



PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner Chris Warner Interim Director

NW Parking SAC Meeting Notes | Friendly House
April 17, 2019 | 2717 NW 26th St
4:00 p.m. – 5:30 p.m. | Portland, OR 97210

Members in Attendance

Dan Anderson, Nick Fenster, Jeanne Harrison, Lisa Higgins, Karen Karlsson, Rick Michaelson (Chair), Thomas Ranieri, Peter Rose, Mark Stromme, Brent Soffey, Don Singer

Members Absent

Parker McNulty, Ron Walters

PBOT Staff

Antonina Pattiz, Kathryn Doherty-Chapman – NW SAC Liaison

Public in Attendance

Allan Classen, Walt McMonies, Piseth Pich, John Ricci

Public Comment

A member of the public expresses concerns with the off-street restriction. It will be challenging for her if her family can't have permits for both cars because they have off-street parking.

The SAC will take the public comment into consideration when voting on the off-street restriction. A SAC member reminds the members of the public that many families in NW do not have access to off-street parking at all and there needs to be a significant reduction in parking permits next year to manage the system.

A member of the public says that lack of parking is a city-created parking. He expresses concern with limiting permits based on driveways because his driveway cannot fit a car.

Kathryn explains that the off-street parking restriction would only apply if the available off-street space is "parkable."

Permit Program Changes

The SAC members decide on the following program changes for next year.

- Sub-districts: There is no consensus with pursuing sub-districts for this year, but it can still be taken into consideration in the future.
- Permit-only spaces: There is not enough thought put into this idea at this point, therefore, pursuing it would be premature. There is no consensus to move forward with permit-only spaces at this time. Rick asks if the consultants could look into this possibility in the future.
- Off-street limit proposal¹: Kathryn reminds the committee that the SAC is considering limiting the number of permits an applicant is eligible for based proportionally on the number of off-street spaces available to that applicant. The off-street restriction should be applied uniformly throughout the neighborhood but would concur with the current building caps on multi-family buildings. Additionally, the SAC would offer 20 complimentary scratch-offs for residents that have a permit taken away.

Single-Family Homes:

Vote: Dan makes a motion to approve bringing this proposal to the Open House for feedback-- restricting parking permits to single family homes proportionally with off-street parking available. Karen seconds. Jeanne, Peter, Tom, Don, Lisa, Nick and Dan in favor. Mark and Brent are non-voters.

Multi-Family Homes:

Since the current age-based building caps would concur with the new off-street parking restriction, when an applicant in a post-2013 building applies for a parking permit, there would be a two-step approval process.

1. Step one is to determine if the building has a waitlist
 2. Step two is to determine if parking is available to the applicant
- Peter comments that the proposal disincentives property owners from providing parking spaces. His buildings lease parking spaces to non-tenants.
 - Rick says that since those parking spaces are leased to others, they are not *available* to the tenants, therefore, the tenants would be eligible to purchase a parking permit.
 - Don: "Does the current cap for those buildings with restrictions take into account tenants having off-street parking? And if not, then would this cap be reduced by the number of off-street spaces?"

¹ Attachment A: Off-Street Limit Proposal

- Kathryn answers no. The off-street restriction would not reduce the number of permits a restricted building is eligible for.
- Don: "Given the low rates of our lots, you're going to get a lot of people self-certifying that they don't have parking, so they can get a permit."
- Dan encourages the SAC to consider consequences for applicants that do not honestly self-certify, such as revoking the permit for one of two years.
- Kathryn answers that part of the administration could be checking available parking because the City collected inventory and has that information.

Vote: Jeanne makes a motion to include the off-street parking restriction on multi-family buildings in the proposal. Karen seconds the proposal, unanimous vote in favor.

- Rick says the off-street restriction for multi-family buildings will be added as a proposal for discussion during the open house. The SAC will be relying on public input/feedback from the open house before making an official vote on the proposal.
- Mark asks about the price of the permit for next year.
- Kathryn answers that the SAC will maintain the original \$120 surcharge and since the city increased the base rate of the permit to \$75 last year, the total cost of the permit for next permit year will be \$195.

