

Agenda

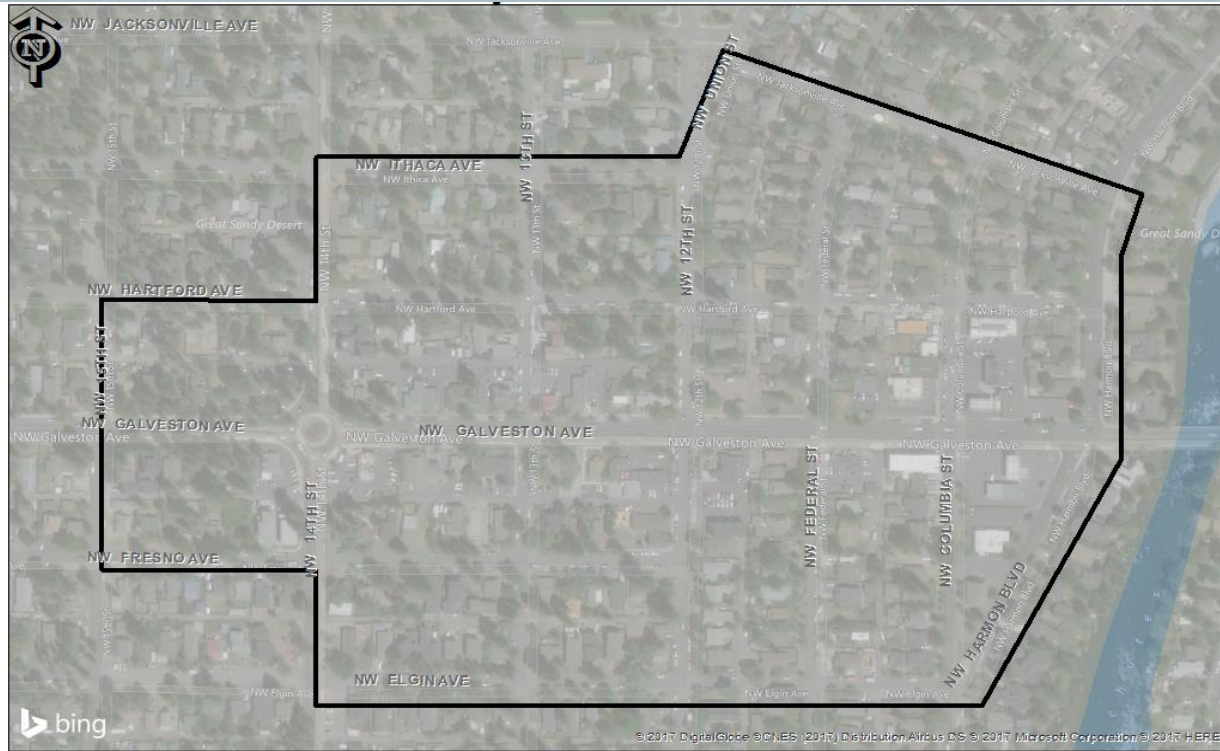


1. Introductions
2. Review Data Findings
3. Q & A
4. Next meeting



Study Area Boundary

Summer/Fall Data Collection (Aug, 10 & 12 ,2017 and Sept. 26, 2017)



Parking Study Area

2017

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 Parking Study Area

0 50 100 200 300 400 Feet

- NW Ithaca / Jacksonville (north)
- NW Elgin Ave. (south)
- NW 15th Street between Hartford and Fresno (west)
- NW Harmon Blvd. (east)

BACKGROUND



Survey Days

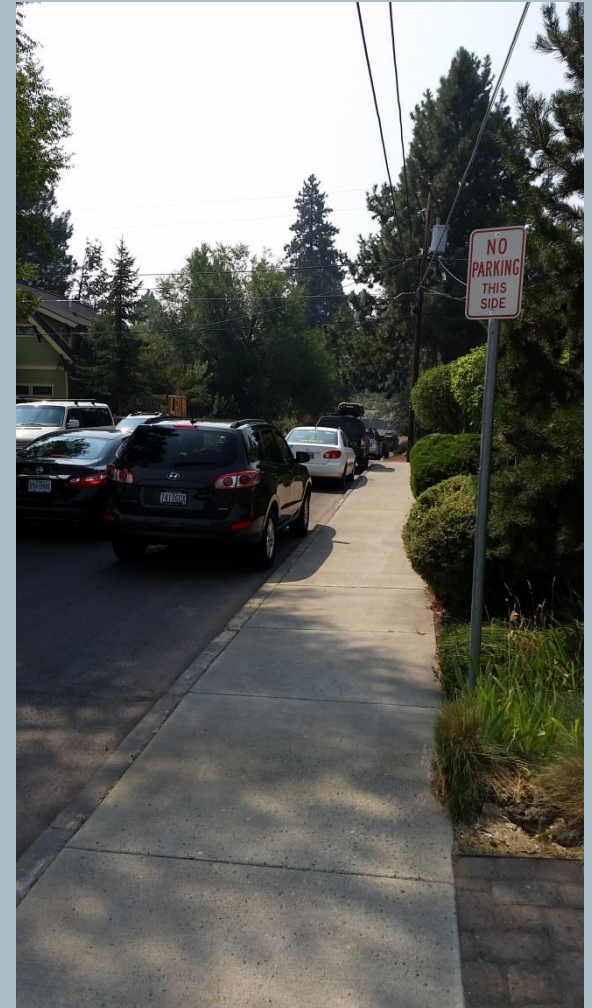
- Thursday, August 10
- Saturday, August 12
- Tuesday, September 26
- Hourly turnover and late night counts (on-street in August)
- Hourly occupancy (off-street)

Supply

- 912 TOTAL STALLS
- 605 on-street stalls (66%)
- 307 off-street stalls (34%)
- 33 off-street sites

Surveyed

- 100% on and off-street



GENERAL OBSERVATIONS



- The district **feels congested**.
- There is a lot of **“illegal” parking** occurring in the district.
- An anecdotal observation is that many **people park in the district and walk out of the district**.

