Portland’s Parking Management Manual

North Texas COG - Parking Symposium
Finding the Balance in Parking: Economics, Community, And Mobility
OUTLINE

• Introduction and Background

• Performance-Based Approach:
  • Time Limits
  • Truck Loading Zones
  • Pricing

• Parking Management Districts
  • Establishing Districts
  • Implementing Strategies
  • Performance Monitoring
  • Revenue Allocation

• Questions
• **Purpose** of the parking system
• **Performance** targets
• **Procedures** for establishing new meter districts
• **Using data** to adjust rates, set frequency of adjustments, establish hours of enforcement, monitor and evaluate operations
• **Communication** procedures for parking management
• **Coordinating** on- and off-street parking into a more seamless system
PROJECT TEAM INTRODUCTIONS

• PBOT Project Leads
  • Chris Armes
  • Malisa McCreedy

• Consultant Team

Dennis Burns
Vanessa Solesbee
William Reynolds
Rick Williams
Pete Collins
Joe Spencer
GUIDELINES INCLUDED:

- Standardized Time Limits
  - 15-Minutes or 30-Minutes
  - 2 Hours
  - 4 Hours

- For New Parking Management Districts in Commercial Corridors:
  - Default Time Limit: 2 Hours
  - Default Start Time: 10 am
CRITERIA FOR HIGH-TURNOVER SPACES

On-street parking on the block is managed with either time limits or meters; no high turnover stalls will be implemented in areas where on-street parking is unrestricted.

The requesting business is recognized as a qualified high turnover business type or is able to demonstrate an average stay duration of 15 minutes or less.

The requesting business does not have private off-street parking available for customers.

On-street parking occupancy on the adjacent block exceeds 85% at least two hours during the most recent round of data collection.

Legend

- High-turnover stall count per block face
- High-turnover stall

1. Legend
2. High-turnover stall count per block face
3. High-turnover stall
CRITERIA FOR 4-HOUR ZONES

The proposed four-hour zone includes at least 40 on-street parking stalls on contiguous blocks for conversion from two-hour parking to four-hour parking.

There are multiple identified destinations within the proposed 4-hour zone where the average visitor stay duration is between 2 and 4 hours.

There are no public off-street parking facilities near the proposed 4-hour zone, or the average occupancy reaches or exceeds 85% during 3 or more hours during the day in all nearby off-street public parking areas of the proposed 4-hour zone.

The average parking duration on each block proposed for conversion is 2 hours or longer based on citation and occupancy data.

Legend
- Stall count per block face
- 4-Hour zone
TRUCK LOADING ZONE GOALS:

Loading Zone Management Goals:

- Enhance mobility and accessibility in commercial districts; prioritizing an engaging and attractive pedestrian experience.
- Balance the access needs of freight operators, visitors, customers, residents, and employees.
- Strengthen commerce and economic vitality.
- Create streets that are well planned, managed, adaptable, and maintained.
GUIDELINES INCLUDED:

• Establish 5 Loading Zone Options
• Maximize Use of Combination Zones
• Establish Preferred Location on Block
• Maintain current 30-minute time limits in truck loading zones
• Prioritize placement of TLZs on certain types of streets
• Initiate a review process to confirm on-going need
GUIDELINES INCLUDED:

- Consistent Approach to Loading Zone Management
- Support Business Needs while Providing Access for All Users

Proposed guidelines supported by the Portland Freight Committee
KEY ISSUES TO ADDRESS:

• No specific metrics identified to guide when to implement on-street paid parking
  • 1996 Meter District Policy contains no specific minimum requirements.

• No formal data-driven on-street rate adjustment process
  • Periodic adjustments authorized by City Council.

