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Phone: 503-823-4000 Portland.gov/Transportation

Background

Performance-based parking management is the process of using parking assessment data to make changes in parking management strategy with the goal of spreading out where people are parking, and ultimately reducing the demand for on-street parking. This is often implemented in other cities and jurisdictions in the form of using data to adjust on-street parking hourly rates; however, long term parkers (permit holders) are generally ignored. Permit holders make up more than half of people parking on the street in the NW Parking District during the peak noon to 1 p.m. hour in the 2024 parking assessment and need to be considered when implementing performance-based parking.

Limits in current technology and staff capacity prevents us from charging different permit prices in each subzone in the near-term. Initially, access to on-street parking for lower priority users would be adjusted by reducing the FTE eligibility rates and adjusting the threshold where businesses need to complete additional steps as part of the application process. In the proposed user prioritization for access to on-street parking, residents with access to off-street parking and employees would have lower priority when it comes to access to on-street parking. If on-street parking continues to be challenging once employee parking has been reduced, adjustments using data for access to resident permits and on-street parking rates should be considered.

Creating Subdistricts

PBOT staff have been working with RBT Consultants on how to implement performance-based parking, including creating subdistricts, to better manage parking in the NW District. Subdistricts are needed because the demand for parking is not the same throughout the district, where parking is especially challenging to find along the commercial corridors and in the southern portion of the district between NW 21st and 23rd avenues.

Staff is collecting feedback on “how” to divide the district and plan to come back to the committee for additional feedback on the specific location of the boundaries at a future meeting.



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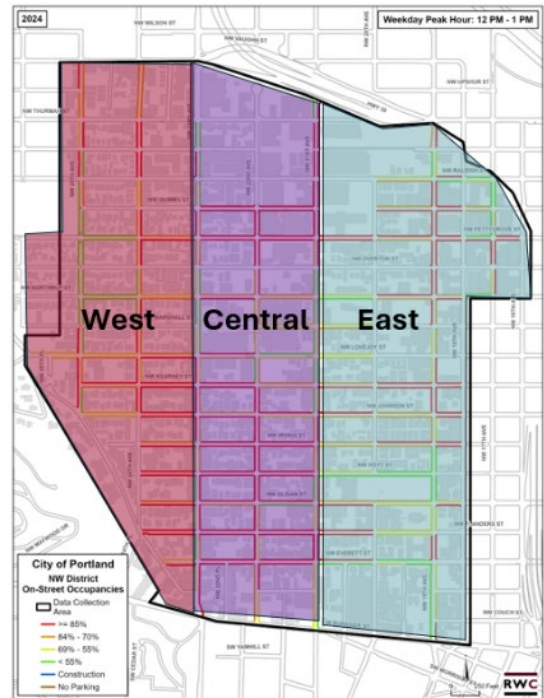
West/Central/East Subdistricts

Benefits:

- Easy for all users to understand as it aligns with commercial corridors on NW 21st and 23rd avenues, where no permit holders can currently park during pay-to-park hours.
- Isolates the area of high occupancy the best in the Central subdistrict
- Minimizes crossing of NW 21st and 23rd avenues by people looking for parking

Challenges:

- Permit holders are more likely to need to change how they look for parking.
- Parking location may be far from destination.
- Likely to continue enabling resident permit holders to drive and park in areas that they do not live.



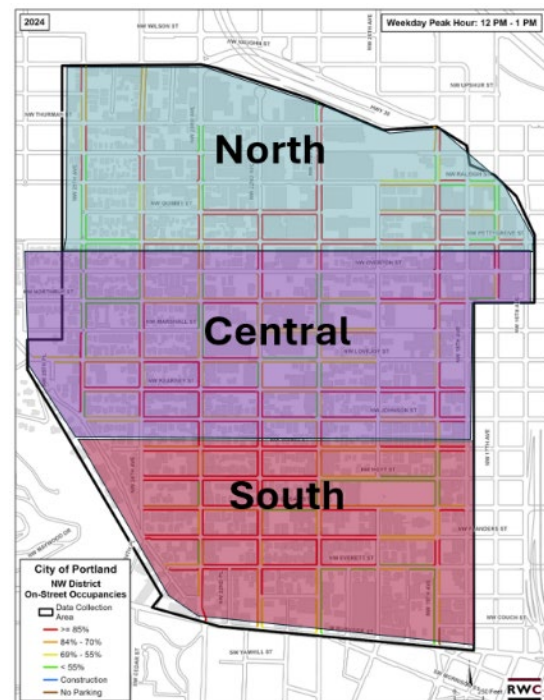
North/Central/South Subdistricts

Benefits:

- Aligns with how many community members refer to different parts of the district
- Each subdistrict has a distinct look and feel
- Each subdistrict has some availability of on-street parking
- Likely better aligns with how permit holders look for parking

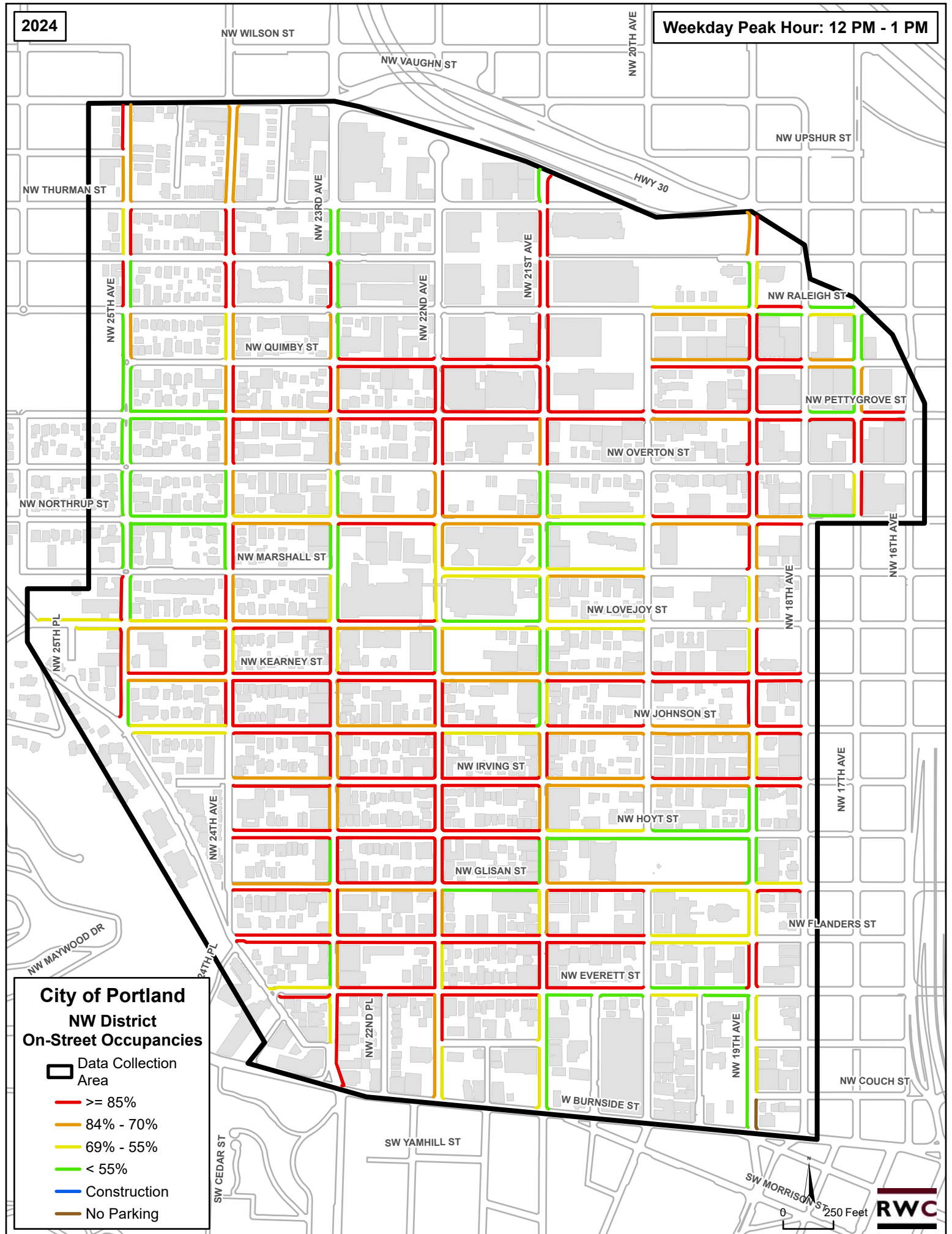
Challenges:

- South subdistrict may not have on-street parking options when there are large events at Providence Park
- Subdistrict boundaries may not be intuitive for visitors
- Permit holders may need to cross NW 21st and 23rd avenues to find parking



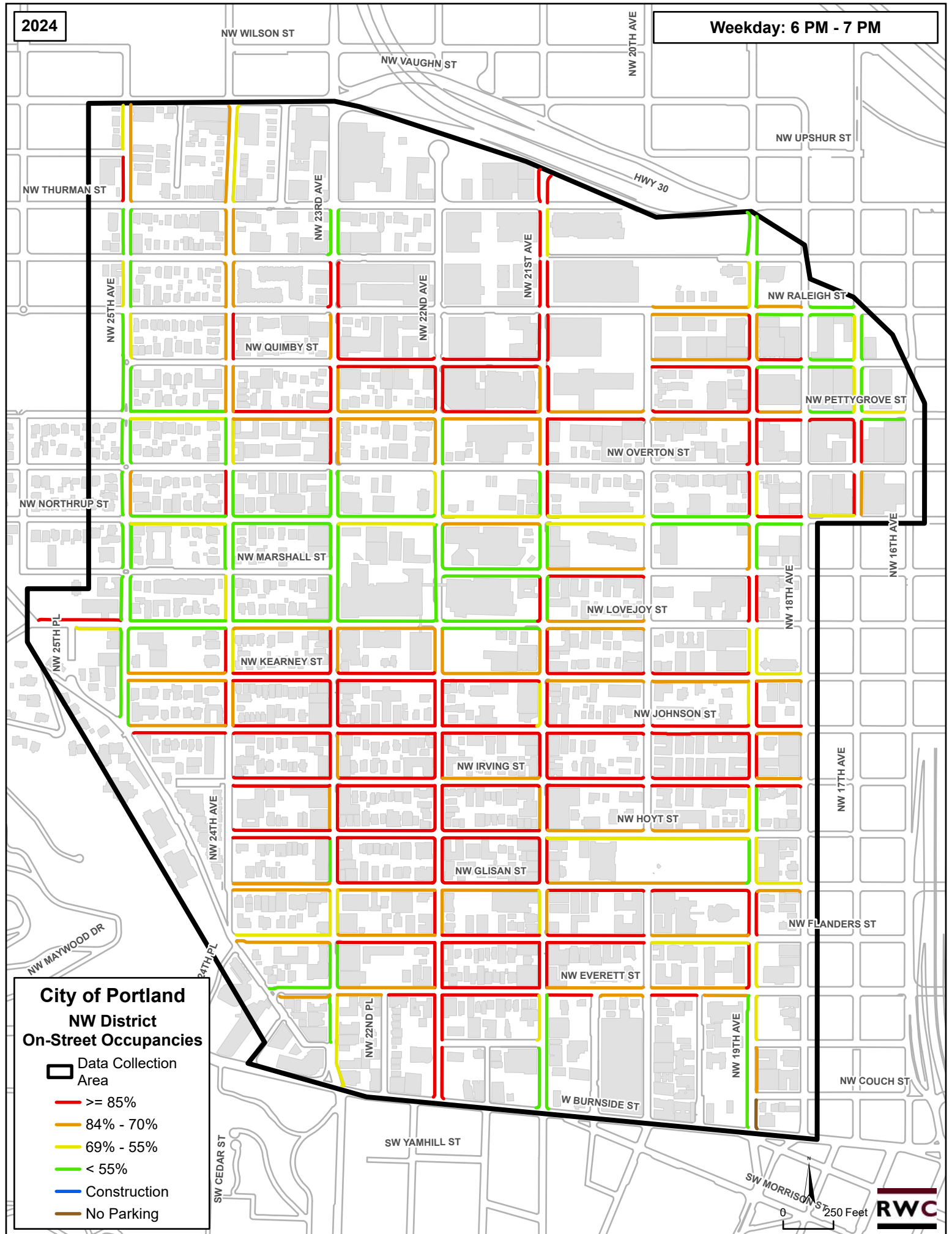
