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# **NW Parking District Stakeholder Advisory Committee**

*Recommendation Meeting*

January 22, 2025

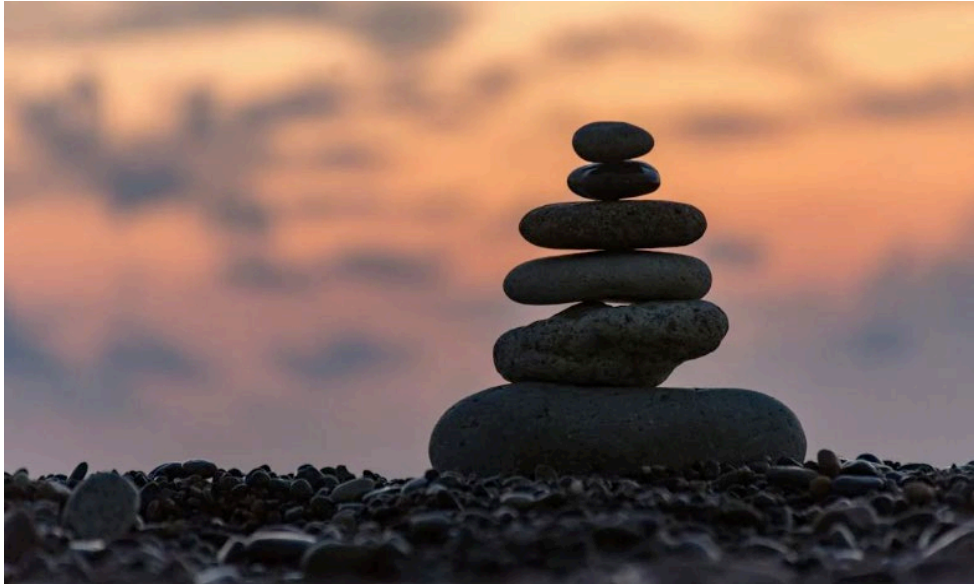


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# Welcome

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# Centering





## **SAC Mission Statement**

“The SAC’s mission is to advise PBOT staff and Director on transportation and parking issues in NW and support a full range of transportation options within the context of neighborhood livability and economic vitality with the goal of efficiently managing parking and reducing reliance on the single-occupancy vehicle.”

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# Community Agreements (Ground Rules)

- Respect others and treat them the way you want to be treated.
- Be present and attentive – refrain from having side conversations, using your phone, etc.
- Keep an open mind – be open to new ideas or ways of doing things.
- Provide and be open to constructive feedback – offer ideas for solutions or different approaches.



## Community Agreements (Ground Rules)

- Notice when you speaking more than others and take a step back to allow other voices.
- Respect the time of everyone present; stay on agenda.
- Limit comments/questions to 3 minutes. Ask the chair for up to 2 extra minutes if needed.
- Be mindful of people's personal space.



# Meeting Participation Norms

- Raise your hand.
- If virtual: mute mic until called on and turn on camera when possible.
- If in-person: once called on, state your name before your comment.
- Refrain from questions until the end of the presentation.
- Raised hands of quieter members may be prioritized.
- Chat is not monitored – staff will answer after meeting.



## Meeting Objective

- Understand the performance of the on-street parking system.
- Collect feedback on increasing the 2026 event meter rate in the Restricted Event District from \$6/hour to \$7/hour.



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# **Last Meeting Recap**

## **(5:05-5:10)**



## Last Meeting Recap

- Collected feedback on proposed increase of Restricted Event District meter rate to \$8/hour.
- Had initial discussion on potential project ideas to increase space for street trees to grow.

