

# Columbia City Community Access & Parking



Parking Advisory Group Meeting  
Jonathan Williams  
October 18, 2016

# Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

# Presentation Overview









- Process and schedule
- Feedback and data overview
- Options for a parking management proposal
- Next steps



# Process and schedule

- Outreach and data collection
- Assess issues and opportunities for near-term improvements to neighborhood parking and access
- Develop formal proposals for feedback by end of year
- Outreach around proposed changes
- Finalize and implement changes in 2017

[illegible]

-  Designated Disabled
-  Truck Load Zone
-  Passenger Load Zone
-  General Load/Unload
-  Restricted Parking Zone
-  Time Limited Parking
-  No Parking Allowed
-  Unrestricted Parking

# Feedback and data overview

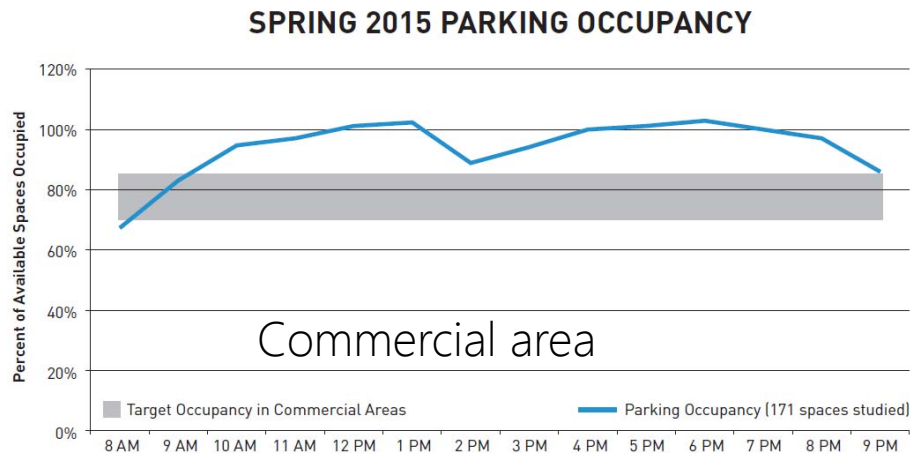
- Following slides present highlights from data collected through:
  - Three separate area parking studies covering about 120 blockfaces
  - Online survey with over 500 responses
  - Intercept survey of about 400 business district patrons
  - Dept of Neighborhoods supported outreach to about 30 immigrant and minority owned businesses
  - Dozens of direct comments and feedback through public drop-in session and various area meetings

## Summary:

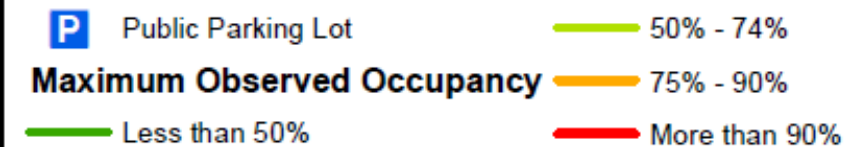
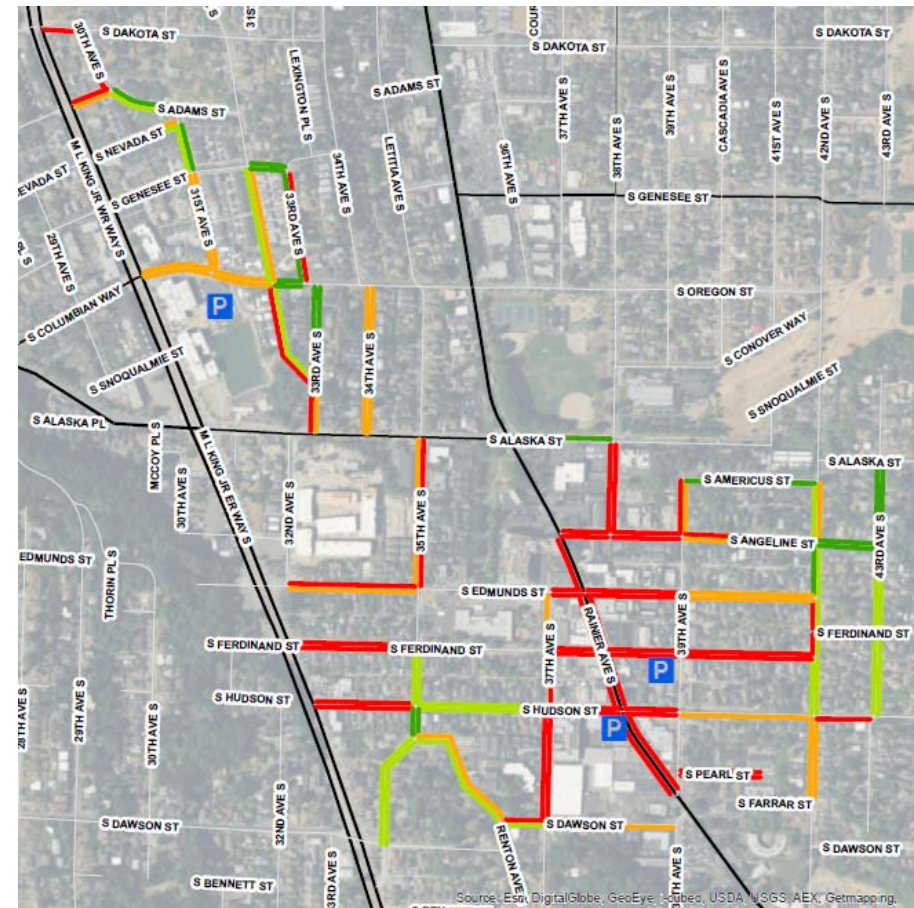
- Parking occupancy high in core of neighborhood, lower on edges
- Parking occupancy higher now than 2012
- Employee mode share has room for improvement
- Many customers/visitors drive, and report circulating to find parking
- RPZs identified as popular option and expansions likely qualify, but benefits may be limited



