



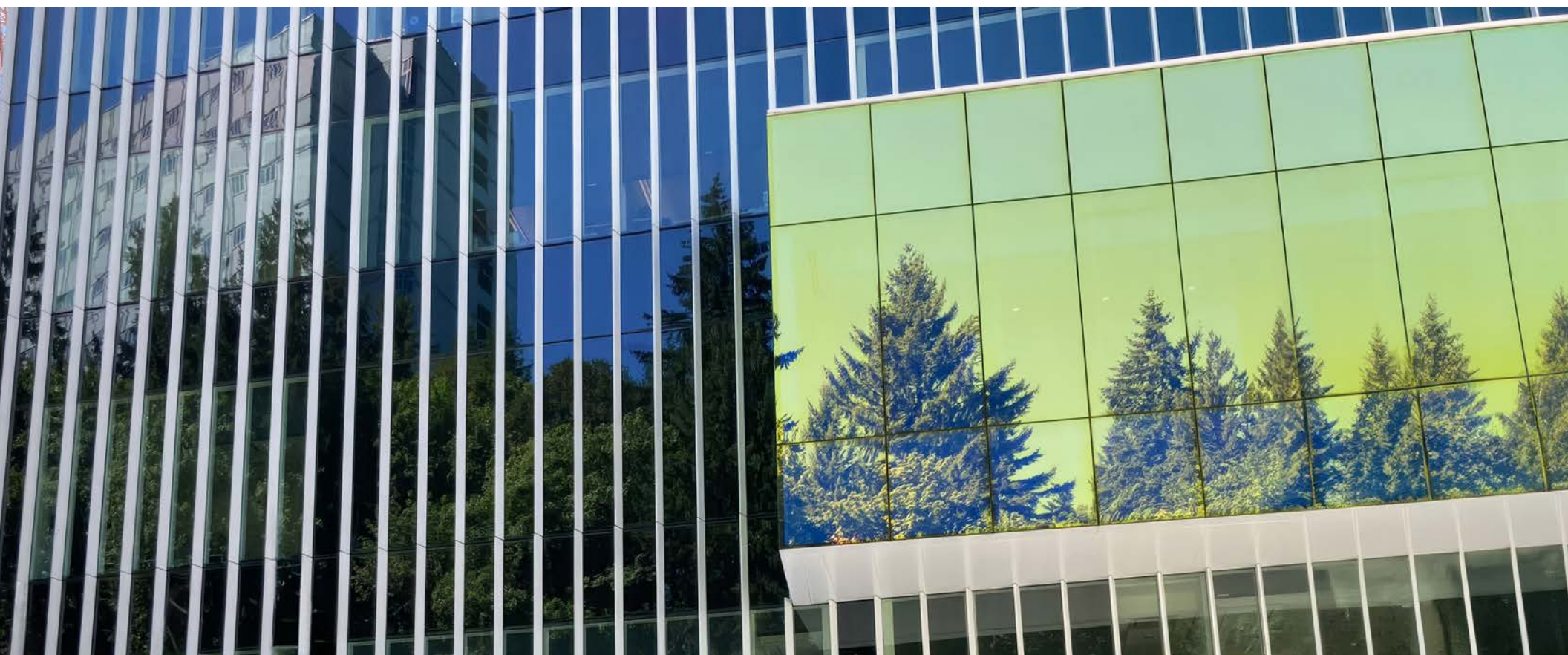
COMMUTE CENSUS 2024



CAMPUS ACCESS *and*
COMMUTE SERVICES

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OVERVIEW

The purpose of the OHSU Commute Census is to complete the requirements of the Employee Commute Options survey mandated by the State of Oregon and, additionally, to collect the feedback and experiences of OHSU employees to improve the transportation experience and access to OHSU sites for all.

For assistance reading charts and tables, email us at commute@ohsu.edu

Summary of limitations

Results have a 2-3% margin of error.

Respondents are people determined as eligible for the ECO Survey: Employees residing in Oregon, employed more than half-time. Among those not represented are patients, students, contractors, volunteers, temporary employees and visitors not represented.

Quick facts

A “site” as defined in this report is any locations that is a discreet destination for the purpose of transportation. For this reason, campuses are considered a single site as are adjacent locations that may share transit stops.

37 OHSU worksites
17 sites in Portland Metro Region

2024 survey sites

OHSU has numerous sites across Oregon. This survey’s sites were limited to locations within the State of Oregon’s designated Employee Commute Options area in the greater Portland metro region. The survey’s participants were limited to OHSU employees who are residents of Oregon and are working 20 hours or more per week at these sites. Sites of more than 400 qualified survey respondents were randomly sampled. A 75% response rate was required of each site’s selected participants.

Site codes and shorthand site labels may be used in this report’s charts. The site codes are:

BC: Beaverton Clinic

BP: Beaverton Pharmacy (Creekside and Nimbus)

FA: First Avenue

LM: Lower Marquam (Marquam Plaza and Marquam II)

MH: Marquam Hill

MSB: Market Square Building (and Fifth Avenue Building)

SW: South Waterfront

WC: West Campus

EMPLOYEE ECO MODE SPLIT

ECO trips explained

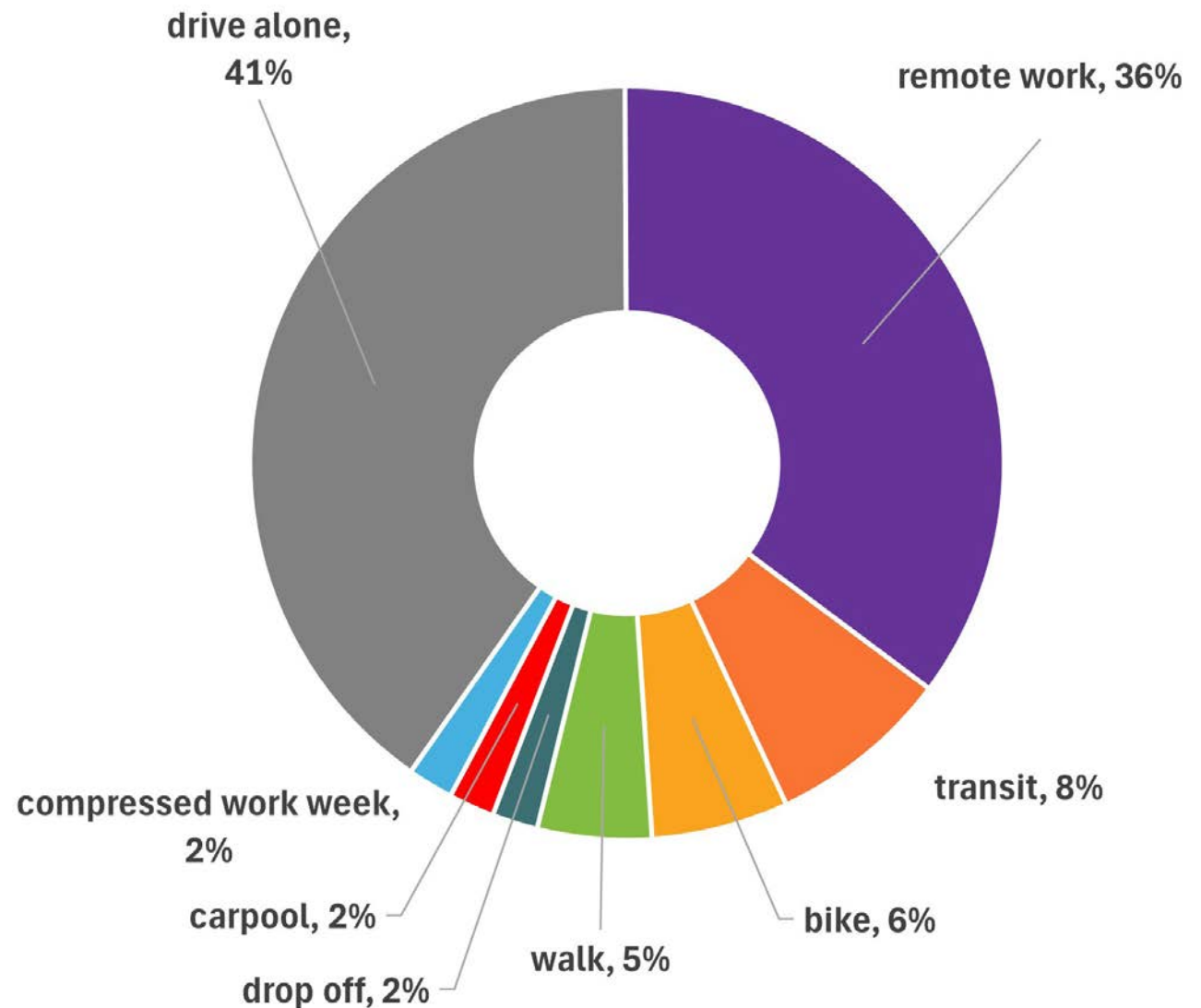
ECO trips represent percents of trips (or alternatives to trips) made during the week of survey. The question and answers are designed in collaboration with Oregon Department of Environmental Quality and a version of this question is asked of worksites with 100 or more eligible employees throughout the Portland metro region.

Weighted results

Since larger sites are sampled randomly, when data for multiple sites are combined, the results are weighted to account for the smaller ratio of employees surveyed at larger sites.

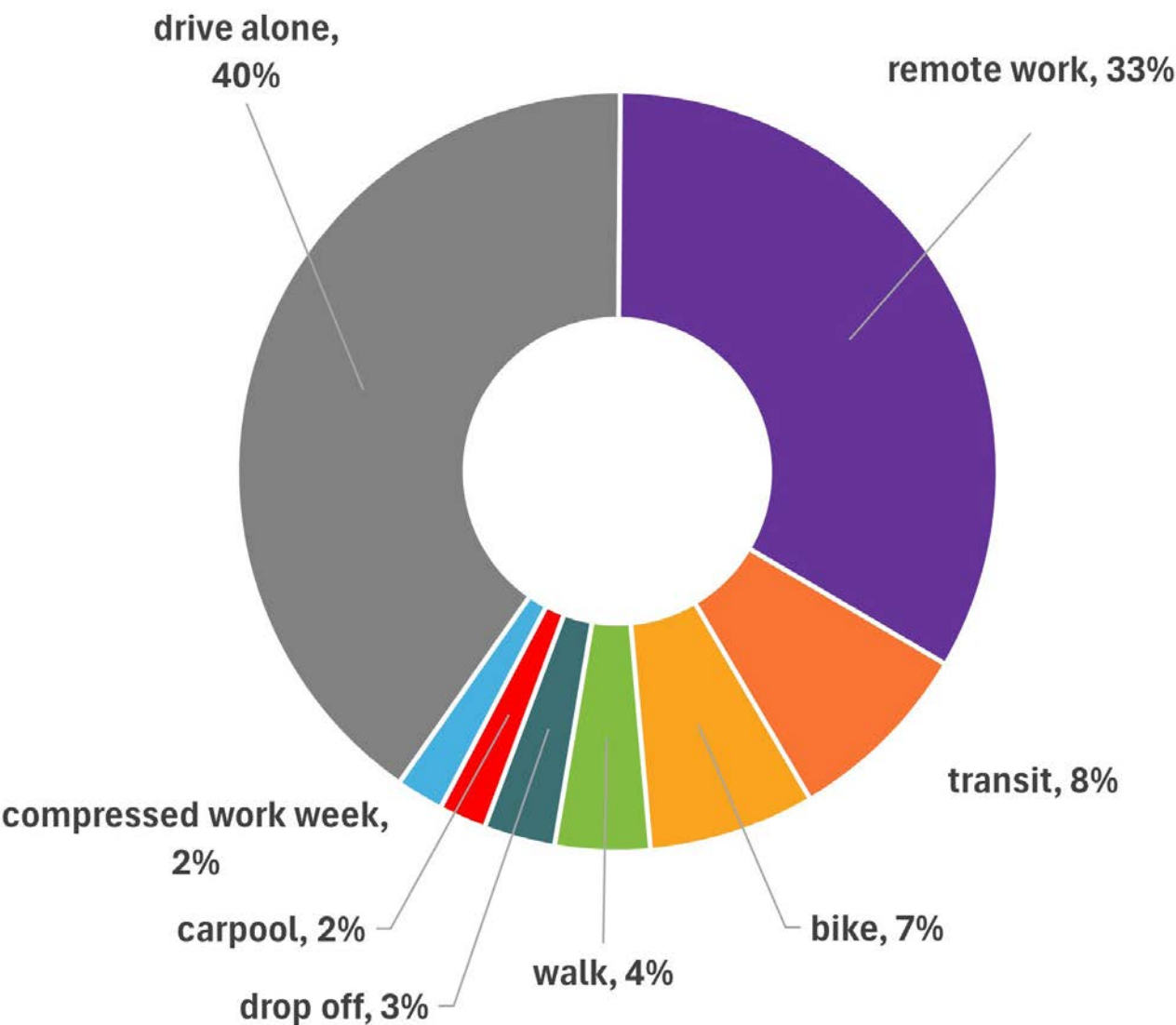
Percentages are rounded to the closest whole number.

