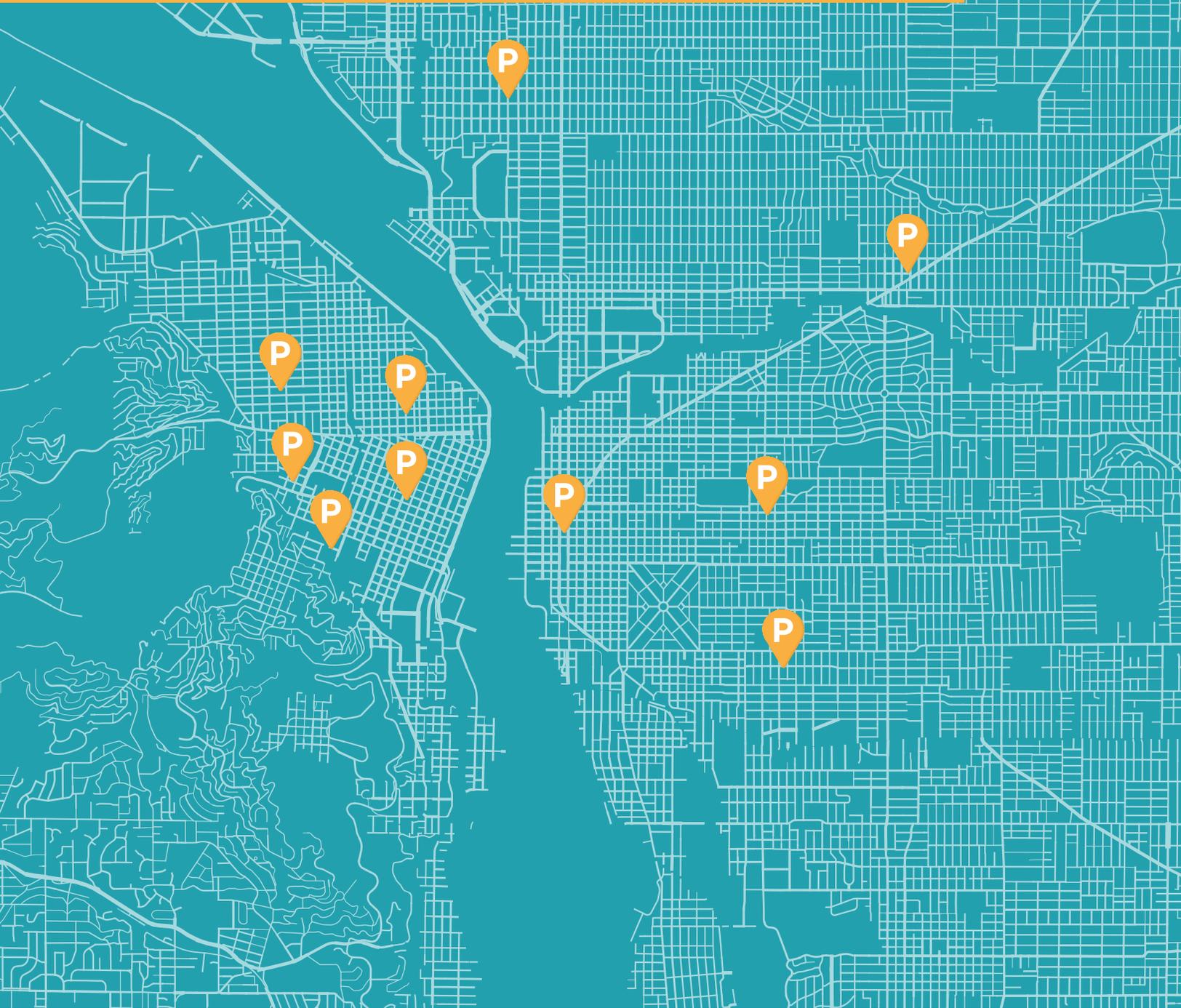


STATE OF

PARKING



STATE OF PARKING

This State of Portland Parking Report summarizes findings of the Centers and Corridors Parking Study and Toolkit project and the Central City Parking Policy Update about parking conditions in different areas of the city. It highlights key facts, what works, what doesn't, and opportunities to improve parking management. This includes identifying practices from other cities that could be a good fit for Portland's Central City, neighborhood centers, and commercial corridors. This Report is a first step in developing a Citywide Parking Strategy to guide how we manage and operate parking in Portland.

