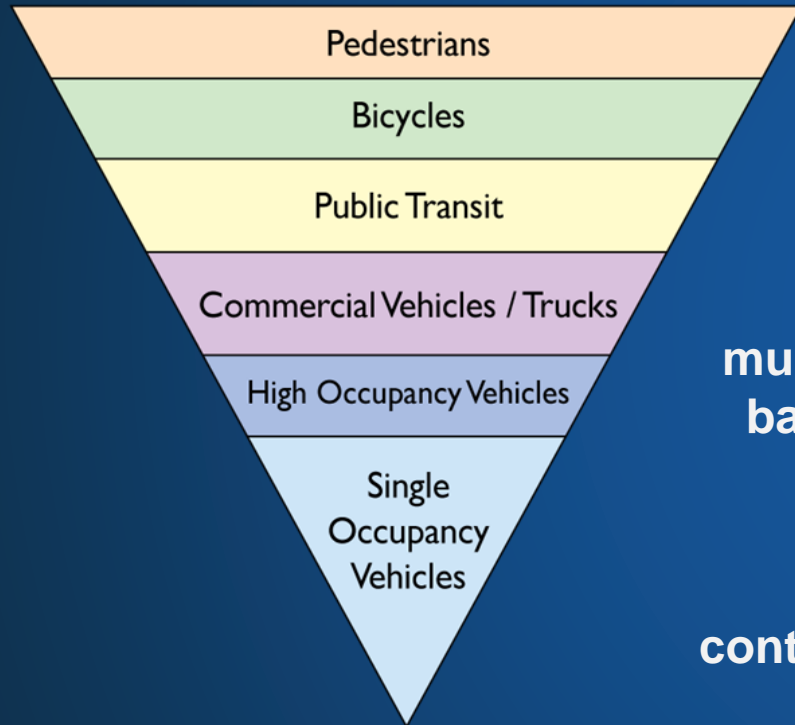


Fairhaven Parking Taskforce

April 17, 2019



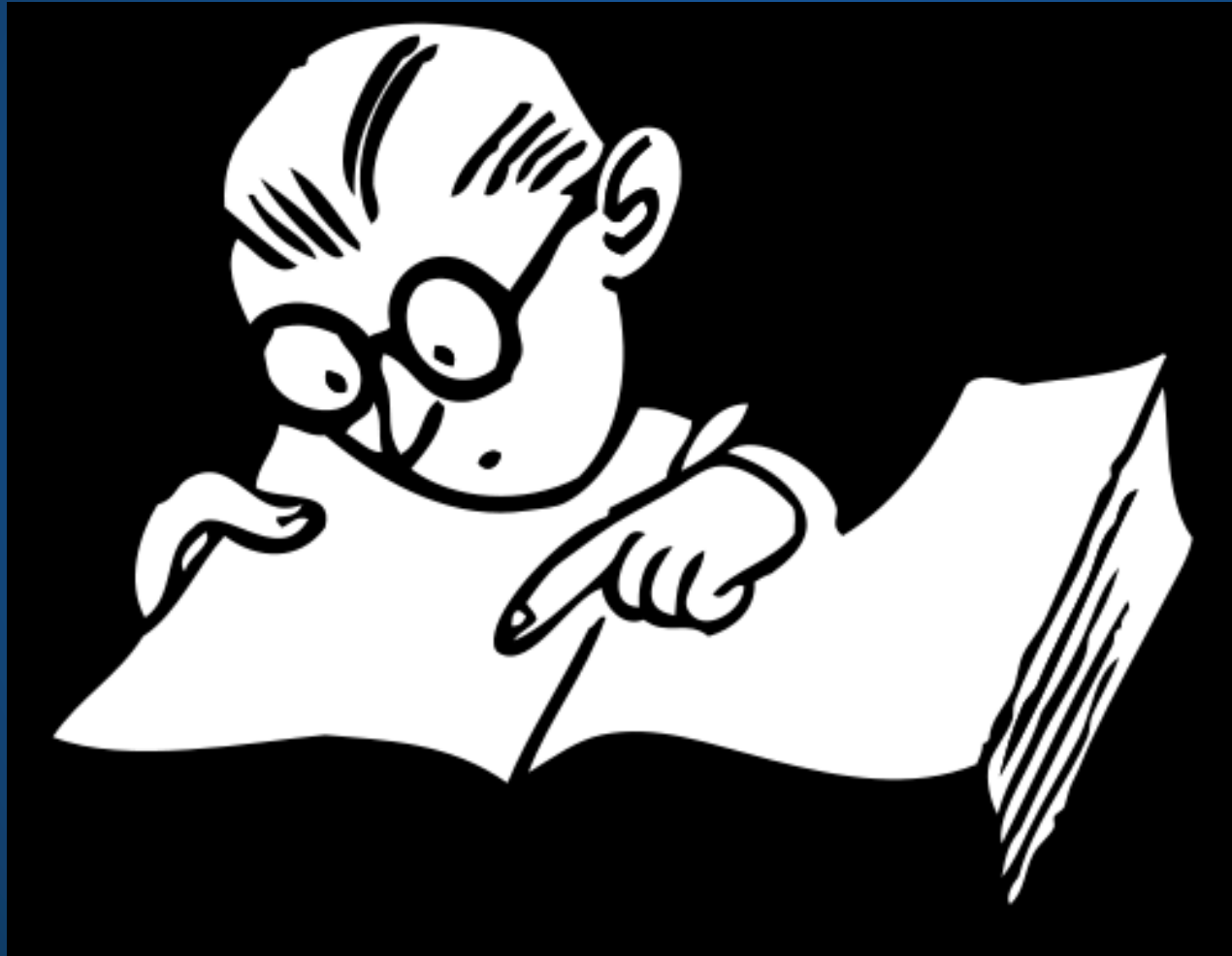
Who Are We Planning For?



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

465 Parking Services Fund	ACTUAL FY2015	ACTUAL FY2016	ACTUAL FY2017	REVISED FY2018	PRELIMINARY FY2019	PRELIMINARY FY2020
BEGINNING RESERVE BALANCE	3,094,964	3,572,436	3,183,354	3,093,271	2,700,000	738,330
CHARGES FOR GOODS AND SERVICES	-	1,494,917	1,521,480	1,543,807	1,587,300	1,627,300
FINES AND PENALTIES	706,983	748,836	544,940	655,000	408,000	408,000
MISCELLANEOUS REVENUE	1,761,419	226,171	236,249	202,021	262,207	262,207
TOTAL REVENUE	2,468,402	2,469,923	2,302,669	2,400,827	2,257,507	2,297,507
NON-EXPENDITURES	20,162	15,200	15,000	150,000	100,000	25,000
SALARIES AND WAGES	175,102	178,012	198,533	208,067	227,652	238,245
PERSONNEL BENEFITS	98,172	91,144	115,717	124,906	143,258	149,401
SUPPLIES	70,718	377,907	249,425	249,976	1,453,572	253,572
OTHER SERVICES AND CHARGES	1,626,728	1,585,946	1,835,762	1,652,036	2,294,695	2,320,110
OBSOLETE INTERGOVT SERVICES	49	-	-	-	-	-
CAPITAL OUTLAYS (6000 EXP OBJ)	-	630,047	8,044	-	-	-
TOTAL EXPENDITURE	1,990,930	2,878,256	2,422,481	2,384,985	4,219,177	2,986,328
Net Surplus/(Deficit)	477,472	(408,333)	(119,812)	15,843	(1,961,670)	(688,821)
ESTIMATED ENDING RESERVE BALANCE	3,572,436	3,164,103	3,063,542	3,109,114	738,330	49,509

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

Public Works: Parking

Capital Item and Funding Sources	2019 Preliminary	2020 Preliminary	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate
Electronic Pay Stations	1,200,000		-	-	-	-
Parking	1,200,000					
	1,200,000	-	-	-	-	-

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

	2016	2018
total revenue	\$ 2,469,923	\$ 2,395,318
meter revenue	\$ 1,494,917	\$ 1,680,486
	61%	70%

PaybyPhone App

	2014	2015	2016	2017	2018
overtime meter violations	19,077	21,174	19,288	12,165	7,969

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.

