

Washington State Ferries

2040 Long Range Plan

*Appendix I: Parking Management
Memo*

Table of Contents

Section 1: Introduction	1
Task Overview	1
Approach.....	1
Summary of Findings	1
Section 2: Parking Management Strategies.....	2
Section 3: Terminal Review	5
Anacortes.....	5
Bainbridge.....	7
Bremerton.....	9
Clinton	11
Edmonds	13
Fautleroy.....	15
Friday Harbor	17
Keystone (Coupeville).....	18
Kingston	20
Lopez.....	22
Mukilteo	24
Orcas.....	26
Point Defiance	28
Port Townsend	30
Seattle (Colman Dock).....	32
Shaw Island.....	34
Sidney	35
Southworth.....	37
Tahlequah	39
Vashon.....	41
Conclusions.....	43

Section 1:

Introduction

Task Overview

The purpose of this task is to review and assess customer parking at Washington State Ferry (WSF) terminal facilities, including demand, land-use, and access. WSF operates ferry routes between 20 terminals. Each terminal has unique conditions which may include parking under the control of WSF as well as public parking provided by local jurisdictions and private property owners. This technical memorandum provides a summary for each terminal with an overview of existing conditions and site specific opportunities regarding parking strategies.

Approach

Ferry terminals were evaluated to assess existing parking conditions, including parking supply, utilization and current operations. A “toolbox” of potential parking management strategies was then used to identify opportunities for making more efficient use of the parking facilities at each of the terminals. Many of these strategies would require public engagement and coordination with local jurisdictions prior to implementation. The implementation timeframe noted in the column on the right is the same as that in the rest of the Plan: near term (0-2 years), medium term (3-7 years), and long term (10-20 years).

It should also be emphasized that because most of the parking used by WSF customers is provided by other agencies or private property owners WSF may not be in a position to implement all the potential strategies that have been identified in this Tech Memo.

Summary of Findings

While parking conditions vary throughout the system the following summary highlights overall conditions for the 20 ferry terminals:

- Available parking in reasonable proximity to most terminals is sufficient to accommodate existing commuter parking demand.
- Pricing strategies (including seasonal rates), are currently already in use at some locations. Priced parking is generally effective at balancing demand with capacity for terminals where parking supply is limited.
- At many WSF terminals there is little or no adjacent shore-side property available for expansion of commuter parking. This significantly limits options for WSF to expand customer parking at terminals, though WSF is coordinating with transit agencies and local jurisdictions to identify upstream commuter parking facilities.

- The ability to increase parking capacity is also limited and challenging due to factors such as site constraints, high property values, and local land use restrictions.
- Parking management strategies on property WSF does not control will involve cooperation with local jurisdictions, transit agencies or private establishments. In a number of locations parking for WSF customers is provided by private property owners. WSF is not typically involved in the operation of these lots.

Section 2:

Parking Management Strategies

A “toolbox” of potential parking management strategies was developed to help determine the potential applicability of individual strategies at each of the ferry terminals. Parking management strategies have been categorized into five basic types:

1. Pricing (i.e. charging for parking, reserved spaces)
2. Operations (i.e. valet parking, station amenities)
3. Technology (i.e. real-time parking information, electronic parking guidance)
4. Access Mode (i.e. shuttles, bike/pedestrian walkways)
5. Land Use (i.e. shared parking, parking districts)

A summary of the parking strategies and their concepts are shown in Table 1. Please also refer to section 1 for additional information.

Table 1: Parking Management Strategies

Strategy	Concept	Details	Pros	Cons
Pricing	Overnight, Monthly, Seasonal, Yearly Fee	<ul style="list-style-type: none"> • Advance reservations • Reserved spaces • Pre-tax commuter benefits 	<ul style="list-style-type: none"> • Can generate revenue 	<ul style="list-style-type: none"> • Fees may lower overall ridership or cause users to find other options
	Daily Fee	<ul style="list-style-type: none"> • Time of day charges • Need for private operation 	<ul style="list-style-type: none"> • Revenue 	<ul style="list-style-type: none"> • Users typically not in favor of introducing parking fees
Operations	Contracted operation	<ul style="list-style-type: none"> • Staffed facilities • Automated payment • Valet parking 	<ul style="list-style-type: none"> • Staffing increases user perception of safety • Potential to offer more amenities through contracted operators 	<ul style="list-style-type: none"> • Cost of operations impacts net revenue
	Enhancements	<ul style="list-style-type: none"> • Variable use spaces • Leased parking spaces • Carpooling/Vanpooling 	<ul style="list-style-type: none"> • Allows user to ensure parking spot available 	<ul style="list-style-type: none"> • Encourages use of private vehicles instead of transit
Technology	Web-based parking information	<ul style="list-style-type: none"> • Requires host site (WSF or partners) • Local city sensitivity to potential demand shifts 	<ul style="list-style-type: none"> • Maximizes utilization of available parking • Provides public with reliable information about availability 	<ul style="list-style-type: none"> • May require a third party application • Capital and maintenance costs can be high
	On-site parking guidance/availability data (static/digital)	<ul style="list-style-type: none"> • Static wayfinding • Dynamic, real-time signage at parking facility denoting spaces available 	<ul style="list-style-type: none"> • Minimize driver confusion and congestion circulating the site 	<ul style="list-style-type: none"> • Implementation, operations, and maintenance costs can be high
	Advanced reservations and payment	<ul style="list-style-type: none"> • Requires pricing structure • Payment processing 	<ul style="list-style-type: none"> • Sense of ownership and ensures parking availability for certain users 	<ul style="list-style-type: none"> • Users typically not in favor of parking fees

