

**NW Parking SAC** | Friendly House  
September 26, 2018 | 1737 NW 26<sup>th</sup> Ave.  
4:00 p.m. – 5:30 p.m. | Portland, OR 97210

## **Meeting Notes**

### **Members in Attendance**

Tavo Cruz, Nick Fenster, Karen Karlsson, Rick Michaelson (Chair), Thomas Ranieri, Peter Rose, Don Singer, Brent Soffey, Ron Walters

### **PBOT Staff**

Chris Armes, Antonina Pattiz

### **NW SAC Liaison**

Kathryn Doherty Chapman

### **Public in Attendance**

Allan Classen, Carrie Hoops, Phil Selinger

### **Welcome and Public Comment**

No public comment

### **20's Greenway Project**

Scott updates the committee on the SW/NW 20<sup>th</sup> Avenue Neighborhood Greenway project.<sup>1</sup> Most of this project is on the ground or about to be on the ground. Some progress has been made, such as paint and signage. The whole project budget, from Jefferson to Raleigh, is \$500,000 but that includes the undetermined elements in SW (such as signal modifications).

Rick asks how much curb extensions would cost.

Scott answers that the Everett curb extension would require rebuilding another curb ramp that is not currently ADA accessible and is estimated to cost \$245,000 and the Glisan curb extension is estimated to cost \$151,000. There's a potential for efficiencies if both curbs can be done at the same time. At this time, those are only cost estimates. There has not been any survey of field work completed.

Tom asks about the curb ramps, are they in addition to the overall project budget?

Scott confirms. Curb extensions are an additional cost to the overall project.

Karen asks if the curb extensions are on all four corners of the intersection.

Scott answers no. Glisan will get a bump out from the Couch Park remodel. That curb extension would be on one corner of Glisan and two corners of Everett; on the eastern leg of the intersection.

---

<sup>1</sup> Attachment A, SW/NW 20<sup>TH</sup> AVE Neighborhood Greenway

Karen asks for clarification- one curb extension on Glisan is \$151,000 and two curb extensions on Everett are \$245,000?

Scott explains that there's the construction cost and then engineering, project management, traffic control, all of these extra elements that are added. He believes we can get efficiencies by coupling the projects. These estimates are from project managers.

Nick asks that if the requested funding isn't approved, is the \$500,000 project already funded, minus curb extensions? At this point. It's just a question of if the SAC wants to contribute more for the curb extensions?

Scott answers yes.

Nick adds that the SAC has been discussing curb extensions in other areas of the neighborhood, wasn't that number closer to \$50k?

Chris explains that that was allocated but the cost of those curb extensions is right along the same lines as the ones Scott is talking about. The SAC allocated \$50k towards curb extensions at 21<sup>st</sup>, 23<sup>rd</sup>, Everett/Glisan, but those two intersections come out to be closer to \$2 million.

Don: "Quick question on those costs because we're developers and that seems very expensive for what you get. Is this the City of Portland Maintenance Bureau that will be doing this or is this going out for competitive bid?"

Chris answers that this would be a competitive bid.

Don: "How many of those did you get?"

Chris explains that they haven't been bid because they haven't been designed. This is just an estimate based on the information available right now.

Don: "Literally, those three curb extensions would nearly total your budget for the entire project."

Scott explains that he is new to project management and he is also surprised by the estimated cost. However, the project estimates and bids currently coming in are coming in around these levels.

Don: "Would it be possible to defer for a year. I believe the construction boom is going to start ending and we're not funding any projects for at least a year because of that. Is the City open to that?"

Rick explains that the City is open to not doing them. He suggests saving money for a few years until there's enough to fund more curb extensions and to see how the other measures (such as paint) do in the meantime.

Karen agrees. She says the prices are too high. It's the wrong time to build because everything is too expensive. She would like to see how well the paint and posts do. She's more concerned about safety and not throwing money away. Let's just put some money aside and talk about it in the future.

Phil explains that the Transportation Committee was interested in a more permanent solution, but they weren't made aware of the costs.

Scott explains that the Transportation Committee wants the curb extensions and the costs were just determined, which is why he wasn't able to share them with the committee.

Chris explains that the total estimated cost includes all of the "below the line" costs.

Karen believes that the private community can build these for a lot cheaper than the public.

Chris said that is probably the case but there are a lot of contracting and MWESB requirements that are required of contractors doing City construction work.

Scott explains that the second phase of the project will be moving forward and if the curb extensions aren't funded, the project will continue on. If the SAC decides that they would like curb extensions, they will need to find another project in the future to move it forward with and will likely have a new project manager.

