

Meeting Notes

Members in Attendance

Dan Anderson, Tavo Cruz, Karen Karlsson, Rick Michaelson (Chair), Thomas Ranieri, Peter Rose, Don Singer

PBOT Staff

Chris Armes, Antonina Pattiz, Jay Rogers

Consultants in Attendance

Owen Ronchelli, Rick Williams

Public in Attendance

David Altermalt, Pippa Arend, David Baker, Jan Betz, Michael Cassella, Allan Classen, Cynthia Cohan, Richard Colman, Abby Cowlshaw, Diana Desimons, Frank Dix, Joe Dunne, Josephine Fosdick, Kathryn Freeman, Tim Griffin, Eric Guzy, Megan Halley, Leanna Hess, Douglas Johns, Colleen Johnson, Joan Jones, James Knight, Brad Krapicke, Joan Laguzza, Ashley Lichte, Mike Lilly, Sean Lottman, Lauren Lottman, Dru Lynch, Priscilla MacMillian, Mark Mahathey, John McDonald, Beth Parmenter, Paul Pittman, Nate Polulech, Jamey Potter, Craig Purdy, Micke Rochlin, Charlotte Rubin, Carlos Sanchez, Phil Selinger, Shannan Sorenson, Page Stockwell, Michael Toth, Rana Yaghmaich, Alexandra Zimmermann

Welcome

Rick Michaelson calls the meeting to order at 5:30pm. He informs the public in attendance that Rick Williams Consulting (RWC) will be sharing a PowerPoint to outline the objectives of the committee.

Presentation

Owen presents a PowerPoint titled NW Parking District.¹

He explains the history of parking management in NW Portland (slide 1):

- City Council Resolution 36744 approved in fall 2009
- NW Parking Stakeholder Advisory Committee (SAC) began meeting in 2014
- Expanded permit parking program in 2015
- Parking meters installed in 2016
- Started annual on-street parking utilization data collection in fall 2016
- Council authorized pilot in NW to use tools to manage on-street parking in December 2016

Owen continues to slide 2:

Parking in the NW Parking District is highly constrained, requiring implementation of strategies to mitigate constraints. Strategies are focused to:

- Manage permit program recognizing continuing growth in residents and employees
- Ensure access for visitors to district businesses using metered parking supply
- Use incentives and pricing as a way to balance demand and encourage the use of alternative modes

¹ PowerPoint NW Parking District

- Continue to use current parking utilization data to support decision-making
- Look for opportunities to expand the off-street supply

Owen shares maps and charts on slides 4 – 6. He continues to slide 7:

On-Street Parking Utilization Key Findings:

- 30 Minute metered stalls – 45% peak hour occupancy (102 stalls) low occupancy, too many stalls
- 1 Hour signed stalls – 67% peak hour occupancy (33 stalls) problematic time restriction
- 4 Hour signed OBP stalls – 88% peak hour occupancy (771 stalls) high occupancy, too many permits
- 4 Hour metered OBP stalls – 85% peak hour occupancy (1,922 stalls) high occupancy, too many permits

He explains the parking permit usage key findings:

- 2,748 occupied stalls (peak) – 3,575 stall supply
- 1,404 permits observed at peak hour
- 823 residential permits observed
- 478 employee permits observed
- 51% of stalls occupied by permit holder
- OBP stalls all in excess of 85% occupancy

Owen compares the 2016/2017 SAC Strategy Recommendations on slide 11 and outlines the 2018 SAC Strategy Recommendations on slides 12 – 14.

Effective September 1, 2018

Business Permits

- Will remain unchanged at 0.8 FTE

Residential Permits

- Existing Zone M resident permit holders can renew any permit issued in 2017-18 at a tiered price
 - 1st permit = \$180
 - 2nd permit = \$360
 - 3rd permit = \$540
 - 4th permit = \$540
 - Each permit will be tied to a driver’s license. If a resident provides a DL for another individual at the same address, they will not be subject to the tiered price.

*If a resident is renewing one permit, they may qualify for a reduced permit fee on financial hardship or reduced income. There will be a low-income provision available. If the resident meeting 80% of AMI (Portland Housing Bureau) then they are eligible for a base rate Zone M permit.

*Low-income self-certification does not apply for residents renewing more than one vehicle.

Residential Permits – Buildings with Certificates of Occupancy (CO) prior to 08/07/13

- Residents that apply September 1, 2018 or later
 - ❖ Limit of one permit per licensed driver, maximum of three permits per address
 - ❖ Permits will cost \$180 per permit

Residential Permits – Newer Residential Buildings

- Residential buildings with CO after August 7, 2013 will be limited to:
 - ❖ 0.6 permits per number of units in the building
- Residential buildings with CO after September 1, 2017 will be limited to:
 - ❖ 0.4 permits per number of units in the building

Public Questions and Comments

Did any data collection occur prior to Parking Kitty being introduced?

