Oregon
May 2016
Duration of Stay: 25 percent stayed for 1-2 hours, 23 percent stayed for 3-5 hours, and 52 percent stayed for more than 6 hours.

Other Destinations: The top three other destinations (aside from home and work), include eating/drinking (22%), shopping (6%), and meeting/appointment (6%).

Based on the survey data, employees of local businesses represent one of the smallest user types within the study area. These employees tend to work within the neighborhood rather than the downtown area. They also tend to arrive early and stay for extended periods of time. Further review of the survey data indicates that with the exception of the employees who work in the downtown area, most employees tend to park within close proximity (1-2 blocks) of their destination.

I go to school nearby (not at OSU)

A total of 15 survey respondents (2%) indicated that they go to Corvallis High School, the Harding Center, or some other school nearby, not including OSU. Of the 15 survey respondents:

- Location: 85 percent go to Corvallis High School and 15 percent go to the Harding Center.
- Arrival time: 0 percent arrived the day before, 29 percent arrived before 9:00 a.m., 28 percent arrived between 9:00 a.m. and 12:00 p.m., and 43 percent arrived after 12:00 p.m.
- Duration of stay: 40 percent stayed for 1-2 hours, 47 percent stayed for 3-5 hours, and 13 percent stayed for more than 6 hours.
- Other destinations: The top three other destinations (aside from home and school), include eating/drinking (17%), recreation/tourism (13%), and shopping (7%).

Based on the data, students at schools other than OSU represent the smallest user type within the study area. A majority of these students go to Corvallis High School. There are no trends or patterns in the arrival time, duration of stay, or other destinations for these students.

I’m going to a business nearby

A total of 33 survey respondents (4%) indicated that they were going to a business nearby. Of the 33 survey respondents:

- Location: 15 percent were going to an eating/drinking establishment, 18 percent were going shopping, 30 percent were going to a professional office, 3 percent were going to recreation/entertainment, and 34 percent were going to some other destination.
- Arrival Time: 4 percent arrived the day before, 14 percent arrived before 9:00 a.m., 43 percent arrived between 9:00 a.m. and 12:00 p.m., and 39 percent arrived after 12:00 p.m.
- Duration of Stay: 79 percent stayed for 1-2 hours, 9 percent stayed for 3-5 hours, and 12 percent stayed for more than 6 hours.
- Other Destinations: The top three other destinations (aside from home) include work (15%), shopping (12%) and eating/drinking establishments (9%).
Based on the data, visitors and patrons of local businesses represent one of the smallest user types within the study area. These visitors and patrons tend to visit a variety of eating/drinking, shopping, and other commercial establishments within the study area. They also tend to arrive later in the day and stay for short periods of time.

Figure 12 illustrates the Business Related response rates by zone. As shown, the Business Related response rates represent some of the lowest rates within a majority of the zones. Zones 2 and 9, which contain a mix of retail/commercial businesses, schools, etc. received the highest percentage of Business Related Responses (23%), while Zones 6 and 12, which are located adjacent to the OSU campus boundary, received the lowest percentage of Business Related Responses (2% and 3%, respectively).

**OSU Related**

This user type includes survey respondents who indicated that they “work nearby” or “go to school nearby” and later indicated that they work or go to school at OSU. A total of 289 survey respondents (31%) were OSU related. The following provides a summary of the OSU Related responses.

**I work nearby (at OSU)**

A total of 65 survey respondents (7%) indicated that they work on the OSU campus. Of the 65 survey respondents:

- Arrival Time: 2 percent arrived the day before, 51 percent arrived before 9:00 a.m., 26 percent arrived between 9:00 a.m. and 12:00 p.m., and 21 percent arrived after 12:00 p.m.
- Duration of stay: 20 percent stayed for 1-2 hours, 25 percent stayed for 3-5 hours, and 55 percent stayed for more than 6 hours.
- Other destinations: The top three other destinations (aside from home or work) include school (62%), eating/drinking (23%), and recreation/tourism (3%).

Based on the survey data, employees at OSU represent one of the smallest user types within the study area. These employees tend to arrive early and stay for extended periods of time. They also tend to live, go to school, and visit various eating/drinking establishments within the study area, while not moving their vehicles.
I go to school nearby (at OSU)

A total of 224 survey respondents (24%) indicated that they go to school at OSU. Of the 224 survey respondents:

- Arrival time: 1 percent arrived the day before, 33 percent arrived before 9:00 a.m., 33 percent arrived between 9:00 a.m. and 12:00 p.m., and 33 percent arrived after 12:00 p.m.
- Duration of stay: 25 percent stayed for 1-2 hours, 47 percent stayed for 3-5 hours, and 28 percent stayed for more than 6 hours.
- Other destinations: The top three other destinations (aside from home or school) include eating/drinking (25%), meeting/appointment (8%), and work (7%).

