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Chloe Eudaly Commissioner Chris Warner Director

Northwest Parking District Stakeholder Advisory Committee (SAC)	Zoom Meeting Portland, Oregon Feb. 17, 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)
Karen Karlsson (Northwest District Association, NWDA)
Ron Walters (Northwest District Association, NWDA)
Jeanne Harrison (Northwest District Association, NWDA)
Amy Spreadborough (Northwest Business Association, NWBA)
Mark Stromme (At-Large)
Thomas Ranieri (Northwest Business Association, NWBA)
Don Singer (Northwest Business Association, NWBA)

Members Absent

Parker McNulty (Northwest District Association, NWDA)

Portland Bureau of Transportation (PBOT) Staff

Rae-Leigh Stark (Northwest Parking District Liaison)
Zena Rockowitz (Parking Program Specialist)
Chris Armes (Division Manager)
Kristan Alldrin (Program Manager)

Presenters

Kate Drennan, Portland Bureau of Transportation (PBOT)
Mike Serritella, Portland Bureau of Transportation (PBOT)
Mauricio LeClerc, Portland Bureau of Transportation (PBOT)
Owen Ronchelli, Rick Williams Consulting

Public in Attendance

Allen Classen
Sophia
Sean Sweat
Joel Nunez
Damien Erlund
Al Niknabard

Montgomery Park to Hollywood Update

Kate presents on the Montgomery Park project, to change zoning and land use on Montgomery Park and undergo master planning efforts. Moving forward on scenario 4, hybrid, to preserve the existing industrial uses and take advantage of broader trends. Extending the existing north and south streetcar line as it comes up to NW 23rd Avenue. Includes extension of NW 25th Avenue and potentially NW York Street. Went with scenario 4 because there is so much redevelopment happening. They are midway through the project and will have an open house.

Working on district transportation plan: modeling different vehicle circulation concepts, looking at district portals, exploring roadway crossing, working with agency partners. Also drafting land use discussion draft and identifying development cost and public benefits.

Rick wants to know when the project breaks ground. Kate says, the streetcar doesn't have an existing source of funding to build out, so likely applying for grants, making 3-5 years is likely scenario. It's about land use first and then new streets.

Karen concerned about condition of NW 23rd Avenue between NW Lovejoy Street and NW Thurman Street. The Stakeholder Advisory Committee (SAC) has fronted some money to help it happen. Doesn't think it will be ready even 5 years from now and NW 23rd Avenue will be further deteriorated. Kate responds to Karen that NW 23rd Avenue can be rebuilt independent of streetcar. Karen says the city will probably not look for independent funding for NW 23rd Avenue since this is potential funding source, unless they want to spend SAC money for NW 23rd Avenue, it's not going to get done, until maybe there is a streetcar.

Mauricio says to view it as one idea is streetcar, one idea is repaving NW 23rd Avenue, and streetscape treatments from NW Burnside Street to NW Nikolai Street. They are pairing conversations so they don't miss opportunities.

Ron has concerns about NW 23rd Street and NW Vaughn Street. Sees congestion and traffic, development system pressure with few benefits. It needs tens of millions of dollars of upgrades, if not more, or it will be a disaster.

Dan asks, who benefits from upzoning? What steps are you taking to ensure that there is equitable distribution of benefits? How does this relate to city's experience with interstate urban renewal and yellow line? Many promises made to North Portland because they ran out of money. Has concerns about racial equity analysis.

Mauricio: the project includes lessons learned in Pearl District and other areas. Zoning has benefits and burdens, trying to be clear in defining them. Analyzing circulation. Have done analysis, system can handle a lot of it. But at this point, there will be a briefing to come in future. Kate says, we will have separate conversation later on Dan and Ron's questions because of time constraints.

Jeanne: extension of NW 25th Avenue and NW Vaughn Street intersection are a concern to her because of problems with NW 25th, doesn't want to increase traffic there. Kate responds they are trying to get the traffic to filter up to NW Nikolai Street, which is why NW 25th Avenue is integral to circulation. Mauricio says they are looking at circulation options, how much it costs to do NW 23rd Avenue, maximize on street parking, supporting the main street.

