



Parking Advisory Committee Meeting Minutes

Date: May 8, 2024

Time: 8:00 a.m.

Location

City Hall – Aspen Room Fl
415 W 6th Street
Vancouver, WA 98668

Regular Meeting (Convened in person and via video conference)

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

Item 1: Call to Order and Roll Call

The May 8th, 2024, meeting of the Parking Advisory Committee Meeting was called to order at 8 am by Interim President Ryan Morin.

Board Members Present: Ryan Morin, Jason Cromer, Kurt Stonex, Doug Varenas, Jocelyn Cross, Travis Schemp

Board Members Absent: Garrett Ginter

Staff Present: Patrick Quinton, Chris Harder, Gabriel Montez, Andrew Westlund, Dan Lloyd, Tina Picchioni, Anne Stedler, Kimberly Kerlee

Guests: None

Public Comment:

No public comment

Approval of Minutes

Stonex motioned, seconded by Varenas, to approve the February 14, 2024, minutes. Motion unanimously passed.

Introduction of new PAC Member

Morin introduced and welcomed PAC's new member Travis Schemp. Schemp provided a brief summary of his background and qualifications.

Draft Strategies

Ben Walker, Walker Consultants, stated that today's meeting will focus on our higher-level vision, goals and principles to the Vancouver downtown parking and curb management and how we can reflect those in the plan document we're preparing this year. A few years ago, the City worked with a consultant to prepare a strategy update for our parking programs. Some of the recommendations were fourteen key strategy areas, one of which was for the

Members

Ryan Morin
Interim President

Garrett Ginter
Doug Varenas
Kurt Stonex
Jason Cromer
Jocelyn Cross
Travis Schemp

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City to revisit and revise as needed. In 2006 and 2007, the City established ten principles for parking management. Walker opened an interactive, web platform mural board where everyone can participate and add comments. Part 2 Walker stated that what we want to do today is discuss those ten principles; the committee's impressions on the principles, what to keep, what not to keep, what resonates, what might feel outdated and in need of revision, etc. of the table shows context of the Comprehensive Plan, Transportation System Plan, and Climate Action Framework. The final step is brainstorming on the 2006 year principles.

Stonex stated that we need to have adequate parking for people that live there, people that work there, and people that visit there and if there's not, and that can be a combination of not just parking but alternate modes of transportation.

Cromer stated his vision is a more livable and focused curb management plan where people have access to robust transit and buses. Access to curb management to deliver more efficient modes or more efficient movement of people in those modes as well as bicycle parking. Parking for people who have disabilities, drop off and loading zones, and focus on efficiency of space and more livable space.

Morin stated that we want to make sure that our parking stock is meeting the means and objectives of the City. In terms of curb management, making sure that there's appropriate length of time that people are allowed to park in certain places to either encourage turnover for local businesses so that customers can come and go instead of parking just being a long-term storage for people's personal property. Making sure that we're using our parking stock to meet the needs of the community as opposed to just one person who's parking there for a month.

Cross stated that she'd like to echo Morin's last comment. She would like to see the 20-minute parking meter come back.

Cromer stated that wayfinding seems to be a big issue. It really goes along with full pricing and efficiency, but also with the new parking structures being built to guide people into designated zones so they're not circling a single block trying to find parking. Objectively a good wayfinding system to guide people into parking spots, which would also free up on-street parking for better uses.

Morin added that overall, we need to think about what how parking is going to meet the needs of the City in the future decades, not what has or what would have met the needs in previous decades. In future decades, we're coming to the reality of things like climate change, and we need to be very aggressive and mindful of anything that we do with parking has to be forward looking and taking the realities of climate change and how transportation may look different in the coming decades. We should be planning for that now.

Stonex stated this his understanding of the Comprehensive Plan is that we're trying to figure out how to provide density inside the urban boundary, which means more people and smaller areas, particularly in the urban area. We need to plan for extra people down there. Larger cities around the US or Europe have a variety of options to get around town. We don't have a lot of options in Vancouver yet, we're really car centric. A big part of planning parking is the mass transit system.

