

189477

PROVIDENCE PARK STADIUM GOOD NEIGHBOR AGREEMENT AND COMPREHENSIVE TRANSPORTATION MANAGEMENT PLAN

If you wish to speak to Council, please **print** your name, address and email

✓ Eleni Kehagiaras
 ✓ Tina Wyszynski

Name (PRINT)	Address and Zip Code (<i>Optional</i>)	Email (<i>Optional</i>)
(was-in-ski) Tina Wyszynski	1711 SW Clay St. Pdx, OR 97201	tina@stadiumdistrictpdx.biz
✓ Dan Anderson #506 Ron Walters	1930 SW Irving 97209	
✓ Carson Comdly		president@northwestdistrictassociation.org
✓ Phil Selinger	2466 NW Thurman St, PHD 97210	selinger@gmail.com
✓ Frank Dixon	NW Johnson St, PHD	
✓ Maggie		
✓ Stephan Lewis	1633 SW ALDER ST	Stephan.Lewis@107ist.org
✓ Jerry Powell	1924 SW Madison st	jeraldpowell@gmail.com
✓ Jeanne Connet	1225 SW Belmont 43	

321 & 322 TIME CERTAIN: 9:45 AM – Authorize the Mayor to sign the updated Stadium Good Neighbor Agreement for Providence Park and approve the updated Providence Park Comprehensive Management Plan (Ordinance introduced by Mayor Wheeler)

Testimony of Philip R Selinger, 2466 NW Thurman Street, Portland, OR 97210

Good Morning Mayor Wheeler and Commissioners. My name is Phil Selinger and I serve as chairperson of the NWDA Transportation Committee.

The much anticipated Providence Park Comprehensive Transportation Management Plan Update is a disappointment. It fails to capture an opportunity to truly advance creative, effective and sustainable strategies for moving people to and from Timbers games and other Providence Park events. It fails to meet its primary goal to "accommodate the transportation needs of 4,000 additional fans per match without increasing demand for on-street parking or increasing traffic congestion in neighborhoods near the stadium."

The plan projects the percentage of event attendees arriving by transit to actually decrease in 2019, while we can expect 1,200 additional cars to arrive and further contribute to congestion and already severe parking pressures. The plan further relies on ride hailing for 7% of trips - generating two rather than one vehicular roundtrip into the event area. It is great to see walking, cycling and scooter riding as a part of the plan, but these are suited for travel over short distances - perhaps from distant on-street parking spaces.

The Timbers need to have more skin in the game.... Examples include:

- Aggressively promoting the City's SmartPark garages with deep garage and MAX discounts - perhaps with shuttle buses to supplement the MAX service.
- Providing real time garage capacity information.
- Promotion of TriMet's 9,000 park and ride spaces along the MAX light rail system.
- Possible interlining of "Timbers Express" Green and Yellow Line MAX trains directly to Providence Park.
- Operation of Timbers express buses from bus park and ride lots - such as Barbur Transit Center.
- Working with TriMet to add more than one MAX train in each direction, perhaps using the proposed closure of the Kings Hill station to add an eastbound siding for the timely dispatch of post-game trains.
- The promise of the CTMP is ramped up marketing and communication, though there is little evidence that related resources are in place. These need to be active not passive measures.

Some of these and other strategies are identified in the plan, but deferred for later consideration or implementation. The Timbers waited a long time to get serious about assembling the plan. We shouldn't be waiting until 2020 to work on these additional actions. Not only is the plan underwhelming, but it also lacks contingency strategies for dealing with the critical congestion and frustration that is likely to occur in the 2019 season.

This is not likely to be a winning season for the Providence Park CTMP. Both Timbers fans and the surrounding community deserve better. Thank you.

April 17th, 2019

Mayor Wheeler - Commissioners Fish, Eudaly, Hardesty and Fritz

The Stadium District Business Association would like to go on record in support of the Timbers Association, the Good Neighbor Agreement between them and the community, and the Comprehensive Transportation Management Plan related to game day traffic which was derived by various organizations and communities impacted by the games. We are in support of passing the updated transportation plan.

