

## Richmond Neighborhood Parking Permit Program

### Background

Parking demand has grown significantly due to increased development and popularity of the wonderful restaurants and shops along SE Division St. The business parking demand spills over from SE Division street to the neighborhood streets which are filled with historic homes, many of which do not have driveways or garages. The peak hour demand from the parking study completed in 2015 found that peak occupancy rate was 74% (see map on next page). In response to the high demand for on-street parking in the area, the City agreed to work with the neighborhood to develop a parking permit program.

The Richmond Neighborhood Association applied for a pilot program to institute a new type of residential parking permit program that was created through *the Centers and Corridors Parking Study and Toolkit* development in 2016. In 2019, the Richmond Neighborhood Association requested that PBOT develop an independent stakeholder advisory committee (SAC) to help develop a parking permit pilot program. That is what we are beginning now.

### Scope

PBOT has secured a consultant to conduct a parking study and lead the stakeholder advisory committee to determine recommendations for a new parking permit program. The new program will be different from the existing Area Parking Permit Program, where new tools such as limiting permits and adding a permit surcharge will be available. The goal of the new permit program will be to manage the on-street parking system more efficiently by prioritizing certain users in certain areas.



*example of a parking permit sign*

The process will result in recommendations to PBOT on a new Area Parking Permit Program for the Richmond neighborhood. The new program may or may not be voted in by the residents. Ballots will be mailed to all proposed addresses, and if approved we will seek City Council approval to move forward.

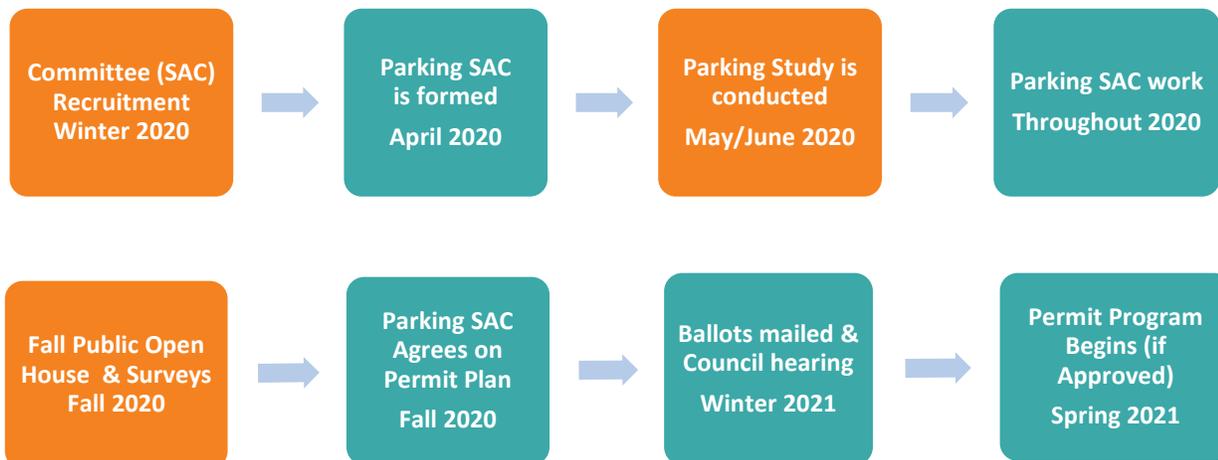
**Permit Plan Goal:** To better manage parking for both residents, businesses, and visitors in the Richmond neighborhood along and adjacent to SE Division St. The goal is to have one open parking space per block on any given hour and to reduce visitor parking on residential streets.

### Who will be on the Parking Stakeholder Advisory Committee (SAC)?

The goal is to have a diverse representation of many different people and perspectives from the neighborhood on the SAC. We have a list of the desired attributes for committee members listed on the position description form online. The applications will be reviewed by an outside panel of existing parking committee members from Lloyd and Northwest, and PBOT staff. The panel will make recommendations to the project manager for the most diverse team on the SAC.



