



CITY OF BEND

2017

City of Bend, Oregon Downtown Strategic Parking Management Plan **APPENDIX REPORT**

Report of the Downtown Stakeholder Advisory Committee (DSAC)

FINAL REPORT
May 31, 2017



RIK WILLIAMS CONSULTING
Parking & Transportation

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II. INVENTORY

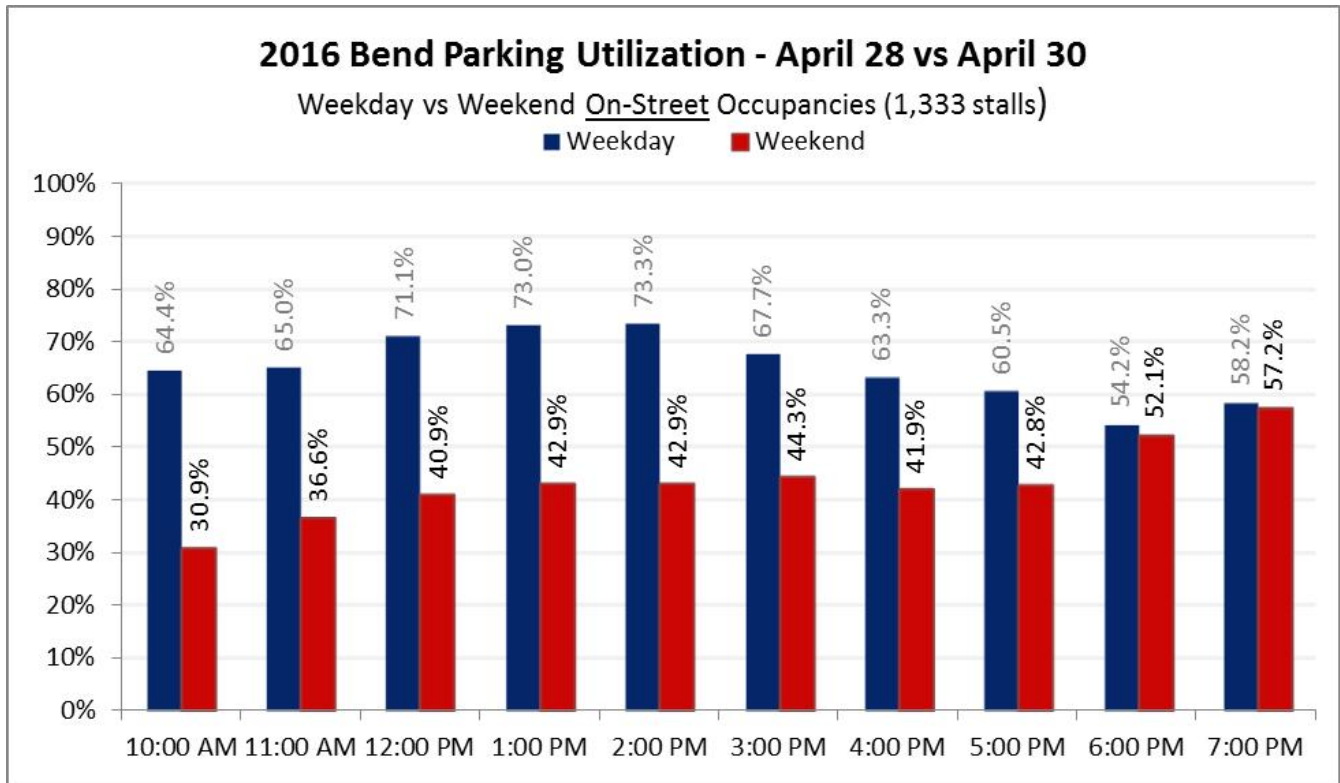
Table 1
2016 Bend Parking Inventory and Study Area

Stalls by Type	Inventory Area	% of Total	Study Area	% of Total
15 Minutes	22	1.2%	20	1.5%
30 Minutes	1	< 1%	1	< 1%
30 Minutes (Unless Otherwise Specified)	10	< 1%	10	< 1%
2 Hours	706	39.1%	678	50.9%
2 Hours (Unless Otherwise Specified)	242	13.4%	242	18.2%
No Limit	766	42.4%	326	24.5%
ADA 'Accessible'	41	2.3%	39	2.9%
Authorized Vehicles Only	9	< 1%	9	< 1%
Police Only	8	< 1%	8	< 1%
<i>On-Street Supply</i>	<i>1,805</i>	<i>100%</i>	<i>1,333</i>	<i>73.9%</i>
<i>Off-Street Supply</i>	<i>3,998 (158 sites)</i>	<i>100%</i>	<i>2,650 (46 sites)</i>	<i>66.3%</i>
Total Parking Supply	5,803	100%	3,983	68.6%

- There are 1,805 total on-street stalls within the original inventory area. RWC collected hourly license plate data counts for 1,333 stalls which are located within the black line boundary in Figure A above. This represents a 73.9% sample size of the on-street supply.
- There are a total of 3,998 off-street stalls within the original inventory area located in 158 unique parking sites. RWC collected hourly occupancy data for 2,650 of these stalls located on 46 sites. This represents a 66.3% sample size (for stalls) and 30% sample size (for locations). A full summary table of all lots and those lots surveyed is located in Table 5 at the end of this document.
- The majority of parking in the study area (69.1%) is either signed for two hours (50.9%) or 2 Hours "Unless Otherwise Specified (18.2%)."

III. ON-STREET UTILIZATION

Figure B
Hourly On-street Utilization (Comparative)



Weekday (Thursday, 4/28/2016)

- The peak hour for on-street parking (weekday) is between 2PM and 3PM. At this hour, 73.3% of all on-street stalls are occupied.
- Occupancies decline in every hour between 3PM and 6 PM, bumping upward at 7 PM.

Weekend (Saturday, 4/30/2016)

- The peak hour for on-street parking (weekend) is between 7PM and 8PM. At this hour, 57.2% of all on-street stalls are occupied.
- Occupancies increase in eight of the ten hours data was collected, dropping slightly between 4 PM and 6 PM.
- Overall weekend vehicle activity is much less than the weekday activity.
- Weekend evening activity (6 PM to 8 PM) is comparable to weekday.

Table 2
2016 Bend On-Street Parking Utilization (Comparative)

2016 Downtown Bend On-Street Parking Utilization – Comparative							
Type of Stall	Study Date	# of Stalls	Peak Hour	Peak Occupancy	Stalls Available	Average Length of Stay	Violation Rate
On-Street Peak	Weekday	1,333	1:30 – 2:30 PM	73.3%	351	2 hr./ 4 min	8.8%
	Weekend		6:30 – 7:30 PM	57.2%	563	1 hr./ 43 min	8.4%
Usage by Time Stay (by User Type)							
15 Minute	Weekday	20	11:30 AM – 12:30 PM 1:30 – 2:30 PM	70.0%	6	N/A	5.3%
	Weekend		12:30 – 1:30 PM	55.0%	9	N/A	5.0%
30 Minute	Weekday	11	6:30 – 7:30 PM	54.5%	5	N/A	8.7%
	Weekend		5:30 – 6:30 PM	72.7%	3	N/A	31.8%
2 Hour (Signed)	Weekday	678	12:30 – 1:30 PM	72.9%	172	1 hr./ 37 min	8.8%
	Weekend		6:30 – 7:30 PM	70.8%	184	1 hr./ 30 min	7.4%
2 Hour (Unless Otherwise Specified)	Weekday	242	1:30 – 2:30 PM	71.1%	68	2 hr./ 29 min	9.5%
	Weekend		6:30 – 7:30 PM	51.2%	117	1 hr./ 58 min	13.8%
Authorized Vehicle Only	Weekday	9	9:30 AM – 12:30 PM 1:30 – 3:30 PM	100%	0	5 hr./ 35 min	N/A
	Weekend		N/A	0%	9	N/A	N/A
Police Only	Weekday	8	1:30 – 2:30 PM	62.5%	3	1 hr./ 0 min	N/A
	Weekend		N/A	0%	8	N/A	N/A
ADA 'Accessible'	Weekday	39	12:30 – 1:30 PM	35.9%	25	1 hr./ 49 min	N/A
	Weekend		6:30 – 7:30 PM	35.9%	25	1 hr./ 19 min	N/A
No Limit	Weekday	326	11:30 AM – 12:30 PM	81.9%	56	3 hr./ 58 min	N/A
	Weekend		3:30 – 4:30 PM	36.8%	202	3 hr./ 6 min	N/A

Weekday (Thursday, 4/28/2016)

- The average time stay for all users is 2 hours/4 minutes. This includes those using permits and stalls with no time limits (see Table 3 below for additional detail).

- The average time stay for users of 2 Hour (Signed) stalls is 1 hour/37 minutes (weekdays) and 1 hour/30 minutes (weekend), which is indicative of a typical visitor trip.
- The impact of permit users in 2 Hour (Unless Otherwise Specified) stalls raises average time stays in these short term stalls to 2 hours/29 minutes (weekday) and 1 hour/58 minutes (weekend) .
- The overall violation rate is 8.8% of unique vehicles. Violation rates are highest in 2 hours – Or Otherwise Specified (9.5%). Industry standards would strive for a rate of between 5% and 7%.

Weekend (Saturday, 4/30/2016)

- The average time stay for all users is 1 hour/43 minutes. This includes those using permits and stalls with no time limits (see Table 3 below for more detail).
- Weekend peak hour occupancies in 2 Hour (Or Otherwise Specified) stalls drop considerably (51.2%) when contrasted to weekday occupancies (71.1%). This is likely due to the fact that there are significantly fewer permits in use on the weekend.
- The overall violation rate is 8.4% of unique vehicles. Violation rates are highest in 2 hours – Or Otherwise Specified (13.8%) and 30-minute (31.8%) stalls. Industry standards would strive for a rate of less than 7%.

Table 3
2016 Bend On-Street Parking - Characteristics of Use (Comparative)

Use Characteristics	Weekday			Weekend		
	All Users	Non-Permit Users	Permit Users	All Users	Non-Permit Users	Permit Users
Average length of stay per vehicle per occupied stall	2 hr./ 4 min	1 hr./ 49 min	4 hr./ 39 min	1 hr./ 43 min	1 hr./ 40 min	4 hr./ 18 min
Actual number of unique vehicles	4, 156	3,791	365	3,307	3,236	71
Actual turnover rate (number of cars to use a single occupied stall over a 10-hour period)	4.85	5.52	2.15	5.81	6.01	2.33
Number of non-permit vehicles parked 5 or more hours in time limited stalls (% of all unique license plates)		60 (1.4%)			36 (1.1%)	
ADA placards observed in non-ADA Accessible designated stalls (% of occupied stalls)			4 (< 1%)			3 (< 1%)
Permits displayed in time-limited stalls at the peak hour (% of occupied stalls); excludes handicap placards.			159 (16.5%)			17 (2.3%)
License plates observed moving from one space to another (% of non-permit unique vehicles)		199 (5%)			124 (3.8%)	

Weekday (Thursday, 4/28/2016)

- The average time stay for all users is 2 hour/4 minutes. Those without permits are parking for 1 hour/49 minutes. Permit users are parking for an average of 4 hours/39 minutes.
- For the most part, 2 hour stalls are accommodating actual time stay demand for visitors.
- Over the course of the 10 hour survey day, a total of 4,156 vehicles parked on-street. Of this total, 3,791 cars (91%) were visitor trips and 365 (9%) were vehicles using permits.
- The turnover rate for all users is 4.85, which is below the minimum industry standard of 5.0. The rate increases to 5.52 when permit holders (2.15) are factored out of the equation.
- 60 vehicles were parked in time limited stalls (e.g., 2 hour) for 5 or more hours. These vehicles did not display permits.
- Only 4 vehicles displaying ADA placards or plates parked in the general parking supply. This indicates that ADA needs are being met in available signed ADA "Accessible" stalls.

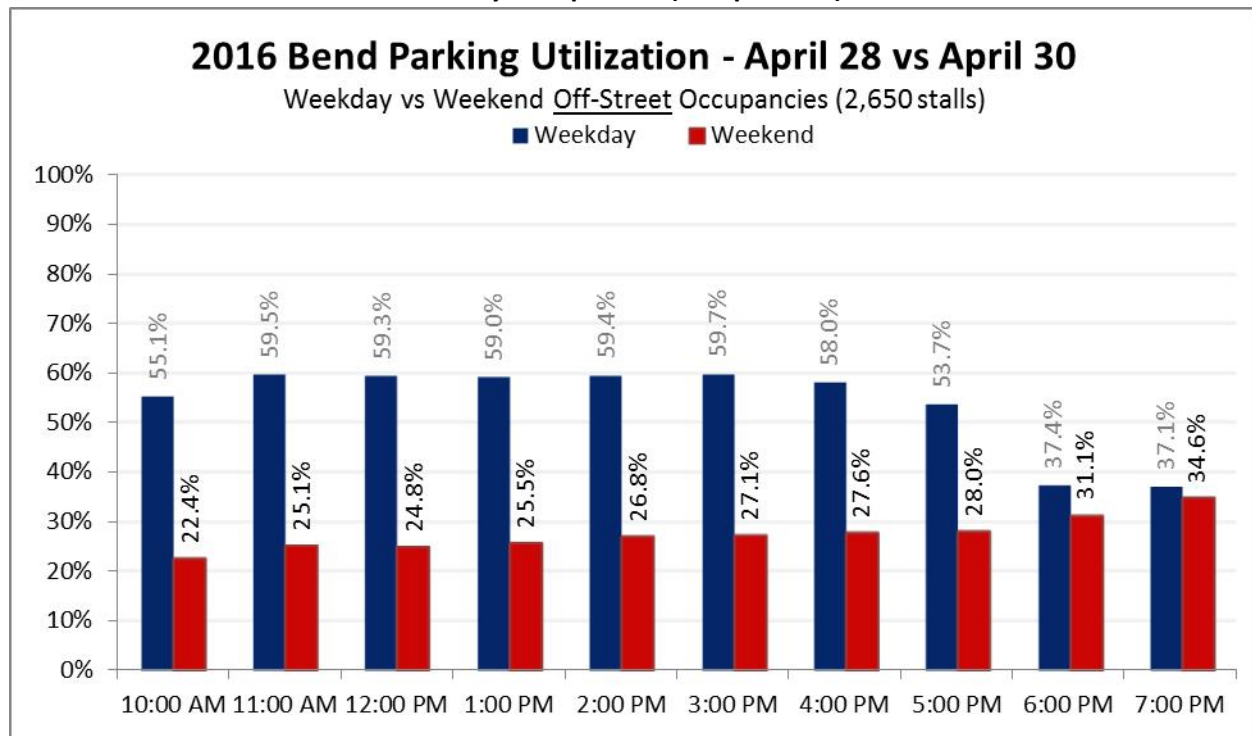
- 159 vehicles with permits were parked in 2 Hour (unless otherwise specified stalls) at the peak hour, this represented about 17% of all vehicles parked at that hour.
- 199 vehicles were observed moving from one stall to another (i.e., at least one move). This represents 5% of all vehicles using the on-street supply on the survey day.

Weekend (Saturday, 4/30/2016)

- The average time stay for all users is 1 hour/43 minutes. Those without permits are parking for 1 hour/40 minutes. Permit users are parking for an average of 4 hours/18 minutes.
- For the most part, 2 hour stalls are accommodating actual time stay demand for visitors.
- Over the course of the 10 hour survey day, a total of 3,307 vehicles parked on-street. Of this total, 3,236 cars (98%) were visitor trips and 71 (2%) were vehicles using permits.
- The turnover rate for all users is 5.81. The rate increases to 6.01 when permit holders (2.33) are factored out of the equation.
- 36 vehicles were parked in time limited stalls (e.g., 2 hour) for 5 or more hours. These vehicles did not display permits.
- Only 3 vehicles displaying ADA placards or plates parked in the general parking supply. This indicates that ADA needs are being met in available signed ADA "Accessible" stalls.
- 17 vehicles with permits were parked in 2 Hour (unless otherwise specified stalls), this represented less than 3% of all vehicles parked at that hour.
- 124 vehicles were observed moving from one stall to another (i.e., at least one move). This represents approximately 4% of all vehicles using the on-street supply on the survey day.

IV. OFF-STREET OCCUPANCIES

Figure C
Hourly Occupancies (Comparative)

*Weekday (Thursday, 4/28/2016)*

- The peak hour for off-street parking (weekday) is between 3PM and 4PM. At this hour, 59.7% of off-street stalls are occupied.
- The very flat level of occupancies between 10 AM and 4 PM indicates employee use. There is little variation in activity.
- Occupancies decline significantly after 5:00 PM.

Weekend (Saturday, 4/30/2016)

- The peak hour for off-street parking (weekend) is between 7PM and 8PM. At this hour, 34.6% of off-street stalls are occupied.
- As with the weekday data, the flat levels of occupancy throughout the day (particularly between 10 AM and 5 PM) indicates employee use.
- Occupancies increase after 5 PM, indicating new users coming into the downtown for evening activities.