Strategy	Concept	Details	Pros	Cons
Mode of Access	Transit/shuttle service	<ul style="list-style-type: none"> • Timed shuttle service • Fare discounts 	<ul style="list-style-type: none"> • Universal pass • Can utilize distant lots 	<ul style="list-style-type: none"> • Operating costs can be significant
	Non-motorized	<ul style="list-style-type: none"> • Bike facilities/lockers • Pedestrian access improvements 	<ul style="list-style-type: none"> • Encourages non-motorized users to the facility 	<ul style="list-style-type: none"> • Safety and security considerations in high traffic and poorly-lit areas
	Rideshare/kiss and ride	<ul style="list-style-type: none"> • Pick-up/drop-off zones 	<ul style="list-style-type: none"> • Assists in first and last mile connectivity 	<ul style="list-style-type: none"> • Requires curbside space • Subject to local rideshare demand
Land Use	Shared Parking	<ul style="list-style-type: none"> • Utilize excess capacity at adjacent developments • Joint-use parking 	<ul style="list-style-type: none"> • Potential revenue stream from non-transit users • Maximize utilization 	<ul style="list-style-type: none"> • Potential overflow conditions, need for enforcement
	Parking Management District	<ul style="list-style-type: none"> • Requires city and property owner coordination 	<ul style="list-style-type: none"> • Possible shared funding reduces WSF outlay 	<ul style="list-style-type: none"> • Initial costs are high • Some key jurisdictions (Seattle) restrict parking

Section 3:

Terminal Review

Anacortes

The Anacortes ferry terminal is located at 2100 Ferry Terminal Road north-west of the Anacortes Airport. Access to the terminal is exclusively via State Route 20.

Existing Conditions

Parking at the terminal is served by 4 parking lots with a total of 1,248 spaces (18 ADA spaces). During the months of October through April the Lot D parking lot is closed which removes 775 spaces from the total count. Parking is managed by Diamond Parking Services and pricing is dependent upon the time of year, where parking is paid during the peak (May through September) season and free during the off-peak (October through April) season. Monthly and season parking permits are available at \$115 (plus \$55 processing fee) and \$460 (plus \$5 processing fee), respectively. Parking space reservations are not available and payment can be processed at pay stations in Lot A, B, or D.

Additionally, Call To Park is available to process payment allowing users to pay via phone.

Current rates for the peak season are:

- 1 day - \$12
- 2 days - \$24
- 3 days - \$33
- 4 days - \$40
- 7 days - \$55
- 8 days - \$60
- 9 days - \$70
- 10 days - \$80
- 14 days - \$95
- 15 days - \$110
- 16 days - \$115
- 17 days - \$125
- 21 days - \$135
- ADA Parking - No Charge

In 2017 the off-peak season utilization was under 15 percent occupied and just under 51 percent occupied during the peak season; indicating adequate parking supply. However, occupancy is typically high during peak holiday weekends such as July 4th, Memorial Day, etc.; parking reached capacity for July 4th weekend in 2017.

Anacortes Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
Fee / Pricing Model Adjustment	As utilization increases an increase in the peak season parking fee may help manage demand and generate revenue.	When parking demand increases
Operations		
ADA Accessibility	Only 18 ADA spaces are available out of a total of 1,248 spaces. Based on utilization, existing spaces may need to be adjusted to provide additional ADA spaces.	When warranted
Technology		
On-Site Parking Guidance	Static and/or digital signage can enhance wayfinding for parking availability and lot locations. This is particularly useful for the remote lot.	Near term
Mode of Access		
Enhanced Bicycle Access	There is currently no bike lane on the major roadway leading to the terminal. Look to provide enhanced bicycle access to the terminal including racks and/or lockers.	Medium term
Land Use		
Shared/expand Parking	Based on parking utilization and proximity to neighboring land uses there are few opportunities for shared parking. It may be possible to use the gravel lot adjacent to the toll booths for additional peak season parking.	-

Bainbridge

The Bainbridge Island ferry terminal is located at 270 Olympic Drive SE at the southern terminus of State Route 305 on Bainbridge Island. Access to the terminal is provided through State Route 305, Winslow Way, and Ferncliff Avenue.

Existing Conditions

The terminal is served by three large parking lots one of which, with over 150 stalls, is owned by WSF. Parking is managed by U-Park Systems and a fee is charged for parking throughout the year. Daily and monthly parking rates are:

- All day (0-10 hours) - \$11
- 24 Hours - \$15
- Evenings (7 PM) - \$7
- Motorcycles (24 hours) - \$5
- ADA Parking – No Charge

Parking utilization is low during non-summer months at approximately 59 percent and high during summer months where parking is frequently at capacity during peak periods.

