

NW Parking SAC | Friendly House
June 20, 2018 | 1737 NW 26th Ave.
4:00 p.m. – 5:30 p.m. | Portland, OR 97210

Meeting Notes

Members in Attendance

Dan Anderson, Nick Fenster, Jeanne Harrison, Karen Karlsson, Rick Michaelson (Chair), Thomas Ranieri, Peter Rose, Mark Stromme, Ron Walters

PBOT Staff

Chris Armes, Antonina Pattiz

NW SAC Liaison

Kathryn Doherty-Chapman

Public in Attendance

Libby Barg, Tom Ford, Gail Nakata, Aleck Woogmaster

Welcome and Public Comment

Rick Michaelson calls the meeting to order at 4:10pm and invites public comment.

A member of the public asks if there has been any consideration to conduct meetings at a later time because some people's work schedules conflict with the current time. He also expresses concerns about expanding meters in the area.

Rick says he understands the concern about the meeting time. He points out that open houses are held at a later time to accommodate the average work schedule.

A member from the public asks why the price increased to \$360 for the second permit. She asks if any of the committee members live or work in the neighborhood.

All committee members live and/or work in the neighborhood. Karen clarifies that the permit fee for a second car would only apply to individuals with two cars. If there are two licensed drivers at an address, the price for the second permit would be \$180.

Reformatting Changes

Owen presents a PowerPoint outlining re-formatting suggestions: ¹

(Slide 2) Formatting Recommendations

- Expand meter coverage in NW parking district. Convert any signed stall type to metered stalls (including OBP).
- Reduce and redistribute the number of 30 Minute stalls – equivalent to a 70% occupancy level in the peak hour (currently 45%)
- Convert 1 Hour stalls to 2 Hour

¹ Attachment A: NW PARKING DISTRICT STUDY AREA POWERPOINT

- Consider changing enforcement hours to 10 AM – 8 PM (currently 9 AM – 7 PM)
- Change wrap-around 2 Hour and 4 Hour Metered to 4 Hours Metered OBP (change based on occupancy analysis)

Owen continues to slide 3: 4 Hour OBP Stalls

Expand meter coverage in NW parking district. Convert any signed stall type to metered stalls (including OBP).

- Users have greater compliance with Metered posted time restrictions
- Higher level of turnover
- Metered stalls easier to enforce – can be checked multiple times a day

Jeanne points out that effective enforcement wouldn't be possible in the signed areas without meters.

Tom asks about the expansion process

Chris explains that letters are mailed to affected addresses informing occupants of the proposed meter expansion, the engineering technician locates the area to determine where the meters should be installed and then PBOT mails another letter informing occupants of the exact locations of the new meters and provides a contact person to reach out to if they have questions. Once the timeline is established, another letter is mailed out to let occupants know when the meters will be installed.

Owen points out that, in theory, permit holders would not experience any changes with the meter expansion and there would be greater turn-over in those stalls.

Tom asks how much time is provided to express concerns.

Chris answers that occupants have three to four weeks to respond.

Rick asks what time of year those changes can be made.

Chris explains that PBOT is changing all the meters in the Portland to Pay-by-Plate. All doors and screens will be changed out to make the machines and software ADA compliant. The meter shop will be prioritizing those meter conversions, so PBOT would not be able to expand/install the meters in NW this calendar year. The springtime would be the earliest time for installation.

Rick asks if there are any objections to starting the meter expansion process.

Karen points out that almost everything between 20th and 19th, North of Kearney is not metered.

Owen continues to slide 4: Reduce and redistribute the number of 30 Minute stalls

- Too many

- Underutilized (45% peak hour occupancy)
- Use unique vehicle metrics to determine which stalls to convert

Rick asks how often the 30-minute stalls were being surveyed.

Owen answers every hour.

Rick points out that if there were 6 unique vehicles parked in a stall within an hour, the data wouldn't reflect that.

Owen says that is correct, there was a limitation to the frequency with which the stalls could be surveyed during the data collection.

Ron asks if anyone knows what the 30-minute stalls are primarily used for.

Rick answers that the committee does not know. The original intention for the 30-minute stalls was to provide residents with a short-term parking stall on their block to drop off groceries, run a quick errand, etc.

Ron makes the argument that sometimes a low occupancy rate is the most desired outcome of a stall. If you look at ADA spots, you might look at it and say they're not occupied at a high rate, therefore you might not need as many. Or you can make the argument that there's a higher need for ADA spaces so the rule of occupancy doesn't necessarily apply like it would for other spaces. Some of these 30-minute spaces could be business critical, even if the spaces aren't 80% full.

Rick adds that some intersections have three 30-minute stalls and that might be excessive.

Tom believes that most of the 30-minute stalls could be eliminated, the SAC should look to the data to determine which stalls are being heavily utilized and keep those.

Karen says that she wants to approach the reduction of these stalls carefully. If 58 are recommended for removal, she wants to ensure that there won't be huge areas without 30-minute stalls. It's worth taking a look at the ones being removed, even if they're not heavily used. If those stalls are next to something that would benefit from a 30-minute stall, their usage should be looked at more closely.

Mark introduces the idea of quick 10-15-minute loading and unloading zones for groceries, friends coming over to the apartment, etc. These spots could be used to accommodate quicker needs, especially in areas with businesses.

Peter mentions that the intended use of the 30-minute stall can expand beyond just personal grocery use. He uses the 30-minute stalls to pick up and drop off dry cleaning. He feels that those stalls are helpful if they're not occupied at a high rate. There should be more outreach regarding the unique spaces and uses.

Jeanne agrees. At 23rd/Lovejoy those spaces turn over very quickly. She says that there are multiple users per 15-minutes, sometimes. In the commercial areas, those spaces are used more than the stalls in the residential area.

Rick likes Mark's idea of shorter 15-minute time stays. He asks if it would be possible to install counters in 30-minute stalls to count how many people are coming in and out of those stalls.

Ron asks if the SAC could send surveys/questionnaires to occupants to see how they feel about the stalls.

Owen mentions that there are a lot of 30-minute stalls out there and the data shows that a lot are underutilized. Reducing these stall is an iterative process. Owen does not suggest removing all 58, but the data suggests that the number of those stalls should be reduced.

Rick asks how the members feel about the 15-minute stalls.

Jeanne mentions that she knows of a few 10-15-minute stalls in the neighborhood. She says that the businesses know best if those are effective or not.

