

2012 Transportation Update



Portland State
UNIVERSITY

Planning, Sustainability & Real Estate

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The 2012 Transportation Update compiles data related to travel in the University District. Using data from transportation surveys, inventories, and the 2011 Market Study, this report outlines some of the current trends and future challenges facing transportation in the University District.

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Mode Split of Trips

Portland State students and employees have a number of choices when commuting to campus.

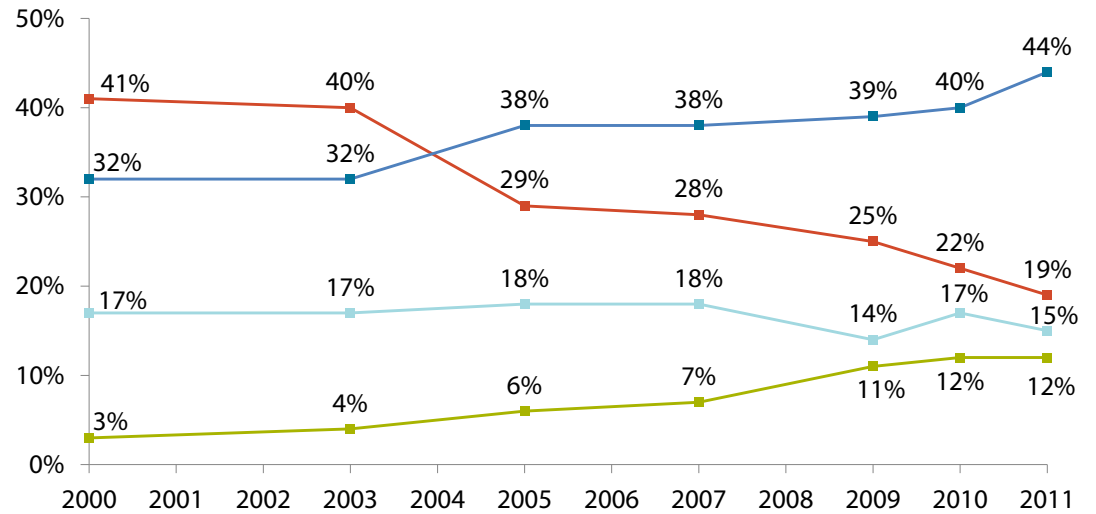
The student share of drive alone trips has fallen to 19%, the lowest level ever recorded. Student transit ridership has reached its highest rate since PSU began collecting commute data. The share of trips taken by bicycle has also increased over time.

From 2010 to 2011, the share of employee drive alone trips increased to 28%, the first increase in more than a decade. The share of trips taken by bicycle rose to 13%.

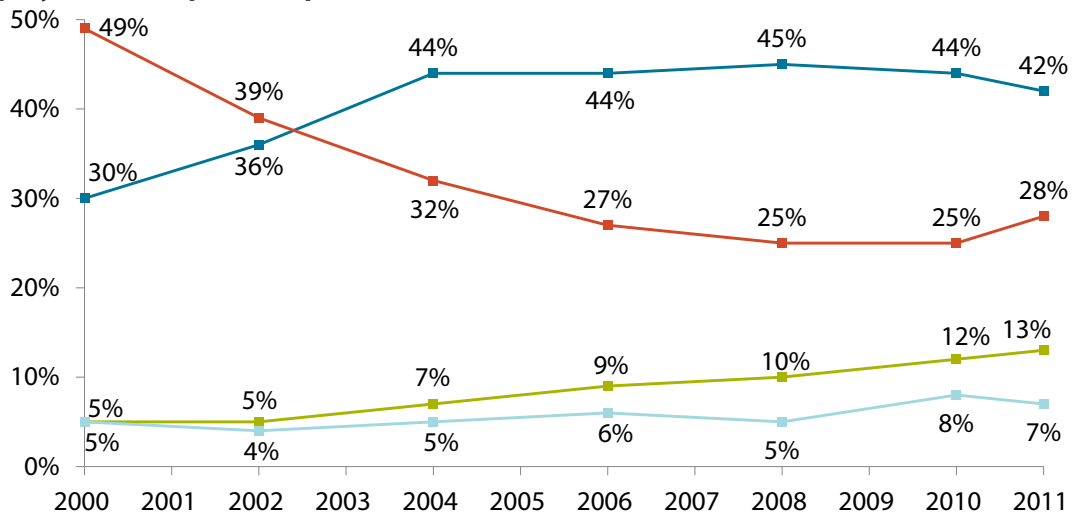
As with previous years' survey results, respondents stated that larger discounts on TriMet passes and improved service and connectivity would lead them to choose options other than driving alone.

Several other modes are collected, but not shown graphically. These modes include carpooling, being dropped off, motorcycle or scooter, and other. Carpooling accounts for 3% of student trips and 5% of employee trips. The remaining modes account for a total of 6% of student trips and 5% of employee trips.

Student Mode Split of Trips, 2000-2011



Employee Mode Split of Trips, 2000-2011



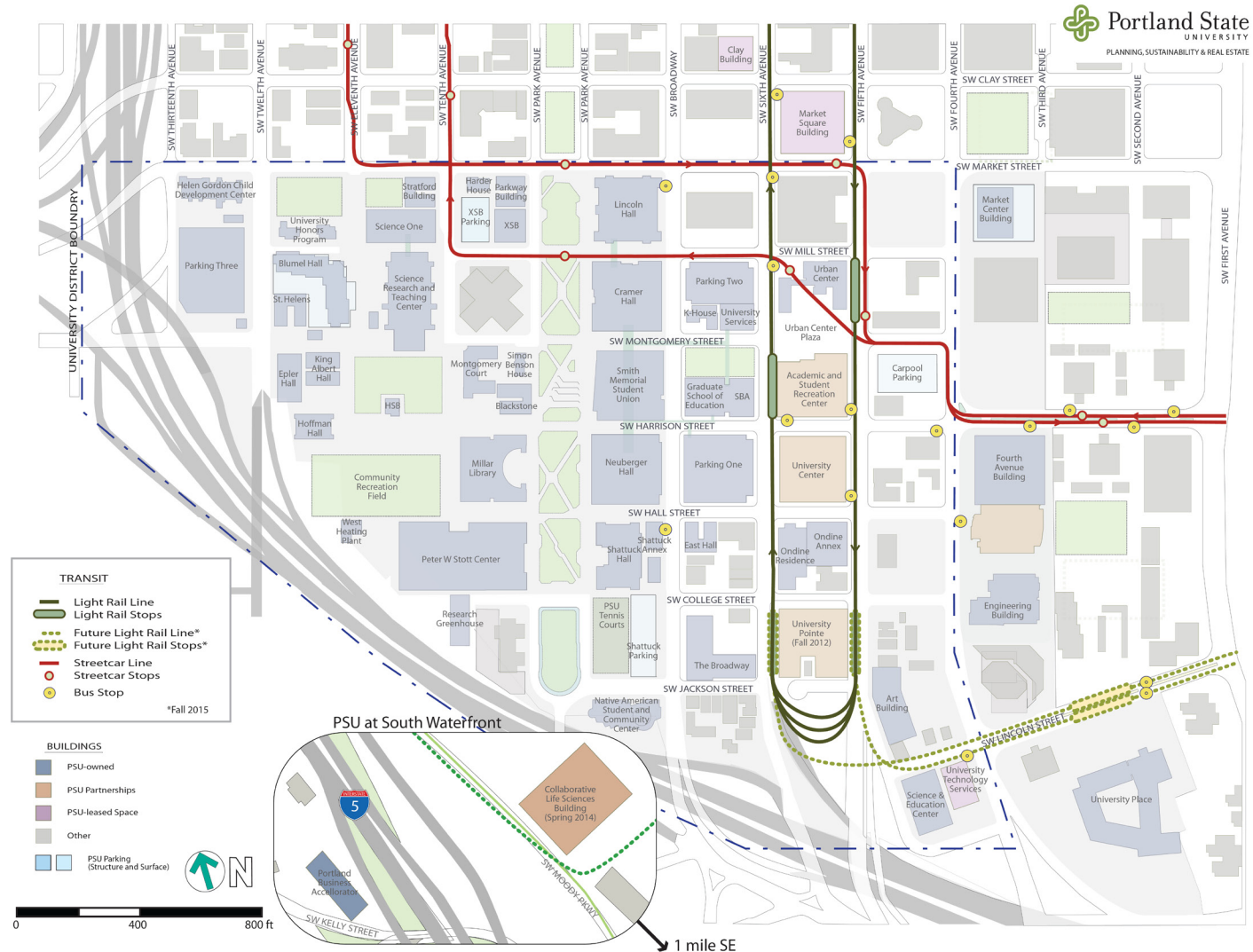
- Mass Transit
- Drove Alone
- Bicycled
- Walked

