



Managing Parking Demand



Westlake Design Advisory Committee

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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



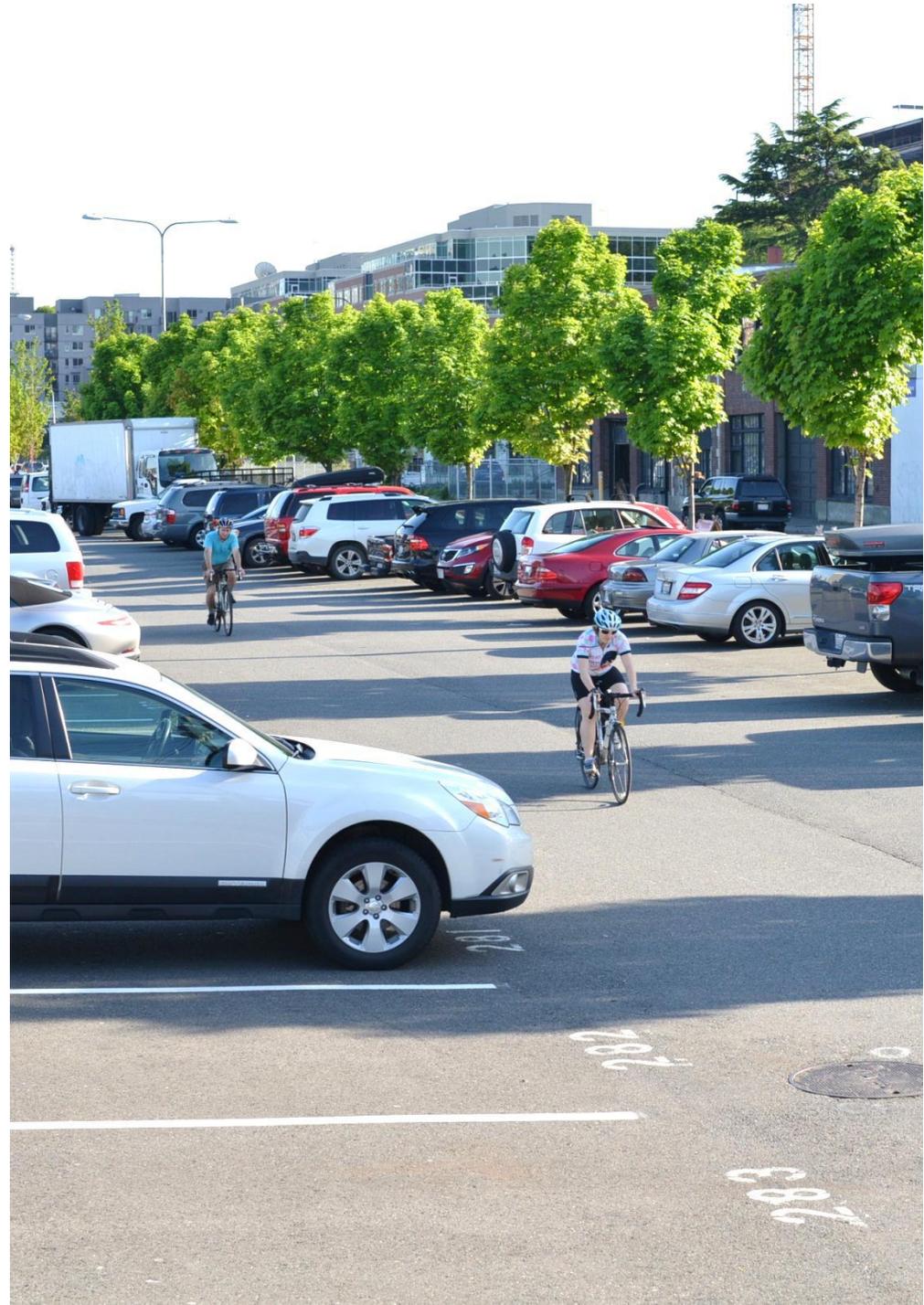
Typical city block characteristics

- Transit stops
- Driveways
- Loading zones
- Bike sharrows/lanes
- Sight distance restrictions
- Access to off-street or nearby parking
- About 5-10 parking spaces per block face



Westlake parking area characteristics

- Driveways
- Loading zones
- Seasonal demand fluctuations
- Dumpsters
- Limited access to off-street or nearby parking
- About 33 parking spaces per block face



