



1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Phone: 503-823-4000 Portland.gov/Transportation

Mingus Mapps Commissioner Tara Wasiak Interim Director

Eliot Parking Proposal Survey March 29, 2023

Summary

There are still a lot of details to discuss about some important questions. The areas where we have overall consensus are on the goals, a 2-hour visitor time limit and that we should have tiered pricing. There almost was agreement on the hours, with most task force members agreeing on starting at 5, but the ending time is tied. The areas in which we still need to discuss include:

Area, Eligibility (residential/Business), Guest permits, and Balloting. The biggest discussion is about how to address the mixed-use buildings on Williams.

A survey was sent to members of the Eliot Parking Task Force to explore elements of a permit program. 8 of 13 task force members completed the survey. Below are the results of the survey:

1. **Goals-** they are the right ones as is.
 - a. 75% Strongly Agree
 - b. 25% Agree
 - c. No one disagreed.

2. **Time limit--** 2 hours should discourage event parkers while allowing for visitors.
 - a. 25% Strongly Agree
 - b. 50% Agree
 - c. 12% neither
 - d. 12% Disagree
 - i. Comments include wanting to try 90 minutes to ensure compliance and requests for adequate enforcement.

3. **Hours of Enforcement**
 - a. 60% 5 pm start
 - b. 40% 6 pm start time
 - c. 40% 10pm end
 - d. 40% 11pm end
 - e. 20% unsure

4. **LIMITS on PERMITS--**Since the issue at hand is event goers, there should be no limit on the number of permits a household or resident gets.
 - a. **50% yes** and we should use progressive pricing for additional permits per person to discourage vehicle storage on-street. This would mean that the first and second permit would be one price (\$82) and the third would be double the first (\$162) per person, not household.
 - b. **25 % not sure**, but worth a try
 - c. **12% No**, there should be a limit on total number of permits per household or residents.
 - d. **12% Yes** and we should not charge more for multiple permits per resident.

5. **PRICE--**The permit price should be tiered to accommodate different household incomes per project goals.
 - a. **Everyone agrees**

6. **PRICE--** If the tiered pricing was the following: \$42.50 per year for HH or residents under \$59,999 (80% AMI) per year. \$82.50 (base permit price) for HH between \$60,000-120,000 per year \$122.50 per year for HH between \$120,000-180,000 \$162.50 per year for HH above \$180,000.
- 50% Agree this is a good first try and worth testing**
 - 50% think there needs to be more thought**
 - Comments include:**
 - The progressive pricing should be minimal
 - The cost of parking at home should be minimal
 - 60,000 a year is high income in my world, but maybe it's not.
 - Consider a waiver for subsidized housing or lower tier?
 - This might work- but would like to hear how you all came up with it at next meeting.
 - What would it look like to lower the cost for the poorest folks?
 - I support a discounted option but I don't think it should go up much from the base price. I think we should find other sources of funding to cover the gap. \$80 is so much less than the cost of a car
 - Not sure, but should be reasonable and minimal, especially for lower incomes.
7. **Should we ask the Blazers and Moda Center organizations to contribute to the low-income subsidy?**
- 60% Strongly Agree**
 - 40 % yes**, but should find alternate way to cover the gap
8. **A quarterly payment option** (compared to annual payments) is very important to the success of the permit program. (Note we are working on this possibility right now, but not sure yet if it will be available).
- 60% Agree**
 - 40% Neither Agree or Disagree**
9. **GUEST PERMITS-** The guest permit proposal is to give any eligible household 30 FREE guest permits (even if they don't buy a permit) and offer all household units the ability to buy more daily guest permits at \$1.50 a day up to 100 (130 total). Select the statement below that you most agree with.
- 37% Agreed-** this is in line with the goals.
 - 25%** Don't think there should be a limit at all.
 - 25%** Aren't sure.
 - Comments- I like this, but I'm also open to starting with a higher limit and shrinking it every year based on data. (People may think they need 300 but find they actually only used 100).
10. **ELIGIBILITY** Since the problem is mainly impacting residents, I think that...
- 50% - Only residents should be eligible for permits (as proposed)
 - 25% - We could consider including businesses too with limits.
 - 12.5%-- Not sure, but as proposed is worth a try.
 - 12.5% --We should absolutely include businesses/employees if they want to participate.
11. **BALLOT IDEAS-** We should....
- 42%--Ballot residents on proposed blocks at 50% response rate and 51% approval block by block.
 - 14%-- Ballot residents and get overall 50% response rate and 51% approval rate to implement for proposed area.
 - 42% -- Hold open house and survey residents to get more input but use Task Force and City Council as final decision makers.
12. **AREA --**Should we include mixed-use buildings on Williams and Vancouver in the program and install signs N Williams Ave with 2 hour or by permit signs along their frontages?
- 50%** Not sure
 - 37% Yes**

c. **12.5 % No**

13. **AREA--** I think that the proposed blocks....

a. **50%** Other

b. **25%** Should include more of Williams and Vancouver

c. **12.5 %** Not sure

d. **Comments**

- i. Perhaps go up to Russell, it's a natural dividing line in the neighborhood, and there will be spill over if we don't extend the boundary north.
- ii. More of Williams & Vancouver, and further north, perhaps to Knott (might help library?)
- iii. Should include flint, more of Vancouver, etc. We should ask a lot of people if they want it and then make a final decision
- iv. Include Tillamook but no further north--don't include Thompson or Rodney to Thompson.

