

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 Task Force Meeting # 8

Wednesday, June 14, 2023, 5:30-7:30  
p.m.

### To attend the virtual Zoom meeting:

<https://us06web.zoom.us/j/85323219724?pwd=VnRuMFBKcmVEZzZGMjF5Tmg2RzgrQT09>

OR call in by phone: 1-888-788-0099

Meeting ID: 853 2321 9724

Passcode: 414240

Time	Task and Action	Presenter
5:30-5:35 p.m.	Welcome	Kathryn
5:35- 6:00 p.m.	<b>Parking Permit Open House and Survey results</b> <i>Presentation &amp; discussion</i>	Kathryn Doherty-Chapman
6:00-6:20 p.m.	<b>Permit program changes</b> <i>Discussion &amp; decision</i>	All
6:20-7:00 p.m.	<b>Ballot discussion and decision</b> <i>Discussion &amp; decision</i>	All
7:00- 7:15 p.m.	<b>Next phase &amp; new business</b> Start mixed-use discussion in September	Kathryn & All
7:15-7:25 p.m.	<b>Public Comment</b>	
7:25-7:30 p.m.	<b>Next Steps &amp; Close</b>	Kathryn

\*Members of the public are also welcome to email or call the PBOT project manager to ask questions or provide comment ahead of the meeting. The comments will be shared with the Task Force and project team and kept in the project files. Contact via email Kathryn.doherty-chapman@portlandoregon.gov or phone 503-823-4761.



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## Eliot Parking Proposal Open House Survey Responses

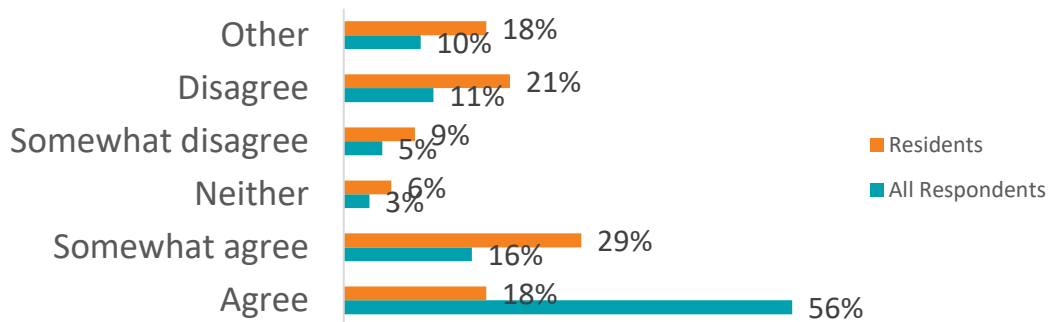
There was an in-person open house on Tuesday May 16 to share the details of the permit proposal and get feedback. We received a total of 75 responses to the survey of which:

- 5 were business owners or employees
- 3 were regular visitors to the neighborhood
- 67 were residents (3 were also employees/business owners in the area too)

**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.

### Do you agree with the program goals?

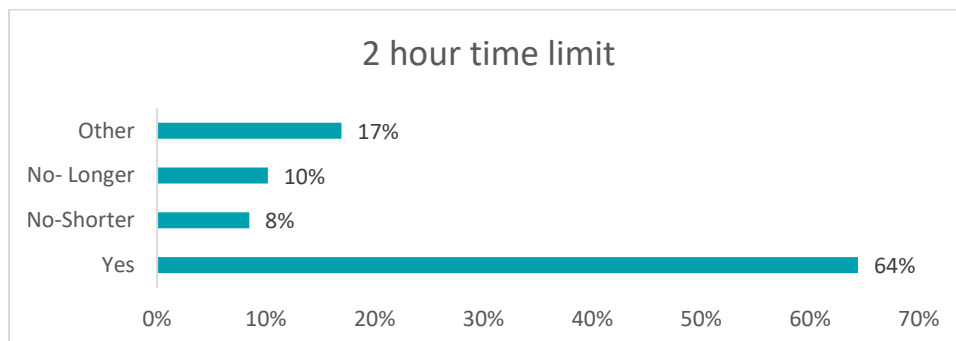
n= 63



- 72% of total respondents agreed with the program goals, but only 47% of residents agreed with the goals. There were several comments in the other category.

