



Corvallis Parking Program Audit

White Paper #7: Eugene Parking Permit Program Case Study

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City of
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1.0 Executive Summary

This memo provides a detailed overview of the Eugene commuter and residential parking permit programs with the goal of providing some real-world examples for Corvallis to consider. Key lessons learned are summarized below with a full narrative of the Eugene permit program in the body of the memo.

Ambassadorial Services – Enforcement and Parking/Mobility Manager

- The primary role of parking enforcement officers is to encourage compliance with regulations to help minimize abuse and ensure that the parking system functions as intended. All too often, the focus of the enforcement program can overly prioritize issuing tickets and penalizing even first-time violators. An approach that instead focuses on ambassadorial services can maintain the enforcement role, but also encourage enforcement personnel to serve as welcoming ambassadors for the community. Providing information, directions, clarifying regulations, and issuing warnings can all be options to help encourage compliance without ticketing as a first line option. The Eugene program focuses on this ambassador approach, and the uniforms of personnel reflect this goal of focusing on friendliness and approachability. This approach is also highlighted in **White Paper #6 – Enforcement**.
- This ambassadorial focus works best when it is adopted throughout the program, from policy to enforcement. It is very beneficial to have a consistent “Parking Manager” or “Parking and Mobility Manager” who can serve as the public face of the parking program in neighborhood association meetings and within the community. The key distinction for the Parking and Mobility Manager is that their purview would include both parking management and a role in integrating the parking program with the City's goals related to Transportation Demand Management (e.g., transit, biking, walking and ridesharing).

Online Services – “Know the True Costs”

- If feasible, transitioning parking permits online can greatly improve the customer experience. Additionally, license plate-based enforcement can greatly improve the efficiency of enforcement in the right context.
- It is critical to know the ‘true costs’ of changing the parking permit program to online only. Online platforms, credit-card transaction fees, third-party companies, as well as LPR enforcement (hardware and software upgrades/maintenance), all have both upfront and on-going costs. Therefore, it is best to evaluate if the current and future program warrants an online presence.

Permit Zones – “Make it Chunky”

- Establish permit boundaries that are intuitive and encompass entire blocks, not half-blocks, to limit confusion and conflict.
- Larger permit zones also allow for more efficient enforcement as changes to rates and/or operations take effect.

Parking Supply Inventory – Consider New Technology

- Having a detailed and up-to-date inventory of the parking supply is important for truly effective parking management. Eugene is exploring the use of Lidar technology, a remote sensing software which can be used to gather occupancy data as well as inventory street amenities and measure curb space. As the technology evolves, cost savings can be seen by using this application for multiple municipal uses.

Parking Permit Pricing – One size does not fit all

- Eugene’s parking program takes pride in its flexibility and ability to react to changing characteristics within each zone that impact parking behavior. Over time, the number of permits issued in each zone and the price per permit were customized to each zone. Capping of the number of on-street permits issued (typically tied to a ratio of the on-street parking supply in the area) helps to balance the needs of residents and employees with the on-going need to maintain availability for customers and visitors. The pricing structure and renewal period (whether by month, by quarter, or by year) reflect the unique land uses and expected users of the zones. For example, residential permit zones with dense student housing and little off-street parking have quarterly permits at a higher price; this approach acknowledges that students often rent housing for less than a year while also encouraging residents to store their vehicle elsewhere or make use of alternative transportation. Many of the on-street commuter parking pass options are much more expensive than a typical annual residential permit, but they are more in line with the market rate for commuter parking in the area. In other words, each zone is unique, and the pricing and management reflect the needs of each zone.



2.0 Introduction

The City of Corvallis is interested in gaining a better understanding of its current parking operations program and how it compares with accepted industry standards. To accomplish this, the City is pursuing an audit format of six key elements of its program.

