

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner Chris Warner Director

NW Parking SAC Meeting

Wednesday February 19, 2020

4:30-6:00 p.m. *Please note the new time*****

1767 NW 26th Friendly House
Portland, OR 97210

Agenda

Task	SAC Action	Presenter	Time
Welcome & Board Update	N/A	Rick Michaelson, Chair	4:30 p.m.
Budget Update	N/A	Kathryn Doherty-Chapman, PBOT	4:35 p.m.
Timbers Parking Enforcement	Discussion & Vote	Rae-Leigh Stark, PBOT	4:40 p.m.
NWIM Updates	Presentation & Discussion	Zef Wagner, PBOT	4:55 p.m.
Public Comment	N/A		5:30 p.m.
Meter Revenue Policy Update	Presentation & Discussion	Rick Michaelson, Chair	5:35 p.m.
New Business	N/A		5:50 p.m.
Adjourn	N/A	Rick Michaelson, Chair	6:00 p.m.

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



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Chloe Eudaly Commissioner **Chris Warner** Interim Director

NW Parking SAC update February 2020

- **Permits 2019-2020 as of February 13, 2020**
 - **Total permits: 5,201**
 - Business: 2,455
 - Resident: 2,746
 - 46 % of resident permits are income based
 - 1 building has a waiting list, at 1885 NW Quimby. There are 3 people on the list, 2 have been contacted about available permits.
 - As of February 2019, we had sold **6,749 total permits. A 23% reduction.**
- **Transportation Wallets -July 1- present**
 - **488** Opt-outs—Permit renewal year
 - 129 residential opt-outs
 - 36 are due to the off-street declarations (forced opt outs)
 - **209** Purchased- at least 41 are to employees
- **New meter installation**
 - Still on track for west end (phase 2) installation in April 2020.
 - Phase 1 complete, except for a few block faces that were still under construction.
- **NW In Motion Update**
 - The NWIM team has proposed revisions to the plan in the attached memo from Zef Wagner, which he'll be presenting at the SAC meeting.
 - Further, they are working on collating the public comments and further analysis of potential parking removal for the projects. They may have that info before the SAC meeting. Whether it's before or after the SAC meeting, the materials will be forwarded to you.
 - NWIM will now go city council in April
 - Adjacent neighbors at the intersection of NW Glisan and NW 21st have or will be receiving a notice about bus improvements to TriMet Line 15 that will affect parking at that intersection. 3 parking spaces on the west side and 1 parking space on the east side will be removed to allow for improved turning radius. Further, this improvement will allow for future, planned curb extensions at that intersection.
- **Timbers**
 - The CTMP report is going to City Council on February 26th. While they are meeting some of the plan goals, they are behind on the on-street parking impacts.
 - Attached is a memo outlining the funding request to help fund the parking enforcement for the Timbers games.



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Chloe Eudaly Commissioner Chris Warner Director

2019-2020 Budget memo

To: NW Parking SAC
 From: Kathryn Doherty-Chapman, PBOT
 Re: adopted budget
 February 12, 2020

In the January 2020 meeting the budget for the fiscal year we are in now (19-20) was adopted by the NW Parking SAC with one abstention and 0 no votes. There were many discussions that led to this agreement and iterations of the budget. We still have a few budget items to clarify and update you on as well as proposed changes to decide on. These changes could go to next year's budget or in this year.

