

NW Parking SAC | Friendly House
December 17, 2018 | 1737 NW 26th Ave.
4:30 p.m. – 5:45 p.m. | Portland, OR 97210

Meeting Notes

Members in Attendance

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

PBOT Staff

Antonina Pattiz

NW SAC Liaison

Kathryn Doherty-Chapman

Public in Attendance

Adela Basayne, Tom Berg, Melinda Wagner

Welcome and Public Comment

Tom Berg a representative from Havura Shalom (synagogue on Kearney and 18th) expresses concerns about the meter expansion. He wants to know if volunteer organizations can be accommodated somehow. He adds that shifting the hours of enforcement by one hour would pose challenges for the synagogue because most of the businesses in that part of the neighborhood don't stay open late, but the synagogue has a lot of events around 7pm.

Rick asks how many volunteers attend the 7pm events.

Tom says that he will send that info to Kathryn for review.

A member of the public asks why the meters need to be expanded. He has guests frequently visiting his residence.

Rick explains that the objective is to increase turnover.

Karen points out that it's possible to purchase scratch-offs for guests.

Off-street Data

Colleen from PBOT presents a data report on the off-street data. She worked closely with Rick Williams Consulting to develop tools to survey the NW district for off-street parking. Surveyors collected data in October and November. ¹

The data analysis was broken down into three sections:

1. The building level
2. Residential information
3. Commercial information

Buildings were broken up into three types:

1. Commercial (make up 23% of buildings)
2. Residential (make up 71% of buildings)
3. Mixed Use (make up 6% of buildings)

She shares building data from the survey:

- There are approximately 11,000 off-street stalls available in the NW district.
- She shares a map that outlines where off-street parking spaces are available.
- She outlines the types of buildings and the parking they have.
- Colleen reminds the members that the data online is interactive and can be clicked on, filtered, etc.

Residential Information:

There are four main types of residential buildings:

1. Houses
 2. Apartments
 3. Condos
 4. Multiplexes – duplex, triplex, fourplex
- There are approximately 9,000 units in NW, 83% are apartments.
 - 73% of houses have some form of parking available to them.
 - The surveyors measured driveways to determine if it was a park able driveway. Surveyors also determined if it homes had a legitimate parking garage, but they did not know if the garages were being used for cars.
 - 44% of apartments have parking available.

¹ Attachment A: NW Off-street Data Summary Memo

Commercial Information:

Colleen explains that commercial buildings are harder to analyze because they are often multiple use (multiple storefronts like a nail salon and restaurant).

- There are 190 retail storefronts and 102 restaurants in NW.
- The data can be filtered by business type (i.e. medical buildings, office buildings, etc.)
- You can also see the type of parking and number of available spaces associated with a specific business. Most of commercial parking is available in surface lots.

Rick asks if it's possible to analyze sub areas.

Colleen says yes.

Dan points out that the supply of off-street space is twice the amount of on-street space. He is surprised to learn how much space is available in surface lots.

Jeanne asks how surveyors determined the number of parking spaces in a parking garage.

Colleen explains that if the surveyors weren't able to get the number of spaces on site, they marked it for follow up and did more research in the office. Some of the data still needs to be followed up on.

Tom asks if it's possible to get data on how much parking is provided in new buildings.

Colleen says she will try to get data by the decade.

Rick recommends updating this data on an annual basis to ensure accuracy and update the records for new buildings.

Rick asks if it's possible to get data per block face.

Colleen says she is working on compiling that data.

Colleen reminds the members that the data will be available online and it is interactive.

Kathryn mentions that no other city in US has collected/analyzed any data like this before.

Meter Expansion

Rick moves the conversation to the meter expansion. The committee will make a decision as to whether the meter area should be expanded.

Kathryn mentions that there was an update to the memo.² There were a couple of block faces north of Pettygrove, along 24th and 25th that where proposed meters were missed, she added that area back in the map. Based on data and recommendations from the consultant, the message was to expand the meter area to promote turnover and better enforcement. Kathryn walked around the neighborhood to talk to residents and they seemed happy at the prospect of getting meters.

Rick says that most of the areas that are currently 4-hour or 4-hour or by permit will be 4-hour metered or by permit. Most of the areas with short term parking will be 2-hour parking.

Kathryn explains that she is still figuring out block by block, what the signs should read. She will do further refinement with property owners, businesses and religious institutions. The general rule would be that busy commercial areas would be 2-hour only and residential would be 4-hour or by permit.

ACTION

Kathryn further explains that the actual block-by-block time limits are still being worked on. The committee will be voting on whether meters should be expanded to the area or not.

Ron makes a motion to approve expanding the metered area.

Mark seconds.

All in favor

Rick explains that the next vote focuses on enforcement hours. There are two elements – should meters start later in the morning and/or should they run later in the evening. They can be viewed/voted on separately.

Kathryn mentions that she will be going to council on January 9th with the permit surcharge guidelines. The SAC doesn't have to go to city council to change the meter hours, by code, but it is a courtesy to allow council more involvement in the decision-making process. If the meter hour adjustment does not go to council in January, it will have to wait for several months.

Kathryn explains that it's more efficient to expand meters and change hours of enforcement at the same time. The earliest the meters could get installed would be June. To just change the meter hours it would take two months.

Peter asks if the 10-hour enforcement window is based on anything.

² Attachment B: NW Meter Expansion Memo 2018

The enforcement hours are tailored to the specific needs of a neighborhood, which is why different parking zones have different enforcement hours. If the SAC determines that there is a better enforcement range, it would be possible to change the hours accordingly.

Rick anticipates that the meter expansion and enforcement hour adjustment would take place at roughly the same time.

Kathryn agrees, it would be more efficient from a public campaign standpoint and for city staff. The two changes aren't required to take place at the same time, but it would be easier. Based on the meter shop's schedule, the earliest the meters would arrive would be June and they would be installed by the end of August.