As business owners and residents in the neighborhood, several of us are also Timbers season ticket holders, we witness first hand how patrons frequent the area businesses and arrive to the games. Many of our restaurant and retail establishment members suffer the "feast or famine" climate that surrounds the Timbers schedule. It does not go unnoticed that businesses thrive when the game season is in full swing and how some suffer when it is not. As our district grows with the addition of several new housing and retail buildings plus the reconstruction of Lincoln High School we continue to navigate the ongoing issue of parking and traffic. More than just the limited Timbers events throughout the year will impact our parking and traffic issues.

Public transit options and opportunities are more prevalent than ever from all over our great city and suburbs. The influx of traffic to the area is mitigated by the various means in which fans can and will arrive to the games such as rideshare, by foot, bike/scooter, train, bus and/or carpool. Additionally, the associated costs of off-street parking encourages more people to leave their cars at home and use other means of travel.

We're very encouraged that the new Transportation Management Plan has found 9 additional measures (over the previous plan) to help alleviate any parking and traffic concerns. Measures such as promoting the use of underutilized SmartPark garages and creating a one stop travel information center on the Timber's website will positively affect the situation and benefit neighboring businesses. We know that those traveling to games tend to frequent surrounding businesses near where they park and travel from. The Timber's continued MLS success will attract more national and international fans furthering Travel Portland and the City's plans to increase tourism. This is something that those of us who live and work in the Stadium District applaud as we are dedicated to seeing our City and community thrive through strong economic impact and commerce.

As a city with an NBA team currently in the playoffs, two championship soccer teams and a possible MLB team in our near future - we love our sports and all they bring to our community - vibrancy, hope and economic vitality. We encourage you to support, as we do, the Comprehensive Transportation Plan put forth by the oversight committee fully knowing that if and when needed it can evolve to better suit the needs of our community and surrounding neighborhoods.

Thank you for your time and consideration,

The Stadium District Business Association

Testimony of Ron Walters

Dear Mayor and Members of City Council:

Thank you for invitation to provide testimony as the NWDA Representative to the Stadium Oversight Committee. I believe it would be appropriate for me to defer my time to the appointed or duly elected Chair of the Oversight Committee, who could provide fair, objective, and duly adopted testimony to City Council.

[Pregnant pause]

BUT there is no such Chair of the Committee nor any duly adopted Oversight Committee testimony.

In lieu of that, I'd like to submit the approved minutes of the Oversight Committee for the past two years, such that City Council and interested members of the public who were not able to attend meetings can be brought up to speed and participate to the fullest extent possible.

BUT there are no such approved minutes.

In lieu of that, perhaps I could reassure City Council and members of the public that the Oversight Committee has followed an agreed upon process and met the requirements of the current GNA by providing you with a copy of the written rules of procedure and governance that the Oversight Committee was required to establish.

BUT the Oversight Committee failed to establish or follow its own written rules of procedure or governance.

In lieu of that, maybe I could reassure City Council and members of the public that the Timbers and the Oversight Committee conducted robust public outreach to make sure that process to develop the 2019 CTMP and GNA was open, transparent, and inclusive by sharing all of the public input that was provided at Oversight Committee meetings over the past two years.

BUT not one member of the public attended a single Oversight Committee meeting in two years.

Clearly, the current oversight process and that proposed in the 2019 GNA dramatically fail to meet even the most basic standard expected in the City of Portland. City Council should insist on dramatic improvements to the oversight process described in the proposed 2019 GNA. I'd ask City Council to support the proposed revisions to the GNA offered by NWDA and the SAC as conditions for approval of the GNA and CTMP.



GOOSE HOLLOW FOOTHILLS LEAGUE 189477

2257 NW Raleigh, Portland, OR 97210 • 503-823-4288

April 17, 2019

RE: GHFL testimony on Stadium CTMP

Mayor Wheeler, Commissioners:

It would be fair to say that the GHFL is pleased with the products of Peregrine and the Oversight Committee, even though there remain concerns. In the case of the Comprehensive Transportation Master Plan (CTMP) amendments, our concern goes beyond a simple request for some changes in wording to reflect some settled issues. The CTMP, as presented, needs to be revisited.

Our most critical concern is accountability. A section by section review of the CTMP document reveals an aspiration for seamlessly meshing several distinct modes of patron transportation... with several service providers, none of whom, as we've seen in the past, have much incentive to perform... and the document really doesn't put the responsibility for seeing that the various players actually do perform in the hands of either the city (which has had its own performance problems) or Peregrine (who is most affected if/when one of the modes gets crimped by one of the modal operators).