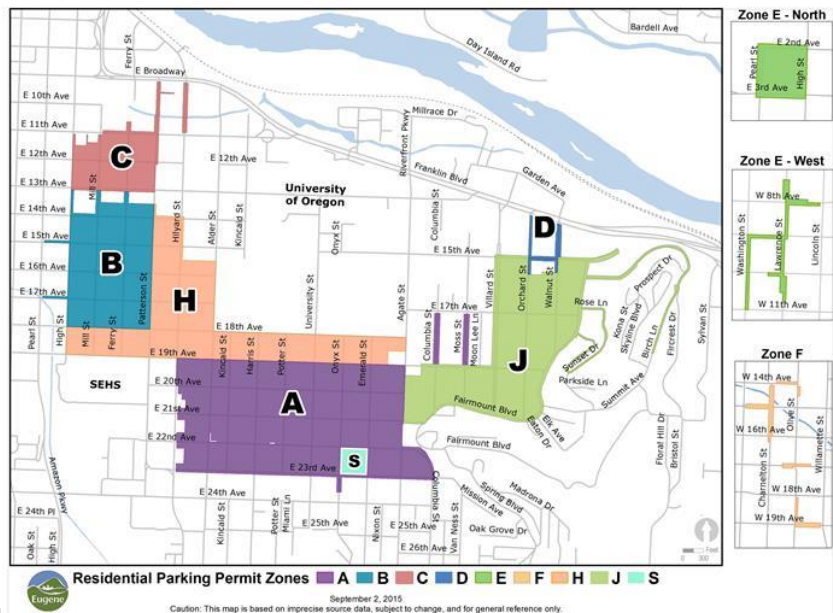
This is an additional addendum solely focused on the parking permit zones in the City of Eugene. This in-depth review of how Eugene manages its commuter and residential parking permit zones surrounding the University of Oregon's campus provides a case study from which Corvallis can glean ideas and potentially pivot to as on-street permit system evolve and as the community/campus changes and grows. This addendum describes the City of Eugene's history of the parking permit program; how it is managed and evolved; rate schedules and revenue; how it is enforced; and key recommendations for Corvallis.

3.0 Eugene's Parking Permit Program

3.1. OVERVIEW

The City of Eugene manages a complex parking permit program. Permits can be utilized on and off-street, depending on the use and zone. There are two different parking permits administered by the City: Residential and Commuter. In some cases, the different permits may be used in shared zones; however, the rate and use structure differs.

The entire system is managed by a third-party online platform, IPS Group. Through the online portal, users provide registration information including email address, home address, and their license plate number, which serves as the basis for the digital permit. After registering in the system, users can purchase new permits, save automobile information (if switching automobiles), and auto-renew permits, entirely online.



3.2. PERMIT PROGRAMS

The following section provides an overview of the two different parking permit zones: Residential and Commuter.

3.2.1. Residential Parking Permit Program

History

First established in 1978 in the South University Neighborhood, the City of Eugene now oversees eight residential parking permit zones. Those residents whose property is within Zone A, B, C, E, F, G, H or J may be eligible to purchase a residential permit which allows residents to park beyond the posted time limits within the permit zone. All residential parking zone areas allow two-hour parking without a permit during designated times. Enforcement hours are Monday through Friday, 7:00 AM – 6:00 PM. With the appropriate zone permit, a user may park beyond the posted time limit.

Permit Caps

For the first 20 years of the residential parking permit program there were no permit maximums per property. Around the year 2000, Eugene transitioned to a system that capped the number of permits issued to the number of curbside parking spaces immediately adjacent to the residence (typically two permits). Over time, the inequities of this approach became problematic, in part due to the unintended implication that the spaces in front of each residence were for the use of those residents, as well as the challenges of issuing permits to new multi-family buildings that had very limited on-street parking adjacent to the building. Eugene has since transitioned to three different systems that limit the number of permits sold within each zone:

- | | |
|----------------------------|---|
| • Zones A, E, F, G, and J: | 5 permits per property maximum |
| • Zones B: | No maximum per property;
cap permit sales to 50% of on-street stall supply within the zone |
| • Zone C and H: | No maximum per property;
cap permit sales to 75% of on-street stall supply within the zone |

Enrollment Period & Rates

The City of Eugene has different residential permit rates for the different residential permit zones. The permit zones are alphabetical starting with Zone A and ending with Zone J, with rates ranging from \$40.00 per year to \$150.00 per quarter.

