Downtown Winslow
Circulation and Access

Conclusions and Recommendations
Our assignment – provide an action-oriented blueprint for:

> Improving Circulation
> Improving Access

...based on community objectives and WT Design Principles
Winslow Tomorrow
Design Principles

1. Complete community
2. Winslow is a pedestrian place
3. Connectivity & access for all
4. Parking plentiful & accessible
5. Green & gathering places
6. Harbor connected to Town
7. Stewardship of resources
8. Regulate to stimulate investment
Overall Approach
- Objectives
- Strategies
- Actions
- Priority Actions
Overall Approach
Objectives
Strategies
Actions
Priority Actions

Schedule

propose
explore
June
Overall Approach

Objectives

Strategies

Actions

Priority Actions

Schedule

- propose
- explore (July)
- explore
Schedule

- Overall Approach
- Objectives
- Strategies
- Actions
- Priority Actions

August

- propose
- propose
- explore
Overall Approach
Objectives
Strategies
Actions
Priority Actions

Schedule

October Congress

propose
propose
propose
propose
propose
City Council

January 9, 2006
Format

➢ Circulation
  – Observations
  – Recommendations

➢ Access
  – Observations
  – Recommendations
Circulation
Observations – Circulation
Circulation Observations

**Observation**

*Winslow is not well connected – externally or internally*

**Corollary**

*Your best opportunities to correct this will be in the next five years – this affects all modes*
Circulation Observations

**Observation**

*Winslow is fairly pedestrian tolerant*

**Corollary**

*Bainbridge Islanders say they want their downtown to be a great pedestrian place*
Circulation Observations

**Observation**

Local traffic is growing

**Corollary**

Local traffic can be the life blood of a downtown if there is good access and circulation to facilitate it.
Observation: Regional traffic is growing

Corollary: While there is no “solution” to regional traffic growth, Winslow can continue to thrive with a better circulation network.
Observation: Bainbridge Islanders want better transit service

Corollary: There is a real opportunity to work with Kitsap Transit to improve transit service for local residents and commuters.
Overall Approach – Circulation
Recommended Circulation Objectives

A. Achieve pedestrian supportive downtown
B. Improve connectivity
C. Manage traffic
D. Expand transit services
Circulation Objectives

A. Achieve Pedestrian Supportive Environment
Key Pedestrian Opportunities

- Primary walk axis (Winslow Way)
- Tight walking grid
- Urban design
  - Small town main street
  - Green environment
  - Ferry terminal
Pedestrian Networks

The ideal pedestrian “grain” is 250’ to 330’
This is an important asset
A. Achieve a Pedestrian Supportive Environment

1. Make downtown a “park once” area
2. Tighten downtown walk grid
3. Protect & formalize use paths
4. Pursue placemaking with land owners
5. Position Winslow as local & regional walking destination
Circulation Objectives

B. Improve Connectivity
Key Connections (all modes)

- Winslow to Eagle Harbor
- Winslow to ferry terminal area
- Winslow to High School Rd area
- Winslow to neighborhoods
B. Improve Connectivity

1. Improve street connectivity
2. Develop multimodal streets
3. Improve street continuity
4. Connect downtown to Eagle Harbor
5. Connect downtown to Ferry Terminal area
Circulation Objectives

C. Manage Traffic
C. Manage Traffic

1. Rebuild Winslow Way
2. Avoid massive capacity projects
3. Increase transit service to downtown
Circulation Objectives

D. Expand Transit Services
D. Expand Transit Services

1. Increase transit service to downtown
2. Improve core circulator
3. Increase availability of park and ride facilities
Access
Observations – Access
Observation: Storefront parking (on-street) is a key downtown asset.