Based on the data, students at OSU represent one of the largest user types within the study area. While there are no trends or patterns in the arrival times of these students, they tend to stay for more than two hours. Also, they tend to visit eating/drinking establishments, attend meetings/appointments, and go to work while not moving their cars.

Figure 13 illustrates the OSU Related response rates by zone. As shown, the OSU Related response rates represent some of the highest response rates within the zones located adjacent to the OSU campus boundary. Zones 5, 6, 7, 8, 11, and 12, which are located adjacent to the campus boundary, received response rates of greater than 30 percent, while Zones 1 and 10, which are located furthest from the campus boundary received response rates of less than 10 percent.

Other

This user type includes survey respondents who indicated that they were “going to some other destination nearby”. A total of 61 survey respondents (7%) were identified as Other. The following provides a summary of the Other responses.
I am going to some other destination nearby (home)

A total of 61 survey respondents (7%) indicated that they were going to some other destination nearby. Of the 61 survey respondents:

- Location: 56 percent were going to church, 13 percent were going to daycare, and 31 percent were going to some other destination (e.g. jury duty, basketball practice, indoor playground/park, football game, library, and more).
- Arrival time: 3 percent arrived the day before, 17 percent arrived before 9:00 a.m., 32 percent arrived between 9:00 a.m. and 12:00 p.m., and 48 percent arrived after 12:00 p.m.
- Duration of stay: 74 percent stayed for 1-2 hours, 20 percent stayed for 3-5 hours, and 6 percent stayed for more than 6 hours.
- Other destinations: The top three other destinations (aside from home) include eating/drinking (11%), recreation/tourism (10%), and work (8%).

Based on the survey data, the Other responses represent one of the smallest user types within the study area. A majority of the Other users are attending church or dropping kids off at daycare, while the remaining are headed to some other destination within the study area. They also tend to arrive in the afternoon and stay for short periods of time.

Figure 14 illustrates the Other response rates by zone. As shown, the Other response rates represent some of the lowest rates within a majority of the zones, with the exception of Zone 9, which corresponds to RPD C and is located within the downtown area. Zone 10, which is located within the downtown area, also has one of the highest percentages of Other responses. Figure 15 summarizes the data shown in Figure 11 through 14 into pie charts to illustrate the relative difference in the response rates by user type.

RESPONSE BY SUBAREA

There are three Residential Parking Districts located within the study area boundary, including RPD A, B, and C. On-street parking within these areas is restricted to two hours, once a day, Monday through Friday, from 8:00 a.m. to 5:00 p.m. without a parking permit. Anyone parking longer than two hours for more than one two-hour period may receive a parking citation. The following provides a summary of the responses provided within each parking permit area.
Distribution of All Responses
Corvallis, Oregon

Survey Response Rate

Residential Parking Districts

- Neighborhood Related
- Business Related
- OSU Related
- Other

Zone 1
Zone 2
Zone 3
Zone 4
Zone 5
Zone 6
Zone 7
Zone 8
Zone 9
Zone 10
Zone 11
Zone 12

Distribution of All Responses
Residential Parking District A

A total of 32 survey respondents completed a survey within RPD A. Of the 32 survey respondents:

- **User Type:** 53 percent are Neighborhood Related, 41 percent are OSU Related, 3 percent are Business Related, and 3 percent are Other.
- **Arrival Time:** 31 percent arrived the day before, 3 percent arrived before 9:00 a.m., 16 percent arrived between 9:00 a.m. and 12:00 p.m., and 50 percent arrived after 12:00 p.m.
- **Duration of Stay:** 28 percent stayed for 1-2 hours, 22 percent stayed for 3-5 hours, and 50 percent stayed for more than 6 hours.
- **Other Destinations:** The top three other destinations include home (47%), School (28%), and work (16%).

Based on the respondents surveyed, RPD A tends to have more residents than the other permit areas. These residents also tend to arrive the day before (or in the afternoon) and stay for long periods of time. RPD A also has a significant number of OSU employees and students.

