

2025



NW Parking District Parking Assessment and Permit Analysis

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Prepared for:

PBOT
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Contents

1.0	Executive Summary	1
1.1.	Introduction.....	1
1.2.	Inventory	1
1.3.	Occupancy.....	1
1.4.	Utilization	2
1.5.	Other Use Characteristics.....	3
1.6.	Permit Use.....	3
1.7.	Permit Assessment.....	4
1.8.	Findings and Recommendations	4
2.0	Data Findings	6
2.1.	Background	6
2.2.	Process and Study Area	6
3.0	Inventory.....	8
4.0	Occupancy & Utilization - Weekday Comparative Analysis	10
4.1.	Overview	10
4.2.	Occupancy (Combined Supply).....	10
4.3.	Occupancy (By Type of Stall)	14
4.4.	Utilization Metrics	15
4.5.	Permit Usage.....	18
5.0	Parking Permit Assessment	21
5.1.	Permit Allocation	21
5.2.	Permit Use and Extrapolation Analysis.....	22
5.3.	Permit Recommendations	23
6.0	Goal Statements for Successful Parking System Operations	26
7.0	Findings and Recommendations.....	27
8.0	Appendix A.....	29

Figures

Figure A: Project Study Area.....7
 Figure B: Weekday Hourly Occupancies (2024 vs. 2025) 10
 Figure C: Weekday Peak Hour Occupancy Map (2025)..... 13
 Figure D: Parking Average Duration by Stall Type (non-permit users) 16
 Figure E: On-Street Parking Non-Compliance by Stall Type (non-permit users) 17
 Figure F: Percentage of Total Stalls Occupied by User Group by Hour (2024 vs. 2025)20
 Figure G: Differences in Peak Hour Occupancy – Comparison of 2024 vs. 2025 29
 Figure H: Complete On-Street Parking Inventory for Entire NW Parking District.....33

Tables

Table 1: Inventory Summary (2024 vs. 2025).....9
 Table 2: Weekday Occupancy by Time Stay (2024 → 2025) 14
 Table 3: Other Weekday Use Characteristics (2024 vs. 2025) 15
 Table 4: Weekday Permit Use (2024 → 2025)..... 19
 Table 5: Permit Allocations Comparison (2024 vs. 2025).....21
 Table 6: 2025 Summary of Permit Use.....22
 Table 7: Observations of Permit Allocation.....24
 Table 8: Recommended 2026 Allocation Goal for Permit Types25
 Table 9: On-Street Occupancies at Supply Peak Hour (2024 → 2025)..... 31
 Table 10: On-Street Utilization – Non-Permit vs. Permit User (2024 → 2025).....31
 Table 11: Complete On-Street Parking Inventory for Entire NW Parking District (**2020 vs. 2022**)34

1.0 Executive Summary

1.1. Introduction

This section summarizes the occupancy and utilization data compiled for the on-street parking system within the NW Parking Plan District. Data was collected over two weekdays in October 2025, between the hours of 8 AM and 10 PM. The study cataloged hourly license plate data for 3,615 parking stalls over a 14-hour study day, as well as documenting all permit use (by virtual permit) during the same timeframe.

A more detailed look at the study findings can be found in **Section 2.0** of this report.

1.2. Inventory

- There are **3,615 stalls** within the data collection area (14 more than 2024), comprised of 3,586 metered stalls, 13 signed/time-limited stalls, and 16 No Limit¹ stalls.
- Of the sampled metered stalls, **2,815 stalls** (78%) are designated as metered/or-by-permit (OBP) stalls, and **771** (21%) are metered only (where permits are not valid).
- Approximately **92% of all on-street stalls are designated for long-term use** (stays greater than two hours); in this case, 4 Hour parking (3,341 stalls).
- **Only 7% of the on-street parking supply is dedicated to short-term commercial use (stays of two hours or less).** These stalls are intended for high-turnover trips and to support adjacent ground-floor commercial uses.

Sample inventory findings

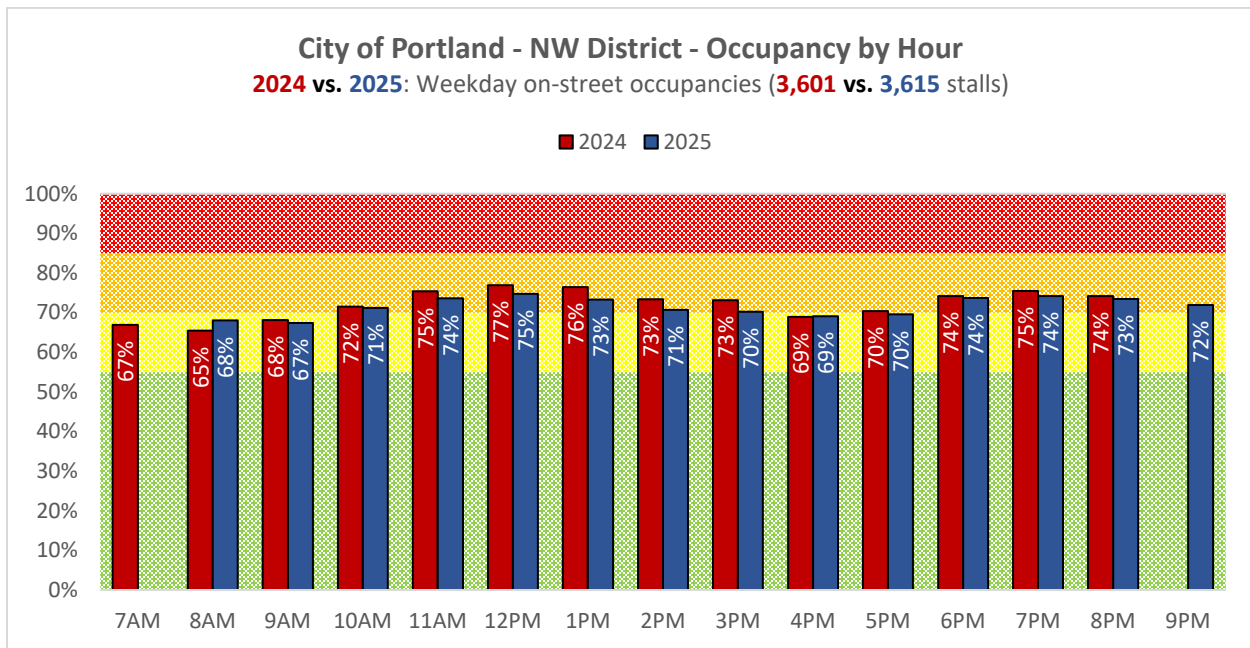
On-Street Parking	2024	2025	Change
Metered only (permits not valid)	771 stalls	771 stalls	n/a
Metered / Or By Permit	2,802 stalls	2,815 stalls	+13 stalls
Signed only	12 stalls	13 stalls	+1 stall
Other	16 stalls	16 stalls	n/a
TOTAL	3,601 stalls	3,615 stalls	+14 stalls

1.3. Occupancy

- At the peak hour (12 PM), the overall occupancy for the entire 3,615-stall study area reached **75%**, 2 percentage points lower than in 2024.
- Overall, the **total on-street system exceeded occupancy levels of 70% in 11 of 14 hours surveyed**, as compared to 10 in 2024.
- Hourly occupancies in 2025 comparatively averaged **1 percentage point lower than in 2024** over the 13 overlapping data collection hours.

¹ No Limit stalls are the likely result of temporarily missing or broken signage (due to vandalism).

- **Thirty-seven percent (37%), or 2 out of every 5 block faces in the study area, are constrained (exceeding 85%) in 2025.** In addition, nearly 3 out of every 5 block faces have occupancies exceeding 70%.



1.4. Utilization

- **Overall non-compliance (overtime violations) rates remained consistent between the 2024 and 2025 study years: 12%.²** This remains higher than industry best-practice standards for effective enforcement.³
- The two largest categories of stall types, totaling 92% of the inventory, are 4 Hour metered/OBP stalls (78%) and 4 Hour metered stalls (15%).
 - **Occupancies in 4 Hour metered/OBP stalls (2,807 stalls) decreased to 77%** in 2025 from 79% in 2024. The **average length of stay** for non-permit users in these stalls is **2 hours and 55 minutes** (2 hours and 54 minutes in 2024).
 - **Occupancies in 4 Hour metered stalls (534 stalls) remained approximately the same as in 2024 at 75%.** The **average length of stay in these stalls is 1 hour and 54 minutes**, the same as in 2024.
- **4 Hour metered stalls continue to operate far more efficiently than the posted time restriction**, maintaining an average duration parked well below 4 hours (1 hour and 54 minutes). As noted in previous reports, a portion of these stalls could be reformatted from 4 Hour stalls to 2 Hour stalls without adversely affecting the average user.

² Vehicles parked longer than the posted time restriction. In NW users are lawfully allowed to extend their parking session at 4 Hour meters by adding time; consequently, these figures might overstate the true overstay violation rate.

³ The industry suggests a violation rate that falls between 5% and 9%.

Sample of Utilization Findings

Use Characteristics	2024	2025	Change
Peak Occupancy (all stalls)	77%	75%	-2%
4 Hour metered/OBP	79%	77%	-2%
4 Hour metered	75%	75%	n/a
Average Length of Stay (excludes permits)	2:47	2:55	+8 min
4 Hour metered/OBP	2:54	2:55	+1 min
4 Hour metered	1:54	1:54	n/a
Non-Compliance Rate (all stalls)	12%	12%	n/a
4 Hour metered/OBP	11%	11%	n/a
4 Hour metered	10%	10%	n/a

1.5. Other Use Characteristics

- The **average length of stay for all stalls** over the 14-hour survey (excluding permit users) **increased** from 2 hours and 47 minutes (2024) to **2 hours and 55 minutes** (2025).
- The total number of **vehicle trips**⁴ **decreased** from 9,064 in 2024 to **8,840**⁵ in 2025, a **decrease of 224 trips (2%)**. Non-permit trips decreased by 85 trips, and permit user trips decreased by 139 trips from the previous year.
- The **average duration at 2 Hour stalls** decreased by 11 minutes, at **1 hour and 46 minutes**, compared to 1 hour and 57 minutes in 2024 for non-permit users⁶. As a result, **turnover in 2 Hour metered stalls is 5.7** compared to 5.1 in 2024; 5.0 is the industry minimum target for a designated 2-hour time limit.⁷

1.6. Permit Use

- The **2025 peak hour for permit use** during enforcement hours **occurred at 2 PM** when **1,282 permits** were present in the study area. During this peak, a total of 2,512 permit and non-permit vehicles were parked (234 fewer stalls occupied than during 2024's peak hour for permit use). Of that total, **51% of all parked vehicles in the sampled supply have an active permit**, the same as in 2024.
- At the **2025 peak hour for permit use (2 PM)**, of the **1,282 active permits** in use, 810 were residential, and 454 were business permits. This represents a **9% overall decrease from the 2024 permit use peak hour, 12 PM**, when 890 residential and 499 business permits were in use.