Transportation Wallet

Kathryn shares the permit surcharge guidelines with the members as a refresher. One of the goals of the guidelines is to review citywide equity goals and strategies and evaluate programs based on that. She encourages the members to look through that lens as we discuss the transportation wallet programs:

1. Low-income Wallet Pilot: A proposal to work for the four affordable housing buildings in NW to offer low-income transportation wallets to their residents who do not buy a parking permit. This version of the wallet would include the TriMet low-income fare Hopcard, which is an annual pass for TriMet and Portland Streetcar. There would be a cap of 325 wallets.
 - Rick shares that it's not possible to charge a low fee, rather than providing these for free.
 - Kathryn says it's possible to charge for wallets during renewals. There isn't a way for the team that runs the wallet program to take payments. It's an administrative hurdle. PBOT is working on this effort but a system won't be in place in time for this year.
 - Nick asks why there's a hard cap on the number of wallets available.

- Kathryn answers that the cap can be removed if the SAC decides. Rick likes the cap because it's a hard stop for how much funded will be allocated and it makes it easier to collect data and run reports.
 - Karen asks what programs are available to subsidize transit passes for low-income residents. How do we prevent current pass holders from getting a free wallet and giving it away?
 - Kathryn says she plans to work with property owners to prevent those situations. She plans to set up workshops and process applications onsite.
 - Phil asks if the wallet could include a detailed map and detailed information for travel within NW Portland.
 - Kathryn will work with Sarah to see if that is possible.
2. New NW Resident Wallet Pilot: A proposal to develop a partnership with building managers to advertise the wallet to new NW residents that don't have a permit to opt out of but are willing to forgo getting a parking permit. This is a one-time benefit targeted to new residents only and there would be a cap of 325 wallets.
- Jeanne asks why the budget for the new residents is higher than the budget for low-income residents.
 - Kathryn explains that the cost for an *annual* honored citizen TriMet pass is \$300 and the value of the new resident TriMet hopcard is \$150.
 - Members express concern with offering an annual TriMet pass to low-income residents. Karen says she would prefer a TriMet value of \$150 and the wallet holder would essentially get \$300 out of it because the fare is 50% less for honored citizens.
 - Kathryn says she will work with Sarah to see if the value of the TriMet card can be the same for both programs.

Rick says the SAC is not ready to vote on the Transportation Wallet proposals yet. He asks for the details to be worked out before making a formal vote. He asks Kathryn when she needs a decision by.

Kathryn answers June.

Rick says the committee will wait for more information/data before voting.

Business opt-out ideas:

Kathryn mentions that some SAC members were concerned business permits were "given away" last year because businesses weren't giving up a parking permit. She proposes charging a fee of \$50 per wallet, up to 50 wallets total per business, depending on full-time

equivalent employees (FTE). Kathryn shares that last year 72 unique businesses requested 388 permits.

- Tom says the goal of the wallet was to get people to give up their permits not to give transportation wallets in addition to the purchase of necessary parking permits. We did not sell less permits last year even though we offered transportation wallets.
- Rick points out the proposed budget for the opt-outs and transportation wallets. He asks if members are comfortable with the budget. He understands that the details will still need to be worked out.
- No members express concerns.
- Kathryn explains that there are limitations in terms of what can be done with the wallet. PBOT has no control over TriMet or Streetcar's pricing decisions.
- Karen suggests having a set amount of value on the TriMet card for all the districts that are offering a wallet – such as \$100. If any district wants to offer a higher TriMet value, they could easily add more money to their Hopcards, without impacting other districts.
- Rick comments that he will not support a TriMet value of \$150 for the next year.
- Phil explains the reasoning behind TriMet's inability to be flexible with pricing. TriMet is a regional agency and they try to be evenhanded with every jurisdiction they oversee. There's a black-white rule that negotiating rates isn't a possibility, but other jurisdictions aren't offering transportation wallets, so the SAC might have leverage in negotiating some sort of contract/rates. He encourages the SAC to push this topic harder with TriMet.
- Kathryn shares that senior officials at PBOT have been working with senior officials at TriMet to build a relationship, but she doesn't know where that is currently. She will check in.

Kathryn shares the Fall 2018 NW Commute Survey Overview²; this survey was taken by people who purchased transportation wallets and/or have permits. There was a 16% response rate.

- Jeanne clarifies that the survey was conducted in fall and spring.
- Kathryn says she has the spring report and can send it to the SAC.

Off-street parking sharing barriers and ideas:

² Attachment B: Fall 2018 NW Commute Survey Overview

Rick asks the members for input regarding barriers and obstacles around shared parking. He feels that the program can be more effective.