Don: "Could we summarize what the argument were for changing the morning hours and what the arguments were for and against on the evening hours."

Rick explains that on 21st Ave and 23rd Ave a lot of spaces don't fill up until 11am. Residents often park on 21st/23rd after enforcement hours and giving them until 10am to move their cars would make things easier on them. The evening hours were based on our consultant's recommendations that usage in the evening hours suggests extending the enforcement hours.

Kathryn adds that, after 7pm, a lot of the streets are parked at or above 85%. Data shows that occupancy is typically higher in the evening.

Don: "Enforcement currently stops at 7pm, the same as downtown and everywhere else. Downtown ends at 7 and the Pearl ends at 7, so everything that flows into each other ends at 7pm. It would be inconsistent."

Tom asks what happens to the occupancy rate at 9pm.

Rick says it drops off fairly steadily.

Don: "You can see that between 7pm and 8pm it's already beginning to decrease."

Tom doesn't think extending the meter hours is a good idea. If the goal is increased turnover, it becomes punitive after a certain time, it might seem like an extra source of funding. He asks how long the occupancy rate stays above 85% into the evening.

Don: "Personally, I don't think ending an hour later won't have much of an impact on that time, especially relative to the inconveniences and confusion it will be creating from people coming downtown, thinking 'I know I can park here until 7pm, I can park here until 7pm, but I parked in NW and got a \$50 ticket because the it's an hour difference. People learn that over time but not people that park here sporadically and are legitimate guests of a resident. I think that we should be consistent and seamless amongst our neighbors because we're all basically less of an urban core. If we change, then we all change. But I don't want to be the outlier and experiment. The marginal benefit we get will just be marginal, relative to the inconvenience it will cause."

Karen argues that it would be helpful to shift the hours of enforcement by an hour. She likes the idea of changing the morning enforcement hours from 9am to 10am. Looking at the data, at 8pm the number of visitors drops off dramatically and more residents are trying to park. She guesses that after 8pm occupancy starts to drop off more sharply. She doesn't have a strong enough feeling to change the hours to 8pm.

Rick asks if there are any arguments to extend the hours of enforcement until 8pm.

Brent points out that some residents get home before enforcement hours end. Lengthening enforcement hours incentivize people to leave early which would open up more spaces for residents.

Ron says that his decision is data driven. The data shows that we should extend the hours.

Nick is concerned about continuity with surrounding neighborhoods. If downtown and the Pearl district change their hours to 8pm, it would be an easier adjustment for NW to follow suit. He asks about the data Kathryn provided. Last year, occupancy was reduced, this year it seems to have gone up.

Rick says that the first year of the program was specifically focused on commuters. This year there are more visitors in the district at any given time. The number of residents and employees is not that different.

Kathryn doesn't anticipate any change in revenue because parking will still be enforced for 10 hours.

Ron points out that occupancy is higher at 8pm so it would yield more funds.

Parker says that it's not a funding issue, it would be about improving the quality of life for residents and business in the area.

Kathryn explains that when changes like this are made, enforcement gives warnings first for several months, not citations.

Parker adds that adjusting hours of enforcement is just one avenue one of many tools that could help the SAC achieve its vision of what it is trying to accomplish. We have to ask ourselves what we're trying to accomplish with the parking and the rates and making sure that something comes of this in a public fashion. There should be communication relatively soon about where the parking funds are being spent so that people don't question why the funds are being collected if nothing is coming from them.

Lisa agrees that having hours of enforcement consistent with the neighboring areas is important. There was a surface parking lot that went from being free to paid and there was a lot of outreach, and still for years, customers would come in and complain about the change because they were unaware.

Tom says that occupancy rates naturally reduces between 7pm and 8pm.

Rick points out that that's an average for the whole neighborhood, certain parts of the neighborhood are have a high occupancy rate into the evening.

Brent shares that he lives in the south portion on Zone M and the whole area is red in the evening. He is motivated by facilitating easier parking for renters in NW. If the disadvantage of adjusting enforcement hours to one hour later is the inconsistency with other neighborhoods, other neighborhoods don't have the challenges that Zone M does. In his opinion, he doesn't think it will hurt businesses to push enforcement one hour later.

Tom points out that there are some areas that are not going to turn from red to any other color because of all the apartments in the area. Increasing enforcement hours may not have the intended effect in the areas that are strapped for parking.

Don: "It's naturally already going down at that point in time. 140 cars in the district at that time, it's not going to be significant, given the potential harm you can create for other people and businesses. What other issues and what other ways can you accomplish to have more impact than this? I've all for the morning thing because in the morning there's absolutely no one. I think there's a larger issue on what's going on here, especially in the central area and SW Burnside that needs to be dealt with purely in its own subarea. Trying to do something small district wide that won't really improve small impacted areas needs a better solution."

Mark is sympathetic with Brent's comments and agrees. He asks if the changes will require signs to be changed. He thinks the SAC may need to begin looking at subareas.

Kathryn says yes, but she anticipates that signs will be getting changed over time regardless so that they only show time limits but not hours of enforcement, because we are moving to performance based parking management.

ACTION Rick asks if anyone opposes changing the hours of enforcement from 9am to 10am.

Parker motions to change hours of enforcement to 10am

Karen seconds

Jeanne votes no

Remaining members vote yes

Jeanne comments that the SAC makes changes often and it gets confusing for people. She'd like to get the neighborhood to a sense of stability. Changes are good, but it's challenging for people when things change.

Nick agrees with Jeanne.

Karen asks Brent if he parks on 21st/23rd.

Brent answers yes, he tries to avoid parking there because he has to pay to park. His work schedule fluctuates, and he wants to park somewhere where he doesn't have to worry about his car early in the morning. The changes happening to the neighborhood are fast moving, reacting to them by the changes the SAC is making seems like a success, rather than being slow to adjust to the times.

