WORKSHOP OUTLINE
WORKSHOP OUTLINE

• Meeting Overview
  • Introductions
  • Committee Charge Recap
  • Meeting Logistics

• Focus Area #1: Establishing New Meter Districts
  • What We Heard From You
  • Background/Key Issues
  • Committee Guidance

5 MINUTE BREAK

• Focus Area #2: Funding Allocation
  • What We Heard From You
  • Background/Key Issues
  • Committee Guidance

• Next Steps
  • Milestones
  • Communication
INTRODUCTIONS

• Advisory Committee
• City Staff
• Consultant Team
• Members of the Public
COMMITTEE CHARGE

• Guide Development of a Parking Management Manual that:
  • Provides consistent citywide guidance
  • Utilizes a performance-based, data-driven approach
  • Ties the entire public parking system together

• Drive Implementation
  • Advance recommendations to Council
  • Champion the performance-based process

• Role & Expectations
  • Bring perspective of districts / neighborhoods
  • Collaboratively develop a more global perspective
  • Provide guidance to staff and consultants
  • Serve as project advocates
1. Meter Districts/APPs
   • Establishing New Districts
   • Meter Revenue/APP Surcharge Allocation Process
2. Pricing and Time Limits
   • Performance-Based Pricing/Time Limits
   • Time Limit Exception Process
   • Event Districts
3. Loading Zones
4. Enforcement

May 15th
- Manual Intro
- Meter Districts/ Revenue Allocation
- Pricing/ Time Limits
- Exceptions/ Event Districts
- Loading Zones / Enforcement

June 19th

July 17th

September 18th

October 16th

November 13th

Draft Manual
MEETING LOGISTICS

• Today: Two Key Focus Areas
• Use Name Card to Request Floor
• Recognize We Need to Hear from Everyone

Green Box Represents Specific Committee Request
FOCUS AREA #1

Establishing New Meter Districts
RECAP – WHAT WE HEARD LAST TIME

• Need to clarify **how process begins** (who initiates, responsibilities, etc.)

• Discuss **size of meter districts**, how to set limits

• Careful consideration of commercial vs. residential areas; **avoid language that implies prioritization** ("protecting" residential areas)

• Tie management and objectives to **mode split goals**
• Support economic vitality by:
  • Encouraging parking turnover
  • Improving circulation
  • Encouraging the use of off-street parking
  • Maintaining air quality
  • Promoting the use of alternative modes by managing the supply and price of on-street commuter parking

• System priorities:
  1. Short-term parking
  2. Carpools
  3. Long-term parking

• Minimize impacts on surrounding neighborhoods to protect neighborhood livability
BACKGROUND – 1996 METER DISTRICT POLICY

- Objectives
  - Support the **economic vitality** of the district
  - Minimize parking **impacts on adjacent areas**
  - Encourage and promote the use of **transit service, carpools, bicycle and pedestrian modes**
  - Cover the on-going **maintenance and operating costs** of the meter system
  - **Allocate meter system revenue fairly** between the district and citywide or multi-district transportation services

**Committee Input:**

- 1.a. Need for any changes to Meter District Objectives?
DRAFT GUIDANCE

For Establishing New Meter Districts
DRAFT GUIDANCE OVERVIEW

• 5 Key Requirements to Establish New Meter District:
  • Established Commercial Parking Management District (CPMD)
  • Existing Parking Management (Time Limits)
  • Minimum Meter District Size
  • Minimum Parking Demands
  • Outreach to Surrounding Areas

