

Project Overview

Downtown Bainbridge Island has unique parking conditions due to its island location, its proximity to Seattle, its seasonal tourism, and the presence of a well-trafficked commuter ferry terminal adjacent to Downtown. The City of Bainbridge Island is undergoing a study to look at the on- and off-street parking system in Downtown. The project will include data collection and analysis, findings, public outreach, stakeholder engagement, task force meetings, and recommended strategies. The study will help the City gain a better understanding of how efficiently the parking system is being used, where there is capacity in the system, and what solutions can be implemented to improve the parking experience and support the City's goals for Downtown. The study will consider how the parking system interacts with street circulation and other modes of travel, such as by bus, ferry, bicycle, or foot.

Study Area



Timeline



Agenda

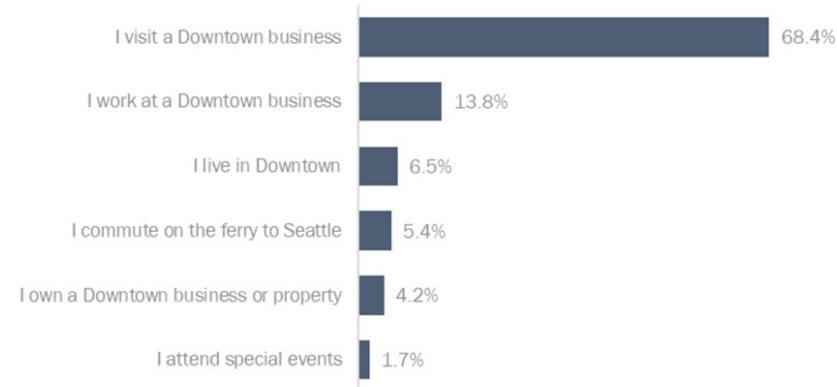
- » Open House - 6:30 - 7:00
- » Presentation - 7:00 - 7:30
- » Q & A - 7:30 - 7:45
- » Wrap-up 7:45 - 8:00



City Staff Contacts:

Survey Results

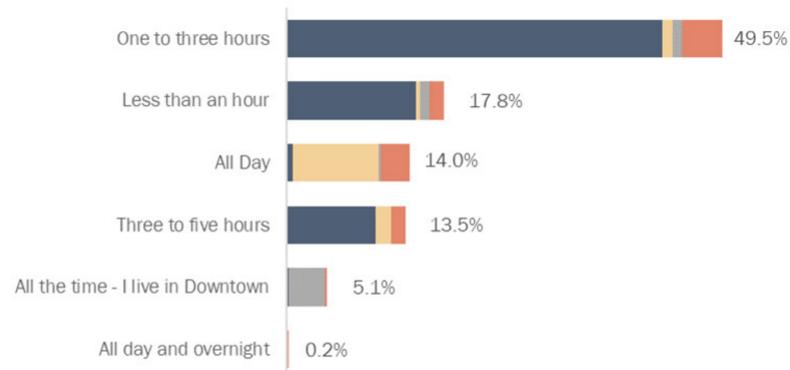
1. The primary reason I go to Downtown Bainbridge Island is:



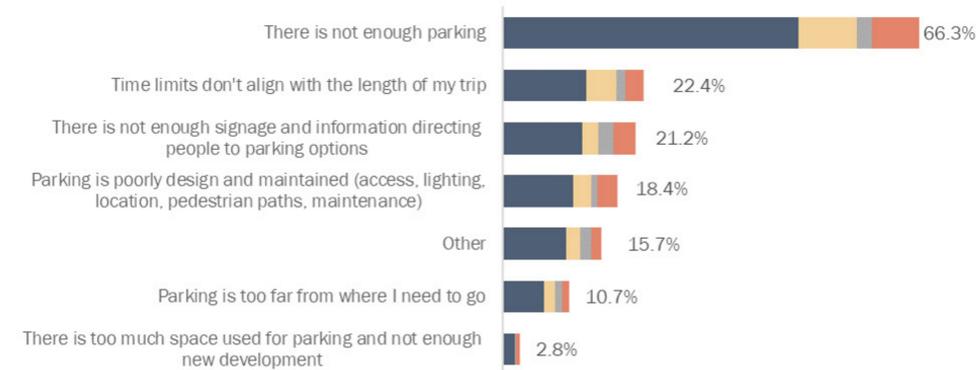
3. I find the parking experience in Downtown to be:



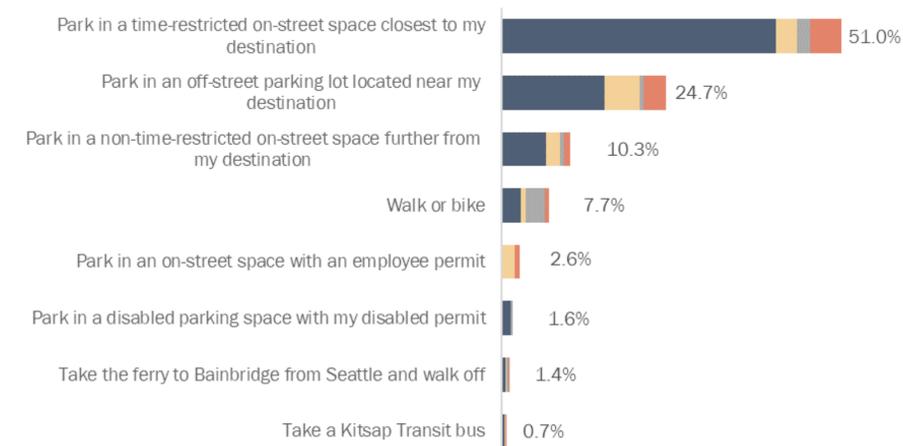
4. When I come to Downtown, I generally stay:



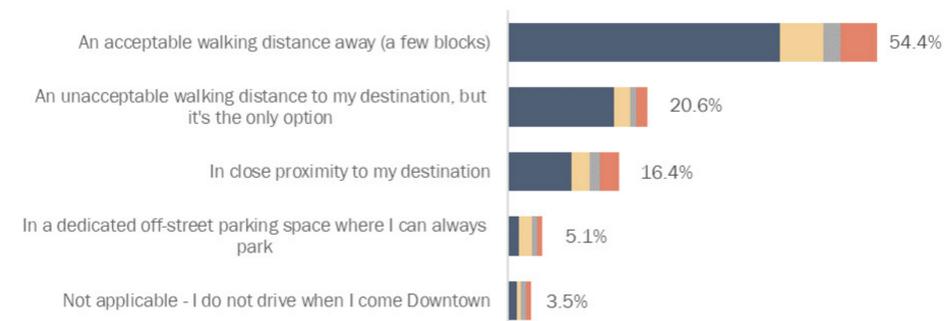
5. The parking strategy will address parking challenges to improve parking in Downtown Bainbridge Island. We are interested in understanding what people see as the biggest parking challenges (select all that apply).



