



Meeting Notes

PASSENGER ZONES TASK FORCE #3 THURSDAY, AUGUST 1, 2019

- Attendees
 - Task Force Members
 - Lisa Frisch, Portland Business Alliance
 - Lauren Switzer, Lyft
 - Steve Entler, Radio Cab
 - Skyler Lanning, Wildwood Tours
 - Jared Dayton, Dossier
 - Sara Hoeber, Pearl District Neighborhood Association
 - Michelle Graham, Travel Portland
 - City Staff/Consultants
 - Kelly Sills, PBOT
 - Josh Lynch, PBOT
 - Ted Naemura, PBOT
 - Rick Williams, Rick Williams Consulting
 - William Reynolds, RBT Consultants/Rick Williams Consulting
- Public Comment Period
- Existing Conditions Review and Discussion
 - Send out map of existing passenger loading zones
 - By City Policy: Non-metered time limit signs tell drivers how long they are allowed to park in a space, such as for 1 hour or 30 minutes (or 5 minutes in metered areas). These signs are in effect and enforceable from 8 a.m. to 6 p.m. Monday through Saturday, unless the regulating sign shows other restrictions for days or hours. These signs are not in effect and not enforceable on city-recognized holidays.
- Options for Consideration
 - There is reason to believe that restaurants, if given the opportunity, would have a desire for passenger loading zones in front of their business (or on their block) for passenger pick-up/drop-off, even if not operating valet.
 - However, is there truly a need given the ability to load/unload from within travel lanes and within no-parking areas (for 30 seconds or less)?
 - A 5-minute time limit is likely inadequate to check-in to a hotel in Downtown.
 - Alternative opinion: 5 minutes is more than adequate.



- One potential benefit of a more clearly outlined and permitted valet program for hotels is documentation of rules and regulations (e.g. requirement to move vehicles off-street) and how to manage the limited number of valet stalls.
 - Currently, hotels manage hotel zones with a sense of ownership; valet operators help to move vehicles through these zones efficiently to ensure spaces are available for guests; there is little indication that hotel zone operations are not functioning well, and there is no reason to change signage as hotels/valet operators will continue to operate within these zones in the same manner.
 - Consider a passenger loading zone sign with a time limit written on the sign (such as “Passenger Loading Only, 5 Minutes”)
 - No Parking signs are universal and easily understood by the public that individual may not leave their vehicles in these zones.
 - Valet operators currently help to move vehicles efficiently through passenger loading zones; important to avoid punitive action against valet operators that are helping to ensure spaces are used efficiently, and increasing ticketing of tourist vehicles should be avoided.
 - Given that hotel zones effectively allow use by all users (due to the ambiguity of the term “hotel visitor” within code), should PBOT make it clearer through signage that these stall may be used by non-hotel guests?
 - 5-Minute stalls that allow parking by non-hotel guests to visit nearby shops have the potential to disrupt efficient operations of passenger loading/valet zones (they could park in the first stall, for example, making it difficult for valet operators to move vehicles through the zone); any changes should help to ensure loading and valet operations continue efficiently.
- Adjourn