

**NW Parking SAC** | Friendly House  
January 16, 2019 | 1737 NW 26<sup>th</sup> Ave.  
4:00 p.m. – 5:30 p.m. | Portland, OR 97210

## **Meeting Notes**

### **Members in Attendance**

Nick Fenster, Jeanne Harrison, Lisa Higgins, Karen Karlsson, Parker McNulty, Rick Michaelson (Chair), Thomas Ranieri, Peter Rose, Don Singer, Mark Stromme

### **Members Absent**

Daniel Anderson, Brent Soffey, Ron Walters

### **PBOT Staff**

Antonina Pattiz, Kathryn Doherty-Chapman NW SAC Liaison

### **Rick Williams Consulting**

Owen Ronchelli

### **Public in Attendance**

Judi Brandel, Allan Classen, Piseth Pich, Frank Dixon, Melinda Wagner

### **Public Comment**

A member of the public shares two concerns. He believes that residents and businesses need some leeway in being able to load and unload and the SAC needs to watch how aggressive parking enforcement is. The second concern involves the number of parking spaces which have been temporarily removed to allow the city to put in ADA compliant curbs. In NW there are large mature trees on the corners, when the city demolishes infrastructure, the roots become exposed. It's important to let Urban Forestry do what they need to do to save these trees.

### **Timbers CTMP**

Libby Worth, a rep from the Barney and Worth, shares that Nelson\Nygaard is now on board with the Timbers stadium expansion.

Tom Brennan, a rep from Nelson\Nygaard, explains that the Comprehensive Transportation Management Plan (CTMP) is a requirement in the Good Neighbor Agreement (GNA) between the city, the stadium operators, Goose Hollow, the foothill leagues and the NW District Association. This update is required as part of their expansion plan approval. The focus of this effort is to manage attendance and vehicular traffic. Data shows that roughly 50% of attendees are driving to the stadium, one of the key guiding principles is to add the 4,000 new seats while minimize the impacts on-street. He shares a handout with the committee that shows data on how people

currently arrive to the stadium. The CTMP will focus on marketing and communications on how to get people the right information and get them to use the preferred alternative modes of transportation (bike, Uber/Lyft, electric scooters, bus, MAX). The CTMP is on a fast timeline, the draft is due in February and will be out for a 30-day public review period.

### **Comments, questions and concerns from the SAC about the Timbers CTMP include:**

1. What **off-street parking** identification and outreach including fan matching, and apps like Spot Hero.
2. Other **transportation modes like transit**, more Trimet service, biking, scooters, Uber/Lyft, etc. The concern is there is too much focus on parking, which should be a part of the plan, but encouragement of other modes should be top of the list.
3. **Outreach & Communication** to fans/visitors. Outreach in general on the plan. Karen asks about outreach. She argues that there has been information shared with the SAC and some of the other committees but not the residents/businesses in the neighborhood, in her opinion, that is not enough outreach and she would like to see something more robust in terms of outreach. There should be a formal outreach plan. She's concerned about the 30-day review period because the SAC and the Transportation Committee both meet once a month and if they're going to have an opportunity to make an official comment, it will be hard to do within a 30-day period.
4. **Thorns games**, if they will be included in this new plan?
5. Don: "This is a follow up to what Nick was saying because when I was listening to what you were saying it was mirroring what was heard every time and there didn't seem to be anything concrete of new since last time. Where are we since the last time we heard from the committee, which was last month, or have there been concrete measures in securing more map services or bus services and how does all that look in terms of trying to utilize mass transit and structure along the rail line. What types of specifics are going on rather more than generalities."

### **Responses from consultant team:**

1. Consultants have identified the most promising parking garages for Timbers games. Some of those garages are excellent choices. The Timbers are working on a map that identifies that so when they send out notices to ticket holders, they'd be able to identify garages for parking. One possibility is some Legacy lots, and there is a shared parking application in with PBOT now to apply to open those up for visitor parking.

They are exploring several apps that that provides those features, they've used those apps in other markets. One of the recommendations will be some sort of app that provides

parking guidance to direct people where we want them to go and to reduce the search for parking. Rick Williams Consulting (RWC) is looking into them. Some of those apps are more developed in other cities, for example Spot Hero is not very well developed in Portland. There are ways you can reserve spots at hotels but it's a community that still needs to be built up.

2. Tom answers that the majority of the plan will focus on other modes of transportation (beside driving). We have secured written agreement to add a third MAX train during games, and are also discussing bus options but have not yet secured any written agreements on that yet. It's not an issue of availability. We're largely focused on finding ways to better inform customers for travel planning during ticketing. Or marrying parking plans to season ticket holder, that way people know where they're going before they leave home.
3. There are avenues to reach out to fans. For instance, season ticket holders tend to have identifiable behavior. There are good opportunities to reach out and makes marketing more effective.
4. Libby believes the CTMP is in place for the stadium. Libby explains that the Timbers lease the stadium under an agreement with the City of Portland. The Thorns and Timbers are owned by the same entity and they operate the stadium.
5. Libby understands that the Timbers' Oversight Committee was getting frustrated with the pace of the CTMP draft and that feedback wasn't being taken into account. Nelson\Nygaard was brought on board because they have a lot of resources for data review and have a team that can evaluate and test ideas using actual data. The CTMP will now come with ideas, targets and data

**Public Comment:**

**Question:** A member of the public ask about Uber, Lyft and Taxis. He is concerned about pickups. Where will they queue up?

**Response:** Libby explains that Nelson/Nygaard plans to spend time focusing on pick- up areas. They're looking at creating designated drop off zones. There's a feature where the further away from the stadium a fan is picked up, the cheaper the ride.

**Question:** A member of the public is concerned about the Legacy shared parking application. This has major implications in terms of clogging up the neighborhood. He is concerned about Timbers fans making noise late at night. He also wonders about the Good Sam Master Plan and the NWDA plan, what outreach has been done about this proposed change?

**Response:** Rick says that we will reach out with that information in a couple days.

**Next Steps:** The next oversight committee meeting is on January 29<sup>th</sup> and the CTMP will be discussed. That's the first potential date the draft will be available for review. The SAC will have a full discussion when there is an official draft.

### **On-street Data**

Owen Ronchelli, from RWC presents the 2018 on-street data. In 2017, RWC collected two rounds of data, they collected data on 2,733 stalls. This year they studied 3,639 stalls, which will be the basis moving forward. He shares slides that outline the inventory of parking spaces in the neighborhood.

Owen continues to slide 6, a bar graph shows the peak occupancy rates during the hours of 7am – 8pm.

Rick points out that that there's a second peak at 7pm.

Owen answers that the second peak occurs right at the end of the enforcement hour, so people start parking knowing that they don't have to pay past 7pm.

Nick says that he would like to know if there's any impact of including different streets during this data collection.

Owen explains that the new sample size is even more representative of the district than previous years. What the SAC will see moving forward is an apples-to-apples comparison moving forward.

Owen explains that the permit allocations have changed and we've noticed that every hour we've seen an increase in occupancy. What we gained last year, where we saw a 4.5% reduction in occupancy, we've gained back this year.

Don: "Do you have any idea as to why the higher occupancy rate? What's your take?"

