PORTLAND BUREAU OF TRANSPORTATION

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Mingus Mapps Commissioner **Tara Wasiak** Interim Director

Boise Neighborhood Parking Plan
Stakeholder Advisory Committee Meeting 3

Date: Tuesday June 20, 2023
Time: 6:00 PM – 7:45 PM
Meeting called by: PBOT
Attendees: Boise Parking committee members, PBOT: Kathryn Doherty-Chapman, Consultants: Dr. Christine Moses, Rick Williams, Owen Ronchelli, members of the public

Please read/watch:

- "How managing parking is like... selling ice cream" video
- "How parking management is like... a mechanic inspecting a car." video
- Draft Working group proposal, included in memo Re: Boise parking plan outreach survey sent on 6/5
- Draft Public Involvement Plan (attached)
- Parking 101 One-pager (attached)

Objectives:

- Discuss public involvement plan
- Discuss summer engagement activities
- Discuss working groups purpose
- Understand parking management tools

Time	Topic	Facilitators
5 minutes	**Welcome** • Centering • Community Agreements	*Christine Moses*
5 minutes	**Agenda overview** • Public involvement plan • Summer engagement • Work groups • Parking management 101	*Christine Moses* *All*
5 minutes	**Previous Meeting Recap** • Confirmed completion of training • Reviewed communications clause • Voted on bylaws	*Kathryn Doherty-Chapman*

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	• Discussed committee leadership model • Voted in two co-chairs and one vice-chair • Reviewed and provided feedback on project area boundaries, study days and times • Provided initial feedback on work groups	
10 minutes	**Public Involvement Plan & Summer Engagement Activities** • Review public involvement plan • Provide input public involvement plan • Discuss planned summer engagement activities	*Kathryn Doherty-Chapman*
20 minutes	**Work Group Focus Areas** • Discuss purpose and activities of working groups	*Christine Moses*
5 minutes	**Break**	
35 minutes	**Parking Management 101** • Presentation • Q&A/Discuss	*Kathryn Doherty-Chapman, Owen Ronchelli, Rick Williams*
10 minutes	**Public Comment**	*Public*
5 minutes	**Adjourn** • Next meeting • Action items review	*Christine Moses* *All*

You may always email Committee Co-chairs or City project staff with any questions, suggestions, or concerns.

- **Co-chairs**
  - **Janet Teller** janet@landandmanor.com
  - **Jen Stack** Jenstack@gmail.com
- **Vice-chair: Velmer C. Bridges** velmerdelivers@gmail.com

- **City project staff** boiseparking@portlandoregon.govboiseparking@portlandoregon.gov

Why Portland Manages PARKING

WHY?

The City's curbspace is a public area and a valued community asset. There are many competing interests for curbspace, including parking. PBOT manages on-street parking to serve our diverse community members, advance our Transportation System and Comprehensive Plan goals, and ensure our decisions protect vulnerable populations through the following objectives:

- Support economic vitality and local business needs through turnover
- Support livability for area residents
- Reduce carbon emissions and maintain air quality
- Improve area traffic circulation and safety
- Balance the competing needs of the curbside in addition to parking such as bus stops, truck loading, bike lanes, and shared mobility
- Make walking, biking, taking transit, and carpooling an easier choice for more people.
- Reduce demand for parking and private vehicle ownership

PBOT primarily manages parking in dense commercial areas such as Downtown, the Pearl District, Central Eastside and Northwest, but PBOT also manages parking in inner neighborhoods for residents, nearby businesses and commuters.

HOW?

We manage parking with several key tools you are familiar with:

TIME LIMIT SIGNS

Time limit signs are used along commercial corridors to encourage parking turnover and increase access to local establishments, ensuring the next person can easily find a parking space. Time limit signs are used where there is parking demand but not high enough to warrant parking meters.

PARKING PERMIT PROGRAMS

Parking permit programs are used to manage visitors, commuters, and local business spillover into neighborhoods. These work in areas with high demand and are in sync with visitor time limit signs, allowing permit holders – purchased by residents and businesses – to park longer than the visitor limit.

PARKING METERS

Parking meters are used in the highest demand commercial and mixed-use areas. Meters encourage turnover for nearby businesses and ensure more efficient enforcement for those parking longer than permitted.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM strategies reduce the need for single occupancy vehicle trips through programs that encourage other transportation modes such as walking, biking, taking transit, and carpooling. In return, these strategies ease the demand for parking, making the system more efficient.