In Section B. The CTMP puts MAX and Tri-met front and center. TriMet's performance is critical to several pieces of the Stadium's aspirations working. TriMet has played "dog-in-the-manger" before. In this case, we would be far more comfortable if there was a formal agreement between Peregrine and TriMet to provide the train capacity it promises, and perhaps to extend the schedules of bus lines serving the Stadium area so that they are available for patrons leaving the stadium that may have arrived by bus.

Section C. Parking isn't as much a problem in Goose Hollow as traffic is. At the fringes of the neighborhood, periods of gridlock before and after games are common, and in the interior of the neighborhood there are frantic drivers darting for imaginary on-street parking. Better traffic direction by live officers directing traffic at particular intersections would help. Better parking enforcement would likely reduce the number of folks hoping to find a spot on the street and significantly improve neighborhood livability. A promising aspiration for real-time

parking information sent directly to patrons GPS or mobile phones is possible with existing technology, but lacks incentives to produce it. Better communication of parking availability downtown would certainly help reduce impact and might even positively impact downtown economically.

Section D. If the projections for present and future demand for ride share drop-off before an event and pick-up afterwards are accurate there is not nearly sufficient curb space to accommodate it shown in the proposed plan. If ride share is to be a part of the transportation solution and not be a contributor to a more serious congestion problem than now exists... It would be incumbent on Peregrine to acquire use of at least a couple of off-street sites for event days/evenings.

Section E. Traffic on SW Morrison street is problematic under any conditions, allowing through traffic on game days is insane. GHFL agrees that a "festival street" might be an acceptable solution to SW Morrison. Temporary closings during major events has been and should continue to be permissible, even advisable.

Section F. We agree there is a clear need for more *sheltered and secure* temporary bicycle parking. Perhaps the whole 250 feet or so of SW Morrison street from SW 18th to the Civic Condominium's parking access could be dedicated to this purpose on event days.

Section G. Here there are some clear suggestions for metrics... but measuring isn't enough. There needs accountability for collecting the numbers, making them available to the oversight committee on a periodic basis... for pursuing improvement in performance. Further, Peregrine, or its landlord, the City needs to be able to assure the neighborhoods, and ultimately the larger public that the aspirations of the CTMP can be delivered.

Thank you for giving us this opportunity to Address the Council in this matter.



GOOSE HOLLOW FOOTHILLS LEAGUE

2257 NW Raleigh, Portland, OR 97210 • 503-823-4288

189477

April 17, 2019

RE: GHFL testimony on Stadium GNA

Mayor Wheeler, Commissioners:

The neighborhood (GHFL) is pleased with this Good Neighbor Agreement and appreciative of Peregrine and the Oversight Committee, even though there remain some concerns. Many of those concerns are simply word choices that create questions where there should be none. That being said, here are those concerns *paragraph by paragraph*.

Paragraph 3.3.3. GHFL notes that the wording of the last sentence in paragraph 3.3.3 *Ticket Sales* may address the issue of Timbers ticket holders lining up to secure seating, but it may not adequately address neighbor concerns about overnight camping. There was a preference for the old wording:

“Peregrine will at all times take necessary steps to discourage overnight lines at the Stadium for ticket sales and will prohibit overnight “camp outs” at the Stadium in areas which are outside of its exterior walls.”

But the neighborhood board of directors eventually simply asked that a second paragraph be added acknowledging City law prohibits camping on public land or right of way.

An additional question came up in discussion as to whether “event” in that paragraph ought to specify *when* that is (tickets go on sale, gates open, game start).

Paragraph 3.6, first bullet point: Omit the words “To the extent possible.” Qualifying Peregrine’s requirement to assure the presence of uniformed officers seems inappropriate.

Paragraph 3.8, second paragraph, second sentence needs a verb.

Paragraph 4.1, concerning meetings of the Oversight Committee, our concern is that for a five member committee, a three member quorum is too small, and the process for calling a meeting of the Oversight Committee, even an annual meeting, is too vague and too subject to Peregrine’s initiative. We recommend the following amendments:

Sub-paragraph 4.1.1. (Add a Quorum requirement to the end of the sub-paragraph) "A quorum for meetings of the Oversight Committee will be four (4) members".

