

MILWAUKIE TSP UPDATE
Downtown Parking
Workshop #1 – April 12, 2007
5:30pm – 7:30pm

Meeting Notes and Information Summary

Attendees at the meeting represented the following categories:

- 2 work in Portland
- 5 live adjacent neighborhoods/downtown
- 6 owners
- 3 employees

Presentation Summary

The information provided below summarizes the PowerPoint presentation and discussion that was provided at the April 12 public forum.

I. WHY MANAGE PARKING IN DOWNTOWN MILWAUKIE?

- Based in request from downtown business owners who were concerned that customers did not have adequate and conveniently located parking.
- Need to better manage and enforce employee use of the on-street system to encourage commuter parking off-street (i.e. free up on-street for customers).
- Avoid and prevent the downtown from becoming a “park and ride lot for Portland-bound commuters.”

II. PURPOSE OF PARKING MANAGEMENT – 2002 STUDY

- Manage supply efficiently and to maximum potential.
- Manage supply to assure priority uses are accommodated.
- Balance parking and other access modes (i.e. transit, bike, walk).
- Provide for informed and strategic decision-making.
- Plan for and guide future parking supply.

III. KEY GUIDING PRINCIPLES

- ✓ The most convenient parking spaces should be reserved to support customer/client/vendor/visitor access to downtown.
- ✓ Decision-making will be guided by the 85-percent-full standard.
- ✓ On-street parking should be preserved in the downtown core area to improve customer/visitor accessibility and to facilitate revitalization of street level activities.
- ✓ The City will take steps to address problems with long-term parkers “moving to evade” in short-term parking facilities in the downtown.
- ✓ Create and implement as many access options as possible and provide a *balanced* access system that includes all modes of access to the downtown (i.e., transit, bike, walk, etc.).

- ✓ Access management strategies should move larger numbers of employees into alternative modes over time.
- ✓ Safe, secure, well-lit parking shall be provided in the downtown core to allow a sense of security when parking at all times on street and off-street.
- ✓ The downtown parking supply should be managed to minimize customer/client/visitor and employee parking and traffic impacts to adjacent residential neighborhoods.

IV. EXISTING CONDITIONS

**Parking Data Collection
Occupancy/Utilization Comparison 2002 vs. 2006**

	ON-STREET				OFF-STREET		
	Total Stalls	Total Stalls Surveyed	Peak Hour Occupancy	Empty Stalls Available	Total Stalls Surveyed	Peak Hour Occupancy	Empty Stalls Available
June 2002	1,595	346	57%	148	1,249	56%	550
August 2006	1,516	365	61%	142	1,151	47%	613
October 2006	1687	366	70%	108	1321	48%	716
Net Change: 02 - 06	+92	+20	+13%	-40	+72	-8%	+166

- Though there are many pockets of high parking space use in specific areas of the downtown, there is an overall abundance of underutilized and available parking during the peak hour.
- There is capacity in the permit system and in private off-street parking lots to accommodate downtown employees.
- Adjustments to the parking zone designations in the core area (where demand is high) are likely necessary.
- Employees and TriMet patrons are “spilling over” and parking in the residential neighborhood to the east of downtown.

V. NEAR TERM STRATEGY IMPLEMENTATION¹

EMPLOYEE PARKING

1. **Enforce against move-to-evade activity to dissuade employees from parking in areas intended for customers/visitors.**

¹ This strategy list is a preliminary list of ideas developed by staff and the consultants. The City is especially interested in feedback from the community on which ideas best serve the downtown and should be implemented.

- Option 1: Purchase license plate recognition tool, to allow Parking Manager to cite vehicles that violate the current Move-to-Evade” ordinance.
- Option 2: Revise “Move-to-Evade” ordinance (10.20.080) to allow the Parking Manager more latitude to cite people who move their cars several times per day. Consider a policy like Vancouver, WA.

2. Encourage more employees to use permit lots.

- Reduce the cost of permits, either across the board or offer a “\$10 for 6 months” special to get people used to the system.
- Allow businesses to purchase over 20 permits for their employees at a reduced “bulk” rate.
- Assign permit holders to a specific lot to give people more predictability that they will find the spot they are paying for (i.e., City Hall/Texaco/Chopsticks lots, or Railroad or Odd fellows).
- Raise the price of over-limit ticket to more than the price of a monthly permit.
- Create an information brochure that explains permit information and has a map showing where people can park.

