



CITY OF
BAINBRIDGE ISLAND

Downtown Parking Strategy

City Council– November 28, 2017

framework

Project Overview + Study Area

- Parking Inventory
- Data Collection
 - Weekday
 - Weekend
- Public Outreach
 - Online Survey
 - Stakeholder Interviews
 - Task Force Meetings
- Parking Strategies



Parking System Inventory
July 2017

Data Collection
August/September 2017

Online Survey and Summary
August/September 2017

Stakeholder Outreach
August 2017

Task Force Meetings
Ongoing

Public Open House
Fall 2017

Project Report
Winter 2017/2018

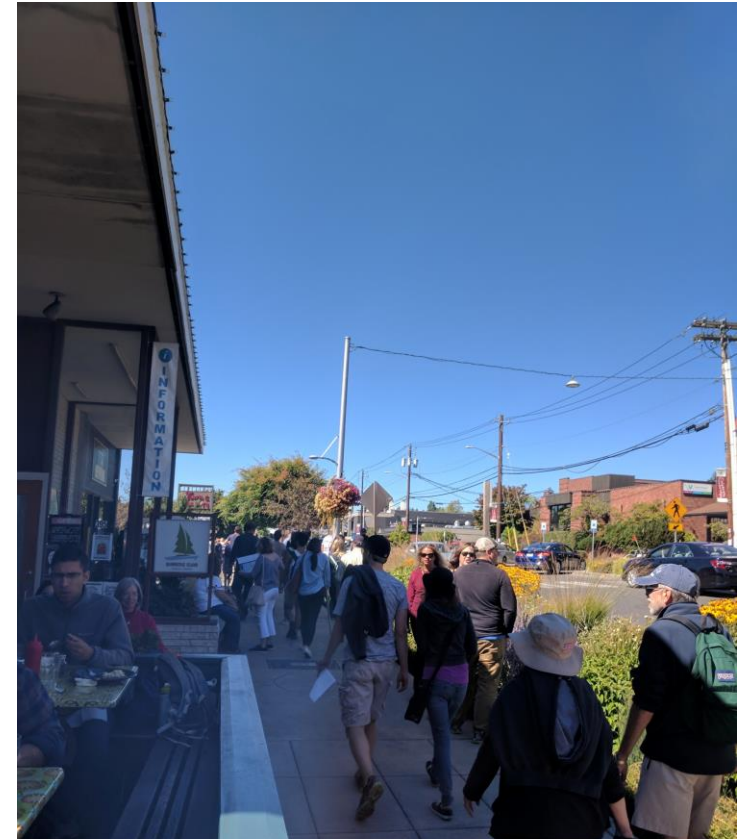
Parking 101: The Role of Parking

- An expensive asset and investment
- An amenity that supports downtown and economic development
- Provides access to residential neighborhoods and supports quality of life
- Access to employment centers
- A resource that needs management
- Overlapping parking needs and impacts



Parking 101: Why Manage Parking?

- Limited and expensive resource
 - On-street parking is finite and high value parking
- Get the right people in the right parking stall
 - Minimize impacts from parking spillover
 - Support customer and visitor access
 - Support employee access
- Turnover is good for businesses; particularly ground level retail
 - Customers appreciate available parking; reduces anxiety
- Maximize use of existing parking before building more
 - There are fixed numbers of spaces at any given time so need to use efficiently (70 - 85% occupancy standard)
- Balance supply and demand
- Encourage transportation options for access



Structured parking costs between
\$35,000 and \$45,000 per stall

Parking 101: What is the City's Role?

- Parking providers (surface lots and on-street) and managers
 - Enforcement
 - Pricing
 - Management
- Parking regulators
 - Optimize current system
 - Minimize related impacts on residential neighborhoods
 - Support economic development goals
 - Support mobility goals
 - Support Downtown
- Policy-makers
- Maintenance
- Safety



Stakeholder Interview Themes

- Parking and Future Growth
- Parking Experience
- Parking Logistics and Circulation
- Employee Parking Challenges
- Ferry Parking Challenges
- High Activity Waterfront Park
- Trailer Parking on Bjune
- Off-Street Parking is Hard to Find and Poorly Signed
- A Multi-Modal Downtown
- Residential Parking Challenges
- Parking for New Development

“It is appropriate to encourage employees to use mass transit, park and rides, biking, walking, etc.”

“Signage isn’t connecting people to the parking that is available.”

“Bainbridge is only going to continue to grow, and for the City to grow and for it to work there needs to be more parking.”

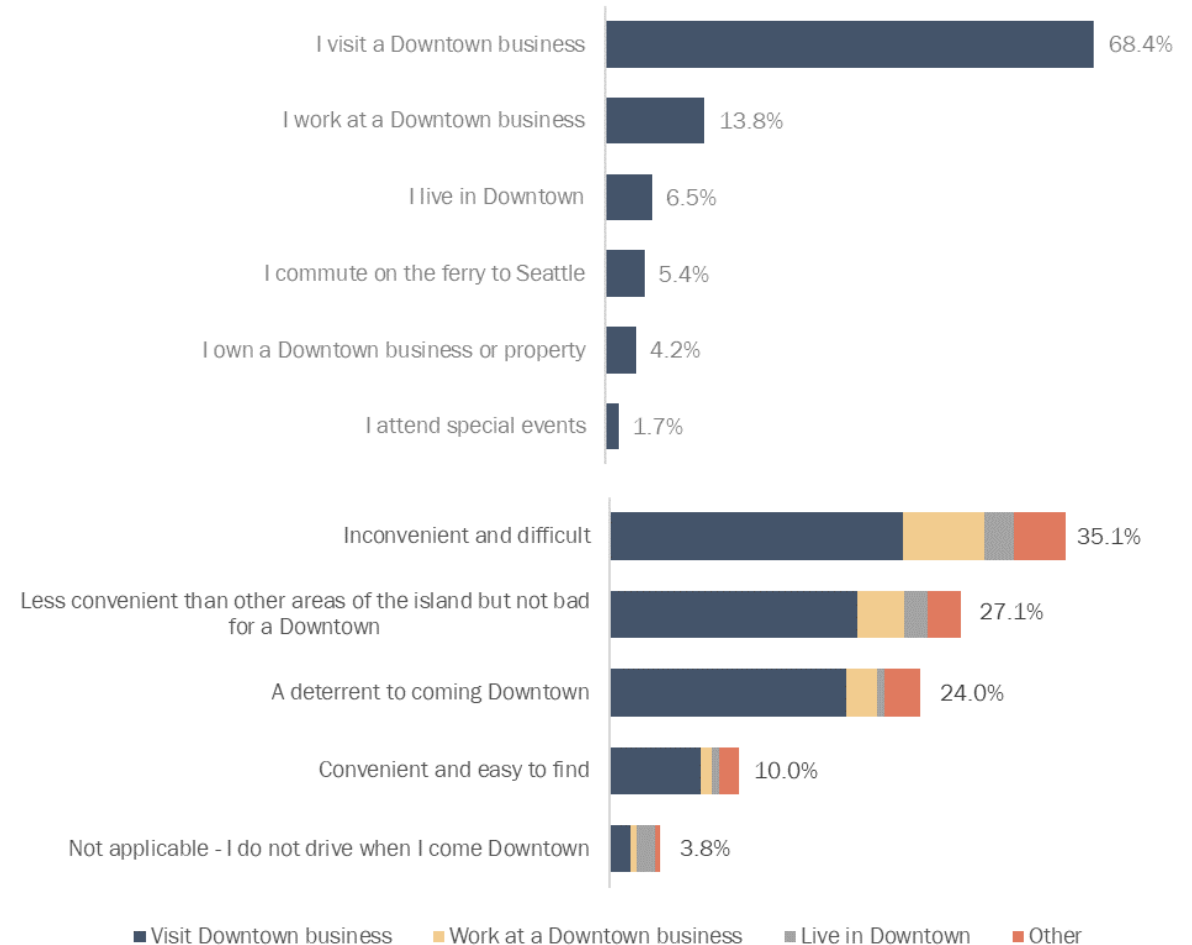
“Employees have parking permits but often the employee parking is full by the 10 AM...Retailers are pretty hard on their employees about parking on Winslow Way