Table 1: Eugene Residential Parking Permit Rates

Residential Parking Permit Zone	Rate
Zone A, E, F, G	\$40.00 per year
Zone B,C	\$396.00 per year (paid at \$99.00 per quarter)
Zone B, C (Owner/Occupants and Long-Term Residents*)	\$40.00 per year
Zone H	\$600.00 per year (paid at \$150.00 per quarter)
Zone J	First two free, \$40 per year for additional

*2-year permits are available for purchase by owner/occupants and long-term residents

The new annual residential permit period begins September 1st, with the renewal period for owner/occupants¹ and long-term renters opening on August 17th. Long-term renters are defined as residents who have resided at the address for more four than years.

Guest and Service Permits

Residents may obtain up to 30 single day use guest permits per month, valid in the zone where they reside. Guest permits are applied for, processed, and issued through the online portal. Guest permits are free of charge in all zones to eligible residents for visitors staying longer than two hours. Guest permits may be obtained by

¹ An owner/occupant is (1) an owner of record of the property as shown on the most recent Lane County Assessor's tax roll, and (2) occupies a dwelling on the property for a minimum of 6 months of each calendar year.



residents with a valid parking permit as well as by residents who do not have a parking permit. Residents without a valid parking permit must provide proof of residency through the online portal when requesting guest permits.

Obtaining a Permit

All residential permits are issued through the online system, IPS. The following information is needed to be uploaded to the online system for a residential permit application:

- Current Proof of Residency
- Photo ID
- Vehicle Registration
- Returning Customers: permit number
- Valid email address

3.2.2. Commuter Parking Permit Program

History

The commuter program has been in existence for many years, providing a permit option for commuters, such as employees and students. Each commuter zone emerged for varying reasons:

- **Zone 40** was created to make better use of underutilized on-street parking; customers in the area have the option to park on-street or in the off-street parking lots in the area. Commuter permits in Zone 40 are \$55/month.
- **Zone C** contains primarily commercial zoning with some residential units. To manage the on-street supply, the neighborhood supported both the residential and commuter permit options for the largely two-hour time-limited on-street supply. Commuter permits in Zone C are \$55/month.
- **Zone D** allows for commuter permit parking on-street at some metered stalls near the arena district on the east side of campus. The metered area was largely underutilized (except during University of Oregon events), and the permit option provides a long-term parking option for students, faculty, staff, and contractors. Commuter permits in Zone D are \$75/month, and compared to many on-campus parking options, are an attractive option.

Permit Caps

Within each on-street zone that sells commuter permits, the maximum number of permits sold is based on the parking supply in the area in order to maximize sales while maintaining access. It is essentially managed like other permitted parking lots in the city, except with on-street parking stalls.

Enrollment Period & Rates

In addition to the three on-street commuter pass options, Eugene also allows commuters to purchase a permit for parking in a specific garage or public lot. Both the on-street and off-street commuter pass program is well-used, and many facilities have wait lists. The commuter program is administered through the IPS Group platform, which allows the purchase of monthly permits. Commuter permits range from \$30.00 to \$100.00 per month, with higher rates for the garages, lots, and on-street areas with the highest demand.

Table 2: Eugene Commuter Parking Permit Locations and Rates

Commuter Parking Permit Locations	Monthly Rate
Parking Structures	
13th & Olive Garage	\$39.00
Overpark Garage*	\$70.00
Parcade Garage*	\$60.00
Broadway North Garage*	\$60.00
Broadway South Garage*	\$60.00
Hult Center Garage*	\$54.00
Muni Court Garage (City of Eugene employees Only)*	\$54.00
Pearl Street Garage*	\$68.00
Library Garage	\$50.00
Butterfly*	\$66.00
Surface Lots	
1060 Olive	\$100.00
Municipal Court*	\$44.00
829 Pearl*	\$60.00
Train Depot	\$100.00
Ferry Street Bridge	\$60.00
Riverfront 4th & Mill	\$30.00
On-Street	
Zone C – Commuter	\$55.00
Zone D – Commuter	\$75.00
Zone 40 – Commuter	\$55.00

*Rideshare is 50% of monthly rate

3.2.3. Revenues and Rate Setting

The City of Eugene manages a parking enterprise fund and has an annual operating budget of approximately \$8,000,000. Due to COVID-19, the 2020 fiscal year (July 2019 through June 2020) includes a period of reduced demand from March through June 2020. Below is a summary of the gross revenues for each on-street permit program:

1. **On-Street Commuter Permits²:** \$120,000 (20% less than budgeted)
2. **On-Street Residential Permits:** \$200,000 (20% less than budgeted)

² Excludes commuter permit revenue derived from the garages and surface lots.



