

# Appendix B. Data Collection Summary

## Bremerton Parking Study

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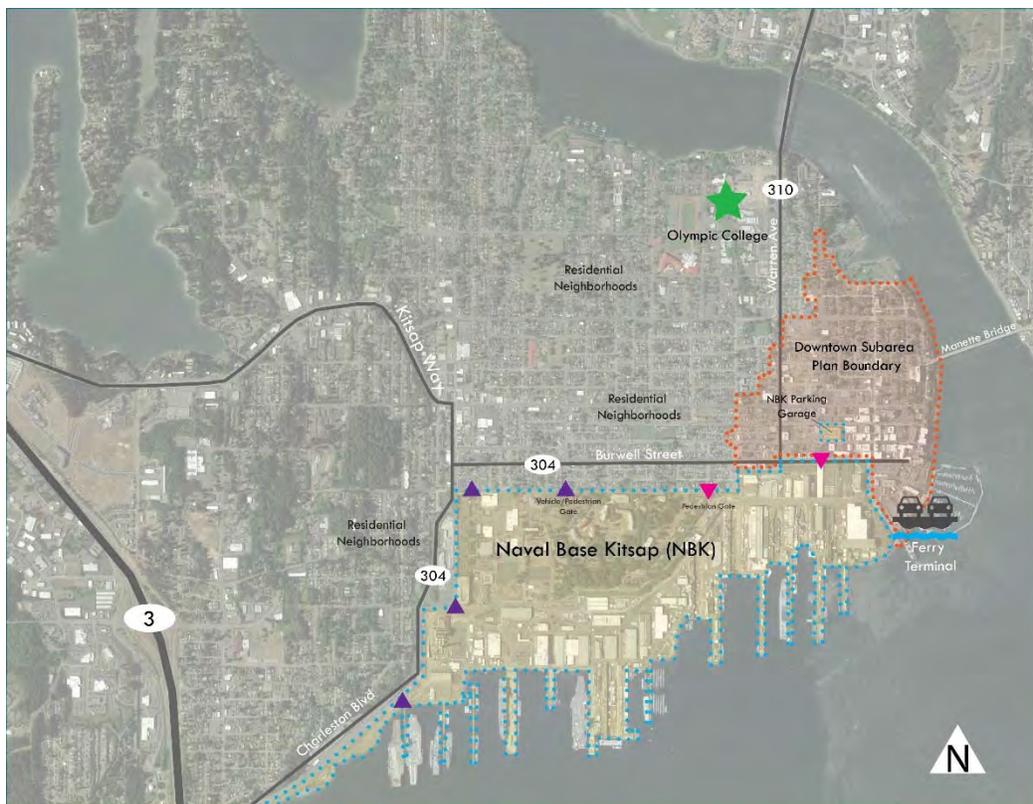
# Introduction

The City of Bremerton is conducting a parking study to better understand parking conditions in Downtown Bremerton and in residential neighborhoods (See Exhibit 1). An inventory of on and off-street parking facilities has been completed for the Downtown Subarea and for on-street facilities in selected residential neighborhoods. Off-street facilities are those that provide public parking for various parking users, including for non-residential land uses. Residential off-street parking is not included except for a few selected sites in the Downtown.

A first round of data collection was completed on October 11<sup>th</sup> (on-street) and 12<sup>th</sup> (off-street) in 2016 for the Downtown Subarea. The collection covered the area within the Downtown Subarea Plan boundary and included both on-and off-street counts. Data collection provides information about behavior, capacity, and violations on a site-specific scale. On-street counts were completed every hour between 7 AM and 7 PM to capture the shorter-term nature of on-street parking users. Off-street parking, which includes surface lots and structured parking, was collected three times throughout the day (morning, noon, and evening) to capture the longer-term and commuter nature of off-street parking users.

A second round of data collection was completed on March 8, 2017 for on-street facilities in residential neighborhoods anticipated to be the most impacted by employee and commuter parking spillover.

**Exhibit 1. Parking Study Area Context**



Source: BERK, 2017



Downtown Bremerton during evening rush hour

# Downtown Subarea Inventory and Data Collection Summary

The following subsections describe the overall findings for data collection in the Downtown Subarea, and summarize the on- and off-street parking data. More detailed analysis is available in Attachment A and B.

## DOWNTOWN FINDINGS

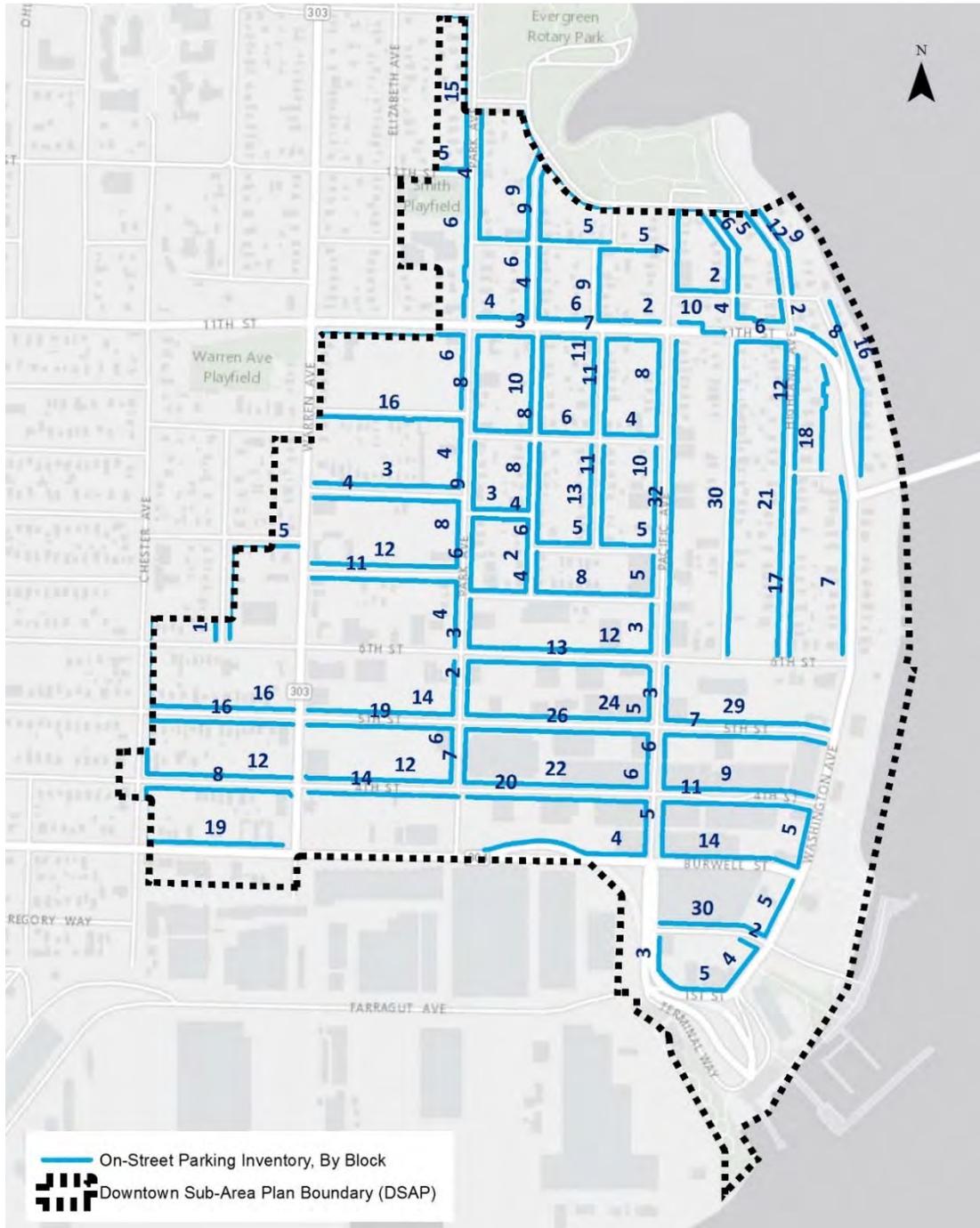
- **Confirmation of significant vehicle movements known as the “Bremerton Shuffle.”** During the on-street data collection period, a total of 510 vehicle movements were observed in Downtown and confirm what is commonly referred to as the “Bremerton Shuffle.” These vehicle movements are likely the result of long-term users seeking to avoid time limits in Downtown.

- **Many on-street blocks have occupancy at 85% and above.** The “85% rule” is a common metric used to assess and manage demand for on-street parking. Parking occupancy of 85% or below ensures there is at least one stall available on each block. Occupancies above 85% indicate opportunities to further manage parking demand by decreasing time limits, increasing pricing, or using other strategies.
- **Off-street parking has high occupancies in commuter parking areas.** Parking lots serving commuters, particularly those near the Naval Base and Shipyard, have high occupancies. Since these lots are intended to support longer-term daily parking, high occupancies aren’t necessarily a problem. However, the high demand and price for parking is preventing the redevelopment of these surface lots for more active Downtown uses consistent with the City’s Downtown Subarea Plan.
- **Park and ride facilities have available parking.** Several Kitsap County Park and Rides have available parking stalls at peak utilization. Increased park and ride use and transit access have the potential to reduce parking demand and resulting traffic impacts in Downtown.

## DOWNTOWN ON-STREET INVENTORY

The Downtown Subarea in Bremerton has over 1,000 on-street parking stalls. Exhibit 2 shows the block faces and the number of parking stalls in the Downtown study area.

**Exhibit 2. Downtown Subarea On-Street Parking Inventory**

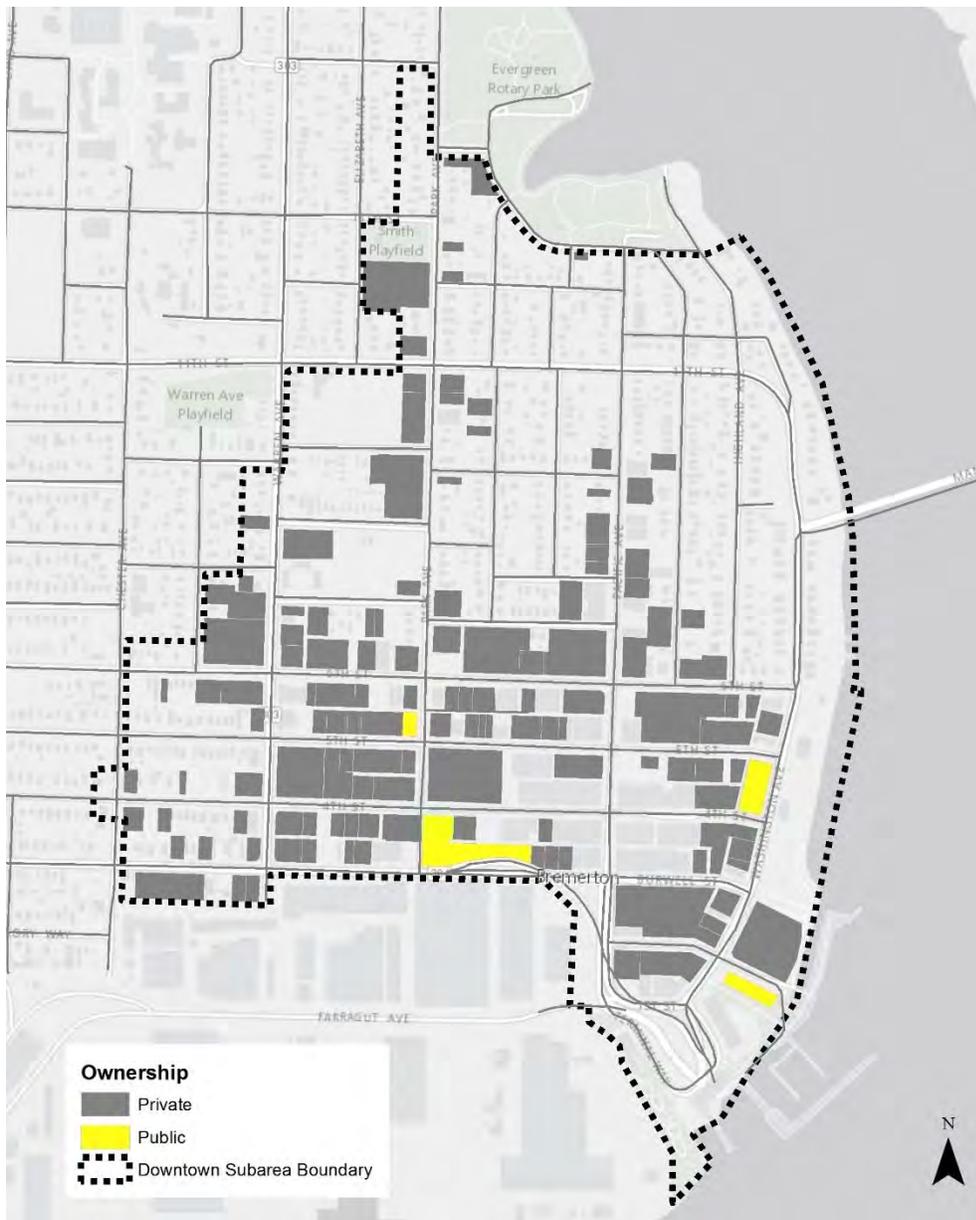


Source: ESRI, 2017; BERK, 2017

## DOWNTOWN OFF-STREET INVENTORY

Bremerton has almost 11,000 non-residential off-street parking stalls located in the Downtown study area and the surrounding areas to the north and west of Downtown, including Olympic College and the area by Kitsap Way and Callow Avenue. Residential off-street parking was not included in the inventory or data collection. Within the Downtown Subarea alone, there are 6,340 parking stalls. Exhibit 3 shows the location of off-street parking within Downtown, which was the data collection area for this project.

**Exhibit 3. Downtown and Surrounding Area Off-Street Parking Inventory**



Source: City of Bremerton, 2016; PSRC, 2016; BERK, 2016

## DOWNTOWN PEAK OCCUPANCY

The data collection completed in October 2016 shows that at peak occupancy, which occurred mid-day, both on- and off-street parking located closest to Naval Base Kitsap and the Puget Sound Naval Shipyard was heavily used (See Exhibit 4). On-street occupancy mid-day was also high in parts of the retail core of Downtown, as well as on some of the more residential streets. The large parking garages tended to be highly occupied, while the surface lots used for customer parking and restricted for certain uses, located further from the core, saw more of mix in occupancy during the mid-day peak. This may be due to their proximity to jobs, college, and retail opportunities. In addition, the pricing (or lack of) for certain lots and street stalls may be contributing to the observed patterns.

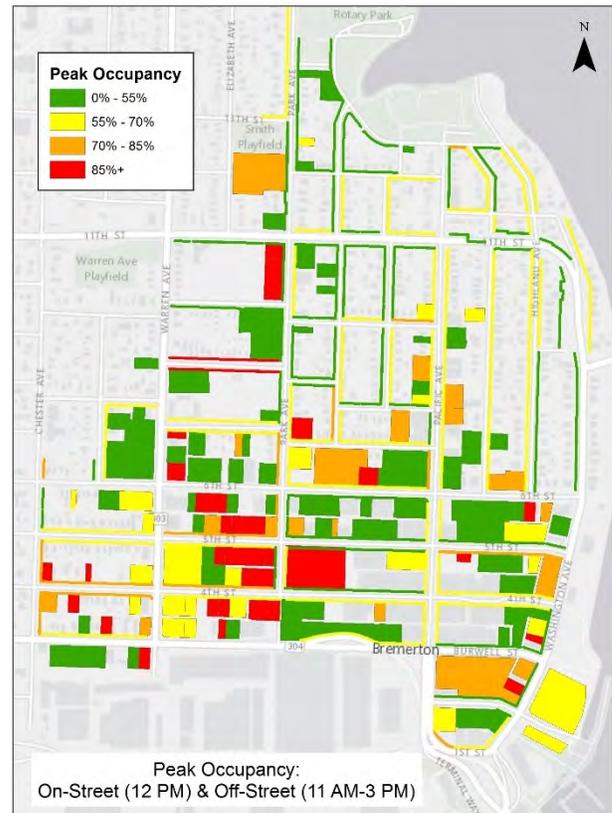
Exhibit 5 shows the summary of system-wide peak occupancy. On-street peak was observed at the noon collection period and off-street peak was observed during the 11 AM to 3 PM collection period. Overall, peak occupancy results show that there is capacity available in the parking system, although some specific areas are experiencing high occupancies and additional strategies may be needed to alleviate demand in these locations.

### Exhibit 5. Peak Occupancy Summary

	TIME	% OCCUPIED	% AVAILABLE
Off-street	12 PM	65%	35%
On-street	12 PM	68%	32%

Source: Kimley-Horn, 2016; BERK, 2017

Exhibit 4. Peak Occupancy Map



Source: Kimley-Horn, 2016



Surface parking lots are a prominent land use in Downtown Bremerton

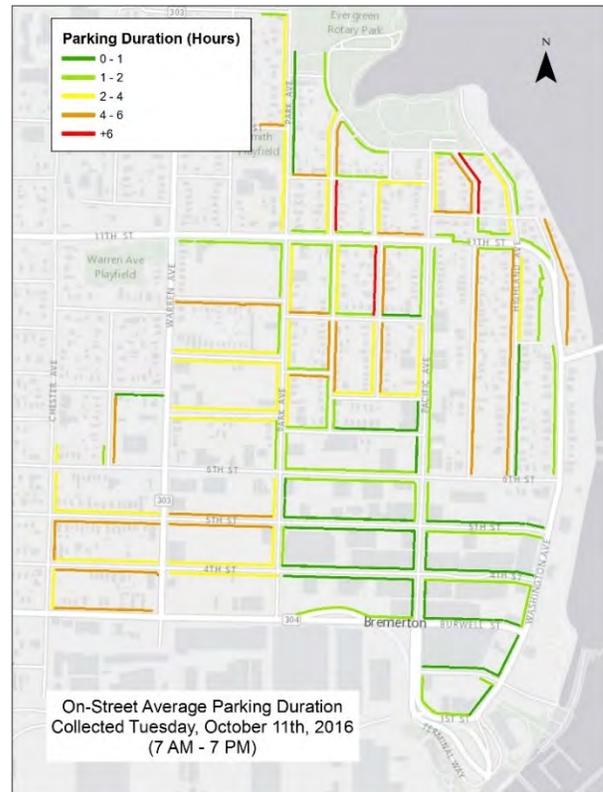
## DOWNTOWN ON-STREET DATA

### Downtown On-Street Duration

Parking duration data shows the amount of time a vehicle is parked in a parking stall. In addition, it allows for the comparison to a parking restriction (for example, two-hour parking) to assess the number of potential violations.

Exhibit 6 shows the average vehicle duration by block in the Downtown area for the parking collection period on October 11<sup>th</sup>. There are some areas closer to Evergreen Rotary Park and the college where vehicles are parked for over six hours (red). On average, vehicles tended to park in the core retail area of Downtown for under two hours. More frequent turnover typically helps support retail spending and local businesses. However, due to the frequent vehicle movements in the Downtown, those vehicles may be used for commuting and not for local shopping Downtown.

**Exhibit 6. On-Street Duration**



Source: Kimley-Horn, 2016

## Downtown On-Street Occupancy

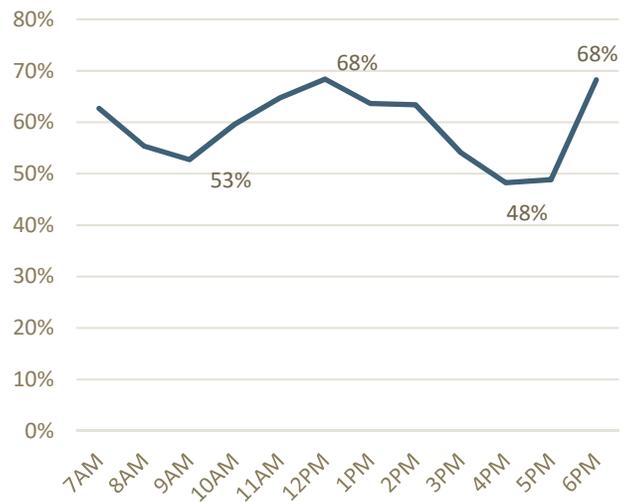
On-street occupancy data helps with understanding the relationship between the supply and demand of parking in specific locations.

On-street occupancy in Downtown was collected hourly to get a sense of the changes throughout the day. On average, throughout the collection period, occupancy was between about 50 and 70 percent during the October 2016 collection period, with two peaks at 68% shown at mid-day and the end of the work day (See Exhibit 7).

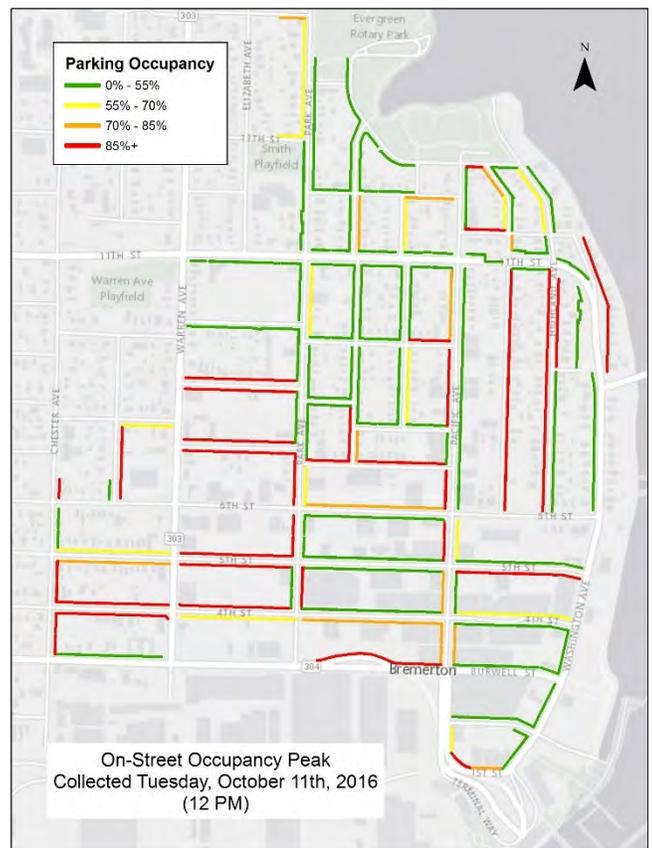
Peak occupancy at the noon collection period is shown by location in Exhibit 8. The map indicates that although not all hours of the day had occupancy challenges, during peak there were many blocks with occupancy above 85 percent, which is considered the threshold for needing additional supply. Areas showing high occupancy tended to be outside of the Downtown retail core, as well as close to the ferry terminal.

Attachment B shows the occupancy data for each collection period.

**Exhibit 7. On-Street Occupancy Trends**



**Exhibit 8. On-Street Peak Occupancy**



Source: Kimley-Horn, 2016

## Downtown On-Street Vehicle Movements

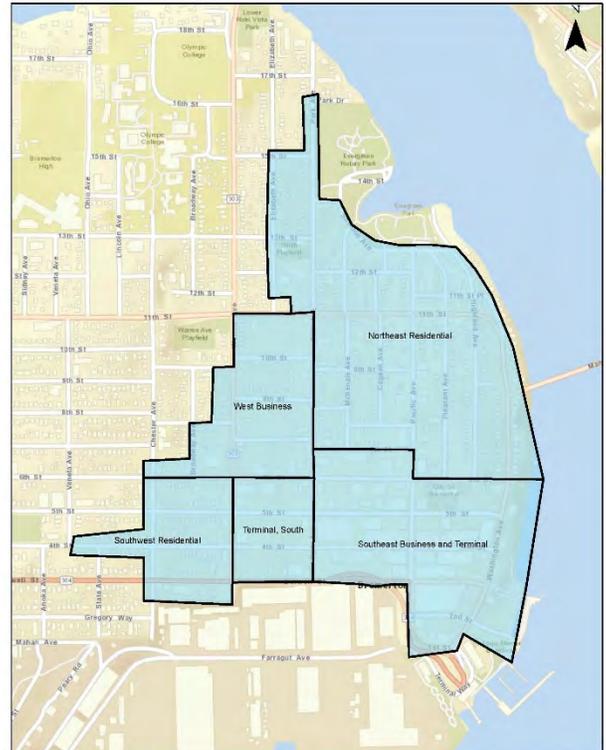
During the on-street data collection, vehicle movements were tracked and analyzed between five parking zones in Downtown (See Exhibit 9). A vehicle movement is defined as a vehicle moving at least 100 feet. A total of 510 vehicle movements were observed within Downtown, likely due to longer term commuters moving their vehicles to avoid time limits and paying for parking. Exhibit 10 shows the number of vehicle movements by zone.

**Exhibit 10. Downtown On-Street Vehicle Movements**

ZONE	MOVEMENTS WITHIN	MOVEMENTS OUTSIDE	TOTAL VEHICLE MOVEMENTS
Southwest Residential	6	30	36
Terminal South	6	23	29
Southeast Business and Terminal	85	129	214
Northeast Residential	75	105	180
West Business	10	41	51
<b>Total:</b>			<b>510</b>

Source: Kimley-Horn, 2016; BERK, 2016

**Exhibit 9. Downtown Parking Zones**



## Downtown On-Street Restrictions

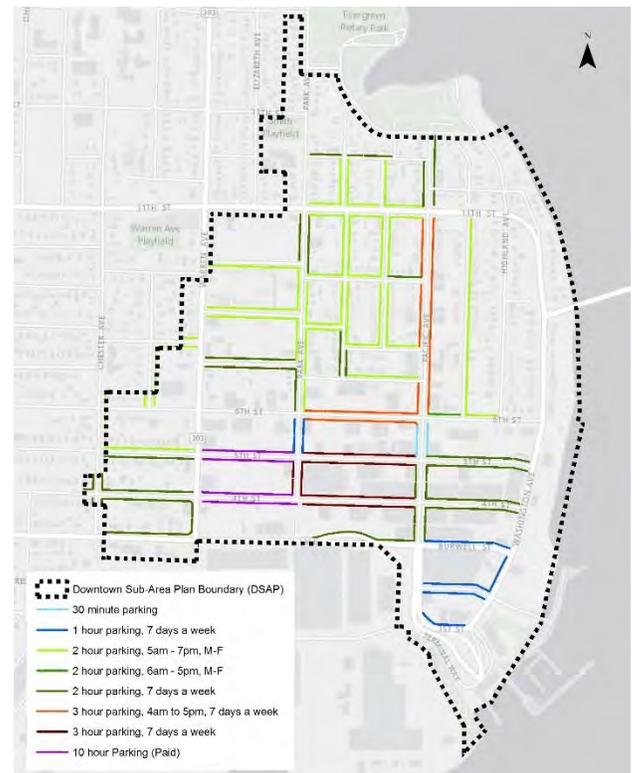
The on-street parking restrictions within Downtown are shown on Exhibit 11. Most restrictions are time-limited depending on the street and block. Some residents have permits that allow them to park 24/7 in areas otherwise posted with time restrictions.

Restrictions include the following:

- 30 Minute Parking
- 1-Hour Parking (7 days a week)
- 2-Hour Parking (restriction days vary for Monday through Friday or 7 days a week)
- 3-Hour Parking (restriction days vary for Monday through Friday or 7 days a week)
- 10-Hour Parking (paid)

Additionally, Bremerton's Downtown has 15-minute load and unload zones for passenger and commercial vehicles, 4-hour maximum parking for those with a disabled placard, dedicated disabled parking stalls, and areas with no parking. Bremerton maintains a rule where, when posted, no vehicle may re-park on the same named street on the same day to avoid vehicles shuffling throughout the day. Moving vehicles to another named street, even if nearby, is currently legal.