All sites ECO trips 2024, weighted



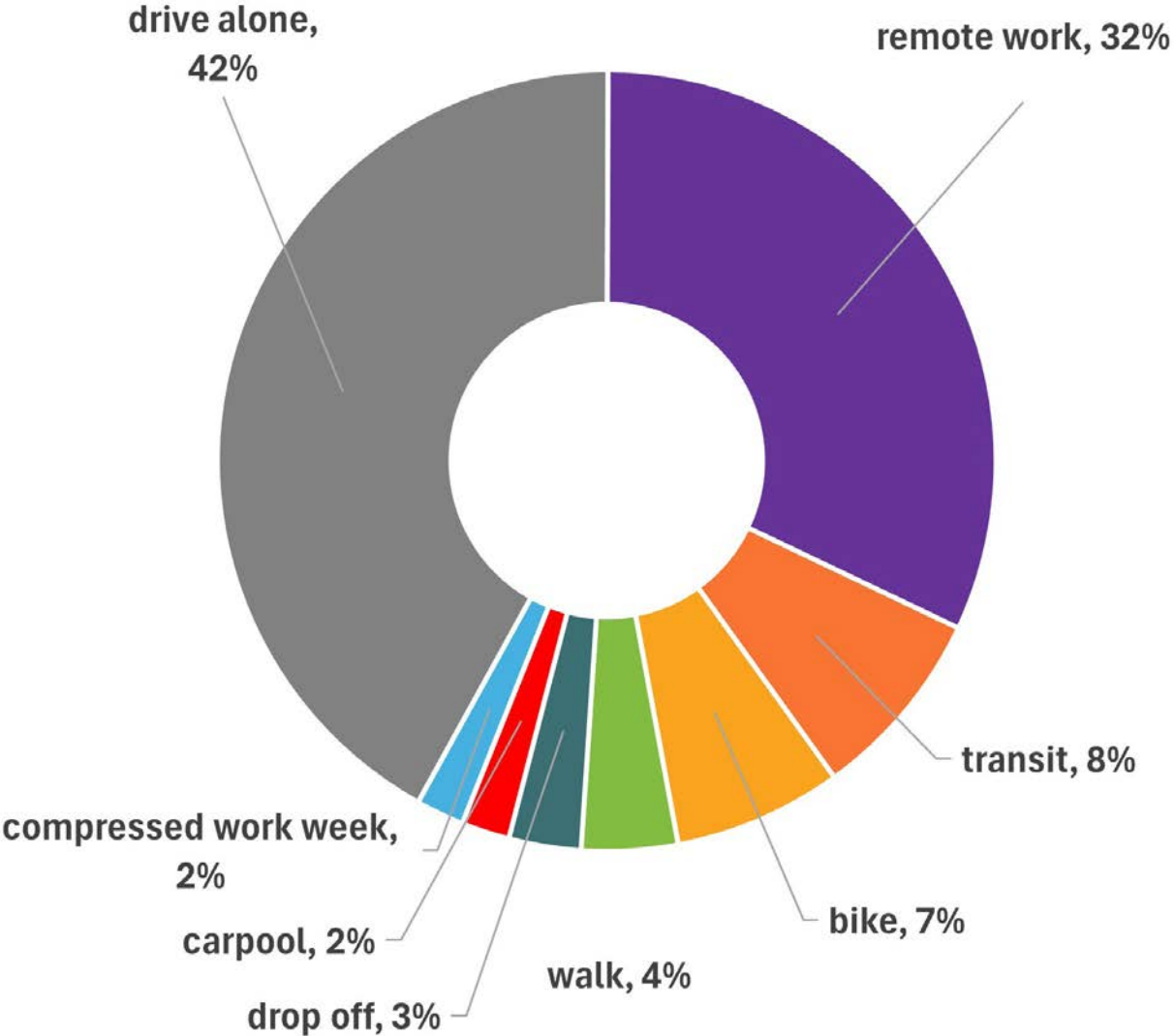
EMPLOYEE ECO MODE SPLIT

Marquam Hill + South Waterfront
ECO trips 2024, weighted



EMPLOYEE ECO MODE SPLIT

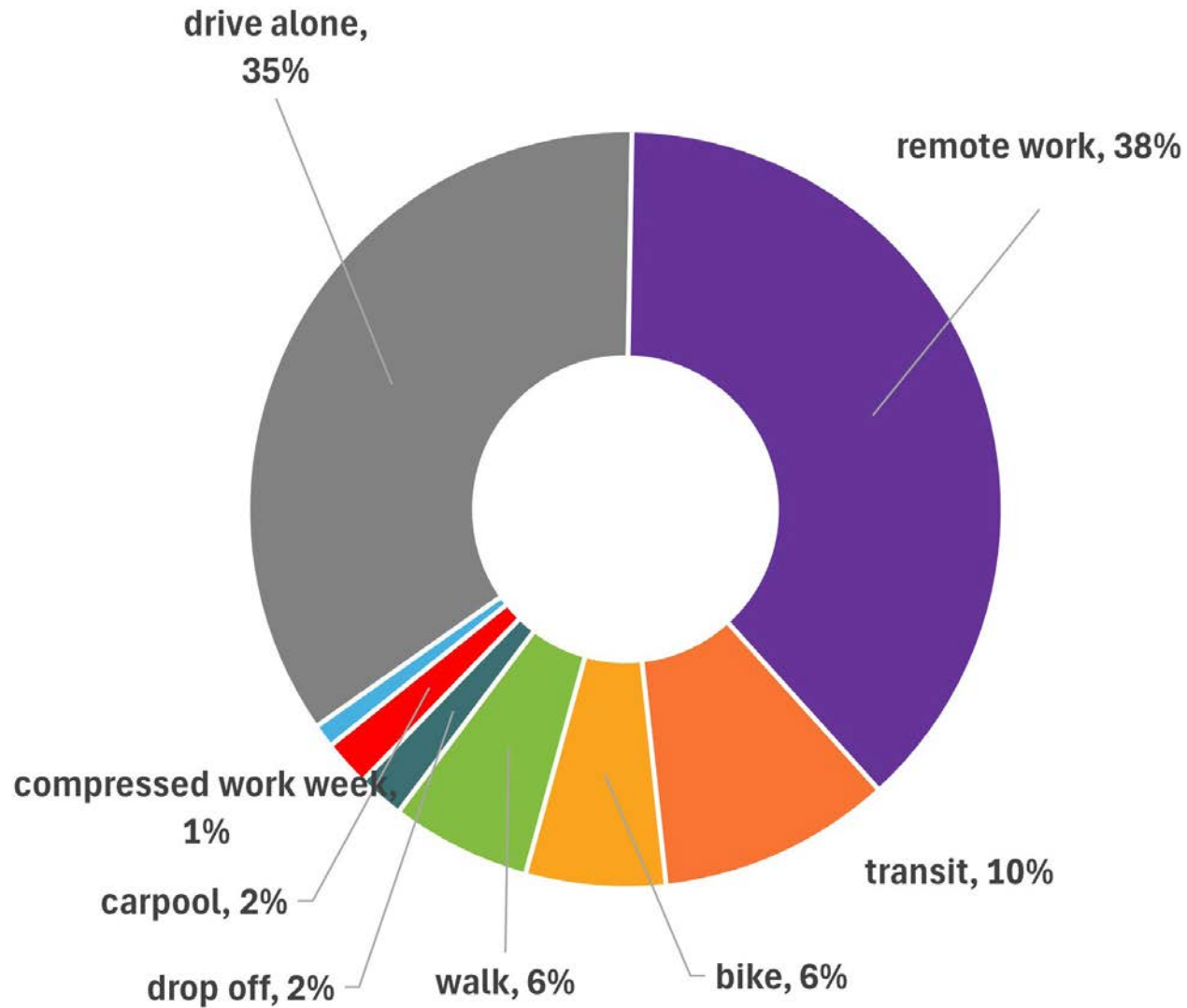
Marquam Hill
ECO trips 2024, weighted



EMPLOYEE ECO MODE SPLIT

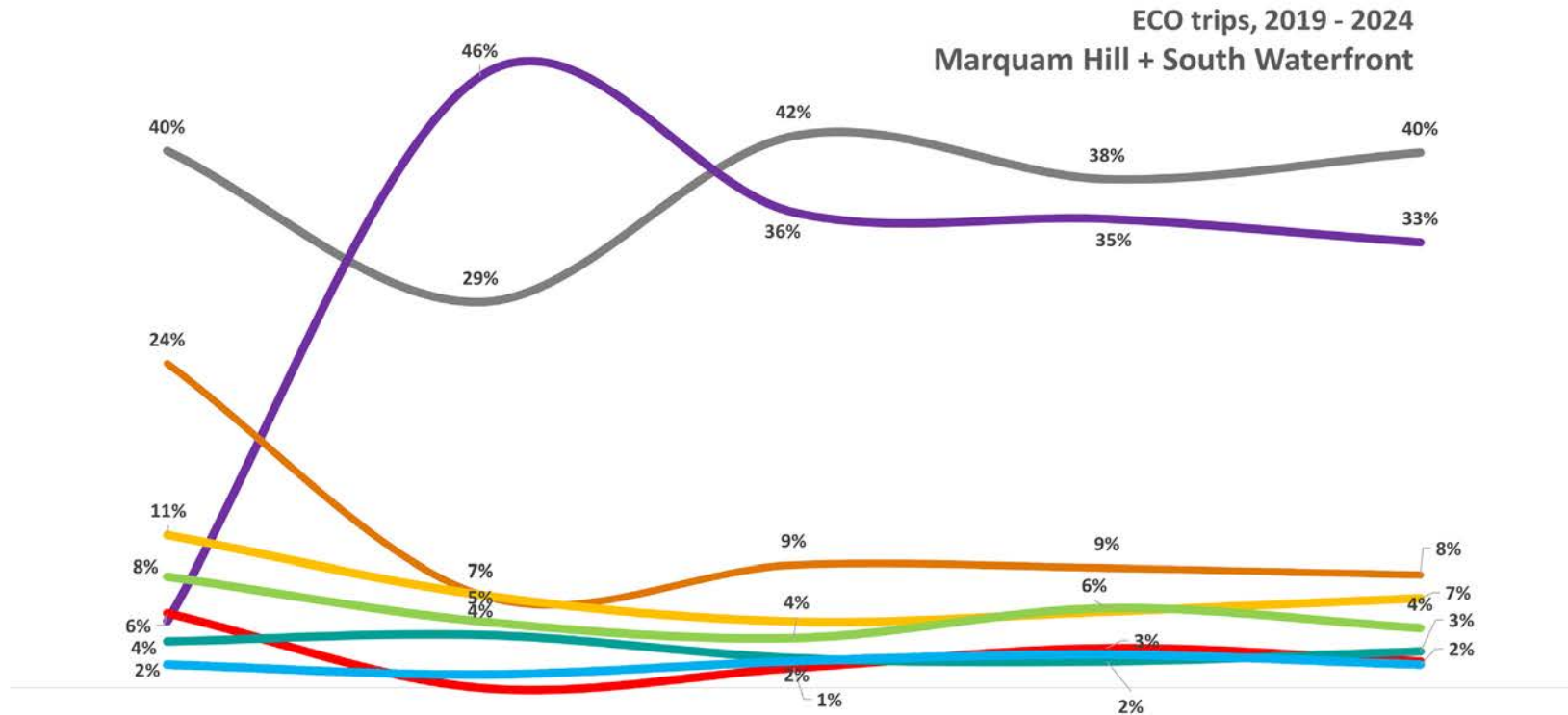
South Waterfront

ECO trips 2024, weighted



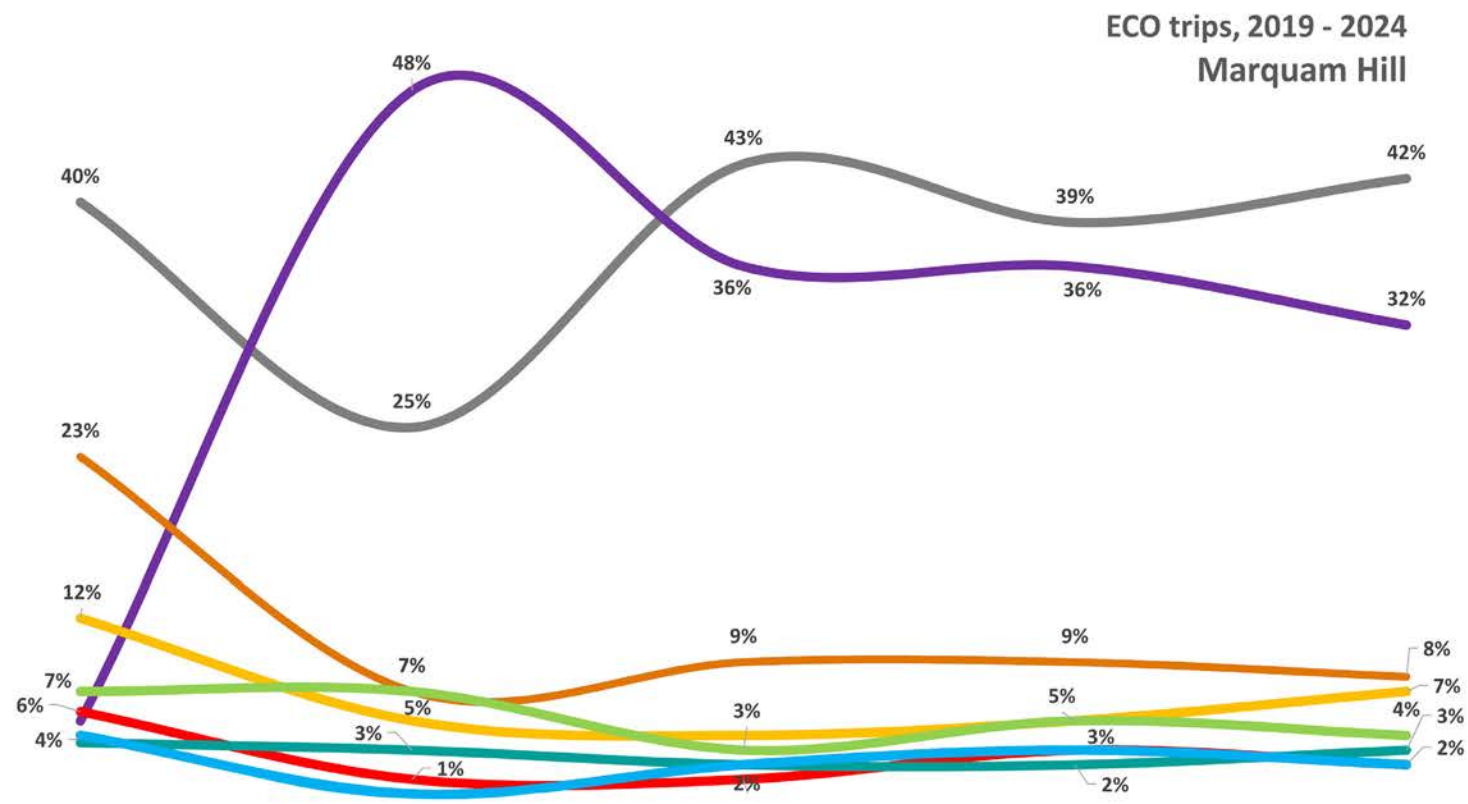
EMPLOYEE COMMUTE OPTIONS BY YEAR

Reported ECO trips by year. Each percent represents a portion of total ECO trips at the time of survey.



