



To: Interested Persons for the Downtown Parking Workshops  
From: Katie Mangle (Planning Director), TSP Parking Liaison  
Sarah Lander, Milwaukie Parking Manager  
Date: May 24, 2007  
Subject: TSP Downtown Parking Workshop #2

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Greetings!

Thank you for your interest in downtown parking issues in Milwaukie. We hope you will be able to join us for the second of two workshops focused on downtown parking issues, scheduled for **Thursday, May 31, 2007, from 5:30 to 7:30 p.m. at Milwaukie City Hall** (10722 SE Main St.).

The purpose of these workshops is to gather input from the community about challenges and solutions related to managing parking in downtown Milwaukie. Your input will help guide how the City manages public parking and invests in parking facilities.

These workshops are part of the Transportation System Plan (TSP) update. The new TSP will include a chapter on Parking, which will build on and adopt the 2003 Downtown Milwaukie Parking and Traffic Management Plan. Many of the policies and recommendations that were in the 2003 plan can be incorporated "as is" as a chapter in the TSP. However, there are some parking-related subjects that warrant update and discussion.

## Meeting Purpose

During this meeting, the participants will discuss areas of the 2003 Plan that need updating or new information:

- What should the City's role be in providing for parking?
- Development requirements for providing parking spaces.
- Policy on residential parking in downtown zones.
- Planning and funding for public parking facilities.

In the attached Meeting Information Summary, project staff has outlined some proposed policies and actions for consideration. Please review this material and come prepared to discuss these ideas. Beverages and snacks will be provided. We will post the outcomes of this workshop on the City's Downtown Parking website at:

<http://www.cityofmilwaukie.org/milwaukie/projects/tspupdate/downtownparking.html>

Anyone who is not able to attend this workshop is encouraged to review the materials and submit comments to us.

## Near-Term Parking Management Action Steps

At the conclusion of the April 12 workshop, participants urged staff to begin implementing changes to the permit system and on-street parking zones. Planning and Community Services staff has already begun to implement the following changes:

- Added new “No Overnight Parking” zone on Main Street to address the problem of residents parking on the street overnight and into business hours.
- Purchasing a license plate recognition tool, which will allow the Parking Manager to cite vehicles that violate the current “Move-to-Evade” ordinance.
- Exploring pricing structures and purchasing options to make the system easier for customers to use.
- Adding “Or With Permit” stickers to selected stalls to allow permittees to park in designated on-street stalls that are not needed as short-term stalls for adjacent retail or restaurants.
- A significant next step will be to improve our outreach and communication with employees.

At the first meeting, several participants requested information on how parking has changed over time and about the 2003 Downtown Milwaukie Parking and Traffic Management Plan. See Attachment 4 for a tally of significant past and anticipated changes to downtown parking supply. The 2003 Plan is now available on the City’s Downtown Parking website at:

<http://www.cityofmilwaukie.org/milwaukie/projects/tspupdate/downtownparking.html>

Following the upcoming meeting, staff will draft the TSP Parking Chapter, based on the 2003 Plan and the input provided at the workshops, and share the Draft Chapter with you via e-mail or mail.

Hope to see you on May 31! Please call or e-mail us if you have any questions.

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## Attachments for Workshop #2:

1. Agenda
2. Meeting Information Summary
3. Summary of parking requirements for downtown
4. Parking Supply Changes Over Time
5. Notes from the April 12 workshop

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# AGENDA

## TSP Downtown Parking Workshop #2

May 31, 2007, 5:30-7:30 p.m.  
2<sup>nd</sup> Floor, Milwaukie City Hall Conference Room  
10722 SE Main Street, Milwaukie

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### PURPOSE

Discuss policies to guide long-term planning for downtown parking.

- The City's role in providing for parking.
- Strategy for replacing parking over the long term as surface lots are developed.
- Strategy for planning and funding public parking facilities.

