Discipline Report #5

On Street Parking and Delivery

September 5 , 2007

Executive Summary

The Winslow Tomorrow process identified that although alternative transportation such as walking, biking and public transit should be encouraged, it is absolutely vital to downtown businesses and to the character of Winslow Way to retain and improve downtown parking and delivery access to downtown businesses. The design team has designed the streetscape renovation with no net loss of parking and identified locations for on street truck deliveries while preserving and improving access to off street loading areas. Additionally, city and design team staff have contacted each downtown business and all of the delivery companies that service downtown, to provide them with information on the upcoming changes and to ask for their help in determining suitable delivery locations and times.

The proposed design accommodates parking and delivery as described by this report within the program budget and schedule and meets the criteria established by Winslow Tomorrow. An alternative design based on City of Bainbridge Island Standards would provide slightly less parking but could use the same delivery strategies within the program budget but not within the program schedule but would not meet the criteria established by Winslow Tomorrow. An alternative design based on repair and minimal replacement would provide less parking but could accommodate deliveries in current patterns within the program budget but not within the program schedule and would not meet the criteria established by Winslow Tomorrow.

Recommended Council Action

Authorize the Winslow Way Design Team to proceed with the final design of on-street parking and further coordination with the City, downtown businesses, and delivery companies to develop final hours and locations of on-street delivery locations based on the attached parking and delivery report. This action is recommended by the Streetscape Advisory Group.

Winslow Way
STREETSCAPE
Connecting Community

Appendix

The complete text of the discipline report follows.

Discipline Report #5

On Street Parking and Delivery

Winslow Way
STREETSCAPE
Connecting Community

For City Review
August 23, 2007

Prepared by Charlier Associates, Inc. and SvR Design Co.

Introduction

The Winslow Way Streetscape is a living environment, a center of commerce, a significant transportation route, and the heart of Bainbridge Island's civic life. It serves a broad variety of purposes in the day-to-day life of the City, and serves as the public stage for character-defining community events like the grand Old Fourth. Part of its working, daily function is as the primary parking supply for many of the downtown businesses, and as a customary temporary parking location for regular and occasional truck deliveries.

A fundamental goal of the Winslow Tomorrow process, and of the Winslow Way Streetscape design, is to balance the many desires the community has for Winslow Way. Improving the quality of the pedestrian environment, improving the safety and level of service of the transportation corridor, responding to the community character, and increasing the environment and commercial sustainability of the street are all important goals for the project. These goals have to be balanced with the very real needs of the public and downtown businesses for parking and delivery access for Island residents and businesses.

On-Street Parking Supply

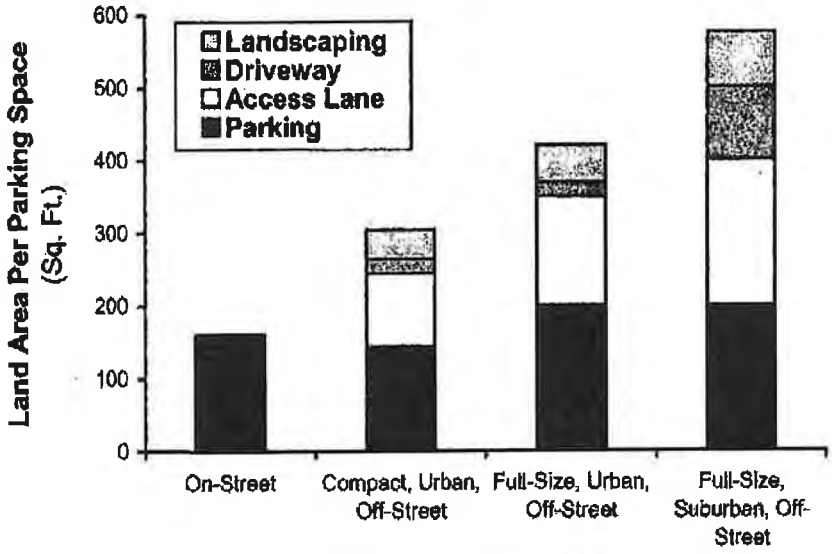
Although most transportation research, published articles, and popular discussion focus on the movement of motor vehicles through roads and intersections, cars sit still in parking spaces 95% of the time. In many urbanized areas, parking assumes 20%-40% of the land surface area. The design and location of parking is one of the most important elements of great streets. On-street parking along Winslow Way is vital to the economic viability of downtown Bainbridge Island. This report documents the importance of on-street parking, the existing parking count and location, and the recommended strategies and layout to maintain on-street parking.

The Importance of On-Street Spaces

On-street parking can be a valuable type of parking for several reasons. It can create a physical and psychological buffer between pedestrians on the sidewalks and moving traffic. It can present convenient access to the front doors of retail, residential, and commercial destinations. It can decrease the need for off-street parking facilities, which require additional curb cuts through the pedestrian realm for access and present challenges to creating good urban design. Within dense urban areas such as along Winslow Way, off-street parking facilities can also be extremely expensive. Also see Appendix A for case studies of urban areas using diagonal parking.

On Winslow Way on-street parking is the most visible and valued form of parking. Therefore, it is important to encourage efficient designs and understand the balance that is required between on-street parking and other street amenities. Along Winslow Way on-street parking has the ability to serve multiple destinations making parking spaces very efficient. Additionally, on a per space basis, on-street parking takes up less space than other forms of parking. The ramps, driveways, and aisles needed in parking lots and structures are absorbed by travel lanes themselves. Figure 1 below shows the land requirements for on- and off-street parking spaces.

Figure 1



Litman, 2006

On Bainbridge Island there are very few places where buildings fronts are adjacent to the sidewalk. The businesses along Winslow Way create the backbone for the unique pedestrian and downtown environment on Bainbridge Island, creating a "community living room" for the residents of Bainbridge Island. The ability to preserve and improve on-street parking is critical to the viability and future of downtown Bainbridge Island and Winslow Way.

In summary, on-street parking on Winslow Way is important for the following reasons:

1. Creating a buffer between the pedestrian realm and motor vehicle traffic.

2. Providing the most convenient parking for businesses.

3. Providing opportunities for pass-by traffic to patronize stores.

4. Facilitating development when parking stalls are counted towards off-street requirements. (Especially true for small parcels where on-site parking is not feasible).

5. Reducing motor vehicle speeds on Winslow Way.

6. Reducing pressure on existing on-site parking facilities (i.e. Town and Country).

Primary Recommendation: No net loss

Current on-street parking on Winslow is used by retail patrons, visitors and business employees. Although no formal utilization study has been performed, anecdotal evidence and aerial photography suggest that the utilization rate of these on-street parking spaces is over 90%. Many businesses on Winslow Way have no off-street parking supply for customers, making on-street spaces crucial for a healthy customer base. Analysis of the number of off-street parking spaces required for businesses between Madison Avenue and Erickson Avenue (from off-street parking requirements) show a deficit of 336 parking spaces.