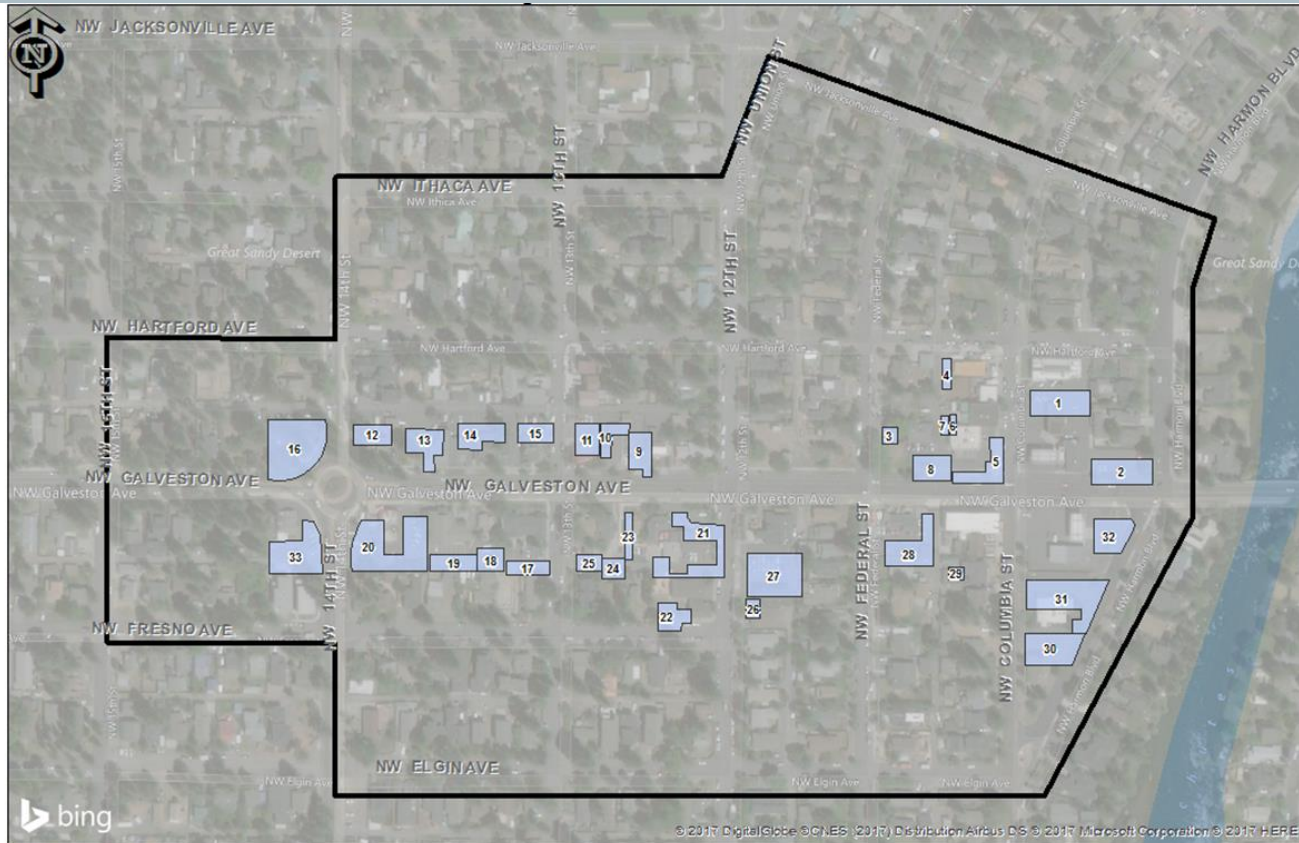
Inventory (On-street Supply)



Type of Stall	Stalls	% of Total	Other Use Types	Spaces
ADA accessible	1	0.2%	Driveway Capacity 166 "curb cut"	477
No Limit	604	99.8%	Mailboxes	100
<i>On-Street Supply</i>	<i>605</i>	<i>100%</i>		

- Approx. 23 block area comprised of 66 block faces that allow parking.
- Nearly all on-street parking (99.8%) is unregulated parking; allowing unlimited time stays for any user – No Limit.
- Other use types recorded and surveyed:
 - Driveways (166 curb cuts into estimated 477 parking spots for residents)
 - Mailboxes (100 estimated at a car length centered on each mailbox)


Inventory (Off-street Supply)



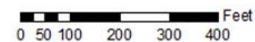
Parking Study Area

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 Off-Street Facilities
XX Lot Number Identification

2017



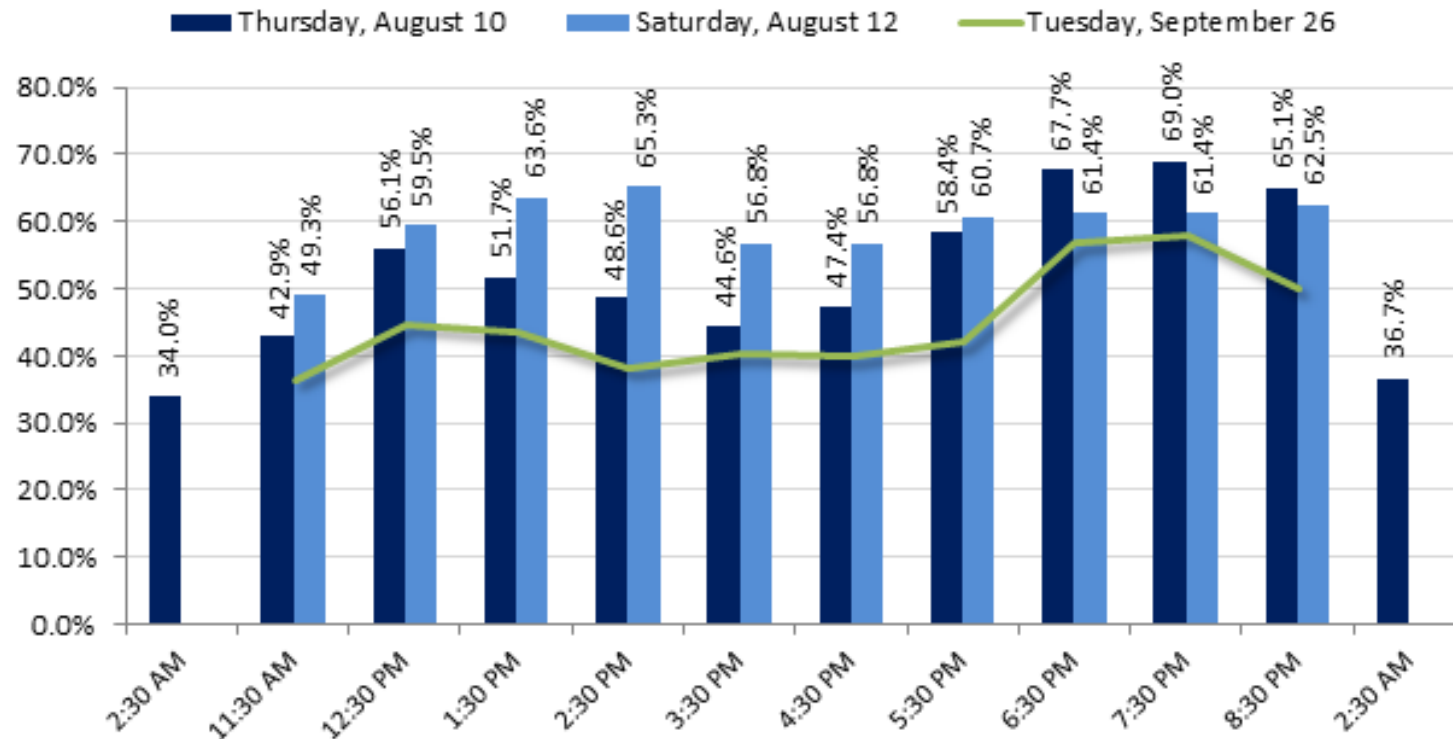
- 307 stalls
- 33 unique sites.
- Lots are associated with and often signed for use by a single business

