

PBOT Parking Management Programs

SE Uplift LU+T Committee | August 17, 2026

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Planning Division



Agenda

Part 1: Why PBOT manages parking

Part 2: What tools we use

Part 3: The outcome, a case study from NW

Part 4: Why am I here tonight?

Part 1: Why PBOT manages parking

**How parking management is like
selling ice cream.**



A photograph of a lively urban street at dusk. In the foreground, a man wearing a helmet and a patterned shirt is riding a bicycle with a yellow child seat. To his left, a group of pedestrians is walking. In the background, there's an outdoor cafe with several tables and large umbrellas, where people are seated. The street is lined with trees and illuminated by warm streetlights. Buildings with balconies are visible in the background.

**Improves area
traffic circulation
and safety**

**Reduces carbon
emissions and
maintains air
quality**

**Supports
economic vitality
and local business
needs**

**Reduces demand
for parking and
car ownership**

Part 2: What tools we use

**How managing parking is
like a mechanic inspecting a car.**



Three Levers

Who

Long-Term

Residents
Employees

Short-Term

Customers
Visitors

Loading

Trucks
TNCs

How Long



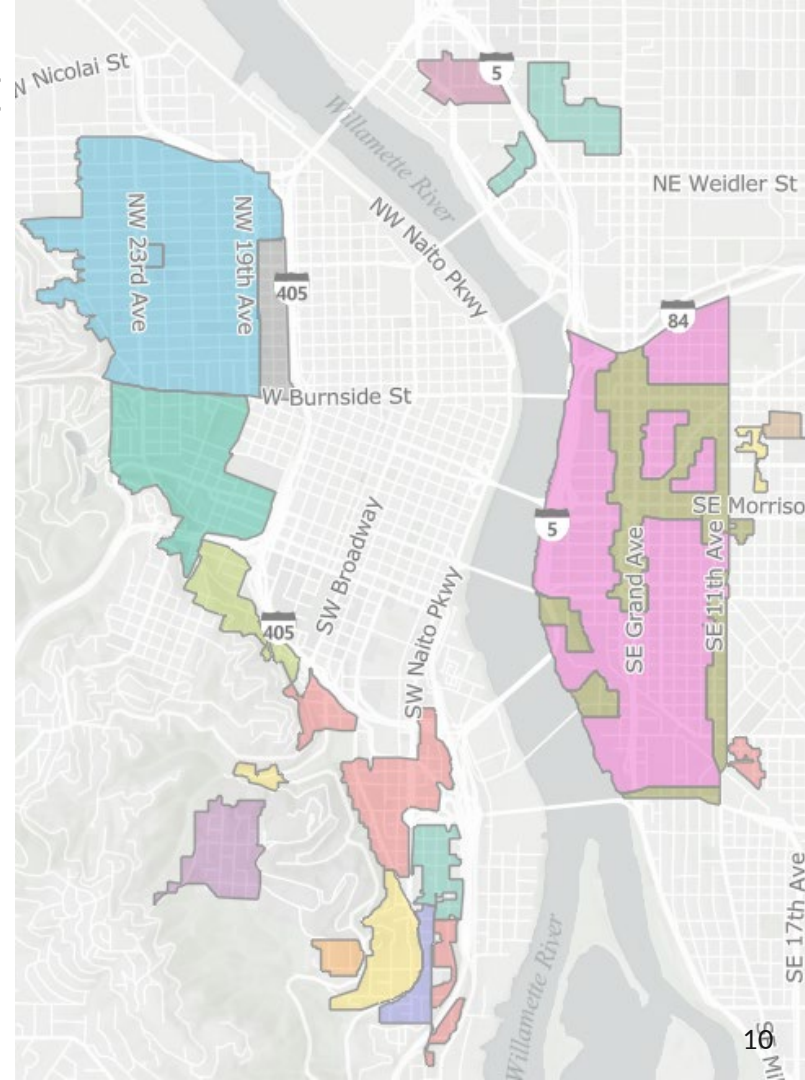
What Price



LAND USE CONTEXT	GOALS FOR CONTEXT	COMMON PARKING ISSUES	PARKING MANAGEMENT TOOLS
Commercial main street	Steady all-day access for customers and businesses	On-street parking full, nowhere for visitors to park or businesses to load/unload	1) Time limits 2) Increased enforcement 3) Paid parking
Event district -or- Residential area close to downtown	Consistent access for residents, discourage driving for event- goers/commuters	On-street parking full, no access for residents who rely on it	1) Time limits 2) Parking permits 3) Increased enforcement 4) Paid parking
Dense and growing residential neighborhoods	Temper demand for parking to available on-street supply	On-street parking more and more scarce for existing residents who rely on it	1) Time limits 2) Parking permits 3) Increased enforcement 4) Paid parking

