



Parking Advisory Committee Meeting Minutes

Date: October 8, 2025

Time: 8:00 a.m.

Location

Aspen Conference Room and Virtual
City Hall
415 W 6th Street
Vancouver, WA 98668

Meeting (Convened via in-person and video conference)

The meeting agenda materials referenced in these minutes can be found [online](#).

Item 1: Call to Order and Roll Call

The Oct 8, 2025, meeting of the Parking Advisory Committee Meeting was called to order at 8 am by President Ryan Morin.

Board Members Present: Ryan Morin, Jason Cromer, Jocelyn Cross, Jonathan Wheeler

Board Members Absent: Travis Schemp, Garrett Ginter

Staff Present: Patrick Quinton, Chris Harder, Gabriel Montez, Tyler Lund, Kyle McCleary

Guests: None

Public Comment:

No public comment

Approval of Minutes

Cromer motioned, seconded by Wheeler, to approve Aug. 13, 2025, minutes. Motion unanimously passed.

Weekend Data and Occupancy update

Montez thanked the group for attending the meeting. Montez stated that the agenda was to go over updates about 7 Day Pay to Park data which would be presented by Lund. After that, Montez said he would be covering occupancy and data specifically for the Waterfront District as well as a suggested rate increase for 2026. Finally, McCleary would present on some needed code changes intended to clean up language and support recent parking changes.

Members

Ryan Morin
President

Jason Cromer
Vice-Chair

Garrett Ginter
Jonathan Wheeler
Jocelyn Cross
Travis Schemp

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Economic Prosperity & Housing | 360-487-8650 | Relay 711 | Tyler.Lund@cityofvancouver.us

Lund started by presenting the occupancy map that had been seen at several previous meetings which illustrated parking utilization in the summer months of 2024. Lund then presented the same map for June-September of 2025. He highlighted the differences which included significant expansions in the high utilization areas, especially north of Evergreen Blvd and in the Government District. He also said that this map was an update to one that had been presented at the last meeting and that some differences were present including the lightening of utilization around the edges of the high use areas. Lund stated that this was consistent with expected changes in demand that follow the end of even season and the summer months.

Lund then discussed the changes in parking supply that occurred in 2025 including the closures of Esther and 8th St for the Farmers Market every weekend, intermittent closures for Main Street Promise further north, and construction closures around two buildings. Two garages had also opened in the Waterfront District, adding 1800 spaces of private parking supply to the area.

Lund also presented on the parking transaction numbers seen on weekends since the start of 7-Day Pay to Park June 1st. The PAC had last been updated after week 9 and the update ran through week 16. The event season had ended marking a change between the transactions from the summer season and September/October. Daily weekend transactions had moved from the high 90% range when compared to weekdays to a 75-80% range. Saturdays averaged 84% of weekday transactions and Sundays averaged 63%. Lund highlighted that these transactions occurred in about half of the parking supply in the district since pay to park was only Evergreen and South on weekends and asked if there were any questions.

Morrin asked if based on the map the transition to 7-day decreased the demand for parking south of Evergreen. Lund responded that based on the data it seemed like a reasonable statement and that there was still high demand. There were no gaps and people had not moved or abandoned the blocks that were now pay to park on weekends.

Wheeler asked if Lund could flip back and forth between the slides with occupancy maps for comparison and Lund did so.

Waterfront Occupancy and Rates

Morrin asked Montez to expand on Waterfront occupancy and Montez stated he would be providing and update on that and some details for 2025.

Montez stated that occupancy at the Waterfront was consistently above 85% and at some peak hours was above 90%. The current on-street rate was \$2.50. The off-street lots were \$2.50 at the Gramor Parking Center and \$2.00 at the Terminal 1 Garage. Those rates are likely to increase with the implementation of the parking tax in 2026.

Montez then presented two diagrams. The first showed the occupancy of on-street parking in the Waterfront District by time of day. The low end was shown to be 72% occupied in the 6-8am hours while all other times were above 85% occupied. The peak time was from 1-3pm at 93% occupied. Montez highlighted that occupancy was regularly above 85%, which is the industry standard for high occupancy. The second diagram was a map of the on-street parking for Waterfront that showed most of the blocks in red, indicating high occupancy and high demand areas. The occupancy counts had been performed over 21 months from January of 2024 to September of 2025.