Residential Parking District B

A total of 54 survey respondents completed a survey within RPD B. Of the 54 survey respondents:

- **User Type:** 28 percent are Neighborhood Related, 63 percent are OSU Related, 6 percent are Business Related, and 3 percent are Other.
- **Arrival Time:** 15 percent arrived the day before, 15 percent arrived before 9:00 a.m., 30 percent arrived between 9:00 a.m. and 12:00 p.m., and 40 percent arrived after 12:00 p.m.
- **Duration of Stay:** 55 percent stayed for 1-2 hours, 17 percent stayed for 3-5 hours, and 28 percent stayed for more than 6 hours.
- **Other Destinations:** The top three other destinations include School (50%), home (15%), and work (15%).

Based on the respondents surveyed, RPD B tends to have more OSU employees and students than the other permit areas. These employees and students tend to arrive in the afternoon and stay for short periods of time.

Residential Parking District C

A total of 65 survey respondents completed a survey within RPD C. Of the 65 survey respondents:

- **User Type:** 15 percent are Neighborhood Related, 12 percent are OSU Related, 25 percent are Business Related, and 48 percent are Other.
- **Arrival Time:** 3 percent arrived the day before, 28 percent arrived before 9:00 a.m., 34 percent arrived between 9:00 a.m. and 12:00 p.m., and 35 percent arrived after 12:00 p.m.
• Duration of stay: 60 percent stayed for 1-2 hours, 11 percent stayed for 3-5 hours, and 29 percent stayed for more than 6 hours.

• Other destinations: The top three other destinations include work (25%), School (9%), and eating/drinking (5%).

Based on the data, RPD C tends to have more visitors and patrons to the local businesses than the other permit areas. These visitors and patrons tend to arrive early in the day or the afternoon and stay for short periods of time.

SURVEY SUMMARY

The following provides a summary of key findings from the survey.

• A total of 922 people participated in the survey over the two-day study period.

• There are four distinct user types within the study area, including Neighborhood Related, Business Related, OSU Related, and Other.

• Neighborhood Related represents one of the largest user types and includes residents, residential visitors, and other residents.
  • Residents tend to park on-street for extended periods of time. They also tend to work, go to school, shop, eat/drink, etc. within the study area, while not moving their vehicles.
  • Residential visitors tend to arrive in the afternoon and stay for short periods of time. They also tend to live, work, and go to school within the study area, while not moving their vehicles.
  • Other residents tend to arrive in the afternoon and stay for short periods of time. They also tend to work, shop, and go to eating/drinking establishments within the study area, while not moving their vehicles.

• Business Related represents one of the smallest user types and includes employees of local businesses, students at local schools (other than OSU), and visitors and patrons of local businesses.
  • Employees of local businesses tend to work within the neighborhood rather than the downtown area. They also tend to arrive early and stay for extended periods of time.
  • There are no trends or patterns in the arrival time, duration of stay or their destinations for students at local schools other than OSU.
  • Visitors and patrons of local businesses tend to visit a variety of eating/drinking, shopping, etc. establishments within the study area. They also tend to arrive later in the day and stay for short periods of time.
- OSU Related represents one of the largest user types and includes OSU employees and OSU students.
  - OSU employees tend to arrive early and stay for extended periods of time. They also tend to live, go to school, and visit various eating/drinking establishments within the study area, while not moving their vehicles.
  - While there are no trends or patterns in the arrival times of OSU students, they tend to stay for long periods of time. Also, they tend to live, visit eating/drinking establishments, and attend meetings/appointments while not moving their cars.

- Other represents one of the smallest user types within the study area.
  - A majority of the Other users attend church or drop kids off at daycare, while the remaining are headed to some other destination within the study area. They also tend to arrive in the afternoon and stay for short periods of time.

- RPD A tends to have more residents than the other permit areas. These residents also tend to arrive the day before (or in the afternoon) and stay for long periods of time.

- RPD B tends to have more OSU employees and students than the other permit areas. These employees and students tend to arrive in the afternoon and stay for short periods of time.

- RPD C tends to have more visitors and patrons to the local businesses than the other permit areas. These visitors and patrons tend to arrive early in the day or the afternoon and stay for short periods of time.
Morning Parking Occupancy
Tuesday 10 A.M. - 11 A.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Figure A-4
Corvallis On-Street Parking Utilization Study

Morning Parking Occupancy
Tuesday 11 A.M. - 12 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet
Data Source: City of Corvallis, Oregon

Figure A-5
Corvallis On-Street Parking Utilization Study

Figure A-6

Afternoon Parking Occupancy
Tuesday 12 P.M. - 1 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet
Data Source: Quality Counts
Afternoon Parking Occupancy
Tuesday 2 P.M. - 3 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Coordinate System: NAD 1983 HARN StatePlane Oregon North Feet
Data Source: Quality Counts