Hourly Occupancies (on-street) Comparison (Thursday/Saturday/Tuesday)



2017 Bend - Galveston Parking Utilization

August vs September on-street occupancies (605 stalls)



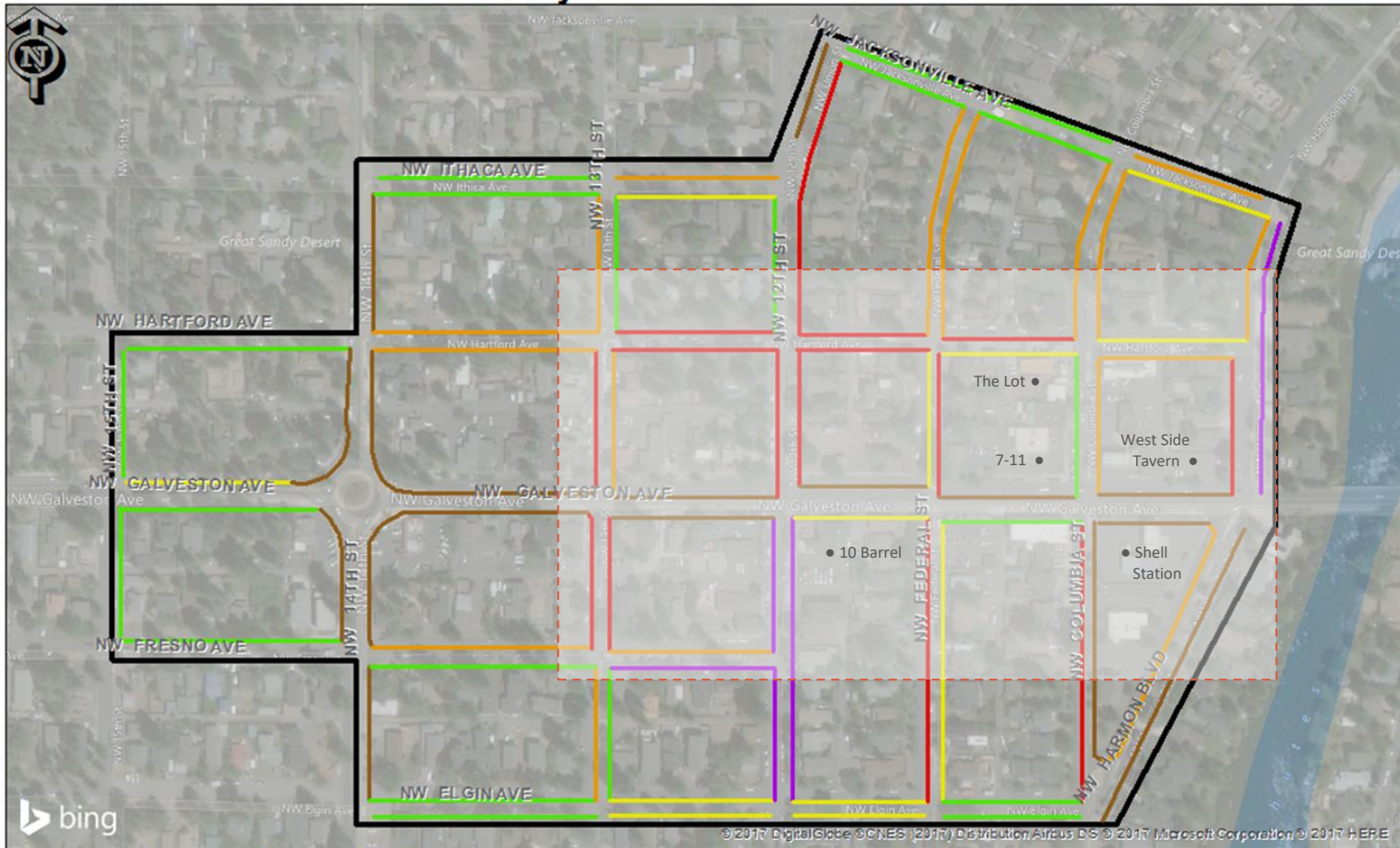
Hourly Occupancies (on-street)

605 stall supply



- Peak occupancies are moderate by industry standards for all survey days (<70%) .
- All day average hourly occupancies range from 50% (September) to 60% (August)
- Highest peak hour was Thursday (Aug. 10) @ 69% between 7:00 and 8:00 PM.
- All days show midday and evening peaks, with dip in occupancy between 3PM and 5PM.
- 2:30 AM counts show average occupancy of 35% (this would be primarily residents on-street)

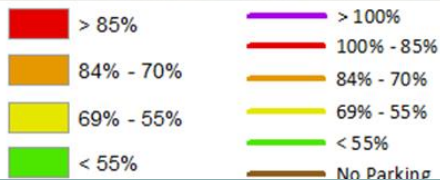
Study Area Heat Map (on-street / Thursday, August 10, 2017)