Online Survey Results



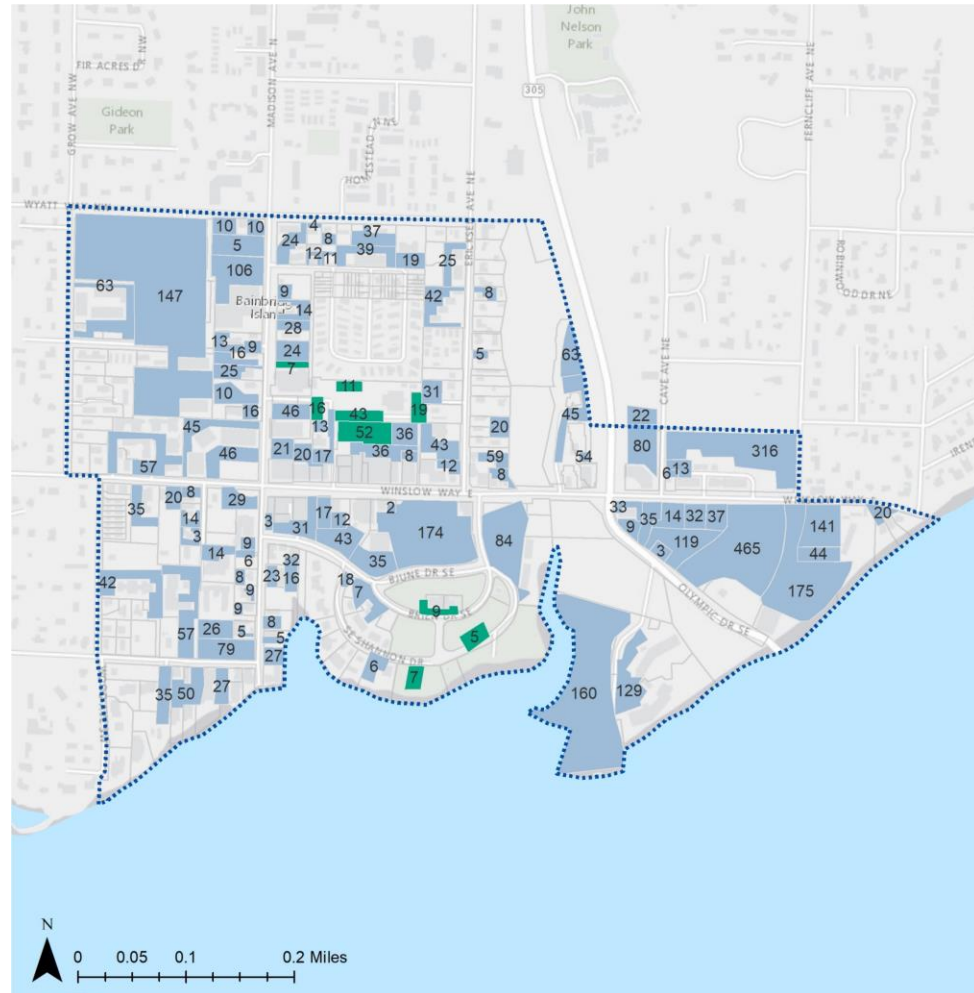
572 Responses

- 35% Parking is Inconvenient and Difficult
- 66% Not Enough Parking Downtown
- 50% Park On-Street Close to Destination
- Most Difficult on Summer Weekends and Weekdays
- Confusion about Off-Street Parking Options
- 45% More Off-Street Structured Parking



Parking Inventory

- 4,856 Parking Stalls
 - 387 On-Street (8%)
 - 4,469 Off-Street (92%)
- Stalls Surveyed
 - Weekday 3,376 stalls
 - Weekend 1,659 stalls
 - Focused near Winslow (West of 305)



Bainbridge Island

Off-Street Lot
Ownership & Inventory

- Study Area Boundary
- Private
- Public

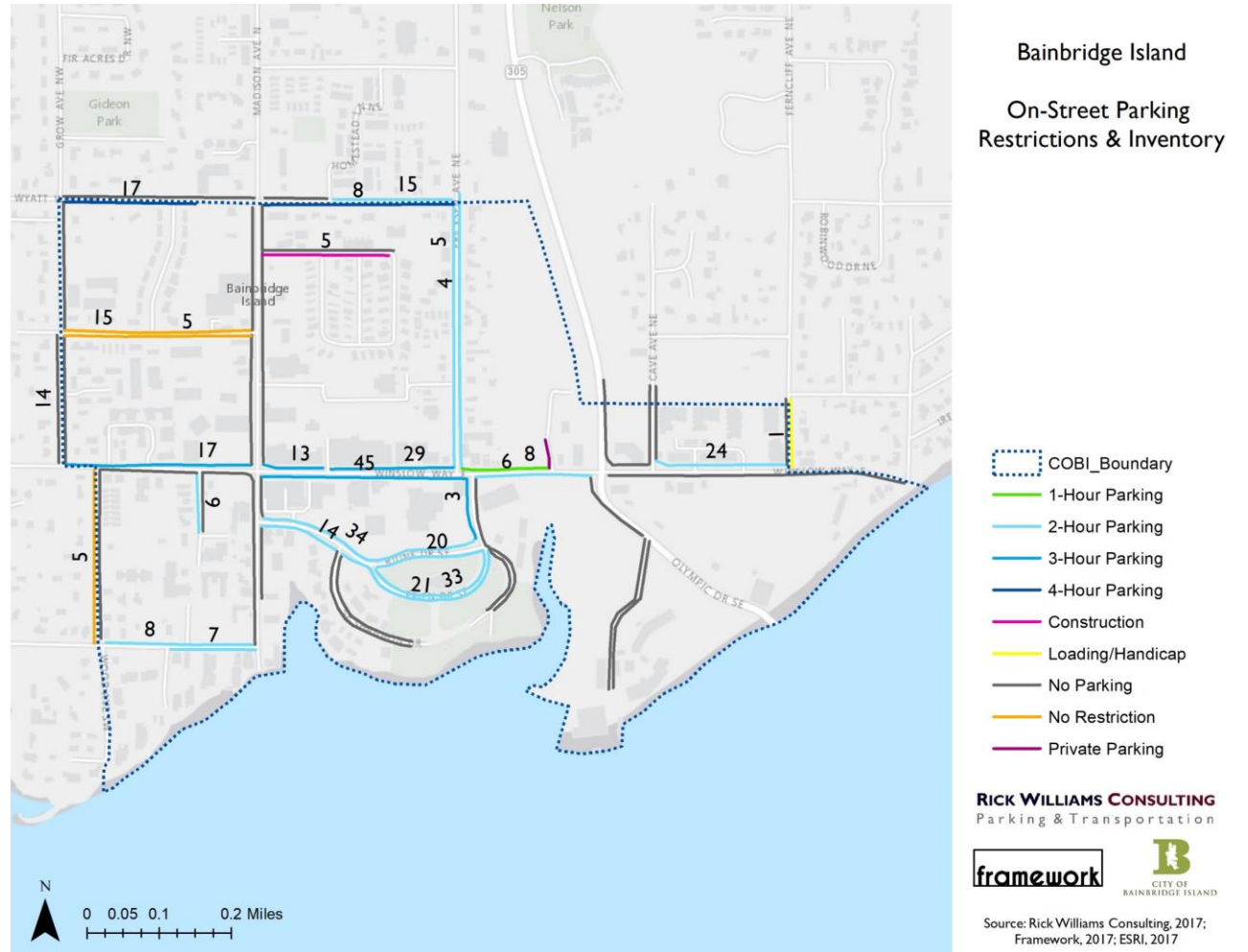
rick williams consulting
Parking & Transportation