⁴ Unique vehicles observed over the entire 14-hour study day.

⁵ Vehicle trips are still lower than pre-pandemic levels (10,701 in 2019).

⁶ Permit users have no special privileges in 2 Hour stalls, all users must pay, and all are subject to the posted time restriction.

⁷ The minimum turnover rate (by design) for a 2 Hour stall over a 10-hour enforcement day is 5.0 (10 hours / 2-hour duration = 5.0). For example, if the average stay is 1 hour and 45 minutes than the turnover rate would improve to 5.7 (10/1.75 = 5.7). The higher the turnover rate, the more efficient the system is in allowing access to a greater potential number of visitors.

- Though peak hour occupancies are below 85% overall, **the continual high volume of permits** (making up over half⁸ of all parked vehicles) **is a contributing factor in driving constraints at the block face level.**

1.7. Permit Assessment

- In 2025, there was an increase in the number of permits distributed (5,653⁹), up 2% from 2024 levels.
 - Business permits were down 1% (-33 permits) over the previous year.
 - Residential permits were up 5% (154 permits).
 - Residential guest permits were down 43% (-23 permits).
- Of the 3,341 (non-guest) residential permit total, 1,863 were income-based permits (56% of the total). In 2024, 1,646 were income-based (52%).
- The actual “peak occupancy” rate for all OBP stalls is 80% if the 93 current permits improperly using non-permitted stalls were directed to 4 Hour OBP stalls (row 2). This is the sixth time OBP stalls have been below 85% since monitoring began (all instances occurring post-COVID).
- Traditionally, business and residential permits are evaluated to determine how many would have to be reduced/allocated to lower usage in 4 Hour OBP stalls to achieve a desired 84% occupancy rate. As stated previously, since the pandemic, OBP stall occupancies have been below 85%, suggesting “there is no problem and no further management steps are needed.” However, **this district-wide approach to adjusting permit allocation may not accurately address the parking constraint observed at 118 (37%) of the block faces surveyed (see Figure C), where permit use could be a significant contributing factor.**

1.8. Findings and Recommendations

- 2026 permit allocation target = 5,750
- Preserve and increase the number of short-term (2-Hour) stalls to support ground-floor commercial spaces and facilitate higher levels of turnover.
- Separate the NW Parking District into distinct subarea management zones so that strategies can be customized to address the particular needs of each area.
- Evaluate the impact of permits on occupancies in areas with high clusters of constrained parking. This will ensure that visitor access is prioritized and does not conflict with permit use.

⁸ Ranging from as little as 46% of all parked vehicles, to as much as 54% of all parked vehicles.

⁹ Peak year permit allocation was in 2016 when 8,558 permits were issued (4,054 business, 3,412 residential, 1,094 guest).

- Reduce the number of Or By Permit stalls in proximity to commercial corridors, particularly as redevelopment occurs (e.g., Slabtown).
- Continue enforcing parking, aiming to reduce the overtime violation (non-compliance) rate from 12% to 9%.
- Extend enforcement hours to align with periods of elevated parking occupancy later into the evening. Parking utilization consistently exceeded 70% until the study concluded at 10 PM. Furthermore, the hours between 7 PM and 10 PM represented some of the highest volumes of visitor trips observed throughout the survey day.
- Minor adjustments to stall formatting:
 - ✓ Replace missing or vandalized signage to effectively eliminate outlier No Limit stalls (16 of them)
 - ✓ Eliminate 1 Hour Signed stalls (4 of them)

2.0 Data Findings

The overall findings of the 2025 parking utilization study suggest that the parking system provides sufficient availability during all hours of operation, including pre- and post-enforcement hours (9 AM – 7 PM). However, a closer examination reveals that smaller subareas within the parking district face higher levels of parking constraints, with occupancy rates exceeding 85%. Over the years, various management strategies have been implemented to create or preserve parking opportunities for specific user groups while fostering a vibrant business environment that depends on regular parking turnover.

To date, most strategies have been applied uniformly across the entire parking district. However, parking patterns vary significantly across the district, with some areas facing unique challenges not found elsewhere. Moving forward, establishing formal subareas and implementing targeted strategies to address these geographically specific parking issues more effectively should be strongly considered.

2.1. Background

The following document summarizes a comprehensive data-collection effort on on-street parking occupancy and utilization within the NW Parking Plan District. The data collection methodology was almost identical for each of the two survey years, including cataloging hourly license plate data for 3,615 parking stalls over a 14-hour study day and documenting all permit use (via virtual permit) over the same period. However, the data was collected over a time frame shifted forward by 1 hour compared to 2024.¹⁰

2.2. Process and Study Area

PBOT defined the data collection study boundary with input from the NW Stakeholder Advisory Committee (see **Figure A**). Due to the large study area, data collection was conducted over two days. The dates selected for data collection were:

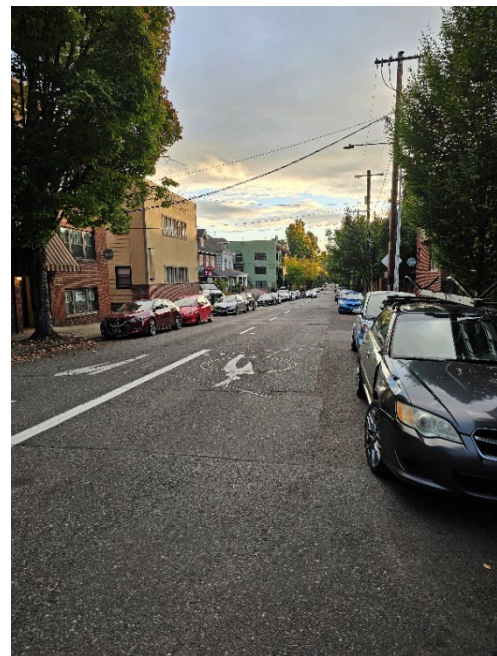
2024 Data Collection

- Tuesday, October 8, 2024
- Tuesday, October 15, 2024

2025 Data Collection

- Tuesday, October 7, 2025
- Tuesday, October 14, 2025

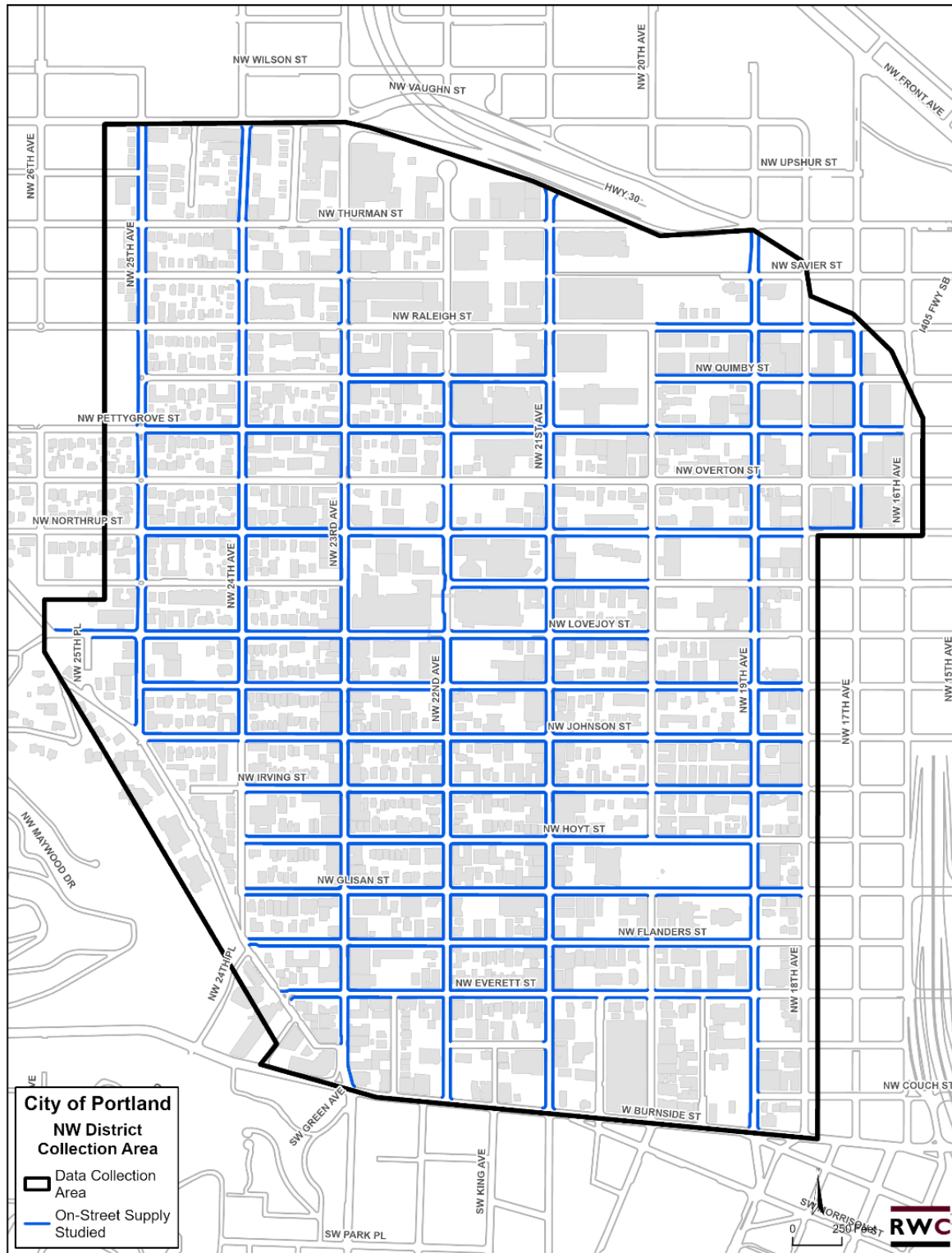
As shown in **Figure A**, the 324-block face study area was bounded by NW Vaughn Street (north), W Burnside



¹⁰ In 2024, data was collected between 7 AM and 9 PM, whereas the 2025 data was collected between 8 AM and 10 PM.

Street (south), NW 25th and NW 26th Avenues (west), and NW 16th, NW 17th, and NW 18th Avenues (east). This boundary is consistent with previous study years.