Figure A-8
Cottage Grove, Oregon

Afternoon Parking Occupancy
Tuesday 3 P.M. - 4 P.M.
Cottage Grove, Oregon

Parking Utilization

Residential Parking Districts

< 26%
26% - 50%
51% - 75%
76% - 85%
86% - 95%
> 95%
No Parking

District A
District B
District C
OSU Campus
Study Area
Corvallis City Limits

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet
Datum: North American 1983

Figure A-9
Corvallis On-Street Parking Utilization Study

Afternoon Parking Occupancy
Tuesday 4 P.M. - 5 P.M.
Corvallis, Oregon

Parking Utilization
- <26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- >95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits
Corvallis On-Street Parking Utilization Study

Evening Parking Occupancy
Tuesday 5 P.M. - 6 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Data Source: Quality Counts

Figure A-11
Evening Parking Occupancy
Tuesday 7 P.M. - 8 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Figure
A-13
Morning Parking Occupancy
Wednesday 2 A.M. - 4 A.M.
Corvallis, Oregon
Corvallis On-Street Parking Utilization Study

Morning Parking Occupancy
Wednesday 7 A.M. - 8 A.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Figure A-15
Corvallis On-Street Parking Utilization Study

Morning Parking Occupancy
Wednesday 10 A.M. - 11 A.M.
Corvallis, Oregon

Parking Utilization

- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts

- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Data Source: Quality Counts
Figure A-19
Morning Parking Occupancy
Wednesday 11 A.M. - 12 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet
Data Source: Google Earth
Corvallis On-Street Parking Utilization Study

Afternoon Parking Occupancy
Wednesday 1 P.M. - 2 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

Figure A-21

May 2016
Corvallis On-Street Parking Utilization Study

Afternoon Parking Occupancy
Wednesday 3 P.M. - 4 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Figure A-23
Afternoon Parking Occupancy
Wednesday 4 P.M. - 5 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area

Corvallis City Limits

Data Source: Quality Counts
Corvallis On-Street Parking Utilization Study

Evening Parking Occupancy
Wednesday 6 P.M. - 7 P.M.
Corvallis, Oregon

Parking Utilization
- < 26%
- 26% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- > 95%
- No Parking

Residential Parking Districts
- District A
- District B
- District C
- OSU Campus
- Study Area
- Corvallis City Limits

Figure A-26
Attachment B  User Survey
1. How long do you expect to park here during this trip?
   - Less than 1 hour
   - Less than 2 hours
   - Less than 3 hours
   - Less than 4 hours
   - Less than 5 hours
   - Less than 6 hours
   - More than 6 hours

2. Why did you park here today?
   - I live on this block
   - I live in this neighborhood
   - I am visiting someone that lives in this neighborhood
   - I work nearby (Go To Question #3)
   - I go to school nearby (Go To Question #4)
   - I’m going to a business nearby (Go To Question #5)
   - I’m going to some other destination nearby (park, church, library, community center, etc.)
     Please name ________________________________________________ (Go to Question #6)

3. Where do you work? (Answer and Go To Question #6)
   - At a business in this neighborhood
   - On the OSU campus
   - In the downtown area
   - Near the intersection of ____________________ and ____________________
4. Where do you go to school? (Answer and Go To Question #6)
   - At Oregon State University
   - At Corvallis High School
   - At Linn Benton Community College (Benton Center)
   - At some other school in the area ______________________________

5. What type of business are you visiting? (Answer and Go To Question #6)
   - Eating/Drinking - café, restaurant, coffee shop, pub/bar, etc.
   - Shopping - clothing, convenience, pharmacy, books, furniture, etc.
   - Professional - bank, printer, barber, salon, insurance, real estate, accountant, lawyer, etc.
   - Recreation/Entertainment – movie, arcade, etc.
   - Other ________________________________

6. While you are parked here, will you go to any other destinations? (Check ALL that apply)
   - Home
   - Work
   - School
   - Shopping
   - Eating/Drinking
   - Recreation/Tourism
   - Meeting/Appointment
   - Other ________________________________
Attachment C  Survey Data
Survey Name: OSU Parking Fall 2015  
Report Type: Summary Report - Long Format  
Total Survey: 922  
Report Date: 11/19/2015  
From Survey: 11/11/2015  
To Survey: 11/18/2015