Jeanne says that she doesn't only want to change the morning hours this year and then change the evening hours next year. She'd like the changes to be consistent.

Dan points out that consistent enforcement hours are not happening right now, because the downtown meter area commences at 8am.

Tom asks about performance-based parking.

Rick explains that the signs will have time limits but will have hours posted on the meters.

Brent states that this committee exists to support the residents and businesses in the neighborhood. Would later enforcement hours hurt businesses and religious institutions?

Kathryn will share the intercept survey results with the members.

Dan asks if it's possible to collect data until 10pm.

Rick suggests collecting occupancy data one hour earlier and ending it one hour later next year.

New Business

Ron informs the members that the Timbers got a new consultant, Nelson\Nygaard.

Nelson\Nygaard decided to keep the methodology previously used, they analyzed and kept most of the data. He believes that they will have a report to share by January or February.

Kathryn says that the Timbers are on the SAC agenda for January.

Meeting adjourned.

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Chloe Eudaly Commissioner **Chris Warner** Interim Director



NW Off-street Data Summary Memo

To: NW Parking SAC members

From: Kathryn Doherty-Chapman, Colleen Mosser, PBOT

Date: December 12, 2018

Re: NW Off-street data collection

Purpose

PBOT and the NW-SAC are interested in cataloguing all off-street parking in the NW Parking District to better manage parking in NW. The data base created can provide PBOT/NWSAC the ability to evaluate potential off-street parking capacity and its potential role in the overall management of parking in the district. As part of this assessment, PBOT also supplemented the parking catalogue with information about the buildings within the same study boundary (e.g., residential, commercial, ground floor uses, etc.). This information will be used along with the on-street data to adjust the parking permit program.

Process

PBOT hired Rick Williams Consulting to conduct a comprehensive off-street data inventory for NW. The survey was conducted over many days in September 2018. The survey included over 1,380 buildings, 144 vacant parcels covering 578 block faces (about 145 City blocks). The data was imported into the City of Portland's database and the information was analyzed and displayed in Tableau software which was checked for quality control but there still may be some locations with incorrect or missing information. We will work with other city bureaus to update the data annually. Below is the survey methodology.

Methodology for Off-Street Parking Inventory in NW Portland

Building Address

Building Type:

- Residential
 - Single family residential
 - Multi-family residential
 - ✓ Units (if evident) – can be confirmed with property manager
- Commercial (primary ground floor use or mark all that apply?)
 - General

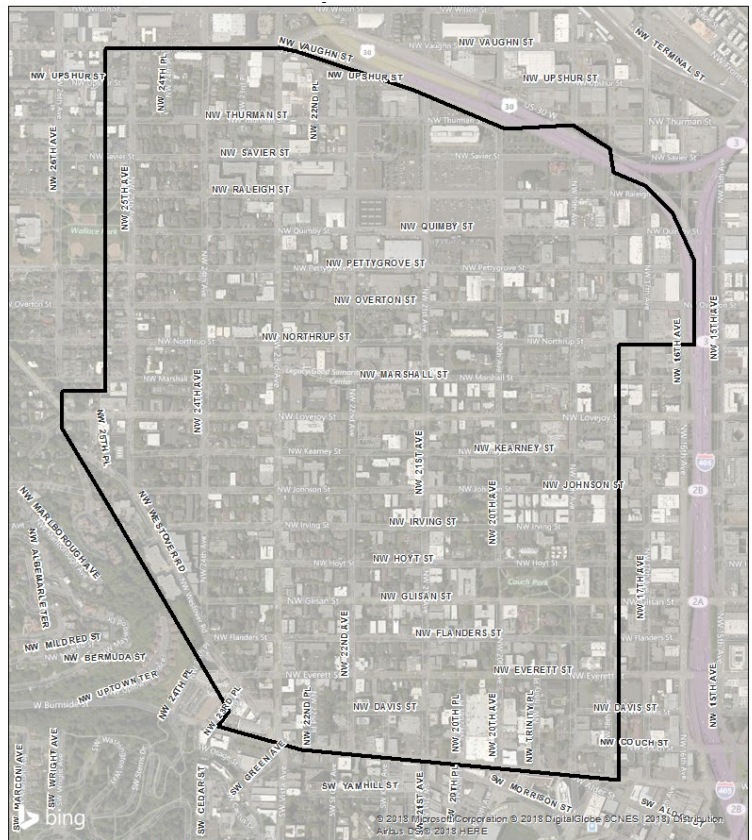


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- Grocery
- Hotel
- Office
- Restaurant
- Retail
- Institutional
 - ✓ Hospital
 - ✓ School
 - ✓ Religious
- Mixed Use (both residential & commercial)
 - Same categories as above

Parking Inventory

- Curb cut apron – width measurement (if desired)
 - Driveway
 - ✓ Yes / No
 - ✓ # stalls (each stall estimated at 20', tandem spaces counted)
 - Garage
 - ✓ Yes / No
 - ✓ # of doors, assume single space per door unless visual confirmation demonstrates otherwise
 - ✓ Multi-stall garage stall count will have to be confirmed through property manager unless accessible by surveyor
 - ✓ Tenant use only / available to public
- Surface lot
 - ✓ Lot address & name
 - ✓ # stalls
 - ✓ Access control system (Y/N)
 - ✓ Available to public
 - ✓ Priced parking