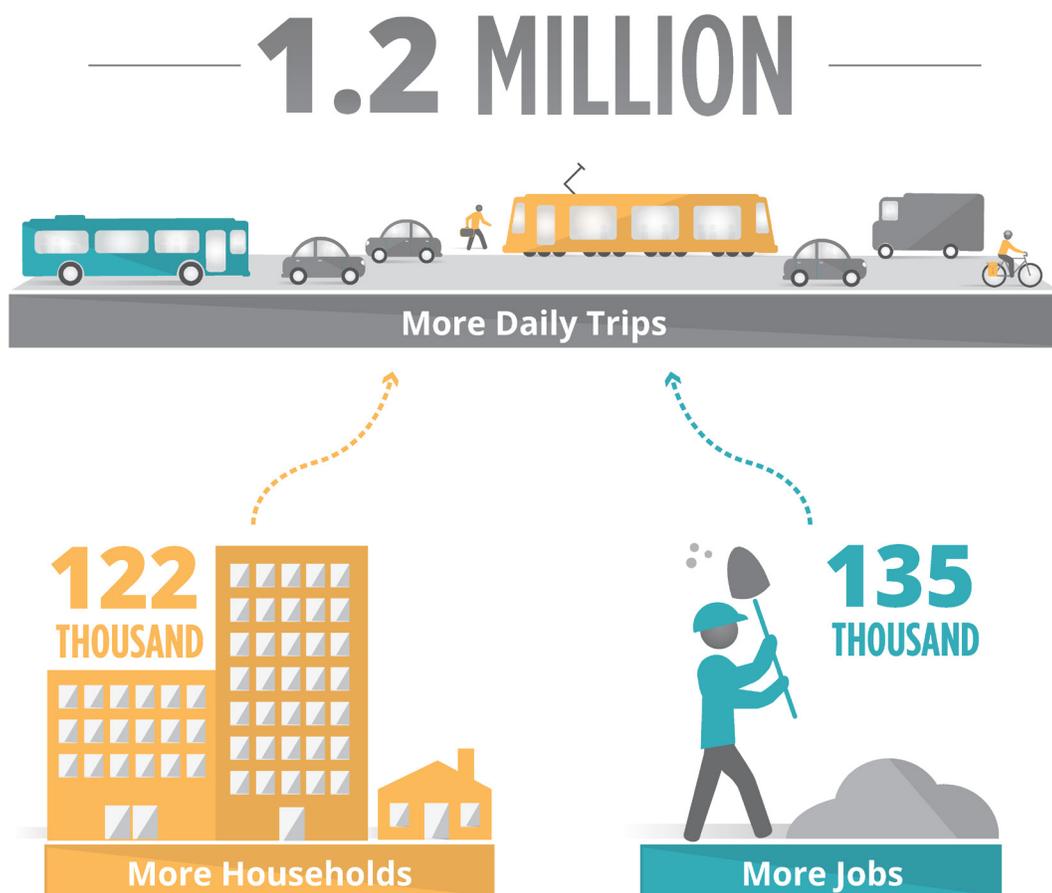
WHY UPDATE PARKING POLICIES NOW?

As the City of Portland continues to urbanize and to expand travel choices, parking has become a source of tension and opportunity. Parking use is affected by changes in land use and travel patterns. Some Portland neighborhoods have experienced rapid development in the past few years, and are impacted by the increased demand for parking. Although an increasing share of Portlanders walk, cycle or use transit to get around, once quiet residential streets are frequented by neighbors leaving vehicles parked overnight or for long-term storage, and by visitors accessing the vibrant commercial districts nearby. As residents and businesses adjust to growth and change, so too must the City's approach to the supply, management and pricing of parking.

The last time Portland significantly overhauled parking policy was in 1996. The City has grown significantly since then. By 2035, we expect to have 122,000 more households, 135,000 more jobs, and 1.2 million more daily trips. To maintain Portland's renowned quality of life, we must find ways to grow gracefully.

Our scan of policies and practices from other cities revealed new parking management tools and practices that can help reduce traffic, protect air quality, and expand housing affordability, equity, and economic vitality.

