

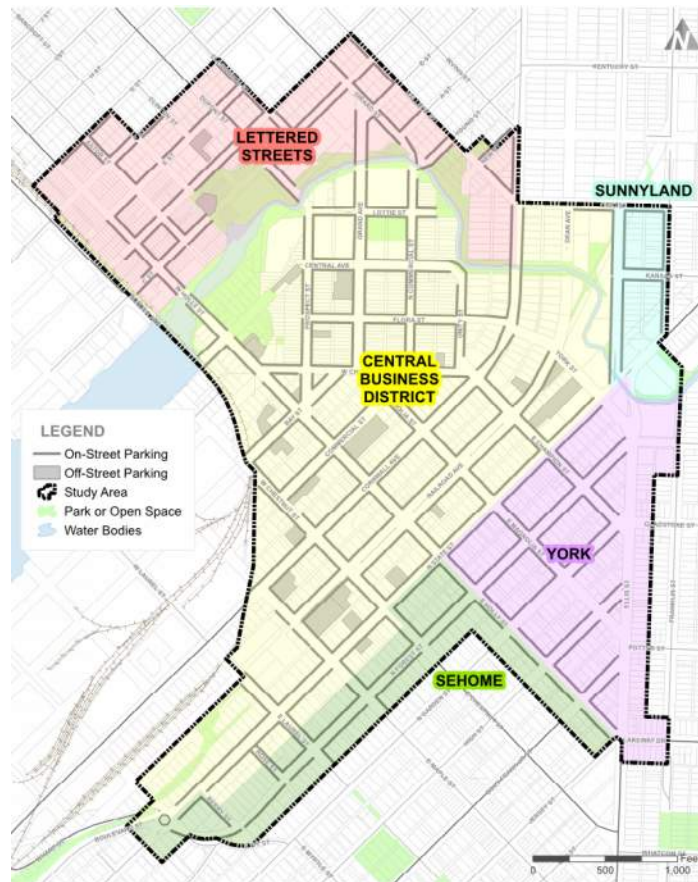
## MEMORANDUM

<b>Date:</b>	December 20, 2018	<b>TG:</b>	1.18143.00
<b>To:</b>	Clark Williams – City of Bellingham		
<b>From:</b>	Dan McKinney, Jr and Stefanie Herzstein – Transpo Group		
<b>Subject:</b>	Downtown Parking Study Summary		

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

### Background and Study Area

The *Downtown Sub-Area Parking Study* was completed in March 2013 and recommended both short- and long-term parking management strategies to address existing and future parking needs. This study focused on Downtown to quantify how conditions have changed since 2013 and identify strategies to manage parking conditions. The study area included the five neighborhoods (Central Business District (CBD), Lettered Streets, Sehome, Sunnyland, and York) as illustrated in Figure 1.



**Figure 1. 2018 Parking Study Area**

## Data Collection

Parking data related to parking utilization and duration were collected in the summer on Tuesday and Thursday, July 24 and 26, 2018 and in the fall on Tuesday and Thursday, October 2 and 4, 2018. These days represent a typical summer and fall weekday condition, respectively. Hourly occupancy and duration along each on-street block and within each lot were collected from 8:00 a.m. to 5:00 p.m. The data collection provided an understanding of how “full” (i.e., utilized or occupied) Downtown 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 had about the same sized study area as the 2013 Parking Study. An overall comparison of 2013 and 2018 study characteristics is provided below.



Overall there was an increase of 378 vehicles parked within the study area in the summer between 2013 and 2018. In the fall there was an increase of 430 vehicles between 2013 and 2018. This equates to an increase of approximately 19 percent in the summer and 20 percent for the fall.

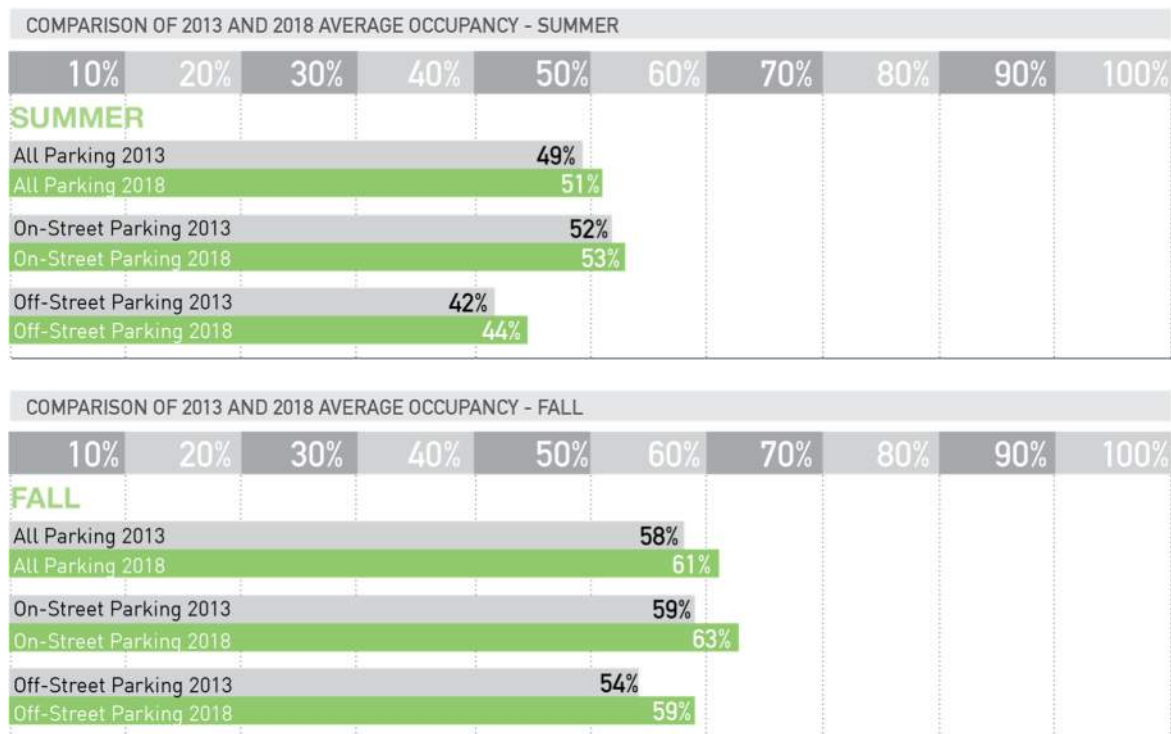
The majority of the increase occurred in the CBD and York neighborhoods. In the CBD the average occupancy rose by 10 percent in the summer and 12 percent in the fall. In the York neighborhood the average occupancy rose by 13 percent in the summer and 17 percent in the fall.

The Sunnyland neighborhood saw an increase of 10 percent in occupancy in the summer but 4 percent in the fall. The change in average vehicles in this neighborhood was small (+13 in the summer and +5 in the fall). The other two neighborhoods either saw no or very little increase in occupancy (3 percent or less). 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.

## Occupancy

The occupancy charts below provide a summary of the overall average parking utilization for the study area in both the Summer and Fall conditions. This includes a comparison between 2013 and 2018 conditions. Overall, parking conditions during the Fall continue to be higher than Summer conditions in the Downtown area. This is primarily driven by the influence of Western Washington and lower student/staff levels on campus during the summer. When comparing the 2013 data with the 2018 data, parking occupancies have increased by approximately 3 percent during both the Summer and Fall conditions.



The graph below illustrates the hourly parking occupancy during the study period for the Summer and Fall conditions. As shown in the graph, 2018 occupancies are slightly higher than 2013 conditions with very similar hourly trends throughout the day.

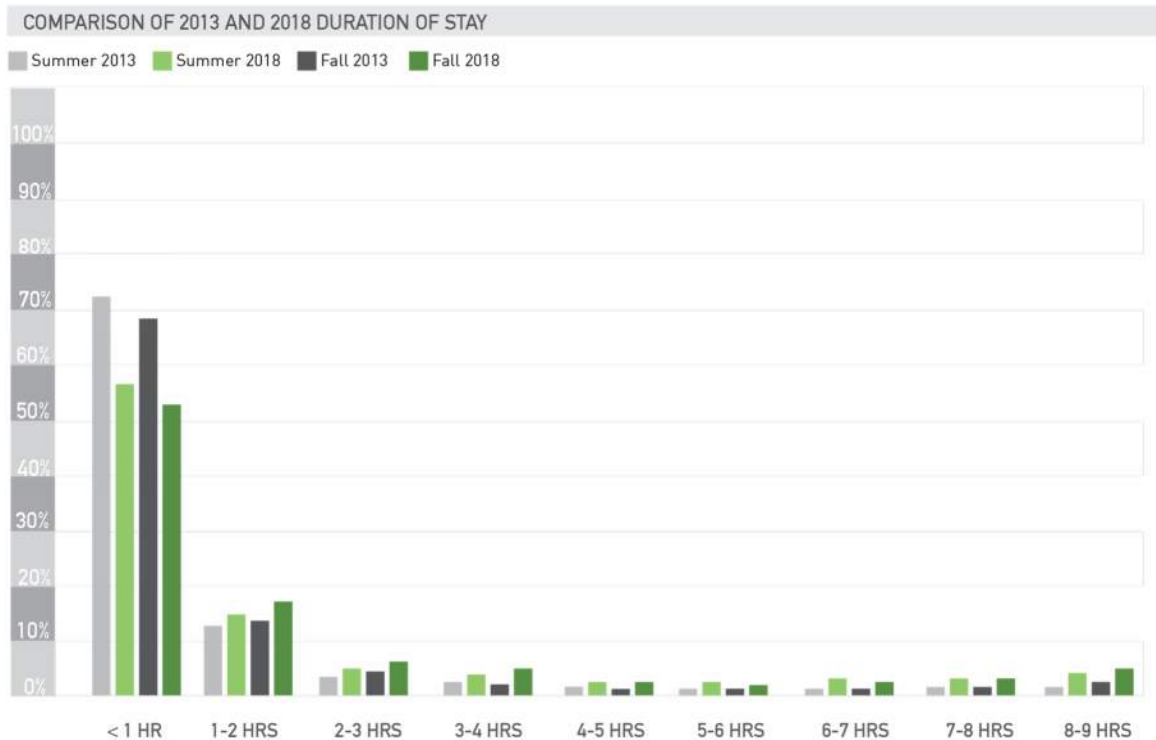


Overall parking occupancies in Downtown are at reasonable levels; however, there are many areas that are congested and fully utilized. Detailed maps of average and peak hour parking occupancy by block for the 2018 summer and fall data collection periods are provided in Attachment A. Many of the areas that have the highest occupancies tend to be on the edge or just outside of the CBD. On-street parking along several blocks of N Forest Street and E Holly Street have parking occupancy that are over 85 percent. In the northern portion of the study area, C Street and Girard Street experience similar conditions as well.