framework 

Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

Parking Inventory

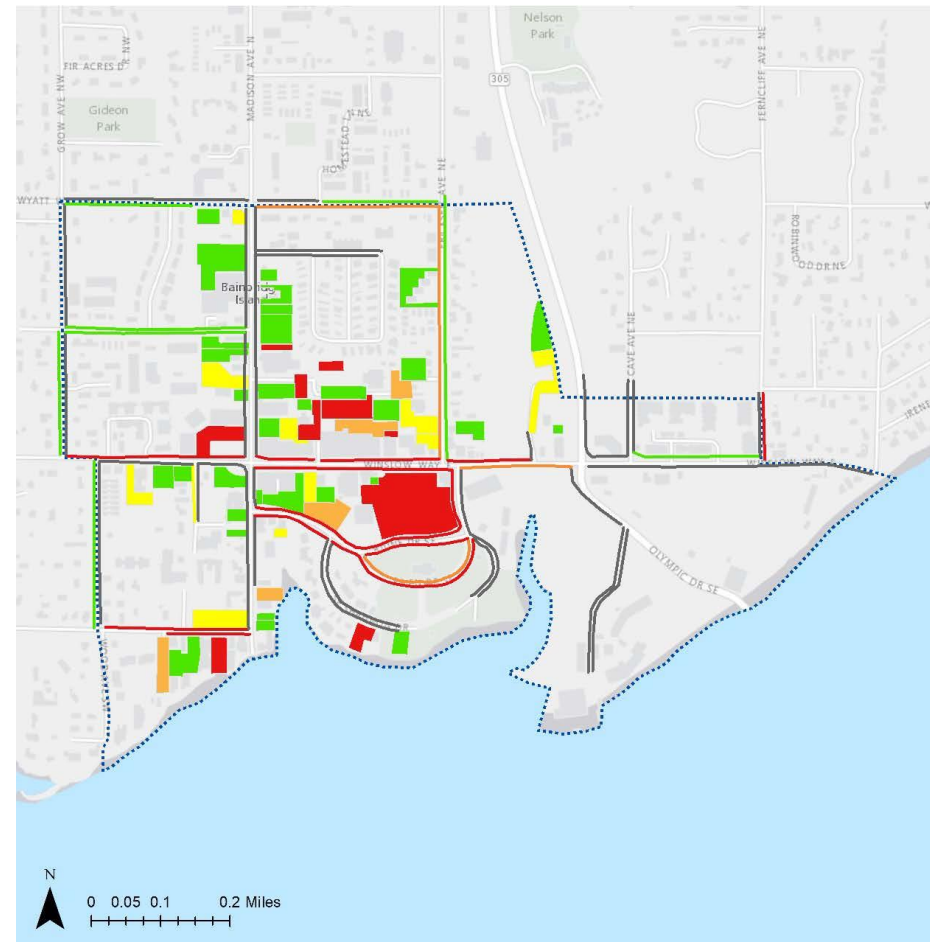
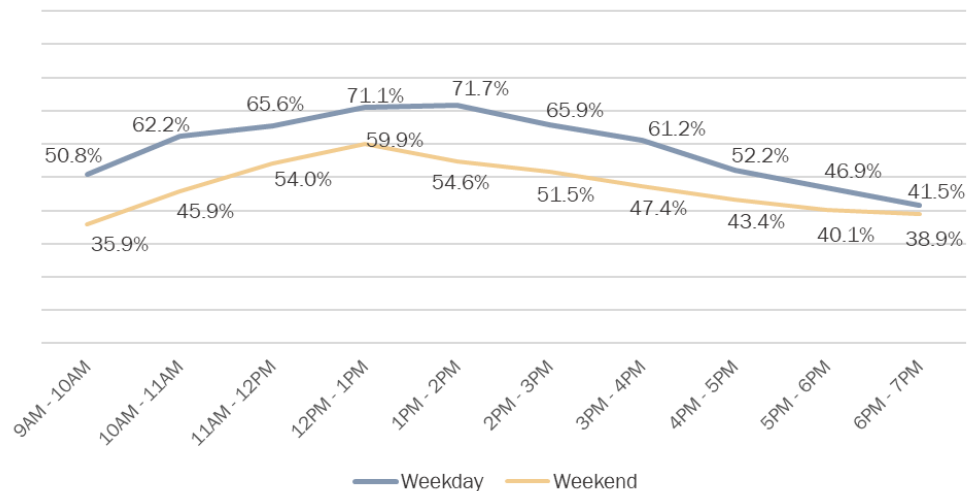
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Systemwide Data Collection

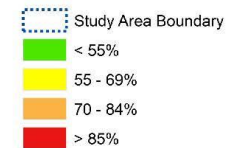
- Peak use mid-day
- Higher occupancy on weekday
- Off-street use higher on weekday

Occupancy Trends – Weekday vs Weekend



Bainbridge Island
Weekend Off-Street Utilization
Saturday, September 23rd, 2017

12:00 PM - 1:00 PM
Systemwide Peak Hour



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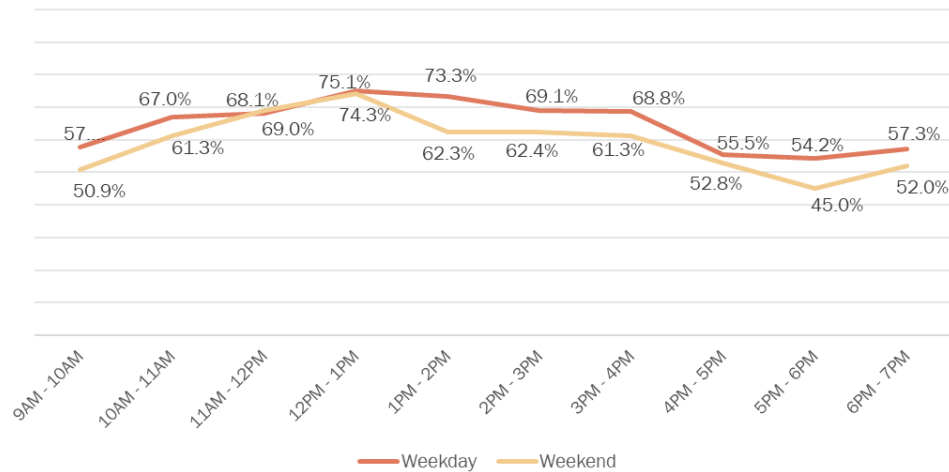
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Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