Owen thinks the higher occupancy rates are the result of two reasons: growth in the neighborhood and people are understanding the parking system better than they used to.

Others point out there is both an increase in residential units and visitors to the area. Someone asks if we can get the number of new residential units from each year.

Kathryn says that info is available, and that we are surveying building owners to determine their parking occupancy and rates.

Owen continues to slide 7, a heat map of peak hour occupancy.

- 5 hours of data where occupancy is at 80% or greater
- All hours studied show an occupancy above 70%

He continues to slide 8, a map outlining changes in peak hour occupancy from 2018 to 2017.

Rick says that it will be interesting to compare this map next year once more of the neighborhood is metered.

Owen points out the key findings outlined on slide 9.

- More users are parking in 2-hour stalls.
- More users parking in 4-hour stalls (across all categories)
- 4-hour metered stalls have the preferred occupancy level
- 48% of users in signed OBP stalls are visitors, a reduction from previous years
- 80% of users in 4-hour metered OBP stalls are visitors (a small increase from last year)
- All OBP stalls are over 85% occupied

Slide 10 breaks down the users of specific parking stalls (permit user vs. non-permit user).

Owen points out that there's a lot more compliance in metered spaces, which is why there's a recommendation to change signed OBP stalls into metered OBP stalls. This will also make it easier for parking enforcement to enforce the area which will result in higher compliance.

Owen continues to slide 11 and points out that the time stay for non-permit users has decreased by one hour between 2018 and 2017.

Owen adds that one factor that wasn't measure last year was user trips per stall. Previously non-permit users were getting 1.3 trips per stall, now they're up to 1.6 trips per stall. The greater the turnover number, the more trip visits are noticed. The data shows a greater use of the same number of stalls by visitors then observed previously.

Slide 13 is a visual comparison of how certain characteristics have changes from 2017 to 2018.

- Observed a lot of violation of 1- hour stalls
- People overstay in 2 hour signed stalls because enforcement is hard
- The max length of stay for nonpermitted user is 2.6 hours in 4-hour OBP stalls

Nick asks if there's a way to see a spectrum of averages. Some people have specific needs that would take longer than two hours.

Owen says he could do that.

Owen explains that the data shows more permit users being able to access the same amount of stalls more frequently. Even people with permits are turning over at a higher rate than they were previously. We're seeing .9 permit users versus .3 previously. He finds this encouraging because it allows more people to come into the area.

Don: "It would seem to me that even though the occupancy has gone up, that could be for all sorts of reasons, but we'll just say in general because the entire neighborhood moves their car. With the

increase in turnover, that's mitigated perception to the user that the occupancy is up because it seems, at least in the core area, that things are more accessible than they used to be on street. So it could be that occupancy is up and everything is turning over more often that perceptually to the user things haven't changed significantly."

Owen continues to slide 14, outlining permit allocation.

- 2% decrease in the number of business permits allocated
- 11% reduction of residential permits distributed.
- Owen points out that the goal of 6,600 permits issued was met, but the occupancy goal was not.

Rick points out that even though the number of permits sold decreased, the number of permits being used increased by 40%

Owen confirms and explains that the allocation recommendation is to reduce the number of permits by 600. To account for the growth, RWC is recommending an additional reduction of 300 permits.

Peter asks Owen how confident his is that if the permit numbers are reduced, those stalls won't be filled up beyond 85% with visitors.

Owen answers that it's quite possible because the SAC cannot really influence the influx of visitors, but they can influence the number of people that can store their vehicle on street, whether it's employees or residents.

Don: "I feel like we're getting in a little death spiral in the sense that we're accounting for growth. The more you account for growth, the higher your utilization with permits, the more you have to ratchet down on the number of permits that you issue. So it becomes self-perpetuating that you have growth, fewer access to permits and you get to a point where you're chocking yourself off in terms of viability, in terms of the user – livability. To the business being able to provide for their employees. We're getting to a point where we're going to be self-defeating and all these solutions are now very one dimensional. They're either reduce the FTE or reduce the number of permits to apartments and multi-family residential buildings. The only thing that's catered it so far, is part of our charter, we have to increase supply. And yet there's no talk of anything other than more restrictive, more restrictive. To me, that's incredibly one dimensional and I'm really frustrated at this."

Rick asks how many more spaces the SAC would need to add.

Owen answers that 600 spaces would need to be added. If 600 stalls are added during peak hour, we could get to 84% occupancy but what that doesn't account for growth in visitors. It wouldn't be inappropriate to look at additional supply. As mentioned before, meter rates could be increased to deter visitors, if needed.

Owen explains that the point of the exercise is to shrink down supply and increase additional constraint in the system is to encourage people to make use of alternative modes. The more successful we are in moving people to alternative modes, the more flexibility we'll have in managing the on-street system.

There is a question about the number of permits and "float".

Owen explains that , float can sometimes be confusing. Float is the percentage over the actual observed permits on display. We distributed 6,000 permits but only see 2,000 on display. Naturally, the float will shrink as the program becomes more efficient.

Owen finishes with slide 15, outlining the preliminary recommendations.

- Reduce permit allocation to 5,700
- Complete initiated 2017 stall reformatting (eliminate 1-hour stalls and expand meter deployment)
- Change enforcement hours to more closely address high occupancy periods (from 9am – 7pm to 10am -8pm)
- Eliminate the option of 'plugging the meter'

Nick points out that the average length of stay at a meter is 2 hours, he asks what the benefit of eliminating meter plugging would be.

Owen answers that plugging creates exceptions in the system. If a visitor is looking for a long term stay, they may park at a 4-hour meter. If an employee is looking to plug a meter it's not economically feasible, they would want to buy a permit.

Rick comments that NW is the only area of the city is the only place in the city where the meter can be plugged, and this poses challenges during event days.

Kathryn encourages the members to reach out to her with any ideas/concerns on the data report before the next meeting and that Owen will come to future meetings to discuss the findings further.

Meeting adjourned.

# Providence Park Comprehensive Transportation Management Plan (CTMP)

## Project Briefing

### WHAT IS THE CTMP?

The CTMP is a key component of the Good Neighbor Agreement (GNA) between the City of Portland, stadium operators, Goose Hollow Foothills League, and Northwest District Association. The CTMP includes strategies intended to prevent or lessen transportation and parking impacts on surrounding neighborhoods from stadium events.

### WHY IS THE CTMP NEEDED?

The 2018 CTMP update is being developed to accommodate the Providence Park enhancement project, adding stadium capacity for 4,000 more fans – scheduled for completion in time for the 2019 season. The goal of the 2018/19 update is to improve on transportation and parking strategies already in place, as well as to expand and promote new opportunities for non-auto travel to Providence Park events.

### WHO IS DEVELOPING THE CTMP?

In 2017, the Stadium Oversight Committee began an update of the GNA, CTMP, and developed Community Outreach and Construction Mitigation Plans. The Committee includes representatives from the Portland Timbers, Goose Hollow Foothills League, Northwest District Association, the City of Portland, and a fifth “at large” member.

The Stadium Oversight Committee will make a recommendation on the updated CTMP. The approval process includes a neighborhood notice, 30-day comment period, and a public hearing before the City Council with opportunity for public testimony.