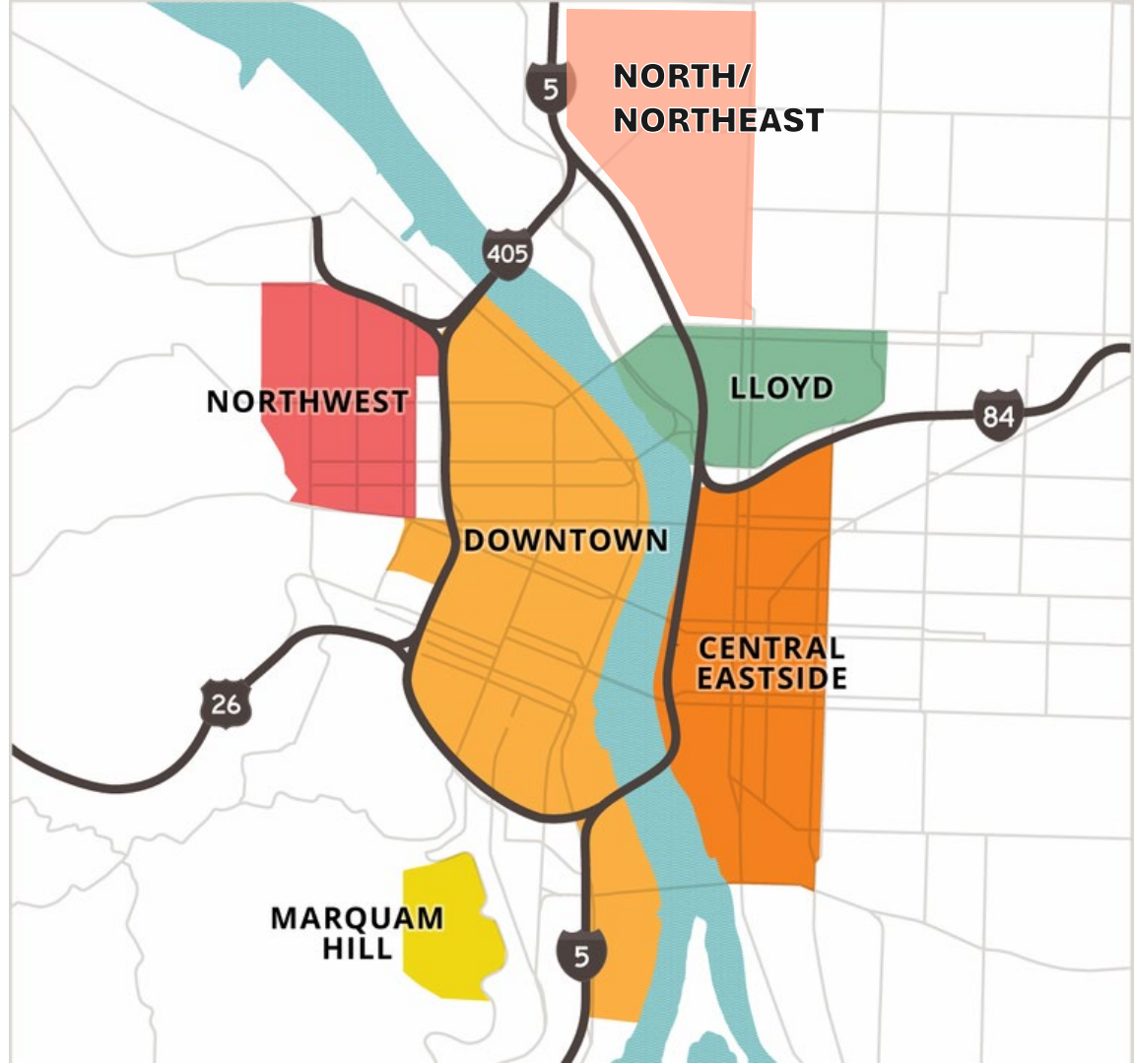
Traditional Parking Permit: Area Parking Permit Program

- Established in 1981, unchanged
- 17 districts around city center
- Designed to deter commuter parking and protect residential access
- Cost-recovery, not demand pricing
- Requires substantial participation through balloting
- Portland has not established a traditional APPP area in ~a decade



