

PARKING POLICY UPDATE

Transit Advisory Board Briefing

February 24, 2016

Goals and objectives

2

- ❑ **Respond to Mayor and Council direction (May '15)**
- ❑ **Support housing affordability, transportation options, environmental & neighborhood quality**
 - ❑ Housing Affordability and Livability Agenda
 - ❑ Increase mobility, reduces congestion & carbon emissions
 - ❑ Maximize use of existing parking resources / take pressure off on-street parking

Topics

3

- ❑ Frequent transit & parking
- ❑ Transportation choices
- ❑ Shared parking
- ❑ RPZs/on-street parking
- ❑ Bicycle parking



Frequent Transit – reinforcing policy

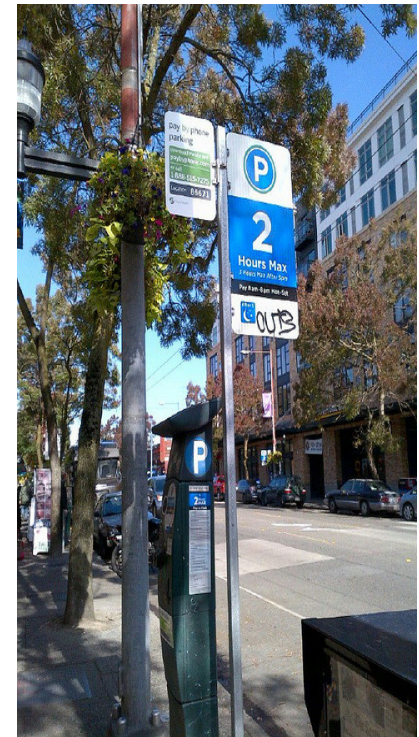
4

No minimum parking in “frequent transit service” areas, since 2012

- ❑ Uses strict 15- and 30-minute service stds.
- ❑ Service levels are improving, with fewer gaps

Adjust transit service standards:

- ❑ More flexible
- ❑ Better aligned with shared City and METRO plans and policies



Frequent Transit – recommended:

5

Adjust service standards

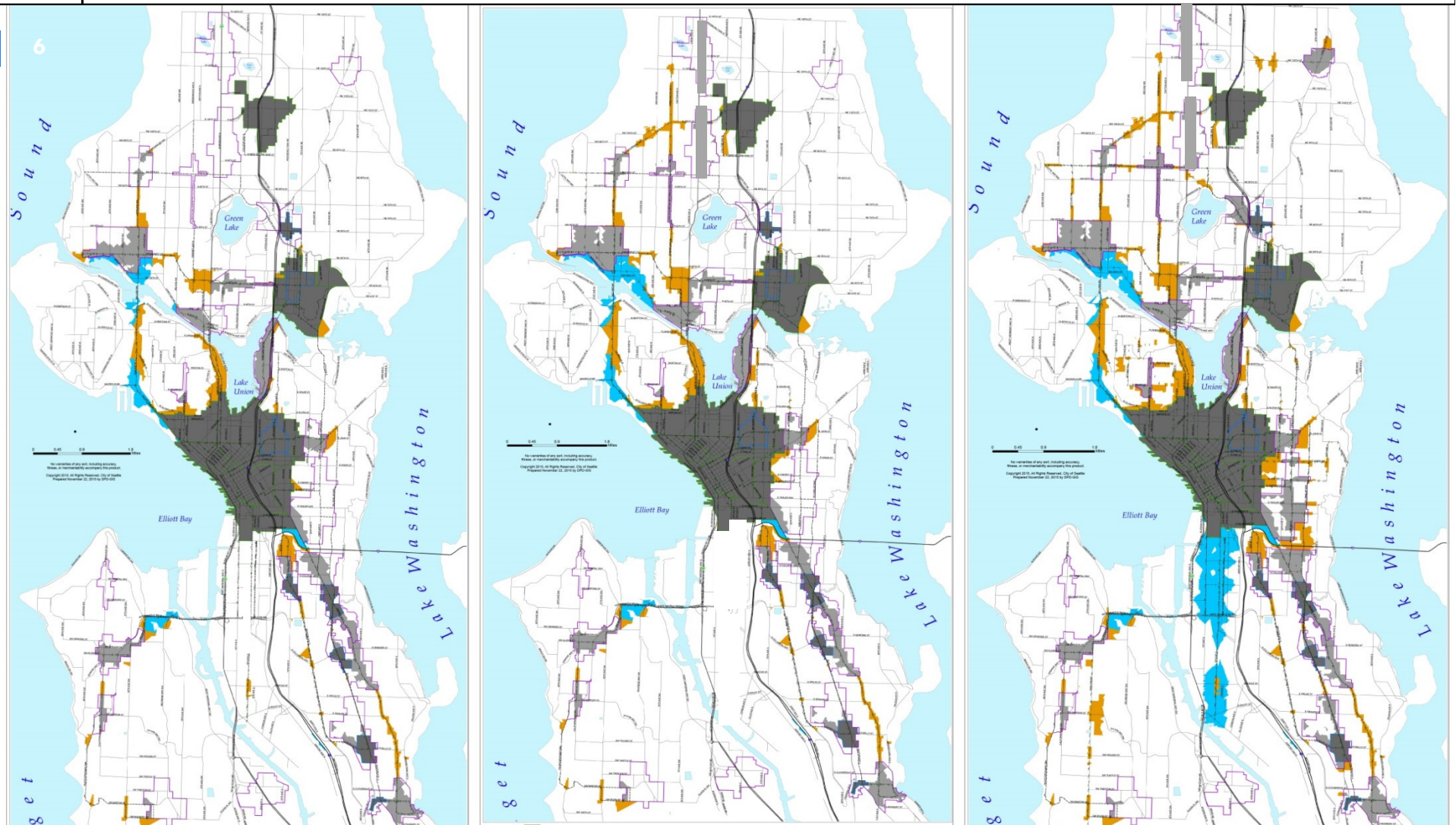
- ❑ Daily 2 stops/hour service – over 16 hours (not 18)
- ❑ Retain 4 stops/hour - over 12 hours/day (Mon-Sat)
- ❑ Accommodate Metro's headways: up to 18 min (not 15)

