

## **NW Parking SAC**

Wednesday, January 18, 2017

4:00 p.m.-5:30 p.m.

Friendly House

1737 NW 26<sup>th</sup> Ave.

Portland, OR 97210

## **Meeting Notes**

### **Members in attendance**

Rick Michaelson (Chair), Thomas Ranieri, Phil Selinger, Don Singer, Mark Stromme, Ron Walters

### **PBOT Staff**

Chris Armes, Scott Cohen, Jay Rogers, Lynda Viray, Antonina Zaytseva

### **Public in attendance**

Allan Classen, Jeanne Harrison, Owen Ronchelli, Rick Williams

### **Welcome & Public Comment**

Rick Michaelson called the meeting to order at 4:10 p.m. and invited public comment.

### **Public Comment:**

None

### **Data Collection Analysis & Potential 2017 Changes to On-Street System**

Rick Williams and Owen Ronchelli from Rick Williams Consulting briefed the board on the results of the recent Lancaster study. The objective of the study was to look at the impacts of the permit program on the parking system. Of the 5,264 stalls available in Zone M, 3,079 were studied (sample size of 58%) for a 12-hour period. The study found that during the peak hours of 10AM to 2PM, 87% of the parking supply is utilized; after enforcement hours (7PM) the occupancy rate rises to 91%. To meet the desired utilization rate of 85% Rick W. recommended reducing the amount of permits issued by 919 in the first year and setting a hard cap of 7,639 permits for 2017.

Afterwards, Rick W. outlined ideas for growing the number of parking stalls.

- The study showed that 30-minute spaces are only 48% occupied during peak hours, it might be useful to reduce 30-min spaces by half.
- Convert all existing 2 and 4-hr signed stalls into metered stalls to increase the number of customer-friendly spots available during enforcement hours.
- Potentially eliminating the guest permit program
- Evaluating 10-hr metered spots in the less demand areas.

### **TDM Update**

Scott Cohen discussed a finding from the commuter survey results. There were 97 organizations with 900 individuals that participated in the survey based on December's meeting notes. The survey finding showed a significant reduction in vehicle trips (taxi, Ubers, etc.) by annual BIKETOWN members

Scott also handed out a draft list of potential TDM measures the SAC could consider as incentive measures.

- A low-cost strategy for getting more people to become annual BIKETOWN members.
- Contributing additional funds to TriMet for increased transit service to the neighborhood. TriMet would be looking for a long-term commitment, not mere year-to-year funding.
- Creating a Universal Pass type program for businesses
- Possible partnership with Streetcar for reduced annual pass costs also contributing funds toward additional streetcars to increase headways. Additional streetcars would require a longer term commitment. For example, the CEIC has made a commitment to set aside \$50K per year for 5 years as a matching fund for a capital project. Streetcar proposed a similar idea for NW where the matched funds would be used to buy more cars and increase streetcar headways.

#### **FY 15/16 Net Meter Revenue Follow Up: Transportation Projects/Programs**

Rick M. presented a memo outlining recommended actions for use of the net meter revenue of the district. See attached with the following information: budget, surveys, notification, and TDM. The SAC approved the first two action items: budget outlined in Attachment A and requiring a survey prior to issuing new Zone M permits for 2017/18. Staff will make a recommendation on the size of employer this requirement would apply to move forward with.

Jeanne updated the SAC on the Access and Circulation Study. The study would identify key areas for improvements in the neighborhood (curb extensions, signal improvements, etc. study trends, congestions points, etc. The study would take 12 – 18 months and cost approximately \$200,000. The deliverable would be a list of prioritized projects with cost estimates that would be reviewed and vetted by PBOT. The funding for the project is yet to be determined; and the SAC requested that the meter revenue funds be a match to PBOT funds. More information is needed from PBOT staff prior to the SAC making a recommendation.

Ron commented on reviewing different ways to issue permits for new residential buildings.