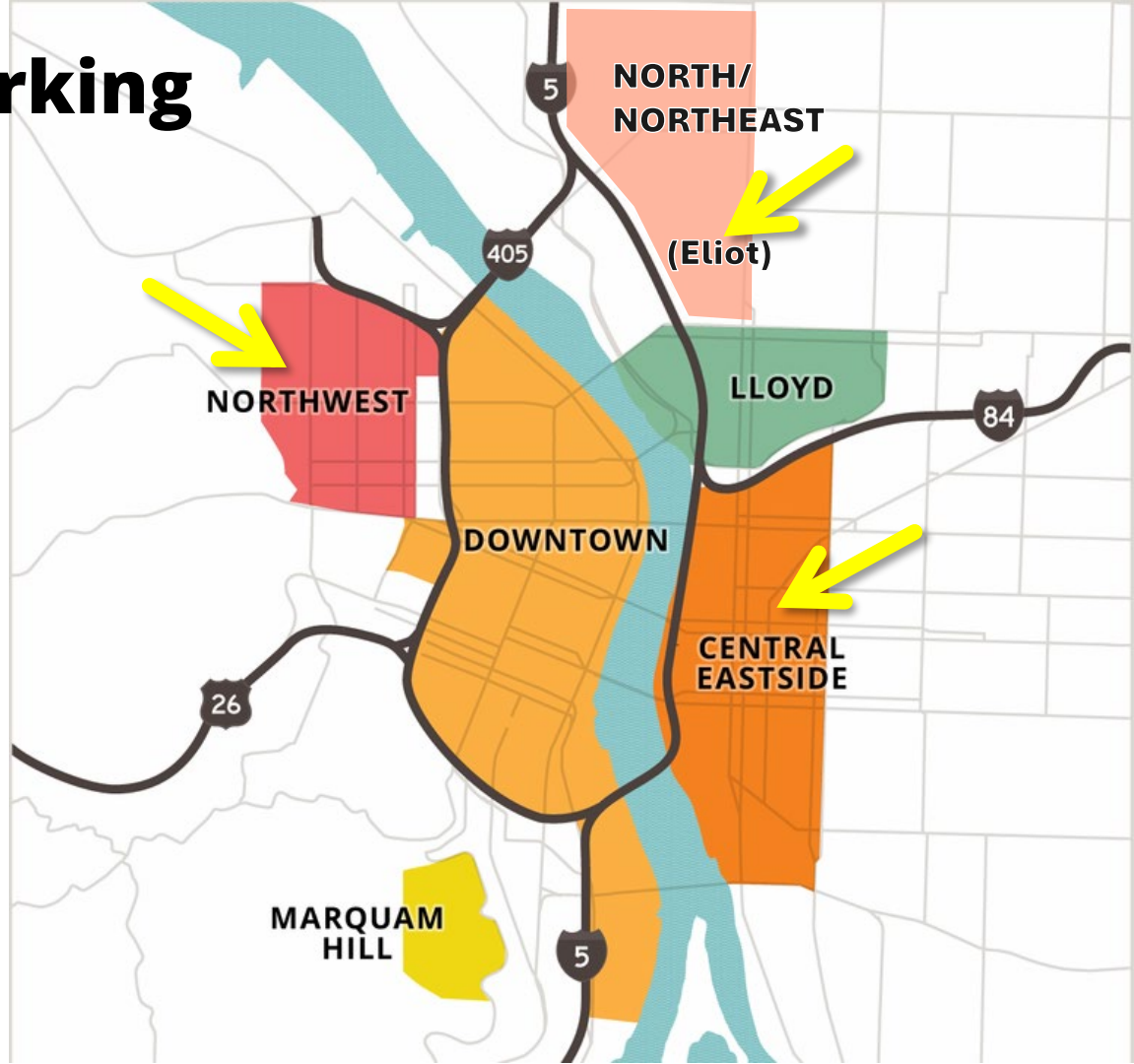
PBOT Parking Districts

- 5 (soon-to-be 6!) parking districts
- Dense commercial areas and inner neighborhoods



Demand-Based Parking Permit Program

- Designed to reduce the underlying demand for parking
- Demand-pricing, surcharge funds the Transportation Wallet
- Equity-centered, income-based programs

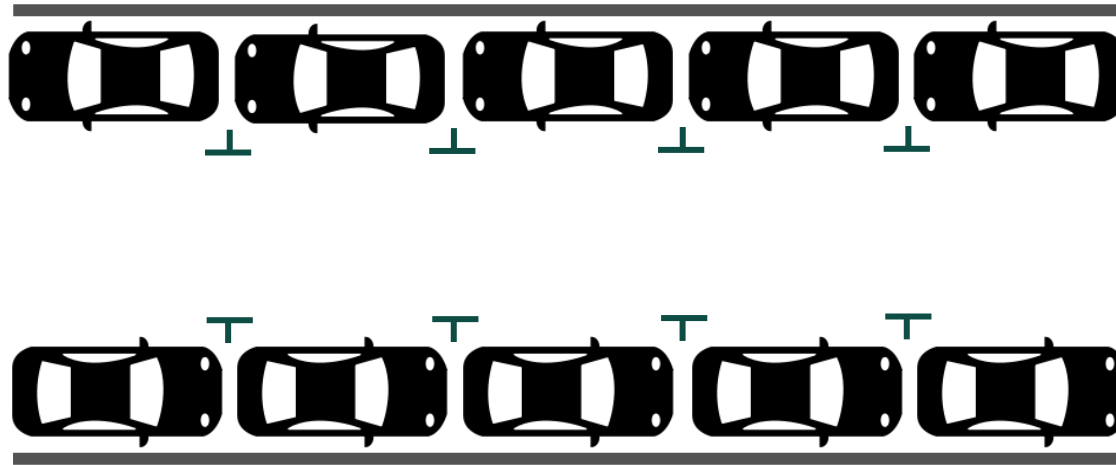


Parking Management for Commercial Corridors

- Time Limits
- Pay-to-Park
(Parking Kitty!)



