

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner **Chris Warner** Interim Director

NW Parking SAC

Wednesday September 26, 2018
4:00-5:30 p.m.

Friendly House
1737 NW 26th Ave.
Portland, OR 97210

Agenda

Task	SAC Action	Presenter	Time
Welcome	N/A	Rick Michaelson, Chair	4:00 p.m.
Public Comment*	N/A	Rick Michaelson, Chair	4:05 p.m.
20's Greenway project presentation and funding request	Presentation & discussion	Scott Cohen, PBOT	4:15 p.m.
Work plan & funding guidelines	Discussion	Kathryn Doherty-Chapman, NW Parking District Liaison, Rick Michaelson, Chair	4:30 p.m.
FY 2018/19 Budget vote	Discussion & vote	Rick Michaelson, Chair	4:45 p.m.
20's Greenway matching fund request	Vote	Rick Michaelson, Chair	4:55 p.m.
Private bike parking fund proposal	Discussion and Vote	Kathryn Doherty-Chapman, NW Parking District Liaison, Rick Michaelson, Chair	5:00 p.m.
Timbers	Discussion	Rick Michaelson, Chair	5:10 p.m.
Adjourn	N/A	Rick Michaelson, Chair	5:30 p.m.

* A note to members of the public: Welcome and thank you for coming! The committee is happy to hear from you. For your convenience, public comment is at the top of the agenda. In an effort to keep the committee's work on schedule, the committee may ask for comments to be brief depending on how many people would like to speak. You may always provide the committee written comments as well, please email Kathryn to submit comments or questions- Kathryn.doherty-chapman@portlandoregon.gov For project updates and meeting announcements, feel free to provide your email address on the sign-in sheet.



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NW PARKING SAC Monthly updates

NW Parking SAC update September 2018

- **Permits- Total: 5,865**
 - Business: 3,189
 - Resident: 2,676

- **Transportation Wallets**
 - 411 sold to residents and employees to date in 2018
 - Opt-outs-- **July 1-September 17, 2018**
 - 89 residential opt-outs
 - 341 To 61 businesses

Save the date! November 15th for joint NW in Motion & NW Parking Open House @ Chown Hardware event space, flyer coming soon!

NW Parking SAC members Fall 2018

The following SAC members for this year are:

- Daniel Anderson- At Large
- Nick Fenster- NHBA
- Karen Karlsson – NWDA
- Jeanne Harrison- NWDA
- Lisa Higgins*- NHBA
- Parker McNulty*- NWDA
- Rick Michaelson- At Large
- Tom Raineri- NHBA
- Peter Rose- At Large
- Don Singer- Nob Hill]
- Brent Soffey- At Large
- Mark Stromme- At Large
- Ron Walters- NWDA

**new members at 4 year terms*

Shared Parking

The subcommittee met to discuss opportunities for shared parking. We have still not heard back from Legacy on the legal agreement we sent them in June, we will continue to follow up. There's plans to reach out to MLC and school administration soon about the MLC lot. I met with Development Review staff to coordinate better with developers to ensure everyone understands the parking management regulations as well opportunities for shared parking.



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PURPOSE:

The NW Parking SAC is responsible for guiding PBOT in implementing the NW Parking and Transportation Demand Management Plan to improve access to NW for residents and visitors. This document provides guidance to the SAC, based on the plan goals and objectives, to make decisions as funding requests come in on projects.

FROM THE SAC FRAMEWORK:

SAC RESPONSIBILITIES

- Advise the City regarding priorities for funding transportation projects and programs.
- Make recommendations to the City on Travel Demand and Parking Management Programs.

OBJECTIVES

1. Support the economic vitality of the district and support efforts to maintain a friendly atmosphere for visitors.
2. Promote traffic safety through traffic calming and improvements to the pedestrian environment.
3. Consistent with Policy 4 of the NW District Plan, create a limited supply of additional off-street structured parking to support Northwest’s vibrant main streets.
4. Increase awareness of and promote transit and alternative transportation options for Northwest residents, employees, and visitors.
5. Increase walking, bicycling and transit use by employees, visitors, and residents
6. Determine and effectively manage opportunities for shared off-street parking.
7. Advise the City on the use of the community’s share of on-street parking revenues.
8. Reduce auto trips by employees, visitors, and residents to, from, and within the neighborhood.
9. Develop baseline travel and parking behavior data, define measures of success, monitor travel behavior, and provide ongoing accountability.
10. Advise the Bureau of Transportation on matters related to pay parking, permit parking program operations and event-day management.