Exhibit 11. On-Street Parking Restrictions



Source: City of Bremerton, 2016; BERK, 2017

## DOWNTOWN OFF-STREET DATA

### Downtown Off-Street Occupancy

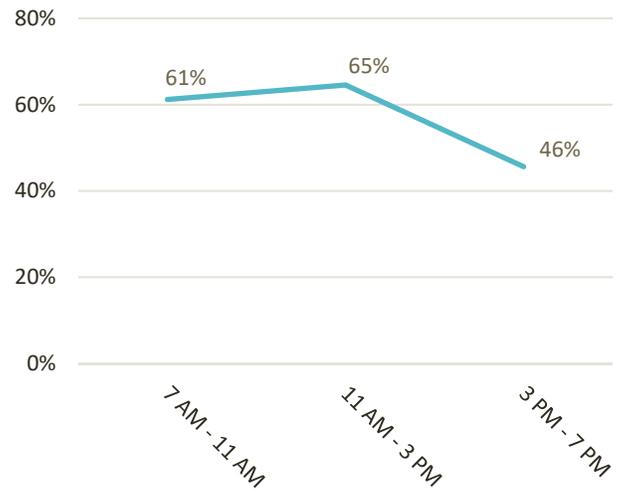
Occupancy for off-street facilities peaked at 65 percent, which indicates overall system capacity, even if certain locations are experiencing higher demand (See Exhibit 12). The total occupancy during the evening count period was 46%, and the lower occupancy is likely due to employees and commuters leaving for the day.

The data collection in October 2016 indicated that high demand for off-street parking was scattered throughout the downtown core, near the ferry terminal, and near the Naval Base and Shipyard. Some additional off-street facilities showed high use, including in smaller lots serving local businesses. Parking for employees and commuters tended to have higher occupancy with less variation throughout the day.

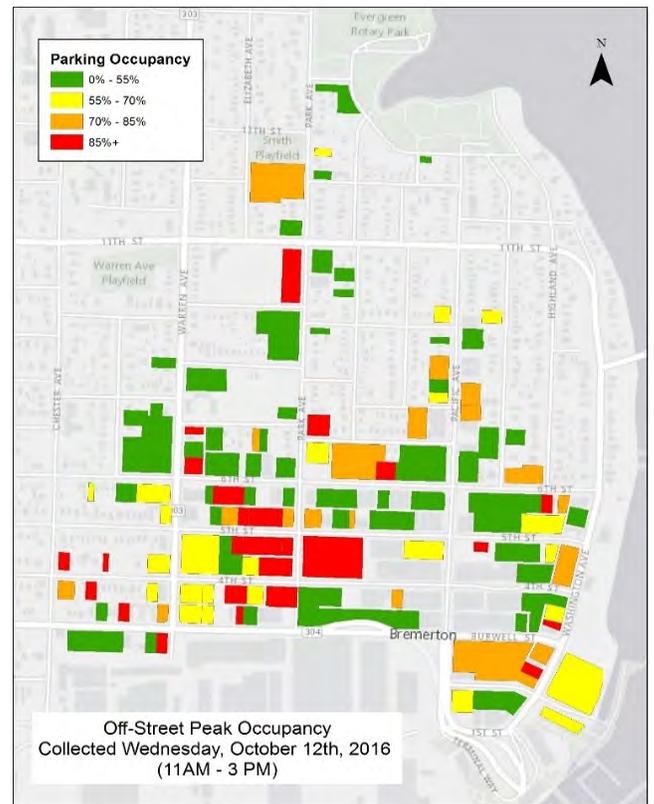
Exhibit 13 shows the mid-day peak for off-street parking, when parking is the most utilized and constrained. However, there appears to be available parking supply that could be further utilized through shared parking.

Attachment B shows the occupancy data for each collection period.

**Exhibit 12. Off-Street Occupancy Trends**



**Exhibit 13. Off-Street Peak Occupancy**



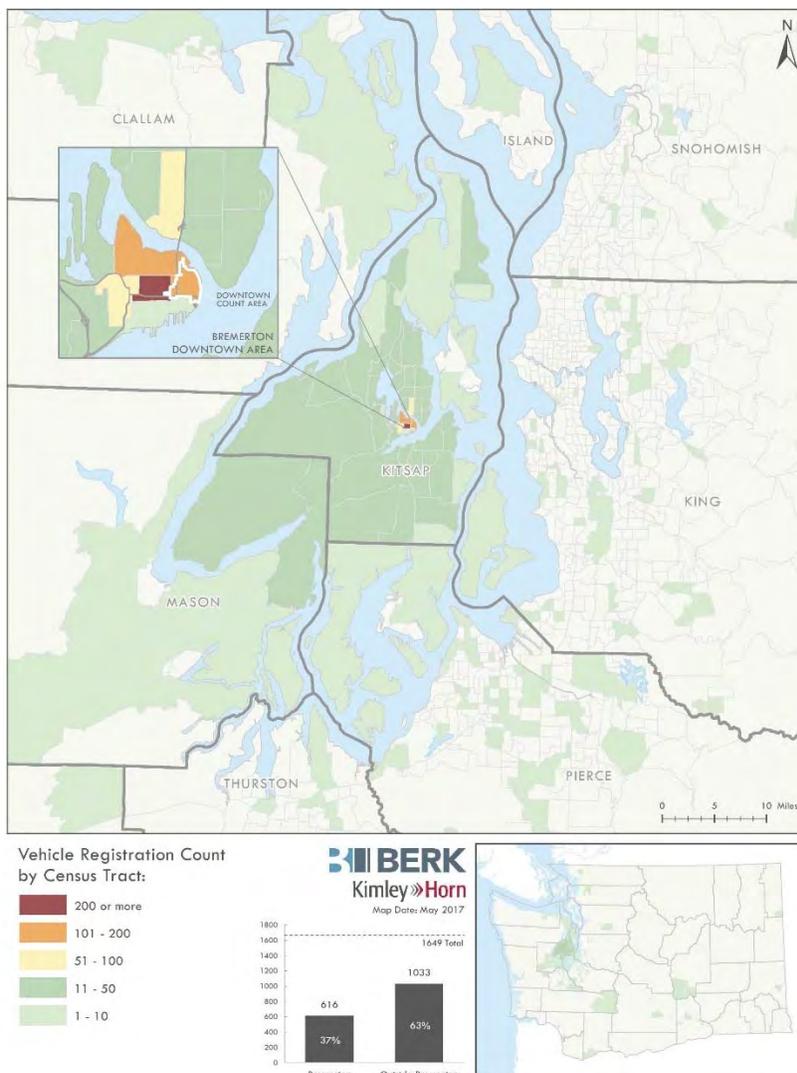
Source: Kimley-Horn, 2016

## DOWNTOWN VEHICLE SOURCE DATA

Vehicle license plate numbers were collected during the on-street data collection period using License Plate Reader (LPR) technology that collects license plate numbers during data collection and allows for more detailed data analysis. License plate numbers were matched to data from the Washington Department of Licensing (DOL) and vehicle registration addresses were geocoded and assigned to census tracts. The resulting analysis shows where vehicles that were parked in the Downtown Bremerton collection area during the observation period are registered (by census tract) to indicate commute patterns and opportunities to increase transit use and access to the Downtown Bremerton area.

In the Downtown area, only 37% of vehicles observed were registered to a Bremerton address.

**Exhibit 14. Downtown Bremerton Vehicle Registration Address (by Census Tract)**



Source: BERK, 2017; WA DOL, 2017; Kimley-Horn, 2017

# Residential Neighborhoods Inventory and Data Collection Summary

The following subsections describe the overall findings for data collection in the Downtown Subarea and summarize the on- and off-street data. More detailed analysis is available in Attachment C.

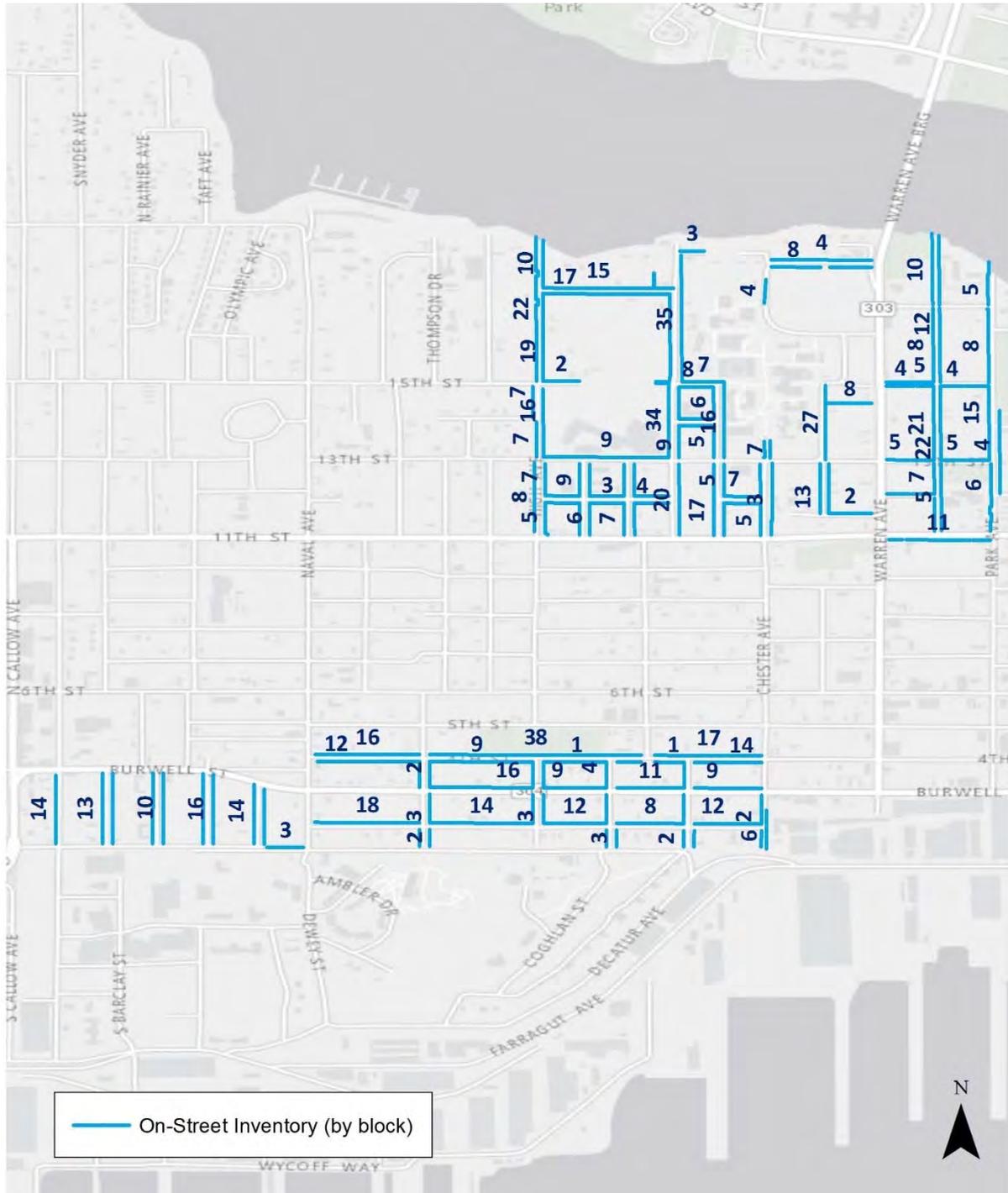
## RESIDENTIAL FINDINGS

- **Parking utilization was high on many streets in residential neighborhoods (above 85%).** Many blocks in the study area, particularly at peak occupancy, had occupancies above 85% indicating high demand including from non-residents.
- **Peak occupancy occurred at 10 AM and is not typical of a residential neighborhood.** Residential parking demand typically peaks during the hours of 12 AM and 5 AM as most residents are at home then. Peak occupancy that occurs during the day typically indicates increased non-residential parking during the day-time.
- **Parking duration is over six hours on many residential streets, despite time limits for non-permit holders.** Most blocks studied in the residential data collection area were parked for six or more hours despite one to two hour time limits on most residential blocks of between one and two hours. Residential permit holders are exempt from the time limits.
- **Many observed vehicles are registered to addresses outside the City of Bremerton.** Forty-three percent of the vehicles observed are registered to addresses outside of Bremerton, indicating that they are likely commuters parking in the residential neighborhood during the workdays.

## RESIDENTIAL ON-STREET INVENTORY

The residential data collection area in Bremerton has over 1,200 on-street parking stalls. Exhibit 15 shows the block faces and the number of parking stalls for the Downtown study area.

**Exhibit 15. Residential Collection Area On-Street Parking Inventory**



Source: ESRI, 2017; BERK, 2017

## RESIDENTIAL ON-STREET DATA

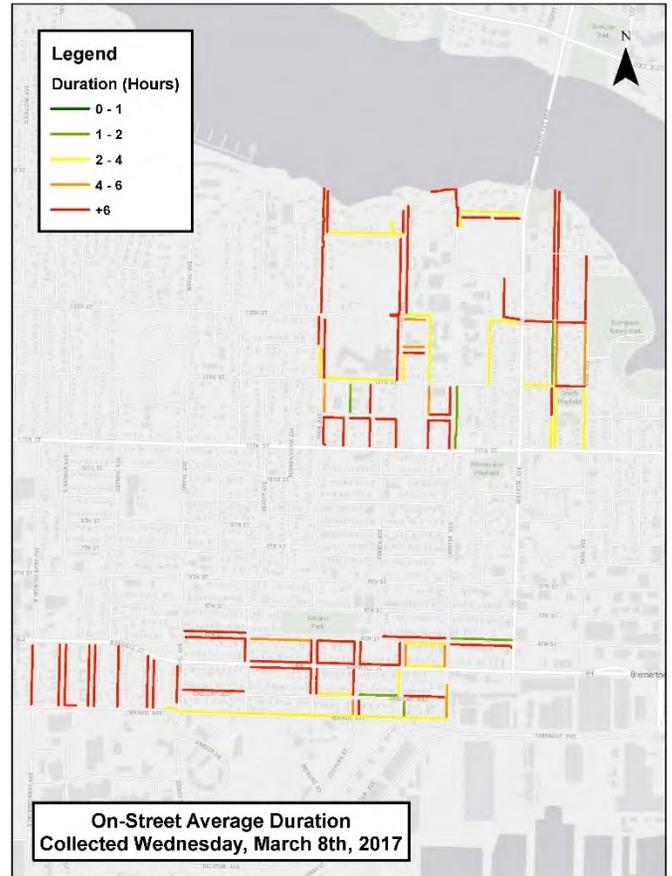
### Residential On-Street Average Duration

Parking duration data shows the average amount of time a vehicle occupies a parking stall per block. In addition, it allows for the comparison to a parking restriction (for example, two-hour parking) to assess the number of potential violations.

Exhibit 16 shows the average vehicle duration by block in the residential data collection area for the parking collection period in March 2017. There were a significant number of blocks throughout the collection area where vehicles were parked for over six hours (red) and the average duration across the collection area was seven hours.

A second duration analysis was completed, excluding the license plates belonging to vehicles permitted to park beyond the time restriction (around 12% of plates). This analysis, which is mapped in Attachment C, shows average durations that are lower than those found in Exhibit 16, but are still generally longer than the 2-hour restriction.

**Exhibit 16. Residential Collection Area Average Duration**



Source: Kimley Horn, 2017

## Residential On-Street Occupancy

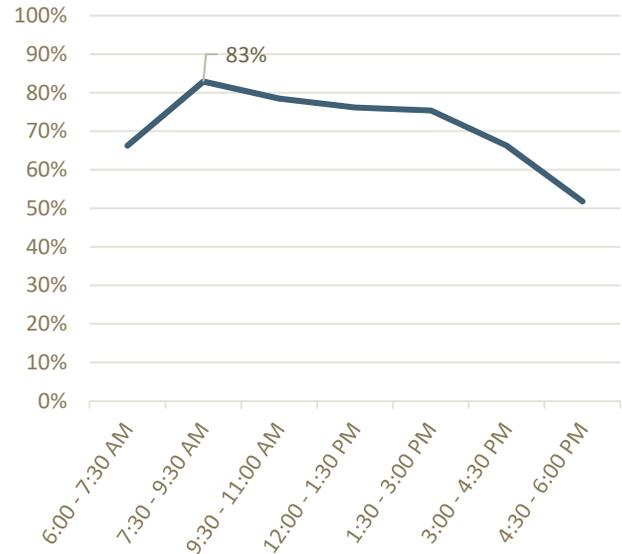
On-street occupancy data helps with understanding the relationship between the supply and demand of parking in certain locations.

On-street occupancy in the residential data collection area was collected hourly at seven different periods during the day (between 6 AM and 6 PM) to get a sense of the changes throughout the day. Peak occupancy system-wide was between 7:30 and 9:30 AM.

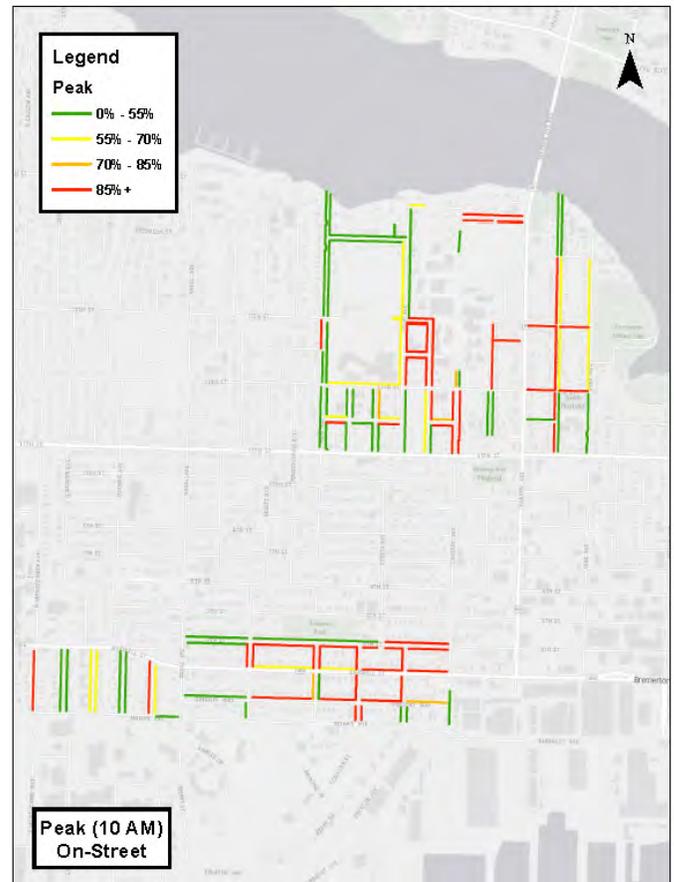
Peak occupancy is shown by location in Exhibit 18. The map indicates that although not all blocks had occupancy challenges, during peak there were many blocks with occupancy above 85%, which is considered the threshold for needing additional supply. Areas showing this high occupancy tended to be close to high-use destinations such as Olympic College and the Naval Base and Shipyard.

Attachment C shows the occupancy data for each of the seven collection periods.

**Exhibit 17. On-Street Occupancy Trends**



**Exhibit 18. On-Street Peak Occupancy**



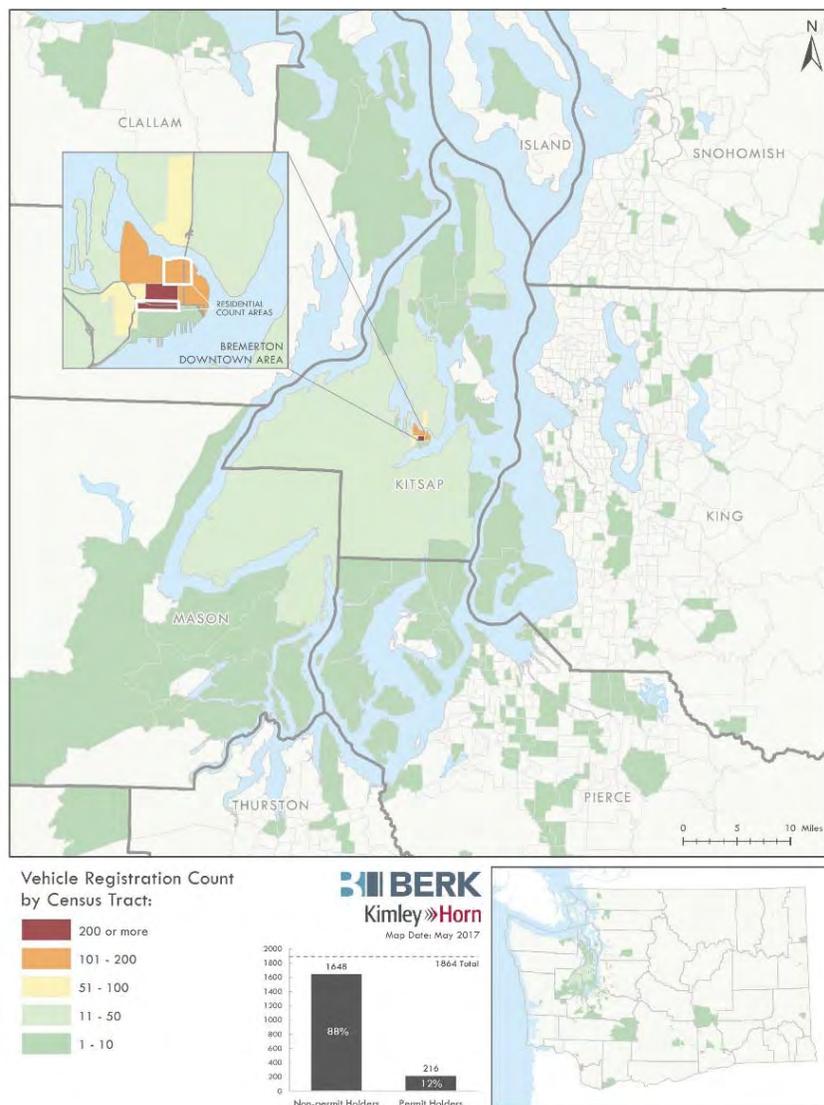
Source: Kimley Horn, 2017

## Residential On-Street Vehicle Source Data

Vehicle license plate numbers were collected during the on-street data collection period using License Plate Reader (LPR) technology. License numbers were matched to data from the Washington Department of Licensing (DOL) and the vehicle registration addresses were geocoded and assigned to census tracts. The resulting analysis shows where vehicles that were parked in the residential collection area during the observation period are registered (by census tract) to indicate commute patterns and opportunities to increase transit use and access to the Downtown Bremerton area.

In the residential area, 57% of vehicles observed were registered to a Bremerton address, compared to 43% registered to an address outside Bremerton. Only 216, or 12%, of the unique license plates observed were associated with a residential parking permit.

**Exhibit 19. Residential Collection Area Vehicle Registration Address (by Census Tract)**



Source: BERK, 2017; WA DOL, 2017; Kimley-Horn, 2017

# Park and Ride Data

The following page shows the location and capacity of the Kitsap Transit park and ride facilities. The facilities are scattered around the Kitsap Peninsula and connect to various Kitsap Transit bus and passenger ferry routes. Exhibit 21 shows the occupancy data for the Kitsap Transit park and rides for the 2016 data collection period. Parking counts were collected once a month, except for February and May.

Exhibit 22 shows location and size of Kitsap County park and ride facilities.

Exhibit 23 shows the number of available parking stalls at peak demand based on Kitsap County transit occupancy counts.

