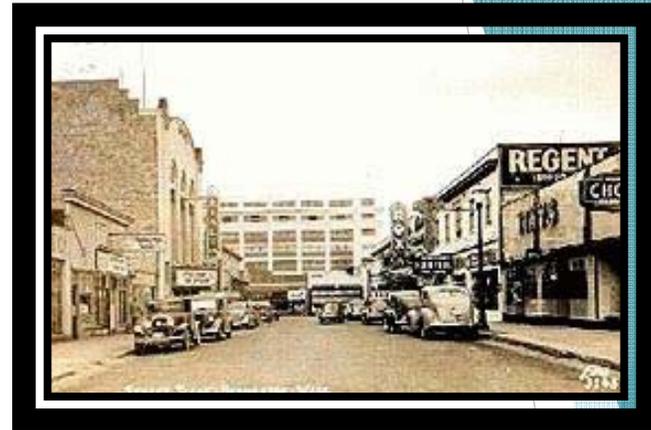




# Bremerton Parking Proposal

# Overview

- Program Goals
- Program Steps and Outreach
- Alternatives
- Benefits of the Approach
- Frequently Asked Questions



# Program Goals

1. Manage Parking in High Use Areas
2. Priority
  1. Residents
  2. Commercial
  3. Commuter
3. Reduce Congestion in Residential Areas
4. Practical and Beneficial approach to All Stakeholders



WE WILL NOT  
INCREASE PARKING  
VOLUME, WE WILL  
MANAGE IT.

# Parking Study and Proposal Timeline

April 2016	Call for interested firms and interviews
June 2016	Council Approves contract with BERK Consulting
July 2016	Call for applications for Stakeholder Advisory Committee
August 2016	Stakeholder Advisory Committee Finalized
September 2016	1 <sup>st</sup> Stakeholder Advisory Committee Meeting
November 2016	2 <sup>nd</sup> Stakeholder Advisory Committee Meeting
January 2017	3 <sup>rd</sup> Stakeholder Advisory Committee Meeting
February 2017	Update to City Council on Status of Parking Study
May 2017	4 <sup>th</sup> Stakeholder Advisory Committee Meeting Public Open House
June 2017	Final Parking Study Report presented to Council
August 2017	Proposal presented to Council
September 2017	Proposed Ordinance presented to Council at Study Session
October 2017	Proposed Ordinance and Resolution presented to Council at Study Session

# Program Steps & Status

## Parking Study & Outreach

- ✓ Advisory Committee made up of 15 members comprised of Council, Residents, Olympic College, Kitsap Transit, Naval Base Kitsap, Local Business Owners and Commuters
- ✓ Four advisory committee meetings, one open house, and three briefings with City Council (to determine direction for staff)
- Ordinance to establish authority to develop the parking program
- Resolution provides a plan
- ❑ Parking Program Development
  - Additional Analysis to identify street capacity, permits on the streets and available capacity. Next step: Neighborhood meetings for public outreach and input
  - Adapt and implement
- ❑ Program Operation & Oversight
  - Adaptive Management (managing to the 85% rule)\*



# Alternatives

## Status Quo

### Cost/Benefit

- No additional costs
- Does not solve the parking capacity demand
- Relies solely on enforcement (punishment/unsustainable)

## Residential Permit Only on all restricted Streets

### Cost/Benefit

- Provides residents ample parking
- Increased enforcement efficiency
- Increased permit costs
- New Signage (\$50,000 one-time)
- Eliminates timed parking/Problematic with Visitors
- Relies solely on enforcement (punishment)
- Does not solve the parking capacity demand

## Enhanced Enforcement

### Cost/Benefit

- Increased compliance
- Short term increase in revenues
- Decrease in Goodwill
  - Relies solely on enforcement (punishment)
- Does not solve the parking capacity demand
- Increased enforcement will affect both residents and commuters
- Increased costs
  - Additional 5 FTE (\$181,376; 60% increase)
  - License Plate Reader (\$200,000; \$160,000 one-time; \$40,000 on-going)
  - Not sustainable would require General Fund subsidy

# Proposed Commuter Parking Program

## Cost

### Increased Costs

- License Plate Reader  
(Total - \$200,000; \$160,000 one-time; \$40,000 on-going)
- **New Signage (\$50,000 one-time)**
- **Determine additional capacity per street - \$50-\$68 per block**

## Benefit

- **Program is Self-Sustaining**
  - Revenue will cover costs
- **Relies primarily on incentivizing to achieve compliance**
- **Increases Legal Parking Capacity**
- **Manages Usage to the 85% Rule\***
  - Ensures available capacity for Residents, Businesses and Commuters
- **Program is Flexible/Adaptable**
- **Does not add taxes or fees to City Residents**

# Proposed Commuter Parking Program

## Frequently asked Questions

Will I have a chance to participate in an open dialogue about the proposed program?

Yes. There will be several opportunities for public input, including neighborhood meetings.

# Proposed Commuter Parking Program

## Frequently asked Questions

If you create this program am I going to be able to park on my street?

Yes. The program will evaluate the capacity available on each specific street.

Example:

Street has 10 parking spaces analysis has identified at any time there are 5 vehicles with residential passes parking on the street. Applying the 85% Rule, there would be 3 available commuter passes for the street. This would leave two empty spaces at any given time on the street.

# Proposed Commuter Parking Program

## Frequently asked Questions

### What is the 85% Rule?

It is an industry standard when a street, garage or lot has an average of 85% capacity or less, there will always be parking spaces open at any time for a vehicles.

# Proposed Commuter Parking Program

## Frequently asked Questions

Can we have reserved parking stalls on street?

No. RCW 46.61.570(4) prohibits reserving spots on street.

*It shall be unlawful for any person to reserve or attempt to reserve any portion of a highway for the purpose of stopping, standing, or parking to the exclusion of any other like person, nor shall any person be granted such right.*

RCW 46.04.196 defines Highway.

*Highway means the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel*

# Proposed Commuter Parking Program

## Frequently asked Questions

Where will the proceeds of the Commuter Permit be spent?

The Parking Program will reinvest proceeds in the following:

- *Pay for the residential parking program*
- *Pay for the commuter parking program*
- *Purchase License Plate Reader(s)*
- *Hire a full-time Parking Manager to manage the parking system proactively*
- *Residential street and sidewalk improvements*

# Proposed Commuter Parking Program

## Frequently asked Questions

### Why did we change from Diamond?

In 2011, when the City put out an RFP for electronic meters and enforcement, Diamond's bid was not the lowest bid. Additionally, the City received complaints of excessive ticketing by Diamond, and it was noted there is a conflict of interest when the parking enforcement company also owns and operates private lots in the enforcement area.