### CTMP GUIDING PRINCIPLES

The Stadium Oversight Committee updated and adopted the following Guiding Principles for the CTMP – 2018/19 Update.

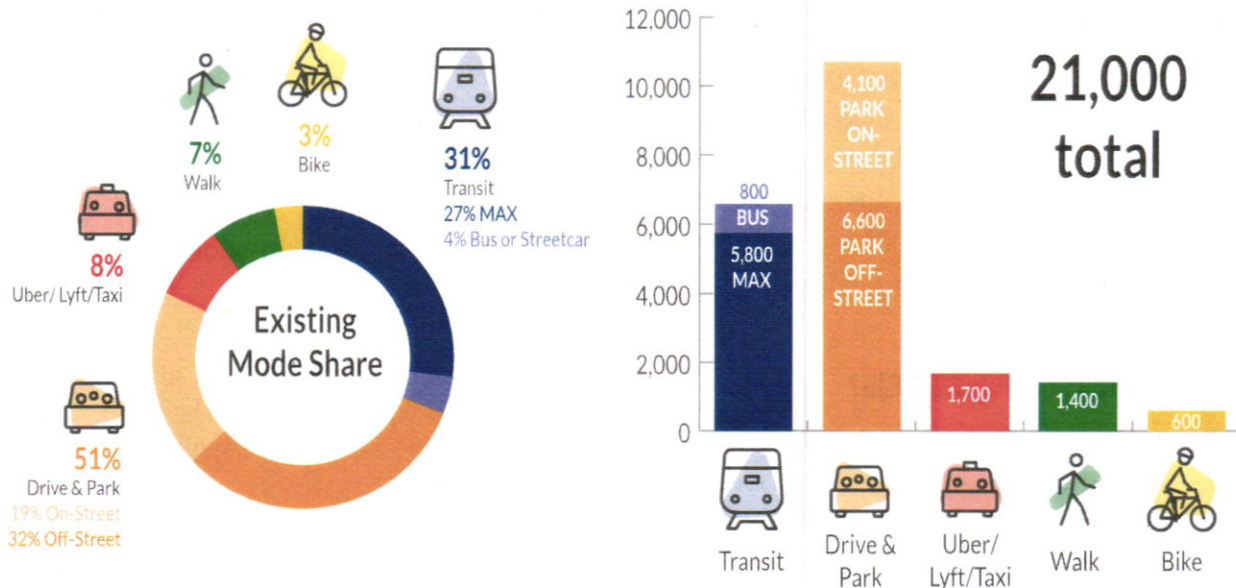
- Support stadium expansion and increased attendance **without any additional automobile trips** to the stadium event management area.
- **Discourage driving** and on-street parking in the stadium event management area. Encourage–support–publicize other travel modes.
- For those who must drive, promote **free and low cost off-street parking options**, close to transit, outside the stadium event management area.
- Make non-auto travel convenient and attractively priced in comparison with driving and parking. Seek partnerships to **expand and enhance non-auto travel options**.
- Promote non-auto travel options and remote parking through **efficient communication channels**. Make it possible for drivers to go directly to off-street parking.
- Discourage event related on-street parking in the **residential areas near the stadium** and enforce violations.
- Improve the **pedestrian experience** around the stadium for event-goers.
- Use the two-year construction period to pilot new transportation management strategies, and **continuously seek improvements**.



## HOW DO FANS CURRENTLY ACCESS PROVIDENCE PARK?

Existing mode shares are based on 2016/17 survey of Portland Timbers season ticket holders and 2018 TriMet fan intercept survey.

### Existing Mode Share



## HOW WILL FANS ACCESS PROVIDENCE PARK IN THE FUTURE?

Future mode access targets are being developed in collaboration with the Stadium Oversight Committee. Some key principles and assumptions are guiding development of these CTMP targets. They include:

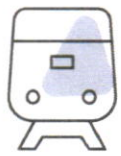
- Future mode split targets must **account for actual transportation system capacity**, especially on- and off-street parking, level of transit service, amount of bike parking, and shared mobility infrastructure.
- Future mode split targets should be **realistic on "Day 1,"** directly linked and supported by specific strategies, actions, and implementation partners.
- Future mode split targets should be **monitored over time**, and allow for flexibility to evolve based on changes in travel behavior and effectiveness of the CTMP strategies.

## HOW WILL THE CTMP IMPROVE PARKING AND ACCESS FOR FANS AND NEIGHBORS?

Specific parking and transportation strategies are being developed in collaboration with the Stadium Oversight Committee.

There is no silver bullet. The CTMP will include a package of policies, programs, and infrastructure to meet the Guiding Principles, achieve the future mode split targets, and improve the game day travel experience for all.

Key areas of focus include:



MAX



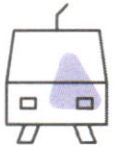
Bicycles



Bus



E-scooters



Streetcar



Uber/Lyft/Taxi



Parking -  
On-street



Marketing and  
Communications



Parking -  
Off-street



Incentives  
and Programs



Pedestrians



Monitoring  
and  
Reporting



## WHAT IS NEXT FOR THE CTMP?

### December 2018 – January 2019

- Draft CTMP development
- Outreach and updates to neighborhood groups

### January 2019 – February 2019

- Outreach and updates to neighborhood groups
- Draft CTMP submittal to Stadium Oversight Committee
- Draft CTMP 30-day review period

### February 2019 – March 2019

- Refinement and Final CTMP submittal

### March 2019 – April 2019

- City Council CTMP hearings

### April 2019 – May 2019

- Updated CTMP implementation begins

# NW Parking District

## 2018 Zone M Parking Survey Data Findings



Owen Ronchelli

**RICK WILLIAMS CONSULTING**  
Parking & Transportation

January 16, 2019





# NW Parking District Study Area

Survey stats:

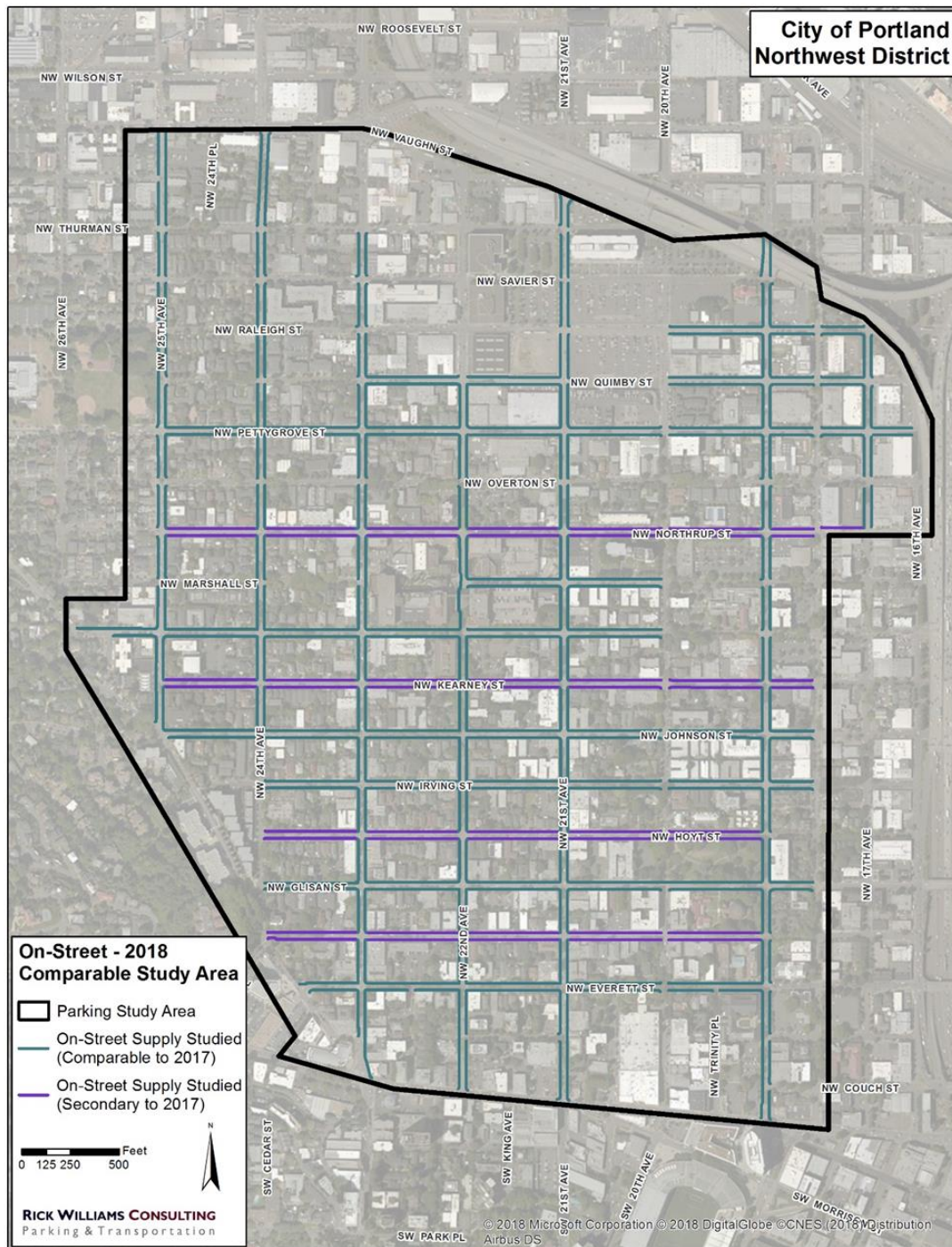
October 16 & 23, 2019

7:00 AM – 9:00 PM

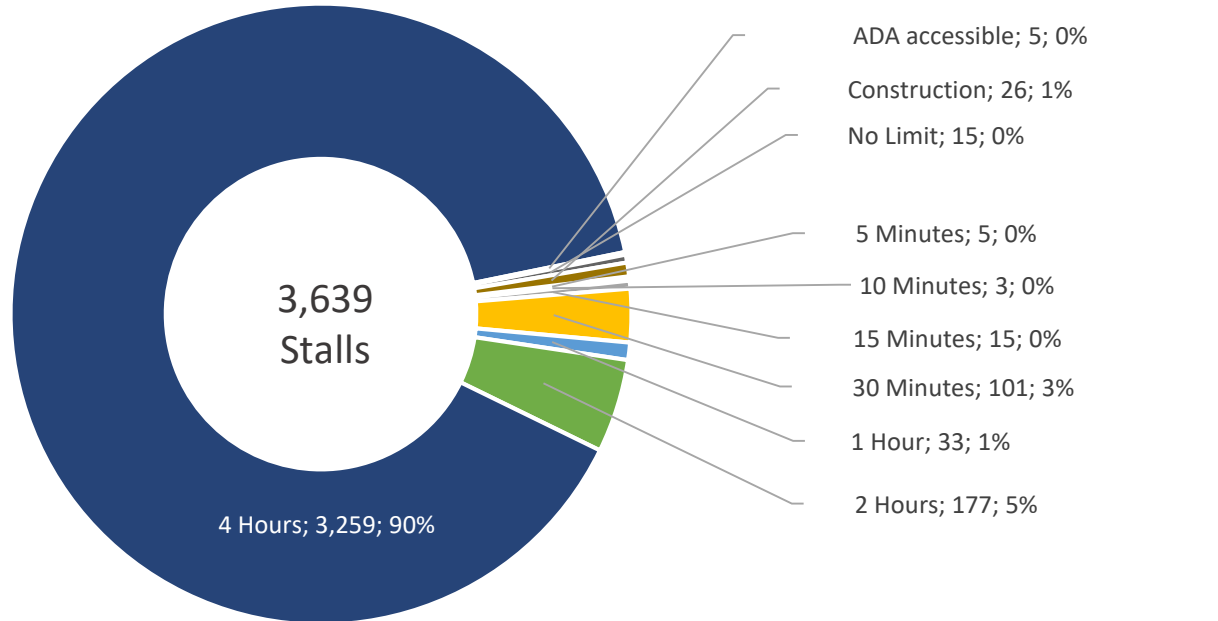
5,522 total stalls (Zone M)

3,639 stalls studied (2018)  
sample size: 66%

2,733 (2017)