Bainbridge Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
Fee / Pricing Model Adjustment	Consider increasing prices during summer months when parking is frequently at capacity.	As demand increases (summer months)
Parking Reservations	Parking reservations have the benefit of providing an advance notice of parking availability. Availability of this information may help lower and/or distribute demand.	Medium term
Operations		
ADA Accessibility	Consider expansion of ADA spaces as only 11 spaces are currently provided.	When warranted
Valet Parking	Conduct study to determine demand and acceptability of service during summer months.	Depending on demand
Carpool/Vanpool Programs	In coordination with Kitsap Transit explore a carpool/vanpool program similar to the Metro VanShare program that uses preferential parking for carpool/vanpool vehicles. .	Near term
Technology		
On-Site Parking Guidance	Static and/or digital signage can enhance wayfinding for parking availability and lot locations. This can be particularly useful as defined lot boundaries are not easily identifiable.	Near term
Mode of Access		
Enhanced Pedestrian Access	There is currently no defined pedestrian routes leading to the station from parking lots. Examine options for improving pedestrian access.	Near term
Land Use		
Shared/expand Parking	Explore options for shared parking agreements for the summer period with nearby properties to optimize use of parking spaces in the area.	As demand increases (summer months)

Bremerton

The Bremerton ferry terminal is located at 211 1st Street along State Route 304 (Burwell Street) in the City of Bremerton. Access to the terminal is provided through Burwell Street from the west and Pacific Avenue from the north.

Existing Conditions

WSF does not provide commuter parking at the Bremerton terminal. Parking for ferry customers is available within three blocks of the terminal at various city-owned and operated garages. These lots include the Harborside Garage, Washington Garage, Park Plaza Garage, City Lot 95, and City Lot 98. These lots charge a fee. There is also an HOV (high occupancy vehicle) lot nearby that is shared with Kitsap Transit (the county-wide transit agency) which provides free parking for HOV vehicles. In addition, on-street paid parking is available within the adjacent area.

Parking supply is generally adequate for existing demand.

Bremerton Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
Fee / Pricing Model Adjustment	WSF does not control the commuter parking facilities in proximity to the terminal. The city and private lot operators may adjust prices as demand increases.	-
Reserved Parking Fee	If demand increases parking providers may consider implementing reserved parking for a fee.	Depends on demand
Operations		
Carpool/Vanpool Programs	In cooperation with Kitsap Transit examine carpool/vanpool incentives.	Medium term
Technology		
On-Site Parking Guidance	Work with the City of Bremerton to evaluate digital signage that improves wayfinding for parking availability and lot locations. This can be useful as the parking lots are located in a more urban (built-out) environment.	Near term
Mode of Access		
Enhanced Bicycle Access	Provide enhanced bicycle access to the terminal including racks or lockers at the terminal.	Near term
Land Use		
Shared Parking	Explore options for shared parking agreements with nearby land uses to optimize the use of parking spaces within the area.	Medium term

Clinton

The Clinton ferry terminal is located at 64 South Ferrydock Road on the southern end of Whidbey Island in the community of Clinton. Access to the terminal is provided through State Route 525 from the west and Columbia Beach Drive from the south.

Existing Conditions

WSF does not provide commuter parking at the Clinton terminal. Parking at the ferry terminal is primarily served by three lots which include two paid lots and a free lot. One small privately owned lot with about two dozen parking stalls is located just south the tollbooths. Another paid lot with approximately 200 stalls managed by the Port of South Whidbey Island is located approximately a ½ block west of the terminal and is available for daily and monthly parking. The price for daily parking is about \$3 per day. Discounted monthly parking is also available. This lot is typically only half occupied. The free Park & Ride lot is located approximately a ½ mile from the terminal with free shuttle service operated by Island Transit. The Park & Ride lot typically experiences full utilization on weekdays.

Clinton Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
Fee / Pricing Model Adjustment	WSF does not control or manage commuter parking at the Clinton terminal. If demand increases the lot operators may adjust parking prices.	-
Reserved Parking Fee	The parking lot operators may wish to consider providing reserved parking if demand increases.	As demand increases
Technology		
On-Site Parking Guidance	Static and/or digital signage can enhance wayfinding for parking availability and lot locations. This can be useful as available parking lots are as far away as a 0.5 mile from the terminal.	Medium term
Mode of Access		
Enhanced Bicycle Access	Look to provide enhanced bicycle access to the terminal including racks or lockers at the terminal.	Near term
Land Use		
Shared Parking	Explore options for shared parking agreements with nearby land uses to optimize the use of parking spaces within the area.	Long term
Increase Parking Supply	The addition of off-site or remote parking may help manage demand.	Long term

Edmonds

The Edmonds ferry terminal is located at 119 Sunset Avenue in the City of Edmonds. Access to the terminal is provided via State Route 104/Main Street..