Mass Transit

Mass transit is the most common mode for both students and employees traveling to the University District.

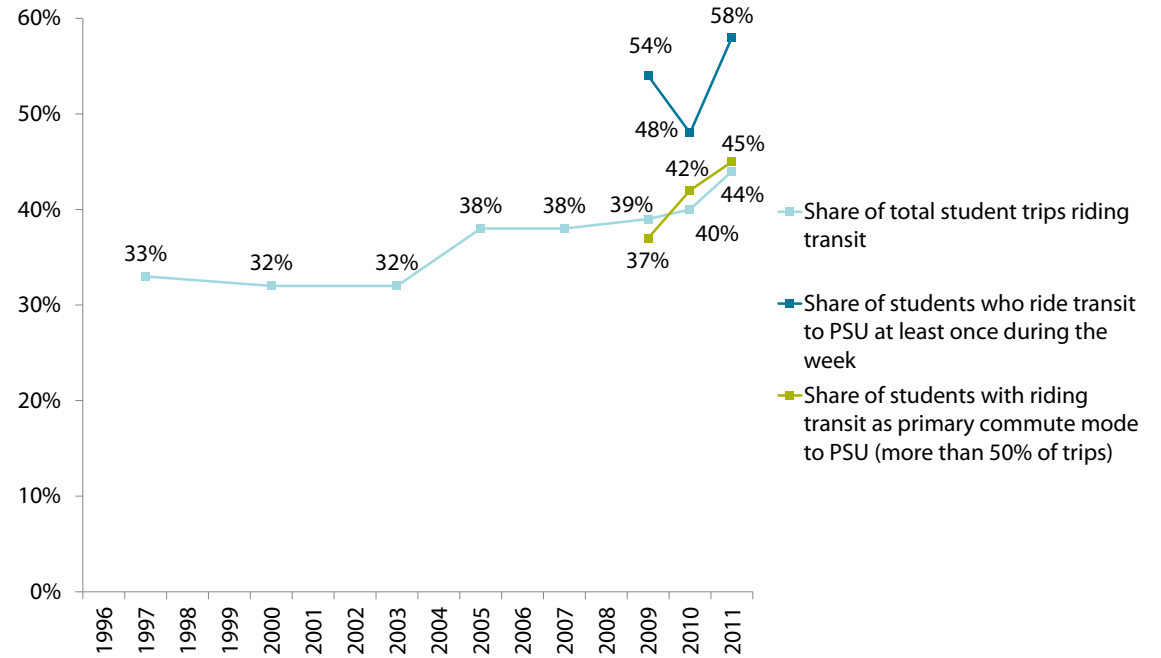
The University District has nine bus stops, five streetcar stops, and two MAX stops. Two additional MAX light rail stops are scheduled to open in fall 2012, and the Portland-Milwaukie Light Rail line opens in 2015.

In September 2011, the University District saw 7,149 boardings and 8,371 departures each day at MAX stations and bus stops, making the University District one of the most heavily utilized transit hubs in the city. Both University District MAX Stations, the SW 5th & Mill Street MAX Station and the SW 6th & Montgomery MAX Station, are in the top fifteen most widely used stations in the entire MAX system.



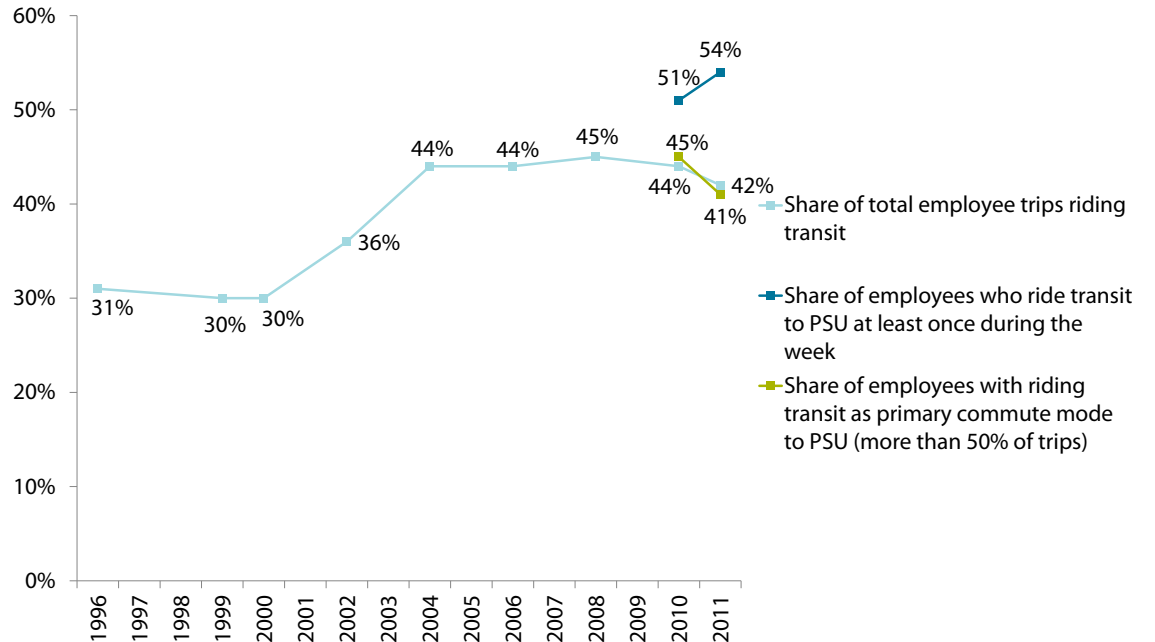
Student Transit Trends (Annual Transportation Survey)

Transit has continued to rise among students, reaching 44% of student trips. Of the students who took the survey, 58% rode transit once during the survey week.