Figure A: Project Study Area



3.0 Inventory

Year-over-year changes to the study area’s parking inventory were minimal. **Table 1** provides a detailed account of the complete inventory of parking stalls sampled.¹¹

- Parking stalls associated with the Outdoor Dining Program were excluded from the parking inventory. In 2025, there were 28 affected stalls in the sampled parking supply. By comparison, 35 stalls were affected during the 2024 parking study.
- There are **3,615 stalls within the data collection area** (14 more than 2024), comprised of 3,586 metered stalls, 13 signed/time-limited stalls, and 16 No Limit stalls.¹²
- Of the metered stalls, **2,815 (78%) are designated as metered/OBP stalls** (2,807 4 Hour, and 8 ADA stalls). The remaining **771 (21%) metered-only stalls** consist of 15 Minute (4 stalls), 30 Minute (75 stalls), 2 Hour (152 stalls), 4 Hour (534 stalls), and ADA (6 stalls) There are 9 “Fast Stop” zones (5-minute parking) for quick pickups and drop-offs, primarily located in more densely commercial areas. .
- There are 9 “Fast Stop” zones (5-minute parking) for quick pickups and drop-offs, primarily located in more densely commercial areas.
- Of the other 4 signed/time-limited stalls, all are designated as 1 Hour.
- Approximately **92% of all on-street stalls are designated for long-term use** (stays greater than two hours); in this case, 4 Hour parking (3,341 stalls). Of this total, 2,807 metered stalls allow the use of permits, and 534 stalls are metered exclusively for up to a 4-hour stay (no permits allowed).
- **Only 7%¹³ of the on-street parking supply is optimized for short-term commercial use** (stays of two hours or less)¹⁴. These are stalls intended for frequent turnover and to support adjacent ground-floor commercial uses (i.e., businesses). While 4 Hour metered-only stalls can also serve short-term customers, they lack the induced turnover that recirculates users like 2 Hour stalls do.



5-minute Fast Stop zone

¹¹ RWC completed a parking inventory of the entire NW Parking District in September 2022. During that inventory, a total of 5,268 stalls were cataloged throughout the district. A breakout of those inventory findings can be found in **Appendix A**.

¹² No Limit stalls are the likely result of temporarily missing or broken signage (due to vandalism).

¹³ Excludes 5 Minute, ADA, No Limit stalls.

¹⁴ The adopted district priority for on-street parking is customer/visitor trips in commercially zone areas of the district.

Table 1: Inventory Summary (2024 vs. 2025)¹⁵

Use Type	2024 Stalls	2025 Stalls	Δ Stalls
Supply Studied	3,601	3,615	+14
Metered Only	771	771	0
15 Minute	4	4	0
30 Minute	77	75	-2
2 Hour	152	152	0
4 Hour	533	534	+1
ADA accessible	5	6	+1
Metered or by Permit (OBP)	2,802	2,815	+13
4 Hour	2,795	2,807	+12
ADA accessible	7	8	+1
Signed Only	12	13	+1
5 Minute	8	9	+1
1 Hour	4	4	0
No Limit	16	16	0

¹⁵ Of the 324 block faces studied, 323 contain the 3,615 total parking stalls (1 block face does not allow for parking).

4.0 Occupancy & Utilization - Weekday Comparative Analysis

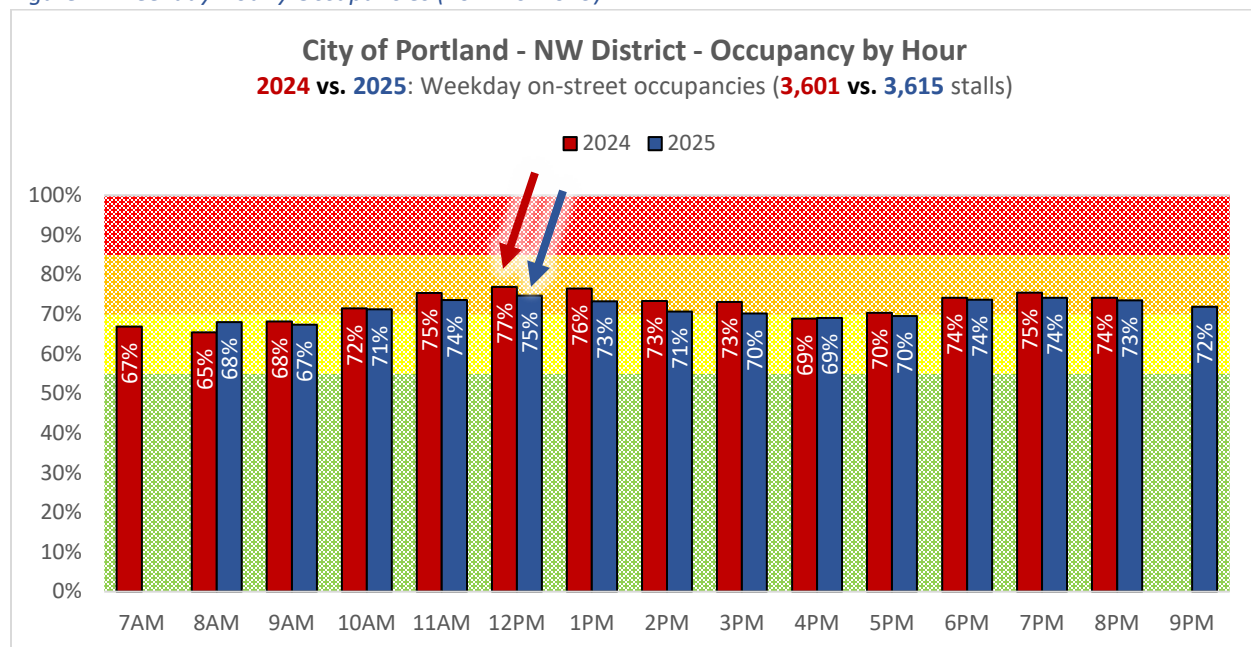
4.1. Overview

The following analysis compares weekday operations in 2024 and 2025 within the study area. License plate data was collected hourly over 14 hours between 7 AM and 9 PM in 2024, and between 8 AM and 10 PM in 2025. In 2024, this aimed to include the two hours before and after parking enforcement hours (9 AM to 7 PM). In 2025, data collection hours were shifted later to match PBOT’s planned extension of evening parking enforcement, which is expected to run from 9 AM to 10 PM.

4.2. Occupancy (Combined Supply)

Figure B identifies differences in hourly parking occupancies between the two study years.

Figure B: Weekday Hourly Occupancies (2024 vs. 2025)

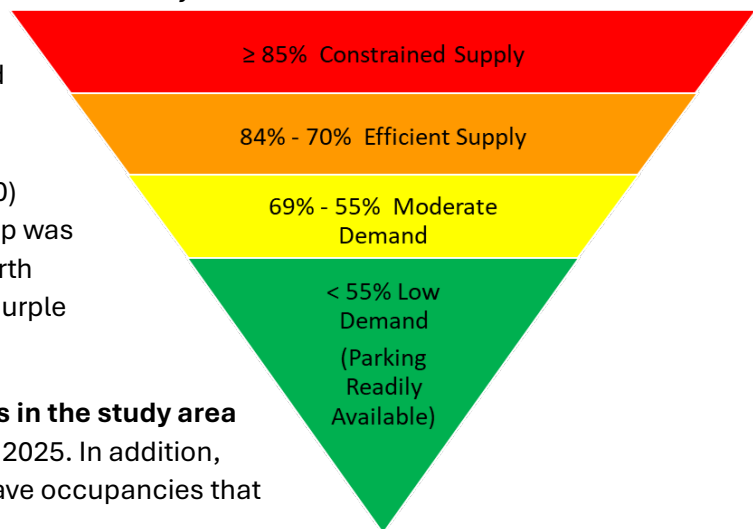


- Occupancies in 12 of the 13 comparable hours measured were **either the same or lower in 2025** versus 2024.
- Overall, the **total on-street system exceeded occupancy levels of 70% in 11 of 14 hours surveyed**, as compared to 10 in 2024. Further, other than the 4 PM hour, parking occupancy remained above 70% all afternoon and into the late evening until the study concluded at 10 PM.
- PBOT currently manages the NW on-street parking system until 7 PM, after which the area is effectively unregulated. However, demand remains strong well into the evening, with occupancy still at 73% at 8 PM and 72% at 9 PM. This persistent level of use indicates that evening management is necessary to support turnover and ensure that parking remains accessible for residents, businesses, and visitors.

- At the **peak hour (12 PM)**, the overall **occupancy** for the entire 3,615-stall study area **reached 75%**, 2 percentage points lower than in 2024.
- Hourly occupancies in 2025 comparatively averaged **1 percentage point lower than in 2024** over the 13 comparable study hours.

Figure C (next page) shows a block-face level “heat map” of the 2025 weekday peak hour (12–1 PM) illustrating color-coded parking occupancies for the entire studied area. Unlike 2024, where the number of constrained block faces south of Lovejoy (80) exceeded those north of Lovejoy (66), the gap was even larger in 2025, with 68 south and 50 north constrained block faces [shown in dashed purple outlines in the figure].

System Performance at A Glance



- **Thirty-seven percent of block faces in the study area are constrained** (exceeding 85%) in 2025. In addition, nearly 3 out of every 5 block faces have occupancies that exceed 70%.
- Of the remaining block faces, approximately 1 in 4 show *efficient use*, whereas 1 in 6 show *moderate use*, and nearly 21% (1 in 5) show *low use* during the peak hour (see *System Performance at A Glance* graphic).
- As mentioned in the report’s introduction, the district’s broader overall occupancies are considered to be at ideal levels (75%), characterized as “efficient supply.” However, the peak hour heat map clearly shows subareas that are constrained (red). This further supports the recommendation to separate the district into smaller management zones. In 2024, in a supplementary assessment, it was determined that **permit users occupied up to 58% of constrained OBP block faces. PBOT should continue to evaluate how permits are affecting visitor access in areas with clustered block-face constraints.**
- During the peak hour, there is a significant swath of block faces with very high levels of parking activity along (and radiating out from) NW 23rd Avenue from Everett to Lovejoy between 22nd and 24th Avenues – evidenced by high concentrations of red and orange block faces.
- Sustained occupancy in the 70–84% range over several consecutive hours signals that the system is approaching a threshold where demand pressures can emerge. When this level is reached, extending or intensifying management—such as lengthening enforcement hours—helps preserve availability, reduce spillover into adjacent areas, and advance broader city objectives like minimizing circling, lowering emissions, and keeping curb space functioning effectively.