Karen believes that there's a lot of places where curb extensions can be helpful. The Transportation Committee has come up with some other locations. A year ago they discussed potentially doing a bigger study of where curb extensions would be beneficial and then maybe doing one big project.

Chris explains that that's the objective of NW in Motion. There will be a list of projects that the SAC can identify that align with the committee's goals to fund.

Rick says that he hears that Scott should move forward with the paint and posts and don't wait on the SAC for concrete and we'll see how it works.

Phil reminds the committee that north of Raleigh is soon to be rebuilt as far as Conway. Work is slated to start this coming month.

Scott adds that the project will be building pedestrian improvements on Raleigh.

Tom asks if the City looking at these spots as well? From a safety standpoint?

Scott answers yes. 20<sup>th</sup> and Everett was identified in the Safe Routes to School project. But there's not enough money to put into rebuilding corners. This isn't the only way to get these funded. There's a likelihood that these could get built in two to ten years through some other process. The SAC has the option of waiting to see what happens.

Rick explains that he did not hear any support to fund the project at this time, so the SAC will not be making a contribution to Scott's project.

### **Work plan and funding guidelines**

Kathryn hands out a draft document that outlines the committee's objectives, priorities and budget.<sup>2</sup>

Rick explains that the general idea is that 10- 20% of the budget should be allocated for data collection. Over the long run, he recommends splitting supply measures and infrastructure 50/50. He knows the SAC won't have enough money to fund a major supply project, but he would like the committee to be proactive and set money aside. Rick adds that there's an idea floating around about working with Legacy Good Sam in the future if they plan to build another parking structure, perhaps the SAC could fund the project and buy some parking spaces. This isn't concrete, it's just an idea that has been floating around.

Don: "In terms of characterizing it as something long term, in terms of creating on street supply, I don't take that view. Because if you take that view, because if you take that view, you don't open yourself for opportunities that come up that you don't expect. I know two parcels right around 23<sup>rd</sup> that would be sufficient to either make significant surface parking or actually a structure, depending on how you put it all together. That may be available on a much quicker timeline. So, we can't necessarily box ourselves in and say that we should wait until all these things are done, and then jump on the opportunity. We have some wording in here that I think needs to be changed because it implies that we won't even look at off street supply until all of these other things are done. Well, waiting to create off-street supply put us in the situation we're in today. We have to be able to jump as opportunities arise."

Rick asks if Don would prefer to have more money set aside for off-street parking.

Don: "No, I just think some wording in here need to be massaged. That's about it."

Ron explains that the SAC would be putting dollars to something where's there's strong disagreement. He asks a rhetorical question- is the SAC going to recommend spending 2 million dollars on off-street parking?

Nick asks that if Legacy Good Sam chooses to expand/create a parking structure, would there be substantial objection to making an investment for some of those parking spaces?

Ron explains that there's a long-standing objection to invest public funds in off-street parking when the neighborhood plan says things like, "reduce single-occupancy vehicles." The notion is that if you have \$2 million to spend, would a parking garage be good use of the funds? It's a big question.

Karen suggests that maybe the Northwest District Association (NWDA) should have another conversation around the idea of a parking garage because times have changed. She doesn't want to see a line in the sand that may not be current.

Don: "I couldn't have put it better. The NW Parking Plan did include a statement for the creation of on-street supply so it's not excluded from the NW District plan that was passed in 2013. And I think that it's not productive to draw lines in the sand and use language that references back to the issues we've had before. I think that, do we want to devolve into something that is black and white and no one is

---

<sup>2</sup> Attachment B: Draft NW SAC Funding Guidelines

going to talk to each other? And come in with preconceived notions or everyone being open and talking about the issue and taking positions that were not supported in the past. And that's all I'm going to say.”

Ron agrees.

Tavo says that he follows Ron's perspective closer because he's been on the NWDA board longer than most of the SAC members. He points out that he also agrees with Don's comment. Perhaps the composition with NWDA will change. They've been looking for low hanging fruit prior to spending public funds on parking structures.

Rick explains that the timeframe for resolving the conflict is approximately a year from now. Rick suggests that the SAC should conclude on their thoughts about funding a parking structure prior to drafting the 2019-20 budget.

Peter asks if the allocation is something that will be reviewed annually. To Don's point, unexpected opportunities might arise, is there flexibility to reallocate funding?

Ricks says yes.

Chris points out that the bullet points on the document are more like guidelines. When opportunities arise, the group can vote accordingly.