The average parking occupancy of the off-street parking lots was less than 75 percent in the summer. In the fall, all but three of the lots had an average parking occupancy of less than 75 percent. Those that had a higher average parking occupancy were near the south end of the CBD near the intersection of W Chestnut Street and Railroad Avenue.

### ***Duration***

The graph below illustrates how long vehicles were observed to park during both the 2018 and 2013 studies. The majority of vehicles parked for less than 1 hour. The comparison of 2013 and 2018 shows there has some shifts in length of stay with a higher percentage of vehicles parking for more than one hour compared to 2013.



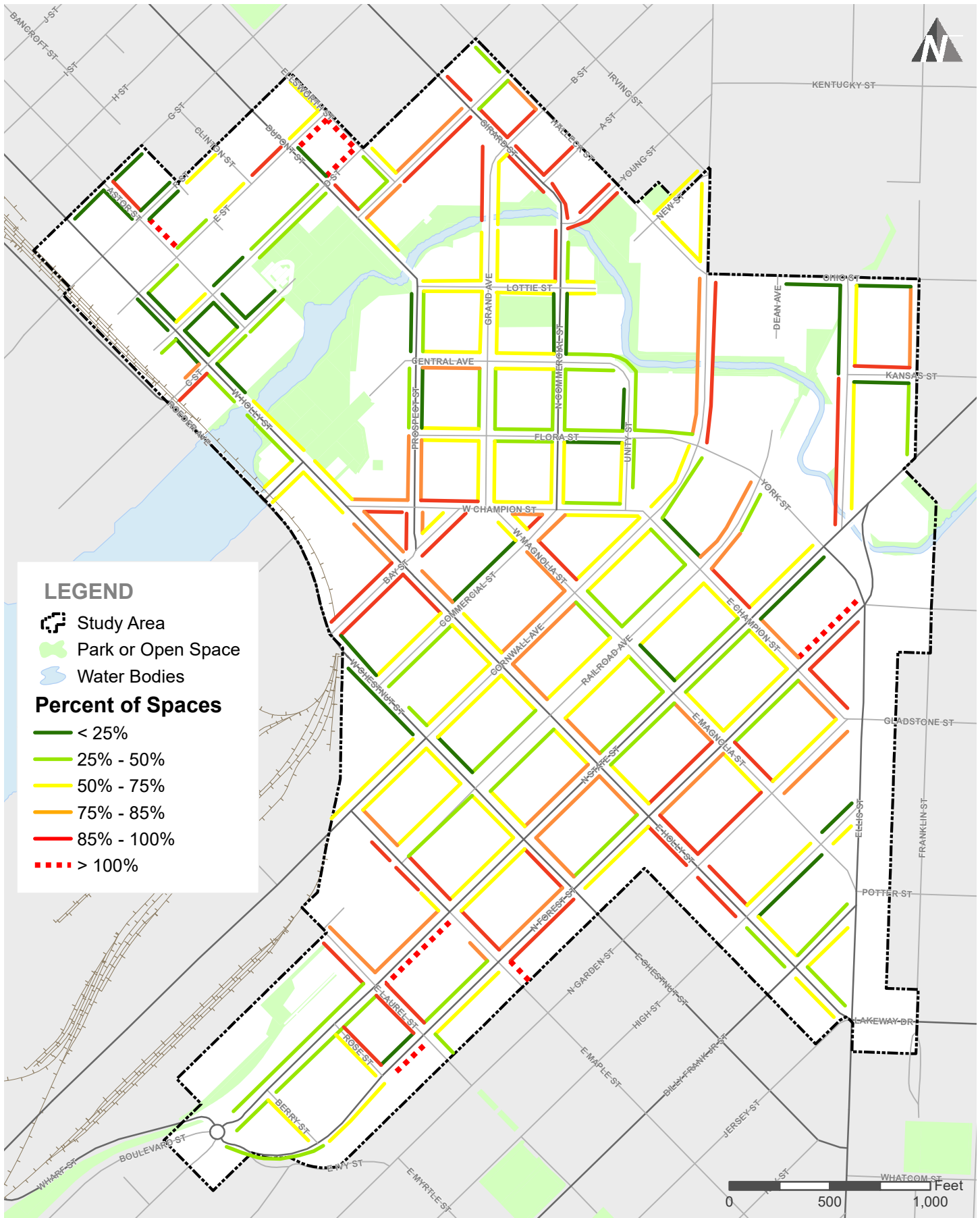
On-street parking as a whole experienced a shorter average duration than off-street parking. For both summer and fall in 2018 the duration was 1.5 hours for on-street parking compared to roughly 4.5 hours for off-street parking. However, the lettered streets neighborhood experienced the highest duration for off-street parking with multiple block faces having an average parking duration of more than four hours.

## Conclusions and Recommendations

Overall parking conditions have shown slight increases in parking occupancy and durations of stay with similar seasonal and hourly patterns that have been observed in the past. Overall conditions are not drastically different but there has been increases in demand in the CBD and some areas where parking is not charged.

Based on the findings, the overall parking strategies outlined in the original 2013 study are still applicable to manage parking. There has been increased demands and anticipated increased demands from new development in areas where parking is not charged. This includes areas of Cornwall Avenue and sections of N State Street and E Laurel Street. Paid parking could be expanded to capture these areas to better manage demands.





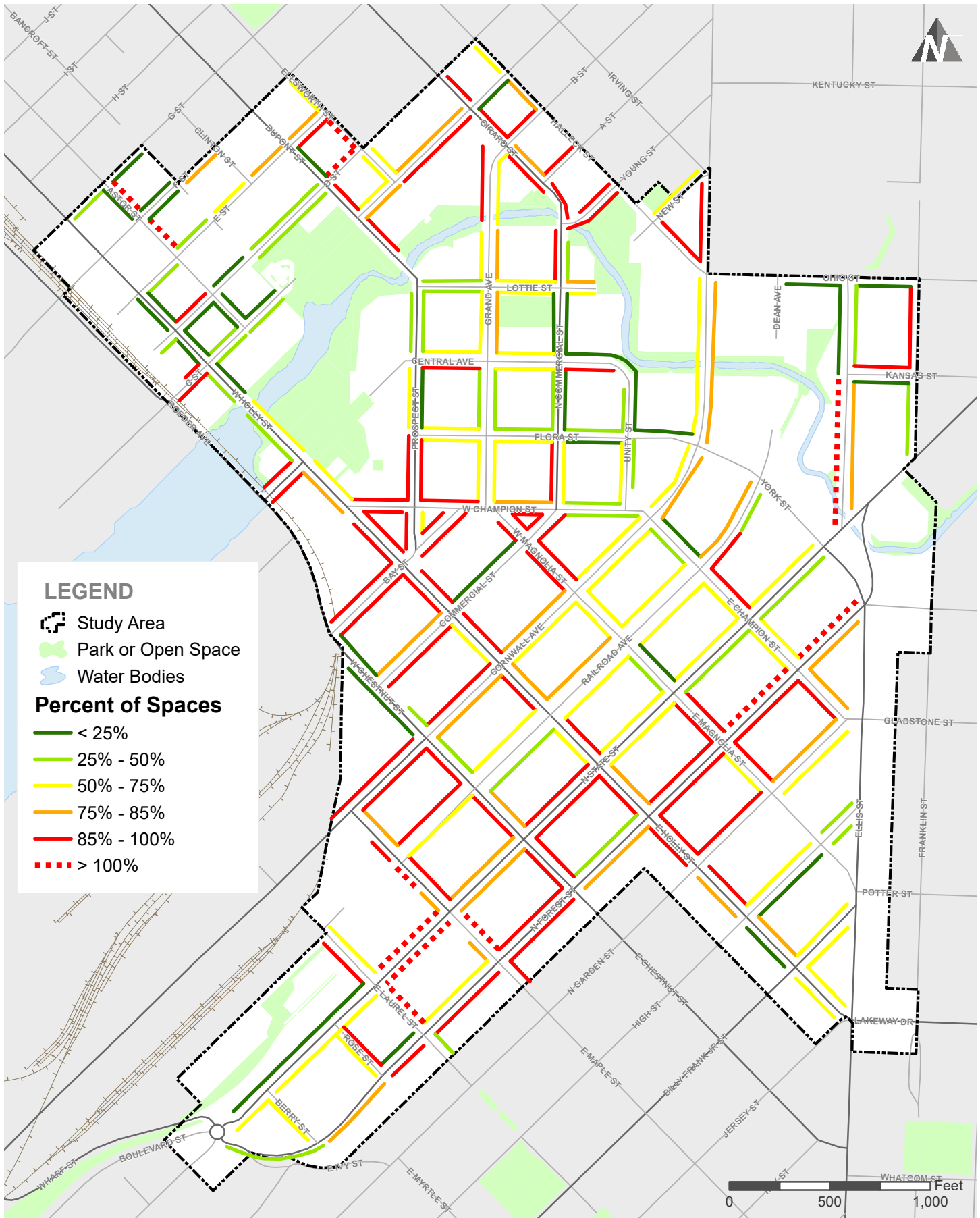
# On-Street Average Daily Parking Utilization

