Parking Strategy Overview

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

Wyatt Way NE · State Highway 303 · Madison Ave N · City Hall · Study Area · Winslow Way · Waypoint Park · Ferry Terminal · Hornbecks Spit

Timeline

Parking System Inventory July 2017	Data Collection August/September 2017	Online Survey and Summary August/September 2017	Stakeholder Outreach August 2017	Task Force Meetings Ongoing	Public Open House Fall 2017	Project Report Winter 2017/2018

Agenda

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

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Survey Results

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

- I visit a Downtown business — 68.4%
- I work at a Downtown business — 13.8%
- I live in Downtown — 6.5%
- I commute on the ferry to Seattle — 5.4%
- I own a Downtown business or property — 4.2%
- I attend special events — 1.7%
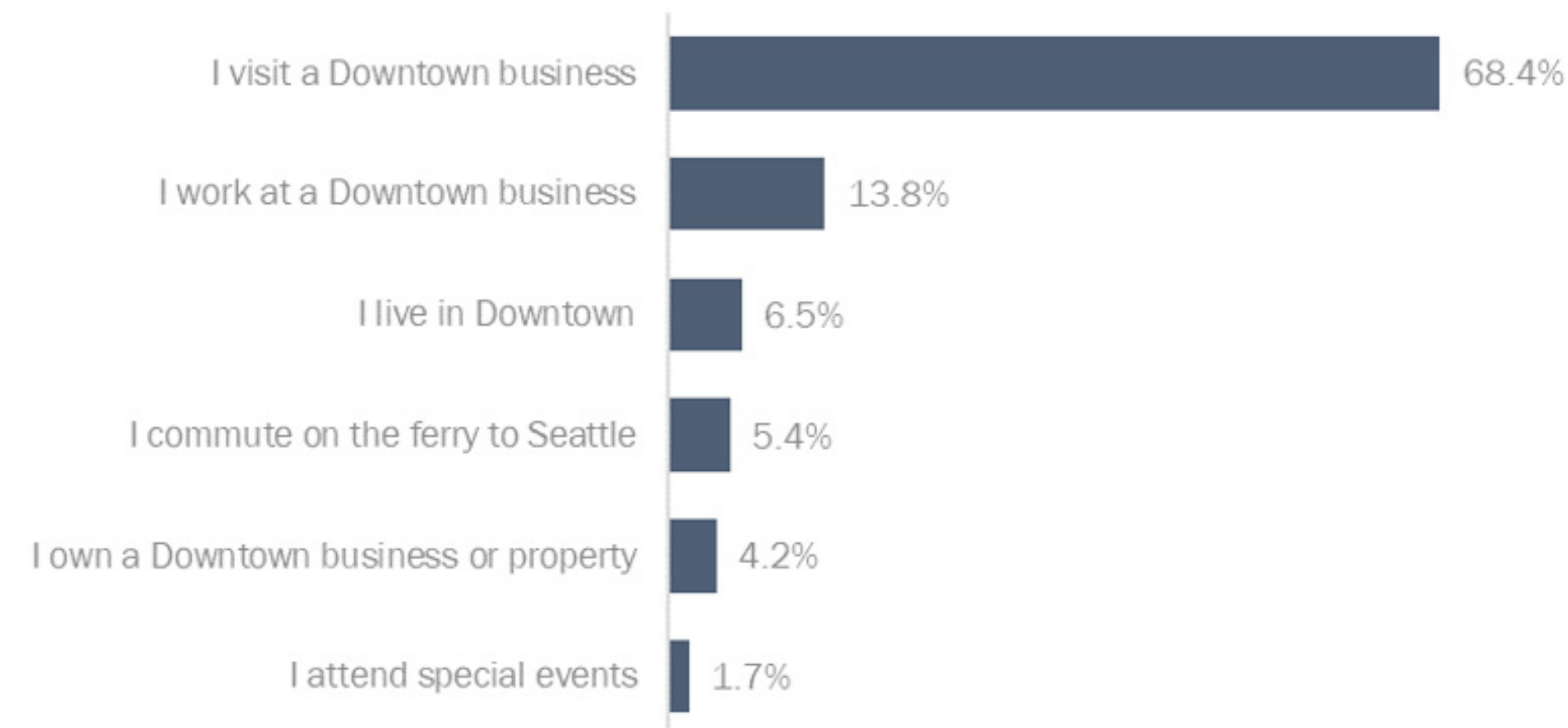
3. I find the parking experience in Downtown to be:

- Inconvenient and difficult — 35.1%
- Less convenient than other areas of the island but not bad for a Downtown — 27.1%
- A deterrent to coming Downtown — 24.0%
- Convenient and easy to find — 10.0%
- Not applicable - I do not drive when I come Downtown — 3.8%
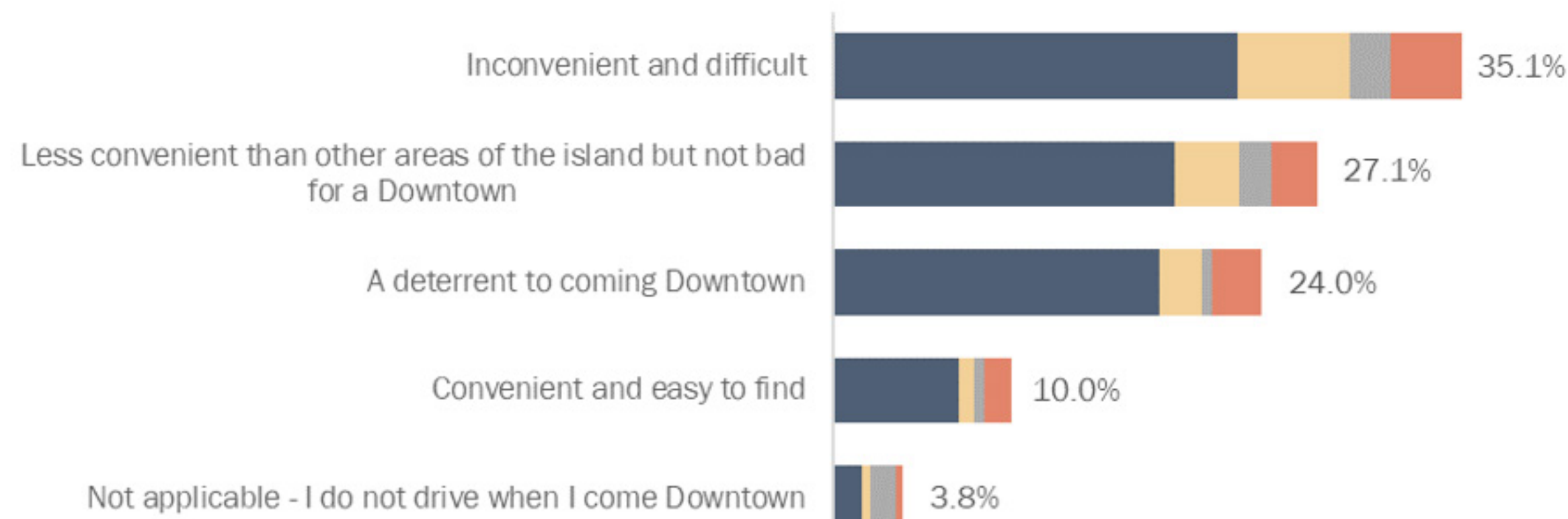
4. When I come to Downtown, I generally stay:

- One to three hours — 49.5%
- Less than an hour — 17.8%
- All Day — 14.0%
- Three to five hours — 13.5%
- All the time - I live in Downtown — 5.1%
- All day and overnight — 0.2%
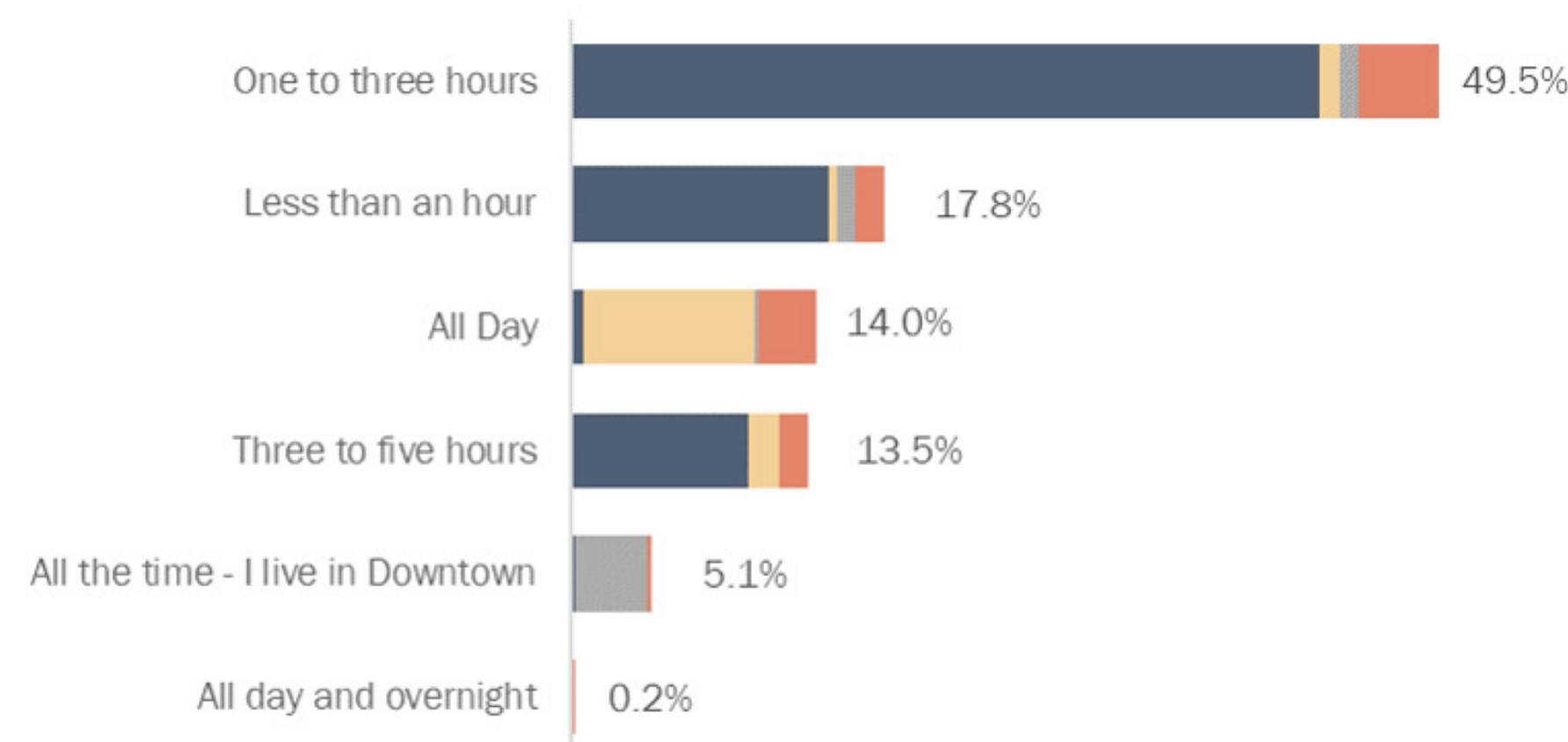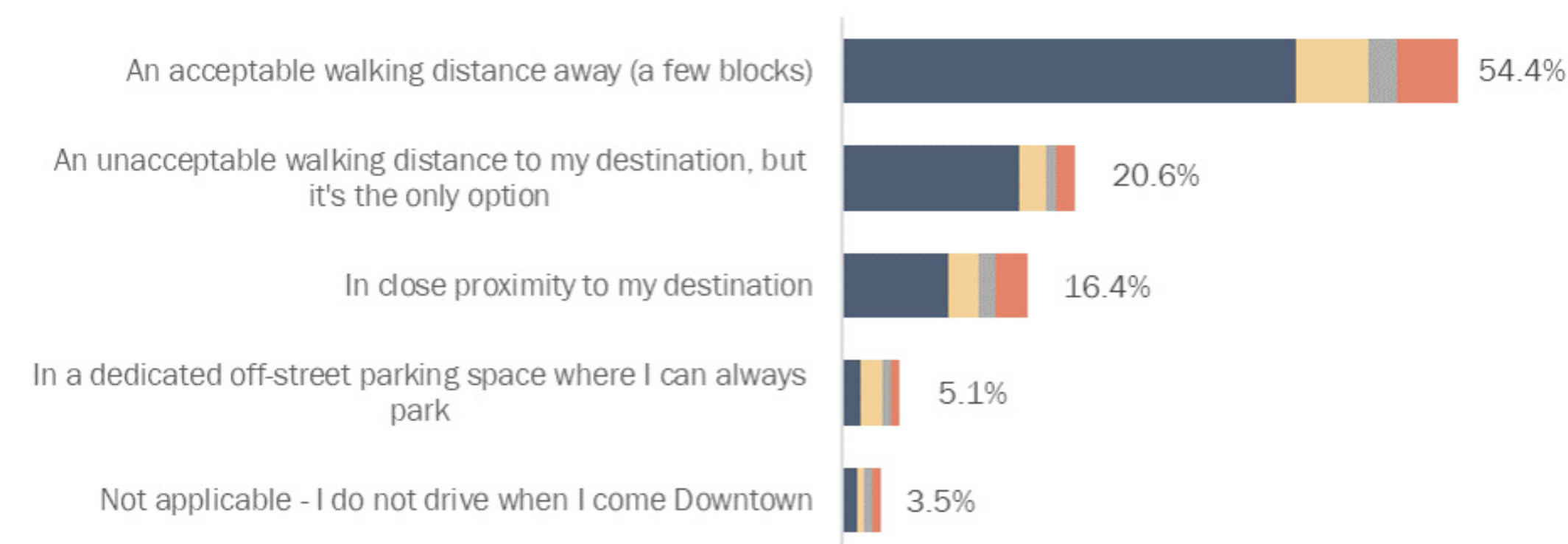
5. The parking strategy will address parking challenges to improve parking in Downtown Bainbridge Island. We are interested in understanding what people see as the biggest parking challenges (select all that apply).