In general, all revenues from on-street permit sales are added to the enterprise fund for use by the parking program. The residential permit districts do not operate as “Benefit Districts,” and there are no requirements that revenue collected from permit sales within a permit district be reinvested back into the district in which the revenue was generated. The one exception is residential Zone J. Because the University of Oregon reimburses the City for up to two permits per household within Zone J, the City tracks all free permits issued within Zone J and invoices the University of Oregon for the permits issued. However, costs cannot increase more than 15% over the previous year. Additional details regarding Zone are provided in **Section 4.3**.

The current rate for most residential permit zones (\$40 per year) has not changed since 2010. This rate was set with the goal of recouping some parking enforcement expenses. Within Zone H (\$150 per quarter) and Zones B/C (\$99 per quarter), the higher rates were set to better align with off-street parking costs. On-street parking rates in these zones are generally set higher than off-street rates in support of Eugene’s climate and transportation goals, serving as an incentive for students to avoid bringing a vehicle to Eugene and instead rely on alternative transportation options³. As off-street parking rates increase, or demand increases to a point that permit demand begins to exceed the allocated parking supply, Eugene will consider changing rates accordingly.

3.2.4. Enforcement

The City of Eugene uses License Plate Recognition (LPR) software to assist in the management, monitoring, and enforcement of parking in the City. City staff uses LPR for enforcement of all metered, time-limited, and permitted stalls both on and off-street. LPR technology pairs particularly well with virtual permits (both residential and commuter) and provides a faster, more efficient means for enforcement to cover a larger geographic area. If a license plate is not associated with a permit or the correct permit, the LPR software flags the license plate, and a warning or ticket may be issued.

Along with the transition to LPR with virtual permits, Eugene has implemented a more ambassadorial approach to enforcement, often speaking directly with drivers or issuing warnings for first time violators. The efficiencies gained by the LPR system allows enforcement staff to focus on citing repeat and serial violators rather than customers, visitors, or those just learning the system.

³ A University of Oregon Honors Econ project provided some baseline analysis for the initial rates in Zones H, B, and C, and recommended higher rates than are currently in place.

4.0 Detailed Case Studies

4.1. CASE STUDY #1 – ZONE H

Background

Zone H includes the high-density residential areas immediately to the south and west of the University of Oregon. Under the old system in the early 2000s, each individual building had a cap on the number of on-street residential permits issued. For a multi-family building, this could be as little as two on-street permits, meaning most residents would simply have no option to obtain a parking permit in the area. In effect, each individual building was a separate “zone” with a cap on permits, and for many buildings, the demand for permit parking was far in excess of the supply available.



As a high-density residential zone primarily serving UO students with no single-family housing, City staff set out to modify the parking permit program to achieve the following objectives:

- Manage the on-street supply consistently across the entire zone;
- Price the permits to reflect the high-demand/low-supply constraints of the zone and encourage residents to consider long-term vehicle storage either off-street or in lower demand areas of the city;
- Transition away from annual permits to reflect the more transient nature of the neighborhood.

Permit Caps

Residential Permits

Rather than attempt to manage the zone down to the building or block-level, the City performed an inventory of all on-street stalls within the zone and tied the maximum number of permits issued to **75%** of the supply. This approach reflects the need to prioritize the area for residential parking while still preserving a portion of the supply for guest and visitor parking.

Commuter Permits

No commuter permits are issued in the zone.

Time Limits & Enforcement Hours

Because the enforcement hours are 7:00 AM – 6:00 PM Monday through Friday with primarily 2-hour time limits, residents are effectively able to store their vehicles on-street during the weekend and between the hours of 4:00 PM and 9:00 AM (2 hours before and after enforcement hours) on weekdays without risking a ticket. Some percentage of residents who consistently move their vehicle during the day may choose to avoid purchasing a permit and only park according to the visitor regulations.



