



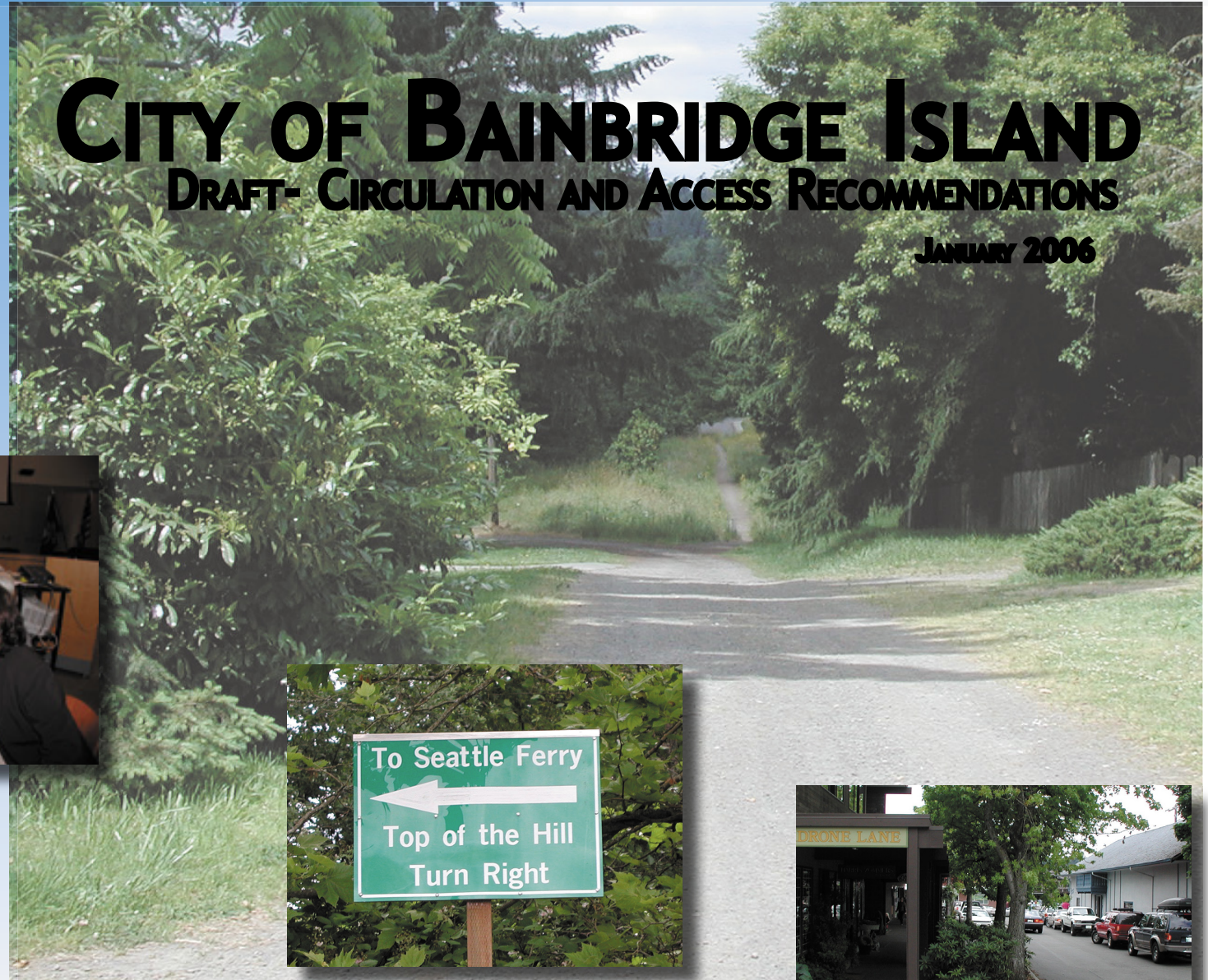
Winslow Tomorrow
CONNECTING COMMUNITY



CITY OF BAINBRIDGE ISLAND

DRAFT- CIRCULATION AND ACCESS RECOMMENDATIONS

JANUARY 2006





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EXECUTIVE SUMMARY

Winslow Tomorrow was a wonderfully successful public process that established design principles for growth in Winslow. The purpose of this report is to take these design principles and generate a set of recommendations that will create the type of downtown that Winslow residents want. These recommendations will support sustainable and environmentally sensitive growth and reinvestment in Winslow.

This report includes three chapters:

- Chapter 1, Priorities and Strategies
- Chapter 2, Recommendations
- Chapter 3, Prioritized Action Plan

Each of the three chapters represent a step on the way to a set of focused, and specific action items for City of Bainbridge Island staff. The two sections in Chapter 1, Circulation and Access, each begin with a list of issues and opportunities. The sections continue with a set of priorities for both circulation and access, and lists strategies to meet each of these priorities. The five priority issues for access are:

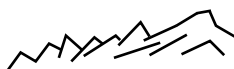
- On and off street parking supply
- Enforcement
- Financing
- Parking management
- Delivery parking

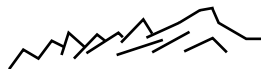
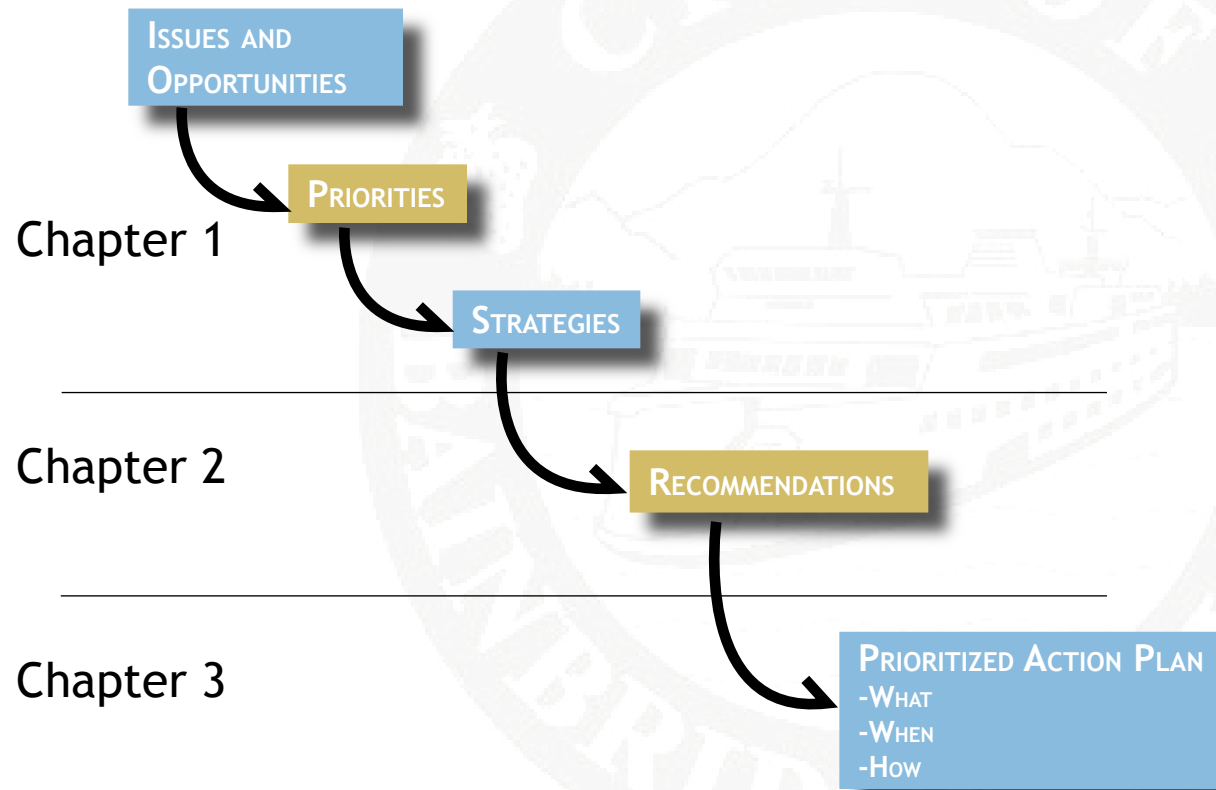
The four priorities for circulation are:

- Creating a pedestrian environment
- Improving connectivity
- Managing traffic
- Expanding transit services

Chapter 2, Recommendations, provides a specific list of actions to meet the strategies. Chapter 3, Prioritized Action Plan, takes the recommendations and prioritizes them into a time frame from 2006 to 2011.

The following diagram shows the structure of the three chapters.





EXECUTIVE SUMMARY CHECKLIST

The checklist can be used to quickly reference which projects should be completed and when. The checklist provides a brief summary of each recommendation, the associated timeframe to begin implementation, as well as the implementation type (i.e. Ordinance, Capital Project, etc).

All recommendations are identified with a unique three-character code to help with organization throughout both the this report and all stages of implementation. The characters reference the priority, strategy and recommendation. As an illustration, consider recommendation A.3.d. The Priority is A., *Create a Pedestrian Supportive Environment*; the Strategy is A.3., *Protect and Formalize Use Paths*; and the full recommendation is A.3.d., *Create a "Pedestrian Corridor Preservation" capital program*.

The unique character code also allows for quick reference to the Recommendation text found in chapter 2 of this report.



A. Create a Pedestrian Supportive Environment

| Recommendation | Page | Begin Imp. | Implementation Type |
|---|------|------------|------------------------------------|
| A.1.a. Market the "Park Once" concept | 35 | 2006 | Further Planning Action |
| A.1.b. Implement "first hour free" in parking structure | 35 | 2009-2011 | Operations |
| A.1.c. Provide way-finding kiosks | 35 | 2009-2011 | Capital Project |
| A.2.a. Require additional pedestrian corridors for redevelopment | 35 | 2006 | Policy |
| A.2.b. Implement minimum crosswalk frequency | 35 | 2007-2008 | Policy, Capital Project, Operation |
| A.3.a. Inventory pedestrian corridors | 36 | 2006 | Further Planning Action |
| A.3.b. Implement Pedestrian Corridor Preservation Plan | 36 | 2006 | Policy, Further Planning Action |
| A.3.c. Require preservation of pedestrian corridors | 36 | 2007-2008 | Policy |
| A.3.d. Create a "Pedestrian Corridor Preservation" capital program | 36 | 2007-2008 | Capital Project |
| A.4.a. Encourage developers to build small plazas and outdoor seating | 36 | 2006 | Policy |
| A.5.a. Market downtown as a walkable downtown | 36 | 2006 | Operations |
| A.5.b. Facilitate convenient pedestrian connections to ferry terminal | 36 | 2006 | Further Planning Action |

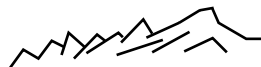
Unique three
character code

Timeframes

- 2006
- 2007-2008
- 2009-2011

Type of Actions

- Ordinances
- Capital Projects
- Operations
- Policies
- Further Planning Action

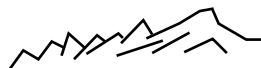


A. Create a Pedestrian Supportive Environment

| Recommendation | Page | Begin Imp. | Implementation Type |
|---|------|------------|------------------------------------|
| A.1.a. Market the "Park Once" concept | 35 | 2006 | Further Planning Action |
| A.1.b. Implement "first hour free" in parking structure | 35 | 2009-2011 | Operations |
| A.1.c. Provide way-finding kiosks | 35 | 2009-2011 | Capital Project |
| A.2.a. Require additional pedestrian corridors for redevelopment | 35 | 2006 | Policy |
| A.2.b. Implement minimum crosswalk frequency | 35 | 2007-2008 | Policy, Capital Project, Operation |
| A.3.a. Inventory pedestrian corridors | 36 | 2006 | Further Planning Action |
| A.3.b. Implement Pedestrian Corridor Preservation Plan | 36 | 2006 | Policy, Further Planning Action |
| A.3.c. Require preservation of pedestrian corridors | 36 | 2007-2008 | Policy |
| A.3.d. Create a "Pedestrian Corridor Preservation" capital program | 36 | 2007-2008 | Capital Project |
| A.4.a. Encourage developers to build small plazas and outdoor seating | 36 | 2006 | Policy |
| A.5.a. Market downtown as a walkable downtown | 36 | 2006 | Operations |
| A.5.b. Facilitate convenient pedestrian connections to ferry terminal | 36 | 2006 | Further Planning Action |

B. Increase connectivity

| Recommendation | Page | Begin Imp. | Implementation Type |
|---|------|------------|-------------------------------------|
| B.1.a. Revise functional classification to include non-motorized connectivity | 37 | 2006 | Policy |
| B.1.b. Require new public street connections in permitting process | 38 | 2006 | Policy |
| B.2.a. Design and operate streets as multimodal facilities | 38 | 2006 | Policy, Capital Projects |
| B.2.b. Require "accessible" design for public and private streets | 39 | 2006 | Policy |
| B.2.c. Encourage lower motor vehicle speeds | 39 | 2006 | Policy |
| B.3.a. Connect Erickson to Hildebrandt | 39 | 2006 | Capital Project |
| B.3.b. Connect Wyatt Way to Ferncliff | 39 | 2006 | Capital Project, Further Plan. Act. |
| B.4.a. Establish pedestrian connections between downtown and Eagle Harbor | 39 | 2006 | Capital Project, Further Plan. Act. |
| B.5.a. Emphasize multimodal corridors to ferry terminal | 40 | 2006 | Further Planning Action |
| B.5.b. Ensure main street urban design from Ferncliff into downtown | 40 | 2006 | Policy, Further Planning Action |
| B.5.c. Convert East Winslow Way to two lanes and parking | 40 | 2006 | Capital Project |
| B.6.a. Engage in ferry terminal planing process | 40 | 2007-2008 | Further Planning Action |
| B.6.b. Prioritize pedestrian, bicycle and transit connections | 40 | 2006 | Further Planning Action |
| B.7.a. Encourage multi-use path development | 40 | 2006 | Further Planning Action |

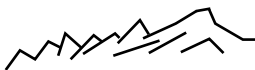


C. Manage Traffic

| | Page | Begin Imp. | Implementation Type |
|---|------|------------|-------------------------|
| C.1.a. Increase frequency of pedestrian crosswalks on Winslow Way | 41 | 2006 | Capital Project |
| C.1.b. Maximize on-street parking | 41 | 2006 | Capital Project |
| C.1.c. Eliminate delivery parking on Winslow Way | 41 | 2009-2011 | Capital Project |
| C.1.d. Widen sidewalks on Winslow Way, require canopies | 41 | 2006 | Policy, Capital Project |
| C.1.e. Design Winslow Way for public plaza use | 41 | 2006 | Capital Project |
| C.2.a. Avoid street widening projects | 41 | 2006 | Policy |

D. Expand Transit

| Recommendation | Page | Begin Imp. | Implementation Type |
|--|------|------------|-------------------------------------|
| D.1.a. Coordinate with Kitsap Transit on rerouting transit routes to connect neighborhoods | 42 | 2006 | Further Planning Action |
| D.1.b. Incorporate transit design into Winslow Way | 42 | 2006 | Capital Project |
| D.2.a. Reconfigure Route 100, the Winslow Shuttle | 42 | 2007-2008 | Further Planning Action |
| D.2.b. Identify locations for bus stops | 42 | 2006 | Capital Project, Further Plan. Act. |
| D.2.c. Market and promote transit services | 42 | 2006 | Further Planning Action |
| D.3.a. Identify new park and ride locations in SR-305 corridor | 42 | 2007-2008 | Policy, Further Planning Action |
| D.3.b. Identify new Park and Ride locations in other areas | 42 | 2007-2008 | Capital Project, Further Plan. Act. |
| D.3.c. Install bike facilities at park and ride locations | 42 | 2009-2011 | Further Planning Action |

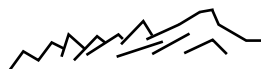


E. Manage Parking Supply

| Recommendation | Page | Begin Imp. | Implementation Type |
|--|------|------------|--------------------------------------|
| E.1.a. Prevent net loss of on-street parking | 43 | 2006 | Policy |
| E.1.b. Add on-street parking whenever feasible | 43 | 2006 | Policy, Further Planning Action |
| E.1.c. Credit new on-street spaces toward requirements | 43 | 2006 | Ordinance |
| E.2.a. Diversify time limit parking zones | 43 | 2006 | Policy, Capital Project, Operation |
| E.2.b. Eliminate inappropriate long-term parking use | 43 | 2006 | Policy, Operation |
| E.3.a. Incorporate paid parking into capital planning | 44 | 2009-2011 | Policy, Further Planning Action |
| E.3.b. Communicate paid parking future | 44 | 2006 | Policy, Further Planning Action |
| E.3.c. Begin paid on-street parking when first parking structure opens | 44 | 2009-2011 | Policy, Further Pln. Act., Operation |
| E.4.a. Create additional bicycle parking | 44 | 2006 | Capital Project |
| E.4.b. Require minimum bicycle parking | 44 | 2006 | Ordinance |
| E.4.c. Dedicate parking spaces for carpools | 44 | 2006 | Policy, Operation |
| E.4.d. Implement a Transportation Demand Management program | 44 | 2009-2011 | Further Planning Action, Operation |
| E.5.a. Clarify off-site parking allowances | 45 | 2006 | Ordinance |
| E.5.b. Revise parking requirements for Mixed Use town center | 46 | 2006 | Ordinance |
| E.5.c. Change parking requirements with changes in use | 46 | 2006 | Ordinance |
| E.6.a. Credit on-street spaces for parcels under 8,000 square feet | 46 | 2006 | Ordinance |