Corollary: Storefront parking in Winslow is poorly used today with employees and regional commuters occupying valuable on-street spaces.
Access Observations

Observation

There is not a parking shortage today

Corollary

Significant new parking will be needed if Winslow is to experience redevelopment and infill
Observation

Parking issues are interrelated

Corollary

The City’s parking program for Winslow must address all of the interrelated elements
Access Observations

**Observation**

Winslow parking issues have been studied a lot

**Corollary**

The challenge will be taking action on controversial ordinances, programs and projects
Overall Approach – Access
Downtown Parking Supply

- **not enough**
  - discourage infill & redevelopment
  - limit pedestrian presence
  - reduce retail sales & downtown income
  - cause continual parking issues

- **too much**
  - devote too much land area to parking
  - dampen commercial synergy
  - negative influence on community character
  - impose unnecessary capital costs

- **right amount**
Future Commercial Development
(based on Winslow Tomorrow)

Off-street parking spaces (4/1,000)

<table>
<thead>
<tr>
<th></th>
<th>office</th>
<th>retail</th>
</tr>
</thead>
<tbody>
<tr>
<td>annual</td>
<td>40</td>
<td>33</td>
</tr>
<tr>
<td>by 2025</td>
<td>800</td>
<td>640</td>
</tr>
</tbody>
</table>

1,440 spaces
Managing Parking As a Utility
on-street supply

off-street supply

funding, finance & pricing

enforcement

employee parking

delivery access

MANAGEMENT
Overall Approach – Access

1. Achieve pedestrian supportive downtown
2. Support & retain existing businesses
3. Encourage infill & redevelopment consistent with Winslow Tomorrow
4. Achieve equity in management & finance
Recommended Access Objectives
Recommended Access Objectives

E. Manage Parking Supply Strategically
F. Solidify Parking Enforcement
G. Provide Foundation for Parking Finance
H. Provide Employee Parking
I. Manage Delivery Truck Access
J. Establish Parking District
K. Manage Ferry Terminal District Parking
Access Objectives

E. Manage Parking Supply Strategically
E. Manage Parking Supply

1. Maximize the availability of on-street parking supply (storefront parking)
2. Improve utilization of on-street parking supply
3. Plan for paid public parking in the future
4. Support (provide for) alternative modes
5. Ensure the right amount of off-street parking
6. Encourage redevelopment and infill on small parcels
Access Objectives

F. Solidify Parking Enforcement
F. Solidify Parking Enforcement

1. Increase probability of time limit offenders receiving tickets
2. Eliminate 2-hour shuffle
3. Establish escalating fines for scofflaws (repeat offenders)
4. Maintain customer-friendly environment
5. Establish a neighborhood parking permit program
6. Assist private property owners with private parking enforcement
Vancouver’s new system*: “Once a license plate is entered, staff has immediate and up-to-date data on outstanding tickets, previous cancellations, residential/exempt permits and any history of abusive behavior by the driver. Staff is also able to signal impound requests to the towing contractor without having to go through a dispatcher.”

* wireless
Access Objectives

G. Provide Foundation for Parking Finance
G. Provide Foundation for Parking Finance

1. Retool Fee-in-Lieu (FIL) program
2. Establish parking enterprise fund (PEF)
3. Set stage for public/private partnerships
4. Prepare for paid parking
Aspen

Portland
Access Objectives

H. Provide Employee Parking
H. Provide Employee Parking

1. Provide safe, convenient paid parking for employees
2. Reduce employee use of downtown on-street parking
Access Objectives

1. Manage Delivery Truck Access
Recommendations

I. Manage Delivery Truck Access

1. Shift delivery vehicle parking and access off of downtown streets
Access Objectives

J. Establish Parking District
J. Establish Parking District

1. Establish a parking district
Access Objectives

K. Manage Ferry Terminal District Parking
K. Manage Ferry Terminal District Parking

1. Encourage development of on-street parking supply
2. Apply Winslow enforcement system
3. Ensure the right amount of off-street parking
4. Extend Winslow Parking District
Implementation

Next Steps
Implementation Categories

- Ordinances
- Capital Projects
- Operations
- Policies
- Further Planning Actions
Ordinances

- New ordinances
- Changes to existing ordinances
Capital Projects

- Projects to be added to the City’s capital improvements program
Operations

Changes to:

- Organizational structure
- Administrative processes
- Budgetary actions
Policies

- New or revised City policies
  - Comprehensive plan
  - Core area master plan

Note: The comprehensive plan is updated only once each year
Further Planning Actions

- Studies
- Plans
- Ongoing coordination with other agencies
Discussion