#### **NW Portland Hostel**

Agenda item postponed to next scheduled NW SAC meeting due to constrained time

#### **New Business**

None

# ***NW District Parking Plan Data Findings - 2016***



Rick Williams  
Rick Williams Consulting

JANUARY 18, 2017

**RICK WILLIAMS CONSULTING**  
Parking & Transportation

# Inventory

(Source: Lancaster Engineering)

Stalls by Type	2016	% of Total
5 Minute -Signed	6	< 1%
10 Minute - Signed	3	< 1%
15 Minute - Signed	12	< 1%
30 Minute - Signed	2	< 1%
1 Hour - Signed	41	1.3%
2 Hour - Signed	31	1.0%
30 Minutes – Metered	106	3.3%
2 Hour -Metered	79	2.5%
4 Hour - Metered	425	13.4%
4 Hour OBP - Metered	1,798	56.9%
4 Hour OBP - Signed	540	17%
ADA ‘Accessible’	3	< 1%
Unsigned	33	1.0%
On-Street Supply Surveyed	<b>3,079<sup>1</sup></b>	<b>100%</b>

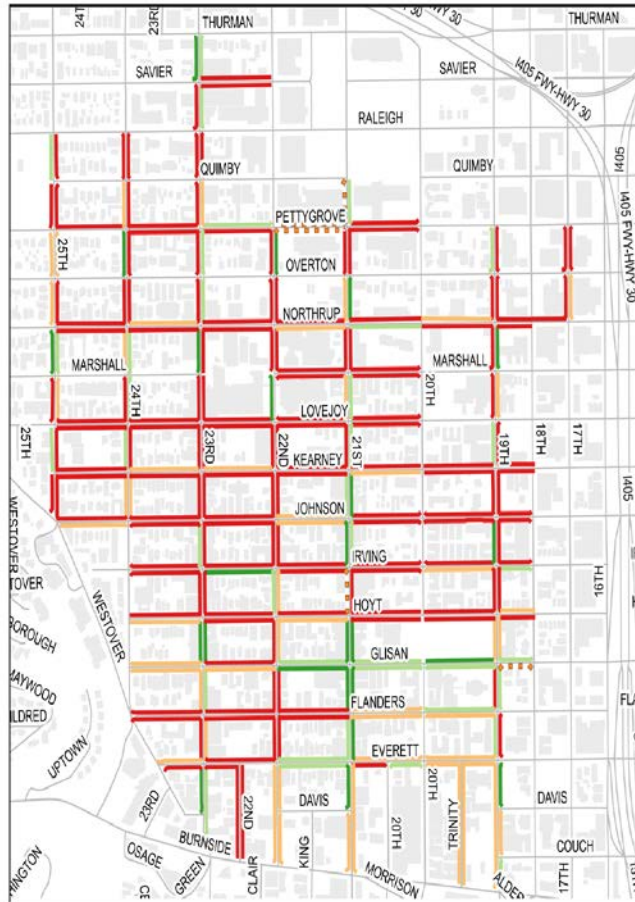


- **5,264** stalls – meter and permit district
- **3,079** stalls – *sampled (58%)*
  - 2,338 stalls allow permits (76% of sample)
  - 741 stalls - no permits allowed (24% of sample)

*See Table 5 of RWC Data Summary*

# Peak Hour – Heat Map (all stalls)

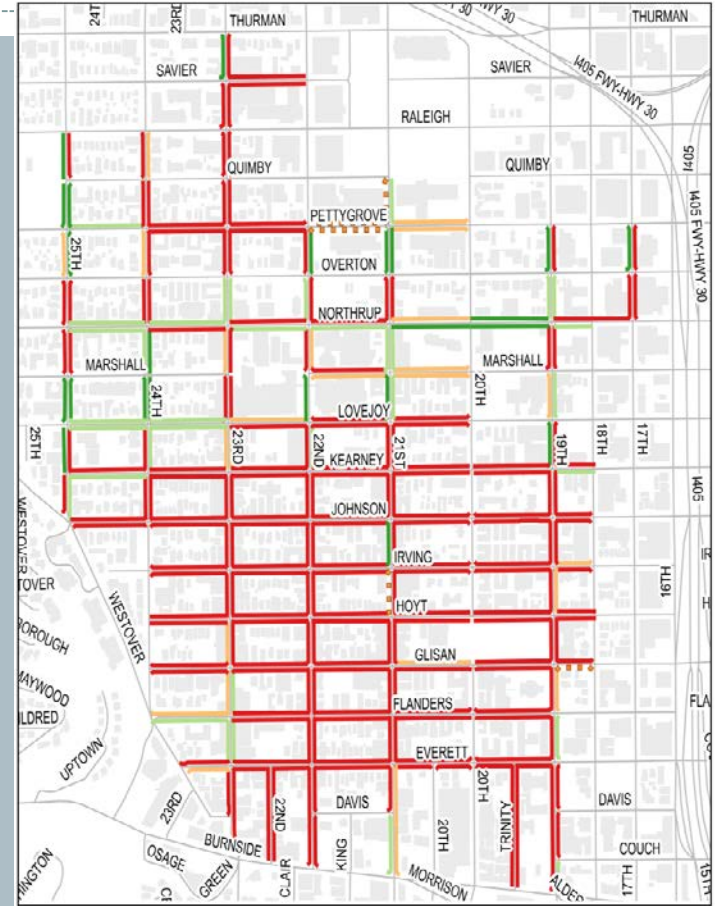
(Source: Lancaster Engineering)



