

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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

**Northwest Parking District
Stakeholder Advisory
Committee (SAC)** | Hybrid Meeting
January 22, 2025
5:00 p.m. - 6:30 p.m.

Meeting Summary

Members in Attendance

JoZell Johnson (NWBA)
Steve Pinger (NWDA)
Todd Zarnitz (NWBA)
Jay Ternberg (NWBA)
Parker McNulty (NWDA)

Members Absent

Amy Spreadborough (NWBA)
Brett Hoornaert (At-large)
Jeanne Harrison (NWDA)
Paige Miller (At-large)
Greg Theisen (NWDA)

Portland Bureau of Transportation (PBOT) Staff

Stanley Ong (Parking Program Specialist)
Erika Nebel (Parking and Regulatory
Division Manager)

Consultant Staff

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

Public in Attendance

Ian Irwin
Tom Ranieri
Jeremiah Via
Victoria Via
Allan Classen
Isaiah
Aaron Amtrim
Gabe Benton

Welcome and Introductions

Christine welcomed SAC members and the public to the meeting, led a grounding exercise and reviewed the SAC's mission statement and community agreements.

Meeting objective

- Understand the performance of the on-street parking system.

- Collect feedback on increasing the 2026 event meter rate in the Restricted Event District from \$6/hour to \$7/hour.

Last Meeting Recap

Last meeting included:

- Introducing and gathering feedback on the proposed rate increase for the restricted event district
- Introducing information on street trees related to some committee-initiated project ideas

2024 Assessment & Permit Analysis

Owen Ronchelli from Rick Williams Consulting presented findings from the 2024 parking Assessment and Permit Analysis. After the team conducted parking counts and compared to data from years prior they found an overall increase at every hour of metered parking with occupancy over 70% across the district. 46% on sampled blocks were constrained at peak hours compared to 39% in 2023.

He said that a majority of the district is 4-hour stalls and the average length of stay at these stalls is 1 hour 54 minutes. He suggested that some 4-hour stalls could be changed to 2-hour stalls along the commercial corridor to encourage turnover for businesses. The commercial corridors have less 2-hour parking than average and 2-hour stalls are an industry standard for business corridors because they allow for a minimum of 5 turnovers (customers) in an enforcement day.

Non-compliance rates (vehicles parked longer than the posted time limit) decreased to 12%. This is still higher than the industry standard (5%-9%)

Permits have also increased in the district, with residents being the largest category. 51% of all parked vehicles had an active permit.

Rick Williams Consulting made the following recommendations:

- Preserve and increase short-term (2 Hour) stalls to support ground floor commercial spaces and promote higher levels of turnover.
- Reduce 'Or By Permit' stalls in proximity to commercial corridors, particularly as redevelopment occurs (e.g., Slabtown)
- Divide NW Parking District into smaller management subzones to employ strategies more suited to specific areas.
- Extend enforcement hours to correspond with higher occupancy periods in the evening hours.
- Minor adjustments to stall formatting
 - Eliminate 1 Hour Signed stalls (4 of them)
 - Eliminate outlier No Limit stalls (16 of them)

Although the report includes these recommendations, no changes were proposed or voted on at this meeting; this was just an informational presentation of district data.

SAC discussion:

- Wish there was more data collection, especially in Slabtown because of increased development.
 - The sampling area hasn't been changed in years so that it's an easy comparison year to year- but that's a good point. It would just be a matter of resources to staff a larger area.
- Surprised the blocks around Good Samaritan Hospital weren't more constrained because anecdotally they are always full.
- Concern for changing 4-hour stalls to 2-hour stalls:
 - Worried it could have a negative effect on visitors' perception.
 - Cinema 21 customers need 4-hour stalls because of movie run times.
 - Owen and PBOT staff clarified that they are not recommending to replace all 4-hour stalls.
 - Changing stalls to 2-hour won't matter if we have too many people staying over the limit.
 - Agreement that enforcement is key.
 - Disagreement on the assumption that 2-hour stalls are better for business than 4-hour stalls. Suggest surveying the businesses for their opinion.
 - It's a general best practice that the more turnover, the more customers.
 - Want to hear from business association before acting on any recommendations.
 - Next meeting we will discuss proposed actions on these recommendations, if any.
 - Residents and visitors aren't asking for more 2-hour stalls so why change.
- Confusion over the new permitting system.
- Need to make sure transient vehicles move on quickly.
- Curious what subzones would be recommended.
 - There is a natural break at Lovejoy, dividing north and south, so maybe quadrants.
- How many stalls are there per block face roughly?
 - About 50 for each full block across the four faces.
- The NWDA recently walked the district and noticed a lot of old signage. These should be cleaned up and maybe would add some parking stalls.
 - Agree there are some outdated signs to clean up- but overall it's more likely that stalls would be taken away for intersection daylighting etc. than adding more at this point.
- How do we reconcile taking away parking while being so at capacity as is?
 - This is what we refer to as 'messy vitality'. It's a good problem to have- a neighborhood that people want to come to with popular businesses. This neighborhood is the envy of many neighborhoods. But it is messy when it

comes to parking. Some new buildings have off street parking, but they also come with new ground floor businesses that draw more people in.