The 2016 data was not subject to Parking Kitty and the 2017 data was, but Parking Kitty only affects the violation rate, it doesn't affect the occupancy or length of stay.

A challenge in the neighborhood is the number of buildings being built with inadequate parking requirements.

The committee has asked City Council to require off-street parking for newer buildings and they have refused consistently because it increases the cost of housing. At this time, City Council believes that affordable housing should be prioritized. Because newer buildings have the ability to provide off-street parking yet choose not to, the SAC made the recommendation to limit the number of permits available to those buildings

The cost of off-street parking is more than the cost of on-street parking, even with the \$180 fee.

The SAC will be collecting off-street inventory next year to take off-street supply into consideration.

Why is meter plugging allowed in NW?

Rick Michaelson explains that when the Parking Management Plan was drafted in 2013, the unique needs of the neighborhood were taken into considerations. One of those needs was allowing customers the option to stay longer than the posted time limit, if needed. For instance, if a doctor's appointment is taking longer than expected, rather than moving the car, an individual had the option of paying for more time. Meter plugging will be evaluated next year.

Owen explains that Parking Kitty is separate from meter plugging. Meter plugging is unique to NW and was a policy decision recommended by the SAC. Parking Kitty allows customers to plug a meter remotely, but Parking Kitty is not the reason meter plugging is allowed. The challenge with Parking Kitty is that it allows Timber's fans to plug the meter from the stadium, whereas prior to Parking Kitty, meter plugging occurred physically.

Are you planning on changing the policy around meter plugging?

Prohibiting meter plugging is being discussed by the committee. There are certain policy changes that require City Council approval and meter plugging is one of those rules. There is a subcommittee working with the Timbers to discuss parking but we do not have a solution yet.

How are you determining the date for capping residential buildings? What about the turn-over rate in older buildings?

The 08/07/2013 date was selected because it's the date the NW Parking Plan went into effect. In older buildings (opened before 08/07/2013) there will not be a cap on tenants after September 1, 2018.

Can you explain the difference for new residents vs. current residents?

Current residents can renew any permit they had in 2017-18, but they are subject to a tiered price. All new residents will be limited to one permit per licensed driver up to three per address. Residents residing in buildings with certificates of occupancy after August 7, 2013 will have caps on their buildings.

The price for the second permit is \$360, does that fee include the price for the first permit?

No, the \$360 cost is in addition to the first permit cost of \$180. The cost for two permits is \$540.

The data is being collected in November. Would the SAC consider collecting data a different time of year – like the Summer?

November is a good time to measure both employee and residential permit performance - school is back in session and the summer is over so the habits are more constant in the neighborhood. The asks for public input on the times of year residents would like data to be collected.

How did you determine that reducing the number of resident permits would reduce congestion? In my experience, there's a lot of parking at 5:45 in the morning and theoretically, if residents are the reason for the congestion, that would not be the case. According to the peak hour data, residential permits don't seem to be a problem.

At the peak hour most permits on the street are residential permits. Some people are using on-street parking as the permanent place to store their cars. In the sample area at 11am, there are 1,404 permits parked, of which 823 are residential permits and 478 are business. Additionally, RWC conducted a middle of the night study between 2 – 4am and found that 77.3% of the vehicles displayed permits.

How do you handle permits for construction workers?

Construction companies must reserve on-street space through the Permit Center– they do not receive temporary or permanent Zone M parking permits. The data collection accounts for stalls reserved for construction.

One of the strategies aims to incentivize people to use alternative modes of transportation. The resident-permitted cars parked in the neighborhood during the day are people who use public transportation to get to work. New residents moving into buildings with no parking are going to be severely penalized for having a car, it doesn't seem appropriate that the business permits are not being reduced this year.

Although there are 3,386 business permits issued, at the peak hour there are only 478 displayed. There are a lot of part-time and swing shift employees in the neighborhood and the number of permits issued to employees is not reflective of the number used at any one time. Additionally, spaces used by employees turn over more quickly than residential permits. The reduction in business permits last year evoked a substantial change.

The neighborhood has so many “pockets” where parking is extremely challenging and others where parking is more readily available.

The SAC will be taking a closer look at the unique needs of certain areas of the neighborhood. The data will help with the decision-making process.

I've lived in other high density residential neighborhoods in California and parking was restricted to residential permits only in the evenings. Can that apply to the NW?

The suggestion will be added to a list of topics to be discussed by the committee at the next meeting.

Is it possible to mark spaces on the streets?

If spaces are marked on the street, they must be marked to accommodate the biggest cars possible and must allow adequate room for the driver to maneuver in and out of the space. As a result, marking spaces on the street restricts approximately 2-3 less cars from parking on a block.

