

MEMORANDUM

Date:	December 20, 2018	TG:	1.18143.01
To:	Clark Williams – City of Bellingham		
From:	Dan McKinney, Jr and Stefanie Herzstein – Transpo Group		
Subject:	Fairhaven Parking Study Summary		

The following memorandum summarizes current parking conditions within Bellingham's Fairhaven Neighborhood and Urban Village. This is part of an on-going process of monitoring public parking within Fairhaven to evaluate and recommend parking management strategies.

Background and Study Area

The *Fairhaven Neighborhood Urban Village Parking Study* was completed in June 2012 and recommended a phased approach to implementing parking management. This was to allow conditions to be monitored and adjustments could be made to address future growth and changes in parking. This 2018 Parking Study focus on parking conditions in the downtown commercial area of Fairhaven as part of the monitoring process. The study area is illustrated in Figure 1.



Figure 1. 2018 Parking Study Area

An additional outcome of the 2012 *Fairhaven Neighborhood Urban Village Parking Study* study included the initiation of the Fairhaven Parking Task Force that published the *Fairhaven Parking Task Force 2015 Final Report*. This report outlined specific parking management strategies to be implemented in stages for four parking management zones within Fairhaven. The City initiate implementation of lower cost strategies such as educating employees, adding wayfinding/signage, adding bicycle storage, adding short-term spaces and enforcing the two-hour time limited parking within the core areas.

Additional strategies were identified to be implemented when average utilizations rates reach 85 percent. This included the following measures that have been identified for this study area:

- *Implement paid on-street parking (e.g., LUKES metering stations).*
- *Add pedestrian amenities through street improvements.*
- *Identify a funding plan for a parking facility and include it in the City Capital Facilities Plan. Limit on-street parking of large vehicles, those over 22 feet long or trailers, to ease traffic flow and discourage use of public parking for commercial vehicle storage.*
- *Businesses provide transit passes for employees.”*
- *Define parking using low-cost street improvements such as striping and signage.”*

Data collected as part of this study will be used to determine if the next stage of management strategies should be considered.

Data Collection

Parking data related to utilization and duration were collected on Thursday, July 12 and Saturday, July 14, 2018 representing a typical summer weekday and weekend condition. Hourly occupancy and duration along each on-street block and within each lot were collected from 10:00 a.m. to 7:00 p.m. The data collection provided an understanding of how “full” (i.e., utilized or occupied) Fairhaven parking is, how long vehicles stay in one parking space, and how much parking turnover occurs allowing for different vehicles to use one space.

Results

This 2018 Parking Study has a slightly smaller study area than the 2012 Parking Study due to construction along Harris Avenue west of 8th Street and changes in off-street parking with development. A comparison of 2012 and 2018 study characteristics is provided below.

COMPARISON OF 2012 AND 2018 FAIRHAVEN PARKING STUDY AREA CHARACTERISTICS

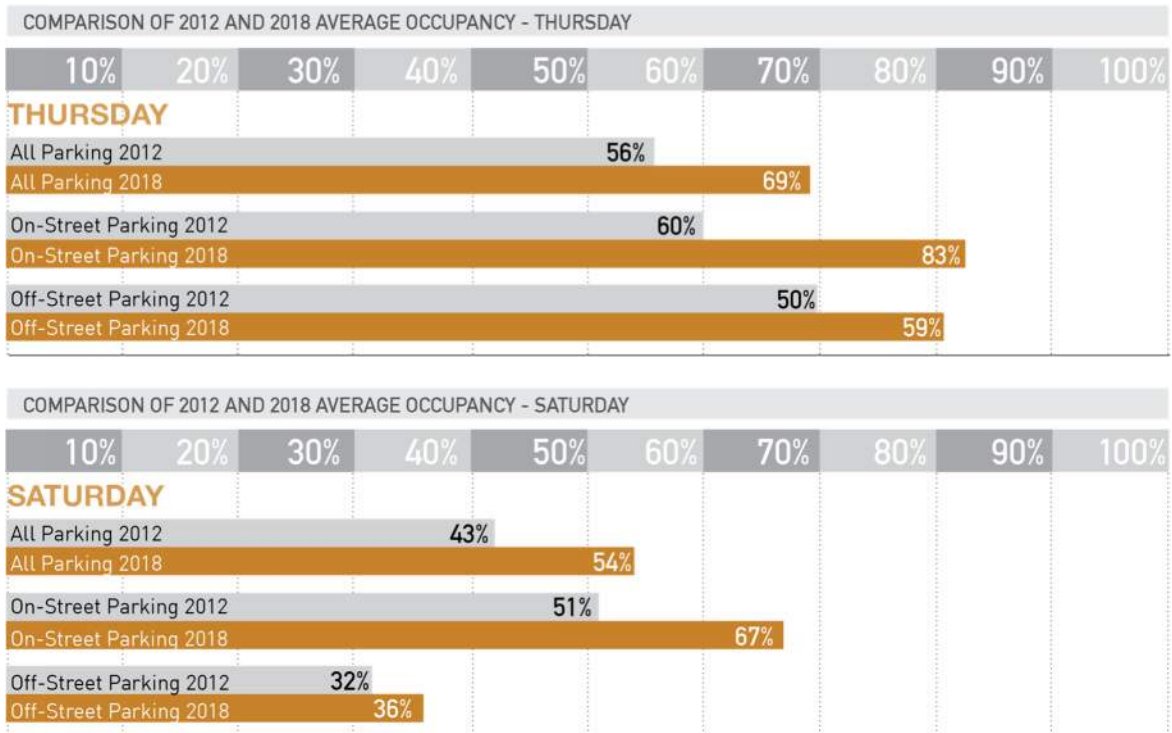


Although the number of parking spaces is slightly less in 2018 than studied in 2012, the data can still be compared to understand how parking conditions are changing. This includes an increase in utilization and number of vehicles parked. Overall there was an increase of approximately 1,500 vehicles parked within the study area for the Thursday count and an increase of approximately 1,000 vehicles for the Saturday count when comparing 2013 and 2018. Maps showing parking data comparing the two time periods are provided in Attachment A.

The following sections describe the results of the 2018 parking occupancy and duration in more detail.

Occupancy

The occupancy charts below provide a summary of the overall average parking utilization for the study area in both the Thursday and Saturday conditions. As shown in the comparison between 2012 and 2018, the parking occupancy has increased by more than 10 percent with slightly higher increases for on-street utilization than off-street utilization for both Thursday and Saturday.



The graph below illustrates the hourly parking occupancy during the study period for the Thursday and Saturday conditions. This identifies that the peak conditions continue to occur in the middle of the day around 2:00 p.m. for both conditions. In addition, Saturday conditions have increased during the evening period likely due to increased popularity of restaurants and bars in the area.