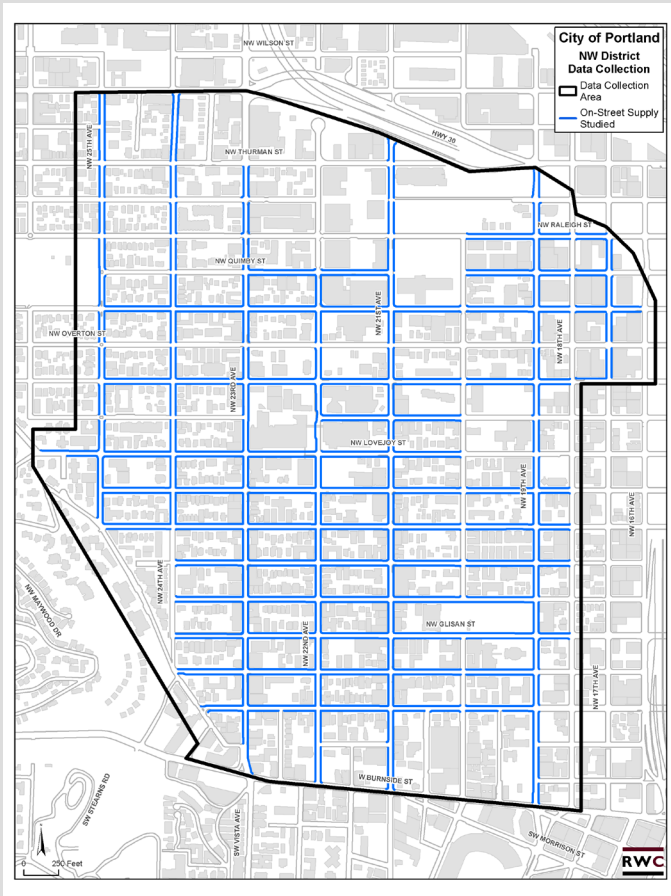
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# **NW Parking District Parking Assessment and Permit Analysis (5:10-6:05)**

# *NW Parking District*

## 2024 Zone M Parking Utilization Report Findings





# NW Parking District Study Area

Survey particulars:

October 8 & 15, 2024

October 10 & 17, 2023

7:00 AM – 9:00 PM

5,268 total stalls in Zone M

3,601 stalls studied (2024)  
sample size: **68%**

3,528 (2023)

# 2024 Parking Utilization Study Inventory

- Overall stall increase = 73
- Short-term stalls =  
*7% of sampled supply*
  - 5 minute (0)
  - 15 minute (+2)
  - 30 minute (-3)
  - 2 hour (+2)
- Long-term stalls =  
*92% of sampled supply*
  - 4 hour Metered (+35)
  - 4 hour Metered OBP (+37)