Existing Conditions

WSF provides commuter parking for ferry customers in a U-Park lot a block southeast of the terminal at the corner of Sunset Avenue and James Street. The lot has a total of 64 spaces (2 ADA spaces). Daily parking rates range from \$5.00 - \$15.00. Additionally, there are two nearby private paid commuter parking lots just off Main Street. Sound Transit provides parking for commuter rail customers at the Edmonds Station about two hundred yards south of the ferry terminal but signs at the lot indicate that ferry customer parking is not allowed.

Parking utilization is low during non-summer months at approximately 38 percent and higher during summer months at approximately 83 percent, indicating adequate supply for existing demand.

Edmonds Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
Overnight / Monthly Fees	Notes on the utilization of the parking facility indicate that many vehicles are being parked for several days. Implementing overnight and/or monthly fees could promote more efficient use of parking capacity.	Medium term
Operations		
Carpool / Vanpool Parking Spaces	A carpool and vanpool program which provides incentives such as reserved parking may help reduce demand.	Medium term
Parking Reservations	Parking reservations have the benefit of providing an advance notice of parking availability. Availability of this information may help lower and/or distribute demand.	Medium term
Mode of Access		
Enhance Bicycle Accessibility	Bicycle amenities (i.e. lockers, parking) near the terminal are not currently available. An expansion of active transportation facilities and amenities should be explored in partnership with the City and transit agencies.	Near term
Land Use		
Shared Parking	As parking demand increases and nears capacity, a shared parking agreement should be to provide additional peak period commuter parking.	Medium term

Fauntleroy

The Fauntleroy ferry terminal is located at 4829 SW Barton in West Seattle. Access to the terminal is provided exclusively through SW Barton Street via Fauntleroy Way SW.

Existing Conditions

WSF does not provide commuter parking at the Fauntleroy terminal. Parking at the ferry terminal is primarily served by limited on-street parking. There are two electric vehicle charging stations and small number of HOV parking stalls for vanpools.

Fauntleroy Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
N / A	Due to the absence of a formal parking facility, it is not viable to implement a fee system to help reduce and manage the parking demand.	-
Operations		
Carpool / Vanpool Parking Spaces	A carpool and vanpool program which provides incentives such as reserved parking may help reduce demand. Because there is so little parking capacity at the terminal this may necessitate use of city right of way and cooperation with SDOT.	-
Technology		
N / A	Due to the absence of a formal parking facility, it is not viable to apply technological improvements to help reduce and manage the parking demand.	-
Mode of Access		
Enhance Bicycle Accessibility	A northbound bike lane beginning at the terminal is present but its condition is not adequate; its width is affected by untrimmed vegetation. Additionally, bicycle amenities (i.e. lockers, parking) are not currently available. An expansion of active transportation facilities and amenities should be explored.	Medium term
Land Use		
Shared Parking	The residential character of Fauntleroy provides few opportunities for shared parking. However, the idea could be explored with churches that are on bus routes upstream from the terminal.	Medium term
Spillover Protection	In order to reduce the spillover of vehicle traffic into the neighborhood enforcement of resident-only parking zones may be an effective policy. This will require coordination with the City.	Medium term

Friday Harbor

The Friday Harbor terminal is located at 91 Front Street. Access to the terminal is provided along Front Street via Spring Street and East Street.

Existing Conditions

WSF provides parking for ferry customers in a lot with 57 stalls on Nichols Ave approximately three blocks south of the terminal. There is limited short-term parking available along Front Street and on-street parking farther from the terminal.

Friday Harbor Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
N/A	Due to the absence of a formal parking facility WSF has no parking to price.	-
Operations		
N/A	N/A	-
Technology		
N/A	Due to the absence of a formal parking facility technological improvements are not applicable at this site.	-
Mode of Access		
Enhance Bicycle Accessibility	Bicycle amenities (i.e. lockers, parking) at the terminal are not currently available. An expansion of active transportation facilities and amenities should be explored in partnership with the City.	Medium term
Land Use		
Establish a Parking Facility	The establishment of an off-site parking facility or shared parking agreement with adjacent properties may help manage demand.	Medium term

Keystone (Coupeville)

The Coupeville terminal is located at Keystone Harbor, 1400 South State Route 20, on the west side of Whidbey Island immediately south of Fort Casey State Park.

Existing Conditions

There is no designated commuter parking at the ferry terminal but parking along the east side of SR 20 is allowed. During summer months this road-side parking is often fully utilized. Note, commuter parking at Fort Casey Historical State Park adjacent to the terminal is not permitted.

Keystone Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
N/A	Due to the nature of land use, it is not practical to implement pricing strategies as the adjacent State Park/National Historic District property will regard recreational users of the park as higher priority than commuter parking.	-
Operations		
N/A	Due to the absence of a formal parking facility, it is not practical to implement operational improvements to help reduce and manage the parking demand.	-
Technology		
N/A	Due to the absence of a formal parking facility, it is not viable to apply technological improvements to help reduce and manage the parking demand.	-
Mode of Access		
Enhance Bicycle Accessibility	There are currently no bike lanes on the major roadways serving the terminal. Additionally, bicycle amenities (i.e. lockers, parking) are not currently available. An expansion of active transportation facilities and amenities should be explored.	Medium term
Land Use		
Shared Parking	Many vehicles utilize the available street parking near the station, but at times when demand exceeds capacity the shared use parking with the adjacent State Park could be pursued.	Medium term

Kingston

The Kingston ferry terminal is located at 11264 State Route 104 on the north shore of Apple Tree Cove in unincorporated Kitsap County. Access to the terminal is provided via State Route 104.