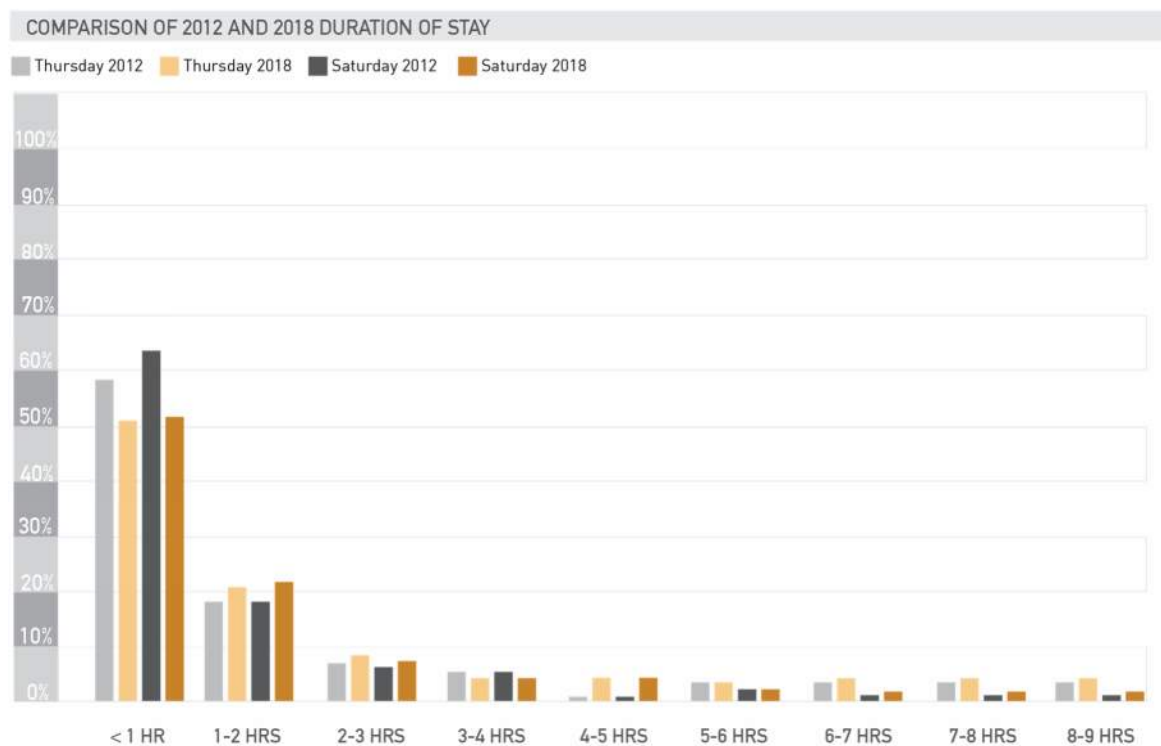


Detailed maps of average and peak hour parking occupancy by block for the 2018 Thursday and Saturday data collection period are provided in Attachment A. The detailed data shows that on Thursday the average parking occupancy for most blocks between 9th and 12th Streets from McKenzie Avenue (inclusive) to Mill Avenue is over 85 percent. On Saturday, the average parking occupancy is over 75 percent for most blocks with about half of the blocks between 9th and 12th

Streets from McKenzie Avenue (inclusive) to Mill Avenue is over 85 percent. For the off-street parking most of the lots were found to have an average parking occupancy of less than 85 percent on Thursday and less than 75 percent on Saturday.

Duration

The graph below illustrates how long vehicles were observed to park during both the 2012 and 2018 studies. The majority of vehicles parked for less than 2-hours. The comparison of 2012 and 2018 shows that more vehicles are currently staying over 2-hours. The data shows that in 2012 on Thursday approximately 24 percent of vehicles observed parked for more than 2-hours while in 2018 approximately 29 percent of the vehicles parked for more than 2-hours. On Saturday, in 2012 approximately 20 percent of vehicles observed parked for more than 2-hours while in 2018 approximately 26 percent of the vehicles parked for more than 2-hours. The increase in the percent of vehicles staying longer in 2018 could be a result of more vehicles observed (see Table 1). Overall, both the 2012 and 2018 data show the average parking duration in the study area is less than 2-hours for both Thursday and Saturday.

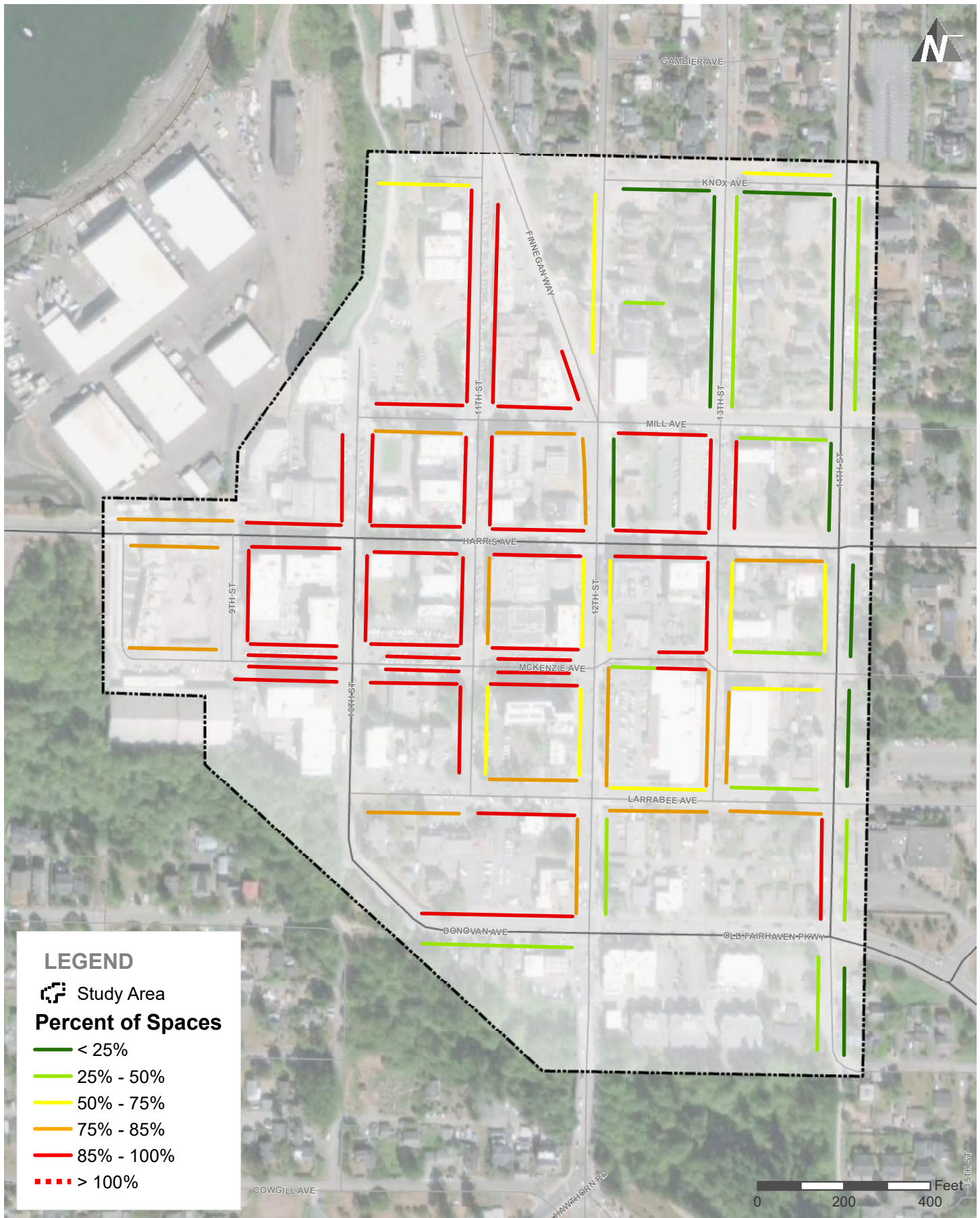


Conclusions and Recommendations

Parking occupancy has continued to increase in Fairhaven. Overall the average occupancies have increased by more than 10 percent and finding parking in the core areas has become more difficult during peak periods. Although the average parking occupancy for the full study area is less than 85 percent, most of the blocks in the core commercial area are over 85 percent occupied.

Typical peak conditions continue to occur mid-day around 2:00 p.m.; however, parking demand during Saturday evenings has increased the most and likely reflect the popularity of restaurants and bars in the area.

Given the increase in utilization in the core areas, implementing the next stage of parking management would be appropriate to increase the availability of parking. This would include the implementation of paid parking in the core areas of Fairhaven.