## 2023 vs. 2024

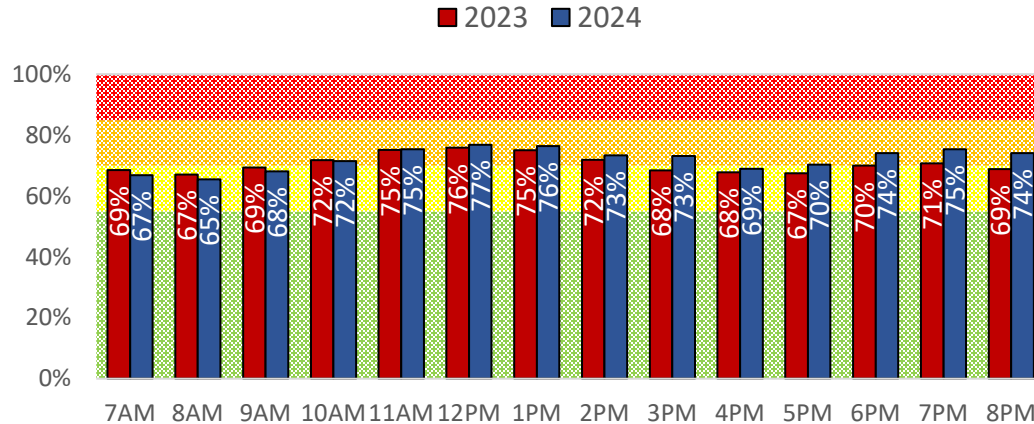
Use Type	All		Metered		Signed		Metered Only	Metered OBP	Signed Only
	Stalls	% Total	Stalls	% Total	Stalls	% Total	Stalls	Stalls	Stalls
<b>On-Street Supply Studied</b>	<b>3,528</b>	<b>100%</b>	<b>3,499</b>	<b>99%</b>	<b>12</b>	<b>&lt; 1%</b>	<b>734</b>	<b>2,765</b>	<b>12</b>
	3,601	100%	3,573	99%	12	< 1%	771	2,802	12
<b>5 Minute</b>	<b>8</b>	<b>&lt; 1%</b>	-	-	<b>8</b>	<b>&lt; 1%</b>	-	-	<b>8</b>
	8	< 1%	-	-	8	< 1%	-	-	8
<b>15 Minute</b>	<b>2</b>	<b>&lt; 1%</b>	<b>2</b>	<b>&lt; 1%</b>	-	-	<b>2</b>	-	-
	4	< 1%	4	< 1%	-	-	4	-	-
<b>30 Minute</b>	<b>80</b>	<b>2%</b>	<b>80</b>	<b>2%</b>	-	-	<b>80</b>	-	-
	77	2%	77	2%	-	-	77	-	-
<b>1 Hour</b>	<b>4</b>	<b>&lt; 1%</b>	-	-	<b>4</b>	<b>&lt; 1%</b>	-	-	<b>4</b>
	4	< 1%	-	-	4	< 1%	-	-	4
<b>2 Hour</b>	<b>150</b>	<b>4%</b>	<b>150</b>	<b>4%</b>	-	-	<b>150</b>	-	-
	152	4%	152	4%	-	-	152	-	-
<b>4 Hour</b>	<b>3,256</b>	<b>92%</b>	<b>3,256</b>	<b>92%</b>	-	-	<b>498</b>	<b>2,758</b>	-
	3,328	92%	3,328	92%	-	-	533	2,795	-
<b>ADA accessible</b>	<b>11</b>	<b>&lt; 1%</b>	<b>11</b>	<b>&lt; 1%</b>	-	-	<b>4</b>	<b>7</b>	-
	12	< 1%	12	< 1%	-	-	5	7	-
<b>No Limit</b>	<b>17</b>	<b>&lt; 1%</b>	-	-	-	-	-	-	-
	16	< 1%	-	-	-	-	-	-	-

- 35 Outdoor Dining Permits (65 in 2023)
- Low number of 2 Hour stalls on commercial corridors

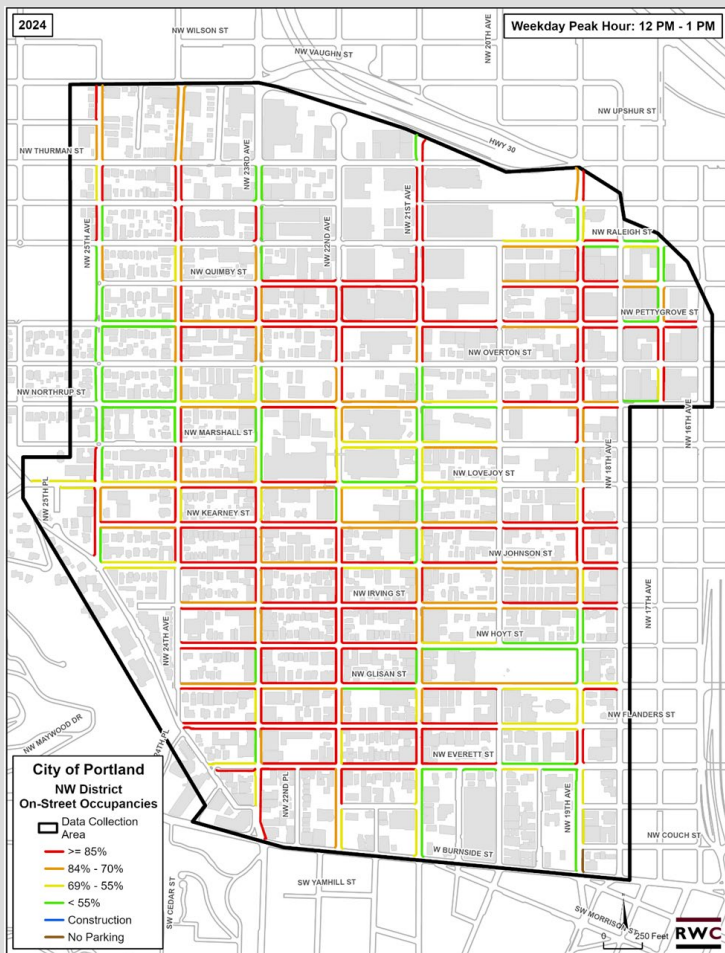
# NW Parking Occupancy & Utilization Findings