Northwest 23rd Avenue Main Street Plan

Mike presents on the NW 23rd Avenue Main Street Plan. Funding is difficult for a project like this, so looking at all options. The Montgomery Park streetcar expansion could be a great way to help fund it. The condition of the street today needs improvement. Northwest In Motion (NWIM) recommends two projects. There is a short-term interim step while they seek funding for bigger rebuild project. This includes better streetlighting, placemaking, crosswalks, public parks, street seat opportunities, signal and safety operational improvements.

Long term project is a major rebuild to pavement, remove historic streetcar tracks, address accessibility concerns. Need to do utility and stormwater relocations, which make it expensive. New amenities, design innovations to identify what they are and where they go.

Shows the Northwest District Framework. NW 23rd Avenue is primary main street served by greenways. Looking for a concept plan for the entire NW 23rd Avenue corridor from NW Burnside Street to NW Nicolai Street. Should be Streetcar and bus compatible. Should be compatible with Main Street Designation. Will incorporate into Transportation System plan.

Nick asks about the \$10 million dollars for the project and what it covers. Mike says this money focuses on NW Lovejoy Street to NW Vaughn Street, will include full reconstruction of street, stormwater, accessibility compliance, baseline streetscape amenities. The other elements could be funded through projects or redevelopment as it occurs through the district. Will need to decide what the design elements are to determine the ultimate cost: lighting, trees, curb

extension. Mauricio says will want to minimize any loss of parking, the design is conceptual, can fit parking and streetcar.

Alex wants to know about checking in on the System Development Charges (SDC). Knows they are in the pipeline and wants to be proactive about keeping them in the neighborhood and assigning to specific bundles.

Ron says with the Conway plan, the city allowed the developers to do the private stuff first, and at end of 10 year master plan, the only things not built are the public things, which are suppose to be first things built. He wants to see funding in place before anything happens.

Dan: this mirrors the experience with light-rail in north Portland. Wants to acknowledge history. Mauricio says with the new administration hoping for federal funding and will look for additional funding opportunities. Dan says agreements happen at City Council and not enforcing agreements with private developers.

Alex notes this is a great opportunity to talk about right-of-way standards, and to see funding first and then present to developers. They get brought into the conversation at very end, and end up always playing catch up to private development.

Online Permit System

Rae-Leigh explains, the Portland Bureau of Transportation (PBOT) has been able to incorporate all parking management strategies into the online system. Working with programmers and PBOT staff.

Committee wants to know if you can get daily permit if you don't have access to online, ramifications to low income people where this program has been rolled out, and outreach practices. Jeanne doesn't like that the burden is on the customer to change the license plate and wants to be able to continue using daily scratch off permits.

Rae-Leigh says that we are moving to license plate based system of enforcement, and changing the license plate online can be easier than going to the car. People can be set up through the hotline if they don't have access to the technology. The daily scratch offs will be valid through 2021 and the daily scratch offs can be exchanged for daily permits.

Peter says it's better that people can't sell them. Dan wants to know if people buy less permits that are lower incomes and if other cities have data on this. Chris responds that no other cities have done this on such a large scale and have not found significant issues so far with accessibility issues.

Rick notes that people are nervous about it overall.

Ron echoes equity concerns. Change can be painful, going digital makes sense. But this is a case where we should make sure the changes aren't going to amplify equity problems.

Al wants to know who vendor is. Kristan says Flowbird/Cale.

Zone M Parking Utilization Report Summary

Owen presents on parking Inventory. Took inventory in 2011, 2015, 2018, and 2020. A lot of change has occurred with changing out or addition of the meters.

There was an increase of 146 stalls, but some of the way the stalls were coded in the system was not accurate. Overall there was a slight increase.