8. When I go Downtown, I generally



9. I generally find parking:

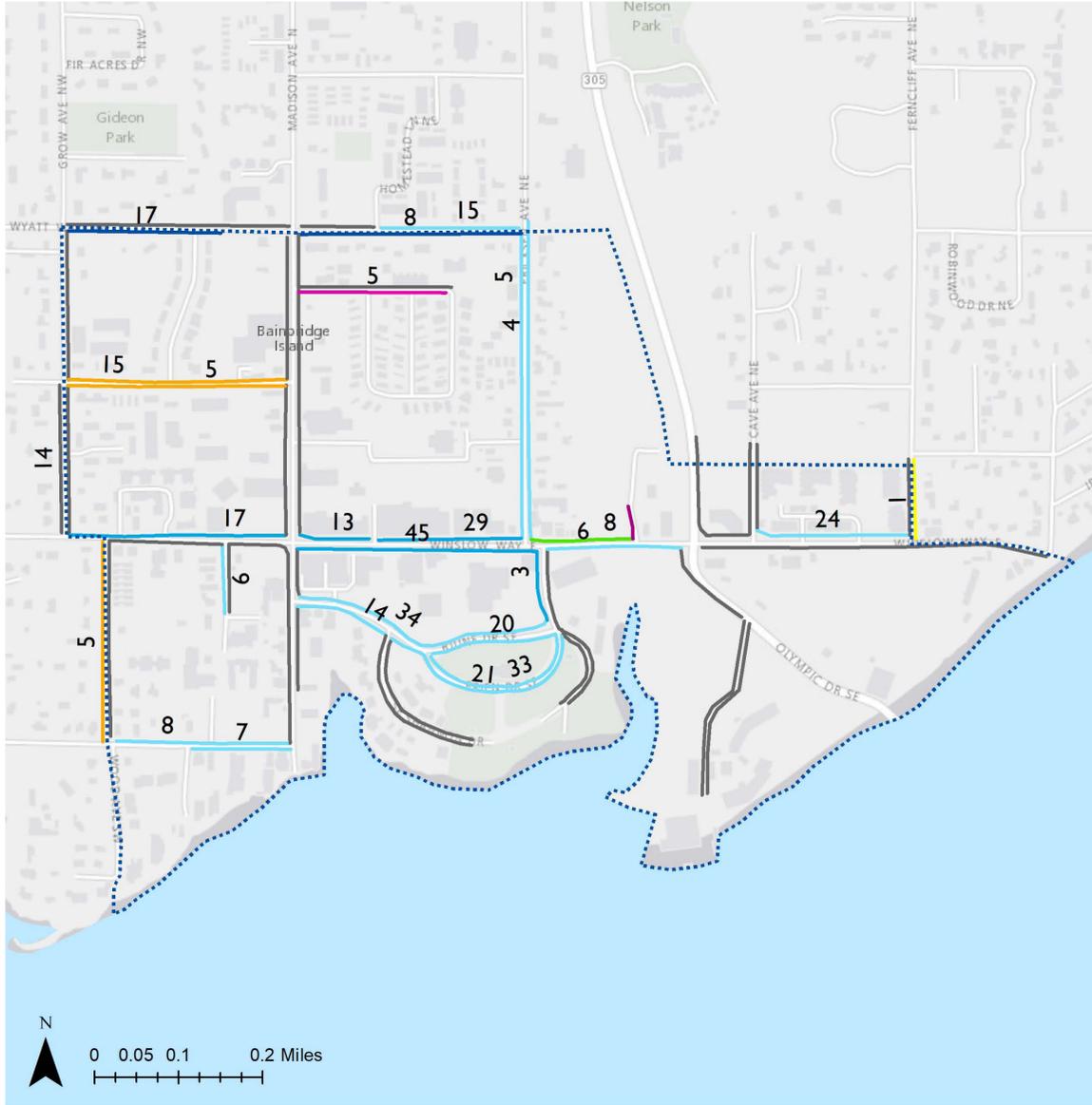


Key Findings:

- » 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

On-Street Parking Stalls - 387 (8%)



Bainbridge Island
On-Street Parking
Restrictions & Inventory

-  COBI_Boundary
-  1-Hour Parking
-  2-Hour Parking
-  3-Hour Parking
-  4-Hour Parking
-  Construction
-  Loading/Handicap
-  No Parking
-  No Restriction
-  Private Parking