The Winslow Way Streetscape project should have a no net loss policy for on-street parking. No net loss means that the number of general use, on-street spaces currently supplied will not decrease upon completion of reconstruction of Winslow Way. The no net loss will be calculated for all spaces on Winslow Way between Madison Avenue and the ravine. Any new on-street space that is created within 100 feet of Winslow Way should count toward the overall supply.

In summary, the no net loss tenet has the following ramifications:

1. Any space removed must be replaced.

2. All diagonal spaces will remain as diagonal spaces.

3. Opportunities to create new spaces becomes critical.

While the "no net loss" recommendation outlines the importance for maintaining on-street parking it is also necessary to understand that on-street parking must coexist on a redesigned Winslow Way with other design elements, which help to create a diverse and sustainable street that functions on more than one level and for more than one use.

Today there are 130 on-street parking spaces on Winslow Way between Grow and Highway 305. Figure 2 below shows the on-street supply, split into three geographical areas.

Figure 2

	Grow to Madison	Madison to Erickson	Erickson to Hwy 305	Total
Accessible	0	1	0	1
Standard	14	96	19	129
Compact	0	0	0	0
Total Supply	14	97	19	130

Figure 3 on the opposite page shows existing and proposed parking supply along Winslow Way, and the changes in standard, handicap and delivery parking spaces.

Proposed parking supply

There are many demands for the limited amount of space in the Winslow Way corridor. Besides the need for ample parking, Winslow Way must also include: enhanced pedestrian facilities, increased capacity for motor vehicles at intersections (channelization), stormwater features, street trees and vegetation, street furniture, and pubic art. The phrase consistently used in the design process is that we must "fit 50 pounds of groceries in a 10 pound bag."

The proposed layout will supply 131 on-street parking spaces between Grow Avenue and SR-305. This is a slight reduction in standard parking spaces as ADA parking spaces will increase. Currently from Grow Avenue to SR-305 there are 129 standard spaces and 1 ADA accessible space. Proposed for this corridor are 125 standard spaces and 4 ADA accessible spaces.

In the downtown core of downtown Winslow, where most destinations occur, there exist 96 standard spaces and 1 ADA accessible space. This is proposed to change to 84 standard spaces, plus 2 all-day loading spaces, and 4 ADA accessible spaces. The parking spaces lost in the downtown core are due to a variety of design elements and code requirements, which attempt to establish Winslow Way as a more Complete Street, and are consistent with the goals and desires of Winslow Tomorrow, the local community, and the other Discipline Reports prepared for this project.

Figure 3

Graphic showing location of exiting and proposed spaces on Winslow Way

A Complete Street

The following summarizes the on-street parking stalls along Winslow Way that have been replaced or relocated to assist in the establishment of a more complete street. Twenty-two existing parking stalls have been identified by the design team and outlined below as requiring replacement along Winslow Way. Of these 22 existing stalls 15 are located in the downtown core. Seven of these stalls, including two temporary delivery stalls and three ADA parking stalls, have been reintroduced to the downtown core. The remaining parking spaces have been maintained within the project limits and relocated outside of the downtown core to better accommodate the multiple uses and users of the right of way. Also see Appendix B for a detailed parking plan.

Channelization (8)

The preferred alternative for the intersection layout along Winslow Way at Madison Avenue and Ericksen Avenue requires additional channelization and the replacement of eight existing parking stalls, including three in the downtown core. Traffic analyses managed by City staff have guided the Design Team in determining the preferred alternative at these intersections, which is discussed more thoroughly in Discipline Report #12: *Transportation.*

Pedestrian Crossing Zones (6)

Approximately ten spaces will be lost to pedestrian crossing zones. The benefits of these facilities include reducing average vehicle speeds to create the sense that "cars are guests" along Winslow Way, while improving pedestrian facilities. Improved pedestrian facilities include increasing pedestrian safety and creating additional gathering spaces to facilitate interaction to obtain the necessary balance on Winslow Way that is discussed in the Discipline Reports #4: *Winslow Tomorrow Expectations* and #6 *Urban Design - Context, Influences, and the Street.*

Art, Garden, and Ecology (5)

Stormwater Features: The inclusion of stormwater features speaks to the community's desire for a sustainable street. Stormwater features can provide water quality treatment for stormwater runoff from vehicular areas. The redesigned streetscape recommends the implementation of a rain garden at the southeast corner of Madison Avenue and Winslow Way that will replace four existing parking spaces. Benefits of this feature will include less direct storm water runoff into the Puget Sound, beautification, and public education of natural systems. Additional information regarding the implementation and use of stormwater features can be found in Discipline Report #7: *Storm Drainage*.

Vegetation and Street Trees: The existing street right of way has limited space for vegetation and street trees in the downtown core. Street trees can make the street appear smaller, or more intimate in scale, create shade in the summer, create a canopy effect over the street, help with stormwater runoff, and make the street more green. The limited space between the curb and the face of the buildings makes it difficult to have trees planted in this zone. Thus, trees desired in this zone are more effectively placed in right of way previously occupied by parking. The actual number of spaces lost due to street trees alone is very limited.

Safety and Maintenance of Existing Driveways and Alleyways (3)

At least three existing parking stalls on Winslow Way can be clearly identified as not meeting general standards for safety and access. Two of these stalls are located in the downtown core adjacent to the alley entrances on the north side of Winslow Way. These angle parking stalls intrude on the alley entrances and limit turning radii into and out of the alley. The parallel parking stall immediately to east of Ericksen Avenue on the north side of Winslow Way is approximately ten feet from the curb return. Typically parallel parking stalls should be set back 20 feet from the curb return to maintain sightlines.

Bicycle Parking

Generally parking is thought of as "car parking." Great streets, however, have provisions for all modes, and adequate and secure bicycle parking is an important component. There are no national standards for bike parking supply as there are for handicapped spaces and local requirements for bicycle parking tend to vary widely.

The Bainbridge Island community has a long history of supporting bicycling as a mode of travel. Several tenets of the Winslow Tomorrow Design Criteria support the provision of bicycle facilities in Winslow. The Bainbridge Island Municipal Code has requirements for bicycle parking in off-street parking lots, but not as it relates to on-street spaces.

Lacking local guidelines for on-street bicycle parking, the design team should review bicycle parking ordinances of municipalities with high bike mode shares. The city of Madison, Wisconsin, provides excellent guidelines for the quantity, location and design of adequate bike parking. An excerpt from Additionally, Portland, Oregon, has excellent bicycle parking guidelines.

