



CITY OF
BAINBRIDGE ISLAND

Downtown Parking Strategy

Bainbridge Island Downtown Association – July 18, 2018



BAINBRIDGE ISLAND
DOWNTOWN ASSOCIATION

framework

Project Overview + Study Area

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



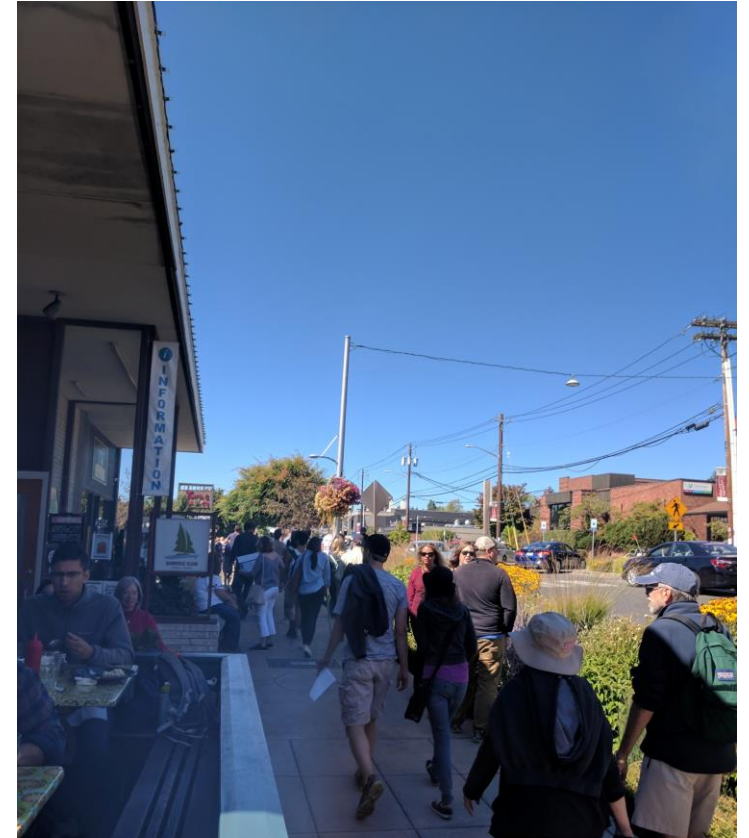
Parking 101: The Role of Parking

- 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.”

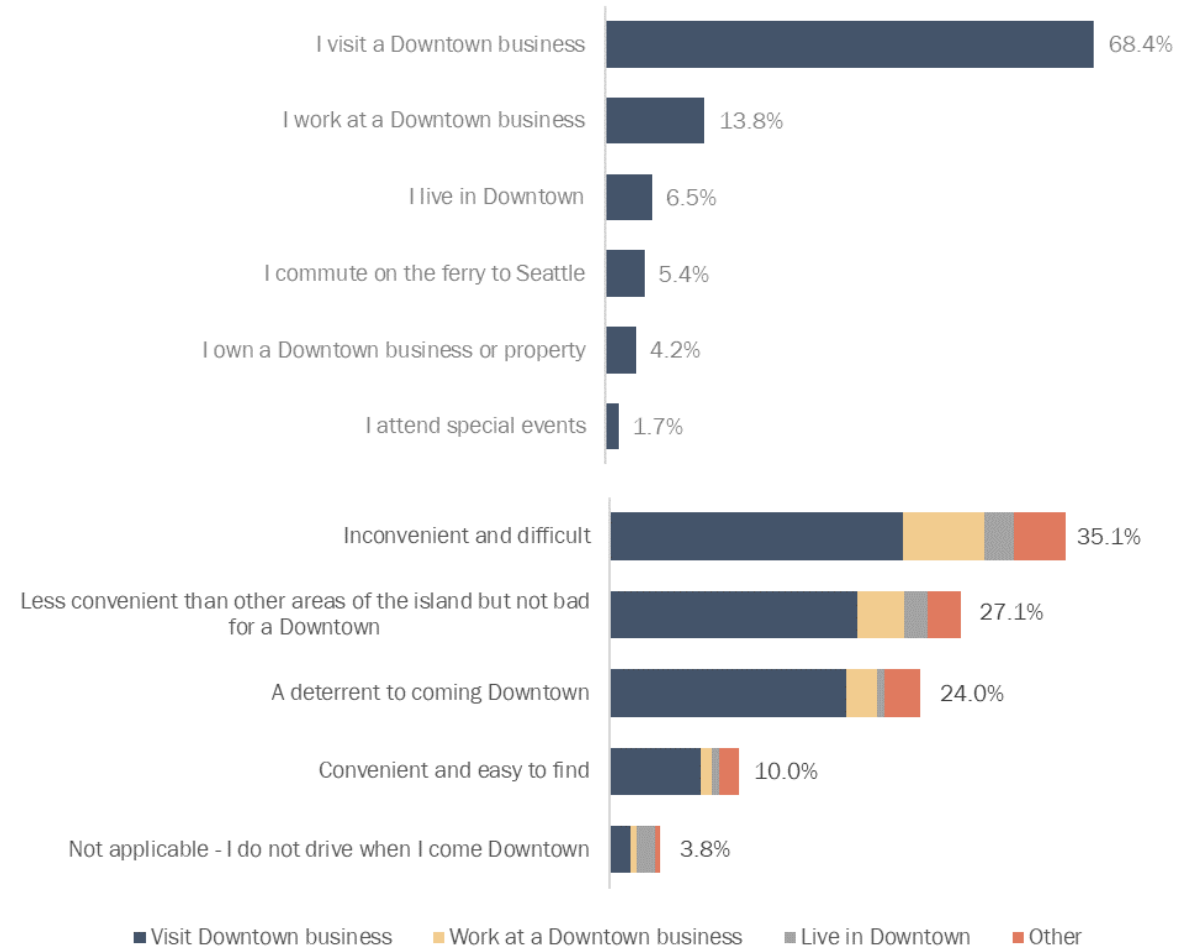
“Employees have parking permits but often the employee parking is full by the 10 AM...Retailers are pretty hard on their employees about parking on Winslow Way