Employee Transit Trends (Annual Transportation Survey)

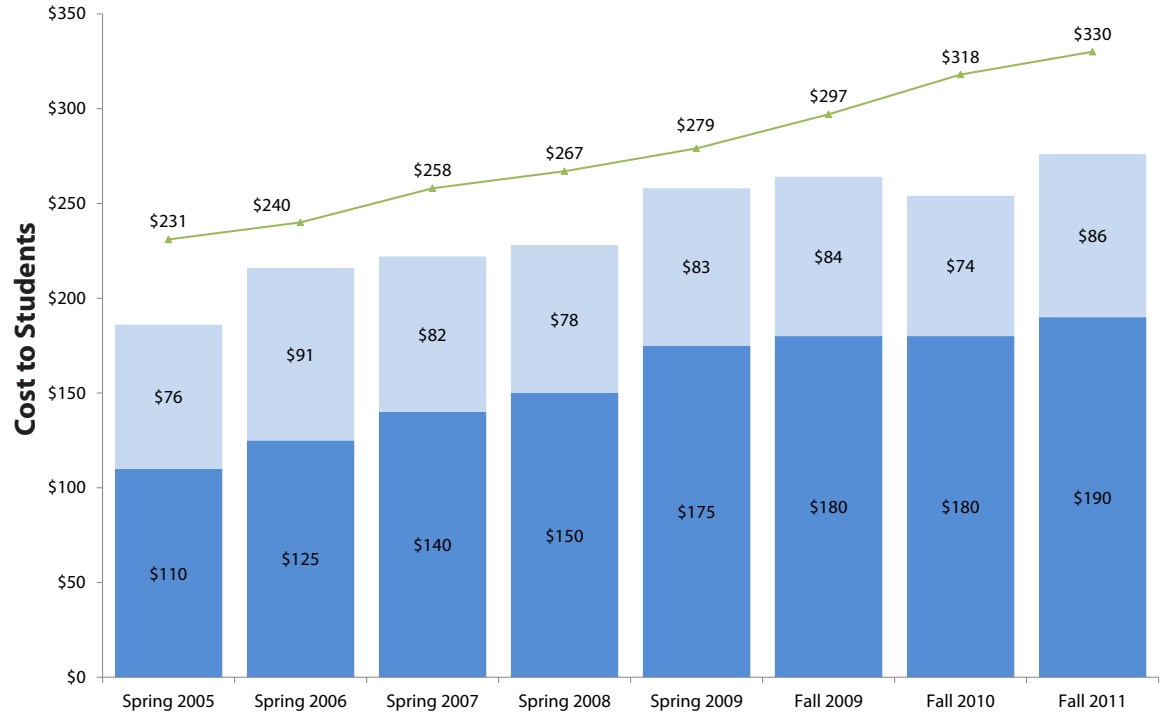
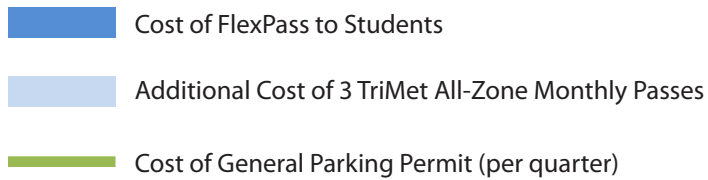
The trend for employee transit trips to campus has flattened since 2004. This year saw a decline in the share of transit trips, which coincided with a rise in drive alone trips.



Price of FlexPass, 3 All-Zone Monthly Passes, and Parking Permit for PSU Students, 2005-2011

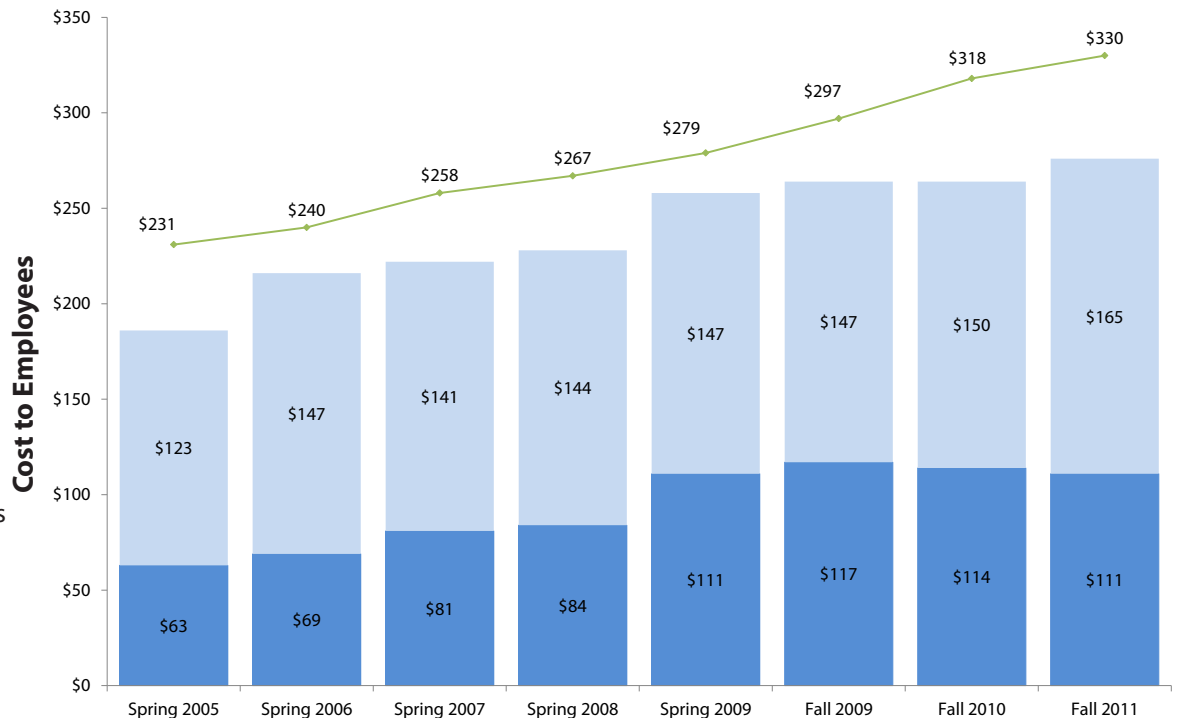
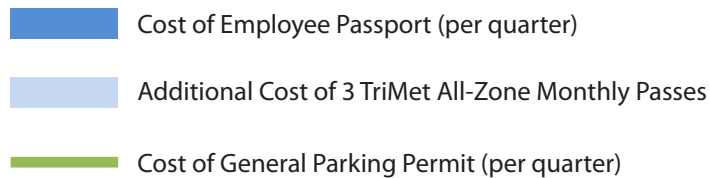
PSU offers students the FlexPass, an All-Zone TriMet transit pass at a rate 30% lower than the retail price for monthly passes.