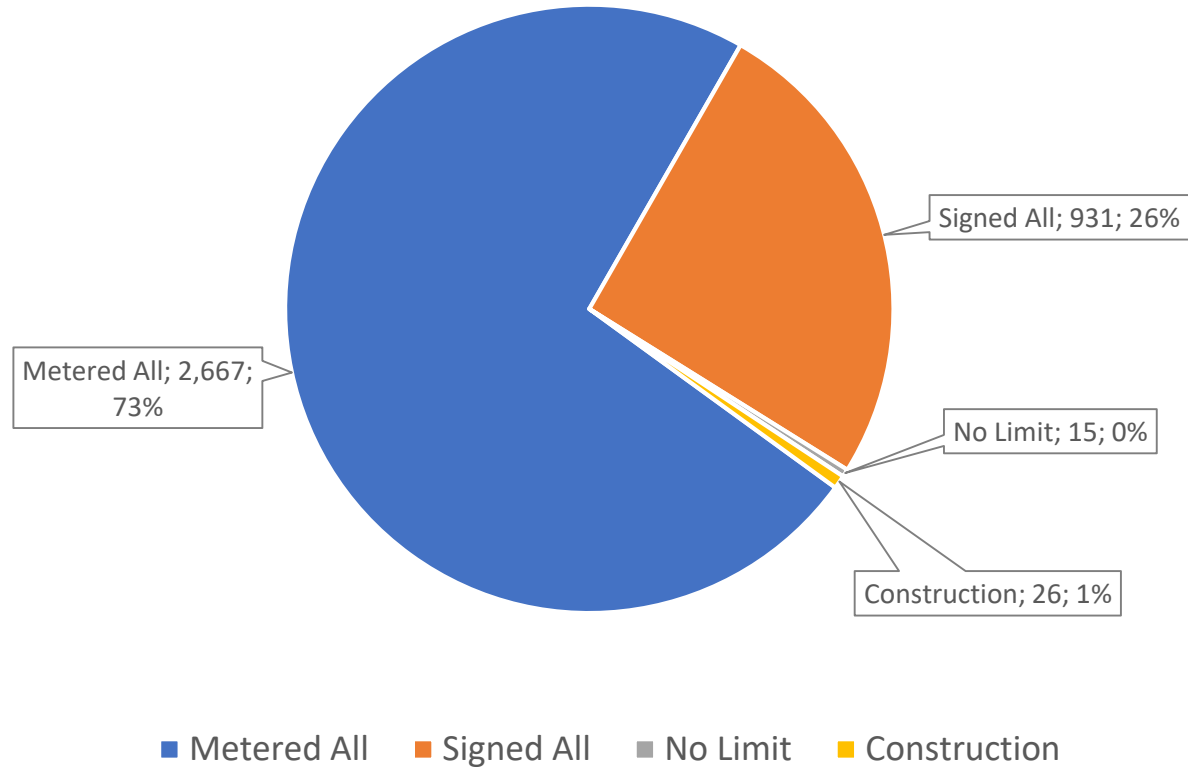
# 2018 NW Portland Parking Inventory



- 5 Minutes
- 10 Minutes
- 15 Minutes
- 30 Minutes
- 1 Hour
- 2 Hours
- 4 Hours
- ADA accessible
- No Limit
- Construction

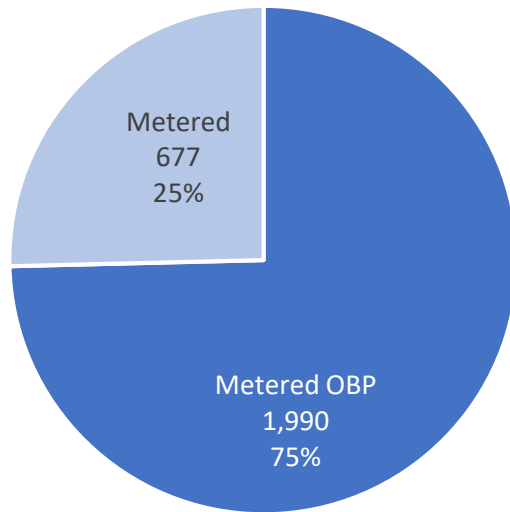
*See Table 1 of RWC Data Summary*

## 2018 NW Parking Inventory by Restriction Type



*See Table 1 of RWC Data Summary*

### Metered Stalls by Restriction Type



■ Metered OBP ■ Metered

### Signed Stalls by Restriction Type



■ Signed OBP ■ Signed

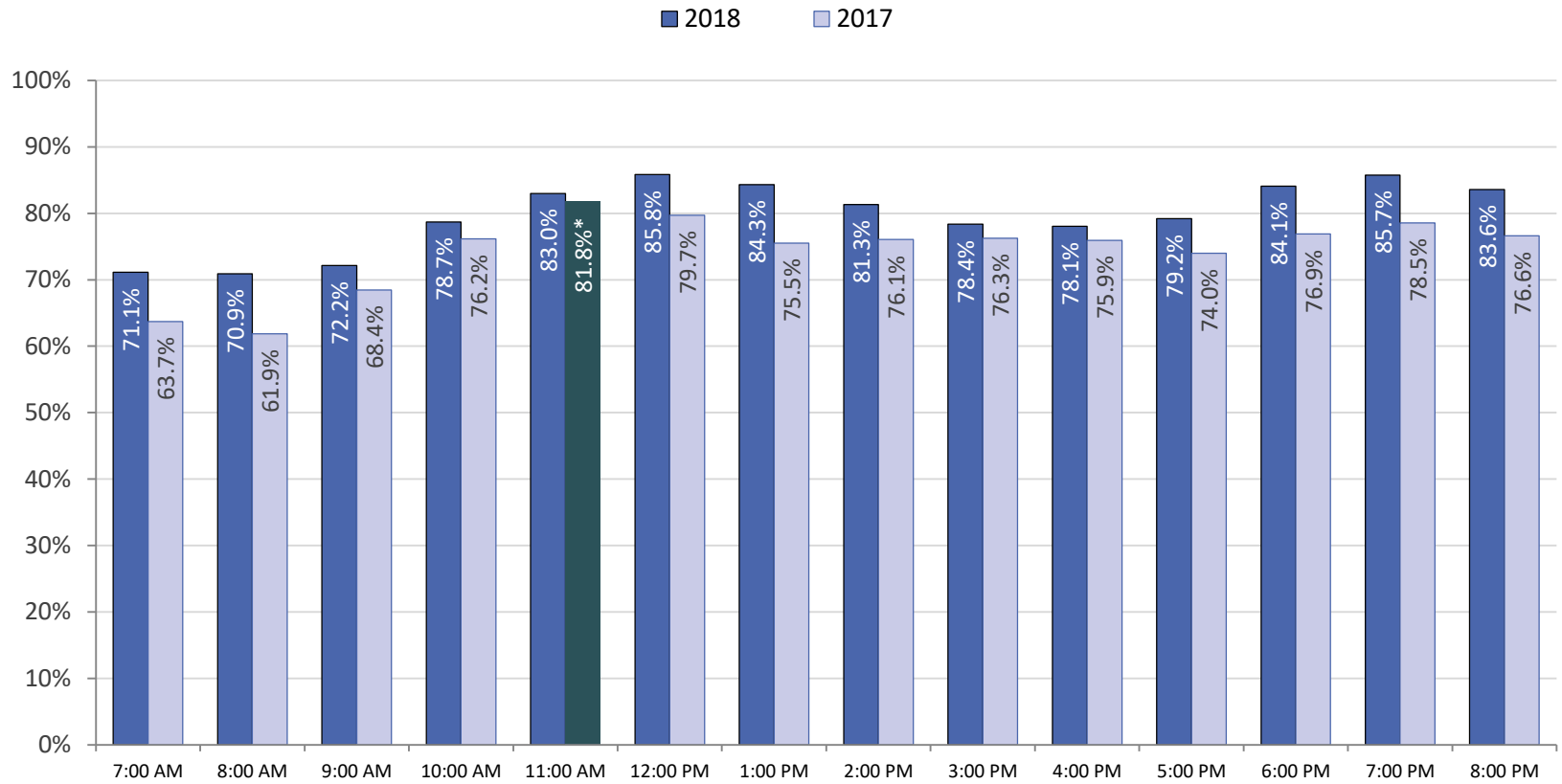
*See Table 1 of RWC Data Summary*



# Hourly On-Street Parking Utilization

## NW Portland Parking Utilization

2018 vs 2017 Area-Wide On-Street Occupancies (3,639 vs 2,733 stalls)