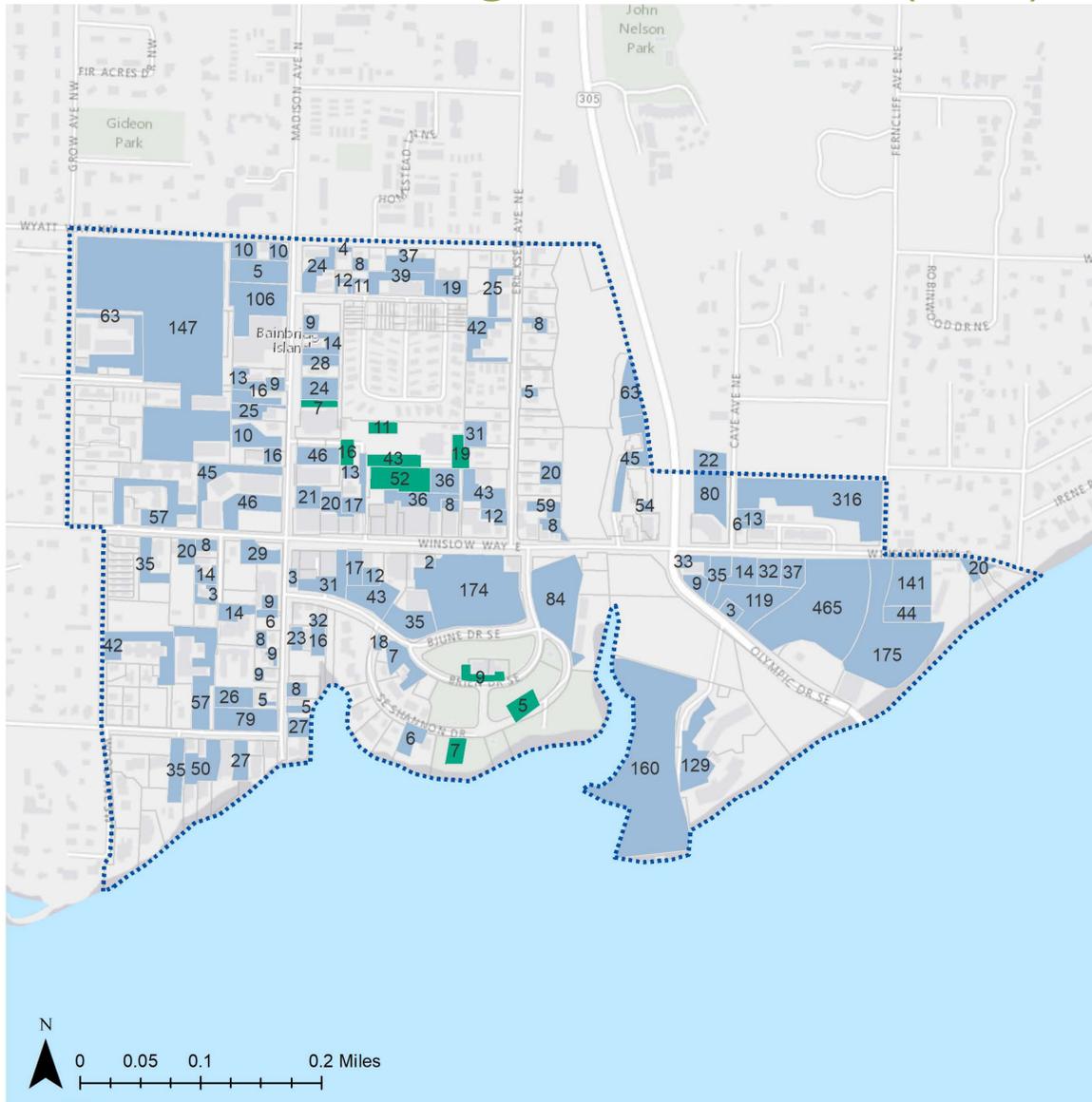
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Parking & Transportation

framework



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

Off-Street Parking Stalls - 4,469 (92%)



