

8/24 Parking Kick-Off Meeting: NOTES

Attendees: 30 in-person, 15 virtual

Comments (C), Questions (Q), and Answers (A) were provided during the meeting by attendees and Rick Williams from Rick Williams Consulting:

- **Q:** Will the public have access to all of the parking inventory data?
 - **A:** Yes, via the [EngageMilwaukie](#) page.
- **C:** City is planning to develop Milwaukie Bay Park, which is likely to impact parking demand when the time comes.
- **Q:** Will you study parking utilization on Saturday and Sunday or just one?
 - **A:** The project is scoped for 1 typical weekday and 1 typical weekend day. Because of hybrid work schedule, Mondays and Fridays are not often used for study days. Data will be collected on one Sunday.
- **C:** On Sunday, there is no parking enforcement, which could affect findings.
- **C:** The complaints are a wider consumer concern on Sundays.
- **Q:** What time frame will be used during the study day?
 - **A:** The study takes place over 10 hours. The consultant recommends 9:30 am – 7:30 pm or 10:00 am – 8:00 pm, instead of typical business hours of 8:00 am – 5:00 pm. The consultant noted that 8:00 am tends to be a quieter time in downtown.
 - **C:** South downtown is full at 8:00 am.
- **C:** South downtown blocks are very different from the other parts.
- **Q:** Do you talk with people about their willingness to walk? People will not park in the middle of downtown and walk to south downtown.
 - **A:** The data will be revealing and other information to supplement it will come from public surveys and community meetings.
- **C:** There are over 150 businesses downtown with an estimated 3 employees each taking up on street parking spots downtown.
- **C:** Astoria and Corvallis ensure that employees do not park on street through strict enforcement.
- **C:** Almost all the 4-hour parking went away recently. This is hard to adjust to for service-based businesses. Even with a private lot that they try to save for patrons and not employees, there are people who park there who are not patrons.
- **Q:** Will the project team survey these businesses to see how many 4-hour parking spots they need?

- **A:** The data will be revealing for this matter as well, and if further information is needed to supplement it, that information will be derived from surveys and community meetings.
- **Q:** Does the study area include the max park and ride stations?
 - **A:** No.
- **C:** I live in Axletree and the parking spaces are limited and expensive. I am 79 and still working part time and caring for grandchildren. I have gotten 5 – 6 tickets since living here. I try to move my car when needed but the block rule and my nap schedule make it difficult. Henley Place only has 20 parking spots (*Staff clarification: Henley Place has 173 parking spaces*). There are a lot of seniors there. If all these other apartments are doing the same thing, it's going to add to the problem. The amount of parking is especially challenging in the south end of downtown.
- **C:** We are talking about two separate things - business parking vs personal parking – and all of that has to coincide and work together. When she has people visit from out of town, there is no place for them to park. They have to move their car every 2 hours and off street parking doesn't exist in south downtown.
- **Q:** Is the on-street parking going away on the east section of Monroe because of the Monroe Greenway?
 - **A:** Laura Weigel, Community Development Director, confirmed that two parking spaces will be removed. The inventory will be updated.
- **C:** I support 'quick stop' parking for apartments, Ubers, and Lyfts.
- **C:** For the last 3 years, people have been able to park right outside of the store but going forward I don't think this will be same.
- **C:** Using light rail should be a consideration.
- **C:** TriMet just cut bus 29 and 32. So, taking transit should be less of an assumption in this plan/study.
- **Q:** You mentioned the use of guiding principles in the management plan, what are they?
 - **A:** That is for the community to decide. We will look at them at a future meeting and review what they were and if they are still relevant.
- **Q:** Why can't we put a parking garage in?
 - **A:** Parking garages are typically provided by the private market and cost millions of dollars. The economics of putting a parking garage in has to make sense for the private market, and it doesn't in Milwaukie since parking is free.
- **Q:** When you look at equilibrium, will you look at the distinct areas of downtown or just "downtown" as a whole?