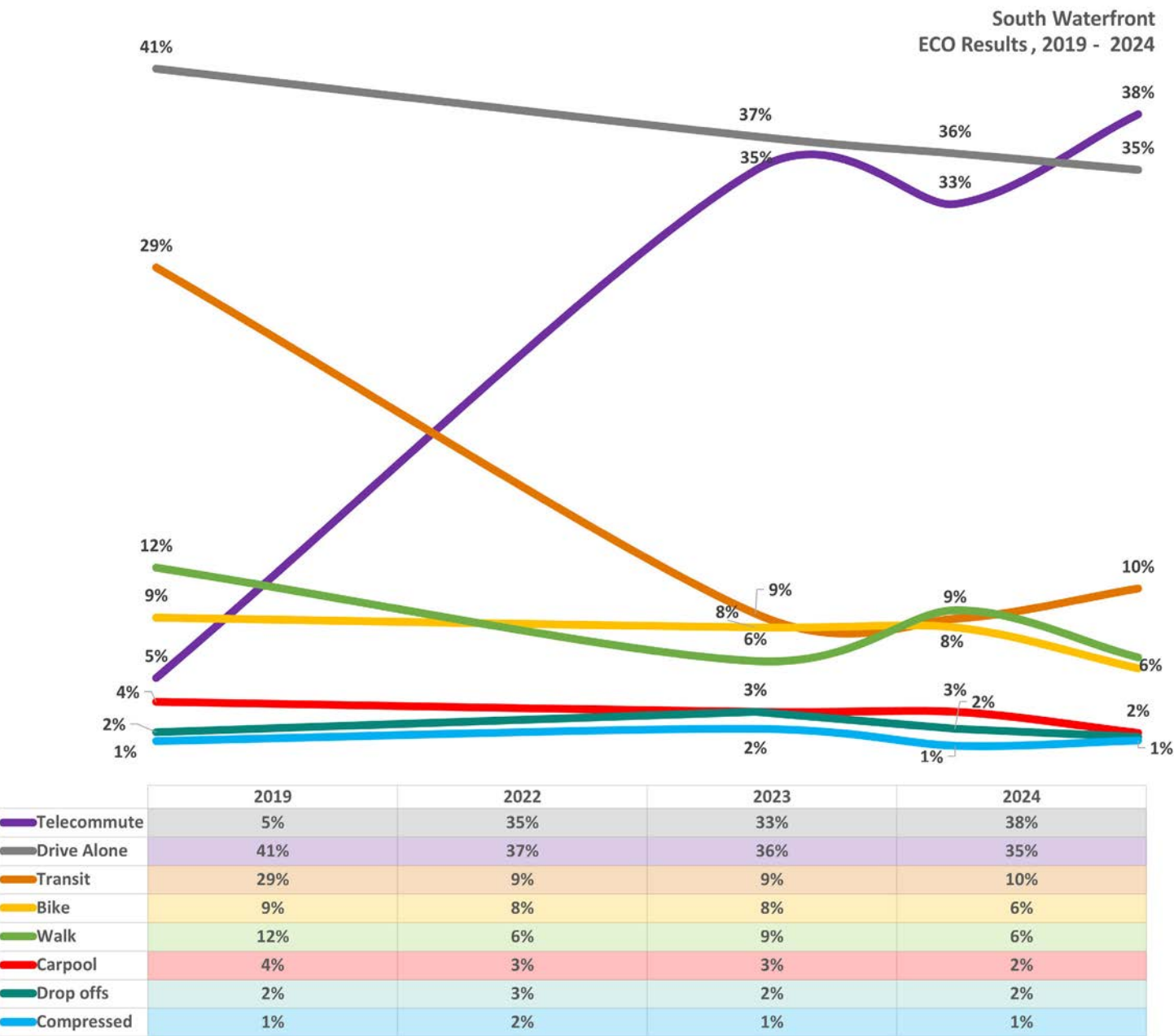
	2019	2020	2022	2023	2024
Drive Alone	40%	29%	42%	38%	40%
Telecommute	5%	46%	36%	35%	33%
Transit	24%	7%	9%	9%	8%
Bike	11%	7%	5%	6%	7%
Walk	8%	5%	4%	6%	4%
Carpool	6%	0%	1%	3%	2%
Drop offs	4%	4%	2%	2%	3%
Compressed	2%	1%	2%	3%	2%

EMPLOYEE COMMUTE OPTIONS BY YEAR



	2019	2020	2021	2022	2023	2024
Drive Alone	40%	25%	43%	39%	42%	
Telecommute	5%	48%	36%	36%	32%	
Transit	23%	7%	9%	9%	8%	
Bike	12%	5%	4%	5%	7%	
Walk	7%	7%	3%	5%	4%	
Carpool	6%	1%	1%	3%	2%	
Drop offs	4%	3%	2%	2%	3%	
Compressed	4%	0%	2%	3%	2%	

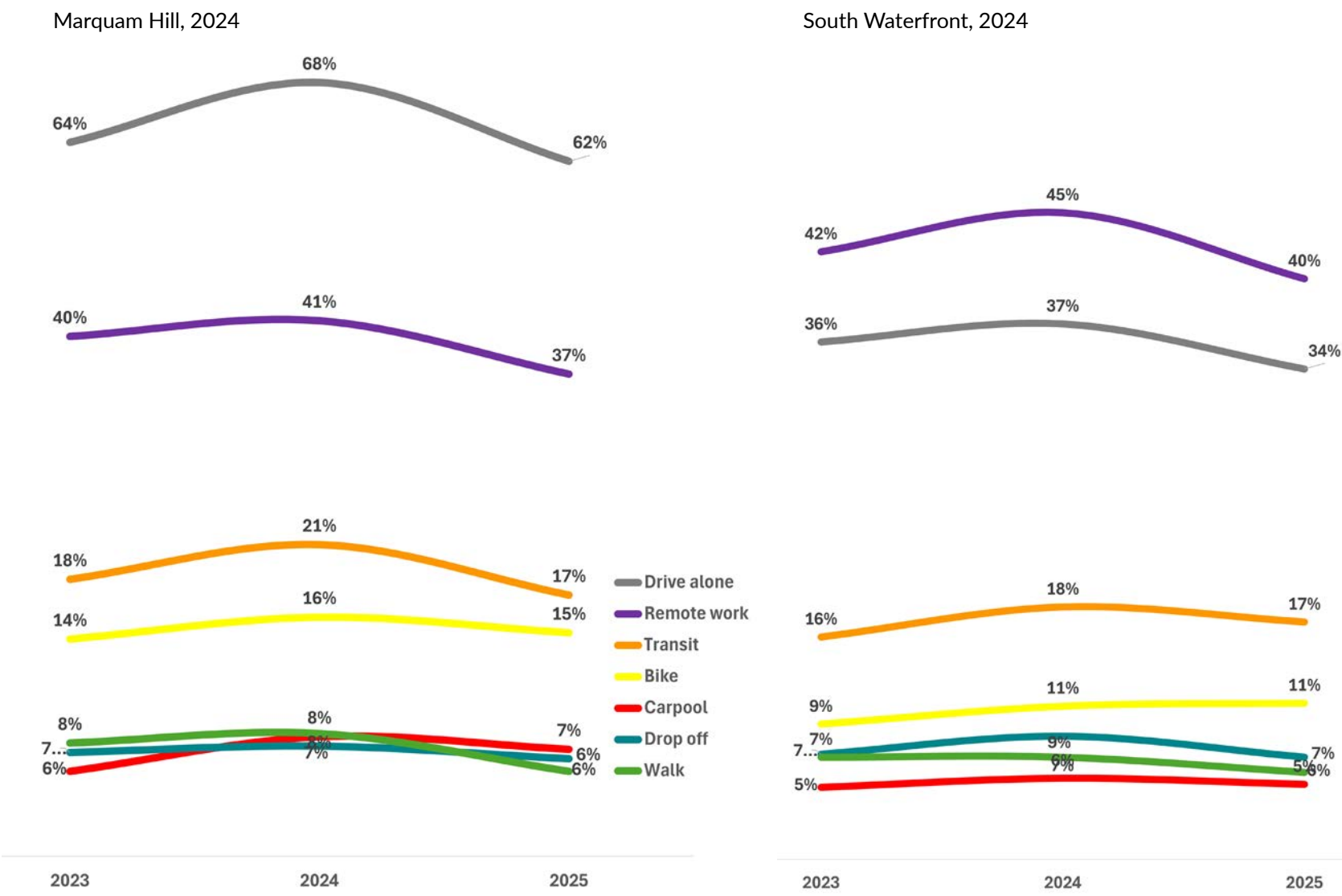
EMPLOYEE COMMUTE OPTIONS BY YEAR



TRENDS AND PROJECTIONS OF THIS YEAR'S RESPONDENTS

Each percent represents the share of this year's respondents who report regularly using each mode. Respondents may select as many modes as they use.

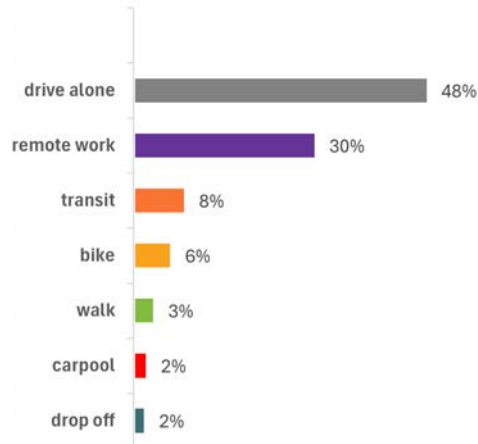
Q2.5 What travel modes have you taken previously, take currently and/or expect to take in the future?



PRIMARY MODE

All sites

employee primary mode 2024, weighted



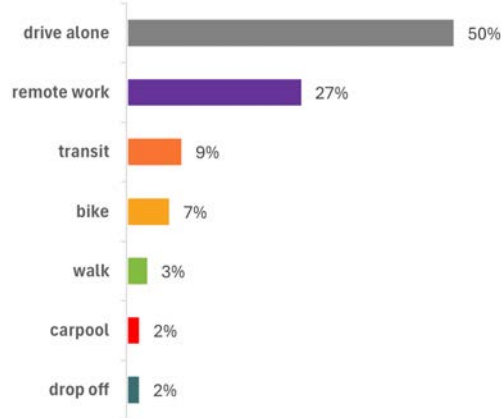
Primary mode explained

Respondents are asked what modes of transportation they most commonly take to work (or if they most commonly work remotely). Some employees take multiple modes to work (driving to a park and ride and transferring to light rail, for example). If an employee drives to a park and ride and then takes transit to their destination, this is counted as transit.

Primary modes represent percents of people.
ECO trips represent percents of trips.

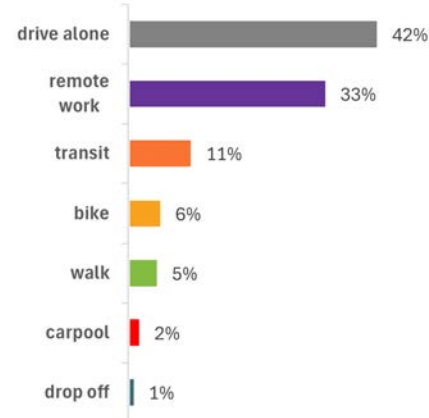
Marquam Hill

employee primary mode 2024, weighted



South Waterfront

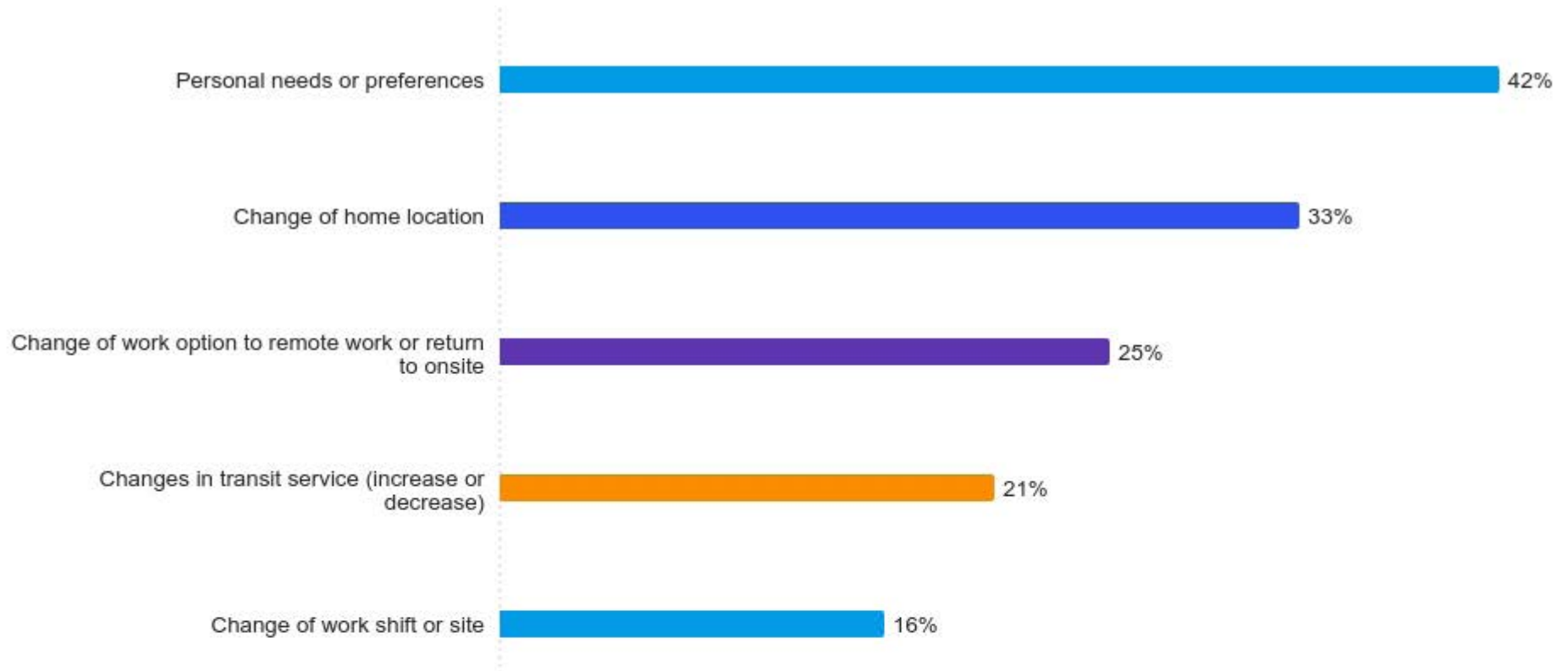
employee primary mode 2024, weighted



COMMUTE CHANGES

Q2.6 If your current commute option and the option you anticipate you will be using in the future are different, please select reasons that might apply to your change of commute.

Marquam Hill + South Waterfront (weighted)

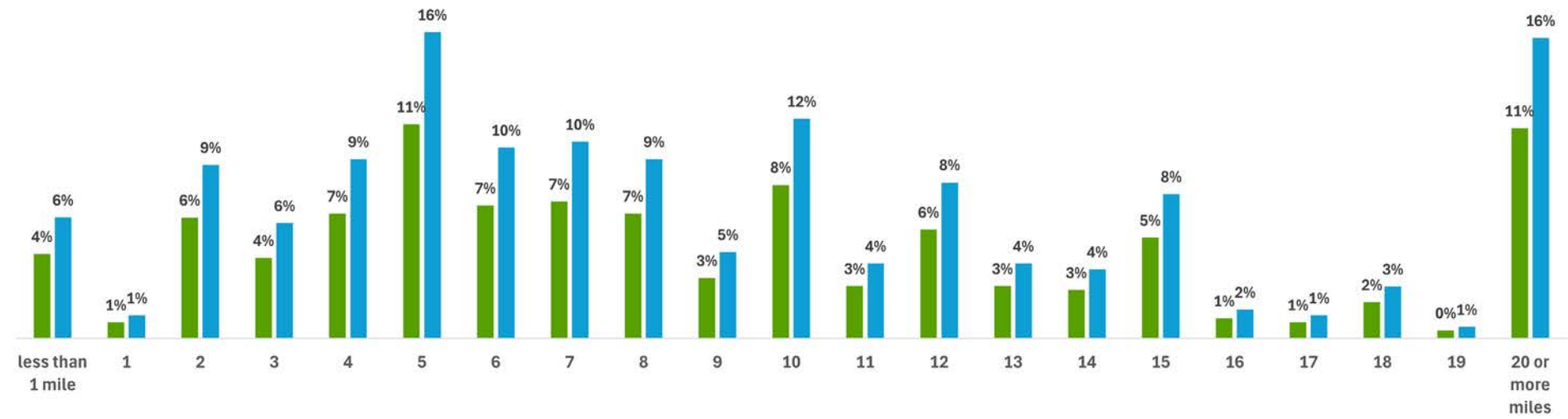


COMMUTE MILES

Q2.7 How many miles do you live from your worksite?

