



**Galveston Avenue Corridor
Parking Study**
Community Open House #2
October 18, 2017

Comment Report

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Introduction

The City of Bend is completing a parking study in the Galveston Avenue Corridor in the central westside of Bend. The area has a mix of residential dwellings and commercial businesses, with the majority of the commercial activity located on Galveston Avenue, between NW Harmon Boulevard to the east and NW 15th Street to the west.

The Bend City Council directed City staff to conduct a parking study in the Galveston area. The City contracted with Rick Williams Consulting (RWC), a parking management firm, to assist the City in this process. In addition to RWC, Kittelson & Associates, Inc., a transportation engineering firm, and Anne E. George Facilitation, Mediation + Public Involvement, a local public engagement consultant, are part of the project team.

The study began in April 2017, and is near completion. The study involves an analysis of the current parking conditions, real-time data collection, and community input through stakeholder interviews, two community open houses, a project website, and in-person and electronic discussions with community members. The project will result in a final report, which will include a set of possible parking management options for community consideration.

A Community Open House was held on Wednesday, October 18, 2017 from 4:30 to 7:00pm at the Westside Village Magnet School at Kingston Elementary Gymnasium, 1101 NW 12th Street, Bend, Oregon 97703. This event followed an earlier Community Open House held at the same location in late June.

The project team, comprising the consultant team and City staff, were on hand to provide information on the data collected in the study and analysis of the data and community input. At the Open House, the team also provided community members with an introduction to a list of parking management options for community consideration. Community members unable to attend the event were invited to review materials online, contact the project coordinator with any questions, and provide comments via the Open House comment card through October 25, 2017. The presentation slides and the data were also provided on the project website the following day.

During the Open House attendees were invited to review project heat maps that provided information in a visual format on parking demand in the study area and to speak with project team members. In addition, the project team provided a presentation to explain the findings to date of the study. A question and answer period followed with community members. Attendees were also asked to share their comments and questions on paper comment cards or via email. A summary of those comments can be found in this document.

Next Steps

The study team received input from the community and are using the information to finalize the parking study. A final report will be completed by November of this year.

Community Outreach

The project team utilized a number of tools to promote the Open House. Outreach efforts included the use of social media, media 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 opportunities to provide input. The City circulated press releases to its media list. In addition, the City and project team sent email announcements and an electronic flyer 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. The interested parties email list included addresses compiled from this study, as well as other projects completed in the area over the past few years. In addition to many local postings, “The Bulletin,” the regional daily newspaper, ran an article about the event the day prior to the event, and the local news station KTVZ did so the week prior, encouraging community participation.

Participation

The Open House was attended by over 30 people. Twelve comment cards were received at the Open House and one comment card was received by email in the week following. Local television news station KTVZ ran a story on the event on their broadcast and Central Oregon Daily News did a live Facebook video during the event.

Participants were asked to share demographic information about themselves on the comment cards. Information on participants that opted to provide demographic information can be found here: *(Note: Not all commenters provided demographic information)*

Participation by Bend Neighborhood

Which neighborhood do you live in?	Number of Participants
Awbrey Butte	1
Old Bend/Downtown	1
River West	7
Summit West	1

Participation by Location of Employment

Which neighborhood do you work in?	Number of Participants
River West	3
Retired/Not Working	5
I don't know	1

Participation by Age

Age (in years)	Number of Participants
30-49 years old	2
50-64 years old	3
65 + years old	5

Community Input

The purpose of the event was to both share information about the study and seek community input. A summary of public comments received via the comment cards follows.

Reaction to Parking Study Data

Participants were asked if the parking data collected by the study team over three dates in the summer and fall of 2017 confirmed or changed the way they thought about parking in the Galveston Avenue Corridor. (The data shared had been collected from mid-morning on the date through early the following morning.) Participants were also asked to review heat maps demonstrating the concentration of vehicles parked on-street and on off-street lots in the study area and share their thoughts or questions.

Commenters generally said they felt the data supported their thinking or experiences with parking in the study area. They said the data appeared to confirm for participants that there was significant on-street parking demand on residential streets adjacent to Galveston Avenue, but mostly within the first block or two from Galveston Avenue. Some commenters also remarked that the data indicated for them that there might be insufficient off-street parking at commercial businesses to meet commercial demand.

