



# Bradenton Beach Parking Master Plan

August 31, 2007



RENAISSANCE PLANNING GROUP



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## Introduction

The purpose of this report is to address the concerns of residents and business owners regarding parking within the City's Community Redevelopment Area and designated Waterfronts Florida Area. Included are summaries of public comments received at a stakeholders meetings, the sign-in sheets of those who attended, an inventory of the number and locations of existing spaces, recommended actions to maximize the use of existing space, and opportunities and recommendations for additional on-street and surface parking.

## Project Kickoff

A project kickoff meeting was held at City Hall on July 11, 2007 from 4 p.m. – 5 p.m. Several members of the public and the Bradenton Beach Waterfronts Committee attended the meeting to voice their issues and concerns related to parking in Bradenton Beach. The sign-in sheet is located in the appendix.

## Perceptions, Issues, and Concerns

The meeting participants were asked the following questions related to parking issues:

- What are the parking concerns?
- Where do visitors park?
- Is there a conflict between visitor, employees and residential parking? If so, where are those conflict points?
- Is there a parking problem or a perception of a problem? Is there a lack of parking or is it parking management that is needed?
- Is the City willing to do metered parking or parking permits? Limit parking to 2-3 hours?
- Are employees taking up parking that should be for patrons?
- How can the City encourage shared parking between complementary uses?
- Who are the patrons? Where are they coming from? Is it a walkable/bikeable distance?

### *More parking is needed*

Generally, the group agreed that more parking spaces were needed both for visitor and employee parking, especially during the winter tourist season. The perception was that a lack of parking hurts the businesses' profitability. In attendance were two restaurant owners and one general manager, and they agreed that their patrons and employees parked wherever they could, including the nearby residential streets. The Pier Restaurant will be re-opening soon, and the perception is that this will take up a great deal of the on-street parking located on Bridge Street.

In a subsequent conversation with Bradenton Beach Police Department staff, it was discovered that parking on Bridge Street is not perceived as a problem. Generally, the two hour time limit is not enforced unless there is a complaint. However, parking tickets are issued during the winter season when restaurant patrons park on the residential streets, blocking driveways, on private property, in front of fire hydrants, etc.

***Land acquisition and/or construction of a parking garage are possible solutions***

The group pointed out that there were some opportunities for the City to purchase parcels for surface parking. In particular, two parcels on Bridge Street and one lot adjacent to City Hall seem to be viable candidates. Some suggested the construction of a parking garage, but there was not consensus on this issue.

***Cortez Beach parking and trolley service are underutilized***

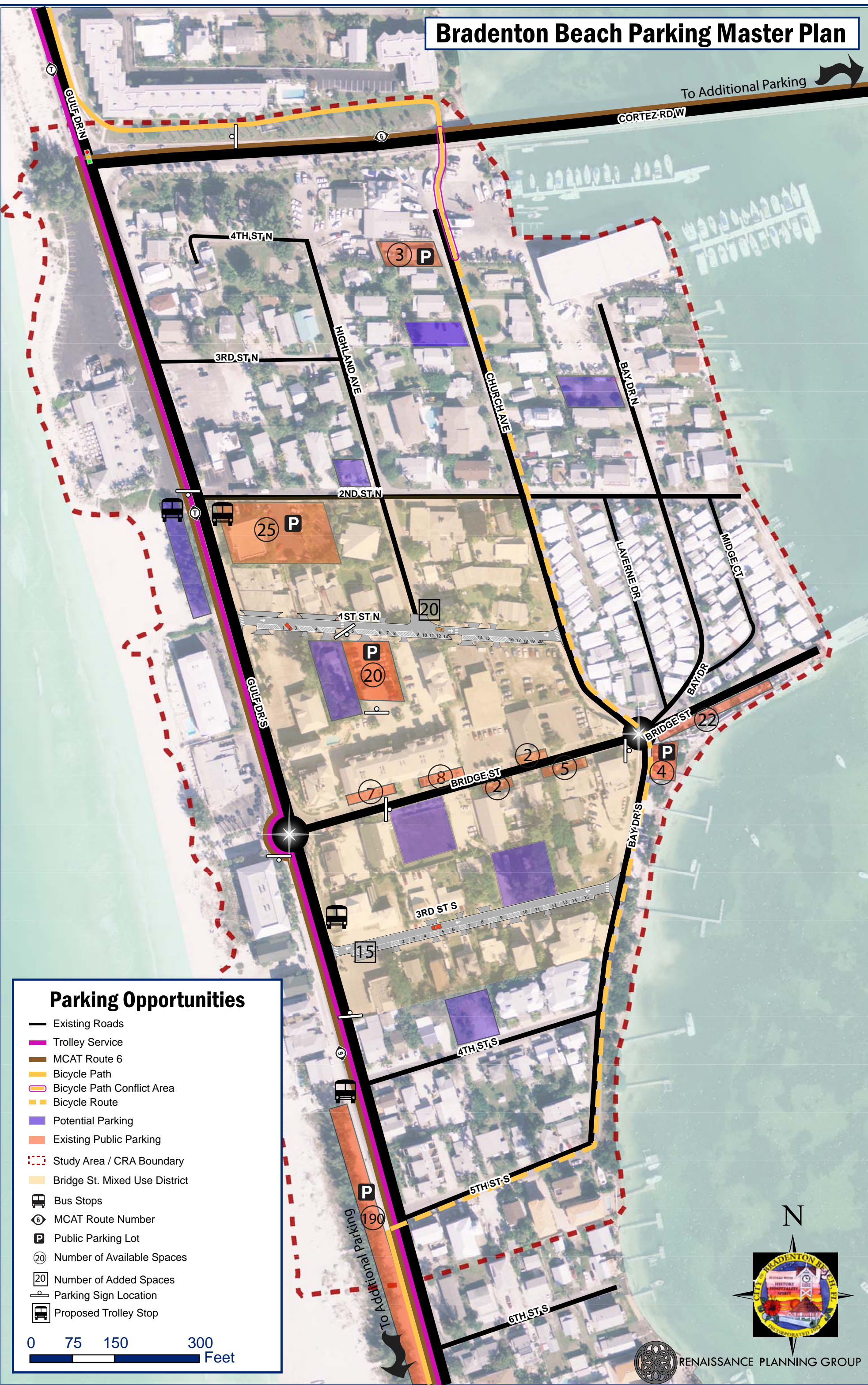
There is plentiful parking located at the public beach, but it is perceived as “underutilized.” Generally, the group agreed that tourists should be encouraged to park at the beach and use the free trolley service to travel to the downtown area. It was also suggested that the trolley run later, as the restaurant employees’ shifts end three hours later than the service operates.