On-Street Parking Utilization - Weekday

Parking Study Area

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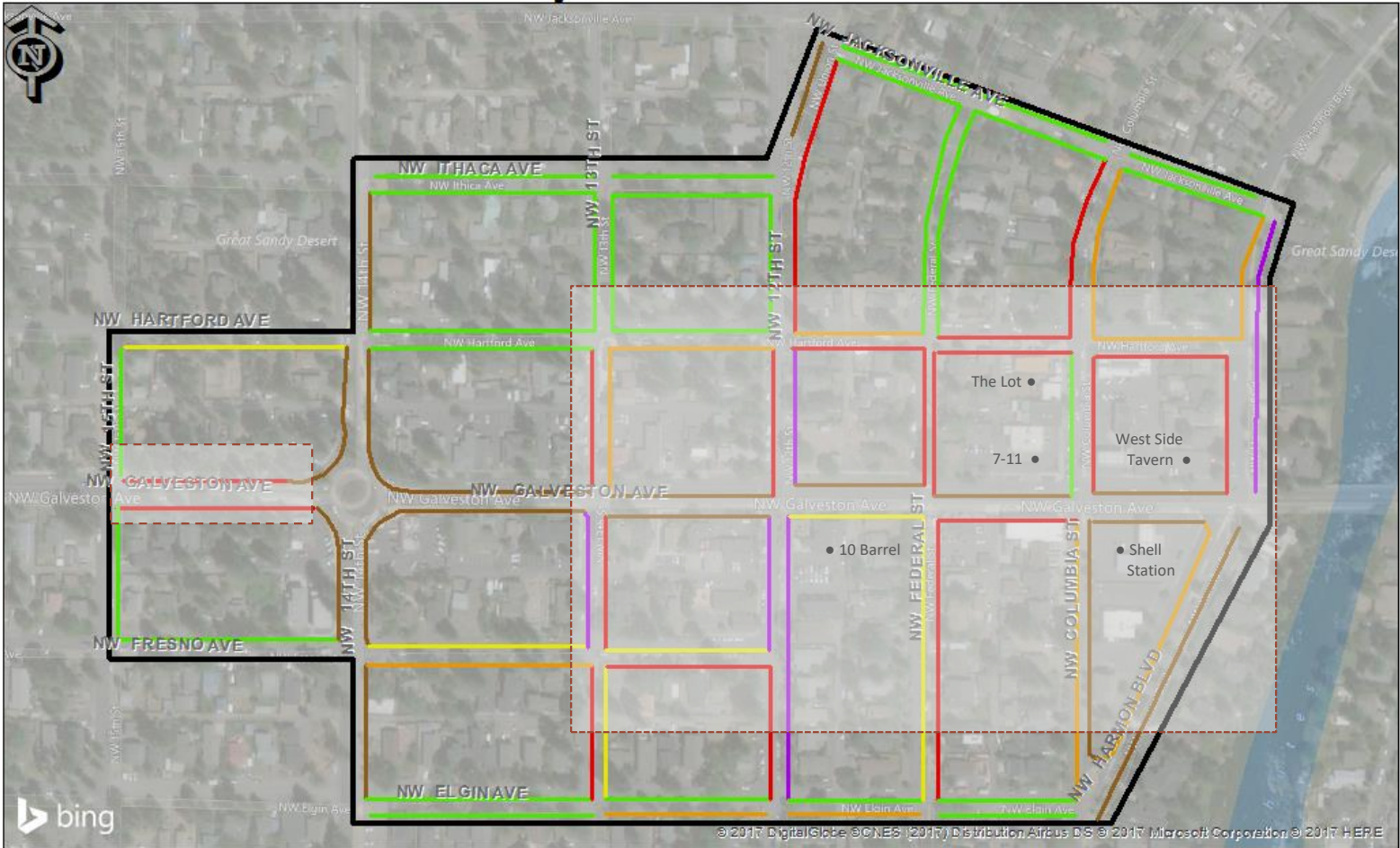


Thursday, August 10, 2017

7:00 - 8:00 PM
Peak Hour

Feet
0 50 100 200 300 400

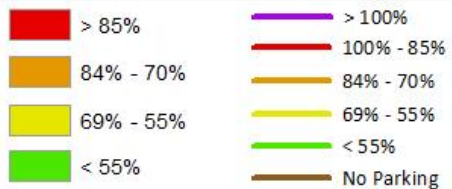
Study Area Heat Map (on-street / Saturday, August 12, 2017)



On-Street Parking Utilization - Weekend

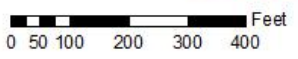
Parking Study Area

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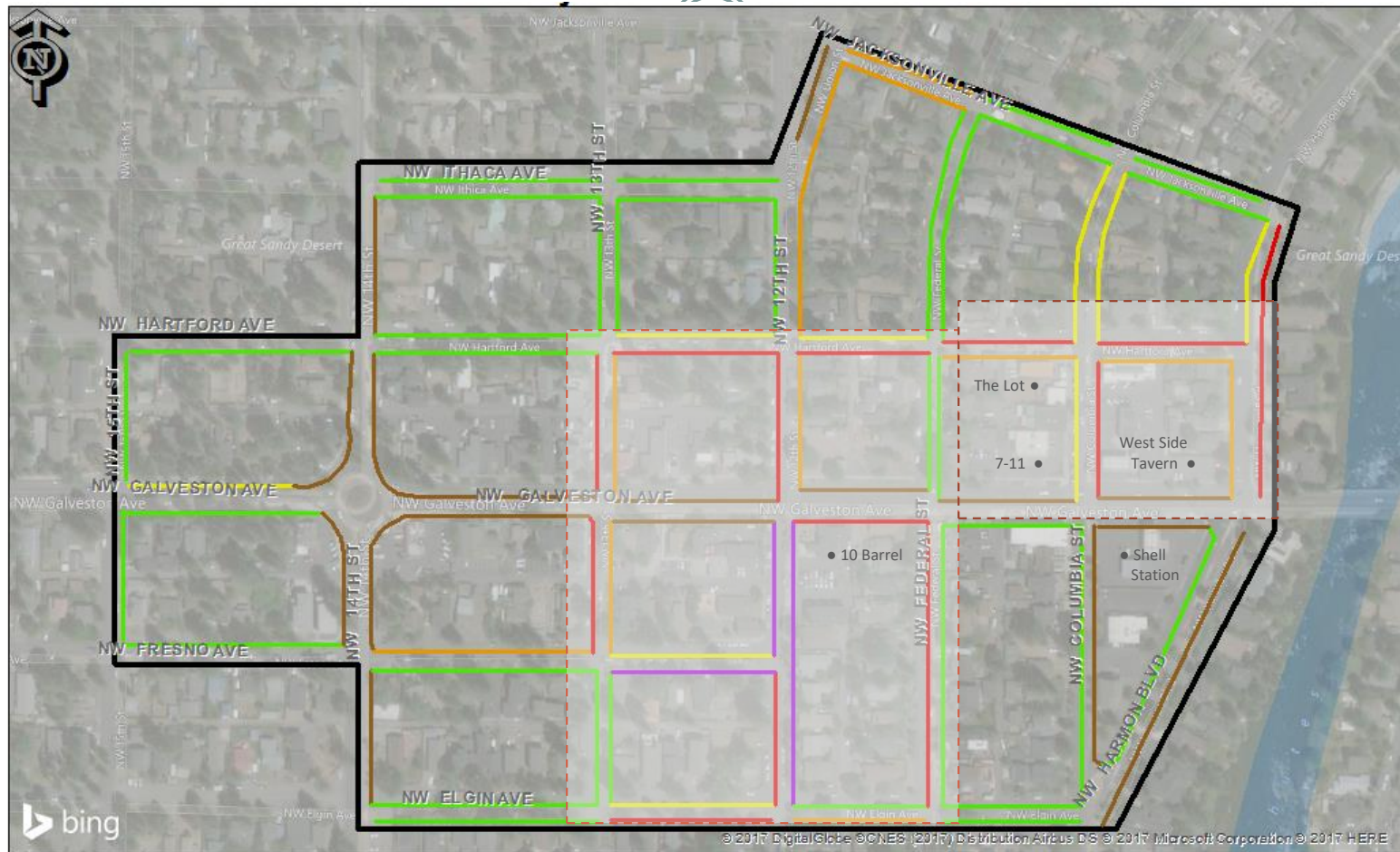