Walker stated that was mentioned recognizes that there are tradeoffs. When thinking about goals and principles, encouraged the committee to think about what you are willing to commit to for when the city must make hard decisions about potentially removing parking supply in some cases. The City is looking at the parking minimum requirements and its development code right now. How do you make those complex tradeoffs? A couple of the plans make definitive statements to support alternative transportation. The other side of the coin is you interested in reducing the impacts in the community to help enable that activity? Putting it on paper provides stronger foundation for making future choices.

Morin stated that the stats shows that the parking stock is quite robust therefore the City should be efficient with parking with wayfinding and turnover. If we are really committed to alternative forms of transit that we may have to be open to strategic removal of some parking spots. The Main Street promise project shows that we can look at projects that there may be a net reduction in parking, but the net benefit to the

community is going to be immense. It's a great point that these are hard questions and it's not something that I take lightly but the city needs to be open to in order to move forward with our climate action goals.

Walker stated that the arguments for and against can sometimes be asymmetrical.

Cromer stated that the safety aspect is also important to consider.

Weber stated that we will now look at the ten principles. Believes that the intent of a lot of these is still in the right direction however a few things stand out. Is the intent of them versus the language or the specifics to the language feel clear. Any thoughts about the intent of them versus is the language?

Morin agreed that the language needed clarifications.

Cromer agreed and stated that some of the language is redundant. Also, we need to shift both in our transportation and our climate action plan initiatives and comprehensive plan and objectives for the city.

Morin stated that we should be broader in a lot of our language and goals. The role of downtown is evolving. The reality is that the use of the public parking system has evolved significantly since 2006 and our strategy should reflect that.

Stonex stated that we do look at it the broadly for all users, but I also think it's important in the principles to mention who those users are so one particular group doesn't feel like they're not getting attention.

Morin stated that #7 should be removed as it is not consistent with the City's climate action goals.

Varenas stated that the word "parking" could be substituted with something like "access" or something a lot more general because having access to a downtown area without it even specifically being parking in that specific location. A term like access would keep open the vision of having an area where there is no parking. It's a broader question of what we want the whole downtown area to look like because even from an economic perspective, I think we think of parking as an economical necessity as if people will not come if it's there is not parking. I think that people that stay and make it an experience, you know, might even have a greater economic impact as far as like patronizing more businesses and staying for longer periods of time without having to necessarily park there.

Weber stated that it's always good to remember parking is not the destination. You know, homes and businesses and parks and libraries and restaurants are the destinations.

Cromer stated that he wanted to echo that. Coming back from Europe the City cores that are really car free are usually the liveliest and the most enjoyable. Include on street on #5.

Weber asked what would be more helpful for making future decisions.

Morin stated that things that he takes into consideration the most when making decisions is the data.

Cromer stated that being bold be considered a principle to add. Sometimes it takes a little bit of boldness to achieve something a little bit better.

Weber stated that #8 sounds too vague to him. Do any of the principles need a finer point on them?

Cromer stated that it sounds more like a transportation system plan initiative transportation objective.

Weber stated that more details and substance may need to be added.

Cromer stated that #10 could be reworded.

Weber asked if they would want to give parking services more of a principles-based mandate to collaborate with other departments more fully?

Comer stated that that makes sense, a more holistic way. What could we do with that land? Looking at it more of a land usage way instead of personal vehicle storage perspective.

Weber asked how do you define success to actively participate with the businesses?

Stonex stated that that was added because many landlords and businesses, particularly people that were professional offices, felt that the city was only worried about people that come shopping and they didn't care about anybody that tried to establish a business.

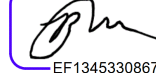
Montez stated that the next meeting will be extended to 90 minutes. Data and survey results will be shared. Also, voting for the chair will take place at the next meeting.

Weber stated that the committee members will have continue to have access to the mural link for additional comments and input.

Adjournment

9:065 am

Signed by:



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Ryan Morin, Interim 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.