

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 Portland.gov/Transportation

Jo Ann Hardesty Commissioner **Chris Warner** Director

NW Parking SAC Meeting

Wednesday, April 21, 2021
(Third Wednesday of Every Month)
4:30-6:00 p.m.
Virtual Zoom Meeting

Please see attachment for virtual meeting information

Meeting Agenda

Task	SAC Action	Presenter	Time
Welcome	N/A	Rick Michaelson, Chair	4:30 p.m.
NW Streetscape Plan Summary + Next Steps	Discussion	Rae-Leigh Stark, PBOT	4:35 p.m.
Flex / Passenger Loading Zones	Discussion	Kathryn Doherty-Chapman, PBOT	5:15 p.m.
Public Input	N/A	Rick Michaelson, Chair	5:20 p.m.
Temporary Street Use Permit	Discussion	Rae-Leigh Stark, Chair	5:25 p.m.
Meter / Permit District Update	Discussion	Rae-Leigh Stark, PBOT	5:35 p.m.
Renewals / Bylaws Conversation	Discussion	Rick Michaelson, Chair	5:45 p.m.
New Business	N/A	Rick Michaelson, Chair	5:55 p.m.
Adjourn	N/A	Rick Michaelson, Chair	6:00 p.m.

A note to members of the public: Welcome and thank you for joining! 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 reach out with your email address.



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NW Parking SAC Virtual Meeting Information

Welcome to the NW SAC meeting!

Attend the meeting here using one of two options:

1. If you'd like to call in and follow along using the November NW SAC Meeting Materials Packet, please dial in using this information: Phone:1-888-788-0099, Meeting ID: 955 3555 1322, Password: 060668
2. If you'd like to attend via your computer and follow along virtually, please follow this link:
<https://zoom.us/j/95535551322?pwd=OWZBd1NnM1htNXJoQzVFZEI5TzNBUT09>

Are you a member of the public?

Thank you for joining! You will have the opportunity to introduce yourself and provide comment during the meeting. If you'd prefer to submit your comment before the meeting, please email or call Rae-Leigh Stark at Rae-Leigh.Stark@portlandoregon.gov or 503-823-7211.

We are all navigating this virtual way of public participation, so don't hesitate to contact Rae-Leigh if you have any questions or have any accessibility needs.

Virtual Meetings Best Practices

1. Arrive to the meeting 10-15 minutes early to test your technology.
2. If you are able, put your phone or computer on mute when you're not talking.
3. When you speak, state your name first so everyone, including those on the phone know who is speaking.
4. If you are addressing someone or the group, state their name or say you're addressing the group.

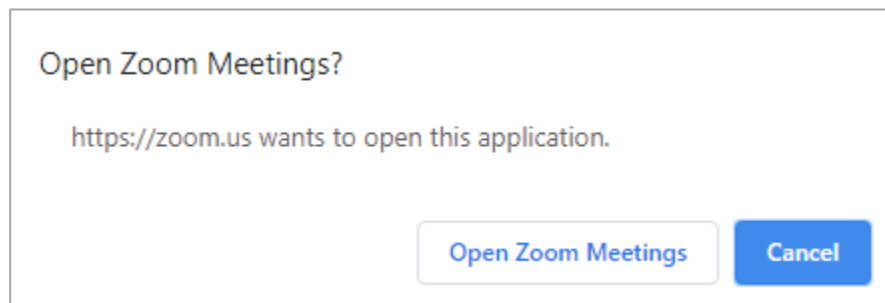


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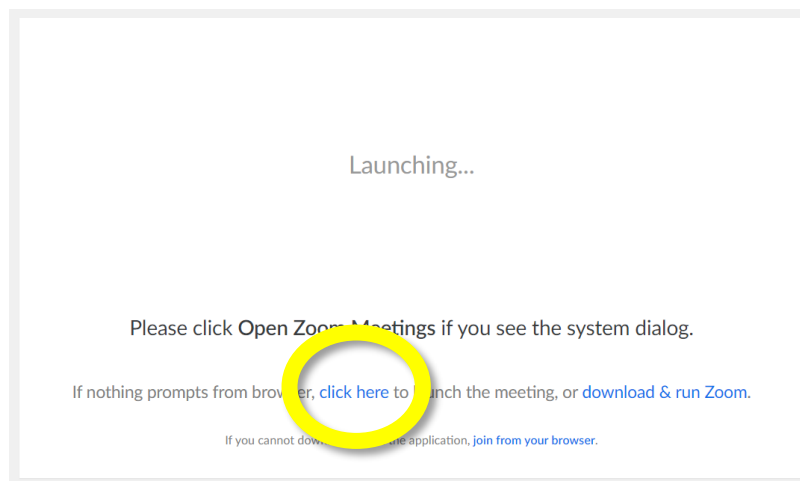
How to Use Zoom