Commercial area parking generally full, certain residential streets also full. Parking often more available farther from Rainier.

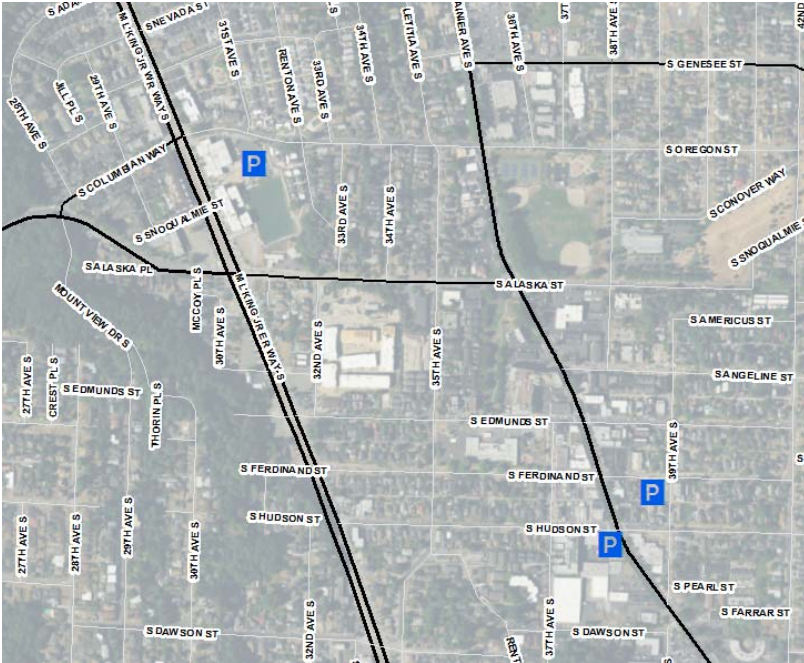


Residential area occupancy varies widely by blockface



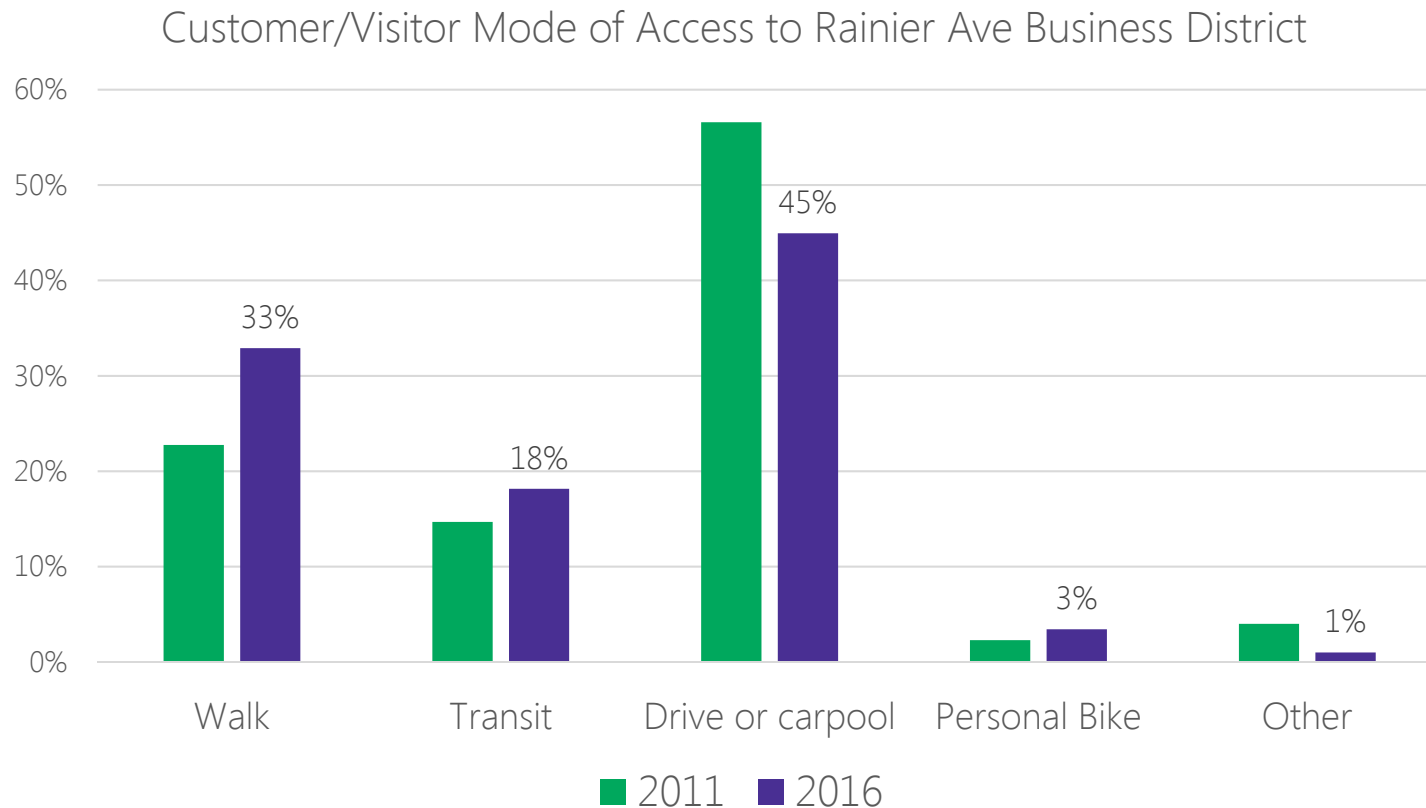
**Fig 3 - Maximum Parking Occupancy, 9 AM to 7 PM**