Karen comments that, if there's a restaurant in front of a 30-minute stall, that stall probably doesn't service the needs of the restaurant. However, if a 30-minute stall abuts a coffee shop or ATM machine, it might be useful. She urges the committee to look at the type of business adjacent to the stall.

Rick says the SAC should move towards removing 30-minute stalls that don't serve the intended purpose and explore introducing more 15-minute stalls. He asks if 15-minute stalls should be metered or signed.

Jeanne believes that 15-minute signed stalls are more prone to abuse.

Mark adds that 15-minute metered stalls achieve the same purpose as 15-minute signed. Mark suggests having members of the committee walk the neighborhood and surveying underutilized stalls to better understand utilization.

Rick says the committee will move forward with reducing 30-minute stalls, however, no recommendations will be made today on the specific locations to be removed.

Tom asks about truck loading zones.

Owen explains that data has been collected for truck loading zones. Early indication shows that truck loading zones are used differently in NW than in other areas of the city. He will be presenting the data to the SAC when it is prepared.

Chris asks about next steps for the 30-minute stalls. Would the committee like to survey residents /businesses, should PBOT mail a letter or create a map of residential areas with 30-minute stalls?

Rick says that he would like a map outlining spaces that could be eliminated, or changed to 15-minute stalls, or left alone for the next permit year.

Owen continues to slide 6: Convert 1 Hour stalls to 2 Hour Metered

- Non-conforming time restriction
- Inefficient designation for a variety of uses

- Prone to high violation rates

Chris reminds the committee that when the meters were rolled out there were no provisions for short term parking/turnover for businesses in that area. Therefore, PBOT left all the existing time stays.

Jeanne recommends converting the two stalls on 25th/Johnson. That's where the nursing home is, she doesn't see the need for those.

Ron asks about the argument for 2-hour stalls.

Owen answers that the data shows the average length of stay in a commercial corridor is 1 hour and 36 minutes.

Ron asks what makes that portion of the neighborhood suitable for 1-hr and 2-hr stalls.

Rick answers that the businesses in those areas are "one-stop-shopping" where customers visit one specific business and leave. As opposed to 21st/23rd where visitors can visit shops, restaurants, etc. without re-parking their cars.

Karen asks for clarification, is the proposal to convert the signed area to metered only as opposed to metered-or-by-permit?

Owen confirms.

Karen suggests looking at that area more closely. She argues that that area has gone through a great deal of change and some of the businesses there have changed.

Owen says that the recommendation is to convert 15-minute stalls to 30-minute stalls.

Karen mentions that Eye Health NW has three 10-minute spaces in front of their building. They would be unhappy about having those taken away.

Owen explains that there could be an exceptions process for businesses that can prove their need for a different time stay.

Chris points out that the exceptions process is outlined in the adopted parking management plan.

Jeanne questions having such a big area changed to meter-only because, currently, most of the meters are installed on the heavily commercial streets.

Chris points out that the stalls being discussed are not currently permit stalls.

Jeanne says that if the stalls are being converted to a longer time stay, offering some of those stalls to permit holders makes sense.

Karen suggests looking at that area block-by-block because there are some businesses in that area and they should be treated like 21st/23rd.

Nick says that he hears two separate questions: 1) do one-hour stalls serve the needs of the businesses and 2) should the "or-by-permit" area be expanded?

Rick says that the SAC should get feedback from individual property owners. He asks how the committee feels about two hours being the shortest time stay duration.

No one opposes the two-hour duration.

Tom asks if it would make sense to create a special permit area in the upper NE corner.

Owen explains that the intent of the recommendation is to continue a short-term time stay that is supportive of businesses in the area. That is the reason these stalls exist in the first place. If the businesses are no longer there, maybe it makes sense to change the stalls to an or-by-permit stall. The main objective is to convert one-hour stalls to two-hour stalls that could be more supportive of businesses in the area and can serve a greater use.

Rick asks if the recommendation is that the entire block face be dealt with in the same manner.

Owen answers that that is the city standard.

Rick mentions that the challenge is that some blocks are half business/half residential. He recommends looking at meters block by block.

Owen continues to slide 9: Change wrap-around

2 Hour and 4 Hour Metered to 4 Hours Metered OBP (change based on occupancy analysis)

- Reduce occupancies in OBP stalls
- Convert underperforming stalls
- Use vehicle hours parked metric to determine which stalls to convert

Karen requests data for the stalls that aren't captured on the map.

Chris explains that data will be collected in the fall.

Owen explains that the intent of these stalls was to provide additional support for businesses along the commercial corridors. If those stalls are not providing the intended support and they can be better used by residents with permits, that should be a consideration.

Rick explains that the wrap around stalls were installed by mistake. The intention was to only have metered parking down the commercial corridors.

Karen agrees and adds that she was unaware about the wrap around stalls (slide 10).

Rick encourages the members to review the maps provided by RWC and decide which stalls should be converted/removed, etc. A final decision will be voted on at the next SAC meeting.

Owen recommends changing the hours of enforcement to 10am -8pm.

Rick asks if anyone opposes shifting the enforcement hours.

No members oppose changing enforcement hours.

Timber's update:

Ron explains that because he is on many different Timbers-related committees, he will abstain from making motions and will not be recommending policies regarding Timbers parking; he plans to share information/facts and answer questions at the meeting. Today, he comes to the SAC as a representative of the Providence Park Oversight Committee (PPOC); the PPOC doesn't have formal positions about the expansion. He introduces Libby Barg.

Libby explains that she works for the Timbers and facilitates the PPOC, which has been in place for more than twenty years. The committee is tied to a Good Neighbor Agreement (GNA) and in that plan, when construction is occurring, the Timbers are required to negotiate and vote on the Comprehensive Transportation Management Plan (CTMP). The CTMP was updated in 2010 and the PPOC has decided that it's vital to review the plan again because 4,000 seats will be added to the stadium. The CTMP has been worked on for more than a year. Libby adds that the review process is neighborhood driven, it's not just transportation planners or engineers looking at the plan, it's driven by people who live and work in the neighborhood and are impacted by the parking/traffic challenges.

Libby outlines the items currently being discussed:

- Additional MAX capacity; TRIMET has committed to providing more capacity.
- The Timbers will install 100 more bike parking spaces this season.
- The Timbers are working with PBOT to create pickup/drop off ride share spots, so that if fans order UBER or LYFT inside the stadium, depending on which side they're on, they will be directed to Lincoln High School or the Fred Meyer parking lot to be picked up.

