



PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner Chris Warner Interim Director

NW Parking SAC Meeting Notes | Friendly House
May 15, 2019 | 1737 NW 26th Ave
4:00 p.m. – 5:30 p.m. | Portland, OR 97210

Members in Attendance

Dan Anderson, Nick Fenster, Jeanne Harrison, Lisa Higgins, Karen Karlsson, Parker McNulty, Rick Michaelson (Chair), Thomas Ranieri, Peter Rose, Brent Soffey Mark Stromme, Don Singer, Ron Walters

PBOT Staff

Corrine Montana, Kathryn Doherty-Chapman – NW SAC Liaison

Public in Attendance:

Sharon Kelly, Alyssa Sena, Bill Karow, Megan Karow, Alex McDonald, Kate Nelson Armstrong, Michael Mckay, Roger Vrilakas, Chip Sanchez, Catherine Paglin, Alan Claussen,

Permit Program proposal on residential limitation

Rick welcomes members of the public and asks Kathryn to explain the current parking permit rules before we get into the public comment period.

For residential permits:

All existing permit holders can keep their permits.

Progressive pricing, if you have more than one vehicle, the second permit costs double the first permit, so \$180 first permit, \$360 for the second permit.

For new permit applicants, they are restricted to one permit per licensed driver.

For new buildings open after 2017, they are restricted to 0.4 per permits per unit.

For businesses:

Business permits are issued based on the number of the full-time employee equivalency or FTE. Or 20 half-time employees would be counted as 10 full-time employees and they could only 8 permits.

An additional consultant, Kimley-Horn, reviewed parking study data and best practices and current practices this winter. They came up with some recommended changes to reduce the number of permits. That’s where the proposed ideas came from.

There were two main proposed changes:

1. Institute a cap on the total number of permits a business can get of 50. Right now, the limit is on the FTE of .8, so if they have 100 employees they could 80 permits. This would change this for the largest businesses and could result in a reduction of 250 or more permits amongst the largest 7 businesses.
2. Residential off-street declaration. The proposal is that the number of resident permits allowed per address would be reduced proportionately by the number of off-street parking spaces. South Waterfront uses a declaration form now and it asks how many vehicles are in the household, and how many off-street parking spaces are available and useable to you. Then the total number of spaces is deducted from the total number of permits.

A member of the public: it's not clear in the proposal what a legal parking space is. A driveway without a garage, a garage? What is it?

Rick: We can clarify. We want to be reasonable.

Question from the public: If you already have permits, are you grandfathered in?

Response: No, the proposal is that we don't grandfather but are considering it.

Question from the public Are meters going up to 25th no matter what?

Response: Yes, but they are not until 2020. First phase, then second phase 24th and 25th.

Public comment summary (see attached document)

We held an online open house, in-person open house, and have received numerous emails and phone calls. Everyone was sent a postcard at the beginning of April (around April 4). This summary is what we heard at the Open Houses, both on-line from May 7th.

Total number of responses: 196, 73% were residents.

Question # 1 Do we want to keep permit surcharge of \$120 (started in 2017)?

The purpose of the surcharge is a parking management tool. All of that money goes back into the neighborhood through TDM work (Transportation Wallet, outreach to businesses, bicycle parking, etc.)

Most respondents supported keeping the \$120 surcharge as is.

Question # 2 Do you support instituting a cap (or maximum) of 50 for number of permits a business can buy?

Only 7 businesses right now get more than 50 permits, so this would focus on them.

The majority of respondents supported instituting a cap on businesses at 71% of respondents (who were mostly residents). Some comments included they thought the number should be lower maybe 40, others thought 75 or 100 was a better limit.

A member of the public asks: "Have you looked at other cities? For example, Seattle University incentives. "

Response: Yes, we are constantly looking at other cities for best practices and we have done a lot of outreach recently. We have found that a lot of employers are subsidizing transit passes. We are going out to businesses to share ideas and options, but they decide what to offer their employees, we don't have a mechanism to require them do anything now besides to issue them fewer permits.

Question # 3 Do you support the proposal to limit residential permits based on off-street parking availability ?