- **Program hours**

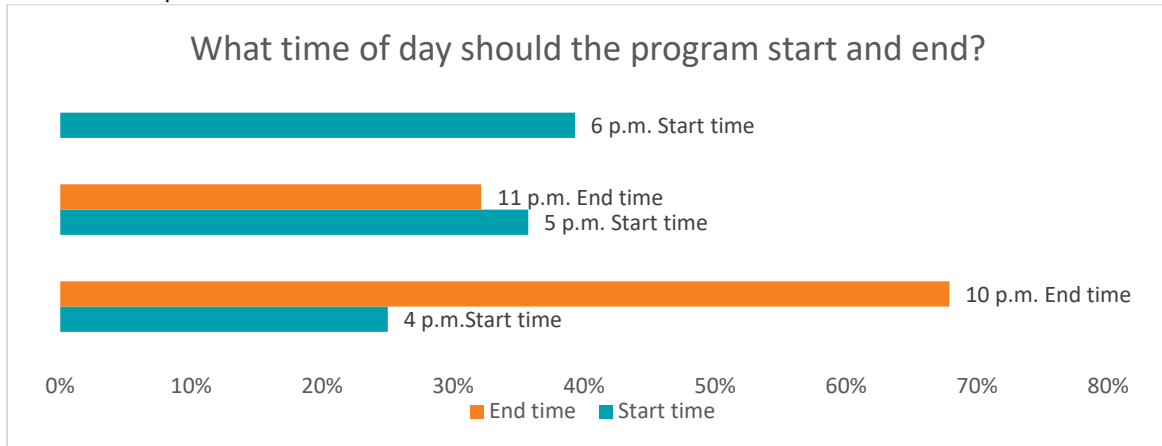
- 2-hour or by permit. When asked if 2-hour was the right time limit, this is what we heard.



- While most people agreed 2-hour was the right time limit to allow visitors but deter event goers at 64%. Those that thought shorter suggested 1.5 hours and others offered 3 or 4 hours.
- 17% responded "Other" were strongly against any kind of permit program. The reasons they stated were regarding costs, burden on low-income families and the complication of having guests, needing to get a permit, etc.

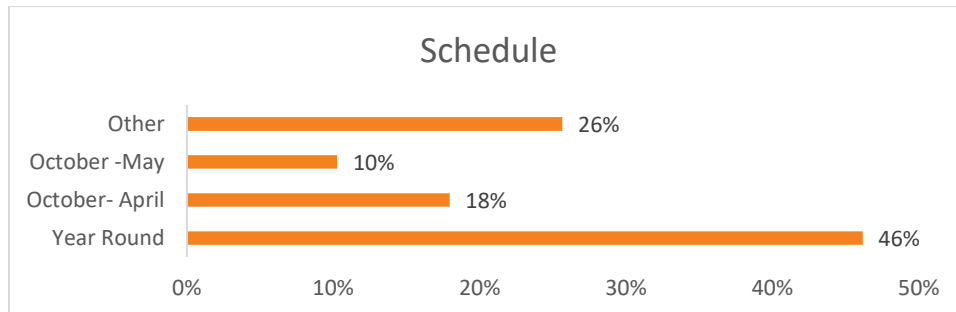
- **Hours**

- 5-10 p.m.



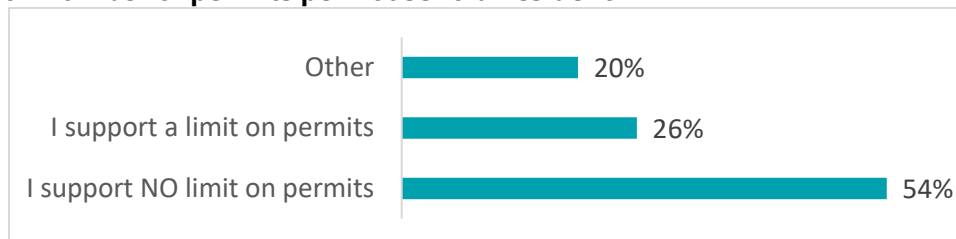
- Most people support the 10 p.m. end time, start time is mixed, with the most support for starting at 6 p.m.