Existing Conditions

WSF provides commuter parking for this terminal at 1st and Ohio Street in a lot operated by Diamond Parking. The lot has 73 spaces (3 ADA spaces). Parking fees for this lot are as follows:

- \$5.00 for 0 – 12 hours
- \$6.00 for 12 – 24 hours
- \$11.00 for 48 hours
- \$15.00 for 72 days
- \$25.00 for 5 days
- \$35.00 for 7 days
- \$75.00 for monthly parking
- \$50.00 for carpools

Parking utilization is generally low year-round, at approximately 35 percent utilization during the non-summer months and at approximately 56 percent during the summer months, indicating adequate supply for existing demand.

A free Park & Ride lot is available 2.7 miles west of the terminal adjacent to the Albertson's on Hansville Road and State Route 104 with Kitsap Transit providing connections to the terminal. WSF is working with Kitsap County to explore the possibility of providing additional commuter parking on property off Lindvog Road.

A third lot with 194 stalls for commuter parking is provided by the Port of Kingston immediately west of the terminal. Current rates are \$6.00 per day. This lot is often full.

The initiation of passenger-only ferry service from Kingston to Seattle may generate additional demand for commuter parking near the terminal.

Kingston Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
N/A	The existing pricing model is observed to be fairly comprehensive, providing pricing for various time intervals – adjustments to the pricing is not needed.	-
Operations		
Park & Ride	In cooperation with Kitsap Transit and Kitsap County explore potential expansion of services from Park & Ride facilities to connect ferry users to and from those lots.	Medium term
Parking Reservations	If demand increases it may be useful to offer reserved parking.	Medium term
Technology		
Wayfinding	Electronic wayfinding which provides directions or parking availability information may help manage parking capacity.	Medium term
Mode of Access		
Enhance Bicycle Accessibility	Access to the terminal is provided on major streets. Additional bicycle amenities (i.e. lockers, parking) could be provided at the terminal.	Near term
Land Use		
Shared Parking	In the future if demand exceeds capacity it may be productive to explore shared use parking arrangements with other nearby properties.	Long term

Lopez

The Lopez ferry terminal is located at 1 Ferry Road. Access to the terminal is provided via Ferry Road.

Existing Conditions

There is limited free parking (50 spaces) available at the Lopez dock for up to 72 hours. Seventeen spaces are located directly adjacent to the dock, plus an additional four spaces for employees.

Lopez Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
Implement Paid Parking	Implementing paid parking may reduce demand.	Medium term
Operations		
Carpool / Vanpool Parking Spaces	The small volume of daily commuters may not be sufficient to support vanpools.	-
Parking Reservations	Parking reservations have the benefit of providing an advance notice of parking availability. Availability of this information may help lower and/or distribute demand.	Medium term
Mode of Access		
Enhance Bicycle Accessibility	Bicycle amenities (i.e. lockers, parking) are not currently available at the terminal. An expansion of active transportation facilities and amenities should be explored.	Medium term
Land Use		
Increase Parking Supply	The high rate of utilization during peak times suggests there is demand for additional parking. The possibility of using or sharing adjacent Land Trust property for parking should be explored.	Long term

Mukilteo

The Mukilteo ferry terminal is located at 614 Front Street on the Mukilteo City waterfront. Access to the terminal is provided through State Route 525 and Front Street.

Existing Conditions

WSF does not provide commuter parking at the Mukilteo terminal. Parking at the terminal is primarily served by City-owned facilities which generally have a 4 hour limit and cost \$2 per hour. Sixty-three stalls of commuter parking are available at the Sound Transit station approximately a quarter mile east of the ferry terminal. Note, a new ferry terminal is under construction. Please also refer to the Mukilteo Downtown Waterfront Parking Study (2018) for a complete analysis of commuter parking demand, capacity, and usage in Downtown Mukilteo.

The Port of South Whidbey Island has begun discussions with the City of Mukilteo and stakeholders regarding construction of a commuter parking facility just west of the new ferry terminal.

Mukilteo Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
Implement Paid Parking	WSF does not control commuter parking facilities at the Mukilteo terminal.	-
Operations		
Carpool / Vanpool Parking Spaces	Explore the possibility of providing reserved carpool/vanpool parking and incentives with the City and transit agencies.	Medium term
Technology		
On-Site Parking Guidance	After the new terminal is complete WSF may coordinate with the City and transit agencies regarding signage and wayfinding for parking availability and lot locations.	Medium term
Mode of Access		
Enhance Bicycle / Pedestrian Accessibility	Enhanced bicycle facilities are included in the plan of the new terminal.	-
Land Use		
Increase Parking Supply	Increasing supply through new parking lots may be explored to provide additional parking as demand increases.	-

Orcas

The Orcas ferry terminal is located at 8368 Orcas Road on the southern side of Orcas Island in unincorporated San Juan County. Access to the terminal is provided via Orcas Road and Killebrew Lake Road.

