

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Phone: 503-823-4000 Portland.gov/Transportation

Mingus Mapps Commissioner Chris Warner Director

**Eliot Parking Permit
Task Force** | Zoom Meeting
Wednesday, February 1, 2023
5:30 p.m. – 7:30 p.m.

To watch meeting recording go to:

https://us06web.zoom.us/rec/share/DoUCp3jESpAW0d6bKZdsAoGBygPw2HafAaHVEZlaYzHsLSyU-bx6IEiCna_5vbUZ.rA2xLhpAv3HNgXwC

Meeting Summary

Members in Attendance

Courtney Brown
JoAnn Gilles
Joan Petit
Sherifa Roach
Allan Rudwick
Matthew Schwartz
Rick Stockwell (Legacy Emanuel)
Andy Whitesides
Logan Wright

Members Absent

Laura Cooper
James Kallio
Rodney King
Ronald Limbrick

Consultants

William Reynolds
Owen Ronchelli

Portland Bureau of Transportation (PBOT)

Staff Kathryn Doherty-Chapman (Project Manager)
Kristan Alldrin (Program Manager)
Thea Kuticka (Program Coordinator)
Stanley Ong (Parking Program Specialist)

Public in Attendance

Jason V Cohen
Jake Morris

Welcome and Task Force Introductions

Kathryn started the meeting at 5:35 PM. Kathryn began with introductions and welcome to members of the task force and two participating members of the public. Overview of meeting agenda starting with Parking Study Data overview by Williams Consulting, Rose Quarter travel survey, and follow-up questions.

Full Parking Study Data Overview

Presentation by Owen Ronchelli and William

Topic: Full Parking Study Data Overview Feb.1 2023- [to view presentation click here.](#)

Owen presented slides of parking inventory with an hour-by-hour comparison and set stage for case study work.

Parking Inventory

There are 3,100 stalls in the study area.

- 2,700 of the block faces are in the no limit category, which means that there are no limitations on the length of time that you can stay there.

9% of the supply, 273 stalls designated as 2HR time stays.

- Signage and 15 meters are at the south end of the study map.

Performance Measures

Pyramid in slide show. Colors in pyramid will be representative of data throughout presentation.

- Red shows a constraint in supply, which is anything over 85%
- Orange is 70-84% sufficient supply, lots of activity supportive of retail and commercial business.
- Yellow shows a moderate amount of supply,
- Green parking shows that the amount of parking is readily available, but this is not a good example of commercial use you would like to see with that low level of occupancy.

Combined occupancy

Average length of stay is 4.5 hours. Violation rate is high, but only applied to stalls with time designation. Corresponding low turnover rate due to length of vehicles parked.

Owen brought up slide with map showing occupancies.

Peak hour at 12PM as shown on slide.

- 5-6 PM occupancy rates pick up as residents start to return home
- 6-7 PM high concentrations in Tillamook and Monroe on the north part of Williams
- 7-8 PM shows high concentration of residents
- Those blocks that do have time constraints enforcement no longer in effect after 6PM

Event parking

Event Parking District study data provided for comparison. Study data was before the signage went up and rates were changed in the Lloyd meter district.

- Event parking district studies with a peak hour 7-8 PM.
- Weekday Event data shows all red. People would park further north into Eliot rather than cross over into Martin Luther King Blvd. Very difficult to find parking. Event was a Blazer game.
- Compared slides to regular weekday, Vancouver shows strong levels of activity.
- Compared slide event day peak hour from 3-4 PM, not a Blazer game. Don't see as much concentration in lower Eliot.

Eliot Event Impacts

Uniquely Situated: close to Rose Quarter. Limited Constraint Window: path of least resistance occurs in lower Eliot due to free parking.

Key Discussion Points:

- Task force member asked why half of Monroe and half of Morris were not included in sample.
 - Owen confirmed. The south side of Morris was included, but not west. Same with Monroe. Reason for that was high construction areas.
- Kathryn brought up area closer to Fremont in study maps is red, highly concentrated. A task force member mentioned that New Seasons activity and a retail strip before the grocery may be reason.
 - Task force member commented that they talked to New Seasons and employees are not allowed to park in lot or on street, suggests the red is high spillover from commercial use.
- Community member asked if study documented impact of Wonder Ballroom events on parking availability in neighborhood.
 - Kathryn responded that there was a show at the Wonder Ballroom during this study. Doors were at 6PM, show at 7:30PM. People would have been parked during the time that the parking study was conducted. Will do a follow up study for Lloyd in March and plan to expand new study to include Eliot and Wonder Ballroom. The follow up study will include a typical day and Event Night in the spring.
 - Not all events at Wonder Ballroom are equal committee member wanted to point out. Capacity may be about 800 but not all events are sold out.
- Task force member asked committee if they were surprised by any data results at this meeting. Asked members, if they are using the study as the baseline, are there any blocks that did not show as red that might be a problem that need to be studied?
 - If no concerns, leave the blocks that are not red (constrained) out of discussion.
 - A task force member wanted to reiterate what members said about Wonder Ballroom. Parking on Williams and Vancouver will be taken up for larger

events.