### SCHEDULE

- |             |   |                                   |
|-------------|---|-----------------------------------|
| <b>5:30</b> | <b>Welcome and Introductions<br/>Downtown Parking and the TSP</b>   | Katie Mangle                      |
| <b>5:45</b> | <b>Summary of April 12 Meeting</b> <ul style="list-style-type: none"><li>• Key Elements of the 2003 Parking Management Study</li><li>• Elements not in the 2003 Study</li></ul>   | Rick Williams                     |
| <b>6:00</b> | <b>Review and Discussion of<br/>Consultant's Recommended Actions</b> <ul style="list-style-type: none"><li>• The City's role in providing parking</li><li>• Development standards for commercial development</li><li>• Development standards for residential development</li><li>• Residential Parking Zone Program</li></ul> | Rick Williams<br>and Participants |
| <b>7:15</b> | <b>Wrap-up and next steps</b> <ul style="list-style-type: none"><li>• What lies ahead</li></ul>   | Katie Mangle                      |
| <b>7:30</b> | <b>Close</b>  |                                   |

**Downtown Milwaukie, Oregon**  
**2<sup>nd</sup> TSP Workshop on Parking**  
**Thursday, May 31, 2007**

**Meeting Information Summary**

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The information provided below summarizes the PowerPoint presentation and discussion that will be provided at the May 31, 2007 public forum on parking in Downtown Milwaukie.

**I. Summary of TSP Parking Workshop #1 (April 12, 2007)**

Consensus items from April 12 Forum

- Support for adopting the key elements of the 2003 Parking Management Study in the 2008 Transportation System Plan, with updates to address current issues.
- Support for implementing changes to manage the parking system according to the Guiding Principles. Proposed changes include:
  - Enforce the “moving to evade” ordinance more rigorously to get employees out of customer parking spaces.
  - Improve/streamline the employee permit process.
  - Enhance communications about the availability and cost of employee parking.
  - Consider “tiered pricing” in lots to encourage more use/sales.
  - Engage owners of private parking facilities (with demonstrated availability) to provide employee parking.
  - Standardize on-street parking for short-term parking (4 hours or less).
  - Allow employee parking by permit in underutilized east/west streets.

Items needing more discussion

- More discussion is needed regarding the following aspects of the parking system:
  - Residential parking in downtown zones (outside of the Downtown Residential zone.)
  - Creating a new Residential Permit zone for the neighborhoods east of downtown.
  - How to manage attrition of surface parking lots.

## II. Key Elements of 2003 Parking Management Study

- Established consensus based Guiding Principles for Parking Management
- Strategies to manage supply efficiently and to maximum potential
- Policy direction to manage supply to assure priority uses are accommodated (i.e., customer/visitor parking as City's primary role on public facilities)
- Direction to balance parking and other access modes (i.e. transit, bike, walk) in order to achieve a higher percentage transition of employees to non-auto modes.
- Endorsement of 85% Rule "trigger" as means to provide for informed and strategic decision-making.
- Future actions to implement residential permit program(s) in adjacent neighborhoods.
- Plan for and guide future parking supply.

## III. Refinements Needed to 2003 Parking Management Plan

- Clear statement about the ongoing and future role of the City in the provision of parking, particularly off-street.
- Recommendations for new parking development standards for commercial development.
- Recommendations for new parking development standards for residential development in the downtown (i.e., commercial area of downtown).
- Recommended format for establishing residential permit programs in adjacent neighborhoods.

## IV. Existing Development Requirements

The City zoning code regulates not only building form and use, but also the amount of parking that can and should be built on a site. With the exception of the Downtown Storefront Zone, the City's parking requirements for downtown development is currently the same as for other sites in other parts of the city. Some examples of development

- In the Downtown Storefront zone, no off-street parking is required. Parking is allowed, but the applicant determines how much to provide.
- In the other Downtown zones, off-street parking is required. The amount required is determined by the type of use.
  - Applicants are required to provide between 1 and 15 stalls per 1000sf of retail, restaurant or office area.
  - Applicants are required to provide 1.25 stalls per unit of multifamily residential development.

## **V. Consultant Recommendations for Consideration**

Rick Williams, the City's parking consultant, presents the following considerations as actions that most directly support the Guiding Principles for Parking Management outlined in the 2003 Parking Plan and Study. These considerations are formulated to address the elements needing further review as summarized in III, above.