On my block, most of the vehicles parked are standard sized sedans. People are not abiding by the appropriate parking spaces as is and the idea of painting marks on the blocks should not be dismissed.

The suggestion will be added to a list of topics to be discussed by the committee at the next meeting.

The new proposal re-introduces a guest permit – if there are two licensed drivers with only one vehicle, the household can get two permits.

No, each permit is tied to a licensed driver with a vehicle. A household with two licensed drivers and one car would be allowed to get a permit for the one car. The language will be made clearer on the final recommendations.

Would it be possible to have certain time restrictions during peak hours? For example, limit the time-stay to 2-hours during peak and 4 hours at other times. The goal is to have turn over.

The suggestion is infeasible but would require a program change. It would be challenging to convey the message to a visitor. Additionally, what if during the peak hour, two hours isn't enough for a visitor? Visitors downtown have the option of parking in a garage/lot but NW doesn't provide off-street options.

How do residents get involved in the decision-making process?

Come to the meetings - they usually occur the third Wednesday of the month and all the information about the committee can be found at www.nwportlandparking.com.

I live on a street without meters, only signed stalls. I was told by parking enforcement that it's hard to enforce streets like that. Is there a way to get a meter on my street?

The SAC is recommending expanding the meters in the district and replacing signed stalls.

How do you handle parking just outside the permit zone – particularly outside Chapman school?

The SAC's ability to manage parking occurs within the NW Parking District, it's possible for Zone M to exceed its current boundaries and that process occurs through annexation.

Is there a proposed limit on single family homes with driveways and garages?

The SAC is discussing taking available off-street parking supply into consideration for the 2019-20 permit year.

If I choose to move into a newer building within Zone M, will I have to give up my permit if there is a waitlist?

Yes, when a resident relocates to a restricted building (CO after 2013) they are subject to the rules of the building and cannot bump other people on the waitlist.

Where does the funding go?

There are two sources of funds – net meter revenue (NMR) and permit surcharge funds. The meter funds can be used on transportation related projects that would better serve the neighborhood and the permit surcharge must be used on transportation demand incentives. The SAC has approximately one million dollars in an account and the funds will be spent when projects are determined. The project ideas come from NW District Association Transportation Committee, Nob Hill and residents. Some of the money is being spent on incentives to get people on public transportation rather than using a car. Funding was used to subsidize the Transportation Wallet, a portion is being used to buy another Streetcar so that service can be increased, there is also discussion of improving lighting for pedestrians to make it safer to walk in the evenings. It's a pilot program and one of the priorities for next year is to develop better ways to get input on the budget. We want to make sure that the neighborhood has input in the decision-making process.

How can someone get handicapped parking?

The problem with handicap parking spaces is that they become “camping” zones. There is an ADA Committee in the city that looks at requests, they can be contacted at 503-823-4433.

The cost of the permit is a hardship for me.

If a resident meets certain low-income criteria, they are not subject to the surcharge.

For residents that live in buildings built after 2013, how would that work?

Residents would apply on a first-come, first-served basis until the building reaches capacity. At that point, applicants will be placed on a waitlist. The onus is on the property manager to contact City staff and provide updates on move-outs. Additionally, the City offers a complimentary one-month parking permit for waitlisted individuals.

Where did you come up with the \$180 permit fee?

The staff proposal was that permits go up to \$300 annually, the committee decided that \$300 was too much to charge and reduced it to \$180. The base rate of \$60 goes to administer the program and the \$120 surcharge goes into the transportation demand management fund. Anyone who certifies as low-income would not be subject to the surcharge.

What was the permit surcharge revenue in 2016?

There was no permit surcharge in 2016, the permit fee was \$60.

Could some of the permit surcharge funding be used to increase parking enforcement in NW?

The SAC will look at how to do that. If the rest of the district is metered, the neighborhood will be easier to enforce. There is better enforcement in areas that are metered because it’s harder to enforce signed stalls.

How much money does the neighborhood get from meters?

The SAC receives 51% of net meter revenue.

If you meter more areas, could you lower the cost of permits?

There is an argument that the price of permits should more closely match market value (\$175/month) to incentivize people to use off-street space.

There are several 30-minute spots in the neighborhood that don’t seem appropriate, could those be removed?

The 30-minute spaces were intended to be quick “drop off” locations, but they are not being used that way. As a result, one of the recommendations for the new permit year is to reformat the 30-minute stalls based on data.

Is there a possibility of splitting the neighborhood into two separate districts?

This has been discussed, but a decision hasn’t been made.

A resident encourages the public in attendance to call parking enforcement whenever a car is parked inappropriately/too long. In his experience, parking enforcement has been very responsive.

Would it be possible to consolidate delivery zones in NW? There are times when parking spaces need to be used for something else, like a garbage pick service. Would it be possible to get a sign that prohibits parking for 2 hours during certain time of day/day of week?