Kathryn adds that, during the annual budget development, the SAC will have a chance to evaluate if proposed projects align with the SAC's overall long-term objectives and goals.

Don: “If you look on the third page, increasing supply of off-street parking, period. That should be a period because then it says, ‘once all best practices have been implemented and TDM tools are utilized.’ Well, when's that going to be? There's no benchmark or anything. I'm just saying, just be affirmative and say, ‘increase supply of off-street parking.’”

Karen agrees and argues that the statement can be read in such a way that the SAC would not be looking at off-street parking until everything has been done on street and every TDM tool utilized; and that's not even what the SAC is doing right now. She says that she doesn't like the wording mostly because it's a qualifier that nothing else has. It's a vague qualifier, it doesn't mean anything.

Kathryn explains that the statement is just a general guideline.

Ron points out that just because a project “can” be funded, doesn't mean it “must” be funded. The statement presumes that off-street parking is last on the list. From his perspective, it should be on the table, it just might not get supported.

Tom thinks that “after all best practices...” should be omitted.

Chris explains that those statements were drafted as general guidelines. If the SAC would like the language to more-closely reflect the language in the charter, that's possible.

Don: “Can that be sent out for further review?”

Chris says yes.

Tavo points out that the theme of this is what the SAC agreed to. The committee would look at all other options first, before pursuing off-street parking. He doesn't think the statement needs to be deleted, just modified.

Rick says that the language will be worked on. It's not the intent of the SAC to wait 10 years to fund a garage. He says that some of the facts/stats that have come to light the last couple of years have softened his attitude towards funding a parking structure. For instance, learning about the amount the SAC would have to raise the permit fee in order to encourage people to give up their cars and the amount the meter fee would have to increase by to discourage people from driving into NW would have a substantially negative impact on the neighborhood.

Ron mentions that it would be helpful to create a framework and data analysis for decision making. I think you would have an attempt to take the emotions out of it. Things tend to work better when our mentality is that we're all in this together, and we're all working with the same data.

Don: “There's one other thing I wanted to discuss. On the first page, where we have objectives, we talk about additional structured parking and we really want to commit ourselves to possible opportunities, with a little 5,000 square-foot lot that's zoned commercial, and would allow parking that may come up for sale in a high-portion area of the neighborhood that needs off-street parking. We can't limit ourselves to structured parking. You're talking about \$70k per space. If we could say we're open to opportunities that may sometimes present themselves in a small surface lot. If you say structure, you're never going to do it.”

Rick asks if Don suggests omitting the term “structure.”

Don says yes.

Chris explains that the charter was developed before the SAC was formed and members were appointed. If changes need to be made, in light of policy changes, etc., the committee has the ability to amend the charter. Any changes would need to be consistent with existing adopted plans and policies.

Rick ends the discussion by suggesting that the SAC review the charter this year. He moves the conversations to the permit surcharge.

Chris points out that the SAC has an unexpected benefit that was not originally included in the plan and that is the second source of revenue from the permit surcharge. The permit surcharge focuses on Transportation Demand Management (TDM) strategies, which frees up the meter revenue for other projects.

Tom asks for clarification. There are two sources of revenue – net meter revenue and permit surcharge. However, there are some things in the TDM budget that seem repeated. He believes that the initial

suggestion was to split Streetcar funding from both sources but originally the idea was to fund the Streetcar with net meter revenue.

Chris recalls that the split was a recommendation for rolling stock and rolling stock only. A request came in for an additional \$10k to fund a program that would reduce the cost of the streetcar pass (for a certain number of passes). That's how the TDM funding tied into that.

Karen points out that the rolling stock provides more frequent service and that's a TDM incentive in her opinion.

Tom ask if the money from the agreement is going to Streetcar. He thinks it's unclear which project get funded by which source.

Rick agrees that it is unclear, but argues that it won't ever be clear. There's a specific contract in place with Streetcar and they're going to use the funding for additional service and buying extra cars. Each of these projects has a similar, albeit unique, contract.

### **Private bike parking fund proposal**

Kathryn reminds the members of a suggested project where the SAC would pay for bike parking mechanisms and building owners would match the funds by paying for instillation. The SAC's permit surcharge revenue would go towards building racks. She proposed \$25,000 for the year; with a \$5,000 maximum per building per two years. The document outlines the costs associated with different types of hooks/racks.<sup>3</sup>

Karen points out that, depending on the rack/hook chosen, the project could be as cheap as \$500 for 5 spaces or \$2,500.

