

Meeting Discussion Handout

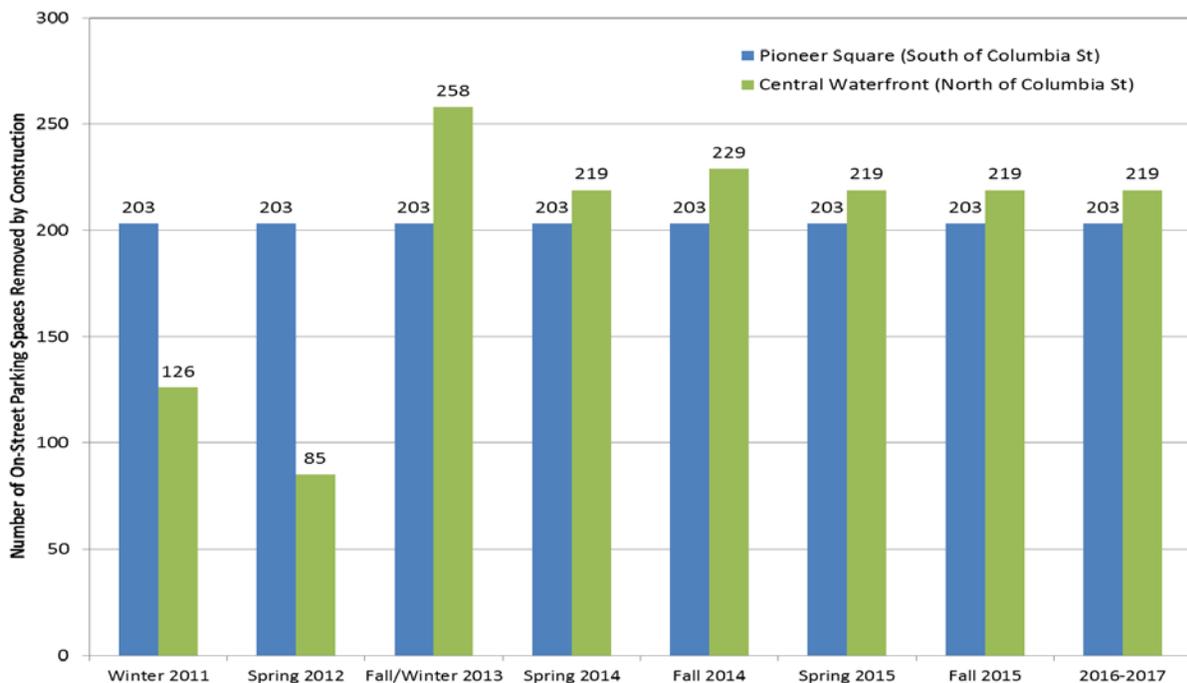
Alaskan Way Viaduct Program Parking Mitigation Evaluation of Parking Supply Options

1. How many on-street parking spaces will be removed by Alaskan Way Viaduct Program construction?

Figure 1 below shows the number of on-street parking spaces that will be removed to construct the Bored Tunnel, replace the Seawall, and remove the Viaduct. This includes curbside parking along surface Alaskan Way west of the Viaduct and parking located under the Viaduct. This is based on information presented at the September 28, 2011 meeting; the number reflects only the spaces that would be removed by construction and does not consider new parking that could be added along Alaskan Way. Potential new parking is discussed with Mitigation Strategies below.

Pioneer Square (which for the purpose of this parking analysis is defined as the area south of Columbia Street) will lose 203 parking spaces for the duration of the construction period. The Central Waterfront (defined as the area from Columbia Street north to Virginia Street) will lose up to 258 parking spaces, which will begin in 2013 when traffic is rerouted under the Viaduct so that construction on the north portion of the Seawall can commence. The fluctuations between 2013 and 2017 (when the Viaduct is removed) are due to the ability to return some curbside parking to the west side of Alaskan Way as Seawall construction progresses south along the waterfront.

Figure 1. On-Street Parking Spaces Removed During AWV Construction (Pre-Mitigation)



Source: SDOT, September 2011. Represents parking removed along Alaskan Way between King Street and Virginia Street. Does not reflect new parking that could be added.

2. How many existing off-street parking spaces are available in the area?

There are off-street parking lots and garages located within the Central Waterfront and Pioneer Square areas. Table 1 summarizes fourteen key locations west of 2nd Avenue between Virginia Street at the Pike Place Market and King Street in Pioneer Square. The table does not include parking facilities at Century Link Field or Safeco Field. The fourteen parking facilities listed have a total parking supply of over 4,000 spaces. The Puget Sound Regional Council periodically surveys parking utilization of garages in Seattle; its latest survey was performed in Fall 2010. At that time, nearly 1,400 parking spaces were available during the weekday morning hours (from 8:30 to 11:30 A.M.) and about 1,150 parking spaces were available during the weekday afternoon (1:00 to 3:30 P.M.)