**Exhibit 20. Kitsap County Park and Ride Facility**



Source: N.L. Olson & Associates

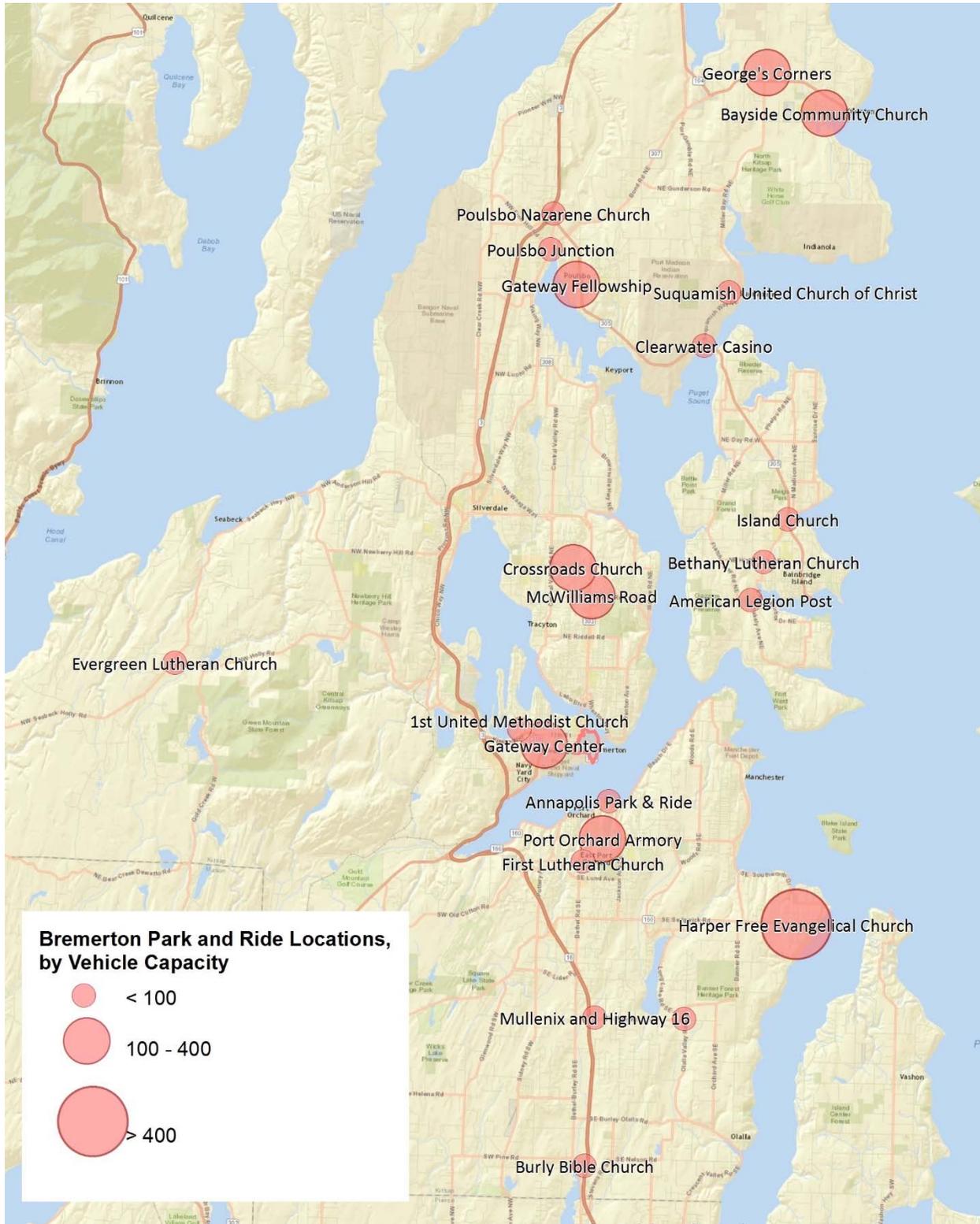
**Exhibit 21. Kitsap Transit Park and Ride Utilization**

Park and Ride Location	Parking Stalls	Average Utilization	Peak Utilization	Vacant Stalls at Peak
Clearwater Casino	96	26%	38%	60
Bayside Community Church	210	23%	27%	153
Gateway Fellowship	138	86%	102%	0
George's Corners	225	45%	50%	113
Poulsbo Junction	35	54%	63%	13
Poulsbo Nazarene Church	100	28%	30%	70
Suquamish United Church of Christ	65	55%	71%	19
American Legion Post	26	38%	46%	14
Bethany Lutheran Church	80	60%	76%	19
Island Church	37	57%	92%	3
Crossroads Church	107	67%	77%	25
Evergreen Lutheran Church	19	26%	47%	10
1st United Methodist Church	53	60%	100%	0
Gateway Center	104	60%	68%	33
McWilliams Road	151	56%	66%	52

Park and Ride Location	Parking Stalls	Average Utilization	Peak Utilization	Vacant Stalls at Peak
Annapolis Park & Ride	82	80%	89%	9
First Lutheran Church	13	62%	115%	0
Harper Free Evangelical Church	462	23%	25%	346
Mullenix and Highway 16	92	96%	102%	0
Olalla Valley Fire Station	47	40%	51%	23
Port Orchard Armory	105	56%	83%	18
Burly Bible Church	20	65%	85%	3
<b>TOTAL</b>	<b>2,267</b>	<b>47%</b>	<b>57%</b>	<b>983</b>

Source: Kitsap Transit, 2016; BERK, 2016

## Exhibit 22. Kitsap Transit Park and Ride Facilities – Vehicle Capacity



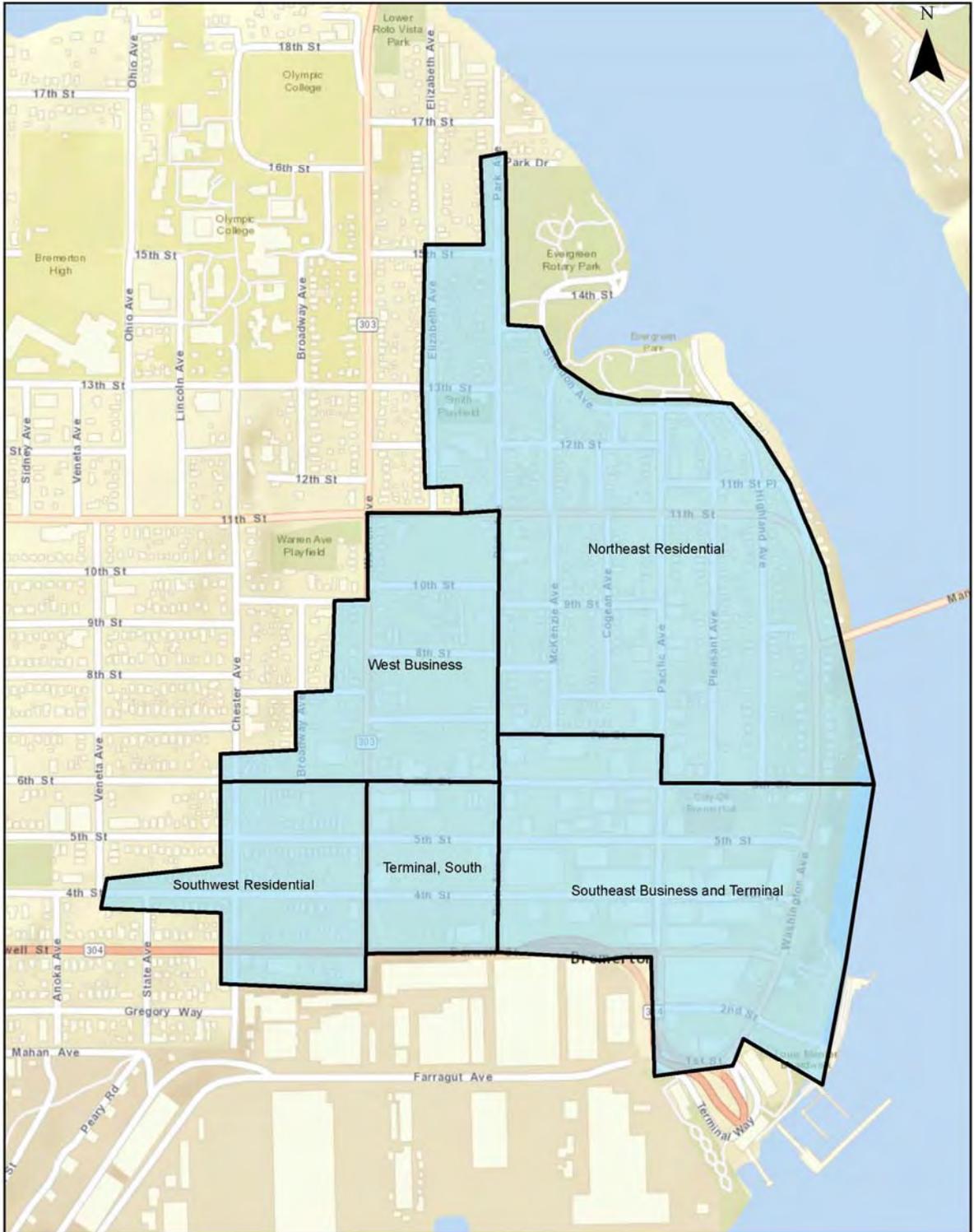
Source: Kitsap Transit, 2016; BERK, 2017

**Exhibit 23. Kitsap Transit Park and Ride Facilities - Available Parking Stalls at Peak Demand**



Source: Kitsap Transit, 2016; BERK, 2017

# Attachment A. Downtown Data Collection Zones

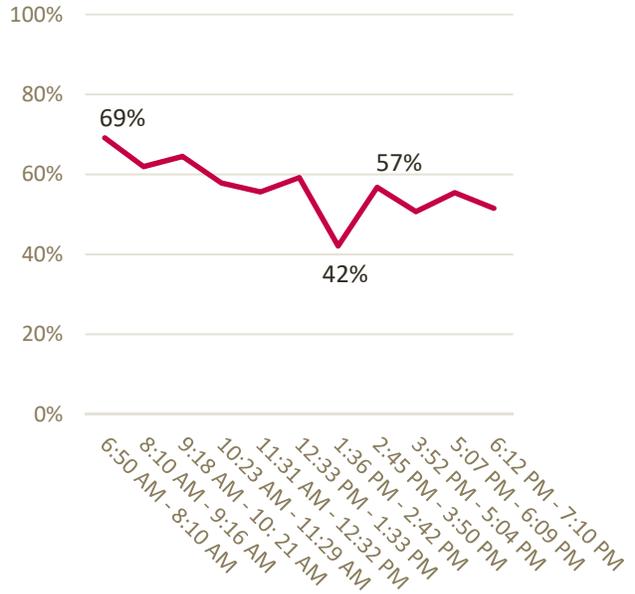


Source: Kimley-Horn, 2016

## Northeast Residential



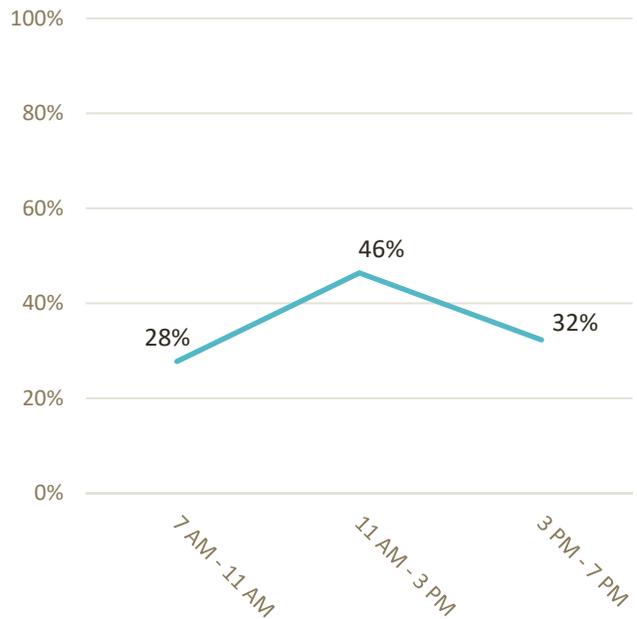
**Northeast Residential Average On-Street Occupancy (Oct 2016)**



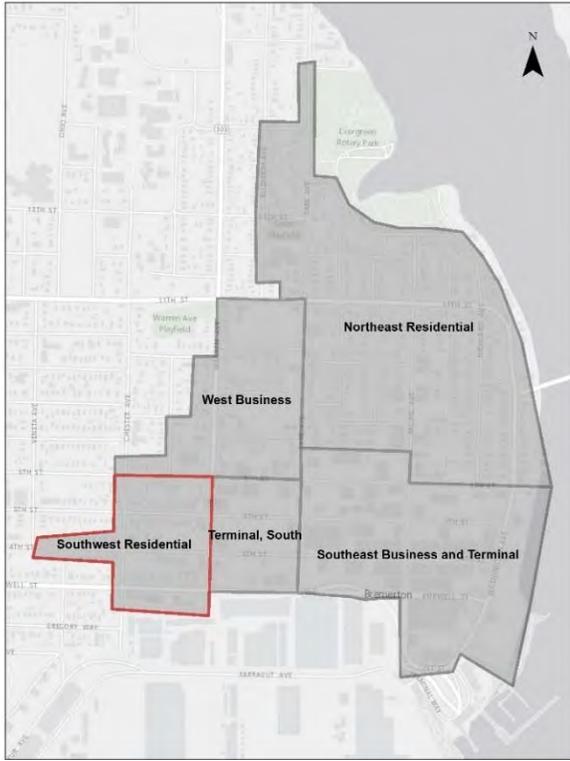
- On-street occupancy peaked at the beginning of the collection period at 69% (see chart).
- On-street occupancy at the end of the collection period was lower, at around 50% (see chart).
- Off-street occupancy in Northeast Residential was low, with a mid-day peak of 46%.

(Source: Kimley Horn, 2016)

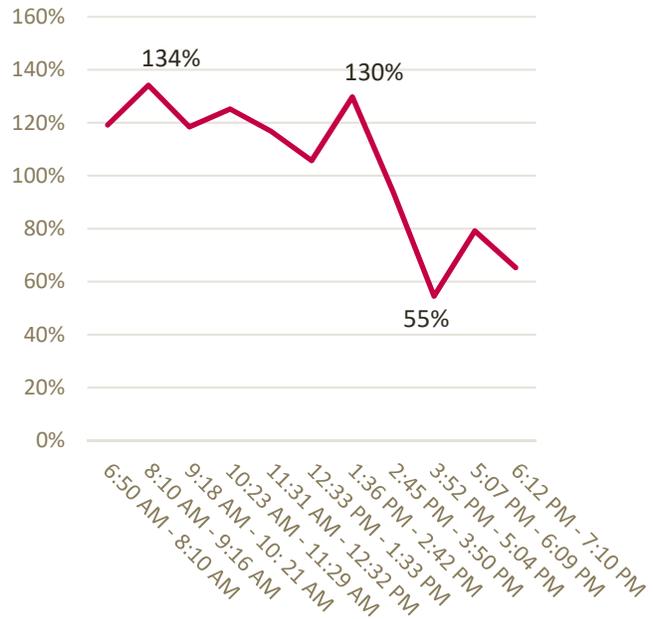
**Northeast Residential Off-Street Occupancy (Oct 2016)**



## Southwest Residential



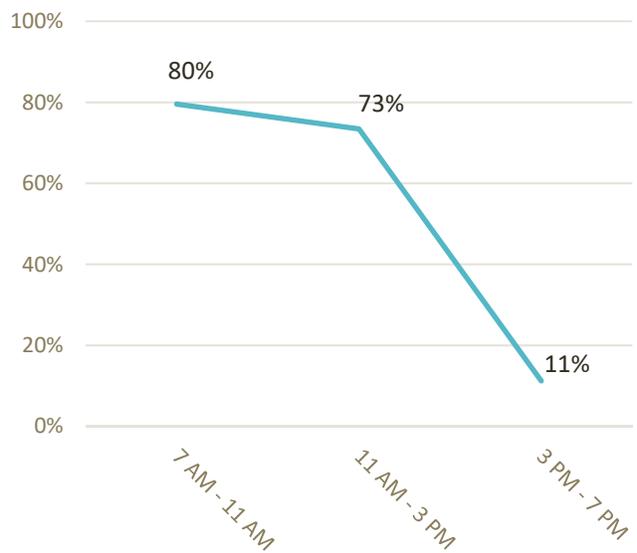
**Southwest Residential Average On-Street Occupancy (Oct 2016)**



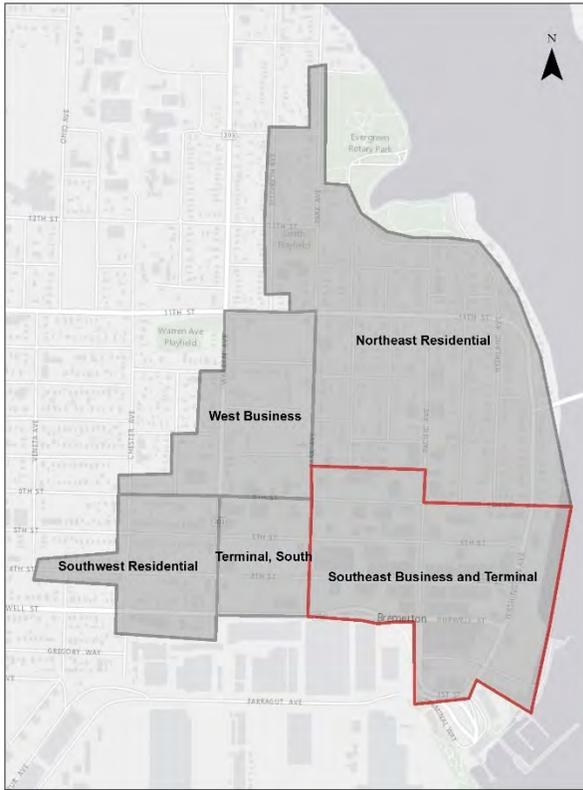
- On-street parking in the Southwest Residential collection area was high during the beginning of the collection period, with a morning and early afternoon peak above 100%. Peak occupancy above 100% is likely due to illegal parking or more vehicles parking on a block face where there are unstriped parking stalls.
- On-street occupancy was much lower at the end of the collection period, at around 60%.
- Off-street parking in the collection area peaked at 80% in the morning, and had a low of 11% by the end of the day.

(Source: Kimley Horn, 2016)

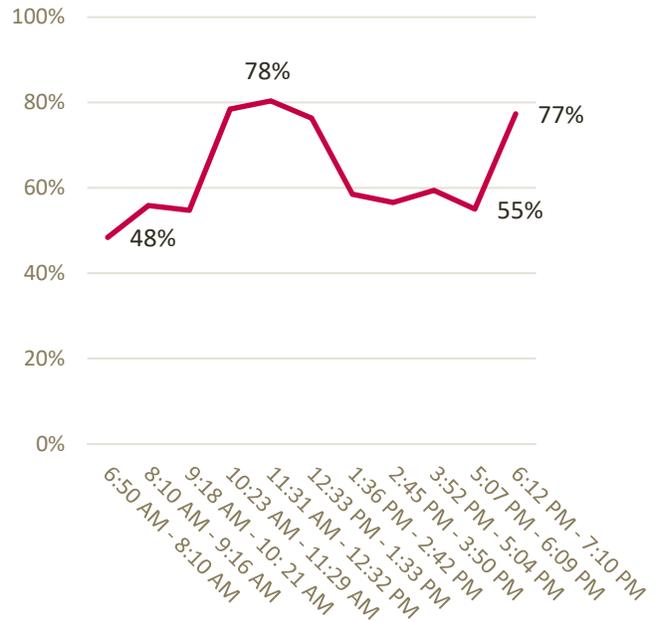
**Southwest Residential Off-Street Occupancy (Oct 2016)**



## Southeast Business and Terminal



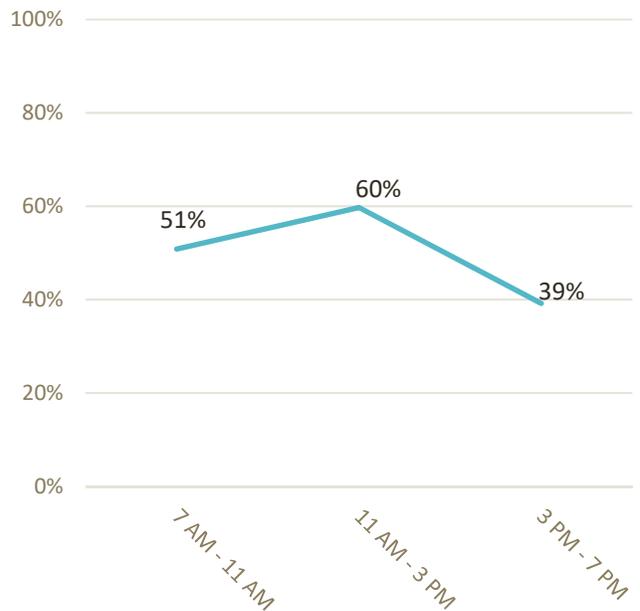
**Southeast Business and Terminal Average On-Street Occupancy (Oct 2016)**



- On-street occupancy in the collection area that includes the Downtown core had two peaks, one mid-day at 78% and one in the early evening at 77%.
- On-street occupancy was lowest in the morning at 48%.
- Off-street occupancy peaked at 60% in the middle of the day. Evening occupancies were lower than morning occupancies.

(Source: Kimley Horn, 2016)

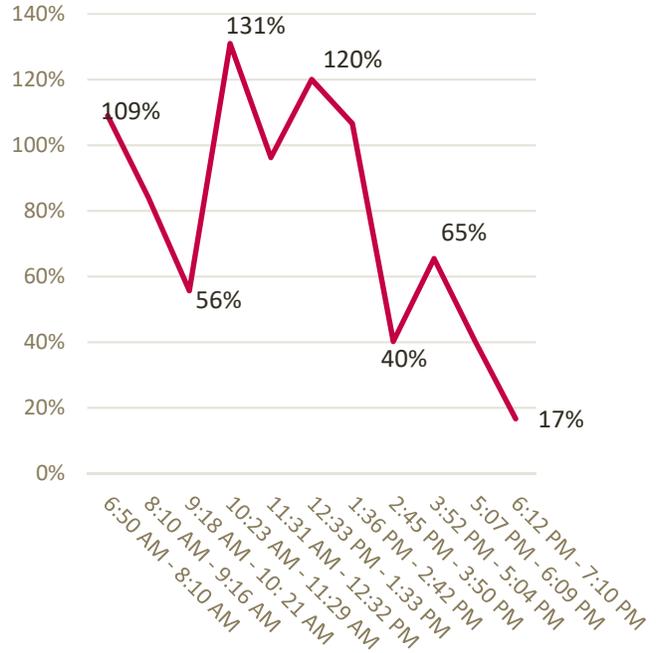
**Southeast Business and Terminal Off-Street Occupancy (Oct 2016)**



## Terminal South



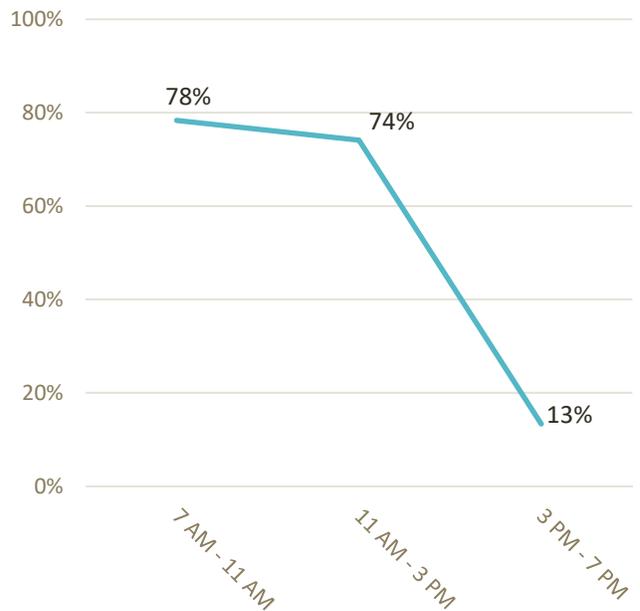
### Terminal South Average On-Street Occupancy (Oct 2016)



- On-street occupancy varied greatly throughout the day in this collection area.
- On-street peaks occurred first thing in the morning (at 109%), mid-morning (at 131%), and mid-day (at 120%).
- On-street occupancy was very low in the evening, at 17%.
- Off-street occupancy was highest in the morning for this collection area, with 78% occupancy, and very low at the end of the day, with 13% occupancy.

(Source: Kimley Horn, 2016)

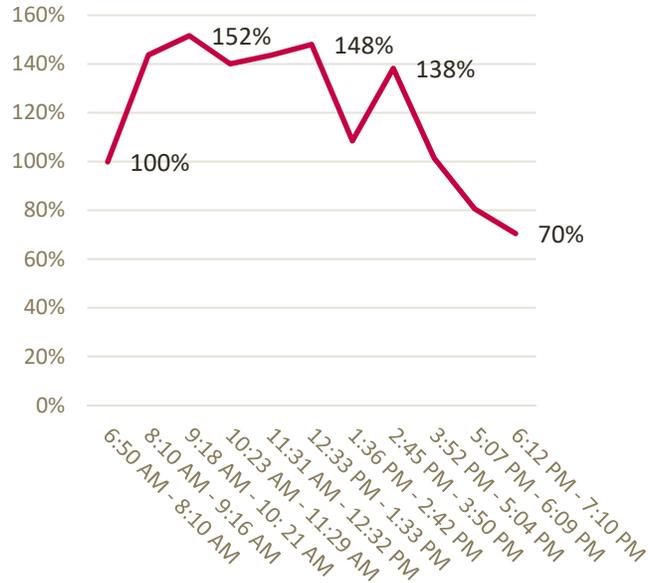
### Terminal South Off-Street Occupancy (Oct 2016)



## West Business



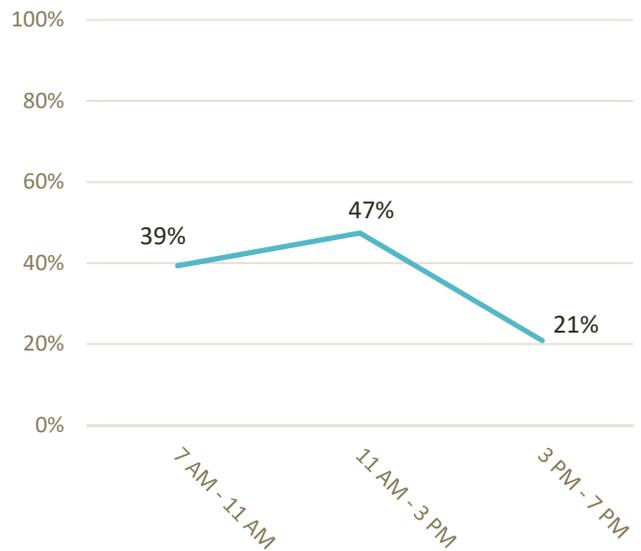
**West Business Average On-Street Occupancy (Oct 2016)**



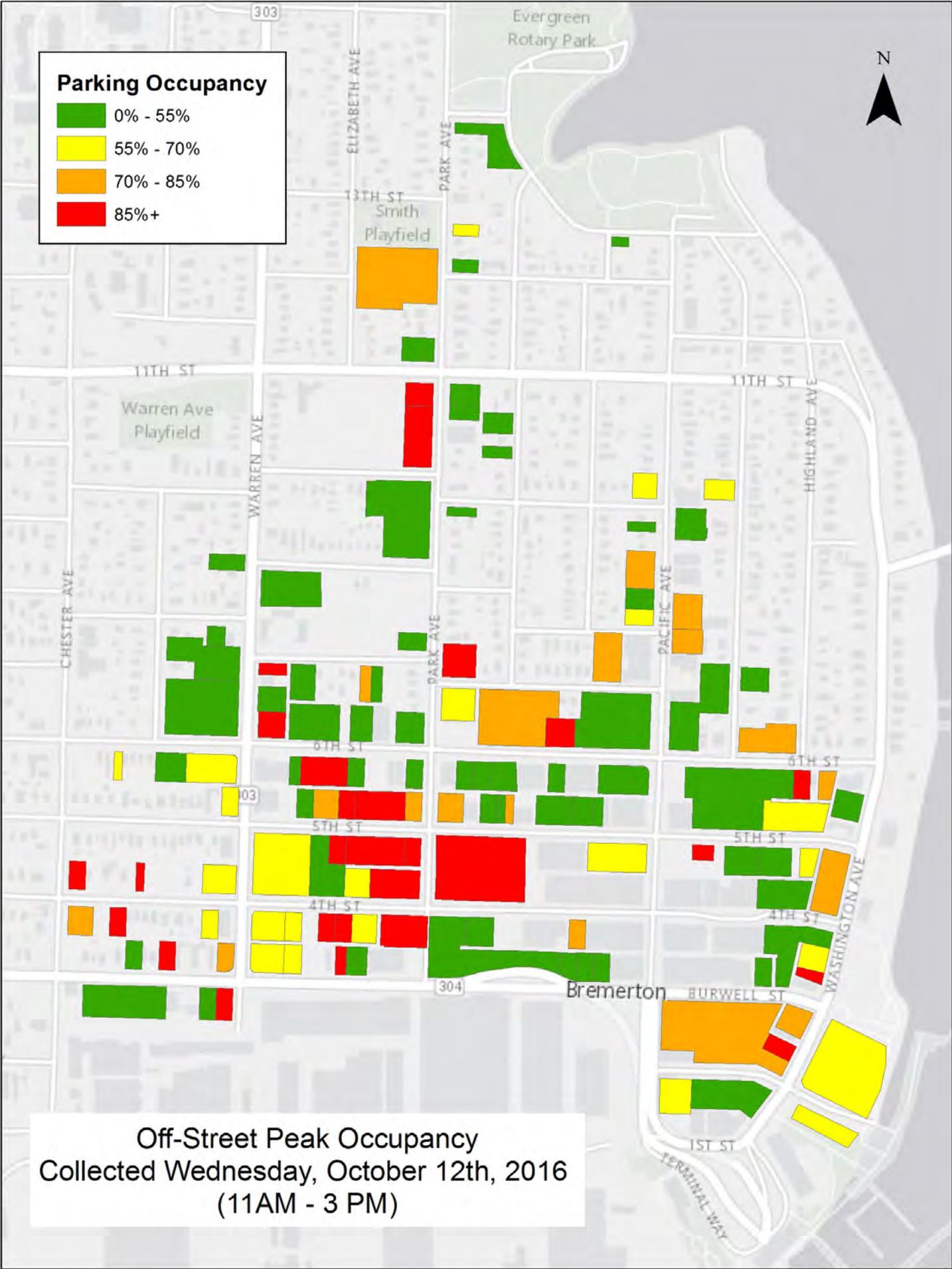
- The West Business collection area had high occupancy at all times of the day, with a morning low of 100%, peaking throughout the middle of the day, and ending the day at a low of 70% occupancy.
- Construction activities appeared to allow more parking than would typically be feasible and likely contributed to occupancies above 100%. Illegal parking may have also contributed.
- On-street occupancy had a mid-day peak of 47%, with a morning occupancy of 39% and an end-of-day occupancy of 21%.