If you are joining virtually via your computer to launch Zoom, follow these steps:

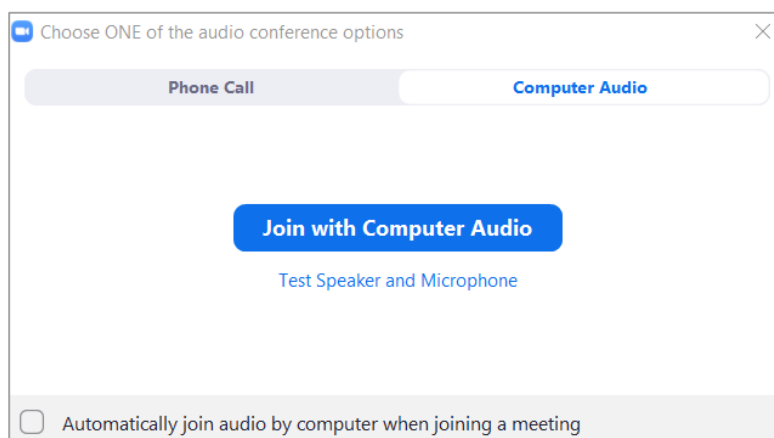
1. Click **Open Zoom Meetings** if the dialogue box appears.



If Zoom doesn't automatically launch, click "click here" below:



2. You can allow Zoom to access your microphone. After you do that, click **Join with Computer Audio**. If you'd like to join via video, allow that too.



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NW Parking SAC Update April 2021

Zone M Permits Update

As of March 31, 2021

Total permits: 5,106

- Business: 2,211
- Residential: 2,895
 - 41% of resident permits are income based
- This time last year we had sold 5,451 permits. So, we are down ~6% compared to this time last year.

Project & Program Updates

Transportation Wallet

2021 Transportation Wallet Launched! January 1, 2021-March 31, 2021

- 28 Resident Wallets purchased
- 21 New Mover Wallets
- 37 Golden Wallets
- 103 Frontline Worker Wallets (new this year!)
- 1 Resident Wallet opt-outs
- 15 Business Wallet opt-outs

Total: 205 Wallets in Circulation

Subcommittee Updates

Capital Projects Subcommittee

The Capital Projects Subcommittee has been guiding the pedestrian lighting study and has provided feedback on installation locations and lighting types. More information about the project can be found here: <https://www.portland.gov/transportation/parking/northwest-portland-parking-and-transportation-programs#toc-pedestrian-lighting-study>. The Capital Projects Subcommittee will be bringing a recommendation to the SAC in May.



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Supply Subcommittee

The Supply Subcommittee is working with RWC on an inventory of the on-street parking in NW – specifically where gains and losses are happening. Once the inventory is completed it will be presented to the NW Parking SAC in May.

A team of consultants from RWC, Parachute Strategies, and EcoNW was awarded the Off-Street Demand and Feasibility Study. We're currently in contracted negotiations and will kick off in the next month or so.

TDM Subcommittee

The TDM Subcommittee is working on a program to celebrate the opening of Flanders Crossing. It will be similar to the Go by Greenways program and will allow people to explore the greenway and learn about hidden “gems” in NW.

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Jo Ann Hardesty Commissioner **Chris Warner** Director

To: Northwest Parking SAC
From: Rae-Leigh Stark, NW Parking SAC Liaison
Date: April 8, 2021
Subject: NW Streetscape Plan Survey Summary

The goal of the survey was to understand your interest in funding streetscape improvements and to make sure as a group we're in agreement on a project scope and deliverables before moving forward. The following is a summary based on the NW Streetscape Plan survey for the NW Parking SAC.

