Central Eastside Parking Plan

Stakeholder Advisory Committee Meeting September 20, 2011

Process Timeline

Central Eastside Parking Management Plan

PHASE 1.

Establish Project Goals, Objectives and Values

PHASE 2.

Data Inventory Data Analysis

PHASE 3.

Alternative Parking Management Solutions

PHASE 4.

Management Plan and Implementation Strategies

2011 2010 AUG DEC JAN JUN AUG Nov-16 Stakeholder Advisory Committee Meetings Project Kickoff Community Workshops Jan-18 Feb-15 Dec-6 ◆ Feb-22 Mar-15 Apr-19 May-17 Jun-21 ◆ Jun-28 Jul-19 Aug-16 Sep-20

March 2011 Draft.

The Big Question

Today

September 2012





The Future

Plan Outline

- The Plan
 - **Problem Statements**
 - Key Plan Actions
- Plan Details
 - Program Elements
 - Neighborhood Permit Process
 - TPMA formation
 - **Program Implementation**
- Plan Background
 - Stakeholder involvement
 - Parking Inventory
 - Parking Utilization
 - Land Use Analysis
- Appendix

Central Eastside Parking Management Plan - Summary

KEY PLAN ACTIONS

Key plan actions are visually represented by Figure 1 and summarized in the following section. The Plan Details section includes all the supporting material for the Plan Actions

· Expand the permit program.

An expanded permit program will increase on-street parking for employees of district businesses and their patrons by making more spaces 2-hour or by permit time stay. As shown on Figure 1, the majority of the CEID is now permit parking with either a 2-hour (blue area) or 3-hour (orange area) visitor time limits.

Create a customer priority area.

The customer priority area (shown in red on Figure 1) is a pay-to-park program that will encourage appropriate turnover in the commercial center of the district (primarily MLK Jr. Blvd. and Grand Avenue) and ensure dedicated customer parking in this emerging corridor. A byproduct of this strategy is the creation of revenue to fund other parking and transportation solutions in the district. The pay-to-park area will take effect when Eastside Streetcar is operational. Detailed operations and expansion of this area are discussed in the Plan Details section.

Create a fair exceptions process.

The purpose of the base time standards (2-hour or 3-hour for those visiting the district) is to simplify the on-street parking system for all users. However, the base standard may not always be the right time standard for certain businesses, particularly those that rely on high customer turnover. A draft framework for exceptions is included in the Plan Details section of this plan and ongoing refinements to this framework will occur in a collaborative manner between the Portland

Central Eastside Parking Management Plan

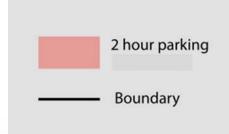






Customer Priority Area

- Need to determine trigger
- Area includes MLK/Grand





Southern Triangle

- No meters at this time
- 3-hours or by permit
- Future consideration for expansion of customer priority area



3 hours or by permit

Long-term Actions

- Section Added to Include:
- Development of off-street shared parking agreements
- Future development of parking lots or structures
- Expansion of the customer priority area





Neighborhood Permit Process

 Language added to describe neighborhood permit process



Miscellaneous Changes

- TPMA
 - Clarifying language from Dan Bowers
- Permit Renewals
 - Language added to describe how permits are renewed by businesses and residents

Next Steps

- 1. Complete SAC Process
- 2. Mail out revised Plan
- 3. Negotiate with CEIC
- 4. Complete Plan
- 5. Mail Plan Summary to entire mailing list
- 6. City Council Hearing and Adoption
- 7. Notification of City
 Council hearing sent to
 mailing list

Central Eastside Parking Management Plan - The Pl

THE PLAN

GOALS, OBJECTIVES AND VALUES

Developed by the project's stakeholders through the planning process:

- Support the CEID vision of a uniquely vibrant and diverse environment with distinct and well-connected places.
- Keep parking solutions flexible to address changing activities as the district evolves.
- Balance parking needs with freight mobility, access and loading/ unloading.
- · Support parking strategies that address adjacent neighborhood impacts

PROBLEM STATEMENTS

This plan is focused on solving the recognized parking problems in the EID. As part of an extensive stakeholder and public outreach effort the project team and the SAC formulated a series of problem statements to describe the parking issues in the CEID. These problem statements are solved by the Plan Actions, though the timeframe in which they are solved varies.

Parking within the district is

inefficiently managed.

Parking signage, how long visitors and employees can park and organization of the on-street system is confusing. This has created an inefficient parking system and leads to conflicts between employees and customers throughout the district and provides opportunities for non-district based parkers to "poach" district parking.

Existing parking policies do not support the needs of customers and visitors using the MLK/Grand, Burnside/Couch, Morrison/ Belmont, Hawthorne/Madison corridors.

Currently, on-street parking along commercic corridors in the district with street level retail and entertainment businesses is parked with employees. As a result, customer access to businesses is limited and restricted.







