

Seattle Waterfront Parking

August 23, 2011

Agenda

- Purpose of meeting
- Anticipated construction schedule for waterfront projects
- Clarifications for waterfront parking availability maps
- Maps: Anticipated waterfront parking availability and construction impacts
- Potential parking mitigation strategies
- Next steps

Definitions

Alaskan Way right-of-way

Area from the western edge of the Alaskan Way arterial to the eastern edge of Alaskan Way E Roadway Way (the road under the viaduct).

Elliott Bay Seawall construction detour/ interim roadway

Detoured roadway beneath current Alaskan Way Viaduct during seawall construction

Elliott Bay Seawall restored roadway

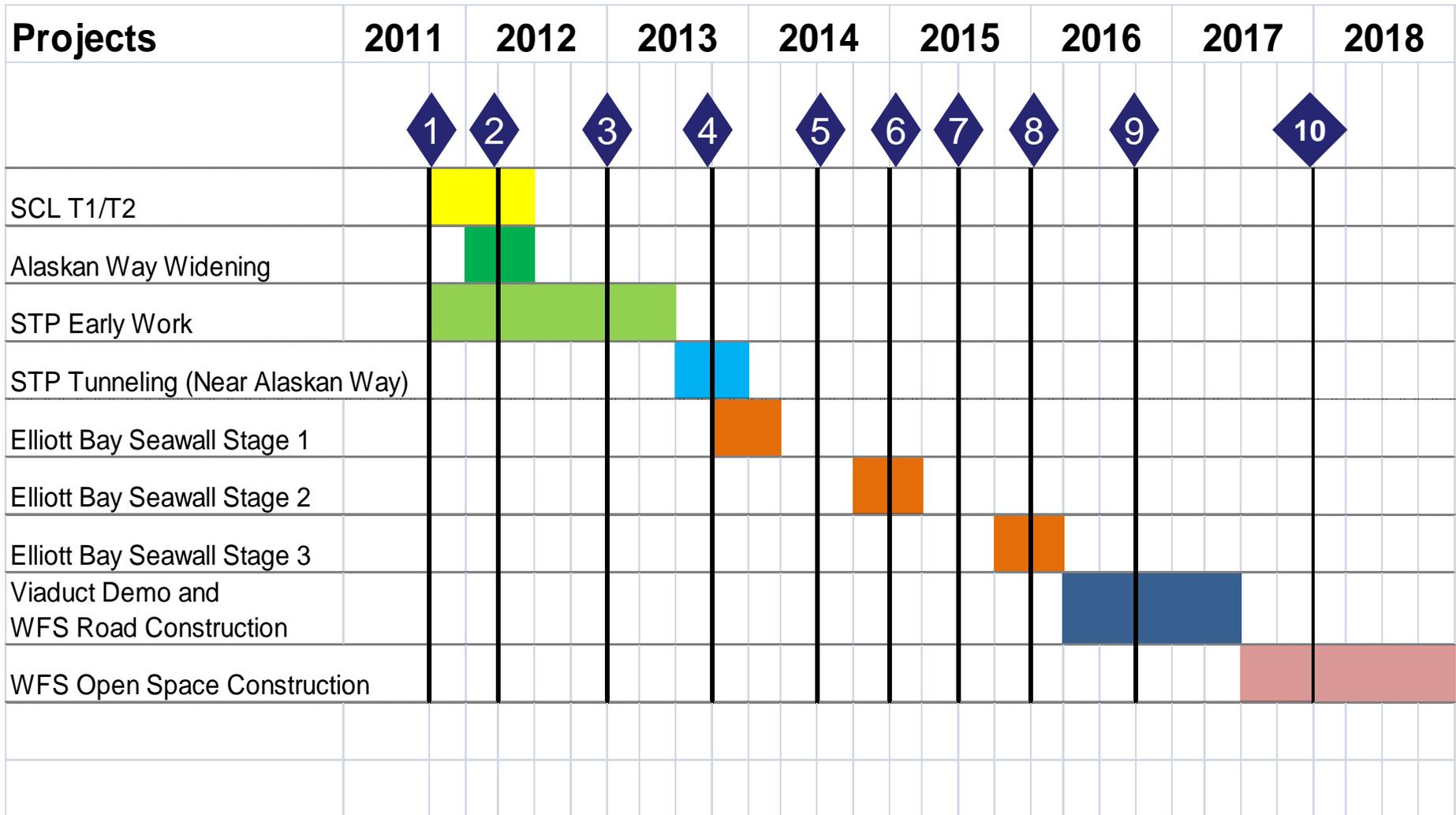
Restored roadway in place on existing Alaskan Way following seawall construction

Maps Clarification

- The waterfront parking availability maps are preliminary and show currently-anticipated changes to parking as a result of draft plans for waterfront construction projects.

