

# Downtown Poulsbo 2023 Parking Study Update

Existing Conditions Analysis

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Prepared for: City of Poulsbo



**WALKER**  
CONSULTANTS

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# 01 Executive Summary

# Executive Summary

Access for all—whether through driving and parking, or other modes of travel—is essential to the cultural, economic, and social vibrancy of Downtown Poulsbo. As Downtown evolves and changes, the City of Poulsbo is taking a holistic look at Downtown parking options, programs and policies and studying changes to better support the people that live, work and play Downtown and make it the special place that it is.

As an initial step, this Existing Conditions report analyzes and quantifies parking inventory and occupancy, determines average lengths of stay for parkers in key parking facilities, and looks at multimodality and other selected items observed that area related to the parking system. This report leverages a series of plans and technical memos pertaining to parking as a frame of reference and comparison, including goals and recommendations for the parking system, that were released between 2006 and 2012.

A summary of existing conditions can be found at the beginning of Section 3 of this report. However, a few key observations or themes have emerged from Walker’s analysis of the data. These include:

- **Some new developments, modest increase in parking inventory.** Since 2006, notable new developments downtown have included the relocation of City Hall and the subsequent redevelopment of the old City Hall into multi-family dwelling units, as well as the construction of single-family homes south of Sunset St. More recently, the former police station and adjoining parking lot, which served as a public parking lot after the police department relocated, have been permanently closed, and the property is slated for redevelopment. When considering the 2006 study area, Walker notes that the overall parking supply appears to have increased about 16%, though the off-street public parking supply has only increased about 6%, mostly all as a result of the new City Hall Garage.
- **Most public parking facilities operate at capacity for most of the day, but a few are somewhat underutilized.** On both the weekday and weekend, the off-street public parking system nearly reached effective capacity at 1 PM, with the Anderson lots and King Harald Vei parking remaining nearly full throughout the day. However, for all observation periods other than 1 PM on the weekend, the King Olaf Lot had some excess capacity. The City Hall Garage was not being fully utilized by public parkers during the weekend, even at the 1 PM systemwide peak. This may be due to the fact that the City Hall Garage is located somewhat off of the Front St. corridor, is higher in elevation, and is not clearly signed and marked from the outside as a public parking facility. About 40% of the spaces in the garage are signed as public parking at all times while most of the remaining spaces are available for public use outside of city hall business hours.
- **Private parking facilities are underutilized.** On both the weekday and weekend, percent occupancy across all the private parking facilities, both the reserved facilities as well as those intended for use as public parking (free or paid), was significantly lower than for public facilities, only reaching 50% during the weekday peak at 1 PM and 38% during the systemwide peak at 1 PM on Saturday.
- **The current parking system may be nearly exactly accommodating typical peak demand loads.** The two private facilities that offer paid parking for general public use peaked at 69% during the 1 PM Saturday peak. Also, on-street parking just outside the core area did not reach capacity at that time. These

observations, combined with general observations made by Walker staff that there did not appear to be excess traffic congestion (e.g., “cruising” behavior) along either Front St. or in the Anderson Lots, seem to suggest that the current parking system, at least on a typical busy Saturday, is nearly exactly accommodating peak demand loads. If there were latent parking demand not being accommodated, it is likely that private paid lots would also be full at 1 PM on a Saturday, and on-street parking demand would spill over past 3<sup>rd</sup> Ave. and north of Iverson.

- **Most parking is within a 2.5-minute walk of the center of downtown, while nearly all is located within a 5-minute walk.** Downtown Poulsbo is extremely walkable and does not sprawl out across a large geographical area. All public parking facilities are therefore conveniently located and accessible to the intersection of Front and Jensen Way, including the King Olaf Lot and the City Hall Garage.
- **High parking turnover was observed overall, and employees seem to be mostly parking off-street and along 3<sup>rd</sup>.** Along Front St., lengths of stay averaged between just under an hour on weekdays to just over an hour on weekends. In the Anderson lots surveyed, the average length of stay was just under an hour and a half on weekdays and just over on weekends. Along 3<sup>rd</sup>, the length of stay ranged from about 2 hours and 15 minutes to 3 hours, with a little over 40% of vehicles observed parked for over 4 hours. Only a handful of vehicles were observed parked for over 4 hours on Front St. on either observation day. While posted time restrictions are inconsistently signed and not enforced, these lengths of stay imply that Front St. parking is being used by high-turnover visitors and customers, with longer-term visitors and customers mostly parking in the lots. It is likely that at least 85% of the parking in the Anderson lots is being used by customers and visitors while employees parking on-street mostly did so along 3<sup>rd</sup>.
- **Downtown is friendly for pedestrians and bikes, but transit is lacking.** Due to the small-scale, low-density, and tight-knit nature of downtown Poulsbo, the study area appears to be friendly and accommodating to pedestrians and bicyclists. However, the downtown itself is currently not served directly by Kitsap Transit. Those wishing to use transit must currently walk to 8<sup>th</sup> and Hostmark to access busses (within the 10-minute walk shed from Front and Jensen), which are mostly regional in nature. As a result, it is likely that those moving downtown will still likely want to own and need to own a personal vehicle, barring significant improvements in transit service in the future. It should be noted that, in the past, it appears that transit did serve downtown Poulsbo more directly, as a number of inactive bus stops were researched and noted.
- **More parking may not be needed at this time.** It is likely that most new development downtown will be in the form of multi-family dwelling units, which will be self-parked on-site. Significant non-residential development will need to either be self-parked or make use of either public or private parking resources. While public parking facilities are at capacity, there may be opportunities for shared parking agreements with some private parking facility owners, as notable excess capacity was observed within downtown private parking facilities. Other management strategies could also be employed to help utilize existing parking assets more efficiently, and/or to throttle and more evenly distribute demand.
- **The existing public parking inventory should be maintained or slightly expanded.** While more parking may not be needed overall, Walker does recommend that the City maintain or slightly expand its existing public parking inventory. For instance, if the City wishes to explore redevelopment of one of the existing waterfront public lots (one of the stated goals of the 2010 parking recommendations report), the City

should pursue the creation of either a new lot to replace it or, perhaps more likely, a parking garage that consolidates some of the surface capacity into a smaller footprint while adding a few additional net spaces to support and accommodate limited, small-scale future growth and densification.



## 02 Introduction & Background

# Introduction & Background

The City of Poulsbo is located less than 2 hours from Seattle by ferry across Puget Sound. Founded by Norwegian immigrants in the 1880s, Poulsbo's identity as a picturesque, seaside town with Scandinavian heritage has remained unchanged. Since the 1950s, Poulsbo has maintained a rapid pace of population growth, recording double digit percentage growth every decade since. While downtown Poulsbo has long been popular with tourists, both in-state and out-of-state, and hosts a large marina, the City's relative proximity to metropolitan Seattle and Tacoma have resulted in Poulsbo serving as a far-flung bedroom community, a trend that may have accelerated with the rise of telework since 2020. In the 2010s, the city's population surpassed 10,000 for the first time, and at less than 5 square miles, the population of Poulsbo has reached nearly 12,000.

In the last 10 years, the biggest changes downtown in terms of land use have occurred with respect to residential development. Significant new development has taken place north of downtown, primarily consisting of new single-family and multi-family dwelling units, as well as some new retail and office space along Jensen Way. It is envisioned will continue to infill and densify modestly, as suitable opportunities arise, and that redevelopment will continue to bring more residential dwelling units into the core area. One example of such continued redevelopment is at the southwest corner of Front St./ Hostmark St. and 4<sup>th</sup> Ave./Fjord Dr. The site, which was home to the old police station, has been razed and is now targeted for redevelopment as a mixed-use building with multi-family dwelling units.

With the growth, there have been ever-increasing levels of parking demand in and around Poulsbo's historic downtown. As more growth is anticipated, and the parking supply becomes even more constrained, it is likely that parking challenges will continue to materialize and become more pressing and urgent moving forward.

## About This Study

In light of continued population growth in Poulsbo as a whole, along with increasing tourism activity and new downtown residential and commercial development, the City commissioned Walker Consultants ("Walker") to conduct a parking study that would serve as an update to the 2006 and 2010 efforts. Key components of this study include:

- Establishing a preliminary understanding of successes and fears
- Evaluating existing parking conditions, including parking inventory, occupancy, and length of stay
- Establishing a clear and updated vision and guiding principles for parking planning
- Identifying updated recommendations and strategies, in the short, mid, and long terms, for how to improve the parking system in downtown Poulsbo with an eye towards focusing on real, human experiences and prioritizing mobility and multi-modality.

For all components, and throughout the duration of the study, Walker will work with city staff and the Advisory Committee on conducting community engagement and collaboration. This collaboration will take place primarily in the form of a community survey, in conjunction with a series of virtual and/or in-person public meetings. Through this process, Walker will keep the community informed and updated as data is collected and analyzed.

Through collaboration, vision and guiding principles will be finalized and preliminary strategies will be refined and vetted, with the aim of building and establishing consensus.

This report will examine and analyze existing parking conditions. Walker aims to quantitatively reestablish a baseline of parking data that will take into account all the changes and new development that have taken place in the last 10 years. This new data set will be essential in understanding how those changes and development have affected parking, both on the supply and demand side.

## Previous Parking Studies

Parking has consistently been an important area of focus for city planners for nearly 20 years. The first major planning effort and study relating to parking occurred in 2006. That year, the City commissioned a preliminary parking assessment of its downtown core, performed by the private planning firm Parametrix. This study examined existing parking conditions, including an inventory of private and public off-street parking as well as on-street parking within the downtown, as well as evaluated parking demand loads and patterns. Also, for the study, a survey of downtown merchants on the topic of parking was conducted. This study established a baseline of understanding for Poulsbo's parking system.

Based on the 2006 study, in 2008 the City commissioned a report on parking management strategies for downtown Poulsbo, which was furnished by David Evans & Associates. For that report, which also provided an updated analysis of parking demand downtown, the City established an advisory committee of stakeholders in order to review the findings from the 2006 study and to advise City staff. Amongst other conclusions, the report noted that, qualitatively, parking demand in downtown appeared to be increasing, particularly on weekdays.

In 2009, the City's Comprehensive Plan, as part of a broader set of recommendations designed to directly or indirectly address parking, recommended that the City build a downtown parking garage. This would achieve the dual goals of increasing the downtown public parking supply while decreasing the waterfront area dedicated to public surface parking, potentially allowing an expansion of Waterfront Park and other redevelopment opportunities.

In 2010, the Parking Advisory Committee was reconvened to reconsider conclusions and recommendations made in 2008 in light of changes and growth that had occurred in the previous two years, as well as taking into consideration parking goals outlined in the Comprehensive Plan. In the final report published by the Committee, the following primary recommendations were established:

- Construct a new downtown parking garage at the site of the current King Olav public parking lot.
  - Once constructed, consider establishing paid parking in the garage if necessary.
- Explore ideas for creating a downtown waterfront redevelopment overlay zone and explore opportunities for redeveloping a portion of Anderson Parkway.
- Create a framework for allowing overnight parking in certain circumstances.
- Establish paid parking along downtown segments of Front Street during peak hours, in conjunction with establishing a simple framework for parking enforcement.
- Reconfigure and improve 3<sup>rd</sup> Avenue.
- Revise the City's parking design standards.

- Consider specialized parking needs, such as for motorcycles, bicycles, delivery vehicles, tour buses, and boat trailers.
- Monitor and evaluate the parking system on an ongoing basis, particularly to assess the effectiveness and impact of implemented recommendations and other changes with respect to parking fees, time limits, enforcement, etc.

Finally, in 2012, city planning staff provided a technical memo to city leadership that examined the previous planning efforts with respect to parking, as well as the previous Parking Advisory Committee reports. In the memo, staff noted that, at that time parking was “likely not a ‘numbers’ issue,” and that systemwide parking capacity was adequate. Also, staff suggested that parking was partially a location issue, with parking in the “northern area” being underutilized at most times. Finally, staff concluded that parking was largely a “managerial issue,” with employees and other long-term users parking all day or for much of the day in on-street and off-street public parking spaces that should be serving short-term users such as customers and visitors.

Since 2012, most of the recommendations established and goals outlined pertaining to parking from previous planning efforts and reports have yet to be implemented, and the 2010 David Evans report remains the last time that parking inventory and occupancy were studied and quantified in detail.

## Changes in Parking Supply Since 2007

Since 2006, the overall downtown parking supply has only changed modestly. Specifically, the following list summarizes changes to the parking supply and/or notable new developments since 2006:

- The City Hall relocated to a parcel on Jensen Way just north of Front St. on the west side to a new location at the northwest corner of 3<sup>rd</sup> Ave. and Moe St. The previous facility was demolished and turned into temporary public parking. However, recently the parcel was redeveloped into The Sophie, consisting of multi-family dwelling units that are self-parked with ground-level parking.
- The City Hall was constructed with a small, single-level parking garage, accessed from Bjermeland Pl. While the facility is primarily intended to serve city employees, about 1/3 of the garage is signed as and available to the public during business hours, while most of the remaining spaces are open for public use outside of business hours.
- Restriping and reconfiguration of the large public parking lots (the Big Anderson, Small Anderson, and King Olaf Lots) have occurred since 2006, resulting in small changes to the parking supplies in those lots with improved traffic circulation.
- The old police station facility, located at Front St./Hostmark St. and 4<sup>th</sup> Ave./Fjord Dr., had a small surface lot that was used for free public parking that was part of the City of Poulsbo’s parking system for about 10 years. However, the lot has been closed for the last few years, and the site was recently sold and is now targeted for redevelopment as a mixed-use building. It is anticipated that the residential units will be self-parked.
- Significant new development has taken place north of downtown, primarily consisting of new single-family and multi-family dwelling units, as well as some new mixed-use space along Jensen Way, with office and retail on the ground level and some multi-family dwelling units on top. The residential development west of the mixed-use building along Jensen that is south of Sunset and east of Front St., consists of single-family homes with private access lanes.

## Acronyms

Within this report there are acronyms that have unique meanings as applicable within the context of the study of parking or that have a meaning specifically applicable for this project. The following is a list of some of the acronyms used herein.

- **ADA** – Americans with Disabilities Act (ADA)
- **DU** – Dwelling unit
- **KSF** – 1,000 square feet
- **EV** – Electric vehicle

## 2023 Study Area

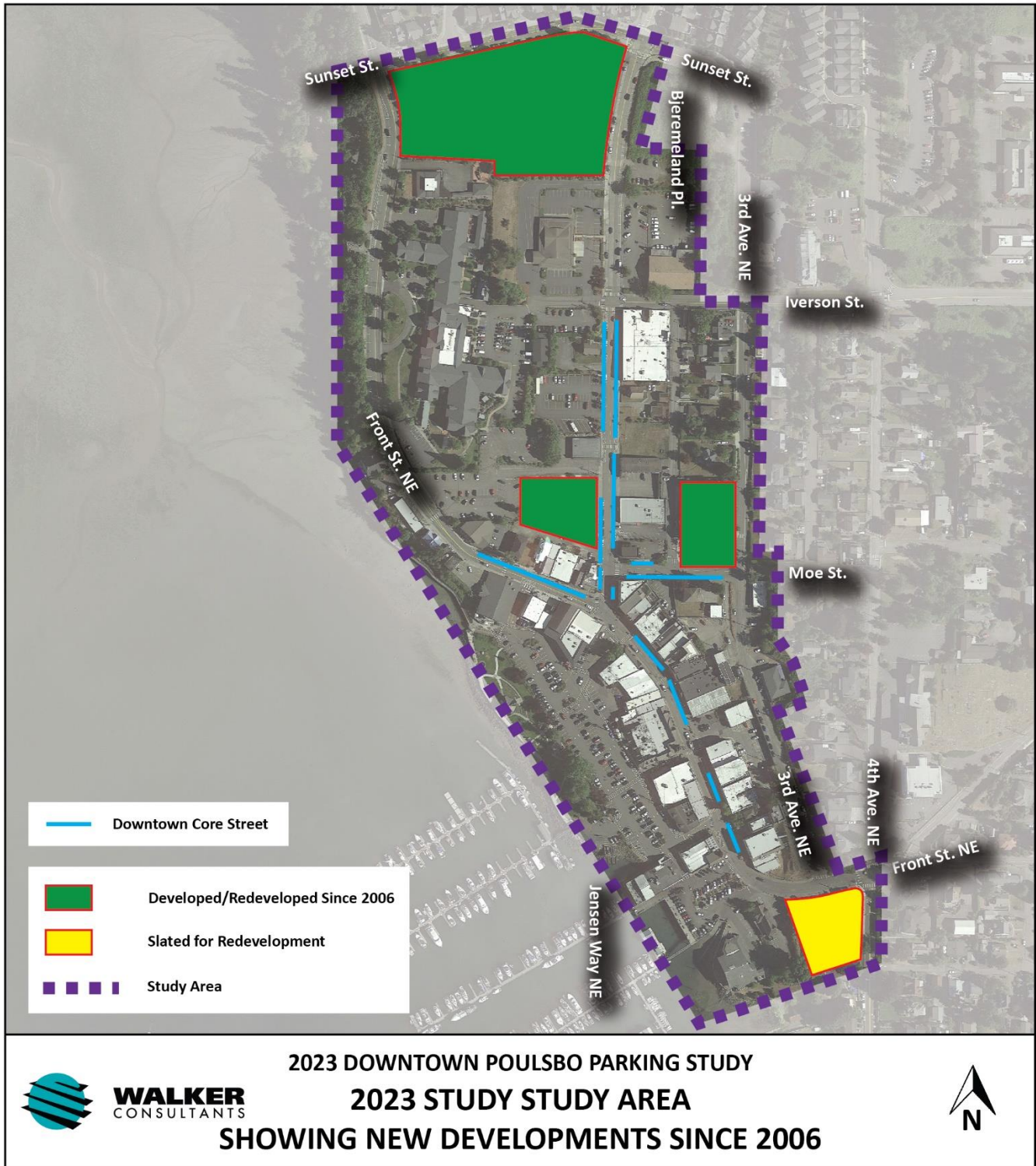
**Figure 1** depicts the boundaries of the study area used for this 2023 report. The study area is generally bounded by Sunset St. to the north, 3<sup>rd</sup> Ave. NE to the east, Eliason St. to the south, and Liberty Bay to the west. Also, it shows areas where new development and/or changes to the off-street parking supply have occurred since the previous study.

Note that this area is slightly expanded compared with the 2006 study area, which did not reach Sunset St. As a result, some additional on-street parking was studied along Jensen Way south of Sunset St. and along the south side of Sunset St. Also, the US Post Office and a gravel lot to the north were studied.

However, off-street parking for standalone residential single-family and duplex dwelling units were excluded from this study. As a result, the off-street and private on-street parking within the single-family sub-division between Jensen and Front, south of Sunset, was not studied.