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

# Peak Hour Occupancy Heat Map

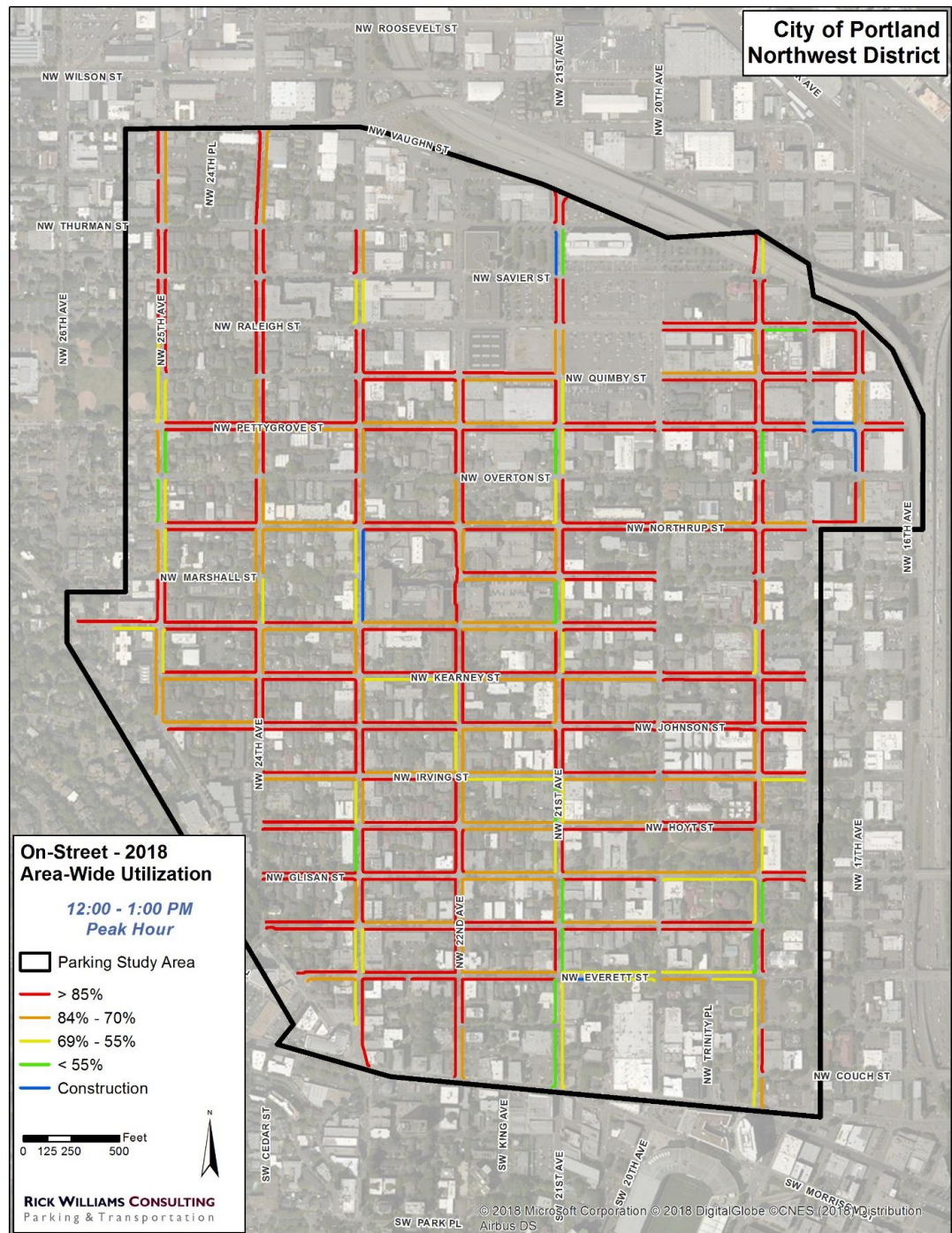
12:00 – 1:00 PM (2018  
peak)

11:00 – 12:00 (2017  
peak)