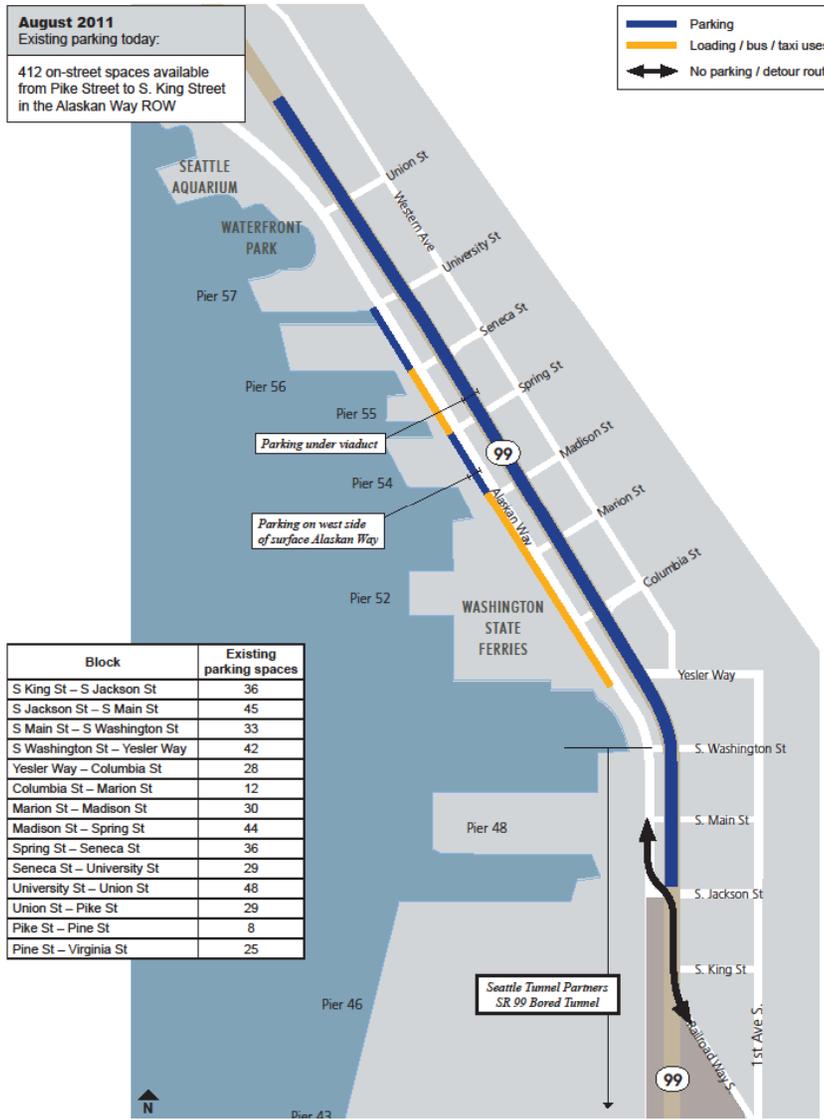
- Final design and construction sequencing remains under review.

Construction on Seattle's Waterfront



August 2011
Existing parking today:
412 on-street spaces available from Pike Street to S. King Street in the Alaskan Way ROW