F. Solidify Parking Enforcement

| Recommendation | Page | Begin Imp. | Implementation Type |
|--|------|------------|-------------------------|
| F.1.a. Implement hand-held ticketing devices | 47 | 2006 | Operations |
| F.1.b. Increase the number of parking enforcement agents | 47 | 2006 | Operations |
| F.1.c. Convert enforcement agents to parking ambassadors | 47 | 2006 | Operations |
| F.1.d. Extend active enforcement hours | 47 | 2006 | Operations |
| F.2.a. Implement zonal parking system | 47 | 2007-2008 | Ordinance, Operations |
| F.2.b. Ensure clear signage | 47 | 2007-2008 | Operations |
| F.3.a. Increase fines for subsequent tickets | 48 | 2006 | Ordinance, Operations |
| F.4.a. Create "gentle reminder" first-time tickets | 48 | 2006 | Ordinance |
| F.5.a. Establish a neighborhood parking program | 48 | 2007-2008 | Further Planning Action |
| F.5.b. Implement neighborhood parking permit zones | 48 | 2009-2011 | Ordinance, Operations |
| F.6.a. Assist private property owners with private parking enforcement | 48 | 2006 | Further Planning Action |



G. Provide for Parking Finance

| Recommendation | Page | Begin Imp. | Implementation Type |
|--|------|------------|-------------------------|
| G.1.a. Create revenue and capital plan for the Fee-in-Lieu (FIL) program | 49 | 2007-2008 | Policy, Operations |
| G.1.b. Set FIL equal to actual costs; revise annually | 49 | 2007-2008 | Policy, Operations |
| G.1.c. Allow pre-purchase of FIL spaces | 49 | 2007-2008 | Policy, Operations |
| G.2.a. Establish a Parking Enterprise Fund (PEF) | 49 | 2007-2008 | Operations |
| G.3.a. Give operational authority to Parking District | 50 | 2009-2011 | Policy, Operations |
| G.3.b. Use City's tax-exempt status for municipal bonds | 50 | 2009-2011 | Policy, Operations |
| G.3.c. Clarify joint venture project procedures | 50 | 2007-2008 | Policy |
| G.4.a. Identify locations for pay stations on Winslow Way | 50 | 2006 | Further Planning Action |
| G.4.b. Ensure infrastructure for new parking structures to collect fees | 50 | 2006 | Further Planning Action |
| G.4.c. Provide in-vehicle meters to residents | 50 | 2009-2011 | Operations |

H. Provide Employee Parking

| Recommendation | Page | Begin Imp. | Implementation Type |
|---|------|------------|--------------------------------------|
| H.1.a. Manage a waiting list for employee parking permits | 51 | 2006 | Operations |
| H.1.b. Expand sites for employee parking permit program | 51 | 2006 | Cap. Prj., Oper., Further Plan. Act. |
| H.1.c. Keep parking permit costs below ticket costs | 51 | 2006 | Operations |
| H.1.d. Pull employee parking into parking structures | 51 | 2009-2011 | Operations |
| H.1.e. Shift employee permit parking responsibility to the Parking District | 51 | 2009-2011 | Operations |
| H.2.a. Enforce parking time limits | 51 | 2006 | Operations |
| H.2.b. Market employee parking program | 51 | 2006 | Operations |

I. Manage Delivery Parking

| Recommendation | Page | Begin Imp. | Implementation Type |
|---|------|------------|------------------------------|
| I.1.a. Inventory/ evaluate alternatives to delivery truck parking on Winslow W. | 52 | 2006 | Capital Projects, Operations |
| I.1.b. Prohibit on-street delivery parking where alternatives exist | 52 | 2009-2011 | Operations |



J. Establish a Parking District

| Recommendation | Page | Begin Imp. | Implementation Type |
|--|------|------------|---------------------|
| J.1.a. Develop Parking District Charter | 53 | 2009-2011 | Operations |
| J.1.b. Establish Parking District as an agency of the City | 53 | 2009-2011 | Operations |
| J.1.c. Absorb parking enforcement responsibilities | 53 | 2009-2011 | Operations |
| J.1.d. Absorb management responsibilities of employee parking permit prog. | 53 | 2009-2011 | Operations |
| J.1.e. Absorb management responsibilities for FIL and PEF | 53 | 2009-2011 | Operations |
| J.1.f. Absorb responsibilities of Transportation Demand Management program | 53 | 2009-2011 | Operations |
| J.1.g. Rely on City administrative structure, whenever possible | 53 | 2009-2011 | Operations |
| J.1.h. Conduct public outreach and education | 53 | 2009-2011 | Operations |

K. Manage Ferry Terminal Parking

| Recommendation | Page | Begin Imp. | Implementation Type |
|--|------|------------|---------------------------------|
| K.1.a. Add on-street parking whenever feasible | 54 | 2007-2008 | Policy, Further Planning Action |
| K.1.b. Credit new on-street spaces toward requirements | 54 | 2007-2008 | Ordinance |
| K.1.c. Create time zones in ferry terminal districts | 54 | 2007-2008 | Operations |
| K.2.a. Apply downtown enforcement system to ferry terminal district | 54 | 2007-2008 | Policy |
| K.3.a. Clarify off-site allowances for commercial projects | 54 | 2007-2008 | Ordinance |
| K.3.b. Revise parking requirements | 55 | 2007-2008 | Ordinance |
| K.3.c. Change parking requirements with changes in use | 55 | 2007-2008 | Ordinance |
| K.4.a. Include Ferry Terminal District in Winslow Parking District | 55 | 2009-2011 | Ordinance |
| K.4.b. Apply downtown finance provisions to Ferry Terminal District | 55 | 2009-2011 | Ordinance |
| K.4.c. Apply downtown employee parking provisions to Ferry Terminal District | 55 | 2009-2011 | Operations |

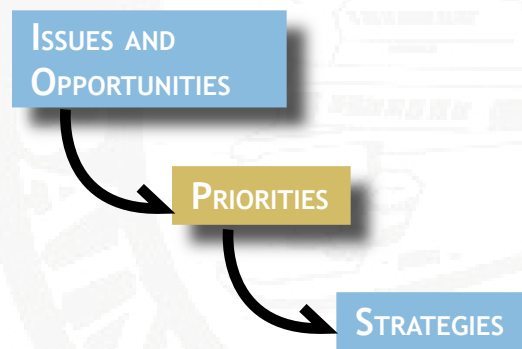


CHAPTER 1 INTRODUCTION

This chapter presents a set of issues and opportunities for access and circulation on Bainbridge Island. Stemming from these issues and opportunities is a list of priorities. The priorities are intended to support the design principles from Winslow Tomorrow. A set of strategies then directly addresses each priority. Each strategy is explained by text and examples.

The illustration below demonstrates the progression of this chapter.

Chapter 1



CIRCULATION ISSUES AND OPPORTUNITIES

Healthy downtowns require good circulation. The essential foundation of good circulation in any downtown is a pedestrian-supportive environment where abundant pedestrian facilities are complemented by pedestrian-oriented urban design. However, downtowns also require good vehicle circulation and transit service if they are to thrive.

Winslow today has only fair circulation. Its pedestrian environment is compromised by inadequate sidewalks, infrequent street crossings and an oversized block structure. The street network is poorly connected, with numerous discontinuities concentrating traffic on a few primary routes. Transit service is limited, with most service oriented to meeting ferries, only incidentally serving downtown and connecting it with Bainbridge Island neighborhoods. These issues threaten the city's livability and regional viability.

Paramount to achieving the Winslow Tomorrow Vision will be improving the pedestrian environment in downtown. This represents one of Bainbridge Island's most important opportunities. The City should improve existing walk facilities, increase the frequency of parallel walk corridors and connections, and preserve a human scale main street environment where motor vehicles are present but do not dominate.

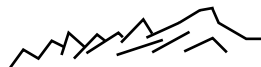
The City should work to preserve informal walk corridors within and connecting to downtown. These "social trails" are part of the identity of Winslow and can play a key role in the future by connecting downtown land uses, building community and enhancing commercial viability. The City should not be complacent about existing alleys and walkways on private property. As redevelopment and infill occur, these could be lost. The Non-Motorized Transportation Study identifies walking routes that are not protected by easement or public ownership, but further inventory and mapping are needed.



Improved street connectivity is another key opportunity for Winslow. Discontinuities and missing links force indirect routing for all modes of travel - walking, bicycling, and transit as well as automobiles and trucks. In general, a complete network of small streets is more efficient, provides greater capacity, and allows much better circulation than an incomplete network of large streets. Other advantages to a more continuous street network include improved emergency service vehicle (fire, police, ambulance) circulation and improved safety. While connecting streets can increase traffic in areas that previously were more inaccessible, the shared public benefits of dispersing traffic over a larger number of routes outweighs localized impacts. Good design can further reduce impacts associated with marginal traffic increases.

The promise of increased non-motorized access between downtown and the ferry terminal remains largely unrealized despite years of discussion and planning. One reason for lack of progress is the large number of entities responsible for the ferry terminal area. Land ownership includes the Washington State Ferry (WsDOT), WsDOT's highway divisions, the City of Bainbridge, Kitsap County and numerous private land owners. The \$200 million in state funding allocated to a ferry terminal upgrade represents a fresh opportunity to bring these stakeholders to the table. This planning process should include a renewed emphasis on walk/bike and transit connections between the Winslow core and the ferry terminal, both for Winslow residents and workers, and for visitors from Seattle and beyond.

Over the years there has been much local concern about the volume of motor vehicle traffic at ferry departure and arrival times. During peak periods directly before ferry loading, vehicles are backed up Olympic Drive into the SH 305 intersection and beyond, causing an array of problems. When ferries unload, vehicular traffic surges onto SH 305, Winslow Way and the few other streets with continuity to the larger street network. These surges are of generally short duration and traffic levels on Winslow roadways (other than SH 305) will remain manageable in the future. A more connected street network would facilitate the dispersal of this traffic, with substantially more local benefit than massive roadway expansions, such as an interchange at Winslow Way and SH 305.





CIRCULATION PRIORITIES

Four priorities for circulation are recommended. These stem from the issues and opportunities listed above, the comments and suggestions heard at public meetings, and the design principles of Winslow Tomorrow. These four priorities are:

- Create a pedestrian supportive environment
- Improve connectivity
- Manage traffic
- Increase transit service

A. PEDESTRIAN SUPPORTIVE ENVIRONMENT



Bainbridge Islanders are in agreement that Winslow should be a pedestrian-oriented place. An improved pedestrian environment is critical to achievement of the design principles outlined in the Winslow Tomorrow process, including:

- Design Principle #2: Winslow is a pedestrian place - the “Heart” of Island culture, commerce and community; Winslow Way is the “centerpiece.”
- Design Principle #3: “Connectivity and access for all - safe alternatives to the car exist for pedestrians, cyclists, the less-able, and transit riders.”

There are generally four types of pedestrian environments. These are outlined in the side box on the following page.

Winslow should become a “pedestrian supportive” area with embedded “pedestrian places” at key locations. The strategies listed below are designed to achieve this objective.



A. STRATEGIES FOR A PEDESTRIAN SUPPORTIVE ENVIRONMENT

1. Make downtown core a “park once” area

Making it feasible to park once for numerous destinations in Winslow (for example shop, dine, shop, bank) would improve the pedestrian experience, increase pedestrian activity on downtown streets, and reduce the volume of vehicular traffic making short (unnecessary) trips within the downtown. Increasing pedestrian activity also attracts more pedestrians and improves the walking experience by making downtown a more vibrant community center.

2. Tighten downtown walk grid

Existing long blocks with infrequent street crossings and inconvenient, indirect walk routes discourage pedestrian activity and encourage driving for short trips within Winslow. To achieve a pedestrian supportive environment, there should be alternative parallel routes and connections in the Winslow pedestrian network at an average of every 250 to 330 feet. This “grid density” matches pedestrian needs for route directness and enhances social synergy by providing numerous corners and intersections.

3. Protect & formalize use paths

Informal use paths are part of the character of Winslow. They also provide key connections between buildings, parking facilities and nearby neighborhoods.

4. Pursue placemaking with owners

Bainbridge Island should work with owners of downtown properties and developers to create places where people can gather and interact. Small places within a downtown play an important everyday role but also are of great utility for special events.

5. Position Winslow as local & regional walking destination

The Forth of July event on Winslow Way demonstrates the potential for Bainbridge Island to draw Seattleites and others looking for a small town, walkable main street environment. A modest increase in downtown business activity from visitors could significantly enhance commercial viability and help fund public investment in the amenities desired by residents. By emphasizing the pedestrian orientation of downtown, Winslow can attract customers without necessarily attracting their cars.

FOUR TYPES OF PEDESTRIAN ENVIRONMENT

Pedestrian Place

- High pedestrian presence
- Serves as a destination or meeting place
- Ample opportunity to linger
- Low motor vehicle speeds
- Continuous storefronts
- Multi-modal access

Pedestrian Supportive

- Medium to high pedestrian presence
- May include gathering places
- Low motor vehicle speeds
- Some street furniture and vegetation

Pedestrian Tolerant

- Utilitarian walking only
- Disconnected sidewalks
- Includes many types of land use
- Higher motor vehicle speeds

Pedestrian Intolerant

- High-speed motor vehicle traffic
- Poor sidewalks, if any
- Little storefront activity, often set behind large parking lagoons
- Almost no pedestrian activity



CONNECTIVITY AND TRAVEL

There are several studies that demonstrate the relationship between increased connectivity and environmental benefits.

A 2004 study by the EPA found that increased connectivity had a positive impact on vehicle travel and pollution emissions. The SMARTRAQ study in Atlanta and a study performed by the Puget Sound Regional Council both found that increased connectivity reduced the amount of motor vehicle travel in the respective areas.

Several case studies and computer generated models have attempted to uncover the level of connectivity that minimizes vehicle travel. It appears the optimal level of connectivity falls in the range of 10 to 16 connections per mile, or one connection every 330 to 530 feet.

B. IMPROVE CONNECTIVITY



Connectivity is an especially important topic in Winslow, and creating multimodal connectivity is one of the design principles that came out of Winslow Tomorrow. Recent news articles in the Bainbridge Review discuss how some pedestrian connectivity is at risk of being lost. Three strategies for Winslow should be addressed: Multimodal streets, street connectivity, and establishing a corridor between downtown Winslow and the harbor.

STRATEGIES TO IMPROVE CONNECTIVITY

1. Provide multimodal streets

Connectivity should not be thought of as serving only automobile mobility and access. The priority in Winslow is to increase connectivity for the benefit of all modes of travel.

Winslow residents have long supported improvements to the non-motorized transportation system, and this has been reconfirmed by the Winslow Tomorrow planning process.

Multimodal connectivity offers key benefits for Winslow, including mobility for people who cannot or choose not to drive, improved public health from more active living, and sustained quality of life and economic viability in the face of inexorable growth in vehicular traffic and rising fuel prices.



2. Improve street continuity and connectivity in and around Winslow

Circulation can be significantly enhanced by the availability of alternative routes to get from one point to another. Well-connected street networks provide shorter, more direct routes for pedestrians, bicycles, buses, cars and trucks.

Better connectivity also decreases access time and provides route redundancy for emergency service vehicles (fire, police and ambulance). Bainbridge Island's need for better street connectivity extends in all directions from downtown. Numerous areas of Winslow are characterized by overly long blocks and missing connections.

Over time, as Winslow properties come in for development and redevelopment, the City should require the extension and dedication of new local streets across the longer blocks to achieve better connectivity and extend the pedestrian supportive environment.

3. Establish another corridor between downtown and the harbor

Eagle Harbor could help set Winslow apart from other "downtowns" in the Puget Sound region, most of which have fewer natural assets. One of the most attractive attributes of Winslow is its proximity to open water and it is imperative to develop a strong connection with this resource. Connections between Winslow and Eagle Harbor today are limited. This is a key opportunity for the city.



C. MANAGE TRAFFIC



There are two priorities for traffic management in Winslow. First is to manage the traffic that builds near the ferry during ferry arrivals and departures. Vehicles departing from and arriving to the ferry come in large peaks, providing a challenge to traffic engineers. The focal point of this congestion is the intersection of 305 and Winslow Way, as seen in these pictures.

The second priority is to manage the pass-through traffic on Winslow Way. Again large peaks of traffic arrive at Winslow Way every time a ferry arrives. These waves of vehicles also put pressure on the parking system as everyone is looking to park at the same time.

Widening streets and increasing intersection capacity are not recommended. Ultimately, widening streets on Bainbridge Island would do nothing to alleviate congestion, be expensive, disruptive, and jeopardize the character of downtown Winslow.