Some said they felt the heat maps highlighted a need to address parking density issues on residential streets immediately. Commenters also said that the data and heat maps showed that parts of the study area were so heavily parked that drivers seeking on-street parking sometimes chose to park vehicles illegally at intersections or blocking residential driveways.

However, some commenters said they thought the data was too limited to draw conclusions. Others said the data did not confirm their experiences, because the data collected on some block faces did not indicate as high a demand for on-street parking as they expected, for example on Columbia Avenue between Hartford and Galveston Avenues. Some commenters said they felt additional data collection over additional days and hours would be helpful to better understand the issues.

Possible Parking Strategies

Participants were asked to share their thoughts on some of the possible parking strategies that have emerged from the study for consideration.

Clearly Mark No-Parking Areas Near Intersections and Paint Stalls on Heavily-Parked Streets

Commenters were very supportive of a potential strategy to clearly mark clear-vision areas (with signs and/or paint on curbs) near intersections to instruct drivers not to park too close to an intersection. Over-parked block faces in the study area would be prioritized.

Commenters said they felt this was a cost-effective option and one that could be implemented quickly. Commenters were also supportive of marking on-street parking stalls on heavily-parked blocks. At least one commenter said that s/he supported taking this step first and then collecting data again to see if further parking measures were needed. In addition, some commenters said they thought painting or adding lighted crosswalks could be included in the list of options.

Consolidate Residential Mailboxes

Commenters were mixed on their support for a strategy to request that the US Postal Service consolidate individual mailboxes into cluster mailboxes to alleviate concerns about vehicles parked in front of residential mail boxes. Cluster mailboxes are grouped mailboxes for multiple residents and are located centrally or at the end of a residential block. Some commenters said they were open to considering this option, while others said they were opposed.

Increase Parking Enforcement

Commenters strongly supported the idea of increasing parking enforcement in the study area. They said this would be particularly useful once the City completed the painting of curbs and introduced signage to alert drivers to locations where on-street parking is not legal, for example within 25 feet of a stop sign.

Implement the Galveston Avenue Design

Commenters were also mixed on whether or not implementation of the Galveston Avenue Design would be beneficial for parking conditions. Some felt that the additional expected 14 stalls that would result would be beneficial and that the parking study should be included in the

Galveston Avenue Plan moving forward. However, others said they were opposed to the angled on-street parking proposed in the plan. While others said they felt additional on-street parking near residents would exacerbate rather than help parking conditions, indicating they felt residents did not necessarily want more parked vehicles on residential streets.

Residential Parking Permit Zone and Commercial Parking District

Participants were presented with the concept of implementing all or some of the above strategies and then collecting data to find out whether additional steps were needed to improve parking conditions in the area. Following that data collection and analysis, and if it was agreed additional steps were needed, residents and business owners in the area could consider establishing a residential parking permit zone and commercial parking district.

Commenters were mixed on this option with some commenters indicating they would support these iterative steps including a parking district, while others said a parking district would place the responsibility on residents, rather than the commercial businesses to improve parking conditions in the area.

Additional Community Comments

Commenters offered additional input regarding approach and options for consideration. They are summarized briefly here:


- **Commercial zoning changes:** Some commenters said they felt commercial zoning in the area should be changed to require more off-street parking for some of the business types in the area. However, some said they thought additional parking would only increase vehicle traffic, which they thought would not be beneficial in the area, and that the City should focus on reducing parking requirements and improving public transit.
- **Off-street parking lot construction:** Others said they thought the City should build an off-street public parking lot to accommodate parking needs in the area.
- **Limit parking on narrow streets to one side:** Some commenters said they felt narrow streets, especially those less than 28 feet in width, could not safely accommodate vehicles parked on both sides of the street. These commenters said that parking should be limited to one side of the street on narrow streets to accommodate emergency vehicles and allow for the safe passage of motor vehicles in both directions.
- **Improve bicycle parking:** Comments included a suggestion to improve bicycle parking in the study area.
- **Encourage businesses to work together:** Commenters said they thought it would be valuable to have local businesses work together voluntarily to better manage commercial parking. For example, businesses could work together to create shared-use parking agreements among themselves. These agreements could allow employees to park in another business' lot if one business had surplus parking or if commercial businesses operated at different times.
- **Americans with Disabilities (ADA) requirements:** Comments included a desire to better understand what requirements existed for ADA parking stalls on residential streets, with a concern noted that the study identified only one on-street ADA stall.
- **Large vehicle impacts:** Comments included a suggestion that the study consider the impact of over-sized or large vehicle parking in the area, specifically noting motor homes or large vehicles with attached bicycle racks.
- **Study Clarifications:** How the City defines "right-sized" when considering parking was also a question for some. A commenter wanted to better understand this term as it relates to growth management and suggested data from some commercial businesses on Galveston Avenue be included in the citywide parking study, separate from this study.

