Eliot Neighborhood

Fall 2022 Parking Data Collection
Initial Data Findings

January 4, 2023

Rick Williams
Owen Ronchelli

Study Process

Complete inventory of all on-street parking in the study area **(3,094 stalls)**

Develop data collection routes (sample areas) with PBOT/Eliot Task Force input **(2,112 stalls/68% sample)**
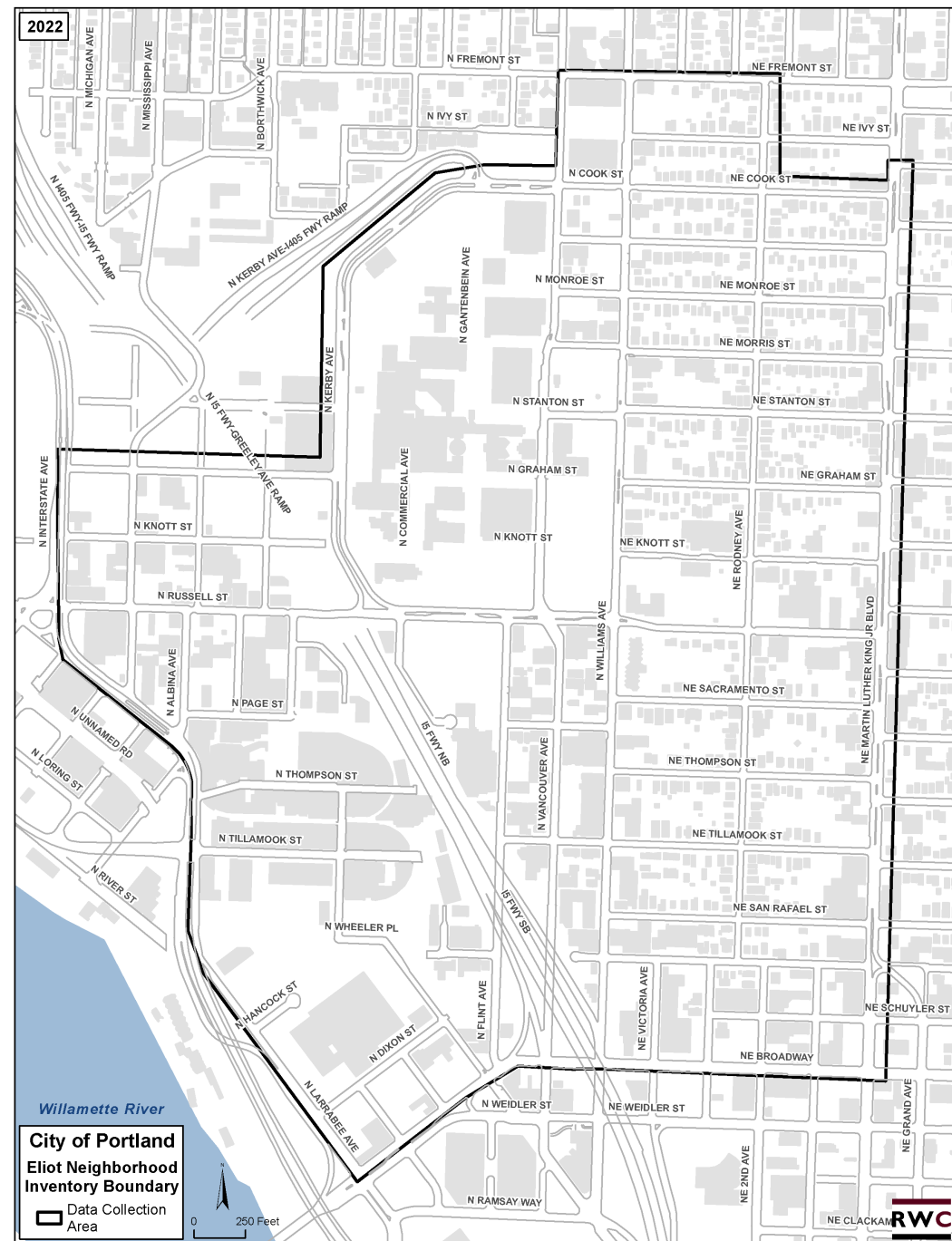
Collect Data – Tuesday, October 25, 2022

Every hour on the hour (8AM through 8PM).

Collect additional one hour of data at 1:00 AM ("residential count").