<table>
<thead>
<tr>
<th>Requirement 1</th>
<th>Data Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Has a CPMD been established?</td>
<td>Name of CPMD</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Requirement 2</th>
<th>Data Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Have time limit restrictions been implemented?</td>
<td># of short-term stalls</td>
</tr>
<tr>
<td>Are time limit restrictions enforced?</td>
<td># of 2-hour stalls</td>
</tr>
<tr>
<td></td>
<td># of 4-hour stalls</td>
</tr>
<tr>
<td></td>
<td>Enforcement hours</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Requirement 3</th>
<th>Data Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the proposed commercially zoned area include:</td>
<td># of stalls</td>
</tr>
<tr>
<td>At least 80 stalls</td>
<td># of block faces</td>
</tr>
<tr>
<td>At least 10 contiguous block faces</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Requirement 4</th>
<th>Data Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do peak demands averaged over a contiguous area with at least 80 stalls:</td>
<td># of hours ≥ 85%</td>
</tr>
<tr>
<td>Reach or exceed 85% occupancy for 3 or more hours over at least 2 weekdays (measured in separate weeks)</td>
<td># of hours ≥ 70%</td>
</tr>
<tr>
<td>Reach or exceed 70% occupancy for 5 or more hours over at least 2 weekdays (measured in separate weeks)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Requirement 5</th>
<th>Data Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Have all residents within 1,000 feet of each proposed metered block been notified?</td>
<td># of dwelling units</td>
</tr>
</tbody>
</table>
DRAFT GUIDANCE OVERVIEW

• Commercial Parking Management District (CPMD)
  • Requests for management changes through formal organization (Business District, for example)
  • Parking management focused on areas zoned commercial (or mixed use)
  • Establishes foundation for future Advisory Committee structure
DRAFT GUIDANCE OVERVIEW

- Existing Parking Management (Time Limits)
  - Time limits should be the first step in addressing high demands and low turnover in commercial districts
DRAFT GUIDANCE OVERVIEW

• Minimum Size
  • At least 80 on-street stalls AND
  • At least 10 contiguous block faces
DRAFT GUIDANCE OVERVIEW

• Minimum Parking Demands (for at least 2 weekdays measured in 2 separate weeks):
  • At least 3 Hours with 85% occupancy or more AND
  • At least 5 Hours with 70% occupancy or more

• Standard initial enforcement hours will be 10am to 7pm, Monday-Saturday to support Vision Zero
  • Observed occupancy of at least 70% or more required to extend hours
DRAFT GUIDANCE OVERVIEW

• Outreach to Surrounding Area
  • Notify all residents and businesses within 1,000 feet of proposed metered blocks

• APPP remains a separate process (Code Section 16.20.800):
  • Occupancy must be 75% or more at some point
  • 25% of vehicles must be other than area vehicles
  • Must occur at least 4 days per week, at least 9 months per year
ESTABLISHING NEW METER DISTRICTS

- Commercial Parking Management District (CPMD)
  - Requests for management changes through formal organization (Business District, for example)
  - Parking management focused on areas zoned commercial (or mixed use)
  - Establishes foundation for future Advisory Committee structure

Committee Input:

- 2.a. Confirm direction to have requests initiated through a **Commercial Parking Management District**
- 2.b. Confirm direction to establish meters in **commercial areas** only (once time limits have been implemented)
ESTABLISHING NEW METER DISTRICTS

• Minimum Size
  • At least 80 on-street stalls AND
  • At least 10 contiguous block faces
• Minimum Parking Demands (for at least 2 weekdays measured in 2 separate weeks):
  • At least 3 Hours with 85% occupancy or more AND
  • At least 5 Hours with 70% occupancy or more
• Starting point of enforcement hours (10am to 7pm) to support Vision Zero
  • At least 70% occupancy or more required to extend enforcement

Committee Input:

• 2.c. Confirm minimum size of 80 stalls and 10 contiguous blocks
• 2.d. Confirm minimum parking demand requirements of 3 hours with 85% or more and 5 hours with 70% or more
• 2.e. Confirm 10am to 7pm initial enforcement hours, with 70% occupancy threshold for extending hours
BREAK

5 Minutes
FOCUS AREA #2

Funding Allocation
RECAP – WHAT WE HEARD

• Flexibility for local guidance is key
• Parking supply is limited, and there is a need to address need for additional parking infrastructure
BACKGROUND – 1996 METER DISTRICT REVENUE ALLOCATION POLICY