Rick asks if it'd be possible to get a sticker/sign that reads, "Brought to you by NW SAC."

Kathryn says yes.

Peter says he could see a lot of commercial buildings taking advantage of the bike racks/hooks.

Rick suggests reaching out to low-income housing buildings.

Rick requests a motion to approve Kathryn's request to fund bike racks/hooks for buildings in NW.

Don: "I think this is a great idea."

Karen seconds the motion.

---

<sup>3</sup> Attachment C: NW Portland Zone M Private Bike Fund Program Proposal

The members unanimously vote to approve Kathryn's request to set aside \$25,000 for bike racks/hooks for buildings. The funds will be matched by building/property owners, who will pay for installation.

Karen points out that the committee is also supposed to vote on the budget.

Rick says that he would like to hear more from committee members, via email, about the budget. There will be a vote on the budget at the next meeting.

Ron mentions that, at the last NWDA meeting, there's been increasing frustration with noise, graffiti, homelessness, etc. Numerous residents have expressed frustrations with homeless persons in or near their property. One of the attendees at the meeting works as a private security guard and suggested funding private security for the NW area. Similar to Clean and Safe, where there's an alternative to police. Those in attendance liked the idea but weren't sure how to fund it. Ron told the committee that he would bring the idea to the NW SAC, it's a stretch, but he wanted to discuss it with the members. It's similar to better lighting, etc. It's a safety issue. He's not making a motion, he's putting it on the radar.

Don: "It's a really complicated problem. I know that Rick owns property and we have some downtown in Washington and our experience has been that Clean and Safe is a great idea and at one point it functioned very well. Now, it's property owners getting together and we've had to pay, per building, \$400-\$500 a month more for added security because Clean and Safe is stretched too thin and there's not enough funding for it. Our experience with our private security has been excellent but it's expensive because the problem downtown is extensive. In our 10 West building, we have eight recessed alcoves and have actually had, at 6pm in the evening, people setting up tents in each one. Our tenants would be finding needles and debris and Clean and Safe refused to move these people and when we called they just wouldn't do it. We had to get private security and that's worked really well. I think it's an intriguing idea, it's just that the bureaucracy when you do it, eats a lot of the funding."

Rick thinks it's a great idea too, he thinks it's not appropriate for parking funds but it might be something to approach a group of the property owners in the area to see if they'd be interested in a pilot program.

Ron explains that, one place where this idea fits the bill is when people ask for proof of where their parking fees are going. Security guards are very visible and would get a lot of support.

Nick says that it seems like a technical stretch. But there might be crossover with high smash and grab rates. Just because it affects the parking experience directly in the neighborhood. He mentions that the Children's Theater employs private security for that very reason.

Karen says that she wants to encourage people to walk in our neighborhood. If people don't feel safe to walk in the neighborhood, then funding private security could tie into that. But she doesn't feel that it's appropriate for the NW SAC to lead or manage this idea. However, if a group of property managers asked the SAC to make a small contribution to the cause then the SAC could better explain what is being funded and how parking funding ties into it. NW SAC funds come from parking revenue, but they don't have to be spent ONLY on parking. She doesn't think NW SAC should be the base of this idea.



Chris explains that hiring a private security company using parking/transportation funds is not going to be something that the SAC has a good chance funding because the tie to being a transportation project/program is very thin. She explains that funds can be used on things like lighting improvements because those are actual capital pieces. The committee needs something more concrete/specific to transportation to tie the funding to because it would need to be transportation related. She explains that if there are sidewalk, lighting or transit issues, transportation projects can be tied to that. But hiring a private security firm is a going to be hard to do.

Brent asks if it would be possible to increase the cost of the permit and use those excess funds specifically for security.

Chris answers no and explains that because the Portland Bureau of Transportation is specifically collecting the permit fees, they cannot be set aside to use for non-transportation related expenses.

### **Timbers Update**

Ron shares new news. Legacy Good Sam said they would make 1,028 spots available during Timbers games. The Timbers have accepted the proposal and it was generally well received by the NWDA. The only argument was that we would be inviting more cars into the area, which is not the goal in the Comprehensive Transportation Management Plan (CTMP). But certainly, with caveats like off street options and way finding, it seems good. I put it to this group, who have asked, why would we want to invite Timber's fans to this neighborhood? Ron asks for input from the committee.

