



CITY OF BEND PARKING STUDIES



*Presentation to Planning Commission,
November 27, 2017*

- 1. Galveston Avenue Corridor Parking Study**
- 2. Citywide Parking Study**



PARKING STUDIES TEAM

RICK WILLIAMS CONSULTING

Parking & Transportation



**Anne E. George | Facilitation,
Mediation + Public Involvement**

Parking Advisory Team:

- Bill Moseley, Councilor
- Barbara Campbell, Councilor
- Vincent Mercurio, Planning Commission
- Wendy McGrane, Bend Economic Development Advisory Board

2017 Galveston Corridor Parking Study





WHY DO A GALVESTON AVENUE CORRIDOR PARKING STUDY?

- Council direction (2015)
- Provide real data about parking situation
- Listen to the community about their concerns
- Develop strategies for consideration by the community

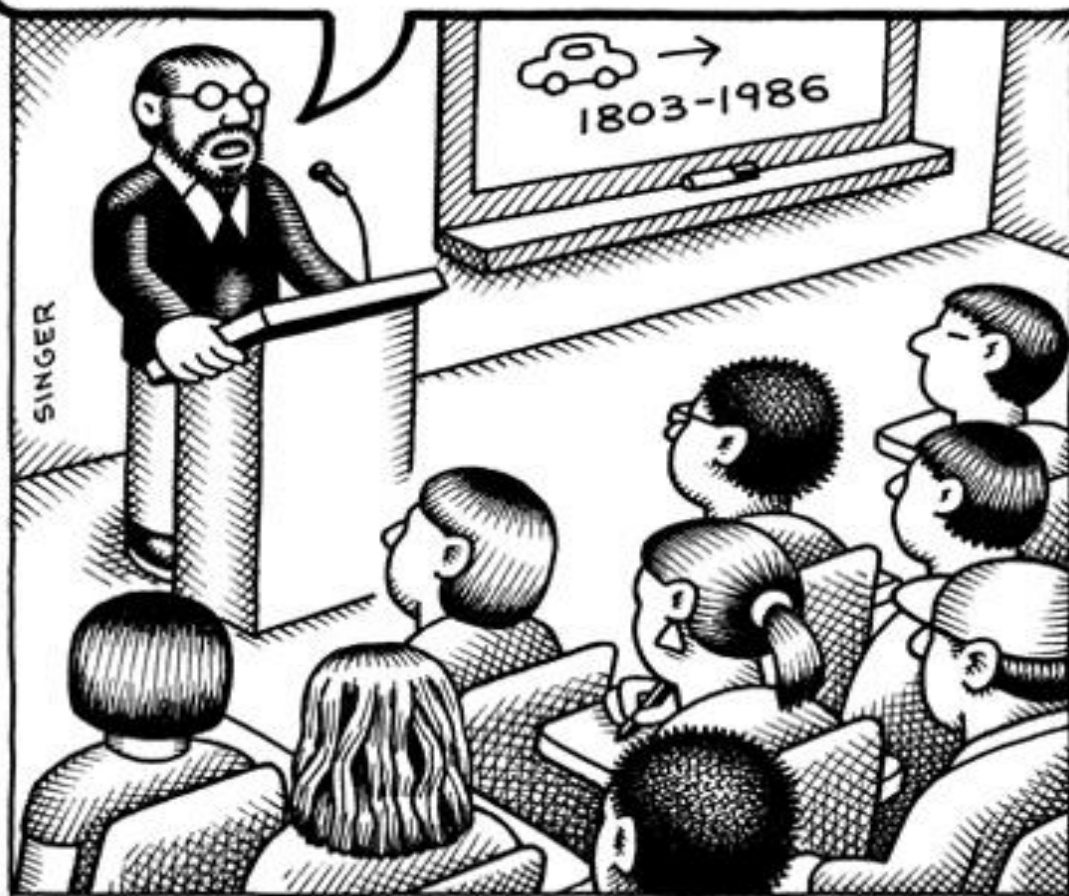


PUBLIC ENGAGEMENT

- One-on-one interviews
- Sounding Board Meetings
- Two Open Houses
- Parking Advisory Team