PARKING ENFORCEMENT OFFICERS

Enforcement officers monitor the streets and respond to community requests. The primary goal of enforcement is to produce a culture of compliance in which residents and visitors park safely and legally. Enforcement is key for the success of parking management.

Learn more at:
portland.gov/transportation/parking

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Why Portland Manages PARKING

How do we measure success?

Successful parking management strategies use a complex set of data-driven, area-specific, and community-driven approaches. PBOT Parking Operations monitors occupancy and turnover to determine if parking management strategies are successful.

IDEAL OCCUPANCY

Occupancy measures how many vehicles are parked at one time and is an indication of how full parking is. An occupancy rate of no more than 85% is ideal because it means 1 – 2 spots per block are available. In the Northwest Parking District, there has been a **5.6% reduction in peak hour occupancy** since 2016 (87.3% vs. 82.4%).

INCREASED TURNOVER

Turnover measures the number of unique vehicle and how long they're parked, which indicates the efficiency of the system. Berkeley, CA implemented demand-based pricing resulting in turnover increasing with **29% more transactions** at single space meters.

Source: PBOT State of Parking, 2015.

HIGHER MODE SPLIT

The Transportation Wallet is a collection of passes for Northwest and Central Eastside employees to use for transit, streetcar, bikeshare and e-scooters. An initiative to provide a free Transportation Wallet in exchange for opting out of a parking permit has **removed 2,400 parking permits** from circulation in its first 2.5 years.

ENHANCED EQUITY

The Northwest and Central Eastside Parking Districts are using parking revenues to fund free Transportation Wallets for residents who have low-incomes, have a disability, are older than 65, or are Medicare beneficiaries. Additionally, the District provides an income-based permit option for those with income below 80% of the Portland area average income.

DECREASED CONGESTION & EMISSIONS

San Francisco adjusted meter pricing to match demand. **Parking search time declined by 43%** and greenhouse gas **emissions declined by 30%**.

Source: SF Parking Pilot Project Evaluation

REDUCED DEMAND

The Lloyd District has **reduced drive-alone commute rates by 25%** and increased transit use through TriMet's Universal Annual Pass Program, which provides employer-sponsored transit passes.

How did we get here?

PBOT Parking Management History

1939
The city installs its first parking meter.

1981
The Area Parking Permit Program is introduced in response to community concerns about commuter parking in neighborhoods.

1990s
The City of Portland removes the cap on off-street parking, allowing new off-street parking to be built strategically.

1995
The Central City Transportation Management Plan states that parking is to be used as a demand management tool and the parking supply should be pinched to encourage the use of alternative modes of travel.

1996
Portland's Parking Meter District policy is adopted to provide direction on parking meter rates, enforcement, and the allocation of meter revenues.

2015
The latest meter district is implemented bringing the total amount of meter districts to five: Downtown, Marquam Hill, Central Eastside, Lloyd, and Northwest.

2016
Portland's Parking Management Toolkit is published.

City Council directs PBOT to develop a Performance-Based Parking Management Program that uses data to adjust rates, establish hours of enforcement, and evaluate operation.

2017
Parking Kitty, a mobile pay app for the City of Portland that allows drivers to pay and monitor their on-street parking sessions remotely launches.

2018
City Council approves New Parking Permit Pilot Programs to incorporate a suite of performance-based parking management principles.

2019
Ground-work begins on creating New Parking Permit Pilot Programs within the City.

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DRAFT Public Involvement Plan

Boise Parking Management Project

Portland, OR

May 31, 2023

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1 Introduction

This public involvement plan will guide outreach for the planning process of the Boise Parking Management Project (the Project). Public involvement efforts will include a variety of stakeholders with varying interests to inform the Boise Parking Management Plan. This plan outlines the purpose and background of the project, strategies, and tools for involving the public in the planning process, as well as the schedule for implementing engagement tools. This Public Involvement Plan is a working document that will be revised as new ideas and other adjustments are identified.

2 Project Area and Overview

The Boise Neighborhood Association has asked the City of Portland Bureau of Transportation (PBOT) to help develop strategies to manage parking in the Boise neighborhood. PBOT is responding to their needs and has hired a consultant team to conduct outreach, engagement, and a parking study to help craft a plan to address on-street parking in Boise. The goal of this project is to balance competing users' needs, identify the priority users, and develop parking management strategies to help ensure those priority users can more easily find parking when they need to.