Adopted budget 2019-2020 Fiscal year

Permit surcharge Project/Program	Budgeted	Net Meter Revenue Project	Budgeted
Streetcar Rolling Stock – 3 of 5	\$25,000	Streetcar Rolling Stock	\$ 25,000
Resident Permit Opt Out- TW	\$ 57,600	Paystation (s)& expenses for shared parking	\$10,000
Business Opt Outs TW	\$121,200	Shared parking set aside(proposed)	\$350,000
Transportation Wallet	\$97,350	Shared parking Consultant	\$150,000
New Mover Wallets	\$ 82,225	Wayfinding program (Design, signs installation, etc.)	\$ 91,283
Low-income housing Wallets	\$71,825	Shared parking programs TBD	\$ 50,000
TDM Staff time	\$45,000	RWC Contract Annual Data Collection	\$80,000
Transportation Wallet App development	\$58,295	Timbers Parking & intercept survey	\$80,000
Wallet Outreach (Design, printing, etc.)	\$12,200	Staff	\$125,000
Targeted quarterly campaigns	\$ 49,000	General Traffic/Parking Analysis (Engineers)	\$5,000
Circulation Study/NW in Motion Planning (one- time commitment)	\$ (6,755)	General outreach materials- printing, graphic design, email/software licenses, etc.	\$20,000
Bike Parking Fund	\$ 30,000	Meeting & office supplies	\$1,000
NW In Motion Projects (1 time)**	\$ 500,000	SAC City Email accounts	\$7,000
		Pedestrian Lighting Study	\$100,000
		Placemaking / beautification / Main street	\$200,000
		NW infrastructure projects (transit stops, Signals, NWIM Programs, etc.)	\$200,000
		NW in Motion 23rd Set aside	\$250,000
Total	\$1,142,939	Total	\$1,744,283
Total Revenue	\$1,498,836	Total Revenue	\$2,518,604
Funds remaining	\$ 355,897	Funds remaining	\$774,321

This budget allocates 70% of the total funds available and allows for funds to be carried over for next year to be allocated for any new projects or programs identified.

The only NW in Motion Projects approved in January were the **NW Glisan/Everett** and **NW 23rd Ave** re-build. There are 2 more projects to discuss this spring- NW Westover/25th Ave and NW Vaughn Corridor.



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The other edits/additions include:

1. PBOT staff will not be charged overhead from the Net Meter Revenue. It will be considered an expense like it was in the past, prior to calculating the net meter revenue. **The total is now \$125,000 for staff time** (from \$240,000).
2. There was typo in one item last month that showed two-line items for NW in Motion projects in the surcharge budget. There should have only been one-line item, it's been fixed.

New/additional budget requests

1. Timbers parking enforcement officers- **\$20,000**. Please see memo on that.
2. Other NW in Motion Projects. Zef will be at the meeting to discuss the changes to the plan and answer any questions about the two proposed projects. The proposed funds remaining to be discussed totals about **\$250,000**.

Ongoing budget discussions

The 2020-21 budget year should be approved in June or July at the latest. Since there has been so much discussion on our next 5-year priorities, this should be straightforward. The budget does allow room to accommodate new requests as they come up and set-asides for large projects in the future. We will use the project ranking sheet for the 2020-21 budget discussion. If you have suggestions for changing that, please let us know now. The goal is to allocate 80-90% of the budget each year.

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Chloe Eudaly Commissioner **Chris Warner** Director

To: NW Parking District SAC
From: Rae-Leigh Stark, NW Parking District Liaison
Date: January 28, 2020
Subject: NW Parking Meter Enforcement During Timbers Games

Kathryn and I met with Mike Crebs, Parking Enforcement Division Manager and John Wheeler, Parking Enforcement Supervisor on January 23, 2020. Here's what we found out:

Enforcement in 2019 and Prior Years

- Prior to 2019, Enforcement staffed 5 officers during Timbers games.
- In 2019, however, Enforcement only staffed 2 officers per game in Goose Hollow. Originally it was planned to be paid for by the Timbers but contracting took too long. The contract is ready for the 2020 season for officers to be paid for by the Timbers.
- Ideally, Enforcement would like to staff a total of 6 officers. 2 officers in the NW Event District, 2 officers in the SW Event District, and 2 officers in Goose Hollow. However, Enforcement recommends at least 4 officers per game.

Citations During Timbers Games in 2018

During the 2018 MLS season, enforcement staffed a total of 82 officer shifts and issued 2,222 citations. Citations by district are as follows:

- *Northwest area (NW Event District)*
 - Enforced 17 games
 - 28 officer shifts total
 - 888 citations written
 - 31.7 citations written per game
- *Southwest metered area (SW Event District)*
 - Enforced 16 games
 - 26 officer shifts total
 - 680 citations written
 - 26.15 citations written per game



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- *Southwest APP area (Goose Hollow)*
 - Enforced 15 games
 - 28 officer shifts total
 - 654 citations written
 - 23.3 citations written per game

Enforcement proposed for the 2020 MLS season

- The Timbers are proposing 5 officers for all 17 regular season, home games and any home playoff games as shown in the attached email from Jim McCausland, Timbers Director of Security.
- Prior to that email it was understood that the proposed enforcement would be 4 officers for all 17 regular season, home games. 4 officers are the minimum number of officers recommended by Enforcement.
- The enforcement will focus on Goose Hollow and NW Event District.
- Enforcement and the NW Parking District SAC will communicate regularly to ensure the officers are in the problem areas and their patrol is effective. However, this could mean sometimes the majority of officers are in one neighborhood.
- When practical, an enforcement vehicle could be staged within the closed portion of SW Morrison Street with its lights on warning people they are patrolling for violators.