Existing Conditions

Parking at the terminal is primarily served by a new lot with 100 spaces north of the holding area. Limited short-term parking is available on the County Road near the terminal. Demand for parking is typically high during the summer months.

Orcas Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
Implement Paid Parking	Since demand is highest during the summer, implementing paid parking on the weekends during this time may help to reduce demand.	Medium term
Operations		
Carpool / Vanpool Parking Spaces	A study should be undertaken to determine if the volume of daily commuters is sufficient to support a preferential parking program for vanpools/carpools.	Near term
Technology		
On-Site Parking Guidance	Signage can enhance wayfinding for parking availability and lot locations.	Near term
Mode of Access		
Enhance Bicycle / Pedestrian Accessibility	Bicycle and pedestrian amenities (i.e. lockers, parking, and wayfinding) at the terminal are not currently available. An expansion of active transportation facilities and amenities should be explored.	Medium term
Land Use		
Increase Parking Supply	Although the current parking supply is adequate for existing demand additional parking in the vicinity could be explored if demand increases.	As demand increases

Point Defiance

The Point Defiance terminal is located at 5810 North Pearl Street at the terminus of State Route 163 in the City of Tacoma. Access to the terminal is provided via State Route 163/North Pearl Street.

Existing Conditions

WSF does not provide commuter parking at the Point Defiance terminal. Parking at the terminal is primarily served by an adjacent lot operated by Tacoma Metropolitan Park Services. Parking is also “unofficially” available near the public park adjacent to the terminal.

Parking supply is generally adequate for the existing demand.

Point Defiance Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
N/A	Due to parking lot ownership, it is not currently viable to implement a fee system to help reduce and manage the parking demand.	-
Operations		
Carpool / Vanpool Parking Spaces	Study should be undertaken to assess demand for preferential carpool and vanpool parking and incentives.	Medium term
Technology		
N/A	Due to parking lot ownership, it is not viable to apply technological improvements to help reduce and manage the parking demand.	-
Mode of Access		
Enhance Bicycle / Pedestrian Accessibility	Current bike lanes on the major roadways leading to the terminal are limited. Additionally, bicycle and pedestrian amenities (i.e. lockers, parking, sidewalks, and wayfinding) are not currently available. An expansion of active transportation facilities and amenities should be explored.	Medium term
Land Use		
Shared Parking	Although the current parking supply is adequate for existing demand, shared parking agreements with other facilities in the immediate area, such as the adjacent public park lot, may be explored to provide additional parking.	As demand increases

Port Townsend

The Port Townsend terminal is located at 1301 Water Street in the City of Port Townsend. Access to the terminal is provided via State Route 163/Water Street.

Existing Conditions

WSF does not provide commuter parking at the Port Townsend terminal. Parking at the terminal is primarily served by limited short-term (two hours) parking. Parking is also available at the Haines Place Park & Ride Lot operated by Jefferson Transit located 1.2 miles west of the terminal; note, Jefferson Transit operates a paid circulator route that runs from Simms Road (approximately one block from the Park & Ride) along Water Street to the terminal. Long-term parking at the Park & Ride is available by request. On weekends, additional parking is available at the U.S. Bank adjacent to the terminal after 1 pm. In addition, non-motorized trails extend west from near the terminal.

Port Townsend Parking Location



Parking Management Strategies

Strategy	Action Plan	Implementation
Pricing		
N/A	WSF has no commuter parking at this facility.	-
Operations		
Shuttle Service	The existing shuttle service is observed to be fairly comprehensive, providing connection to the terminal from the nearby Park & Ride.	-
Technology		
On-Site Parking Guidance	Signage can enhance wayfinding for parking availability and lot location.	Near term
Mode of Access		
Enhance Bicycle / Pedestrian Accessibility	Bicycle and pedestrian amenities (i.e. lockers, parking and wayfinding) at the terminal are not currently available. Active transportation facilities and amenities should be explored.	Medium term
Land Use		
Shared Parking	Shared parking agreements with other facilities serving the immediate area, such as the adjacent US Bank, should be explored to provide additional parking to manage potential increased demand.	As demand increases

Seattle (Colman Dock)

The Colman Dock terminal is located at Pier 52, 801 Alaskan Way on the Seattle waterfront. Access to the terminal is provided via Madison Street, Marion Street, Columbia Street, and Alaskan Way. The Colman Dock terminal is currently being rebuilt. Conditions at the terminal will also be improved upon completion of the Alaskan Way project, which is currently underway.

Existing Conditions

WSF does not provide commuter parking at the Colman Dock terminal. Parking at the terminal is primarily served at the following locations:

- Commuter Center surface lot located across the street, available for \$4.00/hour.
- First and Columbia Garage located two blocks east of the terminal, available for \$3.00/hour up to 4 hours or \$25.00 for 4 to 24 hours.
- Waterfront Place located two blocks north of the terminal, available for \$6.00/hour, \$10.00/2 hours, \$14.00/3 hours, \$16.00/4 hours, \$18.00/6 hours, \$21.00/10 hours, and \$24.00/24 hours.
- Street parking available for \$2.50/hour for two hours.