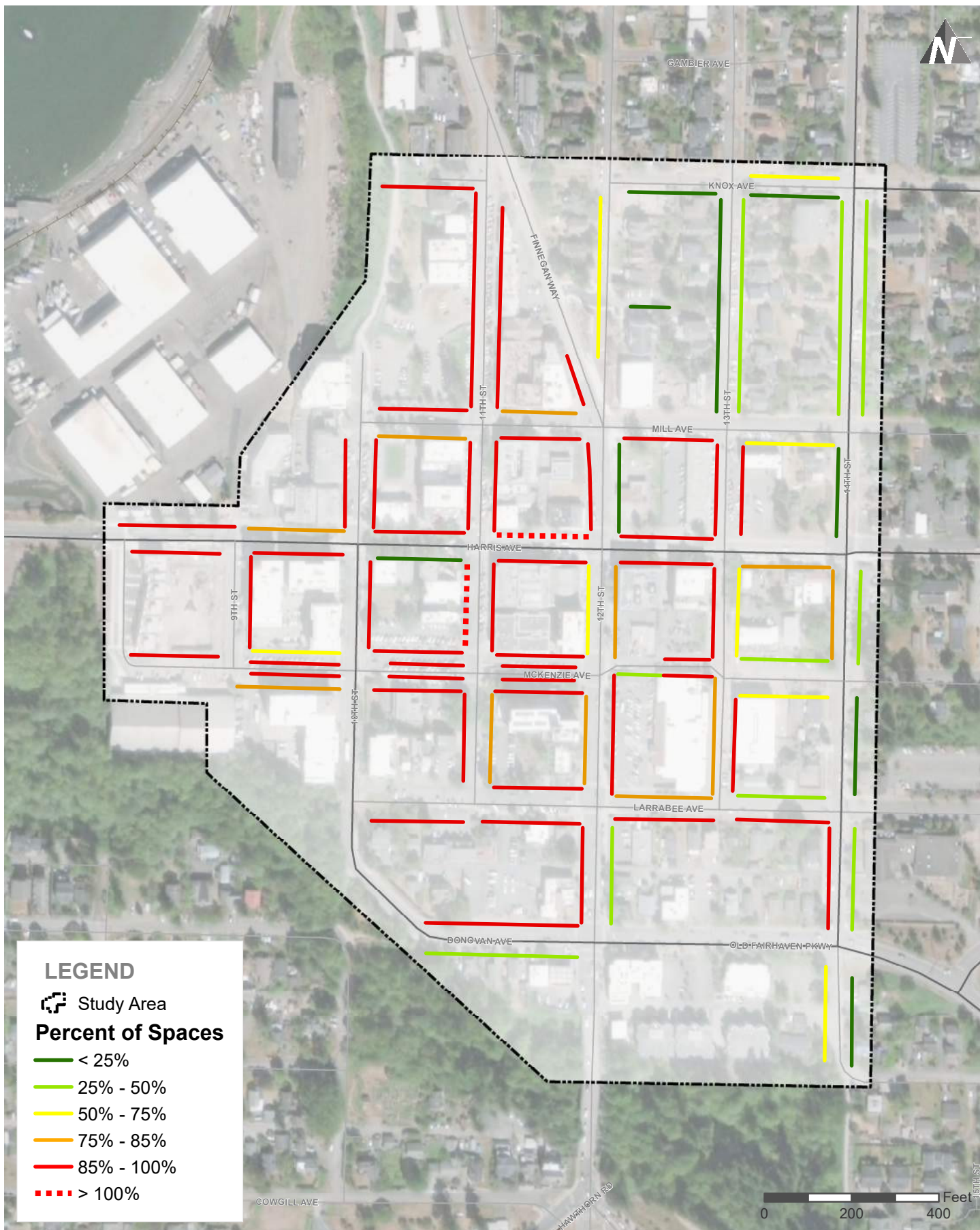
On-Street Average Thursday Parking Utilization

Bellingham Fairhaven Parking 2018

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On-Street Peak Hour (1PM) Thursday Parking Utilization

Bellamh Fairhaven Parking 2018

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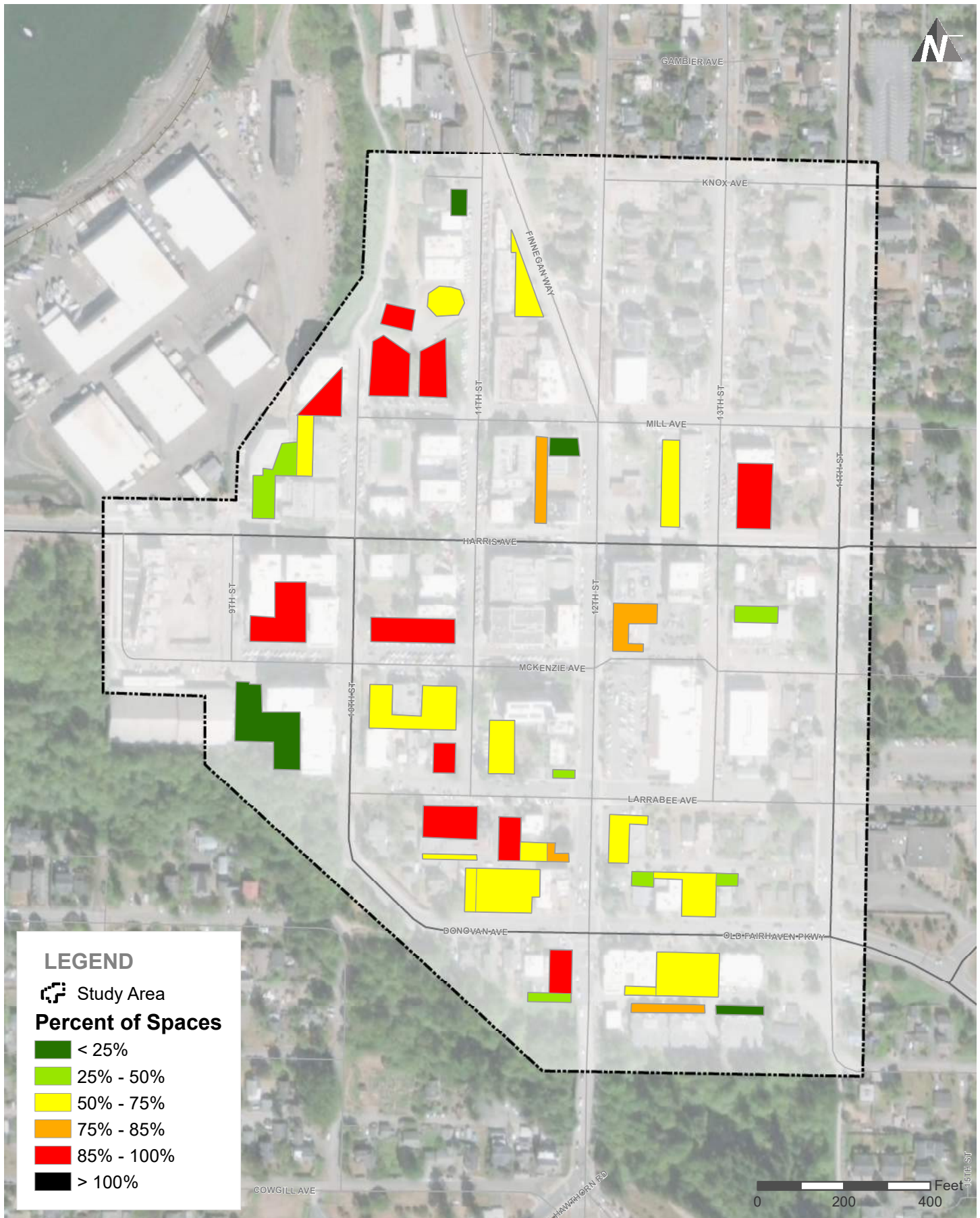
Off-Street Average Thursday Parking Utilization