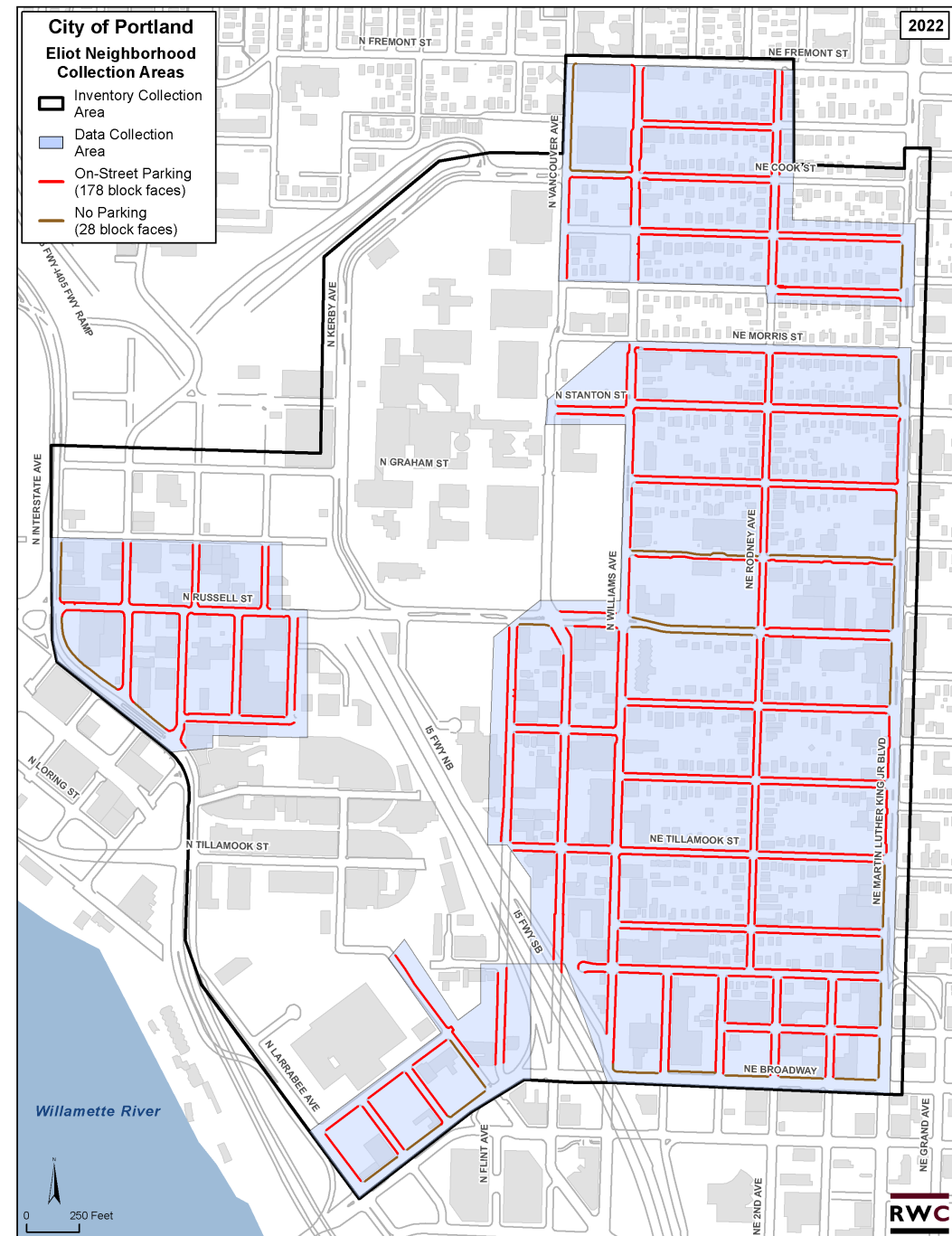Analyze data, produce tables, charts heat maps