Cost

- The total cost for the 5 enforcement officers proposed by the Timbers would be divided 50/50 between the Timbers and the NW Parking District SAC.
- Proposed budget request from NW Parking Revenue would cover half (2) of the minimum patrol officers (4) Enforcement recommends.
- The cost of 2 officers is approximately \$20,000 for the season. \$110 per officer, per hour. Each officer works 4 hours per game. For the 17 regular season games the cost for the 2 officers would be approximately \$14,960. The extra funding would cover any playoff games.
- Currently the proposal does not include Thorns games, however, the NW Parking District SAC can decide what to do with their funding. For example, if there is extra funding it could pay for the first couple Thorns games.
- The Enforcement Group Manager reiterated that if the NW Parking District SAC decides to fund officers to patrol, they can decide how the funding is spent.

Measuring Effectiveness

To ensure the increased enforcement is effective and the SAC funding is being wisely used, here are some potential metrics:

- **Number of Citations Written:** This could help us understand if there is a violation problem and if, over time, the number of citations is decreasing as people are adhering to the meter regulations.
- **Ability to Find Parking:** During the intercept surveys conducted during the Timbers games, we can find out if visitors and residents (non-Timbers visitors) were able to find parking in the NW Parking District.
- **Parking Occupancy:** Timbers game parking occupancy studies will also help us determine if the additional enforcement is effective.

NORTHWEST IN MOTION

RECOMMENDED DRAFT PROJECT REVISIONS MEMO

February 2020

1. INTRODUCTION

This memo describes changes the Northwest in Motion project team is proposing to make to the Public Review Draft in response to public and agency feedback and additional technical analysis. These changes will be reflected in the Recommended Draft of Northwest in Motion that will be submitted to City Council for consideration at a hearing in Spring 2020.

2. PROJECT REVISIONS

The project team proposes the following revisions to the projects listed in Northwest in Motion, to be incorporated into the Recommended Draft:

- **NG.1. Provide more clear direction for how to ensure the Post Office development east of 9th Ave does not lead to unacceptably high traffic volumes on the Johnson Neighborhood Greenway.**

In recent months, the Broadway Corridor Master Plan that will guide the development of the large post office site east of 9th Ave from Hoyt to Lovejoy was completed, and the project has started to develop early street design plans. The Northwest in Motion project team is concerned that the initial plans which include a traffic signal at NW 9th Ave & Johnson St as recommended in the Traffic Impact Analysis, would lead to high volumes of traffic using Johnson St as a convenient route to get from the 10th/11th Ave couplet to the redevelopment site and vice versa. We will be meeting with PBOT development review and Prosper Portland staff to try to resolve this issue early on, and will be offering clearer guidance in Northwest in Motion on the need for diversion on Johnson St as part of any post office development improvements to make sure that 9th Ave is the primary route to the site rather than Johnson St.

- **NG.3. Redesign NW Overton St proposal to reduce parking impacts to small businesses and better meet emergency response needs while still providing a low-stress bicycle connection.**

We heard concerns from small businesses and residents along NW Overton St from 9th to 11th that the amount of on-street parking removal, including all parking on the south side, would have a negative impact on the viability of the businesses along the street. In response, PBOT staff met with concerned business owners and residents and explored various options and alternatives in more detail. A major point of concern was that our proposal only left Overton easily accessible from the west, but all the remaining parking would be in the opposite direction. This seemed to be a legitimate concern as it would make circulation difficult and may dissuade people from visiting and parking in the area.

The project team took a look at options and realized that on-street parking could be restored on the south side of the street without compromising the neighborhood greenway connection. Normally, the eastbound traffic volumes would be concerning, but given that people biking will be turning from 11th to Overton with no stop sign, while people driving on Overton will have a stop sign at 11th, we believe that bikes will have adequate time to travel along Overton eastbound without being passed or closely followed by motor vehicles. The revised proposal will still have a diverter for the westbound direction at 9th Ave, but to ensure it can be easily used as a Major Emergency Response Street we will revise the graphic to show a striped bike lane with no concrete island.