## City of Portland - NW District - Occupancy by Hour

**2023 vs. 2024:** Weekday on-street occupancies (**3,528 vs. 3,601** stalls)

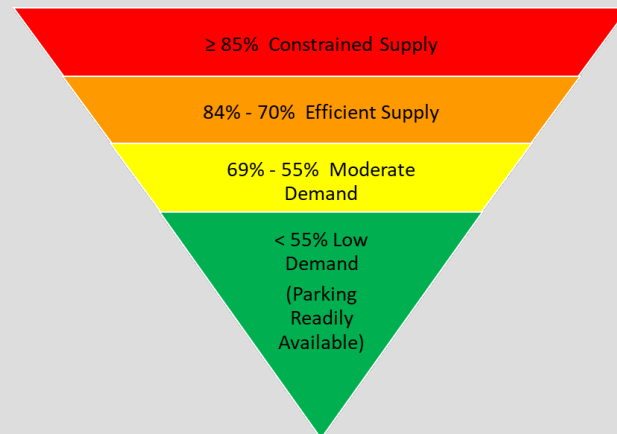


- **2023** vs. **2024**
- Every hour after 11 AM showed higher level occupancies than 2023
- 10 hours exceed 70% [efficient] occupancy levels (compared to 7 in 2023)
- Peak hour 12 PM – 77%
- Average length of stay = 2 hours 47 minutes

