

# CEIC TPAC Subcommittee

Tuesday, October 14, 2014  
4:00-5:30 p.m.

RiverEast Center  
1515 SE Water Ave. 3rd Floor  
Portland, OR 97214

## Meeting Notes

### **Members in attendance (8:11)**

Michael Bolliger, Bob Wentworth, Brian Scott, Peter Stark, Michael Zokoych, Rachel Niovick, Dan Yates, Susan Pierce.

### **Staff, consultants, and guests in attendance**

Chris Armes, Bill Hoffman, Mayna Vancaillie, and Francesca Patricolo of PBOT. Rick Williams of Rick Williams Consulting.

### **Welcome/ Introductions**

Bill Hoffman called the meeting to order at 4:00 p.m. and welcomed everyone. Chris Armes introduced her new staff Mayna Vancaillie and Francesca Patricolo and then committee members went around the room and introduced themselves.

### **Meeting overview**

Bill provided an overview of the meeting. He said the subcommittee's priority is to develop a process that is transparent, objective, and reproducible each year to understand what is working and not working in terms of on-street parking. The process will also include how to recalibrate district parking management each year to achieve the objectives for the district.

### **Data: Inventory and survey boundaries**

Bill said committee members talked about the inventory and survey at the last meeting, staff reported the committee's feedback to Rick Williams and now Rick is coming back with a recommendation. Rick provided an overview of what his firm has done so far and he said a new inventory of 6,000 on-street stalls is now complete. Rick said the new inventory data will be ready by the next meeting.

Rick explained the difference between an inventory and a utilization survey. He said an inventory is when work crews catalog every on-street space and record key features such as time stay, permit requirement, or metered stall. He said a stall is considered a striped spot, however there are areas that are not striped and work crews measured block faces, considering every 23 feet to be a spot.

Q: Why 23 feet as opposed to 18 feet?

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A: It accounts for the width of the stall and room to walk in between automobiles.

Rick said a parking utilization survey is when work crews record how parking spaces are used for one or more hours in a survey day. Surveyors will record whether vehicles parked have a permit when required, and record each parked automobile's license plate each hour to calculate length of stay, parking turnover and parking violation rates. Rick said now that the inventory is complete, what staff wants to begin right away is the survey.

Q: It's been a while now that Water Ave. has been radically changed. Maybe we could get Water Ave. drawn correctly, could we get a new map? It doesn't go down to Powell. Maybe that is why streets are not signed correctly in the southern part of the district.

A: Point well taken, staff will do what they can to update the map because they want the map to be accurate. There are private streets in that area that the City is not allowed to sign.

**Action: PBOT staff will follow-up with the committee on the private streets issue.**

Rick explained his firm has budget and scope to survey 98 blocks, which is 391 block faces. He said staff want the blocks to be representative of the different parking treatments and areas in the district. He said staff is trying to measure are the different types of parking and to measure both employees and visitors. He said staff is proposing a selection of 98 blocks in the district that make up high visitor traffic and/or high permit traffic. Rick said it is a start and staff would like to know what the committee thinks of the selection. He said if the committee decides to add surveying to one area, they will need to decide where to take surveying away from another area. Rick said he likes to cluster blocks into a minimum of three blocks or twelve block faces because it makes better data.

Q: Is it possible to extrapolate information from the 98 blocks selected in order to predict the performance of non-surveyed areas?

A: Yes, theoretically the 98 blocks should be representative of other similar zoned areas to do just that.

Committee members discussed the map and made the following comments and suggestions regarding edits to the survey area:

- Deemphasize the area south of Clay on MLK and Grand and pick up six blocks to the east between Yamhill and Taylor.
- Pick up 24 block faces between Ash and Pine.

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- South of Hawthorne on Water Ave. there is no parking on either side of the street and you pick up two block faces.
- Survey the southern end around 8<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup> for some sort of baseline to understand the impact of Clinton Station and OMSI Station for all those industrial uses.
- Do not consider the area in blue as representative of what would happen in the south.
- See more of Water Ave. east. Pick up blocks in the corridor of Yamhill, Clay, and Alder.
- SE 8<sup>th</sup> & 9<sup>th</sup> between Lincoln and Division.
- East of Water Ave. between Water to MLK approximately between Yamhill and Clay is a rapidly changing area that needs to be looked at as well as the south end.
- Clay all the way to 12<sup>th</sup>, I think you could eliminate that because bioswales have eliminated parking. That would pick up 20 block faces.
- I think the missing segment would be helpful to have on the map.
- You could spread it around a little, it looks heavily commercial so studying other areas would be good.
- I think it would be useful to do a nominal survey around the light rail station and then compare it in another survey once the station goes in. Rick added that he worries that there is so much construction there at this time that the survey would not be representative. Committee members agreed with this logic and commented it is important but premature.
- I would like to see inclusion of an area in the buffer zone east of 10<sup>th</sup>.
- Extend the blue area to 12<sup>th</sup>, cut it in half and extend it.
- I would take the nine blocks that are south of Taylor and move it to the east.
- A band of blue that extends from Belmont to Taylor up to 12<sup>th</sup>.
- Regarding the north end, Pine to Ankeny for 2 blocks.
- Right now, all of the tips are in the buffer.

