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December 5, 2002

To: Mayor Kordonowy
From: Bruce Anderson, Chair Parking Committee
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On behalf of the members of the Parking Committee I would like to present our first report.

This report is intended to be a snapshot of the work we've done to date. It includes policy and code recommendations that we believe can be undertaken now. It includes actions to immediately improve our parking situation and directions to take to make improvements over time. It includes areas of investigation and topics of discussion that we are currently working on, so that you and the Council can have a sense on what information will be coming to you in the future.

I am pleased to be associated with the members of this committee. They are hardworking thoughtful people that are intent on creating solutions that are reasonable, cost effective, creative and workable.

We look forward to any feedback, positive or negative, to elements within this report. We are also interested in filling in any gaps that we may be missing in our investigation.

**CITY OF BAINBRIDGE ISLAND
PARKING COMMITTEE FIRST REPORT
DECEMBER 4, 2002**

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The Parking Committee began meeting regularly in July of this year after gaining new members and has worked to identify parking concerns, issues and problems throughout the downtown core and surrounding neighborhoods. We have solicited opinions and presentations from interested parties as well to broaden our understanding of parking issues that face our city.

This is our first report. It is intended to give the Mayor and Council a status report on our committee's work, and to present our initial recommendations.

The Problem

Winslow is a highly desirable place. Its historical pattern of development oriented commercial uses strongly toward the street and new development continues this same pattern, encouraged by our Comprehensive Plan and land use regulations. Combined with a fine grain of parcel sizes, we rely heavily on street parking in our downtown core and private parking is fractured and often inefficient. Many businesses on Winslow Way for example do not have their own parking supply, relying on parking provided by the public for both customers and employees. Efforts by the City and Chamber to shift employee parking away from highly convenient spaces on Winslow Way that are best used by customers has meet with considerable, but not total, success.

It is a commonly held opinion that there is frequently not enough parking in Winslow. At the same time that Winslow Way is filled with cars, parking usually is available on nearby side streets.

Overlaying all of this is the close proximity of the ferry terminal that generates a high demand for parking. Since parking in the terminal area cost money, there is a strong tendency for parking to "spill out" of the ferry terminal into our downtown core and close in residential neighborhoods where individuals seek to avoid paying for parking. This

problem is not limited to a small area surrounding the terminal, but instead affects neighborhoods and businesses at least as far away as the High School Road commercial area and neighborhoods west of upper Madison.

These individuals that seek to avoid paying for parking for their ferry travels use public parking that would better serve downtown businesses and services and also park in private lots imposing a cost on those landowners seeking to provide parking for their customers and employees.

Certain activities within Winslow also create localized parking impacts. The High School is one example where its parking demand has not been satisfied on-site and conflict has arisen when cars park in nearby neighborhoods on streets and in neighbor's parking lots.

The Solution

Winslow's parking problem is a good thing. It reinforces the idea that Winslow is a desirable place to live, work and visit, and reflects the vitality of our Island's core. A commercial core that does not have a parking problem probably has much more serious problems to address.

At the same time the continued health of our downtown businesses, and the ability of Winslow to absorb additional growth while remaining attractive and healthy, means that we need to provide adequate parking to satisfy increasing demand resulting from both downtown growth and island growth in general.

This Committee is looking at a range of solutions and opportunities.

We don't see a "magic" bullet that will solve all our parking problems. Instead, we believe that a range of actions will be necessary to:

Increase the capacity of our existing supply of parking to satisfy parking demand.

Expand both public and private parking in a cost efficient manner that reinforces our Island's desire for a compact, pedestrian friendly, high quality environment in Winslow.

Allow other alternatives to flourish that reduce the demand for parking.

Our Process

We have meet regularly as a committee seeking to hear from many interested parties their perceptions and opinions about our current circumstances and potential solutions. We've reviewed work done to date by various parties that address parking in Winslow.

We have organized into subcommittees focused on key topical areas. This first report is a snapshot of our work to date. Organized around our subcommittees, it includes recommended policies; changes in enforcement penalties, potential capacity improvements and topics we're studying and do not yet have recommendations.

We have identified certain actions that we believe can be taken now to improve parking in Winslow, addressing both existing parking and additional capacity.

What follows is organized around our six subcommittees:

Street Parking

On-street parking is a land efficient means to providing parking capacity. It is highly visible, separates pedestrians from driving lanes, and serves to slow down vehicle speed and improve the pedestrian character of our streets.