Block face counts for **Figure C** parking occupancy heat map at 12 PM

Measured Occupancy ¹⁶	2024	2025	Δ Count
Total Block Faces	324	324	0
Block Faces with Parking Allowed	323	323	0
>= 85%	148	118	-30
70% - 84%	67	79	+12
55% - 69%	48	56	+8
< 55%	60	67	+7
Construction	0	3	+3
No Parking	1	1	0

¹⁶ The on-street supply peak hour occurred at 12 PM for both study years.

Figure C: Weekday Peak Hour Occupancy Map (2025)

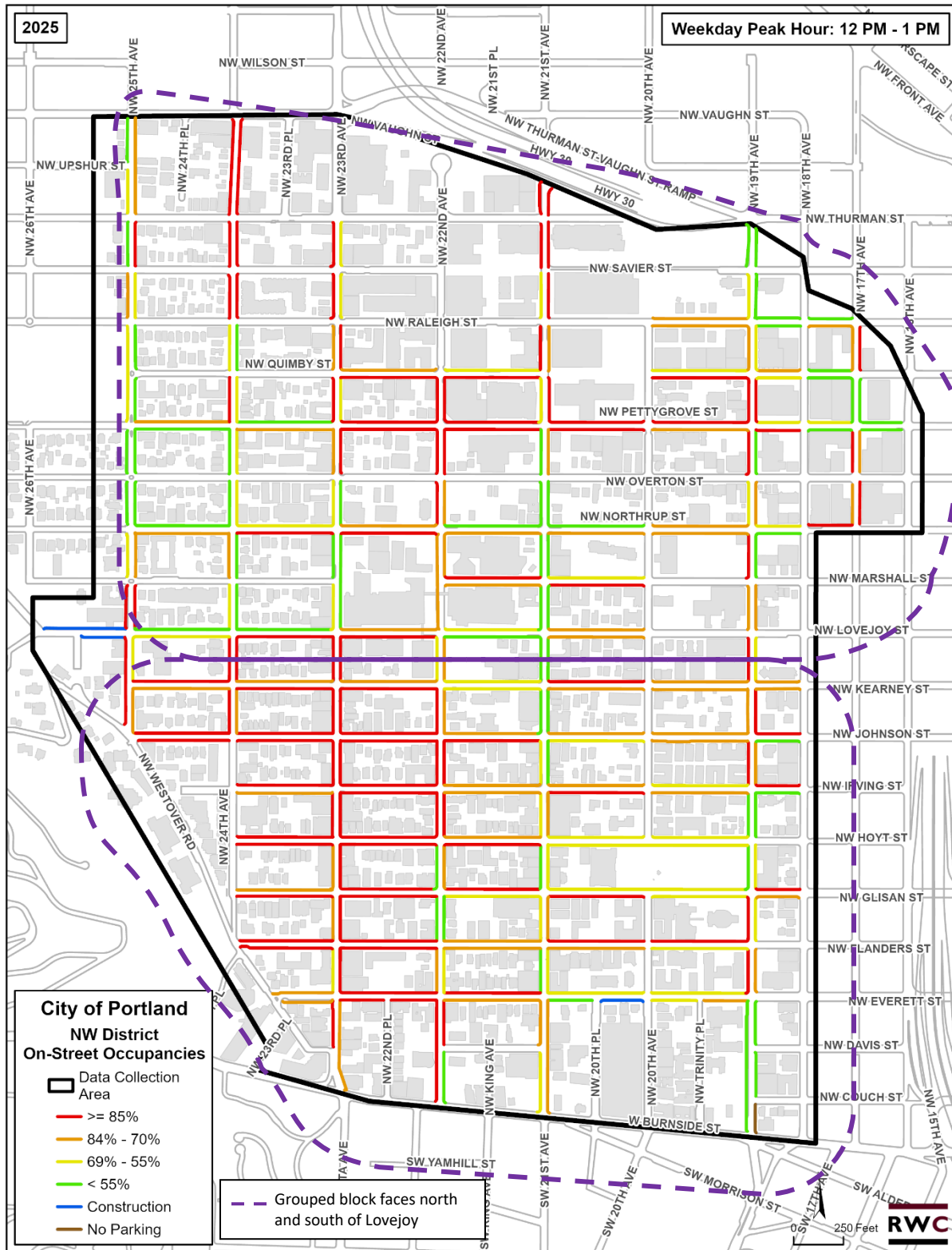


Figure G (in Appendix) illustrates the percentage-point difference in peak-hour parking occupancy between the two study years by block face.

4.3. Occupancy (By Type of Stall)

Table 2 summarizes peak occupancy results by stall type, detailing changes in stall availability, peak hour, occupancy rates, and the number of empty stalls between 2024 and 2025.

- The number of empty stalls has increased compared to 2024. During the 2025 peak hour, there were 894 empty parking stalls, compared with 824 in 2024.
- The two largest categories of stall types are 4 Hour metered/OBP stalls and 4 Hour metered stalls.
 - Occupancies in **4 Hour metered/OBP stalls** (2,807 stalls) **decreased to 77%** in 2025 from 79% in 2024.
 - Occupancies in **4 Hour metered stalls (534 stalls)** **remained approximately the same as in 2024 at 75%** (also the same as in 2023).
- Peak occupancies decreased in 7 of the 10 stall types compared to 2024. The only increases in 2025 occurred in ADA stalls, rising by 7 percentage points for metered-only spaces and 6 percentage points for metered or by-permit spaces.
- Six (6) out of 10 stall types show moderate utilization, indicating that the on-street parking system’s efficiency is largely driven by its 4-hour parking stalls.

Table 2: Weekday Occupancy by Time Stay (2024 → 2025)¹⁷

Use Type	Stalls ¹⁸ (2024→2025)	2024 Peak	2025 Peak	Δ Occ.	Empty Stalls ¹⁹
Supply Studied	3,601 → 3,615	77% (12 PM - 1 PM)	75% (12 PM - 1 PM)	-2%	824 → 894
Metered Only					
15 Minute	4	100% (8 AM - 9 AM)	50% (8 AM - 10 PM)	-50%	0 → 2
30 Minute	77 → 75	65% (8 PM - 9 PM)	57% (9 PM - 10 PM)	-8%	28 → 34
2 Hour	152	74% (7 PM - 8 PM)	69% (6 PM - 8 PM)	-5%	40 → 49
4 Hour	533 → 534	75% (7 PM - 8 PM)	75% (6 PM - 7 PM)	0%	136 → 138
ADA accessible	5 → 6	60% (7 AM - 9 PM)	67% (12 PM - 1 PM)	+7%	2
Metered or by Permit (OBP)					
4 Hour	2,795 → 2,807	79% (12 PM - 1 PM)	77% (12 PM - 1 PM)	-2%	573 → 638
ADA accessible	7 → 8	57% (3 PM & 6 PM)	63% (7 PM - 10 PM)	+6%	3
Signed Only					
5 Minute	8 → 9	88% (7 AM - 8 AM)	67% (11 AM - 12 PM)	-21%	1 → 3
1 Hour	4	100% (7 AM - 8 AM)	0% (8 AM - 10 PM)	-100%	0
No Limit	16	81% (3 PM - 4 PM)	67% (9 PM - 10 PM)	-14%	3

¹⁷ Note that the stall totals for 2025 are based on the stall totals at the midday hour of 12 PM. When individual stall types peak at hours other than 12 PM, the displayed stalls available might not match the respective stall totals in the table. This is due to fluctuations in the total inventory supply. After enforcement ends for spaces, such as loading zones, the inventory grows.

¹⁸ An arrow indicates a change in metrics from the prior year to the current year.

¹⁹ Peak occupancies remove stalls blocked by construction or other obstructions and stalls signed with temporary no parking (the number of stalls under construction fluctuated between 48 and 84, and the number of temporary no parking stalls fluctuated between 0 and 78), affecting the number of stalls available.

4.4. Utilization Metrics²⁰

Table 3 summarizes key utilization metrics of system performance. Comparisons between the two study years are noted below, with distinctions between Non-Permit and Permit Users where applicable.²¹

Note: Non-permit user trips are effectively discretionary “customer” trips and should be considered a bellwether for economic activity in the neighborhood. The purpose of parking management is to ensure, to the highest degree possible, the availability of, and access to, on-street parking for the customer and visitor (as well as the resident). If the consequence of more rigorous management strategies results in fewer customer trips, the strategies should be reevaluated.

Table 3: Other Weekday Use Characteristics (2024 vs. 2025)

Use Characteristics	2024 ²²	2025 ²³	Δ Usage
All Unique Vehicles Observed	9,064	8,840	-224 trips
Non-Permit Users	6,010	5,925	-85 trips
Permit Users	3,054	2,915	-139 trips
Permits observed during peak hour for permit use	1,413	1,282	-131 permits
Observed in Metered OBP stalls	1,311	1,189	-122 permits
Observed in non-permit stalls ²⁴	102	93	-9 permits
Average Duration	3:54	3:56	+2 min
Non-Permit Users	2:47	2:55	+8 min
Permit Users	6:06	6:00	-6 min
Turnover Rate	2.6	2.5	-0.1 turns
Non-Permit Users	3.6	3.4	-0.2 turns
Permit Users	1.6	1.7	+0.1 turns
Non-Compliance Rate – All Time Limited Stalls²⁵	12%	12%	n/a
Non-Permit users staying ≥ 5 hours in time-limited stalls (% of vehicle trips)	780 (9%)	800 (9%)	+20 vehicles
Vehicles moving between stalls: re-parking (% of vehicle trips)	863 (10%)	839 (9%)	-24 vehicles

²⁰ Additional use metric tables (Tables 9 and 10) are located in the **Appendix** to this report.

²¹ For definitional purposes, a “non-permit user” is assumed to be a customer or visitor trip (i.e., a visit to a business, or an intended short stay in the district). A “permit user” is assumed to be an employee or resident of the district, with an intended longer-term stay that would exceed a posted time restriction.

²² The 2024 peak hour for permit use during enforcement hours occurred at 12 PM.

²³ The 2025 peak hour for permit use during enforcement hours occurred at 2 PM.

²⁴ Ideally no vehicles displaying permits would be parked in these stall types (ADA exempt); they are not intended for permit holders.

²⁵ Violation rates at long-term meters (greater than 2 hours) may be lower than reported due to the ability of users to ‘plug the meter’ (add additional time beyond the posted time restriction).