The goal of parking management is to balance all the competing needs for on-street parking. Customers, commercial delivery drivers, and a growing population all need access to on-street parking. Benefits of parking management include:

- Better livability for residents
- Better access to local businesses for customer and freight
- Less congestion and carbon emissions
- Better air quality and safety for everyone
- Less illegal parking and fewer blocked driveways with regular enforcement

The Boise Parking Management Project (the Project) will focus on the Boise neighborhood (Historic Lower Albina) which roughly encompasses the area from Interstate 5 and NE Fremont St to N Alberta St and NE Martin Luther King Jr Blvd (see Map 1 below). Outreach will occur in this neighborhood, which is a part of the Historic Albina district, a historic Black community. This part of Portland has experienced harm from the city, state, and federal government historically and that history must be front and center as we move through the process. This work will be complex and will need time to fully understand each group's needs and experiences.

Map 1: Proposed Boise Parking Study Area. The area in gray is the proposed study area for the Boise Parking Plan.

3 Equity Considerations

The City of Portland recognizes that equity is realized when identity – such as race, ethnicity, gender, age, disability, national origin, and sexual orientation – has no detrimental effect on the distribution of resources, opportunities, and outcomes for group members in society. The City is committed to the fair treatment and meaningful involvement of all people, regardless of income or identity, with respect to the development, implementation and enforcement of plans, policies and procedures during the bureaus' work.

Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies. Meaningful involvement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision-making process; and (4) the decision makers seek out and facilitate the involvement of those potentially affected.

PBOT acknowledges historical injustice and context of local decision-making and supports the equitable distribution of the benefits and burdens of decisions to ensure that those most impacted from decisions have an opportunity to meaningfully participate. PBOT's commitment

to non-discriminatory engagement includes supporting special efforts to engage minority, low-income, women, people with disabilities, people with Limited English Proficiency, senior and youth populations.

PBOT's public engagement plans, policies and practices are guided by and in conformance with the City of Portland Title VI Civil Rights Program and Plan.

3.1 History

The Boise and Eliot neighborhoods are part of the Historic Albina district, an area of town that has been home to the Black community for over one hundred years. This neighborhood and the Black community of residents and business owners have experienced repeated harm from the city, state, and federal government as a result of infrastructure development and urban renewal projects. The Historic Albina district was a vibrant and energetic community in the early 1900s. Generations of Black Portland families are still negatively impacted by past government projects and policies, which included the construction of Interstate 5 freeway and the Memorial Coliseum in the 1950s and '60s, and the planned expansion of Emanuel Hospital in the 1970's that was never completed. These projects displaced many residents and local businesses, and that displacement disproportionately impacted the Black Community.[1]

More recently in 2011 during the early public engagement phase of the North Williams Traffic Safety Operations project, it became evident that Black Community members were underrepresented on the Stakeholder Advisory Committee (SAC)[2]. Several Black community members advocated for better representation by raising these concerns to the City. This resulted in a slowing down of the public involvement process and an expansion of the SAC to include more people of color. Initially this project was focused on improving safety for cyclists but when the SAC finalized their recommendations it included considerations around pedestrian safety and traffic speeds. The lessons learned from this project highlight the importance and value of thoughtful, inclusive, and culturally responsive public engagement.

3.2 Demographics

The Boise neighborhood has a population of 7,619 individuals and 3,461 households[3][4]. Within this neighborhood there are 3,625 housing units. The median household income is $95,851 which is 32% higher than the median household income in Multnomah County. 9.4% of residents

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[1] "Albina Area (Portland)." The Oregon Encyclopedia, https://www.oregonencyclopedia.org/articles/albina_area_portland_/#.Y5dVoH3MKUk.

[2] Lubitow, Amy and Miller, Thaddeus R., "Contesting the North Williams Traffic Operations and Safety Project" (2013). *Urban Studies and Planning Faculty Publications and Presentations*. 101. http://archives.pdx.edu/ds/psu/12767

[3] Data sources include the American Community Survey 5-Year Estimates from 2010 and 2020.

[4] Boise neighborhood geography was defined using data from the combined census tracts 3402 and 3502. This geographic frame excludes a small area in census tract 2303 that falls within the city of Portland's Boise Neighborhood boundary. The majority of census tract 2303 is included in the city's Eliot neighborhood boundary.

in Boise are living at or below the poverty line which is lower than the Multnomah County-wide average of 13.2%.

