



MEMORANDUM

Date: November 6th, 2015

Project #:
18130

To: Rebecca Houghtaling, Senior Planner, Oregon State University
Lisa Scherf, Transportation Services Supervisor, City of Corvallis

From: Phill Worth and Karla Kingsley, Kittelson & Associates, Inc.

Subject: **Neighborhood Parking Study Findings**

In spring 2015, the city of Corvallis and Oregon State University (OSU) jointly hired Quality Counts to conduct on-street parking counts in the neighborhoods near OSU and downtown, and on the public streets within the OSU campus boundary. The parking counts were conducted on Tuesday, April 28th and Wednesday, April 29th at thirteen (13) time periods over the course of both days, and one (1) time period between 2am-4am.

The attached figures show the results of the neighborhood parking counts, illustrating the percent utilization (number of parking spaces occupied divided by the total number of parking spaces) for each block face. The parking counts did not distinguish between visitors, residents, or commuters. The data capture all parked cars in the utilization calculation, including:

- vehicles owned by residents living in or near the neighborhoods;
- employees and business owners that work in or near these areas;
- students that attend schools in the area (e.g., Corvallis High School, LBCC Benton Center, or OSU);
and,
- people visiting the residents, businesses, parks, and other public amenities in and near these areas.

The parking demands, therefore, reflect this mix of uses and activities within and adjacent to the area where parking counts were collected.

Night-time “Baseline” Parking Utilization

The following is a summary of the high-level findings from the spring 2015 neighborhood parking counts for the night-time period between 2am and 4am when parking utilization generally represents the parking demand from neighborhood residents. This time period can be considered the “baseline,” from which to understand the parking activity of people coming to and going from the area during the day.

- Utilization across the 6,457 on-street parking spaces included in the study was measured at 50 percent (3,218 occupied spaces) between 2am and 4am. This was the lowest utilization measured across all study area on-street parking spaces.
- Many block faces in the area north of Monroe Ave, between Zone A and Zone B and south of Harrison Ave, are highly utilized (95 percent or higher) between 2am and 4am, indicating a high number of residents who own cars and store them in the on-street parking spaces at night.
- The on-street spaces on and around SW A Ave between SW 11th St and SW 17th St are also highly utilized between 2am and 4am, also indicating a high number of nearby residents who own cars and store them in the on-street parking spaces at night.

Morning Parking Utilization Trends

Between the hours of **7am and noon** (maps 2 through 6), utilization of the on-street parking system increases, with the peak demand for parking occurring between 10am and 11am.

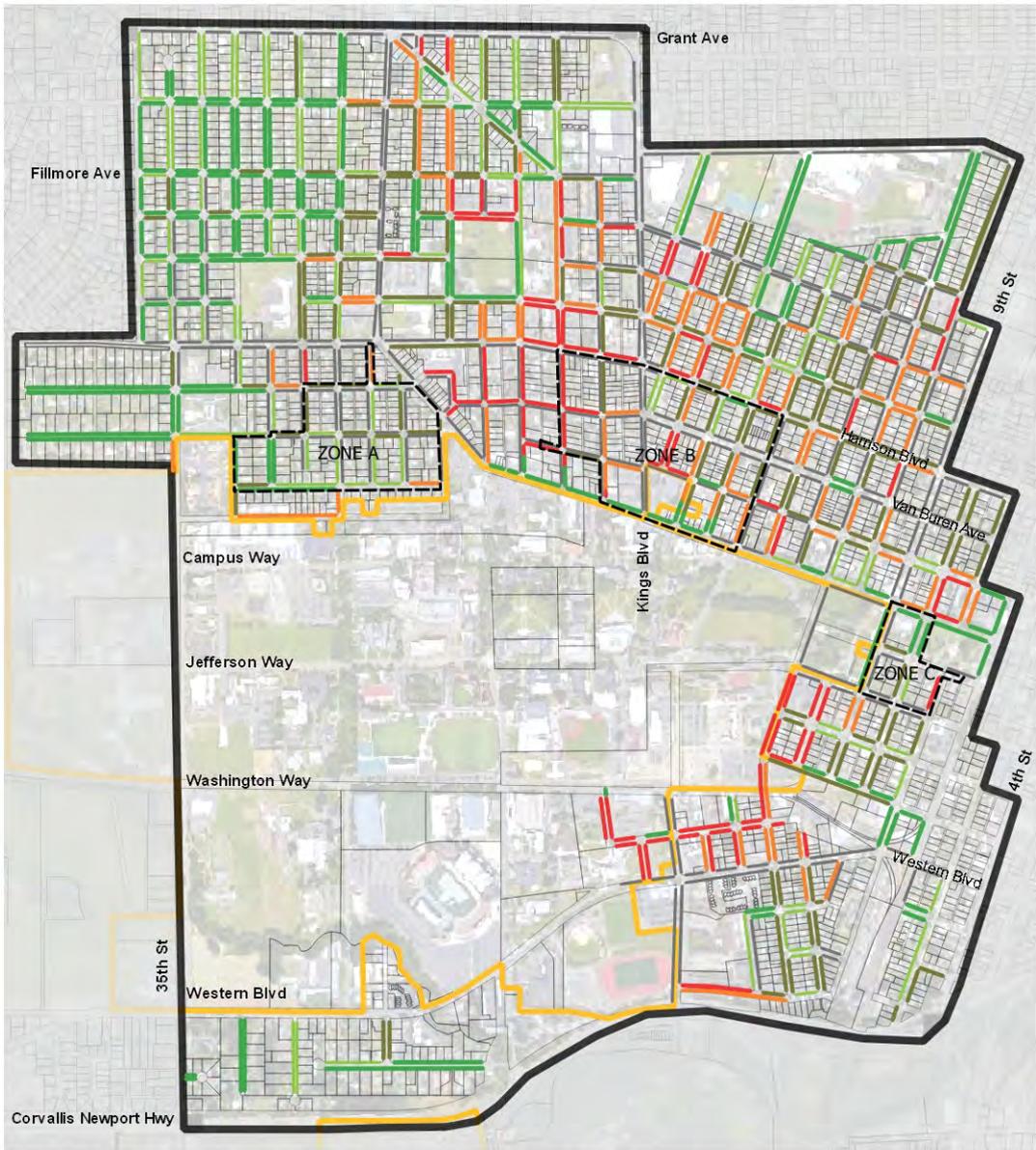
- Peak parking utilization of the entire on-street parking supply included in this study occurred between 10am and 11am, occupying 66 percent of the supply (4,246 parked vehicles). The combined activities of residents using cars to leave the study area and others (not from the area) using cars to come to the area, resulted in 16 percent more of the on-street parking supply being occupied during the peak demand, as compared to the baseline demand.
- The measured peak demand of 4,246 parked vehicles (between 10am and 11am) was 1,028 more parked vehicles than measured during the lowest demand of 3,218 parked vehicles (between 2am and 4am). In other words, 2,211 on-street parking stalls were vacant during the peak hour of parking demand in the study area.
- Morning parking demands on nearly all unregulated block-faces between Monroe Ave, 29th Street, Taylor Ave, and 14th Street (the blocks between regulated Zones A and B) were at utilization rates above 75 percent, and many of them at 95 percent and above.
- In Zone A, utilization of the regulated on-street parking spaces increases slightly from the night-time utilization, but the area remains below 70 percent occupied even at its peak hour (10am). *This suggests that the parking regulations (time limits for non-residents) covering Zone A result in a lower utilization rate than the surrounding unregulated areas during typical business hours, and on-street parking spaces are available in the zone at all times of the day.*
- In Zone B, utilization also rises during the daytime hours. At 7am, approximately 60 percent of the spaces in Zone B are occupied. However, on-street parking demand in this zone does not peak until 5pm. *This suggest that the parking regulations covering Zone B (time limits for non-residents) result in a lower utilization rate than the surrounding unregulated areas during typical business hours, and on-street parking spaces are available in the zone at all times of the day.*