Karen says that she would support it with a number of caveats. One would be that the event district is expanded because there's going to be a lot of people coming in during Timbers games, plus the additional 1,000. The other piece is that there's ways these things could be controlled, such as pre-paying for a spot and going directly to it. She's also concerned that if the event district is expanded, how would visitors be accommodated so that they're not paying too much for parking? She thinks there's a of things to work out before the neighborhood open up for 1,000 more vehicles coming in. She asks where the cars would be parked.

Ron shares a document that outlines the structure/surface lots that would accept Timbers parking.<sup>4</sup>

Rick asks if these uses are going to displace visitors/customers who currently use these spaces.

Ron understands that excess capacity spaces would be carved out specifically during gamedays and it's not a matter of opening up the entire garage. He says that it's almost perfect, when Legacy has capacity and when Timbers games are.

Rick points out that the SAC plans to use that excess capacity for valet parking for restaurants at the 21st/Lovejoy lot.

---

<sup>4</sup> Attachment D: Timbers Typical Mode Split

Don: “It’s going to eat into it. I think 1,000 is way too much. I don’t see how that benefits the neighborhood because you’re straining capacity at the intersections in a concentrated fashion. You’re also creating more demand for on street parking because people will say, ‘there’s a thousand spaces and we have to get there.’ If they get there late they’re going to look for an on-street spot. I think it’s nice and wonderful that Legacy offered this but I don’t see how this really benefits us. Maybe we should start with 200 – 400 and see how it impacts the neighborhood and go from there. But I think 1,000 is over the top.”

Nick says that he likes the idea of having spaces preassigned. But ultimately, this has a displacement affect somewhere down the food chain.

Ron clarifies that about 35% of passes would be laminated season parking passes; fans could get in waving their passes. The other 65% is not specifically for Timbers fans. This proposal opens up 600+ spots for anyone that wants to use the spaces.

Chris asks if the 1,000 spaces would be open all of the time or just during Timbers games. It doesn’t sound like the spaces would be dedicated to Timbers fans and would only be available during Timbers games.

Ron says that that’s all he’s aware of. On game days, they would be willing to make 1,028 spaces available.

Tom asks if the Timbers or the fans are paying for the spaces. The Timbers could communicate these parking options to all of their fans. They are about to make a lot more money and they’re not making any contribution. It’s just going to cause a headache for our neighborhood. They have a way to contact their fans to let them know where they can park.

Ron answers that 2/3 of attendees to games are season holders, there’s a season pass waitlist of 13,000.

Rick asks Tom that if the SAC sets up a mechanism where his customers could pay an extra amount per ticket online and have a guaranteed parking space, similar to what the Timbers are doing, would that be a benefit?

Tom says that it’s tricky because if you include parking in the price of the ticket, the film wants half of it. It would be a positive but it’s technical. Tom says that there are a lot of people coming to the neighborhood, expanding the event zone would be disastrous for him.

Lisa points out that, as a restaurant, she has even less opportunity to communicate with customers.

Rick asks that if the 1,000 spaces were available on a first come, first served basis, would it be a benefit?

Tom answers that if they’re available all the time, yes. But if they’re available only during certain days of the week, certain times of day, etc. that would be a headache.

Don: “I just was to reiterate, I really agree with Tom and Karen. If we’re going to do something that makes us expand the event zone, it’s not going to work. You’re killing legitimate other people that want

to be here but jacking the price and reducing the time. That is just not good, we have a lot of people that come by with Timbers garb and we don't see a lot of business from them because usually when someone is going to one of these games they're coming from work and they want to get to the game and by the evening they're toast and they don't really hang around that much. I think there's a balance here but I am just very cautious."

Ron walks the members through the Timbers framework he passed out. Before the expansion the stadium's capacity was 21,000 fans. The framework outlines "typical" gameday attendance but "typical" is hard to determine because transportation modes on a rainy day in March will vary drastically from those during a sunny day in July. The new stadium is set to open in May of next year. The Timbers committee is trying to find a way to accommodate 4,000 additional fans without adding strain to the parking challenges in the neighborhood or increasing traffic. After the expansion, there are going to be 25,000 fans attending games. The conclusion is that the two big ways people get to the stadium is MAX or driving. TriMet has agreed to add service if there's demand and they're sending people to the last three matches of the season this year to determine actual usage. If TriMet can justify adding additional service, they will accommodate. If the event district is expanded, enforcement increased and the Parking Kitty loophole fixed, we're going to have less Timbers parking on street. From Ron's perspective, a lot of time has been spent on TDM efforts, but these are drops in the bucket. The modes come down to MAX and off-street parking. The assumption is that slightly over 4,000 fans will have to park off-street. Downtown and Good Sam are the two walkable options for getting people to the stadium. The average fan trips are 2.3 fans per car. 4,000 people, at 2.3 fans/car, you're needing 1,800 spots. Good Sam can offer 1,023. We need to come up with 700-800 spaces somewhere else. We should definitely continue encouraging walking and biking, but it's not cracking the nut.