### **a. Role of City in provision of future parking supply.**

1. The City of Milwaukie will prioritize the on-street parking system for customer/visitor use. The City will state clearly that the on-street system is not intended for employee parking.
2. To provide support for existing downtown businesses and their customers, the City will adopt a policy to make attempts to accommodate users of stalls now in City off-street lots. The City will continue this practice as long as off-street surface spaces are available. Over time, the City envisions that these lots will redevelop and city-owned or leased lots will gradually disappear.
3. The City supports the provision of future structured public parking facilities for visitor and employee parking. The City supports moving forward with development of public structured parking as funding is identified through community discussions.
4. Future City facilities (owned or leased) will be managed using the 85% Rule. This means that as demand for parking increases, the City will manage its parking stalls, parking permits and rates to assure that the Guiding Principles for parking established in the 2003 Plan are supported.
5. The City expects the private sector to hold a greater role and responsibility in transitioning more downtown employees into alternative modes (i.e., transit, bike, walk, rideshare) through business based programs and incentives. This will ensure that parking constructed by the City in the future serves customer/visitor access in the downtown at the highest level of efficiency and cost effectiveness.  
  
These policy positions infer that, in the future, new development will be responsible for assuring that employee access to a site is the responsibility of the private development (balanced with the availability and encouragement of other modes of access).
6. While transit park and ride facilities are discouraged downtown, the City may allow for the provision of such should it lead to future control/ownership of the facility by the City for public parking to serve downtown under the principles of this plan.

### **b. Recommendations for new parking development standards for commercial development in the study zone.**

Currently, parking standards for new development within the downtown parking study area are varied. Different business uses have minimum parking development ratios that range from 0 stalls/1,000 SF (in Storefront zone) to 15 stalls per 1,000 SF (commercial/retail) across approximately 59 use categories. Actual parking demand numbers from the 2002 study are found in the table below. Data derived from the study indicate that demand for parking is fairly evenly distributed between different land use

types and not representative of the multiple parking standards currently in place in the City code.

The 2003 utilization study and the subsequent 2006 update indicates that parking demand in the downtown ranges between 1.9 stalls per 1,000 SF (2002) to 2.14 stalls per 1,000 SF. This demand range encompassed nearly every use currently outlined in the existing parking standards in the City code (i.e., 59 different uses).

Given this, it is recommended that:

- The City aggressively control and manage the on-street system to assure customer parking is prioritized as outlined in V.a, above.
- The City amend the Code to eliminate minimum parking ratios for commercial/retail uses in Downtown zones.
- The City change the Code to establish a maximum parking ratio of 2.5 stalls per 1,000 SF for all commercial uses within the Downtown zones that include office, retail, personal service, restaurant, auto use, government, bowling, church, fraternal organization, gym and funeral home found in the current code.
- This maximum would be in place for parking in surface lots. There would be no maximum parking ratio for parking provided in structured stalls that meet the City's development standards and design guidelines.

**Table 1: Downtown Milwaukie, OR - Actual Parking Demand**

Land Use	Size* (KSF)**	Parking Demand (Vehicles)	Demand Rate (Vehicles/KSF)
Office	161.47	291	1.8
Retail	45.30	86	1.9
Personal Service	10.56	28	2.7
Restaurant	38.97	63	1.6
Auto Use	20.99	16	0.8
Residential	10 units	8	0.8
Government	23.06	39	1.7
Theater	4 screens	0	0.0
Bowling	4.71	4	0.8
Church	9.12	1	0.1
Fraternal Organization	11.85	2	0.2
Gym	8.02	8	1.0
Funeral Home	7.62	4	0.5
Park-and-Ride	-	110	-
<b>Total</b>	<b>341.67</b>	<b>660</b>	<b>1.9</b>

\* City of Milwaukie Land Use Inventory, 2002

\*\* KSF = 1000 square feet of floor area

▲ System peak hour is from 11:00 a.m. to 12:00 p.m. Demand numbers reflect demand during this peak hour.

**c. Recommendations for new parking development standards for residential development in the study zone.**

Given that the on-street system in the downtown is prioritized for customer/visitor use, the vision to bring greater levels of new residential development (over retail) to the downtown will create potential conflicts for access to on-street parking. To mitigate this and assure that (a) residential parking is available in the downtown and (b) on-street parking remains available to customers/visitors, the following is recommended:

- Establish a minimum per unit parking requirement of 1.00 per unit
- Establish a maximum per unit parking requirement of 2.0 per unit
- These maximums would be in place for parking in surface lots. There would be no maximum parking requirement for parking provided in structured stalls that meet City's development standards and design guidelines..
- Where parking is required, establish a Fee-in-Lieu program to accommodate residential developments that cannot incorporate parking into development sites (i.e., for reasons of site size, geometries, etc.).
- Prohibit creation of a residential permit parking zone on-street within the downtown parking management zone.

