

CENTERS AND CORRIDORS PARKING MGMT TOOLKIT

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (PRINT)

ADDRESS AND ZIP CODE (Optional)

Email (Optional)

✓ JERRY PARKER		parkerj2012@gmail.com
✓ SEAN GREEN		
✓ Brad Baker		bradmbak@gmail.com
✓ Tony Jordan		
✓ Sam Noble	420 SE 62 Ave Portland 97215	
✓ JOE WALKER		
✓ Star Stupper		
✓ Mimi German		

Subject: Testimony to the Portland City Council related to the Centers and Corridors Parking Management Toolkit, January 24, 2018

This toolkit represents the nose of the car haters under the tent. When PBOT convened a Stakeholder Advisory Committee (SAC) in 2014, the committee included neighborhood and small business representation. Bicyclist and pedestrian representation that generally don't utilize on-street parking were also included. Motorists who comprise nearly 80% of the trips in the Portland-Metro area and are the primary funding stakeholders for PBOT projects were underrepresented and left out.

Ever since Sam Adams controlled PBOT on the City Council, and even with all the inclusionary speak at City Hall today, motorists have been underrepresented with no direct voice, proportionate or specific representation on PBOT advisory committees. Equity is absent.

72% of households in new residential developments without parking have one or more cars. 59% of low income people drive to work. Not requiring off-street parking minimums for new multi-unit residential developments has created a politically generated shortage of parking space on the streets. When that shortage is followed up by adding a fee for using on-street parking, it reeks of unethical social engineering that is also contradictory to supporting local small business brick and mortar stores, local restaurants and utilizing libraries.

Motorists already pay for the streets curb to curb with gas taxes and other related motor vehicle fees. If curb space is to be considered a pay for use commodity, equity requires the bicycle community also be charged for every foot of reserved curb space taken up with bike lanes. Likewise, for every bus zone and curb extension that includes a bus stop, TriMet should be contributing the same.

In Chicago, the Mafia has a reputation for extorting money from small neighborhood businesses promising protection. A government controlled car hater mafia that extorts money from motorists through parking permit fees and/or through tolling is no different. If the city wants to discourage car ownership, the city needs to set the example by eliminating it's entire fleet of passenger vehicles, and then do all the city's business by bus and bike.

Finally, the dictatorial socialism of double charging motorists for curb space by adding parking permit fees on top of other taxes inequitably drives up the cost of living, particularly for the middle working class and retired seniors. Along with offering at least one high ranking official a bonus to live within the city, it also defines Portland as an elitist city that essentially caters to the affluent.

Respectively submitted,

Terry Parker
Northeast Portland

Moore-Love, Karla

From: Todd Borkowitz <tberks@hotmail.com>
Sent: Tuesday, January 23, 2018 10:57 PM
To: Council Clerk – Testimony
Subject: Please Support Agenda Item 68: Parking Toolkit and Parking Permit Pilots (1/24/18)

Dear Portland City Council,

I'm excited to see the parking toolkit and parking permit pilots moving forward (Agenda Item 68, 1/24/18) . Please support this important transportation demand management project! Thank you.

Best,

Todd M. Borkowitz
Urban Planner/Designer and Landscape Architect
6118 NE 12th Avenue, Portland, OR 97211 (Woodlawn)

From: sarah iannarone <ss.iannarone@gmail.com>
Sent: Tuesday, January 23, 2018 9:58 PM
To: Council Clerk – Testimony
Subject: Fwd: Agenda Item 68: SUPPORT Parking Toolkit and Parking Permit Pilots

Dear Mayor and Commissioners,
Parking reform may not be politically popular, but it's some of the most effective transportation demand management policy that exists. A robust parking permit program would help Portland meet climate action and mode-share goals as well as encourage the building of more abundant and more affordable housing.

At this time of intense growth and dramatic change, we need to use every arrow in our quiver to meet our climate action and equity goals, ensuring our city develops compactly, efficiently, and affordably. In fact, a laser focus on true equity is the greatest civic innovation we can undertake at this critical juncture.

I SUPPORT the "Parking Toolkit" designed by the Centers + Corridors committee and and urge you to authorize PBOT to pilot the new residential permit system in as many neighborhoods and as quickly as possible.

Thank you for continuing to press forward in ways that keep our city accessible even as we grow.

Onward!



