

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

NAME (PRINT)

ADDRESS AND ZIP CODE *(Optional)*Email *(Optional)*

✓ TERRY PARKER		parker2012@gmail.com

Subject: Testimony to the Portland City Council related charging for parking on city streets, July 25, 2018.

Do you remember the fuel shortage in the 1970's? That was manipulation by big oil. How about Enron and how they manipulated the power grid to increase electricity rates? Now we have PBOT and the City of Portland artificially creating congestion with road diets along with instigating a parking shortage by not requiring adequate off-street parking with new development. Converting on-street parking to bike lanes expands the shortage. And now the ploy: charging residents for on-street parking due to a shortage instigated by the city.

Per TriMet's latest survey; congestion, road maintenance and the need to increase motor vehicle capacity was among the top priorities not directly related to transit. Where is the government support?

Even though the City has a huge fleet of passenger vehicles that are commonly driven as single occupancy vehicles (or in the case of elected officials chauffeured); over the last couple of decades both PBOT and Metro have developed an exceedingly evident car hater mindset. Portland now has a street and highway system that is deficient of motor vehicle capacity.

Instead of making more room for cars to accommodate unrestrained population growth and supporting the nearly ten percent of jobs that are tied to the automobile; the city has been tinkering with social engineering and attempting to discriminately "dictate" how people travel. All combined, it is creating more mass congestion and parking issues.

Making use of gas tax dollars from the Federal Highway Trust Fund, it is the people that drive in this artificially contrived congestion that pay the largest chunk of funding for mass transit. Transit fares barely cover 25% of the operating costs. Likewise, it is the people that drive and pay the gas tax dollars which also fund the "privilege" of having the specialized bicycle infrastructure that bicyclists utilize while paying no user fees. You can't help but notice, it is always those same freeloaders that show up to support charging the drivers even more.

Due to creating the most demand, and to establish equity if curb space is treated as a commodity and a permit system is expanded or adopted; any residents without off-street parking options must be charged significantly higher fees than residents that have driveways or off-street parking. Equity and justice would also require value pricing be assessed on bicyclists where bike lanes occupy curb space has reduced or eliminated parking. Likewise, transit riders must also be assessed when bus lanes and/or transit stops occupy the curb space and reduce or eliminate parking.

Where as motorists already pay for the streets curb to curb with gas taxes and other motor vehicle fees, curb space should not be privatized and/or treated as a fee based commodity space for parking.

Respectively submitted,

Terry Parker
Northeast Portland

**Building a way out of a housing crisis
and building a way out of congestion
have a lot in common.
They also support each other!**

An example of a demand management permit fee structure applied by seniority if curb space is treated as a commodity.

Teir 1: All Residents in existing and older single family homes, duplexes, triplexes, quad-plexes & garden court apartments (all with or without driveways) must have seniority with no fees.

Teir 2: All Residents in new single family homes, duplexes, triplexes, or quad-plexes with at least one off-street parking place for each unit are second in line with the lowest fee.

Teir 3: All residents in new single family homes & multi-family developments without or inadequate off-street parking & business employee parking -all creating the most demand - would be last in line paying the highest fees.

From: Rob Mumford
To: [Council Clerk – Testimony](#)
Subject: Performance-based Parking Management – Support
Date: Tuesday, July 24, 2018 12:23:53 PM

Dear City Council,

I'm writing in support of Performance-based Parking Management.

I'm hoping the City will support this too. It can be a tool in our toolbox to use in what I hope to see us prioritizing transit above other modes via enhanced transit corridors and bus/freight only lanes.

Thank you for your time.