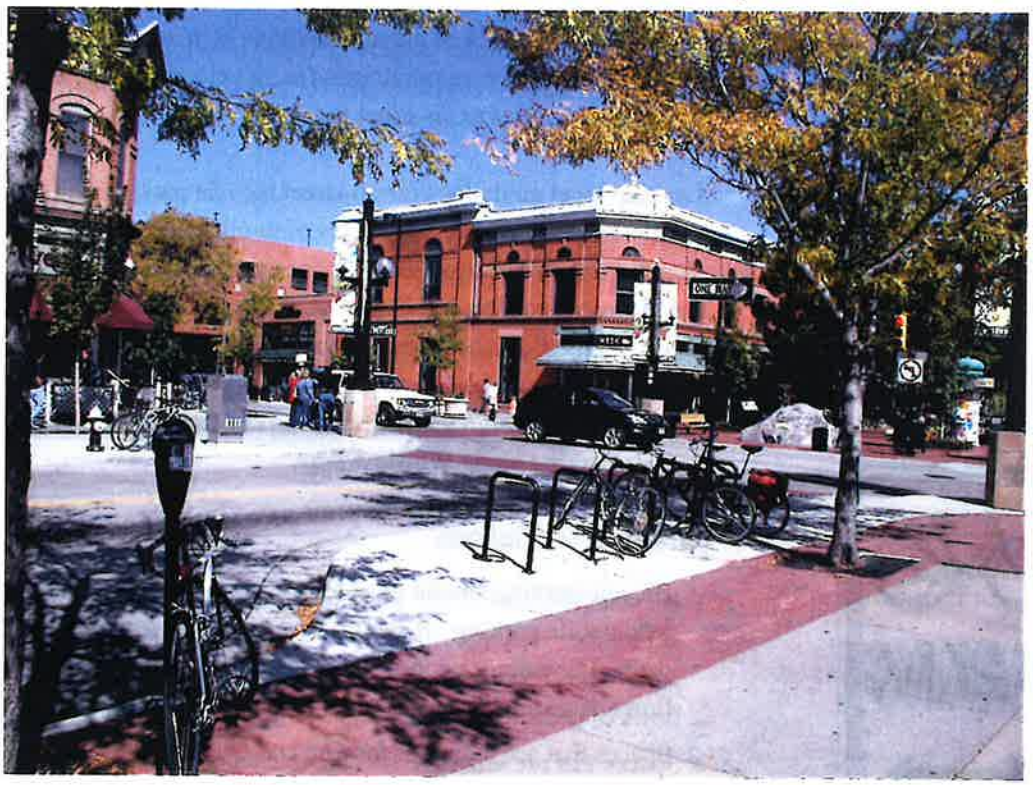
The following design guidelines should be used to help design and locate bicycle parking along Winslow Way.

Location Guidelines

1. Bicycle parking should be at least as convenient as the majority of automobile parking. It should be easily accessible from the road or bicycle path. The entrance and exit should be designed to minimize conflict with flows of pedestrians and motor vehicles. (Bicycle Victoria, 2004)
2. Spaces that are unusable for cars and would otherwise be dead space due to their location or size can be appropriate for bike parking, with little or no opportunity cost incurred. Locating parking at intersections in curb extensions is one way to make use of otherwise what might be unusable space.
3. On-site bicycle parking should not be located in front of buildings. A minimum five foot clear zone will be provided for pedestrians for any bicycling parking in the pedestrian realm. Ideally a bicycle rack area should be located along a major building approach line. Parking should be located no more than a 30-second walk (120 feet) from the entrance it serves and should preferably be within 50 feet.
4. Allow 40% of bicycle parking requirements to be met off-site in a common area within 400 feet of the project incurring the requirements.

Supply Guidelines

1. Require bicycle parking in connection with off-street parking supply.
2. Require one bicycle parking space for every five vehicle parking spaces. This would require approximately 25 spaces to be built on Winslow Way.
3. Consideration should be given for both short-term and long-term bike parking and a reasonable amount of each should be provided depending on demand.



Design Guidelines

1. Allow secure parking of both the frame and wheels of the bicycle.
2. Space between each rail needs to allow for the length of the bike, width of the handlebars while it is parked, and access for riders to lock and unlock their bike. Allow for 2 feet by 6 feet for each bicycle parking space.
3. Corridors within the facility need to provide enough room for riders to freely walk side by side with their bike. Riders need enough room to park and remove their bike without bumping into other bikes, trees, walls, light poles or other street furnishings. Provide an aisle at least 5 feet wide behind all bicycle parking to allow room for maneuvering. (Association of Pedestrian and Bicycle Professionals, 2002)

4. Bicycle racks should be of a form that meet the guidelines described above. These bike parking elements should be spaced at least 30" apart. Additional options for bicycle rack forms could be designed and implemented through an arts project.
5. Parking should be highly visible for the safety and security of people as well as their bikes, and so users can find it easily.
6. Parking areas should have lighting that provides good visibility around the parking area and provides a sense of safety.
7. Signage should provide direction for riders to parking areas and should instruct them on locking and parking procedures.

Motorcycle and Scooter Parking

Motorcycle and scooter parking spaces should be included on Winslow Way to the extent possible. As the parking designs near completion, there will be some opportunities to fit motorcycle parking in spaces that may not be appropriate for other uses. Such space often is found on the ends of rows of diagonal parking. Locations will evaluated for safety and access as was done with the standard on-street parking stalls.

Handicapped Accessible Parking Spaces

Importance of Accessible Spaces

Several tenets of the Winslow Tomorrow Design Criteria stress the importance of attracting and supporting a diverse community on Bainbridge Island. Handicapped accessible spaces are important to support the community's demographic vitality, as well as a pedestrian friendly environment for persons of all physical abilities.

Requirements

The Bainbridge Island Municipal Code has requirements for ratios of handicapped accessible spaces for off-street parking facilities. Section 18.81.030 of the municipal code states: "All parking lots shall comply with the minimum requirements for handicapped parking spaces, as required by Washington State regulations on barrier-free facilities." These ratios can be seen in Figure 4 below.

The code does not, however, have any ADA requirements for on-street spaces. Currently on Winslow Way between Madison and SR 305 there is only one handicapped accessible space. (In this same corridor there are approximately 111 standard spaces although the exact number will be determined after the physical survey).

Figure 4: Number of Accessible Parking Spaces

Total Parking Spaces in Lot or Garage	Minimum Required Number of Accessible Spaces
1 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4
101 - 150	5
151 - 200	6
201 - 300	7
301 - 400	8
401 - 500	9
501 - 1000	2% of total spaces
Over 1000	20 spaces plus 1 space for every 100 spaces or fraction thereof. over 1000

Recommendations

In absence of specific code requirements, the number and location of these spaces should be determined though group decision making process. There are many factors to consider when determining the quantity and location of handicapped spaces on Winslow Way. Included in this discussion should be an account of the number of accessible spaces that are located near by in off-street parking facilities. Handicapped spaces, while important to support a diverse community, take up more space than standard spaces. Over subscription of accessible spaces will lead to a reduction of the total on-street parking supply.