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- Take the blocks off between Madison and Hawthorne.
- 8<sup>th</sup> and Sandy –if we have extra block faces left over, we could go there.
- We have bridgehead issues on Grand where there is no parking.

Rick said he is going to take the committee's feedback to recreate the survey map. He said if block faces do not have parking, he will pick those up in another location and if there are extra block faces he will look at the Sandy area. Rick said the committee should survey every year or two to learn lessons they can apply. He said they can pick up other areas in the future because they will survey on an annual basis. Rick said the survey needs to happen by the week before Thanksgiving.

**Action: The data collection map will be updated based on committee input and a map of the final data collection areas will be circulated to the committee for information at a future meeting.**

### **On-street reformatting objectives**

Mayna provided a PowerPoint presentation to prepare the committee to determine and discuss on-street reformatting objectives. She said the committee will think about who gets to park on the street and how hard it should be for them to find parking. She said it is also about ensuring what is convenient today continues to be convenient in the future and she asked to committee to consider what 'convenient' should mean for different users. Mayna said CEID parking management objectives need to ensure CEID employers and employees – as well as customers, suppliers and delivery services providers – can rely on convenient parking to conduct business. She said they also need to ensure that access and parking keep pace with the district's expanding needs.

Mayna said in order to effectively manage on-street parking supply, the committee will need to answer two key performance questions: 1) Who gets to park on street? (user priority), and 2) How hard is it for them to find parking? (availability).

Committee members discussed how retail in the industrial district supports industrial employees. Committee members expressed a desire to discourage too much commercial in the industrial area and encourage commercial employees to use transit and alternative modes of transportation.

Mayna asked committee members to rank five different types of on-street parking users in order of priority for three different zoning treatments: Industrial Areas (IG1 zoning), Mixed Employment Areas (EXd zoning), and Customer Priority Areas.

Committee members took a moment to work individually on the prioritization activity then Mayna called for a show of hands for the top two priority users for each zone. After the meeting results were compiled below:

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### Industrial Areas

|                                    | <b>Combined</b> | First<br>Priority | Second<br>Priority |
|------------------------------------|-----------------|-------------------|--------------------|
| Area employees - SOV               | <b>6</b>        | 3                 | 3                  |
| Area employees - carpool           | <b>5</b>        | 3                 | 2                  |
| Commercial vehicle loading         | <b>4</b>        | 2                 | 2                  |
| Customers and/or business visitors | <b>1</b>        | 0                 | 1                  |
| Area residents                     | <b>0</b>        | 0                 | 0                  |

### Mixed Employment Areas

|                                    | <b>Combined</b> | First<br>Priority | Second<br>Priority |
|------------------------------------|-----------------|-------------------|--------------------|
| Customers and/or business visitors | <b>6</b>        | 4                 | 2                  |
| Area employees - SOV               | <b>5</b>        | 2                 | 3                  |
| Area employees - carpool           | <b>4</b>        | 2                 | 2                  |
| Commercial vehicle loading         | <b>1</b>        | 0                 | 1                  |
| Area residents                     | <b>0</b>        | 0                 | 0                  |

### Customer Priority Areas

|                                    | <b>Combined</b> | First<br>Priority | Second<br>Priority |
|------------------------------------|-----------------|-------------------|--------------------|
| Customers and/or business visitors | <b>8</b>        | 7                 | 1                  |
| Area employees - carpool           | <b>5</b>        | 0                 | 5                  |
| Area employees - SOV               | <b>1</b>        | 1                 | 0                  |
| Commercial vehicle loading         | <b>1</b>        | 0                 | 1                  |
| Area residents                     | <b>0</b>        | 0                 | 0                  |

Committee members discussed the meaning of the activity results. Committee members said it shows business comes first in industrial areas and that in customer priority areas customers should have a right to more but not all the space.

Q: What about loading/ unloading?

A: Those spaces come off the top. There is a commercial plan for that and then the rest goes to the 85% rule.

The Committee engaged in a robust discussion about priorities and some expressed a desire to limit retail. Some said if the commercial use does not have enough on-street parking, it is either a bad fit for the district or they would need to develop off-street parking. Committee members discussed changing use trends and some said they will have to look at the density of the buildings not just what the zoning is. Overall, committee members agreed they like the zoning and want to manage the parking to the zoning.

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Committee members said right now employees walk about three blocks to get to work though they shared different expectations about how far employees should have to walk. Mayna said it was a discussion about availability and

**Action: PBOT staff will use the committee's direction on user priority and availability to structure further discussion at the next meeting.**

### **Housekeeping/ Next meeting**

Chris said the next meeting would normally fall on November 11<sup>th</sup>, however it is Veteran's Day. After committee members mentioned the following Tuesday, November 18<sup>th</sup> would not work, Chris said she would look for something the week of the 10<sup>th</sup> and suggested probably the 12<sup>th</sup> would work. She said if she needs to, she will have staff send a scheduling poll to try and find a date to reschedule the meeting.

The meeting adjourned at 5:30 p.m.