Have eliminated 132 1-hour stalls. Have seen reduction in the number of high turnover stalls. The number of 2 hour stalls is down by 110. Went down to around 70 for signed stalls.

Rick asks about decrease, with two hour stalls for example. Owen says some of that is because of homogenizing block faces. If there were two hour stalls tucked in, now changing it to 4 hour or by permit, or four hour metered only. Doesn't know why two hours is such a high percentage of change.

Karen asks if this is because of converting from permit only to metered. Owen says it's the addition of adding meters into signed instances. Doesn't think it was a targeted effort to reduce those stalls. Encourages committee to think about the need for higher turnover stalls.

Owen shows table of all inventory with 4-hour stalls, 2-hour stalls, and 30 minute stalls, broken down by metered and signed. Shows all the block faces where utilization study was conducted on November 5 and November 10, 2020. Healthy business permits effected about 83 on street stalls. That is not reflected in the inventory. Had slightly smaller sample this year.

Shifted 1,000 stalls to metered only. It helps with compliance because Parking Enforcement complained about signed stalls being difficult to enforce.

Shows peak hour occupancy map with the peak hour between 1:00 – 2:00 pm at 75.1 percent. Nearly two in five block faces are considered constrained. This is a big drop from prior years. In previous years was 82 percent to over 85 percent. Says to take this with a grain of salt because of COVID.

Rick asks, did permit holders parking in meters pay for meters? Owen says we haven't checked that. Now that they are paying by plate, not easy to get this data. Says they can cross compare with Parking Kitty and will get into the data in the future.

Owen explains that non-permit users have an increase in amount of time they are staying. Vehicle trips down 30 percent. With regard to turnover rate, want to make sure it's not effecting

the number of people coming to the neighborhood. The idea is to accommodate more people within the existing system.

Jeanne asks if some of these cars could be going to paid lots instead? Owen answers that this is possible because not collecting off-street data.

Amy notes most of the shared off street parking is happening during alternative hours.

September 2021 Renewals

Rick explains that in September 2021, Karen, Tom, Don, and Rick will choose whether they want to renew or not. People can take a year off and get reappointed by the committee.

Nick voices concerns about term limits. Thinks that Northwest District Association (NWDA) and Northwest Business Association (NWBA) should decide if they want to reappoint. Says it seems like a strange concept to take one year off and come back. Thinks they are losing institutional knowledge.

Rick thinks perhaps the request can be put in from NWDA and NWBA. Rae-Leigh says this would be a city ordinance conversation, and would need PBOT and the Office of Civic Life to support it to move forward to City Council, but there wouldn't be support to move forward at this time.

Mark says this committee feels NW 23rd Avenue needs some help but short or long term plans won't take effect for a 5 year period at best. Would require a fair amount of maintenance. Ask if they need to look at an interim project for that area. Hopes the Capital projects Subcommittee could find firms that are capable to help, to interview and get proposals within 90 days.

Rae-Leigh responds that the next step is for PBOT planning to work with a consultant to come up with a scope and bring it back to the SAC. It's an on-call system where they use the next consultant in line. Rick and Mark have concerns. Rae-Leigh asks if they want to do a full procurement process and clarifies that the timeline is to start the project in April to get approved by June. Can start work in July.

Mark wants to know if hands are tied in procurement process. Rae-Leigh says yes, it takes a while.

Rick wants to know how to avoid this delay in future years. Does this mean starting the procurement process in July? Rae-Leigh says redevelopment and urban design needs to come with support of planning. It is a partnership. Rae-Leigh is happy that they have allocated time at PBOT to start in July.

Chris says the fastest way is to go through a flexible services contract. May be able to get a draft scope from them and send it out to them for review. Rae-Leigh wants to set realistic

expectations on timeline, it would be nice if the scope was here sooner, but doesn't know what process looks like.

Rick wants to know more about funding sources. Rae-Leigh says they are looking for more funding sources for PBOT staff on this and Rae-Leigh says they will look for other funding as well.

New Business

No new business.

Meeting Adjourns.