• No ability to manage demand based on data within meter districts.
  • Flat rate across each district.
IMPLEMENTING ON-STREET PAID PARKING

Requirement 1: Parking Management District (PMD)

Requirement 2: Existing Parking Management

Requirement 3: Minimum Size

Minimum Size

At least 80 on-street stalls

At least 10 contiguous block faces
IMPLEMENTING ON-STREET PAID PARKING

Minimum parking demand requirements for paid on-street parking

Average occupancy reaches or exceeds
85% during 3 or more hours
during the day

Requirement 4: Minimum Parking Demands

Average occupancy reaches or exceeds
70% during 5 or more hours
during the day

Requirement 5: Outreach to Surrounding Areas

Meets Criteria

Does Not Meet Criteria

5 Hours
10 Hours
1 Hour
4 Hours

4 Hours
7 Hours
2 Hours
4 Hours
PBOT receives very few comments that rates are too high, but frequently hears that finding on-street parking is very difficult in some parts of the City.
## PERFORMANCE-BASED PRICING COMPARISON

<table>
<thead>
<tr>
<th></th>
<th>Seattle</th>
<th>SF Park</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Price Range</strong></td>
<td>$0.50 - $5.00</td>
<td>$0.25 - $6.00</td>
</tr>
<tr>
<td><strong>Adjustment</strong></td>
<td>$0.50</td>
<td>$0.25</td>
</tr>
<tr>
<td><strong>Guidance</strong></td>
<td>&gt; 90%: Increase</td>
<td>&gt; 80%: Increase</td>
</tr>
<tr>
<td></td>
<td>&gt; 85%: Watch for 1 Year</td>
<td>&lt; 60%: Decrease</td>
</tr>
<tr>
<td></td>
<td>&lt; 70%: Watch for 1 Year</td>
<td>&lt; 30%: Decrease ($0.50)</td>
</tr>
<tr>
<td></td>
<td>&lt; 65%: Decrease</td>
<td></td>
</tr>
<tr>
<td><strong>Period</strong></td>
<td>12 Months</td>
<td>2 Months</td>
</tr>
<tr>
<td><strong>Time Limits</strong></td>
<td>2 Hours</td>
<td>4 Hours</td>
</tr>
<tr>
<td></td>
<td>3 Hours (after 5pm)</td>
<td>No Limit</td>
</tr>
<tr>
<td></td>
<td>4 Hours</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10 Hours</td>
<td></td>
</tr>
</tbody>
</table>
ANNUAL RATE REVIEW PROCESS

- Current Price per Hour
  - $1.00: No Change
  - $1.20: -$0.20
  - $1.40: -$0.40
  - $1.60: -$0.60
  - $1.80: No Change
  - $2.00: No Change
  - $2.20: No Change
  - $2.40: No Change
  - $2.60: No Change
  - $2.80: No Change
  - $3.00: No Change

- Observed Occupancy
  - 50%: $0.60
  - 55%: $0.40
  - 60%: $0.20
  - 65%: No Change
  - 70%: No Change
  - 75%: No Change
  - 80%: No Change
  - 85%: No Change
  - 90%: No Change
  - 95%: No Change
  - 100%: No Change

- Changes:
  - -$0.20
  - -$0.40
  - -$0.60
  - $0.20
  - $0.40
  - $0.60
ANNUAL RATE REVIEW PROCESS

Meter rates should be reduced according to Figure 4-2: If the observed peak occupancy for a district is less than 65%.

Meter rates should be increased according to Figure 4-2:

- If the observed average peak occupancy for the district exceeds 85%.
- If average occupancy reaches or exceeds 85% during 3 or more hours during the day.
- If annual on-street meter and SmartPark pay station transactions have not decreased since the last meter rate increase.
- If 70% during 5 or more hours during the day.
EXAMPLE #1 – OFFICE DISTRICT

2018 Office District Parking Utilization
Weekday on-street occupancies (198 stalls)

<table>
<thead>
<tr>
<th>Time</th>
<th>2018</th>
<th>2014</th>
<th>85% Occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:00 AM</td>
<td>55.7%</td>
<td>57.8%</td>
<td></td>
</tr>
<tr>
<td>8:00 AM</td>
<td>72.3%</td>
<td>64.1%</td>
<td></td>
</tr>
<tr>
<td>9:00 AM</td>
<td>80.4%</td>
<td>80.4%</td>
<td></td>
</tr>
<tr>
<td>10:00 AM</td>
<td>90.0%</td>
<td>83.0%</td>
<td></td>
</tr>
<tr>
<td>11:00 AM</td>
<td>88.0%</td>
<td>88.0%</td>
<td></td>
</tr>
<tr>
<td>12:00 PM</td>
<td>88.0%</td>
<td>88.0%</td>
<td></td>
</tr>
<tr>
<td>1:00 PM</td>
<td>88.0%</td>
<td>88.0%</td>
<td></td>
</tr>
<tr>
<td>2:00 PM</td>
<td>88.0%</td>
<td>88.0%</td>
<td></td>
</tr>
<tr>
<td>3:00 PM</td>
<td>88.0%</td>
<td>88.0%</td>
<td></td>
</tr>
<tr>
<td>4:00 PM</td>
<td>88.0%</td>
<td>88.0%</td>
<td></td>
</tr>
<tr>
<td>5:00 PM</td>
<td>88.0%</td>
<td>88.0%</td>
<td></td>
</tr>
<tr>
<td>6:00 PM</td>
<td>88.0%</td>
<td>88.0%</td>
<td></td>
</tr>
</tbody>
</table>