- **NG.4. Revise NW Savier St proposal from 19th to 20th to allow two-way motor vehicle traffic while still calming traffic and ensuring a low-stress environment.**

We received feedback from property owners and developers in the rapidly-developing Slabtown area, as well as from PBOT Development Review staff, that the proposed changes to NW Savier St were inconsistent with the adopted Conway Master Plan and would unduly hinder development in the area. This was given new urgency with the early assistance applications for development of the parcels on both sides of Savier St from 19th to 20th. While the intention of this Northwest in Motion proposal was to ensure that a street that is already low volume will continue to stay low volume, we also have to be consistent with the Conway Master Plan which takes precedence while there are still remaining parcels to redevelop. The project team is comfortable removing the proposed car-free street, because we can monitor traffic volumes and could propose diverters further east or west of the Conway area in the future as needed. However, we will still encourage development of a specially-designed low-speed street in conjunction with the proposed developments on both sides of the street. This could take the form of a curbless festival street, a green street similar to portions of Pettygrove, or other design that emphasizes pedestrian and bicycle travel and de-emphasizes motor vehicle through trips.

- **CI.1. Keep NW Westover Rd open for eastbound traffic approaching NW 23rd Ave, and focus investment instead on improving pedestrian safety and comfort at the intersection.**

We received a great deal of feedback expressing concerns about the proposed closure of NW Westover Rd to traffic as it approaches NW 23rd Ave. Feedback included concerns about potential difficulty programming a plaza space in that context due to the steep slope and lack of ground-floor activity, concerns about loss of on-street parking in a high-demand area, and the impact of traffic that would be directed to Everett and 23rd. Overall, there was a strong theme in the feedback that people felt Westover should remain open to traffic to preserve access and circulation in the constrained area around the Uptown Shopping Center.

In response to this feedback, the project team took another look at the impetus for the project, which was to address transit delay experienced by the Line 15 bus southbound on NW 23rd Ave approaching W Burnside St. Further analysis of transit delay data found that the delay appears to be more related to the split-phased operation of the 23rd & Burnside signal than due to traffic entering 23rd from Westover. With this information, the project team feels comfortable removing the full closure of Westover from the Northwest in Motion Plan going forward. However, we continue to be concerned about the pedestrian environment walking along the west side of NW 23rd Ave crossing Westover, given low stop sign compliance and visibility issues. Therefore, we propose keeping a project in the plan for pedestrian improvements while keeping the street open for traffic.

- **CI.2. Put greater emphasis on the potential for the reconstruction of NW 23rd Ave north of Lovejoy to also include significant streetscape elements to improve the pedestrian and main street environment.**

While we have received a high level of support for the reconstruction of NW 23rd Ave to address long-deferred pavement maintenance issues, many people have called for more emphasis on the ways in which this project could enhance the main street vitality of the corridor through elements like pedestrian-scaled lighting, benches, larger tree wells, expanded sidewalks, stormwater planters, and raised side street crossings. The project team agrees that we need to do a better job of describing this as a project with multiple opportunities and benefits beyond pavement repair. Doing this will not only make the project more beneficial and more exciting to the public, it will also help expand the pool of funding sources, as maintenance-only funds have traditionally been very limited and mostly concentrated on preventative maintenance rather than replacing already-failed assets. A good example is the Division Green Street project in inner SE Portland, which started out as a pavement reconstruction need but ended up being funded only after it evolved to also include significant stormwater

management facilities and pedestrian streetscape improvements. The Recommended Draft of Northwest in Motion will provide better descriptions of these other streetscape elements and encourage them to be included in the project, and will also recommend development of a streetscape plan specifically for this segment of 23rd Ave so that both future projects and future developments will have a clear expectation of what is to be constructed.

We have also received feedback from PBOT staff that NW 23rd Ave north of Northrup is one of the many options under consideration for a future streetcar extension to Montgomery Park. While a decision has not been made on the alignment yet, and such a decision will not be made in time for adoption of the Northwest in Motion Plan, the project team thinks it would be prudent to include language that any reconstruction project on NW 23rd Ave should at the very least be “streetcar-ready”, in other words able to physically accommodate a streetcar extension. We will add language to the plan to that effect.