% of Stalls Occupied

— 59% or less — 60%–74% — 75%–85% — >85%

**(12PM) 87% Occupancy**



% of Stalls Occupied

— 59% or less — 60%–74% — 75%–85% — >85%

**(7PM) 91% Occupancy**

# Key Findings



Stall Type	Stalls (Peak Occupancy)	User Group	# in User Group (peak hr.)
2 Hours Signed	31 <b>(90.3%)</b>	All	28
		Non-Permit Users	24
		Permits	4
2 Hours Metered	79 <b>(88.6%)</b>	All	70
		Non-Permit Users	70
		Permits	0
4 Hours Metered	425 <b>(77.2%)</b>	All	328
		Non-Permit Users	321
		Permits	7
4 Hours OBP Signed	540 <b>(94.3%)</b>	All	509
		<b>Non-Permit Users</b>	<b>253</b>
		Permits	256
4 Hours OBP Metered	1,798 <b>(91.7%)</b>	All	1,649
		<b>Non-Permit Users</b>	<b>297</b>
		Permits	1,352

- **87%** - midday peak hour – all stalls (noon – 1PM)
- **91%** - evening peak hour - all stalls (7PM – 8PM)
- **50%** of users in 4HR OBP (signed) are visitors
- **17%** visitors in 4HR OBP (metered)

*See Table 3 RWC Data Summary*

# Key Findings



Stall Type	Stalls (Peak Occupancy)	User Group	Average Length of Stay
2 Hours Signed	31 (90.3%)	All	1 hr/ 57 min
		<b>Non-Permit Users</b>	<b>1 hr/ 55 min</b>
		Permits	2 hr/ 12 min
2 Hours Metered	79 (88.6%)	All	1 hr/ 31 min
		<b>Non-Permit Users</b>	<b>1 hr/ 31 min</b>
		Permits	N/A
4 Hours Metered	425 (77.2%)	All	1 hr/ 44 min
		<b>Non-Permit Users</b>	<b>1 hr/ 43 min</b>
		Permits	2 hr / 47 min
4 Hours OBP Signed	540 (94.3%)	All	3 hr/ 58 min
		<b>Non-Permit Users</b>	<b>3 hr/ 6 min</b>
		Permits	5 hr/ 16 min
4 Hours OBP Metered	1,798 (91.7%)	All	4 hr/ 29 min
		<b>Non-Permit Users</b>	<b>2 hr/ 32 min</b>
		Permits	5 hr/ 16 min

- Non permit users (visitors) well served by time stay options

*See Table 3 RWC Data Summary*

# Permit Program



Type	2016	%
Business	4,054	47%
Guest	1,094	13%
Resident	3,412	40%
Total Allocated	<b>8,558</b>	100%

**1,769** – permits displayed at peak hour

**94%** - combined peak hour occupancy all permits contained in OBP stalls

**919** – minimum # of permits to reduce to reduce peak occupancy to 84% in these stalls.

**NOTE:** 919 does not account for employee, visitor or residential demand growth (static model).

**7,639** – maximum permits allowed in 2017

*See Table 6 of RWC Data Summary*



# Initial Recommendations



- Reduce the number of permits allocated to residents and employees to achieve desired 84% occupancy level; account for future growth/development in the Northwest parking district.
- Reduce from 8,588 to no more than 7,639.
- Reduce the number of 30 Minute spaces (108), which have a 48% occupancy during the midday peak hour .
- Reformat to 2 and 4 Hour Metered, increasing the number of 'customer friendly' stalls available for use during enforcement hours.