Online Survey Results



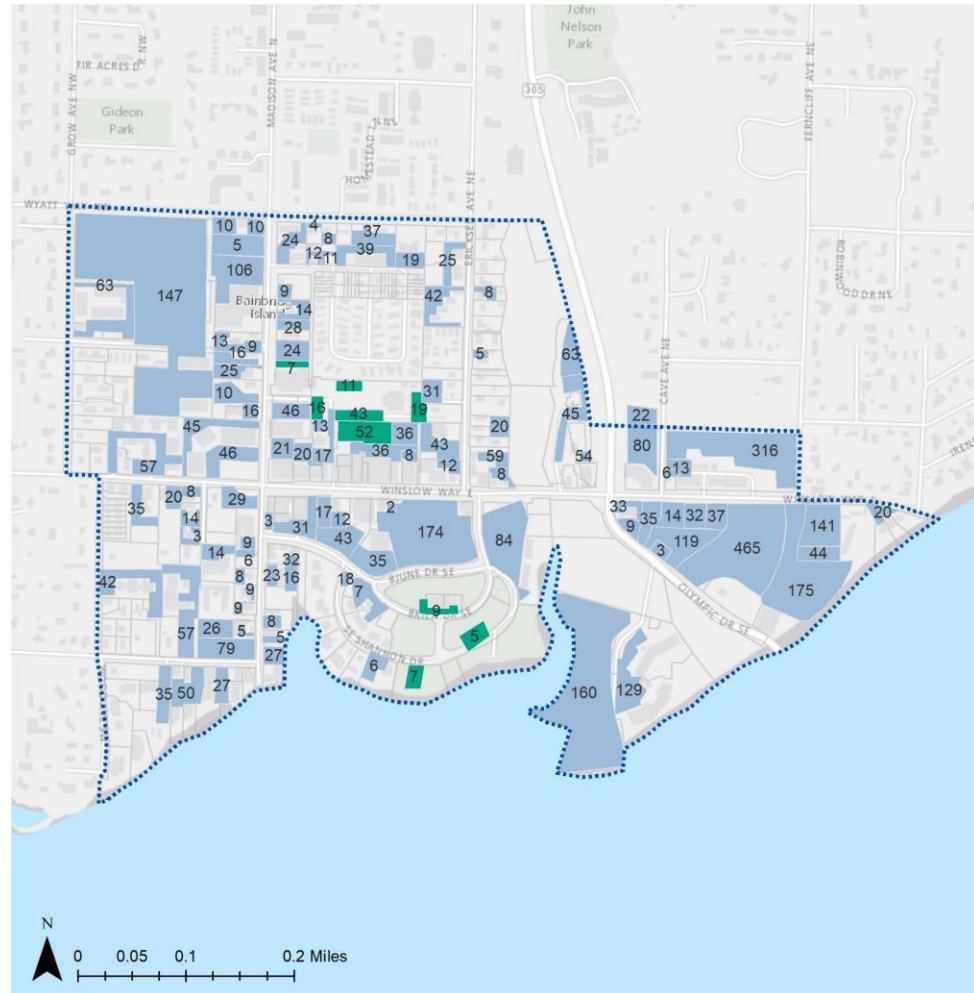
572 Responses

- 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

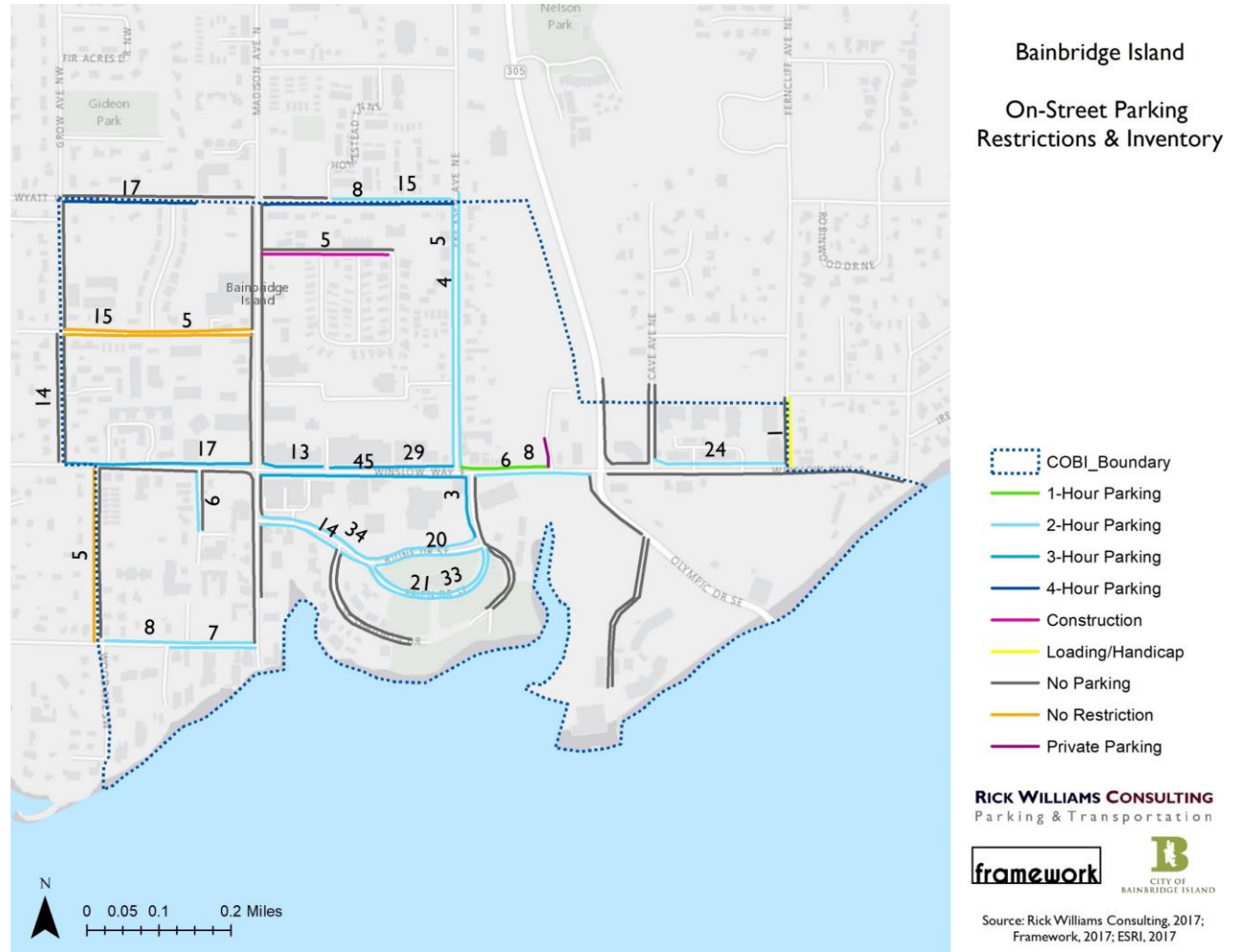
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Parking & Transportation