- There is not enough parking — 66.3%
- Time limits don't align with the length of my trip — 22.4%
- There is not enough signage and information directing people to parking options — 21.2%
- Parking is poorly design and maintained (access, lighting, location, pedestrian paths, maintenance) — 18.4%
- Other — 15.7%
- Parking is too far from where I need to go — 10.7%
- There is too much space used for parking and not enough new development — 2.8%

8. When I go Downtown, I generally

- Park in a time-restricted on-street space closest to my destination — 51.0%
- Park in an off-street parking lot located near my destination — 24.7%
- Park in a non-time-restricted on-street space further from my destination — 10.3%
- Walk or bike — 7.7%
- Park in an on-street space with an employee permit — 2.6%
- Park in a disabled parking space with my disabled permit — 1.6%
- Take the ferry to Bainbridge from Seattle and walk off — 1.4%
- Take a Kitsap Transit bus — 0.7%

9. I generally find parking:

- An acceptable walking distance away (a few blocks) — 54.4%
- An unacceptable walking distance to my destination, but it's the only option — 20.6%
- In close proximity to my destination — 16.4%
- In a dedicated off-street parking space where I can always park — 5.1%
- Not applicable - I do not drive when I come Downtown — 3.5%

Legend: ■ Visit Downtown business ■ Work at a Downtown business ■ Live in Downtown ■ Other

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

Detailed survey results can be found in the Survey Summary on the project webpage:

http://www.bainbridgewa.gov/937/Downtown-Parking-Study

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Parking Inventory

On-Street Parking Stalls - 387 (8%)
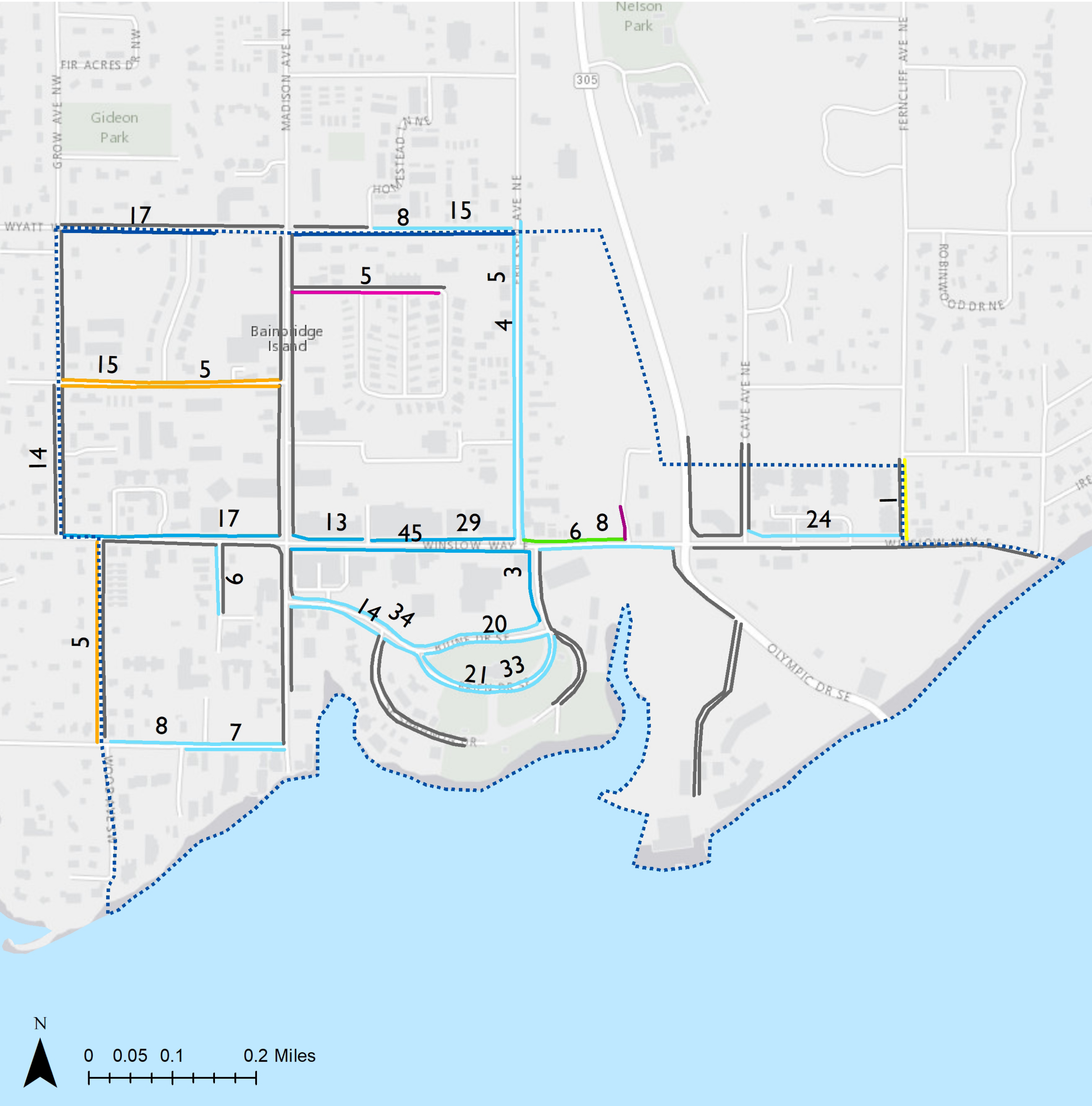
Bainbridge Island