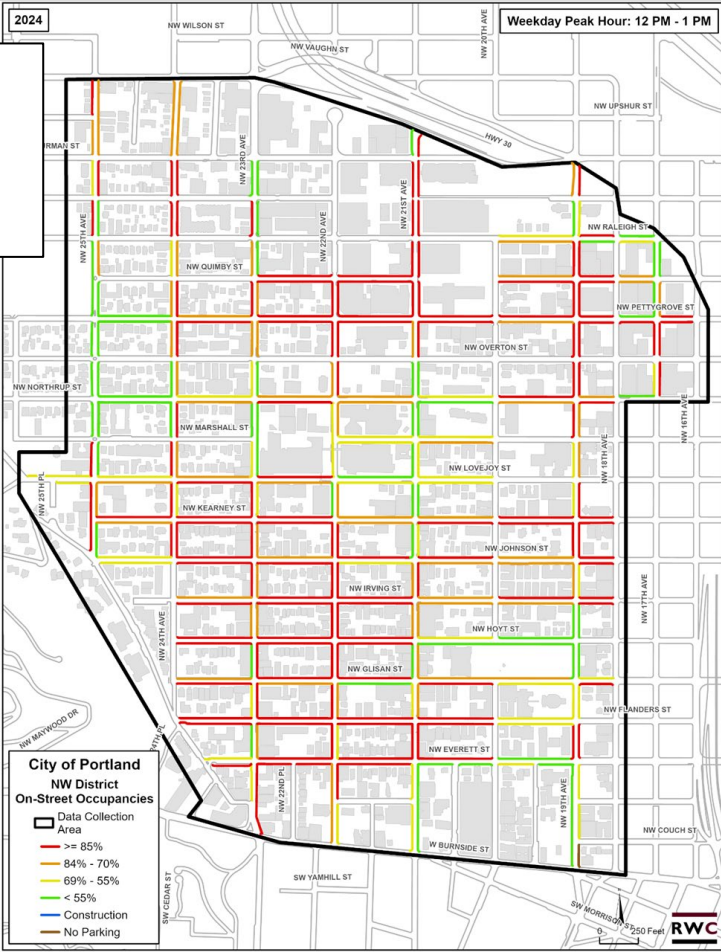


# Parking Occupancy Heat Map

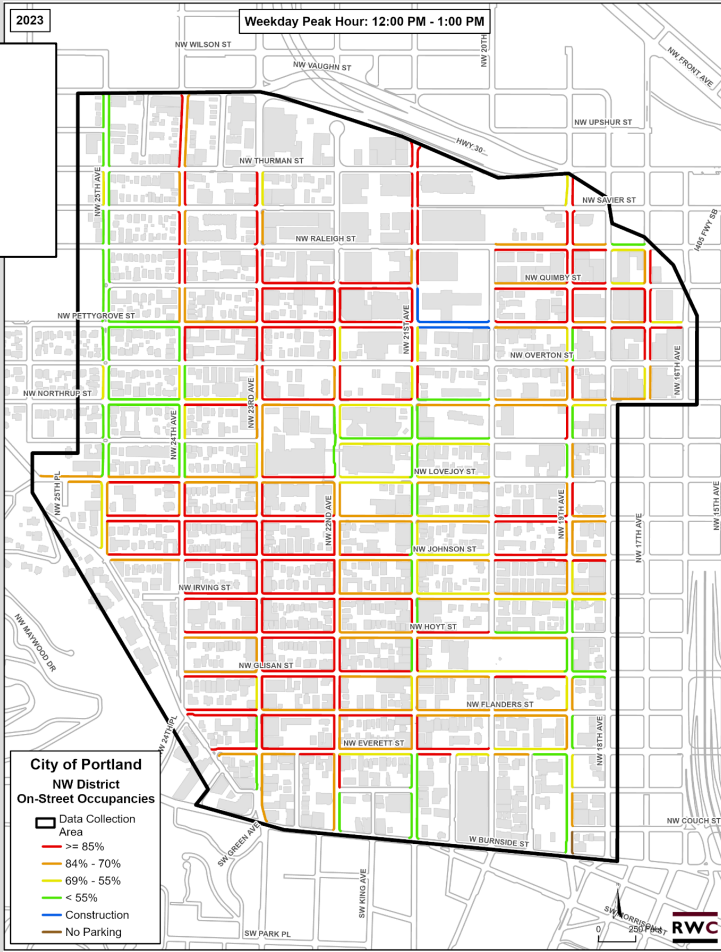
- Peak hour = Noon – 1 PM
- 46% of sampled block faces are constrained (red) during peak hour (39% in 2023)
  - 66 constrained block faces north of Lovejoy
  - 80 constrained block faces south of Lovejoy
- 2 of 3 block faces have occupancies that exceed 70% (orange or red)