Peak

- Hours ≥ 70%: 7
- Hours ≥ 85%: 3
- Occupancy: 89.4%
ANNUAL RATE REVIEW PROCESS

<table>
<thead>
<tr>
<th>Measured Occupancy</th>
<th>$2.00</th>
<th>$2.20</th>
<th>$2.40</th>
<th>$2.60</th>
</tr>
</thead>
<tbody>
<tr>
<td>50%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60%</td>
<td>$1.60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>65%</td>
<td>$1.80</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>70%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>75%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>80%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>85%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90%</td>
<td>$2.40</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>95%</td>
<td>$2.60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

↑ Rate Increase

No Rate Change

↓ Rate Decrease

$1.00 Min.

$5.00 Max.
EXAMPLE #1 – GOOSE HOLLOW

2018 Goose Hollow Parking Utilization
Weekday on-street occupancies (190 stalls)

Peak

<table>
<thead>
<tr>
<th>Hours ≥ 70%</th>
<th>Hours ≥ 85%</th>
<th>Occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>64.7%</td>
</tr>
</tbody>
</table>
ANNUAL RATE REVIEW PROCESS

$2.60
$2.40
$2.20
$2.00
$1.80
$1.60
$1.40
$1.00
$0.00

↑ Rate Increase
No Rate Change
↓ Rate Decrease

$5.00 Max.
$1.00 Min.
ANNUAL RATE REVIEW PROCESS

<table>
<thead>
<tr>
<th>Current Price per Hour</th>
<th>Observed Occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1.00</td>
<td>50%</td>
</tr>
<tr>
<td>$1.20</td>
<td>55%</td>
</tr>
<tr>
<td>$1.40</td>
<td>60%</td>
</tr>
<tr>
<td>$1.60</td>
<td>65%</td>
</tr>
<tr>
<td>$1.80</td>
<td>70%</td>
</tr>
<tr>
<td>$2.00</td>
<td>75%</td>
</tr>
<tr>
<td>$2.20</td>
<td>80%</td>
</tr>
<tr>
<td>$2.40</td>
<td>85%</td>
</tr>
<tr>
<td>$2.60</td>
<td>90%</td>
</tr>
<tr>
<td>$2.80</td>
<td>95%</td>
</tr>
<tr>
<td>$3.00</td>
<td>100%</td>
</tr>
</tbody>
</table>

- No Change
- +$0.20
- +$0.40
- +$0.60

$3.00 | $2.80 | $2.60 | $2.40 | $2.20 | $2.00 | $1.80 | $1.60 | $1.40 | $1.20 | $1.00
GUIDELINES INCLUDED:

• Performance-Based Process
  • Performance Target: 65% - 85% occupied during peak period

• Standardized Annual Review Process
  • Either no change, or adjust up or down by $0.20, $0.40, or $0.60 based on data

• Over Time, More Options within Each Meter District
  • Targeted rate increases only in very high demand areas
  • Reduced priced options in SmartPark garages and in areas with lower demand
GUIDELINES INCLUDED:

• Establishing New Parking Management Districts

• Implementing Strategies and Monitoring Performance

• Net Meter Revenue Allocation
ESTABLISHING A PMD:

1. Initiate Request for New Parking Management District (PMD)
2. Establish Preliminary District Boundaries
3. Establish Workgroup or Parking Committee

THIS GUIDANCE APPLIES TO:

- Downtown (including Pearl, South Waterfront, Old Town, and Goose Hollow)
- Marquam Hill
- Lloyd
- Central Eastside
- Northwest

☑️ Future Parking Management Districts
4. Document Existing Conditions and Active Parking Management Strategies

5. Collect Data

6. Recommend Parking Management Strategies
   • Coordination with Surrounding Areas

7. Implementation

8. Monitoring

PROCESS CYCLE:
BACKGROUND ON PORTLAND’S METER DISTRICTS

• Downtown
• Lloyd
• Marquam Hill
• Central Eastside
• Northwest
The Revenue Allocation Policy section of TRN 3.102 gives the following specific guidelines:

A majority of net meter revenue should go to services and programs within the meter district in which they were generated.

Revenue remaining after capital and operating costs are covered may be allocated to support transportation services within the meter district and citywide.

Meter system revenues are to be allocated to support transportation and parking services.
# EXAMPLE NET METER REVENUE PROJECTS

**PROGRAM MANAGEMENT, MARKETING, AND OUTREACH (M)**

<table>
<thead>
<tr>
<th>M.1</th>
<th>Develop work plans to attain identified mode split goals</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>M.2</td>
<td>Awareness campaigns and direct marketing</td>
<td>R</td>
</tr>
<tr>
<td>M.3</td>
<td>Materials and services, such as graphic design and printing</td>
<td>R</td>
</tr>
<tr>
<td>M.4</td>
<td>Evaluation and analysis, such as surveys and public outreach for specific programs and projects</td>
<td>R</td>
</tr>
</tbody>
</table>

**TRANSPORTATION DEMAND MANAGEMENT (T)**

<table>
<thead>
<tr>
<th>T.1</th>
<th>TriMet Pass program to provide transit passes to district employees, residents, or as an opt-out incentive</th>
<th>○</th>
</tr>
</thead>
<tbody>
<tr>
<td>T.2</td>
<td>Subsidized BIKETOWN memberships for district employees, residents, or as an opt-out incentive</td>
<td>○</td>
</tr>
</tbody>
</table>

**CAPITAL PROJECTS (C)**

<table>
<thead>
<tr>
<th>C.1</th>
<th>Area walking maps and installation of pedestrian wayfinding signs</th>
<th>○</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.2</td>
<td>Design and installation of new sidewalks or curb extensions</td>
<td>○</td>
</tr>
<tr>
<td>C.3</td>
<td>Design and installation of crossing safety improvements</td>
<td>○</td>
</tr>
</tbody>
</table>
ADDITIONAL SLIDES
OVERVIEW OF TOPICS COVERED

1. Introduction
2. Parking Management Districts
3. Time Limits
4. Pricing
5. Event Districts
6. Truck Loading Zones
COMMITTEE’S CHARGE

• **Guide** Development of a Parking Management Manual that:
  • Provides consistent *citywide* guidance
  • Utilizes a *performance-based, data-driven* approach
  • Ties the entire *public parking system* together

• **Drive** Implementation
  • Advance recommendations to Council
  • Champion the performance-based process

• **Role & Expectations**
  • Bring perspective of districts / neighborhoods
  • Collaboratively develop a more global perspective
  • Provide guidance to staff and consultants
  • Serve as project advocates

[PARKING MANAGEMENT MANUAL]
PUBLIC OUTREACH

1. Citywide Parking Strategy Process
   • Communication with close to 1,000 people
   • Support for data-driven management.
   • Recommendation to Develop a Performance-Based Parking Management Manual

2. Parking Management Manual Online Open House
   • Available in 10 languages online (February 2018)
   • Comments from 12 individuals
   • Multiple comments in support of using data to set rates.

3. Letters of Support
   • 7 Emails of Support from Individuals
   • Go Lloyd
   • Portland Business Alliance
   • Portland Freight Committee
   • Bureau of Planning and Sustainability

“I'm very excited to see data & performance be used to set parking policy…”

“I think a data-driven approach is the best way to set parking management policy”

“I like that hourly parking prices will be adjusted to meet demand.”