All Unique Vehicles Observed

- The total number of **unique vehicle trips decreased from 9,064 in 2024 to 8,840 in 2025**, a decrease of 224 trips (-2%).²⁶
- Permit and non-permit trips marginally decreased by 139 and 85 trips over the previous year, respectively.

Permits Observed

- The total number of active on-street permits during the peak hour for permit use decreased by 131 compared with 2024. This represents a 9% decrease: 1,282 peak-hour permits in 2025, down from 1,413 in 2024. [Note: Detailed information regarding the distribution of all permits by type (e.g., residential/business) can be found in **Table 4.**]

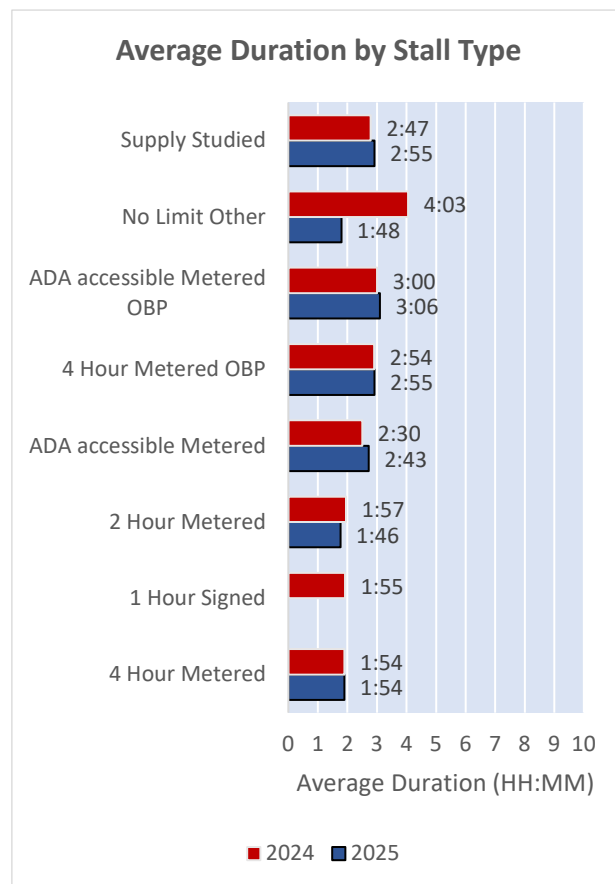
Average Duration of Stay

- The average duration for All Users (both non-permit and permit users), as shown in Table 3 below, is nearly the same across both survey years: 3 hours and 54 minutes (2024) and 3 hours and 56 minutes (2025).

- **Non-Permit Users (customers/visitors).** The average length of stay by **customers and visitors differed by 8 minutes: 2 hours and 47 minutes (2024) and 2 hours and 55 minutes (2025).** This is shown in **Figure D** (right), which presents the average duration of stay by unique stall type for non-permit users.

- **The average duration parked at 4 Hour metered stalls is 1 hour and 54 minutes**, which, as noted in previous studies, suggests a portion of those stalls could be reassigned as 2 Hour Metered stalls while not negatively impacting the average user. At this time, the 4 Hour designation does not appear to be adversely affecting the turnover rate of these stalls.

Figure D: Parking Average Duration by Stall Type (non-permit users)



²⁶ Vehicle trips are still lower than pre-pandemic levels (10,701 in 2019).

- *Permit Users (employees/residents)*. The average duration for permit users decreased by 6 minutes in 2025, from 6 hours and 6 minutes (2024) to 6 hours (2025).

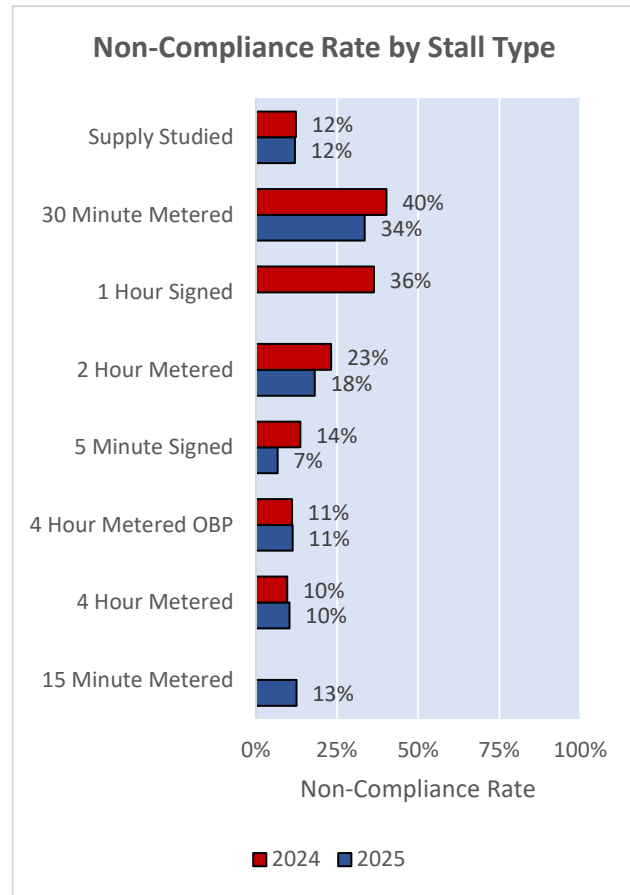
Turnover Rate

- The overall turnover rate remained stable across study years, with the most notable shift occurring among non-permit users, whose rate decreased from 3.6 in 2024 to **3.4 in 2025** (the same as in 2023).

Non-Compliance Rate (Overtime Violations)

- The **overall non-compliance rates are unchanged from 2024, at 12 percent.**²⁷ This remains higher than industry best practice standards for effective enforcement.²⁸
- **Non-compliance rates are highest for 30 Minute metered stalls and 2 Hour metered stalls**, with slight improvement compared to 2024.²⁹
 - Non-compliance in 30 Minute stalls dropped to 34% in 2025 compared to 40% in 2024.
 - Non-compliance in 2 Hour (Metered) stalls decreased to 18% in 2025, down from 23% in 2024.
- Though time stay compliance rates improved somewhat overall, non-compliance in all timed stall types still exceeds industry best practices standards for an efficient parking system.

Figure E: On-Street Parking Non-Compliance by Stall Type (non-permit users)



Excessive Stays – 5+ Hours in a Time-Limited Stall

- As shown in **Table 3**, the number of unique vehicles (non-permit) parking for 5 or more hours in timed parking stalls increased from 780 (2024) to 800 (2025). Both years show that these **long duration stays account for 9% of all trips and suggest that long-term users (generally employees/residents) are occupying spaces intended for customer or visitor use.**

²⁷ Vehicles parked longer than the posted time restriction. In NW, users are lawfully allowed to extend their parking session at 4 Hour meters by adding time; consequently, these figures might overstate the true overstay violation rate.

²⁸ The industry suggests an overtime violation rate that falls between 5% and 9%.

²⁹ There were no 1 Hour Signed stalls within the 2025 studied supply. As such, no comparison could be made year to year.

Vehicles moving between stalls: Re-Parking³⁰

- Approximately **1 in 11 vehicles parked more than once within the study area** (9%) during the study period, accounting for a total of 839 trips. This was 1 percentage point lower than in 2024, when 863 re-parks occurred (10% of vehicle trips).

4.5. Permit Usage

Table 4 illustrates permit activity by hour of the day.

- The 2025 peak hour for permit use during enforcement hours occurred at **2 PM when 1,282 permits were parked** in the study area. At this hour, a total of 2,512 permit and non-permit vehicles were parked (234 fewer stalls occupied than in 2024). Of that total, **51% of all parked vehicles have an active permit**, the same as in 2024.
- **The overall peak hour for total vehicles parked occurs at 7 PM** when 2,693 parked vehicles were observed; 54 fewer vehicles were parked compared to 2024 (during the same hour). At this hour, 1,256 permits were present (47% of occupied stalls) as compared to 1,251 permits in 2024 (46% of occupied stalls).
- At the **2025 peak hour for permit use (2 PM)**, of the **1,282 active permits** in use, 810 were residential, and 454 were business permits. This represents a **9% overall decrease in permit use compared to the 2024** permit use peak hour, 12 PM, when 890 residential and 499 business permits were in use.
- In 2025, permits accounted for more than half of occupied parking stalls for 8 of the 14 observed survey hours.
- Though peak hour occupancies are below 85% overall, **the continual high volume of permits** (making up over half³¹ of all parked vehicles) **is a contributing factor in driving constraints at the block face level.**

³⁰ This is generally a sign of employees and/or residents moving their car every few hours.

³¹ Ranging from as little as 46% of all parked vehicles, to as much as 54% of all parked vehicles.

Table 4: Weekday Permit Use (2024 → 2025)

Hour	Residential	Business	Other ³²	Total Permits	Non-Permit Users	Stalls Occupied
7AM	1,190 → n/a	155 → n/a	24 → n/a	1,369 → n/a	1,008 → n/a	2,377 → n/a
8AM	1,085 → 1,035	232 → 246	22 → 23	1,339 → 1,304	984 → 1,090	2,323 → 2,394
9AM	987 → 939	347 → 318	17 → 21	1,351 → 1,278	1,066 → 1,092	2,417 → 2,370
10AM	934 → 871	433 → 386	19 → 22	1,386 → 1,279	1,159 → 1,230	2,545 → 2,509
11AM	909 → 822	482 → 420	20 → 24	1,411 → 1,266	1,282 → 1,338	2,693 → 2,604
12PM	890 → 809	499 → 447	24 → 23	1,413 → 1,279	1,333 → 1,365	2,746 → 2,644
1PM	871 → 796	503 → 446	26 → 21	1,400 → 1,263	1,332 → 1,330	2,732 → 2,593
2PM	863 → 810	503 → 454	28 → 18	1,394 → 1,282	1,238 → 1,230	2,632 → 2,512
3PM	898 → 810	477 → 435	27 → 22	1,402 → 1,267	1,222 → 1,227	2,624 → 2,494
4PM	924 → 868	399 → 364	23	1,346 → 1,255	1,135 → 1,217	2,481 → 2,472
5PM	976 → 949	308 → 271	29 → 21	1,313 → 1,241	1,223 → 1,248	2,536 → 2,489
6PM	1,069 → 1,045	204 → 176	25 → 20	1,298 → 1,241	1,397 → 1,429	2,695 → 2,670
7PM	1,088 → 1,082	138 → 152	25 → 22	1,251 → 1,256	1,496 → 1,437	2,747 → 2,693
8PM	1,129 → 1,171	116 → 115	23 → 21	1,268 → 1,307	1,433 → 1,361	2,701 → 2,668
9PM	n/a → 1,205	n/a → 104	n/a → 20	n/a → 1,329	n/a → 1,282	n/a → 2,611

Figure F illustrates the percentage of stalls occupied by permit users by hour by year within the study sample. The figure offers a different way to visualize the data shown in Table 4. The figure shows the percentage of all stalls occupied by user group, both permit and non-permit users.