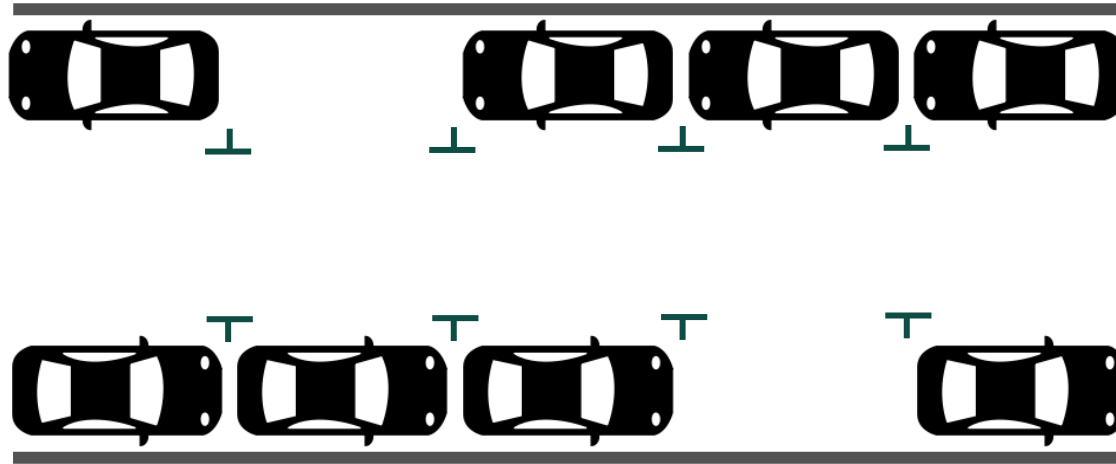
Occupancy *Measures how many vehicles are parked*



**100%
Occupied**



Occupancy *Measures how many vehicles are parked*



80%
Occupied



Turnover *Measures unique vehicles and how long they're parked*



**10 HRS =
1 VISITOR**

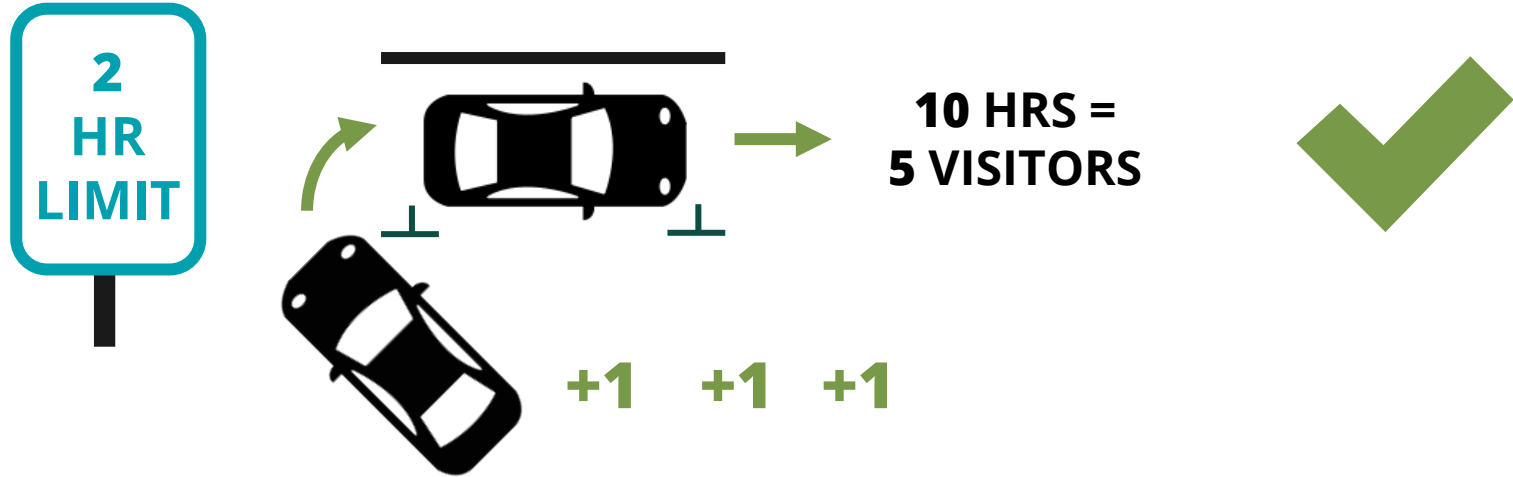
Turnover *Measures unique vehicles and how long they're parked*