Table 4
Summary of 46 Off-street Sites Surveyed (Comparative)

Lot Number	Facility Identification	Survey Date	# of Stalls	Peak Occupancy/ Hour	Stalls Available
2	Deschutes County	Weekday	27	92.6% 9:30 – 10:30 AM	2
		Weekend		40.7% 12:30 – 1:30 PM	16
10	Silvermoon Brewing	Weekday	53	52.8% 6:30 – 7:30 PM	25
		Weekend		24.5% 2:30 – 4:30 PM 6:30 – 7:30 PM	40
17	Deschutes Co. Annex Building	Weekday	80	82.5% 12:30 – 1:30 PM	14
		Weekend		23.8% 10:30 AM – 1:30 PM	61
18	Co Services Building	Weekday	33	66.7% 10:30 – 11:30 AM	11
		Weekend		30.3% 9:30 – 10:30 AM	23
21	Deschutes Co. Courthouse - 2 hr. customer parking	Weekday	11	72.7% 9:30 – 10:30 AM	3
		Weekend		18.2% 9:30 – 11:30 AM	9
22	Bank of Cascades	Weekday	46	60.9% 10:30 – 11:30 AM	18
		Weekend		13.0% 1:30 – 2:30 PM	40
23	70 Newport Chinese & Sushi bar/journey	Weekday	30	93.3% 6:30 – 7:30 PM	2
		Weekend		90.0% 4:30 – 5:30 PM	3
24	Permit Parking Only	Weekday	104	27.9% 1:30 – 2:30 PM	75
		Weekend		29.8% 9:30 – 10:30 AM	73
30	Public Parking - North Lot	Weekday	79	100% 5:30 – 6:30 PM	0
		Weekend		96.2% 6:30 – 7:30 PM	3
31	Public Parking - South Lot	Weekday	97	100% 6:30 – 7:30 PM	0
		Weekend		95.9% 6:30 – 7:30 PM	4

32	Bank of America	Weekday	17	47.1% 12:30 – 1:30 PM 4:30 – 5:30 PM	9
		Weekend		64.7% 6:30 – 7:30 PM	6
34	Public 2hr parking	Weekday	33	100% 5:30 – 6:30 PM	0
		Weekend		93.9% 5:30 – 7:30 PM	2
36	US Bank	Weekday	21	71.4% 6:30 – 7:30 PM	6
		Weekend		81.0% 1:30 – 3:30 PM	4
38	Permit Parking Only	Weekday	24	83.3% 9:30 – 10:30 AM 4:30 – 6:30 PM	4
		Weekend		100% 6:30 – 7:30 PM	0
39	Alpine Mortgage/Deschutes Land Trust	Weekday	14	85.7% 9:30 – 10:30 AM 2:30 – 3:30 PM	2
		Weekend		50.0% 2:30 – 3:30 PM	7
44	Gateway Plaza - Permit Only	Weekday	57	64.9% 2:30 – 3:30 PM	20
		Weekend		5.3% 2:30 – 3:30 PM	54
45	First American Title	Weekday	28	121.4% 2:30 – 3:30 PM	-6
		Weekend		35.7% 2:30 – 6:30 PM	18
67	Building 18	Weekday	8	100% 9:30 – 10:30 AM	0
		Weekend		12.5% 9:30 – 10:30 AM 12:30 – 1:30 PM	7
68	Foundry Church	Weekday	17	117.7% 6:30 – 7:30 PM	-3
		Weekend		29.4% 6:30 – 7:30 PM	12
69	Public Parking Garage	Weekday	547	49.5% 11:30 AM – 12:30 PM	276
		Weekend		47.9% 6:30 – 7:30 PM	285
71	Wells Fargo	Weekday	24	100% 6:30 – 7:30 PM	0

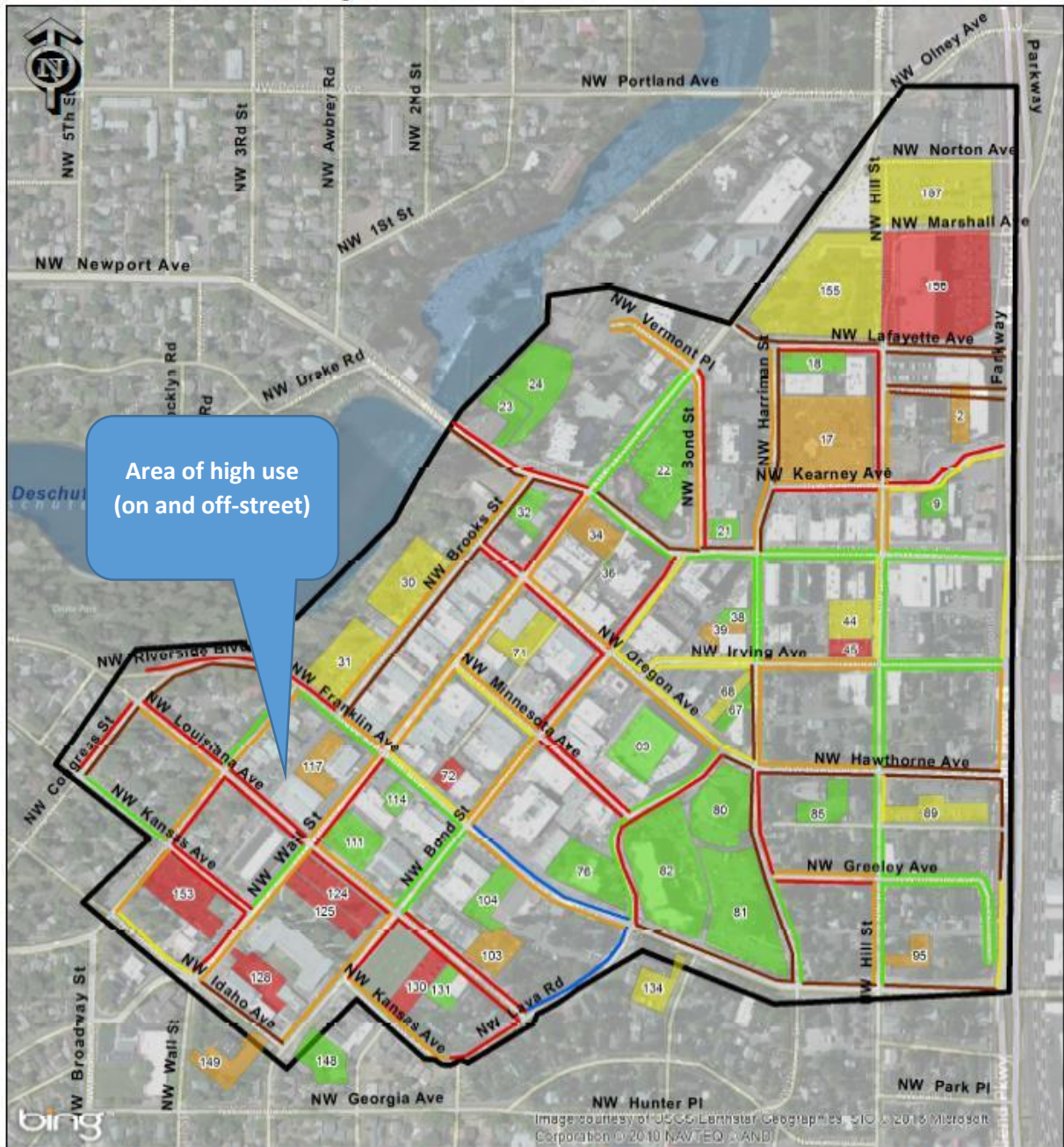
		Weekend		100% 6:30 – 7:30 PM	0
72	Bank of Cascades	Weekday	14	92.9% 1:30 – 4:30 PM	1
		Weekend		92.9% 10:30 – 11:30 AM	1
76	Chase Bank	Weekday	35	51.4% 3:30 – 4:30 PM	17
		Weekend		60.0% 6:30 – 7:30 PM	14
80	Amerititle	Weekday	41	53.7% 2:30 – 3:30 PM	19
		Weekend		24.4% 6:30 – 7:30 PM	31
81	Alexander Drake	Weekday	95	75.8% 9:30 – 10:30 AM	23
		Weekend		26.3% 9:30 – 11:30 AM	70
82	DoubleTree	Weekday	79	89.9% 6:30 – 7:30 PM	8
		Weekend		72.2% 5:30 – 6:30 PM	22
85	Jameson Building	Weekday	40	47.5% 4:30 – 5:30 PM	21
		Weekend		17.5% 5:30 – 6:30 PM	33
89	Hawthorne Square Parking	Weekday	62	62.9% 12:30 – 2:30 PM	23
		Weekend		8.1% 5:30 – 7:30 PM	57
95	SEND Transportation/Salon Art of Beauty	Weekday	19	89.5% 2:30 – 3:30 PM	2
		Weekend		15.8% 10:30 – 11:30 AM	16
104	Old St. Francis McMenamins Guests Only	Weekday	25	100% 2:30 – 3:30 PM 6:30 – 7:30 PM	0
		Weekend		100% 3:30 – 5:30 PM	0
112	City Hall	Weekday	20	40.0% 9:30 – 10:30 AM	12
		Weekend		10.0% 6:30 – 7:30 PM	18
115	Customer 2hr Free Parking	Weekday	13	53.9% 10:30 – 11:30 AM 3:30 – 4:30 PM	6

		Weekend		115.4% 5:30 – 6:30 PM	-2
118	City Employee Vehicles Only	Weekday	39	84.6% 10:30 – 11:30 AM	6
		Weekend		79.5% 12:30 – 1:30 PM	8
125	2 hr. parking/ Permit Parking	Weekday	68	100% 10:30 – 11:30 AM 2:30 – 3:30 PM	0
		Weekend		25.0% 6:30 – 7:30 PM	51
126	School District Permit Parking Only	Weekday	45	97.8% 9:30 – 10:30 AM 11:30 AM – 12:30 PM 3:30 – 4:30 PM	1
		Weekend		28.9% 4:30 – 5:30 PM	32
129	Boys and Girls Clubs of Bend	Weekday	33	100% 9:30 – 11:30 AM	0
		Weekend		33.3% 10:30 – 11:30 AM	22
131	2 hr. parking/ Permit Parking	Weekday	41	97.6% 10:30 – 11:30 AM 12:30 – 1:30 PM	1
		Weekend		56.1% 6:30 – 7:30 PM	18
132	Hawthorn Healing Arts Center	Weekday	17	58.8% 10:30 AM – 12:30 PM	7
		Weekend		0% 9:30 AM – 7:30 PM	17
135	Church Parking	Weekday	31	67.7% 12:30 – 1:30 PM	10
		Weekend		16.1% 9:30 – 10:30 AM	26
149	First United Methodist Church	Weekday	35	82.9% 4:30 – 5:30 PM	6
		Weekend		40.0% 9:30 – 10:30 AM	21
150	Deschutes Historical Museum	Weekday	41	85.4% 12:30 – 1:30 PM	6
		Weekend		22.0% 2:30 – 3:30 PM	32
154	Deschutes Library Parking Only	Weekday	64	95.3% 2:30 – 3:30 PM	3
		Weekend		18.8% 12:30 – 1:30 PM	52

155	Worrell Wayside Park	Weekday	82	80.5% 9:30 – 10:30 AM	16
		Weekend		6.1% 9:30 – 11:30 AM 1:30 – 2:30 PM 3:30 – 4:30 PM	77
156	Deschutes Services Building	Weekday	120	95.0% 9:30 – 10:30 AM	6
		Weekend		11.7% 10:30 – 11:30 AM 1:30 – 2:30 PM	106
157	Wall Street Services Building	Weekday	209	77.0% 10:30 – 11:30 AM	48
		Weekend		5.3% 10:30 – 11:30 AM	198
Off-Street Supply Studied (46 sites)		Weekday	2,650	59.7% 2:30 – 3:30 PM	1,069
		Weekend		34.6% 6:30 – 7:30 PM	1,732
Total Off-Street Supply		Weekday	3,998	59.7% 2:30 – 3:30 PM	1,611
		Weekend		34.6% 6:30 – 7:30 PM	2,615

V. PEAK HOUR HEAT MAPS

FIGURE C
Weekday (4/28/2016) Peak Hour



Combined Parking Utilization

Parking Study Area

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- > 85%
- 84% - 70%
- 69% - 55%
- < 55%

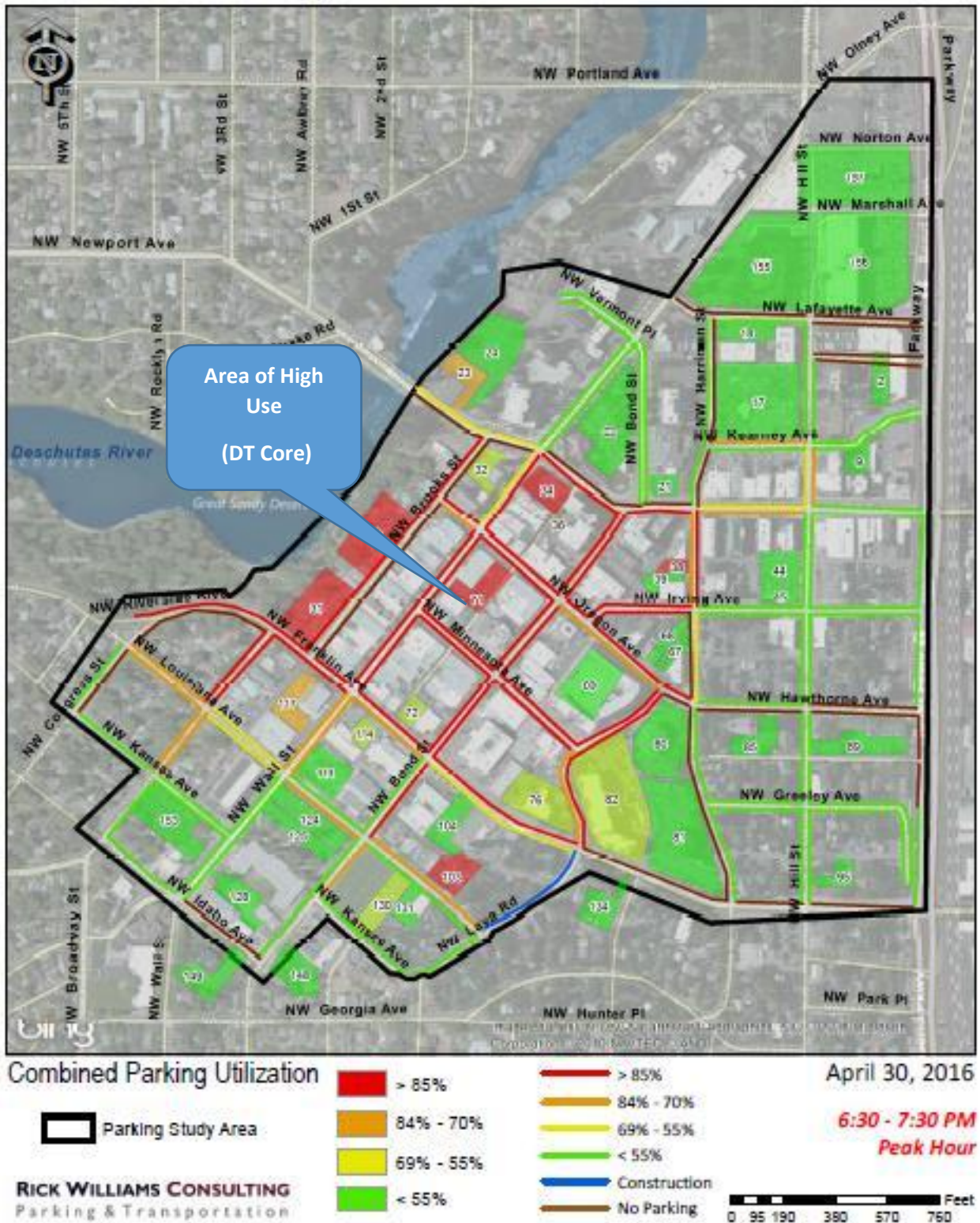
- > 85%
- 84% - 70%
- 69% - 55%
- < 55%
- Construction
- No Parking

April 28, 2016

1:30 - 2:30 PM
Peak Hour

Feet
0 95 190 380 570 760

FIGURE D
Weekend (4/30/2016) Peak Hour



VI. COMPLETE OFF-STREET INVENTORY

Table 5
Summary of 158 Off-street Sites (surveyed sites in red)

Lot Number	Facility Identification	# of Stalls	% of Total
1	Tax Drop Box	30	< 1%
2	Deschutes County	27	< 1%
3	Law Firm Parking	10	< 1%
4	State Fire Marshal Truck - Gated	26	< 1%
5	Century Link	22	< 1%
6	Francis, Hansen, Martin	18	< 1%
7	Vacant Lot	8	< 1%
8	Vacant Lot	10	< 1%
9	Naus	20	< 1%
10	Silvermoon Brewing	53	1.3%
11	Oxiliary	11	< 1%
12	Carl W Hopp/academic De Ballot Classique	14	< 1%
13	Bend Theatre for young people	4	< 1%
14	Bendtel Inc	22	< 1%
15	Olde Towne Pizza	9	< 1%
16	MJ Tavern/Nelson Laundry	10	< 1%
17	Deschutes Co. Annex Building	80	2.0%
18	Co Services Bldg	33	< 1%
19	True Gospel United Pentecostal Church	6	< 1%
20	Public Safety Bldg	34	< 1%

21	Deschutes Co. Courthouse - 2 hr. customer parking	11	< 1%
22	Bank of Cascades	46	1.2%
23	70 Newport Chinese & Sushi bar/journey	30	< 1%
24	Permit Parking Only	104	2.6%
25	Columbia Bank/RBC Wealth Mgmt. Upper Structure	33	< 1%
26	1133 NW Wall Lower Structure	28	< 1%
27	1183 NW Wall (behind/below)	33	< 1%
28	1197/1199 Oregrown	8	< 1%
29	325 Building	3	< 1%
30	North Lot	79	2.0%
31	South Lot	97	2.4%
32	Bank of America	17	< 1%
33	Permit Parking Only	18	< 1%
34	Public 2hr parking	33	< 1%
35	Private Permit Only	10	< 1%
36	US Bank	21	< 1%
37	Crabtree and Ramsdorf Employees	11	< 1%
38	Permit Parking Only	24	< 1%
39	Alpine Mortgage/Deschutes Land Trust	14	< 1%
40	Bank of Cascades	11	< 1%
41	Peterkin Associates	3	< 1%
42	Cole Brett	7	< 1%
43	Unmarked Lot	45	1.1%

44	Gateway Plaza - Permit Only	57	1.4%
45	First American Title	28	< 1%
46	Irving Professional Building	10	< 1%
47	Only for Old Cigar	8	< 1%
48	Unmarked	3	< 1%
49	Unmarked	3	< 1%
50	I Mortgage	26	< 1%
51	Unmarked	3	< 1%
52	Pfeifer and Associates	5	< 1%
53	Mom's Tattoos	5	< 1%
54	Resort Resources	7	< 1%
55	Lucas Hovie Parking	10	< 1%
56	Cascade Network	9	< 1%
57	Law Office	5	< 1%
58	Zivney Parking	4	< 1%
59	Bend Counseling And Bio Feed	6	< 1%
60	Gravel Lot	24	< 1%
61	Cascade Transitions Crest Staff and Client	64	1.6%
62	Lerr, Oliver & Company	4	< 1%
63	Thomas E Wold D.M.O	10	< 1%
64	Niswonger, Reynolds Chapel	15	< 1%
65	Medical Cannabis	7	< 1%
66	A Muse Studio	7	< 1%

67	Building 18	8	< 1%
68	Foundry Church	17	< 1%
69	Public Parking Garage	547	13.7%
70	On Point Credit Union	19	< 1%
71	Wells Fargo	24	< 1%
72	Bank of Cascades	14	< 1%
73	Fresh Bread	12	< 1%
74	Reserved	13	< 1%
75	Reserved for Tenant Parking	16	< 1%
76	Chase Bank	35	< 1%
77	Permit Parking Only	7	< 1%
78	Connecting Point Computer	20	< 1%
79	Private Parking Under Ground		
80	Amerititle	41	1.0%
81	Alexander Drake	95	2.4%
82	DoubleTree	79	2.0%
83	Accounting Group	9	< 1%
84	Residential	5	< 1%
85	Jameson Building	40	1.0%
86	Residential	10	< 1%
87	Retail/Commercial	18	< 1%
88	Law Office	6	< 1%
89	Hawthorne Square Parking	62	1.6%

90	Residential	12	< 1%
91	Mixed Use/Retail	9	< 1%
92	Unknown	9	< 1%
93	Unknown	2	< 1%
94	Law Office	7	< 1%
95	SEND Transportation/Salon Art of Beauty	19	< 1%
96	Residential	8	< 1%
97	Saving Grace Counseling	5	< 1%
98	The Steele Law Firm	2	< 1%
99	Three Rivers	7	< 1%
100	Shelton Kelley Realtor	15	< 1%
101	American Family Insurance	4	< 1%
102	Putient Healthcare	6	< 1%
103	Christmas Preserce Retail	7	< 1%
104	Old St. Francis Mcmenamins Guests Only	25	< 1%
105	Reserved Stalls	32	< 1%
106	Pangea International Cuisine, Thump Coffee, Fire in Bend	14	< 1%
107	Reserved for Brooks Resources Corporation	15	< 1%
108	Reserved for McMenamims	12	< 1%
109	Salud Parking	2	< 1%
110	Reserved for Remax	3	< 1%
111	Tenant/The Broker Network	9	< 1%
112	City Hall	20	< 1%