Considerations for ADA parking supply:

- Density of retail stores
- Primary destinations
- Slope of the street
- Proximity to curb ramps
- Quantity of existing off-street accessible parking spaces

Considerations for ADA parking location:

- Slope of the street
- Proximity to curb ramps
- Location of facility entrance
- Location of existing off-street accessible parking spaces

From the user's perspective, the most practical location is at the street corners, adjacent to alley ways of near pedestrian crossings. These locations maximize access to ADA design features such a curb ramps. The proposed design recommends locating ADA stalls adjacent to large crossings at the middle of the downtown core. This provide immediate central access to businesses, immediate access to curb ramps, and adequate space for the required unloading zone, which can to blend into the larger proposed pedestrian area and allowing multiple uses of space.

Delivery Parking

Introduction

Currently delivery trucks park in the middle of Winslow Way when making deliveries. Large curb-to-curb distances currently allow enough space for through traffic to maneuver around delivery vehicles parked in the center of the street. The redesigned streetscape will result in roadway geometry that will not allow drivers to maneuver around parked delivery vehicles. Therefore, the designed Winslow Way will not be able to accommodate parked delivery trucks in the center of the street.

On-site observations of truck parking on Winslow Way reveal that truck deliveries occur throughout the day. These deliveries consist of both single panel trucks (30 feet in length, dual axle) as well as tractor trailer trucks (over 50 feet, multiple axles). Survey questionnaires given to owners of businesses on Winslow Way suggest that delivery parking needs to be provided at multiple times during the day.

There are three primary considerations when determining design of delivery parking for Winslow Way businesses: parking location, truck size, and time of day. The following report explains these three aspects of delivery parking and how they can be met.

Parking Location

Delivery truck parking differs from most general automobile parking in that the distance between the parked vehicle and the final destination is critical. Due to the unloading and transporting of heavy goods, delivery truck drivers must park near store entrances. Whereas a maximum preferred walk distance to a private car in a pedestrian friendly area such as Winslow is 1,300 feet, it may be significantly shorter delivery vehicles.

To ensure that truck drivers making deliveries have sufficient access to their destinations, the analysis and recommendations for delivery parking on Winslow Way has been divided into four geographic zones. (See figure 5 below). The demand for deliveries in each of these four zones should be met by parking supply within, or near the zone. The four zones are:

- NW Quadrant: North of Winslow/ West of Madrone
- NE Quadrant: North of Winslow/ East of Madrone
- SW Quadrant: South of Winslow/ West of Madrone
- SE Quadrant: South of Winslow/ East of Madrone

Figure 5: Winslow Way Zones

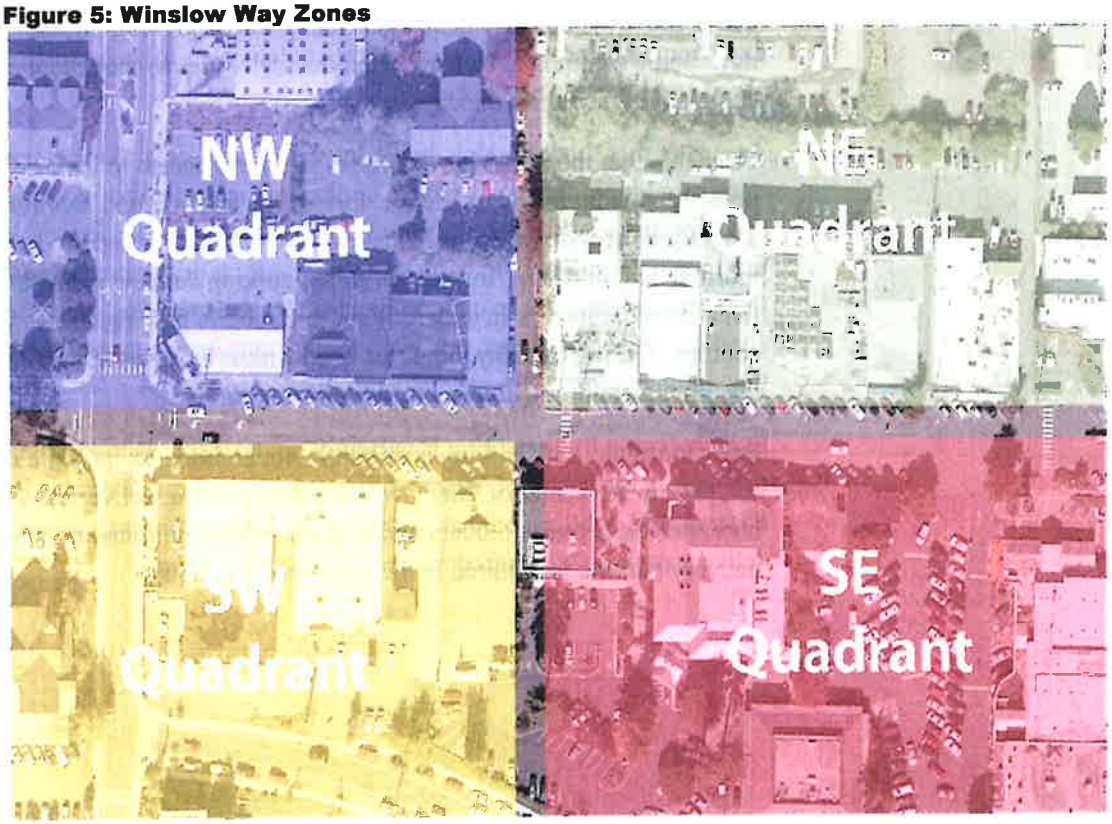


Figure 6

Panel Truck

Tractor Trailer

Type of Trucks

The trucks making deliveries to Winslow businesses vary in size and therefore have different turning radii, parking stall dimension requirements, and reverse driving capabilities. To maximize efficiency of the delivery parking supply, the analysis and recommendations for delivery parking on Winslow Way consider two main truck types: panel trucks and tractor trailers. (See Figure 6).

Panel trucks have two axles and include UPS, FedEx and some other delivery trucks. These trucks range from 23 to 30 feet in length and are generally too large to fit into a standard diagonal parking space. Tractor trailers have three or more axles, can be up to 50 feet in length, and have a wider turning radius. Parking should be designed so that these trucks are not required to use reverse gears to maneuver in and out of parking spaces.

Time of Day

It seems that most scheduled deliveries to Winslow Way businesses would occur in the early morning, as restaurants and other stores restock before the lunch hour rush. On-site observation, however, has shown that along Winslow Way there are actually trucks parking throughout the day. Some business owners reported that deliveries to their store can occur at any time during the day.