Enrollment Period & Rates

In order to provide greater flexibility for UO students who tend to arrive mid-year and often stay for less than a full 12-months, around 2010, the City began issuing **quarterly** permits in Zone H. This provided a mix of flexibility for the user without the ongoing administrative burden of monthly permits.

Initially, permits in Zone H were set to \$180 per quarter (\$720 per year for residents purchasing parking year-round). Because parking permits were so difficult to obtain for residents before 2010 (when Eugene transitioned away from permit limits for each individual building), the parking manager indicated that there was far less opposition to the high rates than one might expect. In general, residents of the zone understood that it would cost a premium to be able to park on-street, and those concerned about the price could purchase off-street parking, park elsewhere, or, in the case of students, leave their car at home.

By 2015, as fewer permits were being issued than allowed (75% of supply), the City decided to reduce the rate to \$150 per quarter (\$600 per year). This price has been adequate for a number of years, with little pressure to either reduce the rate or issue more permits. Although no specific rate adjustment policy has been established, it is understood that the City has the option to adjust rates if needed based on demand.

Summary

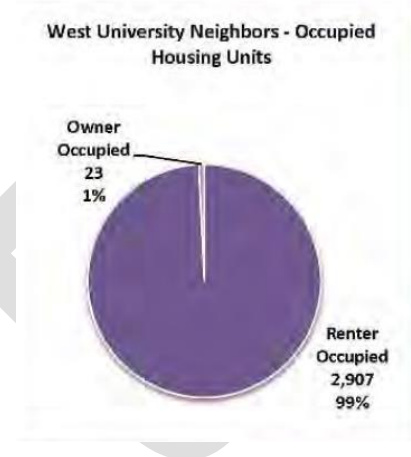
The approach in Zone H has been tailored to a very specific resident base (primarily students), with essentially no single-family homes within the zone to push back on the high rates and quarterly permit requirements. Many of the residential buildings have off-street parking available with pricing based on demand, and the pricing of the on-street system is more reflective of the price for private parking. Additionally, the weekday two-hour limit continues to serve the needs of guests and visitors.

4.2. CASE STUDY #2 – ZONE C

Background

Zone C encompasses parts of the West University Neighborhood, and prior to 2015, the area included four different permit zones (C, C/D, B, and B/D); in some cases, there were different permit regulations on the same block. Like Zone H, Zone C serves primarily short-term renters associated with the University population. In fact, a housing inventory using 2010 Census data showed that more than 99% of the neighborhood housing units were renter-occupied.

Unlike Zone H, however, Zone C does include a very small number of owner-occupied units (23 housing units total prior to 2015), some number of long-term renters (defined as more than four years), as well as some demand for commuter parking. Given these unique characteristics, City staff set out to modify the parking permit program to achieve the following objectives:



- Manage the on-street supply consistently across the entire zone and consolidate zones to simplify regulations and boundaries;
- Price the permits to reflect the high-demand/low-supply constraints of the zone and encourage residents to consider long-term vehicle storage either off-street or in lower demand areas of the city;
- Provide a parking permit option for owner/occupants and long-term renters that is more consistent with the regulations elsewhere within the city;
- Transition away from annual permits for most permits to reflect the more transient nature of most residents of the neighborhood;
- Provide an on-street parking option for employees who do not live in the zone.

Permit Caps

As with Zone H, the City tied the maximum number of permits issued to **75%** of the supply. The permit cap is applied to the combined total of all residential and commuter permits issued within the Zone. This approach reflects the need to prioritize the area for residential and some commuter parking while still preserving a portion of the supply for guest and visitor parking.

Time Limits & Enforcement Hours

Enforcement hours are 7:00 AM – 6:00 PM Monday through Friday with primarily 2-hour time limits, so residents and employees who are willing to move their vehicle during the day to avoid staying beyond the limit may be able to park on street without a permit.

Enrollment Period & Rates

Residential Permits

Starting in 2015, the City transitioned to issuing **quarterly** residential permits in Zone C by default, at a rate of **\$99 per quarter** (\$396 per year for residents purchasing parking year-round).

However, out of concern that the approach would unfairly penalize existing owner/occupants and long-term residents, the City retained a **\$40 annual permit option** for owner/occupants and long-term renters who are able to show that they have continuously resided at the same address for more than four years.⁴ This permit price point is consistent with most other residential permit parking zones within the city.