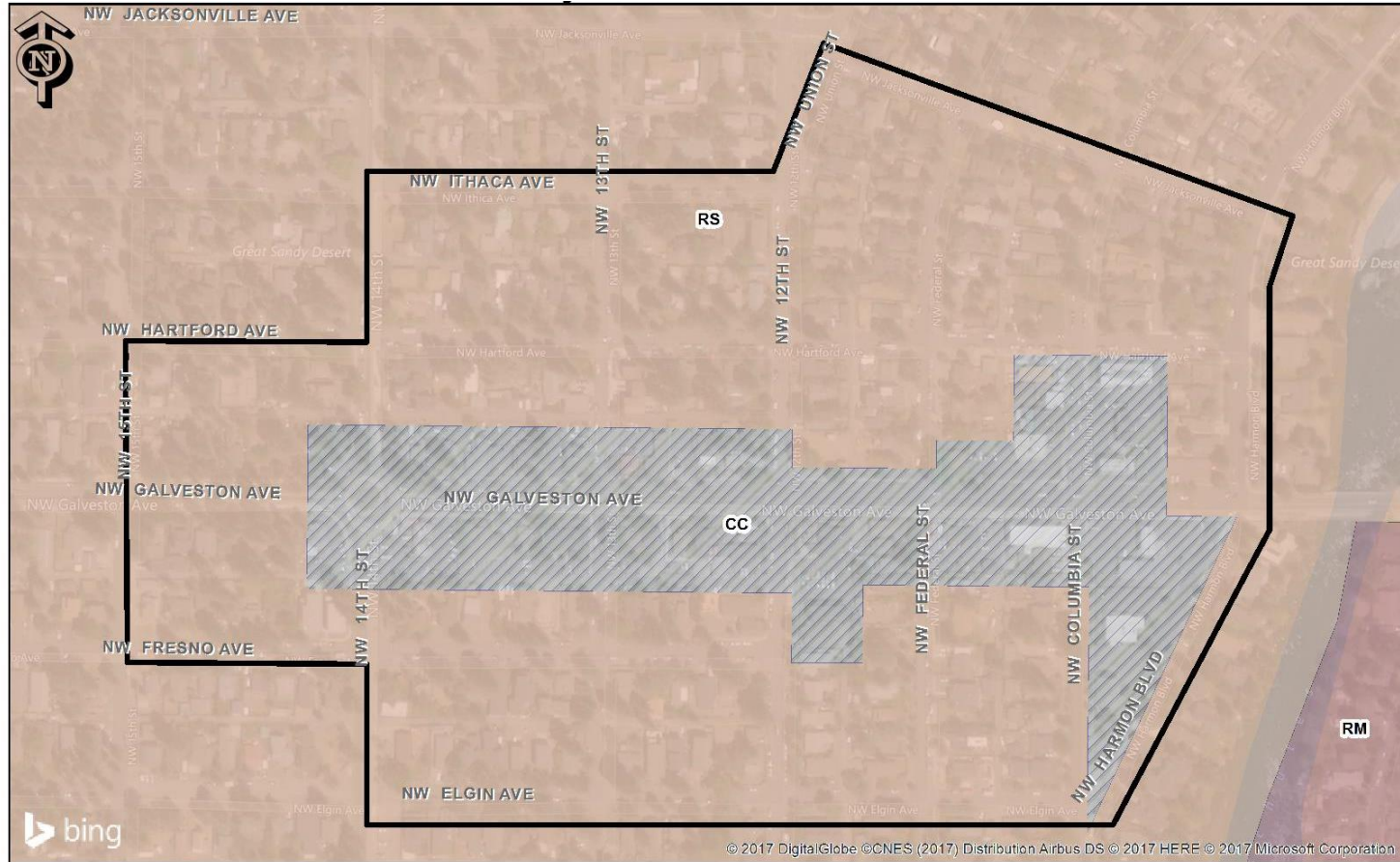
AMERICA IS ALL ABOUT PARKING. THE PILGRIMS CAME HERE IN SEARCH OF PARKING. THEN SETTLERS MOVED WEST IN SEARCH OF MORE PARKING.



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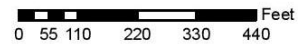
GALVESTON AVENUE CORRIDOR STUDY AREA



Parking Study Area - Zoning

-  Parking Study Area
-  CC - Commercial Convenience
-  RS - Residential Standard Density
-  RM - Residential Medium Density

2017



- NW Ithaca/Jacksonville (north)
- NW Elgin Avenue (south)
- NW 15th Street between Hartford & Fresno (west)
- NW Harmon Blvd. (east)
- Boundaries were modified after 1st Open House



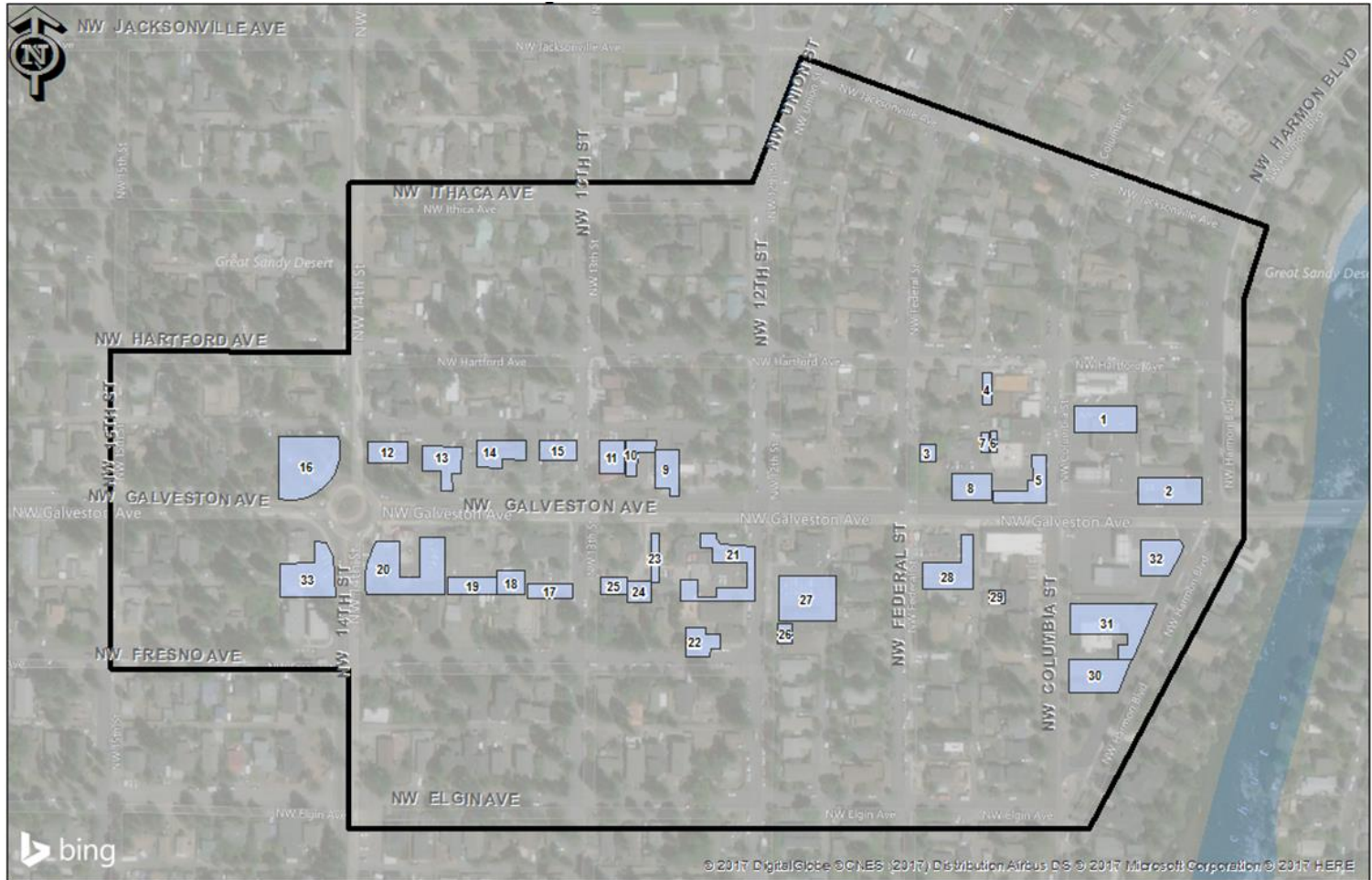
INVENTORY (*ON-STREET SUPPLY*)

