

Public Parking In The City of Portland Current Management Policies And Practices



Portland Bureau of Transportation
Parking Operations Division

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Introduction

The Portland Bureau of Transportation (PBOT) is preparing a comprehensive strategy to guide parking supply and management in the city. This report summarizing Portland’s current public parking management policies and practices is an early input to the planning process. The purpose of this report is to establish an accurate, shared understanding of current conditions among all staff, consultants and stakeholders involved in strategy development.

The first section of this report summarizes strategic policies that apply to public parking management, and the City Code sections that give PBOT the authority to regulate the curb zone and SmartPark garages. Subsequent sections describe the City’s Code authority in more detail and document operational policies and current practices for management tools such as parking time limits, designated spaces and permits for special users, and parking meters.

Strategic Policies and Regulations

1. The Draft 2035 Comprehensive Plan

The Transportation chapter of Portland’s Comprehensive Plan sets the highest level policies that guide parking supply and management. The current Comprehensive Plan is 24 years old and will likely be superseded soon by the draft 2035 Comprehensive Plan currently under review.

The draft 2035 Plan continues the City’s commitment to increasing active/low carbon mode share and reducing vehicle miles travelled (VMT). Policy 9.6 defines a hierarchy of modes for people movement that is to be used in making transportation system decisions. The hierarchy puts walking and cycling at the top of the list and private vehicles at the bottom. The draft Plan also says the efficient and reliable movement of goods and services is “a critical transportation system function” and the City will prioritize freight system reliability improvements over general motor vehicle mobility. Policy 9.39 does say the City will “maintain acceptable levels of mobility and access for private vehicles” but does not define acceptable.

The draft 2035 Plan also includes eight policies (see box below) about on- and off-street parking management, parking technology and the use and potential conversion of existing on-street parking spaces to other purposes.

Policy 9.15 Repurposing street space. Encourage repurposing street segments that are not critical for transportation connectivity to other community purposes.

Policy 9.45 Technology. Encourage the use of emerging technology, vehicle technology and parking technology to improve real-time management of the transportation network and to manage and allocate parking supply and demand.

Policy 9.48 Parking Management. Manage parking supply to achieve transportation policy objectives for neighborhood livability, safety, business district vitality, VMT reduction and improved air quality.

Policy 9.49 Central City and centers parking. Limit the growth of off-street parking spaces and manage supply and demand for parking, loading and unloading in the public right-of-way in the Central City, Gateway, Town Centers and Station Areas.

Policy 9.50 On-street parking. Manage parking and loading demand, supply, and operations in the public right-of-way to encourage safety, economic vitality and livability. Recognize that the curb zone is a public space, and as such, a physical and spatial asset that has value and cost. Allocate and manage on-street parking and loading with the curb zone in a manner that achieves the highest and best use of this public space in support of broad City policy goals and local land use context.

Policy 9.51 Off-street parking. Limit the development of new parking spaces to achieve land use, transportation and environmental goals. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Utilize transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.52 Share space and resources. Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

Policy 9.53 Bicycle parking. Promote the development of new bicycle parking facilities, including dedicated bike parking in the public right-of-way.

2. The Central City Transportation Management Plan

The Central City Transportation Management Plan (CCTMP) is Portland's current policy framework for accommodating growth and managing transportation and parking in the Central City. Adopted in 1995, the CCTMP covers Downtown, North Macadam (i.e. South Waterfront), Goose Hollow, Lower Albina, the Central Eastside, and the River, University and Lloyd Districts. All of the City's current parking meter districts are located in the Central City.

The CCTMP parking section is explicit that parking is to be used as a demand management tool in the Central City. The Plan says, "the CCTMP's parking policy concepts are intended to 'pinch' the parking supply to encourage the use of alternative modes of travel." Short and long term parking is to be managed to "minimize the demand for parking without negatively impacting development opportunities."

The CCTMP says on-street parking in the Central City should be made available first for short-term parking, then for carpool vehicles, and last for long term parking (objective 4.1.1.). On-street loading zone areas are to be given priority as well, to support nearby business activity (objective 4.1.4). The Plan says off-street parking should serve multiple uses. Carpooling is to be the second priority after short-term parking for off-street spaces, and the CCTMP sets a goal of 15% of off-street spaces available for carpool use.

The CCTMP recognizes that tighter parking regulations in the Central City may cause parking congestion in adjacent areas. Policy 4.9 says the City will implement area permit parking programs in neighborhood and industrial sanctuary areas affected by spillover parking.

The CCTMP calls for implementation of on-street paid parking in the Lloyd District, and area parking permit programs in the Lloyd District and the Central Eastside. These area-specific directions have been implemented.

3. Title 16 and the Bureau Rules and Procedures Manual

Title 16 of the City Code and Charter describes the City's authority to regulate vehicles and traffic, and authorizes City officers and employees to administer and enforce Code provisions. The Title defines the tools available to manage public parking and in some cases defines how and when the tools can be used. Decision-making authority for many of the parking management tools is delegated to the City Traffic Engineer.

Title section 16.10.300 says that traffic and parking management rules and procedures not specified in the Code will be governed by the Bureau of Transportation's Rules and Procedures Manual. Procedures in the Manual are intended to serve as a general outline on how to apply or implement a rule or program. The Bureau Director is responsible for developing and implementing the Rules and Procedures Manual and the document can be amended at any time by City Council or the Commissioner-In-Charge of the Bureau of Transportation. Exceptions to the rules in the Manual can be made by the City Traffic Engineer or the Bureau Director.

