

Parking Supply and Demand Management Strategies

Acknowledgments

October 2018

Portland City Council

Ted Wheeler, Mayor
Chloe Eudaly, Commissioner
Nick Fish, Commissioner
Amanda Fritz, Commissioner
Dan Saltzman, Commissioner

Portland Bureau of Transportation

Chloe Eudaly, Commissioner in Charge
Chris Warner, Interim PBOT Director
Art Pearce, Planning, Policy, and Projects Group Manager

Project Staff

Scott Cohen, Project Manager
Taylor Phillips, Graphics

To obtain a copy of this document or for more information, please contact

Scott Cohen, Project Manager
Portland Bureau of Transportation
1120 SW 5th Ave, Suite 800
Portland, OR 97204
Phone: 503-823-5345
scott.cohen@portlandoregon.gov

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SW 6TH AVE

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8 TO NE DEKUM

CITY CENTER

Introduction

PBOT recognizes parking and loading is key to current business operations in the Central City and this report documents specific strategies that can ease the transition as Central City in Motion projects are implemented.

What is Central City in Motion?

The Central City is growing rapidly. Already home to the densest concentration of people and jobs in the state, the Central City is expected to add thousands of new households and jobs by 2035. More people, jobs, and homes translates to more strain on the transportation system. To support future growth and keep people moving, the Central City streets must be redesigned to move more people, improve safety, support businesses, and accommodate a wide variety of travel options. As the city continues to grow, the streets can't be expanded, but they can work better. Smart investments in our transportation system will make the Central City a safer, healthier, and more productive place for everyone. The Central City in Motion plan is the building blocks for these needed investments.

Central City in Motion (CCIM) is Portland's action plan to prioritize and build new pedestrian, transit, and bicycle transportation investments in the city's core over the next five years. The project will make our transportation system work smarter by improving safety, efficiency, equity and sustainability. It is a holistic look at the overall Central City transportation system that pinpoints investments to create a 21st century network that speeds bus travel, provides a safe, cohesive bicycle network, and tackles the highest crash locations for people walking and rolling.



Parking is Important in the Central City

Central City in Motion's project team has spent over 18 months working with stakeholders to understand existing parking and loading uses that shaped the project designs. With the public's invaluable feedback, Central City in Motion has developed projects that will create significant benefits for Portland and minimize the impacts to existing uses, such as parking. Central City in Motion projects do require some trade-offs however, including the strategic repurposing of a limited number of on-street parking spaces for improvements to the capacity, safety, and comfort of the transportation system.

There are locations where the Central City in Motion effort has determined the storage of private automobiles is not the best use of our limited road space. For example, the Willamette River bridges are a constraint to Central City mobility – many commuters must cross them at the busiest times of day regardless of how they travel. For the approaches for many of the Willamette River bridges, Central City in Motion has prioritized mobility over on-street parking, repurposing the curb zone that currently accommodates individual parked cars to transit or bike lanes that will help thousands of people get to and from work more reliably.

PBOT recognizes parking and loading is key to current business operations in the Central City and this report documents eight specific strategies that can ease the transition as Central City in Motion projects are implemented. PBOT's Central City in Motion team, in collaboration with the Bureau's Parking and Planning groups has identified a series of approaches documented in this report to mitigate parking impacts from Central City in Motion projects:

- Manage parking demand by increasing transit and other transportation benefits for impacted employees, specifically low-income workers in the Central City;
- Partner with private and public partners to more efficiently use off-street parking supply;
- Improve supply and operations of the on-street system by re-examining existing uses;
- Improve operations, efficiency, and capacity at publicly-owned garages;



Key Points Summary

- The Central City contains over 20,000 on-street parking spaces.
- Central City in Motion's proposed projects for years 1-5 impact roughly 450 total on-street parking spaces, about 2% of the entire on-street parking supply in the Central City.
- The strategies identified in this report can mitigate those parking impacts through a combination of reducing demand and increasing supply.
- PBOT has recommended a series of near-term strategies to be implemented along with the one-to-five-year Central City in Motion project list.
- The near-term strategies can be phased in conjunction with Central City in Motion projects to ease the transition between parking changes and project implementation.
- Total identified costs for near-term strategies identified range from \$180,000 to \$610,000, depending on the level of implementation.
- All the identified strategies will require additional City Council and/or PBOT leadership approval to implement, however the near-term strategies build upon existing programs and staffing levels.