Northwest District Parking Study Area

2017

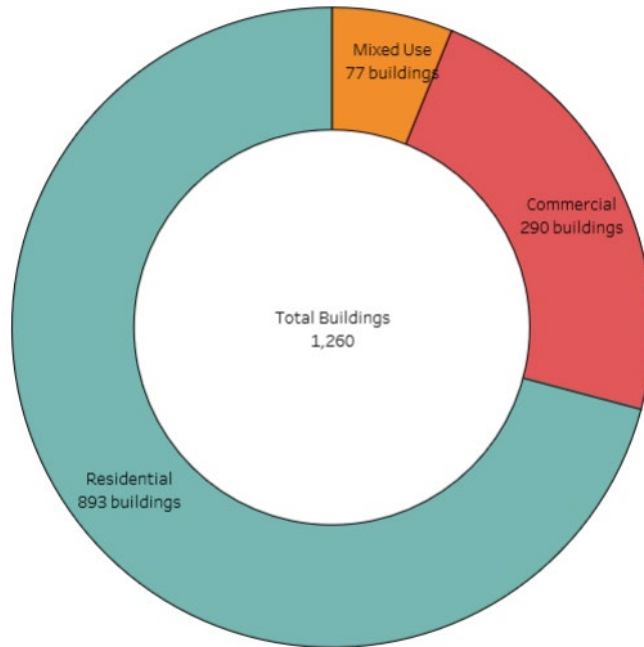
□ NW District Study Area

Off-street data findings

Please note, this is a brief summary of the off-street data. There is a significant amount of data available which is analyzed and displayed in different ways online available at- <https://public.tableau.com/profile/colleen.mossor#!/vizhome/NWOffStreetAnalysisFinalDraft/NWOffStreetParkingStoryboard>

1. Total number of buildings= 1,260

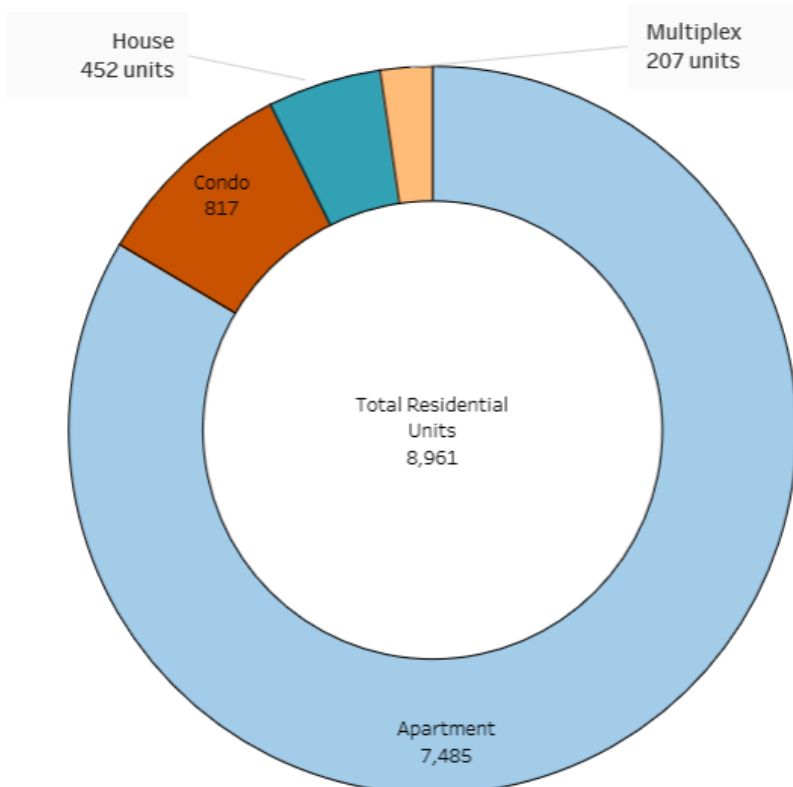
Residential	71%
Mixed use	6%
Commercial	23%



2. Number of residential units by type

Total # of units= 8,961

84% of units are apartments



*Multi-plex's are duplexes, tri-plex's or townhouses.

3. The number of buildings which have off-street parking

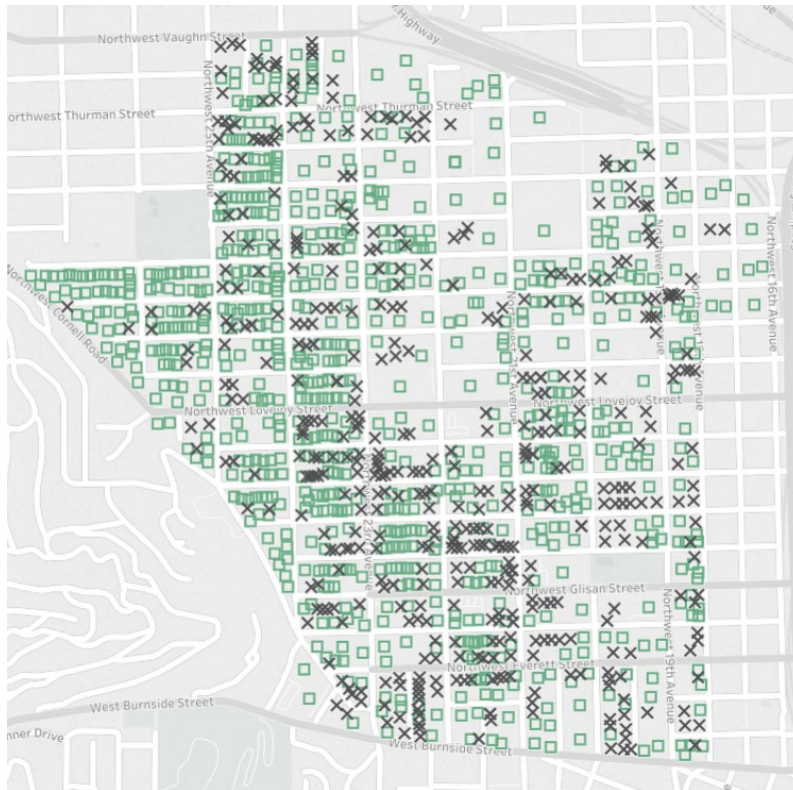
Total # of buildings with off-street parking= 789

