

NW Parking SAC
Wednesday, October 17, 2018
4:00 p.m. – 5:30 p.m.

Friendly House
1737 NW 26th Ave.
Portland, OR 97210

Meeting Notes

Members in Attendance

Daniel Anderson, Nick Fenster, Jeanne Harrison, Karen Karlsson, Rick Michaelson (Chair), Thomas Ranieri, Peter Rose, Don Singer, Mark Stromme, Ron Walters

PBOT Staff

Chris Armes, Kathryn Doherty-Chapman, Scott Cohen,

Public in Attendance

Phil Selinger, Luke Norman and Shabina Shariff from TriMet

Welcome & Public Comment

Rick Michaelson calls the meeting to order at 4:00 pm and invites public comment.
There was no public comment.

TriMet Line 24 Expansion presentation

Luke and Shabina from TriMet presented on the line 24 bus expansion. It will begin in March of 2019 and run every 20 minutes during the peak hours and 30 minutes off peak. There will be 8 new bus stops in NW on the route and it will connect Gateway Transit Center in NE Portland through NW, and to the MAX lines headed West to Beaverton and Hillsboro. The route expansion was advocated for a long time by the neighborhood association and it is very exciting to finally have it coming.

Shabina of TriMet shared that they are starting outreach on the impacted properties for the new bus stops, and if anyone wanted to sponsor a bus stop amenity such as a shelter, to contact her for information on that program.

Karen commented that the early end time for the route at 8pm was unfortunate and too early to be really, very useful, especially for Timbers Games. There was also concerns about the long headways. They could explore potentially running later on Timbers games, but it may be tricky to communicate to the public but will explore it with the Timbers.

TriMet responded they understood and would take those comments back to the team, but for now this the schedule, if there's high ridership demand they can look at expanding service in the future. They will need the ridership to justify expanding the service.

Phil chimed in that the Transportation Committee had advocated for this, and he shares the concern about the lack of frequent or late service. He says TriMet often starts things off conservatively and waits for ridership to come, but he thinks it's better to start with frequent service to reinforce the habit of taking transit, but this is still a huge improvement in transit service.

Bus 24 Transit Islands

Scott Cohen presented on the new bus loading islands which will be the first of their kind here in Portland at four of the bus stops on the new line 24. They will be on NW 18th and NW 19th at Marshall, and at 18th/19th and NW Flanders. They are temporary transit islands that are very affordable and quick to install where the bike lane goes behind the bus loading area near the curb and the bus stops in the travel lane. This configuration reduces conflicts between bikes and buses and shortens the loading and unloading time by not having to pull over to the curb. These transit islands also limit the conversion of on-street parking spaces for the bus zone. PBOT is on track to install these just in time for the line opening in March. The funds for the project come from the local gas tax through the Transportation System Plan project list.

See the attached map and drawings for the Line 24 bus stop details.

There were questions about the life span of these transit islands and the construction time and impacts. Scott responded that we are not sure what the lifespan is because they are so new, very few other cities have them, but he assumes 2 years or more. The construction time at each stop should be minimal, a day or two for each.

NW Parking & Transportation Open House

Kathryn reminded the SAC about the NW in Motion, Capitol projects, and Parking Open House on November 15th. Kathryn sent out the flyer and the poster content draft via email to the SAC. If SAC members have suggestions on poster topics or things to ask for feedback on, to email her soon. There will be a poster on expanding meters in the NE section and about the Zone M permit program in general, in addition to TriMet talking about the new line 24. Please share the poster and announcement widely.

Timbers expansion, Good Neighbor Agreement & Traffic Management Plan

Ron Walters and Libby Barg from Barney & Worth the consulting firm working with the Timbers to develop their community agreement and plan development presented on an update to the plan and opportunity to share parking at Legacy/Good Sam.