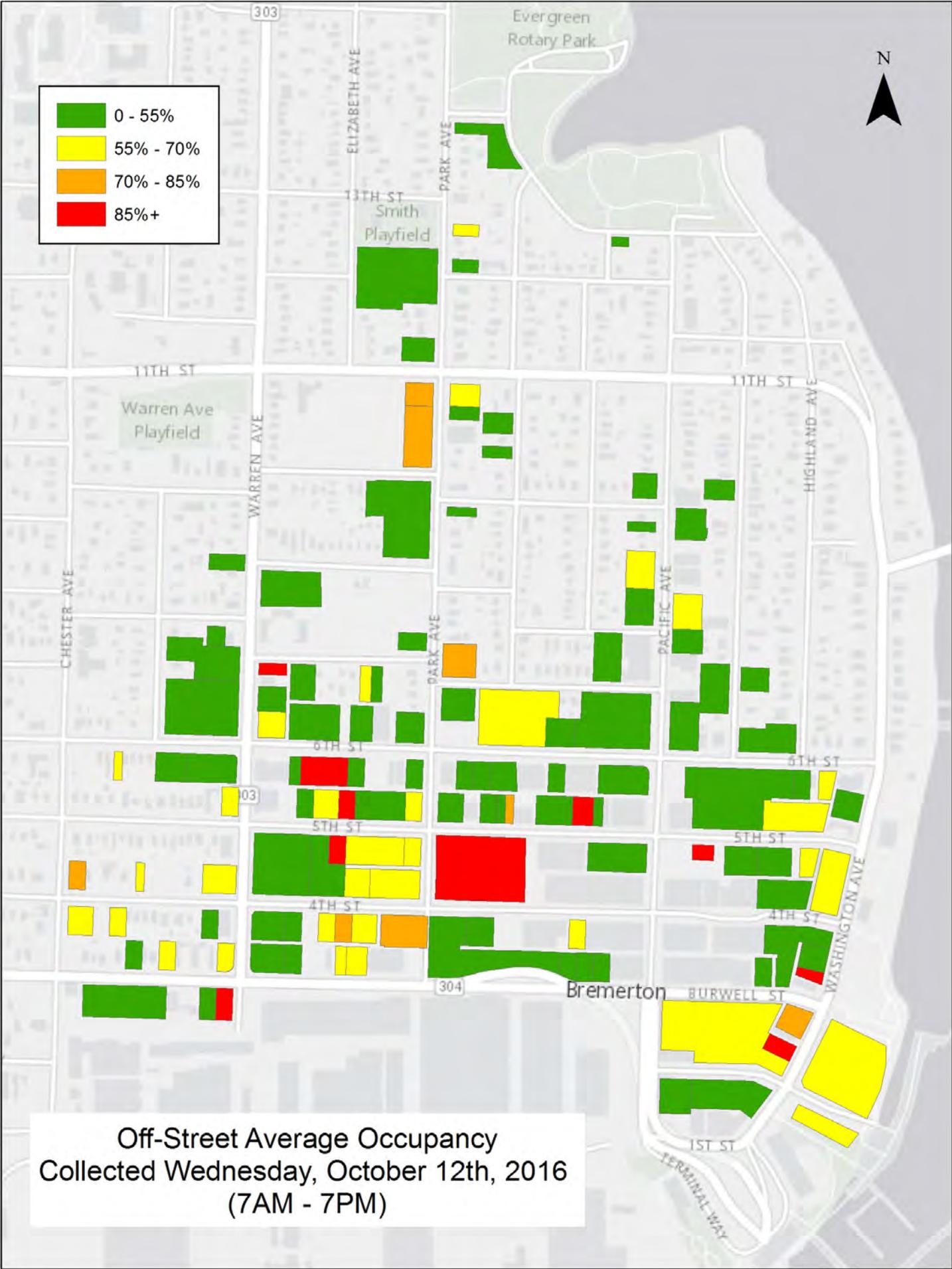
(Source: Kimley Horn, 2016)

**West Business Off-Street Occupancy (Oct 2016)**



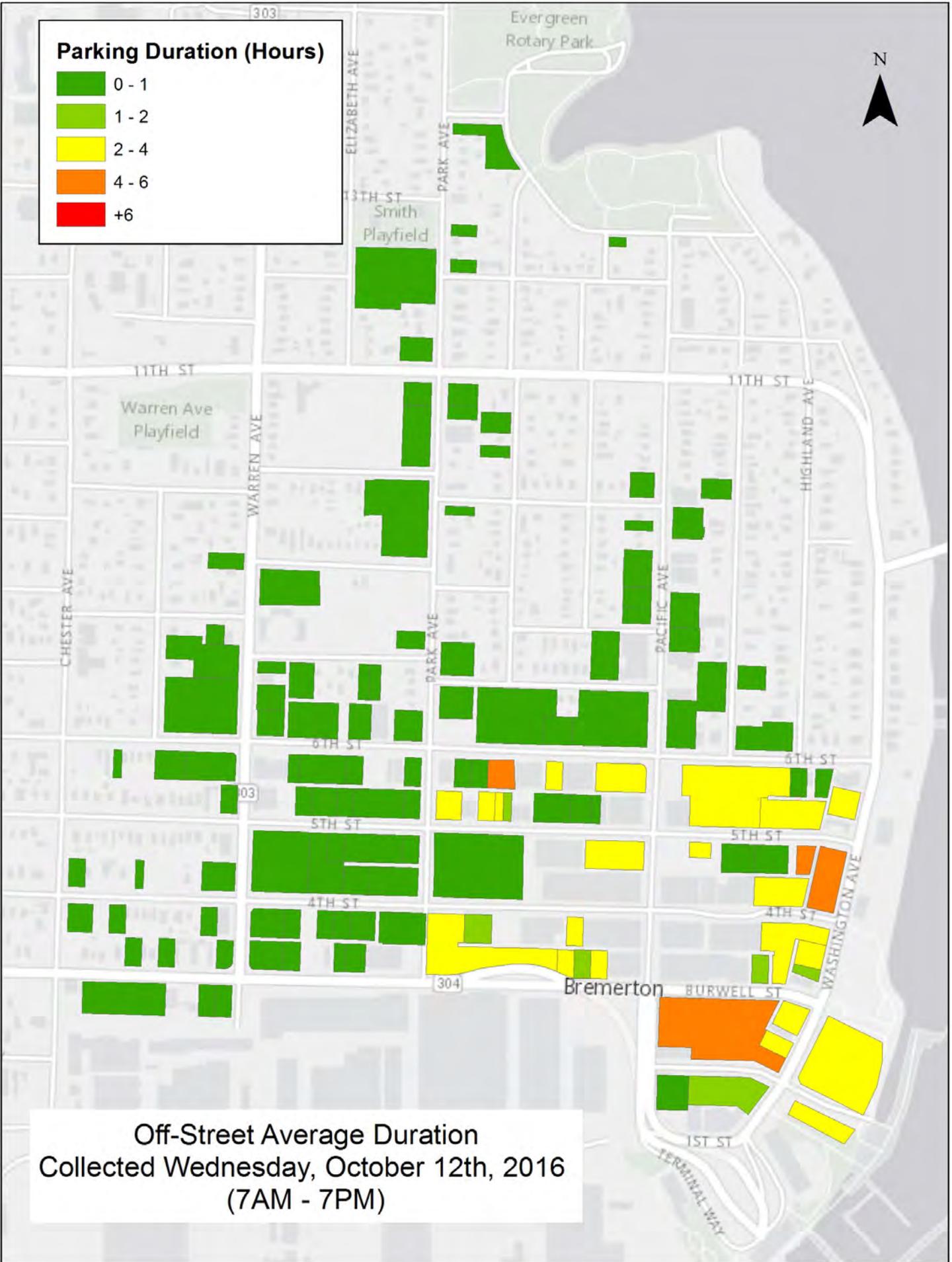
# Attachment B – Downtown Data Collection Maps

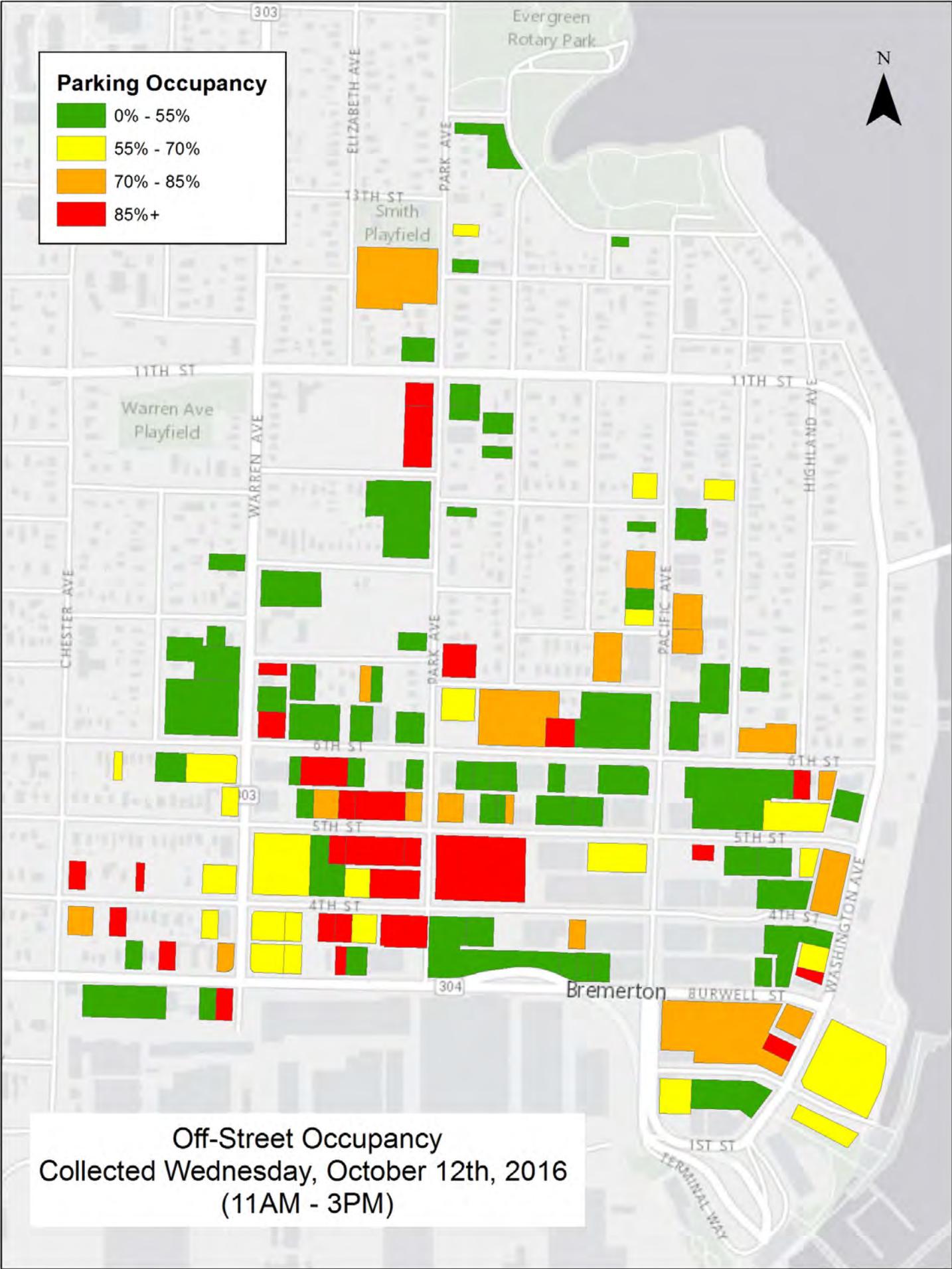


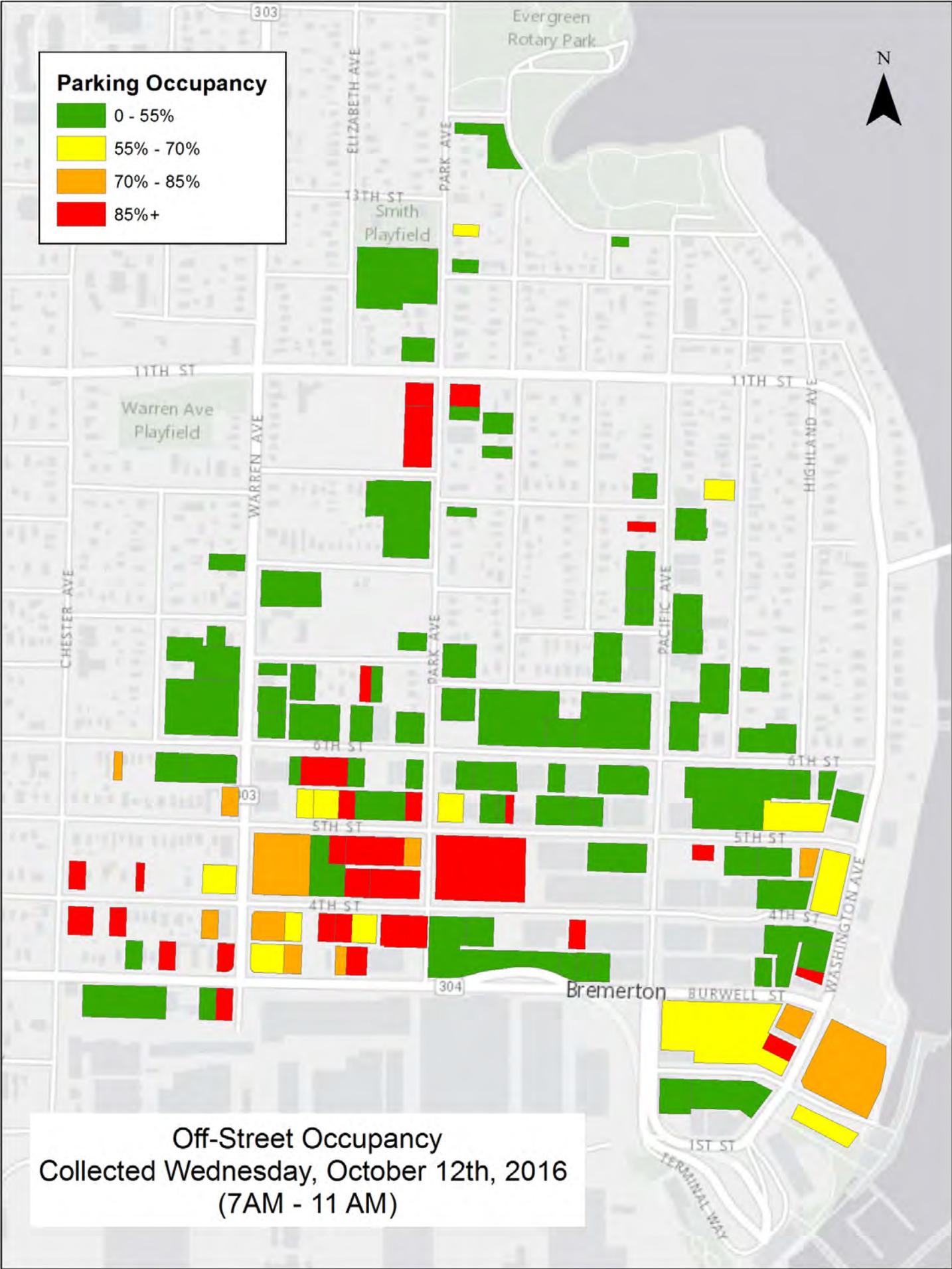
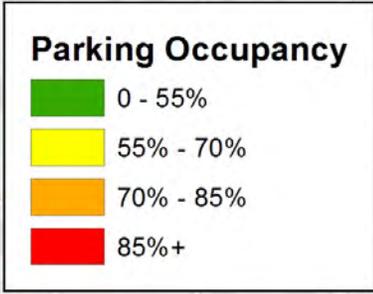


**Off-Street Average Occupancy**  
 Collected Wednesday, October 12th, 2016  
 (7AM - 7PM)

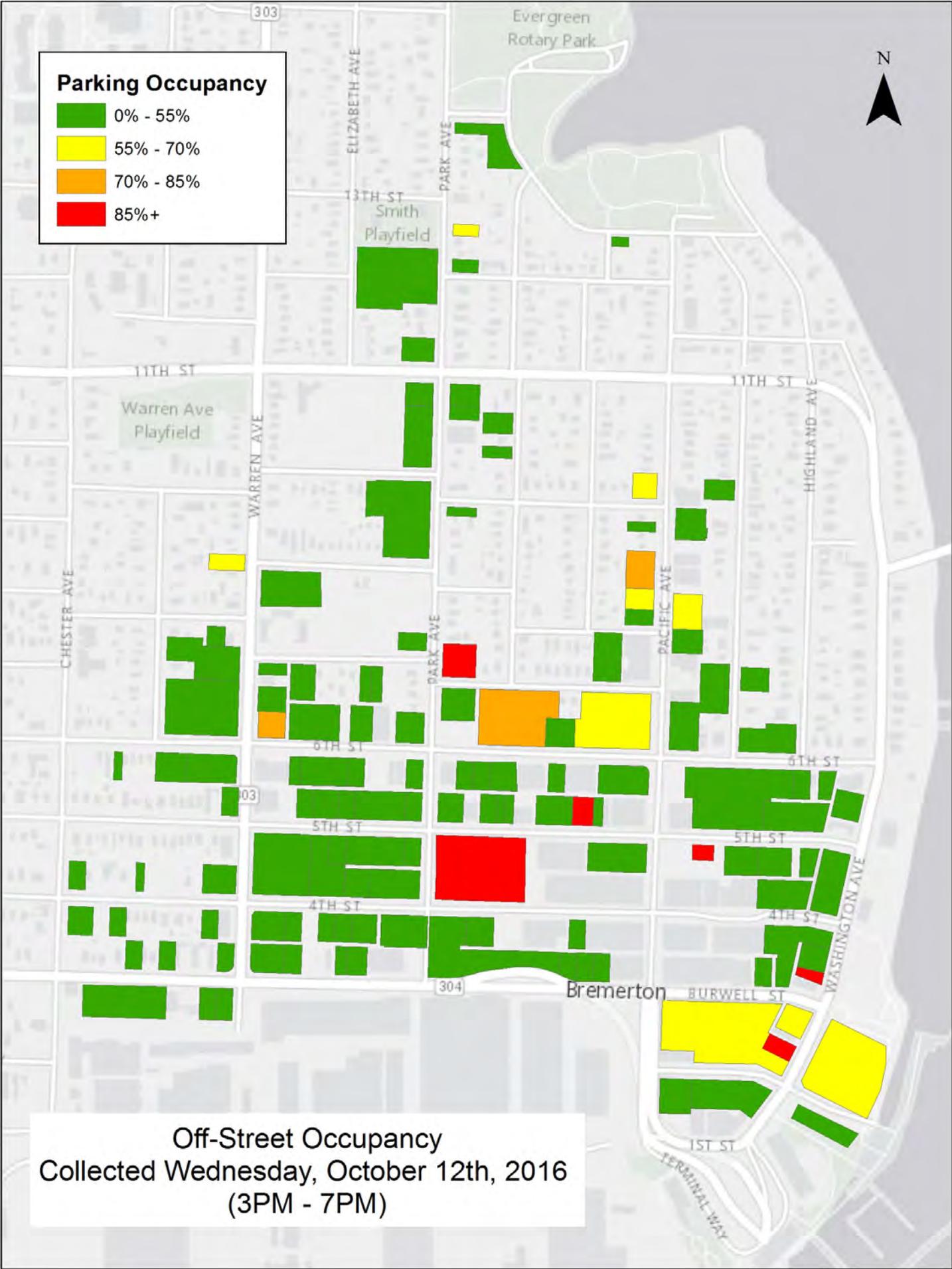
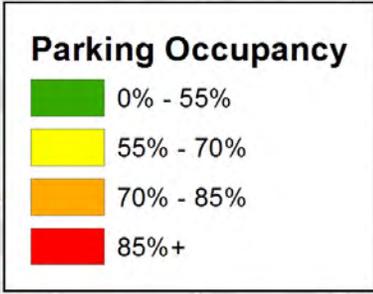
**Parking Duration (Hours)**







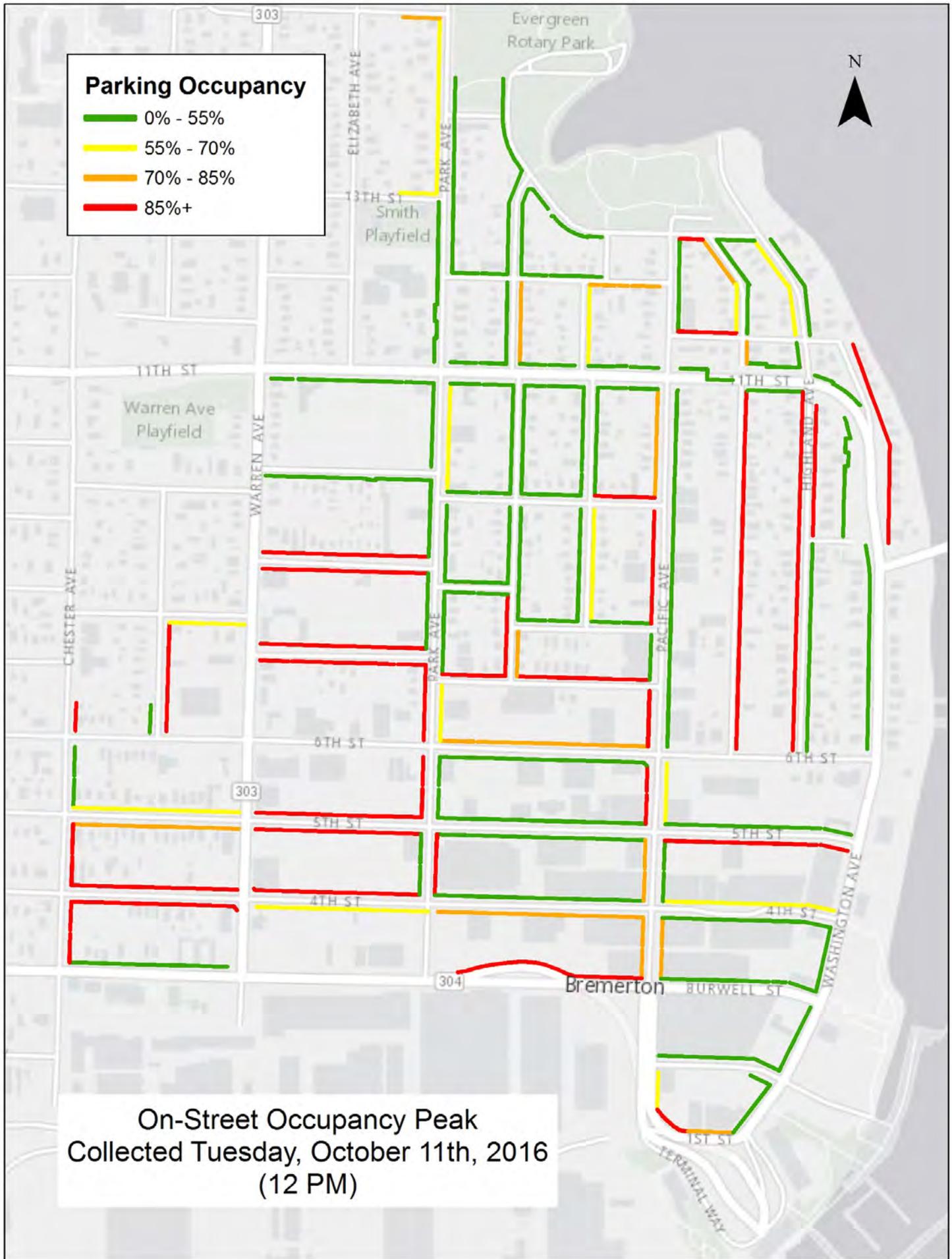
Off-Street Occupancy  
 Collected Wednesday, October 12th, 2016  
 (7AM - 11 AM)

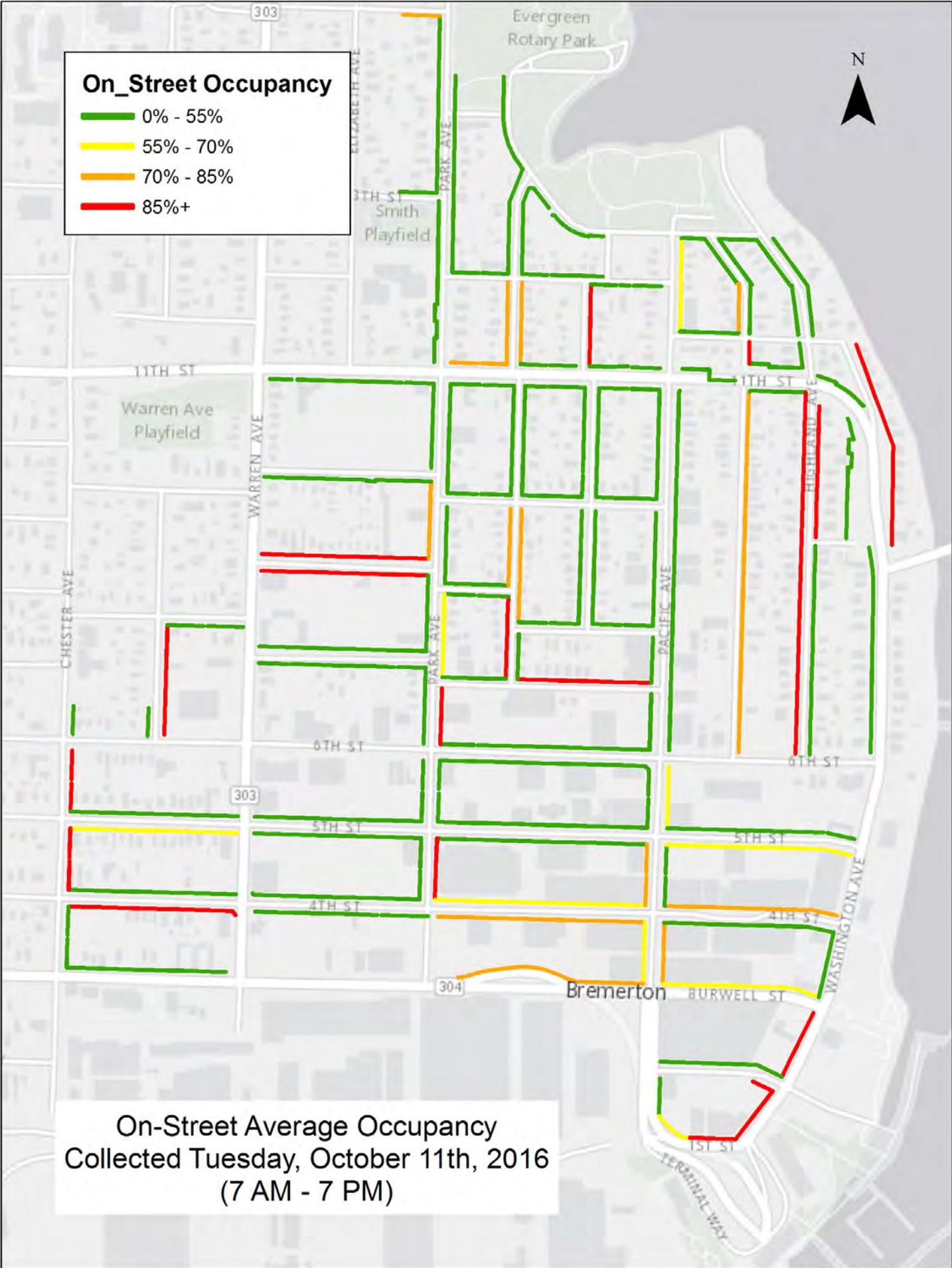
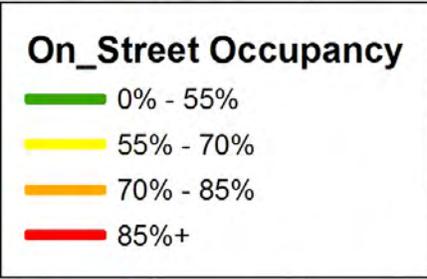


