



CITY OF  
BAINBRIDGE ISLAND

INFRASTRUCTURE BALLOT  
MEASURE TASK FORCE  
WEDNESDAY, NOVEMBER 1, 2017  
6:30 – 8:00 PM  
CITY HALL  
COUNCIL CHAMBERS  
280 MADISON AVENUE NORTH  
BAINBRIDGE ISLAND, WA 98110

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## AGENDA

Members:	Demi Allen Dominique Cantwell James Cash John Ellis Lucille Fox Greg Geehan	Lief Horwitz Tom Kelly Juliet LeDorze Jason McLennan Jim McNett Kelly Muldrow	James Quitslund Kjell Stoknes Steve Sutorius Todd Tinker Barbara Tolliver Priscilla Zimmerman
Liaisons:	Councilmember Medina	Councilmember Scott	

1. CALL TO ORDER
2. CITIZEN COMMENTS
3. PARKING STUDY REPORT FROM FRAMEWORK
4. TASK FORCE DELIVERABLES TIMELINE
5. SUBCOMMITTEE REPORTS
  - A. FINANCE
  - B. NON-MOTORIZED
  - C. TOWN SQUARE/PARKING
6. CITIZEN COMMENTS
7. ADJOURN



CITY OF  
BAINBRIDGE ISLAND

# Downtown Parking Strategy

Open House – October 12, 2017

**framework**

# Project Overview + Study Area

- Parking Inventory
- Data Collection
  - Weekday
  - Weekend
- Public Outreach
  - Online Survey
  - Stakeholder Interviews
  - Task Force Meetings
- Parking Strategies



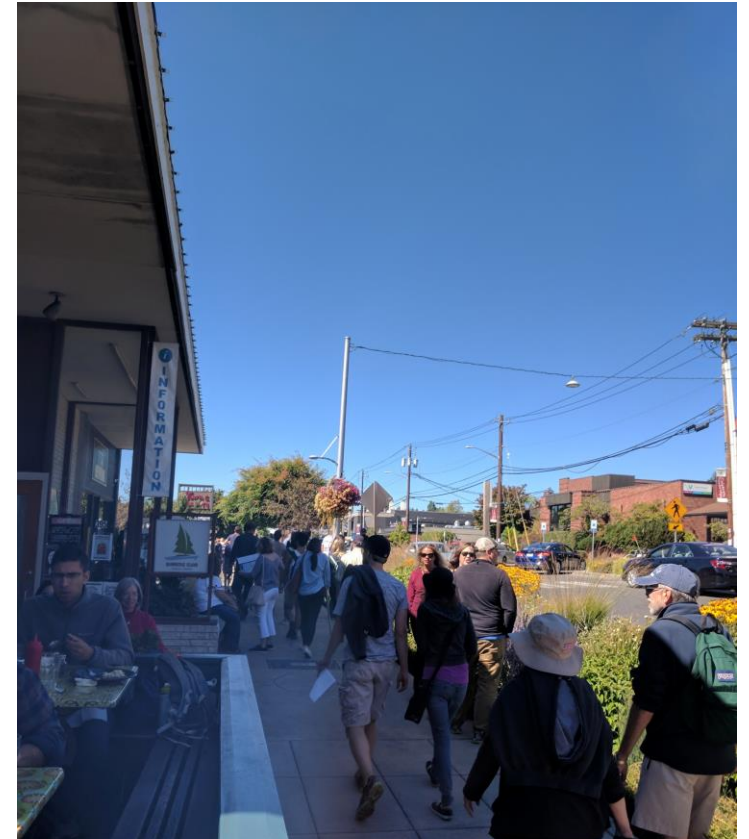
# Parking 101: The Role of Parking

- An expensive asset and investment
- An amenity that supports downtown and economic development
- Provides access to residential neighborhoods and supports quality of life
- A resource that needs management
- Overlapping parking needs and impacts
- Access to employment centers



# Parking 101: Why Manage Parking?

- Limited and expensive resource
  - On-street parking is finite and high value parking
- Get the right people in the right parking stall
  - Minimize impacts from parking spillover
  - Support customer and visitor access
  - Support employee access
- Turnover is good for businesses; particularly ground level retail
  - Customers appreciate available parking; reduces anxiety
- Maximize use of existing parking before building more
  - There are fixed numbers of spaces at any given time so need to use efficiently (70 - 85% occupancy standard)
- Balance supply and demand
- Encourage transportation options for access



Structured parking costs between \$35,000 and \$45,000 per stall

# Parking 101: What is the City's Role?

- Parking providers (surface lots and on-street) and managers
  - Enforcement
  - Pricing
  - Management
- Parking regulators
  - Optimize current system
  - Minimize related impacts on residential neighborhoods
  - Support economic development goals
  - Support mobility goals
  - Support Downtown
- Policy-makers
- Maintenance
- Safety



# Parking 101: The Value of a Parking Stalls

## On-Street

- On-street stalls help generate retail sales and/or taxes
- Value is based on average turnover and the average retail transaction per stall
- When there is low turnover (such as when employees park on-street long-term) there are missed opportunities for retail transactions

## Off-Street

- Costs include construction and long-term financing
- Paid for by private developer or city
- May be required by the City for new development
- Some costs passed on to residential or commercial tenants through rents or parking fees
- Some costs passed on to users (customers, employees, etc) through parking fees, surcharges, or fines
- Some costs passed on to citywide residents through taxes, levy, etc.

## Vancouver, WA Example



# Stakeholder Interview Themes

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- Parking and Future Growth
- Parking Experience
- Parking Logistics and Circulation
- Employee Parking Challenges
- Ferry Parking Challenges
- High Activity Waterfront Park
- Trailer Parking on Bjune
- Off-Street Parking is Hard to Find and Poorly Signed
- A Multi-Modal Downtown
- Residential Parking Challenges
- Parking for New Development

*“It is appropriate to encourage employees to use mass transit, park and rides, biking, walking, etc.”*

*“Signage isn’t connecting people to the parking that is available.”*

*“Bainbridge is only going to continue to grow, and for the City to grow and for it to work there needs to be more parking.”*

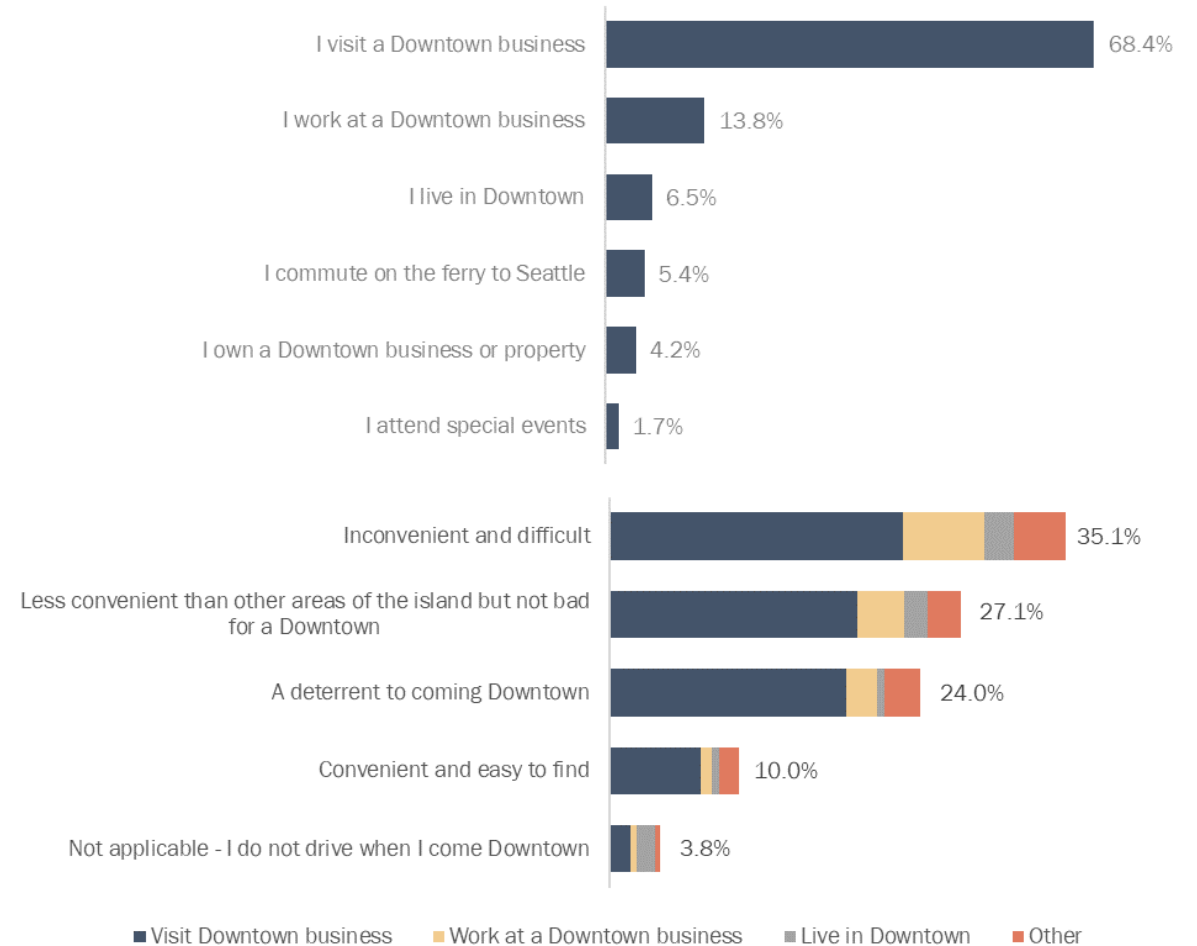
*“Employees have parking permits but often the employee parking is full by the 10 AM...Retailers are pretty hard on their employees about parking on Winslow Way*

# Online Survey Results



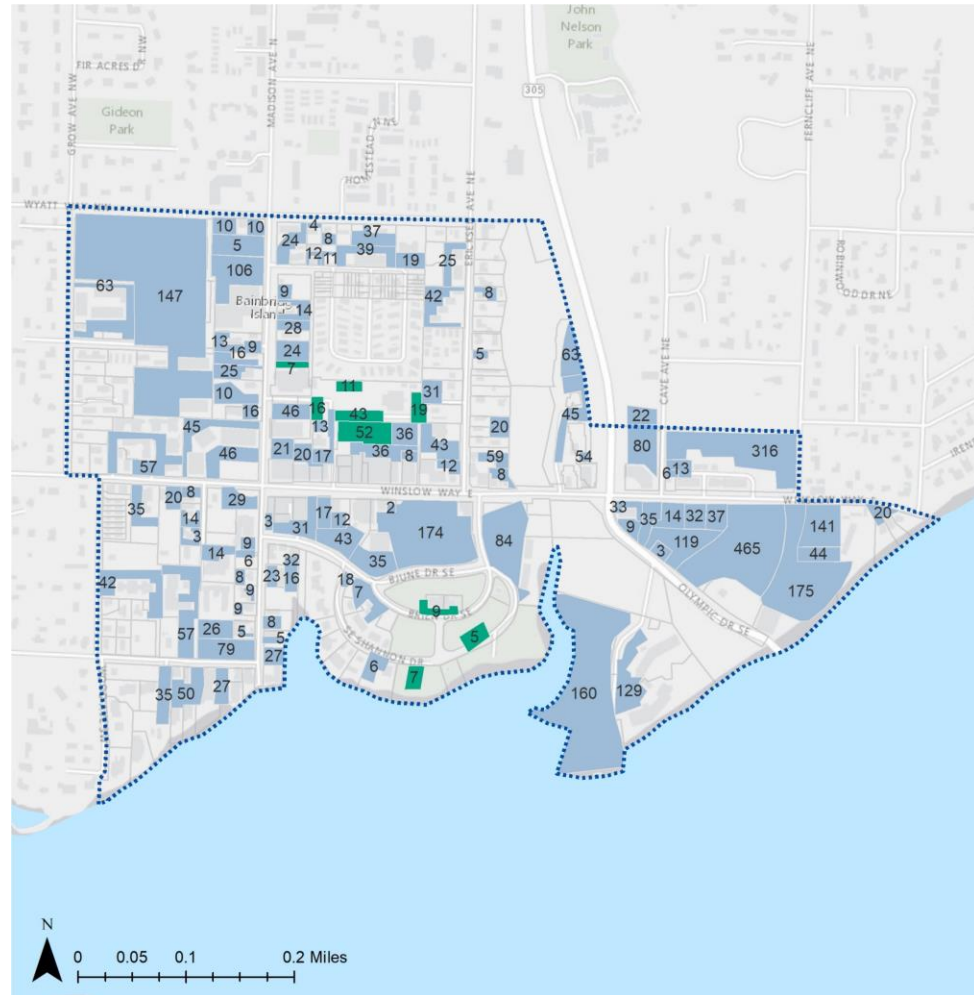
572 Responses

- 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

- 4,856 Parking Stalls
  - 387 On-Street (8%)
  - 4,469 Off-Street (92%)
- Stalls Surveyed
  - Weekday 3,376 stalls
  - Weekend 1,659 stalls
    - Focused near Winslow (West of 305)



Bainbridge Island  
Off-Street Lot  
Ownership & Inventory

- ▭ Study Area Boundary
- Private
- Public

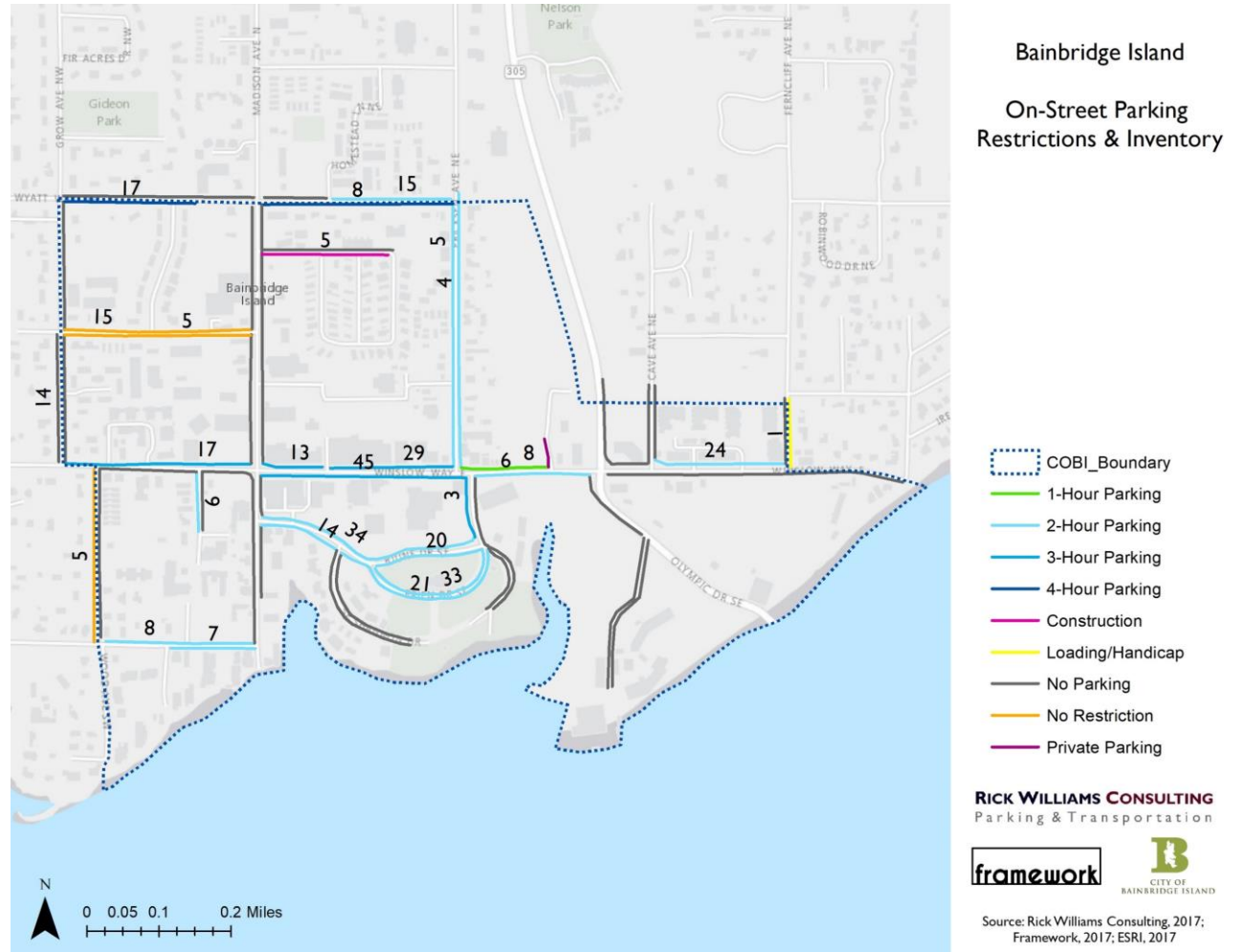
**rick williams consulting**  
Parking & Transportation