Building type	With parking	Without parking
Commercial	65%	35%
Mixed Use	57%	43%
Residential	62%	38%

Legend

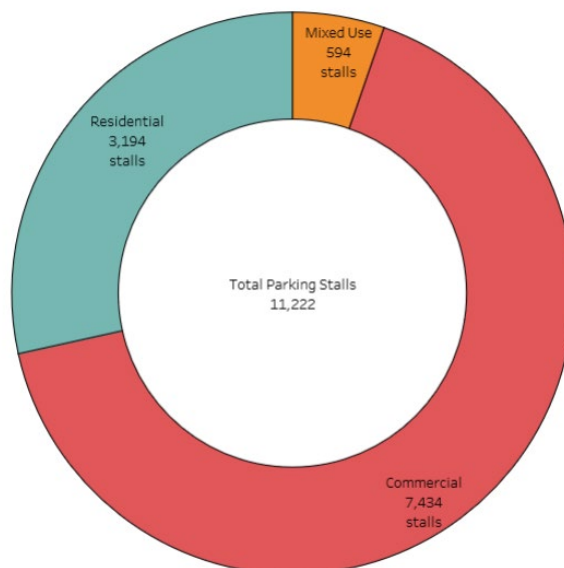
✕ = No parking

□ = Parking



4. How much off-street parking is there?

11,222 total off-street parking spaces



5. Location and quantity of off-street parking

Legend

Dot size indicates number of spaces. The range is between 1 & 670 spaces

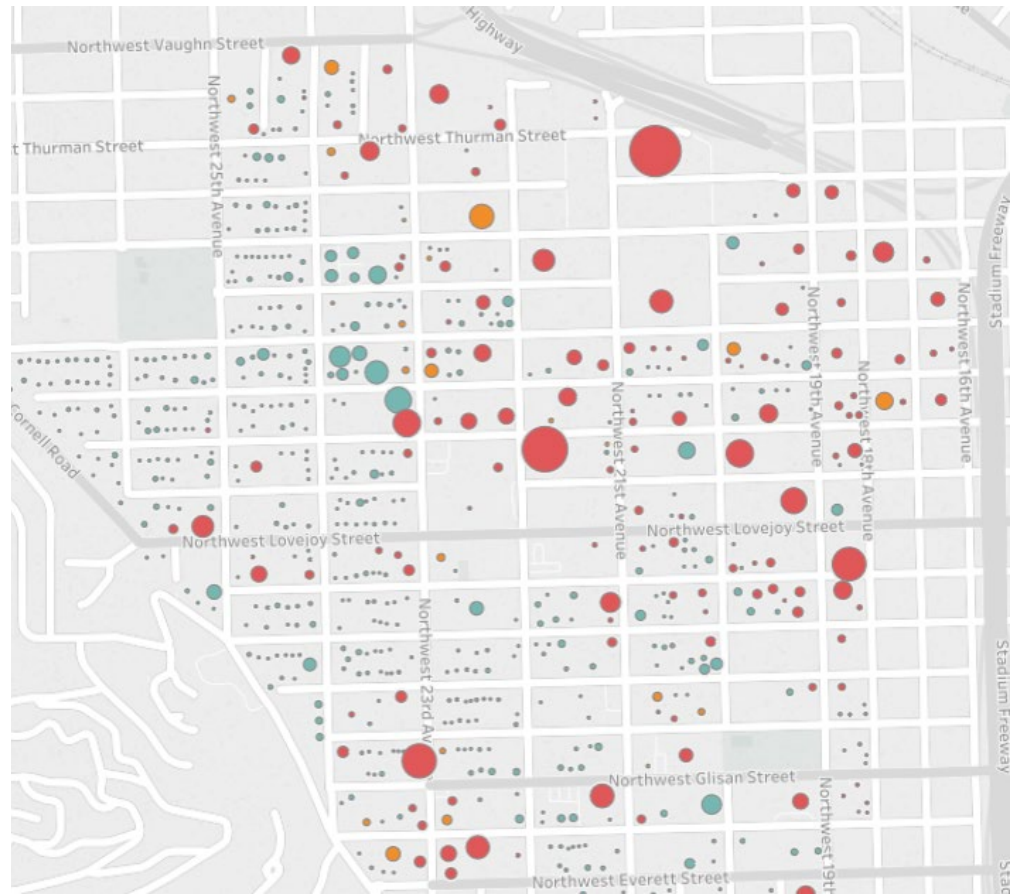
Commercial



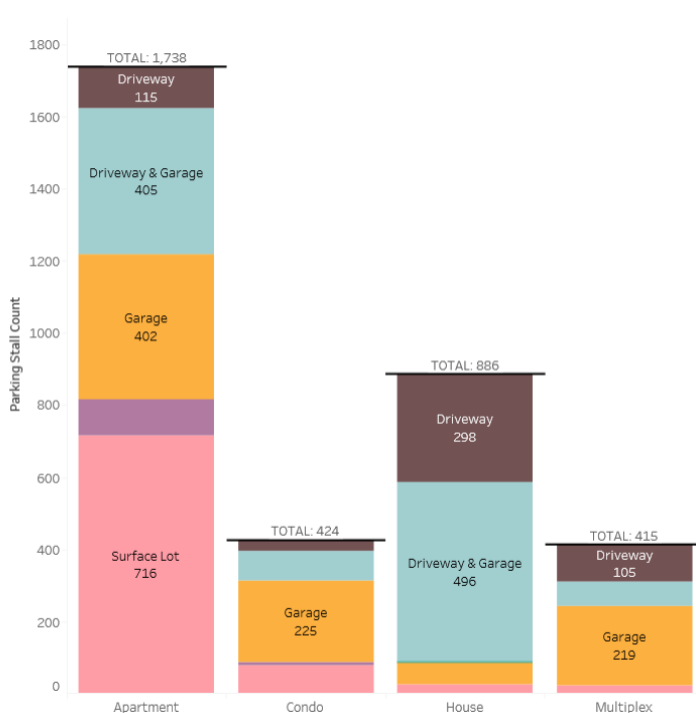
Mixed use



Residential



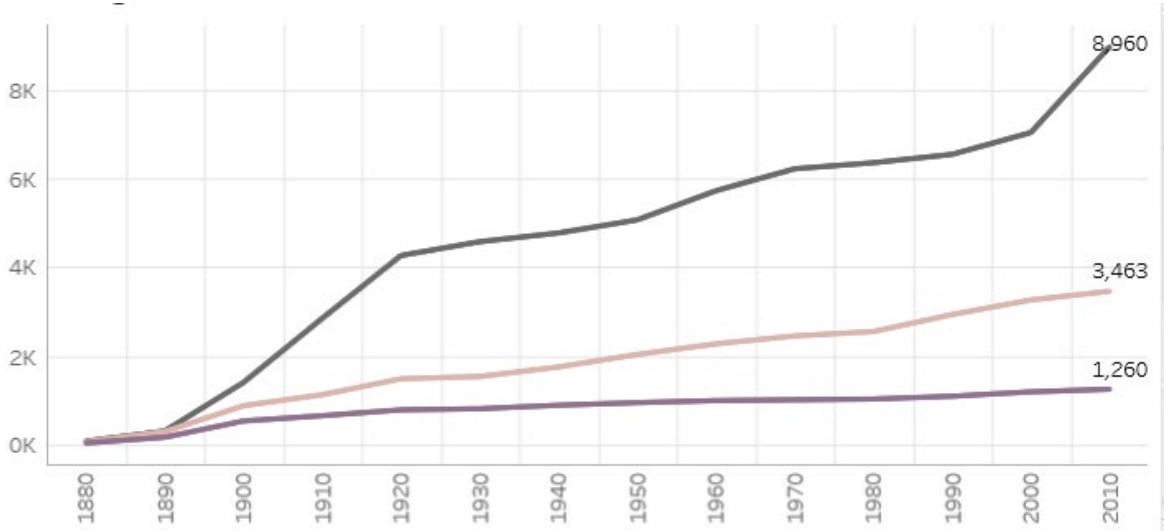
6. Type and quantity of parking in residential buildings



