

**RICK WILLIAMS CONSULTING**  
Parking & Transportation



***BEND OR: Galveston Parking Study  
Public Open House - Meeting #2***



OCTOBER 18, 2017

# Agenda

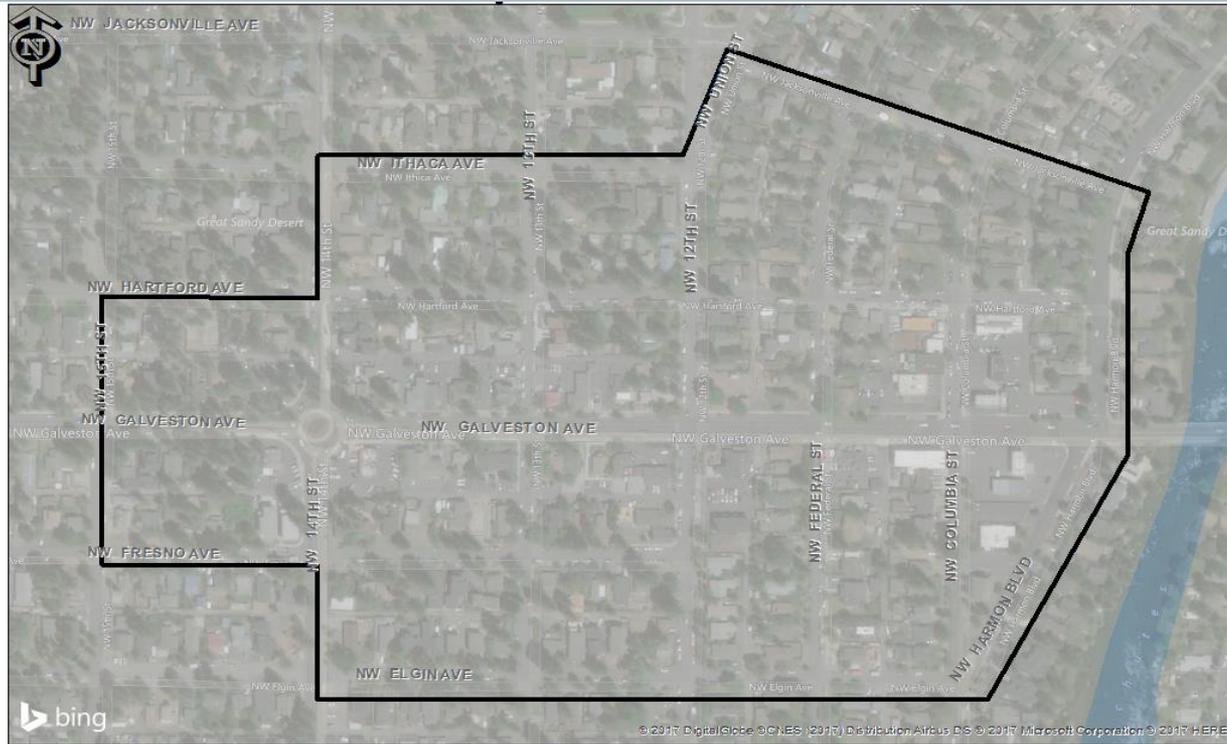


1. Introductions
2. Review Data Findings
3. Q & A
4. Next meeting



# 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 15<sup>th</sup> Street between Hartford and Fresno (west)
- NW Harmon Blvd. (east)

# BACKGROUND



## Survey Days

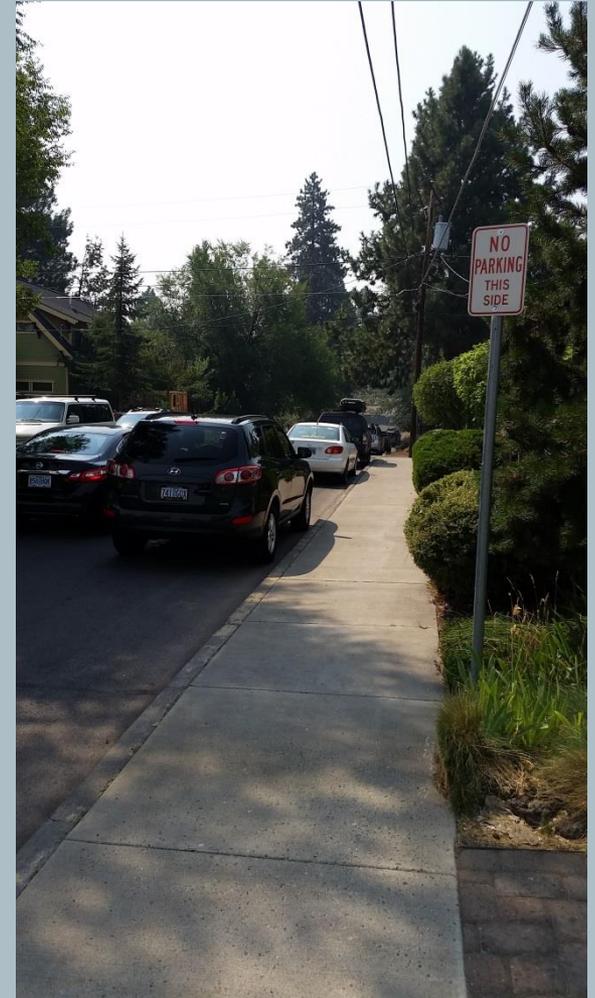
- Thursday, August 10
- Saturday, August 12
- Tuesday, September 26
- Hourly turnover and late night counts (on-street in August)
- Hourly occupancy (off-street)