FUNDING

“Fifty-one percent of net meter revenue derived from the District will be allocated through the City budget process for projects, programs and services within the District that support transportation policies and objectives.

Annually the SAC will review and rank a list of transportation and parking related projects, programs and services for implementation in the district. This ranked list will be used to advise the City. Any unexpended funds may be carried over to the next year for use on future projects, policies or services.”

DRAFT FUNDING TARGETS

Net Meter Revenue-- Projected annual net meter revenue= \$720,000			
Program/ Project	Purpose	Objectives	% Budget Allocated
Data collection & analysis	This is the foundation of our work, without data collection and quality analysis we cannot do our work.	1, 6, 9, 10	8-10%%
PBOT Staff	The SAC needs staff to coordinate meetings, outreach, and manage data collection efforts. They support the SAC's work.	All	10%
Safety Infrastructure Projects	Investing parking revenue into various safety infrastructure projects in the neighborhood is a key part of the program, helps increase use of transportation options.	1, 2, 5, 8	35-40%*
Shared and Off-street Parking <i>Includes set aside each year for future off-street</i>	Per the NW Parking and TDM plan, the SAC is obligated to explore and seek out shared off-street parking opportunities. This effort requires some small capital investments as well as wayfinding and communications materials.	1, 3, 6	35-40%*
Streetcar rolling stock <i>5-year commitment</i>	Help investing in better transit options, more frequent service, etc.	1, 5, 8,	3%
Contingency	5% contingency for unexpected expenses or additional projects.		5%

**Some years, one category may be a lot more, in other years a lot less due to project needs. The goal is to spend 50% of the non-administrative funds to parking supply and 50% to pedestrian, bicycle, and transit improvements*

Permit Surcharge -- Projected annual revenue = \$600,000			
Program/ Project	Purpose	Objectives	% Budget Allocated
Transportation Demand Management (TDM) Programs	TDM programs are a critical part of managing parking demand in NW. The incentives, outreach, and programs help both residents and visitors use transportation options. This includes the Transportation Wallet, the bike parking fund and TDM staff time.	1, 4, 5, 8	45-50%
Studies and Plans	To achieve the goals and objectives of the NW Parking Plan, in depth studies and project plans are often needed. E.g. NW in Motion, Pedestrian lighting study, etc.	All	20%
Streetcar rolling stock <i>5-year commitment</i>	Help investing in better transit options, more frequent service, etc.	1, 5, 8,	4%
Communications and outreach misc.	For all the goals and objectives outside consulting is needed to develop strategies, produce copy and materials, etc.	1, 3, 4, 5, 8	15-20%
Contingency			5%

Types of projects the NW Parking SAC can fund

NET METER REVENUE

- Any project identified in the adopted Transportation System Plan (TSP)
- Work plans to attain identified mode split goal
- TriMet Universal Pass program to provide transit passes to district employees
- Transit tracker kiosks to provide arrival and departure information
- Area walking maps and installation of pedestrian wayfinding signs
- Design and installation of curb extensions
- Design and installation of new sidewalks/filling sidewalk gaps
- Installation of Rapid Flash Beacons
- Subsidized BIKETOWN memberships
- Developing and promoting shared parking programs
- Increasing supply of off-street parking once all best practices have been implemented for the on-street and TDM tools are utilized

PERMIT SURCHARGE ELIGIBLE PROJECTS

- Transportation demand management (TDM) programs that provide information, incentives, and encouragement to district employees and residents to walk, bike, carpool and use transit more often. These include special events and targeted outreach to employers and district employees.
- Permit opt-out incentive that allows residents to choose other transportation options, such as a transit pass or BIKETOWN membership, if they do not renew their parking permit
- Company or district-wide ridesharing networks using *DriveLessConnect* with incentives to carpool.
- Free day and week passes on TriMet to encourage people to try transit
- District-wide BIKETOWN zones that allow commuters and customers to park at any bike rack without paying a fee
- Free and/or reduced bicycling and walking safety accessories, such as lights, locks, and rain gear
- Enhanced transit service in partnership with TriMet and/or Portland Streetcar
- Evaluation and analysis, such as travel behavior and data collection surveys
- Awareness campaigns and direct marketing
- Materials and services, such as graphic design and printing for promoting TDM related projects and programs

NW Parking Net Meter Revenue Budget*

*Net Meter Revenue is spent the following fiscal year that it is collected, i.e. meter year 15/16 is spent in fiscal year 16/17.