113	Authorized Vehicles Only	22	< 1%
114	The Oregon Store	10	< 1%
115	Customer 2hr Free Parking	13	< 1%
116	City Employee Parking Only	28	< 1%
117	Tenant Parking Only	23	< 1%
118	City Employee Vehicles Only	39	1.0%
119	Park Building Office Suites	5	< 1%
120	Law Offices Brothers, Hawn and Coughlin	7	< 1%
121	Sundowner Capital Management + LLC	3	< 1%
122	Lara House Bed and Breakfast	6	< 1%
123	Deschutes Library Parking Only Alley	15	< 1%
124	Law Office Alley-Lis Fancherr Attn.	4	< 1%
125	2 hr. parking/ Permit Parking	68	1.7%
126	School District Permit Parking Only	45	1.1%
127	Education Center Bend/La Pine school district	12	< 1%
128	Bend Community Radio Entrance	8	< 1%
129	Boys and Girls Clubs of Bend	33	< 1%
130	No Name	4	< 1%
131	2 hr. parking/ Permit Parking	41	1.0%
132	Hawthorn Healing Arts Center	17	< 1%
133	Residential	16	< 1%
134	Residential Rental	6	< 1%
135	Church Parking	31	< 1%

136	Mixed Use/Commercial	10	< 1%
137	Commercial	12	< 1%
138	Kate's Place	15	< 1%
139	Law Office	8	< 1%
140	Small World Collection	3	< 1%
141	Chop Hair	2	< 1%
142	Tuner Automotive	8	< 1%
143	Old Stone Church Parking	21	< 1%
144	ReVive	6	< 1%
145	Cascade Summit Insurance	5	< 1%
146	Retail/Commercial	3	< 1%
147	Engineering	9	< 1%
148	Griffen Heating and Cooling	13	< 1%
149	First United Methodist Church	35	< 1%
150	Deschutes Historical Museum	41	1.0%
151	School St Helens/ Broadway - Amity Creek Magnet School	10	< 1%
152	Trinity Episcopal Church	1	< 1%
153	Trinity Episcopal Church	12	< 1%
154	Deschutes Library Parking Only	64	1.6%
155	Worrell Wayside Park	82	2.1%
156	Deschutes Services Building	120	3.0%
157	Wall Street Services Building	209	5.2%
158	Wall Street Services Fleet Parking Only	59	1.5%

	Total Off-Street Supply (158 sites)	3,998	100%
	Off-Street Supply Studied (46 sites)	2,650	66.3%




DOWNTOWN BEND PARKING STUDY
RAW DATA SUMMARY (July 20 and July 22, 2016)
 August 18, 2016

I. STUDY AREA

Figure A
Parking Study Area



2016

-  Parking Study Area
-  Economic Improvement District
-  Bend Parking District



II. INVENTORY

Table 1
2016 Bend Parking Inventory and Study Area

Stalls by Type	Inventory Area	% of Total	Study Area	% of Total
15 Minutes	22	1.2%	20	1.5%
30 Minutes	1	< 1%	1	< 1%
30 Minutes (Unless Otherwise Specified)	10	< 1%	10	< 1%
2 Hours	706	39.1%	678	50.9%
2 Hours (Unless Otherwise Specified)	242	13.4%	242	18.2%
No Limit	766	42.4%	326	24.5%
ADA 'Accessible'	41	2.3%	39	2.9%
Authorized Vehicles Only	9	< 1%	9	< 1%
Police Only	8	< 1%	8	< 1%
<i>On-Street Supply</i>	1,805	100%	1,333	73.9%
<i>Off-Street Supply</i>	3,998 (158 sites)	100%	2,650 (46 sites)	66.3%
Total Parking Supply	5,803	100%	3,983	68.6%

On-street

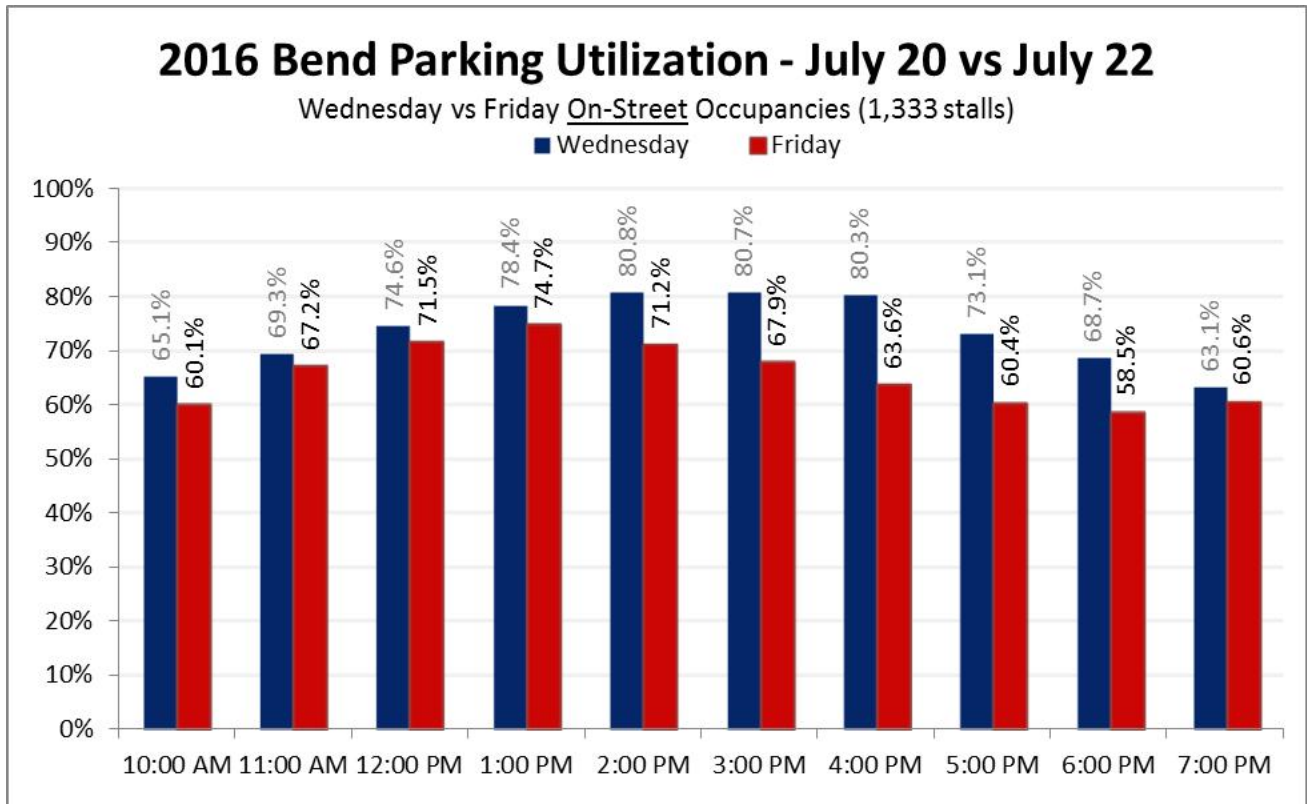
- There are 1,805 total on-street stalls within the original inventory area.
- RWC collected hourly license plate data counts for 1,333 stalls which are located within the black line boundary in Figure A above. This represents a 73.9% sample size of the on-street supply.
- The majority of parking in the study area (69.1%) is either signed for two hours (50.9%) or 2 Hours "Unless Otherwise Specified (18.2%)."

Off-street

- There are a total of 3,998 off-street stalls within the original inventory area located in 158 unique parking sites.
- RWC collected hourly occupancy data for 2,650 of these stalls located on 46 sites. This represents a 66.3% sample size (for stalls) and 30% sample size (for locations). A full summary table of all lots and those lots surveyed is located in Table 5 at the end of this document.

III. ON-STREET UTILIZATION

Figure B
Hourly On-street Utilization (Comparative)



Weekday (Wednesday, 7/20/2016)

- The peak hour for on-street parking (Wednesday) is between 2PM and 3PM. At this hour, 80.8% of all on-street stalls are occupied.
- Occupancies decline in every hour between 3PM (80.7%) and 7 PM (63.1%).

Weekday (Friday, 7/22/2016)

- The peak hour for on-street parking (Friday) is between 1PM and 2PM. At this hour, 74.7% of all on-street stalls are occupied.
- Occupancies decrease in each hour between 2PM (71.2%) and 6PM (58.5%), rising slightly at 7PM (60.6%).
- Overall Friday vehicle activity is much less than activity found for Wednesday.
- Weekend evening activity (6 PM to 8 PM) is comparable to weekday.

Table 2
2016 Bend On-Street Parking Utilization (Comparative)

2016 Downtown Bend On-Street Parking Utilization – Comparative							
Type of Stall	Study Date	# of Stalls	Peak Hour	Peak Occupancy	Empty Stalls	Average Length of Stay	Violation Rate
On-Street Peak	Wednesday	1,333	1:30 – 2:30 PM	80.8%	253	2 hr/ 4 min	9.6%
	Friday		12:30 – 1:30 PM	74.7%	334	2 hr/ 0 min	8.4%
Usage by Time Stay (all users)							
15 Minute	Wednesday	20	5:30 – 6:30 PM	75.0%	5	N/A	6.7%
	Friday		1:30 – 2:30 PM	95.0%	1	N/A	2.7%
30 Minute	Wednesday	11	2:30 – 3:30 PM	54.5%	5	N/A	9.7%
	Friday		5:30 – 7:30 PM	63.6%	4	N/A	2.7%
2 Hour (Signed)	Wednesday	678	12:30 – 1:30 PM 2:30 – 3:30 PM 5:30 – 6:30 PM	76.5%	145	1 hr/ 40 min	9.4%
	Friday		12:30 – 1:30 PM	78.2%	138	1 hr/ 36 min	8.4%
2 Hour (Unless Otherwise Specified)	Wednesday	242	2:30 – 3:30 PM	75.6%	59	2 hr/ 21 min	10.9%
	Friday		10:30 – 11:30 AM	68.2%	73	2 hr/ 13 min	9.7%
Authorized Vehicle Only	Wednesday	9	1:30 – 2:30 PM	100%	0	3 hr/ 40 min	N/A
	Friday		10:30 – 11:30 AM	77.8%	2	2 hr/ 55 min	N/A
Police Only	Wednesday	8	9:30 – 10:30 AM 1:30 – 4:30 PM	25.0%	6	2 hr/ 30 min	N/A
	Friday		6:30 – 7:30 PM	25.0%	6	1 hr/ 45 min	N/A
ADA 'Accessible'	Wednesday	39	3:30 – 4:30 PM	48.7%	20	1 hr/ 33 min	N/A
	Friday		10:30 – 11:30 AM 12:30 – 1:30 PM	30.8%	27	1 hr/ 48 min	N/A
No Limit	Wednesday	326	1:30 – 2:30 PM	88.0%	39	3 hr/ 50 min	N/A
	Friday		11:30 AM – 12:30 PM	83.4%	54	4 hr/ 6 min	N/A

Weekday (Wednesday, 7/20/2016)

- The average time stay for all users is 2 hours/4 minutes. This includes those using permits and stalls with no time limits (see Table 3 below for additional detail).
- The average time stay for users of 2 Hour (Signed) stalls is 1 hour/40 minutes, which is indicative of a typical visitor trip.
- The impact of permit users in 2 Hour (Unless Otherwise Specified) stalls raises average time stays in these short term stalls to 2 hours/21 minutes.
- The overall violation rate is 9.6% of unique vehicles. Violation rates are highest in 2 hours – Or Otherwise Specified (10.9%). Industry standards would strive for a rate of between 5% and 7%.

Weekday (Friday, 7/22/2016)

- The average time stay for all users is 2 hours. This includes those using permits and stalls with no time limits (see Table 3 below for more detail).
- Friday peak hour occupancies in 2 Hour (Or Otherwise Specified) stalls drop considerably (68.2%) when contrasted to Wednesday occupancies (75.6%). This is likely due to the fact that employee permit demand drops as early weekend activities begin.
- The overall violation rate is 8.4% of unique vehicles. Violation rates area highest in 2 hours – Or Otherwise Specified (9.7%). Industry standards would strive for a rate of less than 7%.

Table 3
2016 Bend On-Street Parking - Characteristics of Use (Comparative)

Use Characteristics	Wednesday			Friday		
	All Users	Non-Permit Users	Permits Users	All Users	Non-Permit Users	Permit Users
Average length of stay per vehicle per occupied stall	2 hr/ 4 min	1 hr/ 52 min	5 hr/ 2 min	2 hr/ 0 min	1 hr/ 50 min	4 hr/ 25 min
Actual number of unique vehicles	4,677	4,375	302	4,318	4,032	286
Actual turnover rate (number of cars to use a single occupied stall over a 10-hour period)	4.84	5.36	1.99	4.98	5.45	2.27
Number of non-permit user vehicles parked 5 or more hours in time limited stalls (% of all vehicles)		76 (1.6%)			40 (0.9%)	
ADA placards observed in non-handicap designated stalls (% of occupied stalls)			2 (<1.0%)			0 (0%)
Permits displayed in time-limited stalls (% of occupied stalls); excludes ADA placards.			151 (14.0%)			133 (13.3%)
Occurrence of license plates observed moving from one space to another (% of non-permit unique vehicles)		210 (5%)			184 (4.6%)	

Weekday (Wednesday, 7/20/2016)

- The average time stay for all users is 2 hour/4 minutes. Those without permits are parking for 1 hour/52 minutes. Permit users are parking for an average of 5 hours/2 minutes.
- For the most part, 2 hour stalls are accommodating actual time stay demand for visitors.
- Over the course of the 10 hour survey day, a total of 4,667 vehicles parked on-street. *This is an increase of 511 vehicles over data collected during the spring peak day (or 12.3%).*
- On the survey day, 4,375 vehicles (93.4%) can be associated with visitor trips; 303 (6.6%) are associated with vehicles displaying permits.
- The turnover rate for all users is 4.84, which is below the minimum industry standard of 5.0. The rate increases to 5.36 when permit holders (1.99) are factored out of the equation.

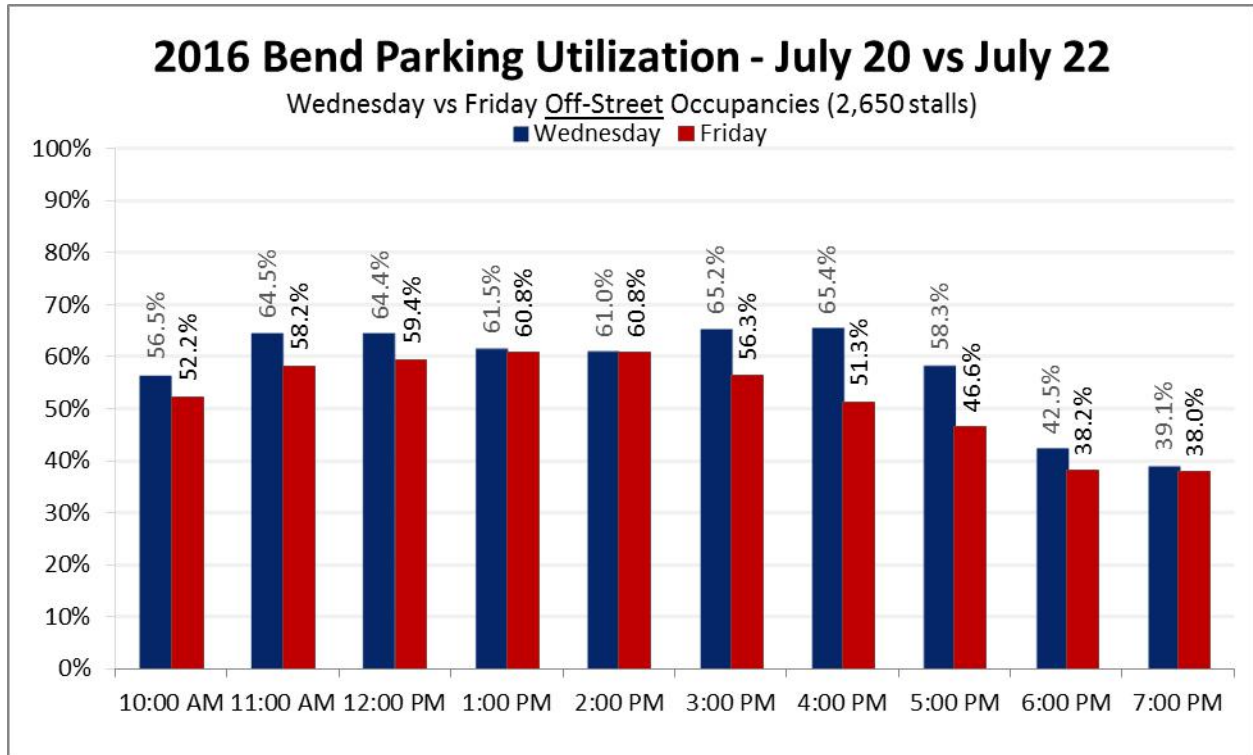
- 76 vehicles were parked in time limited stalls (e.g., 2 hour) for 5 or more hours. These vehicles did not display permits.
- Only 2 vehicles displaying ADA placards or plates parked in the general parking supply. This indicates that ADA needs are being met in available signed ADA “Accessible” stalls.
- 151 vehicles with permits were parked in 2 Hour (unless otherwise specified stalls) at the peak hour, this represented about 14% of all vehicles parked at that hour.
- 210 vehicles were observed moving from one stall to another (i.e., at least one move). This represents 5% of all vehicles using the on-street supply on the survey day.

Weekday (Friday, 7/22/2016)

- The average time stay for all users is 2 hours. Those without permits are parking for 1 hour/50 minutes. Permit users are parking for an average of 4 hours/25 minutes.
- For the most part, 2 hour stalls are accommodating actual time stay demand for visitors.
- Over the course of the 10 hour survey day, a total of 4,318 vehicles parked on-street. *This is an increase of 162 vehicles over data collected during the spring peak day (or 3.9%).*
- On the survey day, 4,032 vehicles (93.3%) can be associated with visitor trips; 286 (6.7%) are associated with vehicles displaying permits.
- The turnover rate for all users is 4.98. The rate increases to 5.45 when permit holders (2.27) are factored out of the equation.
- 40 vehicles were parked in time limited stalls (e.g., 2 hour) for 5 or more hours. These vehicles did not display permits.
- No vehicles displaying ADA placards or plates parked in the general parking supply on the survey day. This indicates that ADA needs are being met in available signed ADA “Accessible” stalls.
- 133 vehicles with permits were parked in 2 Hour (unless otherwise specified stalls), this represented less than 13.3% of all vehicles parked at that hour.
- 184 vehicles were observed moving from one stall to another (i.e., at least one move). This represents approximately 4.6% of all vehicles using the on-street supply on the survey day.

IV. OFF-STREET OCCUPANCIES

Figure C
Hourly Occupancies (Comparative)



Weekday (Wednesday, 7/20/16)

- The peak hour for off-street parking (Wednesday) is between 4PM and 5PM. At this hour, 65.4% of off-street stalls are occupied.
- Occupancies decline between noon and 2PM, increasing between 3PM and 5PM, and then dropping steadily through the 7PM survey hour.
- At the peak hour, there are 917 empty stalls within surveyed off-street lots. If this data is extrapolated to the entire off-street supply, it is estimated that there are 1,383 stalls empty off-street at the peak hour (see summarized findings in **Table 4**, page 13).