Bainbridge Island
Off-Street Lot
Ownership & Inventory

-  Study Area Boundary
-  Private
-  Public

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Parking & Transportation

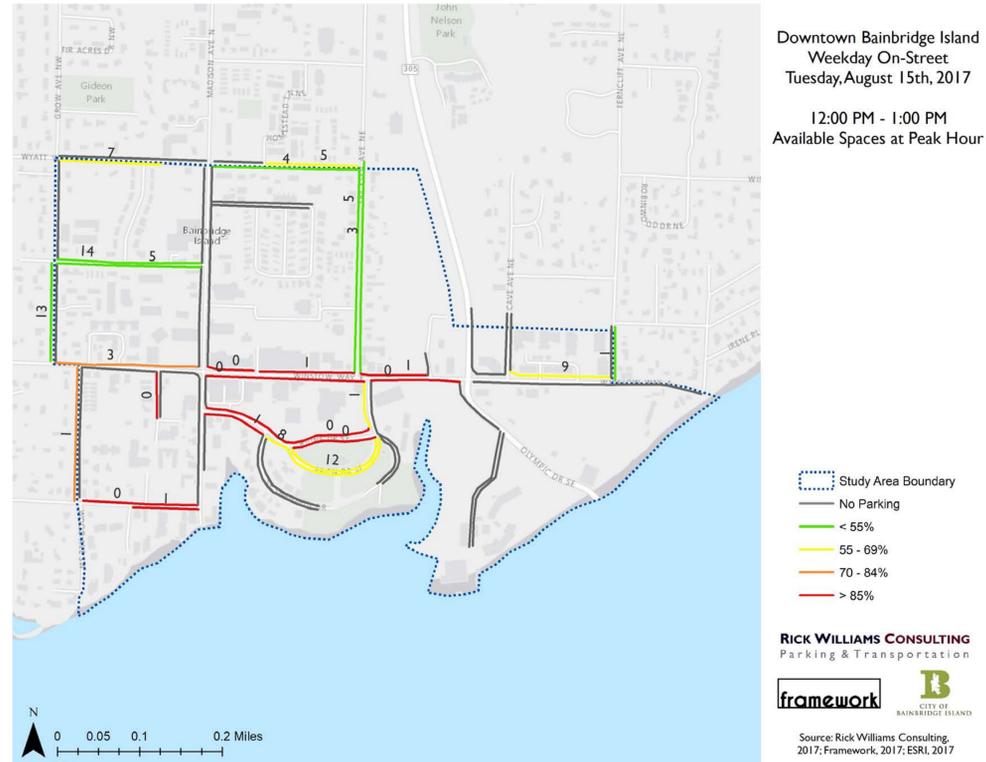
framework



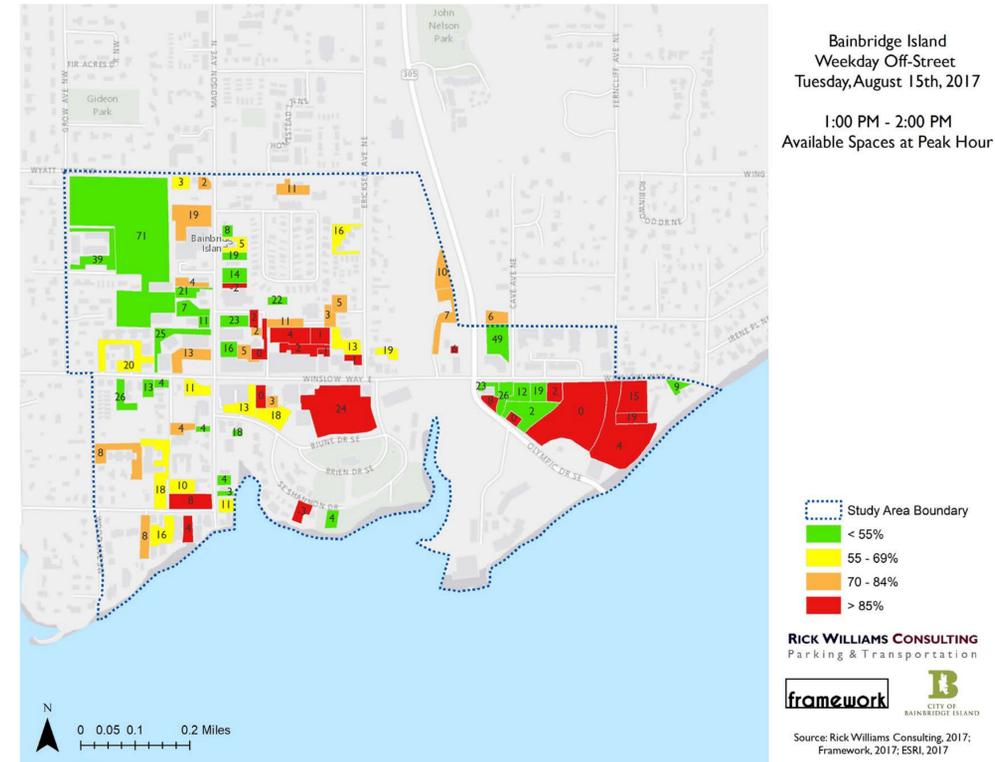
Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

Data Collection - Weekday

On-Street Peak Occupancy (75.1%)



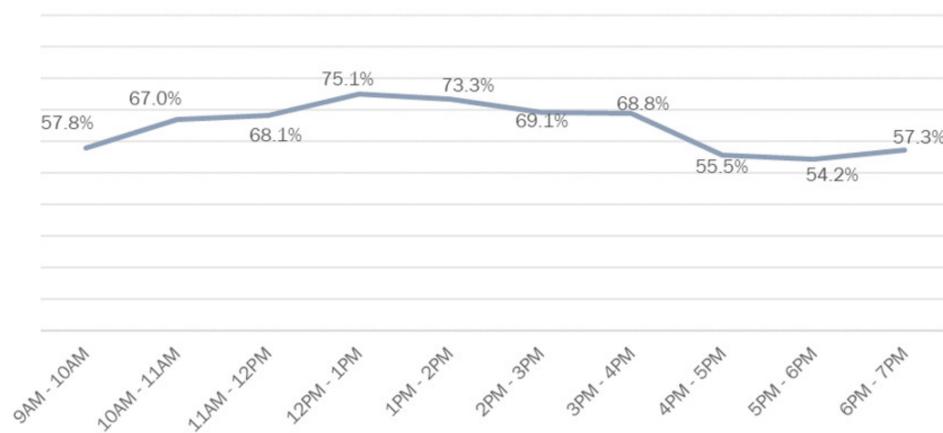
Off-Street Peak Occupancy (74.4%)