9.19.2018

Project/Program/Expenditure	Fiscal Year 2016/2017			Fiscal Year 2017/2018			Fiscal Year 2018/2019		
	Budgeted	Funds Billed	Funds Remaining	Budgeted	Funds Billed	Funds Remaining	Budgeted	Funds Billed	Funds Remaining
Stop Signs*	\$ 10,000.00	\$ -	\$ 10,000.00						
Curb Extensions for NW 21 & 23***	\$ 20,000.00	\$ -	\$ 20,000.00						
20's Greenway crosswalk/curb extension project match							\$ 500,000.00		\$ 500,000.00
Biketown Summer Membership****	\$ 44,000.00	\$ 44,000.00							
Streetcar Rolling Stock (5 year commitment, split w/Permits)				\$ 25,000.00	\$ 25,000.00	\$ -	\$ 25,000.00		\$ 25,000.00
Staff	\$ 50,000.00	\$ 49,287.27	\$ 712.73	\$ 100,000.00	\$ 64,928.04	\$ 35,071.96	\$ 100,000.00		\$ 100,000.00
Traffic/Parking Analysis (Engineers)				\$ 5,000.00	\$ 3,792.97	\$ 1,207.03	\$ 5,000.00		
Paystation(s)& expenses for shared parking				\$ 9,999.00		\$ 9,999.00	\$ 30,000.00		\$ 30,000.00
Shared parking set aside							\$ 100,000.00		
RWC Contract Data Collection & Analysis Fall 2017				\$ 65,000.00	\$ 61,756.00	\$ 3,244.00			
RWC Contract Data Collection & Analysis Spring 2018				\$ 65,000.00		\$ 65,000.00			
Shared Parking Outreach Consultant Contract**	\$ 6,900.00	\$ 5,825.00	\$ 1,075.00	\$ 6,900.00	\$ 5,825.00	\$ 1,075.00			
RWC Contract Off-street Data Collection & Analysis Summer 2018							\$ 40,000.00		\$ 40,000.00
RWC Contract Data Collection & Analysis Fall 2018							\$ 65,000.00		\$ 65,000.00
General outreach materials- printing, graphic design, email/software licenses, etc.							\$ 25,000.00		\$ 25,000.00
Total	\$ 130,900.00	\$ 99,112.27	\$ 31,787.73	\$ 276,899.00	\$ 161,302.01	\$ 115,596.99	\$ 890,000.00		\$ 785,000.00

Fiscal Year 2016/2017	
Total Net Meter Revenue (From FY 2015/2016)	\$ 294,278.00
Expenditures	\$ 99,112.27
Remaining meter revenue funds	\$ 195,165.73

Fiscal Year 2017/2018		Fiscal Year 2018/2019	
Total Meter Revenue (FY 2016/2017)	\$ 719,887.00	Total Net Meter Revenue (FY 2017/2018)	\$ 1,065,555.00
Carryover from last year(s)	\$ 195,165.73	Carryover from last year(s)	\$ 753,750.72
Total	\$ 915,052.73	Total	\$ 1,819,305.72
Expenses	\$ 161,302.01	Budgeted Expenses	\$ 890,000.00
Remaining meter revenue funds	\$ 753,750.72	Remaining meter revenue funds	\$ 929,305.72

* Traffic Engineer did not approve the locations for requested stop signs. Can look at additional locations.

** Consultant had a limited scope of work for outreach

*** We have preliminary estimates and they exceed BOM. Can further evaluate moving forward when a final estimate is received.

**** BIKETOWN memberships were paid for but not spent/distributed out yet, have \$29,000 as a credit with BIKETOWN which are spending down