Weekday (Friday, 7/22/16)

- The peak hour for off-street parking (Friday) is between 1PM and 3PM. During these hours, 60.8% of off-street stalls are occupied.
- Occupancies decrease in each hour from 3PM (56.3%) to 7PM (38%).
- At the peak hour, there are 1,038 empty stalls within surveyed off-street lots. If this data is extrapolated to the entire off-street supply, it is estimated that there are 1,567 stalls empty off-street at the peak hour (see summarized findings in **Table 4**, page 13).

Table 4
Summary of 46 Off-street Sites Surveyed (Comparative)

Lot Number	Facility Identification	Survey Date	# of Stalls	Peak Occupancy/ Hour	Empty Stalls
2	Deschutes County	Wednesday	27	85.2% 2:30 – 3:30 PM	4
		Friday		74.1% 4:30 – 5:30 PM	7
10	Silvermoon Brewing	Wednesday	53	32.1% 6:30 – 7:30 PM	36
		Friday		54.7% 6:30 – 7:30 PM	24
17	Deschutes Co. Annex Bldg	Wednesday	80	82.5% 11:30 AM – 12:30 PM	14
		Friday		77.5% 10:30 – 11:30 AM	18
18	Co Services Bldg	Wednesday	33	78.8% 9:30 – 10:30 AM	7
		Friday		30.3% 9:30 – 10:30 AM	23
21	Deschutes Co. Courthouse - 2 HR customer parking	Wednesday	11	81.8% 10:30 – 11:30 AM 1:30 – 2:30 PM	2
		Friday		72.7% 10:30 – 11:30 AM	3
22	Bank of Cascades	Wednesday	46	65.2% 10:30 – 11:30 AM	16
		Friday		54.4% 10:30 – 11:30 AM	21
23	70 Newport Chinese & Sushi bar/journey	Wednesday	30	96.7% 5:30 – 6:30 PM	1
		Friday		93.3% 5:30 – 6:30 PM	2
24	Permit Parking Only	Wednesday	104	41.4% 6:30 – 7:30 PM	61
		Friday		27.9% 5:30 – 6:30 PM	75
30	North Lot	Wednesday	79	100% 11:30 AM – 12:30 PM	0
		Friday		97.5% 12:30 – 1:30 PM 6:30 – 7:30 PM	2
31	South Lot	Wednesday	97	100% 4:30 – 5:30 PM	0
		Friday		97.9% 12:30 – 1:30 PM	2

32	Bank of America	Wednesday	17	58.8% 4:30 – 5:30 PM	7
		Friday		52.9% 12:30 – 1:30 PM 4:30 – 6:30 PM	8
34	Public 2hr parking	Wednesday	33	93.9% 5:30 – 7:30 PM	2
		Friday		97.0% 6:30 – 7:30 PM	1
36	US Bank	Wednesday	21	52.4% 12:30 – 1:30 PM	10
		Friday		66.7% 6:30 – 7:30 PM	7
38	Permit Parking Only	Wednesday	24	95.8% 10:30 – 11:30 AM 3:30 – 4:30 PM	1
		Friday		75.0% 10:30 – 11:30 AM	6
39	Alpine Mortgage/Deschutes Land Trust	Wednesday	14	78.6% 10:30 – 11:30 AM	3
		Friday		78.6% 9:30 – 10:30 AM	3
44	Gateway Plaza - Permit Only	Wednesday	57	52.6% 9:30 – 11:30 AM 3:30 – 4:30 PM	27
		Friday		61.4% 11:30 AM – 12:30 PM	22
45	First American Title	Wednesday	28	114.3% 3:30 – 4:30 PM	-4
		Friday		103.6% 11:30 AM – 12:30 PM	-1
67	Building 18	Wednesday	8	100% 9:30 – 11:30 AM	0
		Friday		75.0% 9:30 AM – 3:30 PM	2
68	Foundry Church	Wednesday	17	52.9% 11:30 AM – 1:30 PM	8
		Friday		47.1% 1:30 – 2:30 PM	9
69	Public Parking Garage	Wednesday	547	68.2% 3:30 – 4:30 PM	174
		Friday		71.5% 1:30 – 2:30 PM	156
71	Wells Fargo	Wednesday	24	91.7% 3:30 – 4:30 PM	2
		Friday		83.3% 1:30 – 2:30 PM	4

72	Bank of Cascades	Wednesday	14	64.3% 9:30 AM – 1:30 PM	5
		Friday		78.6% 1:30 – 2:30 PM	3
76	Chase Bank	Wednesday	35	51.4% 4:30 – 5:30 PM	17
		Friday		71.4% 5:30 – 6:30 PM	10
80	Amerititle	Wednesday	41	73.2% 2:30 – 3:30 PM	11
		Friday		41.5% 1:30 – 2:30 PM	24
81	Alexander Drake	Wednesday	95	88.4% 10:30 – 11:30 AM	11
		Friday		76.8% 10:30 – 11:30 AM	22
82	DoubleTree	Wednesday	79	88.6% 5:30 – 6:30 PM	9
		Friday		92.4% 9:30 – 10:30 AM	6
85	Jameson Building	Wednesday	40	57.5% 10:30 – 11:30 AM	17
		Friday		47.5% 12:30 – 1:30 PM	21
89	Hawthorne Square Parking	Wednesday	62	61.3% 10:30 – 11:30 AM	24
		Friday		37.1% 10:30 AM – 12:30 PM	39
95	SEND Transportation/Salon Art of Beauty	Wednesday	19	94.7% 9:30 – 10:30 AM 3:30 – 4:30 PM	1
		Friday		73.7% 9:30 – 11:30 AM	5
104	Old St. Francis McMenamins Guests Only	Wednesday	25	92.0% 6:30 – 7:30 PM	2
		Friday		96.0% 6:30 – 7:30 PM	1
112	City Hall	Wednesday	20	60.0% 5:30 – 6:30 PM	8
		Friday		25.0% 2:30 – 4:30 PM	15
115	Customer 2hr Free Parking	Wednesday	13	84.6% 2:30 – 6:30 PM	2
		Friday		69.2% 6:30 – 7:30 PM	4

118	City Employee Vehicles Only	Wednesday	39	97.4% 5:30 – 6:30 PM	1
		Friday		92.3% 1:30 – 3:30 PM	3
125	2 hr parking/ Permit Parking	Wednesday	68	98.5% 10:30 AM – 12:30 PM 1:30 – 3:30 PM	1
		Friday		88.2% 11:30 AM – 12:30 PM	8
126	School District Permit Parking Only	Wednesday	45	97.8% 1:30 – 2:30 PM	1
		Friday		84.4% 10:30 – 11:30 AM	7
129	Boys and Girls Clubs of Bend	Wednesday	33	100% 9:30 – 10:30 AM 11:30 AM – 12:30 PM 1:30 – 3:30 PM	0
		Friday		93.9% 10:30 AM – 12:30 PM	2
131	2 hr parking/ Permit Parking	Wednesday	41	95.1% 10:30 – 11:30 AM 1:30 – 3:30 PM	2
		Friday		97.6% 9:30 AM – 1:30 PM	1
132	Hawthorn Healing Arts Center	Wednesday	17	41.2% 10:30 – 11:30 AM	10
		Friday		17.7% 9:30 AM – 12:30 PM 1:30 – 2:30 PM	14
135	Church Parking	Wednesday	31	90.3% 12:30 – 1:30 PM	3
		Friday		71.0% 12:30 – 1:30 PM	9
149	First United Methodist Church	Wednesday	35	82.7% 10:30 – 11:30 AM	6
		Friday		20.0% 12:30 – 1:30 PM	28
150	Deschutes Historical Museum	Wednesday	41	82.9% 1:30 – 2:30 PM	7
		Friday		65.9% 1:30 – 2:30 PM	14
154	Deschutes Library Parking Only	Wednesday	64	100% 1:30 – 3:30 PM	0
		Friday		75.0% 1:30 – 2:30 PM	15

155	Worrell Wayside Park	Wednesday	82	91.5% 2:30 – 3:30 PM	7
		Friday		79.3% 9:30 – 10:30 AM	17
156	Deschutes Services Building	Wednesday	120	94.2% 10:30 – 11:30 AM	7
		Friday		95.0% 10:30 – 11:30 AM	6
157	Wall Street Services Building	Wednesday	209	77.0% 9:30 – 10:30 AM	48
		Friday		56.5% 11:30 AM – 12:30 PM	91
Off-Street Supply Studied (46 sites)		Wednesday	2,650	65.4% 3:30 – 4:30 PM	917
		Friday		60.8% 12:30 – 2:30 PM	1,038
Total Off-Street Supply		Wednesday	3,998	65.4% 3:30 – 4:30 PM	1,383
		Friday		60.8% 12:30 – 2:30 PM	1,567

V. PEAK HOUR HEAT MAPS

FIGURE D
Wednesday (7/20/2016) Peak Hour

City of Bend - Downtown Bend

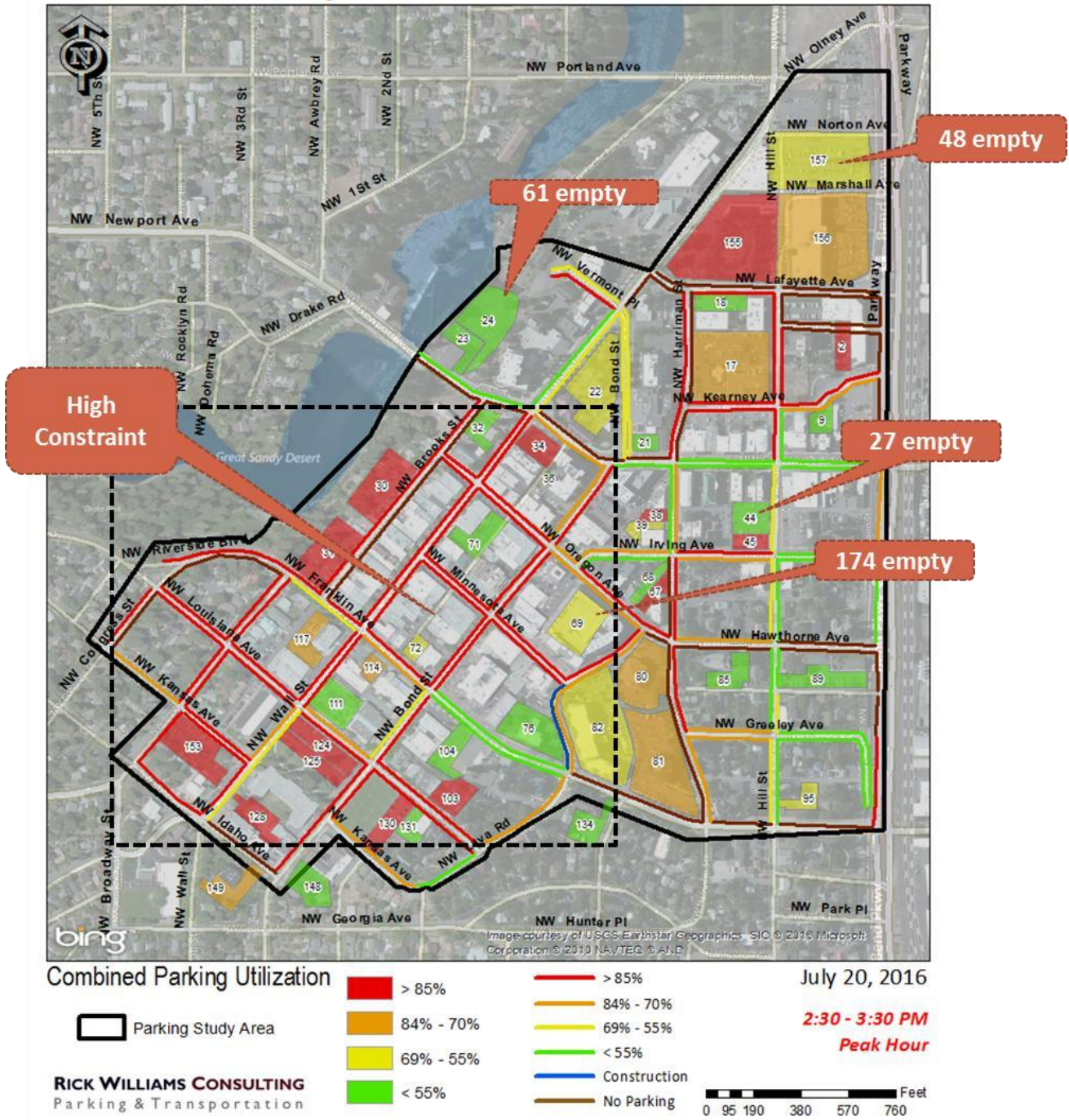
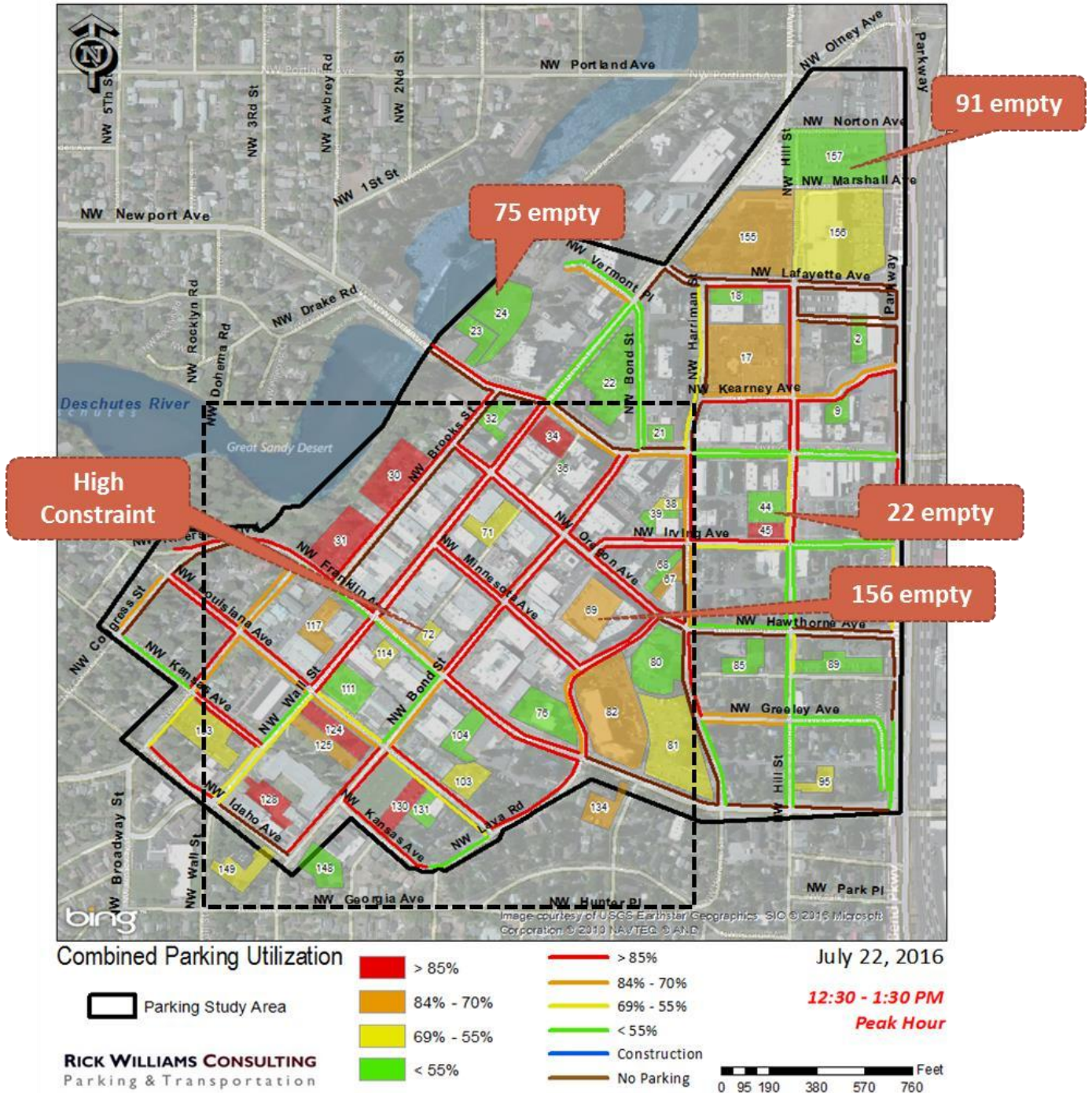


FIGURE E
Friday (7/22/2016) Peak Hour

City of Bend - Downtown Bend



VI. COMPLETE OFF-STREET INVENTORY

Table 5
Summary of 158 Off-street Sites (surveyed sites in red)

Lot Number	Facility Identification	# of Stalls	% of Total
1	Tax Drop Box	30	< 1%
2	Deschutes County	27	< 1%
3	Law Firm Parking	10	< 1%
4	State Fire Marshal Truck - Gated	26	< 1%
5	Century Link	22	< 1%
6	Francis, Hansen, Martin	18	< 1%
7	Vacant Lot	8	< 1%
8	Vacant Lot	10	< 1%
9	Naus	20	< 1%
10	Silvermoon Brewing	53	1.3%
11	Oxiliary	11	< 1%
12	Carl W Hopp/academic De Ballot Classique	14	< 1%
13	Bend Theatre for young people	4	< 1%
14	Bendtel Inc	22	< 1%
15	Olde Towne Pizza	9	< 1%
16	MJ Tavern/Nelson Laundry	10	< 1%
17	Deschutes Co. Annex Building	80	2.0%
18	Co Services Bldg	33	< 1%
19	True Gospel United Pentecostal Church	6	< 1%
20	Public Safety Bldg	34	< 1%

21	Deschutes Co. Courthouse - 2 hr. customer parking	11	< 1%
22	Bank of Cascades	46	1.2%
23	70 Newport Chinese & Sushi bar/journey	30	< 1%
24	Permit Parking Only	104	2.6%
25	Columbia Bank/RBC Wealth Mgmt. Upper Structure	33	< 1%
26	1133 NW Wall Lower Structure	28	< 1%
27	1183 NW Wall (behind/below)	33	< 1%
28	1197/1199 Oregrown	8	< 1%
29	325 Building	3	< 1%
30	North Lot	79	2.0%
31	South Lot	97	2.4%
32	Bank of America	17	< 1%
33	Permit Parking Only	18	< 1%
34	Public 2hr parking	33	< 1%
35	Private Permit Only	10	< 1%
36	US Bank	21	< 1%
37	Crabtree and Ramsdorf Employees	11	< 1%
38	Permit Parking Only	24	< 1%
39	Alpine Mortgage/Deschutes Land Trust	14	< 1%
40	Bank of Cascades	11	< 1%
41	Peterkin Associates	3	< 1%
42	Cole Brett	7	< 1%
43	Unmarked Lot	45	1.1%

44	Gateway Plaza - Permit Only	57	1.4%
45	First American Title	28	< 1%
46	Irving Professional Building	10	< 1%
47	Only for Old Cigar	8	< 1%
48	Unmarked	3	< 1%
49	Unmarked	3	< 1%
50	I Mortgage	26	< 1%
51	Unmarked	3	< 1%
52	Pfeifer and Associates	5	< 1%
53	Mom's Tattoos	5	< 1%
54	Resort Resources	7	< 1%
55	Lucas Hovie Parking	10	< 1%
56	Cascade Network	9	< 1%
57	Law Office	5	< 1%
58	Zivney Parking	4	< 1%
59	Bend Counseling And Bio Feed	6	< 1%
60	Gravel Lot	24	< 1%
61	Cascade Transitions Crest Staff and Client	64	1.6%
62	Lerr, Oliver & Company	4	< 1%
63	Thomas E Wold D.M.O	10	< 1%
64	Niswonger, Reynolds Chapel	15	< 1%
65	Medical Cannabis	7	< 1%
66	A Muse Studio	7	< 1%