Saturday, August 12, 2017

2:00 - 3:00 PM
Peak Hour



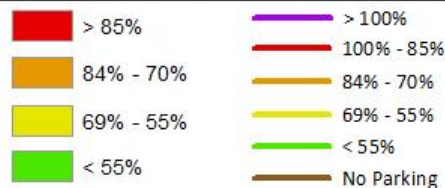
Study Area Heat Map (on-street / Tuesday, September 26, 2017)



On-Street Parking Utilization - Weekday

Parking Study Area

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Tuesday, September 26, 2017

7:00 - 8:00 PM
Peak Hour

Feet
0 50 100 200 300 400

Heat Map Findings (on-street)



Survey Date	Block Faces w/ Parking Allowed (entire zone)	Peak Hour	Block Faces Over 85%	Block Faces over 100%	% of Block Faces Constrained	% of Block Faces in "Box" (38 Block Faces)
Thursday, August 10, 2017	66	7PM – 8PM	15	5	30.3%	47.4% (18)
Saturday, August 12, 2017	66	2PM – 3PM	19	5	36.3%	55.3% (21)
Tuesday, September 26, 2017	66	7PM – 8PM	12	3	22.7%	34.2% (13)

- Parking constraints are more pronounced in smaller concentrated area (39 of 66 block faces).
- This more constrained “box” is bounded by NW Hartford/NW Fresno between NW 13th/NW Harmon.
- In summer, over half of block faces exceed 85%+ (and 100%)
- Public sense of congestion and parking constraint is very real in this box.

Key Utilization Metrics (on-street)



Type of Stall	# of Stalls	Survey Day	Peak Occupancy Peak Hour	Empty Stalls	Average Length of Stay	Turnover Rate
On-Street Supply	605	Thursday, August 10	69.0% 7:00 – 8:00 PM	187	2 hr/ 46 min	3.61
		Saturday, August 12	65.3% 2:00 – 3:00 PM	209	2 hr/ 44 min	3.65
		Tuesday, September 26	58.2% 7:00 – 8:00 PM	253	2 hr/ 53 min	3.47

- Highest peak (69%); lowest (58.2%) between 7 – 8PM
- Empty stalls range from 187 – 253 stalls
- Average duration of stay is less than 3 hours
- Turnover ranges from 3.47 (Fall) to 3.56 (Summer)

Other Key Metrics (on-street)



Stall Type	Stalls	Unique Vehicle Trips (UVT)	Vehicles Parked >5 hours (11AM – 9PM)	Estimated Resident Vehicles	Estimated Non-Resident Vehicles (Average)
On-Street Supply	605	1,258	208 (16.5% of UVT)	381 (30% of UVT)	877 (70% of UVT)

Table based on average number of unique vehicle trips between Thursday, August 10 and Saturday, August 12. Vehicles parked 5 or more hours based on average of all three survey days.

- 1,258 unique vehicles (avg.) observed on-street (11 AM – 9 PM).
- 208 unique plates (avg.) parked 5 or more hours (16.5% of UVT).
- 381 unique residential plates (30% of parked vehicles)
- 877 unique non-residential plates (70% of parked vehicles).

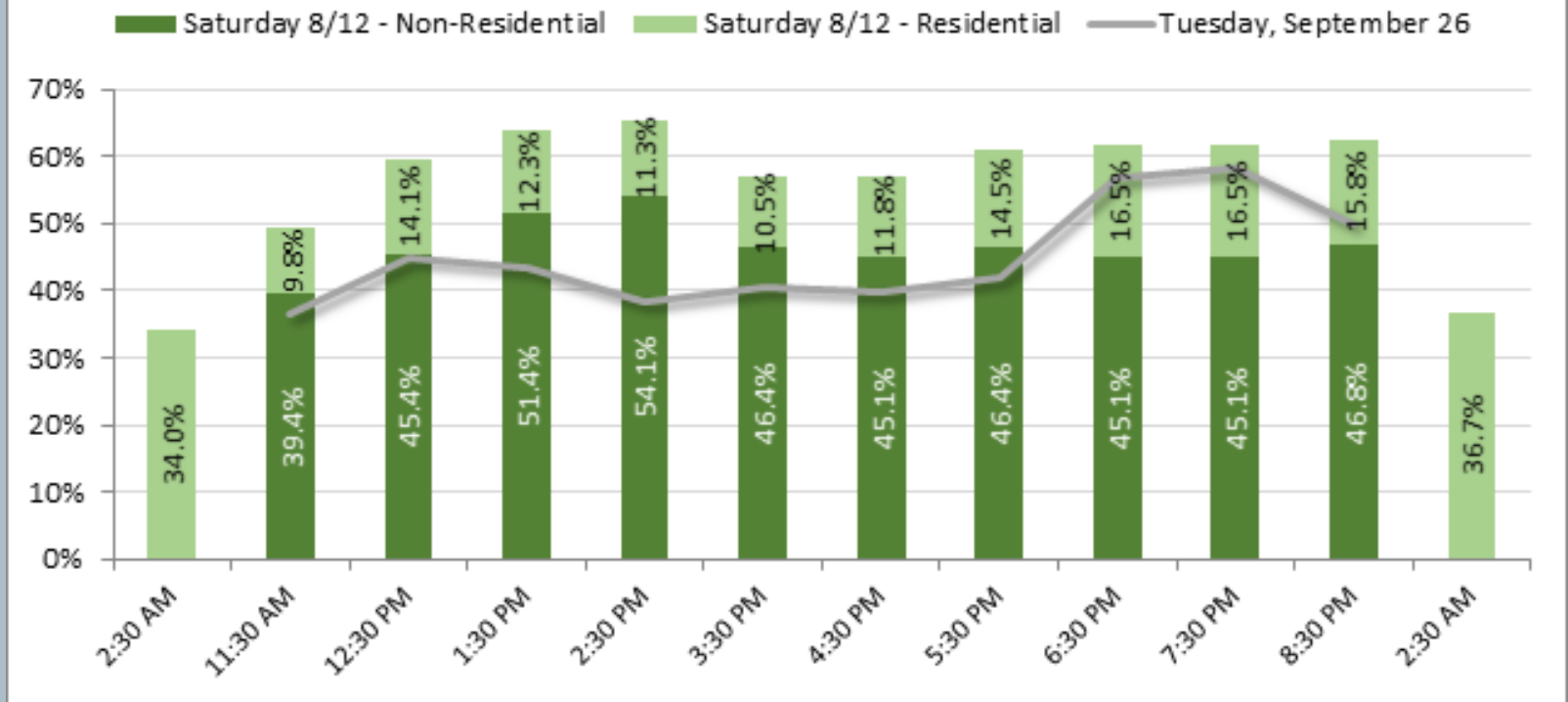
Key Utilization Metrics (on-street)