Regulate based on maps

- ❑ Within $\frac{1}{4}$ mile of a freq. stop (“in” or “out”)
- ❑ Update annually

Frequent Transit – improvements

KEY Dark grey – U. Centers Light grey – U. Villages Orange – outside vill., freq. serv 1/4 mile Blue – indust. freq. corr.



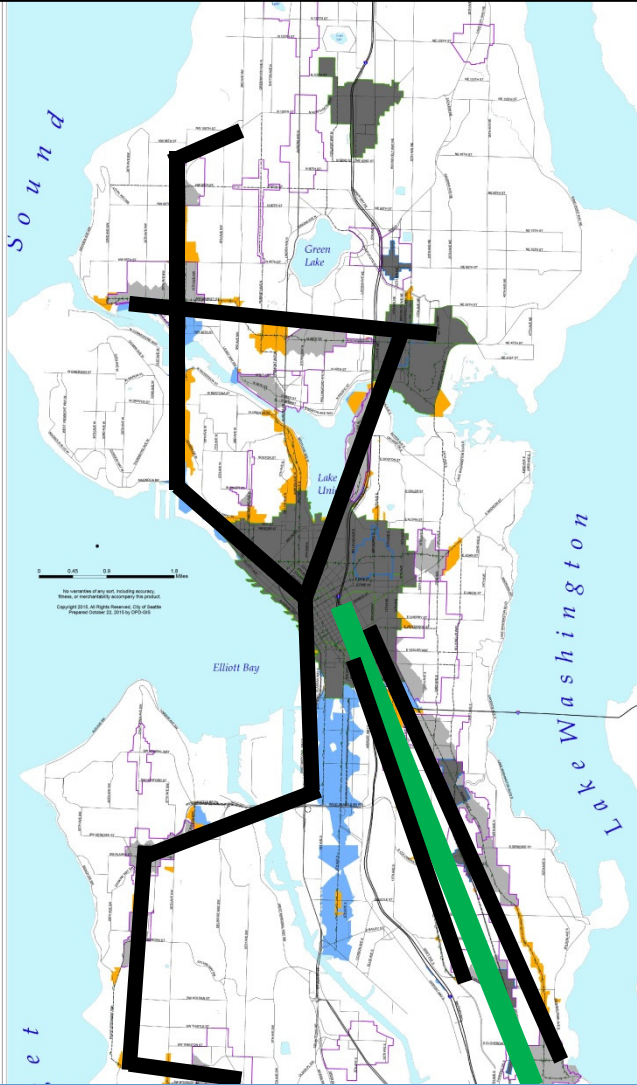
Spring 2015

September 2015
Added Service

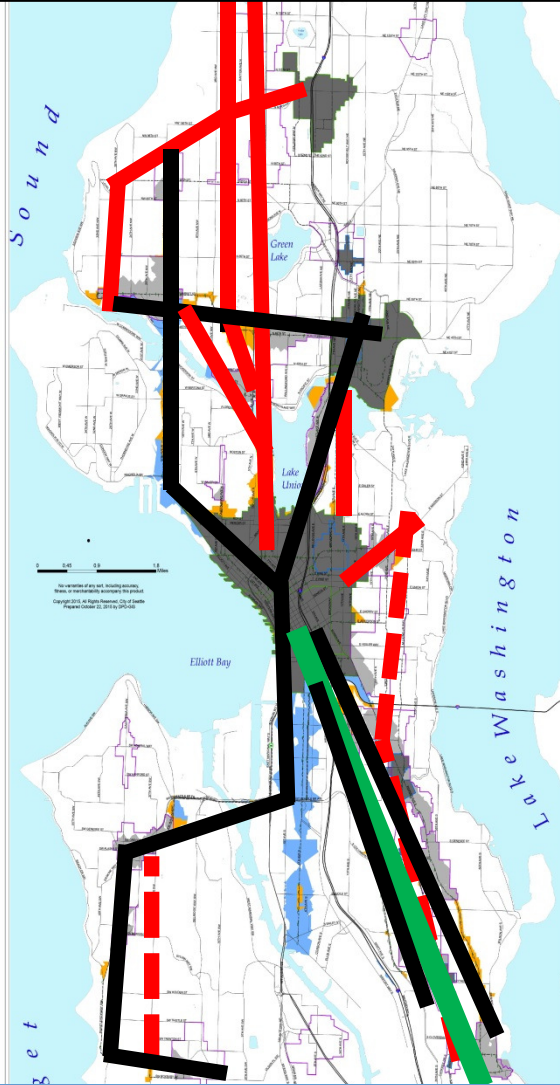
Additional new service +
standards

Frequent Transit – map changes

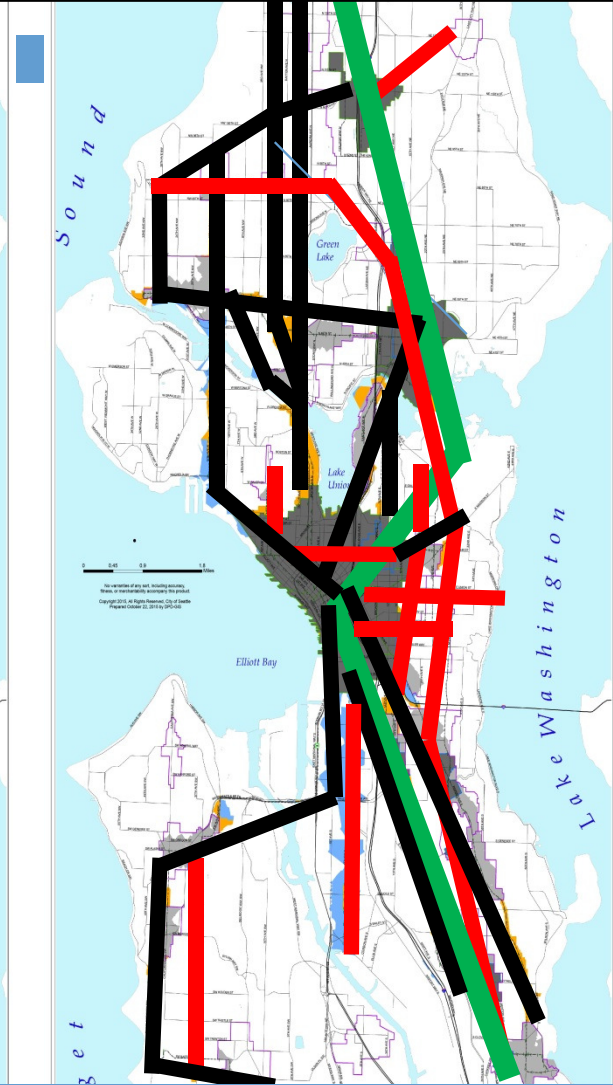
KEY	Black – bus, base freq. service	Red – New freq. service added	Green – Light Rail (incl. N. Link)	Dashes – Service gaps
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Spring 2015



September 2015
Added Service



Additional new service + standards

Residential Transit Passes

8

- ❑ **Require** a minimum 50% subsidy of transit passes for new residential development
- ❑ **Apply in areas with frequent transit**
- ❑ **Exemptions for low-income housing**
- ❑ **Metro would assist, w/its pass program, monitoring**



Shared parking

9

- ❑ Maximize use of off-street parking
- ❑ Remove barriers & protect urban design:
 - ❑ “Non-required parking” becomes “general parking”
 - ❑ Possibility for park-and-rides in garages

RPZ on-street program review

10

- ❑ Program review is underway, through Fall 2016
- ❑ Possible RPZ permit updates
- ❑ Other on-street management

Bicycle parking code requirements

11

- ❑ Goals: ensure sufficient bike parking supply, support MOVE Seattle objectives
- ❑ Increase Downtown req'ts, to be consistent w/other neighborhoods
- ❑ Citywide: provide design, location & security guidance (rooms, bike lockers)



Parking Policy Update

12

Thank you