67	Building 18	8	< 1%
68	Foundry Church	17	< 1%
69	Public Parking Garage	547	13.7%
70	On Point Credit Union	19	< 1%
71	Wells Fargo	24	< 1%
72	Bank of Cascades	14	< 1%
73	Fresh Bread	12	< 1%
74	Reserved	13	< 1%
75	Reserved for Tenant Parking	16	< 1%
76	Chase Bank	35	< 1%
77	Permit Parking Only	7	< 1%
78	Connecting Point Computer	20	< 1%
79	Private Parking Under Ground		
80	Amerititle	41	1.0%
81	Alexander Drake	95	2.4%
82	DoubleTree	79	2.0%
83	Accounting Group	9	< 1%
84	Residential	5	< 1%
85	Jameson Building	40	1.0%
86	Residential	10	< 1%
87	Retail/Commercial	18	< 1%
88	Law Office	6	< 1%
89	Hawthorne Square Parking	62	1.6%
90	Residential	12	< 1%

91	Mixed Use/Retail	9	< 1%
92	Unknown	9	< 1%
93	Unknown	2	< 1%
94	Law Office	7	< 1%
95	SEND Transportation/Salon Art of Beauty	19	< 1%
96	Residential	8	< 1%
97	Saving Grace Counseling	5	< 1%
98	The Steele Law Firm	2	< 1%
99	Three Rivers	7	< 1%
100	Shelton Kelley Realtor	15	< 1%
101	American Family Insurance	4	< 1%
102	Putient Healthcare	6	< 1%
103	Christmas Preserce Retail	7	< 1%
104	Old St. Francis Mcmenamims Guests Only	25	< 1%
105	Reserved Stalls	32	< 1%
106	Pangea International Cuisine, Thump Coffee, Fire in Bend	14	< 1%
107	Reserved for Brooks Resources Corporation	15	< 1%
108	Reserved for McMenamims	12	< 1%
109	Salud Parking	2	< 1%
110	Reserved for Remax	3	< 1%
111	Tenant/The Broker Network	9	< 1%
112	City Hall	20	< 1%
113	Authorized Vehicles Only	22	< 1%

114	The Oregon Store	10	< 1%
115	Customer 2hr Free Parking	13	< 1%
116	City Employee Parking Only	28	< 1%
117	Tenant Parking Only	23	< 1%
118	City Employee Vehicles Only	39	1.0%
119	Park Building Office Suites	5	< 1%
120	Law Offices Brothers, Hawn and Coughlin	7	< 1%
121	Sundowner Capital Management + LLC	3	< 1%
122	Lara House Bed and Breakfast	6	< 1%
123	Deschutes Library Parking Only Alley	15	< 1%
124	Law Office Alley-Lis Fancherr Attn.	4	< 1%
125	2 hr. parking/ Permit Parking	68	1.7%
126	School District Permit Parking Only	45	1.1%
127	Education Center Bend/La Pine school district	12	< 1%
128	Bend Community Radio Entrance	8	< 1%
129	Boys and Girls Clubs of Bend	33	< 1%
130	No Name	4	< 1%
131	2 hr. parking/ Permit Parking	41	1.0%
132	Hawthorn Healing Arts Center	17	< 1%
133	Residential	16	< 1%
134	Residential Rental	6	< 1%
135	Church Parking	31	< 1%
136	Mixed Use/Commercial	10	< 1%

137	Commercial	12	< 1%
138	Kate's Place	15	< 1%
139	Law Office	8	< 1%
140	Small World Collection	3	< 1%
141	Chop Hair	2	< 1%
142	Tuner Automotive	8	< 1%
143	Old Stone Church Parking	21	< 1%
144	ReVive	6	< 1%
145	Cascade Summit Insurance	5	< 1%
146	Retail/Commercial	3	< 1%
147	Engineering	9	< 1%
148	Griffen Heating and Cooling	13	< 1%
149	First United Methodist Church	35	< 1%
150	Deschutes Historical Museum	41	1.0%
151	School St Helens/ Broadway - Amity Creek Magnet School	10	< 1%
152	Trinity Episcopal Church	1	< 1%
153	Trinity Episcopal Church	12	< 1%
154	Deschutes Library Parking Only	64	1.6%
155	Worrell Wayside Park	82	2.1%
156	Deschutes Services Building	120	3.0%
157	Wall Street Services Building	209	5.2%
158	Wall Street Services Fleet Parking Only	59	1.5%
	Total Off-Street Supply (158 sites)	3,998	100%
	Off-Street Supply Studied (46 sites)	2,650	66.3%

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MEMORANDUM

TO: Carolyn Eagan, City of Bend
FROM: Rick Williams, Owen Ronchelli, and Pete Collins, RWC
 Joe Bessman, Phill Worth, and Matt Kittelson, KAI
DATE: March 23, 2016 (v.3)

Project: Downtown Bend Parking Study
Subject: Phase 1: Task 1.4.1 - Data Collection Methodology Report - FINAL

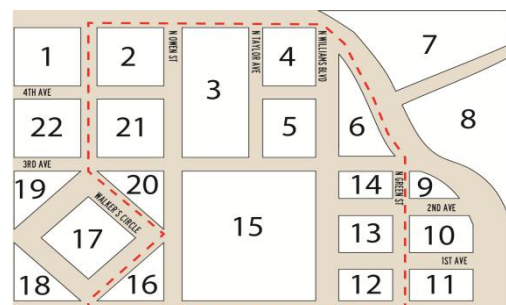
This memorandum presents the methodology for collecting and assessing on- and off-street parking supply and demand data, including loading and unloading areas, within the downtown Bend Parking Study Area. It describes the inventory, data collection, data entry, and data analysis processes, the type of information that will be generated, and how this will be used to evaluate existing and projected parking conditions in the study area.

I. INVENTORY

The parking inventory will serve as a baseline for evaluating existing and projected parking conditions in the study area, cataloging the total number of off-street and on-street parking stalls by location and type. The inventory area map provided by City of Bend staff (**Attachment A**) will be used to establish initial boundaries for the inventory. Revisions to the study area may be made based on input from the Project Management Team (PMT), Technical Advisory Committee (TAC), and Downtown Stakeholder Advisory Committee (DSAC).

Methodology for On-Street Inventory

1. Use of aerial map to identify all on-street parking stalls in study area.
2. Assign a unique number to each city block within the area (see **Figure 1** at right).
3. Format the inventory template to include each block face, with the appropriate number of stalls designated by time restriction (see example, **Attachment B**). The template will include columns that identify:
 - a. Block # (see **Figure 2**, next page)
 - b. Space # (see **Figure 2**)
 - c. Time of day (usually in one-hour increments over the period that the City elects to conduct its survey, e.g. 7:00 a.m.–7:00 p.m.)
 - d. Type of space by time restriction.

Figure 1 : Assigning Block Numbers the

4. Conduct field verification to catalog all on-street spaces in the study area. Use a measuring wheel to estimate the number of stalls on block faces that lack striping.
5. Incorporate initial and field-verified counts into the final inventory template.

Methodology for Off-Street Inventory

1. Use of aerial map to identify all parking sites in the study area.
2. Correlate the map to GIS shape files of tax lots to determine the relationship of buildings to parking areas (see example, **Figure 3**).
3. Assign unique descriptors to each building/parking site.
4. Create an inventory template that includes information on each site—descriptor, building name, address, type of use, number of parking stalls, etc. The template will be created in Microsoft Excel.
5. Use aerial maps to count stalls by site.
6. Incorporate these initial counts into the inventory template (see example, **Attachment C**).
7. Record issues related to specific sites (e.g., tree cover, shade, etc.,) that limit a full count of stalls on site. These issues will be resolved through field verification.
8. Conduct field verification to catalog all off-street spaces in the study area.

Figure 2: Parking Inventory Diagram

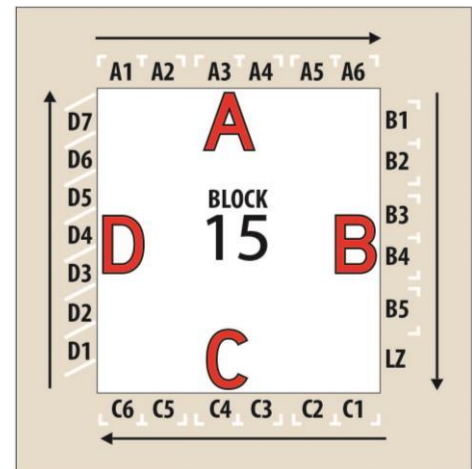


Figure 3: Example Mapping of Off-street Inventory



II. DATA COLLECTION

Data collection will provide the information necessary to evaluate existing and projected parking conditions in the study area. Data will include the total number of vehicles parked in the study area over the course of the selected data collection day(s), with stalls denoted by location and type.

Methodology for On-Street Data Collection

1. Field-verify all information from the inventory related to on-street stalls.
2. Finalize an on-street inventory/data collection template (see example, **Attachment B**).
3. Develop route maps based on the most efficient format for collecting data (see example, **Attachment D**).
 - a. At sites where stalls are time-limited, data collection templates will be modified to allow for the collection of hourly license plate data, as requested.
4. Collaborate with the DSAC to determine data collection survey dates and hours.
5. Schedule surveyors.
6. Surveyors will survey each on-street stall in the study area on days representing a “typical weekday” and a “typical weekend day”. Surveyors will record the license plate number for any vehicle parked in a time-limited stall.
7. Data will be collected each hour on the hour for a period of at least 10 hours.

Methodology for Off-Street Data Collection

1. Collaborate with all advisory groups to determine an appropriate process for notifying affected private property sites of the data collection effort.
2. Field-verify all information related to parking sites.
 - a. Field verification will address issues raised in the inventory phase and identify sites with unique characteristics to be surveyed during data collection (e.g., time-limited visitor stalls, handicap stalls, etc.).
3. Finalize an off-street inventory template.
4. Develop route maps based on the most efficient format for collecting data at off-street parking sites.
5. Develop templates to collect occupancy information over a 10-hour study period (see **Attachment B**).
 - a. At sites where stalls are time-limited, data collection templates will be modified to allow for the collection of license plate data.
6. Collaborate with PMT/TAC to determine data collection survey sites, dates and hours.
7. Schedule surveyors.

8. Surveyors will collect occupancy data at all sites on days representing a “typical weekday” and a “typical weekend day,” to be determined with PMT/TAC.
 - a. Data will be collected each hour on the hour for a period of at least 10 hours.
 - b. In facilities with time-limited parking stalls, both occupancy and license plate data will be recorded.
9. Surveyors will record all data in templates developed for each unique site.

III. DATA ENTRY

1. All data from on- and off-street templates will be entered into a database for analysis.

IV. DATA ANALYSIS

Data will be analyzed and evaluated to derive findings for the following metrics.

Parking Supply

Parking supply data for on- and off-street facilities will be organized by location, type, and accessory use.

Parking Demand

Parking demand data will be analyzed to determine the total number of vehicles parked in the study area, cataloged by location, type, and accessory use and described in terms of occupancy, duration of stay, and turnover, as applicable. These factors, described below, can be quantified for the entire study area and/or sub-areas to provide more specificity regarding use in unique nodes of the downtown.

a. Occupancy

Occupancy is the total number of occupied parking stalls in the study area and is most commonly shown as a percentage of overall system capacity. Occupancy can be calculated for the combined study area, for sub-areas, and/or for individual lots or garages. Where time-restricted and other stall types exist, additional information on occupancy of these stalls is provided.

A parking system is generally considered to be full or at its effective capacity when occupancies reach or exceed 85% in the peak hour. Where more than 85% of stalls are occupied, users may be discouraged from parking, or may add to congestion by circling the area in search of available spaces.

b. Duration of Stay

Duration of stay is the average length of time a vehicle remains in a parking stall. For this study, duration of stay is sampled in one-hour increments. Duration of stay information can be used to calibrate posted time stays to accommodate priority users (e.g., retail customers). It can also be used to identify the total

number of vehicles, or percentage of vehicles, that violate posted time restrictions when enforcement hours are in effect, and the rate of vehicle turnover (see below). Duration of stay is calculated by dividing the total number of vehicle hours parked by the total number of unique vehicles captured in the data.

c. Turnover

Turnover reflects the total number of vehicles using a parking stall over the course of a day, and is typically measured over a 10-hour period. Parking managers use turnover as a measuring stick for the efficiency of a parking system. For instance, if a stall has a 2-hour time restriction, its intended minimum rate of turnover is 5 (10-hour day divided by 2-hour stall). If turnover were demonstrated to be less than 5, the system would be deemed inefficient. A rate greater than 5 would indicate a system operating very efficiently.

d. Number of Unique Vehicles

Number of Unique Vehicles is a measure of how many customers, visitors, and employees are accessing the parking district, and can be used as a baseline for commercial growth—more customers and visitors correlates to a more vibrant district. A “unique vehicle” is captured in license plate numbers recorded each hour of the survey.

e. Stays of Five Hours or More

Stays of Five Hours or More can be used to estimate the number of employees using on-street stalls, which is helpful when designing and implementing a district-specific parking management plan and/or calibrating enforcement.

f. Rate of Violation

Data will be analyzed to determine the percentage of vehicles that exceed posted time stays. This information can be correlated to actual enforcement data for the survey days, comparing the observed number of violations to actual citations issued. The parking industry targets violation rates of 5-7% as a measure of efficiency. When violation rates are below 5%, enforcement may be over-provided and customers may perceive the area as not customer-friendly. When rates exceed 7%, the system is considered inefficient and enforcement may need to be increased.

g. Moving to Evade

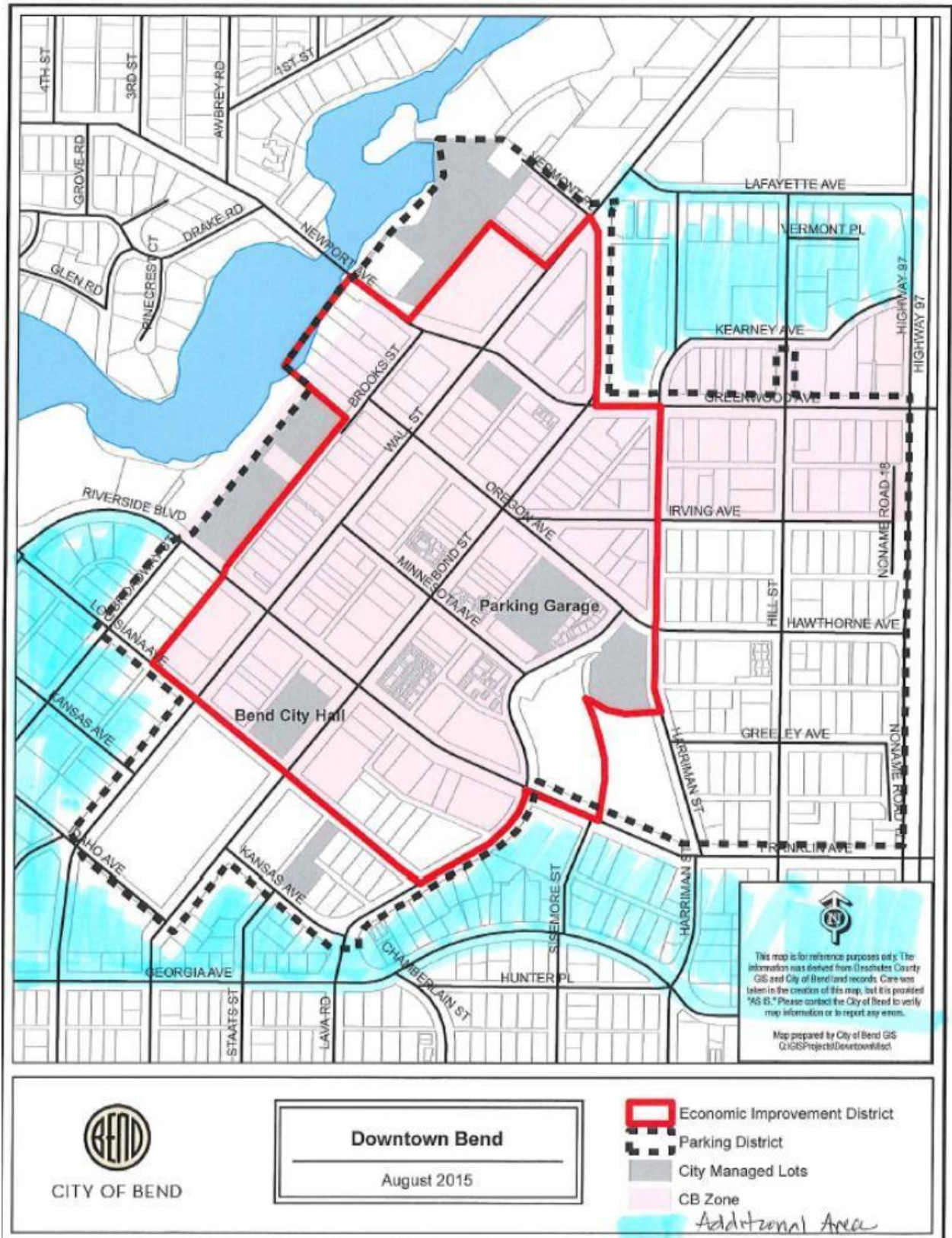
Moving to Evade is measured by capturing unique license plates that move throughout the study area over the course of a survey day. Such vehicles often belong to employees who move them every few hours to avoid parking off-street or in areas where pricing is in place.

V. SUMMARY

The methodologies outlined in this memorandum have been presented to the PMT, TAC, and DSAC for review and input. Refinements and revisions have been made to this document, which inform the inventory and data collection effort. This completes the requirements for Task 4 -1.4.1 - of the Phase 1 scope of work.