On-Street Management Policies And Practices

Title 16 allows the City Traffic Engineer to regulate parking on any street or highway by time, purpose, or special user. Parking regulations are to be used to "manage parking and traffic congestion in areas with special parking needs." In some areas, parking meters are used to reinforce maximum time stays and to use pricing to influence parking patterns. The City also grants permits that convey special rights or exempt permit holders from posted regulations and fees.

Parking Operations uses one of two processes to implement or change on-street parking regulations.

1. Small-scale or site-specific parking issues that can be resolved with maximum time stays or user restrictions are considered on a case by case basis, by Parking Control.

For each request, Parking Control conducts a site visit, identifies options, and works with stakeholders to identify the most appropriate approach. Each request is considered on its individual merits, using the following decision-making guidelines:

- Restricting use of the public right-of-way is only supported if other options (e.g. on-site parking, use of existing controlled spaces in the block face/area) are not available.
- The safe and efficient functioning of the transportation system always takes precedent over site-specific objectives.

As much as possible, Parking Control will obtain the adjacent property owner's agreement to any proposed regulation of on-street parking along the owner's frontage.

2. Complex or area-wide parking issues that require the application of more than one management tool, or may require parking meters, are addressed through development of a parking management plan.

Parking Operations will work with area stakeholders to define parking issues and objectives, and jointly develop a comprehensive parking management plan. The plan may include transportation demand management measures and changes to on- and off-street parking management or supply. Once a parking management plan is adopted for an area, parking issues are generally managed according to the plan. Some parking management plans define a process for ongoing consideration of case-by-case spot designations, but exceptions are generally discouraged.

These processes are explored in more detail in the sections below that describe the authority and use of specific management tools.

4. Regulated Time Stays

Under Code section 16.20.260, the City can set time limits for on-street parking stalls. Outside of area parking permit districts, a vehicle can stay in the space for up to the time limit posted, and then must either:

- Move 500 or more lineal feet, measured along the curb or edge line.
- Move to an unregulated parking area in the same block face.
- Vacate the block face for at least 3 hours.

In area parking permit districts, vehicles without permits must vacate the permit district for 12 hours.

Time limits for on-street stalls are in effect Monday to Saturday, 8:00am to 6:00pm, unless otherwise noted on the regulatory signage. The City generally uses time limits to encourage turnover in non-metered spaces. Time limits discourage commuter parking and on-street residential vehicle storage so on-street stalls are available for customers, visitors and other short term users.

5. Parking And Permits For Special Users

The City is authorized to designate regulation parking zones with one or more stalls that are reserved for specific users. Title section 16.20.203 states that anyone can request designation of a regulation parking zone. The City Traffic Engineer will consider each request against seven criteria:

1. the nature of land use within the block.
2. The volume of traffic.
3. The volume of parking.

4. The width of surface of the street.
5. The relationship between the need for parking space for the land use in the block, for the use of the regulated parking zone, and the need for parking space for the general public.
6. Patrons and prospective patrons of the places within the block or area to be served by the parking zone.
7. The hours of day or night when use of the parking zone is necessary or most convenient.

The fifth criteria highlights the potentially competing interests for on-street parking, and the Code says in the case of conflict, public welfare is the most important objective.

Title 16 defines 11 types of regulation parking zones: no parking, no stopping or parking, theater zones, truck loading zones, bus zones, TriMet bus zones, taxi zones, disabled person/wheelchair user zones, time zones, carpool zones and official/reserved zones.

Under section 16.20.600, the City Traffic Engineer is also authorized to issue permits that let a vehicle legally park in violation of specific parking regulations. The permit may apply in a designated parking zone, parking meter or elsewhere, depending on the specifications of the permit. Title 16 defines 14 parking permit types: construction area permits, maintenance hood permits, temporary truck loading permits, angle loading permits, travel lane parking permits, special use permits, media permits, commercial permits, disabled resident permits, disabled employee permits, delivery permits, nonprofit permits, government permits and carpool permits.

5.1. Commercial Vehicles

Code section 16.20.220 says the City can establish a regulation parking zone dedicated to the delivery of merchandise by trucks to commercial properties. These truck loading zones are intended to prevent double parking or other illegal parking to accomplish commercial pickups and drop offs. Truck loading zones may be used for up to 30 minutes by:

- trucks, vans or pickups that display commercial signage as per the Code specifications.
- passengers vehicles that display commercial signage and have a valid commercial or delivery permit.
- taxis.

Trucks and other vehicles authorized to use truck loading zones may also use any metered space every day between 8a.m. and 10:30am for up to 30 minutes without paying the meter fee. Further, the City can use Code section 16.20.530 to designate temporary truck loading zones and issue permits for use of these temporary spaces.

Parking Control considers requests for installation and removal of truck loading zones on a case-by-case basis. Parking Control first looks for opportunities to handle the loading traffic off-street or using existing designated on-street spaces. If a new on-street space is needed, support is sought from all

property owners with frontage adjacent to the proposed loading zone. Parking Control also accepts requests to remove an existing truck loading zone, subject to the same property owner outreach. The City issues commercial vehicle permits, delivery permits, and delivery service permits to assist efficient movement of goods and services in parking meter districts. A vehicle with a valid commercial, delivery or delivery service permit can park without payment:

- For five minutes at a space with a 15 minute time limit.
- For 20 minutes at all other metered spaces.