Figure 1. 2023 Study Area Showing New and Proposed Developments Since 2006





# 03 Existing Conditions

# Existing Conditions Key Takeaways

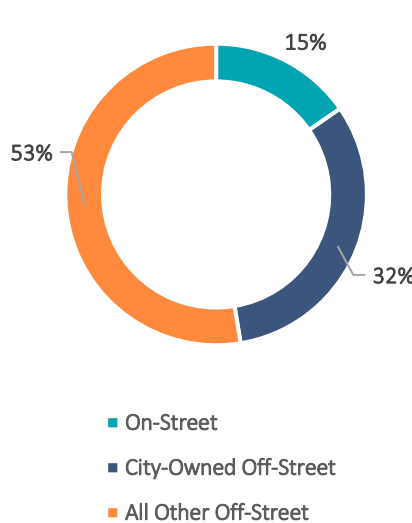


## INVENTORY

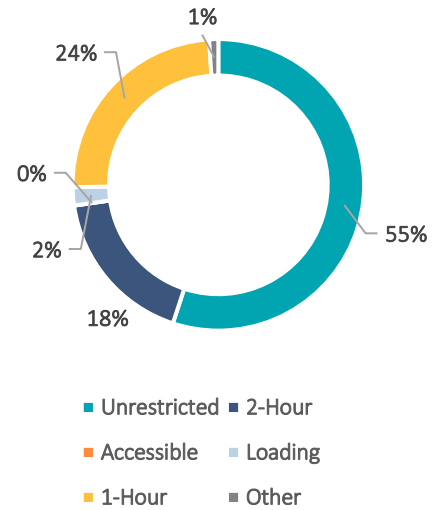
**1,289**  
Total Number of Spaces in  
Downtown Poulsbo

**413**  
Number of City-Owned Off-  
Street Parking Spaces

**676**  
Number of Privately-Owned  
Off-Street Parking Spaces



Downtown Parking, On-Street vs. Off-Street Share



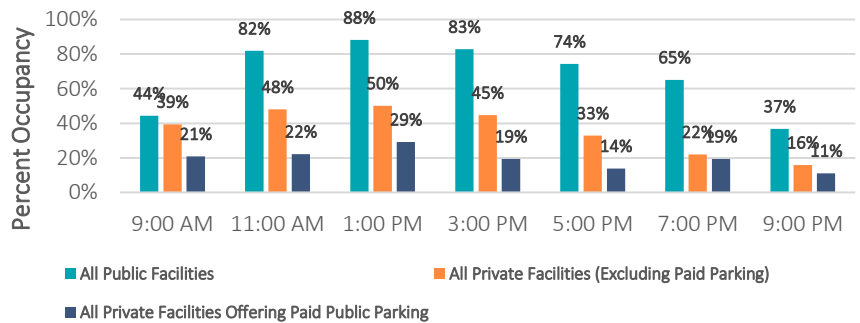
On-Street Parking Downtown by Type



## PEAK OFF-STREET OCCUPANCY

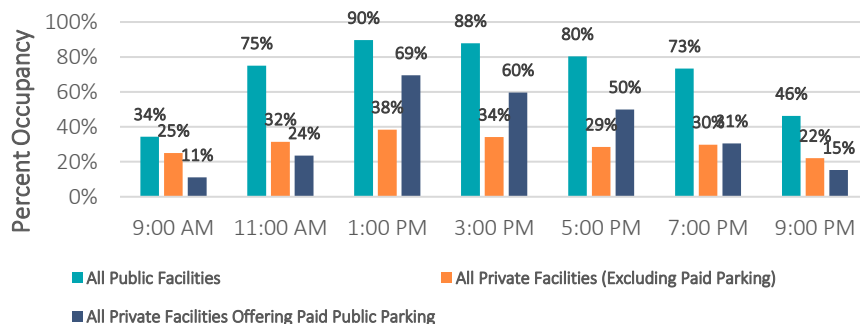
**88-90%**  
Peak Off-Street Percent  
Occupancy in Public Lots  
at 1 PM (Both Days)

Weekday  
Occupancy



**38-50%**  
Peak Off-Street Percent  
Occupancy in Private  
Lots at 1 PM (Both Days)

Weekend  
Occupancy



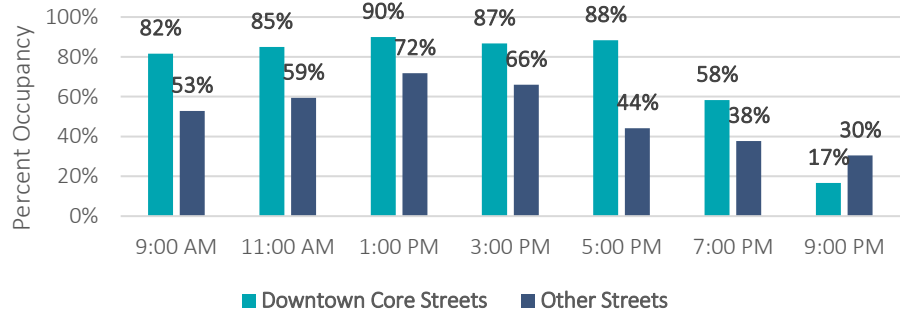


# PEAK ON-STREET OCCUPANCY

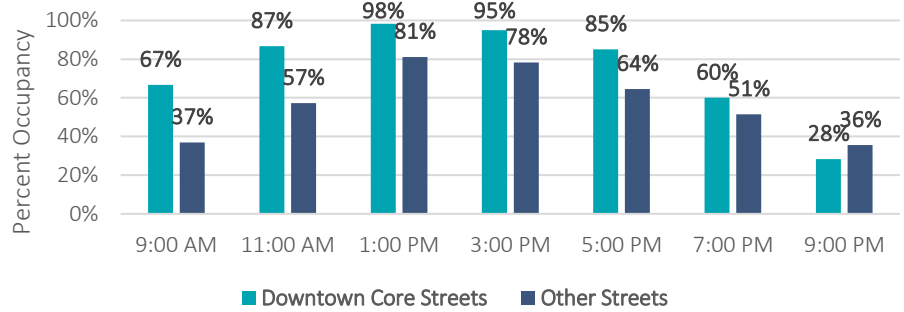
**98%**  
Peak On-Street  
Percent Occupancy on  
Weekend along Core  
Streets Downtown

**81%**  
Peak On-Street  
Percent Occupancy on  
Weekend along Other  
Streets in Study Area

Weekday Percent  
Occupancy



Weekday Percent  
Occupancy



# LENGTH OF STAY

**3:00**  
Average Length of  
Stay on 3<sup>rd</sup> Ave. on  
Weekdays (Hrs : Min)

**1:31**  
Average Length of  
Stay on Weekends  
(Hrs : Min)

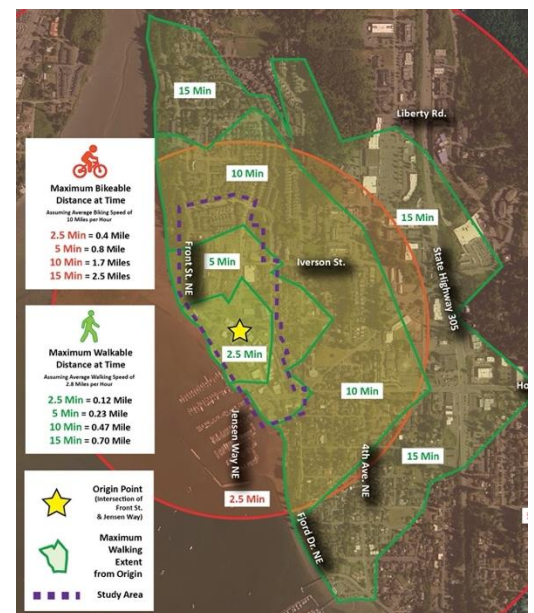
**1:25**  
Average Length of  
Stay on Weekdays  
(Hrs : Min)



Length of Stay for Selected  
Facilities on Weekdays



# MULTIMODALITY



Walk Sheds and Bike Sheds by  
Distance and Time

# 2023 Existing Conditions

## Definition of Terms

Several terms or jargon are used in this report that have unique meanings when used in the parking industry. To help clarify these terms and enhance understanding by the reader, the following definitions are presented.

- **Adequacy** - The difference between the effective parking supply and parking space demand.
- **Effective Supply** - The total supply of parking spaces, adjusted to reflect the cushion needed to provide for vehicles moving in and out of spaces, spaces unavailable due to maintenance, and to reduce the time necessary for parking patrons to find the last few available spaces. The effective supply varies as to the user group and type of parking, but typically the effective supply is 85 percent to 95 percent of the total number of spaces. The adjustment factor is known as the **Effective Supply Factor**.
- **Inventory** - The total number of marked parking spaces within the Study Area.
- **Length of Stay** – Also referred to as duration, this is the uninterrupted length of time that a vehicle was observed parked in the same parking space. Length of time data is typically collected every one to two hours over the course of an entire representative survey day.
- **Parking Demand** - The number of spaces required by various user groups. Parking demand representing design day conditions is compared with effective supply to determine the adequacy of a parking system.
- **Parking Supply** – The total number of marked parking spaces within the study area.
- **Patron or User** - Any individual parking in a study area.
- **Peak Hour** - The peak hour represents the busiest hour of the day for parking demand.
- **Survey Day** - The day that occupancy counts within a study area are recorded. This day should represent typical parking demand patterns on either a weekday or weekend.

## Parking Facilities Studied

### On-Street Parking

All public on-street parking was studied within the boundaries of the study area, as depicted in **Figure 1** above.

Note that, for some street frontage along Bjeremeland Pl., it was unclear, based on street/alley width and posted signage, that on-street parking was technically allowed or permitted. For this study, Walker assumed the existence of a handful of on-street spaces based on observed behavior (i.e., vehicles parked parallel in certain places along the edge of the street/alley).

Also, some streets, such as Bjeremeland Pl. and 3<sup>rd</sup> Ave., featured 90-degree parking spaces that were located along the street. In all cases, such spaces were treated as off-street parking lots for purposes of this study.

## Off-Street Parking

The following lists are comprised of public and private off-street parking facilities that were studied as part of this effort. Note that some private parking facilities did provide parking for public use (typically for customers only) while some were permit-only parking available only to employees. Two private facilities provided paid parking available for general public use.

Driveways and off-street parking for single-family home were excluded from this study.

### Non-City-Owned Facilities:

1. American Legion (by Park)
2. Martha & Mary 1 (Learning Center)
3. Martha & Mary 2
4. Martha & Mary 3 (Visitor Parking)
5. Martha & Mary 4
6. Gran Kirk
7. HMG
8. Salons, Heritage Museum
9. Coffee House, Sons of Norway
10. Better-2-Gether, Liberty Bay
11. Behind Beachside Boutique
12. Behind Front St. Home Store
13. Port of Poulsbo 1
14. SEA Discovery Center
15. Cascade Pharmacy
16. Bad Blanche, Marina Market Customer & Employee
17. Behind Timeless Cuts Barber
18. Behind Blue Heron, The Curious Child
19. Behind Poulsbo Healing Oasis, Senior Center
20. The Sophie Residential Parking
21. Cornerstone Home Lending
22. Port of Poulsbo 2
23. ES Mumford Family Dentistry
24. Martha & Mary 5
25. Martha & Mary 6
26. Bank of America
27. Gravel Lot East of Jenny's Nails, American Family Insurance
28. USPS Reserved Only
29. USPS Public Parking
30. Behind Farmers Insurance, Driving School
31. Behind PNW Massage Therapy, Katie's Beauty Bar
32. PNW Massage Therapy, Katie's Beauty Bar, Black Dragon Tattoo
33. Wells Fargo, Scott's Tree Service, Prototek
34. Edward Jones
35. Behind West Sound Workforce, Griffin Gallery, Norse City
36. TV Jones
37. Valholl Brewing 1
38. Valholl Brewing 2
39. Behind Staycation Massage
40. Staycation Massage

### Non-City-Owned Facilities:

41. Little Anderson Lot
42. Big Anderson Lot (South)
43. Big Anderson Lot (Middle)
44. Big Anderson Lot (North)
45. King Harald V Vei
46. King Olaf Lot
47. King Olaf Lot Overflow
48. City Hall Garage

## Methodology

Walker’s 2020 in-the-field study consisted of four distinct tasks, described below.

### Parking Inventory

The project team conducted a detailed inventory of the parking within the study area on Tuesday, June 20.

For unpaved surface lots, or paved lots without demarcated spaces, the project team measured the area of the lot in Google Earth and estimated the number of parking spaces assuming 350 square feet per space, which is a figure that accounts for the area of the parking spaces as well as drive aisles and turning radii.

For public on-street parking, Walker conducted a count of spaces where formal, striped space delineations exist, such as along Front St. For all other streets, such as Sunset St., on-street supply was estimated by measuring or visually estimating the park-able curb length (accounting for driveways and other curb cuts) along each block face. The park-able frontage length was then divided by 22 feet to determine supply.

In addition to overall inventory counts, the project team made note of the location and type of parking restrictions that existed for all on-street parking within the study area. Also, the project team inventoried unrestricted spaces separately from ADA, or accessible, spaces, as well as “other” types of spaces, including loading spaces, electric vehicle (EV) spaces, motorcycle, or golf cart spaces.

### Parking Occupancy

Walker conducted occupancy counts for on-street and off-street parking facilities in Summer 2023 on Wednesday, June 21<sup>st</sup> and Saturday, June 24<sup>th</sup>, which were considered a typical weekday and typical Saturday in Pousbo. Weather on both survey days was mostly clear and warm.



On both the weekday and the weekend, Walker conducted a set of eight occupancy counts within the study area during the day every two hours, beginning at 9 AM and concluding at 9 PM.

These times were selected in order to observe the change in parking demand throughout the day from morning to evening and identify peak parking demand loads for the weekday and weekend. For example, an early afternoon and early evening

count during the weekday would capture peak office and business demand, as well as capture peak lunchtime and dinnertime demand at the restaurants respectively.

Counts for all off-street parking facilities within the study area were conducted on both field count days to reflect changes between weekday and weekend parking demand. Off-street occupancy counts were conducted in

aggregate, with one count representing all parking occupancy, whether it be unrestricted, ADA, or “other.” On-street occupancy counts were also conducted in aggregate, though they were still sorted by side of street.

Walker staff did not note any special events taking place that might have atypically affected parking demand loads on either the weekday or weekend. While Poulsbo does have a Saturday Farmers’ Market, the market is located outside of the downtown core, and Walker did not observe any spillover parking demand into downtown as a result of the market.

Finally, it should be noted that it appears that weather has a significant effect on activity and, therefore, parking demand loads in downtown Poulsbo. During parking inventory, which occurred on June 20<sup>th</sup>, Walker staff noted significantly lower parking demand levels in the public parking lots compared to the days when formal occupancy counts were conducted. While the fact that it was a Tuesday, and not later in the week, may have had some effect, it should be noted that the weather on June 20 was cool and rainy all day. In Walker’s opinion, the weather was likely the primary cause of the difference in observed occupancy patterns.

## Parking Length of Stay

During the typical weekday and Saturday that occupancy data was conducted, Walker collected limited length of stay data for the busiest public on-street parking areas in Downtown. On both the weekday and weekend, length of stay data was collected along 3<sup>rd</sup> Ave. south of Moe St., along Front St. between 3<sup>rd</sup> Ave. and King Harald Vei, along King Harald Vei, and in the Big and Small Anderson Lots. Permit parking was excluded, and only public spaces were counted, including loading and ADA spaces. In the Big Anderson Lot, a representative sample of spaces were counted (a single row of vehicles along the eastern drive aisle from King Harald Vei to the south end of the lot).

On both days, 10 hours of data were collected across an 11-hour period. Length of stay counts were conducted every hour between 9 AM and 7 PM, with no count being conducted at 2 PM.

To collect the data, Walker staff manually recorded the last three or four characters of the license plates of all vehicles parked along a pre-determined route that was followed every hour.

Data was analyzed across both the daytime and nighttime periods for each respective day, allowing Walker to determine whether vehicles were parked for up to 10 hours per day. Vehicles observed during all 10 hours were marked as “all day” parkers. Walker also tracked loading spaces and time-limited spaces separately and noted whether any vehicles exceeded the time limits.

It should be noted that, while there are posted 1-hour parking restrictions along Front St. and posted signs indicating a 3-hour time limit within the Big and Small Anderson Lots, these time limits are currently unenforced. Also, signage is inconsistent and irregular. Particularly along Front St., it was unclear to Walker staff whether all spaces were technically limited to 1 hour or all spaces were, excepting ADA and loading spaces.

## Walkthrough and Other Observations

Before conducting parking inventory on Tuesday, June 20<sup>th</sup>, Walker staff conducted two walkthroughs of the downtown area. For the first walkaround, Walker staff was accompanied by Poulsbo staff. For the second, Walker staff was unaccompanied.

While walking around with Poulsbo staff, Walker staff and Poulsbo staff discussed the parking system, including the history of the system, certain past and upcoming new developments, anecdotal observations, wayfinding, traffic circulation, future projects, and other topics relating to parking.

For the second walkthrough, Walker staff approached the parking system from the perspective of a first-time visitor and made notes of certain observations made. While no quantitative data was collected for this task, Walker staff did take photos to document and depict certain key observations made or items of note.

## Entire Study Area

Figures 2 and Figure 3 provide a high-level summary of observed parking percent occupancy rates during the weekday and the weekend respectively.

Figure 2. Weekday Study Area Parking Occupancy (Systemwide)

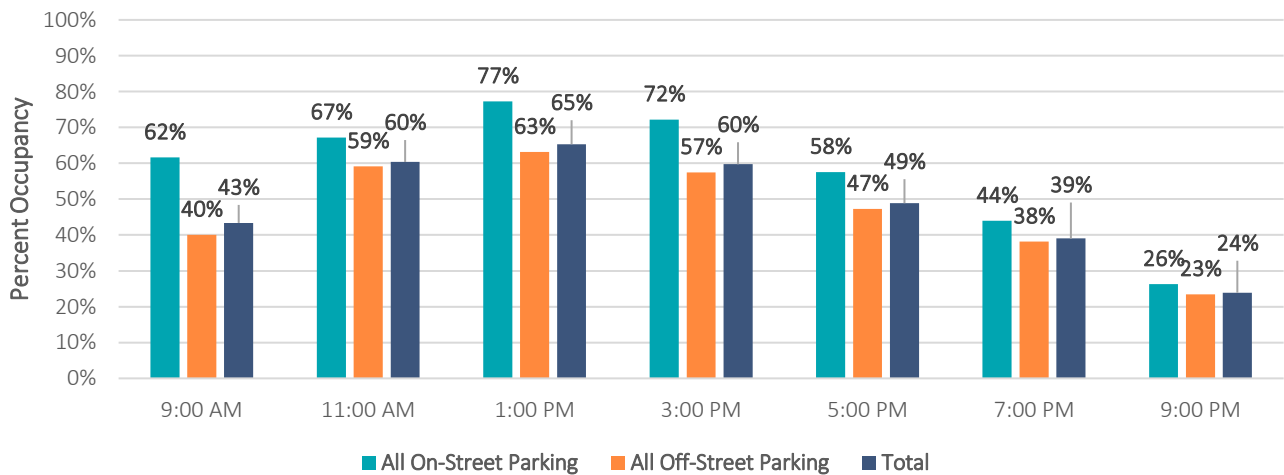
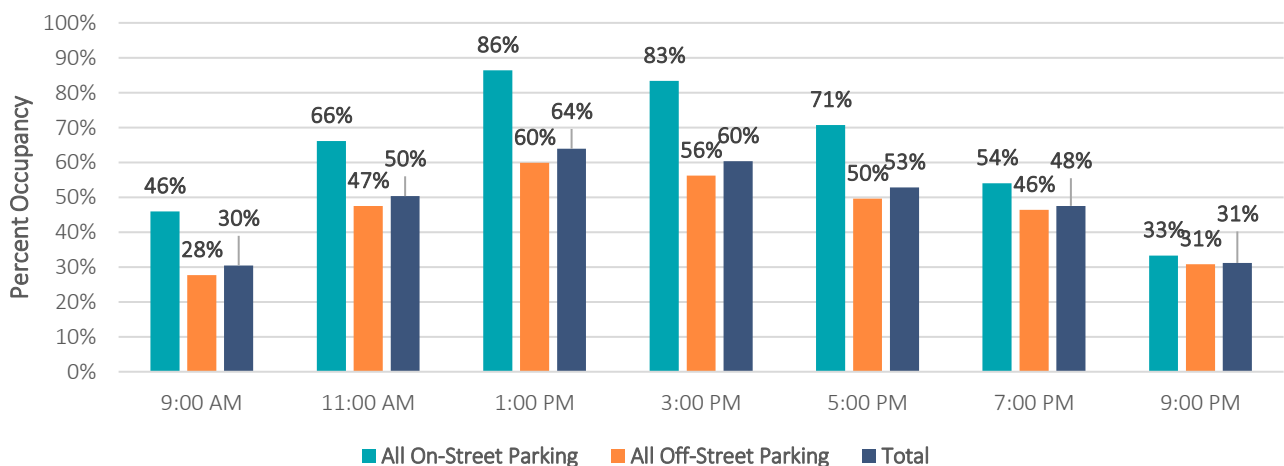


Figure 3. Weekend Study Area Parking Occupancy (Systemwide)



On the weekday, percent occupancy across the study area ranged from 24% at 9 PM to 65% at 1 PM. On the weekend, percent occupancy across the study area ranged from 31% at 9 PM to 64% at 1 PM.

