

RESPONSES TO PARKING-RELATED COMMENTS

Thanks again to everyone who attended our NWDA Board meeting on January 23rd, 2012. We appreciate your comments regarding the proposed parking plan, and we welcome further input from you as this process continues. It is our hope that this proposed plan, the product of several years of analysis and compromise among many stakeholders, will improve the overall parking situation in our neighborhood for residents, businesses, institutional stakeholders, employees, customers and visitors.

Following are responses to several questions and comments raised at the board meeting. These responses were prepared by Gustavo J. Cruz, Jr., Chair of the NWDA's Ad Hoc Parking Committee, but they do not represent a formal position of the NWDA Board or of the Ad Hoc Committee itself.

Vaughn Albanese (Director, Friendly House): There has been insufficient outreach to neighbors and institutions, like Friendly House.

Response: Although some individuals and institutions may be unaware of the process, public outreach has been relatively robust throughout the development of the parking plan. For example, outreach so far has included neighborhood meetings (May 11, 2011 at MLC; September 7, 2011 with the Nob Hill Business Association; September 19, 2011 with the NWDA; October 13, 2011 at MLC); coverage in the NW Examiner and the Oregonian; a direct mailing; a website tracking the Stakeholder Advisory Committee ("SAC") process; and information posted to the NWDA website. In addition, the SAC process has been part of the agenda and discussed at nearly every NWDA Board meeting (open to the public) for the last two years. SAC meetings themselves were held monthly throughout this process, and were all open to the public. Notwithstanding these efforts, as part of the resolution passed at the January 23rd NWDA Board meeting, the NWDA requested that the City provide additional outreach to neighborhood businesses and residents regarding the proposed plan.

Thane Tienson (Resident): Opposed to meters; concerned that revenues allocated to the NW district by the Transportation and Parking Management Association ("TPMA") will effectively offset funds that otherwise would have been budgeted to the neighborhood by the City.

Response: Meters were part of the original City Council resolution, and they remain a component of the proposed plan. They also remain a concern among neighbors, primarily for aesthetic reasons and their inconsistency with the historic nature of the district. Improved meter technology and careful placement of meters on residential streets should mitigate some of this concern. The potential offset of revenue from the TPMA is a political issue somewhat beyond the scope of the plan itself. However, the NWDA is aware of this potential problem, and through its representative(s) to the TPMA, will monitor this issue.

Julie (Resident): Opposed to meters.

Response: Please see above.

Jay Margulies: Opposed to meters and permits; would prefer a greater focus on off-street parking development; would prefer to have a vote of all neighborhood residents on the plan.

Response: Please see above regarding meters. Off-street parking is part of the proposed plan in a tangential way, but the charge given to the SAC did not include analysis of off-street parking resources, or an attempt to revisit the sites previously approved for commercial parking development. As noted at the board meeting, the focus on on-street parking was intended to capture the “low hanging fruit” from improved management of on-street parking resources, prior to any consideration of future off-street parking development. At some point, it is likely there will be further consideration of off-street parking resources, either through the TPMA or at City Council. Regarding a public vote on the plan, unfortunately, these programs are implemented by the City with input from stakeholders, including the neighborhood association, but not by direct vote.

Frank Dixon (Resident): Concerned regarding placement of meters and availability of spaces for service vehicles; insufficient metrics regarding benefits of the plan have been provided to residents; NWDA should consider a general meeting of the membership to consider the parking plan.

Response: Please see above regarding meters. Service vehicles may be accommodated through the three hour time stay, or if the project necessitates a longer stay, through use of the guest pass program. Various statistical measures were discussed during the course of the SAC meetings, including projected turnover metrics and utilization. We will ask the City to include those metrics in future outreach to neighbors. We will consider whether to hold a general meeting of the NWDA membership to consider the parking plan.

Page Stockwell (Resident): Concerned regarding meters; would prefer to see some TPMA money allocated to neighborhood clean-up.

Response: Please see above regarding meters. TPMA funds from meter revenue are intended to be used for parking and transportation-related projects and improvements. To the extent that clean-up projects are also parking or transportation-related, the NWDA representative(s) to the TPMA will encourage use of TPMA funds for this purpose.

Steve Pinger/Juliet Hyams/Others (Residents and NWDA Board Members): Governance and operation of the TPMA has been insufficiently developed as part of this process.

Response: The focus of the SAC and the NWDA Ad Hoc Parking Committee has been on developing the specific features of the parking plan, such as time-stays and permit allocation. Now that work on these details has been completed, we will address the TPMA in more detail. The resolution passed by the NWDA Board regarding the proposed plan included a request that the City also focus on the TPMA. In addition, the Committee will bring the draft TPMA formation documents back to the NWDA Board for further consideration once they are available. (The TPMA will be considered by City Council simultaneously with the proposed parking plan, but it is technically a separate item.)