Permit holders in this category are also granted specific types of access to truck loading zones. Specifically:

- Commercial vehicle permit holders can park for up to 30 minutes in any truck loading zone.
- Delivery permit holders can park for up to 30 minutes in up to two truck loading zones specified in the permit document.
- Delivery service permit holders can park for up to 15 minutes in any truck loading zone.

All three permits can be purchased at any point in the calendar year and permit prices are prorated at the beginning of each quarter. In Q1, a commercial vehicle permit is \$600 and a delivery or delivery service permit is \$160.

5.2. Buses

The City can use Code section 16.20.230 to designate on-street space for motor coaches, and section 16.20.235 to do the same for Tri-Met buses and their contracted vehicles. Taxis are allowed to use Tri-Met bus zones outside of peak periods (7am to 9 am, 4pm to 6pm) for up to 15 minute stays.

5.3. Taxis

The City uses Code section 16.20.240 to designate on-street spaces for taxis. Cars must have a taxi plate and current taxi company permit to park in a taxi zone.

Taxi zones are often associated with hotels, and are largely concentrated in the Central City. Parking Control rarely receives requests for new taxi zones. Taxi zone requests are subject to the same evaluation criteria as other restricted on-street spaces: need, safe and efficient functioning of the transportation system, and property owner support for the designated space.

5.4. Disabled Persons And Wheelchair Users

The City uses Code section 16.20.250 to designate on-street parking space for vehicles transporting a disabled person. Cars with an official State-issued disabled person registration plate, placard, permit or decal may park in these spaces, as may Tri-Met vehicles transporting disabled passengers.

A property owner or resident can request a new on-street disabled permit parking stall. The proponent must demonstrate:

- Eligibility (i.e. a valid plate, placard, permit or decal).
- That a designated on-street space is required because there is no suitable off-street parking (e.g. garage, driveway).

If both tests are met, Parking Control will install pavement markings and a regulatory sign. Each disabled permit stall is available for any vehicle with a valid plate, placard, permit or decal. On-street disabled person parking stalls remain designated as such until the resident or property owner requests removal.

Outside of designated disabled person zones, vehicles with disabled person placards or permits are subject to general on-street parking regulations with a few exceptions. Specifically:

- In metered spaces, with one hour, 90 minute or two hour time limits, an authorized disabled person vehicle can either pay for the time used and comply with the posted time limit, or pay the meter fee for the maximum time allowed and stay in the space for up to three hours.
- In non-metered spaces with time limits greater than 30 minutes, an authorized disabled person vehicle can park for any amount of time.

The City also designates wheelchair only parking zones, usually combined with disabled person zones. Only Tri-Met vehicles and vehicles with State-issued wheelchair only plates, placards, permits or decals may park in these spaces. Vehicles are not subject to posted time limits. Vehicles with valid wheelchair only identification can also park in any metered or non-metered space with a designated time limit of 30 minutes or more or in an area parking permit zone for any amount of time and without fee.

5.5. Carpool Vehicles

The City issues up to 500 monthly carpool permits that allow a vehicle to park in designated carpool stalls, exceed time stays, and avoid meter payment. Specifically, a vehicle with a carpool permit can:

- Park at any 5 hour meter, or at a 3 hour meter designated for carpool use, for any length of time and without meter payment.
- Park in an on-street space signed for carpool use only.

To qualify for a carpool permit, the applicant must travel for 50% of his or her journey to work in a vehicle with at least one other person. The current carpool permit fee is \$115 per month.

5.6. Car Share Vehicles

The City designates on-street spaces and issues special user permits for car share vehicles in Portland. There are two options for car share companies that want to secure the exclusive use of one or more on-street parking spaces:

- Successfully bid for a metered space at the City’s annual auction. The City will auction up to 100 metered spaces per year, and the minimum bid for each space is set to cover lost meter revenue, installation, maintenance and city administrative costs.
- Request designation of an on-street space outside of the meter district. The City will designate up to 200 non-metered spaces for a \$50 administration fee plus the cost of an area parking permit if the space is located in an area parking permit zone. The car share company must obtain the approval of the property owner adjacent to the proposed designated space.

Zipcar, U-Haul and Getaround have reserved on-street parking spaces for the 2014-15 permit year.

car2go has a permit that allows every car in its fleet (530 vehicles as of October, 2014) to use any unreserved metered and non-metered on-street parking space in the car2go operating area. car2go pays an annual fee for each vehicle that is equal to the estimated lost net meter revenues plus the cost of an area parking permit for every APPP zone in the operating area plus a \$50 administrative fee.

6. Area Parking Permit Programs

City Code sections 16.20.801 through 16.20.806 govern the establishment and administration of area parking permit programs (APPPs). Section 16.20.801 states that the purpose of APPPs is to:

- Increase access to residents and businesses.
- Reduce traffic congestion.
- Increase traffic/pedestrian safety.
- Reduce air and noise pollution.
- Prevent blighted areas.
- Promote the use of mass transit, carpooling and other alternative modes of transportation.
- Reduce commuter traffic that originates outside the permit area and has no apparent connection or business within the permit area.

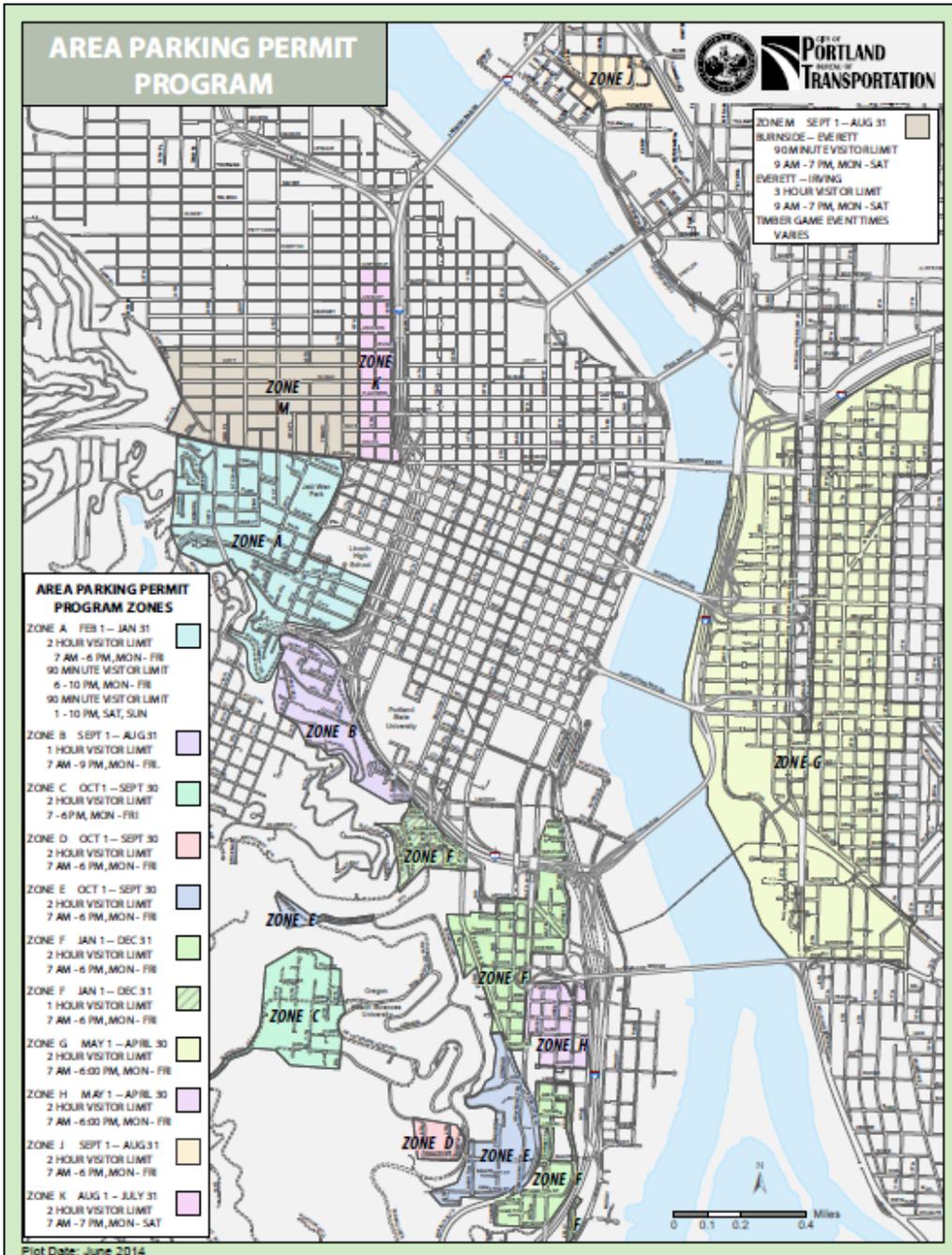
6.1. Process To Establish

Section 16.20.830 sets performance-based criteria to be used to evaluate requests for new area parking permit districts. The proponents must demonstrate that occupancy for on-street parking in the proposed area is at least 75%, four days a week, nine months a year, and that 25% of the vehicles occupying the on-street spaces are registered to addresses outside of the proposed permit district. The

consultation and decision-making process for new APPP areas, including the required percentage of neighborhood support, is defined in section 16.20.840. New APPP areas are established by Council ordinance.

6.2. Operations

There are currently 12 area parking permit zones in Portland (see map below).



Under Code section 16.20.850, all area residents who can prove residency in the area can buy an annual permit that allows their vehicle to park on-street indefinitely without violating signed time restrictions. A business located in an APPP district can purchase business permits for employees according to the terms defined in the supplemental parking plan for the district (see Table 1 below). Currently in Zones A, B, C, D, E and F businesses may purchase area parking permits for 50% of their full time employees. Zone A only issues 100 business permits per year and in Zone F, if a business has off-street parking spaces, the number of eligible on-street permits is correspondingly reduced. Zone K (Northwest) allows permit issuance to 75% of FTEs and Zone G (Central Eastside), Zone J (Eliot) and Zone M (Northwest) allow permit issuance to 100% of FTEs. The Northwest District Parking Management Plan says employee permits in Zone M will be reduced to 85% of FTEs by 2018.

