

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Mingus Mapps Commissioner **Tara Wasiak** Interim Director

Eliot Parking Permit Task Force	Zoom Meeting Wednesday, April 5, 2023 5:36 p.m. – 7:22 p.m.
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To watch meeting recording go to:

https://us06web.zoom.us/rec/share/OglI2GniB6cw4REq4SEjU0HssZ9VqxmFR-6RHWhGCuAdf0-tWDcSN7u_EuQjQ4AW.ANKsPVI9I39wD-j4

Meeting Summary

Task Force Members in Attendance

Courtney Brown
Laura Cooper
JoAnn Gilles
Ronald Limbrick
Joan Petit
Sherifa Roach
Allan Rudwick
Matthew Schwartz
Logan Wright

Public in Attendance

None

Task Force Members Absent

Terry Dwight
Rodney King
Rick Stockwell (Legacy Emanuel)
Andy Whitesides

Portland Bureau of Transportation (PBOT)

Kristan Alldrin (Program Manager)
Kathryn Doherty-Chapman
(Project Manager)
Stanley Ong (Program Coordinator)

Welcome and Task Force Introductions

- Kathryn started the meeting at 5:36 p.m.
- Objective for the meeting is to try to find agreement on what feedback we want to receive from the open house and survey, event permit details, and permit process balloting.
- May task force meeting cancelled for the Open House

Topic: Parking Permit Survey

Kathryn reviewed the results of the event permit survey completed by members of the task force.

Key Presentation Points

- There was agreement that the goals are correct.
- Majority agreed with 2-hour visitor time limit.
- Majority agreed on 5 p.m. starting time for hours of enforcement.
- Everyone agreed that there should be tiered pricing based off household income
 - Consensus to agree to ask Blazers, but 40% still want to find an alternate way to cover the gap in funding.
- More discussion is needed regarding enforcement ending time, guest permits, balloting, who is eligible for permits, and the permit program area.

Key Discussion Points

- Existing event parking for Moda Center, Veterans Coliseum and Oregon Convention Center
 - Kathryn said that PBOT is told how much the venues charge for parking during events. The rate varies depending on the expected attendance.
 - Some off-street parking at the Moda Center is owned by the city with a private operating agreement.
 - One of the committee members said that some of the small private surface lots charge \$40, and typically fill up.
- How attendees get to the event
 - A task force member said that the Blazers organization encourages attendees to use modes other than driving.
 - “Rip City hosts 250 events a year, attracting 1.7 million spectators, half of whom arrived on foot or bicycle.” -[Willamette Week](#)
 - A task for member said that if a large amount of event attendees are from out-of-town and available off-street parking is full; people will still want to park their vehicle. Will they park in areas of the neighborhood that are not part of the permit program?
 - Multiple committee member said that at least a portion of the fans coming from outside of Portland have multiple ways to get to the venue. If you make parking more difficult, some will choose a different way to get to the venue.
 - Not everyone has to change how they arrive to make a difference. 10% of attendees is potentially 2,000 cars.
 - Kathryn said that attendees of Moda events were surveyed about how they get to the event and staff are working on getting that data out.

Next Steps

- PBOT will gather information on off-street event parking and share with the task force

Topic: Ballot Discussion

Kathryn shared the ballot requirements that bureau leadership would like to maintain.

Key Presentation Points

- PBOT leadership agrees that a ballot is needed, but flexible on some details:
 - Minimum response rate per blockface: 40%
 - Minimum size: 12 block faces
 - Can be either block-by-block or all or nothing
 - Don't need to wait 12 months to re-ballot

Key Discussion Points

- Multifamily housing
 - A committee member is concerned about large multi-unit buildings and response rate. Meeting a 40% response rate may be challenging if we need a response from 40% of the units since residents without a car might not submit a ballot since they are not as interested/impacted.
 - Kathryn said that we will be hosting an open house and survey to learn more. We will make it clear when communicating that all residents should respond to the ballot.
 - A task force member said that there's a similar concern for single-family houses as well. If they have off-street parking (driveways), they might not submit a ballot. It makes sense to treat residents of multi-unit building and single-family homes the same.
 - A task force member asked if different requirements (ballot thresholds) can be set based off zoning. Kathryn said that she will check with city attorneys as you cannot make different rules based off housing type.
- Contiguous blocks/all-or-nothing/block-by-block
 - Multiple task force members preferred contiguous blocks. However, task force members were mixed when it came to administering the ballot block-by-block or all-or-nothing
 - If the permit area is not contiguous, it may encourage event attendees to circle the neighborhood for parking.
 - It may put pressure on those who chose (vote) not to participate in the permit program. These residents may experience spill over.
 - Block-by-block is complex and may be difficult to explain/understand, especially for the public.
 - Difficult to balance the desire of an area that is extremely impacted by parking to have a permit program while respecting another area's preference if they have limited to no impact from event parking.
 - The previous ballot attempt generally saw support wane the further north you went. There was more support in the southern portion of the neighborhood where the impacts from event parking is greatest
 - A task force member suggested clustering blocks together in groups that are at least 12 block faces in size. Areas can vote in based off these clusters.