 Parking
 Loading / bus / taxi uses
 No parking / detour route

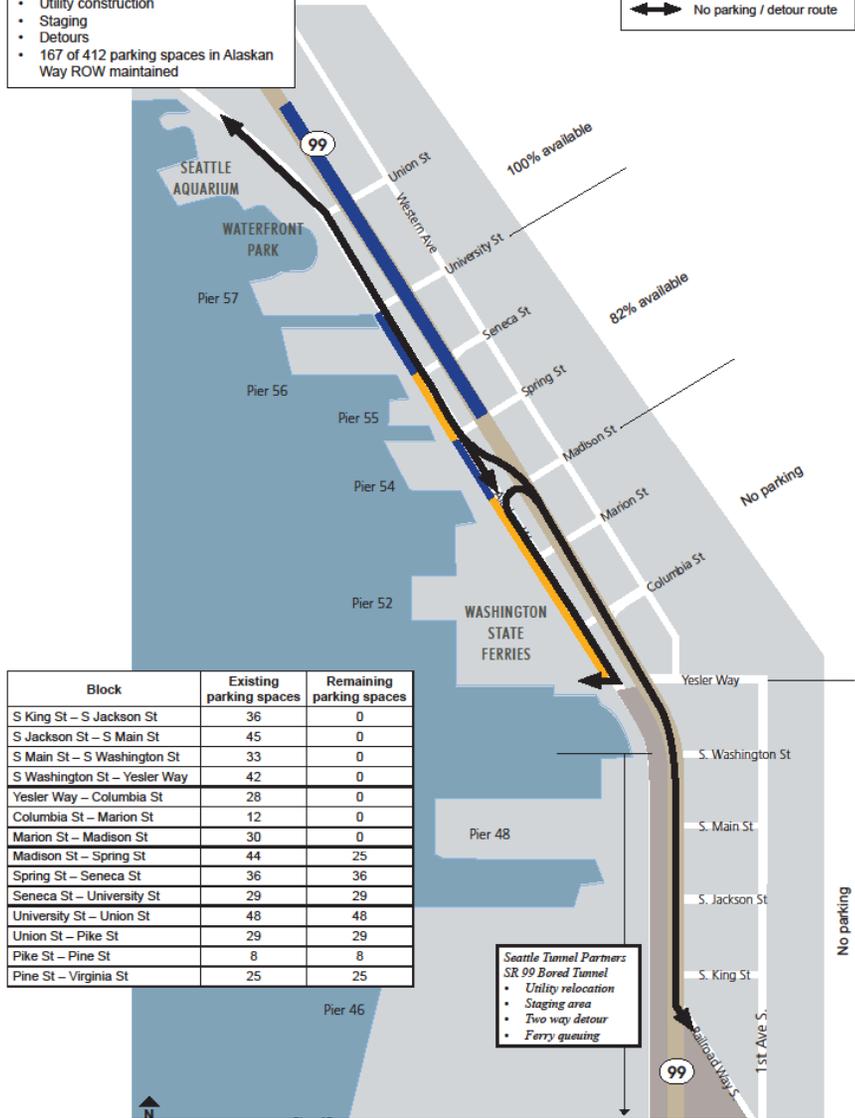


Back to schedule slide

Spring 2012 – Fall/Winter 2013
 Activities roll-up:

- Utility construction
- Staging
- Detours
- 167 of 412 parking spaces in Alaskan Way ROW maintained

█ Parking
█ Loading / bus / taxi uses
↔ No parking / detour route



Seattle Tunnel Partners
 SR 99 Bored Tunnel

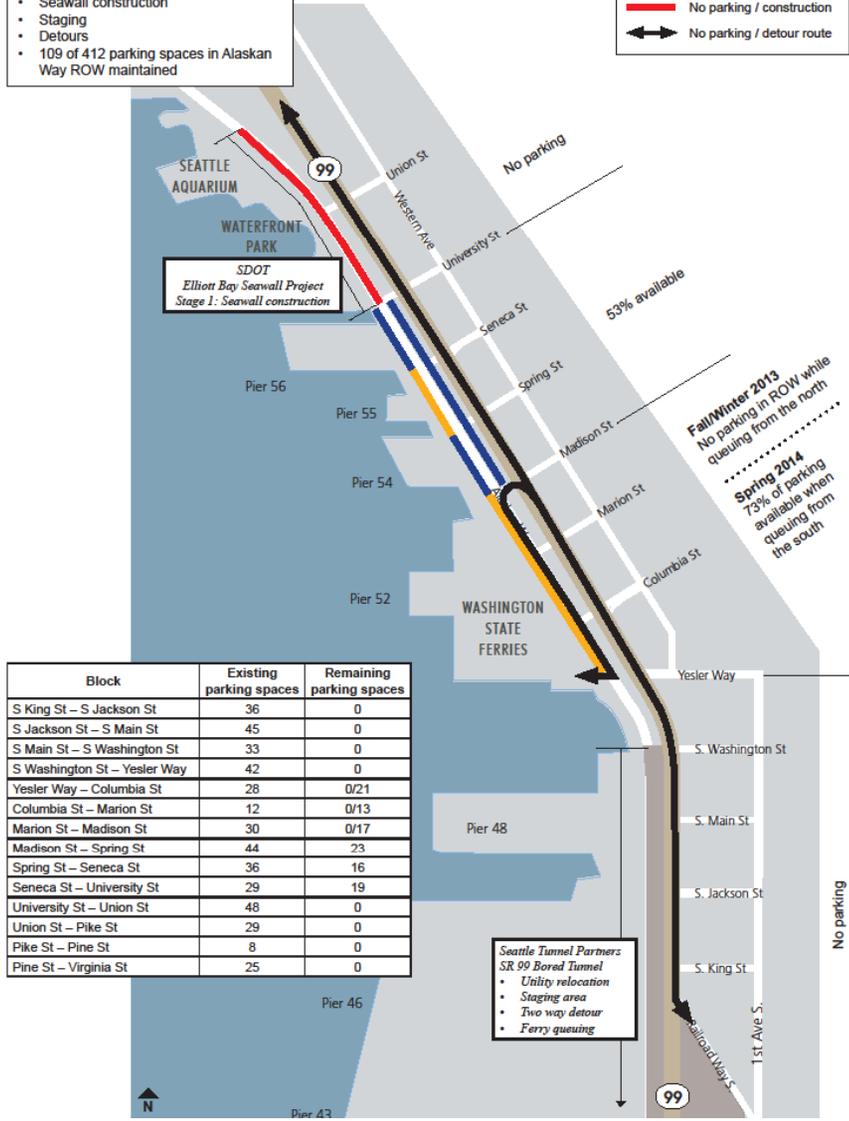
- Utility relocation
- Staging area
- Two way detour
- Ferry queuing

