

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 Portland.gov/Transportation

Jo Ann Hardesty Commissioner Chris Warner Director

Eliot Parking Task Force Meeting # 1

October 12, 2022

5:30-7:00 p.m.

Zoom meeting link:

<https://us06web.zoom.us/j/85706552947?pwd=UkptUGpCSzZ0NWRVU0IOREU2L3Y4UT09>

Meeting ID: 857 0655 2947

Passcode: 623975

One tap mobile

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Purpose The purpose of the Task Force is to advise PBOT staff and consultants on the following:

- An inclusive planning process, identify who should be at the table and who's voices are missing
- Parking Study boundary, hours
- If there is a parking issue that permits can address, the permit rules, boundaries, hours, etc. Including limits on households and businesses, surcharge and use of surcharge funds including discounts and Transportation Wallets, etc.
- Equity and sustainability issues, ideas, etc.

Meeting Agenda

5:30-5:35 p.m.	Welcome & Agenda	Kathryn & Tracy
5:35-5:45 p.m.	Introductions	All
5:45-5:55 p.m.	Purpose & scope Presentation	Kathryn
5:55-6:05 p.m.	Ground Rules Discussion	Tracy
6:05- 6:25 p.m.	Study Area Discussion & Decision	Owen Ronchelli & Rick Williams Consulting
6:25-6:40 p.m.	Task Force make-up who is missing? Discussion & Decision	Tracy
6:40- 6:55 p.m.	Public Comment	
6:55-7:00 p.m.	Next Steps & Close	Tracy



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Memorandum

To: the Eliot Parking Task Force

From: Kathryn Doherty-Chapman, Project Manager, PBOT Parking Operations

Date: October 5, 2022

Welcome and Purpose

Thank you for serving on the Eliot Parking Task Force! The purpose of your participation is to ensure that as we move through the study and analysis of the parking issues, and develop possible permit program rules, that we do so with local knowledge and the perspectives of those who would be most impacted. It's also to be sure we are aware of and are considering the many and often conflicting needs of the diverse neighborhood stakeholders. In order for this process to be successful, we must address the context and history of the neighborhood. This process will touch some painful and complicated issues from gentrification, racism, income-inequality, climate change and more. We will all need to be willing to listen and learn and have some uncomfortable conversations. We look forward to working with you and appreciate your time!

The purpose of this project is to examine the on-street parking issues and to determine if a new parking permit program could benefit the Eliot neighborhood. This is also an opportunity for PBOT to try some new approaches to parking management so we will all be learning together. This program can develop different parking rules, including:

- Permit rules. For example, we can put limits on the number of permits per household or business or by zoning, etc. the [NW parking](#) district does this now. We can offer guest permits in different amounts as well.
- Permit hours can be tailored to the area's needs. For example, instead of the standard 8 a.m. to 6 p.m., the permit area can operate from 12 p.m. to 10 p.m.
- Permit price. A permit surcharge to use price as a management tool and offer low-income discounts and waivers can be explored. We can also offer things like the [Transportation Wallet](#).
- Balloting. We don't need to use the ballot rules that [the Area Parking Permit Program](#) (APPP) is governed by. Right now, to start a new APPP zone, we need 60% of the properties on a street to respond and of the responses, 51% need to approve them.
- Size of the permit area. The [current APP program](#) has strict rules on the size and design of the permit area, this program can be smaller and skip streets if that's what is needed.

Project background

As the city has grown, there has more development on our great main streets like Division, Mississippi, and Alberta. At the same time, the city has adopted climate action and transportation system plan goals, like allowing new developments without off-street parking. Some new residents moved here without cars, but many were still bringing cars and parking them on-street. This tension led PBOT to study parking management and develop a new toolkit and permit program in 2015, this was called [Centers and Corridors Parking Management Toolkit](#).