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

# Parking Inventory

- 4,856 Parking Stalls
  - 387 On-Street (8%)
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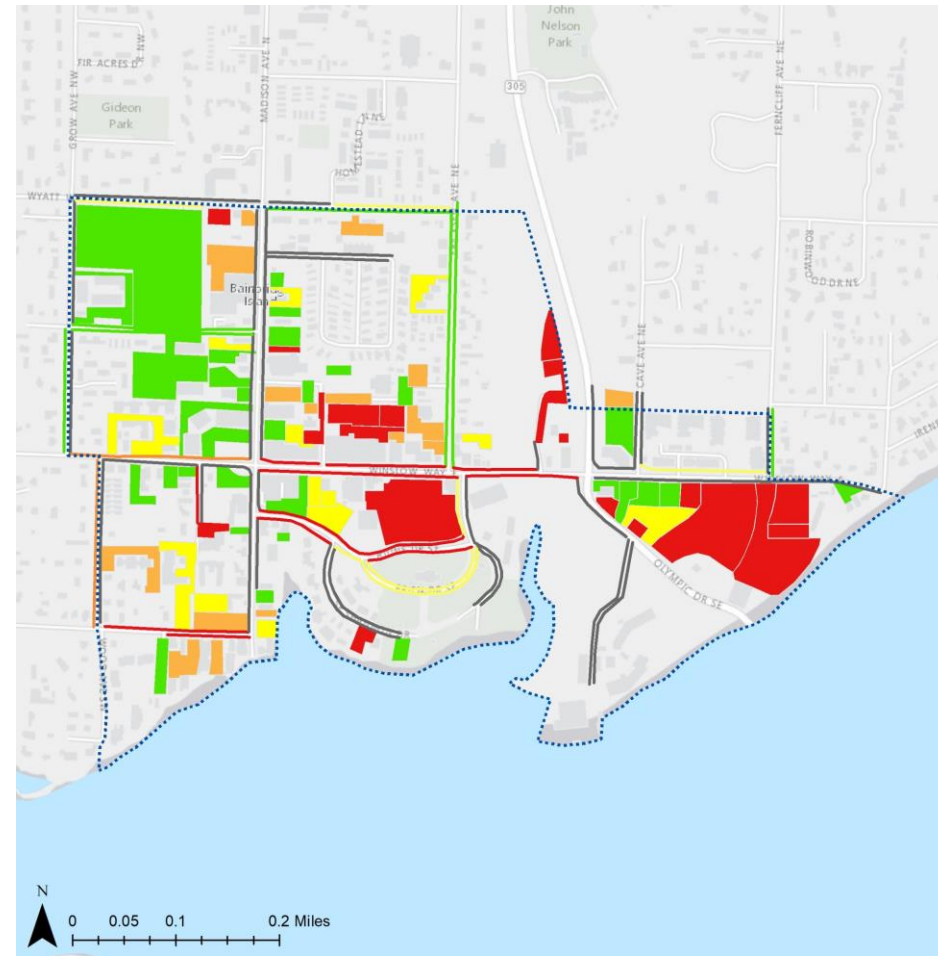
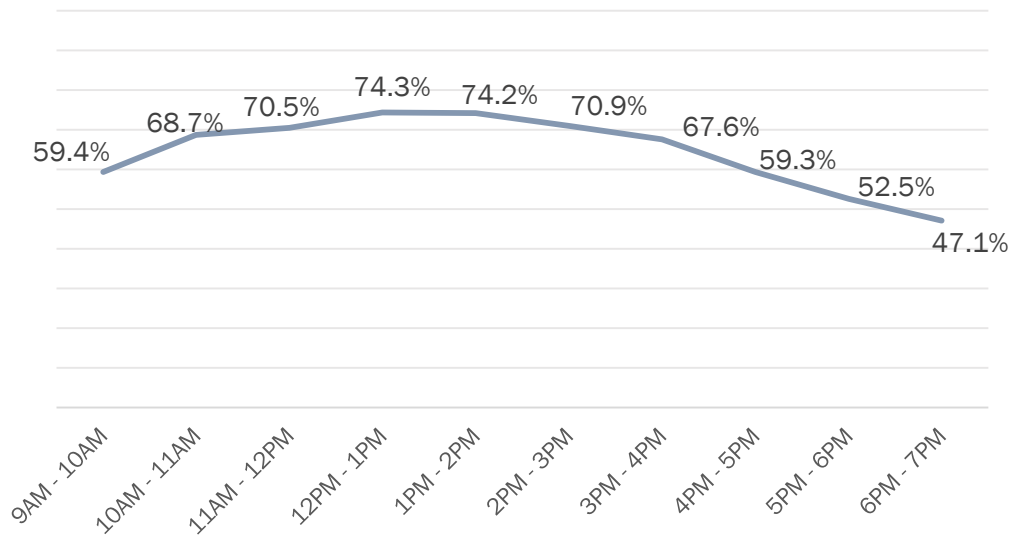


# Data Collection – Weekday Systemwide

Tuesday August 15, 2017

- Peak Use - 12pm to 1pm
- 74.3% Occupancy at Peak
  - 75.1% On-Street
  - 74.3% Off-Street