Bellingham Fairhaven Parking 2018

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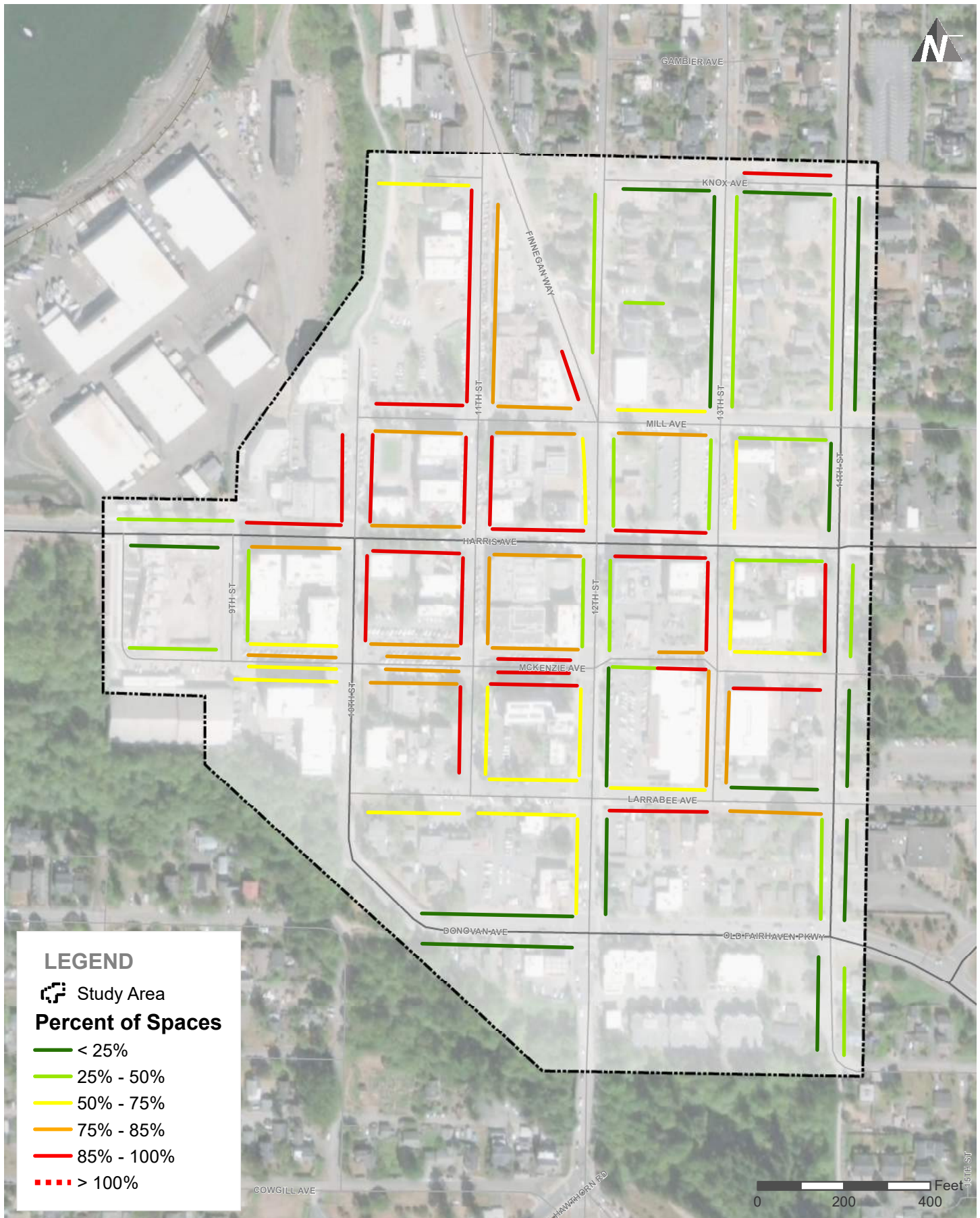
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Off-Street Peak Hour (1PM) Thursday Parking Utilization

Bellingham Fairhaven Parking 2018

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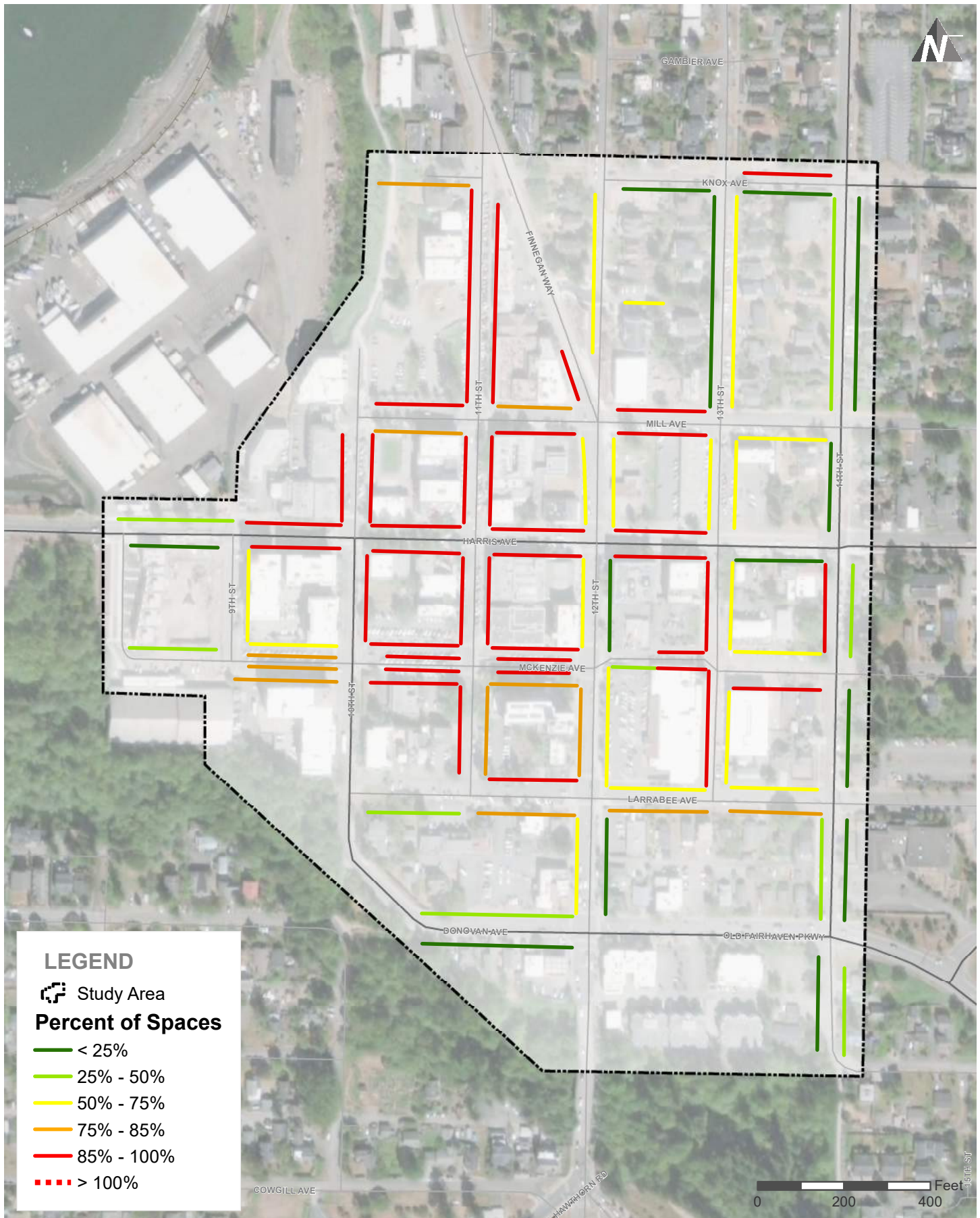
On-Street Average Saturday Parking Utilization

Bellingham Fairhaven Parking 2018

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On-Street Peak Hour (2PM) Saturday Parking Utilization