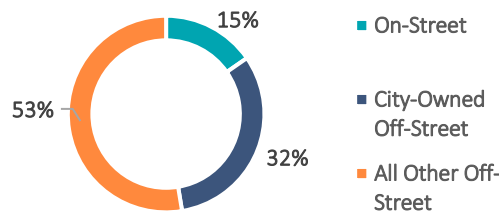
In terms of actual parking supply surpluses observed as a function of peak demand observed, there was a surplus of 447 spaces systemwide during the weekday and 465 spaces during the weekend. For on-street parking, there was a systemwide actual surplus of 45 spaces during the weekday and 27 during the weekend.

## Inventory

Downtown Poulsbo has a total of 1,289 spaces within the 2023 study area, 15% of which (198 spaces) are on-street parking spaces, 32% of which (413 spaces) are city-owned off-street spaces (including reserved or permit spaces within public lots), and 53% of which (676 spaces) are privately-owned off-street spaces, including paid spaces for general public use owned by the Port of Poulsbo and SEA Discovery Center.

**Figure 4** below shows the percent share of the total parking inventory by type (on-street versus off-street).

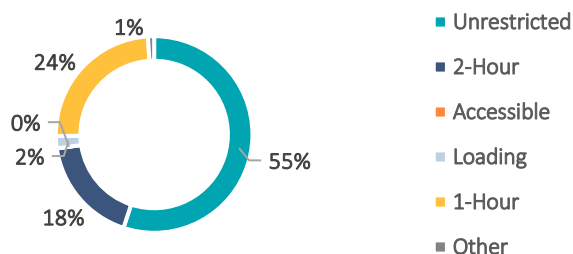
Figure 4. Downtown Parking Inventory by Type



## On-Street

**Figure 5** shows the number and percent share of each on-street parking restriction observed within the downtown portion of the study area as a function of the total on-street parking supply.

Figure 5. Downtown On-Street Parking Inventory by Parking Restriction



There are a total of 198 on-street spaces in downtown Poulsbo inside the 2023 study area. A little over half (55%) are technically unsigned, with no posted restrictions, while 24% are signed as 1-hour parking, mostly along Front St. 18% are signed as 2-hour parking, all along Jensen Way north of Iverson St.

## Off-Street

The following is a list of all the off-street parking facilities contained within the study area, sorted by those owned by the City versus those that are not owned by the City.

Figure 6 shows the number of parking spaces in off-street public parking facilities.





Figure 6. Downtown Off-Street Parking Inventory by Facility

Parking Type	Facility ID	Facility Description	Inventory		
			Public (Free or Paid) or Private for Customer Use	Private, Reserved, Permit, Other	Total
Non-City-Owned Parking	1	American Legion (by Park)	8		8
	2	Martha & Mary 1 (Learning Center)	6	2	8
	3	Martha & Mary 2		16	16
	4	Martha & Mary 3 (Visitor Parking)	11		11
	5	Martha & Mary 4		17	17
	6	Gran Kirk		7	7
	7	HMG		6	6
	8	Salons, Heritage Museum		8	8
	9	Coffee House, Sons of Norway		9	9
	10	Better-2-Gether, Liberty Bay		5	5
	11	Behind Beachside Boutique		13	13
	12	Behind Front St. Home Store		7	7
	13	Port of Poulsbo 1		8	8
	14	SEA Discovery Center	14	2	16
	15	Cascade Pharmacy	19		19
	16	Bad Blanche, Marina Market Customer & Employee	9	33	42
	17	Behind Timeless Cuts Barber		3	3
	18	Behind Blue Heron, The Curious Child		18	18
	19	Behind Poulsbo Healing Oasis, Senior Center		5	5
	20	The Sophie Residential Parking		53	53
	21	Cornerstone Home Lending		12	12
	22	Port of Poulsbo 2	29	27	56
	23	ES Mumford Family Dentistry		11	11
	24	Martha & Mary 5		29	29
	25	Martha & Mary 6		52	52
	26	Bank of America	65		65
	27	Gravel Lot East of Jenny's Nails, American Family Insurance	16		16
	28	USPS Reserved Only		28	28
	29	USPS Public Parking	29		29
	30	Behind Farmers Insurance, Driving School		9	9
	31	Behind PNW Massage Therapy, Katie's Beauty Bar		10	10
	32	PNW Massage Therapy, Katie's Beauty Bar, Black Dragon Tattoo	18		18
	33	Wells Fargo, Scott's Tree Service, Prototek		8	8
	34	Edward Jones	7		7
	35	Behind West Sound Workforce, Griffin Gallery, Norse City		20	20
	36	TV Jones		6	6
	37	Valholl Brewing 1		5	5
	38	Valholl Brewing 2	12		12
	39	Behind Staycation Massage		3	3
	40	Staycation Massage	3		3
<b>Sub-Total (Non-City-Owned)</b>			<b>246</b>	<b>432</b>	<b>678</b>
City-Owned Parking	41	Little Anderson Lot	28	17	45
	42	Big Anderson Lot (South)	46		46
	43	Big Anderson Lot (Middle)	86		86
	44	Big Anderson Lot (North)	56	2	58
	45	King Harald V Vei	7		7
	46	King Olaf Lot	70		70
	47	King Olaf Lot Overflow	42		42
	48	City Hall Garage	29	30	59
<b>Sub-Total (City-Owned)</b>			<b>364</b>	<b>49</b>	<b>413</b>
<b>Total (All)</b>			<b>610</b>	<b>481</b>	<b>1,091</b>

## Inventory Map

Figure 7 shows a map of on-street parking by type/restriction within the downtown core.



Figure 7. Downtown On-Street and Off-Street Parking Facilities and Restrictions



## Compared to 2006 Study

When excluding on-street corridors and off-street parking facilities that existed in 2006 that still exist in 2023 that were not included in the 2006 study area, the 2023 study area has a total of 1,151 spaces. Out of those, there are 987 off-street parking spaces and 164 on-street spaces.

Excluded off-street facilities are the US Post Office, the gravel lot north of the post office, the American Legion gravel lot, and three small facilities next to the Valholl Brewing Company on the east side of 3<sup>rd</sup> Ave. Excluded on-street corridors are Jensen north of Iverson and all of Sunset St.

Figure 8. Change in Parking Supply within 2006 Study Area, 2006 - 2023

Parking Type	2006	2023	% Change
Public Off-Street	390	413	6%
Private Off-Street	481	574	19%
On-Street	121	164	36%
<b>Total</b>	<b>992</b>	<b>1,151</b>	<b>16%</b>



## Effective Off-Street Parking Supply

For the off-street parking, Walker considered the effective supply as well as the actual supply for an analysis of the actual parking adequacy in each facility.

The effective parking supply is determined by applying an effective supply factor to the physical parking supply for each user group in the parking system inventory. It is a generally accepted principle in parking supply/demand analyses that a supply of parking operates at optimum efficiency when occupancy is no more than 85% to 95% of the total supply. The unused spaces provide a "cushion" to allow for the dynamics of vehicles moving in and out of parking stalls and to reduce the time required to search for the last few available spaces. This cushion also allows for daily, weekly, and seasonal variations/vacancies created by restricting facilities to certain users, mis-parked vehicles (such as vehicles straddling a striped delineation and therefore occupying more than one space), and minor construction.

When occupancy exceeds optimum levels, there may be delays and frustration in finding available parking, patrons may be forced to use an undesirable space, such as one at a greater or uncomfortable walking distance. The parking supply may be perceived as inadequate, even though vacant spaces are still available somewhere in the system.

An **Effective Supply Factor** is an industry standard factor intended to account for real world operating behaviors that typically prevent facilities from effectively operating at a true 100% utilization.

As a result, the effective parking supply is used for analysis of the adequacy of the parking system rather than the total supply. This cushion typically varies between 5% and 15% of the total parking capacity, depending on the type of parking area/facility. For reserved spaces, residential or commercial, a 0% cushion is used, as all spaces are assigned.

For downtown Poulsbo, an average effective supply factor of 10% was applied to all parking facilities that are primarily orientated towards visitors and customers. A 5% factor was applied for facilities primarily orientated towards employees or permit parkers. A 0% factor was applied to all reserved parking. Finally, a 15% factor was applied to gravel lots.

Adjustments were not made to on-street supply as Walker already accounted for and adjusted for such inefficiencies associated with on-street parking when determining the on-street parking supply and most spaces were formally demarcated with striping.

**Figure 9** shows effective off-street parking supply.



Figure 9. Downtown Off-Street Effective Parking Supply by Facility

Parking Type	Facility ID	Facility Description	Total Parking Supply	ESF Applied	Effective Supply
Non-City-Owned Parking	1	American Legion (by Park)	8	15%	7
	2	Martha & Mary 1 (Learning Center)	8	10%	7
	3	Martha & Mary 2	16	5%	15
	4	Martha & Mary 3 (Visitor Parking)	11	10%	10
	5	Martha & Mary 4	17	5%	16
	6	Gran Kirk	7	10%	6
	7	HMG	6	10%	5
	8	Salons, Heritage Museum	8	10%	7
	9	Coffee House, Sons of Norway	9	10%	8
	10	Better-2-Gether, Liberty Bay	5	10%	5
	11	Behind Beachside Boutique	13	5%	12
	12	Behind Front St. Home Store	7	5%	7
	13	Port of Poulsbo 1	8	10%	7
	14	SEA Discovery Center	16	10%	14
	15	Cascade Pharmacy	19	10%	17
	16	Bad Blanche, Marina Market Customer & Employee	42	5%	40
	17	Behind Timeless Cuts Barber	3	5%	3
	18	Behind Blue Heron, The Curious Child	18	5%	17
	19	Behind Poulsbo Healing Oasis, Senior Center	5	5%	5
	20	The Sophie Residential Parking	53	0%	53
	21	Cornerstone Home Lending	12	10%	11
	22	Port of Poulsbo 2	56	10%	50
	23	ES Mumford Family Dentistry	11	5%	10
	24	Martha & Mary 5	29	5%	28
	25	Martha & Mary 6	52	5%	49
	26	Bank of America	65	10%	59
	27	Gravel Lot East of Jenny's Nails, American Family Insurance	16	15%	14
	28	USPS Reserved Only	28	0%	28
	29	USPS Public Parking	29	10%	26
	30	Behind Farmers Insurance, Driving School	9	5%	9
	31	Behind PNW Massage Therapy, Katie's Beauty Bar	10	5%	10
	32	PNW Massage Therapy, Katie's Beauty Bar, Black Dragon Tattoo	18	5%	17
	33	Wells Fargo, Scott's Tree Service, Prototek	8	10%	7
	34	Edward Jones	7	10%	6
	35	Behind West Sound Workforce, Griffin Gallery, Norse City	20	5%	19
	36	TV Jones	6	10%	5
	37	Valholl Brewing 1	5	10%	5
	38	Valholl Brewing 2	12	10%	11
	39	Behind Staycation Massage	3	10%	3
	40	Staycation Massage	3	10%	3
<b>Sub-Total (Non-City-Owned)</b>			<b>678</b>	<b>93%</b>	<b>631</b>
City-Owned Parking	41	Little Anderson Lot	45	5%	43
	42	Big Anderson Lot (South)	46	10%	41
	43	Big Anderson Lot (Middle)	86	10%	77
	44	Big Anderson Lot (North)	58	10%	52
	45	King Harald V Vei	7	0%	7
	46	King Olaf Lot	70	10%	63
	47	King Olaf Lot Overflow	42	10%	38
	48	City Hall Garage	59	5%	56
<b>Sub-Total (City-Owned)</b>			<b>413</b>	<b>91%</b>	<b>378</b>
<b>Total (All)</b>			<b>1,091</b>	<b>92%</b>	<b>1,008</b>

Overall, the off-street supply decreases from 1,091 spaces to 1,008 spaces. This leaves a “cushion” of 83 spaces to allow for the dynamic nature of the parking system.

## Occupancy

### Heat Maps

Figures 10 and 11 below represent observed downtown occupancy heat maps depicting occupancy by facility and block face during the observed systemwide peak times for the weekday and weekend, respectively.



Figure 10. Downtown Occupancy Heat Map (Weekday Peak)

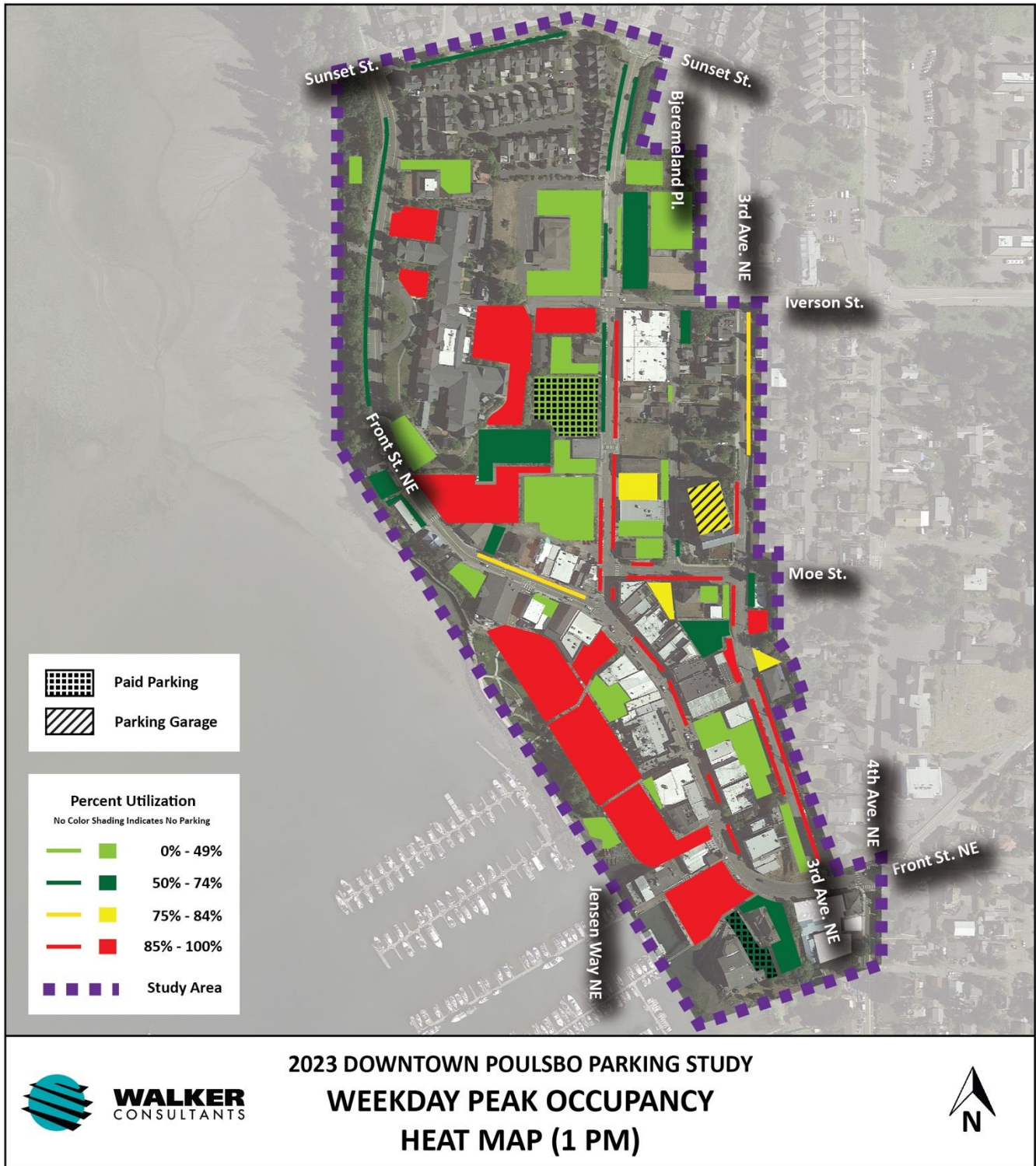
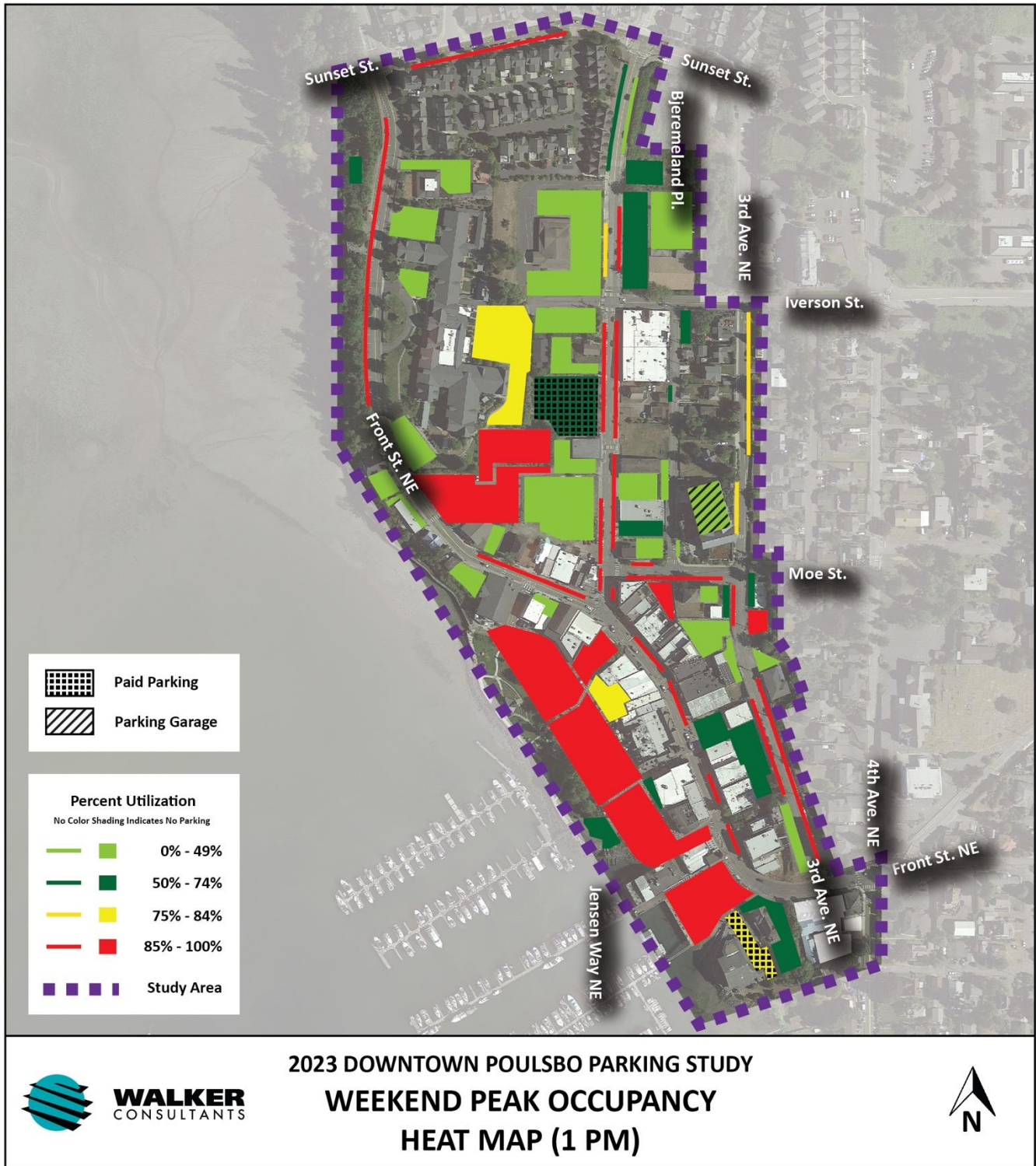


Figure 11. Downtown Occupancy Heat Map (Weekend Peak)



## On-Street

Figure 12 and Figure 13 show the on-street parking occupancy counts and percentages on both the weekday and weekend by subarea. Peak times for each subarea by observation day are highlighted in yellow.