(Residential/non-Residential Plates)



2017 Bend - Galveston Parking Utilization

August vs September on-street occupancies (605 stalls)



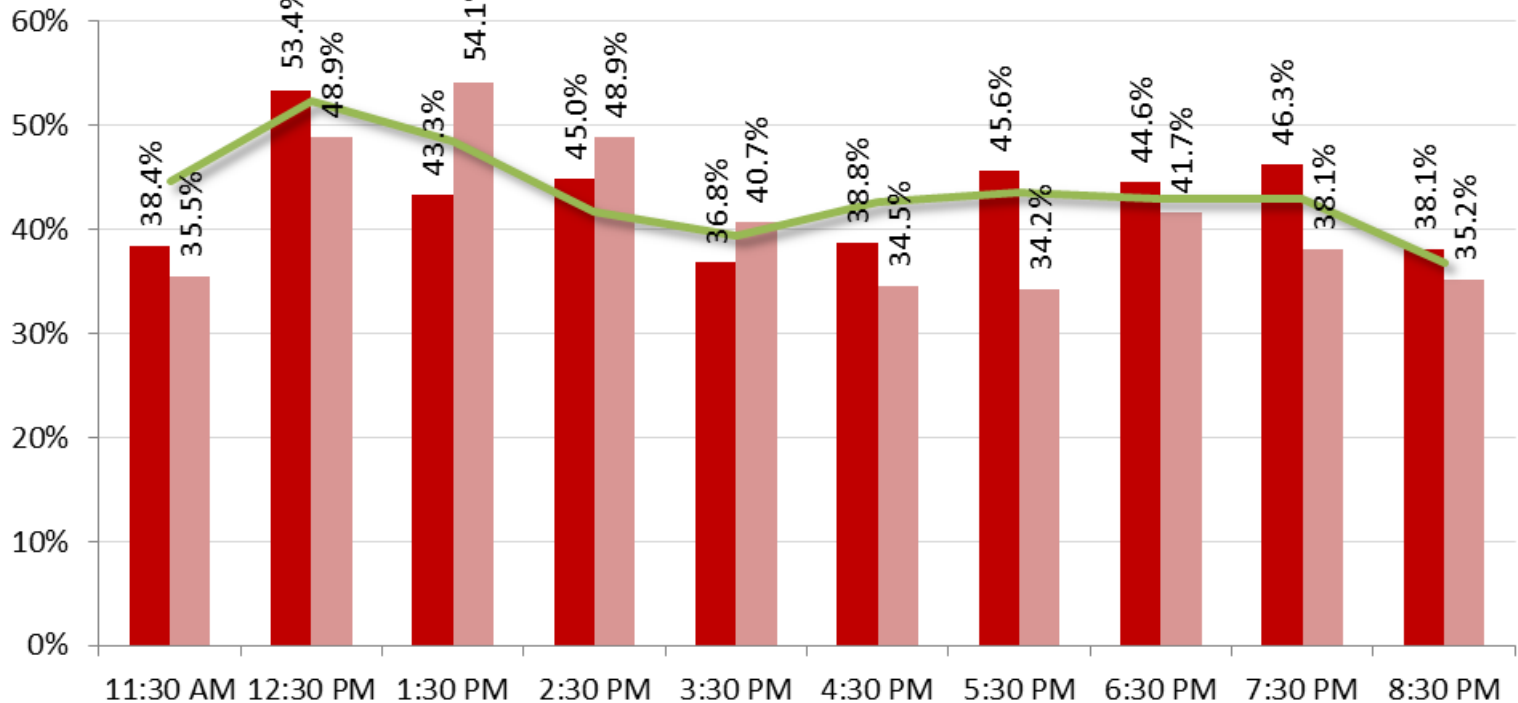
Hourly Occupancies (off-street)



2017 Bend - Galveston Parking Utilization

Weekday vs weekend off-street occupancies (307 stalls)

Thursday, August 10 Saturday, August 12 Tuesday, September 26



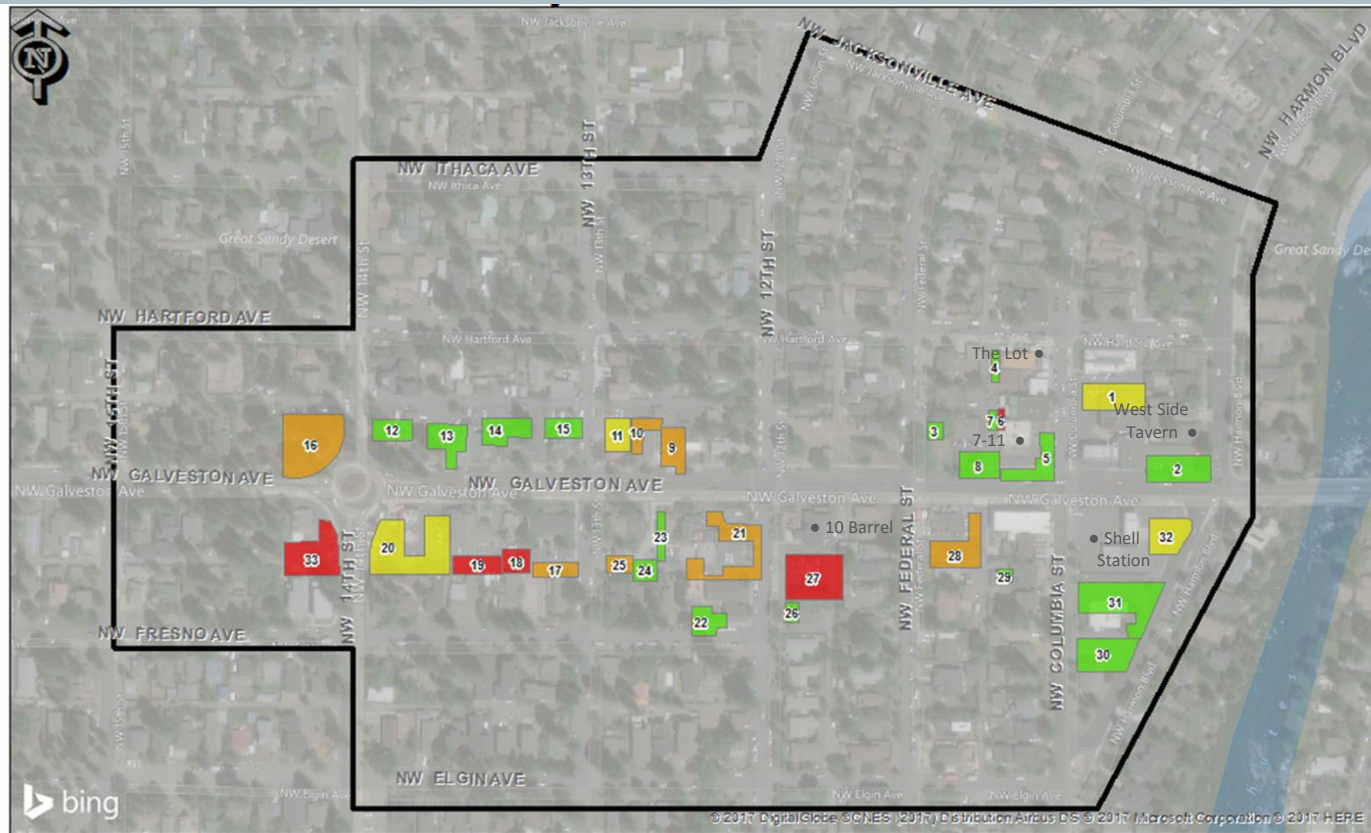
Key Use Metrics (off-street)



