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Chloe Eudaly Commissioner Chris Warner Director

NW Parking SAC	Virtual meeting
April 15, 2020	Microsoft Teams
4:30 p.m. – 6:00 p.m.	Portland, OR

Meetings Notes

Members in Attendance

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

Members Absent

Nancy De Leo (NHBA)

PBOT Staff

Kathryn Doherty-Chapman (Parking Plan Project Manager), Rae-Leigh Stark (NW Parking District Liaison), Zena Rockowitz (Parking Program Specialist)

Speakers

Owen Ronchelli, Rick Williams Consulting

Public in Attendance

Al Niknabard, Jerri Stroup (Nelson\Nygaard - Get Around Slabtown)

New Parking Specialist

Kathryn introduced Zena, the new Parking Program Specialist. Zena shares her background and experience.

Annual On-Street Study

Owen presents on annual on-street study in NW. Key takeaways below.

- Current enforcement hours are 9:00 am - 7:00 pm. Peak hours are at 12 pm and 7 pm. Consider shifting hours of enforcement to 10:00 am – 8:00 pm, to match peak occupancy hours and tailor enforcement to area, which some cities do. This does not shift the total number of hours enforced, just shifts by 1 hour. This means visitors will pay for an extra hour in the evening and give more parking options for residents when they return home. Visitors will worry less about leaving cars overnight. Will encourage visitors to use off-street parking in evening.
- Consider adding Thorns games to restricted and events district parking areas. The City considers 12,000 attendees to be the trigger point for using event parking district strategies, and Thorns games have 20,000 in attendance. Will need to do outreach in Goose Hollow neighborhood.
- Is event district working as intended? Peak occupancy in restricted events area is 93.5% during events. This pushes demand further north. Ideas to improve occupancy include to increase enforcement around events, increase citation fees, look at how Parking Kitty users feed meters during the game in the restricted area. Non-season ticket holders and people not attending game, express confusion about meter hours and cost. Want to encourage off-street parking.
- Revisit meter feeding: complicates enforcement, inconsistent with other districts. It is difficult to know if someone is in violation. What is prevalence of meter feeding?
- Consider systemic, incremental, price increases to permit surcharges in the future. The intent is to help control demand, demonstrate value of on-street parking to users, and reduce float in permit supply. Central Eastside changes their rates every year. This would expand money available to use to support other modes.

Members share the following comments:

Shifting Enforcement Hours

Rick says discussion on changing enforcement hours will be postponed for a year.

Concerns expressed by members include:

- Changing hours may not affect individual behavior
- Meter hours, rates, and enforcement are already complicated in NW
- This is not highest priority issue. This will not fix high occupancy areas, “hot spots”. Want to look at fine-tuning prices and lack of incentives for off-street parking.
- Timing is bad with COVID-19, especially with struggling businesses

Thorns Game

There is consensus to move forward with including Thorns in event management district with regular outreach.

- Rick asks Owen, “what happens if you eliminate restricted event parking districts?” Owen responds, “you will not see huge difference in occupancy. It is not being enforced very well.” Rick asks about expanding the district to the north. Owen responds, “There is some potential to expand. People do know where boundary line is and know there are fewer restrictions.” Owen and Rick agree that better enforcement is key.
- Karen states that parking was not enforced well last year (2019 Season) and prefers to see it expanded and better enforced. Note: At the February meeting, the SAC approved funding for additional enforcement in 2020.
- Nick notes that enforcement is an imperfect tool that does some harm to neighborhoods. Wants to see data. Says that the rules are hard to understand.
- Peter says they need to look at enforcement on game days in order to make an educated decision on moving or expanding the district.
- Ron wants to see people using off-street parking more. It could be possible to utilize GoodSam but NWDA does not have a position yet.
- Kathryn responds PBOT will get data on enforcement from the first few games and share it.

Meter Feeding

- Don discusses history of meter feeding. “It accomplishes the intent and that was to offer that ability to visitors, to those that are actually on the ground, not in the stadium or downtown.”
- Some members note they support eliminating meter feeding, but also want to see more data on how much the meters are being plugged.
- Rick requests a Parking Kitty update about what works and doesn’t work, how people are using it. PBOT will get district-specific information.

PBOT staff respond to member comments and questions. Rae-Leigh notes the average stay is just over two hours. Enforcement cannot ticket a car that has fed the meter. Kathryn clarifies that people can start a new parking session in the same zone or move to a new zone to start a parking session. The city prohibits different rules for Parking Kitty and the meters. Council needs to change the code to eliminate meter feeding. The zones will eventually change to a unique block face ID, which will prevent meter feeding, but unclear when this will happen. In the future, there will also be GPS capabilities for Parking Kitty. Two years ago, data showed only a small percent were meter feeding.

Incremental Price Changes

Rick wants to talk about incremental price changes next year and wants to develop a budget for how to spend the surcharge if it is raised. The SAC needs to figure out what they

want the district to accomplish, put a price on it, and then determine if we need more funding.

Large Residential Buildings Survey

Rae-Leigh presents on the survey of large multi-family residential buildings with over 20 units. Received 58 responses. There are around 125 buildings. This is the third year administering the survey.

- 29% of buildings report they have off-street parking, lower than last year.
- Property managers estimate 59% vehicle ownership.
- The average cost of parking space went up to \$170.
- Bike parking availability went up 48%.
- 50% of total units had Zone M permit. In buildings without off-street parking, 60% of units have permits. In buildings with off-street parking, 30% of have a permit.
- However, buildings with off-street parking have a greater percentage of vehicle ownership. With off-street parking and Zone M permits, 80% of units have access to parking.

Members share the following comments:

Members have concerns and questions about data collection and responses. For example, off-street parking is not actually down from last year. Rae-Leigh explains that over time we will have a better estimate of trends and the methodology needs to be fine tuned. There were new buildings in the survey this year and not all the buildings from the year before responded. PBOT will review the methodology of this survey and determine a better solution.

Public Comment

No public comment.

SAC Spring Workplan

Rae-Leigh reviews 2019 changes to permit program. Key points are below.

- 47% of permits issued were for low-income. Issuance was 33% in years prior. The total number of permits have decreased, whereas the total number of low-income permits have not. There does not appear to be a problem of people taking advantage of low-income permits.
- Employers can apply for up to .8 of full-time employees with a cap at 50 permits, unless they have an exception from SAC. There are 4 employers who have 50 permits. Data shows business permits issued have decreased since 2019 permit changes.

- Buildings constructed after 2013 but before 2017, can apply for permits at a ratio of .6 units and buildings constructed after 2017 have a ratio of .4 units. There are 5 buildings at 100% of allowed percentage. There are 27 total affected. Making changes would not alter number of permits issued.

Members share the following comments:

Members have concerns and questions about why the percentage of low-income permits went up and if people are “gaming the system.” Kathryn notes that the number of permits sold this year is lower, and two affordable housing buildings are under construction, which added at least 30 low income permits. Rick states, “people with two cars, are likely to get rid of one, and may explain the decrease in number of permits.” Don writes, “typically affordable units use few cars per unit, so that just doesn't make sense. Shouldn't low income go down proportionally as well? Really does not make sense and we need a better verification system.”

Committee members want to see data on low income permits used by affordable housing buildings to get a better sense of who the 1,352 low income permits are issued to. Kathryn states permit staff are looking at verification options.

NW Decision Schedule

Rick says SAC will hold off on making decisions due to COVID. He will send memo about any upcoming decisions to be considered in the future. Most people are supporting status quo.

New Business

None.

Meeting Adjourned.