- Disbelief that many new buildings have off street parking.
- Curious what parking experts think of marked stalls (painted lines for street parking) on NW 23rd?
 - Support on commercial corridors!

Restricted Event District

Stanley recapped the discussion from last meeting and the updated proposed increase to the restricted event:

- Data suggests increasing event meter rate by \$2/hour in Stadium and Restricted event districts.
- Few committee members attended December meeting.
 - Collected feedback on increasing RED event meter rate from \$6/hour to \$8/hour.
 - Heard concerns about increased event meter rate discouraging business customers and effectiveness of increased rate.
- Staff now recommends increasing RED event meter rate from \$6/hour to \$7/hour.

Staff asks the committee to vote on this proposed increase at this meeting.

SAC discussion:

- The goal is to get people out of cars to come to Providence Park. And if they have to drive, to park in the stadium district and not in this district.
- Enforcement is key- if there is no enforcement then it doesn't matter what we make the price.
 - Agree, and enforcement is still ramping up its staff and becoming less reliant on volunteer overtime hours.
- What is a \$1 increase really meant to do?
 - The goal would be to match the stadium district, which is increasing, so that people aren't incentivized to park here because it's cheaper. Parking increases are governed by a parking manual that only allows price increases by so much at a time. So the worry is if we don't keep up with stadium district pricing now we might not be able to catch back up in the future.
- Concern that the people being penalized are the people who don't know anything about Providence Park events and are just trying to shop in NW- worried it hurts business here.
- People going to stadium events probably aren't worrying about saving a dollar.
- Wish that we had another tool other than rate increase to mitigate the stadium parking.
- Suggestion for vouchers/parking validation for businesses if this happens.

The SAC provided a temp check for increasing event parking rates from \$6/hour to \$7/hour:

- Jozell – Green, but love the idea of ways to mitigate impacts to business.
- Todd – Red, but would support if a way to mitigate impacts to business.
- Jay – Red
- Steve – Red, but would support if a way to mitigate impacts to business.

Public Comment

1. Gabe Benton asked a few questions about the parking analysis and permit report:
 - Are there are ways to reduce the number of permitted residents who are parked long term, often while working from home and never commuting?
 - The City can't limit amount of permits requested, it's hard to reduce that.
 - Is this parking data publicly available?
 - The report will be made available, but the data would have to be a public records request.
 - I like the idea of marked stalls. On average, how many vehicles should be able to park per block?
 - It's hard to say based on our counts that are about once a year, plus vehicles size. We only advocate for marked stalls on commercial corridors.
2. Jeremiah Via asked if the parking rate is set to cover the cost for the infrastructure itself including pavement, maintenance, land use etc. He also added that adding Biketown memberships to the transportation wallet is amazing.
 - Don't have all the data to say about the initial construction/installation. Overall, parking doesn't pay for PBOT's full costs if that's the question. But the meter fees do pay for the operations of the program in this district.
3. Isaiah, a resident of Zone M, explained that he's lived here for years without a vehicle but has since had to get one for his disabled child. Since getting a parking permit he has received at least 10 tickets, many for the same issue even though he is in the process of correcting those issues. He also noted he is in favor of raising rates for events and in general because he feels it would encourage more transit use.
4. Victoria Via asked when will the committee's vacant seats be filled?
 - Stanley said there will be notification sent out in February to announce the new members.
5. Aaron Antim asked what parking revenue is used for. He also added that looking at the full parking duration spread would be more interesting than just the average.

- First, the revenue pays for the operating cost of the program itself including parking meter technicians, the staff for this committee, and some enforcement. Then from the remainder, 51% is reinvested in the neighborhood and 49% goes to the Bureau's General Transportation Revenue fund.
6. Tom Ranieri asked a few questions:
- When will the public be able to read the meeting notes from last fall- they aren't posted online?
 - Stanley will make sure they are posted.
 - Will the current PBOT budget shortfall will result in another pause of this committee?
 - Erika said we don't plan on another pause of the committee. There is a budget shortfall but that was not the only reason for pausing the committee.
 - Will it be possible for members of the public to suggest agenda items in the future?
 - Stanley works with Amy & Todd, the committee chairs, to set the agenda so email Amy & Todd.

New Business

Todd made an announcement to remember that the committee is in service to the neighborhood, not to deal with global concerns. We should focus on how to best improve the lives of people in the district.

Parker asked if it's possible to get a breakdown of what funds we currently have? We're supposed to get 51% after operation costs.

- Stanley will work on that

Announcements

Erika reminded the committee there will be a retreat for members of the committee to check in and socialize, no committee business. She will send out the invite soon.

Meeting adjourned at 6:40 pm.

PBOT Action Items

- PBOT to share a breakdown of committee funds.
- PBOT will make sure past meeting summaries are publicly available.