

NW FAQs

What is the Northwest District Parking Management Plan? The [Northwest District Parking Management Plan](#) is a plan designed to address parking issues in the district. The plan is the result of several years of collaboration among city staff, residents and businesses. The plan's goal is to manage the on-street system based on best practices and data. The plan created a meter and expanded the permit district.

When was it adopted? It was adopted by City Council in July 2013.

Who administers the Northwest District Parking Management Plan? The NW Parking Stakeholder Advisory Committee advises the Portland Bureau of Transportation on changes to the management tools and expenditures of funds.

Who is the NW Parking Stakeholder Advisory Committee (NW SAC)? The SAC formed in 2014 and members were appointed by Commissioner Novick. The members include 4 representatives from Northwest District Association (NWDA), 4 representatives from Nob Hill Business Association (NHBA), and 5 At-large individuals.

What is their mission? The NW SAC's mission is to advise the City on transportation and parking issues in NW and support a full range of transportation options within the context of neighborhood livability and economic vitality with the goal of efficiently managing parking and reducing reliance on the single-occupancy automobile. The NW SAC evaluates district transportation needs and priorities and set forth priority projects and programs to support and facilitate more efficient transportation access.

When are the NW SAC meetings and what is typically discussed at these meetings? The NW SAC meets monthly to discuss matters related to the plan. Meetings occur on the third Wednesdays of the month from 4:00 PM – 5:30 PM at Friendly House, 1737 NW 26th Ave. They receive status updates on meters and permits and review requests/exceptions. They also develop list of transportation related projects and programs for the District to use net meter revenues. Meeting agendas, summary's and materials are posted on the www.nwportlandparking web page under the SAC tab.

What is PBOT's role with the NW SAC? PBOT provides executive and administrative support to the NW SAC. PBOT supports NW SAC meeting with materials and updates, send final agenda and meeting notes to email distribution list, and lead capital projects modifications.

What is the Zone M Area Parking Permit Program? It is a permit program that allows permit holders to exceed the signed visitor time limit in signed Zone M zones. Visitors have to follow the posted visitor limit whether that time limit is free or paid. Permits are not valid for pay to park areas on or near NW 21st and NW 23rd Avenues. Currently the permit program hours are 9 a.m. to 7 p.m., Monday to Saturday

Who has permits in Zone M? Residents and businesses in the NW District can apply for a parking permit.

Who administers the permits? Portland Bureau of Transportation issues and enforces the permits.

Where does the administration fee of \$60 go? It is the cost of issuing the permits and enforcing the permit area.

What time limits are the meters in Zone M? The parking plan has three different “time stays”: four hours, two hours and 30 minutes. Four hours is the base time stay because it allows time for people to visit several businesses, eat a meal, see a movie, etc. On NW 21st and NW 23rd, about 80 percent of the meters are four hours. Two-hour time stays are mixed in to increase turnover in busy areas — so more people can find available parking. Residentially zoned streets will have one 30-minute short-term space at one corner of each block face. These are to make it easier for loading and unloading vehicles, and other short-term uses.

Where does the net meter revenue go? Fifty-one percent of net meter revenue derived from the NW District will be allocated through the City budget process for projects, programs and services within the NW District that support transportation policies and objectives.

What are the enforcement times for permits and meters? Permit and meter parking runs from 9 a.m. to 7 p.m., Monday through Saturday and 1.5 hours before all regular season [Timber soccer home games](#) through 2-hours after game time. Outside those hours, including all day on Sundays, anyone can park in any metered or permit-only space for free.

When does data collection and analysis occur? Data collection and analysis occur annually. A consultant conducts data collection in Fall and prepares data analysis shortly after. The consultant team develops recommendations for reformatting based on best practices prior to permit renewal in August. The reformatting recommendations include changes to the on-street parking signs, meters and Zone M permits

Why are there upcoming permit changes for Zone M? In October 2016 on-street parking utilization data was collected. Based on the analysis, recommendations to changes of the on-street system and permit program were developed. Recommendations include an expansion of the metered area as well as a reduction in permits issued to both residents and employees. In December 2016 Council passed ordinance 188173 that allowed NW to develop a pilot program to implement additional tools to manage on-street parking. The additional tools include: Permit surcharge fee, capping the total number of permits issued, limiting annual issuance of residential permits and annual Transportation Demand Management (TDM) surveys.

What is the permit surcharge used for? The surcharges (any cost above the \$60 base fee) will go back in the Northwest District for TDM Measures.

Why is there an increase in the permit fee? To better manage the on-street parking in Zone M permit area the NW Parking SAC recommended changes to the permit program to the

PBOT. The increase (surcharge) in the permit fee is one of the changes recommended by the NW SAC for the permit year beginning September 1, 2017.

Who pays the surcharge? Both employees and residential permits will have a surcharge. The new permit price for both employees and residents will be \$180.

How are residential permits being reduced? The limit/reduction to residential permits will occur by attrition. Anyone who currently has a permit would keep their permit. Existing buildings with 30 units or more are eligible to receive permits at 60% of units/addresses. New buildings with more than 30 units that do not have certificate of occupancy by September 1, 2017 will be eligible for permits at 40% per units/addresses for the upcoming permit year and beyond.

Is there a low income provision? Yes, if you meet 80% of the Area Median Income (AMI) identified by the Portland Housing Bureau [here](#) then you will not need to pay the surcharge and are eligible for a \$60 permit.

When do the Zone M permit changes start? The changes to the Zone M permit program will start with the next permit renewal in September 2017.

Where will the surcharge of \$120 go? The surcharge will be spent within the NW Parking area on Transportation Demand Management (TDM) to further support our goal of decreasing parking demand, funds from permit sales will go to improving transit, bicycling, and streetcar options for residents and employees in the Northwest District.

What is TDM? Transportation demand management is the application of strategies and policies to reduce travel demand. Clear, consistent, performance-based Transportation and Parking Demand Management (TDM) can effectively reduce traffic and parking demand while increasing walking, bicycling, and transit use. TDM includes incentives such as reduced cost transit passes and bike share. Transportation Demand Management is one of the quickest, least expensive, and most effective strategies to reduce or prevent traffic and parking problems.

How can I provide input on the spending of the surcharge? You can attend NW SAC meetings on the third Wednesdays of the month from 4:00 PM – 5:30 PM at Friendly House, 1737 NW 26th Ave. The NW SAC will also coordinate community outreach events for the project list which will be open to the public.

When will parking structures be built? Parking structures are being evaluated for future construction. They are expensive capital projects. The NW SAC and Portland Bureau of Transportation will continue to manage the on-street system based on best practices and data. This includes implementing TDM Measures, utilizing the current off-street parking supply, and utilizing additional tools to manage the on-street parking prior to moving forward with a parking structure.

Where do I go for more information on the Northwest District Parking Management Plan and Zone M? For more information, please go to www.nwportlandparking.com.