Bellingham Downtown Parking 2018

ATTACHMENT



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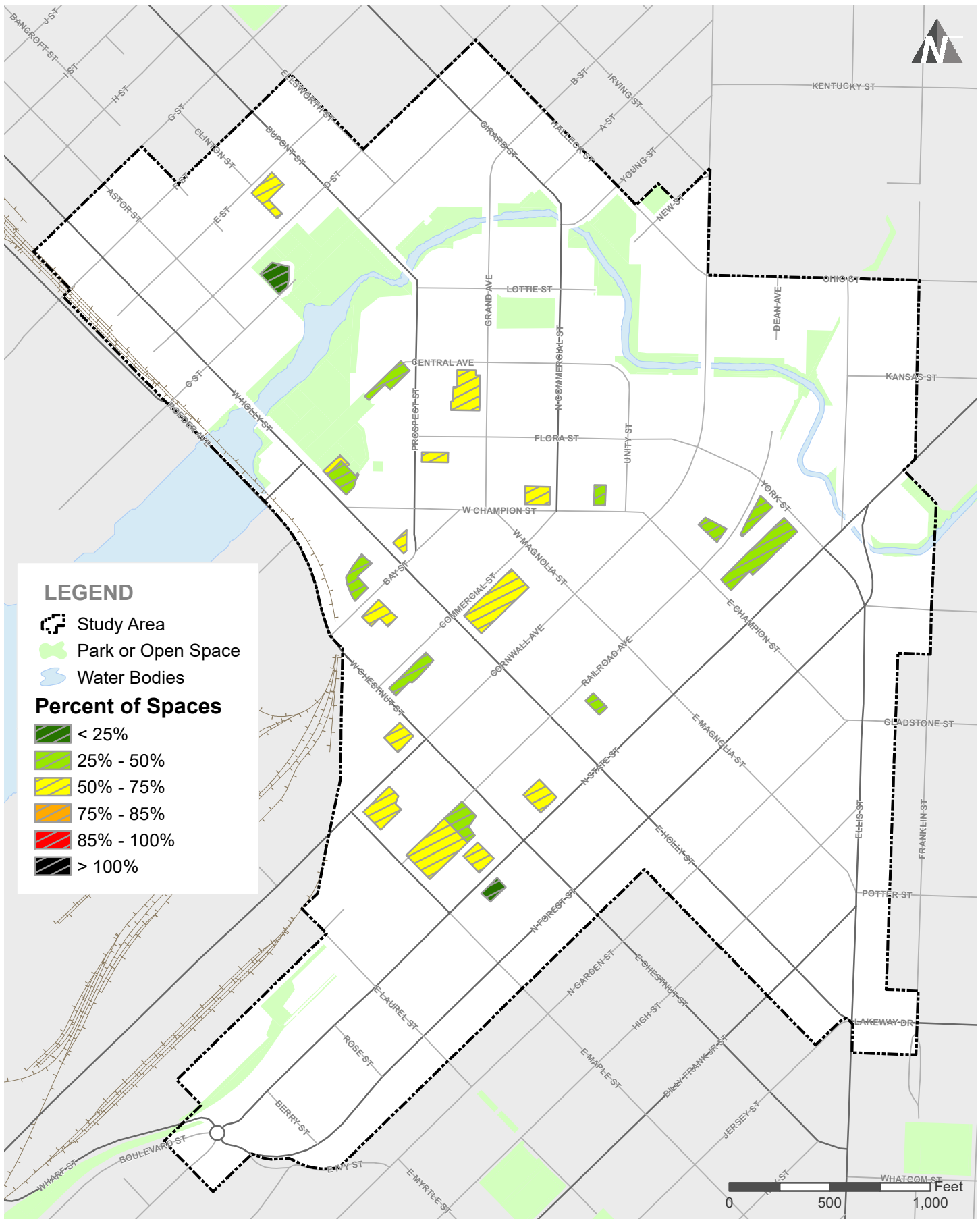
# On-Street Peak Hour (1PM) Parking Utilization

Bellingham Downtown Parking 2018

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# Off-Street Average Daily Parking Utilization

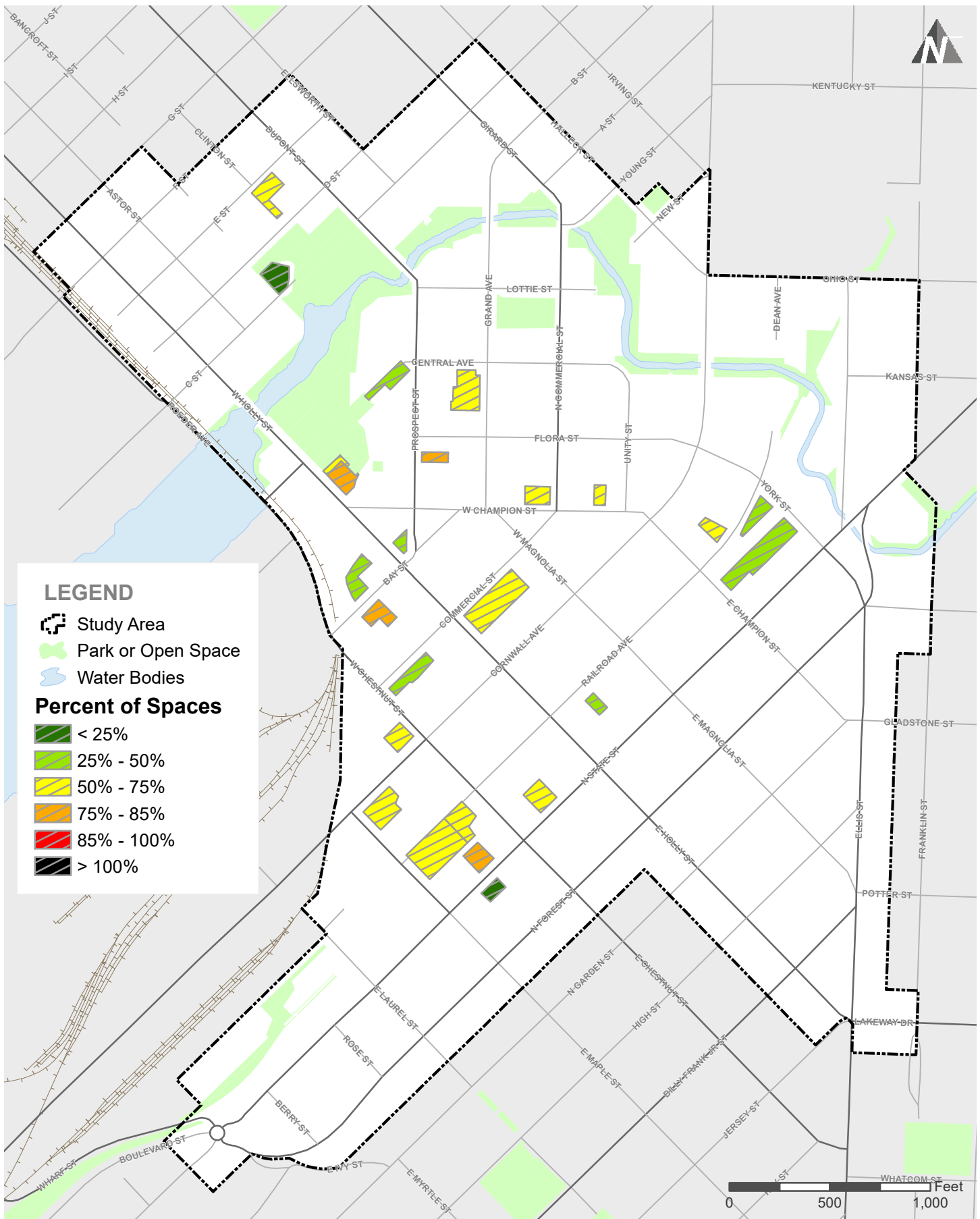
Bellingham Downtown Parking 2018

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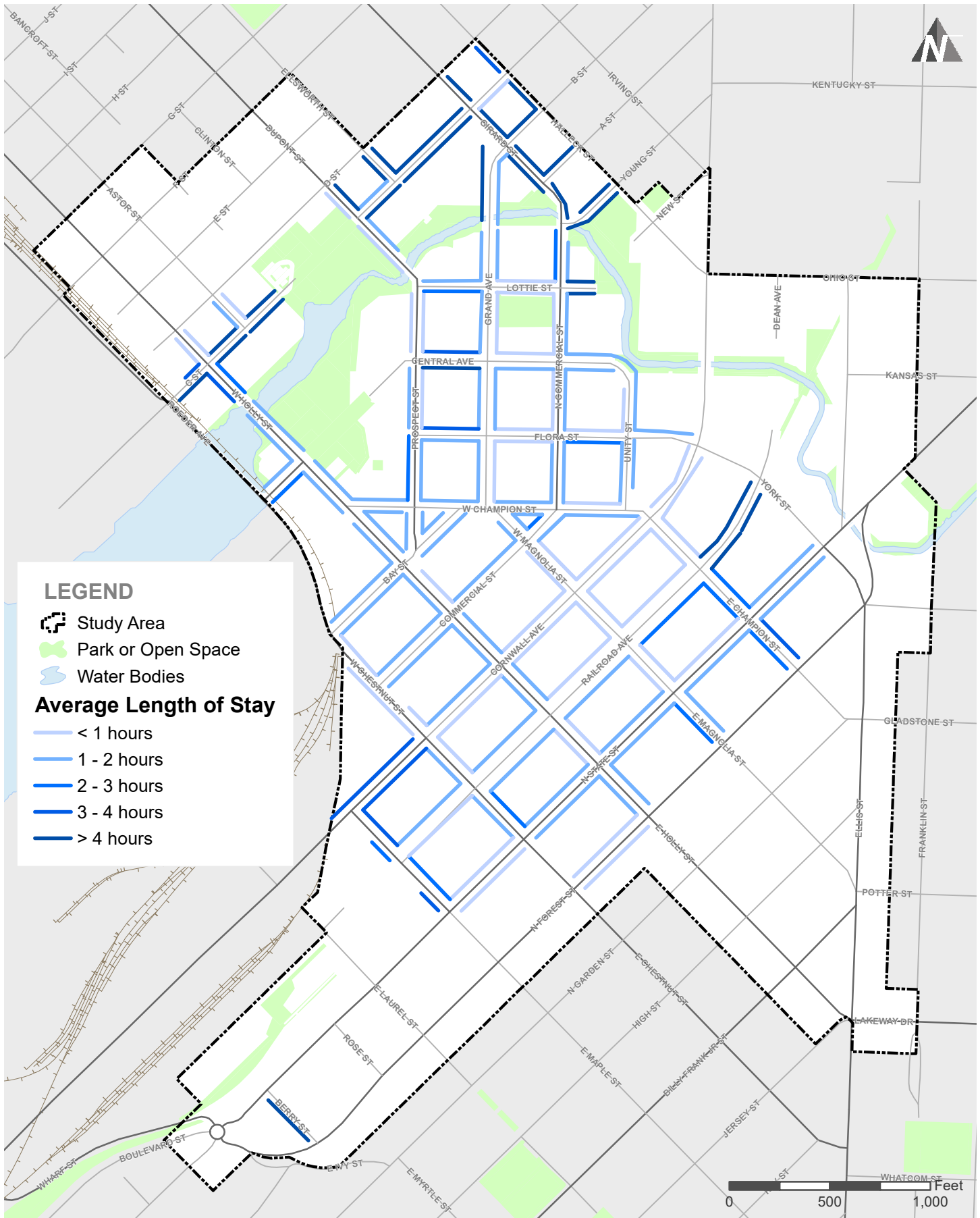
# Off-Street Peak Hour (1PM) Parking Utilization