Afternoon Parking Utilization Trends

- Between **noon and 5pm** (maps 7 through 11), the unregulated on-street system is approximately 65 percent utilized, but utilization rates widely vary from one neighborhood to another.
- After **5pm** (maps 12-14), utilization in the unregulated on-street system drops below 60 percent occupied.
- Zone B is most highly utilized at 5pm, with about 85 percent of the spaces occupied. *This peaking characteristic aligns with the combination of people returning to residences in the area and others coming to the area for dinner or other evening activities.*

Additional Observations

- The northwest part of the study area, a primarily single-family residential area, maintains a low utilization rate throughout the day, with nearly all block faces less than 50 percent utilized.
- On the east and southeast sides of campus, there is a mix of regulated (Zone C) and unregulated parking. The unregulated block faces on or immediately adjacent to the OSU campus (where higher-density residential development is present) experience high utilization throughout the day, and many remain over 95 percent utilized at night.
 - Between 8am and 5pm, utilization rates above 75 percent occur on most unregulated blocks between the campus boundary, 8th Street, Jefferson Ave, and Western Blvd.
 - Of the three regulated zones, Zone C has the lowest “baseline” nighttime utilization (approximately 30 percent) and the highest peak utilization (approximately 90 percent). At all times, however, approximately half of the block faces in Zone C are below 75 percent occupied. *This suggest that the parking regulations covering Zone C (time limits for non-residents) result in a lower utilization rate than the surrounding unregulated areas during virtually all times of the day.*



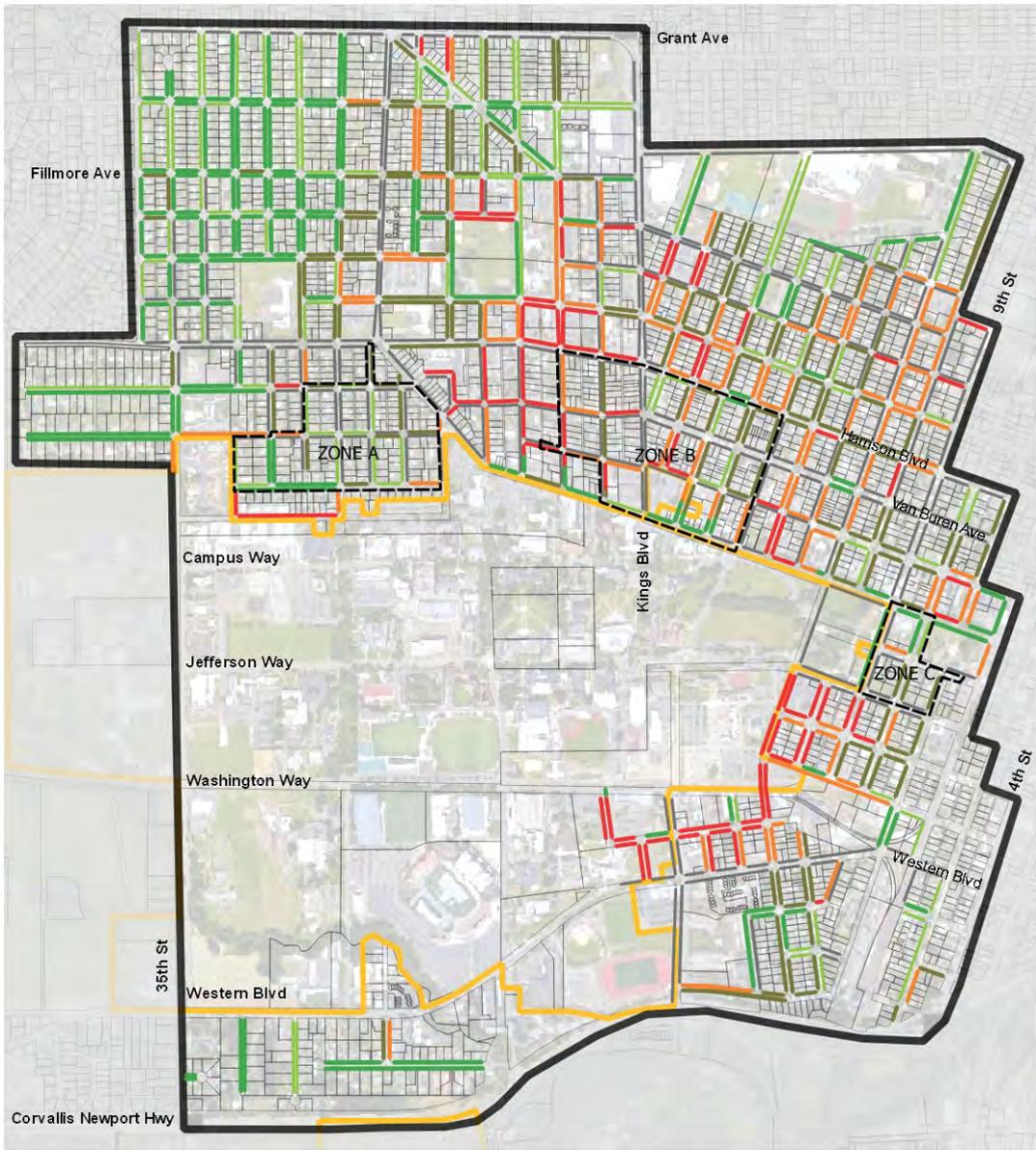
2015 City of Corvallis/OSU Parking Study

-  Study Area
-  OSU Campus Outline
-  Permit Zones

- Percent Utilization**
-  25% and Under
 -  26% to 49%
 -  50% to 74%
 -  75% to 94%
 -  95% and Over
 -  No Parking