Policy Background

The city of Portland is growing rapidly. Our goals and policies support moving people through our Central City as efficiently and safely as possible.

Portland is projected to add 260,000 new residents and 140,000 new jobs by 2035. The Central City will absorb much of this growth -- 30% of the population growth and 51,000 new jobs by 2035.

Portland's Central City 2035 plan, Comprehensive Plan and the accompanying Transportation System Plan (effective June 25, 2018) updated transportation and parking policy. The Transportation System Plan's (TSP) policies and performance measures accommodate growth by calling for reducing the vehicle miles Portlanders travel each day and increasing the number of non-drive alone trips. It builds upon the Comprehensive Plan strategy to concentrate new housing and economic growth along corridors and in centers, especially in the Central City.

The key policies that support actions to reduce drive-alone automobile trips are detailed in Appendix A of this report. The following section summarizes the citywide parking and curb zone policies adopted by City Council in the 2035 Transportation System Plan (TSP). It includes a summary of policies, strategies, and street classifications relevant to Central City in Motion. It aims to provide policy guidance for parking mitigation strategies as Central City in Motion is one of the first large scale projects to implement the 2035 Transportation System Plan.

As a component of the Comprehensive Plan, the TSP provides an approach to accommodate significant population and job growth, especially in the Central City. The TSP includes many policies that support a balanced, multimodal transportation system. It is grounded in a reality that realizes more Portlanders must use transit, bicycling, and walking more often of the transportation network will be unable to accommodate the anticipated number of automobiles, and ultimately lead to negative economic and livability impacts.

A key strategy for managing growth is the management of parking. While recognizing the importance of parking for access to businesses and jobs, the TSP also has policies that support the best and highest use of a city asset, the curb zone, in achieving City performance measures. In some cases, the best and highest use may be to use the curb zone for something other than automobile parking.

TSP policies support CCIM's strategy of investing in projects that improve the ability of people to safely move throughout the Central City by walking, biking, and using transit. When evaluating tradeoffs involving parking and the use of the curb zone, CCIM considered how proposed projects impacted the TSP's policies calling for moving more people in more ways. The overall policy direction is to reduce vehicle miles traveled (VMT) and increase non-drive alone trips. CCIM changes to curb zone uses seek to advance this direction.



Performance Measures

Policy 9.49 of the TSP establishes multimodal performance measures that point to the need for a balanced transportation system that is less reliant on drive alone automobile trips than is today. These measures include call for significantly higher rates of transit, bicycling, and walking both in the Central City and for all of Portland.

In order for the City to meet its performance targets and to accommodate future growth while maintaining livability, there will need to be a significant shift in the way Portland's new residents and commuters move around. In the Central City, this means nearly tripling the commute mode share for bicycling and doubling the mode share for transit. CCIM evaluated tradeoffs involving parking and the curb zone and considered how the uses of right-of-way contribute to mode choice and for the efficient movement of people both today and in a city that will be significantly larger in 2035. The expected impacts through investments in improved conditions for biking, walking, and transit compared to the small change to the on-street parking supply will help the city meets its mode split targets.

Parking and Curb Zone Policies

The TSP includes policies that recognize the key role parking and the curb zone plays in achieving climate, health, livability and prosperity goals. The following policies provide guidance to manage parking demand and supply to meet a variety of public objectives, including achieving compact walkable communities, reducing private vehicle ownership and overall vehicle use, enhancing livability, reducing pollution, and expanding economic opportunity. Key policies include direction on parking management, curb zone uses, and on- and off-street parking considerations. These policies are documented in Appendix A.

The TSP's parking policies are framed in terms of mode share and land use objectives. Reducing demand for parking is a key City strategy. Policies recognize the importance of parking for economic vitality, but also a future where parking is not prioritized over other objectives. Parking is articulated as one of many demand management tools. When considering tradeoffs regarding removal of parking and the use of the curb zone, CCIM considered the highest and best use of the curb zone not only today but over the next decade. The project also considered the role that investments in biking, walking, and transit investments will play in reducing auto parking demand.



