

Comprehensive Transportation Management Plan (CTMP) Revision

Several sources of information were used to develop a revised CTMP.

- › Performance of the current CTMP
 - From those who participate in its implementation
- › Existing transportation infrastructure
 - Its capabilities and limitations.
- › New and creative opportunities
 - Emerging technologies and public-private partnering
- › Patrons' current tendencies toward transportation choices
 - From the Timbers playoff match



Mitigation Measures Objectives

Together the mitigation measures help to accomplish three objectives:

- › Discourage drivers from parking in residential areas near the stadium
- › Make it as convenient as possible to travel to PGE Park events without a motor vehicle
- › Make it possible for those who drive to go directly to a parking space rather than circulate on the streets looking for on-street parking



Light Rail Service

- › **Measure 1.** Extend the Free Rail Zone to Goose Hollow to facilitate the use of downtown parking garages and link PGE Park to the City's central business districts.
- › **Measure 2.** Add additional MAX trains after events to facilitate a higher number of post game trips from the stadium.
- › **Measure 3.** Provide free day-of-game TriMet passes to all season ticket holders to encourage transit use.

Bicycle Parking

- › **Measure 4.** Increase the supply of permanent bike parking in the public rights-of-way nearest the PGE Park entry gates
- › **Measure 5.** Offer day-of-game secured bike parking for those who wish to leave accessories with their bikes



Car Parking

- › **Measure 6.** Retain existing Residential Parking Permit Program (RPPP) Areas to discourage event parking in residential neighborhoods.
- › **Measure 7.** Reduce visitor parking time limits in Residential Parking Permit Program (RPPP) areas to 90 minutes to assure that soccer fans will not park in residential neighborhoods.
- › **Measure 8.** Conduct on-street parking enforcement to assure compliance with RPPP restrictions and metered parking requirements.
- › **Measure 9.** Offer prepaid event parking at predetermined parking lots and structures to eliminate the need to search for parking.

Other Strategies

- › **Measure 10.** Accommodate the use of special group buses by providing convenient bus loading zones and bus parking areas.
- › **Measure 11.** Provide thorough web-based day-of-game information on PGE Park's, Timbers' and Vikings' websites.
- › **Measure 12.** Consider temporarily closing SW Morrison Street's eastbound traffic access during Timbers matches to facilitate pedestrian circulation, group bus loading/unloading and other event-related activities.

Comparison of Current Class A and MLS Home Schedules

2009 Teams	League	Avg. Attend.	Reg. Season	Total Regular Season Home Matches	Number of Regular Season Games per Day of Week (Typical)						
					M	T	W	T	F	S	S
Timbers	Class A	8,000	March thru Sept	21	-	-	1	7	5	5	3 ¹
Seattle Sounders	MLS	14,000	March thru Oct	21	-	2	2	3	-	11 ²	3 ³

¹ All Sunday Timbers Class A matches started at 5:00.

² Five Saturday Sounder MLS matches started at noon or 1:00.

³ All Sunday Sounder MLS matches started at noon or 1:00.

Timbers Playoff Match Findings

- › On-street **parking** is in high demand at all times, especially in the Northwest District and the residential hills of Goose Hollow.
- › Those who **drive** to PGE Park events look for the nearest available and least expensive parking.
- › Traveling to PGE Park by **bike** has grown in popularity.
- › Travel by **MAX** is very convenient given the location of the two stations on SW 18th Street.
- › Event patrons who come from out-of-town or rarely come to PGE Park typically need assistance and/or **information**.