

COLUMBIA CITY COMMERCIAL AREA PARKING MANAGEMENT

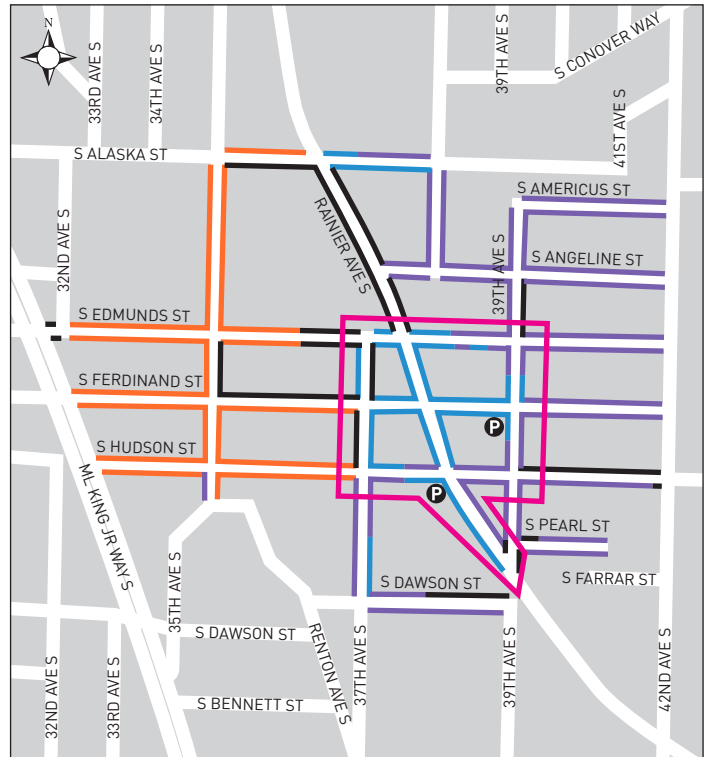
Discussion Sheet

BASICS

- Core area of neighborhood has about 200 on-street spaces, 15 loading zones, and 70 public off-street spaces
- Time limits are 2 hours 7-6, Mon-Sat excl holidays (several spaces have 30 minute limits)
- Most recent changes on-street were to add new areas of 2-hour time limits in March 2015
- A May 2015 study in the area on a midweek day showed on-street parking was over 90% full from 9 AM through 9 PM
- Generally good time limit compliance. Time limited spaces serve about 7.5 vehicles per day as compared to 4 vehicles in unrestricted spaces
- Area has a total of around 1,290 off-street parking spaces in total, with over 30% of those in new Greenhouse and PCC/Angeline developments

RELEVANT SURVEY FEEDBACK

- 28% of visitors responding to online survey reported difficulty finding parking (higher than residents or employees)
- Intercept Survey:
 - Driving is the single most popular mode of travel by customers and visitors (45%), but most arrive by other modes
 - 20-30% of respondents report staying longer than 2 hours
 - Most driving customers/visitors park on-street (65%) with 7% reporting parking in off-street paid parking and the rest parked off-street for free
 - 89% of drivers reported parking search time was what they expected or less, but 11% reported spending more than 5 minutes searching for parking



LEGEND

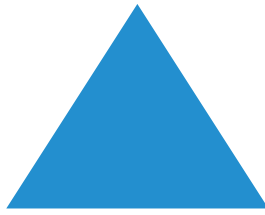
- Ⓟ Public Parking Lot
- Orange line Restricted Parking Zone
- Blue line Time Limited Parking
- Black line No Parking Allowed
- Purple line Unrestricted Parking

Type	Approximate Spaces (supply)
On-street load zones	16
On-street time limited spaces	129
On-street unrestricted spaces	71
Off-street paid spaces	73

PROJECT INFORMATION & CONTACT

www.seattle.gov/transportation/parking/cp_ColumbiaCity.htm
 email: jonathan.williams2@seattle.gov or call (206) 733-9026

INEXPENSIVE



CONVENIENT

SUFFICIENT

Parking Triangle: Recognition that in popular dense areas parking can only have 2 of these 3 attributes

POLICY/PRACTICE GUIDELINES

- In commercial areas with customers and visitors, SDOT prioritizes short-term access and loading above other parking uses
- Experience from other neighborhoods have shown that a large amount of free time-limited parking is taken up by employees who re-park throughout the day
- City code directs SDOT to set and adjust paid rates in commercial areas to achieve a target occupancy of 70% to 85% throughout the day. This is aimed at improving turnover and access while discouraging “cruising” for parking.
- One neighborhood (Fremont) has unpaid time limits that are 2 hours until 10 PM adjacent to paid areas, otherwise citywide standard is generally 6 PM

DISCUSSION TOPICS

If Columbia City were a mall, common practice would be for employees to park at the back of the lot. What tools or programs can encourage employees to preserve highest demand parking for customers and visitors?

What are the pros and cons of:

- Extending time limits to later hours
- Adding time limits on additional commercial blocks
- Converting highest demand blocks to paid parking

Given the popularity of the off-street lots (particularly in evenings), are there other lots that are candidates to offer pay parking in the evenings when otherwise not in use?