Rob Mumford
Inner Southeast

From: Morgan Palmer
To: [Council Clerk – Testimony](#)
Subject: Agenda Item 652: Parking Management Manual
Date: Tuesday, July 24, 2018 8:24:47 PM

Dear Portland City Council:

I am writing to you to voice my support for adopting the 'Performance Based Parking Management Manual' at your July 25, 2018 meeting. I believe that this Manual gives PBOT the tools to more effectively manage parking in our neighborhoods and commercial areas and increase the economic vitality of our city. In my reading of the Manual, it does several things that will be beneficial to my neighborhood of Northwest Portland and the city as a whole:

- * Variable pricing that is dynamic to encourage efficient use of available curbside parking spaces
- * Creates Event Districts to better manage parking in these busy areas and will potentially encourage other forms of transportation to get to these events
- * Identifies additional priorities for spending the net meter revenues to improve the livability and vitality of the commercial areas
- * Supports our vision for the city laid out in the 2035 Comprehensive Plan

Please consider this Manual as a key component in our toolbox to support our efforts to improve the livability of our city and resiliency of our businesses.

Sincerely,
Morgan Palmer
Resident of Slabtown/Northwest 97209

From: Tony Jordan
To: [Council Clerk – Testimony](#)
Subject: Performance-based Parking Management
Date: Tuesday, July 24, 2018 4:36:55 PM

Dear Commissioners,

I am writing in support of the Performance-based Parking Management Manual and the ordinances which implement data-driven parking pricing and event districts.

These policies have been under development for several years, they have been considered by multiple committees made up of subject experts and community representatives. The policies proposed are considered industry best practices and are implemented in cities across the nation.

Is our current policy working? I would say not. People drive in circles in the city center core, looking for an open spot, in part, because the on-street parking in that area is in high demand, but underpriced. Meanwhile, blocks away there are open spaces, but why would a rational driver choose to pay the same price for a bad spot as they could pay for a prime spot?

With performance-based pricing, a visitor to downtown will be able to choose to save money by parking in a garage or in a less convenient place. Similarly they will be able to choose to prioritize their convenience and time by paying for a stall in a high-demand area.

Ultimately, the additional costs of parking in a high-demand area will be small compared to the cost of vehicle ownership, maintenance, and operation, but price differentiation has been shown to work to shift parking utilization, similar to any other finite resource.

In order for our city to have an equitable and sustainable transportation and housing system, we must continue to move forward on multiple fronts. This policy goes hand-in-hand with enhanced transit corridors, residential infill, and subsidized public housing. It is part of a holistic approach to making the city more accessible and safe for all Portlanders.

I urge you to approve these policies.

Sincerely,
Tony Jordan
4540 SE Yamhill St.
971.207.1348

From: Paul Leitman
To: [Council Clerk – Testimony](#)
Subject: Parking Management Manual
Date: Tuesday, July 24, 2018 7:15:18 PM

Mayor Wheeler and City Council:

I support the approval of the Performance Based Parking Management Manual (PBPM) and adopting an ordinance to implement the Parking Pricing and Event District Management. It is great to see our city make a smart, well-informed, data-driven approach to managing the Central City's parking supply. Adjusting the price of parking based on observed demand is an effective strategy to ensure parking is managed well. It is also encouraging to see recommendations for the development of new parking districts, and to keep revenue generated from meters in their district.

I support data-driven parking management for a safer, cleaner and more prosperous city. And therefore I support the PBPM. Please adopt this Manual.

Thank you,
Paul Leitman
1024 NE 75th Ave

From: Morgan Palmer
To: [Council Clerk – Testimony](#)
Subject: I Support Performance-based Parking Management
Date: Tuesday, July 24, 2018 8:22:45 PM

Dear Portland City Council:

I am writing to you to voice my support for adopting the 'Performance Based Parking Management Manual' at your July 25, 2018 meeting. I believe that this Manual gives PBOT the tools to more effectively manage parking in our neighborhoods and commercial areas and increase the economic vitality of our city. In my reading of the Manual, it does several things that will be beneficial to my neighborhood of Northwest Portland and the city as a whole:

- * Variable pricing that is dynamic to encourage efficient use of available curbside parking spaces
- * Creates Event Districts to better manage parking in these busy areas and will potentially encourage other forms of transportation to get to these events
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- * Supports our vision for the city laid out in the 2035 Comprehensive Plan

Please consider this Manual as a key component in our toolbox to support our efforts to improve the livability of our city and resiliency of our businesses.

