

Old Bend Neighborhood Parking Benefit District

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

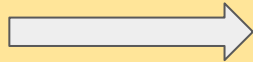
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Executive Summary

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.

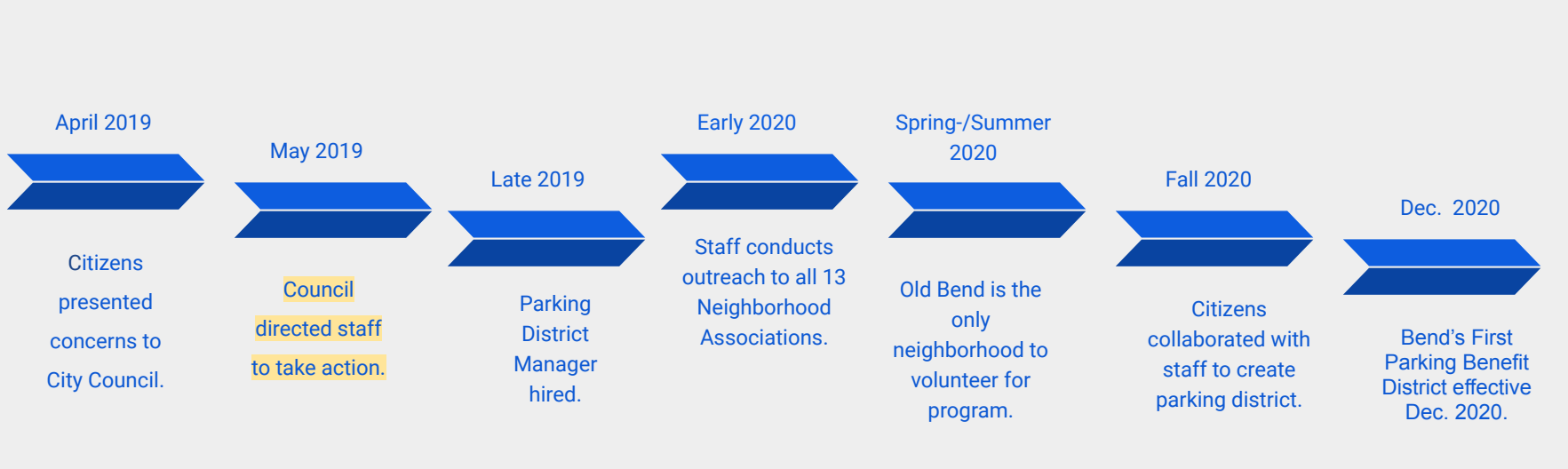
But then, Council focused on -

- ❑ **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