



Bainbridge Island Downtown Parking Strategy

Data Summary
October 2017

For more information, please contact Chris Hammer, Engineering Manager.
Email: chammer@bainbridgewa.gov
Phone: (206) 780-3740
Webpage: <http://www.bainbridgewa.gov/937/Downtown-Parking-Study>



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RICK WILLIAMS CONSULTING
Parking & Transportation

Data Collection Summary

City of Bainbridge Island Comprehensive Downtown Parking Strategy

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Introduction

The City of Bainbridge Island is completing a Comprehensive Downtown Parking Strategy to better understand parking conditions in Downtown Bainbridge Island and developing strategies to better manage parking and support the City's goals for Downtown, identified through the Comprehensive Plan and other local planning processes. An inventory of on and off-street parking facilities has been completed in the Downtown study area (see Figure 1). All on-street stalls within this area and a selection of off-street lots were observed during the data collection effort. On-street parking includes the parking stalls located on a street in the public right-of-way. Off-street facilities are those off-street parking locations that provide parking for various parking users, regardless of whether the facility is owned and managed by the City or a private entity. The sections below describe the inventory of on and off-street facilities and the analysis and results of field data collection.

Data Collection Findings

Data was collected for both the on and off-street on Tuesday, August 15th, 2017 between 9am and 7pm and Saturday, September 23rd, 2017. More detail on data collection efforts is provided in the data summary below. Some summary findings from the data include:

- **Most of the Parking is Off-Street.** About 8% (387) of all parking stalls in Downtown Bainbridge Island are located on-street, with the remaining 92% (4,469 stalls) of all parking stalls located in public or private off-street lots.
- **People Moving Vehicles to Avoid Time Limits is Not a Major Problem.** During weekday data collection, 31 cars were found to exhibit “moving to evade citation” behavior, where they were moving their vehicles within the restriction time in order avoid a ticket, but were parking on-street long-term, which is not the intended use for on-street parking. During the Saturday observation, there were 30 cars “moving to evade.”
- **Peak Use of the Parking System is in the Middle of the Day.** On weekdays, 74.3% of the parking system was full between 12pm and 1pm, which was the weekday peak hour. The on-street system peaked at the same hour, with 75.1% of on-street stalls full. The off-street system peaked between 1pm and 2pm, when 74.4% of all off-street stalls were full.
- **Public Lots are Full.** The off-street lots by City Hall (which include the city staff and visitor lots) were full for much of the day.
- **High Demand for On-Street Parking, Particularly on Winslow Way.** On-street peak occupancies were similar during the weekday (75.1%) and weekend (74.3%) data collection. Off-street peak occupancies were lower during the weekend (56.8%) collection day than the weekday (74.4%). The systemwide (total on and off-street system) peak occupancies were higher during the weekday observation (74.5%) than the weekend observation (59.9%).
- **High Demand for Parking near Winslow Way.** When the Winslow Way core area was isolated, the core exhibited high occupancies during both the weekday and weekend observations. Overall weekday peak occupancy was 79.0%. The on-street system peaked at 86.4%, and the off-street system peaked at 77.0%. Overall weekend peak occupancy was 73.7% at 12pm, with an on-street peak of 94.2% occupancy and an off-street peak occupancy of 68.9%.

- **High Demand for Parking at the Ferry.** The ferry area utilization peaked between 12pm and 1pm when the combined on and off-street area observed peaked at 85.7% occupancy. At this time, the off-street system was 86.2% occupied and the on-street system was 62.5% occupied.
- **Park and Ride Facilities on Bainbridge Island have Capacity.** Kitsap Transit data, using monthly park and ride facility counts, shows that on average, across the seven months of collection from January through July of 2017, there were 59 available spaces in Bainbridge Island park and ride facilities per collection day.

Study Area + Inventory

The study area for the Parking Strategy includes the Downtown area of Bainbridge Island, generally bordered by Grow Avenue to the west, Wyatt Way to the north, 305 to the east, and the waterfront to the south. The study area also includes the ferry parking area east of Olympic Drive and south of Winslow. See Figure 1 for the Parking Strategy study area.

Figure 1. Bainbridge Island Town Center Study Area



Framework, 2017; Google Maps, 2017

Downtown is a very active place, particularly during the summer season when tourism visits peak. Downtown is a great place to walk and residents and visitors alike are attracted to the small-town feel, beautiful physical setting, and the mix of shops, restaurants, parks, and other amenities. These amenities create a high demand for parking, particularly near Winslow Way, as people often want to park and walk around Downtown and not just visit one business while public parking options are limited. However, many visitors can visit Downtown without a vehicle via the ferry, walking, biking, or via transit.

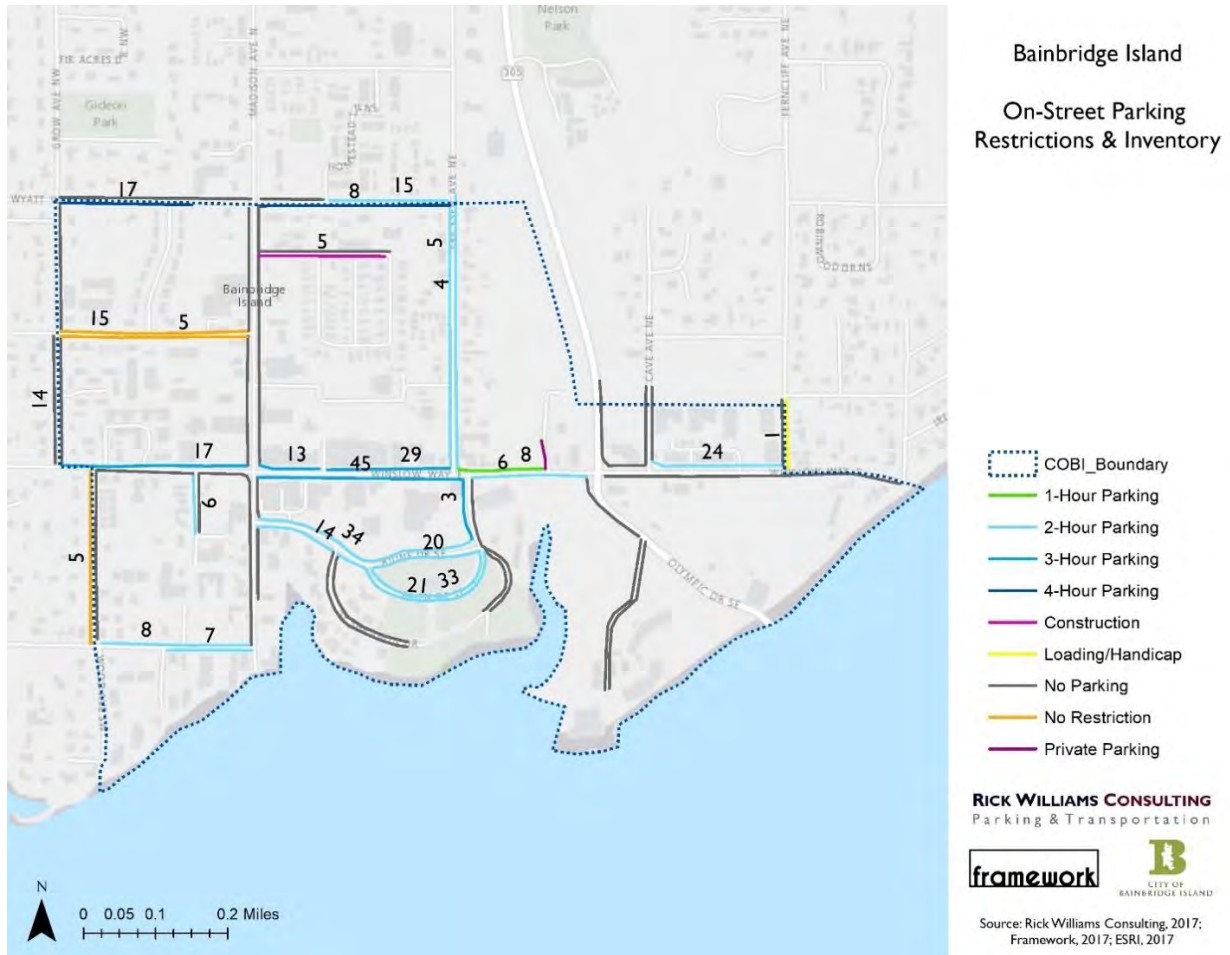
On-Street Inventory

The on-street inventory within the study area contains 387 stalls, which vary in restriction type. There are spaces with hourly restrictions, electric vehicle only restrictions, ADA restrictions, and no restrictions. The predominant restriction is two-hour parking (50%), followed by three-hour parking (25%). Figure 2 shows the on-street supply, broken down by restriction type. Winslow Way, specifically, has 134 on-street parking spaces between the ferry and Grow Avenue, with one-hour, two-hour, and three-hour restrictions varying by block.

Figure 2. On-Street Restriction Types

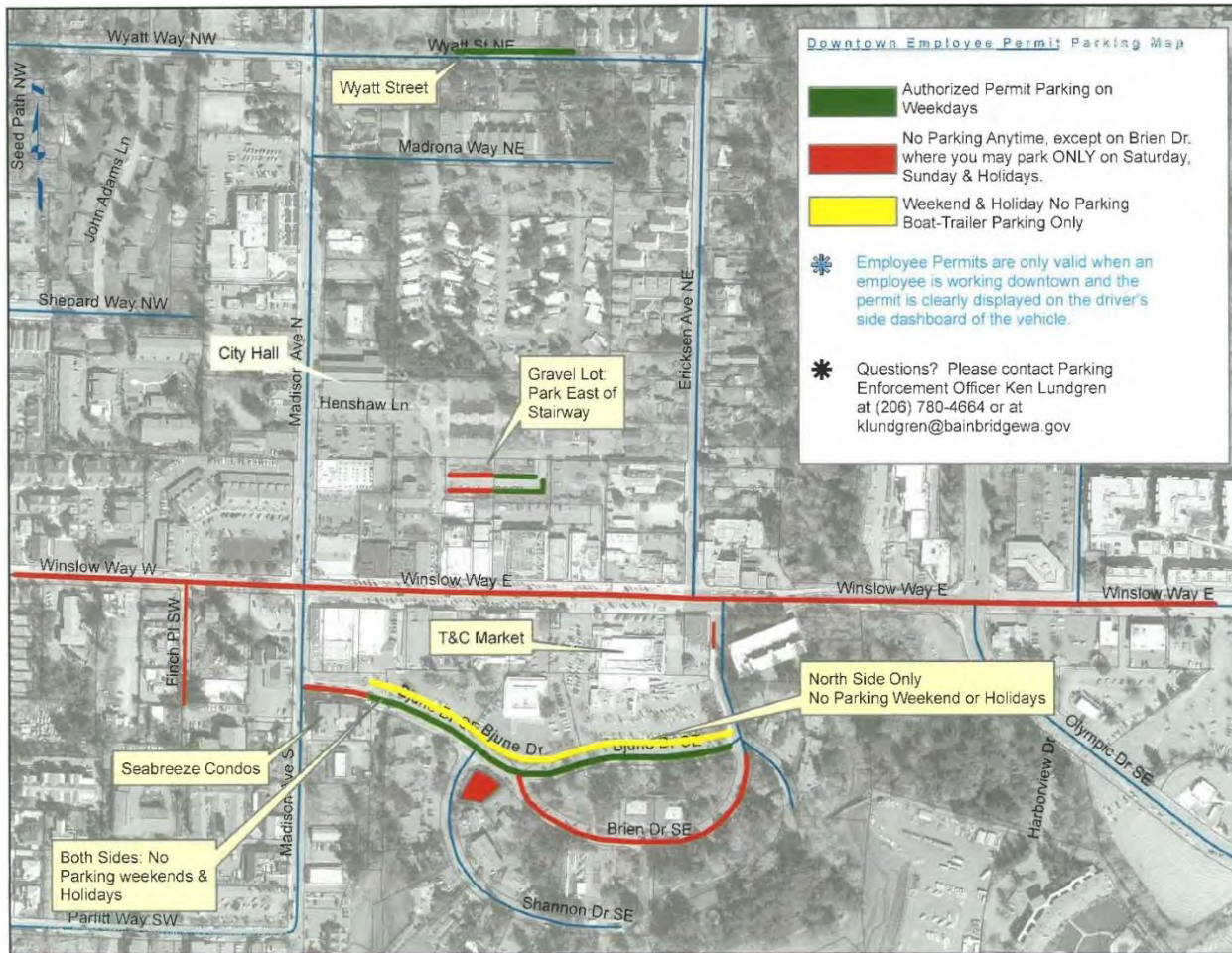
Restriction	Stalls	% of Supply
1-Hour Parking	8	2%
2-Hour Parking	195	50%
3-Hour Parking	97	25%
4-Hour Parking	29	7%
Electric Vehicle Only	1	0%
ADA Parking	10	3%
No Limit	47	12%
On-Street Total	387	100%

Figure 3. On-Street Inventory and Restrictions Map



All eight of the one-hour spaces and 59 of the 2-hour spaces allow employee permit parking during weekdays, which exempts the permitted car from the timed restriction. Figure 4 shows the Employee Permit Program parking map, indicating the authorized weekday permit parking areas in green, authorized weekday parking exclusive of holidays in yellow, and no weekday employee parking anytime in red.

Figure 4. Employee Permit Parking Map

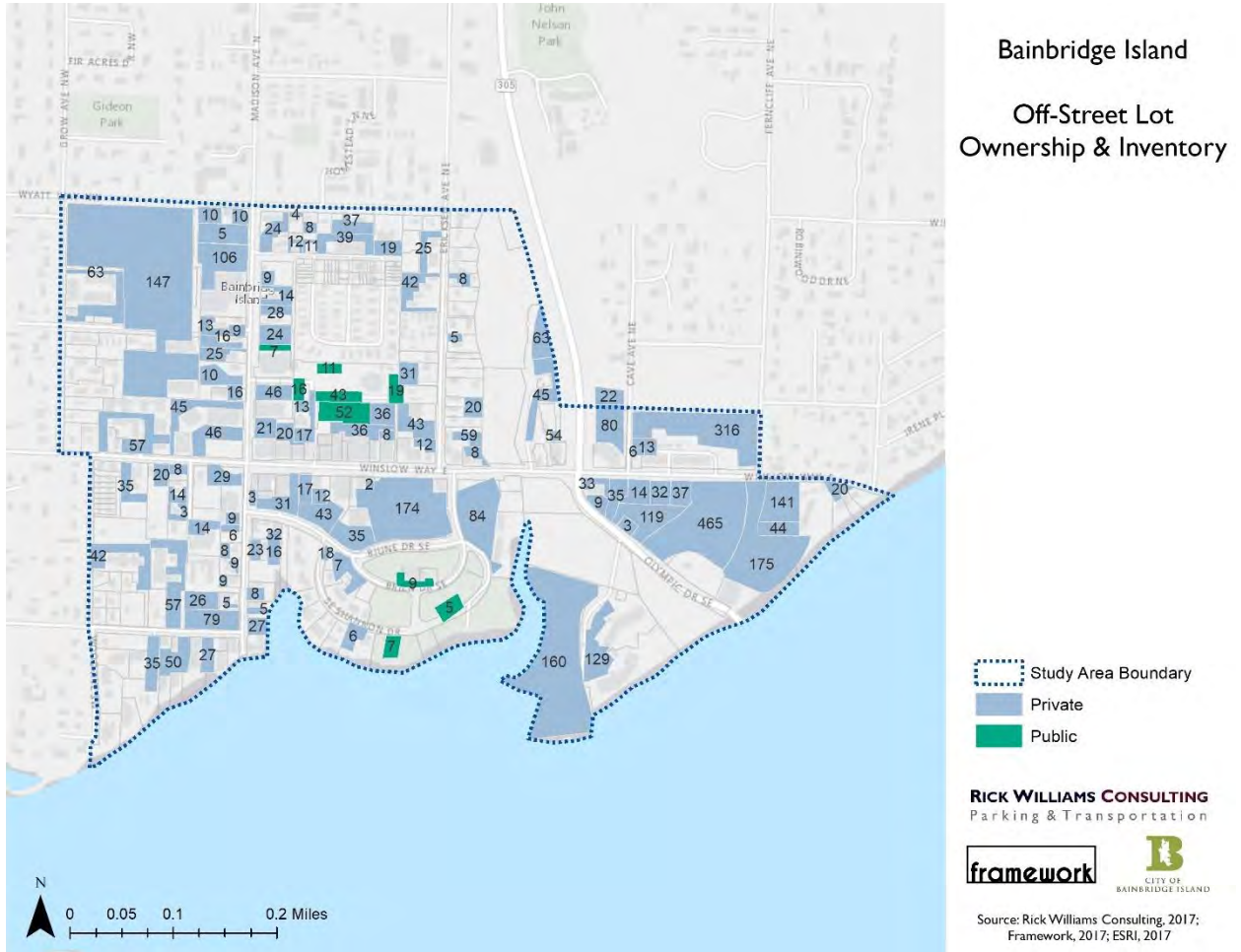


City of Bainbridge Island, 2017

Off-Street Inventory

The inventory of off-street lots includes 4,856 stalls. Figure 5 shows the locations and types of the off-street parking inventory in Downtown Bainbridge Island. The lots highlighted in green are those that are publicly-owned, although many of the stalls in these publicly-owned lots are restricted to City employees, City Hall visitors, or those with permits through the Downtown employee permit program.

Figure 5. Off-Street Parking Inventory and Type



Note: The inventory shows a snapshot of the number of stalls observed during the inventory data collection process. Some lots may have changed since the inventory was collected.

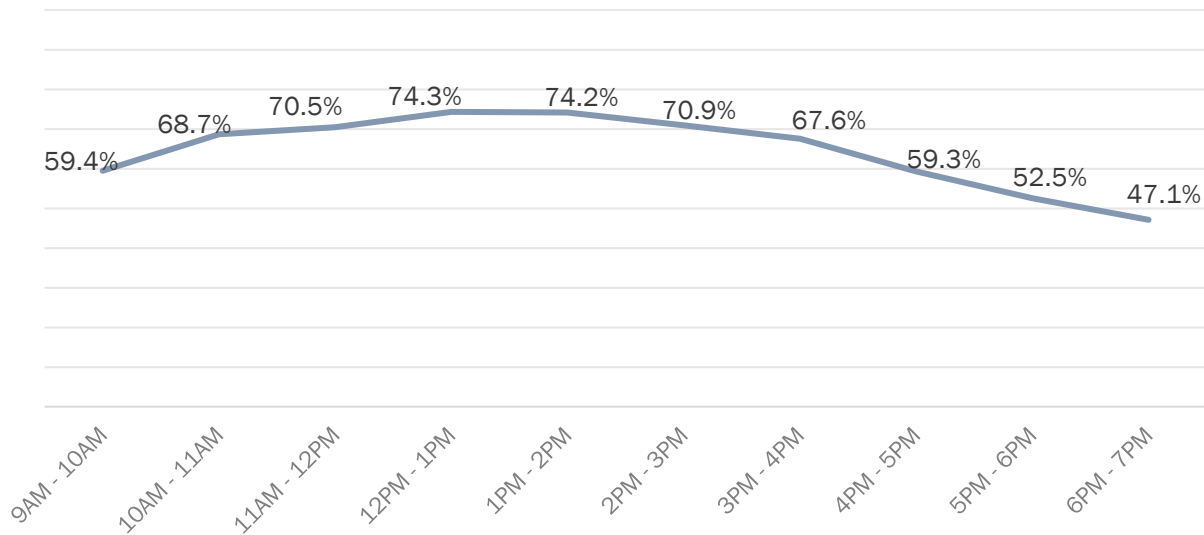
Study Area Utilization Summary

The following section provides a summary of the utilization (percent of the system occupied) for the weekday and weekend data collection days. The following section provides a more detailed review of the data.

Weekday Total Parking System Utilization (on-street and off-street)

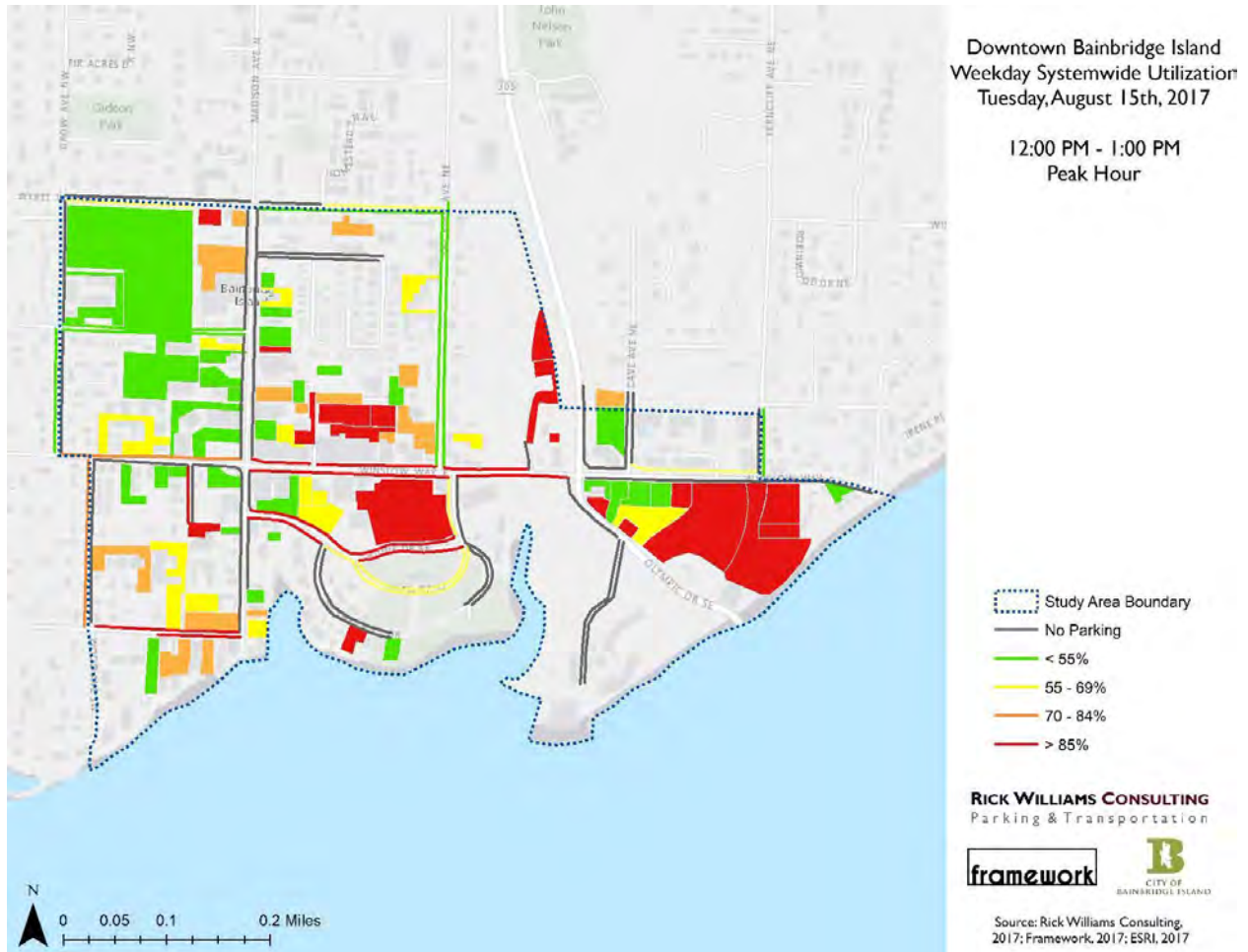
Weekday utilization data was collected on Tuesday, August 15th. The peak hour for system-wide occupancy was in the middle of the day between 12pm and 1pm when 74.3% of all on-street and off-street stalls were occupied. Figure 6 shows the hourly trend for on-street occupancy during the weekday observation and Figure 7 shows the occupancies of individual blocks or lots during the peak hour of 12pm to 1pm. Parking near the ferry and surrounding Winslow Way in the Downtown core were the most heavily occupied.

Figure 6. Total Weekday Utilization (on-street and off-street)



Rick Williams Consulting, 2017; Framework, 2017

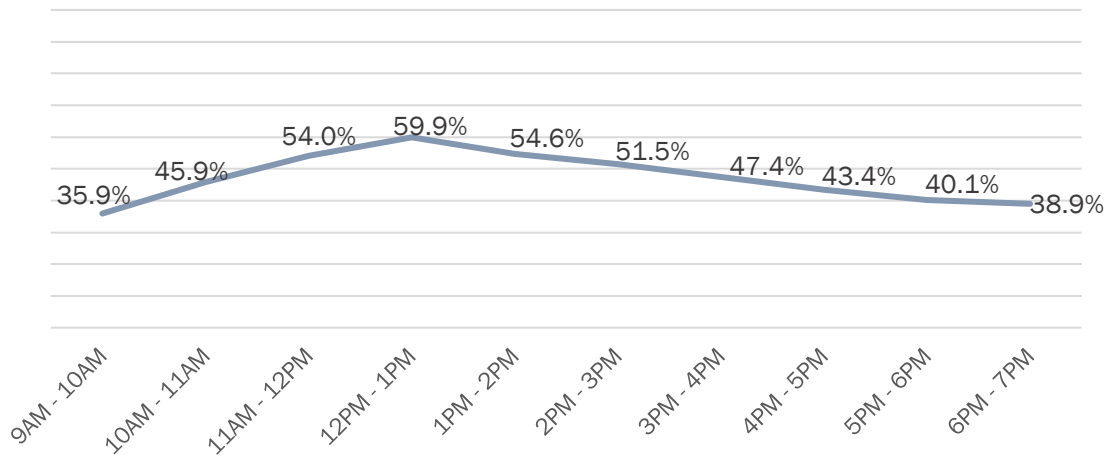
Figure 7. Weekday Systemwide Peak Hour, 12pm – 1pm



Weekend Total Parking System Utilization (on-street and off-street)

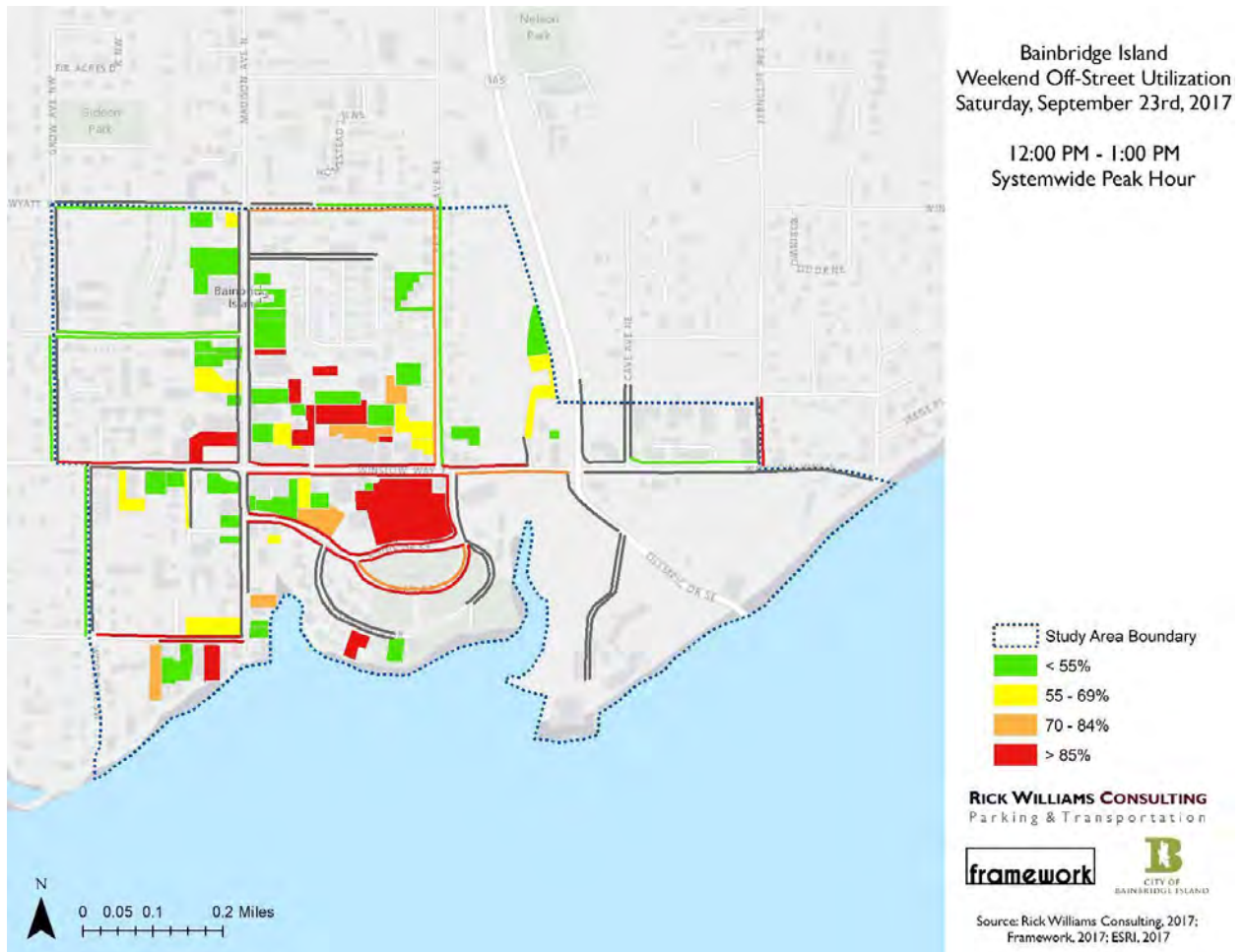
Weekend utilization data was collected on Saturday, September 23rd. The peak hour for system-wide occupancy was in the middle of the day between 12pm and 1pm when 59.9% of all on-street and off-street stalls were occupied. Figure 8 shows the hourly trend for on-street occupancy during the weekday observation and Figure 9 shows the occupancies of individual blocks or lots during the peak hour of 12pm to 1pm. Parking near the ferry and surrounding Winslow Way in the Downtown core were the most heavily occupied.

Figure 8. Total Weekend Utilization (on-street and off-street)



Rick Williams Consulting, 2017; Framework, 2017

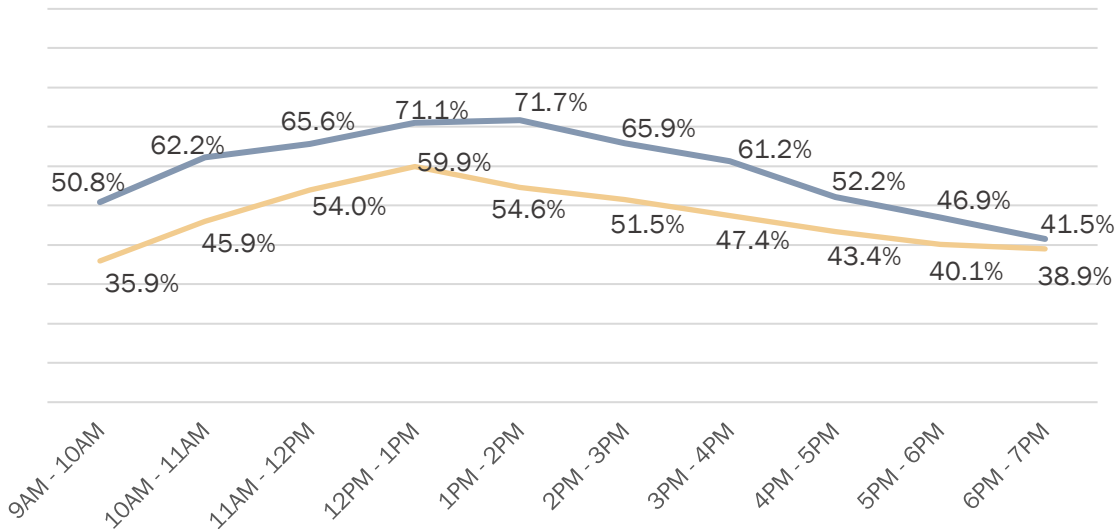
Figure 9. Weekend Systemwide Peak Hour, 12pm – 1pm



Weekday Versus Weekend Systemwide Comparison

When comparing the weekend versus weekday data, the trend was similar between the two days, with overall weekday systemwide occupancy around ten percent higher on average for each hour than weekend systemwide occupancy (see Figure 10). The comparison shows the occupancy trends for those lots that were observed on both collection days, so the geography of the study area for the two charts is consistent.

Figure 10. Occupancy Trends, Tuesday, August 15th versus Saturday, September 23rd



Rick Williams Consulting, 2017; Framework, 2017

Data Collection Detail

On-Street Data Results

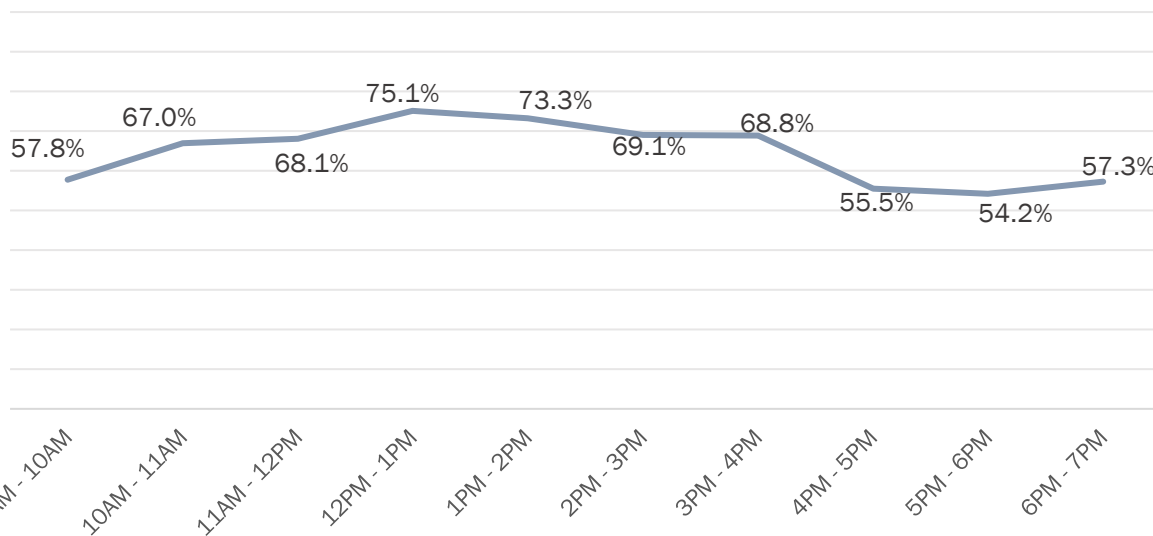
Collection Area + Restrictions

The collection area for the on-street inventory includes the entire study area identified in Figure 3. The collection area was the same for weekday and weekend data collection.

Weekday On-Street Data

The weekday utilization data for on-street parking indicated that the peak hour for system-wide occupancy was in the middle of the day between 12pm and 1pm when 75.1% of all on-street stalls were occupied. Occupancies ranged between 54.2% and 75.1%.

Figure 11. Weekday On-Street Utilization



Rick Williams Consulting, 2017; Framework, 2017

Figure 12 shows the occupancies by block for on-street peak hour, which occurred between 12pm and 1pm. The numbers indicate available stalls by block during the peak hour. Winslow Way had 14 spaces available at peak, with only 2 spaces available in the core retail area.

Figure 12. Weekday On-Street Peak Hour, with Available Stalls

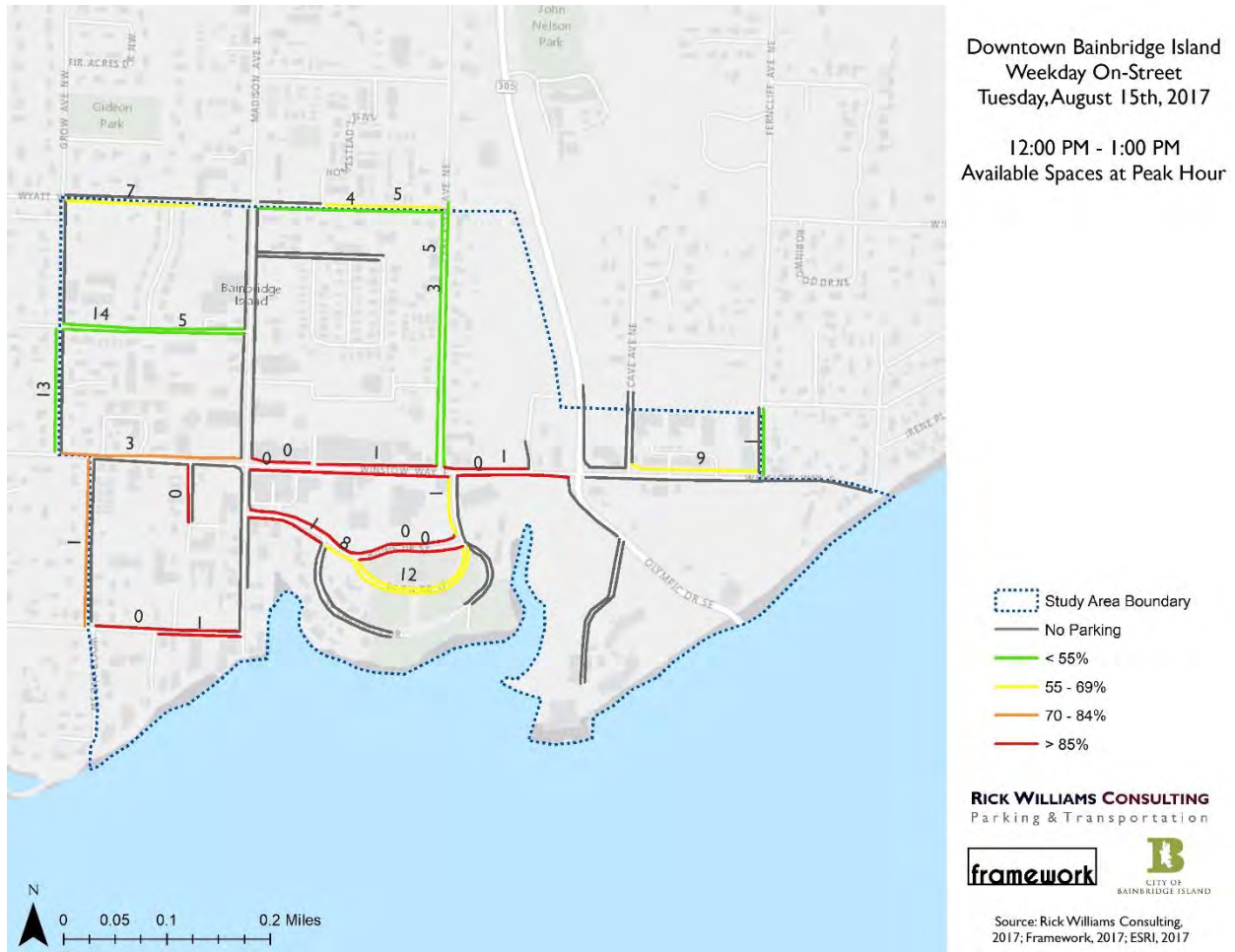


Figure 13 shows the turnover of vehicles from the weekday on-street data collection on Tuesday, August 15th. The violation rate of time stays was highest in the one-hour parking stalls, where 22.9% of vehicles violated the one-hour restriction, followed by a 15.5% violation rate in the two-hour stalls.