In the Boise Neighborhood 2.11% of residents have limited English proficiency (LEP). Within the LEP population 0.6% are Spanish speakers, 0.39% are other Asian and Pacific Islanders, and 0.35%, speak Tagalog. All other documented languages combined represent 0.72% which includes French, Russian, other Indo-European, Chinese, and Vietnamese.

Historically, the Boise neighborhood has been one of the most ethnically and culturally diverse neighborhoods in the city of Portland. That diversity has been eroded significantly over the last several decades. The table below provides a snapshot of the population change that has occurred since 2010 across various cultural and demographic groups.

Demographic Group	% Change since 2010	2020 American Community Survey 5 Year Estimates	2010 US Census
Total Population	*50%*	*7,619*	*5,064*
African-American	-12%	934	1,066
BIPOC	17%	2,140	1,829
Native American	363%	171	37
Asian	114%	314	147
Pacific Islander		0	0
Other	-56%	205	460
Two or more races	323%	513	121
white	69%	5,479	3,235

The Boise neighborhood is near the downtown urban core, which makes it a desirable location for residents who prefer to limit their reliance on a motorized vehicle. 53% of residents reported driving alone to work while the other 47% reported carpooling, transit, biking, walking, taking a taxi, riding a motorcycle, or telecommuting. 14% of households reported that they are car-free.

4 Public Involvement Process

The goal of this project is to balance competing users' needs, identify priority users, and develop parking management strategies to help ensure that priority users are able to easily access parking while ensuring that this program does not cause harm to vulnerable populations. To inform staff, consultants, and the Boise Advisory Committee, the project team will engage the public to provide feedback on engagement strategies, data collection, and the parking management plan. All public involvement will specify why feedback is needed, how it will be used to impact the project, and how the project will report feedback out.

4.1 Key Decisions and Input Opportunities

Public engagement will inform key decisions and activities for this project. The following table identifies the key public involvement milestones. PBOT is the decision maker for these key decisions. PBOT will consider input from the public and the Boise Advisory Committee before making decisions. Once the Parking Management Plan is fully drafted, PBOT will take the Plan to City Council for approval.

Key Decisions	Primary Engagement Methods
Engagement strategies	Briefings/Listening Sessions Boise Advisory Committee
Goals, study areas, data collection input	Boise Advisory Committee
Parking Management Plan strategies	Boise Advisory Committee Online engagement/open houses/survey

4.2 Public Involvement Principles

The process will be guided by the City of Portland Public Involvement Principles, adopted by the Portland City Council in August 2010. The principles, below, represent a road map to guide government officials and staff in establishing consistent, effective, and high-quality community engagement across Portland's City government[5]:

- **Partnership:** Community members have a right to be involved in decisions that affect them. Participants can influence decision-making and receive feedback on how their input was used. The public can recommend projects and issues for government consideration.
- **Early Involvement:** Public involvement is an early and integral part of issue and opportunity identification, concept development, design, and implementation of City policies, programs, and projects.
- **Building Relationships and Community Capacity:** Public involvement processes invest in and develop long-term, collaborative working relationships and learning opportunities with community partners and stakeholders.
- **Inclusiveness and Equity:** Public dialogue and decision-making processes identify, reach out to, and encourage participation of the community in its full diversity. Processes respect a range of values and interests and the knowledge of those involved. Historically excluded individuals and groups are included authentically in processes, activities, and decision- and policy-making. Impacts, including costs and benefits, are identified and distributed fairly.

[5] City of Portland Public Involvement Principles. https://www.portlandoregon.gov/civic/article/312804.

- **Good Quality Process Design and Implementation:** Public involvement processes and techniques are well-designed to appropriately fit the scope, character, and impact of a policy or project. Processes adapt to changing needs and issues as they move forward.
- **Transparency:** Public decision-making processes are accessible, open, honest, and understandable. Members of the public receive the information they need, and with enough lead time, to participate effectively.
- **Accountability:** City leaders and staff are accountable for ensuring meaningful public involvement in the work of city government.

4.3 Public Involvement Goals, Objectives, and Success Metrics

By striving to achieve the goals and objectives listed below, PBOT will work to enhance public trust in engagement and the decision process and educate the public in parking management tools. The following goals and objectives will apply to this project.

Goal 1: Build community awareness and shared understanding of project need and ways to participate. A well-executed engagement program that increases public knowledge about the neighborhood parking problems and PBOT's plans to address it.

