Who Are We Planning For?

**BALANCE:**
All mobility needs for all modes must be carefully considered, balanced, and implemented so that the citywide multimodal transportation system continues to work for everyone.
Lingo
Districts, Districts, Districts…. 

- Fairhaven Parking District
- Business Improvement District (BID)
- Local improvement District (LID)
- Public Development Authority (PDA)
- Parking Benefit District
Fairhaven Parking District

Contract between the City of Bellingham and certain property owners
Removed on-site parking requirements in exchange for developing on-street parking.
Parties to the agreement, aka “the District” have met all obligations under the contract
Business Improvement District (BID)
Local Improvement District (LID)
Public Development Authority (PDA)

• Variations on a common theme
• Method of assessing property owners for the development of property, economic development or similar government activity
Parking and Business Improvement Area (PBIA)

• Authorized by RCW 35.87 to aid in economic development.
• Subset of City government
• Formed by petition & Council resolution
• Allows for property assessment to be levied to fund services, facility and programs
• Tried twice in downtown Bellingham (1992, 2011) – failed both times
Parking Benefit District

• Concept championed by Professor Donald Shoups
• Where managed parking collects revenue, a portion of that revenue should be used to benefit the area.
• Benefits include beautification, activities, facilities
• Communication to businesses and customers where the fees from parking are used
• Can be combined with other taxing authorities but not required
City Parking Overview

- City manages parking to support business and resident activity
- Funds generate from parking management are restricted by City Council policy
- Parking revenue pays operating costs, enforcement, facilities maintenance and renewals
- Parking revenue comes from meters, leases, rents, permits and fines
- City support the Downtown Bellingham Partnership with parking generated revenues
## Parking Budget

### Parking Services Fund

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>BEGINNING RESERVE BALANCE</td>
<td>3,094,964</td>
<td>3,572,436</td>
<td>3,183,354</td>
<td>3,093,271</td>
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<td>CHARGES FOR GOODS AND SERVICES</td>
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<td>1,494,917</td>
<td>1,521,480</td>
<td>1,543,807</td>
<td>1,587,300</td>
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<td>FINES AND PENALTIES</td>
<td>706,983</td>
<td>748,836</td>
<td>544,940</td>
<td>655,000</td>
<td>408,000</td>
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<td>MISCELLANEOUS REVENUE</td>
<td>1,761,419</td>
<td>226,171</td>
<td>236,249</td>
<td>202,021</td>
<td>262,207</td>
<td>262,207</td>
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<td><strong>TOTAL REVENUE</strong></td>
<td><strong>2,468,402</strong></td>
<td><strong>2,469,923</strong></td>
<td><strong>2,302,669</strong></td>
<td><strong>2,400,827</strong></td>
<td><strong>2,257,507</strong></td>
<td><strong>2,297,507</strong></td>
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<td>NON-EXPENDITURES</td>
<td>20,162</td>
<td>15,200</td>
<td>15,000</td>
<td>150,000</td>
<td>100,000</td>
<td>25,000</td>
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<td>SALARIES AND WAGES</td>
<td>175,102</td>
<td>178,012</td>
<td>198,533</td>
<td>208,067</td>
<td>227,652</td>
<td>238,245</td>
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<td>PERSONNEL BENEFITS</td>
<td>98,172</td>
<td>91,144</td>
<td>115,717</td>
<td>124,906</td>
<td>143,258</td>
<td>149,401</td>
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<td>SUPPLIES</td>
<td>70,718</td>
<td>377,907</td>
<td>249,425</td>
<td>249,976</td>
<td>1,453,572</td>
<td>253,572</td>
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<td>OTHER SERVICES AND CHARGES</td>
<td>1,626,728</td>
<td>1,585,946</td>
<td>1,835,762</td>
<td>1,652,036</td>
<td>2,294,695</td>
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<td>OBSOLETE INTERGOVT SERVICES</td>
<td>49</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>CAPITAL OUTLAYS (6000 EXP OBJ)</td>
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<td>630,047</td>
<td>8,044</td>
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<td><strong>TOTAL EXPENDITURE</strong></td>
<td><strong>1,990,930</strong></td>
<td><strong>2,878,256</strong></td>
<td><strong>2,422,481</strong></td>
<td><strong>2,384,985</strong></td>
<td><strong>4,219,177</strong></td>
<td><strong>2,986,328</strong></td>
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<td>Net Surplus/(Deficit)</td>
<td>477,472</td>
<td>(408,333)</td>
<td>(119,812)</td>
<td>15,843</td>
<td>(1,961,670)</td>
<td>(688,821)</td>
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<td>ESTIMATED ENDING RESERVE BALANCE</td>
<td>3,572,436</td>
<td>3,164,103</td>
<td>3,063,542</td>
<td>3,109,114</td>
<td>738,330</td>
<td>49,509</td>
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</table>
Parking Budget

