



Westlake Cycle Track Parking Management Roundtable



AGC Building

Mike Estey, Dawn Schellenberg, David Gitlin

October 9, 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

- Westlake Cycle Track project overview
- Parking management overview
- Purpose of roundtable and discussion guidelines



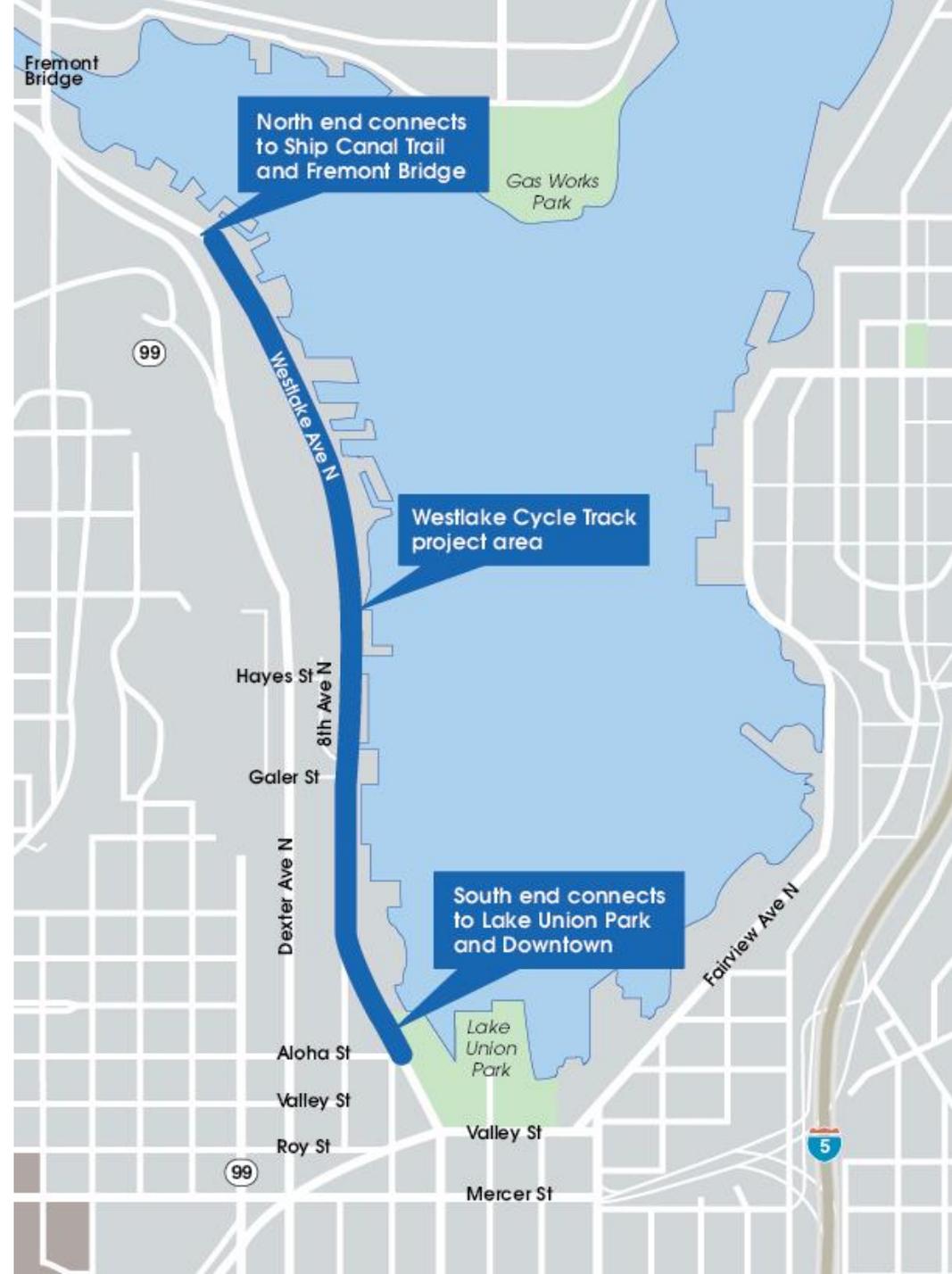
Project overview

What:

Design and build bike facility to improve safety within the Westlake corridor

Where:

Between South Lake Union/Downtown & Fremont Bridge



How will the project affect parking?