Sarah Iannarone
15075 SE Powell Blvd #10
Portland, Oregon 97236
503-310-7762

From: Mike Westling <mwestling@gmail.com>
Sent: Tuesday, January 23, 2018 9:37 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilots

Dear City Commissioners,

I urge you to please approve the Parking Toolkit designed by the Centers + Corridors Stakeholder Advisory Committee (of which I was a member) and authorize PBOT to provide residential neighborhoods with the tools to implement permit systems. The parking toolkit and the permit program will help to improve livability and affordability in our neighborhoods and assist in our pursuit of the city's climate action goals.

Thanks for your attention to this issue.

Mike Westling
mwestling@gmail.com
414.507.7700
6226 NE 28th Ave.
Portland, OR 97211

Moore-Love, Karla

From: mvogelpnw@gmail.com on behalf of Mary Vogel <mary@plangreen.net>
Sent: Tuesday, January 23, 2018 9:05 PM
To: Council Clerk – Testimony
Subject: Re: "Agenda Item 68: Parking Toolkit and Parking Permit Pilots."

Dear Mayor and Commissioners:

Re: "Agenda Item 68: Parking Toolkit and Parking Permit Pilots." This Toolkit and pilot program is long overdue and I'm excited to see Portland finally moving towards better parking policy! A robust parking permit program will help Portland meet climate action goals as well as encourage the building of more abundant and more affordable housing. It will also better balance mode-share.

The members of the Centers + Corridors Parking Project Stakeholder Advisory Committee have worked heroically to put this long-needed document together. I hope that you will reward their work! Thanks for your attention!

Mary Vogel

Mary Vogel, CNU-A



Bringing services nature provides to community design & planning
A Woman Business Enterprise/Emerging Small Business in Oregon
503-245-7858
mary@plangreen.net
<http://plangreen.net>

PlanGreen Blog: [Toward Implementation of Green Infrastructure in Japan](#)
[PlanGreen Facebook events and commentary](#)
PlanGreen LinkedIn [Toward Green Infrastructure in Japan Using Portland. . .](#)

Moore-Love, Karla

From: Dave Brook <dbrookportland@gmail.com>
Sent: Tuesday, January 23, 2018 7:06 PM
To: Council Clerk – Testimony
Subject: Letter of support for Residential Parking Toolkit (Agenda item 68)

Re: Agenda Item 68: Parking Toolkit and Parking Permit Pilots

Dear City Commissioners/Mayor Wheeler,

As a long time resident (and neighborhood association Board member) of Sullivan's Gulch, I've seen the on-street parking situation in our neighborhood get increasingly congested with out-of-area vehicles on both the east and west ends of our neighborhood.

Currently, our neighborhood is working with PBOT to implement a permit zone in one area, and it's clear that the classic strategies of the current permit program are not adequate to deal with unique situations faced as density increases in different areas of our neighborhood and city. I believe that the Parking Toolkit, is a significant improvement for neighborhoods to use. Even better would be to add proactive incentives to use transportation option that reduce car use. I strongly encourage Council to adopt the Toolkit approach.

Thank you.

- David Brook
1905 NE Clackamas Street
Portland, Oregon 97232
dbrookportland@gmail.com

Moore-Love, Karla

From: Evan Heidtmann <evan.heidtmann@gmail.com>
Sent: Tuesday, January 23, 2018 4:13 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilots

I'm writing to say that I strongly support Council adopting the parking toolkit developed by the SAC two years ago.

I served on a neighborhood board for part of those two years, and every time a resident came to the board with parking concerns, we were essentially powerless to suggest changes.

But with this toolkit adopted, there will finally be a process we can pursue to address local parking concerns before they reach a crisis level. I believe there's plenty of parking already available, but we've lacked the tools to manage it properly.

Thanks again for adopting the parking toolkit.

Evan

Moore-Love, Karla

From: Sam Noble <samuelnoble@gmail.com>
Sent: Tuesday, January 23, 2018 4:13 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilots.
Attachments: BCA APPP Letter (12 May 2017).pdf

I am co-chair of the Buckman Community Association. In May of 2017, the BCA sent Commissioner Saltzman a letter asking him to help advance area parking permit programs that are no longer meeting the needs of residents and businesses.

This letter is attached.

To summarize: the Buckman Community Association feels that the proposed parking toolkit attempts to address widespread, legitimate problems with the way on-street parking is allocated in our neighborhood. Significant public money (including a \$250,000 state grant) and volunteer time have been invested in developing this toolkit.

As co-chair (and regular attendee!) of BCA meetings, my own "reading of the room" is that we don't understand the consequences of making these changes to our parking management. Portland City Council should support a public process that will allow us to openly consider a more robust management program.