Collected: Tuesday, April 28th
 Wednesday, April 29th
 Created: June 2015

2 A.M. - 4 A.M.



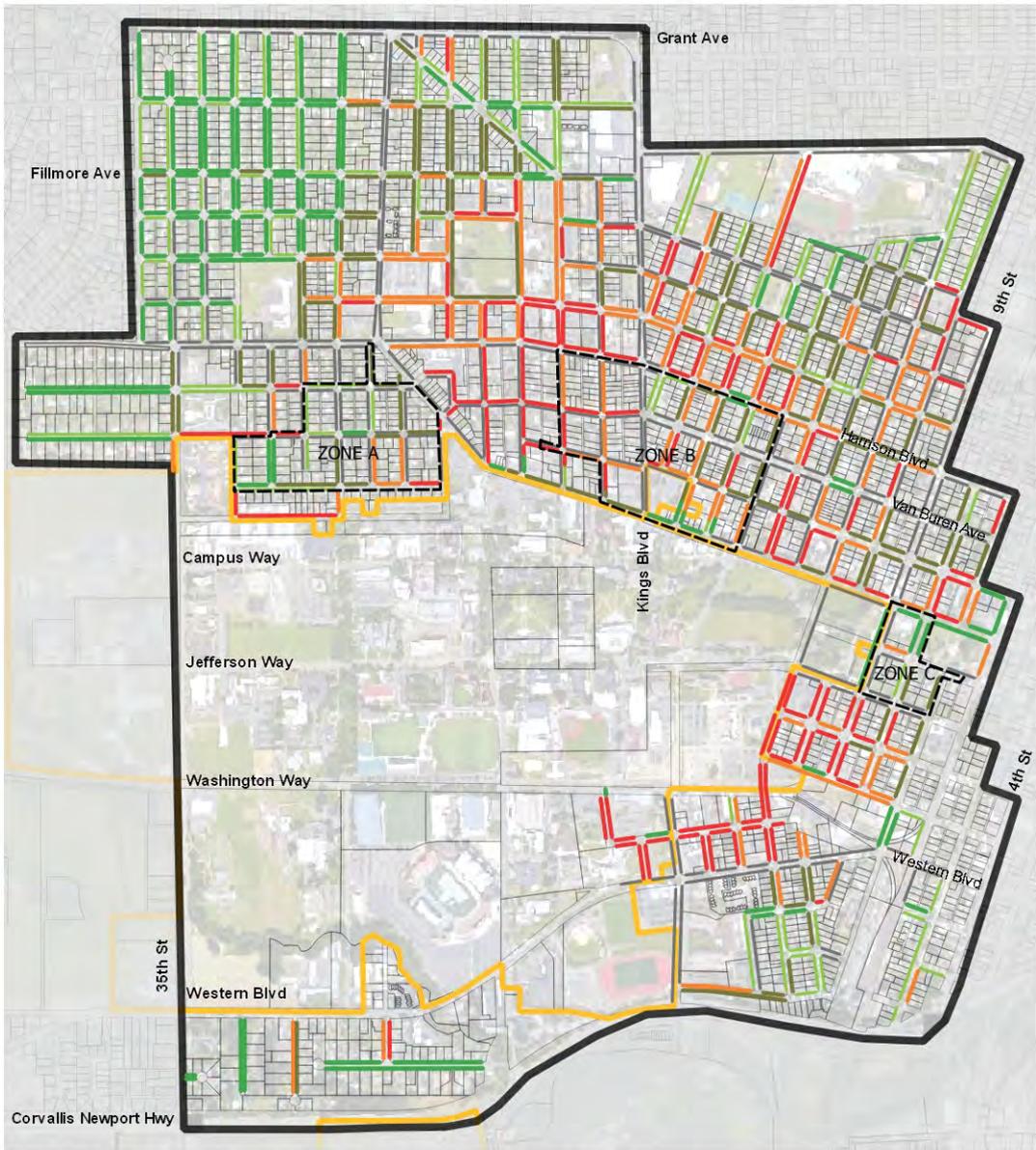
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7 A.M. - 8 A.M.



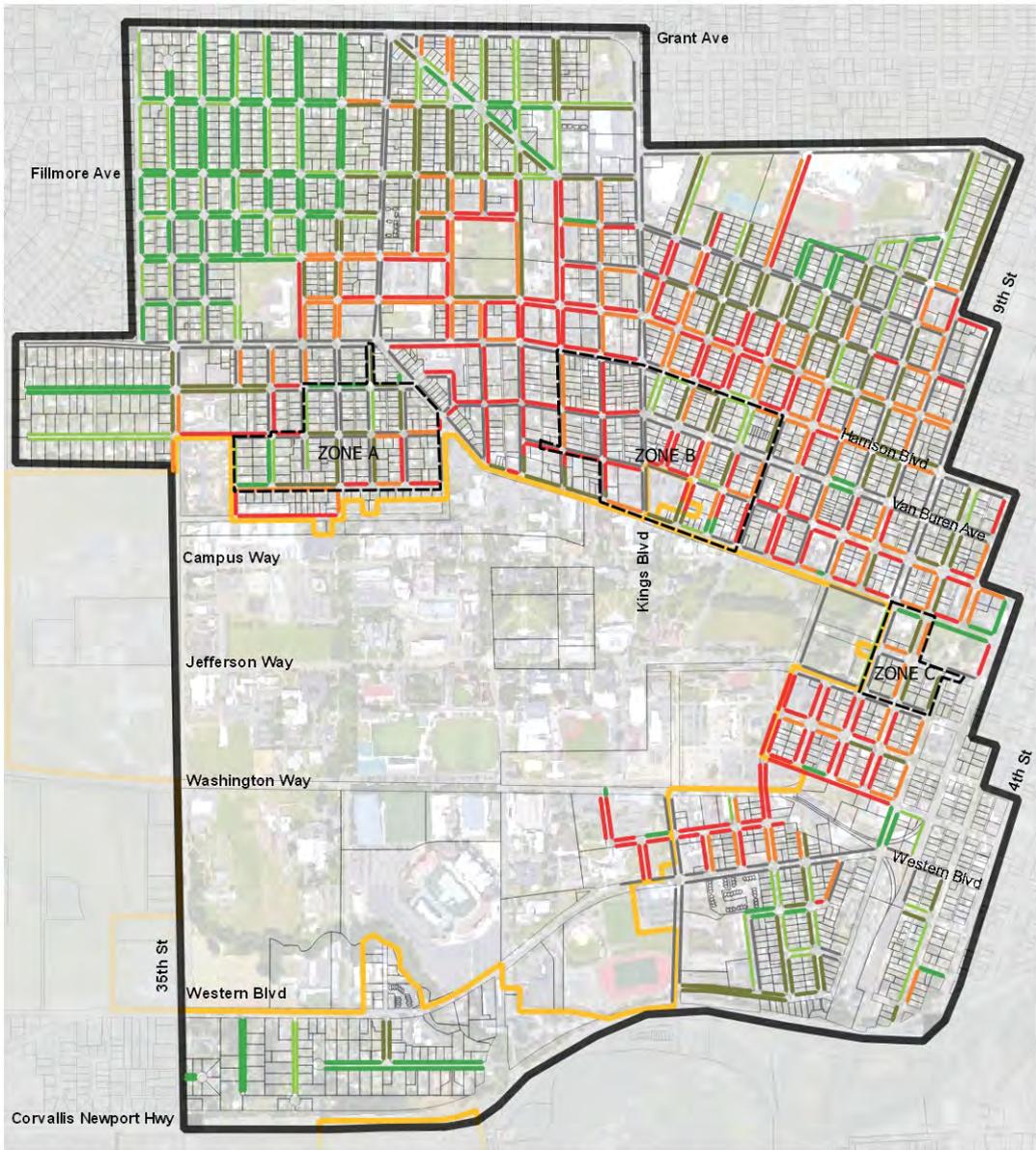
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8 A.M. - 9 A.M.