On-Street Parking
Restrictions & Inventory

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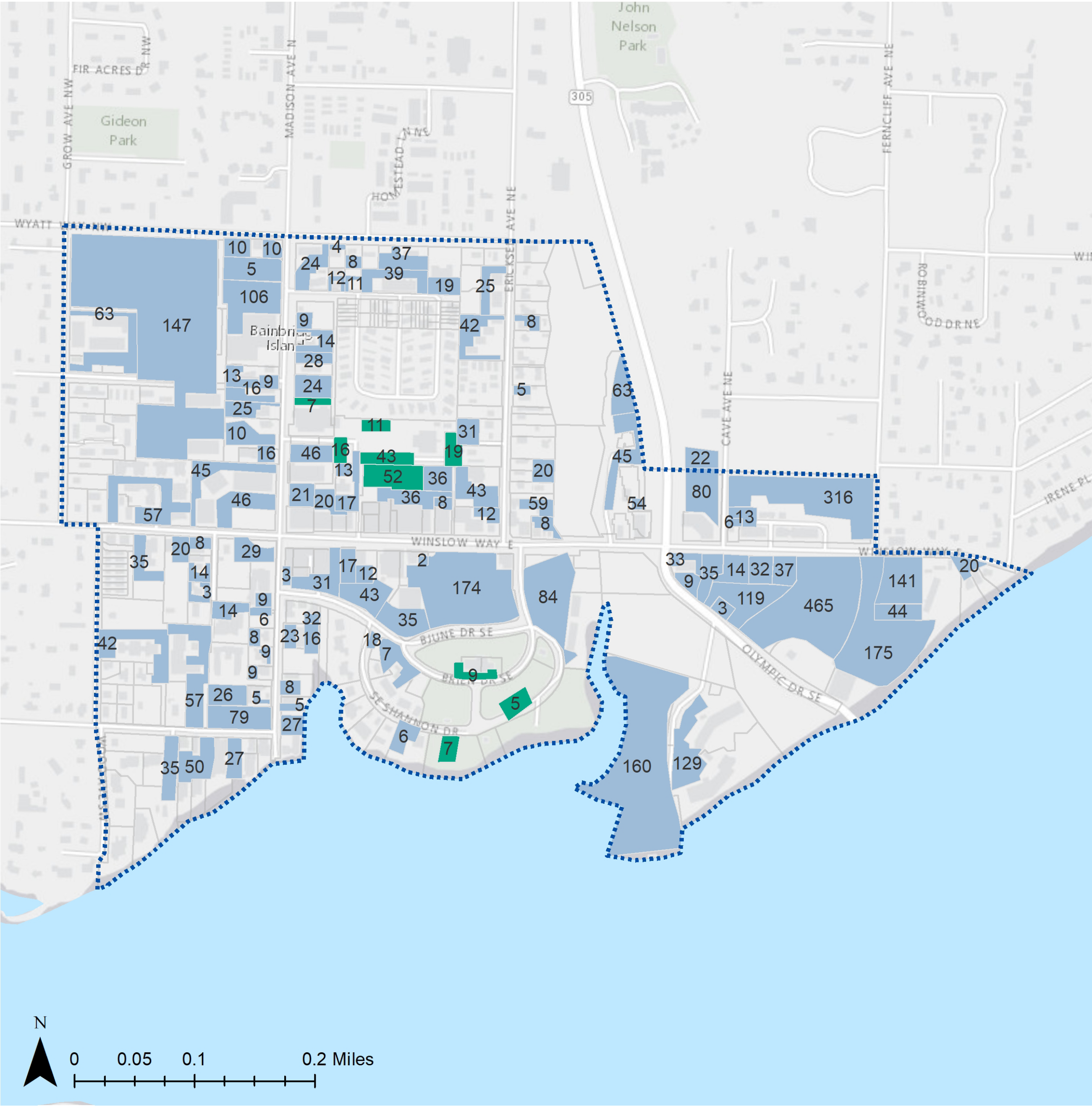- No Restriction
- Private Parking

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

N

0 0.05 0.1   0.2 Miles

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