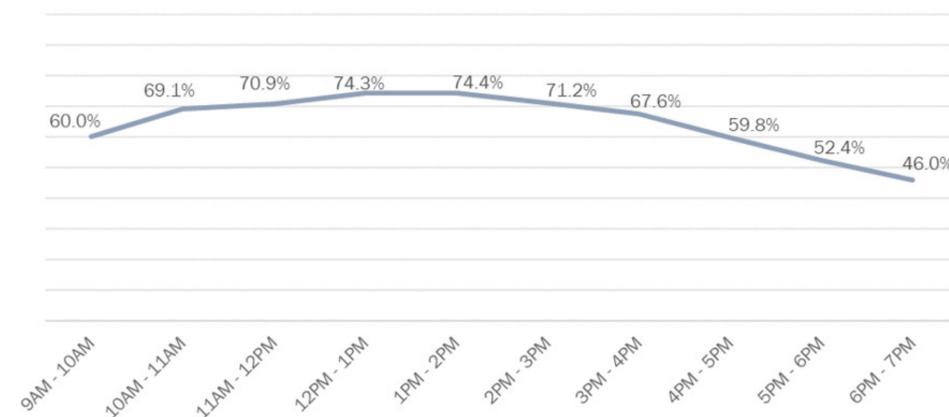
Parking Behavior

- » 31 Vehicles “Moving to Evade”
- » Average On-Street Vehicle Turnover - 5.15 Times
- » Average On-Street Vehicle Duration:
 - 1-Hour/56 Minutes for all vehicles
 - 1-Hour/42 Minutes for non-permitted vehicles