Ron is glad to hear that MAX plans to increase service. He wasn't aware of that. He knows from Phil that the lead time on that is at least 6 months. TriMet's estimate is that it will cost at least \$250,000 and he hasn't heard anyone signing up for that.

Libby says that TriMet has agreed to add capacity but she isn't aware of the exact details. It would entail lining up more trains in a row than they have now.

Karen doesn't understand where UBER/LYFT are picking fans up.

Mark guesses that the pickups occur in front of the loading dock, which stretches the area between the two entrances.

Karen says that she doesn't want to see the City blocking off useable parking spaces to accommodate LYFT and UBER drivers.

Libby says that the current issue is that UBER and LYFT drivers go through Goose Hollow and they stop in the middle of the street during pickups, which is unsafe because it causes people to get out of cars and run across the street. The neighborhood is asking for specific pickup and drop off spots.

Rick says that 22nd Ave, by Fred Meyer, is a real pedestrian hazard zone now.

Libby says she will share that feedback with the committee.

Libby shares a chart that shows results from a recent Timbers survey in which 6,000 fans participated.² It shows that there are five major modes of transportation to/from a game. Currently, approximately 56% of Timbers fans arrive via car, the goal would be to reduce drivers to 45%. If 4,000 seats are being added to the stadium, we have to find enough parking for the additional fans and there are no parking garages for the Timber's stadium and no on-street parking. So where will the cars go? One of the things the PPOC has been doing is reaching out to Legacy to get parking agreements in place before the next season. Along with that, there's an idea of creating an online app/program that shows available parking in real time. The CTMP has to be approved by City Council and the hope is to have the draft approved by the PPOC in November to give council enough time to get it on their docket for consideration and approval.

Ron points out that the Timbers are going from 21,000 fans to 25,000 fans with the expansion of the stadium. The overriding goal agreed to, driven largely by NWDA comments, is that the biggest concern is game day traffic and congestion. The goal for the expansion of the stadium is to not increase on-street parking or congestion. Ron says this might seem impossible, but he doesn't think it is.

Ron is excited to hear about TriMet's participation with the Timbers. He points out that people start arriving to the stadium at different times but they leave around the same time. The peak traffic time for MAX is right after the match; and TriMet can't add capacity during the half-hour after the match when the cars are full, so we're talking about adding additional service 30 minutes to an hour after the match. That could be a great idea, but it may be that capacity is added and fans don't use it because they're not willing to wait 45 minutes after a match.

Peter asks if that happens during Blazers games.

Libby answers that the Blazers provide extra activities after the games, such as live interviews, it's a way to prevent everyone in the stadium from leaving at the same time.

Ron mentions that home addresses are known for the survey participants and Phil Selinger created a heat map showing where fans are commuting from. Theoretically, the Timbers could send letters to fans that say something along the lines of "based on your zip code, here are some great options to get to the game besides driving."

Ron says that there has been a discussion of expanding the event district, not everyone is on board with that, but if it were to happen, in conjunction with increased enforcement, there may be less on-street parking after the stadium expands than more. Between SmartPark downtown and Legacy, we need to line up the ability for 3,400 fans to park off-street somewhere.

Dan asks why the mode split of the incremental 4,000 fans is different from the mode split of the existing 21,000?

Ron answers that the mode split may or may not be different. The solution is not to change the behavior of the additional 4,000 fans; the aim is to change the behavior of the existing 21,000 fans. The way we can do that is with accurate real-time information where fans can be informed of available parking

² Providence Park CTMP & GNA Schedule

before they leave the house. It's almost certain that off-street parking will need to be used through Legacy Good Sam and that is a recommendation the SAC needs to consider. There are apps like Spot Hero that Good Sam could sign up for where they would be able to see if spaces are available in certain lots/garages.

Dan points out that Spot Hero is a great resource when he visits Boston. However, when he tries using the app in Portland, not much comes up. He feels that Spot Hero is a great resource Portland has yet to employ.

Ron says the SAC needs to press Legacy Good Sam for shared parking opportunities during game days and press the Timbers to aggressively implement a real-time parking app and/or resource.

Libby mentions that ideally the Timbers should pilot the app/resource now, before next season.

Tom asks about the status of Legacy Good Sam.

Ron answers that Legacy outsources its parking management. Ron's main point of contact at Legacy is a security person, not a parking or revenue person. Ron believes that Johnathan Avery (the Chief Operating Officer) should be contacted. Legacy is in a healthcare business and so they may not be motivated to get in the parking business or know how it could generate additional revenue. Ron believes that the revenue would range between \$200,000 - \$400,000 if Legacy made 1,000 spots available.

Karen asks if Legacy can make those spots available during Timbers games.

Ron answers that the Timbers/Legacy parking situation is ideal because most games occur on the weekends or in the evenings. That's exactly when Legacy has the capacity.

Tom asks if there's a plan, part of the GNA, for the Timbers to initiate a shared parking agreement with Legacy.

Libby answers that the Timbers have been trying to meet with Legacy. The Timbers have asked if Ron could set up a meeting. The challenge is that Legacy is a health care organization, not a parking operation. There isn't an infrastructure set up to start a new business line that focuses on selling parking. The Timbers are in favor of a partnership.

Ron explains that the tools and shared parking opportunities, once deployed, could be used 300 days a year. He adds that, when Tom has movie goers, he could refer them to viable parking options.

Mark asks if there's an action Ron would like the SAC to take today to try to encourage communication with Legacy.

Ron answers that, somehow, the SAC must find a way to engage with the right person at Legacy Good Sam. He defers to the SAC for recommendations.

Mark asks what would happen if there's a motion adopted by the SAC that encourages a dialogue to happen with Legacy Good Sam.

Rick asks if Mark is making a motion.

Mark confirms.

Dan seconds the motion.

Rick asks who is in favor of sending Legacy Good Sam a letter requesting open communications about the parking problem.

4 in favor

1 opposed

Ron abstains

Rick asks Ron if he thinks the event district should be expanded.