- **CI.3. Add fire-friendly speed cushions to NW 18th/19th Ave to reduce speeding**

During most of the Northwest in Motion planning process, the posted speed limit on NW 18th and 19th Avenues was 25 mph, and the measured 85th percentile speeds were also roughly 25 mph. Based on that data, we did not recommend any further traffic slowing intervention. In recent month, posted speed limits were dropped to 20 mph throughout the NW District area, including on 18th/19th, creating more of a need for traffic slowing to encourage traffic to go the new speed limit. Given that speeding on 18th/19th has been a concern expressed by the public throughout the planning process, and given this new speed limit, we think it is appropriate to revise the plan to propose fire-friendly speed cushions. 18th/19th are eligible for these traffic slowing devices because they are Secondary Emergency Response Streets, where the Fire Bureau has agreed they are an appropriate traffic calming tool. It is worth noting these will have some impact on riders of the Line 24 bus, which will now have to go over the speed cushions, but because this is not a frequent transit line and 18th/19th are not Major Transit Priority Streets, we think it is a worthwhile trade-off to help reduce speeding behavior.

- **CI.4. Take a phased approach to the NW 21st & Glisan project, and redesign it to reduce parking impact.**

The project team took a closer look at the NW 21st & Glisan intersection improvement project and determined that the bus turning radius and accessibility issues could be achieved through a near-term restriping project without having to wait for the proposed curb extensions, which will take longer to design and construct. We plan to implement this change as soon as possible because it is a safety and operational issue that needs to be addressed and does not need to be tied to a larger capital project. The project team was also able to reduce the parking impact of the restriping portion of the project, which is now expected to only remove four on-street parking spaces on 21st Ave near the intersection.

- **CI.4. Revise Everett/Glisan proposal to remove peak-only bus lane and clarify data-driven process for a potential future redesign of the corridor after Flanders implementation.**

We received feedback from stakeholders expressing concern about peak-only parking restrictions on NW Everett St because they would add an extra layer of complexity to an already-complex parkign system in this part of NW and would be a significant parking impact in a high-demand area. We also heard concerns about the idea of adding a second travel lane, even if it was to be a bus-and-turn only, without upgrades to the pedestrian crossings already being in place. Given these concerns and the modest improvements to transit delay that we predicted with this proposal, we plan to remove this interim concept from the plan and instead focus on near-term pedestrian improvments while saving a more significant redesign for the future.

We have also heard continuing frustration with the design of NW Everett St, particularly the project several years ago that removed one of two motor vehicle lanes from 19th to 23rd and converted it to a wide bike lane. The main concern seems to be a perception that the space is inefficiently used because bike volumes are low while traffic queues in the single remaining motor vehicle lane. While it's true that ridership in this bike lane is low at 122 bike trips per day (as measured in May 2019), PBOT has justified the project based on the need for basic bike network connectivity. A common theme in public feedback on Northwest in Motion has been the suggestion that this justification may not continue to make sense once the Flanders Bridge is constructed over I-405, as people biking will then have a low-stress and high-quality connection to and from the Pearl District. On the other hand, there is the chance that bike ridership generally will grow, and many people may find this stretch of Everett to be a faster route even if they choose to cut over to the Flanders Bridge before crossing I-405. Because of this uncertainty, we continue to think that any decision to convert the bike lane to other uses should wait until after we can measure what happens to bike travel after the Flanders Bridge is constructed.

While the project team proposes to keep this basic framework intact, we recognize some frustration in the public with the ambiguity of the decision-making process laid out in the Public Review Draft. To address this, we propose being more specific about the triggers for a redesign of NW Everett St. We propose to modify the flowchart so it is clear that the trigger for converting the bike lane to another use would be if bike volumes, as measured at least one year after Flanders Bridge opening, decline over that time rather than increasing. Before and after bike volume measurements should be taken at a similar time of year and with similar weather conditions (ideally summertime and clear weather), and should account for changes in population and job numbers in the area. We will also make more clear that the most likely redesign of the street would be to bring back the second travel lane, though depending on Line 77 frequency and levels of delay at that time, PBOT may consider making one of the lanes a bus priority lane from 21st to 19th. Whether the bike lane is converted to a general travel lane or a bus lane, such changes will only move forward if enhanced pedestrian crossings have been completed at 20th Ave and 22nd Ave to ensure that pedestrian safety is not compromised.

