

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

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

Mingus Mapps Commissioner Tara Wasiak Interim Director

[NW Parking District Stakeholder Advisory Committee Meeting - Zoom](#)

<b>Northwest Parking District Stakeholder Advisory Committee (SAC)</b>	Zoom Meeting December 18, 2024 5:00 p.m. - 6:30 p.m.
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## Meeting Summary

### **Members in Attendance**

Amy Spreadborough (NWBA)  
Jeanne Harrison (NWDA)  
JoZell Johnson (NWBA)  
Steve Pinger (NWDA)  
Todd Zarnitz (NWBA)

### **Members Absent**

Brett Hoornaert (at-large)  
Paige Miller (at-large)  
Parker McNulty (NWDA)  
Jay Ternberg (NWBA)  
Greg Theisen (NWDA)

### **Portland Bureau of Transportation (PBOT) Staff**

Stanley Ong (Program Manager)  
Erika Nebel  
Gena Gastaldi

### **Consultant Staff**

Christine Moses (EnvirolIssues)  
Sarah Omlor (EnvirolIssues)  
Owen Ronchelli (Rick Williams Consulting)

### **Public in Attendance**

Ian Irwin  
Jake Dennie  
Juliet Hyams  
Marion Rhys  
Gabe

### **Welcome and Introductions**

Amy welcomed SAC members and the public to the meeting. Christine started the meeting with a grounding exercise and reviewing the SAC's mission statement and community agreements.

### **Meeting objective**

- Collect feedback on proposed 2026 event hourly rate in restricted event district.
- Discuss and refine committee-initiated project ideas related to livability, such as preserving mature street trees and other sidewalk-related projects.

### **Restricted Event District: 2026 Event Rate**

Owen returned to provide an update on parking studies in the Restricted Event District. Since last year, there has been an increase in occupancy and event days are more occupied. He presented recommendations based on the latest study and current enforcement numbers with the goal of lowering parking occupancy during events to 85% occupancy which means to have 1-2 spaces open per block face.

### **Recommendations:**

- Increase cost of parking from \$6/hour to \$8/hour, as recommended in the Portland Parking Management manual and to stay consistent with the stadium district parking pricing.
- More parking enforcement – Currently with a low level of enforcement, or perceived low-level enforcement, people are willing to ‘risk it’.
  - 2-hour time limit in Restricted Event District on game days is not preventing long-term stays
  - The high rate of time violation of non-permit holders indicates that event goers are willing to chance the system because they perceive a low level of enforcement.
- Consider increasing parking citation fees only during event periods.
  - Current citation rates compared to a doubled rate option:
    - Overtime meter = \$44 / \$88
    - No meter receipt = \$65 / \$130
    - Blocked Driveway = \$95 / \$190

Stanley shared the latest statistics on parking enforcement in the Restricted Event District. After every game, Parking Enforcement sends the number of officers and the number of citation issued in response to events at Providence Park. As of now, enforcement for Timbers and Thorns games relies on Parking Enforcement officers to volunteer to work overtime hours. A table of citations and officers per game is available in the agenda. PBOT is in the process of increasing officers. There are now 6-7 regularly scheduled enforcement offers in the evening/weekend shift, with plans to increase to 8 in February and 10 in June. The number of officers that volunteer for Timbers and Thorns games are nearly always lower than the target.

PBOT noted that decision on this price increase needs to get into the fee schedule for FY 25/26. But between now and calendar year 2026, the SAC has time to discuss mitigation options.

### **SAC discussion:**

- Concern over the district being priced lower than the stadium.
  - What strategies have been implemented as a committee in the past? In 2022, a higher event rate of \$4/hour was implemented, matching the Stadium

Event District (south of Burnside). In 2024, the hourly event parking rate increased from \$4/hour to \$6/hour, \$1 higher than the Stadium Event District. 2024 was the first year the event meter rate in the Restricted Event District was higher than in the Stadium Event District. PBOT is planning to propose increasing the event meter rate in the Stadium Event District to \$7/hour beginning in 2026.