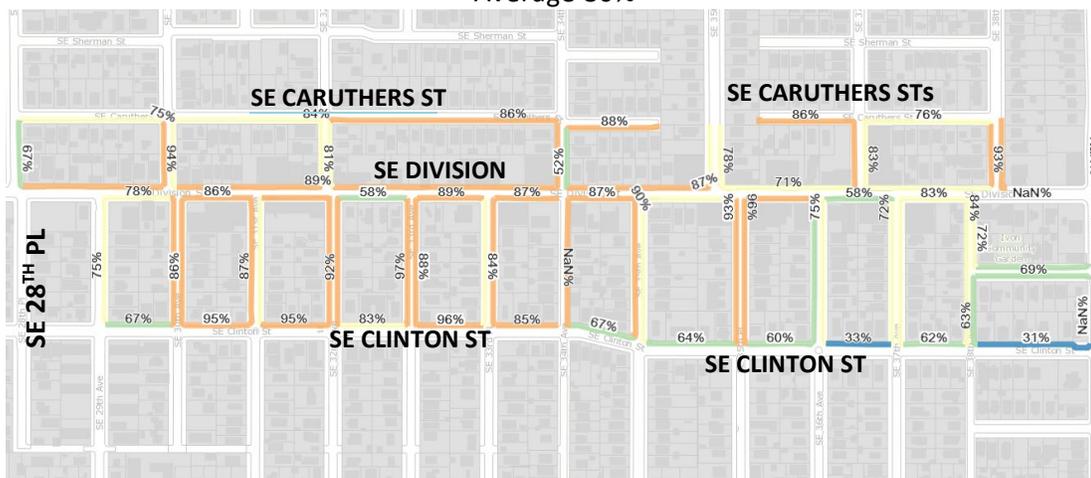
## Draft project milestones



## Data driven decision making

The planning process will start with a comprehensive parking utilization and occupancy study to determine the extent of the parking demands' users, hours, and locations. Here is an example of a parking occupancy study data collection effort from 2018. This is one type of data we will collect.

**Richmond Parking Occupancy Data collected 05/03/2018 from 5pm – 8pm**  
Average 80%



## How can you get involved or stay informed on this project?

1. Sign up for our email list to get meeting agendas, notes and materials.
2. Attend the Parking SAC meetings and provide comment there.
3. Stay tuned for online and in-person surveys and future open houses on proposed permit program rules.

**Contact the Project Manager anytime with questions, comments, concerns or ideas:**

Kathryn Doherty-Chapman: Parking Plan Project Manager

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Website for more information: <http://tiny.cc/SEParking>

# About Parking Management

## What, why and how

### What

In 2019, the Richmond Neighborhood Association requested that the Portland Bureau of Transportation develop a committee to create a new parking permit program along and near SE Division Street. This new permit program seeks to balance the demand for on-street parking between residents, employees, and visitors.

The Portland Bureau of Transportation (PBOT) has agreed to engage in a planning process with the community to develop a **plan for a new permit program** and overall parking management along and near SE Division St in the Richmond Neighborhood.



*Example of a NW permit sign*

### Why



There are only so many on-street parking spaces on and near SE Division St which need to serve a growing number of customers, visitors, and residents.

Past parking study data collected shows a high demand for on-street parking in the evening when residents coming home from work are competing with people dining out and shopping for on-street parking.

### How

PBOT will work with a consulting firm and an advisory committee made up of a diverse group of residents, business and property owners, and employees to guide the development of the permit plan.

This group will work together in 2020 to develop a draft plan for approval by both City Council and the affected residents. Ballots will be mailed to all affected addresses of the proposed permit program for approval to determine if the permit program gets implemented.

# Background

## Why are we talking about a parking plan now?

In 2014 after the city had experienced tremendous growth in population and development, many neighborhoods expressed frustration to the City with the increase in parking demand and difficulty finding parking on-street.



In response, the Portland Mayor directed PBOT to study the parking issues in neighborhoods across the city such as Richmond. This led to **the Centers and Corridors Parking Study** that some of you may remember. This study and planning effort resulted in the creation of two new tools:

- **The Parking Management Toolkit**
- **New Parking Permit Program**

### Richmond Neighborhood Association & PBOT Parking Timeline

- 2014-2015>> Participated in Centers & Corridors Parking Study
- 2018>> New Parking Permit Pilot Program approved by City Council
- 2018 >> Richmond NA requested a permit pilot program near Hawthorne Blvd. which did not get approved
- 2019 >> Richmond NA requested PBOT create advisory committee to develop Permit Pilot Program

## How does the new Parking Permit Pilot compare to the existing APPP?

*Please note, these are examples of changes and not the rules.*

	<i>Existing APPP</i>	<i>New Concept</i>
<i>What issues does the program address?</i>	Commuter Parking (daytime peak)	Parking in growing mixed-use areas (evening peak)
<i>How are the permit area boundaries determined?</i>	No relation to land use/zoning	Based on zoning
<i>What are the hours of enforcement?</i>	Generally 8 AM - 6 PM	Extended to include evening and overnight
<i>How many total permits are issued in a permit area?</i>	Unlimited	Total number based on available parking spaces
<i>How many permits are issued to residents?</i>	Unlimited*	Would allow a per-address limit
<i>What is the process to establish a permit area?</i>	Opt-in voting process; area-specific implementation plan	Opt-in voting process; area-specific implementation plan
<i>How much do permits cost?</i>	Each permit costs \$75/year amount (currently \$50/year)	Escalating fee structure (2nd costs more than 1st, etc.)
<i>How is equity addressed?</i>	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.



