



PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner Chris Warner Director

Northwest Parking District Stakeholder Advisory Committee (SAC)	Zoom Meeting Portland, Oregon April 21, 2021 4:30 p.m. - 6:00 p.m.
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**Northwest Parking District Stakeholder Advisory Committee (SAC)
Meetings Notes**

Members in Attendance

- Rick Michaelson (Chair, At-large)
- Nick Fenster (Vice Chair, Northwest Business Association, NWBA)
- Daniel Anderson (At-Large)
- Peter Rose (At-Large)
- Alexandra Zimmerman (At-Large)
- Mark Stromme (At-Large)
- Karen Karlsson (Northwest District Association, NWDA)
- Ron Walters (Northwest District Association, NWDA)
- Jeanne Harrison (Northwest District Association, NWDA)
- Amy Spreadborough (Northwest Business Association, NWBA)
- Don Singer (Northwest Business Association, NWBA)

Members Absent

- Thomas Ranieri (Northwest Business Association, NWBA)
- Parker McNulty (Northwest District Association, NWDA)

Portland Bureau of Transportation (PBOT) Staff

- Rae-Leigh Stark (Northwest Parking District Liaison)
- Zena Rockowitz (Parking Program Specialist)
- Kristan Alldrin (Program Manager)
- Kathryn Doherty-Chapman (Project Manager)

Public in Attendance

Allen Classen
Steve Pinger
Al Niknabard
Sophia Semensky
Lewellyn Robinson

Northwest Streetscape Plan Summary and Next Steps

What Should Streetscape Plan Focus on?

Rae-Leigh reviews survey northwest streetscape plan survey to gather where SAC members want to focus improvements. Only 20% of respondents voted for curb zone. People prefer to focus on pedestrian zones, pedestrian crossing, public/private partnerships, and neighborhood context.

What Streetscape Elements are Important?

Next question was on elements of streetscape. 90% of respondents said they want to focus on crosswalks, pedestrian scale streetlighting, and trashcans. There was also a mix of support for other items as well. Wants to get feedback on what to do with the information.

Nick is curious about the capacity to tackle all of it if they want to. Wants to know the scope they are playing with. Rae-Leigh says for scoping, we can include all of them, but when it comes to implementation they can pick a couple each year.

Rick sees why people didn't support curb extensions, due to fear of parking space loss and expenses, but he wouldn't immediately take off. Lack of interest in parklets he thinks is an issue of parking space loss. Thinks banners, bike parking and gateways are an extra. Wants to make sure when they talk about pedestrian scale street lighting, they are talking about sufficiently lighting the crosswalks.

Alex agrees with Rick but has some different interpretations. Wants to hear more from staff about ways to combine less popular items, approach in phases, or do low cost versions that could have public/private partnership, like bike parking and curb extensions. Could do painted curb extension or other versions not seen often, would like to think about creative applications of these and look at things that increase safety, access, and equity.

Jeanne remarks, some things cost more depending on whether they are the low or high cost version. Pretty lighting is expensive but does tie street together visually. The downside of doing a couple of things is the neighborhood is less coherent. She wants to see drinking fountain. Banners are not big one for her but not that expensive. Trade offs with costs

versus what we need to have, like ADA ramps. Which things would the City be already be doing?

Rick adds that they should see which items property owners be willing to match.

Karen says they would like to explore all of these things and notes they are all ranges.

Ron says there are three to four visions but also lack of visions, timing uncertainty, what is going to happen with big scope, Montgomery park, NW 23rd Avenue streetscape plan, what is City going to require? Doesn't know what they are designing. Thinks the approach should be what is our budget and what is a good bang for the buck, and improves safety? Maybe it's lighting or maybe we don't worry about certain sections of the neighborhood because we don't know what is going to happen.

Alex wants guidance on how the mission relates to this slide. One of the charges is to reduce reliance on parking.

What is the Focus Area?

Rae-Leigh asks where to implement.

Amy says they don't want to look at it as a NW 23rd Avenue only.

Jeanne says they answer it differently depending on perspective. They have been setting aside money specifically for NW Lovejoy Street to NW Street Vaughn Street. It's one thing to do a plan for NW 21st and 23rd Avenues, it's a different thing to fund both of those. It's a significant amount of money. Doesn't want to get in the position of having grand schemes but not have the money to cover.

Rick notes maybe we do a main street design but apply it to individual streets on individual cases. We want to identify main streets and talk bout character establishment rather than the details of which curb gets extended.