Westlake parking outreach history

2005

- Release initial parking management plan
- Collaborate with community on revised plan

2006

- Hold open houses on revised plan in summer
- Meet with stakeholder groups in November

December 2006 through July 2007

- Participate in 13 meetings with Westlake Stakeholder Parking Advisory Group

Westlake parking outreach history

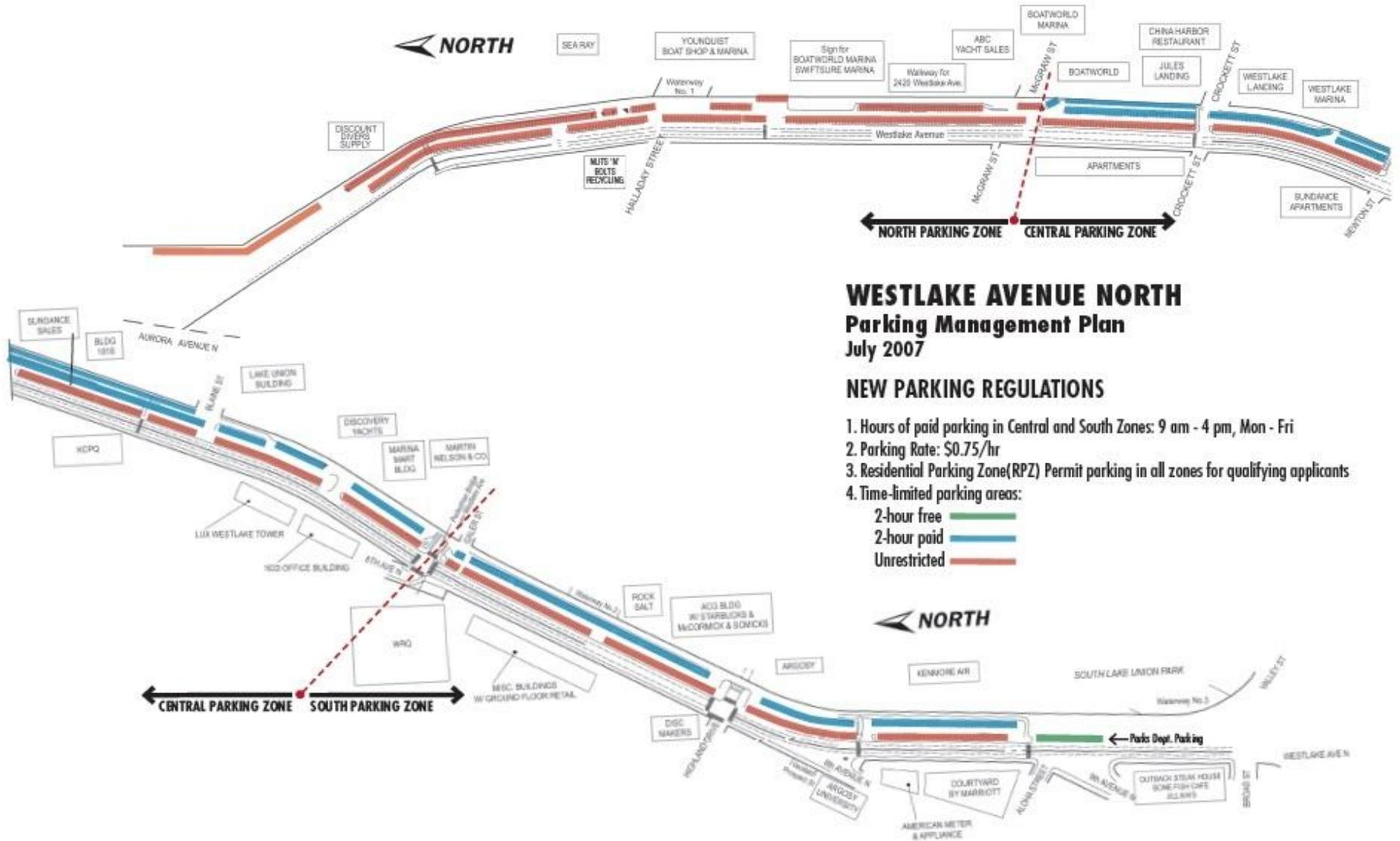
2007

- Finalize Parking Management Plan in July

2008

- Implement Plan in March
- Hold Westlake Stakeholders meeting in May
- Modify time limits in June— some to 4 hours
- Hold Westlake Stakeholders meeting in June