Off-Street Occupancy  
 Collected Wednesday, October 12th, 2016  
 (3PM - 7PM)

### Parking Occupancy

- 0% - 55%
- 55% - 70%
- 70% - 85%
- 85%+

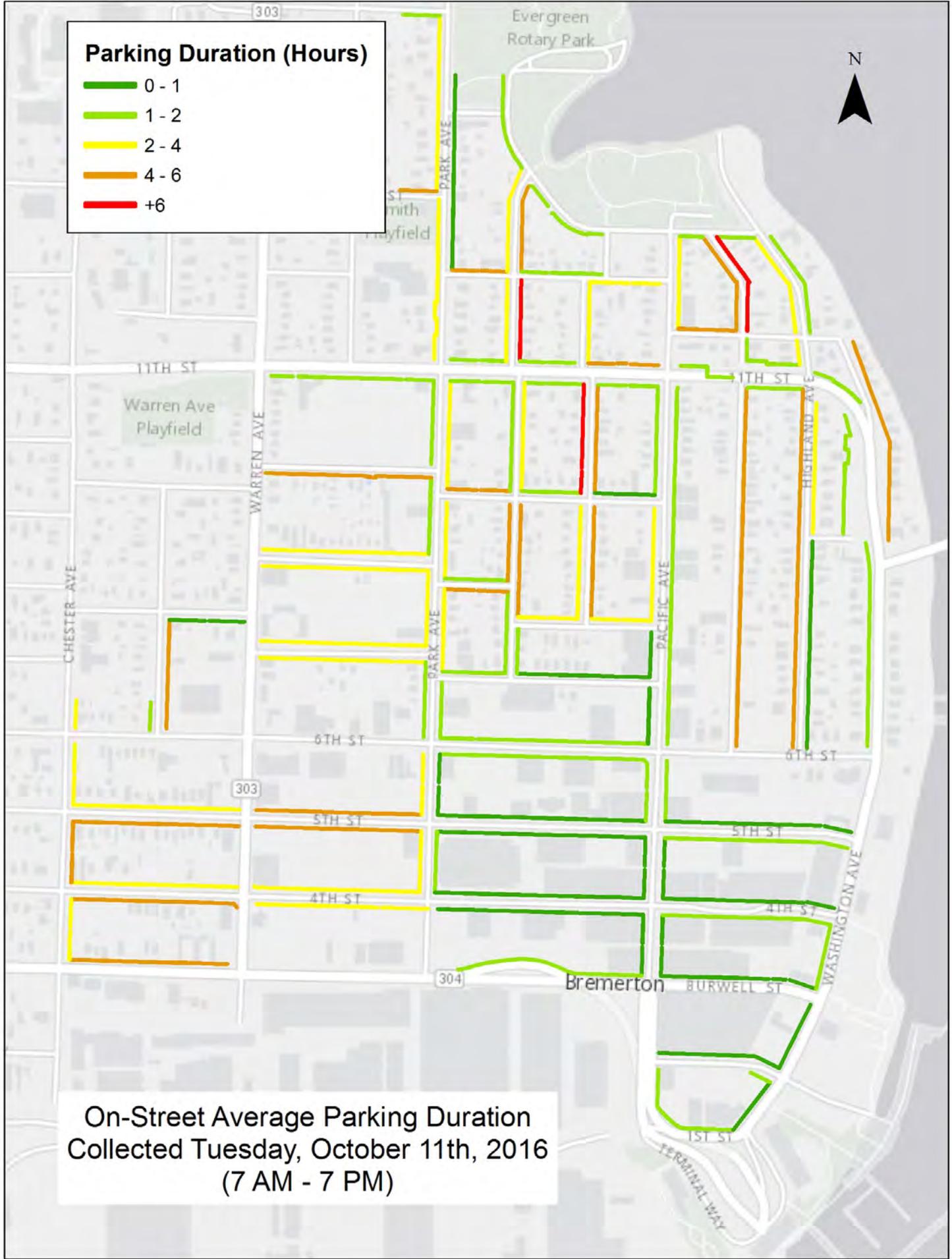




**On-Street Average Occupancy**  
 Collected Tuesday, October 11th, 2016  
 (7 AM - 7 PM)

**Parking Duration (Hours)**

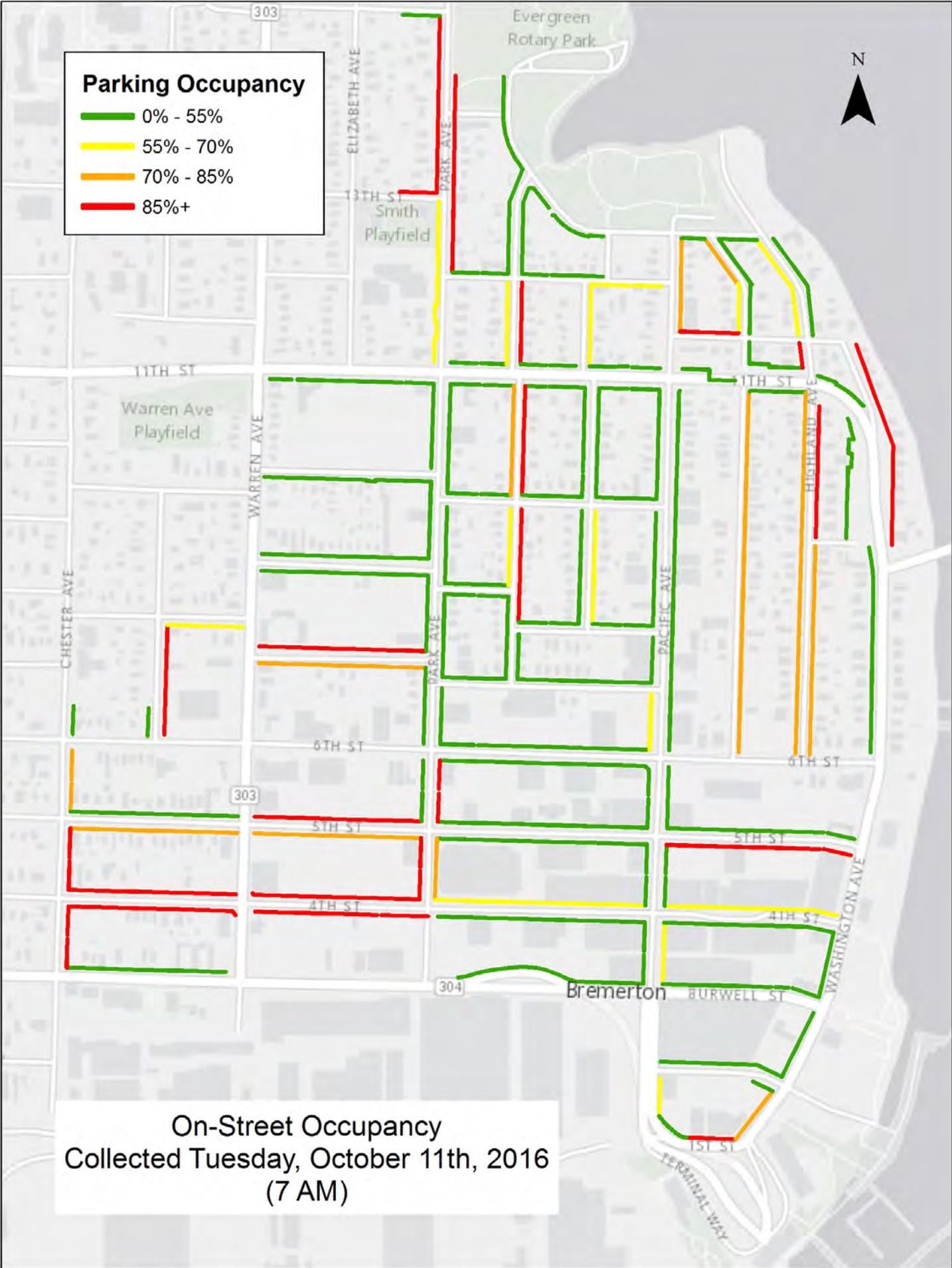
- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- +6



**On-Street Average Parking Duration  
Collected Tuesday, October 11th, 2016  
(7 AM - 7 PM)**

**Parking Occupancy**

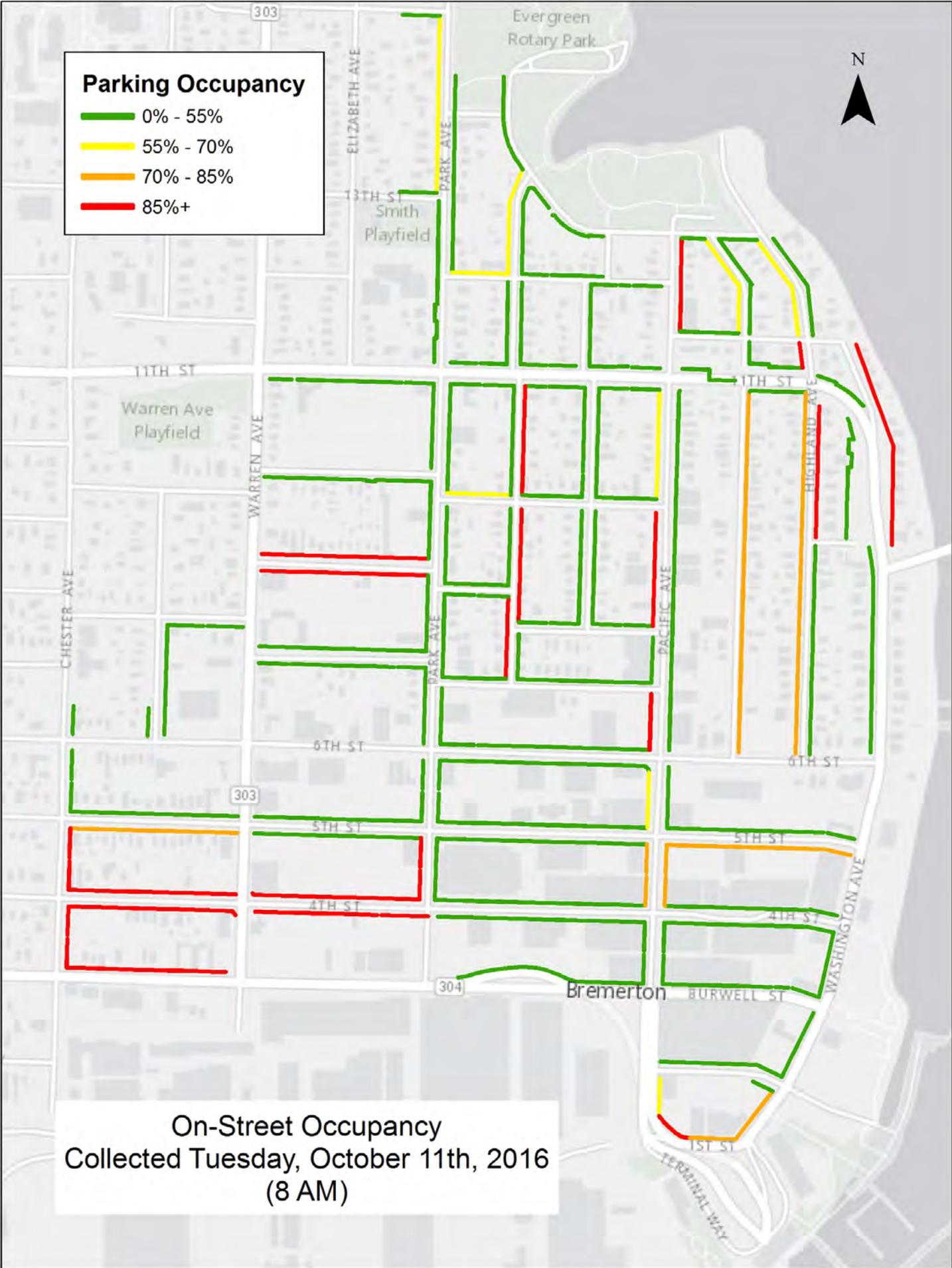
- █ 0% - 55%
- █ 55% - 70%
- █ 70% - 85%
- █ 85%+



On-Street Occupancy  
 Collected Tuesday, October 11th, 2016  
 (7 AM)

**Parking Occupancy**

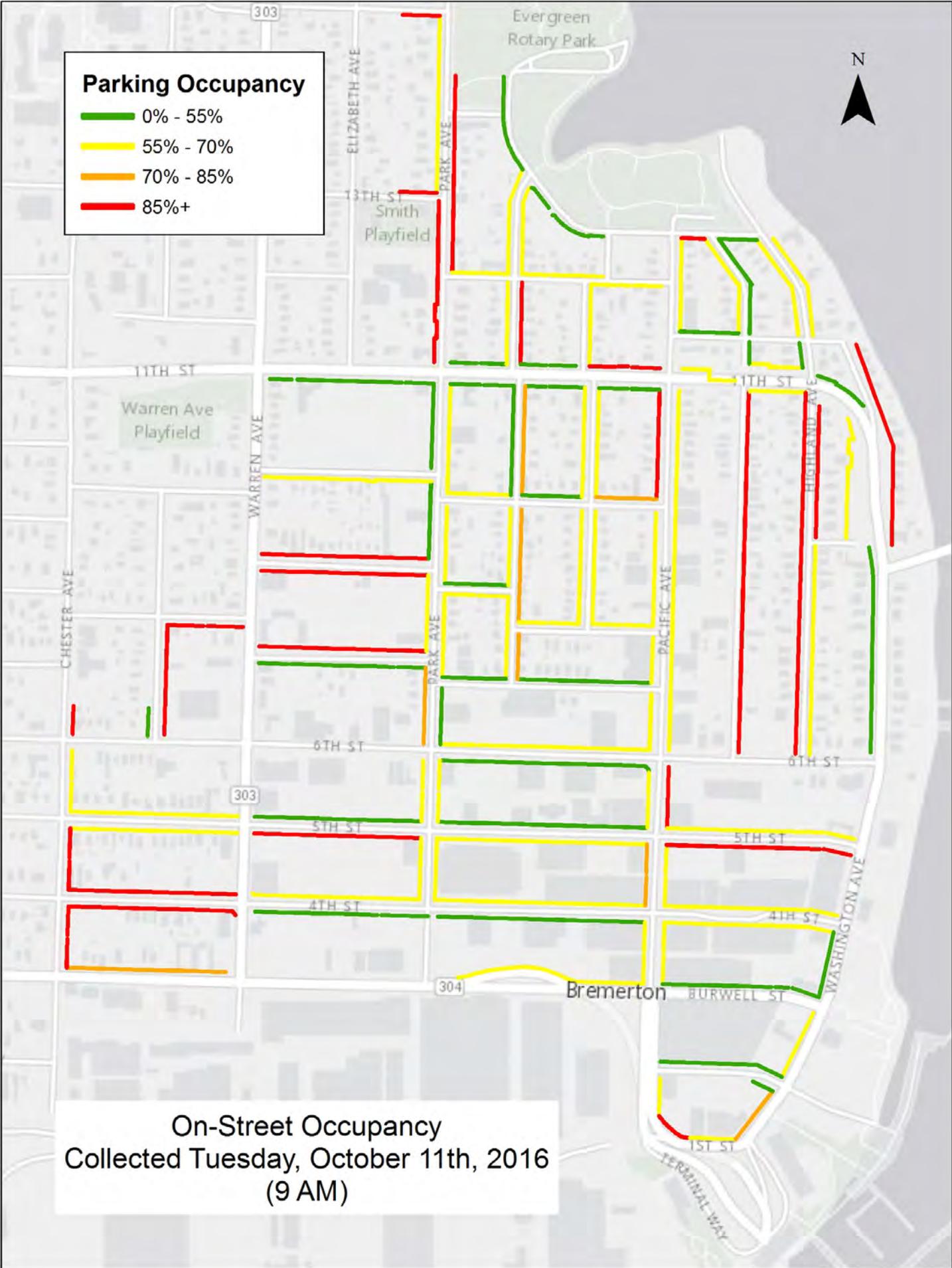
- █ 0% - 55%
- █ 55% - 70%
- █ 70% - 85%
- █ 85%+



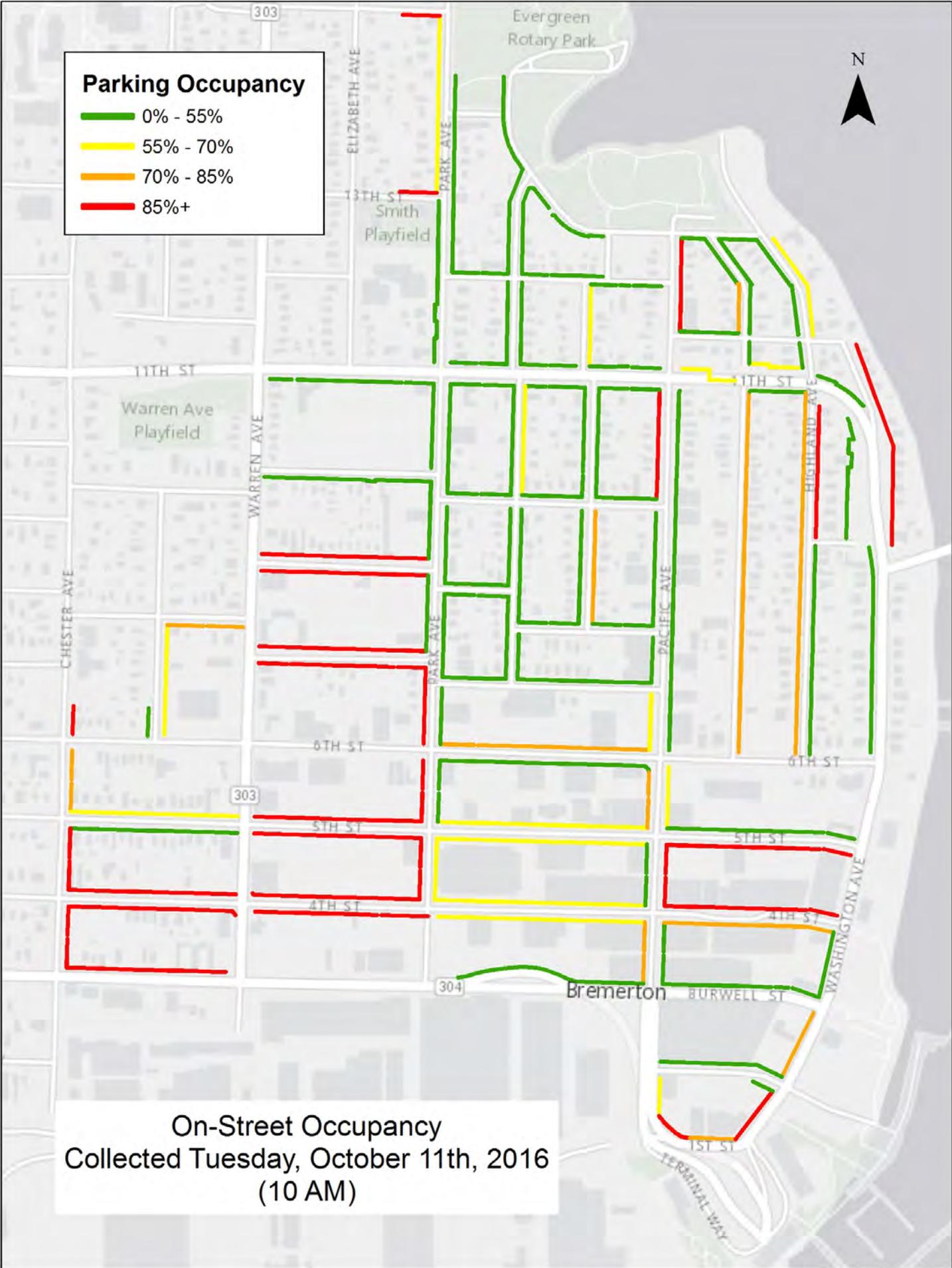
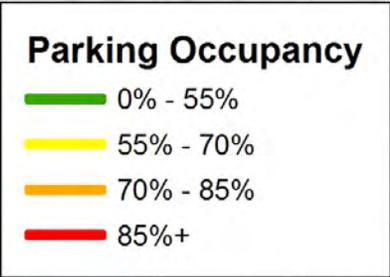
On-Street Occupancy  
 Collected Tuesday, October 11th, 2016  
 (8 AM)

**Parking Occupancy**

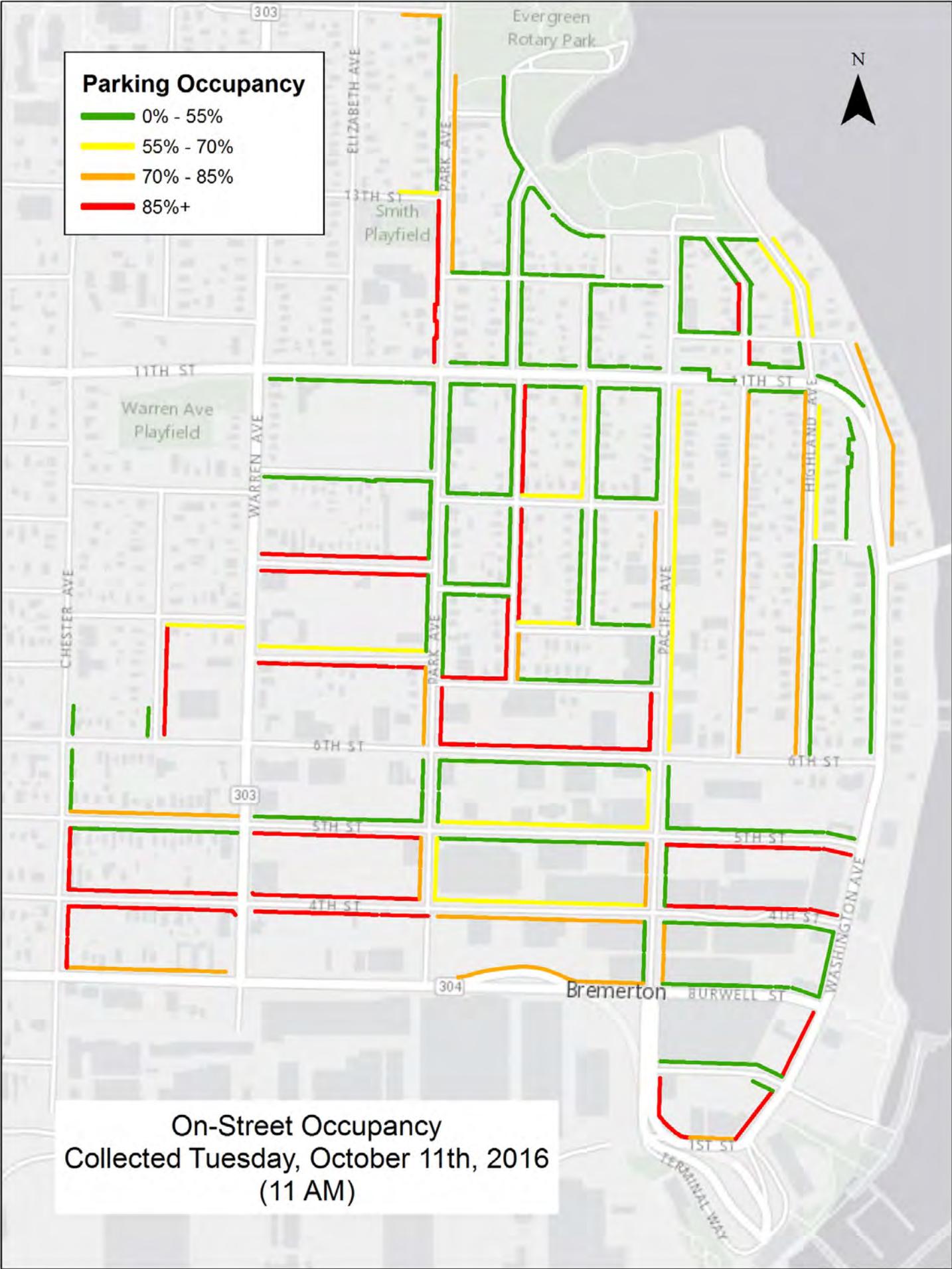
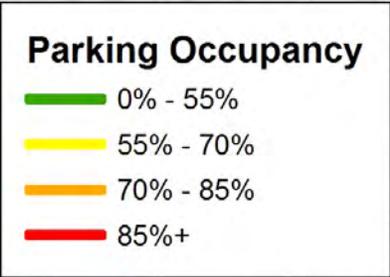
- █ 0% - 55%
- █ 55% - 70%
- █ 70% - 85%
- █ 85%+



**On-Street Occupancy**  
 Collected Tuesday, October 11th, 2016  
 (9 AM)



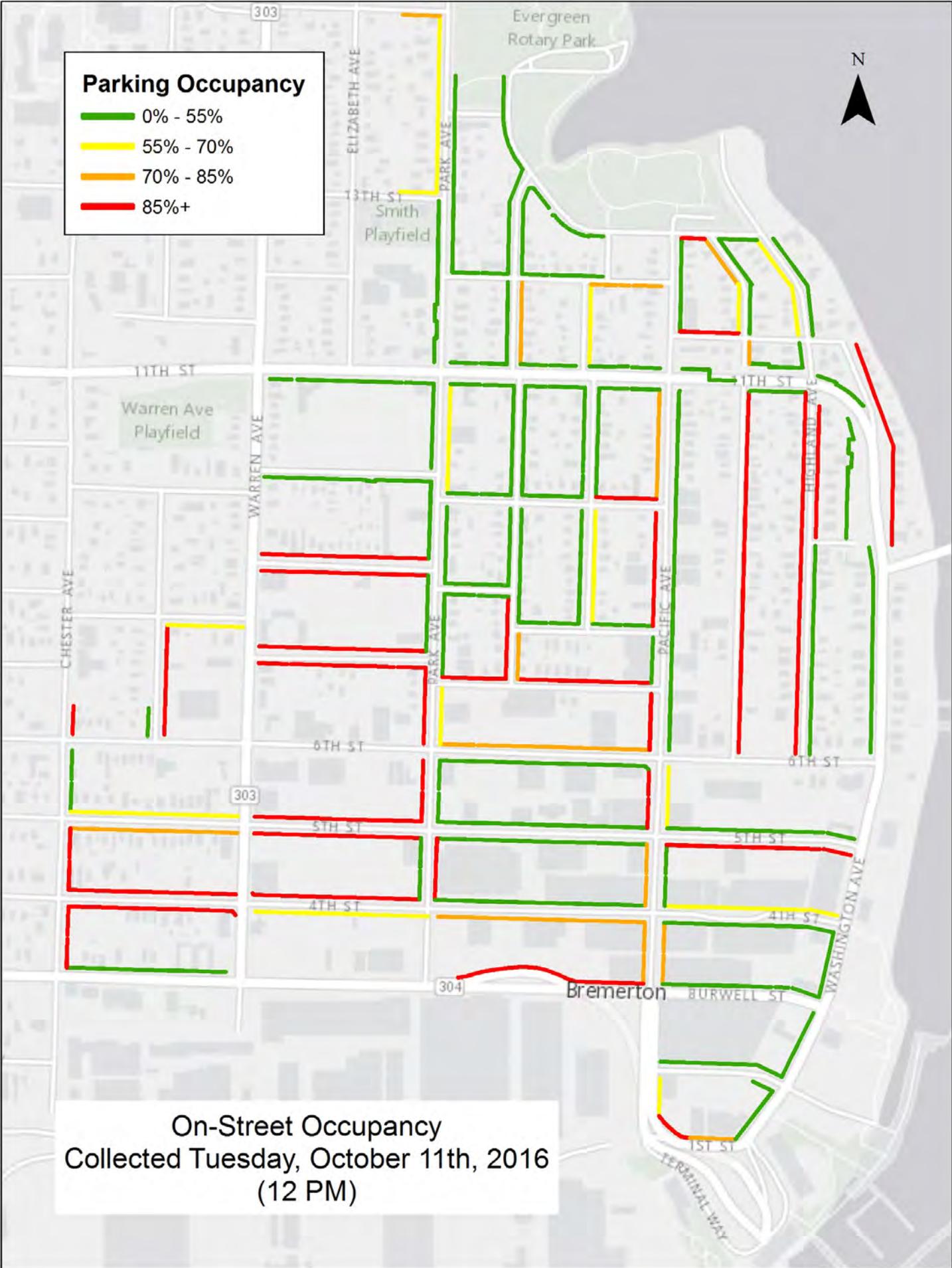
On-Street Occupancy  
 Collected Tuesday, October 11th, 2016  
 (10 AM)