The Title section allows issuance of one annual guest permit per area address but says that a district can increase this number in the supplemental plan. To date, none of the current Districts have increased the eligible number of annual guest permits per address and Zone A has eliminated the annual guest permits. Zones A, B, G, K and M also issue daily visitor permits.

Table 1: Current Area Parking Permit Program Zones

| Zone | Annual Fee | Maximum FTE Permits | Manual Section | Visitor Permits |
|-------------------------|-------------------|----------------------------|-----------------------|------------------------|
| Zone A Goose Hollow | \$60 | 50%* | ARB-TRN-3.208 | Daily only |
| Zone B Gander Ridge | \$60 | 50% | ARB-TRN-3.206 | One annual, daily |
| Zone C, D, E Homestead | \$60 | 50% | ARB-TRN-3.214 | No |
| Zone F Lair Hill | \$60 | 50%** | ARB-TRN-3.207 | No |
| Zone G Central Eastside | \$70 | 100% | BCP-TRN-3.221 | One annual, daily |
| Zone J Eliot | \$60 | 100% | None | No |
| Zone K Northwest | \$60 | 75%*** | None | One annual, daily |
| Zone M Northwest | \$60 | 100%*** | None | One annual, daily |

*Up to a maximum of 100 permits each year for the Zone.

**Less the number of off-street spaces available.

***To be reduced to 85% by 2018.

6.3. Permit Fees

Binding City Policy FIN-2.06 – Revenue states that charges for services that benefit specific users should recover full costs. Accordingly, APPP permit fees are calculated to recover the costs of program administration and enforcement. Currently, all annual permits are \$60 and there is a \$10 surcharge in Zone G to fund the area’s Transportation and Parking Advisory Committee. As per Title 16, APPP service charges and fees are reviewed annually and any changes take effect when the City’s annual budget is adopted.

7. Parking Meter Districts

Code section 16.20.401 authorizes the use of parking meters in the City of Portland to “increase vehicle turnover in parking spaces, to encourage short-term parking in the metered area, and to improve safety in the public right-of-way.” Binding City Policy adopted in 1997 governs the establishment of new or expanded districts; review of rates, time limits and hours of enforcement in existing districts; and, the use of parking meter revenues.

There are four parking meter districts in operation in Portland: Downtown, Lloyd, Marquam Hill and the Central Eastside. The City has approved a fifth meter district in the Northwest neighborhood that will be implemented in 2015.

7.1. Process To Establish

Code section 16.20.420 defines the minimum process and consultation requirements for establishing a new meter district, and states that new meter districts should be considered as part of a multi-pronged management strategy that could include permit systems, shared use arrangements for existing parking facilities, and new facility development. In practice, the City addresses these analytical and engagement requirements by developing a parking management plan for the proposed meter district. An advisory committee representing area business and residential interests participates in the design and evaluation of the new district.

The City and the advisory group are supposed to consider several factors when establishing district boundaries and setting parking regulations and meter rates. Five of the criteria for consideration relate to parking supply and usage. They are:

- Parking space turnover trends, statistics and complaint levels.
- On-street and off-street parking space occupancy levels.
- Effectiveness and cost of on-street parking signage.
- Traffic congestion and circulation; traffic safety.
- Off-street short term parking rates in the area.

The advisory body and the City are also supposed to consider:

- Existing and potential transit service; pedestrian and bicycle amenities and access; and carpool availability and use; commuter parking impacts.
- Potential spillover impacts on surrounding areas and the cost to mitigate these impacts.

The five financial considerations for meter rate setting are:

- District economic conditions and expected impacts from meter rates.
- Rate comparisons to other comparable cities.

- Potential economic benefits to the district from improved parking and transportation management strategies.
- The cost of meter district operations, including maintenance and replacement of capital infrastructure.
- Unmet district and city wide transportation needs.

The Lloyd District On-Street Parking Management Plan, adopted in 1997, sets the boundaries and initial rates for on-street paid parking in the Lloyd District. The Plan calls for area parking permit programs in any adjacent areas affected by spillover parking.

In August, 2004, Council established the Marquam Hill Meter District, based on the OHSU Meter District Parking Management Plan prepared between 2002 and 2004.

The Central Eastside Parking Management Plan was adopted as Binding City Policy in June 2012. The Plan is the policy basis for the recent Zone G area parking permit boundary extension, and for the new meter district in this area.

The Northwest District Parking Management Plan, adopted in July 2013, establishes the boundaries and operating parameters for the Northwest meter and area parking permit district currently being implemented. This Plan contains new operational precedents such as area permits that exempt holders from meter payment, and permission for repeat payment at meters.

7.2. Operations

The City operates meter districts and recovers the operations and maintenance costs from district meter revenues. Meter district hours of operation vary between the districts, based on parking demand (see Table 2 below).

The Downtown Meter District includes the Central Business District, South Waterfront and The Pearl. On-street parking costs \$1.60 per hour and the meters operate 8 a.m. to 7 p.m., Monday through Saturday, and 1 p.m. to 7 p.m. on Sunday. There are currently 1,153 pay stations and 111 single space meters that serve 7,502 metered spaces. Parking rates and maximum time stays in part of the Downtown District around Providence Park increase to \$3.50 per hour on Portland Timbers home game days. Event pricing takes effect 90 minutes before each game.