Sub-paragraph 4.1.3. Peregrine shall convene an Annual Meeting not less than 90 days before each soccer season opening home game, additional meetings may be called by any two (2) duly appointed members of the Stadium Oversight Committee.

Sub-paragraph 4.1.4. The Oversight Committee may take action only by the affirmative vote of three (3) of its members. All meetings of the Oversight Committee are Public Meetings as defined by the City and the State of Oregon.

Sub-paragraph 4.1.5. Administration and Administrative assistance to the Oversight Committee is the responsibility of Peregrine. The City of Portland's Office of Management and Finance is responsible for posting proper notice of those meetings.

There is one further thing... we believe that the security plan summary page (provided separately) ought to be a listed appendix to the GNA and the list of appendices revised.

I must thank the other members of the Oversight Committee for a lot of work and a lot of attention to detail. We all want a successful stadium, and a successful soccer program, the neighborhood appreciates the good energy and the high spirits of the fans, and really wants Peregrine's aspirations for a good season, and satisfied fans to be realized.

Thank you for giving us the opportunity to speak.

Moore-Love, Karla

From: Ciaran Connelly (NWDA President) <president@northwestdistrictassociation.org>
Sent: Tuesday, April 16, 2019 10:10 AM
To: Wheeler, Mayor; dan@portlandoregon.gov; Commissioner Fish; Commissioner Fritz; Commissioner Eudaly; City Auditor, Mary Hull Caballero
Cc: Board@northwestdistrictassociation.org; Council Clerk – Testimony; Dan Anderson; jeanneh1805@gmail.com; frank@fjdixon.com; rick@icppdx.com
Subject: NWDA testimony re: Stadium Good Neighbor Agreement (Agenda item 321)
Attachments: 2019-04-16 nwda lt re timbers gna and ctmp.pdf; 2019-02-27 NWDA CTMP letter.pdf

Dear Mayor Wheeler and Commissioners,

Attached please find a letter and attachment with the Northwest District Association's testimony regarding the stadium Good Neighbor Agreement and associated Comprehensive Traffic Management Plan. We look forward to discussing these with you tomorrow morning.

Ciaran Connelly
NWDA President



April 16, 2019

Board of Directors
2018-2019

Honorable Mayor and City of Portland Commissioners

City of Portland, City Hall
1221 SW 4th Avenue
Portland, Oregon 97204

President
Ciaran Connelly

1st Vice President
Parker McNulty

Subject: Portland Timbers Good Neighbor Agreement and Comprehensive Traffic Management Plan

2nd Vice President
Ron Walters

Dear Mayor and Commissioners:

Secretary
JoZell Johnson

On April 17, you will be asked by the Timbers to approve a revised Good Neighbor Agreement and Comprehensive Traffic Management Plan (CTMP). These agreement are are required before the newly expanded Providence Park—with its seating for 4,000 additional fans—can open. The Northwest District Association believes that both the Good Neighbor Agreement and CTMP have significant shortcomings. Specifically, the Good Neighbor Agreement and CTMP fail in their fundamental purpose of ensuring that the additional fans do not have an adverse impact on parking or traffic, do not provide mechanisms to monitor that impact, and do not provide continuing oversight to address adverse impacts on an ongoing basis. In short, these agreements fail to offset the cost to the public of the Timbers' private benefit of additional ticket sales.

Treasurer
Bill Welch

But rather than opposing approval of the Good Neighbor Agreement and CTMP outright, the NWDA urges you to approve the Good Neighbor Agreement and CTMP with the conditions outlined below so that those shortcomings can be addressed with the benefit of additional time and data.

Board Members
Ji In Brunke
Charles Duffy
Rodger Eddy
Karen Karlsson
Noel Johnson
Steve Pinger
Ton Schwartz
Phil Selinger
Page Stockwell
Wayne Wirta

NWDA has previously provided the Stadium Oversight Committee and Portland Timbers with comments on drafts of the Good Neighbor Agreement and CTMP by letter dated February 27, 2019 (a copy of which is attached). In response, the Timbers and consultants prepared the Timbers Operations Plan to attempt to address NWDA's concerns. But the Timbers Operation Plan does so only partially. At its March board meeting the NWDA concluded that the Timbers Operations Plan fails to address the concerns of the NWDA, concerns that were then shared with the Stadium Oversight Committee and Timbers organization. The Timbers were non-responsive and the NWDA was informed by the City that the Timbers organization was not going to further engage with the neighborhoods outside of City Council unless required to do so by City Council. Our concerns thus now fall to City Council for consideration.