The suggestion will be added to a list of topics to be discussed by the committee at the next meeting.

Would it be possible to replace 4-hour parking stalls with 2-hour parking stalls to get better enforcement?

The challenge is not the posted time limit, the challenge is that signed stalls are harder to enforce than metered stalls. Metered stalls must either have a permit or proof of payment, whereas signed stalls can be used for free.

If residents are expected to rely on other modes of transportation to get to work, can't the same expectation be set for visitors? Has there been any discussion about incentivizing visitors to the neighborhood to get them to take alternative modes of transportation?

Tavo explains that the whole parking plan is a process of negotiation between neighborhood associations and business associations. Neighborhood representatives always push for lower time-stays to encourage turnover whereas the business representatives request longer time-stays to allow customers more time to stay in the neighborhood. In order to get a plan in place, everyone had to compromise and not everyone is 100% happy but that is where we are.

Don adds that the average occupancy rate of 4-hour metered or by permit stalls is about 2 hours 36 minutes, so that additional time is needed and is meeting the needs of the neighborhood. The SAC has discussed a partnership with Uber/Lyft where discounts would be made available to permit holders but that has not been well received by the City.

We discussed a possible subset of parking, why not divide the business district on 21st/23rd and make it a separate parking zone from the residential area?

The land use pattern is more complex than that and there are several businesses speckled throughout the residential areas.

Have you reached out to the Timbers to see if they can offer incentives?

There is a representative on the SAC who negotiates with the Timbers about parking for fans. The Timbers are working to create a new transportation demand management plan. NWDA has decided not to approve the Good Neighbor Agreement until there was a credible transportation management plan in place for the stadium expansion.

What's a Good Neighbor Agreement?

The Good Neighbor Agreement consists of Goose Hollow, NWDA, the City and the Timbers. In order to allow certain uses, the requestor has to negotiate conditions with the other parties in the agreement to ensure that the neighborhood meets the needs of everyone, to the most feasible degree. There has been talk about having Timbers' season passes function as bus passes, etc. In this case, the Timbers can't open the additional seats in their stadium until the Good Neighbor Agreement is approved.

Are guest passes still available?

Annual guest passes are no longer available, but resident and businesses can purchase up to 10 books of daily scratch-offs per year (100 passes).

Would it be possible to make the metered areas away from 21st/23rd Aves 2-hour time stays or do those have to be 4 hours? It would be much more serving of the residents.

The idea was to have a mix of 2-hour and 4-hour meters. The suggestion will be added to a list of topics to be discussed by the committee at the next meeting.

What happens to the meters after 7pm?

The meters are not enforced after 7pm. There has been discussion of changing the enforcement hours from 9am – 7pm to 10am – 8pm.

Are the BIKETOWN docks being used enough to justify the number of parking spaces they remove from the blocks?

There is a motion in process to redesign curb extensions to make it easier for pedestrians, when those are being redesigned the SAC will look to see if the BIKETOWN docks take up too many parking spaces. Some members of the committee walk around the neighborhood and identifying no-parking spaces that are no longer necessary. The SAC expects about 15 (50?) spaces can be added that way.

How can we prevent new buildings from being built without parking?

That decision was made by City Council and is driven by the ballot. The City Council is prioritizing affordable housing and the argument is that requiring parking makes housing more expensive and would exacerbate the housing problem. The SAC understands that lack of off-street parking causes parking problems on-street, but that decision needs support from the neighborhood and is made by City Council.

A member from the public makes a comment that NW property owners have to pay property taxes to park on the streets yet people that live outside of Zone M can park on streets for free.

Is it possible to get an email about Council meetings?

The NW SAC does not oversee the City Council schedule, but Tavo encourages the public in attendance to join their neighborhood association for important notifications. Rick says that the SAC will do a better job of communicating parking changes via email. Interested parties are encouraged to join the NW SAC email list for meeting notifications.

Rick ends the meeting by encouraging the public to further offer input on the changes in Zone M and says that comments will be accepted by email at parking@portlandoregon.gov until May 14th.

Meeting adjourned.

NW District Parking District

Strategy Recommendations

Based on 2017 data findings



Rick Williams
Owen Ronchelli

RICK WILLIAMS CONSULTING
Parking & Transportation

May 1, 2018



Timeline of Parking Management in NW Portland

- City Council Resolution 36744 approved in fall 2009
- NW Parking Stakeholder Advisory Committee (SAC) began meeting in 2014
- Expanded permit parking program in 2015
- Parking meters installed in 2016
- Started annual on-street parking utilization data collection in fall 2016
- Council authorized pilot in NW to use tools to manage on-street parking in December 2016

SAC Guidelines for Managing Parking In NW Portland

Parking in the NW Parking District is highly constrained, requiring implementation of strategies to mitigate constraints.