Opportunities for additional parking suggested by the group are illustrated in the parking opportunities map.

See Opportunities Map on following page.

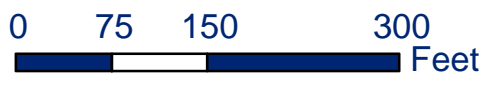
# Bradenton Beach Parking Master Plan

To Additional Parking



## Parking Opportunities

- Existing Roads
- Trolley Service
- MCAT Route 6
- Bicycle Path
- Bicycle Path Conflict Area
- Bicycle Route
- Potential Parking
- Existing Public Parking
- Study Area / CRA Boundary
- Bridge St. Mixed Use District
- Bus Stops
- MCAT Route Number
- Public Parking Lot
- Number of Available Spaces
- Number of Added Spaces
- Parking Sign Location
- Proposed Trolley Stop



## Parking Inventory and Analysis

An inventory of existing public parking was conducted on July 17, 2007. It was determined that the following spaces are available for public use, some with restrictions on time:

<b>Table 1: Parking Inventory</b>		
<b>Location</b>	<b>Number of Spaces</b>	<b>Time Restriction</b>
Church Avenue (Public Works)	3	Available 4-10 p.m.
First Street North Lot	20 (one handicap)	Available 7 a.m. – midnight
Bridge Street (on-street)	26 (one handicap)	2 hour maximum 8 a.m. – 6 p.m.
Bay Drive	4	2 hour maximum 8 a.m. – 6 p.m.
City Hall/Library Lot	25 total, 6 reserved for public during normal business hours	Available on weekends and evenings, except when there is a night meeting.
Cortez Beach, between 5 <sup>th</sup> and 13 <sup>th</sup> Streets	Roughly 190 unmarked spaces	
	<b>Total</b>	<b>Daytime: 248    Evening: 267</b>

Additionally, there will be 22 spaces allocated for the City-owned Pier Restaurant.

The location and number of existing public parking spaces are illustrated in the existing conditions map presented at the end on this section.

## Parking Utilization

Windshield surveys were conducted to determine how many spaces are being used on a typical weekday and weekend. The surveys were conducted on Tuesday, July 17, from 2-3 p.m. and on Saturday, August 4, from 1-2 p.m. It was sunny and hot on both days the windshield surveys were conducted. At those times, public parking was not utilized to its full capacity, as seen in Table 2:

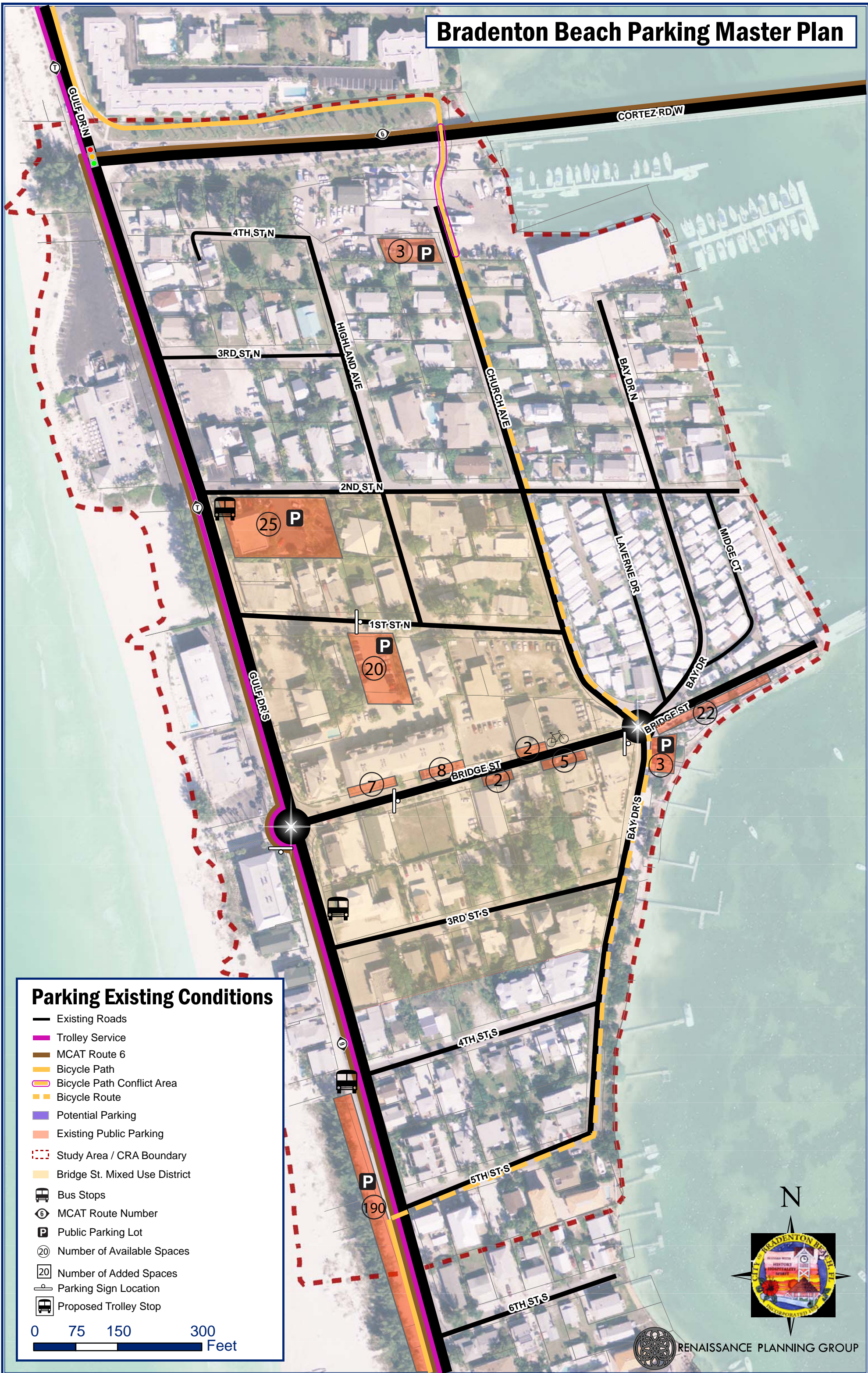
<b>Table 2: Parking Occupancy</b>								
	<b>City Hall</b>		<b>1st St N</b>		<b>Bridge St.</b>		<b>Bay Dr.</b>	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Weekday</b>	7	28%	12	60%	17	68%	3	75%
<b>Weekend</b>	10	40%	17	85%	13	52%	3	75%

The low demand for parking may be attributed to the fact that the peak tourist season is in the winter months. Although parking may not be an issue during the off-season, local business

owners indicated that lack of parking is a serious economic impediment from December until Easter weekend. The city should conduct a new windshield survey during the tourist season in January or February to confirm the parking utilization rates and assist in prioritizing the short and long term parking solutions offered later in this report.

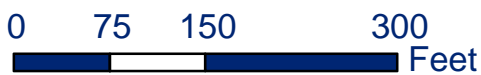
**See Existing Conditions map on next page.**

# Bradenton Beach Parking Master Plan



## Parking Existing Conditions

- Existing Roads
- Trolley Service
- MCAT Route 6
- Bicycle Path
- Bicycle Path Conflict Area
- Bicycle Route
- Potential Parking
- Existing Public Parking
- - - Study Area / CRA Boundary
- Bridge St. Mixed Use District
- 🚌 Bus Stops
- Ⓜ MCAT Route Number
- P Public Parking Lot
- Ⓜ Number of Available Spaces
- Ⓜ Number of Added Spaces
- 📍 Parking Sign Location
- 🚏 Proposed Trolley Stop





## Parking Strategies

On August 6, 2007, the results of the inventory and analysis and a draft of the master plan recommendations were presented to the public in an open house forum. Four maps were presented on tables showing existing conditions, parking opportunities, and two parking scenarios. (A copy of the presentation and the sign-in sheet are located in the appendix.) People were asked to write their comments on the maps and three members of the consultant team were available to answer any questions. Comments included:

- Parking on Bridge Street near the Pier Restaurant should be reflected on the maps;
- The City should operate an additional tram service “like Disney World” on the multi-use path on Gulf Drive;
- The beach front lot south of the Beach House Restaurant should be shown on the map as a parking opportunity;
- City Hall and the library should be elevated to accommodate more parking underneath as well as for hazard mitigation purposes;
- Residential streets should have signage that states “no parking”;
- Bicycle parking should be added to all parking lots;
- Proposed lot on 1<sup>st</sup> Street North should be re-designed to show use of both parcels (for sale) and pedestrian access should be shown on the south side of the lot;
- The proposed lots on Bridge Street and 3<sup>rd</sup> Street South should have a pedestrian connection;
- One way street should be considered for Bridge Street to accommodate more on-street parking;
- A crosswalk should be placed on Gulf Drive at 5<sup>th</sup> Street South.

Many of these comments have been addressed in the master plan map series.

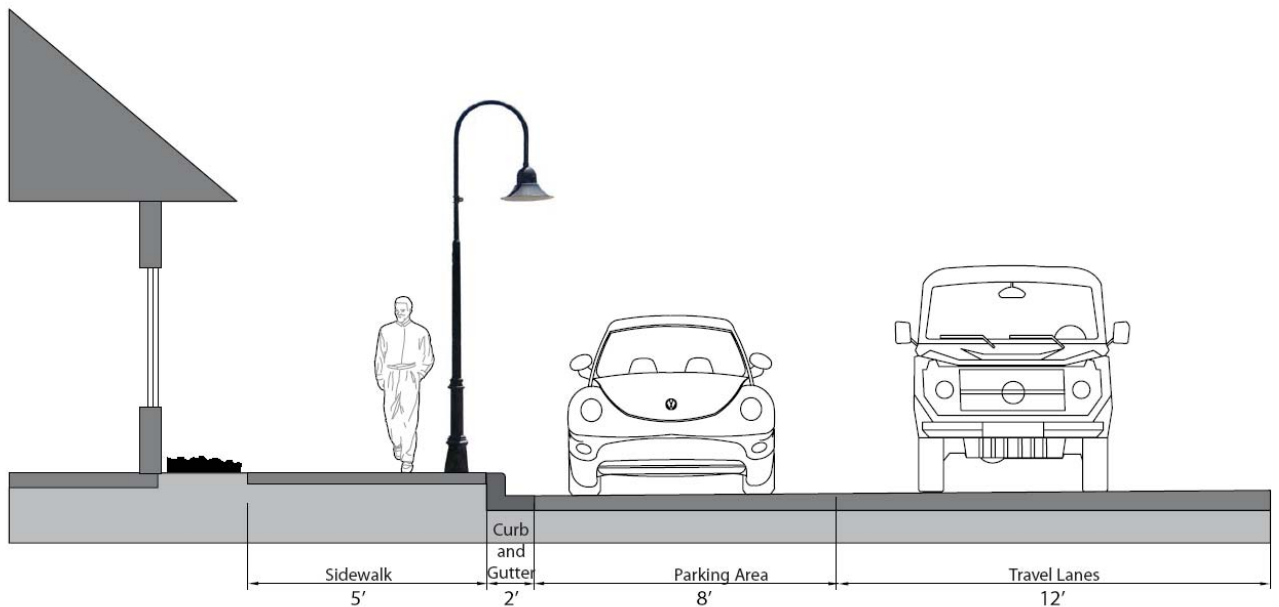
As the windshield survey did not indicate the need for additional parking during the off-season, the following recommendations are made based on the perception of demand as indicated at the public workshop on July 17.