14. **AREA--**How important is signing the commercial blocks between Broadway and the southern boundary of the permit area for 2 hours only for the same hours as the Permit program?

a. **37% Very/Extremely important**

b. **37% Somewhat important**

c. **25 % Not sure**

Comments:

For mixed use buildings, perhaps a certain percentage (30%?) of units be able to acquire permits? I know they do something like that in NW. I think that this may set the stage for how Boise chooses to do permits for mixed use and big multi-family buildings. We should come up with some formula/policy about this?

Need to hear more about the issues around the Broadway area and also want to understand more the different issues around guest permits. Also, I feel very strongly that we can't treat apartment-dwellers and other renters differently. That feels like a privileged gobbling up of public space for private cars that's just wrong.

I think we'll need multiple iterations of this process :)

Lots of questions -- see email to follow.

Eliot Parking Permit Proposal Round 2

March 29,2023 (updates are underlined)

The Eliot Task Force has identified four initial goals to consider when developing any parking permit program:

- 1. Discourage event goers from parking on-street in Eliot.**
- 2. Prioritize residents with the intended goal that residents can generally park within one block of their home on any given day. Consider the needs of residents when deciding the permit program hours/days, location, rules, guest permits etc.**
- 3. Consider the needs of small businesses and short-term parking for customers and provide appropriate time-limits near businesses.**
- 4. Do no harm. Consider the history of neighborhood, the needs of those who visit and ensure that they still have access to family and friends and low-income residents are not disproportionately impacted.**

Problem Statement: Events at the Moda Center and Oregon Convention Center attract thousands of people to the area. Many of these event goers drive and park on-street in Eliot and take up all the on-street parking because it is free and unregulated and an easy walk to the venues. This makes it difficult for residents to find parking during large events.

Program goal: To ensure adequate access for residents during large events by limiting event goer access. Discourage event parkers from parking on-street in Eliot and encourage them to take transit, bike, walk and carpool.

- **Program hours**
 - 5-10 p.m. 7 days a week
 - Program only runs from October 1- April 30.
- **Visitor time limit**
 - 2-hour on permit blocks.
- **Who's eligible for a permit**
 - Any resident located on an approved block
- **Permit limits**
 - No limit on number of residential (or annual) permits per resident or household.
 - 3rd permit per resident is a higher cost
- **Guest permits**
 - All eligible residential units get 30 free daily guest permits.
 - All eligible residents can purchase additional guest permits in packs of ten for \$1.50 per day up to 15 packs of ten, or 150 more daily guest permits, for each residential unit.
- **Permit price:**
 - Tiered pricing based on HH income
 - The base cost of a permit is \$62 per year for partial year program (pro-rated price from annual)
 - Tier pricing based on similar programs at the Portland Water Bureau. Based on Portland MSA Median Family Income and changes based on family size.

Family size	\$84 (\$21 Quarterly) Above 120% MFI	\$62.50 (\$15.62 quarterly) Between 100- 120% MFI	\$47 (\$11.75 quarterly) Between 60-80% MFI	\$37 (\$9.25 quarterly) Below 60% MFI
1	Above \$7,450	Between \$4,974- 7,449	Between \$3,731- 4,973	Under \$3,730
2	Above \$8,515	Between \$5,681- \$8,514	Between \$4,261- \$5,680	Under \$4,260
3	Above \$9,585	Between \$6,394- \$9,584	Between \$4,796- \$ \$6,393	Under \$4,795
4	Above \$10,650	Between \$7,101-\$10,649	Between \$5,326- \$7,100	Under \$5,325
5	Above \$11,502	Between \$7,674- \$11,501	Between \$5,754- \$7,673	Under \$ 5753
6+	Above \$12,354	Between \$8,241- \$12,353	Between \$6208- \$12,354	Under \$ 6,207

Balloting:

- 40% Response rate with 50+1% approval rate to pass (see history of recent ballots document attached)
- Must have a minimum size of 12 contiguous block faces to pass at all. (Note blocks are super blocks in Eliot between Williams and MLK Jr. Blvd so count as 2 between Williams and Rodney).
 - Other blocks can join as long they are not more than 2 blocks away from a permit block. E.g. Rodney to Williams is ok, but Rodney to Vancouver is not.

Proposed Area:

- Based on zoning and land uses (residential only)- exact blocks TBD