The Lloyd Meter District covers parts of North and North East Portland around the Oregon Convention Center, Lloyd Center, the Moda Arena, Memorial Coliseum and the Lloyd Business District. Lloyd District parking meters east of NE Grand Avenue operate from 8 a.m. to 6 p.m., Monday through Saturday and meters west of NE Grand Avenue operate from 8 a.m. to 10 p.m. Monday through Saturday. The current parking rate in the Lloyd district is \$1 per hour. There are currently 143 pay stations and 298 single space meters that serve 1,253 metered spaces.

The Marquam Hill Meter District at OHSU operates 8 a.m. to 6 p.m., Monday through Friday and the current meter rate is \$1.60 per hour. There are currently 16 pay stations that serve 134 metered spaces.

The Central Eastside Meter District is located on streets in the Central Eastside Industrial District with retail activity and high visitor volumes. The District operates from 8 a.m. to 6 p.m., Monday through Friday and the current meter rate is \$1.20 per hour. There are currently 24 pay stations and 1 single space meter that serve 143 metered spaces.

Table 2: Parking Meter District Meters And Rates

| | Downtown | Lloyd District | Marquam Hill | Central Eastside |
|---------------------|----------|----------------|--------------|------------------|
| On-Street Spaces | 7,502 | 1,253 | 134 | 143 |
| Pay Stations | 1,153 | 143 | 16 | 24 |
| Single Space Meters | 111 | 298 | - | 1 |
| 2014 Hourly Rate | \$ 1.60 | \$ 1.00 | \$ 1.60 | \$ 1.20 |

7.3. Joint Management

In most of the meter districts, the City shares management responsibilities with a committee of local stakeholders. The form and responsibilities of each committee differs, as described below.

Go Lloyd (formerly the Lloyd District Transportation Management Association), was formed in 1994, when meters were installed in the area. Go Lloyd has a voting membership of area property and business owners and operators, business and neighborhood associations, and public agencies with offices in the Lloyd District. Go Lloyd has a 20 member Board of Directors, 17 of whom are voting members selected to represent each of the interest groups in the District, and a seat each for a representative from PBOT and TriMet. Go Lloyd is staffed by an Executive Director and additional paid staff as required. Net meter revenue generated in the Lloyd District funds a portion of Go Lloyd’s administrative costs.

Go Lloyd has a broad mandate that includes:

- Annual parking occupancy and utilization surveys.
- Transportation demand management activities in the district to increase the use of alternative transportation modes.
- Advising the City on adjustments to parking regulations, and how the 51% annual net meter revenues spent in the district should be used.

South Waterfront Community Relations serves as the TMA for the South Waterfront meter sub-district. This informal TMA includes representation from OHSU, Zidell Yards, TriMet, Portland Streetcar operations, and the South Waterfront residential community. The TMA conducts an annual parking utilization survey. The TMA is funded by financial contributions from local businesses.

The Marquam Hill district does not have an active TMA at present. All net meter revenues are being used to pay for a completed street project in the district. OHSU administers TDM programs in the district.

The relatively new Central Eastside Meter District has a Transportation and Parking Advisory Committee (TPAC) that performs some of the functions of a TMA. The TPAC has a similar membership composition and mandate as Go Lloyd. However the TPAC is a sub-committee of the Central Eastside Industrial Council and therefore has less authority, particularly for budgeting and contractual obligations. Central Eastside meter revenues are low because there are few parking meters currently operating. The TPAC is funded by a \$10 surcharge on Zone G area parking permits. The surcharge funds an Executive Director to support the TPAC's work.

In the Northwest Parking District, the community organization is currently a Stakeholder Advisory Committee that advises the City on transportation and parking issues. The Advisory Committee is made up of four representatives from the North West District Association (homeowners or tenants), four representative from the Nob Hill Business Association, and five at large members. Currently, PBOT staff provide executive and administrative support to the SAC and these efforts are funded by an advance on the District's share of future net meter revenues. The SAC is currently focused on implementation of the Meter District. In future, the SAC will also be responsible for TDM measures and will advise the City on net meter revenue allocation.

The Downtown Meter District does not have a standing stakeholder committee. Instead, the Parking Meter District Policy says the City will periodically convene a committee representing "key business, residential and community interests in the meter district" to review meter district policies.

7.4. Use of Meter Revenues

The City's Parking Meter District Policy (BCP-TRN-3.102) describes how meter revenues can be spent. Parking meter revenue must first be used to pay back bonds issued to finance City-owned parking facilities. Next, revenues are used to cover the capital and operating costs of the meter system, including lifecycle replacement costs for pay stations and ancillary equipment, and any costs of mitigating spillover parking impacts in neighborhoods adjacent to the meter district. The remaining meter revenues are to be used for transportation and parking services in the meter district and city-wide, with the majority (currently interpreted as 51%) of net meter revenues used in the district in which they are raised. Eligible expenditures for net meter revenues include:

- Transportation demand management and economic development programs.
- Maintaining and improving the right-of-way, including installation of pedestrian and cycling facilities.
- Building short term off-street parking.

Each year, PBOT calculates the net meter revenue for each district. The calculation methodology is the same for all meter districts. The TMA, TPAC or SAC in each meter district then proposes a resource

allocation plan for their net meter revenues. Unspent funds can be carried forward to the next fiscal year.