Please direct PBOT to develop a pilot with one or more neighborhoods so that we can understanding the costs and benefits of the program for further city-wide consideration.

Sam Noble
420 SE 62nd Ave
Portland, OR 97215

Buckman Community Association

buckmanboard@googlegroups.com

May 12, 2017

Dear Commissioner Saltzman,

The Buckman Community Association Board (BCA) voted on Thursday 3-11-17 to request that your office re-visit the APPP parking zone proposal. Thirty stakeholders met for a year with PBOT management using state support (\$250,000) to develop a tool-kit approach to the residential parking issues. They recognized that the problems are unique to each area and could not be addressed with just one system. The tool-kit includes:

- Limiting permits possibly a quota system
- Fees determined by the parking committee which might include higher fees for 2nd vehicles and other refinements
- Reduced fees for lower incomes
- Existing large buildings grandfathered in

Buckman has two permitted parking zones now and will be increasing these as requests can be evaluated. These zones address the problems with commuter parking and event-related parking at Washington High School (Revolution Hall). They do not address the very-real problem of the 70 percent of apartment dwellers who have cars, but don't have a place to keep them except on the street. This becomes more and more acute as each new building is occupied.

We urge you to study this proposal and bring it back to council for consideration.

Cordially,

Susan Lindsay, Co-Chair

Sam Noble, Co-Chair

Moore-Love, Karla

From: Chris Yuen <chrisyuen6@gmail.com>
Sent: Tuesday, January 23, 2018 4:08 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilots

Dear city councillors,

As a resident of Portland, I think the market-driven parking reforms related to Agenda Item 68: "Parking Toolkit and Parking Permit Pilots" are welcomed and long overdue. I am excited to see Portland finally moving towards better parking policy.

-Christopher Yuen

Moore-Love, Karla

From: Stephen Judkins <stephen.judkins@gmail.com>
Sent: Tuesday, January 23, 2018 3:40 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilots

Hi there,

I'm very happy to see that Portland might move towards better parking policy. Approving the neighborhood "parking toolkit" is the right step towards finding fair and efficient solutions to a politically contentious and difficult issue.

I live in the Boise neighborhood where parking management is becoming a bigger issue. I strongly support proactive measures to let neighborhoods manage this demand.

Thanks,
Stephen Judkins

Moore-Love, Karla

From: Reza Michael Farhoodi <rmichael87@gmail.com>
Sent: Tuesday, January 23, 2018 1:42 PM
To: Council Clerk – Testimony
Subject: Written Testimony for Agenda Item 68: Please Support Parking Reform and More Affordable Housing

Dear Mayor Wheeler and Members of Portland City Council,

I am writing on my own behalf, hoping you will support Agenda Item 68: Parking Toolkit and Parking Permit Pilots during tomorrow's City Council Agenda (January 24). Agenda Item 68 would enact the Parking Management Toolkit as developed in the Portland Bureau of Transportation's Centers + Corridors planning process, and authorize PBOT to establish a new pilot residential permit parking program for neighborhoods east of the river.

The parking toolkit and residential permit program is a small step towards a more rational regulation of Portland's increasingly scarce road space, and would help the city prioritize more housing for people, rather than for private vehicles. Encouraging more abundant and affordable housing near popular areas well-served by transit, pedestrian, and bicycle networks will also help meet our long-term climate action and mode-share targets.

In closing, I urge you to support Agenda Item 68 to help Portland move towards a safer, cleaner, and more livable future.

Sincerely,
Reza Farhoodi

--

Reza Michael Farhoodi
Planning and Transportation Committee Co-Chair
Pearl District Neighborhood Association
rmichael87@gmail.com
301-452-4924

Moore-Love, Karla

From: Gerson Robboy <dgrobboy@gmail.com>
Sent: Tuesday, January 23, 2018 1:02 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilot

Better parking management is long overdue in inner city neighborhoods. I hope the city council will move forward on this and initiate parking by permit.

I approve of the city allowing apartment buildings without off-street parking, because the parking would consume valuable space that could be devoted to living units. We need all the living units we can get, at the lowest possible cost in order to counter the rising cost of housing. But that also means we need better and more frequent public transit, and better management of parking on the streets.

Gerson Robboy
1736 SE 21st Ave.
Portland, OR 97214

From: Tim Davis <pdxfan@gmail.com>
Sent: Monday, January 22, 2018 10:16 PM
To: Council Clerk – Testimony
Subject: Strong support for Agenda Item 68: Parking Toolkit and Parking Permit Pilots

Dear Commissioner Saltzman, PBOT and everyone,

This is great news! It's years overdue, but I'm just happy and super relieved that we're finally **starting** to implement a little bit of parking reform! Please, please approve the "Parking Toolkit" designed by the Centers & Corridors committee!