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>		

- 23 block area with 66 block faces that allow parking.
- Other parking types recorded & surveyed:
 - Driveways (166 driveways that access approx. 477 parking spots for residents)
 - Mailboxes (adjacent to around 100 on-street spaces)



INVENTORY (OFF-STREET SUPPLY)



- 307 stalls.
- 33 lots.
- Lots are for single businesses.

Parking Study Area

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Parking Study Area
 Off-Street Facilities
XX Lot Number Identification

2017
 Feet
0 50 100 200 300 400



SURVEY BACKGROUND

Survey Days:

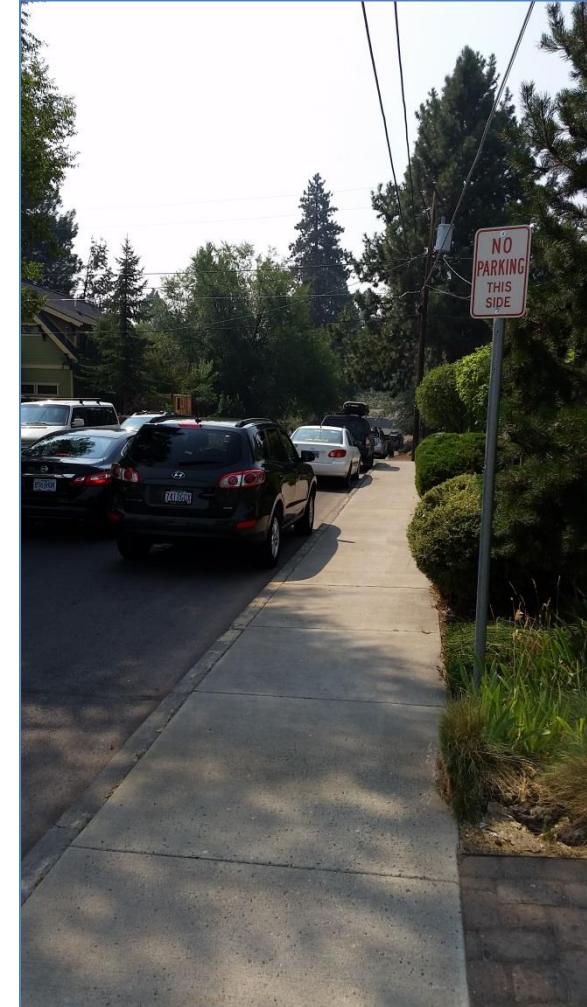
- Thursday, August 10
- Saturday, August 12
- Tuesday, September 26
- Hourly turnover & late night counts (on-street in August)
- Hourly occupancy (off-street)

Supply

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

Surveyed

- 100% on & off-street





GENERAL OBSERVATIONS (ANECDOTAL)

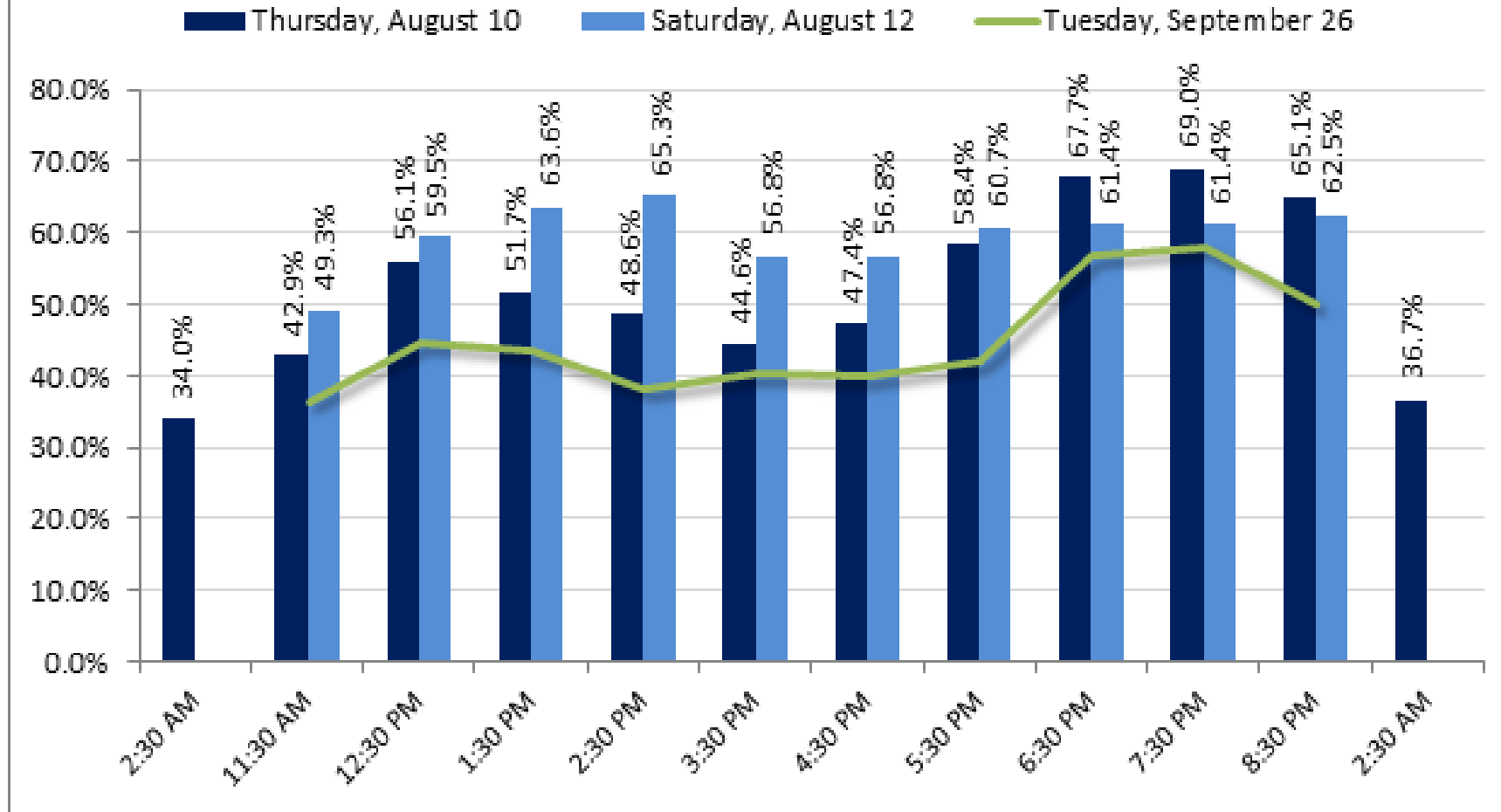
- Portions of the district *feel* congested, especially on some side streets closest to Galveston.
- There is a lot of illegal parking (i.e., blocked clear vision areas at intersections, fire hydrants, & curb cuts).
- Many people appear to park in the district & walk out of the district – especially to access the River.
- There are quite a few inebriated people on the streets at 2:00 AM.
- People in the Galveston Avenue district are very friendly.