• First Priority
  • Capital Costs
    • Meters, Equipment, Installation
    • Replacement/Upgrade Costs
  • Operating Costs
    • Costs to operate, manage, maintain and enforce
    • Associated overhead costs
    • Initial costs to mitigate impacts on adjacent neighborhoods
BACKGROUND – 1996 METER DISTRICT REVENUE ALLOCATION POLICY

• **Improvements** in adjacent neighborhoods
• **Public education programs** to promote transit, carpool, bike and walk, easing traffic and parking congestion, and promoting the benefits of nearby access to goods and services for area residents
• **Improvements to the pedestrian environment** such as street trees, park benches, and sidewalk treatments to enhance pedestrian circulation and safety within the district
• **Maintaining and improving the right-of-way** within the meter district (signals, signs, pavement markings, street cleaning, pedestrian and bike facilities, trash receptacles).
• Developing **short-term off-street parking facilities** to support economic activity in the district
• **Promoting transit service and facilities**; supporting alternatives to standard transit service to meet the specific transportation needs of the district
• **Implementing programs which reduce the demand for parking**, improve economic vitality of the district and result in a balanced transportation and parking management system
BACKGROUND – METER DISTRICTS AND APPPS

- Funded with Enhanced Service District (ESD) funding and 51% of net meter revenue
- Demonstrated long-term success in net meter revenue expenditures

Marquam Hill Meter District Revenue Allocation Plan
- Small district with ad hoc Stakeholder Advisory Committee (SAC)
- To date, SAC has elected to saved funds and move forward with larger projects

- Operates through non-city affiliated CEIC business membership group
- The Transportation and Parking Advisory Committee (TPAC) advises PBOT on expenditures
- Affiliated APPPs (Zone G and N): $150 surcharge

- Stakeholder Advisory Committee (SAC) of varied community members make recommendations to PBOT
- SAC members apply through public process, and appointed by Transportation Commissioner
- Affiliated APPP (Zone M): $120 surcharge
BACKGROUND – NMR VS. PSA

• **Net Meter Revenue**
  - 51% of net meter revenue invested back into the meter district
  - Reliable as a long-term revenue stream
  - Management objective is economic vitality *not* revenue generation
  - Source of funds: customers, visitors

• **Permit Surcharge**
  - 100% of surcharge invested back into the APPP district
  - Optional, can be eliminated at any point if desired
  - Source of funds: local residents, employees

Marquam Hill Meter District Revenue Allocation Plan

Zone G
Zone N
Zone M
DRAFT GUIDANCE

For New Meter Districts and APPPs
• Mission:
  • To advise the City on transportation and parking issues, with the goal of efficiently managing parking and reducing reliance on the single-occupancy automobile

• Membership:
  • Residents and business owners/representatives who apply to serve on the committee
  • Members appointed by Commissioner of Transportation

• Function:
  • Meet regularly to compile a list of recommended programs and projects
  • Develop work plan to document allocation of funds

• PBOT’s Role:
  • Attend meetings and support SAC activities
  • Lead outreach and marketing efforts for funded programs and projects (efforts budgeted annually)
    • Optional for NMR funds only: May hire outside staff to lead outreach and marketing efforts (Requires 1:1 funding match with hourly rate maximum)
FOR DISCUSSION: THREE PRIMARY CATEGORIES

- Program Management, Marketing, and Outreach (M)
  - Education campaigns
  - Marketing materials
  - Program administration and work plans

- Transportation Demand Management (T)
  - Transit passes
  - Bikeshare memberships
  - Car-share memberships

- Capital Projects (C)
  - Safety improvements (curb extensions, rapid flash beacons)
  - Transit investments (kiosks, vehicles)
  - Sidewalks, bike lanes
  - New parking facilities (once all best practices have been implemented on-street and TDM tools are utilized)
FUNDING ALLOCATION

• Net Meter Revenue
  • Focus on investments to make the district a safe, inviting, and easily accessible destination by all modes
  • Maintain flexibility in revenue allocation

• Permit Surcharge Revenue
  • Focus on TDM strategies to reduce on-street parking demands
  • Maintain flexibility, but prioritize one-time rather than on-going investments

Committee Input:

• 3.a. Confirm committee formation process and function

• 3.b. Confirm funding limitations (outside staff funding match, etc.)

• 3.c. Confirm example project types and emphasis between NMR and PSA
<table>
<thead>
<tr>
<th>Program Management, Marketing, and Outreach (M)</th>
<th>NMR</th>
<th>PSA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>M.1</strong> Develop work plans to attain identified mode split goals</td>
<td>R</td>
<td>R*</td>
</tr>
<tr>
<td><strong>M.2</strong> Awareness campaigns and direct marketing</td>
<td>R</td>
<td>R*</td>
</tr>
<tr>
<td><strong>M.3</strong> Materials and services, such as graphic design and printing</td>
<td>R</td>
<td>R*</td>
</tr>
<tr>
<td><strong>M.4</strong> Evaluation and analysis, such as surveys and public outreach for specific programs and projects</td>
<td>R</td>
<td>R*</td>
</tr>
<tr>
<td><strong>M.5</strong> Contract with outside staff to administer specific TDM programs or projects to help achieve mode split goals identified in the district work plan. This includes staff time for programs that provide information, incentives, and encouragement to district employees and residents to walk, bike, carpool, and use transit more often, as well as funding for special events and targeted outreach to employers and district employees.</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td><strong>M.6</strong> Develop and promote a shared parking program</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td><strong>M.7</strong> Perform transportation analysis related to capital projects to determine impact</td>
<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>
### TRANSPORTATION DEMAND MANAGEMENT (T)

<table>
<thead>
<tr>
<th>Transportation Demand Management (T)</th>
<th>NMR</th>
<th>PSA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>T.1</strong> TriMet Pass program to provide transit passes to district employees, residents, or as an opt-out incentive (for residents who choose to not renew their permit)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>T.2</strong> Subsidized BIKETOWN memberships for district employees, residents, or as an opt-out incentive (for residents who choose to not renew their permit)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>T.3</strong> Company or district-wide ridesharing networks using DriveLessConnect with incentives to carpool</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>T.4</strong> Free day and week passes on TriMet to encourage people to try transit</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>T.5</strong> District-wide BIKETOWN zones that allow commuters and customers to park at any bike rack without paying a fee</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>T.6</strong> Free or discounted bicycling and walking safety accessories such as lights, locks, and rain gear</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>T.7</strong> Subsidized car-share memberships</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
# CAPITAL PROJECTS (C)

<table>
<thead>
<tr>
<th>Capital Projects (C)</th>
<th>NMR</th>
<th>PSA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>C.1</strong> Area walking maps and installation of pedestrian wayfinding signs</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>C.2</strong> Design and installation of new sidewalks or curb extensions</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>C.3</strong> Design and installation of crossing safety improvements (such as Rapid Flash Beacons)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>C.4</strong> Bicycle infrastructure including bicycle network improvements (such as bike lanes or trails) or bicycle storage (such as bike racks or corrals)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>C.5</strong> Any project identified in the adopted Transportation System Plan</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>C.6</strong> Transit tracker kiosks to provide arrival and departure information</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>C.7</strong> Enhanced transit service in partnership with TriMet and/or Portland Streetcar</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>C.8</strong> Increase supply of off-street parking once all best practices have been implemented on-street and TDM tools are utilized</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>
NEXT STEPS

• Milestones and Timeline
  - May 15th
    - Manual Intro
  - June 19th
    - Meter Districts/Revenue Allocation
  - July 17th
    - Pricing/Time Limits
  - September 18th
    - Exceptions/Event Districts
  - October 16th
    - Loading Zones/Enforcement
  - November 13th
    - Draft Manual

• Project Communication

1. Meter Districts/APPs
   • Establishing New Districts
   • Meter Revenue/APP Surcharge Allocation Process
2. Pricing and Time Limits
   • Performance-Based Pricing/Time Limits
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CONTACT INFORMATION

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