## 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**.

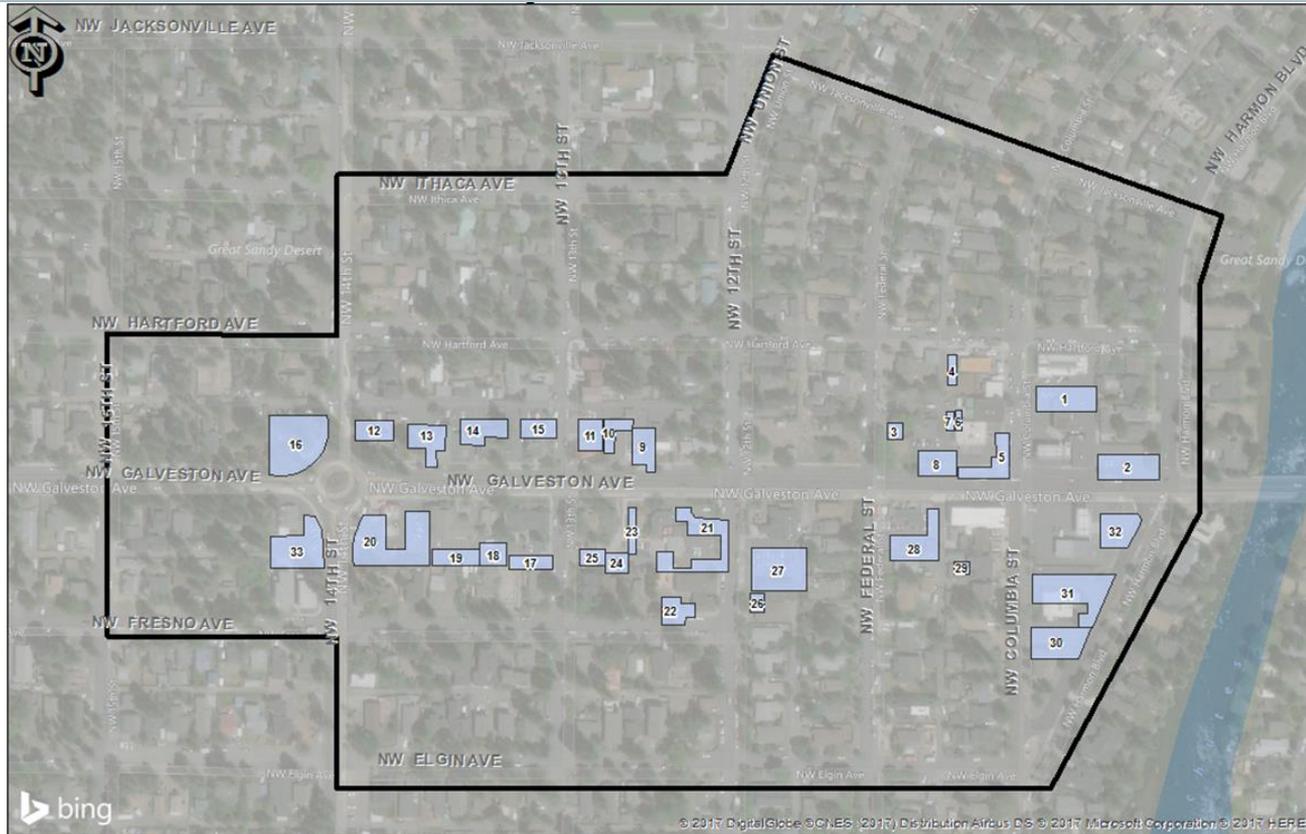
# Inventory (On-street Supply)



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)



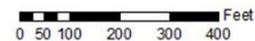
Parking Study Area

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 Off-Street Facilities  
XX Lot Number Identification

2017



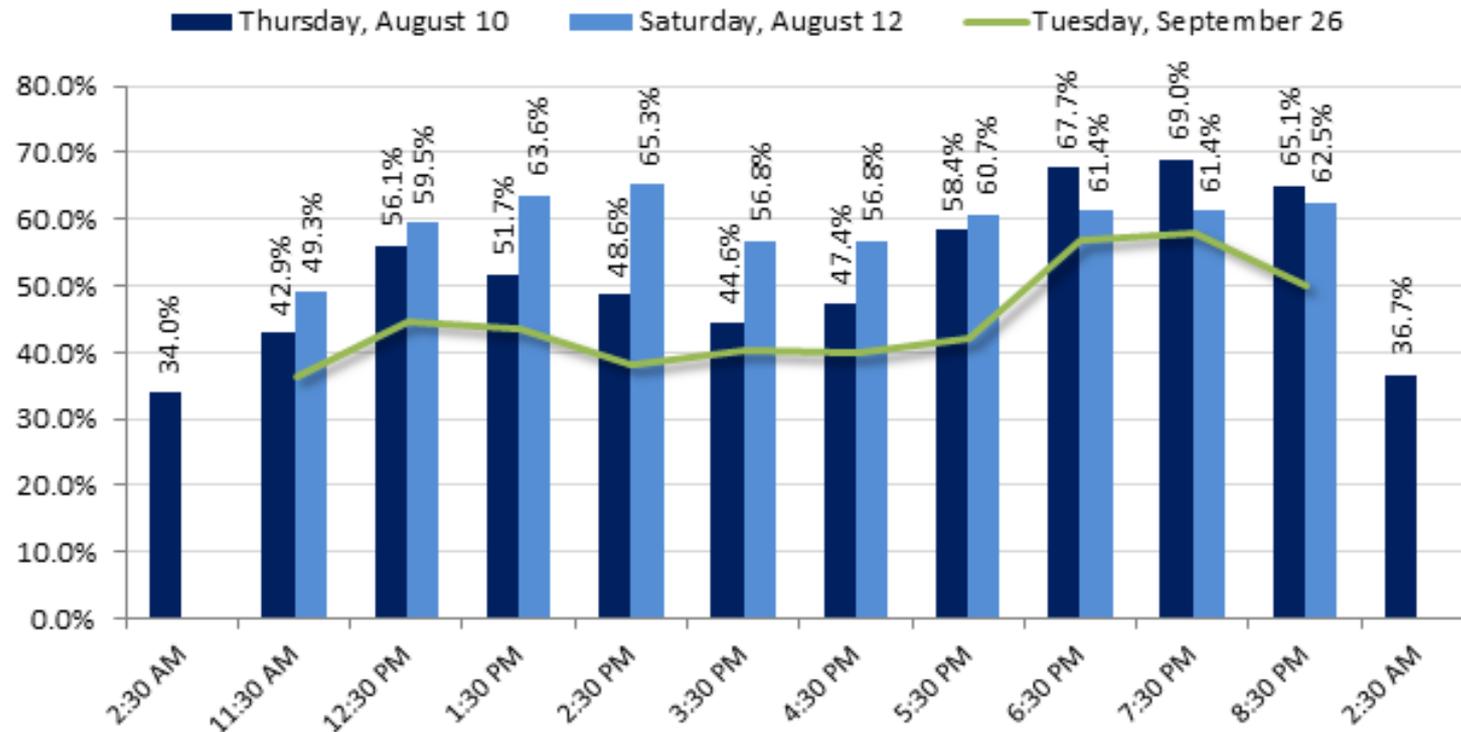
- 307 stalls
- 33 unique sites.
- Lots are associated with and often signed for use by a single business