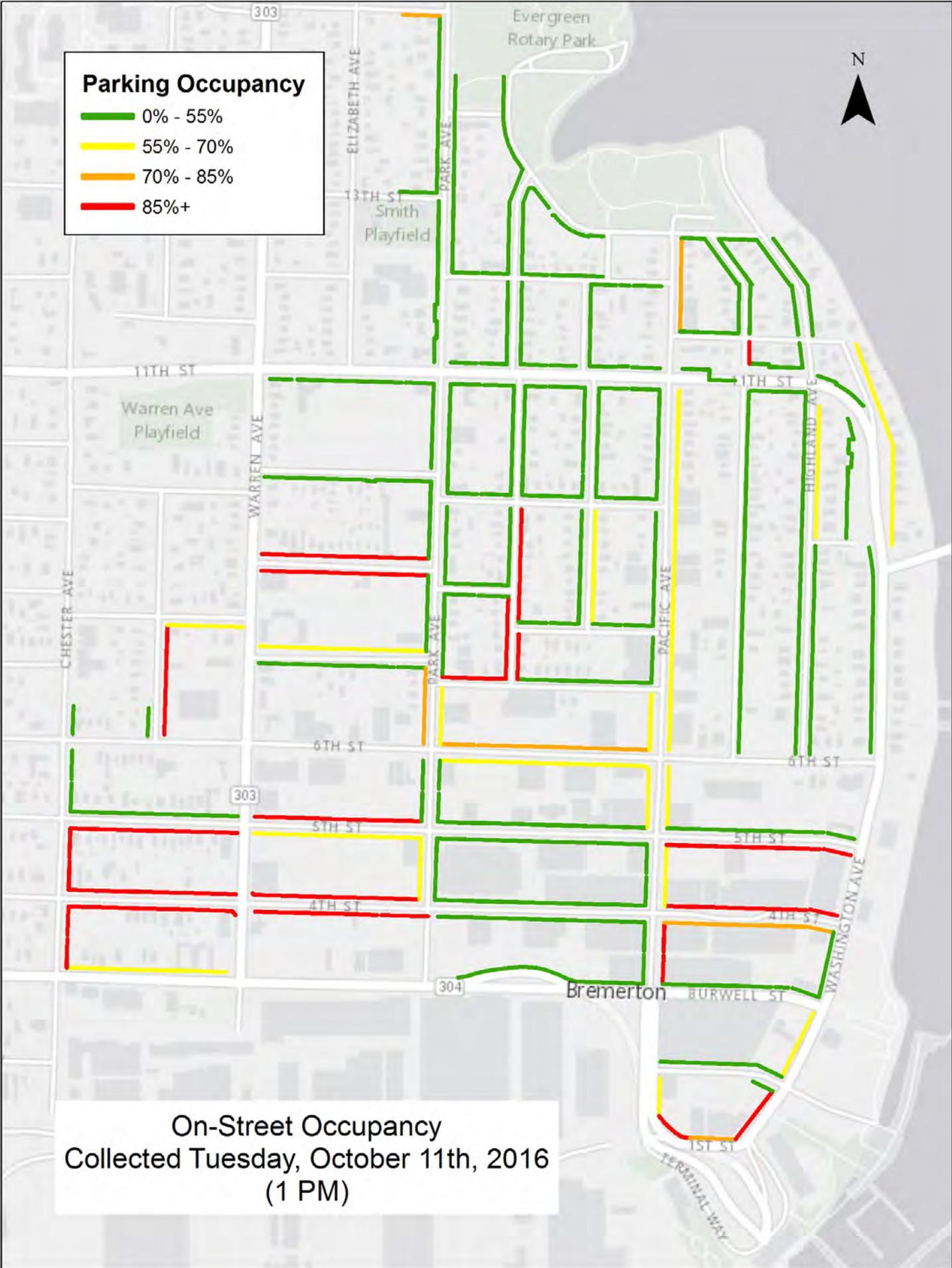
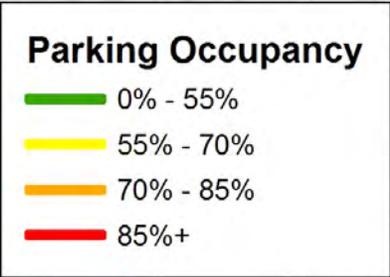


**On-Street Occupancy**  
 Collected Tuesday, October 11th, 2016  
 (11 AM)

**Parking Occupancy**

- █ 0% - 55%
- █ 55% - 70%
- █ 70% - 85%
- █ 85%+

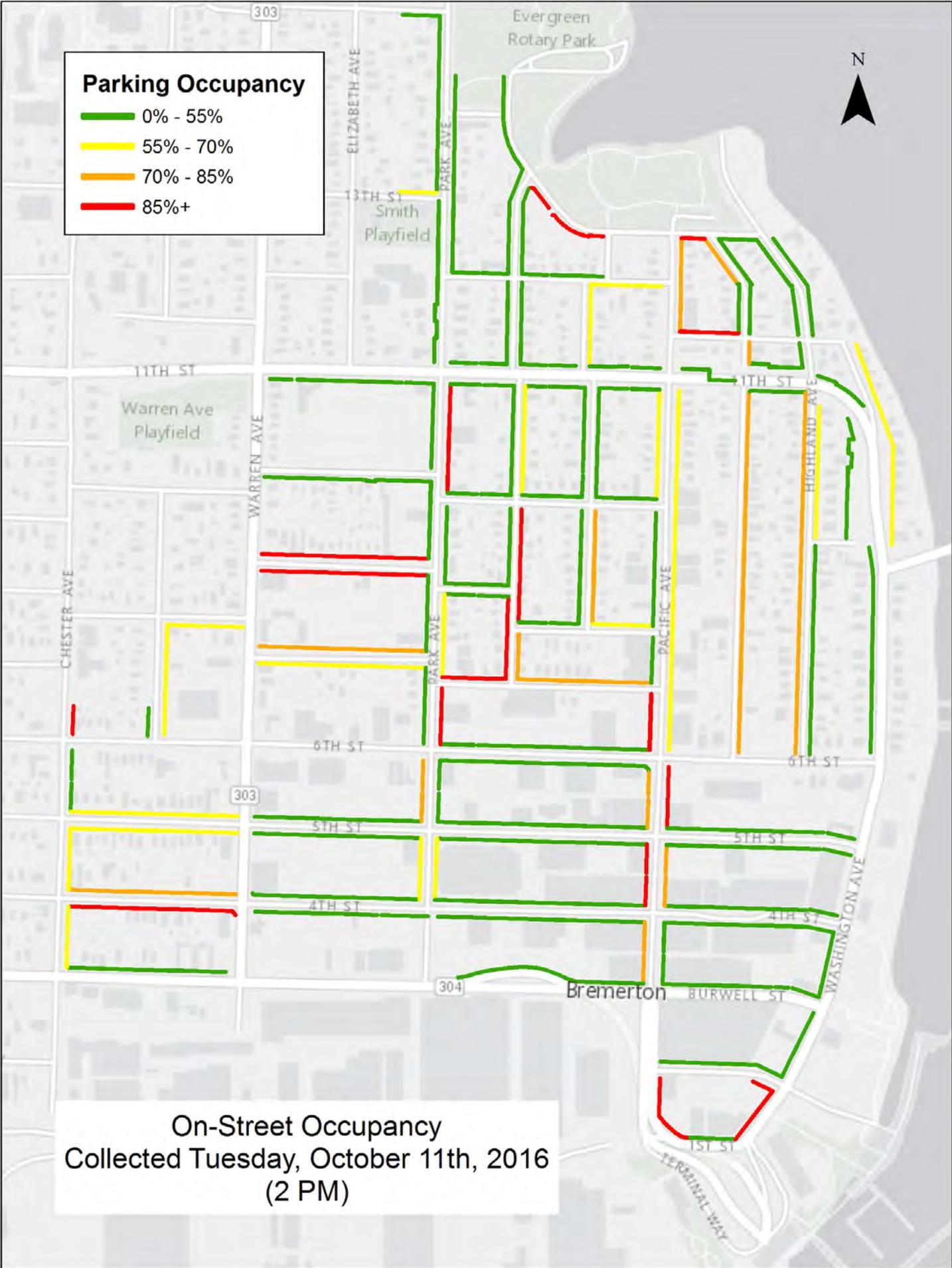




**On-Street Occupancy**  
 Collected Tuesday, October 11th, 2016  
 (1 PM)

**Parking Occupancy**

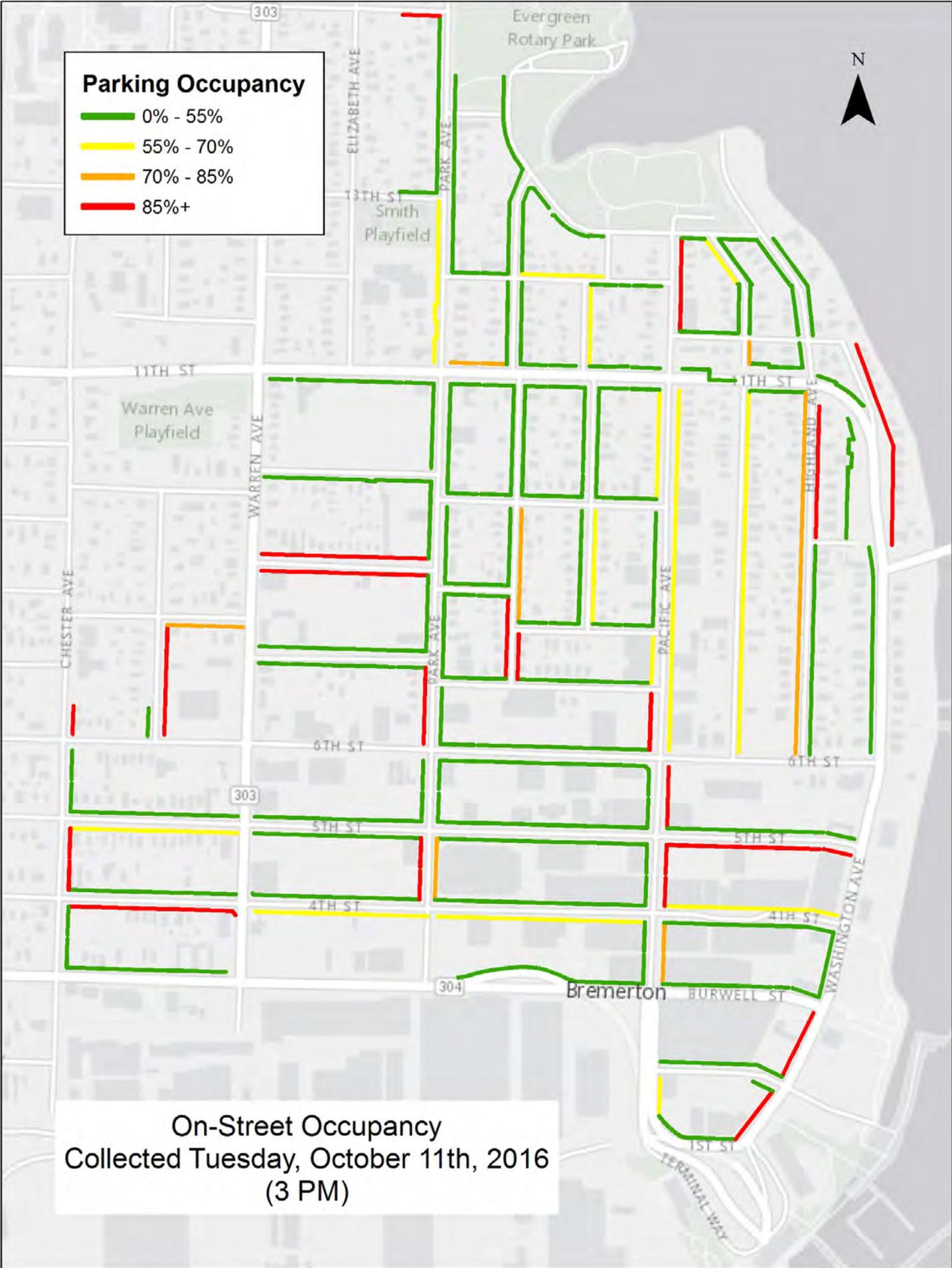
- █ 0% - 55%
- █ 55% - 70%
- █ 70% - 85%
- █ 85%+



**On-Street Occupancy**  
 Collected Tuesday, October 11th, 2016  
 (2 PM)

**Parking Occupancy**

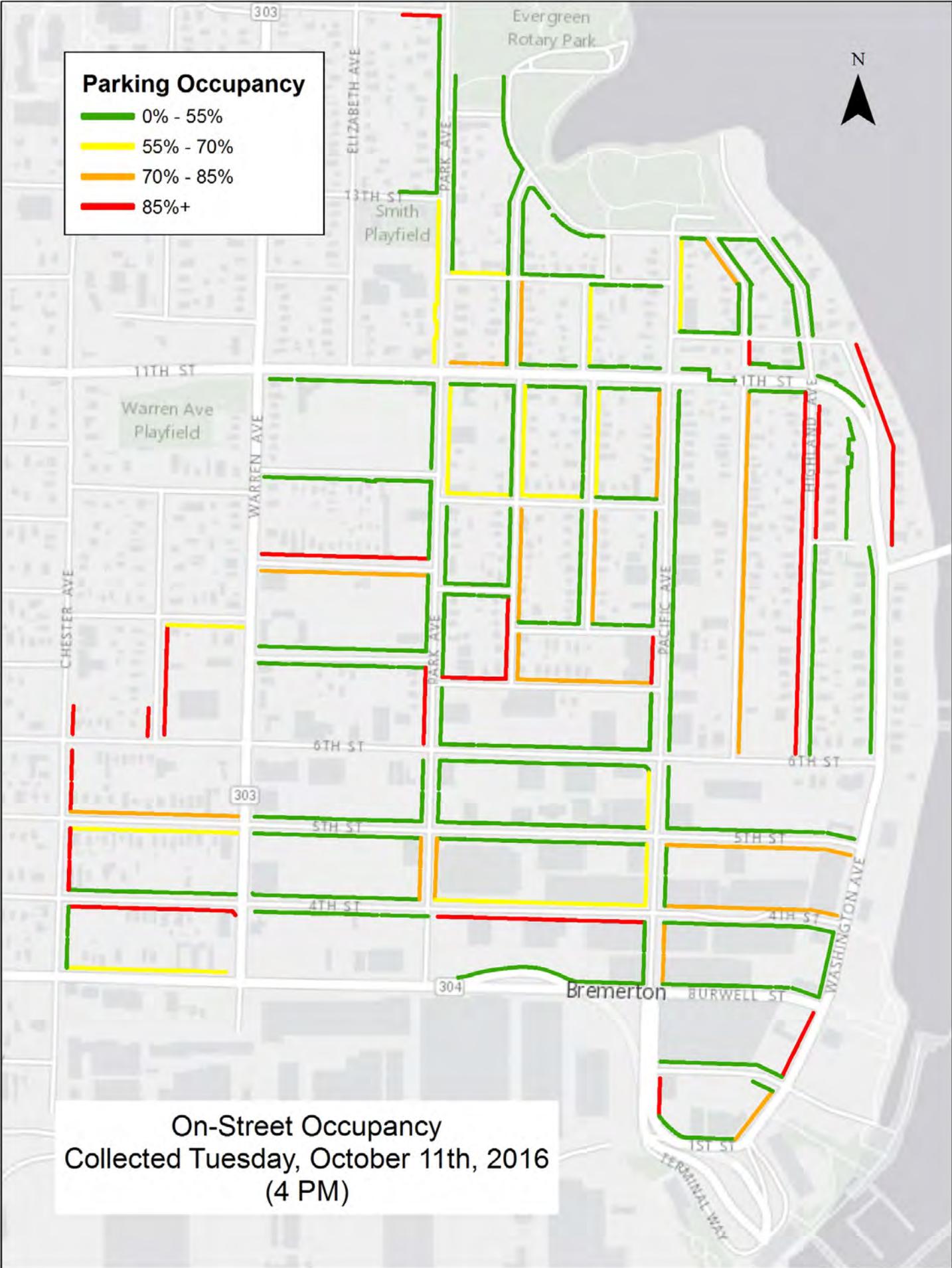
- █ 0% - 55%
- █ 55% - 70%
- █ 70% - 85%
- █ 85%+



On-Street Occupancy  
 Collected Tuesday, October 11th, 2016  
 (3 PM)

**Parking Occupancy**

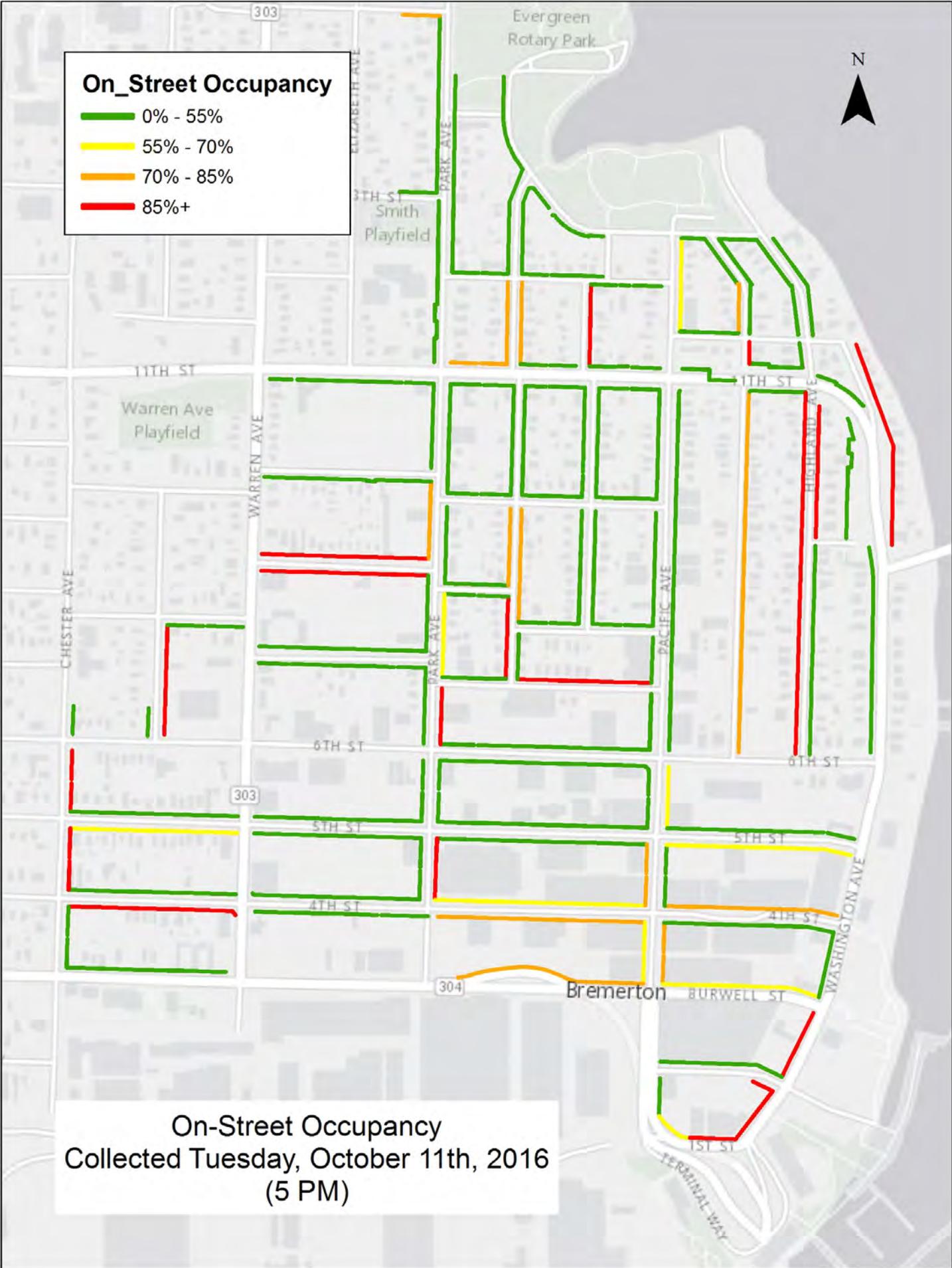
- █ 0% - 55%
- █ 55% - 70%
- █ 70% - 85%
- █ 85%+