Figure 12. Downtown On-Street Parking Demand by Street Type and Day of Week

Observation Day	Street Type	Demand						
		9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	9:00 PM
Weekday	Downtown Core Streets	49	51	54	52	53	35	10
	Other Streets	73	82	99	91	61	52	42
	<b>Total (On-Street)</b>	<b>122</b>	<b>133</b>	<b>153</b>	<b>143</b>	<b>114</b>	<b>87</b>	<b>52</b>
Weekend	Downtown Core Streets	40	52	59	57	51	36	17
	Other Streets	51	79	112	108	89	71	49
	<b>Total (On-Street)</b>	<b>91</b>	<b>131</b>	<b>171</b>	<b>165</b>	<b>140</b>	<b>107</b>	<b>66</b>

Figure 13. Downtown On-Street Percent Occupancy by Street Type and Day of Week

Observation Day	Street Type	Percent Occupancy						
		9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	9:00 PM
Weekday	Downtown Core Streets	82%	85%	90%	87%	88%	58%	17%
	Other Streets	53%	59%	72%	66%	44%	38%	30%
	<b>Total (On-Street)</b>	<b>62%</b>	<b>67%</b>	<b>77%</b>	<b>72%</b>	<b>58%</b>	<b>44%</b>	<b>26%</b>
Weekend	Downtown Core Streets	67%	87%	98%	95%	85%	60%	28%
	Other Streets	37%	57%	81%	78%	64%	51%	36%
	<b>Total (On-Street)</b>	<b>46%</b>	<b>66%</b>	<b>86%</b>	<b>83%</b>	<b>71%</b>	<b>54%</b>	<b>33%</b>

Overall, on-street parking occupancy peaked at 1 PM on both the weekday and the weekend within the study area, with weekend evening demand reaching 86 percent (98 percent in the core area). Both downtown core and all other streets reached their respective peaks at 1 PM on both the weekday and weekend.

There were no clear and significant differences observed in demand across the day between the weekday and weekend for the core streets. Overall, weekend demand was higher on the weekend for every hour studied except 9 AM and 11 AM, when weekday overall demand was higher due to higher demand on the streets outside the core area.

On-street demand remained near capacity on both the weekday and weekend in the core area between the hours of 11 AM and 5 PM, with demand nearing effective capacity on all other streets during the 1 PM hour.

Figure 14 and Figure 15 show weekday and weekend parking occupancy by subarea and time of day.



Figure 14. Downtown Weekday On-Street Percent Occupancy by Sub-Area and Time of Day

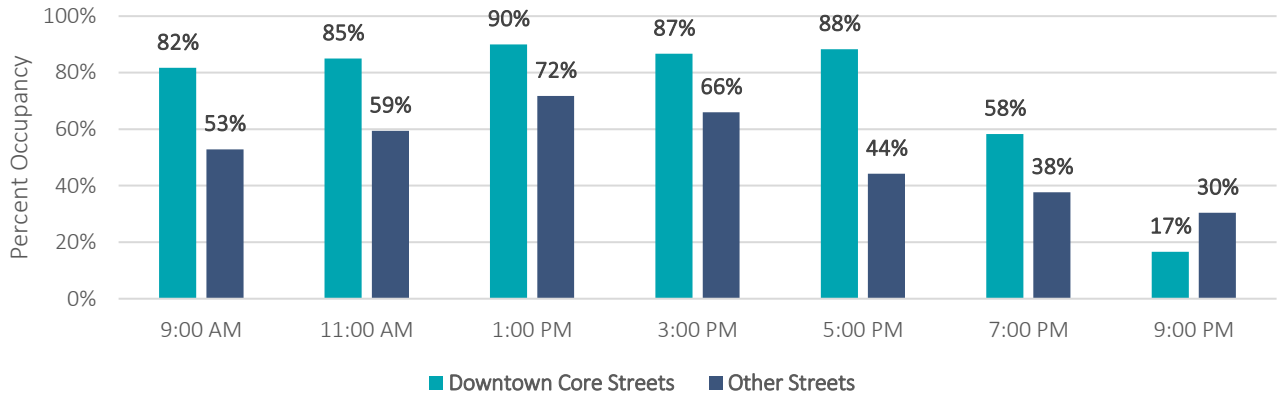
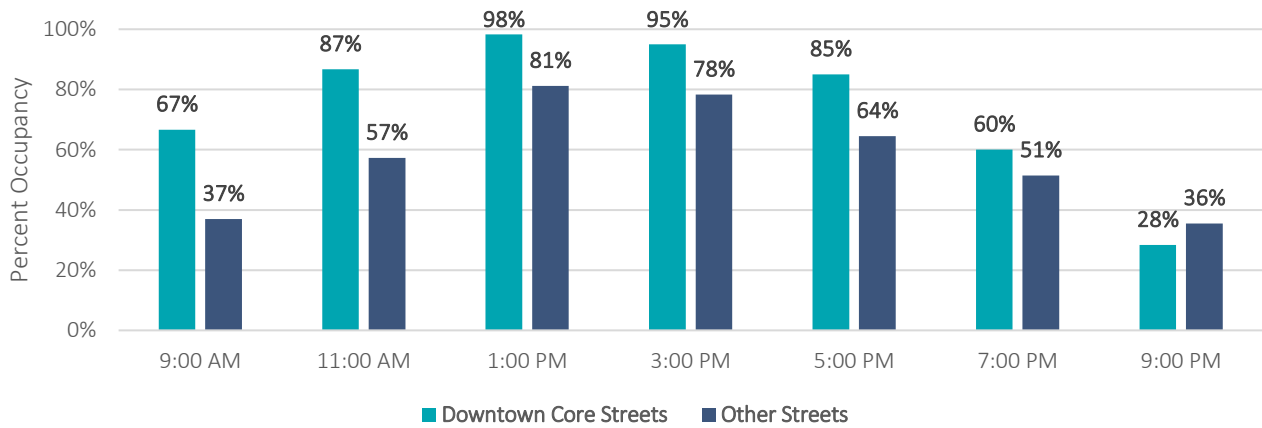


Figure 15. Downtown Weekend On-Street Percent Occupancy by Sub-Area and Time of Day



Occupancy for the core streets varied from 17% to 90% on the weekday and from 28% to 98% on the weekend.

Occupancy for all other streets varied from 30% to 72% on the weekday and from 36% to 81% on the weekend.

## Off-Street

Figures 16 and 17 display the total observed vehicle occupancy by time and day for all public off-street parking facilities in the study area, including paved surface lots and gravel lots, for the weekday and weekend, respectively.

The weekday and weekend peak time respectively are shown highlighted in yellow.



Figure 16. Downtown Off-Street Weekday Parking Demand by Parking Facility

Parking Type	Facility ID	Facility Description	Observed Demand						
			Weekday						
			9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	9:00 PM
Non-City-Owned Parking	1	American Legion (by Park)	2	4	2	2	3	0	0
	2	Martha & Mary 1 (Learning Center)	5	2	3	4	3	1	0
	3	Martha & Mary 2	9	14	14	10	9	2	2
	4	Martha & Mary 3 (Visitor Parking)	8	11	11	8	9	1	1
	5	Martha & Mary 4	1	6	6	5	3	1	1
	6	Gran Kirk	4	3	4	4	4	3	3
	7	HMG	3	4	4	4	0	0	0
	8	Salons, Heritage Museum	2	5	5	6	3	0	0
	9	Coffee House, Sons of Norway	1	3	3	5	7	6	3
	10	Better-2-Gether, Liberty Bay	1	3	0	1	2	3	0
	11	Behind Beachside Boutique	6	8	3	12	8	7	0
	12	Behind Front St. Home Store	2	2	3	3	2	3	0
	13	Port of Poulsbo 1	2	2	3	4	5	4	1
	14	SEA Discovery Center	6	7	11	4	2	5	2
	15	Cascade Pharmacy	2	2	12	6	8	8	5
	16	Bad Blanche, Marina Market Customer & Employee	9	14	15	19	17	11	7
	17	Behind Timeless Cuts Barber	2	3	4	2	2	2	1
	18	Behind Blue Heron, The Curious Child	2	8	9	7	5	1	1
	19	Behind Poulsbo Healing Oasis, Senior Center	2	3	4	3	3	3	2
	20	The Sophie Residential Parking	2	6	4	5	7	5	7
	21	Cornerstone Home Lending	1	3	2	1	1	0	0
	22	Port of Poulsbo 2	9	9	10	10	8	9	6
	23	ES Mumford Family Dentistry	0	4	2	2	0	0	0
	24	Martha & Mary 5	28	29	29	25	6	2	2
	25	Martha & Mary 6	52	51	52	43	19	21	19
	26	Bank of America	8	12	13	12	14	9	4
	27	Gravel Lot East of Jenny's Nails, American Family Insurance	8	9	7	5	5	0	0
	28	USPS Reserved Only	23	11	12	18	15	20	21
	29	USPS Public Parking	8	19	20	11	4	0	0
	30	Behind Farmers Insurance, Driving School	5	4	5	5	5	7	8
	31	Behind PNW Massage Therapy, Katie's Beauty Bar	5	3	4	3	1	0	0
	32	PNW Massage Therapy, Katie's Beauty Bar, Black Dragon Tattoo	5	10	15	4	9	2	1
	33	Wells Fargo, Scott's Tree Service, Prototek	2	3	3	5	3	1	1
	34	Edward Jones	2	2	3	3	0	0	0
	35	Behind West Sound Workforce, Griffin Gallery, Norse City	7	7	7	6	3	1	1
	36	TV Jones	6	5	5	3	2	1	1
	37	Valholl Brewing 1	4	7	8	6	5	3	0
	38	Valholl Brewing 2	8	8	8	8	6	5	3
	39	Behind Staycation Massage	1	0	0	0	0	0	1
	40	Staycation Massage	1	1	0	1	1	0	0
<b>Sub-Total (Non-City-Owned)</b>			<b>254</b>	<b>307</b>	<b>325</b>	<b>285</b>	<b>209</b>	<b>147</b>	<b>104</b>
City-Owned Parking	41	Little Anderson Lot	34	42	43	39	45	40	33
	42	Big Anderson Lot (South)	15	46	45	43	45	41	34
	43	Big Anderson Lot (Middle)	24	85	85	84	83	78	40
	44	Big Anderson Lot (North)	29	55	56	58	56	55	23
	45	King Harald V Vei	6	6	6	6	7	6	1
	46	King Olaf Lot	26	47	63	55	43	35	11
	47	King Olaf Lot Overflow	6	11	21	17	14	6	4
	48	City Hall Garage	43	46	45	40	14	8	6
<b>Sub-Total (City-Owned)</b>			<b>183</b>	<b>338</b>	<b>364</b>	<b>342</b>	<b>307</b>	<b>269</b>	<b>152</b>
<b>Total (All)</b>			<b>437</b>	<b>645</b>	<b>689</b>	<b>627</b>	<b>516</b>	<b>416</b>	<b>256</b>

Figure 17. Downtown Off-Street Weekend Parking Demand by Parking Facility

Parking Type	Facility ID	Facility Description	Observed Demand						
			Weekend						
			9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	9:00 PM
Non-City-Owned Parking	1	American Legion (by Park)	3	4	4	5	2	1	0
	2	Martha & Mary 1 (Learning Center)	0	0	0	0	0	0	0
	3	Martha & Mary 2	1	3	4	6	6	5	4
	4	Martha & Mary 3 (Visitor Parking)	7	8	5	4	2	0	0
	5	Martha & Mary 4	0	0	1	0	1	0	0
	6	Gran Kirk	4	3	1	1	2	2	2
	7	HMG	0	0	2	1	1	0	0
	8	Salons, Heritage Museum	2	3	0	1	2	1	0
	9	Coffee House, Sons of Norway	1	4	4	5	3	4	3
	10	Better-2-Gether, Liberty Bay	1	2	2	2	1	4	2
	11	Behind Beachside Boutique	4	7	11	7	6	5	2
	12	Behind Front St. Home Store	2	5	5	5	4	4	3
	13	Port of Poulsbo 1	4	4	4	3	3	3	5
	14	SEA Discovery Center	0	6	12	16	14	8	2
	15	Cascade Pharmacy	0	10	13	19	17	18	14
	16	Bad Blanche, Marina Market Customer & Employee	11	17	21	22	12	9	3
	17	Behind Timeless Cuts Barber	0	0	1	0	0	1	0
	18	Behind Blue Heron, The Curious Child	5	7	7	7	6	5	1
	19	Behind Poulsbo Healing Oasis, Senior Center	2	5	5	5	4	3	2
	20	The Sophie Residential Parking	5	5	6	3	4	5	5
	21	Cornerstone Home Lending	0	0	2	1	1	1	0
	22	Port of Poulsbo 2	8	11	38	27	22	14	9
	23	ES Mumford Family Dentistry	0	2	2	1	1	0	0
	24	Martha & Mary 5	9	8	11	9	7	5	4
	25	Martha & Mary 6	34	33	39	26	24	23	21
	26	Bank of America	3	3	2	8	10	14	10
	27	Gravel Lot East of Jenny's Nails, American Family Insurance	9	10	8	7	5	2	1
	28	USPS Reserved Only	19	10	10	11	15	19	22
	29	USPS Public Parking	8	12	18	4	8	19	15
	30	Behind Farmers Insurance, Driving School	4	4	5	5	6	8	9
	31	Behind PNW Massage Therapy, Katie's Beauty Bar	1	1	1	2	2	2	0
	32	PNW Massage Therapy, Katie's Beauty Bar, Black Dragon Tattoo	4	6	7	6	2	0	0
	33	Wells Fargo, Scott's Tree Service, Prototek	1	3	5	3	2	3	0
	34	Edward Jones	0	0	3	5	1	0	0
	35	Behind West Sound Workforce, Griffin Gallery, Norse City	2	4	8	5	3	3	1
	36	TV Jones	0	0	0	0	0	0	0
	37	Valholl Brewing 1	5	3	7	6	3	2	0
	38	Valholl Brewing 2	0	3	6	8	5	8	5
	39	Behind Staycation Massage	1	2	2	3	2	2	0
	40	Staycation Massage	0	0	1	1	0	0	0
<b>Sub-Total (Non-City-Owned)</b>			<b>160</b>	<b>208</b>	<b>283</b>	<b>250</b>	<b>209</b>	<b>203</b>	<b>145</b>
City-Owned Parking	41	Little Anderson Lot	39	45	44	44	44	43	41
	42	Big Anderson Lot (South)	20	46	45	45	45	44	41
	43	Big Anderson Lot (Middle)	28	84	86	86	84	82	54
	44	Big Anderson Lot (North)	21	56	58	56	55	53	19
	45	King Harald V Vei	4	7	7	7	6	7	1
	46	King Olaf Lot	18	57	70	64	55	51	23
	47	King Olaf Lot Overflow	4	4	42	37	31	14	6
	48	City Hall Garage	8	11	18	24	12	9	6
<b>Sub-Total (City-Owned)</b>			<b>142</b>	<b>310</b>	<b>370</b>	<b>363</b>	<b>332</b>	<b>303</b>	<b>191</b>
<b>Total (All)</b>			<b>302</b>	<b>518</b>	<b>653</b>	<b>613</b>	<b>541</b>	<b>506</b>	<b>336</b>

Figures 18 and 19 display percent occupancy observed for all off-street parking facilities in the study area on the weekday and weekend respectively. The peak occupancy time for off-street parking on both the weekday and weekend was 1 PM.