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



## 2017 Bend - Galveston Parking Utilization

August vs September on-street occupancies (605 stalls)



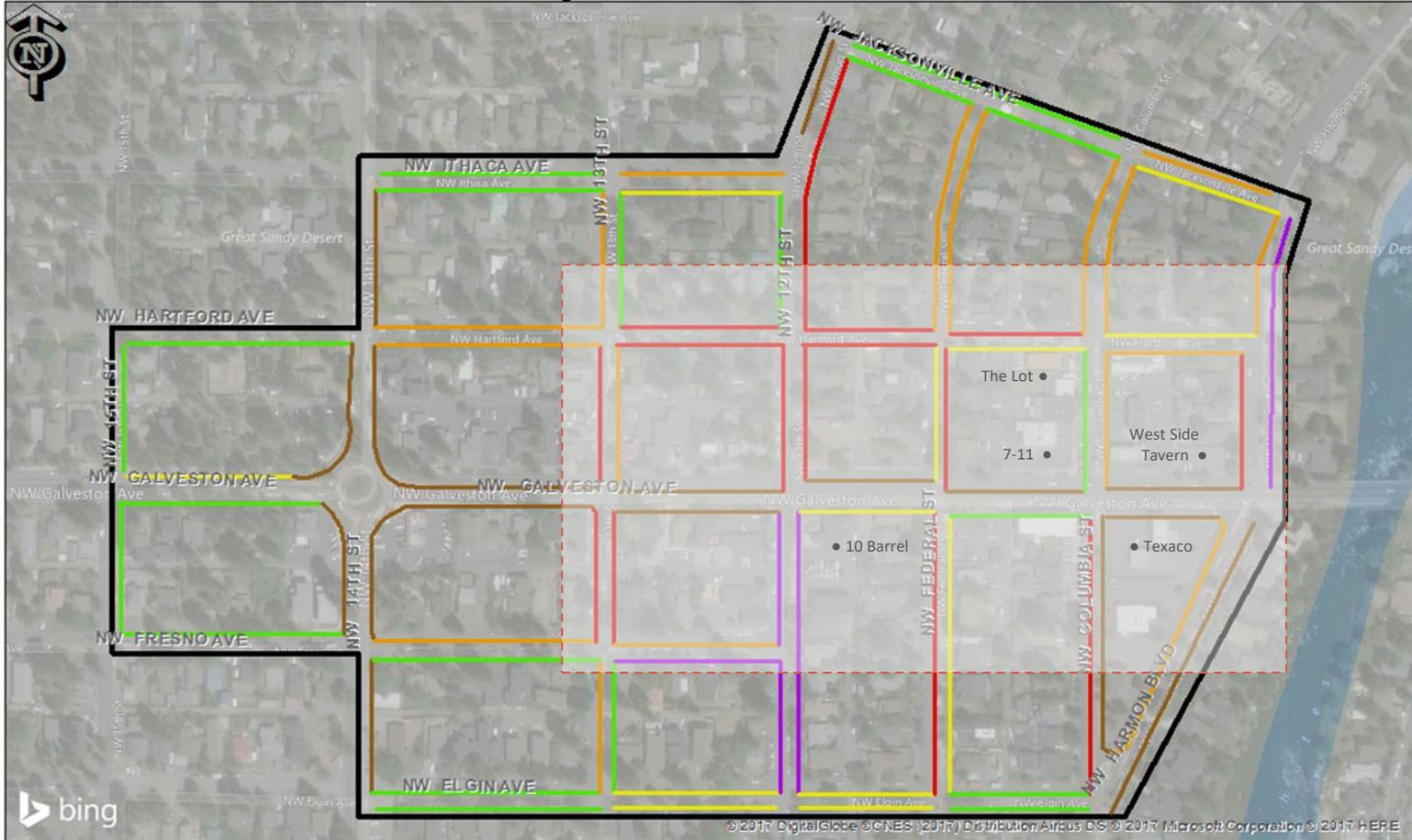
# Hourly Occupancies (on-street)