- **Program could run from October 1- April 30, October 1-May 31 or year-round.**



- Nearly half would prefer this to be year-round.
- 26% responded "Other" which again reflect their position that they don't want ANY kind of permit program.

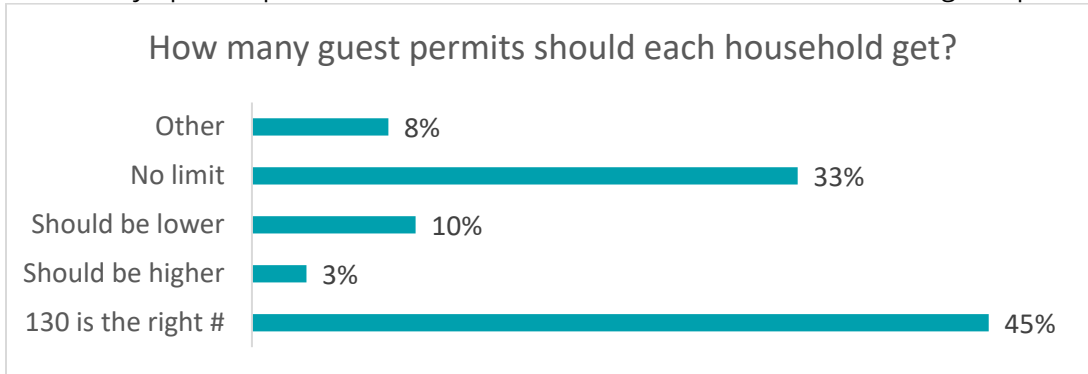
- **Limits on number of permits per household/resident**



- Most people support the permit program as-is, without a limit on the number of permits per household.
- The majority of the "Other" respondents again object to the concept of a parking permit program at all.

- **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, for each residential unit for a total of 180 guest permits.



- **There were a lot of comments about needing a permit at all for guests would be difficult, but especially for low-income people.**

- *"I also think individuals who have assisted care professionals come to their home should be able to get a waiver for free passes based on how many visits a year. If someone comes by 4 times a week to care for an elderly parent, or provide childcare, 130 won't cut it and we are now increasing the cost of childcare. Me and my partner are DINKs (Double income- no Kids) by the way and this feedback is for neighbors needs not mine."*

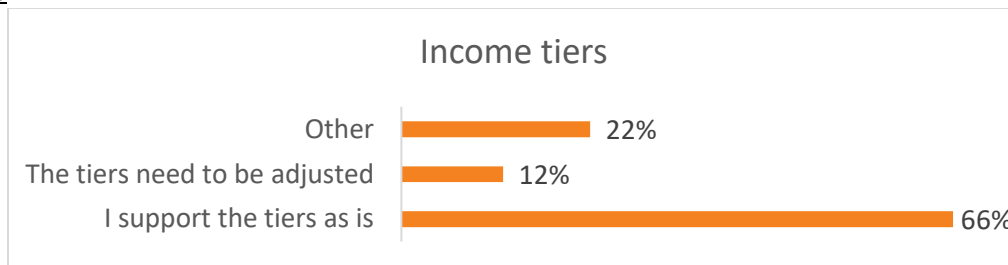
- **Permit price:**

- Tiered pricing based on income, similar programs at the Portland Water Bureau. Based on Portland MSA Median Family Income and changes based on family size.
- The partial year program ranges from \$38-80 per year (as low as \$3/ month).

\$80 Above 120%	\$63 Between 100- 120%	\$48 Between 60-100%	\$38 Below 60%
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- *If year-round, the price range would be \$50- \$100.*

**The tiers**



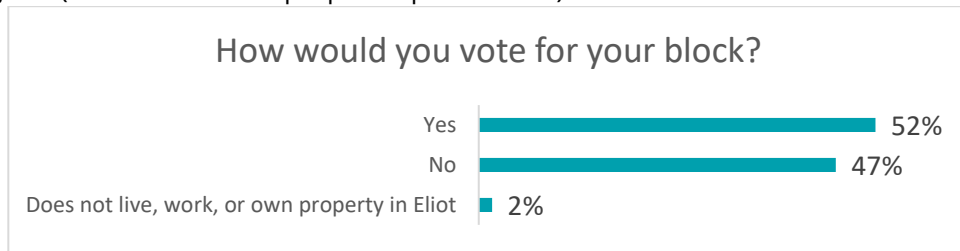
- While the majority of respondents support the income tiers as is there were several comments