On-Street Occupancy Trends



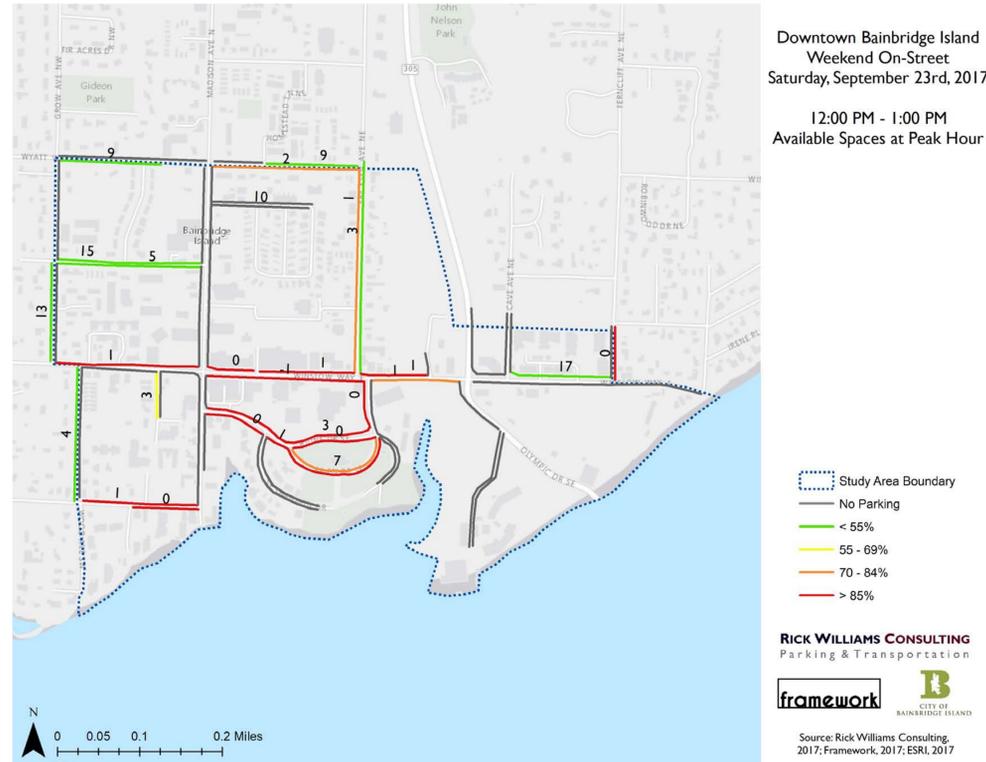
Off-Street Occupancy Trends



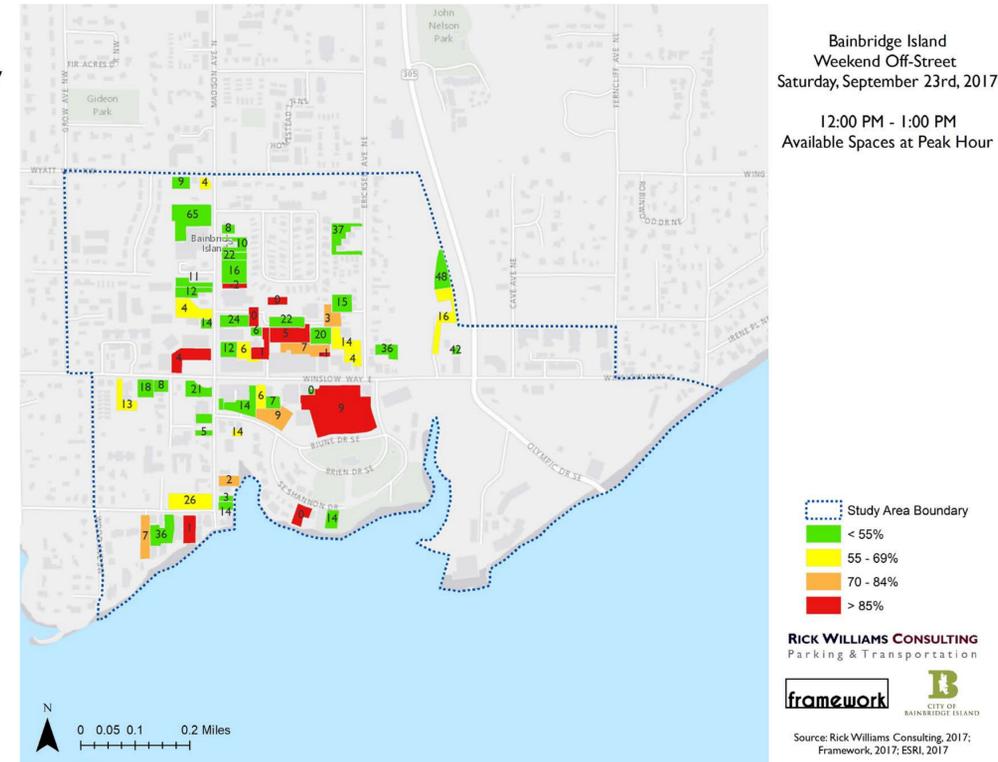
» Violation Rate 8.6%

Data Collection - Weekend

On-Street Peak Occupancy (74.3%)



Off-Street Peak Occupancy (56.8%)