- Overall occupancy of off-street supply is moderate at peak hours.
- Occupancy trend follows on-street system with dip in occupancy between 3PM and 5PM.
- Thursday (8/10) peak occupancy reaches 53% (@ 12:30 PM).
- Saturday (8/12) peak occupancy reaches 54% (@ 1:30 PM).
- Tuesday (9/26) peak occupancy reaches 53% (@ 12:30 PM).
- Average number of empty stalls at peak hour = 144

Study Area Heat Map

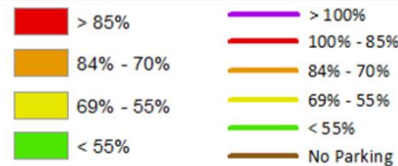
Off-Street Parking (Thursday, August 10, 2017)



Off-Street Parking Utilization - Weekday

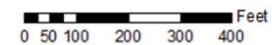
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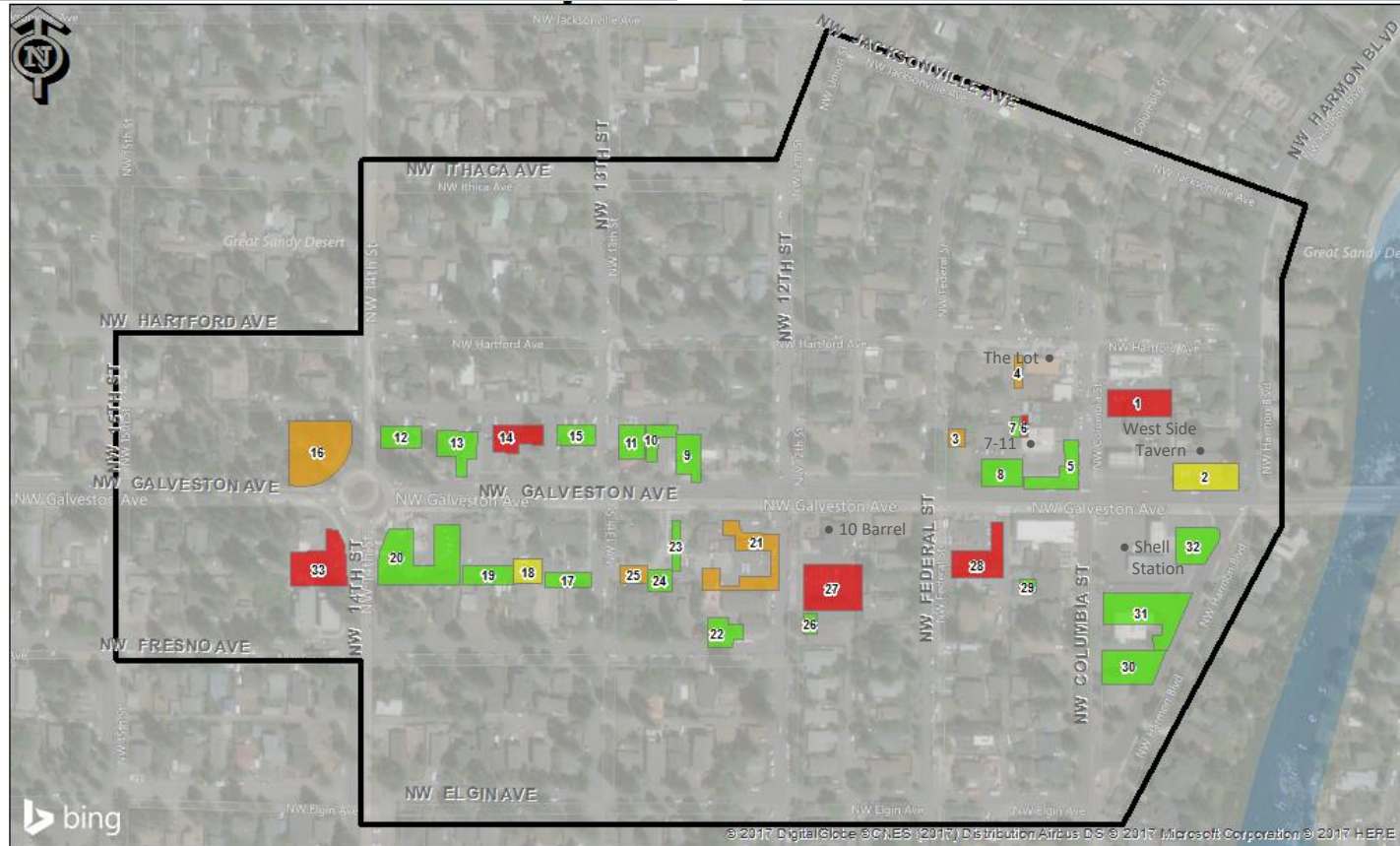
Thursday, August 10, 2017

12:00 - 1:00 PM
Peak Hour



Study Area Heat Map

Off-Street Parking (Saturday, August 12, 2017)