Strategies are focused to:

- Manage permit program recognizing continuing growth in residents and employees
- Ensure access for visitors to district businesses using metered parking supply
- Use incentives and pricing as a way to balance demand and encourage the use of alternative modes
- Continue to use current parking utilization data to support decision-making
- Look for opportunities to expand the off-street supply

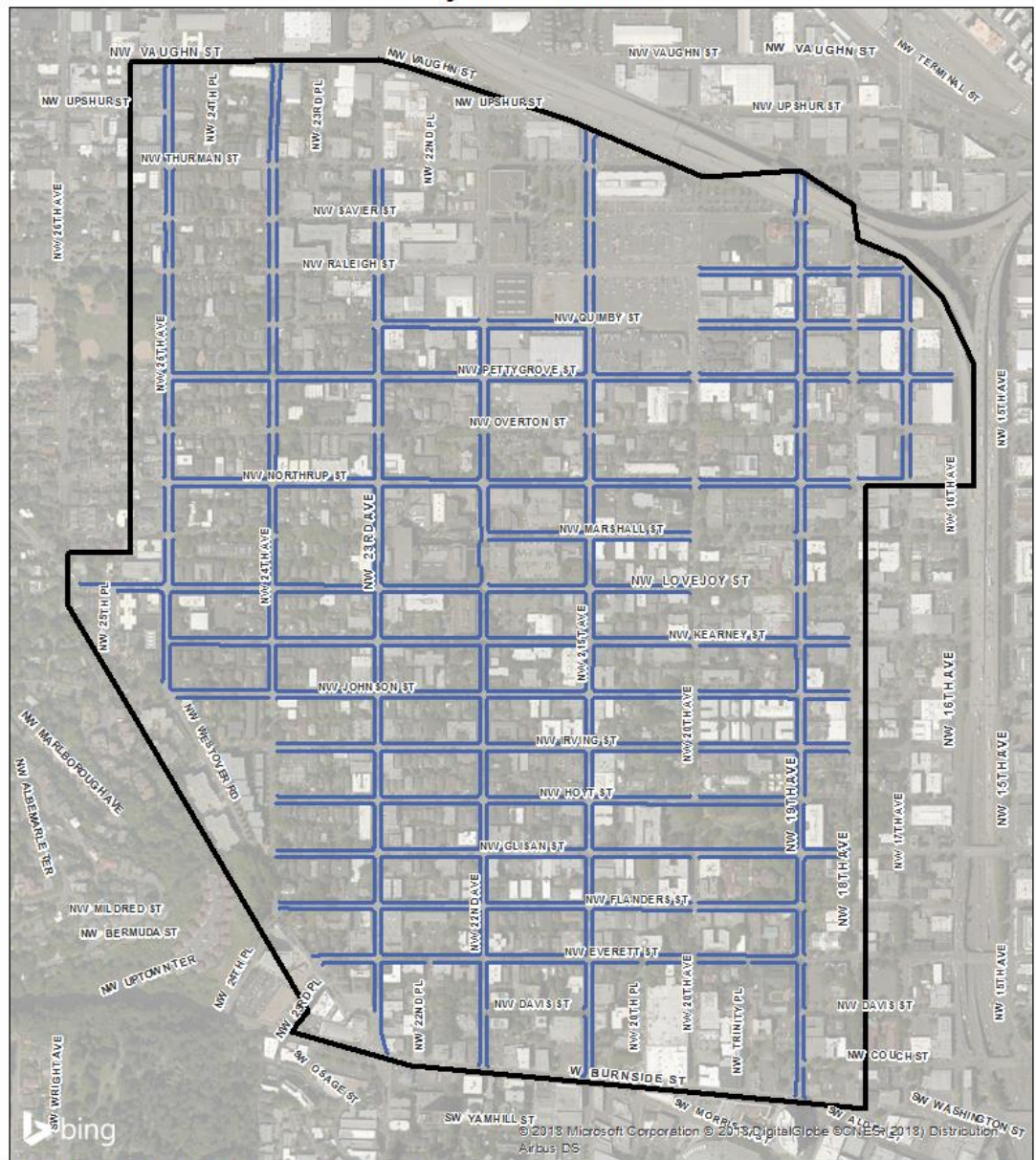
NW Parking District Study Area

Data collected:
November 2017 &
February 2018

5,447 total stalls

3,575 stalls studied
(65.6% of supply)