Bellingham Downtown Parking 2018

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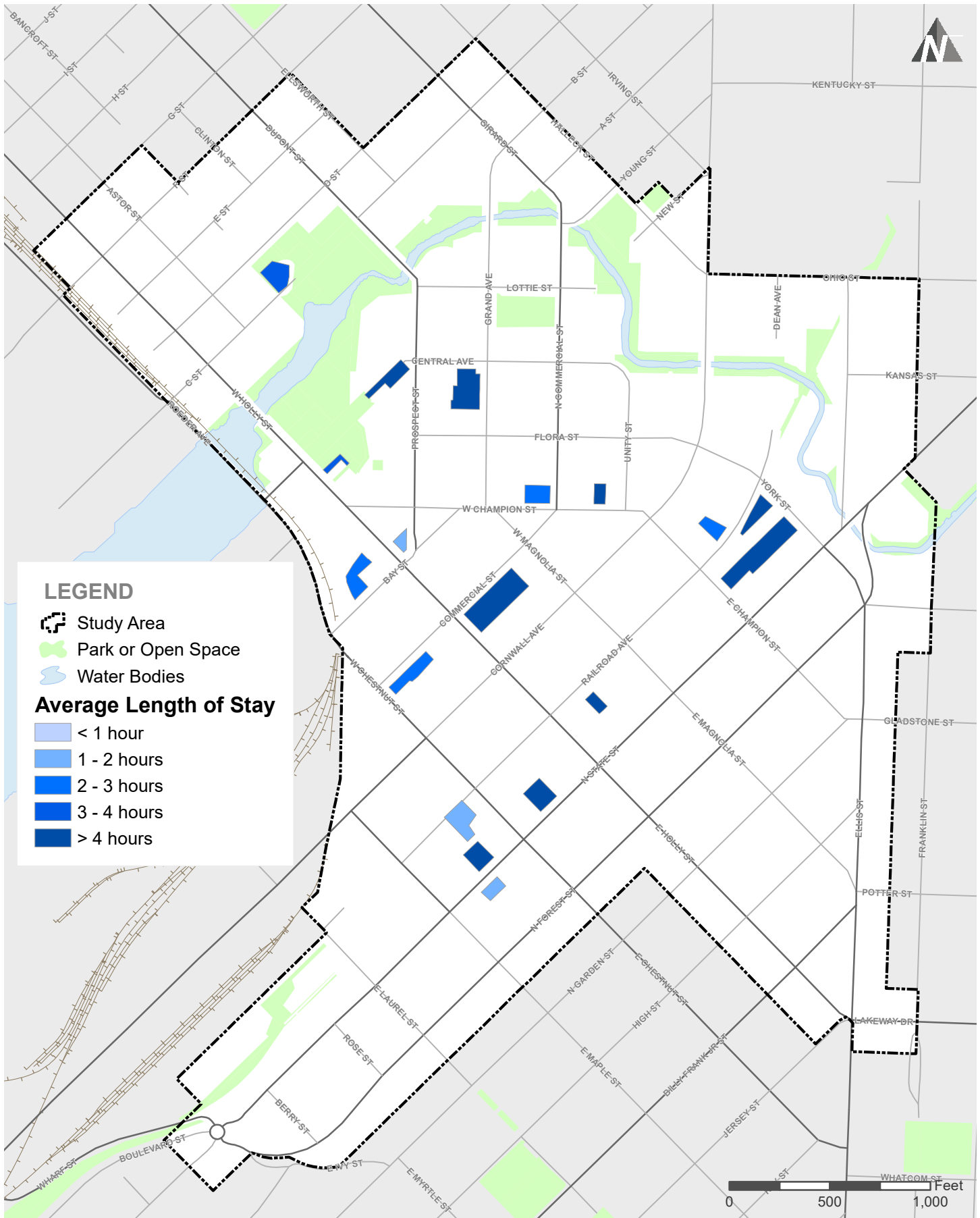
# On-Street Average Daily Parking Duration

Bellingham Downtown Parking 2018

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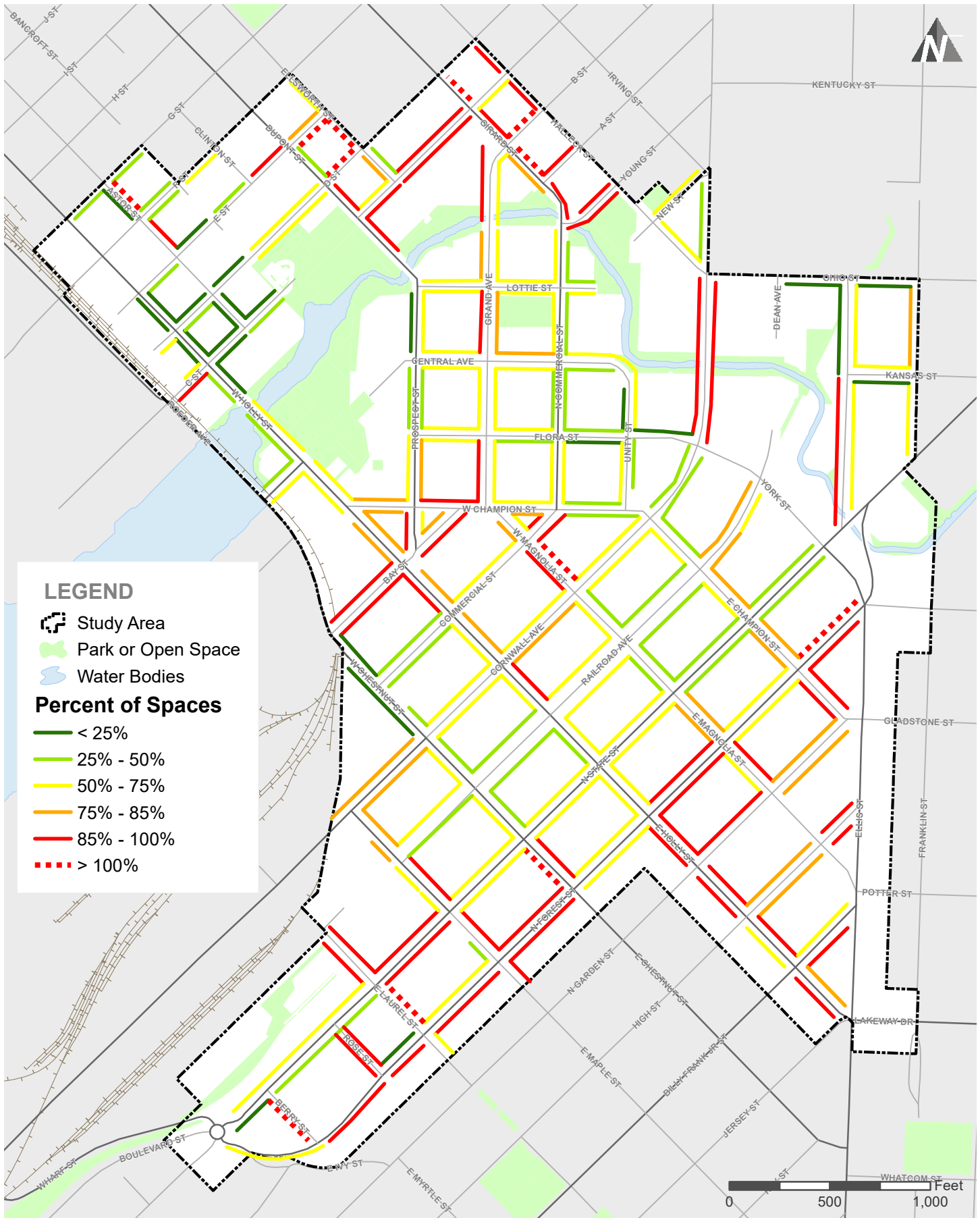
# Off-Street Average Daily Parking Duration

Bellingham Downtown Parking 2018

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# On-Street Average Daily Parking Utilization