## Short Term Strategies

### *Use Existing Right-of-Ways for On-Street Parking*

Although the right-of-ways on streets within the Bridge Street District appear to only be 35' – 40'<sup>1</sup>, there is the opportunity to convert 1<sup>st</sup> Street North and 3<sup>rd</sup> Street South from two-way into one-way streets to allow for additional on-street parking and enhance pedestrian accessibility. These streets already have pedestrian-scaled lighting and sidewalks in place, and therefore adding parking would simply be a matter of signage and striping the roadways. 1<sup>st</sup> Street North can accommodate 20 angled spaces and 3<sup>rd</sup> Street South can accommodate 15 parallel spaces with this change in travel patterns. 3<sup>rd</sup> Street South cannot accommodate angled parking due to the limited availability of existing right-of-way.

Figures 1 and 2 illustrate the proposed parallel and angled parking designs:



*Figure 1: Parallel parking design example.*

<sup>1</sup> Survey information of exact street rights-of-way widths were not available. Rights-of-way were estimated using GIS parcel layer data.

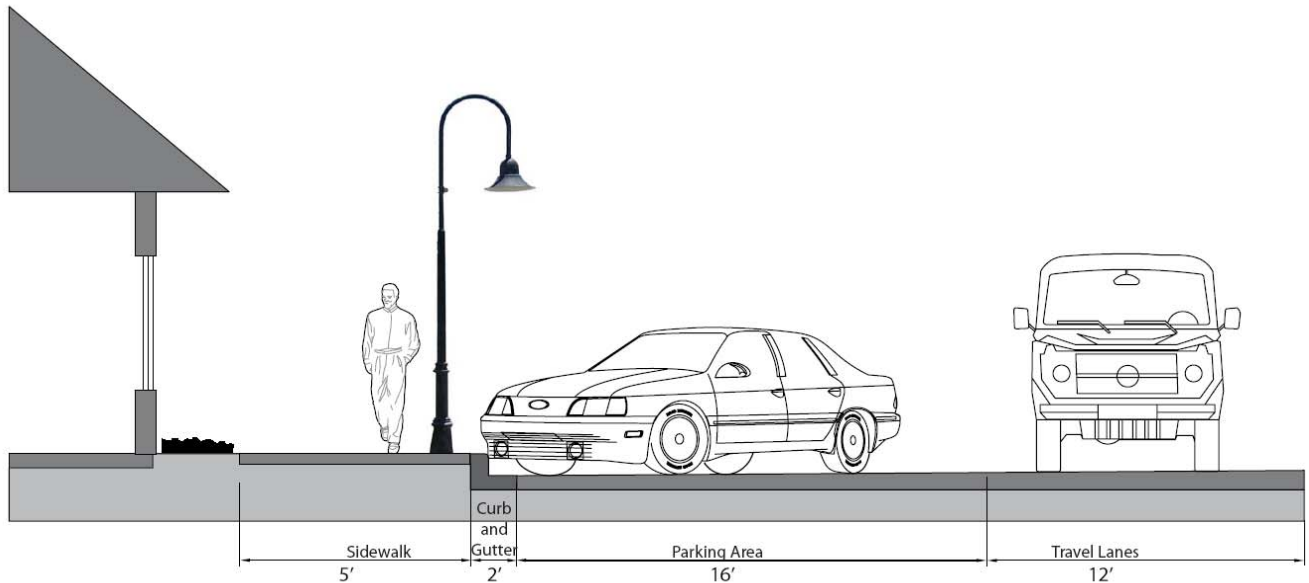


Figure 2: Angled parking design example.

### Clarify and Consolidate Signage

Collectively, signage indicating the location of and regulations regarding public parking are inadequate. There is one very small “public parking” sign facing the southbound lane at the intersection of Gulf Drive and Bridge Street and one facing the northbound lane at the intersection of Gulf Drive and 1<sup>st</sup> Street North. However, by the time the driver can see the sign, it is too late to slow and turn onto Bridge or 1<sup>st</sup> Streets. Signs that clearly indicate the location of public parking should be located at the “gateways” to the City: at the intersection of Cortez Road and Gulf Drive, and at the intersection of 4<sup>th</sup> Street South and Gulf Drive.



Small sign directs traffic to 1<sup>st</sup> St. parking lot



Signage located at the City Hall/Library location is also confusing. There is signage that indicates public parking is available, but also a “no parking” sign that limits the time public parking is available. The City may want to consider consolidating the information into one new sign that states that public parking is available after 6 p.m. Monday through Friday and anytime on Saturday and Sunday.