Rick asks about the timeline.

Ron explains that the oversight committee is looking for early feedback. There's a necessary neighborhood outreach which will be coming and he has encouraged the Timbers to have a very specific comprehensive proposal that would summarize what this document is trying to explain. That's where it's been left. The timbers hired an outside firm to help facilitate this. It's frustrating because we're pushing them to create a document. This discussion is scheduled to occur at the next meeting.

Karen asks if the NWDA transportation committee has been involved.

Phil answers that they'll be meeting with Ron again next week. Ron is providing periodic updates.

Nick asks about the 35% dedicated to pre-sold parking passes; is that based on something or just a ratio?

Ron believes it's driven by their existing hardware that can accommodate employee parking capacity. The others would pay cash at the gate. The first proposal was \$6/game; but that was cheaper than the season parking rate.

Nick says that the more that the SAC can drive Legacy in that direction, the better. If 100 spaces are available, we don't want to create an environment where it's a free for all and then people are circling the neighborhood.

Don: “With these numbers, one thing missing that I would like to know is, with the current projected parking, where is this dispersed geographically. I’m not talking about people riding MAX, I’m talking about people actually riding their cars to the stadium. What percentage of those cars is NW taking right now relative to other places? Is Goose Hollow so regulated with their permit system, which is pretty draconian, that they’re protected which then is spilling traffic north into NW. How much are the SmartPark lots along the light rail climate that are being utilized on game days for these events? Are they full? Are they half empty. Because if there are things that are not being utilized now, why is it our responsibility to say, ‘let’s just take another 1,000.’ Since we don’t know this information, we may anecdotally, given the stream of people coming down 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, and 20<sup>th</sup> on game days, my guess is we’re already taking the bulk. It would be good to know. Maybe all of us, on game day, can go to different assigned places and see what the impact is.”

Ron points out that the Timbers made a comprehensive database map of all parking options in a walking distance of the stadium. It’s helpful to know where fans are parking now.

Rick asks if there’s more information Ron could get from the Timbers that would answer questions like that.

Ron is unsure if the Timbers have that information. His thought was to ask the SAC for input, not a vote, more along the lines of good ideas that haven’t been addressed, necessary data, etc.

Tom is curious about the capacity, there are 3,600 cars parking off-street right now. Is that capacity relatively close or is there more capacity?

Ron explains that capacity of the parking garage is not relative to capacity on game days. Of the spots identified within a 20-minute walk of the stadium, there were 13,000 spaces. That’s if they were empty, obviously they’re not empty.

Phil says that he doesn’t think the Timbers have really pressed TriMet to help them understand the maximum throughput, but if additional throughput could be provided, the SmartPark garages would be important connections because they’re right along the MAX line, as well as Trimet Park and Ride lots.

Don: “Ron, could you email me the contact point at the Timbers? I would like to arrange with them to advertise our lot in the Pearl District, at Couch and 11<sup>th</sup>.”

Rick asks if more time should be added to the next agenda to continue the Timbers discussion.

Karen says yes.

Meeting adjourned.



# PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185

Fax 503.823.7576 TTY 503.823.6868 [www.portlandoregon.gov/transportation](http://www.portlandoregon.gov/transportation)

**Chloe Eudaly** Commissioner **Chris Warner** Interim Director

## SW/NW 20th Ave Neighborhood Greenway

This project will improve conditions for bicycling and walking by slowing auto traffic speeds, reducing auto traffic volumes, upgrading crossings of busy streets, and creating new connections to existing bicycle and pedestrian infrastructure on or adjacent to SW and NW 20<sup>th</sup> Ave. Total project budget is \$500k. This project will be constructed in two phases:

### Phase I

NW Flanders to NW Raleigh. Proposed project elements will include:

- **Speed bumps:**
  - NW Everett-NW Glisan
  - NW Northrup-NW Raleigh
- **New signage:**
  - 20 mph signs & neighborhood greenway signs
  - Wayfinding signs
- **New pavement markings:**
  - Sharrow markings on NW 20th from Flanders to Raleigh
  - New crosswalks and cross-bikes at Lovejoy and Northrup.
- **Traffic diverter** at NW Raleigh and NW 20th restricting southbound traffic at NW Raleigh.
- **New paint and post curb extensions** to improve pedestrian safety and accessibility at NW Everett, NW Glisan, and NW Lovejoy.