In 2013-14 the Lloyd District generated approximately \$1 million in meter revenue. Approximately half of meter revenues were used to cover meter expenses. Of the \$523,000 net meter revenues, 51% (\$266,732) was allocated for projects in the Lloyd Meter District.

In 2013, the Marquam Hill Meter District generated approximately \$200,000 in meter revenues, 51% of which was earmarked for use in the district. All net meter revenue in Marquam Hill is currently used to repay the capital costs of the SW 11th Avenue sidewalk reconstruction project.

The Central Eastside and Northwest Districts are not yet generating meter revenue so there was no net meter revenue allocation to these areas last year. When meter revenues begin, the calculation and allocation process will be the same as for the Lloyd District.

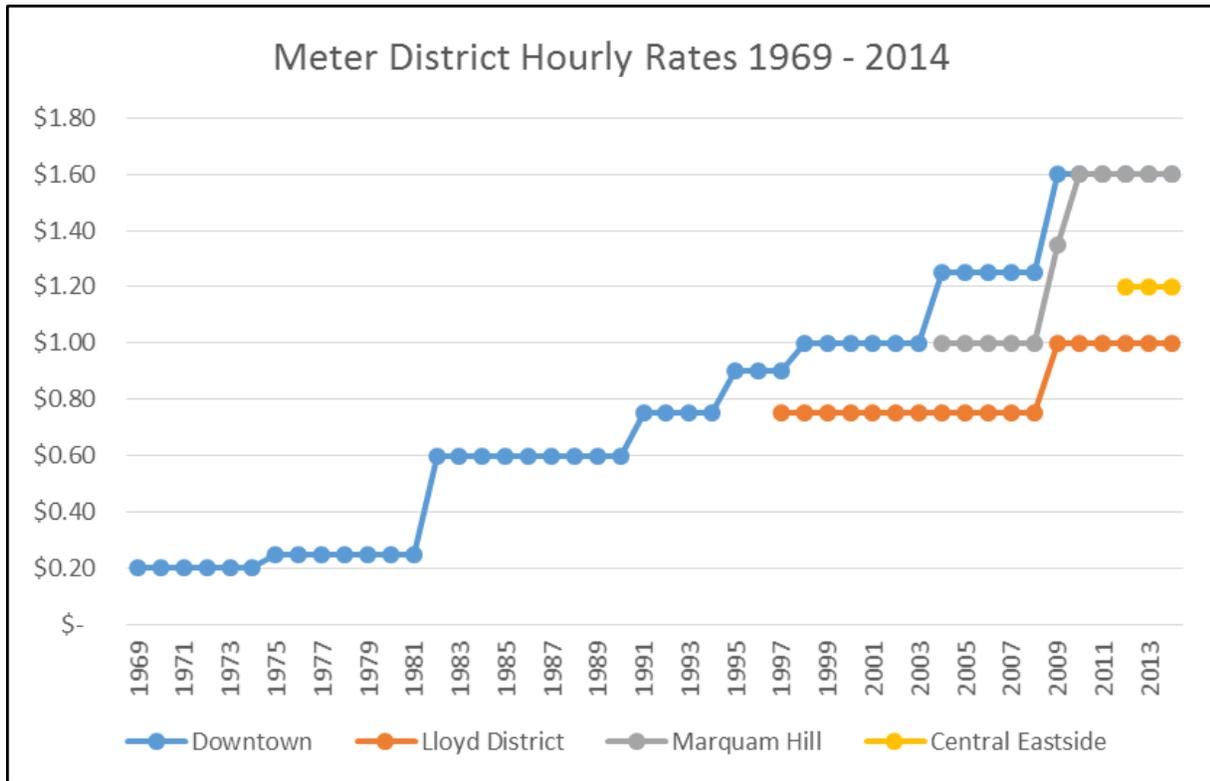
The Downtown Meter District, including South Waterfront, does not receive a share of net meter revenue.

7.5. Review of Meter District Rates And Regulations

Binding City Policy TRN-3.102 states that parking meter district operations are to be “reviewed periodically to ensure transportation and parking objectives are being met.” The policy defines 15 factors to be considered when changing meter district rates and regulations. The factors are very similar to the criteria to be used to establish meter districts, and include on-street occupancy rates, availability of transportation alternatives, and rate comparisons to other cities.

The policy states that an advisory body representing district commercial and residential interests will be convened each City budget cycle to advise the City on potential management changes in existing districts. In practice, the frequency of meter district reviews varies by district and over time (see Figure 1 below).

Figure 1: Parking Meter Rate Increases



8. Parking Enforcement

Title section 16.10.650 authorizes appointment of special police officers empowered to enforce parking regulations. Enforcement officers inspect on foot, by bicycle, and in vehicles, depending on the nature of the area. Officers are authorized to cite for over 80 types of parking violations. The most common violations cited are expired meter payment, no meter receipt, restricted parking (e.g. loading zones) and missing area parking permits.

Parking Enforcement also responds to reports of abandoned vehicles in the public right-of-way. If the reported vehicle has expired registration, or appears to be inoperable, a notice is posted on the vehicle to move within 72 hours. If the vehicle is not removed, it is added to a tow list and removed by the City.