City of Portland



Northwest District On-Street Parking

2017

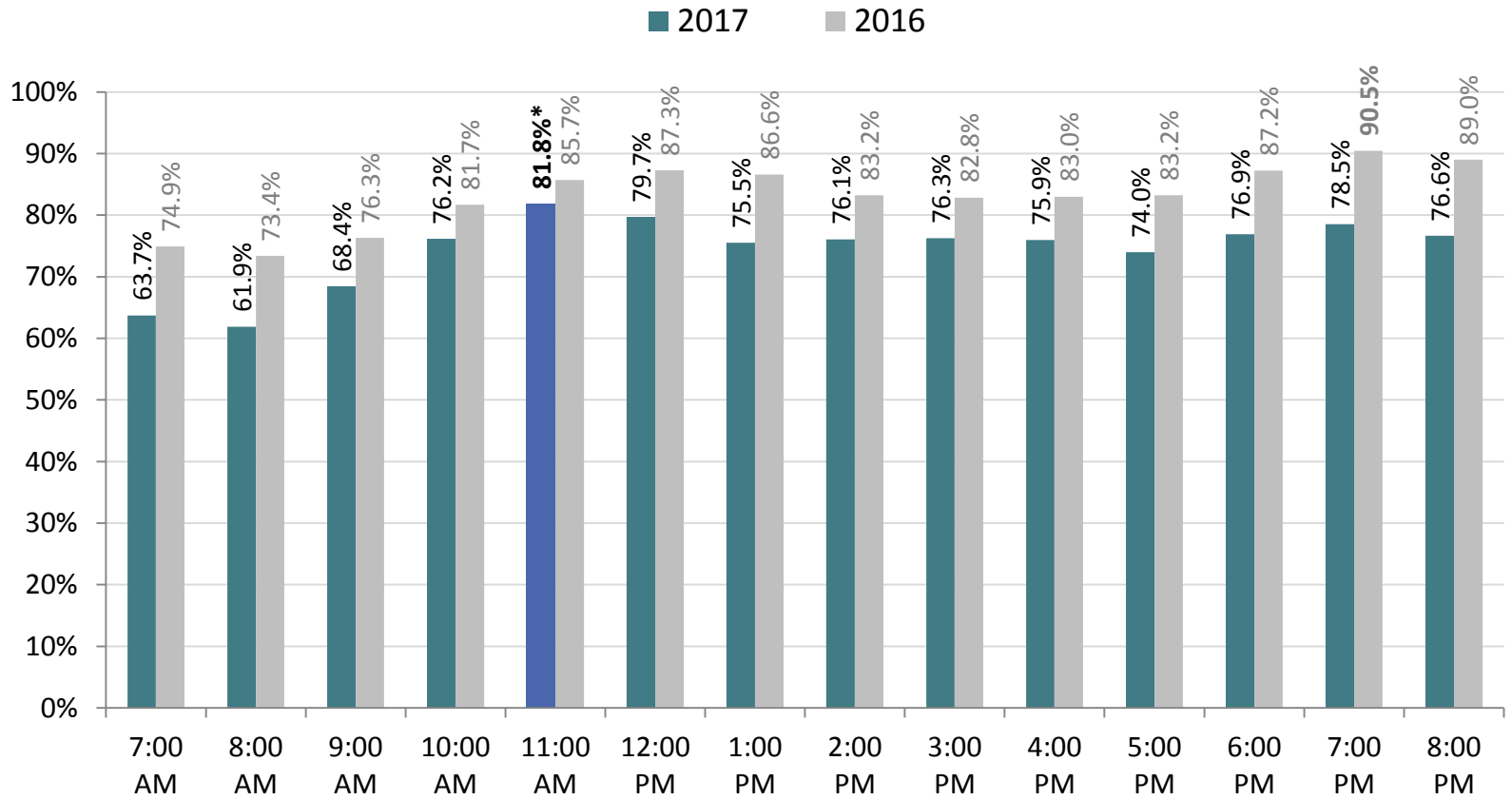
NW District Study Area

Combined On-Street Parking Studied

Hourly On-Street Parking Utilization

NW Portland Parking Utilization

2017 vs 2016 weekday on-street occupancies (2,733 stalls)