In 2035, Portland will have more jobs and housing that will increase daily trips



A ROADMAP FOR BETTER PARKING MANAGEMENT

Policies in the Comprehensive Plan, the Transportation System Plan, and other City documents provide guidance for managing both on- and off-street parking to:

- Serve multiple users per parking space per day
- Reduce vehicle travel
- Increase use of non-auto travel choices
- Support economic development goals

KEY POLICY CHANGES

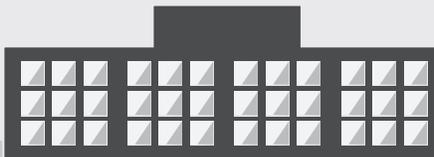
With direct assistance from three broad public Stakeholder Advisory Committees (SAC), PBOT staff and consultants are working to develop a roadmap for better parking management. Preliminary policy recommendations include:

- Changing the zoning code to allow and **encourage shared use** of existing and new off-street parking
- Redefining the **purpose and value of the “curb zone”** (curbside street space, often used for parking, loading, or other uses)
- Developing a new **Residential Parking Permit Program** that neighborhoods can opt in to
- **Simplifying** parking regulations in the Central City, allowing for sharing parking arrangements and more flexibility in parking operations, while limiting the growth of the total parking supply
- Implementing a **Performance Based Parking Management Program** by:
 - » Establishing **policy guidance**, including **performance targets**
 - » **Coordinating on- and off-street parking**, to manage public parking as a system
 - » **Prioritizing uses** for public parking
 - » **Adjusting parking prices** to meet targets for parking availability
 - » **Implementing demand-based pricing**, using existing Smart Meters, with a pay-by-phone option



AIR QUALITY

In the 1960s and 1970s Portland suffered frequent violations of federal air quality standards, including carbon monoxide violations as frequently as once every three days. Reflecting investments in transit, walking and cycling, and improvements to vehicle emissions control technologies, the City has not had an air quality violation since 1987. Parking policies that reduce driving and make it easier to find a space will help Portland maintain air quality into the future.



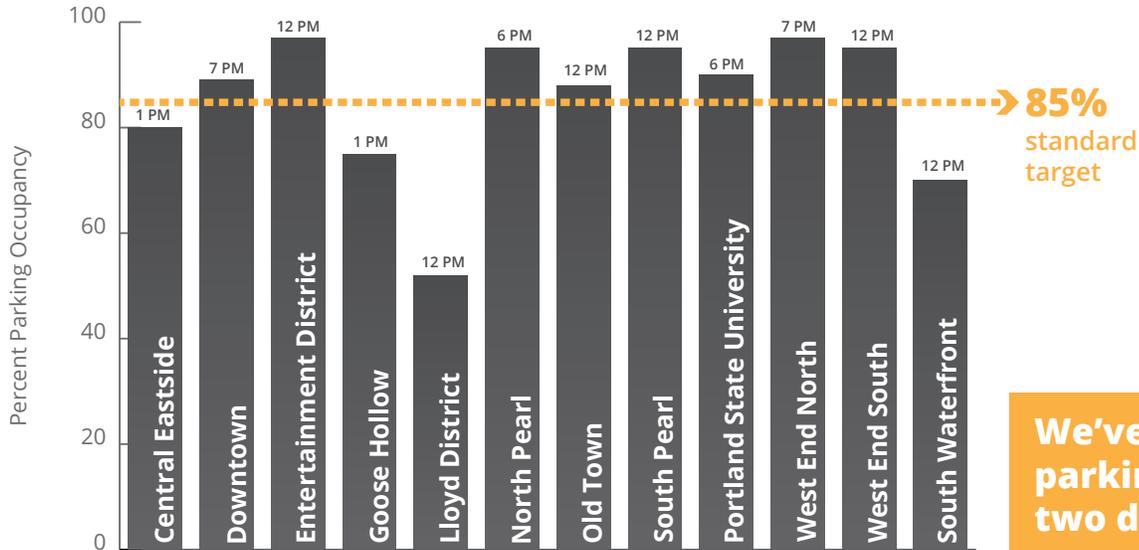
CENTRAL CITY PARKING

Parking affects economic development and the livability of neighborhoods and commercial areas. Recent City studies of parking utilization indicate that parking is getting harder to find during peak periods in many commercial districts, including the Central City. In Neighborhood Centers and Corridors, parking demand sometimes spills over into adjacent neighborhoods. At the same time, much of the off-street parking supply, including the SmartPark facilities downtown, remain empty much of the time. The analysis shows:

- Parking occupancy is high across the Central City, with **peak use during the midday (12:00-1:00 PM), and evenings (6:00-7:00 PM)**
- Within Neighborhood Centers and Corridors outside the Central City, **peak use of on-street parking is generally highest in the evening**, when peak demand for residential use and evening commercial activity converge. At the same time, utilization of nearby private off-street parking is relatively low.
- **Parking supply could be managed more efficiently**

CENTRAL CITY PARKING OCCUPANCY

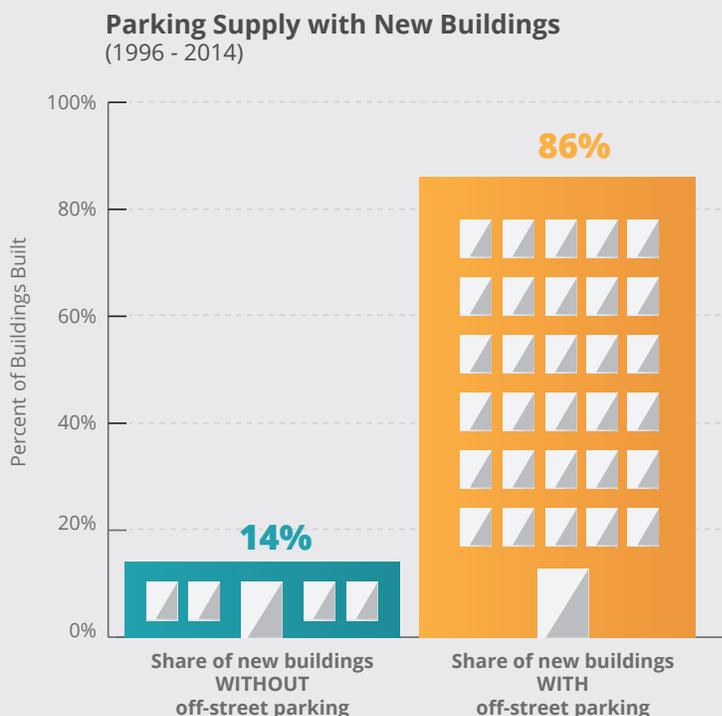
Parking occupancy is shown by district, in relation to the industry standard target of approximately 85%. That rate allows one to two spaces available on each block for new arrivals, reducing parking search time.



Source: Lancaster Engineering, 2015

We've been adding parking for nearly two decades

CENTRAL CITY OFF-STREET PARKING SUPPLY SINCE 1996



+6,500

parking spaces associated with new development (aka "growth" parking)*

+2,000

spaces serving existing buildings, including historic structures (aka "Preservation" parking)*

+3,400

visitor parking spaces*

+12,300

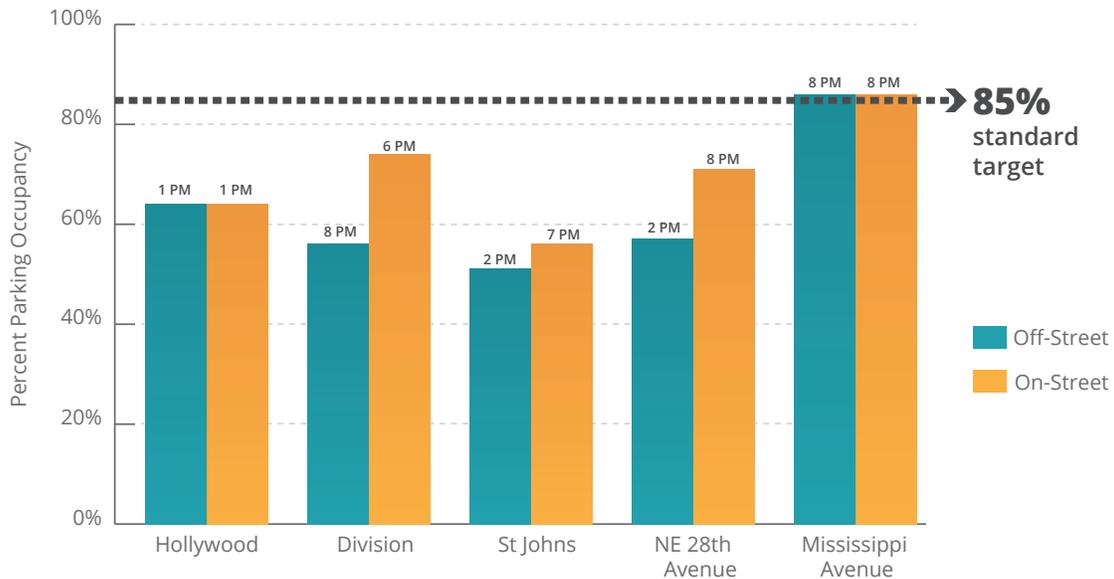
off-street spaces built for residential buildings*

