

Centers and Corridors Parking Study
Stakeholder Advisory Committee
Meeting #4

February 26, 2015
6:00 – 8:00 P.M.
Multnomah County Offices
501 SE Hawthorne, Room 315

Agenda

6:00 – 6:10	Welcome and Introductions	All
6:10– 6:15	Project Update	Grant Morehead, PBOT
6:15 – 6:45	Transportation Demand Management Concepts	Peter Hurley, PBOT
6:45 – 7:15	Bicycle Parking Concepts	Sarah Figliozzi, PBOT
7:15 – 7:50	Review and Follow-up on Concepts From Meeting #3	Grant Morehead, PBOT
7:50 – 7:55	Next Steps	
7:55 – 8:00	Public Comment	
8:00	Adjourn	

Next Meeting: Thursday, April 30, 6-8 PM

Tentative agenda: Detailed findings from parking occupancy and turnover study.

Centers and Corridors Parking Study

Stakeholder Advisory Committee

Meeting #3 - Notes

January 29, 2015
6:00 – 8:00 P.M.

SAC members in attendance: Alex Cooley, Allen Field, Chris Smith, Gail Hoffnagle, Gary Davenport, Gerik Kransky, James Kautz, Rick Michaelson, Kay Newell, Mike Westling, Pablo Bravo, Sean Green, Steve Russell, Sue Pearce, Tamara Deridder, Ted Labbe, Tony Jordan, William Gregg, Ian Stude, Mary McCurdy, Kathryn Doherty-Chapman, Kristin Slavin, Rod Merrick, Oreatha Johnson, Rebecca Kennedy

SAC members not in attendance: Carol Gossett, Kurt Norback, Don Wood

City Staff in attendance: Coleen Caldwell, Judith Gray, Mauricio Leclerc, Grant Morehead, Jay Rogers (Bureau of Transportation), Eric Engstrom (Bureau of Planning and Sustainability), Erika Nebel (Commissioner Novick's office)

Public in attendance: Jessica Engelman, Linda Nettekoven, Doug Klotz, Marsha Henshrow, Michael Anderson, Susan Lindsay

The meeting began with Grant announcing that John Rist had moved and will no longer be participating in the committee. The Hollywood Neighborhood Association will appoint a replacement. He also announced that on February 4th, there would be an event with Venture Portland which would touch on the TSP and parking efforts. Also, the SE Quadrant open house will be February 19th.

Grant continued with a project update, informing the committee that data collection for the study areas will begin soon and that we will be partnering with BPS on their tenant survey. Committee members had questions and concerns about the tenant survey and the data collection process.

Question: will the data collection methodology be the same as the study done in NW?

Answer: Yes, and it will be the same firm: Lancaster Engineering.

Question: Will we be able to compare any of the data that Lancaster collects to previous year?

Answer: We have some data from previous studies done in Division and 28th from other projects, so we will be able to compare those, but not for the other areas. However, this can serve as a baseline for future comparisons.

Follow-up question: How about comparing the data to other cities?

Answer: We will be looking at some data from other cities, such as thresholds, but each city is unique and it may not be completely applicable to compare other cities to our own.

Question: Can we see the BPS and intercept surveys before they go out?

Answer: Yes, and you're more than welcome to provide feedback.

Followup concern: The previous survey that was done focused on rental tenants and now home owners. Will there be outreach to homeowners?

Response: The purpose of the current survey is to focus on tenants of multi-family buildings, to help understand their car ownership and use choices which may help us make better decisions with regard to parking management practices in the future.

Followup concern: Doing outreach to businesses will be useful.

Followup concern: One member wondered if, for the intercept survey, the weather that day will impact people's mode choice and thus skew the results.

Response: That is definitely something we will have to look into, we don't want data to be affected by the weather.

Grant continued with a PowerPoint presentation on best practices. They were broken into four main categories: Curb zone prioritization, permit systems, performance management, and technology. There were questions during the presentation.

Question: Is there data about carpool permits?

Answer: Will likely be limited data outside of the Central City.

Question: What is a healthy permit ratio, i.e., number of permits per household?

Answer: There is variation; some cities don't have limits, some limit to 2 or 3, and a few tie it to the availability of off-street parking.