Off-street public parking is limited and is full at times (e.g., weekend evenings), but often has available parking



| Lot               | Spaces surveyed | 11 AM Occupancy, Thursday 7/21/16 | 6 PM Occupancy, Tuesday 7/19/16 |
|-------------------|-----------------|-----------------------------------|---------------------------------|
| Boys & Girls Club | 76              | 55%                               | 33%                             |
| CC Parking        | 62              | 31%                               | 60%                             |
| Diamond lot       | 7               | 43%                               | 29%                             |

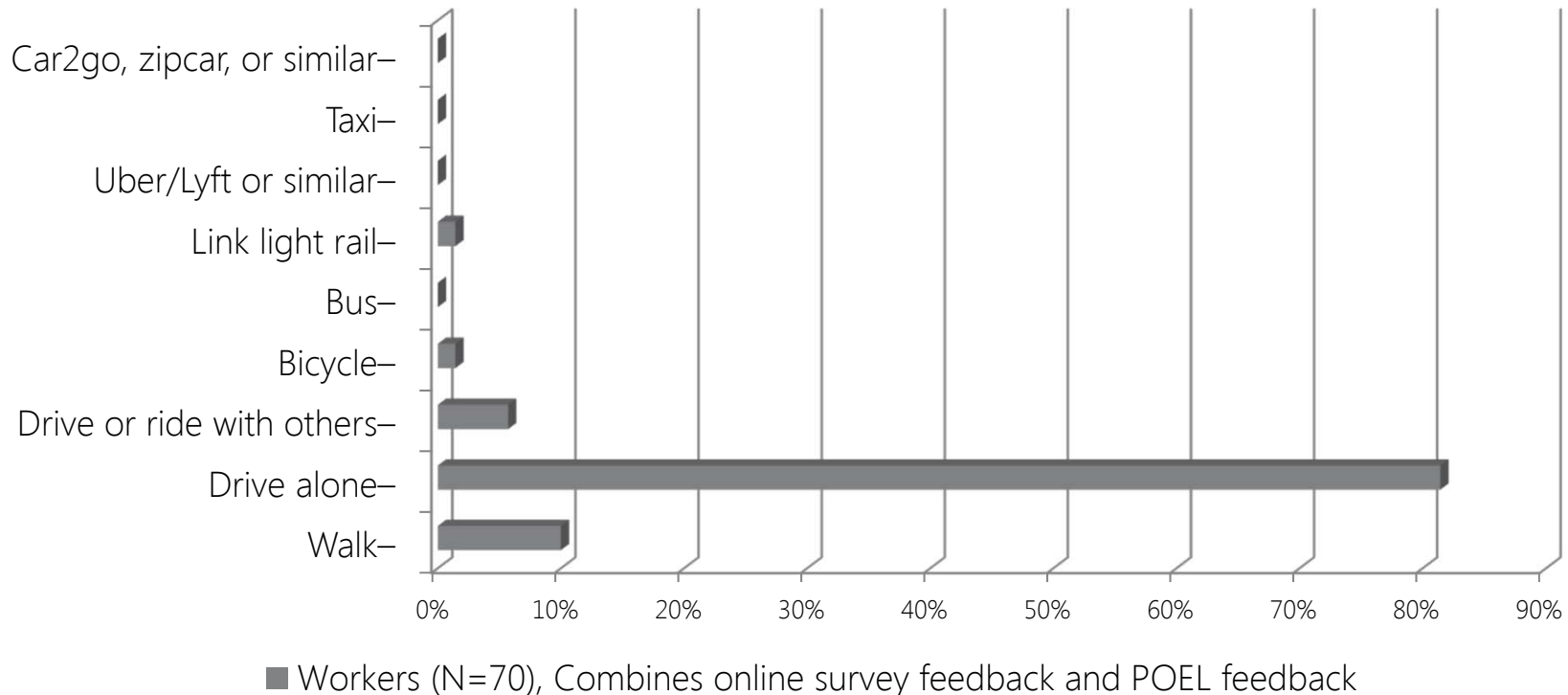
## Customers and visitors arrive by many modes.



