

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Jo Ann Hardesty Commissioner **Chris Warner** Director

Northwest Parking District Supply Subcommittee	Zoom Meeting August 4, 2022 1:00 p.m. – 2:30 p.m.
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To watch meeting recording go to:

https://us06web.zoom.us/rec/share/KT3hPSYe5NG877ym9QI-oYIKIP4apzZpc-jeZVld1ndRgpd_lpMC3h8422LBx30p.bn8tRMsRaM6twUI7

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Meeting Summary

Members in Attendance

Jeanne Harrison
Tom Ranieri
Amy Spreadborough
Don Singer

Portland Bureau of Transportation (PBOT) Staff

Rae-Leigh Stark (Northwest Parking District Liaison)
Stanley Ong (Parking Program Specialist)

Consultant Staff

Owen Ronchelli (RWC)

Public in Attendance

None

Introduction

Rae-Leigh started the meeting at 1:04 pm.

2022 NW Parking Inventory Update

Owen reviewed the Inventory Update process. Inventory was last done in October 2020. Planning to do another inventory in September 2022. This is an opportunity to confirm what PBOT believes is out there with reality. 65% of parking stalls are surveyed and extrapolated to the remaining stalls. This information is used as the basis for the annual occupancy and utilization study.

In previous inventory updates, there were large changes made to the parking system. This is the first year where that has not occurred.

Discussion

Jeanne noticed that not as many blocks are inventoried in the Northern portion of the district, such as along Thurman. Owen clarified that only license plate information is not collected. He is not sure why Thurman is not included though. Jeanne said that Thurman is a main street, and should be considered to be included. Owen said that he would be more in favor of swapping out other areas for Thurman.

Tom asked if the data collection in 2020 was before the pandemic. Rae-Leigh said that it was that it was during November of the first year of the pandemic. Tom asked what the source of the increase of 146 stalls since parking wasn't actually added and infrastructure remained essentially the same, is it based off how information is extrapolated? Healthy Business permits likely removed parking stalls if they were already in place at the time of the 2020 survey. Owen said that in terms of Healthy Business permits, they estimate how many stalls are there if the Healthy Business permit was not in place for the inventory. They do remove these impacted stalls when calculating utilization. They treat healthy business permits as a temporary change. Infrastructure changes such as BIKETOWN stations are considered permanent and not counted as part of the inventory.

Tom clarified his previous questions, how did the number of stalls increase by 146? Is it due to parking stalls returned to the system? If there is a limited amount of parking, do long term temporary uses eventually get removed from the inventory? He's been interested in pursuing the conservation of existing on-street parking since parking is continued to be lost. Owen said that an important thing to note is that 5409 is inclusive of the Healthy Business permits. When they did the utilization, about 150 stalls were used for Healthy Business permits. The areas where parking supply increased was mainly in the Slabtown area where after construction was completed, parking stalls were created where it did not exist before. Westover is also now included that were not included previously. The city tracks Healthy Business permits, but the inventory can be used to verify the amount of impacted parking stalls.

Rae-Leigh asked if a space is removed, how is it categorized? Is it categorized based off type such as Healthy Business permit, infrastructure such as bike lane, construction? Owen said that they are coded by source. For example, Healthy Business permit impacted stalls are

identified as such. There are some cases outside of NW where tents spill into street, so people are hesitant to park there. They also note transit stops and BIKETOWN separately.

Amy likes that losses are categorized by type. She asks if they can create a map of stalls lost to Healthy Business permits. Owen said that they can create a GIS layer just for Healthy Business permits. It may be interesting to compare that with utilization data to start the conversation about the use of space.

Rae-Leigh said that the deliverables will be similar to last time, and if they can indicate the source of the change that would be good too. Owen said additional layers can be created for things in addition to Healthy Businesses such as BIKETOWN or driveways.

Owen said that if they Supply Subcommittee has additional feedback for this year's inventory, to send them to Rae-Leigh.

Legacy Good Samaritan Parking

Rae-Leigh provided an updated regarding where we are about shared-use parking. All of their off-street lots except P1 can currently be used. In January 2024, P1 can operate as shared-use.

There is support from NWDA and NWBA to explore further. There is interest from SP+ (lot operator) and they are working with Legacy. There is also interest from the Timbers organization.