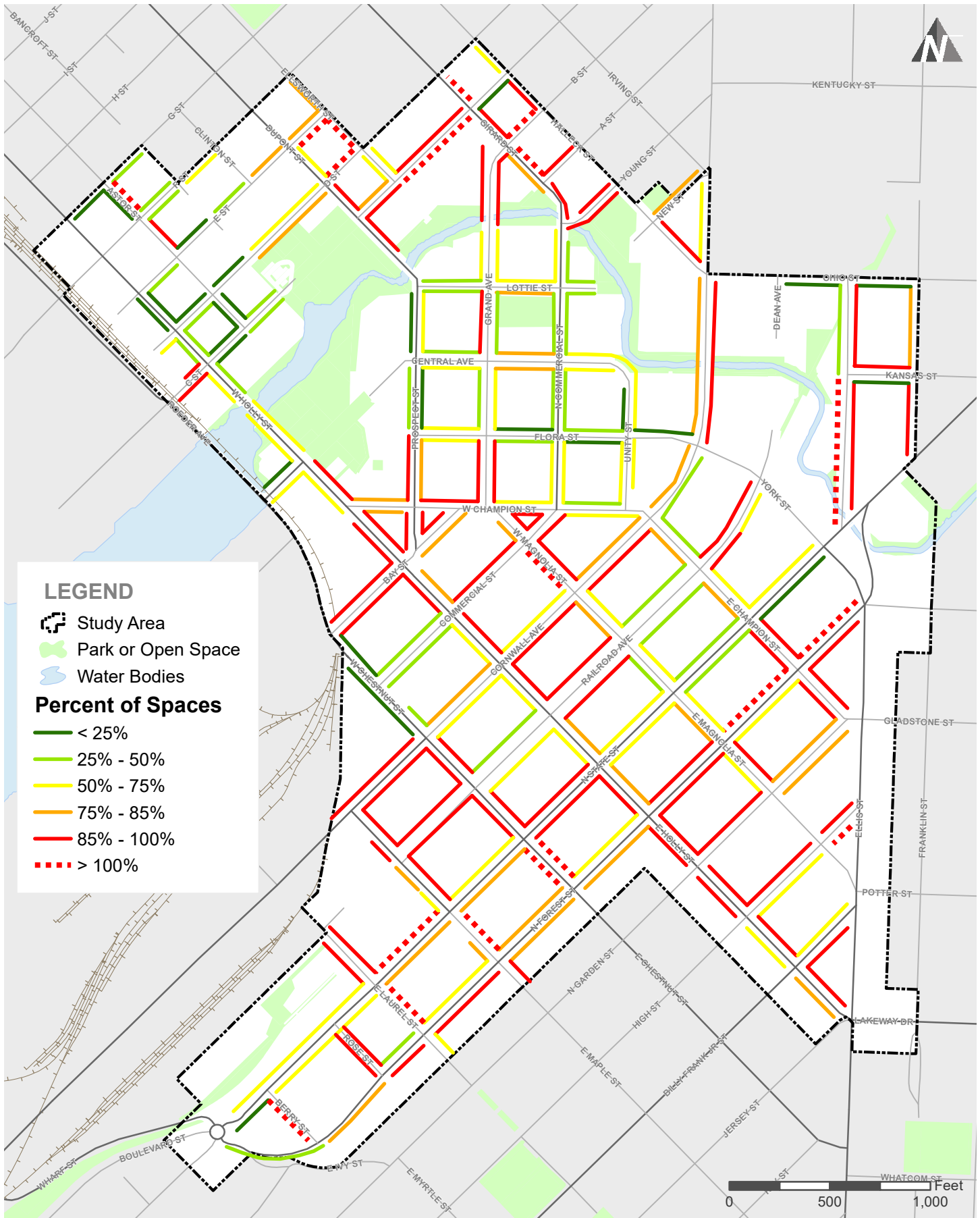
Bellingham Downtown Parking 2018

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# On-Street Peak Hour (12PM) Parking Utilization

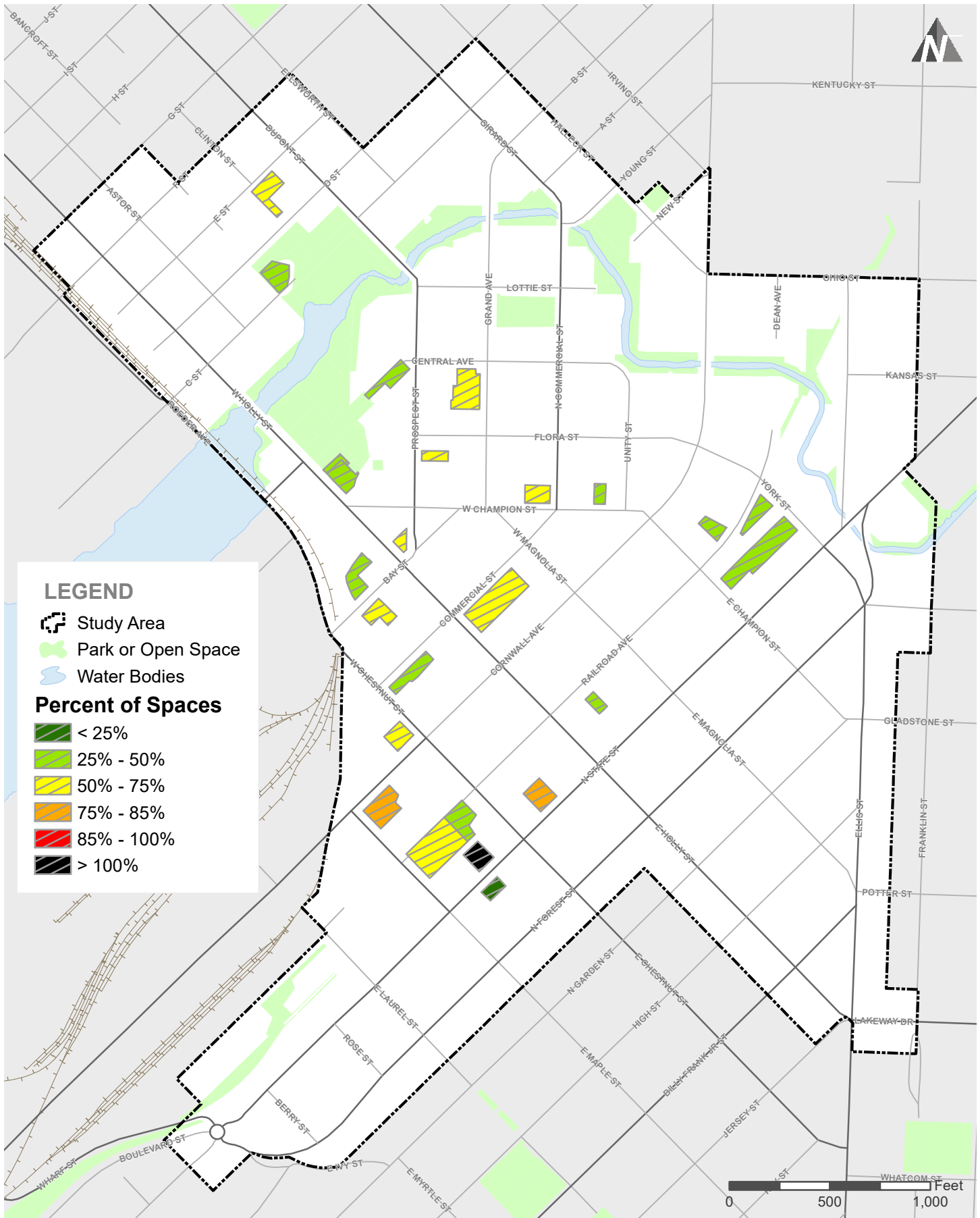
Bellingham Downtown Parking 2018

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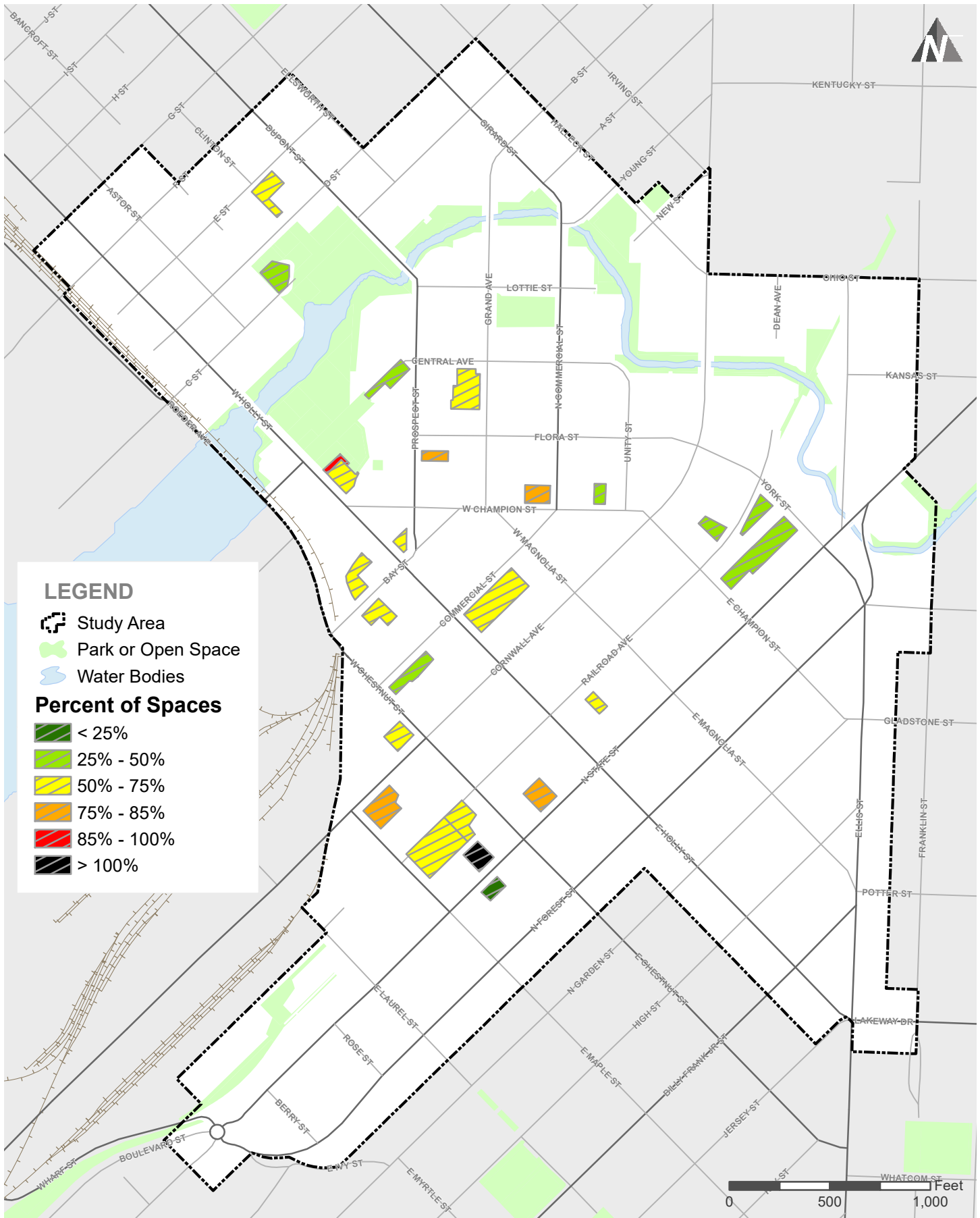
# Off-Street Average Daily Parking Utilization