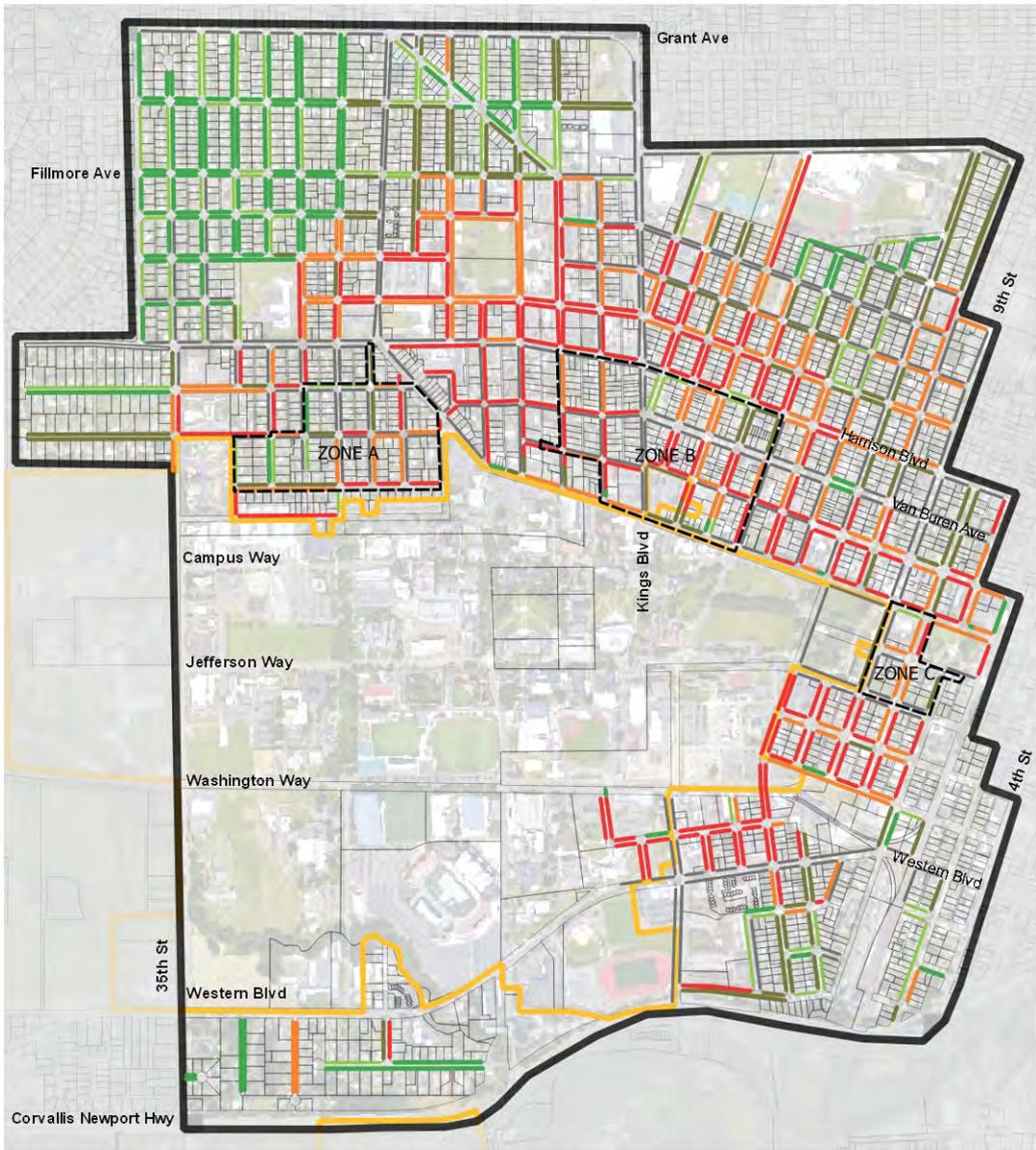
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9 A.M. - 10 A.M.



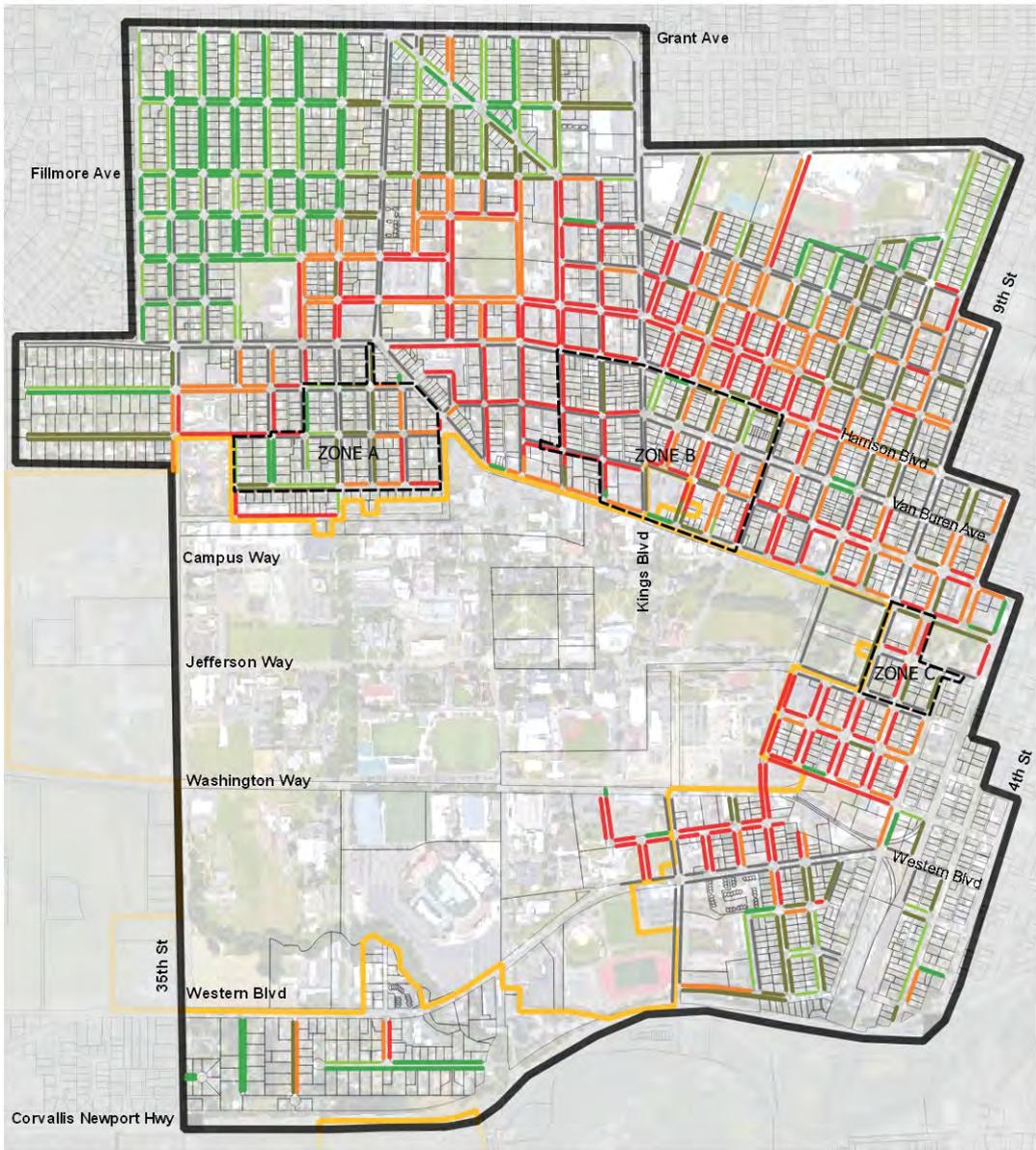
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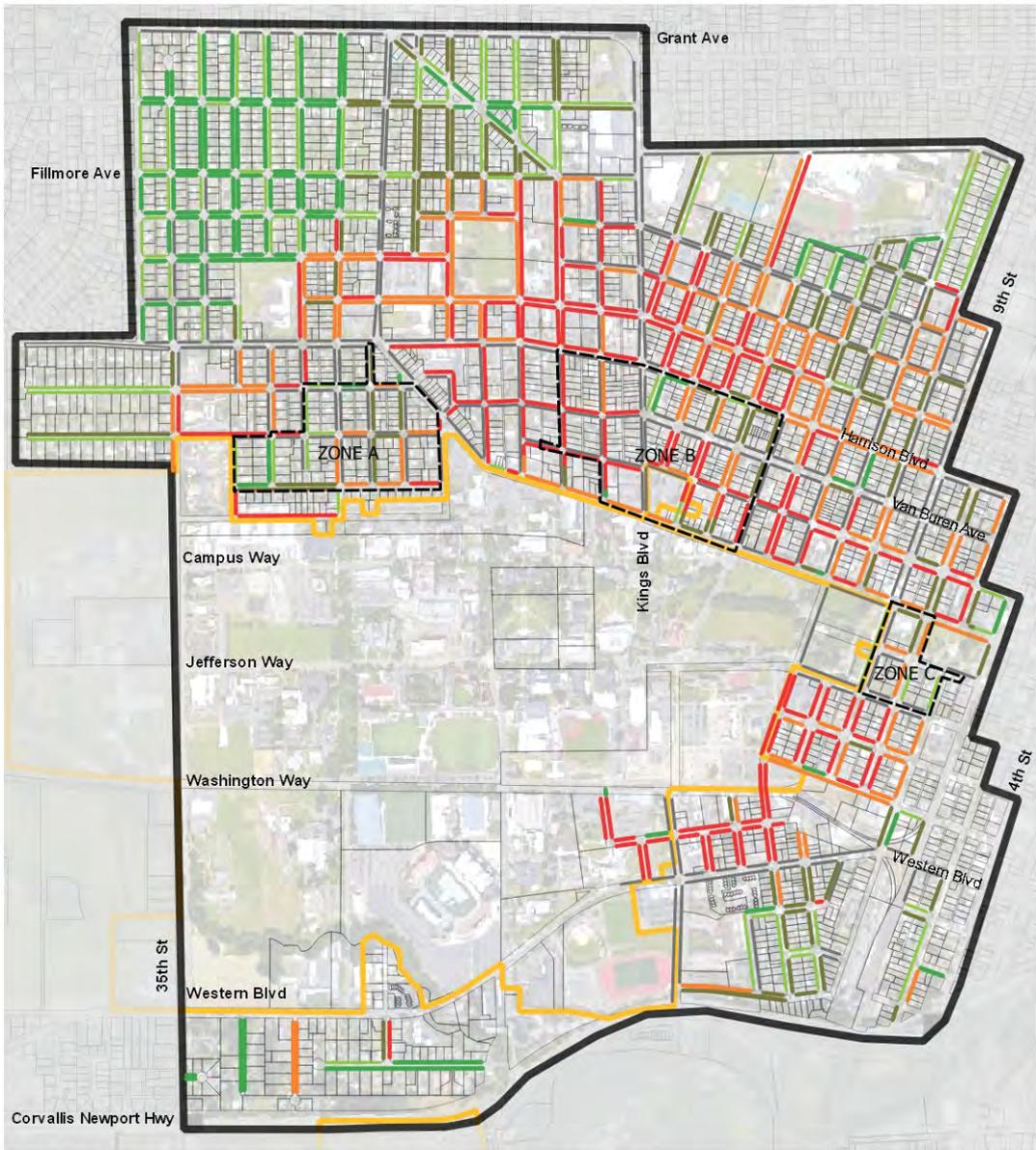
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11 A.M.-12 P.M.



