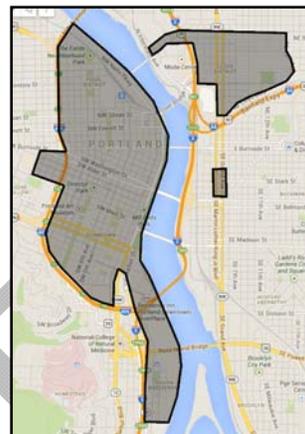


Disabled Parking Program - PBOT Staff Recommendation

Disabled parking placard holders need accessibility close to their destination in downtown metered areas. These placard holders currently account for 11-30% of vehicles parked on-street in heavily used areas, many of which stay throughout the workday. This results in reduced parking turnover and accessibility for those that need it.

Portland Bureau of Transportation (PBOT) staff has worked with Commissioner Steve Novick's office, the Disabled Parking Task Force, and the Portland Commission on Disability to create the following recommendations. These recommendations only apply to the metered district (see map for the current metered district).



Downtown Metered District

Proposed Recommendations

In order to create better opportunities for all short-term visitors to find parking and still preserve accessibility for those who need it, PBOT Staff recommends the following program which includes rules for four identified user groups:

1. Wheelchair User Disabled Person Parking Permit Holders¹
2. Disabled Person Parking Permit Holders
3. Employees who work within the metered district with Disabled Person Parking Permits
4. Residents who live within the metered district with Disabled Person Parking Permits

How to Use This Document

In addition to the proposed parking rules and conditions, this document includes commentary from PBOT staff explaining why rules were created and how they are defined. All these explanations are in *italics*.

¹ The Oregon Department of Transportation uses the terms "Wheelchair User Disabled Person Parking Permit" and "Disabled Person Parking Permit." Within these rules these permits may also be referred to as "placards." While there is only one type of Wheelchair User Disabled Person Parking Permit, there are currently multiple types of "Disabled Person Parking Permits, which include Renewable Disabled Person Parking Permits, Temporary Duplicate (travel) Disabled Person Parking Permits, Temporary Disabled Person Parking Permits, Family Disabled Person Parking Permits, Program Disabled Person Parking Permits, and Foreign Disabled Person Parking Permits. More information about these permit types can be found at <http://www.oregon.gov/ODOT/DMV/pages/driverid/disparking.aspx#type>. As of January 1, 2014, all types of Disabled Person Parking Permits (besides the wheelchair user disabled person parking permit) will be regulated the same.

1. For Wheelchair User Disabled Person Parking Permit holders

The following rules apply to valid owners of Wheelchair User Disabled Person Parking Permits (placards):

- **Individuals with State-issued Wheelchair User placards are allowed to park on-street at a parking meter for all hours of operation for the day without payment.**

Explanation: Per ORS 811.635, The Wheelchair Disabled Parking Permit allows a disabled person with a Wheelchair User placard or a person while transporting the disabled person to or from the parking location to:

- *Park in a public parking zone that has a limit of more than 30 minutes without paying the parking meter fee;*
 - *Park in a public parking zone that has a limit of more than 30 minutes without being charged overtime penalties; or*
 - *Park in any space reserved for persons with state-issued Disabled Person Parking Permits.*
- **The City will reserve up to 30 on-street, right-side parking spaces for use by those with State-issued Wheelchair User placards**

TO QUALIFY: User must possess a valid Wheelchair User Disabled Person Parking Permit.

TIMELINE: Individuals with State-issued Wheelchair User placards are already allowed to park on-street in the meter district without payment. The City will begin identifying and marking "Wheelchair User Only" parking spaces on January 1, 2014.

Explanation: Stakeholders from the disabled community have noted that there are a limited number of on-street spaces where users can safely load and unload individuals in wheelchairs. This provision allows a coordinated effort to identify these spaces and prioritize them for users that need them most. PBOT staff decided on 30 spaces because there were 21 wheelchair placards counted during a recent on-street parking survey of the meter district.

For Disabled Person Parking Permit holders

All users of Disabled Person Parking Permits must pay for parking per the following rules:

- **A Disabled Person Parking Permit allows the user to park for up to three hours at meters with a time limit between one and three hours. At a meter that has a maximum allowed time of less than three hours, a placard holder may pay for the amount of time the person is intending to use when the person intends to park for less than the maximum allowed meter time, or the maximum meter fee if the user intends to park for more than the posted allowed time up to the full three hours. On blockfaces with meters that allow over three hours of parking, the user shall pay for the amount of parking they intend to use.**

TO QUALIFY: User must possess a valid Disabled Person Parking Permit.

TIMELINE: This program will begin to be enforced on July 1, 2014

Explanation: Much of the core downtown metered district has time limit of 60 or 90 minutes, which stakeholders from the disabled community with limited mobility have identified as too short of a time to complete tasks. A three hour window extends allowable time, if needed, and gives visitors with disabled placards additional time to complete their trip. However, the time limit of three hours discourages all-day parking and maintains turnover, which increases accessibility for all.