To ensure that those making deliveries will have access to their destinations throughout the day, we have divided the analysis and recommendations for delivery parking on Winslow Way into two time periods: early morning and mid-day. In early morning, parking demand is low and delivery trucks can park in underutilized automobile parking spaces without conflict. During mid-day, however, trucks must have separate facilities that do not conflict with general vehicle parking.

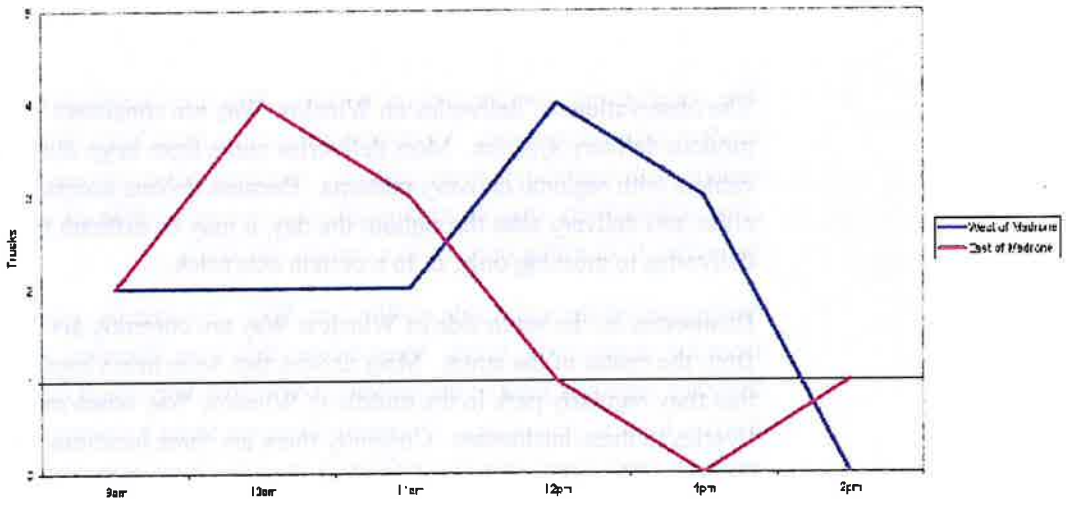
Early morning truck parking is currently not an issue, as multiple trucks can park in the center of Winslow Way while making deliveries. Field observations between 6:00am and 9:00am indicate minimal on-street delivery parking is required in the early morning hours.

Observed Demand

Field observations found that truck deliveries occur at all times of the day, by both truck types and in all quadrants of Winslow Way. In particular, field observations for the area west of Madrone found four trucks with sizes ranging from 20 to 30 feet parked on Winslow Way between 12:30pm and 1:00pm (See figure 7 below), suggesting substantial midday truck parking demand.

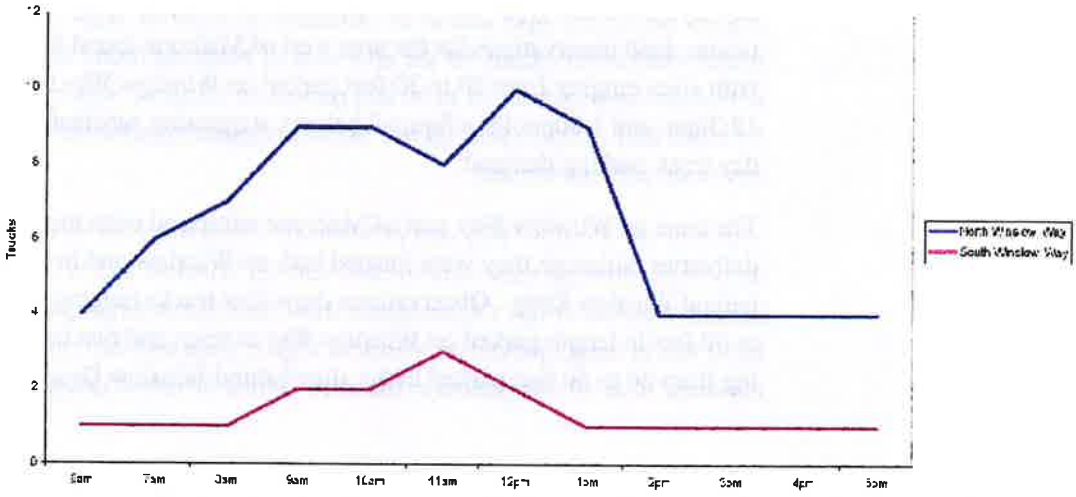
The zone on Winslow Way east of Madrone witnessed even more truck deliveries, although they were located both on Winslow and in the alley behind Winslow Drug. Observations show four trucks ranging from 16 to 50 feet in length parked on Winslow Way at noon and two trucks ranging from 30 to 50 feet parked in the alley behind Winslow Drug.

Figure 7: Delivery Truck Observations from Grow to the Ravine on Winslow Way



The interviews of business owners provide a valuable, although less specific understanding of truck delivery parking. Because so many business owners said that their deliveries could occur at any time during the day, we can glean only the maximum potential demand for truck parking at one time. For example, figure 8 on the following page shows that at noon on Winslow Way west of Madrone, there is the potential for 10 truck deliveries to occur on the north side.

Figure 8: Potential Number of Delivery Trucks West of Madrone



The observations of deliveries on Winslow Way are consistent with modern delivery systems. Most deliveries come from large distribution centers with regional delivery patterns. Because drivers access many cities and delivery sites throughout the day, it may be difficult to limit deliveries to morning only, or to a certain size truck.

Businesses on the south side of Winslow Way are currently accessed from the center of the street. Most drivers that were interviewed stated that they regularly park in the middle of Winslow Way when making deliveries to these businesses. Currently there are three locations south of Winslow Way where drivers could park to make these deliveries: Bjune Drive, Madison Avenue, and the parking lot located on Bjune. However, it is important to note that the majority of the businesses on the south side of Winslow Way do not have rear entrances, and therefore deliveries must be made to the front of the businesses. Improved rear access would facilitate making deliveries to businesses on the south side of Winslow Way.

Delivery Strategies

Adequate truck delivery parking must be supplied on Winslow Way to retain business viability after the redesign of the streetscape. Field observations show delivery parking demand exists throughout the day, in multiple locations, and for various truck sizes. The strategies listed below are designed to provide for parking for all geographic parts of downtown (NE quadrant, SE quadrant, NW quadrant and SE quadrant), all types of trucks, and at all times of the day (morning, mid-day and afternoon). These strategies would meet the demands of modern delivery practices as they exist today, ensuring continued success for businesses in Winslow and the establishment of a more complete street. Also see Appendix C for additional recommendations for delivery opportunities outside of the project area.