Meet with Eliot Task Force
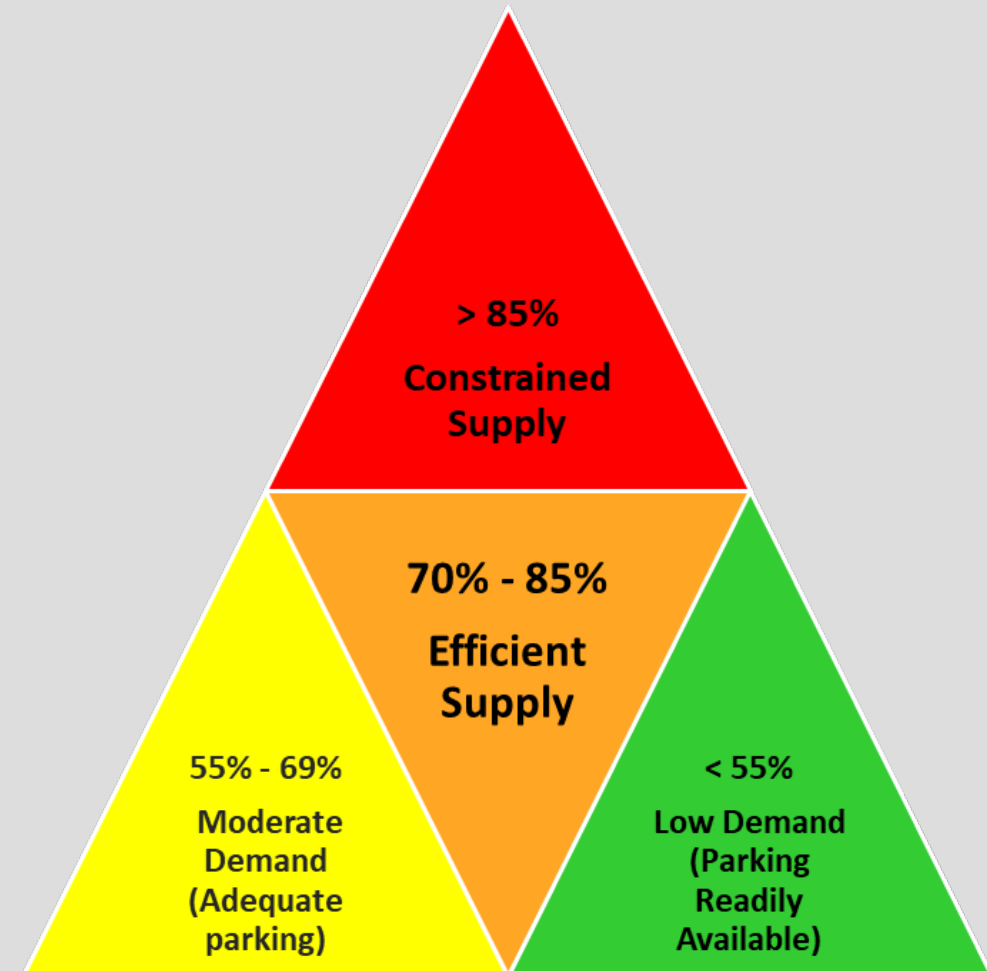
Eliot Parking Study

Study Area

2022

City of Portland
Eliot Neighborhood
Inventory Boundary

☐ Data Collection
Area

0   250 Feet

Willamette River

RWC

Eliot Parking Study

Data Collection Sample Areas

Measuring Performance
Understanding Surpluses and Constraints

> 85%
Constrained Supply

70% - 85%
Efficient Supply

55% - 69%
Moderate Demand (Adequate parking)

< 55%
Low Demand (Parking Readily Available)