2024 Commute Census

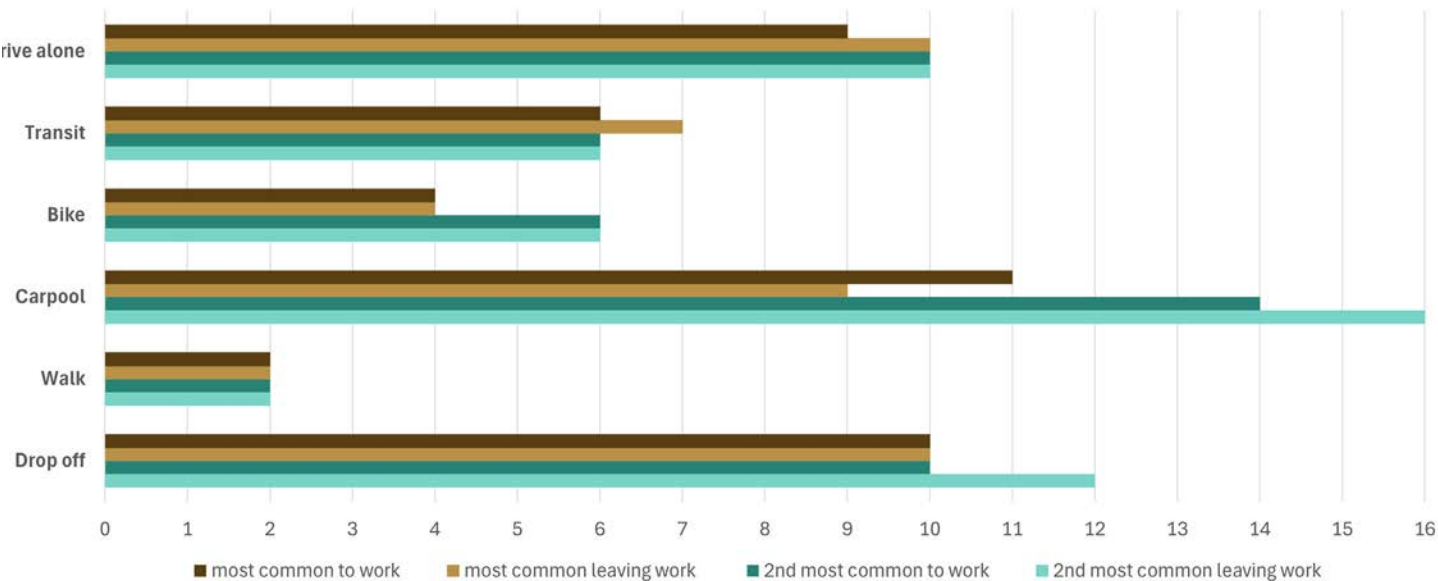
MH SW



Commute mode breakout

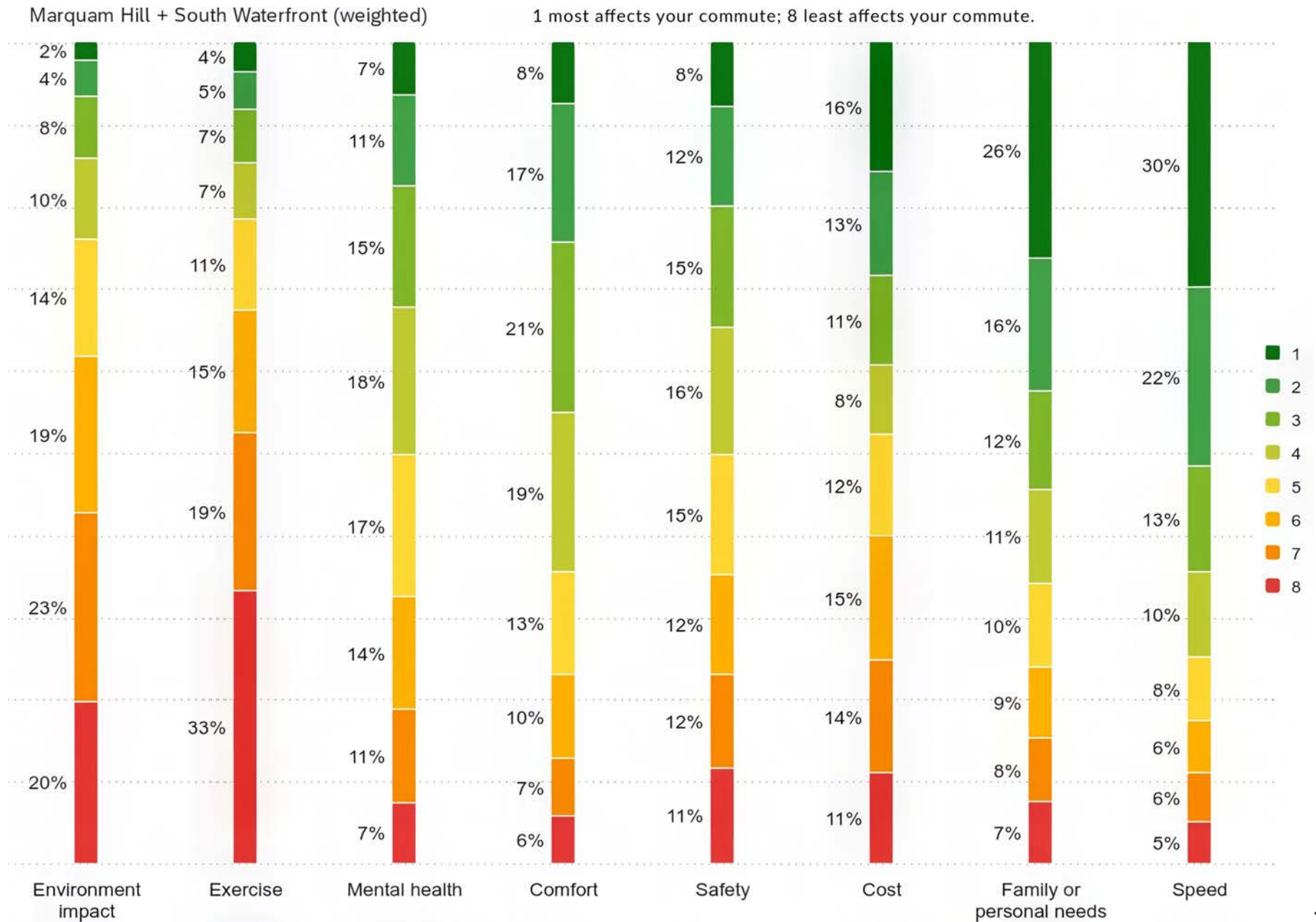
When working onsite, how many miles ONE WAY do you travel by each of your commute options?

Marquam Hill, average



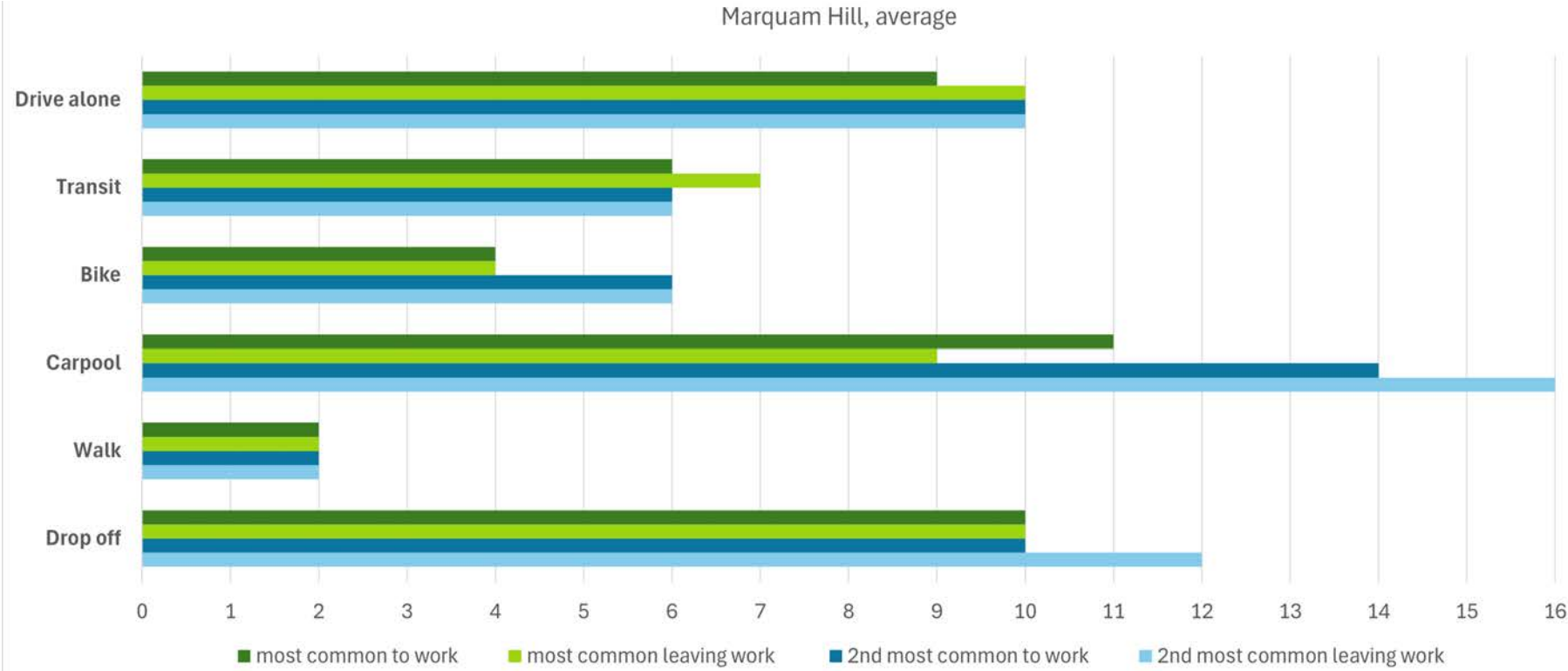
FACTORS AFFECTING CHOICES

Q2.8 Rank how the following affect your current experience commuting or working remotely.



COMMUTING ONSITE

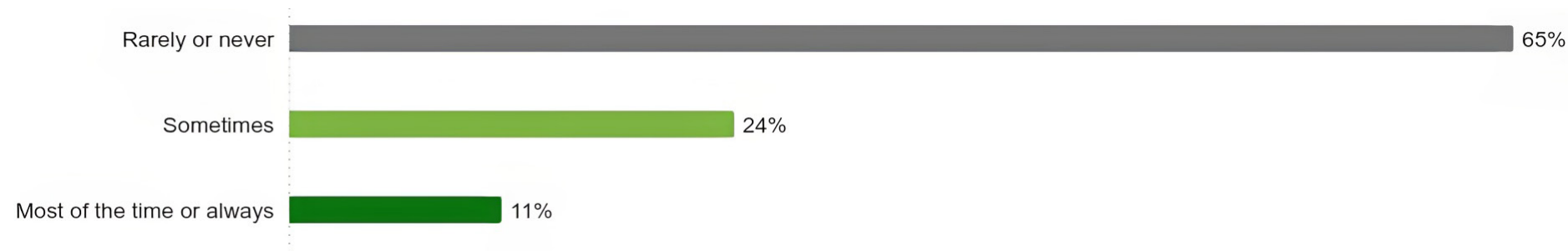
Q3.1 When working onsite, how many miles ONE WAY do you travel by each of your commute options?
asked of people who are not full-time remote workers, weighted



COMMUTING ONSITE

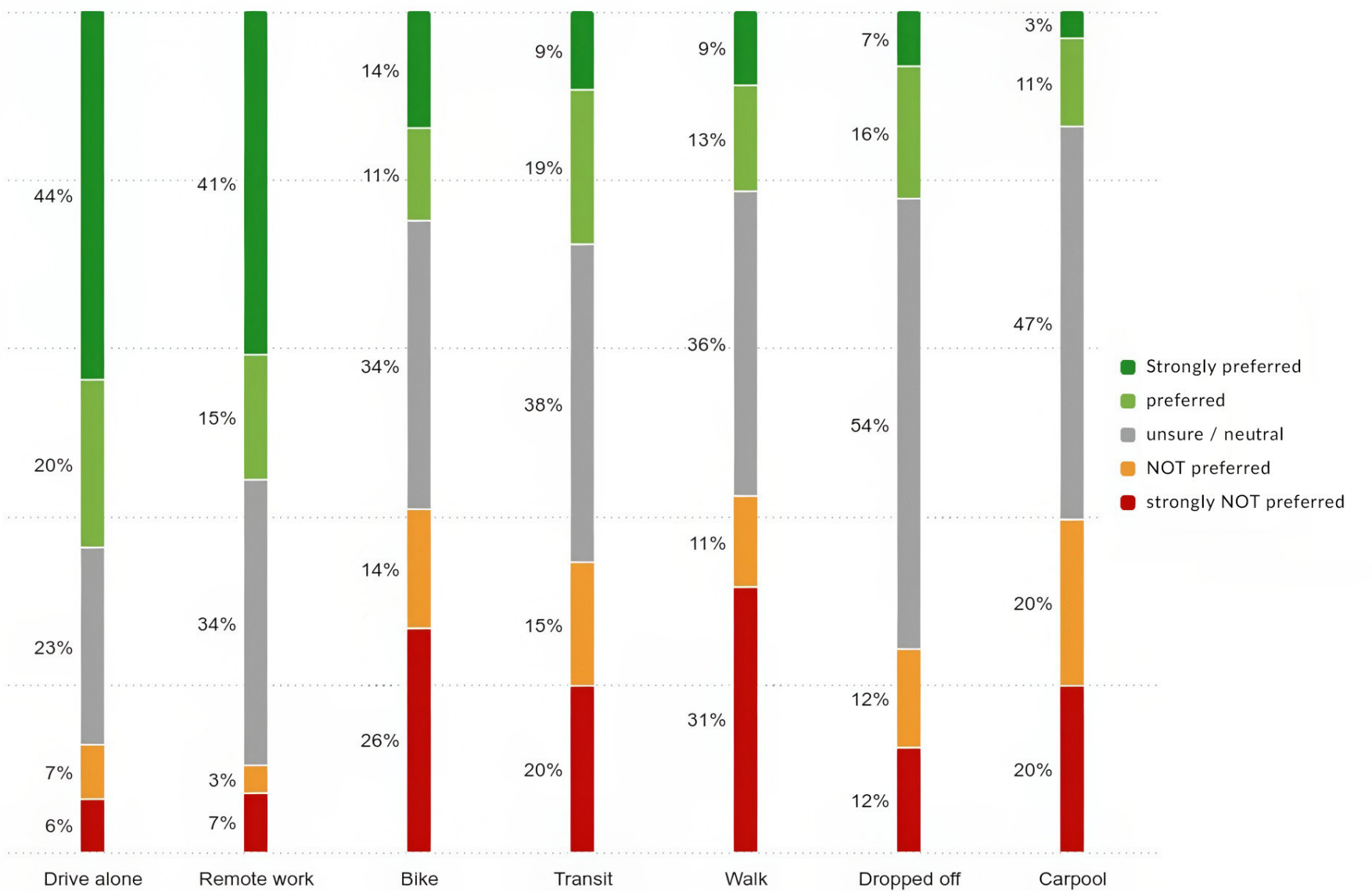
Q3.2 When you travel to campus, how often do you ride the Tram as part of your commute?