- $250,000 to support Downtown Bellingham Partnership and activities
- $800,000 for parking enforcement and court
- $1.2 million for new electronic paystations
PaybyPhone

• A mobile device application that allows for users to pay for parking
• Adopted in Bellingham in 2017
• Currently around 20,000 transactions per month
# PaybyPhone App

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2018</th>
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<tbody>
<tr>
<td>total revenue</td>
<td>$ 2,469,923</td>
<td>$ 2,395,318</td>
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<td>meter revenue</td>
<td>$ 1,494,917</td>
<td>$ 1,680,486</td>
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- 61% vs. 70%
## PaybyPhone App

<table>
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<tr>
<th>overtime meter violations</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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<td></td>
<td>19,077</td>
<td>21,174</td>
<td>19,288</td>
<td>12,165</td>
<td>7,969</td>
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</table>
85% occupancy

- A measure of parking availability
- 85% occupancy rate aims to have one space available per block
- Parking is considered “full” above this rate as drivers perceive a lack of parking
- Inherently uncertain since you can’t have 8.5 spaces full out of 10…..
Duration

- A measure of how long cars are parked
- Duration of stay is an indication of parking turnover meaning how long vehicle is using the parking space.
- Generally lower duration of stay is desirable in high demand on street parking area in commercial centers
- Long durations in commercial centers means lower turnover and fewer paying customers
Parking minimums and maximums

- Related to zoning requirements
- Refers to the amount of parking required with new development
- Historically based on small sample sites at peak use
Unbundling or De-coupling

- Refers to separating residential parking spaces in multi-family housing from the residence
- Can allow for multiple uses of the same space and increases efficiency of limited spaces
- Private property issue but not regulated by cities
Residential Parking Zone (RPZ)

• A parking management tool to ensure on street parking availability in residential areas affected by commercial, business, institutional or other high demand area.

• Commonly limited number of permits are issued to residents

• Can be challenging for guests
Parking Enforcement Officers (PEO)

- Non commissioned BPD officers responsible for enforcement parking regulations
- Work in conjunction with Bellingham Municipal court staff
Transportation Demand Management

- A general term for strategies that result in more efficient use of transportation resources.
Parking Management

• A TDM strategy
• General term for managing the demand for parking
• Includes: parking structures, time limits, restrictions, paid parking, parking zones, loading zones, etc.
Coin operated meter

• First installed in 1935 in Oklahoma
• Cost was $0.05/hour
• City currently uses Duncan coin operated meters
• Bellingham currently at $0.75/hour
Electronic Pay Station

- Modern parking meter
- Can accept multiple forms of payment
- Allows payment from multiple space at one station
- Communicates with PEO information systems
Research and Literature

- Donald Shoups, Ph.D.
  - [https://www.shoupdogg.com/](https://www.shoupdogg.com/)

- Todd Littman
Fairhaven Parking Management Plan

1. Measure Parking utilization— eg duration and occupancy
2. Compare rates to targets and goals
3. Select and apply management strategy
4. Measure parking utilization after strategy is in place
5. Re-evaluate and re-apply until target is achieved and maintained
Fairhaven Parking Management Plan

- Zoned based theory
- Increasingly stringent parking management tools starting in zone one and extending out to zone 4
- Recognizes different needs of the zones
- Should not be considered rigid but adapt to changing conditions
Fairhaven Parking Management Plan
Fairhaven Parking Management Plan

• Early steps adopted in 2015—time limits, loading zones, ADA, wayfinding signage etc
• Occupancy in Zone 1 and areas of Zone 2 now exceed the 85% trigger identified in the plan
• Significant development application has been received for trigger property at NE corner of 13th and Harris
Fairhaven Parking TaskForce

- Purpose of Task Force being reconvened is to formulate and implement the next steps as outlined in the plan
- Plan calls for paid parking as one next step
- Questions on paid parking include where, times of day, extents, locations of meters etc, etc
- Other next steps?
Fairhaven Parking Taskforce

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