First, Kathryn and Chris shared how the restricted event area works. PBOT gets a schedule in advance from the Timbers on the game days to code the meters to change on game days 90 minutes before the games in this restricted area. The restricted area ends at NW Irving to the North and 25th to West and 18th to the east, it begins at Burnside. This area's meters are programmed to change from 4 hours to 2 hours. Enforcement is also increased on game days. There is an event parking district near the stadium where meters are 4 hours and the rates increase to \$3.50 an hour. All meters in these areas have enforcement hours until 10pm, as opposed to the typical 7pm end time.

There was a question about the terminology, we have been referring to the event district, when it is really the event restriction area where the policy to discourage or prevent Timber's game goes from parking on-street, which is why the meters go to 2 hours on game days.

There was a prior question about meter feeding and parking kitty. We learned that is allowed in NW only, on game days or not. People can do that by using Parking Kitty or using the meter with a new parking session. Rick asked PBOT to get data on meter feeding on game days and on non-game days, Kathryn will get that from the meter shop and share.

There was a question about meter feeding in the zones and if we wanted to end meter feeding in general. Kathryn explained that with the meter zones, it is currently difficult to determine if people were "feeding"

the meters or they legitimately moved their car to a different part of NW and started a new session somewhere else. We would not want to prevent people from doing that. There was a question about the Parking Kitty zones and the automatic time changes. Chris confirmed that there the NW event restricted area does have its own Parking Kitty zone ID number to accommodate that. People can get around the 2-hour parking restriction by starting a new parking session, that way they can park longer, and they don't have to leave the game, they can do it from their phone right after their first session expires.

There was discussion about how we should find out how many people feed the meters before we try to solve a problem that's not there. We also moved on to hear from the oversight committee on the event district and Timbers plan update.

There is an oversight committee for the event district that works with Susan Hartnett the City Facilities manager. They work to ensure the Good Neighbor Agreement (GNA) works for the neighbors and the Timbers. The Timbers have hired a consulting firm as advisors on plan development as well as parking and travel demand management consultants.

There was a question about when the event parking district and restricted area is triggered. The event district threshold is based on expected attendance at 10,000.

Don has a question about the event-based trigger, "how do the Timbers let the city know that an event will trigger the event district? How does the city know to turn it on? Who sets that?"

The Event restriction is in the NW parking plan, adopted by City Council. The dates of the large events are sent to the City at the beginning of the year to program the meters.

Libby clarified that the GNA is about communicating with neighbors and addressing their concerns, not about parking management. The Oversight Committee does not decide the Community Transportation plan or Good Neighbor Agreement, City Council holds the reigns.

Ron adds that the oversight committee has been working on this plan for 18 months. There is a community outreach plan on the construction plan to limit the disruptions. The GNA, is 97% done. There were also some good changes about addressing security and other things.

Question- Who is in charge of developing the plan and the agreement?

Ron explains-There is a consultant hired to develop a plan which can be approved by City Council. The GNA will update the CTMP, but it's all advisory. City Council has the final say. The oversight committee is only advisory on helping craft the plan, there's several consultants working on this. The Timbers and Consultants have been reviewing several strategies including increased Transit service. TriMet has agreed to monitor the last few games of this season to capture demand and to provide another train to increase service. There's work on Legacy Parking, they are adding bike parking space and piloting a TNC drop off zone. They have done an assessment of off-street parking available, including TriMet park and ride and Smart park garages, currently working on how to get Timbers to off-street parking quickly before they fill out.

Libby- "The problem is the real time data is not available to Timbers goes, and because of federal credit card transactions rules, we can't share data in real time or have people pre-pay for spaces."

Rick asked Libby what the plan is to mitigate the damage done already to the neighborhood.

Don- "How can this additional parking at Legacy work without pre-paying and reserving spaces? How would that work with the operators? Is it even worth it? There's even more people coming now."