It is worth noting that we have also received a great deal of comments expressing a similar frustration about low bike usage of the NW 16th Ave bike lane, and asking for the bike lane to be converted into a second travel lane. While NW 16th Ave has not been a focus of Northwest in Motion, we want to acknowledge these concerns and explain why PBOT does not support removing the 16th Ave bike lanes. The main answer is that we believe the 16th Ave bike lanes have a much higher potential for ridership growth because of upcoming projects that will make it more useful. Currently, the bike lane has poor connections to the rest of the bike network, especially at the south end from Everett to Burnside. However, the upcoming Flanders Bridge and Burnside/Couch/I-405 projects will greatly enhance the bike lane and will better connect it to the rest of the bike network via Flanders Bridge, Couch St overpass, and crossing Burnside to Goose Hollow with a new signalized bike crossing. Removing the 16th Ave bike lane would also have a very negative impact to the Pearl District, since it is the "couplet" to 14th Ave and there is no good alternative in the Pearl District for southbound bike travel. Another factor to note is that even if we did remove the bike lane, we would not be able to carry two travel lanes all the way to the Glisan intersection due to ODOT mitigation requirements (widening the freeway off-ramp to two lanes) related to the Flanders Bridge project.

- **CI.5. Restrict left turns at NW 23rd Place & Vaughn St to address safety concerns at the intersection.**

We have received feedback expressing serious concerns about traffic turning left from Vaughn to 23rd Place, especially during peak times when drivers coming from Highway 30 are wanting to avoid the relatively long wait for a protected left turn arrow onto 23rd Ave. This is similar to the concerns we have already had about the left

turn onto 24th Ave, and we have heard concerns that our proposal to restrict turns onto 24th will simply shift more traffic to 23rd Place. In addition, our proposed transit improvement for eastbound buses turning right from Vaughn to 23rd Ave involves extending the right turn pocket all the way back to 24th Ave. Doing this creates additional safety concerns with allowing left turns from Vaughn to 23rd Place since cars would be turning in front of two lanes of traffic instead of just one. For these reasons, we proposed to restrict left turns at both 23rd Place and 24th Ave. We acknowledge that this will further put pressure on 25th, 26th, and 27th to be the access points in and out of the neighborhood, but we think those will be safer intersections for left turns since they are further from the eastbound queue that develops on Vaughn approachign 23rd Ave.

3. NEW PROJECTS

The project team proposes making two additional neighborhood greenways eligible for Northwest in Motion funding and proposes a specific change to a recently constructed project, as described below:

- **Make upgrades to the Flanders St and 20th Ave neighborhood greenways eligible for Northwest in Motion funding.**

Members of the NW Parking SAC and the NWDA Transportation Committee have brought up the need to include funding for upgrades to the Flanders St and 20th Ave neighborhood greenways in addition to the ten primary Northwest in Motion projects that we have identified. Until now, Northwest in Motion has not included much discussion of these two neighborhood greenways because they had already been funded before the Northwest in Motion process began. Since then, the 20th Ave neighborhood greenway was implemented, while the upgrades to the Flanders neighborhood greenway will be completed in conjunction with the Flanders Bridge project. We now know that due to budget limitations, various scope items such as curb extensions at some intersections had to be cut from both of those projects. The project team thinks it makes sense to include these remaining elements as eligible uses of Northwest in Motion funding, including parking revenue, so that the projects can be fully implemented as originally intended.

- **Modify the recently-constructed diverter at NW 20th Ave & Raleigh St to allow northbound motor vehicle traffic while still blocking southbound motor vehicle traffic.**

As discussed above, the 20th Ave neighborhood greenway was not originally considered a Northwest in Motion project because it had already been funded and was underway when we started this process. One of the elements that was recently constructed was a full diverter on the south leg of the NW 20th Ave & Raleigh St intersection. This was primarily intended to prevent high volumes of southbound traffic coming down the newly-extended 20th Ave from Highway 30 from continuing to the neighborhood greenway portion of 20th Ave. As a preventative measure in case northbound traffic volume issues were to arise in the future, the diverter was designed to block both directions of traffic. Since installation, we have heard significant concerns from residents, businesses, and property owners about how the design of the diverter negatively impacts neighborhood circulation and access to on-street parking. We have also heard concerns from PBOT staff and developers in the Slabtown area that this full diverter design is inconsistent with the Conway Master Plan and is also inconsistent with the other diverters we have proposed in Northwest in Motion, which are usually semi-diverters that only impact one direction of traffic at a time.