3,639 stalls studied

5 hours above 80%

All hours above 70%



# Changes in Peak Hour Occupancy Heat Map

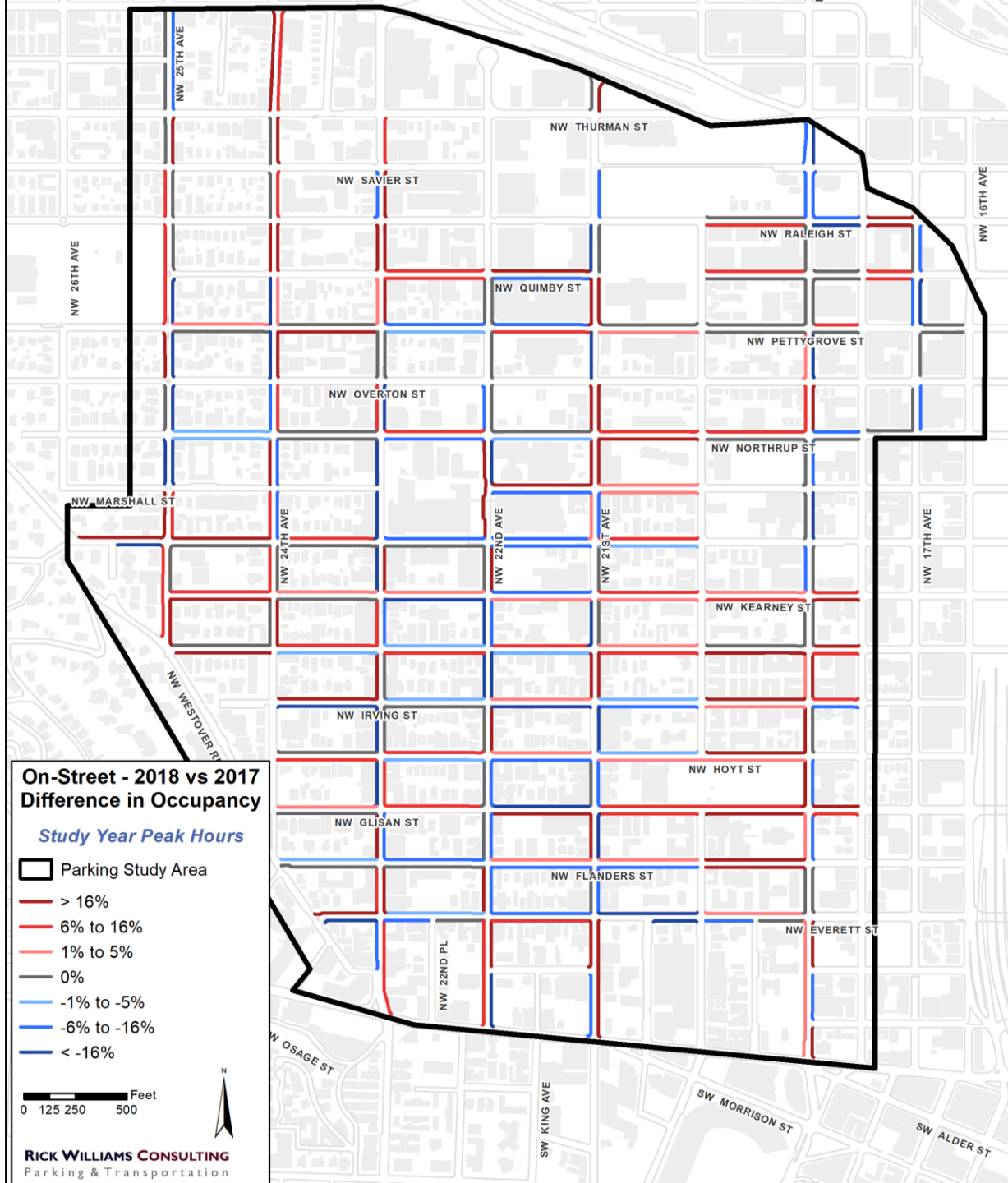
2018 peak hour vs. 2017 peak hour

Increased occupancies shown in **RED** – darker red = higher level of change

Decreased occupancies shown in **BLUE** – darker blue = higher level of change

Block w/ no change shown in **GREY**

Block under construction in either year were omitted



Use Type	Stalls	Peak Occupancy	User Group	Users
	<u>2018</u> 2017	<u>2018</u> 2017	<u>2018</u> 2017	<u>2018</u> 2017
	2 Hours Signed	<u>66</u> 53	<u>90.9%</u> 84.1%	All Non-Permit Permit
2 Hours Metered	<u>112</u> 92	<u>72.3%</u> 74.7%	All Non-Permit Permit	<u>81</u> 68 <u>79</u> 62 <u>2</u> 6
4 Hours Metered	<u>473</u> 363	<u>74.0%</u> 67.9%	All Non-Permit Permit	<u>342</u> 260 <u>317</u> 260 <u>25</u> -
4 Hours Signed OBP	<u>800</u> 610	<u>92.1%</u> 88.2%	All Non-Permit Permit	<u>722</u> 680 <u>344</u> 413 <u>378</u> 267
4 Hours Metered OBP	<u>1,990</u> 1,359	<u>86.7%</u> 85.0%	All Non-Permit Permit	<u>1,695</u> 1,587 <u>343</u> 505 <u>1,352</u> 1,082

# Key Findings

- More users parking in 2 Hour stalls
- More users parking in 4 Hour stalls (all categories)
- 4 Hour Metered stalls preferred occupancy level
- 48%** users in 4 Hour Signed OBP are visitors
- 80%** users in 4 Hour Metered OBP are visitors
- All OBP stalls are  $\geq 85\%$

Table 4 RWC Data Summary

# Key Findings

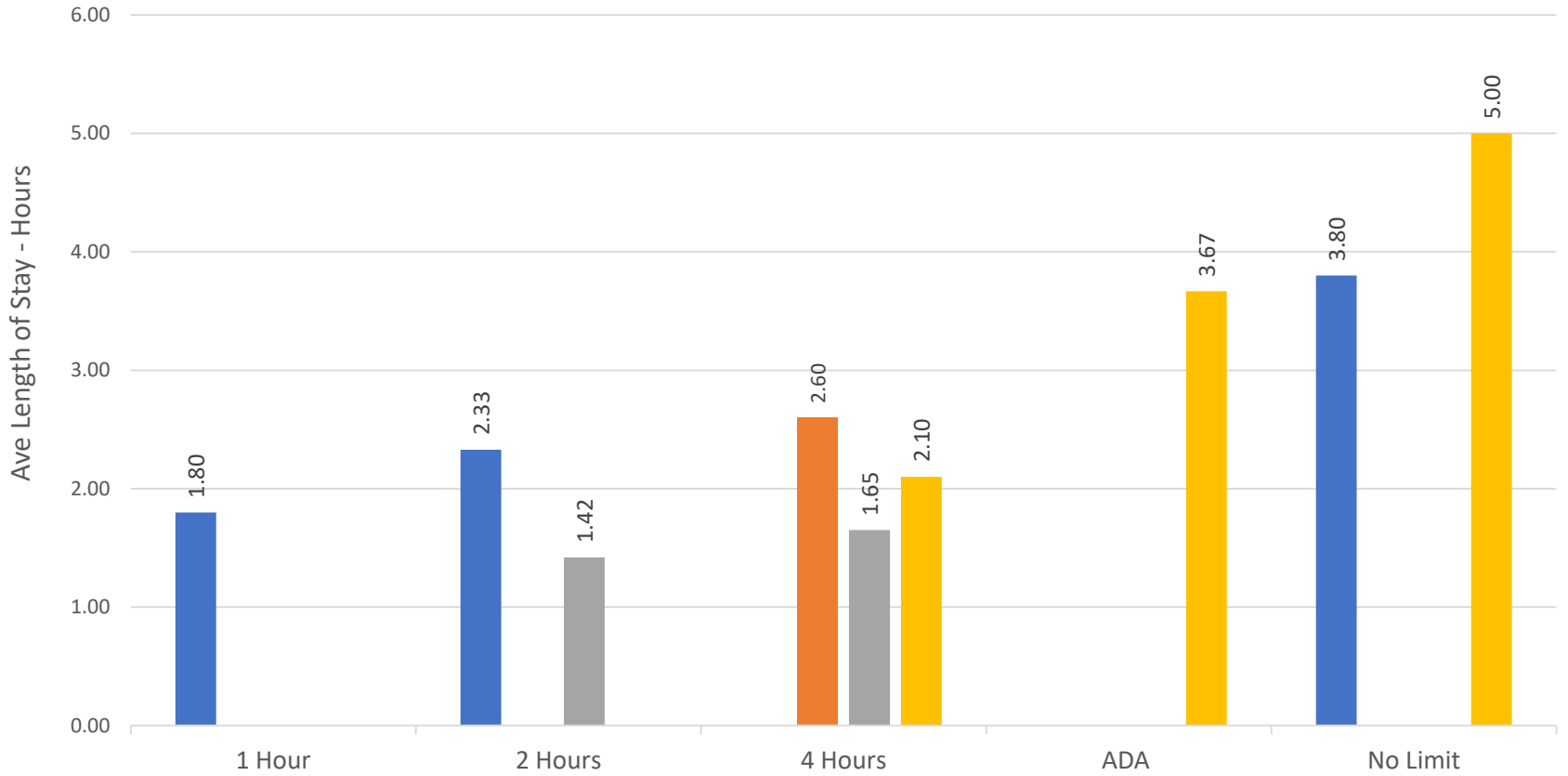
- Time restriction compliance – Metered vs. Signed stalls
- Poorer compliance at Signed stalls
- High level of compliance at Metered stalls
- Length of Stay non-permit users  
2h 0m (2018)  
3h 12m (2017)
- Non-permit users trips per stall  
1.62 (2018)  
1.32 (2017)

Use Type	Stalls	Peak Occupancy	User Group	Average Length of Stay
	<u>2018</u> 2017	<u>2018</u> 2017	<u>2018</u> 2017	<u>2018</u> 2017
2 Hours Signed	<b>66</b> 53	<b>90.9%</b> 84.1%	All	<b>2 h 19 m</b> 3 h 33 m
			Non-Permit	<b>2 h 20 m</b> 3 h 21 m
			Permit	<b>1 h 20 m</b> 4 h 52 m
2 Hours Metered	<b>112</b> 92	<b>72.3%</b> 74.7%	All	<b>1 h 25 m</b> 1 h 36 m
			Non-Permit	<b>1 h 25 m</b> 1 h 25 m
			Permit	<b>1 h 15 m</b> 4 h 22 m
4 Hours Metered	<b>473</b> 363	<b>74.0%</b> 67.9%	All	<b>1 h 39 m</b> 2 h 12 m
			Non-Permit	<b>1 h 39 m</b> 2 h 10 m
			Permit	<b>1 h 26 m</b> 2 h 51 m
4 Hours Signed OBP	<b>800</b> 610	<b>92.1%</b> 88.2%	All	<b>3 h 33 m</b> 5 h 36 m
			Non-Permit	<b>2 h 36 m</b> 4 h 54 m
			Permit	<b>5 h 20 m</b> 8 h 17 m
4 Hours Metered OBP	<b>1,990</b> 1,359	<b>86.7%</b> 85.0%	All	<b>3 h 59 m</b> 5 h 46 m
			Non-Permit	<b>2 h 6 m</b> 3 h 35 m
			Permit	<b>5 h 19 m</b> 10 h 0 m