*Figures are approximate, based on local land use data

NEIGHBORHOOD CENTERS AND CORRIDORS PARKING OCCUPANCY

- **Peak parking demand occurs along major commercial streets** and selected cross streets, spilling out into surrounding residential neighborhoods during peak hours
- Turnover of on-street parking spaces is relatively low, with **average length of stays ranging from 2.5 hours to 3.5 hours**
- Peak parking occupancy on the street is **between 6:00-9:00 PM** in all study areas except for Hollywood
- **Low overnight occupancy of on-street and publicly accessible off-street parking** presents an opportunity to accommodate additional residential parking demand with shared parking agreements, and/or changes to on-street parking regulations

Centers and Corridors Peak On- and Off-Street Parking Occupancy



Source: Kittelson and Associates, 2015

NEIGHBORHOOD CENTERS & CORRIDORS DEVELOPMENT

Building permit data for mixed use buildings constructed between 2010 and 2015 shows that off-street parking has been sufficiently provided:

- **50 new mixed-use buildings** have been completed between 2010 and 2015
- Developers built **one stall for every two new residential units**
- More than 75% of single family homes include a **new off-street parking space**
- 33% of new mixed-use buildings were **built without parking***

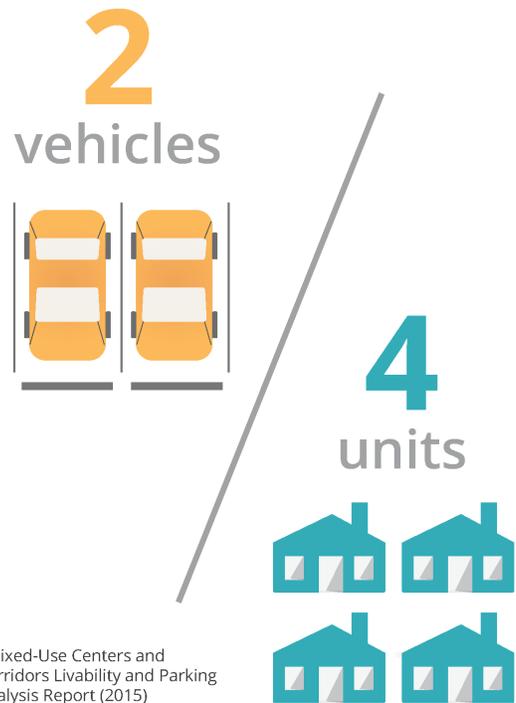
*Mixed Use Zones Project Analysis Areas Development Data, October 2014 Prepared by Portland Bureau of Planning and Sustainability

“ **67% of mixed use buildings built off-street parking.** ”

The *Mixed-Use Centers and Corridors Livability and Parking Analysis Report (2015)* found the following about households in mixed-use buildings:

- **87% own at least one car** (similar to households across the City). **27% own two or more vehicles** (vs. 46% citywide)
- **57% drive -alone to work**; lower than the citywide rate of 64%
- **0.54 occupied spaces** per residential unit during the peak hour
- **51% have paid parking** in their building at an average cost of \$108.75 per month
- **57% park on-street** at no charge
- **33% live in buildings** without off-street parking

At the peak hour, approximately **two vehicles are parked off-street for every four residential units** within a sample of mixed-use buildings in neighborhood centers and commercial corridors*



HOW TO ENGAGE

Read parking survey reports, studies, and proposals on our website:
portlandoregon.gov/transportation/ParkingReports

Attend an open house or public meeting:
Check the online calendar for upcoming event details:
portlandoregon.gov/transportation/plans

Send an email to: PDXparking@portlandoregon.gov

For more questions contact:
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Phone: 503.823.7808 Email: Mauricio.leclerc@portlandoregon.gov