Ron answers that most people think expanding the event district a good idea. In the absence of opening up off-street parking, it could make things more challenging before it makes them better. His sense is that most residence would say yes to expanding the event district. He lives on Overton; a lot of fans walk as far as Overton because there's no parking regulations there. The question he asks the group is, if you don't expand the event district, you'll push more parking north of Irving/Johnson. Parking Kitty is a loophole but it's not a significant loophole just yet but it does allow people to plug the meter. Based on the data Ron has, only 4 fans used the app to plug the meter. He says that his opinion doesn't matter, it's up to the SAC to decide if it makes sense to not expand the event district and increase demand north of Johnson or expand the event district and message to fans that they will get cited if they park on the street.

Dan points out that there's a clock running on the stadium expansion. He asks if it make sense to have a conversation with the Commissioner in charge of PBOT to suggest encouraging these organizations to talk to each other.

Ron says that he has been waving a red flag for 6-9 months. He agrees that the clock is ticking. The feedback he gave to the Timber's website point of contact and representative, Ken Pocket, was that their idea of the website is inadequate because it's not real-time information. It's a list of parking lots. Those are completely different things.

Dan mentions that the NFL team in Atlanta has a good parking app.

Ron answers that the NFL funds that app, the Timbers don't have those funds available to them.

Ron explains that the PPOC would only make recommendations. The five-person committee could come to City Council and say, "this is a good CTMP and GNA, we fully support this." They don't need the committees' approval, they could simply approve an inadequate plan.

Libby says that that's not the intent, and that's not how the PPOC has functioned for the past twenty years.

Tom says it hasn't functioned for twenty years.

Karen agrees, there will be an additional 2,000 people that need a place to park. It's already difficult to park during games. The SAC heard a lot of complaints about Timbers game day parking during the open house. The expansion is a huge challenge and there are a lot of people in NW that are unhappy with the way the Timbers impact parking now.

Ron asks the members to send him their thoughts/complaints/comments. He can share the spreadsheet with the committee and get feedback on things like the ride share drop off/pick up locations.

Meeting adjourned.

NW District Parking District

Formatting Recommendations Follow-Up

Based on additional 2017 data findings



Owen Ronchelli

RICK WILLIAMS CONSULTING
Parking & Transportation

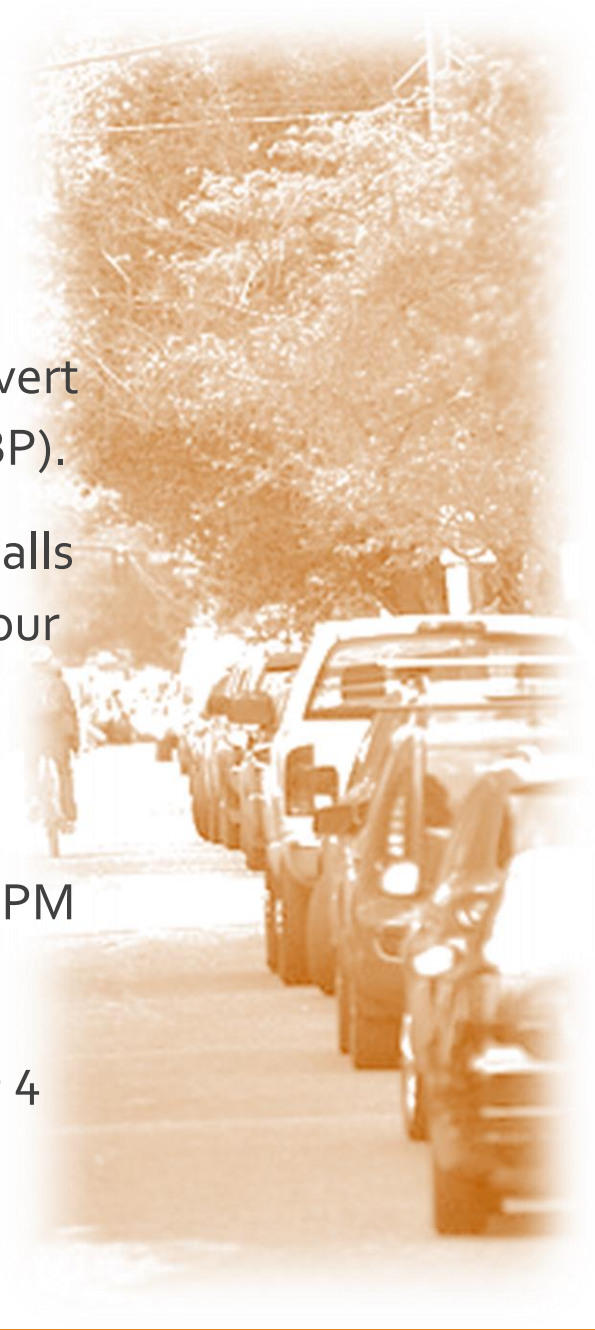
June 20, 2018



SAC Strategy Recommendations:

Formatting Recommendations

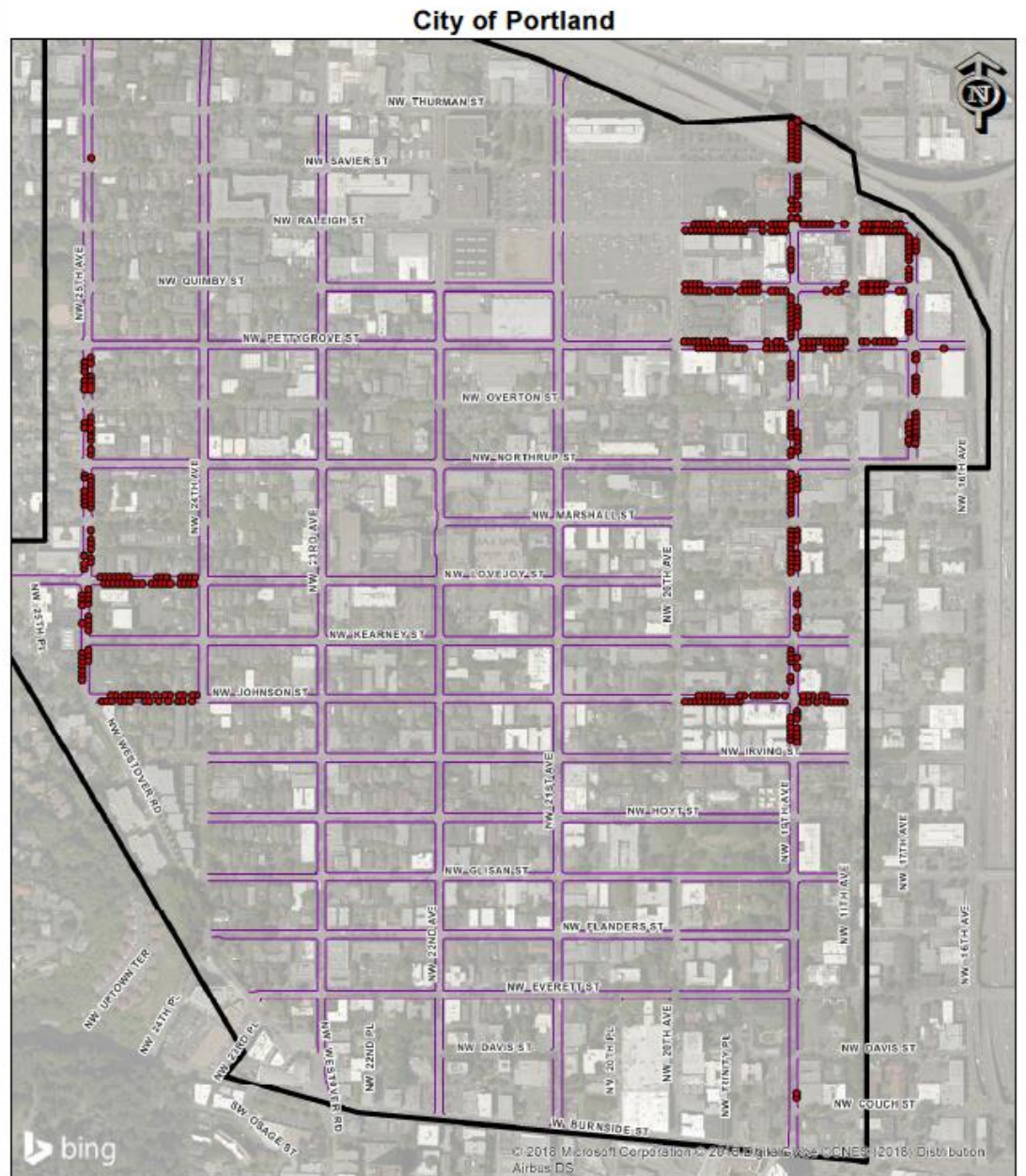
- Expand meter coverage in NW parking district. Convert any signed stall type to metered stalls (including OBP).
- Reduce and redistribute the number of 30 Minute stalls – equivalent to a 70% occupancy level in the peak hour (currently 45%)
- Convert 1 Hour stalls to 2 Hour
- Consider changing enforcement hours to 10 AM – 8 PM (currently 9 AM – 7 PM)
- Change wrap-around 2 Hour and 4 Hour Metered to 4 Hours Metered OBP (change based on occupancy analysis)



4 Hour OBP Stalls

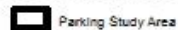
Expand meter coverage in NW parking district.
Convert any signed stall type to metered stalls (including OBP).

- Users have greater compliance with Metered posted time restrictions
- Higher level of turnover
- Metered stalls easier to enforce – can be checked multiple times a day



Northwest District 4-Hour OBP Signed Stalls

Recommendation: 4-Hour OBP Meters



Parking Study Area

— On-Street Blockfaces

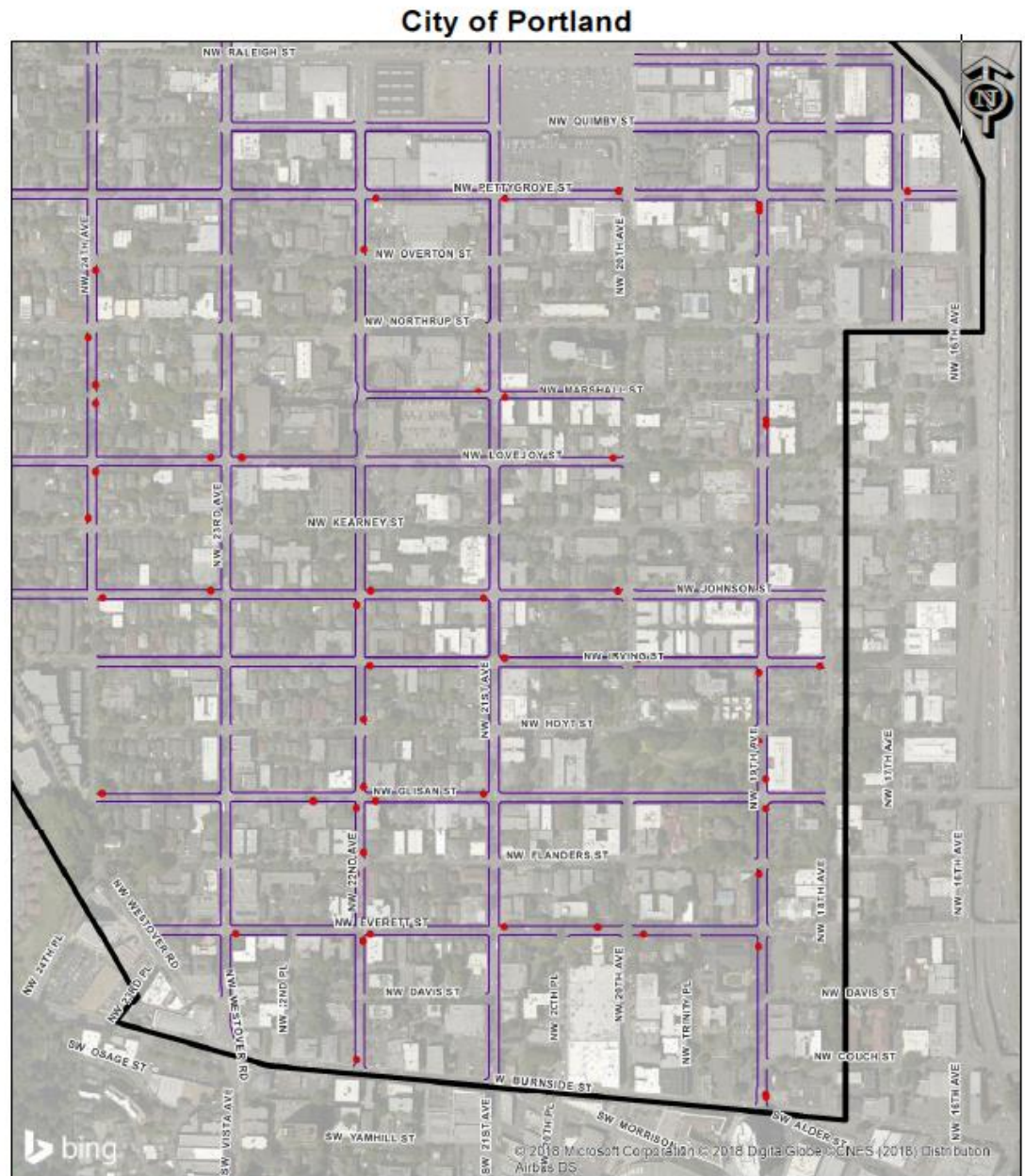
• 4-Hour OBP Signed Stalls (771 stalls)