Table 1. Off-Street Parking Facilities Near Central Waterfront and Pioneer Square

Facility Name/Identifier	Street Address	# Spaces	Available Parking per PSRC Fall 2010 Survey ^a	
			Morning	Afternoon
Pike Place Market Garage	1531 Western Ave	540	316	282
Hillclimb Garage	1422 Western Ave	150	n/a ^b	n/a
Surface Lot at Western & Union	1400 Western Ave	45	13	6
Surface Lot at Western & University	1301 Western Ave	70	31	19
Harbor Steps Garage	1200 Western Ave	635	55	35
Watermark Tower Garage	1108 Western Ave	121	46	29
Surface Lot at Western & Spring	1101 Western Ave	130	65	25
Commuter Garage	811 Western Ave	158	n/a	n/a
Norton Building Garage	800 First Ave	289	89	74
1 st & Columbia (US Bank) Garage	723 First Ave	703	290	272
Butler Garage	114 James St	435	173	147
Pioneer Square Garage	74 S Jackson	160	n/a	n/a
Merrill Place Garage	76 S King St	125	24	31
505 First Ave S Garage	505 First Ave S	445	279	231
Total		4,006	1,381	1,151

a. Source: Puget Sound Regional Council, 2010 Parking Survey Data (collected September 2010). Surveys were performed Monday thru Thursday from 8:30 AM - 11:30 AM (morning) and 1 PM - 3:30 PM (afternoon). "Available Parking" represents the parking supply of each facility minus the number of vehicles counted by the PSRC.

b. n/a = Not available. No utilization data were available in the PSRC database.

3. What options could be considered to replace the lost parking supply?

Ten potential options to replace the parking supply lost to construction were evaluated. These are briefly described below.

A. Build a new parking garage

This option would construct a new parking garage, likely as part of a mixed-use development, to provide public parking. The site most commonly discussed is the existing surface lot at Western & Spring Streets. The parking supply target for the new parking facility is 300 stalls; approximately 130 parking spaces in the existing surface lot would be eliminated. Therefore, the option would create about 170 net new spaces. In order to set parking fees that are conducive to discretionary customer or visitor trips, the garage may need to be owned/operated by a public or quasi-public entity and/or be encumbered to provide the desired parking parameters. **Additional analysis will be performed to estimate order-of-magnitude costs and implementation options.**

Pros	Cons
<ul style="list-style-type: none"> • Adds 170 spaces to Central Waterfront vicinity • Spaces could be available for medium and long-term 	<ul style="list-style-type: none"> • Eliminates spaces in short term during construction of garage • Does not address parking needs in Pioneer Square • Parking would be shared with mixed-use development on site • Most expensive option

B. Buy or lease an existing garage

This option would buy or lease an existing garage in order to control the price and type of off-street parking provided. In order to replicate the on-street parking spaces lost to construction, off-street parking would need to be targeted to short-term users (4 hours or less) and at a price that is conducive to customer and visitor trips (likely equal to or less than rate for hourly on street parking).

Pros	Cons
<ul style="list-style-type: none"> • Likely less expensive than building new garage • Could be implemented in Pioneer Square and Central Waterfront 	<ul style="list-style-type: none"> • Does not add net new parking • Could displace commuter or event parking

C. Create temporary on-street parking

During Seawall construction, it may be possible to create temporary on-street parking in portions of the Alaskan Way right of way. It is estimated that between 50 and 150 parking spaces could be provided at different times throughout construction, mostly north of Colman Dock. ***Additional analysis needed to determine location and timing of potential parking spaces related to construction of the Seawall project.***

Pros	Cons
<ul style="list-style-type: none"> • Could add 50 to 150 parking spaces along the Central Waterfront at various times during Seawall construction • Parking can be added quickly • The greatest numbers of spaces could likely be added during the summer months, when there is a Seawall construction shut-down • Low cost 	<ul style="list-style-type: none"> • Parking would be temporary and would change throughout Seawall construction, both in terms of location and number of spaces • Does not address parking needs in Pioneer Square • Parking could compete with other temporary uses for space in the right of way during construction, such as amenities to draw people to the waterfront

D. Create new permanent on-street parking

New on-street parking or parking within the public right-of-way could be provided as part of the long-term plan for the Waterfront. No detailed information is yet available related to potential locations or quantity of stalls that could be provided. If parking is provided, however, it would likely result in a loss of space available for other purposes.

Pros	Cons
<ul style="list-style-type: none"> • Adds on-street parking • Low cost 	<ul style="list-style-type: none"> • Parking could result in loss of space for another purpose • Would not address short- or medium-term needs

E. Create temporary off-street parking

This option would add temporary off-street parking such as at Pier 48 (which is being done for the 2011 Holiday season) and at Pier 62/63. Parking may also be possible in other “leftover” areas as construction progresses along the waterfront. Parking within the shoreline or over water (such as at Pier 62/63) is likely to have extensive permitting and structural improvement requirements.