PBOT agrees that the design of this diverter is problematic and that it should be modified in the near future to better match the overall diversion strategy. We plan to make 20th Ave one-way northbound for traffic from Quimby to Raleigh, with a contraflow bike lane, similar to the design on 20th Ave from Everettt to Flanders. Just like our approach to diversion on other neighborhood greenways, we will commit to monitoring the

effectiveness of the diverter and if northbound volumes increase on 20th Ave in the future to an unacceptable level we will re-engage the public around adding another diverter further south on 20th Ave, for example near Lovejoy or Northrup.

4. NEXT STEPS

The Northwest in Motion project team will be conducting outreach with key stakeholder groups throughout February and March to discuss these proposed project revisions and other minor revisions to the other chapters in the plan. These revisions will be incorporated into a Recommended Draft of Northwest in Motion that will be submitted to City Council for consideration at a public hearing in Spring 2020. We are currently trying to secure a date in April 2020, but that is not yet confirmed. The public will have an opportunity to give written testimony for at least 30 days leading up to the hearing and oral testimony at the hearing itself.

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Chloe Eudaly Commissioner Chris Warner Director

PBOT NET METER REVENUE POLICY REVIEW

DRAFT - Potential Policy Elements - Downtown | 12.20.2019

The Portland Bureau of Transportation (PBOT) is working to refine a set of policies to provide a comprehensive framework for revenue allocation for all existing and future parking meter districts. Phase 1 of this project focused on data collection, including:

- Defining strategic goals and measures of success;
- Conducting a case study analysis of parking meter policies in 12 peer cities;
- Conducting public outreach, including a series of three stakeholder focus group events involving roughly 20 participants, with a wide range of interests and perspectives on this issue.

Based on what was learned in Phase 1, PBOT has begun outlining a draft policy framework, which includes different policies for the downtown meter district, other existing meter districts, and potential future meter districts. Below, we summarize what we have heard about the needs of the downtown meter district and identify possible changes.

Yellow highlights represent additions/ changes from the feedback gathered in the focus groups that reviewed the potential policy elements.

Potential Policy Elements	What We Heard
<p>Establish a process by which downtown residents and stakeholders can participate in development of PBOT's annual budget:</p> <ul style="list-style-type: none">• include livability and locally-serving transportation improvements• allow for consideration of needs for individual neighborhoods within downtown: Central Business District, Goose Hollow, Old Town/Chinatown, Pearl District, South Waterfront, and University District.	<p>A significant issue for downtown is limited opportunity to surface and advocate for desired smaller scale, neighborhood livability, placemaking, and locally-serving transportation improvements.</p> <p>Downtown is not one unified area but is a combination of multiple neighborhoods that each have unique needs and priorities.</p> <p>Existing opportunities for input downtown do not allow for discussion of the full range of projects/programs that can be funded with NMR in other meter districts.</p> <p>Neighborhoods in downtown have real needs that they would like to see addressed without feeling like</p>



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<ul style="list-style-type: none"> allow for input into a full range of transportation needs 	<p>they are being pitted against the rest of the City for funding.</p>
<p>Explore options to implement transportation demand management (TDM) programs that benefit all users of downtown, with an emphasis on low-income residents and low-wage workers in downtown.</p>	<p>Transportation Demand Management is one of the biggest benefits to other parking meter districts, though it is a strategy that is largely missing from downtown.</p> <p>We need to find new tools for encouraging people to come downtown by walking, biking, and riding transit, and also for making transit more affordable to lower income residents and employees of downtown.</p>
<p>Investigate options to provide budget certainty for continued funding of downtown marketing and safety programs.</p>	<p>Downtown serves many different types of people – residents, workers, merchants, customers and visitors - that come with different needs from the transportation system. Wayfinding, streetscape furniture, placemaking, and other types of improvements in the right of way are needed to support the varied demands and broad interests within downtown</p>

PBOT NET METER REVENUE POLICY REVIEW

DRAFT - Potential Policy Elements – Existing Districts | 12.20.2019

Yellow highlights represent additions/ changes from the feedback gathered in the focus groups that reviewed the potential policy elements.