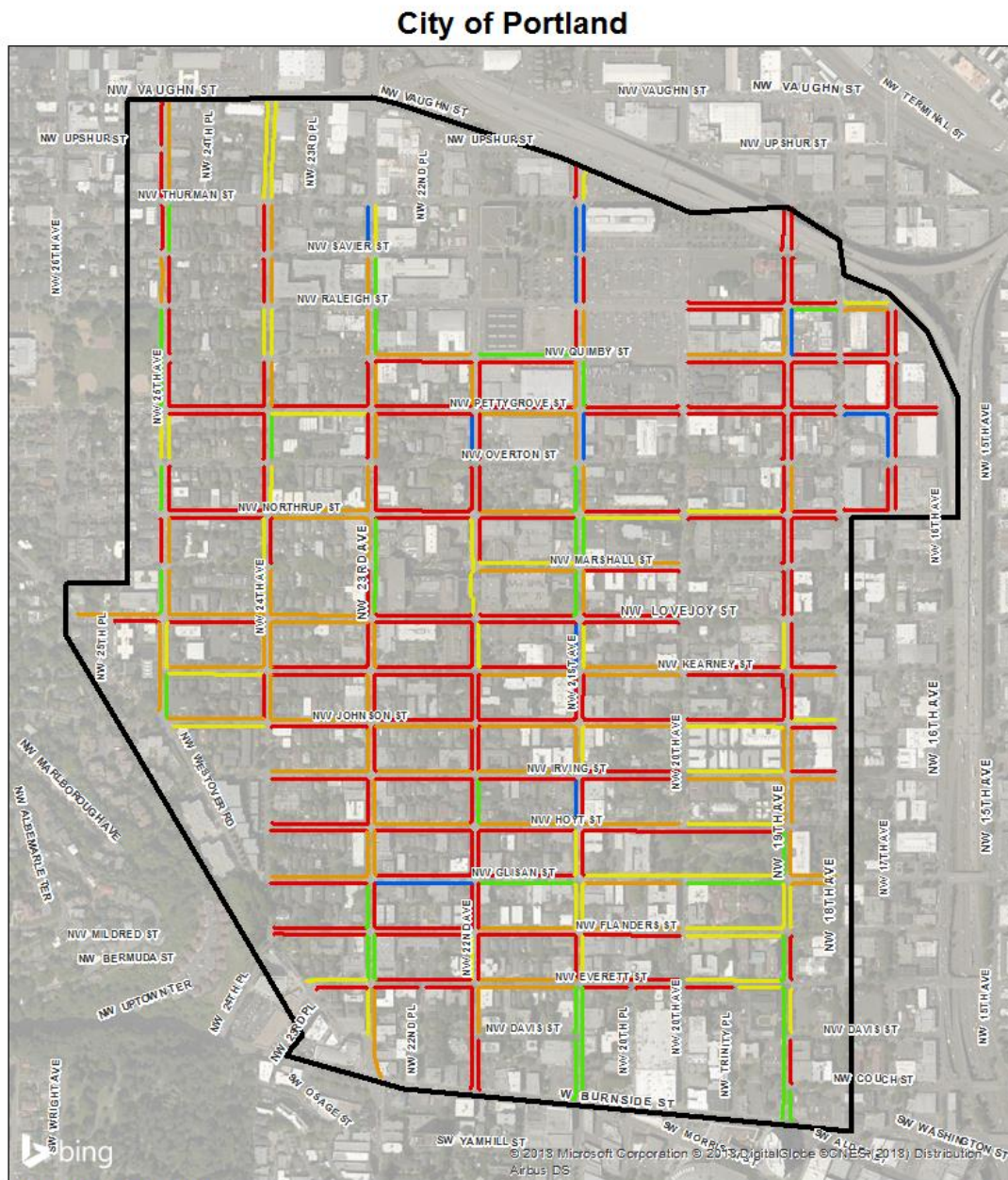
* 3,575 stalls (includes 842 Secondary peak hour counts)

11am – 12pm Peak Hour Occupancy Heat Map

Data collected:
November 2017 &
February 2018

11:00 AM – 12:00 PM

3,575 stalls studied



**Northwest District
On-Street Parking Utilization**

□ NW District Study Area

RICK WILLIAMS CONSULTING
Parking & Transportation

- > 85%
- 84% - 70%
- 69% - 55%
- > 55%
- Construction

2017

11:00 AM - 12:00 PM
Peak Hour

0 137 275 550 825 1,100 Feet

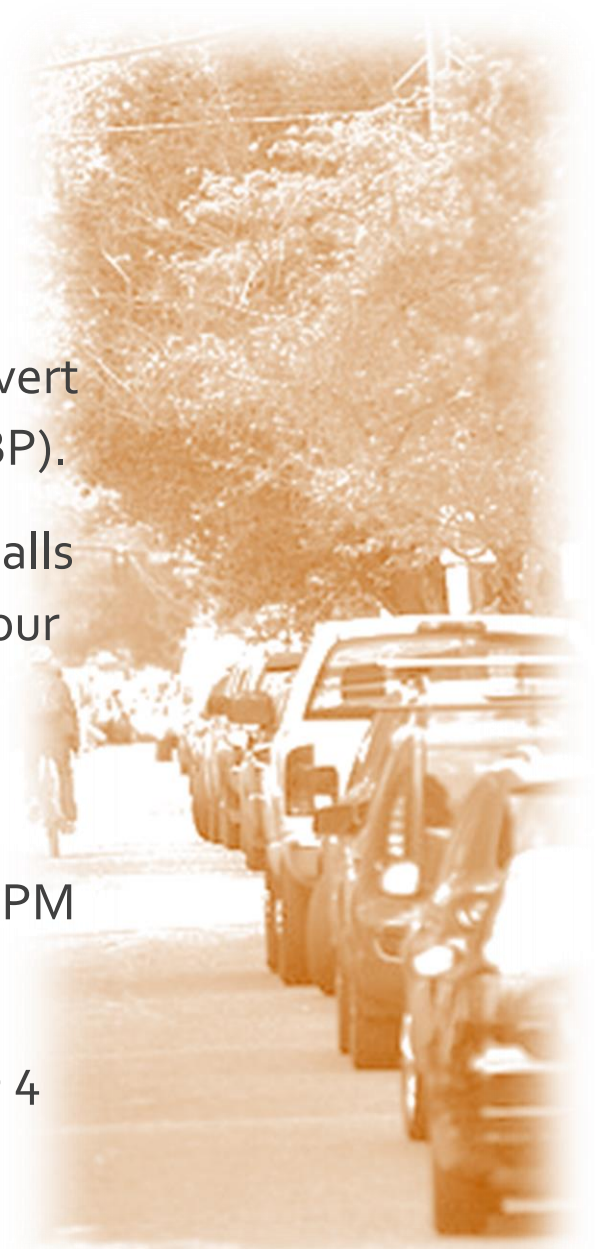
On-Street Parking Utilization Key Findings