HOURLY OCCUPANCIES (ON-STREET)

2017 Bend - Galveston Parking Utilization

August vs September on-street occupancies (605 stalls)





HOURLY OCCUPANCIES (ON-STREET): CONCLUSIONS

- Peak occupancies for the **entire district** are moderate for all survey days (<70%) .
- Highest peak hour was **Thursday** (Aug. 10) @ 69% between 7:00 PM & 8:00PM.
- All days show midday & evening peaks with dip between 3 PM & 5 PM.
- 2:30 AM counts show average occupancy of 35% (primarily residents on-street)
- **Some block faces are parked more than 100% due to illegal parking.**

THIS? NOT SO MUCH....

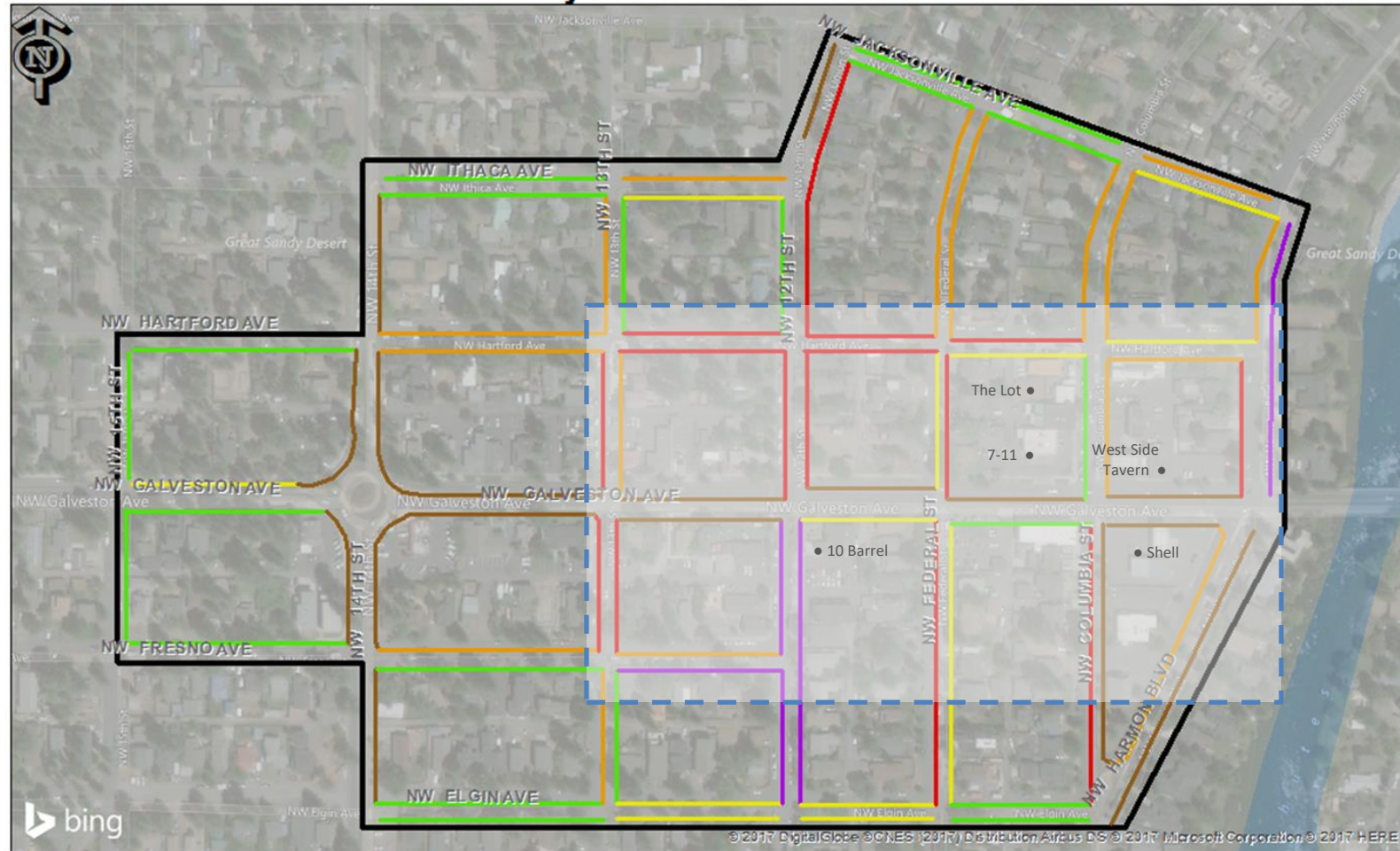


MORE LIKE THIS....