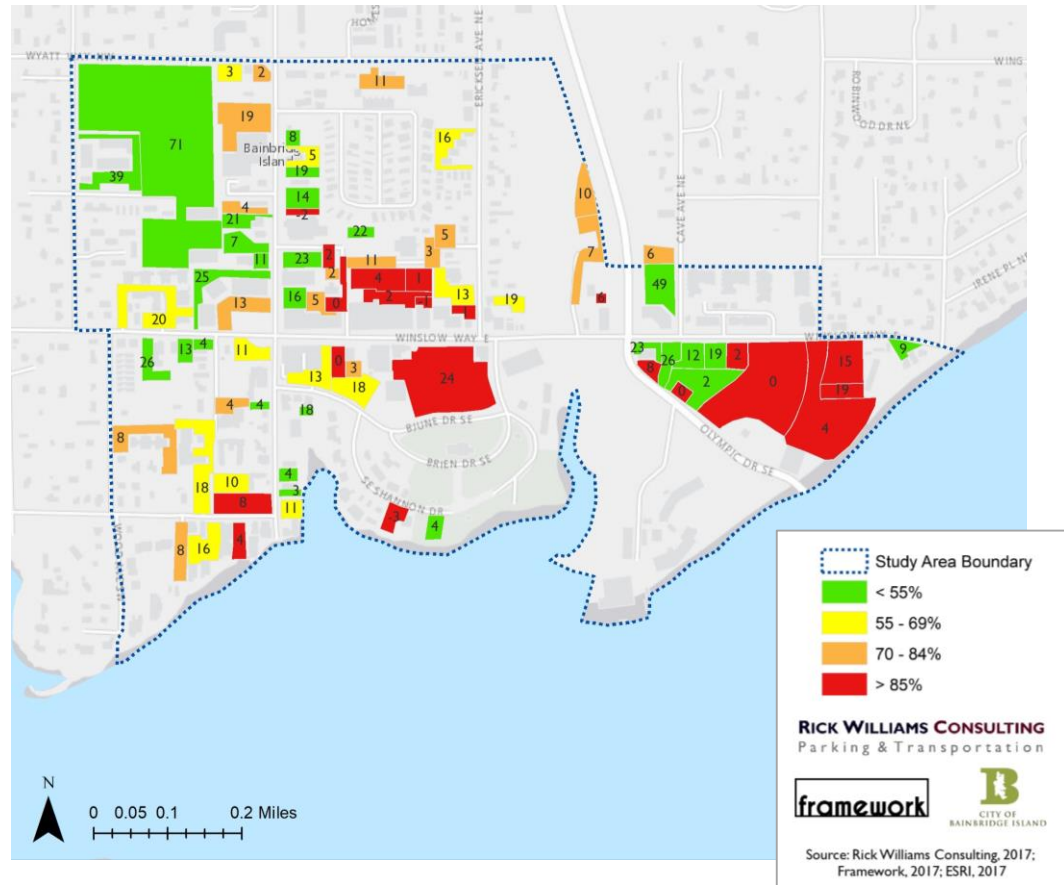
## Occupancy Trends



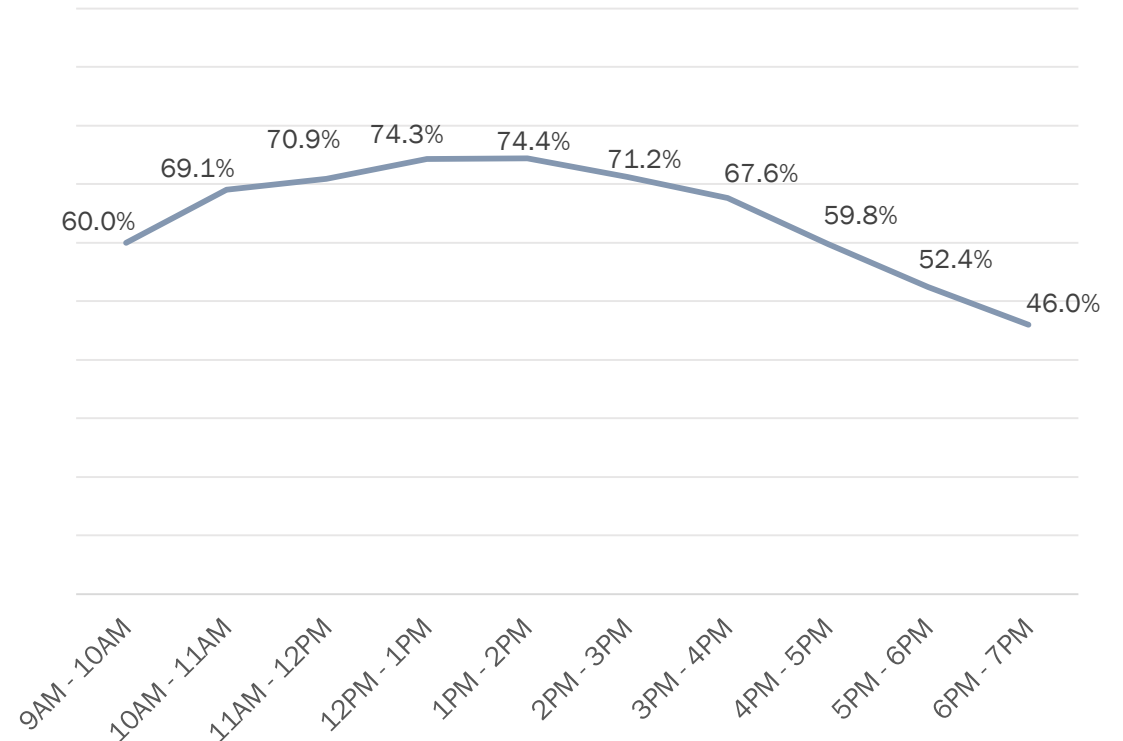
# Data Collection – Weekday Off-Street

Tuesday August 15, 2017

## Peak Occupancy + Available Stalls



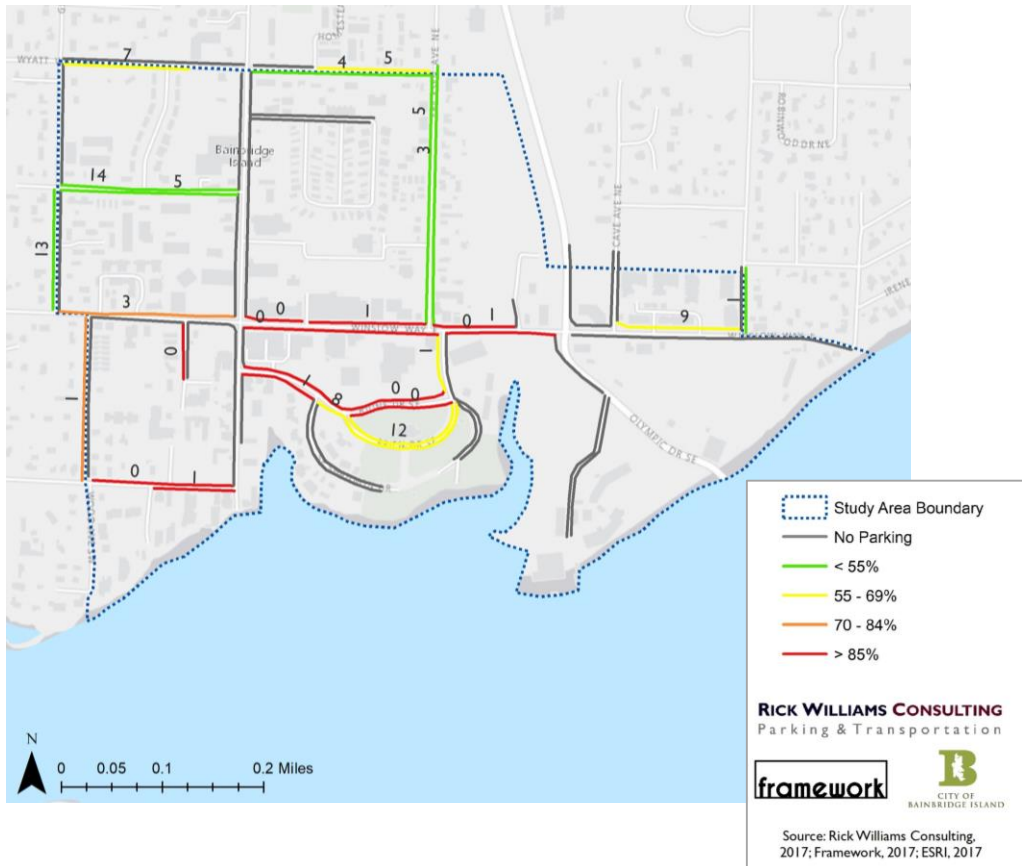
## Off-Street Occupancy Trends



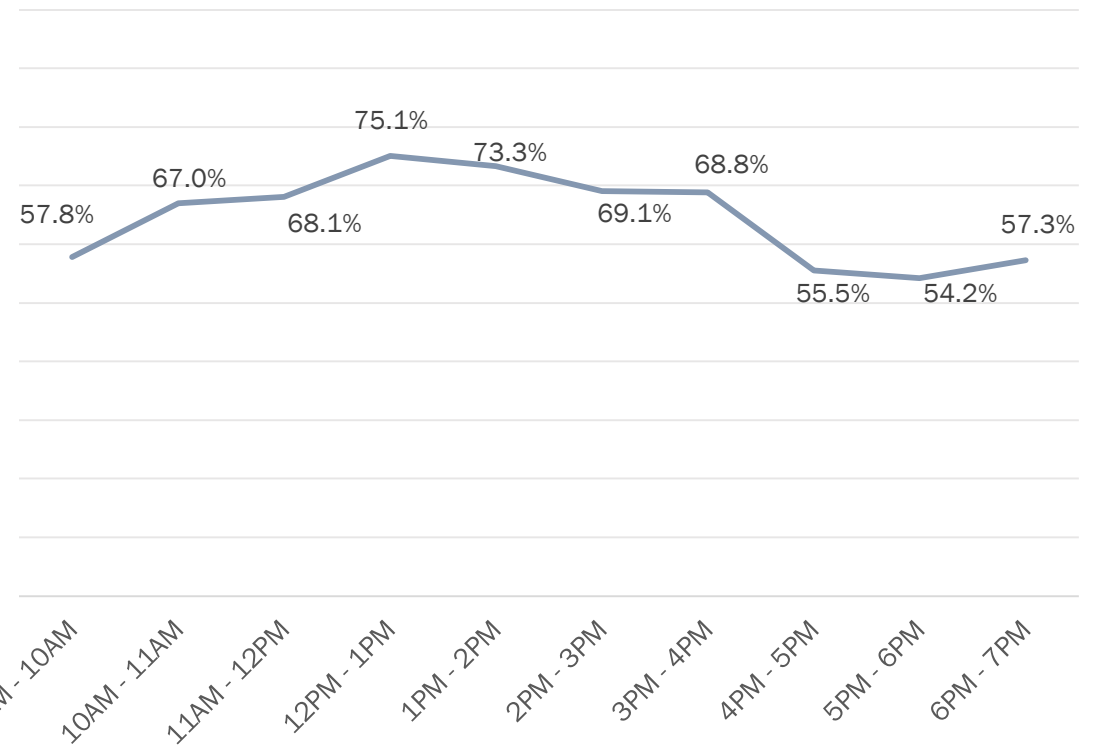
# Data Collection – Weekday On-Street

Tuesday August 15, 2017

## 95 Stalls Available at Peak



## On-Street Occupancy Trends



# Data Collection - Weekday

Tuesday August 15, 2017

- **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%**

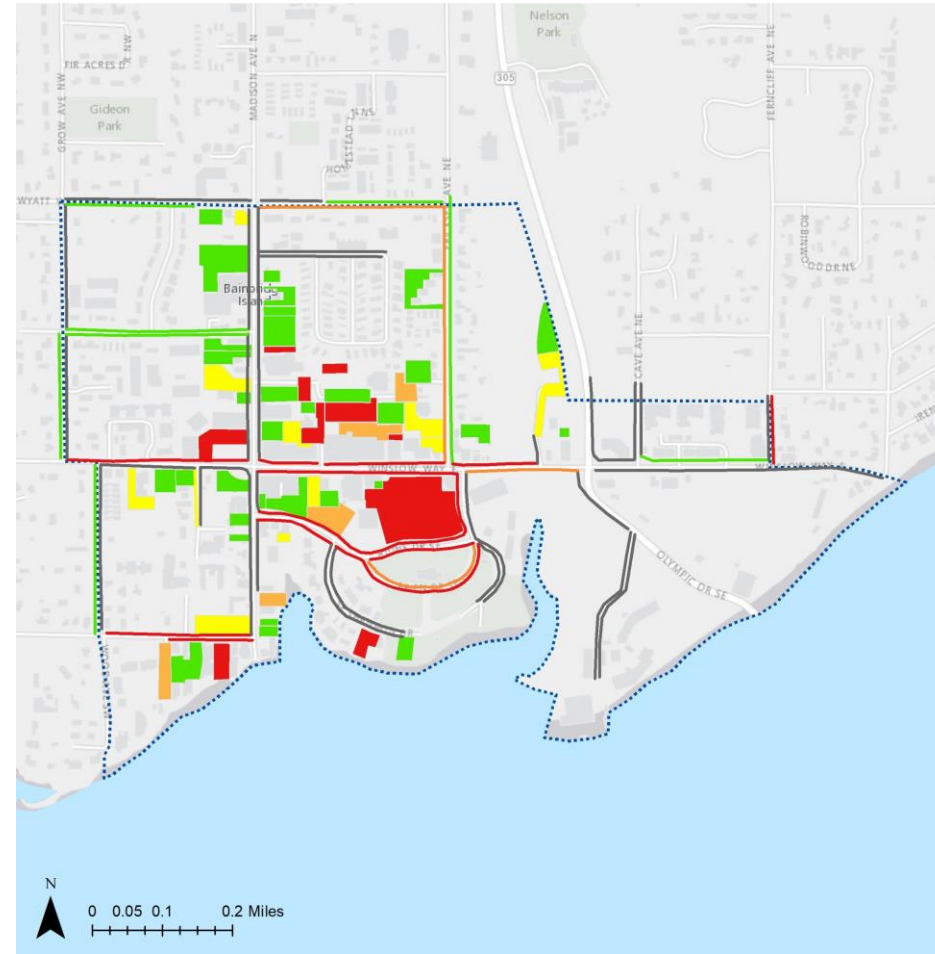
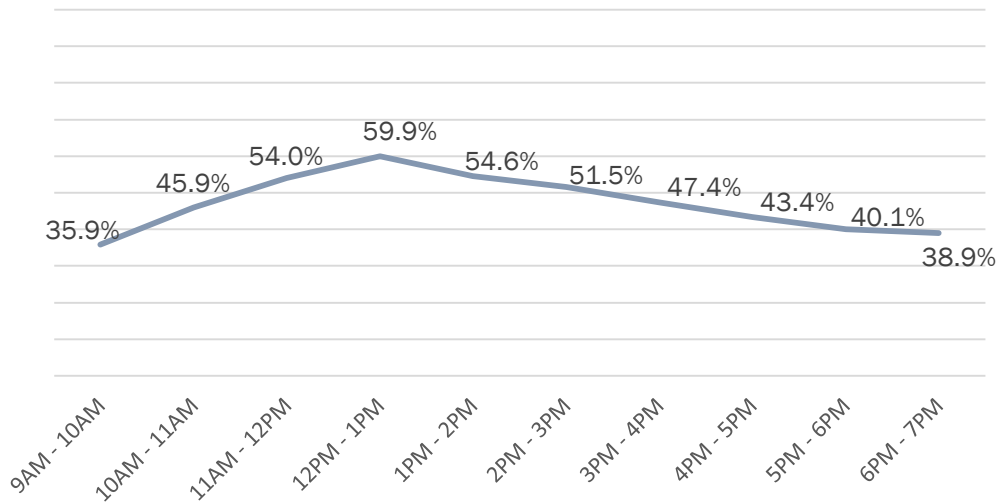


# Data Collection – Weekend Systemwide

Saturday September 23, 2017

- Peak Use - 12pm to 1pm
- 59.9% Occupancy at Peak
  - 74.3% On-Street
  - 56.8% Off-Street

