

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Jo Ann Hardesty Commissioner **Chris Warner** Director

Northwest Parking District Stakeholder Advisory Committee (SAC)	Zoom Meeting July 20, 2022 4:30 p.m. - 6:00 p.m.
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To watch meeting recording go to:

<https://us06web.zoom.us/rec/share/0SOhfIMj89yCNgah7JeNCT5qOo-9JU9PICER0UkfYXYzVcMrYe9ze1yJwgHE7UI.Z01b-9d9YRZaqtKk>

Passcode: eL\$@Y3ZA

Meeting Summary

Members in Attendance

Rick Michaelson, Chair (At-Large)
Nick Fenster, Vice-Chair (NWBA)
Dan Anderson (At-large)
Jeanne Harrison (NWDA)
Karen Karlsson (NWDA)
Tom Ranieri (NWBA)
Peter Rose (At-Large)
Don Singer (NWBA)
Amy Spreadborough (NWBA)
Mark Stromme (At-Large)
Ron Walters (NWDA)
Alex Zimmerman (At-Large)

Members Absent

Parker McNulty

Portland Bureau of Transportation (PBOT) Staff

Rae-Leigh Stark (Northwest Parking District Liaison)
Stanley Ong (Parking Program Specialist)
Chris Armes (Parking Operations Group Director)
Kristan Alldrin (Program Manager)
Zef Wagner (Senior Transportation Planner)
Taylor Huschka (TSUP)
Jesse Long (TSUP)

Public in Attendance

Darin Campbell
Allan Classen
Steve Pinger
Lewellyn Robison
Kathy Sharp
Todd Zarnitz

Welcome & Announcements

Rick started the meeting at 4:31 PM.

Electing the Vice Chair

Karen made the motion to select Amy as the vice chair.
Peter seconded the motion.

Vote

Yes:

Rick Michaelson
Nick Fenster
Dan Anderson
Jeanne Harrison
Karen Karlsson
Tom Ranieri
Peter Rose
Don Singer
Amy Spreadborough
Mark Stromme
Ron Walters
Alex Zimmerman

No:

None

Abstain:

None

Absent:

Parker McNulty

Discussion:

Rick said that he will be out of town and unable to chair the August and September meetings, so Amy will serve as acting chair during those two meetings.

Temporary Street Use Permitting (TSUP) Discussion

Jesse Long and Taylor Huschka went over the TSUP program. They issue about 21,000 permits annually for people to use or restrict access to the right of way for things like construction, utility work, maintenance, and residential moves. Other groups issue permits for other purposes such as healthy businesses, parades, marathons, and film companies.

TSUP team received the letter from the NW Parking SAC and they're here to understand the scale of the problem.

Karen had submitted an example of a gutter replacement for a multi-family unit building. A truck and trailer needed parking for a few days, so she got a permit for a week to provide flexibility. In addition to costs, there are issues with flexibility issues as well since the specific dates that contractors are available is sometimes unknown and can change.

Taylor brought up the issue that parking is super competitive in NW. If the rates were lower, like \$30 in non-metered areas, then you would enable to people to reserve parking and make it unavailable for others to use.

Karen reiterated that flexibility is an issue since when workers are available can change depending on the previous job or project. The current system is unable to accommodate these types of changes.

Peter said his concern is largely about price for maintenance projects. This can cause a safety issue.

Taylor said that the regular rate is \$73 a day for each metered space. However, there is a discounted rate of \$78.20 a week if the work on the building requires a trade permit.

Rick said flexibility is a key issue. If the contractor is unable to do the work on the original date, you have to tell the contractor to come back in 10 days in order to allow time for processing. Rick also stated that the rate may seem fair for the first day of a TSUP, but not for the subsequent days. The rate includes the cost to ensure it is signed correctly but that is only needed once.

Nick Fenster feels like this is an unintended consequence for people trying to work on their home when they implemented metered parking. Is there a way to separate the higher TSUP rates and metered parking? What are their options and is there a way to make a decision?

Taylor said that they do not have the authority to change the fees or how parking is reserved in the area. He wants to be able to bring examples of where the existing system is not working.

