

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Mingus Mapps Commissioner **Chris Warner** Director

Eliot Parking Permit Task Force	Zoom Meeting Wednesday, Jan. 4, 2023 5:30 p.m. - 7 p.m.
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To watch meeting recording go to:

https://us06web.zoom.us/rec/share/3tVDde_OHQGqnWq04GkMjt2XJ08HtHBX2tqAZ4FEceoS4BMf7uysXbGbVAOf6sJp.bE-GeA75luEz5owL

Meeting Summary

Members in Attendance

Courtney Brown
Laura Cooper
JoAnn Gilles
Rodney King
Ronald Limbrick
Joan Petit
Sherifa Roach
Allan Rudwick
Matthew Schwartz
Rick Stockwell (Legacy Emanuel)
Andy Whitesides
Logan Wright James Kallio

Members Absent

Dwight Terry

Consultants

Owen Ronchelli
Rick Williams
Tracy Smith

Portland Bureau of Transportation (PBOT)

Staff Kathryn Doherty-Chapman (Project Manager)

Thea Kuticka (Program Coordinator)
Stanley Ong (Parking Program Specialist)

Public in Attendance

Alex Island

Welcome and Task Force Introductions

Kathryn started the meeting at 5:30 PM. Kathryn began with introductions and welcome of task force member Ronald Limbrick.

Confirm ground rules

Kathryn reiterated ground rules and task force members confirmed agreement. Reviewed operating norms for chat and reminder that if members could minimize use of chat, please raise hand or speak up.

Resident & Business Survey findings

Topic: Eliot Parking and Transportation Survey Findings – [to view presentation click here.](#)

Key Discussion Points:

- Eliot survey data pie charts. Task force member asked about the graph skewing 101%. Kathryn stated the pie chart is a rounding up of the figures. There are two pie charts in the survey that rounded up to create the pie.
- Respondents leaned toward a higher income compared to the demographics of the Eliot neighborhood per Kathryn.
- Race and ethnicity questions are asked differently by PBOT than Census Bureau, so the categories are different. Respondents were 80% white.
- Higher income. Beside the income numbers skewing higher, the survey data is in line with Portland and the neighborhood.

- **Respondents' commuter numbers are in line with the city average.**

- **Vehicles per household data.**
 - 1 and 2 vehicles per house data slide noted by task force member. Vehicle data shows that out of 248 respondents 85% respondents only own 1 and 2 vehicles.

- **Race/Ethnicity data from the PBOT survey tracks with the American Census data.** One exception is that the Black/African American data at 9% is slightly less than census data (12%).

- **Residents Parking Habits.** Kathryn mentioned that some respondents commented that they took turns using driveway, sometimes park on street,

sometimes park off street.

- **Parking Availability.** Employees are less likely to report that parking was more difficult for residents in slide. Task force member asks about the respondents to this question and wanted to know the possible impact on parking of Legacy employees given the size of their staff. Wanted to know if Legacy charges for parking and if so, are employees having to search for free parking or take alternative transit or bike. Kathryn mentioned that Legacy Hospital has said that they have adequate off-street parking for staff and visitors. Task force member confirmed that visitors and employees of Legacy do not pay for parking. There is a parking structure for other users not related to hospital to pay if needed. Probably have a little overflow near Kerby on street.

Parking Study Data Overview

Presentation by Rick Williams and Owen Marchelli

Opened presentation with overview of the parking study data and the process used to collect data. Consultants go out and collect, locate every parking stall. The study found the Eliot blocks have over 3,000 stalls in inventory. After establishing area, collectors developed data collection routes. additional one hour of data at 1AM typical residential count. Collected license plates for every hour.

Key Discussion Points:

- Combined Occupancy Typical Weekday
 - All 2100 stalls evaluated together
 - Overall demand is low. Peak hour is at noon at 56% occupied, moderate parking level.
 - Overnight study at 1AM peak hour
 - 44.7% occupancy overnight in whole study area
- Task force member brought up the pie chart showing two peak times and wanted to point out that cutting off at 7 PM poses a problem because demand for parking is going up when you stop sampling. Owen clarified that the study is between 7-8pm, so they ended the study at 8pm, it's just marked on the chart as 7pm. Owen said that he thinks that unless there's an event that's happening it's unlikely that we will see the occupancy go much higher than the midday peak.
- Evening uptick is common in business district or commercial / residential areas. Owen wanted to remind everyone that the data in the presentation is a weekday study and event data is forthcoming. Kathryn pointed out that during collection there was a concert at Wonder Ballroom but no event at Moda or the Convention Center. Event began right at 7PM, their data collection went from 7-8 PM, so most travelers would have been there during the data collection period. Kathryn said

that they thought that 8AM to 8PM would capture most of the day w/employment and residential. Doors open for Wonder at 6 PM, show at 7 PM and study ended at 8PM.

- Owen mentions that the data is showing 2,100 stalls here so activity related to a specific location could be locally busy but when the data is added to rest of system it gets diluted.

Survey data vs On Ground Data

- Task force member asking about distinction between survey data and the actual on the ground parking occupancy and activity. Curious about the perception of the respondents' concept of parking availability during weekday evening from 6PM to 10PM and noting that the current data seems low, showing more occupancy.
- Kathryn and consultants mention that by measuring objective information we have the ability to separate perception from reality. More constraint shows on the map as red block faces, N Williams near New Seasons, also N Russell industrial area hot pockets and peak hours.
- Task force member asked if the study occurred when Harriet Tubman Middle School was in session, which may account for red blocks in that area. Asked Kathryn if anyone working at Harriet Tubman school filled out survey. Kathryn responded that the survey is anonymous so don't know for sure, but Kathryn is still working through comments on survey, which may reveal more information.