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

Parking Inventory

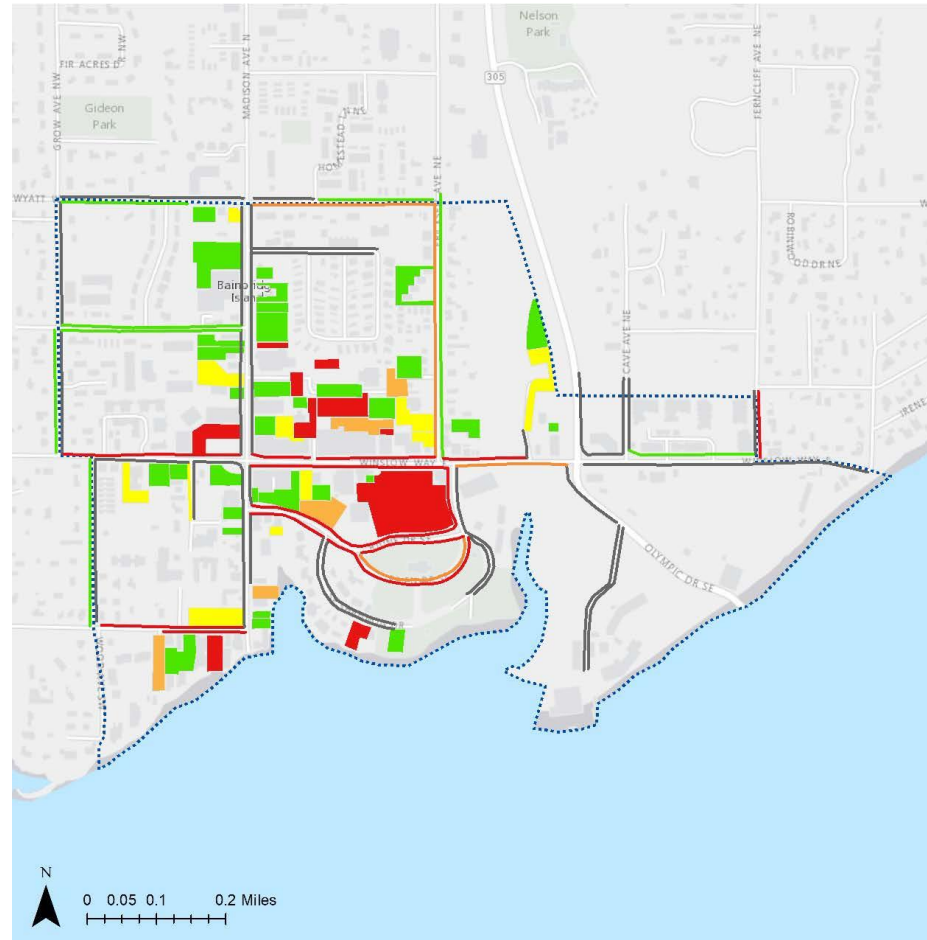
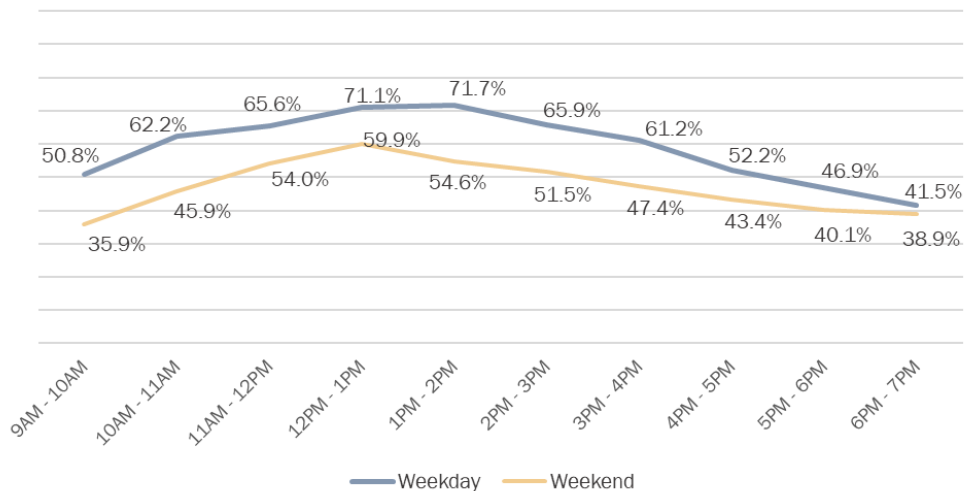
- 4,856 Parking Stalls
 - 387 On-Street (8%)
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Systemwide Data Collection

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

Occupancy Trends – Weekday vs Weekend



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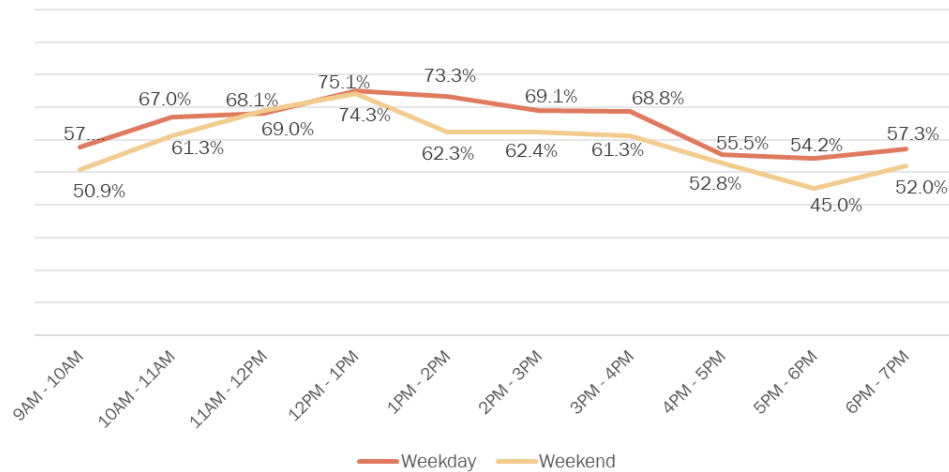


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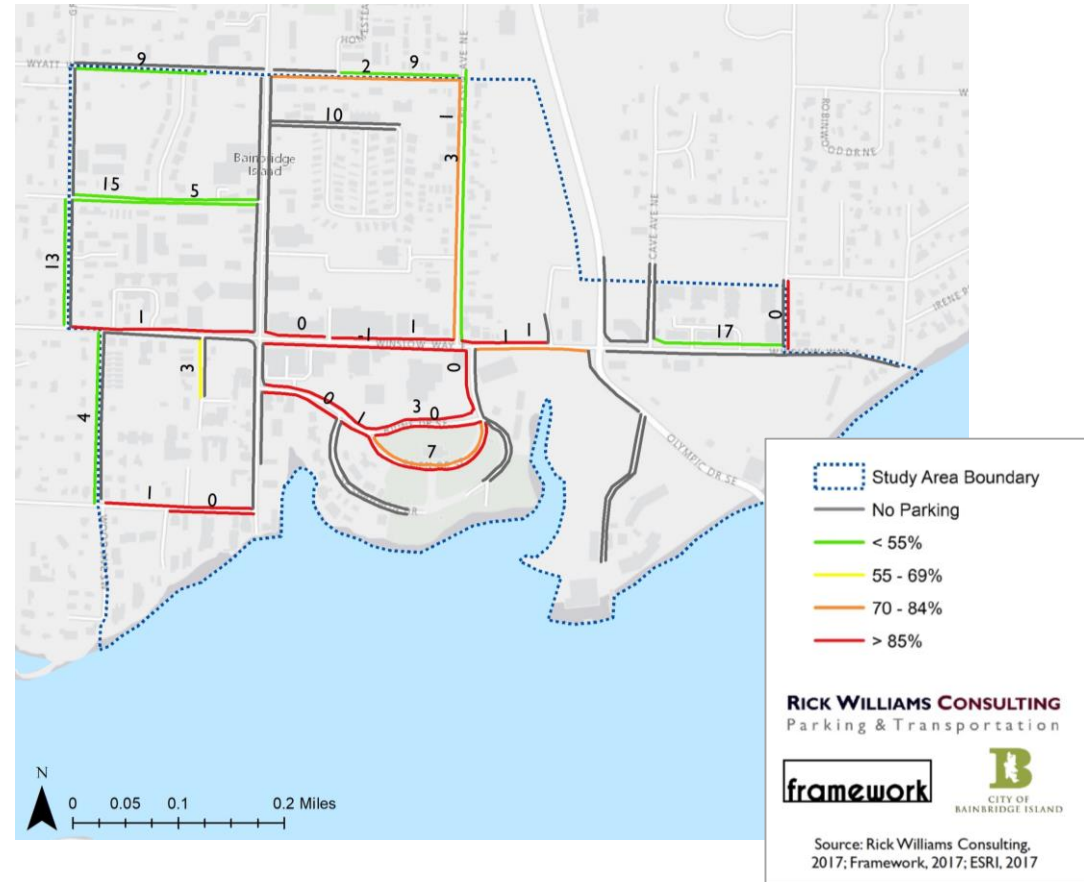
On-Street Data Collection