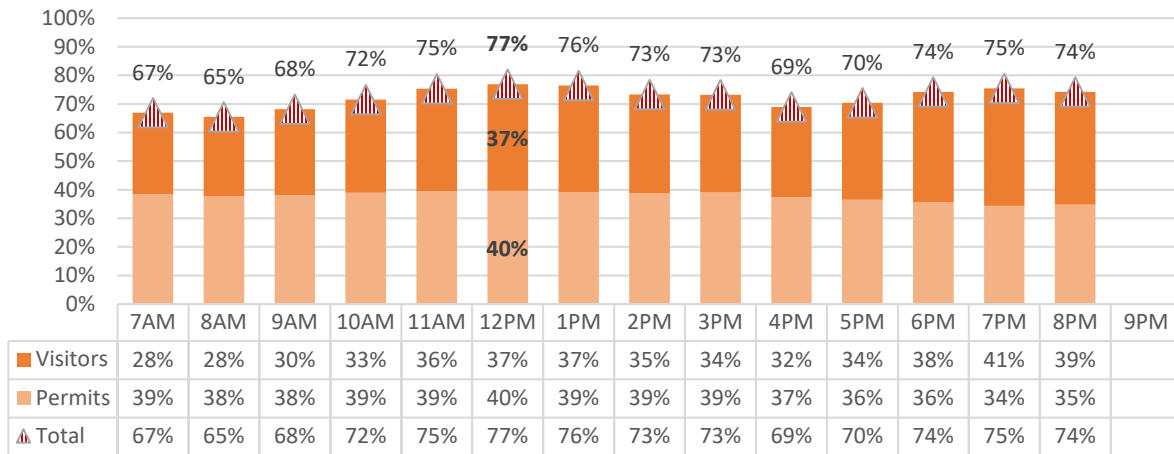
- During the 2025 peak occupancy hour and the peak hour for permit use (12 PM and 2 PM, respectively), 36% of all stalls are occupied by permit users (chart shown in light blue); by contrast, in 2024, 40% of all stalls were occupied by permit users (chart shown in light orange).
- Across all the sampled supply, the percentage of stalls occupied by permit users remains remarkably constant, varying between 34% (6 PM) and 37% (8 AM and 9 PM). Whereas the percentage of stalls occupied by visitors has greater fluctuation, with percentages as low as 31% at 8 and 9 AM and as high as 40% at 7 PM.

³² Other permits group ADA, Temporary, Carshare, and Public permits together.

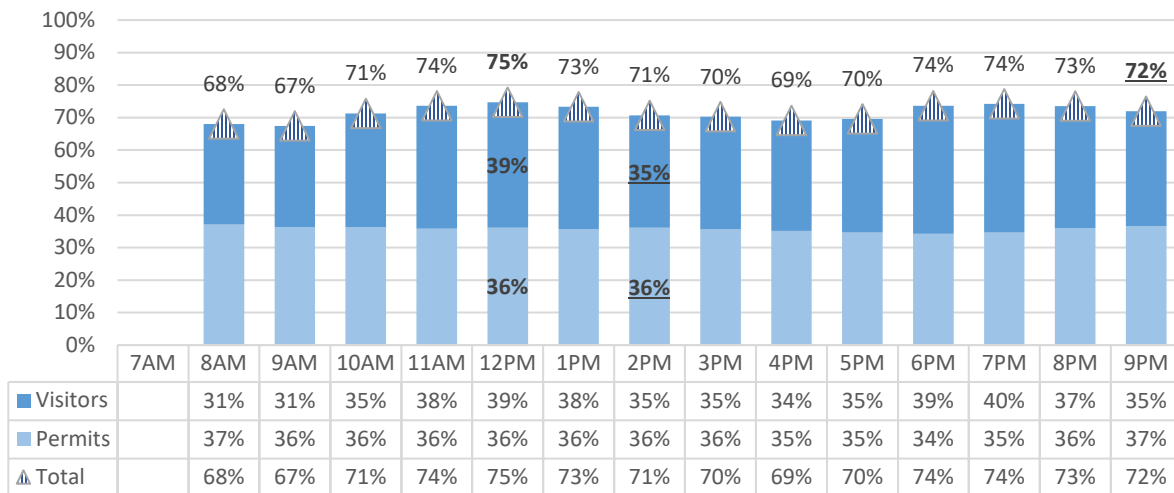
Figure F: Percentage of Total Stalls Occupied by User Group by Hour (2024 vs. 2025)

City of Portland - NW District - Occupancy by Hour

2024: Hourly % of stalls occupied by user type



2025: Hourly % of stalls occupied by user type



5.0 Parking Permit Assessment

All users apply and receive their permits (e.g., residential, business, and temporary) through the city’s electronic portal. All applications still go through a validation process, but rather than receiving a new paper permit, all permits are tied to each user’s license plate. Employers can manage their permit allotment by “checking out” business permits to their employees based on their shift regimen. In other words, two employees can use (i.e., “check out”) the same business permit as long as they are not parked in Zone M at the same time.

5.1. Permit Allocation

The purpose of this assessment is to establish a measured breakdown of the current supply, track where permit users are parking by stall type, and use that information to extrapolate the findings to the entire inventory. A complete inventory update of the NW Parking District was conducted in 2022.

Table 5 provides a breakdown of the number of permits the city allocated by permit type within the NW Parking District at the time of the survey.

- In 2025, there was an increase in the number of permits distributed (5,653³³), up 2% from 2024 levels.
 - Business permits were down 1% (-33 permits) over the previous year.
 - Residential permits were up 5% (154 permits).
 - Residential guest permits were down 43% (-23 permits).
- Of the 3,341 (non-guest) residential permit total, 1,863 were income-based permits (56% of the total). In 2024, 1,646 were income-based (52%).

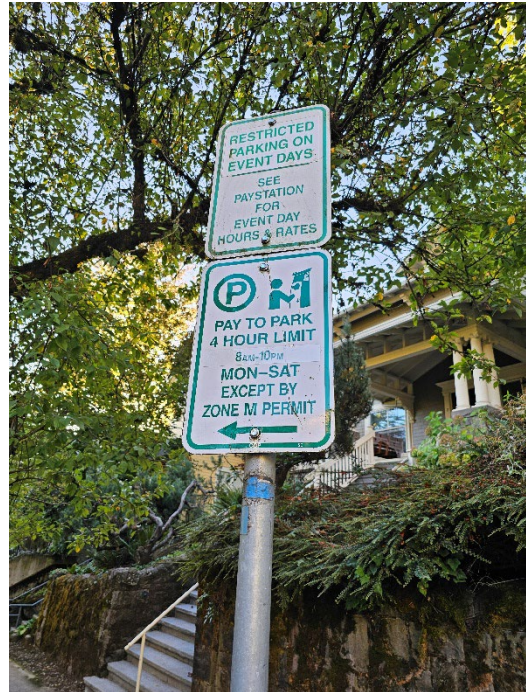


Table 5: Permit Allocations Comparison (2024 vs. 2025)

Year	2024	2025	% Change (permits)
Business	2,315	2,282	-1.4% (33)
Resident	3,187	3,341	+4.8% (154)
Residential Guest	53	30	-43.4% (23)
Total Allocated	5,555	5,653	+1.8% (98)

³³ Peak year permit allocation was in 2016 when 8,558 permits were issued (4,054 business, 3,412 residential, 1,094 guest).

5.2. Permit Use and Extrapolation Analysis

Table 6 provides the format for estimating current permit use in the district. The format is based on 2025 findings extrapolated to a larger NW Parking District supply area totaling 5,268³⁴ stalls.

Table 6: 2025 Summary of Permit Use

	A	B	C	D
Observation	Sample Size	Percent of Sample	All Stalls	2024 Comparison
1 On-street stalls in all NW Parking District	-	-	5,268	5,268
2 On-street stalls surveyed – sample size	3,615	100%	-	3,601
3 Stalls <u>Metered</u> 4 Hour OBP	2,815	78%	4,102	4,099
4 Stalls where permits are not valid (Stalls without an OBP designation)	800	22%	1,166	1,169
Extrapolation Analysis				
5 Permits in <u>Metered</u> 4 Hour OBP - peak hour	1,189	42%	1,733	1,918
6 Permits observed in all other stall types ³⁵	93	12%	136	149
7 Permits displayed during peak hour and extrapolated to all on-street stalls	1,282	N/A	1,868	2,067

- There are 4,102 stalls within the entire inventory of stalls where parking with a permit is allowed (row 3, column C). This represents about 78% of all parking in the district. The remaining 1,166 stalls (22%) do not allow parking with a permit (row 4, column C).³⁶
- 2025 findings indicate there are 1,282 permits displayed in the sampled supply during the peak hour for permit use (row 7, column A). Of this total, 1,189 are parked in 4 Hour OBP Metered stalls (row 5, column A).
- An additional 93 permits were found to be parked in other stall types, where permits are not recognized (row 6, column A). However, it is lawful for permit users to park in metered-only stalls with a valid payment.

³⁴ RWC completed a parking inventory of the entire NW Parking District in September 2022. During that inventory, a total of 5,268 stalls were cataloged throughout the district. A full breakout of those inventory findings can be found in **Appendix A**. To reiterated, the total number of stalls measured in 2025 totaled 3,615 (a 69% sample size).

³⁵ Ideally no vehicles displaying permits would be parked in these stall types; they are not intended to accommodate permit holders without proper meter payment.

³⁶ ADA spaces are exempt.

- When these 1,282 permits are extrapolated to the entire parking supply where permits are recognized (OBP stalls only), there are 1,868 permits displayed during the peak hour on a “typical day” (row 7, column C).

5.3. Permit Recommendations

Traditionally, **Table 7** summarizes the number of Business and Residential permits that would be reduced or allocated to lower-usage 4 Hour OBP stalls to achieve the desired 84% occupancy rate. In this case, 4 Hour OBP stalls have an occupancy rate of 79% with no apparent need to adjust the current permit allocation. The following assessment outlines the prevalence of permits within the 2025 sampled stalls and their frequency throughout the entire parking district, extrapolated to the entire district supply. However, this district-wide approach to adjusting permit allocation may not accurately address the observed 37% (118/323) constraint at the block faces surveyed (Figure C), where permit use could be a contributing factor.