- A task force members stated that approving the proposed plan all-or-nothing does not necessarily mean contiguous blocks.
- Kathryn said that if we choose an all-or-nothing approach, the permit area will need to be compact so that those that receive a ballot will more likely support the proposed plan.
- Kathryn said that at the open house and survey, we plan to explain the tradeoffs on how we administer balloting and choose the final permit area; and will also ask for their input.
- Ballot response threshold
 - A task force member said that the threshold seems arbitrary. They suggest using/calculating a statistically significant number of votes based on the number of people impacted? You can potentially use a subset of the population to represent the entire group.
- Concerns from the from the previous permit ballot
 - A task force member suggested that we address concerns from the previous permit ballot at the open house and survey
 - A task force member said that lack of details such as costs scared people due to uncertainty
 - Kathryn also said there were some concerns about an incorrect assumption that enforcement cannot occur at night
 - A task force member had voted “no” due to too many restrictions such as 1-hour guest parking. Things like this made them anxious about what was being proposed at the time but is now addressed.
 - A task force member said that there are some residents who don’t like any interference. Residents on Thompson Street for example are not impacted by large events at the Moda Center, so they may be better off without parking management. Guest permits were also a concern due to large active households. Each street has different issues/problems. The event proposal makes sense to the task force member though.

Topic: Open House

Kathryn led a discussion about what type of feedback we would like from the community.

Key Discussion Points:

- Days and times for open house:
 - Project team’s preference is to hold open house in the second or third week of May.
 - PTA meetings are on second Wednesday.
- What information to share and what community feedback to gather?
 - Process – how we got here.
 - Permit program goals
 - Resident only program, or residents and businesses

- Income-based tiered pricing
- Guest permits
- Balloting
 - Two task force members thought that it may get too complex and confusing
- Is there Interest in continuing conversation to address mixed-use buildings?
 - Kathryn said that it may be interesting to gauge interest at the open house/survey – is it a problem today, will it be a problem in 2-3 years.
 - The establishment of an event-focused program in the southern portion may spark interest in the northern portion
 - Currently planning to revisit topic in July with additional information
- Examples that make all-or-nothing and block-by-block as clear as possible
- A task force member is concerned that if we get feedback from everybody in Eliot, results from areas that are not as impacted by event parking may impact the feedback and survey results.
 - Kathryn said that we can ask for their closest intersection.

Topic: Event Permit Proposal Round 2

Kathryn shared details of the revised event permit proposal

Key Presentation Points

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| <ul style="list-style-type: none"> ● Program hours <ul style="list-style-type: none"> ○ 5-10 p.m. all days ○ Oct 1- April 30 (when events are most impactful) ● Visitor time limit <ul style="list-style-type: none"> ○ 2-hour on permit blocks ● Guest permits – 180 total per household <ul style="list-style-type: none"> ○ 30 free guest permits. ○ Up to 150 more purchased | <ul style="list-style-type: none"> ● Permit limits <ul style="list-style-type: none"> ○ No hard limit ○ 3rd permit at higher cost per person, not per household ● Income-based tiered Pricing <ul style="list-style-type: none"> ○ 4 tiers of pricing based off household income |
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Key Discussion Points

- Seasonal permit program
 - Some task force members are concerned that having a permit program in place for a portion of the year may be confusing.
 - A task force member asked if the permit will cost half the price since the permit program is not running all year.
 - Kathryn said that there are some costs that remain fixed such as the cost to administer the program; however, there are some costs that will be less such as enforcement but it will be pro-rated based on the

- shorter duration.
- A task force member suggested to take down the signs seasonally or to use stickers to update the signs seasonally.
 - Kathryn said that PBOT is not interested in changing the signs seasonally since it costs about \$1,000 per block to change the signs (including creating the signs) and staffing is a limited resource.
 - Kristan said that using staff to change the signs seasonally is not a good use of city staff. Seasonal signs work in other areas of Portland, such as for the farmers market downtown and in other places.
- A task force member likes the idea of a seasonal program and doesn't think it would be confusing. It might soften the appeal for neighbors on the margin. This should be something we get feedback from with survey.
 - Suggested framing the question as "Would you vote for this plan if it ran only during X months?"
- A task force member suggested to extend the program through May 31 or June 15 to include post season play. Ending the program in May covers most likely outcomes.
 - Kathryn said that we can still adjust when the permit program is active as needed.
- A task force member hopes that a byproduct of the permit program is a reduction in the number of vehicles coming to/through the neighborhood. Summer is when more people use other forms of transport, such as bikes. They would prefer if the program ran year-round but is OK with seasonal if we think it's the only way the program will pass.
 - Another task force member agrees and has noticed that the more commercial activity there is an area, that traffic in general also increases.
- Consensus to get community feedback on when the permit program will be active.
- Permit limits
 - A task force member asked if someone would potentially be able to sell a daily guest permit.
 - Kathryn said yes, but the license plate number would need to be communicated to the resident in advance so it is unlikely.
 - A task force member asked if there are information on guests permits such as how many are typically used? Some people may think they need more than they actually will need.
 - Kathryn said that the residential limit is what seems to work in other areas. If someone asks for additional permits, they're typically a business. We can look into this more though.
 - A task force member asked how guests of short-term rentals will be handled?
 - Kristan said that we can design the guest permit rules to consider the