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

Occupancy Trends – Weekday vs. Weekend



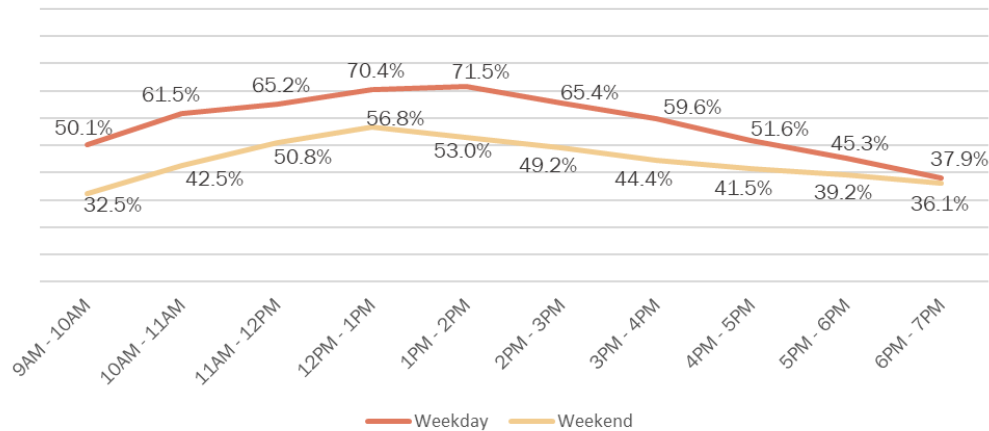
98 Stalls Available at Peak - Weekday



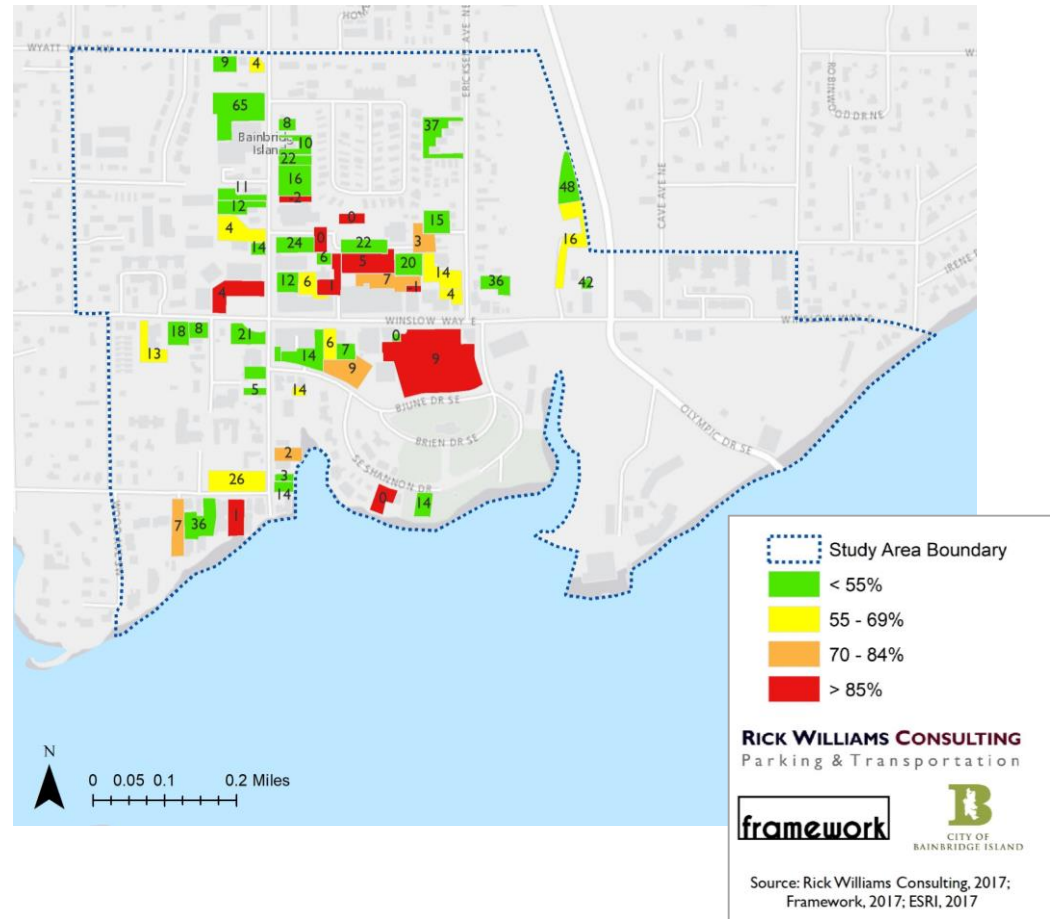
Off-Street Data Collection

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

Occupancy Trends – Weekday vs. Weekend

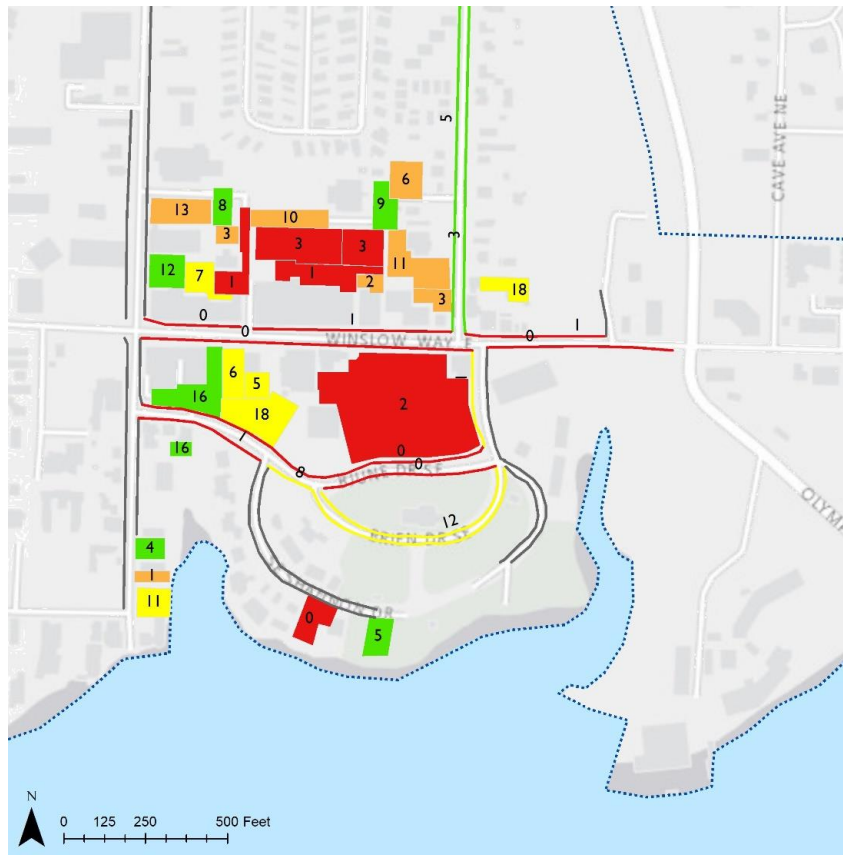


Weekend Peak Occupancy



Winslow Way Area - Weekday

Peak Occupancy and Available Stalls



Winslow Core
Weekday Utilization &
Available Stalls
Tuesday, August 15th, 2017
12:00 PM - 1:00 PM
Peak Hour