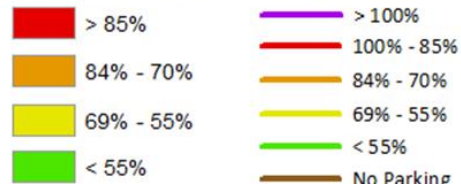
STUDY AREA HEAT MAP (ON-STREET / THURSDAY 8-10-17)



On-Street Parking Utilization - Weekday

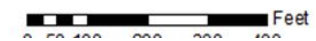
Parking Study Area

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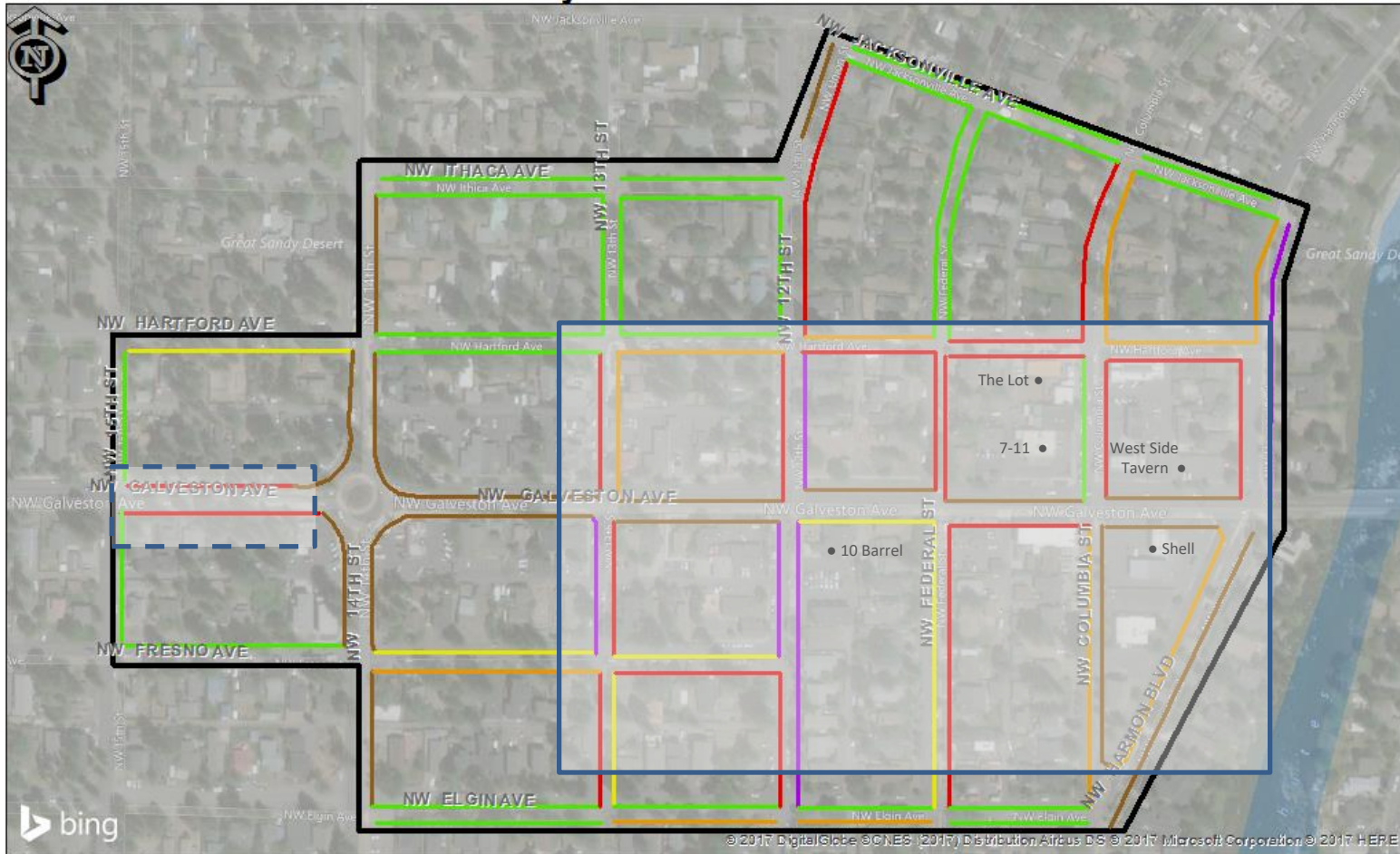
Thursday, August 10, 2017

7:00 - 8:00 PM
Peak Hour





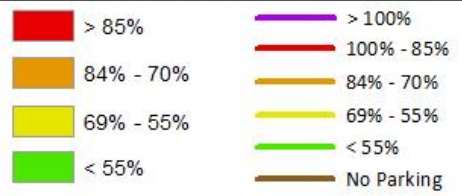
STUDY AREA HEAT MAP (ON-STREET / SATURDAY 8-12-17)