**d. Residential permit zone(s) in neighborhoods adjacent to the downtown parking management zone.**

As downtown grows and land uses intensify, conflicts for parking in residential neighborhoods adjacent to the downtown will likely occur as downtown uses attempt to spill over in the residential areas. In response, it is recommended that the City initiate residential parking zones (RPZ's) at the request of affected neighborhoods. To facilitate such a process it is recommended that the City adopt the following process for establishing an RPZ:

- Affected neighborhoods, coordinated through neighborhood district associations (NDAs), petition the City for creation of an RPZ by formally polling affected residents within a boundary.
- If 51% of affected residents within a boundary poll in favor of an RPZ, the City would then move to implement a permit program.
- At that time, a formal RPZ boundary would be established and any parking between the hours of 7:00 a.m. and 6:00 p.m. (Monday – Friday) would be limited to two hours unless by displayed permit. This would be posted by signage and enforced through code enforcement.
- Permits would only be available to residents with address in the zone and only to vehicle license numbers with addresses in the zone.
- A "guest pass" program would be established to accommodate visitors to residential properties within the zone.
- A system for determining cost to the city and the neighborhoods would be established prior to implementing the program. Costs include creation and replacement of signage, permit creation and processing, and enforcement.


# Milwaukie Municipal Code Downtown Parking Regulations

## Legend

### Off Street Parking Required?

YES 

NO 

Tax lots, November 2006 

Zone boundaries 

### Uses Permitted in Downtown Zones

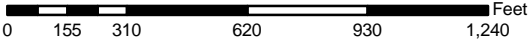
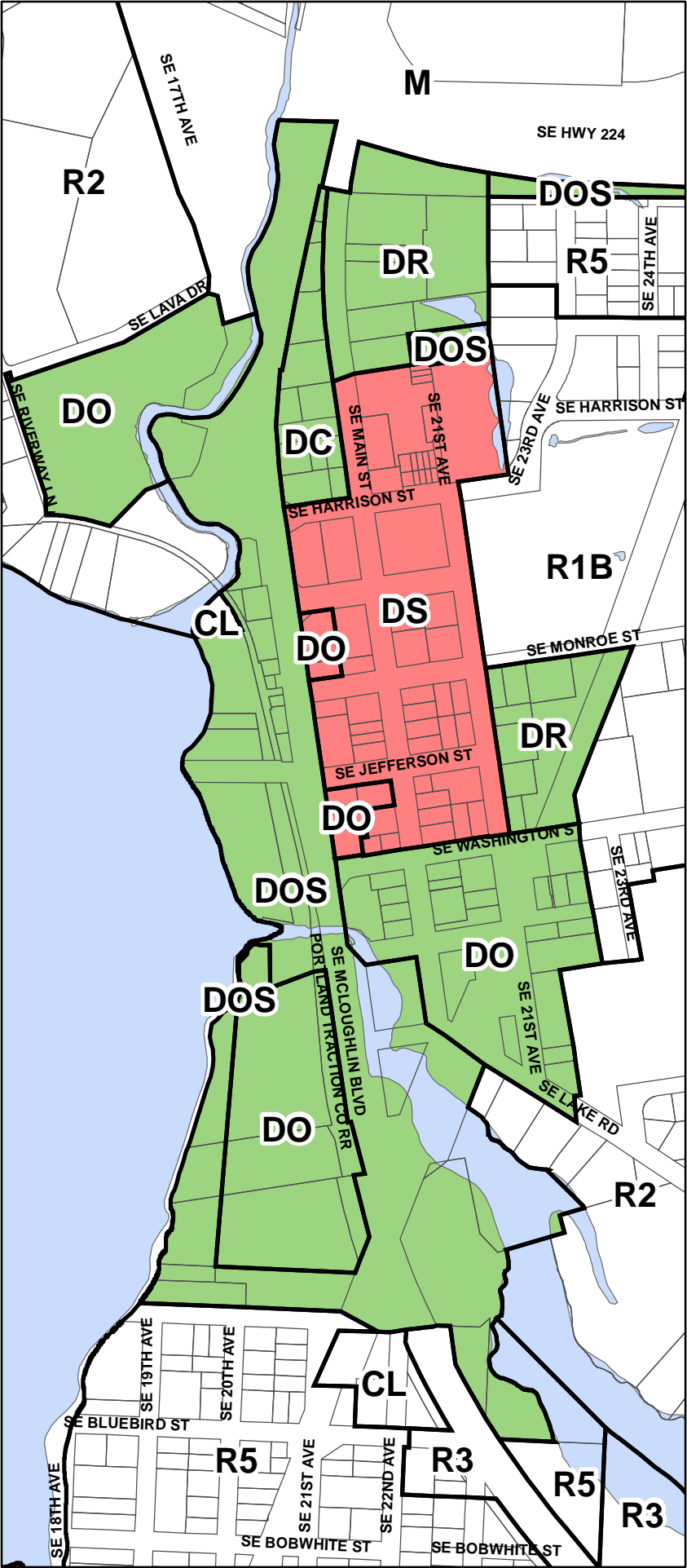
Zone	Residential	Office	Commercial
DC	2nd Floor	Yes	Yes
DO	2nd Floor	Yes	Yes
DOS	No	No	No
DR	Yes	1st Floor	1st Floor
DS	2nd Floor	Yes	Yes