*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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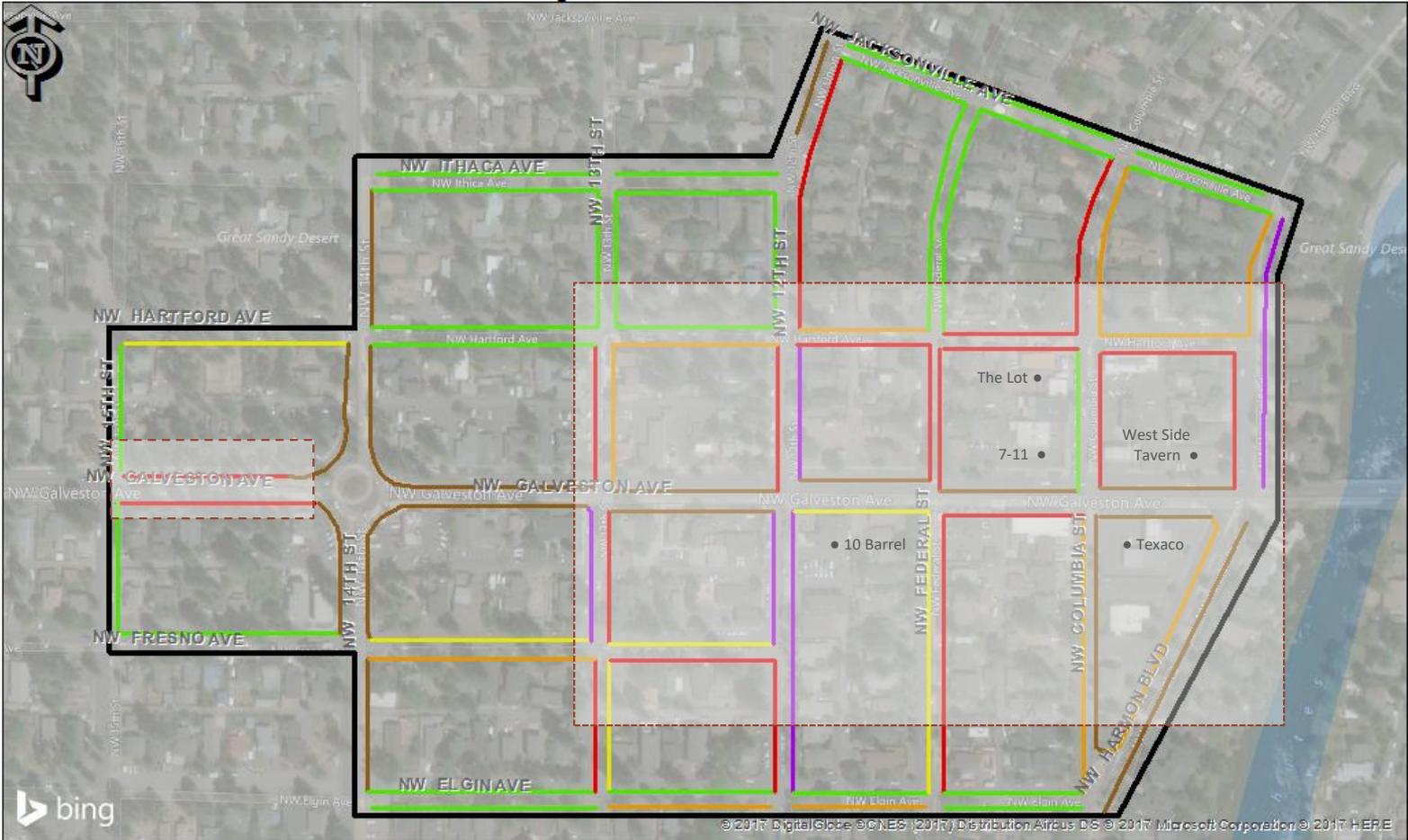


Thursday, August 10, 2017

**7:00 - 8:00 PM**  
**Peak Hour**

Feet  
0 50 100 200 300 400

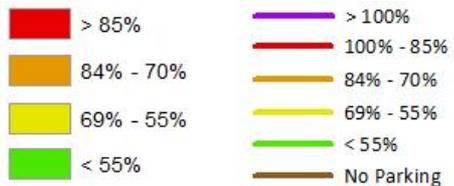
# Study Area Heat Map (on-street / Saturday, August 12, 2017)