Parking Demand Reduction Strategies

The TSP includes several key policies that point to strategies for reducing dependence on automobiles and, in turn, reducing demand for on-street parking. Key policies and strategies include system management, Transportation Demand Management (TDM) outreach programs, shared parking and resource management, and using pricing as a management tool. These policies are documented specifically in Appendix A.

The TSP articulates the need for multiple approaches to managing demand for parking - TDM, technology, pricing, and transportation options. CCIM evaluated parking removal decisions as part of a larger context of City-led actions and will coordinate efforts across the city to reduce demand for parking with reductions in on-street supply. The TSP specifically supports CCIM's approach to using existing space more efficiently rather than expanding streets.

Off-Street Parking: Updated Zoning Code

Buildings with residential uses can now have joint use parking, meaning that nearby businesses or other residential buildings can share their spaces. This was previously only allowed at commercial buildings. This will make creating shared parking

arrangements easier. The updated code also eliminated restrictions on accessory parking. This means that the parking doesn't need to be tied to a specific use, which should lead to greater efficiency in the use of existing off-street parking supply. In addition, a new building that includes parking doesn't have to only be tied to the users of the new building. Lastly, the code specifically gives the Central Eastside the ability to use existing off-street parking for employees and residents of the district by allowing monthly passes. The code does not allow the sale of hourly or daily parking given that these types of parking do not serve employees or residents well.

Collectively, the updated code is an effort to improve the efficiency of parking in the Central City and the Central Eastside Industrial District, in particular. It allows for expanded use of off-street parking to provide more supply for multiple uses. See Appendix A for details on the specific zoning codes amendments.

Street Classifications

The TSP includes street classifications that describe how a street is intended to function. When weighing parking and curb zone decisions, CCIM considered the policy guidance found in the street classifications. A chart summarizing street classifications and how they impact on-street parking and the curb zone can be found in Appendix A.



Parking Mitigation Strategies

The Central City in Motion team has nine distinct strategies to mitigate parking impacts from Central City in Motion projects

Central City in Motion worked extensively to plan and design projects in conjunction with stakeholders and partners providing detailed input on existing parking and curb zone uses. The collaborative approach allowed CCIM projects to avoid significant impacts to existing uses and to develop the following mitigation strategies that will provide a more seamless transition during and after implementation. See chart on page 17, with an outline of each strategy, estimated costs and impacted associated with each.

Strategies one through six are immediately implementable and are recommended for near-term implementation. Scoping specific program details and determining exact implementation costs will provide more precise fiscal and parking impacts.



Enhanced Transportation Demand Management Program

The Central Eastside Industrial District and Northwest Portland have both seen significant success reducing parking demand by offering employees and residents a suite of transportation incentives in lieu of a parking permit. The package of incentives, coined “The Transportation Wallet,” provides a pre-loaded \$100 TriMet Hop card, an annual pass to the Portland Streetcar, and an annual membership to BIKETOWN, Portland’s bike share system.

In total, over 1,000 employees or residents of the two districts have traded in their parking permit to receive the transportation wallet. In the Central Eastside alone, 152 businesses have traded parking permits for the transportation wallet leading to an 11% reduction in permits issued.

In order to entice more people to exchange a parking permit for this successful demand management tool, this strategy recommends increasing the TriMet incentive from \$100 to an annual pass for employees impacted by CCIM projects. This will allow commuters who choose the transportation wallet instead of a parking permit to rely on a full year of riding transit to get to work. Based on the program’s past success, this strategy will lead to larger reductions in parking demand and a corresponding increase in transit and active transportation commutes.

In addition, this strategy recommends subsidizing low-income transit passes for Central City employees. Low-income workers are disproportionately impacted by the cost of transportation for accessing jobs and economic opportunities. Providing subsidized annual transit passes to employees impacted by Central City in Motion projects will increase capacity for both parking and the transportation system and relieve a significant economic burden for low-income employees traveling to the Central City.

Staff also recommends working with the Downtown Retail Council to provide SmartPark vouchers for retail business impacted by Central City in Motion projects. This element provides on-street parking demand reductions by shifting the demand to existing off-street parking garages. Two SmartPark garages currently operate close to several Central City in Motion projects recommended for near-term implementation. This element will provide a benefit to impacted businesses and customers.