Systemwide Occupancy: 79.0%
On-Street Occupancy: 86.4%
Off-Street Occupancy: 77.0%

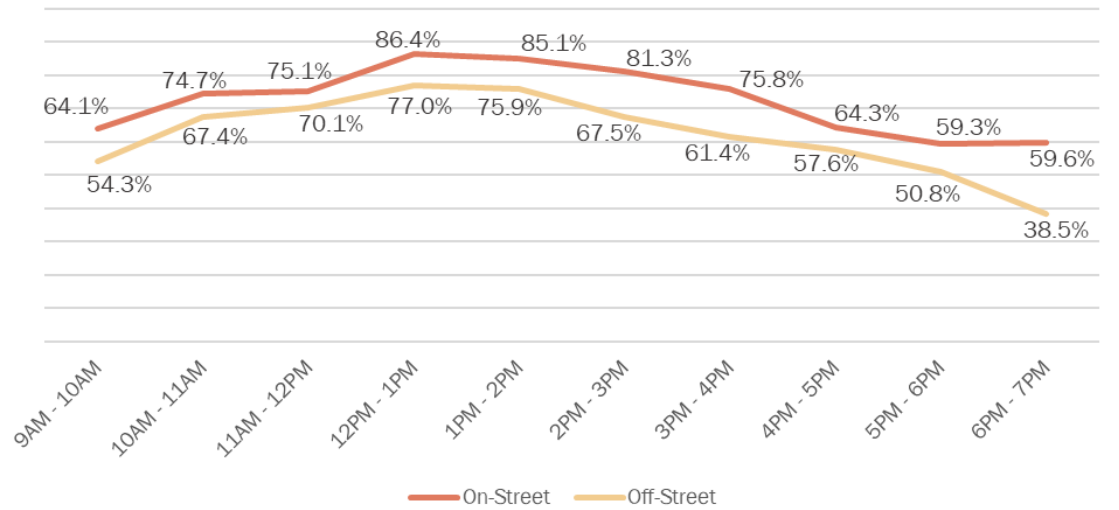
- Study Area Boundary
- No Parking
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%

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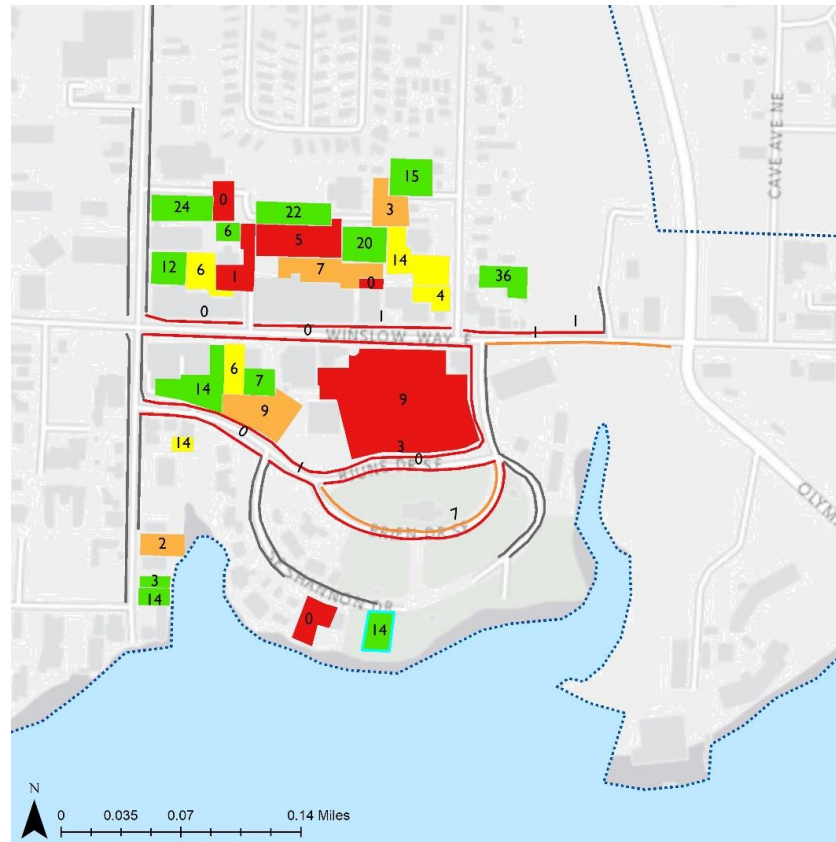
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Occupancy Trends On and Off-Street