Figure 18. Downtown Off-Street Weekday Parking Percent Occupancy by Facility

Parking Type	Facility ID	Facility Description	Observed Demand						
			Weekday						
			9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	9:00 PM
Non-City-Owned Parking	1	American Legion (by Park)	25%	50%	25%	25%	38%	0%	0%
	2	Martha & Mary 1 (Learning Center)	63%	25%	38%	50%	38%	13%	0%
	3	Martha & Mary 2	56%	88%	88%	63%	56%	13%	13%
	4	Martha & Mary 3 (Visitor Parking)	73%	100%	100%	73%	82%	9%	9%
	5	Martha & Mary 4	6%	35%	35%	29%	18%	6%	6%
	6	Gran Kirk	57%	43%	57%	57%	57%	43%	43%
	7	HMG	50%	67%	67%	67%	0%	0%	0%
	8	Salons, Heritage Museum	25%	63%	63%	75%	38%	0%	0%
	9	Coffee House, Sons of Norway	11%	33%	33%	56%	78%	67%	33%
	10	Better-2-Gether, Liberty Bay	20%	60%	0%	20%	40%	60%	0%
	11	Behind Beachside Boutique	46%	62%	23%	92%	62%	54%	0%
	12	Behind Front St. Home Store	29%	29%	43%	43%	29%	43%	0%
	13	Port of Poulsbo 1	25%	25%	38%	50%	63%	50%	13%
	14	SEA Discovery Center	38%	44%	69%	25%	13%	31%	13%
	15	Cascade Pharmacy	11%	11%	63%	32%	42%	42%	26%
	16	Bad Blanche, Marina Market Customer & Employee	21%	33%	36%	45%	40%	26%	17%
	17	Behind Timeless Cuts Barber	67%	100%	133%	67%	67%	67%	33%
	18	Behind Blue Heron, The Curious Child	11%	44%	50%	39%	28%	6%	6%
	19	Behind Poulsbo Healing Oasis, Senior Center	40%	60%	80%	60%	60%	60%	40%
	20	The Sophie Residential Parking	4%	11%	8%	9%	13%	9%	13%
	21	Cornerstone Home Lending	8%	25%	17%	8%	8%	0%	0%
	22	Port of Poulsbo 2	16%	16%	18%	18%	14%	16%	11%
	23	ES Mumford Family Dentistry	0%	36%	18%	18%	0%	0%	0%
	24	Martha & Mary 5	97%	100%	100%	86%	21%	7%	7%
	25	Martha & Mary 6	100%	98%	100%	83%	37%	40%	37%
	26	Bank of America	12%	18%	20%	18%	22%	14%	6%
	27	Gravel Lot East of Jenny's Nails, American Family Insurance	50%	56%	44%	31%	31%	0%	0%
	28	USPS Reserved Only	82%	39%	43%	64%	54%	71%	75%
	29	USPS Public Parking	28%	66%	69%	38%	14%	0%	0%
	30	Behind Farmers Insurance, Driving School	56%	44%	56%	56%	56%	78%	89%
	31	Behind PNW Massage Therapy, Katie's Beauty Bar	50%	30%	40%	30%	10%	0%	0%
	32	PNW Massage Therapy, Katie's Beauty Bar, Black Dragon Tattoo	28%	56%	83%	22%	50%	11%	6%
	33	Wells Fargo, Scott's Tree Service, Prototek	25%	38%	38%	63%	38%	13%	13%
	34	Edward Jones	29%	29%	43%	43%	0%	0%	0%
	35	Behind West Sound Workforce, Griffin Gallery, Norse City	35%	35%	35%	30%	15%	5%	5%
	36	TV Jones	100%	83%	83%	50%	33%	17%	17%
	37	Valholl Brewing 1	80%	140%	160%	120%	100%	60%	0%
	38	Valholl Brewing 2	67%	67%	67%	67%	50%	42%	25%
	39	Behind Staycation Massage	33%	0%	0%	0%	0%	0%	33%
	40	Staycation Massage	33%	33%	0%	33%	33%	0%	0%
	<b>Sub-Total (Non-City-Owned)</b>		<b>37%</b>	<b>45%</b>	<b>48%</b>	<b>42%</b>	<b>31%</b>	<b>22%</b>	<b>15%</b>
City-Owned Parking	41	Little Anderson Lot	76%	93%	96%	87%	100%	89%	73%
	42	Big Anderson Lot (South)	33%	100%	98%	93%	98%	89%	74%
	43	Big Anderson Lot (Middle)	28%	99%	99%	98%	97%	91%	47%
	44	Big Anderson Lot (North)	50%	95%	97%	100%	97%	95%	40%
	45	King Harald V Vei	86%	86%	86%	86%	100%	86%	14%
	46	King Olaf Lot	37%	67%	90%	79%	61%	50%	16%
	47	King Olaf Lot Overflow	14%	26%	50%	40%	33%	14%	10%
	48	City Hall Garage	73%	78%	76%	68%	24%	14%	10%
	<b>Sub-Total (City-Owned)</b>		<b>44%</b>	<b>82%</b>	<b>88%</b>	<b>83%</b>	<b>74%</b>	<b>65%</b>	<b>37%</b>
<b>Total (All)</b>			<b>40%</b>	<b>59%</b>	<b>63%</b>	<b>57%</b>	<b>47%</b>	<b>38%</b>	<b>23%</b>



Figure 19. Downtown Off-Street Weekend Parking Percent Occupancy by Facility

Parking Type	Facility ID	Facility Description	Observed Demand						
			Weekend						
			9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	9:00 PM
Non-City-Owned Parking	1	American Legion (by Park)	38%	50%	50%	63%	25%	13%	0%
	2	Martha & Mary 1 (Learning Center)	0%	0%	0%	0%	0%	0%	0%
	3	Martha & Mary 2	6%	19%	25%	38%	38%	31%	25%
	4	Martha & Mary 3 (Visitor Parking)	64%	73%	45%	36%	18%	0%	0%
	5	Martha & Mary 4	0%	0%	6%	0%	6%	0%	0%
	6	Gran Kirk	57%	43%	14%	14%	29%	29%	29%
	7	HMG	0%	0%	33%	17%	17%	0%	0%
	8	Salons, Heritage Museum	25%	38%	0%	13%	25%	13%	0%
	9	Coffee House, Sons of Norway	11%	44%	44%	56%	33%	44%	33%
	10	Better-2-Gether, Liberty Bay	20%	40%	40%	40%	20%	80%	40%
	11	Behind Beachside Boutique	31%	54%	85%	54%	46%	38%	15%
	12	Behind Front St. Home Store	29%	71%	71%	71%	57%	57%	43%
	13	Port of Pousbo 1	50%	50%	50%	38%	38%	38%	63%
	14	SEA Discovery Center	0%	38%	75%	100%	88%	50%	13%
	15	Cascade Pharmacy	0%	53%	68%	100%	89%	95%	74%
	16	Bad Blanche, Marina Market Customer & Employee	26%	40%	50%	52%	29%	21%	7%
	17	Behind Timeless Cuts Barber	0%	0%	33%	0%	0%	33%	0%
	18	Behind Blue Heron, The Curious Child	28%	39%	39%	39%	33%	28%	6%
	19	Behind Pousbo Healing Oasis, Senior Center	40%	100%	100%	100%	80%	60%	40%
	20	The Sophie Residential Parking	9%	9%	11%	6%	8%	9%	9%
	21	Cornerstone Home Lending	0%	0%	17%	8%	8%	8%	0%
	22	Port of Pousbo 2	14%	20%	68%	48%	39%	25%	16%
	23	ES Mumford Family Dentistry	0%	18%	18%	9%	9%	0%	0%
	24	Martha & Mary 5	31%	28%	38%	31%	24%	17%	14%
	25	Martha & Mary 6	65%	63%	75%	50%	46%	44%	40%
	26	Bank of America	5%	5%	3%	12%	15%	22%	15%
	27	Gravel Lot East of Jenny's Nails, American Family Insurance	56%	63%	50%	44%	31%	13%	6%
	28	USPS Reserved Only	68%	36%	36%	39%	54%	68%	79%
	29	USPS Public Parking	28%	41%	62%	14%	28%	66%	52%
	30	Behind Farmers Insurance, Driving School	44%	44%	56%	56%	67%	89%	100%
	31	Behind PNW Massage Therapy, Katie's Beauty Bar	10%	10%	10%	20%	20%	20%	0%
	32	PNW Massage Therapy, Katie's Beauty Bar, Black Dragon Tattoo	22%	33%	39%	33%	11%	0%	0%
	33	Wells Fargo, Scott's Tree Service, Prototek	13%	38%	63%	38%	25%	38%	0%
	34	Edward Jones	0%	0%	43%	71%	14%	0%	0%
	35	Behind West Sound Workforce, Griffin Gallery, Norse City	10%	20%	40%	25%	15%	15%	5%
	36	TV Jones	0%	0%	0%	0%	0%	0%	0%
	37	Valholl Brewing 1	100%	60%	140%	120%	60%	40%	0%
	38	Valholl Brewing 2	0%	25%	50%	67%	42%	67%	42%
	39	Behind Staycation Massage	33%	67%	67%	100%	67%	67%	0%
	40	Staycation Massage	0%	0%	33%	33%	0%	0%	0%
		<b>Sub-Total (Non-City-Owned)</b>	<b>24%</b>	<b>31%</b>	<b>42%</b>	<b>37%</b>	<b>31%</b>	<b>30%</b>	<b>21%</b>
City-Owned Parking	41	Little Anderson Lot	87%	100%	98%	98%	98%	96%	91%
	42	Big Anderson Lot (South)	43%	100%	98%	98%	98%	96%	89%
	43	Big Anderson Lot (Middle)	33%	98%	100%	100%	98%	95%	63%
	44	Big Anderson Lot (North)	36%	97%	100%	97%	95%	91%	33%
	45	King Harald V Vei	57%	100%	100%	100%	86%	100%	14%
	46	King Olaf Lot	26%	81%	100%	91%	79%	73%	33%
	47	King Olaf Lot Overflow	10%	10%	100%	88%	74%	33%	14%
	48	City Hall Garage	14%	19%	31%	41%	20%	15%	10%
		<b>Sub-Total (City-Owned)</b>	<b>34%</b>	<b>75%</b>	<b>90%</b>	<b>88%</b>	<b>80%</b>	<b>73%</b>	<b>46%</b>
		<b>Total (All)</b>	<b>28%</b>	<b>47%</b>	<b>60%</b>	<b>56%</b>	<b>50%</b>	<b>46%</b>	<b>31%</b>

Figure 20 and Figure 21 show how total off-street parking occupancy changes throughout the day on a typical weekday and weekend, respectively.

Figure 20. Weekday Off-Street Parking Occupancy by Type and Time of Day

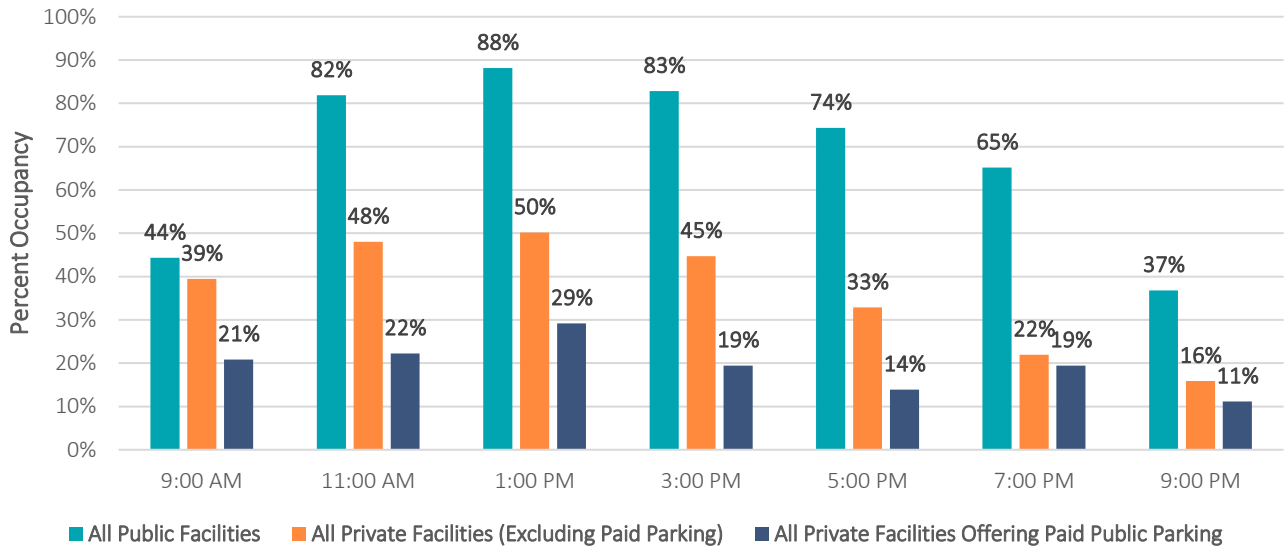
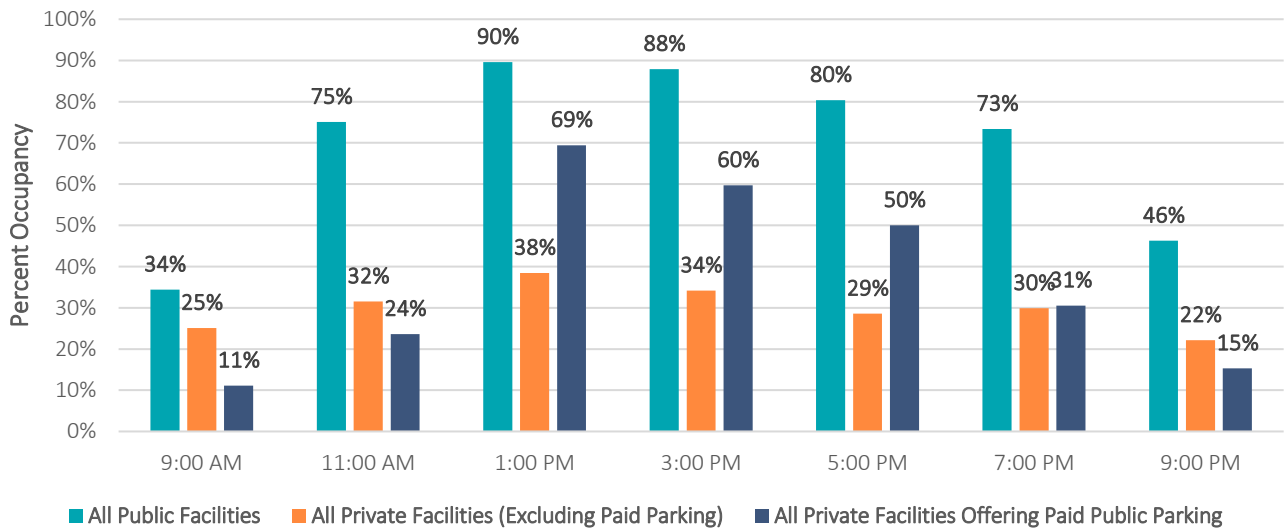


Figure 21. Weekend Off-Street Parking Occupancy by Type and Time of Day



On the weekday, percent occupancy for all private facilities ranged from 16% to 50% on the weekday and from 22% to 38% on the weekend. For just public parking facilities, it ranged from 37% to 88% on the weekday and from 46% at 9 PM to 90% on the weekend. For private facilities offering paid public parking, occupancy ranged from 11% to 29% on the weekday and from 11% to 69% on the weekend.

## Off-Street Parking Adequacy

To determine parking adequacy, Walker compared the peak observed demand for each off-street public parking facility to the effective supply for that facility.

Figures 22 and 23 below show adequacy for the weekday and weekend, respectively.





Figure 22. Weekday Off-Street Parking Adequacy

Parking Type	Facility ID	Facility Description	Effective Supply	Peak Demand	Parking Adequacy
Non-City-Owned Parking	1	American Legion (by Park)	7	2	5
	2	Martha & Mary 1 (Learning Center)	7	3	4
	3	Martha & Mary 2	15	14	1
	4	Martha & Mary 3 (Visitor Parking)	10	11	-1
	5	Martha & Mary 4	16	6	10
	6	Gran Kirk	6	4	2
	7	HMG	5	4	1
	8	Salons, Heritage Museum	7	5	2
	9	Coffee House, Sons of Norway	8	3	5
	10	Better-2-Gether, Liberty Bay	5	0	5
	11	Behind Beachside Boutique	12	3	9
	12	Behind Front St. Home Store	7	3	4
	13	Port of Poulsbo 1	7	3	4
	14	SEA Discovery Center	14	11	3
	15	Cascade Pharmacy	17	12	5
	16	Bad Blanche, Marina Market Customer & Employee	40	15	25
	17	Behind Timeless Cuts Barber	3	4	-1
	18	Behind Blue Heron, The Curious Child	17	9	8
	19	Behind Poulsbo Healing Oasis, Senior Center	5	4	1
	20	The Sophie Residential Parking	53	4	49
	21	Cornerstone Home Lending	11	2	9
	22	Port of Poulsbo 2	50	10	40
	23	ES Mumford Family Dentistry	10	2	8
	24	Martha & Mary 5	28	29	-1
	25	Martha & Mary 6	49	52	-3
	26	Bank of America	59	13	46
	27	Gravel Lot East of Jenny's Nails, American Family Insurance	14	7	7
	28	USPS Reserved Only	28	12	16
	29	USPS Public Parking	26	20	6
	30	Behind Farmers Insurance, Driving School	9	5	4
	31	Behind PNW Massage Therapy, Katie's Beauty Bar	10	4	6
	32	PNW Massage Therapy, Katie's Beauty Bar, Black Dragon Tattoo	17	15	2
	33	Wells Fargo, Scott's Tree Service, Prototek	7	3	4
	34	Edward Jones	6	3	3
	35	Behind West Sound Workforce, Griffin Gallery, Norse City	19	7	12
	36	TV Jones	5	5	0
	37	Valholl Brewing 1	5	8	-4
	38	Valholl Brewing 2	11	8	3
	39	Behind Staycation Massage	3	0	3
	40	Staycation Massage	3	0	3
<b>Sub-Total (Non-City-Owned)</b>			<b>631</b>	<b>325</b>	<b>306</b>
City-Owned Parking	41	Little Anderson Lot	43	43	0
	42	Big Anderson Lot (South)	41	45	-4
	43	Big Anderson Lot (Middle)	77	85	-8
	44	Big Anderson Lot (North)	52	56	-4
	45	King Harald V Vei	7	6	1
	46	King Olaf Lot	63	63	0
	47	King Olaf Lot Overflow	38	21	17
	48	City Hall Garage	56	45	11
<b>Sub-Total (City-Owned)</b>			<b>378</b>	<b>364</b>	<b>14</b>
<b>Total (All)</b>			<b>1,008</b>	<b>689</b>	<b>319</b>

During the weekday peak, an off-street parking adequacy, or surplus, of + 319 parking spaces was observed.



