

Portland's Northwest District Parking Plan



Project Goals and Objectives

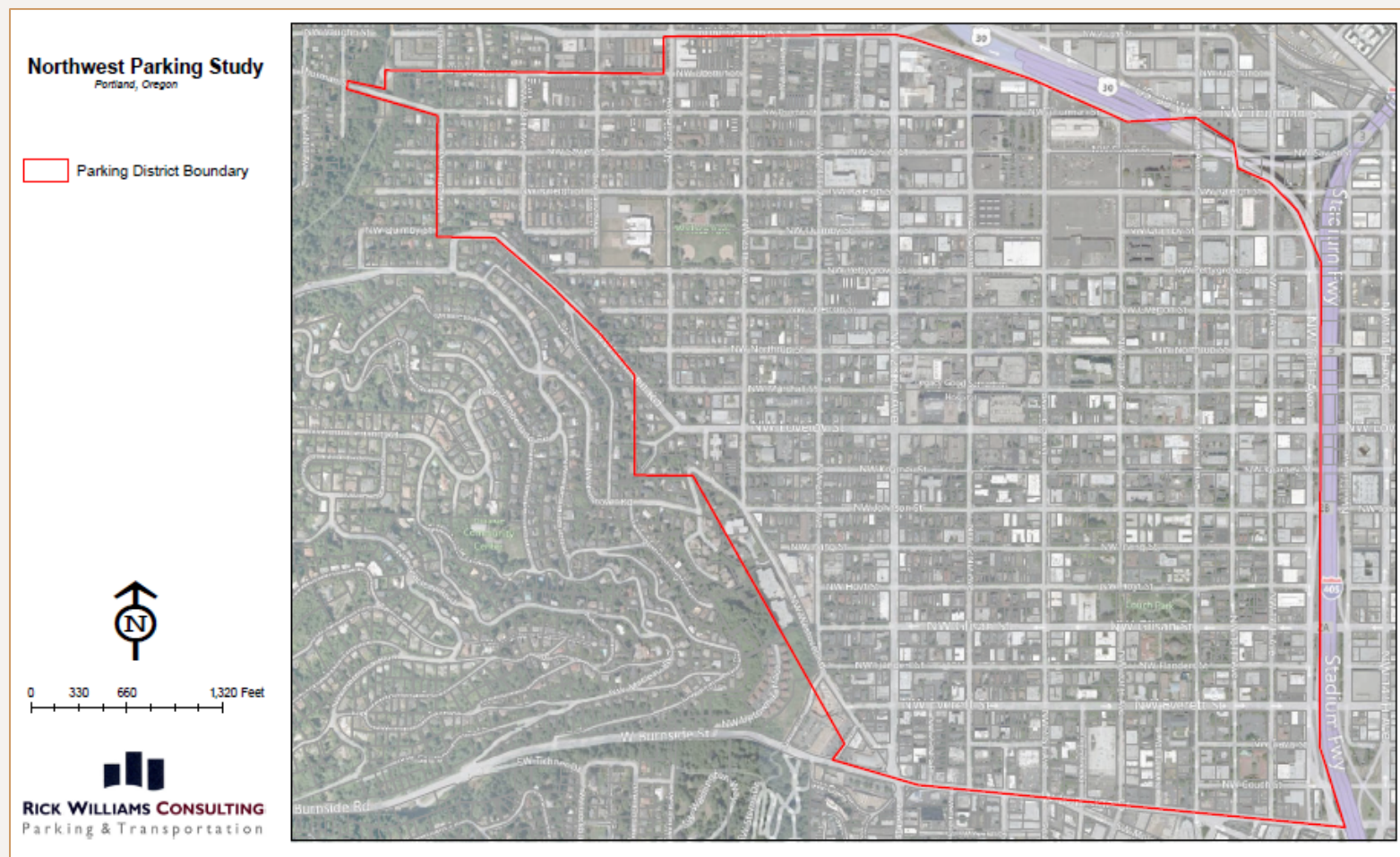
From Council Resolution – Adopted October 21, 2009