2007 Parking Management Plan



Citywide parking management policy revised November 2010



- City Council amends Seattle Municipal Code
- Rates set to reach specific objective of space availability
- Code applies to all paid parking neighborhoods
- Data collected and changes made annually

Revision highlights

- A. Rates may vary by location, time of day, maximum parking time allowed
- B. Parking rates range from \$0.75 to \$4.00 per hour
- C. Parking rates can be adjusted so one or two open spaces are available on a block to:
 1. Support neighborhood business districts;
 2. Maintain adequate turnover;
 3. Encourage an adequate amount of parking for a variety of users; and,
 4. Reduce congestion caused by drivers seeking on-street parking.

Resulting changes along Westlake

Based on data collected:

- 2011: corridor below target occupancy, so rates go from \$1.50/hour to \$1.00/hour
- 2012: corridor still below target occupancy, so increased time limits to all day
- 2013: corridor within target occupancy

* Data collected only for paid parking, not free parking

2014 preliminary data results for Westlake



- Corridor remains within target occupancy range
- Corridor-wide changes not recommended
- OPTION: Could look at additional spot time limit changes that are consistent with data-driven policy requirements – “hot” zones

Next steps in Westlake

- June 10: Meet with City Council on paid parking changes and new pay stations
- July: Implement four hour time limits south of AGC/Starbucks



Comprehensive Plan curb space prioritization

Curb space prioritization

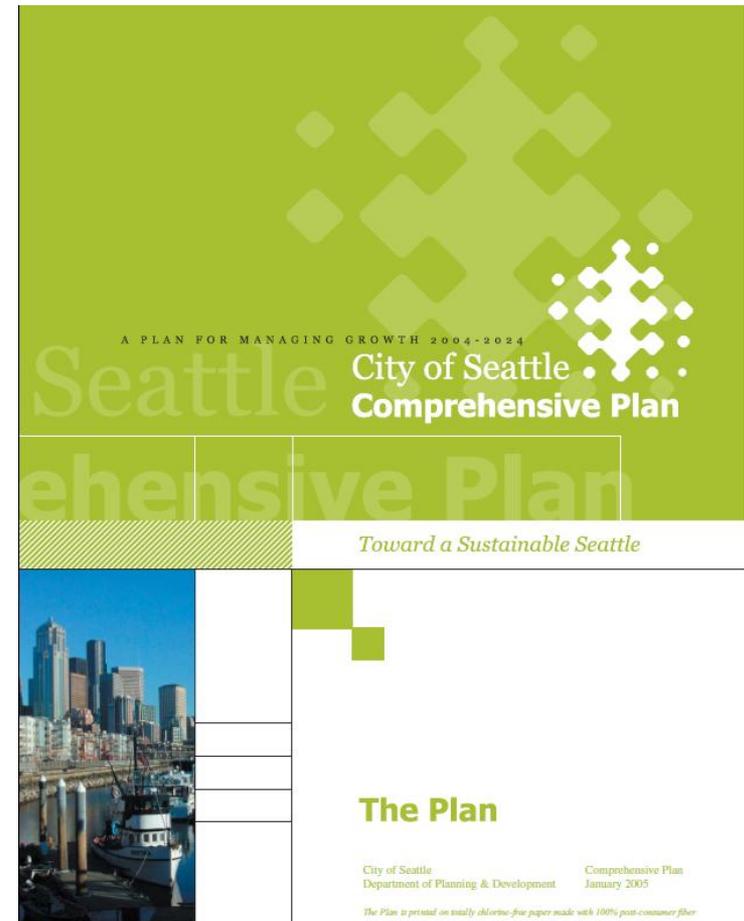
1st – Transit

2nd – Loading: passenger and commercial

3rd – Short-term visitor, customer parking

4th – Shared vehicles

5th – Vehicle capacity



DAC discussion

What are the current parking priorities?

Are they supporting a diverse and working water dependent community?

Citywide parking management tools

- Time limits
- Parking rates
- Residential parking zones
- Special zones



Current tools used in Westlake

- Time limits
- Paid parking
- Loading zones, passenger and commercial
- Residential parking zone

Unrestricted on west side –
no time limits, no paid
parking



Other parking management concepts



- Partnering with parking garages
- Smart phone parking apps
- Employee commute reduction programs
- *What else?*

DAC discussion

- What use and which users will we prioritize as we design the bike facility
- What are the tools to do this?

Questions?

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

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