- **For those that have Disabled Person Parking Permits and either cannot operate the meters or need to park on-street for times longer than three hours or the posted time limit, the City will establish alternative ways of paying, such as an in-vehicle meter or pay-by-phone application. This technology would allow the user to park without a time limit, although the placard user would be charged the on-street hourly rate for the entirety of the stay.**

TO QUALIFY: User must possess a valid Disabled Person Parking Permit.

TIMELINE: This program will begin to be enforced on July 1, 2014. Alternative payment methods will be available by May 1, 2014.

Explanation: Our current parking meters rely on the user having some sort of manual dexterity, either through using coins, grabbing a receipt, or grasping a credit card. By integrating either in-vehicle meters or pay-by-phone, individuals that may not be able to use the meters due to dexterity limitations would still be able to pay to park. Alternative technologies would also eliminate the need for the individual to get to and from a parking meter.

In addition, in-vehicle meters or pay-by-phone applications would allow users the privilege to park for longer than the posted time limit. The user would pay the hourly meter rate for the area, thus discouraging all-day parking on-street through pricing, but allowing it if the user needs more time.

- **The City will reserve up to 50 disabled person parking permit-designated parking spaces based on the demand of users of disabled person parking permits in particular locations. Users of these spaces would be required to pay per the above rules.**

TO QUALIFY: User must possess a valid Disabled Person Parking Permit.

TIMELINE: Up to 30 disabled-designated spaces will be identified and installed by July 1, 2014.

Explanation: The main purpose of Portland's Disabled Parking Program is to provide increased accessibility for those that need it. By designating disabled person parking permit spaces in locations that are shown to be frequented by disabled placard holders, the City would be offer priority access for those with mobility limitations. The City will continually review the number and placement of disabled-designated spaces.

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For employees who work within the metered district with Disabled Person Parking Permits

- **For those that work within the metered district, cannot reasonably be expected to use Tri-Met, are not provided parking, and for whom existing parking garages do not meet their needs, a special on-street permit will be available that allows the individual to park their vehicle on-street.**

TO QUALIFY: The individual would need to document that their place of employment is within a meter district, they have a valid disabled placard, and why they cannot use Tri-Met or garage parking. The permit would need to be renewed annually and would be billed monthly.

ALLOWED PARKING AREA: The permit would only be valid within three blocks of the specified workplace.

TIMELINE: This program will begin to be enforced on July 1, 2014. Permits will be available by May 1, 2014.

Explanation: For employees that do not have access to a parking garage that meets their needs, this provision offers them an opportunity to park near to their work destination for a per-hour price less than the on-street rate. The permit would be priced to be comparable to nearby off-street parking and are only valid within three blocks of the employment locations because the permit is specifically for employment access.

For residents who live within the metered district with Disabled Person Parking Permits

- **For residents of the metered district that live in subsidized housing without parking, there will be a free permit that allows the user to park on-street without payment through June 30, 2015.**

TO QUALIFY: The individual would need to document residence within the metered district, have a valid disabled placard, and apply in-person. This permit would only be available to residents who live in subsidized housing in the metered district through June 30, 2015.

ALLOWED PARKING AREA: The permit would only be valid within three blocks of the specified residence.

TIMELINE: This program will begin to be enforced on July 1, 2014. Permits will be available by May 1, 2014.

Explanation: For residents holding disabled person parking permits who live in subsidized housing that do not have access to residential parking garage that meets their needs, this provision offers them an opportunity to park near their home through June 30, 2015 as they may already do. During that time, PBOT will work with housing providers and other stakeholders to better understand who the users of this program are and what needs they may have. This knowledge will inform the creation of a future program.

- **For residents of the metered district and for whom existing parking garages do not meet their needs, an on-street permit will be available at a price comparable to nearby off-street parking pricing that allows the individual to park their vehicle on-street.**

TO QUALIFY: The individual would need to document residence within the metered district and have a valid disabled person parking permit. In addition, the individual cannot apply for a permit if the residence has available private parking. The permit can be renewed annually and billed monthly.

ALLOWED PARKING AREA: The permit would only be valid within three blocks of the specified residence.

TIMELINE: This program will begin to be enforced on July 1, 2014. Permits will be available by May 1, 2014.

Explanation: For residents holding disabled person parking permits who may not have access to residential parking garage that meets their needs, this provision offers them an opportunity to park near to their home. PBOT would prefer that residents use off-street parking over on-street parking for their residential needs and, therefore, will price on-street parking use to encourage the use of off-street facilities. The permit would be priced to be comparable to nearby off-street parking and would only be valid within three blocks of the individual's residential location because the permit is specifically for residential access.

Program Review

PBOT will work with Commissioner Novick's Office, the Disabled Parking Task Force, and the Portland Commission on Disability to monitor and evaluate the program. Findings on placard use, program participation, permit applications, enforcement practices, and community input, among other items, will be monitored and reported on to interested parties.

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