Sincerely,
Morgan Palmer
Resident of Slabtown/Northwest 97209

Parsons, Susan

From: Monique Gaskins <moniqueg2002@gmail.com>
Sent: Tuesday, July 24, 2018 7:52 AM
To: Council Clerk – Testimony
Subject: Please Adopt Performance-Based Parking Management

Hello City Council,

Please adopt Performance-based Parking Management. This is a great opportunity to use data rather than politics or bureaucracy to set car parking prices.

It'll result in a more efficient allocation of car parking spots, help businesses both where parking is under or over priced, and it'll show that Portland can be a leader with setting good, data-driven policy.

Thanks so much for your time and vote!

Monique Gaskins, 97212

Parsons, Susan

From: Ovid Boyd <ovid@metamorphica.net>
Sent: Monday, July 23, 2018 11:02 PM
To: Council Clerk – Testimony
Subject: Performance-based Parking Management

Hello Portland City Council,

I just want to let you know that I'd be really proud of Portland if you all adopted performance-based parking.

A lot of our goals around making Portland a livable, excellent place for people to enjoy often come down to reducing driving. Less people get killed the less driving there is, it's easier to walk, bike and use transit if there's fewer cars, and our streets become more for humans and less for machines.

This might seem like a small policy, but it means two very important things in my mind:

- 1) Driving is a little less subsidized in high demand locations, which means it is little less the automatic thing to do, and maybe people will consider some other way to get around
- 2) Cars don't need to circle around as much looking for a spot to park, because the spots are priced so that there'll be one available. I suspect quite a lot of traffic in the city center is "people looking for spots".

Also, there's a selfish desire here, but one that is broadly beneficial. I don't drive a lot, but when I do it's often to pack up a car for a camping trip or something. I live on SW Columbia St, and this particular stretch is popular because the block is full of apartments. Sometimes I have to park a block or two away, which is a pain for an activity like loading a car. This policy will mean I'm more likely to find a spot right at my house for quick loading/unloading, but still allow me to save money by parking a few blocks away if I'm just storing a car for longer. So please make my camping trips easier!

Thank you,

Ovid Boyd

1104 SW Columbia St #105
Portland, OR 97201
ovid@metamorphica.net
+1 (541) 791-Ovid

Parsons, Susan

From: Doug K <dougurb@gmail.com>
Sent: Monday, July 23, 2018 10:53 PM
To: Council Clerk – Testimony
Subject: Performance-Based Parking Management

Mayor Wheeler and Council members:

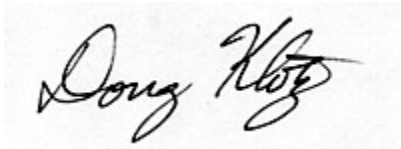
I support the data-driven approach to parking management that is proposed in the three resolutions before you on Wednesday, July 25, Numbers 805, 806, and 807.

The Performance-based Parking Management Manual will be a useful tool in pricing on-street and off-street parking so the value of a spot is accurately reflected in it's pricing. And, the policy will in fact result in lower prices at many times and locations. Even where higher prices might be expected, the off-street parking garages offer lower rates nearby.

I also support items 806 and 807.

This is an equitable and progressive policy that will better manage our streets and public spaces. It's time to get politics out of parking prices, and use a data-driven approach.

Thank you.