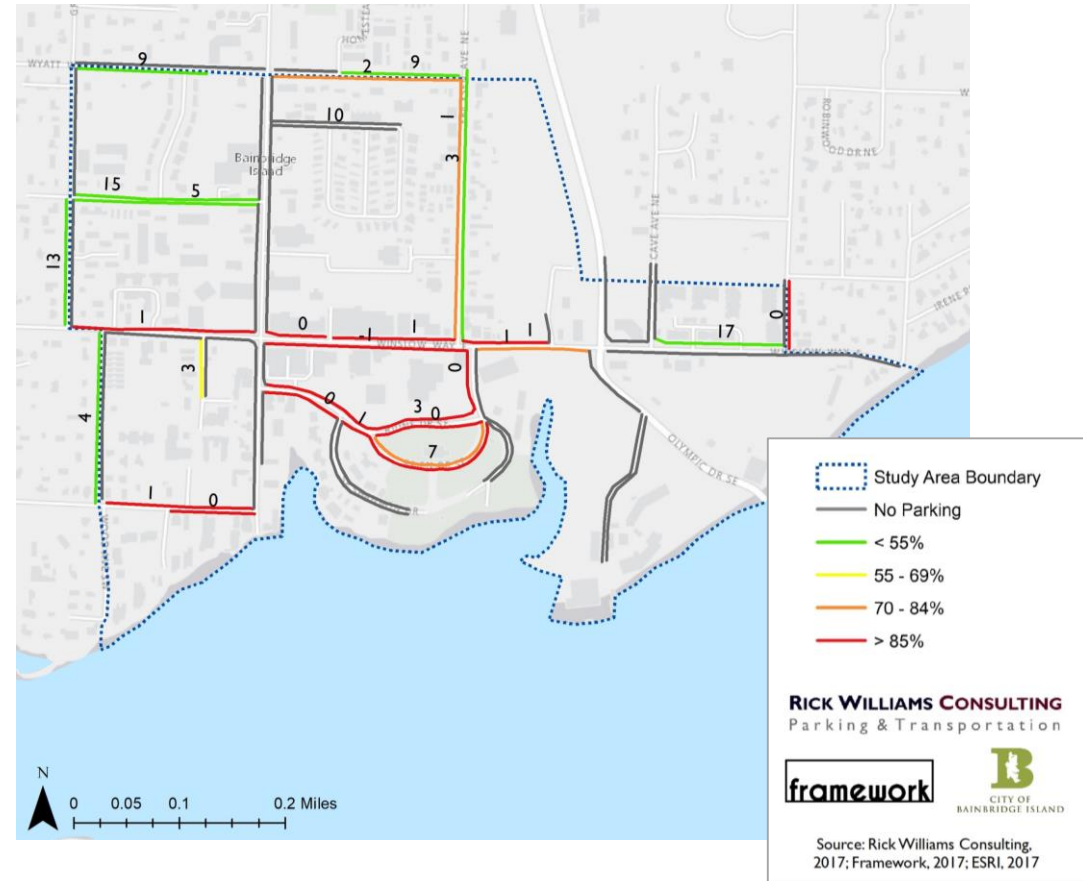
On-Street Data Collection

- Peak use - 12pm to 1pm
- Winslow area full
- Available stalls outside Winslow area