- Visitors who come by foot or bike come most often.
- Drivers find parking, with most parking on street, but it likely requires driving around the neighborhood first

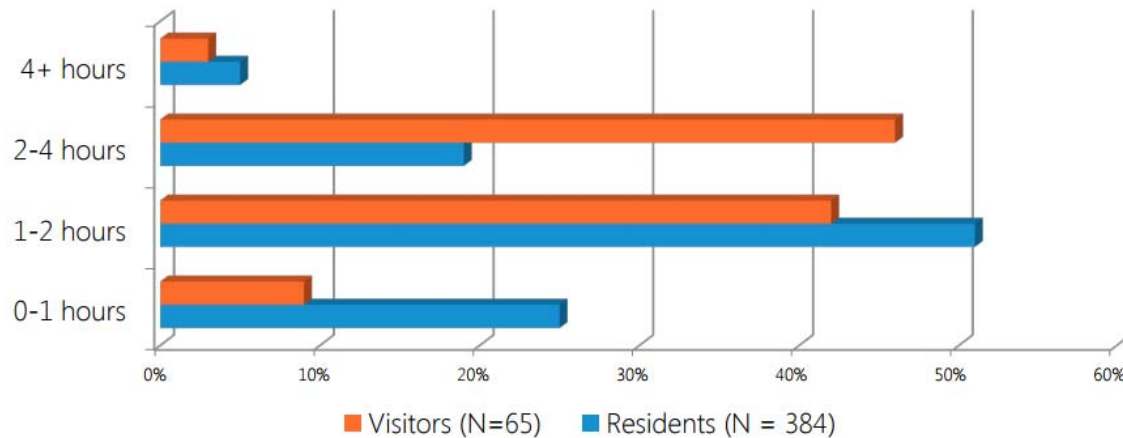
## Most employees and other workers drive to the neighborhood.