STRATEGIES FOR MANAGING TRAFFIC

1. Rebuild Winslow Way

Rebuilding Winslow Way is an excellent opportunity to address traffic management issues, among others. Smart street design is the key to creating a pedestrian supportive environment. It will also set the stage for new development and redevelopment to occur on Winslow Way. Finally, rebuilding Winslow Way is an opportunity to provide new locations for delivery vehicle parking, discussed in the last section of this report.

2. Avoid massive capacity projects

Road widening and other projects that increase capacity do not decrease congestion or delay. Wider roads induce more traffic onto these roads, quickly creating similar levels of congestion as before, but at higher traffic volumes.

3. Increase transit service to downtown

Currently Kitsap Transit's priority is to meet the demands of ferry commuters. There is, however, an unmet demand for mid-day services. Providing a downtown circulator would address this unmet demand and is discussed in the next section.



D. EXPAND TRANSIT SERVICES



Several of the design principles for Winslow Tomorrow recommend increasing the transit service on the island. Members of the community have also supported this concept at public meetings. Currently, the transit service is focused on ferry commuters. There is a local Winslow Shuttle that serves other needs. However, it runs only once every 25 minutes. Working closely with Kitsap Transit will be an important part of this process.

STRATEGIES FOR EXPANDING TRANSIT SERVICES

1. Increase transit services to downtown

Buses serving the ferry should be rerouted to serve downtown employment centers on the way to and from the terminal.

2. Improve core circulator

Kitsap Transit's route 100, the Winslow Shuttle, is the closest thing that Winslow has to a circulator bus service. Improvements to this service could include providing a higher frequency service (i.e. buses arrive more frequently), connecting key destinations such as Winslow Way and High School Road Shopping Center, and identifying and improving bus stop locations.



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ACCESS ISSUES AND OPPORTUNITIES

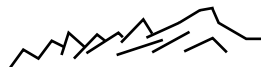
Access is the ability for pedestrians, cyclists and motorist to reach their final destinations. Excellent circulation, although important, is incomplete if access to offices, stores and residences is difficult or time consuming. Access facilities include small collector streets, sidewalks around storefronts, and ADA facilities. However, the most difficult access element to be addressed is motor vehicle parking. Bainbridge Island cannot achieve the Winslow Tomorrow vision without successfully tackling the parking issue.

Although the focus of parking is motor vehicles, the influence of parking extends beyond simply accommodating cars. Many pedestrians using Winslow's sidewalks originate from parked cars; without convenient parking the pedestrian environment will suffer. Retail and commercial viability will also suffer if parking is too difficult or unavailable.

Most cities have issues with parking and Winslow is no exception. As the City's Parking Advisory Committee's first report aptly noted, "A commercial core that does not have a parking problem probably has much more serious problems to address." While Winslow continues to function today, there are several parking issues that over time threaten to reduce the city's livability and viability as the island's downtown.

One issue facing Winslow is the perception by many people that there is not enough parking. A lack of convenient parking in downtown, be it real or perceived, can prevent people from using downtown to shop, dine, work and recreate. A second but related issue to this is that employees and ferry commuters are parking all day in highly valued short-term parking to avoid paying for parking. These parking spots could be better utilized by shoppers looking for convenient parking. A third but also related issue is that parking enforcement is not set up properly to adequately enforce parking regulations. A final issue is that current off-street parking requirements are preventing reinvestment in downtown Winslow.

The following pages break down parking on Bainbridge Island into five interrelated elements: supply, enforcement, financing, management and deliveries. By taking a comprehensive approach to all elements of parking, long term solutions to the issues mentioned above can be developed.



PARKING PRIORITIES

In support of the Winslow Tomorrow design principles, the City of Bainbridge must find a balance between providing too much parking and not providing enough. Parking requirements that cover a broad range of land uses, from restaurants to barber shops, are blunt tools for supply management. The graphic below lists some of the problems that could occur in Winslow with too little or too much parking.



There is quite a bit of parking in downtown Winslow, although much of it is in private lots, or reserved for customers patronizing the adjacent businesses. Consider the downtown area between SH 305 on the East, Finch on the West, Parfitt on the South and City Hall on the north. In this area there are:

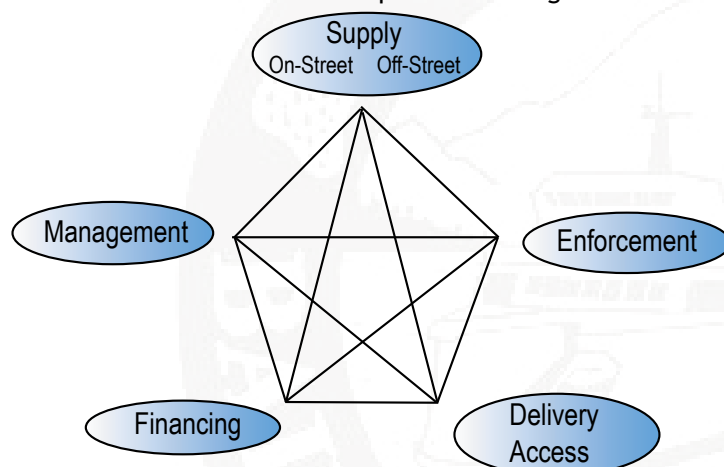
- 333 free 2-hour on-street spaces
- 311 spaces for customers patronizing businesses
- 163 City Hall spaces available free on weekends
- 105 spaces for employees registered with the Chamber of Commerce
- 875 paid spaces with Diamond lots

Source City of Bainbridge Ref. Ord. No. 2003-06



E. SUPPLY

There are five elements of a functioning parking system in downtown Winslow: **Supply, Enforcement, Financing, Management and Deliveries.** These five elements are interdependent and must be developed in an integrated fashion. This section will highlight priorities for each of the five elements and provide strategies to meet these priorities.



There are two types of supply. On-street supply refers to public storefront parking, such as the diagonal parking on Winslow Way. Off-street supply refers to private parking required by code for new development. These two types of parking have different characteristics and demand different sets of strategies.

In general, ferry terminal parking will benefit from the same set of strategies as downtown parking. In fact, the two locations are interrelated on many fronts. For example, the availability of parking at the ferry terminal will affect the parking environment downtown.





STRATEGIES FOR OPTIMIZING ON-STREET SUPPLY

1. Improve utilization of on-street supply

On-street spaces are the most valuable to storefront retail and commercial establishments. Patrons prefer storefront parking and show reluctance to walking long distances to front doors. As identified by the design principles of Winslow Tomorrow, it is important to preserve on-street spaces through a policy of “no-net loss.” If construction or development necessitates the removal of on-street spaces, new on-street spaces should be provided. It also is important that storefront parking spaces have high turn over rates to ensure maximum exposure to downtown businesses.

2. Plan for paid parking in the future

The shift to paid parking is one of the most controversial decisions a city planning department can make. Although Winslow is not ready to implement paid parking at this time, future parking demands will soon make it a requirement. Steps need to be taken now so that when paid parking becomes necessary, other measures will be in place to facilitate its arrival.

3. Support multimodal balance

The Winslow Tomorrow process underscored citizens’ desire to support multiple modes of travel. Encouraging downtown patrons to use alternative modes will decrease demand for motor vehicle parking spaces. Providing adequate bicycle parking and enhancing transit stops on Winslow Way should be prioritized. Furthermore, improving the walk environment will encourage those who do drive to downtown to park once and access final destinations on foot.



STRATEGIES FOR REVISING OFF-STREET REQUIREMENTS

4. Ensure the right amount of parking

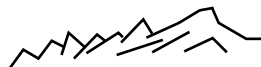
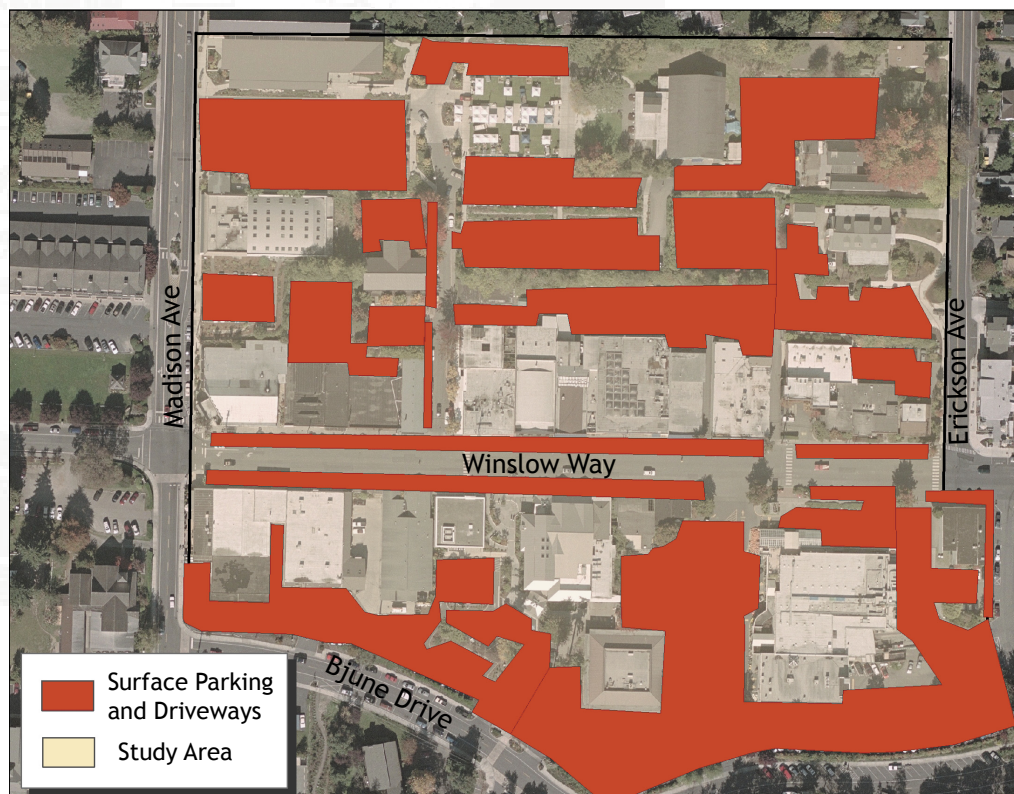
Parking requirements can increase the costs of new development and redevelopment projects making projects too expensive to build. Changes to the parking ordinance can make new projects more viable and increase the potential for infill development in downtown while avoiding an overall parking shortfall. This approach would be consistent with the design principles of Winslow Tomorrow.

It is important to know the demand for each land use to correctly set off-street requirements for development and redevelopment projects. Currently all retail and commercial uses of similar size have identical parking requirements. This requirement, along with residential parking requirements, will be evaluated later in the report.

5. Enable redevelopment and infill on small parcels

Maintaining a continuous store front environment along Winslow Way is a hallmark of an excellent pedestrian environment. Unfortunately, small parcels are often difficult to redevelop as there is little space to provide surface parking. Underground parking solves this problem but is extraordinarily expensive and may not be physically possible with small parcels due to the space demands of ramps and driveways. Parking requirements for small parcels should be met off-site in consolidated parking lots or structures.

41% of the surface area of downtown Winslow is covered by parking

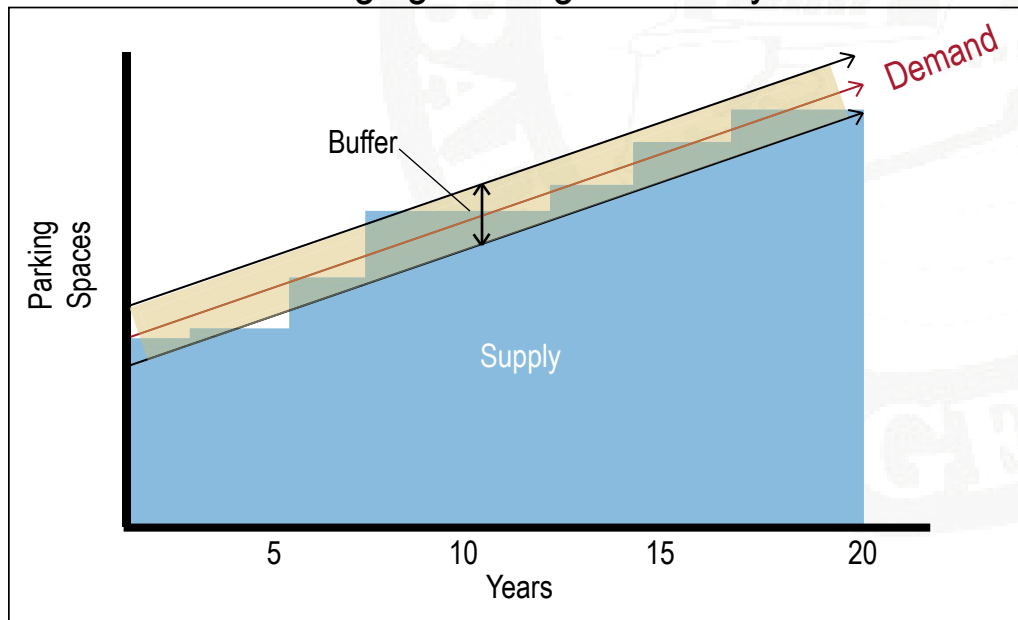


STRATEGIES FOR REVISING OFF-STREET REQUIREMENTS

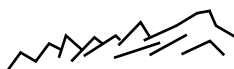
6. Manage parking as a utility

Bainbridge Island should begin to treat downtown parking more as a utility and less as an on-site requirement. Requiring all parking for each building to be met on the site of that building is a suburban approach, inappropriate in downtowns.

In Winslow, parking should be managed similarly to potable water supply or stormwater drainage: the City should provide the basic capacity through a city department or agency and collect fees to cover the costs of the service. Like water or stormwater, each property should have a financial responsibility for the service and may provide part of the required infrastructure on site, but should not be expected to provide the service entirely from within the boundaries of the site.

Managing Parking as a Utility

Once parking is managed as a utility, the City should anticipate a need to plan for future increases in parking demand as properties are developed or redeveloped. The steady growth in demand from new projects and economic activity will not exactly match the “stair step” increases in supply from new parking structures (see side figure). The City should plan to have available some modest amount of supply “buffer” - in structures, in surface lots, or even on side streets - to temporarily absorb increases in demand in the years between completion of new parking structures.



F. ENFORCEMENT



Although parking enforcement staffing has recently increased from one to two officers, and fines for offenders have increased in recent years, parking enforcement is still inadequate in Winslow. Much of the current supply of storefront parking is misused by employees and ferry commuters. Increased enforcement will lead to higher turnover rates, effectively creating new parking supply, benefiting downtown businesses and supporting the Winslow Tomorrow design principles. This should be done without creating a parking environment that is hostile to visitors and new residents.

STRATEGIES FOR INCREASING ENFORCEMENT EFFORTS

1. Increase probability of time limit offenders receiving tickets

Experience has shown that some downtown Seattle commuters park their cars in downtown Winslow to access the ferry. Ferry parking is a poor use of downtown spaces because it underutilizes highly valued parking spaces. These cars sit all day without generating additional pedestrian activity to the street and without generating additional shopping trips.

Similarly, employee parking is a poor use of store front parking spaces. Employees and employers parking in front of their businesses impede the access of customers to their stores, making downtown shopping less attractive.

2. Eliminate 2-hour shuffle

Experience has shown that some employees and other long term parkers avoid parking tickets by shuffling their cars throughout the day. Increased enforcement efforts will decrease the likelihood of employees shuffling their cars within the same time zone. Improving the employee parking program offered by the Chamber of Commerce, mentioned under *Management*, will encourage employees to park elsewhere.



PARKING ENFORCEMENT TECHNOLOGY

Advances in parking enforcement technology could make Winslow's parking enforcement officers more effective. Handheld computerized machines record the parking history of each vehicle ever entered. This allows enforcement agents to keep track of first time offenders, repeat offenders and vehicles being shuffled around during the day.

Some handheld units provide digital recognition of license plates allowing enforcement agents to point and shoot. Agents are more efficient because they spend less time entering license plate numbers, and more time enforcing.

STRATEGIES FOR INCREASING ENFORCEMENT EFFORTS

3. Establish fines for repeat offenders

In areas where parking is scarce, some drivers may be willing to risk receiving a parking ticket as a "cost of business." An occasional fine is worth the convenience of not moving the car during the day. Although fines increase for multiple violations in one day, the fines do not increase for multiple offenses over time. Increasing fines for repeat offenders ("scofflaws") is an important part of enforcement.

4. Maintain customer-friendly environment

No one enjoys receiving a ticket, especially if the violator was unfamiliar with parking regulations. Visitors, downtown shoppers, and new residents are an important part of the Winslow economy and it is important that these patrons do leave upset from a parking ticket they felt was undeserved. At the same time, these vehicles should not receive special permission to violate parking codes. Special care must be taken to ensure the right balance of leniency and enforcement for these patrons.



G. FINANCING



The benefits of free convenient parking come at a cost. Land costs, design, construction and maintenance create big price tags for off-street parking supply. Structured and underground parking, with high design and construction demands, make parking cost even more.

One source of revenue for parking is the city's fee-in-lieu program. This program allows developers to pay \$17,000 in place of building a parking space. If the money is not spent by the city within 60 months, the city must refund this money to the developer with interest. Currently this program has \$85,553 in the account that was generated from one project. Other sources of parking could come from public/ private partnerships. Similar to supply and enforcement, this section lists strategies for financing parking in Winslow.