The Committee believes it is important to clearly define our City's Policy with regards to street parking. We propose that City Policy clearly favor on-street parking in the design and use of downtown streets. Further, it should be City policy that on-street parking generally serve residents and customers for their short-term parking needs. Private parking and/or spaces that are away from key retail streets should serve longer term parking needs. Employee parking utilizing on-street spaces should be located away from key retail streets. Ferry parking should be strongly discouraged on downtown streets during regular business hours.

In summary, City policy should:

1. *Encourage on-street parking in the design of downtown streets consistent with other street use needs.*
2. *On street parking in key retail areas should be used to satisfy short-duration parking needs such as shopping, etc.*
3. *Private parking or public parking away from key retail and high parking demand streets should satisfy longer duration parking needs such as people commuting to Winslow.*
4. *Ferry parking should be strongly discouraged on downtown streets during regular business hours.*

Creating new parking right now.

The City can act now to increase on-street parking in a few locations where it appears that there is physically room for on-street parking. Additionally, by creating new on street parking near to downtown, existing "Chamber" parking on BJune could be moved further out to allow additional customer parking on BJune.

We propose to work directly with Public Works to add or more clearly define on-street parking in a number of locations we've tentatively identified. They include:

- a. *Winslow Way north side at Ravine – 2 additional parallel spaces and better definition of parking now available at this location.*
- b. *Wyatt Way at Homestead Apartments – 8 parallel spaces*
- c. *South end of Madison – 8 or 9 parallel spaces in concert with planned future "island" improvements.*
- d. *Bjune near Streamliner Diner – 2 or 3 spaces*

We also propose that "Chamber" Parking spaces at the west end of Bjune be shifted to new spaces on Wyatt or near the Ravine on Winslow Way.

Motorcycle Parking.

Presently motorcycles must use a full parking space when utilizing on street parking. This isn't an efficient use of scarce curb space. While this is not a significant problem there are likely locations within downtown where a full vehicle parking space may not be possible, but where a motorcycle parking space may fit.

We propose that Public Works, with the assistance of the Parking Committee, identify potential motorcycle spaces and define them for use.

Deliveries in the Winslow Way Core.

Recently truck deliveries serving downtown businesses appear to have increased in their frequency during the regular business day, and with larger trucks that must find parking on Winslow Way and Madison. Deliveries are critical to the health of downtown, and some businesses must have access to larger trucks to remain healthy.

Several options exist for managing delivery vehicles:

- Restrict the size of delivery vehicles
- Restrict delivery hours to minimize impacts
- Designate curbside areas for delivery only during certain hours and then regular parking at other times.

On street parking between Thanksgiving and Christmas.

Many retail malls shift employee parking away from their parking lots during the holiday season to better serve their customers. The Committee will be exploring the feasibility of creating a program that shifts "Chamber" parking off downtown streets during the holiday season to more remote lots.

Parking Capacity

Defining City Policy.

Two key actions recently have taken place that point to the need to review our commercial parking requirements. First, we reduced and then increased our parking requirements in our City Code. Second, investigation of the feasibility of creating and paying for structured parking near City Hall quantified a parking shortfall in our downtown core.

We believe that that two key policies need to be restated for downtown parking. First, every new development should satisfy 100 percent of their parking demand through the creation of on site parking and payment of "in-lieu" fees. Second, the existing shortfall of parking should be satisfied through the development of additional parking downtown.

Parking Requirements.

Obviously expanding businesses on Winslow Way is difficult because of constrained land area. Our City Code recognizes this and allows for small business expansion without the creation of new parking. However, greater expansion and new buildings must create sufficient parking either on-site or off-site to satisfy their projected parking need. Our Code, unlike many other City's, does not discriminate between types of uses in great detail, leading to potential situations where the required parking may not "fit" the demand for parking. The Committee will review other City's requirements and propose a parking space requirement that more closely matches parking demand.

We also believe that multi-family residential development should include parking for guests and deliveries. We recommend that:

The minimum parking requirement for all multi-family projects that exceed four dwellings shall include one (1) additional parking space for every five dwellings that shall be available to all residents for the purposes of guest and delivery parking.

New off-street parking lots.

The Winslow Master Plan called for the creation of 3 or 4 new "off street" parking in small lots of about 20 spaces located in close proximity to Winslow Way or Madison Avenue. The Parking Committee has developed a list of potential locations for these parking lots and proposes that the City carefully consider the purchase and development of these parking lots now. In some instances it may be appropriate to develop these lots in partnership, or in relationship, with private development.