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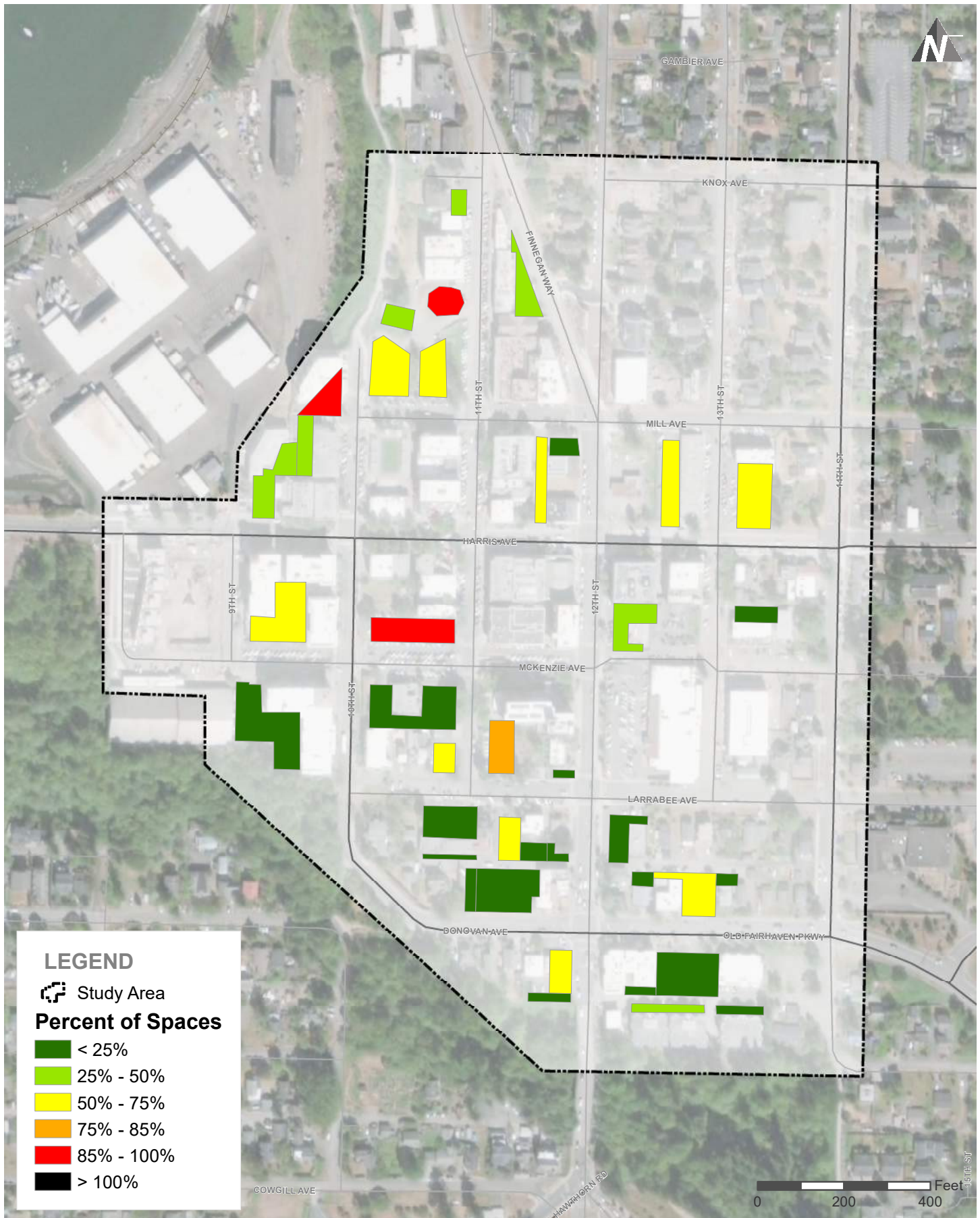
Off-Street Average Saturday Parking Utilization

Bellingham Fairhaven Parking 2018

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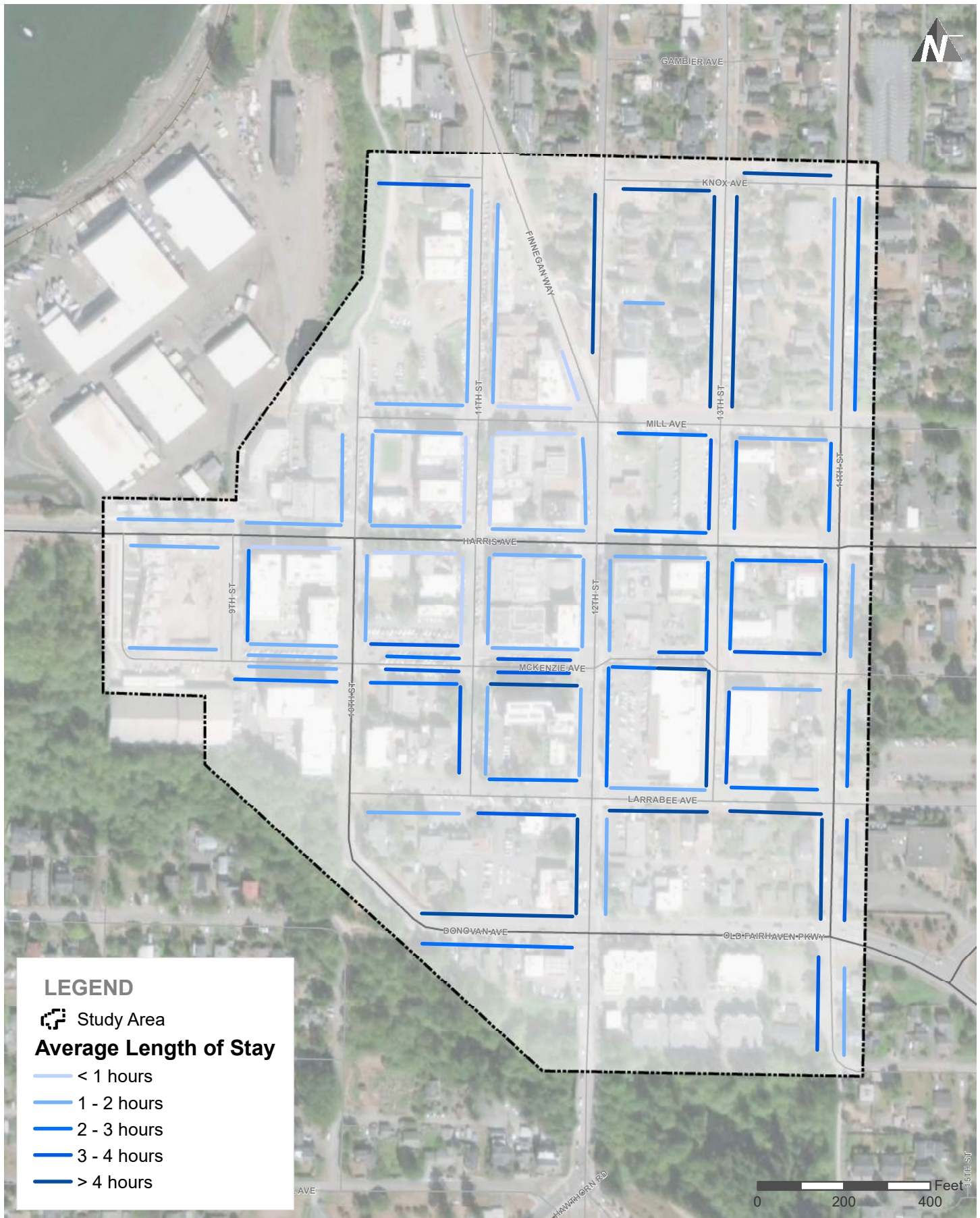
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Off-Street Peak Hour (2PM) Saturday Parking Utilization