**On-Street Parking Utilization - Weekend**

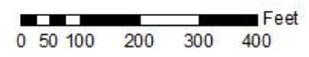
Parking Study Area

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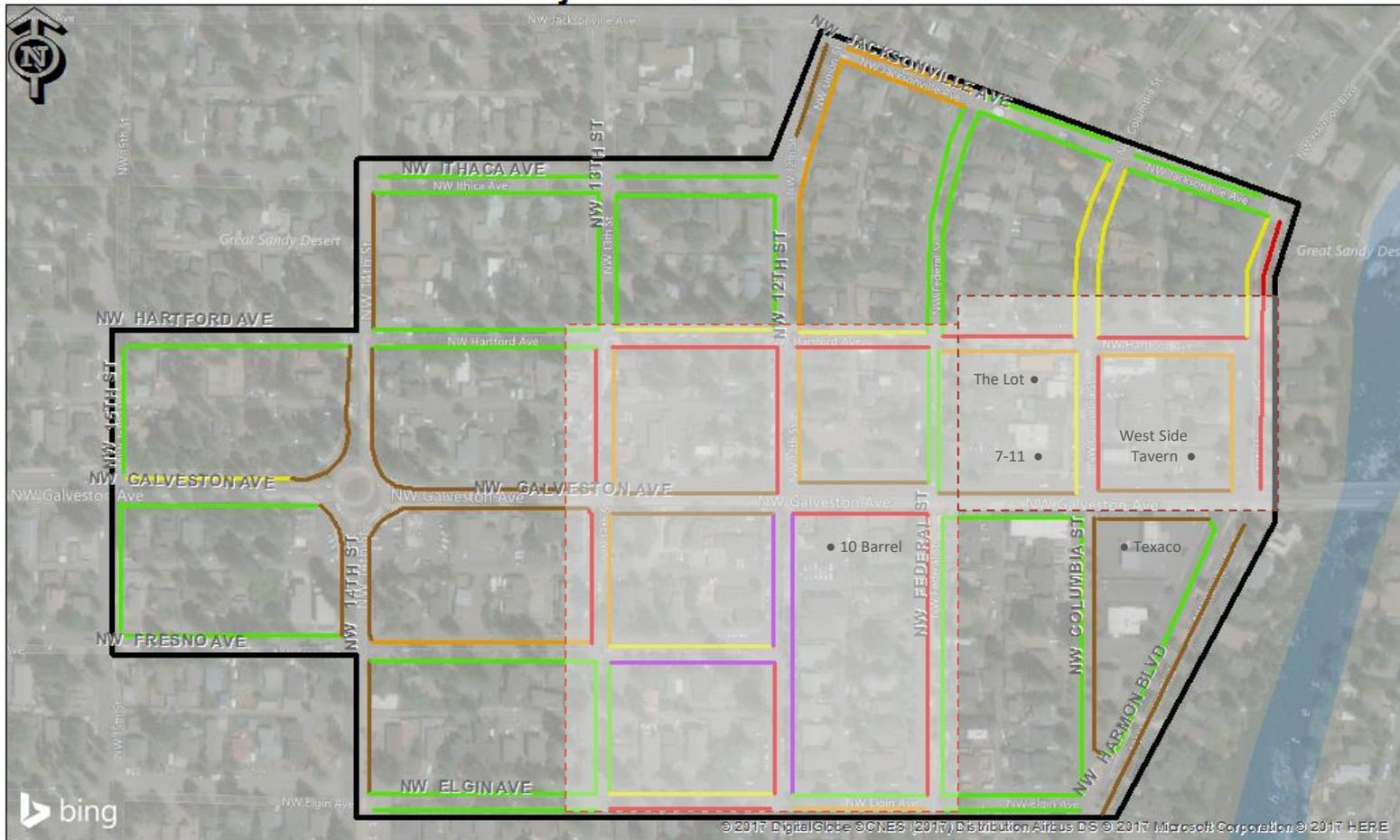


Saturday, August 12, 2017

**2:00 - 3:00 PM**  
**Peak Hour**



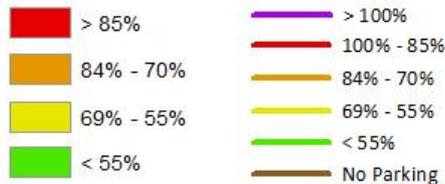
# Study Area Heat Map (on-street / Tuesday, September 26, 2017)



## On-Street Parking Utilization - Weekday

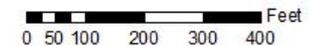
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Tuesday, September 26, 2017

**7:00 - 8:00 PM**  
**Peak Hour**



# 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 13<sup>th</sup>/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).

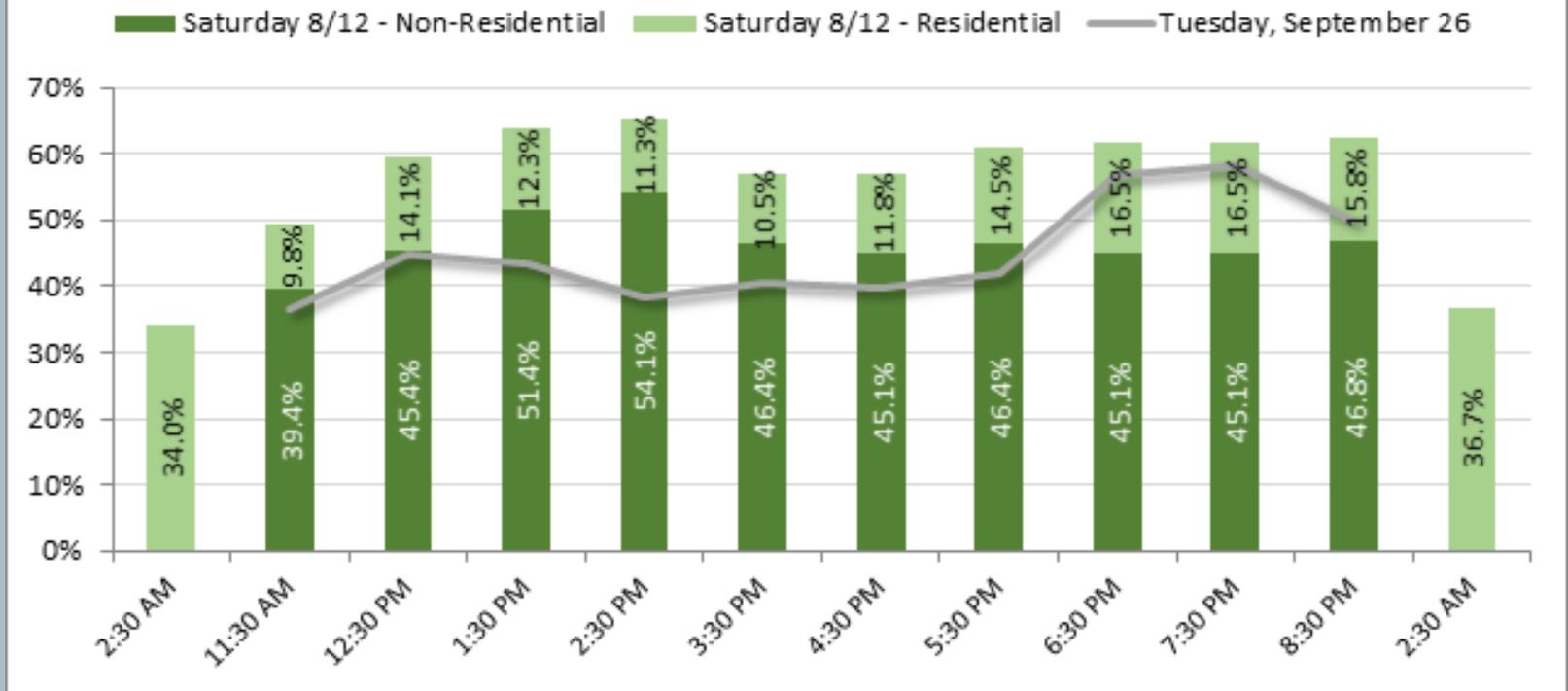
# Key Utilization Metrics (on-street)