Eliot Parking Study

Combined Occupancy
Demand by Hour of Day

City of Portland - Eliot Neighborhood - Occupancy by Hour
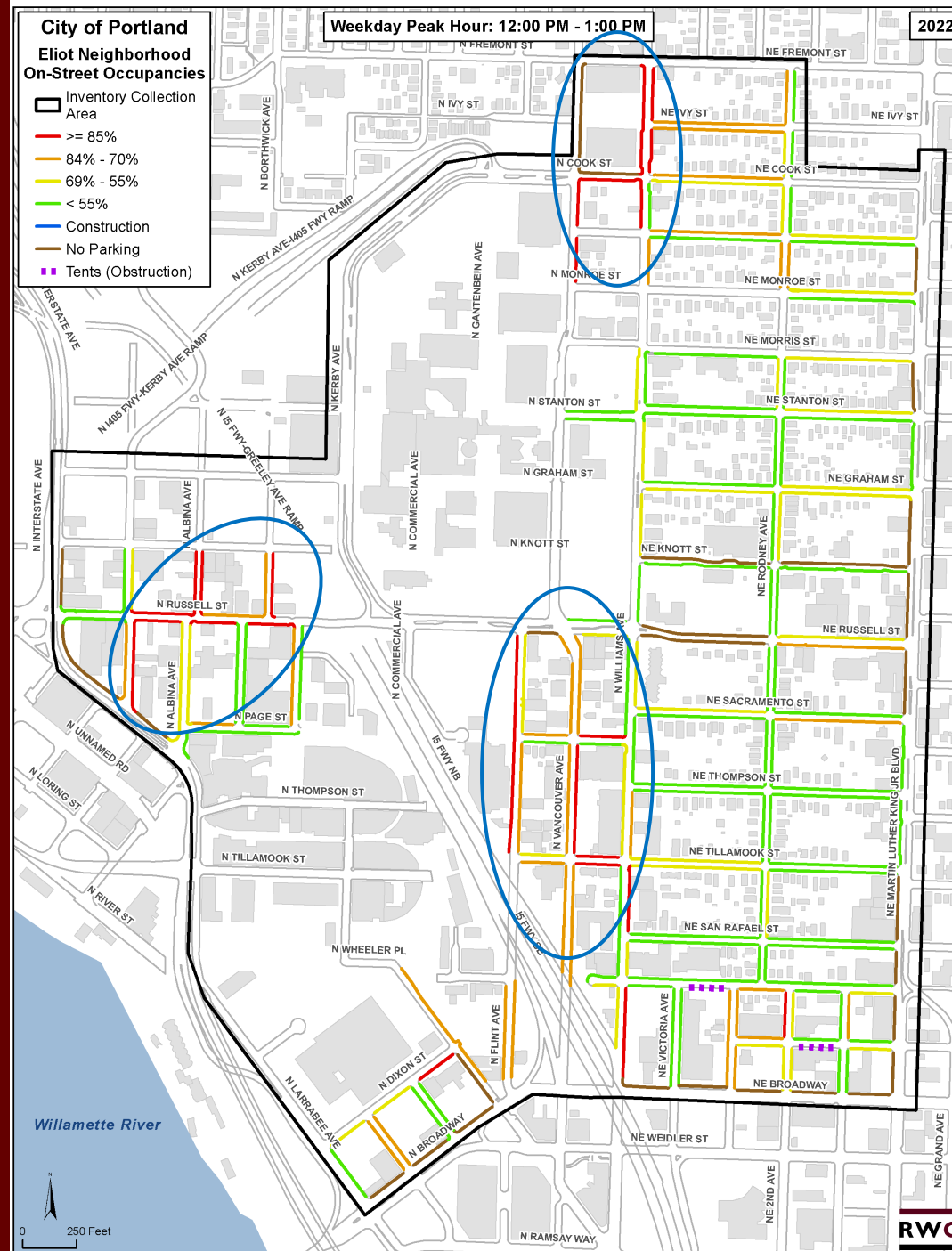2022: Weekday on-street occupancies (2,112 stalls)