ATTACHMENT A

Preliminary Inventory and Data Collection Area



ATTACHMENT B

EXAMPLE: Off-street Inventory Sheet and Data Collection Template

Lot ID	Facility Identification	# of Stalls	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM	6:30 PM
114_1	North Lot	79	41	56	56	55	54	55	57	73	79	75
114_2	South Lot	97	31	42	52	63	59	55	62	77	92	97
126_1	Wells Fargo	24	16	16	23	21	16	14	16	14	20	24
129_1	Bank of Cascades	14	11	11	10	11	13	13	13	12	7	12
130_1	Chase Bank	35	7	15	13	6	9	14	18	13	8	6
137_1	Old St. Francis Mcmenamins Guests Only	25	21	22	20	16	20	25	24	20	22	25
137_2	Reserved Stalls	32	6	10	12	14	12	11	11	10	11	7
138_1	City Hall	20	8	7	0	1	3	6	5	0	1	0
138_4	Customer 2hr Free Parking	13	3	7	4	6	6	7	7	6	5	4
139_3	City Employee Vehicles Only	39	24	33	29	29	29	29	32	18	16	12
146_1	2 hr parking/ Permit Parking	68	65	68	65	65	66	68	66	52	22	20
146_2	School District Permit Parking Only	45	44	43	44	42	41	41	44	31	12	9
146_5	Boys and Girls Clubs of Bend	33	33	33	31	31	30	28	27	23	5	4
147_1	2 hr parking/ Permit Parking	41	39	40	39	40	38	35	39	33	30	11
147_2	Hawthorn Healing Arts Center	17	9	10	10	8	8	6	7	6	2	1
164_1	First United Methodist Church	35	5	6	26	28	15	8	13	29	14	9
167_1	Deschutes Historical Museum	41	11	26	24	35	30	22	27	20	10	10
171_1	Deschutes Library Parking Only	64	27	51	50	54	57	61	56	35	20	7
118_2	Permit Parking Only	24	20	17	15	13	13	17	16	20	20	17
118_3	Alpine Mortgage/Deschutes Land Trust	14	12	11	10	8	10	12	7	5	3	4
119_2	Gateway Plaza - Permit Only	57	28	27	30	33	35	37	33	21	8	11
119_3	First American Title	28	26	29	29	29	30	34	29	17	9	10
124_1	Building 18	8	8	5	5	5	4	7	5	4	1	1

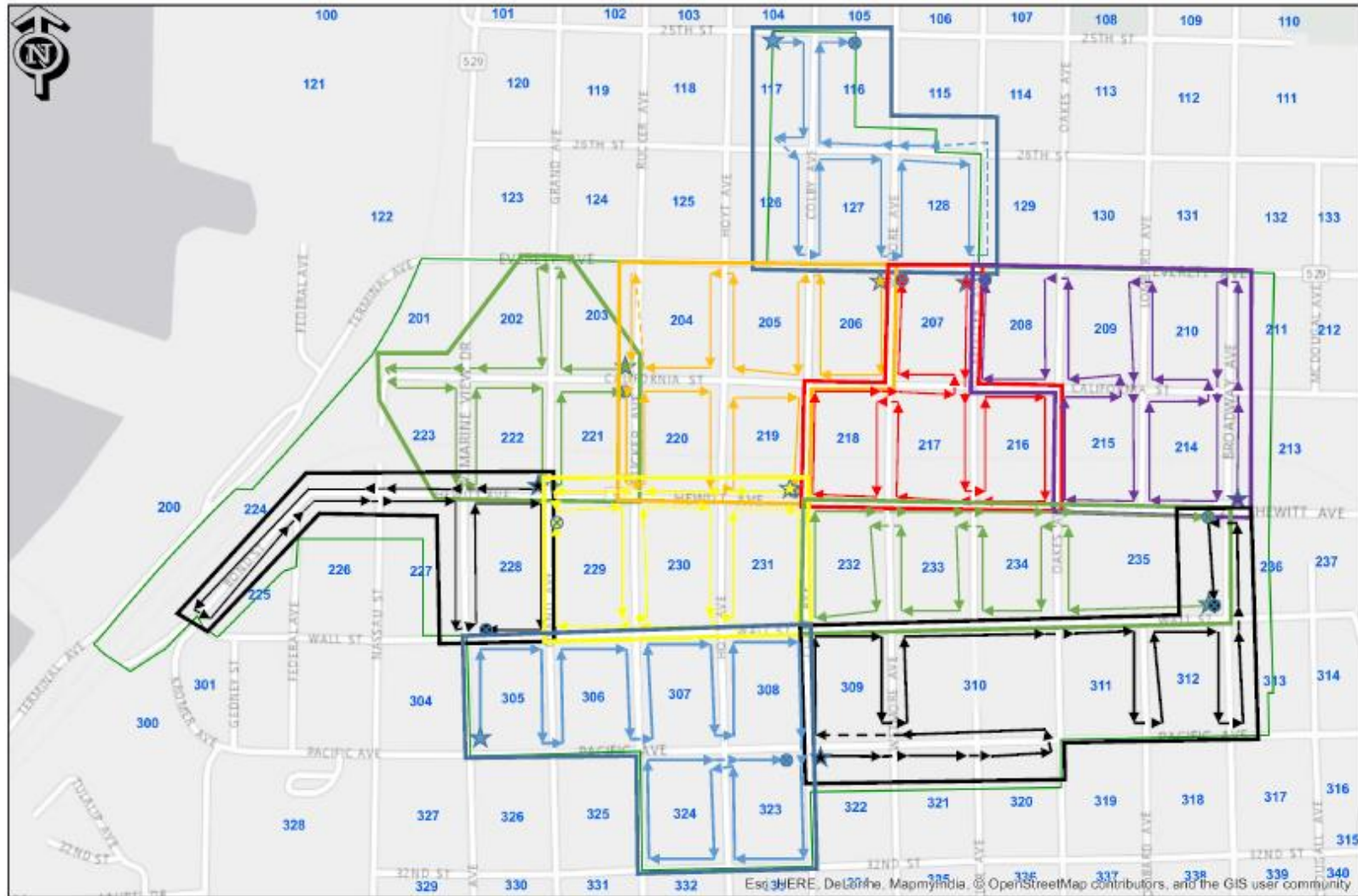
ATTACHMENT C

Example: Inventory of Off-street Stalls

Lot Number	Lot Descriptor	Stall Total by Lot	% of Total Area Stalls
23/24	2 HR Public Parking (Burnham Lot)	20	11.6%
39	Stevens Marine	8	4.7%
40	Ferguson	12	7.0%
41	B & B Print Source	9	5.2%
42	Mannings Auto	14	8.1%
43	Henderson Auto	41	23.8%
44	Wyatt Fire Protection	9	5.2%
45	Tigard Vision Center (Visitor/Front Lot)	22	12.8%
46	Tigard Vision Center (Employee/Back Lot)	27	15.7%
47	Scott Hookland LLP	10	5.8%
	Total Off-Street Parking Stalls (10 sites)	172	100.0%

ATTACHMENT D

Example: Data Collection Route Map (All Routes)

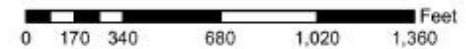


Downtown Everett Parking Study

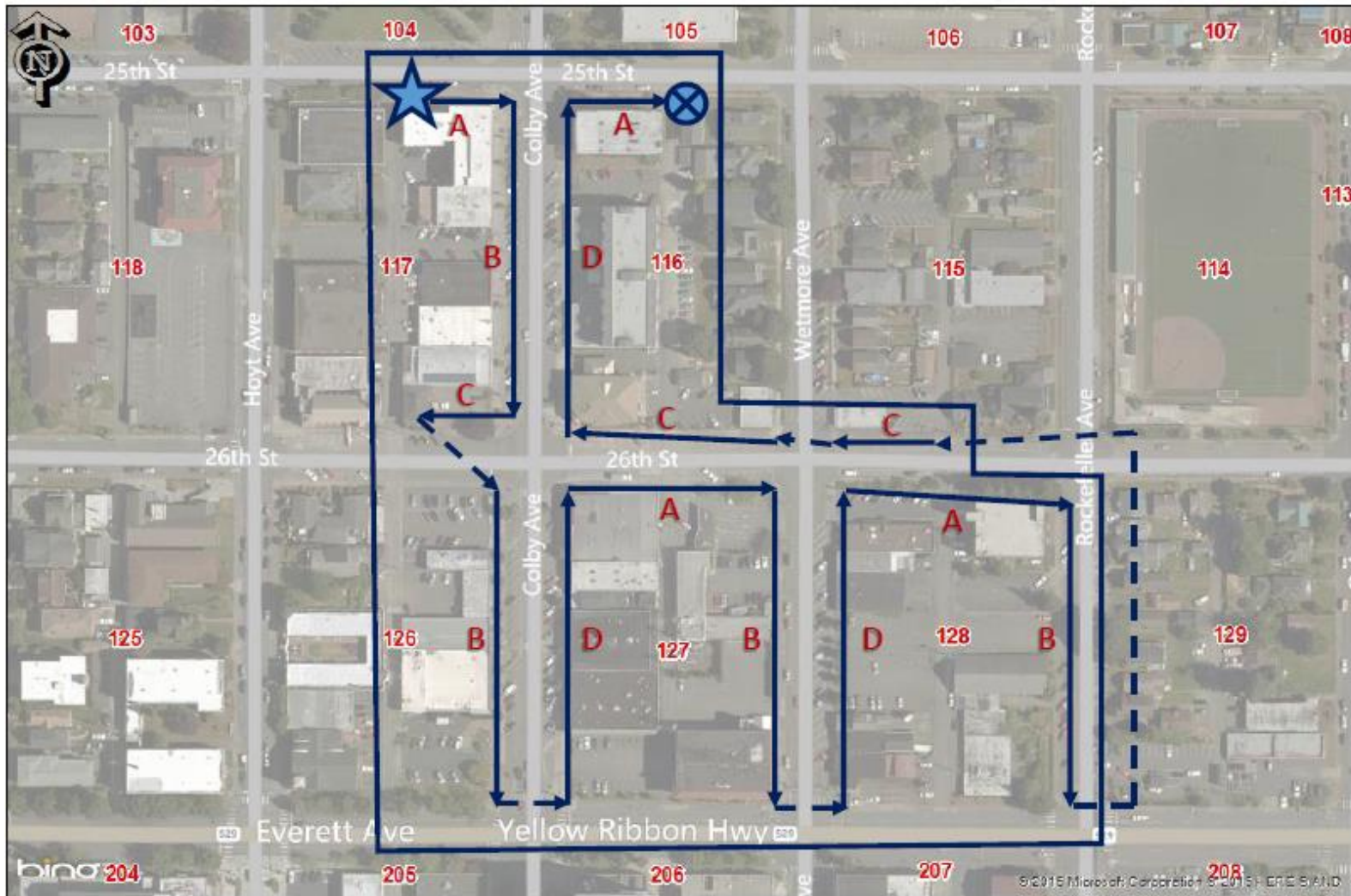
September 2015

RICK WILLIAMS CONSULTING
Parking & Transportation

 Downtown Everett Study Boundary



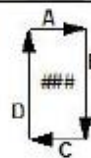
Example: Data Collection Route Map (Single Route)



Downtown Everett Parking Study

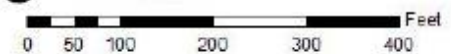
ROUTE 1

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- Route Study Boundary Area
- Block Number Identification
- Blockface Identification
- Walking Direction

- Beginning of Route
- End of Route



October 2015

Sample Rate Policy – South San Francisco, CA

(On –street, Permits, Citations)

A key element of parking management and sound fiscal policy concerns the management of parking rates. Understandably, adjusting parking rates is a very controversial topic among public leaders, downtown stakeholders and users. However, if parking rates are not routinely reviewed and adjusted within the context of a clear, fair and objective policy framework; then when rates are eventually adjusted, the incremental rate increase can be substantial as a long period of time (i.e., years) passes before fiscal challenges within a parking system and/or political jurisdiction necessitate fee/rate increases. Consequently, justifiable increases are at times reactive rather than strategic and policy based. Similarly, the financial systems that support parking are adversely impacted when normal costs of operation are not addressed. According to South San Francisco staff, parking meter rates were last adjusted in 2012

Best practices parking management would suggest that parking rates are routinely adjusted (up or down) to assure the following:

- Cover normal annual increases in operating costs of the system for which a fee is assessed (e.g., on-street meter system, off-street lot and/or garage).
- Provide for future need. This would include normal capital planning and projected growth in the system.
- Reflect market demand. This would use the 85% occupancy standard as a decision-making trigger for adjusting rates.
- Consider rates in place in comparable cities to maintain competitiveness.

A. Parking Meter Rates (on and off-street)

Hourly rates in South San Francisco currently range from \$0.50 - \$1.00 per hour. Error! Reference source not found. below provides insight into rate systems in place in some other California cities for on street parking. As the table shows, South San Francisco’s current on-street rates are on the lower to middle range of rates for other California cities. This table, however, is not intended to reflect “comparable cities,” though eventually establishing a list of cities that South San Francisco would use to track its “peer market” in the future is definitely worth considering (and is discussed below).

The national average for on-street hourly parking is \$1.67 per hour, based on a long-standing annual national survey of rates conducted by Colliers International. This rate is “downtown” based, which provides South San Francisco with a good sense of the overall market (in California and nationally).

Table 1: On-street Hourly Rates – California Cities

City	Hourly Rate	Hourly Rate	Hourly Rate
	1 – 2 Hours (short term - primary visitor)	3 – 6 Hours (mid-range stay)	6+ Hours (Long term stay)
Berkeley, CA	\$1.50	N/A	N/A
Fresno, CA	\$0.75	N/A	N/A
Los Angeles, CA	\$1.00 - \$4.00	\$1.00 - \$4.00	\$1.00 - \$4.00
Oakland, CA	\$2.00	\$2.00	\$2.00
Pasadena, CA	\$1.00	\$1.00	\$1.00
Redwood City, CA	\$0.25 - \$0.50	\$0.25 - \$0.50	\$0.25 - \$0.50
Sacramento, CA	\$1.50	\$1.50	\$1.50
Santa Cruz, CA	\$0.75	\$1.25	\$2.00
San Diego, CA	\$1.25	\$1.25	\$1.25
San Francisco, CA	\$2.00 - \$3.50	\$1.75 - \$3.25	N/A
San Jose, CA	\$1.00	N/A	N/A
San Luis Obispo, CA	\$0.75 - \$1.50	\$0.75 - \$1.50	\$0.75 - \$1.50
San Mateo, CA	\$0.50	\$1.00	\$0.25
Santa Rosa, CA	\$1.00	\$1.00	\$1.00
South San Francisco, CA	\$0.50 - \$1.00	N/A	N/A
Ventura, CA	\$1.00	\$1.50	N/A
National Average - Per Colliers International	\$1.67		

1. Policy Framework (on-street metered parking)

South San Francisco should develop and adopt a parking rate policy that would be reflected in code. New policy would (at minimum):

- Establish the 85% Occupancy Standard as the base measure for evaluating system performance. In other words, as occupancies exceed 85%; the need to evaluate rate adjustments is reasonable based on the desire to maximize access for customers, visitors and employees.
- Establish “rate ranges,” within which rates can be adjusted *administratively* based on operational need and/or actual parking demand. This would specifically amend 11.44.015 (d) Parking Meter Rates.

- Establish an initial rate range of \$0.25 - \$2.00 per hour. This range will likely cover all existing parking need for the near to mid-term.
- Allow rates to be adjusted in increments of up to \$0.25 per hour by the City Manager/Parking Coordinator utilizing operational and performance/demand criteria outlined below.
- Require that when parking “cap” is achieved, new rate ranges would be brought to City Council for review, revision and adoption.
- Establish a recommended minimum schedule for updating the parking inventory and occupancy data necessary to inform periodic adjustments in parking rates. The consultant would suggest a schedule that is not less than once every 24 months. With improved technology over time, this schedule could be accelerated to provide more frequent data collection necessary to support rate review.
- Establish evaluative criteria for rate review that are both operational (Level 1) and performance/demand based (Level 2).
- Require annual parking performance reports to the City Council.

The overall policy framework should be supported through a review process that includes the following:

2. Operational Review (Level 1)

- The true cost necessary to cover the normal operating cost of the parking inventory. This would include the cost of supplies, operating fees, maintenance, support and operation of the on-street pay-to-park system as well as the reasonable cost of financing debt (meters and lots/garages). This would not include the cost of enforcement based on the premise that citation revenue (and therefore citation rates) should be calibrated to cover enforcement operations.
- Cost recovery would be the base hourly rate plus adjustments to cover the costs of inflation within operating cost expenses. [NOTE: It is assumed here that the City is making every effort to manage expenses and cost efficiencies related to operating costs.]
- Reasonable increments necessary to ensure continued growth and replacement of the operating system itself. This would include turnover of equipment due to life cycle replacement, new technologies and/or other factors of growth in the operating system.
- Level 1 suggests that rate increases may be necessary – to cover normal operating costs – even at times when occupancies are less than 85%.¹

3. Performance/Demand (Level 2)

- Sustained occupancies in excess of 85% (i.e., market demand). Based on resources, technology and communications systems, rates can be expressed at various levels of granularity (e.g., parking zone, by parking facility/lot and/or at the block face).

¹ Given that South San Francisco’s rates have not been adjusted in several years, simple inflation related to the “cost of doing business” has not been addressed, particularly as it relates to parking fund deficits or surpluses.

- Consistency with comparable cities. To this end, South San Francisco should identify a set of reasonable comparable business areas and routinely track their rate performance over time for on-street systems.

Overall, it is essential that the issue of rate calibration be viewed as a standard operating procedure within the overall parking management system. The approach outlined here supports the intent of the policy and is structured to allow such decision-making to take place within a specifically defined process and schedule that is data based, designed to support the fiscal health of the parking system and not politicized.

B. Parking Permits

Currently, South San Francisco issues a variety of permit types, with fees ranging from \$0 to \$40 per permit/per month (an annual permit is also available). These permits allow employees use of off-street parking facilities. **Table** provides insight into rate systems in place in some other California cities for off-street monthly parking. As the table shows, South San Francisco’s current off-street rates are on the lower to middle range of rates for other California cities. This table, however, is not intended to reflect “comparable cities,” though eventually establishing a list of cities that South San Francisco would use to track its “peer market” in the future is definitely worth considering (as was discussed with on-street rates above).

Table 2: Off-street Monthly Rates – Select California Cities*

City	Monthly Rate
Bakersfield, CA	\$55
Fresno, CA	\$60
Laguna Beach, CA	\$55 - \$75
Oakland, CA	\$100 - \$220
Redwood City, CA	\$30 - \$60
Sacramento, CA	\$110 - \$185
San Diego, CA	\$135 - \$260
San Luis Obispo, CA	\$40
Santa Cruz, CA	\$25 - \$31
San Mateo, CA	\$126 per quarter (= \$42 per month)
Santa Monica, CA	\$27 - \$82.50
Santa Rosa, CA	\$85 - \$140
South San Francisco, CA	\$0 - \$40
Ventura, CA	\$75

* Sources: Internet reviews and consultant calls to cities.

Initial research on the part of the consultant team finds that there is not a clear policy or procedure that directs the *monthly parking permit* program. For this reason it is recommended that the City create a new section of the code for off-street monthly permits that would include the following elements (1 – 3 below).

1. Policy Framework (off-street monthly parking permits)

South San Francisco should develop and adopt a monthly parking permit policy that would be reflected in code. New policy would (at minimum):

- Establish the 85% Occupancy Standard as the base measure for evaluating the rate for monthly parking and the number of permits issued. In other words, as occupancies exceed 85% in City facilities; the need to evaluate rate adjustments is reasonable based on the desire to balance access for customers, visitors and employees by facility.
- Establish “rate ranges,” within which rates for monthly parking permits can be adjusted *administratively* based on operational need and/or actual parking demand.
- Establish an initial rate range of \$0 - \$100 per month. This range will likely cover all existing monthly parking need for the near to mid-term. Monthly rates can be translated into quarterly or annual rates as an option that the City can provide as a means to minimize the administrative costs of managing monthly permits. However, the option to provide permits on a monthly basis should be available.
- Allow monthly rates to be adjusted in increments of up to \$10.00 per month by the City Manager/Parking Manager utilizing operational and performance/demand criteria outlined below.
- Re-structure current off-street parking rates to reflect actual demand in parking facilities, providing a lower rate option in underutilized facilities and higher monthly fees in high demand and constrained parking facilities.
- Require that when the parking “cap” is achieved, new rate ranges would be brought to City Council for review, revision and adoption.
- Establish a recommended minimum schedule for updating the off-street parking inventory and occupancy data necessary to inform periodic adjustments in monthly parking rates. The consultant would suggest a schedule that is not less than once every 24 months. With improved technology over time, this schedule could be accelerated to provide more frequent data collection necessary to support rate review.
- Establish evaluative criteria for rate review that are both operational (Level 1) and performance/demand based (Level 2).
- Require annual parking performance reports to the City Council.