Supply



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

Demand



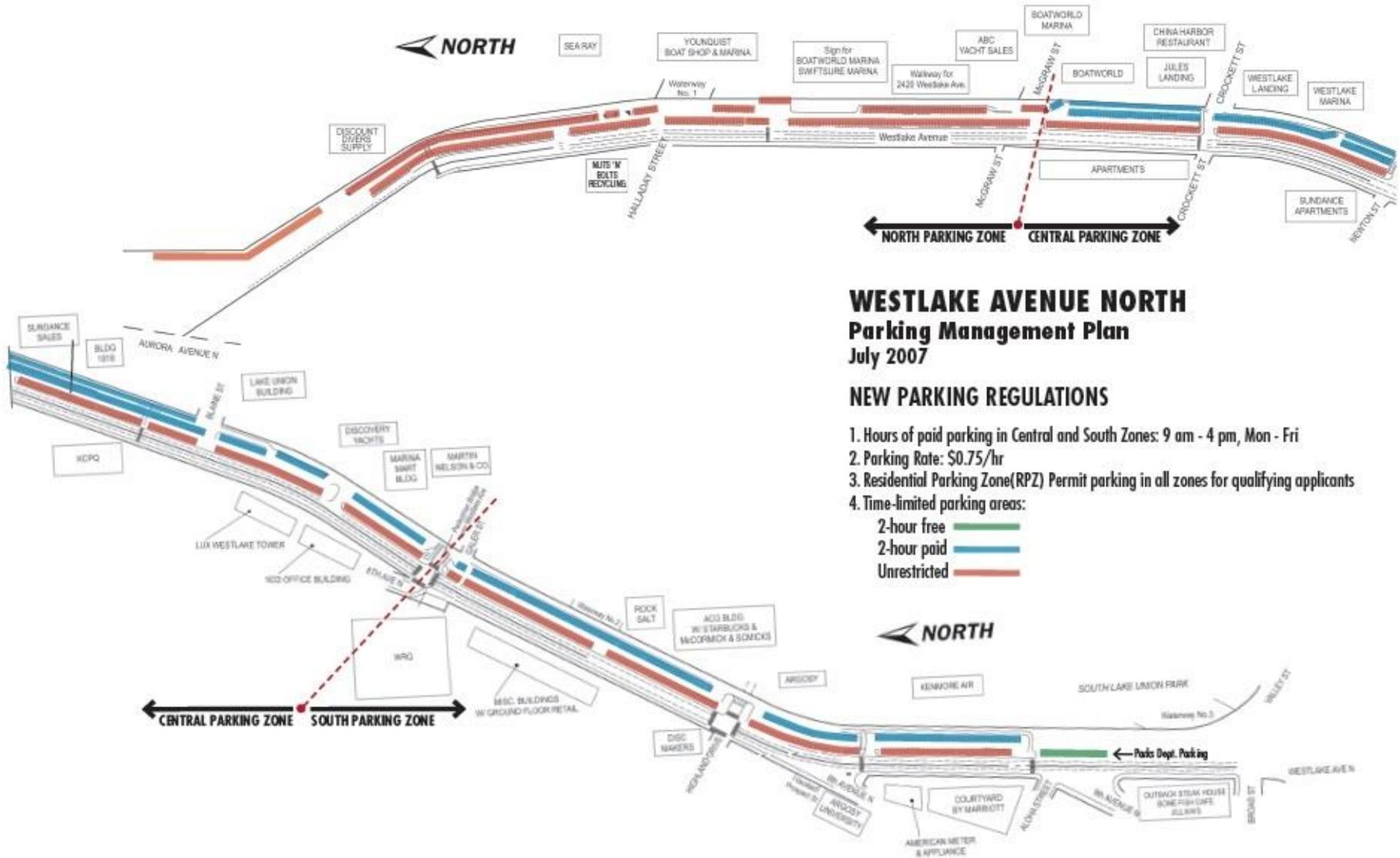
Parking management tools

Westlake parking management overview

- Quick history – Westlake parking
- Update to City parking management policies
- Recent DAC parking discussions

