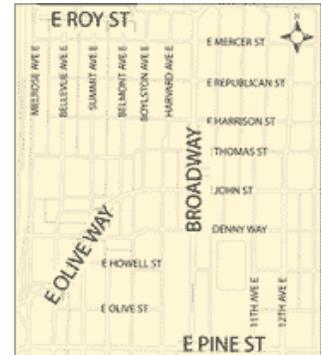


Capitol Hill Community Parking Program Parking Study Findings for CHCC- July 16, 2009



Through its Community Parking Program, SDOT conducted a parking study in Capitol Hill in March 2009:

- The boundaries of the study area are E Roy St on the north, 12th Ave on the east, E Pine St on the south, and I-5 on the west.
- Researchers collected data on 73 blockfaces within the study area.
- Most blocks studied were hourly between 8am and 6pm.
- Broadway was studied every 30 minutes from 2pm to 10pm.



The study looked at:

1. Utilization: #parked cars/# available spaces = % of block full
2. Compliance: % of cars parked within the posted time limit (i.e. # of people following the rules)
3. On-street parking capacity—opportunities for increasing capacity on some residential blocks that currently prohibit parking on both sides of the street

To maximize access, it’s good to aim for:

- 70% to 75% utilization (full, but not to the point where you can’t find a spot)
- High compliance (the higher the better)

STUDY FINDINGS

NON-PAID PARKING	Parking space type	# of spaces	Average utilization between 8am and 6pm	Average compliance with restrictions
All Study Blocks (except Broadway)	30-min time limit	83	33%	Varies
	1-hr time limit	45	64%	74% compliance
	2-hr time limit	107	81%	78% compliance (excluding RPZ)
	3-hr time limit (Cal Anderson Park)	101	96%	82% compliance
	4-hr time limit	13	92%	90% compliance (Zone 15 RPZ)
	Unrestricted	360	95%	2 to 5 hr average parking duration
		709	84%	

What does this mean?

- Thirty-minute parking spaces have low utilization; should there be fewer of these? Who uses these? Why?
- One-hour spaces are utilized at a moderate rate--should some of these be converted to two-hour spaces?
- Cal Anderson Park is very full, though compliance is high.
- Unrestricted parking is very full, but does show some turnover over the day.

**Capitol Hill Community Parking Program
Parking Study Findings for CHCC- July 16, 2009**

MIXED USE AREAS	Parking space type	# of spaces	Average utilization between 8am and 6pm	Average compliance with restrictions
Bellevue, Summit, Belmont, Boylston, and Harvard (1600 block between Pine and Olive Sts)	30-min time limit	22	49%	Varies
	1-hr time limit (Bellevue)	3	133%	50% compliance
	2-hr time limit	14	95%	83% compliance
	Unrestricted	<u>61</u>	<u>103%</u>	3 to 5 hr average parking duration
		100	91%	
12th Ave (E Pine to E John Sts)	30-min time limit	17	29%	70 to 100% compliance
	1-hr time limit	13	67%	68% compliance
	2-hr time limit	23	75%	61% compliance (excluding RPZ)
	Unrestricted	<u>52</u>	<u>93%</u>	2 to 5 hr average parking duration
		105	55%	

What does this mean?

- Thirty-minute parking spaces have low utilization; should there be fewer of these? Who uses these? Why?
- One-hour space utilization and compliance, and two-hour compliance on 12th Avenue suggest a need for different parking management tools.
- Unrestricted parking is very full, but shows a mix of short and long term utilization.

PAID PARKING	Parking space type	# of spaces	Average utilization between 2pm and 6pm	Average utilization between 6pm and 10pm
Broadway E between E Olive Way and E Roy St (compliance = 96%)	2-hr pay station	72	68%	112%
	30-min time limit (paid)	17	54%	100%
	30-min time limit (unpaid)	<u>8</u>	<u>39%</u>	<u>92%</u>
		97	63%	108%

What does this mean?

- Two-hour pay stations provide turnover when in effect.
- Thirty-minute parking spaces have lower utilization, are there too many of these?
- Parking is >100% full after 6pm, is there interest in a pilot program for paid parking (more than 2 hours) after 6pm in this area? Would you support extending pay station hours to 8pm?

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ADDITIONAL CAPACITY: FEEDBACK NEEDED...

The parking study included an evaluation of existing on-street parking configurations along several streets where parallel parking is allowed on only one side of the street. There is potential to convert to parallel parking on both sides of some of these streets, as long as the street is at least 25' wide.

Other considerations include:

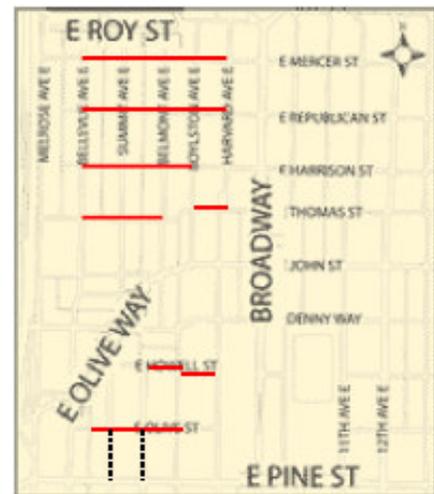
- High volume of cut-through traffic?
- High volume of trucks or buses?
- Businesses that require truck access?
- High volume of curb-side garbage pick-up?
- Many driveways on the “no parking” side of the street?
- Long distances between intersections?

Potential for additional capacity (E/W streets—north side):

- E Mercer between Bellevue and Harvard
- E Republican between Bellevue and Harvard
- E Harrison between Bellevue and Boylston
- E Thomas between Bellevue and Belmont, Boylston and Harvard
- E Howell between Belmont and Harvard
- E Olive St between Bellevue and Boylston

Potential for additional capacity (N/S streets—add angled parking on one side):

- Summit and Belmont Avenues between E Pine and E Olive Streets



NEXT STEPS

- Develop proposed parking changes (July – Oct)
- Gather public comment
 - Provide opportunities to discuss potential parking changes based on the findings
 - Email/call me with comments/suggestions

LIGHT RAIL CONSTRUCTION QUESTIONS

- From Sound Transit: Construction workers and construction vehicles will NOT use on-street parking. There is space inside the construction sites for all construction vehicles.
- Visit the Sound Transit website: www.soundtransit.org for additional information.

FOR MORE INFORMATION

- Contact project manager Ruth Harper at CapitolHillParking@seattle.gov or (206) 684-4103
- Visit the project website at http://www.seattle.gov/transportation/parking/cp_caphill.htm
- Find us on Facebook at <http://www.facebook.com/pages/Seattle-WA/SDOT-Community-Parking-Program/48132275788?ref=ts>