

WEST SEATTLE ACCESS AND PARKING STUDIES

May 2018

In fall 2017 the Seattle Department of Transportation (SDOT) completed multiple parking and access studies in and around the West Seattle Junction (WSJ), West Seattle Triangle, and surrounding residential areas. SDOT is in the process of sharing study results and plans to release a proposal for on-street parking changes in summer 2018 for feedback.

Why did SDOT study parking and access near the West Seattle Junction and Triangle?

SDOT received a request to evaluate residential streets to the northeast of the Junction to determine eligibility for a Restricted Parking Zone (RPZ). Establishing an RPZ could lead to larger changes in area parking, so SDOT conducted a holistic study of publicly-available parking in the area, along with surveys of area customers, visitors, and employees. SDOT, through the Community Access and Parking Program, has a goal of reviewing parking in Seattle's Neighborhood Business Districts every five years and it's been over six years since we last reviewed parking in the area.

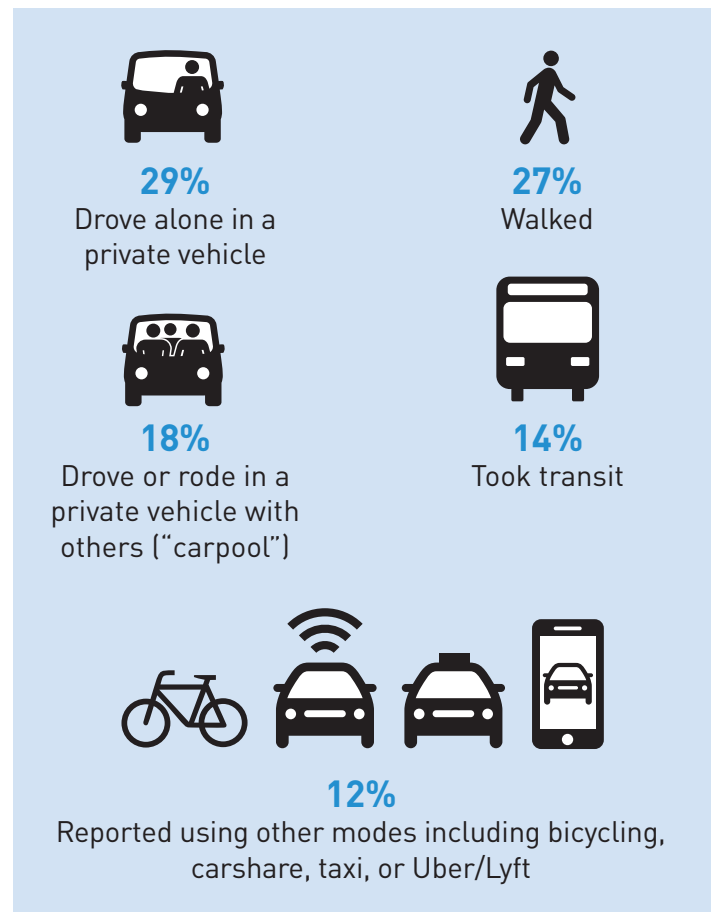
What were the specific parking and access studies?

- Online survey with 903 responses
- In-person access intercept surveys with 490 responses
- Weekday on-street commercial area occupancy and duration study (700 parking spaces)
- Weekday and weekend publicly-available off-street parking occupancy (265 free parking spaces and 312 paid parking spaces)
- Weekday and weekend on-street residential area occupancy and duration study (2,700 parking spaces)

Data collection was completed in September and October 2017.

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What did SDOT learn from the studies? Mode split from Junction Intercept Survey:



Driver parking location

- Just over 50% of drivers report parking 0-1 blocks from their destination, and visitors to the commercial area heavily use the 3-hour free Junction lots



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Parking occupancy

- In commercial areas, parking is readily available before about 5 PM. Occupancy peaked around 6-8 PM.
- In the entire residential area, occupancy hovers around 50%, but is highest on streets closest to the WSJ.
- Public paid off-street parking peaks at around 50% utilization, but free Junction lots approach capacity in the evenings

What do the parking study results mean?

- Unpaid time limits in commercial areas, where posted and when in effect, are working to create turnover and available parking spaces. In the commercial area, parking is congested during evening hours when time limits end and on commercial blocks that lack time limits.
- While parking occupancy in the larger residential area is in the mid-50% range, there is an area around the WSJ that meets qualifications for a new Restricted Parking Zone (RPZ). Qualifications are an area of at least 20 contiguous blockfaces that are 75% occupied with 35% of vehicles being from non-residents.

What happens next?

- SDOT is creating a formal proposal for changes to on-street parking near the WSJ for release in summer 2018 for public comment and feedback. Proposal elements are planned to include:
 - Establishing a new RPZ on residential streets around the WSJ
 - New unpaid time limits on blockfaces that have recently been redeveloped into commercial or mixed-use properties
 - Extension of some unpaid 2-hour time limits that currently end at 6 PM to end at 8 PM
 - Revisions to existing load zones, on-street disabled parking zones, designated carshare parking spaces, and other minor parking space changes

How can I find out more information?

- Visit our website at www.seattle.gov/transportation/WSParking for more details on parking studies and outreach
- Contact us at WestSeattleParking@seattle.gov or (206) 733-9026