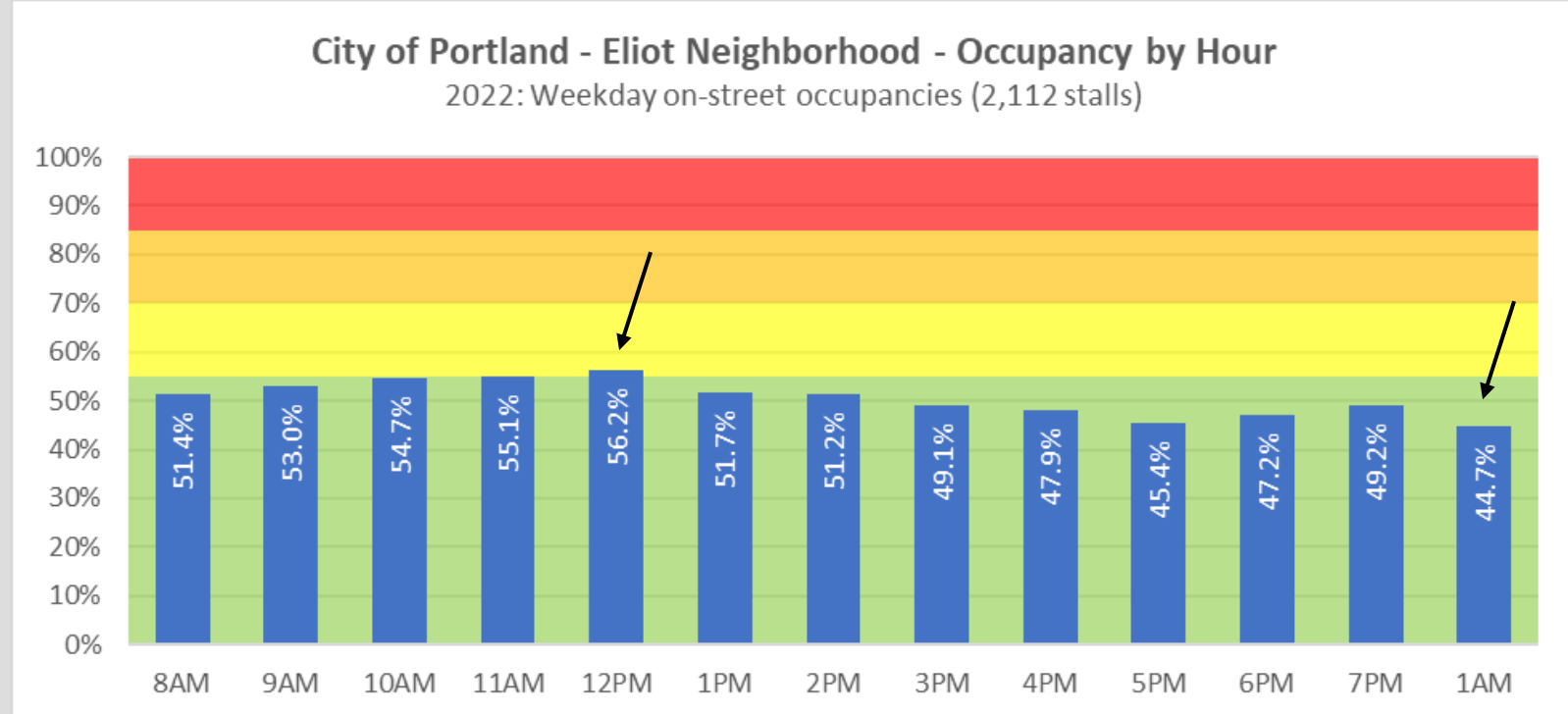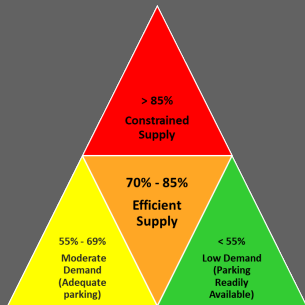
- **Peak Demand:** 56.2% at 12PM
- **Overall Daily Demand**: Low (55% or less)
- **Residential Demand:** 47.7% (1:00 AM)
- **"Typical Day" Demand:** Unconstrained