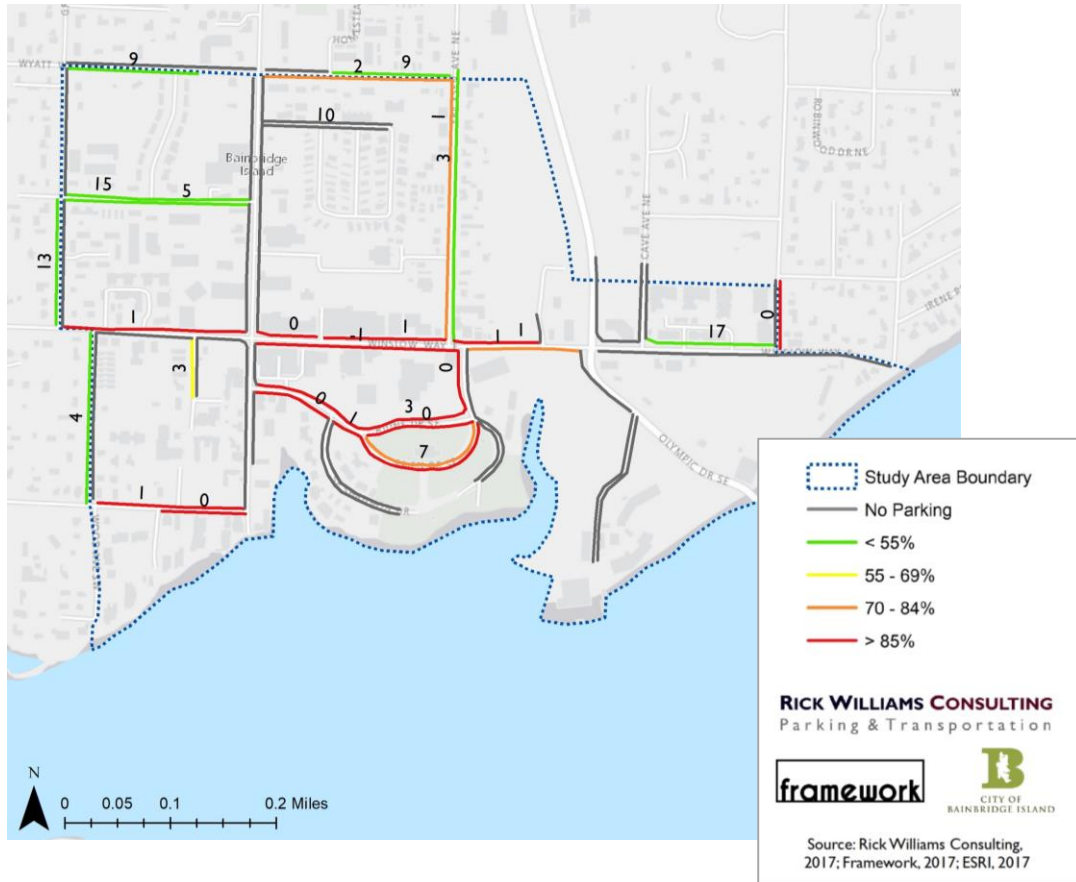
## Occupancy Trends



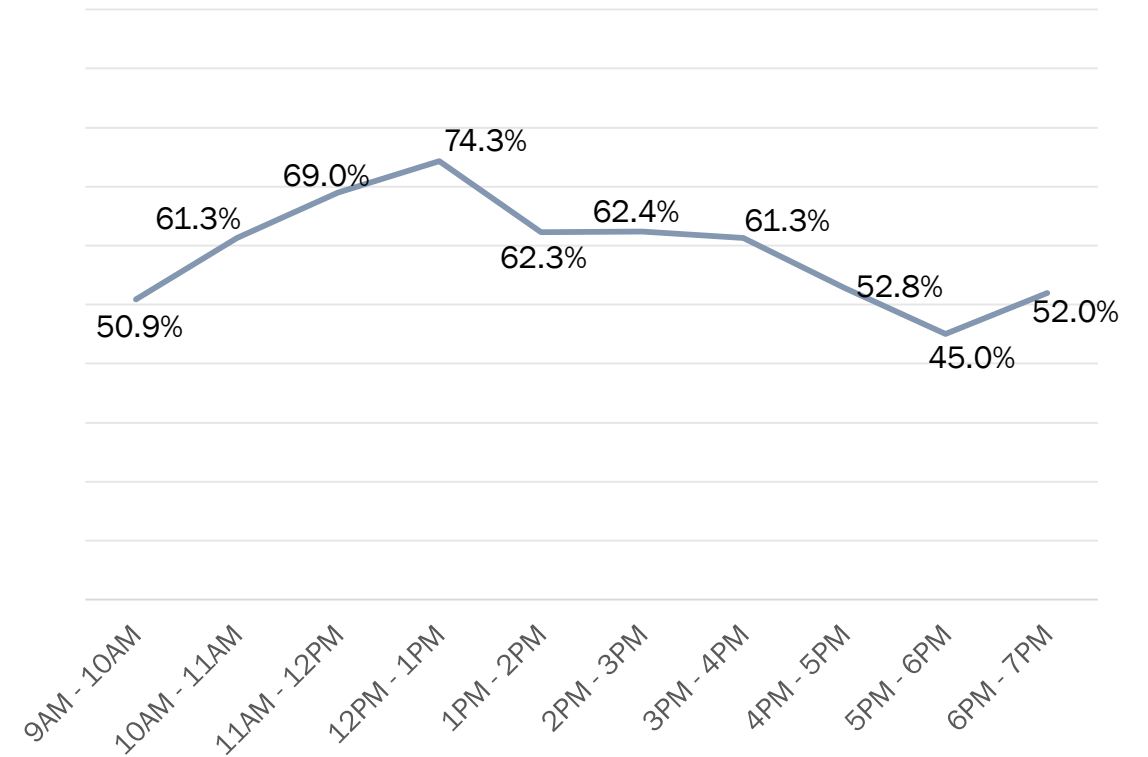
# Data Collection – Weekend On-Street

Saturday September 23, 2017

## 98 Stalls Available at Peak



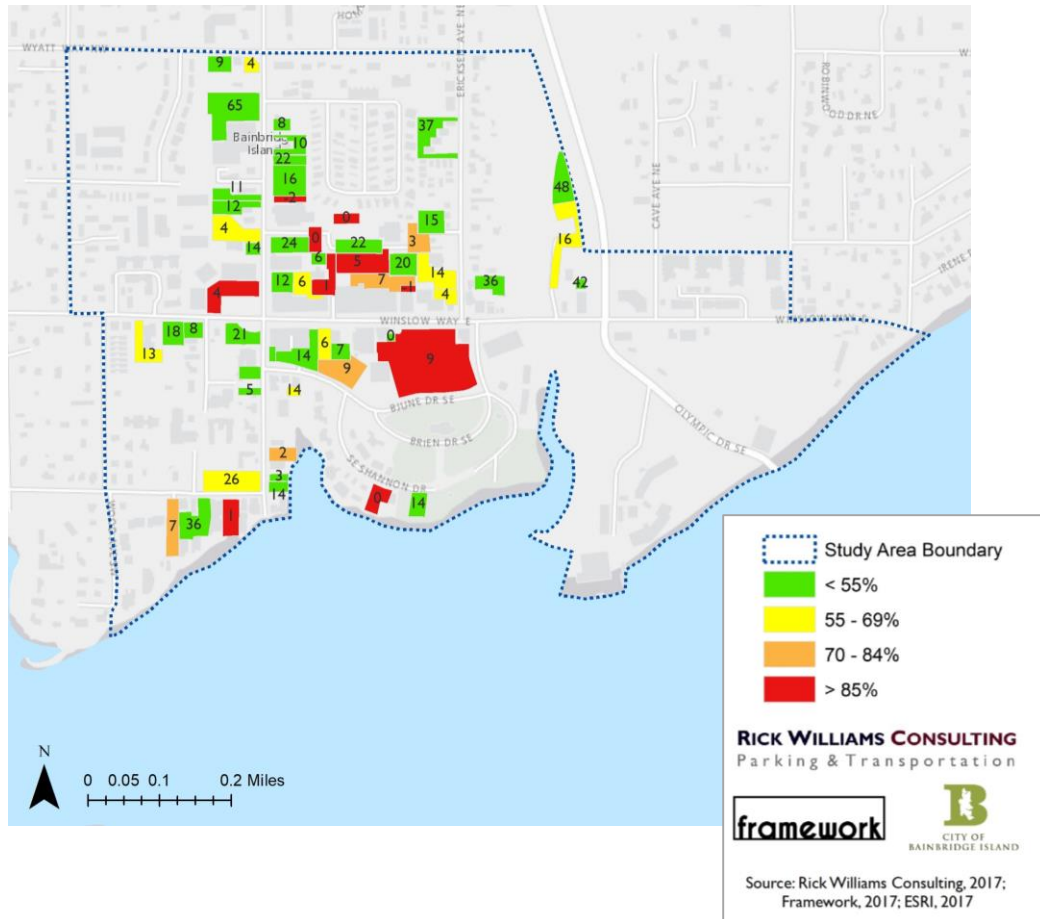
## On-Street Occupancy Trends



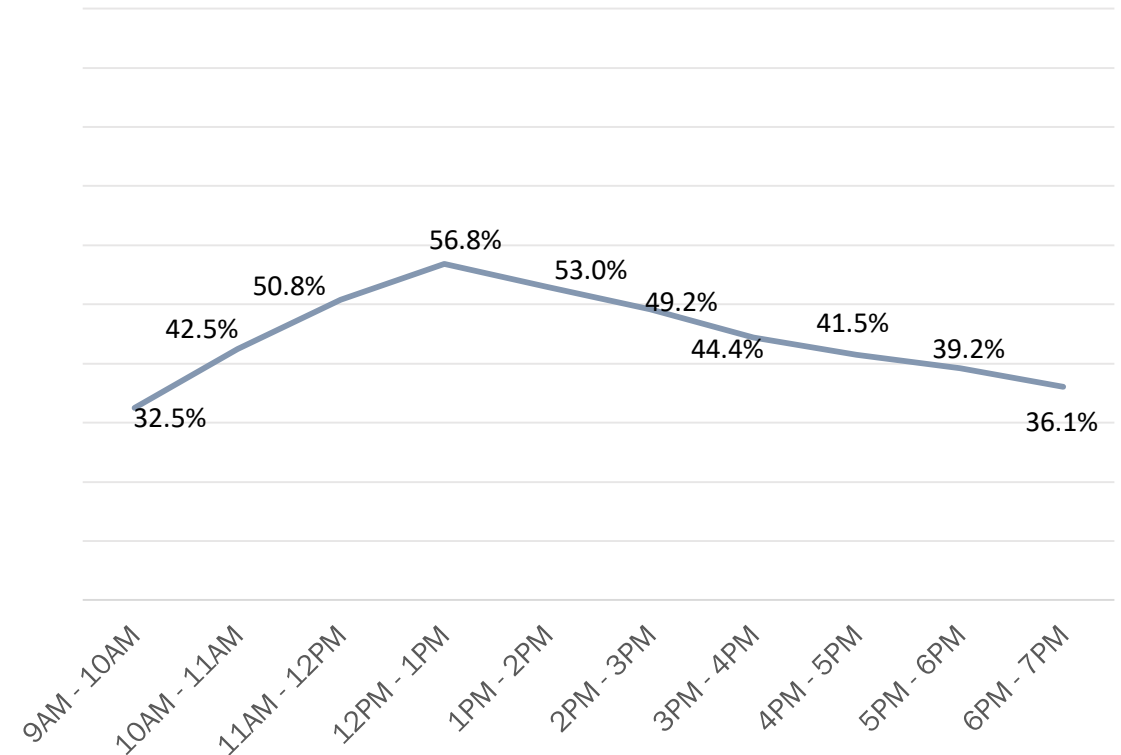
# Data Collection – Weekend Off-Street

Saturday September 23, 2017

## Peak Occupancy and Available Stalls



## Off-Street Occupancy Trends



# Data Collection - Weekend

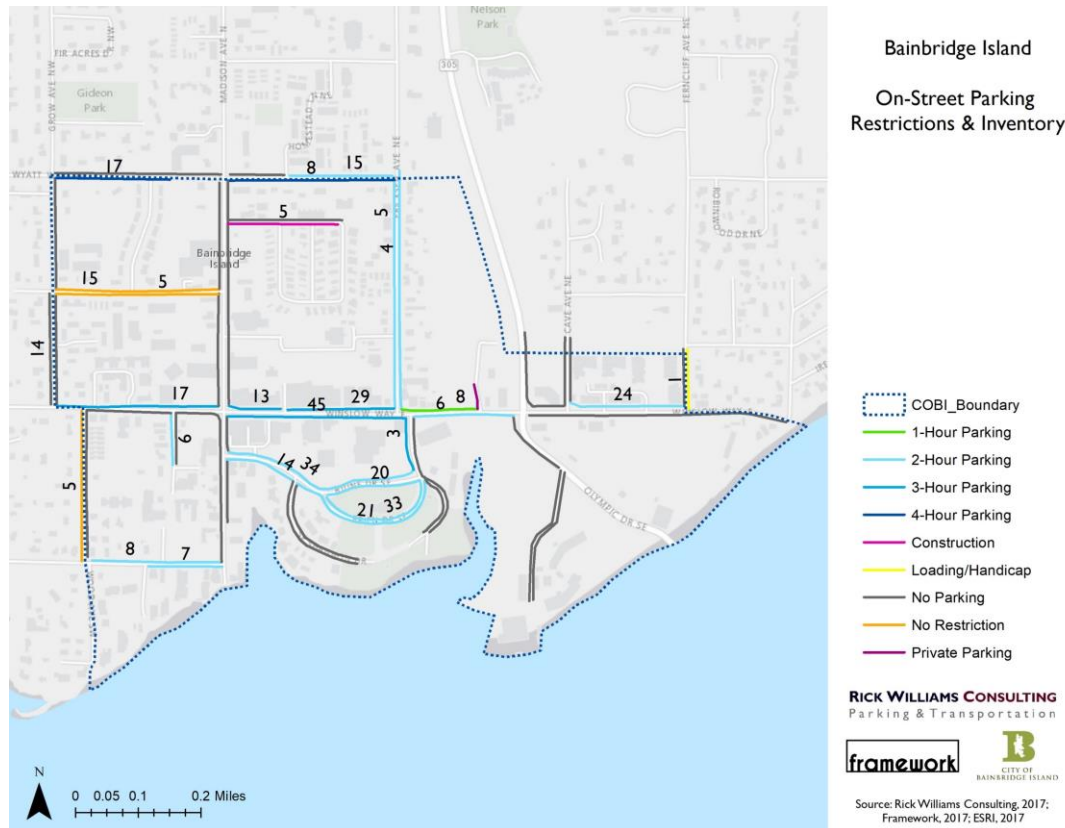
Saturday September 23, 2017

- **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%**



# Parking Strategy Concepts

## 1. Simplify the On-Street Parking System



### Current Time Limits

- No-Limit – 47 stalls
- 1 Hour – 8 stalls
- 2 Hour – 59 stalls
- 3 Hour – 97 stalls
- 4 Hour – 29 Stalls

**Average Time Stay: 1 Hour and 56 Minutes**

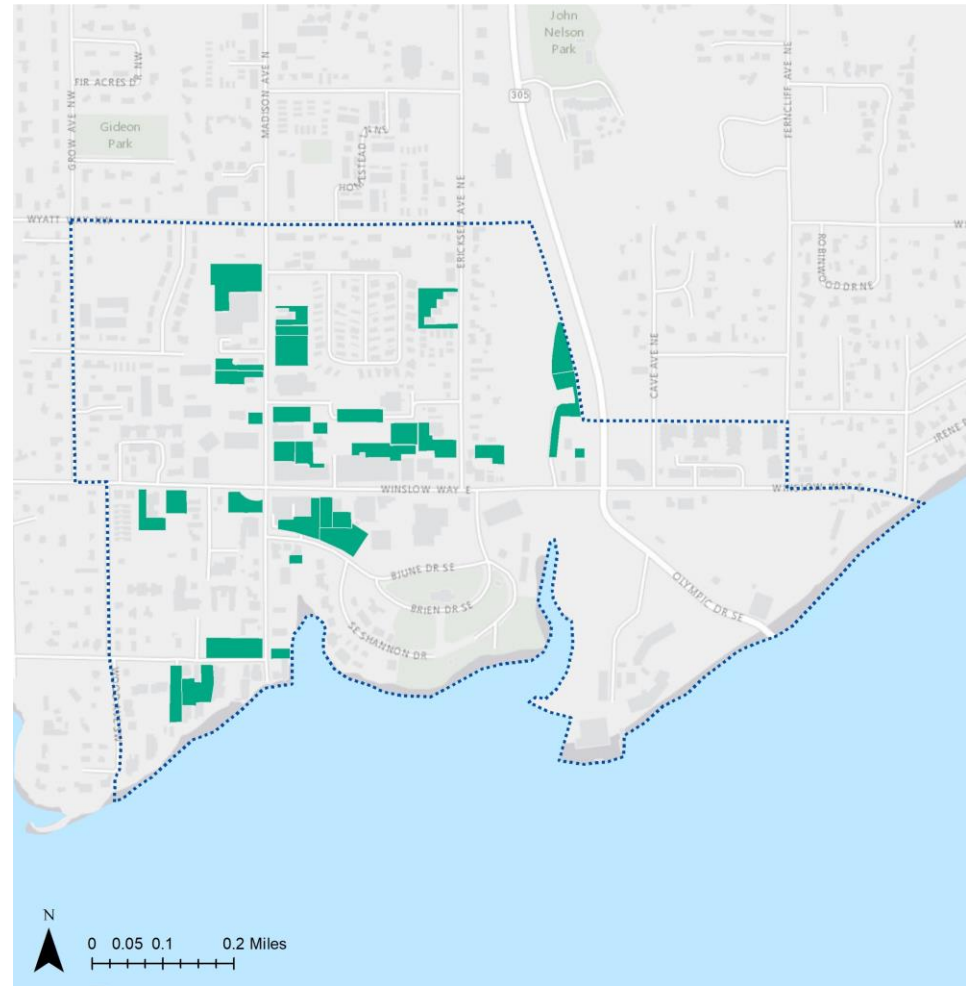
**Strategy: Convert all stalls to 2 or 3-hour Parking**

# Parking Strategy Concepts

## 2. Assess the Feasibility of a Shared Parking Program



*Shared parking opens up off-street parking lots for public use and includes branding, signage, and wayfinding*



Bainbridge Island  
Shared Parking  
Potential Opportunities

Study Area Boundary  
Potential Shared Parking

**RICK WILLIAMS CONSULTING**  
Parking & Transportation

**framework**   
CITY OF BAINBRIDGE ISLAND

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

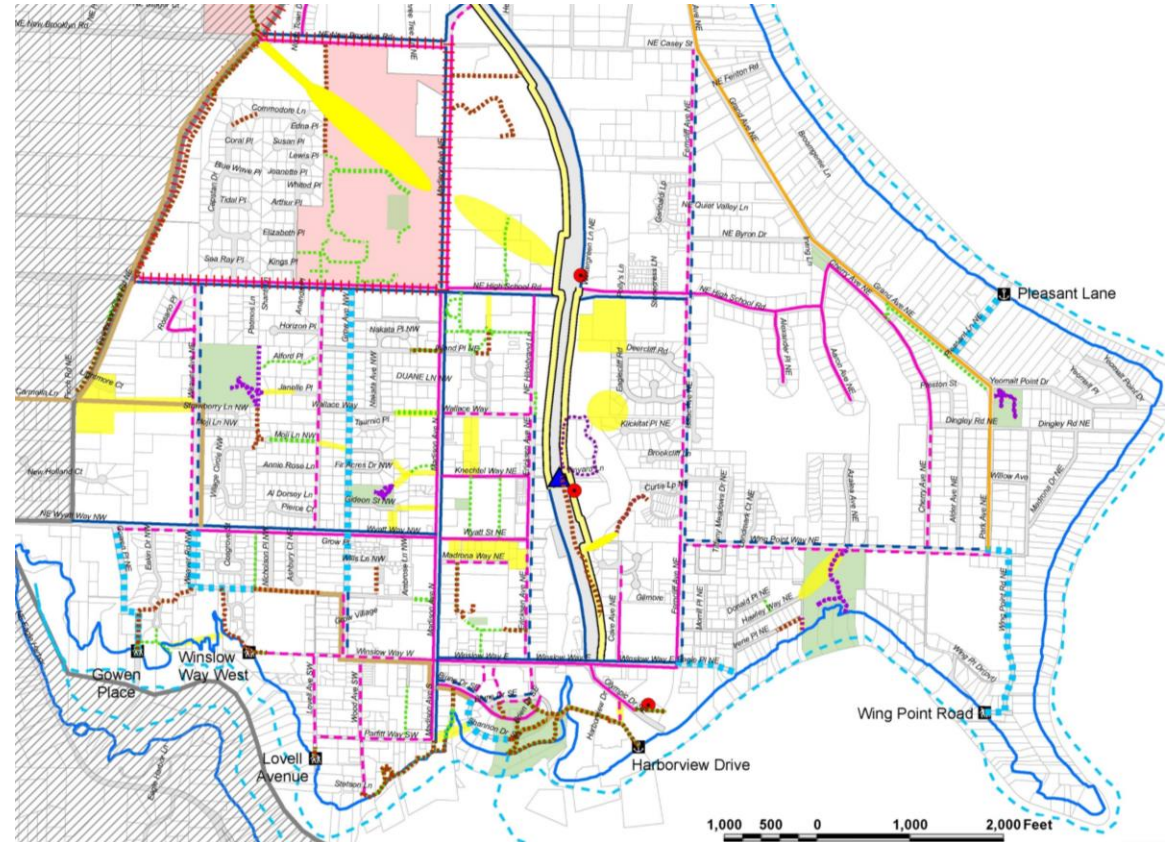
# Parking Strategy Concepts

- Invest in programs and facilities to increased non-motorized and transit access (including by ferry) to Downtown

**3,188,000**

Foot Passengers – Bainbridge/Seattle Ferry - 2016

## Non-Motorized Transportation Plan



# Parking Strategy Concepts

## 4. Assess the feasibility of adding on-street parking by converting streets to one-way travel

### Considerations:

- Changes to circulation and traffic flow
- Access to residences and businesses
- Land uses along the street
- Need to add sidewalks to access on-street parking
- Planned multi-modal improvements



- PROPOSED ONE-WAY DIRECTION OF TRAVEL
- GROW AVENUE NW - LOVELL AVE NW
- KNECHTEL WAY NE - ERICKSEN AVENUE NE
- GROW AVENUE NW - WINSLOW WAY W
- MADISON AVENUE S - PARFITT WAY SW - WOOD AVENUE SW
- BUENE DRIVE SE

# Parking Strategy Concepts

## 5. Assess the feasibility of adding on-street parking by improving current streets.

### Considerations:

- Integrate on-street parking with complete streets
- Access to residences and businesses
- Land uses along the street
- Balance parking needs with non-motorized improvements