In short, NWDA's grievances can be summarized as: (1) the inadequacy of the CTMP in achieving its parking and traffic congestion goals, (2) a Good Neighbor Agreement that fails to provide sufficient public process and oversight, and (3) a failure to establish "clearly agreed upon metrics" by which the degree of success might be measured.

Game day events exacerbate already scarce on-street parking, traffic congestion, and quality of life in the Northwest District. Expanding the stadium capacity by 4,000 fans (19%) will make game-day conditions dramatically worse. The primary goal of the 2019 CTMP Update is to “accommodate the transportation needs of 4,000 additional fans per match without increasing demand for on-street parking or increasing traffic congestion” in neighborhoods near the stadium. Despite all of the mitigation efforts described in the CTMP, the 2019 CTMP calls for 3,270 of the 4,000 additional fans (82%) to arrive by private automobile or for-hire ride service (see bar chart on page 22). The CTMP indicates that 1,200 additional cars will require parking and 110 additional ride share vehicles will serve fans before and after matches (same bar chart). There is no dispute that Northwest residents and businesses will see increased demand for on-street parking and increased traffic congestion from the stadium expansion.

The NWDA believes the CTMP is over reliant on ride-hailing and falls short of fully utilizing public transit and downtown SmartPark resources as priority strategies for mitigating both parking pressures and congestion related to game day events. Several strategies receive brief mention, but no action within the CTMP. Incentives to use priority strategies are inadequate. Creative solutions are not fully explored (e.g. express buses from TriMet's regional park & ride facilities). None of these strategies are even reserved as contingencies should game day conditions become desperate.

The 2010 and 2019 updated Good Neighbor Agreements focus mostly on provisions related to events—not process, oversight, and performance measurement. In fact, one of the reasons that there is lack of consensus at this late hour is that Peregrine Sports and the City failed to meet key process and oversight provisions of the existing 2010 Good Neighbor Agreement. The Oversight Committee failed to establish its own written rules of procedure and governance and failed to make good faith efforts to notify the public of meetings. (There was no public attendance at a single Oversight Committee meeting in two years.)

Despite Section 5 requirements "to spell out any additional mitigation steps that need to be undertaken in the event of undesirable impacts, triggered by clearly agreed upon metrics," there are no clearly agreed upon metrics. The 2019 CTMP update uses subjective stop light images to measure the performance of 2010 mitigation efforts. The program needs to move from opinion-based oversight and anecdotal evidence to fact-based oversight based on "clearly agreed upon metrics."

To address these shortcomings, the NWDA Board and Transportation Committee ask that Council approve the Good Neighbor Agreement and CTMP only with the following conditions:

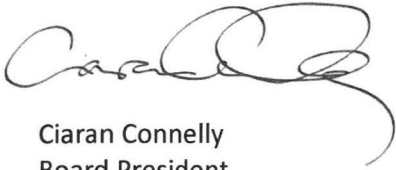
- The Timbers need to hire a consultant to collect and analyze traffic and parking data for presentation to the Stadium Oversight Committee as directed by Section 5 of the Good Neighbor Agreement,
- The CTMP needs to be reviewed for changes and re-approval after the first year,
- The Stadium Oversight Committee needs to continue to meet monthly and with better public notification,
- The Timbers need to hire or assign a full-time CTMP project manager,
- SmartPark garages need to be better utilized with more attractive discounts (approaching free),
- On-street parking enforcement needs to be bolstered, and
- The Good Neighbor Agreement needs to clarify and strengthen process and oversight provisions.

The NWDA appreciates the efforts of the Timbers organization to provide a quality experience for its fans as well as the process that has brought us this far in developing the updated Good Neighbor Agreement and CTMP, however, the NWDA believes real progress in preparing these documents came late in the schedule and that the results fall short of adequately addressing the public costs brought on by the enlarged stadium for the Timbers' private benefit. We recognize the need for the 2019 season to proceed on schedule, but the NWDA believes conditions need to be imposed to assure that the proposed strategies to mitigate the adverse traffic and parking

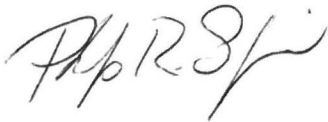
effects of 4,000 additional fans are evaluated and evolved mitigation strategies will continue to evolve and be supported in response to the real needs of the communities surrounding Providence Park.

