

**City of Portland**  
**Disabled Parking Task Force (DPTF)**  
**February 17, 2011– Meeting #16 Notes - DRAFT**  
**1120 SW 5<sup>th</sup> Ave, 9<sup>th</sup> floor, Broadway Room**

**Action items highlighted**

Present:

Members: Betty Brislawn, Jan Campbell, Nickole Cheron, Lisa Frisch, Dave Gragg, Michael Hall, Albert Hoguet, Astrid Perry, Joe VanderVeer

Staff: Nolan Mackrill, Ruth Lane, Julie Roe, Lavinia Gordon

Julie distributed packets to members. Nolan began the meeting with introductions and request for report backs. Lisa noted that business owners have an incentive to get vehicles to park off-street if on-street all-day free parking goes away.

When asked, Nolan noted that the City Attorney cannot guide the Task Force until they prepare their formal report, then the attorneys can comment on the recommendation. The process is to present to the Commission on Disabilities, then to City Council, including a code change to Title 16. Today's work would begin to draft a well-thought-out and supported plan. We could email it to the Commission for review before their May 13<sup>th</sup> meeting in order to make a City Council hearing date to be effective by June 30<sup>th</sup> when the current temporary extension of privileges ends.

Nolan noted that Enforcement is adding three more officers so they will be fully staffed, and that the increase in bail amount one year ago has not cut down on the number of unlawful use citations issued, in fact they have increased.

Jan introduced member of the public, Kevin O'Reilly, formerly of the Paralyzed Veterans of America, who helped draft SB716, to help us understand the intent. (He sat at the table as an accommodation so he could write.) Kevin informed the Task Force that the intent of the legislation in lots was to make parking accessible, to reserve van spaces for wheelchairs. Senator Metzger insisted on adding the on-street piece to have Portland access.

Nolan noted the latest survey. Kevin responded that the current meters are inaccessible. A cell phone option would help for those who have them.

Nolan noted the options from last meeting's list: limit with fee and limit without fee, possible city permit, also in-vehicle meters or break-a-strip. Any plan recommended would be a pilot program, and must be policy palatable.

The group then worked on building consensus for various plan options:

**Option 1 - 4-hour Max** - Valid Disabled Placard allows 4-hour maximum duration on-street parking in all meter districts without fee, then the vehicle must be moved off the blockface to avoid a citation.

**Option 2 - 4-hour Max plus Annual Permit Program** - Valid Disabled Placard allows 4-hour maximum duration on-street parking in all meter districts without fee, then the vehicle must be moved off the blockface to avoid a citation. City permit program allows applications for exceptions to 4-hour maximum duration (no daily time limit) .

**Option 3 - 4-hour Max in Zones plus Annual Permit Program** - Valid Disabled Placard allows 4-hour maximum duration on-street parking in heavily used zones of the downtown meter district without fee, then the vehicle must be moved off the blockface to avoid a citation. City permit program allows applications for exceptions to 4-hour maximum duration (no daily time limit).

Member of the public, Kim Rolfs of Lucky Spoon, was asked if she had any public comment; her concern is for cars not to stay parked in front of a business all day every day, as it limits parking for customers.

The group agreed to meet again on the second Tuesday in March, March 8<sup>th</sup>, 11:00-1:00. (Date was since changed to March 29<sup>th</sup>.) **Ruth will email the plan options to the Task Force in time for review before the meeting.**

Ruth Lane 2/23/11; 3/1/11