

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Mingus Mapps Commissioner Tara Wasiak Interim Director

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| <b>Eliot Parking Permit<br/>Task Force</b> | Zoom Meeting<br>Wednesday, March 1, 2023<br>5:30 p.m. – 7:30 p.m. |
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## To watch meeting recording go to:

[https://us06web.zoom.us/rec/share/4ks2UuvJo6EJKScu\\_1nFuzJVeXUCd8v4QIjCqabADu-X3Be6LlTwmOohO2KQ3qey.6gjXiop5P7K9q9Mb](https://us06web.zoom.us/rec/share/4ks2UuvJo6EJKScu_1nFuzJVeXUCd8v4QIjCqabADu-X3Be6LlTwmOohO2KQ3qey.6gjXiop5P7K9q9Mb)

## Meeting Summary

### **Members in Attendance**

Courtney Brown  
Laura Cooper  
Terry Dwight  
JoAnn Gilles  
Joan Petit  
Sherifa Roach  
Allan Rudwick  
Matthew Schwartz  
Rick Stockwell (Legacy Emanuel)  
Andy Whitesides  
Logan Wright

### **Members Absent**

Rodney King  
Ronald Limbrick  
James Kallio

### **Consultant Staff**

William Reynolds  
Owen Ronchelli

### **Portland Bureau of Transportation (PBOT)**

Staff Kathryn Doherty-Chapman (Project Manager)  
Kristan Alldrin (Program Manager)  
Thea Kuticka (Program Coordinator)

### **Public in Attendance**

John Russel PE

## **Welcome and Task Force Introductions**

Kathryn started the meeting at 5:35 PM. Kathryn began with introductions and welcome to members. Reminded task force of ground rules agreed upon. Asked for confirmation and task force members agreed.

Kathryn proceeded with an overview of the parking study timeline, survey data, and case

studies.

Work done to date:

- Summer 2022 -- initial program outreach
- Fall 2022 -- task force organized
- Winter 2022/spring 2023 -- reviewing the data survey, case studies, and goals.
- Present-- Task force decided on draft goals are now looking at potential permit plans. Looked at data and talked about permit program ideas. Now we are in the phase of looking at potential permit programs and trying to refine those.

Next steps:

- May. Proposal and open house. Focus groups and surveys as needed.
- June. Go to ballot proposed area residents.
- Summer. Go to City Council.
- Goal for this meeting is to decide on where they want to go.

Task force member had a question-- if they had the option of not having a permit program. Kathryn said yes, that is an option. Kathryn reviewed how balloting could work with task force proposing a plan for a small area, residents would be balloted and then they would vote.

### **Topic: Parking Permit Proposals**

*Presentation by Kathryn Doherty-Chapman & Owen Ronchelli*

Decide on direction, next steps

Goals and performance metrics presented and discussion followed.

**Goal 1** Discourage event goers from parking on-street in Eliot.

- Kathryn points out that PBOT found in the parking data that there wasn't a lot of parking demand through the day, but during events demand is high.
- How do we measure that goal with the data.
  - Kathryn says that PBOT would use an annual parking study. PBOT would want to see on permitted streets in the Eliot neighborhood that the occupancy is below 85% during large events.
- Task force member asks if that is a similar goal to the way PBOT measures other districts.
  - Kathryn confirms that this is a standard parking management program metric. This specific metric would be applied during events.

**Goal 2** Prioritize residents with the intended goal that residents can generally park within one block of their home on any given day.

**Goal 3** Consider the needs of small businesses and short-term parking for customers and provide appropriate time-limits near businesses.

- Kathryn said that there are already a handful of time limits near businesses and PBOT just added more between Cook and Shaver and there's more coming. We would measure again in the parking study data. Kathryn expanded on the 3.33 turnover rate data in relation to businesses ensures there's adequate turnover. They want to have at least 3.3 turns per 10-hour period. In addition, a community survey data would follow to survey businesses, residents, or visitors to see how the program is working for them.
- Owen mentioned that the intent is that we don't want folks to park all day. Three times a day in a 10-hour enforcement window. That 3.33 indicates that the whole block face would be averaged at that ideal rate.

**Goal 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.

- Get feedback on how the program is working for the neighborhood, including low-income residents who are disproportionately impacted. Adequate guest parking permit program developed.

