

**NW Parking SAC**  
Wednesday, July 19, 2017  
4 p.m. – 5:30 p.m.

Friendly House  
1737 NW 26<sup>th</sup> Ave.  
Portland, OR 97210

### **Meeting Notes**

#### **Members in Attendance**

Elizabeth Aaby, Karen Karlsson, Rick Michaelson (Chair), Phil Selinger, Don Singer

#### **PBOT Staff**

Chris Armes, Scott Cohen, Lynda Viray, Antonina Zaytseva

#### **Public in Attendance**

Allan Classen (NW Examiner), Megan Crosby, Walt McMonies, Jeff Reingold, Alyssa Sena, Russell Tunes, Taylor Tunes

#### **Welcome & Public Comment**

Rick called the meeting to order at 4:10 pm and invited public comment. Attendees expressed the following concerns:

1. Having property managers hand out permits to tenants will cause issues for property management companies. The city should decide who permits go to. It would benefit the city because they would be better able to allocate permits when needed (i.e. if a building is eligible for 40 permits and only uses 10 permits, PBOT could take the 30 leftover permits and give them to another building).  
PBOT is ready to take on that process. PBOT staff will recommend that permits be issued on a first come-first served basis in restricted buildings of 30 units or more and a waiting list will be developed when a building exceeds the limit.
2. The 30-unit cut off is not equitable. You're treating studios, 1-bedroom, 2-bedroom and 3-bedroom units on an equal basis. There has been no significant outreach and no rational basis for the arbitrary cut off.  
The cut off will be discussed further at the August SAC meeting. Adjustments to allocation of permits can happen next permit cycle.
3. Discussing the changes in August will not allow enough preparation time because the rules are already implemented.  
Few buildings will not run into ratio limits early in the permit year. There will be an in-depth discussion at the August meeting.
4. With the restrictions in place, there may be tenants who won't be eligible for permits, it's important for property managers to let prospective tenants know about their eligibility for parking permits. Having property managers handle permit allocation allows them more control in enticing renters.  
Prospective tenants can ask the city directly if they are eligible for a parking permit. It's just as easy for renters to ask PBOT staff as it is to ask a property manager.

5. We need to hit the pause button, if the City forces property managers to rent apartments without allowing parking, it takes away a competitive advantage and that is unacceptable. The SAC doesn't have the right to treat property managers differently.

Rick, Chris and Scott met with the property managers that attended the last meeting. The new permit program is based on necessary limitations. There is a fundamental disagreement about parking between the SAC and the property managers in NW, and a solution will need to be reached.

### **TDM Update**

Scott updates the members on the TDM survey.

- Businesses and buildings with 30 permits or more are expected to meet 3 requirements 1) take a transportation and parking survey before applying for permits, 2) meet with PBOT staff to discuss incentives, and 3) alert tenants or employees at least once a year about the permit program.
- There are 36 organizations, 23 employer sites and 13 residential buildings with more than 30 permits. 32 have taken the survey and the 4 that haven't taken the survey were contacted by staff recently. The conversations have been good and organizations are open to the incentives discussed.
- Scott is working on an Inter-Governmental Agreement (IGA) with TriMet. PBOT and TriMet worked on a contract but were unable to reach an agreement and now the contract is back at the beginning stage. IGAs require approval from City Council and the process takes a few months. The SAC cannot fund TriMet initiatives without an agreement in place.

Phil mentions that the transit pass subsidy is a major tool for the district.

Scott agrees. TriMet's Universal Annual Pass Program would be a very helpful tool for the district. Scott explains that TriMet works with employers to provide annual passes for all eligible employees, but the employer only pays for the actual transit used.

The program works the following way:

1. TriMet surveys employees to find out how many people take TriMet to work versus driving, biking or carpooling.
2. Based on the survey results, they'll provide the company with a price estimate that reflects the employees' transit ridership and will provide passes for all employees.
3. After a contract is established between the company and TriMet, TriMet will send out stickers for employees' ID cards.
4. Finally, TriMet will hold a transportation fair at the workplace and provide ongoing support and resources to make the program a success for the organization.

For example, if an organization has 100 employees, TriMet would provide passes to all 100 employees and if only 10 use it, the cost to the organization would be the cost of the 10 passes used. SAC revenue could be used to help employers get on the program because it's the least costly way to distribute transit passes to employees.

Scott continues to explain that the program would target employees because a resident who takes the bus to work would still leave their car parked on the street. Whereas an employee would free up a parking spot if they commuted via bus.

Elizabeth asks for clarification. If 8 employees use the pass regularly and 3 use it sporadically, how does an organization get billed?

Scott answers that TriMet uses a percentage-based formula. He doesn't know the exact formula but it's based on the total number of trips to the location divided by the number of bus users.