Bainbridge Island

Off-Street Lot
Ownership & Inventory

Legend:
- Study Area Boundary
- Private
- Public

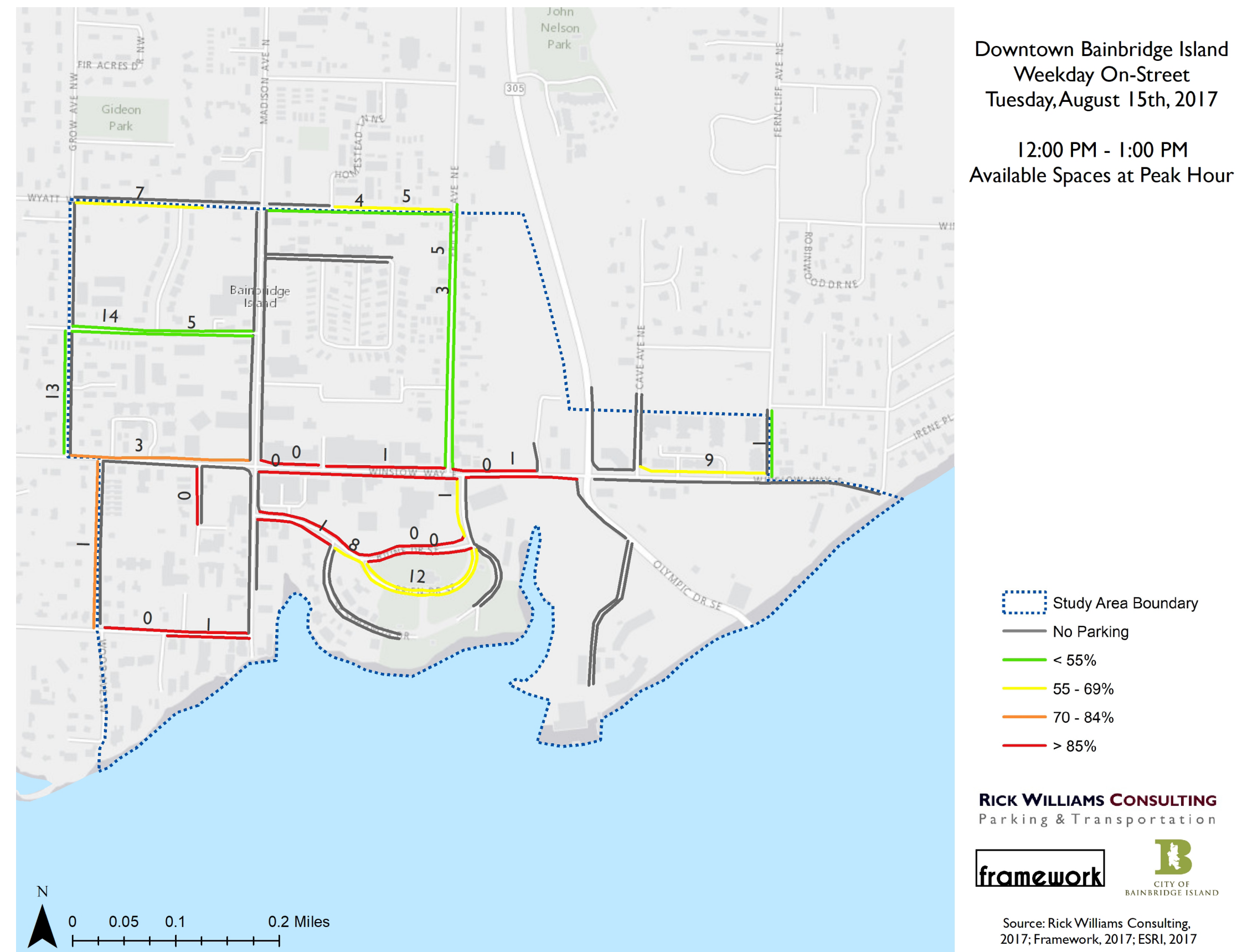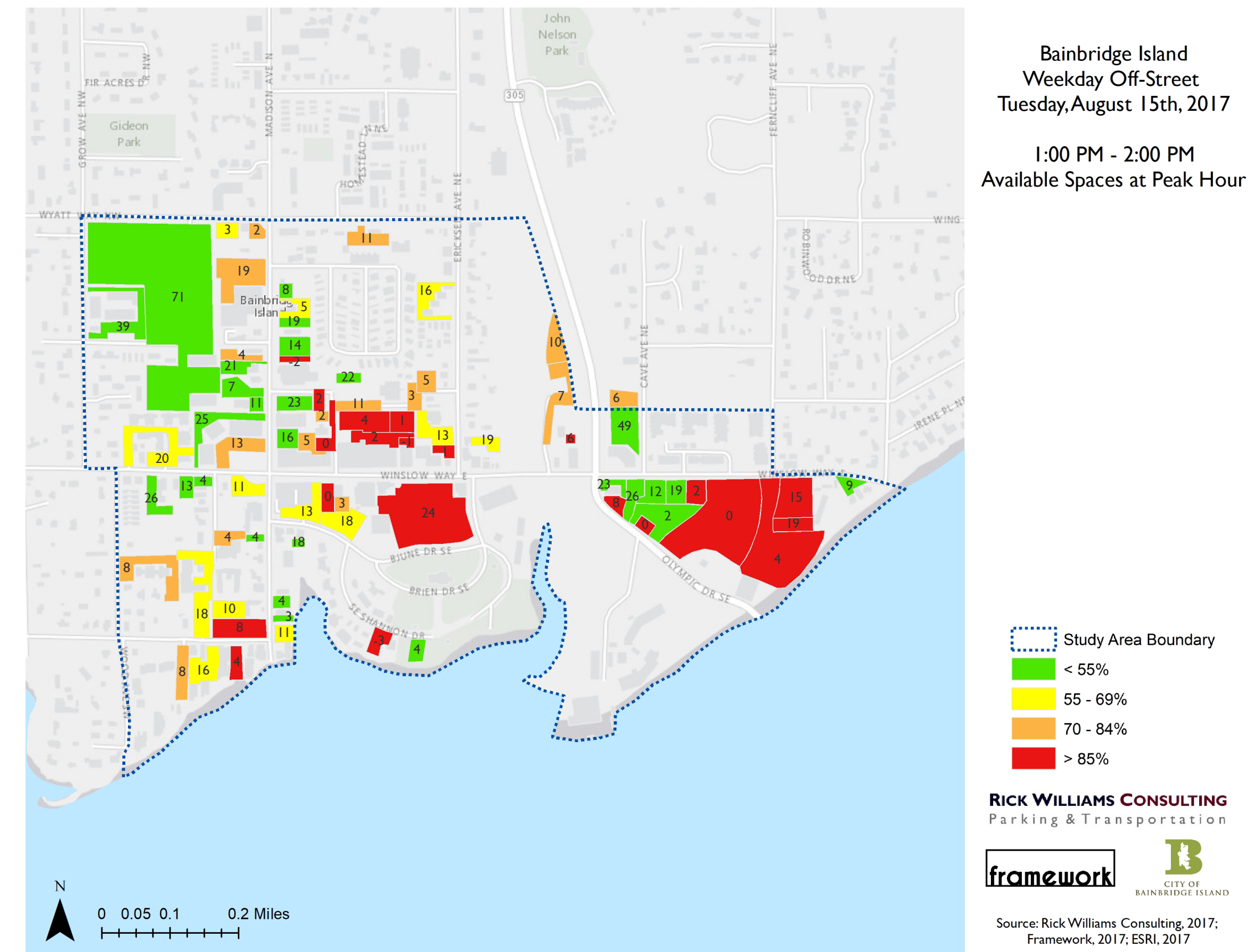**RICK WILLIAMS CONSULTING**
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Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

N

0 0.05 0.1   0.2 Miles

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Data Collection - Weekday

On-Street Peak Occupancy (75.1%)

Downtown Bainbridge Island
Weekday On-Street
Tuesday, August 15th, 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; ESRI, 2017

Off-Street Peak Occupancy (74.4%)

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

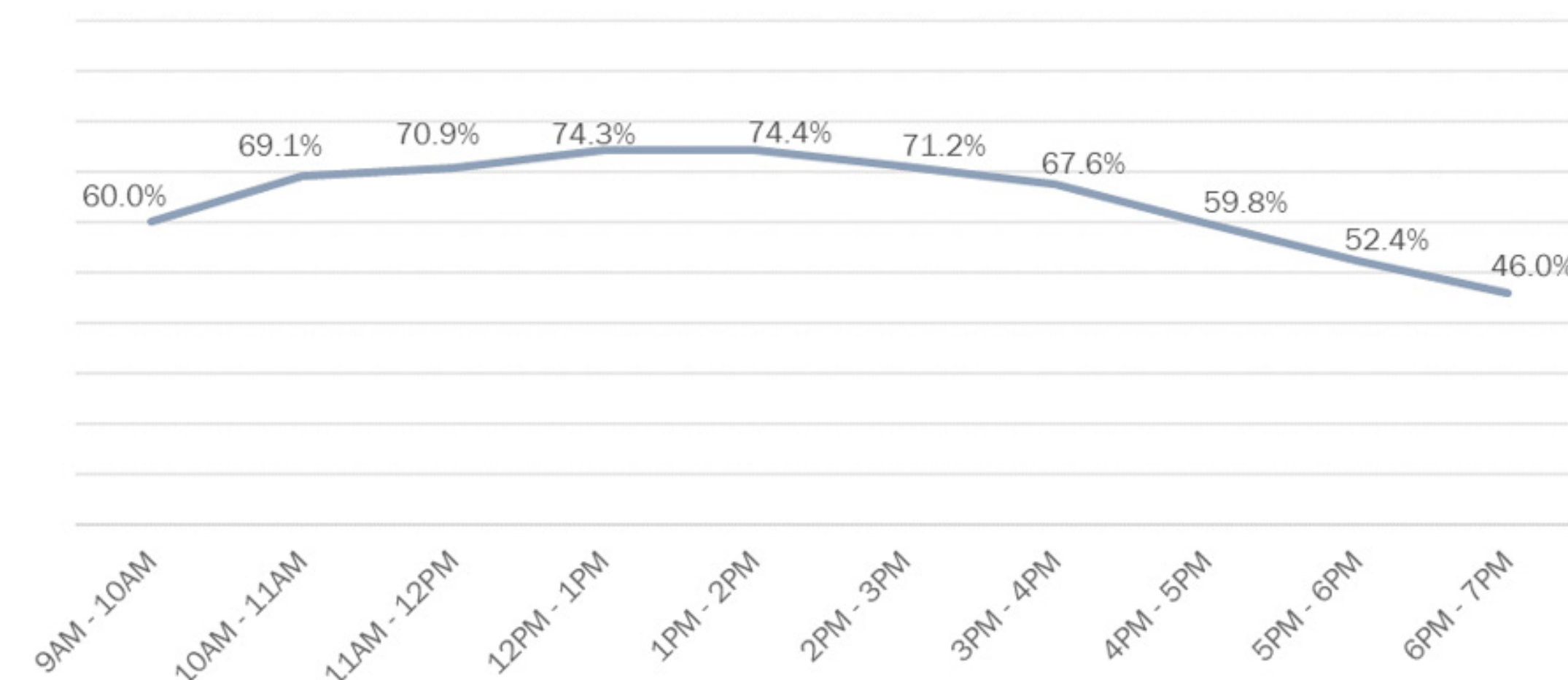## Parking Behavior

» 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
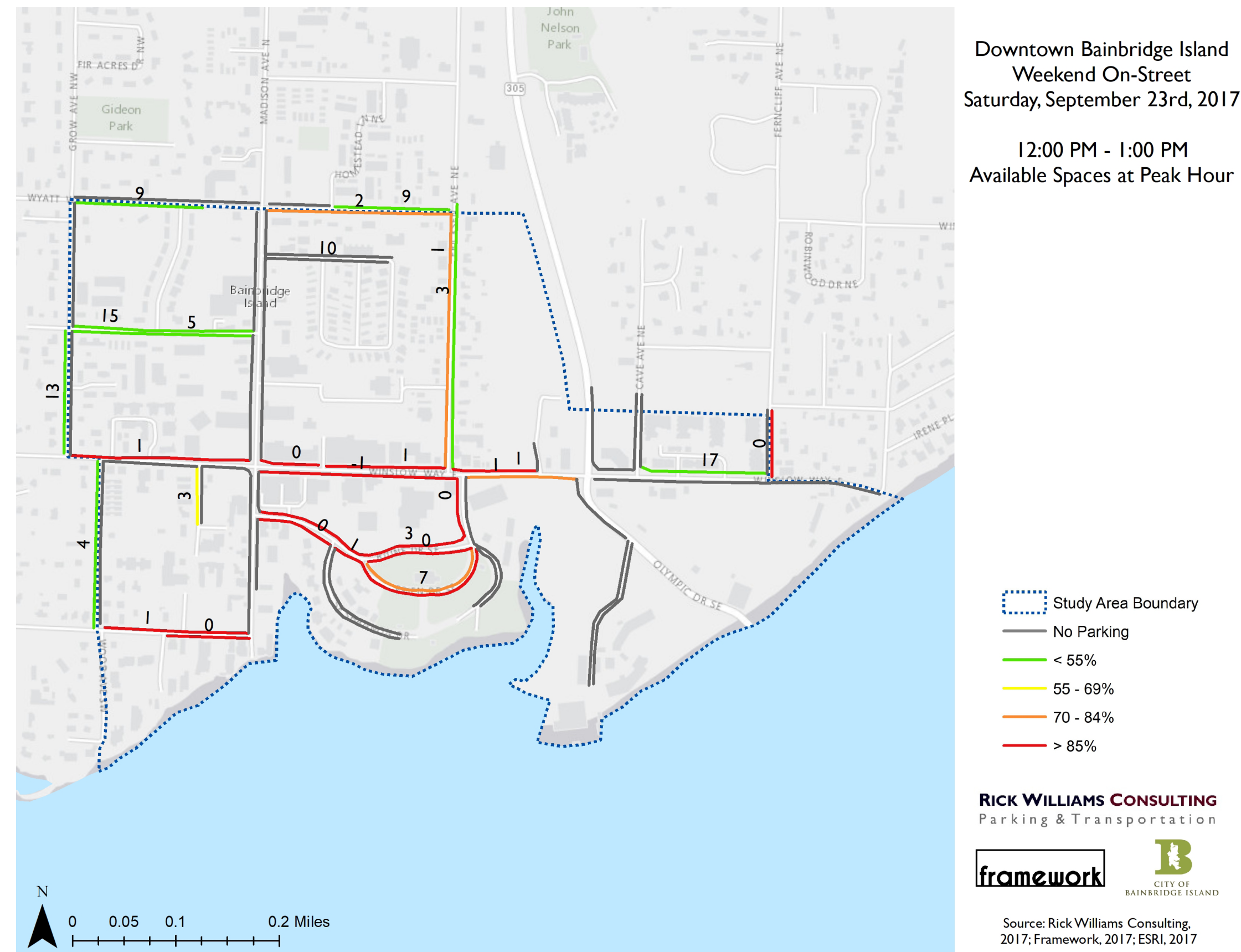- 1-Hour/42 Minutes for non-permitted vehicles
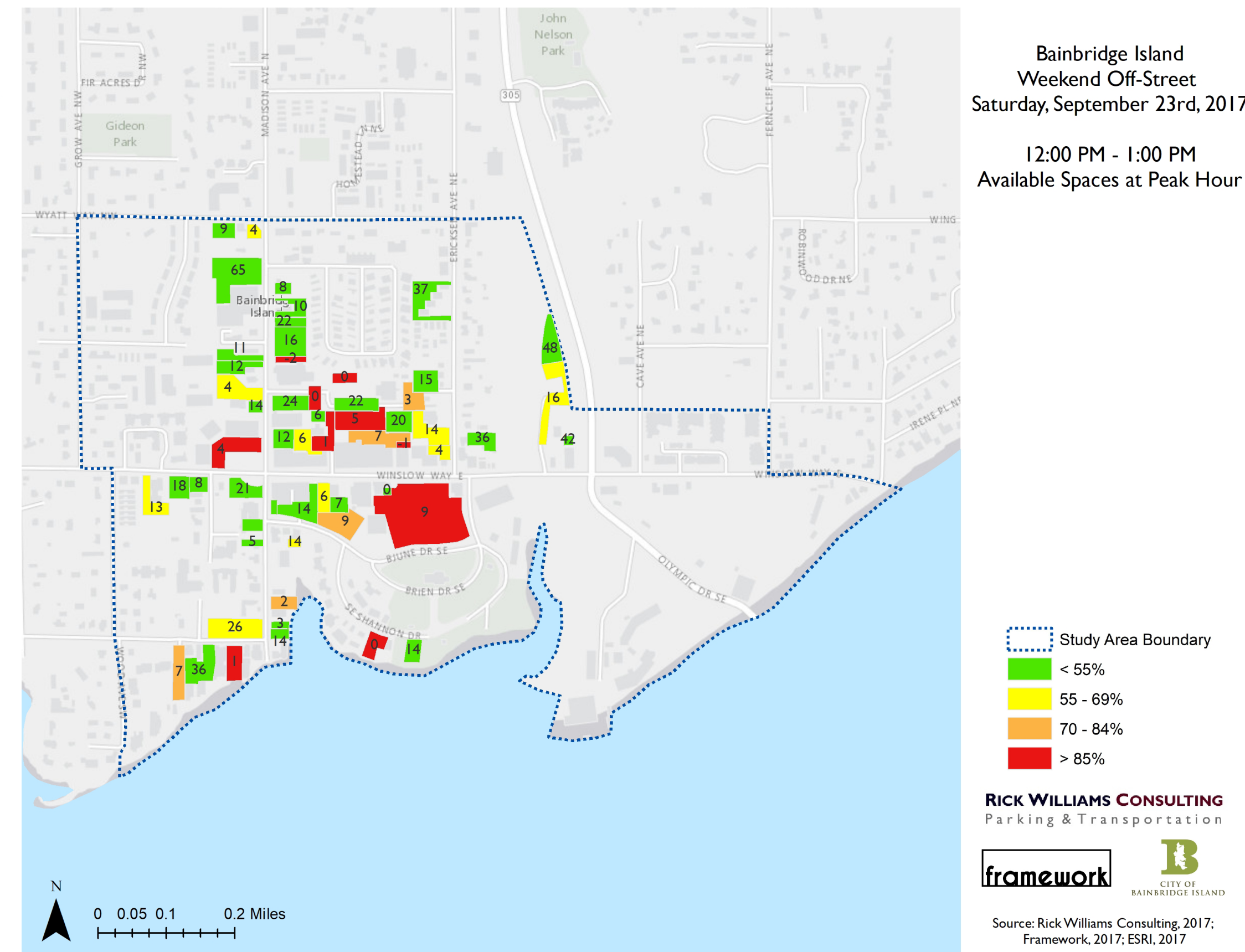
» Violation Rate 8.6%