3. Add “Or With Permit” stickers to selected stalls to allow permittees to park in designated on street stalls.

4. Offer packets of daily parking passes (packet of 5 permits for \$10?) to allow businesses to use them for visitors who stay the whole day.

5. Give employees who work in downtown Milwaukie first priority for permits.

- Either increase the cost of permits to Portland-bound commuters or assign them to the Odd fellows lot.
- Remove City Hall lot from TriMet’s listing of Park & Ride lots.
- When demand for permits exceeds 85% of available permit spaces, stop selling permits to downtown Portland commuters.

6. Develop a residential permit program for the Historic Milwaukie neighborhood. Implementation of such a program will be activated by the neighbors.

7. Explore additional shared-use agreements (Pietro’s, Waldorf, owners of underutilized private lots) to replace permit parking that is now across from City Hall.

ON-STREET MANAGEMENT

1. Adjust on-street parking zones in response to utilization study.

- A. Regulate all on-street parking in downtown.
 - Adams St. east of 21st – uncontrolled area to be signed as 4 hr or 9 hr
 - Main Street in front of Advantis - uncontrolled area to be signed as 4 hr or 9 hr.
- B. Re-assign all 8-hr spaces to 9-hr spaces to accommodate employees who stay from 8 to 5.
- C. Designate select on-street parking spaces as “2 hour or by permit,” to allow cars with permits to park all day in the following areas:
 - 21st Ave. south of Harrison St. – convert 6 stalls from 2 hr to “2 hr or by permit”
 - Main St. south of Washington St. – convert 6 stalls from 2 hr to “2 hr or by permit”
 - Main St. south of Adams St. – convert 15 stalls from 4 hr to “2 hr or by permit”
 - 21st Ave. south of Washington St. – convert 4 stalls from 2 hr to “2 hr or by permit”
- D. Convert some stalls to 4-hr, allowing more space for long visits to downtown.
 - Jefferson St. east of McLoughlin Blvd. – convert 2 stalls from 2hr to 4 hr
 - Washington St. west of RR tracks – convert 4 stalls from 2 hr to 4 hr
- E. Identify appropriate locations for loading zones.
- F. Protect Main Street, downtown’s retail focus, for short-term parking. Add key area towing zones on Main Street, specifically in front of North Main, between 2am and 5am. This would prohibit downtown residents from parking in these areas overnight.

Notes from the group discussion

Q. How is parking enforced?

- Parking patrol
- Rotating throughout day
- Tracking tires/walking
- Permit system \$25/month
- Lots are the same – except Olson Bros. lot/downtown only

Problems with the current permit and parking system:

- Safety & proximity are big issues for employees – especially at night
- Mon – Fri parking limits don’t work for Sat/Sun businesses
- How can we attract businesses in downtown if residents are taking the parking?
- Want to make sure that the “teeth” in the 2003 parking plan are carried into the TSP
- Concerned that TODs may not work for all the new development in downtown
- Farmer’s market creates additional parking problems

Suggestions for making the permit and parking system work better:

- Mix 2-4-8 hour parking areas – make Main Street 2 hr / 7 days

- Price parking lots differently – less for permit parking further from the core area
- Need to better communicate what supply is available for employees
- “Cash Spot” is a good location for safe, lit high-rise parking – Dark horse is another good spot
- Developers need to “bring parking spaces” with them
- Enforce overnight parking in the core
- Need to light the lumberyard parking area – make safer
- Minimize misinformation about ease and availability of permit parking – need a marketing campaign
- Dedicated lots
- Safety should be #1 priority for downtown
- “Parking Training” on an annual basis for employers – bring pizza, explain the system, bring permits.
- People should be able to download permit applications from a web site.
- Get FAQ’s to downtown employers
- The permit system needs to provide consistency – time, price, reliability, enforcement.
- Make the permit system easier
 - Discounts for bulk rate
 - Online
 - Through employers
 - Sent with tickets
 - Education/information campaign
 - Parking meters?

The group discussed the pros and cons of a residential permit system. Though it is one of the few “silver bullets” (it really solves the problem), it does put a burden on the residents to obtain permits for their visitors.

When asked if they wanted to see a draft plan for changing parking zones and the permit system, the group responded that they just want to see changes being implemented.

Questions for discussion at the next workshop:

- Q. How many spaces will be available when our future supply diminishes and the Park-n-ride opens?