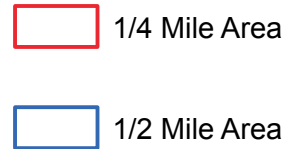
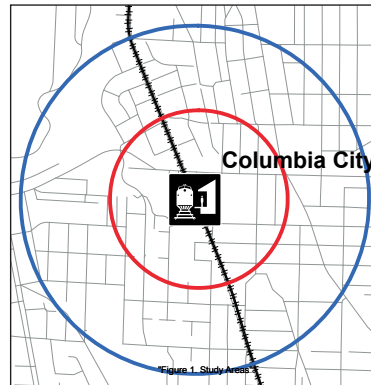
What other tools or programs would help improve parking in commercial areas of the neighborhood?

COLUMBIA CITY RESTRICTED PARKING ZONE

Discussion Sheet

BASICS

- Established in 2009 ahead of light rail station opening
- First two-year permits were provided at no cost, fee is now \$65 for two years with \$10 low income permit option.
- Parking is restricted to 2 hours (few 4 hour) Monday-Friday 7 AM to 6 PM except by permit
- Signs are not generally added on non-residential blocks



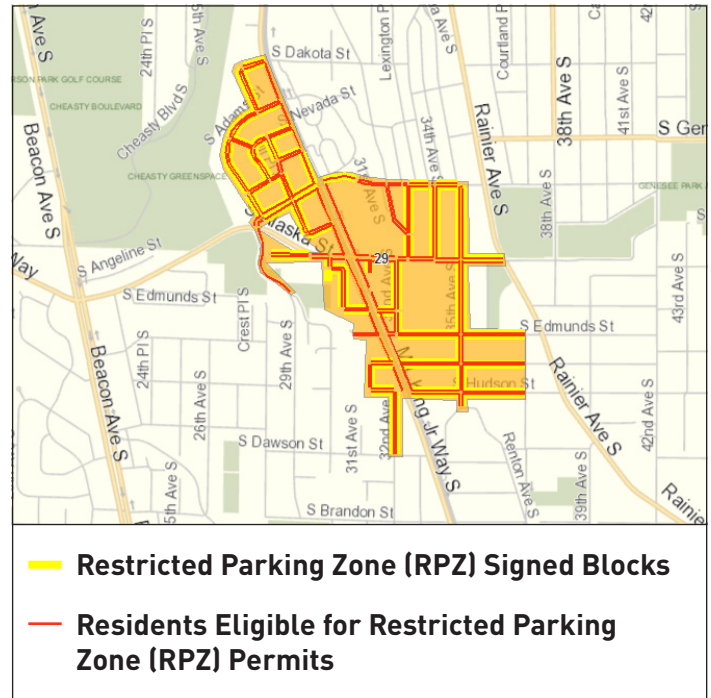
PERMITS ISSUED

	2009-2010 Total Issued*	2011-2012 Total Issued*	Late 2015 In-Use Permit
Resident	1,375	995	676
Business	215	119	99
TOTAL	1,590	1,114	775

Estimated Zone Spaces = 950
 *Total issued over two years, and is not equal to "in-use" permits

RELEVANT SURVEY FEEDBACK

- Residents **not** in existing RPZ strongly want a larger RPZ, with many citing that it would help address demand by new residents in the area. However, all residents are eligible.
- Residents **in** RPZ area report no difference in finding parking near their home as compared to those **not** in the RPZ and 45% of RPZ-eligible respondents do not have any permits



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POLICY/PRACTICE GUIDELINES

- Zone can be expanded to neighboring residential blocks that are 75% full during RPZ hours by neighborhood plan or petition process. Adding more than two blockfaces requires a public hearing.
- Light rail RPZs are unique in that they allow businesses in the RPZ to purchase permits. This is revoked if studies indicate that 25% or more of streets in the RPZ:
 - Are at least 75% full
 - More than 35% of cars are owned by non-residents, including employees with passes
- To qualify a new zone, 20 contiguous blockfaces must be 75% full with 35% non-residents
- All residents (and here businesses) are eligible for permits
- Arterials or geographic features are generally used as normal boundaries
- Adding new RPZ signs brings parking to today's standards and likely reduces parking spaces compared to current use
- There is no limit to the number of permits that are issued by zone
- Even though zones give preference to residents, restrictions are intended to balance access with other users
- RPZ program currently undergoing full policy review that will likely lead to changes

DISCUSSION TOPICS

In other areas of recent proposed expansions, we have heard comments that the zone will not be of benefit simply due to large number of eligible cars, and the effect of the zone is only that residents now have to pay for permits. Here, if a zone is expanded and Rainier Ave employees are eligible, the effect would be to reduce hide-and-ride and visitor parking in excess of 2 hours. It may also allow in-zone "commuting" to light rail. This would probably not create much additional parking for residents.

What are the pros and cons of expanding an RPZ west of Rainier to eligible blocks?

What are the pros and cons of expanding an RPZ, or creating a subzone, east of Rainier on eligible blocks?

Are there other tools for residential blocks that may improve parking? These could include creating turn-outs on long narrow blocks, restricting parking at corners, adding parking on streets that lack parking on both sides, and other items.