Efficient land use and a great public transit system (and a vibrant, walkable city in which locally based businesses are strongly supported) **starts** with correct parking policy. For literally **100 years** the City has literally **encouraged** people to drive to work and park for free at home and at work. This has created a horribly car-clogged city and unbelievably inefficient land use. The only life along our entire waterfront is Canadian geese.

Let's create a MUCH more climate-change-resistant city and one that's actually attractive to people who aren't driving everywhere for everything. When a city plans for cars and traffic, that is ALL it gets. And it benefits NO ONE, including those who solely drive!

It's 2018. We **must** institute real parking reform. This Parking Toolkit is a very tiny but necessary step in the right direction. :)

Thank you so much,
Tim Davis

Moore-Love, Karla

From: Deanna Hunt <caban4me@aol.com>
Sent: Monday, January 22, 2018 2:19 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilot

Greetings!

I live in the Sullivan's Gulch neighborhood and we are having a terrible time with parking and traffic issues. We have a lot of construction traffic and construction parking throughout our neighborhood. This creates significant problems for people in the neighborhood who do not have parking available on their property and is a navigation hazard for those of us fortunate to have driveways. We have narrow streets and large trucks parked on both sides of the streets making them impassable for the likes of Fedex, UPS, and the waste/recycling trucks. (Let's hope no one needs a fire truck or ambulance during an emergency!) At times, parkers overlap my driveway on both sides, and park across the driveway across the street, making it VERY difficult to pull out of my property

Parking not taken by construction is often used by commuters to downtown and people working at businesses such as HPP or the shops on NE Weidler and NE Broadway. Due to all of the construction and frequent road blockages on NE 17th, 21st, and Multnomah, commute traffic races along 19th, and cross streets like Clackamas, and Wasco, as they attempted to get around the blockages. Basic safety of pedestrians/bikers and fear of damaged cars (such as mirrors torn off) is a constant concern for residents who have not choice other than parking on the street.

It is time for the City of Portland to take action on these parking and traffic issues! The quality of life is deteriorating in the Inner Neighborhoods of Portland. The situation can only get worse as the building boom continues and the population density increases.

Please implement Agenda Item 68 "Parking Toolkit and Parking Permit", and any other traffic flow/traffic control/traffic enforcement methods at your disposal, to alleviate this situation. Portland's future livability depends, in part, on solving this problem.

I am rooting for your success!

Deanna Hunt

From: Garlynn Woodsong <landuse@concordiapdx.org>
Sent: Monday, January 22, 2018 8:59 AM
To: Council Clerk – Testimony
Cc: CNA Chair; Ben Earle
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilots
Attachments: CNA_Parking_Letter_June_2017-signed.pdf

Dear Portland City Council Members,

We're writing to you to encourage you to pass the Parking Toolkit. We have been anxiously awaiting the arrival of the new tools in the toolkit, to enable us to manage the parking pressures that are building in our neighborhood as more buildings arrive with little or no off-street parking, even as restaurants and other destinations continue to proliferate and draw customers who drive in from elsewhere. We want to ensure that a plentiful supply of on-street parking will remain for those who need it, while also not allowing folks to waste on-street parking spaces for storage of vehicles that they rarely if ever use, just because it's free and they can.

See attached for the letter that we sent on this issue during the summer of 2017.

We look forward to continuing to work closely with you on this issue.

Sincerely yours,
~Garlynn Woodsong
Land Use & Transportation Committee Chair
Concordia Neighborhood Association



Concordia Neighborhood Association
P.O. Box 11194
Portland, OR 97211
landuse@concordiapdx.org

Re: On-Street Parking Reform

June 21st, 2017

Portland City Council
1221 SW 4th Avenue
Portland, OR 97204

Mayor Ted Wheeler, mayorwheeler@portlandoregon.gov
Commissioner Chloe Eudaly chloe@PortlandOregon.gov
Commissioner Amanda Fritz, amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov

Dear Council Members,

Most Portlanders who live in single-family homes are long accustomed to parking their car(s) on the street in front of their house, for free. As our city continues to grow and evolve, however, the ability to continue to do so is changing, especially in our more popular neighborhoods, such as Concordia.

