

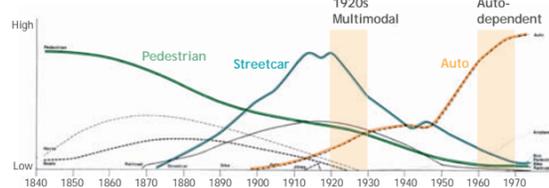
Portland's Parking History

(There were lots of lots)

1900-1940

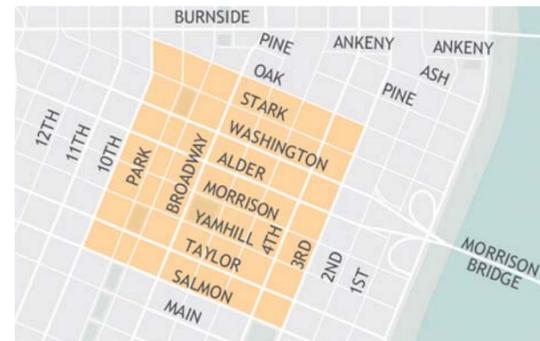
From 1900 through 1940 streetcars were the most used transportation mode in Portland. By 1950, autos were the most used and their share was rapidly increasing as all other modes dramatically decreased.

Relative Usage of Transportation Modes in Portland, 1840-1975



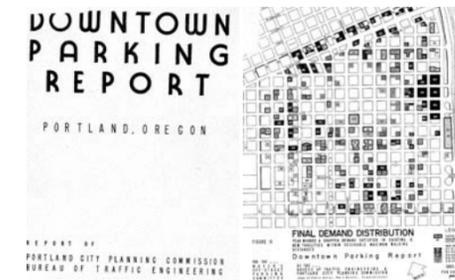
1938

By 1938 demands for parking downtown led to the installation of 1,336 parking meters in 49 square blocks shown below. Meters were 5¢ for 60 minutes (80¢ today) and a violation was a \$1 ticket (\$16 today).

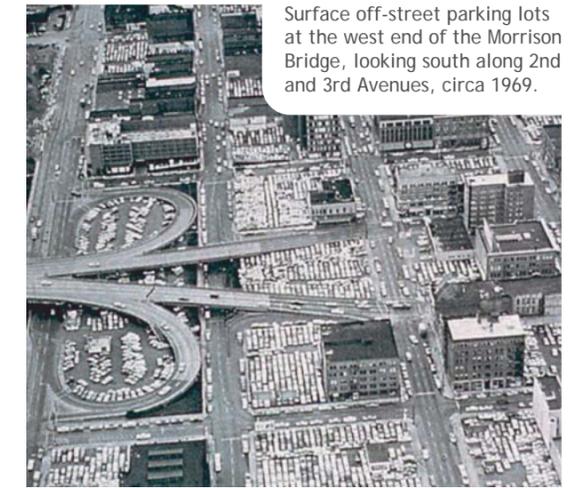


1955

The Downtown Parking Report mapped out supply and demand for parking block by block. The report linked growth downtown to increased automobiles; other transportation modes were not predicted to grow. To accommodate the increasing demand for parking, the area at the west end of the Morrison bridge (Washington, Alder, and Morrison Streets) was identified as desirable for additional off-street parking.



1960s



Surface off-street parking lots at the west end of the Morrison Bridge, looking south along 2nd and 3rd Avenues, circa 1969.

1970s

As auto use increased, rail transit infrastructure was lost while parking and congestion increased and Portland's air quality suffered. The 1972 Downtown Plan responded to growth in the suburbs and the hollowing out of downtown due to loss of jobs and housing. Policies called for new investments in transit, pedestrian, and bicycle infrastructure with significant restrictions to new parking, prohibiting new surface parking and implementing a 40,000 stall cap on parking in the downtown area.



Pioneer Courthouse Square was a parking lot, from the 1950s until 1980.



Air quality violations were up to 180 days per year in the 1970s

1981

Resident Permit Parking Area program was introduced in the Gander Ridge neighborhood (South of present I-405).



1995

The Central City Transportation Management Plan (CCTMP) was developed following the 1988 Central City Plan. The CCTMP included parking policies to manage supply of parking meeting business and residential needs, manage congestion, promote transit, meet air quality requirements, while fairly allocating parking and encouraging redevelopment of surface lots.

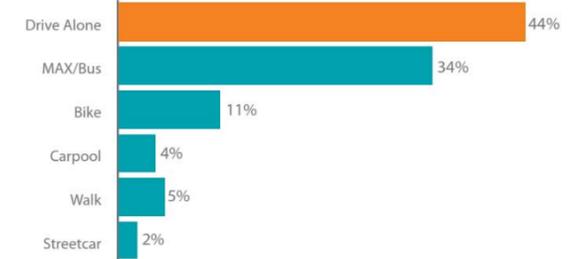
On-street parking management

SmartPark are city-owned public parking structures that are part of a longstanding policy to discourage overbuilding of the parking supply downtown. SmartPark garages provide parking for visitors to downtown businesses. Short-term rates match on-street meter rates.

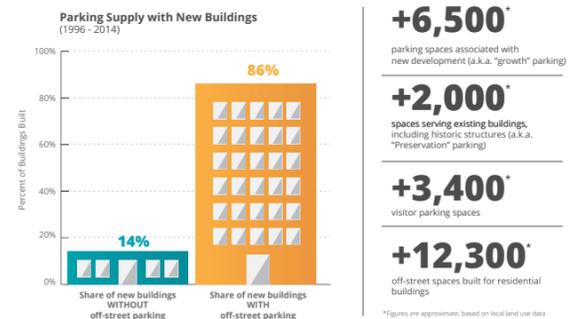


2011-2014

A 2011 downtown business census and survey found that although driving alone was still the most common way for workers to commute downtown, transit, cycling, carpooling, and walking mode shares combined to account for the majority of commuting to work trips.



CENTRAL CITY OFF-STREET PARKING SUPPLY SINCE 1996



- +6,500*** parking spaces associated with new development (a.k.a. "growth" parking)
- +2,000*** spaces serving existing buildings, including historic structures (a.k.a. "Preservation" parking)
- +3,400*** visitor parking spaces
- +12,300*** off-street spaces built for residential buildings

*Figures are approximations, based on local land use data.