Transit Use at Portland Area TODs

Jennifer Dill, PhD
Portland State University
Center for Transportation Studies
Survey locations

• Merrick (@ Convention Center)

• Westside
  – Orenco Station
  – Elmonica Station
  – Beaverton Round

• Eastside
  – Russellville (@ NE 102nd, Portland)
  – Center Commons (@ NE 60th, Portland)
  – Gresham Central Station area: Gresham Central, Oneonta, Bridal Veil, Landmark, Three Cedars
  – Burnside Station (@ NE 172nd, Portland)
Survey Methodology

• Mail out, mail back
  – Merrick was drop off

• 499 total responses

• Response rates
  – *Merrick*: 43%
  – *Westside sites*: 29%
  – *Eastside sites*: 26%
## Respondent Profile

<table>
<thead>
<tr>
<th>Location</th>
<th>Average household size</th>
<th>Median household income</th>
<th>% 65 years and older</th>
<th>Vehicles per person 16 or older</th>
<th>n</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orenco Station: Original</td>
<td>1.7 in MF 2.0 in SF</td>
<td>$75,000-99,999</td>
<td>19%</td>
<td>0.9</td>
<td>80</td>
</tr>
<tr>
<td>Orenco Station: Arbor Gardens</td>
<td>2.4</td>
<td>$75,000-99,999</td>
<td>6%</td>
<td>0.9</td>
<td>68</td>
</tr>
<tr>
<td>Orenco Station: Club 1201</td>
<td>1.5</td>
<td>$35,000-49,999</td>
<td>17%</td>
<td>0.9</td>
<td>23</td>
</tr>
<tr>
<td>Elmonica Station</td>
<td>2.1</td>
<td>$50,000-74,999</td>
<td>4%</td>
<td>0.9</td>
<td>31</td>
</tr>
<tr>
<td>Beaverton Round</td>
<td>1.6</td>
<td>$75,000-99,999</td>
<td>0%</td>
<td>1.1</td>
<td>12</td>
</tr>
<tr>
<td>The Merrick</td>
<td>1.3</td>
<td>$35,000-49,999</td>
<td>7%</td>
<td>0.9</td>
<td>66</td>
</tr>
<tr>
<td>Center Commons</td>
<td>1.6</td>
<td>$35,000-49,999</td>
<td>0%</td>
<td>0.8</td>
<td>11</td>
</tr>
<tr>
<td>Russellville Commons</td>
<td>1.8</td>
<td>$35,000-49,999</td>
<td>12%</td>
<td>0.9</td>
<td>54</td>
</tr>
<tr>
<td>Gresham Central</td>
<td>1.7</td>
<td>$35,000-49,999</td>
<td>18%</td>
<td>0.8</td>
<td>18</td>
</tr>
<tr>
<td>Other Eastside</td>
<td>1.8</td>
<td>$50,000-74,999</td>
<td>33%</td>
<td>0.8</td>
<td>18</td>
</tr>
</tbody>
</table>
High transit commuting rates

2005 citywide transit commuting shares:
- Portland: 13%
- Gresham: 7%
- Beaverton: 9%
- Hillsboro: 7%

<table>
<thead>
<tr>
<th>Location</th>
<th>Transit Commuting Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orenco Station: Original &amp; Club 1201</td>
<td>23%</td>
</tr>
<tr>
<td>Orenco Station: Arbor Gardens</td>
<td>25%</td>
</tr>
<tr>
<td>Elmonica Station</td>
<td>30%</td>
</tr>
<tr>
<td>Beaverton Round</td>
<td>33%</td>
</tr>
<tr>
<td>The Merrick</td>
<td>28%</td>
</tr>
<tr>
<td>Eastside TODs</td>
<td>22%</td>
</tr>
</tbody>
</table>
Influence of Parking Pricing

- Westside: 18% Free parking at work/school, 53% Pays to park at work/school
- Merrick: 16% Free parking at work/school, 50% Pays to park at work/school
- Eastside: 8% Free parking at work/school, 63% Pays to park at work/school
Walking time at end of trip

% Commuting by Transit

- <= 5: 29%
- 6-10: 36%
- 11-15: 33%
- 16-20: 15%
- 21-30: 15%
- > 30: 4%

Estimated walking time (minutes) from MAX to work/school

Portland State University
Change in Commute Mode: Westside

- Non-transit to transit: 20%
- Transit to non-transit: 4%
- Continued using transit: 6%
- Continued with non-transit: 70%

No net change towards transit among Eastside respondents
Commute vs. non-commute transit use

% using transit weekly to destination category

- Shopping, dining, or services
- Any non-commute destination
- Commute to work or school

Locations:
- Orenco Station
- Arbor Gardens
- Elmonica Station
- Beaverton Round
- The Merrick
- Russellville Commons
- Other Eastside TODs
Mode split for trips leaving home: Eastside and Merrick

**Eastside**
- Walk/Bike: 19%
- Transit: 14%
- Personal vehicle: 67%

**Merrick**
- Walk/Bike: 29%
- Transit: 18%
- Personal vehicle: 53%
Questions?

- Jennifer Dill
  jdill@pdx.edu
  http://web.pdx.edu/~jdill/