Figure 23. Weekend Off-Street Parking Adequacy

Parking Type	Facility ID	Facility Description	Effective Supply	Peak Demand	Parking Adequacy
Non-City-Owned Parking	1	American Legion (by Park)	7	4	3
	2	Martha & Mary 1 (Learning Center)	7	0	7
	3	Martha & Mary 2	15	4	11
	4	Martha & Mary 3 (Visitor Parking)	10	5	5
	5	Martha & Mary 4	16	1	15
	6	Gran Kirk	6	1	5
	7	HMG	5	2	3
	8	Salons, Heritage Museum	7	0	7
	9	Coffee House, Sons of Norway	8	4	4
	10	Better-2-Gether, Liberty Bay	5	2	3
	11	Behind Beachside Boutique	12	11	1
	12	Behind Front St. Home Store	7	5	2
	13	Port of Poulsbo 1	7	4	3
	14	SEA Discovery Center	14	12	2
	15	Cascade Pharmacy	17	13	4
	16	Bad Blanche, Marina Market Customer & Employee	40	21	19
	17	Behind Timeless Cuts Barber	3	1	2
	18	Behind Blue Heron, The Curious Child	17	7	10
	19	Behind Poulsbo Healing Oasis, Senior Center	5	5	0
	20	The Sophie Residential Parking	53	6	47
	21	Cornerstone Home Lending	11	2	9
	22	Port of Poulsbo 2	50	38	12
	23	ES Mumford Family Dentistry	10	2	8
	24	Martha & Mary 5	28	11	17
	25	Martha & Mary 6	49	39	10
	26	Bank of America	59	2	57
	27	Gravel Lot East of Jenny's Nails, American Family Insurance	14	8	6
	28	USPS Reserved Only	28	10	18
	29	USPS Public Parking	26	18	8
	30	Behind Farmers Insurance, Driving School	9	5	4
	31	Behind PNW Massage Therapy, Katie's Beauty Bar	10	1	9
	32	PNW Massage Therapy, Katie's Beauty Bar, Black Dragon Tattoo	17	7	10
	33	Wells Fargo, Scott's Tree Service, Prototek	7	5	2
	34	Edward Jones	6	3	3
	35	Behind West Sound Workforce, Griffin Gallery, Norse City	19	8	11
	36	TV Jones	5	0	5
	37	Valholl Brewing 1	5	7	-3
	38	Valholl Brewing 2	11	6	5
	39	Behind Staycation Massage	3	2	1
	40	Staycation Massage	3	1	2
<b>Sub-Total (Non-City-Owned)</b>			<b>631</b>	<b>283</b>	<b>348</b>
City-Owned Parking	41	Little Anderson Lot	43	44	-1
	42	Big Anderson Lot (South)	41	45	-4
	43	Big Anderson Lot (Middle)	77	86	-9
	44	Big Anderson Lot (North)	52	58	-6
	45	King Harald V Vei	7	7	0
	46	King Olaf Lot	63	70	-7
	47	King Olaf Lot Overflow	38	42	-4
	48	City Hall Garage	56	18	38
<b>Sub-Total (City-Owned)</b>			<b>378</b>	<b>370</b>	<b>8</b>
<b>Total (All)</b>			<b>1,008</b>	<b>653</b>	<b>355</b>

During the weekend peak, an off-street parking adequacy, or surplus, of + 355 parking spaces was observed.

## Length of Stay

On the same days that parking occupancy counts were conducted for on-street and off-street parking facilities, the project team collected data on length-of-stay for vehicles parked on-street and in surface parking lots within the downtown core.

The results from the length-of-stay analysis provide the number of unique vehicles that were parked on-street on the weekday and weekend, sorted by the length of time that vehicle was observed. Length of stay is displayed in data tables as the number of hours followed by a colon and the number of minutes; for example, 1:30 represents one hour and thirty minutes. Vehicles parked in time-restricted parking spaces were tracked separately. Vehicles parked for less than four hours, four hours or longer, and a total of ten hours were all documented.

The average vehicle length of stay was estimated using two methods. The first method is the hour midpoint method, in which the weighted average of time parked is calculated by summing the product of each vehicle observation multiplied by the number of hours parked minus half an hour, divided by the sum of the number of vehicles observed.

The second method is the hourly average vehicle length of stay. This weighted average is calculated by summing the product of each vehicle observation multiplied by the number of hours parked, divided by the sum of the number of vehicles observed. In this case, the result is presented as the maximum number of hours for which the vehicle was parked, with the possibility that a vehicle was parked for up to 59 minutes fewer than indicated.

The hour midpoint average method is more conservative because it assumes that every vehicle, upon first observation, was only parked an average of 30 minutes, as opposed to assuming that every vehicle was parked for a full hour during the first recorded observation, and thus likely results in a more accurate average length-of-stay, on average. Results from both the hour midpoint average and maximum hourly average methods are presented here, respectively.

The corridors and lots studied for length-of-stay include 3<sup>rd</sup> Avenue, Front Street, King Harald V Vei, and the Big and Small Anderson parking lots. These corridors and lots were selected because they are the parking facilities with the highest level of activity due to their central location near downtown's highest-traffic retail stores and restaurants. They exhibit very high levels of parking demand throughout the day, on both weekdays and weekend days. Also, they provide a representative cross-sample of different user groups and different use profiles.

Walker staff was able to examine differences in length of stay amongst the different facilities studied in order to determine the different user profiles for those facilities. During a walkthrough of the study area, Poulsbo staff indicated to Walker that some employees may be parking along 3<sup>rd</sup> Avenue, a street that runs behind and above the businesses that line the east side of Front, in order to free up capacity on Front for customers. Very short-term and short-term parkers are most likely to use on-street parking along Front, while mid-term parkers are most likely to use the Big Anderson Lot. Poulsbo staff suspected that parkers in non-permit-parking areas in the Small Anderson Lot stayed slightly longer than those in the Big Anderson Lot, and likely consisted of a mix of employees and visitors/customers.

It should be noted that most parking in the Anderson lots is technically signed with a 3-hour limit while on-street parking along Front is signed with a 1-hour limit (with the exception of a few loading spaces). However, signage is inconsistent and ambiguous, and parking time limits are not enforced.

## Weekday

Figures 24 and 25 below depict heat maps of the average length of stay and percentage of overtime parkers at all parking facilities studied for length of stay, respectively, during the weekday.



Figure 24. Length of Stay Heat Map (Weekday)

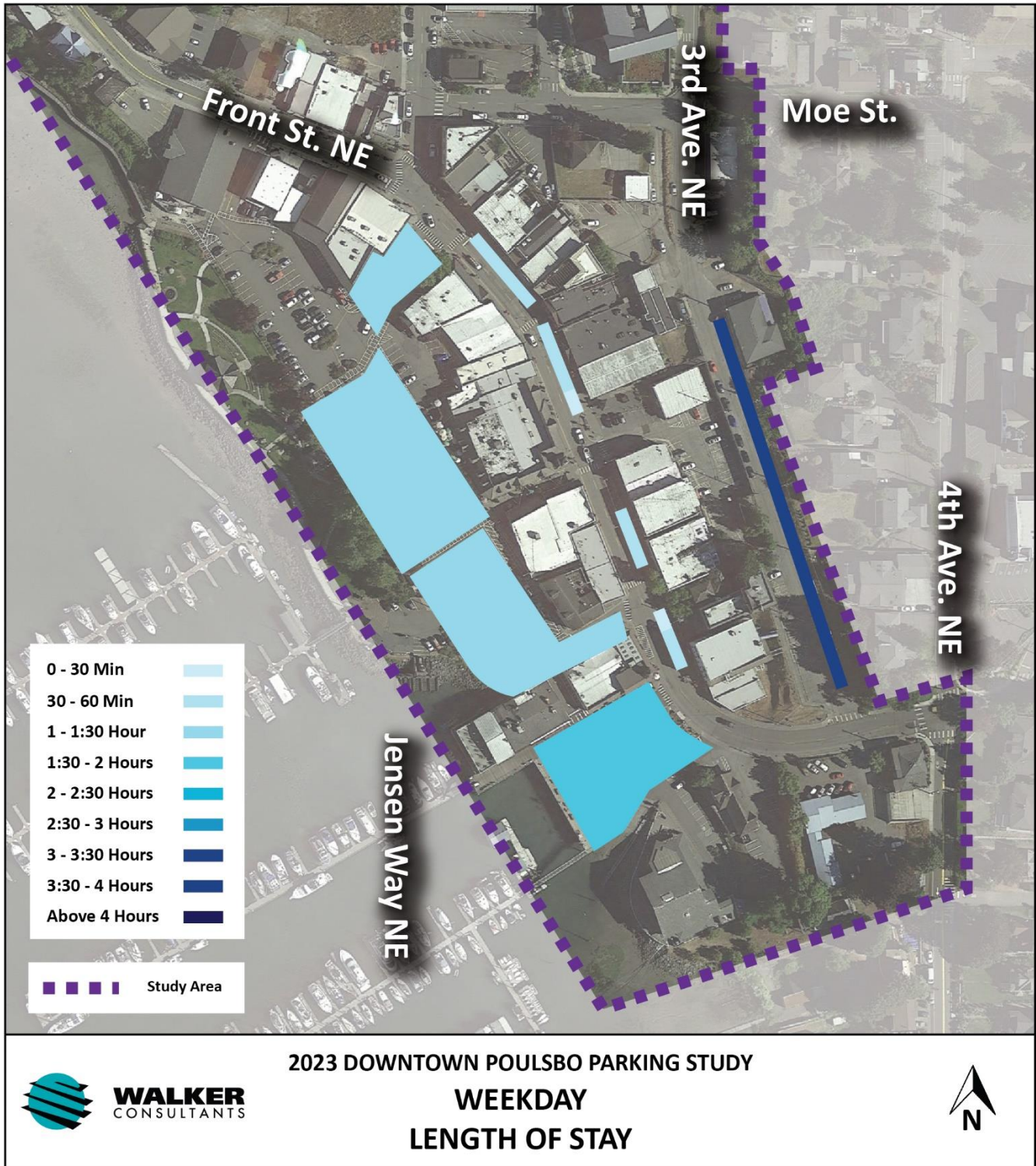


Figure 25. Map of Vehicles Exceeding Posted Time Limits Where Applicable (Weekday)

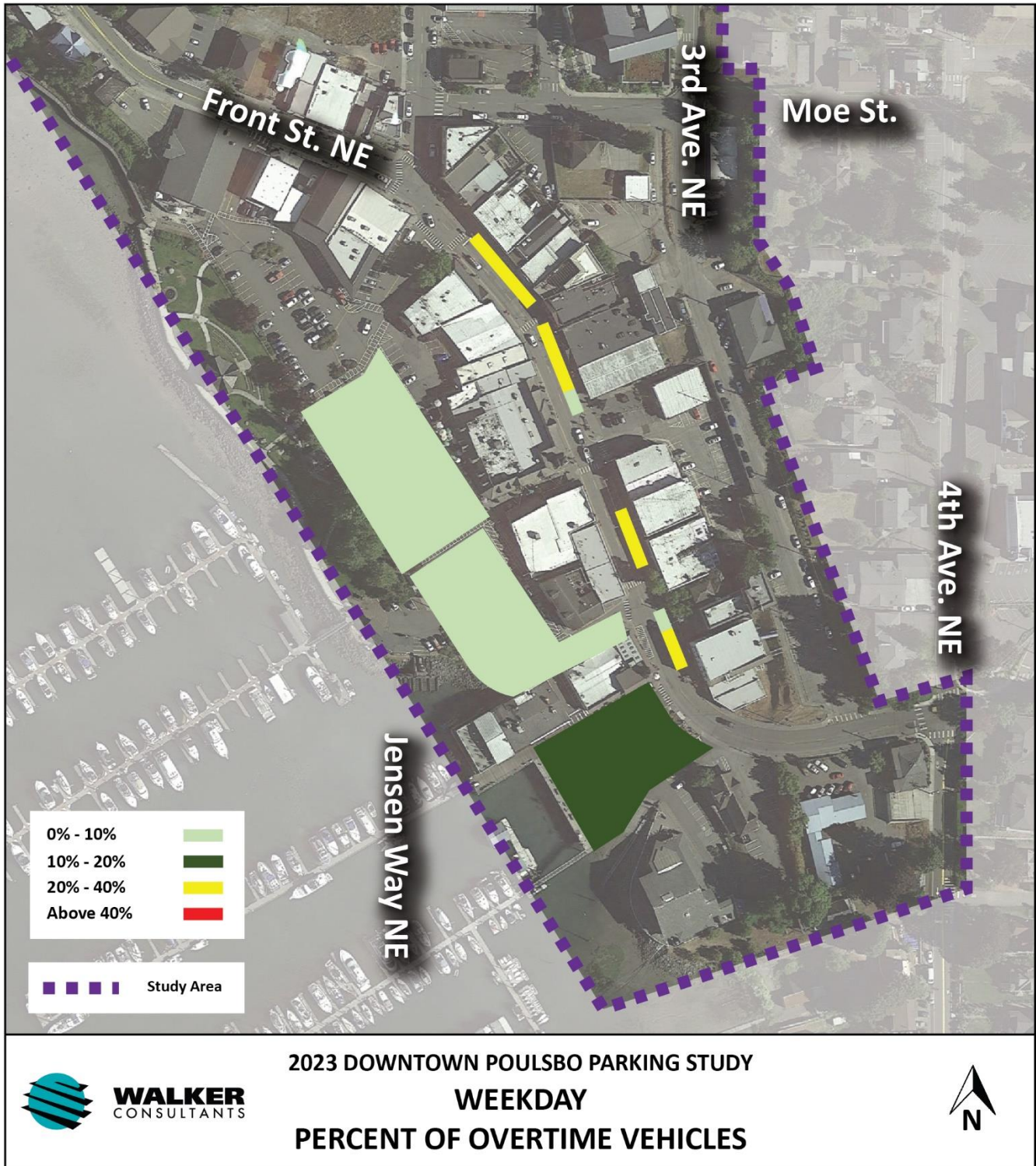


Figure 26 shows the results from the length of stay analysis in the downtown core on the weekday. The shading in some cells correlates to the length of stay and percent overtime heat maps above.

Figure 26. Length of Stay in Downtown Core (Weekday)

Street	Block Face	Type of Parking / Restrictions	Average Vehicle Length of Stay (Hour Midpoint Method)	Average Vehicle Was Parked This Many Hours or Fewer	Number of Vehicles Parked Less than 4 Hours	Number of Vehicles Parked 4 Hours or More	Percentage of Vehicles Parked 4 Hours or More	Number of Vehicles Parked All Day	Number of Vehicles in Violation of Posted Time Limit	Percentage of Vehicles in Violation of Time Limit
3rd Ave.	North or East	Unrestricted	3:00	3:30	15	11	42%	0	-	-
Front St.	North or East	15 Minute	0:20	0:30	11	0	0%	0	1	9%
		1 Hour	0:57	1:27	75	2	3%	0	23	30%
King Harald Vei	North or East	Unrestricted	1:23	1:53	24	5	17%	0	-	-
		ADA	0:30	1:00	4	0	0%	0	-	-
Big Anderson Lot	N/A	ADA	1:00	1:30	8	0	0%	0	-	-
		3 Hours	1:22	1:52	166	17	9%	0	17	9%
Small Anderson Lot	N/A	3 Hours	1:39	2:09	81	20	20%	3	20	20%
<b>Sub-Total (Unrestricted)</b>			<b>2:09</b>	<b>2:39</b>	<b>15</b>	<b>11</b>	<b>20%</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Sub-Total (15 Minute)</b>			<b>0:40</b>	<b>1:10</b>	<b>11</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>1</b>	<b>9%</b>
<b>Sub-Total (1 Hour)</b>			<b>0:57</b>	<b>1:27</b>	<b>75</b>	<b>2</b>	<b>3%</b>	<b>0</b>	<b>23</b>	<b>30%</b>
<b>Sub-Total (3 Hours)</b>			<b>1:28</b>	<b>1:58</b>	<b>247</b>	<b>37</b>	<b>13%</b>	<b>3</b>	<b>37</b>	<b>13%</b>
<b>Sub-Total (ADA)</b>			<b>0:50</b>	<b>1:20</b>	<b>12</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total (All)</b>			<b>1:25</b>	<b>1:55</b>	<b>360</b>	<b>50</b>	<b>11%</b>	<b>3</b>	<b>61</b>	<b>14%</b>

<sup>1</sup> Average vehicle length of stay does not include vehicles parked for 10 hours, if any

<sup>2</sup> The vehicle that was observed parking for 3 hours in a 15-minute loading space was a construction vehicle.

In all, 439 unique vehicles were observed across 10 hours of length of stay data collection period during the weekday. Data was collected for a total of 104 parking spaces.

On the weekday, the average unrestricted vehicle was parked between 1 hour and 25 minutes and 1 hour and 55 minutes. 11% of all observed vehicles were parked for four hours or more, across all restriction types.

Overall, 14% of vehicles parked in time-restricted parking spaces (30% of 1-hour parkers, 13% of 3-hour parkers, and 9% of vehicles parked in 15-minute loading, respectively) were in violation of posted time limits. In all, 61 vehicles were found to be in violation of posted time limits, one of which was a construction vehicle.

## Weekend

Figures 27 and 28 below depict heat maps of the average length of stay and percentage of overtime parkers at all parking facilities studied for length of stay, respectively, during the weekend.

Figure 27. Length of Stay Heat Map (Weekend)

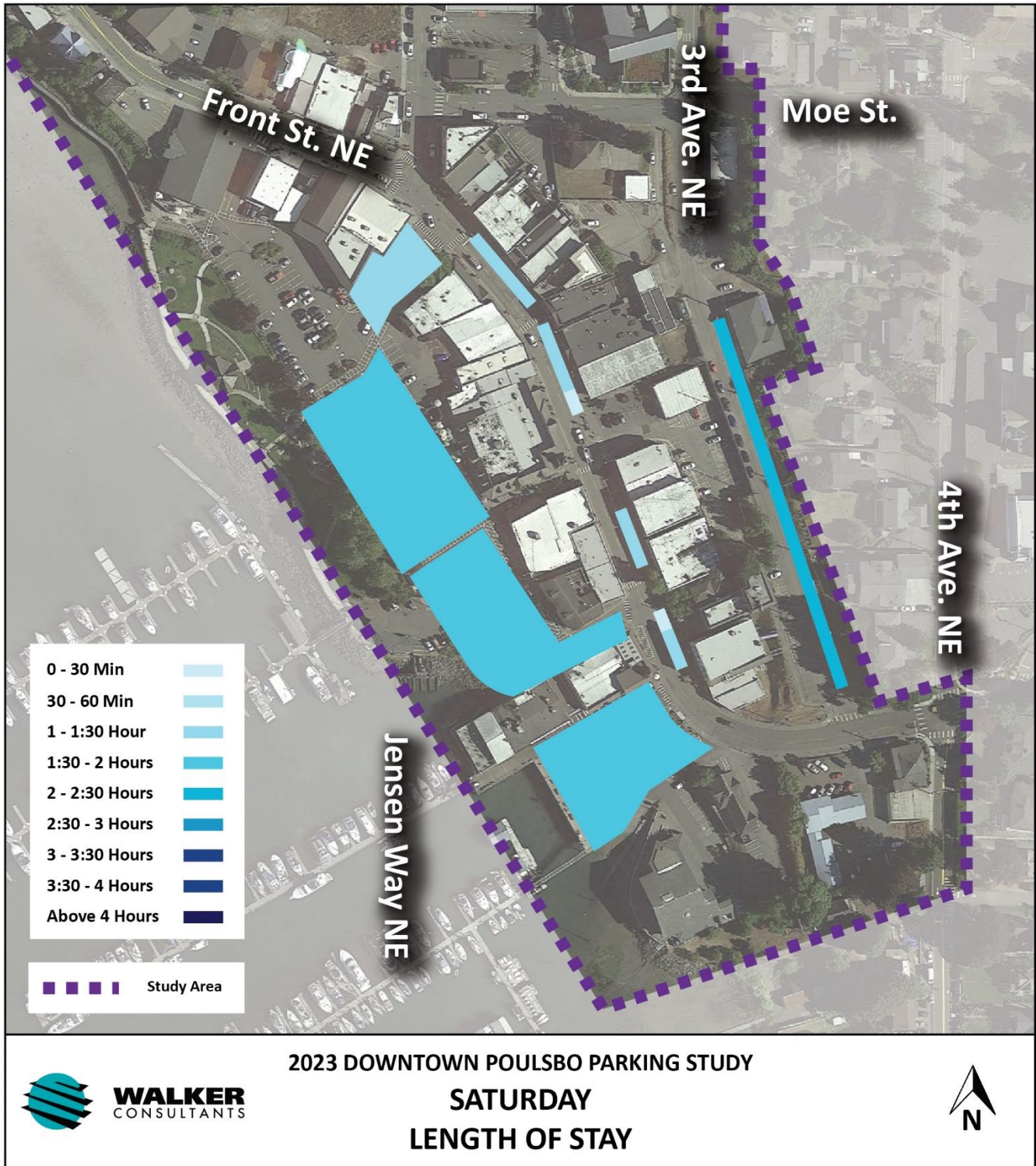


Figure 28. Map of Vehicles Exceeding Posted Time Limits Where Applicable (Weekend)

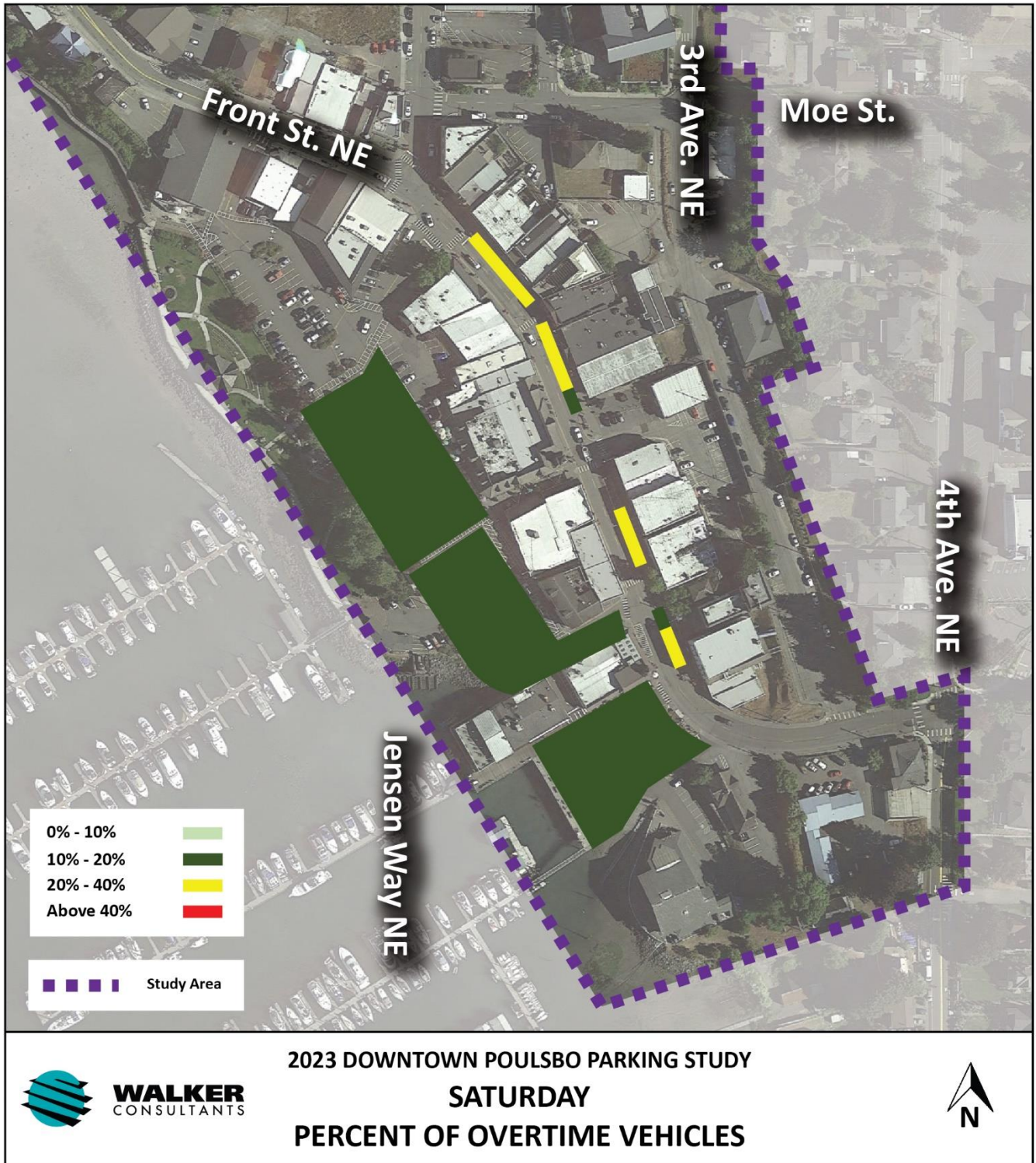


Figure 29 shows the results from the length of stay analysis in the downtown core on the weekend. The shading in some cells correlates to the length of stay and percent overtime heat maps above.

Figure 29. Length of Stay in Downtown Core (Weekend)

Street	Block Face	Type of Parking / Restrictions	Average Vehicle Length of Stay (Hour Midpoint Method)	Average Vehicle Was Parked This Many Hours or Fewer	Number of Vehicles Parked Less than 4 Hours	Number of Vehicles Parked 4 Hours or More	Percentage of Vehicles Parked 4 Hours or More	Number of Vehicles Parked All Day	Number of Vehicles in Violation of Posted Time Limit	Percentage of Vehicles in Violation of Time Limit
3rd Ave.	North or East	Unrestricted	2:14	2:44	17	12	41%	2	-	-
Front St.	North or East	15 Minute	0:21	0:32	12	0	0%	0	2	17%
		1 Hour	1:08	1:38	65	5	7%	0	22	31%
King Harald Vei	North or East	Unrestricted	1:13	1:43	32	1	3%	0	-	-
		ADA	1:30	2:00	5	0	0%	0	-	-
Big Anderson Lot	N/A	ADA	1:36	2:06	8	1	11%	0	-	-
		3 Hours	1:31	2:01	163	25	13%	1	25	13%
Small Anderson Lot	N/A	3 Hours	1:50	2:20	74	18	20%	5	18	20%
<b>Sub-Total (Unrestricted)</b>			<b>1:41</b>	<b>2:11</b>	<b>17</b>	<b>12</b>	<b>19%</b>	<b>2</b>	<b>0</b>	<b>0%</b>
<b>Sub-Total (15 Minute)</b>			<b>0:40</b>	<b>1:10</b>	<b>12</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>2</b>	<b>17%</b>
<b>Sub-Total (1 Hour)</b>			<b>1:08</b>	<b>1:38</b>	<b>65</b>	<b>5</b>	<b>7%</b>	<b>0</b>	<b>22</b>	<b>31%</b>
<b>Sub-Total (3 Hours)</b>			<b>1:37</b>	<b>2:07</b>	<b>237</b>	<b>43</b>	<b>15%</b>	<b>6</b>	<b>43</b>	<b>15%</b>
<b>Sub-Total (ADA)</b>			<b>1:34</b>	<b>2:04</b>	<b>13</b>	<b>1</b>	<b>7%</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Total (All)</b>			<b>1:31</b>	<b>2:01</b>	<b>344</b>	<b>61</b>	<b>14%</b>	<b>8</b>	<b>67</b>	<b>15%</b>

<sup>3</sup> Average vehicle length of stay does not include vehicles parked for 10 hours, if any

In all, 438 unique vehicles were observed across 10 hours of length of stay data collection period during the weekend. Data was collected for a total of 104 parking spaces.

On the weekend, the average unrestricted vehicle was parked between 1 hour and 31 minutes to 2 hours and 1 minute. 14% of all observed vehicles were parked for four hours or more, across all restriction types.

Overall, 15% of vehicles parked in time-restricted parking spaces (31% of 1-hour parkers, 15% of 3-hour parkers, and 17% of vehicles parked in 15-minute loading, respectively) were in violation of posted time limits. In all, 67 vehicles were found to be in violation of posted time limits.

# Multimodality

## Walk, Bike, and Transit Scores

Walker researched the pedestrian, cyclist, and transit access of downtown Poulsbo. The need for owning a vehicle and for parking, and in turn, resident parking needs, typically correlate inversely with the relative strength or weakness of a site in terms of access by those modes. The online data platform Walk Score provides overall scores for each of the three areas based on a patented system that evaluates and that quantifies a myriad of metrics and data points that apply to a particular address or individual site.<sup>1</sup> The Walk Score platform is widely used within the transportation planning industry as a baseline for approximating relative pedestrian, cyclist, and transit access.

More detailed information on these scores, as well as the underlying methodology used to determine scores, can be found on their website at [walkscore.com](https://walkscore.com)

**Figure 30** shows the Walk Score, Bike Score, and Transit Score for downtown Poulsbo, as determined through [walkscore.com](https://walkscore.com) based on the intersection of Front St. and Jensen Way.

Figure 30. Walk, Bike, & Transit Access Score for Downtown Poulsbo

Name	Walk Score	Transit Score	Bike Score	Overall Average Score
Intersection of Jensen Way and Front St.	81	Not Available	32	57

The Walk Score of 81 indicates that downtown Poulsbo is “very walkable,” meaning that most errands can be accomplished on foot for those who live in or near downtown. However, the Bike Score of 32 indicates that downtown is only considered to be “somewhat bikeable,” as a function of the prevalence of bike-specific infrastructure available.

The Walk Score platform was unable to provide a Transit Score. This may be due to the fact that downtown Poulsbo is not directly served by Kitsap Transit as of this writing. This is elaborated upon in further detail below.

## Walkability & Bikeability

Downtown Poulsbo, as well as the neighborhoods and areas immediately surrounding downtown, is friendly for walkers. With the exception of Highway 305, which is about a half-mile to the east of downtown, nearly all roads in and around downtown are narrow, 2 lanes, and carry speed limits of between 20 and 25 MPH. The sidewalk network appeared to be relatively complete. Moreover, many streets downtown, particularly Front St. and Jensen Way, feature several mid-block striped pedestrian crossings. A dedicated walking path/multi-use path has

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<sup>1</sup> “Walk Score Methodology.” <https://www.walkscore.com/methodology.shtml>. Accessed on June 28, 2021.

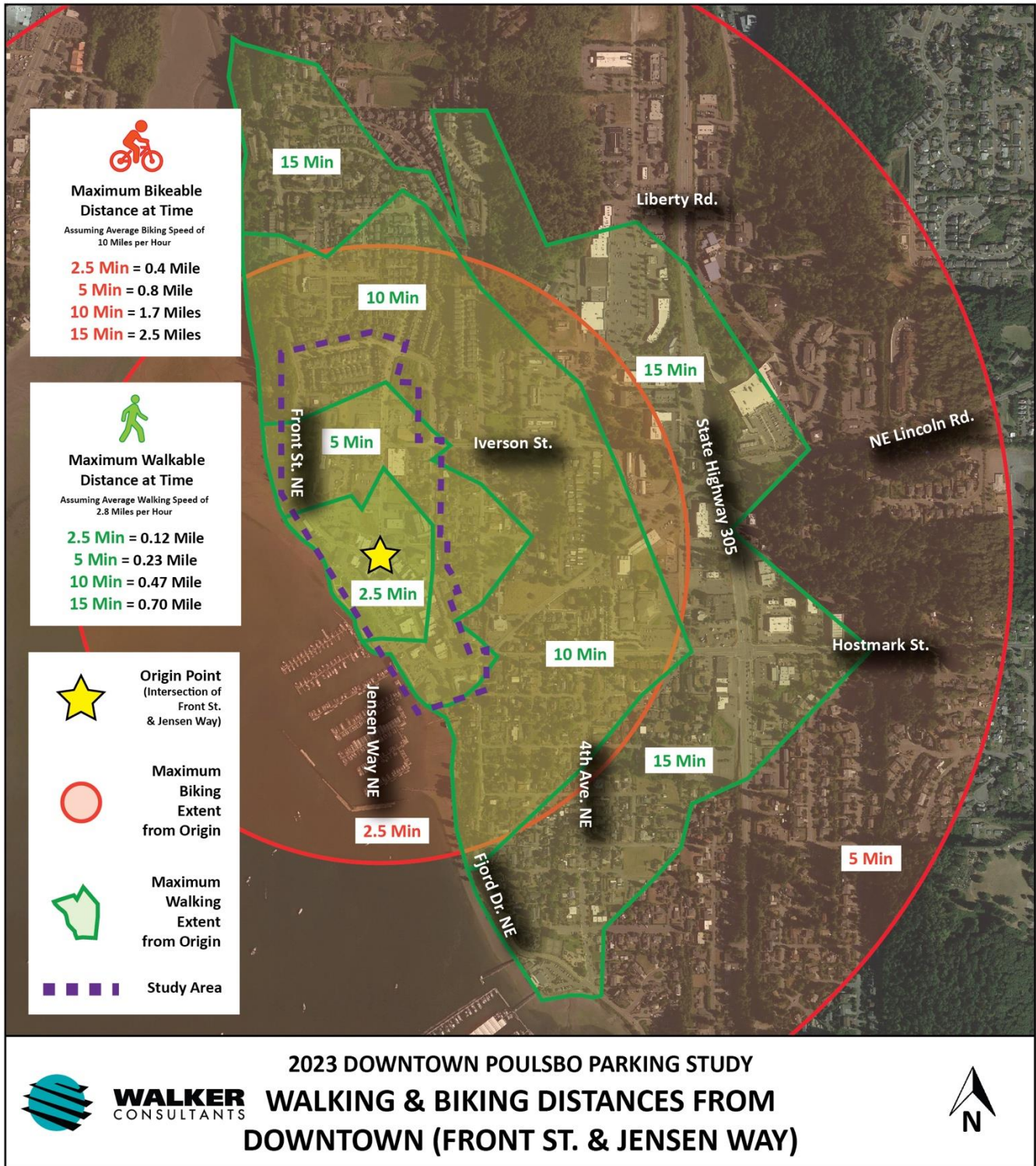
been created out of the former northbound travel lane of Fjord Dr. immediately south of Front St., with the remaining travel lane being converted to one-way southbound traffic.

Downtown Poulsbo does not feature many dedicated or semi-dedicated bike facilities, with the exception of a few street segments that are marked with “sharrows,” such as one-way southbound Fjord Dr. However, the small-scale and low-speed nature of nearly all streets in and around downtown Poulsbo is such that travel lanes are relatively bike-friendly and safe. Walker observed that biking was a popular mode of travel during its observations. Therefore, the Bike Score of 32 may not accurately reflect the bikeability and bike friendliness of downtown Poulsbo.

**Figure 31** on the next page depicts walking distances and biking distances for various selected intervals of travel time. Note that, for walking distances, walk shed areas are shown based on actual paths of travel from the assumed origin point. For biking distances, bike shed areas are shown based on the distance radii from the assumed origin point. The origin point used for both is the intersection of Jensen Way and Front St.



Figure 31. Walk, Bike, & Transit Access Score for Downtown Poulsbo



From the assumed origin point, both the King Olav Lot as well as the City Hall Garage are within a 2.5-minute walk shed, assuming an average walking speed of about 2.8 miles per hour. Most of the remainder of the study area considered in this study is walkable within 5 minutes. The Gateway Fellowship Transit Center, at 8<sup>th</sup> and Hostmark St., is located within the 10-minute walk shed. Finally, much of the larger-scale commercial retail development along Highway 305, including a grocery store, is within the 15-minute walk shed.

For bikes, all of downtown and the immediate surrounding areas are bikeable from the assumed origin within about 2.5 minutes, assuming an average bike speed of 10 miles per hour. Much of the remainder of the surrounding areas are accessible by bike within 5 minutes.

Note that there are considerable grades from downtown towards Highway 305. As a result, walk and bike speeds may be considerably lower for most people walking and biking going away from downtown compared with coming into downtown.

## Transit Access

Poulsbo is served primarily by Kitsap Transit, the transit agency that serves all of Kitsap County. However, other nearby transit agencies, such as Clallam County, also provide transit service to and through the North Viking Transit Center, which is located in Poulsbo about a mile north of downtown.

Nominally, downtown Poulsbo and the immediate surrounding area are served by four Kitsap County transit routes: the 333 (Silverdale/Bainbridge), 338 (Gateway/Bainbridge), 344 (Poulsbo Central), and 390 (Poulsbo/Bainbridge) busses. Out of those, only one, the 344, provides service to multiple stops within Poulsbo.

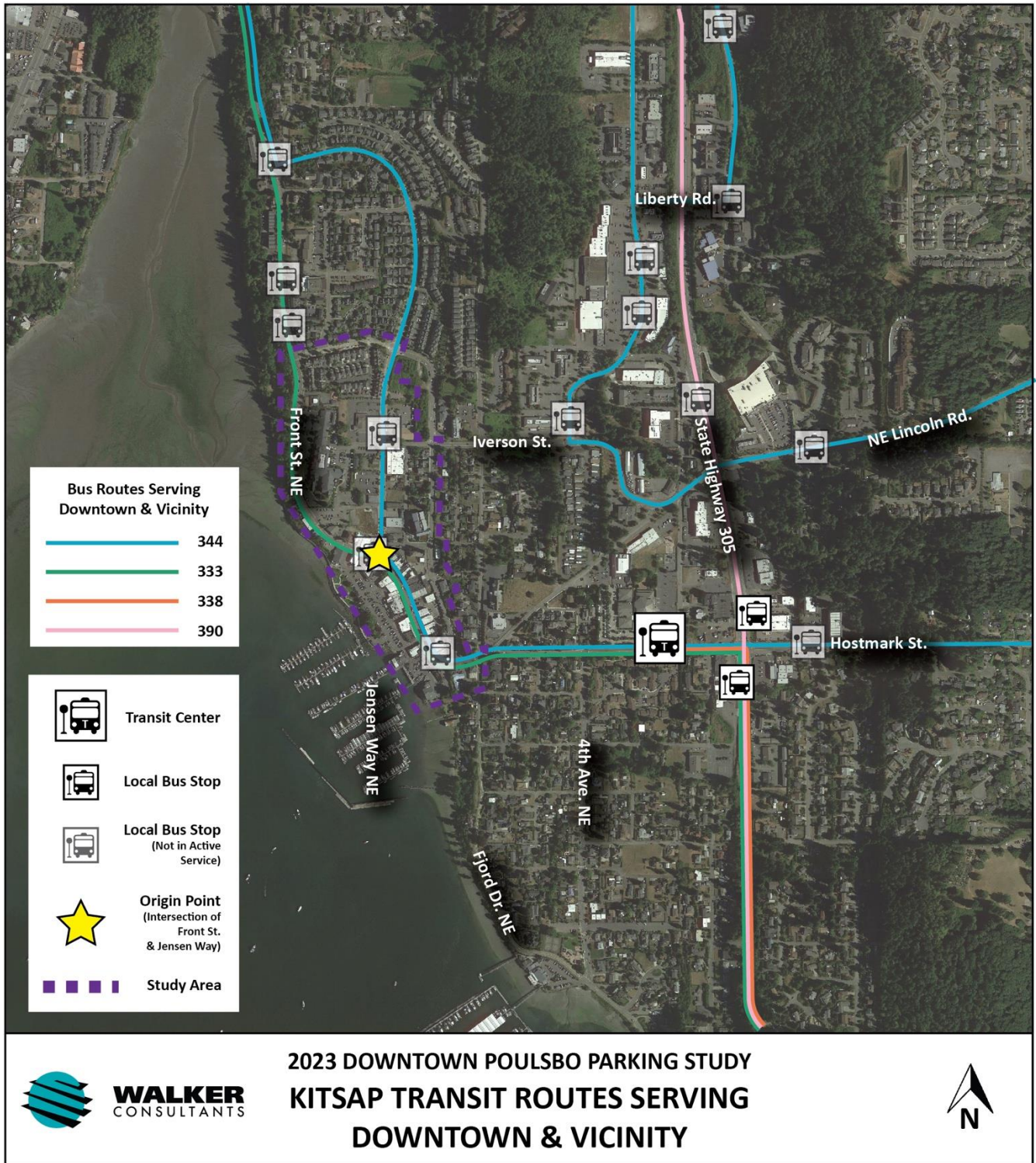
While there are multiple signed bus stop locations in and around downtown Poulsbo, it appears that, as of this writing, only the Gateway Fellowship Transit Center and park-n-ride, as well as two bus stops along Highway 305 at Hostmark St., are currently serving as active bus stops for all bus routes serving downtown Poulsbo. Moreover, Kitsap Transit's website indicates that bus route 338 is suspended until further notice.