Question: Are there any cities that use market mechanisms to control the cost of residential permits?

Answer: Not that we have found, but it is an intriguing concept.

Question: What about developing "microzone" for residential permits?

Answer: There is concern that if you make the zone too small, you just push the parking problem to the outskirts of the zone, and create problems in other areas.

The group then moved on to a discussion about buffer zones around permit areas and how well they work. Consensus seems to be that they work better in some areas like the CEID than in other areas.

Broad questions about the best practices continued:

Question: Are we limiting our best practice research to only American examples?

Answer: We did not look elsewhere, besides Canada. If any of the group members have any suggestions we can look into them.

Follow-up: Toulouse, France may be a good example.

Question: Do we have examples from cities that match the size/density of Portland? So far we've heard examples from cities that don't really match what Portland is like.

Answer: Typically we looked at cities with similar population sizes, and didn't really focus on density, but that can be something we look at.

Follow-up: it would be good to look at high density cities since that seems to be the direction that Portland is going in.

Question: Will we explore how parking revenues have been used in other cities?

Answer: Yes, definitely. Some cities have very strict rules on what parking revenue can be used for. One big thing is parking benefit districts where parking revenue going to improve the surrounding areas.

The committee broke into table-sized groups and began brainstorming ideas for goals for the city, focusing on the four best practice topics presented earlier. A summary of the responses is listed below.

Curb Zone Prioritization

- Add temporary restrictions that can remain flexible, like loading zone specifically for residents near the apartments
- A system of prioritization based on the surrounding areas (ie the commercial corridor vs a residential area) should be developed, not just one overarching hierarchy.
- Street seats, business development, safety, traffic calming are all good uses of the curb zones.
- Should be based on proximity/existence of amenities (benches, plazas, street seats, etc).
- When determining the use of the curb zone, the potential revenue/benefit of the asset should be determined.
- Curb zone assets should be open to the public and not privatized.
- Consider using things such as street seats on the cross street intersections rather than directly on the commercial corridor.
- Regardless of prioritization, there should be enhanced safety and line of sight at intersections, including enforcing no parking or height limits for parking (2).
- Include non-transportation uses of the curb zone.
- Prioritization should have community input before decision are made.
- Increase bike parking
- Enhance livability

Permit Systems

- Yes, permit systems are desirable, but they need to be tailored to the specific neighborhood
- We should limit the supply of permits based on the supply of parking.
- Yes, permits should be expanded (2).
- Concerns about the voting part of the permit systems, it may be better to eliminate this and make some of the type of decision methodology for creation of permit zones.
- Under valuation of on-street parking makes it so that off-street parking does not pencil. By creating permit systems this may help relieve congestions from on-street areas.
- We need to discuss the equity issues around demand-based pricing.
- Supply and pricing of permits should be tied together, ie more permits cost more money.
- Need ease of access for differently-abled people in residential areas, maybe incorporate loading zones in permitted areas.
- Permits should be applicable for 24 hour periods, not just day or night.
- Allow private leasing of parking spaces in private lots or driveways.

- Permit pricing/availability should be dependent on the number of vehicles in the household.
- There is a need for equity of limitation and should also deal with bundling/unbundling of parking from multi-family buildings

Performance Management

- Yes, performance pricing does have a place here in Portland.
- Yes, but it doesn't need to be exclusive to meters, it can be tied to meters and permit areas.
- Equity – forcing those who rent to use transit that takes longer to commute to and from work does not equate to those renter who have access to a vehicle.

Technology

- Investing in new payment technology should be a priority
- Variable timed pricing should be investigated
- City policies should support the shared use of driverless cars rather than the individual use

Other goals

- Additional revenue generation, need to develop systems for how money is collected, how it is spent, and how we will communicate that to the public.
- Require off-street parking (or fee in lieu) for shared parking.
- Shared parking should be required of all existing uses.
- Need to develop lots of flexible systems to choose from in the tool box

Comments on Goals

#1 – clarify that “mixed-use” includes residential and commercial

#4 – ~~reduce demand for~~ manage demand for automobile parking

#5 – entities that could inform the sharing/renting of parking spaces in private market

The meeting concluded at 8:10 pm.