Figure 13. Weekday On-Street Turnover, by Restriction Type

Restriction	# of Stalls	Peak Occupancy	Peak Hour	Ave. Stalls Available	Ave. Length of Stay (hr:min)	Violation Rate
1-Hour Parking (Employee Permits Apply)	8	100%	5:00 – 7:00 PM	0	1:16	22.9%
2-Hour Parking	136	69.1%	12:00 – 1:00 PM	42	1:47	15.5%
2-Hour Parking (Employee Permits Apply)	59	96.6%	12:00 – 1:00 PM	2	1:31	4.5%
3-Hour Parking	97	99.0%	1:00 – 2:00 PM	1	1:30	3.0%
4-Hour Parking	29	79.3%	10:00 – 11:00 AM	6	2:22	9.1%

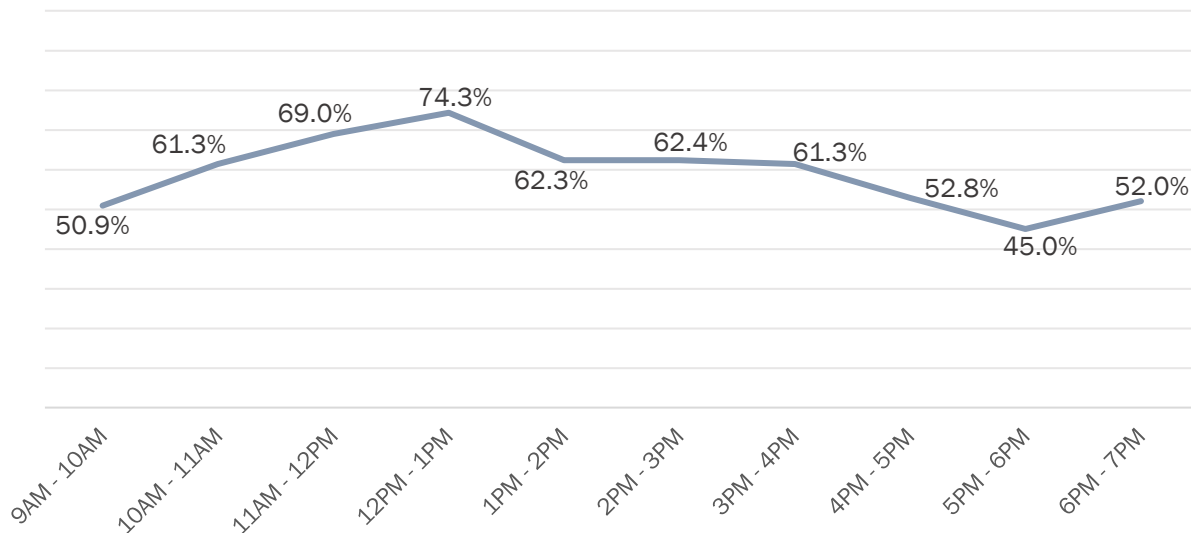
Restriction	# of Stalls	Peak Occupancy	Peak Hour	Ave. Stalls Available	Ave. Length of Stay (hr:min)	Violation Rate
Electric Vehicle Only	1	100%	12:00 – 1:00 PM; 4:00 – 5:00 PM	0	1:00	N/A
ADA accessible	10	80.0%	1:00 – 2:00 PM	2	2:29	N/A
No Limit	47	28.6%	6:00 – 7:00 PM	30	3:38	N/A
On-Street Supply Total	387	75.10%	12:00 – 1:00 PM	95	1:56	8.60%

Rick Williams Consulting, 2017; Framework, 2017

Weekend On-Street Data

The weekday utilization data for on-street parking indicated that the peak hour for system-wide occupancy was in the middle of the day between 12pm and 1pm when 74.3% of all on-street stalls were occupied. Occupancies ranged between 45.0% and 74.3%.

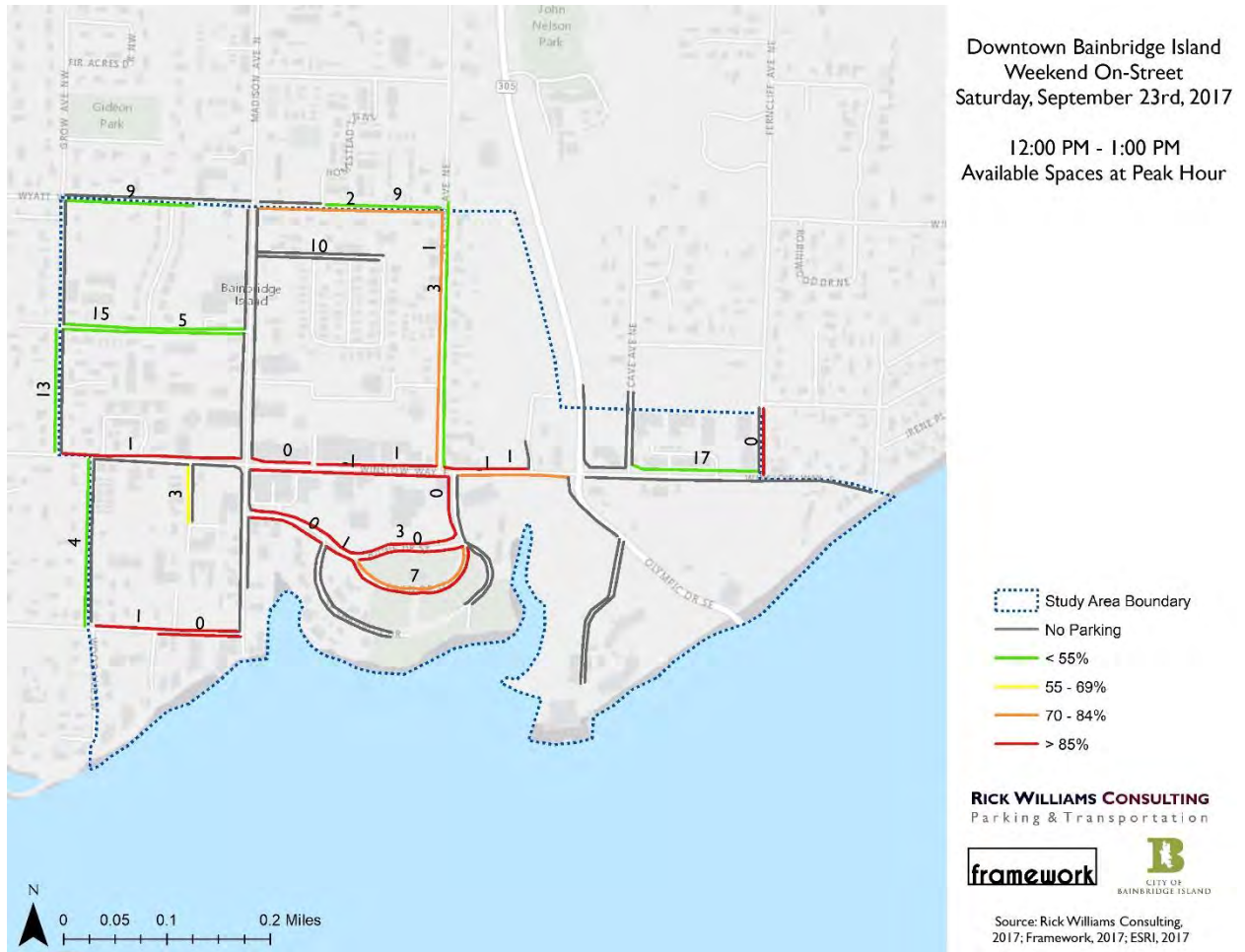
Figure 14. Weekend On-Street Utilization



Rick Williams Consulting, 2017; Framework, 2017

Figure 15 shows the occupancies by block for on-street peak hour, which occurred between 12pm and 1pm. The numbers indicate available stalls by block during the peak hour. Winslow Way had 21 spaces available at peak, with only 5 spaces available in the core retail area.

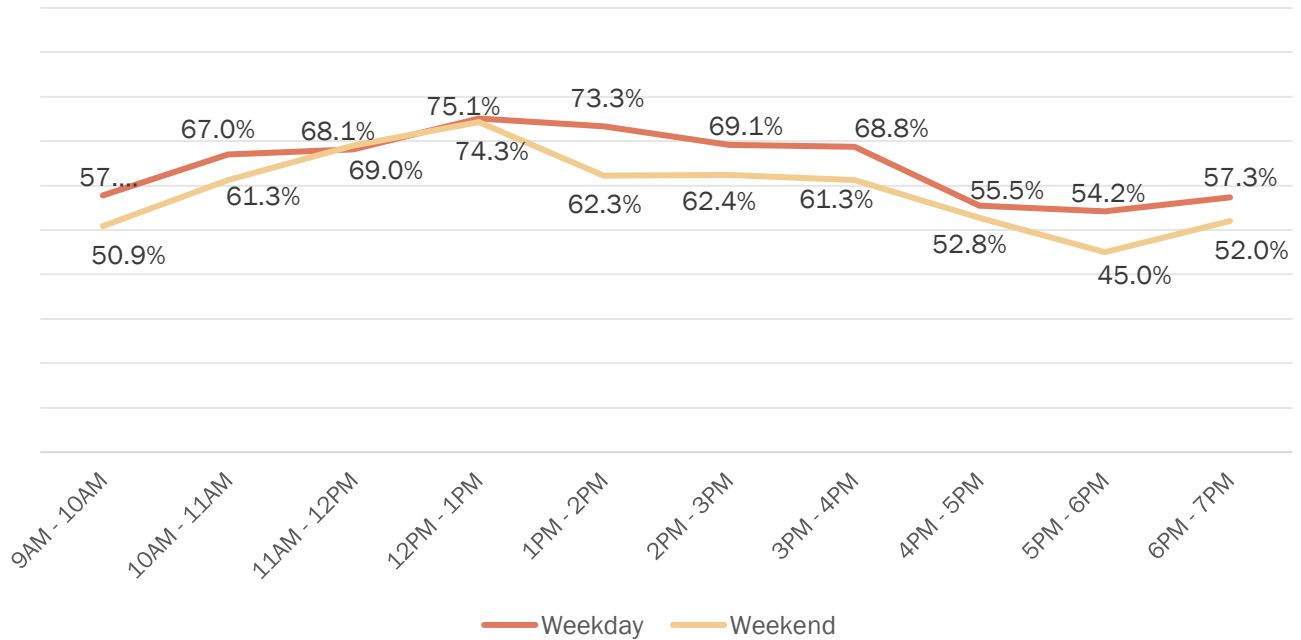
Figure 15. Weekend On-Street Peak Hour, with Available Stalls



Weekend Versus Weekday On-Street Data

A comparison analysis between the weekday and weekend data results was completed to show any differences and alignments between the weekday and weekend parking demand and behavior. Figure 16 shows the hourly trend for the two days, indicating a similar utilization on both days. The weekday peak in the on-street system was 75.1% and the weekend peak was 74.3%.

Figure 16. On-Street Hourly Utilization, Weekday versus Weekend



Rick Williams Consulting, 2017; Framework, 2017

Figure 17 provides a summary of the weekday and weekend on-street parking data broken down into the categories of “all users,” “non-permit users,” and “permitted or ADA” users. The information shows a profile for these user types, including their average length of stay, their hours parked, and violations. Average lengths of stay for non-permitted users was one hour and 42 minutes during the week and one hour and 44 minutes during the weekend, which indicates that the users are generally in compliance with time restrictions. The table shows that violation rates of time-restricted parking for the non-permitted vehicles was 8.6% on weekdays and 9.7% on weekends, with more than 30 non-permitted vehicles parked for five hours or more in time-limited stalls.

Figure 17. On-Street Summary, by User Type

Use Characteristics	All Users		Non-Permit Users		Permitted or ADA	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
Users (Peak Hour)	287	284	234	264	53	20
Unique vehicle trips (UVT)	1,264	1,128	1,197	1,103	67	25
Vehicle hours parked (VHP)	2,452	2,101	2,043	1,947	409	154
Average length of stay (hr:min)	1:56	1:52	1:42	1:44	6:06	6:10
Turnover rate	5.15	5.37	5.86	5.74	1.64	1.62
Violation rate	N/A	N/A	8.6%	9.7%	N/A	N/A
VHP spent in violation	N/A	N/A	9.0%	9.7%	N/A	N/A
UVT parked ≥ 5 hours in time-limited stalls (% of UVT)*	N/A	N/A	31 (2.5%)	37 (3.3%)	N/A	N/A

Use Characteristics	All Users		Non-Permit Users		Permitted or ADA	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
ADA placards observed in non-ADA designated stalls (% of occupied stalls)	N/A	N/A	N/A	N/A	1 ($< 1\%$)	2 ($< 1\%$)
Daily permits displayed in time-limited stalls (% of occupied stalls)	NA	N/A	N/A	N/A	49 (17.1%)	18 (6.3%)

*Filtered for non-permit user vehicles only

Figure 18 shows the same summary, isolating it for the 2-hour time-restricted stalls. When the 2-hour stalls were analyzed, the system shows that users are generally in compliance with the time limits still, but that the violation rate was at a higher rate of 13.2% and 15.4%.

Figure 18. Summary of On-Street 2-Hour Use Characteristics, by User Type

2-Hour Use Characteristics	All Users		Non-Permit Users		Permitted or ADA	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
Users (Peak Hour)	151	120	101	100	50	20
Unique vehicle trips (UVT)	522	428	466	403	56	25
Vehicle hours parked (VHP)	1,200	866	814	712	386	154
Average length of stay	2:18	2:01	1:45	1:46	6:54	6:10
Turnover rate	4.35	4.94	5.72	5.66	1.45	1.62
Violation rate	N/A	N/A	13.2%	15.4%	N/A	N/A
VHP spent in violation	N/A	N/A	12.9%	15.6%	N/A	N/A

Rick Williams Consulting, 2017; Framework, 2017

Figure 19 shows the analysis of vehicles that moved within Downtown to evade the time restriction. This is the result of vehicles that use short-term parking spaces for long-term stays whereby the owner will move the vehicle from one short-term space to another. This works against the purpose of short-term parking when vehicles are using the parking for longer-term uses as it takes up spaces on the street for those with short-term needs, such as grocery shopping, eating at a restaurant, and stopping by the coffee shop or stores. During the weekday, it was found that 31 vehicles moved to evade a citation, and each of these vehicles moved an average of 1.1 times throughout the day. During the weekend, 30 vehicles moved to evade, and each moved an average of 1.1 times.

Figure 19. On-Street 'Moving to Evade Citations' Analysis

Moving to Evade Parking Citations	Weekday Users	Weekend Users
Unique License Plates Observed Moving to Evade Parking Citations	31	30
Total Moves During the Day	35	32
Average Moves per Unique License Plate	1.1	1.1

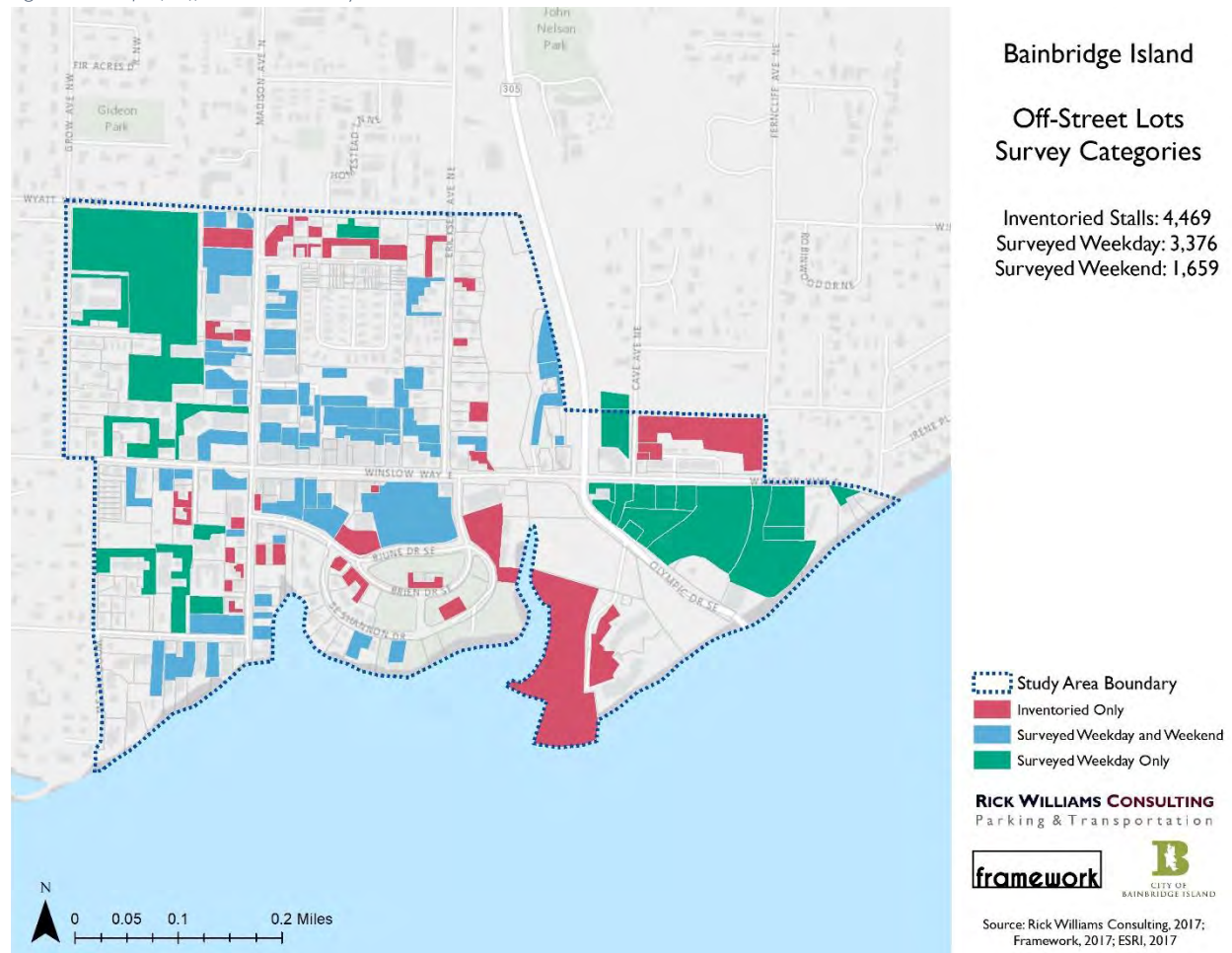
Rick Williams Consulting, 2017

Off-Street Data Results

Collection Area + Lot Type

The off-street data collection area differed on the weekday and weekend collection days. Although off-street data collection in the ferry area was not included in the project scope, the data collection team was able to fit in collection in the ferry area for the weekday collection time on Tuesday, August 15th. Figure 20 shows the specific lots that were inventoried and not surveyed, surveyed on the weekday collection day only, and surveyed on both the weekday and weekend collection day. Out of a total of 4,469 off-street stalls inventoried, 3,376 were surveyed on Tuesday, August 15th and 1,659 were surveyed on Saturday, September 23rd.

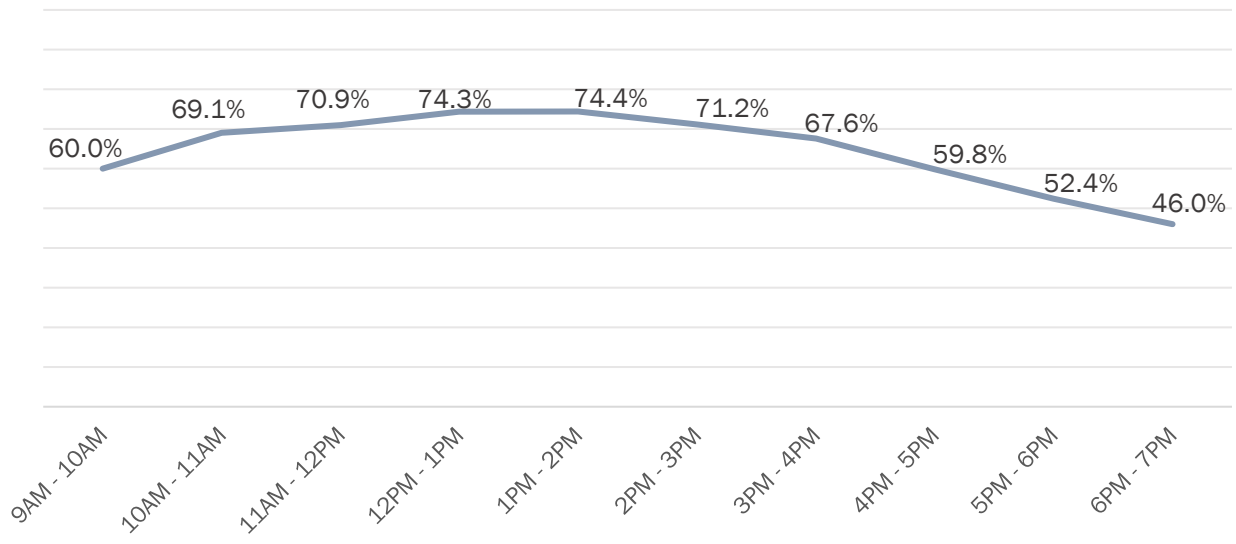
Figure 20. Map of Off-Street Lots Surveyed



Weekday Off-Street Data

The weekday utilization data for off-street parking indicated that the peak hour for system-wide occupancy was in the middle of the day between 1pm and 2pm when 74.4% of all off-street stalls were occupied. Figure 21 shows the hourly occupancies for the off-street system. Between 9am and 7pm, occupancies ranged between 46.0% and 74.4%.

Figure 21. Weekday Off-Street Utilization



Rick Williams Consulting, 2017; Framework, 2017

Figure 22 shows the lot-specific occupancies for the off-street system during the peak hour. The lots with the highest occupancies were those near the ferry terminal and those surrounding the core of Downtown, such as the Town & Country lot and the city-owned lots. Lots further away from the core were less occupied during peak.

Figure 22. Weekday Off-Street Occupancies, by lot, with Available Stalls

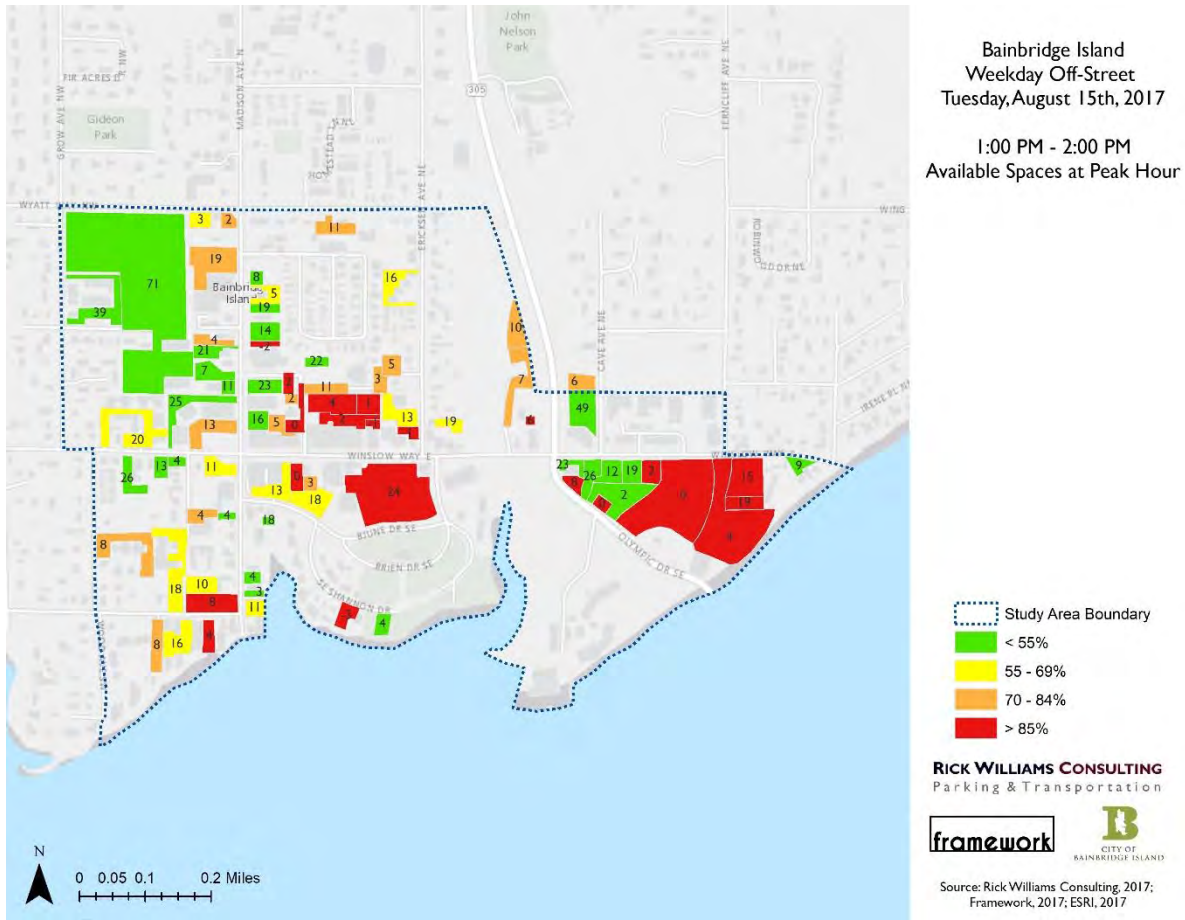


Figure 23. Weekday Off-Street Turnover

Lot #	Facility	Stalls by Type	# of Stalls	Peak Occupancy	Peak Hour	Stalls Available	Average Length of Stay (hr:min)
67	City Hall Visitor Parking	City Hall Visitors	16	100%	10:00am – 11:00am	0	1:52
68	City Hall Staff Parking	City Hall Staff	25	100%	9:00am – 1:00pm	0	4:51
		City Vehicle Only	3	66.70%	11:00am – 12:00pm	1	1:40
		ADA accessible	4	25.00%	10:00am – 2:00pm	3	2:00
69	Playhouse Parking	Playhouse Parking	11	72.70%	2:00pm – 3:00pm	3	1:37
70	Permit/ 3-Hour	3-Hour Parking	17	100%	12:00pm – 1:00pm	0	2:17

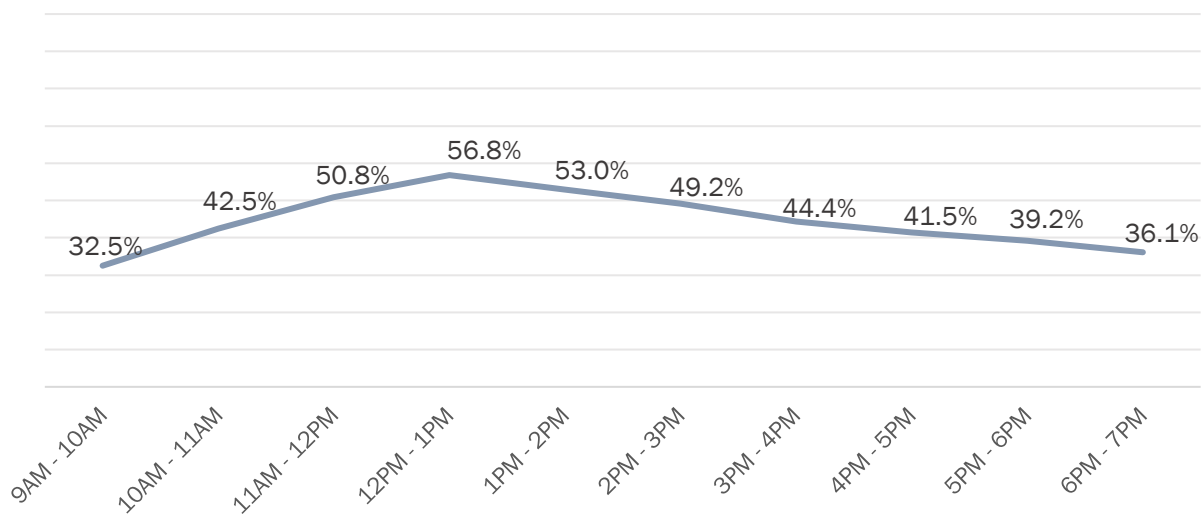
Lot #	Facility	Stalls by Type	# of Stalls	Peak Occupancy	Peak Hour	Stalls Available	Average Length of Stay (hr:min)
	Public/City Hall Staff Parking	Permit Only	27	93.30%	9:00am – 12:00pm	2	6:05
		City Hall Staff	5	100%	9:00am – 4:00pm	0	7:00
74	Bainbridge Island Historical Museum	Bainbridge Museum Parking	19	84.20%	1:00pm – 3:00pm	3	2:46

Rick Williams Consulting, 2017

Weekend Off-Street Data

The weekday utilization data for off-street parking indicated that the peak hour for system-wide occupancy was in the middle of the day between 12pm and 1pm when 56.8% of all off-street stalls were occupied. Figure 24 shows the hourly occupancies for the off-street system. Between 9am and 7pm, occupancies ranged between 32.5.0% and 56.8%.

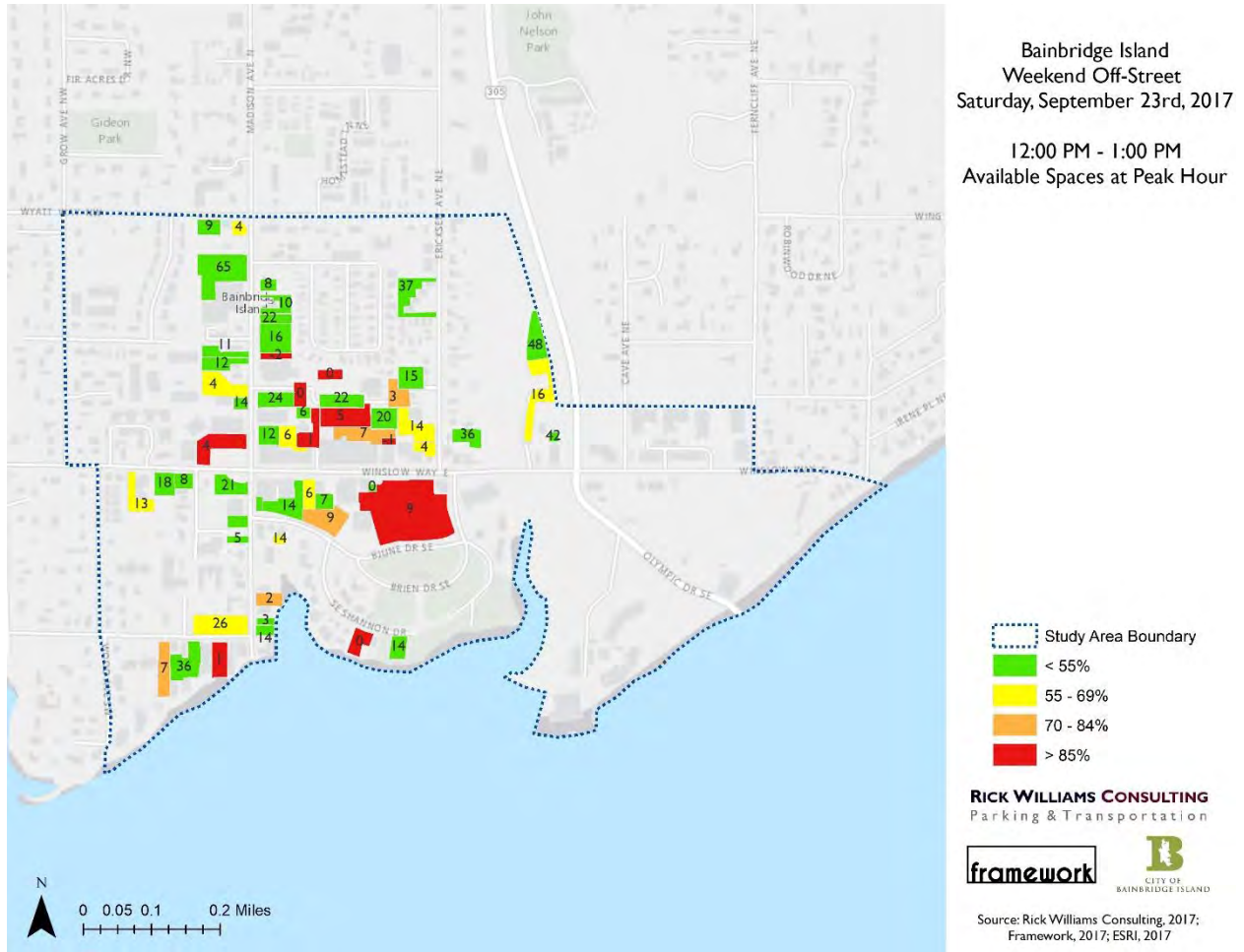
Figure 24. Weekend Off-Street Utilization



Rick Williams Consulting, 2017; Framework, 2017

Figure 25 shows the lot-specific occupancies for the off-street system during the peak hour. The lots with the highest occupancies were those in the core of Downtown, such as the Town & Country lot and the city-owned lots. Lots further away from the core were less occupied during peak.

Figure 25. Weekend Off-Street Peak Hour, with Available Stalls



Weekday Versus Weekend Off-Street Data

The following section provides a breakdown of the weekday versus weekend off-street data, summarized by the use type of the lot. For each use type, the number of stalls, peak occupancy, peak hour, and stalls available at peak are identified for both the weekday and weekend collection day. Government lots had the highest peak for both days, with an 89.0% weekday peak at 10am and an 86.4% weekend peak at 11am.

Figure 26. Off-Street Utilization by Lot Type, Weekday versus Weekend

Use Type	Stalls	Survey Day	Peak Occupancy Peak Hour	Stalls Available
Bank	55	Weekday	61.8% 11:00 AM – 12:00 PM; 1:00 PM – 2:00 PM	21
		Weekend	70.9% 12:00 – 1:00 PM	16

Use Type	Stalls	Survey Day	Peak Occupancy Peak Hour	Stalls Available
Government	118	Weekday	89.0% 10:00 AM – 12:00 PM	13
		Weekend	86.4% 11:00 AM – 12:00 PM	16
Institution	117	Weekday	76.1% 1:00 – 2:00 PM	28
		Weekend	34.2% 12:00 – 1:00 PM	77
Medical	108	Weekday	61.1% 2:00 – 4:00 PM	42
		Weekend	45.4% 12:00 – 1:00 PM; 2:00 PM - 3:00 PM	59
Mixed Use	260	Weekday	75.0% 1:00 – 2:00 PM	65
		Weekend	61.5% 12:00 – 1:00 PM	100
Office	183	Weekday	76.0% 12:00 – 1:00 PM	44
		Weekend	43.7% 11:00 AM – 12:00 PM	103
Private	118	Weekday	82.2% 11:00 AM – 12:00 PM	21
		Weekend	64.4% 12:00 – 1:00 PM	42
Public	7	Weekday	71.4% 10:00 – 11:00 AM	2
		Weekend	Under Construction	N/A
Recreation	32	Weekday	9.4% 9:00 – 10:00 AM	29
		Weekend	68.8% 10:00 AM – 12:00 PM	10
Restaurant	60	Weekday	88.3% 6:00 – 7:00 PM	7
		Weekend	83.3% 6:00 – 7:00 PM	10

Use Type	Stalls	Survey Day	Peak Occupancy Peak Hour	Stalls Available
Retail	458	Weekday	80.3% 12:00 – 1:00 PM	90
		Weekend	69.7% 12:00 – 1:00 Pm	139
Service	143	Weekday	74.1% 12:00 – 1:00 PM	37
		Weekend	35.0% 2:00 – 3:00 PM	93

Rick Williams Consulting, 2017

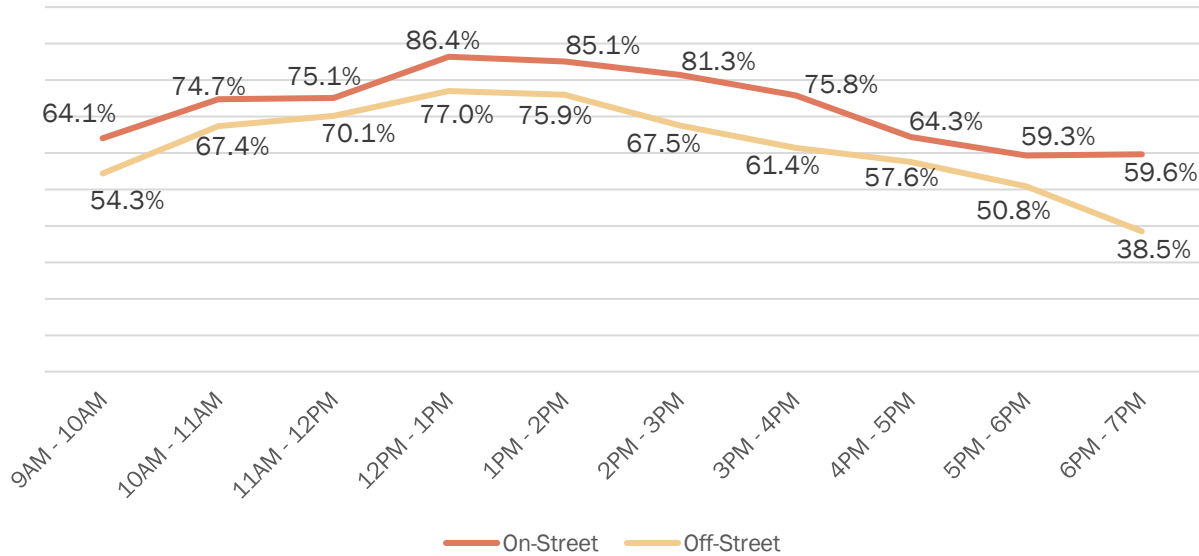
Winslow Way Area Detail

An analysis of the Winslow Way area was run to determine the occupancy for this isolated area. The area was selected based on its proximity to the businesses in central Downtown and the presence of publicly-available parking options.