30 Minute Stalls

Reduce and redistribute the number of 30 Minute stalls

- Too many
- Under utilized (45% peak hour occupancy)
- Use unique vehicle metrics to determine which stalls to convert


[Recommendation]



Northwest District 30-Minute Stalls
Recommended Changes

 Parking Study Area
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 On-Street Blockfaces
 2 or less unique vehicles (58 stalls)

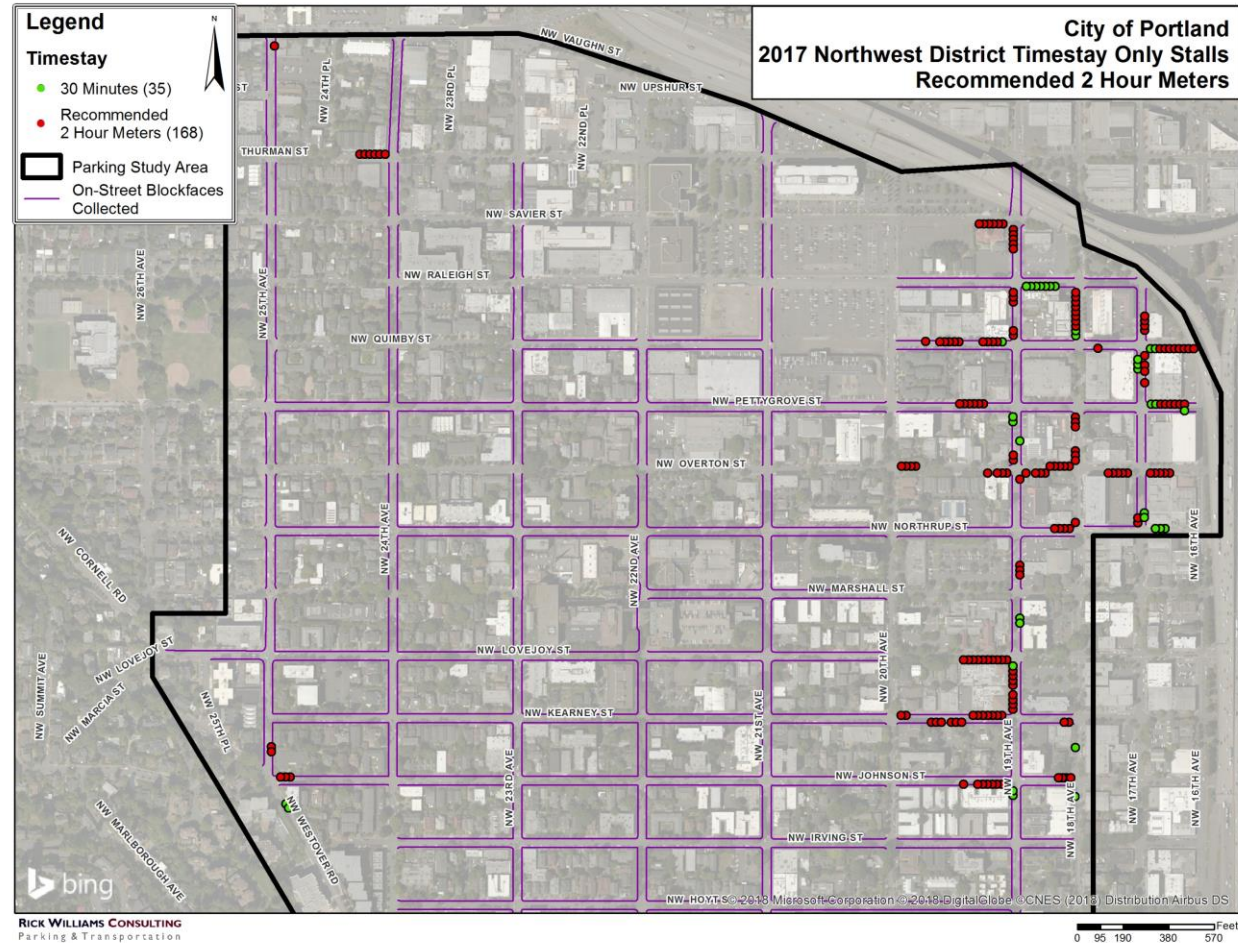
 Feet
0 68.30 260 390

2 Hour Stalls

Convert 1 Hour stalls to 2 Hour

- Non-conforming time restriction
- Inefficient designation for a variety of uses
- Prone to high violation rates

[Recommendation]