202  
4



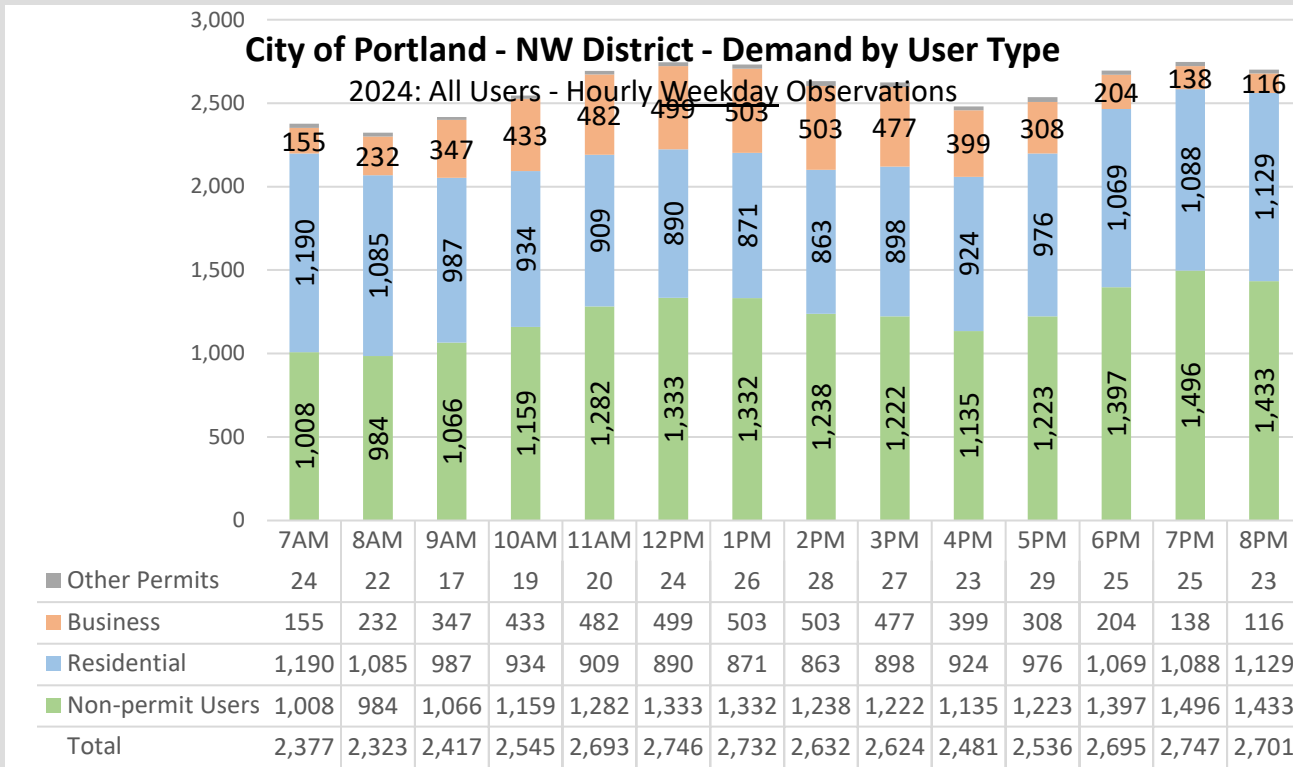
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# NW Parking Utilization Findings

- Non-compliance rates (overtime violations) at 12%
  - 30 Minute meters = 40%
  - 1 Hour signed = 36%
  - Above industry best practices of 5% - 9%
- **4 Hour Metered** stalls (533) average duration = 1:54  
A portion could be reformatted as **2 Hour Metered** stalls while not negatively impacting the average user
- Unique vehicle trips increased to 9,064 in 2024, an increase of 205 trips (2%).
  - Visitor trips remained stable (up 10 trips); permit user trips were up 195 over the previous year.