- Apartments had the most diversity of types of parking, with most of the parking on surface lots.
- Unsurprisingly houses mostly had parking in driveways and garages.
- Condos and multi-plex's mostly have garages, either underground or in a structure.



7. The number of buildings, units and parking stalls built over time

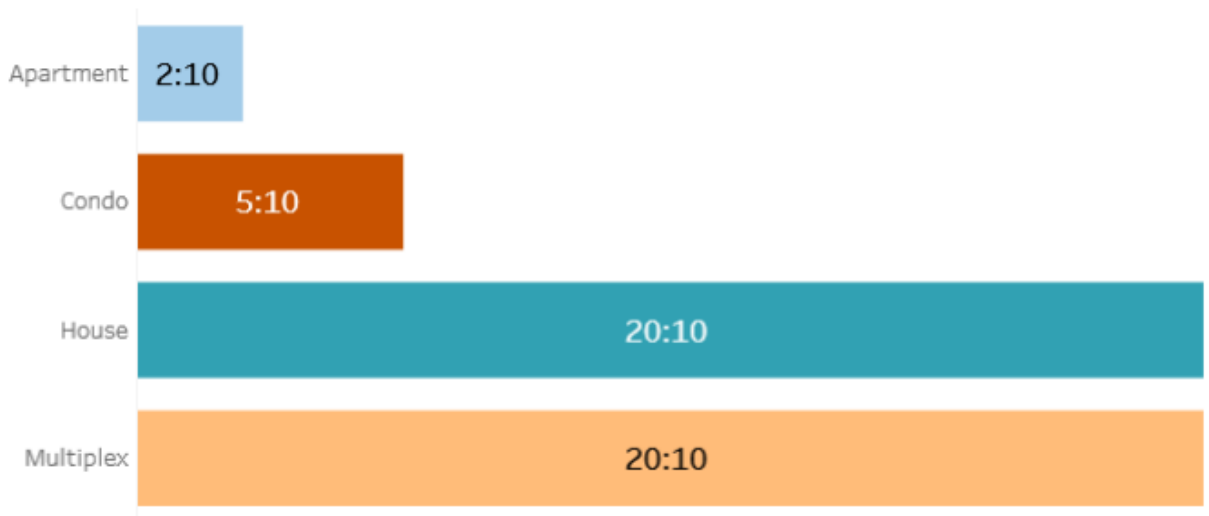


Legend — = # of units — = # of parking spaces — = # of residential buildings

There has been tremendous growth in the number of residential units since 2010 and the number of off-street parking spaces have not grown at the same rate.