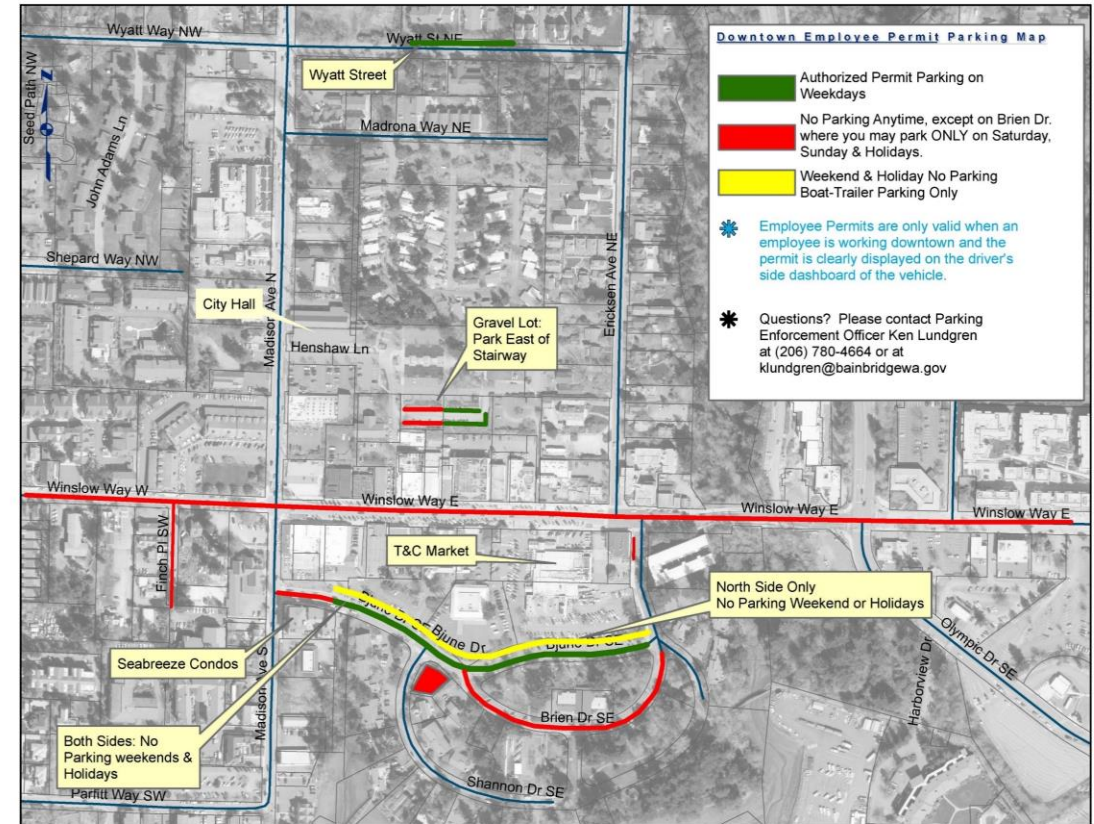


# Parking Strategy Concepts

## 6. Revise the Employee Parking Program

### Considerations:

- Prioritize short-term visitor/customer parking in the Core
- Shared parking program may provide additional parking options
- Price increases for employee permits with low-income option
- Reduced transit passes
- Additional on-street options outside of the Core



# Parking Strategy Concepts

## 7. Assess the feasibility of building new parking supply.

### Considerations:

- Costs of construction, operations, maintenance
- Expected revenues (if any)
- Relationship to Downtown economy
- Access and circulation
- Parking management



# 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



## Timeline



## Agenda

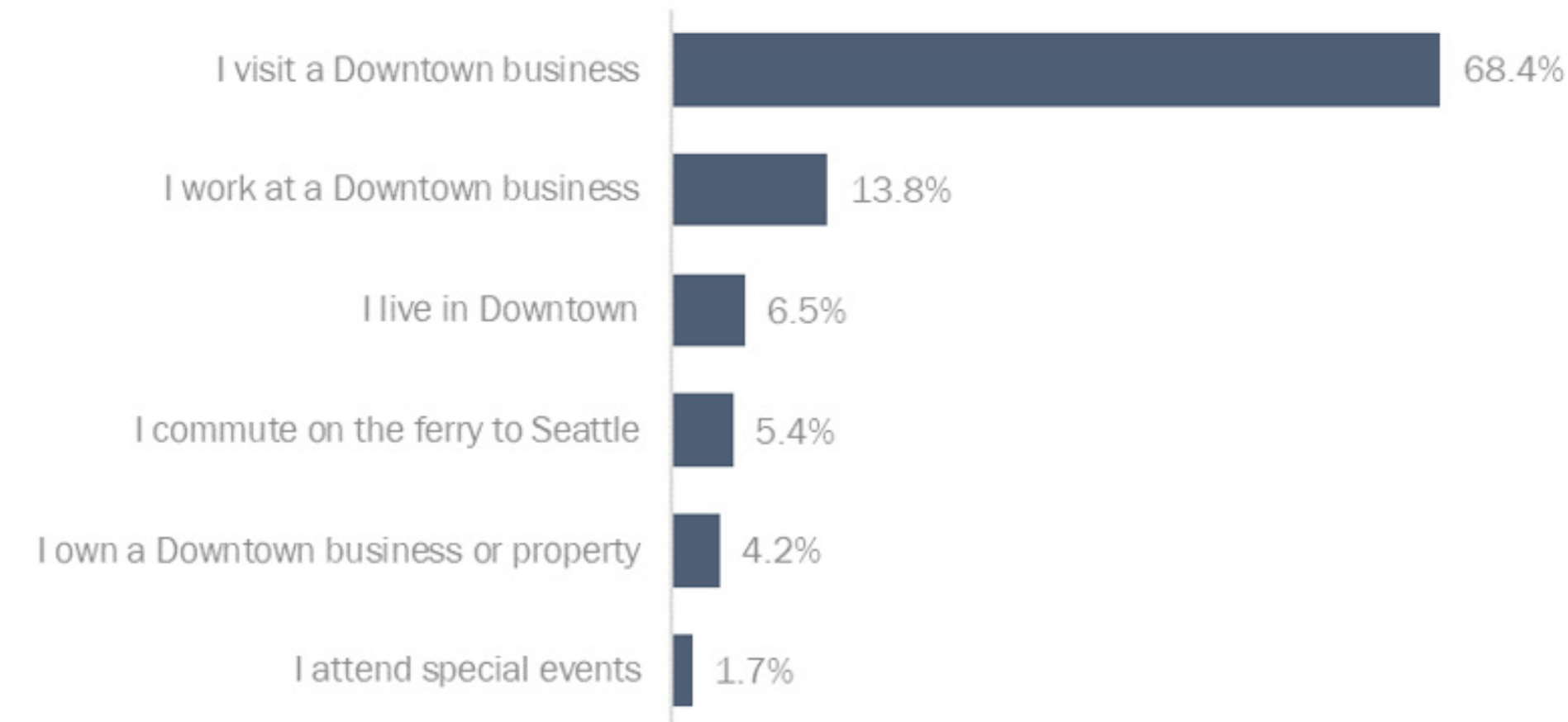
- » Open House - 6:30 - 7:00
- » Presentation - 7:00 - 7:30
- » Q & A - 7:30 - 7:45
- » Wrap-up 7:45 - 8:00



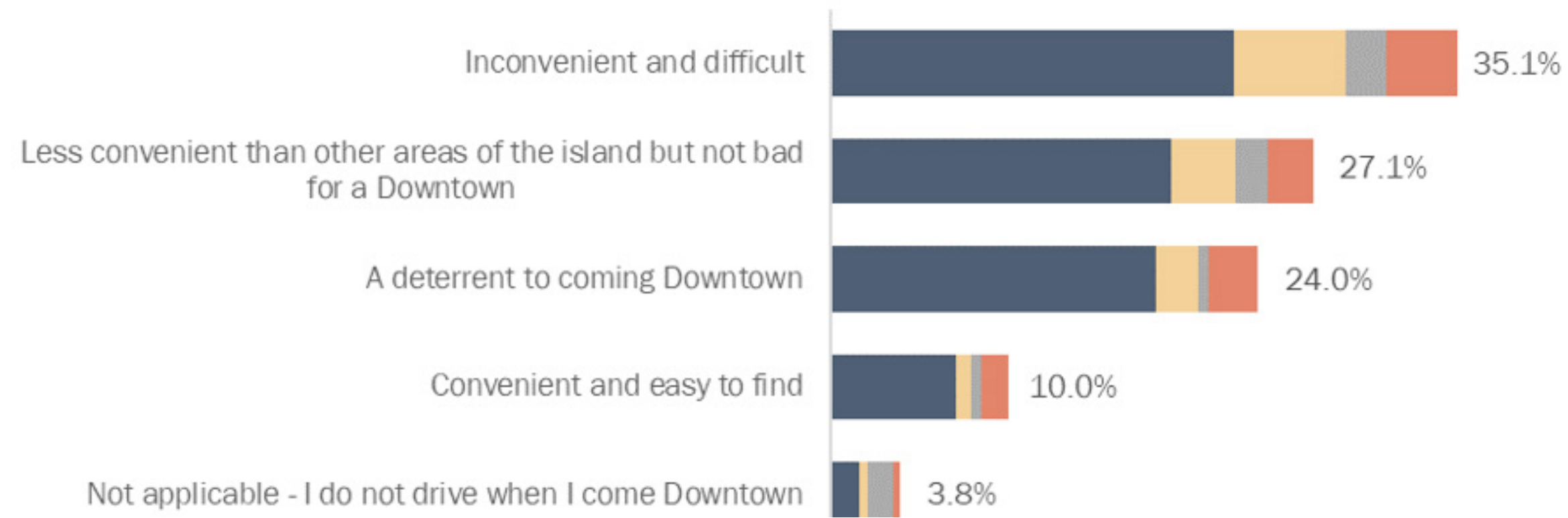
### City Staff Contacts:

# Survey Results

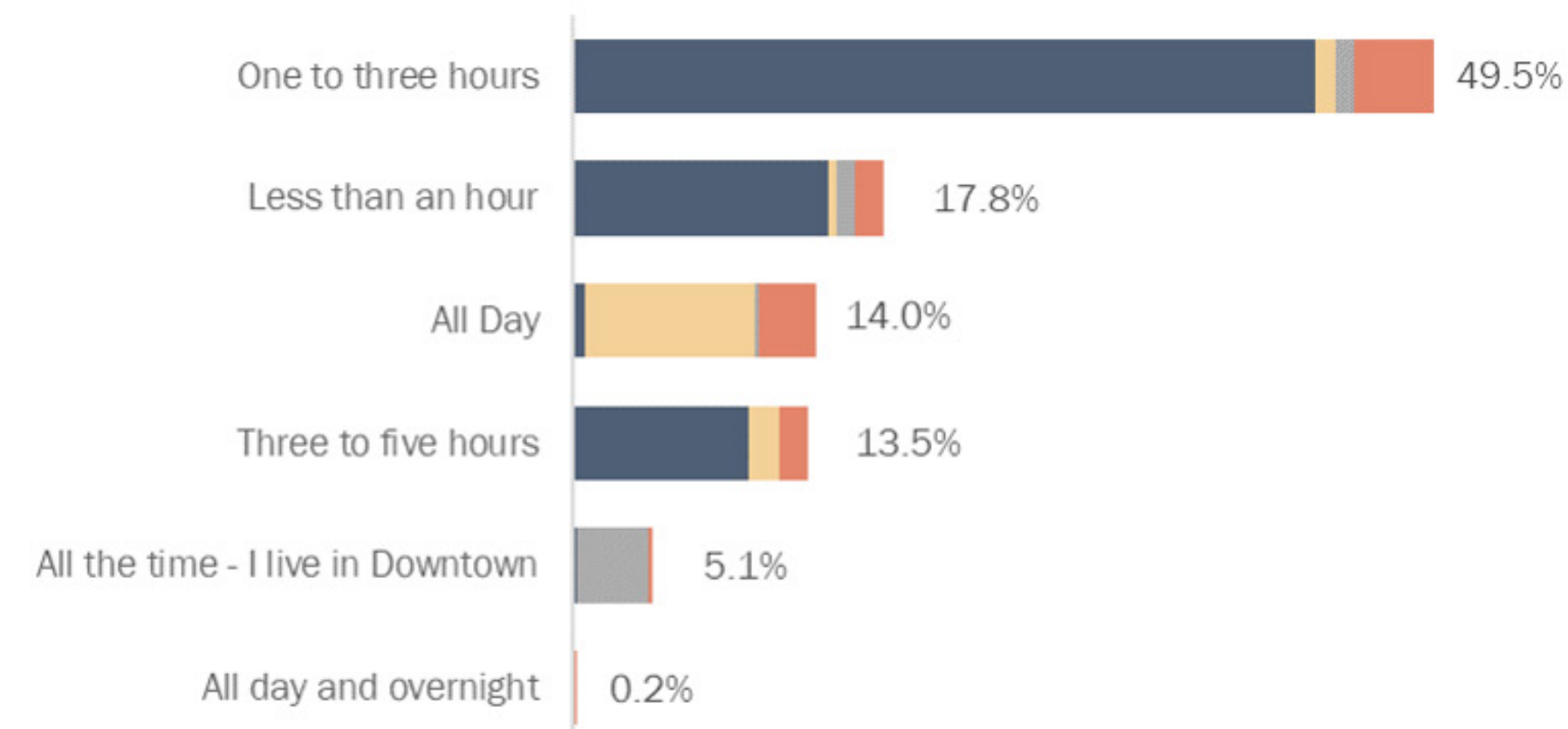
## 1. The primary reason I go to Downtown Bainbridge Island is:



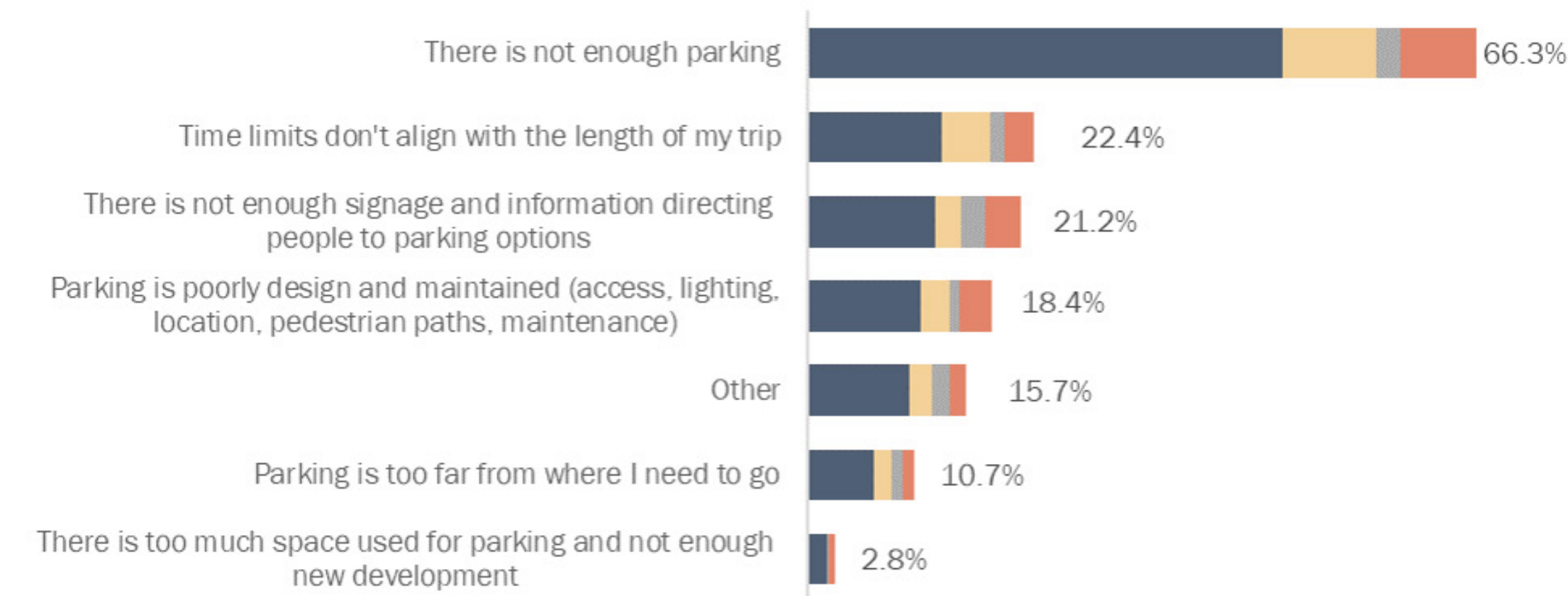
## 3. I find the parking experience in Downtown to be:



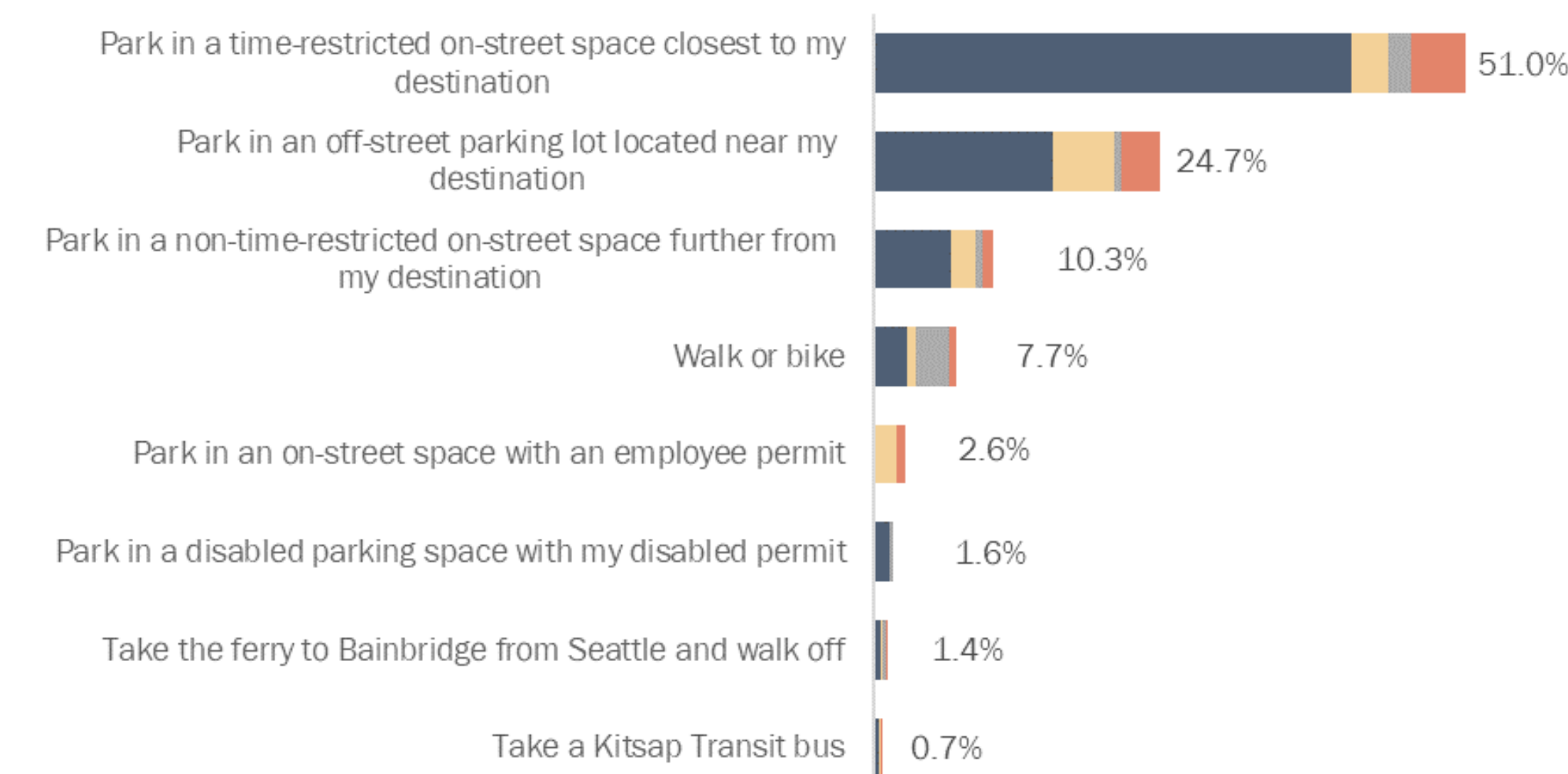
## 4. When I come to Downtown, I generally stay:



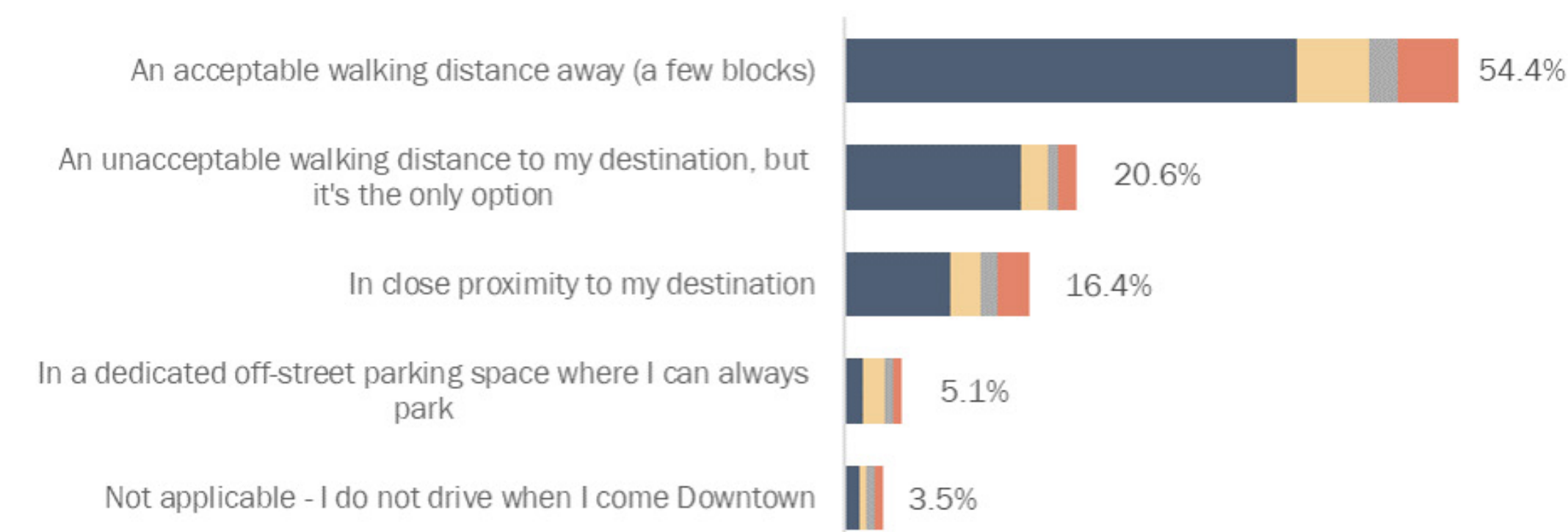
## 5. The parking strategy will address parking challenges to improve parking in Downtown Bainbridge Island. We are interested in understanding what people see as the biggest parking challenges (select all that apply).



## 8. When I go Downtown, I generally



## 9. I generally find parking:

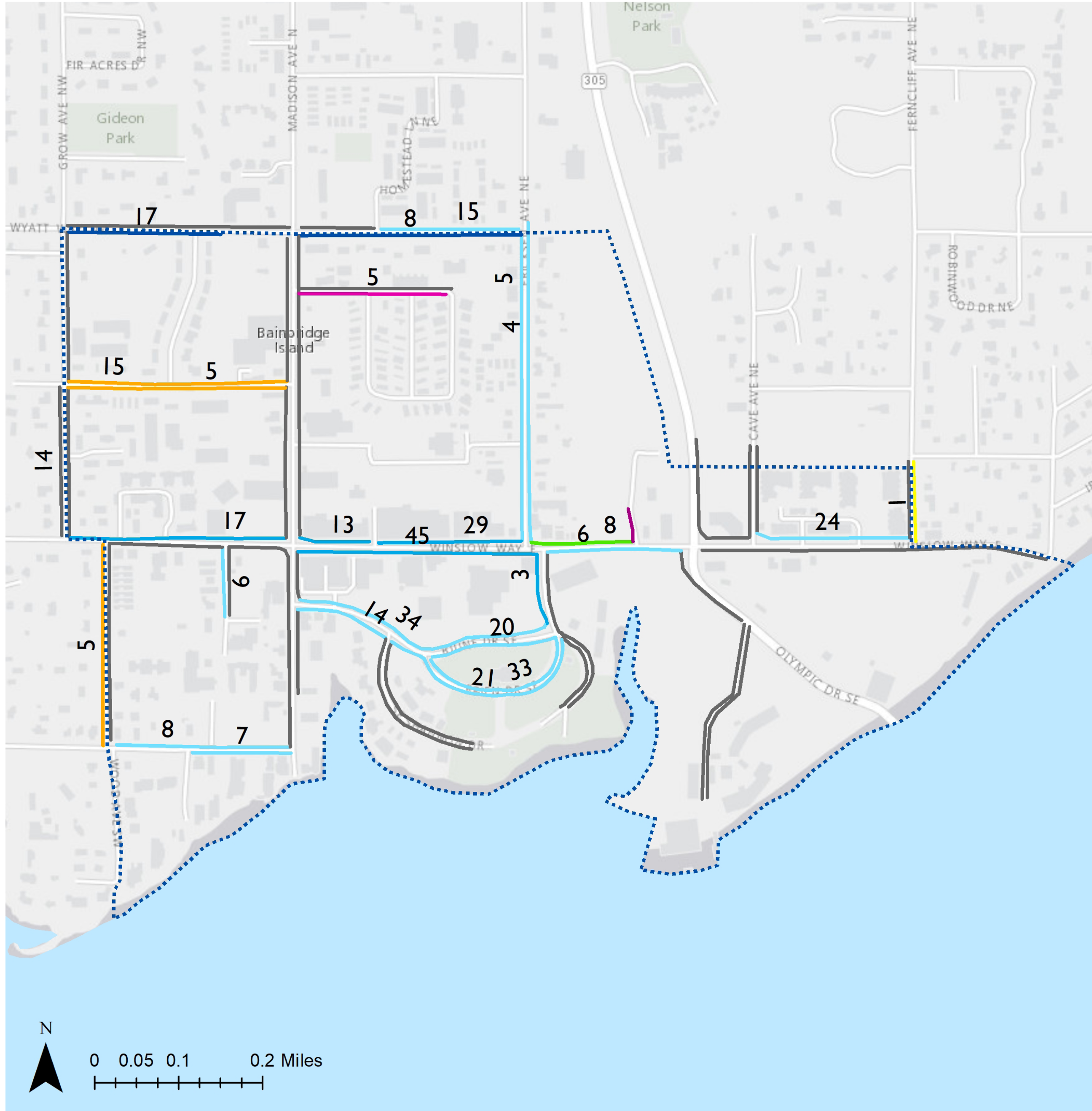


## Key Findings:

- » 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

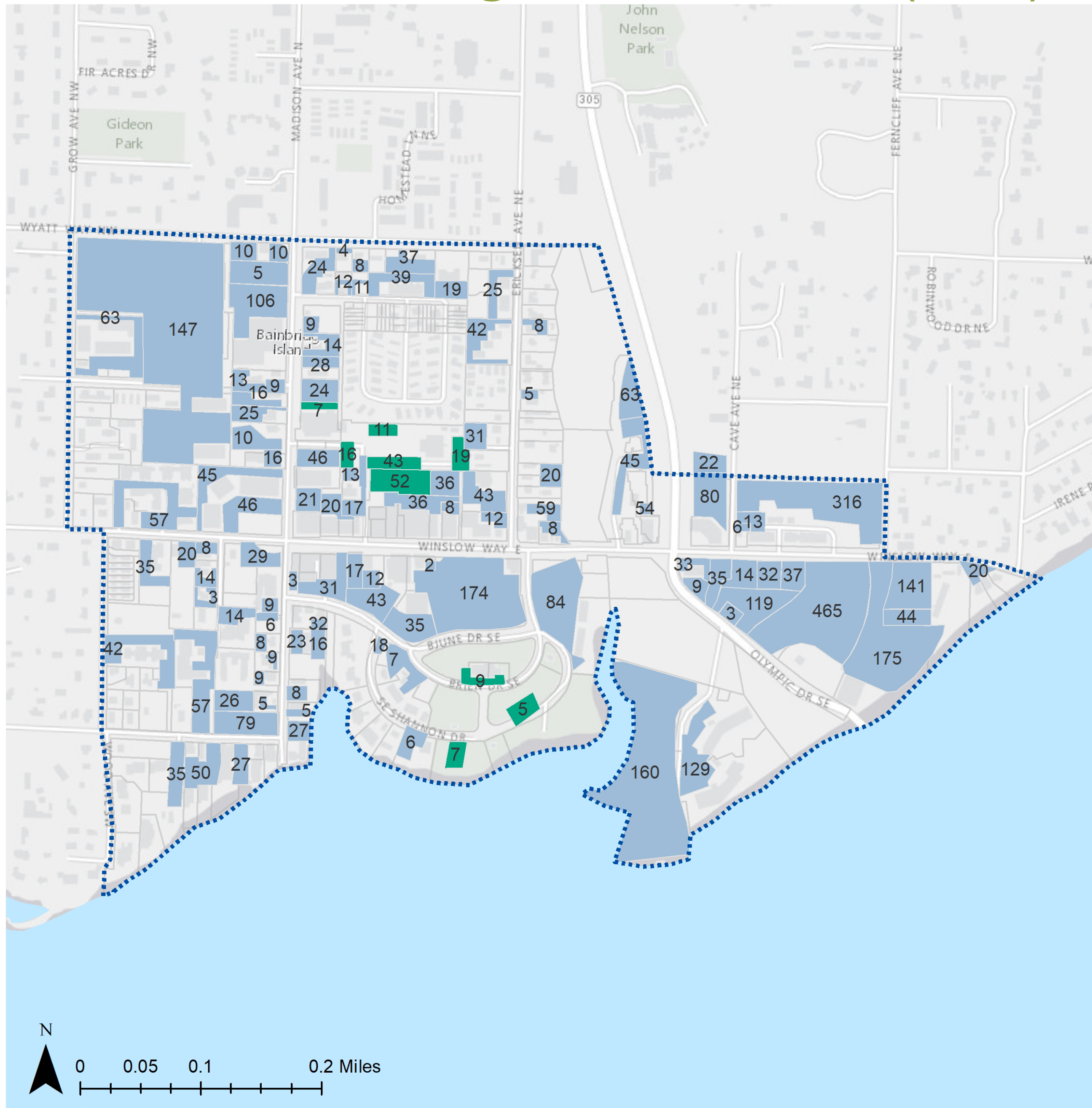
**RICK WILLIAMS CONSULTING**  
Parking & Transportation