Use Type	Stalls	Peak Hour	Peak Occupancy	Empty Stalls	Average Duration	Non-Compliance Rate
<b>On-Street Supply Studied</b>	<b>3,528</b>	<b>12 PM - 1 PM</b>	<b>76%</b>	<b>833</b>	<b>2:57 hours</b>	<b>14%</b>
	3,601	12 PM - 1 PM	77%	824	2:47 hours	12%
5 Minute Signed	8	multiple	50%	4	-	25%
	8	7 AM - 8 AM	88%	1	-	14%
15 Minute Metered	2	multiple	50%	1	-	50%
	4	8 AM - 9 AM	100%	0	-	0%
30 Minute Metered	80	11 AM - 12 PM	61%	30	-	34%
	77	8 PM - 9 PM	65%	28	-	40%
1 Hour Signed	4	8 AM - 9 AM	100%	0	2:07 hours	40%
	4	7 AM - 8 AM	100%	0	1:55 hours	36%
2 Hour Metered	150	12 PM - 1 PM	76%	36	2:03 hours	25%
	152	7 PM - 8 PM	74%	40	1:57 hours	23%
4 Hour Metered	498	12 PM - 1 PM	75%	121	1:57 hours	12%
	533	7 PM - 8 PM	75%	136	1:54 hours	10%
4 Hour Metered OBP	2,758	1 PM - 2 PM	77%	621	2:56 hours	14%
	2,795	12 PM - 1 PM	79%	573	2:54 hours	11%
ADA accessible	11	multiple	73%	3	3:00 hours	0%
	12	multiple	50%	6	2:47 hours	0%
No Limit	17	multiple	82%	3	4:19 hours	-
	16	3 PM - 4 PM	81%	3	4:03 hours	-

# Zone M Permit Use



- Permit users make up 51% of occupied stalls during peak hour (50%+ in 11 of 14 hours surveyed)
- Peak permit use (12 PM) = 1,413 displayed – 890 residential/499 business (1,210 in 2021)

# Permit Distribution

Year	2023	2024	% Change (permits)
<b>Business</b>	2,286	2,315	+1.3% (29)
<b>Resident</b>	3,054	3,187	+4.4% (133)
<b>Residential Guest</b>	57	53	-7.0% (4)
<b>Total Allocated</b>	<b>5,397</b>	<b>5,555</b>	<b>+2.9% (158)</b>

- 1,646 residential permits are income-based, 52% of total (47% in 2023)
- Permits displayed during peak hour  
**2,067 (2024)**  
1,819 (2023)  
2,094 (2022)  
1,928 (2021)  
2,297 (2020)  
2,749 (2019)

## 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.*

**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.*

# Considerations:

- Preserve and increase short-term (2 Hour) stalls to support ground floor commercial spaces and promote higher levels of turnover.
- Reduce Or By Permit stalls in proximity to commercial corridors, particularly as redevelopment occurs (e.g., Slabtown)
- Divide NW Parking District into smaller management subzones to employ strategies more suited to specific areas.
- Extend enforcement hours to correspond with higher occupancy periods in the evening hours.
- Minor adjustments to stall formatting
  - Eliminate 1 Hour Signed stalls (4 of them)
  - Eliminate outlier No Limit stalls (16 of them)



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# **Restricted Event District Meter Rate (6:05-6:15)**

# Restricted Event District (RED)

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- Data suggests increasing event meter rate by \$2/hour in Stadium and Restricted event districts.
- Few committee members attended December meeting.
  - Collected feedback on increasing RED event meter rate from \$6/hour to \$8/hour.
  - Heard concerns about increased event meter rate discouraging business customers and effectiveness of increased rate.
- Staff now recommends increasing RED event meter rate from \$6/hour to \$7/hour.

Event Rates

Restricted Event District Stadium Event District

2021

\$1.60/hour  
(no event rate)

\$4/hour

2022 & 2023

\$4/hour

\$4/hour

2024 & 2025

\$6/hour

\$5/hour

2026 (proposed)

\$7/hour

\$7/hour



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# **Public Comment**

**(6:15-6:20)**

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# **New Business**

**(6:20-6:25)**

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# **Announcements**

**(6:25-6:30)**

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# Thank you for attending

**Stanley Ong**  
Parking Program Specialist

**Erika Nebel**  
Division Manager

Questions or Comments?  
[PBOTParkingDistricts@portlandoregon.gov](mailto:PBOTParkingDistricts@portlandoregon.gov)