- need of short-term rental guests.
 - A task force member said the goal is to address event parking, and not necessarily to limit the number of cars parked.
 - Kathryn said that the price signal if an individual has more than two cars can be removed.
 - Another task force member said that leaving the price signal can encourage people to use their available off-street parking instead of parking on the street.
 - A task force member shared concerns that putting a price to be able to exceed a permit limit is not equitable. It implies that you can have unlimited permits if you can afford it.
- Virtual permits
 - Permitted vehicles are verified by the license plate number.
 - Permits and license plate numbers are managed through a website.
- Income-based tiered pricing
 - A task force member stated agreement with the tiers. They asked why the permit limit is based on a per-resident basis, but price is based on household income?
 - Kathryn said that the income-based thresholds is based off budget planning decisions. Not everyone who lives in a single unit necessarily lives or makes budget planning decision as a household. This will need to be worded carefully as it is self-reported.
 - A task force member asked if pricing is based off half of the year. Kathryn said its based off 7 months as currently proposed. Kathryn still needs to confirm costs with Business Services.
- Permit Area
 - A task force member asked if a map will be included with the proposal and what would that area be – for both the open house/survey and for the ballot?
 - Kathryn said that there will be maps that show the proposed option at the open house and is hoping to finalize the area by the time we get to the ballot.

Next Steps

- Look into guest permit requests in other permit areas and share with task force.

Topic: Public Comment

None

Topic: Event Travel Survey and Parking Occupancy Maps

Kathryn reviewed high level results of the Blazer Travel Survey and the Event Parking Study. Survey was from March 17, same date as the event parking study, and there also was a sold out concert at the Wonder Ballroom the same evening.

Key presentation points:

- Travel Mode Choice, n=189
 - 3% Bike/Walk
 - 8% Ridershare/Taxi
 - 15% Walk from Hotel
 - 14% Transit
 - 61% Drive
- Where did people park?, n=115
 - 27% parked on-street
 - 16% meter
 - 11% no meter
 - 69% parked off-street
 - 50% parked at Rose Quarter
- Where did people park continued
 - 6.7% of all attendees parked on-street no-meter
 - Still working on getting attendance figures
 - On-street parking occupancies clear up later in the evening in the southern portion of the neighborhood as the event at the Moda Center is done, but remains high in the northern portion, likely be event goes at the Wonder Ballroom

Key discussion points:

- Areas to include or not include in permit program/ballot
 - A task force member suggested not including Thompson due to lack of impact from large Moda events. If they were included, many are likely to vote against
 - Kathryn is planning on reaching out to businesses in southern portion of area to see if they would like time-limit signs
 - A task force member was concerned if there are time limits in front of mixed-use buildings that do not allow residents to park vehicles long term.
 - Kathryn said that when determining the priority user of on-street parking in a mixed-use environment, PBOT typically has designated parking based off zoning and ground-level use of the building adjacent to the on-street parking
 - A task force member asked about including the block face that Songbird is on, Williams between Tillamook and Thompson.
 - Kathryn said that she's reached out to them. They have off-street parking, but we can consider including them.
 - A task force member asked if there was a reason that the three houses on the southside of Hancock at the intersection with Rodney are left out of the proposal.
 - Kathryn said that there was not a voting history for that block face, but we can consider including them.
 - Kathryn said that PBOT considered also including Paramount Parke and Albina One off Wheeler Avenue, but the desire for a contiguous area may

exclude them.

- A member of the task force suggested to start with a smaller area that includes Tillamook and San Rafael Streets, and then additional residents can vote to annex in later.
 - Kathryn said that is a good approach. We will need to make it clear what the requirements are to annex in. In existing PBOT permit programs, you need to be adjacent to the existing area and could not jump over streets without something connecting them program. This is up for discussion though.
 - A task force member asked if residents on Thompson did not want to be part of the program, can the program continue up Rodney? Kathryn said yes, but we will want to set the parameters of what is allowed when considering annexation.

Next steps and close

- No task force meeting in May. Meet in June with feedback from the open house to finalize the event proposal.
- At July task force meeting, start talking about the mixed-use issue experienced by the north. Determine who want to remain and continue that conversation and potentially recruit new people.
- A task force member requested video demonstration of the online permit system be shared with the task force.
- PBOT will gather information regarding off-street event parking and share with the task force.
- PBOT will look into guest permit requests in other permit areas and share with task force.

Meeting ended at 7:22 PM