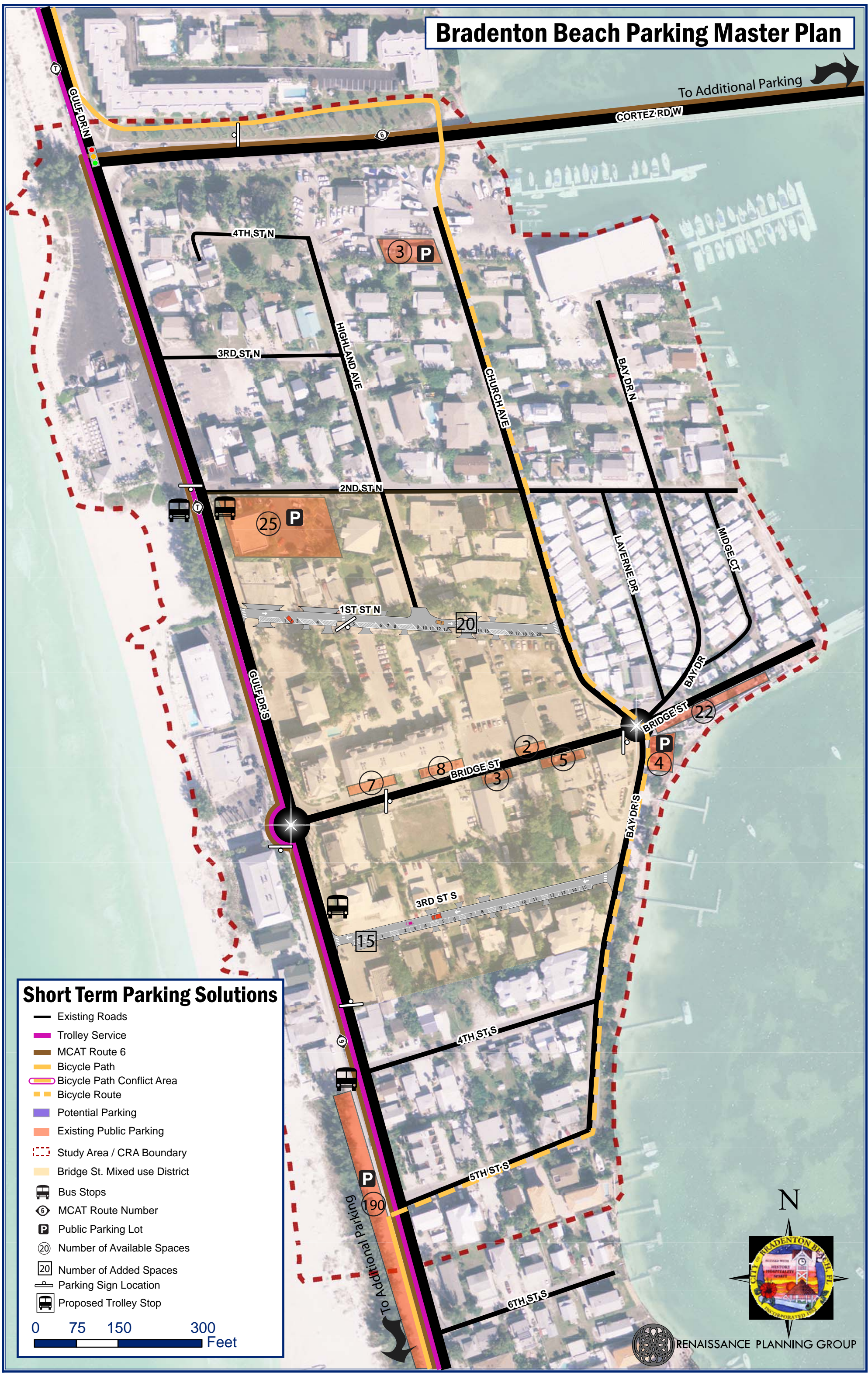
*Examples of City Hall and Library Parking Signage*

The location and amount of recommended on-street parking and recommended locations for additional signage are illustrated in the short term parking solutions map.

See Short Term map on next page.

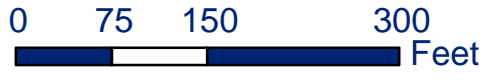
# Bradenton Beach Parking Master Plan

To Additional Parking



## Short Term Parking Solutions

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## Long Term Strategies

### Acquire Land

To provide additional on-street parking for retail patrons, the City should consider the acquisition of property available for sale within the Bridge Street Mixed Use District. There are currently four parcels that are for sale within the District, as illustrated in the Parking Opportunities Map. Given their proximity to local restaurants and other retail establishments within the Bridge Street District, the vacant parcels located at 107 and 111 Bridge Street are ideal locations for a centralized parking lot. If the City leased or purchased those parcels for parking, it could yield 19 additional parking spaces, as illustrated in the parking concept plan in Figure 3 below:

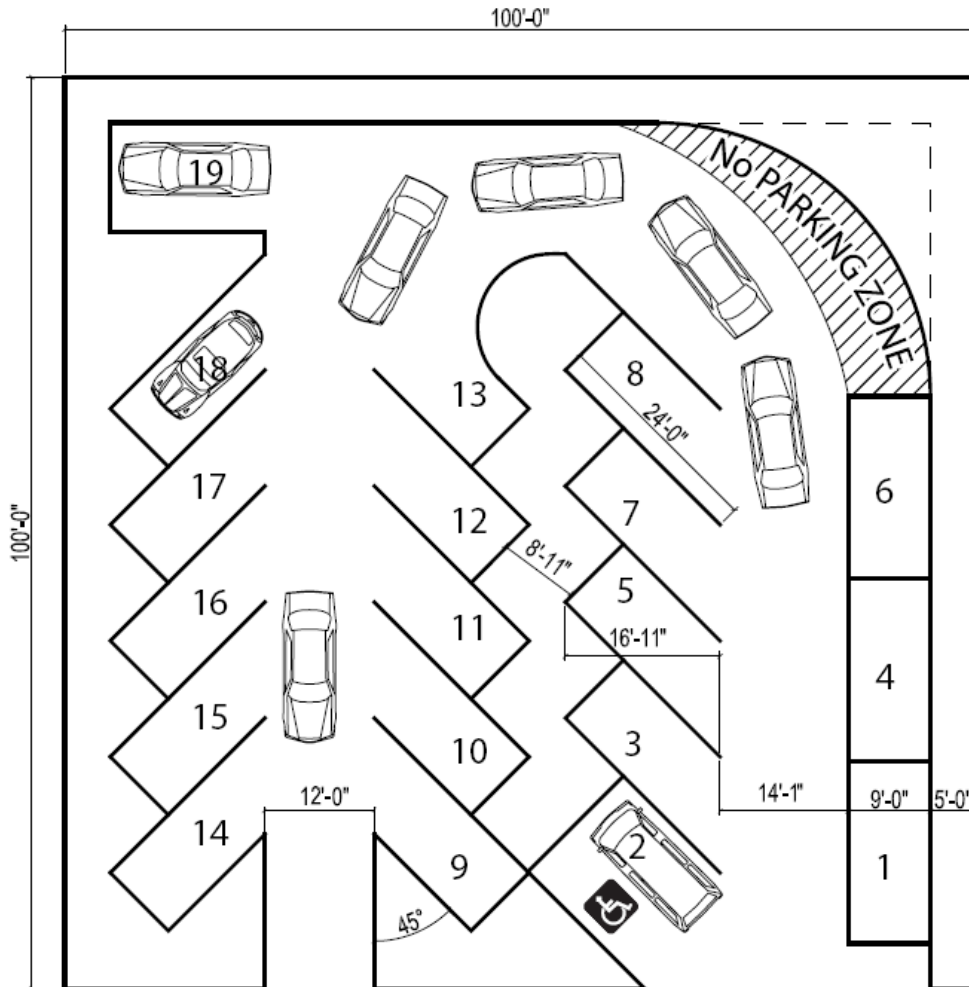


Figure 3: Parking Concept Plan for the vacant parcel located at 107/111 Bridge Street

The planning level cost for paving a 100' x 100' lot is \$24,442.00<sup>2</sup>, not including the cost of land.

In addition to the vacant parcels located on Bridge Street, there are parcels available on 1<sup>st</sup> Street, adjacent to the City-owned parking lot; three parcels on 3<sup>rd</sup> Street South, two of which are adjacent to one another; one lot on 2<sup>nd</sup> Street North; one lot on Bay Drive North; one lot on Church Avenue; and one lot on 4<sup>th</sup> Street North. Exact locations of these parcels are illustrated on the Parking Opportunities Map. Given their proximity to retail and other commercial destinations, as well as the adjacent land uses, the parcels located on 1<sup>st</sup> Street North and 3<sup>rd</sup> Street South are better options for surface parking than those located on the surrounding residential streets. As the dimensions of the lot on 3<sup>rd</sup> Street South are the same as the lots on Bridge Street, the design would be the same as the above figure and would net 19 additional spaces. Demolition of an existing single family home would be required for the lot located on 1<sup>st</sup> Street North, and when combined with the public parking that currently exists on 1<sup>st</sup> Street North, 12 additional spaces would be gained, as illustrated in Figure 4 below:

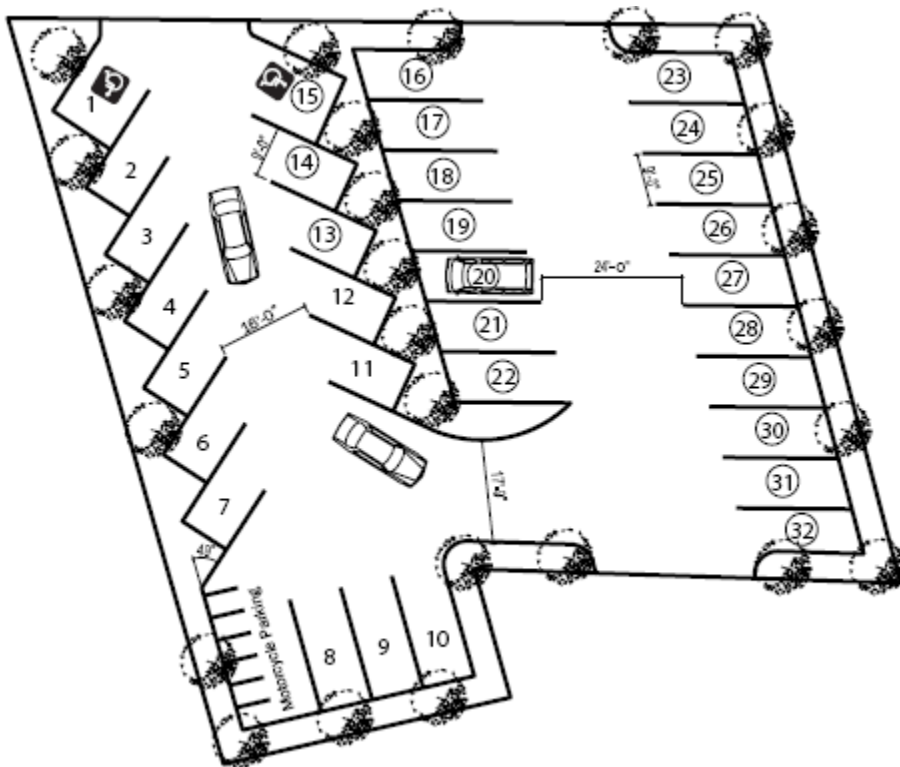


Figure 4: Acquisition of the lot for sale at 103 1<sup>st</sup> Street North would net 12 additional spaces

<sup>2</sup> Assumption: 1.5" Asphalt with 6" base, \$22/sq. yard. Source: High Point Engineering

Several participants at the July kickoff meeting suggested that a parking garage be constructed at this location. Height limitations in the City's charter and the size of the lot limit a net gain of parking to only 30 spaces. Given the expense of constructing a garage and the cost of land, a parking structure is not recommended<sup>3</sup>.