Residents living near popular restaurant and retail clusters, such as Fox Chase at 30th & Killingsworth, or Alberta Street west of 30th Ave in Concordia, know they will be competing with visitors for on-street parking spaces during popular meal hours as well as special events, such as Last Thursday.

New infill development is steadily increasing pressure on the supply of on-street parking spaces, as with the new 30-unit building at Fox Chase Corner for which no off-street parking is required (per current city code).

These pressures have been recognized by Portland Bureau of Transportation (PBOT) staff, who have been working behind the scenes for years to develop policy solutions. In 2015, PBOT launched the Citywide Parking Strategy, which was built around the concept of Performance-Based Parking Management (PBPM). City Council approved development of a PBPM program on April 13, 2016.

The goal was to provide tools to allow commercial areas and adjacent neighborhoods to manage their growth to

promote both economic development and livability. This program would have included variable parking pricing for commercial centers and corridors, as well as a new companion parking permit program available for use by adjacent residential areas.

These tools were designed to be used in sequence so that as areas grow, PBOT could work with the public to address parking needs in a way that deploys the tools in a logical sequence, using simpler solutions first before implementing, if at all, the more involved systems of permits and paid parking.

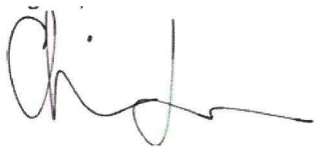
The Concordia Neighborhood Association (CNA) Land Use and Transportation Committee (LUTC) had recently opened a dialogue with PBOT staff on how to begin deploying the parking toolbox to help Concordia deal with our increasing parking challenges.

Unfortunately, at its meeting on December 15, 2016, Portland's City Council unexpectedly declined to adopt these proposals into policy.

So now, without an adopted set of parking policies to help us cope with the growing demands on our limited on-street parking supply, the CNA is left without any good options to manage the looming parking crisis in our neighborhood. We thus urge the current City Council to adopt the parking policy reforms that were punted on by the previous City Council, so as to provide Portland's neighborhood with a toolbox of parking policies to allow us to manage the increasing pressure on our on-street parking supply in a responsible and well-thought-out manner.

The failure of the previous City Council to address the city's parking challenges has not erased the need to do so; we urge the current City Council to rectify the situation by taking action now to adopt the package of parking policy reforms that has already been developed by PBOT staff.

Signed,



Chris Lopez
Chair, Board of Directors

Concordia Neighborhood Association
P.O. Box 11194
Portland, OR 97211
chair@concordiapdx.org

cc: Leah Treat, leah.treat@portlandoregon.gov

Moore-Love, Karla

From: Alan Kessler <ak@alankesslerlaw.com>
Sent: Sunday, January 21, 2018 8:53 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilot

Dear Mayor and Commissioners:

It is long past time for a parking toolkit. While serving on the boards of the Richmond Neighborhood Association and Southeast Uplift, I heard how my neighbors feel about development in Portland. By far the biggest anxiety about new development is around parking.

If we are going to support dense, compact, walkable, ecologically sustainable neighborhoods, we need to tackle the parking problem sooner rather than later.

Charging for curb parking, either through a permit program or through metering, is the only way to make parking a consistent and reliable experience, rather than a source of anxiety and dread.

Please give our neighborhoods the tools they need to manage their parking resources.

Sincerely yours,
Alan Kessler

Alan L. Kessler
805 SW Broadway STE 1580 Portland, OR 97205
(503) 860 1020

Moore-Love, Karla

From: Doug K <dougurb@gmail.com>
Sent: Sunday, January 21, 2018 6:51 PM
To: Council Clerk – Testimony
Subject: Parking Tool Kit and Permit Pilots

Doug Klotz
1908 SE 35th Pl
Portland, OR 97214

Jan. 21, 2018

Re: Jan. 24 Agenda Item 68: Parking Tool Kit and Parking Permit Pilot programs

Mayor Wheeler and Commissioners:

I support the adoption of the Parking Tool Kit, and urge you to move forward to allowing neighborhoods to form Parking Permit districts. 8 neighborhoods have written to you asking to be allowed to do this, including Richmond, where I live. It is time to release this Tool Kit, and watch as neighborhood districts form, and residents discuss and form their districts.

Parking Permits are a positive step to address the parking problems plaguing the areas near commercial streets in many neighborhood. They will encourage the more efficient use of the existing on-street parking, and rationalize the use of this valuable asset that is owned by the city.

Thank you.