Estimated Impact

100-200 additional parking spaces

Estimated Cost

\$50,000 - \$250,000



Central Eastside Industrial District Off-Street Shared Parking

As outlined in the policy background section, several zoning code amendments allow for using existing off-street parking resources more efficiently. PBOT has met with several potential partners, including the Oregon Museum of Science and Industry (OMSI), to determine if existing off-street spaces could be used for public parking or Zone N or Zone G permit parking. In conjunction with the Central Eastside Industrial District's parking shuttle on Water Ave, potential off-street locations could better serve the districts parking needs and mitigate some of the parking changes proposed in the area.

Several of these off-street solutions would serve temporary or short-term needs and serve as a transitional use. This type of near-term solution is currently employed on two City-owned parcels along SE Water Avenue, often referred to as the ODOT blocks. In that situation, temporary parking arrangement were authorized as a transitional use of the space awaiting new development.

In addition, to OMSI's potential site there are other locations in the district that may serve short-term parking needs as other resources develop. Additional sites that will require more in-depth coordination with property owners have been identified at SE Ankeny Street and SE 12th Avenue, SE Martin Luther King Jr. Boulevard and SE Ankeny Street, and with the Portland Opera's parking lot off of SE Water Ave.

Estimated Impact

50-150 additional parking spaces

Estimated Cost

\$50,000 - \$100,000



Lower Albina Off-Street Shared Parking Pilot

Lower Albina, in particular in the Rose Quarter area, is home to thousands of off-street structured parking that is underutilized. Combining existing off-street parking spaces, the Rose Quarter transit hub, and transportation demand management tools such as the transportation wallet (see, strategy one), provide a singular opportunity to reduce traffic congestion in the Central City and utilize existing parking and transit resources.

Staff is working with internal and external stakeholders, including the parking operations management company at the Moda Center, to explore a pilot project. The project would offer monthly parking for pilot participants. The cost to park would include transit and other commute benefits included in the transportation wallet. Cost associated with this strategy are based on providing TriMet, Portland Streetcar, and BIKETOWN passes provided to people participating. Parking costs, if any, are expected to be paid by people or organizations that choose to participate in the pilot.

Estimated Impact

50-200 additional parking spaces

Estimated Cost

\$10,000 - \$50,000



On-Street Parking Operational Improvements

With over 20,000 on-street parking spaces and thousands of miles of curb zone in the Central City alone, there are many opportunities to improve the operational efficiency through relatively simple changes. For example, when BIKETOWN, Portland's bike share system, launched in the NW district, loss of on-street parking surfaced as a community concern. In response, staff combed the streets in search of outdated no parking areas, historic loading zones no longer in use, and any other operational improvements (such as converting parallel parking to diagonal) to mitigate for the loss of parking to BIKETOWN stations. Overall, BIKETOWN's 12 NW district stations accommodating over 300 bicycles only required a net of 10 parking spaces.

PBOT staff has already identified streets and areas where parking could be either added or existing zones (such as loading) could be changed to increase the on-street supply.

Estimated Impact

50-125 additional parking spaces

Estimated Cost

\$10,000



New Mobility Options Incentives

PBOT's recent shared electric scooter pilot project provided a window into who uses the e-scooters and how they use them. A recent survey of over 3,500 people (including more than 2,000 city residents) found that e-scooters replaced nearly one of every five driving trips for users. In addition, 42% of e-scooter users never ride a bicycle for transportation, yet the vast majority of survey respondents prefer to ride e-scooters in bike lanes.

With Central City in Motion building a new and improved network of low-stress bicycle facilities, e-scooter users will have more places to ride comfortably and safely. Providing incentives for new and emerging mobility technologies, such as shared electric scooters, will reduce auto use and parking demand. Partnering with new mobility service providers, PBOT will provide ride credit to up to 1500 Central City employees and residents, reducing parking demand by up to 285 spots. Projections are based on reported SOV trip replacement rate from PBOT's 2018 Shared Electric Scooter Pilot Project user survey. Total cost assumes 50% discount on bulk purchase of \$150K of scooter ride credit.

Estimated Impact

100-285 additional parking spaces

Estimated Cost

\$50,000 - \$100,000



Off-Street Pay Station Pilot Project

In the NW Portland parking district PBOT is working to implement a pilot program that would promote the use of existing off-street parking. The proposed program would use net meter revenue to reimburse a private property owner up to \$10,000, for the cost of purchasing a pay station. In exchange the lot being served by the pay station would need to be open for public parking in off-peak hours (5:00 pm – 6:00 am M-F and evening and weekends) for a period of five years. The owner is responsible for operating and maintenance of the pay station. All revenue generated is retained by the owner/operator of the parking lot.

