



Westlake Cycle Track Parking Management Roundtable



Nautical Landing

Mike Estey, Dawn Schellenberg, David Gitlin

November 3, 2014

SDOT's mission & vision

Mission: delivering a first-rate transportation system for Seattle.



Vision: a vibrant Seattle with connected people, places, and products.

SDOT's values



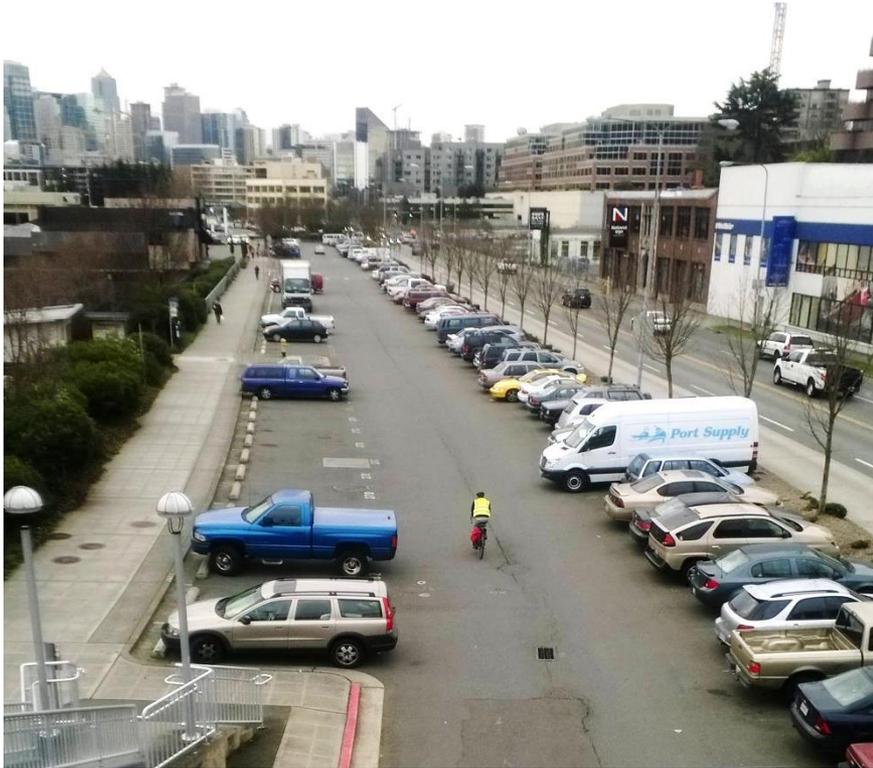
Presentation overview

- Previous parking roundtable recap
- Proposed parking management approach
- Purpose of roundtable and discussion guidelines



How will the project affect parking?