Commuter Permits

The City also issues commuter permits within Zone C for non-residents who need to park on-street during the day. Commuter permits are renewed **monthly** at a rate of **\$55 per month** within the Zone (\$660 per year if needed year-round). There is no employment confirmation process or other requirement to obtain a commuter permit; instead, the higher cost helps to ensure that non-residents avoid using the zone for long-term vehicle storage. The permit cap (75% of supply) is applied to the combined total of all residential and commuter permits issued within the Zone.

Summary

The approach in Zone C has been tailored to the unique characteristics of the zone, with different provisions for short-term renters, long-term renters and owner/occupants, and commuters. The higher-priced quarterly permits tend to work well for the student population, and the lower-priced annual permits for the *very limited* number of owner/occupants and long-term renters has been used successfully to minimize pushback on the higher permit rates in an area with high parking demand and limited supply. Additionally, the weekday two-hour limit continues to serve the needs of guests and visitors, with a monthly commuter permit options for employees.

⁴ The Transportation and Growth Management Program (TGM), which is a joint program of the Department of Land Conservation and Development and Oregon Department of Transportation, has a short guide entitled “Managing On-Street Parking in Residential Areas” (found online at: <https://www.oregon.gov/lcd/TGM/SiteAssets/Pages/Parking/ManagingResidentialParking.pdf>). The guide specifically references Eugene as a “helpful model for how to successfully manage residential parking.” However, on this specific two-tiered approach of issuing different priced permits for homeowners/long-term renters and others, the guide states that “TDM does not recommend that inequitable approach.”

4.3. CASE STUDY #3 – ZONE J

Background

The University of Oregon's neighbors to the east (the Fairmont Neighborhood) have long expressed concerns about University encroaching into the neighborhood. When the University began planning for the Matthew Knight Arena on the eastern edge of campus, it became imperative for the University to work with the City and the neighborhood association to come to an agreement regarding parking. Given the availability of parking in the adjacent neighborhood, the University agreed to pay for up to two parking permits per household in Zone J (valued at up to \$80 per home per year) in exchange for the rights to park up to 500 vehicles in the neighborhood during men's basketball games (approximately 22 home games per year).

While the agreement has lasted, any changes to the management of the district requires agreement by all parties involved, making changes slow to enact in the area.

Permit Caps

There is no cap on permits based on parking supply. Instead, like most other residential permit zones in the city, each property within Zone J is allowed up to five (5) residential parking permits.

Time Limits & Enforcement Hours

Enforcement hours are 7:00 AM – 11:00 PM Monday through Sunday with primarily 2-hour time limits. However, for the blocks closest to the Arena, the City noted that it was possible for some visitors to park right at the start of a game and make it back to their vehicle within two hours. To discourage non-permit holders from parking in the neighborhood during games, the blocks closest to the area now have a 1-hour time limit, and fines are doubled during events.



Enrollment Period & Rates

Residential Permits

Technically, all residential parking permits (up to five per property) cost **\$40 per year**. However, per the agreement within the University, each residential property is eligible to receive up to two residential parking permits free, funded by the University. Residents must pay for their third, fourth, and fifth permits, if desired.

Event Permits

During men's basketball games, up to 500 event parking passes are sold to season ticket holders to allow for on-street parking in Zone J. The cost of an event permit is \$10.00. The University is moving toward using ParkWiz (in partnership with Ticketmaster), to manage permit sales, bundled with season tickets.

Commuter Permits

No commuter permits are issued in the zone.

Summary

The agreement between the Neighborhood Association and the University allowed the University to build less parking for the area in exchange for subsidizing the permit costs for residents. While the agreement has worked well to date, any changes to the permit structure in this zone (such as rate changes, number of permits issued, etc.) would be extremely difficult to implement due to the agreement language.

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5.0 Lessons Learned

Eugene's parking permit program has evolved over time and adapted to meet to the unique issues faced within each zone. Parking Manager Jeff Petry played a key role in both planning and implementing the current parking permit regulations and has offered the following lessons learned and recommendations for other programs considering unique permit regulations.