Rick said that the issues with TSUP was inadvertently caused when they implemented metered parking, and the committee is asking for a fix to the problem that is a result of the decision.

Tom confirmed the trade discount rate of \$78 a week. He has observed over the years multiple instances where people will reserve parking for a longer period of time than needed. There was one instance that he is aware of where a sign was up for a month and a half before the sign was taken down.

Taylor said that the trade permit discount is in place to enable people who need to do work and provide flexibility to park their vehicle and access it for loading and equipment.

Chris Armes said that staff can collect information from the SAC, however we need to collect information from the broader community as well. The committee needs to gather more information if we want to change the program.

Peter brought up an example that resulted in a traffic fatality at Weist House. The painter did not include TSUP permits in their cost estimate. They hired a scaffolding company instead of a lift to avoid needing a TSUP permit. The scaffolding company was trying to load/unload scaffolding at the building and hit someone that resulted in a fatality.

Rick said that he is hearing a few problems – enforcement, overbuying, flexibility, and price. Maybe a new type of permit for homeowners to use for home maintenance is needed.

Taylor said that they need more information and examples in order to determine if a change is warranted and to make the change.

Karen reiterated that this is an unintended consequence of metered parking.

Chris said that when looking for an alternative, we need enough information to address all the concerns that are being raised. We need more information in order to make an effective change.

Rick asked if the committee needs to do a neighborhood-wide study each time they want to recommend changing a parking regulation? Chris said that she isn't suggesting a large study, but if they are going to develop a new program that they need to make sure it addresses everyone's needs.

Karen said that she is unsure of how the committee is supposed to gather the examples being requested.

Rae-Leigh said that we can work with Taylor and Jesse to get information from community members when they are applying for permits.

Rick asks if we can do an online survey and send it to the committee's mailing list. Rae-Leigh said that can be done, as well as having people who have applied for permits.

Karen said that there are large businesses that request permits and are not greatly impacted, but small businesses and single-family homeowners are impacted and do not exist in other metered areas.

Mark would like PBOT to more closely look at longer term reserved spaces that are a week or month long to determine if the reserved spaces are really needed so that spaces do not go utilized.

Rick would like a firm proposal from PBOT to look at how to evaluate the program and survey the community.

Public Input

Todd asked what the SAC is if it is not representative of the neighborhood since he has heard of other times where PBOT has said that the SAC, NWDA and NWBA are not representative of the neighborhood.

Northwest in Motion (NWIM)

Zef presented an update on Northwest in Motion. The plan was adopted in 2020. \$1.5 million has been used for neighborhood greenways and transit improvements by quick-build general transportation revenue.

Improvements have been completed at the following locations

- Johnson and Marshall Neighborhood Greenway
- Kearney crossing improvements
- Transit improvements at 21st & Glisan, 21st & Everett, 23rd & Burnside
- Bus platforms at 18th & Flanders and 19th & Flanders.

Upcoming projects

- Pettygrove/Overton Neighborhood Greenway (in construction now)
- 24th & Vaughn median diverter and crossing improvement (22/23)
- Vaughn St transit improvement (22/23)
- Savier Neighborhood Greenway (TBD)
- 18th & Marshall and 19th & Marshall bus platforms (TBD)

- Phase 2 Neighborhood Greenway improvements (TBD)

There is \$1.1 million remaining for NW District projects from the initial budget. No parking revenue requested for NWIM in 21/22 or 22/23. Requesting \$500k per year for NWIM going forward from 23/24 on.

Rick asked how long does the \$500k per year need to continue? Zef said that when this was adopted it was a 5-10 year plan. A discussion is still needed to determine the end of this plan and when an update will be needed. Zef thinks that they will still be building phase one tier one projects for the next 3-4 years.

Bureau of Environmental Systems will be doing major sewer pipe replacement in the district from Davis to Johnson, 17th to 25th avenues. There will be a lot of disruption in 2024/25 but will allow for savings. Most projects will include open trench work and will require repaving (including trolley track removal) and ADA curb ramp upgrades. PBOT can pay BES for the marginal cost of curb extensions and other similar improvements. This will delay a couple of projects, such as 21st and Glisan, but will allow for savings and prevent rework.