Supply



SDOT's goal is to preserve 80-85% of the spaces in the corridor

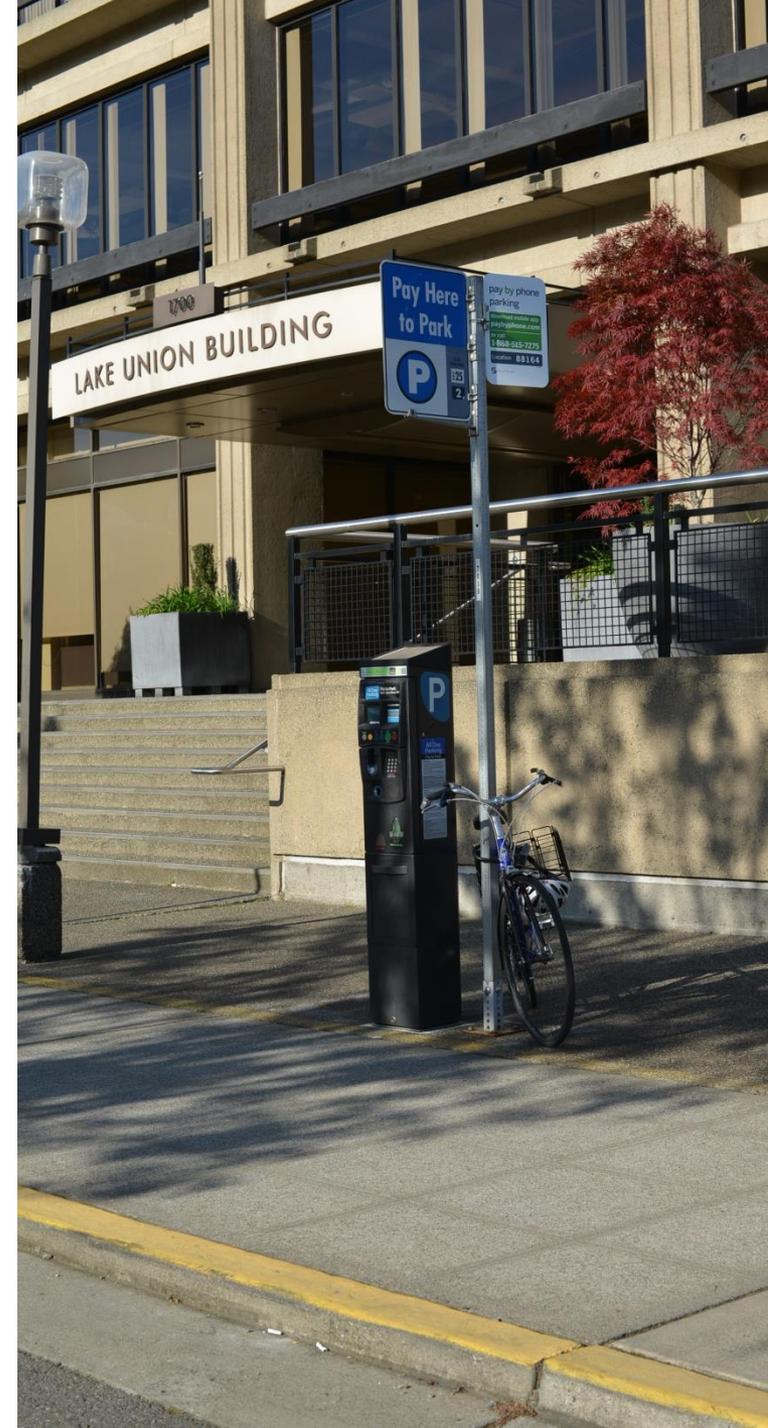
Demand



Parking management tools

Parking management parameters

- All proposals focus on weekday parking, from 9 AM to 4 PM
- No modifications proposed for weeknights, weekends or holidays
- Parking rate will remain at \$1 per hour



Parking management roundtable #1

Common themes:

- Reduce number of “park and riders”
- **Actively manage** more spaces to provide reliable access for **businesses and customers**

Parking management roundtable #1

Common themes:

- Ensure access for **corridor residents**, while monitoring nearby housing developments
- Accommodate **moorage tenants** and Kenmore Air/Argosy longer-stay, overnight customers

Updated priorities based on feedback



- Reduce park and riders
- Preserve as many spaces as possible
- Maintain spaces for maritime businesses
- Ensure spaces are available for customers and visitors throughout the day

Updated priorities based on feedback



- Consider expanding time limits/paid parking
- Provide convenient parking for residents
- Accommodate moorage tenants, who need to park for multiple days

Reduce number of “park and riders”

Approach

- Manage parking on both sides on south end of corridor
- Ensure consistent enforcement
- Collect data, monitor for effectiveness
- Use data and feedback to adjust annually as needed

Options

- Time limits, paid parking, combination
- Where?

Actively manage for business and customer access

Approach

- Consider locations with higher frequencies of customer access needs
- Collect data, monitor effectiveness
- Use data and feedback to adjust annually as needed

Options

- Time limits, paid parking, combination
- Where?

Ensure access for corridor residents

Approach

- Make sure spaces available for local residents

Options

- Near term: consider revised boundaries for existing RPZ under current rules
- Longer term: consider citywide policy options to address new development and RPZs

Accommodate moorage tenants and overnight customers

Options available for visits less than 72 hours

Approach

- Manage corridor to ensure space consistently available
- No management proposed for weekends

Options

- Allow for multiple-day purchases (up to 3 days)
- Identify off-street private parking options

Implementation & monitoring

Q1 2015	<ul style="list-style-type: none">• Signs• Time limits• Paid parking
Q2/Q3 2015	<ul style="list-style-type: none">• Gather parking data (Q2)• Share data/suggest changes (Q3)• Implement changes (Q3)• Revise RPZ boundaries (Q2/Q3)
Longer term	<ul style="list-style-type: none">• Citywide policy options to address new development and RPZs

Draft approach for roundtable consideration and feedback

Aloha to Highland

- 4-hour paid parking on both sides
- Eliminate park and ride
- Accommodate short-term corridor users

Highland to Galer

- All-day (7-hour) paid parking on both sides
- Accommodate employees and moorage tenants

Galer to Crockett

- 2-hour paid parking on east side; all-day (7-hour) paid parking on west side
- Accommodate customers, employees and moorage tenants

Crockett to McGraw

- All-day (7-hour) paid parking on both sides
- Accommodate employees and moorage tenants

North of McGraw: No changes



Roundtable discussion

- Questions about parking management approach
- Parking management approach discussion
 - What works well? Why?
 - What doesn't work well? Why?
 - What refinements would you suggest?
 - Work with handouts to place time limits in appropriate locations

Discussion guidelines

- Listen actively
- Speak from your own experience instead of generalizing ("I" instead of "they," "we," and "you")
- Participate to the fullest of your ability
- The goal is not to agree – it is to gain a deeper understanding
- Please silence electronic devices

Parameters

- The bike facility will be built within the Westlake corridor parking area
- Focus conversation on parking management (demand)
- Tradeoffs and opportunities
- Must meet the project goal and objectives

What's next

November 2014	<ul style="list-style-type: none">• Compile parking roundtable feedback• Share with DAC• Draft parking management plan
December 2014	<ul style="list-style-type: none">• Share draft parking plan with ALL corridor stakeholders• Ask for feedback
Q1-Q3 2015	<ul style="list-style-type: none">• Implement plan, monitor and adjust as needed

Questions?

WCT@seattle.gov | (206) 909-8578

<http://www.seattle.gov/transportation/wct.htm>

<http://www.seattle.gov/transportation>