**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

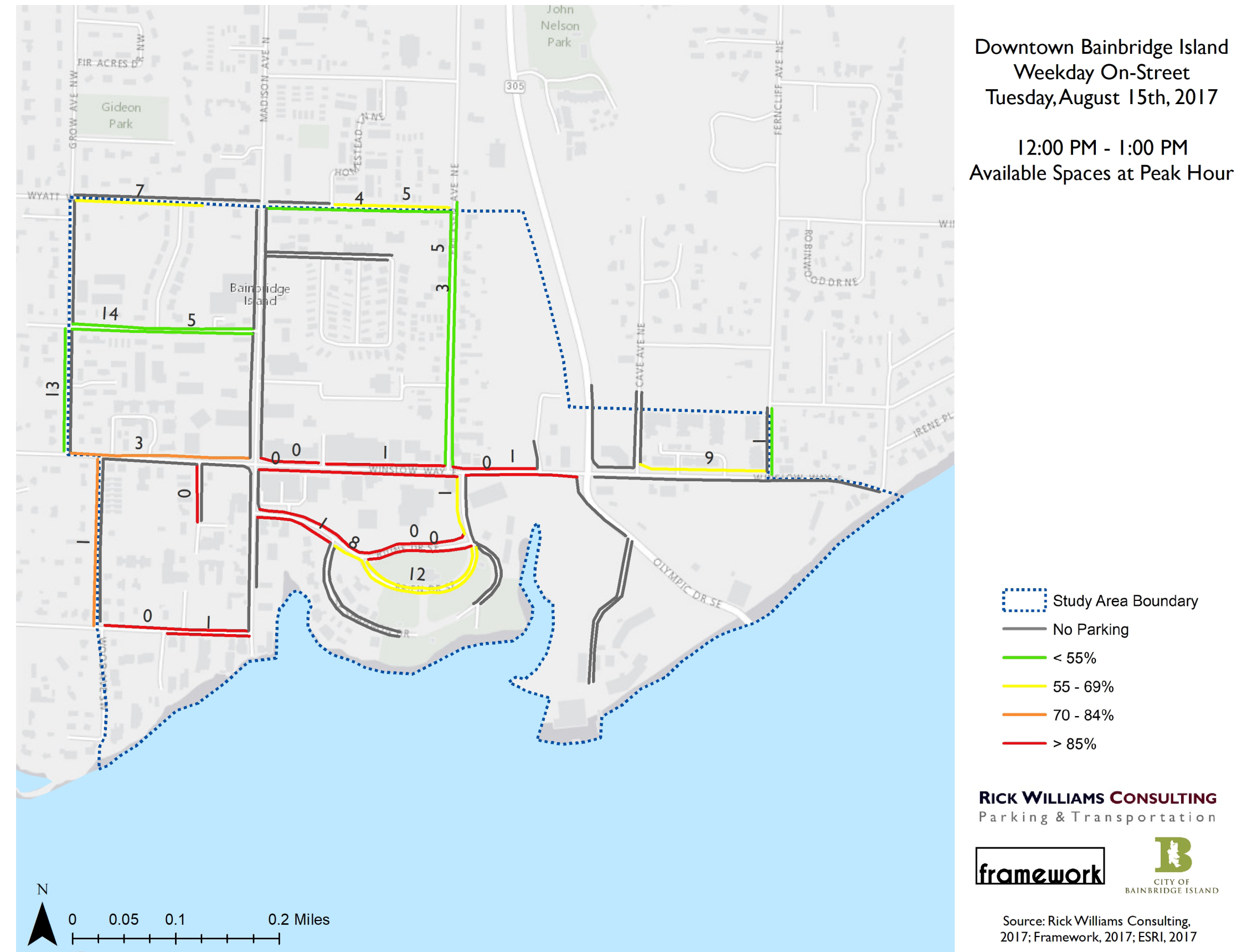
**framework**



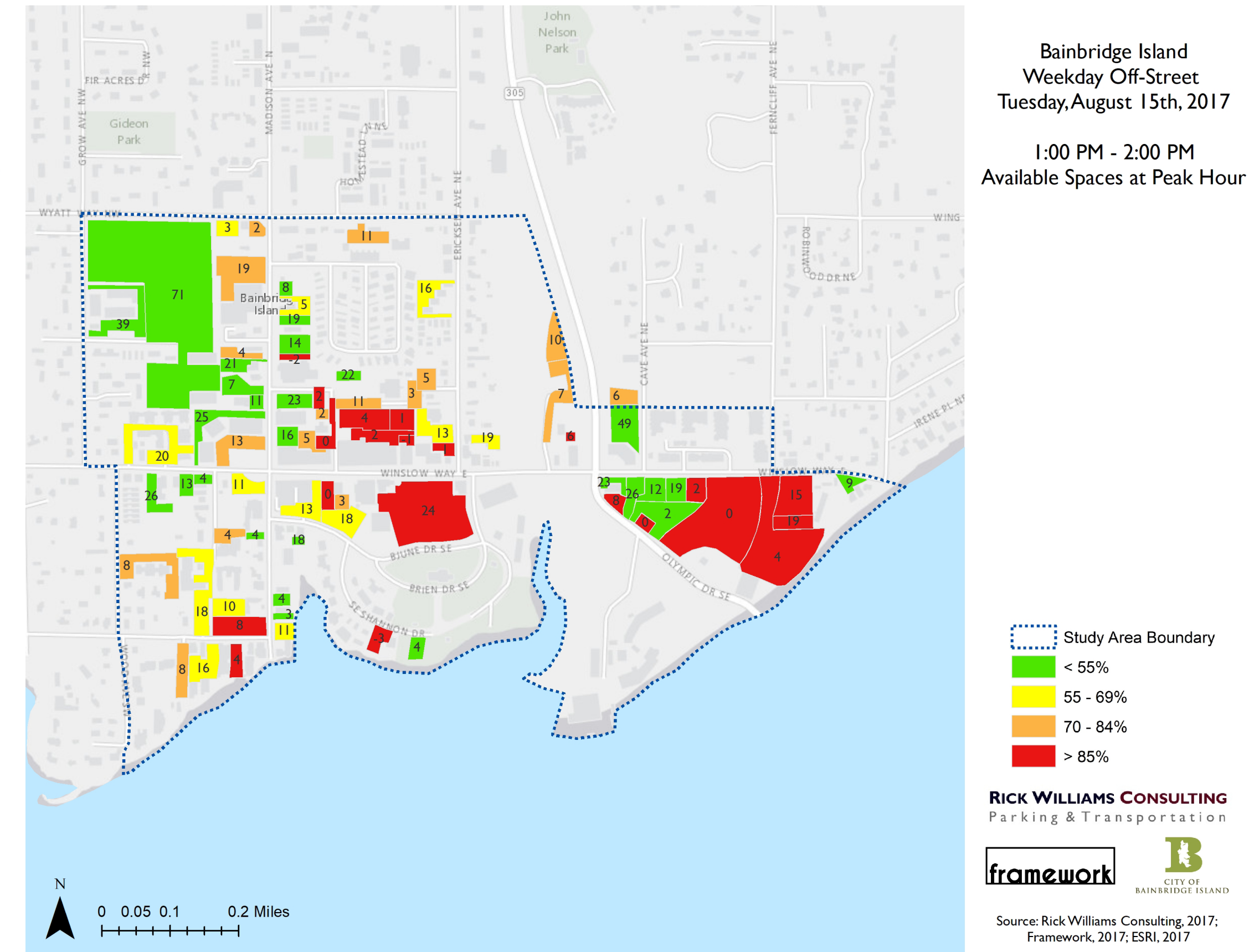
Source: Rick Williams Consulting, 2017;  
Framework, 2017; ESRI, 2017

# Data Collection - Weekday

## On-Street Peak Occupancy (75.1%)



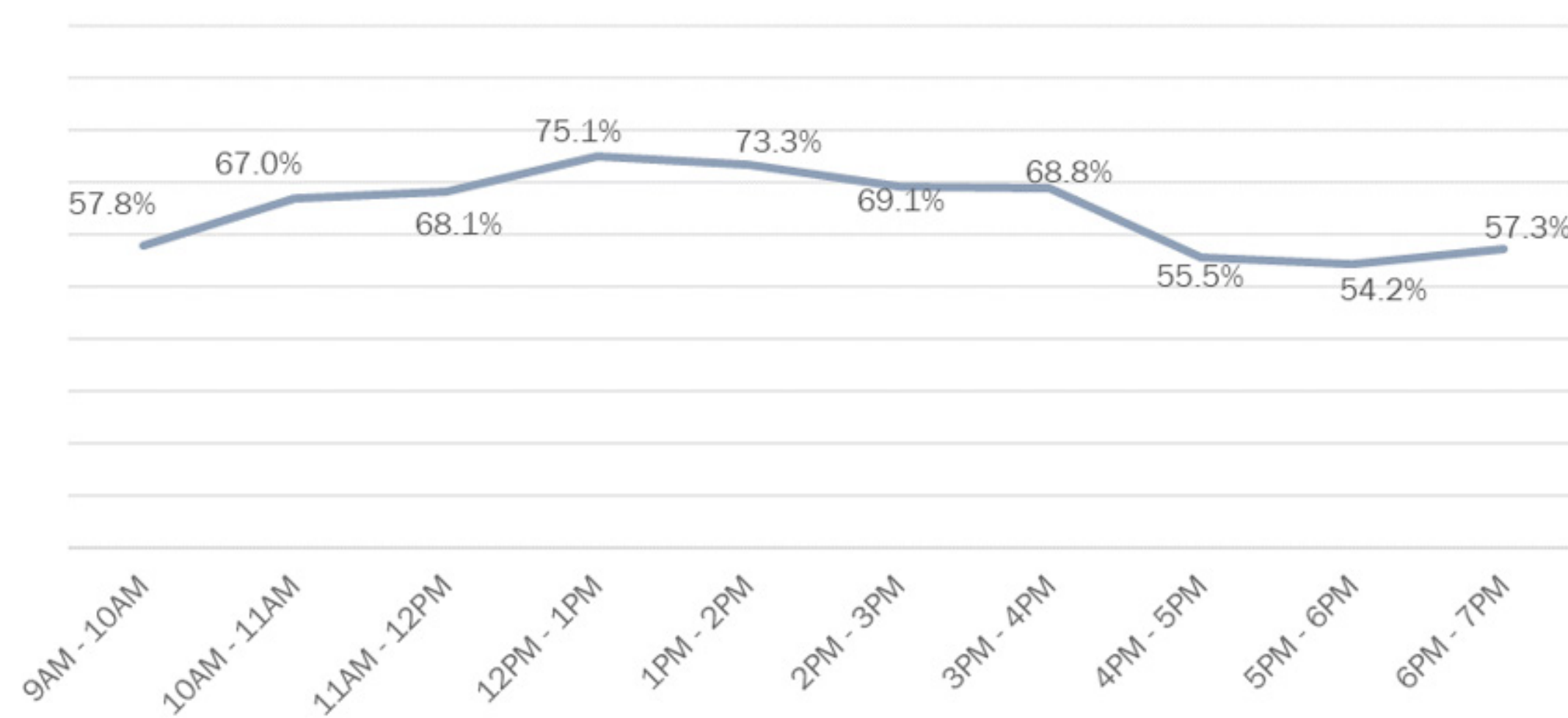
## Off-Street Peak Occupancy (74.4%)