Weekday Peak

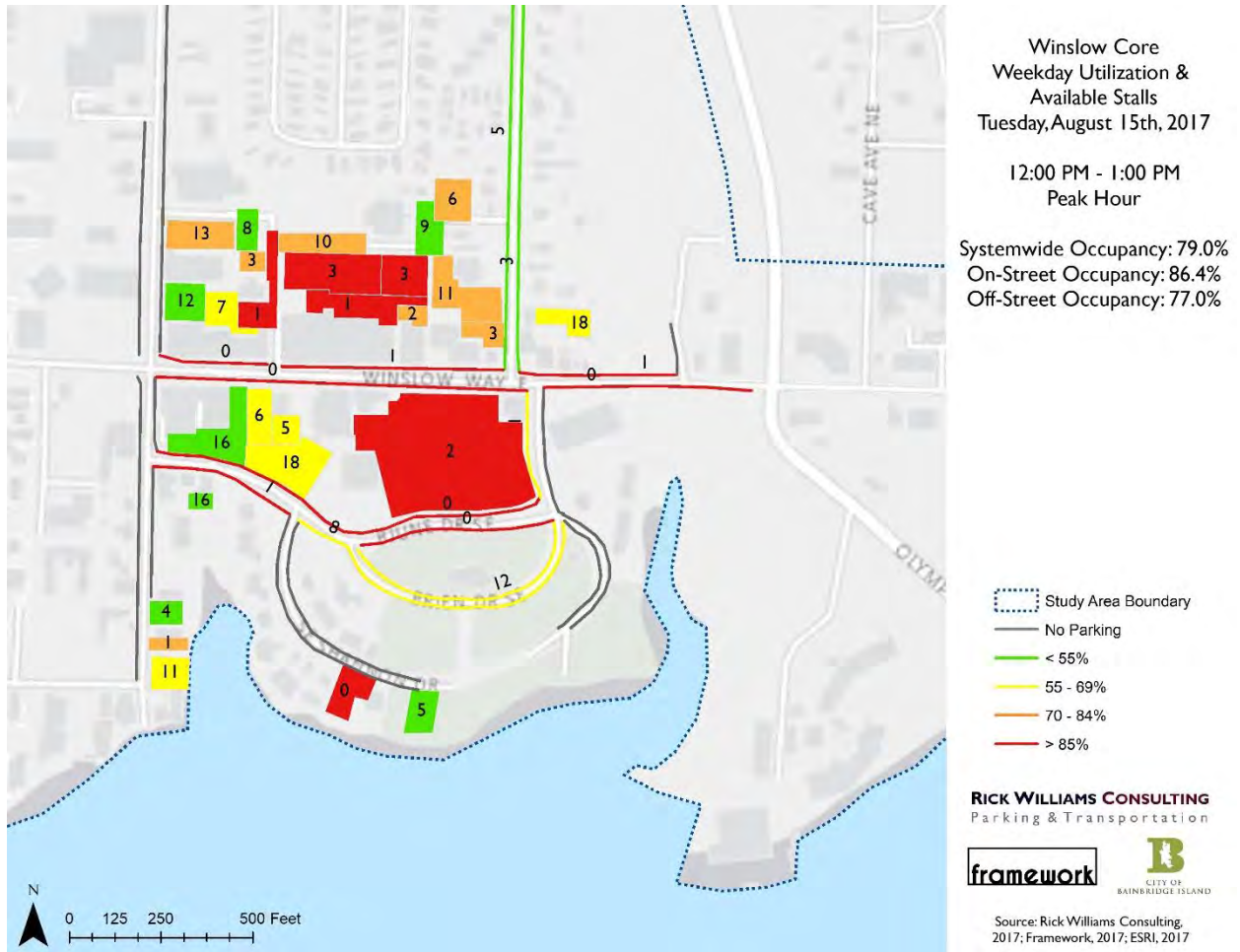
During the weekday collection on Tuesday, August 14th, the Winslow Way area exhibited an overall peak occupancy of 79.0% at 12pm. The on-street system peaked at 86.4%, and the off-street system peaked at 77.0% (see Figure 27). Figure 28 shows the occupancy and available stalls during the peak hour. At peak during the weekday collection there were very spaces available in publicly-owned lots, with some of these spaces restricted to City employees and those with Downtown employee permits.

Figure 27. Weekday Winslow Way Area Utilization, On-Street and Off-Street



Rick Williams Consulting, 2017; Framework, 2017

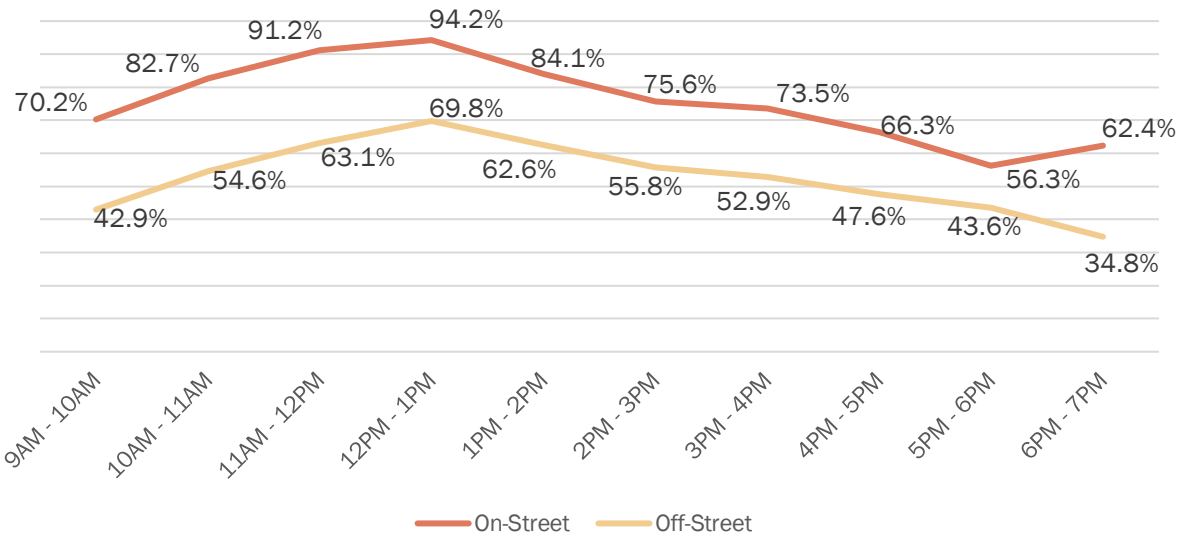
Figure 28. Winslow Way Area Weekday Peak, 12pm – 1pm



Weekend Peak

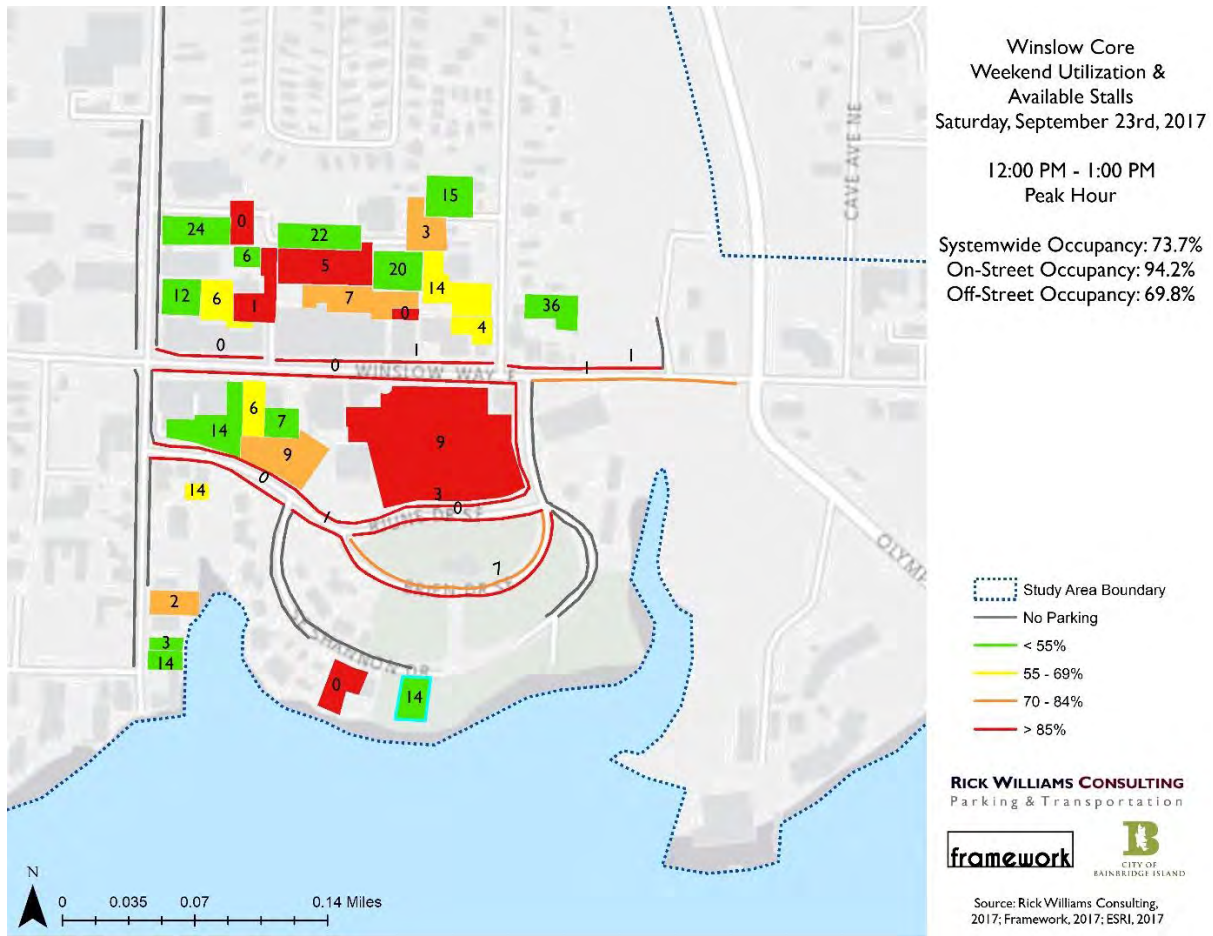
During the weekend collection on Saturday, September 23rd, the Winslow Way area exhibited an overall peak occupancy of 73.7% at 12pm (see Figure 29). The on-street system peaked at 94.2%, and the off-street system peaked at 68.9%. Figure 30 shows the occupancy and available stalls during the peak hour.

Figure 29. Weekend Winslow Way Area Utilization, On-Street and Off-Street



Rick Williams Consulting, 2017; Framework, 2017

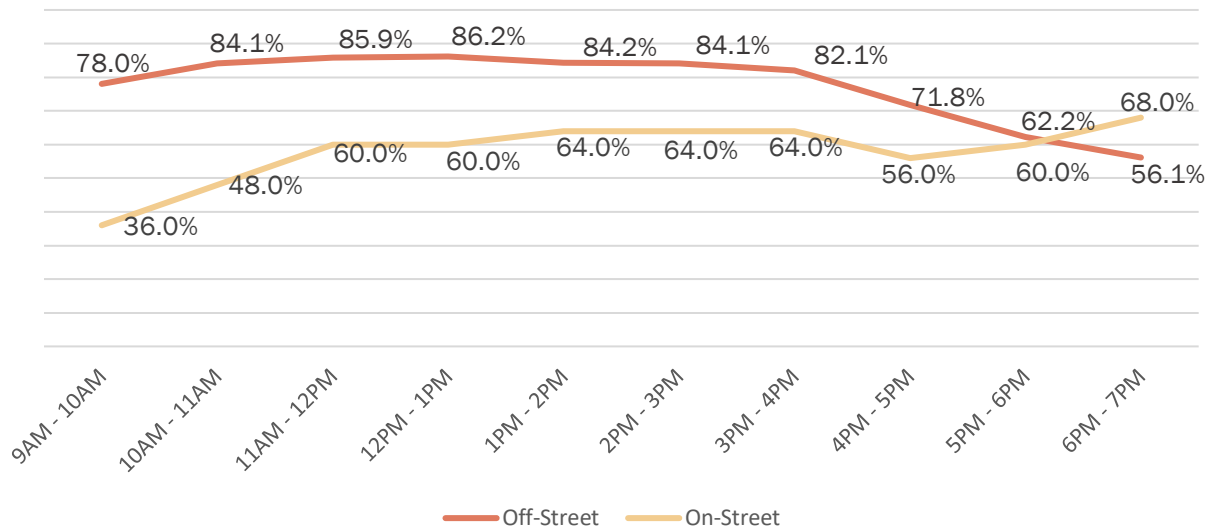
Figure 30. Winslow Way Area Weekend Peak, 12pm – 1pm



Ferry Area Observations

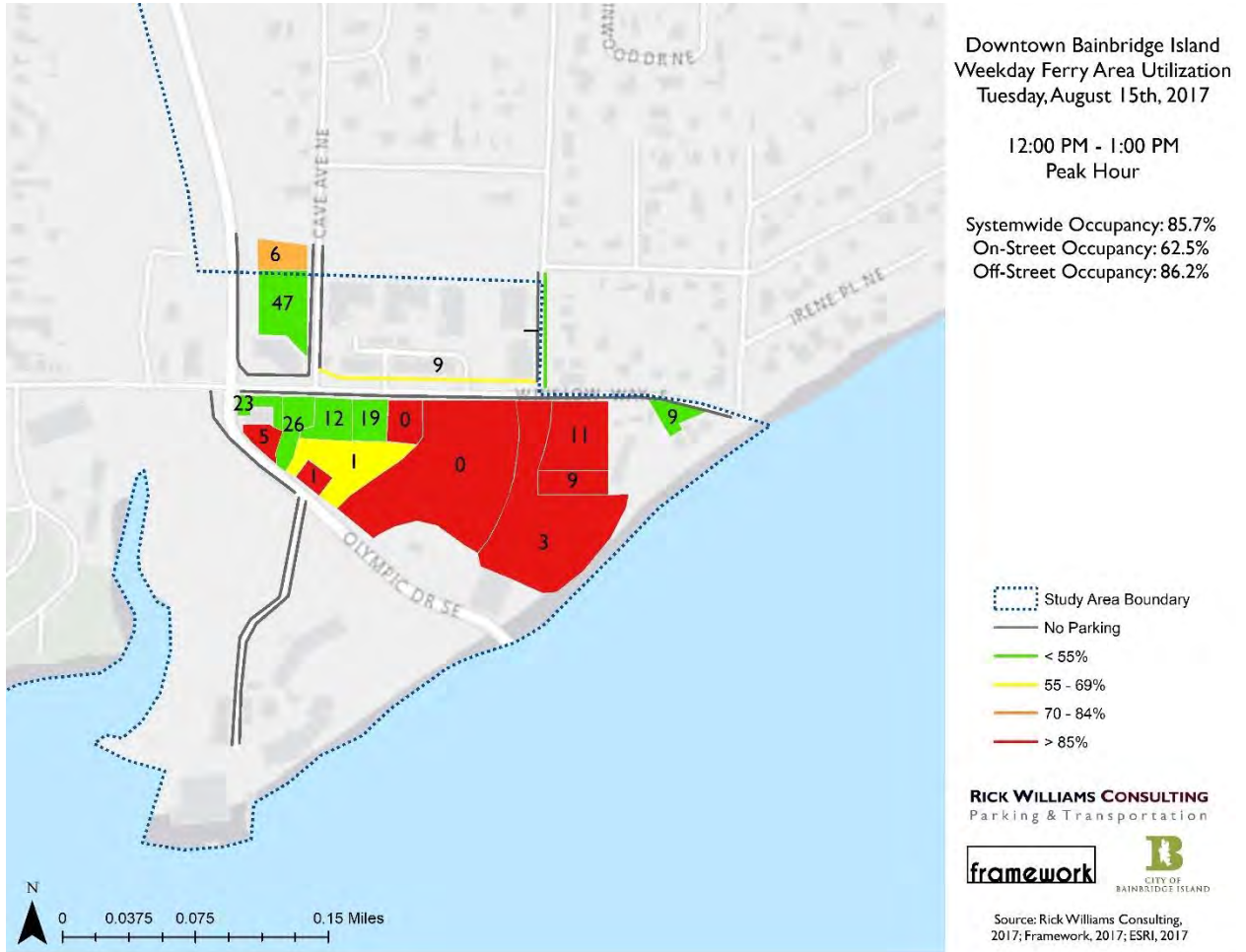
When isolating the ferry area, which was observed during the weekday data collection day on Tuesday, August 15th, the overall systemwide occupancy was 85.7%, with an on-street peak occupancy of 62.5% and off-street peak occupancy of 86.2%.

Figure 31. Ferry Area Weekday Utilization



Rick Williams Consulting, 2017; Framework, 2017

Figure 32. Ferry Area Peak, 12pm – 1pm



Kitsap Transit Data

The following page shows the location and capacity of the Kitsap Transit Park & Ride facilities. The facilities are scattered around the Kitsap Peninsula and connect to various Kitsap Transit bus and passenger ferry routes. Figure 33 shows the locations of park and ride facilities on Bainbridge Island. Figure 34 shows the occupancy data for Kitsap Transit Park & Rides for the 2017 data collection period from January through July. Parking counts were collected once a month.

Figure 33: Kitsap Transit Park and Ride Locations on Bainbridge Island



Kitsap Transit, 2017

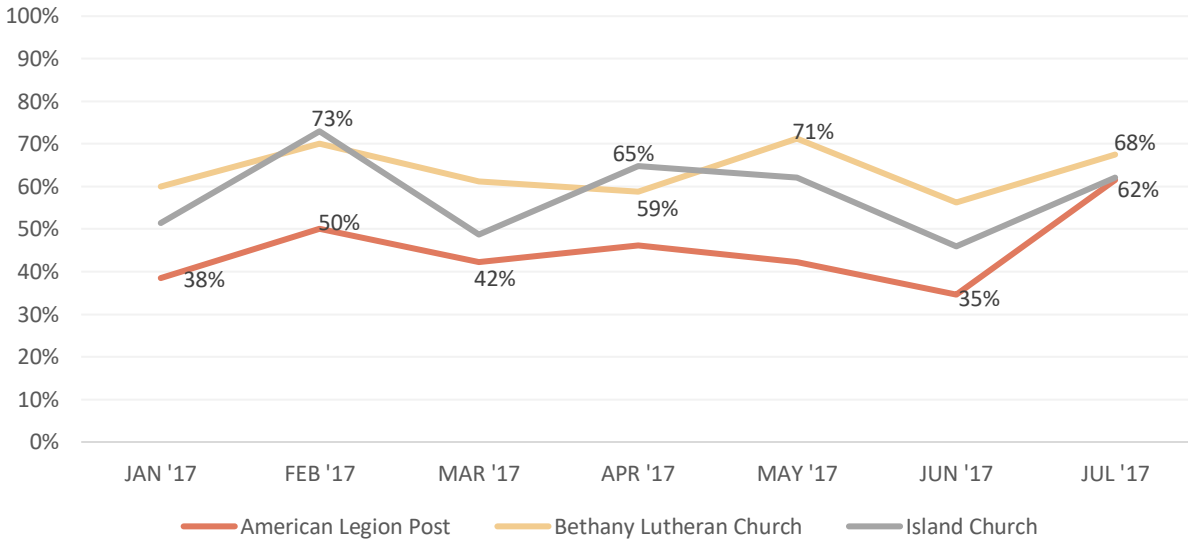
Figure 34. Kitsap Transit Park & Ride Utilization

Location	Stalls	Average Utilization	Peak Utilization	Peak Month	Available at Peak
NORTH					
Bayside Community Church	210	23%	27%	Jul	57
George's Corners	225	45%	47%	Jul	106
Suquamish United Church of Christ	65	57%	71%	Jul	46
Clearwater Casino (Level 2=20), (Level 3=20)	96	31%	35%	Jul	34
Gateway Fellowship	138	95%	100%	Jul	138
North Base Park & Ride	265	29%	33%	Jul	88
Poulsbo Junction (North=11) (South=24)	35	61%	74%	Feb	26
BAINBRIDGE					
American Legion Post	26	45%	62%	Jul	16
Bethany Lutheran Church	80	64%	71%	May	57
Island Church	37	58%	73%	Feb	27
CENTRAL					
Crossroads Church	107	65%	76%	Feb	81
McWilliams Park & Ride	151	62%	72%	Jul	109
Evergreen Lutheran Church	19	47%	58%	Jan; Feb; Jul	11
1st United Methodist Church	53	66%	81%	Mar; Jul	43
Gateway Center	104	63%	73%	Jul	76
SOUTH					
Burly Bible Church	20	46%	55%	Feb; Mar	11
Mullenix and Highway 16	92	97%	100%	Jan; Jun	92
Olalla Valley Fire Station	47	40%	47%	Feb	22
Harper Free Evangelical Church	462	26%	30%	Apr	137
First Lutheran Church	13	89%	100%	Jan; Feb; Mar; Jul	10
Port Orchard Armory	105	70%	80%	Apr	84
Annapolis Park & Ride	82	88%	89%	Jan; Mar; May	73
TOTAL	2,432	49%	52%	Jul	1,270

Kitsap Transit, 2016; Framework, 2017

Figure 35 shows the occupancy trends from January through July of 2017 for the three Bainbridge Island park and ride facilities. The American Legion Post shows the lowest occupancies in 2017, with the Bethany Lutheran Church and the Island Church sites peaking at 71% and 73%, respectively.

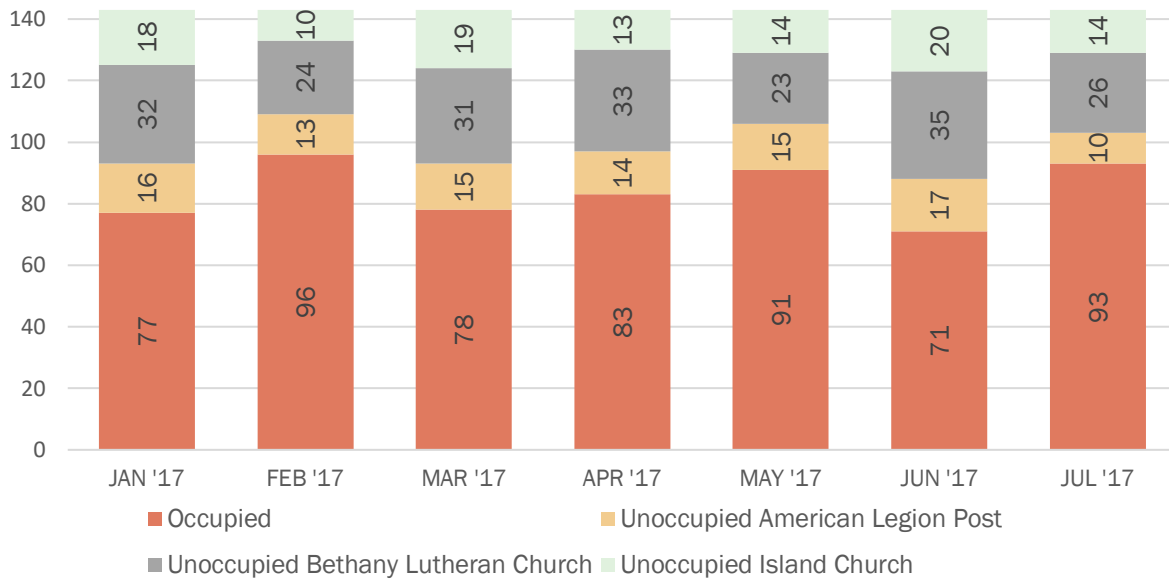
Figure 35. Bainbridge Island Park and Rides Utilization, January – July 2017



Kitsap Transit, 2017; Framework, 2017

Figure 36 shows the monthly data collection results for the three Kitsap Transit park and ride facilities on Bainbridge Island. The chart indicates the total number of occupied stalls across the three facilities, with the number of available stalls at each facility. The Bethany Lutheran Church had the greatest capacity for additional park and rider users for all data collection times. On average, across the seven months of collection, there were 59 available spaces in Bainbridge Island park and ride facilities per day.

Figure 36. Occupied and Available Stalls at Bainbridge Island Park and Rides, January – July 2017

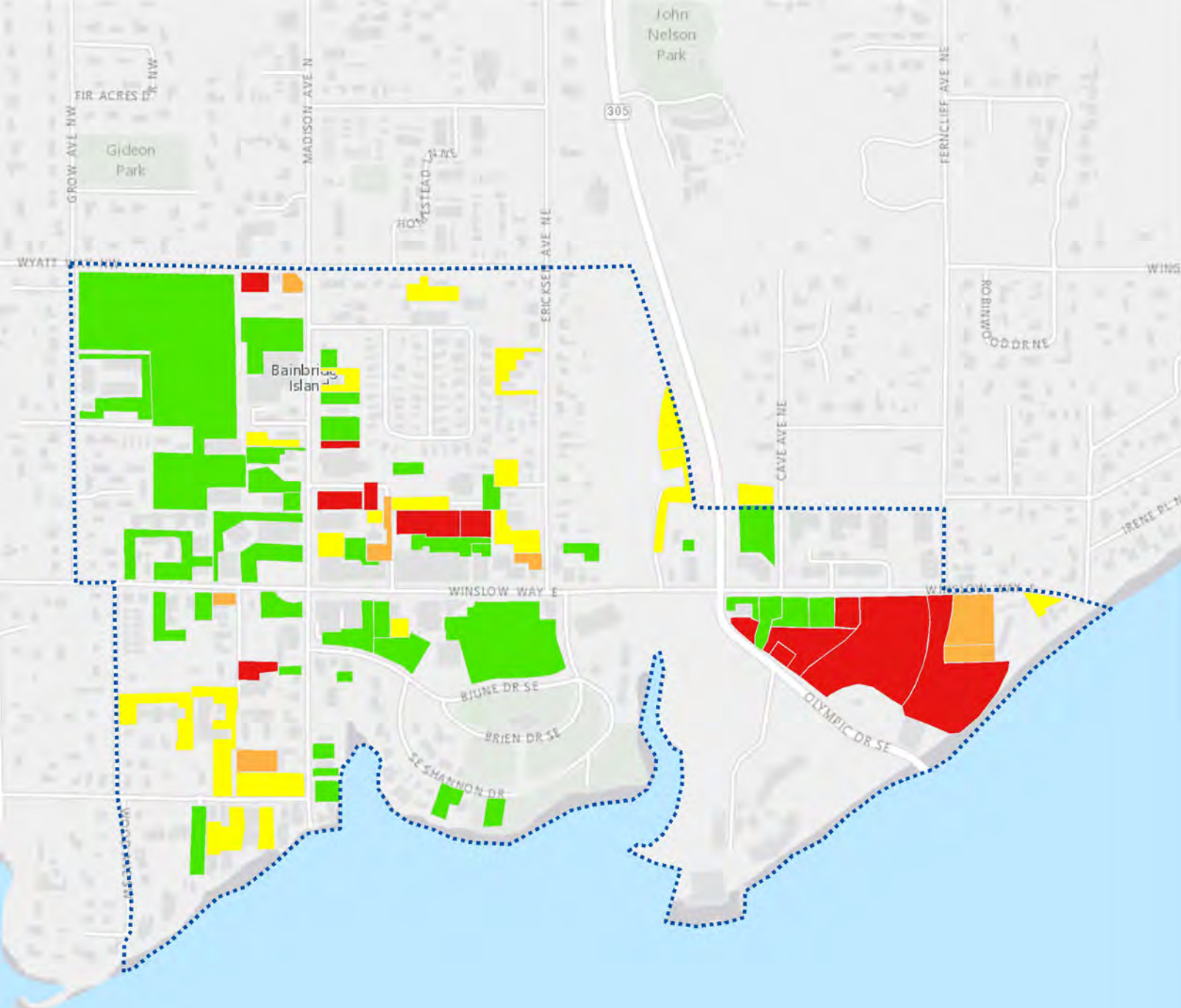







Kitsap Transit, 2017; Framework, 2017

Appendix A. Data Collection Maps – On-Street Weekday

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

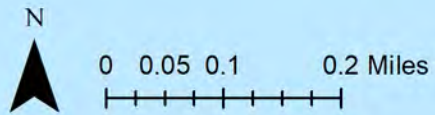
9:00 AM - 10:00 AM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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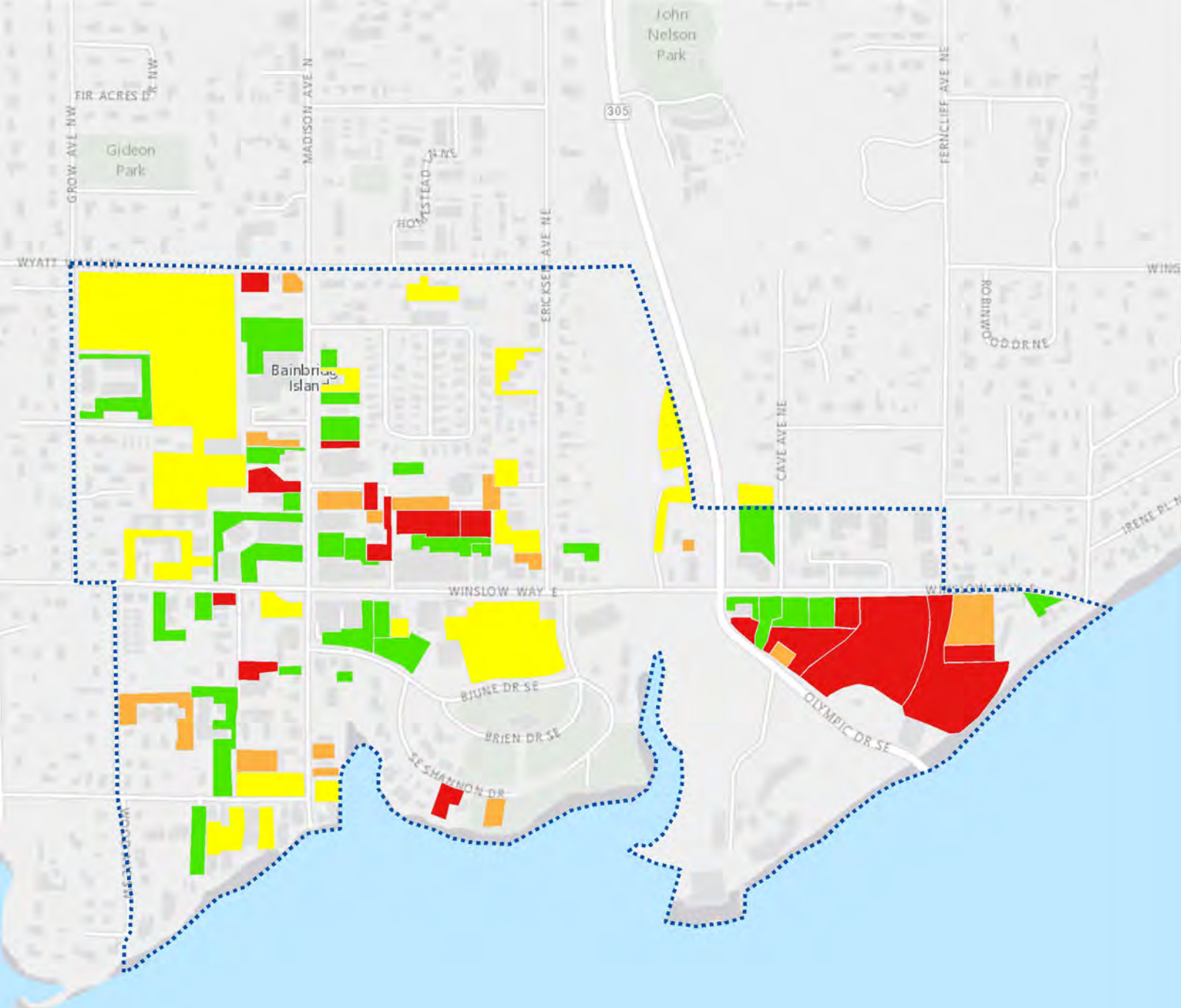
framework



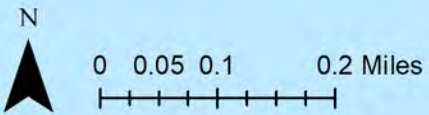
Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

10:00 AM - 11:00 AM



- Study Area Boundary
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%



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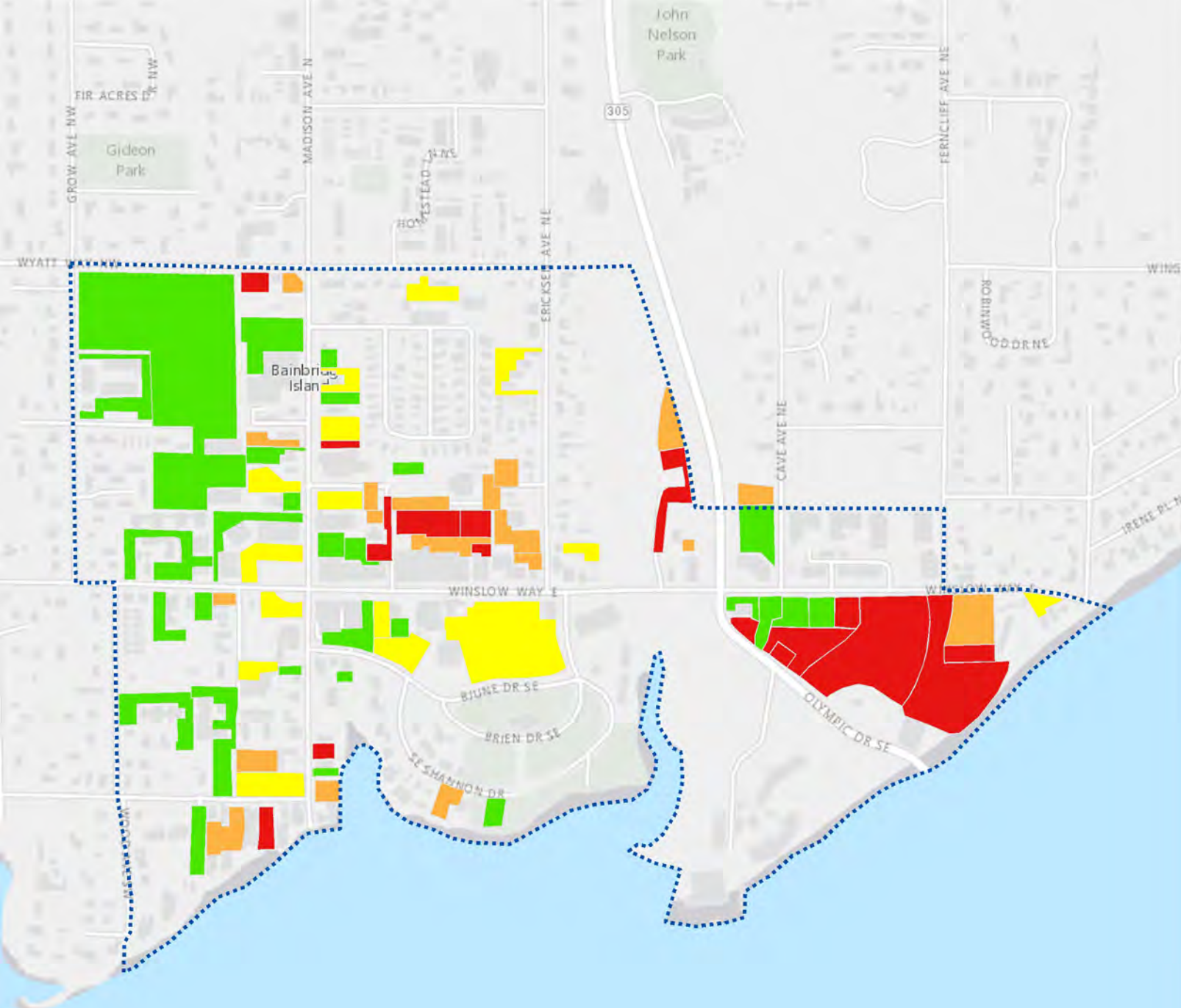
framework



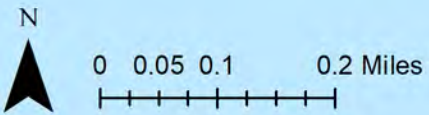
Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

11:00 AM - 12:00 PM



- Study Area Boundary
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%



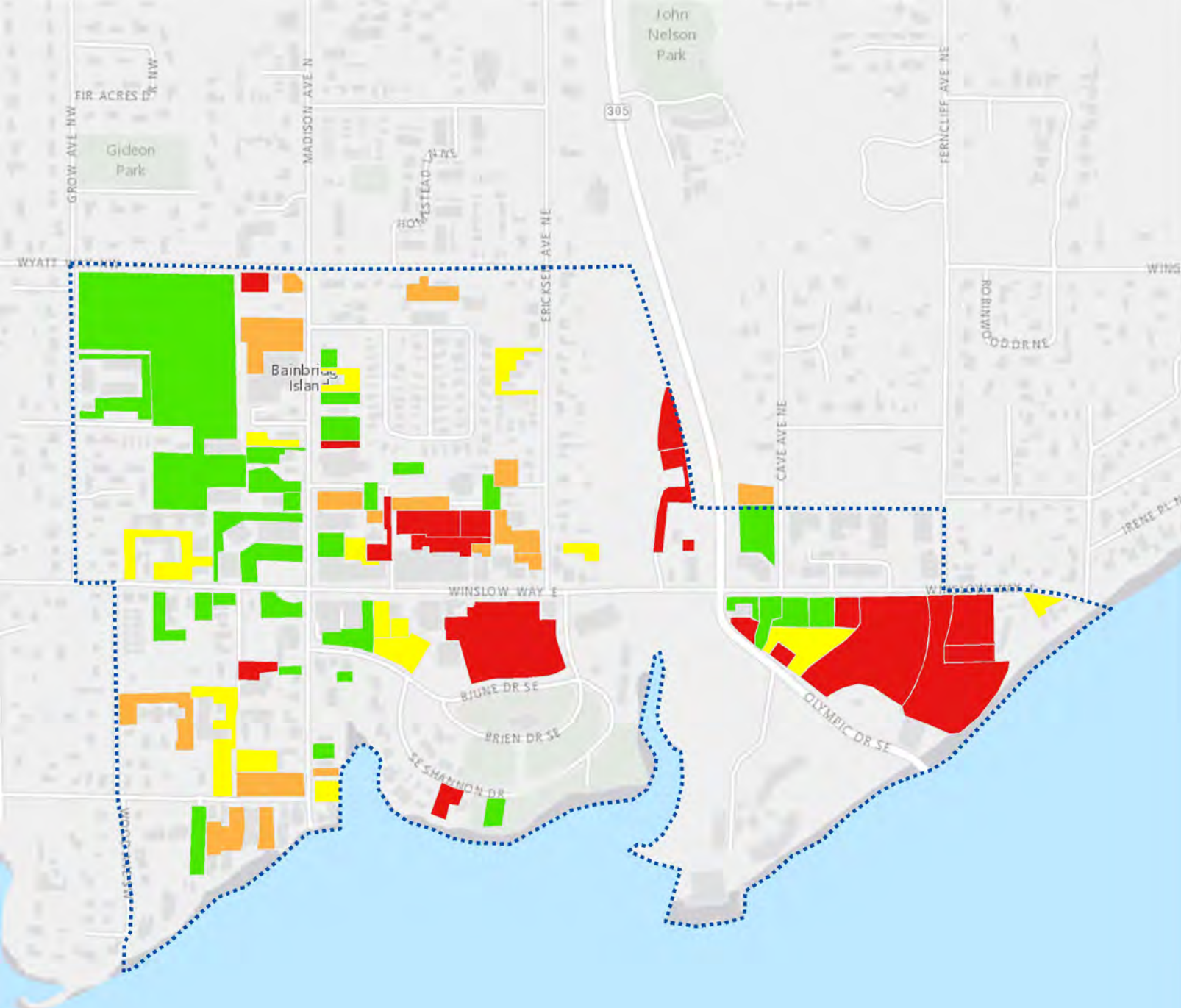
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Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

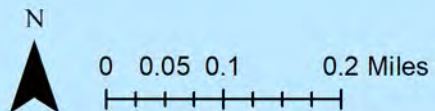
12:00 PM - 1:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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Parking & Transportation