Occupancy Trends – Weekday vs. Weekend



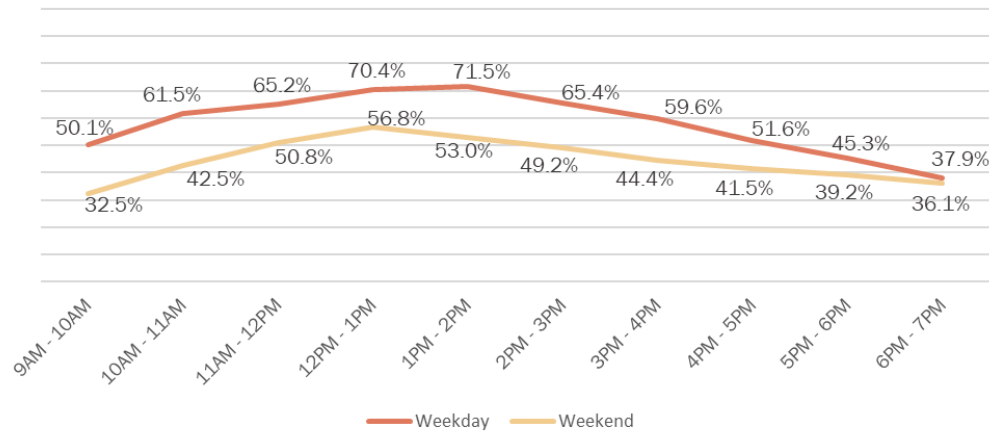
98 Stalls Available at Peak - Weekday



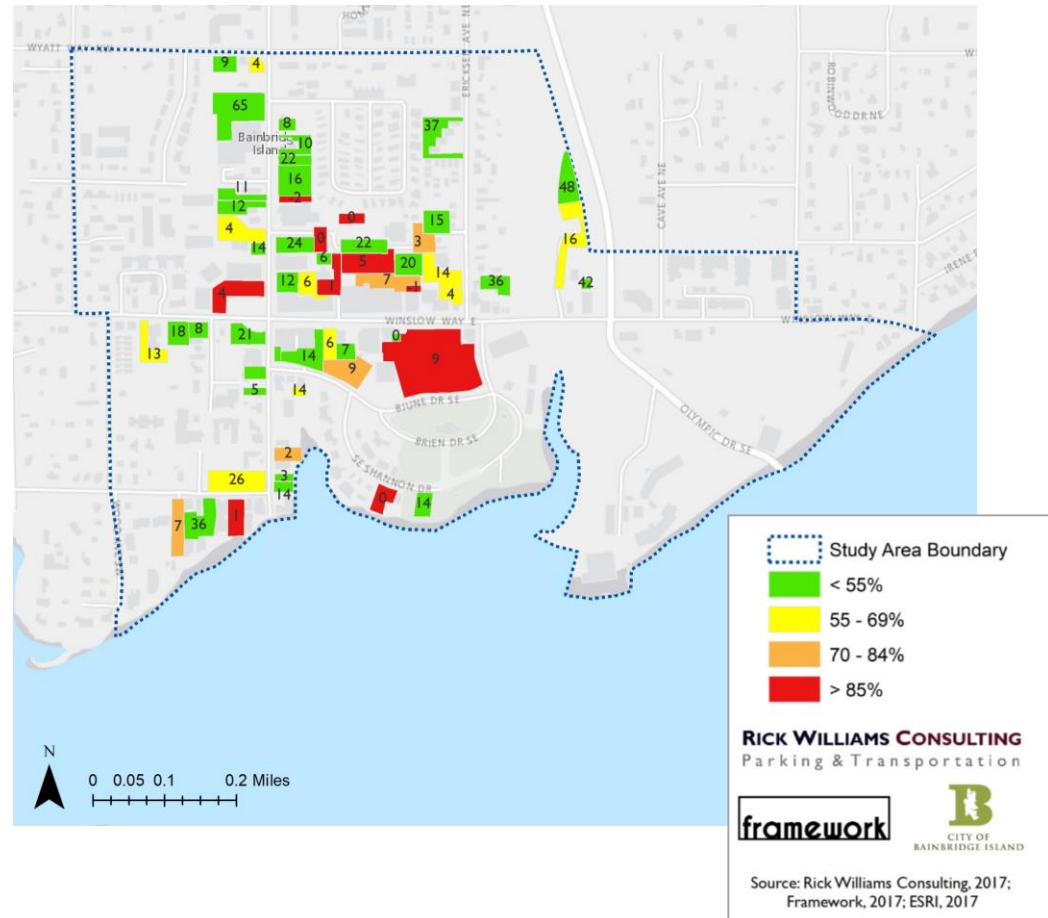
Off-Street Data Collection

- Peak use - 12pm to 1pm
- Higher occupancy on the weekday

Occupancy Trends – Weekday vs. Weekend

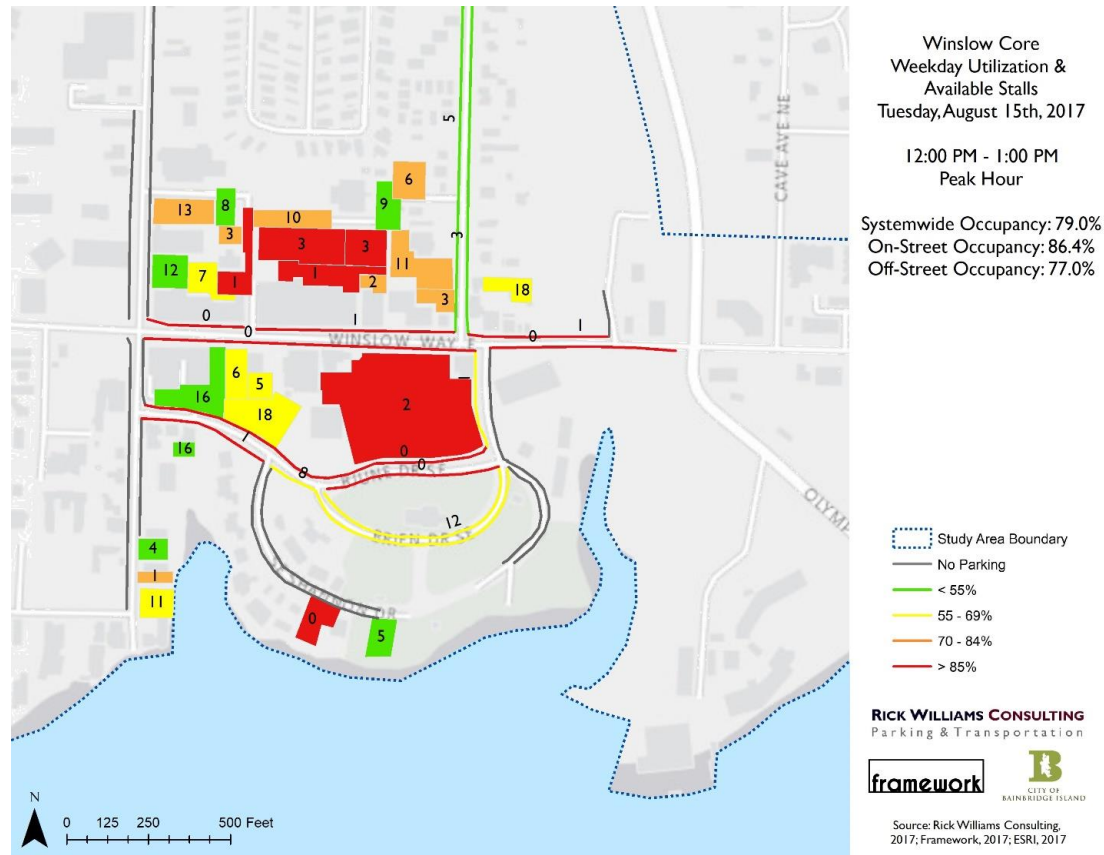


Weekend Peak Occupancy

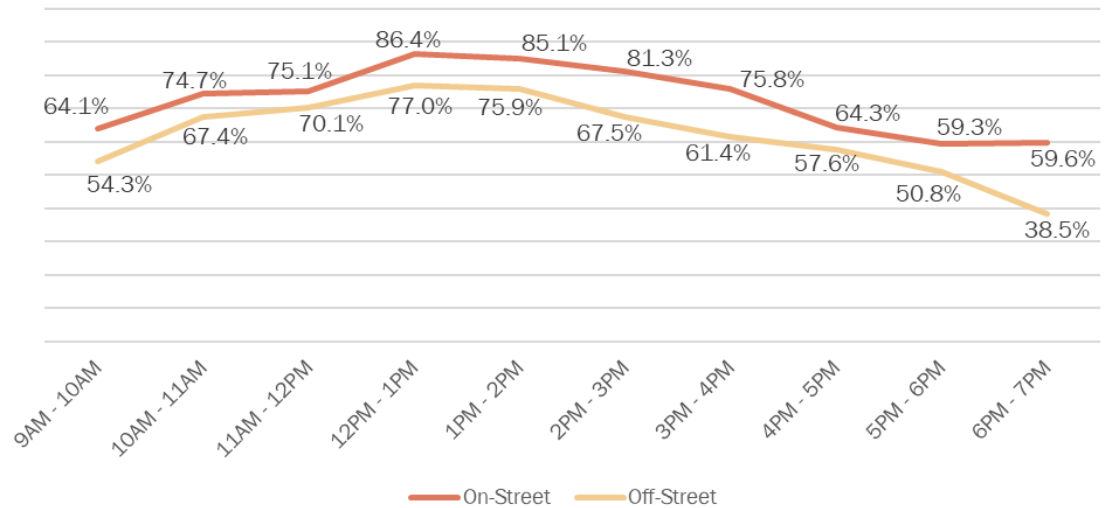


Winslow Way Area - Weekday

Peak Occupancy and Available Stalls

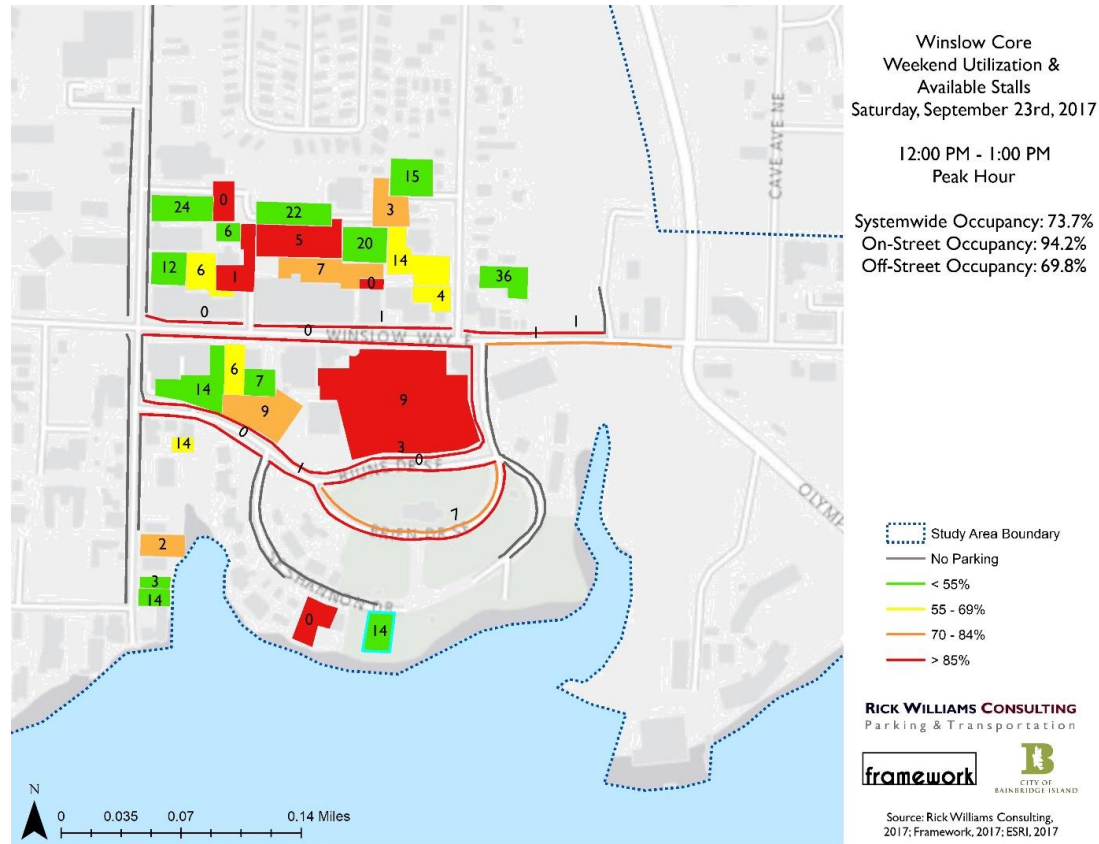