### Parking Ratios

(when off street parking is required)

Use	Ratio
Residential	1.25 / Unit
Office	Approx. 3-4 / 1,000 S.F
Commercial	Approx. 3-4 / 1,000 S.F

Actual ratios determined by specific use



## Parking Supply Changes Over Time

Parking supply will fluctuate (up and down) in the near future. This table outlines significant actual and anticipated changes to parking supply since 2003.

	2004	2005	2006	2007	2008	2009
<b>On-Street Parking Spaces</b>		McLoughlin Blvd. Project <b>subtracted 14</b> spaces. <sup>1</sup>	North Main Village project constructs Public Area Improvements (including angled parking on Main St). <b>Added 1</b> on-street space. <sup>2</sup>	Key Bank project constructs Public Area Improvements (including angled parking on Monroe St). <b>Added 4</b> on-street spaces. <sup>3</sup>		
<b>Off-Street Public Parking Spaces</b>	City-owned Safeway parking lot closes for re-development. <b>Subtracted 113</b> spaces.		Library parking lot expanded. <b>Added 14</b> spaces. <sup>4</sup>	Metro demolition of Texaco gas station. <b>Removed 12</b> private parking spaces. Allows the city to <b>temporarily add 47</b> permit-only spaces.		
<b>Off-street Private Parking Spaces</b>				Construction of North Main Village project <b>added 99</b> private parking spaces for residential units.	Anticipated development of Main Street parking lot would <b>subtract 56</b> spaces (14 2-hour, 15 City employee, and 27 permit-only). Anticipated development of the Texaco site would <b>subtract 47 temporary</b> permit-only spaces.	Town Center project anticipated to <b>add 80</b> private parking spaces for residential units.
<b>Park-and-Ride</b>					Southgate Park and Ride planned to open summer of 2008. Will <b>add 329</b> parking spaces for Portland-bound commuters.	

<sup>1</sup> Streetscape construction required loss of 7 spaces on Washington, and 7 on Monroe.

<sup>2</sup> In 2003 there were 4 on-street spaces on Main Street, no on-street spaces on Harrison, and 19 spaces on 21<sup>st</sup>. Now there are 16 on Main Street, 5 on Harrison, and 3 spaces on 21<sup>st</sup>.

<sup>3</sup> In 2003 there were 8 on-street spaces on Monroe Street. Now there are 12.

<sup>4</sup> In 2003 the lot had 24 spaces. Now there are 38.

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

**Meeting Notes and Information Summary**

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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
<b>June 2002</b>	1,595	346	57%	148	1,249	56%	550
<b>August 2006</b>	1,516	365	61%	142	1,151	47%	613
<b>October 2006</b>	1687	366	70%	108	1321	48%	716
<b>Net Change: 02 - 06</b>	<b>+92</b>	<b>+20</b>	<b>+13%</b>	<b>-40</b>	<b>+72</b>	<b>-8%</b>	<b>+166</b>

- 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 IMPLEMENTATION<sup>1</sup>

##### EMPLOYEE PARKING

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

<sup>1</sup> 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 21<sup>st</sup> – 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:
  - 21<sup>st</sup> 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”
  - 21<sup>st</sup> 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?