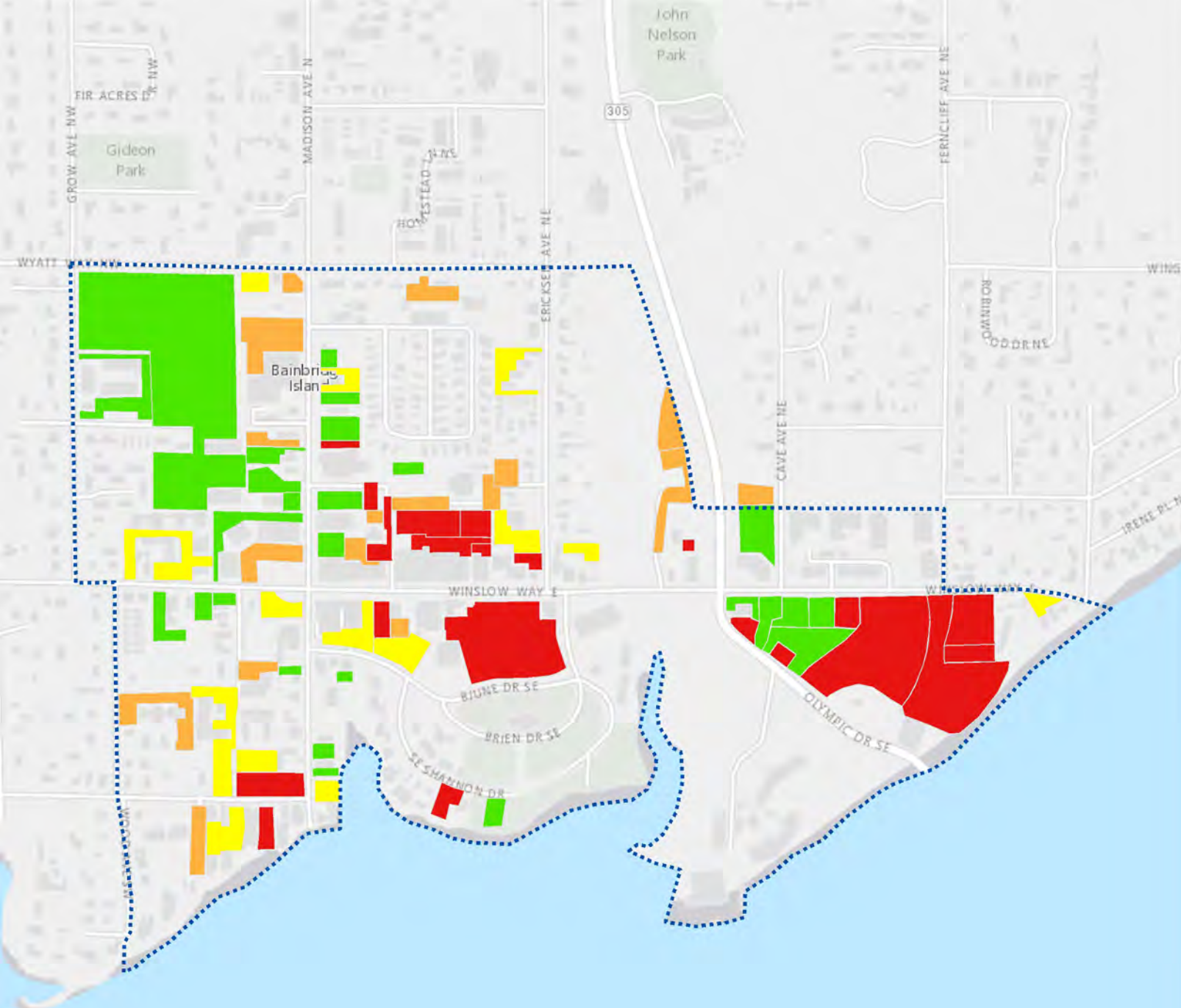
framework








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

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

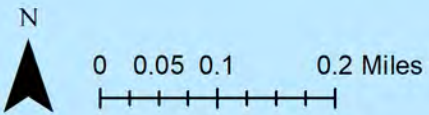
1:00 PM - 2:00 PM
Peak Hour



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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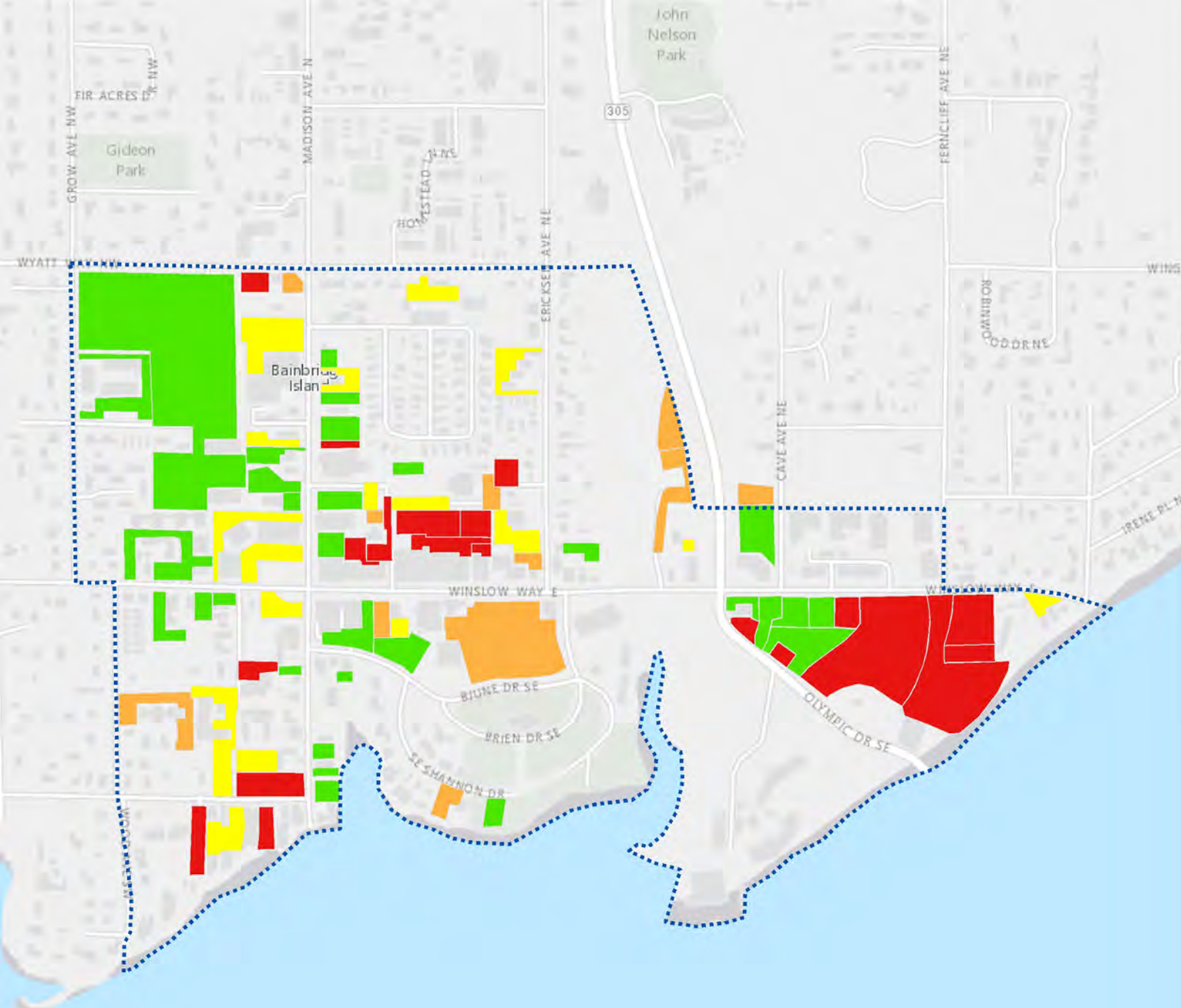
framework








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

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

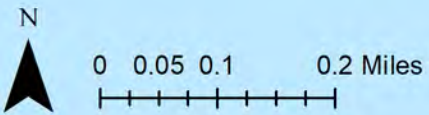
2:00 PM - 3:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

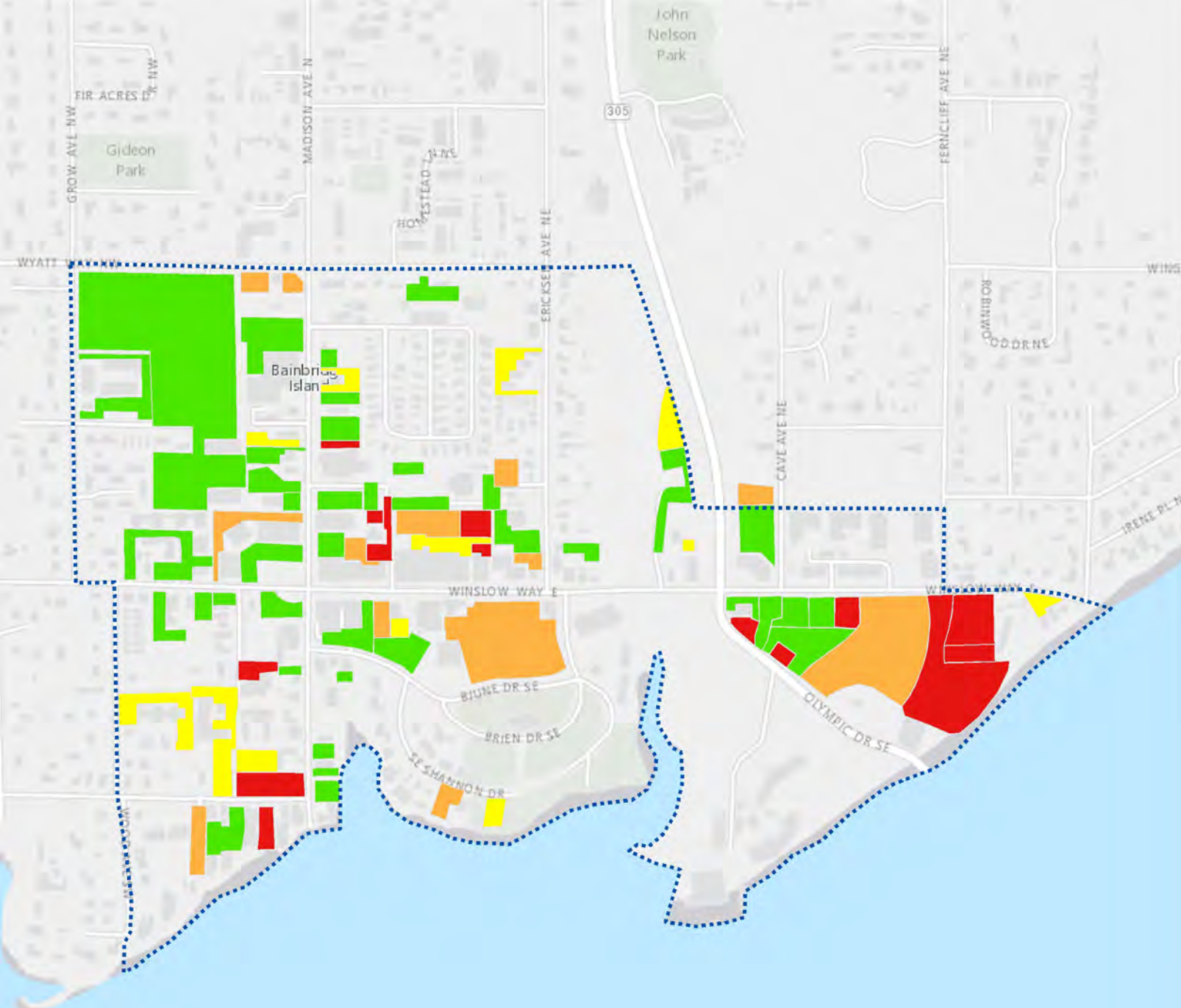
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framework

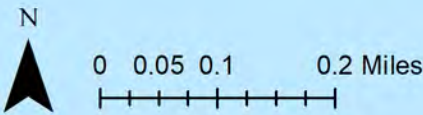


Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

3:00 PM - 4:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%



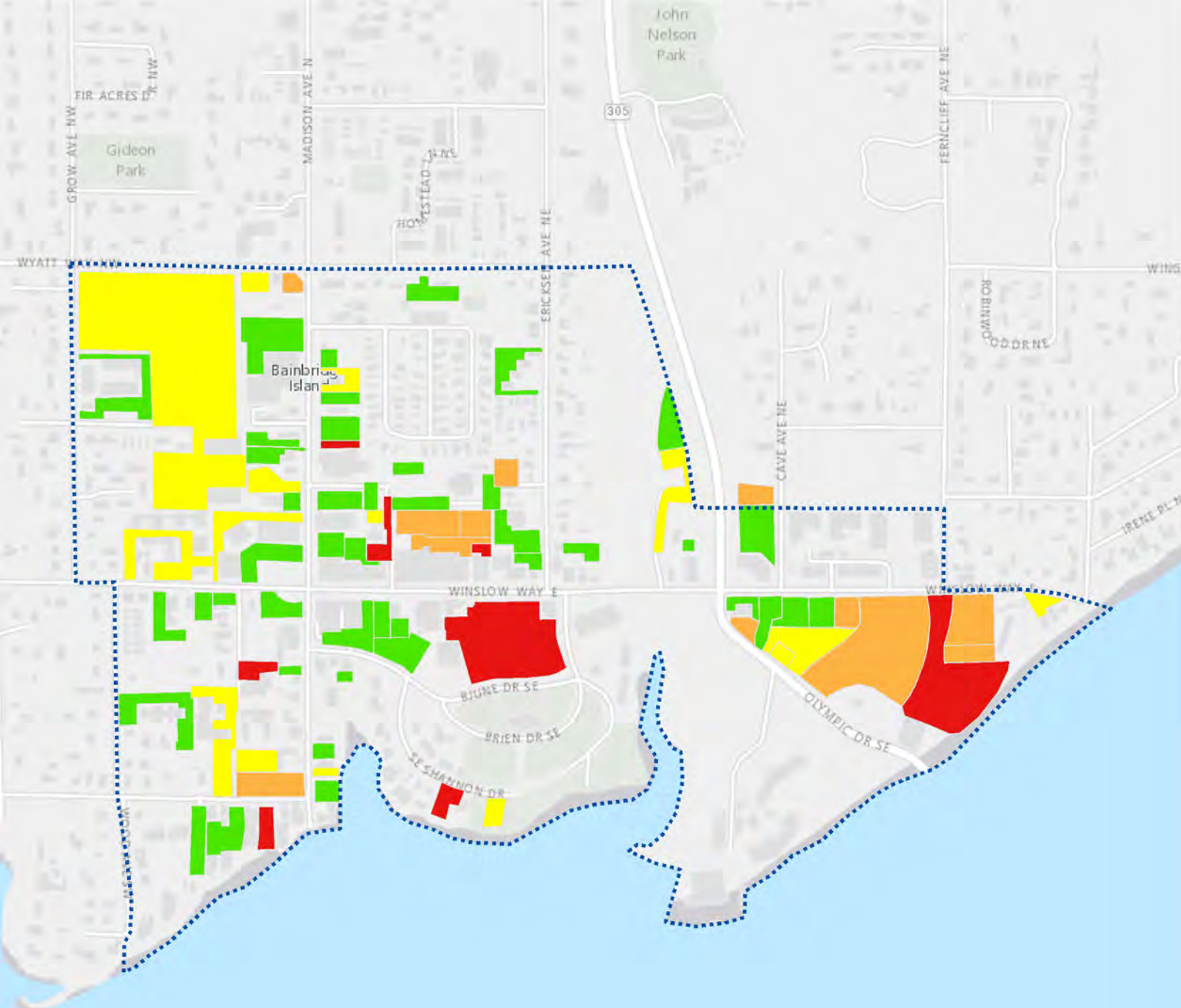
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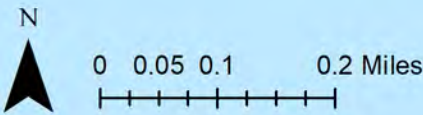
Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

4:00 PM - 5:00 PM



- Study Area Boundary
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%



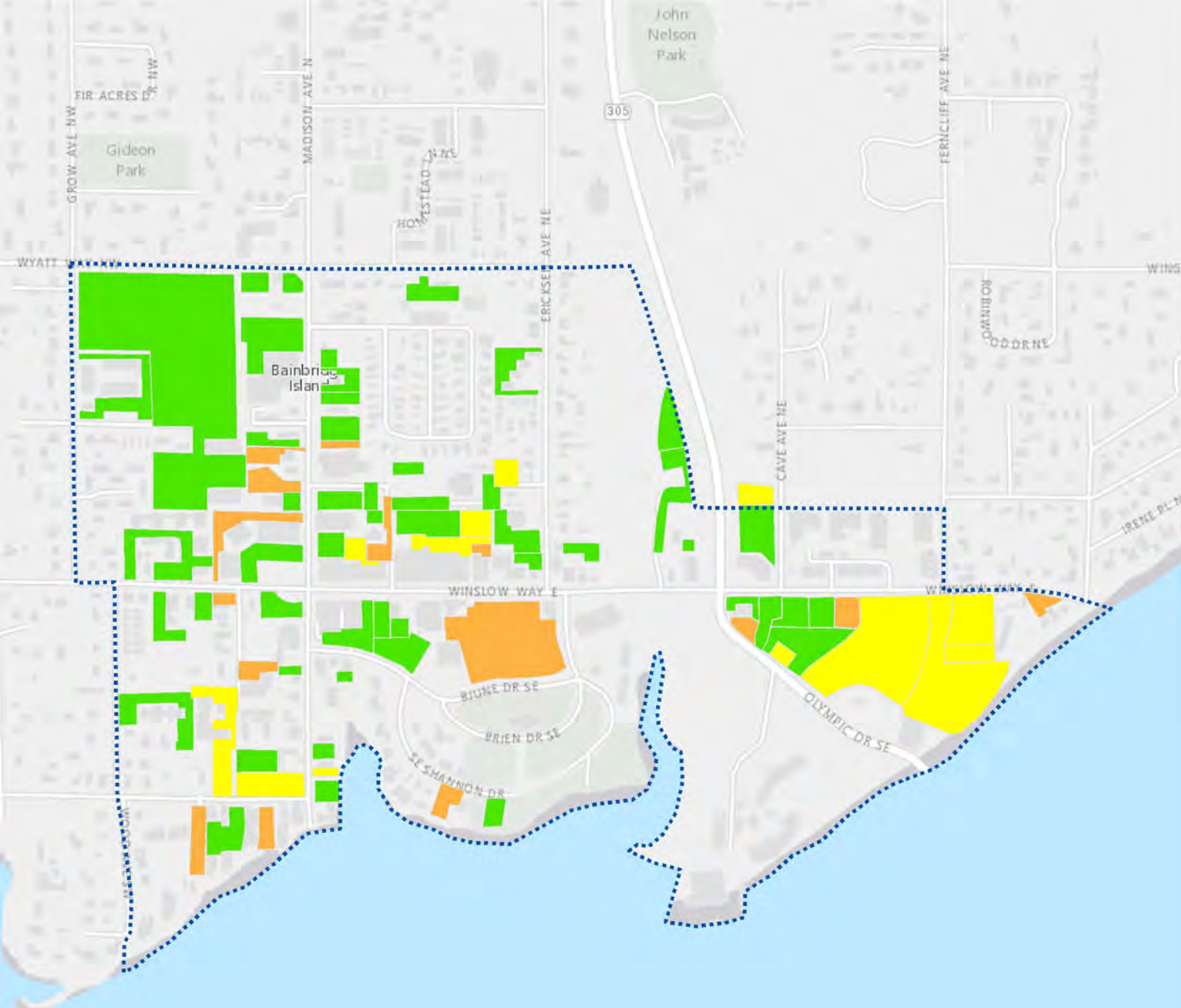
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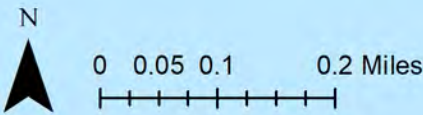
Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

5:00 PM - 6:00 PM



- Study Area Boundary
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%



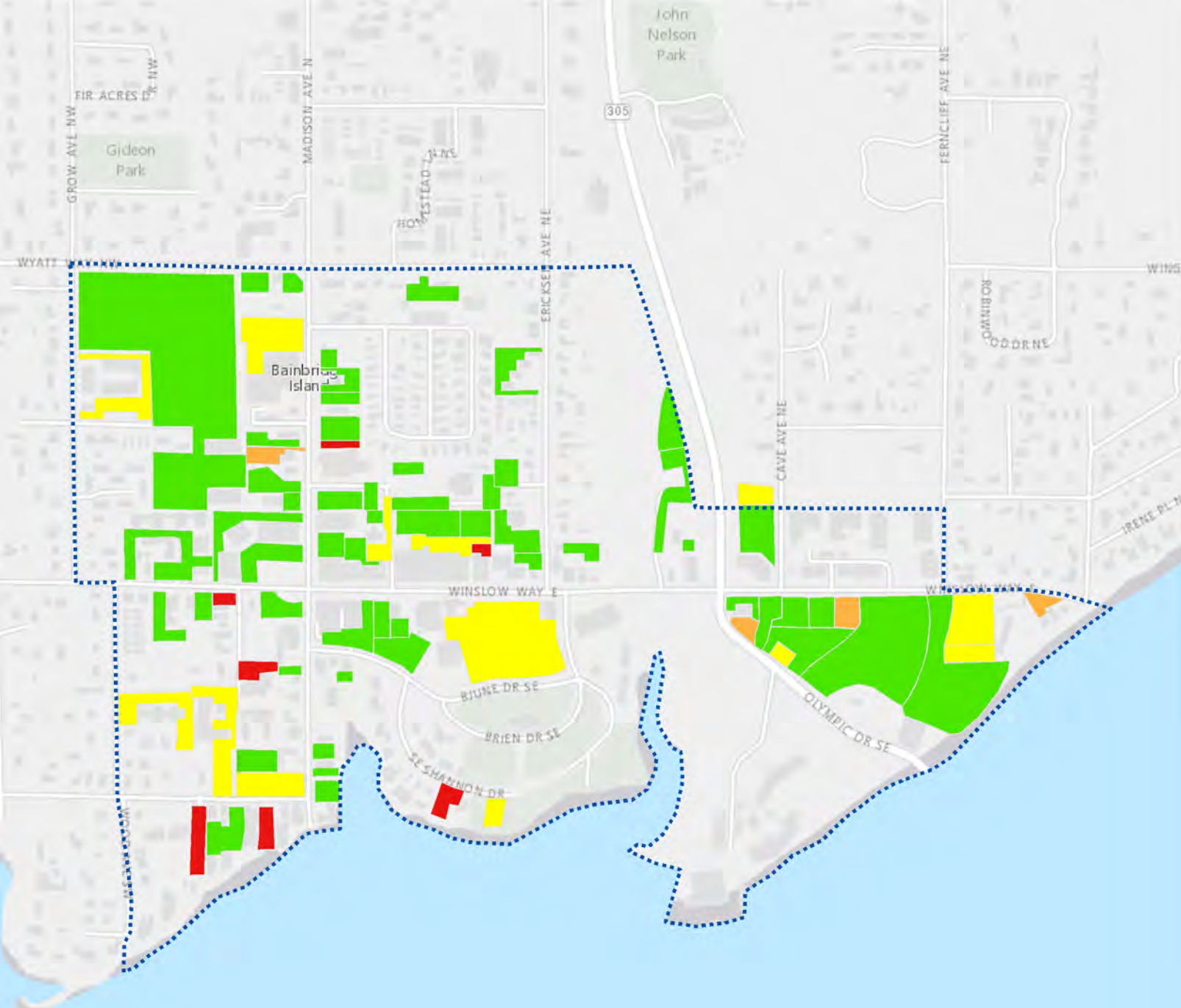
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Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

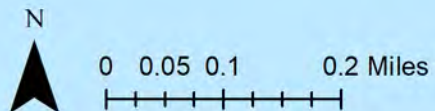
6:00 PM - 7:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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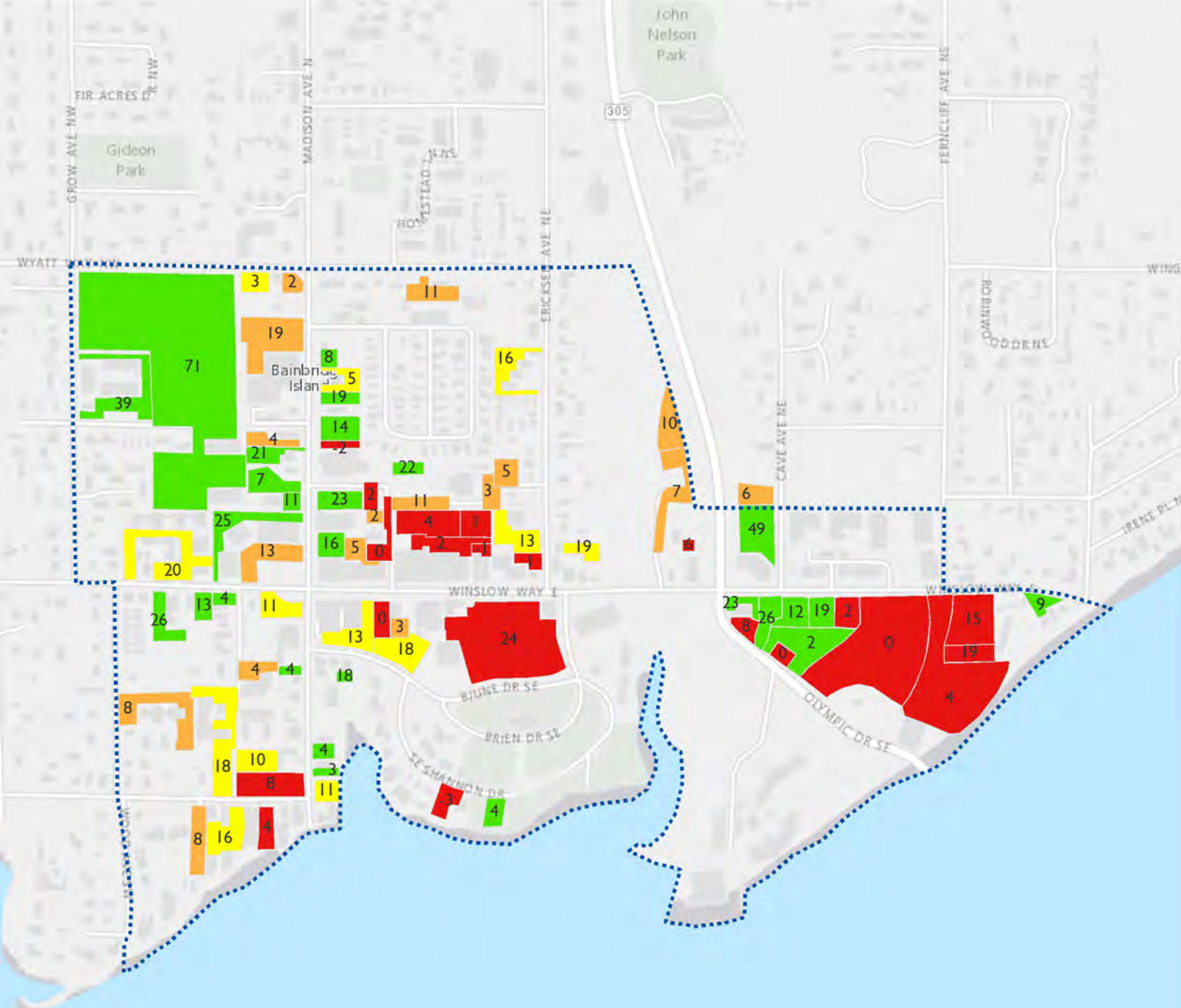
framework








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

Bainbridge Island
 Weekday Off-Street
 Tuesday, August 15th, 2017

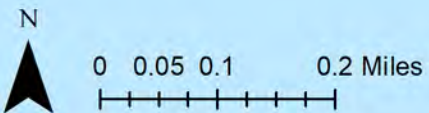
1:00 PM - 2:00 PM
 Available Spaces at Peak Hour



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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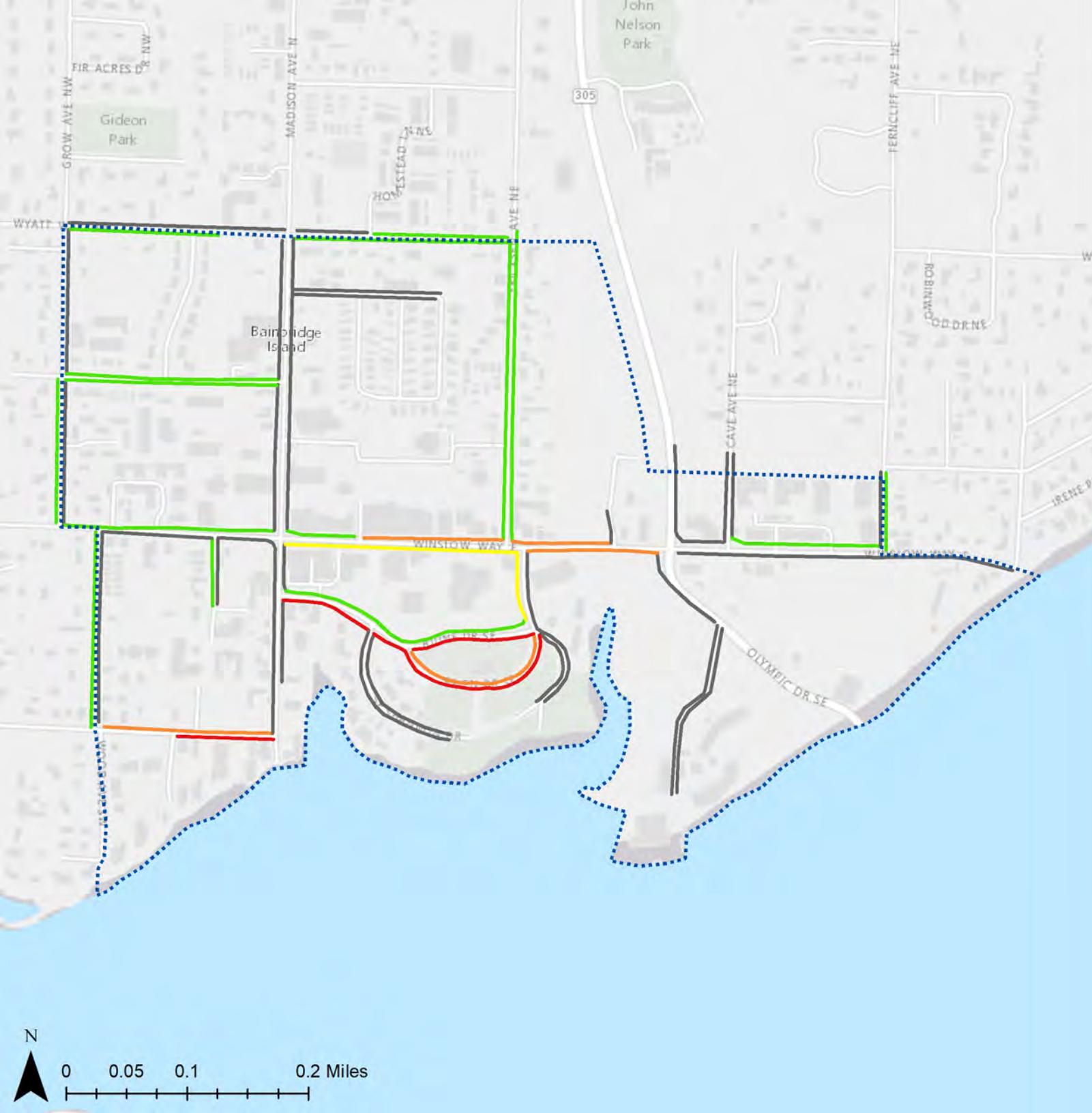
framework



Appendix B. Data Collection Maps – On-Street Weekend

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

9:00 AM - 10:00 AM



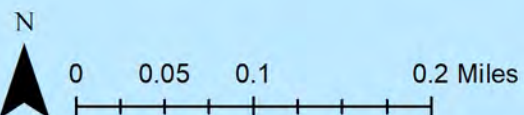
- Study Area Boundary
- No Parking
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%

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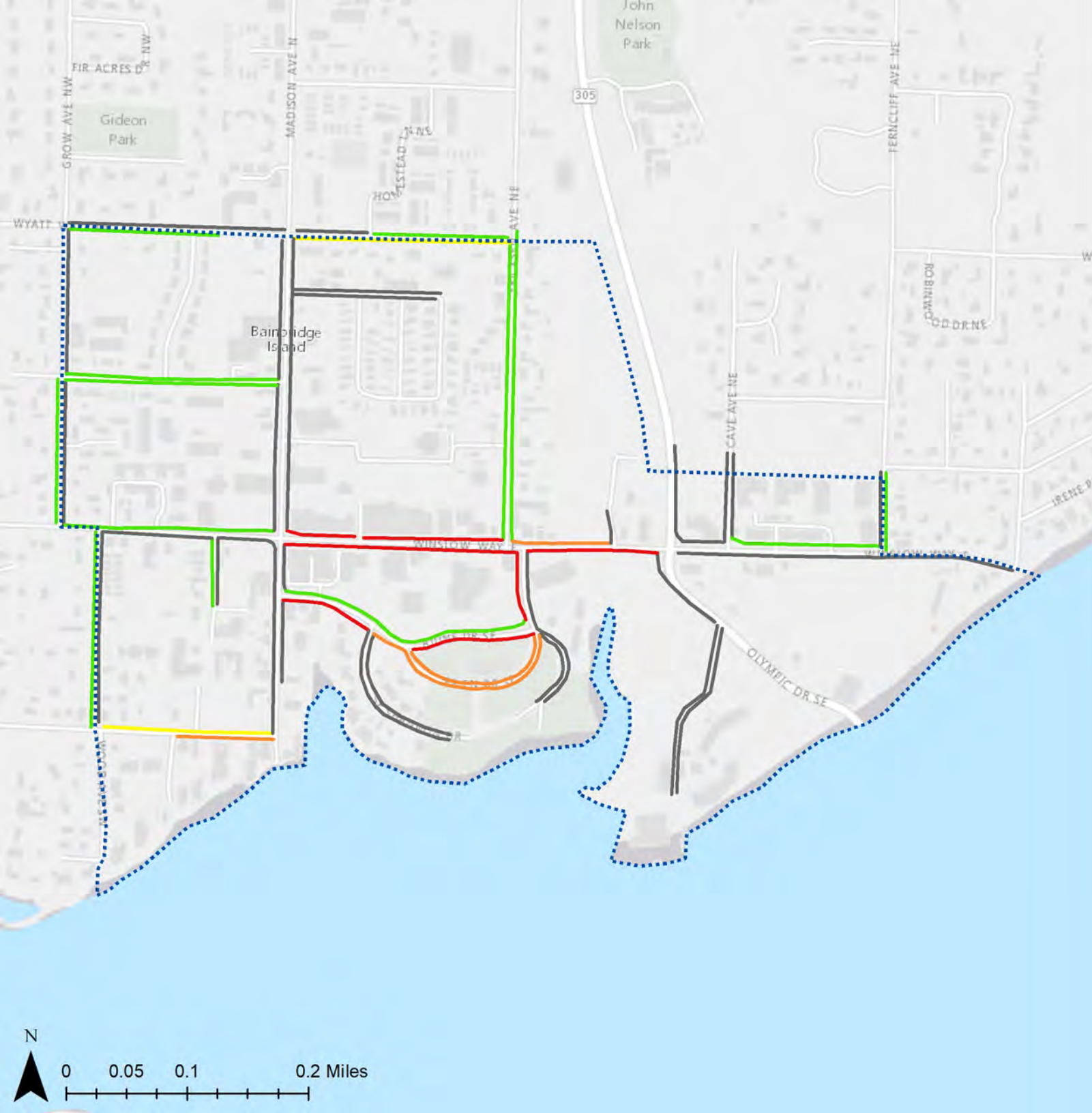


Source: Rick Williams Consulting,
2017; Framework, 2017; ESRI, 2017



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

10:00 AM - 11:00 AM



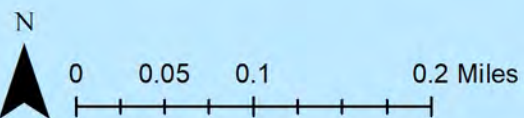
- Study Area Boundary
- No Parking
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%

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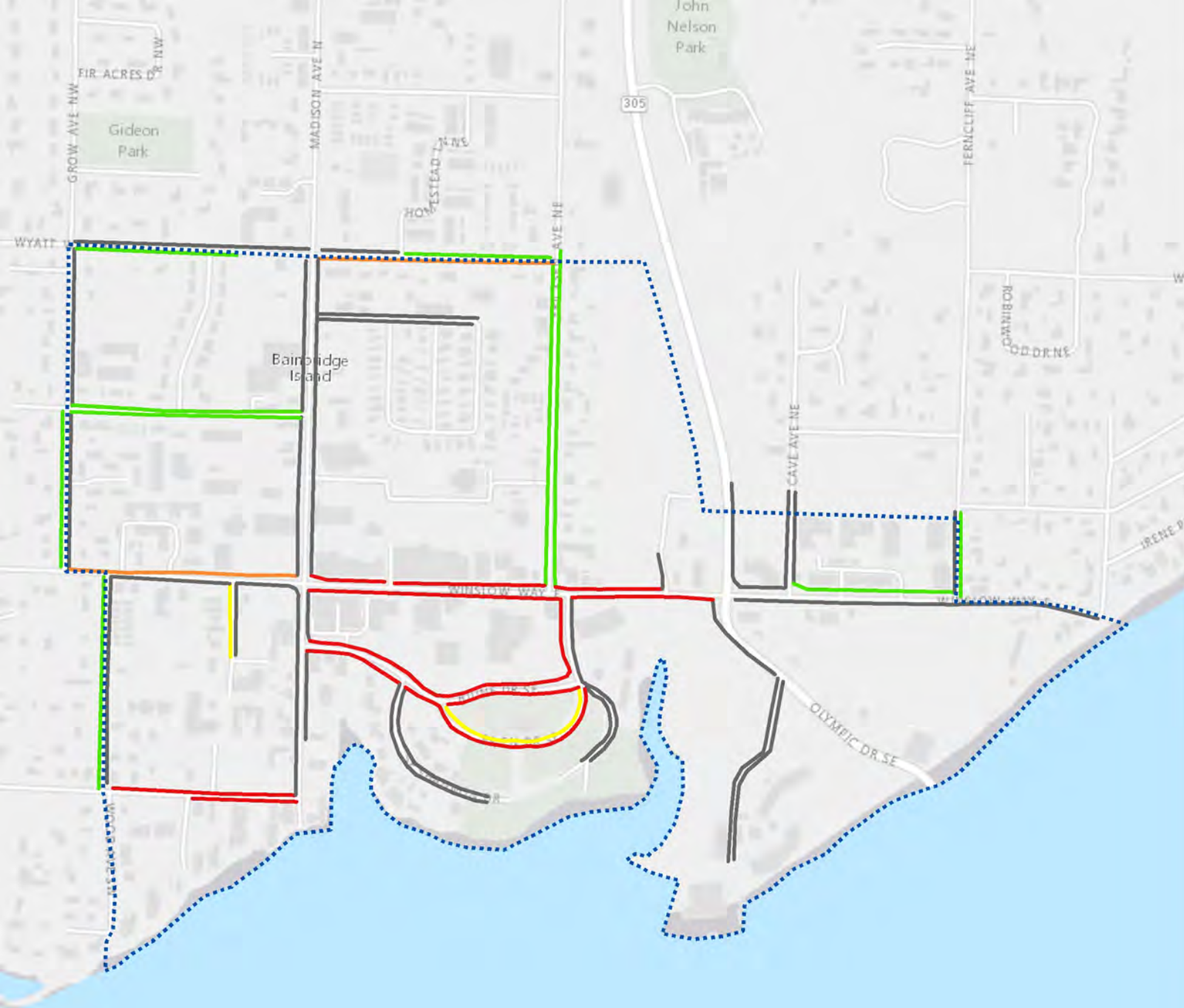








Source: Rick Williams Consulting,
2017; Framework, 2017; ESRI, 2017



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

11:00 AM - 12:00 PM



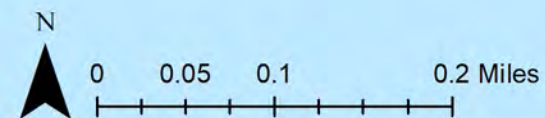
-  Study Area Boundary
-  No Parking
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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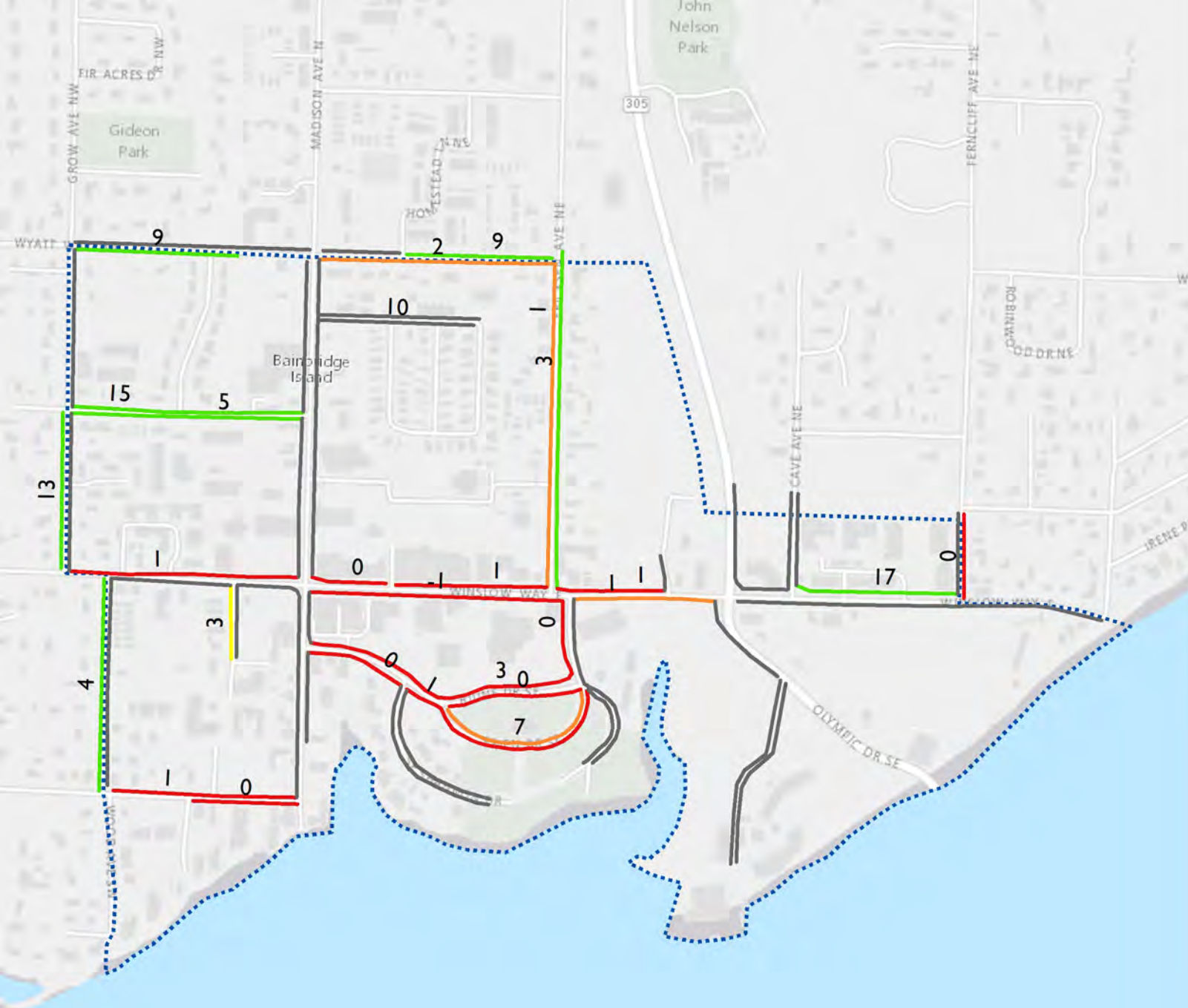


Source: Rick Williams Consulting,
2017; Framework, 2017; ESRI, 2017



Downtown Bainbridge Island Weekend On-Street Saturday, September 23rd, 2017

12:00 PM - 1:00 PM
Available Spaces at Peak Hour



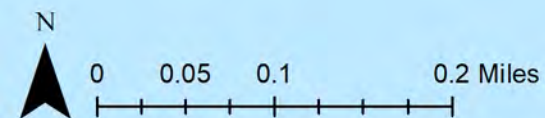
- Study Area Boundary
- No Parking
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%

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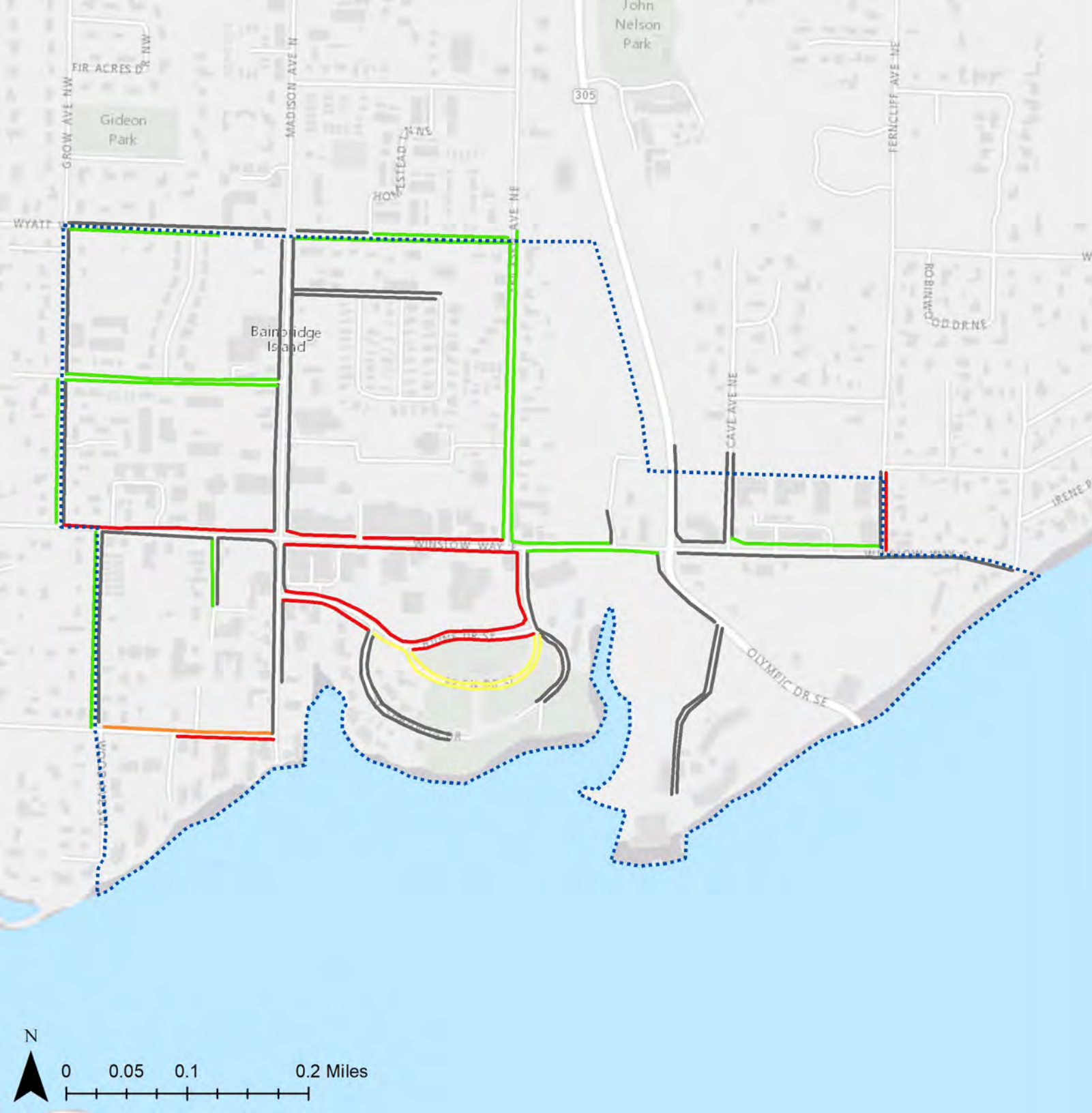


Source: Rick Williams Consulting,
2017; Framework, 2017; ESRI, 2017



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

1:00 PM - 2:00 PM



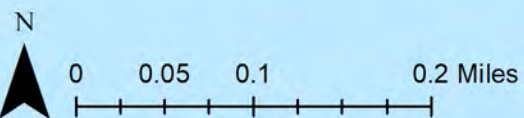
- Study Area Boundary
- No Parking
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%

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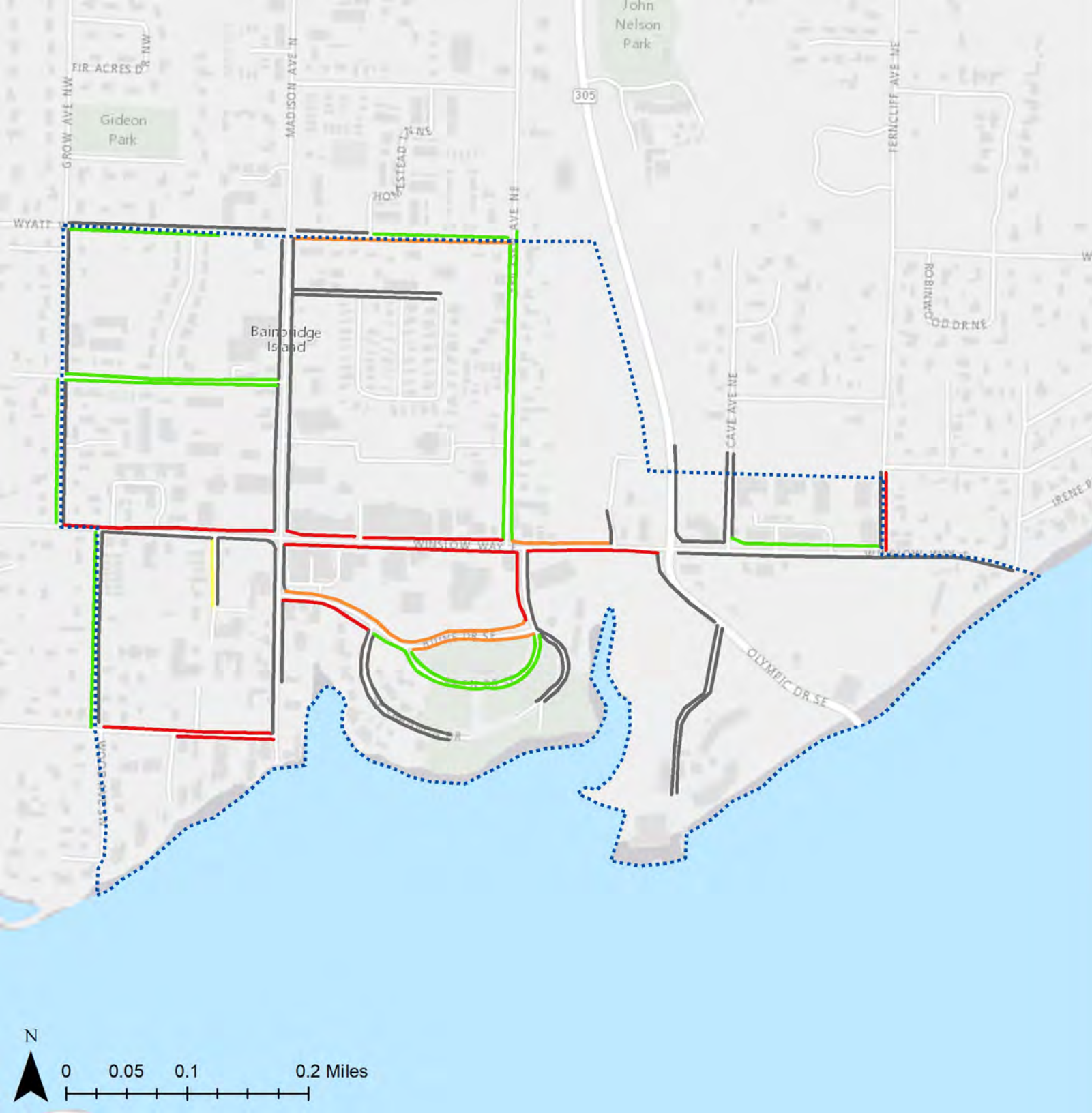


Source: Rick Williams Consulting,
2017; Framework, 2017; ESRI, 2017



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

2:00 PM - 3:00 PM



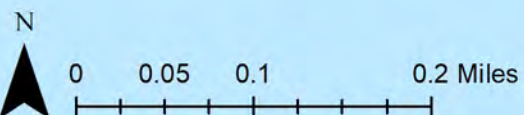
- Study Area Boundary
- No Parking
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%

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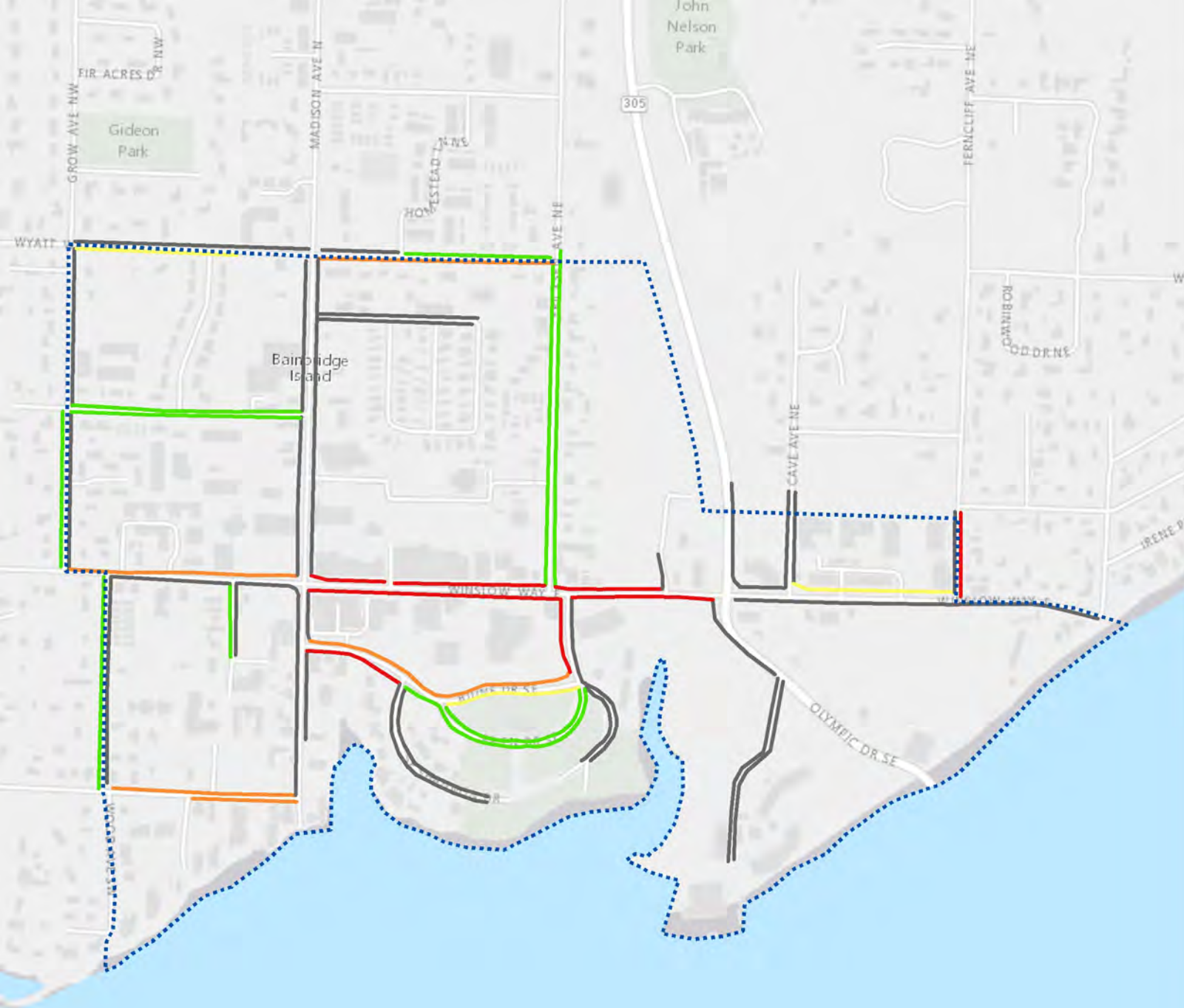


Source: Rick Williams Consulting, 2017; Framework, 2017; ESRI, 2017



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

3:00 PM - 4:00 PM



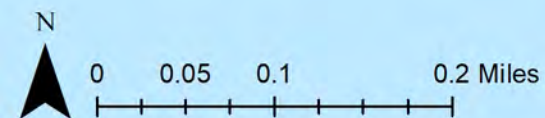
- Study Area Boundary
- No Parking
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%

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framework

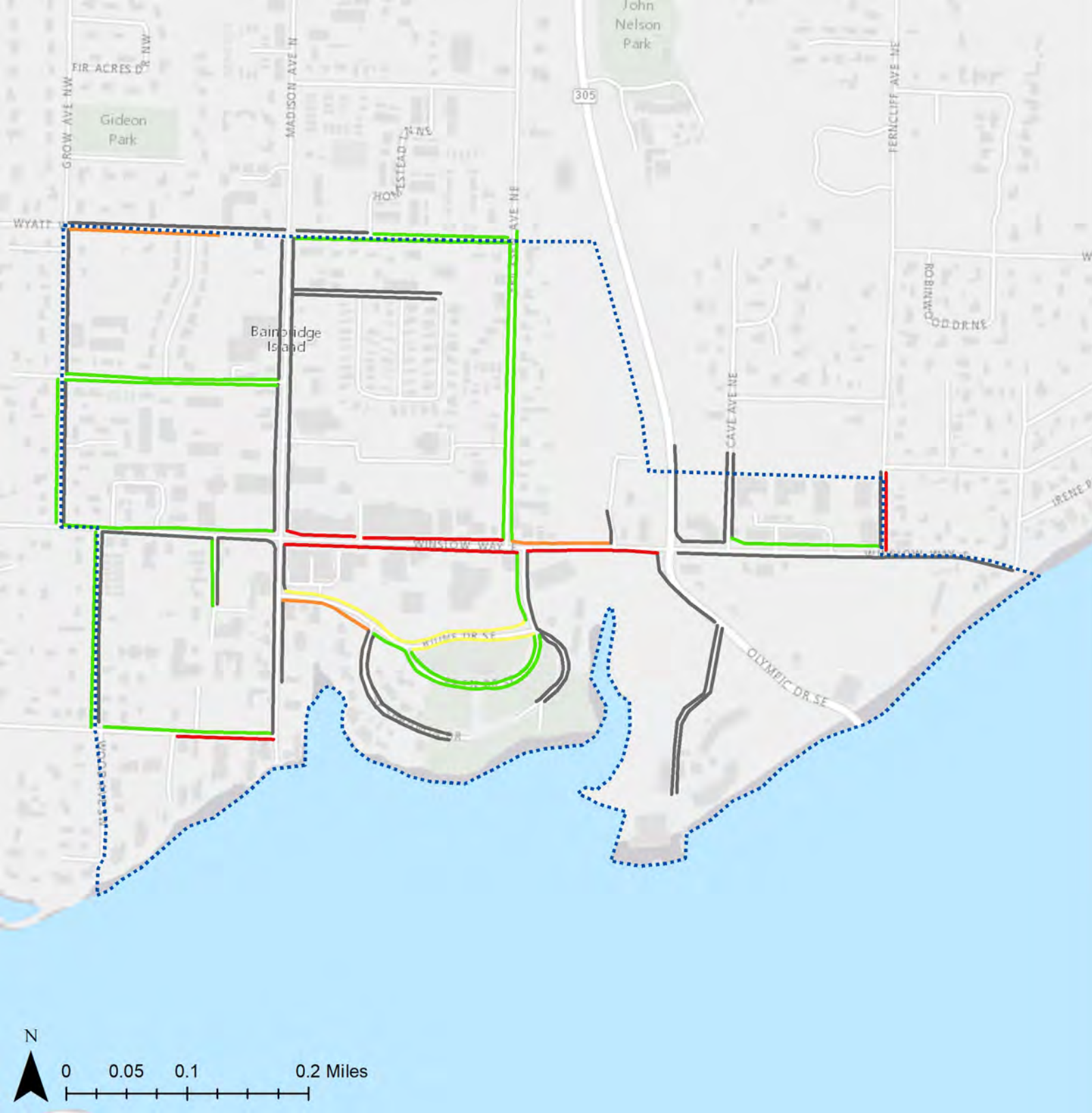


Source: Rick Williams Consulting,
2017; Framework, 2017; ESRI, 2017



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

4:00 PM - 5:00 PM



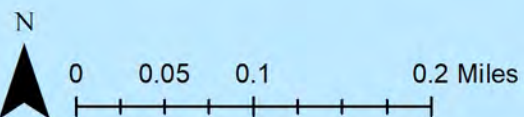
- Study Area Boundary
- No Parking
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%

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framework

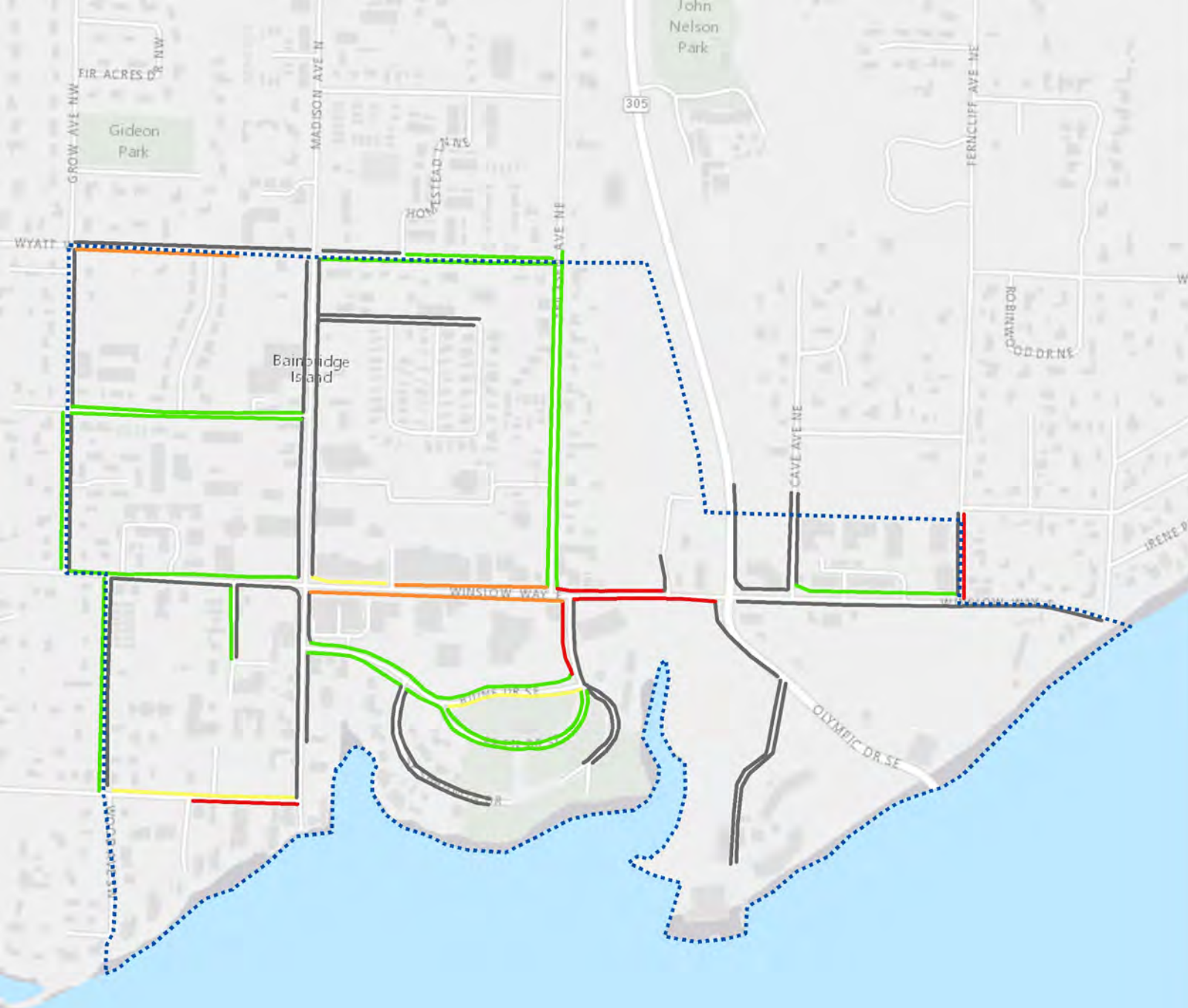








Source: Rick Williams Consulting,
2017; Framework, 2017; ESRI, 2017



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

5:00 PM - 6:00 PM



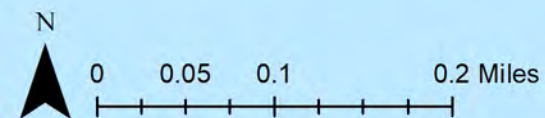
-  Study Area Boundary
-  No Parking
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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framework

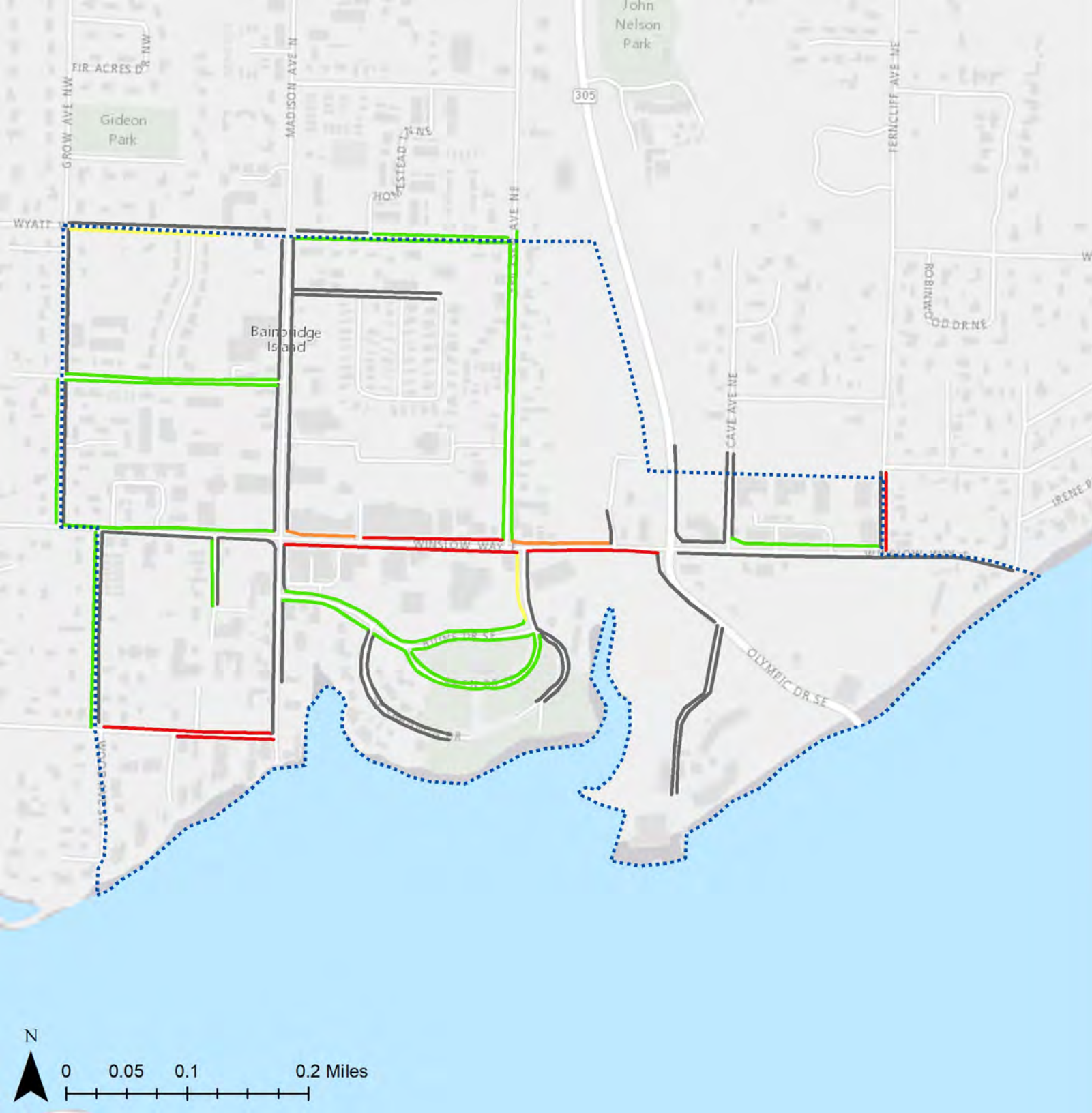


Source: Rick Williams Consulting,
2017; Framework, 2017; ESRI, 2017



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

6:00 PM - 7:00 PM



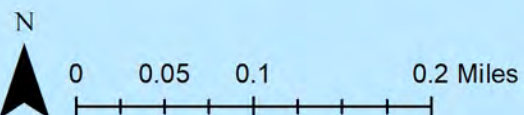
- Study Area Boundary
- No Parking
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%

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framework

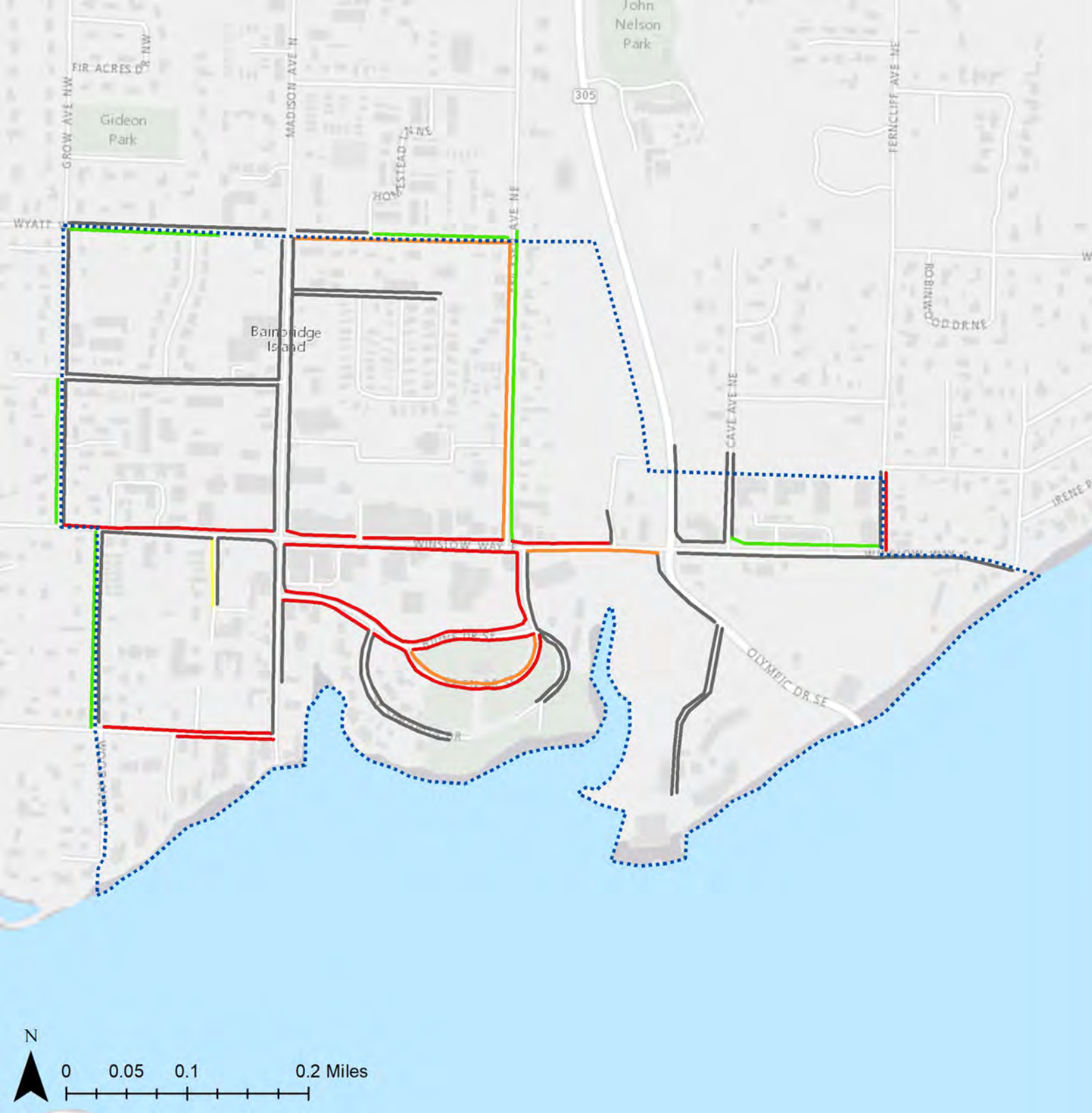








Source: Rick Williams Consulting,
2017; Framework, 2017; ESRI, 2017



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

12:00 PM - 1:00 PM
Peak Hour



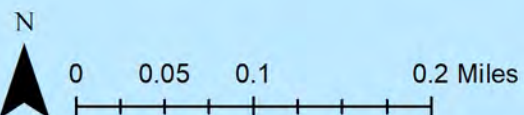
-  Study Area Boundary
-  No Parking
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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Parking & Transportation

framework



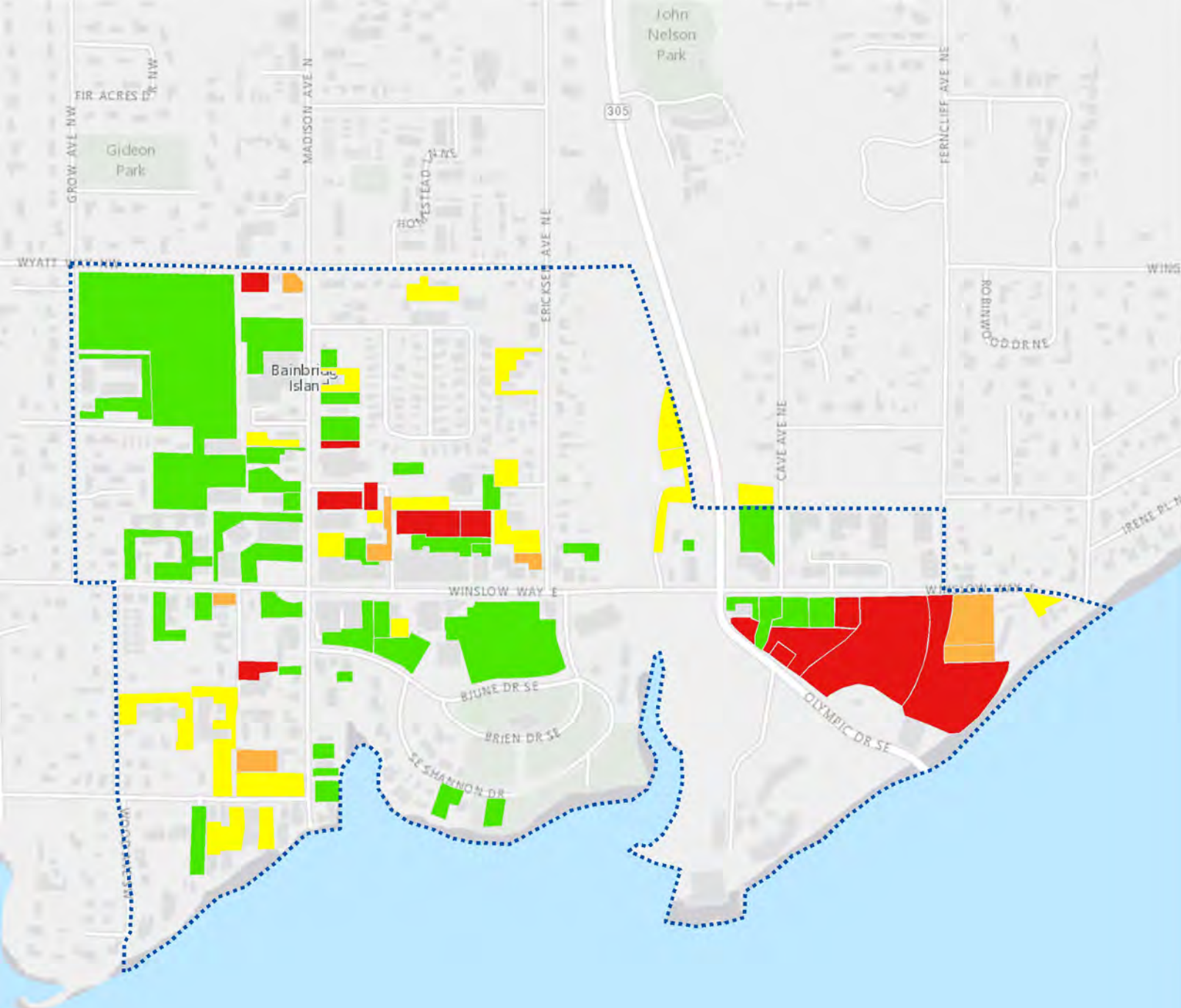
Source: Rick Williams Consulting,
2017; Framework, 2017; ESRI, 2017








Appendix C. Data Collection Maps – Off-Street Weekday

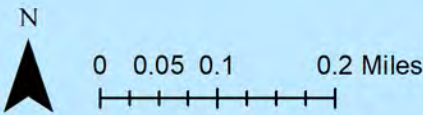
Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