- Kathryn responded to task force member question by saying that she thought more of Williams would have been red or fully parked up more often.
 - Gaps in full occupancy on N Williams could be due to construction noted another task force member. Fargo north and south of entire street is blocked off for new construction.
 - Task force member wanted to point out that the new buildings will be all commercial on the lower level. Neighborhood is in state of transition and is not done yet.
 - Owen agrees with input and anecdotally observed parking habits is that people will park all day if there is no time limit.
 - Study results align with task force member's experience on Monroe Street, evening. Was surprised that more of Eliot neighborhood wasn't in the red. Seems like the Blazer games are the problem. Spouse doesn't see a need for a permit program just walk a block to park, maybe study shows this doesn't warrant a permit pilot program for the neighborhood when it is really an event issue.
 - Owen agreed with previous comment. Added that one of the issues he was expecting to see was greater occupancy during business hours at the south end of neighborhood (southern Eliot close to Broadway) data is not showing parking being that big of an issue.
 - Another task force member says that a majority of businesses that used to bring people to southern Eliot have now closed.
 - Kathryn notes pre-Covid had different habits and patterns.
 - Spill Impact, Intervention on One Block Can Cause Parking Issues
 - Member wants to keep in mind that if we do something for red (full) blocks we should do something for green because they might be impacted once something is implemented on a nearby block. Cited an article they read about Rose quarter, reported that half of people who arrive at Blazers game arrive on foot. Thinking they may be parking and walking.
 - Kathryn mentioned that impacted blocks can opt in on a permit program at a later date if they want to.
- **Request that consultant's study during an event at Wonder Ballroom, mentioned a study on March 17th, when there is a Blazer game and a show at the Wonder Ballroom.**

Case Studies

Presentation by William Reynolds

Draft goals from December meeting for Permit Program.

- Discourage event goers from parking on street
- Prioritize residents
- Consider the needs of businesses and short-term parking for customers and provide appropriate time limits for businesses
- Do no harm. Consider the history of the neighborhood the needs of those who visit and ensure that they still have access to family and friends and low-income residents are not disproportionately impacted.

Not on the list is addressing long term plans for customers and employees. A traditional parking permit program can be focused on retail or residents. More development may have a need for residential permit program. Venue targeted program is what we are seeing a need for here. Some overnight programs where parking is too dense at night.

Case studies slides. Some highlights show Wrigley Field (Chicago, IL), California Memorial Stadium, UC Berkely (Berkely, CA), Climate Pledge Arena (Seattle, WA), University of Oregon (Eugene, OR). [See presentation link for details.](#)

Reviewed key issues, think about resident impacts, costs, caps per household, time burdens. Event goers think about time transition from event to time of enforcement.

Program Types Benefits and Challenges:

- Residents
- Residential Guests
- Customers
- Event Goers
- Days of Enforcement

Key Discussion Points:

- **Goals.** Task member asked if they want to add to the goals something about how parking permit revenue would go back into community.
 - Kathryn responded that the costs of the permit \$80 per year covers the basic costs, which barely covers the basic expenses of enforcement and administration. It is possible to add a surcharge to include bike share, transportation programs if the community wants.
- **Enforcement.** Revolution Hall question from task force member asking if the venue has a lot of cafes nearby. Kathryn says that there are some merchants, close to Central Eastside Parking Management Plan area and Washington High School. Question about enforcement frequency.
 - Kathryn provides information that city is not at pre-Covid enforcement.

- Task force member mentions that a short-term rental is in parking permit area near Revolution Hall, but business owners have not observed enforcement.

Decision Making Time

Kathryn offered guidance on next steps and crafting a plan for the goals. Consider what might work or not work for the area, what the hours of enforcement might be. More discussion needed on guest permits. Consider what the focus should be event only or managing between customers and residents and employees.

- Task force member says pre-Covid parking much worse. Now daytime parking is fine.
 - *Moda Center* parking is issue, hesitant to take away all night parking.
 - *PICA*. Want to see other organizations thrive such as Portland Institute for Contemporary Art (PICA).
 - *Guest parking* would be important for entertaining when residents have guests and when there's a Blazer game.
 - Keep a tab on occupancy, is the neighborhood going to come back to employees parking like they were pre-Covid?

Kathryn mentioned that task force can have in goals what they want in a permit program, be responsive to needs of neighborhood as it changes. Annex in new areas, new hours, Kathryn emphasized that this is a chance be creative.

Discussion on neighborhood parking returning to pre-Covid parking issues and experiences. Task force members brings up key points for them:

- Southern Eliot may have more pressing concerns, such as not being able to find parking during Blazer games.
- Task force member concerned about commuters driving to Eliot to take public transportation downtown. City of Portland workers returning to offices may result in a return of other issues.
- Abandoned vehicles not an issue that can be resolved with a parking management plan. 24HR rule can call enforcement to respond.
- How far will residents walk? Task force members show some support for walking a block to avoid potential to do harm to smaller events
- Really want people to take the max and bus to the Moda Center. Use the infrastructure that city already has in place, that was specifically built for that purpose. Task force member think this should be a goal for the entire city to use the transit and infrastructure and reduce the air pollution that already exists because of nearby freeways.
- Wants people to be careful about what is an acceptable instance to walk to your home at night. Walking at night can be scary for more vulnerable

populations.

- Task force member wants to support goal of not wanting to increase car use.
- Wonder Ballroom is not at the top of a task force member's concerns.

Goal: Discourage car use. Encourage event goers to take transit and carpool

Public Comment

Community member supports goals of task force and wanted to say that they live on Cook Street which is orange on the map. Wanted to add that new apartment buildings going up on street are adding to density. Williams is supposed to be a bike friendly corridor but residents in buildings have vehicles.

Draft Goals Discussed

- Prioritize residents
- Consider the needs of businesses and short-term parking for customers and provide appropriate time limits for businesses
- Do no harm. Consider the history of the neighborhood the needs of those who visit and ensure that they still have access to family and friends and low-income residents are not disproportionately impacted.
- Discourage car use. Encourage event goers to take transit and carpool
- Maintain access for residents and resident visitors while discouraging event goers.

Action Items

- Development data (apartment data) coming up
- City of Portland Maintenance Operations parking information near Kerby
- Blazer's attendance numbers
- March 17th consider dates for Wonder Ballroom and Blazers

Meeting ended at 7:33 PM