- Better manage on-street supply for residents, businesses and visitors through creation of a “pay-to-park” district.
- Tailor time limits to encourage turnover, discourage commuter and PGE Park (now Jeld Wen) parking where appropriate.
- Create a permit program that exempts residents and a certain number of employees from the “pay-to-park” limits – encouraging non-Single Occupant Vehicle (SOV) modes.
- Establish a Transportation & Parking Management Association
- Develop a parking revenue allocation plan

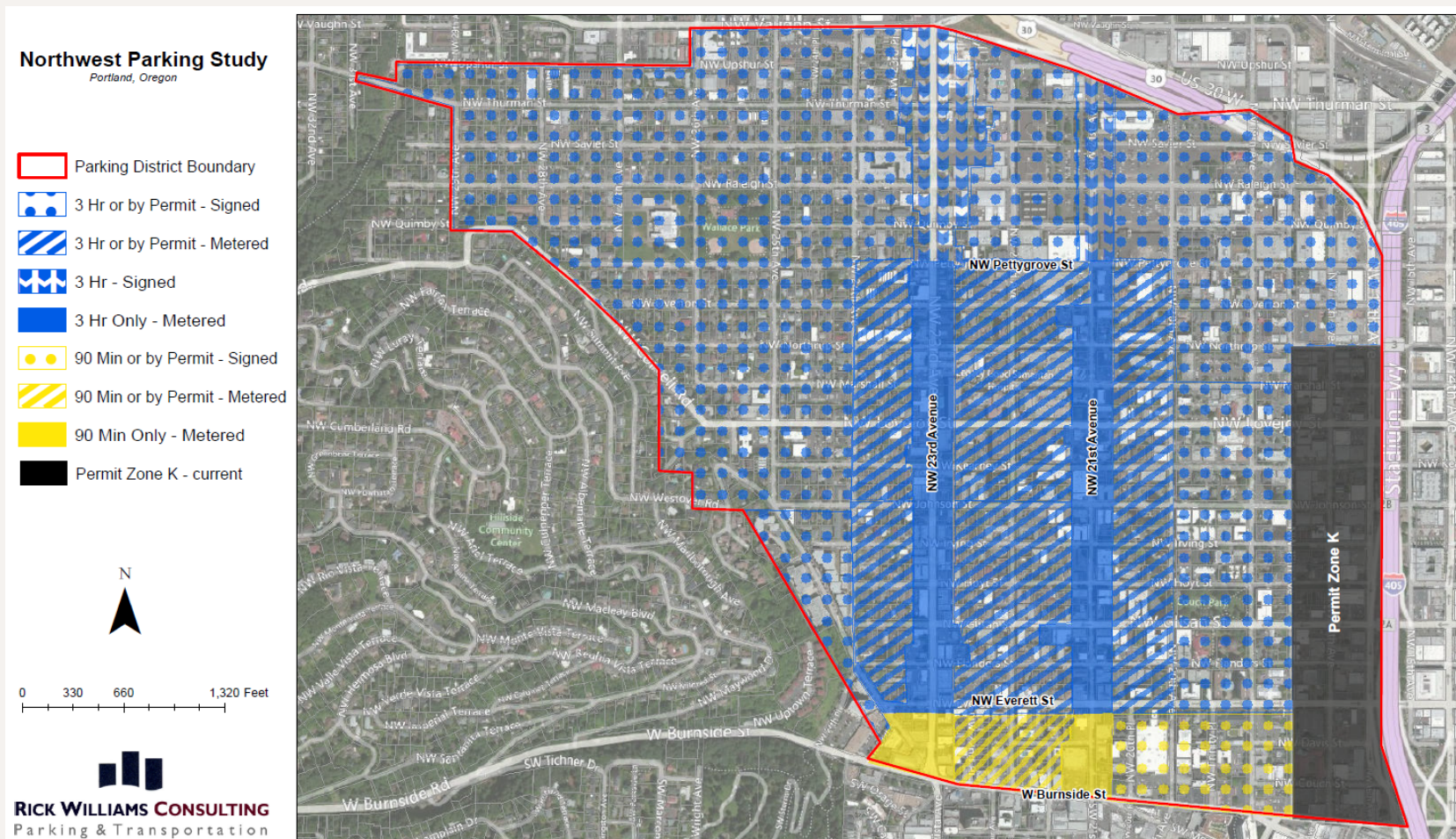
Parking Program Elements

- Establishment of Parking Management Plan Permit and Meter District
- Parking format details, time stays and permit areas
- Hours of operation
- Meters and Pricing
- Permit Program
- Off-street Parking
- Event day management
- Transportation and Parking Management Association Formation
- Revenue Allocation – Framework

Recommended Parking Management Plan Permit and Meter District



Recommended format for time stays, metered and permit areas



HOURS OF OPERATION - ENFORCEMENT

| Recommended Approach |
|--|
| <ul style="list-style-type: none">• 9 AM – 7 PM (Monday – Saturday).• Extended enforcement on event days.• No meter fee or enforcement on Sunday (enforcement on game days). |

METERS & PRICING

Recommended Approach

- Pay Stations
 - Pay & Display
 - \$1.60 per hour
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- Pay Stations and Pay & Display is standard to downtown, Pearl and Lloyd.
 - Pricing reflects current downtown/Pearl meter rates.

PERMITS

Recommended Approach

- **Residents** - All residential vehicle owners within the program boundaries will be eligible for permits.
- **Businesses** - 85% of full time employees are eligible for permits. (Current employee drive alone rate is 84%).
- **Zone K** – remains unchanged.
- **Good Sam** - employees remain limited to parking within the designated Good Sam campus growth boundary.

USE & PRICE OF PERMITS

Recommended Approach

RESIDENTIAL

- Permits not allowed on NW 21st/23rd during enforcement hours.
- \$60 per year (effective 7/1/2012)
- \$60 for each additional permit
- Resident Guest permits available (10 coupons for \$10 a book).
- Recommend limit on books sold to preclude sales to unauthorized users.

USE & PRICE OF PERMITS (cont.)

Recommended Approach

BUSINESSES

- 85% of a business' FTE eligible for a permit.
- \$60 per year (effective 7/1/2012)
- Businesses with multiple sites in the district can aggregate business permits to maximize 85% allocation.
- Daily passes for volunteers available for non-profits/schools.

OFF-STREET PARKING

Recommended Approach

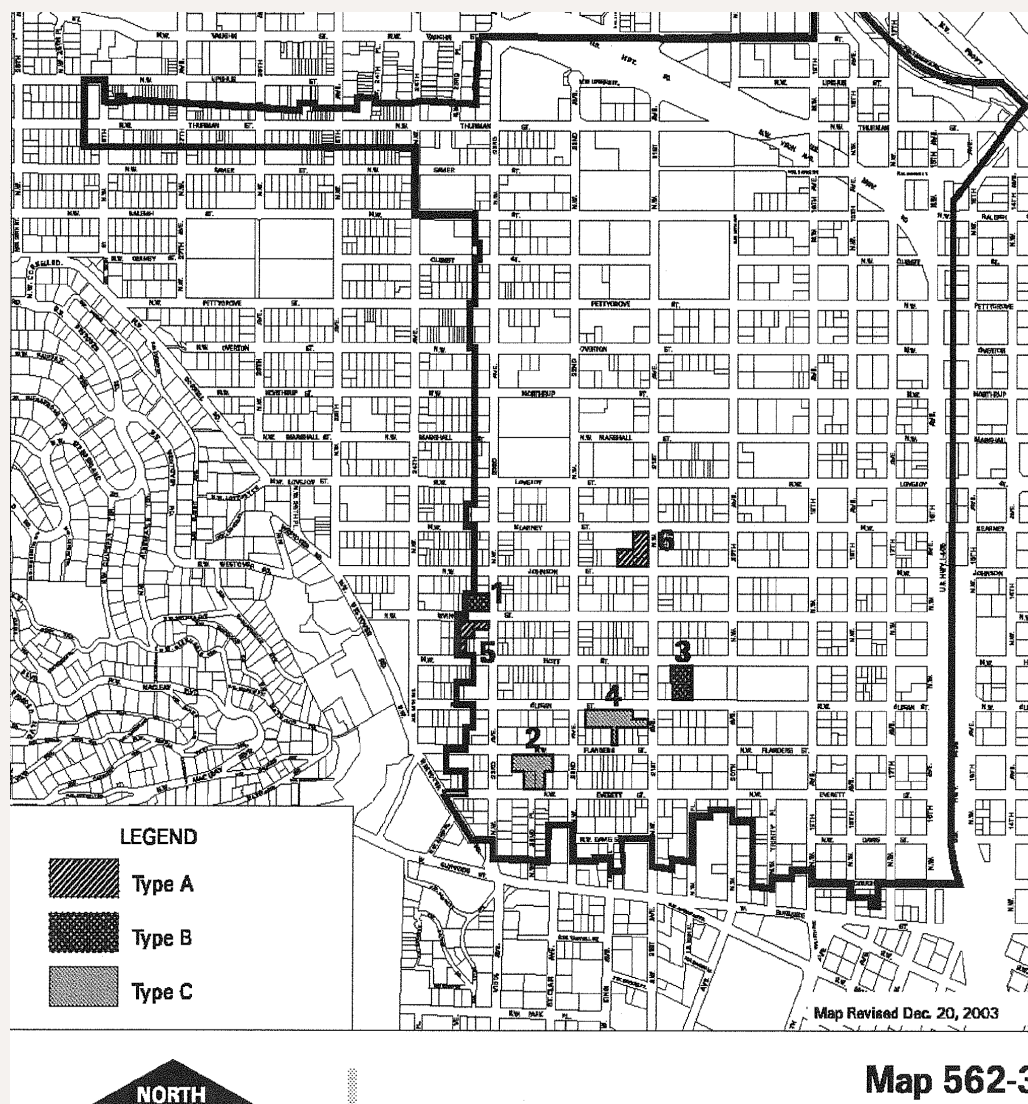
Existing off-street parking

- Support conversion of existing accessory lots to commercial as allowed by City code.
- Amend code where necessary to allow additional off-street lots to provide for general public access.

New structured parking

- City supports new off-street parking allowed in NW District Plan.
- NW Plan allows for 6 new off-street parking sites.
- Combined sites are capped at 650 stalls.
- City does not own or control any of the allowed sites.

NEW OFF-STREET PARKING - ALLOWED BY NW PLAN



EVENT DAY PARKING

Proposed Approach

- Base time stays adjusted to 2HRS on event days.
- Signage program.
- Enhanced enforcement.
- Extend enforcement hours on event days.

TPMA Formation

What a TPMA can do:

1. Serve as a forum for residents and businesses to better manage parking and TDM (i.e., self governance of parking/transportation).
2. Allocate/manage on-street permit program and district revenue.
3. Liaison shared use parking opportunities between private properties.

TPMA Formation

What a TPMA can do:

4. Launch employee and resident transportation demand management programs (transit passes, bikes, walking, etc.).
5. Monitor district performance.
6. Leverage resources and projects (public, private).

An Organizational Framework and Charter is developed (for Council consideration and adoption with this Plan).

Potential Use of Meter Revenue

Net Revenue

- NW District receives 51% of net revenue.
- District establishes funding priorities

Examples of Projects Funded with Meter Revenue

- Transit incentive programs, outreach, events, trainings and educational programs for employers/employees/residents.
- Enhanced transit service.
- Subsidize permit program(s) and/or customer parking.
- Bike facilities and programs.
- Lighting and safety improvements.
- Signage & Wayfinding.
- Pedestrian improvements – pedestrian crossings.