9:00 AM - 10:00 AM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

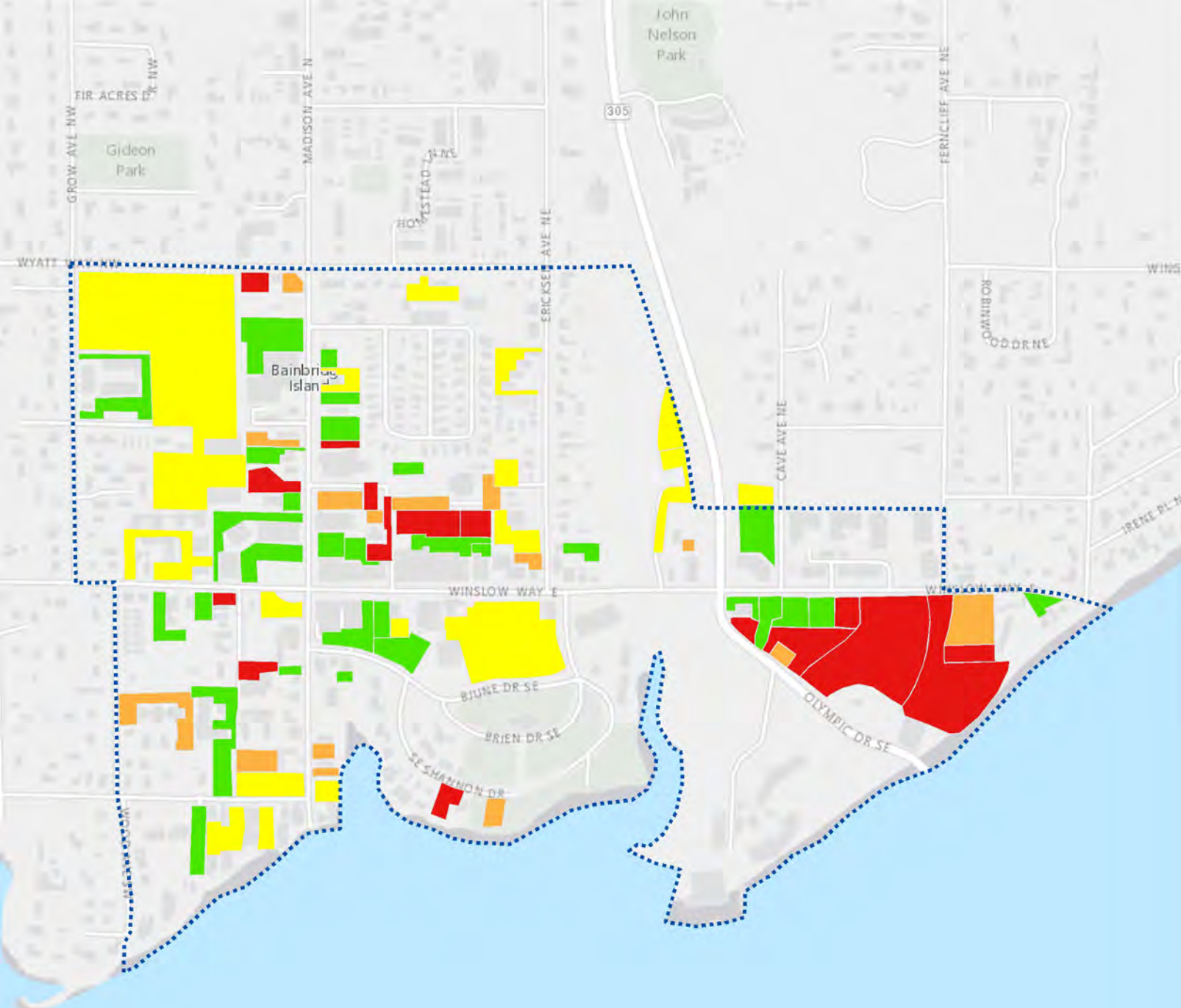
RICK WILLIAMS CONSULTING
Parking & Transportation








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

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

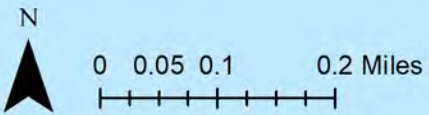
10:00 AM - 11:00 AM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

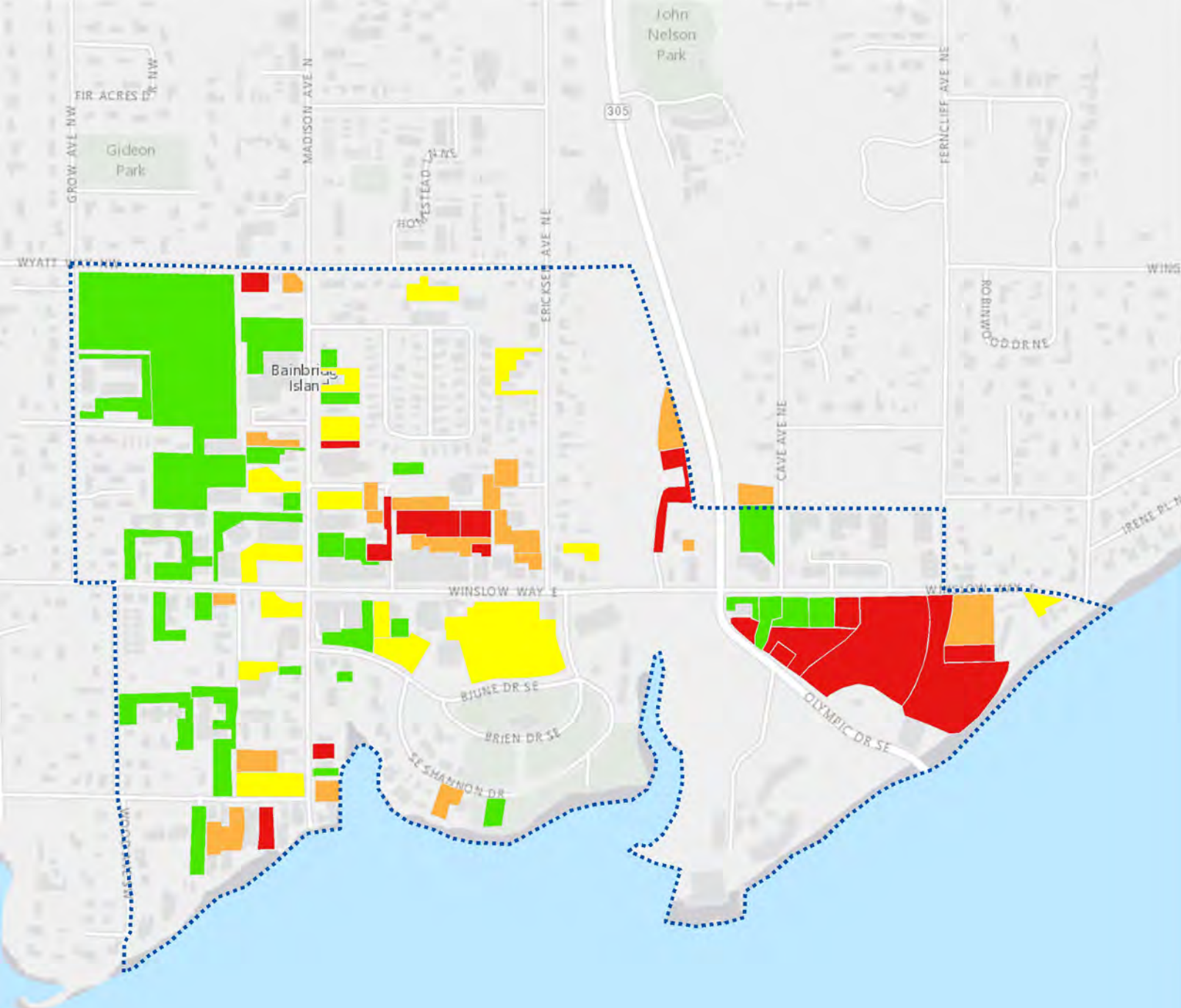
rick williams consulting
Parking & Transportation

framework

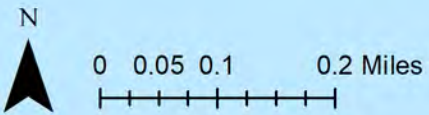


Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

11:00 AM - 12:00 PM



- Study Area Boundary
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%



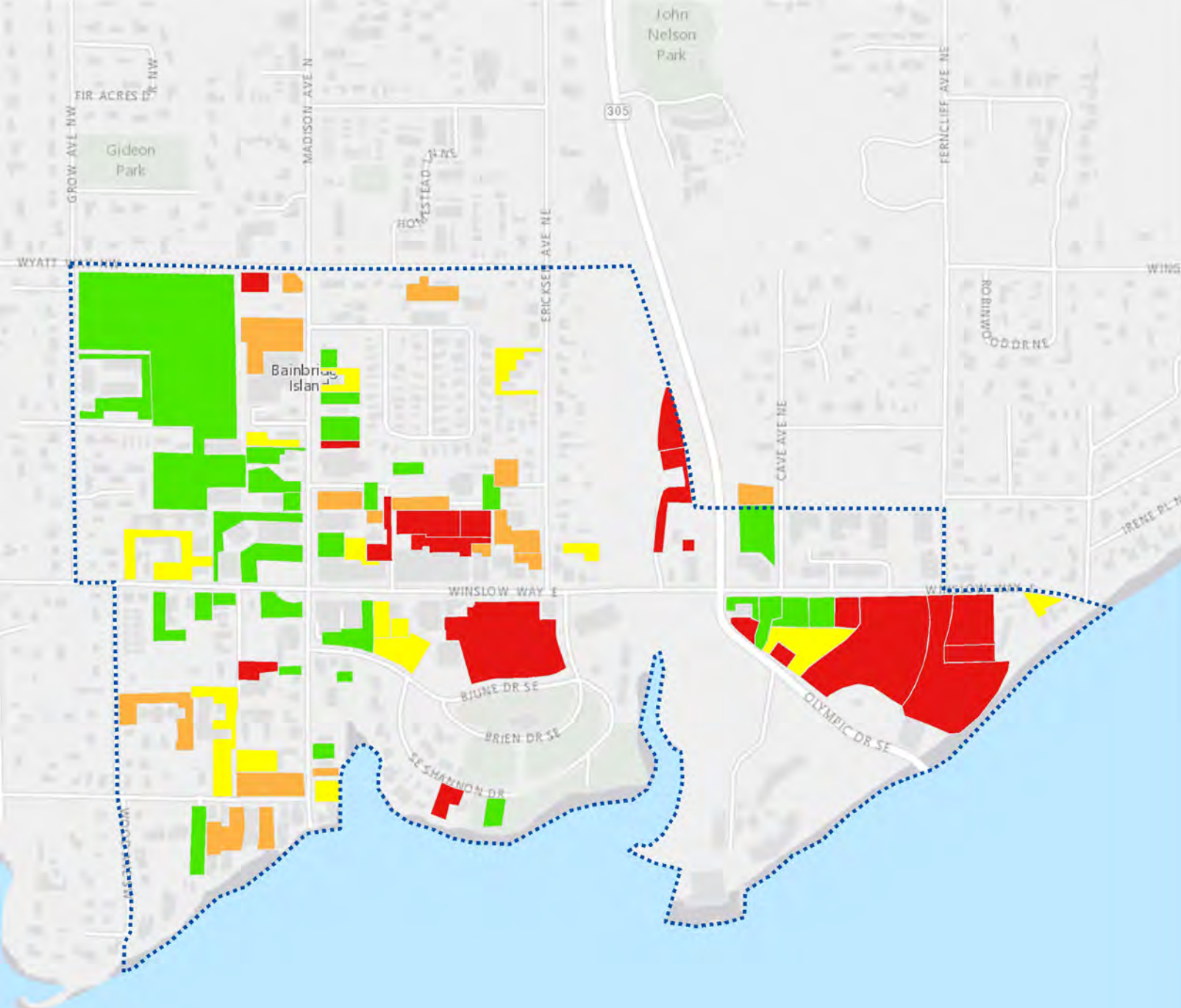
rick williams consulting
Parking & Transportation








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

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

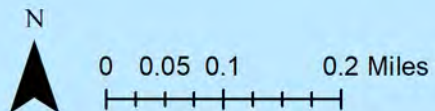
12:00 PM - 1:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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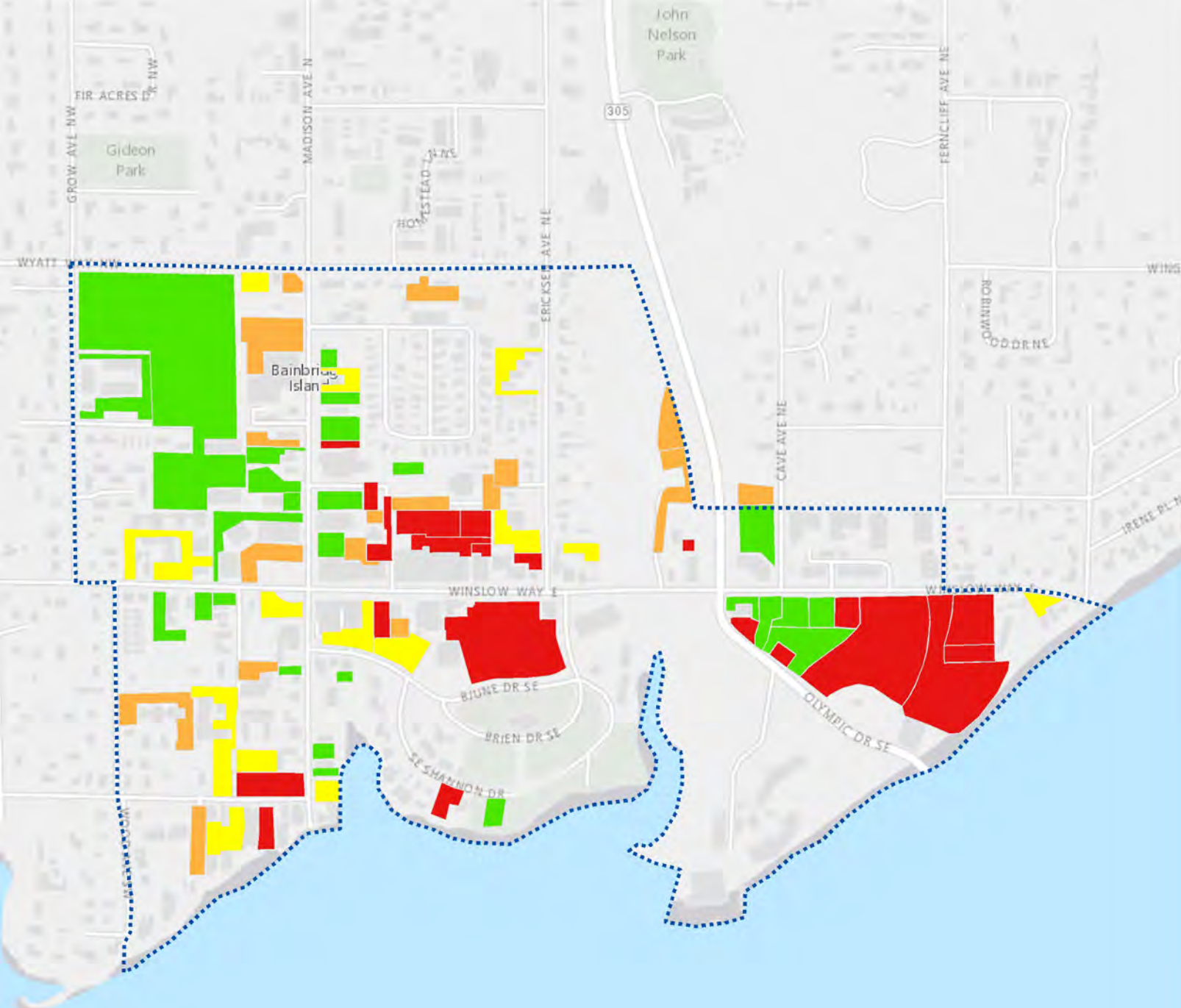
framework








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

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

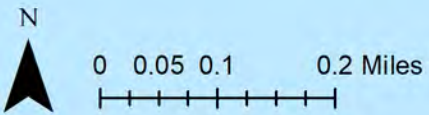
1:00 PM - 2:00 PM
Peak Hour



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

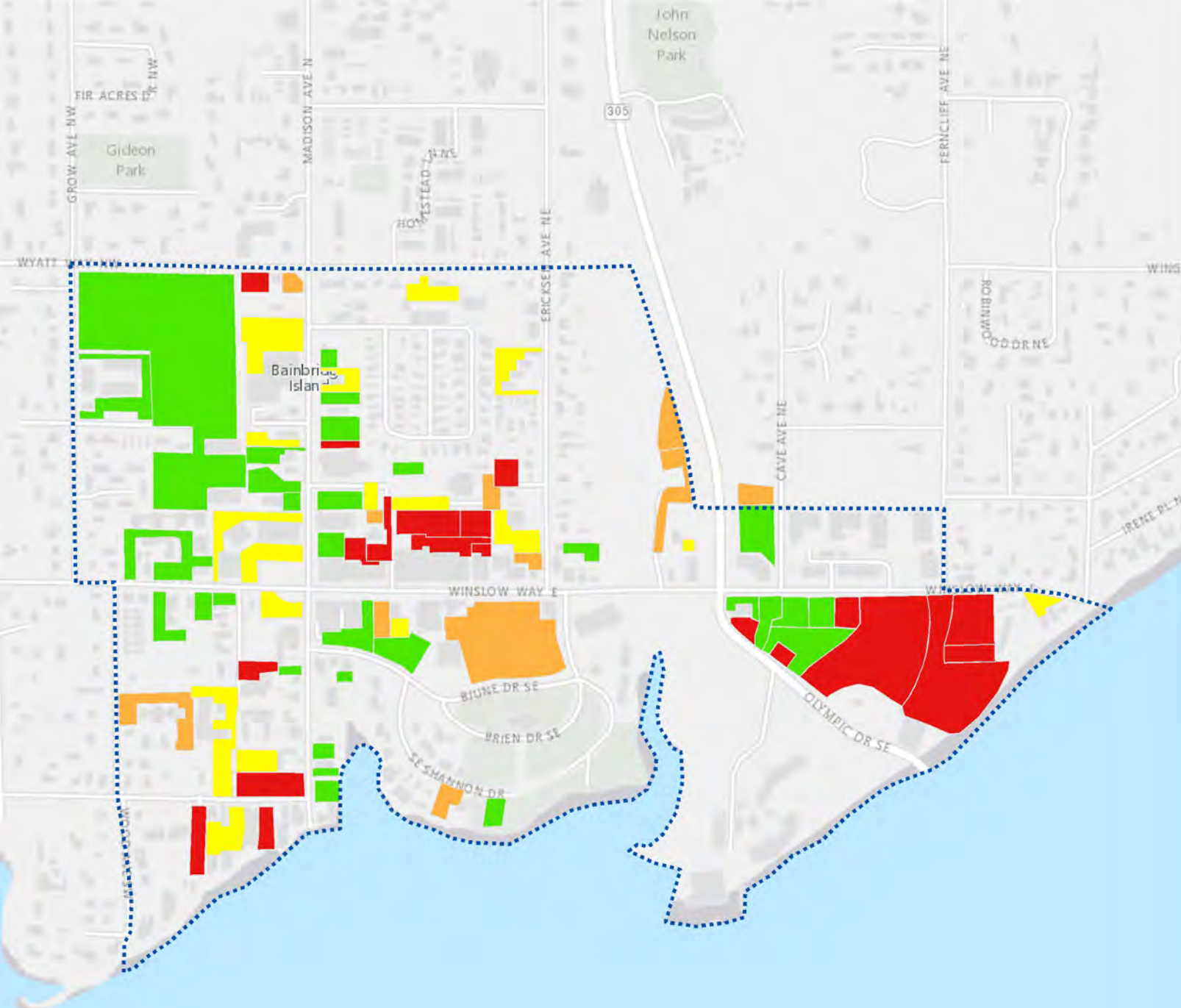
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framework



Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

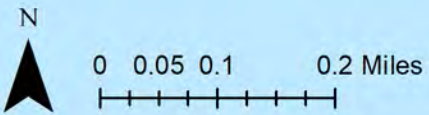
2:00 PM - 3:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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Parking & Transportation

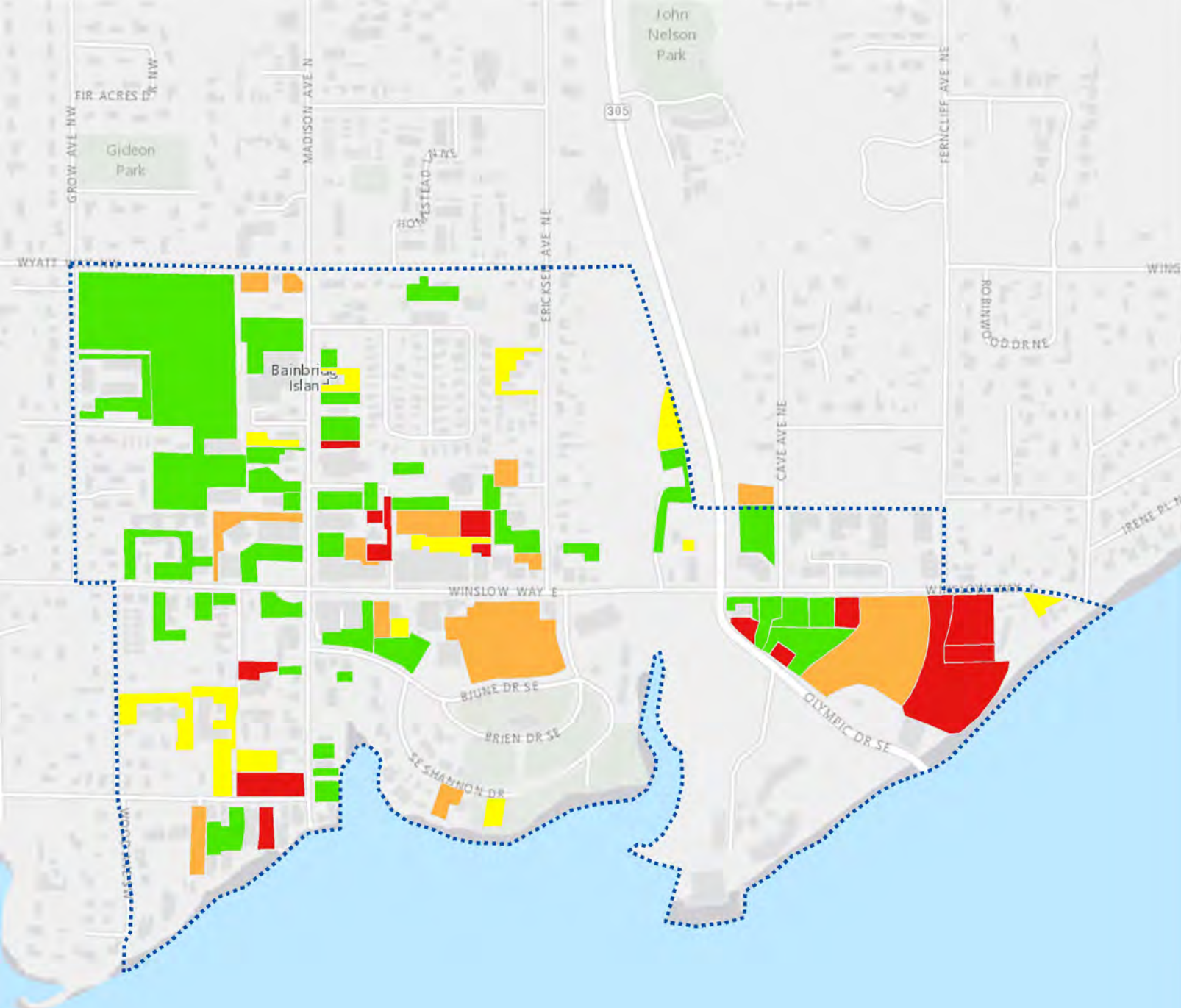
framework








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

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

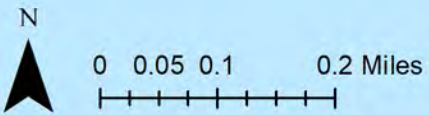
3:00 PM - 4:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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Parking & Transportation

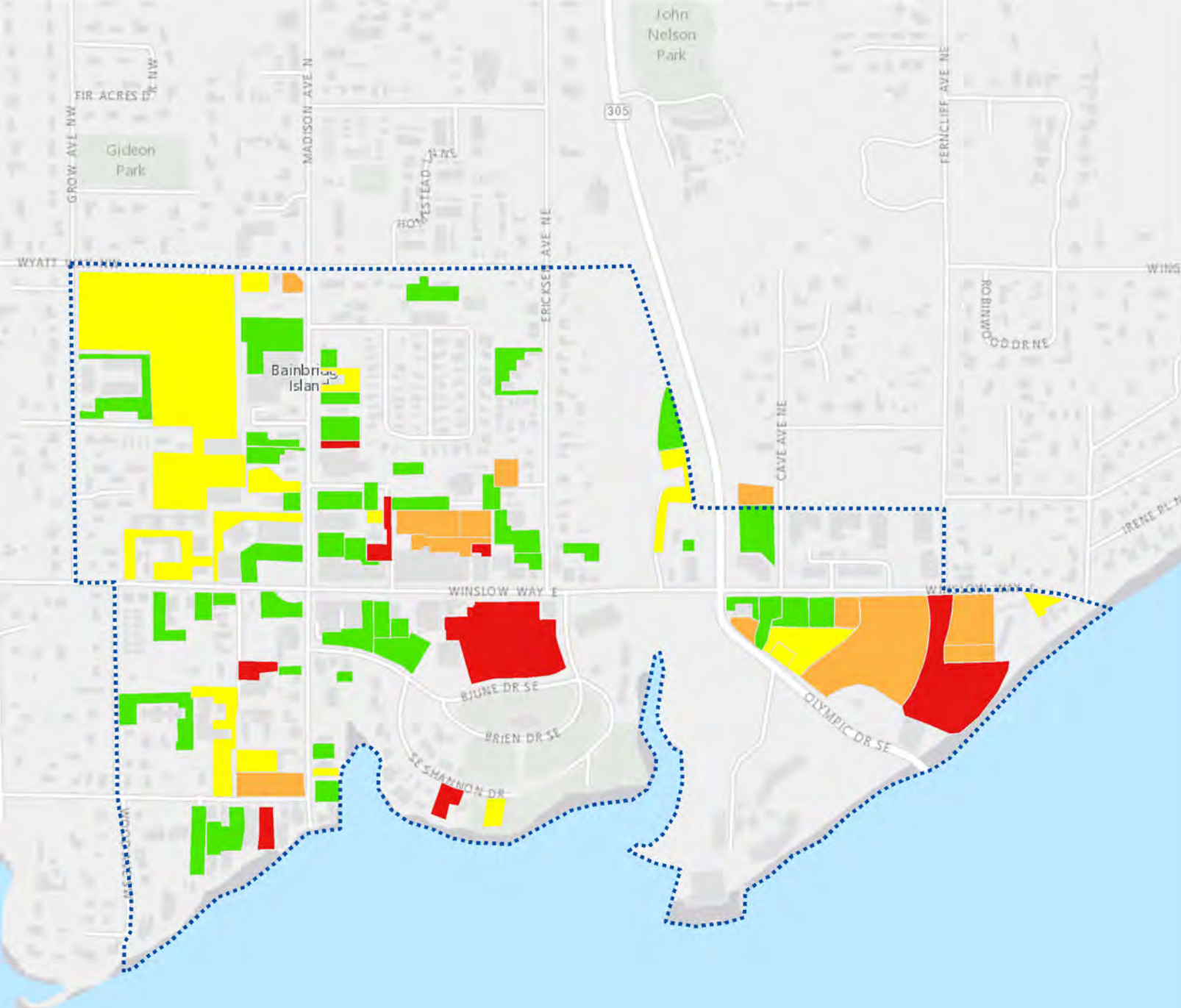
framework








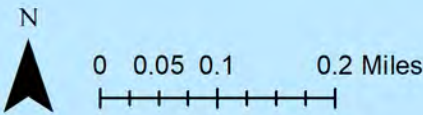
Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

4:00 PM - 5:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%



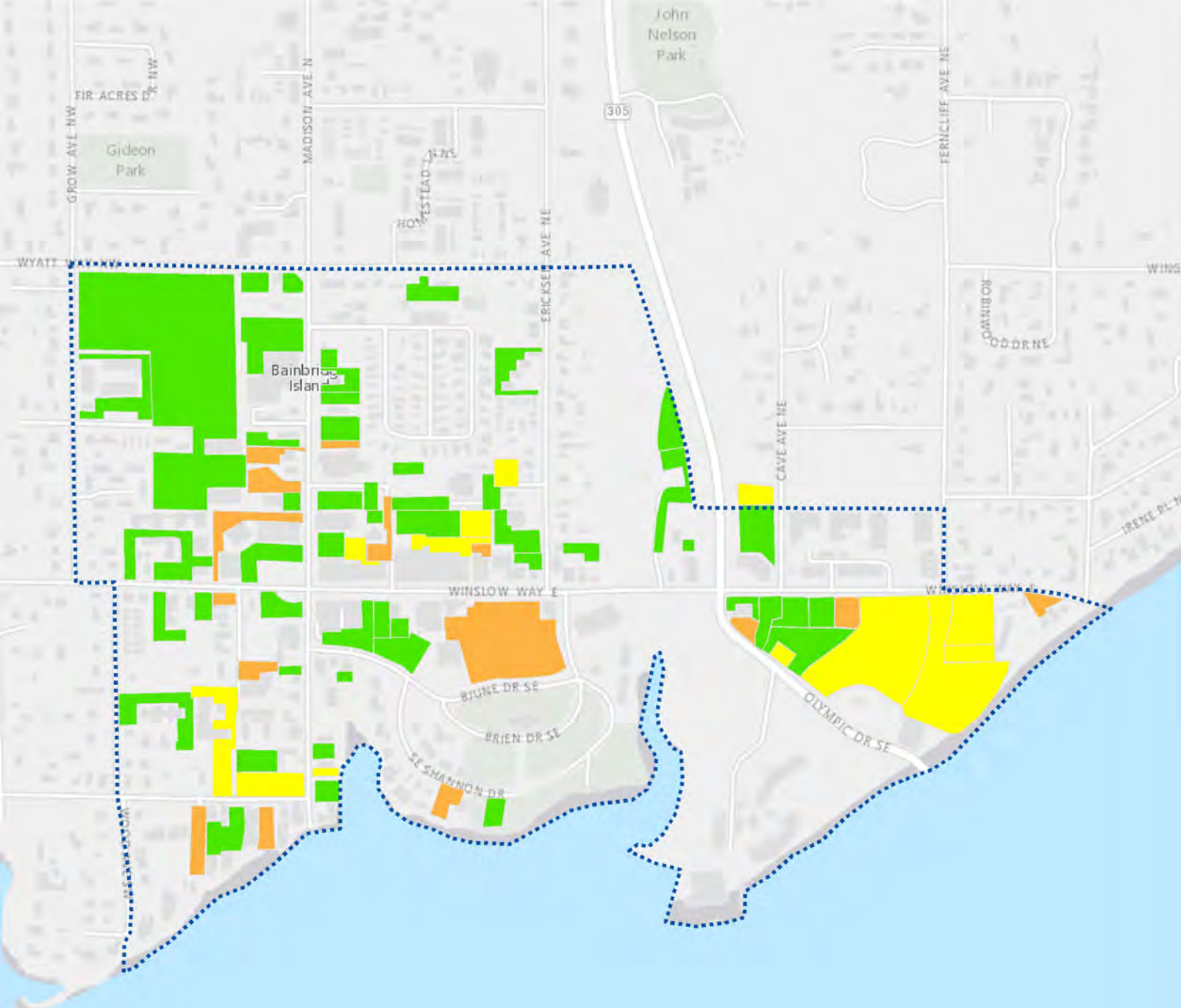
rick williams consulting
Parking & Transportation








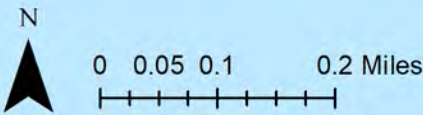
Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

5:00 PM - 6:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%



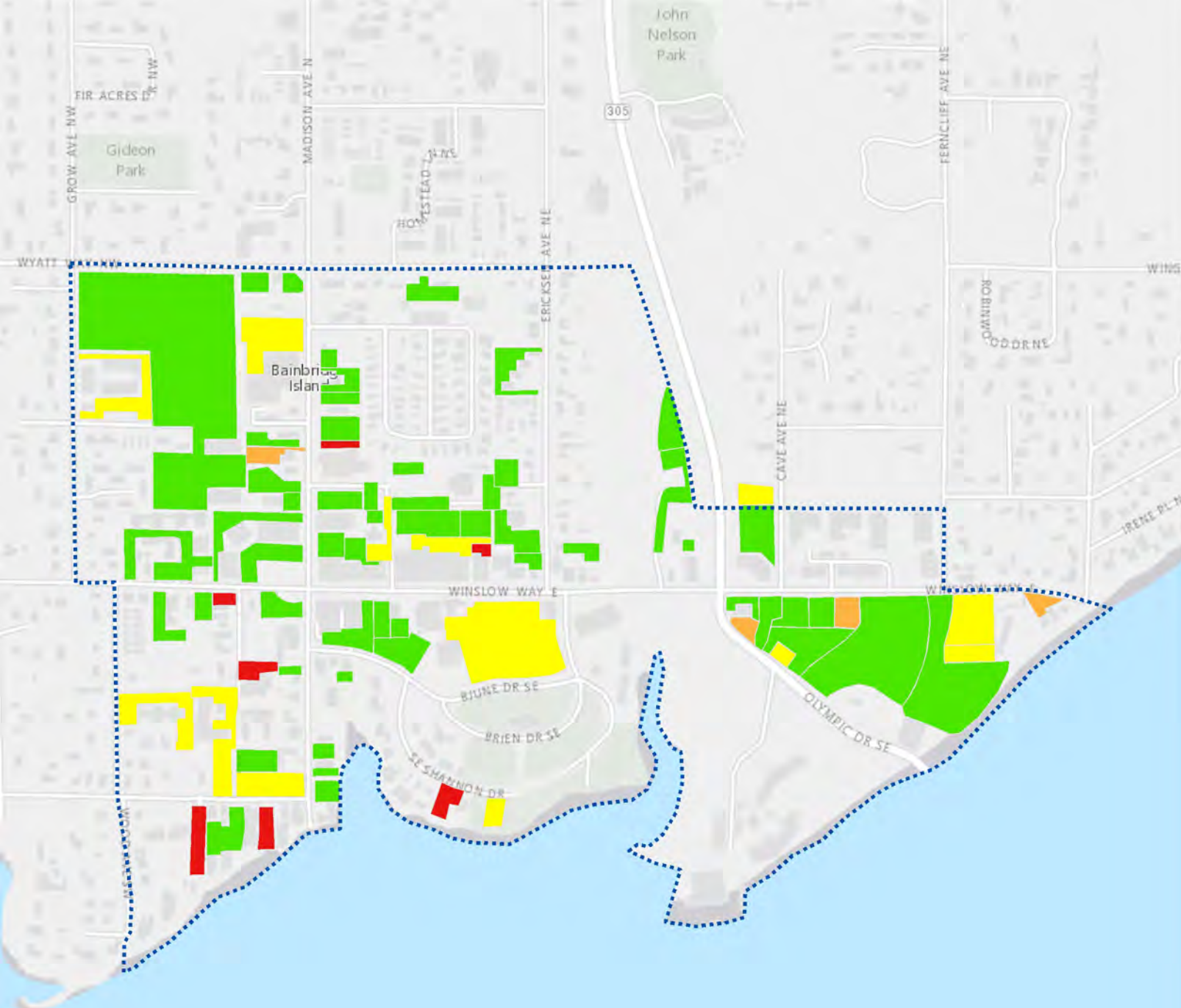
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Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

Bainbridge Island Weekday Off-Street Utilization Tuesday, August 15th, 2017

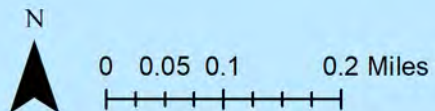
6:00 PM - 7:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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Parking & Transportation

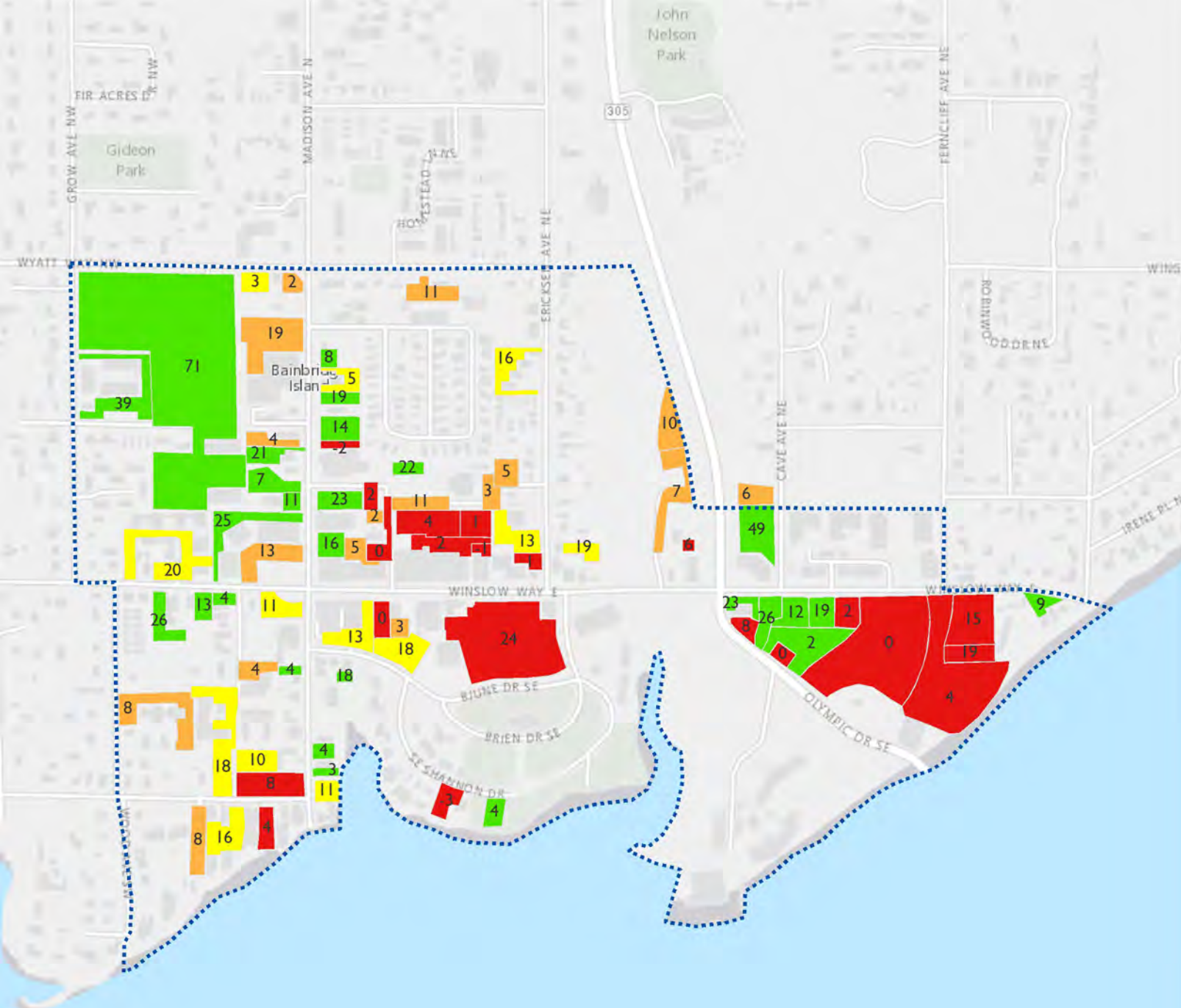
framework








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

Bainbridge Island
 Weekday Off-Street
 Tuesday, August 15th, 2017

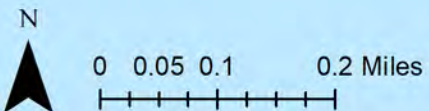
1:00 PM - 2:00 PM
 Available Spaces at Peak Hour