asked of people who travel to Marquam Hill or South Waterfront, weighted



COMMUTE PREFERENCES

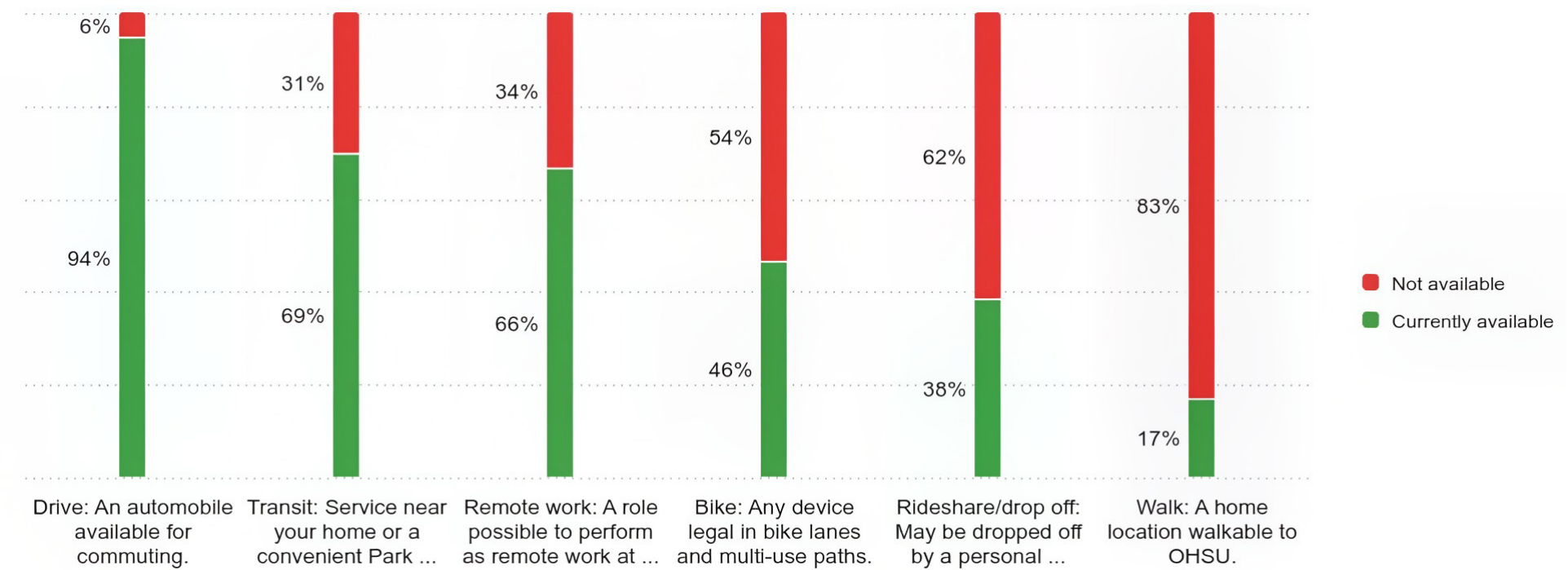
Q3.3 Provided the right resources and conditions, what would be your preferred options?



COMMUTE OPTIONS ACCESS

Q3.4 Do you have access to any of the below?

Marquam Hill + South Waterfront weighted

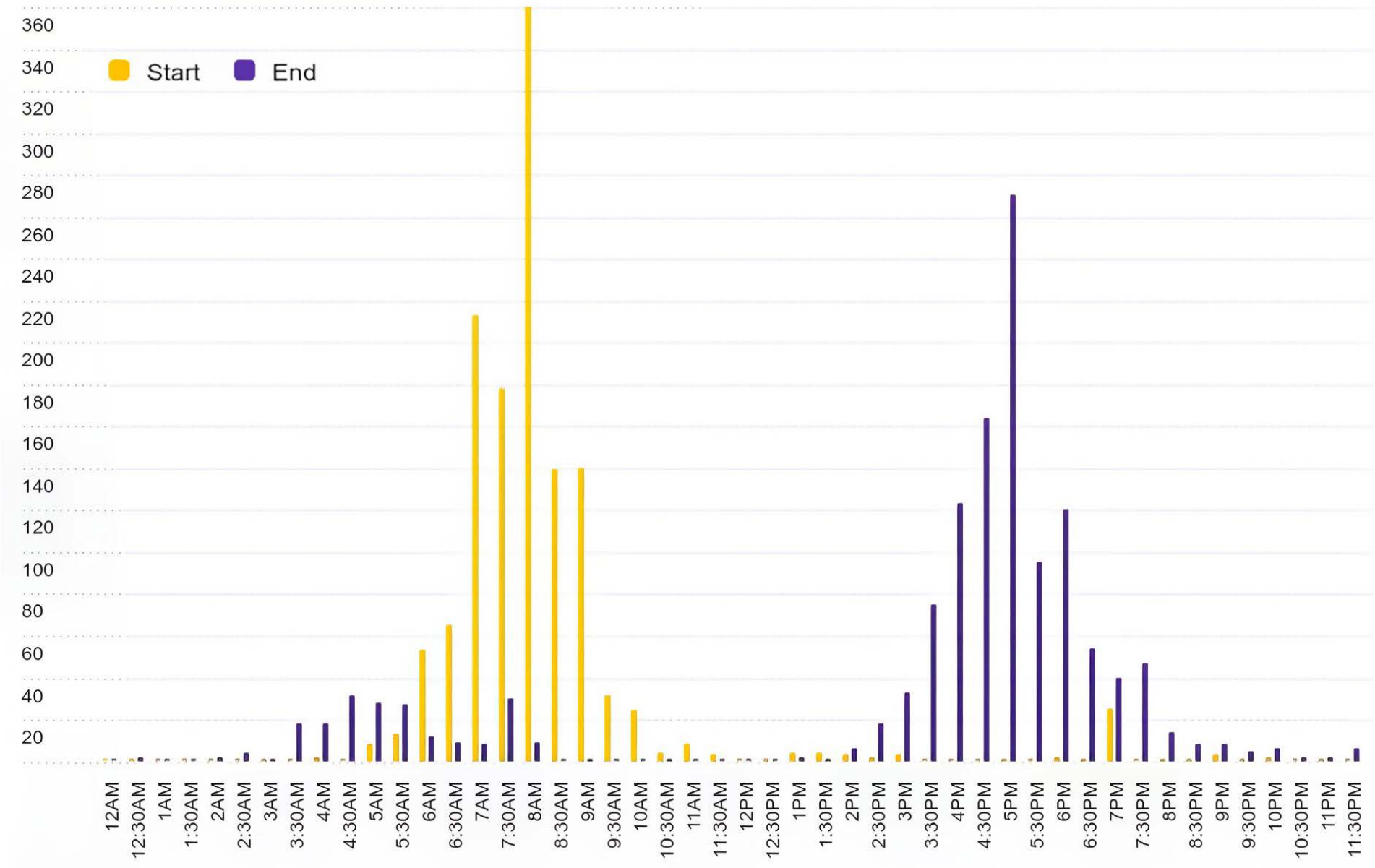


COMMUTE TIME

Q3.5 What time does your most common shift typically begin and end?

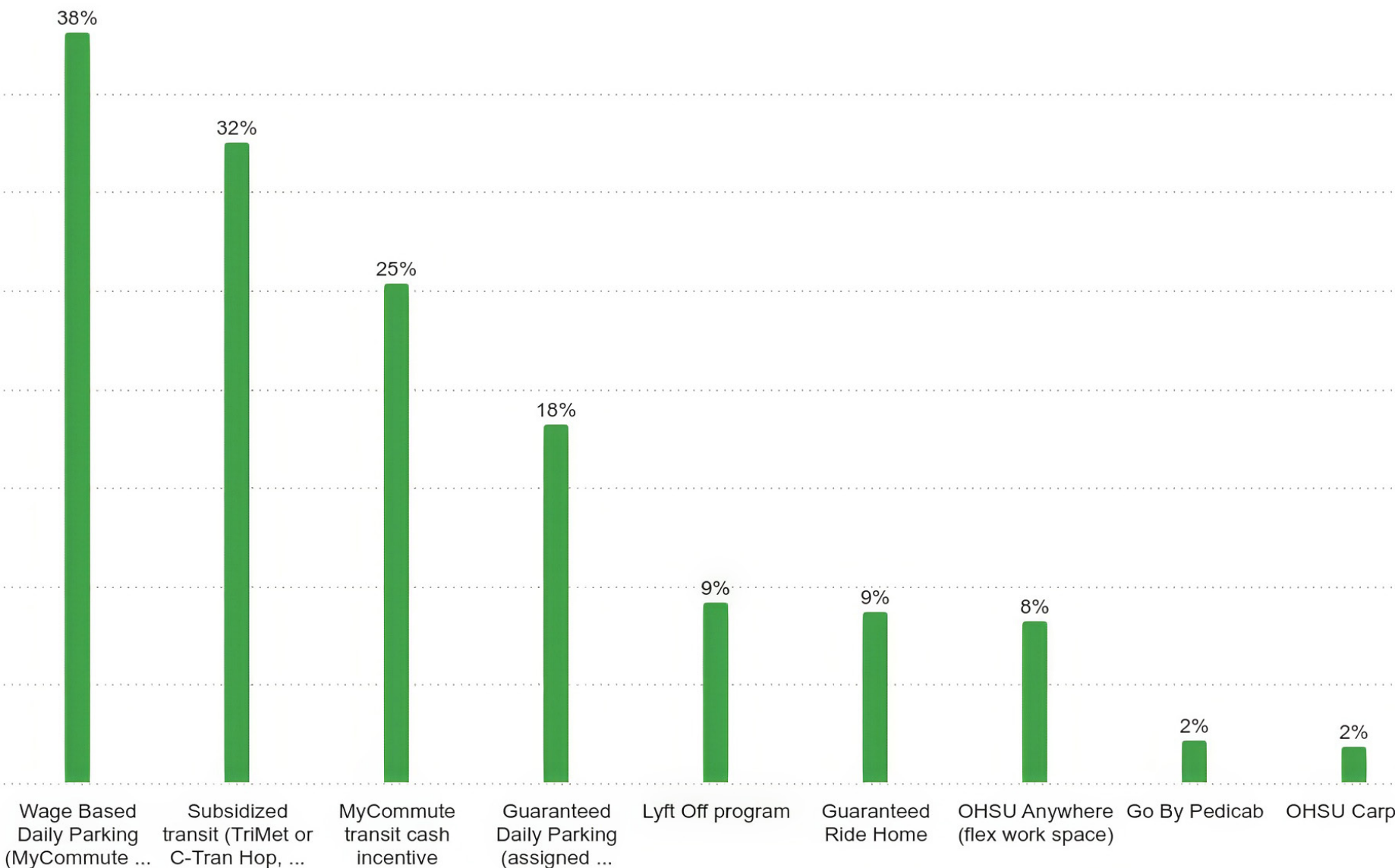
asked of people who may travel onsite

Marquam Hill + South Waterfront (weighted)



COMMUTE PROGRAMS

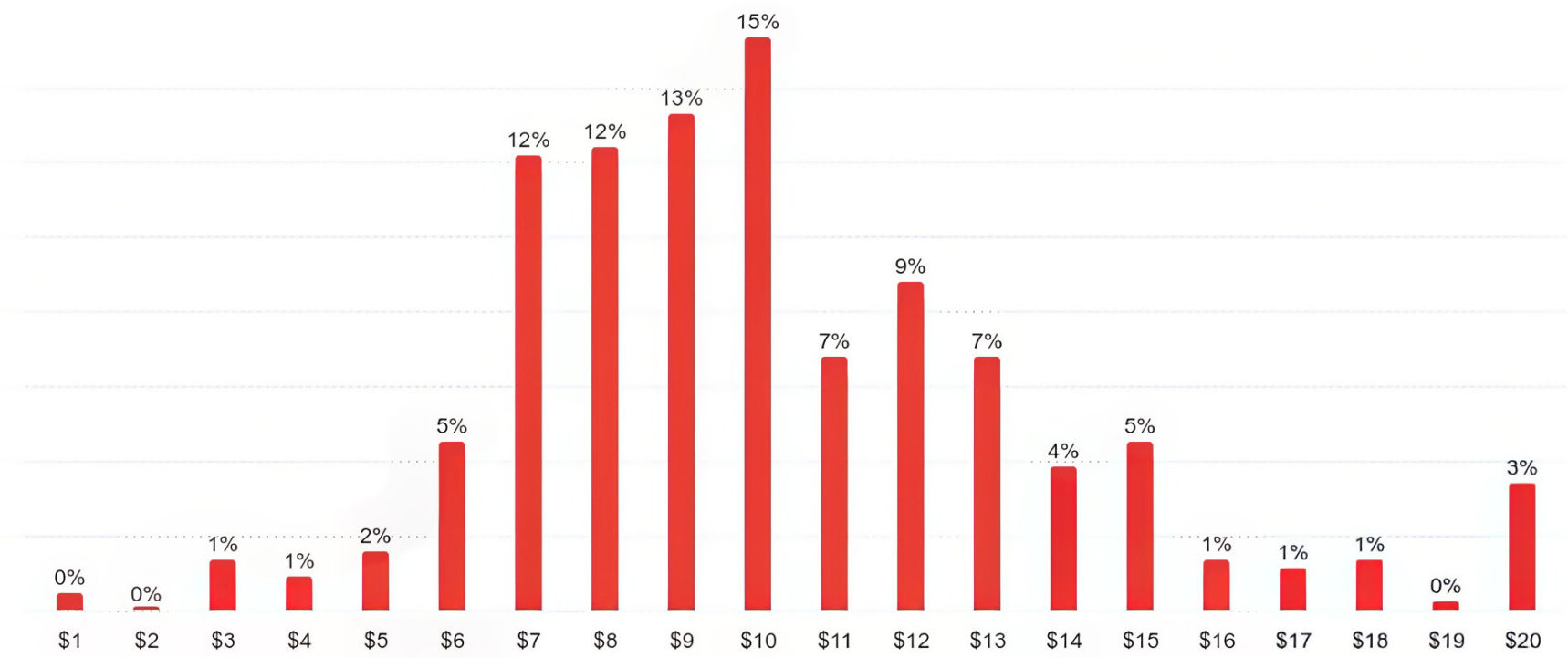
10.2 Have any of the following programs assisted you in the past twelve months?
asked of people who may travel onsite, weighted



DRIVING

Q4.1 Roughly what do you pay per day for parking when working onsite at OHSU?