10 HRS =
~~1 VISITOR~~
RESIDENT / EMPLOYEE

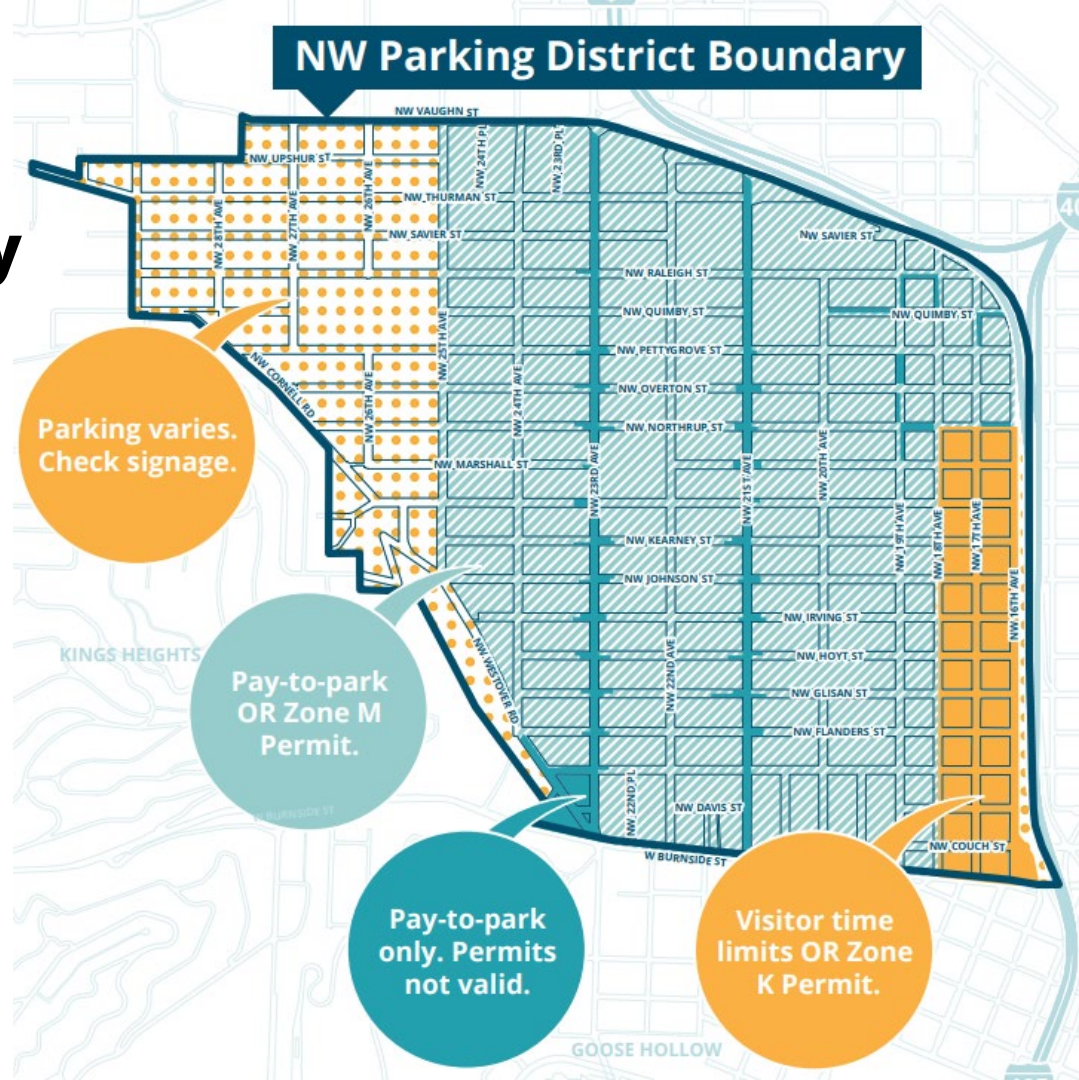


Turnover *Measures unique vehicles and how long they're parked*



Part 3: The outcome, a case study from NW

The Outcome: NW Parking District Case Study



Continued population growth necessitates ongoing parking management

2016		2025
11,868	>	13,674

Behavior Change

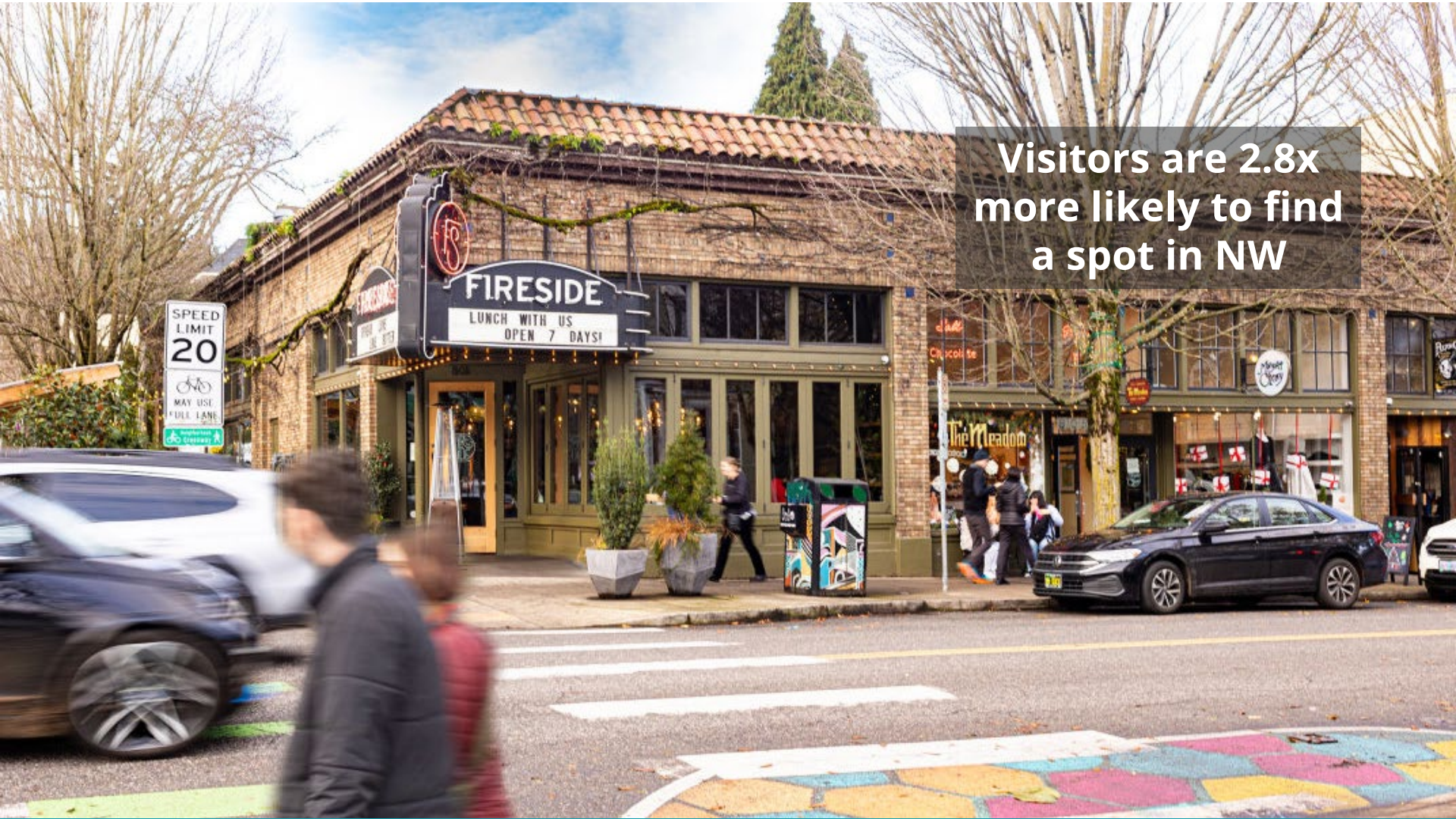
	<u>Parking Occupancy</u>	<u>Parking Permits</u>	<u>Turnover per 10 hours*</u>
2016	91%	8,500	4.13
2019	83%	6,500	4.27
2022	78%	5,700	5.31
2025	75%	5,600	5.70