Doug Klotz

Moore-Love, Karla

From: EJ Finneran <ej.finneran@gmail.com>
Sent: Sunday, January 21, 2018 3:18 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilot

I'm writing in support of agenda item 68. It is best approach we have to manage our on-street parking and is long overdue.

Thank you!
E.J. Finneran
801 NE 53rd

Moore-Love, Karla

From: Aaron Brown <aaronmbrown503@gmail.com>
Sent: Sunday, January 21, 2018 1:21 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68

I have lived in North Portland's Boise neighborhood for seven years, and last summer I purchased a car. Finding parking on my block is occasionally difficult, and it's inevitably going to get worse as my neighborhood continues to densify. I'd gladly spend a couple bucks for a parking permit that allowed me the opportunity to be more certain to find parking near my house and also encourage more folks traveling to the nearby destinations on N Mississippi and Williams to consider bus, biking, walking.

I ask that you please move forward with the recommendations and requests put forth by Portlanders for Parking Reform and allow neighborhoods more cost-effective, proven tools to address car parking shortages.

--

Aaron Brown
503 830 8577
www.amb.fyi

Moore-Love, Karla

From: craig harlow <craigrharlow@gmail.com>
Sent: Sunday, January 21, 2018 11:17 AM
To: Council Clerk – Testimony
Cc: craigrharlow@gmail.com
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilots

City Councilpersons,

Thank you for taking this item up. Please please please don't delay any further in implementing parking permit programs in our city. We need all of the smart, forward-looking tool available in our toolkit for long-range management of the tightly interwoven matters of parking, transportation, housing cost, and overall liveability in the central city.

Putting a price on the parking privilege provides a manageable incentive for parking users to use more or less of this shared commodity, and reduces the cost-burden on those who use this severely limited resource less than others or not at all.

It's way past time to do this. We as a city are way behind the ball on containing housing and transportation costs, and it's the lower-earning individuals and families who are worst affected and being driven out of the city. This is a rational no-brainer--and although it's politically a tricky issue, it's just too too late anymore to over-cater to the political concerns that have restrained intelligent, informed, and progressive planning in these areas. Get with it!

Thanks very much,

Craig Harlow
craigrharlow@gmail.com
503-314-8040
6337 N. Curtis Ave.
Arbor Lodge neighborhood in North Portland

Moore-Love, Karla

From: Brad Biddle <brad.biddle@gmail.com>
Sent: Sunday, January 21, 2018 11:10 AM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilots - support adoption

Improving parking policy is critically important, and long overdue. As a homeowner in the King neighborhood, I support the adoption of the referenced framework.

--Brad

Brad Biddle
4705 NE 13th Ave
Portland, OR 97211

Moore-Love, Karla

From: Annie Meyer <anniemeyerartwork@gmail.com>
Sent: Saturday, January 20, 2018 11:02 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilot

Dear City Council:

I don't think SE Portland needs the parking restrictions that NW portland needs. We need to spend less money , and less government tape, not more hassle and more expensive for Portland residents. I hate to say it, but the people pushing these reforms are not car owners, they are bikers.

Please focus your attention to more glaring problems- like HOUSING for all the HOMELESS people in Portland.

Thank you!

Annie Meyer
2019 SE Cypress
Portland, OR 97214

From: Monique Gaskins <moniqueg2002@gmail.com>
Sent: Saturday, January 20, 2018 2:55 PM
To: Council Clerk – Testimony
Subject: Please Accept Agenda Item 68: Parking Toolkit and Parking Permit Pilots

Hello City Council,

I live in the Eliot Neighborhood in NE Portland, and I ask that you please pass the parking toolkit. We need parking permits badly in our neighborhood, and this toolkit will make it much easier to create a new parking district.

It'd be great to have our neighborhood be a partner with PBOT in piloting new parking districts too. They could help us meet our needs and assist with implementation.

Thanks so much for your time!

Monique Gaskins
2301 NE Rodney Ave
Portland, OR 97212

Moore-Love, Karla

From: Blake Goud <blake.goud@gmail.com>
Sent: Saturday, January 20, 2018 2:24 PM
To: Council Clerk – Testimony
Subject: Agenda Item 68: Parking Toolkit and Parking Permit Pilots

Hi,

This is a long overdue policy change and I am very excited to see Portland finally moving towards better parking policy! In addition to being the most effective way to manage a scarce resource, it will be impossible to promote equitable access if there is not revenue to support lower-income people who work shifts that don't overlap with the bus schedule, or who would not need a car if they could get reduced cost access to transit or bike share.

Blake Goud
N Portland resident