All sites with parking managed by OHSU. Weighted.



Q5.1 When you've driven to OHSU, where do you typically park your personal vehicle?

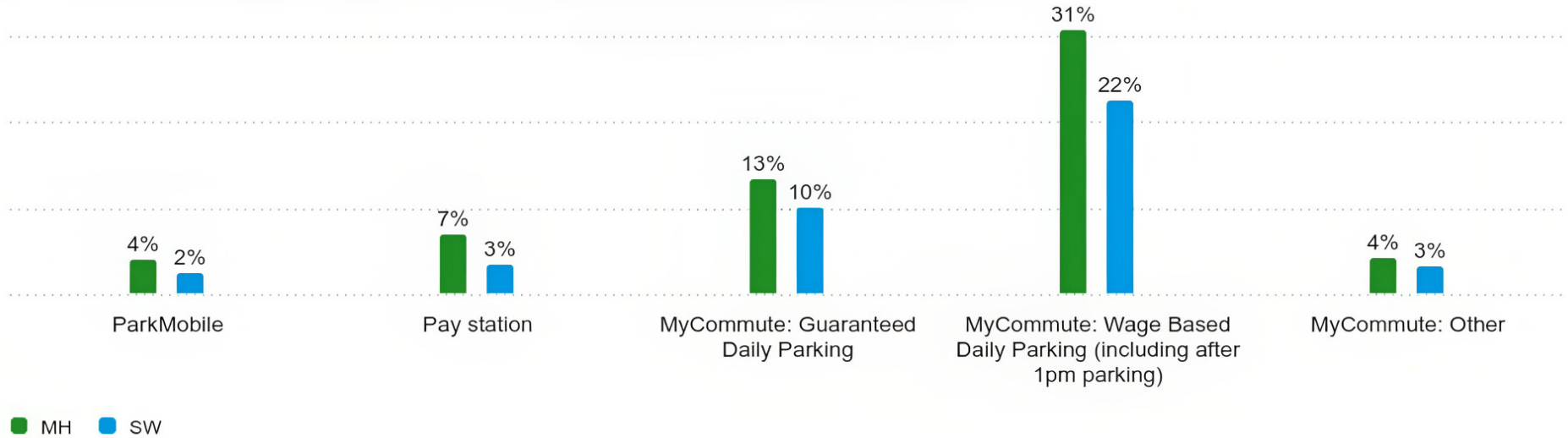
Marquam Hill + South Waterfront (weighted)



DRIVING

Q5.2 What OHSU parking products do you use?

asked of people who park onsite, weighted



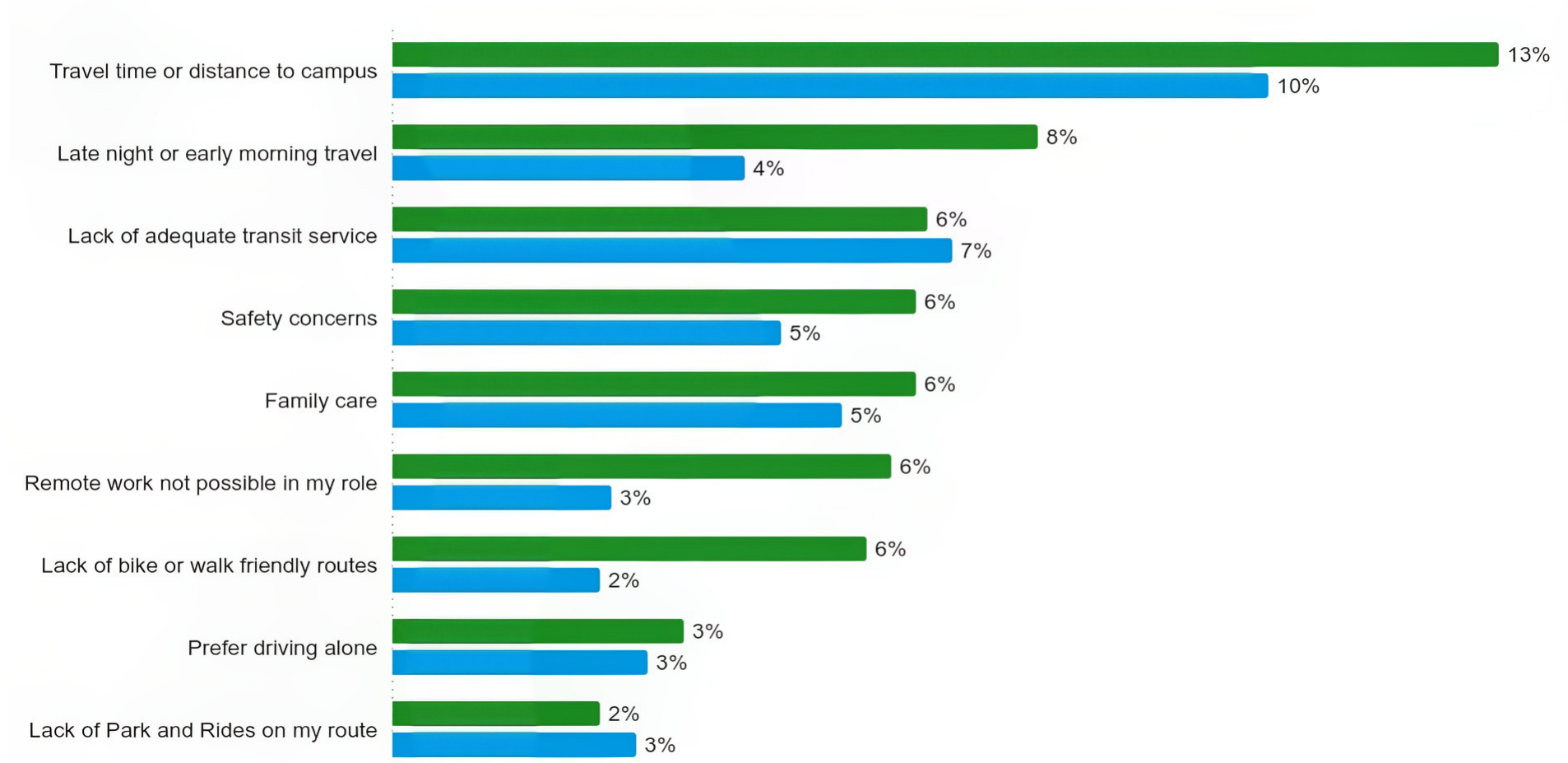
DRIVING

Q5.3 What barriers prevent you from using alternatives to driving?

asked of people who park onsite, weighted

Marquam Hill + South Waterfront (weighted)

■ MH ■ SW



TRANSIT

Q7.1 Please select any transit lines you have used to travel to work, in order of the ones you travel on most/longest.

total responses, asked of people who take transit, not weighted

Transit line	MH	SW	MSB	WC	LM
8 Jackson Park/NE 15th	18	1	2	0	1
MAX Orange Line	11	19	4	0	1
MAX Blue Line	8	5	9	22	1
9 Powell Blvd	7	3	3	0	0
2 Division	6	6	3	0	1
Portland Streetcar	6	17	3	0	0
56 Scholls Ferry Rd	5	2	1	0	0
35 Macadam/Greeley	5	5	2	0	0
43 Taylors Ferry Rd	4	1	1	0	0
12 Barbur/Sandy Blvd	3	1	4	0	5
54 Beaverton Hillsdale Hwy	2	0	1	0	1
MAX Yellow Line	2	0	3	1	1
MAX Green Line	2	0	2	0	0

TRANSIT

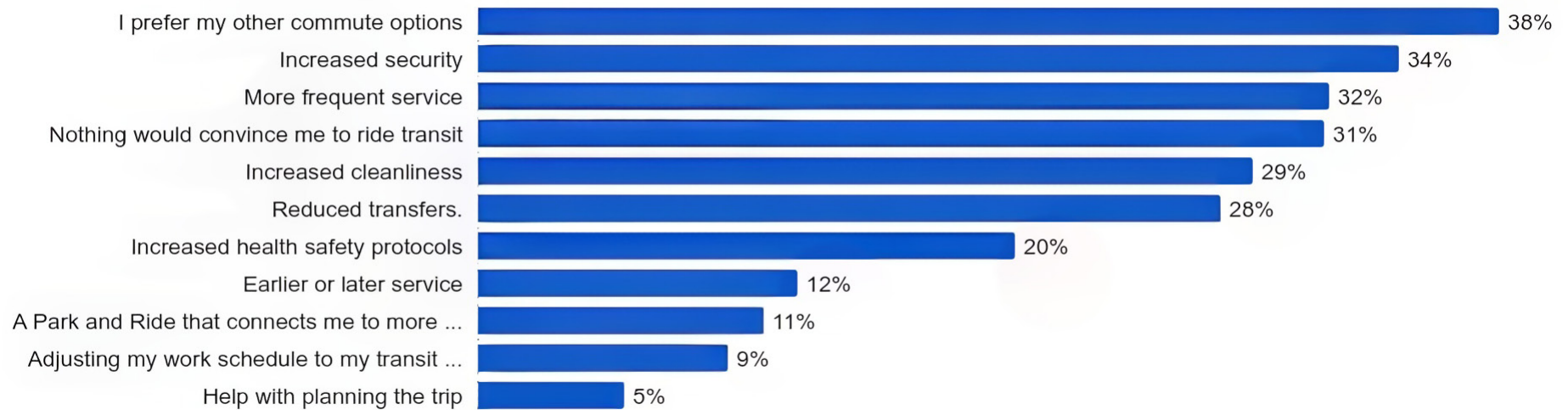
Q7.4 Typically, do you take more than 1 line in a single trip? (weighted)



Q7.5 Please select any factors that would make you more likely to choose transit.

asked of people who don't currently take transit and travel onsite from more than 1 mile away.

All sites (weighted)



Q7.6 Do you typically use a park and ride or other offsite parking facility to connect to transit? (weighted)



The most commonly cited park and rides were:

Sunset Transit Center
Park Ave
Johnson Creek
Barbur Blvd
Willow Creek

TRANSIT

Q7.7 What park and ride do you use most often?

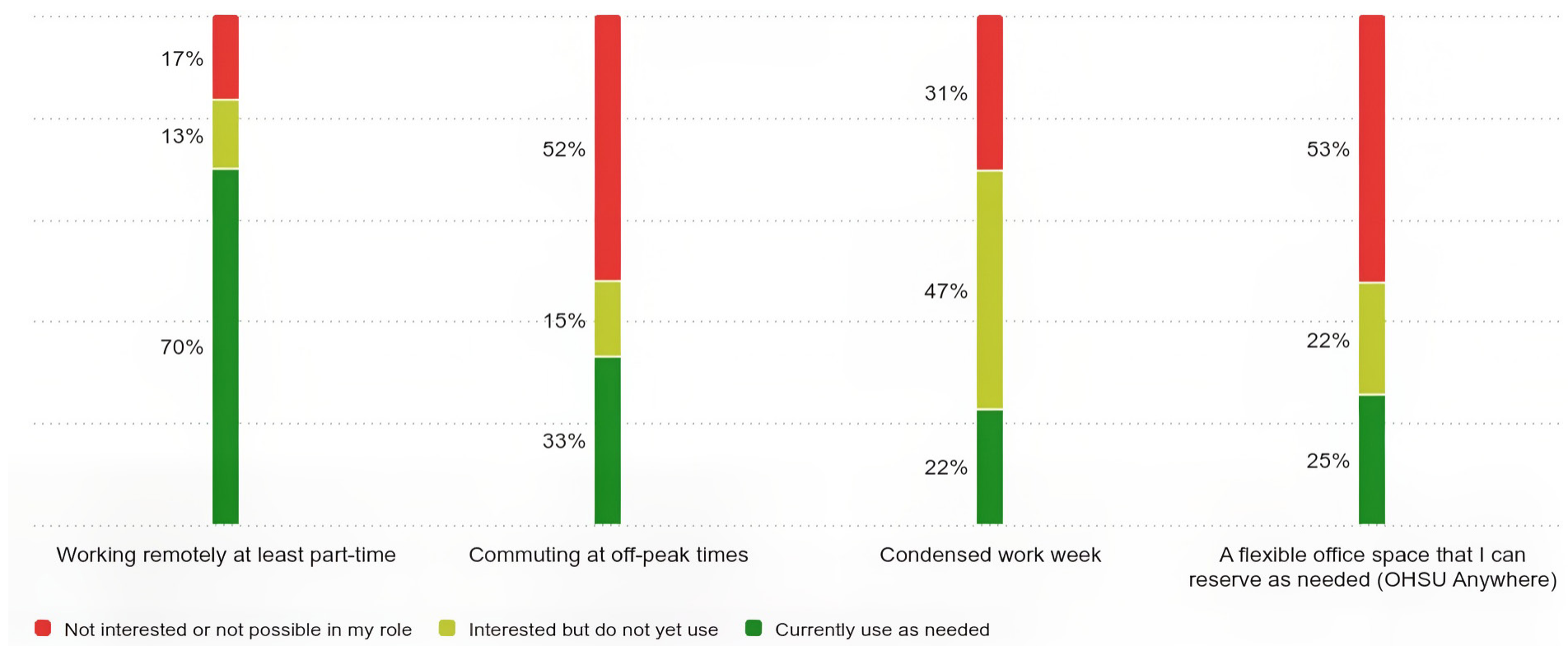
all sites, weighted

Sunset Transit Center Park & Ride	16%
SE Tacoma/Johnson Creek Park & Ride	12%
Barbur Blvd Park & Ride	11%
SE Park Ave Parking Garage	9%
Willow Creek/SW 185th Ave Transit Center Park & Ride	7%
Milwaukie Park & Ride	7%
Tualatin Park & Ride	7%
Lake Oswego United Methodist Church Park & Ride	5%
Gateway/NE 99th Ave Transit Center Park & Ride	4%
Delta Park/Vanport Park & Ride	4%
Tigard Park & Ride	2%
Millikan Way Park & Ride	2%
Clackamas Town Center Parking Garage	2%
Beaverton Creek Park & Ride	2%
Wilsonville Park & Ride	2%
Progress Park Park & Ride	2%
Neveh Shalom	2%
Gresham Parking Garage	2%
Milwaukie Presbyterian Church Park & Ride	2%
Cedar Hills United Church of Christ Park & Ride	2%
Hall/Nimbus Park & Ride	2%