*Goal = 5 or greater



Each parking spot
is seeing approx.
1/3 more visitors
per day

Visitors are 2.8x
more likely to find
a spot in NW



**2024 bike counts:
biking up 15% in
NW**





**Transportation
Wallet**



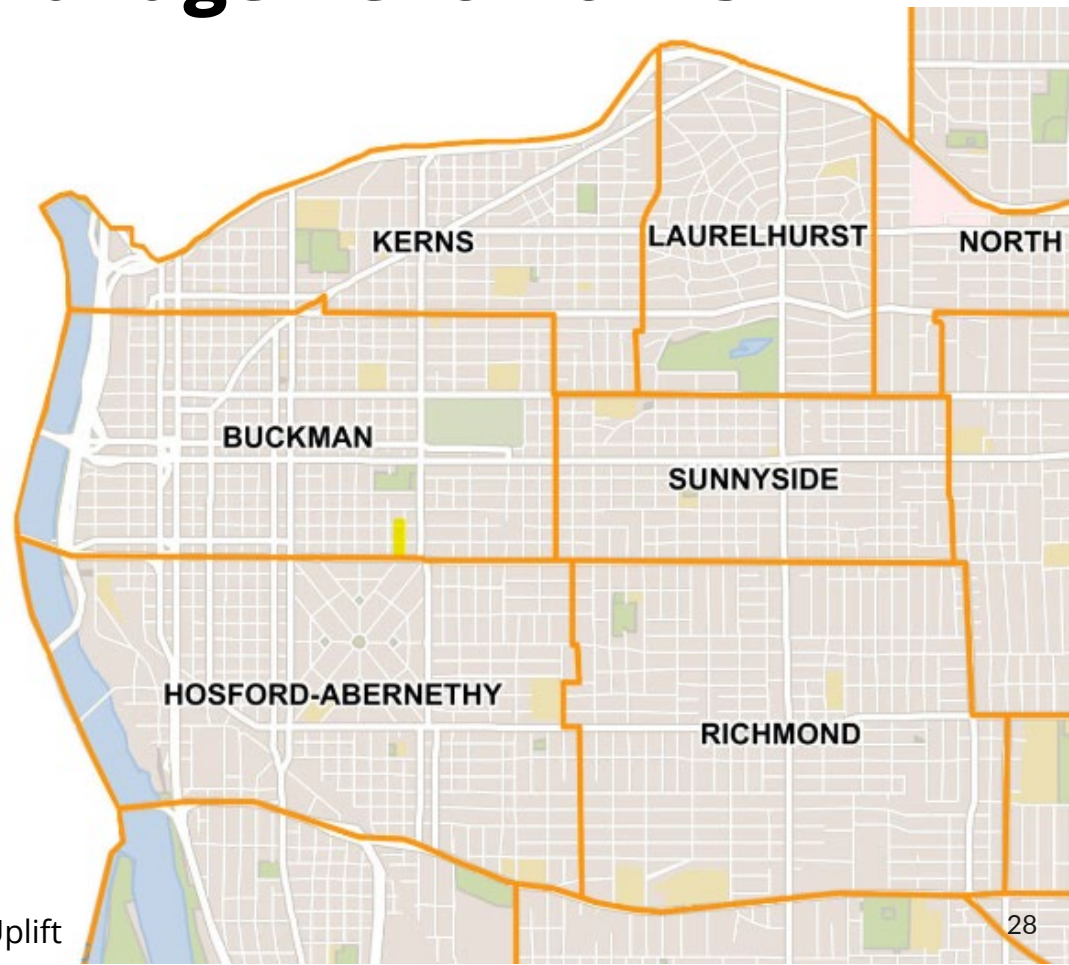
**Northwest
Parking District**

**NORTHWEST IN
MOTION**

Part 4: Why am I here tonight?