- The actual “peak occupancy” rate for all OBP stalls is 80% if the 93 current permits improperly using non-permitted stalls were directed to 4 Hour OBP stalls (row 2). This is the sixth time OBP stalls have been below 85% since monitoring began (all instances occurring post-COVID).
- At the time of the survey, 2,282 permits were allocated to businesses in 2025. This allocation of permits to businesses is based on 80% FTE.
- For residential-based permits, there were 3,371 active (valid) permits distributed to residents and their guests at the time of the survey, 131 more than in 2024, a 4% increase.
- Float³⁷ for each category of permits continues to recalibrate based on a couple of important factors, the most significant being the continual refinement of allocation rules (eligibility, price, allocation limitations, etc.). The other is the reduction in businesses and residents opting to purchase “discretionary” permits. The float factor will continue to fluctuate as conditions within the district change (e.g., growth in dwelling units, the number of businesses, and non/hybrid work environments). However, it may approach a more equilibrium level in subsequent years. The float for business permits is 345% of total permits issued, whereas the float for residential permits is 286%. Said another way, only 29% of all business permits and 35% of all residential permits were in use during the observed combined permit peak (true peak for residential permit use occurs outside of data collection hours).
- Based on current district-wide peak hour occupancies, no additional permits would need to be reduced from current allocations to achieve the desired occupancies, 84%, in OBP

³⁷ Float is the relationship between permits allocated and the highest number of permits present during the survey day [shown as a percentage = (permits allocated) / (peak permit use)]. Factors that contribute to float include (a) over purchasing permits, (b) purchased permits are not in the district on certain days (e.g., a resident that does not work in the district; reverse commuting to a job outside of the NW District, (c) sick days and vacation days when an employee does not come to work. Also, the impact of remote work (on employees that live outside the district) would affect float .

stalls (row 9). According to this assessment, an additional 260 permits could theoretically still be allocated while achieving optimal occupancy levels.

- It is estimated that 1,954 permits would be parked in the peak hour in 2026 (row 11) versus the 1,868 permits currently shown in the extrapolated model (row 8).

Note: RWC is not recommending additional permits be allocated; it merely states that if 260 additional permits were allocated, the system would theoretically still maintain a (desired) sub-85% occupancy level. The potential impact of those additional permits on currently constrained block faces, or clusters of constrained block faces, would require consideration by PBOT and the NWSAC.

Table 7: Observations of Permit Allocation

Observation		2024	2025
1	Peak hour occupancy in 4 Hour Metered OBP stalls	79.4%	77.0%
2	Peak hour demand in 4 Hour OBP stalls if permits now using non-permit stalls are allocated to OBP stalls	83.0%	80.3%
3	Permits allocated to businesses based on a 0.8 permits / FTE ratio ³⁸	2,315	2,282
4	Permits allocated to residents (includes guest permits)	3,240	3,371
5	Business permit “float” equals the number of permits distributed / permits observed during peak hour	315% (2,315/736)	345% (2,282/662)
6	Residential permit “float” equals the number of permits distributed / permits observed during peak hour	186% (3,240/1,741)	286% (3,371/1,180)
7	Other permits observed – Temporary, Carshare, Public, etc. (extrapolated ³⁹)	35	26
8	Permits displayed in peak hour occupancy (extrapolated)	2,067	1,868
9	Estimated permits needed to be reduced as a strategy to lower peak occupancy in 4 Hour OBP stalls from the current [80.3%] to 84%	(64)	(260)
10	Recommendation: maximum permits allocated ⁴⁰	5,619	5,913
11	Estimated distribution of permit users in 4 Hour OBP stalls in peak hour @ 84% occupancy	2,091	1,954

³⁸ Many businesses elect to receive a lower ratio than the allowable 0.8 permits / FTE

³⁹ Figure extrapolated to the entire NW parking district (5,268 stalls).

⁴⁰ This reduction in permit allocation is intended to achieve an 84% occupancy goal – applies only to existing conditions. It does not take into account new development or growth (in residents or employment).

- Note:** Given that the recommendation (row 10) is based on a static model reflecting existing conditions and does not account for any growth/decline in residences or employment, it is advisable to choose a target allocation goal that is less than 5,913, such as 5,750.

Table 8 illustrates the distribution of permits by type, based on a recommended allocation of 5,750 permits.

Table 8: Recommended 2026 Allocation Goal for Permit Types

Permit Type	Current		2026 Recommendation	
Business	2,282	40%	2,321	40%
Resident	3,371	60%	3,429	60%
Total	5,653	100%	5,750	100%

If PBOT were able to cap the number of allocated permits at 5,750 and distribute them based on current distribution percentages for businesses (40%) and residents (60%), businesses would be limited to 2,321 permits and residents to 3,429 permits.

6.0 Goal Statements for Successful Parking System Operations

Parking Goal Statements

When reviewing annual parking utilization findings, the progress metrics, hourly occupancies, and heat maps can be somewhat hypnotic – figures blur together, and it’s easy to forget that these numbers tell a story. They tell a story about the parking system, about how it’s being used. Is it being used efficiently? And by whom? It’s important to manage parking, but not to the point of diminishing returns. The parking system is there to support the community and its activities, not the other way around. The following operational goal statements are offered as a simple lens or point of reference for evaluating results and recommendations.

NW Parking Metrics – Goal Statements

Permit allocation: Strive to gradually reduce the total number of parking permits allocated to achieve an equilibrium, where visitor trips are not encumbered by parked residential or business permit holders during enforcement hours.

Vehicle trips: *As a metric of economic health and vitality, maintain or increase the number of visitor trips to NW.* Parking management strategies are intended to facilitate access for prioritized user groups based on demand; it is essential to maintain or enhance access for visitor trips, which are an important economic engine to the district. In other words, do not overmanage your supply at the expense of those you are trying to encourage to come.

2 Hour stall turnover rate: *The turnover rate for 2 Hour stalls should meet or exceed 5.7 turns in a 10-hour period (an average length of stay of 1.75 hours).* This is an important metric to monitor, as 2 Hour stalls are an important tool for the retail and restaurant-based businesses in NW. These short-term stalls are intended to allow users a reasonable length of stay, while also encouraging turnover. The more stalls turnover, the more trips can be accommodated, which is particularly important in a constrained parking environment like NW.

7.0 Findings and Recommendations

Overall, the 2025 parking utilization study indicates that the system is functioning efficiently. At peak hour (12 PM), total occupancy across the 3,615-stall study area was **75%**, representing a slight decrease of two percentage points from 2024. However, a detailed analysis highlights specific locations with significant constraints, where parking availability is limited across all user groups.

During midday peak periods, 37% of block faces (2 out of every 5) had occupancies of at least 85%. Further assessment is warranted to identify which user groups contribute to these constraints in the 118 affected block faces. It is essential to implement targeted management strategies to optimize visitor access, as outlined in Section 6 – Parking Goal Statements. If the predominance of permit users is restricting visitor access in certain areas, consideration should be given to reducing the number of OBP stalls to facilitate higher turnover among other user groups.

The NW Parking District is one of the most managed parking supplies in the city, and for good reason. It is also one of the most active areas, with a wide array of user groups and activities. However, as the district has matured, we also know that not all areas of the district function the same way or have the same user demographics. Consequently, it will be important for PBOT, with input from the SAC, to separate the district into subareas that can be managed in more nuanced ways to be more responsive to area-specific needs.

The follow are some recommendations to consider in the coming year.

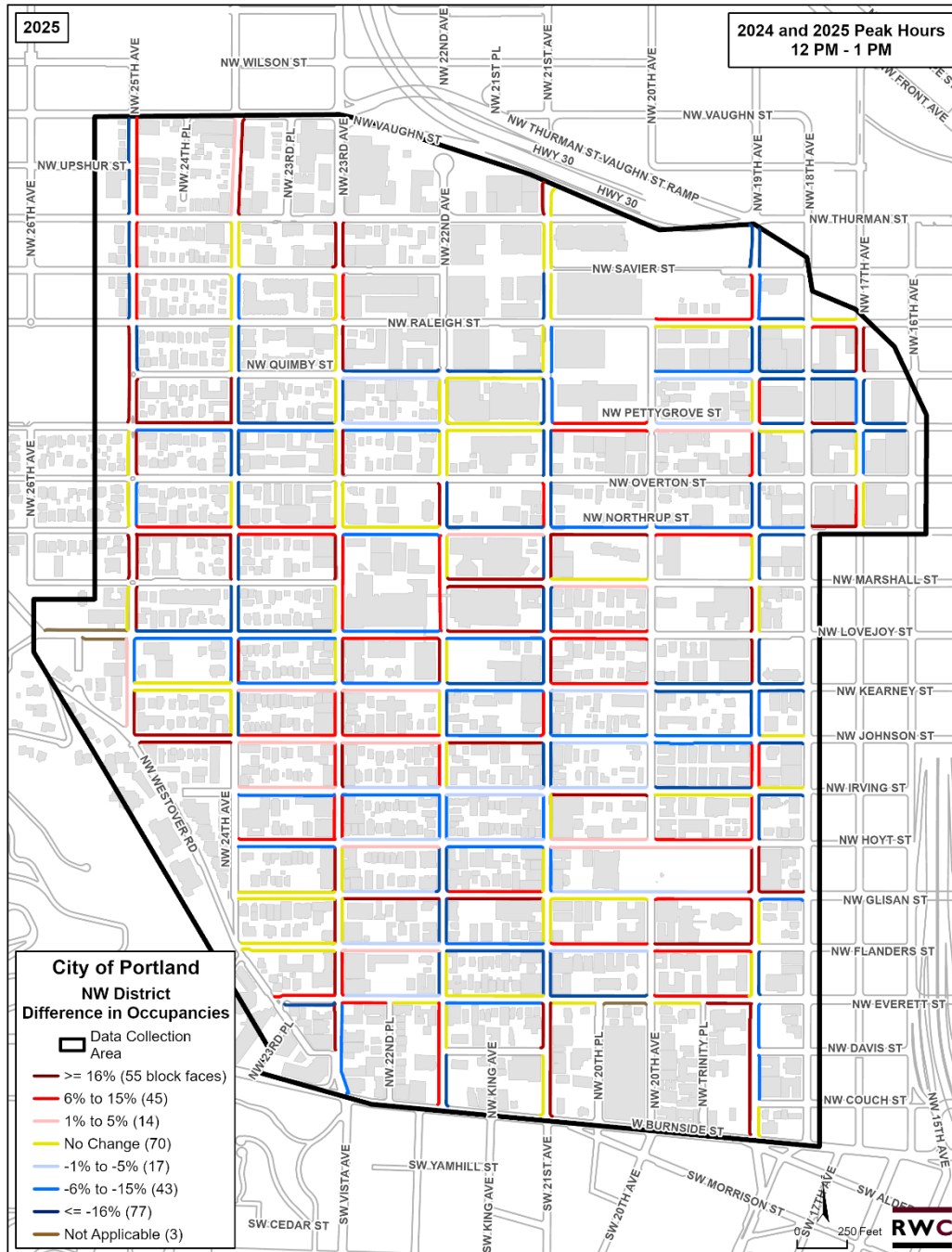
- 2026 permit allocation target = 5,750
- Reemphasizing the paragraph above – Separate the NW Parking District into distinct subarea management zones so that strategies can be customized to address the particular needs of each area.
- Preserve and increase the number of short-term (2-Hour) stalls to support ground-floor commercial spaces and facilitate higher levels of turnover. Only 8% of the current supply prioritizes short-term trips, which is inconsistent with a district competing with other areas of the city to lure customers to enjoy NW Portland’s offerings.
- Continue enforcing parking, aiming to reduce the overtime violation (non-compliance) rate from 12% to 9%.
- Evaluate the impact of permits on occupancies in areas with high clusters of constrained parking. This will ensure that visitor access is prioritized and does not conflict with permit use.
 - Reduce the number of Or By Permit stalls in proximity to commercial corridors, particularly as redevelopment occurs (e.g., Slabtown). Of particular importance are the busy (constrained) areas adjacent to NW 21st and NW 23rd and around Slabtown; reformatting select block faces would provide additional capacity for visitors and customers coming to the district.