The overall policy framework for monthly parking permits should be supported through a review process that includes the following:

2. Operational Review (Level 1)

- The true cost necessary to cover the normal operating cost of the off-street parking inventory. This would include the cost of supplies, operating fees, maintenance, support and operation of the off-street pay-to-park system as well as the reasonable cost of financing debt (lots/garages). This would not include the cost of enforcement based on the premise that citation revenue (and therefore citation rates) should be calibrated to cover enforcement operations.

Cost recovery would be the base monthly permit rate plus adjustments to cover the costs of inflation within operating cost expenses. [NOTE: It is assumed here that the City is making every effort to manage expenses and cost efficiencies related to operating costs.]

- Reasonable increments necessary to ensure continued growth and replacement of the operating system itself. This would include turnover of equipment due to life cycle replacement, new technologies and/or other factors of growth in the operating system.
- Level 1 suggests that rate increases may be necessary – to cover normal operating costs – even at times when occupancies are less than 85%.

3. Performance/Demand (Level 2)

- Sustained occupancies in excess of 85% (i.e., market demand). Based on resources, technology and communications systems, monthly parking rates can be expressed at various levels of granularity (e.g., parking zone and/or by parking facility/lot).
- Consistency with comparable cities. To this end, South San Francisco should identify a set of reasonable comparable business areas and routinely track their monthly permit rate performance over time for off-street systems.
- As with the on-street and off-street meter systems, it is essential that the issue of rate calibration be viewed as a standard operating procedure within the overall parking management system. In short, the City of South San Francisco should consider the following in managing its monthly parking permit program.
 - Adjust rates as occupancy demands increase to move monthly parking demand to available stalls and as a means to influence employee options that could include transit, biking, carpooling and walking.
 - Use the 85% Occupancy Standard as a tool to manage rates, occupancy and system performance.
 - Stratify rates between lots based on type of stall (i.e., general access versus reserved) and occupancy data.

C. Enforcement/Citation Rates

The cost of managing the parking enforcement system should not be combined with that of the on-street or off-street parking systems. Citation revenue should cover all operating costs and future needs within the enforcement system (e.g., new personnel, new technologies, system replacements). In other words, parkers who obey the rules of parking in South San Francisco should not be burdened, through their parking rate, to cover the cost of enforcing those who violate the rules. As such, while the enforcement program should be included within the “downtown parking fund,” its expenses and revenues should be carried as separate line items within the fund. The cost of the program should be fully burdened in the citation rate.

Establishing the appropriate rate for parking citations should be based on three criteria. These include:

1. Break even cost for maintaining existing operations, which includes administration, operating personnel, back office and equipment.
2. Future system needs (i.e., reasonable costs associated with system replacement, technology improvements and appropriate system growth).
3. Increments as necessary to support meeting targeted goals for rate of violation, less than 9% with an ideal range of 5% - 7% per best practices and capture rate for compliance, at 40% - 50%.

Downtown Bend Parking Study

Downtown Stakeholder Engagement Summary

August 2016

Downtown Business Engagement on DSAC Draft Guiding Principles

The DSAC sought initial feedback from businesses located in Downtown Bend on the DSAC's Draft Guiding Principles during a series of four coffee klatches hosted at downtown businesses in August. This engagement was targeted to the Downtown community to help the DSAC get a better sense of whether the group was on track in its understanding of Downtown needs and priorities around parking. Further public engagement efforts will take place in the near future and will target additional stakeholder and community input.

Targeted Initial Outreach: Downtown Business Community

- **Guiding Principles**: Engagement focused on sharing the DSAC Draft Guiding Principles with businesses to solicit feedback.
- **120 Businesses and Offices Visited**: Approximate number of businesses and offices visited in Downtown Bend to share information and dates for the downtown business coffee klatches and the Downtown Bend Parking Study.
- **4 Coffee Klatches and 1 Downtown Bend Business Association (DBBA) Meeting**: Four coffee klatches took place in August (two at the Looney Bean Coffee House and two at J-Dub Bar & Grill) for businesses downtown. Coffee klatches were held on Tuesday, August 16 at 8:30am, Wednesday, August 17 at 6:30pm, and Wednesday, August 24 at 8:30am and 5:30pm. The Downtown Bend Business Association also invited a project representative to present the draft Guiding Principles and solicit feedback at their August 30 meeting. The Project Team partnered with the DBBA to get the word out about the coffee klatches.
- **16 Participants and 200 Stakeholders Engaged**: In addition to the many business owners, managers, employees, and office workers whom project team members spoke with when they walked around the downtown to encourage participation in the Downtown Parking Study and the coffee klatches, 16 individuals attended at least one of the coffee klatches or the DBBA meeting on the Draft Guiding Principles. Information about the Parking Study and how to stay updated and engaged was shared with over 200 downtown stakeholders via a handout provided during business visits and email messages to Downtown Parking Study and DBBA electronic mailing lists, which included links to the project website.
- **Feedback Solicited via Discussion and Feedback Form**: Stakeholder comments were captured in discussions as well as in written feedback forms at the klatches and DBBA meeting.

Coffee Klatch and DBBA Meeting Participant General Feedback: DSAC Draft Guiding Principles

- Participants indicated they generally supported the DSAC Draft Guiding Principles and individuals said they found them detailed and **considerate of many needs and interests**.
- Participants were **supportive of the priority users identified** in the Draft Guiding Principles.
- Some participants indicated they felt it was important to highlight that any Parking Management Plan would need to be a **public-private partnership** to be successful. (There was some concern shared about how the roles of the public and private sectors were separated out in the first section of the Draft Guiding Principles document.)
- Participants said they felt **good communication and education** in the community, businesses, and with visitors would be critical to success.
- Communications and outreach efforts around any adopted plan will need to **focus on the positives** of the plan, rather than enforcement.
- Future **communication systems** need to **consider all users**, including those who do not own or do not use technology such as smart phones, for example.
- **Broad stakeholder input** needs to be incorporated into the DSAC process, both from within the Economic Improvement District and the immediately adjacent areas downtown.
- Consider **engaging with law enforcement early** in the process to identify any feasibility concerns around enforcement.
- Participants were generally **supportive** of a data driven decision-making system and the **85% Occupancy Standard**.
- The DSAC needs to be **creative in identifying a parking plan for employees**. Concerns focused on the following:
 - The need to attract and keep high quality employees,
 - Costs to employees and businesses for employee parking,
 - The many types of employees downtown, including those who may park a small or limited number of hours each week,
 - Safety concerns of employees, especially those working early or late hours, and
 - The use of effective incentives or enforcement around employee parking.
- Participants were highly supportive of the notion of **supporting bicycle or electronic vehicle parking** and needed infrastructure to support these modes. Some participants said parking for these modes should be incorporated into any increase in the parking supply downtown.
- Participants indicated they would prefer **more incentives** to increase appropriate or preferred uses of the parking system, **rather than a more punitive focused system** of enforcement.
- **Concerns were noted around the meaning of a financially viable system**. Participants did not want to rule out the possibility of some subsidization of parking if a financially self-sustaining system would price out customers or high quality employees.

Specific Feedback by Guiding Principle

Guiding Principle

1.City Role and Coordination a) Primary Role (City of Bend) and b) Primary Role (Private Sector)

Stakeholder Feedback

- Some participants said they felt that separating out the roles of the City and private sector in the first section of the Guiding Principles takes away from the needed partnership of the public and private sectors in parking management downtown.

Guiding Principles (*Communication*)

1.City Role and Coordination, d) Effective Communications. High-quality, user-friendly communications to ensure easy access for customers and visitors to appropriate and available parking near their destination.

4.Information Systems, Customer Based, a) Product Quality. Provide and manage a safe, reliable, user-friendly and attractive on- and off-street parking and communications system. This will be provided in a manner that complements the quality of downtown and attracts visitors and customers to downtown.

4.Customer Based, c) Branding & Wayfinding. Augment and expand the existing wayfinding system for the downtown that links parking assets and provides directional guidance, preferably under a common brand/logo.

Stakeholder Feedback

- Participants were very supportive of improved and effective signage and communications.

Comment themes:

- Consider expanding the parking plan area to include wayfinding outside of the downtown area (include wayfinding to the downtown area as well).
- Consider all types of users, including those less comfortable or without access to technology.

1.City Role and Coordination, e) Stakeholder Support. Ensure that a representative body of affected private and public constituents routinely informs decision-making.

Stakeholder Feedback

Comment themes:

- Need representation from property owners or others immediately east of the core of Downtown Bend.
- Consider engaging law enforcement early in the development and feasibility of any plan.

Guiding Principle

2. Priority Users a) On-Street System (downtown). The most convenient on-street parking will be prioritized for the customer/visitor (short-term trip).

2. Priority Users b) On-Street System (immediately adjacent neighborhoods). The most convenient on-street parking will be prioritized for residents and their guests.

2. Priority Users c) Off-street System. Coordinate off-street parking resources (public and private) to meet employee and downtown resident demand that cannot be met by safe and reliable walking, biking, riding transit, and carpooling/ridesharing.

Stakeholder Feedback

- Participants were generally supportive of the identified priority users in the Draft Guiding Principles.

Comment themes:

- The DSAC needs to be creative in identifying a parking plan for employees. Concerns focused on the need to attract and keep high quality employees, costs to employees and businesses for employee parking, the many types of employees downtown including those who may park a small or limited number of hours, safety concerns of employees working early or late day hours, and the use of effective incentives or enforcement around employee parking.
- Downtown employees are some of the downtown businesses best customers as well.
- Consider defining the priority user of the on-street system as tourists first, followed by local downtown customers.
- Options are needed for people to park close to their intended downtown destinations, especially if they have physical needs that are not covered by ADA requirements.

Guiding Principle

3. Active Capacity Management, a) Optimize Utilization. Manage the public parking system using the 85% Occupancy Standard to inform and guide decision-making.

Stakeholder Feedback

- Participants were generally supportive of the use of the 85% Occupancy Standard to inform and guide decision-making.

Comment themes:

- The project needs to share with the community whether a problem actually exists with downtown parking based on the data and the 85% Occupancy Standard.
- Lead with statistics and metrics to help inform community discussion.

Guiding Principle

3. Active Capacity Management, c) Shared Off-street Parking. Encourage shared parking in areas where parking is underutilized. This will require an active partnership and effective communication with owners of private parking supplies.

Stakeholder Feedback

Comment theme:

- A Parking Management Plan will need real flexibility in developing any opportunities involving privately held off-street parking. Private lot owners may not be interested in this option.

Active Capacity Management, d) Capacity Expansions. Capacity will be created through strategic management of existing supplies (public and private), reasonable enforcement, leveraging parking with alternative modes, and new supply.

Stakeholder Feedback

Comment themes:

- Some participants indicated they would be amenable to adding parking downtown supply if some of that parking were bicycle parking.
- Some participants indicated they would like consideration of electric vehicle parking in the Guiding Principles or the Parking Plan.

Guiding Principle

4. Customer Based, b) System Communications. Improve existing and create new information resources (outreach, education, maps, websites, apps, etc.) for use by the public and private sectors. Communications systems must be uniform and strategically coordinated.

Stakeholder Feedback

- Participants were very supportive of improved communications systems for downtown parking users.

Comment themes:

- There need to be multiple communication systems to accommodate many types of users, including those less comfortable or without access to technology, such as smart phones.
- Marketing and education of any new Parking Plan needs to promote the positive attributes of any new policies or plan and should not focus on the enforcement or punitive aspects of parking management.
- Focus education on frequent users of downtown, such as local residents and delivery drivers.
- Educational information needs to be simple, short, and easy to read and understand. Guiding Principles could emphasize the need for effective communications in this way.

Guiding Principle

4. Information Systems (Supply & Customer-based), Customer Based, a) Product Quality.

Provide and manage a safe, reliable, user-friendly and attractive on- and off-street parking and communications system. This will be provided in a manner that complements the quality of downtown and attracts visitors and customers to downtown.

Stakeholder Feedback

Comment themes:

- Participants noted a need for safe parking areas throughout downtown for employees and visitors.
- Parking enforcement should not be highly punitive, but serve as a gentle reminder of policy and rules. Incentives are preferred for better compliance.

Guiding Principle

5. Integration with Other Modes b) Bicycle Parking. Increase bike parking on- and off-street to enhance the broader bicycle network.

Stakeholder Feedback

- Participants were generally supportive of increased bicycle parking infrastructure.

Comment themes:

- More bicycle parking is needed. Many businesses have asked for bike corrals in front of their businesses.
- Any bicycle parking needs to be located in highly visible locations to reduce or prevent theft.
- Bicycle corrals contribute to ADA identified needs on downtown sidewalks by removing the bicycle parking from the sidewalk where pedestrians travel.

Guiding Principle

7. Financial Viability, a) Fiscal Stewardship. All parking operations must be financially sustainable.

Stakeholder Feedback

- Participants expressed some concerns about a financially self-sustainable system pricing out customers and employees.

Comment themes:

- Participants had concerns about **passing costs potentially onto customers**, effectively dissuading customers from visiting downtown.
- Participants had concerns about **passing costs potentially onto employees**, possibly making it cost prohibitive for employees to work and park downtown.
- Some participants did not want to leave out the **possibility of some public financial support** for parking, contending that the City benefits from an economically successful downtown and would not benefit from pricing out potential visitors or others from downtown.
- Some participants suggested the DSAC consider a **cost-benefit analysis on using a private parking enforcement company, rather than a publicly run system.**

Other Comments

- **Recreational Vehicle, Tour Bus, and Oversize Vehicles.**
 - Bend is a tourist destination and we may need to consider where drivers can park RVs or tour buses when visiting Downtown Bend
 - Guiding Principles do not address parking management for oversize vehicles such as long or tall passenger trucks or vans.
- **Small Vehicles**
 - Participants were interested in whether the plan will specifically accommodate smaller one- or two-person vehicles such as motorcycles, scooters, and very small vehicles, such as “Smart Cars”.
- **Commercial Delivery Loading Zones Needs**
 - Commercial loading zones and policies need to be addressed. There may be a need for additional loading zone or policies or agreements on loading zone use and timing among businesses.
- **Business Owner and Manager Outreach**
 - Parking information and options needs to be well understood by businesses. Many business owners and managers were not well informed about parking options downtown.
- **Long-term Parking Considerations**
 - There are visitors and others who park long-term (multiple days without moving) in the immediately adjacent neighborhoods to participate in bicycle tours or other events.
- **Manage Expectations**
 - The City has embarked on other **parking management studies in the past** and not implemented recommendations. How is this different?
 - There are **existing policies** (fees-in-lieu for example) that need to be referenced in any effort.
- **Intermittent Parking Constraints**
 - Some business owners commented that they sometimes felt constrained by current parking enforcement. Owners or employees visiting a business for a drop-off or check-in in the morning, for example, who then return to downtown for another visit to the business or a meal in the afternoon **are not permitted to park in the same area in the same day.**



**Downtown Parking Management Study
Community Open House
May 11, 2017
Comment Report**

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Introduction

Downtown Bend is a vibrant commercial and residential area. People come to downtown to experience an environment that is unique, active, and diverse. A well-managed parking system helps make it safe, easy, and convenient for them to do so.

Over the past 13 months, the Downtown Stakeholder Advisory Committee (DSAC), with help from other community stakeholders, has discussed strategies for parking management in the area. The DSAC and the City held a Community Open House on Thursday, May 11, 2017, to share DSAC draft strategies and seek input from the community. The event was held at the Deschutes Brewery Bend Public House Tap Room in Downtown Bend at 1044 NW Bond Street. The project team, along with eight DSAC members, were on hand at the Open House to provide information and answer questions. For those unable to attend the event, community members were invited to provide comments or questions on the draft strategies in advance of the Open House and through May 12, 2017.

Open house attendees were invited to review display boards highlighting the major themes of the draft strategies. In addition, the project team provided a presentation twice during the evening on the data findings of the study and the draft parking management strategies. Full copies of the draft strategies were also provided online and in-person at the Open House. Attendees were asked to note support, concerns, comments, or questions on moderated display boards, as well as on Comment Cards at the Open House. Again, community members unable to attend the event were invited to submit comments to City Hall on the draft strategies in writing or via email.

Next Steps

Community input on the strategies will supplement the “Downtown Stakeholder Advisory Committee Draft Strategies for Downtown Parking Management” document and the accompanying project team report.

The Bend City Council will receive the City of Bend, Oregon Downtown Strategic Parking Management Plan once complete and make a determination on its adoption.

Community Outreach

The project team utilized a number of tools to promote the Open House. Outreach efforts included the use of social media, press releases, email blasts, and community fliers.

An event was created on the City of Bend Facebook page and information about the Open House was posted on Facebook, Twitter, as well as the neighborhood social networking platform Next Door. The project website was updated with information about the Open House and other opportunities to provide input. The City circulated press releases to its media list. The project team worked with the Downtown Bend Business Association (DBBA), to send out multiple emails to the DBBA electronic subscription lists about the Open House and opportunities to comment. The DBBA also disseminated flyers the project team produced throughout downtown. In addition, the City and project team sent email announcements about the Open House to the Bend neighborhood associations, interested parties lists and other contacts, and the City created a calendar event on the City of Bend website.

Participation

The Open House was attended by over 15 people, with six additional people providing comment via email. Seven comment cards were received at the Open House. Local television news stations KTVZ and KBND both ran stories on the event on their broadcasts.

Information on participants to the Open House that opted to provide demographic information can be found below.

Participation by Bend Neighborhood

Which neighborhood do you live in?	Number of Participants
Boyd Acres	1
River West	1
Mountain View	2
Southwest Bend	1
Other	1

Which neighborhood do you work in?	Number of Participants
Boyd Acres	1
Old Bend/Downtown	3
Southwest Bend	1
Not employed	1

Participation by Preferred Mode of Commuting

(Some participants indicated multiple modes and this is reflected in the totals below):

Transportation	Number of Participants
Drive alone	4
Bike	2
Walk	2
Take transit	0
Carpool	0

Participation by Age:

Age (in years)	Number of Participants
Under 18	0
18-29 years old	0
30-49 years old	2
50-64 years old	3
65 + years old	1

Open House Content

Open house participants were asked to review and comment on 1) themes identified in the DSAC draft strategies and 2) the full "Downtown Stakeholder Advisory Committee Draft Strategies for Downtown Parking Management" document. Participants were asked to comment directly on the Open House display boards and complete a Comment Card.