“Bravo! I encourage the Commissioners to approve it when it gets to them this time, because studied, data-based policymaking is what we need.”
PBOT receives **very few** comments that rates are too high, but **frequently** hears that finding on-street parking is very difficult in some parts of the City.
UPDATES TO TRN-3.102

1996

TRN-3.102 – Parking Meter District Policy

2018

REVISED: Meter Rate Setting Process

NO CHANGES: Revenue Allocation Policy
ANNUAL RATE REVIEW PROCESS

Measured Occupancy

↑ Rate Increase

No Rate Change

↓ Rate Decrease
KEY ISSUES TO ADDRESS:

- On-Street Pricing Around Large Venues Does Not Incentivize the Uses of Alternative Modes:

<table>
<thead>
<tr>
<th>Service</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off-Street Event Parking</td>
<td>$26.00</td>
</tr>
<tr>
<td>Transit</td>
<td>$10.00</td>
</tr>
<tr>
<td>Biketown</td>
<td>$9.60*</td>
</tr>
<tr>
<td>On-Street Parking (@ $1.00/hr)</td>
<td>$4.00</td>
</tr>
</tbody>
</table>

- No Guidelines for Implementation and Rate Adjustments
CRITERIA FOR EVENT DISTRICT

Requirement 1: Event Size

Requirement 2: Data Driven

Requirement 3: Utilize Existing Metered Parking

Requirement 4: Publish Dates in Advance
ANNUAL RATE REVIEW PROCESS

Current Price per Hour

$3.00
$4.00
$5.00
$6.00
$7.00
$8.00
$9.00
$10.00

Observed Occupancy

50% 55% 60% 65% 70% 75% 80% 85% 90% 95% 100%

-$1,00
-$2,00
-$3,00
No Change
+$1,00
+$2,00
+$3,00

+$1,00
+$2,00
+$3,00
No Change

41
GUIDELINES INCLUDED:

• Establishing Event Districts
  • Providence Park (Existing)
  • Rose Quarter
  • Convention Center

• Standardized Annual Review Process
  • Adjust rates based on data to incentivize
    the use of alternative modes

Proposed guidelines supported by the Oregon Convention Center and the Rose Quarter
## EXAMPLE TRANSPORTATION COSTS FOR EVENT IN ROSE QUARTER

### 2 People, Stay of 4 hours

<table>
<thead>
<tr>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Off-Street Event Parking</strong></td>
</tr>
<tr>
<td><strong>Transit</strong></td>
</tr>
<tr>
<td><strong>Biketown</strong></td>
</tr>
<tr>
<td><strong>On-Street Parking (@ $1.00/hr)</strong></td>
</tr>
</tbody>
</table>

*Assuming a 30-minute ride each way*
EVENT DISTRICT RATE REVIEW PROCESS

<table>
<thead>
<tr>
<th>Measured Occupancy</th>
<th>Rate Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>50%</td>
<td>$3.00 Min.</td>
</tr>
<tr>
<td>60%</td>
<td>$4.00</td>
</tr>
<tr>
<td>70%</td>
<td>$5.00</td>
</tr>
<tr>
<td>80%</td>
<td>$6.00</td>
</tr>
<tr>
<td>90%</td>
<td>$10.00 Max.</td>
</tr>
<tr>
<td>100%</td>
<td>↑ Rate Increase</td>
</tr>
<tr>
<td></td>
<td>↓ Rate Decrease</td>
</tr>
</tbody>
</table>

$3.00 Min.

↑ Rate Increase

No Rate Change
EVENT DISTRICT RATE REVIEW PROCESS

- 100% → Rate Increase
- 85% → No Rate Change
- 65% → Rate Decrease

Measured Occupancy:
- 100%
- 95%
- 90%
- 85%
- 80%
- 75%
- 70%
- 65%
- 60%
- 55%
- 50%
# RATE ADJUSTMENT PROCESS