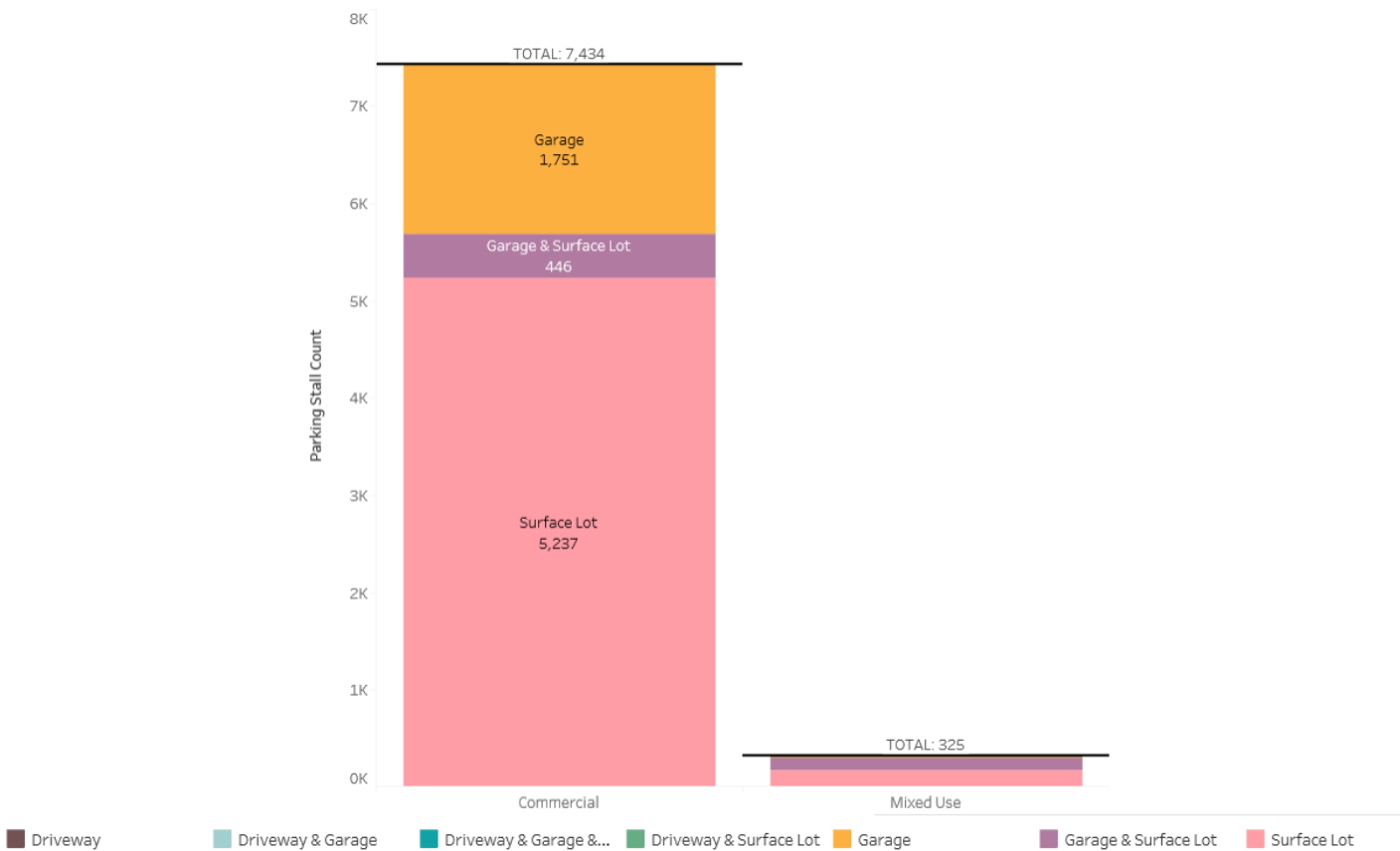
8. Ratio of parking stalls per residential units by type

Parking Stalls Available per 10 Residential Units - All



For example, for every 10 apartment units, there are 2 parking spaces off-street. On average, for each single family house, there are there 2 spaces off-street.

9. Type and quantity of commercial parking



Summary

There is a tremendous amount of off-street parking in the neighborhood, however most of it is commercial parking primarily serving a specific business. While there has been off-street parking built with new residential development, the number of older apartments without off-street parking is very high. The low ratio of new spaces to units means there's only 2 spaces for every 10 apartments, which means residents in apartments really feel the parking crunch. There's opportunity to encourage people in homes to use the off-street parking available to them and to increase shared parking between uses. For example, there are only 285 parking spaces for religious institutions across 10 buildings which all serve hundreds of people each week. There are more than 1200 off-street spaces for the 110 office buildings.

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Chloe Eudaly Commissioner **Chris Warner** Interim Director



NW Meter Expansion Proposal

To: NW Parking SAC members
From: Kathryn Doherty-Chapman, Colleen Mosser, PBOT
Date: December 12, 2018
Re: meter expansion

The Problem

Data shows the following:

- Very high occupancy rates in the NE section
- Parking demand remains high into the evening after enforcement hours end

Public Feedback:

- More efficient enforcement is needed
- Confusing mix of parking signs and time limits

The Solution:

- Adding parking meters to approximately 770 spaces
- Change parking time limits to be clearer and more consistent with the NW Parking Plan

Background

Back in June of 2018, our consultants from Rick Williams Consulting shared recommendations to better manage parking on-street after reviewing the parking study data. One of those recommendations was to expand meters to other parts of the district that do not currently have meters. The rationale is that the parking occupancy rates have continued to remain very high, with two daily time peaks at 11am-12noon and in the evening from 7-8pm. Public input gathered at SAC meetings, surveys and open houses also indicates that more consistent parking enforcement is something many people want. With the recent growth in housing and jobs and services in the neighborhood, the demand for on-street parking will only become higher and parking meters are a useful tool in managing demand.