2024

Weekday Peak Hour: 12 PM - 1 PM

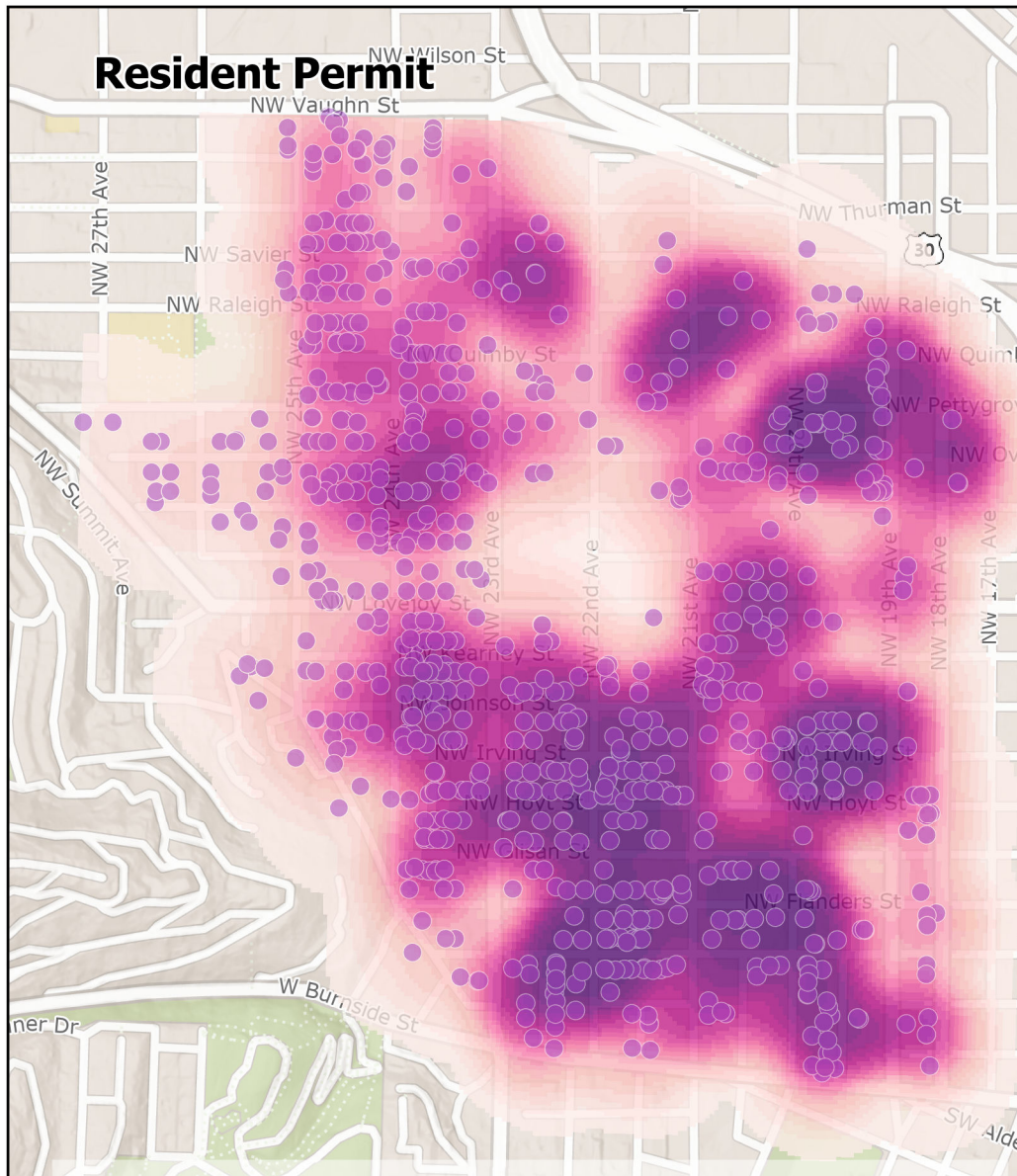


2024

Weekday: 6 PM - 7 PM

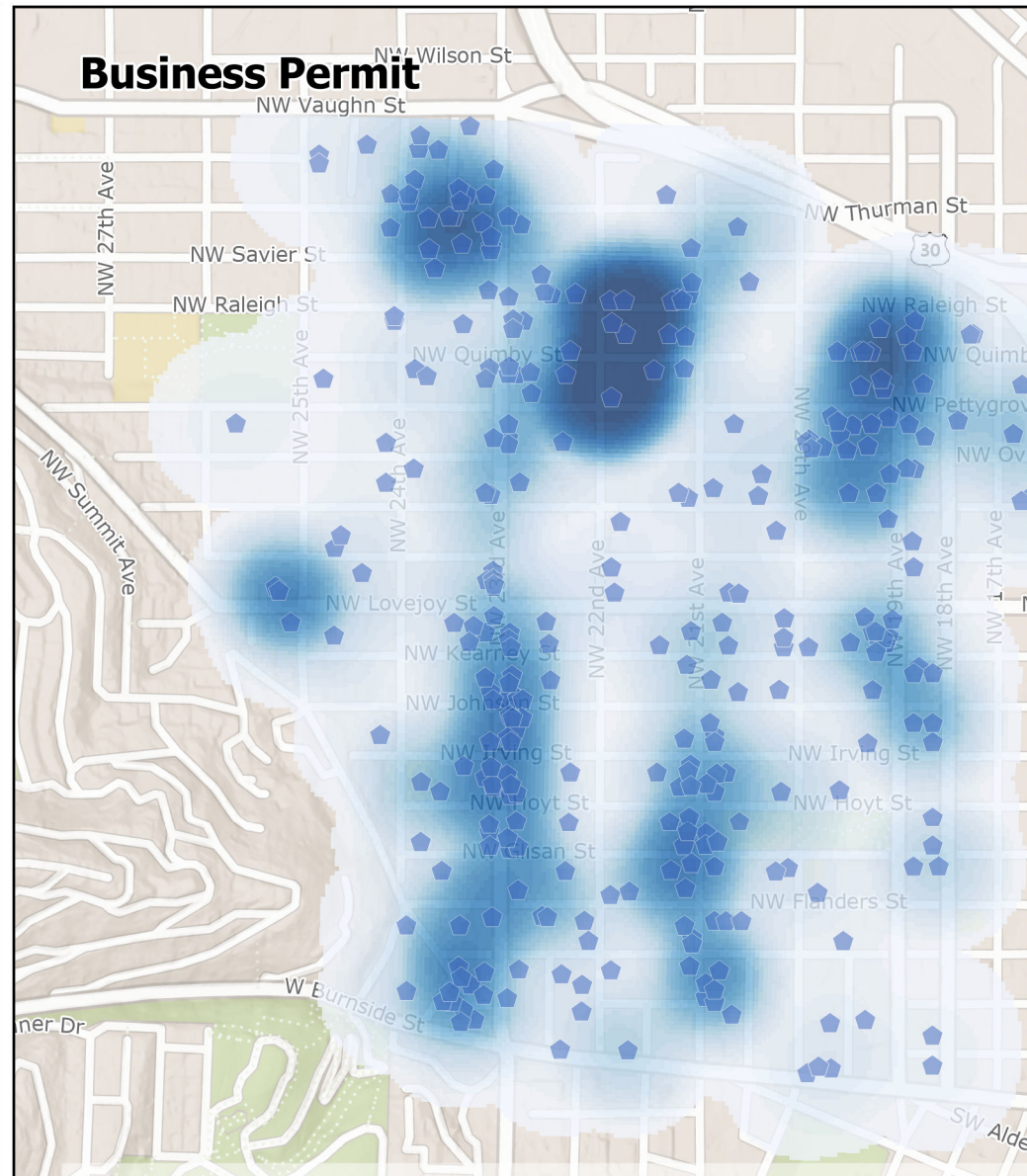


Zone M Holder Addresses



low concentration

high concentration



low concentration

high concentration

Map of permit holder address showing all active permits October 2024. Each point on the map is a single permit. The heatmap helps understand the concentration of permit holders, especially at businesses and multifamily buildings where permit points with the same address are stacked on top of each other.