- Dan suggests looking at other jurisdictions for ideas. He recommends pursuing SpotHero, but it is not cheap and does not yet exist efficiently in Portland. Or perhaps finding a way to report how many spaces are available in certain lots online.
- Don: "A large part of the problem is not obstacles to getting people to join the program. You're getting good partnerships with people like Mark and Shaarie Torah, but you're getting to the point where you just don't have the inventory to make it effective. Tom and I did a survey a couple years ago of the neighborhood by going down 23rd and 21st and we were actually two blocks of either street and there wasn't anything at that time. And many of those that were available were already in a shared system. You're now bumping up against more of a supply constraint than you are something else."
- Kathryn agrees. A lot of businesses in NW share their parking lots with other businesses.
- Nick says that at this point, we would need something very innovative to capture all the little leftover surface lots that are only willing to offer 10-12 spaces.
- Don: "I think that's a rathole that we will spend a lot of time on. A lot of these shared lots are surface lots that will be redeveloped in the future. So, it does have an impact, but the impact is transitory over a 10-20-year period."
- Nick suggests that maybe there's a way to leverage funding to request additional parking be created in certain redeveloped areas.
- Rick suggests reaching out to Portland Public School to see if their lots could be available.
- Kathryn says she is working with them. They're in process and are open to the prospect but they need more information and she is working with them.

New Business:

The Timbers draft Comprehensive Transportation Management Plan (CTMP) went to council earlier today.

- Dan explains that council took no action on the plan. It was a first reading. There was resistance on buying the package as sold. There were last minute amendments distributed to council that were not shared with the committees affected. The takeaway was strong encouragement to improve the plan further. During the meeting it came to light that during game days, there's only two parking

enforcement officers citywide on duty after 7pm. Council believes the Timbers should pay for additional enforcement on game days.

- Phil agrees. The inadequacies of the draft CTMP were exposed. The message received was that the Timbers don't have enough resources going into the plan.

Rick says there will not be a meeting on May 1st. The next meeting is after we hear from the public online and at the Open House on May 7th.

Meeting adjourned.

PBOT

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Chloe Eudaly Commissioner **Chris Warner** Interim Director

Limiting permit allocation based on available off-street parking proposal

To: NW Parking SAC
From: Kathryn Doherty-Chapman
April 15, 2019

What: Proposal to limit households' total number of permits allowed based on the number of off-street parking spaces available to that household. For example, if a household has 3 cars but has 1 off-street parking space, their total number of allowed permits is reduced from 3 to 2.

Why: The 2018 NW Parking study report done by RWC, and corroborated by Kimley-Horn, indicates that to reach the 84% parking occupancy goal, the number of permitted vehicles on-street (during peak hour) should be reduced to 5,900. PBOT issued a total of 7,600 permits in 2018, which means the program needs to significantly reduce the total number of permits issued to reach the occupancy goals.

PBOT cannot control how permits are used, but can control how many permits we issue. Given that there is a high rate of residential turnover in NW and approximately 1,000 permits are cancelled throughout the year, the goal for total number of permits issued in 2019 should be **6,400**. This way, at any given date, there would only be approximately 5,900 permits in circulation. This goal takes in to account a conservative estimate of the amount of residential turn-over and the "float" in number of permits used at a given time.

How: Residential applicants will complete an off-street declaration form (attached) with their application. The calculation asks for the number of vehicles owned at the address and considers the number of off-street spaces available to the household to get the number of permits available ($\# \text{ of vehicles} - \# \text{ of off-street spaces} = \# \text{ of permits}$). The final number determines the amount of permits the applicant may purchase.

Guidelines:

- The grandfathering clause should not apply to the off-street parking restriction because a large portion of off-street parking is available at single-family households and those have low turnover. Therefore, to have an impact on parking demand, the SAC would need to apply the off-street restriction uniformly throughout the neighborhood, without grandfathering current permit holders with available off-street parking.
- In asking current permit holders *with available off-street parking* to forgo their parking permit, the SAC should consider offering two books of scratch-offs for households with permits which would be taken away (total of 20 daily passes, value of \$30). These passes can be used by residents when visiting other parts of the neighborhood, for guests, or for residents to reserve their driveways for visitors when the need arises. Residents would have the ability to purchase up to eight additional books of scratch-offs throughout the permit year.



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- The current building restriction on multi-family buildings should remain and concur with the off-street declaration form.