### Question 1
How long have you or do you expect to park here?

<table>
<thead>
<tr>
<th>Duration</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1 hour</td>
<td>163</td>
<td>17.68%</td>
</tr>
<tr>
<td>Less than 2 hours</td>
<td>126</td>
<td>13.67%</td>
</tr>
<tr>
<td>Less than 3 hours</td>
<td>93</td>
<td>10.09%</td>
</tr>
<tr>
<td>Less than 4 hours</td>
<td>96</td>
<td>10.41%</td>
</tr>
<tr>
<td>Less than 5 hours</td>
<td>49</td>
<td>5.31%</td>
</tr>
<tr>
<td>More than 6 hours</td>
<td>393</td>
<td>42.62%</td>
</tr>
<tr>
<td>Blank</td>
<td>2</td>
<td>0.22%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>922</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

### Question 2
Why did you park here today?

<table>
<thead>
<tr>
<th>Reason</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>I live on this block</td>
<td>231</td>
<td>25.05%</td>
</tr>
<tr>
<td>I live in this neighborhood</td>
<td>54</td>
<td>5.86%</td>
</tr>
<tr>
<td>I am visiting someone that lives in this neighborhood</td>
<td>59</td>
<td>6.40%</td>
</tr>
<tr>
<td>I work nearby</td>
<td>146</td>
<td>15.84%</td>
</tr>
<tr>
<td>I go to school nearby</td>
<td>300</td>
<td>32.54%</td>
</tr>
<tr>
<td>I’m going to a business nearby</td>
<td>45</td>
<td>4.88%</td>
</tr>
<tr>
<td>I’m going to some other destination nearby (park, church, library, community center, etc.) Please name</td>
<td>87</td>
<td>9.44%</td>
</tr>
<tr>
<td>Blank</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>922</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

### Question 3
Where do you work?

<table>
<thead>
<tr>
<th>Location</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>At a business in this neighborhood</td>
<td>43</td>
<td>4.66%</td>
</tr>
<tr>
<td>On the OSU campus</td>
<td>74</td>
<td>8.03%</td>
</tr>
<tr>
<td>In the downtown area</td>
<td>11</td>
<td>1.19%</td>
</tr>
<tr>
<td>Near the intersection of</td>
<td>18</td>
<td>1.95%</td>
</tr>
<tr>
<td>Blank</td>
<td>776</td>
<td>84.16%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>922</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

### Question 4
Where do you go to school?

<table>
<thead>
<tr>
<th>Location</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Oregon State University</td>
<td>282</td>
<td>30.59%</td>
</tr>
<tr>
<td>At Corvallis High School</td>
<td>13</td>
<td>1.41%</td>
</tr>
<tr>
<td>At Linn Benton Community College (Benton Center)</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>At some other school in the area</td>
<td>3</td>
<td>0.33%</td>
</tr>
<tr>
<td>Blank</td>
<td>624</td>
<td>67.68%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>922</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

### Question 5
What type of business are you visiting?

<table>
<thead>
<tr>
<th>Type</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eating/Drinking - café, restaurant, coffee shop, pub/bar, etc.</td>
<td>14</td>
<td>1.52%</td>
</tr>
<tr>
<td>Shopping - clothing, convenience, pharmacy, books, furniture, etc.</td>
<td>6</td>
<td>0.65%</td>
</tr>
<tr>
<td>Professional - bank, printer, barber, salon, insurance, real estate, accountant, lawyer, etc.</td>
<td>12</td>
<td>1.30%</td>
</tr>
<tr>
<td>Recreation/Entertainment – movie, arcade, etc.</td>
<td>2</td>
<td>0.22%</td>
</tr>
<tr>
<td>Other</td>
<td>10</td>
<td>1.08%</td>
</tr>
<tr>
<td>Blank</td>
<td>878</td>
<td>95.23%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>922</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

### Question 6
While you are parked here, will you go to any other destinations? (Check ALL that apply)

<table>
<thead>
<tr>
<th>Destination</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home</td>
<td>310</td>
<td>23.52%</td>
</tr>
<tr>
<td>Work</td>
<td>163</td>
<td>12.37%</td>
</tr>
<tr>
<td>School</td>
<td>286</td>
<td>21.70%</td>
</tr>
<tr>
<td>Shopping</td>
<td>90</td>
<td>6.83%</td>
</tr>
<tr>
<td>Eating/Drinking</td>
<td>172</td>
<td>13.05%</td>
</tr>
<tr>
<td>Recreation/Tourism</td>
<td>42</td>
<td>3.19%</td>
</tr>
<tr>
<td>Meeting/Appointment</td>
<td>59</td>
<td>4.48%</td>
</tr>
<tr>
<td>Other</td>
<td>19</td>
<td>1.44%</td>
</tr>
<tr>
<td>Blank</td>
<td>177</td>
<td>13.43%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1318</td>
<td>100.00%</td>
</tr>
</tbody>
</table>