Because of the sensitive nature of purchasing land these locations will not be defined publicly in this first report.

Under-building or structured parking.

We as a City encourage as a matter of policy increasing the density and intensity of development in our downtown areas. This is both to reduce the potential for "sprawl"

outside of our historic commercial centers and to maintain and develop a strong pedestrian orientation to our core.

To meet these goals new development needs to rely more on structured, or under-building parking. Unfortunately, our specific parking regulations are oriented toward surface parking and applying these standards to structured parking makes it very difficult both physically and financially to develop this kind of parking.

Other jurisdictions have addressed this problem by developing standards that apply only to structured parking. We propose that our City adopt these same regulations so that our technical rules serve to promote, rather than discourage, our goals and policies for downtown.

We propose the following code language:

- a. *Columns or other structural elements may encroach into the parking space a maximum of six (6) inches on a side, except in the area for car door opening, five (5) feet from the longitudinal centerline or four (4) feet from the transverse centerline of a parking space. No wall, post, guardrail, or other obstruction shall be permitted within the area for car door opening.*
- b. *For driveways leading directly into structured parking the maximum grade shall not exceed 5% within the first 20 feet of distance from the sidewalk, and shall not exceed 20% thereafter.*
- c. *Sight triangles with a base of 10 feet along each flanking sidewalk and extending toward any exiting driveway at an inward 45 degree angle shall be maintained free of visual obstruction from a height of 2 foot 6 inches to 6 foot 9 inches. Entrance only driveways are not required to maintain sight triangles. Mirrors may be utilized instead of sight triangles.*
- d. *Unobstructed vertical clearances in structured parking shall not be less than 6 foot 9 inches.*
- e. *Parking spaces in structured parking structures shall be 8 1/2 feet x 19 feet for standard stalls, or 8 feet x 18 feet for compact stalls, including "overhang".*

The City's role in the creation of private parking.

The City might play a role in assisting private initiatives that create parking. This could occur by encouraging shared parking access that would reduce curb cuts leaving more space for on street parking. It could also be accomplished by encouraging cooperation between adjoining landowners to develop coordinated parking, particularly on the smaller parcels of land typical in Winslow, where coordination might improve the efficiency of parking layouts and create more parking in a given space. This may require "proactive planning" whereby no new code is written but instead the City encourages adjoining landowners to work together to create parking, and the City then facilitates this by favorable early review.

Potential parking locations, such as expanded structured parking at the Pavilion or expanded parking on undeveloped or underdeveloped parcels in areas of high parking demand should be encouraged.

Development of new parking paid for by the City.

In addition to the development of the small parking lots envisioned in the Winslow Master Plan the City should encourage cooperation between landowners when it might create more parking in a given location. This additional parking could be utilized for increased development, or could be made available to satisfy present demand.

For example, coordinated development of private parcels north of City Hall on east side of Madison could reduce curb cuts on Madison and increase the potential for street parking.

The Committee has reviewed the information available regarding the construction of a parking garage near City Hall. We do not yet have a recommendation to present as a committee.

Additionally, the Committee will explore the creation of a City program to purchase privately developed parking spaces for public parking. This approach could include the proposed parking garage near City Hall.

Enforcement

Enforcement of parking regulations is the key tool in effectively managing our existing public parking. Effective enforcement needs to be consistent and predictable so that the use of limited parking is maximized. Current enforcement staffing and available regulatory tools allow for a significant level of undesirable parking behavior, despite the hard work of the present staff.

The Committee has defined key policies and is proposing new regulations that will increase the ability of the enforcement to be even more effective.

Regular Enforcement.

First, enforcement staffing must be expanded to cover the regulated hours of enforcement and be sufficiently sized to increase the perception that there are consequences to ignoring parking regulations.

City has initiated the creation of a second enforcement staff position.

Our on-street parking is a precious resource and most valuable for short-term parking for residents and visitors patronizing downtown services and businesses. The ferry terminal, and the High School, create localized parking demands that can create "spillover" into

adjacent streets of cars parking for greater lengths of time. This is a source of conflict in these neighborhoods at times.

We need additional enforcement tools to increase the availability of short-term on-street parking and shift longer term parking (such as employees) to off-street spaces, and ensure that ferry parking and High School parking do not spillover into nearby neighborhoods.