The price of the FlexPass rose \$80 from 2005 to 2011. The discount has oscillated between \$74 and \$91 during this time.



Price of Employee Passport (per quarter), 3 All-Zone Monthly Passes, and Parking Permit for PSU Employees, 2005-2011

The price of a Passport, the All-Zone TriMet transit pass offered to employees, increased \$48 between 2005 and Fall 2011. During this time, the discount rose to \$165, an increase of \$42 since 2005.



Automobile

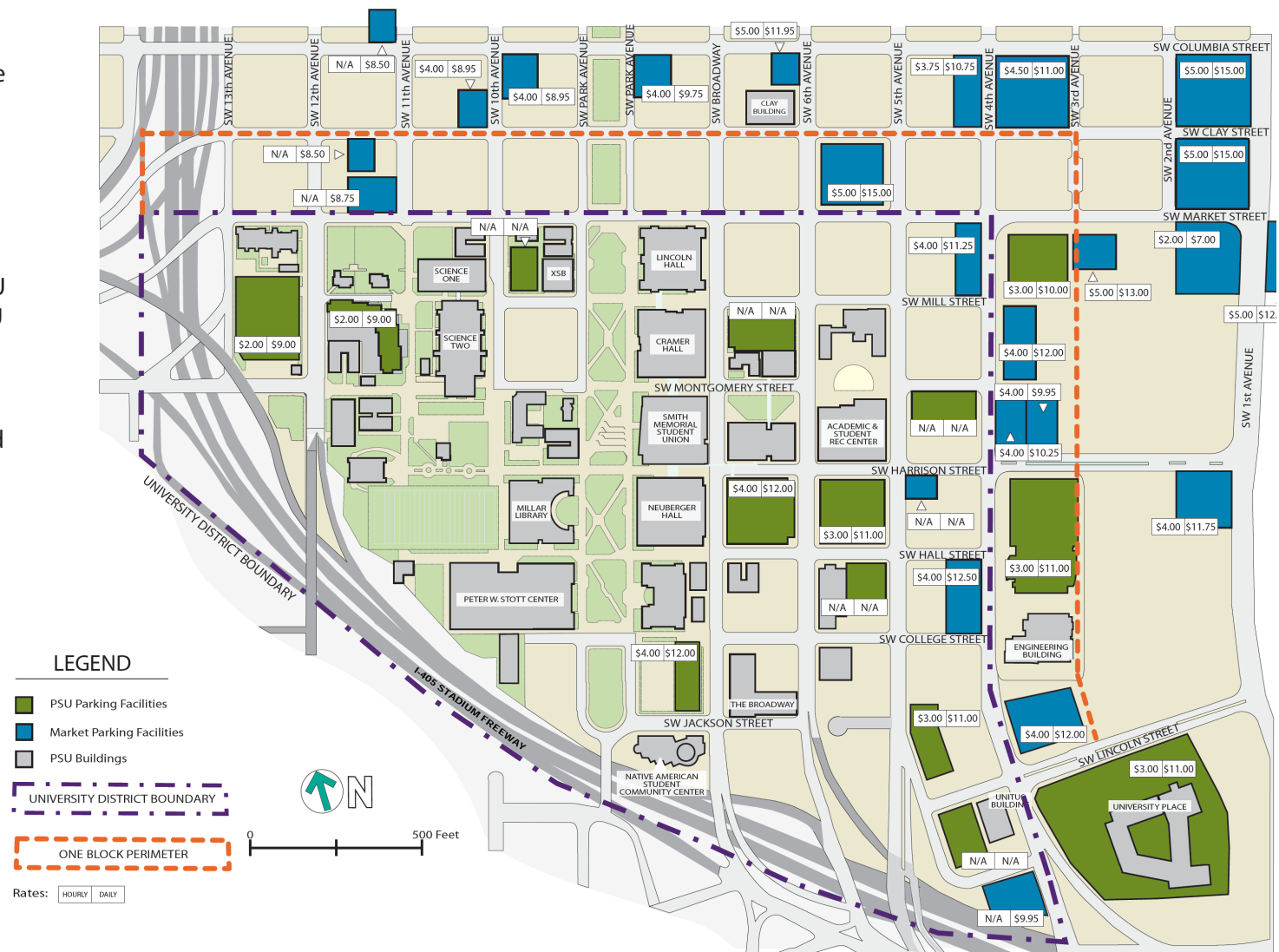
The University operates in a competitive parking market. There are more than 8,000 off-street parking spaces within the three block radius of campus. Portland State operates approximately half of these parking spaces. There are about 600 on-street spaces.

The average cost of hourly, daily, and monthly parking is currently lower in PSU facilities than in competitor facilities. PSU students and employees pay an average of 33% less to park at PSU facilities.

Despite this price difference, the demand for parking at PSU is not unlimited.

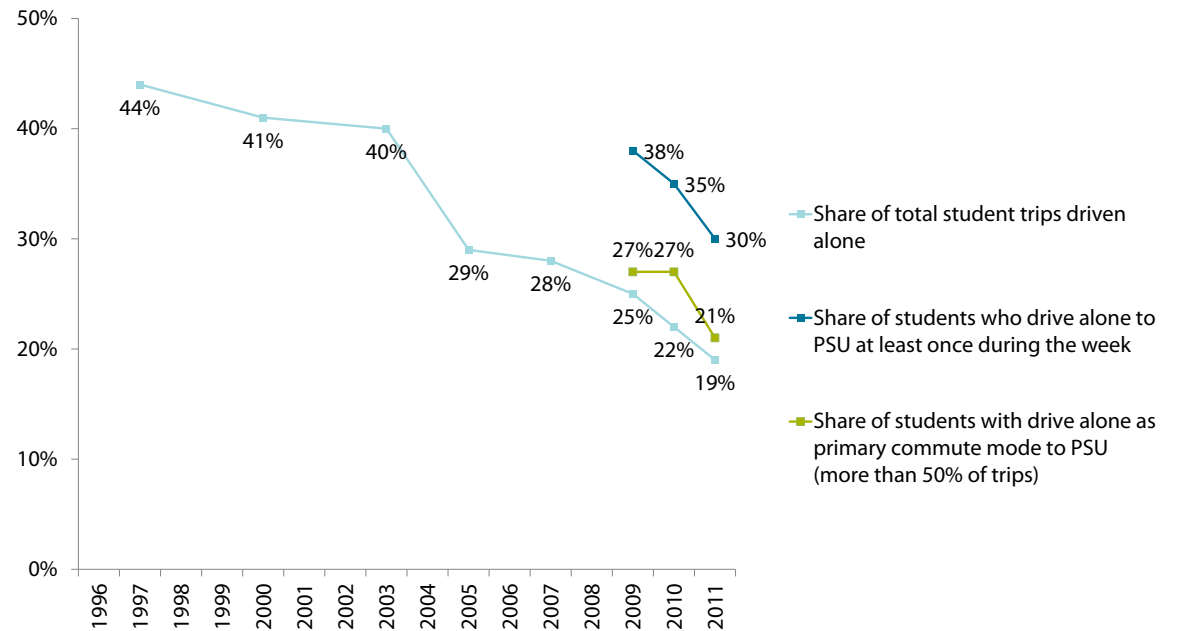
For example, Parking Structure Three (PS3) permits did not sell out in Fall 2011. Although located on the edge of campus, these permits typically sell out in fall term.