Occupancy Trends On and Off-Street

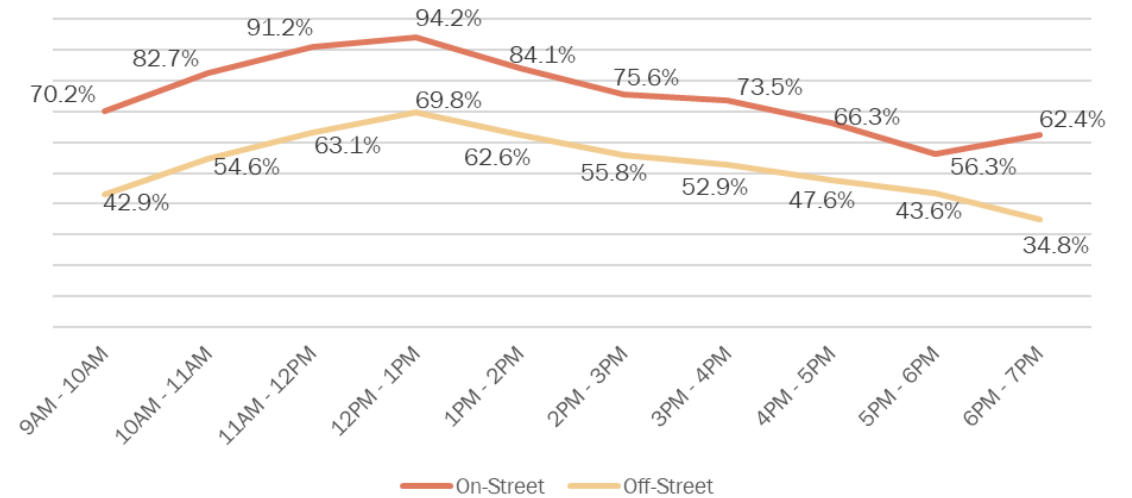


Winslow Way Area - Weekend

Peak Occupancy and Available Stalls



Occupancy Trends On and Off-Street



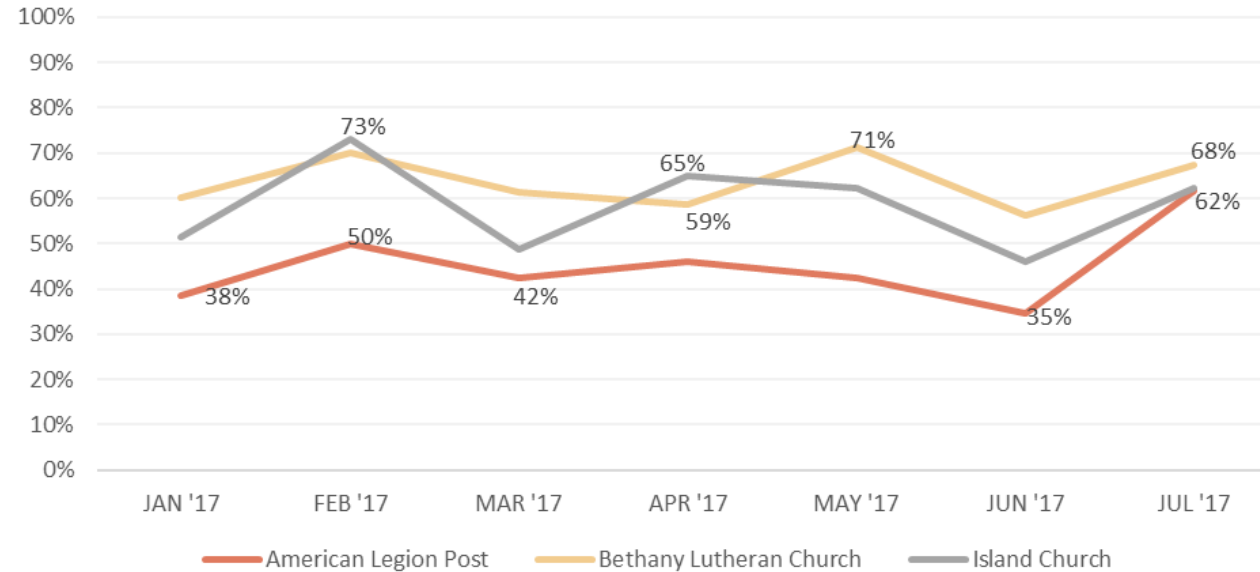
Parking Behavior

Metric	Weekday	Weekend
Moving To Evade	31	30
On-Street Turnover	5.15	5.37
Avg On-Street Duration	1 Hour 56 Minutes (All Vehicles) 1 Hour, 42 Minutes (Non Permitted)	1 Hour 52 Minutes (All Vehicles) 1 Hour, 44 Minutes (Non Permitted)
Violation Rate	8.6%	9.7%