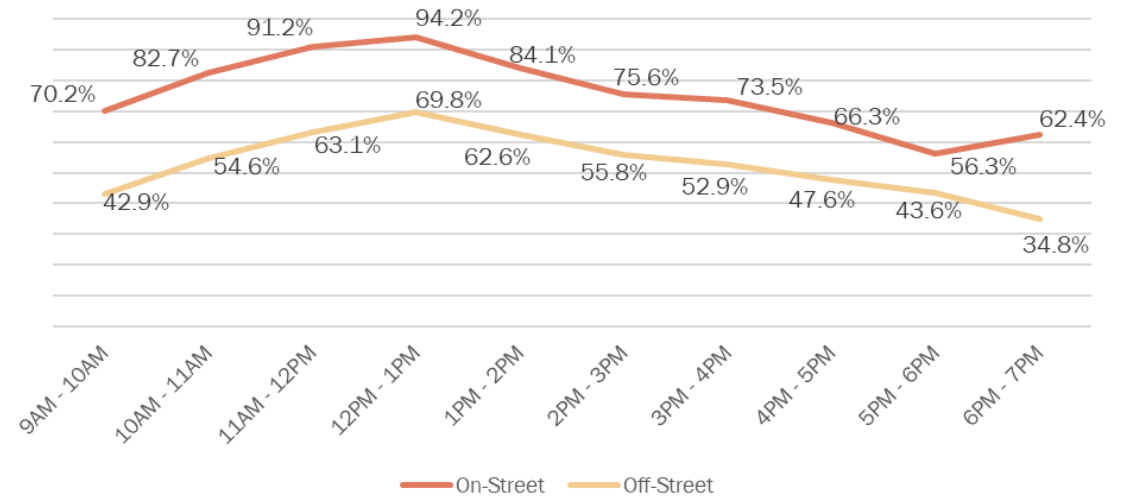


Winslow Way Area - Weekend

Peak Occupancy and Available Stalls



Occupancy Trends On and Off-Street



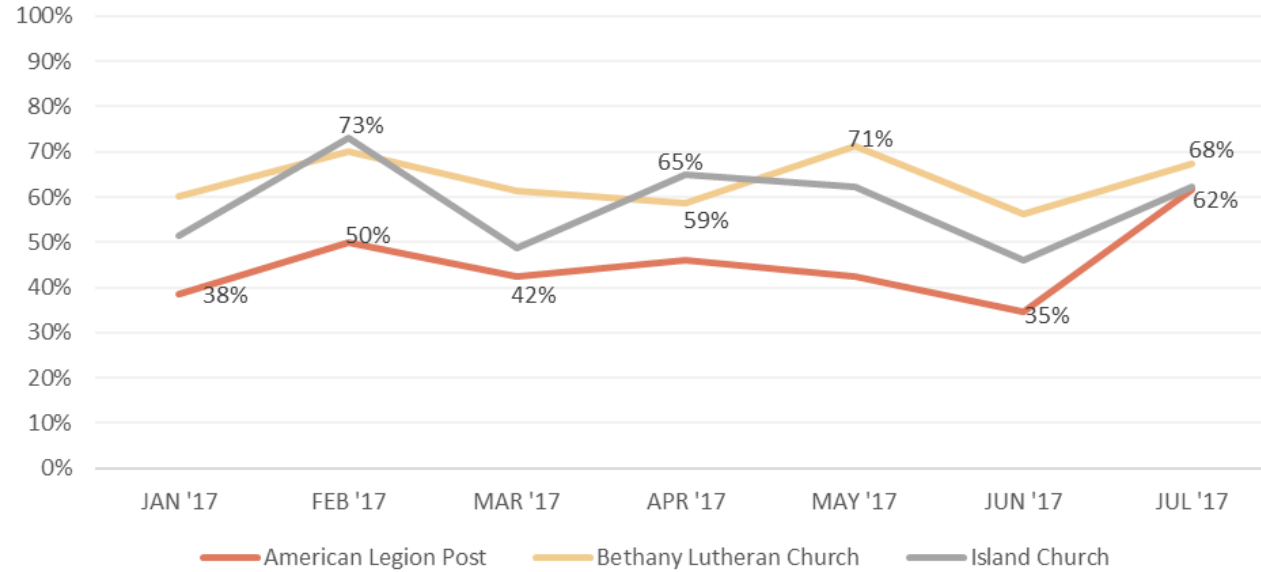
Parking Behavior

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

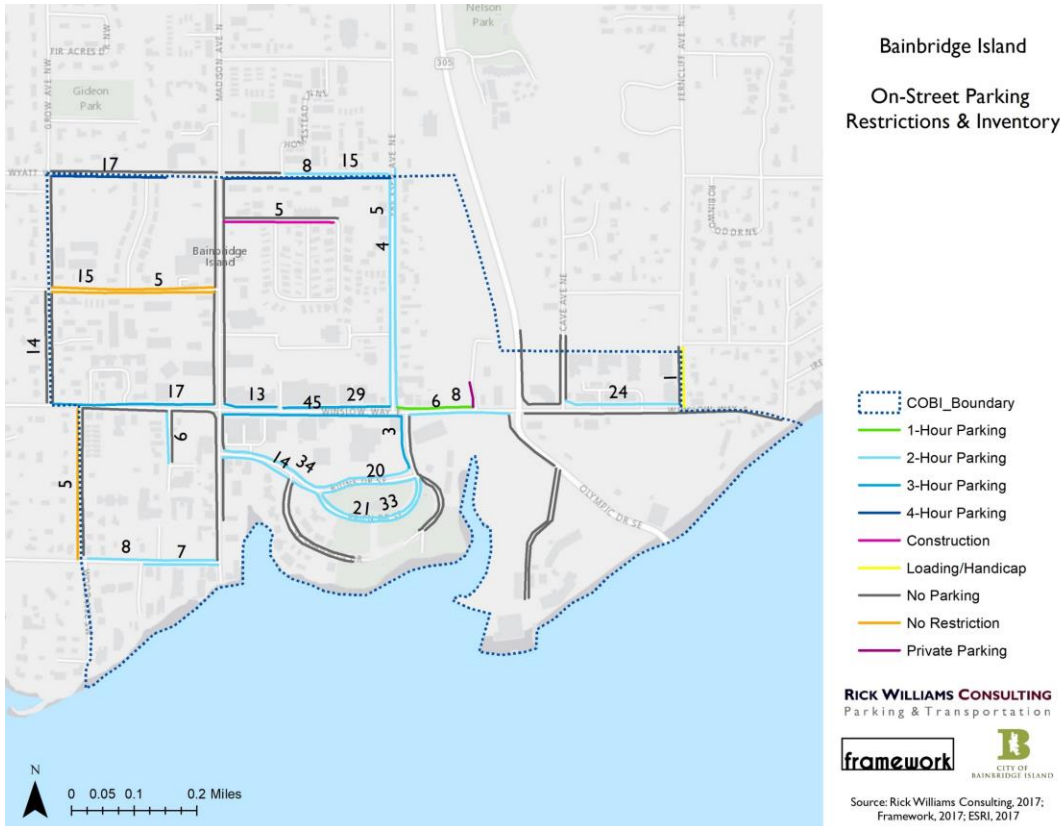


- Average of 59 stalls available per day



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

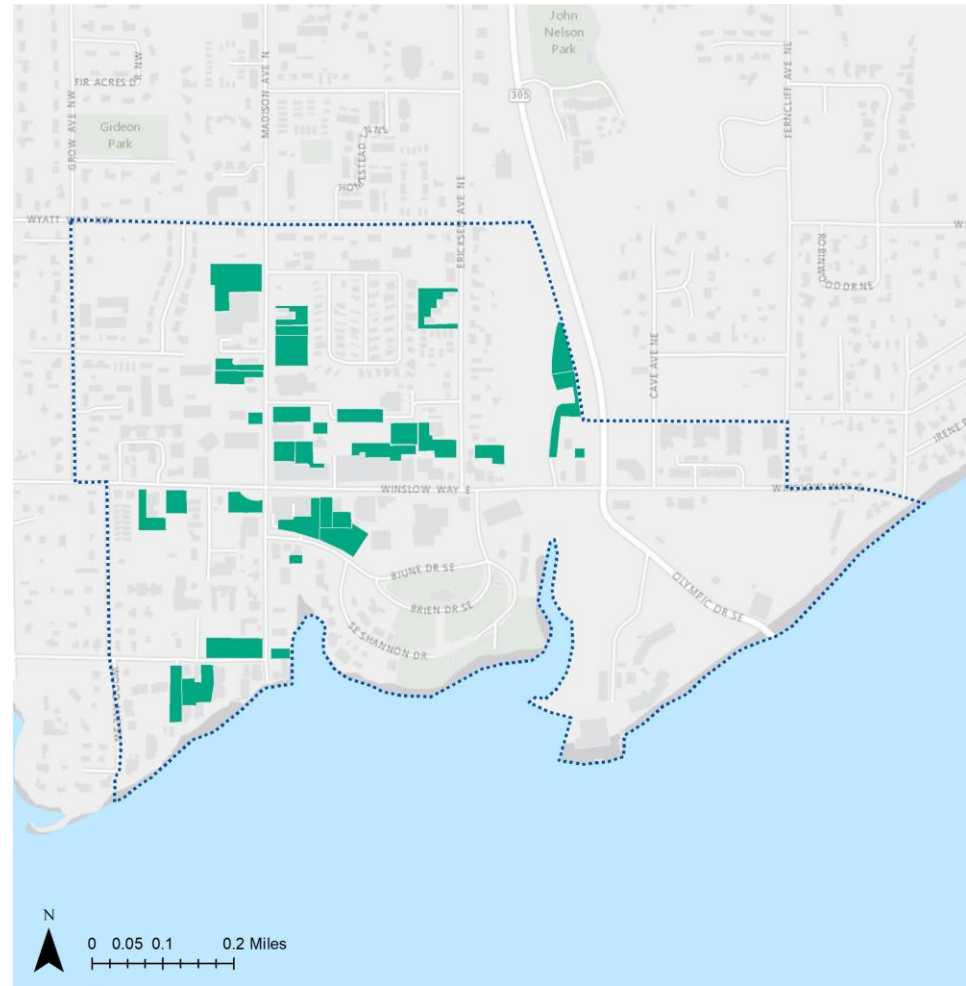
Strategy: Convert all stalls to 2 or 3-hour Parking