Changes to facilities or pricing could influence the parking decisions of students and employees in the future.



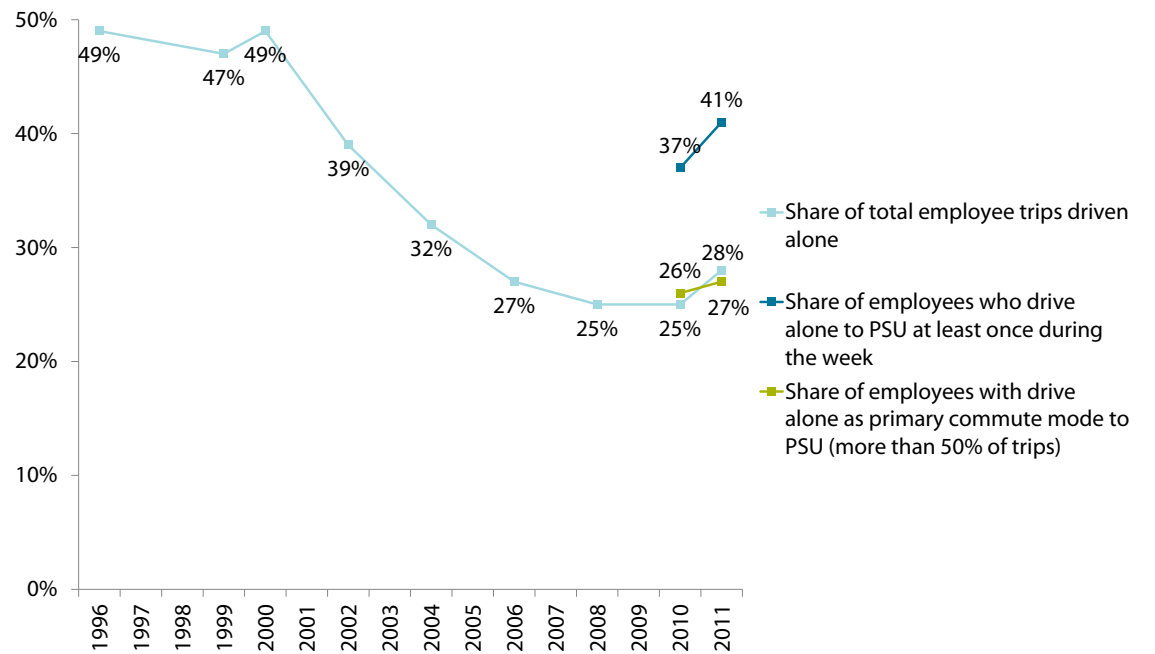
Student Driving Trends (Annual Transportation Survey)

Drive alone trips have declined in the past decade, likely a result of convenient transportation options, safer bicycle facilities, university-subsidized transit passes, and frequent increases in parking rates. Fall 2011 was the first time the share of student drive alone trips to campus fell below 20%, and the share of students who drive alone as their *primary* commute mode decreased to 21%.



Employee Driving Trends (Annual Transportation Survey)

Although employee drive alone trips have fallen since 1996, the rate has flattened in recent years. Last fall, the share of drive alone trips rose for the first time since 2000.



Bicycle

Bicycle data are collected through several different methods. In addition to the Annual Transportation Survey, PSRE and TAPS carry out a Bicycle Survey every spring. This user survey aims to identify the most pressing concerns among bicyclists, including safety, access, parking, and security. Additional data are collected through quarterly bicycle parking counts. These counts reflect bike rack occupancy and seasonal changes in ridership.

Programming is an important aspect of the bicycle environment at PSU. The PSU Bike Hub offers repairs, retail, workspace, and courses on bicycle maintenance. PSU sponsors the Bike to PSU Challenge every May, offering prizes and incentives for riders.

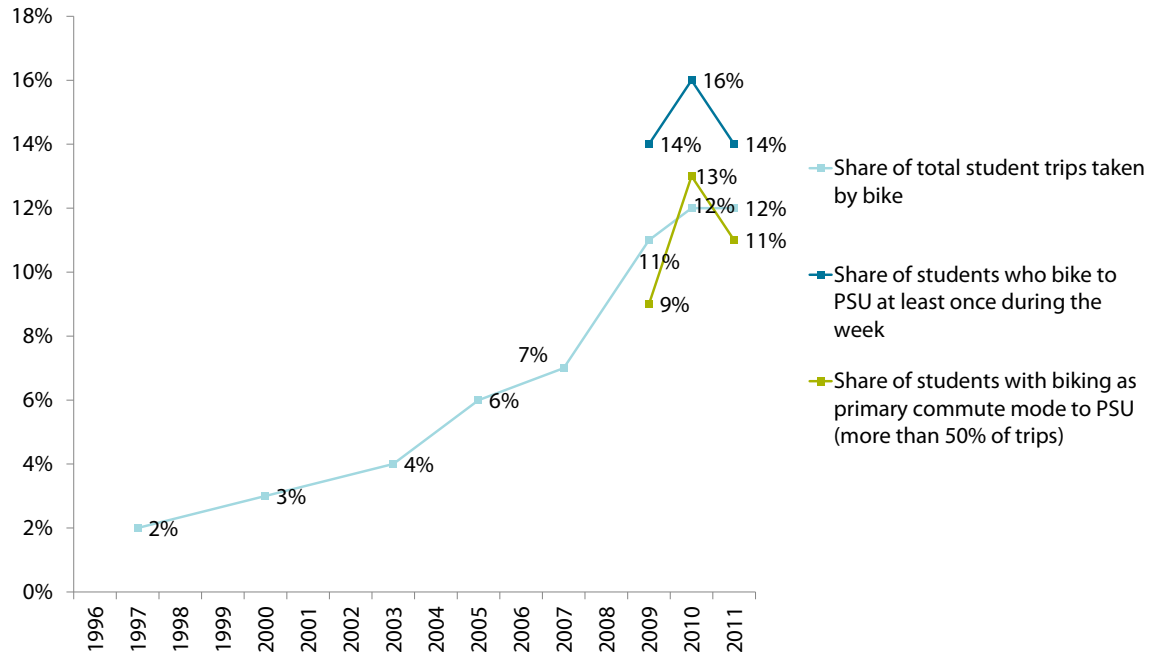
According to the 2010 PSU Climate Action Plan, PSU aspires to have a 20% bicycle mode split by 2030. Currently 12% of student trips and 13% of employee trips to PSU are taken by bicycle.

13% of employee trips and 12% of student trips to PSU are by bike.