- Extend enforcement hours to align with periods of elevated parking occupancy later into the evening. Parking utilization consistently exceeded 70% until the study concluded at 10 PM. Furthermore, the hours between 7 PM and 10 PM represented some of the highest volumes of visitor trips observed throughout the survey day.
- Minor adjustments to stall formatting:
 - ✓ Replace missing or vandalized signage to effectively eliminate outlier No Limit stalls (16 of them)
 - ✓ Eliminate 1 Hour Signed stalls (4 of them)

8.0 Appendix A

Figure G illustrates the percentage-point difference in peak-hour parking occupancy between the two study years by block face. The darker colors (both red and blue) indicate greater occupancy change, whereas lighter-colored block faces indicate lower change (yellow indicating no change).

Figure G: Differences in Peak Hour Occupancy – Comparison of 2024 vs. 2025



As **Figure G** demonstrates, hourly occupancies are nearly evenly split across block faces in terms of peak-hour occupancy change between 2024 and 2025, slightly favoring block faces with decreased occupancies.

- At the peak hour (12 PM), of the 324 analyzed block faces, 114 of them (35%) show an increase over 2024 (126 block faces in 2023 vs. 2024).
- 137 block faces (42%) show a decrease over 2024 (compared to 136 block faces in 2023 vs. 2024).
- Approximately 22% of the surveyed block faces (70) show no change (61 in 2024).
- Three block faces are noted as Not Applicable (i.e., unable to be compared with the previous year), which is primarily due to construction or a temporary closure during one of the two data collection periods.
- Pockets of *occupancy increases* include:
 - NW 25th Ave between NW Pettygrove and Vaughn
 - NW 23rd Ave between NW Northrup and Westover
 - NW Northrup between NW 25th and 23rd
 - NW Johnson between NW Westover and NW 21st
 - NW 21st Ave between NW Everett and W Burnside
- Pockets of *occupancy decrease* include:
 - NW 24th Ave between NW Savier and NW Johnson
 - NW 21st Ave between NW Savier and NW Everett (with exceptions)
 - NW Quimby between NW 23rd and 17th
 - NW Pettygrove between NW 25th and 22nd
 - NW Lovejoy between NW 25th and 23rd
 - NW Kearney to Johnson between NW 22nd and 18th (with exceptions)
 - Nearly all of NW Irving between NW 24th and 19th

Tables 9 and 10 summarize performance metrics for stalls with 2- or 4-hour time limits (metered and by permit). These stalls make up 97% of the sampled supply and serve as the base standard for stalls in the NW Parking District (exception stalls, such as 5-, 10-, and 30-minute, ADA, and No Limit stalls, have been excluded from this summary). Metrics for the 2 and 4 Hour stalls include occupancy at the on-street supply peak hour, user group, vehicle trips, vehicle hours parked, average length of stay, and turnover rate from 2024 to 2025.

Table 9: On-Street Occupancies at Supply Peak Hour (2024 → 2025)

Use Type	Stalls (2024→2025)	2024 Supply Peak ⁴¹	2025 Supply Peak ⁴²	Δ Occ.	Empty Stalls
2 Hour – Metered Only	152	72%	62%	-10%	42 → 58
4 Hour – Metered Only	533 → 534	70%	73%	+3%	157 → 143
4 Hour - Metered OBP	2,795 → 2,807	79%	77%	-2%	573 → 638

- 2 Hour metered stall occupancy significantly decreased from 72% in 2024 to 62% in 2025 during the peak hour.
- 4 Hour metered-only and by-permit stalls remained stable in occupancy rate from 2024 to 2025, increasing by 3% and decreasing by 2%, respectively.

Table 10: On-Street Utilization – Non-Permit vs. Permit User (2024 → 2025)

Use Type	Users (2024→2025)	Average Duration	Turnover Rate
2 Hours - Metered	110 → 94	2:09 → 1:58	4.7 → 5.1
Non-Permit Users	90 → 78	1:57 → 1:46	5.1 → 5.7
Permit Users	20 → 16	3:48 → 4:05	2.6 → 2.5
4 Hours - Metered	360 → 389	2:06 → 2:09	4.8 → 4.7
Non-Permit Users	295 → 323	1:54	5.2
Permit Users	65 → 66	3:46 → 4:22	2.7 → 2.3
4 Hour - Metered OBP	2,208 → 2,113	4:06 → 3:53	2.4 → 2.6
Non-Permit Users	900 → 928	2:54 → 2:55	3.5 → 3.4
Permit Users	1,308 → 1,185	5:35 → 5:06	1.8 → 2

- The average duration at 2 Hour stalls decreased by 11 minutes, at 1 hour and 46 minutes, compared to 1 hour and 57 minutes in 2024 for non-permit users.⁴³ **As a result, turnover in 2 Hour metered stalls is 5.7 compared to 5.1 in 2024;** 5.00 is the industry minimum target for a designated 2-hour time limit.⁴⁴
- **4 Hour metered stalls are operating far more efficiently than the posted time restriction,** maintaining an average duration parked well below 4 hours (1 hour and 54

⁴¹ The 2024 on-street peak hour occurred at 12 PM.

⁴² The 2025 on-street peak hour occurred at 12 PM.

⁴³ Permit users have no special privileges in 2 Hour stalls; all users must pay, and all are subject to the posted time restriction. Average duration includes all stays in these stalls, with the high rate of non-compliance (23%), and stays of 5 or more hours can influence the duration average upward.

⁴⁴ The minimum turnover rate (by design) for a 2 Hour stall over a 10-hour enforcement day is 5.0 (10 hours / 2-hour duration = 5.0). For example, if the average stay is 1 hour and 45 minutes, then the turnover rate would improve to 5.71 (10/1.75 = 5.7). The higher the turnover rate, the more efficiently the system allows access to a larger number of visitors.

minutes) for non-permit users. This warrants a discussion with the Stakeholder Advisory Committee about reformatting a portion of the 4 Hour stalls to 2-Hour stalls.

- 2,113 parked vehicles were observed at the peak hour in 4 Hour metered/OBP stalls (77% occupied). Of this total, **56% were permit users** (1,185 vehicles), up from 1,308 vehicles in 2024.

In September 2022, RWC completed a full inventory of all on-street parking stalls in the Northwest Parking District (**Figure H**). This was a follow-up to a similar inventory conducted in 2020. Comprehensive parking inventory updates are necessary to monitor and track the evolution of the parking system accurately. Considerable formatting changes often occur from one year to the next, and given the dynamic nature of the development environment in NW and its impact on the adjacent on-street supply, it seems prudent to conduct regular updates. It will keep database information up to date, reflecting the most recent changes. It will enable more accurate extrapolation of data, particularly in allocating parking permits across all of Zone M.

Figure H: Complete On-Street Parking Inventory for Entire NW Parking District



Table 11 provides a complete inventory of the on-street parking supply in the NW Parking District. The table also provides a direct comparison to the 2020 inventory. The figures for 2022 are shown in blue, while those for 2020 are shown in red.

Table 11: Complete On-Street Parking Inventory for Entire NW Parking District (2020 vs. 2022)

Stall Type	All		Metered		Signed		Metered Only	Metered OBP	Signed Only	Signed OBP
	Stalls	% Total	Stalls	% Total	Stalls	% Total	Stalls	Stalls	Stalls	Stalls
On-Street Supply Studied	5,470	100%	5,306	97%	120	2%	971	4,335	45	75
	5,277	100%	5,201	99%	37	< 1%	882	4,319	19	18
5 Minutes	14⁴⁵	< 1%	-	-	14	< 1%	-	-	14	-
	8	< 1%	-	-	8	< 1%	-	-	-	-
15 Minutes	7	< 1%	4	< 1%	3	< 1%	4	-	3	-
	9	< 1%	9	< 1%	-	-	4	5	-	-
30 Minutes	141	3%	137	3%	4	< 1%	137	-	4	-
	134	3%	132	3%	2	< 1%	132	-	2	-
1 Hour	26	< 1%	10	< 1%	16	< 1%	10	-	16	-
	9	< 1%	-	-	9	< 1%	-	-	9	-
2 Hours	203	4%	195	4%	8	< 1%	195	-	8	-
	189	4%	189	4%	-	-	189	-	-	-
4 Hours	5,026	92%	4,951	91%	75	1%	622	4,329	-	75
	4,879	93%	4,861	92%	18	< 1%	554	4,307	-	18
ADA	7	< 1%	7	< 1%	-	-	1	6	-	-
	8	< 1%	8	< 1%	-	-	1	7	-	-
No Limit	44	< 1%	-	-	-	-	-	-	-	-
	39	< 1%	-	-	-	-	-	-	-	-
Electric Vehicle	2	< 1%	2	< 1%	-	-	2	-	-	-
	2	< 1%	2	< 1%	-	-	2	-	-	-

⁴⁵ It is possible that all 5 Minute stalls (in 2020) were mistakenly categorized as “Fast Stop” stalls, when several of them did not have the “Fast Stop” special designation.