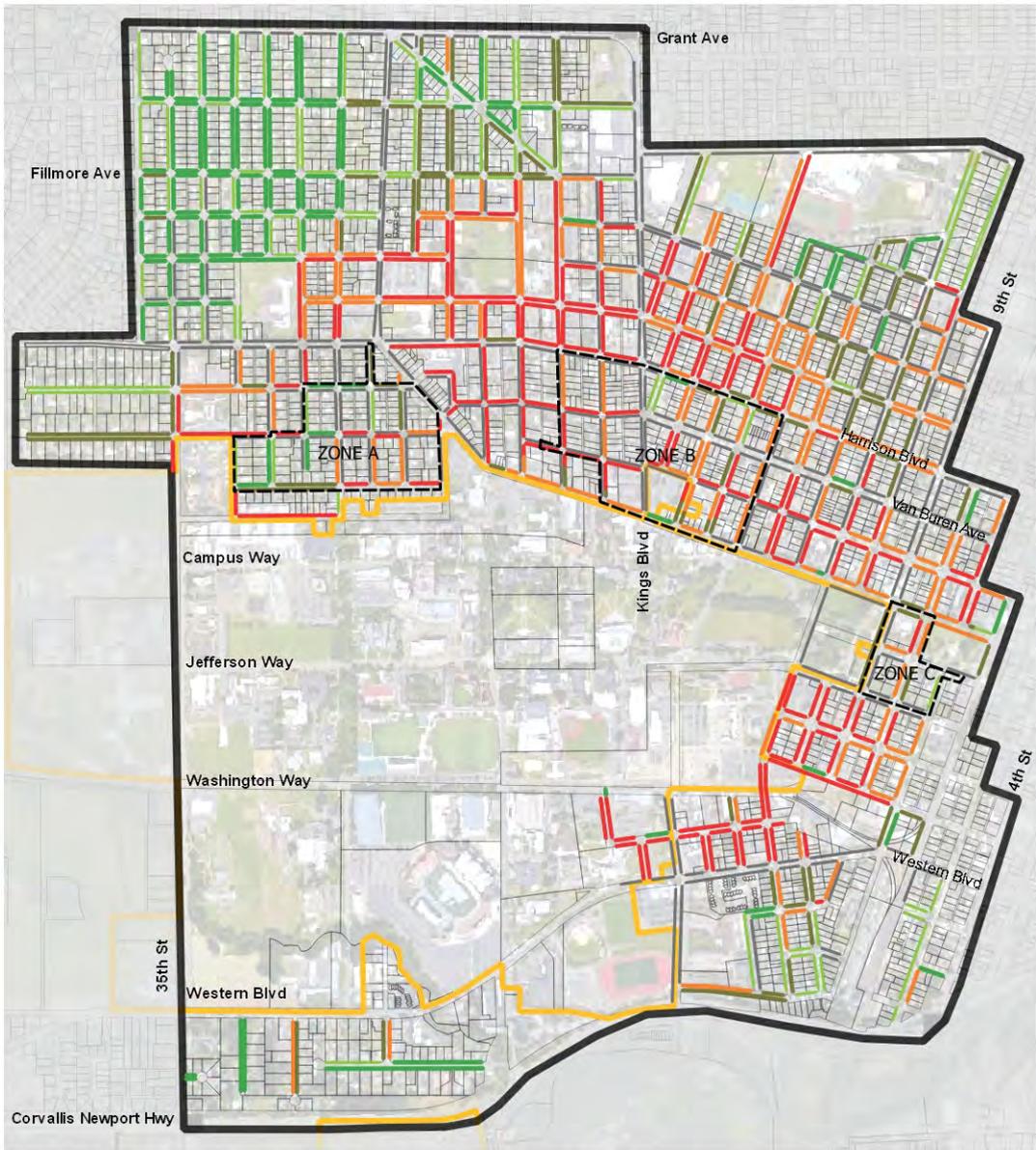
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12 P.M.-1 P.M.