Off-Street Parking Utilization - Weekend

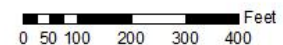
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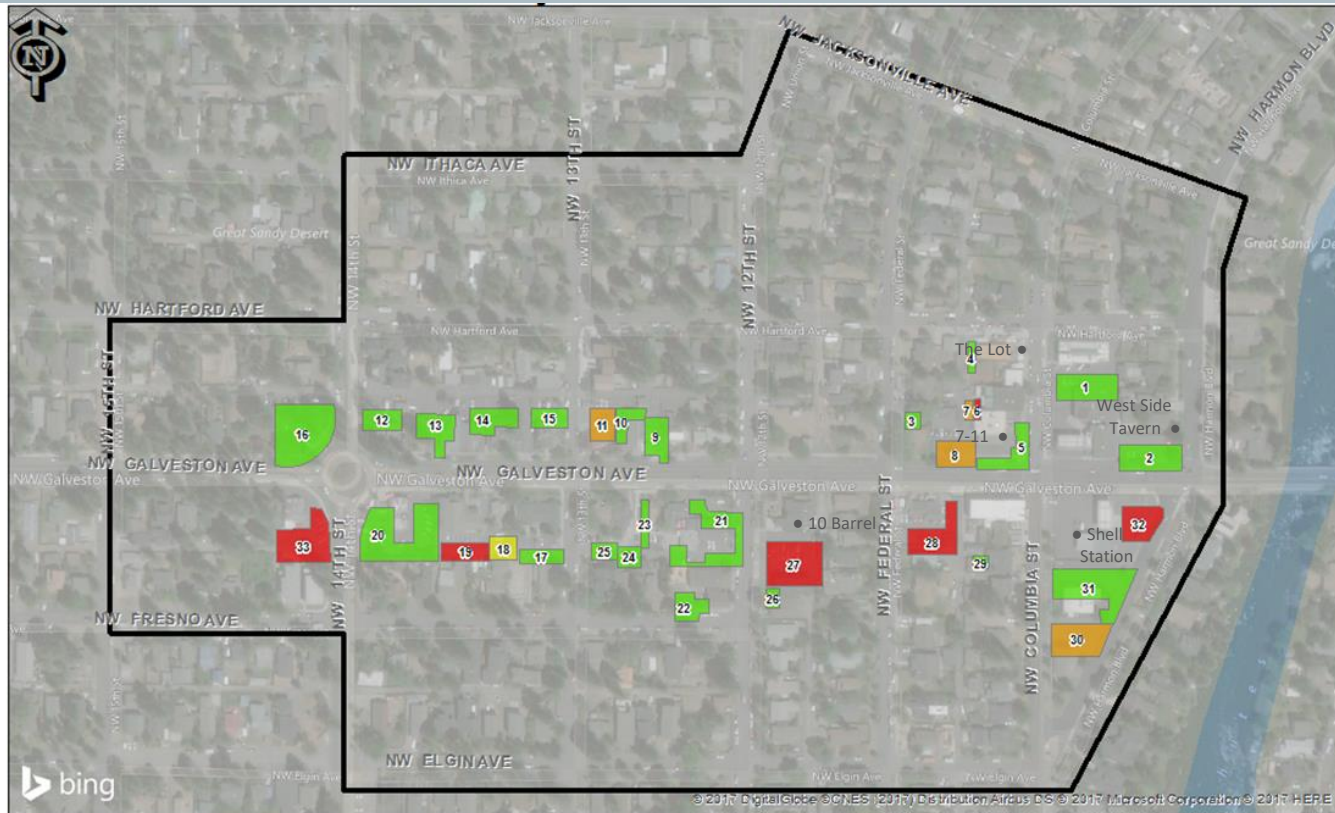
Saturday, August 12, 2017

1:00 - 2:00 PM
Peak Hour



Study Area Heat Map

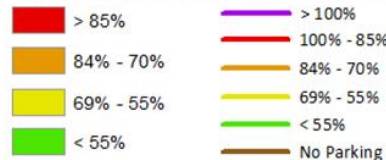
Off-Street Parking (Tuesday, September 26, 2017)



Off-Street Parking Utilization - Weekday

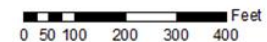
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Tuesday, September 26, 2017

12:00 - 1:00 PM
Peak Hour



Heat Map Findings (off-street)



Lots Exceeding 85% in Peak Hour					
Lot	Descriptor	# of Stalls	Thurs (Aug 10)	Sat. (Aug 12)	Tues (Sept 26)
1	Flipped/Westside Coin-OP Laundry/Cibelli's Pizza	12		x	
14	Fleet Feet/Knitting Place	10		x	
18	Studio 541 Salon	3	x		
19	Cutting Club/East Lake Framing	9	x		x
27	10 Barrel/Namaspa	17	x	x	x
28	Aspect Boards and Brews	20		x	x
33	Parrilla Grill	11	x	x	x

- Similar pattern most days, lunch hour peak (AVG: 141 empty stalls).
- Most lots have low to moderate use.
- 7 of 33 lots reach 85%+ on at least one survey day.
- Lots 27 and 33 constrained all three survey days. Lot 28; two of three days.
- Challenge of off-street is spatial distribution of lots and small lot sizes (largest lot is 24 stalls).

Residential Driveways



Type of Stall	# of Stalls	Survey Day	Peak Occupancy Peak Hour	Stalls Available
Driveways	477	Thurs. (Aug. 10, 2017)	40.9% (195 vehicles) 8:00 – 9:00 PM	282
		Sat. (Aug. 12, 2017)	37.7% (180 vehicles) 8:00 – 9:00 PM	297
		Tues. (Sept. 26, 2017)	36.2% (173 vehicles) 8:00 – 9:00 PM	304

- 477 estimated capacity on driveways.
- Mostly underutilized (37% - 41% peak use).
- 282 – 304 empty “spaces” available during 11AM – 9PM survey hours.

SUMMARY DATA FINDINGS



- Parking problem is generally confined to a 12 block area.
 - NW Hartford/NW Fresno between NW 13th/NW Harmon.
 - Constraint is significant.
- Congestion issues are in play throughout the study zone.
 - Illegal parking
 - Lack of controls and enforcement
- Off-street lots are underutilized, though small and likely difficult to share (because of size).
- Residential driveways have low use, which means capacity for residents that have driveways.



Next Steps

- Final report (November)

OPTIONS FOR CONSIDERATION



1. Clearly mark (with signs and/or paint) clear-vision areas at intersections, prioritizing the over-parked block faces.
2. On over-parked blocks, consider marking on-street parking stalls.
3. Increase enforcement in the district after implementation of the above listed bullets.

OPTIONS FOR CONSIDERATION



4. Request that US Postal Service consolidate individual mailboxes into cluster mailboxes.
5. Implement the Galveston Avenue Design to add approximately 14 on-street spaces along Galveston.
6. If parking situation has not improved following implementation of Steps 1-6, consider formation of a Residential Parking Permit Zone and Commercial Parking District could be established (see Citywide Parking Study).



THANK YOU!