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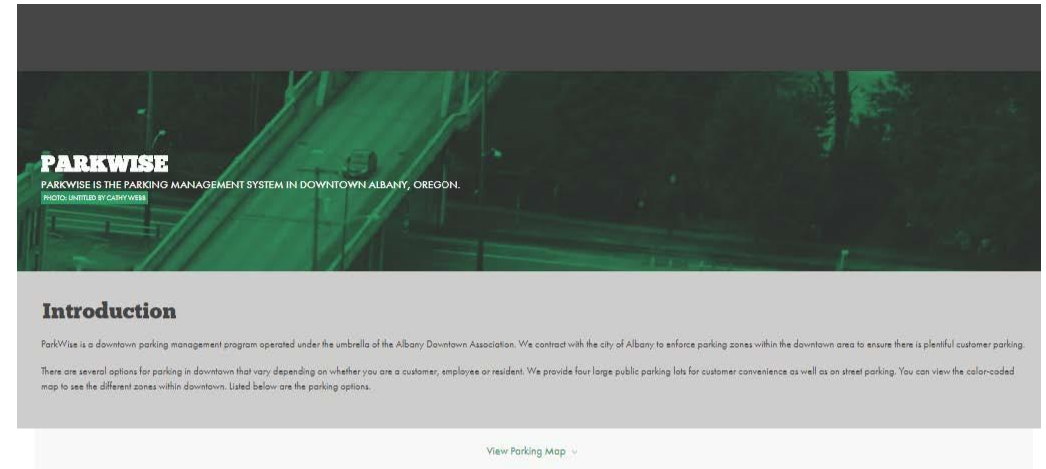
Source: Rick Williams Consulting, 2017; Framework, 2017; ESRI, 2017

Parking Strategy Concepts

2. Assess the Feasibility of a Shared Parking Program

Considerations:

- Peak use of off-street parking was roughly 75%, with approximately 1,150 unused stalls.
- Increase access to Downtown using existing parking and available parking for visitors with multiple destinations.
- Requires coordination and shared management with common branding and marketing so that the system is easy to use



Customer Parking

Customers may park free in any zone in downtown except lease lots. Look for signs on the street to determine time zones. Parking time zones are: All Day, Customer, 4-Hour Customer, 3-Hour Customer, 30-Minute and 10-Minute. Not every space is marked, so use common sense to determine how on-street spaces are zoned.

Employee Permits

These are for employees on street parking in designated areas only. They are on a first come first served basis and cost \$25 per month. No particular space can be reserved for permit holders.

Lease Spaces

These are located in lots between 1st Avenue and Water Street. They are reserved for the individual leasing a particular space number. Lease spaces provide the only guaranteed parking in downtown for employees. The cost is \$20 per month.

Daily Permits

These are available on a day-by-day basis for occasional use. These permits allow employees and others to access 3 & 4-hour customer only parking for the entire day. They can be used for long-term loading and unloading, temporary injuries, temporary employees or any other valid reason that requires you to park close to your place of employment. There is a limit of 5 Daily Permits per month to each individual at a cost of \$2 each.

Special Permits

These are designed for employees who are frequently in and out of the office and/or constantly loading and unloading supplies and need close access to their place of employment more than 5 times per month. These permits are available at the discretion of the ParkWise Policy Board and cost \$50 per month.

Resident Permits

These have the same guidelines as employee permits, but are available for just \$5 a month with proof of residency in a legal residential dwelling.

Employee Free Lot

This lot is located on Water Street between Broadalbin and Ferry Streets. It is an all day lot for any employee, resident or visitor who wants a free place to park legally within the patrolled area of downtown.

Contractor Permits

These are available to contractors working within the downtown enforcement boundary. All contractors receive one free parking day according to the customer zone they are parked in (if in a 3-hour zone then the first 3 hours are free, etc.) Contractor permits are not valid in lease spaces. These permits cost \$5 per day for each vehicle or space utilized. Monthly rates are \$75 for each vehicle or space.