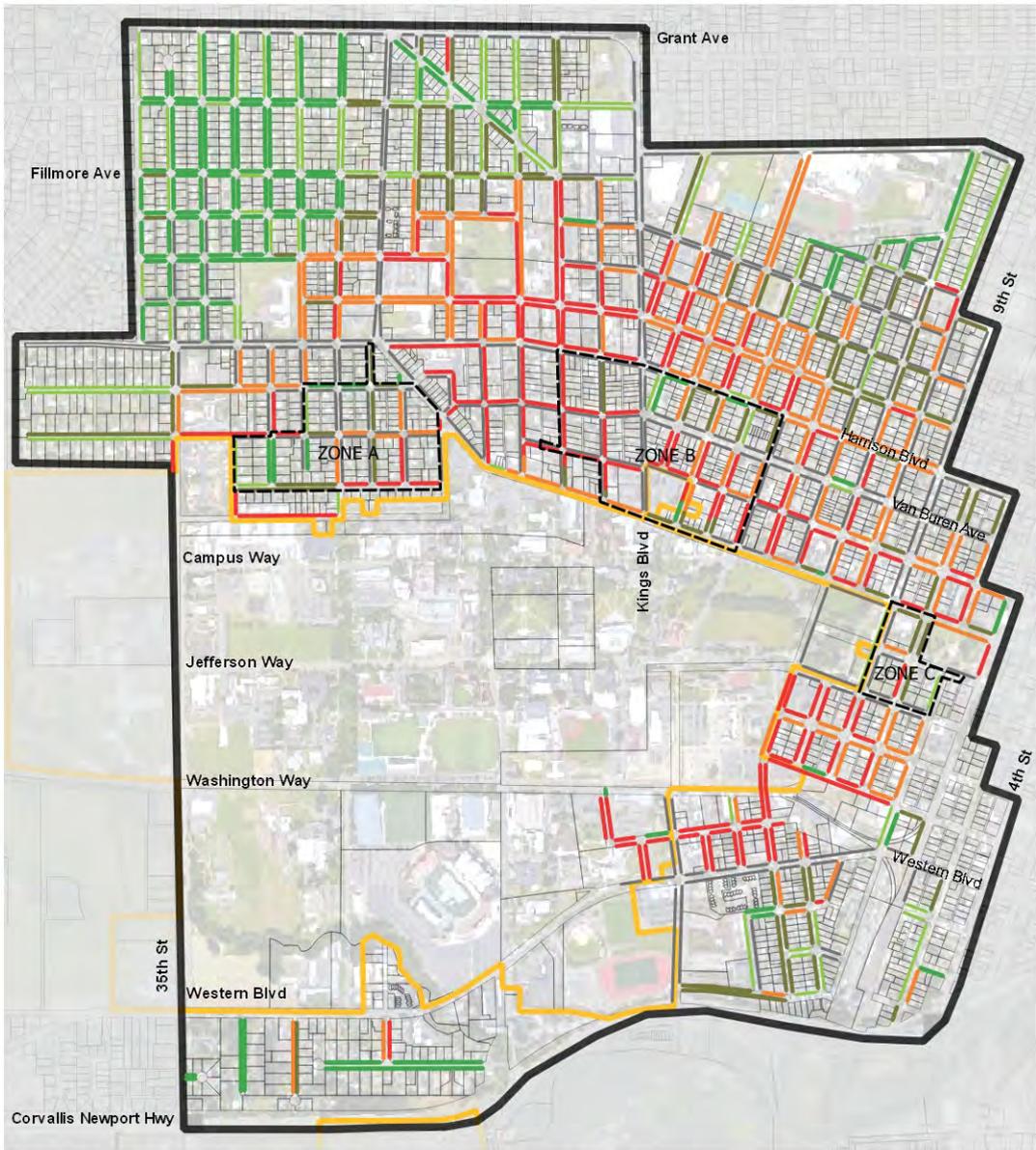
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1 P.M.-2 P.M.