# Process

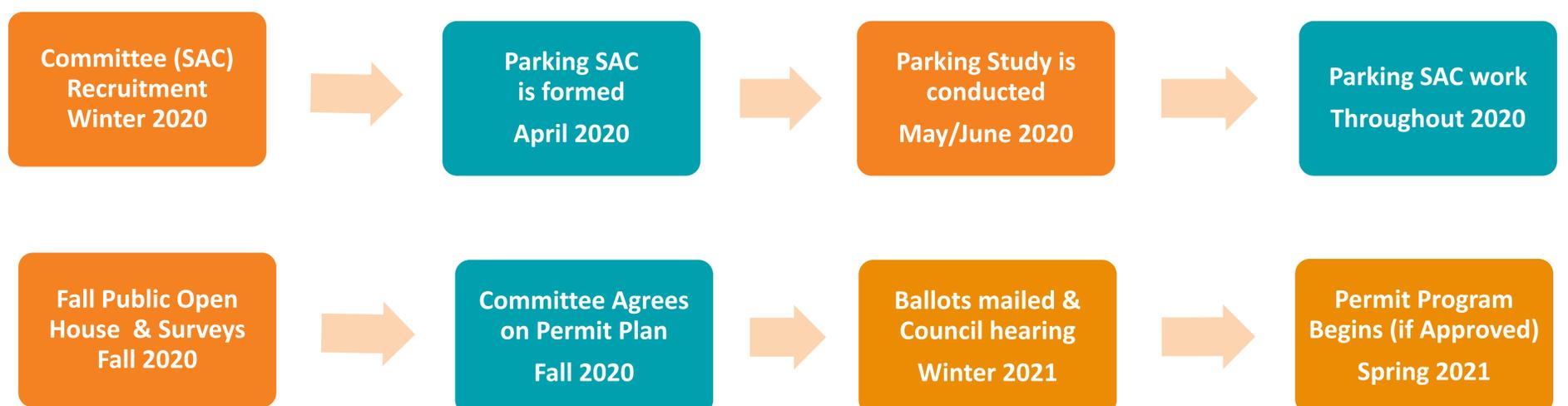
## How

PBOT will work with the community to solicit committee members to guide the plan. The focus will be on developing a permit pilot program. Once the stakeholder advisory committee (SAC) is formed, they will begin meeting to deliberate and agree on:

- Project goals
- Project study area and data collection plan
- Priority users
- Permit Program rules, including hours, and rates.
- Other program elements such as time limits on Division and potential Transportation Demand Management Programs to offer to employees and residents.

Once the committee has agreed on a plan, approvals from City Council and affected residents will be needed before anything is implemented. Ballots will be sent to all proposed permit area addresses and PBOT will need to receive 60% of the ballots and at least 50% of them need to be in favor to approve the program. The exact details of the ballot process will be determined in the committee planning process.