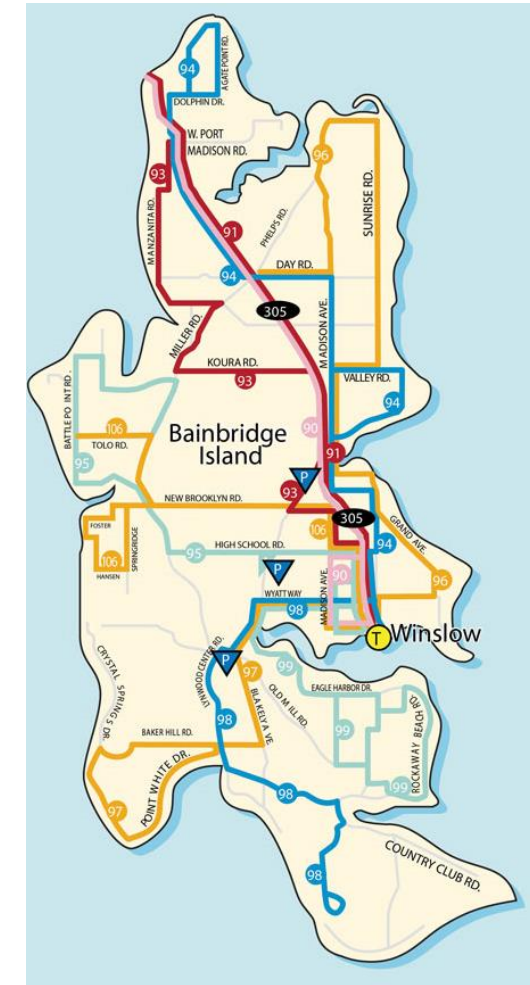


Park and Ride Facilities

Occupancy Trends

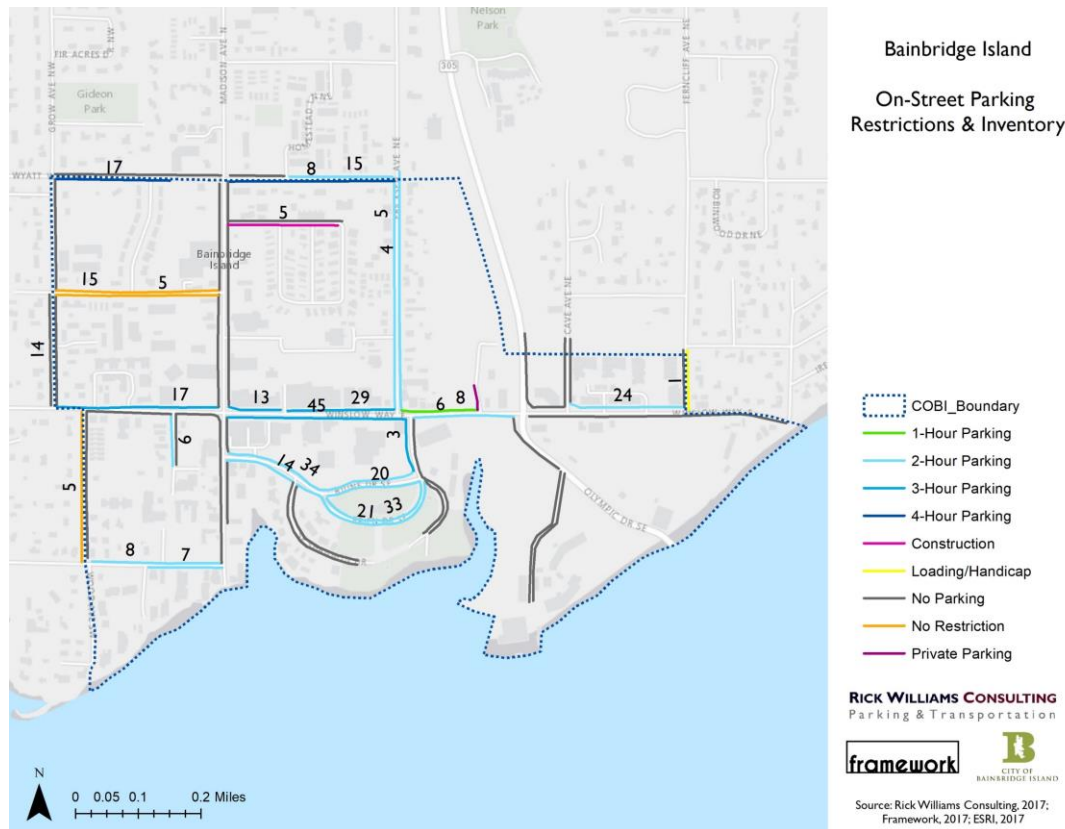


- Average of 59 stalls available per day



Parking Strategy Concepts

1. Simplify the On-Street Parking System



Current Time Limits

- No-Limit – 47 stalls
- 1 Hour – 8 stalls
- 2 Hour – 59 stalls
- 3 Hour – 97 stalls
- 4 Hour – 29 Stalls

Average Time Stay: 1 Hour and 56 Minutes

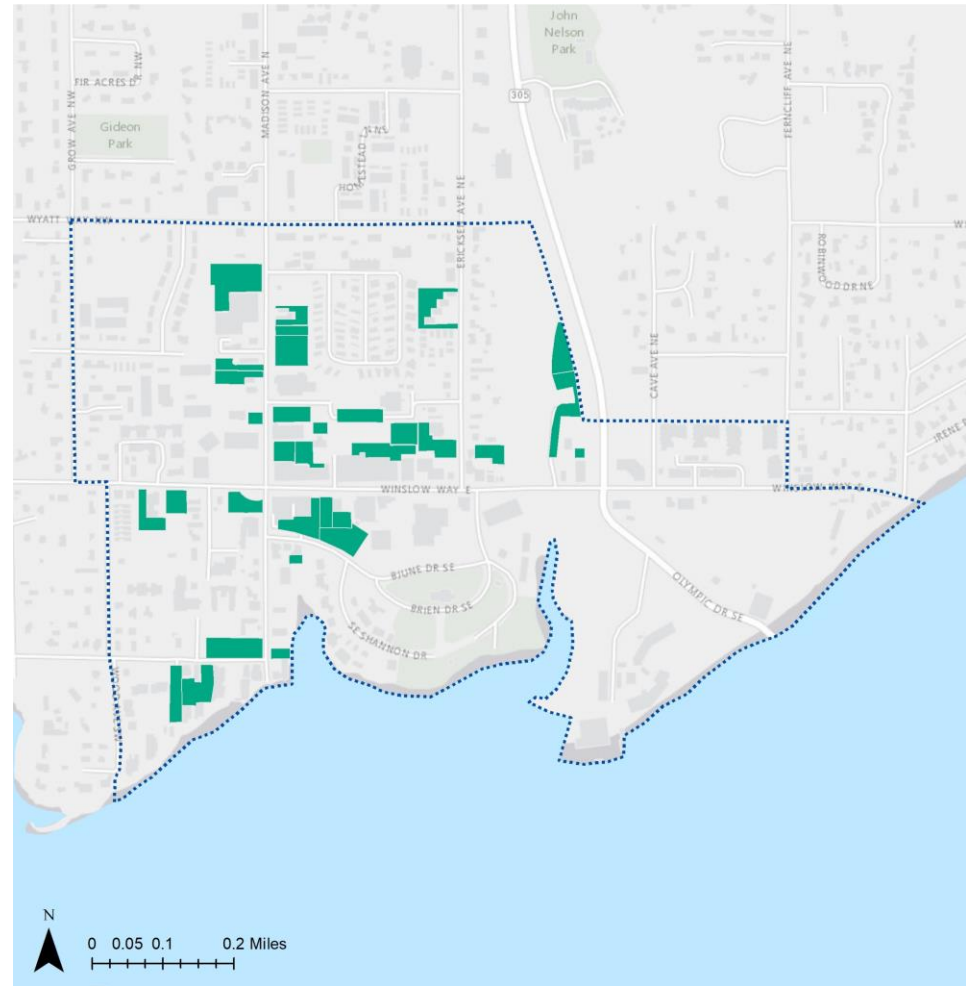
Strategy: Convert all stalls to 2 or 3-hour Parking

Parking Strategy Concepts

2. Assess the Feasibility of a Shared Parking Program



Shared parking opens up off-street parking lots for public use and includes branding, signage, and wayfinding