Ron said he has been frustrated with the process but has kept asking for a credible plan. Libby credits Ron for making this the most credible plan yet, bringing in local experts to target the right strategies. We know how many parking spaces there are potentially available, let's thank Ron for driving this.

Ron "I am excited to see the first draft of the CTMP, there's a full range of solutions now, biking, transit, etc. There is a commitment to add MAX service on game days, there's a concern if there isn't service, people won't ride it, there's off-street parking available at Legacy to use.

Nick – asked about the identified 13,000 off-street spaces amongst various garages, "Have you done analysis on non-game days to see if there's capacity?"

Ron- "yes, there's 13,000 spaces available during game days, they do have data, just not here. They have availability from Clark Worth, they just aren't here tonight."

Karen- "I think this is a good step to have a more definitive plan, but without any data gathering or follow up, it's no good. We need a pilot, maybe we try things for a year and follow up."

Libby responds- "The plan has does have benchmarks so if we try things to and they don't work, we will change."

Karen- "How much money has the Timbers committed to implementing this plan?"

Libby- "There's not been a budget number shared per se, but they are trying to get the plan in place first."

Jeanne "I went to the website Timbers to see what they say, there was a shuttle from the Smart park garages. That's great but the wording on the website is not clear and should be updated to be clearer to say there IS Parking downtown, which is near the stadium, right now it's not clear."

Don- "I wanted to go back to what Rick and Jeanne said, good points. What in the plan addresses the issue today? I have not heard a good answer to that. I also looked at the map and the website, and there's not enough data. The City should take a lead on all this, like prioritizing the Smart park garages that are there, also adding busses to the garages. Other teams in other cities let you choose when you buy your ticket what you can get to get to the game, you can buy a parking pass or a transit pass with your ticket. I have not heard any talk about that. I have been happy with Legacy, they have been very generous, but bringing in 1000 more cars into the neighborhood, someone else might be thinking there's even more people and those spaces are going to get full and then we will have more people looking on -street. That doesn't help at all."

Ron "I share that concern about inviting 1000 or more cars in the neighborhood, he shared that with Clark and the oversight committee, that more cars will likely create congestion, with more cars in the neighborhood. He said that ¼ of the Legacy spaces available at Good Sam are for game days, but we need sticks and carrots to prevent them from coming and making it worse."

Rick asked Tom how many of his Cinema 21 customers use Legacy lot.

Tom- "There is info on the website, but among the people who are regulars, I'm, guessing since I don't know for sure, maybe a 1/3 of customers park in the Legacy lot. I don't really know though."

Rick "This is another data point we need. We need to have a solution for businesses for game days. We can't communicate with customers at other businesses. But we can with Timbers customers."

Dan "I want to clear up a miscommunication, in other cities with the same federal laws, this functionality exists to find and pre-pay for parking spaces in real time. We need this on the ground here. There are

solutions, one is called Spot Hero, we don't need to build it, it's real time parking information. We just need to get off-street operators to get plugged in."

Dan then shared a memo reporting on a meeting with Commissioner Eudaly and chief of staff. They went as citizens not as SAC reps.

Dan – Eudaly said she understand she is the commissioner of “parking and potholes” she is a former resident of NW, so she is familiar with the area. She closed the meeting with a request for recommendations to their office. I have shared the list of recommendations, in the memo we sent out earlier. Do you want to endorse, modify, or delete these? We think Commissioner should direct the Timbers actively to create a CTMP to monitor and manage the off-street spaces, including pre-pay the spaces, there's Spot hero. But we need the functionality to help solve this."

There was a question about the number of spaces needed for the additional fans. Dan reported needing 4,000 but Ron said that's not right, the spreadsheet he sent out had 4,000 more fans, but not parking spaces.

Dan- “Maybe 4,000 is the wrong number, but the Commissioner needs to be compel the Timbers to be the leading actor in this. The rates also need to be a part of this, these are specific tangible deliverables that should be a part of the CTMP. There also needs to be a dedicated staff person, without it, this won't happen. If the Timbers committed to staffing someone, the committee could underwrite the cost of the position, it's the committee putting its money where its mouth is.”