The price should be based on gross not net
Voting NO
Making a higher wage should not force any household to pay more for parking
Those who are truly low income, (people on social security for instance) should NOT have to buy this discriminatory permit. It is not affordable to low income people who have family coming in to stay overnight and/or friends coming over for social events that last longer than 2 hours. 2 hours is not enough time for family and friends. This is ridiculous.
Why should residents pay anything to park on their own street?
You should be using MITs income. HUD has low standards for livable wages. ANYONE not making a livable wage should not pay for their permit. I make 130k and am happy to pay more so they don't pay at all. Also, climate goals for encourage less cars should be considered? Maybe first permit cheaper than second permit?
I don't want the program at all

No tiers
not possible to answer without knowing amount of fees
Price is fine. Should include enforcing unsafe driving behaviors. Drinking at events is common. If someone is out patrolling for bad parking, they should check for drunk drivers.
I believe there should be no parking permits
I do not want this program
Equal pricing for all residents
Prices for low income people are not low enough. It should be free to people who are very poor, on Social Security, etc. Your lowest price is too expensive for very low income people. What if they have out-of-town family staying overnight? Where are they supposed to park very low income people cannot afford multiple permits. Your pricing is discriminating against very low income people. I am a senior on Social Security, and cannot afford any amount for a parking permit in for my out of town grown children when they come to stay over.
No permits or they should be free
That's insane you're thinking about charging higher earners more to subsidize lower earners. Discount lower income prices all you want, but increasing higher earner's amount is totally inappropriate.
Rent is already significantly increasing in the area, parking passes should be free.
Permits should be free to all residents
No one should pay more than full price; NO good neighbor rate

**Voting:**

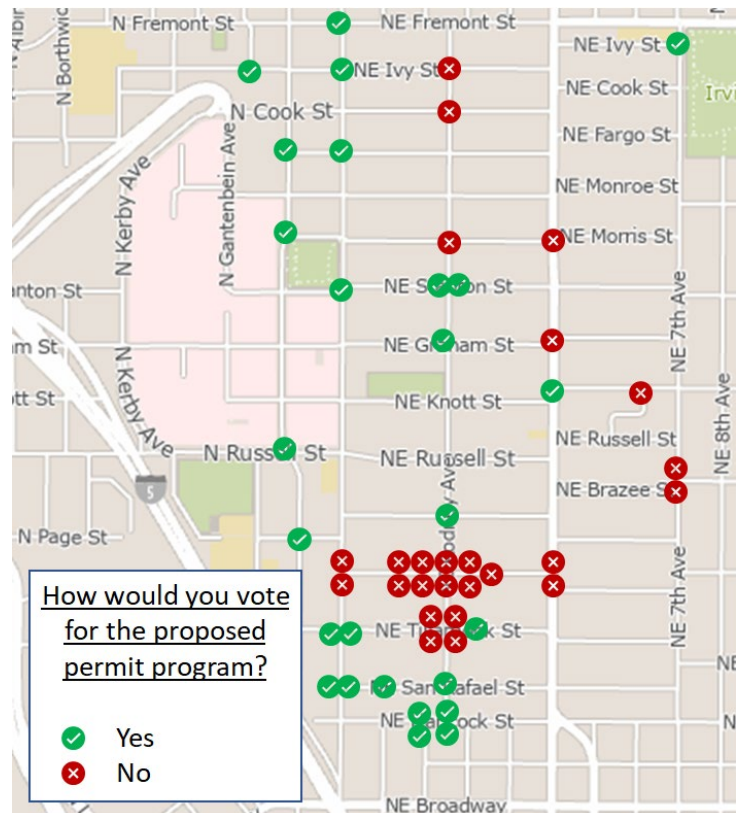
Respondents were asked how they would respond if asked if their block should be included in the proposed permit program (even if not in the proposed permit area). n=58



Slightly over half of respondents said that they would vote for the proposed program to go into effect for their block.