Nick asked if there are other opportunities aside from curb extensions for projects? Zef said that things like ADA ramps and curb extensions are the first thing to happen, and will likely happen in 2024. Designs will need to be ready by 2023.

Nick asked about when doing lighting work, they would need to dig up sidewalks in order to connect it to the electric power grid. If the area is going to be torn up anyways, they might be able to add the needed conduit. Zef said that most of the work won't involve repaving sidewalk, but just curb to curb. There may be opportunities to put lighting at the corners if they're going to build curb extensions.

Rick said that it is his understanding that as part of their plan, as they are redoing corners that pedestrian lighting would be incorporated.

Tom asked what would \$500,000 look like in context to their projected revenue. Rae-Leigh said that revenue is forecasted to go back into the million range next year. This past year it was about \$600,000. A year from now, it should be closer to the million dollar mark in net meter revenue and about \$500,000-\$550,000 in permit surcharge revenue.

Zef said that they have been holding off on evaluation of projects due to the newness of the projects but also due to traffic patterns were impacted by the pandemic and Cornell Road Tunnel closures. However, traffic levels are starting to stabilize – not quite how they used to, but they feel ready to start collecting data. They are planning to wait until the fall, once schools are back in session.

Rick said that they are primarily interested in the area around Flanders. Zef said that they will look at Flanders and Everett.

Rick said that he would like to see what they are planning study when evaluating, and that the committee may be interested in supplement it with additional dollars if there are things that the committee would like to include that wasn't originally planned.

Ron asked if there is anything in place to address unintended consequences or safety issues that come up, how will they be addressed? Zef said that they look at the traffic safety line and PDX reporter. Ron asked if they have seen anything about Northwest In Motion. Zef said that most of the feedback is handled by traffic engineers. A concern about 25th and Westover was forwarded to him, and they adjusted the design (and are still adjusting it). Ron said that if there is a major issue with a way of identifying it and fixing, it would put his mind at ease and better about the projects.

Steve Pinger wanted to confirm that the evaluation and data measurement being done this fall was originally planned for last fall. Zef confirmed. Steve said that they've gone ahead with Pettygrove improvements without evaluating Johnson. He asked to confirm that the fall evaluation will be used to inform decisions on projects moving forward. Zef confirmed.

Jeanne wanted to let Zef know that there are multiple times when cars have struck the yellow concrete barrels Savior and 24th. Rick also has heard about issues at 21st and Lovejoy as well.

Karen said that she likes that Zef will be coordinating with the BES project. She asked the timing of the micro surfacing project with the newly installed speedbumps. Zef said that with micro surfacing, they can just go over the speedbumps or skip the speedbumps if necessary.

Zef said that Tier 1 projects will take multiple years. The projects also have phases since a lot of projects used temporary materials and will need to made permanent. By 2025, Tier 1 Phase 1 projects should be substantially completed. A refresh of the plan may be needed in 2026 or 2027.

Nick asked if there are any other future projects that may have future partnership opportunities. Zef said that there is a project in the next few years outside of the NWIM area under the highways near Thurman and Upshur. There is another upcoming project between 12th-19th avenue near Marshal and Lovejoy that has not been scoped yet.

Zef said that micro surfacing triggers the ADA ramp upgrades. At 23rd and Pettygrove, there is an opportunity to do full curb extensions soon.

Steve Pinger asked if improvements on 23rd Avenue has corridor improvements planned this year. Zef said that painted curb extensions are either already painted or going to be put in at Irving, Kearney, Quimby and Savier. Permanent curb extensions will go in at Pettygrove.

Amy asked how many parking spaces are lost when curb extensions are installed. Zef said 1-2 depending on if it is a double curb extension. You generally lose 1 space since a 20 feet setback is usually what is needed anyways in advance of an intersection. Amy asked if there is a place that loss parking is tracked. Rick said no.

Rick asked if at corner clearances, are only two corners needed for the setback? Zef said that in meter districts, an engineer is needed to determine how much of a setback is needed as opposed to an automatic 20-foot setback.