While others said they wanted to better understand what the perceived problem was in the area the study was meant to address - vehicle congestion, lack of parking stalls, or safety, they remarked.

Conclusion

The study team will review community comments and complete its final report in November 2017. The report will include information about the study process, data from the study, an analysis of the data and community input, as well as a set of possible options for community consideration on parking in the study area.

Attachment A: Open House Display Boards




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Welcome!

Galveston Avenue Corridor
Parking Study

Community Open House #2




CITY OF BEND

The Galveston Avenue Corridor Parking Study

What is happening?

- The study team has collected **real-time data** over the summer and fall.
- This data, community input, and the study team's analysis **will help the community make informed decisions** about any future parking management opportunities.
- The Bend City Council directed staff to evaluate the area. Efforts began in April 2017, and the project is **scheduled to be completed in late fall**.
- The study will result in the development of a **set of possible parking strategies for community consideration**.



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Options for Consideration


Based on the data and input received so far, here are some possible parking strategies for the community to consider:

1. On streets with curbs/sidewalks: **Stripe on-street parking.**
2. On streets **without** curbs/sidewalks: Do a **combination of striping and signage**. *Note: The first two options may reduce current parking availability by identifying areas more clearly where it is not legal to park.*
3. **Consolidate mailboxes** into "pods." *Action would need to be taken by US Postal Service.*
4. Implement elements of the **Galveston Avenue Design**. This would add up to 14 parking spaces on Galveston.
5. **Increase enforcement** in the district after implementation of the above listed options.
6. Finally, **implement steps above**. Then if parking situation **has not improved**, a Residential Parking Permit Zone and Commercial Parking District could be established (see Citywide Parking Study).




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Galveston Avenue Corridor Parking Study Map



City of Bend - Galveston




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Parking "Heat Maps"

1. A set of heat maps was created from data collected of real-time parking conditions on a set of days in the summer and fall of 2017. The heat maps presented today provide a visual look of the conditions during peak parking hours in the study area.
2. Please take a look at the heat maps here at the Open House and feel free to ask questions.
3. Also, please feel free to provide your comments on an Open House Comment Card.

Thank you!



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We want to hear from you!

Please consider completing an **Open House Comment Card** so we can capture your questions and ideas. And, if you like, you can also share any questions or comments you have for the study team here.

↓ ↓ ↓

Thank you!

4. Why do you typically park in the Galveston Avenue Corridor area?

Resident in area	<input type="checkbox"/>
Employee/business owner in area	<input type="checkbox"/>
Visitor to area	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>

5. How do you typically travel in the study area?

Private vehicle	<input type="checkbox"/>
Public transit (bus)	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>
Walk	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>

6. Additional Questions/Comments:

<p>Tell us more about yourself!</p> <p>Which Bend neighborhood do you live in?</p> <p> <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 <input type="checkbox"/> Southern Crossing <input type="checkbox"/> Century West <input type="checkbox"/> Orchard District <input type="checkbox"/> Southwest Bend <input type="checkbox"/> Larkspur <input type="checkbox"/> Summit West <input type="checkbox"/> Mountain View <input type="checkbox"/> _____ </p> <p>Which Bend neighborhood do you work in?</p> <p> <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 <input type="checkbox"/> Southern Crossing <input type="checkbox"/> Century West <input type="checkbox"/> Orchard District <input type="checkbox"/> Southwest Bend <input type="checkbox"/> Larkspur <input type="checkbox"/> Summit West <input type="checkbox"/> Mountain View <input type="checkbox"/> Retired/Not working <input type="checkbox"/> I don't know </p> <p>What is your age?</p> <p> <input type="checkbox"/> Under 18 years old <input type="checkbox"/> 18-29 years old <input type="checkbox"/> 30-49 years old <input type="checkbox"/> 50-65 years old <input type="checkbox"/> Over 65 years old </p>		
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