



Parking Advisory Committee Meeting Minutes

Date: July 18, 2024

Time: 8:00 a.m.

Location

City Hall – Council Chambers
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 July 18, 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, Garrett Ginter

Board Members Absent:, Doug Varenas

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

Guests: Ben Walker, Walker Consultants

Public Comment:

Devon William, 1000 W Columbia Way, stated that we need to consider about how parking affects the overall growth of the area, specifically our downtown areas. Believes that priority should be on how to better utilize our current spaces as well as build alternatives to parking. How to effectively get people to better utilize the current spaces? Stated that he is in support of converting the waterfront way between Grant St and Esther Street into a pedestrianized street.

Tabor Kelly, 4909 Willamette Dr., stated that the government needs to provide services that individuals in the private sector cannot reasonably be expected to provide for themselves for example a street. Parking is not one of those services as evidenced by surface lots in the downtown; the private sector is entirely capable of providing parking. The City should only provide on-street parking when it improves the streetscape. Parking is not a destination. Parking should be priced in real time so anyone willing to pay for it can find parking however should not be discounted for living in the neighborhood or having a shorter or longer stay.

Members

Ryan Morin
Interim President

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

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Economic Prosperity & Housing | 360-487-8657 | Relay 711 | Tina.Picchioni@cityofvancouver.us

Alyssa Wheeler, Esther Short neighborhood, in favor of reduction of and eventually eliminating public parking downtown. Public parking is heavily underutilized, and we have a massive oversupply of it. An increase in parking brings negative effects such as increased traffic, increased noise pollution, increase air pollution, and decrease in pedestrian safety. We have so many other things that we could prioritize with the land. To help the city meet its climate goals and make our most economically productive part of the city's downtown more vibrant and more enjoyable place to be, we should be prioritizing reducing public parking downtown.

Israel Lopez, stated that there seems to be a lot of public parking, people can walk a few blocks after parking, more people are going car free, and we need more bike parking.

Zack Gatton, Van Mall neighborhood, stated that we have a huge surplus of parking in the downtown area. Parking is easy to find if you are willing to walk a block or two. Stated that he believes that parking is too cheap hence discourages use of transit and alternative modes of transportation to the downtown area. You need to make driving less desirable and walking and biking more attractive.

Scott, downtown area, echoes what's already been said. Largest priorities are climate action goals of the City in addition to safety. Adding additional parking to increase convenience is contrary to all those goals. The study clearly shows that we have an abundance of available parking.

Approval of Minutes

Stonex motioned, seconded by Cromer, to approve the May 8, 2024, minutes. Motion unanimously passed.

Parking Plan Vision & Principles Discussion

Montez started that the presentation will give an update on existing conditions and other related parking plan topics, will go over study updates, public outreach efforts, parking occupancy data collected, parking principles, upcoming steps, strategies both within and outside of their Charter. Would like the committee to discuss and provide input on the outlined strategies. Do you support reject have question or would like to modify any of the strategies outlined? What strategies and detail are must have in your mind? This plan is developed to help support growth and urbanization without adding parking supply. We are not looking to reduce, but we are looking to be more efficient with our parking supply. We want to encourage shared private parking to promote more efficient supply use.

Parking Plan Survey/Small Group Conversation Overview – Information Session

Ben Walker, Walker Consultants, stated that he will start building out some of the details and frameworks for all the strategies, will provide an overview of past efforts of the project and then really get into strategy conversations. Walker provided Survey 1 results, which had over 2500 responses. Walker showed the demographics and duration for downtown visits. There is more requests and interests in more supply, more convenient supply, lower priced parking which is fairly typical response in every community. The major intention of this plan is to rethink that assumption that you need more supply than instead look at supply efficiency and improved management techniques to take advantage of the legitimate oversupply and make it more available and more usable to people in need.

The survey shows the top three uses prioritized for street curbsides are vehicle parking, outdoor dining areas and street safety however there are other awareness in other alternatives. Walker summarized that the small group discussions resulted in commonly heard input for alternative modes of travel, height of pay stations, nearby employee parking, etc.

Parking Plan Existing Conditions - Discussion

Walker presented the On-street and off-street occupancy averages were presented. Think about the management tools and potential for our over-supply. A summary of the input from the May 8, 2024 meeting was provided and an informal list of some fresh approaches for parking, curb and mobility principles. Values need to remain important.

Parking Plan Strategies/Recommendations - Discussion

Walker discussed the CORE and EDGE rates strategy which is geographic demand balancing. Presented an illustrative map. This strategy is compatible with *Progressive* pricing. Progressive/Tier pricing is supply flexible and simpler to enforce. This is often applied in a core zone. Short-term or day-long parking options – escalation promotes turnover.

Walker stated that there is a valid case for on-street weekend pricing, busiest is Saturdays.

Montez stated that Parking is already looking at adding weekend pricing.

Walker stated that education and initially having leniency is a good practice.

Walker stated that scaling back the general monthly access permits may be a good option. Looking at modifying the pricing model.

Walker spoke on user experience and shaping behavior strategies, clarifying the system. Spoke on wayfinding, not just for parking but for downtown. Urban design strategy.

Walker discussed shared parking, private surplus with sharing agreements. Could be year-round or “surge” parking, weekend surges at Waterfront.

Committee members provided discussion and input. Employee parking was discussed. Walkability is important and makes the experience more enjoyable and safer. Wayfinding is a great idea, eases stress of parking. Shared parking seems like a no brainer, a good idea.

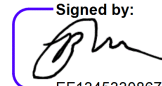
Election of Officers

Stonex nominated Ryan Morin for Chair, seconded by Ginter, and unanimously approved.

Schemp nominated Jason Cromer for Vice-Chair, seconded by Ginter, and unanimously approved.

Adjournment

9:40 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.