REMOTE WORK

Q9.1 Are you interested in any of the following long term strategies?

asked of people who are not currently working fully remote, weighted

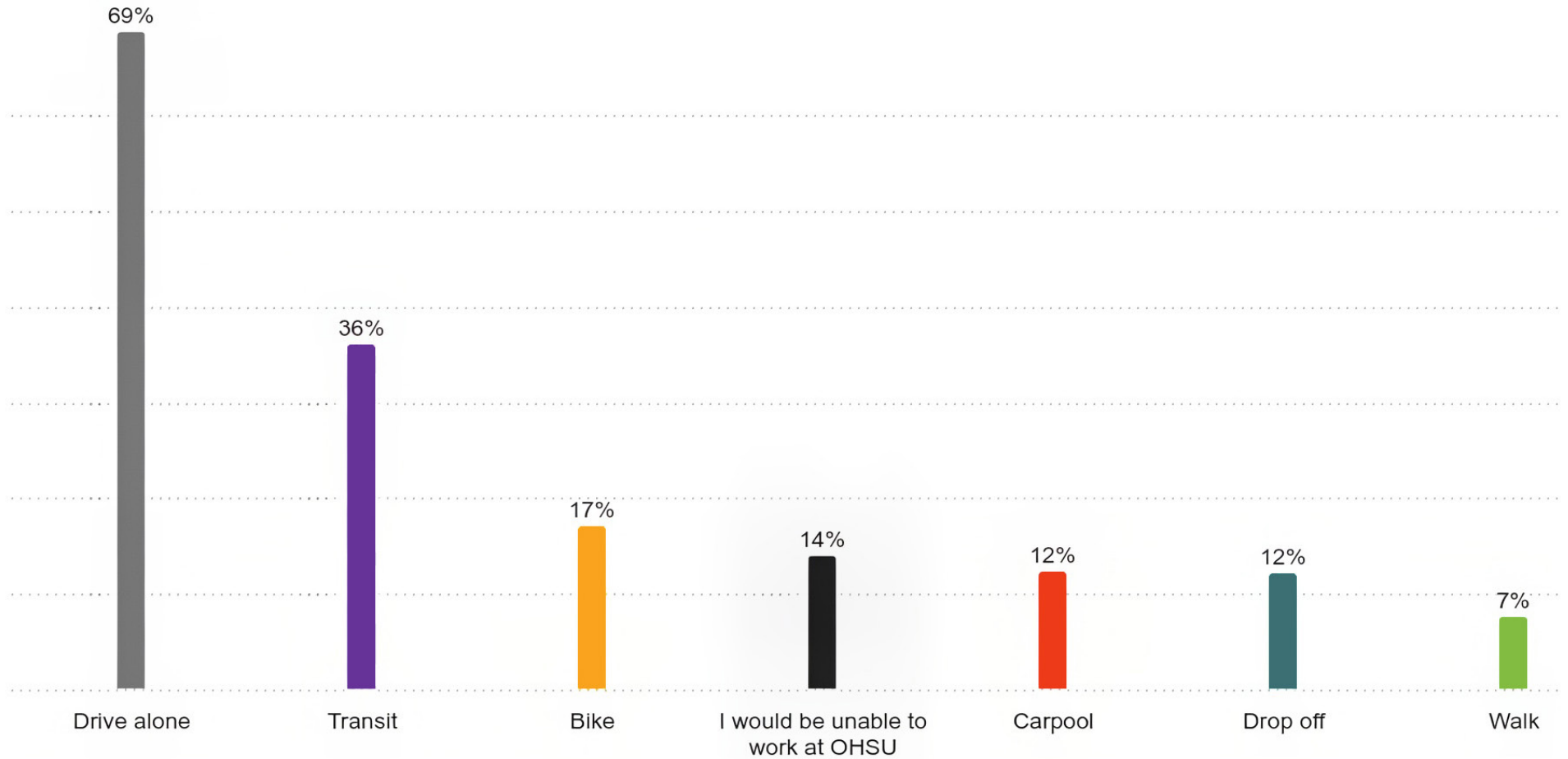


REMOTE WORK

Q9.2 Which of the below would you choose if remote work was not an option?

asked of people who currently work remotely

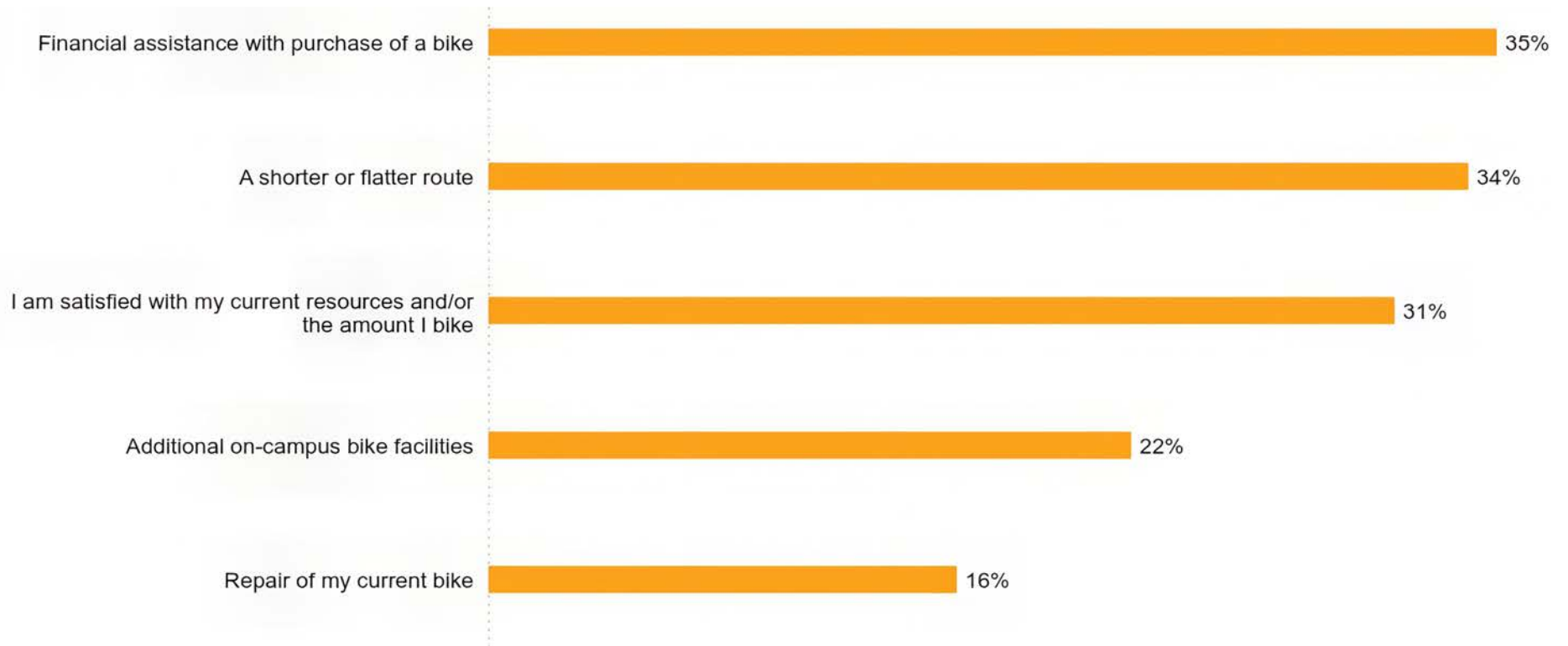
All sites (weighted)



BIKE

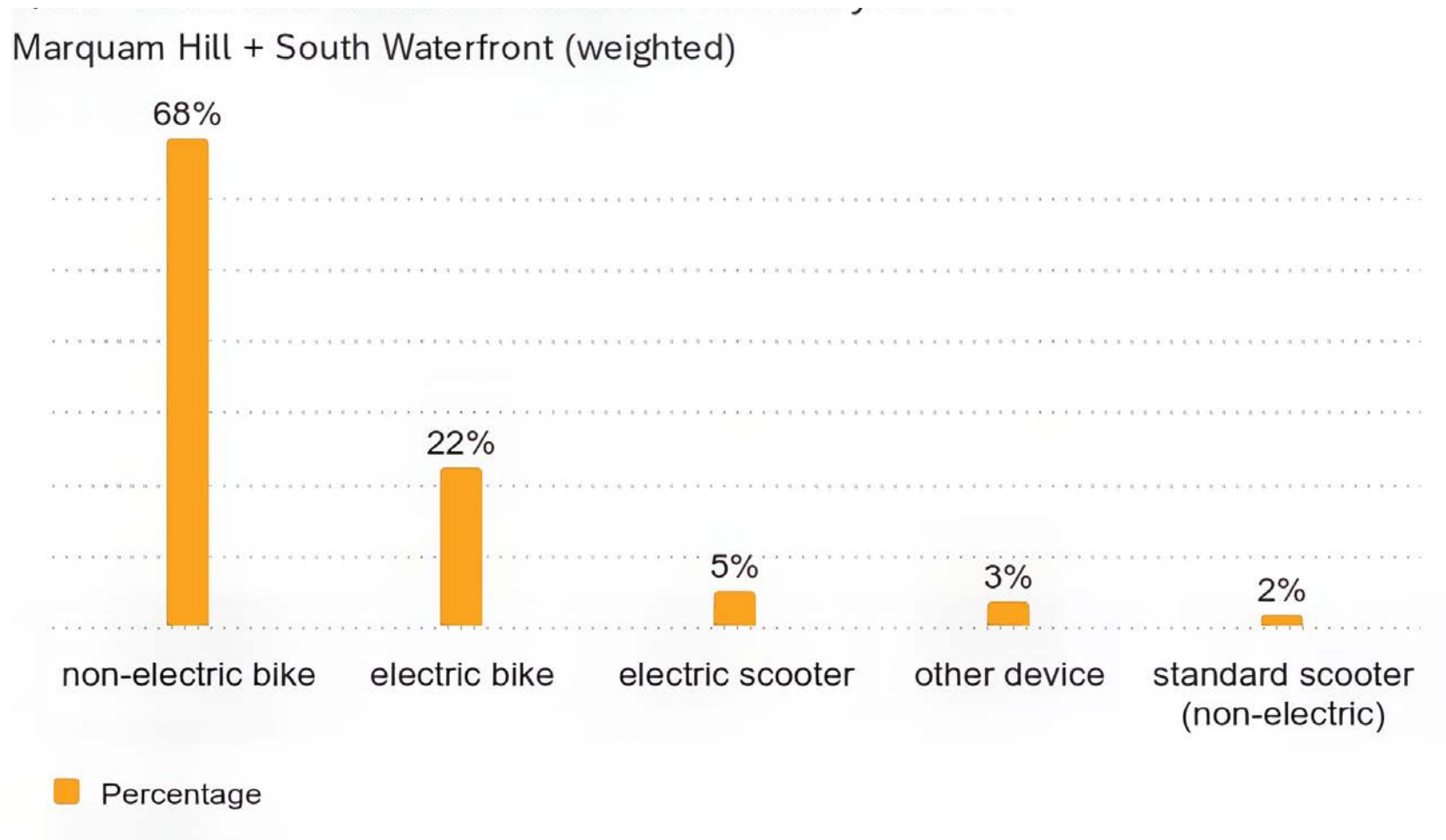
Q6.1 What would help you bike more to OHSU?

asked of people would prefer to bike or have biked previously, currently or plan to in the future, weighted



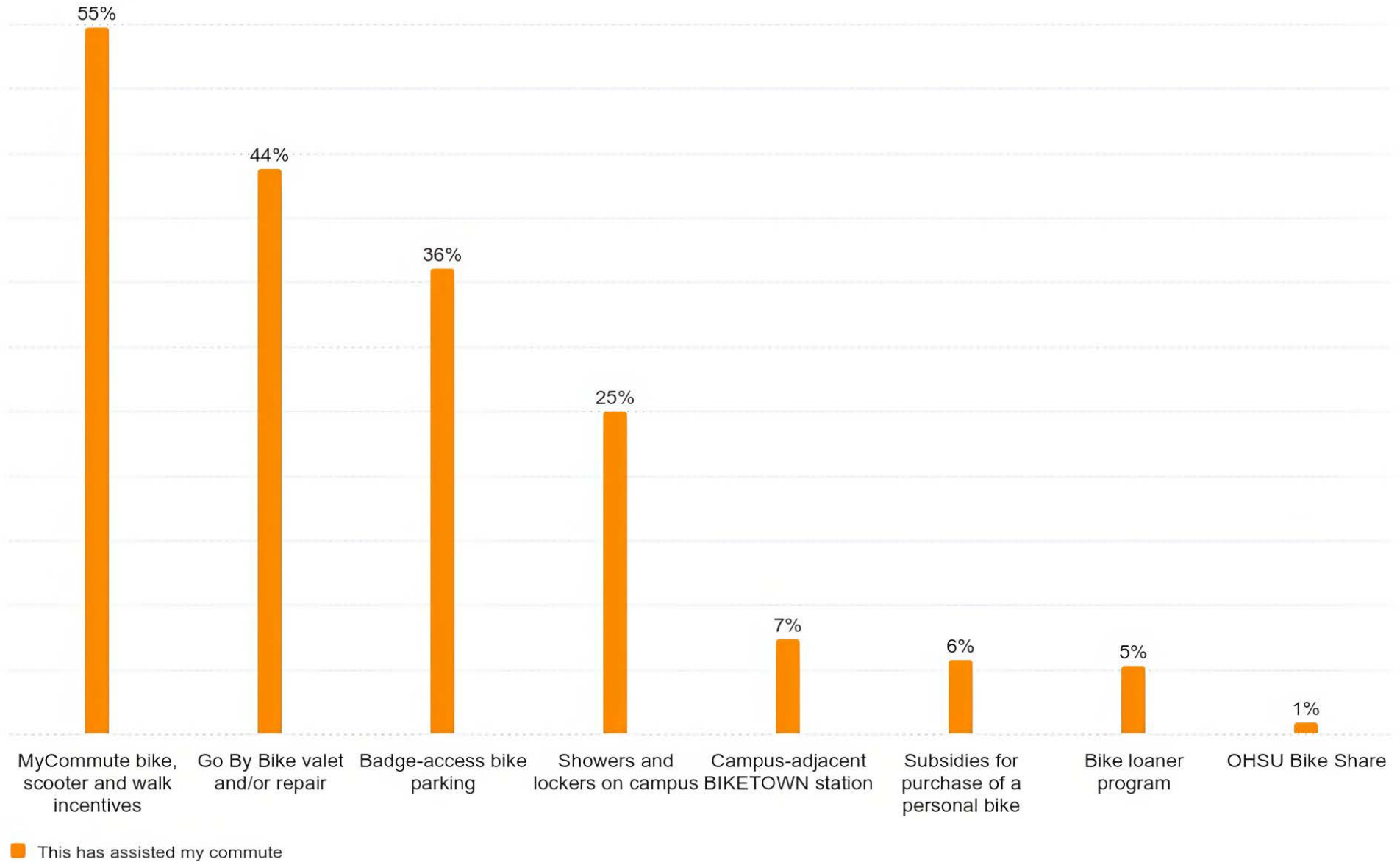
BIKE

Q6.3 What kind of bike or similar device did you use?