As a reminder, once the Montgomery Park to Hollywood Streetcar project is adopted by council, or closer to it, PBOT Planning will revisit the planning scope to reconstruct NW 23rd from Lovejoy to Vaughn. At this point, the street is too deteriorated to repave and must be completely reconstructed.

At the SAC meeting, I will have additional questions where I'd like your feedback and to confirm we're on the right page as I propose next steps for developing a scope.

Thank you all who took the survey – 11 out of 13 NW Parking SAC members completed the survey, which is a response rate of 85%.

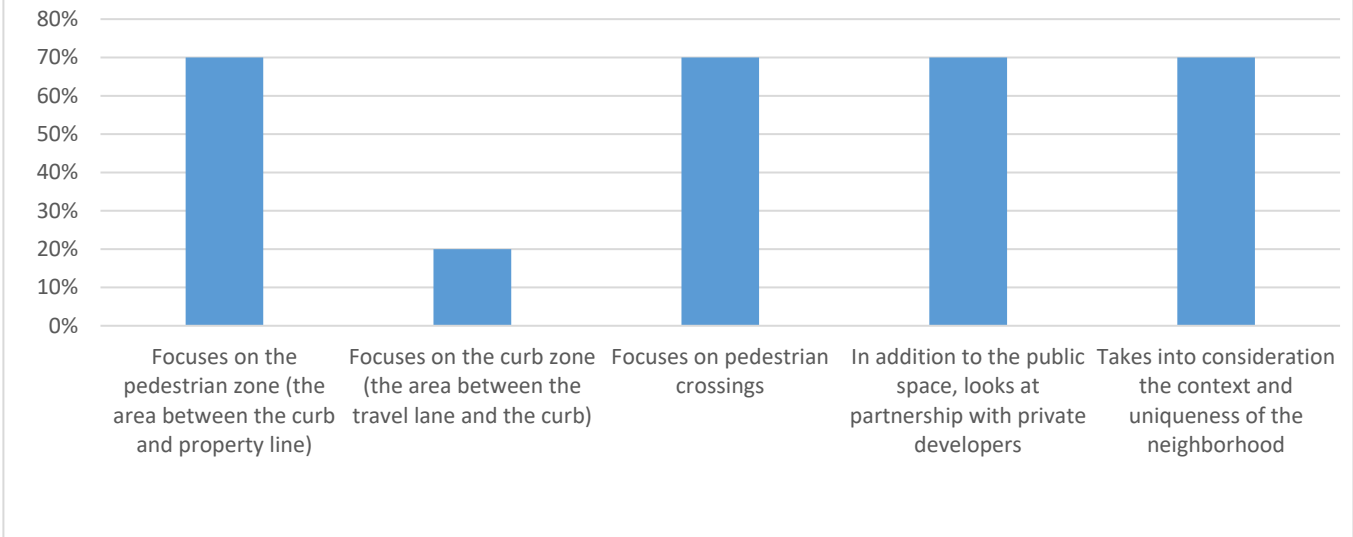
Focus of the Streetscape Plan

When asked what the Streetscape Plan in NW should focus on, 70% of NW SAC respondents were interested in focusing on the pedestrian zone, pedestrian crossings, partnerships with private developers, and taking into consideration the uniqueness of the neighborhood. Respondents were not interested in focusing on the curb zone (between the curb and the travel lane).