Strategy #1: All-day on-street loading zones

There should be two signed, on-street loading zones during normal business hours (e.g. 9am to 5pm). These spaces will be slightly larger than standard angled parking spaces to accommodate delivery trucks such as UPS, FedEx and DHL. These loading zones should have short duration (30 minute maximum) to ensure adequate turnover.

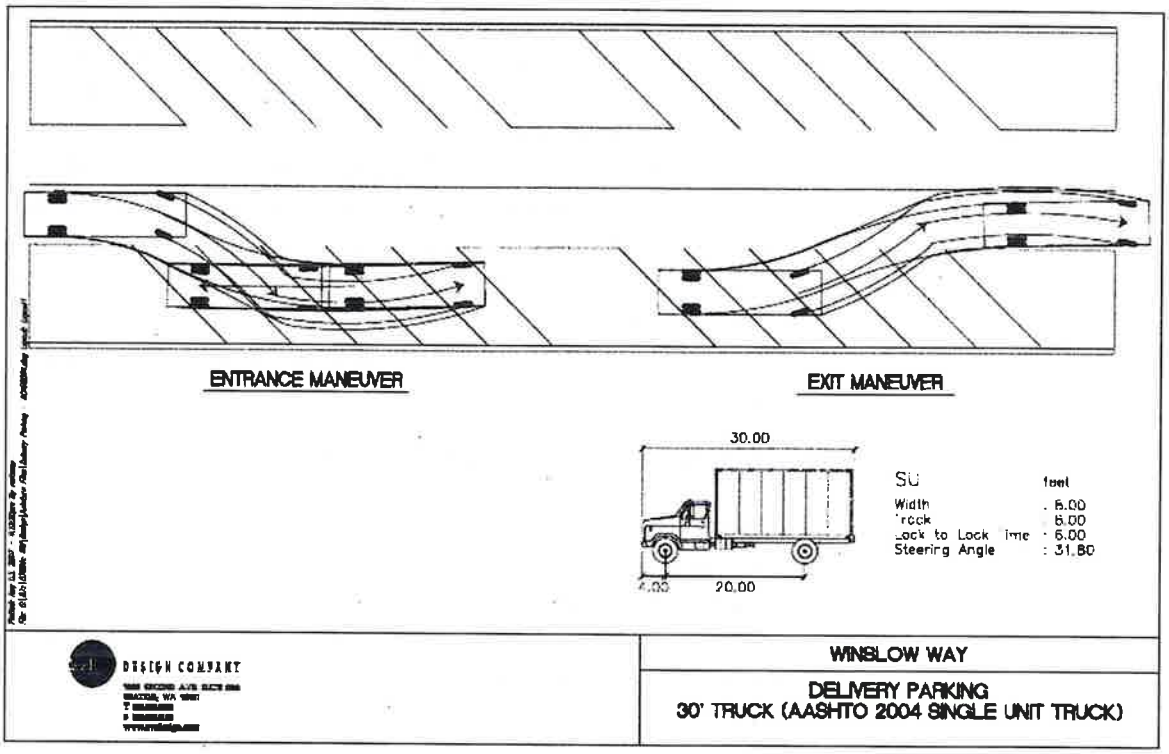
Outcome: These loading zones will meet demand for all-day deliveries. Final design should ensure adequate access to all businesses on Winslow Way. Locations will be utilized that provide a central location to the downtown core and are near curb cuts to facilitate short stops.

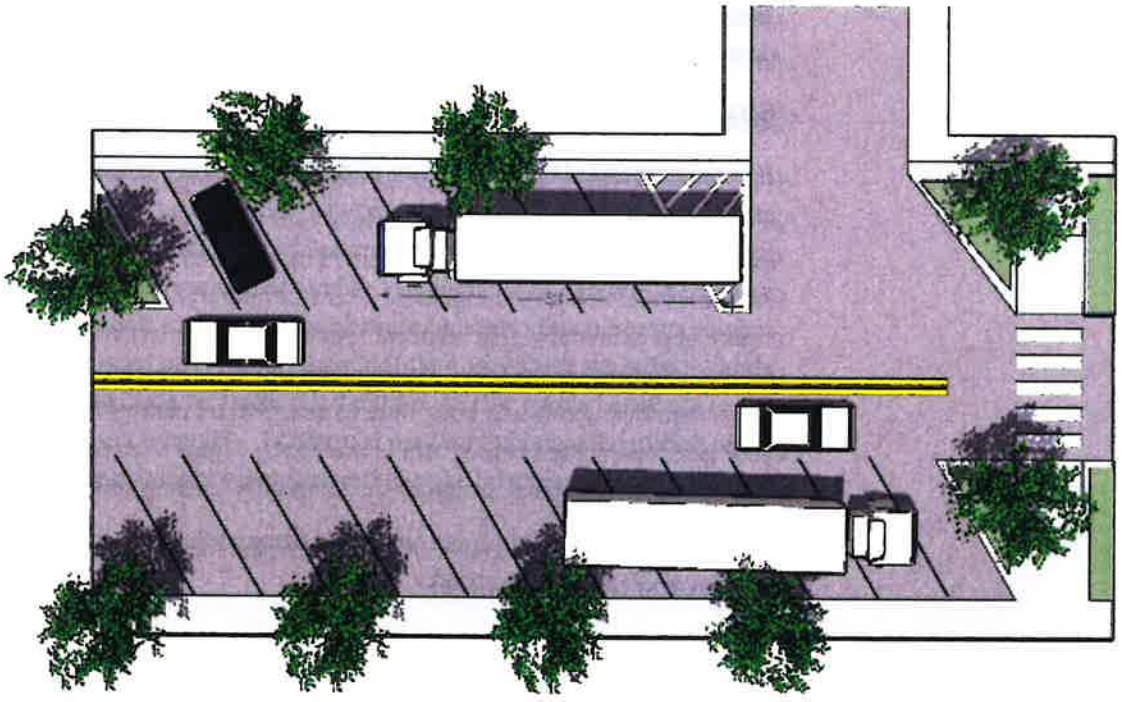
Strategy #2: Early morning temporary spaces

It is recommended that three rows of diagonal parking spaces be signed as temporary loading zones from early to mid-morning on weekdays. Specific hours will need to be determined by city staff working with local businesses and delivery companies. These temporary loading zones will require approximately eight adjacent spaces for tractor trailer deliveries and five adjacent spaces for a 30 foot panel truck. The temporary loading zones identified above will have little to no effect on parking supply because parking demand before 9am is minimal. Figure 9 on the following page shows a conceptual design of the temporary loading zones.

Outcome: These loading zones will meet demand for early morning deliveries of 30 and 50 foot trucks.