Some businesses provide a public service by sharing their parking with nearby businesses. We need to explore public enforcement of this shared parking to encourage it and recognize the public benefit these landowners provide.

We recommend the following additions to our Municipal Code to increase availability of public parking serving downtown.

1. Allow for repeat ticketing for exceeding parking limits, presently the economic “cost” of risking a ticket is a reasonable choice because the ticket cost is too low:
 - a. *Overtime: No person shall park a vehicle upon a street for a longer period of time than the limit that is sign posted except as provided in this Chapter.*
 - b. *Overtime-Repeated: For each period of time that exceeds the time limit posted following affixation to a vehicle of a notice of overtime parking shall constitute a separate offense.*
2. Make “chain parking” (i.e. moving a vehicle from one space to another to avoid a ticket) illegal. There is some disagreement within the Committee as to how effective this tool can be because of our concentration of on-street parking. It is intended to address individuals that repeatedly engage in this parking behavior.
 - a. *Moving Vehicle in Same Area: No person shall move and repark a vehicle on either side of the same street to extend the vehicle's parking time beyond the time limits posted for that area. For purposes of this section, a vehicle shall be deemed to be reparked and in violation of this regulation unless the vehicle is moved at least 400 feet from the location where the vehicle is originally parked.*
3. Make impounding a vehicle easier to accomplish when blocking pedestrian walkways, bicycle lanes and streets and when parked significantly overtime.
 - a. *When vehicle may be impounded:*
 1. *Any vehicle parked so as to endanger any user or potential user of any street or way open to the public is declared to be a nuisance, which may be summarily abated by the impounding and removal of the vehicle.*

2. *Any vehicle parked in violation of posted time limit and subject to two or more separate parking offenses in one 24-hour period without vehicle movement is declared to be a nuisance which may be summarily abated by the impounding and removal of the vehicle.*
4. Consider a regulation that makes parking in public rights of way for longer than 24 hours an infraction, to assist in removing abandoned vehicles. Our recommended code language:
 - a. *Parking over 24 hours prohibited: No person shall park a vehicle upon any Public Street or public way or leave such vehicle in the same public place for a period exceeding 24 hours. Each 24-hour period of time after a notice of violation is affixed to the vehicle shall constitute a separate offense.*
5. Increase the penalties for parking infractions so that the potential of being ticketed is not a good economic decision.
 - a. *For overtime parking - \$25.00*
 - b. *For subsequent overtime parking offenses without the movement of the vehicle (overtime – repeated) - \$50.00*
 - c. *For moving a vehicle in the same area (chain parking) - \$50.00*
 - d. *For parking longer than 24 hours in the same place - \$25.00, for subsequent offenses without vehicle movement - \$50.00*

Hours of Parking Enforcement and Time Limits:

Presently 2-hour parking downtown enables vehicles to be parking on downtown streets as early as 4:00PM as an alternative to paying for ferry parking, and as early as 2:00PM where there is 4-hour parking, removing on-street parking for patrons to downtown businesses during the late afternoon and early evening. This is a result not of lack of enforcement, but a result of enforcement time ending too soon each day. Keeping these spaces available until 6:00PM, when demand appears to begin to slack off, is appropriate.

We recommend expanding hours of regulated parking to 8:00PM so that public parking is more available for patrons of downtown. We further recommend that the remaining 4-hour parking be changed to 2-hour parking near Waterfront Park. This will increase the availability of parking to serve downtown businesses, the senior center and Islanders wishing to use Waterfront Park.

Surveys of parking behavior in Winslow suggest that most on-street parking is used for 60-minutes or less.

Further, the Committee will be considering time limits in specific locations to determine if different limits, such as occasional 15-minute parking spaces, might

be appropriate. In these instances appropriate enforcement tools to consider include parking meters.

Signage

Increasing the ability to find parking, know that parking is acceptable and what the regulations are will help make the existing pool of parking serve more people. Creating a common graphic design to parking signage will reinforce the notion that the entire pool of on-street parking is a common resource, combating the perception that parking is unavailable when one block is full, even when there are many empty spaces a block away. Additionally, many of our streets are poorly or haphazardly signed, making enforcement difficult and more prone to conflict.

Further, better signage directing people to off-street parking opportunities such as the City Hall parking lot on weekends, would be helpful.

We recommend a new signage program that creates "gateway" parking information (including providing directions to alternate parking locations) entering areas of high parking demand, reflects our recommended increase in hours of enforcement and is placed more frequently to assist users in parking legally.