PBOT could explore similar opportunities in the Central City, examining different operating times and locations to serve various public parking needs. This strategy should follow the example employed in the NW District to understand the opportunities and challenges associated with this strategy.

Estimated Impact

20-100 additional parking spaces

Estimated Cost

\$10,000 - \$50,000

Near-Term Parking Mitigation Strategies: Projected Impact and Costs

Strategy	Summary	Parking spaces increased (low estimate)	Parking spaces increased (high estimate)	Cost Estimate
1	Enhanced TDM program	100	200	\$50- 250k
2	CEID off-street shared parking	50	150	\$50-150k
3	Lower Albina off-street shared parking	50	200	\$10-\$50k
4	On-street operational improvements	50	125	\$10k
5	New mobility options incentives	100	250	\$50-100
6	Off-street pay station pilot project	20	100	\$10-50k
Totals		370	1025	\$180,000 to 610,000



Capacity and Operational Improvements to SmartPark

The City currently owns and operates five public off-street parking garages under the SmartPark brand. Opportunities to improve capacity through operational changes and capital improvements could be explored. While capital construction could be costly, it will add capacity for many years. In addition, operational improvements such as changing existing uses would optimize public parking capacity. This strategy will require additional scoping, cost estimates, and engagement with stakeholders who use and benefit from SmartPark operations to determine feasibility.

Estimated Impact

0-450 additional parking spaces

Estimated Cost

\$0 - 14,000,000



Off-Street Parking Investment Fund

Undertaking a new, wholly-publicly owned parking garage is an expensive investment in Portland's Central City. In addition, there are no obvious City-owned properties where a new publicly owned parking garage could be straightforwardly implemented. However, the City could invest public funds by issuing bonds to increase the number of parking spots being built as part of another new development. This type of partnership would remove the need for the City to purchase property specifically for a parking garage and allow the city to minimize risk.

This type of public-private partnership could manifest in different scenarios. For example, the City could partner with a private entity constructing parking as part of a development. The City would provide funding for additional parking constructed that was managed as public parking for the district.

In addition, the City could partner with organizations looking to develop new parking resources. Currently, the Central Eastside Industrial Council (CEIC) is undertaking a Request for Proposal (RFP) to evaluate the potential for off-street parking facilities in the district. PBOT has asked to partner with the CEIC to determine if a public-private partnership is feasible to meet both the CEIC's needs and the City's policy and fiscal responsibilities.

Estimated Impact

0-200 additional parking spaces

Estimated Cost

\$50,000 per parking stall



Explore Additional Public and/or Private Partnerships

PBOT has already contacted several potential partners where collaborative parking agreements are possible, including Multnomah County and Portland Public Schools. While these were preliminary conversations there was interest on all sides to continue to work together to find solutions that benefit both entities and the public at large. Staff will continue to work with public and private stakeholders to find parking mitigation solutions for Central City in Motion projects.

Estimated Impact

To be determined

Estimated Cost

To be determined

Additional Parking Mitigation Strategies: Projected Impact and Costs

Strategy	Summary	Parking spaces increased (low estimate)	Parking spaces increased (high estimate)	Cost Estimate
7	SmartPark Operational and Capital Improvements	0	450	\$0-14m
8	Off-street parking investment fund	0	200	\$0-10m
9	Explore other public/ private opportunities	TBD	TBD	TBD
Totals		0	650	\$0 - \$24,000,000

Curb Zone Uses

Dynamic Uses

Today, parking is often a singular or dual use space adjacent to the curb. In our growing Central City, we can better accommodate competing demands for curb zone uses (taxis, Transportation Network Companies, loading, and parking,) through time-of-day solutions. For example, the curb on W Burnside could be used for loading until 7am, as a bus lane during the work day, and for TNC and Taxi drop-off and pickup in the evening to serve the entertainment district. PBOT has already begun changing operational guidelines to encourage more multiple use spaces, such as a truck loading zone in the morning and public, short-term parking for the rest of the day.