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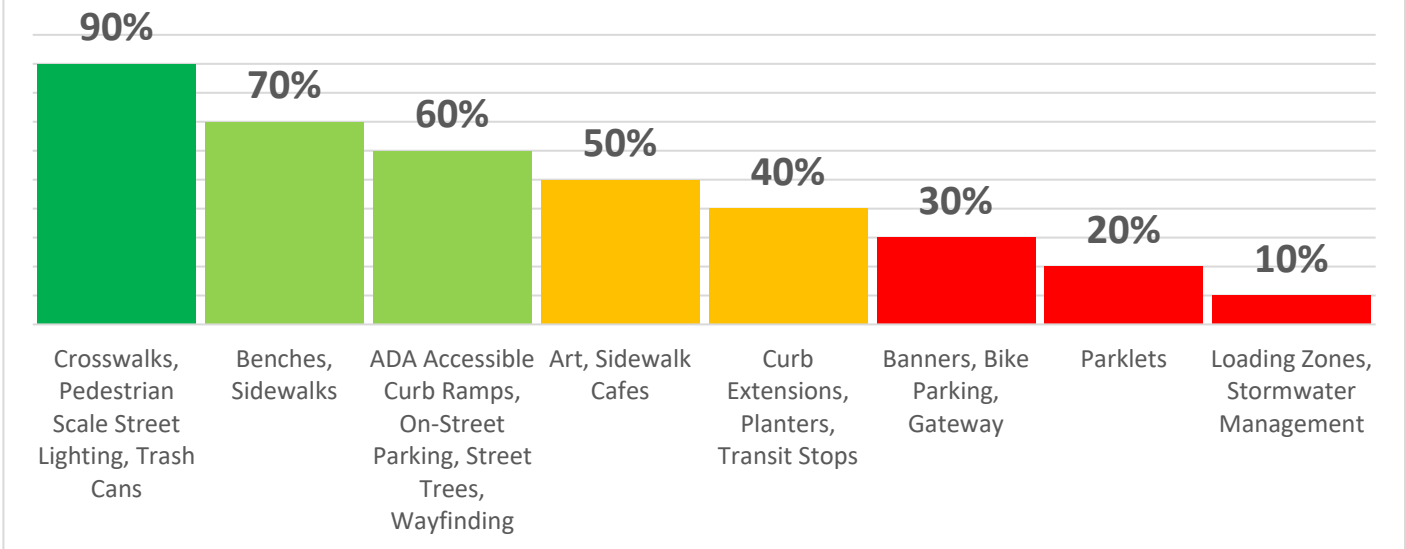
What Should the Streetscape Plan Focus On



Streetscape Elements

There are a variety of elements that are in the streetscape. When asked what elements are important to the NW SAC, 90% of NW SAC respondents said crosswalks, pedestrian scale street lighting, and trash cans.

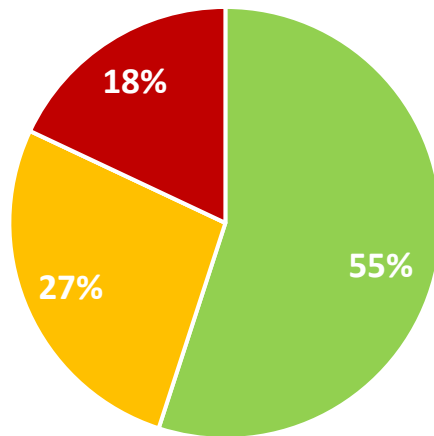
Streetscape Elements



Streetscape Plan Priority

To gauge how a streetscape plan is prioritized among the SAC, the survey asked, "On the list of priorities for the NW Parking SAC, how high of a priority is a NW Streetscape Plan?" 55% of SAC respondents said high priority. 27% of others are neutral, and the remaining 18% said lowest priority.