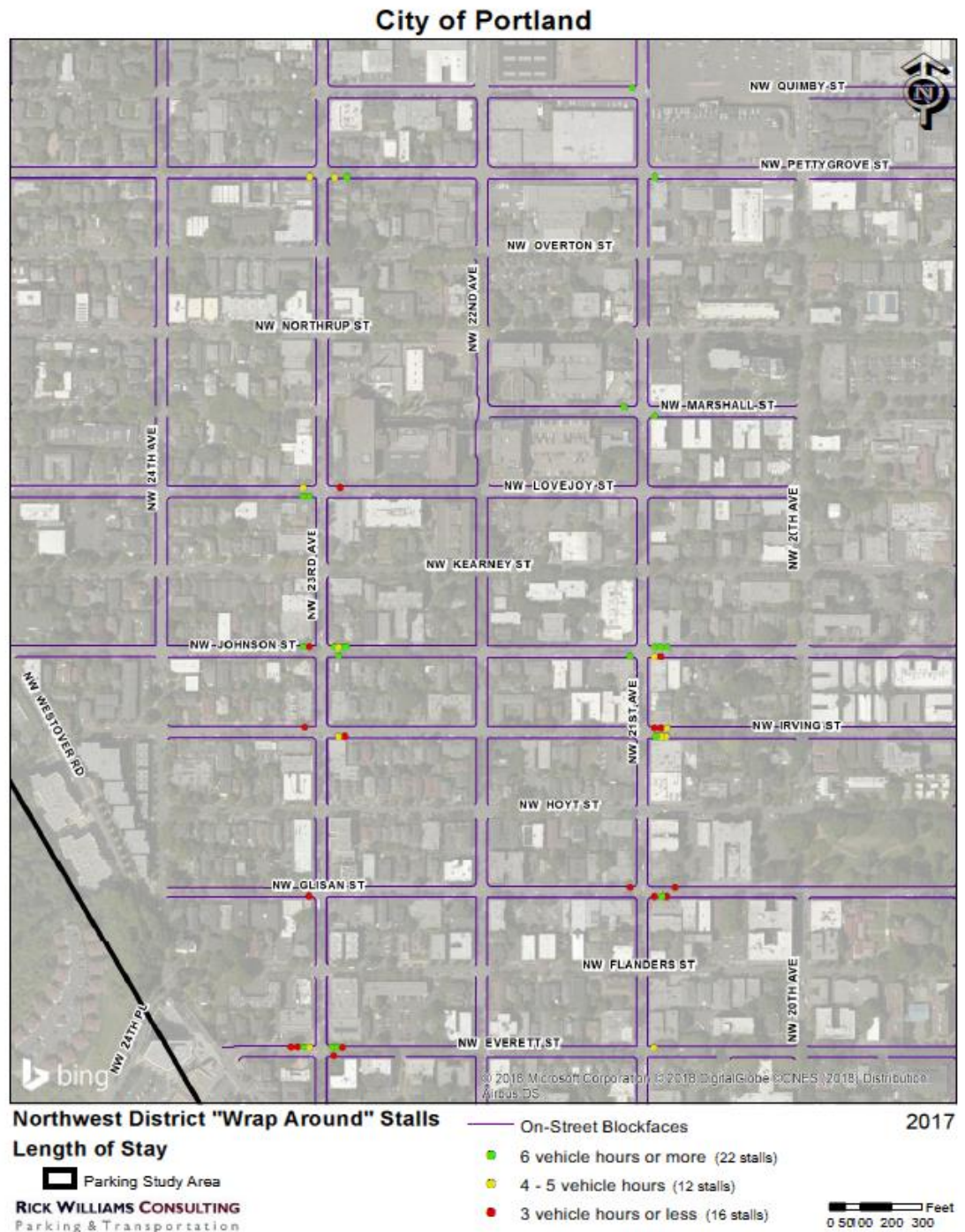


Wrap-Around Stalls

Change wrap-around 2 Hour and 4 Hour Metered to 4 Hours Metered OBP (change based on occupancy analysis)

- Reduce occupancies in OBP stalls
- Convert under performing stalls
- Use vehicle hours parked metric to determine which stalls to convert

[Existing Conditions]

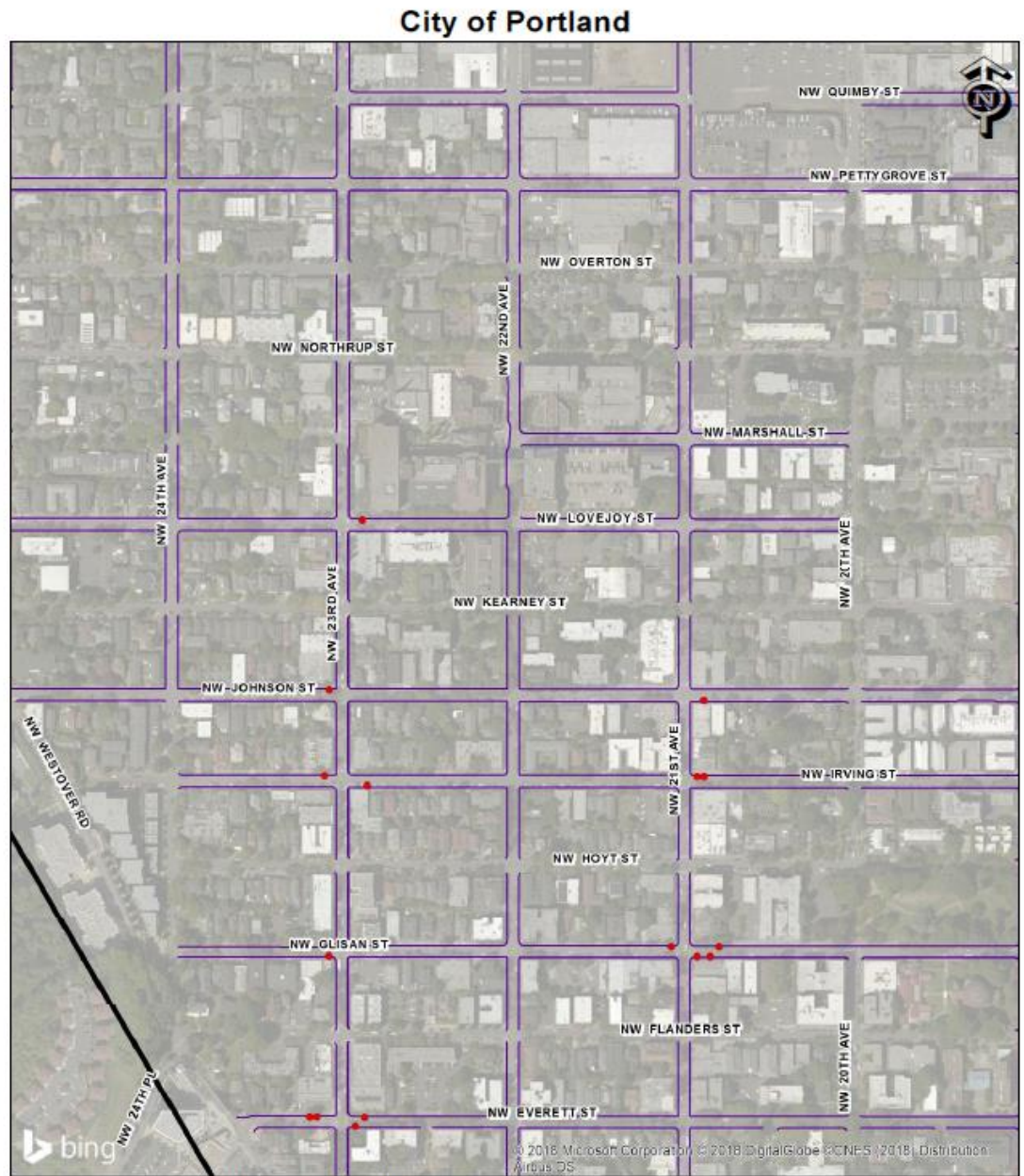


Wrap-Around Stalls

Change wrap-around 2 Hour and 4 Hour Metered to 4 Hours Metered OBP (change based on occupancy analysis)