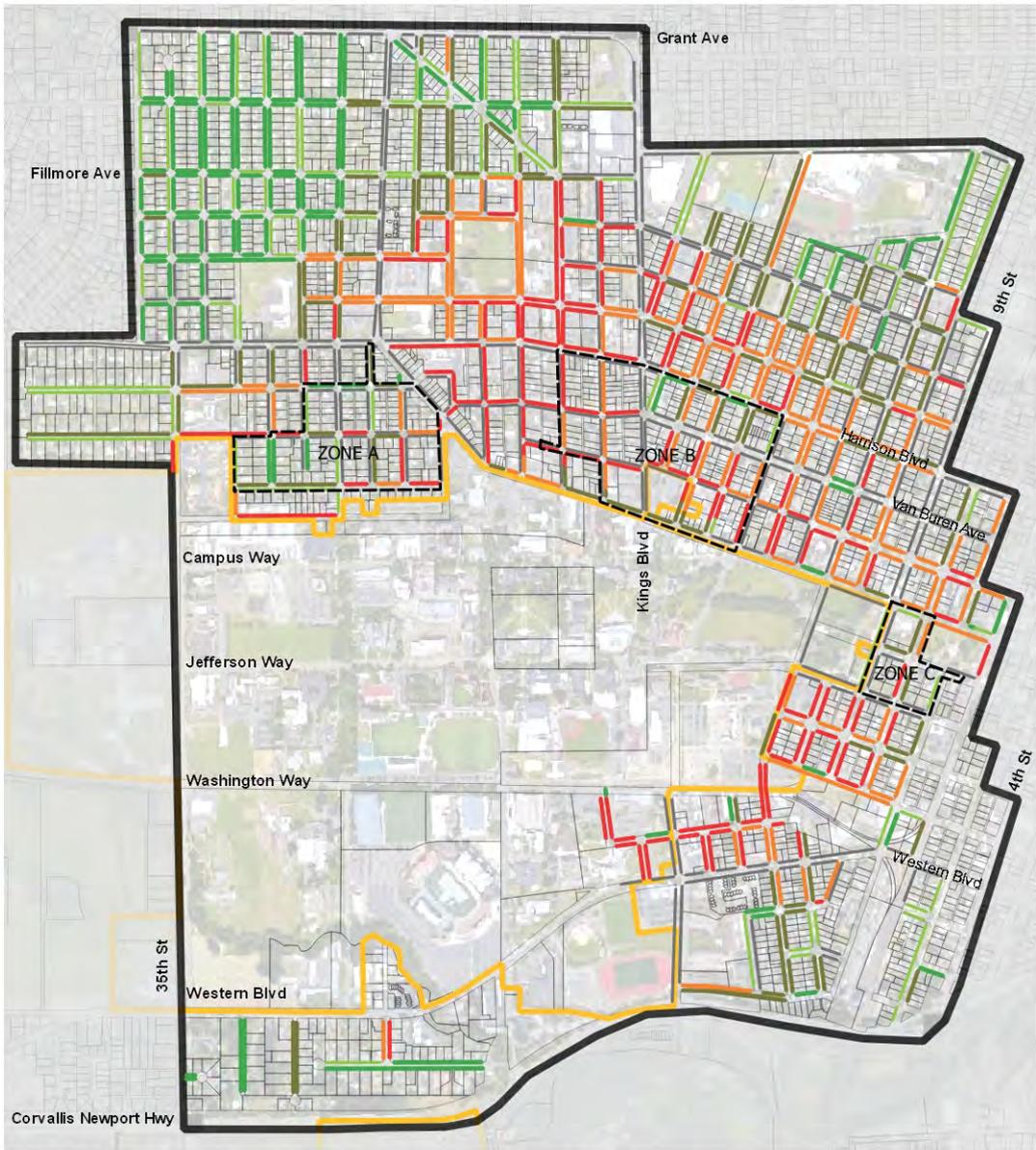
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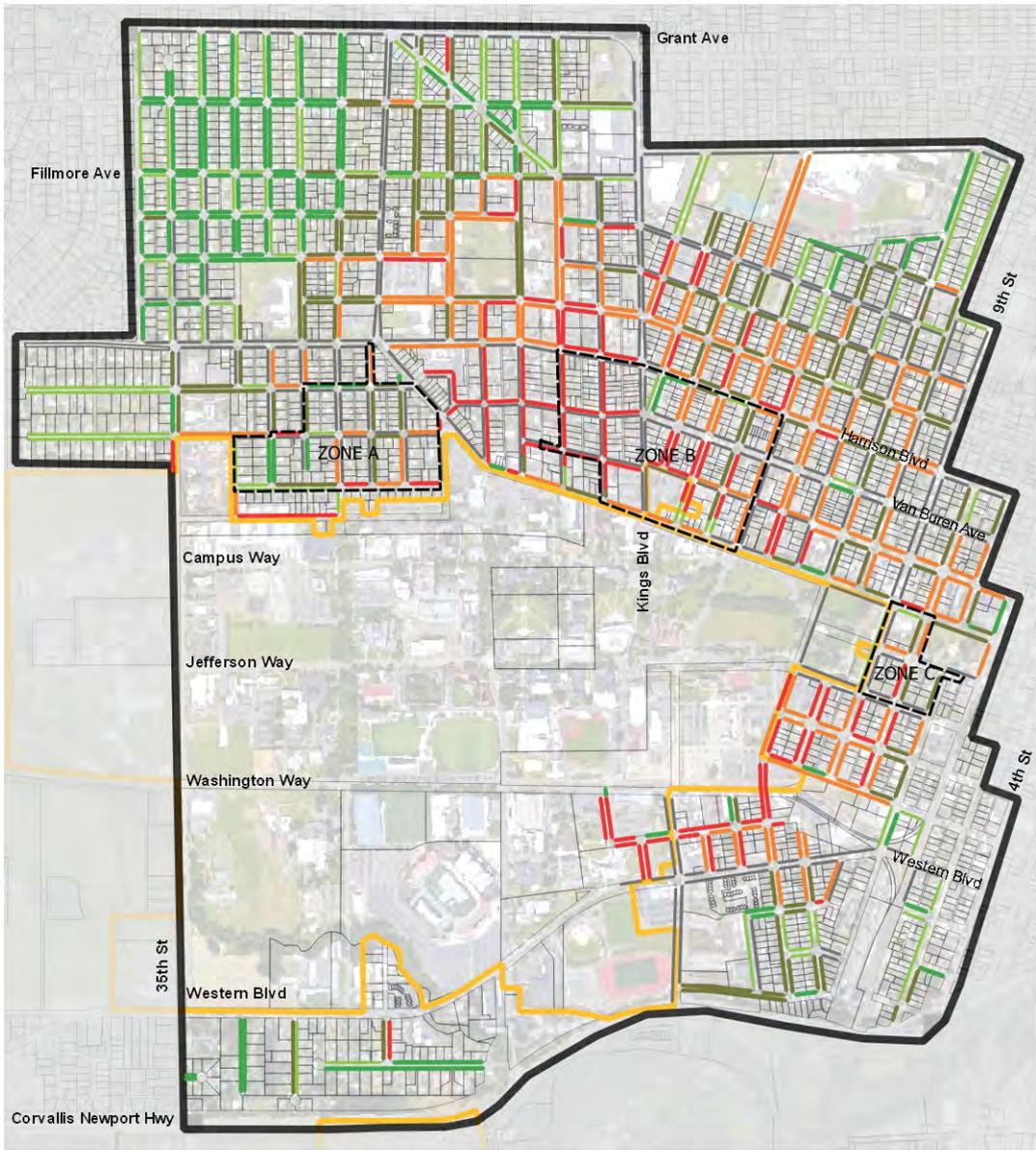
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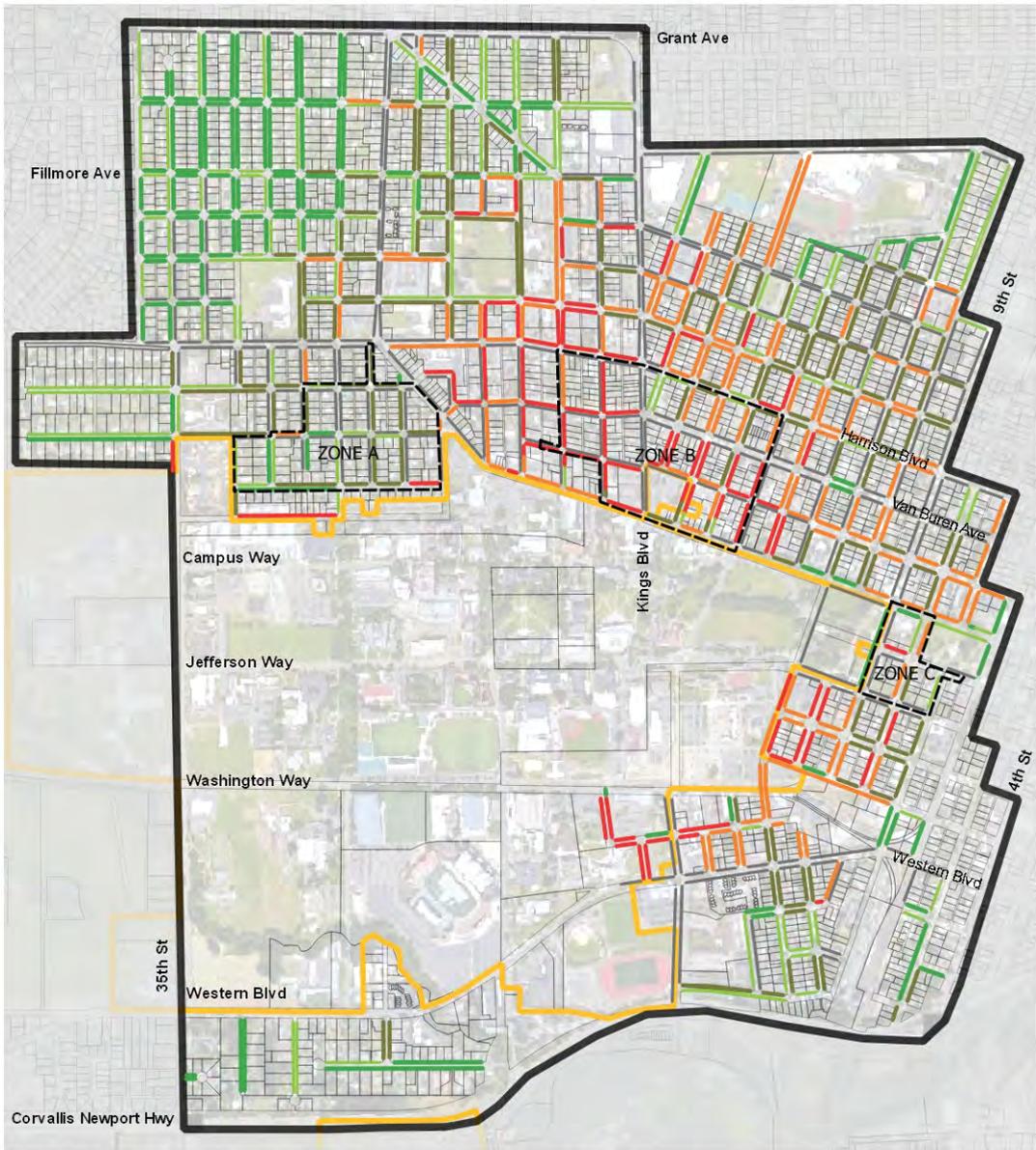