Eliot Parking Study

Typical Day:

Performance at the <u>block face level </u>(peak hour)

- 56.2% peak occupancy

City of Portland Eliot Neighborhood On-Street Occupancies

- Inventory Collection Area
- >= 85%
- 84% - 70%
- 69% - 55%
- < 55%
- Construction
- No Parking
- Tents (Obstruction)

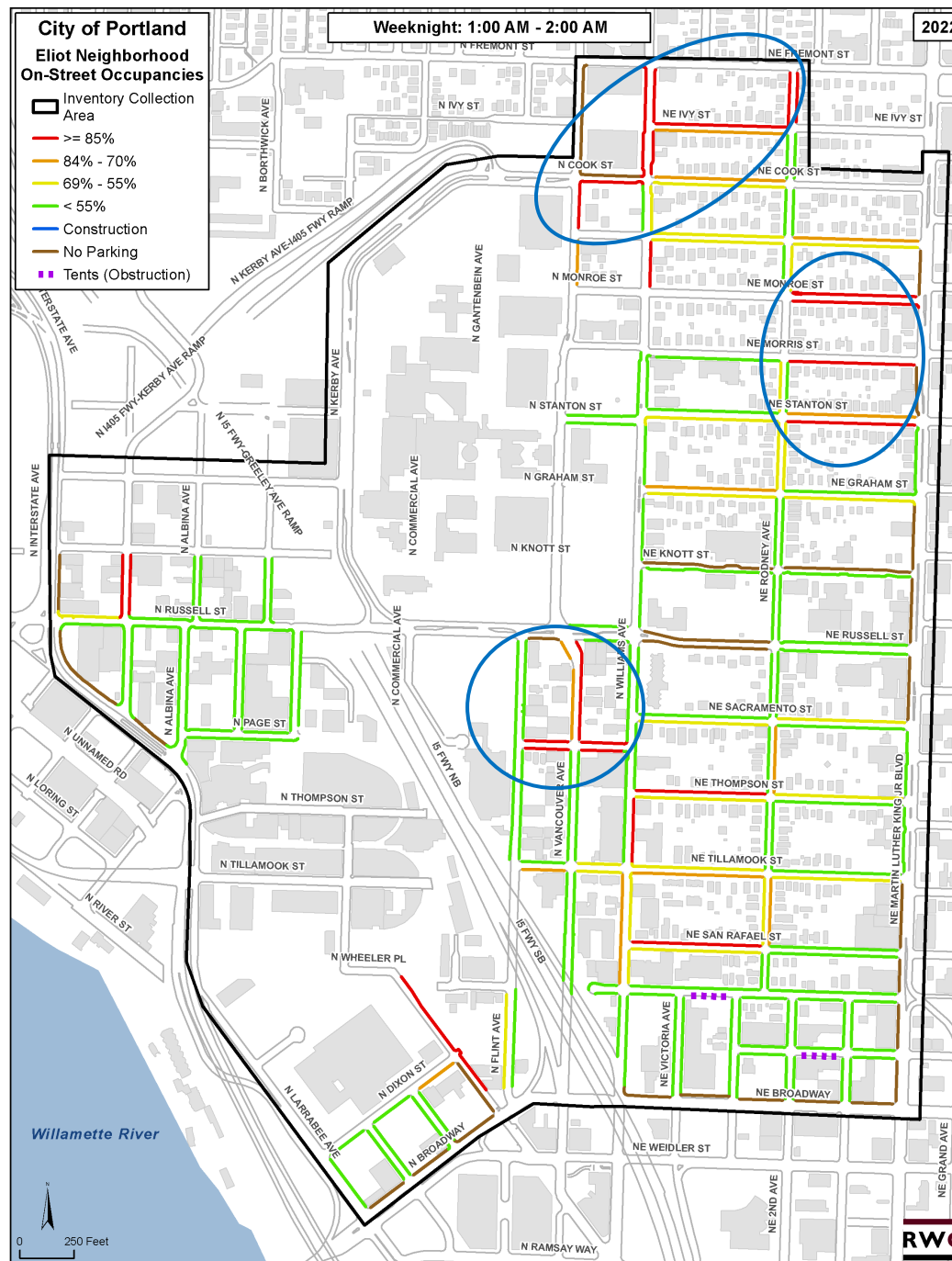Weekday Peak Hour: 12:00 PM - 1:00 PM   2022

- Low/moderate use at most block faces.

- Three small clusters of constrained block faces (blue circles). Small percentage of all block faces/stalls.

- Parking is generally available within a short walk from any red block face.

Eliot Parking Study

Residential Peak Demand:

Performance at the <u>block face level</u> (1AM)

- 44.7% peak occupancy

City of Portland
Eliot Neighborhood On-Street Occupancies

Weeknight: 1:00 AM - 2:00 AM

2022

Legend:
- ☐ Inventory Collection Area
- ≥ 85%
- 84% - 70%
- 69% - 55%
- < 55%
- Construction
- No Parking
- Tents (Obstruction)

- 944 vehicles parked.

- Patterns, similar to typical day, but this represents **highest assumed occupancy by residential vehicles**.

- Low/moderate use at most block faces.

- Also, three small clusters of constrained block faces (blue circles).

- Parking **could feel inconvenient in the clustered areas** because immediately adjacent block faces are also constrained.

Eliot DRAFT Study Area

Other Use Metrics

Use Characteristics	All Users
Length of Stay (all vehicles)	4:31 hours
Total Unique Vehicle Trips	2,767
Vehicle Hours Parked	12,478
Turnover Rate	2.22
Violation Rate	42.6%
Vehicles staying 5 or more hours in timed stalls (% of vehicle trips)	80 (2.9%)
Vehicles moving between stalls	226

- Use pattern is very common given high percentage of unregulated stalls (i.e., No Limit is 85% of all stalls)
- Violation rate is high (42.6%) as this represents only timed stalls.
- Turnover rate (2.22) suggests low overall traffic.

Eliot – Initial Thoughts

- **Overall Finding:** Use of the district is low to moderate, no significant constraints identified.

- **Typical Day:** Where constraints are identified; available parking is likely close by.

- **Residential Demand:** Low to moderate demand but where constraints are identified, parking may feel inconvenient because "adjacent" available supply is not apparent.

  o The overall number of constrained residential block faces is not a large percentage of the district.

- **General Comment:** These findings do not assess as yet the impact of events on the district.

Eliot DRAFT Study Area

Discussion