

**Central Eastside Parking Management Plan  
Stakeholder Advisory Committee (SAC) Meeting SUMMARY**

Meeting date: Tuesday, September 20, 2011

**SAC Members in Attendance:** John Cole (BPS), Cathy Galbraith (Bosco Milligan), Bert Geiger (BG Marketing-CEIC), Lance Lindahl (Brooklyn neighborhood), Susan Lindsay (Buckman neighborhood), Juliana Lukasik (@Large Films-CEIC), Jonathan Malsin (Beam Development), Matt Milletto (Water Avenue Coffee), Susan Pearce (Hosford-Abernathy neighborhood [HAND]), Steve Russell (Kerns neighborhood), Peter Stark (Stark Design/Portland Streetcar-CEIC), Bob Wentworth (Wentworth Chevrolet-Subaru).

**SAC Members Absent:** Mike Bolliger (Bolliger & Sons Insurance), Matt Butts (Group Mackenzie), Paul Carlson (OMSI), Warren Fish (Multnomah County, Jeff Cogan's office), John Garner (PCC), Bill Goman (Goodwill), Deek Heykamp (Next Adventure), Trang Lam (PDC), Lance Marrs (Bside 6), Dan Yates (Portland Spirit-CEIC).

**Staff/Consultants Attending:** Bill Hoffman and Sarah Heinicke (PBOT), Jason Franklin (Parametrix), Rick Williams (Rick Williams Consulting), Peter Finley Fry (Columbia Pacific Planning), Rick Michaelson (Inner City Properties, Inc.), Liz Malliris (Words by Malliris).

**Other Attendees:** Julie Gustafson (Portland Streetcar), Jim Kennison (Franz Bakery).

**Handouts:**

- Agenda
- Summary of draft parking plan changes

These documents are posted on the project Web site:

<http://www.portlandonline.com/transportation/index.cfm?c=53032>.

**1. Introduction**

Bill H. said the purpose of this final SAC meeting was to review changes made to the draft parking plan since the last meeting. The project team will then finalize all plan details except for one: the timing of meter installation along the commercial corridor (MLK/Grand). "Fundamentally, this committee has completed its work," he said, however PBOT requires a better defined "trigger" for when meters would be installed in the district's newly defined customer parking priority area. To work out those details and complete the plan, project staff will meet with Central Eastside Industrial Council (CEIC) members within the next few months, he said.

A SAC member noted that the committee had not yet come to an agreement on where meters would initially go in the commercial corridor, with some doubting their necessity in the southern end of the district. A SAC/CEIC member responded that location would also be "part of the conversation about defining the trigger."

## **2. Final Comments on Draft Parking Plan**

Rick W. briefly summarized key areas of the parking plan that had been modified per SAC comments at earlier meetings. In the customer priority area along MLK/Grand, 2-hour parking signs will initially be installed, with permit parking not allowed on MLK/Grand but allowed in 2-hour zones on the adjacent half-block of side streets. While the SAC agreed meters will be needed in the future, the plan calls for that decision to be made by the CEID Transportation & Parking Management Association (TPMA), using a trigger to be defined in coming months.

Language added to the parking plan, Rick said, includes a long-term actions section that specifies issues to be addressed in the future by the TPMA, including expansion of the customer priority area and paid parking, acquisition of off-street parking lots and/or development of parking structures to serve visitors and/or employees, and shared-use agreements to more efficiently use private lots. The plan also contains new text establishing a streamlined neighborhood permit process, which will be finalized after more discussion with SAC neighborhood representatives.

Rick referred SAC members to the handout for other new text added to the plan, including clarifying details about the mission of and funding for a TPMA and the parking permit renewal process (per current policy).

A SAC member asked if the TPMA would be handling “fine-tuning” of the plan, such as addressing whether 2-hour customer parking is needed along the commercial corridor south of Taylor Street. Bill H. responded yes, that the plan would include guidelines for addressing these kinds of issues (subareas with differing parking needs).

Another committee member asked that there be good communication between PBOT and the CEID when signage or other parking changes are being made. Bill H. said a PBOT manager is assigned to work with the CEIC/TPMA on these and other issues.

## **3. Water Avenue and Southern Triangle Update**

Bill H. reported back on a meeting held with Water Avenue business and property owners to explore metering. There was not “wild enthusiasm” for the idea, he said. However, a SAC/CEIC member noted that when OMSI meters its parking lots in the near future, that may change parking dynamics and require the TPMA to take another look at Water Avenue needs. For now, the Southern Triangle area will be signed “3 hours or by permit” and businesses can use the parking plan exceptions process to obtain different parking time limits in specific locations, if desired.

## **4. Review of Next Steps**

Bill H. then discussed what will transpire with the plan. Once a meter trigger is negotiated with the CEIC and the plan is finalized, PBOT will mail a plan summary to everyone on the project’s mailing list. The summary will provide a link to the full plan and all supporting documents on the project Web site. PBOT will then set a City Council

hearing and adoption date and also mail those details; he urged SAC members to attend and testify.

Once adopted, PBOT will begin implementation of the plan, beginning with installation of new signs, Bill said. PBOT will also take care of the administrative work to set up and publicize the new permit program, as well as provide information about the signage changes and exceptions process. Parking enforcement will also be “beefed up” to better patrol the CEID, he said.

A SAC member asked if business owners will be notified well in advance of sign changes, in case they want to pursue an exception for one or more adjacent spaces. Rick W. noted that he would recommend PBOT do what Salem does, providing 45-day advance notice. Another SAC member emphasized that such mailings should be sent to business owners and building/property owners in the district, to ensure residents receive notification. (Similarly, a committee member later noted that if a neighborhood begins pursuing a residential permit district, PBOT should be sure to notify businesses in that neighborhood.)

Bill H. said if a group of SAC members would like to meet to discuss implementation, he would be happy to set up a meeting. He also asked SAC neighborhood representatives to remain after the SAC meeting to discuss and finalize the neighborhood permit text in the plan. He asked all SAC members to review the new plan changes and additions and provide comments within one week.

Bill thanked the project team and SAC members for their year-long work addressing complex issues and developing a comprehensive parking plan.