Ron- “I think that's a good idea, where right now I feel I am the project manager, so this is good.”

Dan- “We should also fix the Parking Kitty meter feeding, it defeats the purpose (of the event restriction area). There needs to be a commitment to enforcement to not less than 50% of violations. We need to boil these down to a memo and to go back to the commissioner, from this committee. Are there other ideas? My idea is to have it be a 1-year pilot.

Ron agrees.

Rick- “I think we should put some money aside to get this data, find out what Tom's customers' needs are, and monitor the situation.”

Tom- “We have a looming challenge, but we also have parking capacity that's not being used, we have an opportunity to fix this thing for a longer period. The Timbers are not responsible for our parking problems, there's technology available to us that we should be using all the time. This should appeal to the commissioner and that could be applied to other neighbors and the commissioner could out as a parking hero. We must do something, come out with a cape and a matador, we could front some money to get a big bang for our buck. It could be the best \$50k we have spent... It does take an enormous amount of work and tending, we need a project manager, there's all the things that need to be done, one person to focus on it, like a position like Kathryn's. Kathryn has been a god send, we have the resources to focus on things to get them done. The Timbers have a direct connection with their fans, they have mobile and email messaging, the message must be the big part of it. We need the Timbers to do the heavy lifting on that.”

Don- “This shows that the Timbers and the city are disengaged from the process, but rather leaving it to the community to deal with, we really need a professional muscle on this. It seems that they are so disengaged and it's sad to see.”

Dan- “ok well is anyone interested in making a motion to send a memo to Commissioner Eudaly? The motion would include that we would have time to edit and refine the language in the memo.”

Karen seconded the motion

Ron- “I will abstain from this vote due to my involvement and bias. One thing I want to say, is that I don’t want to muddle the process that’s already in place. so, we should send it to the Timbers and the oversight committee, so it’s not perceived negatively and everyone’s in the loop. We want it to be helpful, like a wake-up call.”

Nick- “I have heard dueling info about the technology piece, can we get a finalized answer on that?”

Libby- “We have the info from the parking consultant that we cannot currently share real time data.”

Rick – “The question is do we have the authority to work on this or not, Nick wants to include the real concrete info on the technology or budget restrictions that we should have that in the memo.”

Piseth updated on us the initial parking sharing request.

Piseth- “We analyzed the existing parking needs from our patients come first, so we looked at the technology available, so that’s something we looked at. We do have technology where we do monitor the occupancy and we know when they get full. There are restrictions in place, like now you can’t come in before 5pm and you must be out by 6am. The parking operator would monitor the lots to observe the occupancy, but we need to monitor things when we need our big volume days, like a Monday or Friday for surgery, but we plan to monitor and report on things are going. The Timbers did say they would provide a staff person to work with us on that.”

Question- “How much money are you getting from the Timbers?”

Piseth- “I don’t recall now, but I believe there was a proposal sent out by the operator, it’s paid for by the parkers, I think \$6 a game. The Timbers aren’t paying us directly. I believe the Timbers are looking at reserving spaces for season reserved spaces.”

Question- “Is there a technology reason we can’t pre-sell these spaces?”

Kathryn chimed in with some information she learned from the parking operator, she said that only some of the lots have a pay station to accept visitors that don’t pre-pay. Some lots would be for season ticket holders or people who pre-pay and get the hang tag that opens the garage for them because they do not have a way to take payments then and there. So yes and no.

Rick asked again for a vote on the motion to send the memo to Commissioner Eudaly.

Vote- All in favor, except for Ron who abstained.

The next month meeting is scheduled for the day before Thanksgiving, so Rick asked if we can move the meeting to the following Wednesday the 28th. That worked for the SAC, so we moved the meeting to then.

Meeting adjourned.