Thank you for this consideration.

Sincerely,
Northwest District Association



Ciaran Connelly
Board President



Philip Selinger
Transportation Committee Chairperson



Ronald Walters
NWDA Representative to the Stadium Oversight Committee

Moore-Love, Karla

From: Tracy J. Prince, Ph.D. <tprince@pdx.edu>
Sent: Friday, April 12, 2019 9:48 PM
To: Council Clerk – Testimony
Subject: Goose Hollow's Testimony for Providence Park GNA and CTMP
Attachments: GHFL Response to Draft GNA & CTMP.docx

Dear City Council,
Attached is the Goose Hollow Foothills Leagues Testimony for Providence Park on the GNA and CTMP

Tracy Prince,
President, Goose Hollow Foothills League

Tracy J. Prince, Ph.D.
Research Professor
American Indian Teacher Program in Curriculum & Instruction
Portland State University
[https:// works.bepress.com/tracy-prince/](https://works.bepress.com/tracy-prince/)



GOOSE HOLLOW FOOTHILLS LEAGUE

2257 NW Raleigh, Portland, OR 97210 • 503-823-4288

March 28, 2019

City of Portland

Office of Management and Finance

1120 SW 5th Ave, Room 1250

Portland, OR 97204

Attn: Karl Lisle, Spectator Venues Program Manager

Barney & Worth, Inc.

121 SW Morrison St, Suite 820

Portland, Oregon 97204

Attn: Libby Barg Bakke, Principal

Sent by email to: libbybakke@barneyandworth.com, karl.lisle@portlandoregon.gov

The GHFL Directors (GHFL) took the matter of comment on the most recent (March) drafts of the Good Neighbor Agreement (GNA) and the Comprehensive Transportation Master Plan concerns surfaced and a short list of bullets summarizing them was adopted by the GHFL as the framework for this letter, which has then been recirculated to them to be sure that their discussion and intended response captures accurately their intent.

As a matter of format... the security plan summary page ought to be a listed appendix to the GNA and the list of appendices revised.

It would be fair to say that generally, the GHFL is pleased with the products of Peregrine and the Oversight Committee, even though there is a laundry list of concern. That being said, here are those concerns.

Good Neighbor Agreement (GNA)

Paragraph 3.3.3

GHFL notes that the wording of the last sentence in paragraph 3.3.3 Ticket Sales may address the issue of Timbers ticket holders lining up to secure seating (has anyone considered a "take a number" scheme?), but it may not adequately address neighbor concerns about overnight camping. There was a preference for the old wording:

"Peregrine will at all times take necessary steps to discourage overnight lines at the Stadium for ticket sales and will prohibit overnight "camp outs" at the Stadium in areas which are outside of its exterior walls."

But the neighborhood board of directors eventually simply asked that a second paragraph be added acknowledging City law prohibits camping on public land or right of way.

An additional question came up in discussion as to whether “event” in paragraph 3.3.3 ought to specify *when* that is (tickets go on sale, gates open, game start) .

Paragraph 3.3.4, last paragraph.

The paragraph is awkwardly worded and appears to relieve Peregrine of responsibility should they join a Clean and Safe program... we’d suggest a more explicit wording such as:

Should a “Clean and Safe” program be extended adjacent to and potentially including the Stadium, Peregrine may suspend its own litter pick-up program (as required above) in favor of participating in the Clean and Safe program so long as that program satisfies the requirements of the preceding paragraphs.

Peregrine may, at its volition, join a clean and safe program to satisfy the requirements of this section, understanding that Peregrine remains responsible, and will immediately re-start its own litter patrol as required above

Paragraph 3.6, first bullet point: Omit the words “To the extent possible.” Qualifying Peregrine’s requirement to assure the presence of uniformed officers seems inappropriate.

Paragraph 3.8, second paragraph, second sentence needs a verb.

