

CENTERS AND CORRIDORS PARKING PROJECT

Overview

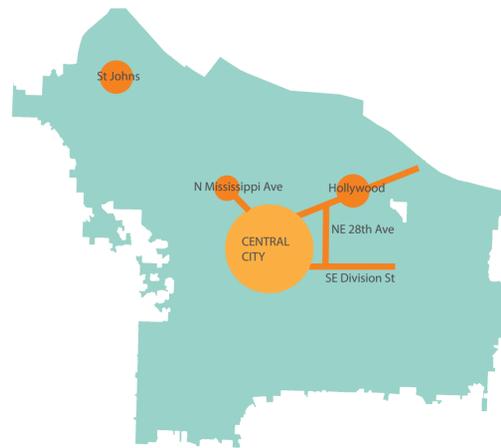
The Portland Bureau of Transportation (PBOT) has been awarded a Transportation Growth Management grant from the state, to study and recommend new parking policies in mixed-use centers and corridors. As these areas grow over the next 20 years, parking demand will increase. PBOT is developing comprehensive toolkit of parking management strategies to better manage the on and off-street parking system.



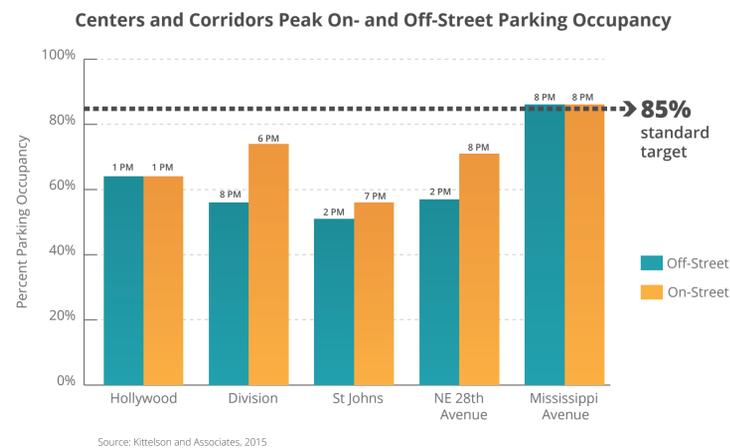
Summary of findings

In spring 2015, PBOT collected parking utilization data in five study areas. The data showed that on-street parking typically reaches peak occupancy in the evening hours, due to a combination of residential and commercial parking needs.

Study Areas



Parking Occupancy



A three-part approach to address parking impacts:

1. Increase off-street parking supply
 - City Council increased parking requirements in 2013.
2. Manage on-street parking access
 - Who has priority access to parking?
3. Reduce overall demand for parking
 - How do we reduce demand for parking?

Residential Parking Permit Proposal

PBOT is proposing a new residential parking permit program that will tie the priority parking access to the primary land use.

- Boundaries would be drawn to include residentially-zoned areas, and residents within the permit area would have priority access to permits.
- The number of permits issued would be limited to the available on-street parking supply, and a per-address limit would be allowed in each area.
- All residents of permit areas would have equal access to permits, regardless of whether they rent or own, or live in a house or apartment.
- Implementation plans specific to each area would establish how permit availability is extended to employees and residents outside the area.

How does the parking permit proposal compare with the existing Area Parking Permit Program?

	Existing APPP	New Concept
What issues does the program address?	Commuter Parking (daytime peak)	Parking in growing mixed-use areas (evening peak)
How are the permit area boundaries determined?	No relation to land use/zoning	Based on zoning
What are the hours of enforcement?	Generally 8 AM - 6 PM	Extended to include evening and overnight
How many total permits are issued in a permit area?	Unlimited	Total number based on available parking spaces
How many permits are issued to residents?	Unlimited*	Would allow a per-address limit
What is the process to establish a permit area?	Opt-in voting process; area-specific implementation plan	Opt-in voting process; area-specific implementation plan
How much do permits cost?	Each permit costs the same amount (currently \$60/year)	Escalating fee structure (2nd costs more than 1st, etc.)
How is equity addressed?	Does not address equity	Low-income residents have priority access to permits and discounts

* Residents have to provide proof of residency and vehicle registration to obtain a permit.