New strategies to create a dynamic area that serve multiple needs will allow the city to get more out of our curb zone. In addition to dynamic uses, a key strategy in our growing Central City should focus on moving more people and goods in the right of way, including the curb zone and other public assets, by prioritizing high occupancy vehicles. Not only will the approaches allow the curb zone work to more efficiently, it will also help reduce the zero-sum situation that pits curb zone uses, such as a transit lane vs a parking lane, against one another.

Loading

In addition to impacting on-street parking, several Central City in Motion projects will result in impacts to existing loading zones. All of the projects worked extensively to reduce the number of loading zone changes, however some impact was impossible to avoid. PBOT commits to working directly with effected businesses on loading zone impacts. PBOT will work to consolidate loading zones where appropriate, relocate loading zones where needed, and ensure that businesses in our Central City continue to have the ability to receive, accommodate, and access the goods and services needed for successful operations.

Accessible Parking

For people with disabilities, accessible parking is an important component to fostering a transportation systems that serves all users. Central City in Motion has worked to minimize impacts to existing accessible parking stalls and is committed to relocating all disabled parking spaces that project implementation may impact.

Conclusion

The Central City in Motion recommended projects will be removing some parking in the downtown and central eastside. The nine strategies outlined in this document will mitigate much of these parking impacts.

Central City in Motion provides a 10-year guide for accommodating growth, meeting City goals, and keeping Portland moving. Central City in Motion included 18 projects that invest in moving more people through the Central City through improvements to transit, bicycling, and pedestrian infrastructure and safety. While all 18 projects have been carefully scoped to minimize impacts, some parking and loading impacts are inevitable. Central City in Motion recommends two project tiers: Project implemented in the first five years and those recommended for years six through ten. For projects recommended for implementation in the next five years, approximately 450 on-street parking spaces, including loading zones and other associated curb zone area, will be impacted.

PBOT staff has developed nine strategies to mitigate the impacts to on-street parking and curb zone uses as Central City in Motion projects are implemented. Strategies numbered one through six build upon existing PBOT programs and staff expertise and can be implemented immediately. Additional strategies are identified, as well. They require significant financial and staff resources to implement. PBOT recommends pursuing the near-term strategies indicated above in coordination with Central City in Motion capital projects. Staff recommends monitoring how the near-term strategies perform and evaluating whether the additional strategies, or others, should be pursued.



Appendix A - Policy Background

The following policies and zoning code amendments provide support and guidance for implementing Central City in Motion and the outlined parking mitigation strategies.

Moving More People in More Ways

POLICY 9.5 MODE SHARE GOALS AND VEHICLE MILES TRAVELLED (VMT) REDUCTION

Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan, and meet or exceed Metro's mode share and VMT targets.

POLICY 9.6 TRANSPORTATION STRATEGY FOR PEOPLE MOVEMENT

Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list:

- Walking
- Bicycling
- Transit
- Fleets of electric, fully automated, multiple passenger vehicles
- Other shared vehicles
- Low or no occupancy vehicles, fossil-fueled non-transit vehicles

POLICY 9.17 PEDESTRIAN TRANSPORTATION

Encourage walking as the most attractive mode of transportation for most short trips, within neighborhoods and to centers, corridors, and major destinations, and as a means for accessing transit.

POLICY 9.20 BICYCLE TRANSPORTATION

Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

POLICY 9.22 PUBLIC TRANSPORTATION

Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are not made by walking or bicycling.

POLICY 9.6 TRANSPORTATION STRATEGY FOR PEOPLE MOVEMENT

This policy lays out a prioritization for modes based on the city's transportation and livability goals. When implementing this prioritization, ensure that:

- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.
- All users' needs are balanced with the intent of optimizing the right-of-way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of a multi-street corridor.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Policy-based rationale is provided if modes lower in the ordered list are prioritized.

Performance Measures

The following policies and accompanying charts outline the city's goals for increasing transit, bicycling, and walking and decreasing auto use in the Central City and citywide. These are primarily documented in Policy 9.49 in the TSP.