- Reduce occupancies in OBP stalls
- Convert under performing stalls
- Use vehicle hours parked metric to determine which stalls to convert

[Recommendation]



Northwest District "Wrap Around" Stalls

2017

Recommendations

 Parking Study Area
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Parking & Transportation

 On-Street Blockfaces
 3 vehicle hours or less (16 stalls)

 Feet
0 50 100 200 300

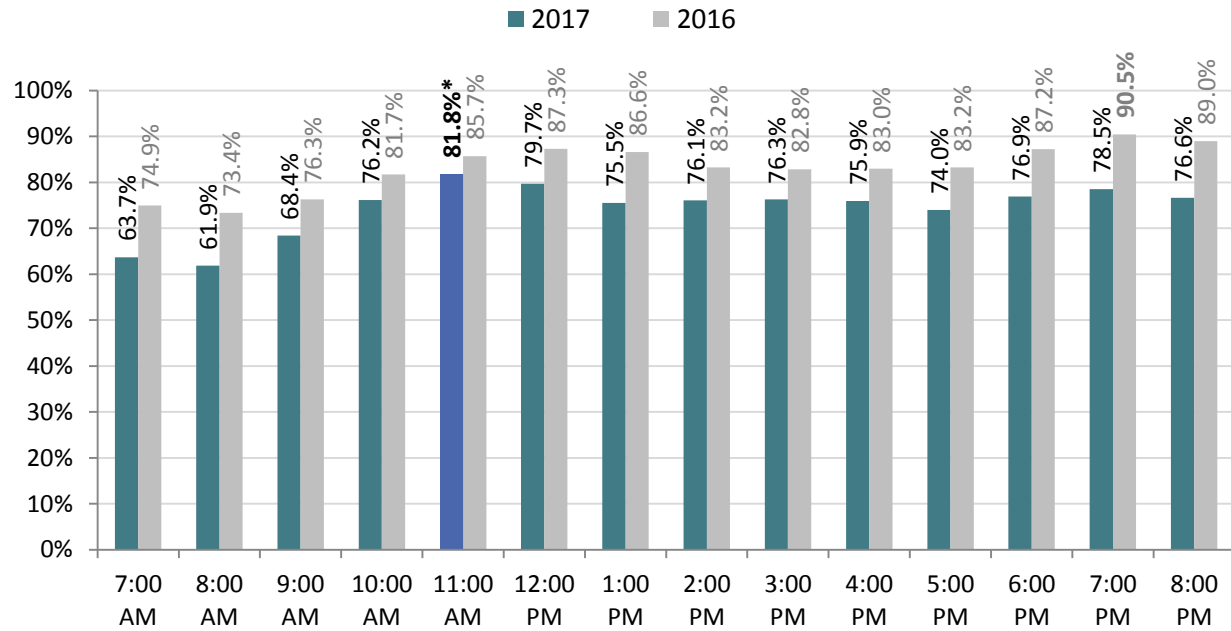
Enforcement Hours

Consider changing enforcement hours to 10 AM – 8 PM (currently 9 AM – 7 PM)





- More parking activity between 10 AM – 8 PM than 9 AM – 7 PM
- Supports City's Vision Zero policy

[Recommendation]

NW Portland Parking Utilization
2017 vs 2016 weekday on-street occupancies (2,733 stalls)



Providence Park CTMP & GNA—Schedule

2018												2019
Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
		Timbers 2018 Season										2019 Season
			Partnerships									
			Pilot Projects									
		 Jun 13			 Sep 25	 Oct 31	 Nov 29					
		Draft CTMP Update / CTMP Workgroup Meetings										
						Neighborhood Notification & Comment Period (30 days) and Briefings						
								CTMP / GNA Update City Council				
									City Council Action			

 Oversight Committee Meeting

Providence Park – 2018 CTMP Worksheet

Can it work?
Partnerships?
How to pay?
Who manages?

Strategies

?

Free/low cost off-street parking along MAX lines	TriMet park & ride (5,000 spaces) SmartPark garages (2,000 spaces)	Partnerships with TriMet and PBOT How to publicize availability? Are incentives needed?
Other off-street parking	Legacy garage(s) Other private garages	Partnership with Legacy Partnership with other garage owners/operators Proximity of garages to stadium and/or MAX? How much capacity?
MAX	More trains before/after matches	How much added capacity is needed/available? How to pay for it? How to publicize?
Real-time information	Timbers "Game Day" emails, webpage Online parking availability	Links to real-time data? Partnership with PBOT and private parking operators
Payment options	TriMet Hop Fastpass SmartPark Passport Parking Kitty	Capabilities and timing? Future capabilities and timing? Capabilities and timing?
Buses	Reconfigured bus service	TriMet is researching possible improvements

Bicycles	<p>More temporary bike parking (+50 stalls)</p> <p>More permanent bike parking (40-100 stalls)</p> <p>Bike corral; enhanced security</p> <p>Bike safety improvements</p>	<p>Coordinate with PBOT plans for 18th & Burnside (12-18 stalls)</p> <p>Stadium capacity for more temporary bike parking?</p> <p>Morrison – a permanent festival street?</p>
Pedestrians	<p>Pedestrian safety improvements on SW 18th</p> <p>Pedestrian improvements on SW 20th</p> <p>Other safety improvements & lighting</p> <p>Game day street closures on SW 18th and Morrison</p>	<p>Vision Zero plans for area safety improvements?</p>
Ride share/taxi	<p>Designated game day dropoff points</p>	<p>Negotiate locations with PBOT and neighborhood</p> <p>How to publicize with car services?</p>
Enforcement	<p>Game day enforcement in residential/permit parking area</p>	<p>PBOT current/proposed enforcement plans?</p>
Other?	?	?