Corvallis parking: A proposal
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Problem
Corvallis is very difficult to get to and from without a car. As a result, Corvallis streets have increasing numbers of parked cars creating safety problems, reducing neighborhood livability, increasing pollution and greenhouse gases, and degrading local aesthetics. OSU, LBCC, City, County, School District, apartments, businesses, churches, and others push parking demand onto Corvallis streets. On November 4, 2014, Corvallis residents rejected Measure 02-88, aimed at creating residential parking districts. An alternative parking proposal is offered for consideration in a revised approach.

Background: Principles
• All on-street parkers should be treated equitably.
• The streets of Corvallis belong to the community.
• All cars parking on City streets should be willing to pay for the privilege.
• The parking fee system should be self-supporting and provide resources for transportation and transit improvements.

Background: Features
• Applies everywhere for any car desiring on-street parking. No one is required to buy a permit if they park on their own property or in privately provided parking, and they are willing to purchase short-term parking when required on a City street.
• Permits can be purchased in any area. Some need parking where they work or go to school. Others need parking near their home.
• Produces revenues to support transportation and transit improvements (Shoup 2011, Speck 2013).
• Can improve safety and reduce the amount of cars, greenhouse gas emissions, and visual pollution (GCEC 2015).

Policy Recommendations
• Create times, rules, and parking infrastructure for the entire city that is adapted to neighborhood and downtown patterns and problems.
• Anyone can buy a parking permit. The permit will allow anytime parking on a first come,
first served basis in the area for which the permit is purchased. When purchased capacity reaches a “full” level (a percentage of the spaces in the parking area), no more permits may be purchased and the person wishing to purchase a permit in the area will be placed on a waiting list.

• A full-time parking permit in one area allows parking in other areas according to the short-term parking rules in that area.

• Anyone who wants to park off-street and is willing to pay for short-term parking on City streets needs to buy a parking permit.

• Guest parking can be accommodated outside of an area’s fee hours. A guest can also use her/his own permit and follow out of area parking rules or pay for short-term parking if required. Transients can park on private property or purchase short-term parking using a mobile device. Highly used areas should have metered parking spaces for access to businesses and services where private parking is not adequate.

• City parking rates should create incentives for use of OSU provided parking.

• Permit holders get parking spots on a first come, first served basis. Cars of permittees will be allowed to park in their area as long as the car is moved weekly.

• Service vehicles will be granted a City-wide permit for working in any City area as part of their business license.

• Businesses and private property owners must police their own parking facilities. The City will be responsible for collecting revenue and policing on-street City parking areas.

• The initial costs of setting up the City-wide parking system will be recovered in the prices set for parking fees. Once the system is operational, it will structure fees to earn funds for transportation and transit improvements. As the program matures, it will incur additional capital costs that when paid off are added to the transportation and transit funding.

• Parking areas can organize a parking management committee to assist the City’s implementation of the overall plan. Parking management committees may monitor parking capacity, assist with enforcement, request management rules in neighboring areas that affect their parking area, recommend rate changes, identify locations for short-term parking meters, suggest no parking zones, and adjust parking hours.

• Parking management is a complex and evolving problem. It will have to be flexible enough to grow as technology and the community change.

Further Reading