Off-Street Parking Management Policies And Practices

9. SmartPark Garages

The City of Portland owns and manages 3,765 off-street public parking stalls in six downtown parking garages. Almost all of the stalls (87%) are unrestricted and available for general use; the other 13% are a

combination of reserved stalls (e.g. building tenants, City of Portland fleet vehicles, car share vehicles), or stalls for people with disabilities or electric vehicles (see Table 3 below). In the retail core garages – 3rd and Alder, 4th & Yamhill, 10th & Yamhill), the lower levels are signed for short term (less than four hour) parking and upper levels are intended for longer-term users including long term transient and monthly permit holders.

The SmartPark garages are open 24 hours a day, seven days a week, except the O’Bryant Square SmartPark garage which is open Monday to Friday, 6:30am to 7:00pm, and is closed on Saturday and Sunday.

Table 3: SmartPark Stalls By Type

| | Stalls By Type | | | | | Total Stalls | % of Inventory |
|-----------------|----------------|----------|---------------|----------|-----|--------------|----------------|
| | General | Reserved | Elec. Vehicle | Bail Out | ADA | | |
| 1st & Jefferson | 580 | 323 | 1 | 2 | 18 | 924 | 25% |
| 3rd & Alder | 796 | 9 | 4 | 14 | 17 | 840 | 22% |
| 4th & Yamhill | 625 | 3 | 3 | 2 | 14 | 647 | 17% |
| 10th & Yamhill | 771 | 6 | 4 | 2 | 16 | 799 | 21% |
| Naito & Davis | 393 | 40 | - | 2 | 10 | 445 | 12% |
| O'Bryant Square | 110 | - | - | - | - | 110 | 3% |
| Total Stalls | 3,275 | 381 | 12 | 22 | 75 | 3,765 | 100% |

9.1. Operations and Maintenance

PBOT staff provide overall management of the SmartPark garages and contract with two companies for operations and security. Central Parking of Washington, Inc. operates the six garages under a contract that will expire in 2016, with the option for a five year extension. Portland Patrol Inc. (PPI) provides security services in the garages. General maintenance and major project management is performed by the City’s Facilities Services Division with general oversight from PBOT. Fee collection and ticket issuance in all garages is automated, except O’Bryant Square which is a valet garage.

9.2. Pricing and Permits

The primary function of the SmartPark garages is to provide short term parking for visitors to downtown businesses, and the garage pricing structure reflects this purpose (see Table 4 below). Parking in all SmartPark garages is \$1.60 for the first two hours, \$1.80 for the third hour and \$2.00 for the fourth hour. Vehicles parking for more than four daytime hours pay a daily maximum that ranges from \$10 to \$15, depending on location. The minimum daily rate for weekend parking is \$5. Maximum evening rates start at 5pm and are \$5 on Sundays through Thursdays and \$5 or \$6 on Friday and Saturday nights, depending on location.

The City sells a limited number of monthly parking permits in four SmartPark garages. Monthly permits range from \$170 to \$219 for unreserved spaces. The City can make rate adjustments or control the number of monthly permits as needed to ensure adequate short term parking.

Table 4: SmartPark Daily And Permit Fees

| | Daily Maximum | | Evening Maximum | | Monthly | |
|-----------------|---------------|---------|-----------------|---------|---------|----------|
| | Weekday | Weekend | Weekday | Weekend | General | Reserved |
| 1st & Jefferson | \$ 15 | \$ 5 | \$ 5 | \$ 5 | \$ 180 | \$ 195 |
| 3rd & Alder | \$ 13 | \$ 5 | \$ 5 | \$ 5 | n/a | \$ 234 |
| 4th & Yamhill | \$ 13 | \$ 5 | \$ 5 | \$ 5 | \$ 219 | \$ 234 |
| 10th & Yamhill | \$ 11 | \$ 5 | \$ 5 | \$ 5 | n/a | \$ 211 |
| Naito & Davis | \$ 10 | \$ 5 | \$ 5 | \$ 6 | \$ 170 | \$ 185 |
| O'Bryant Square | \$ 12 | \$ 5 | \$ 5 | \$ 6 | \$ 184 | \$ 200 |

Title Section 16.20.920 states that City Council must approve changes to SmartPark hourly rates for the first four hours, but all other rate setting authority is delegated to the Director of the Bureau of Transportation. The Director can increase the daily maximum up to \$25, the evening maximum to \$10, and the monthly reserved rate to \$350 without Council approval. The Director can also set different rates for different locations and ‘may consider’ rate changes to reach a desired occupancy level and to reflect inflation, among other factors.

The SmartPark garages currently generate approximately \$12 million annual revenue. Operating costs range from \$8 million to \$9 million, depending on the extent of major maintenance projects. SmartPark yields \$3 million to \$4 million net revenue for the City that is used for transportation needs.

9.3. Wayfinding

The SmartPark garages use dynamic signage to direct patrons to retail garages with vacant space. An electronic sign at the south end of the Morrison Bridge shows available spaces in three of the SmartPark garages. Corresponding signs at each of the three retail garages indicate the number of available stalls in real time.

9.4. Relationship To On-Street Parking

Many jurisdictions price off-street public parking slightly lower than on-street public parking to encourage efficient use of structured parking and reduce congestion caused by people circling for on-street spaces. In Portland, off-street public parking is the same price, or more expensive than on-street parking. The garages do allow longer time stays than on-street spaces, and are therefore attractive as parking for trips of medium duration. On-street occupancy increases significantly after 7pm and occupancy in SmartPark garages drops correspondingly as Downtown visitors generally use free on-street spaces.