On-Street Parking Utilization - Weekend

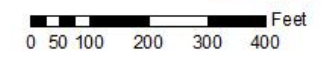
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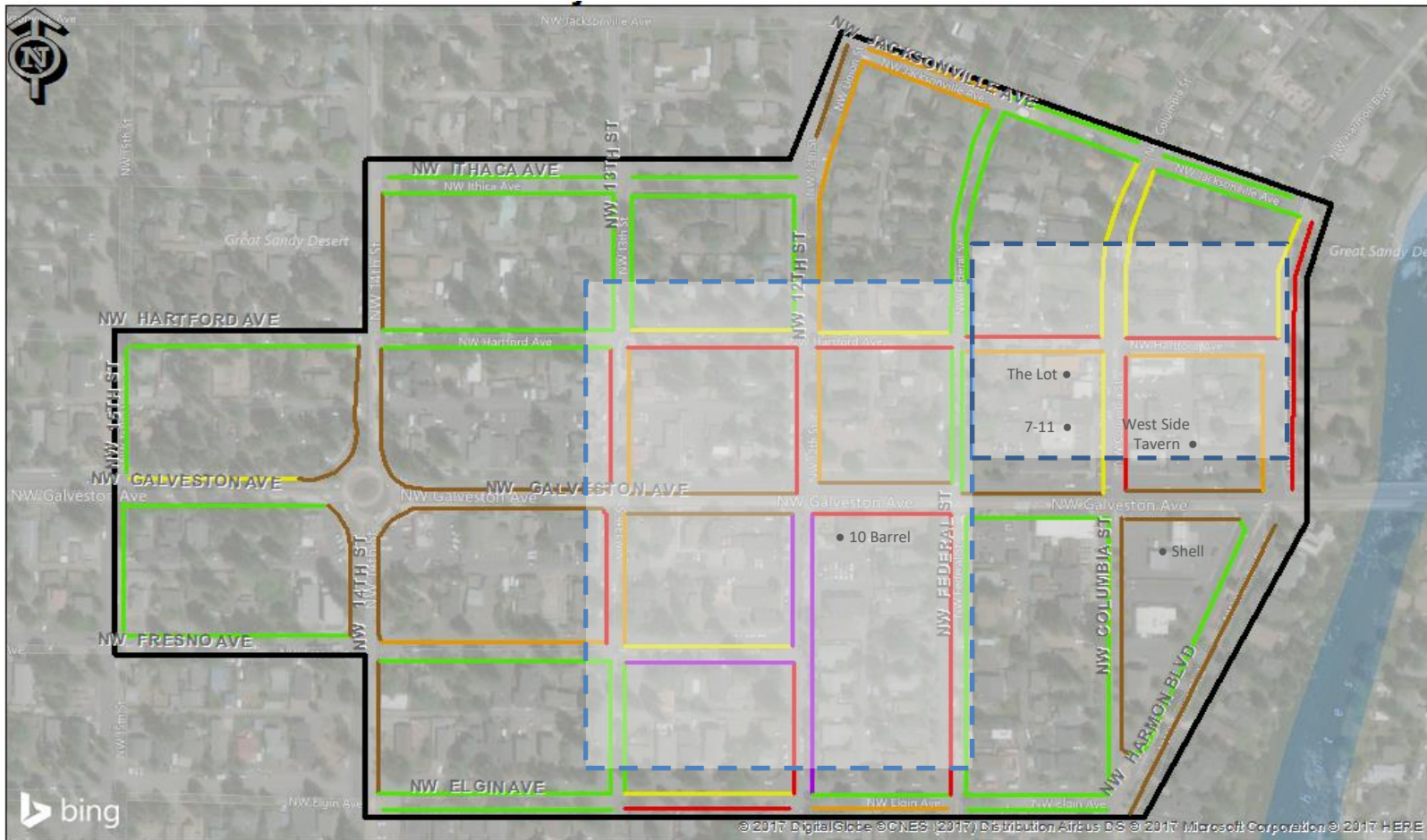
Saturday, August 12, 2017

2:00 - 3:00 PM
Peak Hour





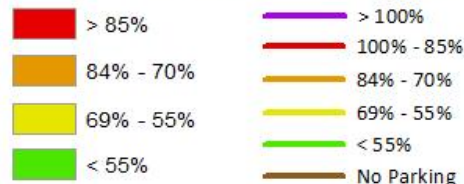
STUDY AREA HEAT MAP (ON-STREET / TUESDAY 9-26-17)