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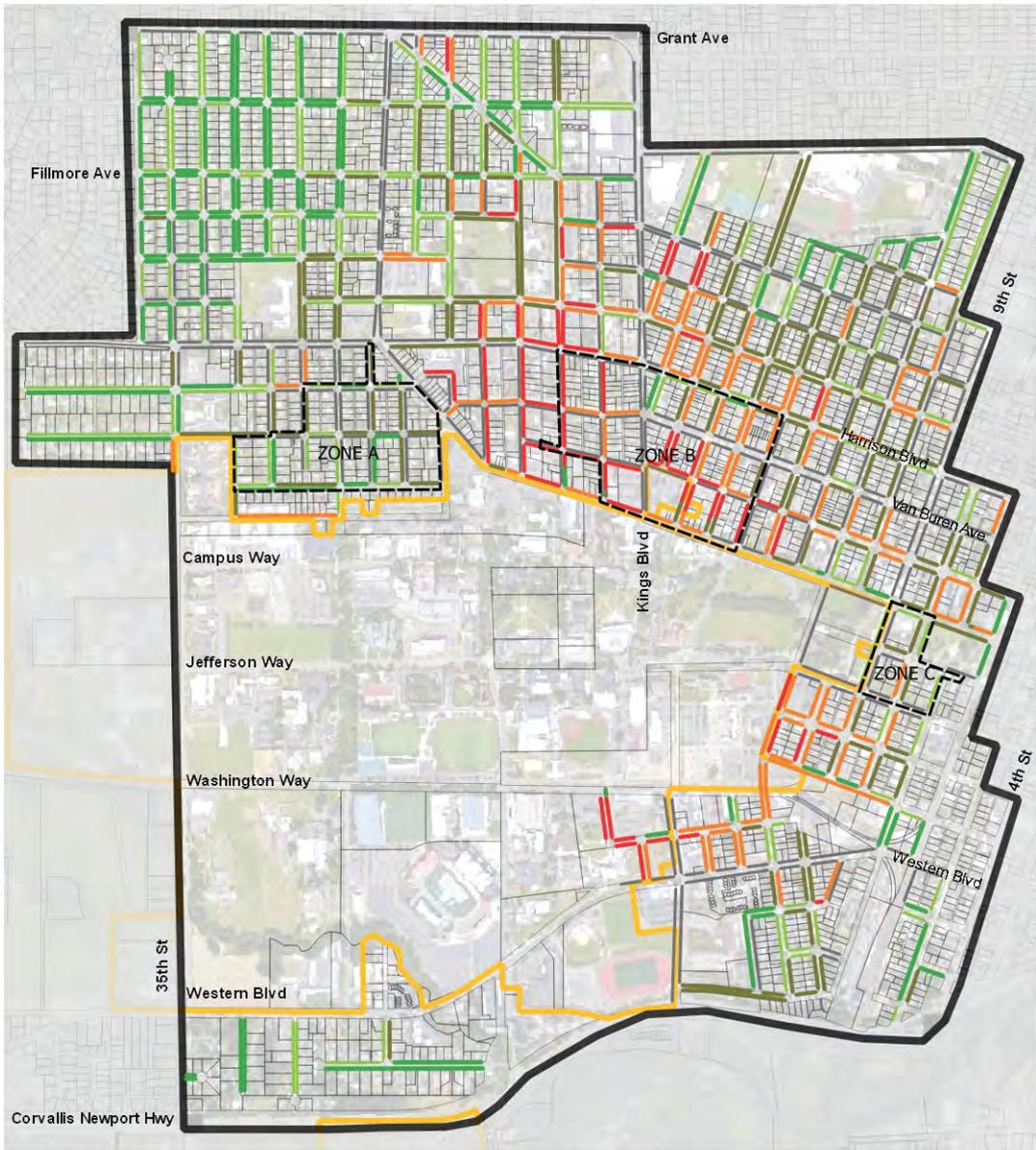
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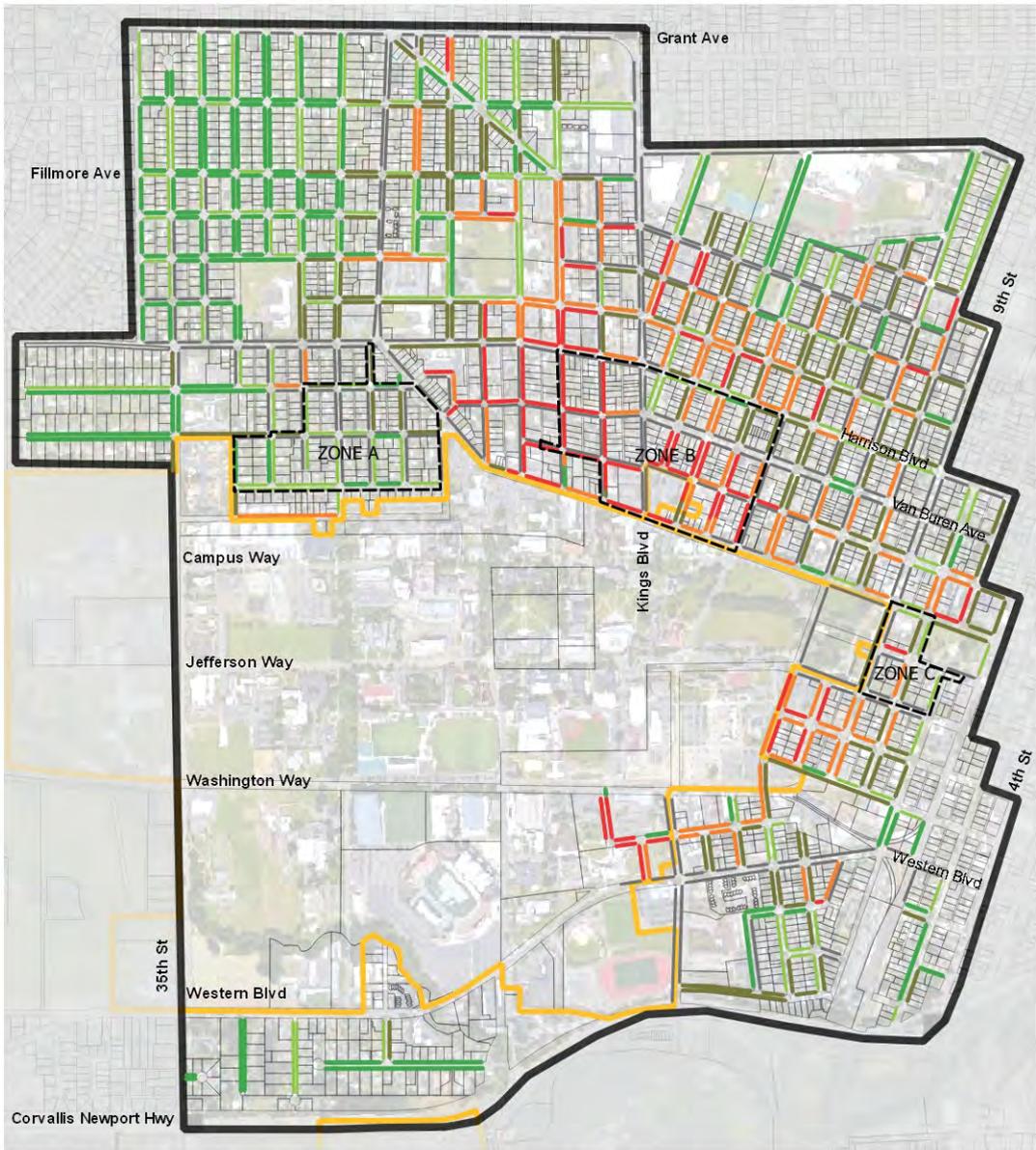
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