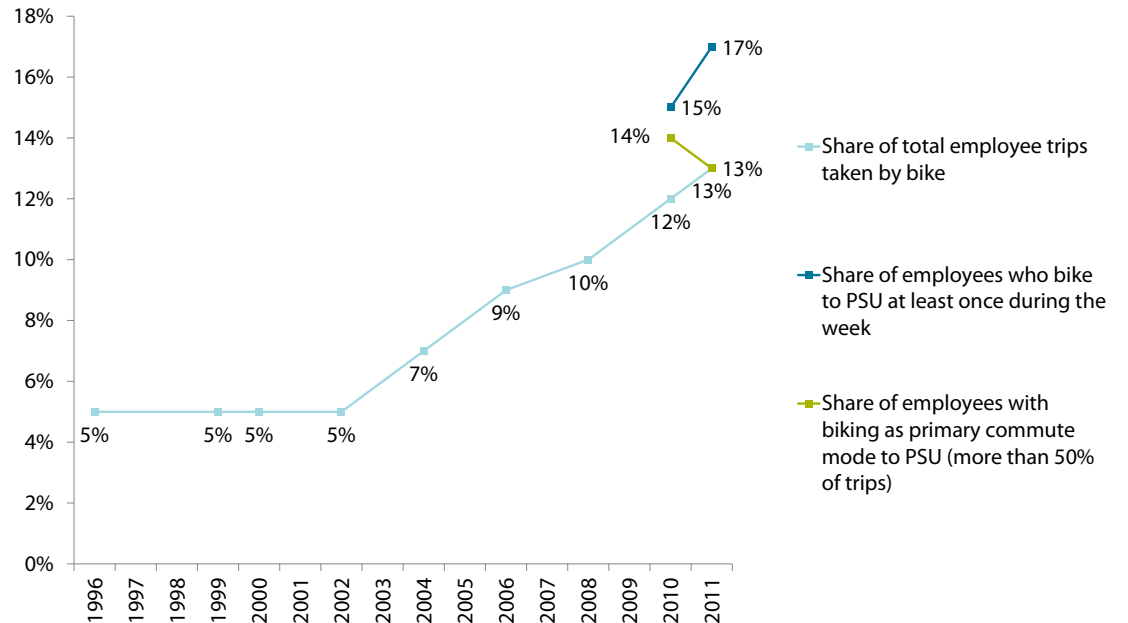
Student Biking Trends (Annual Transportation Survey)

Biking has grown rapidly in the past decade, rising to 12% of student trips to the University District. More than 10% of students choose to bike more than half of their trips, and 14% bike at least once during the week.



Employee Biking Trends (Annual Transportation Survey)

Thirteen percent of employee trips to campus are by bike. Of the employee respondents, 14% biked for more than half of their trips, and 17% biked at least once during the week.



Bicycle Corridors (2011 Bicycle Survey)

The most commonly used bicycle corridors are SW Broadway, SW 5th Ave., and SW 4th Ave.

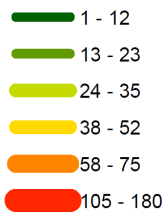
These three streets differ vastly in their bicycle infrastructure. Whereas SW Broadway has a cycle track buffered from auto traffic with parallel car parking, SW 4th Ave. has no on-street infrastructure.

East-West access is spread across several streets, with the most commonly used streets being SW Harrison St. and SW Montgomery St.

SW Harrison will likely become a more popular route with the opening of the Collaborative Life Sciences Center in Spring 2014.

Fewer people access campus from the northwest than from the northeast. Cyclists do not appear to favor a particular route. With the exception of 13th, none of the streets on the west side of campus have designated cycle tracks, sharrows, or bike lanes.

Frequency of Responses



○ Count per Segment



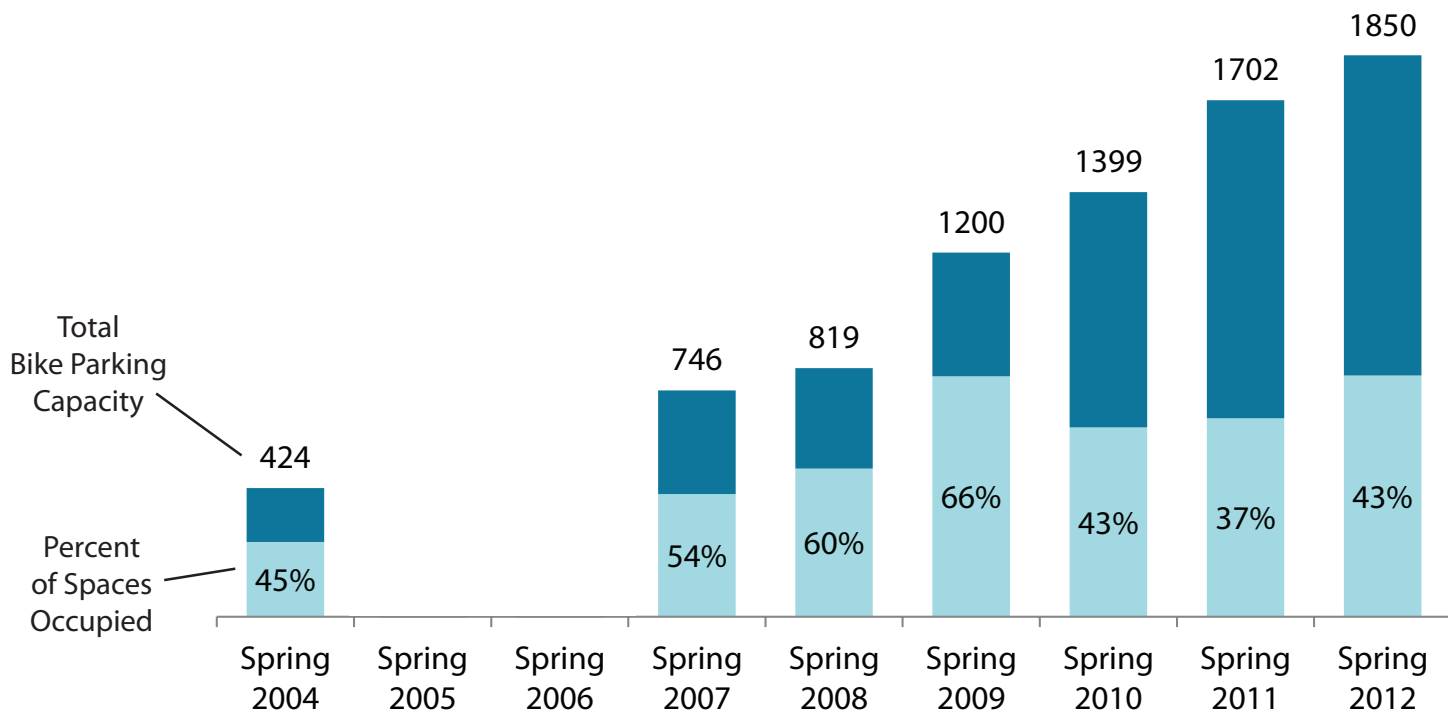


Number of bicycle crashes (self-reported, 2011 Bicycle Survey)

**Bicycle Crashes
(2011 Bicycle Survey)**

Survey respondents reported more bicycle crashes along the MAX light rail and Streetcar tracks, with the intersection of SW Fifth and Montgomery being the most hazardous area. The intersection of SW 10th and SW Market received the second highest number of selections.

SW 5th & Montgomery is the intersection with the most number of bicycle crashes.



Bicycle Parking Capacity & Occupancy (Bike Parking Data Counts)

The number of bicycle parking spaces has risen from 424 spaces to 1850 spaces since 2004. This increase in bicycle parking is part of an effort to provide sufficient bike parking at all destinations on campus.