On-Street Occupancy Trends

Off-Street Occupancy Trends

Tuesday August 15, 2017
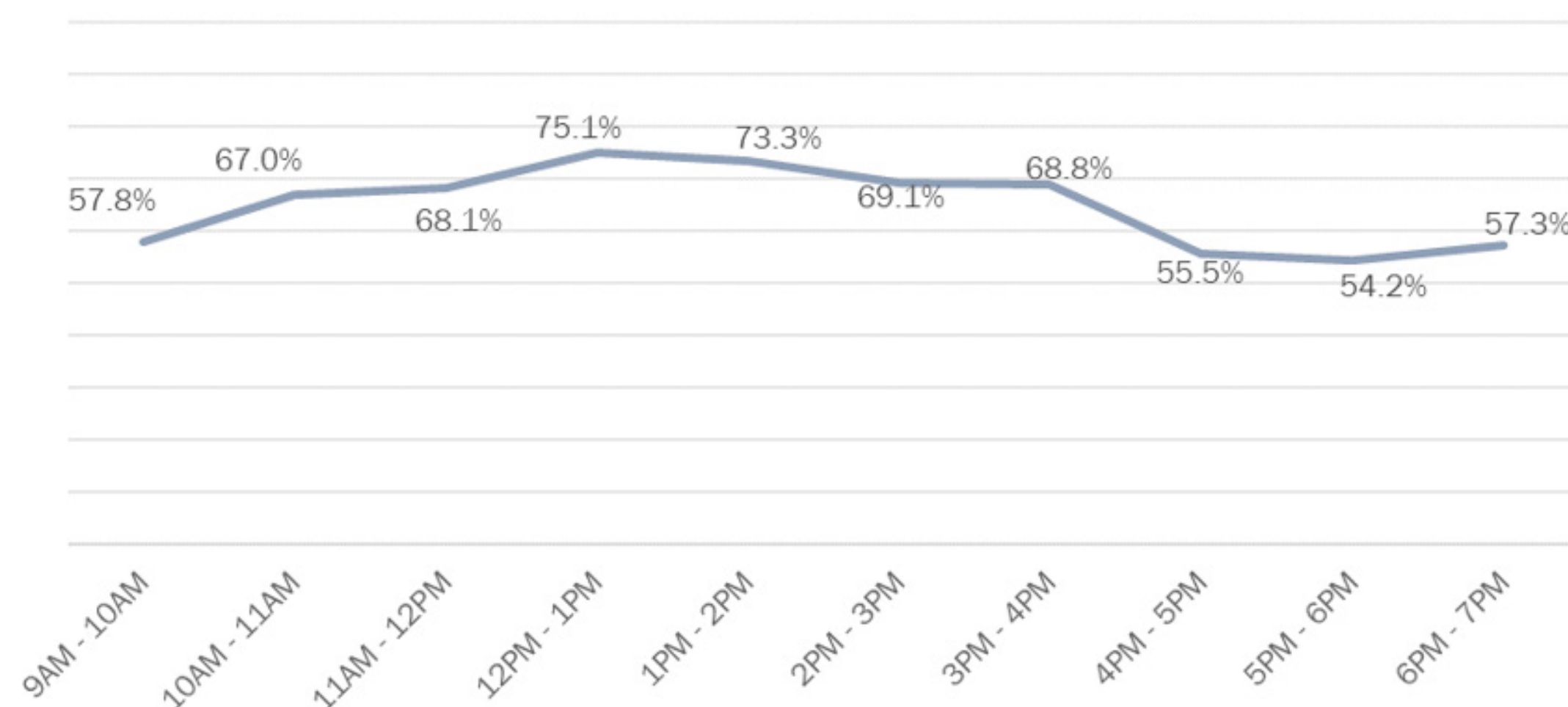
Data Collection - Weekend

On-Street Peak Occupancy (74.3%)

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%

N
0 0.05 0.1   0.2 Miles

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

Off-Street Peak Occupancy (56.8%)

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%

N
0 0.05 0.1   0.2 Miles

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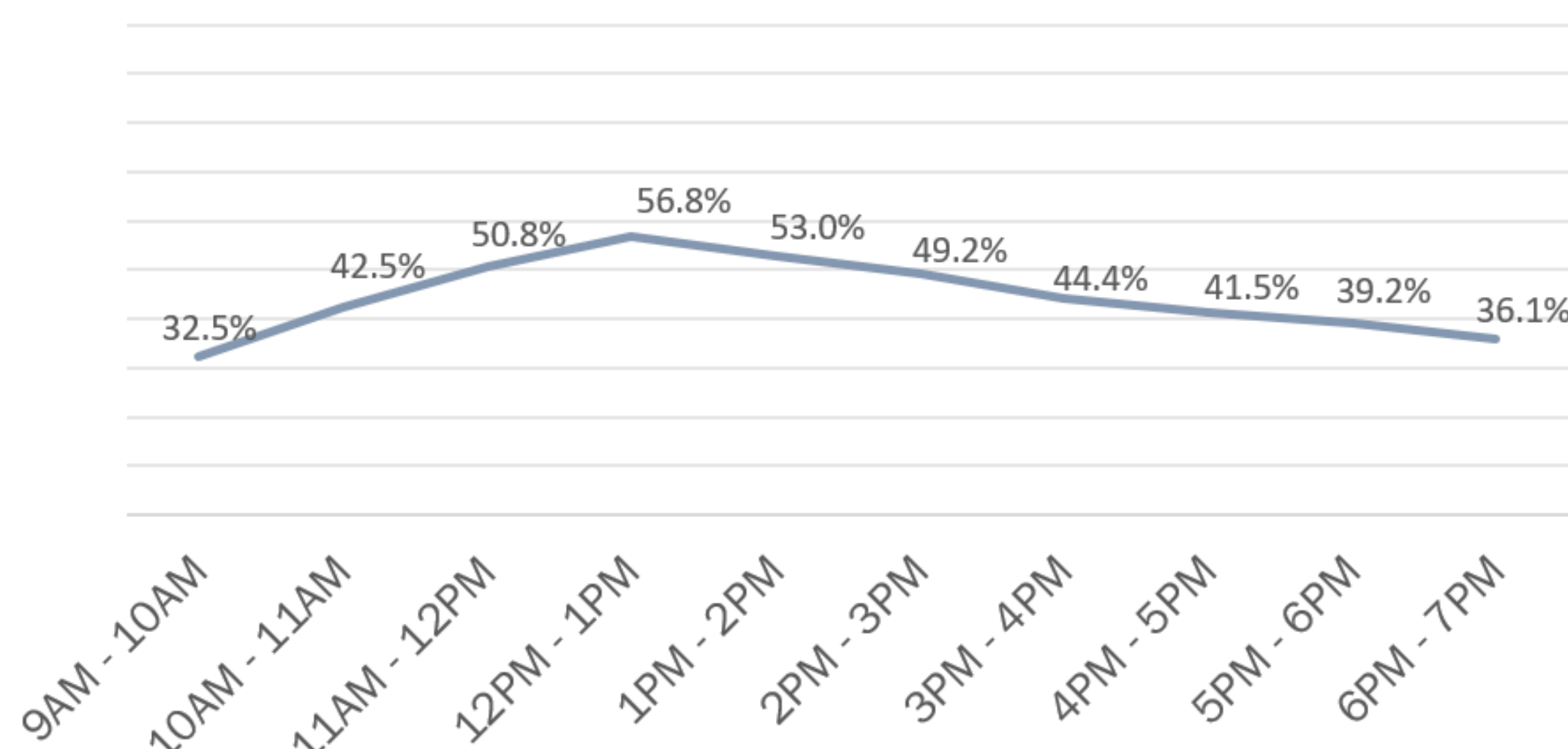Source: Rick Williams Consulting, 2017;
Framework, 2017; ESRI, 2017