Potential Policy Elements	What We Heard
No change to current policy that states: "As a general rule, the majority of net revenues should go to supporting transportation and parking services and programs within the meter district."	This financial incentive was an important factor is community decisions to support the installation of parking meters. The amount of NMR generated in early years is relatively small, and some districts have only recently begun to realize significant financial benefits from the NMR policy.
No change to current policy on composition and structure of stakeholder advisory committees.	Existing committees are a key component of NMR allocation in existing districts. Committees comply with current guidelines from Office of Community & Civic Life.
Refine the decision-making process of committees to ensure consistency, transparency, and alignment with adopted City goals: <ul style="list-style-type: none"> Expenditures should focus on priority projects and programs identified in adopted City plans and goals. Annual budgets should describe how the allocation of NMR achieves adopted City goals (recognizing not all 	Parking committees need to navigate multiple goals, plans, processes, and priorities. It would be beneficial for the City to provide additional clarity on the process to ensure a more efficient and consistent process for all districts. Existing plans do a good job of identifying high priority projects that are supported by the community. Local stakeholders and Committee members should be included in the creation of plans and should feel a sense of ownership of the plans, goals, and projects that are funded with NMR.



<p>districts make expenditures on an annual basis).</p> <ul style="list-style-type: none"> • PBOT should provide clear financial information to committees in a timely fashion. • Foster collaboration and knowledge sharing between parking committees representing different parking districts. 	<p>An annual budget process can be time-consuming and not conducive to implementing long-term plans and overarching priorities.</p> <p>Each district operates differently, yet face many of the same issues. It can be mutually beneficial for parking committee members to share knowledge on what approaches they have used to address common issues.</p>
<p>Refine the list of eligible expenditures to ensure consistency, transparency and alignment with adopted City goals.</p>	<p>The City should be consistent in defining eligible expenditures in TRN 3.112, the Parking Management Manual, and other adopted City plans.</p>

PBOT

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PBOT NET METER REVENUE POLICY REVIEW

DRAFT - Potential Policy Elements – Future Districts | 12.20.2019

Yellow highlights represent additions/ changes from the feedback gathered in the focus groups that reviewed these potential policy elements. Non-meter district/ potential future meter district stakeholders provided questions, discussion and concurrence, which is why there is no yellow highlighting below. Additional public feedback is being sought for all three proposals of policy elements (current net meter revenue sharing districts, the downtown, and potential future meter districts).

Potential Policy Elements	What We Heard
<p>Informed by broad community outreach, local area transportation plans will identify the infrastructure improvements, transportation demand management (TDM) programs, and placemaking projects/programs that will be eligible to receive net meter revenue (NMR) funding in each new parking meter district.</p> <p>If a local area transportation plan does not already exist for an area, one will be created as part of the process of forming a new parking meter district.</p> <p>Local area plans will be updated as needed to reflect changing priorities for transportation investments in the community.</p>	<p>Community members prefer certainty about specific projects and programs that will be funded, rather than a generic commitment of future funding.</p> <p>Projects and programs should reflect the diverse priorities of the broader community, rather than just a small advisory committee.</p> <p>In addition to traditional infrastructure investments, community members also want to see investments in TDM programs, and placemaking projects (like signage and street beautification) in support of commercial main streets.</p>
<p>The City will allocate 51% of annual NMR generated within a district to fund projects and programs identified in the local area plan for that district.</p>	<p>In existing meter districts, this financial incentive was an important factor in community decisions to support the installation of parking meters.</p>
<p>The City will explore financing options to accelerate the implementation of high-</p>	<p>The amount of NMR generated in the early years of a district is relatively small.</p>



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<p>priority projects/programs identified in local area plans.</p>	<p>Financing options allow PBOT to deliver more immediate tangible benefits to new meter districts, without compromising the ability of the district to fund additional projects and programs in the long term.</p>
<p>Each district will form a Stakeholder Advisory Committee (SAC) for the purpose of advising PBOT on parking management decisions, including review and comment on the annual budget for each district.</p> <p>Each SAC will include representatives of residents and businesses within each district.</p>	<p>Stakeholder Advisory Committees are a key component for overseeing the management of parking meter districts and parking permit districts. These committees review and discuss data on how the parking system is working and make recommendations to PBOT on how to adjust the system to improve performance.</p> <p>Committees comply with current guidelines from Office of Community & Civic Life.</p>