The following map shows how respondents that identified the cross streets closest to their residence would vote for the proposed permit program. n=52

- Many residents west of Martin Luther King Jr Boulevard would vote to have the proposed permit program in place on their block.
- There is strong opposition to the permit program by residents that live on NE Thompson Street and by residents that live near the intersection of NE Tillamook Street and NE Rodney Avenue.



## Comments

Why? Has anyone complained? Residents buy a permit??
permit price is too high
Local business like New Season's dies not have enough parking and encourages their employees to park in the neighborhood. On multiple occasions, the employees have blocked my driveway.
I urge you to expand the proposed zone north of Knott along NE Rodney Avenue.
This same proposal was put through to this neighborhood just a few years ago and it was VOTED DOWN! Why are you shoving this down our throats again? The neighborhood doesn't want it.
Why should residents affected by parking visitors have to carry the burden of paying for access to their own streets? If parking permits are needed, they should be free. Charging for permits totally defeats the purpose of making life easier for residents in the area that are already struggling.
option No for question 15 might have a typo? did you mean to say "should not be part of the proposed permit"? Thank you for this survey. While I wish the permit parking was during business hours and event hours, I am happy to get some relief. Most of my stress on San Rafael is from long term overnight parking. One person who parks in front of our house has verbally harassed me and my partner for being gay. They live on the other side of Broadway and I hope this might force them to reconsider parking on our block. It also will be nice to have the option of taking my car to the grocery store to get supplies during blazer games and PICA events. One more thing, if you are concerned about impacts to historically redlined residents who likely have fixed incomes, you might consider how parking enforcement coming through this area might negatively impact residents experiencing poverty. If a vehicle is registered or has expired registration to an address in the neighborhood, shouldn't they get a couple warnings before getting some ticket they cant afford? If the registration is expired then maybe help them update it versus penalize them. Maybe don't tow their vehicle and intend engage them. We can do better and we are the city that is supposed to work. Not just for the rich, but for the poor. Enforcing code shouldn't always come with additional penalties that perpetuate a cycle of poverty, incarceration and ultimately negative health outcomes. That just exacerbates problems versus solving them. I have seen other agencies do this with administrative rules without needing to change code.
This is directly related to Portland approving building permits with inadequate on site parking infrastructure (garages, lots etc) for residents. Also, the layout and placement of all garages at the Moda Center, not to mention the price, makes that a problematic option for event goers
To clarify the wording, my block should NOT be part of the permit program, IMHO
One other option: enforcement on Blazer nights only. This would solve the problem for every night except the rare Moda Center music event that sells out
insufficient info to answer question 15 without knowing fee amounts
1). I find the whole program complicated, unnecessary and expensive to manage and maintain. Another bureaucracy...look at what has happened to Portland this past decade with inefficient and ineffective governance. 2). If you are a tax-paying household residence, not only should permits be free, all guest passes should be unlimited. Then put meters on the streets that need them for everyone else who are parking for Moda Center events.
Priority should be on enforcing unsafe driving. I'd gladly pay \$50 a year if I thought more attention would be given to discouraging unsafe driving. Discouraging event parking is not important to me. I also do not believe we will really see parking enforcement people out enforcing this in a way that is really meaningful. This program looks like just the creation of an annoying bureaucracy that is unlikely to solve any problems. Let people compete to park. Life will go on.
I despise increased rules, regulations, and costs associated with inner city living. Inconvenience us part of the unavoidable reality — live with it or move elsewhere. I've emailed Kathryn and detailed my objections. This seems like a blunt attempt to raise funds and tax residents where very little benefit to residents is attained and enforcement will be sketchy or ineffective at best.
My block should not be included in any proposed parking permit program. Please. This subject is being driven by others in Elliot, not the majority of individuals on my block, of this I am certain, as I know that is what the majority tells me. In fact, I haven't heard from one single person near me that wants this program. And we have all been talking about it. There was a request by some individuals in the greater neighborhood for such a program a few years ago and it was not approved when voted on. This new request is being driven by a minority of individuals who are speaking louder than the majority.

An average NBA game is about 2 hrs. 12 minutes. the games start at 7:05. The "meat" of the game is the middle. People often leave in the 4th quarter if the game is not interesting. It might not be common practice, but I could potentially envision people taking their chance to park 15 minutes before game time and plan to leave. Other events start even later. Some concerts man acts do not start until 9:00. That's why I think that 2 hrs starting at 6:00 is better. It also gives more time for dinner guests before needing a permit.

Why are you shoving yet Another proposal down our throats when we recently voted one down? The Majority of the residents in the Elliot neighborhood Do not want a parking permit program. This will only make a hardship for the people living in the neighborhood and it will not stop event goers from parking here. I am a senior on Social Security, and I cannot afford a single permit for myself let alone for my out-of-town adult children and their families and any friends that I have over. My children stay overnight frequently in my house so I would have to buy multiple permits, which I cannot afford. Permits should be free and unlimited to anyone below a certain income level. The Amount you have designated for the least expensive permit is far too high for a senior on Social Security or someone working a minimum wage job. I will ask to be put on your task force but I have been turned down before probably because of my opposition to this program so I don't really expect to be asked to put on it because you don't want anyone on it that isn't in favor of it. It seems like the event doors are the ones that should be required to purchase a permit not the residents. Why are you trying to punish us when we are not causing the problem. It's discriminates against low income people and it's just wrong.

I live on Hancock between 1st and 2nd - our house does not have a driveway and we're reliant on street parking in an area very affected by event parking so this project is very relevant to me. My biggest concern when reading the literature is that 3 contiguous blocks must approve the measure - our residential block is bordered by non-residential blocks (Toyota of Portland on one side, other industrial property two blocks to the other side) and I cannot tell whether we would qualify even if all the residents vote yes (because of the lack of contiguous residential blocks in this particular area).

The home I own is on Hancock between 1st and 2nd facing Rodney. I do not have a driveway and am therefore reliant on on-street parking. One block away from my home is Toyota. Two blocks away from my home is mixed industrial zoning, and no longer a residential street. I would be concerned if my block is the only one exempted from the permits, as the already frustrating issue of parking during event season would be then exacerbated tenfold, right in front of my home. I hope that the smaller residential footprint on the edge of the neighborhood, such as my home, will be included in this consideration.

The Eliot Neighborhood east of MLK (btwn MLK & NE 7th and Broadway to NE Fremont was not included in the parking survey and should have been. If permitting is only on the west of MLK in Eliot then the area east of MLK to NE 7th will have spill over of resident cars of folks who either don't want to pay for a parking permit or have cars that they want to store on the unpermitted streets. This already happens on our street.

Will there be enforcement. It means nothing if not enforced.

I think parking should be added/made more affordable around the moda center rather than permitting the neighborhoods

I vehemently oppose having the program in place all year round

Consolidating the proposed area is not accurate or addresses the many issues first presented when the committee was formed. Areas aboce NE Knott St will still be effeced/affected by residual change(s) in the proposed area and should be considered. I'm sure the area in question has been discussed.

Do not want any permits

Don't know why my street not included - also very low income residents and/or seniors on fixed income should have FREE permits if this is enacted.

I'm a #1 fan of this proposal due to the huge amount of parking coming from Moda & Wonder Ballroom. I have to plan my days around event nights, which is a huge inconvenience. However, I'm horrified by the proposed plan to penalize higher earners by charging more than the base price. Good way to lose popular support for this proposal.

Yes , the parking project team needs to look at the impact of high density apartments with no garage space.

There is a problem with event parking but I truly dont think this is going to solve it. It will only add a financial cost to people living and working in the area and end up causing more issues for us rather than fixing our problem.

This is a well thought out proposal but I hope no areas vote for it. I'm glad it will be voted upon.

This survey does not include any option to actually disagree with this program. The questions all use leading and confusing language.

I'm opposed to charging residents a fee for permits. They should be free

I do not agree with the option for blocks to vote themselves in or out, especially without knowing how their adjacent blocks are voting; this could result in a mosaic of permit blocks and unnecessary traffic. Better to assess preferences and then define a permit area; have those blocks vote it in or out.

Strict enforcement will be critical, especially when the program is first introduced. Event-attendees are aggressive.

I would favor the program if it were implemented at Zero cost to residents, meaning resident permits and resident visitor permits were available to residents at no cost, and the program was paid for in parking enforcement / citations. The property and income taxes I pay should allow me to park on the street in front of my house.