STRATEGIES FOR FINANCING PARKING

1. Retool the fee-in-lieu program

The fee in lieu gives developers an opportunity to buy out of the parking requirements. This program only works if the city has a plan of action for the generated money. For example, the city could use generated money to establish more off-street public parking, or reduce demand for parking through other strategies.

2. Establish a parking enterprise fund (PEF)

A parking enterprise fund (PEF) could hold many of the responsibilities of parking currently held by many city organizations. The PEF could manage ticket revenues, assign employee parking permits, and be responsible for an enforcement budget. The PEF will be discussed in further detail in the management section.

3. Set stage for public/ private partnership

Parking facilities, especially structured parking facilities, are expensive and can be difficult to fund within either private development or city budgets. Partnerships between the city and private developers can increase the likelihood of structured parking being built.

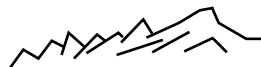
4. Prepare for paid parking

At some point paid parking in downtown will be necessary. Paid parking allows for better enforcement (no more chalking tires), increases turn over rates, and pays for itself through fee generation. Steps should be taken now to ensure potential for paid parking in the future.

GETTING THE PRICES RIGHT

Fee-in-lieu fees are often set and kept on the books for years before they are reevaluated and updated. Municipalities often find, too late, that several years after the fee in lieu program was implemented, design and construction prices have increased, making replacement parking spaces difficult to build.

To avoid this problem, Winslow's fee in lieu program should be set up with annual updates. Trends in construction costs could be based on the National Index of Construction (which estimates regional construction costs at the beginning of each year) or some other similar index.



H. DELIVERY ACCESS



One of the most overlooked aspects of parking recommendations is parking for delivery vehicles. Restaurants and retail establishments depend upon daily deliveries and it is important not to sacrifice this parking. Currently delivery trucks park in the middle of Winslow Way when making deliveries. In the future, these deliveries should be made on side streets or in alleys.

Although delivery parking could be thought of as an element of supply, it is so often overlooked that creating a separate section will highlight the importance of this resource.



STRATEGIES FOR DELIVERY ACCESS

1. Inventory alleys and driveways that might be used for delivery access

It may be possible that delivery trucks could be parked off of Winslow Way and delivery personnel could use alleys to access businesses. Off-street delivery truck parking would allow wider sidewalks on Winslow Way, creating additional gathering places as called for in Winslow Tomorrow's design principles.

2. Designate on-street locations for deliveries

Currently delivery trucks park in the middle of the street at any point along Winslow Way. If off-street delivery truck parking is not a viable option, then designating specific locations on Winslow Way for truck parking would allow the street to be narrower in some places. Similar to off-street delivery truck parking, designated on-street parking would allow for larger pedestrian rights of way.



I. MANAGEMENT



Effective management of the existing parking is less expensive than creating additional supply. In Winslow, better management could reduce the need for additional surface lot or structured parking. As mentioned earlier, some high value store front spaces in downtown are currently being used inefficiently by long-term parking. Parking management in Winslow should include setting appropriate time limits for storefront parking, oversee directional signage to parking facilities, creating and managing new employee parking facilities, creating and managing neighborhood permit programs and, in the future, implementing and regulating paid parking.

STRATEGIES FOR MANAGING PARKING AND PARKING SPILL OVER

1. Establish a parking district

A parking district would be responsible for downtown enforcement, parking finance, the employee permit program, marketing, and public outreach. This includes removing the responsibility of parking enforcement from the police force to a special parking district. **Parking agents managed by a special parking district would have reduced training requirements as they would not require full police certification.**

2. Reduce employee use of on-street spaces

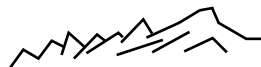
There are about 750 downtown Winslow employees who drive to work and park downtown. Experience has shown some of these employees park in storefront spaces that could be used for short-term retail and commercial trips. Relocating employee parking to designated lots would benefit all retailers in downtown.

3. Provide convenient parking alternatives for employees

If employee parking alternatives are to be successful, they must compete with storefront parking in terms of convenience. An employee parking program is already in place that rents about 100 downtown spaces to employees. This program should be expanded in to incorporate more spaces and include a marketing and outreach component.

4. Establish a neighborhood parking program

Retooling downtown parking enforcement will increase the risk of parking spillover into surrounding neighborhoods. For the above policies to work practically and politically, a neighborhood parking program must be established.

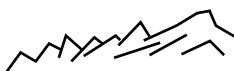
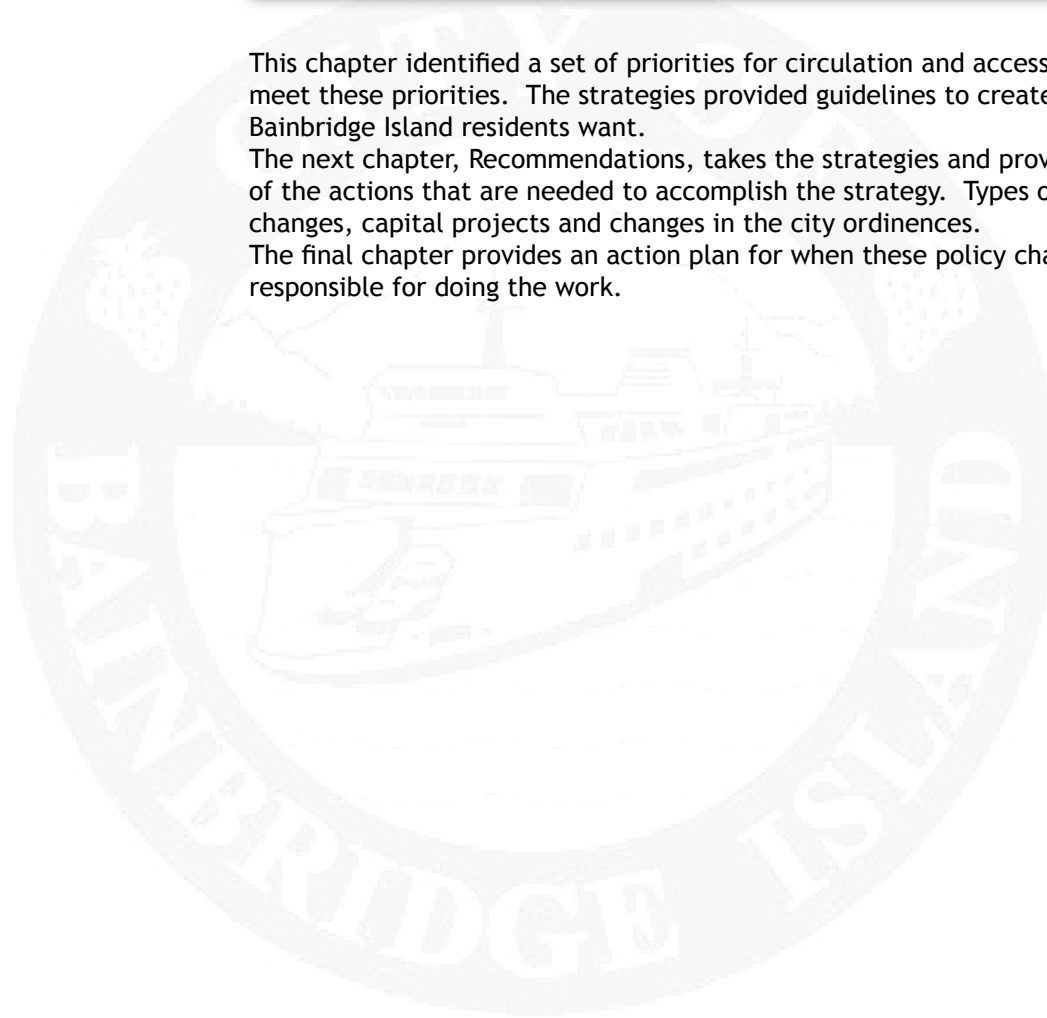


CHAPTER 1: CONCLUSION

This chapter identified a set of priorities for circulation and access, and provided strategies to meet these priorities. The strategies provided guidelines to create the type of downtown that Bainbridge Island residents want.

The next chapter, Recommendations, takes the strategies and provides detailed description of the actions that are needed to accomplish the strategy. Types of actions include policy changes, capital projects and changes in the city ordinances.

The final chapter provides an action plan for when these policy changes will happen, and who is responsible for doing the work.



Chapter 2: Recommendations

The previous section of this report provided recommended priorities for improving circulation and access in Winslow. It then listed sets of strategies for each priority. This section provides specific recommended actions designed to achieve each of the circulation and access priorities in a manner consistent with the **Winslow Tomorrow** design principles.

Implementation of these recommendations will require one of five different types of actions. The five action categories are ordinances, capital projects, operations, policies and further planning actions. These are described below.

Ordinances

New City ordinances or changes to existing City ordinances.

Capital Projects

Projects to be added to the City's capital improvements program.

Operations

Changes to City organizational structure, administrative processes, and/or budgetary actions.

Policies

New or revised City policies contained in the comprehensive plan or core area master plan. The comprehensive plan is updated once each year, so these changes in policy should take place as part of the annual update process.

Further Planning Actions

Recommendations for further study or planning, most of which will involve other agencies, multiple agencies, or newly formed entities.

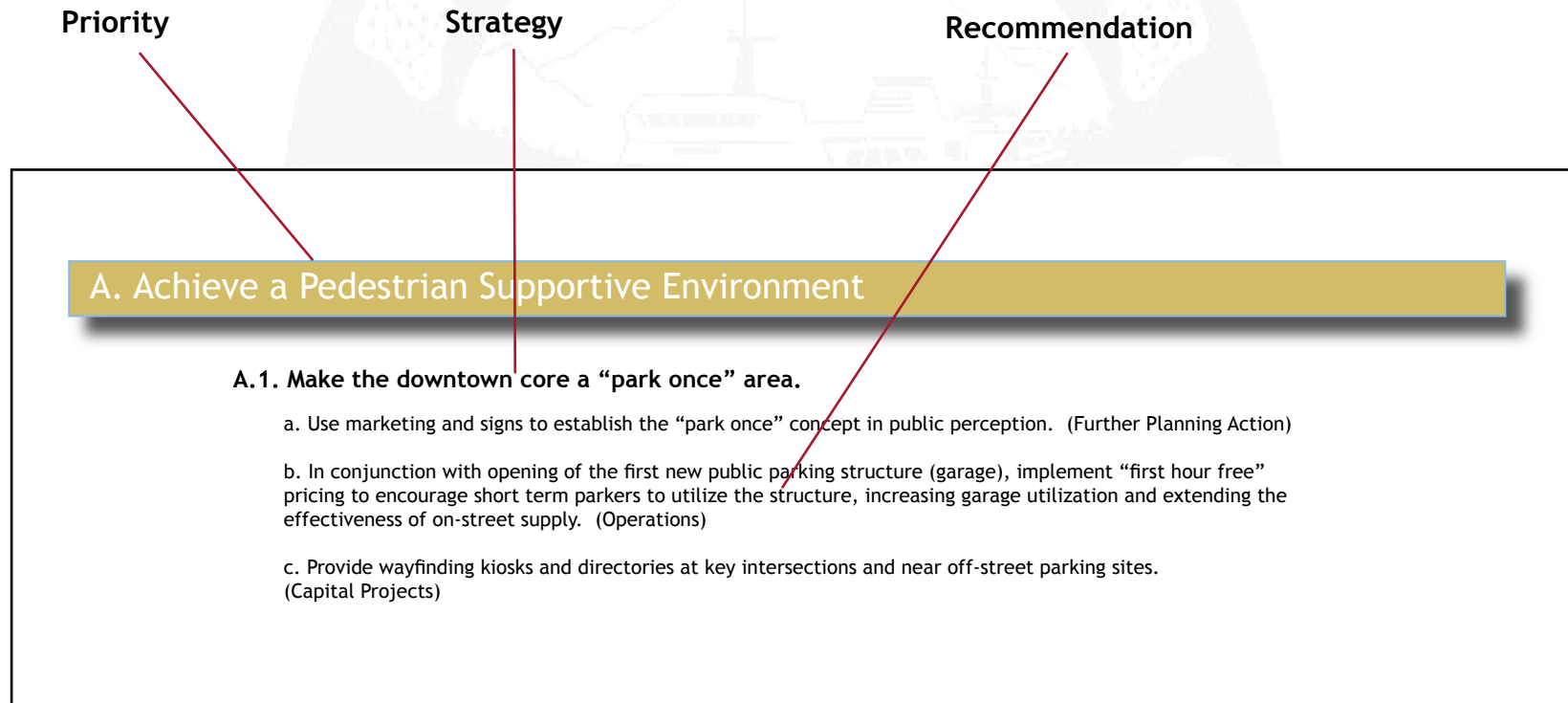
The work implied by the recommended actions is extensive and cannot occur all at once. The final section of this report will take these recommended actions and place them in an "action plan" showing the recommended year or timeframe for implementation.



Recommendations

This format of this report expands on the hierarchy established in earlier documents. Priorities are followed by strategies which are followed by recommendations. The numbering of the priorities and strategies is identical to the Access and Circulations Priorities Report.

The following schematic shows the layout of the policies, strategies and recommendations that will be use throughout the report.



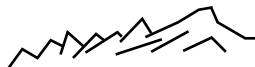
A. Achieve a Pedestrian Supportive Environment

A.1. Make the downtown core a “park once” area.

- a. Use marketing and signs to establish the “park once” concept in public perception. (Further Planning Action)
- b. In conjunction with the opening of the first new public parking structure (garage), implement “first hour free” pricing to encourage short term parkers to utilize the structure, increasing garage utilization and extending the effectiveness of on-street supply. (Operations)
- c. Provide wayfinding kiosks and directories at key intersections and near off-street parking sites. Use design to provide intuitive cues to assist pedestrians in wayfinding and orientation. (Capital Projects)

A.2. Tighten downtown walk grid.

- a. As redevelopment and infill projects are considered for approval within the Winslow district, require the addition of pedestrian corridors (walkways) between buildings where needed to reduce the average distance between parallel walk routes to between 250 feet and 330 feet. In its development review and permitting processes, the City should strive to achieve a pedestrian network with intersections ultimately averaging 250 feet to 330 feet apart throughout the Winslow district. Allow walk corridor requirements to be met through the creation of new streets as recommended in B.1.a. Exceptions should be allowed for reasons of topography, water features or other existing conditions. (Policy)
- b. Adopt and implement a minimum 330-foot frequency of signed, marked crosswalks (including, where necessary, mid-block crossings) on all downtown streets with daily traffic in excess of 2,500 vehicles per day and on all Collector classification streets. Implement a minimum 250-foot frequency on Winslow Way between SR-305 and Madison Avenue. (Policy, Capital Projects, Operations)



A. Achieve a Pedestrian Supportive Environment

A.3. Protect & formalize use paths.

- a. Using the Non-Motorized Transportation Study as a guide, inventory existing and potential future pedestrian paths and corridors within the Winslow district, including formal walkways and informal use paths. In the inventory, indicate which paths and corridors are protected by existing easement or public ownership and which are not. Prioritize the corridors most important to preserve based on public workshops and on the grid recommendations in A.2.a. (Further Planning Action)
- b. Implement a Pedestrian Corridor Preservation Plan in Winslow to preserve the high priority corridors identified in the inventory as unprotected. Develop a title notification procedure (notice of intent or map of reservation) to provide notice to affected property owners of the City's intent to protect specific high priority walk routes. (Further Planning Action, Policy)
- c. As redevelopment and infill projects are considered for approval within the Winslow district, require the preservation of high priority pedestrian corridors identified in the Pedestrian Corridor Preservation Plan through public easement and physical design. (Policy)
- d. Create a "Pedestrian Corridor Preservation" capital program to gradually buy and stabilize high priority corridors identified in the Pedestrian Corridor Preservation Plan that cannot be protected through other means. (Capital Projects)

A.4. Pursue placemaking with land owners.

- a. As redevelopment and infill projects are considered for approval within the Winslow district, encourage developers to incorporate small plazas and outdoor seating areas into their designs. (Policy)

A.5. Position Winslow as a local & regional walking destination.

- a. Work with the Chamber of Commerce and other groups to promote downtown Winslow as a walkable downtown. Stress the proximity to the ferry terminal and the opportunity to come to Bainbridge Island without a car. (Operations)
- b. Work with Washington State Ferries (WsDOT) on the ferry terminal design to facilitate direct, convenient pedestrian connections between the rebuilt ferry terminal and Winslow. (Further Planning Action)



B. Improve Connectivity

B.1. Connectivity

a. Revise functional classification system to include non-motorized facilities and additional street types:

(Policy)

Local Commercial - Carry low speed travel with little or no long distance continuity. Used to provide access and circulation within commercial districts for pedestrians, bicycles and motor vehicles. Travel lanes should be narrow (10 or 11 feet).

Connector - Carry low speed travel connecting parallel collector and/or arterial streets where needed to improve connectivity. Used to provide more direct travel routes for pedestrians, bicyclists, public transit vehicles and private motor vehicles. Apply street design and traffic calming principles to keep actual travel speeds low.