### ***Encourage Parking Turnover on Bridge Street***

To deter employees and beach-goers from parking for long periods of time in prime locations for potential retail patrons, the City may want to consider metered parking along Bridge Street, with a limit of two hours from 8 a.m. to 5 p.m. New technologies allow for one meter to be used for several spaces, reducing visual clutter along the street. Cities such as Savannah, Georgia; Portland, Oregon; Manchester, New Hampshire; and Park City, Utah all use a version of the park-pay-display meter, also known as the "smartmeter," a solar-powered, multi-space meter that accepts coins, debit and credit cards for the convenience of the patron.

### ***Make Cortez Beach Parking More Accessible Via Transit***

Parking located at Cortez Beach could be used for Bridge Street retail parking if the City coordinates with Manatee County Area Transit (MCAT) to place a northbound trolley stop near the intersection of 5<sup>th</sup> Street South and Gulf Drive. The City should coordinate with MCAT and FDOT to place a signed and marked crosswalk at this location, not only for pedestrians to cross from the parking lot to the trolley stop, but also to provide a connection from the multi-use trail to the signed bicycle route on 5<sup>th</sup> Street South.

The location of the proposed lots and trolley stop are illustrated in the long term parking solutions map.

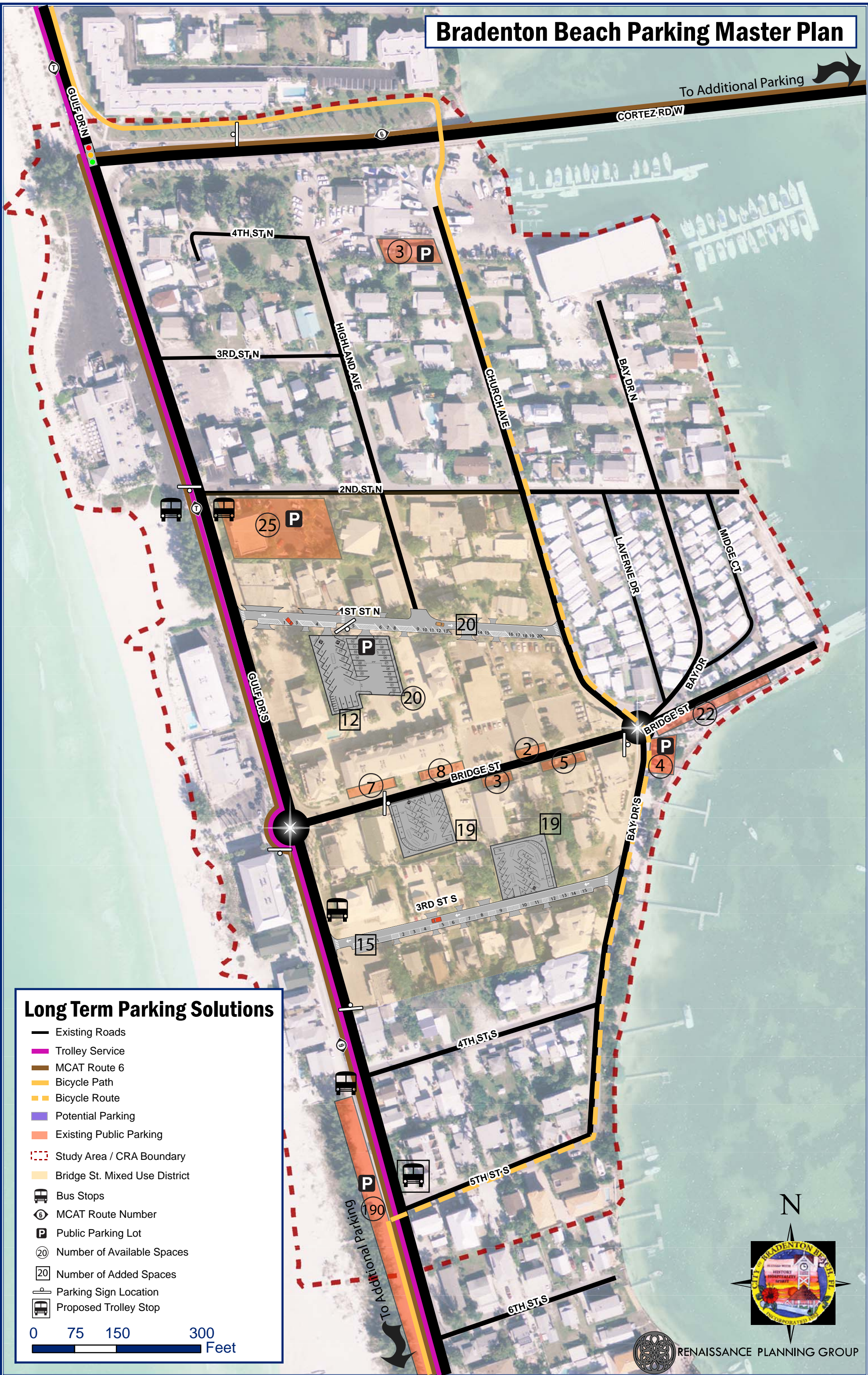
See the Long Term map on the next page.

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<sup>3</sup> Average cost per space not including cost of land is \$13,900. Source: Parking Market Research. Manatee County Property Appraiser currently values the property at \$405,038. Total cost: \$1,100,038.00

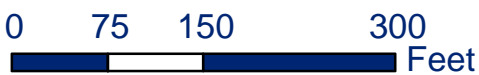


# Bradenton Beach Parking Master Plan



## Long Term Parking Solutions

- Existing Roads
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## Summary

If the city adds on-street parking to 1<sup>st</sup> Street North and 3<sup>rd</sup> Street South in the short term, 35 additional public parking spaces will be gained. As for the long term, if the City acquires the lots located at 107 and 111 Bridge Street and 103 1<sup>st</sup> Street North, another 50 spaces will be gained, for a total of 82 spaces. Prior to implementing any of the long term strategies offered in this report, the City should conduct a windshield survey during the winter peak tourist season to confirm the utilization rates for parking. Additionally, the City has the opportunity to use existing beach parking if a trolley stop and a crosswalk are added to Gulf Drive near the intersection of Gulf Drive and 5<sup>th</sup> Street South.