On-Street Parking Utilization - Weekday

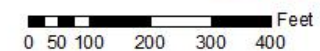
Parking Study Area

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Tuesday, September 26, 2017

7:00 - 8:00 PM
Peak Hour



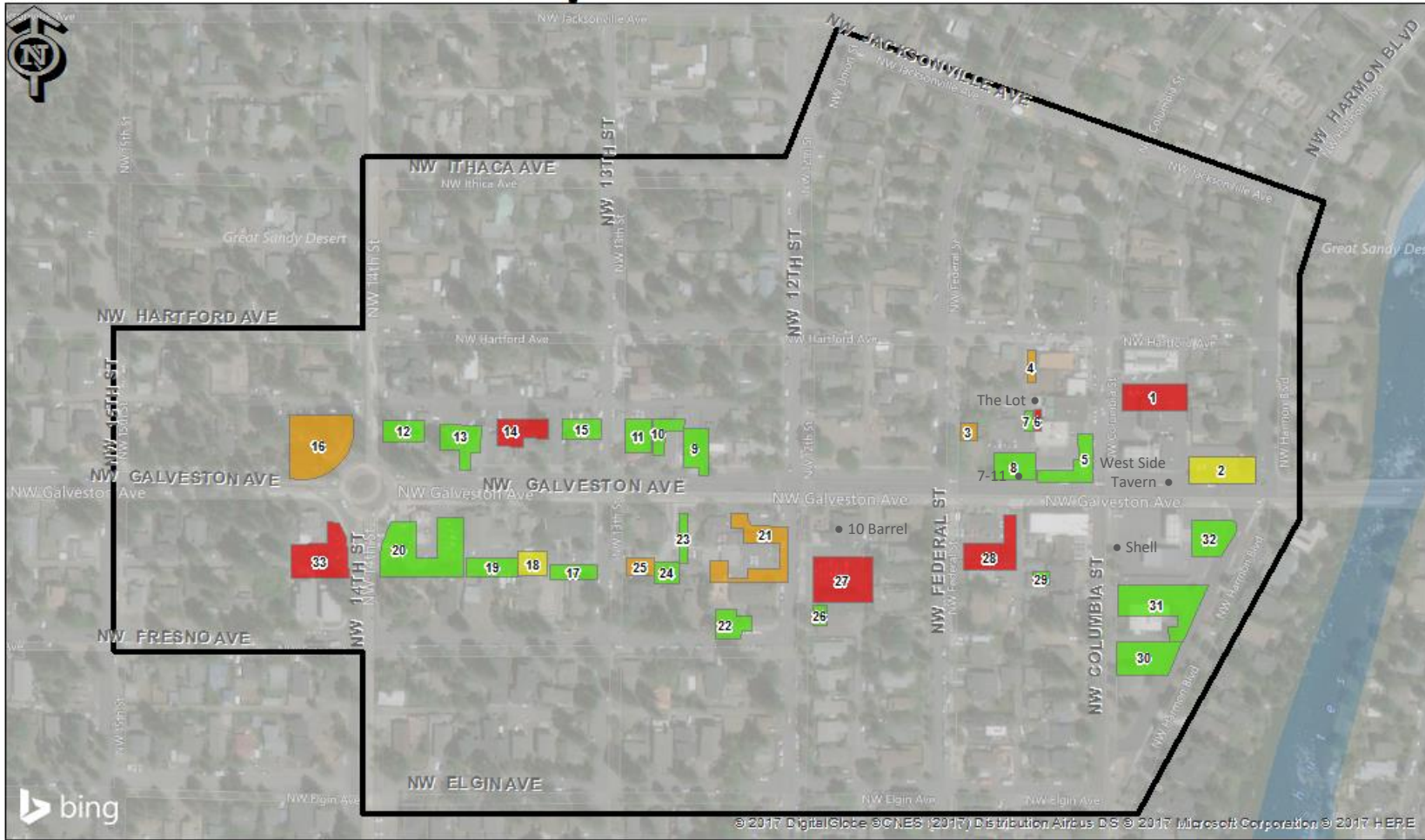


FINDINGS (ON-STREET)

- Parking is constrained in a concentrated area (39 of 66 block faces).
- **In summer, over half of block faces in the box exceed 85%**
- Peak hours are 7-8 PM (weekdays); 2-3 PM (weekends).
- Average duration of stay is less than 3 hours.



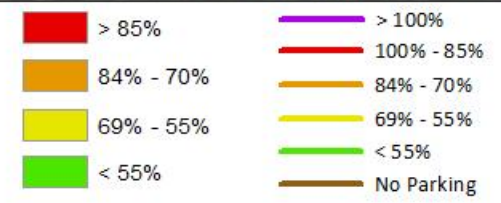
STUDY AREA HEAT MAP OFF-STREET PARKING (SATURDAY 9-12-17)



Off-Street Parking Utilization - Weekend

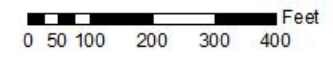
Parking Study Area

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Saturday, August 12, 2017

1:00 - 2:00 PM
Peak Hour





HEAT MAP FINDINGS (*OFF-STREET*)

- Most lots have low to moderate use.
- 7 of 33 lots reach 85% on at least one survey day.
- 10-Barrel/Namaspa & Parrilla Grill lots were full all three survey days.
- Sharing off-street parking between businesses is difficult because of the distribution & small size of lots (largest lot is 24 stalls).



RESIDENTIAL DRIVEWAYS

- 477 estimated capacity on driveways (more than double the on-street residential demand).
- Mostly underutilized (37% - 41% peak use).
- 282 – 304 empty parking spaces during 11 AM – 9 PM survey hours.



SOME OPTIONS TO MANAGE PARKING IN THE GALVESTON AVENUE CORRIDOR

1. Clearly mark (with paint &/or signs) clear-vision areas at intersections, prioritizing the over-parked block faces.
2. On over-parked blocks, consider marking on-street parking stalls. *Note: the City currently only does this Downtown. Implementing this would require one ADA space per 25), and could potentially eliminate parking on one side of some streets.)*
3. Increase enforcement in the district after implementation of Steps 1 & 2.





SOME OPTIONS TO MANAGE PARKING IN THE GALVESTON AVENUE CORRIDOR

4. Request that US Postal Service consolidate individual mailboxes into cluster mailboxes. *Note: This is not a City action.*
5. Implement the Galveston Avenue Design to potentially add 14 on-street spaces along Galveston.
6. If parking situation doesn't improve after implementation of Steps 1-6, consider formation of a Residential Parking Permit Zone &/or Commercial Parking District. *Note: This assumes that these tools are available, which is currently not the case. See the Citywide Parking Study for draft guidelines.*

2017 Citywide Parking Study





WHY DO A CITYWIDE PARKING STUDY?

- Transportation Planning Rule compliance
- Right-sizing parking (the Goldilocks theory: not too little but not too much)
- Parking Districts as a planning tool
- Policy language for Transportation Systems Plans update





TRANSPORTATION PLANNING RULE COMPLIANCE

Transportation Planning Rule 660-012-0045

(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:

(c) Implements a parking plan which:

(A) Achieves a **10% reduction** in the number of parking spaces **per capita** in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;

OR



TRANSPORTATION PLANNING RULE COMPLIANCE (PART 2)

(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:

- ✓ (A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;
- ✓ (B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;
- ✓ (C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;
- ✓ (D) Exempt structured parking and on-street parking from parking maximums;
- ✓ (E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips);
- (F) Provide for designation of residential parking districts.



RIGHT-SIZING OUR PARKING: THE GOLDILOCKS THEORY

Regional studies indicate that most municipal codes currently require more parking than actual demand. Why is this a problem?

Too much parking can:

- Use land that could be developed for economic benefit.
- Discourage walking, bicycling & transit.
- Have environmental impacts such as runoff & heat sinks.
- Increase the cost of housing.
- Make some land undevelopable.

Not enough parking can:

- Discourage the use of businesses.
- Impact adjacent neighborhoods.
- Result in illegal parking behaviors.





RIGHT-SIZING OUR PARKING CODES: TESTING BEND'S ACTUAL USE

Land Uses Tested:

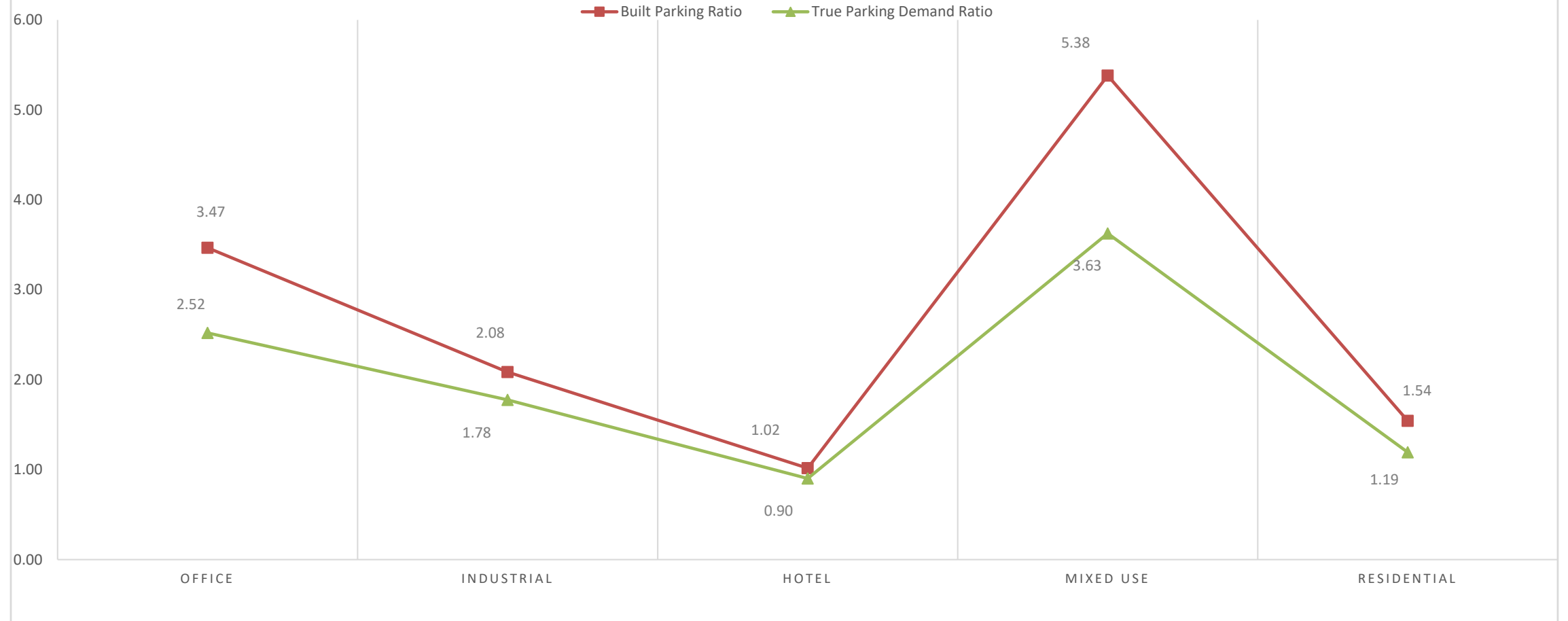
- Office
- Industrial
- Hotel
- Mixed use
- Multi-family
- Restaurant (TBD early Spring 2018)





SUMMARY OF PARKING DEMAND

2017 BEND PARKING DEMAND EVALUATION
LAND USE CATEGORY COMPARISON





RIGHT-SIZING OUR PARKING CODES: CONCLUSIONS & RECOMMENDATIONS

- **Office uses.** Code minimum (2.86 per 1000 sf floor area) and demand* (2.90) track very closely. *No change in current minimum requirements is recommended.*
- **Industrial land uses.** In some areas, code minimum (1.43 per 1000 sf of floor area) is exceeded by observed demand of (1.86), mainly where building uses have changed from the original approval. *It is recommended that the City consider code revisions to allow the use of on-street parking in industrial areas to count towards required parking.*

* “Demand”= true demand (observed) + a buffer of 15% for mixed use, retail & office; 10% for industrial; and 5% for residential and hotel.



RIGHT-SIZING OUR PARKING CODES: CONCLUSIONS & RECOMMENDATIONS

- **Hotel developments.** Required & provided parking closely matches demand. *No change in current minimum requirements is recommended.*
- **Mixed Use developments.** The demand ratio of 4.17 is 24% lower than the existing built supply (5.38); developments in this use classification are significantly overbuilding. *No change in current minimum requirements is recommended; this evaluation should be repeated when there are a representative number of true Mixed Use developments in Bend*.*
- **Multi-family parking.** Parking demand is an average of 1.25 stalls/unit; the code minimum is 1-2 stalls/unit (depending on # of bedrooms); most multi-family uses are supplying parking at a rate greater than actual demand. *No change in current minimum requirements is recommended.*

** Note: These mixed use sites were chosen because of their mix of commercial & office uses; true Mixed Use developments would include significant residential. The MU Zone is too new for there to be actual mixed use development to test.*



RESIDENTIAL PARKING PERMIT ZONES (RPPZ)

RPPZs:

- Respond to situations where parking from abutting commercial or institutional use extends into residential neighborhoods.
- Are generally initiated at the request of residents in areas zoned residential.
- Allow parking management through permits & time limits that give preference to residents & their guests.
- Typically require the payment of a permit fee used to manage the RPPZ.
- Are managed by the City (i.e., signing and enforcement).
- Would require changes to Bend's municipal code.





COMMERCIAL PARKING DISTRICTS

Commercial Parking Districts:

- Manage on-street parking for the benefit of a commercial area.
- Prioritize parking for customers & encourage turn over.
- Typically encompass an area of at least 10 block faces.
- Need to be established by an organized business association.
- Requires the agreement of the majority of business owners in the district.
- May be managed by either an Association or by the City.
- Would require changes to Bend's municipal code to allow.





CITYWIDE PARKING POLICY

- Need parking policies to support existing code language.
- Will be incorporated into Bend Transportation System Plan & MPO Metropolitan Transportation Plan Updates.
- Policy topics include:
 - Providing access
 - Preserving system continuity
 - Preserving & enhancing community aesthetics & values
 - Providing a multi-modal street system
 - Supporting compact community design
 - Being equitable and cost-effective





NEXT STEPS

Galveston Avenue Corridor Parking Study

- Consultant: Finalize report by December 15
- Staff: work with Streets on striping over-parked blocks

Citywide Parking Study

- Consultant: Finalize reports by December 15
- Staff: Draft policy language based on consultant recommendations for inclusion into the TSP/MTP