Bellingham Fairhaven Parking 2018

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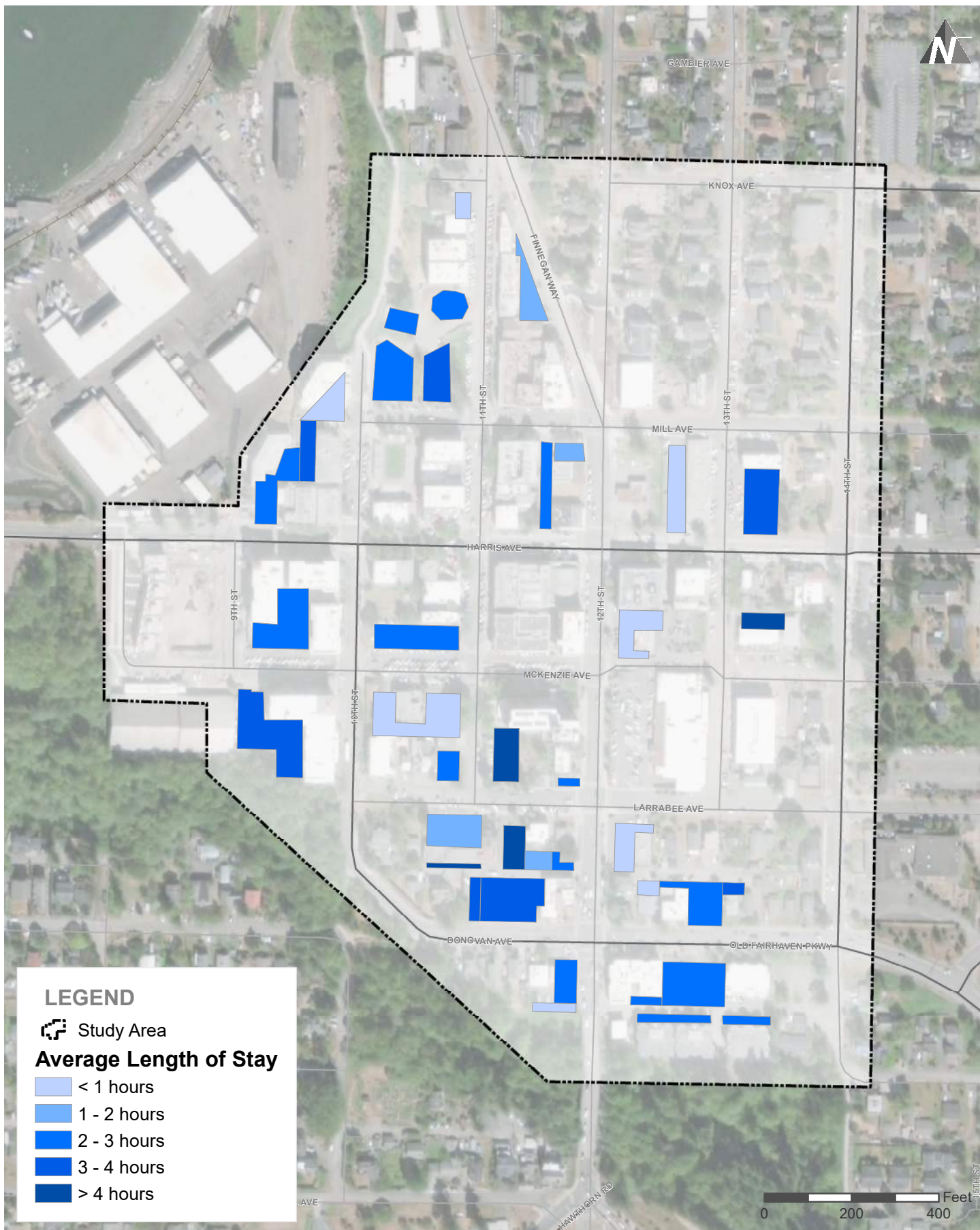
On-Street Average Thursday Parking Duration

Bellingham Fairhaven Parking 2018

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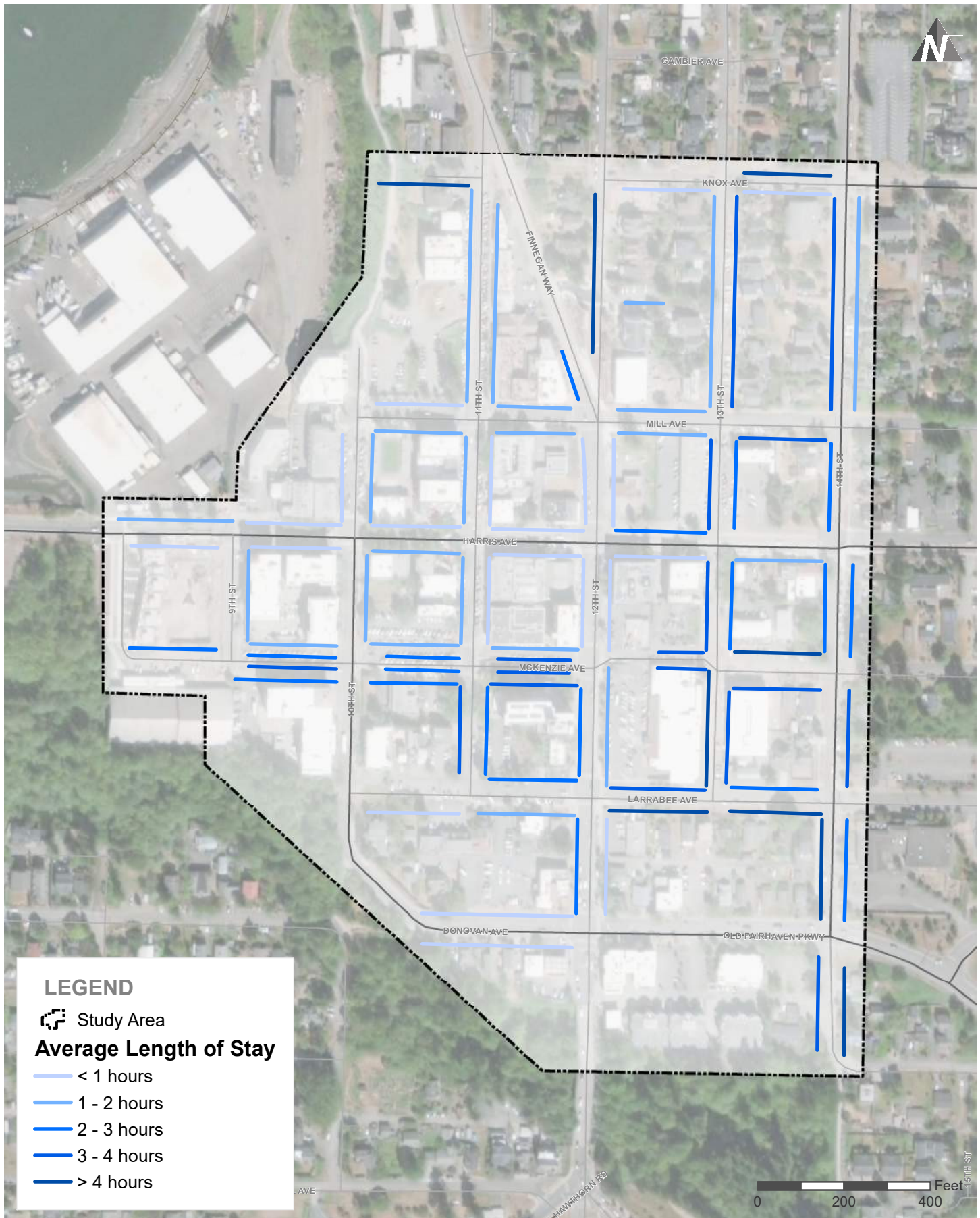
Off-Street Average Thursday Parking Duration