I feel wry strongly about it not being year round. There's absolutely no parking issues on Tillamook outside of the blazers season. It would be total overkill to run it year round

*Emails to staff*

Hi Kathryn,

I just left you a voicemail, expressing my opinion about the proposed parking permit program for the Eliot neighborhood. I feel very strongly that we don't need any kind of a daily permit program, as it seems prohibitive for friends coming to visit/stay for any length of time or having a party, etc. But it would be helpful to have a venue night permit program on game/concert nights at the Moda center, because the ONLY time we have parking issues in this neighborhood is when there are games/concerts (always in the evenings) at the Moda Center and sometimes at the Wonder Ballroom. We don't have any issues with employees from Legacy or other businesses overcrowding our parking spots. We do not have our own driveway so we do not have off-street parking, so the game/concert night problem really affects us. I live with my husband and he agrees with me so I would like our two cents to be heard at the meeting tonight as we are unable to attend due to a previous commitment.

Thank you very much,

Liz Robinson and Don Marr  
48 NE Thompson St

*My answer: other - it would be best if there were no parking permit program at all. This type of program has already been voted down by the residents of the Eliot neighborhood. Now it's being shoved down our throats again. This program is discriminatory against low income people and seniors on Social Security, such as myself. I can't afford your stupid over priced parking permits, nor can I afford to buy permits for my adult children who live out of town and come in town to visit me and stay overnight frequently. I am barely able to keep my house - with rising utility costs and homeowners insurance (mine is now \$500 a month -yes \$500 a month) I can't afford another fee. I host meetings at my house, where are my guests supposed to park? Am I really expected to go out and buy permits for anyone I think who might be coming to visit? This is absurd, inconvenient and financially discriminatory. This is punishing the citizens of the neighborhood just because we live here because you entitled do-gooders think this is what's best for the neighborhood. This will just force residents and their guests to park outside the zone and have further distances to walk to get to their own doors which some people with disabilities, are not able to do believe it or not . What about people with disabilities who live here or come to visit? Where are they supposed to park, especially when one cannot afford the permits. If you think your proposed permit fees are affordable, you're wrong. People are stretched to the limit as it is, and we don't need additional financial burdens placed on us.*

*Bonjour Kathryn—*

*I am a resident of the Eliot neighborhood with a home address on Thompson Street. I am contacting you to express my wholehearted disapproval/disappointment with regard to proposed parking fees for residents in the neighborhood. Laura Cooper has been kind enough to keep many of my fellow neighbors informed of details regarding virtual meeting of the steering committee. I do not own a computer, thus I am unable to participate via zoom. Furthermore, I applaud her patience with the process — I was a member of the steering committee that addressed the need for bicycle lanes on Williams Street and am fully aware of the sometimes trying demands when many people with varying agendas are trying to arrive at a consensus of action.*

*I am unhappy about the potential adoption of parking permit fees for a number of reasons. First, I don't like encountering these permit restrictions when I visit other neighborhoods and to embrace them in my own reeks of hypocrisy. Secondly, more rules and regulations from the city of Portland seem particularly rancorous when studies show that daytime parking in our neighborhood is more than sufficient. Yes, events in the area may present the occasional annoyance, but such is to be expected when living in an inner-urban area. It's the « price » one pays to live close to Portland's inner core. Move somewhere else if city-life is too onerous. Thirdly, Portland is no longer « the city that works ». So many extra fees seem to be added to home-owner taxes and other services each year, yet quality of life in Portland decreases and frustrations mount. Neighborhood permit parking fees seem like a blatant cash-grab to fund city entities while imposing further unwanted costs and restrictions on neighborhood residents. And finally, to clarify « unwanted », Eliot residents voted on this issue in 2019 (18?) and voted it down. To claim that permit parking fees were requested by the Eliot Neighborhood Association is a bit disingenuous given that neighborhood residents as a whole have already spoken.*