Centers and Corridors Parking Study – Goals and Actions (revised 2/26/2015)

1. Support the continued development and economic vibrancy of commercial-residential mixed use centers and corridors, while reducing and managing parking spillover into adjacent residential neighborhoods.
2. Empower neighborhoods to address parking issues with a flexible set of parking and demand management tools that is responsive to local conditions as areas change and evolve.
3. Balance the need for parking by residents and businesses with other uses of the public right-of-way.
4. ~~Reduce~~ Manage the demand for automobile parking to meet the city's transportation mode split and carbon emissions targets.
5. Engage a variety of stakeholders, including neighborhood associations, business associations, transportation advocates, developers, and others in the development of project recommendations.
6. Develop policy and code language implementing the recommendations of this project, consistent with the City's policy directives as stated in the Comprehensive Plan and Transportation System Plan, to be adopted by City Council.

The following key actions will guide the process:

1. Develop an accurate understanding of current parking supply and demand in different areas and for different purposes (short term, residential, commute, etc.). Estimate how demand will change in the future based on land use projections developed for the Comprehensive Plan update.
2. Think strategically about the best use for the area adjacent to the curb. Recognize that in some cases the best use of the curb zone may not be motor vehicle parking, but other street features such as travel lanes, larger sidewalks, stormwater management, bicycle parking, etc.
3. Evaluate a broad range of parking management tools. Propose the mix of strategies that best achieves multiple goals, including economic, health, climate, equity and livability goals.
4. Choose strategies based on empirical evidence that minimize demand for parking and use existing parking as efficiently as possible before incurring the substantial cost of building new parking.
5. Increase the visibility of "hidden" or externalized parking costs.
6. Integrate transportation demand management with parking strategies so they are mutually supportive.
7. Consider simplicity, equity, fairness, clarity and transparency when developing parking regulations and management practices.

Transportation Demand Management



www.portlandoregon.gov/transportation

What is TDM?

Clear, consistent, performance-based Transportation Demand Management (TDM) can effectively reduce demand for parking and increase walking, bicycling and transit use. TDM includes incentives such as reduced cost transit passes and bike and/or car share membership.

Why do we need TDM?

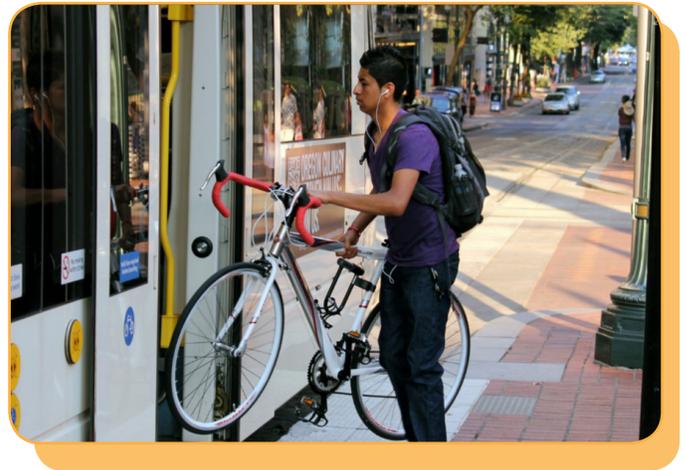
Transportation Demand Management can reduce or prevent traffic and parking problems, and helps us achieve economic vitality, household prosperity, health, equity and access goals.

Current Requirements

Portland currently does not require Transportation Demand Management (TDM) plans for mixed use buildings, unless they are part of a master plan or require a conditional use permit. In 2013 the Portland Bureau of Transportation adopted a consistent, performance-based framework for TDM plans for master plan areas and conditional use permits. Plan elements include:

- Baseline and projected mode share and trip generation projections.
- Short-term and longer-term non-SOV mode share targets.
- A menu of strategies to achieve the targets.
- Performance monitoring, reporting and adaptive management.
- Enforcement provisions.

Plans must be approved by PBOT as a condition of development.



Potential Requirements

PBOT is considering expanding the requirement for an approved, performance-based Transportation Demand Management plans to mixed use and multi-family buildings over certain size thresholds.

Over the next several months, as part of the comprehensive plan/transportation system plan update, PBOT will work to refine outstanding questions.

Comments & Questions?

We welcome the opportunity to hear your thoughts as new policies and programs are developed. For more information, please contact:

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