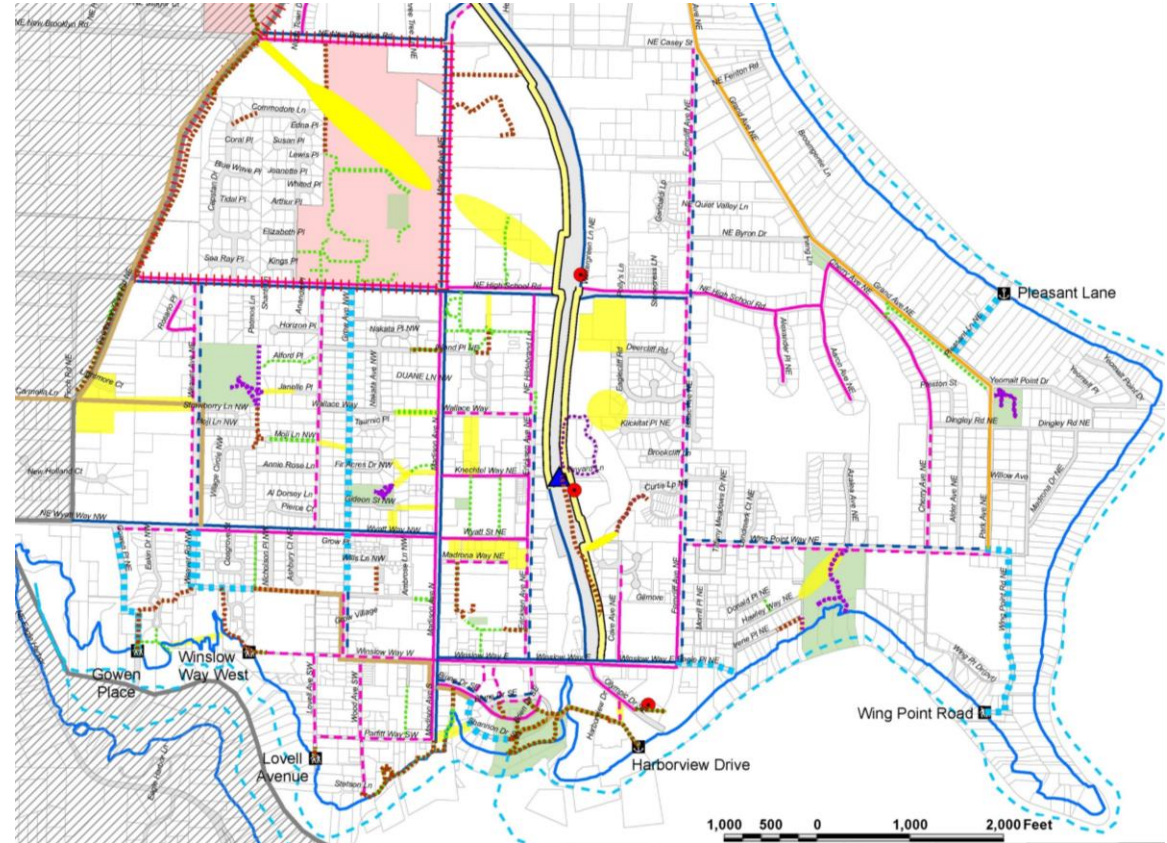
Parking Strategy Concepts

- 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

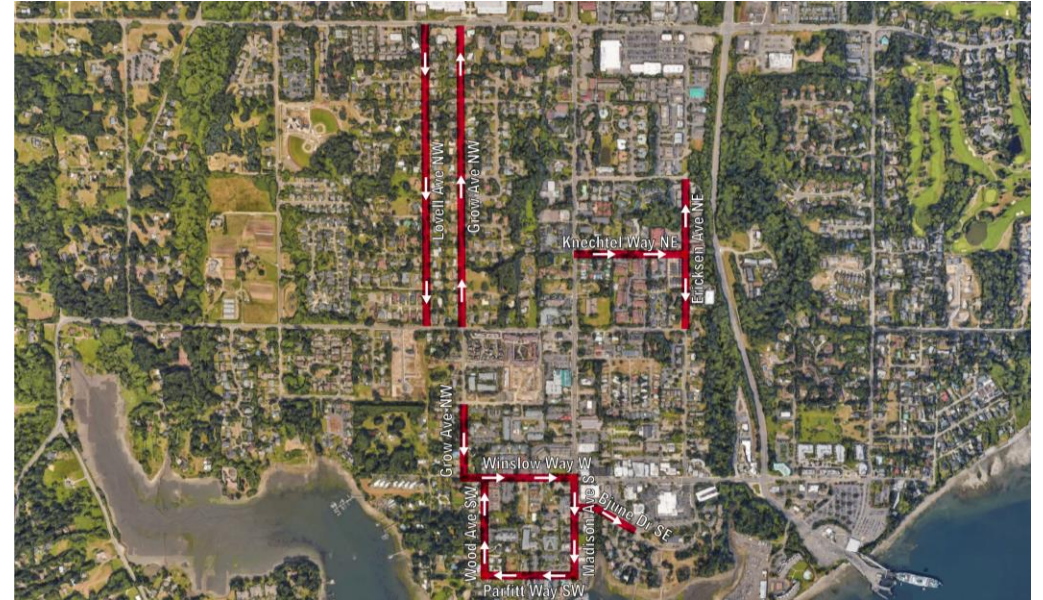


Parking Strategy Concepts

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

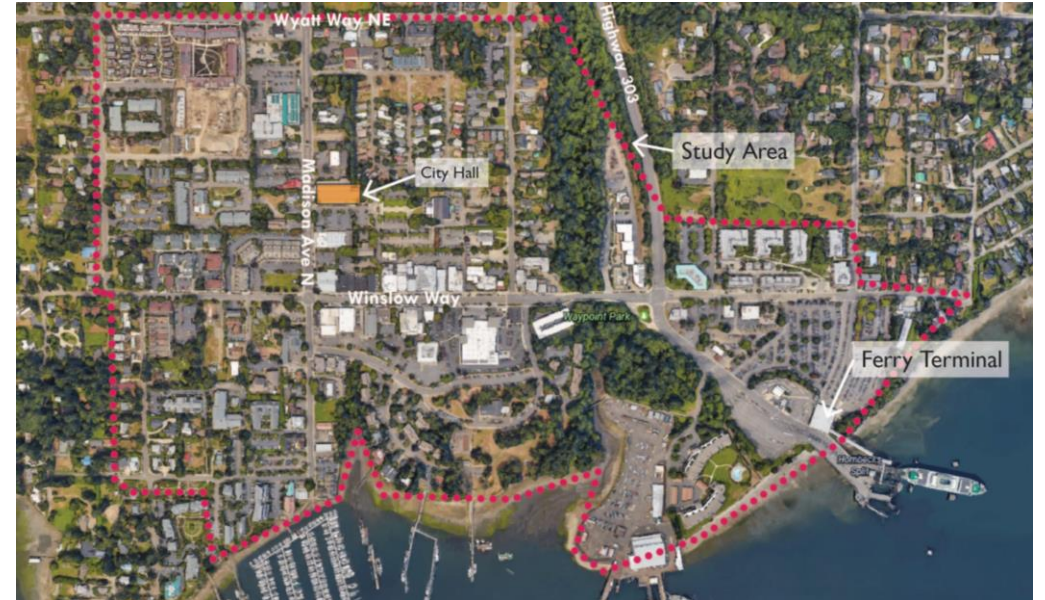


Parking Strategy Concepts

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

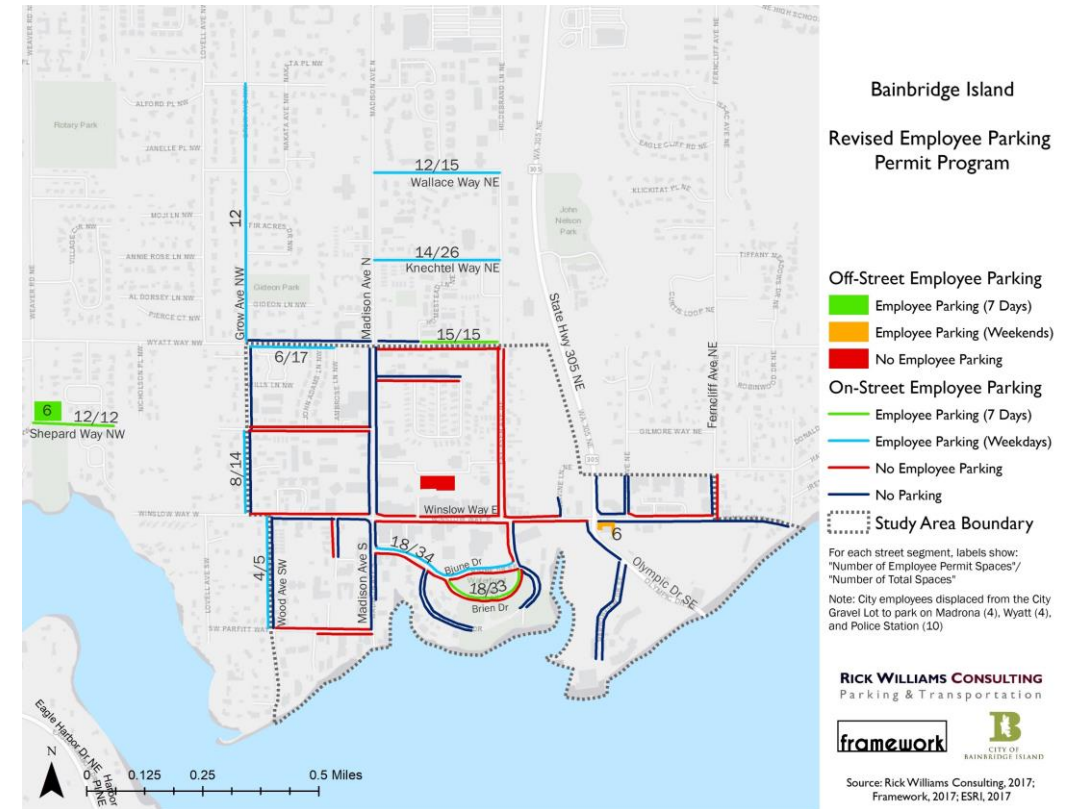


Parking Strategy Concepts

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



Short- to Medium-Term Strategies

- Modify parking time restrictions
- Public parking and city gravel lot
- Relocate city hall parking
- Modify employee parking project, assess feasibility of adding on-street parking downtown
- Monitor the parking system to understand the impacts of new parking strategies and make adjustments

