

Agenda



1. Introductions Carolyn
2. Community Input Carolyn
3. Continue/Finalize Guiding Principles Rick/Phill
4. Review Initial Spring Data findings (time permitting) Rick
5. Next meeting Group
6. Community Input Carolyn
7. Adjourn



Community Input

Guiding Principles



- Statements of value, priorities and desired outcomes
- Strive to capture May 25, 2016 discussion.
- Seven element areas
 1. CITY ROLE AND COORDINATION
 2. PRIORITY USERS
 3. ACTIVE CAPACITY MANAGEMENT
 4. INFORMATION SYSTEMS (SUPPLY & CUSTOMER-BASED)
 5. INTEGRATION WITH OTHER MODES
 6. PLANNING FOR FUTURE SUPPLY
 7. FINANCIAL VIABILITY

Objective Statement



“To support a vibrant, diverse, attractive, and uniquely identifiable downtown.

The components of this plan need to be simple and intuitive for the user.

The parking system must be affordable, safe, secure, financially sound and well-integrated with all modes of access to downtown.”

CITY ROLE AND COORDINATION



a. Primary Role (City of Bend).

The City's primary roles in providing parking are to (1) accommodate customer/visitor access downtown and (2) facilitate residential and/or guest access in immediately adjacent neighborhoods.

CITY ROLE AND COORDINATION



b. Primary Role (Private Sector).

Employee and downtown residential parking should be led by the private sector and through partnerships where the City can reasonably participate (financially or programmatically).

CITY ROLE AND COORDINATION



c. Centralized Management.

Centralize management of public parking to ensure optimal use of its supply.

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.

CITY ROLE AND COORDINATION



e. Stakeholder Support.

Ensure that a representative body of affected private and public constituents routinely informs decision-making.

CITY ROLE AND COORDINATION



f. Coordinated Management.

Coordinate parking in a manner that supports the unique character of existing and emerging downtown districts and neighborhoods. Where appropriate, manage parking by zone.

PRIORITY USERS



a. On-Street System (downtown).

The most convenient on-street parking will be preserved for the priority user; the customer/visitor (short-term trip).

PRIORITY USERS



- b. On-Street System (immediately adjacent neighborhoods).

The most convenient on-street parking will be preserved for the priority user; the resident and their guests.

PRIORITY USERS



c. On-street Turnover.

The on-street parking system is a finite resource and will be managed to provide a rate of turnover that supports “district” vitality.

PRIORITY USERS



d. 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.

ACTIVE CAPACITY MANAGEMENT



a. Optimize Utilization.

Manage the public parking system using the 85% Occupancy Standard to inform and guide decision-making.

ACTIVE CAPACITY MANAGEMENT



b. Resolve Constraints.

Parking demands in excess of the 85% Occupancy Standard will require best practice strategies to minimize parking constraints.

ACTIVE CAPACITY MANAGEMENT



c. Shared Off-street Parking.

Encourage shared parking in areas where parking is underutilized. This will require an active partnership with owners of private parking supplies.

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.

INFORMATION SYSTEMS (SUPPLY & CUSTOMER-BASED)



Supply-based

a. Monitor & Report Utilization.

Implement performance measurements and reporting to facilitate decision-making.

INFORMATION SYSTEMS (SUPPLY & CUSTOMER-BASED)



Customer-based

a. Product Quality.

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

INFORMATION SYSTEMS (SUPPLY & CUSTOMER-BASED)



Customer-based

b. System Communications.

Improve existing and create new information resources (outreach, education, maps, websites, etc.) for use by the public and private sectors.

INFORMATION SYSTEMS (SUPPLY & CUSTOMER-BASED)



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.

INTEGRATION WITH OTHER MODES



a. Downtown Multi-modal.

Encourage and facilitate increasing percentages of use, particularly by employees, of alternative travel modes to free up parking capacity.

INTEGRATION WITH OTHER MODES



b. Bicycle Parking.

Increase bike parking on- and off-street to enhance the broader bicycle network.

INTEGRATION WITH OTHER MODES



c. Connections to Remote Vehicle Parking.

Explore remote parking locations and transit/bike connections to minimize the need for new parking structures.

PLANNING FOR FUTURE SUPPLY



a. Planning & Funding.

Planning for future supply growth will be strategic and routinely evaluated to ensure the City is ready to respond to growth, recognizing that funding for new growth will require a varied package of funding resources (and partnerships).

FINANCIAL VIABILITY



a. Fiscal Stewardship.

All parking operations must be financially sustainable.





Next Steps (July meeting - #3)

- Final Set of Guiding Principles
- Review Spring Data Collection Findings – Data Summary
 - On Street
 - Off-street
 - Comparative (Thurs/Saturday)
- Discuss public engagement opportunities



THANK YOU!