Discussion

Don asked to clarify if shared-use means that Legacy can charge for it? Rae-Leigh said it includes for commercial use.

Don said he thinks the next step is for SP+ to engage with the SAC or NWDA+NWBA. Instead of trying to reach someone at Legacy, having someone at SP+ who is interested is good enough for now.

Jeanne asked if they do shared-use parking, if it can only be used by timbers fans or if it will be open to the public. Rae-Leigh said that they can legally restrict the use, but will need to look into it further.

Jeanne asked if Legacy can open up their lots just for Timbers fan, or every evening/weekend. She also clarified that NWDA shouldn't be characterized as supportive, but they are open to the idea. Rae-Leigh said that there is a level of review that will be done when they submit their shared-use application. SP+ also wants to look at their occupancy data before moving forward and will need to share with Legacy first.

Jeanne asked if SP+ knows who to contact at Legacy, why can't we use the same contact? Don said that sometimes owners prefer having a manager to be approached first. As long as we have someone from SP+ engaged, that should be good.

Tom asked if someone from SP+ can join us at a future meeting. Rae-Leigh said she can ask if he is available.

Tom asked what the subcommittee supposed to do to encourage Legacy's involvement, and also for the conservation of off-street parking. Rae-Leigh said that she recommends outlining his idea first.

Don asked to clarify that it sounds like there is ambiguity about conserving on-street parking. It is a stated goal of the SAC. Tom said if its necessary to have a letter from the subcommittee, we would like to make an option to make a concerted effort to have Legacy at the table or to determine their interest. He feels like he's been working on this without any progress. He would like some help to move it beyond the new business item at the SAC.

Jeanne asked for clarification from Tom. It sounds like we are engaging SP+ as much as we currently can and that there is nothing else that can be done. Tom suggests trying to get some action taken. At previous meetings, there has not been any further progress since the same conversations have been going on for some time. He does not see that this is seen with the same urgency. He wants a discussion to take place and resources should be put towards it.

Rae-Leigh said that Timbers has known for some time, but it doesn't seem like they have engaged SP+. However, we cannot force them to talk.

Tom said that if the Timbers do not want to make a deal, it won't happen.

Don said that there is another aspect of Tom's point is the goal of minimizing the loss of on-street parking. That is a stated goal of the SAC.

Jeanne is not sure how helpful is talking about it. Don said that it would be helpful to recommit to the goal through a motion. Jeanne said that the biggest source of loss is Healthy Business permits (150 stalls), and it was determined to be a benefit. Conserving the stalls isn't the end goal. Don said that through the design of infrastructure improvements, the loss should be minimized. Jeanne said that she does not want the loss of parking to be an absolute goal. Some uses are a better use, but she agrees that the loss should be minimized.

Jeanne said that she supports streetscape improvements should outside of the curbs.

Rae-Leigh said that she thinks a statement letter would be helpful to get the conversation going so that we know exactly what is being discussed. Karen and Peter writing the TSUP letter made that more actionable.

Amy said that she would help with the statement letter. She asks if they draft a statement letter to help guide the conversation, can they do that as an addendum or amendment to the bylaws.

Rae-Leigh said that PBOT has to balance the competing demands for the curb. She will need to escalate within Parking Operations.

Don said that it is stated in the ordinance that a goal of the SAC is to preserve on-street parking. It shouldn't be a stretch to have a goal to minimize the loss. Amy said this would leave room to identify other priorities when needed.

Rae-Leigh said that we can add to the September SAC meeting

BIKETOWN/E-Scooter parking

Stanley provided an update to the committee on BIKETOWN and E-scooter parking. The committee noticed large stations were noticeably empty.

Stanley confirmed that it is true, they are empty often. However, after his discussions with PBOT bikeshare staff there's some reasoning. Some docks need to stay empty to allow people to return bikes. Right now there are only about 1,500 bikes in the system and BIKETOWN is expanding to 2,500 so there will be more bikes filling the system.

Stanley did two additional pieces of research. He looked at ridership in the NW Parking District. Even though it may look like racks are empty and unused, ridership within the district is really high. He also looked at opportunities to reduce the number of racks at some stations, but found that there isn't a lot of opportunity.

Stanley will keep the committee up to date on BIKETOWN.

Meeting Adjourned at 2:00 pm