Additional waterfront and Pioneer Square garages are available, six of which offer \$3.00/hour parking for up to four hours.

Seattle Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
N/A	Due to an existing pricing system, it is not currently necessary to implement a fee system.	-
Operations		
Carpool / Vanpool Parking Spaces	Existing vanpools serve Colman Dock, however, priority parking may further incentivize their use.	Near term
Parking Reservations	N/A	-
Shuttles	Several large employers already provide shuttle buses that serve their employees during peak hours. The possibility of expanding such services should be explored when the new terminal is complete.	Medium term
Technology		
On-Site Parking Guidance	The City of Seattle already provides real-time parking information using digital signage for a number of downtown lots. It may be useful to expand that capability, including through smartphone apps.	Near term
Mode of Access		
Enhance Bicycle / Pedestrian Accessibility	Enhanced bicycle and pedestrian amenities (i.e. lockers, parking, sidewalks, and wayfinding) are part of the Colman Dock reconstruction project that is currently underway. These will be further improved by the City as part of the Alaskan Way project.	-
Land Use		
Shared Parking	As parking demand increases and nears capacity, shared parking agreements with other facilities serving the immediate area should be explored.	As demand increases

Shaw Island

The Shaw Island ferry terminal is located at 12 Blind Bay Road. Access to the terminal is provided via Blind Bay Road.

Existing Conditions

A very limited amount of parking is available at the Shaw Island terminal. This parking is not provided by WSF. The current supply appears adequate for existing demand.

Shaw Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
N/A	N/A	-
Operations		
N/A	Due to the absence of a formal parking facility, it is not practical to implement operational improvements to help reduce and manage the parking demand.	-
Mode of Access		
Enhance Bicycle / Pedestrian Accessibility	Bicycle and pedestrian amenities (i.e. lockers, parking) are not provided at the terminal. An expansion of active transportation facilities and amenities should be explored.	Medium term
Land Use		
N/A	Due to adequacy of the current parking supply, it is not currently necessary to apply land use strategies to help reduce and manage demand.	-

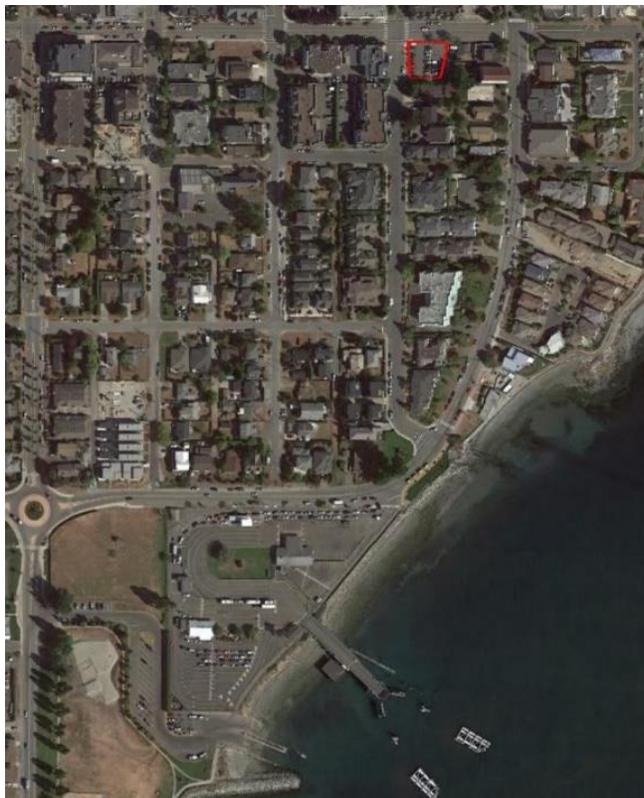
Sidney

The Sidney ferry terminal is located at 2499 Ocean Avenue in Sidney, B.C. Access to the terminal is provided through Ocean Avenue to the north.

Existing Conditions

WSF does not provide commuter parking at the Sidney terminal. Parking at the ferry terminal is primarily served by a paid lot operated by Robbins Parking located approximately one kilometer north of the terminal on the corner of Second Street and Bevan Avenue. Long-term parking is available by request.

Sidney Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
Fee / Pricing Model Adjustment	WSF does not provide parking at the terminal.	-
Operations		
Parking Reservations	N/A	-
Technology		
Automated Parking System	N/A	-
Mode of Access		
Enhance Bicycle Accessibility	Access to the station is provided on the major streets, but direct access to the terminal and bicycle amenities (i.e. lockers, parking) are not currently available to bicycles or other forms of active transportation.	Medium term
Land Use		
Increase Parking Supply	A study of additional off-site or remote parking in cooperation with the town of Sidney should be considered if warranted by increased demand.	Long term

Southworth

The Southworth terminal is located at 11700 SE Sedgwick Road at the eastern terminus of State Route 160 in unincorporated Kitsap County. Access to the terminal is provided via Sedgwick Road and SE Southworth Drive.