Meters are useful in managing demand because:

- The compliance rate is higher with metered spaces than signed spaces
- Meters promote a higher level of turnover
- Metered stalls are easier to enforce – can be checked multiple times a day



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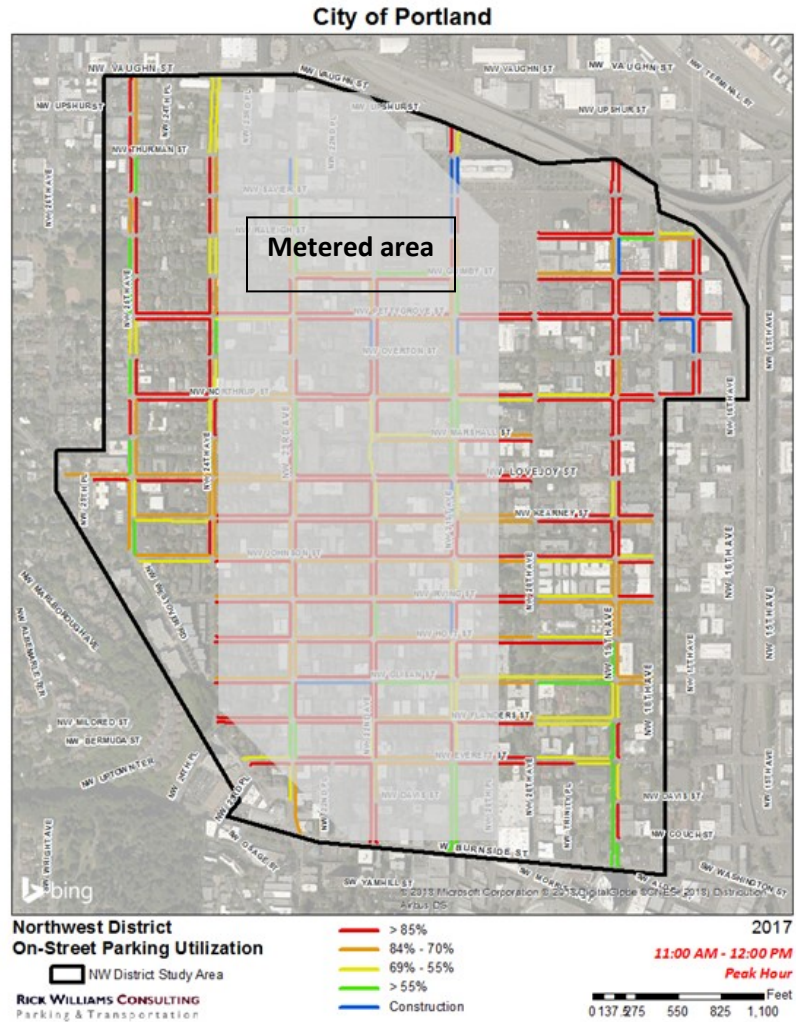
Parking Occupancy

11am – 12pm Peak Hour Occupancy Heat Map

Data collected:
November 2017 &
February 2018

11:00 AM – 12:00 PM

3,575 stalls studied

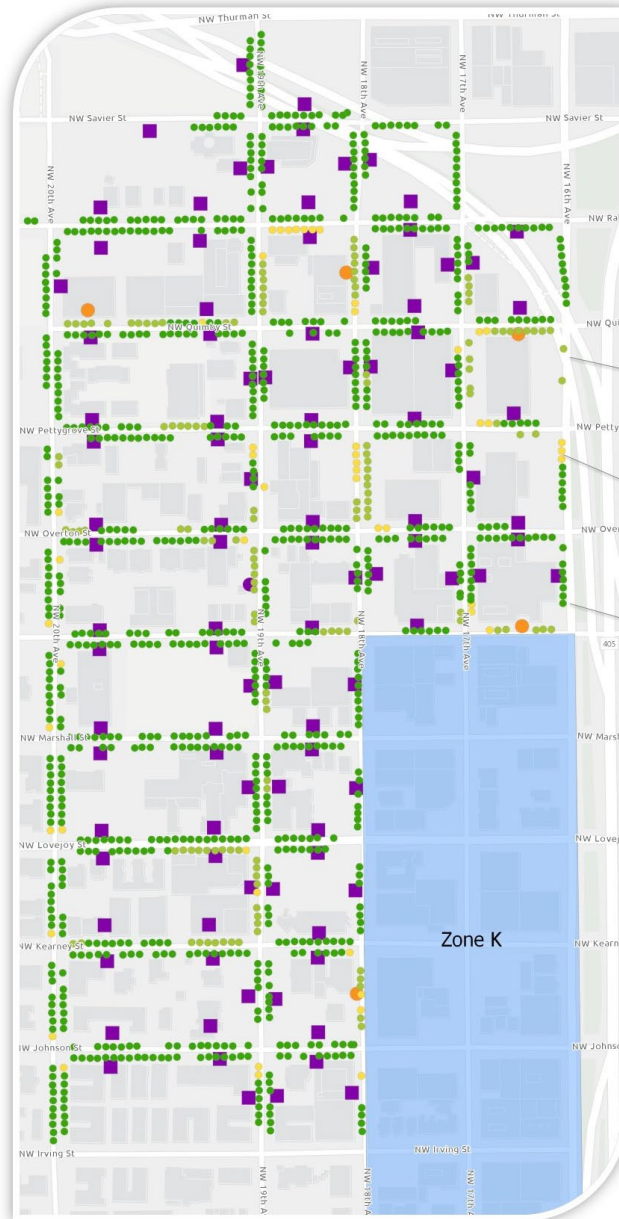


Process

After the SAC discussed this at the June 2018 meeting, they direct PBOT staff to conduct some outreach to determine the current needs of businesses and residents in the non-metered area. Door to door outreach was conducted and an Open House was held in November with the proposal. After the SAC deliberation and vote, continued outreach about specific time limits and precise meter locations will be needed to develop the plan.

The initial proposal for meter locations and time limits is on the next page.

Meter Expansion proposal in NW for 2019



2-hour
Meter only

30-minute
Meter only

4-hour
Meter or
permit

Legend

- 30 minute Meter-only (typically at corners or on request)
- 2 hour Meter-only
- 4 hour Meter or by Permit (Zone M)
- Pay-station location

Meters would extend West from 24th to 25th from Vaughn to Glisan and in the North end, from Irving to Vaughn between 20th and 16th (not in Zone K). this proposal should not impact the permit spaces, as they would remain the same in most locations; though some might be moved around the corner.