Montez spoke about a suggested rate increase for on-street parking in the Waterfront district to \$3.25 per hour. The rationale for this included the city parking tax starting January 2026, the high occupancy of Waterfront parking, studying capacity for other possible rate changes, and encouraging the use of off-street private garages as an alternative. Montez highlighted that the price was the same on-street and in the Gramor garage, which could have a negative impact on their utilization. He stated that the goal was to encourage long-term parkers to use those off-street facilities to create a positive impact on on-street supply.

Morrin stated that he felt it was important that the committee have a conversation about the proposed rate change and asked for feedback.

Cromer stated that he felt it made sense based on the market conditions and the parking tax being levied. He also asked how the parking tax would be evaluated.

Montez replied that there would be a \$0.20 tax on parking in the right-of-way and \$0.15 tax for off-street parking.

Cromer stated that it seemed based on the information that demand was increasing over time and that it made sense to raise rates and look for an equilibrium that is more in line with the industry standard of 85%.

Wheeler stated that it made sense to address the 85% occupancy as when that number is reached people perceive that there is not enough parking available when it is a misallocation of parking resources. He also highlighted that lack of parking caused congestion and cars circling the block looking for parking.

Cross stated that a rate increase would cause heartburn with people and expressed concern for people considering other raises in cost of living. She also stated that she understood the wish to push people to off street garages.

Morrin stated that he agreed with that and felt that people were sensitive to price increases given other recent increases at other levels of government. He also stated that he felt like this increase served a specific purpose which was to increase turnover. He stated that he was sensitive to concerns people may have but also felt that the increase would benefit businesses and customers looking to park.

Montez stated that he appreciated the committee's comments and that those concerns were part of the considerations. He highlighted the impacts that Main Street promise and other construction have had further north as reason the department had aimed not to impact that area at this time.

Code Change Recommendations

Montez introduced McCleary as a Parking Officer who was helping with code rewrites and cleanup. He stated that there were a lot of outdated and messy codes that was being looked at.

McCleary stated that the main goals were to make sure the language in parking codes were concise, accurate and reflective of the technology and practices currently being used.

McCleary first presented on VMC 19.02.040(B) – Limited Parking which allowed the limiting of time stays on-street. While other codes had already been updated, this code still had language excepting Saturday and Sunday which was inconsistent with other recent code changes.

Morrin asked for clarification and stated that it seemed the code did not change any operations in a practical manner and was just for consistency. McCleary agreed and stated that the goal was to bring this code into compliance with the other existing ones and to clean up the language.

Next McCleary presented on VMC 19.10.040 – Parking for persons with disabilities. The language was again inconsistent with other changes that had been made and excluded Saturday and Sunday. This meant that the restriction on all day parking to 4 hours was not valid on weekends and was inconsistent with other recent code changes. This change was requested to bring all enforcement days and hours to the same consistent set of 8am-6pm all days except holidays.

Next McCleary presented on VMC 19.04.030 – Parking meter installation. This section was written with physical single space meters in mind which are no longer used in Vancouver. This change was requested to remove the outdated language and bring the code in line with modern equipment and practices.

Finally, McCleary presented on VMC 19.11.060 – Parking meter fees. This code sets the on-street rate limits for parking Zone 3. This code conflicted with a code change that had already been made by the City Council which increased the limit to \$3.50 per hour. This change was requested to bring the code in line with other previous changes and remove the conflicting limits.

Morrin clarified that this limit was the same as the one the committee had previously voted on for the whole district which McCleary confirmed.

Vote

Cromer motioned for a vote on recommending the code changes. Wheeler seconded. Morrin, Cromer, Wheeler, Cross voted yes unanimously.

Questions

Montez highlighted next steps and took questions.

Cross asked about Lot 16 being vacant with no visible progress and no revenue.

Montez spoke about upcoming construction projects in and around the lot.


Cross stated that the area was in high demand and that not having the lot forced parkers on street.

Cromer asked about the downtown circulator and any bike share program progress.

Montez provided updates on working with C-Tran and stated further updates would be available later in the process for the parking plan.

Adjournment

8:40 am

Signed by:


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Ryan Morin, Board President

Meetings of the Parking Advisory Committee are electronically recorded on audio. The audio tapes are kept on file in the office of the City Clerk for a period of six years.