Tonight – parking management priorities and tools for Westlake

2007 Parking Management Plan



Citywide parking management policy revised November 2010



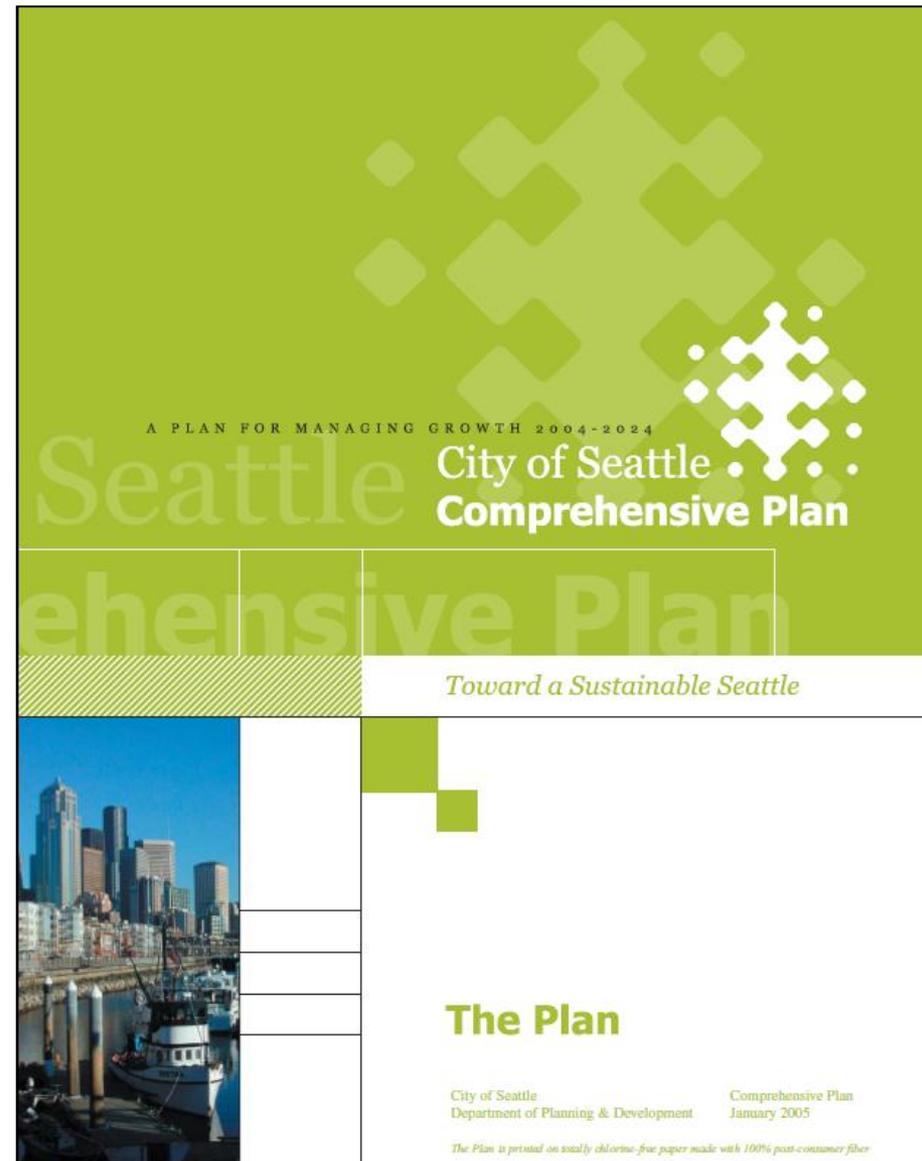
- City Council amends Seattle Municipal Code
- Rates set to reach specific objective of space availability
- Code applies to all paid parking neighborhoods
- Data collected and changes made annually

Design Advisory Committee parking priorities

Ranking	Priority
1st	Short-term visitor and customer parking
2nd	Resident parking
2nd	Employee parking
3rd	Loading: passenger and commercial
4th	Longer-term parking (i.e. boaters)
5th	Park and riders

Seattle Comprehensive Plan parking priorities

- Transit
- Loading
- Short-term customer and visitor parking
- Resident parking*
- Shared vehicle
- Vehicular capacity



Westlake parking management priorities re-stated

- Preserve the most parking
- Accommodate loading
- Ensure customer and visitor access
- Resident and employee parking
- Accommodate parking for overnight boating community
- Reduce park and riders and construction parking

How has 2014 parking management changed?

South of Crockett Street

- 4-hour time limits added to paid areas
- Daily transactions up 4%
- Average paid duration down about 25%



Updated parking data

Recent study: July 2014

- Occupancy of paid and unpaid parking
- Peak boating season

Key findings

- Unrestricted, free area 100% full to Crockett St by 6AM – 75% of those parked stay 8+ hours
- Overstays in very south end paid area
- Almost no parking over 24 hours
- Off-street facilities have available capacity

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?*

Roundtable discussion

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

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

- Oct. 22: Present parking management information and roundtable update at project open house
- Nov. 3: Present draft parking management plan for your review

Questions?

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

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

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