Figure 9: Examples of Early Morning Temporary Spaces





Strategy #3: Design intersections to preserve alley access

Although the alley north of Winslow Way is not directly within scope of this project, the access points to the alley which make it a viable parking area are within the scope of this project. Access to this alley is critical as it will be the only location where trucks over 24 feet will be able to park outside of early morning hours. Currently the design allows these larger trucks to use this alley. There are two alley access locations that will be affected by the streetscape design for Winslow Way. These are the intersection of Madison and Winslow Way and the intersection of the alley just east of Isla Bonita and Winslow Way. These intersections will be designed so that trucks up to 50 feet in length will have sufficient turning radius to enter and exit these access points.

Strategy #4: Potential temporary spaces

The streetscape is being redesigned to meet the needs of the local community through 2030. It is recommended additional "potential" delivery locations on Winslow Way be provided to accommodate the Winslow Way of the future. Two locations have been identified on Winslow Way, outside but immediately adjacent to the downtown core, to accommodate 50 foot delivery trucks. Street furnishings, vegetation, and street trees will be located within these zones to maintain the areas as delivery zones. Therefore, as Winslow Way, adjacent businesses and delivery demands evolve over time a flexibility exists in the streetscape to accommodate deliveries beyond current demands.

Also see Appendix B for a detailed parking plan with the location of delivery spaces.

Working With Delivery Companies to Develop Alternative Delivery Strategies

Given that the redesign of Winslow Way is attempting to "fit 50 pounds of groceries in a 10 pound bag" it will not be possible to accommodate delivery trucks to the extent they are today. Reducing the demand for the many types of truck parking becomes a critical component of the streetscape design. It is believed continued coordination with the businesses on Winslow Way and the companies making deliveries to Winslow Way can reduce the demand for truck delivery parking.

Effective demand management of deliveries can reduce some of the need for delivery parking. Specifically the delivery demand management should focus on reducing delivery parking demands that cannot be met with Strategies 1-4 described above. Initial observations indicate two types of potential delivery parking may require demand management.

1. Mid-day trucks over 24 feet. It is believed that the demand for delivery trucks over 24 feet can be reduced significantly. Schedules of these trucks should be shifted to early morning, or to alternative locations.

2. All day trucks over 30 feet, in NW and SW quadrants. Due to street trees and other street amenities, there is no parking for trucks over 30 feet in the NW and SW quadrants. It is believed that any demand for these type of deliveries can be shifted to smaller trucks, to alternative locations, or to early morning deliveries on the east side.

Appendix A: Case Studies of Other Municipalities with Diagonal On-Street Parking

There are quite a few variables to take into consideration when planning for on-street parking. In speaking with numerous municipalities and jurisdictions we have found that in particular with diagonal on-street parking there is not a general set standard. Most municipalities do not have code written in regards to on-street parking so many revert to their off-street parking design standards with variation in the travel lane width. The following municipalities were studied in preparing this report.

Kirkland, WA: The city of Kirkland has on-street diagonal parking in various areas within their jurisdiction. Although the stall depth varies depending on the parking angle, their travel lane remains at twelve feet for two-way streets with on-street parking.

Longmont, CO: Longmont, CO uses on-street diagonal parking as well as parallel parking on some of their streets. Local streets with low volumes have nine foot travel lanes and major streets that have higher traffic volumes have twelve foot travel lanes; both have twenty foot stall lengths.

Bellingham, WA: Bellingham has different travel lane width requirements depending on if the fire department requests an adjustment. On-street diagonal parking requires a twenty foot stall length with an eleven foot travel lane unless the fire department requests additional width which would extend the travel lane to twelve feet.

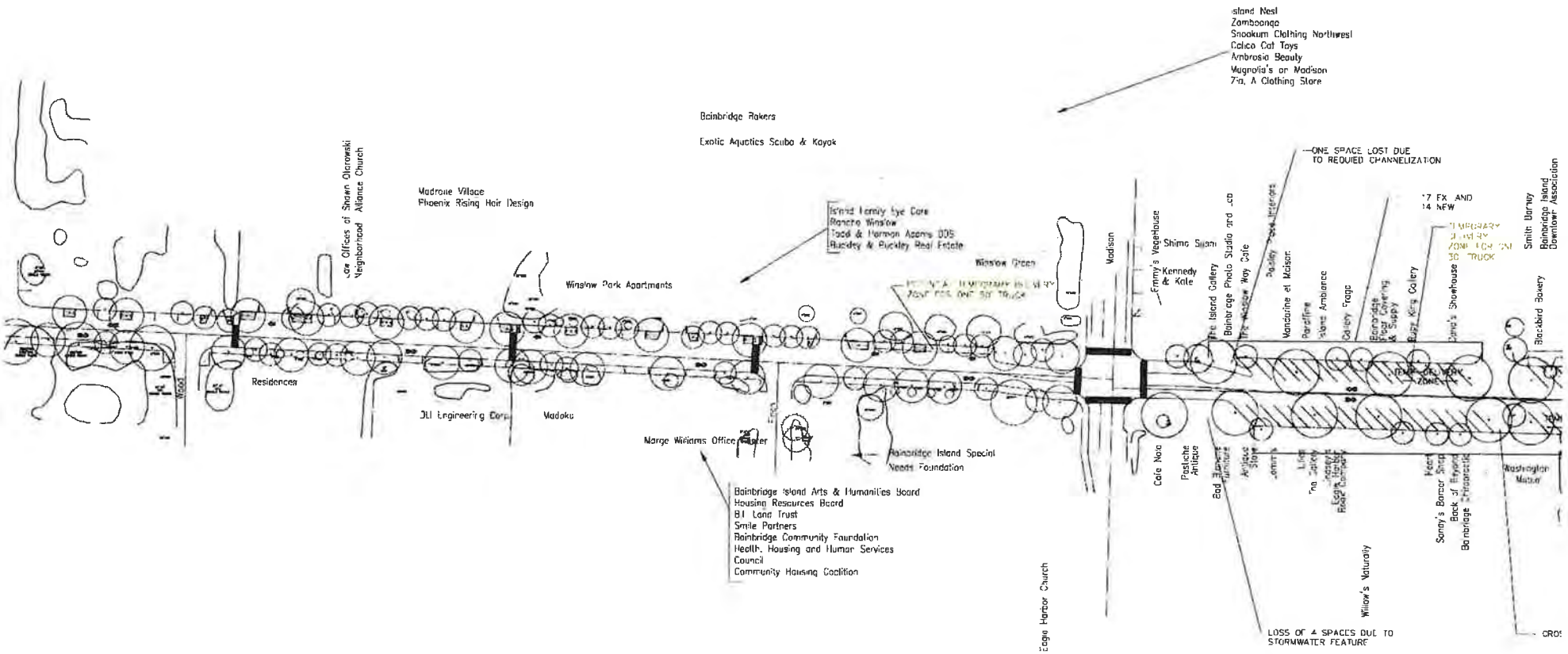
Boulder, CO: The City of Boulder uses their off-street parking standards for their on-street diagonal parking standards as well. Their stall depth for standard parking ranges from 19.8 feet for forty-five degree parking to twenty-one for sixty degree parking and their compact standard ranges from 15.1 feet for 45 degree parking to seventeen feet for sixty degree parking. The travel lane widths range from ten feet for forty-five degree parking to eleven feet for sixty degree parking. Curb-to-curb distances range from 52.2 feet to sixty-four feet.