(Residential/non-Residential Plates)



## 2017 Bend - Galveston Parking Utilization

August vs September on-street occupancies (605 stalls)



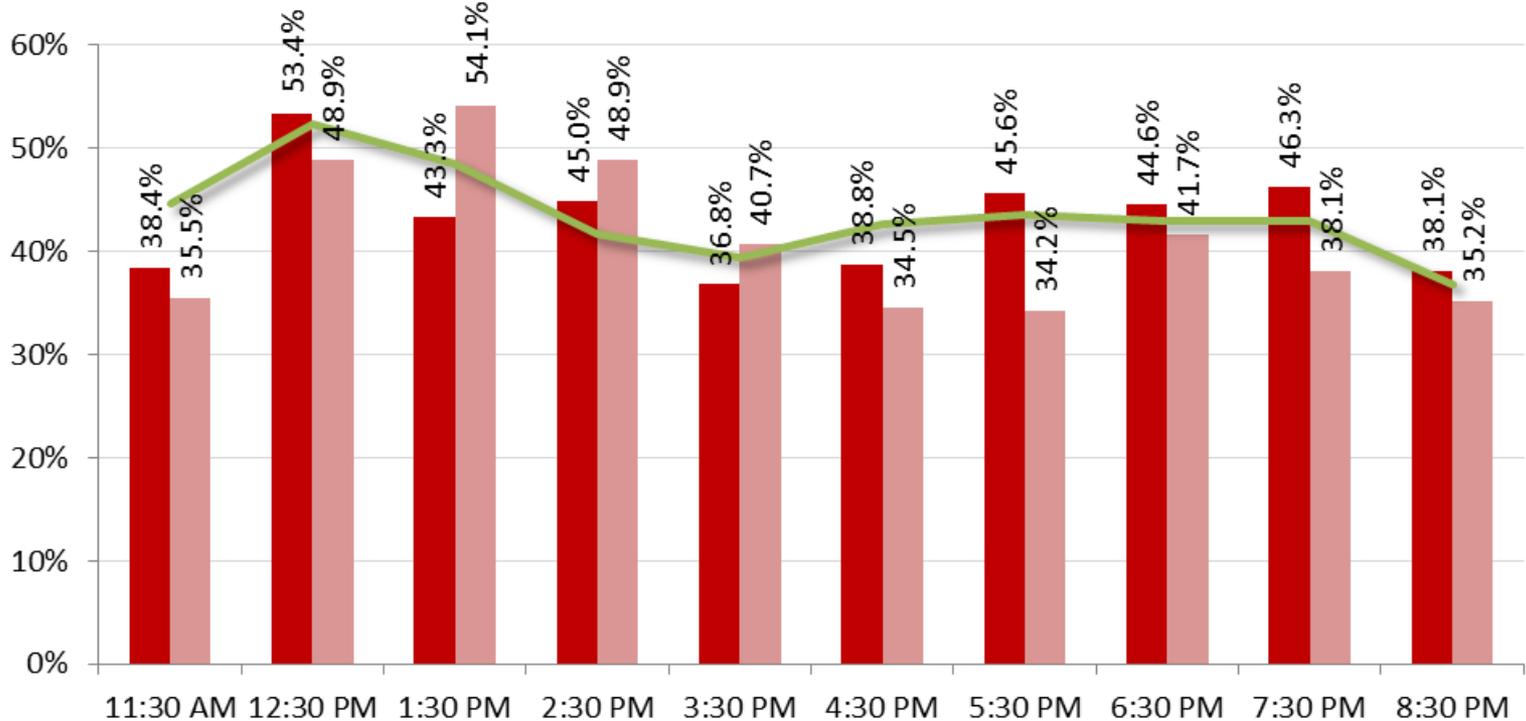
# Hourly Occupancies (off-street)



## 2017 Bend - Galveston Parking Utilization

Weekday vs weekend off-street occupancies (307 stalls)