NW Parking District Permit Surcharge Expenditures

Permit Surcharge funds are estimated for the year ahead and spent the same year

	Project/Program	2017/2018			2018/2019		
		Budgeted	Funds Billed	Funds Remaining	Budgeted	Funds Billed	Funds Remaining
	Streetcar Rolling Stock - 5 year commitment*	\$ 25,000.00	\$ 25,000.00	\$ -	\$ 25,000.00		\$ 25,000.00
	Streetcar Passes (buy down for discount)**	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00		\$ 10,000.00
	Opt Out Multi Family Incentives***	\$ 50,000.00	\$ -	\$ 50,000.00			\$ -
	Permit Return Incentive****	\$ 10,000.00	\$ 9,900.00	\$ 100.00			\$ -
<i>These are all for the TDM outreach program</i>	Permit Opt Out- TW for Residents (350 @ \$203 per in 2018)	\$ 20,000.00	\$ 23,668.00	\$ (3,668.00)	\$ 71,050.00	\$ 20,606.00	\$ 71,050.00
	Business Opt Outs TW (350 @ \$203 per in 2018)	\$ 50,000.00	\$ 4,800.00	\$ 45,200.00	\$ 71,050.00	\$ 20,606.00	\$ 71,050.00
	Transportation Wallet for purchase--600 @ \$174 per wallet ^	\$ 20,000.00	\$ 62,620.00	\$ (42,620.00)	\$ 90,400.00	\$ 20,606.00	\$ 69,794.00
	TDM Staff time		\$ 16,981.69	\$ (16,981.69)	\$ 19,000.00		\$ 19,000.00
	TDM Outreach (Design, printing, software, etc.)		\$ 8,725.00	\$ (8,725.00)	\$ 24,000.00		\$ 24,000.00
	Circulation Study/NW in Motion Planning (one time commitment)	\$ 100,000.00	\$ 24,858.61	\$ 75,141.39	\$ 75,141.39	\$ 32,321.00	\$ 42,820.39
	Pedestrian Lighting Study			\$ -	\$ 25,000.00		\$ 25,000.00
	Private Bike Parking Fund				\$ 25,000.00		\$ 25,000.00
	Wayfinding program (Design, signs installation, map production, and outreach pieces)			\$ -	\$ 100,000.00		\$ 100,000.00
	Total	\$ 285,000.00	\$ 186,553.30	\$ 98,446.70	\$ 535,641.39	\$ 94,139.00	\$ 482,714.39

2017/2018	Permit Surcharge Revenue Estimate	\$ 692,160.00
	Permit Surcharge Revenue Actuals	\$ 692,160.00
	Surcharge expenditures spent	\$ 186,553.30
	Remaining funds	\$ 505,606.70

2018/2019	
Permit Surcharge Revenue Estimate*	\$ 600,000.00
Permit Surcharge Revenue Actuals	
<i>Carryover from last year(s)</i>	\$ 505,606.70
Estimated Total Permit Revenue	\$ 1,105,606.70
Surcharge Expenditures Budgeted	\$ 535,641.39
Remaining funds	\$ 569,965.31

* Agreement to fund streetcar purchase over 5 years, split with meter revenue

** Agreement to pay Streetcar flat fee for discounted Wallet Streetcar passes

*** We didn't do this and the TDM outreach approach changed

**** Decided to approach this differently, no longer offering this.

TW= Transportation Wallet= Annual BIKETOWN pass, Hopcard with \$100 TriMet and Annual Streetcar pass

^ The wallet is for the SALES in January 2019, it will be more TriMet, and carshare. The cost to SAC is \$174 for the NEW wallets in 2019

* based on last year's permit sales



NW Portland Zone M Private Bike Fund Program Proposal

Purpose

A place to park your bike is just as important as a place to ride it. To effectively implement the Transportation Demand Management (TDM) part of the NW Portland Parking Management Plan, we need to increase the number of bike parking spaces to encourage more people to bike. There are many older apartment and commercial buildings built before the current bike parking code was adopted in 1996, which lack adequate long-term bike parking for residents and employees.

As a part of the TDM program in Zone M, we propose to dedicate some of the parking permit surcharge funds to helping purchase and plan long term bike parking on private property. This fund would be for any commercial, residential or mixed-use building that needs more bike parking.

Eligibility & Requirements

- Any residential, mixed use, or commercial building (or business in a building) in Zone M is eligible.
- ***The building must have space for access controlled, long-term storage (such as a garage or ground floor or accessible basement storage room, or outside fenced in area able to be covered).***
- There is a **\$5,000** maximum per property per biennium.
- The property owner or manager is responsible for paying for and managing the installation.
- Guidance on proper installation will be available to property owners/managers upon request.

Process:

Step 1.

A Building manager/owner or business manager/owner would reach out to the NW Parking District Liaison or fill out a short online interest form. They would briefly describe what they need and why.

Step 2.

An on-site meeting will be scheduled to discuss their needs and review bike parking options. Options for the location and layout can be discussed at the on-site meeting, or view the [current code](#) for design guidance (though these racks would not be subject to the current code).

Step 3.

PBOT would provide a layout drawing and bike parking equipment selection for approval. Upon owner approval, the racks would be purchased by PBOT on behalf of the building owner and the racks would then become the property of the building owner. They would be delivered to the building to be installed by building owner/manager.

Step 4.

The building owner would then send photos of the completed racks to PBOT.

Funding: The request is for **\$25,000** for the FY 2018/2019. We anticipate this would fund more than 100 bike parking spaces in at least 5 buildings (depending on type, see next page for examples). We can adjust the amount each year depending on demand.

Examples

Low cost \$100-\$200



Medium Cost \$250+



\$500+