Bellingham Downtown Parking 2018

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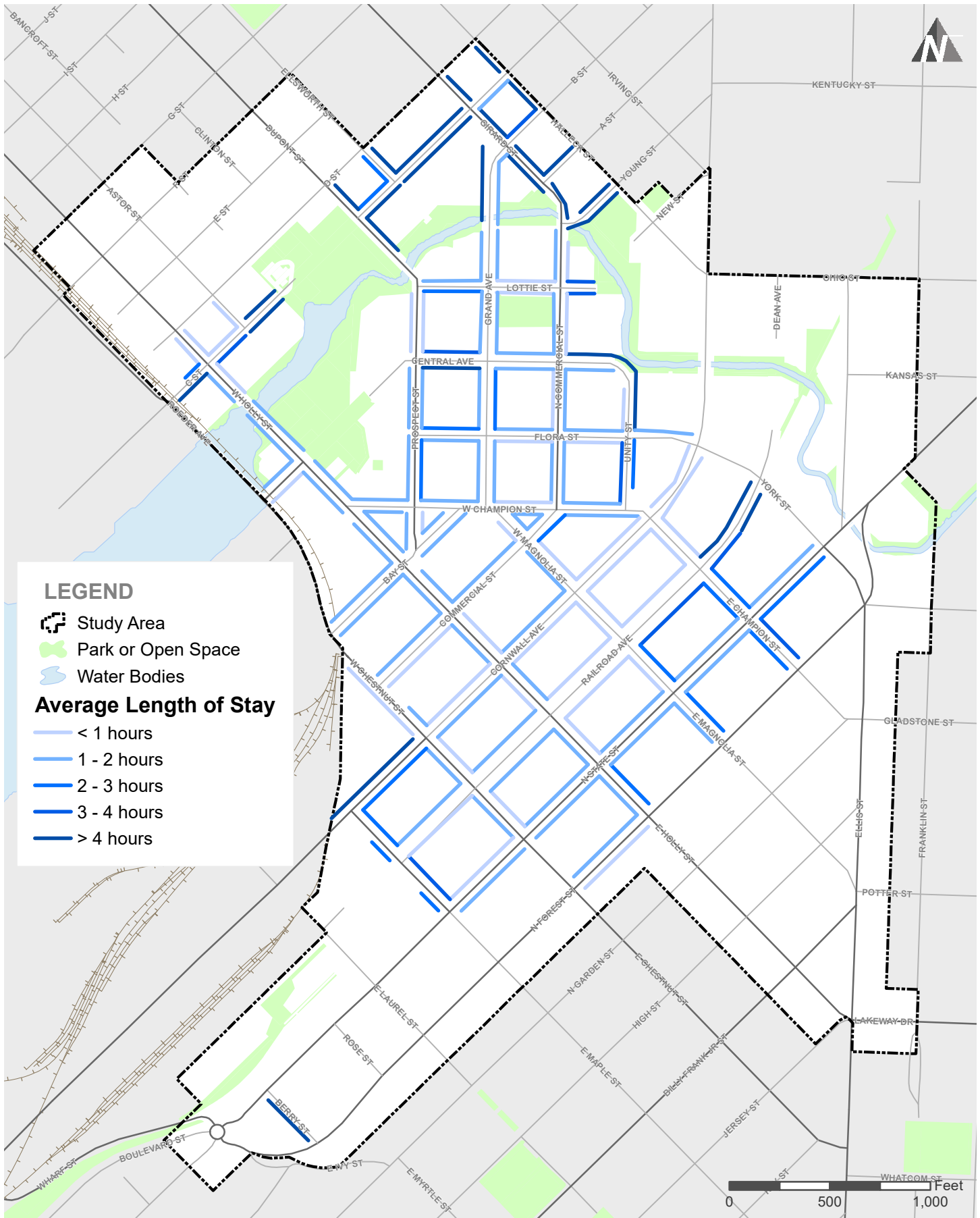
# Off-Street Peak Hour (12PM) Parking Utilization

Bellingham Downtown Parking 2018

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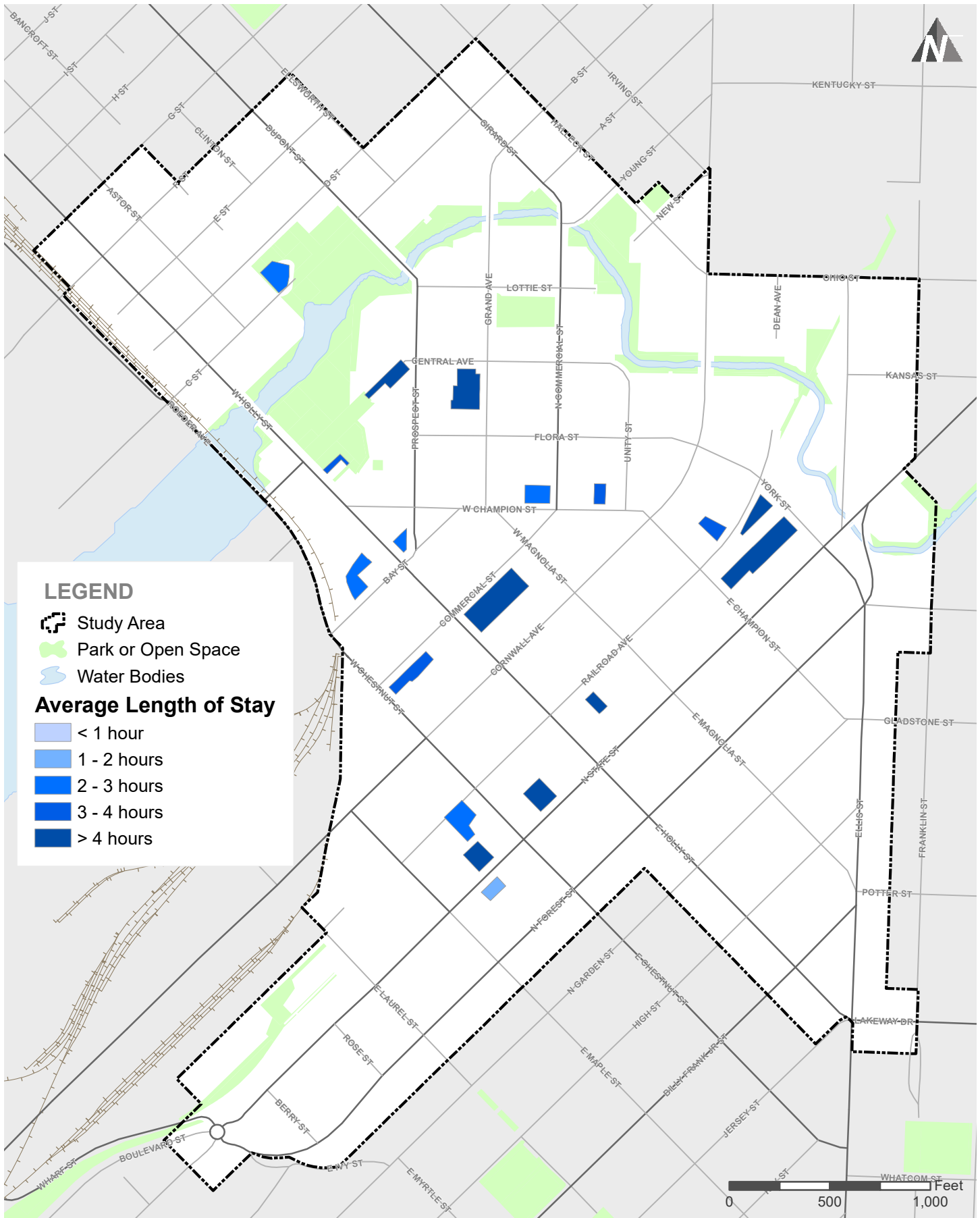
# On-Street Average Daily Parking Duration

Bellingham Downtown Parking 2018

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# Off-Street Average Daily Parking Duration

Bellingham Downtown Parking 2018

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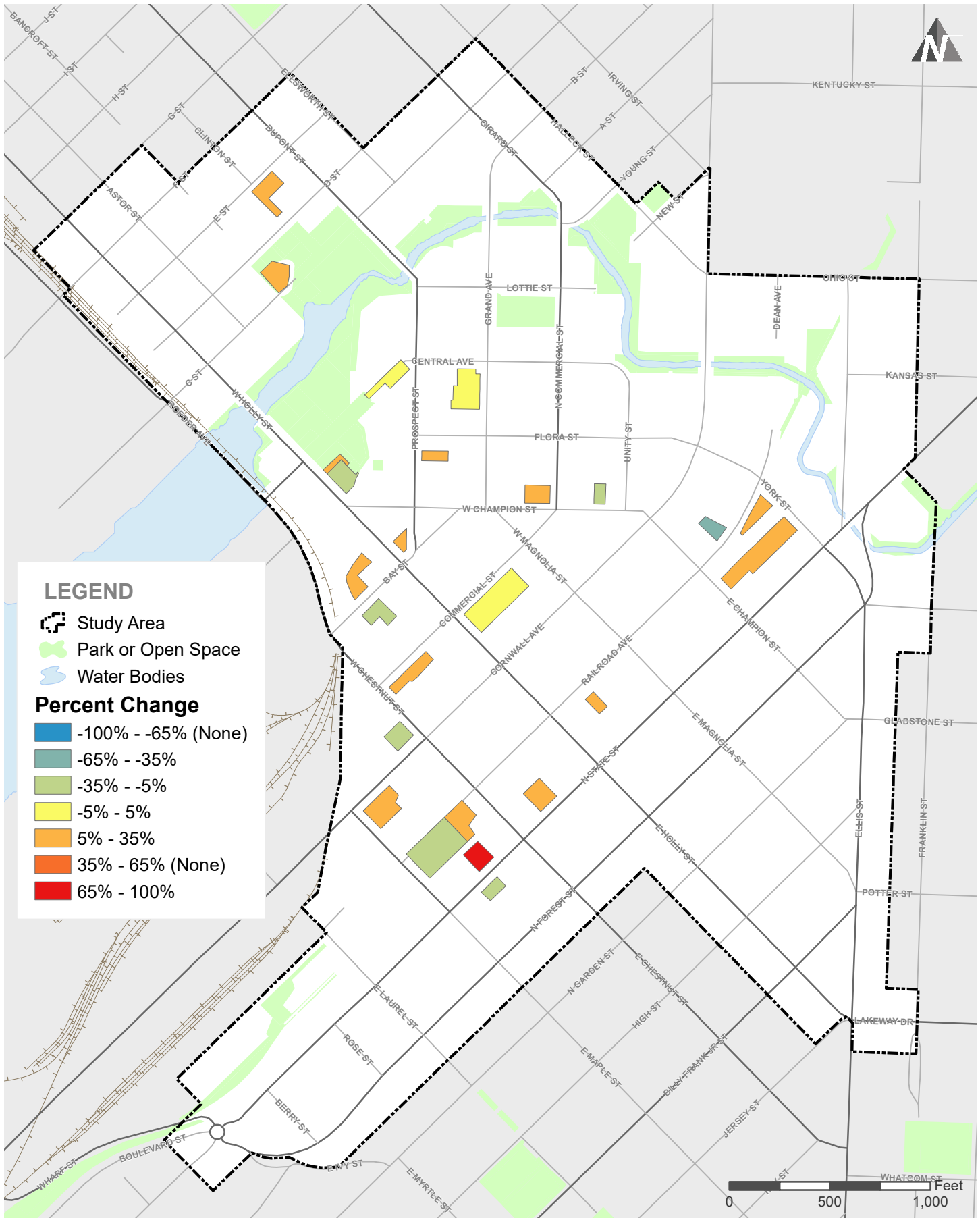