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Brief timeline

- 2017
 - New permit program created. Early 2018, City council directs PBOT to [“pilot” test](#) new permit programs in two neighborhoods prior to launching a new program citywide.
- 2018
 - Sunnyside and Boise neighborhoods both apply for permit “pilots”, they fail due to a lack of responses.
- 2019
 - Eliot & PBOT try to start an APPP zone in Southern Eliot. It fails with not enough votes to approve.
- 2020
 - Covid-19 pandemic puts projects on hold.
- 2021
 - City Council adopts the [Pricing Options for Equitable Mobility](#) (POEM) recommendations, highlighting the need for more parking permit programs and parking pricing innovations.
 - PBOT starts planning for [Lloyd Event District](#) and meets with Eliot NA and we learn more about the parking needs of Eliot.
- 2022
 - Eliot NA requests a parking permit “pilot”, PBOT agrees to start one.
 - Summer 2022 PBOT starts planning for a parking permit program in Eliot and recruits for Task Force.

Why does PBOT manage on-street parking?

There are many reasons that PBOT manages on-street parking with parking districts and permit programs. Parking polices and regulations are just one of many tools that work together to develop and create a less car dependent and more active transportation network in the City. Car travel is a major contributor to air pollution that contributes to climate change. Carbon emissions from motor vehicles is the largest contributor of greenhouse gas in the Portland metro region. Parking is also an important public asset that supports our local businesses and residents, we need to manage it so people can access it when they need to. There are at least 10 different policies and goals in the [Transportation System Plan](#) and Comprehensive Plan related to parking that contribute to the future city that we want to have; this one sums it up:

Parking management: *Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability. (Comprehensive Plan Policy 9.55)*

What is a parking study?

Best practice for managing any parking environment, or to develop any public policy or program is to use sound data to inform the process and decision making. Without getting a snapshot of a typical day of on-street parking conditions, it would be difficult to understand what the parking needs and issues are. Most on-street parking studies are for several hours in the day and night on one or two days to see how many people are parking and for how long.

This data is not the only information we need but it is a key factor in determining the permit program and its effectiveness. Most places aim to have the parking around 80-85% “full”. More than 85% average occupancy in an area means that people can’t find a space near their destination. 85% occupancy means each block has 1-2 blocks open at any given time. We will use the 85% rule as a starting point for our discussions.

Please see the attached map from the consultant team on the proposed parking study area. We must decide on this at first meeting in order to get the data prior to the winter and holiday season, otherwise we must wait until spring 2023. We plan to collect data from 8am to 8pm on a weekday and an overnight occupancy check sometime between 2am-5am. Please consider the study area streets and hours and be ready to approve or make a recommendation on these things at our first meeting.

What’s the difference between an Advisory Committee and a Task Force?

In 2017 City Council passed [resolution 37328](#) creating new rules for the many advisory bodies and committees that oversee and advise City work. This was created to clarify the roles of each advisory body and streamline the rules that volunteers who serve as public officials must follow. While PBOT has several formal advisory bodies which are subject to these rules, a project task force that is advising city staff and not City Council or a bureau director, does not qualify as a formal advisory body. Given the many requirements for a formal advisory body, PBOT staff thought it would be easier for people to serve on the Eliot Task Force if it was not subject to the Office of Civic and Community Life (OCCL) City Advisory Body requirements.

	Eliot Task Force	Formal Advisory Body
Who they advise	PBOT staff.	City Council and/or bureau Directors.
What they advise on	Program details on already approved policy.	Creating or changing citywide policy or legislation.
Time (ongoing or project?)	Project set up.	Ongoing (typically).
Financial/legal implications	Could influence permit price based on adopted policies.	Advises on citywide budget issues, helps draft new rules, etc.
Bylaws/decision making/quorum	There is no need for bylaws or operating rules, voting or decision making.	Must have operating bylaws using approved OCCL template.
Trainings	No required trainings.	All members are subject to public official trainings including: Shared Equity Language, Ethics and Responsibilities, and Discrimination and Retaliation.
Public Meeting rules	We will follow state laws and PBOT open meeting rules.	Must adhere to State Public meeting laws.