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

35.9% | 45.9% | 54.0% | 59.9% | 54.6% | 51.5% | 47.4% | 43.4% | 40.1% | 38.9%

9AM - 10AM | 10AM - 11AM | 11AM - 12PM | 12PM - 1PM | 1PM - 2PM | 2PM - 3PM | 3PM - 4PM | 4PM - 5PM | 5PM - 6PM | 6PM - 7PM

Off-Street Occupancy Trends

32.5% | 42.5% | 50.8% | 56.8% | 53.0% | 49.2% | 44.4% | 41.5% | 39.2% | 36.1%

9AM - 10AM | 10AM - 11AM | 11AM - 12PM | 12PM - 1PM | 1PM - 2PM | 2PM - 3PM | 3PM - 4PM | 4PM - 5PM | 5PM - 6PM | 6PM - 7PM

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Saturday September 23, 2017
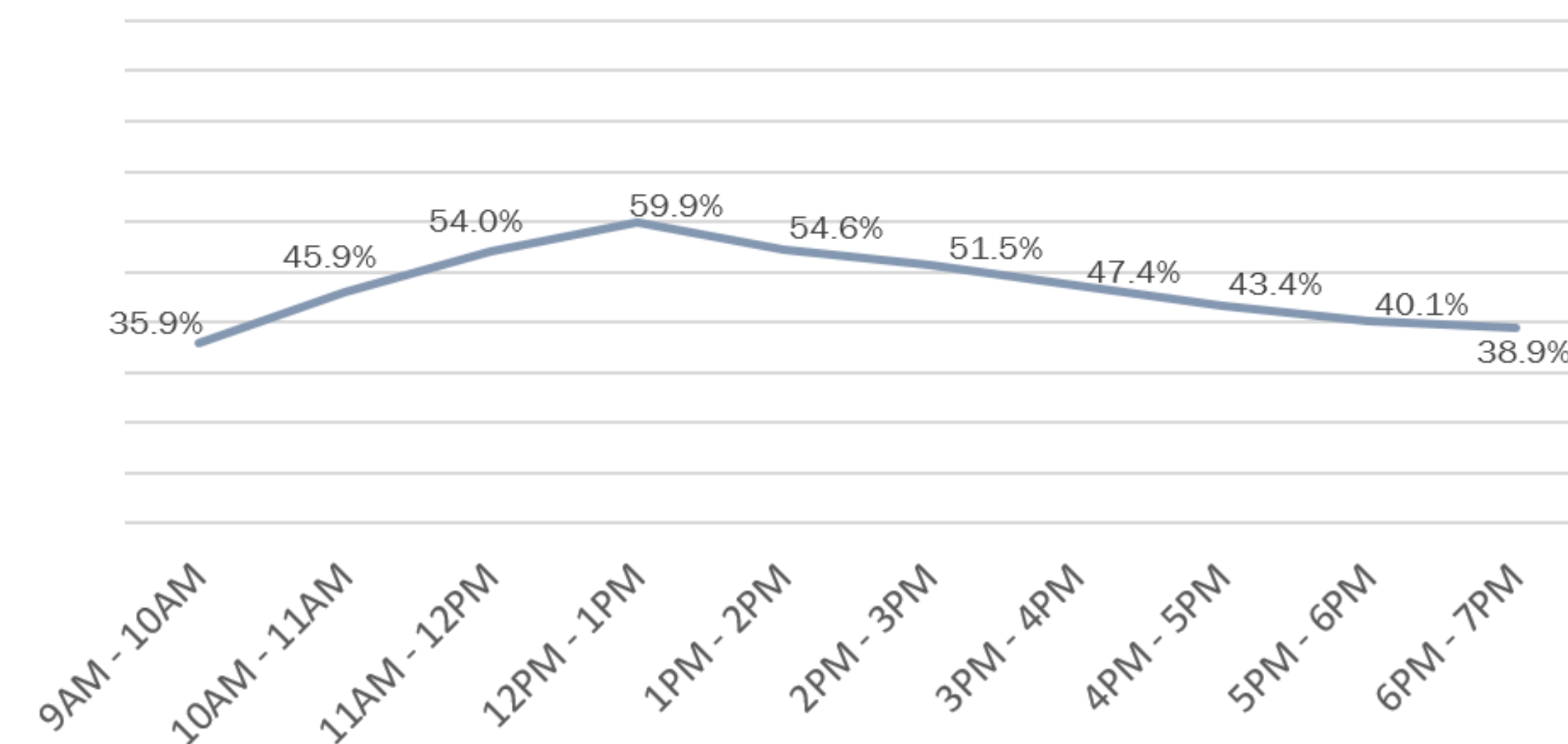
Parking Strategy Concepts

Strategy	Purpose	Data Findings + Description
#1 **Simplify management of the on-street system through consistent time limits of 2 or 3-hours.**	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.	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.
#2 **Assess the feasibility of an off-street shared parking program to increase parking options and access to Downtown.**	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.	The peak use of the off-street system was about 75%. At peak use there were approximately 1,150 parking stalls not being used.
#3 **Invest in programs and facilities to increase non-motorized and transit access (including by ferry) to Downtown.**	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.	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.
#4 **Assess the feasibility of adding on-street parking by converting streets to one-way travel.**	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.	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.
#5 **Assess the feasibility of adding on-street parking by improving current streets.**	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.	As with strategy #4, the existing on-street parking system of 387 on-street parking stalls is limited.
#6 **Revise the Employee Parking Program.**	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.	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.
#7 **Assess the feasibility of building new parking supply.**	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.	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.

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