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# Off-Street Peak Hour Parking Utilization Change Summer-Fall 2018

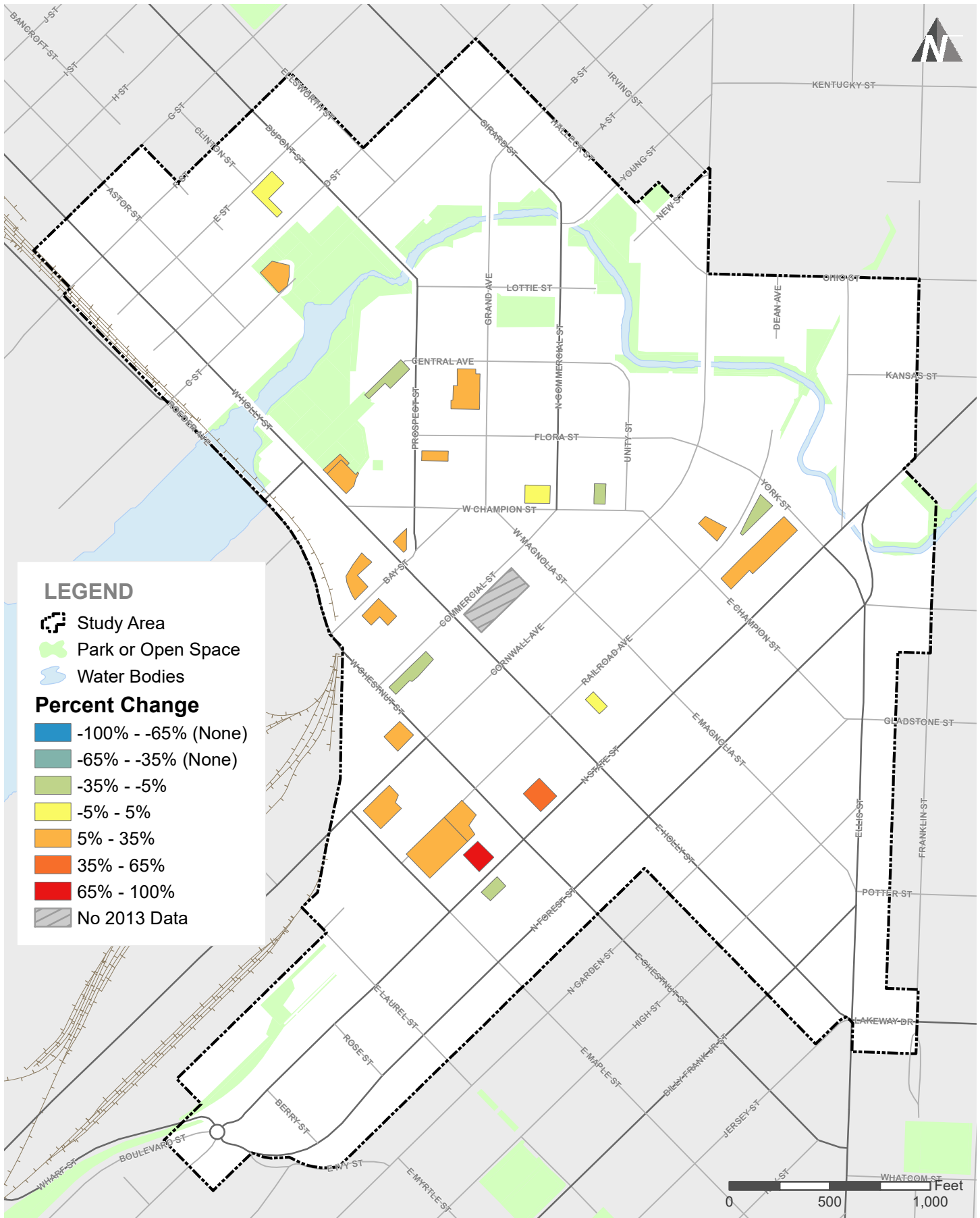
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Bellingham Downtown Parking 2018



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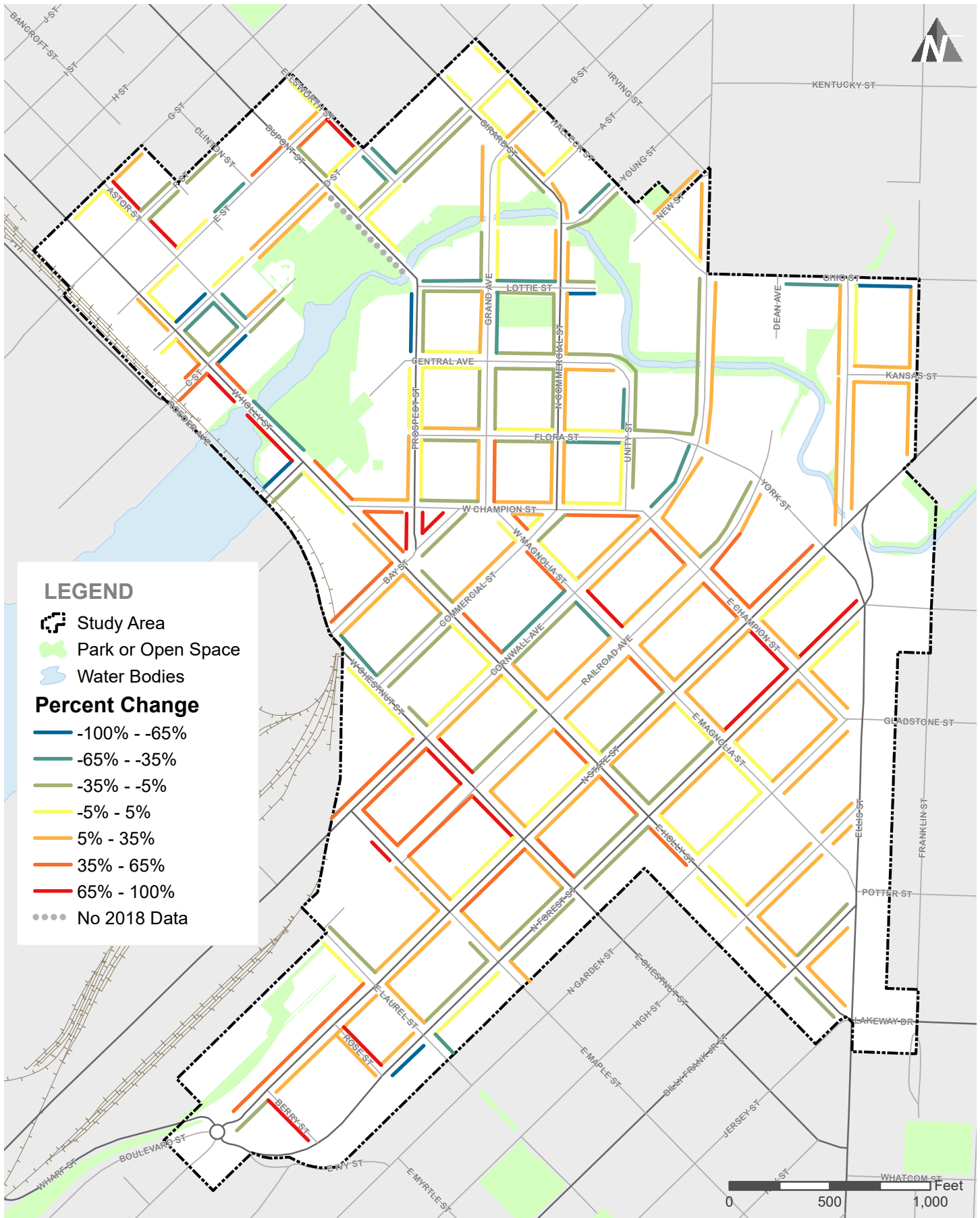