Kathryn concluded reviewing the goals and asked task force members two questions.

1. Are these the right event programs and metrics?
2. If not, what's missing, what needs work?

*Discussion:*

Task force member asked for clarification on the mention of Lloyd events. Said that the events at the Moda Center are affecting the area.

- Kathryn said that also includes Convention Center. Other event venues impact parking, not just Moda Center. Anytime there is an event in the event district area Lloyd Event Meter Rates are triggered. It's for events at multiple venues. Follow up data will be available in April.
- Owen mentions that the event district in the south is unique. He thinks it makes sense to call out that the area in the south is an events district and that the spill over is from that district. There are multiple venues. Not just Moda but also the Oregon Convention Center and the Veterans Memorial Coliseum.
- Task force member would like to keep the goal broad.

**Question Slide: do you think these are the right goals? Is anything missing?**

*Goals Discussion:* Consensus reached by task force that the goals are the right goals. Kathryn asked each task member for input. Overall agreement with the goals as is.

## Event District Proposal

### *Event Focused Program*

An event focused parking permit program's goal is to ensure that residents, the priority users, have adequate access to on street parking during large events.

### **Hours of enforcement proposed: 5-10 p.m. 7 days a week.**

- Modeled after the Lloyd event meter hours.
- Events do not generally start until after 6:30PM.

### **Visitor Time Limits- 2HRS on permitted blocks**

- No consistency for when events occur, the only consistency is the time.
- Programming meters take time, and three weeks is not enough to do the back-office program and update the meters.
- Stickers signs event-by-event would involve a significant amount of labor.
- PBOT suggests two-hour time limit so that event attendees cannot walk to the event and then walk back, while two hours may be sufficient for most visitors to dine or visit another business.

*Discussion:* comment about the 2-hour time limit in comparison to a 3-hour limit for events

- Thinking that with 2-hour limits on permitted blocks, some people may take their chance on the last hour of the game. What if time stay were one-hour? Would people be more averse to parking illegally. Two hours may be too short, start with one hour and expand.
- Asked about how this is enforced, timed permit period by plate number.
- 2-hour limit may be appropriate for Russell
  - 90-minute limit was suggested but other task force member thinks that 1 ½ hours could be too short

### **Who's eligible for permit?**

- For residents only. No limit
- Price signal to discourage individual people from buying too many permits
- Guest permits are issued on a daily basis and are virtual
  - 30 free each year
  - Residents can purchase up to 100 additional guest permits

### *Discussion*

- Task force member posed question about large apartment complexes, can any resident get a permit? Kathryn said that has yet to be decided, based on zoning.
- Question about limiting the number of daily guest permits, would 100 be enough. What about Airbnb's. Kathryn said that this is an initial proposal and each item is

open for the task force to discuss and tweak. 100 permits is just a starting point. We can set a higher limit or no limit to start, though it's best to have a limit and then move it up or down based on needs.

### **Permit Price Proposal**

- Base cost annual price- \$82.50 per permit, add a permit surcharge of \$80 per permit.
- Proposal is to have a permit surcharge added on to the base cost of a permit to cover the cost of the income-based discount (50%).
  - Any resident who makes less than 80% of the median income in the area could be eligible for a discounted permit which should be subsidized by other people.

### *Discussion*

- Surcharge. Suggestion from a task member for a tiered surcharge for discounted permits.
  - Kathryn responded that PBOT has not used a surcharge to fund discounted permits before. If a resident makes less than a certain income, they wouldn't have to pay the surcharge in what's being proposed. Tiered pricing is definitely an option to explore.
- Means Testing. Task force member brought up being mindful of means testing. It can be really tiresome for people.
  - Kathryn clarified that PBOT would not require people to submit information. Program would be income based.
- Tiered pricing. Heard proposal for tiered pricing so Kathryn asked if task force wanted to discuss. A task force member said they do this at Matt Dishman Community Center and the program gives people more options and makes people feel better. People do want to contribute.
- Clarification brought up by another task force member. If you don't have a car you are not paying for a permit or you aren't paying if you don't need to park on the street.
- What about businesses? Is there a way for businesses to pay into permit system? Residents paying for this program that will benefit businesses but are there ways for businesses to pay in.
- William from consulting team asked about the scenario if you are a homeowner or apartment dweller and don't have a vehicle. Would you be able to obtain a guest permit?
  - Kathryn confirmed, yes, anyone who lives in the area could get a permit by calling or ordering online.