Community Input

Community Input on Draft Strategies Themes

Open House attendees were first encouraged to comment on the Draft Strategies Themes from the DSAC draft strategies listed below. The following are the survey responses from the Open House Comment Cards on the identified themes. *(A summary and full list of community comments on the complete “Downtown Stakeholder Advisory Committee Draft Strategies for Downtown Parking Management” document captured via Comment Card, email, and written are included later in the document.)*

Draft Strategies Themes for Community Input
Make parking easier by getting the right car to the right parking space, based on downtown needs. Prioritize downtown visitors/customers for on-street parking.
Encourage downtown long-term parkers to use off-street parking.
Identify creative ideas and partnerships for off-street, long-term parking and employee parking, as well as event parking. Strategies include maximizing publicly controlled lots, partnering with the private sector, supporting multi-modal transportation downtown, and other strategies.
Create a safe and easy-to-use downtown parking system that is well understood by visitors, businesses, and residents. Include multi-modal (bicycle, pedestrian, transit, and motorized vehicle) options in planning and integrate these options into the parking system.
Consider collecting data for a parking management study for the neighborhoods immediately adjacent to downtown.
Develop criteria for evaluating parking management now and in the future. Implement parking strategies one step at a time, not all at once.

Community Responses

Participants were generally very supportive of the DSAC draft strategy themes.

- Participants who submitted Comment Cards all noted that they felt making parking easier by getting the right car to the right parking space and prioritizing visitors/customers for on-street parking were both “very important.”
- In addition, almost all participants who submitted Comment Cards indicated it was “very important” to identify creative ideas and partnerships for off-street parking for long-term parkers, including maximizing publicly controlled lots, partnering with the private sector, and supporting multi-modal transportation downtown, with only one participant not indicating a level of support for this theme.
- Participants also noted the importance of creating a safe and easy-to-use parking system with five participants indicating they considered this “very important” and two participants “neutral” on the theme.
- The strategy to include multi-modal options in planning and integration of the parking system was viewed as “very important” by four participants, with one participant indicating this was “unimportant” in planning, and another two participants not indicating a preference on this theme.
- Four participants indicated they felt it was “very important” or “somewhat important” to consider collecting data for a parking management study in the neighborhoods immediately adjacent to downtown, with three participants not indicating any preference.
- Four participants indicated they felt it was “very important” or “somewhat important” to develop criteria for evaluating parking management now and in the future and to implement strategies one step at a time, rather than all at once. Two participants did not indicate a preference and one participant indicated “neutral” on the theme.

Community Input on Full “Downtown Stakeholder Advisory Committee Draft Strategies for Downtown Parking Management”

Community members were also encouraged to provide comments on the full “Downtown Stakeholder Advisory Committee Draft Strategies for Downtown Parking Management” at both the Open House or by providing comment via email or in writing to City Hall.

Participants appeared supportive of the strategies detailed in the “Downtown Stakeholder Advisory Committee Draft Strategies for Downtown Parking Management.” Participants commented on the draft strategies and offered their own context and experience as input. Community comments received are provided in full below:

Customer first parking management philosophy in the downtown core and customer/visitor parking needs

- At the VERY least, you need to abolish the allowance of downtown employees to rotate their cars throughout their immediate area of employment. This is damaging the ability of offices to conduct business in the downtown with their clients who need to come in efficiently for 1-2 hour appointments.
- Or to start immediately a measure to heavily ticket employees who rotate cars among two-hour spaces.
- Retain two- or three-hour free customer parking as much as possible.
- Locals avoid downtown due to “pay to park” and the fines that come with going over two hours. Locals continually relay they want at least three-hour parking so they can shop, eat, get haircut, etc. They get penalized driving from place to place.
- Don’t take away free parking, maybe extend to three-hour in some places?
- Need three-hour parking on Bond Street/Wall Street. People want to eat...shop...get services.
- People feel “penalized” for coming downtown and getting parking tickets!
- Do not penalize customers for coming downtown, some free parking is needed.

Safe and accessible parking for employee and other long-term parkers

- Provide better employee parking options.
- Put the onus on businesses/employers to provide parking outside of the central business district. Eliminate “permit” systems for their use of two-hour slots.
- City should give free off-site parking for employees and do not take away some free parking for customers.
- I used to work downtown and fortunately the owner of the business paid for parking spaces in the lot behind our building. Since we worked alone during non-busy times during the year it was a comfort to walk outside the door and get into your car safely. We never used the public parking spaces.
- Love the idea of free parking for employees. I currently pay for all of my staff parking.
- Guaranteed and subsidized parking spaces in the covered garage, or at the nearest leasable lot, for full and part time employees of a downtown business or its owners.
- Planning for development and leasing of adjacent parking appropriate land sites for subsidized monthly rental of spaces by owners, employees, at a discounted rate....not just for employees with a \$15 or lower wage.

Integrate transit and multi-modal into parking management planning

- Incentivize non-motorized transportation. Clean up transit system to make it attractive to users – not just disadvantages (homeless) rider on vouchers.
- An electric shuttle bus service for the downtown during all events of a specific size, holiday or venue. Shuttle could be from an official public location not being used on a weekend, or a parking garage. During street fairs, marathons, concerts, holidaysetc. bus is partially paid for by donation, sponsors advertising banners, etc. (or it is paid for by event venue organizers.)
- Resorts (Sunriver) be required to offer Uber or similar shuttles to the downtown 3-4 times per day.
- Free or cheap shuttle between high volume areas for tourists.
- Focus on mass transit and park and ride opportunities outside of central business district.
- Transit stops should be outside of travel lanes, so as to not impede traffic flow.
- Free or subsidized bus passes for employees.
- More buses.
- Carpool lots with free bus shuttles.
- Park next to Suites Hotel on Bond Street and shuttle customers to downtown stores and Old Mill.
- Maybe develop/expand parking areas around Old Mill and ten minute shuttles that run back and forth from downtown to Old Mill area. Anything to reduce traffic foot print in the downtown area.
- Develop bicycle facilities.
- Make secure bike parking in central business district.
- Bike, walkers not applicable with parking. Does not make sense to me.
- Bend is a cold, icy, snowy climate. Biking works better in other climates, realistically not top priority for this climate.

Parking management costs and infrastructure development

- Parking should be self-sufficient including capital improvement costs should be borne by Bend business, those who benefit from increases in “customers.”
- Acknowledge that Bend is growing too fast, put on brakes. Parking and infrastructure deficiencies will be less of a problem.
- Paid numbered meters for all mainstream downtown streets with 2-hour max.
- Thus \$ per month 300, or close to \$ 3600 or more in parking permits. This is a significant overhead for most of these businesses.....and it is not a pass thru salary issue.
- Lot near Sora Sushi- make parking charge fee.
- Also, Bend streets are in need of a redesign. The streets that exist were fine when the town was 20,000 people, but they are not adequate today, and certainly will not handle future traffic.
- Single source management – good.

Parking garage management

- Owners of downtown properties be given priority of RESERVED subsidized/ discounted parking use in garage or closest nearby affiliated lot for their primary signing tenants, and primary employees. This was what was promised in writing at the time of issuing the development permits and in all the original measures to proceed with the downtown garage build out. We were promised this was to be addressed 10 years ago, Paid development fees for the structure, yet long term parking fees in the garage still mount

up to \$600 per employee, per year. A small business in the downtown may average 5-6 employees or more.

- Oxford give us our space back. Build their own parking off Colorado to valet cars.

Communications and Signage

- Entrance signage for all public lots needs consistency. Signage is key to a multi-prong approach.
- Signage super important. Communication/incentives – key!

Immediately Adjacent Neighborhoods Parking Management

- Management strategies implemented in downtown will directly affect adjacent neighborhoods.
- Consider expanding neighborhood studies to industrial area at Crux, Gear Fix, etc.

Large vehicle parking

- One recommendation—vehicles over a certain length cannot use our angled parking spots—too many “trucks” are jutting into the driving lanes.
- I believe a huge concern that needs to be addressed is parking spaces used by large or long vehicles. Extended cab trucks and long SUVs should be required to park elsewhere. A line should be placed at the length of a normal car length and if a larger or longer vehicle parks there it should be cited. There is barely enough room for the two lanes of traffic to make it down the road let alone a bicyclist. People have to swerve into the other lane to get by many of the long trucks. It is a very dangerous situation including dealing with tourists popping out into traffic to cross the road. Please remedy this. The other day I noticed a large camper van with its front wheels on top of the sidewalk and the rear was still in the traffic lane. It makes it very difficult for someone backing out of a parking space to see behind or around that vehicle. Again, please remedy this situation, it is a hazard. Yes, customers first but with reasonable and safe parking.

Please see “Attachment A” for extended comments on parking strategies.

Attachment A: Extended Comments Submitted on “Downtown Stakeholder Advisory Committee Draft Strategies for Downtown Parking Management”

Thank you for your involvement in the parking decisions and strategies that staff has presented. I’m sorry I could not have been at the meeting yesterday, but had a conflict with the time.

It is critical that the entire Drake Park Historic District be included in the strategic parking and plan.

The area of study and implementation excludes the 400 and 500 blocks of Congress and State Street and for certain these streets will be impacted by increased parking if they are not added to the area plan for parking limitations. It’s just too easy for parking to shift one block if the other nearby blocks have time limits applied.

While some of the strategies and implementation seem like they will work, I do not endorse the removal of the 2 hour parking over time. Old habits will reoccur and newcomers to the Bend area (“Entrepreneurs” flocking to our town for free services) will clog our streets again. Also it is unclear who will be allowed to have permits: Only residents of the neighborhood? Or non-residents also? And did the study discover who is parking for longer periods? Is it workers downtown, RVs/vans/passenger cars staying for extended periods, tourists, City staff? It should be mandatory that all City staff park in the parking garage, freeing up more spaces closer to downtown, and keeping those worker’s vehicles out of nearby neighborhoods.

Please note that the study also does not refer to or understand the circulation of parking for the services offered at the Family Kitchen. “Fairy Path” is a pedestrian only continuation of Idaho and the “Entrepreneurs” will almost assuredly park (as they already do) even more consistently on Congress and/or State and walk to access the Family Kitchen. The Drake Park Historic District already feels the pressure of this group, and it will only get worse.

It is more important than ever to protect The Drake Park Historic District and the downtown core. We do not want to become an afflicted inner city where committed families are moving to the periphery of town for refuge. Please ensure that the ENTIRE Drake Park Historic District is included for the parking plan and let me know when one or more of these strategies will be put into place (did I read 48 months??). The downtown neighborhoods have endured for over 10 years— it’s time to make a change.

Thank you for your time.

Basically a suggestion to consider parking as a symptom of a flawed approach to urban transportation rather than a problem to be solved in itself - 'building a more elaborate infrastructure of roads and parking facilities only encourages more of the same. We feed the beast instead of taming it.'

Transportation in Bend or How to stop feeding the Beast.

“The average car moves just 5% of the time. To improve cities, focus on the other 95%”

Urban transportation technology is undergoing disruptive change across the country and across the globe. Instead of increased numbers of personal vehicles, rented people movers, soon to be autonomous, are reducing the need for personal vehicles, autonomous door-to-door public transportation systems are being piloted and the need to dedicate prime real estate for parking is diminishing steadily. Safety is a main driver and beneficiary of such change as autonomous vehicles will eliminate traffic violations – red light running, DUII and speeding, distracted driving.

The thinking around parking, congestion, infrastructure development and roadway maintenance in Bend assumes that the volume of traffic will inevitably increase with the growth of our town and tourist economy.

Solutions that try to manage increased volume of traffic are not only enormously expensive, both in capital and maintenance costs, but are unlikely to resolve the issues of safety, congestion, air/noise pollution and roadway wear and tear. The underlying problem never goes away. In fact, building a more elaborate infrastructure of roads and parking facilities only encourages more of the same. We feed the beast instead of taming it. A different future can be created for our town. Bend can be a pioneer in this revolution of urban transportation.

Stop Feeding the Beast

Reduce the number of vehicles on our roads. Make personally owned vehicles a needless and costly indulgence in Bend by creating the conditions for alternatives with comparable or better convenience and cost – public and privately owned and managed. There are carrots and sticks to get the ball rolling.

Carrots. A suitable vehicle can be summoned for door to door transportation within 'x' minutes of a need to get from A to B at 'y' \$ cost.. 'Suitable vehicle', 'x' and 'y' need to be determined so:

- invite the major players in the transportation revolution to use Bend as a test bed.
- Invest in solutions that reflect the revolution in transportation technologies.

Sticks. Make the use of personal vehicles reflect the true cost of using Bend roads and parking. Rented transportation has a big advantage in that it need not be parked - which is only a boon where parking is both difficult to find and expensive.

- Decrease downtown parking.
- Introduce a congestion charge.
- Install parking meters with variable pricing.

Safety for all road users comes from unimpaired, law abiding behavior on our roads. Law enforcement needs police presence. Bend is already down from 6 traffic officers and a sergeant to two officers and a sergeant and is struggling to recruit police officers. Capitalize on technology to multiply our law enforcement presence.

- Install speed cameras across Bend.
- Increase the deployment of red light cameras.

An Opportunity to Lead the Way.

Bend can be a pioneer in urban transportation and, agreed, you can spot a pioneer by the arrows in their back. It will take vision and political courage to embark on a new course of action. But we won't even be in the vanguard of this revolution globally. Many cities around the world have already taken such steps and started the move to revolutionize their urban transportation. Bend Councilors and City Management have the chance to kill the Beast with bold, innovative leadership. Do they have the will?

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5 steps to an urban transportation revolution

- <https://www.greenbiz.com/article/5-steps-us-urban-transportation-revolution>

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Attachment B: Open House Display Boards


 CITY OF BEND

Welcome!


 Downtown Parking Study

Community Open House



 CITY OF BEND

Downtown Parking Study Map

City of Bend - Downtown Bend




Rick Willmore, Consultant
 Planning & Development


 CITY OF BEND

What is the Downtown Parking Study?

In 2002, Bend conducted a Downtown Parking study. Since that time downtown commercial square footage has increased an estimated 50 percent, and the downtown core has expanded outward. However, the way we park has remained relatively unchanged.

During this study, we have updated our information (data) about parking supply and demand. A community advisory committee, the Downtown Stakeholder Advisory Committee (DSAC), has worked with the project team for the past year to evaluate the data and develop draft strategies to better serve downtown businesses, residents, and people who come downtown.


 CITY OF BEND

We want your input!

The Downtown Stakeholder Advisory Committee (DSAC) has developed a set of draft strategies for downtown parking management. The DSAC has been listening to downtown stakeholders and community members throughout the process. Now we want to share information about the study and get your feedback on some key concepts.

Step One
 Walk around and take a look at the various boards. Tell us what you think. Feel free to write directly on the poster boards.

Step Two
 Fill out a Comment Card.


Next Steps
 We'll use the feedback we hear from you to refine the DSAC draft strategies. Then the recommendations will go to City Council!

Tell us what you think about the draft strategies below.


Make parking easier by getting the right car to the right parking space, based on downtown needs.

Prioritize downtown visitors/customers for on-street parking. Encourage downtown long-term parkers to use off-street parking.


Tell us what you think about the draft strategies below.


 Identify creative ideas and partnerships for off-street, long-term parking and employee parking, as well as event parking. Strategies include maximizing publicly controlled lots, partnering with the private sector, supporting multi-modal transportation downtown, and other strategies.


Tell us what you think about the draft strategies below.

 Create a safe and easy-to-use downtown parking system that is well understood by visitors, businesses, and residents.

Tell us what you think about the draft strategies below.


 Include multi-modal (bicycle, pedestrian, transit, and motorized vehicle) options in planning and integrate these options into the parking system.

Tell us what you think about the draft strategies below.

 Consider collecting data for a parking management study for the neighborhoods immediately adjacent to downtown.

Tell us what you think about the draft strategies below.

Develop criteria for evaluating parking management now and in the future. Implement parking strategies one step at a time, not all at once.


CITY OF BEND

Other Thoughts or Questions?

Thank you!

Attachment C: Comment Card

Downtown Parking Study Community Open House Comment Card

Thank you for attending! Please take a few minutes to provide us with your comments. Your comments will be reviewed by the project team and will inform refinement of the draft parking strategies for Downtown Bend. If you can't complete the form today, please feel free to bring your comments in writing to the Economic Development Department at Bend City Hall at 710 NW Wall Street, Bend, Oregon 97703 or send your comments by email to Kathy Montgomery at kmontgomery@bendoregon.gov by May 12, 2017, at 5:00 pm.

The Downtown Stakeholder Advisory Committee (DSAC) has developed a set of draft strategies for downtown parking management. The DSAC has been listening to downtown stakeholders and community members throughout the process. Now they want to get your feedback on some key concepts.

1. Make parking easier by getting the right car to the right parking space, based on downtown needs. Prioritize downtown visitors/customers for on-street parking. Encourage downtown long-term parkers to use off-street parking.

Very important	Somewhat important	Neutral	Unimportant	Very unimportant
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional thoughts:

2. Identify creative ideas and partnerships for off-street, long-term parking and employee parking, as well as event parking. Strategies include maximizing publicly controlled lots, partnering with the private sector, supporting multi-modal transportation downtown, and other strategies.

Very important	Somewhat important	Neutral	Unimportant	Very unimportant
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional thoughts:

3. Create a safe and easy-to-use downtown parking system that is well understood by visitors, businesses, and residents.

Very important	Somewhat important	Neutral	Unimportant	Very unimportant
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional thoughts:

4. Include multi-modal (bicycle, pedestrian, transit, and motorized vehicle) options in planning and integrate these options into the parking system.

Very important	Somewhat important	Neutral	Unimportant	Very unimportant
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Thoughts:

5. Consider collecting data for a parking management study for the neighborhoods immediately adjacent to downtown.

Very important	Somewhat important	Neutral	Unimportant	Very unimportant
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Thoughts:

6. Develop criteria for evaluating parking management now and in the future. Implement parking strategies one step at a time, not all at once.

Very important	Somewhat important	Neutral	Unimportant	Very unimportant
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Thoughts:

7. Additional Questions/Comments?

Tell us more about yourself!

Which Bend neighborhood do you live in?			Which Bend neighborhood do you work in?		
<input type="checkbox"/> Awbrey Butte	<input type="checkbox"/> Old Bend/ Downtown	<input type="checkbox"/> Southeast Bend	<input type="checkbox"/> Awbrey Butte	<input type="checkbox"/> Old Bend/ Downtown	<input type="checkbox"/> Southeast Bend
<input type="checkbox"/> Boyd Acres	<input type="checkbox"/> Old Farm District	<input type="checkbox"/> Southern Crossing	<input type="checkbox"/> Boyd Acres	<input type="checkbox"/> Old Farm District	<input type="checkbox"/> Southern Crossing
<input type="checkbox"/> Century West	<input type="checkbox"/> Orchard District	<input type="checkbox"/> Southwest Bend	<input type="checkbox"/> Century West	<input type="checkbox"/> Orchard District	<input type="checkbox"/> Southwest Bend
<input type="checkbox"/> Larkspur	<input type="checkbox"/> River West	<input type="checkbox"/> Summit West	<input type="checkbox"/> Larkspur	<input type="checkbox"/> River West	<input type="checkbox"/> Summit West
<input type="checkbox"/> Mountain View		<input type="checkbox"/> I don't know	<input type="checkbox"/> Mountain View		<input type="checkbox"/> I don't know

How do you commute to work?	What is your age?
<input type="checkbox"/> Drive alone	<input type="checkbox"/> Under 18 years old
<input type="checkbox"/> Bike	<input type="checkbox"/> 18-29 years old
<input type="checkbox"/> Walk	<input type="checkbox"/> 30-49 years old
<input type="checkbox"/> Take transit	<input type="checkbox"/> 50-65 years old
<input type="checkbox"/> Carpool	<input type="checkbox"/> Over 65 years old
<input type="checkbox"/> Work at home	
<input type="checkbox"/> I don't know	