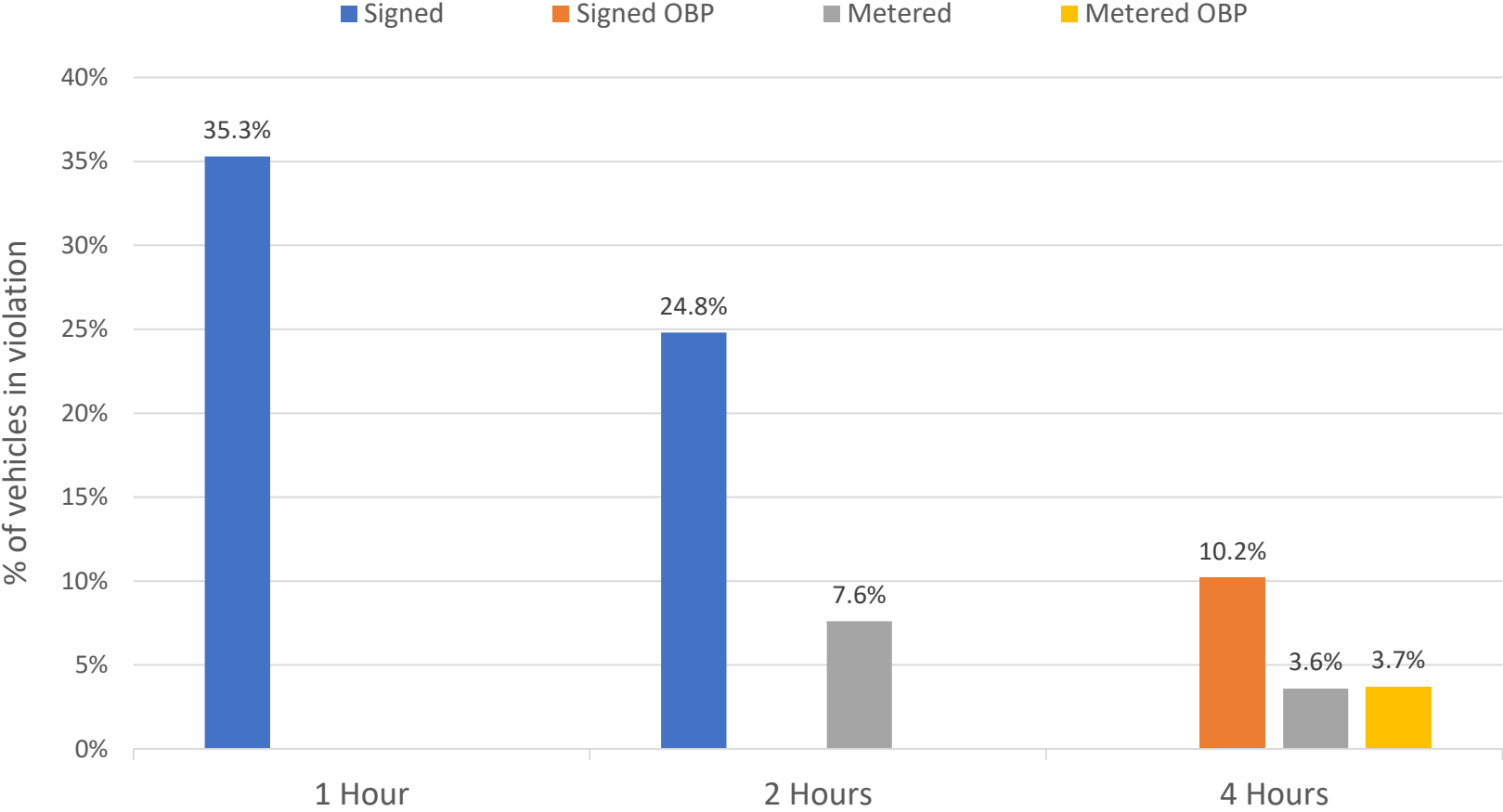
Tables 3 & 4 RWC Data Summary

# Average Length of Stay by Stall Type

■ Signed    ■ Signed OBP    ■ Metered    ■ Metered OBP



# Violations by Stall Type\*



# Parking Characteristics Comparison

Use Characteristics	All Users	Non-Permit Users	Permit Users
	<u>2018</u>	<u>2018</u>	<u>2018</u>
	2017	2017	2017
Length of Stay	<u>3 h 8 m</u> 4 h 21 m	<u>2 h 0 m</u> 3 h 12 m	<u>5 h 11 m</u> 9 h 53 m
Vehicle Trips	<u>9,148</u> 4,450	<u>5,912</u> 3,628	<u>3,236</u> 822
Vehicle Trips per Stalls	<u>2.51</u> 1.62	<u>1.62</u> 1.32	<u>0.88</u> 0.30
Turnover Rate	<u>3.19</u> 2.30	<u>4.99</u> 3.12	<u>1.93</u> 1.06
Permits in <u>Signed</u> 4 Hour OBP (peak hour)	<u>381</u> 267		<u>381</u> 267
Permits in <u>Metered</u> 4 Hour OBP (peak hour)	<u>1,349</u> 1,082		<u>1,349</u> 1,082
Permits observed in all other stall types	<u>101</u> 55		<u>101</u> 55
Permits displayed during peak hour	<u>1,831</u> 1,404		<u>1,831</u> 1,404



# Permit Allocation

Year	2018	2017	Change
Business	3,321	3,386	-65 (1.9%)
Resident	3,195	3,600	-405 (11.3%)
Total Allocated	6,516	6,986	-470 (6.7%)

- Peak hour occupancy  
Signed 92% / Metered 87% (2018)  
Signed 88% / Metered 85% (2017)
- Permits displayed during peak hour  
2,956 (2018)  
2,091 (2017)
- Recommended allocation  
6,600 (2018)  
5,958 (2019) → 5,700  
Business      2,905 (51%)  
Residential    2,795 (49%)



# Preliminary Recommendations

- ① Reduce permit allocation to 5,700
- ① Complete initiated 2017 stall reformatting
  - Eliminate 1 Hour stalls
  - Expand meter deployment – converting Signed to Metered stalls
- ① Change enforcement hours to more closely address high occupancy periods – from 9:00 AM – 7:00 PM to 10:00 AM – 8:00 PM
- ① Eliminate the option of ‘plugging the meter’