### Phase 2

SW Jefferson to NW Flanders. Project elements and alignments to be determined as part of the Central City in Motion project. Currently proposed as a neighborhood greenway on SW 17<sup>th</sup> & 18<sup>th</sup> Aves (see map, next page).

### Preliminary Project timeline

- Phase 1 construction fall, 2018
- Phase 2 construction planned for 2020

### Project manager:

Scott Cohen | (503) 823-5345

[scott.cohen@portlandoregon.gov](mailto:scott.cohen@portlandoregon.gov)

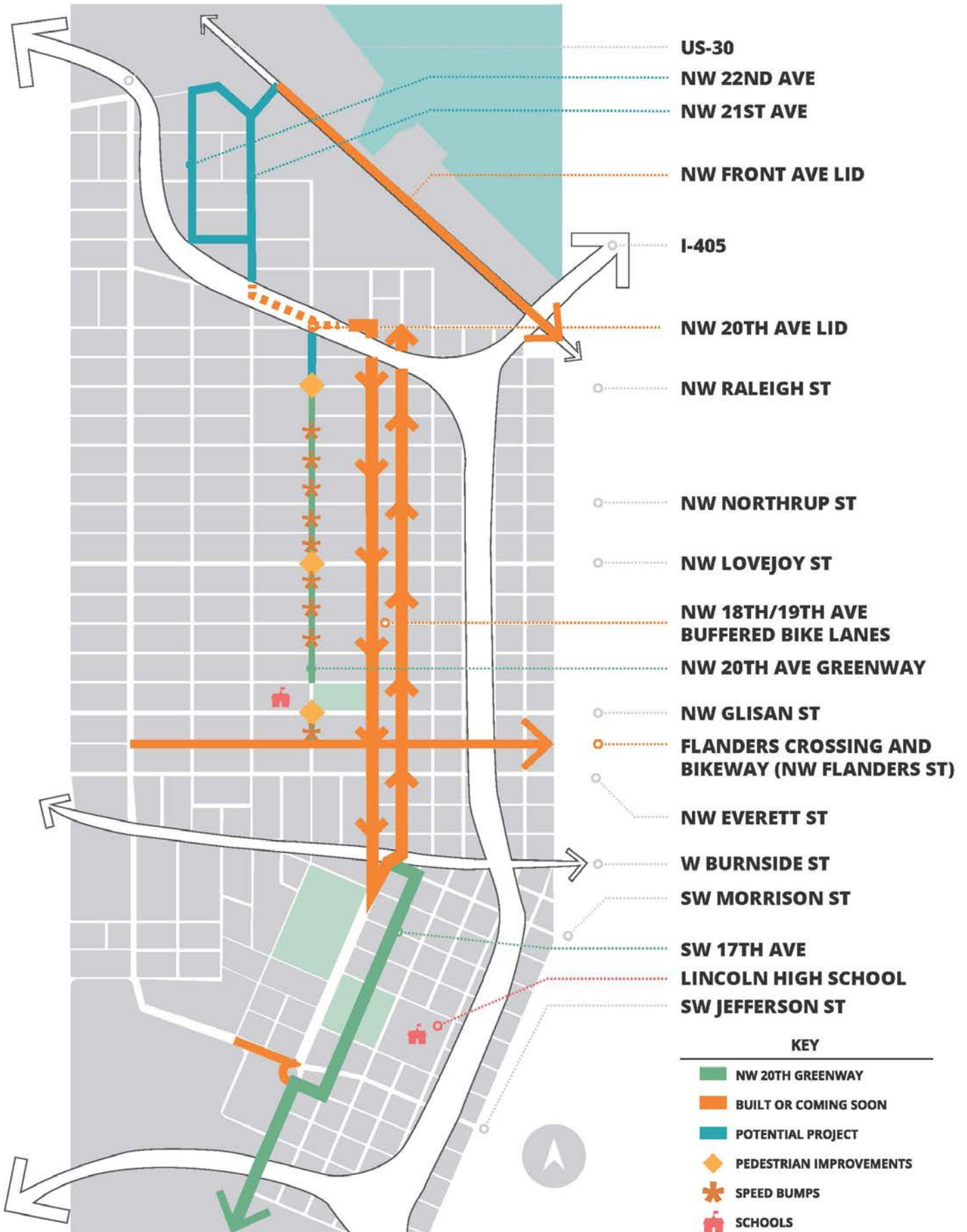
[www.portlandoregon.gov/transportation/75103](http://www.portlandoregon.gov/transportation/75103)



*Paint & post curb extensions in Minneapolis*



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.