Pros	Cons
<ul style="list-style-type: none"> • Would add parking (number to be determined) 	<ul style="list-style-type: none"> • Parking would be temporary until Waterfront is reconstructed • Supply may not be proximate to need • Potential high cost

F. Use pricing strategies to encourage short-term parking

This option would encourage short-term parkers to use off-street parking by offering a parking fee that is competitive with on-street parking. Until short-term demand increases—through marketing and customers becoming familiar with off-site facilities—parking facility operators would likely lose money by reducing their current short-term parking rate to the preferred rate. Therefore, the operators may need to be offered an incentive to adopt a rate that is less than their current rate structure. ***Additional analysis to be performed related to potential costs per space based on holiday trial period.***

Pros	Cons
<ul style="list-style-type: none"> • Can be implemented quickly • Low cost for program • Can be implemented at multiple facilities to cover both Waterfront and Pioneer Square • Low parking rate would encourage short-term parkers to change parking habits 	<ul style="list-style-type: none"> • Does not add new parking • Could displace commuter or event parking • Requires cooperation from multiple private operators

G. Shuttle employees and/or customers to and from remote parking

This option would connect underutilized parking facilities to Pioneer Square and the Waterfront via a shuttle. Potential underutilized garages include the former US Postal Service garage at 4th Avenue & Lander Street, and garages near the stadiums and Seattle that are underutilized on non-event days.

Additional analysis to be performed related to potential shuttle operating parameters and costs.

Pros	Cons
<ul style="list-style-type: none"> • Shuttles could cover multiple destinations along both Waterfront and Pioneer Square • Low capitol cost by using existing parking 	<ul style="list-style-type: none"> • High operating costs associated with shuttle • Adds travel time and may not be attractive to short-term customers or visitors • Shuttles would have long operating hours if needed to serve customers • Could displace commuter or event parking

H. Implement “stacked” or “tandem” parking with valets

This option would increase the capacity of existing parking facilities with the use of valets. Stacked parking, which is currently used in the Pioneer Square garage, can double the capacity of a garage if the overhead clearance is sufficient. Tandem or festival parking, which squeezes vehicles close together, can often increase the parking supply by 25% to 33%.

Pros	Cons
<ul style="list-style-type: none"> • Low capitol cost by using existing parking • Is customer friendly since customer does not self-park 	<ul style="list-style-type: none"> • High operating costs associated with valet • May not be feasible in some locations due to clearance and other structural issues

I. Inform customers about available parking with technology

Technologies such as the City’s “e-Park” program monitor parking utilization at various parking facilities and then informs customers about the location of available parking. The e-Park system currently uses variable message signs along key access routes. It may also be possible to link the data to smart phone applications.

Pros	Cons
<ul style="list-style-type: none"> • Low capitol cost • Optimizes utilization of existing parking supply 	<ul style="list-style-type: none"> • Does not increase parking supply

J. Change policies related to on-street parking

Changes to existing on-street parking policies could make more parking available for short-term customers and visitors. For example, parking is currently free and unrestricted on Sundays, and is often occupied all day by downtown employees or event attendees. If the meters were in effect on Sunday or at least time limited (but still free), the affected spaces could be available for customers who stay within the time limit. Another policy change that may increase short-term parking availability would be to implement a time limit for disabled-permit parking. Finally, in some locations, the two-hour limit may not be sufficient for a visitor trip, and some meters could be extended to a four-hour limit to facilitate this need.

Pros	Cons
<ul style="list-style-type: none">• Low cost• Improves utilization of existing supply by increasing turnover and/or setting time limit to better serve customer needs	<ul style="list-style-type: none">• Could affect commuter and/or event parking• Does not increase parking supply

Table 2. Summary of Parking Supply Options

Option	Parking Supply			Timing			Cost	
	Adds Parking	Uses Available Parking	Converts long-term to short-term parking	Short-term	Medium term	Long-term	Capital Cost	Operating Cost
A. Build a new parking garage	X				X	X	High	Low
B. Buy or lease an existing garage			X		X	X	High	Low
C. Create temporary on-street parking	X			X	X		Low	None
D. Create new permanent on-street parking	X					X	Low	None
E. Create temporary off-street parking	X				X		Med – High	Low
F. Use pricing strategies to encourage short-term parking		X	X	X	X		None	Med
G. Shuttle employees and/or customers to and from remote parking		X		X	X	X	Med	High
H. Implement “stacked” or “tandem” parking with valets	X			X	X	X	Low	High
I. Inform customers about available parking with technology		X		X	X	X	Med	Low
J. Change policies related to on-street parking			X		X	X	Low	None