

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Division St Parking Permit Plan Frequently Asked Questions March 2020

- **Why is this process happening now?**
 - To manage parking better in neighborhoods like Richmond, the City led the [Centers and Corridors Parking Study in 2014](#). This study led to the creation of the [Parking Management Toolkit](#), which included a new type of parking permit program in 2016. The Richmond Neighborhood Association requested this new parking permit pilot program in 2018. To start a new permit program, ballots are sent to the affected residents. However, in 2018, the city did not receive enough ballots to proceed. Read more about starting a new Area Parking permit [zone here](#).
 - The Richmond Neighborhood Association still wanted to explore parking management options and requested that the Portland Bureau of Transportation develop an advisory committee to help create a new parking permit program. The Richmond NA Board made this decision in January 2019.
 - PBOT hired a staff person in fall 2019 to respond to neighborhood's requesting parking management plans.
- **Is a parking permit program the only tool available?**
 - No, but that was the focus and impetus of the original request. The planning process will first determine what the problem is, when it's happening and why it's happening. Once we determine whom we are planning for (residents on residential streets, mix of businesses and residents, etc.) we can come up with appropriate solutions, which may or may not include a permit program.
- **Is the City only doing this to generate revenue?**
 - No. Parking permit programs are initiated by the community and do not generate revenue for the City; they are operated on a cost recovery basis. The annual permit fee is intended to cover the costs of enforcement and to run the permit program. PBOT will be investing a significant amount of money in the planning and data collection for this project.
- **How much is a parking permit per year?**
 - As of this fiscal year it is \$75 per year, it may go up slightly (~3 or 4%) next year to account for inflation.
- **If there is a permit program in Richmond, how much will permits be?**



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- We do not know yet. This project is allowed to add a permit surcharge to the cost of the permit. A permit surcharge enables parking districts with high demand to use price as a management tool and to invest the revenue from the surcharge into transportation and parking programs for the parking district. The most common example of a permit surcharge project is the Transportation Wallet, a package of passes and discounts for transit, bike share and more. Read more about the Transportation Wallet [here](#).
 - The permit surcharge policy is [here](#) and states:
 - Parking permit surcharge is added to the base cost of an area parking permit with dual purposes of:*
 - *managing parking demand using price, and*
 - *raising funds for Transportation Demand Management (TOM) strategies and programs in that parking district and potentially capital projects.*
 - We do not know yet if the plan would recommend a surcharge be added for this area. The demand must be very high to warrant a surcharge. In NW, the permit surcharge is \$120 annually for a total permit cost of \$195; and in Central Eastside the permit surcharge is \$295, for a total permit cost of \$370 per year.
- **What will the powers of the Parking Stakeholder Advisory Committee (SAC) be?**
 - The parking SAC will be a partner in developing the parking management plan. They will advise PBOT staff on the issues and details of any proposed programs. Their decision making will be determined by the group and will be facilitated by a third party consultant. Based on recommendations by the SAC, ultimately PBOT and City Council make the decisions on the final plan details.
 - **I have heard that residents will get to vote yes or no on a permit program. Is that true and how does that voting/balloting work?**
 - Yes, the typical way that PBOT starts a parking permit program is mail a ballot to all affected residents in the proposed area. It is important to note, that PBOT is not required to ballot for a permit pilot program such as this. However, we have heard from many residents and the RNA Board that they would feel more comfortable with this process if we agreed to hold a vote/ballot similar to how we do for a typical APP zone.
 - Read more about the typical [APPP ballot process here](#).
 - Ballots will be mailed to each address within the proposed area. Each separate address is eligible to vote once. The deadline to return ballots is typically three to four weeks.
 - At least 50 percent of mailed ballots must be returned to PBOT before the vote can be tallied for approval.
 - Of those returned ballots; at least 60 percent must be returned with a “yes” vote for the approval to go through.
 - If ballots reach the required thresholds, then PBOT will prepare an ordinance for City Council to approve the Area Parking Permit program for the proposed zone.
 - **How will committee members be selected?**
 - There will be a panel of PBOT staff and existing Parking Advisory Committee members who will independently review the applications. They will be making their decisions based on the thoroughness of the applications and seek to develop a diverse team based on the desired

attributes specified on the application form. The goal is to get a group that represents the diverse needs of the neighborhood.

- **Where is this plan being proposed?**
 - That is yet to be determined in partnership by the Parking SAC and PBOT staff. The proposed study area is shown on this map between SE Cesar E Chavez Blvd to SE 29th Ave and to the North, SE Grant and to the South, SE Woodward St. The proposed area is based on parking study data collected in 2014, 2015 and 2018 that showed a growing demand for parking. This is also the area that has experienced growth in development of new residential buildings and businesses.

- **Didn't developers cause the parking problem?**
 - While there has been an increase in on-street parking demand since new development, it is not clear what the cause is exactly. It could be the new residential buildings built without off-street parking, or the growth in businesses such as the restaurants and retail shops with customers and employees coming from all over the region. That is why we need to conduct a detailed and thorough parking study to determine the who, what, when, where and why of the problem.