Existing Conditions

Parking at the terminal is primarily served by the adjacent parking lot owned by WSF and managed by U-Park, with a total of 340 spaces (10 ADA spaces). Rates are \$5.00 per day or \$101.01 for a monthly pass. Two Park & Ride lots with free parking managed and served by Kitsap Transit are also available 3-4 miles away, but the U-Park parking lot is under-utilized.

Southworth Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
N/A	Due to adequate supply for existing demand, it is not currently necessary to implement a fee system to help reduce and manage the parking demand.	-
Operations		
Subsidize Parking	Due to adequate supply for existing demand a fee system to help reduce and manage the parking demand is not currently needed.	-
Technology		
On-Site Parking Guidance	Signage can enhance wayfinding for parking availability and lot locations. This can be particularly useful for the remote lots.	Medium term
Mode of Access		
Enhance Bicycle / Pedestrian Accessibility	There are currently no bike lanes on the major roadways leading to the terminal. Additionally, bicycle and pedestrian amenities (i.e. lockers, parking, and wayfinding) are not currently available. An expansion of active transportation facilities and amenities should be explored.	Medium term
Land Use		
Replace Parking Supply	Parking supply is currently adequate. As the holding area may expand some of the surplus parking can be removed.	If the holding area is expanded

Tahlequah

The Tahlequah ferry terminal is located at Vashon Highway SW and SW Tahlequah Road at the Southern terminus of Vashon Highway SW. Access is provided via Vashon Highway SW and SW Tahlequah Road.

Existing Conditions

Parking at the terminal is served by a small Park & Ride lot across the road from the dock. It is operated by King County with 32 parking spaces available. Parking supply is generally adequate for current demand.

Tahlequah Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
N/A	Due to adequate supply a fee system to help manage parking demand is not currently needed.	-
Operations		
N/A	N/A	-
Technology		
N/A	Technological improvements to help reduce and manage the parking demand are not needed.	-
Mode of Access		
Enhance Bicycle / Pedestrian Accessibility	Bicycle and pedestrian amenities (i.e. lockers, parking, sidewalks, and wayfinding) are not currently available. An expansion of active transportation facilities and amenities should be explored.	Medium term
Land Use		
Increase Parking Supply	Although parking supply is currently adequate, the addition of off-site or remote parking may help manage demand..	As demand increases

Vashon

The Vashon ferry terminal is located at 10800 North Vashon Highway at the northern tip of Vashon Island in unincorporated King County. Access to the terminal is provided via Vashon Highway SW and 103rd Avenue.

Existing Conditions

WSF does not provide commuter parking at the Vashon terminal. Parking at the terminal is primarily served by the Vashon North End Park & Ride located one block away and owned by King County. Other Park & Ride lots in town include the Ober Park Park & Ride located 4.4 miles south, the Tahlequah Park & Ride located 13.7 miles south, and the Valley Center Park & Ride located 6.5 miles south, all operated by King County Metro. Roadside parking is also available, but usually full by 9 am. There are two ADA spaces at the dock with a time limit of six hours. Parking supply at this terminal is generally inadequate for existing demand.

Vashon Parking Location



Parking Management Strategies

Strategy	Potential Actions	Implementation
Pricing		
Implement Paid Parking	WSF does not control the commuter parking facilities serving the Vashon terminal.	-
Operations		
Carpool / Vanpool Parking Spaces	The possibility of initiating a carpool/vanpool program with incentives such as reserved parking could be explored with King County.	Medium term
Mode of Access		
Enhance Bicycle / Pedestrian Accessibility	Bicycle and pedestrian amenities (i.e. lockers, parking, and wayfinding) at the terminal are not currently available. Expansion of active transportation facilities should be explored in cooperation with King County.	Medium term
Land Use		
Increase Parking Supply	Additional remote parking served by transit may help manage demand near the terminal.	Long term

Conclusions

This task focused on reviewing and assessing customer parking at WSF terminals and provided a candidate set of parking management strategies for consideration by WSF and partner cities and local agencies when terminal improvements are being planned.

This memorandum presents a “toolbox” of parking management strategies to serve as a reference as WSF considers options to manage anticipated increases in parking demand. Terminal specific studies will still be needed along with extensive community outreach and engagement to evaluate potential strategies. It should be noted that parking raises a number of policy issues for WSF. For example:

- When does it make sense for WSF to provide additional commuter parking?
- What policies should guide pricing and incentives for use of state-provided parking?
- What are the legal limitations for implementing new parking management strategies?

Because most commuter parking is provided by local jurisdictions, transit agencies, or private parties, the question of how responsibility should be shared is another major policy issue which will need to be addressed outside of the WSF Long Range Plan process.

Further study is also needed to determine the extent to which parking management strategies can shift demand and increase efficient utilization of parking lots and deck-space on ferries (by shifting demand from single-occupant vehicle travel to walk-ons). Nor has this Tech Memo delved into the question of how or when on-demand services (Uber/Lyft) or autonomous vehicles may reduce parking demand in the future. Those important questions will need to be addressed in a future update of the Long Range Plan when reliable information about those technologies and services becomes available.