Project team





PBOT staff:

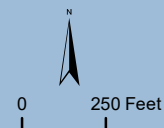
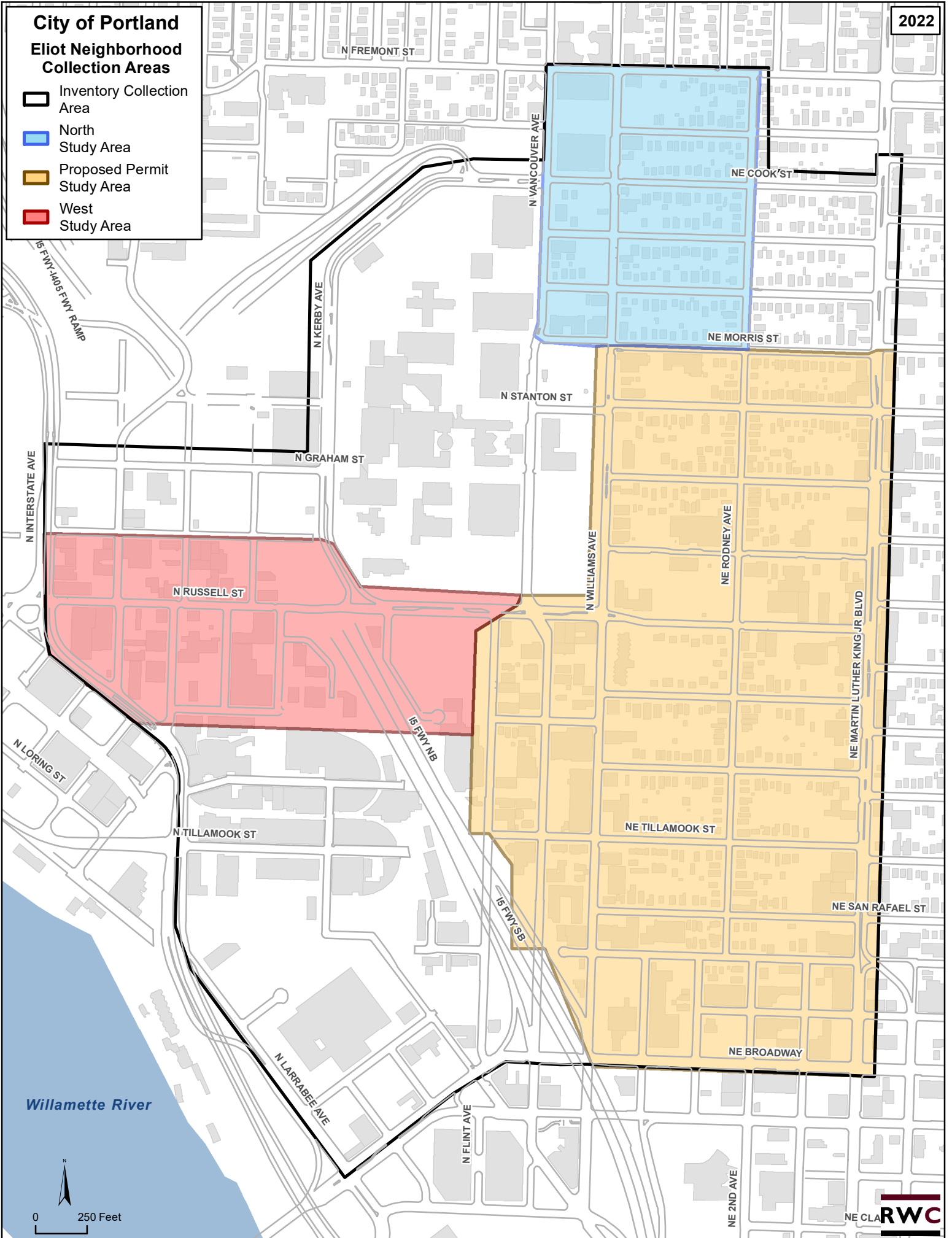
- Kathryn Doherty-Chapman, Project Manager, email: Kathryn.Doherty-Chapman@portlandoregon.gov
- Stanley Ong, Parking Program Specialist, email: Stanley.Ong@portlandoregon.gov
- Thea Kuticka, Coordinator, email: Thea.Kuticka@portlandoregon.gov
- Kristan Alldrin, Parking Operations, Policy, and Projects Manager. Email: Kristan.alldrin@portlandoregon.gov

Consultants:

- **Rick Williams Consulting**, Parking and Transportation Demand Management specialists
- **Inhance, Tracy Smith**, Facilitation services

City of Portland Eliot Neighborhood Collection Areas

-  Inventory Collection Area
-  North Study Area
-  Proposed Permit Study Area
-  West Study Area



DRAFT Eliot Parking Timeline