Bainbridge Island
Shared Parking
Potential Opportunities

Study Area Boundary
Potential Shared Parking

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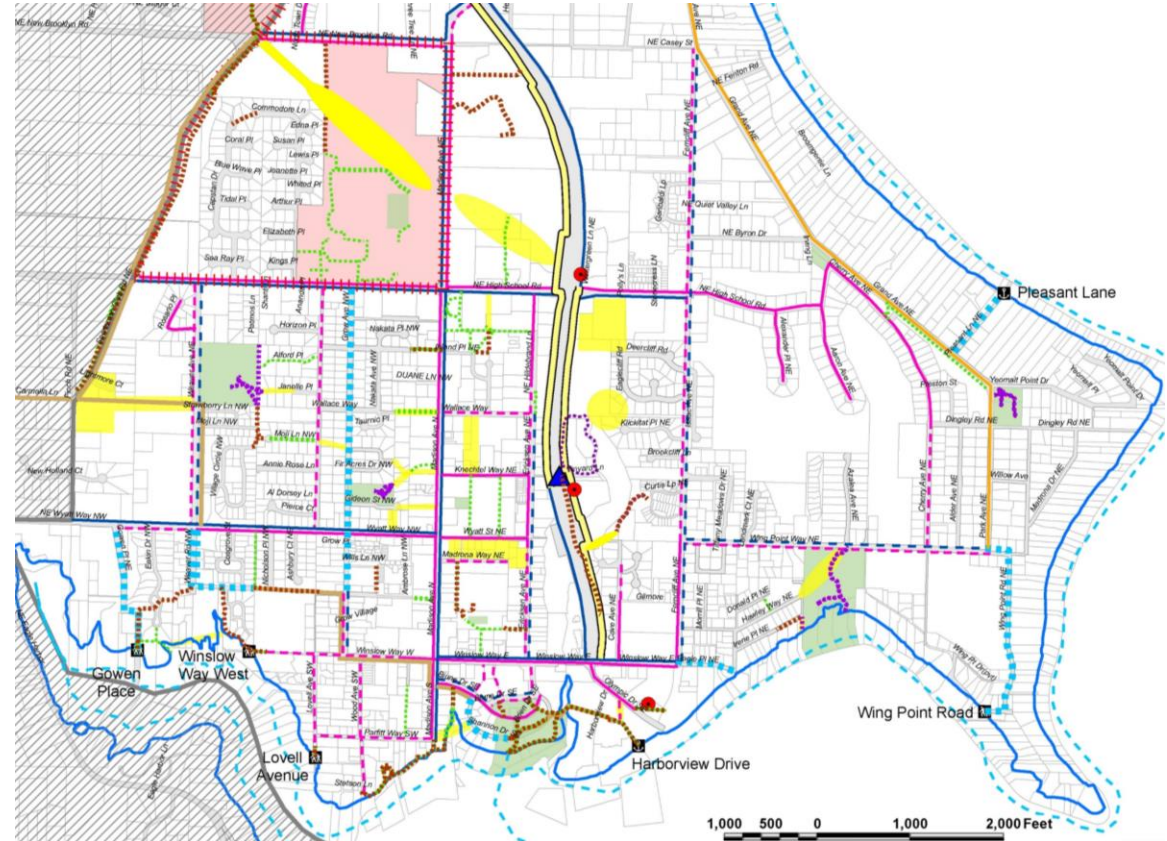
Parking Strategy Concepts

- Invest in programs and facilities to increased non-motorized and transit access (including by ferry) to Downtown

3,188,000

Foot Passengers – Bainbridge/Seattle Ferry - 2016

Non-Motorized Transportation Plan



Parking Strategy Concepts

4. Assess the feasibility of adding on-street parking by converting streets to one-way travel

Considerations:

- Changes to circulation and traffic flow
- Access to residences and businesses
- Land uses along the street
- Need to add sidewalks to access on-street parking
- Planned multi-modal improvements



- PROPOSED ONE-WAY DIRECTION OF TRAVEL
- GROW AVENUE NW - LOVELL AVE NW
 - KNECHTEL WAY NE - ERICKSEN AVENUE NE
 - GROW AVENUE NW - WINSLOW WAY W
 - MADISON AVENUE S - PARFITT WAY SW - WOOD AVENUE SW
 - BJUNE DRIVE SE

Parking Strategy Concepts

5. Assess the feasibility of adding on-street parking by improving current streets.

Considerations:

- Integrate on-street parking with complete streets
- Access to residences and businesses
- Land uses along the street
- Balance parking needs with non-motorized improvements

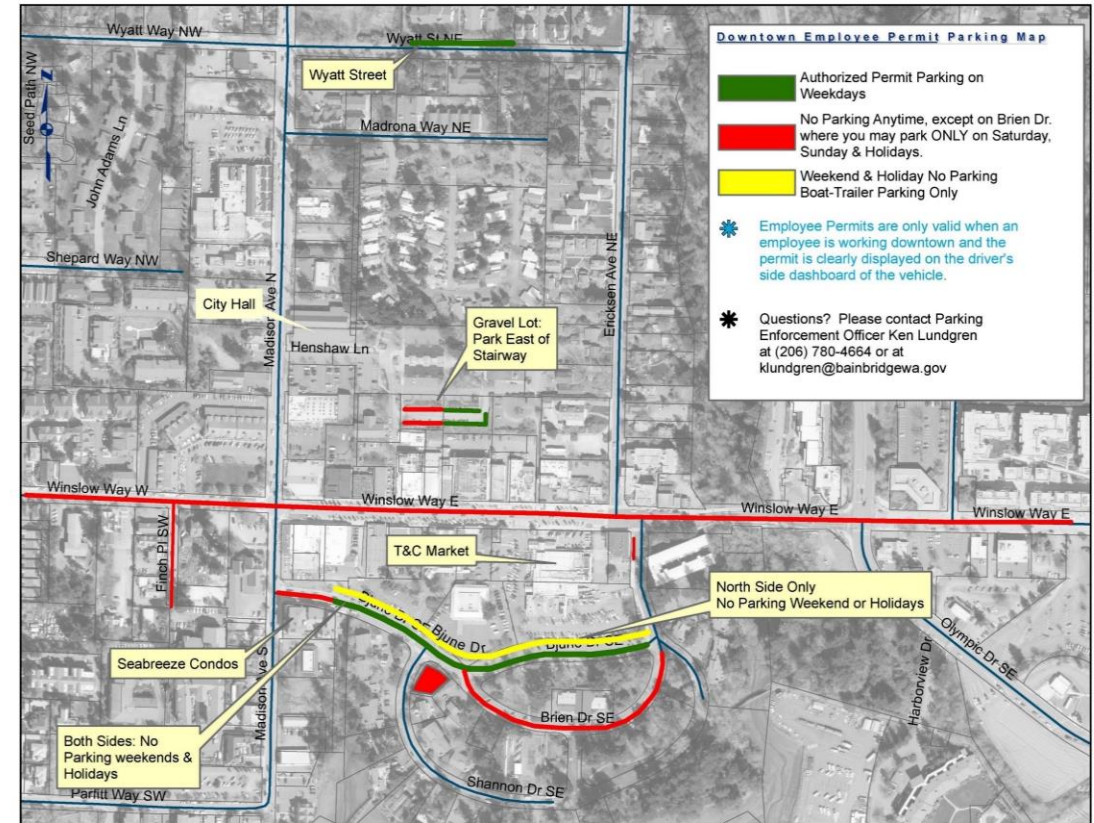


Parking Strategy Concepts

6. Revise the Employee Parking Program

Considerations:

- Prioritize short-term visitor/customer parking in the Core
- Shared parking program may provide additional parking options
- Price increases for employee permits with low-income option
- Reduced transit passes
- Additional on-street options outside of the Core



Parking Strategy Concepts

7. Assess the feasibility of building new parking supply.

Considerations:

- Costs of construction, operations, maintenance
- Expected revenues (if any)
- Relationship to Downtown economy
- Access and circulation
- Parking management