Most respondents opposed the proposal to limit the total number of permits to a household based on the number of the off-street parking spaces they have available, at 53%. The concerns cited include:

1. Unusable driveways
2. Inconvenience for families
3. Need to share the permit for flexibility
4. I can't afford to pay the monthly rate in my building (\$200 a month

A member of the SAC asked if we knew where these respondents lived, if they lived-in single-family homes or apartments, or what part of the district the lived in.

Response: We did not collect that information

The top funding priorities: 1) Safety, 2) Off-street parking, 3) Programs to help employees drive less

Dan asked: Kathryn to describe the experience for residents/cities that limit permits?

Kathryn responded that she has heard the most common issue is that people are confused about what off-street parking is.

Ron asked: How many off-streets spots are we talking about? If it's a small amount, not worth it, but for more it's worth a discussion.

Kathryn responded, we don't know exactly but the analysis we did showed between 300 and 400 between single family and multi-family.

Question from the public: Why is area around 25th being included?

Response: Because they voted to join the Zone M parking zone, but they can easily elect to leave the zone too.

Public Comment was invited

Mark from the SAC: "Please remember that we are volunteers and we are trying to manage on-street parking better. Please consider that we are trying to hear your ideas and concerns, and let's not be adversarial. We have maintained the parking permit fee as it was 3 years ago and in other permit areas the fee is more than \$300 a year. We are also in favor of parking minimums, but we were turned down by City Council. We are trying to get it right. We are volunteers. We welcome your ideas."

Sharon Kelly: "In neighborhood for 35 years. I am a transportation planner. I have two problems: good intentions but unintended consequences. For example, it is very much to the advantage of the businesses and to the disadvantage of the residents. 125 parking spaces at nearby business off-street and they can get 100 permits and I may not be able to get even one. Apartment buildings with no off-street parking can get permits. I have visitors and I want to leave a space for my parents, kids visiting from college and other visitors. I park on the street about half the time. Please consider the equity of this proposal, it does not seem fair."

Rick: Do the scratch offs help?

Response: "No, I have to remember to put it out every day."

Mark: It is about efficiency and fairness. Everyone should expect to compromise a little without undue burdens. Anyone who expects no change will be disappointed. What would be a compromise you would make?

Rick: Would getting one permit per residential home at minimum help?

Response: "Yes, it's better than no permits."

Chip Sanchez: "Echoing comments that have been made. I have served on committees and appreciate the efforts to solve a problem. It should be fair. There are a lot of families with young children in NW, the opportunities for kids aren't all in our backyards. I work in an ER across town and I work irregular hours. We have two working parents and two cars in our family. We have grandparents who support our family and they will use the driveway parking to pick up our kids. We use our residential permits to leave off-street space for grandparents. The impact on families was overlooked but it stood out to me. It is very frustrating when homeowners and homeowners with families are being targeted (not maliciously), but apartment owners are making money off of this. Here are examples of apartment buildings leasing off-street parking spaces for \$ 125, \$150, \$180 a month. Who are they renting to? They are making money. How is that fair?"

Kare: "Would it be fairer if we deducted from off-street parking for multi-family?"

Response: "Yes."

Dan: "Of the multi-family buildings with off-street parking, 93% of their parking is occupied."

Alex: "Am I allowed to rent my driveway? "

Response: "No, not if you're zoned residential."

Alex: "How would it work if I had a trailer for business or personal use? Some things can be parked in your driveway/some things can't."

Rick: "We aren't sure, we will follow up with written response."

Alex: "I have a linear driveway. I park my car on my driveway and temporary second car on street. My girlfriend charges her electric vehicle at my driveway, don't we want to encourage electric vehicles?"

A SAC member asks: Can you share a permit between cars? Would that help?

Response: "Sounds like flexibility helps – share permits between cars. If you're entitled to one permit no matter what, yes."

Portland is growing up. We have to make changes as we become more urban, like the great cities we all know, New York, for example.

A member of the public asks: "Single family home owners sometimes block their curb cut and are not cited. Is that true?"

Response: "it is technically illegal to park in front of their own driveways but is enforced only by complaint currently."