Proposed 2003 budget contains funds dedicated to this task.

The parking committee's alternatives to parking sub-committee is exploring other tools to inform the public such as brochures, maps, and other types of publicity.

Private Parking Enforcement

We are investigating the possibility of recommending policies and strategies for involving public enforcement of private parking in partnership with landowners when they share their parking with nearby businesses. This shared parking is often a key contributor to the overall health of downtown, but a significant enforcement burden on the individual landowner, particularly in relationship to ferry parking.

The Parking Committee will continue to explore this topic.

Ferry Terminal Parking

Overall District Policies

Present City Policy is to limit ferry commuter parking to the Ferry Terminal District and to limit the overall quantity of parking within the District. Additional parking can be developed for non-commuter parking and when existing surface parking is placed underground. Since this policy has been in place, the overall quantity of parking has

steadily dropped, as parking has been lost to the bus terminal and conversion of commuter oriented parking at the Police Station to municipal use.

Proposed new development north of Winslow Way does not appear to be adding any additional parking, nor even maintaining existing commuter parking spaces.

At the same time there seems to be no economic incentive to convert surface parking south of Winslow Way to structured parking with associated new commercial and residential development. Creating additional incentives or mechanisms to encourage development in the District in conformance with the Winslow Master Plan is appropriate.

We support a review of the "cap" on commuter parking in the Ferry Terminal District.

We are looking at a variety of incentives to encourage the conversion of surface parking to allow for new commercial and residential development. These incentives might include changing when we tax parking, or creating public/private partnerships to finance structuring the parking.

City Leased Ferry Terminal Parking

The City is now charging for parking at the lot the City leases from the State full time. The affect of this change is increases pressure on City streets nights and weekends for those seeking to avoid paying for parking.

The Committee proposes that the City return to free parking on Sundays, and significantly reduced early evening. This may be the most cost effective means of creating more early evening parking in downtown Winslow.

Alternatives to Parking in Winslow

Alternative modes of travel

Transit, bicycles and walking reduce the overall demand for parking. Transit is becoming a very viable means to commute into Winslow, spurred by transit becoming an effective way to commute to the ferry. The Circulator bus that travels to Bethany Lutheran opens up additional parking capacity that can serve Winslow.

The Committee recommends continued development of park and ride lots that utilize existing parking capacity that is not used during the day.

The Committee recommends additional development of bike lanes into Winslow to encourage bicycle use as an alternative to driving.

The Committee recommends that street design should be strongly focused on creating a high quality pedestrian environment.

Holiday Season Parking

Between Thanksgiving and Christmas parking demand increases as islander's shop in Winslow. Often regional shopping malls shift their employee parking off-site to respond to this same seasonal parking demand.

The Committee is exploring two avenues of change to parking patterns to reflect this seasonal demand. The first is to encourage the use of City Hall parking on weekends by patrons of Winslow Businesses (recognizing that the Farmer's Market is in hiatus during this season). We will be experimenting with this parking arrangement this year.

Second, we will be looking hard at shifting Chamber Parking away from street parking south of Winslow Way during this seasonal increase in parking demand.

Construction Impacts

Construction can temporarily remove street parking spaces to the severe detriment of businesses that rely on those spaces. A recent example is the loss of about seven spaces on Winslow Way to make way for new building construction. The future redevelopment of Winslow Way itself poses a challenging problem of maintaining access and parking so that our downtown businesses can survive, let alone thrive.

The Committee recommends minimizing the displacement of on street parking during the construction of new buildings. Alternatives might include reducing the time of displacement to the absolute minimum, leasing nearby replacement parking and creating off-site parking for construction related parking demand.

The Committee recommends replacing ALL displaced street parking during the reconstruction of Winslow Way with temporary nearby parking. That parking might be created by temporarily leasing land, by shifting Chamber and other employee parking to remote lots and providing shuttle bus service, and by staging the construction to reduce the loss of parking to a smaller quantity at any one time.

Long-term parking management

The basic goal of parking management is the acquisition, maintenance and optimized use of parking facilities for the benefit of the community. This means satisfying legitimate parking demands to the maximum extent possible with available facilities as well as planning for future needs. As the population of our island and surrounding communities' increase, parking issues will grow in severity and complexity. Some of these issues we've identified elsewhere in this first report and include: allocation of scarce ferry commuter parking among long, intermediate and short term users, preventing unwanted parking to occur in certain areas, such as high school parking spillover into surrounding

neighborhoods, enforcement and the generation and disposition of revenues that are related to parking.