- **A:** We will wait and see what the data tells us before biasing it with pre-determined districts.
- **C:** I would like to see a shuttle bus to and from the TriMet park and ride.
- **C:** The owner of the Toolbox Gallery provided a memo about a shuttle and potential routes. I would also propose adding the Moda lot to the shuttle route.
- **C:** The City made the permits more affordable and added new lots that are by permit, which has been helpful.
- **C:** I left the Pearl in 2006 because parking was a challenge when the Pearl first started eliminating parking because of light rail. I have clients that come from out of town. Them not being able to drive here and park is very dampening. We have had to change their schedule because people don't want to come to Milwaukie on Sundays.
- **Q:** Do you do an analysis on paid parking?
 - **A:** If that is one of the recommendations that comes out of the study, then we will have the available data to do an analysis.
- **C:** Look at apartment parking. You have to be able to put a car near your home. If that takes away a spot from other parking, that's a problem.
- **C:** Odd Fellows has a parking lot that they are willing to lease to the city.
- **C:** I have heard from customers that they are less willing to come if they have to pay to park.
- **C:** There are varying businesses here, so I think it is worthwhile to give the research team the context of the businesses and their parking needs.
 - **A:** This will be the focus of the stakeholder meetings, but it will happen after the study so it doesn't influence the data.
- **C:** I have a grab and go business model with lower cost goods, so paying for parking would be a mismatch for my business.
 - **A:** Quick stops and free grab and go parking is an option.
- **Q:** Is signage being taken into account during the study?
 - **A:** Yes. The team will be taking photos and taking note on if it is apparent, readable, and clear.
- **C:** Can we consider the idea of using the park and ride and creating a fareless square between there and Milwaukie - maybe even just on Sundays. This would drive foot traffic up and down main street.
- **C:** I want Milwaukie to have a firm infrastructure so that as we grow, we can handle it and anticipate it ahead of time instead "the could of, should of, would of".
 - **A:** This can be a guiding principle if there is consensus around it.

- **Q:** Based on our previous plan, have signage recommendations been effective and implemented? Is that a low cost, easy win?
 - **A:** The consultant team has not evaluated this yet.
 - **A:** Yes, signage is considered a more low hanging fruit project
- **C:** No one knows what “block rule enforced” means and it causes confusion and non-compliance.
- **C:** Lake Oswego has a good system for shuttles. This concept would be good to consider for a farmers market.
 - **A:** This would be a long term strategy that comes down to funding – similar to parking a garage. Strategically placed e-bikes are also a part of this conversation in other cities.
- **Q:** What is your preference between paid parking vs a shuttle?
 - **A:** We can’t answer that now, at this point in the project. The data, research, and engagement needs to conclude first.
- **C:** People are good at honoring the 2 hours downtown, there just are not enough spots. Physical therapists will be forced out of downtown if they don’t have close up parking. These aren’t highly visible businesses too, but I don’t want them to be missed.
- **Q:** Do you have a reliable way of determining the context of people’s habits?
 - **A:** We track re-parkers and excessive stays which can tell us a decent amount.
- **C:** Hawthorne still survives and thrives with limited parking. If the business is worth driving around looking for parking, people will do it.
- **C:** Metro should not tell the city what do with that lot. They need to make it a plaza. City should crowd source funding.
- **C:** Parking is terrible on Sundays. I’m on Scott and my clients struggle event though we have our own lot for our building. People have used our building’s lot for farmers market parking.
- **C:** People for the new food truck use our building’s parking lot as well even though it’s marked private.
- **Q:** Are you considering the new apartments with parking or without parking and how that will impact numbers?
 - **A:** Yes, these will be considered.
- **Q:** If parking structures were added who typically pays for that and are they profitable? I am thinking of the parking lot south of Axletree and the parking areas behind the school auditorium.

- **A:** Parking structures are typically privately owned. The profitability is likely dependent on many things including the economics of the cost, demand, and supply of street parking.
- **Q:** Will you be auditing the people in businesses and apartments to see how many people need parking and for how long?
 - **A:** We will consider this after the utilization study is complete. But largely, the planned engagement activities should reveal this information.
- **Q:** Enforcement is not consistent. How about adding parking kitty?
 - **A:** This is a potential recommendation if the data and guiding principles support it.
- **Q:** If you see the same car in multiple parking places, does that raise a flag that the person needs long parking and they are just moving their car around to avoid a ticket?
 - **A:** Yes.
- **Q:** What about the spots taken up by the beer store?
 - **A:** Staff Response – The Beer Store has an approved parklet that uses three on-street parking spaces. Parklet spots will be reflected in the parking inventory accordingly.