### **What blocks would you propose for a permit program?**

Kathryn reviewed historical event data and information about land use for the area from

2019.

After reviewing data, the issue for event parking seems to mostly be south of Thompson between Martin Luther King Jr. Blvd. and Williams, with a little bit on Wheeler.

### *Maps and Events*

Task force member asks for clarification on the event district and Wonder Ballroom. Kathryn reminded task force that it doesn't look like there were a lot of impacts from the Wonder Ballroom events but if there are, an event focused permit would help discourage event goers from parking near Wonder Ballroom area. Kathryn reiterated that the blocks in the map are a first attempt and task force has not decided yet on the impacted blocks. Currently, Wonder Ballroom is not included in the blocks needing a permit to park. Members asked additional about questions about borders for the permit program.

Task force member asked about commuters from Vancouver that used to park in the area getting to work, but don't anymore due to the pandemic. Some task force members believe goals are still in alignment with needs. Some members of the public and other task force members commented that parking is available now in the neighborhood. Parking was more limited before the pandemic because some commuters used the neighborhood to park and then took transit downtown.

Task force member mentioned that patterns have changed. Commenting on considering the history of the neighborhood and the needs of those who visit. Where did everybody go? Will the churches be back? A task force member said that there are a lot of churches in the Elliot neighborhood and that right now a lot of them are conducting remote services. Kathryn mentioned that a lot of communities are doing Zoom events as well.

Kathryn presented two questions for task force to consider:

### *Question 1*

Do you think the event program will help achieve the goals of deterring event goers from parking while prioritizing residents as written?

- Are these the right blocks to ballot?
- If not, what blocks should we add or delete and why?
- What about multifamily blocks on Williams?

Kathryn stated that if there's commercial space on the bottom of a building PBOT would not put a permit program along a commercial space. Wants task force and PBOT to consider impact of permit program on affordable housing units in the area.

### *Discussion*

#### **Commercial mixed-use.**

Task force member asked why PBOT wouldn't put a permit in front of a commercial building. Kathryn said that PBOT would want parking to be available for customers and visitors. Clarified that time limits would be placed on blocks with commercial mixed-use buildings but not permits.

**Include more Streets.** Another task force member mentioned support of signage on commercial streets such as Williams that limits parking, such as more loading zones and limited parking stays. Inclined to go further north. Concerned about spillover impact, possibly include Wonder Ballroom.

- Kathryn says that PBOT is trying something new with this pilot program proposal, recommendation from task force can include all of the above items in the ballot for vote.

**Event Issues.** Input added to the above statement and task force member stated that event venues are the problem and the venues should pay. Residents with multiple cars could be required to pay more in a tiered permit program. Doesn't understand why blocks with multi-use buildings aren't being included in this proposal. Multiple cars per household should pay a surcharge and that could be part of the subsidy. Proposes treating apartment buildings the same as residential blocks.

- This proposal is aimed at prioritizing residents was Kathryn's response. Task force member asked if the requirements are aimed at houses that look like houses. Kathryn responded and said that N Williams is designated as a main street and there's a lot going on there., which makes it unique. Lots of residential uses. The Songbird apartment building was not included at first because PBOT didn't have the 2019 data on that building.
- A resident that lives on Thompson doesn't see a need for the program but sees a need south of NE Thompson. They propose to start a program farther south to capture Moda traffic or push to north to Russell.

**Spillover.** Another task force member asks what are the balloting thresholds per block? Kathryn stated that they don't know yet, that's what we are here to talk about. In 2019 Thompson area was the biggest problem in getting passed, so task force member asked if they could skip Thompson and vote in Sacramento. Some residents are just philosophically opposed to a permit program. This is a consequence the task force is OK with. Not everyone has to buy a permit because some people have driveways.

Another task member in support of above comment and advocates for including more of Vancouver in parking permit program proposal. Density of people in area they will use parking south of Vancouver. Discussion on more units coming up in the area.

- Sloans building will be another 110 units.
- N Flint Avenue a new building coming up.