BIKE

Q10.1 Have any of the following bike or walk programs assisted your commute? (weighted)
asked of people who currently or previously biked or walked to OHSU

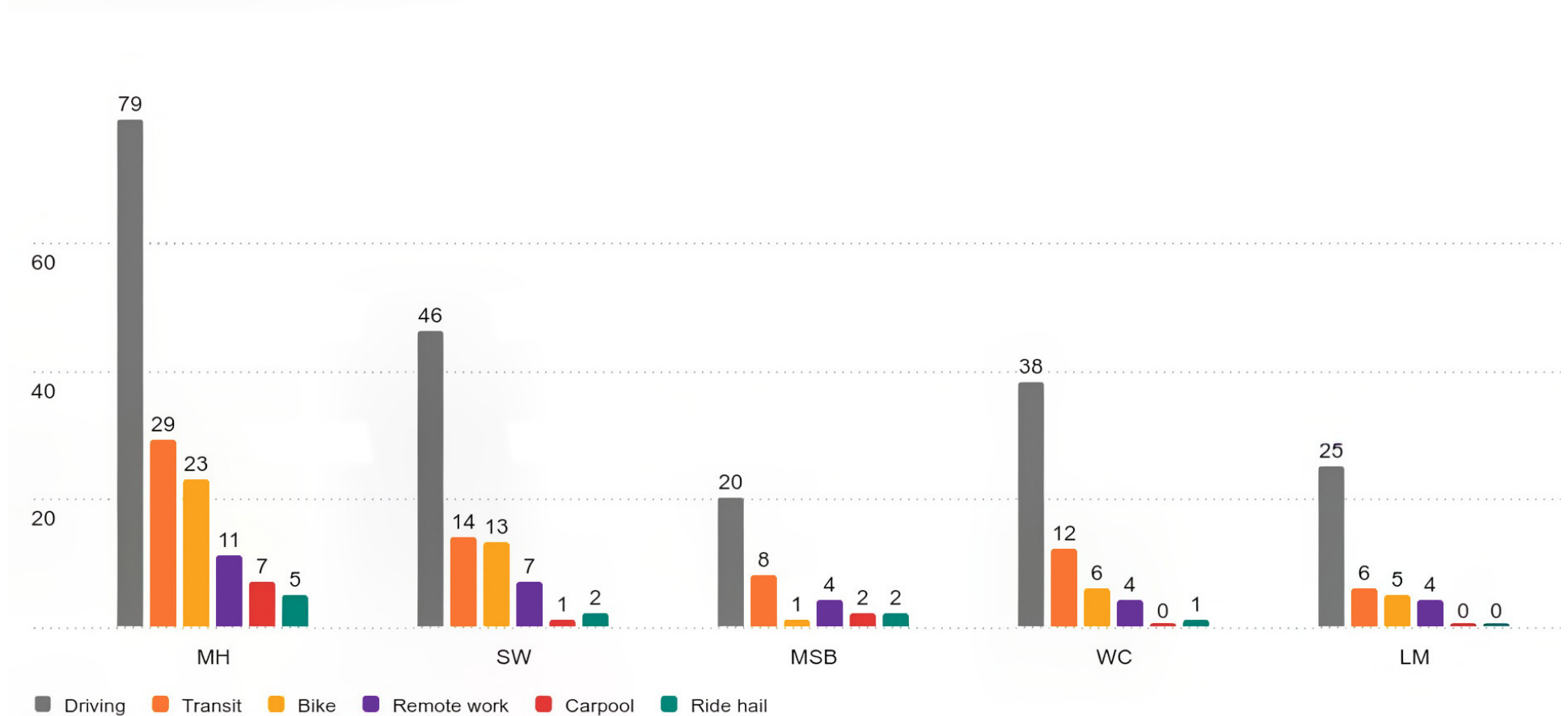


FEEDBACK

Q11.1 "If you have any further feedback on how OHSU can support your commuting, such as ideas for commute programs and services, please briefly describe below."

If you have a specific concern that you feel requires timely follow up, please contact: commute@ohsu.edu"

239 comments. Total comments by work site and commute option.



FEEDBACK EXCERPTS

Q11.1 - Driving

Can we repurpose buildings or enhance existing parking structures? Consider continuing to work with the city to adjust land use and/or Marquam Hill parking regulations, purchase or lease adjacent property to increase parking and provide shuttles to and from these properties. Also, continue to support and expand the ability for employees to work remotely.

OHSU could offer housing incentives to people looking to move closer to campus so they can commute to work by means other than driving.

Work Anywhere spaces that are available in the suburbs! Sometimes I want to work remotely, but not at my house and I don't want to drive from Sherwood to the hill. In that case, I would just work at my desk in Marquam II. Also, I don't want to pay for parking on the hill just to have a WorkAnywhere space. Also, I bring my dogs into the office, so options other than driving alone are not feasible for me.

Getting reserved parking is getting harder and harder. I have to buy my parking 7 days in advanced or I cannot park close to my work building. I am hesitant to pick up shifts last min if I cannot find parking to buy. A "do not ticket" pass or free parking for staff picking up last min shifts would be good incentive to work extra.

Q11.1 - Transit

I would love to use public transit to commute to work when I need to go into campus, but the commute time is LONG (1 hour, 15 minutes EACH WAY to travel 7 miles from NE Portland!). If Trimet developed more express routes like they currently have along SE Division that crossed all of the city's major areas, it would be much easier for people to use transit to travel to OHSU. It seems like only high-paid doctors can afford to live close to campus. Your living wage employees have to live far away because of high housing costs. Please make it easier for us to use public transit!

Bus service off the hill to downtown has decreased. When the 68 line was dropped, we were promised more frequent service by the 8 line, which has not happened. The OHSU shuttle that used to connect OHSU to PSU and serve as a rapid way to get off the hill in the afternoon/evening has not run in years and it would be great to get that back. The shuttle also went down Sam Jackson, which is much faster getting through the light at the bottom of the hill (Terwilliger traffic backs up so much that people routinely get off the bus and walk). Getting downtown for transfers is important for anyone who takes transit.

I wish there were more direct/efficient transit options. I live in inner NE and commute to S Waterfront. It takes me 12 minutes to drive, but 50+ minutes for transit. If transit was faster, I would love to do that instead!

FEEDBACK EXCERPTS

Q11.1 - Bike

When I have had to go to campus by car (and I typically have not driven alone, almost always as a carpool with colleagues) it's because we have heavy items that require transport (e.g., someone has a going away party) that does not work well on a bike. I think biking to OHSU works extremely well, particularly with the tram set up. Any time I onboard someone, I recommend this mode of transport.

One of the main reasons I stopped biking consistently, was due to almost being hit multiple times when coming down Marquam Hill by cars not watching the bike lane, and almost side-swiping me so they can slow down to watch the views at the pull-outs. Two suggestions: 1.) We really should have pole-like barriers separating off the biking lane for safety, and have additional markings for where cars enter and exit at the view points. Thank you for what you do and I really appreciate the paid-for transit pass which I use almost every day, occasionally in my off-work days too. 2.) I still think there should be subsidized rain gear for those logging bike trips, including gaiters/rain pants and strong rechargeable front bike lights.

The current bike facilities and commute incentives at the South Waterfront campus have been excellent and have kept me biking and taking transit over several years, and are part of the reason why I can easily avoid buying and using a car.

Please bring back the OHSU Bike demo's program or the Bikes to check out at lunch for a healthy lunchtime bike ride

Q11.1 - Bike

For nearly 10 years I rode my bike to OHSU every day from Southeast Portland. Unfortunately, we recently had to move across the river to a suburb on the west side of town. Even though I am further away from work now, I would prefer to continue riding my bike, however there are not enough bike lanes on roads to get me to work safely. I do ride in the summer when it is light and clear, however riding in dark winter rain on roads without a proper shoulder is too scary for me. Additionally, I have noticed that the bike lanes on Terwilliger are not kept clean throughout the winter and end up filled with slippery leaves and debris. This is also a big reason why I no longer bike year-round.

I feel a small bicycle kiosk that prevents weather exposure would be fantastic to have at the West Campus. I would love a bicycle loan program or subsidizing program, too. I would likely utilize it as soon as the option was available.

The Go By Bike Valet team is AMAZING. Friendly, fast and personable. Helped me with a flat tire recently. Some days the best part of my work day is the valet drop-off or pick-up. Love them. Pay them more. Make sure they are comfortable and well taken care of in their work. I am happy to be a poster child for having gotten OUT of my car, and never driven to OHSU-related work again thereafter (beginning Aug 1, 2023). I have now logged 4000 miles on my eBike, almost entirely work commuting. I did it for my mental health and wellbeing. The benefits I have reaped from doing so are infinite. AND, IT'S FASTER THAN DRIVING. Cheers.

FEEDBACK EXCERPTS

Q11.1 - Remote work

You should be moving non-essential ambulatory services off of Marquam Hill and only using the hospital licensed space for ICU/surgery/things that make a lot of money. People should then be assigned satellite/community clinics to work at that are close to their homes to prevent prolonged commutes. Better for business and better for the environment.

A lot of the issues with non-essential roles still commuting to campus have to do with inconsistent expectations in leadership. Roles that can be performed remote (with in person as needed minimally or none at all) are being forced in person and it is causing both parking issues and inconsistent messages about OHSU remote work values.

Commuting and parking are much less stressful to me now that I am able to work from home 90% of the time. I live relatively close to campus (4.5 mi away), but my transit options are poor (no direct options), as such my drive alone commute is 15 min door-to-door while my transit commute is 50-80 min door-to-door, depending on traffic. As such, I can never justify not driving (I place high value on my time and have a lot of things happening in my personal life that require time and attention, and I couldn't juggle it all if I had to spend 2+ hrs on a bus each day). However, being able to work from home and only commute once every week or so, as needed, has greatly reduced the stress of finding and paying for parking.

Q11.1 - Remote work

I work at OHSU-PSU's School of Public Health, our new dean is hoping to encourage more in person attendance. I currently go in the office 3x a week due to a very short commute by bus. However I am one of the few, as many of my colleagues have been remote 3-4 days a week for the last 4 years and do not live in inner city Portland, have transportation, parking in downtown, or carpool to accommodate this shift. If these changes do indeed take place our school will need assistance to make getting to work as equitable as possible!

There is a huge push for people to be back into the office at the moment to do work that can be done remotely. I think the best thing for commuting to do is advocate for people who can work remotely to work remotely. There is no need to commute to OHSU unless you are one of the many who can actually impact patient health and save lives. We should be opening parking availability, and lessen traffic congestion for the people who make an impact on patients daily by pushing for remote work.

Nurse leaders are told by senior leadership that remote work needs to be minimized. Much of outwork can be done remotely but is not supported at this time. The constant push for remote work from OHSU is in direct contradiction to this. Additionally, due to the demands of nurse leader roles, commuting during off-times or via alternative modes of transportation (which are often more unreliable) are not always feasible.

FEEDBACK EXCERPTS

Q11.1 - Night

I really appreciate the reduced after 1 pm parking. While I indicated that my main place of work is in Vanport, I teach on the South Waterfront and often drive there since it's in the late afternoon and I can use the \$4 parking rate. There is unfortunately no direct transit option for me to get to the S Waterfront easily. I often take the bus up the hill and then the air tram down to access that area.

Hello, my only concern is commute services for night shift workers. While the Lyft off program helps it doesn't cover night shift workers hours in every department. I am not sure when other departments night shifts start but ours in pharmacy start at 2030, and the Lyft off Program could begin at 2000 vs 2100. Perhaps taking a poll of night shift start times in all major departments would be helpful to dictate the Lyft off program coverage hours.

I requested a 15-min adjustment to my work schedule, which would allow me to easily utilize the last TriMet ride without long late-night transfer waits, but my Director said it was refused based on Union rules for scheduling.

Q11.1 - Family care

Flexible work for parents and caregivers. I cannot take transit or carpool because I own one car and have small children in primary school and daycare. My on site flexible work is being removed which will disrupt my ability to work remotely/hybrid and I might have to purchase a 2nd car in order to meet our family and childcare needs. Maybe an electric kicker or subsidy?

Childcare options are so limited (and expensive!), I already pay for additional care to suit my work schedule. Family medicine offers no flexibility in the schedule and I'm a clinical provider so I must be on campus. Between childcare costs, dog walker, and parking, it costs me about \$70 to show up for work, and that's if I bring my lunch. If you're wondering where all the PCPs are going, we can't afford to come to work anymore.

FEEDBACK EXCERPTS

Q11.1 - West Campus shuttle

I know that the Marquam Hill campus is the biggest, but there are a lot of us in West campus that also need resources. Ever since they took away our shuttle that takes us from the Max station to the campus, my commute has been extra long and in return affects my desire to work. Please consider resume the shuttle or at least give us a bike rental/ loan program that will help during days with terrible weather conditions.

Please bring back the West Campus shuttle from the transit center to campus. The sudden discontinuation of the shuttle has reflected negatively on OHSU to our visiting international researchers studying in our lab, who suddenly lost a safe and convenient way to get to campus. Thank you.

The west campus used to have a shuttle from the Willow Creek Max station to west campus available during peak commute times. they stopped providing the shuttle earlier this year. It makes it much harder for me as a parent. It has also greatly increased my need to use of rideshare apps increasing my commuting cost. This has increased my transit commute by 30+ minutes a day (15+ minute walk each way).

The shuttle ride from the willow creek max stop to the VGTI/ ONPRC campus was critical to users wishing a more green commute. It was my only option as an alternative to driving alone. However nearly immediately after I got hired, the program was disbanded. Very disheartening.



CAMPUS ACCESS *and* COMMUTE SERVICES

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