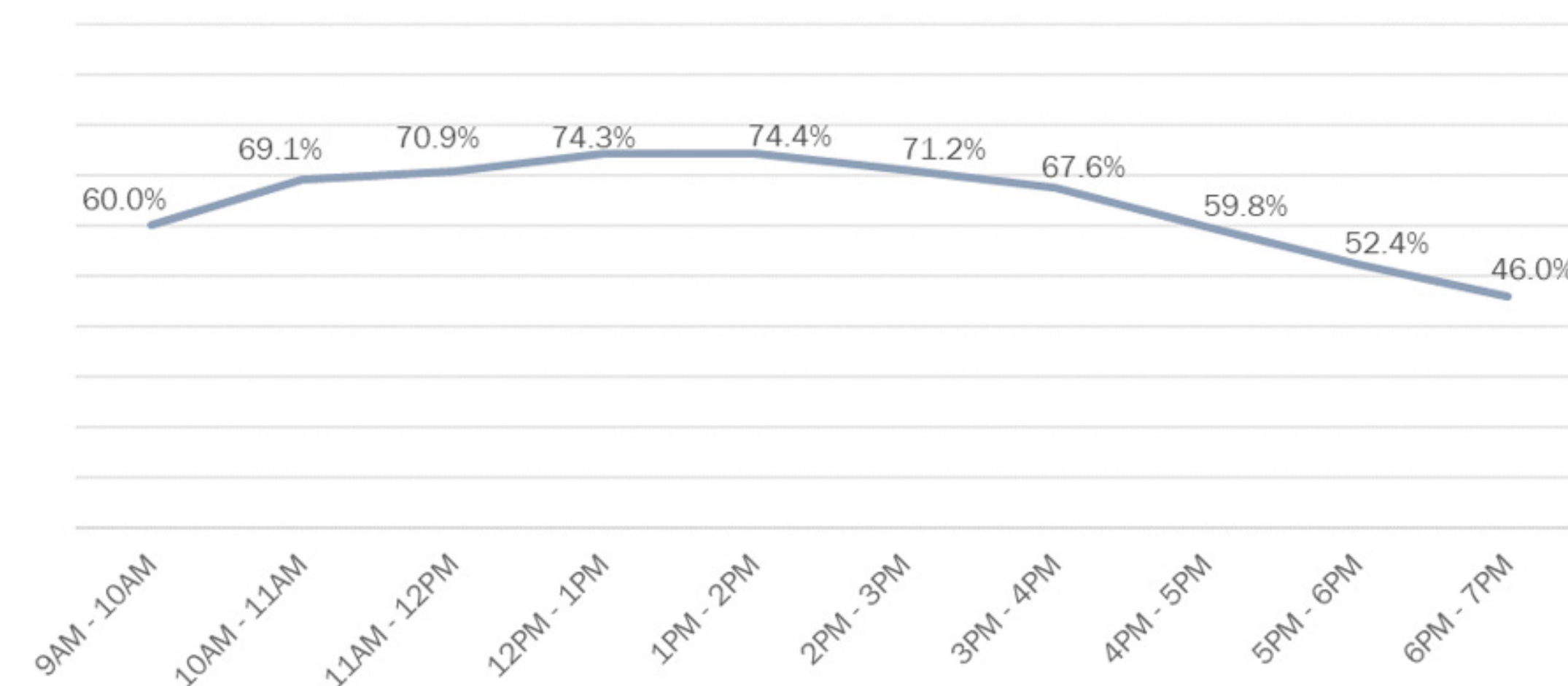
## Parking Behavior

- » 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



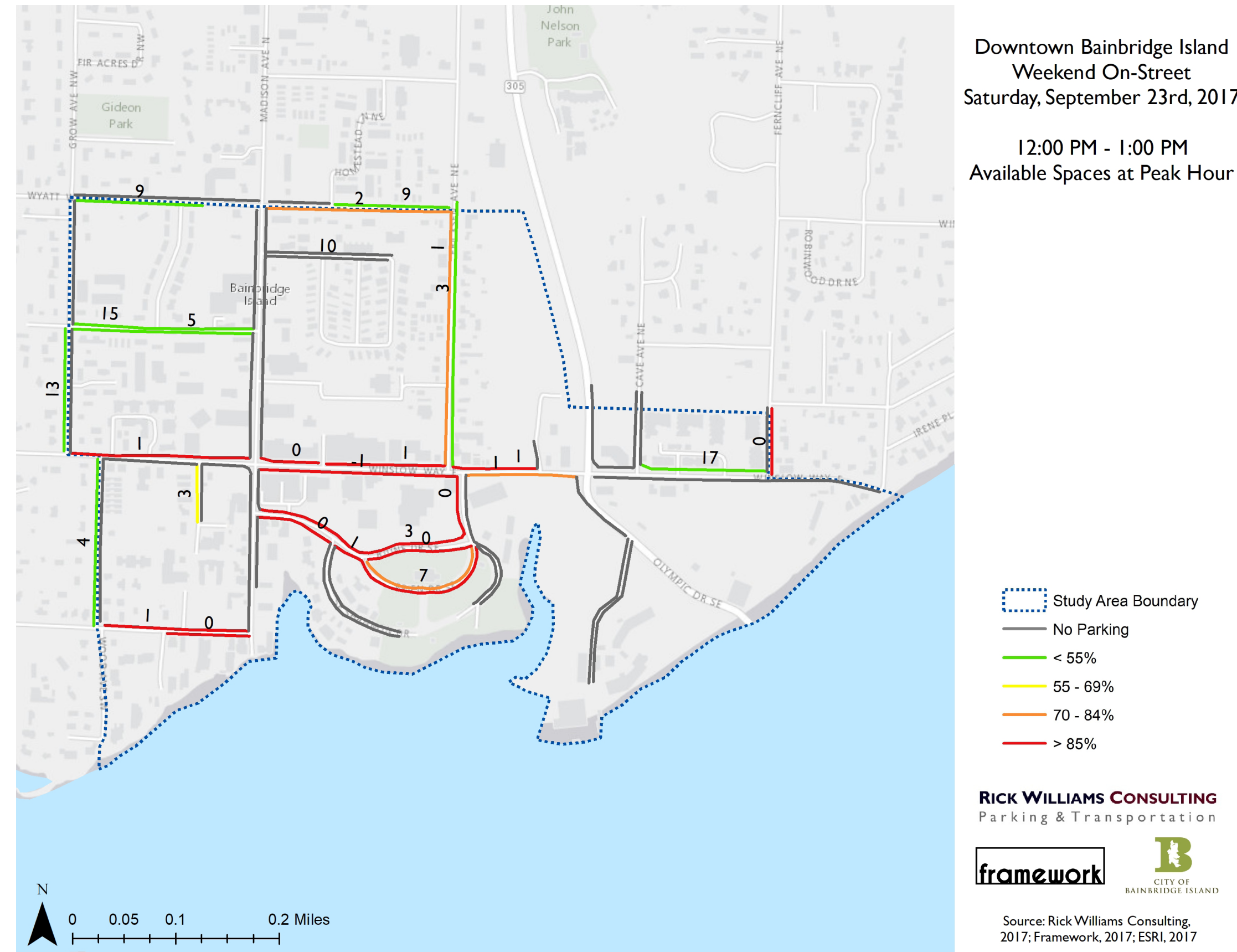
## Off-Street Occupancy Trends



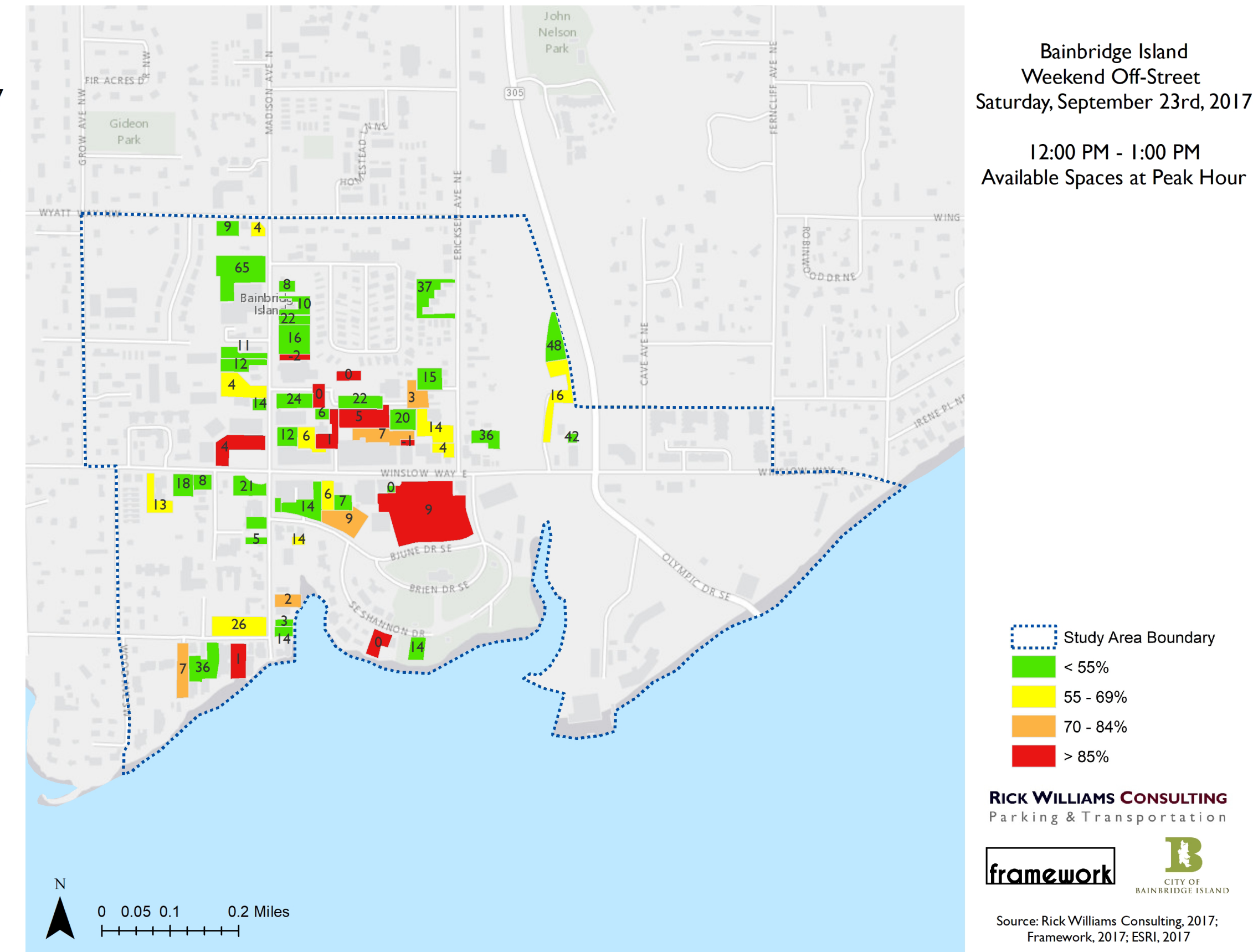
» Violation Rate 8.6%

# Data Collection - Weekend

## On-Street Peak Occupancy (74.3%)



## Off-Street Peak Occupancy (56.8%)

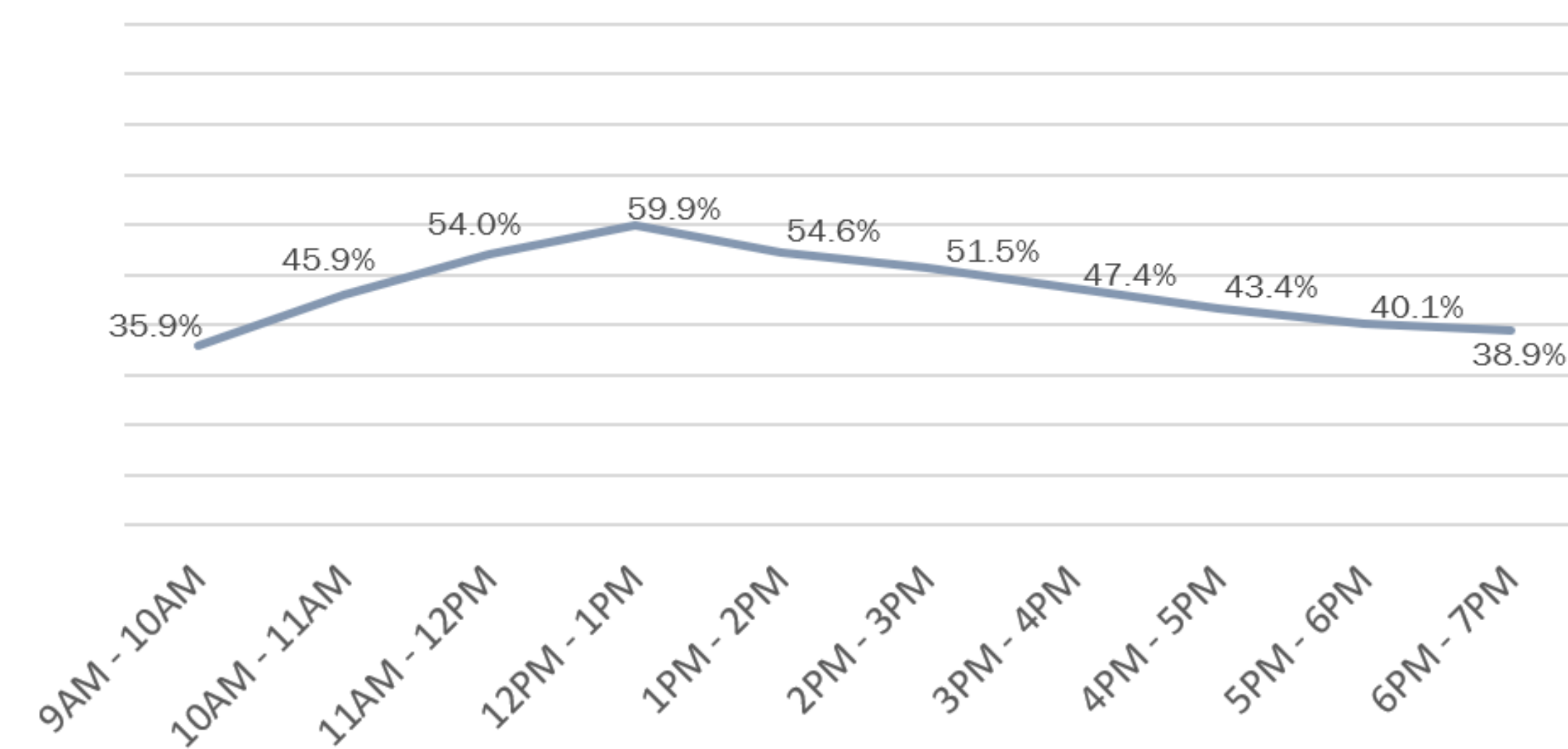


## Parking Behavior

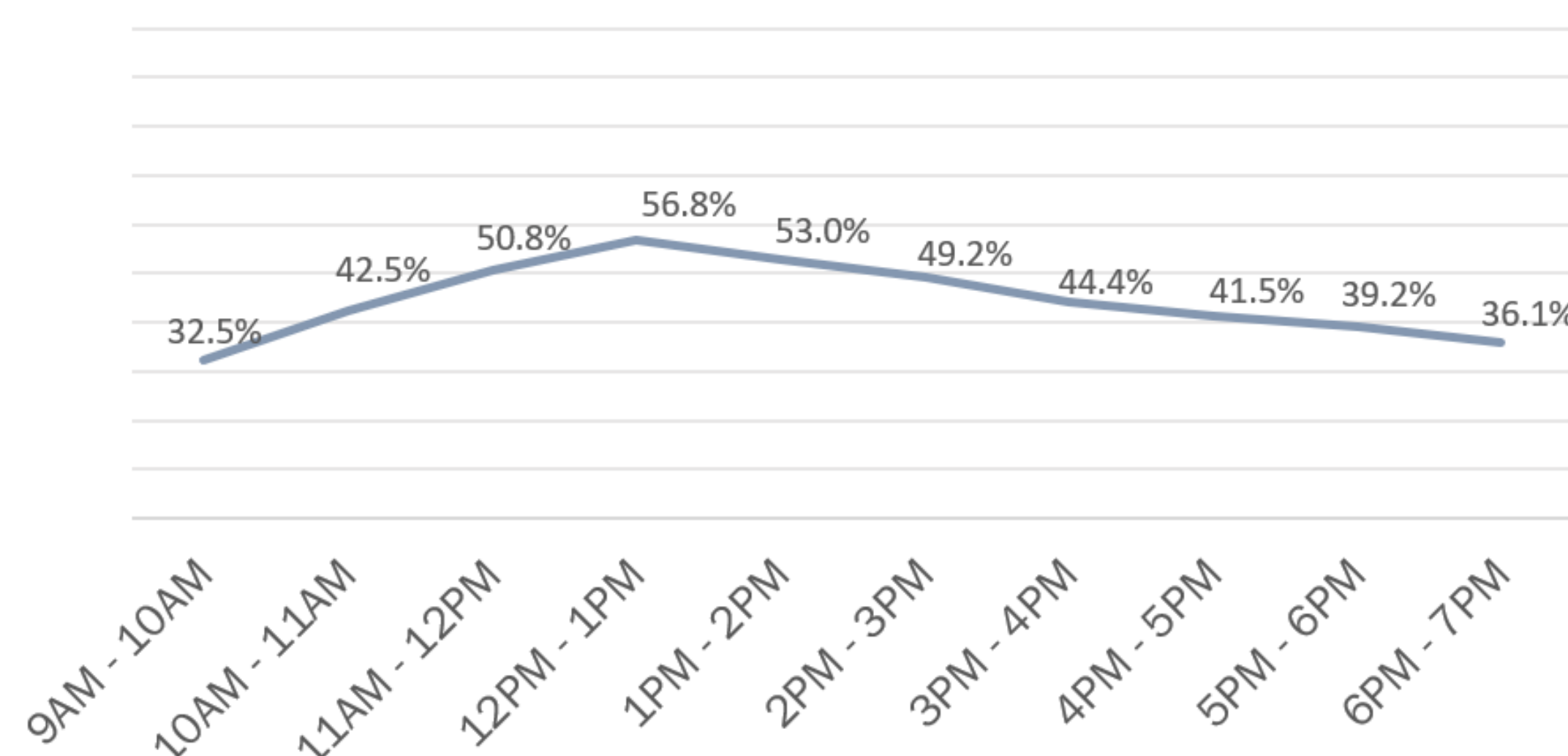
- » 30 Vehicles “Moving to Evade”
- » Average On-Street Vehicle Turnover - 5.37 Times
- » Average On-Street Vehicle Duration:
  - 1-Hour/52 Minutes for all vehicles
  - 1-Hour/44 Minutes for non-permitted vehicles

» Violation Rate 9.7%

## On-Street Occupancy Trends



## Off-Street Occupancy Trends



# Parking Strategy Concepts

Strategy	Purpose	Data Findings + Description
<p><b>#1</b> 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><b>#2</b> 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><b>#3</b> 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><b>#4</b> 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><b>#5</b> 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><b>#6</b> 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><b>#7</b> 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>