Streetscape Plan Priority

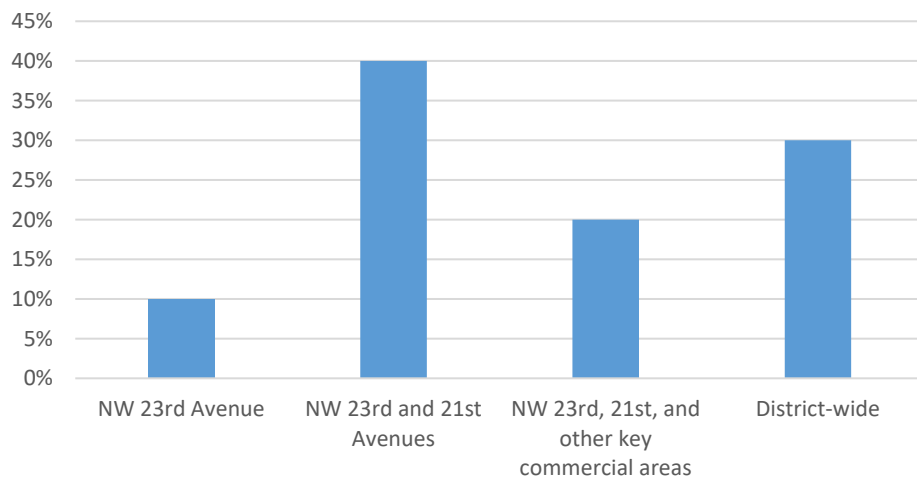


■ Highest Priority ■ High Priority ■ Neutral ■ Low Priority ■ Lowest Priority

Focus Area

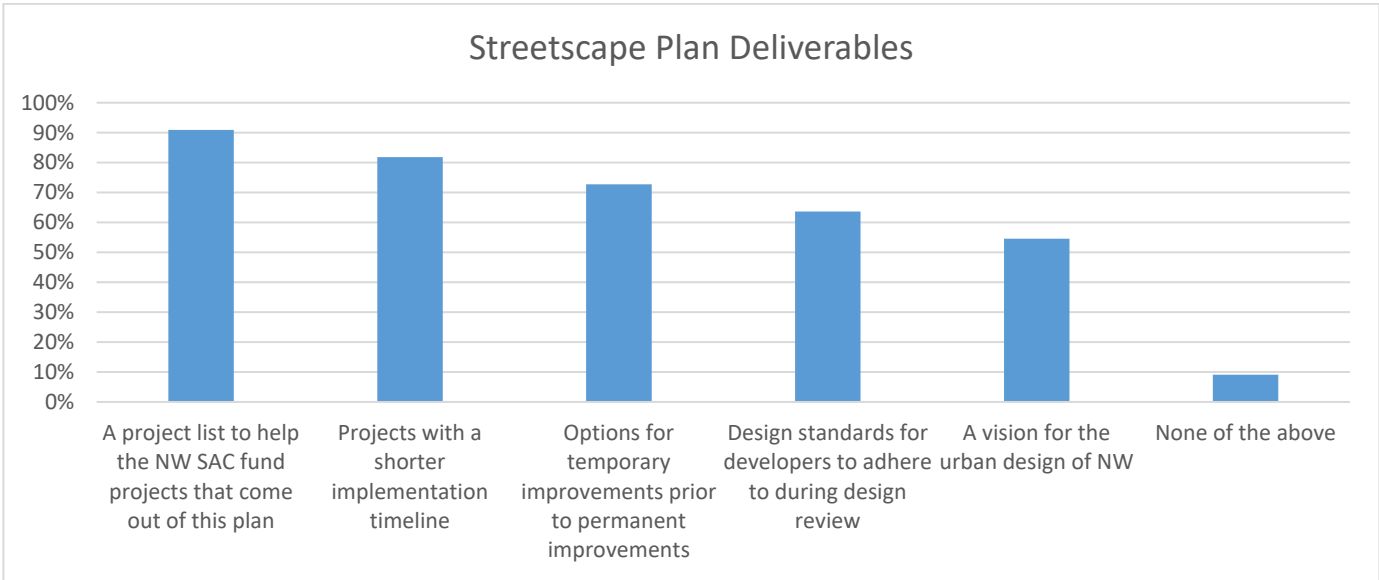
Over the last few months, I've heard interest in doing a streetscape plan for NW 23rd, NW 23rd and 22nd, other key commercial areas and district-wide. When asked the question, "If the SAC funds a streetscape plan for NW, which of the following should be the focus area?" 40% of respondents said NW 23rd and 21st Avenues and another 50% were split between adding in additional commercial areas or doing it district wide.

NW Streetscape Plan Focus Area



Deliverables

When asked "If the NW SAC was to move forward with a NW Streetscape Plan, what deliverables are important to you?" All but one respondent was interested in a project list to help the NW SAC fund projects that come out of this plan. The majority of respondents were interested in all of them.



Other Comments

Throughout the survey respondents left open ended comments, which are summarized into themes below.

Lighting

LIGHTING, LIGHTING, LIGHTING, LIGHTING

Street lighting, especially at crossing, that is beneficial to both pedestrian and motorist

LIGHTING

Curb extensions and street furniture such as drinking fountains and benches and pedestrian-scale lighting.

Not sure if lighting was not included in this because it isn't considered a streetscape improvement but I have a difficult time not including it with the other items on here

Funding

I would say NW 23rd only if SAC is sole source of funding, particularly N of Lovejoy.

Is the Streetcar part of this proposed streetscape plan, or not? If it is part of this plan, then what funding might they (and others) bring?

Budget is important as we want to be responsible about using parking funds.