- Mode share from online survey and POEL outreach

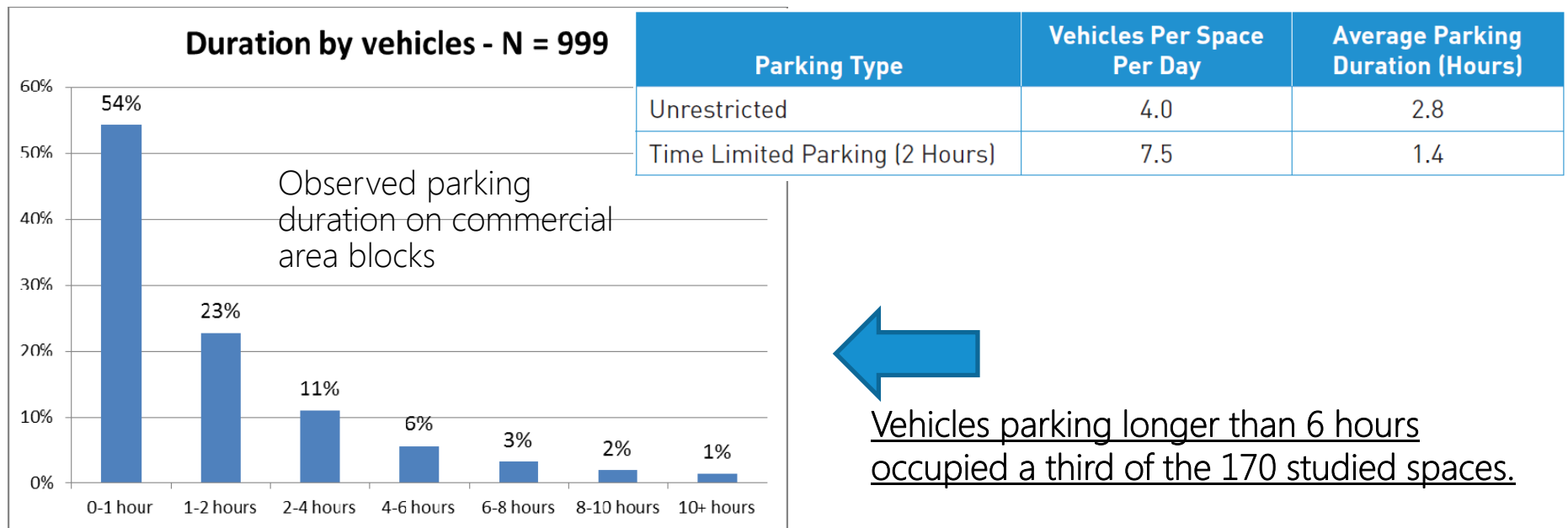


- About half report parking on-street, rest off-street
- Through online survey and POEL outreach, of those that provided a home zip, **49% said they live in 98118**. Only other zips with more than one response were 98144, 98178, 98042, 98108, and 98168 (each were 5% of responses).

Most customers and visitors stay under 2 hours, but many visitors stay longer. Good turnover among parking users, but big impact from long-term parkers.



Reported length of stay in business district by customers and visitors.



Residents have concerns about new development and circulation, many are interested in RPZ expansion. Most report finding parking on their block.

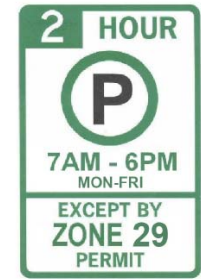
| Comment   | Count |
|---|-------|
| More/expanded RPZ   | 73    |
| Concerns related to new development   | 66    |
| General parking concern (usually that parking is difficult or similar)                        | 51    |
| Make residential streets one-way / remove parking on narrow streets where vehicles can't pass | 46    |
| Build a parking garage or lot in business district  | 27    |
| Build/create parking at light rail station  | 23    |
| Parking is fine/easy, opens up 1-2 blocks out   | 19    |

- As a resident, where do you find parking near your home?

| Location  | % responded<br>(381 total) |                             |
|---|----------------------------|-----------------------------|
| Off-street at or near home                          | 49%                        | } 78% park adjacent to home |
| Usually find street parking on my block             | 29%                        |                             |
| Usually find street parking 2-3 blocks from home    | 12%                        |                             |
| Street parking is difficult to find within 3 blocks | 7%                         |                             |
| I don't drive or don't have a car                   | 3%                         |                             |

## RPZs don't necessarily make parking more available.

- RPZs are not an effective parking management tool address resident vs. resident demand
- No clear correlation to RPZ designation and blockface occupancy
- About half of residents living on RPZ blocks report having a permit
- About half of vehicles parked on RPZ blocks during day display permits



## Residential area parking more full compared to 2012.



### Parking Type

— Restricted Parking Zone

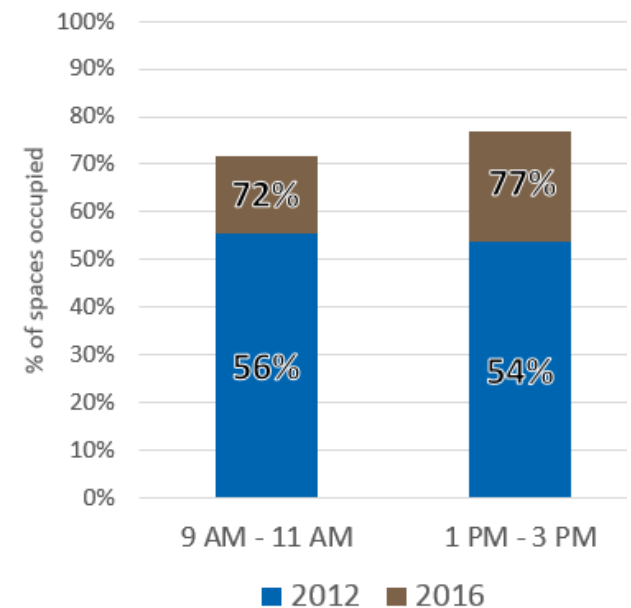
— Unrestricted Parking

Fig 4 - Block Faces Included in 2012 and 2016 Parking Demand Comparison

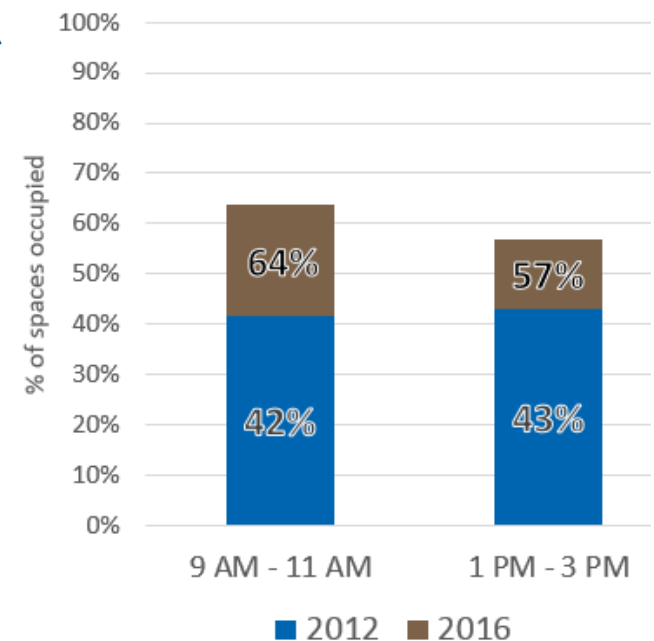
*Subset of residential blocks used for comparison with last study in the area.*