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



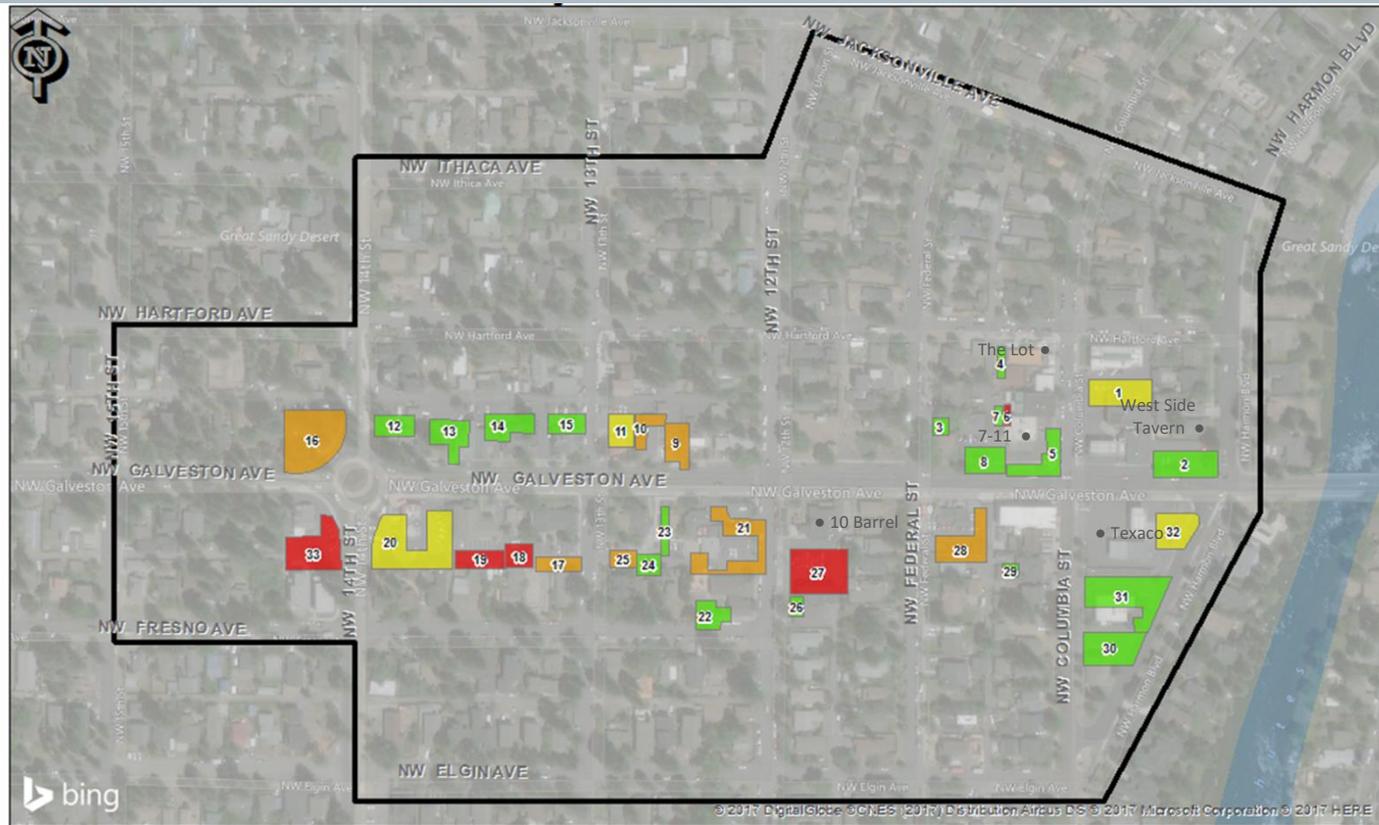
## Key Use Metrics (off-street)



- 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

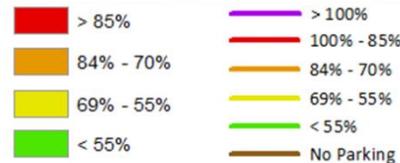
## Off-Street Parking (Thursday, August 10, 2017)



### Off-Street Parking Utilization - Weekday

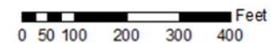
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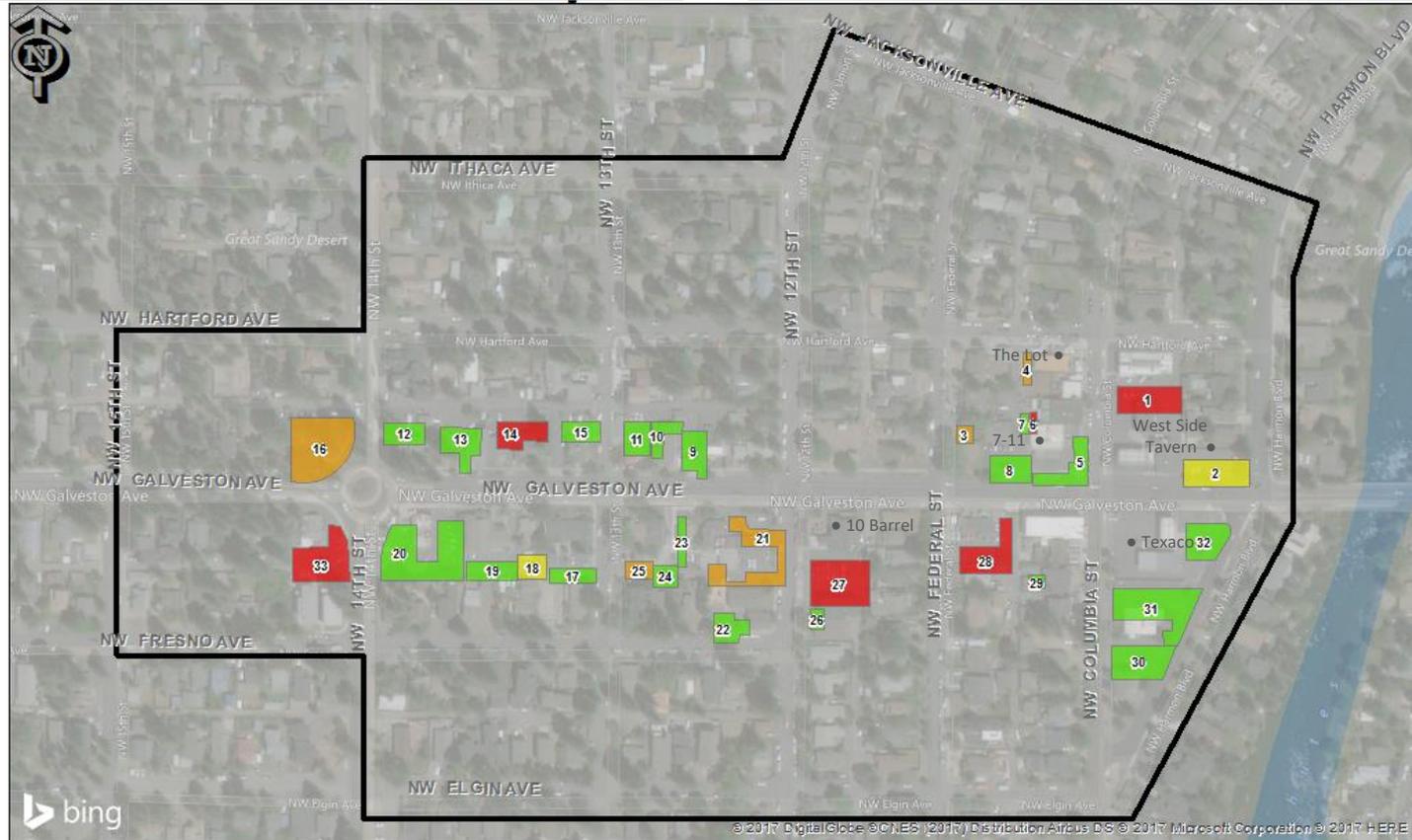
Thursday, August 10, 2017