## Appendix A: Sign in Sheets

Collection 312 2004 - 2007

# W.A.V.E.S.

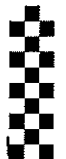


**City of Bradenton Beach**  
**Date: July 11, 2007**  
**Parking Master Plan Project**

NAME	BEST WAY TO CONTACT YOU			CONTACT INFO
	E-mail	Phone	Post Mail	
tjet Mary	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	tjet2@hotmail.com
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Pat Gentry	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	plsgen@aol.com
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JAVIE ROBERGSON	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	778-7201
Carl Parks	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	778-4820
John Pretty	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	779-2244
DAVID TACKELBAUM	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	812 4226
E. C. Chiles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	7788700
Dawn Betts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	778-0156
SAUNDERS & ROSE	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	STREETS@SAUNDERS-ROSE.COM
Michael Ruppert	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	795-0301
Laurie Miller	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	103 1st Street North Bradenton Bch FL 34217
PAN ROAT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	PAN@ISLANDSUL.ORG
JoAnn Meilner	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	j.don.meilner@verizon.net
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

"Becky" Shannon  
 Catherine Hartley  
 Whit Blanton

Tim Whaler  
 LM Phillips



# W.A.V.E.S.



City of Bradenton Beach  
 Date: AUG 7 06 - 07  
 Parking Master Plan Project

NAME	BEST WAY TO CONTACT YOU			CONTACT INFO
	E-mail	Phone	Post Mail	
John R Chappie				778-1005
Lisa Marie Phillips				---
Michael Pierce				7780643
Dawn Betts				737-3974
ROBT BARTELT				779-0030
DENNIS ECKE				620/617-6617
JAMIE ROBERTSON				
DAVID WELTON				8124226
Tom Vaughn				778-3986
Jennie Bigelow				7787734
Bernette Kaye				7784445
Connie Wheeler		Phone		778-2655
Lavrie Miller		Phone	Post Mail	103 1st St N Bradenton Bch FL 34217
Herbert Stump				
Susan Shiwo		Phone		778-4849
Johnny Maschiro		Phone		778-4849
Barbara Rodacker		Phone		779-2545
John Pothly		Phone		779-2244

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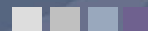
## Appendix B: PowerPoint Presentation



# Bradenton Beach Parking Master Plan

Inventory and Analysis

August 7, 2007

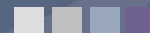




# ■ Parking Issues and Concerns

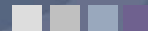
July 11, 2007 Public Meeting

- Lack of parking to support businesses
- Parking at Cortez Beach is “underutilized”
- Trolley service should be enhanced
- Property should be acquired for more parking
- The Pier will affect parking on Bridge St.



# Existing Inventory

<b>Location</b>	<b>Number of Spaces</b>
Church Avenue (Public Works)	3
First Street North Lot	20 (one handicap)
Bridge Street (on-street)	26 (one handicap)
Bay Drive	4
City Hall/Library Lot	25 total, 6 reserved for public during normal business hours
Cortez Beach, between 5 <sup>th</sup> and 13 <sup>th</sup> Streets	Roughly 190 unmarked spaces
<b>Total</b>	<b>Daytime: 248      Evening: 267</b>



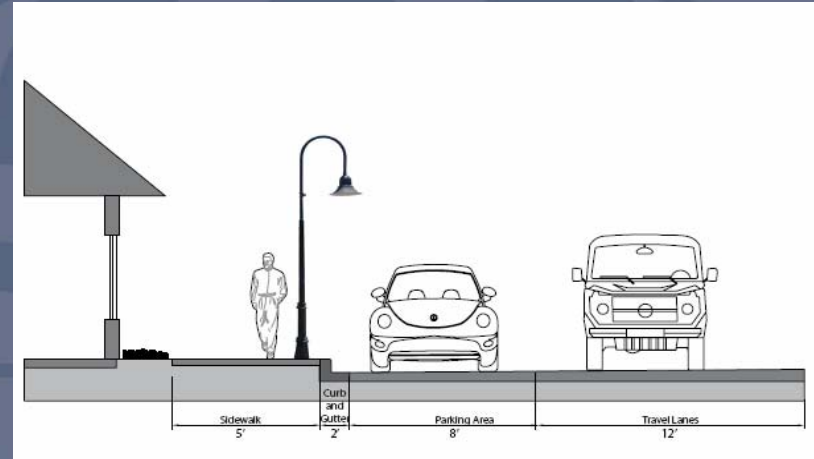
# Re-design Parking on Bridge St.

- Remove 1 ft. of landscaping
- Re-stripe existing spaces to 8' x 20'
- Yields two more spaces



# Use Existing Right-of-Way

- One-way 1<sup>st</sup> and 3<sup>rd</sup> Streets
- 1<sup>st</sup> Street: 18 parallel or 22 angled
- 3<sup>rd</sup> Street: 15 parallel



# Make Beach Accessible to Transit

- Provide a northbound stop near 5<sup>th</sup> St. S.
- Provide crosswalk at 5<sup>th</sup> St.
- Provide a southbound stop near 1<sup>st</sup> St.

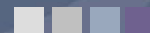


# Acquire Land



## Available Properties:

- Bridge Street: 19 spaces
- 3<sup>rd</sup> Street: 19 spaces
- 1<sup>st</sup> Street: w/ 3-story garage, 30 net spaces



# Clarify Signage

To park or not to park?

- Consolidate signage
- State when parking is allowed
- Provide "gateway" signage



# Next Steps

- Address Comments and Questions
- Prepare Master Plan
- Present Final Plan (TBD)