**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**

<b>Net Meter Revenue-- Projected annual net meter revenue= \$720,000</b>			
<b>Program/ Project</b>	<b>Purpose</b>	<b>Objectives</b>	<b>% Budget Allocated</b>
<b>Data collection &amp; analysis</b>	This is the foundation of our work, without data collection and quality analysis we cannot do our work.	1, 6, 9, 10	<b>8-10%%</b>
<b>PBOT Staff</b>	The SAC needs staff to coordinate meetings, outreach, and manage data collection efforts. They support the SAC's work.	All	<b>10%</b>
<b>Safety Infrastructure Projects</b>	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	<b>35-40%*</b>
<b>Shared and Off-street Parking</b> <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	<b>35-40%*</b>
<b>Streetcar rolling stock</b> <i>5-year commitment</i>	Help investing in better transit options, more frequent service, etc.	1, 5, 8,	<b>3%</b>
<b>Contingency</b>	5% contingency for unexpected expenses or additional projects.		<b>5%</b>

*\*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*

<b>Permit Surcharge -- Projected annual revenue = \$600,000</b>			
<b>Program/ Project</b>	<b>Purpose</b>	<b>Objectives</b>	<b>% Budget Allocated</b>
<b>Transportation Demand Management (TDM) Programs</b>	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	<b>45-50%</b>
<b>Studies and Plans</b>	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	<b>20%</b>
<b>Streetcar rolling stock</b> <i>5-year commitment</i>	Help investing in better transit options, more frequent service, etc.	1, 5, 8,	<b>4%</b>
<b>Communications and outreach misc.</b>	For all the goals and objectives outside consulting is needed to develop strategies, produce copy and materials, etc.	1, 3, 4, 5, 8	<b>15-20%</b>
<b>Contingency</b>			<b>5%</b>

## **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
<b>Total</b>	<b>\$ 130,900.00</b>	<b>\$ 99,112.27</b>	<b>\$ 31,787.73</b>	<b>\$ 276,899.00</b>	<b>\$ 161,302.01</b>	<b>\$ 115,596.99</b>	<b>\$ 890,000.00</b>		<b>\$ 785,000.00</b>

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

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
<b>Total</b>	<b>\$ 915,052.73</b>	<b>Total</b>	<b>\$ 1,819,305.72</b>
Expenses	\$ 161,302.01	Budgeted Expenses	\$ 890,000.00
<b>Remaining meter revenue funds</b>	<b>\$ 753,750.72</b>	<b>Remaining meter revenue funds</b>	<b>\$ 929,305.72</b>

\* 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
	<b>Total</b>	<b>\$ 285,000.00</b>	<b>\$ 186,553.30</b>	<b>\$ 98,446.70</b>	<b>\$ 535,641.39</b>	<b>\$ 94,139.00</b>	<b>\$ 482,714.39</b>

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

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

\* 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+



**Timbers Typical Mode Split  
Before and After Expansion**

DRAFT - Working Document - Sep 26, 2018

<b>Mode</b>	<b>Before*</b>		<b>After**</b>		<b>Change</b>
	<b>%</b>	<b>Fans</b>	<b>%</b>	<b>Fans</b>	
Automobile - Park on-street in event area	21.5%	4,515	15.1%	3,763	(753)
Automobile - Park in existing off-street ***	34.6%	7,266	36.0%	8,988	1,722
Automobile - Park in off-street at Good Sam	0.0%	0	9.5%	2,364	2,364
Automobile - Total park off-street	34.6%	7,266	45.4%	11,353	4,087
MAX to/from stadium	27.2%	5,717	22.9%	5,717	0
Walk	6.8%	1,437	6.8%	1,709	272
Bike (scooters?)	3.3%	689	3.3%	820	131
Bus	4.0%	832	4.0%	990	158
Ride share/taxi	2.6%	545	2.6%	649	104
<b>Total</b>	<b>100.0%</b>	<b>21,000</b>	<b>100.0%</b>	<b>25,000</b>	<b>4,000</b>

\* Based on 2017 Timbers survey of season ticket holders for 2016 season; normalized for mode split on "typical" game

\*\* Expected fan mode split in 2019

\*\*\* Includes Smart Park and other off-street parking, primarily east of I-205 (see inventory map)