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/>
- Todd Littman
 - <http://www.vtpi.org/index.php>

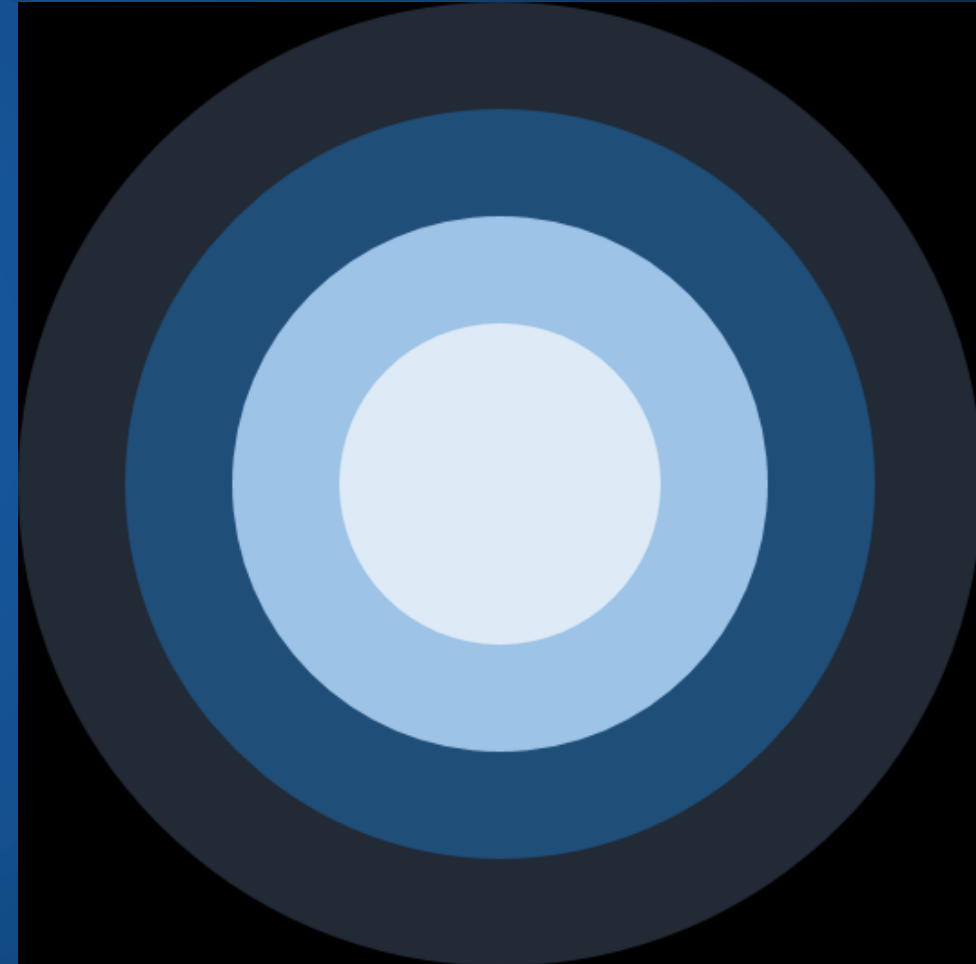


Fairhaven Parking Management Plan

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



Figure 4

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

Presented by: Eric Johnston, P.E.
Assistant Director Public Works Operations
360.778.7710

ecjohnston@cob.org