Appendix B: Proposed Parking Plan

The attached parking plan outlines the future potential parking spaces with the potential temporary delivery zones highlighted. The plan is also annotated to explain where previous parking stalls were removed and why.

PARKING PLAN

Grow to Madrone

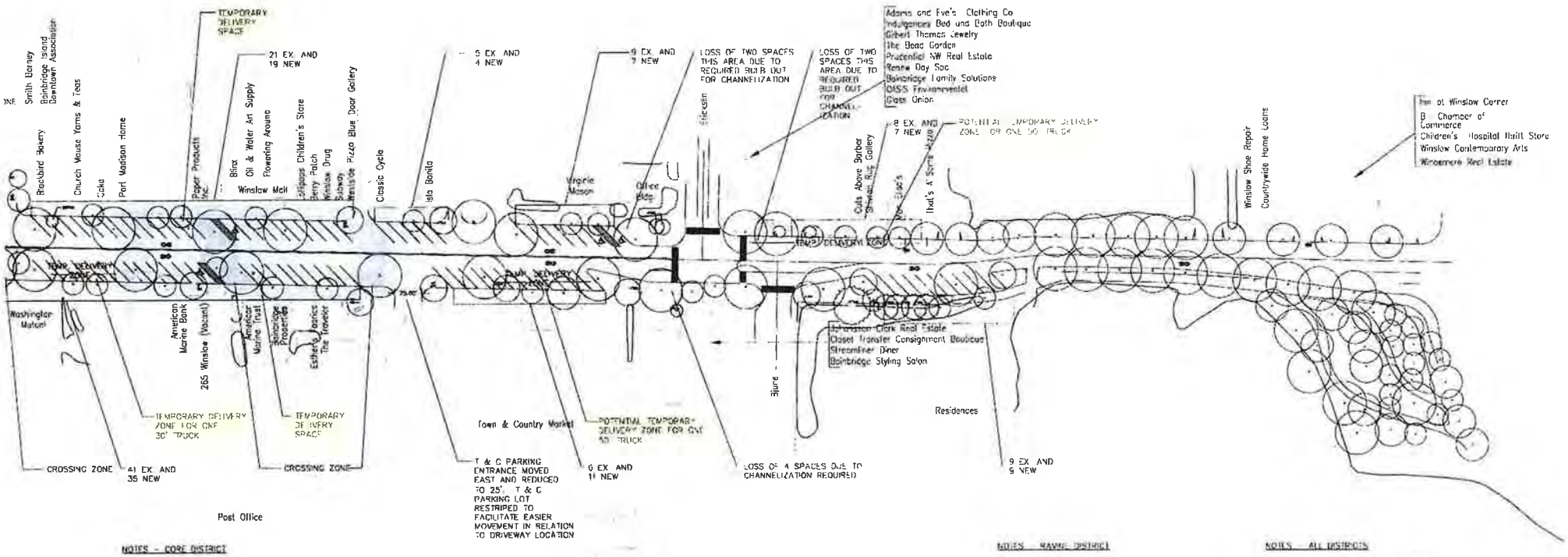


NOTES :: GROW DISTRICT

1. EXISTING PARKING SPACES: 14
2. PROPOSED PARKING SPACES: 25

PARKING PLAN

Madrone to 305



NOTES - CORE DISTRICT

1. EXISTING PARKING SPACES: 97
2. PROPOSED PARKING SPACES: 80
   - INCLUDES 4 ADA SPACES
   - INCLUDES 2 DELIVERY SPACES
   - INCLUDES 2 BLOCKS OF SPACES FOR 30' DELIVERY TRUCKS
   - INCLUDES 1 BLOCK OF SPACES FOR 50' DELIVERY TRUCKS

NOTES - WAYNE DISTRICT

1. EXISTING PARKING SPACES: 19
2. PROPOSED PARKING SPACES: 16
3. INCLUDES ONE BLOCK OF SPACES FOR 30' DELIVERY TRUCKS

NOTES - ALL DISTRICTS

1. EXISTING PARKING SPACES: 130
2. PROPOSED PARKING SPACES: 131

WINSLOW WAY
AUG 17, 2007

0 25 50 100

DRAFT

Appendix C: Recommendations outside of project area

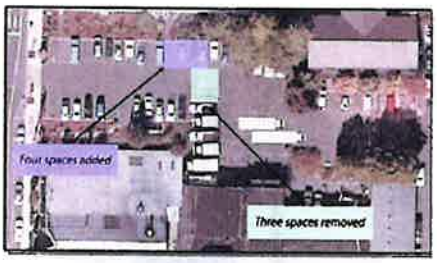
In addition to the strategies listed above, the following recommendations could be considered in the future, however fall outside of the scope of this project. These recommendations require negotiations with property owners and require additional budget that is not within the scope of the streetscape design project.

Recommendation #1: North alley connecting Madison to Madrone

Directly to the north of Winslow Way exists a series of small parking lots and alleys. Together these components come close to forming a complete alley behind the buildings on the north side of Winslow Way extending from Madison Avenue to Erickson Avenue.

It is recommended that the existing alley north of Winslow Way and west of Madrone be connected to the adjacent parking facility to the west. This would allow for 50 foot trucks to pull all the way through to make deliveries to these businesses throughout the day. Given the current geometries of the parking lots, it is estimated that it will be possible to connect the alley through these lots with no loss of parking.

Reconfigure parking to create an alley



One additional parking space added

Recommendation #2: Preserve rear access to south side buildings

To provide for all-day delivery parking to business on the south side of Winslow Way, access to the rear of buildings must be protected.

South of Winslow Way there exists an opportunity to create an alley system directly behind the buildings. Although currently this area is a series of disconnected parking lots, deliveries to businesses on the south side of Winslow Way could eventually be made using this alley. The alley would extend east from Madison Avenue to the Town and Country parking lot. Continuing the alley farther west is not necessary because the grocery store has its own delivery access on the southeast side of the building, connecting to Bjune Drive.

Currently the parking opportunities for this area are privately owned lots. The city should work with owners of these properties to secure easements for public delivery parking spaces.

Outcome: Depending on design, these loading zones have the potential to meet demand for all-day deliveries of 30 to 50 foot trucks for businesses on the southwest and southeast quadrants.

Reconfigure parking to create an alley

Conceptual design of continuous alley

Conceptual design of continuous alley with conceptual building footprints

Conceptual design of continuous alley

Conceptual design of continuous alley