Nick comments they are dancing around what is going on with NW Lovejoy to NW Vaughn Streets. His understanding is that one of the big priorities that came out of previous polling was the rebuild of NW 23rd Avenue and as they got into the conversation they became aware of streetcar intersection and that question needs to be fully resolved before they can talk about a rebuild. Doesn't see the SAC as being the inside voice on whether or not streetcar is coming to NW 23rd Avenue.

Amy agrees that if the streetcar is going to be apart of NW Lovejoy to NW Vaughn Streets, its it's own thing, but maybe they could make a plan south of there. There is value in doing

that even before whatever happens north of Vaughn happens, at least they will see what happens in a unified district or streetscape, would have influence on what happens there.

Nick is on board but when discussing various things like lighting improvements and benches, seems like that is much smaller than the rebuild, which is more like a \$10 million dollar project. Yes, we want streetscape plan but when talking about is happening in NW 23rd Ave, north of NW Lovejoy Street, the project is a mountain compared to a rock.

Alex says there should be a discussion draft on the Montgomery park piece of streetcar extension, which ideally goes to City Council in the fall or the end of the year. In that point would still be in exploratory stages. We get to play a role, and once the street is rebuilt, we are focusing on what we want the pedestrian experience to be. Like buying a house, we are picking out the finishes. There is a point to doing this in parallel with streetcar.

What Deliverables of the Streetscape Plan are Important?

Rae-Leigh reports SAC response on what deliverables of the streetscape plan are important. Most support was for project list or project list with shorter implementation timeline.

Ron thinks we are spending a lot of time on the periphery of managing parking. Not opposed to it, recalls the context of last year. It feels like we are focused on the street and pedestrian experience and getting distant from the mission of the group.

Rick asks, who does this project? Is it a SAC project? SAC funds it but what is the role? Says phase two is a financing plan for it but wouldn't add that to this scope.

How High of a Priority is the Northwest Streetscape Plan?

Rae-Leigh asked on the survey, on the list of priorities, how high of a priority is a northwest streetscape plan? 55% of SAC respondents said high priority. 27% of others are neutral, and the 18% said lowest priority.

Ongoing Questions

Rae-Leigh asks who is engaged with this plan? Jeanne says everyone should weigh in on this. SAC should take the lead because they have momentum.

Steve says it's really important for us to be comprehensive. SAC has the benefit of representing views from NWDA and NWBA and at-large members.

Alex would love to see other groups be involved through polling or focus groups. Wants to think about the average person experiencing the streets 20 years from now and involving

people other folks, such as those with day care facilities, low income housing, areas without parking available for residents.

Rae-Leigh asks, does the Capital Projects subcommittee review and bring to SAC? Rick says they will answer the later.

Rae-Leigh asks for thoughts on NW 23rd Avenue from NW Lovejoy Street to NW Vaughn Street. Rick wants to see pallet used on main streets that would also be used as part of the north area when that happens.

Flex/Passenger Loading Zones

Kathryn presents on NW 23rd proposal and addressing short-term parking needs thorough flex zones. Passengers are getting out of Uber and Lyft vehicles, gig workers are delivering food. The Healthy Business Permit, five minute pick-up and drop-off zones that we issued before the pandemic, highlighted to us how urgently we needed to look at this issue.

She is doing a pilot this summer to make some of these Healthy Business Permit spaces more permanent five minute parking spots, available to anyone. Uses the permit spaces and relationships to test out the criteria for where to place these and how we communicate to the public about them. Will be installed across five different study areas, probably the first week of June. Throughout the summer will do data collection. Are they being used in the way we intended? In northwest, there are three parking spaces that currently have five minute pick-up and drop-off that will be part of the pilot.

Jeanne asks if this is more free parking and less revenue? Kathryn responds yes.

Kathryn did direct outreach to businesses and let them know they are using spaces as part of the pilot. Hasn't heard back from Grassa yet. Will let ride share companies know where spaces are. Will be integrated into navigation systems, not all drivers use them but intention is these spots will be useful and have a variety uses for all users. Will do surveys throughout the process.

Rick asks, how will this relate to loading zones? Kathryn says they are concerned the signs might be confusing and in the study areas they selected, businesses get deliveries all hours of the day and night. You can only park there if you have a commercial loading permit or commercial vehicle.

Nick asks what are the metrics of success? Kathryn responds they are trying to mitigate double parking. See a lot of vehicles parking in the bike lane, crosswalk, or travel lane. That is why they are doing pre-implementation, to see if they are meeting the goals. In terms of occupancy, don't have a target but want to see they spaces are used adequately. Want to see they are only used in the evenings.

Rick wants them to think about whether this would be a good substitute for the 15 minute meters, could be stage two. Kathryn clarifies northwest has only 30 minute meters now.

Public Input

None.

Temporary Street Use Permit

Rae-Leigh discusses Karen's email about the temporary street use permits. People apply for these when they are doing anything from landscaping to construction, when they want a designated spot outside of their house for a certain time. The fees are different from metered areas and non-metered areas, and different for existing building permits. These permits are not in Parking Operations. Don't have control over what rates are but based on staff time and other variables. Jessie from PBOT is available to talk through this.

Karen doesn't like the PBOT silos. Says they are now a metered area and the old rules don't make sense for them. There are some inequities that are not acceptable. If you have a building permit you can pay \$40 for a parking space and you get it for the whole week but if you're a property owner and the guy has to park in front, you have to pay \$40 for single day. We are not downtown Portland.

Rick understands why it's \$40 for the first day but doesn't know what it's \$40 dollars for multiple days, these are pieces of systems left over for a long time ago. Maybe the SAC could subsidize a portion of it.

SAC decides that Karen will write a letter to be approved at next SAC meeting.

Meter/Permit District Update

Rae-Leigh goes over area parking permits. About 40% of permits are for low income. For an individual person the low income threshold starts at \$51,600.

Rick wants to know if people are multi-year permit holders. Rick says maybe the higher income people are giving up their permits. Dan notes the absolute number of low income permits is declining.

Jeanne says they should keep tracking it because it looks funny given the neighborhood.

Nick says that is not a high income for that neighborhood, given that prices are going up.

Rae-Leigh explains that businesses can't have more than 80% of FTE hours, so if you have 10 employees you can't have more than 8 permits. Have a cap of 50 permits. Over 50 requires an exemption. Shows how permit count went down for business, likely due to COVID.

Rick says if the permit count does not go up after COVID might want to devote efforts to this.

Alex wants to know if they can find out if people are returning to work and what is transportation demand management (TDM) plan? Will talk about it at next TDM subcommittee meeting. Rick notes may want to ask questions during permit renewals.

Rae-Leigh explains building caps. For residents, building built between 2013-2017, 60% of units are allowed a permit. After 2017, 40% of units are allowed permits. This year no buildings have waitlist or are at 100%. In 2019 there were give buildings at 100%. Rae-Leigh is doing outreach to property managers. Karen says this was never intended to apply to single family houses. Thinks they shouldn't be tracking 1-2 units. Rae-Leigh says rule is based on the date. SAC members clarify this is just for multi-family, not single family. Don thinks the threshold is 30 units or something like that.

Renewals/Bylaws Conversation

Rae-Leigh explains that everyone whose terms are expiring is staying on, no more recruitment will be needed. Nick finds the following strange: three year terms, eight year cap, and NWDA and NWBA don't get to pick their people, but doesn't want to make it an issue right now.

Rick clarifies the chair gets to continue past eight years but doesn't get to vote.

Alex said it seems like they would want to allow folks from NWBA and NWDA to cycle in it and out. Not helpful to the spirit of neighborhood to not bring in fresh perspectives. Rick thinks its more an issue of the SAC imposing their rules on independent associations.

Alex says there are a lot of folks with expertise, depends on how you want to quantify that. Saw at the last recruitment they were looking for TDM expertise and living in the neighborhood for a smaller amount of time. Alex says they need to look at criteria for their membership.

Ron talks about how sometimes the neighborhood does not have enough people who want to serve and should be looking for people.

Rick states it does not seem like there is strong support for changing bylaws right now.

New Business

Mark comments on his vision for the streetscape plan. This is something intended for main streets, at least initially. We are trying to create some kind of urban aesthetic fabric that does not exist currently and there is a national historic district but doesn't see identity or markers, like you see when you go to Chinatown. Was envisioning lighting, not just industrial, but aesthetic, intermittent benches, planters, street art. Need ways to spend money, otherwise the stack accumulates. Trying to find scalable projects with short timeline for implementation to spend a portion, at least get some budgetary ideas about it. Suggests finding a consultant to assist with identifying projects.

PBOT Action Items

Rae-Leigh will draft a scope of the streetscape plan. Will look into building thresholds to make sure there aren't barriers to getting permits in single family home and look into getting multi-year data showing permit holders on low incomes.

Meeting Adjourns.