Objective: Provide consistent (i.e. quarterly) distribution of information related to the parking problems, project updates and/or engagement opportunities via a variety of engagement and outreach methods.

Goal 2: Enable well informed participation from historically underserved and underrepresented communities to inform the project. A transparent public outreach process that acknowledges history, clearly defines the problem, and articulates sound solutions may generate acceptance from many people in the Boise and Eliot neighborhoods.

Objective: Proactively use culturally preferred strategies to engage with historically underserved and underrepresented communities who may be affected by the project to inform key decisions.

Objective: Use communication channels and tools preferred by stakeholders to enable accessible and inclusive participation in the process.

Goal 3: Gather and use public input during the decision process, maintaining transparency at each step. Public input about the parking study collected through engagement tools will help PBOT and City Council make informed choices.

Objective: Involve stakeholders in the development of the parking study via engagement tools.

Objective: Clearly state project decision process to all stakeholders.

Objective: Seek feedback on the quality of the engagement process.

4.4 Audiences and Stakeholders

Primary audiences for engagement are those who are directly affected by the parking management project. They include:

- **Residents** (homeowners and renters)
- **Business owners and employees**
- **Regular visitors** (including returning Black community members, students, shoppers, and church attendees)

Historic Albina community residents, particularly the Black community, carry weighted influence in this project due to the historic harm that they have experienced through public policy such as urban renewal redevelopment schemes. PBOT wants to prioritize access to parking for current and returning Black residents.

See the detailed stakeholder list in the Appendix.

4.5 Levels of Participation

The community involvement opportunities will be organized to allow people to engage across a spectrum of interest levels:

- **Inform:** Some members of the public will want to know about the project, others will be interested in tracking the process and staying up to date on the latest project news. Staff will use multiple methods of outreach to inform the public about the project and allow interested individuals to stay informed. Staff will provide balanced and objective information to assist the public in understanding the issues and alternatives throughout the planning process, and project information will be made broadly accessible through multiple means, channels, and sources.
- **Consult:** Some members of the community will want to make sure the process and outcomes are broadly addressing the topics they are interested in and generally going in the right direction. These individuals will desire to weigh in and provide feedback at key points in the process. Every effort will be given to provide opportunities for the project team to obtain their public feedback on project priorities, alternatives, and outcomes.
- **Involve:** Some members of the community will be interested in contributing concerns and issues. Staff will listen to and acknowledge these concerns and seek to directly reflect them in the alternatives developed, explaining how their input influenced the project outcomes. Some liaisons or representatives of groups may also want to be involved in outreach activities to help gather public feedback.
- **Collaborate:** Some members of the community will want to be engaged at key points in the process to directly impact the direction of the project. These members will be engaged, and consensus built, through meetings, one-on-one engagement, or small groups. They will be engaged at key points in the process and able to be directly involved in the project. Community groups and interested community members will be

provided opportunities to be more involved in the ongoing project work, being able to track the process and providing thoughtful and meaningful input into the products all along the way. Staff will look to these groups for direct advice and innovation in formulating solutions and will incorporate their advice and recommendations into the project outcomes to the maximum extent possible.

- **Empower:** The final decision-making on recommendations will be in the hands of the elected representatives of the Portland City Council.

4.6 Engagement Tools

The following table outlines the different involvement activities in relationship to the levels of participation described above. There will be compensation available for participants who participate in general engagement, such as surveys and listening sessions.

Level of Participation	**Inform**	**Consult**	**Involve**	**Collaborate**
Goal of Participation	To raise awareness and visibility of the project while stimulating public engagement/ feedback response rates for engagement opportunities.	To gather feedback from the public that will impact the planning process, materials, and outcomes.	To gather new ideas, understand concerns, and consider input throughout process.	To gather direct advice and innovation from the public.
Tool for Participation	• Web page • Project info sheet • Door to door business outreach • E-bulletins • Community events	• Survey and Online Open House	• Briefings • Listening Sessions	• Boise Advisory Committee

4.7 Process Schedule

See the Boise/North Portland Parking Management Plan timeline.

5 Concurrent Efforts and Coordination

The project will coordinate public involvement efforts with the following area transportation projects:

- Eliot Parking Pilot Project
- North Portland in Motion
- Transportation Wallet for All

Appendix A. Stakeholder List

To be updated with new stakeholder list.