- **Can we require developers to build off-street parking as a part of this plan?**
 - No. City Council has heard this request from other neighborhoods and has held fast in their decision to not require new developments to build off-street parking. This issue will not be a part of the scope of the parking plan, but there are ways to limit or prohibit new buildings based on zoning code or age of building to participate in the permit program. Please see the examples in NW Zone M where they limit the number of permits based on the age of the building.

- **What is a parking study, and when will it happen?**
 - A parking study is most often an on the ground look of what available parking supply or inventory is available and then a snapshot in time during a time of year that represents a typical day. PBOT's data collection standards are to collect at least 12 hours during the day in spring or fall to conduct an occupancy study. An occupancy study just shows how full a block is with parked cars, if there are 10 spots, how many are full e.g. 8 cars in 10 spaces =80% occupied. A utilization study looks at how long the cars are parked for and if possible, who those parked cars belong to. If it's a permit area we can see if they are residential or business permit holders or a non-permit holder is assumed to be a visitor. If not, we can look up where the vehicles are registered to determine if they are local residents or are driving in from elsewhere to see how many visitors or employees are parked on a given day.
 - For this Division parking study, our draft plan is to conduct a parking utilization and occupancy study in May on a weekday and weekend day for 14 hours plus one hour overnight (between 3-5am). The precise parking study details including hours and geography will be determined in partnership by the Parking SAC and the consultant team.
 - We heard from many residents that the parking demand really spikes in the summer during the tourist season and so we are going to add a parking occupancy study day in July or August to complement the spring study. We are also looking at technology solutions that exist on Division St to get more occupancy study data to supplement the study.

- **What about the new TriMet Division Rapid Bus project? Won't that impact parking?**
 - Yes, it will, and we will consider their plans in this process. TriMet will be moving and consolidating bus stops so some current bus stops will go away and become parking again, and other areas bus stops will move or expand to accommodate the larger vehicles.
- **What about Uber/Lyft TNC and taxi pick-ups? Will this project address this?**
 - Yes, we plan to consider the high demand for ride sharing and taxis needing to load and unload passengers. We will be looking at where putting passenger loading zones makes sense.
- **What about truck and freight loading?**
 - Yes, we will be looking at existing truck loading zones and needs and discuss changes to those as we develop the plan.
- **When will enforcement hours be? I heard Parking enforcement ends at 7pm.**
 - We do not know yet what the enforcement hours will be. We have heard that the evening between 6-9 pm is the highest demand time along Division, and we can have our regular enforcement officers out enforcing until 10pm if that is what is needed. If there is a need for later, we can discuss this with parking enforcement to ensure that there is adequate enforcement when it is needed. There are currently parking districts which operate until 10 pm now, meters in the Lloyd area go until 10pm, and several permit areas go until 10 pm.
- **How can I participate in this process if I don't get selected to be on the SAC?**
 - Each meeting will be open to the public with time for public comments. There is an email list to get on to receive meeting and project information, agendas, notes and materials. They will also be posted on the website.
 - There will be opportunities for more engagement as we progress, through on-line and in -person surveys, tabling at events like the street fair and more. The project team is always available to answer questions and listen to ideas and feedback via the phone or email.
- **How are you letting people know about this?**

Outreach to date (this is not an exhaustive list):

1. Richmond NA meetings, December 9th, February 12
2. Richmond NA board member consultations December 17th, 2019, over email in December and January
3. Division/Clinton Business Association Meeting- January 21st and emails in December and January
4. Flyers and posters posted at the following businesses:

Business Name (approximate Location)
PDX Sliders (30 th)
Bollywood Theater (30 th)
Dapper and Wise Roasters (32 nd)
Salt & Straw (33 rd)
Olympia Provisions (34 th)

Division Wines (35 th Pl)
Atlas Pizza (35 th Pl)
Artifact (36 th)
Division Hardware - they sometimes post community-oriented things inside near their checkout space
Little Big Burger (38 th)
Rite Aid (Cesar Chavez)
Phoenix Coffee Roasters
26th/Clinton, K&F Coffee
Off the Waffle
Broder
La Moule
New Seasons 20th
Nossa Familia Coffee (20th and Division)
Brew DR. Teahouse (35th and Division)
Yataimura Maru (38th and Division)
Flying Cat Coffee (31st and Division)
New Cascadia Traditional (25th and Division)
Reel M Inn (25th and Division)
Dots Cafe (25th and Clinton)

5. Postcard USPS carrier route mailing in January to over 5,000 addresses including business and residences including apartments and mixed-use.
6. Postcard mailing to focus area using first class USPS mail to 1600 addresses in February.
7. In-person Open House on January 29th, with 58 sign-ins, but estimated 75-80 people in attendance.
8. Door to door outreach to businesses in February.
9. Emails from Richmond NA, Division-Clinton Business Association, Hosford middle school, PBOT project news list, etc.
10. Social media posting on Next Door, Facebook and Instagram from: Division- Clinton Business Association, PBOT, and Richmond NA.
11. Neighbors passing flyers door to door to neighbors.
12. Ad and news article in SE Examiner March issue.

There have been other comments collected from the Open House, phone calls and emails with residents, door to door business outreach, etc. which PBOT will summarize and share prior to the first SAC meeting.