9.49.E. By 2035, increase the mode share of daily non-drive alone trips to 70 percent citywide, and to the following in the five pattern areas

Pattern Area	2035 daily target mode share
Central City	85%
Inner Neighborhoods	70%
Western Neighborhoods	65%
Eastern Neighborhoods	65%
Industrial and River	55%

9.49.F By 2035, 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

Mode	Mode Share
Walk	7.5%
Bike	25%
Transit	25%
Carpool	12.5%
Single Occupant Vehicle (SOV)	30% or less
Work at Home	10%*

***Work at home rate is calculated outside of the other modal targets**

Additionally, the adopted Central City 2035 Plan has the following performance district-level targets for commute trips to and from the district by non-single occupancy vehicle (SOV):

District	2010 Census	2035 Target
Downtown	70%	85%
West End	-	85%
Old Town/Chinatown	-	85%
South Downton/University	-	80%
Pearl	66%	80%
Goose Hollow	47%	75%
South Waterfront	33%	75%
Lloyd	48%	75%
Central Eastside	33%	65%
Lower Albina	32%	55%

Parking and Curb Zone Policies in the TSP

POLICY 9.55 PARKING MANAGEMENT

Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

POLICY 9.56 CURB ZONE

Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

POLICY 9.57 ON-STREET PARKING

Manage parking and loading demand, supply, and operations in the public right-of-way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand.

POLICY 9.58 OFF-STREET PARKING

Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand. Strive to provide adequate but not excessive off-street parking where needed, consistent with the preceding practices.

Parking Demand Reduction Policies in the TSP and Central City 2035 Plans

The following TSP policies provide additional support for the proposed CCIM projects and parking changes required to build them.

POLICY 9.39 AUTOMOBILE EFFICIENCY

Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of options such as car-share, carpool, and taxi.

POLICY 9.45 SYSTEM MANAGEMENT

Give preference to transportation improvements that use existing roadway capacity efficiently and that improve the safety of the system for all users.

POLICY 9.52 OUTREACH

Create and maintain TDM outreach programs that work with Transportation Management Associations (TMA), residents, employers, and employees that increase the modal share of walking, bicycling, and shared vehicle trips while reducing private vehicle ownership, parking demand, and drive-alone trips, especially during peak periods.

POLICY 9.59 SHARE SPACE AND RESOURCES

Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

POLICY 9.60 COST AND PRICE

Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies.

The following Central City 2035 Plan policies provide more context on managing parking in the Central City and how CCIM mitigation strategies should evaluate the various needs of the transportation system and parking and loading needs in the districts.

CC POLICY 9.43 TRANSPORTATION SYSTEM MANAGEMENT

Manage access and circulation to reduce traffic speeds and provide for safe street crossings, while balancing the need for vehicle and freight access to and from the district. Manage the roadway system within the Central City in a way that allows greater levels of traffic congestion. In congested areas, prioritize modes other than automobiles to accommodate travel demand.

CC POLICY 9.52 AUTO PARKING.

Support Central City parking needs, particularly for retail, employment and residential growth, as well as for access to major attractions such as universities and event venues. Continue to limit the growth of the overall auto parking supply, and maximize the joint use of existing and new stalls to manage parking in a more efficient and dynamic manner, lower the costs of construction and meet mode split and climate action goals for the city. Maintain no auto parking minimum requirements in the Central City and set maximum auto parking ratios to encourage other modes and allow new long-term parking only if associated with new development or to serve buildings with little parking.

CC POLICY 9.54 PUBLIC PARKING

Continue to manage public parking on the street system and in public garages to support Central City parking needs, prioritizing short trips and turnover to serve retail and visitor needs. Develop a performance-based parking program that manages Central City public parking to meet performance targets via dynamic pricing and other parking management tools and by providing clear and transparent parking information. Balance the need for on street parking with other uses of the curb zone. In managing the supply of on-street parking, the first priority is for short-term parking, followed by carpool and finally long-term parking.

CC POLICY 9.55 LOADING

Support the delivery of goods in the Central City. Pursue strategies that bring new ways of delivering goods to the Central City in a way that optimizes loading and freight access and makes efficient use of limited urban space.

Off-Street Parking Updated Zoning Code

The following zoning code that were recently approved allow for multiple uses of off-street parking.

33.266.110 MINIMUM REQUIRED PARKING SPACES

3. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review: a. The names and addresses of the uses and of the owners or tenants that are sharing the parking; b. The location and number of parking spaces that are being shared; c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.