Residential Areas and Industrial data

- Slide shows three high usage areas, but they might not be spilling into residential areas comments a task force member. One close by Portland Packaging. North area not much bleeding into residential either, but a construction project near Fargo is taking blocks of parking.
- Another task force member thinks these red blocks might be denser with residents than we are aware of, lots of smaller residential pockets near New Seasons. Kathryn points out that the blocks all have residents to consider. Another task force member says that there could be competition for parking for people living in apartments more, whereas people who are in purely residential may be more likely to have driveways

Potential for Encroachment into Neighborhood Streets

- Task force member would like to know if anyone was aware of New Seasons market and what their policy is for parking. Kathryn was aware that for the New Seasons in Northwest uses on-street parking permits for employees or the

employees buy them. Owen noted that it would be a surprise if the business allowed any employees to use the surface lot.

- Encroachment into residential streets from non-residents pointed out by consultant was a purpose of the study. Rick wanted to underscore this data when looking at potential permit programs. Not seeing a lot of high parking demand on local residential streets.

Residential Peak Demand

- Consultants shared the overnight data. The study took place between 1AM and 3AM, typically the residential peak where most employees have left for the day. At that hour we see 45% occupancy, a total of 977 cars. Slide shows three areas that are showing constraint. Areas east of Rodney all filled up, people may have a hard time finding parking with bumper-to-bumper cars on those blocks. Stanton or Monroe parking can be more challenging. Thompson, San Rafael, also show constraint. Consultant Rick points out that the constraints are most likely residential cars. Typical day constraint will be driven by a different user group.

Other Metrics

- Using license plate data, you can see the average length of stay is about 4 ½ hours for all vehicles. Longer stay parking is typical for what you see in residential neighborhoods. These vehicles are parked for a very long time, residents are working from home, riding bike or bus.
- Turnover rate is very low. Not favorable for commercial storefronts.
- Violation rate is high, and this is anybody overstaying a posted time limit. There are very few time limits in this study area. Not concerning. Kathryn adds that we don't have regular enforcement in those areas either.

Summary: consultant overview is that overall parking occupancy is low to moderate, there are not significant constraints, it's easy to find parking close by, and from our parking maps we are not seeing a lot of employee spill over from hospital. Residential demand is low to moderate. Have yet to assess event demand.

- Task force member wants to say that the red blocks may have multi-family mixed use buildings with higher density and that the red blocks on the map is because of high density housing. Kathryn is having a map prepared that shows the zoning block by block.

Event Data 2021 Study

Peak event data showing peak times 7-8 PM. Residents challenged to find parking. Consultant said that when Thorns or Timbers game occur, residents choose to not move their car, or go away and not come back until late evening.

Discussion:

- Task force member asked about updated event parking data for 2023 that would consider new rates in Lloyd. Kathryn said that we PBOT will do another data collection in March that will include the event specifically and then include the Eliot area at least up to Russell. We could potentially add a few blocks to capture that area further up in Eliot.
- Next study will be representative of the higher meter rates. Kathryn commented that the next data collection is to see if the rates are causing spill over into other areas.

Public Comment.

- Community member lives near Wonder Ballroom and shares that they never had to walk more than two blocks to find parking, even during an event. Community member would like to see a focus on trying to make public transportation a more viable option rather than accommodating cars. Conversation seems to prioritize cars, but they would like to see more of a focus on people using public transportation, which is better for the environment and the community. Disappointed with the 7th Avenue project and believe that the neighborhood's wishes were disregarded. Kathryn requested email address of public commenter to respond to feedback and help answer questions.

Discussion:

Incentives. Task force member responded to public comment that there is a precedent of PBOT offering programs to encourage alternative transportation and that these programs will be a part of this discussion. Kathryn clarified that a no-citation list was offered in response to the rate changes during events in a metered district and that yes, we will discuss TDM programs.

Multi-family buildings. Task force member asked if PBOT staff was surprised by parking study results. Kathryn says that she is not completely surprised by the study. Lots of factors in play. Thought we would see more demand near newer buildings and multi-family buildings as other task force members noted. Task force member agrees that parking has not been as much of a problem post Covid as it was before in 2019.

- Another task force member wants to hear more about the data from PBOT staff, task force members, and consultants. Wants to know if the study warrants a permit program.
- Task force member also asked about area north of Russell, curious to hear more about apartments that provide parking data. Kathryn said PBOT will provide soon.

How far will they walk? Another question comes up from task force member if PBOT

tries to control main problem but leaves other areas untouched--what is the tipping point in event areas near east side of the convention center. How far will people park and walk to an event to avoid paying parking. Consultant offered data on walking—residents will walk about 500 feet, employees will walk 1200 to 1500 feet, several blocks. Event goer is willing to walk up to ½ mile to event parking.

Topic: Meeting Schedule and other business

Kathryn says next month

- Full parking study report
- Case studies
- Permit area possibilities--one permit area but not contiguous

Meeting Frequency and Time changed from 5:30 to 7:30 next month. Task force members requested longer meeting times to allow for more discussion and agreed to go to two hours next meeting on February 1 will be 5:30 to 7:30.

Meeting adjourned at 7:05 PM

Action Items

- New Seasons Parking policy for staff
- Maps showing multi-family/zoning