# Initial Recommendations

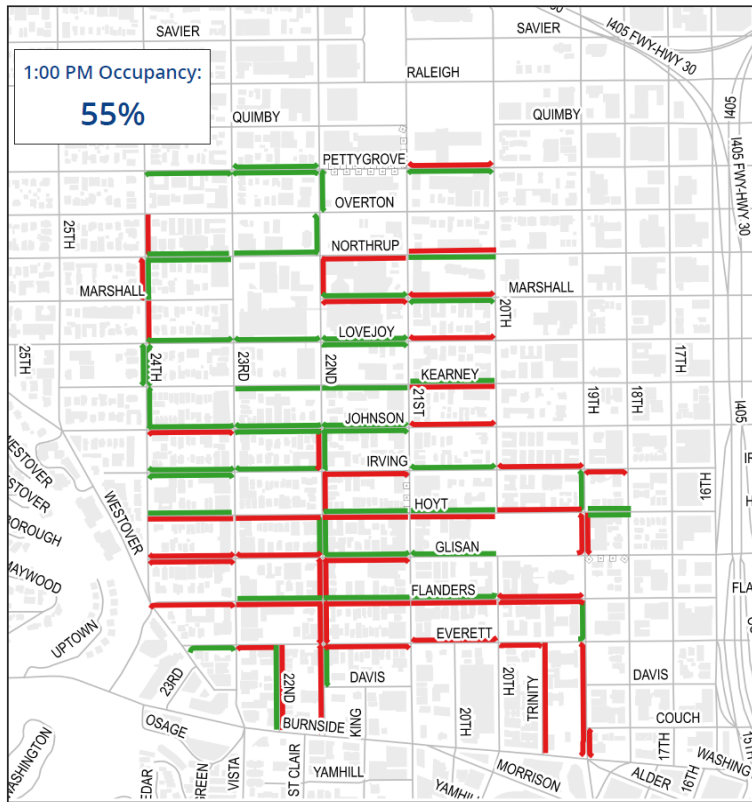


- There are currently 4 Hour OBP Signed stalls maintain a 94% occupancy during the midday peak.
- A high percentage of these stalls should be converted to metered stalls to help reduce demand and bring utilization back to the 85% threshold.
- Eliminate/reduce guest permits. No guest permits were observed parking in 'Or By Permit' stalls during enforcement hours.
- Pilot elimination of time stays in non-commercial-adjacent corridors; using 10 Hour meters in stalls where turnover is not as high a priority.