33.510.261 PARKING BUILT AFTER JULY 9, 2018

13C. In the Central Eastside and Lower Albina subdistricts up to 20 of the maximum allowed number of parking spaces for a site may be on a surface parking lot if the following are met. Adjustments to these standards are prohibited: (1) The parking is accessory to a Manufacturing and Production, Wholesale Sales, Industrial Service, or Warehouse and Freight Movement use; (2) The parking is located in the IH or IG1 zones; and (3) The surface parking lot is located directly adjacent to the building in which the use exists. In this case, the parking on the surface parking lot must operate as accessory parking only and is prohibited from operating as commercial parking.

33.510.262 PARKING BUILT BEFORE JULY 9, 2018

D.2 If the parking is on a surface parking lot: a. Growth Parking: (1) Unless specified in Subsubparagraph D.2.a.(2), Growth Parking may operate as accessory or commercial parking. In the Central Eastside subdistrict, growth parking that operates as commercial parking is subject to the following limitations: • Monthly permits are only allowed for residents and employees of the subdistrict; • Hourly and daily parking is prohibited; and (2) Growth Parking that was operating as RX Zone Parking on July 9, 2018 must operate as accessory to a Residential use. b. Preservation Parking may operate as accessory or commercial parking. In the Central Eastside subdistrict, Preservation parking that operates as commercial parking is subject to the following limitations: (1) Monthly permits are only allowed for residents and employees of the subdistrict; and (2) Hourly and daily parking is prohibited.

Street Classification Policies & CCIM

The following summarizes how on-street parking and use of the curb zone is impacted by street classifications:

Classification Type	Street Classification	On-street parking & Curb Zone
Bicycle	Major City Bikeways	Motor vehicle lanes and on-street parking may be removed on Major City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after performing careful analysis to determine potential impacts to the essential movement of all modes.
Bicycle	City Bikeways	Motor vehicle lanes and on-street parking may be removed on Major City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after performing careful analysis to determine potential impacts to the essential movement of all modes.
Bicycle	Local Service Bikeways	On-street parking on Local Service Bikeways should not be removed to provide bicycle lanes
Transit	Regional Transitways	Right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures and improve access to transit. Carefully consider and street design changes to Regional Transitways that impact travel time in light of the potential costs and benefits to transit riders, while also taking into account other adopted goals and policies.
Transit	Major Transit Priority Streets	Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit.
Transit	Transit Access Streets	Provide transit signal priority as needed at major intersections and prioritize transit stops over on-street parking.
Freight	Priority Truck Streets	Priority Truck Streets accommodate high truck volumes and provide high-quality mobility and access.
Freight	Major Truck Streets	Truck Streets provide truck mobility within a Transportation District and access to commercial and employment uses along the corridor.
Design	Civic Main Street	Curb zone: The curb zone along Civic Main Streets should emphasize access and placemaking functions (such as parking, loading, transit stops, street trees, curb extensions, and street seats) to support adjacent land use and improve the pedestrian realm. The curb zone may be used for mobility functions if space is needed to provide bicycle facilities or provide turn lanes near intersections.
Design	Neighborhood Main Streets	The curb zone along Neighborhood Main Streets should emphasize access and placemaking functions (such as parking, loading, transit stops, street trees, curb extensions, and street seats) as needed to support adjacent land use and improve the pedestrian realm. The curb zone may be used for mobility functions if space is needed to provide bicycle facilities or provide turn lanes near intersections.
Design	Civic Corridors	Curb zone: The curb zone along Civic Corridors should typically emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.

Classification Type	Street Classification	On-street parking & Curb Zone
Design	Neighborhood Corridors	Curb zone: The curb zone along Neighborhood Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.
Design	Regional Corridors	Curb zone: The curb zone along Regional Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.
Design	Community Corridors	Curb zone: The curb zone along Community Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.
Traffic	Major City Traffic Streets	On-Street Parking: On-street parking may be removed and additional right-of-way purchased to provide adequate traffic access when consistent with the street design designation of the street. Evaluate the need for on-street parking to serve adjacent land uses and improve the safety of pedestrians and bicyclists when making changes to the roadway.
Traffic	Traffic Access Streets	Access: Reduction in motor vehicle congestion is given less priority than: supporting pedestrian access and enhancing the pedestrian environment; maintaining on-street parking to support land uses; accommodating transit; or accommodating bicycles. Access to off-street parking is allowed and encouraged to be located on Traffic Access Streets.