Residential Lane - Carry low volumes of low speed travel for purposes of access to residential areas (fewer than 15 homes) for pedestrians, bicycles and motor vehicles. Travel lanes and rights of way may be narrow, with allowances for protection of trees and other natural features, and with neighborhood character a valid consideration in design. Pedestrian and bicycle travel should be accommodated within the travel lanes (no sidewalks required).

Alley - Carry low volumes of low speed travel for purposes of service and delivery access within commercial areas. Travel lanes and rights of way should be narrow (20 feet or less), with truck accessibility the key criterion in design and with allowances for utility services, drainage and parking. Pedestrian and bicycle travel should be accommodated within the travel lanes (no sidewalks required).

Commercial Pedestrian Lane - Provide core area connectivity for pedestrians between buildings where the street network is too coarse-grained to meet pedestrian connectivity requirements. Surface should be paved and fully accessible. No motor vehicle access should be allowed.

Residential Pedestrian Path - Provide pedestrian connectivity in residential areas where streets are too far apart to meet minimum pedestrian connectivity requirements. These may memorialize existing use paths, may be required in connection with new development, or may be developed by the city as new facilities. Within narrow rights of way (ten feet or less), narrow surfaces (six feet or less) may be paved or unpaved depending on context and should be accessible where surface conditions and grade otherwise allow. No motor vehicle access should be allowed. Bicycle use may be either allowed or prohibited as appropriate and bicycling design standards may be met only where appropriate to the context.

Multi-Use Path - Provide connectivity for bicycles and pedestrians within residential areas and between residential and commercial areas. Surface should generally be paved and accessible within or near commercial areas, but may be granular or unimproved in more remote locations. Rights of way should be at least ten feet and surface width should be at least eight feet, with ten to twelve foot widths in high use areas.



B. Improve Connectivity

B.1. Connectivity, continued

b. As redevelopment and infill projects are submitted for approval within the Winslow district, the City should require the addition of local public streets and alleys for the purpose of reducing block size and increasing the density of the street network. In its development review and permitting processes, the City should strive to achieve a network of downtown streets with intersections between 250 feet and 330 feet apart. Exceptions should be allowed for reasons of topography, water features or other existing conditions. New connections established pursuant to this policy should be dedicated for public use and should be classified as *connector*, *local commercial*, *residential lanes*, *alleys*, *commercial pedestrian paths*, *residential pedestrian paths* and *multi-use paths*, depending on context.

Potential locations for new street connections are identified in Appendix A, Maps 1 and 2. (Policy)

B.2. Multimodal streets

a. Streets in Winslow should be designed and operated as multimodal facilities, with specific design treatment tied to functional classification as follows: (Policy, Capital Projects)

Secondary Arterial - Accessible sidewalks on both sides of every street; striped on-street bike lanes except in storefront commercial areas; on-street parking maximized; signed and marked pedestrian crossings at average 330 foot spacing, with curb extensions at intersections and mid-block pedestrian crossings; transit stops with concrete bus pads at 1,000 foot or less spacing with shelters; transit stops within storefront commercial areas located at curb extensions (bus bulbs).

Collector - Accessible sidewalks on both sides of every street; striped on-street bike lanes except in storefront commercial areas; on-street parking maximized; signed and marked pedestrian crossings at average 330 foot spacing, with curb extensions at intersections and mid-block pedestrian crossings; transit stops with shelters and concrete bus pads at 600 foot or less spacing; transit stops within storefront commercial areas located at curb extensions (bus bulbs).

Connector - Accessible sidewalks on both sides of every street; striped on-street bike lanes except in storefront commercial areas; on-street parking if appropriate to context; signed and marked pedestrian crossings at average 330 foot spacing, with curb extensions where there is on-street parking; transit stops with shelters and concrete bus pads at 600 foot or less spacing; transit stops within storefront commercial areas located at curb extensions (bus bulbs).

Local Commercial - Accessible sidewalks on both sides of every street except on short, low-speed, narrow corridors where mixed pedestrian/motor vehicle lanes may be used; bicycles in mixed traffic; on-street parking where possible; no transit bus use except where required for local circulation.

Residential Street - Accessible sidewalks on both sides of every street except on short, low-speed, narrow corridors where mixed pedestrian/motor vehicle lanes may be used; bicycles in mixed traffic; on-street parking where appropriate; no transit bus use except where required for local circulation.



B. Improve Connectivity

B.2. Multimodal streets, continued

b. The City should require “accessible” design be applied to all public and private streets, sidewalks and other transportation facilities. “Accessible” means that facilities are universally accessible and negotiable by all types of people, including people with physical disabilities, people with small children, elderly persons, people pushing baby carriages and so forth. Americans with Disabilities Act requirements may be used to provide guidelines where appropriate, but Bainbridge Island should broaden this concept to eliminate a wide variety of barriers and inconveniences from public infrastructure. (Policy)

c. The City should use modern design principles, including traffic calming measures, to encourage lower travel speeds on Collector Streets (30 mph), Connector Streets (25 mph), Local Commercial Streets (25 mph), Residential Streets (20 mph), Residential Lanes (10 mph), and Alleys (5 mph). (Policy)

B.3. Improve street continuity

a. Connect Erickson Ave to Hildebrandt. Designate the corridor as a *collector* street. Design to *collector* multimodal standards except use design to manage traffic speeds through the transition area, such as a low-speed traffic circle. Preserve as much of the vegetation as possible in the transition area and retain as much of the roadside park character as possible. See Appendix A, Map 1. (Capital Projects)

b. Connect Wyatt Way to Ferncliff via overpass at SR-305. Designate the corridor as a *connector* street. Design to *connector* multimodal standards and use design to manage traffic speeds through the corridor. Do not connect to SR-305. Work with Kitsap Transit to ensure the new connection becomes part of transit route planning, including access to the ferry terminal area. Prioritize bicycle connectivity through this corridor from facilities on either side of SR-305. See Appendix A, Map 1. (Capital Projects, Further Planning Action)

B.4. Connect downtown to Eagle Harbor.

a. Establish at least two direct, prominent pedestrian connections between Winslow and Eagle Harbor in addition to existing connections via Olympic Drive and Madison Avenue. One of these new corridors should begin north of Winslow Way and proceed downhill from Winslow Way through the Town and Country grocery site and on to the Harbor frontage. This corridor should be designed as a local commercial street down to Bjune Drive. This should be a non-motorized corridor from Bjune to the Harbor. Another corridor should be formed by directly connecting Erickson to Bjune.



B. Improve Connectivity

B.5. Connect downtown to Ferry Terminal District.

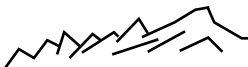
- a. Emphasize the Winslow Way corridor as a walk, bicycle and motor vehicle connector between downtown Winslow and the terminal area. (Further Planning Actions)
- b. Ensure main street urban design along Winslow Way from Ferncliff down into Winslow. Require wide sidewalks, on-street parking and buildings at the back of sidewalk. Wherever possible, encourage diagonal parking. (Policy, Further Planning Actions)
- c. Convert the continuous left turn three-lane cross section of Winslow Way east of SR-305 to a two lane street with on-street diagonal parking and turn bays only as needed at intersections. (Capital Projects)

B.6. Guide Redevelopment of the Bainbridge Island Ferry Terminal.

- a. Engage actively in the ferry terminal planning process. Meet frequently with ferry terminal team (state staff and consultants) to ensure that the City influences key decisions before they are made. (Further Planning Actions)
- b. Ensure that pedestrian, bicycle and transit connectivity and accessibility at the Ferry Terminal are given priority over other considerations. Ensure that pedestrian walk lines are well accommodated before other site planning and design elements are determined and set. (Further Planning Actions)

B.7. Encourage multi-use path development.

- a. Implement a planning process to establish a multi use path network. Focus initial planning efforts in the ravine corridor. Ensure multi use path network connects to the ferry terminal. (Further Planning Actions)



C. Manage Traffic

C.1. Rebuild Winslow Way.

- a. Increase the frequency of pedestrian crosswalks on Winslow Way between SR-305 and Madison Avenue to an average of one crossing every 250 feet. Design at least two crosswalks on Winslow Way as raised crossings: at the Town and County and in front of Blackbird Coffee. Utilize curb extensions to shorten pedestrian crossing distances. Select at least two locations on each side of Winslow Way where curb extensions will become bus bulbs. (Capital Projects)
- b. Maximize on-street parking between SR-305 and Madison Avenue, utilizing diagonal parking throughout the corridor wherever feasible. (Capital Projects)
- c. Eliminate delivery vehicle use on Winslow Way by providing side streets and alleys wherever possible. (Capital Projects)
- d. Widen sidewalks along Winslow Way to the extent possible. Where a choice must be made, sidewalk width on the north side of the street should be prioritized over width on the south side of the street. Gain the additional required width by keeping travel lane width at a minimum (11 feet) and by eliminating center aisle parking for delivery vehicles. Organize sidewalks into furnishings zones, walk zones, and shy zones. Plan for and require canopies. (Capital Projects, Policy)
- e. Design Winslow Way so that it can be closed to traffic and used as a linear public plaza for special events. Include the electrical, sound, water, and sewer connections needed for vendor booths during special events. (Capital Projects)

C.2. Avoid massive capacity projects.

- a. Avoid street widening projects throughout Winslow. Where circulation and access issues are of concern, utilize increased connectivity rather than adding lanes to existing routes. (Policy)

C.3. Increase transit service to downtown.

(Covered in D below)



D. Expand Transit

D.1. Increase transit service to downtown.

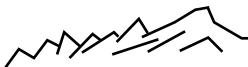
- a. Coordinate with Kitsap transit on strategic re-routings and/or new transit routes to provide service connecting Winslow Way to Bainbridge Island neighborhoods and other commercial areas. (Further Planning Action)
- b. Incorporate provision for transit into design of Winslow Way. (Capital Projects)
(Related recommendation: B.2.a)

D.2. Improve core circulator.

- a. Work with Kitsap Transit to reconfigure Route 100, the Winslow Shuttle, to serve the High School Road shopping district, connecting it with Winslow Way. Work with Kitsap Transit to increase the service frequency and daily hours of service on Route 100. (Further Planning Action)
- b. Coordinate with Kitsap Transit to identify priority locations for bus stops and include bus stop projects in the City's capital improvements program. (Further Planning Action, Capital Projects)
- c. Join forces with Kitsap Transit in the marketing and promotion of transit services. (Further Planning Action)

D.3. Increase availability of park and ride facilities.

- a. Encourage and support Kitsap Transit's efforts to identify additional park and ride facilities in the SR-305 corridor. (Policy, Further Planning Action)
- b. Work with Kitsap Transit to identify additional locations for park and ride facilities for use by Bainbridge Islanders. Where appropriate, participate in capital cost of implementing new park and ride facilities. (Further Planning Action, Capital Projects)
- c. Work with Kitsap Transit to install convenient, safe bicycle parking at park and ride facilities to improve the feasibility of bicycle to bus connectivity. (Further Planning Action)



E. Manage Parking Supply

E.1. Maximize the availability of on-street parking supply.

a. Prevent any net loss of on-street parking in connection with either private sector developments or City Public Works projects. Where site-specific conditions absolutely require elimination of on-street parking spaces, ensure that these are replaced (at least one-for-one) with new on-street parking spaces at nearby locations. (Policy)

b. Add on-street parking wherever feasible, either by creating on-street spaces where there were none previously, by converting parallel spaces to diagonal or by including on-street parking spaces in the design of new streets. Specifically, investigate the following locations for potential addition of on-street parking: (Policy, Further Planning Action)

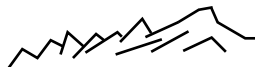
- Madison Avenue between Parfitt Way and Wyatt Way (new spaces);
- Bjune Drive (conversion of parallel to diagonal);
- Winslow Way west of Madison Avenue (new spaces).
- Winslow Way just west of SR-305;
- Erickson north of Winslow Way.

c. Credit new on-street parking spaces created in conjunction with development projects against that project's off-street requirements, including spaces created on new streets. (Ordinance)

E.2. Improve utilization of on-street parking supply.

a. Diversify time limit parking zones in the downtown mixed use area (defined by Map 3) to include three categories: fifteen minute, two hour and three hour. Establish two areas of fifteen minute parking. Establish three-hour parking zones on Bjune, Madison and on Winslow Way east of Erickson as shown in Map 4. All other on-street spaces should remain at two hours. The two- and three-hour spaces should be grouped spatially to minimize confusion. Fifteen minute spaces should be interspersed throughout the downtown based on abutting land use and clearly signed. Adjust the three time zones over time as parking demand and supply fluctuate. (Policy, Capital Projects, Operations)

b. Eliminate inappropriate long-term uses of on-street parking spaces in Winslow through increased enforcement efforts, by providing adequate employee parking elsewhere, and by increasing non-SOV (single-occupant vehicle) mode shares. (Policy, Operations)



E. Manage Parking Supply

E.3. Plan for paid public parking in the future.

- a. Incorporate paid parking into capital planning and into the design of public parking structures. (Policy, Further Planning Action)
- b. Consistently communicate a paid parking future to all stakeholders. (Policy, Further Planning Action)
- c. Implement paid public parking in on-street spaces and in off-street public parking sites when the first public parking spaces in an off-street structure open. Paid parking could be implemented gradually over time, starting with core area spaces and working out from there. The first to be converted to paid parking should be the 15-minute and two-hour spaces. Paid parking should be implemented through use of pay-and-display pay stations, not traditional meters. (Policy, Further Planning Action, Operations)

E.4. Support alternative modes.

- a. Create additional bicycle parking throughout downtown Winslow. Along Winslow Way, locate bicycle parking at intersections and in curb extensions. Bicycle parking should not be placed in front of stores along Winslow Way, except as can be done without blocking either the sidewalks or access to storefronts. Provide bicycle parking at a ratio of at least one bicycle parking space for every five on-street auto parking spaces. (Capital Projects)
- b. Require bicycle parking in connection with off-street auto parking requirements at a ratio of one space per every five auto parking spaces. Allow up to 40% of bicycle parking requirements to be met off-site within 400 feet of the project incurring the requirement. (Ordinance)
- c. Dedicate at least 5% of the parking spaces funded through the FIL program to use by registered carpools during daytime weekday hours. Sign and enforce this dedication. (Policy, Operations)
- d. Incorporate a Transportation Demand Management program in the charter of the Parking District created pursuant to recommendation J. (Further Planning Action, Operations)



E. Manage Parking Supply

E.5. Ensure the right amount of off-street parking.

a. Clarify and expand off-site allowances for commercial projects. (Ordinance)

- For sites of less than 8,000 square feet (parcel size) allow 100% of development off-street parking requirements to be met off site within a 1,320 walking distance of the edge of the development parcel. Limit this off-site allowance to spaces acquired through the City's fee-in-lieu program or spaces secured in fee simple ownership by the developer.
- For sites of 8,000 to 12,000 square feet (parcel size) allow 75% of development off-street parking requirements to be met off site within a 1,320 walking distance of the edge of the development parcel. Limit this off-site allowance to spaces acquired through the City's fee-in-lieu program or spaces secured in fee simple ownership by the developer.
- For sites larger than 12,000 square feet (parcel size), allow up to 50% of development off-street parking requirements to be met off site within a 1,320 walking distance of the edge of the development parcel. Limit this off-site allowance to spaces acquired through the City's fee-in-lieu program or spaces secured in fee simple ownership by the developer.

Continued on the following page



E. Manage Parking Supply

E.5. Ensure the right amount of off-street parking, continued.

b. Revise the parking requirements for the following land uses with the Mixed Use Town Center as currently set forth in sections 18.81.030 and 18.40.030 of BIMC as follows. (Any uses not listed below should retain current requirements.) (Ordinance)

- Residential: minimum - 1 space per bedroom up to a maximum of 2 spaces per unit. Require at least one space per unit to be provided on-site. Require off-site spaces to either be fee-in-lieu, fee-simple ownership with the unit, or a lease-hold permanently linked to the unit. Continue current reductions for proximity to Ferry Terminal.
- Office Commercial: minimum - 2 spaces per 1000 square feet of gross leasable space (GLS). Allow off-site parking as described in E.4.a.
- Retail Commercial: minimum - 2 spaces per 1000 sf GLS. Allow off-site parking as described in E.4.a.
- Restaurant Commercial: minimum - 4 spaces per 1,000 sf GLS. Allow off-site parking as described in E.4.a.
- Movie Theaters: minimum - 1 parking space for each 4 fixed seats. Allow up to 75% of this requirement to be met off site within a 400 foot walking distance of the edge of the development parcel.

c. Regulate changes in parking requirements associated with changes in use among these categories as part of the issuance of building permits. (Ordinance)

E.6. Encourage redevelopment and infill on small parcels.

a. Provide a credit (reduced parking requirement) equal to one parking space for each 10 feet of public street frontage for parcels of 8,000 feet or less, up to a maximum of 5 spaces. (Ordinance)



F. Solidify Parking Enforcement

F.1. Increase probability of time limit offenders receiving tickets.

- a. Implement hand-held computers for ticketing parking violations in Winslow. Maintain a live database of parking offenses. Lease hand held computers and purchase training and extended equipment service as part of the lease. (Operations)
- b. Increase number of enforcement agents. Currently two officers are responsible for parking enforcement of the entire island- 27 square miles. As a result of the compressed 4-10's work schedule, three of the five weekdays have only one parking officer on duty. Increasing the number of agents will enable Bainbridge Island to create an environment where officers can check cars on Winslow Way between Madison Avenue and SH 305 every 30 minutes. (Operations)
- c. Convert enforcement personnel from law officers to parking ambassadors employed by the Parking District. Match salaries and benefits for existing parking officers. Provide training in use of new equipment and modified public service approach to parking enforcement. (Operations)
- d. Extend active enforcement hours to 8pm in the evening, thereby effectively extending parking enforcement of two hour spaces to at least 6pm. As noted by parking enforcement officers and businesses, some of the worst parking problems occur during Mariners games which are after the 4pm range of the enforcement agents. Overall, the parking enforcement hours should match as closely as possible the hours during which parking time limits are in effect. (Operations)

F.2. Eliminate 2-hour shuffle.

- a. Implement a zonal system for parking enforcement. Vehicles parking in more than two unique parking stalls per day within the same time limit parking zones will be ticketed. (Ordinance, Operations)
- b. Ensure clear parking signing and provide a public information program about changes in the parking system and parking enforcement. (Operations)



F. Solidify Parking Enforcement

F.3. Establish escalating fines for scofflaws (repeat offenders).

- a. Increase fines for subsequent tickets with each 90-day period (advanced one day each day). Fines should be increased \$10 for each subsequent ticket within the 90 day period to discourage scofflaws and “cost of doing business” offenders. Tickets go to vehicle owners who may or may not be the drivers. (Ordinance, Operations)

F.4. Maintain customer-friendly environment.

- a. Revise fine schedule to provide for the issuance of “gentle reminders”, rather than parking tickets, to first time offenders. (Ordinance)

F.5. Establish a neighborhood parking program.

- a. Write procedures for establishment of a Neighborhood Parking Permit (NPP) zones. Design the NPP program to manage parking demand spill-over into nearby neighborhoods caused by downtown parking enforcement. (Further Planning Action)
- b. Implement NPP zones only as warranted by procedures established in the NPP program. Enforcement of NPP parking should be done by the police department, not the Parking District. (Ordinance, Operations)

F.6. Assist private property owners with private parking enforcement.

- a. Conduct meetings with downtown property owners and private parking enforcement agencies, such as Diamond Parking, to ensure property owners’ awareness of available enforcement techniques. (Further Planning Action)



G. Provide Foundation for Parking Finance

G.1. Retool the Fee-in-Lieu (FIL) program.

- a. Create a ten-year revenue forecast and capital plan for the FIL program. Identify specific capital investments to be made in off-street parking supply annually during the ten-year plan. Reframe the FIL program as a bona fide commitment on the part of the City to provide parking spaces using revenues from FIL payments and financing backed in part by FIL revenues. Update the ten year capital plan annually. (Policy, Operations - Parking District)
- b. Set each year's FIL price equal to the estimated average cost of spaces to be built in the ten-year capital plan. Revise the FIL price annually based on cost experience and anticipated unit cost trends. Do not subsidize FIL price from general revenues. For 2006, the FIL payment should be set to at least \$23,000 per space. (Policy, Operations - Parking District)
- c. Allow pre-purchase and banking of FIL spaces at current year prices as an incentive for revenues into the system. (Policy, Operations - Parking District)

G.2. Establish a parking enterprise fund (PEF).

- a. Establish a Parking Enterprise Fund, including operating and capital accounts. The operating account should hold ticket revenues, employee permit revenues and any parking lot or garage revenues. Eventually when on-street paid parking is implemented, meter revenues should also be placed in the operating account. The capital account should hold FIL monies. (Operations)



G. Provide Foundation for Parking Finance

G.3. Set stage for public/private partnerships.

- a. Give the Parking District (section I, below) authority to develop procedures for working cooperatively with private land owners and developers in the financing and construction of off-street parking supply. (Policy, Operations)
- b. Make use of the City's tax-exempt status for municipal bonds to encourage joint capital parking projects with private developers. (Policy, Operations)
- c. Clarify terms and conditions under which public and private lands would be used for joint venture parking projects. The City should be willing to provide public parking supply on privately-owned lands and to allow privately-owned parking supply on public lands subject to provisions that protect the public interest and are fair and equitable to property owners. (Policy)

G.4. Prepare for paid parking

- a. Identify the locations for pay stations on downtown streets as part of all future street reconstruction projects (including Winslow Way). (Further Planning Action)
- b. Ensure that all new parking structures built in Winslow (including in the ferry terminal district) have provision for gates and fee collection systems. (Note: older garages may have to be retrofitted.) (Further Planning Action)
- c. When paid parking is implemented, include in-vehicle meters as a way for Bainbridge Island residents (only) to pay for parking. (Operations)



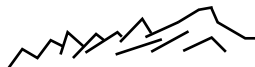
H. Provide Employee Parking

H.1. Provide safe, convenient paid parking for employees.

- a. Make arrangements to manage a waiting list for employee parking permits (which will eventually be needed) and implement measures to ensure no permits are sold to ferry terminal parkers. Allow employers to buy blocks of permits for their employees. (Operations)
- b. Expand the employee permit program onto additional land parcels in downtown suitable for interim use as surface parking. Evaluate potential sites and offer property owners the opportunity to lease or sell land to the City for this use. If necessary, develop a competitive procurement process for selecting sites. Assume a near term need of 150 to 200 spaces. (Further Planning Actions, Operations, Capital Projects)
- c. Keep employee parking permit fees below overtime ticket costs. As the parking enforcement measures are implemented (section F), establish and maintain a relationship such that the cost of a monthly employee parking permit is about half the cost of receiving 4 parking tickets per month (including escalating fines for scofflaws). In the future, when parking structures come on line with FIL spaces in them, stratify permit costs so that surface parking is cheaper than garage parking. Base this differential on actual program costs. (Operations)
- d. (Long term) Pull employee parking permit program spaces into parking structures as better uses for off-street surface lots come along. Also pull employee parking permit spaces off of Bjune and convert the Bjune on-street spaces to three-hour on-street parking. (Operations)
- e. Once the Parking District (section J below) is created, shift responsibility for the employee permit parking program to the District (with thanks to the Chamber). (Operations)

H.2. Reduce employee use of downtown on-street parking.

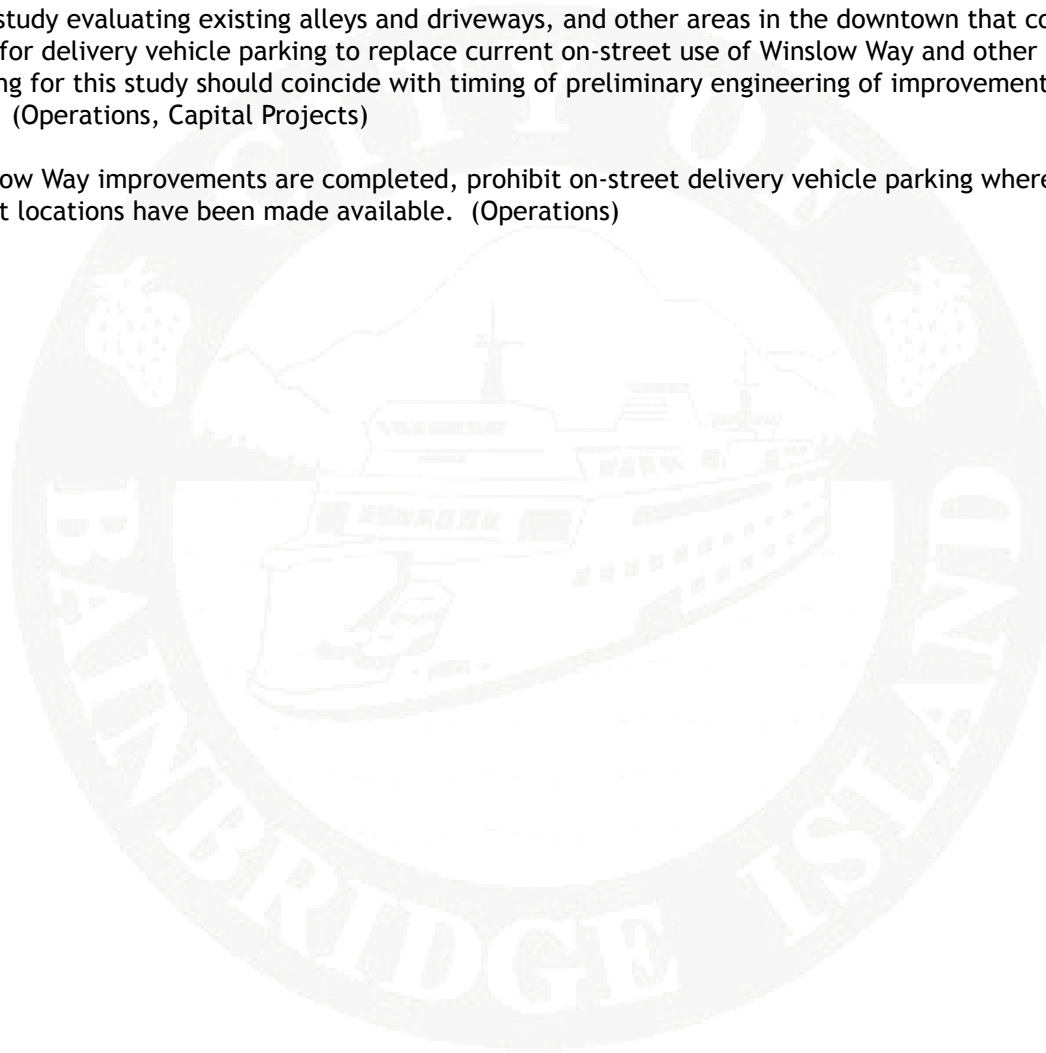
- a. Solidify enforcement of on-street parking time limits. (Specific measures are set forth in section F, above.) (Operations)
- b. Market employee permit program. Use a small amount of the revenues from the employee permit parking program to advertise the availability of employee parking permits and promote their use as an alternative to overtime tickets. (Operations)



I. Manage Delivery Truck Access

I.1. Shift delivery vehicle parking and access off of downtown streets.

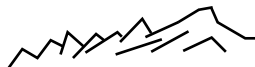
- a. Conduct a study evaluating existing alleys and driveways, and other areas in the downtown that could become sites for delivery vehicle parking to replace current on-street use of Winslow Way and other affected streets. Timing for this study should coincide with timing of preliminary engineering of improvements to Winslow Way. (Operations, Capital Projects)
- b. Once Winslow Way improvements are completed, prohibit on-street delivery vehicle parking wherever suitable off-street locations have been made available. (Operations)



J. Establish a Parking District

J.1. Establish a Parking District.

- a. Retain a consultant to develop a Parking District structure and charter based on the guidelines below, and consistent with existing authority and provisions of Washington State Statutes. (Operations)
- b. Establish a “Parking Improvement District of Bainbridge Island” (Parking District) as an agency of the City of Bainbridge Island, with a board made up of downtown property and business owners. The Parking District should operate within parameters set by the City Council and its budget should fall within the City’s budget system. The Parking District should have professional staff, including a director, parking enforcement ambassadors and other staff as required. The boundaries of the Parking District should initially be limited to the area from SH-305 on the east to Grow Avenue on the west, and from Parfitt Way on the south to Wyatt Way on the north. Extend the Parking District to the ferry terminal district at a future date when recommended by City staff. Extend the Parking District north and west as recommended by City staff over the years. (Operations)
- c. Assign responsibility for parking enforcement within Parking District boundaries to the Parking District and shift parking enforcement ambassadors onto Parking District organization chart. Dedicate revenues from all tickets and fines generated by parking violations within its boundaries to the Parking District as one of its operating income sources. (Operations)
- d. Assign responsibility for management of the employee parking permit program to the Parking District and dedicate revenues from permit fees to the Parking District as one of its operating income sources. (Operations)
- e. Assign responsibility for managing the Parking Enterprise Fund and the Fee-In-Lieu program to the Parking District. Dedicate revenues from FIL payments to the District as capital account income. Assign responsibility for financing, building and managing off-street public parking supply within District boundaries to the District. (Operations)
- f. Include responsibility for a downtown employees Transportation Demand Management program to the Parking District. (Operations)
- g. Do not duplicate the City’s engineering, contract management, accounting, legal or other staff capabilities in the Parking District. Instead, the District should rely on the core City administrative structure for most routine functions. (Operations)
- h. Give the Parking District authority to conduct public outreach and education, but not general marketing and promotion of the downtown. (Operations)



K. Manage Ferry Terminal District Parking

K.1. Encourage development of on-street parking supply.

- a. Add on-street parking wherever feasible, either by creating on-street spaces where there were none previously, by converting parallel spaces to diagonal or by including on-street parking spaces in the design of new streets. Specifically, investigate the following locations for potential addition of on-street parking: (Policy, Further Planning Action)
 - Winslow Way between SR-305 and Ferncliff Avenue
 - Any new internal streets developed in connection with redevelopment of the area.
- b. Credit new on-street parking spaces created in conjunction with development projects against that project's off-street requirements, including spaces created on new streets. (Ordinance)
- c. Limit on-street parking in the Ferry Terminal District to fifteen minute and two-hour spaces. Apply the zonal approach to overtime enforcement. (Operations)

K.2. Apply Winslow enforcement system.

- a. Apply the same enforcement system (section F) recommended for Winslow within the Ferry Terminal District. (Policy)

K.3. Ensure the right amount of off-street parking.

- a. Clarify off-site allowances for commercial projects. Allow up to 50% of development off-street parking requirements to be met off site within a 500-foot walking distance of the edge of the development parcel. Limit this off-site allowance to spaces acquired through the City's fee-in-lieu program or spaces secured in fee simple ownership by the developer. (Ordinance)

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K. Manage Ferry Terminal District Parking

K.3. Ensure the right amount of off-street parking, continued.

b. Revise the parking requirements for the following land uses with the Ferry Terminal District as currently set forth in sections 18.81.030 of BIMC as follows. (Any uses not listed below should retain current requirements.) (Ordinance)

- Residential: minimum - 1 space per bedroom up to a maximum of 2 spaces per unit. Require at least one space per unit to be provided on-site. Require off-site spaces to either be fee-in-lieu, fee-simple ownership with the unit, or a lease-hold permanently linked to the unit. Continue current reductions for proximity to Ferry Terminal.
- Office Commercial: minimum - 2 spaces per 1000 square feet of gross leasable space (GLS) with a maximum of 4 spaces per 1,000 sf GLS. Allow off-site parking as described in E.4.a.
- Retail Commercial: minimum - 2 spaces per 1000 sf GLS with a maximum of 4 spaces per 1,000 sf GLS. Allow off-site parking as described in E.4.a.
- Restaurant Commercial: minimum - 4 spaces per 1,000 sf GLS with a maximum of 6 spaces per 1,000 sf GLS. Allow off-site parking as described in E.4.a.
- Movie Theaters: minimum - 1 parking space for each 4 fixed seats. Allow up to 75% of this requirement to be met off site within a 400 foot walking distance of the edge of the development parcel.

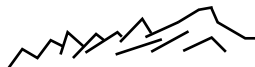
c. Regulate changes in parking requirements associated with changes in use among these categories as part of the issuance of building permits. (Ordinance)

K.4. Extend Winslow Parking District.

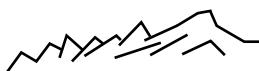
a. Extend boundaries of the Winslow Parking District to include the Ferry Terminal District and make associated adjustments to Board makeup. (Ordinance)

b. Apply the recommended parking finance provisions of section G to the Ferry Terminal District, including the Fee in Lieu (FIL) program and Parking Enterprise Fund. However, set FIL prices within the Ferry Terminal District based on localized costs for parking within the District. (Ordinance)

c. Develop employee parking within the Ferry Terminal District using the same techniques (Section G) recommended for Winslow. (Operations)



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Chapter 3: Action Plan

The first two chapters provided priorities, strategies and recommendations to achieve the goals of Winslow Tomorrow. Chapter 3, Action Plan, is a phasing plan that establishes when each recommendation should be implemented. The Action Plan is important because some recommendations must be completed before others can begin. Furthermore, some recommendations target future growth on Bainbridge Island and would be inappropriate for immediate implementation.

The diagram below illustrates the three implementation periods.

Timeframe

- Begin Implementation in 2006
- Begin Implementation in 2007-2008
- Begin Implementation in 2009-2011



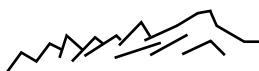
Begin Implementation in 2006

A. Achieve a Pedestrian Supportive Environment

- A.1.a Market the “Park Once” concept
- A.2.a. Require additional pedestrian corridors for redevelopment
- A.3.a. Inventory pedestrian corridors
- A.3.b. Implement Pedestrian Corridor Preservation Plan
- A.4.a. Encourage developers to build small plazas and outdoor seating
- A.5.a. Market downtown as a walkable downtown
- A.5.b. Facilitate convenient pedestrian connections to ferry terminal

B. Improve Connectivity.

- B.1.a. Revise functional classification to include non-motorized connectivity
- B.1.b. Require new public street connections in permitting process
- B.2.a. Design and operate streets as multimodal facilities
- B.2.b. Require “accessible” design for public and private streets
- B.2.c. Encourage lower motor vehicle speeds
- B.3.a. Connect Erickson to Hildebrandt
- B.3.b. Connect Wyatt Way to Ferncliff
- B.4.a. Establish pedestrian connections between downtown and Eagle Harbor
- B.5.a. Emphasize multimodal corridors to ferry terminal
- B.5.b. Ensure main street urban design from Ferncliff into downtown
- B.6.a. Engage in ferry terminal planing process
- B.6.b. Prioritize pedestrian, bicycle and transit connections**
- B.7.a. Encourage multi-use path development



Begin Implementation in 2006

C. Manage Traffic.

- C.1.a. Increase frequency of pedestrian crosswalks on Winslow Way
- C.1.b. Maximize on-street parking
- C.1.d. Widen sidewalks on Winslow Way, require canopies
- C.1.e. Design Winslow Way for public plaza use
- C.2.a. Avoid street widening projects

D. Expand Transit

- D.1.a. Coordinate with Kitsap Transit on rerouting transit routes to connect neighborhoods
- D.1.b. Incorporate transit design into Winslow Way
- D.2.b. Identify locations for bus stops
- D.2.c. Market and promote transit services

E. Manage Parking Supply

- E.1.a. Prevent net loss of on-street parking
- E.1.b. Add on-street parking whenever feasible
- E.1.c. Credit new on-street spaces toward requirements
- E.2.a. Diversify time limit parking zones
- E.2.b. Eliminate inappropriate long-term parking use
- E.3.b. Communicate paid parking future
- E.4.a. Create additional bicycle parking
- E.4.b. Require minimum bicycle parking
- E.4.c. Dedicate parking spaces for carpools
- E.5.a. Clarify off-site parking allowances
- E.5.b. Revise parking requirements for Mixed Use town center
- E.5.c. Change parking requirements with changes in use
- E.6.a. Credit on-street spaces for parcels under 8,000 square feet



Begin Implementation in 2006

F. Solidify Parking Enforcement

- F.1.a. Implement hand-held ticketing devices
- F.1.b. Increase the number of parking enforcement agents
- F.1.c. Convert enforcement agents to parking ambassadors
- F.1.d. Extend active enforcement hours
- F.3.a. Increase fines for subsequent tickets
- F.4.a. Create “gentle reminder” first-time tickets

G. Provide Foundation for Parking Finance

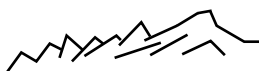
- G.4.a. Identify locations for pay stations on Winslow Way
- G.4.b. Ensure infrastructure for new parking structures to collect fees

H. Provide Employee Parking

- H.1.a. Manage a waiting list for employee parking permits
- H.1.b. Expand sites for employee parking permit program
- H.1.c. Keep parking permit costs below ticket costs
- H.2.a. Enforce parking time limits
- H.2.b. Market employee parking program

I. Manage Delivery Truck Access

- I.1.a. Inventory and evaluate alternatives to delivery truck parking on Winslow Way



Begin Implementation in 2007 and 2008

A. Achieve a Pedestrian Supportive Environment

- A.2.b. Implement minimum crosswalk frequency
- A.3.c. Require preservation of pedestrian corridors
- A.3.d. Create a “Pedestrian Corridor Preservation” capital program

B. Improve Connectivity.

- B.5.c. Convert East Winslow Way to two lanes and parking

D. Expand Transit

- D.2.a. Reconfigure Route 100, the Winslow Shuttle
- D.3.a. Identify new park and ride locations in SR-305 corridor
- D.3.b. Identify new Park and Ride locations in other areas

F. Solidify Parking Enforcement

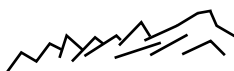
- F.2.a. Implement zonal parking system
- F.2.b. Ensure clear signage
- F.5.a. Establish a neighborhood parking program

G. Provide Foundation for Parking Finance

- G.1.a. Create revenue and capital plan for the Fee-in-Lieu (FIL) program
- G.1.b. Set FIL equal to actual costs; revise annually
- G.1.c. Allow pre-purchase of FIL spaces
- G.2.a. Establish a Parking Enterprise Fund (PEF)
- G.3.c. Clarify joint venture project procedures

K. Manage Ferry Terminal District Parking

- K.1.a. Add on-street parking whenever feasible
- K.1.b. Credit new on-street spaces toward requirements
- K.1.c. Create time zones in ferry terminal districts
- K.2.a. Apply downtown enforcement system to ferry terminal district
- K.3.a. Clarify off-site allowances for commercial projects
- K.3.b. Revise parking requirements
- K.3.c. Change parking requirements with changes in use



Begin Implementation in 2009, 2010 and 2011

A. Achieve a Pedestrian Supportive Environment

- A.1.b. Implement “first hour free” in parking structure
- A.1.c. Provide way-finding kiosks

C. Manage Traffic.

- C.1.c. Eliminate delivery parking on Winslow Way

D. Expand Transit

- D.3.c. Install bike facilities at park and ride locations

E. Manage Parking Supply

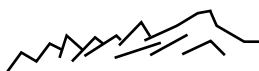
- E.3.a. Incorporate paid parking into capital planning
- E.3.c. Begin paid on-street parking when first parking structure opens
- E.4.d. Implement a Transportation Demand Management program

G. Provide Foundation for Parking Finance

- G.3.a. Give operational authority to Parking District
- G.3.b. Use City’s tax-exempt status for municipal bonds
- G.4.c. Provide in-vehicle meters to residents

F. Solidify Parking Enforcement

- F.5.b. Implement neighborhood parking permit zones



Begin Implementation in 2009, 2010 and 2011

H. Provide Employee Parking

- H.1.d. Pull employee parking into parking structures
- H.1.e. Shift employee permit parking responsibility to the Parking District

I. Manage Delivery Truck Access

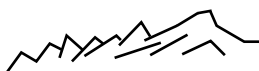
- I.1.b. Prohibit on-street delivery parking where alternatives exist

J. Establish a Parking District

- J.1.a. Develop Parking District Charter
- J.1.b. Establish Parking District as an agency of the City
- J.1.c. Absorb parking enforcement responsibilities
- J.1.d. Absorb management responsibilities of employee parking permit program
- J.1.e. Absorb management responsibilities for FIL and PEF
- J.1.f. Absorb responsibilities of Transportation Demand Management program
- J.1.g. Rely on City administrative structure, whenever possible
- J.1.h. Conduct public outreach and education

K. Manage Ferry Terminal District Parking

- K.4.a. Include Ferry Terminal District in Winslow Parking District
- K.4.b. Apply downtown finance provisions to Ferry Terminal District
- K.4.c. Apply downtown employee parking provisions to Ferry Terminal District





Map 1 - Connectivity Opportunities

CITY OF BAINBRIDGE ISLAND

JANUARY 2006

DRAFT- CIRCULATION AND ACCESS RECOMENDATIONS REPORT

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Map 2 - Connectivity Opportunities, West Area Detail

CITY OF BAINBRIDGE ISLAND

JANUARY 2006

DRAFT- CIRCULATION AND ACCESS RECOMENDATIONS REPORT

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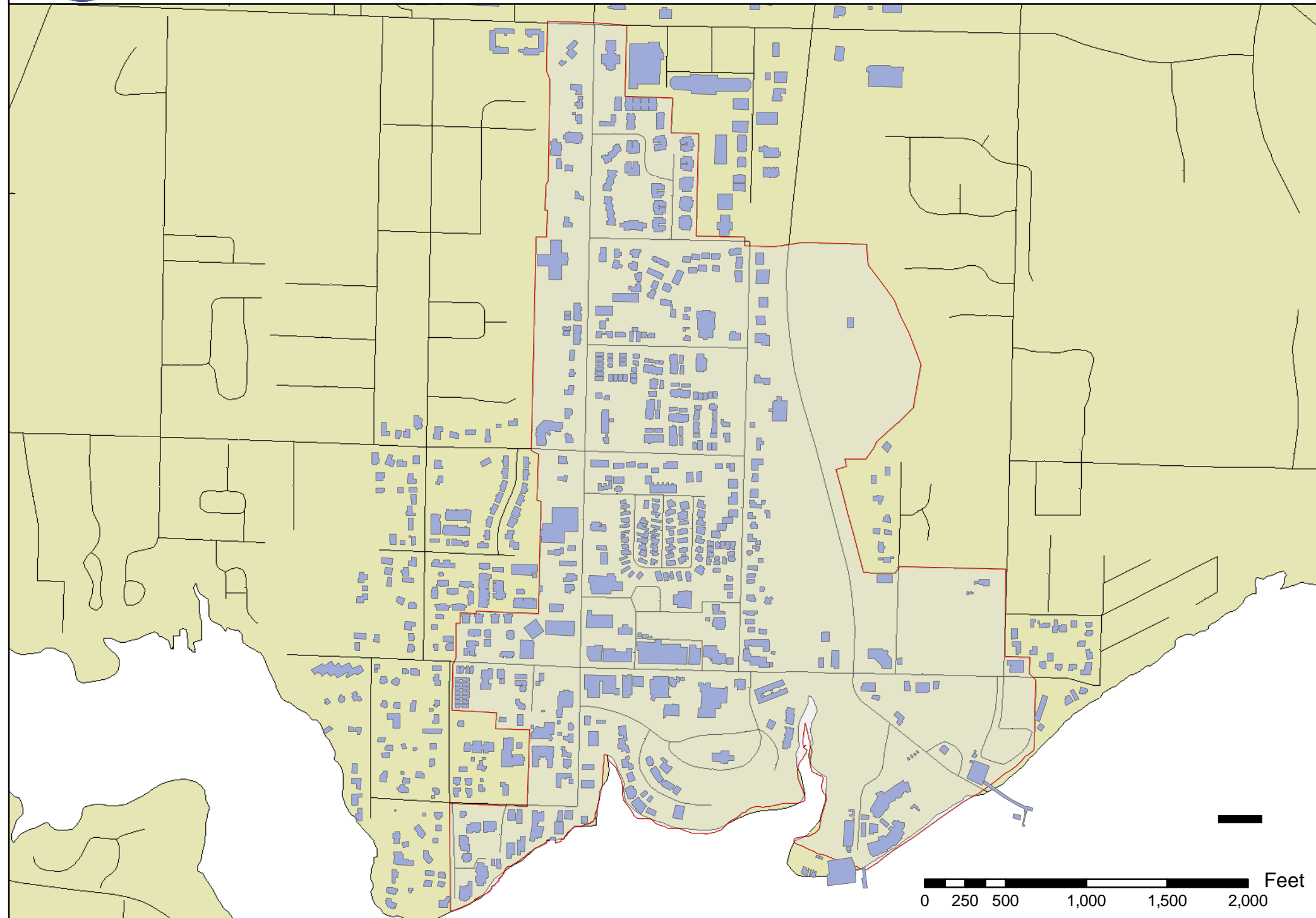
Map 3 - Downtown Mixed Use Area

CITY OF BAINBRIDGE ISLAND

JANUARY 2006

DRAFT- CIRCULATION AND ACCESS RECOMENDATIONS REPORT

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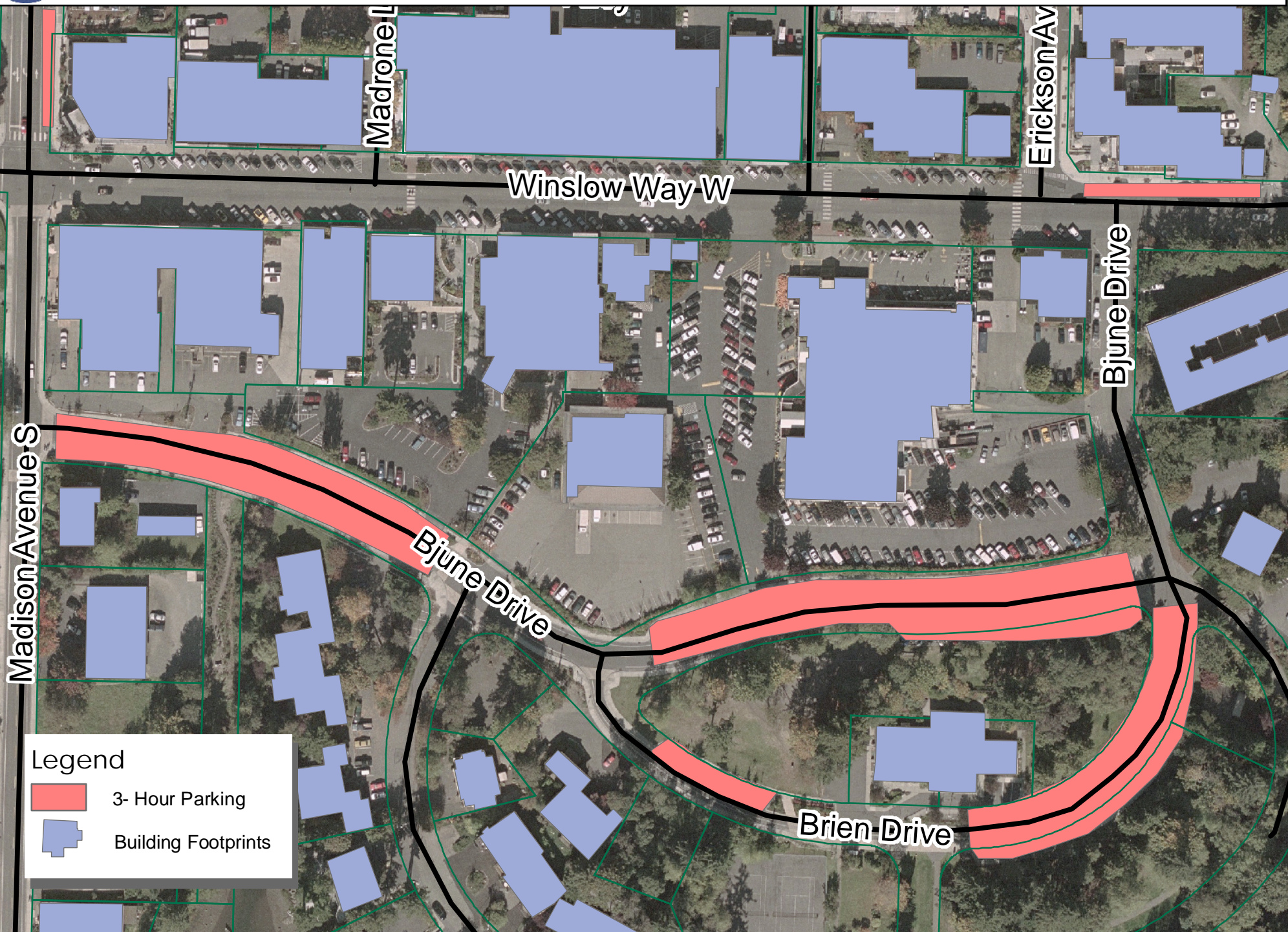
Map 4 - Parking Zone Locations

CITY OF BAINBRIDGE ISLAND

JANUARY 2006

DRAFT- CIRCULATION AND ACCESS RECOMENDATIONS REPORT

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Appendixes

Downtown Winslow Parking and Circulation Solutions Stakeholder Interview Questionnaire

12/10/2005

Project Outline

The City of Bainbridge has hired Charlier Associates to conduct the Downtown Winslow Parking Circulation Solutions Report. The goal of this project is to create action items that will alleviate current parking and congestion problems in Winslow. These action items will be presented to the Winslow City Council in October, 2005.

The following is a summary of tasks that will be performed by Charlier Associates and is intended to provide an overview of the project.

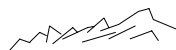
- Review, summarize and comment on prior parking and circulation studies completed by the city and other entities.
- Develop an overview of the access, circulation and travel issues and opportunities facing downtown Winslow.
- Develop a Parking and Circulation Priorities report which identifies the most important current issues as well as forecasts future parking and circulation demands.
- Conduct interviews with members of the Parking and Circulation Committees as well as key stakeholders to obtain feedback on proposed solutions.
- Develop a DRAFT Parking and Circulation Recommendations report. This will cover the following topics for public and staff comment:

PARKING

- Parking credits for properties with on street parking spaces
- Parking credits for properties with shared uses
- Small scattered parking facilities as apposed to one large centralized structure
- Properties with "Grandfathered" parking requirements
- Appropriate fee-in-lieu levels
- Time limit boundaries and durations
- Parking enforcement
- If, when and how paid parking is appropriate
- Ferry commuters using private downtown spaces

CIRCULATION

- Street connectivity
- Formalization of alleys and use paths
- Existing pedestrian social trails
- Ferry terminal access
- Future transit scenarios
- Conduct three rounds of public meetings to discuss the Parking and Circulation Recommendations and solicit public participation.
- Develop a Final Parking and Circulation Recommendations and Action Plan that lays out a three-year action plan to be presented to City Council for adoption and implementation.
- Attend Winslow City Council meetings throughout the project when necessary.



Appendixes

Downtown Winslow Parking and Circulation Solutions
Stakeholder Interview Questionnaire

12/10/2005

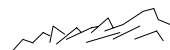
Interview Questions

A. Did you have a chance to read the attached outline of work to be done on this project?

B. How would you define success this fall (October, 2005) for the parking and circulation element of the Winslow Tomorrow project?

C. How would you define success ten years from now for the Winslow Tomorrow project?

D. Are there specific project recommendations or outcomes you would like to avoid or to which you would be strongly opposed?



Appendixes

Downtown Winslow Parking and Circulation Solutions

12/10/2005

Stakeholder Interview Questionnaire

E. Rate and comment on the following potential downtown Winslow PARKING strategies. Please use the following scale:

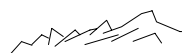
- 1-Strongly support
- 2-Support
- 3-Neutral
- 4-Oppose
- 5-Strongly oppose

PARKING REQUIREMENTS FOR NEW DEVELOPMENT AND REDEVELOPMENT

- a. Lower current parking requirements for retail and commercial land uses (Currently 4 per 1,000 square feet). ____
- b. Lower parking requirements for developments with potential for shared parking (e.g. the parking demands for offices and restaurants peak at different times of the day making shared use possible). ____
- c. Allow on-street frontage parking to count towards off-street parking requirements. ____
- d. Allow off-street parking requirements to be met off-site (within a maximum walking distance). ____
- e. Allow existing businesses to lease any unused parking to new developments to meet their parking requirements. ____
- f. Other _____

FEE-IN-LIEU SYSTEM

- a. Increase fee-in-lieu payments to levels commensurate with actual cost of parking. ____
- b. Change fee-in-lieu payments to a sliding scale to make small development or redevelopment projects more attractive. ____
- c. Identify specific planned uses for generated money. ____
- d. Other _____



Appendixes

Downtown Winslow Parking and Circulation Solutions 12/10/2005
Stakeholder Interview Questionnaire

LONG RANGE PARKING SUPPLY FOR FUTURE DEVELOPMENT

- a. Undertake joint public/private investment in off-street parking. ____
- b. Use public tax funds to pay for new parking facilities. ____
- c. Other ____

PARKING TIME LIMITS

- a. Expand the areas covered by time limits. ____
- b. Add more categories to the time limits (e.g., 15 minute, ½ hour, 3-hour, etc.). ____
- c. Other ____

PARKING ENFORCEMENT

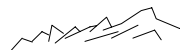
- a. Increase frequency and coverage of parking officer rounds. ____
- b. Increase the fines for repeat offenders. ____
- c. Other ____

PAID PARKING PROGRAMS

- a. Install parking meters on Winslow Way and surrounding streets. ____
- b. Implement paid parking in downtown parking lots and garages. ____
- c. Other. ____

EMPLOYEE PARKING FACILITIES

- a. Assign specific parking lots to downtown employees, **free** of charge. ____
- b. Assign specific **paid** parking lots to downtown employees. ____
- c. Require employees to park outside of downtown area. ____
- d. Other ____



Appendixes

Downtown Winslow Parking and Circulation Solutions
Stakeholder Interview Questionnaire

12/10/2005

F. Rate and comment on the following potential downtown Winslow CIRCULATION strategies. Please use the following scale:

- 1-Strongly support
- 2-Support
- 3-Neutral
- 4-Oppose
- 5-Strongly oppose

CONNECTIVITY

- a. Identify and preserve informal lanes and walk corridors between existing buildings. ____
- b. Require new development and redevelopment to establish pedestrian corridors that connect to streets and parking facilities. ____
- c. Pursue off-street Multiple Use Greenways.
- d. Other _____

SIGNAGE

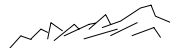
- a. Locate and install signage directing motorists to parking facilities. ____
- b. Locate and install signage identifying bike routes. ____
- c. Other _____

FERRY TERMINAL ACCESS

- a. Improve non-motorized access from the ferry terminal to downtown. ____
- b. Other _____

PEDESTRIAN ENVIRONMENT

- a. Identify existing social trails and use paths. ____
- b. Widen sidewalks on Winslow Way. ____
- c. Identify intersections in need of crosswalks. ____
- d. Other _____



Appendixes

Downtown Winslow Parking and Circulation Solutions 12/10/2005
Stakeholder Interview Questionnaire

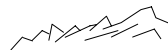
TRANSIT SYSTEMS SERVING DOWNTOWN

a. Identify new Park and Ride locations outside of Winslow. ____

b. Establish local circulator routes. ____

c. Other ____

G. Are there other topics not covered in this interview that you feel should be addressed in this project?



Appendixes

Stakeholder survey ratings, by support

| | % that Strongly Support or Support | % that Strongly Oppose or Oppose | Average Rating (1 to 5) |
|--|---|---|--------------------------------|
| Identify and preserve informal lanes and walk corridors | 100% | 0% | 1.1 |
| Identify existing social trails and use paths | 100% | 0% | 1.1 |
| Improve non-motorized access from the ferry terminal to downtown | 100% | 0% | 1.1 |
| Pursue off-street Multiple Use Greenways | 100% | 0% | 1.2 |
| Locate and install signage identifying bike routes | 100% | 0% | 1.3 |
| Require new development and redevelopment to establish pedestrian corridors that connect to streets and parking facilities | 82% | 0% | 1.4 |
| Establish local circulator routes | 80% | 0% | 1.5 |
| Identify specific planned uses for generated money | 88% | 6% | 1.5 |
| Lower requirements for developments with potential for shared parking | 88% | 0% | 1.5 |
| Locate and install signage directing motorists to parking facilities | 87% | 7% | 1.5 |
| Allow off-street parking requirements to be met off-site | 82% | 6% | 1.7 |
| Add more categories to the time limits (e.g., 15 minute, ½ hour, etc) | 76% | 12% | 1.8 |
| Widen sidewalks on Winslow Way | 67% | 0% | 1.8 |
| Increase fee-in-lieu payments to levels commensurate with actual cost of parking | 82% | 12% | 1.8 |
| Undertake joint public/private investment in off-street parking | 76% | 18% | 1.8 |
| Identify intersections in need of crosswalks | 71% | 14% | 1.9 |
| Identify new Park and Ride locations outside of Winslow | 73% | 13% | 1.9 |
| Allow existing businesses to lease any unused parking to new developments | 76% | 12% | 1.9 |

Appendixes

| | % that Strongly Support or Support | % that Strongly Oppose or Oppose | Average Rating (1 to 5) |
|---|---|---|--|
| Expand the areas covered by time limits | 71% | 12% | 1.9 |
| Increase the fines for repeat offenders | 65% | 18% | 2.0 |
| Assign specific <u>paid</u> parking lots to downtown employees | 69% | 19% | 2.1 |
| Increase frequency and coverage of parking officer rounds | 53% | 18% | 2.2 |
| Implement paid parking in downtown parking lots and garages | 71% | 12% | 2.2 |
| Allow on-street frontage parking to count towards off-street requirements | 65% | 18% | 2.3 |
| Lower current parking requirements for retail and commercial land uses | 41% | 12% | 2.4 |
| Use public tax funds to pay for new parking facilities | 53% | 29% | 2.5 |
| Require employees to park outside of downtown area | 50% | 31% | 2.6 |
| Install parking meters on Winslow Way and surrounding streets | 53% | 41% | 2.7 |
| Change fee-in-lieu payments to a sliding scale to make small development or redevelopment projects more attractive | 35% | 35% | 2.9 |
| Assign specific parking lots to downtown employees, <u>free</u> of charge | 38% | 56% | 3.3 |

Appendixes

Stakeholder survey ratings, by topic

| | <u>Strongly Support or Support</u> | <u>Strongly Oppose or Oppose</u> | <u>Average (1 to 5)</u> |
|--|---|---|------------------------------------|
| Parking requirements for new development and redevelopment | | | |
| Lower current parking requirements for retail and commercial land uses | 41% | 12% | 2.4 |
| Lower requirements for developments with potential for shared parking | 88% | 0% | 1.5 |
| Allow on-street frontage parking to count towards off-street requirements | 65% | 18% | 2.3 |
| Allow off-street parking requirements to be met off-site | 82% | 6% | 1.7 |
| Allow existing businesses to lease any unused parking to new developments | 76% | 12% | 1.9 |
| Fee-in-lieu system | | | |
| Increase fee-in-lieu payments to levels commensurate with actual cost of parking | 82% | 12% | 1.8 |
| Change fee-in-lieu payments to a sliding scale to make small development or redevelopment projects more attractive | 35% | 35% | 2.9 |
| Identify specific planned uses for generated money | 88% | 6% | 1.5 |
| Long range parking supply for future development | | | |
| Undertake joint public/private investment in off-street parking | 76% | 18% | 1.8 |
| Use public tax funds to pay for new parking facilities | 53% | 29% | 2.5 |
| Parking time limits | | | |
| Expand the areas covered by time limits | 71% | 12% | 1.9 |
| Add more categories to the time limits (e.g., 15 minute, ½ hour, etc) | 76% | 12% | 1.8 |
| Parking enforcement | | | |
| Increase frequency and coverage of parking officer rounds | 53% | 18% | 2.2 |
| Increase the fines for repeat offenders | 65% | 18% | 2.0 |

Appendixes

| | Strongly Support or Support | Strongly Oppose or Oppose | Average (1 to 5) |
|--|--|--------------------------------------|-----------------------------|
| Paid parking programs | | | |
| Install parking meters on Winslow Way and surrounding streets | 53% | 41% | 2.7 |
| Implement paid parking in downtown parking lots and garages | 71% | 12% | 2.2 |
| Assign specific parking lots to downtown employees, <u>free</u> of charge | 38% | 56% | 3.3 |
| Assign specific <u>paid</u> parking lots to downtown employees | 69% | 19% | 2.1 |
| Require employees to park outside of downtown area | 50% | 31% | 2.6 |
| Connectivity | | | |
| Identify and preserve informal lanes and walk corridors | 100% | 0% | 1.1 |
| Require new development and redevelopment to establish pedestrian corridors that connect to streets and parking facilities | 82% | 0% | 1.4 |
| Pursue off-street Multiple Use Greenways | 100% | 0% | 1.2 |
| Signage | | | |
| Locate and install signage directing motorists to parking facilities | 87% | 7% | 1.5 |
| Locate and install signage identifying bike routes | 100% | 0% | 1.3 |
| Ferry terminal Access | | | |
| Improve non-motorized access from the ferry terminal to downtown | 100% | 0% | 1.1 |
| Pedestrian environment | | | |
| Identify existing social trails and use paths | 100% | 0% | 1.1 |
| Widen sidewalks on Winslow Way | 67% | 0% | 1.8 |
| Identify intersections in need of crosswalks | 71% | 14% | 1.9 |
| Transit systems serving downtown | | | |
| Identify new Park and Ride locations outside of Winslow | 73% | 13% | 1.9 |
| Establish local circulator routes | 80% | 0% | 1.5 |

Appendixes

Downtown Winslow Parking and Circulation Solutions Stakeholder Interview Questionnaire

12/10/2005

Responses that appeared three or more times in the 20 administered interviews

B. How would you define success this fall (October, 2005) for the parking and circulation element of the Winslow Tomorrow project?

- General consensus among community
- A plan that leads to action

C. How would you define success ten years from now for the Winslow Tomorrow project?

-

D. Are there specific project recommendations or outcomes you would like to avoid or to which you would be strongly opposed?

- Prefer not to have a structure DV
- Things that do not reduce 2/3 of the area covered by parking; Parking structure (thinks they are ugly) NT
- An over-capacity situation—not sure we have a parking problem right now CR



Appendixes

Downtown Winslow Parking and Circulation Solutions Stakeholder Interview Questionnaire

12/10/2005

PARKING REQUIREMENTS FOR NEW DEVELOPMENT AND REDEVELOPMENT

- a. Lower current parking requirements for retail and commercial land uses (Currently 4 per 1,000 square feet). ____
 - Not enough info to know this CR, NT
- b. Lower parking requirements for developments with potential for shared parking (e.g. the parking demands for offices and restaurants peak at different times of the day making shared use possible). ____
 - Details will be important
- c. Allow on-street frontage parking to count towards off-street parking requirements. ____
- d. Allow off-street parking requirements to be met off-site (within a maximum walking distance). ____
- e. Allow existing businesses to lease any unused parking to new developments to meet their parking requirements. ____
- f. Other _____

FEE-IN-LIEU SYSTEM

- a. Increase fee-in-lieu payments to levels commensurate with actual cost of parking. ____
 - Need to have a planned use for building more parking
- b. Change fee-in-lieu payments to a sliding scale to make small development or redevelopment projects more attractive. ____
 - There could be equity issues involved with doing this
- c. Identify specific planned uses for generated money. ____
 - Money must be spent on parking (i.e. not parking demand reduction)
- d. Other _____

LONG RANGE PARKING SUPPLY FOR FUTURE DEVELOPMENT

- a. Undertake joint public/private investment in off-street parking. ____
 - Residential on top floors of structure would probably pay for construction costs
- b. Use public tax funds to pay for new parking facilities. ____
 - Against this unless bike and walk amenities are also included
- c. Other _____



Appendixes

Downtown Winslow Parking and Circulation Solutions Stakeholder Interview Questionnaire

12/10/2005

PARKING TIME LIMITS

- a. Expand the areas covered by time limits. _____
- b. Add more categories to the time limits (e.g., 15 minute, ½ hour, 3-hour, etc.). _____
 - This would help people stay longer than 2 hours, if desired.
- c. Other _____

PARKING ENFORCEMENT

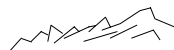
- a. Increase frequency and coverage of parking officer rounds. _____
 - People will always do what they think is the cheapest option to park.
- b. Increase the fines for repeat offenders. _____
- c. Other _____

PAID PARKING PROGRAMS

- a. Install parking meters on Winslow Way and surrounding streets. _____
 - Not ready for this yet
 - Would support their implementation if they are like the ones in Seattle
- b. Implement paid parking in downtown parking lots and garages. _____
- c. Other. _____

EMPLOYEE PARKING FACILITIES

- a. Assign specific parking lots to downtown employees, **free** of charge. _____
- b. Assign specific **paid** parking lots to downtown employees. _____
 - Shouldn't make the employees pay. They don't get paid enough to cover this.
- c. Require employees to park outside of downtown area. _____
 - Only if there is an established shuttle service



Appendixes

Downtown Winslow Parking and Circulation Solutions Stakeholder Interview Questionnaire

12/10/2005

CONNECTIVITY

- a. Identify and preserve informal lanes and walk corridors between existing buildings. _____
- b. Require new development and redevelopment to establish pedestrian corridors that connect to streets and parking facilities. _____
 - Critical
 - Should be evaluated on a case-by-case basis
- c. Pursue off-street Multiple Use Greenways. _____
- d. Other _____
 - Public works needs to identify these corridors

SIGNAGE

- a. Locate and install signage directing motorists to parking facilities. _____
 - Don't go overboard on the signage
 - This would be good for visitors
- b. Locate and install signage identifying bike routes. _____
- c. Other _____

FERRY TERMINAL ACCESS

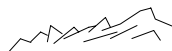
- a. Improve non-motorized access from the ferry terminal to downtown. _____
 - The many jurisdictions has been a holdback
 - Currently this route is dangerous for non-motorized means
- b. Other _____

PEDESTRIAN ENVIRONMENT

- a. Identify existing social trails and use paths. _____
- b. Widen sidewalks on Winslow Way. _____
 - How much will this take away from other spatial needs? (i.e. deliveries, parking)
 - Would be willing to sacrifice some parking for bike lanes/ wider sidewalks
- c. Identify intersections in need of crosswalks. _____
 - Raised crosswalks would work well
- d. Other _____

TRANSIT SYSTEMS SERVING DOWNTOWN

- a. Identify new Park and Ride locations outside of Winslow. _____
 - Traffic problem comes from north off of the island
- b. Establish local circulator routes. _____
 - Who would pay for this shuttle?
- c. Other _____



Appendixes

Downtown Winslow Parking and Circulation Solutions Stakeholder Interview Questionnaire

12/10/2005

G. Are there other topics not covered in this interview that you feel should be addressed in this project?

Represents all responses given

City Council:

- Get post office out of that space—land is too valuable-3 times the size of T+C. NT
- Essential that the scope extend from high school road to 305 to grow to the water. NT
- Obviously the grid needs to be completed, despite opposition. NT
- Need to connect Hildebrand and Erickson, but try to keep park space. CR
- Wyatt connection is a solution looking for a problem—she drives from south island, but would still use Winslow because its shorter. CR
- Hildebrand is private and we can't connect the road through private property. DV
- PDR did a study on this and found that the intersection would fail. DV

Stakeholders:

- Downtown works fine now; don't muck it up
- Connect Hildebrand and Erickson. Don't connect Wyatt and Ferncliff
- Look into using electric scooters on non-motorized facilities
- Establish street parking along Madison Avenue between Wyatt and Winslow. Explore on street parking on other streets, where possible.
- Land use hasn't been covered
- Merchants shouldn't have to carry parking responsibility alone. Public dollars could be used for this.
- Garages should be recognized as \$ losers
- Establish a frequent shuttle that reaches DT, High School Road, Lutheran Church, Ferncliff.
- Don't currently have roadways to support for a garage.