Potential Impact: Total number of permits that could be removed from the system= **407**

# of permits in households (HH) with off-street parking	680
# of residential buildings with off-street parking & permits	227

Single Family		Multi-family	
# of single-family homes with permits & off-street parking	87	# of HH/Units in Multi-family with off-street parking	1,754
# of permits issued to single family homes	135	# of permits issued to multi-family	545
# of off-street parking spaces at single family homes	196	# of off-street parking spaces available to multi-family	900
Parking ratio	2.2	Parking Ratio	.5

How did we come to the number 407 permits? Staff cross referenced the addresses of permits issued by the building and parking inventory completed in fall 2018 to determine addresses which have off-street parking and also have permits. Single-family homes have off-street parking at a ratio of 2.2, so potentially there are 135 permits that could be removed from the system. We also know that many multi-family households don't have enough off-street parking for the total number of units in the building, so we used the parking ratio for multi-family buildings to estimate the number of potential permits which could be removed from the system. For multifamily, half the HH have parking (.5 ratio) so half of the 545 permits could be potentially be reduced for a total of 272. Combined with the 135 permits in single family homes, is a total of 407.

PBOT does not know how many licensed drivers or vehicles these households might have, so this is an estimate of the potential impact. For this impact to be realized, the policy would need to apply to both new permit applicants and existing permit holders. This is a significant change but will likely have a significant impact in reducing on-street parking demand. As a reminder any resident can purchase up to 100 daily parking passes to use for themselves or guests through the year.

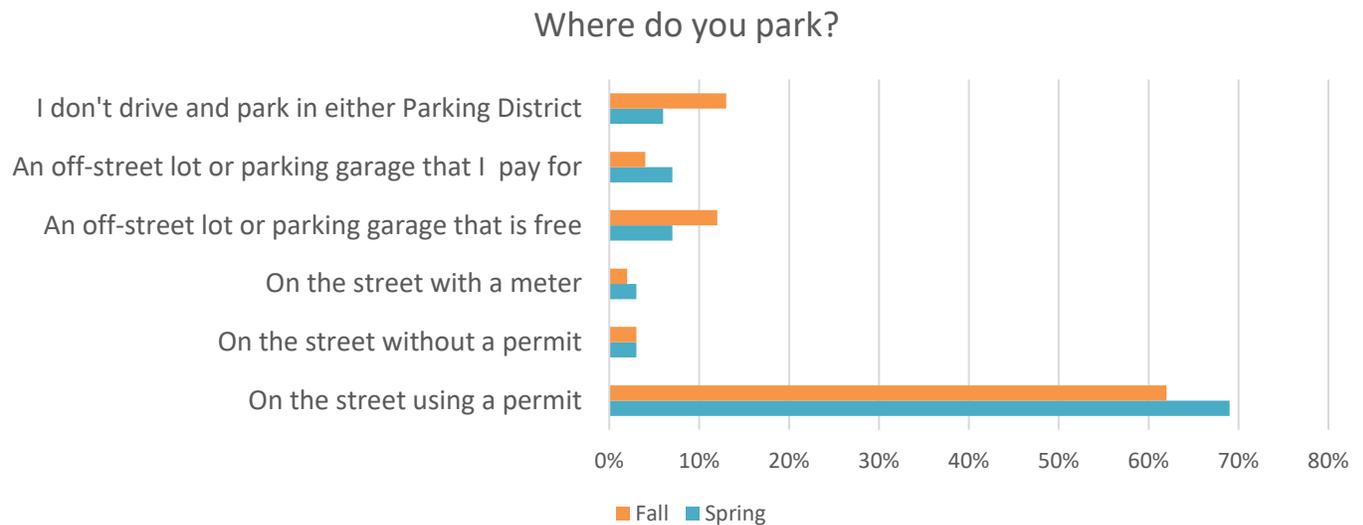
FAQ

- **What if a resident lives in an apartment with off-street parking on-site but it is fully rented out, would they be able to get a permit?**
 - Yes, since there is no off-street parking *available* to them.
- **What if a resident has off-street parking in their apartment building but doesn't want to pay for it, can they get a permit?**
 - If a HH/unit has two licensed drivers, but only one off-street space is available to them, that household would be able to get one permit and would need to pay for the off-street parking in their building or find another way to park their vehicle. People can purchase daily scratch offs as well.
- **What if a house has a one-car driveway and looks like they have a garage, but the garage has been renovated to be a part of the living space?**
 - They would only have one off-street parking space available to them, so they would be able to get permits if they have more than one vehicle.
- **How do you know if people have off-street parking available to them?**
 - We have a full inventory of buildings and the parking associated with those buildings. We can check to see if an address has off-street parking. If parking is *available* to that resident is not something we can easily track, and so we will have a self-certification form for people to submit with their application.

Fall 2018 NW Commute Survey Overview

- 317 NW residents and employees responded to this survey sent out in late September 2018.
- The survey was administered to residents and employees in Zone M NW Portland Parking District, including parking permit holders and Transportation Wallet (TW) purchasers.
- The intent of the survey was to follow up on a pre-survey sent in the spring of 2018 to learn more about how people use the Transportation Wallet and if it had an impact on people’s parking and travel behavior.

Parking



Spring n=548, Fall n=317

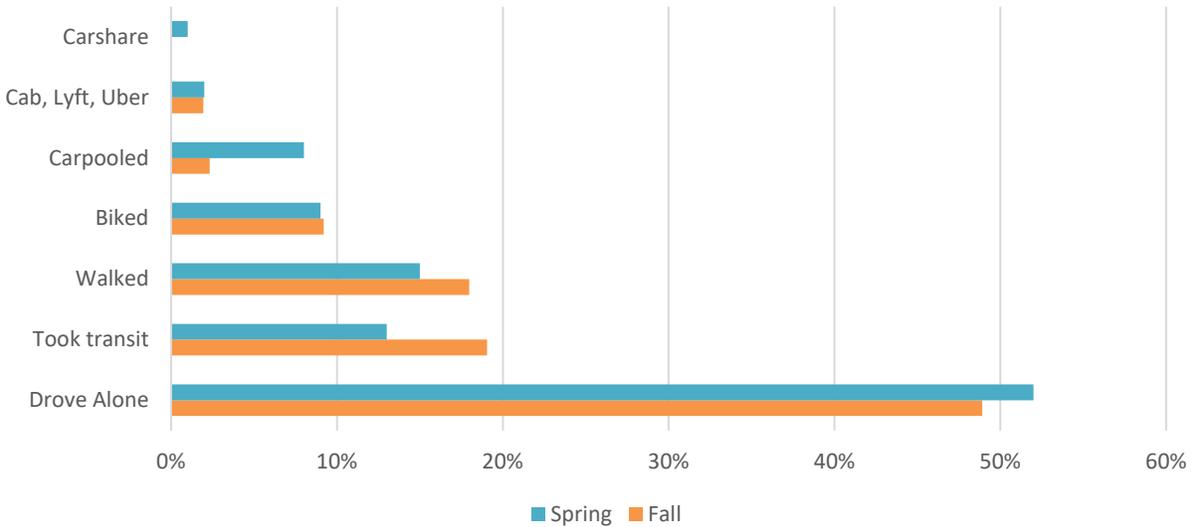
- **53%** have a residential permit, **14%** of respondents have a business/employer permit; and **33%** don’t have any permit.
 - **13% do not drive.** More than double from the spring survey at 6%.

On a scale of 0-5 (with 5 being most difficult), most respondents feel that parking in NW is a five (38%). In a previous survey conducted in spring 2018, respondents reported that parking was at four, somewhat difficult (37%).

Commute Behavior & Attitudes

The average weekly commute mode split in the NW District is:

NW Commute Travel Mode Spring & Fall 2018



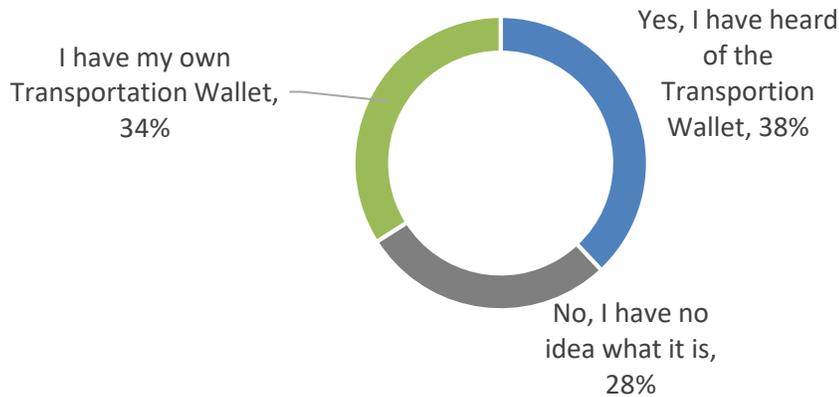
Spring n=548, Fall n=317

The respondents in NW drove slightly less in the fall than in the spring. More respondents reported taking transit and walking in the follow up survey. Carpooling was down in the fall than in the spring. The respondents in NW drive less than the citywide average and walk significantly more.