*Per DOL, vehicles registered in 98118 increased from 29,000 to 32,000 from 2010 to 2015*

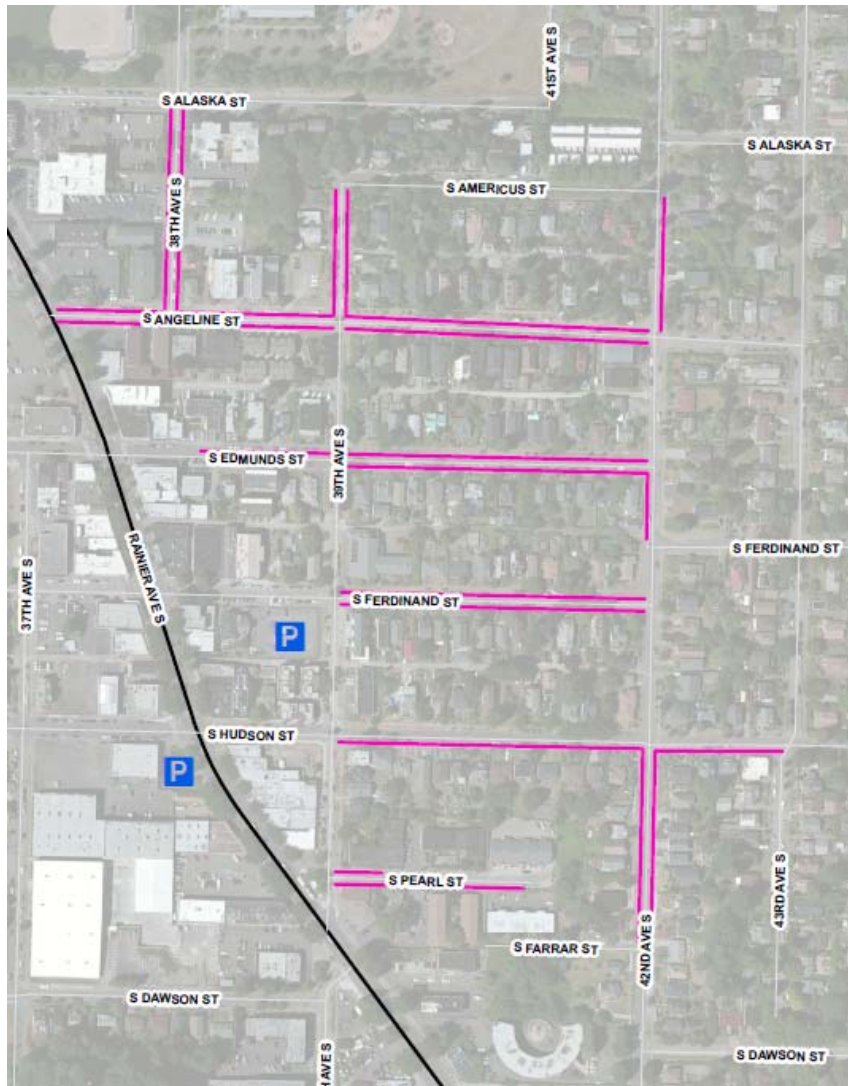
Unrestricted Parking - 378 spaces



RPZ Parking - 216 spaces



## Potential RPZ east of Rainier findings



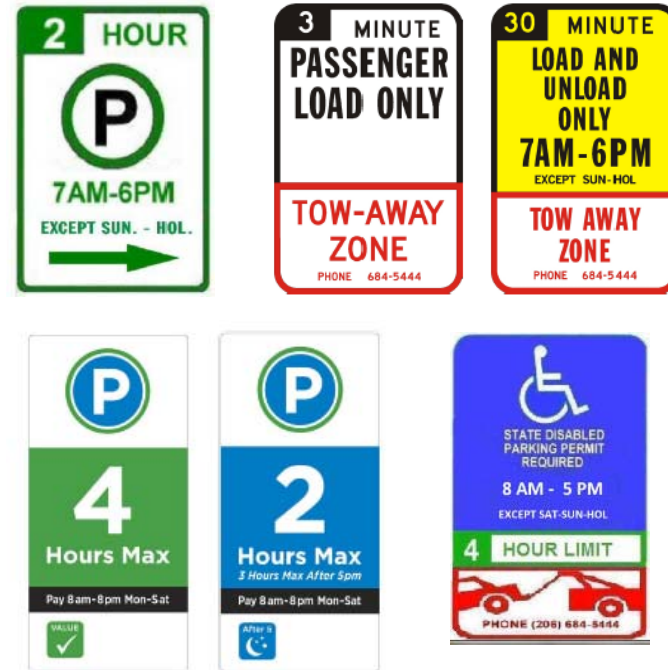
Preliminary data indicate:

- About 33% of cars on these blocks parked all day on a weekday
- In total, about 40% - 50% of the cars seen parked on these streets arrived during the day, and these are likely non-residents.

— Residential Duration Study

## Parking management proposal options – Commercial / Mixed Use areas

- Add time limits to commercial blocks in core of neighborhood to fill in gaps
- Add/remove/adjust loading zones
- Add 4-hour disabled permit spaces fronting businesses that routinely provide services to patrons with disabilities
- Add/adjust time limit hours and duration
- Convert core commercial blocks to paid parking, time limits of 2 or 4 hours
- Signage to clarify existing No Parking areas at corners and crosswalks



## Parking management proposal options – Residential areas

- Expand RPZ on contiguous blocks west of Rainier that meet occupancy threshold
- Expand Zone 29 east of Rainier or evaluate creation of a new zone
- On narrow streets with limited no parking areas, add turn-outs with No Stops to improve circulation
- Signage to clarify existing No Parking areas at corners and crosswalks
- Load zones or disabled spaces as needed

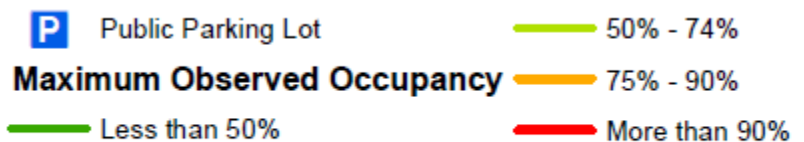
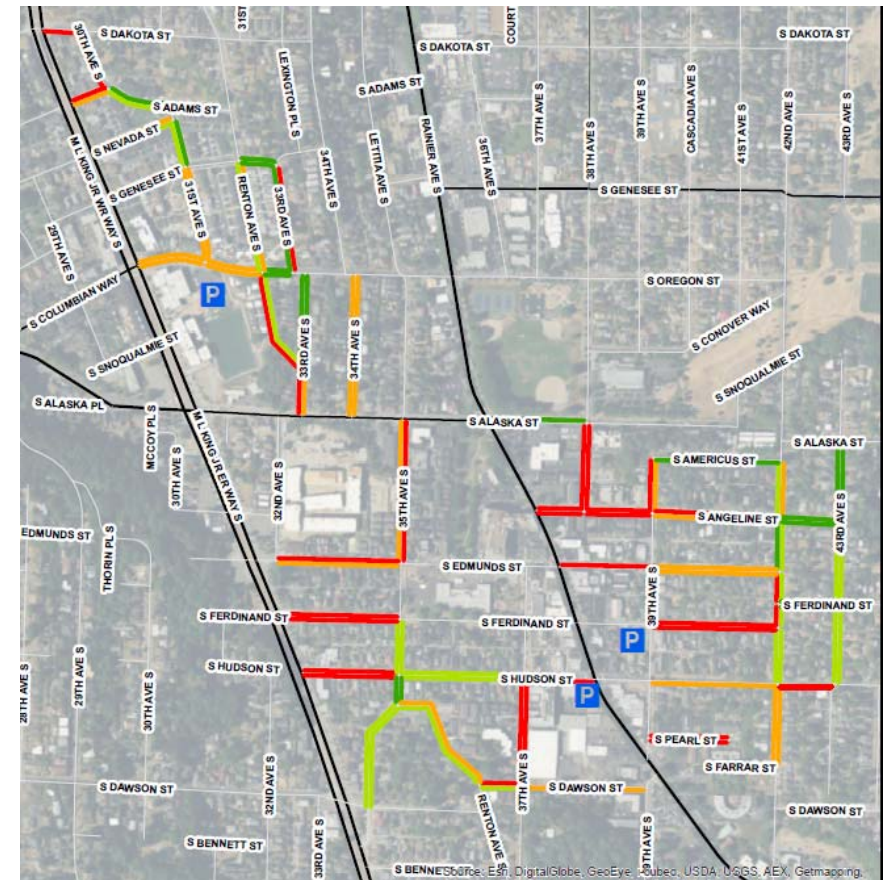
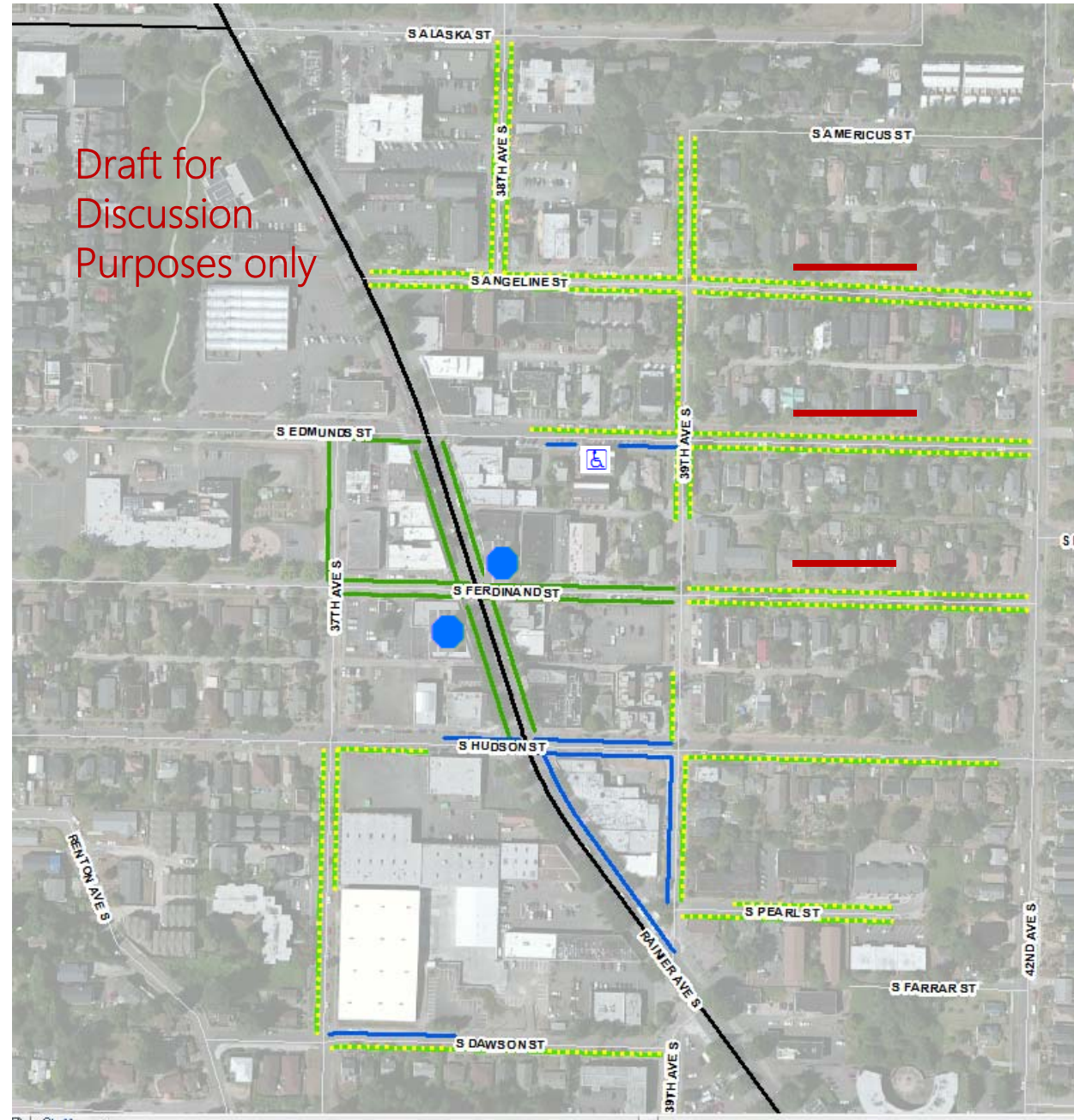


Fig 3 - Maximum Parking Occupancy, 9 AM to 7 PM

## Potential proposal elements for discussion – actual proposal could include all or some






Draft for  
Discussion  
Purposes only

### Blockface changes:

- Potential paid (75 spaces)
- - - Potential RPZ (370 spaces)
- Potential time limits (50 spaces)

### Space changes:

-  4-hour disabled space
-  Review with SDOT Operations to designate 30' No Stop areas for turn-outs
-  Convert 2 spaces on Rainier to Passenger Load Only 5 PM – 2 AM

## Next steps

- **Now – end of 2016:** Formalize a proposal and share with this group. Need for additional meeting?
- **Early 2017:** Distribute proposal with feedback survey, staff two open information sessions, attend existing neighborhood meetings, work with Department of Neighborhoods to seek additional feedback
- **Late March 2017:** Meet with this group to review feedback and final plan
- **April-May 2017:** Distribute final plan and conduct notification outreach
- **Summer 2017:** Implement changes

# Questions?

Jonathan.Williams2@seattle.gov | (206) 733-9026

[http://www.seattle.gov/transportation/parking/cp\\_ColumbiaCity.htm](http://www.seattle.gov/transportation/parking/cp_ColumbiaCity.htm)

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