Bellingham Fairhaven Parking 2018

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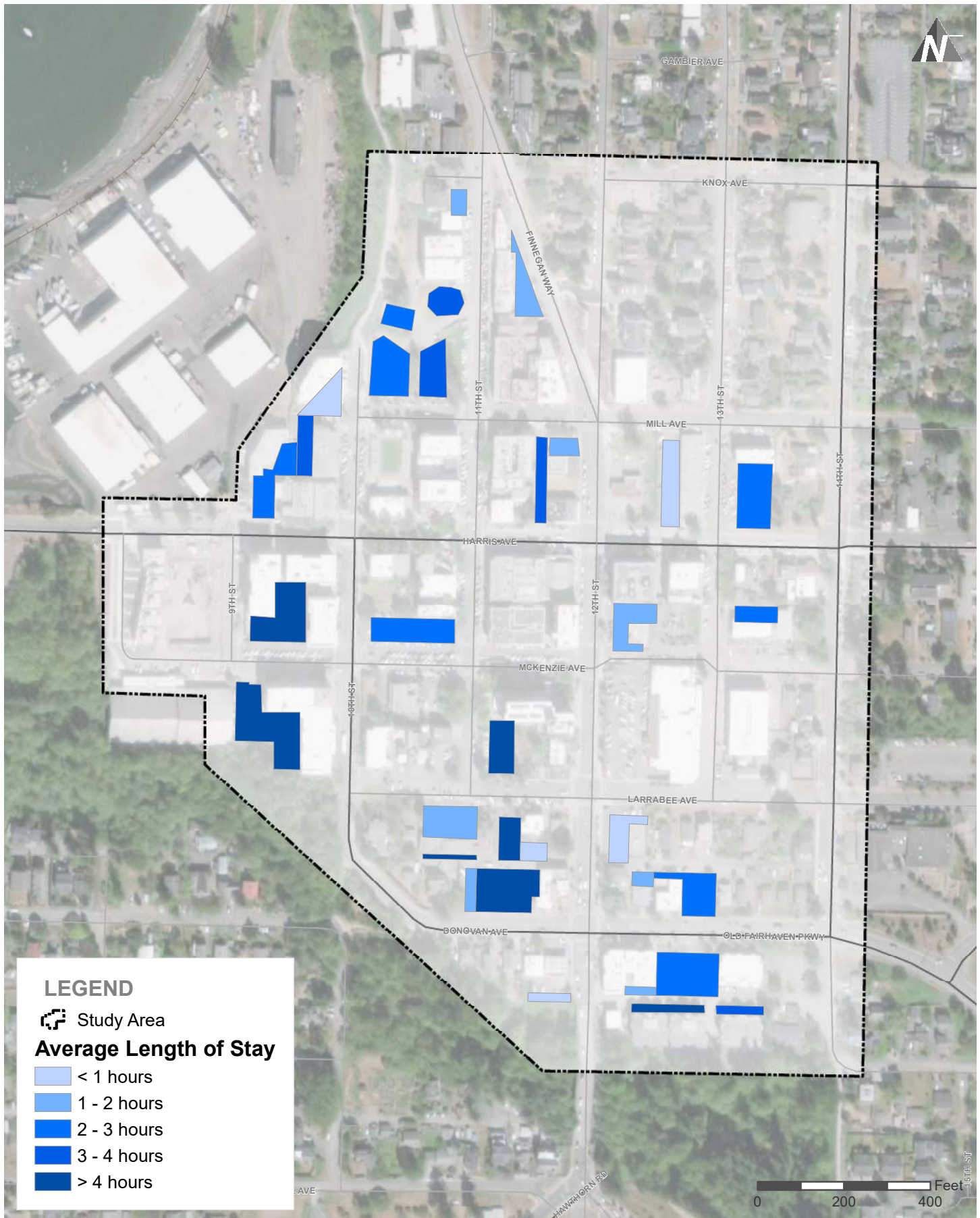
On-Street Average Saturday Parking Duration

Bellingham Fairhaven Parking 2018

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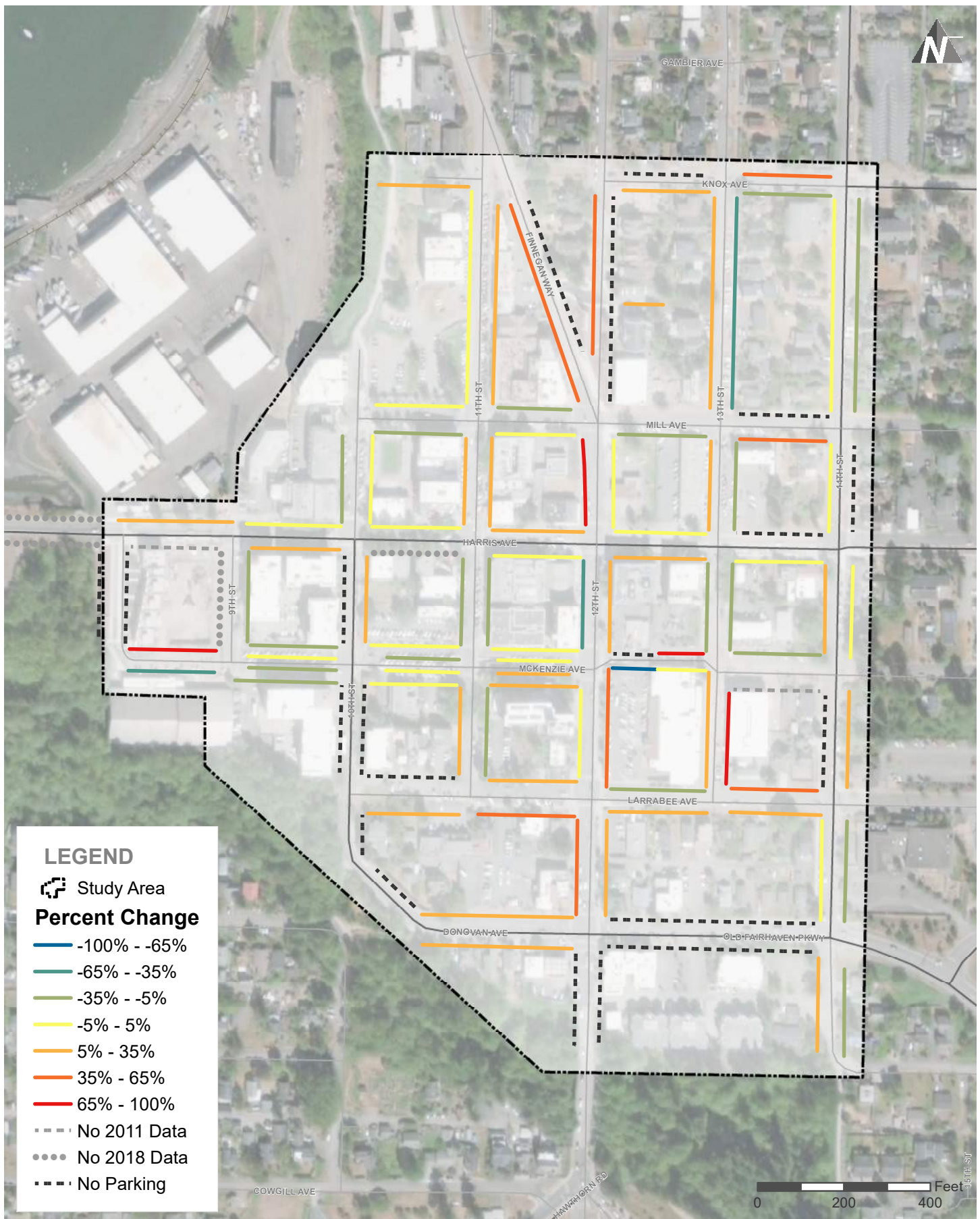
Off-Street Average Saturday Parking Duration