- Wish entire NW 18<sup>th</sup> to be included in the study.
- More information on how to contact drivers of blocked driveways. Now that it's all digital you can't get any information and have to wait.
- Members expressed strong support for PBOT to increase enforcement, especially on game days.
- How do these actions reduce driving to events, and how are we working with Providence Park District?
  - Timbers and Thorns has a pretty progressive transportation demand policy as is. Tickets to Timber and Thorns game already function as a MAX/Bus pass, and concert tickets will be accepted beginning in 2025.
  - PBOT is also exploring other actions, including to incentivize people to park in smart parks and take transit, and the possibility of removing meter feeding for Parking Kitty, which is temporarily allowed, to increase turnover.
- Adjust time limit to 90 minutes to allow for mid-game enforcement sweep.
- Business community is impacted by event goers. Validation handled by business could be a good conversation to start.
- Elevated price could price people out of neighborhoods.
- The SAC discussed other solutions instead of raising rates, such as applying pressure to other organizations to help alleviate stress on the district.
- The SAC requests for PBOT to let them know if they can be allowed to go back on their decision, given the timeline for the budget.

The SAC provided a temperature check for PBOT on increasing the event meter rate:

#### *Increasing to \$2*

- Jeanne – Yellow nervous, seems burdensome to business. From a transportation demand perspective, great.
- Jozelle – Green, support of raising it but enforcement is necessary.
- Steve – Red, doesn't think \$2 is enough, but also anymore would feel burdensome. Wants to know what other tools are available.
- Todd – Red, feels stuck in these options.

Since there were not many members in attendance, Stanley will send out a form for absent members to weigh in on this.

#### **Committee-Initiated Project Discussion: Livability (sidewalk-related projects)**

Gena Gastaldi, Pedestrian Realm coordinator from PBOT, came to discuss options for sidewalk related projects in response to the idea of preserving mature trees and helping property owners with sidewalk repairs due to tree roots. Gena shared that tree roots and sidewalks are not just a northwest problem, but it is especially common in the northwest neighborhood.

PBOT is working with Urban Forestry on multiple initiatives; one on Hawthorne and in the Lents neighborhood. PBOT has developed a manual for large street trees with bump outs to give the roots more space, preserve the tree, and not take away from pedestrian space. Gena showed some examples of this around Portland and showed how it can be done in areas where there is already no parking as to not take more parking away, like within 20 feet from intersections where people are not supposed to park. This bump out can also provide a buffer for the residential streets from the main roads and act as a traffic calming device.

Another reason this is a great solution is due to allowances in the planting strip, or “furnishing zones”. Many furnishing zones in NW are only 2-3 feet wide (4 feet or greater is ideal) and as trees naturally die, they are no longer allowed replanting. PBOT is working with Urban Forestry to allow replanting in certain areas, but it can be risky to plant trees where there isn’t enough root space.

#### **SAC discussion:**

- Suggestion to conduct an inventory where trees are currently damaging sidewalks and conducting pilot projects to provide more space for trees and redesign sidewalks.
- Concern over implementing the 20 foot no parking from intersections statute in the neighborhood due to its smaller block faces. Instead, committee members want more stop signs.
  - PBOT noted this is a statewide statute that is not consistently enforced by PBOT. They are starting to enforce it more around school zones, but NW is not a priority to enforce this. Enforcing the 20-foot no parking zone is hard in more dense neighborhoods.
- Concern over reducing mid-block parking since parking is constrained in the neighborhood.
- Question about how bad the elm sickness has been.
  - PBOT shared that only a handful of trees have been deemed necessary to remove.
- PBOT is working on adding federally mandated curb ramps, which will cut parking inventory. PBOT is working on giving up as little of on street parking as possible while adding mandated curb ramps and electively adding curb extensions in select locations.
- Request to share streetscape guidelines with SAC.

- Other livability options could be planting in PBOT planters for the greenway or implementing murals.
  - NW in motion is fine with individual residents planting wildflowers etc. in the greenway planters like in some other neighborhoods, but that has not happened here.
  - Committee disapproval of murals, they do not include input from neighbors and require upkeep.

### **Public Comment**

Juliet Hyams, from the NW District Association and Government Transition Advisory Committee (GTAC), expressed agreement with Tom Ranieri about wanting feedback on public comments. Julia shared that she is concerned for the health of this committee and for all the cities' citizen advisory committees.

### **New Business**

Stanley shared that the January meeting will be moved back one week from January 15 to January 22.

PBOT is planning a retreat for the committee to convene for trust building and relationship building. It will be a private and closed-door invite and there will be no official business discussed. PBOT may invite previous SAC members as well. More information will be shared soon.

On livability projects, PBOT will work to form problem statement and work on solutions for the SAC to provide feedback and vote on.

*Meeting adjourned at 6:27pm.*

### **PBOT Action Items**

- PBOT to share more information on Urban Forestry incentives for property owners.
- PBOT will develop livability projects problem statement and solutions.
- Absent SAC members to share feedback on raising rate in Restricted Event District.