<table>
<thead>
<tr>
<th></th>
<th>Meter Districts</th>
<th>Event Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Hourly Rate</strong></td>
<td>$5.00</td>
<td>$10.00</td>
</tr>
<tr>
<td><strong>If Greater Than 85% Occupied</strong></td>
<td>+0.20, +$0.40, or +$0.60</td>
<td>+1.00, +$2.00, or +$3.00</td>
</tr>
<tr>
<td><strong>If Between 65% and 85% Occupied</strong></td>
<td>No Rate Change</td>
<td>No Rate Change</td>
</tr>
<tr>
<td><strong>If Less than 65% Occupied</strong></td>
<td>-0.20, -$0.40, or -$0.60</td>
<td>-1.00, -$2.00, or -$3.00</td>
</tr>
<tr>
<td><strong>Minimum Hourly Rate</strong></td>
<td>$1.00</td>
<td>$3.00</td>
</tr>
</tbody>
</table>
Adopt Parking Management Manual to establish guidelines for managing public parking in the City of Portland (Ordinance)

NOW, THEREFORE, the Council directs:

a. The City Council adopts the Parking Management Manual to guide management of the public parking system and directs the Bureau of Transportation to implement the guidelines contained in the Manual.

b. This ordinance is binding City policy.
# EXAMPLE NET METER REVENUE PROJECTS

## PROGRAM MANAGEMENT, MARKETING, AND OUTREACH (M)

<table>
<thead>
<tr>
<th>M.1</th>
<th>Develop work plans to attain identified mode split goals</th>
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<td>Awareness campaigns and direct marketing</td>
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<tr>
<td>M.3</td>
<td>Materials and services, such as graphic design and printing</td>
<td>R</td>
</tr>
<tr>
<td>M.4</td>
<td>Evaluation and analysis, such as surveys and public outreach for specific programs and projects</td>
<td>R</td>
</tr>
<tr>
<td></td>
<td>Contract with outside staff to administer specific TDM programs or projects to help achieve mode split goals identified in the district work plan. This includes staff time for programs that provide information, incentives, and encouragement to district employees and residents to walk, bike, carpool, and use transit more often, as well as funding for special events and targeted outreach to employers and district employees.</td>
<td>☀</td>
</tr>
<tr>
<td>M.5</td>
<td>Develop and promote a shared parking program</td>
<td>☀</td>
</tr>
<tr>
<td>M.7</td>
<td>Perform shared-use parking analysis related to capital projects to determine impact</td>
<td>☀</td>
</tr>
</tbody>
</table>

*R = Required  l ☀ = Eligible*
## EXAMPLE NET METER REVENUE PROJECTS

### TRANSPORTATION DEMAND MANAGEMENT (T)

| T.1 | TriMet Pass program to provide transit passes to district employees, residents, or as an opt-out incentive |
| T.2 | Subsidized BIKETOWN memberships for district employees, residents, or as an opt-out incentive |
| T.3 | Company or district-wide ridesharing networks using DriveLessConnect with incentives to carpool |
| T.4 | Free day and week passes on TriMet to encourage people to try transit |
| T.5 | District-wide BIKETOWN zones that allow commuters and customers to park at any bike rack without paying a fee |
| T.6 | Free or discounted bicycling and walking safety accessories such as lights, locks, and rain gear |
| T.7 | Subsidized car-share memberships |

R = Required  |  I 〇 = Eligible
### CAPITAL PROJECTS (C)

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<thead>
<tr>
<th></th>
<th>Description</th>
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<tbody>
<tr>
<td>C.1</td>
<td>Area walking maps and installation of pedestrian wayfinding signs</td>
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<tr>
<td>C.2</td>
<td>Design and installation of new sidewalks or curb extensions</td>
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<tr>
<td>C.3</td>
<td>Design and installation of crossing safety improvements</td>
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<tr>
<td>C.4</td>
<td>Bicycle infrastructure including bicycle network improvements or bicycle storage</td>
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<td>C.5</td>
<td>Any project identified in the adopted Transportation System Plan</td>
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<tr>
<td>C.6</td>
<td>Transit tracker kiosks to provide arrival and departure information</td>
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<td>C.7</td>
<td>Enhanced transit service or transit reliability improvements in partnership with TriMet and/or</td>
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<tr>
<td></td>
<td>Portland Streetcar</td>
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<tr>
<td>C.8</td>
<td>Increase supply of off-street parking once all best practices have been implemented on-street</td>
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<td>and TDM tools are utilized</td>
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</tbody>
</table>

*R = Required  I ○ = Eligible*
WRAP UP

1. Introduction
2. Parking Management Districts
3. Time Limits
4. Pricing
5. Event Districts
6. Truck Loading Zones