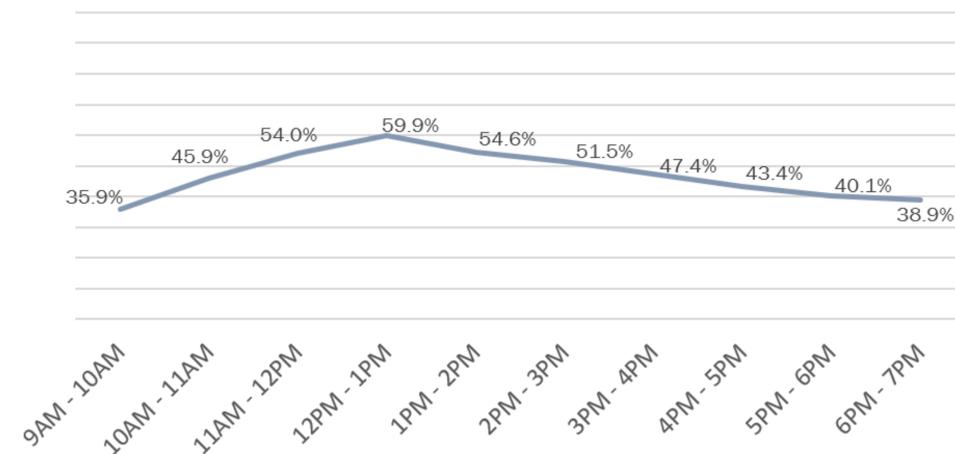


Parking Behavior

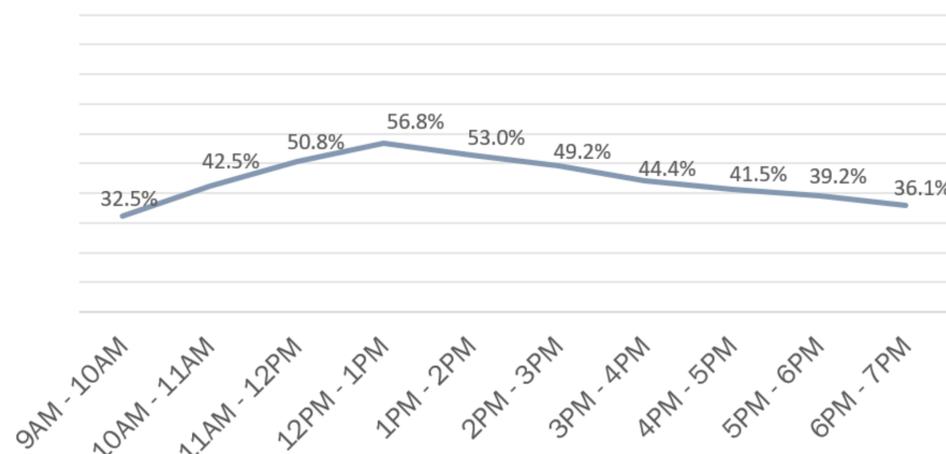
- » 30 Vehicles “Moving to Evade”
- » Average On-Street Vehicle Turnover - 5.37 Times
- » Average On-Street Vehicle Duration:
 - 1-Hour/52 Minutes for all vehicles
 - 1-Hour/44 Minutes for non-permitted vehicles

» Violation Rate 9.7%

On-Street Occupancy Trends



Off-Street Occupancy Trends



Parking Strategy Concepts

Strategy	Purpose	Data Findings + Description
<p>#1 Simplify management of the on-street system through consistent time limits of 2 or 3-hours.</p>	<p>Currently the City has 5 different time limits for on-street parking ranging from no limit to 4-hour parking. Simplifying the system to a single time stay limit will make the system easier for parking users and for enforcement.</p>	<p>Average vehicle stays are less than two hours for all on-street stalls. Parking stalls turnover about 5 times per day. Both the turnover and time stays are healthy for a Downtown.</p>
<p>#2 Assess the feasibility of an off-street shared parking program to increase parking options and access to Downtown.</p>	<p>Off-street parking facilities are often not fully used because they are restricted to certain parking users (i.e. customers for a specific business). People often visit Downtown to visit multiple destinations and a shared parking program can increase access to Downtown using existing and available parking in the Downtown.</p>	<p>The peak use of the off-street system was about 75%. At peak use there were approximately 1,150 parking stalls not being used.</p>
<p>#3 Invest in programs and facilities to increase non-motorized and transit access (including by ferry) to Downtown.</p>	<p>Parking is one way to provide access to Downtown. Access by foot, bicycle, bus, or ferry decreases parking demand and may be more cost-effective than building new parking supply.</p>	<p>Kitsap Transit is currently working on a systems plan that may change service to and from Downtown. The City also has the unique opportunity to bring people to Downtown by Ferry without a vehicle.</p>
<p>#4 Assess the feasibility of adding on-street parking by converting streets to one-way travel.</p>	<p>By converting existing streets to one-way, adding on-street parking may be feasible without widening the street. Adding on-street parking would include adding sidewalks in locations where they don't currently exist to provide pedestrian access to parking.</p>	<p>The existing on-street parking system of 387 on-street parking stalls is relatively small for a Downtown in a City with the population of Bainbridge Island's.</p>
<p>#5 Assess the feasibility of adding on-street parking by improving current streets.</p>	<p>By making improvements to the current streets, additional on-street stalls could be added. Some of the streets that could be improved include Winslow Way West, Grow Avenue, and Wyatt Avenue.</p>	<p>As with strategy #4, the existing on-street parking system of 387 on-street parking stalls is limited.</p>
<p>#6 Revise the Employee Parking Program.</p>	<p>The employee parking permit program provides relatively inexpensive permits for employees to park in prime locations in Downtown that could be used to support visitor and customer parking.</p>	<p>Many permitted vehicles were observed during data collection including on-street on weekends when permits are not supposed to be in effect. Options to revise the program may include a shared parking program, permit price increases, reduced transit pass prices, and additional permitted on-street parking locations.</p>
<p>#7 Assess the feasibility of building new parking supply.</p>	<p>Constructing new parking facilities is expensive. Depending on the feasibility of other parking strategies to increase the efficiency of the existing parking system and increase access to Downtown this strategy would assess the feasibility of building more parking, including potentially a public parking garage.</p>	<p>Parking demand is high in the Downtown. Depending on the success of other strategies the City could consider the feasibility of adding new parking supply including the costs and benefits.</p>