Transportation Wallet Use

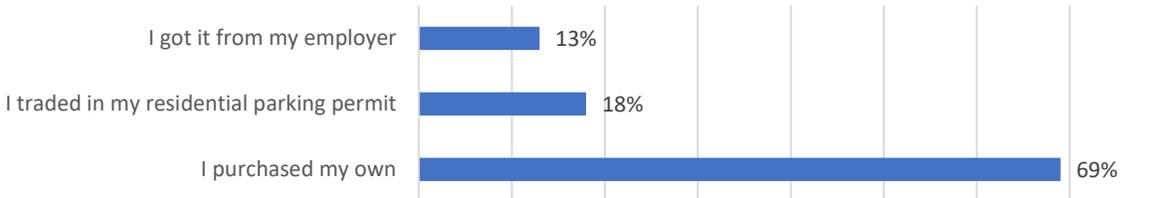
Residents and employees in the NW Portland Parking District are eligible to purchase a Transportation Wallet or opt out of their eligible on-street parking permit and receive one for free. The 2018 Transportation Wallet includes: \$100 in TriMet value, an annual Portland Streetcar pass, and an annual BIKETOWN membership.

Do you know about the Transportation Wallet?



72% of respondents were aware of the Transportation Wallet and 34% had their own through an employer, an opt-out, or by purchasing one. This is significantly higher than the spring survey response when only 8% had a Wallet. 59% of respondents who had Wallets would recommend it to their friends and family and would purchase again. 12% of respondents said they are considering getting their own Transportation Wallet in the future.

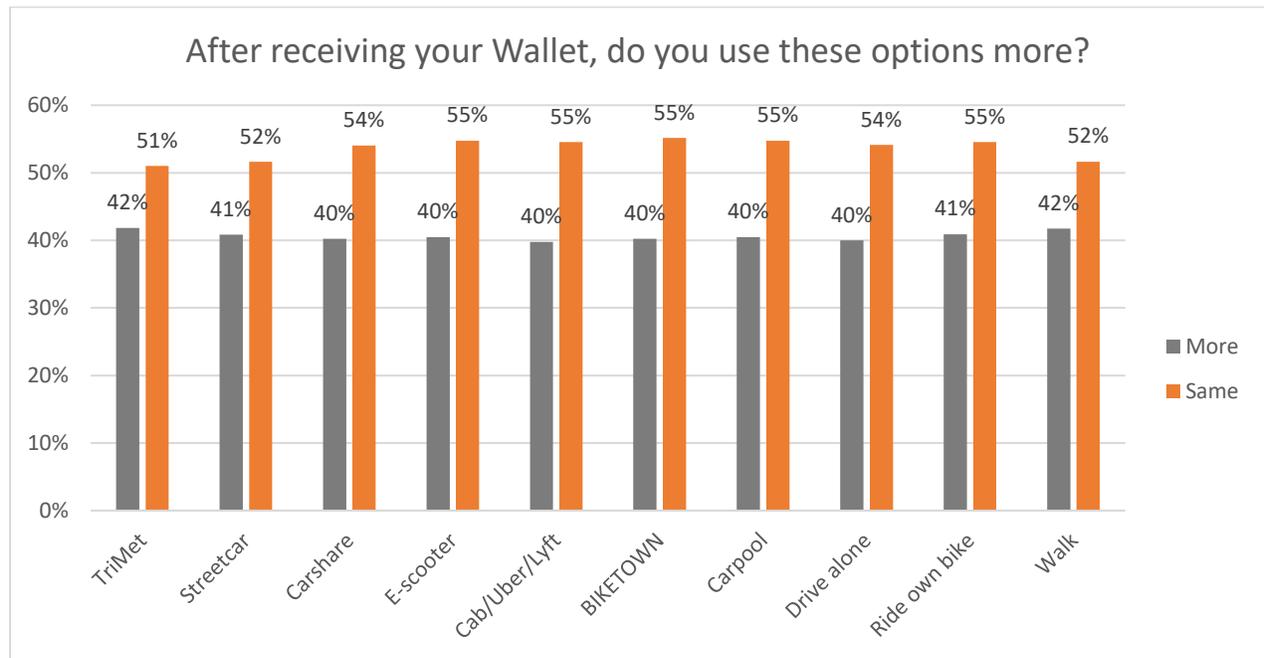
How did you get your Transportation Wallet?



