

From: [Stark, Rae-Leigh](#)
To: [McClymont, Keelan](#)
Cc: [Grumm, Matt](#)
Subject: Letter of Support for Restricted Event District changes
Date: Wednesday, December 22, 2021 6:13:16 AM
Attachments: [NW Parking SAC RED Statement Letter.pdf](#)

Hi Keelan,

Attached is a statement letter in support of the Restricted Event District changes going to Council February 2 (postponed from January 19). Please let me know if you need anything further or if I should be sending this to someone else.

Thanks!

Rae-Leigh Stark (she/her)
NW Parking District Liaison
Parking Operations

Portland Bureau of Transportation
1120 SW Fifth Ave, Suite 1331
Portland, OR 97204
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Письмовий і усний переклад | Traducere și interpretariat |
Chiaku me Awewen Kapas | Translation and Interpretation: 503-823-5185



December 16, 2021

To: Mayor Ted Wheeler
Commissioner Jo Ann Hardesty
Commissioner Carmen Rubio
Commissioner Mingus Mapps
Commissioner Dan Ryan

Re: Proposed Restricted Event District Changes Letter of Support

Dear Mayor Wheeler and City Commissioners,

As the Northwest Parking District Stakeholder Advisory Committee, we are charged with advising the Portland Bureau of Transportation (PBOT) on transportation and parking matters in Northwest Portland with the goals of efficiently managing parking and reducing reliance on the single-occupancy vehicle.

In 2001 the Restricted Event Parking District, bounded by W Burnside, NW Westover, NW Irving, and NW 18th, was created to discourage Providence Parking event goers from parking in Northwest Portland. The creation of this district has helped preserve on-street parking for other visitors coming to Northwest. A separate Event District, located south of W Burnside between Providence Park and I-405, was also created to accommodate event goers.

The Restricted Event Parking District is not working as effectively as intended and sees occupancy rates as high as 97% during Timbers games. Due to that the Northwest Parking District Stakeholder Advisory Committee, is in support of the following changes being presented to you and believe they will improve the management of the on-street parking during game days:

1. Revise the Definition of Long-term Meter in NW to prevent meter-feeding at 2-hour Meters. The NW Parking District Stakeholder Advisory Committee made this recommendation based on a motion that passed with 8 yeas, 3 nays.
2. Increase the Meter Rate from \$1.60 to \$4.00 an Hour for identified events at Providence Park. This will match the current rate of the Event District in Southwest. The NW Parking District Stakeholder Advisory Committee made this recommendation based on a motion that passed with 7 yeas, 1 nay, 2 abstains.

We will continue to monitor the effectiveness of these changes, as well as the on-going parking management within the Northwest Parking District. City Council may hear from members of the NW Parking District Stakeholder Advisory Committee who do not support this recommendation.

Sincerely,

The Northwest Parking District Stakeholder Advisory Committee

From: [Tom Ranieri](#)
To: [Council Clerk – Testimony](#)
Subject: Fwd: January 19, 2022 Council Agenda item 40
Date: Monday, January 17, 2022 12:17:56 PM
Attachments: [Scan_0032.pdf](#)
[NW Parking SAC RED Statement Letter \(1\).pdf](#)

Second attachment now added.

----- Forwarded message -----

From: **Tom Ranieri** <tom@cinema21.com>
Date: Mon, Jan 17, 2022 at 12:16 PM
Subject: January 19, 2022 Council Agenda item 40
To: <cctestimony@portlandoregon.gov>

Please find attached written testimony against adoption of Agenda item 40.

Thank you.

December 17, 2021

To: Portland City Council (Mayor Wheeler, Commissioners Hardesty, Rubio, Mapps and Ryan)

From: Tom Ranieri and Don Singer, Northwest Business Association representatives to the Northwest Parking District Stakeholder Advisory Committee

Subject: Minority Report to the Letter of Support - Proposed Restricted Event District Changes

Dear City Council,

Don Singer and I, both members of the NW Parking District SAC but writing as individuals, wish to offer our opposition to the revisions supported by the SAC in their letter of December 16, 2021, a copy of which is attached. The purpose of this letter is two-fold, and while it's a bit long, we hope you will take the time to read it carefully. We are both original appointees to the NW SAC and in addition we've spent literally thousands of hours over 25 years in search and in support of finding parking solutions in the Northwest neighborhood. We have been part of every iteration to build meaningful, holistic and pragmatic solutions to the NW parking deficit, including the creation of the NW Parking District Plan approved by Council approved in 2009. We believe this letter will provide some necessary context in which to assess the merits of the request the attached letter asks for and illustrate why these revisions don't amount to progress.