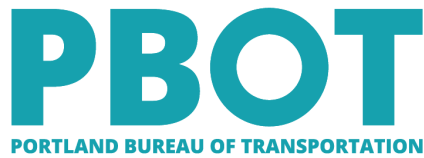
*Obviously, I feel strongly about this issue. Unfortunately, I'm not technically savvy or otherwise able to engage with virtual steering committee meetings and I will not be in town to attend the scheduled live in-person meeting scheduled in May. Laura Cooper has performed admirably keeping fellow neighbors informed of details regarding steering committee meetings, and I have personally responded to her with my concerns. Thank you for your engagement in this issue — I hope that you too will register my feelings as the process moves onward.*

*Sincerely, Jordan Freeauf  
118 NE Thompson St.  
portland,OR 97212*

*PS — an outside the box suggestion: if individuals who live close to major venues that occasionally hinder parking convenience are upset, why not offer individual parking places / restrictions in front of their residences? That way, this neighbors who wish to always have a space reserved for their own personal convenience can pay for their desire and not inflict further financial hardship on others who accept the status quo as simply one of the trade-offs that come with living within the city's inner core. The increased cost of setting aside restricted space for personal use may cause a reevaluation of inflicting extra costs upon the neighborhood at large. Crazy, I know, but if Eliot is to be elitist regarding parking, why not go full tilt with the notion.*

#### **Phone calls to staff**

- Older resident with mobility issues would really appreciate a permit program so they can park near their house.
- Resident who would only support if at night when there are events and if there are low-income waivers to the fee.



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

Based on feedback received in the Open House, emails, online open-house and survey and door to door outreach staff completed spring 2023, staff made the following suggested **changes**.

### Permit Program

- **Hours**
  - 2- hour parking limit or by permit, 5-10 p.m. 7 days a week—no change and we think this is the best to address the issue.
  
- **Program schedule**
  - Majority of respondents prefer year-round. Some people feel very strongly this should ONLY be during the busy season- October 1- May 31.
  - Given the uncertainty of when we could implement, it's hard to know what's best. *What do you think?*
  
- **Permit eligibility limits**
  - Any resident is eligible to get a parking permit, **no limit on the number** (must be registered to resident at address with proof of residency).
  - Business may opt in later to the program if they want.
  
- **Permit Price**
  - In 1992 City Council directed City bureaus to recover the operating costs of program. Having priority access to the public right of way and getting regular dedicated enforcement through a parking permit is a service that primarily serves private interests and therefore the city must charge what it costs to recover the operating costs.
  - The regular Area Parking Permit Program (APPP) permit fee covers *most* of the costs of administering the program and enforcement. That fee costs \$82.50 per permit starting July 1, 2023. We are authorized to charge a surcharge to fund area parking and transportation programs through ordinance 189344 adopted in 2019.
  - After hearing feedback on the tiered price, here is an updated proposal:
  - **The price for a partial year permit in Eliot would be \$80 per year (or \$10/ Month)**
    - **Two discount tiers**
    - **60-90 % Median Family Income-- \$55 (or \$7/ month)**
    - **Below 60% Median Family Income-- \$38 (or \$4.75/ month)**
  - **If there was a full year program it would be**
    - **\$100, then two discount rates at \$82.50, and \$45**
  - **We are discussing asking the Blazers to cover the discounted permit fees entirely, which could make the low-income permits free and lower the regular rate permit costs.**

### **Guest Permits**

- There was a lot of concern about guest permits, both the cost and the time spent setting them up. Unfortunately, there is no way around having a parking management program and guest permits to accommodate visitors. We have a few ways we can offer guest permits that might work better for some.
  - **Give each permit holder one FREE annual guest permit. They could log on or call to add the license plate, or if they have a regular guest, they can set it and forget it. Households would still be eligible for 30 more free DAILY guest permits and can purchase more daily guest permits at \$1.50 per day.**
  - This should reduce the cost burden for residents hosting guests.
  - We still need to implement a limit in order to reduce the likelihood of fraud, 180 (30 free) daily permits plus one free ANNUAL Guest permit should be enough.
- **Proposed Ballot process**
    - 40% response rate, 51% in favor per block to pass. Must have 3 contiguous blocks or (12 contiguous block faces) to pass. Can add block faces within 2 blocks of the area if approved. **No change but up for discussion.**

### **Biggest issues to discuss**

- Year-round versus only partial year
- Area & spillover impacts
- Ballot and annexation process
- Guest permits
- Price structure—Blazer request