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Centers and Corridors Parking Project Stakeholder Advisory Committee

PBOT staff and the SAC have been developing the new residential permit concept over the past several months. The goal of this process has been to develop parameters that will ensure an effective system, while retaining flexibility for each neighborhood to tailor solutions to their specific needs. The general parameters will be applicable in all new permit areas, while many of the details will be worked out in a neighborhood-level implementation plan.

At the September meeting, SAC members endorsed the following four general parameters for the permit program:

- Allowing a limit on the total number of permits to be issued within each permit area
- Allowing a limit on the number of permits issued to each address within the permit area
- Allowing for overnight enforcement
- Requiring an equity scan to address the impacts on low-income populations and people with disabilities.

We did not achieve consensus on the idea of using zoning to draw permit area boundaries, or on using a progressive or escalating fee structure for permits. This memo includes those elements, and outlines the proposed process to establish a residential permit parking area. This is the process that staff are asking the SAC to endorse and advance to City Council for their consideration.

Step 1: PBOT receives a request to establish a new residential permit parking area. Any neighborhood may request a permit parking area; there are no minimum parking occupancy thresholds. There are two ways this can happen:

- Letter of support from the Neighborhood Association
- Signed petition representing 50% of the addresses within the proposed permit area

Step 2: PBOT staff works with the Neighborhood Association to finalize the proposed boundaries of the permit area.

- The boundaries will be drawn to only include residentially-zoned areas. See the simplified example on the following page:



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Step 6: Equity Analysis

- Any low-income housing within 250 feet of the proposed permit area is identified
- Residents of those buildings are prioritized in round 2 of the permit sales (see Step 7)

Step 7: Permits are sold in two rounds.

- During the first round of permit sales, only residents of the permit area will be able to purchase permits.
- During the second round, both residents of the permit area and non-residents (according to the terms of the Supplemental Plan) will be able to purchase permits.
- Permits issued to vehicles with valid Disabled Person Parking Permits (issued by the Oregon Department of Transportation's Driver and Motor Vehicle Services Division – the DMV) are not counted against the cap. That way, people with disabilities are guaranteed a permit.
- In both rounds, a progressive fee structure is applied, so that the 2nd permit an individual buys costs more than the 1st, etc. Revenue above cost recovery will be used to support transportation demand management and small infrastructure improvements (crosswalks, flashing beacons, etc.).
- Discounts will be offered to individuals with a demonstrated financial hardship.

Step 8: Signs are installed and enforcement begins**Step 9 (optional): Expanding the permit area**

- The minimum permit area that can be expanded is one contiguous blockface at a time.
- The voting requirements (50% response, majority yes) applies to all addresses within the expansion area.