The occupancy of University-wide bicycle parking has ranged from 37% to 66%. These occupancy rates, however, do not address the difficulty of finding parking at some locations. For instance, the spaces located around Smith Memorial Student Union or in the Urban Plaza often exceed capacity.

Bicycle Parking Occupancy at Popular Locations

	Summer 2011	Fall 2011	Winter 2012	Spring 2012
Neuberger (North)	86%	98%	66%	91%
Smith (North)	100%	92%	90%	81%
Academic & Student Rec Center (North)	38%	116%	100%	100%
Ondine (West)	33%	75%	110%	108%
Fourth Ave. Building (Interior Garage)	109%	132%		124%

Pedestrian

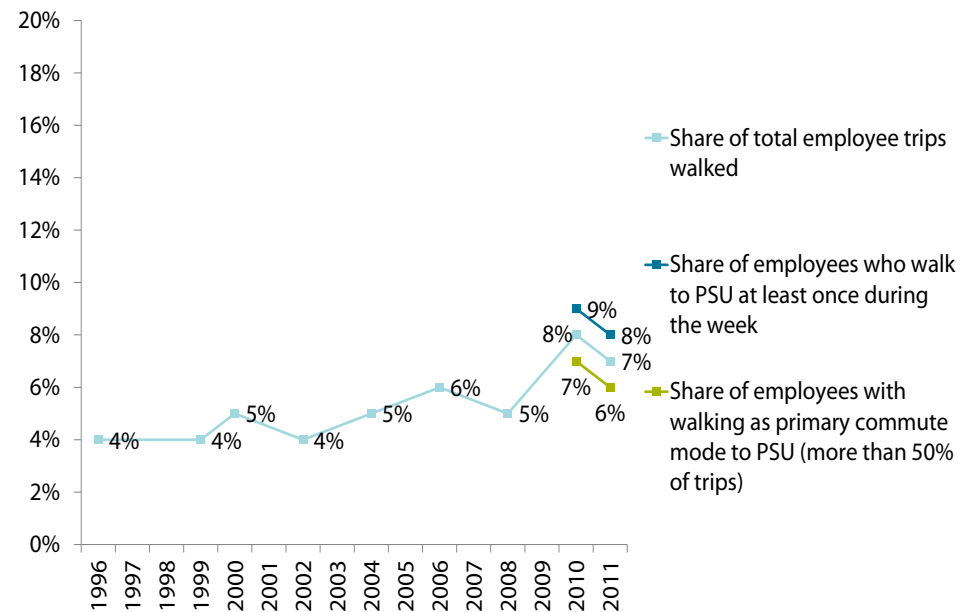
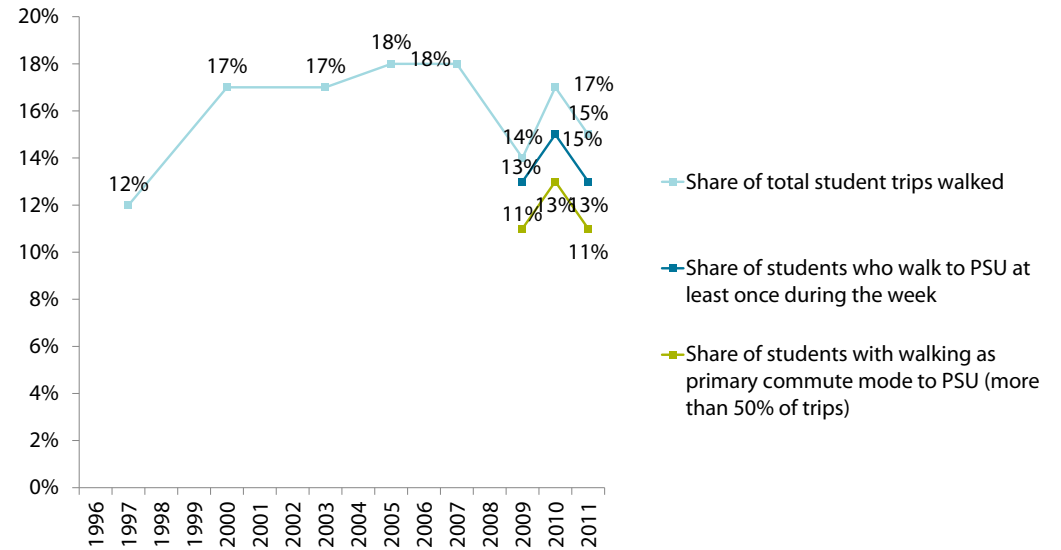
The data collected on pedestrian commute choice is limited to the Annual Transportation Survey.

Student Walking Trends (Annual Transportation Survey)

Students are more likely to walk to the University District than employees. Fifteen percent of student trips to PSU are by foot. This is not surprising considering 7% of students live on campus and 17% live within two miles.

Employee Walking Trends (Annual Transportation Survey)

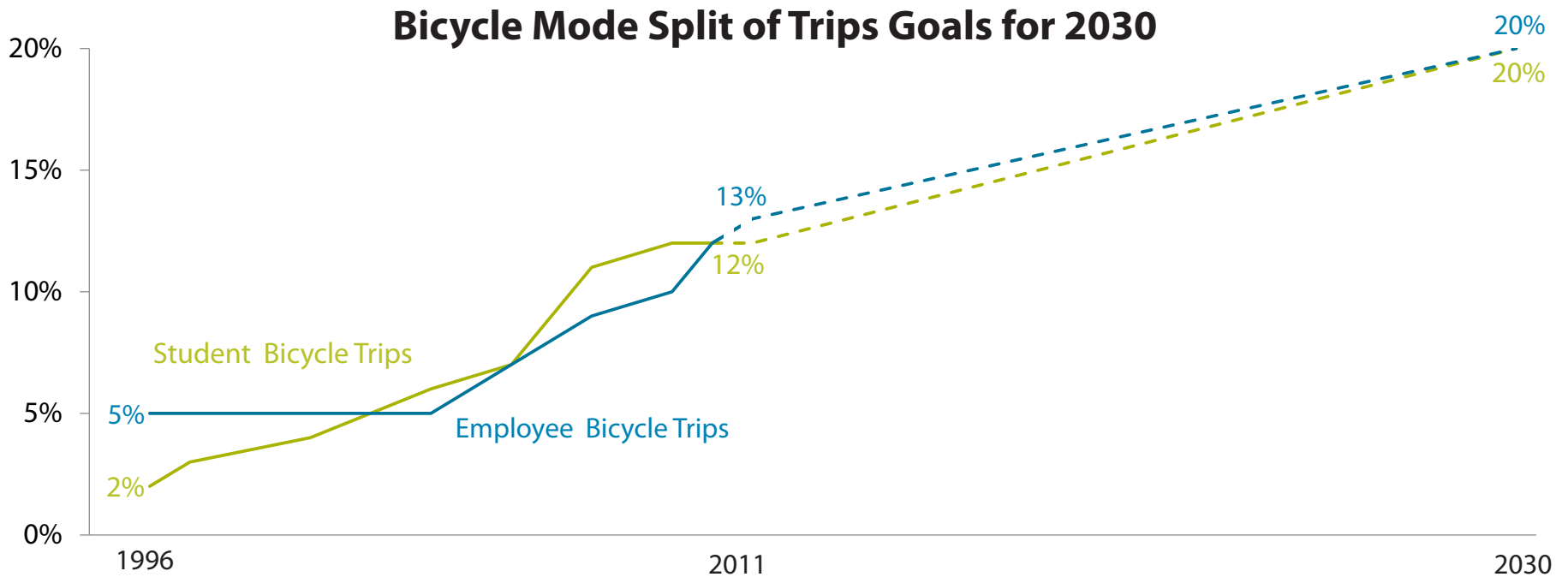
Seven percent of employee trips to the University District are made on foot. About 8% of employees choose to walk to work at least once a week, and 6% walk for more than half of their trips to PSU.