Doug Klotz
1908 SE 35th Pl.
Portland, OR 97214

Exhibit A	Exhibit B
805 TIME CERTAIN: 2:45 PM – Adopt the Performance-based Parking Management Manual to establish guidelines for the Bureau of Transportation to manage public parking in the City (Resolution introduced by Commissioner Saltzman) 1 hour requested for items 805, 806 and 807 Exhibit A	
806 Rescind Resolution No. 35486, TRN-3.102 and adopt new parking meter district policy to better manage parking in the City (Ordinance introduced by Commissioner Saltzman; rescind Resolution No. 35486 and TRN-3.102)	
807 Adopt new Parking Pricing and Event District Policy as outlined in the Parking Management Manual to establish guidelines for managing public parking in the City (Ordinance introduced by Commissioner Saltzman) Exhibit A	

Parsons, Susan

From: Iain Mackenzie <i.f.mackenzie@gmail.com>
Sent: Monday, July 23, 2018 5:51 PM
To: Council Clerk – Testimony
Subject: Performance-based Parking Management

I am writing in support of agenda items 805, 806 and 807, which will implement Performance-based Parking in Portland. It's time for Portland to modernize the way it manages parking, by using a data driven approach that is today considered best practice.

Regards,

Iain MacKenzie

Parsons, Susan

From: Robert Hemphill <hemphill.robertm@gmail.com>
Sent: Monday, July 23, 2018 2:34 PM
To: Council Clerk – Testimony
Subject: Performance-based Parking Management

Hello,

I support using a data-driven approach to parking management and support the testimony provided by Portlanders for Parking Reform. As a regular biker, I support using data-driven pricing to end the endless circling the blocks by cars. As a driver, I support knowing that a parking garage will be the first choice to go when heading somewhere downtown.

Best,
Robert Hemphill
77 NE Graham St
Portland, OR 97212

--

Robert Hemphill
hemphill.robertm@gmail.com
971-706-3306

Parsons, Susan

From: Allan Rudwick <arudwick@gmail.com>
Sent: Monday, July 23, 2018 1:35 PM
To: Council Clerk – Testimony
Subject: Performance-based Parking Management

To Whom it may concern-

please pass the performance-based parking management scheme. As someone who pays regularly I am fully supportive of adding intelligence to the system.

This is a common sense solution to an aggravating problem - it will make curbside parking easier and more useful.

Thanks
Allan Rudwick
228 NE Morris St

--

Allan Rudwick
(503) 703-3910

Parsons, Susan

From: Aaron Brown <aaronmbrown503@gmail.com>
Sent: Monday, July 23, 2018 1:20 PM
To: Council Clerk – Testimony
Subject: Performance-based Parking Management

My name is Aaron Brown, and I live at 8016 N Ivanhoe in the St Johns neighborhood. I fully support Portland's adoption of aggressive, performance-based parking management policies, as recommended by the Portlanders for Parking Reform organization. Having recently moved from the central core to St Johns, I think that policies that encourage a higher turnover of auto parking spots (and that direct any revenue raised towards transit, bike and pedestrian improvements) would make it much easier for me to get downtown when I need to for professional or recreational purposes. I'm gladly willing to spend an extra couple bucks on a parking space that I can count on being available if I happen to need to drive, and I'm happy that our existing space for automobile storage can harness market forces to use these spaces more efficiently so we can avoid paving over the amenities that make Portland's downtown so compelling and desirable. This is a policy move directly in line with all of the city's climate, public health, and mode split goals and initiatives.

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Aaron Brown
503 830 8577
www.amb.fyi

Parsons, Susan

From: Scott Collinsworth <scott14840@yahoo.com>
Sent: Monday, July 23, 2018 11:58 AM
To: Council Clerk – Testimony
Subject: Parking

Please do not consider pricing out people for parking. This city has got very expensive to live in and punishing people for parking is not the way to go.

Thank you

[Sent from Yahoo Mail on Android](#)

Parsons, Susan

From: Adrienne Leverette <adyleverette@gmail.com>
Sent: Monday, July 23, 2018 10:52 AM
To: Council Clerk – Testimony
Subject: performance-based parking pricing

Dear Sirs and Madams,

I am writing to urge the city to implement performance-based parking management.