For the routes, service is generally provided every 45 minutes to 1 hour during weekdays and Saturdays.

In the past, a variety of private tour bus operators would provide service to Poulsbo in the form of "hop on/hop off" service for tourists. These busses generally had their own dedicated stops and parking/waiting areas, such as in the Big Anderson Lot. However, as of this writing, no private tour buses were serving Poulsbo.

**Figure 32** on the next page shows Kitsap County transit routes serving downtown Poulsbo.

Figure 32. Transit Service in and Around Downtown Poulsbo



## Walkthrough & Other Observations

The following were observations and notes taken by Walker staff regarding parking and transportation in and around downtown Poulsbo, presented in no particular order. Some of the notes are accompanied by photos, shown below.

Note that Pictures 2, 10, and 11 were captured via Google StreetView.

- There are numerous mid-block pedestrian crossings that are well marked with pavement decals, though most completely lack vertical “ped x-ing” signage (Picture 1)
- Parking spaces, as well as loading and “no parking” areas, are also well-demarcated and clearly marked on main streets. (Picture 2)
  - However, loading and “no parking” areas generally lacked vertical signage, which could lead to confusion about whether such areas are meant for loading or are prohibiting parking for any purpose at all times. (Picture 5)
- Wayfinding signage for both pedestrians/cyclists and vehicles is lacking across downtown, for both destinations/landmarks as well as for parking areas.
  - There are a handful of off-the-shelf blue “square-P” signs at a few key decision points.
  - The King Olaf parking lot appeared to be the only public lot signed with custom public parking facility ID signage. (Pictures 2, 3, 4)
- It was not clear, both in terms of wayfinding signage as well as signage at the facility itself, that public parking was available in/at the City Hall Garage. (Picture 11)
  - Only signage inside the garage itself indicates that some of the parking is available for public use, during business hours or outside of them.
- There are no clear distinctions between the SEA Discovery Center private paid parking available for public use and the Small Anderson Lot.
  - This confusion is further complicated by the fact that about half of the Small Anderson Lot is reserved/permit parking only.
  - The paid parking spaces, however, appear to be clearly indicated and marked as such. (Picture 7)
  - Confusion may result from visitors being confused as to whether the public spaces in the Small Anderson Lot also require payment.
- Though there is a large sign that identifies and distinguishes the Port of Poulsbo paid lot as such, it may be confusing to visitors whether the Port of Poulsbo is a “public” lot. (Picture 6)
- From the King Olaf Lot, those parking in the overflow area of the lot may attempt to exit to Front St. via a sidewalk that runs along the Martha and Mary facility.
  - However, the sidewalk does not directly connect to Front St., with a fence separating the sidewalk and property from the King Olaf Lot.
- It was unclear and ambiguous whether legal on-street parking exists along some of 3<sup>rd</sup> Ave. between Front and Moe, as well as along Bjeremeland Pl. on both sides of the street. (Picture 10)
- Walker staff was confused by signage indicating parking time restrictions along Front St. and in the public parking lots. (Pictures 3, 4, 8)
  - In the King Olaf Lot, it appears that some, but not all, of the lot is technically signed with a 3-hour time restriction. (Pictures 3, 4)

- Along Front St., it is unclear whether or not 1-hour time limitations apply to most on-street spaces or just the spaces to which the sign is closest. (Picture 12)
- Traffic circulation within the public parking lots appeared to function efficiently, and vehicles were easily able to maneuver into and out of spaces.
- Striped loading areas in the Big Anderson Lot were well used and properly used.
- There were no on-street accessible spaces observed.
- Bike traffic appeared to flow and circulate freely and safely in and around downtown, with vehicles typically traveling slowly due to the narrow roads and high pedestrian volumes.
  - Vehicle traffic speeds up along Front St. north of downtown, particularly where Front St. widens and on-street parking spaces end.
- The policy on overnight parking – whether it’s permitted or restricted, when it is allowed, and in what lot or lots, was not signed and was unclear to Walker staff.
- “Rubberized” speed bumps were well-placed along Front St. and Jensen Way and were not overly disruptive. (Picture 1)
- The SEA Discovery Center and Port of Poulsbo both use ParkMobile for paid parking. (Pictures 7, 8)
- A pedestrian mid-block cut-through stairway to 3<sup>rd</sup> Ave from Front St. was not self-evident or signed.



1



2



3



4



5



6



10



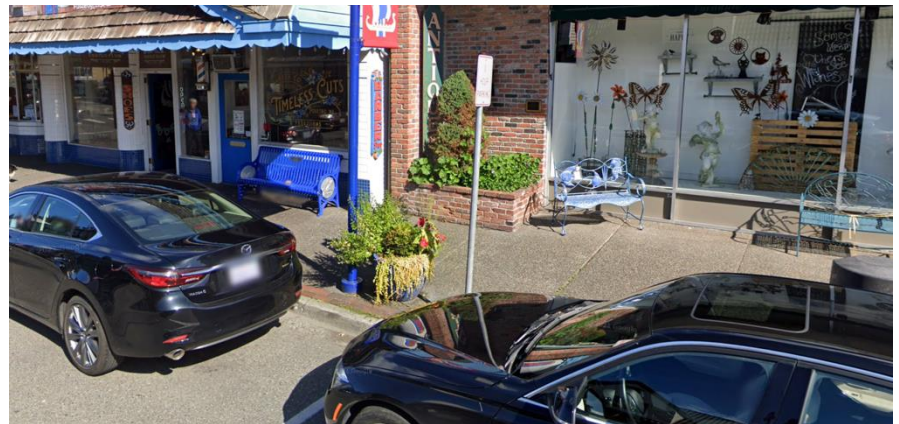
7



11



8



12



9



# 05 Appendix

# Appendix

Figure 33. Downtown On-Street Detailed Inventory

Street	Street Segment	Supply by Restriction (Both Sides of the Street)							Total
		Unrestricted	2-Hour	Accessible	Loading	1-Hour	Other	30 Minute	
3rd Ave. NE	Front to Moe	42	0	0	0	0	0	0	42
	Moe to Iverson	16	0	0	1	0	0	0	17
Bjeremeland Pl.	Moe to Iverson	4	0	0	0	0	2	0	6
Jensen Way NE	Front to Moe	0	0	0	0	3	0	0	3
	Moe to Crosswalk	0	0	0	0	8	0	0	8
	Crosswalk to Iverson	0	0	0	0	16	0	0	16
	Iverson to B of A N Entrance	0	13	0	0	0	0	0	13
	B of A N Entrance to Sunset	0	22	0	0	0	0	0	22
Front St. NE	4th Ave. to Jensen	0	0	0	2	14	0	0	16
	Jensen to King Olaf Lot Entrance	0	0	0	1	7	0	0	8
	King Olaf Lot Entrance to Sunset	26	0	0	0	0	0	0	26
Moe St.	Jensen to 3rd Ave.	9	0	0	0	0	0	0	9
Sunset St.	Front to Jensen	12	0	0	0	0	0	0	12
<b>Total</b>		<b>109</b>	<b>35</b>	<b>0</b>	<b>4</b>	<b>48</b>	<b>2</b>	<b>0</b>	<b>198</b>

Figure 34. Downtown On-Street Detailed Weekday Demand

Street	Street Segment	Total Demand																				
		Weekday																				
		9:00 AM			11:00 AM			1:00 PM			3:00 PM			5:00 PM			7:00 PM			9:00 PM		
W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot		
3rd Ave. NE	Front to Moe	9	14	23	13	22	35	18	24	42	17	25	42	6	19	25	9	12	21	4	10	14
	Moe to Iverson	3	7	10	4	8	12	5	9	14	4	11	15	3	7	10	2	5	7	0	5	5
Bjeremeland Pl.	Moe to Iverson	0	1	1	0	1	1	0	1	1	0	0	0	1	0	1	0	0	0	0	1	1
Jensen Way NE	Front to Moe	0	1	1	1	0	1	2	1	3	2	0	2	2	1	3	1	1	2	0	1	1
	Moe to Crosswalk	3	5	8	3	5	8	3	5	8	2	5	7	2	5	7	2	1	3	2	0	2
	Crosswalk to Iverson	5	5	10	6	6	12	5	8	13	6	6	12	6	8	14	3	3	6	1	0	1
	Iverson to B of A N Entrance	1	5	6	0	2	2	4	2	6	3	2	5	4	2	6	4	5	9	2	4	6
	B of A N Entrance to Sunset	5	5	10	4	4	8	7	6	13	4	4	8	1	2	3	2	0	2	1	0	1
Front St. NE	4th Ave. to Jensen		13	13		15	15		15	15		14	14		14	14		10	10		3	3
	Jensen to King Olaf Lot Entrance		7	7		7	7		6	6		8	8		6	6		8	8		1	1
	King Olaf Lot Entrance to Sunset	13		13	15		15	17		17	12		12	7		7	2		2	3		3
Moe St.	Jensen to 3rd Ave.	9	1	10	7	1	8	8	1	9	9	0	9	8	1	9	5	1	6	1	1	2
Sunset St.	Front to Jensen	10		10	9		9	6		6	9		9	9		9	11		11	12		12
<b>Total (Downtown)</b>		<b>58</b>	<b>64</b>	<b>122</b>	<b>62</b>	<b>71</b>	<b>133</b>	<b>75</b>	<b>78</b>	<b>153</b>	<b>68</b>	<b>75</b>	<b>143</b>	<b>49</b>	<b>65</b>	<b>114</b>	<b>41</b>	<b>46</b>	<b>87</b>	<b>26</b>	<b>26</b>	<b>52</b>

Figure 35. Downtown On-Street Detailed Weekday Percent Occupancy

Street	Street Segment	Total Percent Occupancy																				
		Weekday																				
		9:00 AM			11:00 AM			1:00 PM			3:00 PM			5:00 PM			7:00 PM			9:00 PM		
W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot		
3rd Ave. NE	Front to Moe	56%	54%	55%	81%	85%	83%	11%	92%	10%	10%	96%	10%	38%	73%	60%	56%	46%	50%	25%	38%	33%
	Moe to Iverson	60%	58%	59%	80%	67%	71%	10%	75%	82%	80%	92%	88%	60%	58%	59%	40%	42%	41%	0%	42%	29%
Bjeremeland Pl.	Moe to Iverson	0%	50%	17%	0%	50%	17%	0%	50%	17%	0%	0%	0%	25%	0%	17%	0%	0%	0%	0%	50%	17%
Jensen Way NE	Front to Moe	0%	10%	33%	50%	33%	10%	10%	10%	10%	10%	67%	10%	10%	10%	10%	50%	10%	67%	0%	10%	33%
	Moe to Crosswalk	10%	10%	10%	10%	10%	10%	10%	10%	10%	67%	10%	88%	67%	10%	88%	20%	38%	67%	0%	67%	25%
	Crosswalk to Iverson	71%	56%	63%	86%	67%	75%	71%	89%	81%	86%	67%	75%	86%	89%	88%	43%	33%	38%	14%	0%	6%
	Iverson to B of A N Entrance	17%	71%	46%	0%	29%	15%	67%	29%	46%	50%	29%	38%	67%	29%	46%	67%	71%	69%	33%	57%	46%
	B of A N Entrance to Sunset	42%	50%	45%	33%	40%	36%	58%	60%	59%	33%	40%	36%	8%	20%	14%	17%	0%	9%	8%	0%	5%
Front St. NE	4th Ave. to Jensen		81%	81%		94%	94%		94%	94%		88%	88%		88%	88%		63%	63%		19%	19%
	Jensen to King Olaf Lot Entrance		88%	88%		88%	88%		75%	75%		10%	10%		75%	75%		10%	10%		13%	13%
	King Olaf Lot Entrance to Sunset	50%		50%	58%		58%	65%		65%	46%		46%	27%		27%	8%		8%	12%		12%
Moe St.	Jensen to 3rd Ave.	11%	10%	11%	88%	10%	89%	10%	10%	10%	11%	0%	10%	10%	10%	10%	63%	10%	67%	13%	10%	22%
Sunset St.	Front to Jensen	83%		83%	75%		75%	50%		50%	75%		75%	75%		75%	92%		92%	10%		10%
<b>Total (Downtown)</b>		<b>57%</b>	<b>66%</b>	<b>61%</b>	<b>73%</b>	<b>67%</b>	<b>74%</b>	<b>80%</b>	<b>77%</b>	<b>67%</b>	<b>77%</b>	<b>72%</b>	<b>49%</b>	<b>67%</b>	<b>58%</b>	<b>41%</b>	<b>47%</b>	<b>44%</b>	<b>26%</b>	<b>27%</b>	<b>26%</b>	<b>26%</b>

Figure 36. Downtown On-Street Detailed Weekend Demand

Street	Street Segment	Total Demand																				
		Weekday																				
		9:00 AM			11:00 AM			1:00 PM			3:00 PM			5:00 PM			7:00 PM			9:00 PM		
W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot		
3rd Ave. NE	Front to Moe	3	15	18	15	26	41	15	24	39	17	26	43	15	20	35	11	15	26	6	12	18
	Moe to Iverson	3	4	7	4	4	8	4	10	14	4	10	14	3	8	11	1	7	8	0	7	7
Bjeremeland Pl.	Moe to Iverson	0	0	0	1	0	1	2	0	2	0	0	0	1	0	1	0	0	0	0	1	1
Jensen Way NE	Front to Moe	2	1	3	2	1	3	2	1	3	2	1	3	2	1	3	1	0	1	2	1	3
	Moe to Crosswalk	3	5	8	3	5	8	3	5	8	3	5	8	2	5	7	2	2	4	3	0	3
	Crosswalk to Iverson	2	2	4	5	6	11	7	8	15	6	8	14	6	7	13	6	7	13	2	2	4
	Iverson to B of A N Entrance	0	2	2	0	1	1	5	6	11	4	6	10	5	5	10	5	5	10	3	3	6
Front St. NE	B of A N Entrance to Sunset	3	4	7	5	3	8	8	4	12	6	5	11	3	3	6	1	4	5	0	2	2
	4th Ave. to Jensen		12	12		13	13		16	16		15	15		13	13		7	7		4	4
	Jensen to King Olaf Lot Entrance		5	5		8	8		8	8		8	8		7	7		7	7		3	3
Moe St.	King Olaf Lot Entrance to Sunset	6		6	10		10	23		23	19		19	15		15	10		10	3		3
	Jensen to 3rd Ave.	7	1	8	8	1	9	8	1	9	8	1	9	7	1	8	4	0	4	0	0	0
Sunset St.	Front to Jensen	11		11	10		10	11		11	11		11	11		11	12		12	12		12
<b>Total (Downtown)</b>		<b>40</b>	<b>51</b>	<b>91</b>	<b>63</b>	<b>68</b>	<b>131</b>	<b>88</b>	<b>83</b>	<b>171</b>	<b>80</b>	<b>85</b>	<b>165</b>	<b>70</b>	<b>70</b>	<b>140</b>	<b>53</b>	<b>54</b>	<b>107</b>	<b>31</b>	<b>35</b>	<b>66</b>

Figure 37. Downtown On-Street Detailed Weekend Percent Occupancy

Street	Street Segment	Total Percent Occupancy																				
		Weekday																				
		9:00 AM			11:00 AM			1:00 PM			3:00 PM			5:00 PM			7:00 PM			9:00 PM		
W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot	W or S	E or N	Tot		
3rd Ave. NE	Front to Moe	19%	58%	43%	94%	10%	98%	94%	92%	93%	10%	10%	10%	94%	77%	83%	69%	58%	62%	38%	46%	43%
	Moe to Iverson	60%	33%	41%	80%	33%	47%	80%	83%	82%	80%	83%	82%	60%	67%	65%	20%	58%	47%	0%	58%	41%
Bjeremeland Pl.	Moe to Iverson	0%	0%	0%	25%	0%	17%	50%	0%	33%	0%	0%	0%	25%	0%	17%	0%	0%	0%	0%	50%	17%
Jensen Way NE	Front to Moe	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	50%	0%	33%	10%	10%	10%
	Moe to Crosswalk	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	67%	10%	88%	67%	40%	50%	10%	0%	38%
	Crosswalk to Iverson	29%	22%	25%	71%	67%	69%	10%	89%	94%	86%	89%	88%	86%	78%	81%	86%	78%	81%	29%	22%	25%
	Iverson to B of A N Entrance	0%	29%	15%	0%	14%	8%	83%	86%	85%	67%	86%	77%	83%	71%	77%	83%	71%	77%	50%	43%	46%
Front St. NE	B of A N Entrance to Sunset	25%	40%	32%	42%	30%	36%	67%	40%	55%	50%	50%	50%	25%	30%	27%	8%	40%	23%	0%	20%	9%
	4th Ave. to Jensen		75%	75%		81%	81%		10%	10%		94%	94%		81%	81%		44%	44%		25%	25%
	Jensen to King Olaf Lot Entrance		63%	63%		10%	10%		10%	10%		10%	10%		88%	88%		88%	88%		38%	38%
Moe St.	King Olaf Lot Entrance to Sunset	23%		23%	38%		38%	88%		88%	73%		73%	58%		58%	38%		38%	12%		12%
	Jensen to 3rd Ave.	88%	10%	89%	10%	10%	10%	10%	10%	10%	10%	10%	10%	88%	10%	89%	50%	0%	44%	0%	0%	0%
Sunset St.	Front to Jensen	92%		92%	83%		83%	92%		92%	92%		92%	92%		92%	10%		10%	10%		10%
<b>Total (Downtown)</b>		<b>40%</b>	<b>53%</b>	<b>46%</b>	<b>70%</b>	<b>66%</b>	<b>87%</b>	<b>86%</b>	<b>86%</b>	<b>79%</b>	<b>88%</b>	<b>83%</b>	<b>69%</b>	<b>72%</b>	<b>71%</b>	<b>52%</b>	<b>56%</b>	<b>54%</b>	<b>31%</b>	<b>36%</b>	<b>33%</b>	<b>33%</b>