

# **Old Bend Neighborhood Parking Benefit District**

**Overview for Neighborhood Associations and Public Comments  
December 8, 2021 Summary**

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# Executive Summary

## Work completed to date-

- ❑ Citizens raised concerns
- ❑ Council directed staff to act
- ❑ Staff and citizens created pilot district
- ❑ 1-yr results documented
- ❑ Over 80% of surveyed citizens want district to continue.



A job well done!

**Staff requested pilot program to be permanent.**

## But then, Council focused on -

- ❑ **Equity** - Questioned if it was fair for “privileged” residents to pay \$25 for annual permit and receive \$50,000 from Benefit District for neighborhood projects.
- ❑ **Monetize on-street parking**- Add paid park to time limited spaces. 1st step to monetizing on-street spaces in all areas.

**Council will be making pilot program permanent at 12/15/21 mtg.**

**Action - Collaborate with Parking Department in winter of 2022 to address Council’s concerns.**

# Timeline of the Implementation



# Review of the Old Bend NA District's Statistics Results

## Parking Space Management

**922 Total Spaces\***

78 (commercial)

123 (parks)

150 (special events)

351 subtotal

571 permit holders

*(\*2022 refinements will reduce total.)*

## Fees / Fines

Permit fees: \$25/yr

# of permits: 940

**Permit revenue: \$23,500**

Citations: \$50

# issued: +/-3,200

Dismissed 17.5%

Voided 11%

**Citation revenue: \$87,000**

**Special events:\* \$1,500**

(\*expect higher \$ in 2022)

## Finances

Revenue = +/- \$112,000

Operation

Expenses = +/- (\$62,000)

Benefit fund = +/- \$ 50,000

Funds to be used for projects similar to the "neighborhood street safety program."

**+80% of individuals surveyed support the continuation of the parking benefit district.**

# Some of the City Councilor Responses

- *Profoundly inequitable*
- *Creating exclusive spaces to a “privileged” few*
- *\$50,000 for “benefits projects” for privileged individuals*
- *Concerned about 571 exclusive spaces*
- *Are we just pushing the problem to somewhere else?*

## Questions:

- Have the Councilors lost sight of the intent of the parking district?
- Are the Councilors’ equity lenses too narrowly focused?
- Why aren't the Councilors looking at those entities who benefit from the adjacent park use, river float, or special events to shoulder responsibility for the demand they generate?

- *Must “monetize” spaces*
- *First step to monetizing on-street parking in all areas of Bend.*

## Questions:

- Will paid parking work as efficient as time-limited parking?
- Huge capital expenditure is needed to implement paid parking.
- Will limiting parking spaces for these adjacent activities encourage users to use alternative modes of travel (less Vehicle Miles Traveled = less emissions)?
- Will the public view paid parking in all areas as just a significant new tax which goes to pay for some new and unspecified expenditure?

# What is The Future of Parking Benefit Districts in Bend?

**Pilot program is an example of good governance- All the boxes are checked.**

- ❑ Recognized citizen concerns
- ❑ Council directed actions
- ❑ City reached out to all citizens
- ❑ City staff collaborated with citizens
- ❑ City staff and citizens continue to refine
- ❑ Outcome documents success in achieving intent

## **Equity questions-**

- ❑ Do the combo of resident permits / benefit \$ balance out the burden of the overflow of vehicles into their area.?"
- ❑ Are residents of this neighborhood privileged?
- ❑ Can equity analysis be applied better?

## **\*The proposed OAR rules for equity-**

- ❑ Analysis requirement is very vague; *660-012-0125 (1) cities must “center the voices” of priority populations in processes at all levels of decision making*
- ❑ Take a look at the state DLCD rulemaking’s “equity outcome statement”

<https://www.oregon.gov/lcd/LAR/Documents/EquitableOutcomesStatement.pdf>

# Regulations Background

- The existing Oregon Administrative Regulations (OAR 660-012-045) includes rule options; (5)(c) which included reducing parking per capita by 10%, or (5)(d) which included (F) *Provide for designation of residential parking districts.*
- City of Bend has chosen to follow option (5)(d).
- The 2017 Citywide Parking Study included examples of both a Residential Parking Permit Zone and a Commercial Parking District.
- Bend has three parking districts in their City Code:
  - Downtown Parking District was created in 200\_ as part of the process to sell surface public parking lots and construct a public parking structure.
  - McKay Parking District was created in 202\_ as a response to community concerns on “camping” on-street.
  - Parking Benefit District Pilot Program was created in September 2020 in response to a request from a portion of the Old Bend Neighborhood.
- Other parking districts have been requested, i.e. OSU-Cascades/Chandler.

## Recent *Staff* Presentations, Articles, and Editorials (for reference)

- ❑ 10/31/21 “Did Old Bend’s parking benefit district solve its parking issues?” Guest editorial by Tobias Marx, Bend’s Parking District Manager on behalf of the Old Bend Parking Advisory Committee.
- ❑ 11/17/21 “Parking Permit Program in Bend” by Brenna Visser BEND BULLETIN
- ❑ 11/17/21 “ Should Bend have more residential parking districts?” EDITORIAL, BEND BULLETIN
- ❑ 11/17/21 [Staff presentation at Council Work Session](#)
- ❑ 11/19/21 “Paid parking will come at a price” EDITORIAL, BEND BULLETIN
- ❑ 12/1/21 “Get your neighbors to unite and the City may act” EDITORIAL, BEND BULLETIN
- ❑ 12/1/21 [Staff presentation at Council Work Session](#)
- ❑ 12/3/21 “Program to continue, but likely with changes” by Brenna Visser, BEND BULLETIN
- ❑ 12/6/21 “Big disparity in the fees for parking district” EDITORIAL, BEND BULLETIN