Dons asks if the incentive is related to cost and frequency of use.

Scott says that the program is all about getting transit passes into employees' hands.

Don asks if any aspect of the TDM program speaks to increased TriMet service.

Phil reiterates that he and Karen met with Neil MacFarlane and TriMet agreed to provide supply if the SAC increases demand. If more people agree to ride the bus, TriMet would work to meet that need. Additionally, in the Fall, TriMet will be introducing the Line 24 extension.

Don mentions that he has reached out to Legacy employees to inquire about their modes of transportation for commuting to work. One employee said that the MAX would be easy but it is not feasible because it takes too long due to the frequency of stops.

Elizabeth adds that, for some people, public transportation is not an option.

Scott encourages the committee to think of TDM from a broader perspective and not on an individual basis. The TDM program will strive to influence a 10% behavioral change. The best time to make a change is when people start a new job or move into the neighborhood, therefore, the incentives will target new people coming into the neighborhood to encourage them to change their behaviors before they set their patterns.

Rick informs the committee that Scott is working on ways to give new residents the opportunity to get Hop Fastpasses in addition to providing transit pass options for current permit holders who choose to opt out.

Scott adds that one resident from the zone sold his car and chose to use the opt-out incentive.

Phil comments that the NW could be an incubator for a universal pass program. He encourages the SAC to allocate resources to make the universal pass a priority.

Karen shares that the challenge is that people rely on their cars for convenience and like having them available even if it is only used occasionally. That's a problem that the SAC needs to address.

Elizabeth stated employees are not causing the parking problem because they're not parked all day. Residents store their cars on the street for days. Maybe the SAC should charge permit holders based on how long they stay on the street.

Scott mentions that the TDM program won't be successful if the metric is how many people give up their cars. The program focuses on shifting behavior. If the bus is \$5 a day and parking is essentially free after a person purchases a permit, there will be no incentive to take the bus. But there might be an incentive if the bus fare was cheaper. TDM won't solve all the parking problems but it may change 10-15% of behavior.

Phil shares that he uses Zipcar but it is too expensive for a full day trip. If there was a way to get a car rental company closer to the neighborhood and make it more convenient for residents, it would be a great way to fill that gap for people that only need a car on the weekend.

Rick comments that TDM work is important but it may not address the problems the NW is facing. He encourages Scott to do what he can and adds that the SAC will need to develop other tools and assist however possible.

Scott mentions that permit week will take place next week and that BIKETOWN, Streetcar and TriMet will be in attendance to talk about TDM options available to the neighborhood. Additionally, PBOT staff will be asking for public input and feedback regarding TDM options.

Rick adds that the chief purpose of permit night is to help people renew their permits.

### **Zone M Permit Week Reminder**

Lynda reminds the committee that PBOT staff will be available to help answer questions at the Lucky Lab on the following days and times:

- Tuesday, 07/25 from 5-7pm
- Wednesday, 07/26 from 5-7pm
- Saturday, 07/29 from 12-2pm

Karen mentions that she has not received her renewal and asks when it will be mailed.

Chris answers that renewals were mailed today.

Elizabeth asks if there will be exceptions for people who don't have resident permits because they use transit, but suddenly find themselves unable to use transit for a couple of months.

Chris explains that temporary permits could be used for such instances.

Rick mentions that he plans to devote time at the next meeting to discuss permit allocations.

Chris encourages the committee to think about information that would be helpful to know as the SAC modifies the permit program for next year (i.e. amount of off-street parking spaces, types of units in buildings, etc.). That way, the City could start pulling information right away because the process for extracting specific information is very labor intensive.

Scott informs the members that some of the data being collected via survey will be useful.

Jeff asks if the committee needs data on the units in specific buildings and recommends checking the County Assessors cards.

Scott answers that the City doesn't know the unit breakdown in buildings and the information would be helpful but the data provided on the County Assessor cards is inaccurate. City staff received more updated information from property owners than they did from the County Assessors cards.

### **Parking Kitty and Meter Plugging**

Chris explains to the SAC that Parking Kitty (the mobile payment app) is used throughout the city as a payment option. Outside of the NW District, meter plugging is not allowed. For example, if a person pays to park in a spot for the maximum amount of time posted and, when the meter expires, they pay to park in

that same spot again, they would get cited because they stayed past the maximum amount of time allowed and are “plugging the meter.”

Chris continues that in the NW, because meter plugging is allowed by code, people can purchase multiple sessions in succession. This is a concern during Timbers’ games because attendees can plug the meter from their seats with the app.

Rick expresses two concerns with the app, 1) commuters parking and heading downtown because they can feed the meter remotely and 2) meter plugging during event days.