Looking Forward

The University aims to reduce drive alone trips to 15% of trips by 2030. Increasing biking and walking among students and employees is an inherent part of this goal. TAPS has little control over bicycle infrastructure, apart from supplying bicycle parking. TAPS encourages cycling through events, such as the “Bike to PSU Challenge” led by the Bike Hub every May.

External factors, such as local economic conditions and the high amount of privately owned parking facilities complicate pricing decisions. These factors also limit the influence PSU has over student and employee mode choice. TriMet will be increasing fares and reducing service in some areas in fall 2012. The Free Rail Zone will be eliminated for both MAX and streetcar services. The impact of these changes on the PSU mode split is uncertain.



In order to help determine how PSU can reduce drive alone trips to 15%, PSRE asks in the Annual Transportation Survey what benefits would encourage drivers to choose another option. The most common response every year has been larger discounts on TriMet passes (see chart to the right).

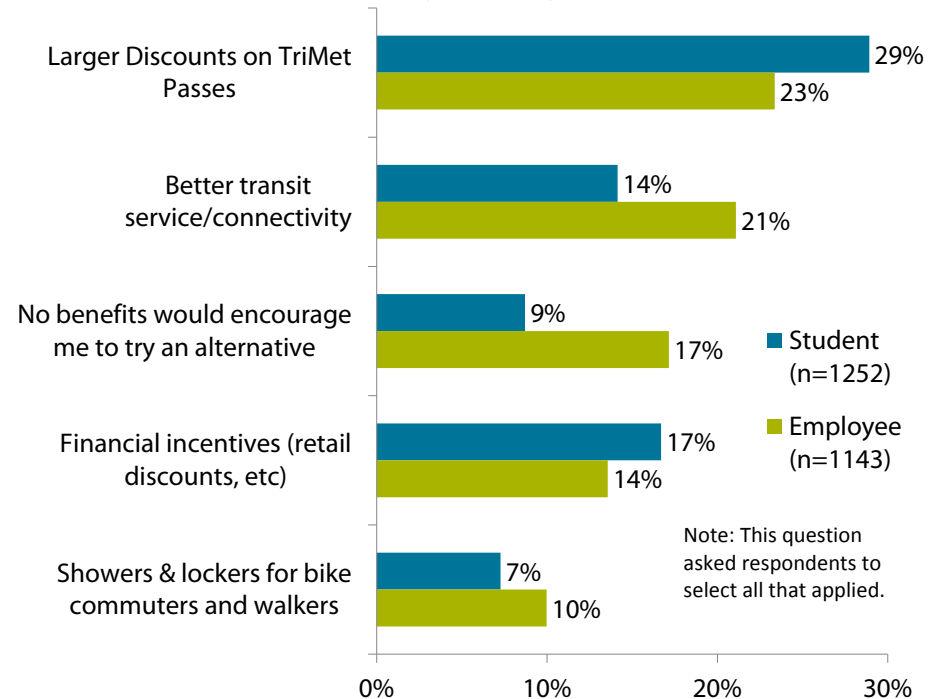
Passes to students and employees are currently subsidized by the University and purchased at a bulk rate from TriMet (see page 6). Parking permit revenue contributes to the PSU subsidies. In order to increase the discount on TriMet passes with the existing financial structure, the University would need to generate more revenue from parking.

PSU parking, however, operates within a competitive parking market. Raising prices substantially could lead students, employees, and tenants to pursue off campus spaces. According to the 2011 Market Study, PSU's parking rates remain below the average for the University District (see table below and to the right). PSU employees and students pay 33% less for monthly parking on average than they would at the market lots surrounding campus. PSU Tenants pay 10% less for monthly parking, on average.

Moreover, the demand for parking permits has begun to decline, which also impacts the amount that the University can charge for permits.

Finding an alternative source of revenue is another option for making transit more affordable for students and employees.

If you ever drive alone to campus, what benefits would encourage you to try another option?



	HOURLY	DAILY	MONTHLY
PSU Employees/Students	\$3.00	\$10.67	\$116.77
PSU Tenants	\$3.00	\$10.67	\$160.67
1-Block Market	\$4.17	\$10.91	\$175.43
3-Block Market	\$4.22	\$11.11	\$185.77

Anticipated Impacts and Challenges	
Opening of University Pointe (Fall 2012)	<ul style="list-style-type: none"> • There is no on-site parking. • The demand for parking is high around the development, so residents with cars will have the option to park at the edge of campus or seek off-campus parking.
Opening of the Collaborative Life Sciences Center (Spring 2014)	<ul style="list-style-type: none"> • Limited parking for students and employees • The streetcar will be free for students until at least fall 2015, which would provide a free transit option not offered currently. • Bike access on SW Harrison is poor between SW Broadway & Naito Blvd. There are almost no provisions for cyclists.
Renovation of Blumel Hall (Summer & Fall 2012)	<ul style="list-style-type: none"> • Fewer permits will be sold for Blumel, a parking area also used for commuter students.
Renovation of PS1 (Spring 2013 at earliest)	<ul style="list-style-type: none"> • Temporarily lowers capacity at PSU's highest demand location
Construction of Portland-Milwaukie Light Rail (ongoing, completion 2015)	<ul style="list-style-type: none"> • Permanent decrease in parking spaces at University Place Hotel • Decreased demand for parking • Increase in transit ridership mode share
Elimination of the Free Rail Zone (Fall 2012)	<ul style="list-style-type: none"> • Decreased transit ridership • More transit passes sold • Increased demand for parking
Portland Bikeshare (Spring 2013)	<ul style="list-style-type: none"> • Increased bike ridership to, from, and within the University District

A number of new developments and transportation projects in the University District will further complicate the transportation environment. The opening of University Pointe at College Station will add almost one thousand new beds to the University District without adding any new parking.

In Spring 2013, Portland will join a handful of U.S. cities with a bicycle share program. The Portland Bureau of Transportation (PBOT) will place bike share stations throughout the central city, some of which will be in the University District. PBOT currently has an interactive website where anyone can post potential bike share stations (see image to right for suggested sites). The University District has some of the most popular potential sites, including Millar Library, Electric Avenue, Urban Plaza, Lincoln Hall, and the PSU Engineering Building.

Future surveys and inventories will document changes in commuting trends as a result of changes to infrastructure, programs, and policies.