Bellingham Fairhaven Parking 2018

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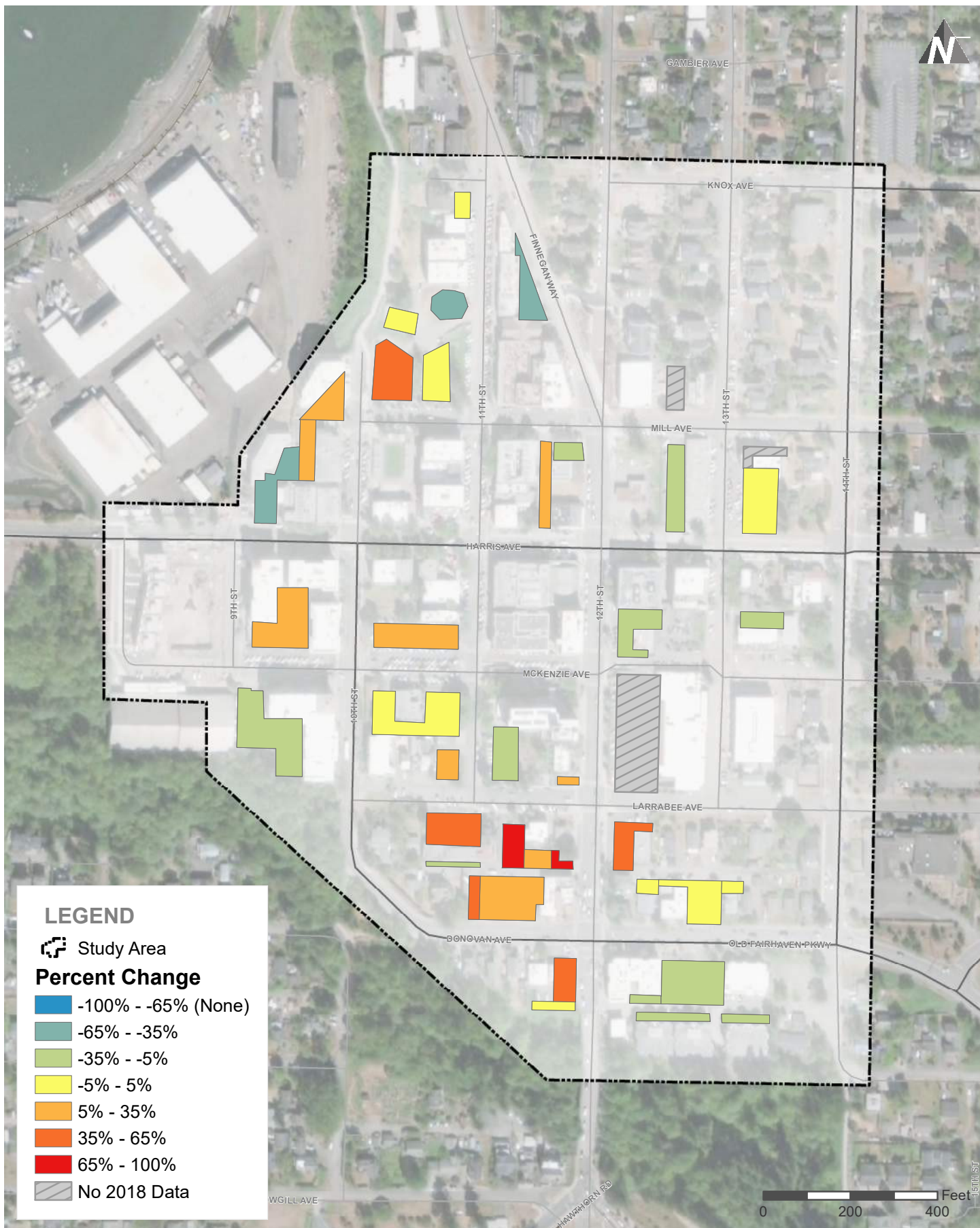


On-Street Peak Hour Weekday Parking Utilization Change 2011-2018 ATTACHMENT

Bellingham Fairhaven Parking 2018



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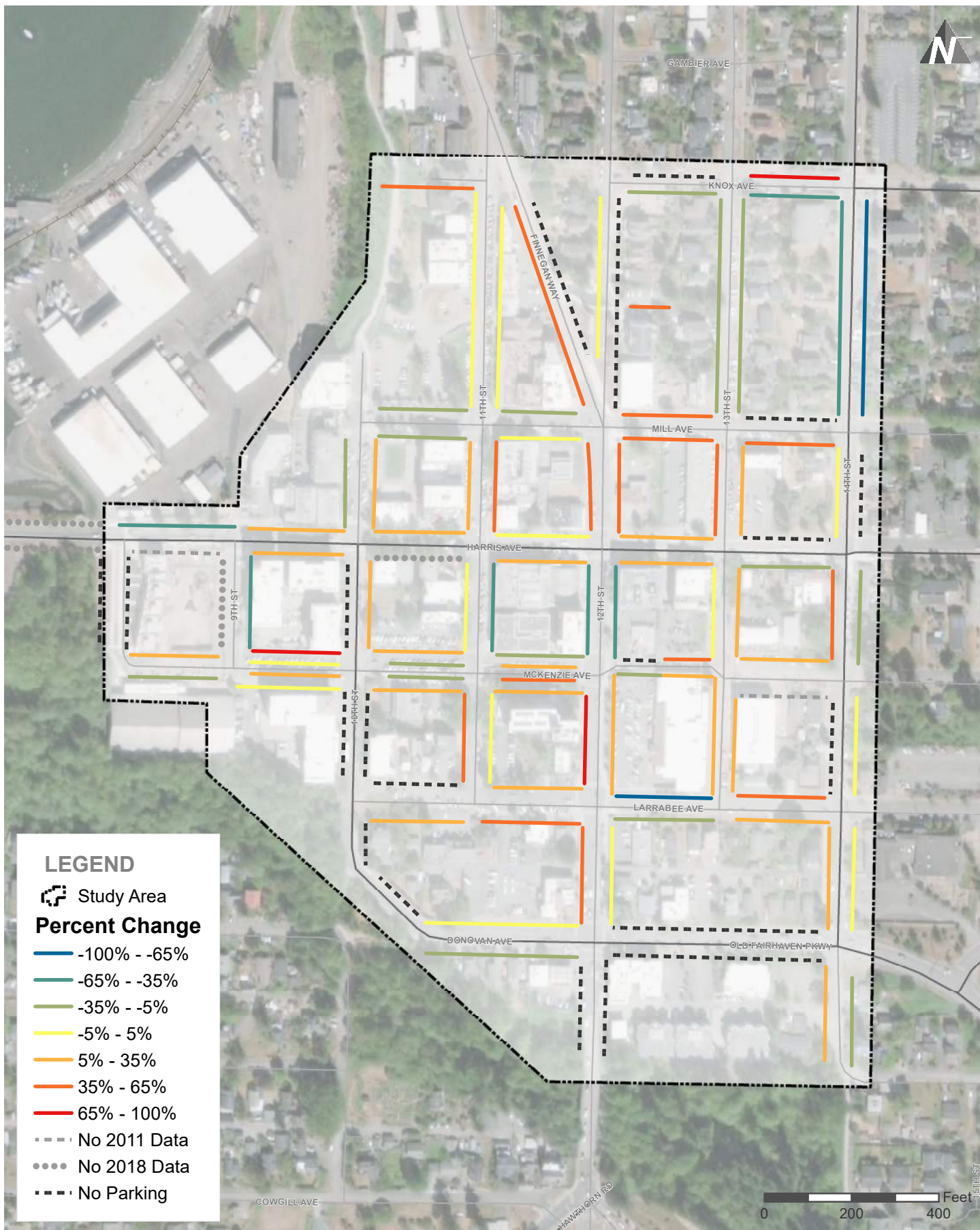


Off-Street Peak Hour Weekday Parking Utilization Change 2011-2018 ATTACHMENT

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On-Street Peak Hour Weekend Parking Utilization Change 2011-2018 ATTACHMENT

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Off-Street Peak Hour Weekend Parking Utilization Change 2011-2018 ATTACHMENT

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