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

rick williams consulting
 Parking & Transportation

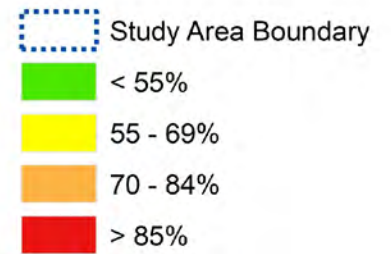
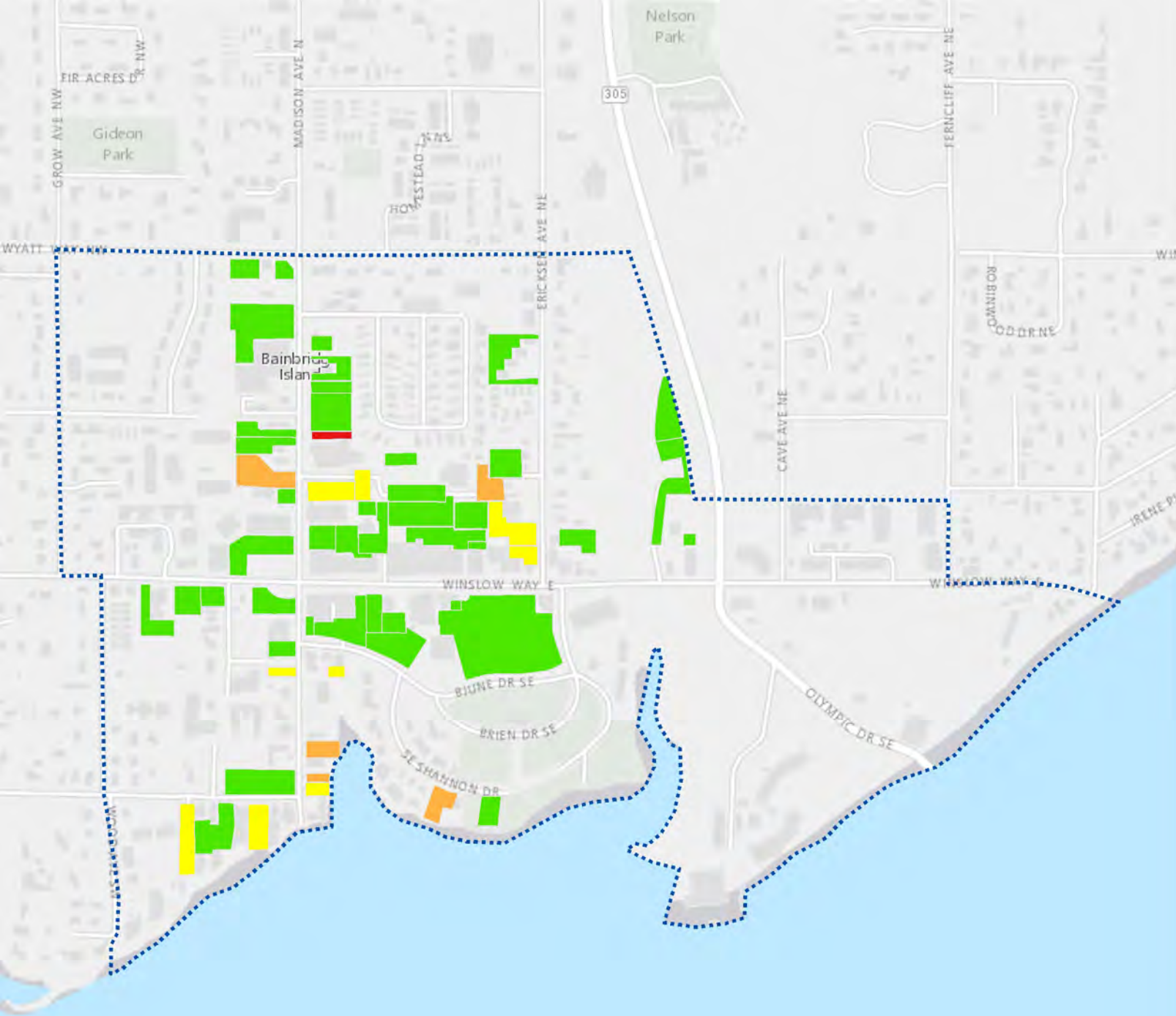
framework



Appendix D. Data Collection Maps – Off-Street Weekend

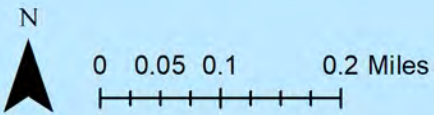
Bainbridge Island Weekend Off-Street Utilization Saturday, September 23rd, 2017

9:00 AM - 10:00 AM



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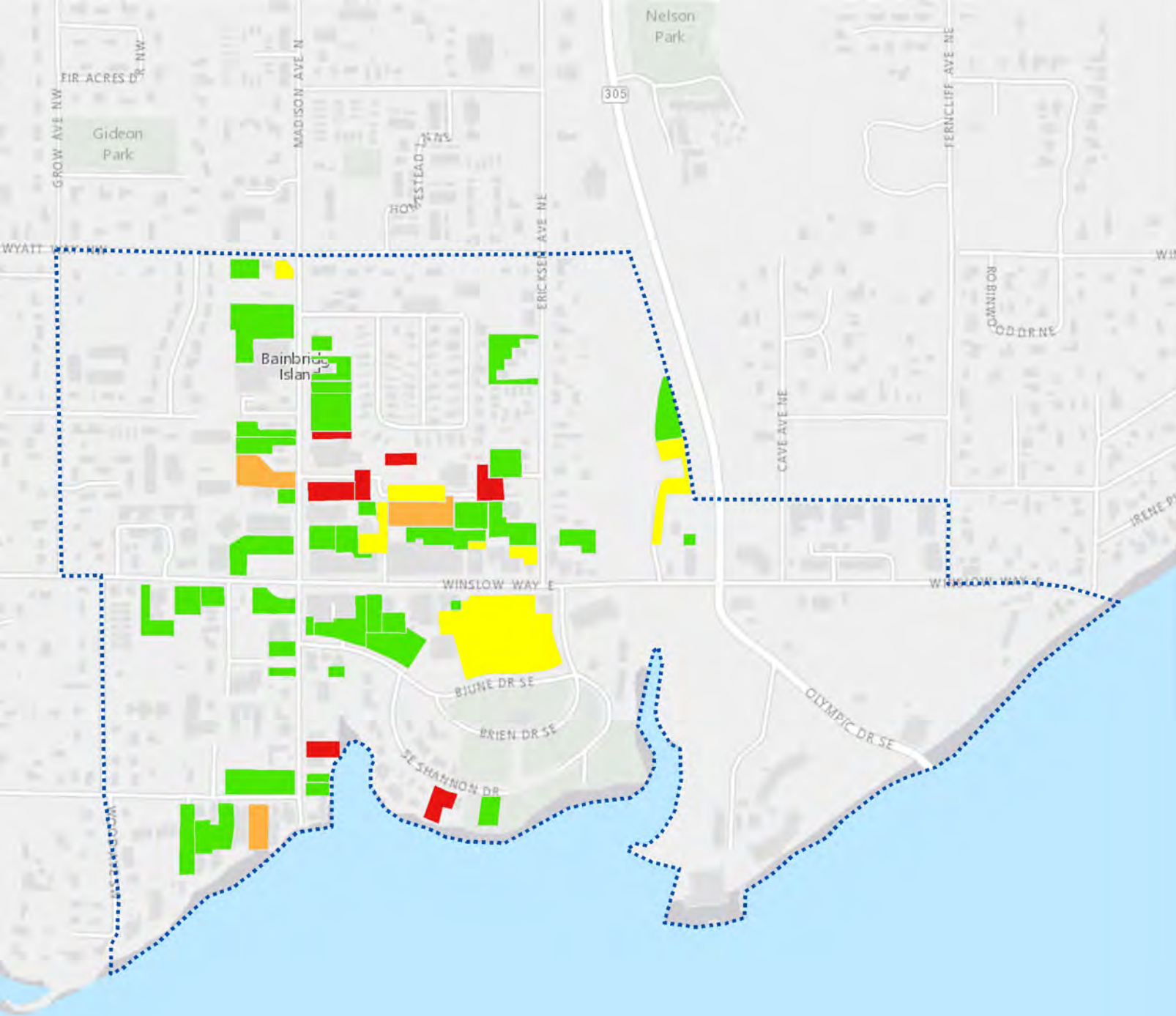
framework








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

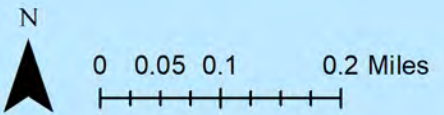
Bainbridge Island Weekend Off-Street Utilization Saturday, September 23rd, 2017

10:00 AM - 11:00 AM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

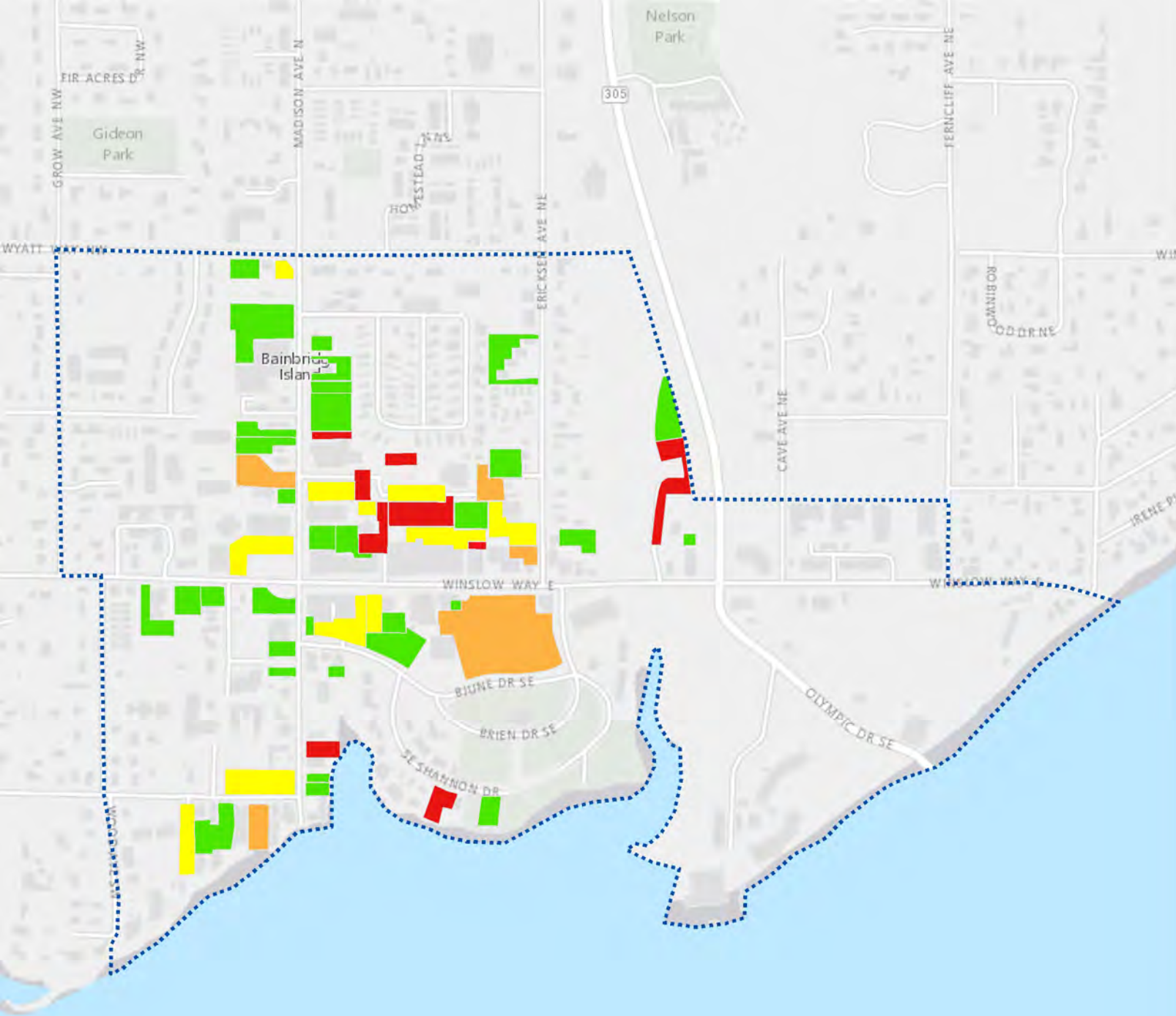
rick williams consulting
Parking & Transportation








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

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

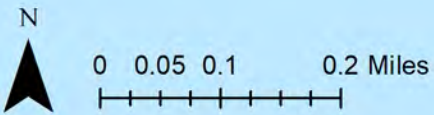
11:00 AM - 12:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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Parking & Transportation

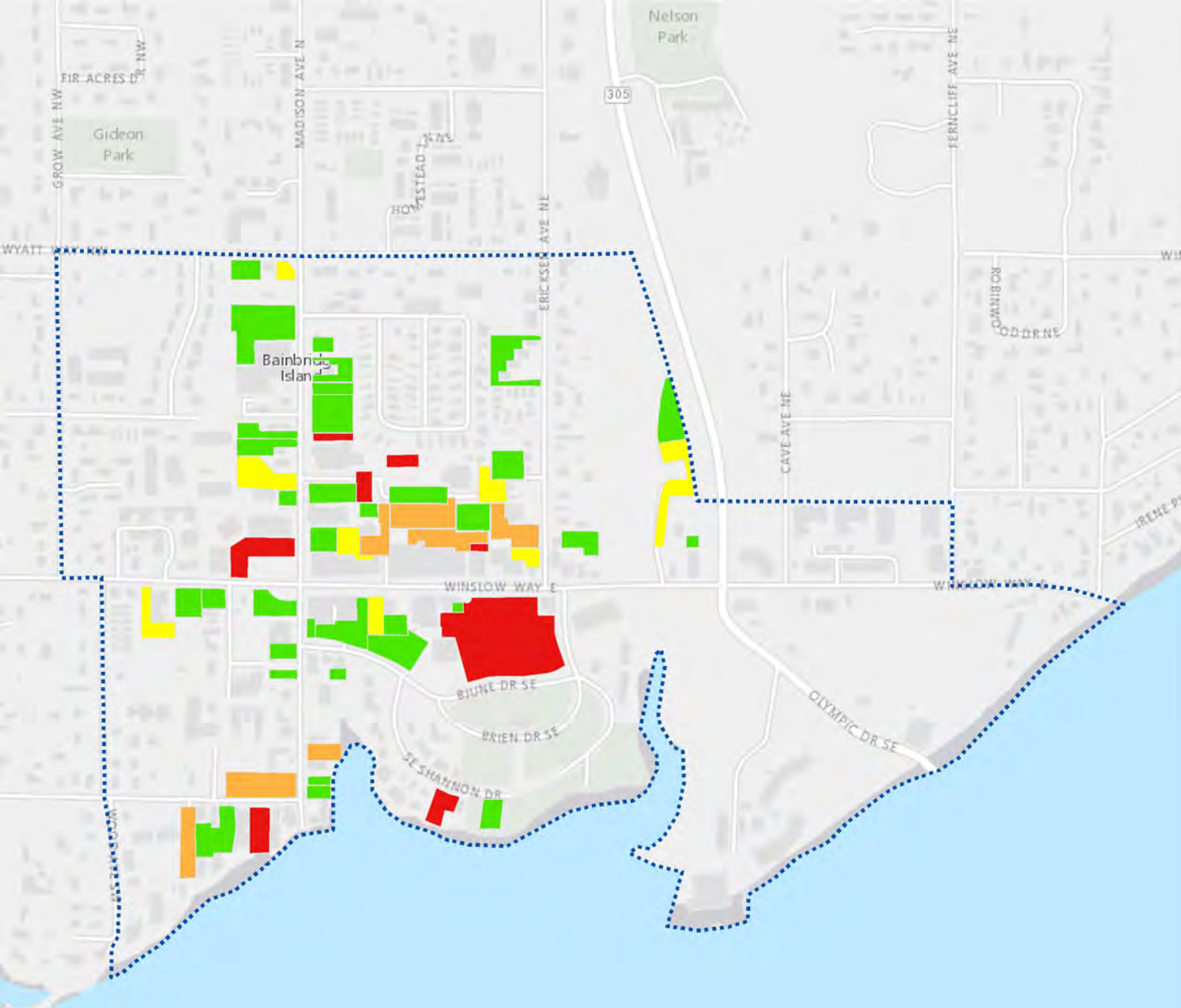
framework








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

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

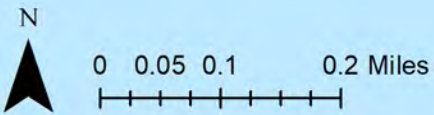
1:00 PM - 2:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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Parking & Transportation

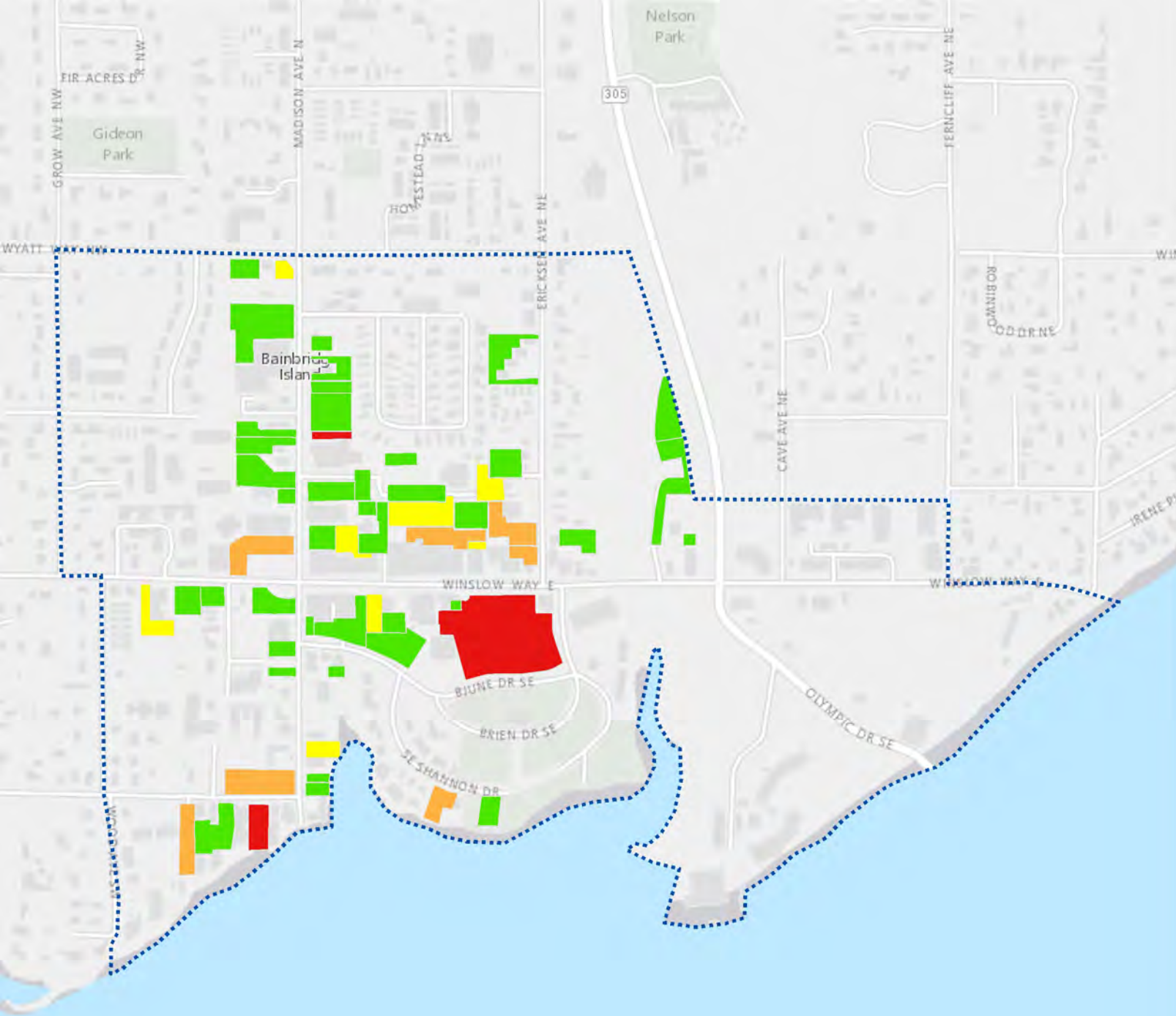
framework








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

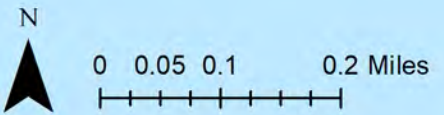
Bainbridge Island Weekend Off-Street Utilization Saturday, September 23rd, 2017

2:00 PM - 3:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

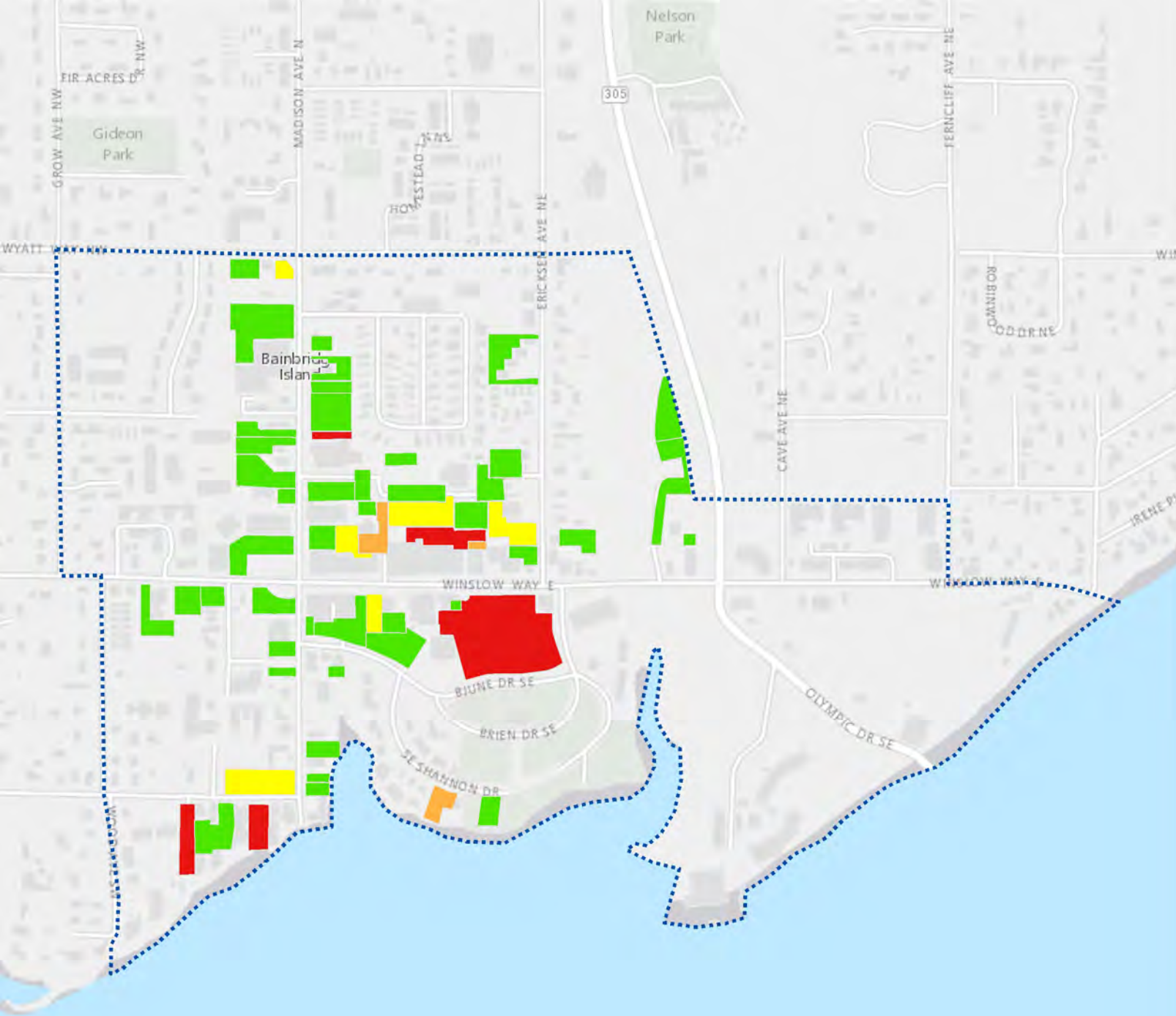
rick williams consulting
Parking & Transportation








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

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

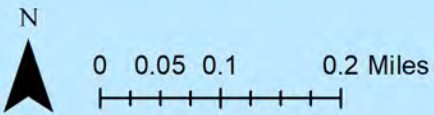
3:00 PM - 4:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

rick williams consulting
Parking & Transportation

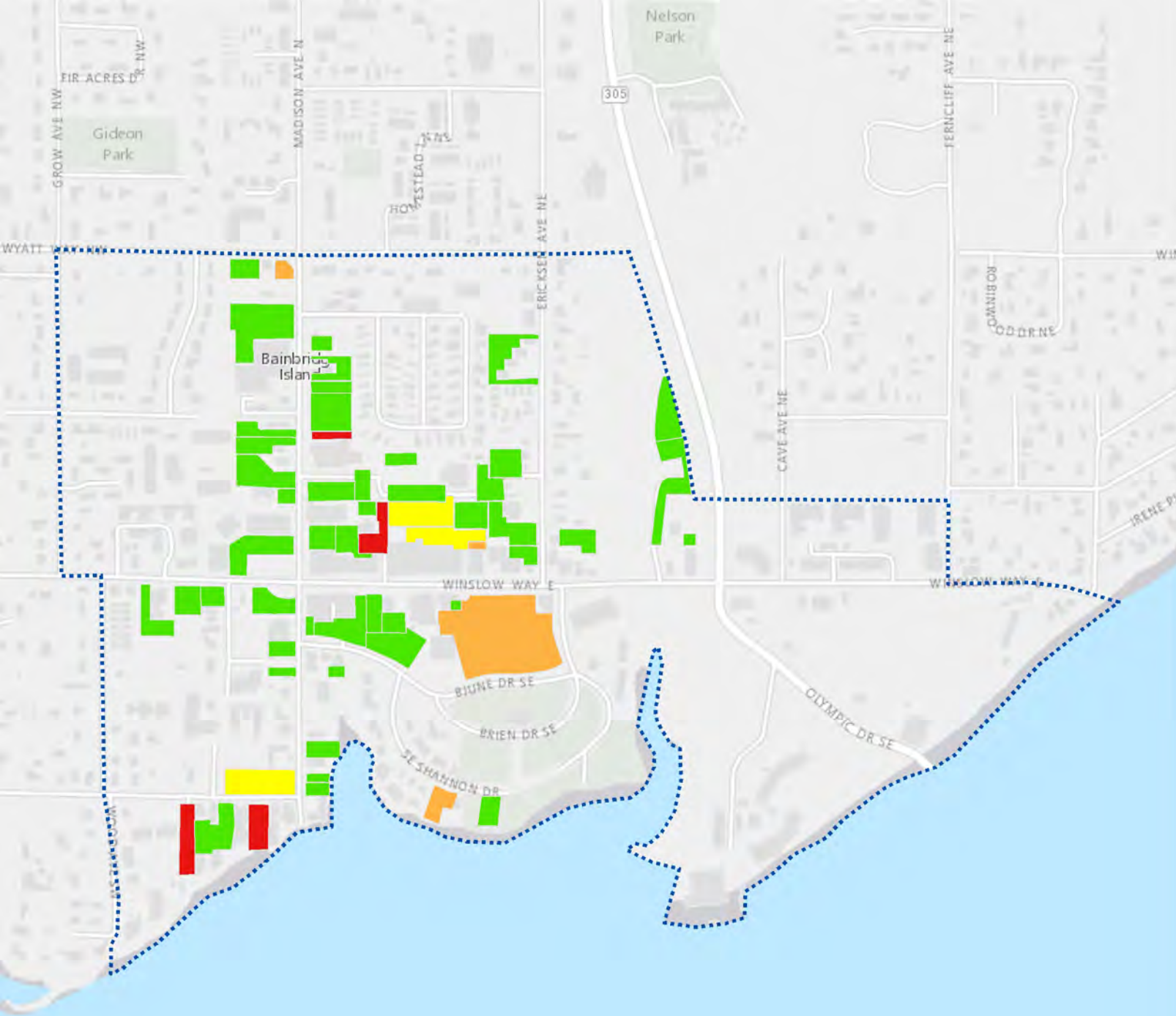
framework








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

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

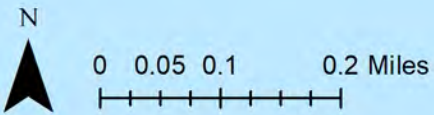
4:00 PM - 5:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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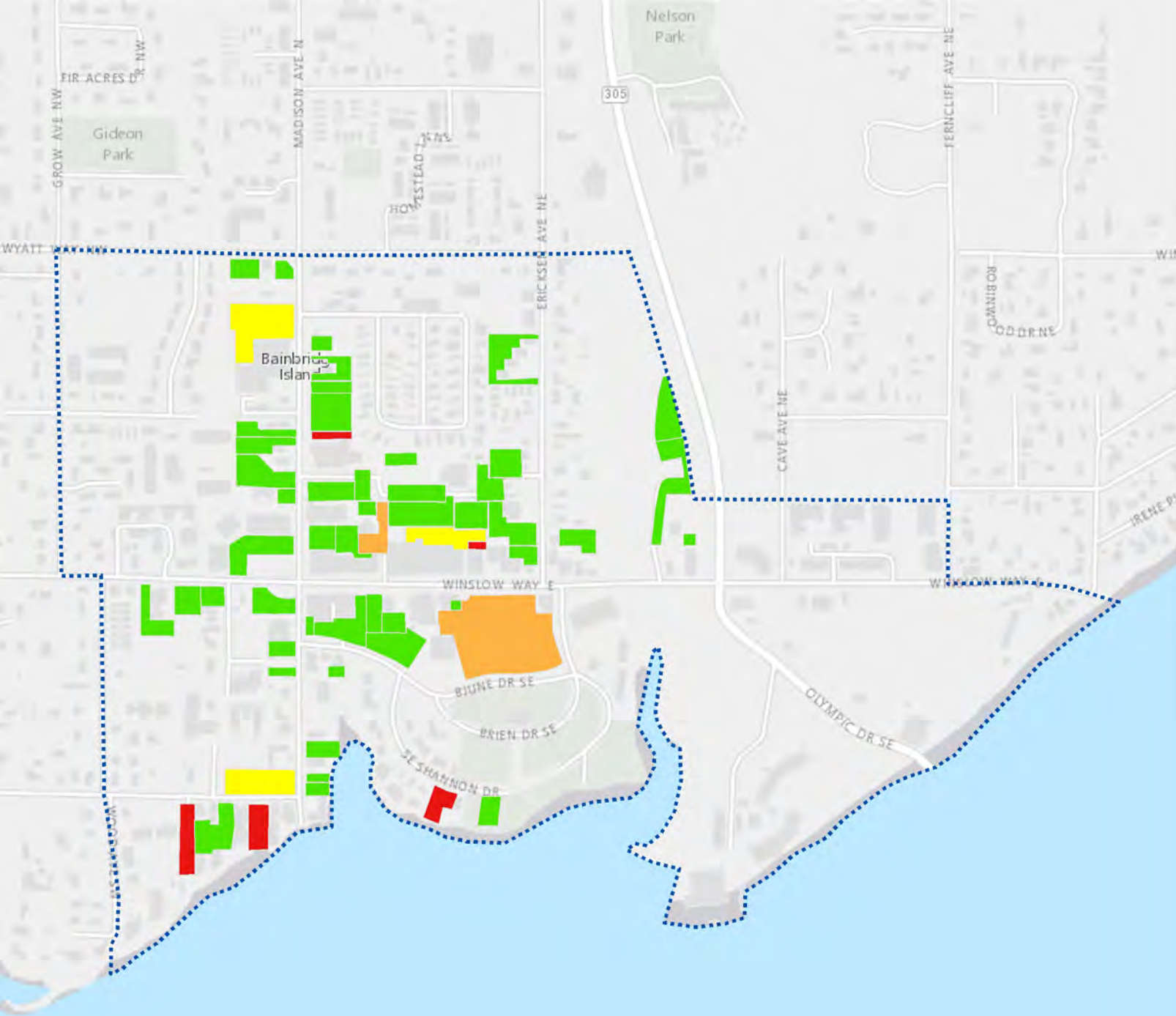
framework








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

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

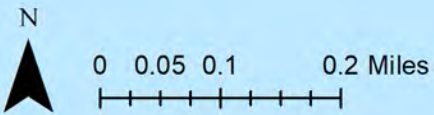
5:00 PM - 6:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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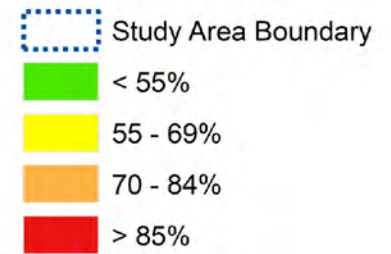
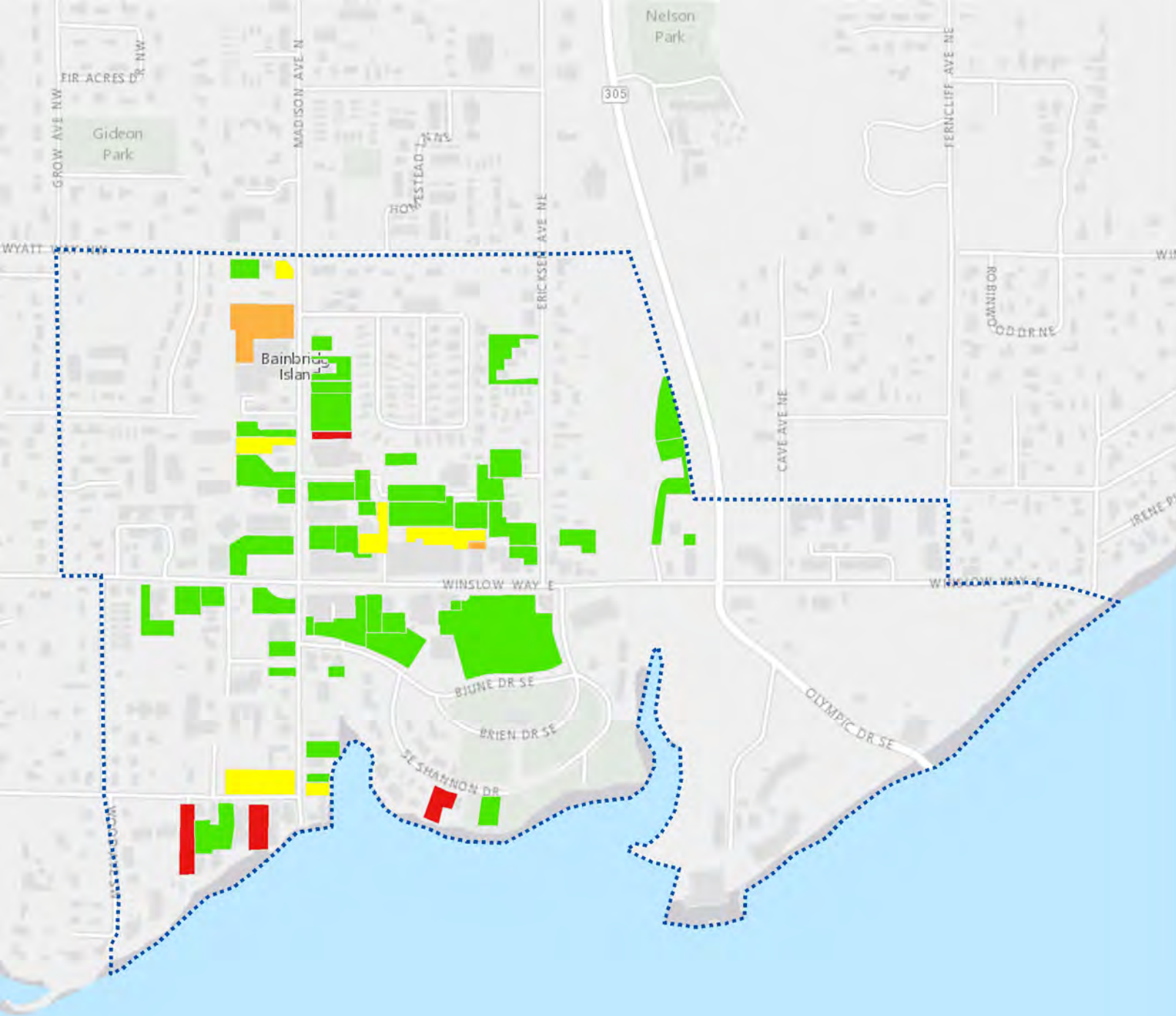
framework



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

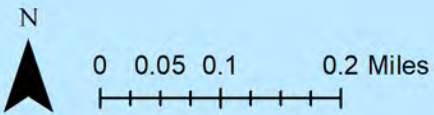
Bainbridge Island Weekend Off-Street Utilization Saturday, September 23rd, 2017

6:00 PM - 7:00 PM



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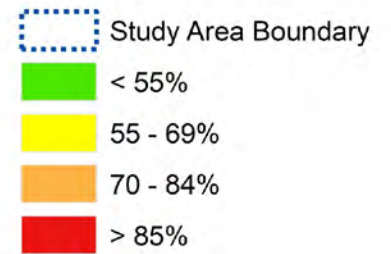
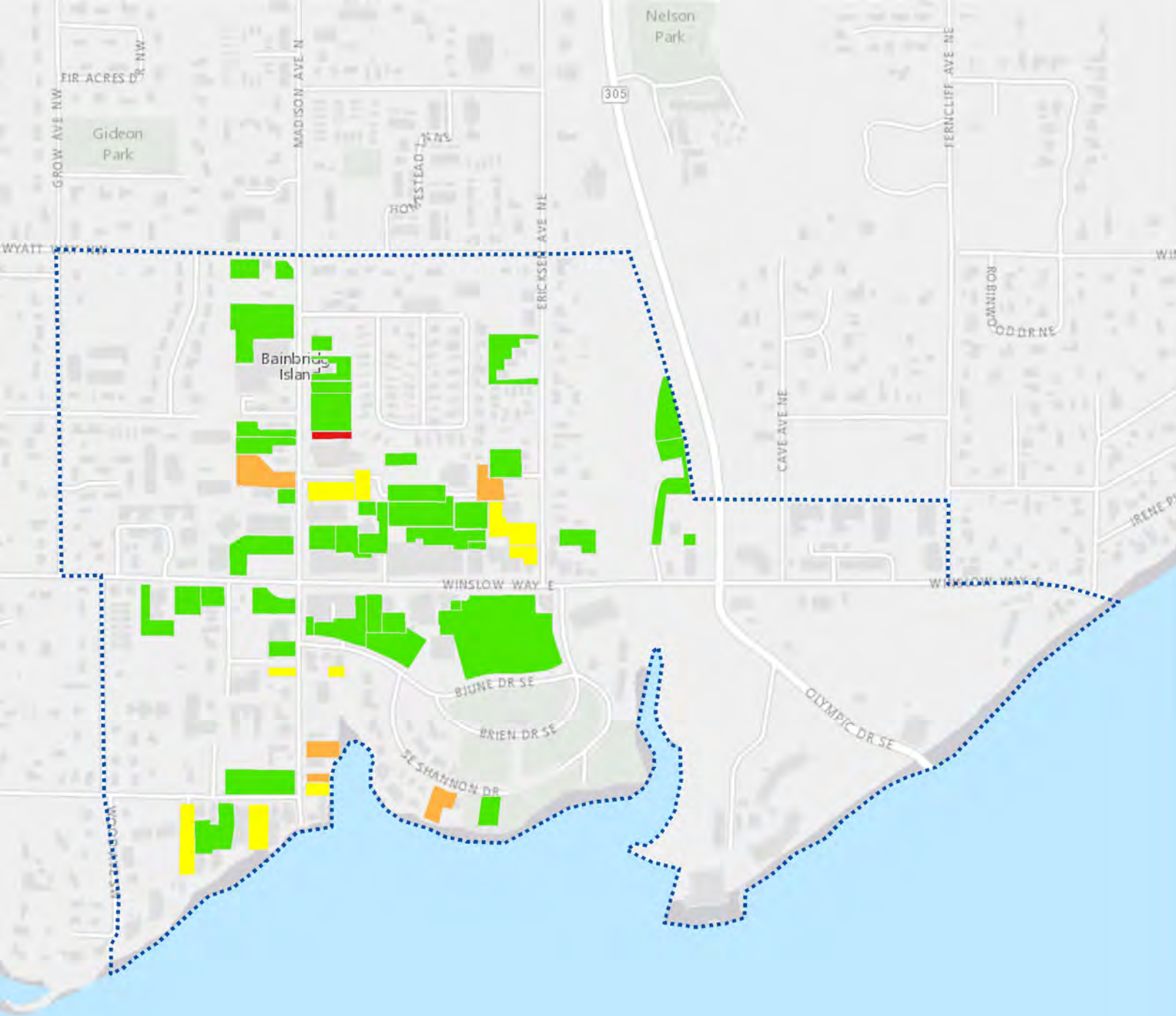
framework



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

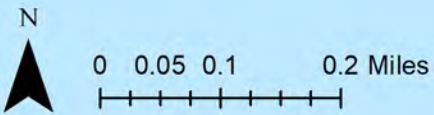
Bainbridge Island Weekend Off-Street Utilization Saturday, September 23rd, 2017

9:00 AM - 10:00 AM



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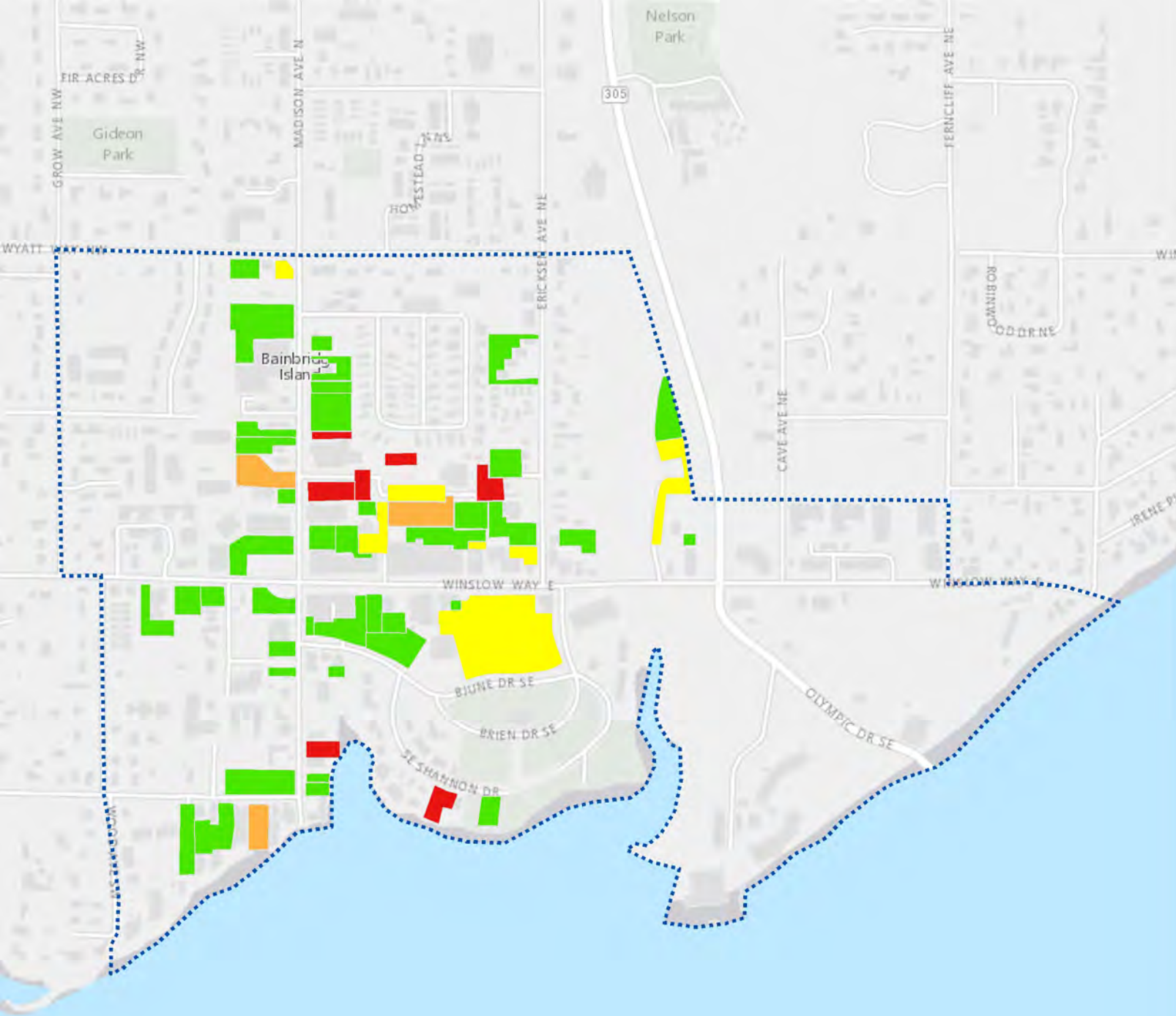
framework








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

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

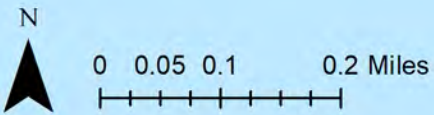
10:00 AM - 11:00 AM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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Parking & Transportation

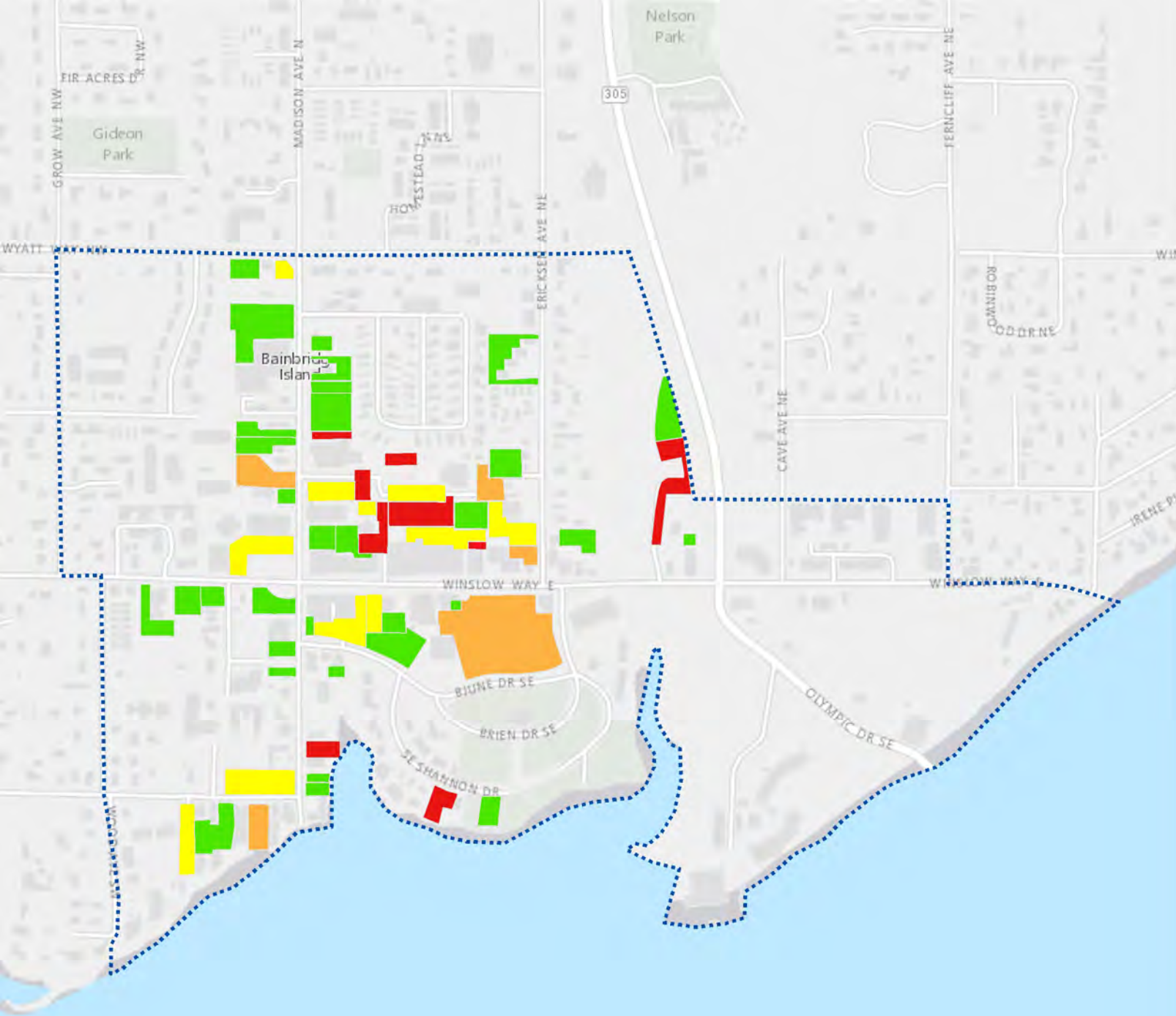
framework








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

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

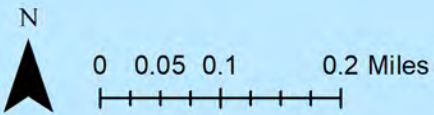
11:00 AM - 12:00 PM



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

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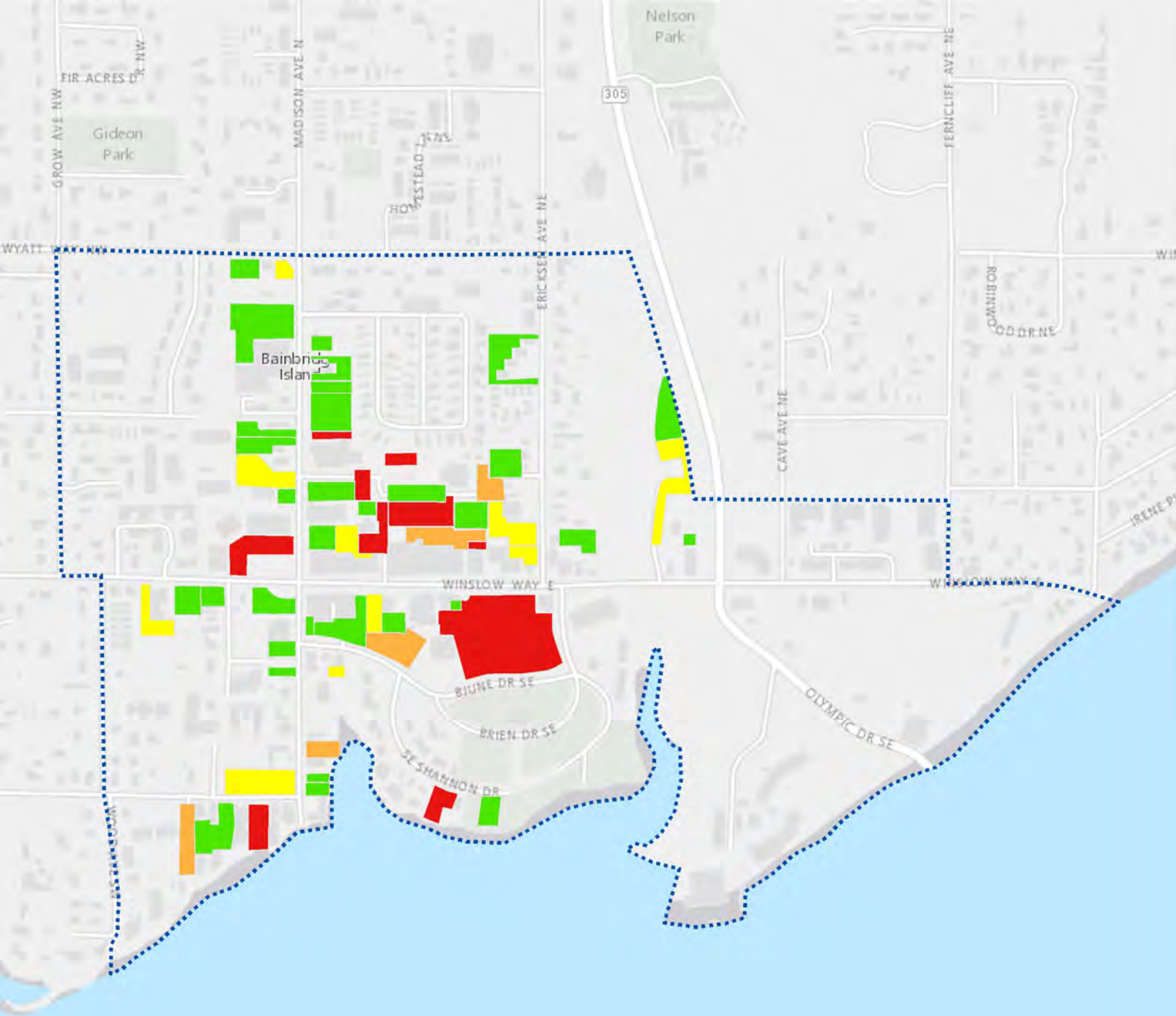
framework








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

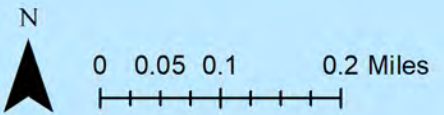
Bainbridge Island Weekend Off-Street Utilization Saturday, September 23rd, 2017

12:00 PM - 1:00 PM
Peak Hour



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

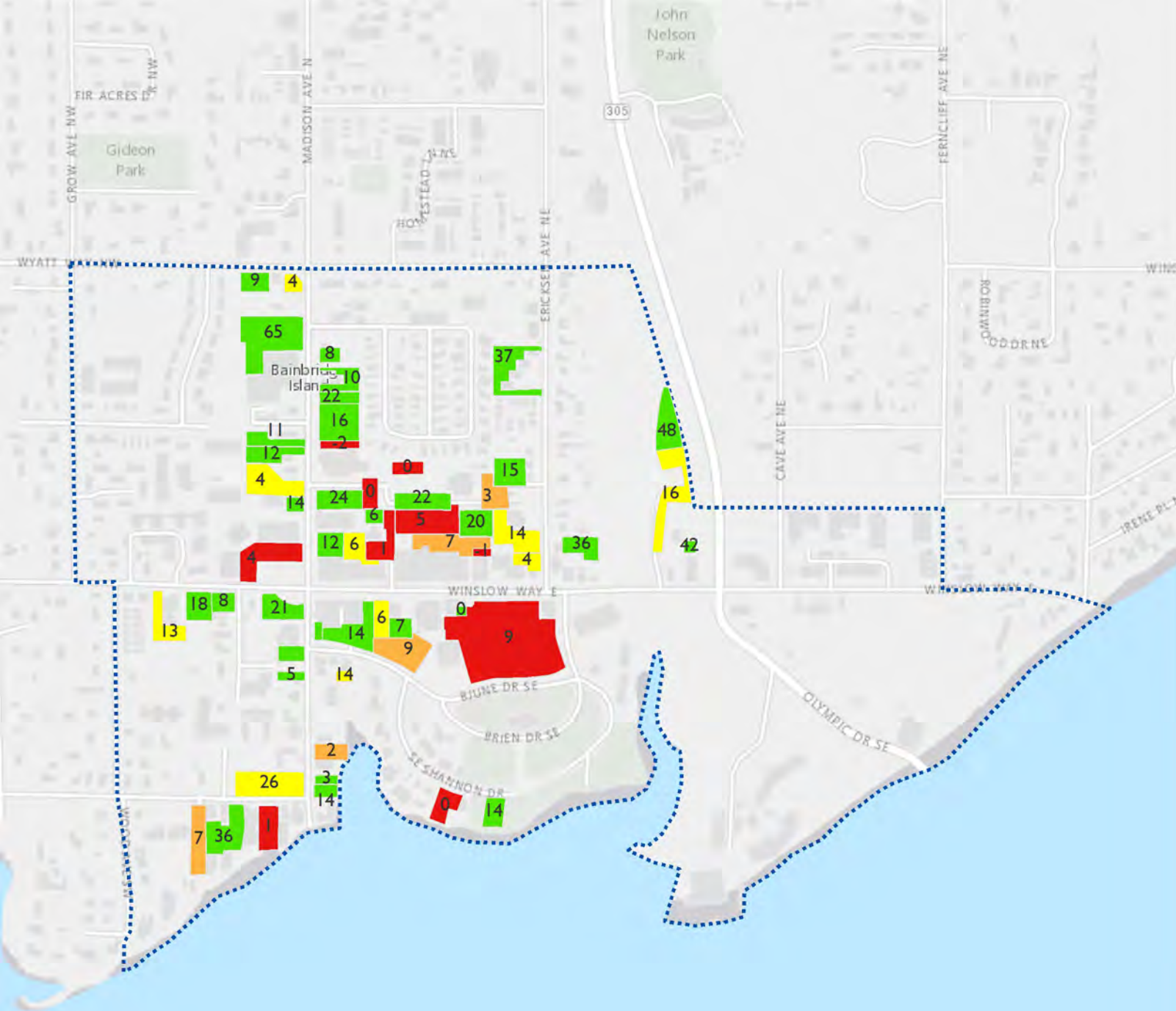
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Parking & Transportation








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

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

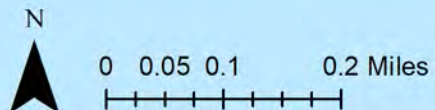
12:00 PM - 1:00 PM
Available Spaces at Peak Hour



-  Study Area Boundary
-  < 55%
-  55 - 69%
-  70 - 84%
-  > 85%

RICK WILLIAMS CONSULTING
Parking & Transportation

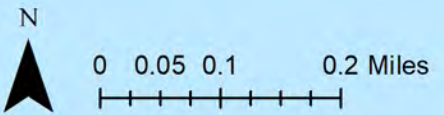
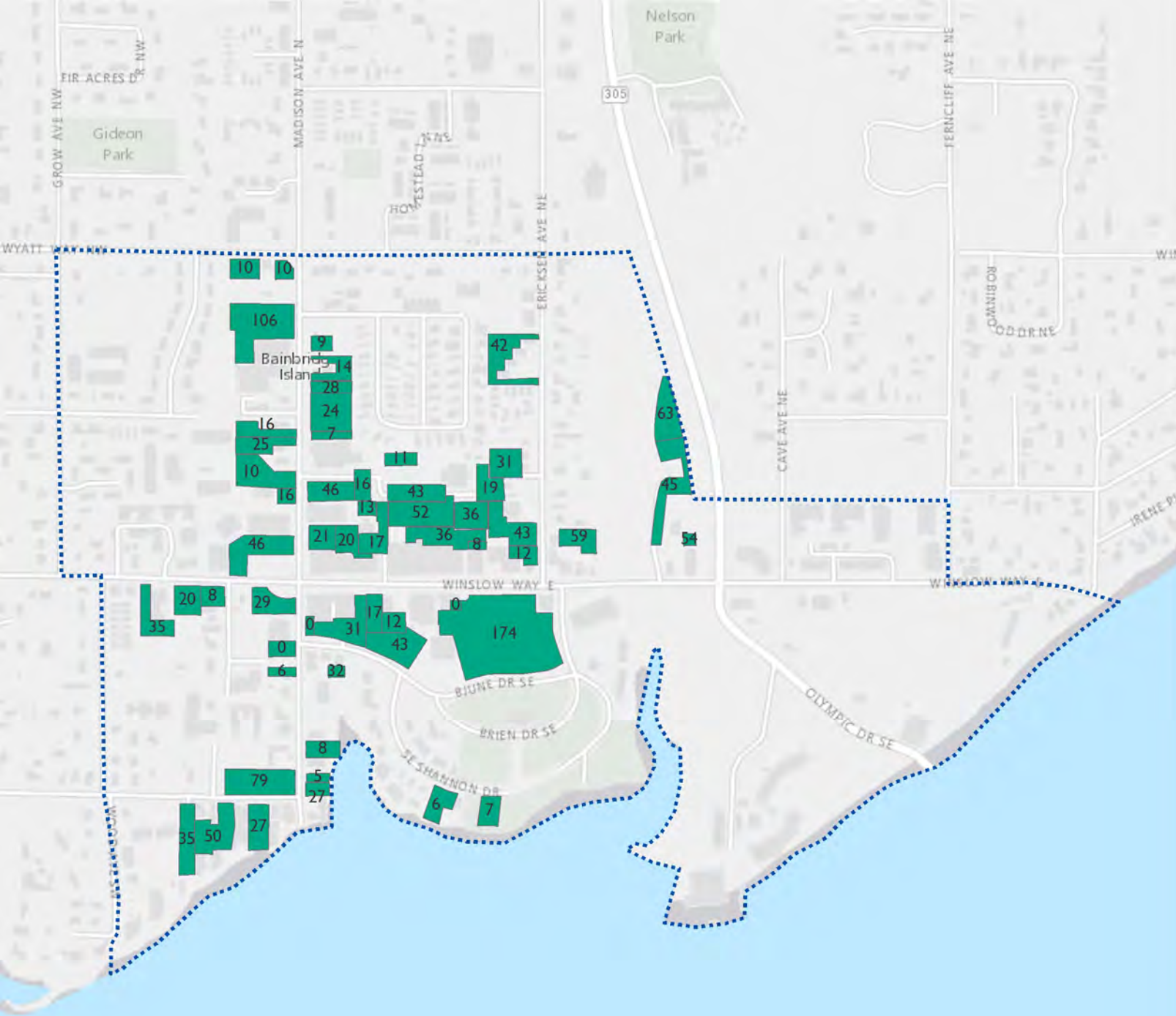
framework



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

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

Lots Surveyed Inventory



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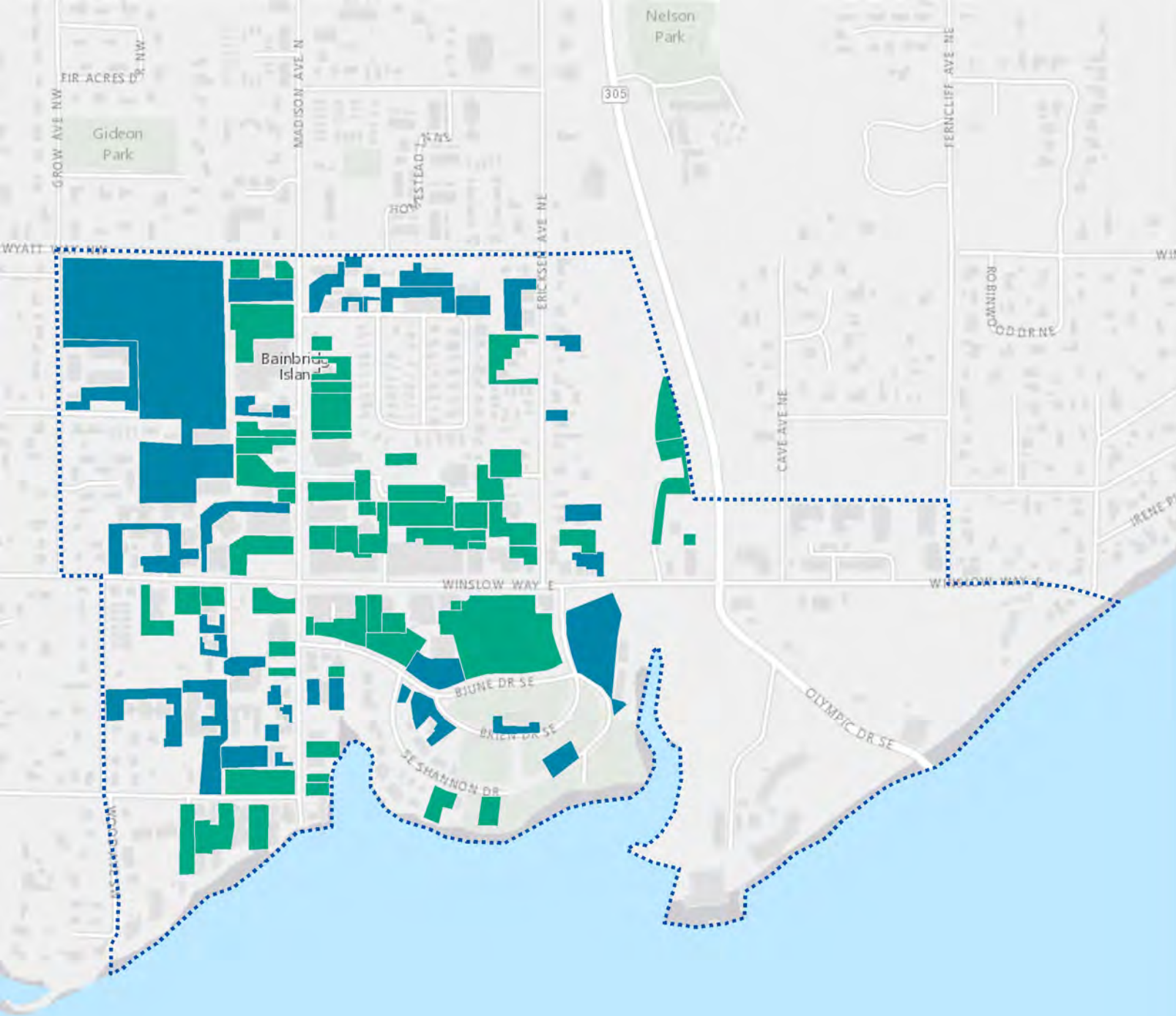
framework






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

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

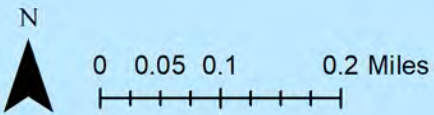
Surveyed Lots



-  Study Area Boundary
-  Not Surveyed
-  Surveyed

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framework



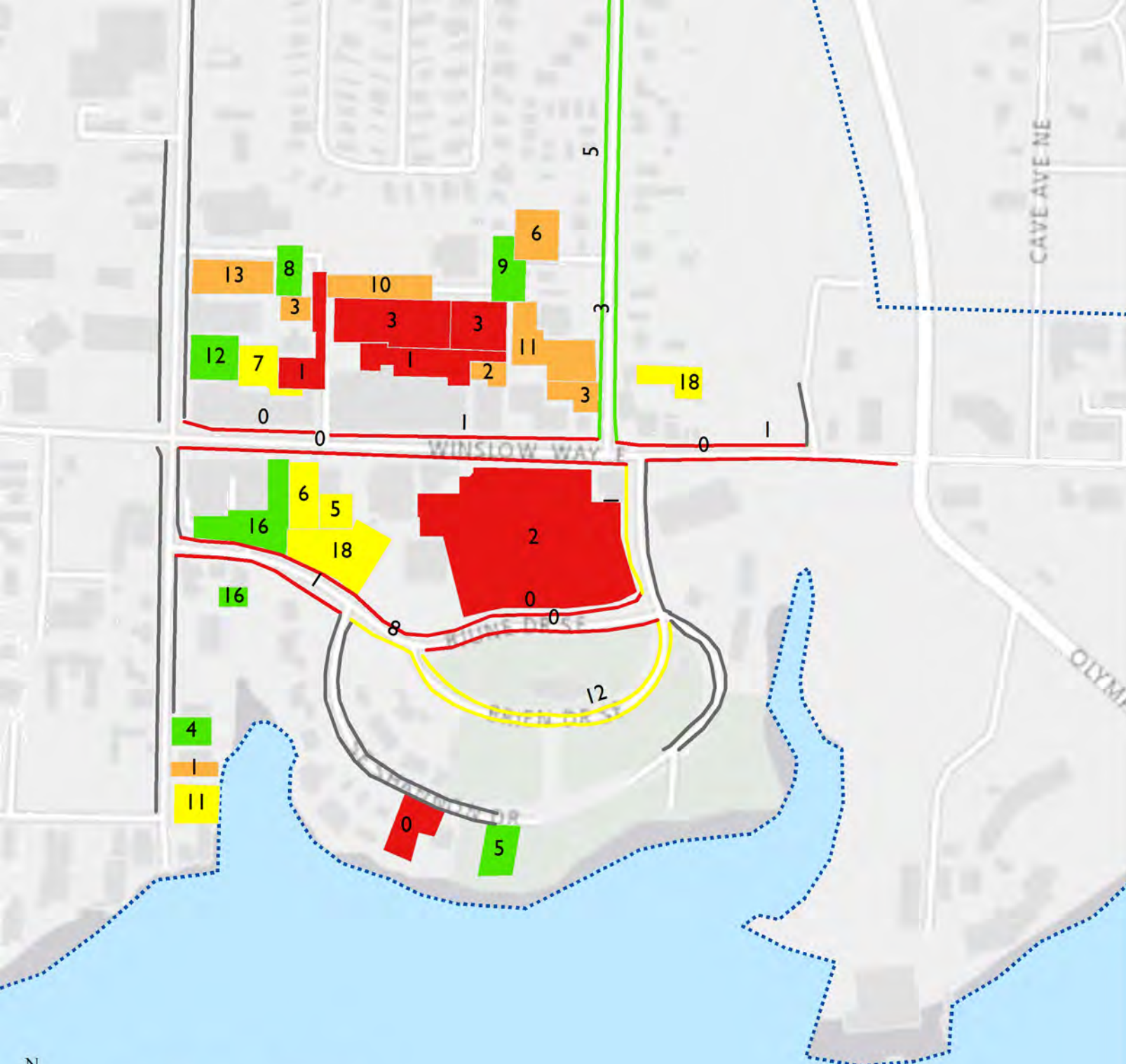
Source: Rick Williams Consulting, 2017; Framework, 2017; ESRI, 2017

Appendix E. Data Collection Maps – Winslow Way Area

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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framework

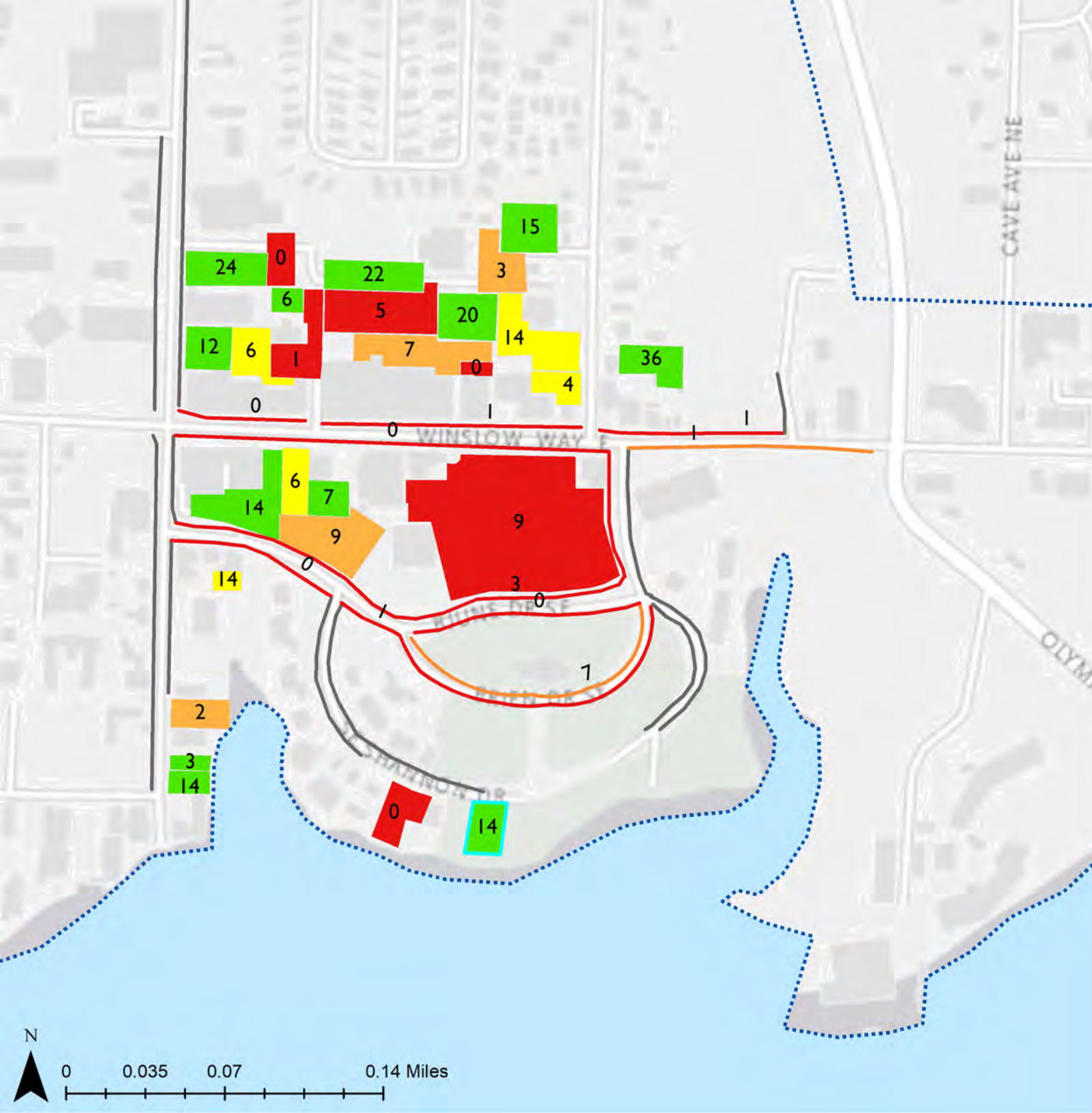


Source: Rick Williams Consulting,
 2017; Framework, 2017; ESRI, 2017

Winslow Core
Weekend Utilization &
Available Stalls
Saturday, September 23rd, 2017

12:00 PM - 1:00 PM
Peak Hour

Systemwide Occupancy: 73.7%
On-Street Occupancy: 94.2%
Off-Street Occupancy: 69.8%



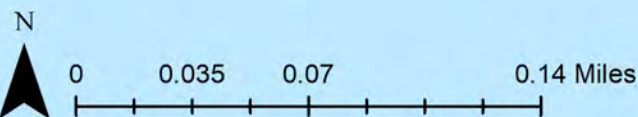
- Study Area Boundary
- No Parking
- < 55%
- 55 - 69%
- 70 - 84%
- > 85%

RICK WILLIAMS CONSULTING
Parking & Transportation

framework



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

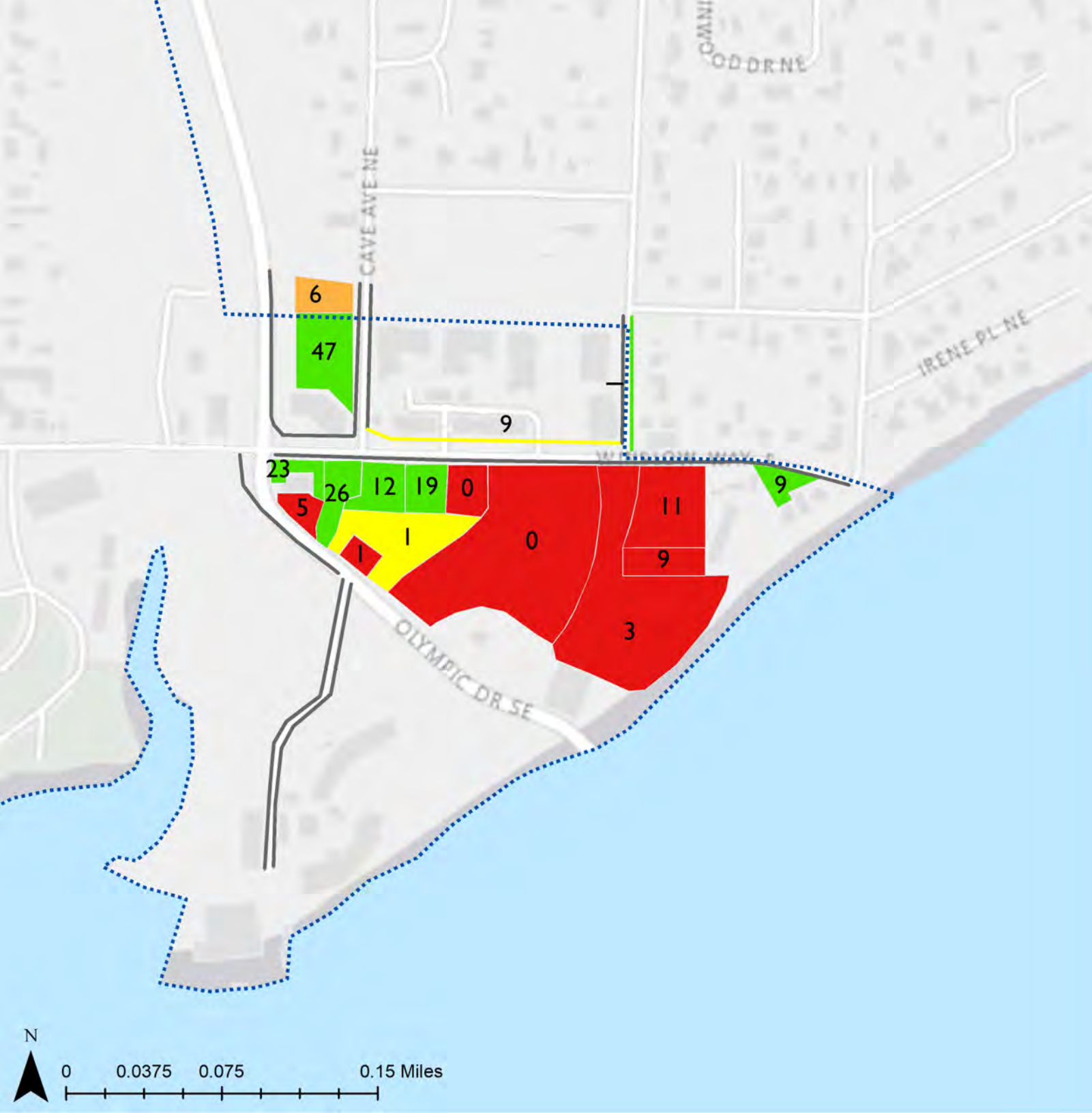








Appendix F. Data Collection Maps – Ferry Area

Downtown Bainbridge Island
 Weekday Ferry Area Utilization
 Tuesday, August 15th, 2017

12:00 PM - 1:00 PM
 Peak Hour

Systemwide Occupancy: 85.7%
 On-Street Occupancy: 62.5%
 Off-Street Occupancy: 86.2%



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

rick williams consulting
 Parking & Transportation

framework



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