## **Residential Program Slide**

*Goal:* the area is growing and demand for parking is increasing.

*Solutions:* Encourage residents to park off street if they can, reduce number of household vehicles, and discourage employees from parking in the area.

### *Discussion*

Kathryn asked that if task force is going to explore a resident focused permit program, how should they prioritize the different users?

1. Does the task force want to go ahead with an event proposal as it is?
2. Or stop and talk about these other issues before we do anything?

Task force member brought up the question of who is parking in these areas in red? Concerns echoes in calls that Kathryn received from apartment residents. Canyons Apartments concerned about timed parking; they want to park on Ivy and have a permit program there.

The group agrees that we should move forward with an Event-focused permit program now in the short term and come back to deal with the growing issues in the north. More acute problem is with issues in the southern portion of the maps.

## **Public Comment**

Break in slide show to open comments to the public. No comments from the public.

### *Discussion Cont.*

Keep going and talk about bigger issues later appears to be the consensus.

- Deal with the event program now short term.
- Revisit or come back and revisit issues in the north.

## **Key takeaway from discussion:**

- Still want to hear from people who are further north. Can you give people the option to pay parking all day with rates?
- Go block-by-block suggested by one member.
- Another member is opposed to voting in or out block-by-block, wants to have a consensus, hold hands and jump in together. Integration and agreement across the area.
- Kathryn responded to the question from a task force member, should a resident get to decide if the street away from them should have a permit program? Could have unintended consequences but we could be trying something new.
- Want to clarify that there are no blocks right now that have one block here and one block here as a permitted requirement. No requirement to be contiguous per Kathryn. Task force member commented that this may result in people circling the area for parking if that were the case.

- Another question from task force asked if it would be possible to extend the Lloyd District Event zone metered area up 2 blocks to north of Broadway. Would that help discourage people parking in Rafael during high use events at the bottom of the map.
  - Kathryn responded that the reason why it wasn't included in original proposal was because it was not a residential zone. Adding meters there would require a change to the meter district boundary and the data right now doesn't warrant meters.
  - Consultant Owen mentions a small stretch between 9<sup>th</sup> and 15<sup>th</sup> and Weidler between Halsey and Broadway and is a long rectangle in the Lloyd meter district excluded because the businesses on Broadway did not want to be in the meter district because they thought it would discourage business. Requirement to add meters to a block would also need City Council approval.
  - Kathryn mentioned that there could be time limits on those blocks that would mirror the permit program in the commercial areas.

### **Balloting and Blocks and Direction?**

Task force agrees to go forward and talk about balloting. Kathryn asks, what is a reasonable ballot requirement?

*Discussion:*

- Task force member from previous proposed permit program mentioned 50% returns and of that 60% of the returns had to be in favor. Hardest part was getting 50% of the people in neighborhood to vote.
- Recommendation from Pricing Options for Equitable Mobility project (POEM) is to make it easier for neighborhoods to develop permit programs, and PBOT knows that the balloting threshold and the minimum size are a barrier.
- Another task force member wants to make sure there is no discrimination against people living in apartments. We don't have a required minimum to vote for city council or other elections.
- Having a minimum requirement discourages people from sending in ballots. People who don't like a proposal may not return their ballots. Suggested a non-binding vote, and committee makes a recommendation.
- Before this goes to vote there needs to be an understanding/decision on how many permits will be issued. What percentage of units will be given permits. Not every apartment unit should have a permit as that defeats the purpose of density.
- Task force discussed idea of a recommending a no minimum return rate for ballots. Possible lack of engagement would impact return rate, frequent turnover. Also use a vote for data gathering.
- Observation from resident that lives in an apartment -- about ½ of the new residents only live there for about 3-6 months and then move someplace else. The people who have lived here for a long time will vote and the people who are short term will not.

- Other member supports not having a minimum return rate for ballot.
- Member suggested that we should use the vote as a data gathering exercise, use the public process and vote.

**Next steps and close**

- Are we going to do a ballot or a survey to determine inclusion in the permit program?
- More internal discussion is needed within PBOT
- More discussion is needed about tiered pricing
- Task force members will be sent a survey to further explore details such as balloting, apartments, zoning, etc.

*Meeting ended at 7:25 PM*