Performance-based Parking Management is just one of many strategic policies the city can use to reduce traffic, save people time, and encourage other modes. The most promising option for a sustainable and equitable solution to Portland's transportation problems is to prioritize transit above other modes via enhanced transit corridors and bus/freight only lanes.

It's time to apply simple market economics to on-street parking.

Sincerely,
Adrienne Leverette

Parsons, Susan

From: Curt Gardner <gardner.curt@gmail.com>
Sent: Monday, July 23, 2018 10:49 AM
To: Council Clerk – Testimony
Subject: Performance-based Parking Management

I am writing in support of passage of the Performance-based Parking Management policy - I believe a data-driven approach to parking prices on the streets is the right move.

Curt Gardner
3302 SE Alder St
Portland, OR

Parsons, Susan

From: Blake Goud <blake.goud@gmail.com>
Sent: Monday, July 23, 2018 10:45 AM
To: Council Clerk – Testimony
Subject: Testimony on Performance-based Parking Management

Mayor Wheeler and Commissioners Fish, Saltzman, Eudaly and Fritz:

The use of market-based methods to match available parking supply to demand, as outlined in the latest version of the resolution, is just what we need to help increase traffic to small businesses (those that have to rely on people who drive). It will do so by allowing people who can walk a bit further to pay less to park.

There is a need to address equity concerns for people who work at times that overlap with parking meter hours but we cannot allow equity to be used as a delaying tactic to help the well-off protect subsidies for cheaper parking in high demand areas. The amended resolution and ordinance provides a good way to provide an equitable solution without requiring costly and unproductive political decisions on what to charge when and where. Please vote to approve this resolution and ordinance today.

Blake Goud
N Portland resident & downtown Portland small-business owner

Parsons, Susan

From: Leon Porter <leonporter@yahoo.com>
Sent: Monday, July 23, 2018 10:08 AM
To: Council Clerk – Testimony
Subject: Please adopt Performance-based Parking Management

Dear Portland City Commissioners,

I strongly support Commissioner Saltzman's proposed resolutions to adopt performance-based parking management as outlined in the Parking Management Manual.

The city's preliminary data suggests that performance-based parking management will NOT raise the overall price of parking downtown. In fact, it will probably lower rates in many parts of the central city. Therefore, it will not make downtown less accessible to low-income motorists. In fact, it will make downtown more accessible for everyone by ensuring that people who urgently need to park on a specific block in a high-demand area can find parking spaces there, while people who want to save money can find less expensive spaces just a few blocks away in areas of lower demand.

Best wishes,
Leon Porter
1822 NE Wasco St.
Portland OR 97232

Parsons, Susan

From: Brad Baker <bradmbak@gmail.com>
Sent: Monday, July 23, 2018 9:30 AM
To: Council Clerk – Testimony
Subject: Please Adopt Performance-based Parking Management

Hello City Council,

Please adopt Performance-based Parking Management. This is a great opportunity to use data rather than politics or bureaucracy to set car parking prices.

It'll result in a more efficient allocation of car parking spots, help businesses both where parking is under or over priced, and it'll show that Portland can be a leader with setting good, data-driven policy.

Thanks so much for your time and vote!

Brad Baker
2301 NE Rodney Ave, 97212

Parsons, Susan

From: Stephen Judkins <stephen.judkins@gmail.com>
Sent: Sunday, July 22, 2018 10:50 PM
To: Council Clerk – Testimony
Subject: Performance-based parking management

Hi there,

I'd like to express my strong support for a performance-based parking management program, where street parking rates are set based on demand instead of by set fees city- or neighborhood-wide. This is a wise choice that will make sure local businesses in areas with parking shortages have more street access for the people who really need it, and areas with a parking surplus should see lower rates so more people have access to it.

Given that Trimet provides excellent service to downtown during business hours--and performance-based pricing would make on-street parking cheaper during times it doesn't--I think that the net effect of this policy could be very positive for lower-income commuters.

Thanks,
Stephen Judkins
416 N Beech
Portland, OR 97227