Tom asked where does the 20-foot setback comes from. Zef said that the 20 feet is an average number that comes from the Pedestrian Master Plan. In NW, an engineer goes out and determines what is actually needed based off the specific site.

Karen said she just looked out to 23rd & Kearney and noticed that 10 feet was taken on each side, not even a full parking space. However, there is a truck loading zone where the sign wasn't moved since it is not too small. She said that this specific space needs to be looked at. Rick said this is a good time to look at spaces in the neighborhood. Amy asked if this is something that should be reported to the complaint hotline. Zef said yes, but parking operations can also handle this.

Rick said that sometimes signs aren't place where needed since they sometimes want to use an existing post.

Rick asked to include which curb extensions will be made permanent along with a timeline when Zef is done with the evaluation. He has also noticed that more maintenance is needed for bike lane striping, such as on 18th and 19th. Zef has noticed that as well and will pass along to maintenance crews. They've previously said that they restripe everything in the city once a year. Rick suggested that the committee might consider funding additional restriping.

New Business

Nick said that this will be his last committee meeting.

Rick requested an update for the street lighting project. He has seen that the posts were installed a couple of months ago, but nothing has happened since. Rae-Leigh said that she is trying to get the lighting staff to be at the capital projects subcommittee.

Tom would like to be able to see the following added to a future meeting agenda: to have some committee members meet with Legacy Good Sam, the conservation of on-street parking. Tom also would like something that can be shared that would provide background on the work of the committee for new potential committee members. Rae-Leigh said that there is a document, and that she would send it out to committee members with a link to the committee application. Rae-Leigh will check in with Ron since he has been talking to the Timbers and NWDA about that.

Rick said that Legacy has been undergoing some changes and are downsizing their headquarters. The lot at 19th and Northrup is for sale and can be a potential partnership opportunity.

Mark said that the committee can authorize PBOT to speak to Legacy on the committee's behalf. Rick said that is a good idea. Mark also asked for a quick overview of the recruitment and application process for the committee. Rae-Leigh said that there are a series of questions that everyone needs to answer. The at-large seats will go through an evaluation process. After the previous recruitment, it was requested that a committee member sit on the evaluation committee. Rae-Leigh asked the committee for volunteers to email her a couple of meetings ago. Alex was the only committee member that volunteered. The evaluation committee will also have someone from PBOT's Transportation Justice Committee and someone from Central Eastside or Go Lloyd.

Rick asked if the selection committee will have someone who operates an off-street parking facility. Rae-Leigh said that they will have someone from another parking district on the committee. Don said that they're not commercial parking operators that do it on a for-profit basis that will have a different outlook than one that operates for the city. Rick said that Alex is an expert at TDM strategies, but not as experienced in parking operations and strategy. Alex said that she has spent much of her career in TDM, but one of the cornerstones of TDM is understanding parking policy. After her previous work at Go Lloyd, she is familiar with how parking works in Portland. She currently works for a software development company where she is a subject matter expert on parking.

Chris Armes said that we do not operate private off-street parking. Rick said that one of the committee's goals is to improve the availability of off-street parking.

Steve Pinger asked if Alex was forwarded as the representative by the advisory committee. Rick said she volunteered. Steve asked if that was by consensus. Rick said that she was the only one who volunteered.

Tom asked how many people have applied. Rae-Leigh said that there were 4 at-large applications the submitted the previous week. Rick asked if the NWDA and NWBA applicants need to submit their applications by August 1. Rae-Leigh said that ideally, everyone would also submit their application by August 1.

Mark asked if Rick volunteered. Rick said that he will be out of town and does not think he can do remotely effectively.

Karen would like a diversity in the types of users of transportation and living situations in the new at-large members.

Committee Recognition

Rick said that he would like to see prior committee members continue to be involved in committee discussion and at the subcommittees. Kristan said that they can attend the subcommittee meetings but cannot serve. Rick said that they can attend and participate in the discussions and but that they cannot participate if there is a vote.

Meeting adjourned at 6:02 pm.

PBOT Action Items

- Provide overview of outreach planned to TSUP
- Zef will share with SAC what they're planning to evaluate
- Zef will share timeline for permanent curb extensions
- Check Truck Loading Zone signs at 23rd & Kearney