

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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**Northwest Parking District  
Stakeholder Advisory  
Committee (SAC)**

Friendly House, 1737 NW 26th Ave,  
Portland, OR 97210  
November 19, 2025  
5:00 p.m. - 6:30 p.m.

**To watch meeting recording go to:**

<https://us06web.zoom.us/rec/share/KwLL7ESb4TQ2AivufcnvQZafXpDe3ukp5gPV--62P7ZDzw21fjBdTIYn6O19XeW0.Nub-k3MxMx2pacBc?startTime=1763600567000>

## Meeting Summary

### Members in Attendance

Amy Spreadborough, Chair (Northwest Business Association)  
Erica Stewart (At-Large)  
Jay Ternberg (Northwest Business Association)  
JoZell Johnson (Northwest Business Association)  
Steve Pinger (Northwest District Association)  
Todd Zarnitz (Northwest Business Association), Vice Chair  
Will first (At-Large)  
Victoria Via (At-Large)

### Members Absent

Greg Theisen (Northwest District Association)  
Parker McNulty (Northwest District Association)

### Welcome

Amy started the meeting and welcomed attendees. Christine led the group in a centering exercise and reviewed the mission statement and community agreements. The meeting objectives were to provide feedback on the updated proposed subzone boundaries and discuss application of prioritization framework within each subzone.

### Portland Bureau of Transportation (PBOT) Staff

Stanley Ong, PBOT  
Erika Nebel, PBOT  
William Reynolds (RBT)  
Christine Moses (EI)  
Cadence Purdy (EI)

### Public In Attendance

Juliet Heims  
Patrick John Olmstead  
Sean Gilen



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## **Last Meeting Recap**

In October, the SAC revisited the Off-street Action Plan and Feasibility Study from 2022. Grant Morehead from SmartPark presented on parking garage building and operating costs. The SAC agreed that a standalone parking structure is not feasible, and they would like to explore other off-street parking options, including options outside of the district. The SAC is also interested in a circulator service in the district. One member requested for to PBOT investigate covered short term bike parking.

Christy Hartmann, PBOT, will be meeting with property managers to discuss off-street parking. She has created a list of property managers with surplus on-street parking. Christine has also contacted Explore Washington Park and staff from Central Eastside to discuss their circulator operations. PBOT is drafting a background document on off-street parking for property owners and will send it to Amy and Todd for input.

- *Is the current shared parking program a result of prior SAC activity?*
  - It was a priority of the founding committee and encouraged by the previous committee.

## **Proposed Zone M Subzone Boundaries**

Key presentation points:

- William Reynolds, RBT, shared updated subzone maps based on SAC feedback, as well as maps of parking demand and subzone characteristics.
- The boundaries for the subzones correlate with the location of residential permit holders and business permit holders.
- PBOT is seeking the SAC's feedback on proposed subzones, as well as feedback on acceptable demand ranges for priority users.

Key discussion points:

- SAC members requested labels for the maps with residential and permit holders.
- Some SAC members shared that they would like to see more demand from the public to manage parking before acting within subzones.
- Some SAC members expressed concern over the fairness of the subzones. Zone M3 is denser in population and has a higher rate of low-income residents and having them pay a higher rate for parking permits seems unfair.
- Some SAC members felt that PBOT is over-managing parking to ensure permit holders can find a spot.
- Some SAC members were interested in the prospect of employee parking permits being used in multiple subzones to shift employee parking north of M3, as well as M-wide permits for M3 residents. PBOT is currently challenged by their parking permit system which does not allow the ability to offer multiple permit areas/subzones for a single specific address.
- One SAC member disagreed with the utilization rate for constrained parking and suggested that 83% utilization is underutilized.
- One SAC member commented that there needs to be more program awareness about new developments and parking.

- One SAC member has observed higher demand in M2 than what was shown on the subdistrict maps.
- One SAC member suggested supporting public transit to reduce demand in the subdistricts.
- The SAC would like to have an additional conversation with William on the proposed subzones and provide feedback on acceptable demand ranges for priority users.
- *Are the subdistricts designed to help us dial in meter rates in each subzone?*
  - Creating subdistricts helps fine tune parking management levers used. Creating subdistricts can help PBOT set different rates in each subzone, as well as manage employee and residential permits.
- *Why are NW 23<sup>rd</sup> Ave. And NW 21<sup>st</sup> Ave. In different subzones?*
  - This is to shift NW 23<sup>rd</sup> employee permit parkers west of 23<sup>rd</sup> where parking occupancy rates are lower and ensure there is enough employee parking available near NW 21<sup>st</sup> Ave.
- *Are employee permits issued by the employer?*
  - Yes.
- *Is this approach being taken by other parking districts in the city?*
  - NW Portland is unique, most like Central Eastside but larger. As part of implementing performance-based pricing in Downtown, subzones have been formed. However there are no parking permits downtown.
- *Is PBOT no longer considering the three vertical subzones?*
  - It is more acceptable to require employees to park farther from work than residents. The three residential zones would make it so residents must park further north than they would prefer.
- *What is the data source?*
  - RBC used data collected by RWC in 2024. The results of the 2024 parking study was shared discussed at the January 2025 committee meeting.
- *What happens if we get rid of employee parking permits entirely?*
  - When a business applies for employee parking, they are reminded of the transportation wallet. If a business applies for fewer permits than the previous year, PBOT provides them with the equivalent amount of free transportation wallets. PBOT does not recommend removing employee parking permits entirely as many people live outside of reliable TriMet service.

### **Public comment**

- Sean lives in the M3 subzone and agrees with the data presented. Sean notices cars parking overnight in loading zones due to a lack of enforcement.
- Juliet is concerned with dividing the parking district into subzones and making parking management overly complicated. Juliet shared that raising rates would impact a lot of people who are finding Portland expensive as it is. She would like parking management to look holistically at the district and utilize a menu of options, including offering incentives for shared parking. She shared that PBOT should improve the technology behind their permitting system.
- Erika Stewart would like to know if angled parking and traffic calming services could be installed on one-way couplets where high-speed drivers endanger pedestrians.

### **New Business**

The next SAC meeting will be on January 21, 2025. PBOT has closed recruitment for the three vacant seats on the NW Parking SAC, with new members joining the SAC for the January meeting. PBOT has conducted their first round of interviews for the Coordinator III position and hopes to have someone hired by late January.

### **Action Items**

- PBOT to information on current number of employee and residential permits per subzone.

Adjourned at 6:30 p.m.