

Portland Parking Symposium public involvement responses to the sticky note activity and comment cards

What are your biggest concerns about the future of parking in Portland?

- Parking fees set far below cost recovery
- Overbuilding for future needs
- Continued subsidies of polluting and inefficient cars
- Prioritizing parking above all else
- Concerned that busy parking lots are not safe for pedestrians
- Too much parking + too cheap parking
- That on-street parking preservation will continue to pre-empt ped + bike safety projects
- Apartment houses/condos being built on Sandy Blvd without parking + the impact on the surrounding single family home neighborhoods
- City-wide parking overlay requirements
- I'm concerned that the on-street and off-street parking policies won't be coordinated. Few cities do this right. Let's see PDX be a leader!
- Resources to help people to solve their local issues collectively
- Buildings without off-street parking
- Buildings with off-street parking inducing driving
- Concerned that we can't have both off-street parking + affordable housing
- Politicians getting scared of making tough decisions → too much parking
- What are the costs of the alternatives—Transit at 60 cents per passenger mile \$811 million bike lanes etc. and who is going to pay for them?
- Too many surface lots!
- More parklets! (streets are for everyone)
- Concern for elderly: can't walk great distance
- *[with an arrow pointing to the previous comment]* Elderly can request disabled spots at their location

- Car prowls + break ins
- Handicapped/mobility challenged
- Concerned that individuals' fears about losing parking prevent us from making alternative transportation easier
- Equity issues for lower income and English as a Second Language populations

What are your best ideas to solve parking issues in Portland?

- Demand-based parking similar to SF Park, combined w/Residential permit parking and robust parking enforcement
- Remove all parking requirements for development
- Mobile software for institutions + business to increase parking efficiency
- Remove parking requirements in all single-family zones (not just within 500' of transit)
- \$ collected to be split with the $\frac{1}{2}$ going to the neighborhood
- Parking for bicycles on every block, 1 car = 10 bikes → anticipate the need
- 1. Include a seat for daily drivers on all PBOT public involvement committees; 2. the public needs to be involved with more info presented about the comp plan parking, preferences, or mode and transportation policy in general, for the most part, the general public has no idea what is in the plan and will be shocked!
- Carrot and the stick. While making parking (ergo driving) a more expensive experience (paid parking) and less convenient experience (by putting parking away from front door entrances, giving them over to active transportation access), focus on improving the alternatives (walking, biking, public trans). As the alternatives become more appealing, it will cancel out the fact that parking (→driving) is becoming less appealing. TL:DR: better alternatives = less driving = less parking competition = problem solved!
- Charge for parking everywhere! Permits and/or meters → use revenue for transport improvements
- Neighborhoods working together
- Working outside of silos w/bureaus + other agencies to have a comprehensive solution to planning
- Daily bike commuter but need a better reason to get rid of my old car. Cost of insurance hasn't been enough, perhaps needing to pay to have it on the street would be.
- No minimums, variable pricing
- Require what studies show is adequate parking (.75 per unit) for residential construction—all residential construction including smaller complexes car storage for residence is not the same as turn over parking

- “Live car free” logos on all transit oriented buildings
- Raise permit rates to ensure that not area has more permits issues than total spots. Use pricing to match supply w/demand.
- Variable pricing
- Remove time limits on meters. Charge progressively higher rates to induce turnover.
- City wide parking sticker tied to funding mechanism to pay for parking everywhere
- Parking improvement districts to use parking funds to improve walking, biking + transit
- Give TriMet passes to low income renters in some areas of the city
- Would really love to see BDS change city code to reflect the need for off street parking in the new development. Letting developers not put in parking because they build close to mass transit is not working in the current building environment.
- Parking via mobile phones to rent or share driveways, especially near stadiums/parks
- Special curb street paint needed for taxi and car services
- Define/measure net social equity

General comments/questions

- Great symposium, good mix of public/private speakers, I really enjoyed the humor of the panelists. The moderator did a good job of keeping the discussion on topic.
- In Oregon, the majority of funding for streets and roads—curb to curb—comes from motorist paid gas taxes. If on-street parking is consider a commodity, and some that commodity space is exclusively being utilized to accommodate alternative mode vehicles such as buses or streetcar, what is the optimum and most advantageous method to justifiably and equitably have the users of the these alternative modes pay their share for the commodity space being consumed?