Paragraph 4.1.1, add “A quorum for meetings of the Oversight Committee will be four (4) members”.

Paragraph 4.1.3, 4.1.4, and 4.1.5:

The Goose Hollow Board of Directors considered that the requirement for *three* members of the oversight committee to hold a meeting, and for *three* members of the committee to “vote to take action” and for an Annual meeting to be held when the Oversight committee wants, but Peregrine is responsible for convening said meetings is both too vague and badly organized.

We recommend the three paragraphs be amended to read:

(4.1.3) Peregrine be required to convene an Annual meeting not less than 90 days before each soccer season opening home game, and that additional meetings may be called by any two (2) duly appointed members of the Stadium Oversight Committee.

(4.1.4) The Oversight Committee shall take action only by the affirmative vote of three (3) of its members. All meetings of the Oversight Committee are public Meetings as defined by the City and the State of Oregon.

(4.1.5) Administration and Administrative assistance to the Oversight Committee is the responsibility of Peregrine, and the City of Portland’s Office of Management and Finance is responsible for proper notice of those meetings.

Also, on pages 13 (paragraph 3.5), 17 (sub-paragraph 4.3.6, and 22 (paragraph 3) replace “Civic Stadium” with “Stadium” for consistency within the document.

Comprehensive Transportation Master Plan (CTMP)

Our consideration of the CTMP revealed that GHFL has some concerns with the draft.

In particular, by the section to which they pertain...

Section B. The CTMP seems to be all about MAX. It's apparent that Bus transit to games has underperformed its capacity. Recognizing TriMet's recent route changes and extensions... we would recommend some serious promotion of bus transportation to and from events. Also, some bus routes that may be available in the late afternoon or early evening for event-bound passengers reduce service, some actually ceasing service before the expected ending of those events. The lack of a reliable return trip may be one reason for the relatively poor performance of bus transit to events. We recommend that Peregrine work with TriMet to resolve negative scheduling and encourage event promotion.

Section C. GHFL's experience has been that parking isn't as much a problem (there isn't any parking), but traffic is. At the fringes of the neighborhood, there have been transient periods of gridlock and in the interior of the neighborhood there are frantic drivers darting for imaginary on-street parking. Better traffic direction (live officer directing traffic, particularly at 18th and Alder, 18th and Morrison, 18th and Yamhill, 18th and Salmon, 20th and Morrison, 20th and Burnside, and 20th and Salmon would help with the first problem. Better communication of parking availability downtown would certainly help the other.

Section C 2. The Oversight Committee has in the past suggested that Peregrine would be able to provide "real time" parking and traffic congestion information to event bound automobile drivers. The actions proposed suggest metrics may be available, but fail to establish accountability.

Section C 3. A sidebar in the section C.3 "Did you Know" doesn't differentiate parking restrictions in the Metered area East of the Stadium from the restrictions on non-resident vehicles parking in APPP parking areas "A" and "M" North, West and South of the stadium.

Section D. If the projections for present and future demand for ride share drop-off before an event and pick-up afterwards are accurate there is not nearly sufficient curb space to accommodate it shown in the proposed plan. There are off-street locations of at least a half block that would allow a flow through from one street to another. If ride share is to be a part of the transportation solution and not be a contributor to a more serious congestion problem than now exists... It would be incumbent on Peregrine to acquire use of at least a couple of those sites for event days/evenings.

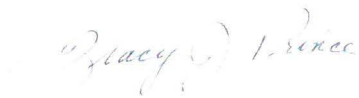
Section E. GHFL is concerned by language in the CTMP that suggests closing Morrison Street between 18th and 20th on a permanent basis would not be contested by the neighborhood.

GHFL agrees that a "festival street" might be an acceptable solution to SW Morrison, and that temporary closings during major events has been and should continue to be permissible, even advisable. However, GHFL would otherwise oppose closing Morrison Street on any permanent basis.

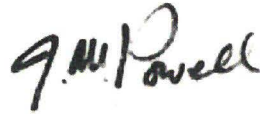
Section F. We agree there is a clear need for more *sheltered and secure* temporary bicycle parking. Perhaps the whole 250 feet or so of SW Morrison street from SW 18th to the Civic Condominium's parking access could be dedicated to this purpose on event days.