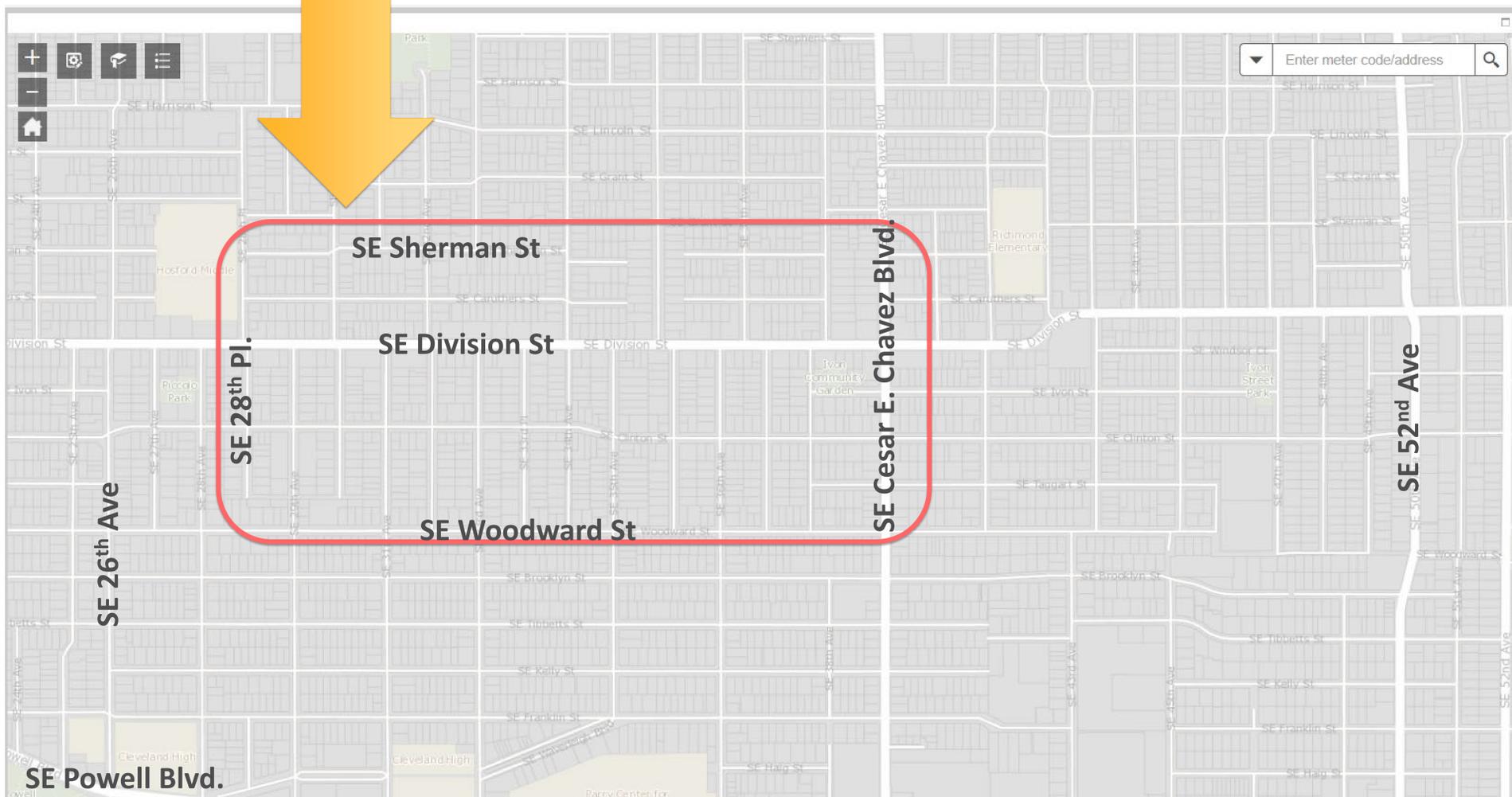
## Draft project milestones:



# Where

## Proposed project focus area

The Division Street Parking Permit Plan will focus along and adjacent, to SE Division Street between 29<sup>th</sup> Ave and SE Cesar E Chavez Blvd. The focus area is in the Richmond Neighborhood.



This is the **proposed focus area** and it is based on initial parking study data completed in 2014 and 2018. The final parking study and plan boundaries will be determined by the parking committee and PBOT staff.

# Parking Study

A parking study will be conducted to learn about the parking demand on and near SE Division St.

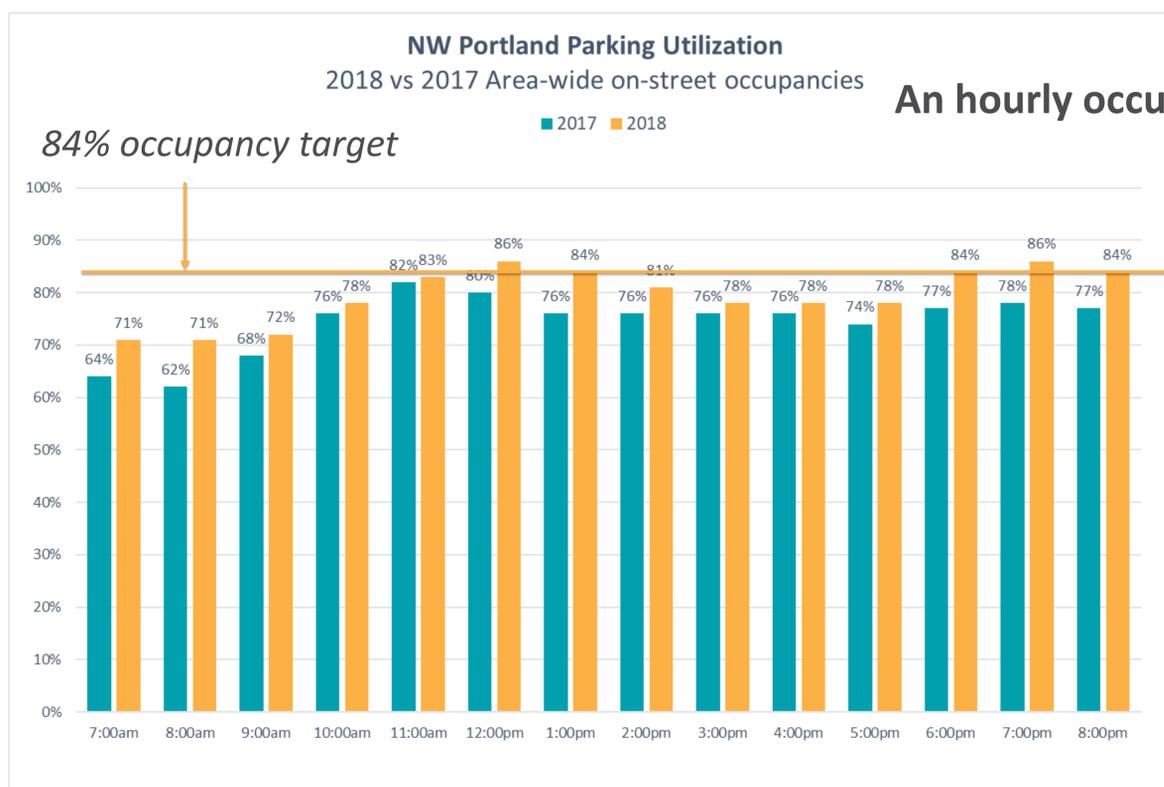
The parking study will collect the following data:

- A full inventory of on-street parking spaces (*the supply*).
- A utilization study where we will learn how long people are parking for, and if they are locally registered vehicles or are visitors.
- 2 occupancy studies to see how “full” the parking is by hour (*the demand*).

The parking study data will be collected this spring and summer.

## Examples of data we will collect

Occupancy data collected June 2018



An hourly occupancy chart for NW

# Parking Committee

## Who will serve on the committee and how will we select committee members?



The Division St Parking Plan Stakeholder Advisory Committee (SAC) will consist of a diverse representation of people who live or work in the neighborhood.

The selection process seeks to create opportunities for new voices to be included, and the selection criteria will be based on developing a diverse team which represents the neighborhood. Two seats will be held for both the Richmond Neighborhood and Division-Clinton Business Associations. The desired attributes for the SAC members are listed on the position description form and include the following: ***(This is an example, not the complete list)***

- You have a perspective on physically navigating the community with young children.
- You have lived or owned property in the area consecutively for 15 or more years.
- You are a renter living in a multi-family building in Richmond in the area shown on map.
- You manage a multi-family or mixed-use building with more than 20 units in Richmond in the area shown on map.
- You work at a small to medium sized business in the Richmond Area.
- You have a perspective on physically navigating the Richmond community with a disability.



**Who will select the committee members? What are the committee applications being judged on?**

**Who:** The applications will be reviewed by a panel of existing parking committee members from other parking districts and PBOT staff.

**How:** They will independently review the applications based on the completeness of the responses. The goal is to develop a diverse group which represents the listed desired attributes on the application form. Our intention is to have as many unique perspectives and lived experiences on the committee. Recommendations will be sent to the project manager.

# How do I get to comment?

## Parking Stakeholder Advisory Committee (SAC)

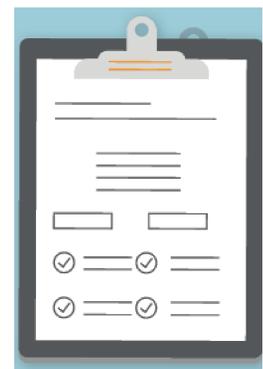
The SAC meetings will always be open to the public and provide opportunity for public comment during meetings. Agendas, meeting notes, and materials will be posted online and emailed out to anyone interested ahead of the meetings. Sign up for the email list today.

*If you cannot make the meetings, you can always email or call the project manager to ask questions and provide comment for the SAC and planning team to consider.*

## Intercept and Online Surveys

As the team develops parking permit plan proposals, there will be opportunities to share your comments via surveys. We may conduct surveys using the followings ways:

- Randomized on-street intercept surveys
- Phone surveys
- On-line surveys



## Open Houses

As the plan develops and before any ballots are mailed, there will be a public open house where people can respond to proposals and weigh in. This will likely be in the Fall.



Do you have a suggestion for public involvement? Let us know!

# Who is most burdened by the high parking demand near SE Division?

Customers to businesses like retailers and restaurants on Division

Residents just off Division (e.g. SE 32<sup>nd</sup> Ave)

People with disabilities or mobility issues

Other- write in your comments