On-going Parking Management

Basic functions of parking management include:

- Monitoring parking supply by periodically inventorying parking by location.
- Monitoring parking demand, including Island and Off-Island commuters, delivery vehicles and business demand.
- Monitoring transit ridership and it relates to otherwise replacing vehicle trips.
- Evaluating on-going parking policies
- Developing a parking plan that considers parking restrictions, time limits, loading zones, handicap parking locations, parking rates and fees and facility acquisition.
- Supporting and evaluating the effectiveness of enforcement strategies.
- Collecting and dispersing parking revenues.
- Facilities acquisition, including planning, construction and maintenance.
- Coordination with other communities, County and State agencies – such as Kitsap Transit, WSF, etc.
- Formulation of recommendations to the Bainbridge Island Government.

Obviously this committee is performing many of these functions now, but continuing these tasks over time is not a charge of this committee.

Factors to be considered in evaluating parking management alternatives.

- Compatibility with existing Island regulations and government structure.
- Transparency and responsiveness to public concerns
- Clearly defined responsibilities and authorities
- Ability to provide continuity of effort and institutional memory functions
- Efficiency of operations

Management Alternates Evaluated.

1. Management by combined City Departments

Several members of the City Government drawn from Planning, Public Works, Police, Legal and Administrative Departments would perform the parking management function. A citizen advisory group and contractor personnel as required would support their efforts. The City Council and Mayor are responsible for setting policy and goals.

Pro

- This is the approach currently used by the City and therefore the most familiar to the public and members of City Government.

- It requires minimal changes to existing government structure and City regulations.
- It is a low cost approach to parking management.

Con

- Parking priorities might not be treated as high priority issues by participating City departments resulting in limited responsiveness to citizen parking concerns.
- Bureaucratic squabbles could preclude the establishment of a fixed, identifiable public point of contact for the redress of parking problems.
- Vague lines of authority and responsibility.
- Limited authority – all issues must be brought before the City Council and the Mayor for resolution.
- Institutional memory would be scattered among several departments.
- Parking problems and policies are treated in an ad hoc manner.

2. Parking Unit of City Government

Under this option, a designated parking unit of government would be assigned the primary responsibilities and authorities to generate and maintain a parking plan, perform revenue collection; facilities planning, construction, acquisition, maintenance; data collection; coordination with other communities and organizations; enforcement; and adjudication. The city government organization chart would be revised to reflect the establishment of this unit, which would be composed of several full time and rotating personnel from other government departments. City Council would establish policy and goals; responsibility for implementation would rest with the Mayor. Citizen advisory committee and contractor inputs would be provided as required.

Pro

- Parking issues would be elevated to a high priority.
- A single point of contact for citizen concerns and institutional memory within the City Government would be established.
- Effectiveness review of parking policies would be facilitated. Continuing coordination with neighboring communities, Kitsap Transit, WSF would be established.
- Costs of parking management would be more transparent.
- Formulation and presentation of parking initiatives would be facilitated.
- Parking Unit appears to be the next logical evolutionary step in management of Island parking.

Con

- Introduces additional bureaucratic complexity to Island Government. Increases apparent costs of parking management.
- Lines of authority and responsibility would need to be carefully defined to avoid confusion.

3. Parking Authority.

A quasi-government parking authority could be established to assess, plan and operate entire parking systems such as on street and off street facilities. It could create financing mechanisms to support parking developments; collect revenue from both on and off street facilities; establish special assessment or taxing districts; generate revenue through the sale of parking bonds which would be supported by revenues from parking fees, meter fees, and fines.

Pro

- A parking authority with sources of revenue and bonding capacity separate from City Government would not be subject to the same limits as the city itself.
- This approach might be attractive in a larger city context where major parking facilities are to be acquired.

Con

- This approach is not compatible with our Island parking situation. The mix of on and off street parking and ownership patterns would not be amenable to a centralized parking authority.

Recommendation.

The City should consider the establishment of a Parking Unit as the next logical step in the evolution of parking management in the Island Government. This approach seems to be the most compatible with our existing government structure and ever-pressing needs to keep costs down while providing the necessary capabilities to address the parking needs of the Island. Establishment of a Parking Authority with responsibilities for a particular project such as the Town Square project or ferry terminal parking development would not be precluded under this model.