**YOUR QUESTIONS?**

### 30 Minute Metered Stalls - Location and Occupancy



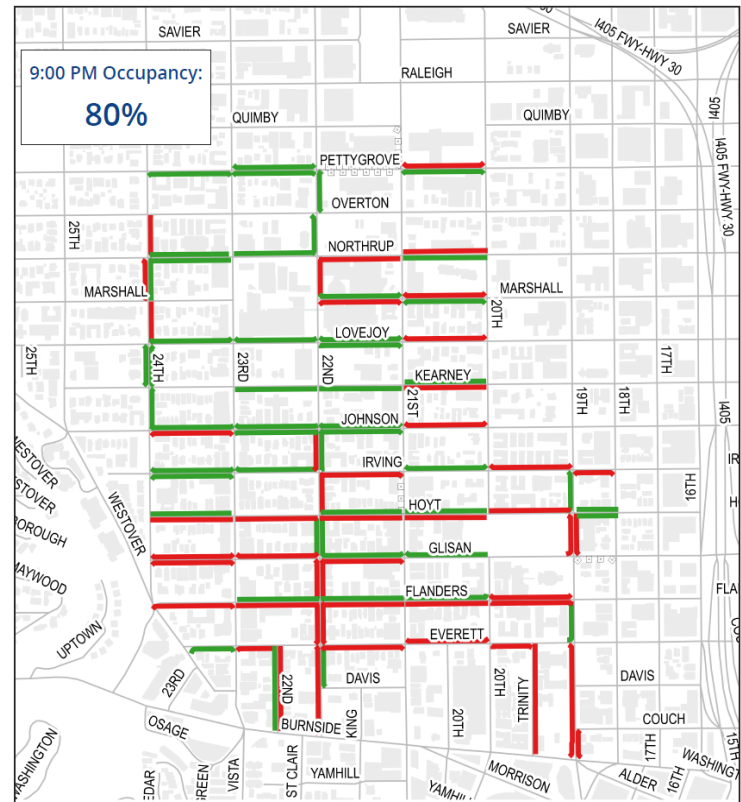
1:00 PM Occupancy:  
**55%**

Status of 30 Min. Metered Stall

— Not Occupied    — Occupied

1:00 PM *30 Min Stalls* Heat Map - NW Pdx - Post-Meter Implementation

### 30 Minute Metered Stalls - Location and Occupancy



9:00 PM Occupancy:  
**80%**

Status of 30 Min. Metered Stall

— Not Occupied    — Occupied

9:00 PM *30 Min Stalls* Heat Map - NW Pdx - Post-Meter Implementation

January 17<sup>th</sup>, 2017

Dear SAC Members:

As chair of the NW SAC I have seen my role as primarily one of facilitation and helping the committee reach well reasoned decisions. I had also hoped that we would be able to have an orderly process where the results of the annual evaluations would lead to thoughtful discussion and then recommendations for action. Unfortunately, the 2017-18 permit issuance date is fast approaching and I believe that we need to make some decisions sooner rather than later if we want them implemented in the next permit round.

Therefore, based on what I have heard in our various discussions, I have drafted a series of actions for the SAC's approval. The most time critical of these is Action 2, which would institute a requirement that surveys be completed by permit applicants and that the larger permit holders be required to submit their surveys so that they can be reviewed well before their permits are issued. This is to avoid the problem we had this year where a number of applicants received their permits before their information was vetted, and the City had to revoke their permits afterwards.

My proposed action items also call for a phasing in of the requirements for TDM's. The phase in would ensure that the larger permit holders are given attention first and that there is adequate time for both the City and the Permit Holders to adjust to this requirement. I do not think we are ready to decide what a TDM must include, but I do think we are ready to establish a timeline.

Based on our conversations at the last two meetings I am proposing that we formalize our recommendations for spending the 2016 meter revenue. I believe the list includes the items supported by most of the SAC members.

Finally, my list of proposed actions does not include reformatting parking spaces or limiting permits. We need to hear the results of the parking evaluation before discussing these important issues.

Thanks

Rick

## NW Parking SAC

### Recommended Actions

January 17, 2017

#### ACTION 1 - Budget

Recommend spending as outlined in Attachment A

#### ACTION 2 – Surveys

Require all permit applicants to complete survey information prior to issuance of 2017-18 permits

Large Employers (over 10? 20? 40? 50?) surveys to be submitted by June 1 to ensure timely permit issuance

Small employers and residents – surveys may be submitted at time of permit issuance.

#### ACTION 3 – Notification

Provide notification at Pre Apps for all buildings with more than 20 units and all commercial projects greater than 20,000 square feet that approved TDM's will be required before on street parking permit issuance, and that the parking permits available to the building occupants may be limited.

#### ACTION 4 – Transportation Demand Management

Require that all properties seeking 20 or more on street parking permits be required to have approved TDM Plans

##### Timing:

New employers seeking more than 20 permits - Prior to issuance of permits after Jan 1 2018

Employers seeking more than 40? 50? permits - Prior to Issuance of 2018-19 permits

Employers seeking more than 20 permits - Prior to issuance of 2019-2020 permits

New Residential Projects with more than 20 units – Prior to issuance of permits after Jan 1 2018

Residential Projects with more than 40? 50? units – Prior to Issuance of 2018-19 permits

Residential Projects with more than 20 units - Prior Issuance of 2019-2020 permits

Attachment A

RECOMMENDATIONS FOR SPENDING FROM  
FY 2015-2016 Meter Revenue

1. Stop sign installation	\$10,000
possible locations	
i. NW 21 <sup>st</sup> and Raleigh	
ii. NW 22 <sup>nd</sup> and Kearny	
iii. NW 24 <sup>th</sup> and Northrup	
iv. NW 24 <sup>nd</sup> and Flanders	
2. Shared Parking Implementation	\$50,000
3. Planning for 21 <sup>st</sup> and 23 <sup>rd</sup> and Glisan Intersections	\$20,000
4. Match for NW Circulation Study	\$100,000
5. Spring supplemental Parking Survey	\$25,000
TOTAL	\$205,000