- 30 Minute metered stalls – 45% peak hour occupancy (102 stalls) **low occupancy, too many stalls**
- 1 Hour signed stalls – 67% peak hour occupancy (33 stalls) **problematic time restriction**
- 4 Hour signed OBP stalls – 88% peak hour occupancy (771 stalls) **high occupancy, too many permits**
- 4 Hour metered OBP stalls – 85% peak hour occupancy (1,922 stalls) **high occupancy, too many permits**

SAC Strategy Recommendations:

Formatting Recommendations

- Expand meter coverage in NW parking district. Convert any signed stall type to metered stalls (including OBP).
- Reduce and redistribute the number of 30 Minute stalls – equivalent to a 70% occupancy level in the peak hour (currently 45%)
- Convert 1 Hour stalls to 2 Hour
- Consider changing enforcement hours to 10 AM – 8 PM (currently 9 AM – 7 PM)
- Change wrap-around 2 Hour and 4 Hour Metered to 4 Hours Metered OBP (change based on occupancy analysis)



Parking Permit Usage Key Findings

- 2,748 occupied stalls (peak) – 3,575 stall supply
- 1,404 permits observed at peak hour
- 823 residential permits observed
- 478 employee permits observed
- 51% of stalls occupied by permit holder
- OBP stalls all in excess of 85% occupancy

NW Permit Allocations – Yearly Comparison

Year	2016	2017*	Change
Business	4,054	3,386	-668
Guest	1,094	0	-1,094
Resident	3,412	3,600	188
Total Allocated	8,560	6,986	-1,574

*as of 2/21/18

- 2017 goal = 6,600 permits
- 2018 goal = 6,600 permits

2017 SAC Strategy Recommendations:

2016 Permit Restrictions	2017 Permit Restrictions
<i>Employee Permits</i>	
1 per employee	0.8 FTE per employee
<i>Residential Permits</i>	
No restriction	30+ units = 0.6 per unit (CO prior to 8/17) 30+ units = 0.4 per unit (CO after 8/17)
Allow Guest permits	Eliminate Guest permits
\$60 per permit	\$180 per permit



2018 SAC Strategy Recommendations:

Effective September 1, 2018

Business Permits

- Will remain unchanged at 0.8 FTE

Residential Permits

- Existing Zone M resident permit holders can renew any permit issued in 2017-18 at a tiered price
 - 1st permit = \$180
 - 2nd permit = \$360
 - 3rd permit = \$540
 - 4th permit = \$540
 - Each permit will be tied to a driver's license. If a resident provides a DL for another individual at the same address, they will not be subject to the tiered price.

*If a resident is renewing one permit, they may qualify for a reduced permit fee on financial hardship or reduced income. There will be a low-income provision available. If the resident meeting 80% of AMI (Portland Housing Bureau) then they are eligible for a base rate Zone M permit.

*Low-income self-certification does not apply for residents renewing more than one vehicle.



2018 SAC Strategy Recommendations:

Effective September 1, 2018

- Residents that apply September 1, 2018 or later (residing in buildings with CO prior to August 7, 2013)
 - ❖ Limit of one permit per licensed driver, maximum of three permits per address
 - ❖ Permits will cost \$180 per permit

*Resident may qualify for a reduced permit fee on financial hardship or reduced income. There will be a low-income provision available. If the resident meeting 80% of AMI (Portland Housing Bureau) then they are eligible for a base rate Zone M permit.



2018 SAC Strategy Recommendations:

Effective September 1, 2018

Residential Permits – Newer Residential Buildings

- Residential buildings with CO after August 7, 2013 will be limited to:
 - ❖ 0.6 permits per number of units in the building
- Residential buildings with CO after September 1, 2017 will be limited to:
 - ❖ 0.4 permits per number of units in the building