5.1.1. Ambassadorial Services – Enforcement and Parking/Mobility Manager

- The primary role of parking enforcement officers is to encourage compliance with regulations to help minimize abuse and ensure that the parking system functions as intended. All too often, the focus of the enforcement program can overly prioritize issuing tickets and penalizing even first-time violators. An approach that instead focuses on ambassadorial services can maintain the enforcement role, but also encourage enforcement personnel to serve as welcoming ambassadors for the community. Providing information, directions, clarifying regulations, and issuing warnings can all be options to help encourage compliance without ticketing as a first line option. The Eugene program focuses on this ambassador approach, and the uniforms of personnel reflect this goal of focusing on friendliness and approachability. This approach is also highlighted in **White Paper #6 – Enforcement**.
- This ambassadorial focus works best when it is adopted throughout the program, from policy to enforcement. It is very beneficial to have a consistent “Parking Manager” or “Parking and Mobility Manager” who can serve as the public face of the parking program in neighborhood association meetings and within the community. The key distinction for the Parking and Mobility Manager is that their purview would include both parking management and a role in integrating the parking program with the City's goals related to Transportation Demand Management (e.g., transit, biking, walking and ridesharing).

5.1.2. Online Services – “Know the True Costs”

- If feasible, transitioning parking permits to an online system can greatly improve the customer experience. Additionally, license plate-based enforcement can greatly improve the efficiency of enforcement in the right context.
- It is critical to know the ‘true costs’ of changing the parking permit program to being online only. Online platforms, credit-card transaction fees, third-party companies, as well as LPR enforcement (hardware and software upgrades/maintenance), all have both upfront and on-going costs. Therefore, it is best to evaluate if the current and future program warrants an online presence.

5.1.3. Permit Zones – “Make it Chunky”

- Establish permit boundaries that are intuitive and encompass entire blocks, not half-blocks, to limit confusion and conflict.

- Larger permit zones also allow for more efficient enforcement as changes to rates and/or operations take effect.

5.1.4. Parking Supply Inventory – Consider New Technology

- Having a detailed and up-to-date inventory of the parking supply is important for truly effective parking management. Eugene is exploring the use of Lidar technology, a remote sensing software which can be used to gather occupancy data as well as inventory street amenities and measure curb space. As the technology evolves, cost savings can be seen by using this application for multiple municipal uses.

5.1.5. Parking Permit Pricing – One Size Does Not Fit All

- Eugene's parking program takes pride in its flexibility and ability to react to changing characteristics within each zone that impact parking behavior. Over time, the number of permits issued in each zone and the price per permit were customized to each zone. Capping of the number of on-street permits issued (typically tied to a ratio of the on-street parking supply in the area) helps to balance the needs of residents and employees with the on-going need to maintain availability for customers and visitors. The pricing structure and renewal period (whether by month, by quarter, or by year) reflect the unique land uses and expected users of the zones. For example, residential permit zones with dense student housing and little off-street parking have quarterly permits at a higher price; this approach acknowledges the high turnover of student housing while also encouraging residents to store their vehicle elsewhere or make use of alternative transportation. Many of the on-street commuter parking pass options are much more expensive than a typical annual residential permit, but they are more in line with the market rate for commuter parking in the area. In other words, each zone is unique, and the pricing and management reflect the needs of each zone.



6.0 Summary

With eight residential on-street permit zones and three commuter on-street permit zones surrounding the University of Oregon, the on-street permit system is complex. However, with an online management platform, Eugene makes it fairly easy for users to apply for and renew permits online. Additionally, by transitioning to an online permitting system where users are required to enter their license plate, LPR-based enforcement now allows each enforcement officer to cover a much larger area compared to visually inspecting each vehicle.

Tiered pricing with varying renewal periods (monthly for commuter permits, quarterly or annually for residential permits) have been developed over time in response to the unique characteristics of each zone. Additionally, all zones have a cap on the number of permits that can be sold in an attempt to balance the on-street system for renters, property owners, long-term residents, commuters, students, customers, and visitors.

For Corvallis, lessons learned from Eugene can provide a useful reference, particularly when considering new management tools such as online permitting, LPR enforcement, variable permit rates, and selling commuter permits in residential areas.