All of these are important, but SAC can there be a source (or sources) for funding that go beyond the SAC.

I think there is potentially a difference between what I'd like to see for the neighborhood streetscapes... and what SAC should be solely responsible for fully funding.

Engagement

I think this captures one type of useful data. I know there is concern at the SAC about more subjective issues (like centralized aesthetic design originating at the city vs the neighborhood level). Need a way to get consensus on process to address the subjective as well.

It would be great to hear how focus group feedback could be incorporated (beyond the usual SAC/property owners/business owners). I would love to learn more about what's important to folks in low-income or assisted living/elder care residences, folks with mobility concerns, folks living in the neighborhood without a car, BIPOC Portlanders and others who may not feel safe in the neighborhood. Would be great to hear how this project can provide NW with safe and attractive streets that make it easy to integrate lots of mobility options beyond cars. I would love to see mobility hubs or creative use of curb zone space to help manage parking and increase safety at crossings. Thank you!

Focus Areas

I think the focus should be on key intersections throughout the district, esp. 21st/Glisan, 23rd/Lovejoy, Thurman/23rd

District-wide with an initial focus on 21st and 23rd

Other

Creates a portfolio/list of projects at an early stage of design, along with cost estimates—this will help guide conversations with private developers and create ready-to-go projects for funding opportunities

They're all important to well-functioning streetscapes. I indicated items that would make the street more attractive/useable for strolling, shopping, etc.

A drinking fountain at 23rd and Lovejoy per action item in neighborhood plan

YES, REPAVING 23RD LOVEJOY TO VAUGHN

The consultant should be chosen to be the best qualified to do the work, not a first up on PBOTs list.

I don't find this question to be particularly relevant or helpful to the decision-marking process.

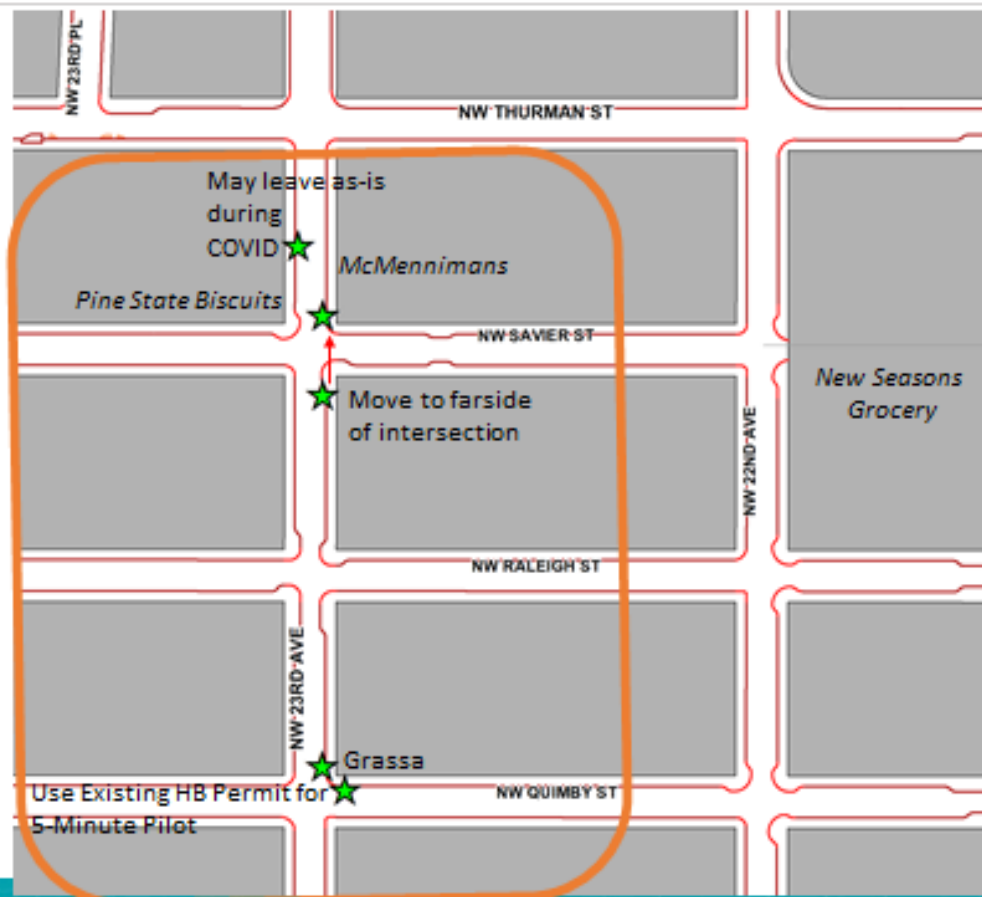
Again, I don't find this question to be particularly relevant or helpful to the decision-marking process.