## Off-Street Peak Hour Parking Utilization Change Summer 2013-Summer 2018 ATTACHMENT

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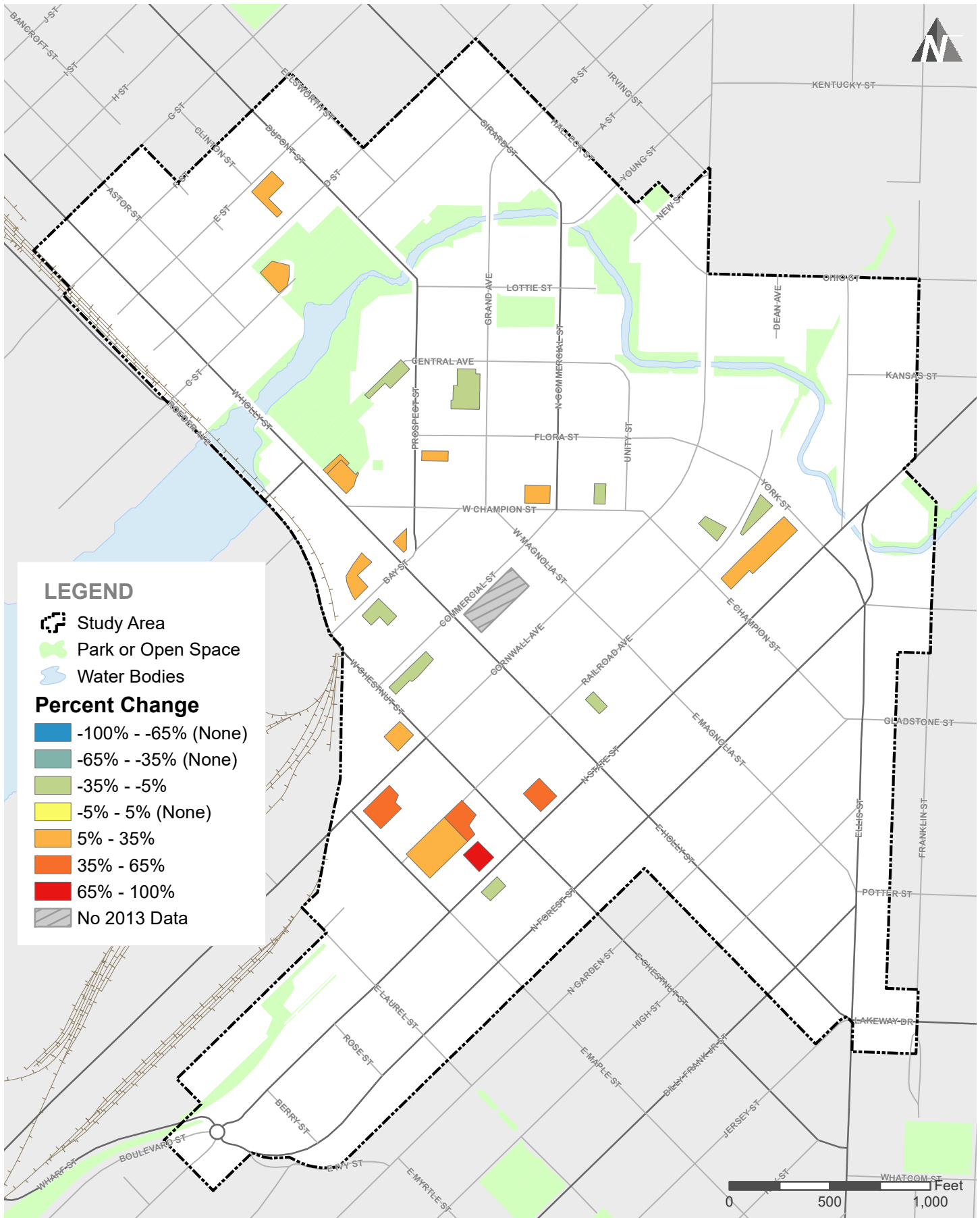
# On-Street Peak Hour Parking Utilization Change Fall 2013-Fall 2018 ATTACHMENT

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## Off-Street Peak Hour Parking Utilization Change Fall 2013-Fall 2018

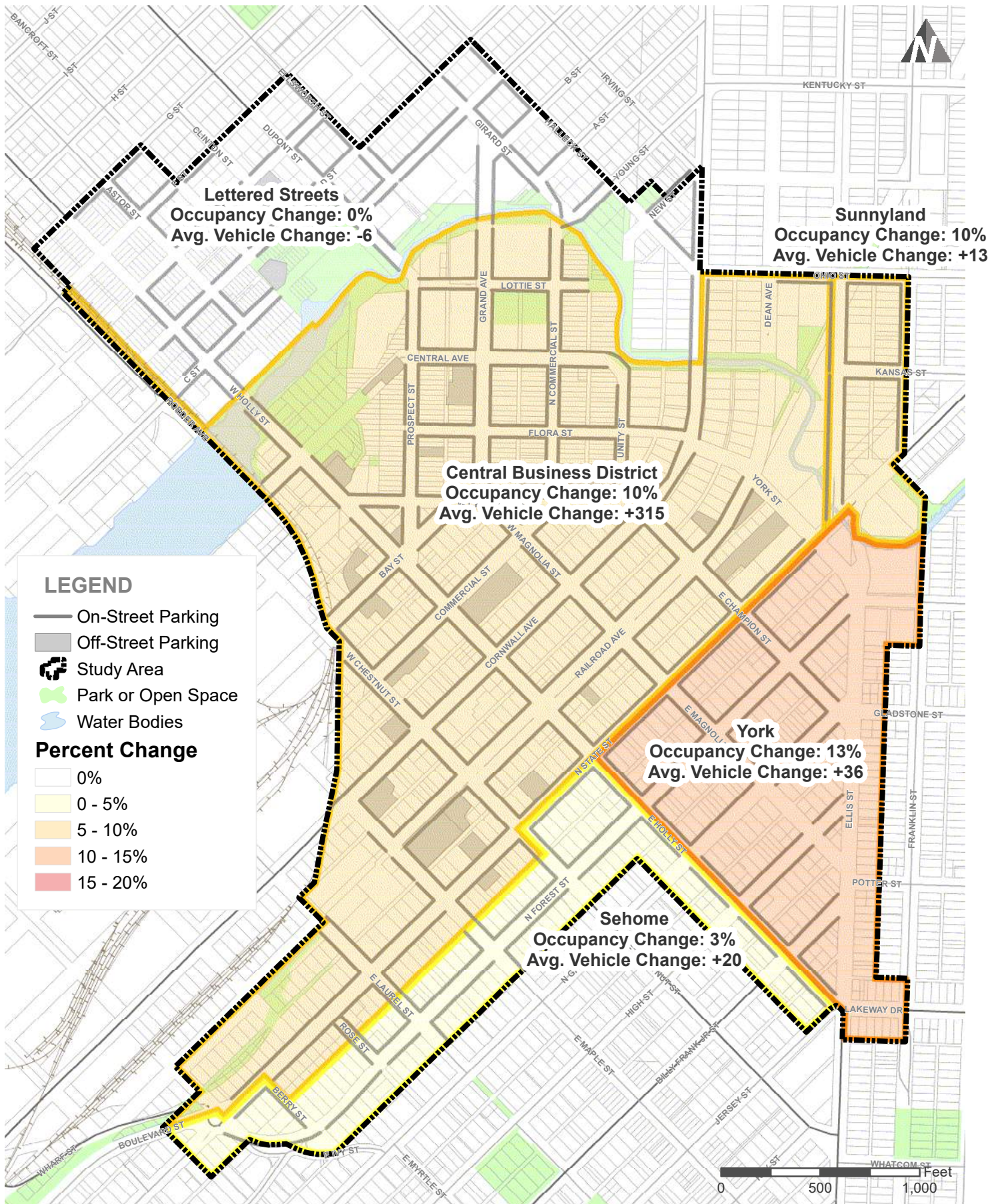
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Bellingham Downtown Parking 2018

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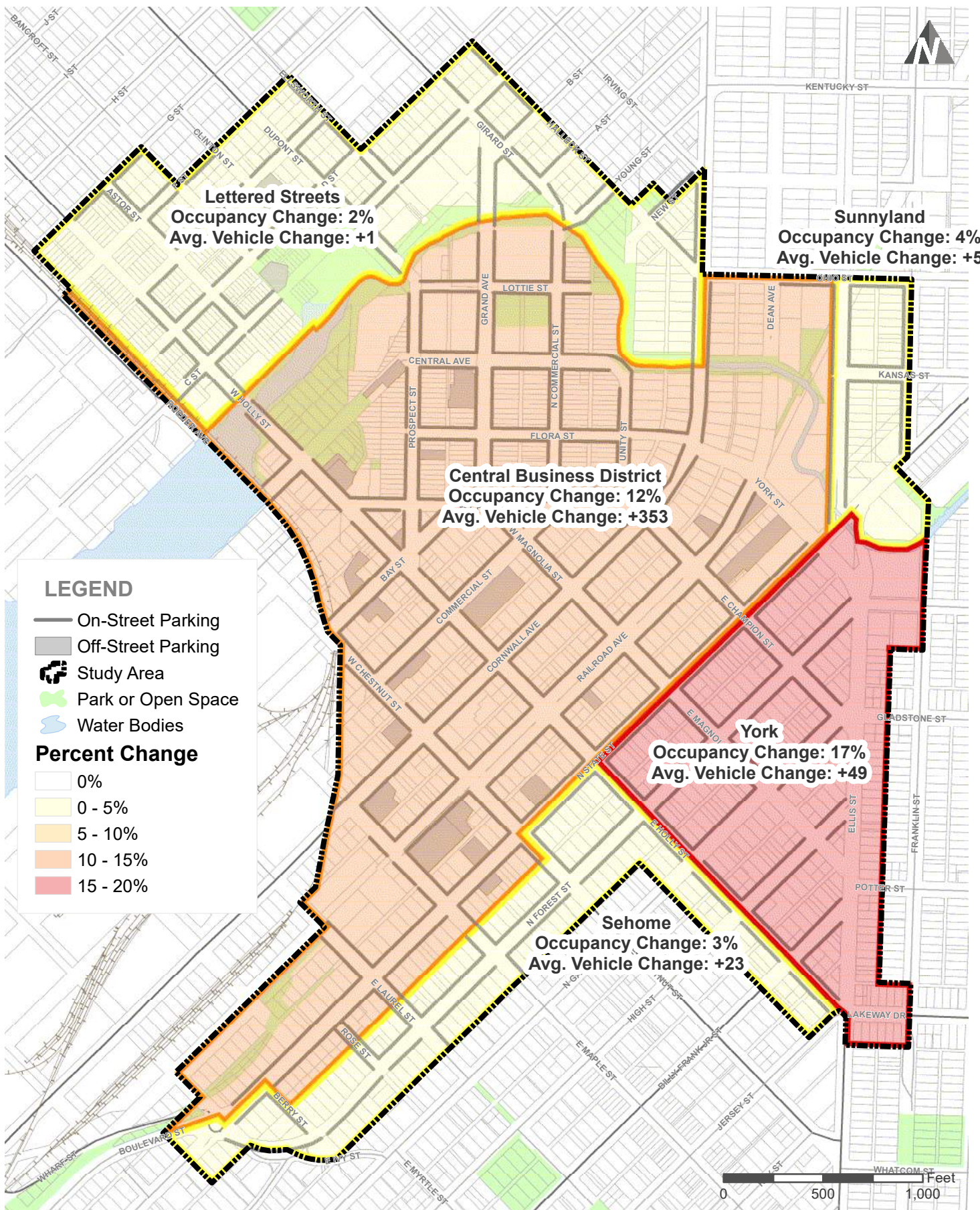
## Change in Average Vehicles & Occupancy by Neighborhood (Summer 2013-2018) ATTACHMENT

Bellingham Downtown Parking 2018



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## Change in Average Vehicles & Occupancy by Neighborhood (Fall 2013-2018) ATTACHMENT

Bellingham Downtown Parking 2018

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