**On-Street Occupancy**  
 Collected Tuesday, October 11th, 2016  
 (4 PM)

**On\_Street Occupancy**

- █ 0% - 55%
- █ 55% - 70%
- █ 70% - 85%
- █ 85%+



**On-Street Occupancy**  
 Collected Tuesday, October 11th, 2016  
 (5 PM)



## Attachment C – Residential Data Collection Maps

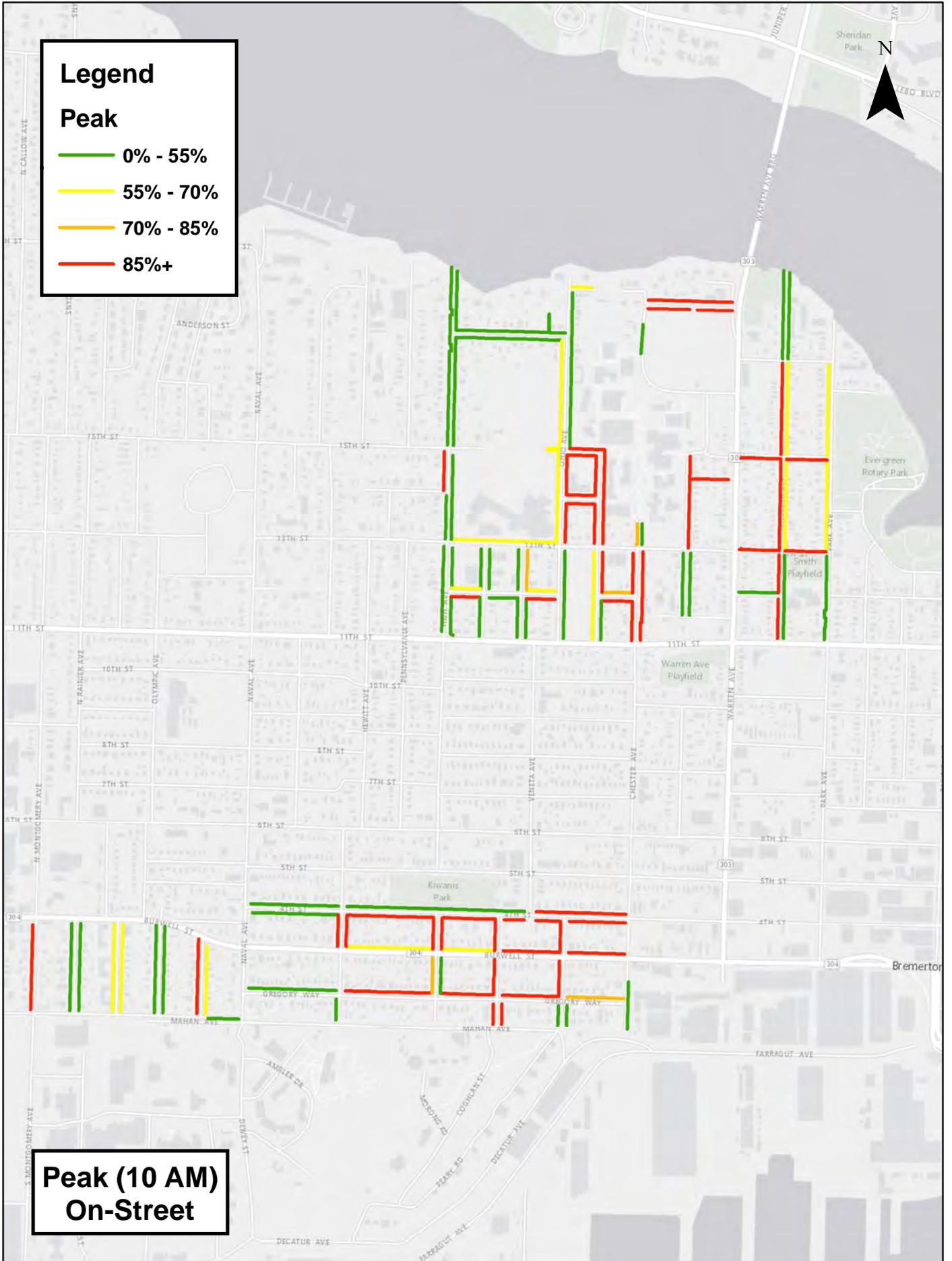
# Legend

## Peak

- 0% - 55%
- 55% - 70%
- 70% - 85%
- 85%+



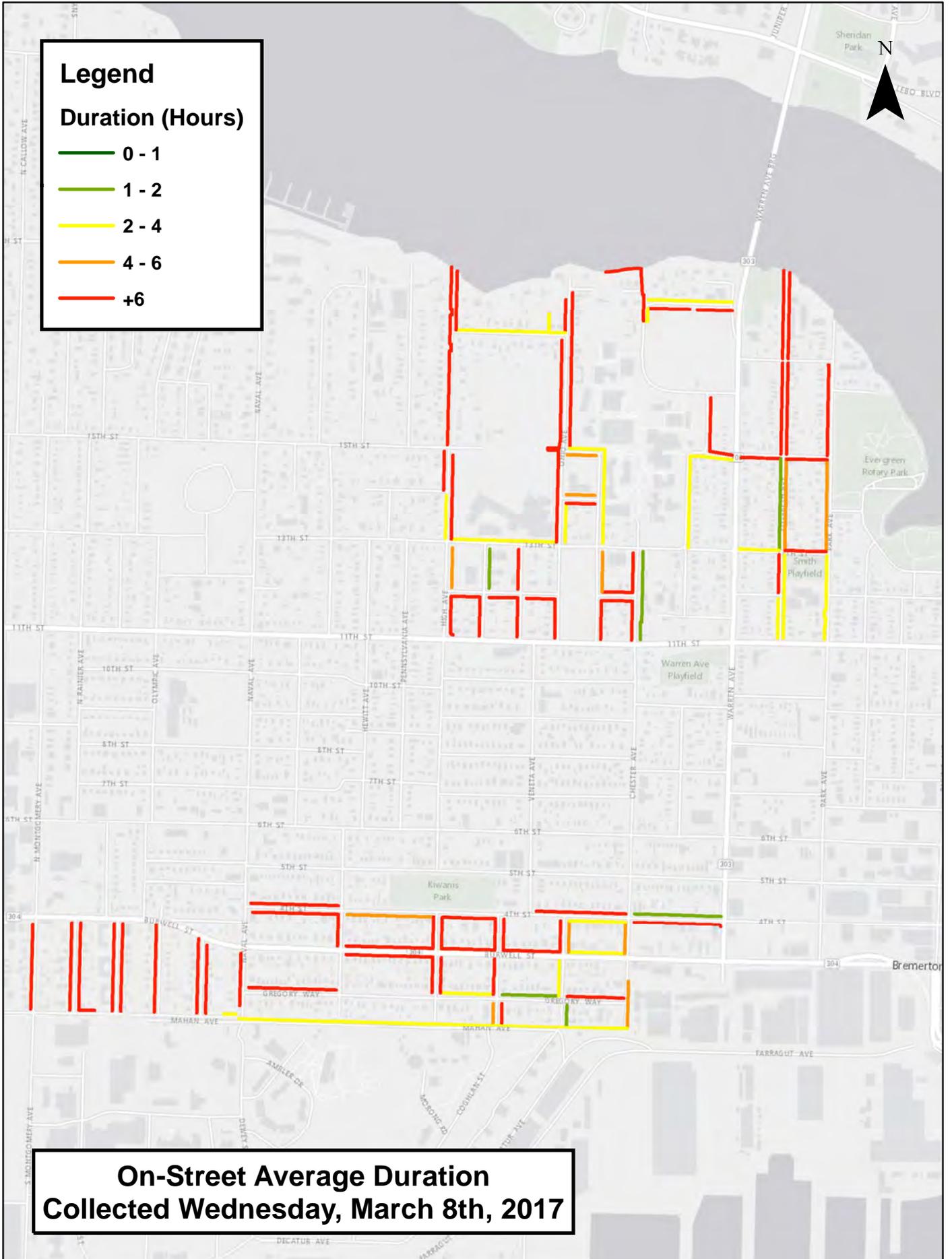
**Peak (10 AM)  
On-Street**



# Legend

## Duration (Hours)

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- +6

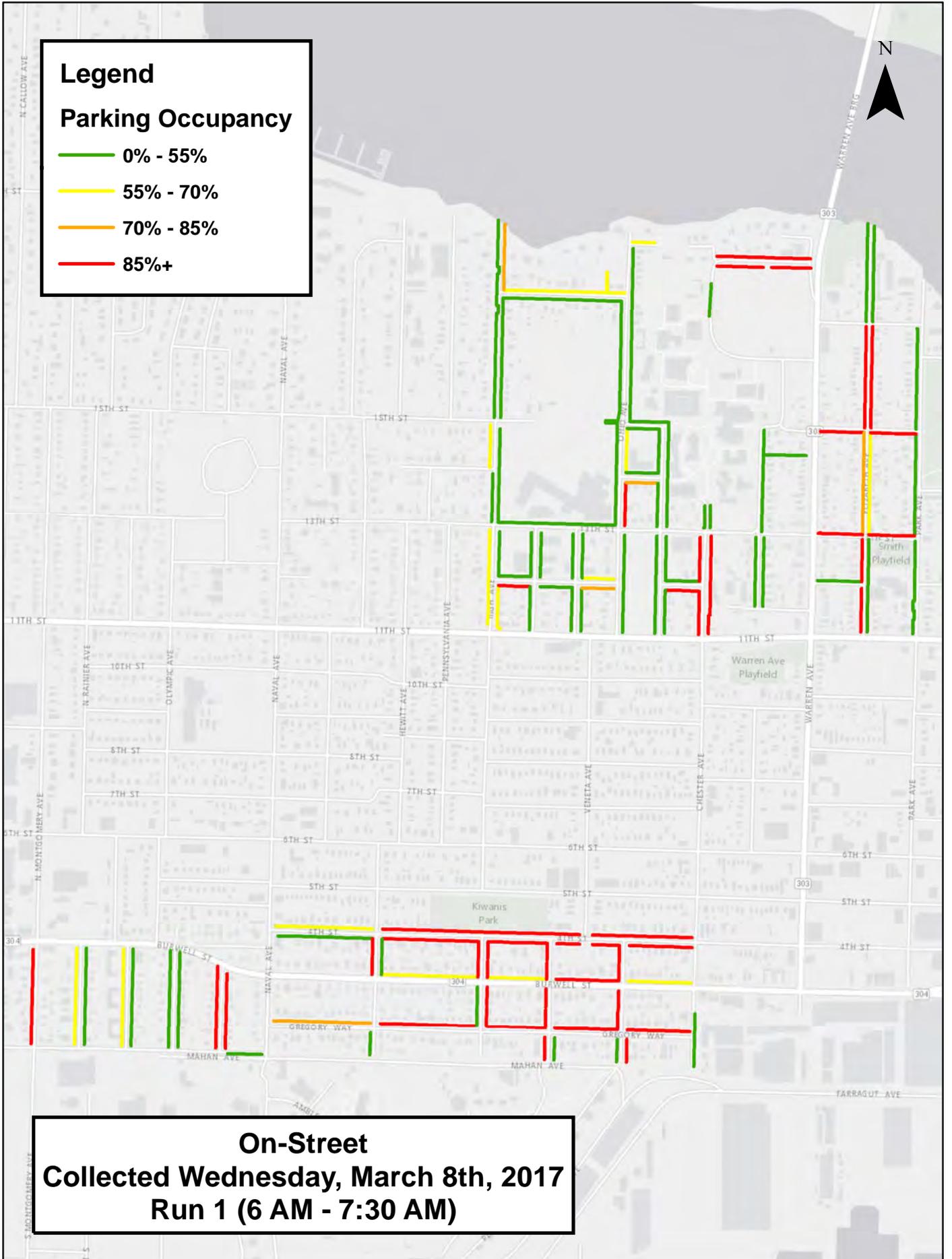


**On-Street Average Duration  
Collected Wednesday, March 8th, 2017**

# Legend

## Parking Occupancy

- 0% - 55%
- 55% - 70%
- 70% - 85%
- 85%+

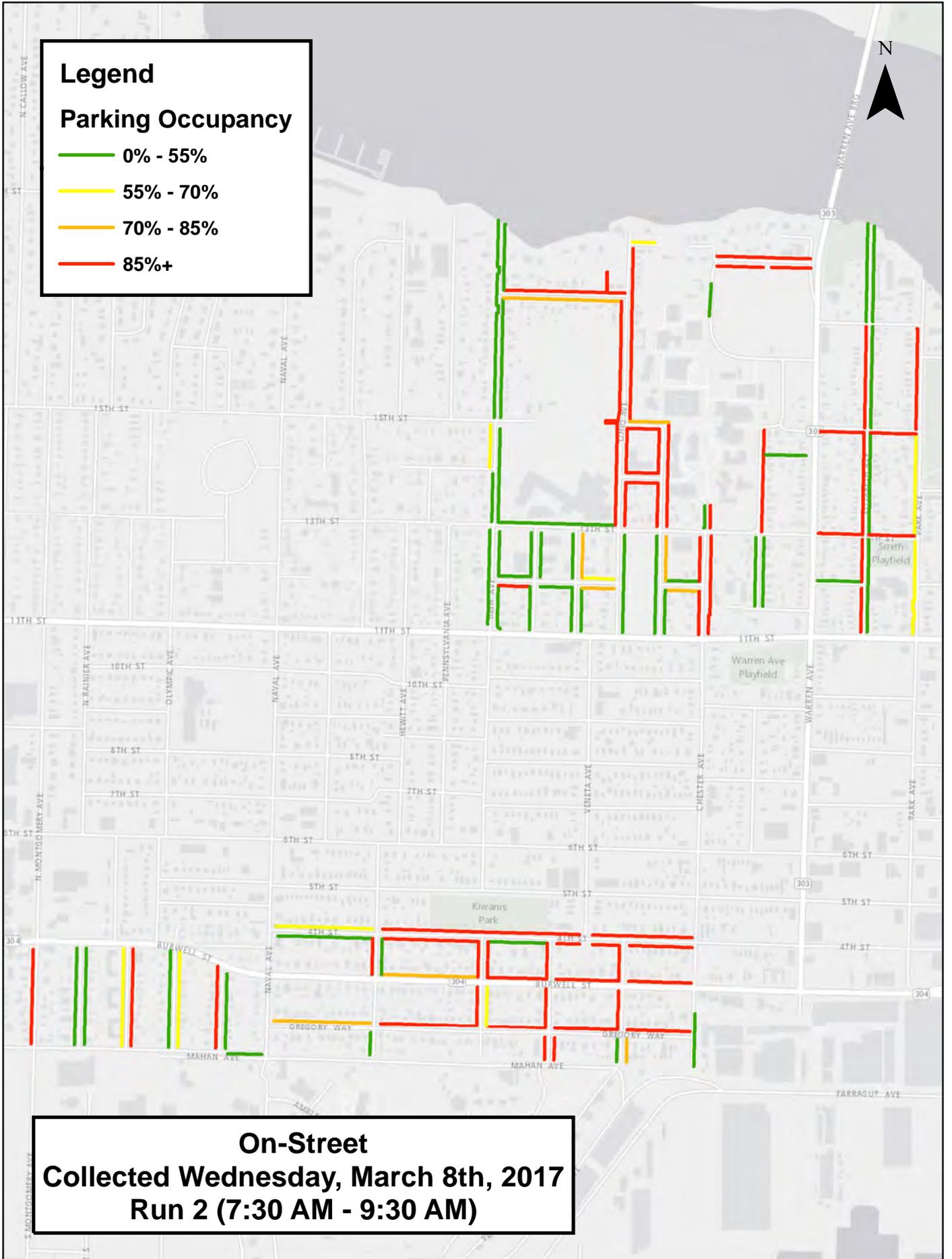


**On-Street  
Collected Wednesday, March 8th, 2017  
Run 1 (6 AM - 7:30 AM)**

# Legend

## Parking Occupancy

- 0% - 55%
- 55% - 70%
- 70% - 85%
- 85%+

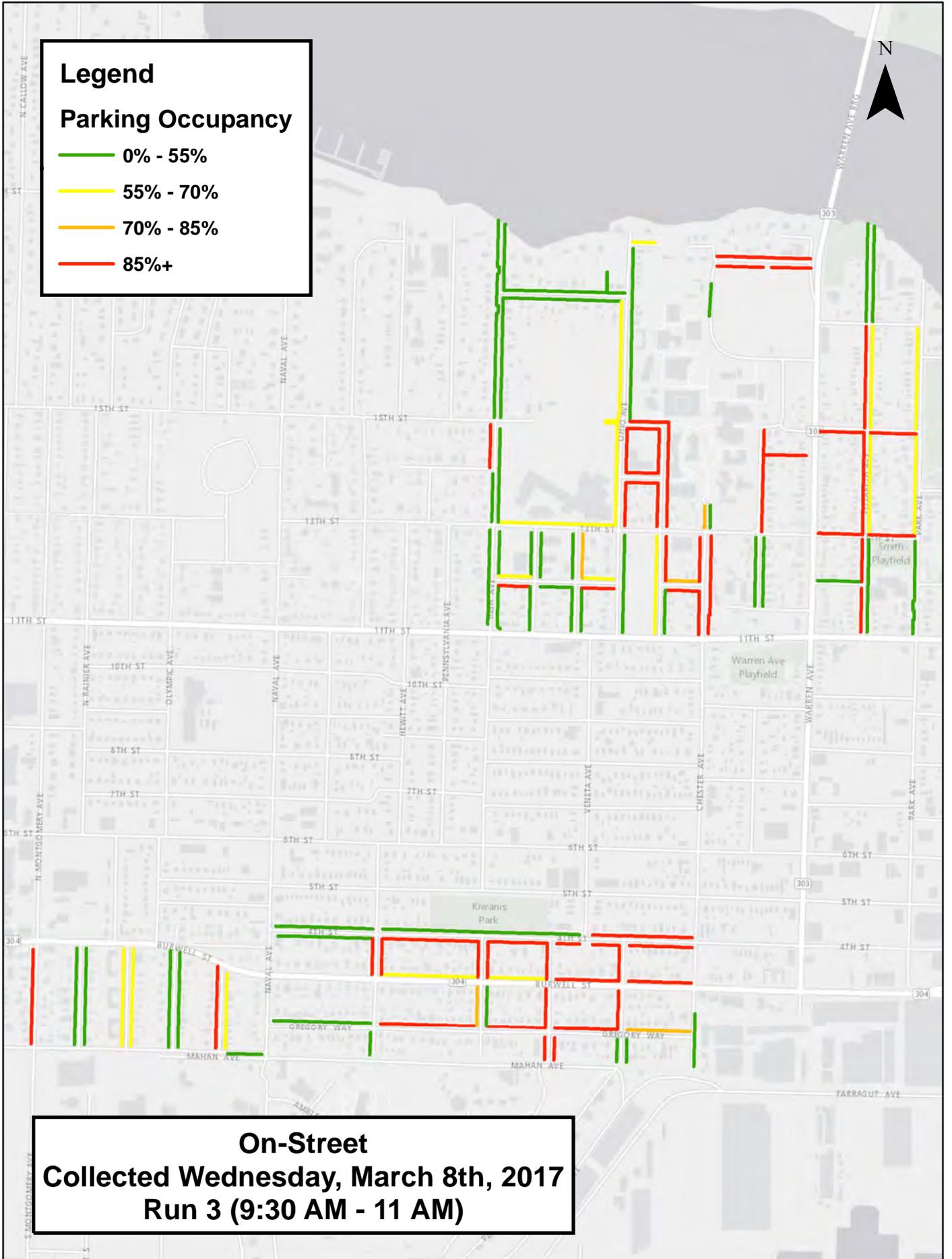


**On-Street  
Collected Wednesday, March 8th, 2017  
Run 2 (7:30 AM - 9:30 AM)**

# Legend

## Parking Occupancy

- 0% - 55%
- 55% - 70%
- 70% - 85%
- 85%+

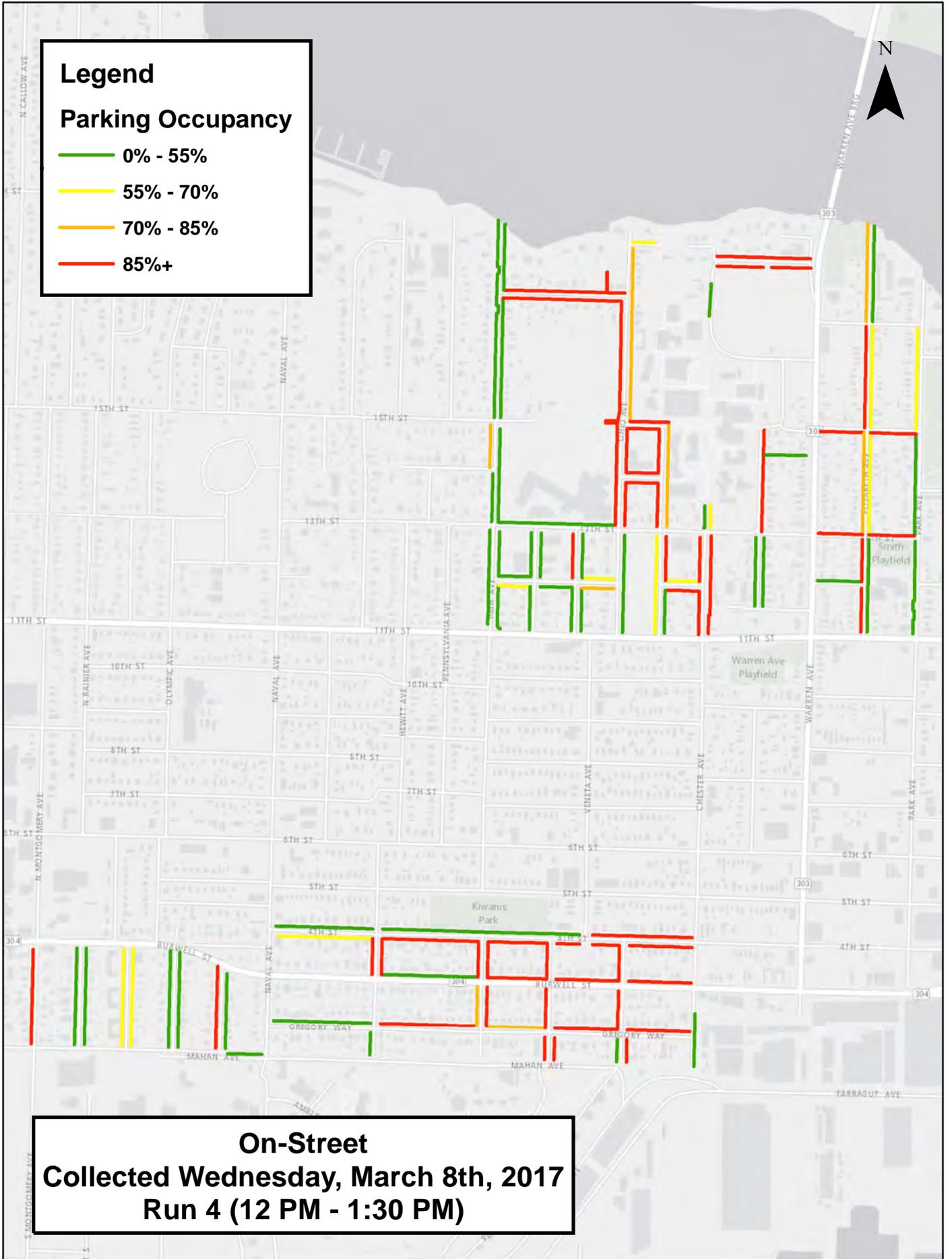


**On-Street  
Collected Wednesday, March 8th, 2017  
Run 3 (9:30 AM - 11 AM)**

# Legend

## Parking Occupancy

- 0% - 55%
- 55% - 70%
- 70% - 85%
- 85%+

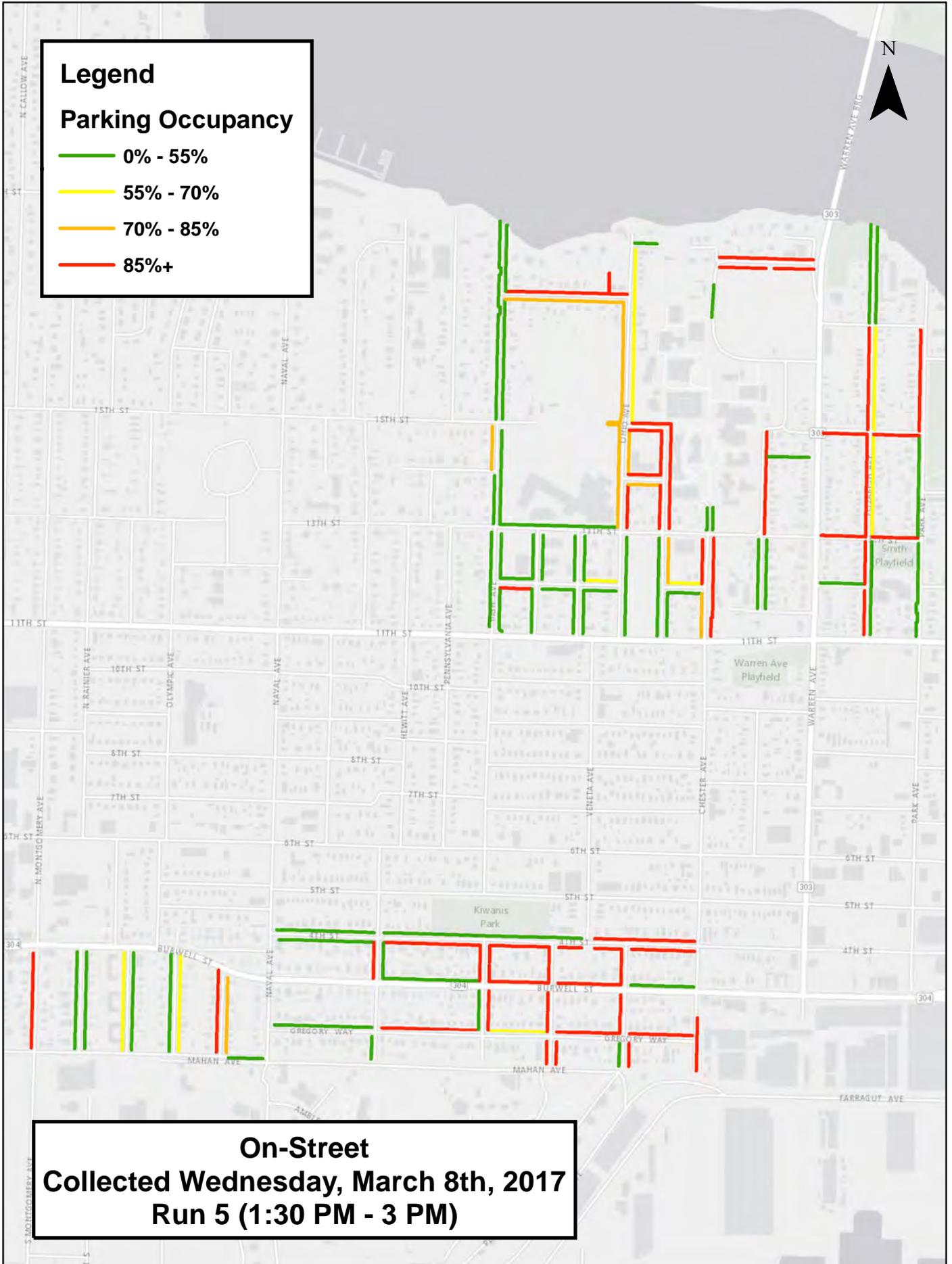


**On-Street  
Collected Wednesday, March 8th, 2017  
Run 4 (12 PM - 1:30 PM)**

# Legend

## Parking Occupancy

- 0% - 55%
- 55% - 70%
- 70% - 85%
- 85%+

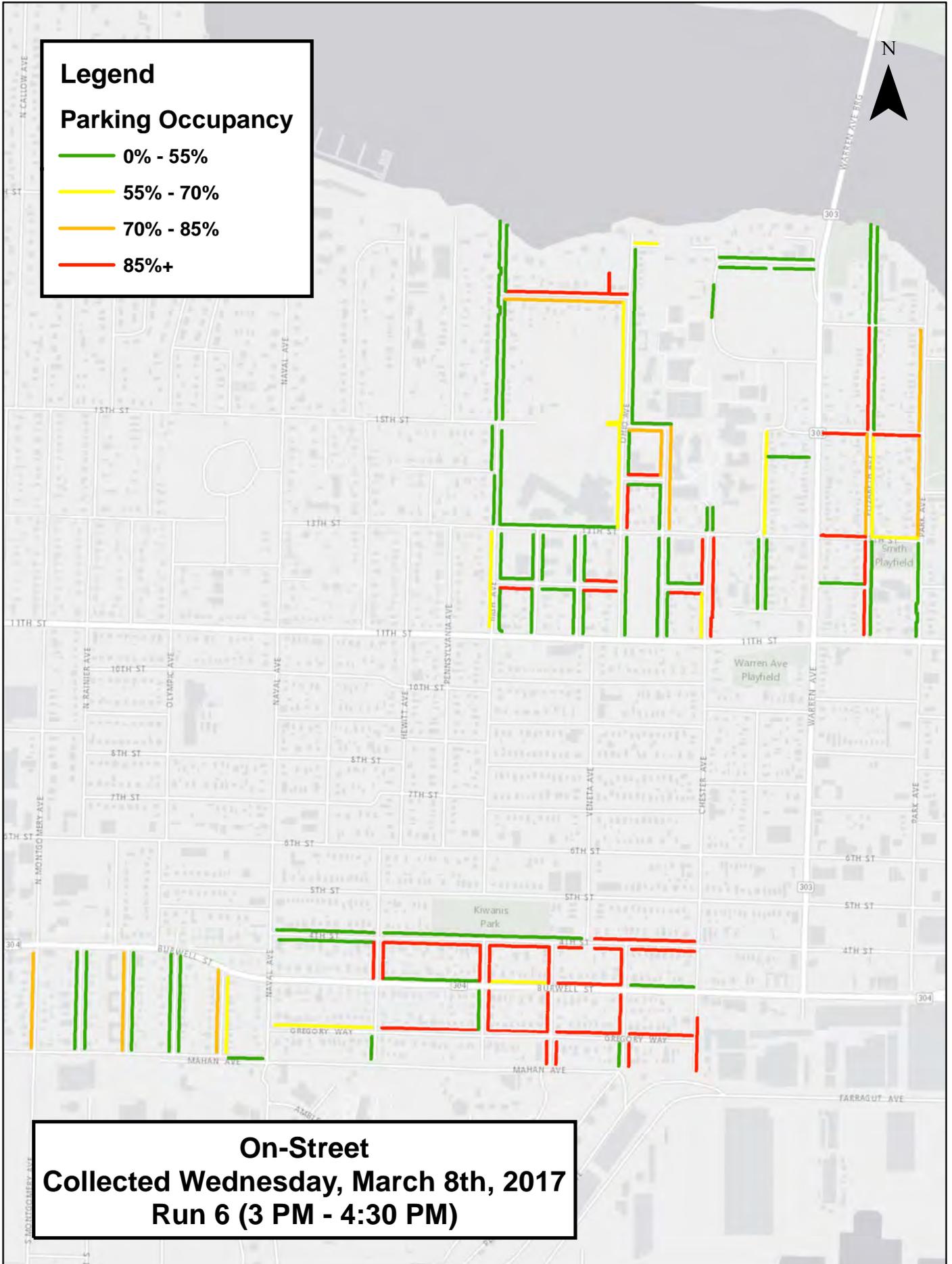


**On-Street  
Collected Wednesday, March 8th, 2017  
Run 5 (1:30 PM - 3 PM)**