Interest in parking management from SE Neighborhoods

Kerns, Buckman,
Sunnyside, Richmond
and Hosford-
Abernathy



Map Source: SE Uplift

Parking Snapshot: Kernside

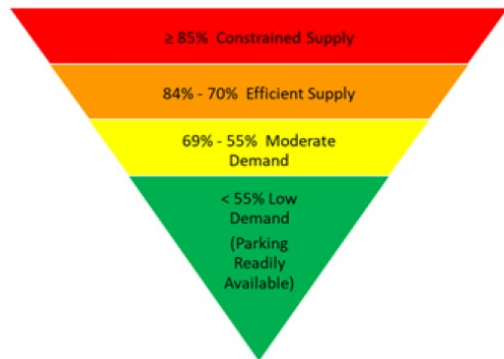
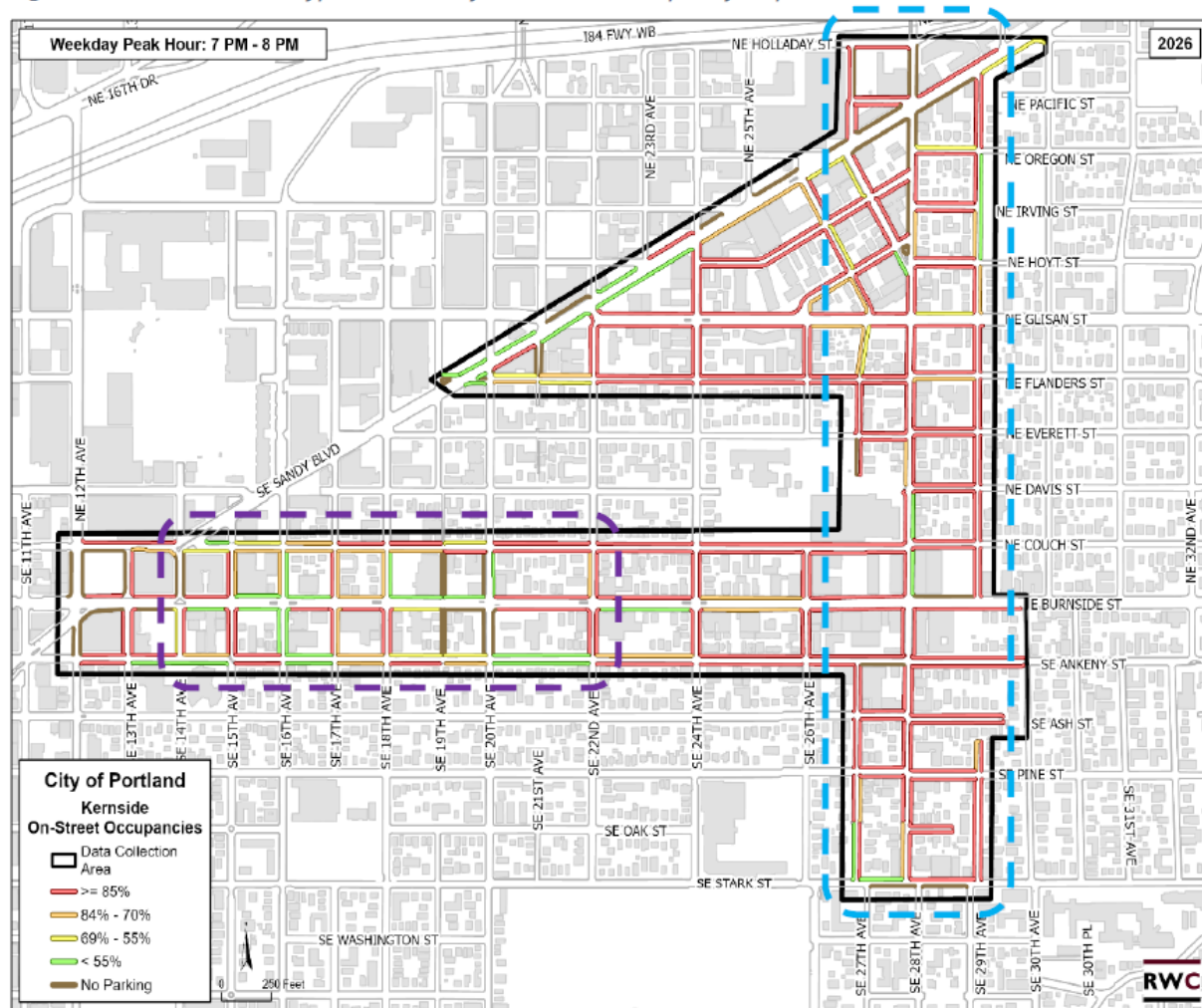
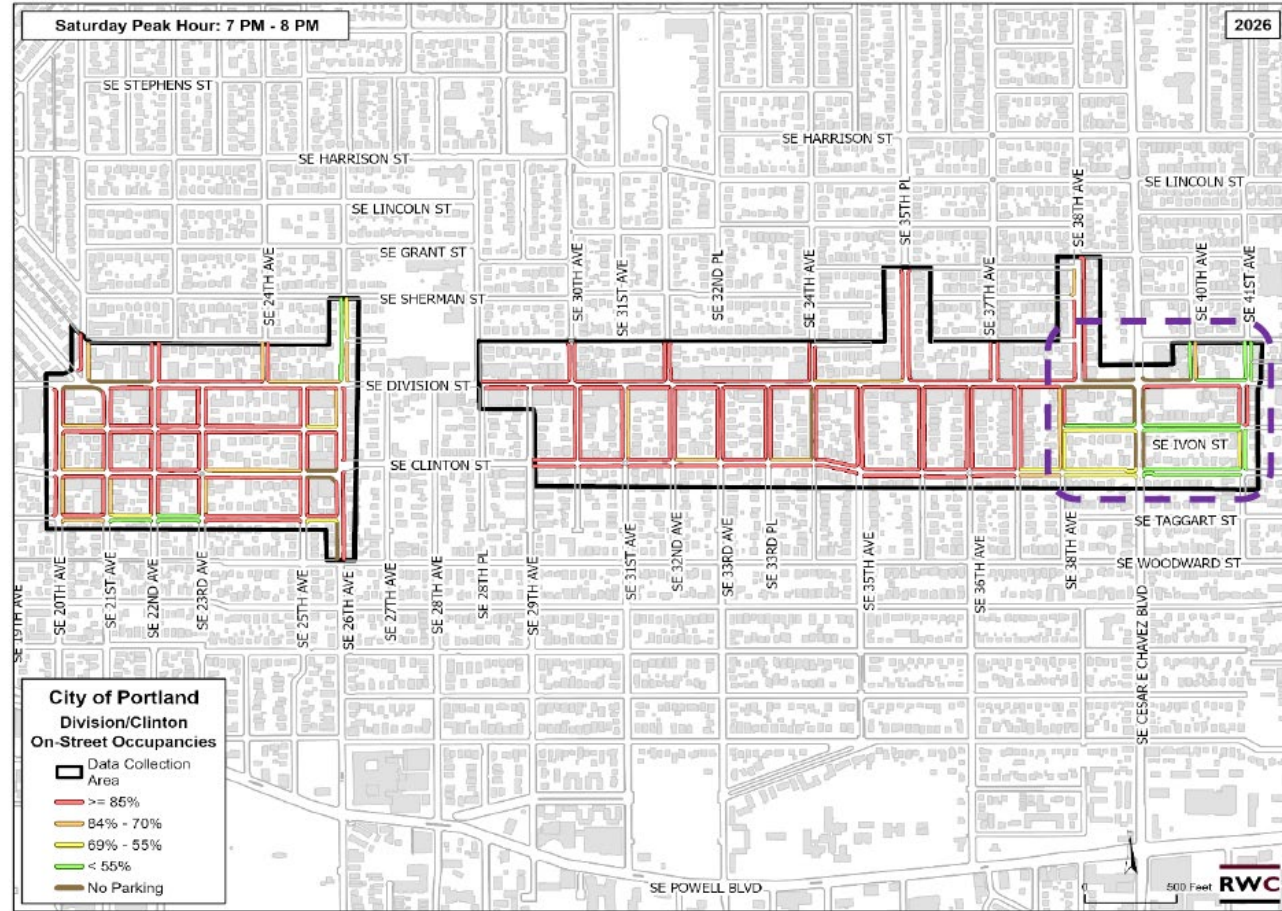
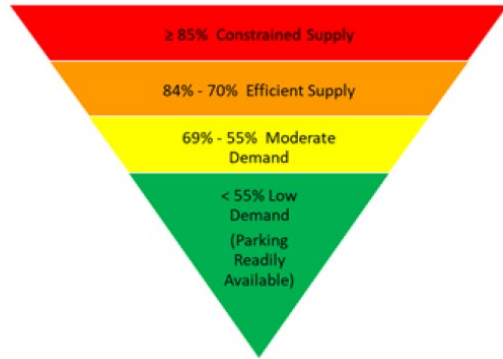


Figure D: 2026 – Kernside Typical Weekday Peak Hour Occupancy Map



Parking Snapshot: Division / Clinton



What's next?

- Work with neighborhood and business associations
- To initiate, send letter of interest
- If there's interest, we'll work together on study area and scope

Please reach out:

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