Michael Mackey: "I live on Hoyt, navy blue house by 23 Hoyt. Five houses all together. Two cars. We encourage residents to block their own carport. If we're limited to one permit, flexibility would be needed. We would take more street spots to save a carport spot for the car without permit. Being able to share permit would eliminate that. We should be able to get a carport (driveway) pass with address on it."

The Off-street parking declaration for zones F, H, I states "Garages, carports, driveways without carports" Consider for clarification. I have a garage with a driveway. That would mean two spaces. Moving cars in and out is a danger to yourself, cyclists, pedestrians – while switching cars. While I think it is generally true that people do not get tickets, sometimes PPB issues tickets for blocking your own driveway."

Kate: "I live on 24th between Northrup and Marshall. I want to lend support to the permit that can be used for two cars. Please consider impact on families with children."

Jeff: "I appreciate the progress that I'm hearing. One permit no matter what is a fair compromise. Please consider family situations where they need more than one and try to price it right, maybe the second permit is double the first. I wonder if the economics of this proposal are right though. Balance the economics. \$200/month in an apartment garage versus \$200/year on-street. You can only get a street spot if there are no available spots off-street, regardless of cost. Interchangeable/flexible permit would be very helpful."

Kathryn reminds the group that new buildings (after 2013 and 2017) are already restricted on permits.

Roger: "I live at 23rd and Johnson. I can't thank all of you enough. This parking situation has gone straight uphill for the forty years I've been parking here. Presently you can park for 4 hours with a permit and then you must move?"

Response: "No, you can park all day with a permit (City requires vehicles to be moved every 24 hours though). If you don't have a permit you can only park for 4 hours or pay the meter."

Kathryn reminds the group NW has 5 dedicated enforcement officers.

Roger: "In NW you are allowed to feed the meters. If you are on a side street, like Johnson, you have to pay or have a permit, why do we allow meter feeding? Let's remove ability to feed the meter."

Rick: "In some cases, people are visiting at hospital and they need to be able to stay put. The reason NW allows this is because of this committee. We can look at changing the rules, but that will be a longer discussion."

Roger: "Can we do more enforcement?"

Kathryn: "There will be more regular enforcement with new meters."

Ron: "The business community was concerned that parking regulation would hurt business. which is why we have no enforcement on Sundays."

Rick: "Duration of stay is something we look at during the fall. We may eliminate the feeding the meter at that point when we have more data."

Chip: "Is the goal/metric 84%?"

Response: "Well yes, below 85% average at peak hour is the goal. Some streets are at 100% full all the time. The 86% you see is the average at peak across the whole district."

Rick asks the SAC to share their thoughts on the proposed changes after what they have heard.

Karen: "Absolutely we should provide flexible parking passes. Tied to address if they choose."

Peter: "Agreed."

Karen: "I am inclined to think a minimum one permit per property is reasonable. But we need to encourage people to use their off-street parking."

Parker: "I believe with the more rules we come up with the more jumbled it will get. Limiting any number of properties is not my preference but I agree with the goals we are working toward. Every scenario will have a ripple effect. Something very basic and simple is the most fair."

Jeanne: "I have a logistics question about a moveable permit. How would that work?"

Kathryn: "Only one permit would be issued to that address and we give them a suction cup to attach and they would physically share the permit."

Jeanne: "Ah Ok. About blocking your own curb cut: worried about people following suit and blocking other people's curb cuts."

Tom: "I am agnostic about ratcheting down permits. But I recognize that we have an issue of not enough parking spaces. Anytime you try to take away parking from anyone, it hurts."

Don: "I agree that we should have flexible permit and one minimum per household. I appreciate the comments from people who have families with children, not all of us on the committee have kids and understand that dance. So thank you for coming and sharing your concerns, it's getting us toward a better policy."

Nick: "I am supportive of a flexible permit and one minimum. But there's a tension of wanting to be fair but effective, I worry this is a less effective (reaching goal of 84% occupancy) but more fair."

Daniel: "I appreciate the comments."

Peter: "I chose to live here because of the mix of houses, apartments, businesses and retail. I recognize it is juggling act. There are consequences for any changes made."

Brent: "I support minimum of one and shared flexible permit. My only question is how do you enforce?"

Kathryn clarifies, households would only get one physical permit.

Mark: "I am fortunate to live in a single family home, so I am sensitive to someone infringing on home ownership concept. I support minimum of one. We also need to look elsewhere to get to the goal. In the near future we need to look at business community to try to get reduction."

Rick: "Ok, we will circulate the amended proposal to vote on at the May 29th meeting. This was helpful to hear from people to improve the program."

Kathryn: "For everyone's information, we sell a lot of business permits to nannies, in-home care workers, etc. They can buy a business permit if that's something your family needs."

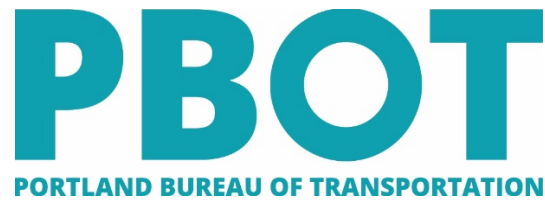
Nick: "Responding to the list of priorities, this committee has a subcommittee that looks at adding supply, the supply committee meets regularly. We are working to bring new supply into the neighborhood."

Karen: "Yes, there is also a TDM subcommittee that works on programs to help employees and new residents drive less and helps manage the Transportation Wallet as well."

SAC Meeting time change proposal

Kathryn: Just to respond to concerns about the SAC meeting time, we have discussed changing it to a later time to accommodate people who work during the day. The SAC will vote on that in June.

Meeting adjourned.



Proposed Changes for NW Parking Management Zone M Public Survey Summary

May 2019

The public was able to provide input on several proposed changes to the parking permit program in Zone M at an in person Open House on May 7th where there was a feedback form, and a sticky dot exercise. There was also an online open house that was emailed, shared on social media and online that was open for 12 days.

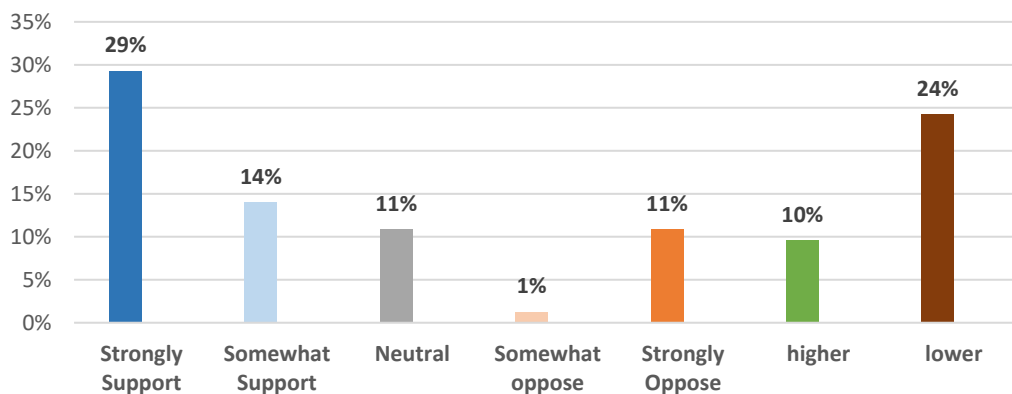
Total response rate: 196

Who responded?

Most respondents were residents at 73% of the total responses. 16% both lived and worked in the neighborhood. Only 8 employee or business owners responded.

Proposal # 1 Permit Surcharge

Do you support keeping the permit surcharge of \$120 (+ \$75 base permit cost = \$195)?

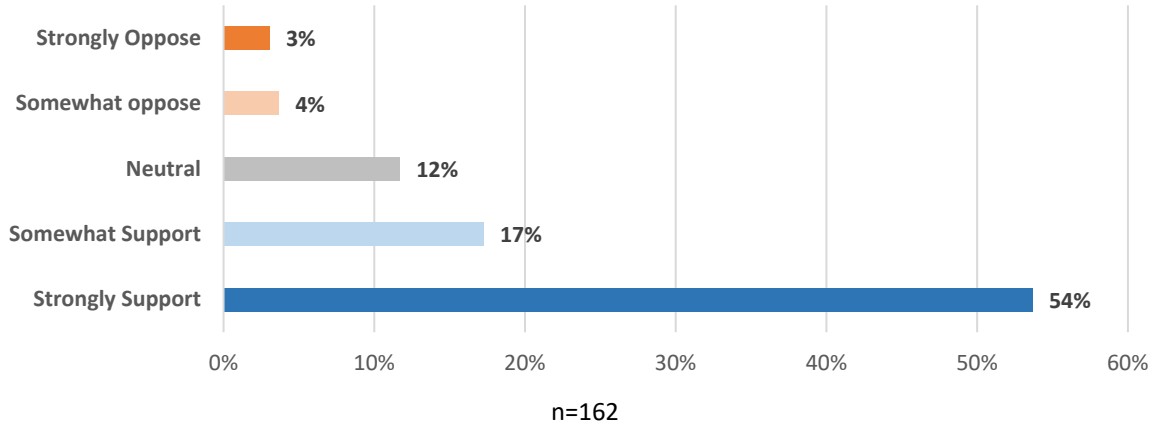


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Most people supported keeping the current permit surcharge of \$120 for each permit at 43%. There were some that thought it was too low and some too high.

Proposal # 2 Instituting a cap on Business permits

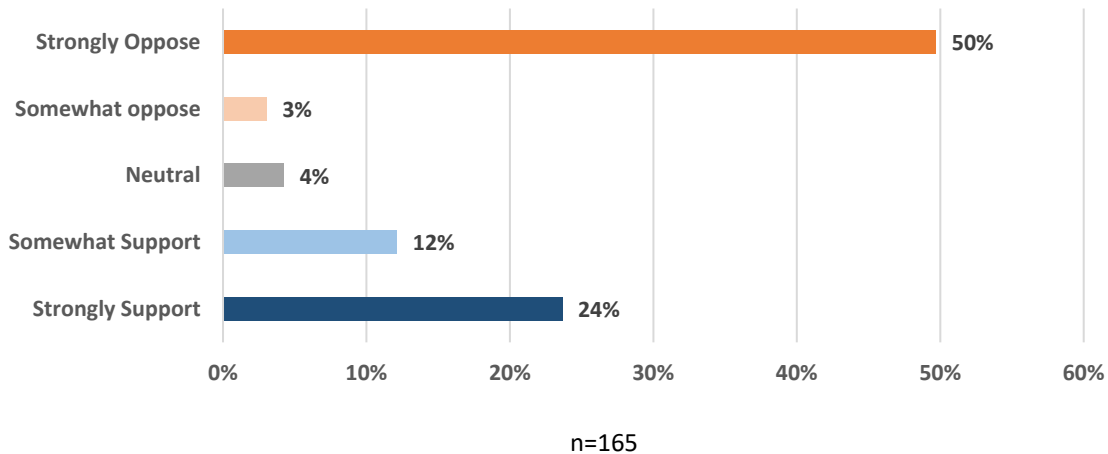
Do you support the proposal to institute a cap (or maximum) of 50 on the number of permits a business could buy?



- 9 of the respondents want the maximum to be lower than 50. The most common number was 40, some suggested as low as 4.
- 3 thought there should be a maximum but 50 was too low. They suggested 75 or even 100

Proposal # 3

Do you support the proposal to limit residential permits based on off-street parking availability ?

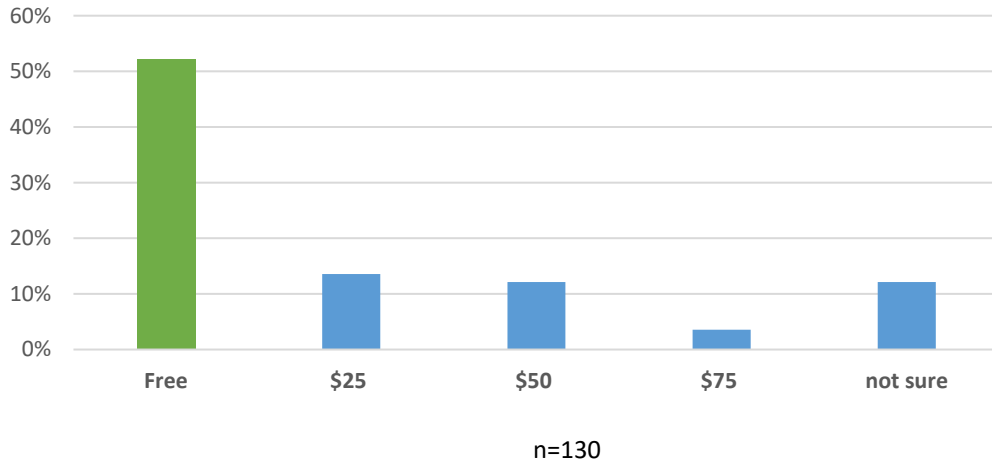


Most respondents opposed the proposal to limit the total number of permits to a household based on the number of the off-street parking spaces they have available. The concerns cited include:

1. Unusable driveways
2. Inconvenience for families
3. Need to share the permit for flexibility
4. I can't afford to pay the monthly rate in my building (\$200 a month

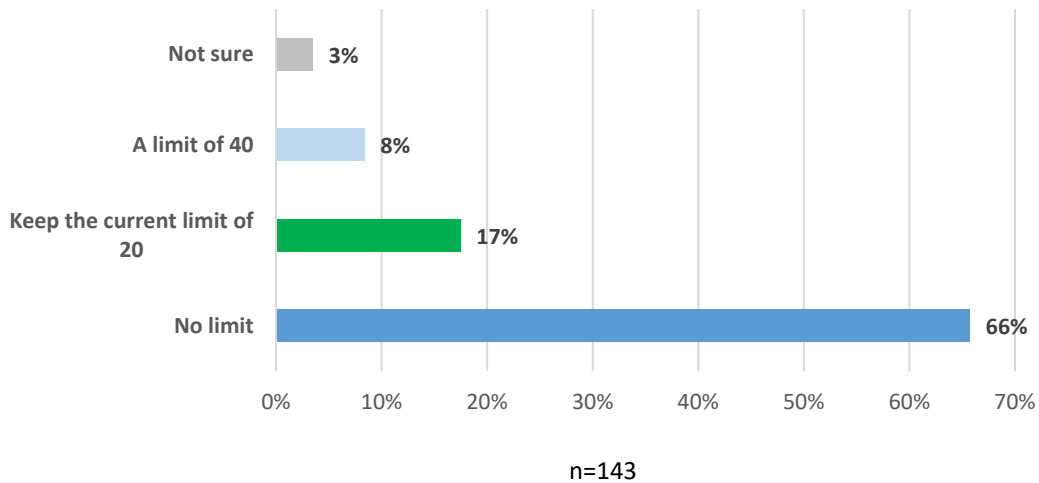
Proposal # 4 Business Opt-outs

How much should businesses pay for opting out of parking permits in exchange for Transportation Wallets?



There was a strong support for encouraging employees to drive less or not at all to NW, and respondents saw the Transportation Wallet as a useful tool in helping change behavior. 52% think the Wallet should be free for business opt-outs and 66% of respondents thought there should be no limit on the opt out incentives for businesses.

Should there be a limit on the number of permits a business can opt out of in exchange for Transportation Wallets?



Funding priorities

The top funding priorities were:

- # 1 Safety Infrastructure projects
- # 2 Build more off-street parking
- # 3 Programs to help employees drive less

Honorable mentions include: the Transportation Wallet, bike infrastructure and increased shared parking.

Comments

This is not an exhaustive list of all comments, but the most commonly shared ones.

The themes of comments shared include:

	# of mentions
Developers need to build off-street parking (& the city should make them)	38
Businesses should get fewer permits, or pay more for their permits	16
The permit costs too little	15
More enforcement is needed	11
The permit costs too much	9
Thank you for your hard work	9
Don't take away our permits (single family)	7
More TDM encouragement programs	6
More safety improvements	6
Permit should be tied to address, not vehicle	6
Don't make us pay for off-street parking (apartment)	4
Overnight parking for resident/permit ONLY	3
This idea hurts long term property owners who pay taxes	3
Non-profits should get discounted permits	3
I don't want meters	2
Don't limit permits to HH, charge more for additional permits	2
Household limit should be 1 permit per household	2