# Legend

## Parking Occupancy

- 0% - 55%
- 55% - 70%
- 70% - 85%
- 85%+

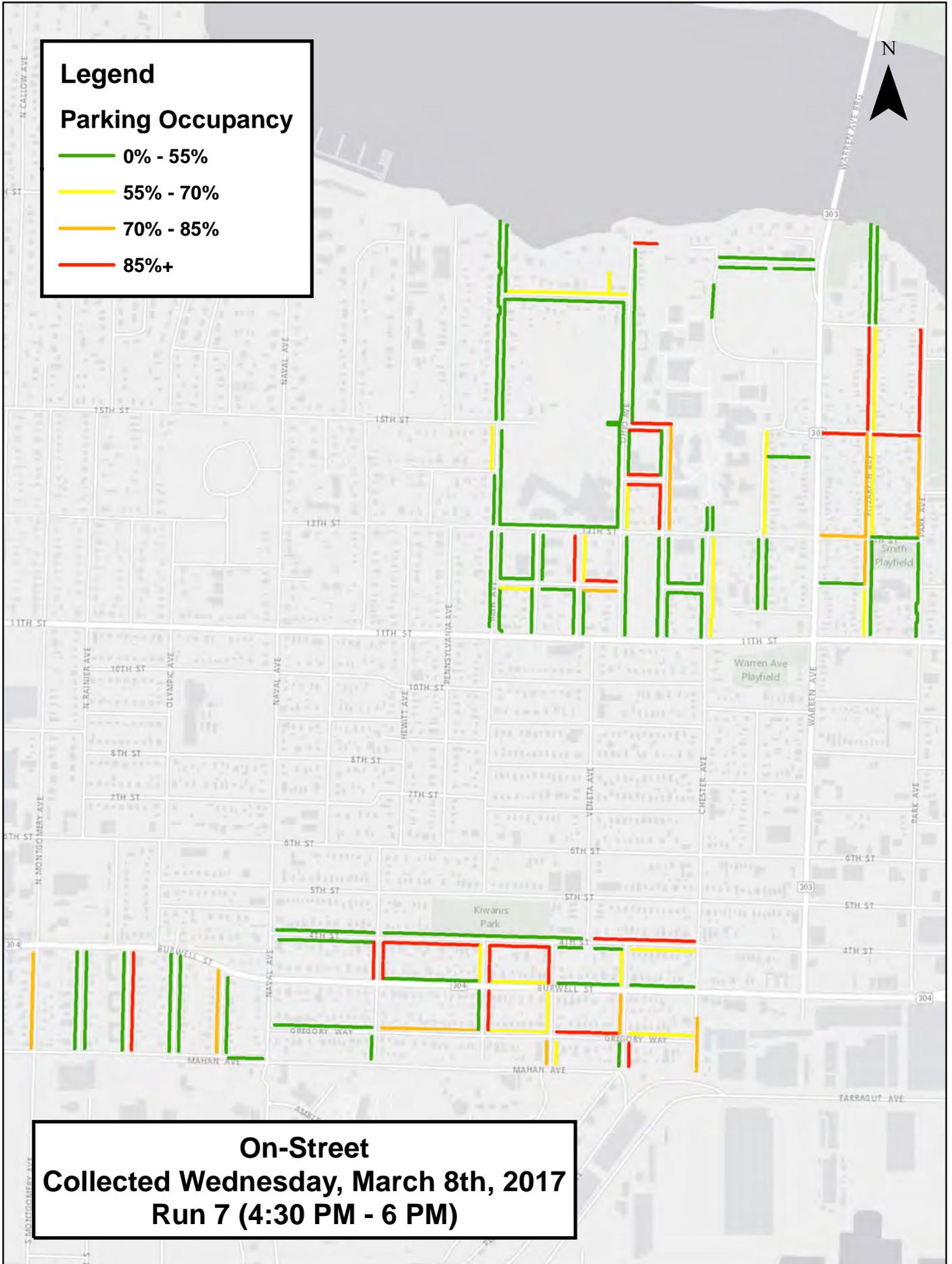


**On-Street  
Collected Wednesday, March 8th, 2017  
Run 6 (3 PM - 4:30 PM)**

# Legend

## Parking Occupancy

- 0% - 55%
- 55% - 70%
- 70% - 85%
- 85%+

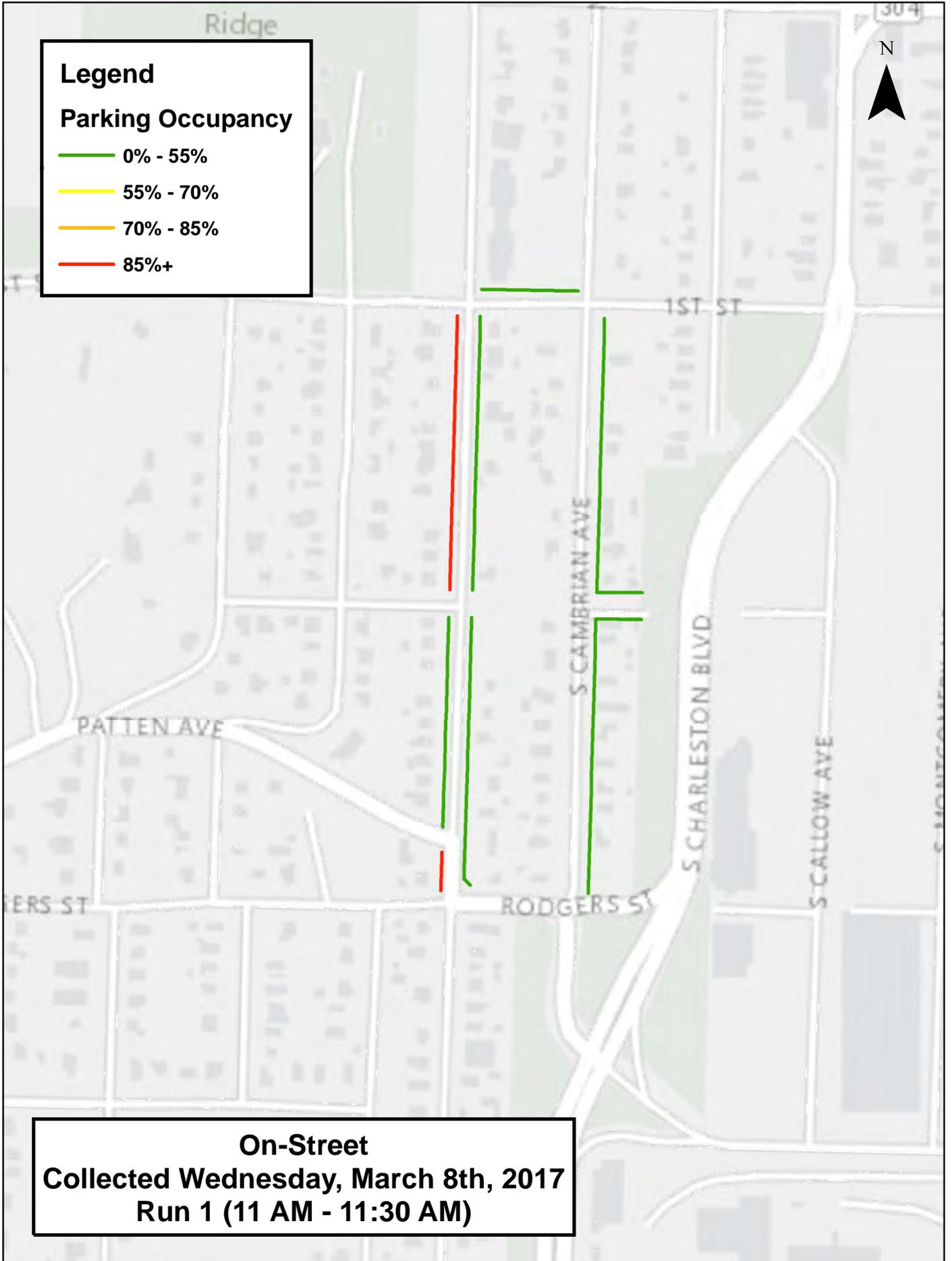


**On-Street  
Collected Wednesday, March 8th, 2017  
Run 7 (4:30 PM - 6 PM)**

**Legend**

**Parking Occupancy**

- 0% - 55%
- 55% - 70%
- 70% - 85%
- 85%+

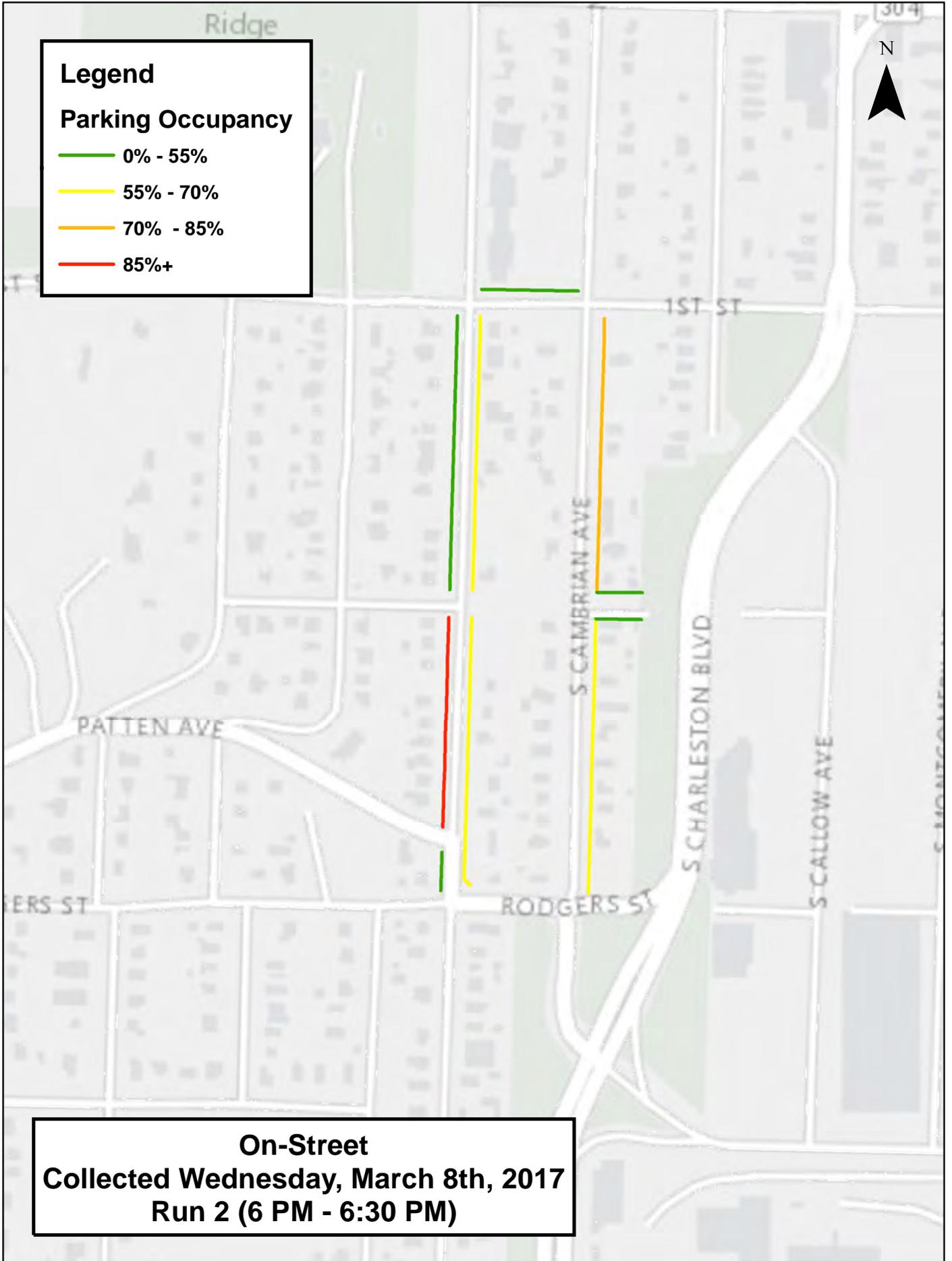


**On-Street  
Collected Wednesday, March 8th, 2017  
Run 1 (11 AM - 11:30 AM)**

**Legend**

**Parking Occupancy**

- 0% - 55%
- 55% - 70%
- 70% - 85%
- 85%+

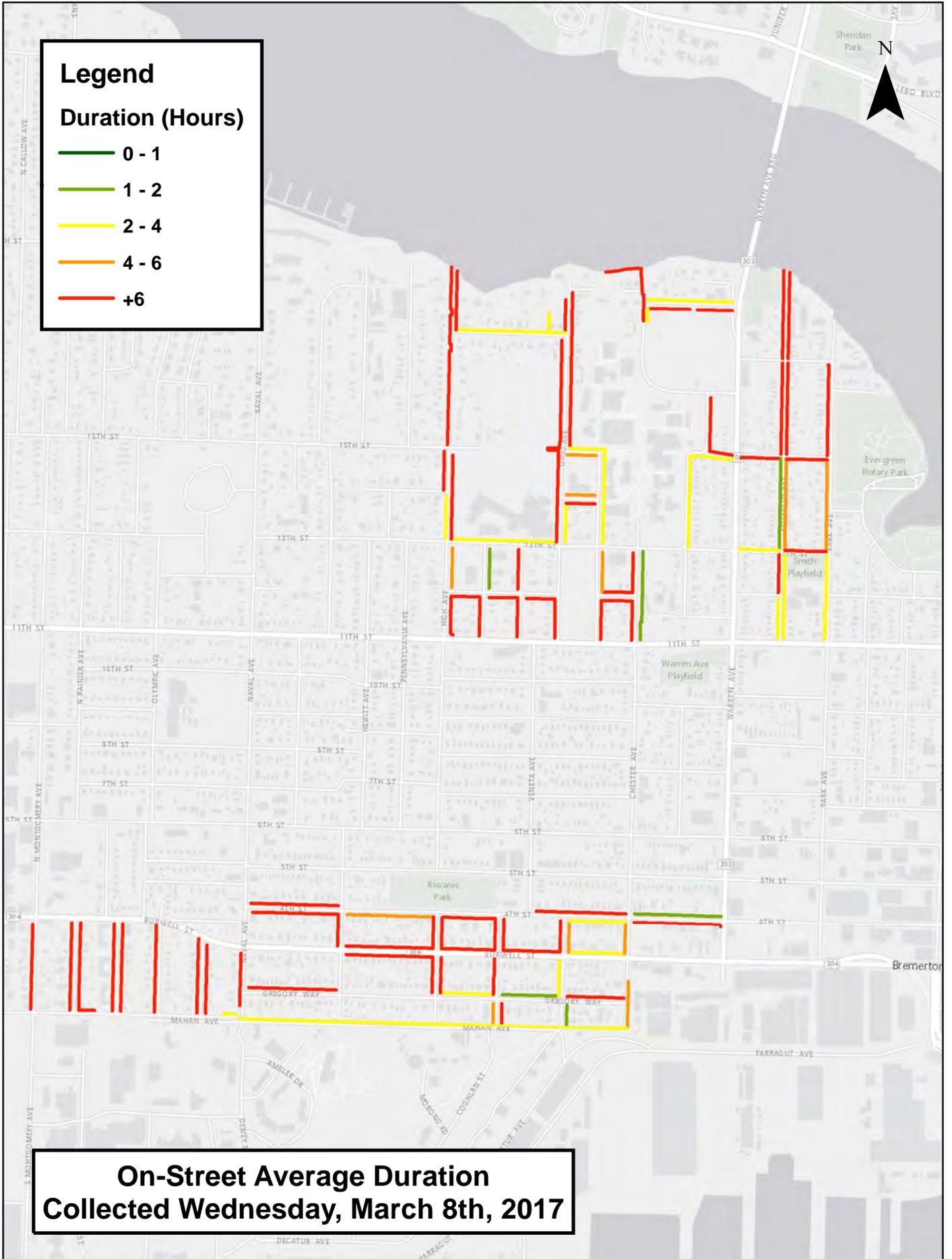


**On-Street  
Collected Wednesday, March 8th, 2017  
Run 2 (6 PM - 6:30 PM)**

# Legend

## Duration (Hours)

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- +6



**On-Street Average Duration  
Collected Wednesday, March 8th, 2017**

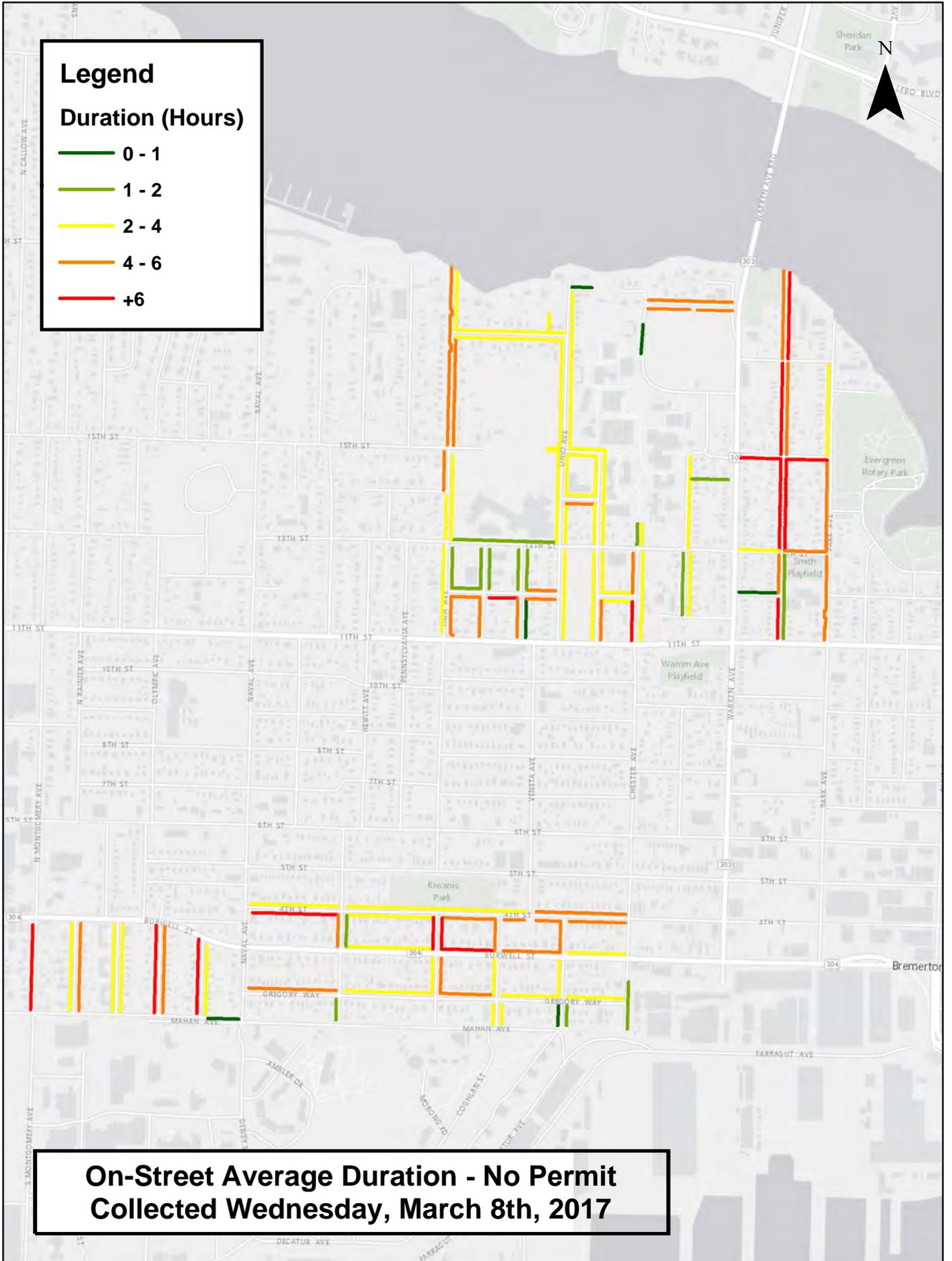
# Legend

## Duration (Hours)

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- +6



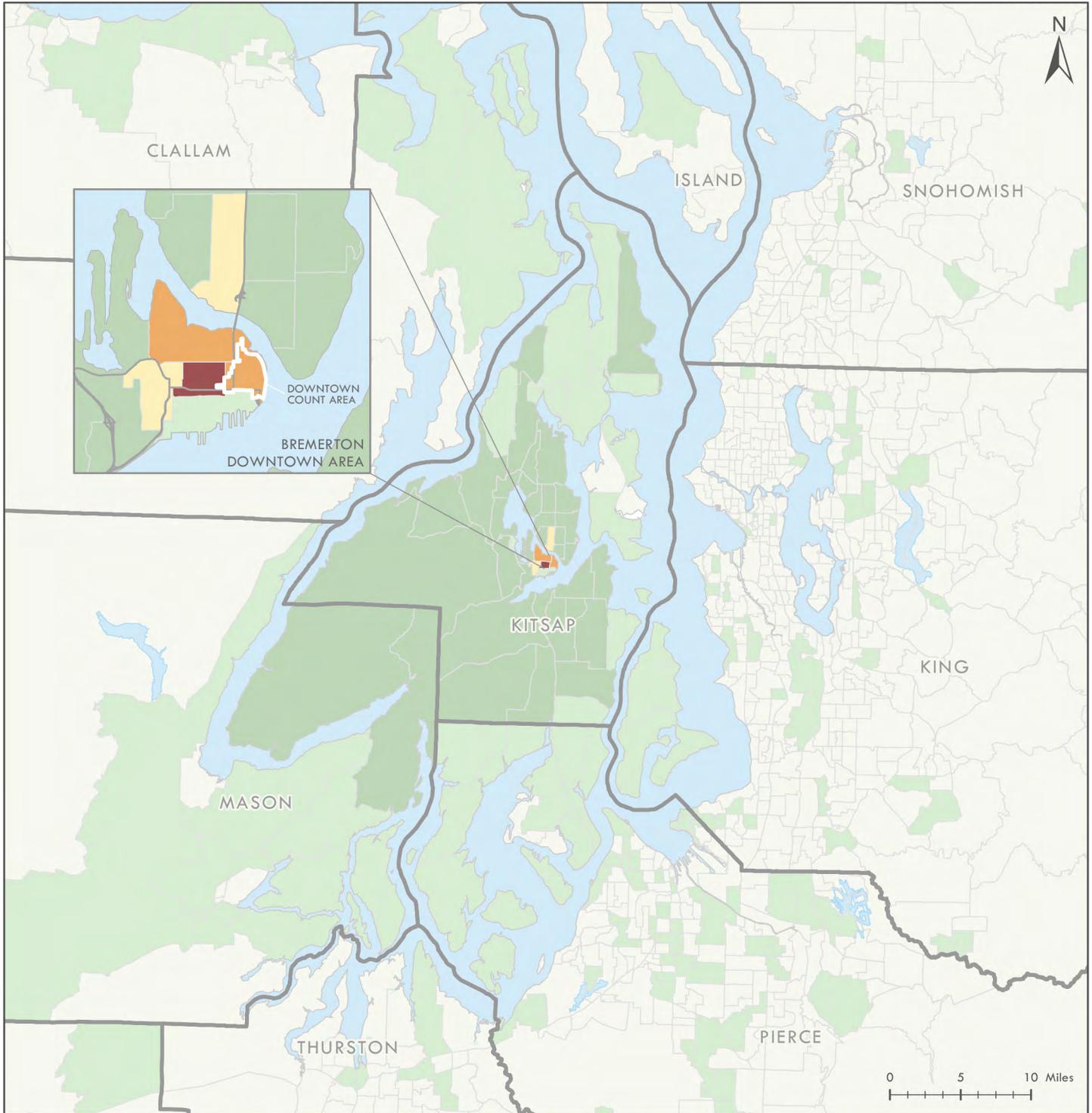
**On-Street Average Duration - No Permit  
Collected Wednesday, March 8th, 2017**



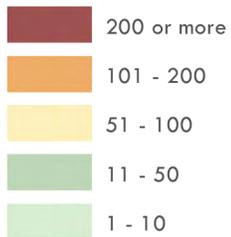
## Attachment D – Vehicle Source Maps

# BREMERTON PARKING VEHICLE SOURCE ANALYSIS

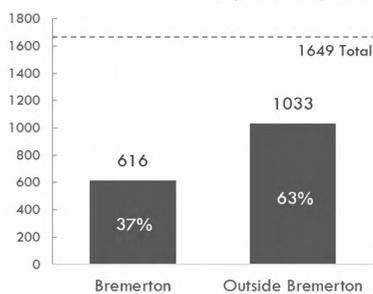
Downtown



Vehicle Registration Count by Census Tract:

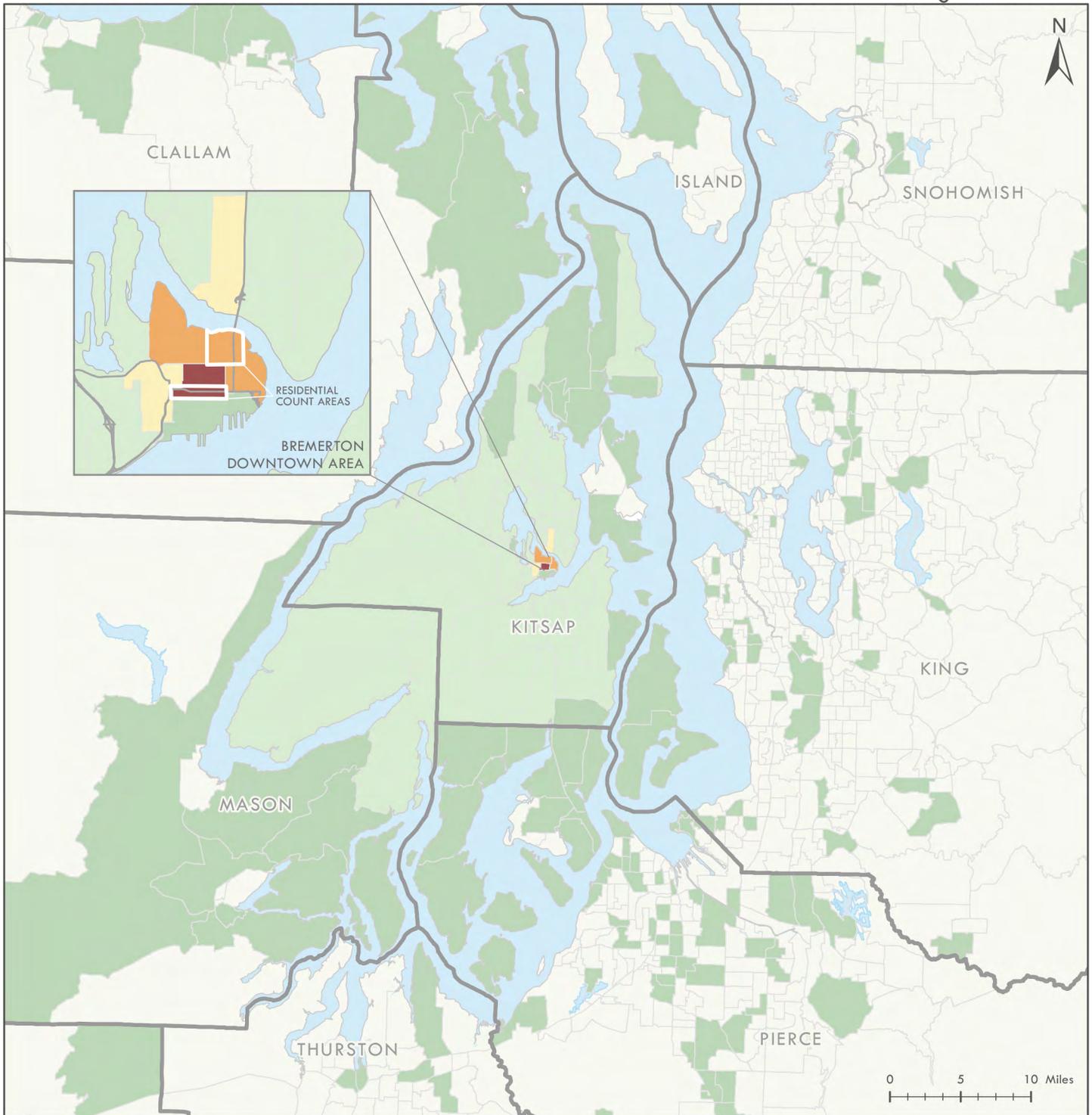


**BERK**  
**Kimley»Horn**  
 Map Date: May 2017



# BREMERTON PARKING VEHICLE SOURCE ANALYSIS

## Residential Neighborhoods



Vehicle Registration Count by Census Tract:

