



Fairhaven Parking Task Force Recommendations

March 2015



City of
Bellingham

Background

During the Council's work on the Fairhaven Neighborhood Plan in 2012, the Council directed the City to form a task force to review the Fairhaven Parking Plan, and make recommendations regarding various parking management tools and cost mechanisms



History of Fairhaven Parking

- 1973: Parking Study commissioned by City – *Fairhaven Business District Study*
- 1984: Fairhaven Merchants completed *Fairhaven 1990 Task Force Phase Two Report*
- 1987-88: City commissioned the Fairhaven Parking Study
- 1990: Judson Plaza Parking District created
- 1994: Fairhaven Parking District created
- 2003: 10th Street Parking District created
- 2011: Transpo Group commissioned to study parking as part of the Fairhaven Neighborhood plan update
- June 2012: City Council directed PW department to form a TF to identify parking management challenges and strategies
- May 2013 – February 2015: Fairhaven Parking TF convened

Fairhaven Parking Taskforce

Four organizations chose members to represent them on the task force:

- Fairhaven Neighbors
- Historic Fairhaven Association (merchants and residents)
- Fairhaven Village Association (property owners)
- Transportation Commission

Report is work of the Taskforce members

Key Issues

- Perception of a lack of parking
- Employees park in front of businesses taking up space for potential customers
- Loss of “available” parking due to development (e.g. “the pit”)
- Misperceptions about the Fairhaven Parking District
- Residential parking not available to public

Key Recommendations

- Incremental management strategies by Zone
- Maintain 85% occupancy with a 2-hour turnover.
- Counts will be conducted annually for the first 5 years, following adoption of the Task Force's plan.
- Triggers to move from one management strategy include development of specific private properties currently used as passive parking areas.
- Stage 0 - enforced two-hour time limited parking in the central core.

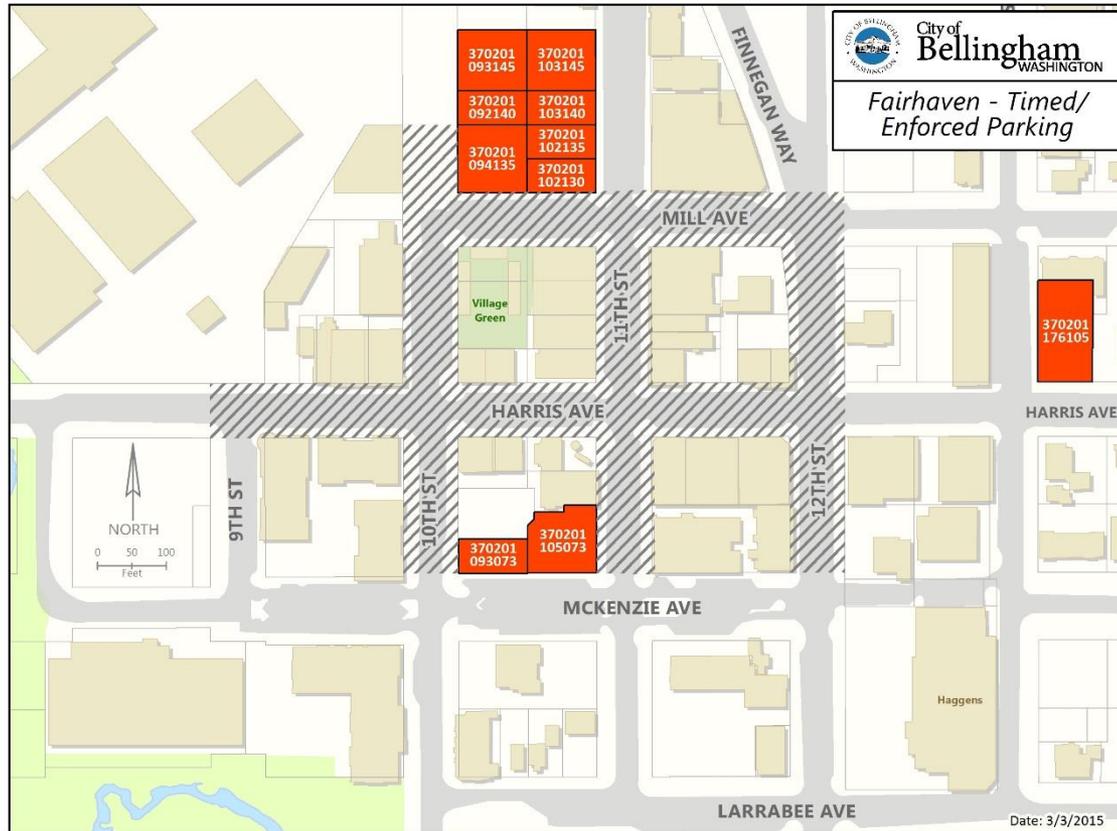
Planned phased Implementation by Zone



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Stage 0 – enforced two-hour limits in the central core



Key Recommendations cont.

- Incremental management strategies by Zone
- Maintain 85% occupancy with a 2-hour turnover.
- Counts will be conducted annually for the first 5 years, following adoption of the Task Force's plan.
- Triggers to move from one management strategy include development of specific private properties currently used as passive parking areas.
- Stage 0 - enforced two-hour time limited parking in the central core.
- Paid on-street parking is included in Stage 2 of each zone (zones 1-3).
- The goal for zone 4 (residential areas) is to preserve the character of the neighborhood and discourage commercial parking.
- Structured parking is desired as a long term future need. Early action is needed many years (at least 10) in advance of a construction activity. This action includes review of possible sites and implementation of paid parking.

Goal = 85% Occupancy with a 2-hour turnover

What does that mean?

Approximately 1-2 spaces per block face at any time.

Key outcomes from the task force's work:

- Early action now on management tools.
- Establishing a parking performance standard based on use or development of specific properties.
- Progressive management strategies and tools, including paid parking, will be implemented to maintain performance based on the established performance standard.
- Recognition of the importance of early planning for long-term development of off-street or structured parking including financing tools that will require paid parking and assessments on business and properties.
- Recognition of the benefits of cooperative agreements between property owners and the City in providing parking supply.

Public Outreach Process

- May 2013 – February 2015: FPTF Public Meetings held
- January & February 2015: Neighborhood and MNAC Presentations
- February 17, 2015: FPTF meeting; majority of FPTF members approve to move the plan forward to the Transportation Commission for consideration
- Approximately 70 public comments received on draft plan
- Comments can still be submitted to:
 - fairhavenparking@cob.org
 - transportation@cob.org
 - ccmail@cob.org

Schedule:

- March 10, 2015: First Transportation Commission review
- April 14, 2015: Second Transportation Commission review; will vote whether or not to move forward to City Council
- May - City Council presentation and next steps





More information? Questions?

Online Search: Fairhaven Parking Taskforce

Eric Johnston

Assistant Director, Public Works Operations

(360) 778 – 7710

ecjohnston@cob.org



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