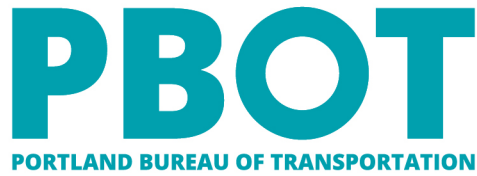
I feel like a being forced to answer the wrong questions.

Rae-Leigh, I don't think we're approaching this the right way.

NW 23rd Proposal

- Currently 4 Healthy Business 5-Minute Spaces
- Proposed 3 5-minute pilot spaces
- Leave 2 where they are, change signs
- Move one across intersection
- Leave one as a temporary Healthy Business permit





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To: Northwest Parking SAC
From: Rae-Leigh Stark, NW Parking District Liaison
Date: April 12, 2021
Subject: 2021 NW Permit Update

In the NW permit district, there are several strategies used to help manage permits. To give you all an annual look at the outcomes of some of the strategies, I outlined a snapshot of the following: low-income permits, business permits, and residential permits in buildings built after August of 2013.

1. Low-income Permits

During the last couple years there have been some concerns that people may be taking advantage of the low-income exemption to 1) become eligible to receive a permit or 2) receive a discounted permit. This year, 40% of residential parking permits are low-income, whereas last year it was 47% and the years prior have been 33%, see Residential Permit Tracking 2017-2021.

That is a significant increase from 2017, however within those years the amount of total residential permits has gone down approximately 38%, so proportionally it is driving the percentage up and does not necessarily mean there is an issue with people taking advantage of the program.

Residential Permit Tracking 2017-2021

Table with 4 columns: Permit Year, Total Residential Permits, Low-Income Permits, and %. Rows include 2017-2018, 2018-2019, 2019-2020, and 2020-2021.

* As of April 12, 2021

To qualify for a low-income permit, your median household income must be 80% the median household income, which is \$51,600 for an individual, see 80% Portland Area Median Household Income. Not suggesting a change, but this threshold is higher than most other programs. As a comparison, to qualify for the low-income permit an individual cannot make more than \$25,500.

80% Portland Area Median Housing Income* (MHI)

Household Size	1	2	3	4
80% MHI	\$51,600	\$58,960	\$66,320	\$73,680
Household Size	5	6	7	8
80% MHI	\$79,600	\$85,520	\$91,440	\$97,280

*Median Household Income is defined as income before tax.

2. Business Ratio & Separate Programs for Businesses of Different Sizes

In 2019 new parking permit thresholds took effect for Zone M employee permits. Employers are still allowed up to 0.8 their total full-time employees, with a new maximum of 50 employee permits. For example, a business with 100 full-time employees could get up to 80 employee permits, however they'd be capped at 50 permits. Once an employer goes over 50 permits, they must request an exemption to the policy which is approved by the NW Parking SAC. There are currently two employers that have received the exemption and have or have been approved for over 50 permits (Tillamook and Good Sam), as shown in *Employer Permit Tracking 2020-2021*.

Employer Permit Tracking 2020-2021

Business Name	Permit Count 2019	Permit Count 2020
LEGACY HEALTH	151	22
TILLAMOOK COUNTY CREAMERY ASSOCIATION	96	90
SWIFT	85	0
LINFIELD COLLEGE - LOVERIDGE HALL	60	0
LEGACY HEALTH - GOOD SAMARITAN	52	50
ASK NICELY, INC.	50	0
DOVE LEWIS EMERGENCY ANIMAL HOSPITAL	50	50
EYE HEALTH NW	50	50
TRADER JOES	50	50
ON INC	47	50
CAPITAL PROPERTY MANAGEMENT	38	41
FRUIT AND FLOWER DAY CARE CENTER	35	38
ELEPHANTS DELICATESSEN	31	18
BREAKSIDE BREWERIES	27	15
CASCADE RUBBER PRODUCTS INC	27	23
KWAN YIN HEALING ARTS CENTER, INC	27	27
NORTHWEST UROLOGY LLC	27	29
RINGSIDE INC	27	18