Section G. Here there are some clear suggestions for metrics... but there needs to be a piece that identifies accountability for collecting the numbers, making them available to the oversight committee on a periodic basis... and ultimately, for pursuing improvement in performance.

Thank you for giving us this opportunity to review these two documents.



Tracy Prince, PhD
President, Goose Hollow Foothills League



Jerald Powell, AICP
GHFL Planning Committee Co-Chair

Moore-Love, Karla

From: Rick Michaelson <rick@icppdx.com>
Sent: Friday, April 12, 2019 2:14 PM
To: Council Clerk – Testimony
Subject: April 17th items 321 and 322
Attachments: SAC testimony agenda items 321 and 322.pdf

April 12, 2019

Re April 21 Agenda Items 321 and 322

Dear Mayor Wheeler and City Council Members:

I am writing on behalf of the Northwest Parking Stakeholder Advisory Committee to comment on the proposed stadium CTMP. As you know, parking is always in short supply in Northwest and we are working hard to improve the situation. However all of our efforts are overwhelmed by existing stadium parking demand and neighborhood parking is almost impossible on every Timber game day and on an increasing number of Thorne's game days. Residents now have two choices: leave their car in its parking space for the entire game day or do not return to the neighborhood until well after a game ends. This is not what the adoption of the event parking district was expected to produce. The stadium expansion without adequate transportation and parking management will be a disaster for residents and businesses.

In order to ameliorate the situation, we have four specific requests that relate directly to NW parking

1. Generate and analyze real data comparing game day parking occupancy to normal days for all 2019 games
2. Limit Council's approval of the plan to 1 year so a revised plan is developed and reviewed after the 2019 season
3. Ensure that the SOC continues to meet regularly (monthly?) so that the plan can be adjusted quickly if needed and preparing for City Council's post implementation review of the CTMP
4. Hire a full time parking manager to ensure that the plan is successfully implemented

As we have learned in implementing the NW Parking Management Plan, the best decisions are based on accurately collected data, little of which has been collected about the effect of stadium events on the availability of parking for NW residents and businesses. In addition, all programs require adjustments with experience. Therefore the SAC recommends that parking utilization data be collected on all 2019 game days and compared with equivalent non-game days. The SAC is willing to contribute a portion of the funds needed for data collection and analysis.

There is a great likelihood that the plan will need significant adjustments and that there will be unexpected successes and failures during the first year. It is therefore very important that the SOC continue to meet regularly during the season to keep on top of things and that Council review the results before authorizing the CTMP to continue into future seasons

Good transportation management requires committed resources with a single person in charge. We learned this lesson in Northwest where the SAC's hiring of a parking manager has led to new ideas and improvements that were unachievable until there was a single point person with the skills and time to make the program work.

Yours Truly,

Rick Michaelson

Chair, NW Portland Parking SAC

Moore-Love, Karla

From: Bree LaNoue <lanoue26@gmail.com>
Sent: Wednesday, April 10, 2019 9:36 PM
To: Council Clerk – Testimony
Subject: Testimony for providence park

Hi

Why doesn't the city build an underground parking facility under Lincoln high school? Now is the time with the new school being built. Students/ staff could use the lot during the day and soccer fans could use it on game day. Seems like a no brainer to me. Win win for everyone in the neighborhood.

Parking fees would obviously be charged to recoup expense.

Bree LaNoue

503 703-9865

Sent from my iPad

McClymont, Keelan

From: Ines Kemper <ineskemper@gmail.com>
Sent: Saturday, March 16, 2019 9:52 AM
To: Council Clerk – Testimony
Subject: Testimony for Providence Park

Until today's letter, I hadn't heard of the GNA.

I understand the need to expand the park, but I am disheartened by the extreme parking situation that this creates for us who live here.

Please consider the following two things:

- 1) create a "heads up" email of game days so we can plan car storage accordingly.
- 2) Don't charge residents the higher parking fees and longer parking hours. Create a parking hanger (like the wheelchair hangers on rear view mirrors) that allow residents to pay normal parking fees for normal parking hours. It's a slap in the face for us when we feed the meter until 7 pm and then get a ticket because on game days, parking meter hours are extended.

I love game days otherwise- the busy streets, the roar of the crowds. Go Thorns, go Timbers...

Ines Kemper
709 SW 16th Ave 510
Portland OR 97205