Part One.

Specifically we don't believe the characterization that raising the parking meter rates during soccer games will result in (quoting from that letter) "preserving on-street parking for other visitors coming to Northwest." No data is offered to support that contention. As noted in the letter, the increased rate "will match the current rate of the **Event District in SW**," however PBOT reports that on game days the Event District in **SW** is essentially all parked up despite those higher hourly rates. The \$4.00 an hour rate is intended to be punitive, to discourage people from parking. That is the stated goal of the increase, according to the parking consultants that advise the SAC. Thus it is reasonable to conclude that "other visitors coming to Northwest" (the group identified as the beneficiaries of the proposed changes) will be similarly discouraged by the higher rates as well. Why wouldn't they be?

However, rather than creating more parking opportunities for those "other visitors", the most likely outcome is that just as in the SW Event District on game days, those soccer fans with the economic means to pay higher rates of parking will find more opportunities to park in the NW zone. In order to make this all work, **the second change is recommended: to revise the "Definition of Long-term Meter in NW to prevent meter-feeding at 2-hour Meters."** But since the entire NW restricted zone is converted to 2-hour meters on game days, this revision essentially forecloses the use of any parking space therein for those "other visitors" as well. And that is essentially a breach of the original agreement created at the inception of the Northwest Parking Plan, which was approved by council. Two-

hour limits do not work for all legitimate visitors to the NW. That is why mostly 4-hour meters are found throughout the neighborhood. And the original agreement allowed for feeding meters.

Part two.

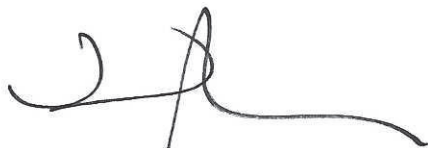
The larger issue here is that these punitive changes distract from the real challenges that have largely remained unaddressed, namely the failure to vigorously pursue the systematic use of the already built off-street parking supply on the Legacy campus and the failure of the City to press the Timbers to expend more appropriate resources to create and maintain a robust off-street parking system for their fans, to ensure that their fans have a plan, a parking destination *prior* to coming to the game.

The SAC vote to support the letter's proposed changes was not unanimous. Three members voted against the motion and while there was a quorum of members attending the virtual meeting, several members were absent.

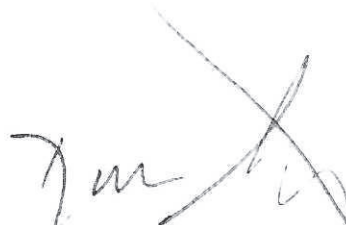
In the end, we must resort to two cliches to drive home our points. These proposed changes throw out the baby with the bathwater. They will not result in the outcome predicted in the letter. But they will make it more difficult and more expensive for "other visitors" to park here. More importantly, this proposed remedy puts the cart before the horse. Only after creating a neighborhood-wide system of off-street parking opportunities for visitors (and residents) in NW do restrictions like the ones proposed in the SAC letter make any sense. Otherwise it just punishes legitimate parkers along with the parkers which all parties wish to keep out of our neighborhood. These are of course formidable challenges, but it is what is necessary. PBOT and the NW SAC need to discard using simple math solutions where calculus is required.

We continue to maintain that the SAC was constituted to create an environment in the NW where the parking needs of residents and businesses are accommodated and protected from any adverse effects as a result of parking policies. We hope that reasonable aim is one that you share.

Sincerely,

A handwritten signature in black ink, appearing to be 'Tom Ranieri', with a stylized, flowing script.

Tom Ranieri

A handwritten signature in black ink, appearing to be 'Don Singer', with a stylized, flowing script.

Don Singer



December 16, 2021

To: Mayor Ted Wheeler
Commissioner Jo Ann Hardesty
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Sincerely,

The Northwest Parking District Stakeholder Advisory Committee

City Council Meeting - Wednesday, January 19, 2022 9:30 a.m.

Agenda No.	First Name	Last Name	Zip Code
40/41.1	Rick	Michaelson	
40/41.2	Nick	Fenster	