WILLIAM TEMPLE HOUSE	27	25
LINFIELD COLLEGE	24	0
NORTHWEST PORTLAND HOSTEL	23	0
O'BRIEN & COMPANY LLC	23	28
WINDERMERE REALTY TRUST	23	0
RETINA NORTHWEST, P.C.	22	24
FLOOR FACTORS INC	21	31
NEW SEASONS MARKET - SLABTOWN	20	17
ROOT WHOLE BODY HEALTH, INC	20	15

To compare this permit year with the past years, as shown in *Business Permit Tracking July-February 2017-2021*, we have sold 35% less business permits since 2017.

Business Permit Tracking July-February 2017-2021

Permit Year	Total Business Permits
2017-2018	3,437
2018-2019	3,597
2019-2020	2,486
2020-2021	2,211

3. Ratios for New Buildings

In 2019 new parking permit thresholds took effect for Zone M residential buildings:

- Residential buildings that obtained their certificate of occupancy after August 7, 2013 are limited to 0.6 permits per number of units in the building (Category B)
- Residential buildings that obtained their certificate of occupancy September 1, 2017 or after are limited to 0.4 permits per number of units in the building (Category C)

Of the residential buildings in NW 27 of them were affected by this new policy. Currently there are no residential buildings that have a waitlist, nor are there any up to 100%, as shown in *Zone M Residential Permit Analysis*.

Zone M Residential Parking Permit Analysis

Building Category	Address	Units	Permits Allowed	2019-2020 Permits Purchased	2019-2020 % of Permit Cap Used	2020-2021 Permits Purchased	2020-2021 % of Permit Cap Used
C	1885 NW Quimby St	88	36	36	100%	24	67%
B	2420 NW Pettygrove St	2	2	2	100%	0	0%
B	2654 NW Overton St	1	1	1	100%	0	0%
B	1953 NW Overton St	72	44	44	100%	28	64%
B	2125 NW Flanders St	7	5	5	100%	4	80%
B	2010 NW Pettygrove St	49	30	26	87%	19	63%

B	1315 NW 19th St	58	35	29	83%	18	51%
B	2250 NW Thurman St	56	34	28	82%	14	41%
B	808 NW 19th Ave	48	29	22	76%	17	59%
B	1222 NW 18th Ave	105	63	46	73%	36	57%
C	2323 NW Savier St	51	21	15	71%	13	62%
B	1385 NW 22nd Ave	40	26	18	69%	11	42%
C	2330 NW Raleigh St	40	16	10	63%	9	56%
C	2121 NW Raleigh St	161	65	40	62%	15	23%
B	1950 NW Pettygrove St	51	31	19	61%	15	48%
B	1906 NW Overton St	7	5	3	60%	2	40%
B	777 NW 19th Ave	87	53	31	58%	21	40%
B	1515 NW 21st Ave	113	68	33	49%	22	32%
C	2121 NW Savier St	224	90	40	44%	22	24%
B	2112 NW Quimby St	166	98	41	42%	33	34%
B	1950 NW Raleigh St	20	12	5	42%	4	33%
B	1970 NW Raleigh St	20	12	4	33%	2	17%
C	921 NW 21st St	27	11	2	18%	2	18%
C	1378 NW 18th Ave	196	79	11	14%	46	58%
B	2052 NW Kearney St	1	1	0	0%	0	0%
B	2702 NW Pettygrove St	1	1	0	0%	0	0%
B	2541 NW Westover Rd	1	1	0	0%	0	0%

In 2019, a new requirement to declare off-street parking available, took effect. Anyone with access to off-street parking had to indicate it on the Zone M Off-Street Parking Declaration Form attached to their Zone M permit application. Essentially this requirement reduced the number of parking permits to residential buildings that have off-street parking. From the start of the 2019-2020 permit year, this requirement has reduced the number of permits by 55. People who were exempt from this policy are those with parking at their building, but it has been fully rented out, the building they live in was built prior to 8/07/13, or they qualify for the income-based parking permit.