**12:00 - 1:00 PM**  
**Peak Hour**



# Study Area Heat Map

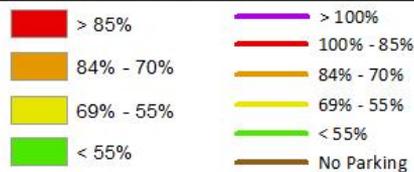
## Off-Street Parking (Saturday, August 12, 2017)



### Off-Street Parking Utilization - Weekend

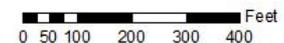
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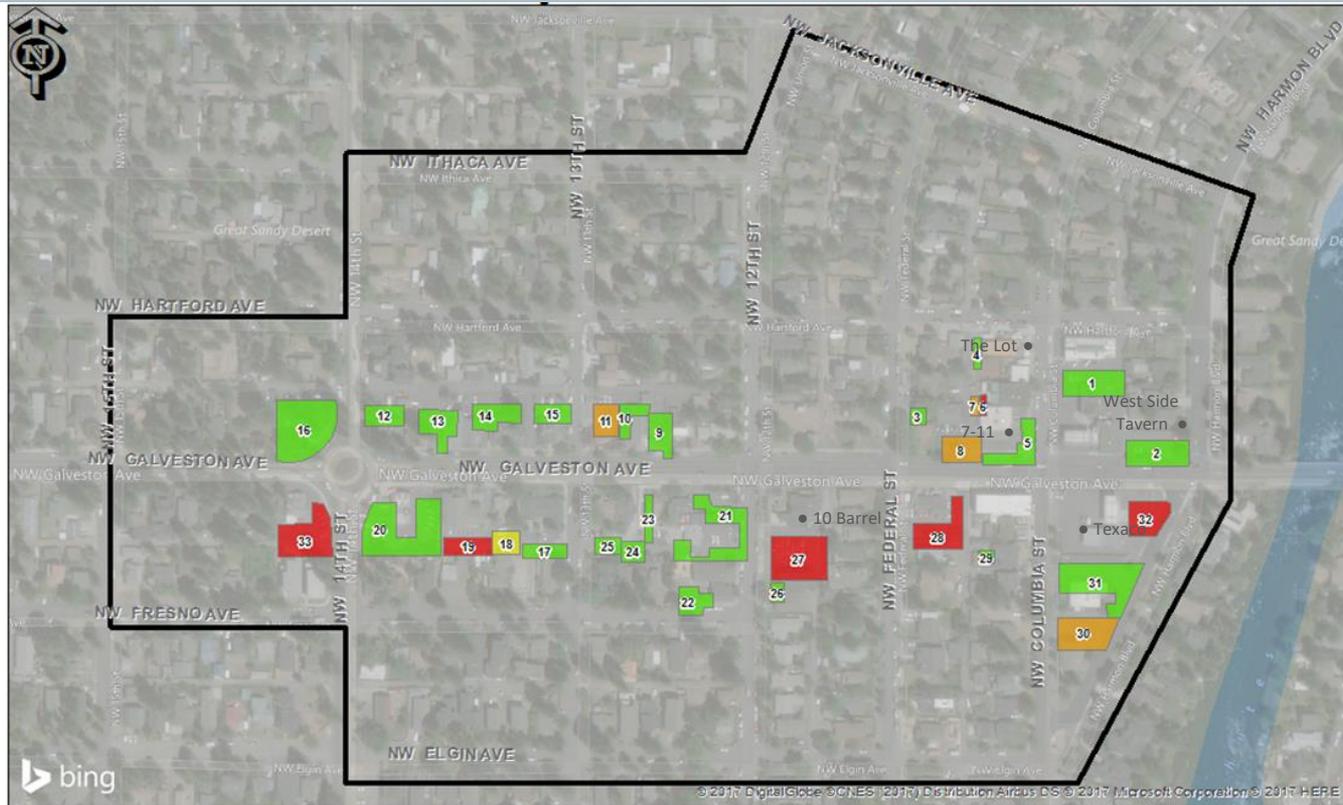
Saturday, August 12, 2017

**1:00 - 2:00 PM**  
**Peak Hour**



# Study Area Heat Map

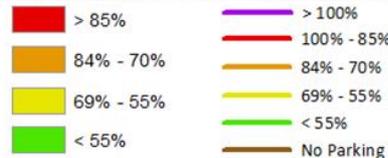
## Off-Street Parking (Tuesday, September 26, 2017)



### Off-Street Parking Utilization - Weekday

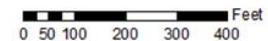
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Tuesday, September 26, 2017

**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 13<sup>th</sup>/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!*