Of those who had Wallets, most of them purchased them. 18% turned in their residential parking permit and 13% received their Wallet through an employer.

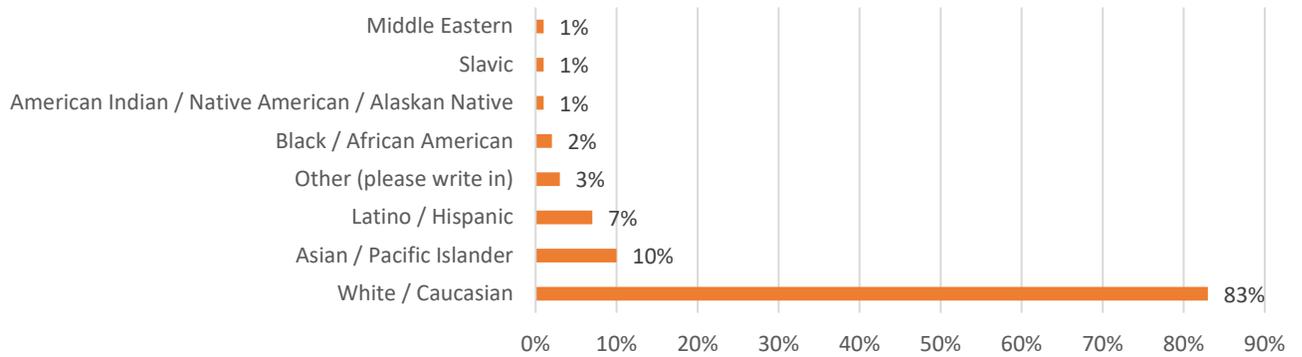
Impact on travel behavior

A significant number of people who received Wallets reported using travel options besides driving more often. More than half said they used the options about the same. 36% of respondents said they drove less than they did before they received their Wallet. This indicates that the wallet influences some people’s driving behavior, while helping many people try new transportation options such as bikeshare and transit.

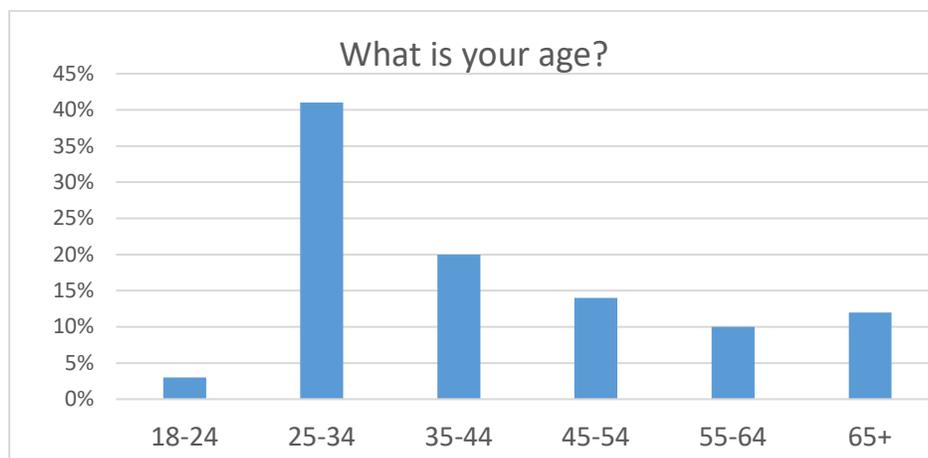
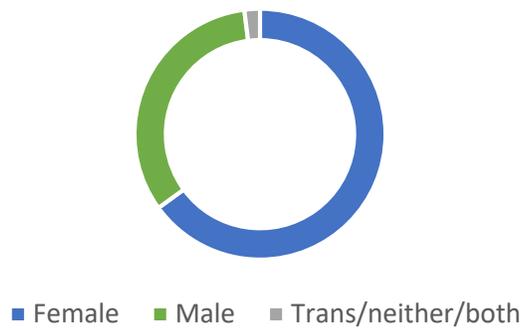


Demographics

What is your race or ethnicity?



What gender do you identify with?



The most common language other than English spoken in the home was Spanish.