Chris explains that commuter parking shouldn’t be a problem because the price to park all day at \$1.60 per hour isn’t different from the all day rate downtown. Regarding event parking, Chris shares that there were 13 vehicles that purchased multiple session within the restricted event area (Burnside to Irving) on July 5<sup>th</sup> (Timbers game day).

Karen adds that Parking Kitty knows when a person parks within the zone but doesn’t know exactly where they park. So even if the data shows that some people were plugging the meter, they may have been parking all over the zone.

Chris confirms that the data shows time stamps but doesn’t show location.

Phil comments that Timbers’ events will only get worse as fans start sharing the app. The only barrier for fans using the app during games is the price per hour.

Elizabeth suggests that, since Timbers’ games occur during the evenings and weekends, Legacy’s parking garage might be a viable option.

Don asks if the Parking Kitty contract could be reviewed once it expires next year.

Chris explains that the contract is valid for multiple years.

Don: “Couple of thoughts, for next year when we re-up the contract for Parking Kitty, you should request that there should be an ability, I’ve done a lot of programming and done a lot of database projects, that turning off one zone for a certain feature should be pretty straightforward and pretty easy, that’s the first thing. The second thing is the docking technology circumvents policy or decisions we’ve made for a reason. And I disagree with Phil on that. We, as Nob Hill, decided to go ahead with the permit program, one, because we could plug and, two, because we have 4 hours. Primarily because of two situations. One, like Elizabeth was saying, my father had heart surgery that took 6 hours and we couldn’t find, that day, any parking in their garages. We were on the streets and had 5 to 6 different family cars on the street. You should be able to be there and not, you know, discourage that type of use. It was primarily motivated because downtown, you don’t plug, but you have 800-space parking garages all over the place. Here in Northwest we have none and until we address the off-street supply issue the ability to plug and the ability to have four hours should remain.”

Rick asks Don for his opinion on meter plugging.

Don: “I think it’s exactly what I said. I don’t think it’s right, they should be able to turn Zone 5002 off for one feature. That should not be a hard programming thing.”

Chris clarifies that it’s not a programming issue, it’s a contracting issue.

Rick ask for clarification. Should plugging be allowed around the neighborhood but the event thing is different and plugging should not be allowed then?

Don: “Yeah, but you know what, if you turn it off then you’re still allowing plugging physically. Which then all of the sudden, if you allow plugging physically, you get rid of the commuter problem, you get rid of the event problem and the whole thing.”

Rick: “So plugging physically would be available?”

Don: “Yeah, and not be a Parking Kitty thing.”

Phil reminds the members that Ron and the Timbers committee are looking at all the parking options available to fans.

Elizabeth asks why the City isn’t making it mandatory for the Timbers to provide parking.

Don suggests that the lots around the stadium could be bought by the Timbers.

Karen comments that meter plugging is inconsistent throughout the district. If she parks by Good Sam she can plug the meter as needed. However, in some areas of the neighborhood there are 4-hour time limits (because the spaces are not metered) and she would be required to move her vehicle.

Elizabeth mentions that daily scratch-off passes are a work around the 4-hour time restrictions.

Elizabeth asks about the re-park rule in which parents who drop off a child at school are susceptible to citation when they pick the child up for parking in the same spot twice.

Chris explains that the re-park rule doesn’t apply in NW. If a vehicle is parked in a 4-hour non-metered space, it will need to be moved after 4 hours to another block-face. But, the re-park rule and meter plugging are two separate rules; there is no correlation between the two.

Rick concludes that to change meter plugging in NW would take an ordinance approved by Council so, for the foreseeable future, plugging will remain. The SAC will need to look for solutions in the future.

### **Exceptions Subcommittee and On-Street Reformatting Subcommittee**

Rick explains that an On-Street Reformatting Subcommittee will need to be established for three reasons:

1. To review the 30 minute spaces and see if they should be reduced.
2. To examine the status of spaces around the corners of 21<sup>st</sup> and 23<sup>rd</sup> to see if they should be changed from meter only to meter/permit spaces.
3. To determine if hours of operation are appropriate (i.e. starting and ending enforcement later and possibly enforcing during Sunday).

Ricks adds that due to the small attendance at the meeting, he will send an email to gauge member interest.

Elizabeth explains that the time commitment is a challenge for her and asks if the subcommittees could meet in the morning.

Rick says that the meeting time is flexible and concludes by informing the SAC that there will be a lot of members from the public in attendance at the next meeting that will be inquiring about exceptions.

**New Business**

Phil inquires about the timeline for the new meters slated for installment and asks if residents were notified.

Chris answers that most of the meters have been installed and the remainder should be done this week. There were 4-5 notification processes informing residents of the meter installations.

Karen asks what area the new meters we be expanded into.

Chris explains that the new meters will expand north (Pettygrove to Vaughn) from 20th to 24th.

Meeting adjourned.