Back to schedule slide

Fall/Winter 2013 – Spring 2014
 Activities roll-up:

- Seawall construction
- Staging
- Detours
- 109 of 412 parking spaces in Alaskan Way ROW maintained

█ Parking
█ Loading / bus / taxi uses
█ No parking / construction
↔ No parking / detour route

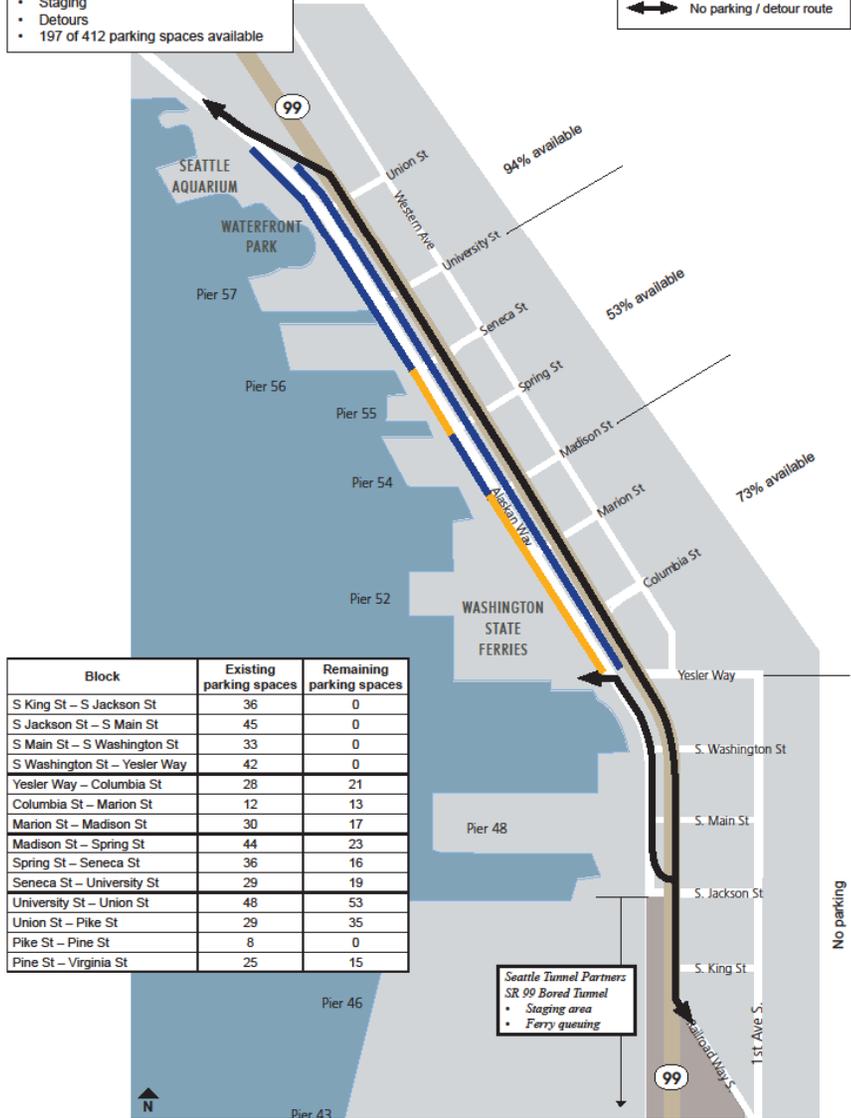


Back to schedule slide

Spring 2014 – Fall 2014
 Activities roll-up:

- Staging
- Detours
- 197 of 412 parking spaces available

 Parking
 Loading / bus / taxi uses
 No parking / detour route



Block	Existing parking spaces	Remaining parking spaces
S King St – S Jackson St	36	0
S Jackson St – S Main St	45	0
S Main St – S Washington St	33	0
S Washington St – Yesler Way	42	0
Yesler Way – Columbia St	28	21
Columbia St – Marion St	12	13
Marion St – Madison St	30	17
Madison St – Spring St	44	23
Spring St – Seneca St	36	16
Seneca St – University St	29	19
University St – Union St	48	53
Union St – Pike St	29	35
Pike St – Pine St	8	0
Pine St – Virginia St	25	15

Seattle Tunnel Partners
 SR 99 Bored Tunnel

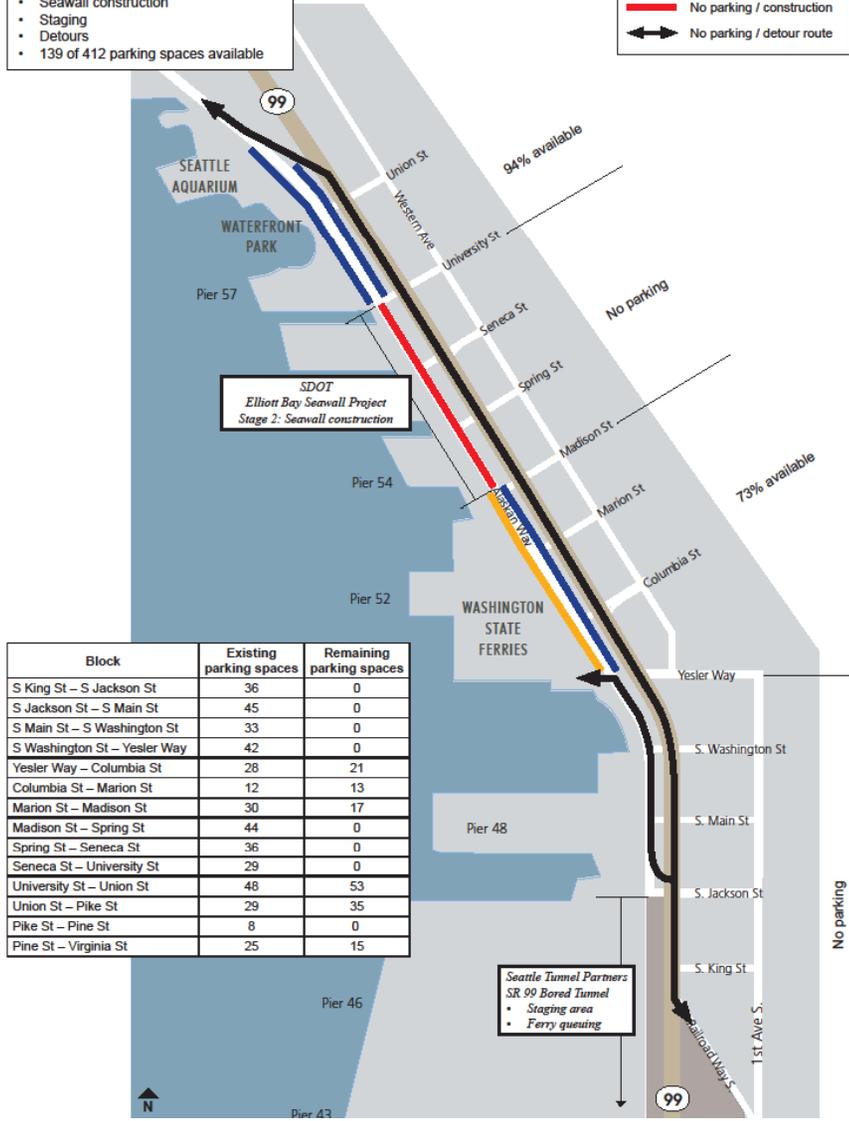
- Staging area
- Ferry queuing

Back to schedule slide

Fall 2014 – Spring 2015
 Activities roll-up:

- Seawall construction
- Staging
- Detours
- 139 of 412 parking spaces available

█ Parking
█ Loading / bus / taxi uses
█ No parking / construction
↔ No parking / detour route



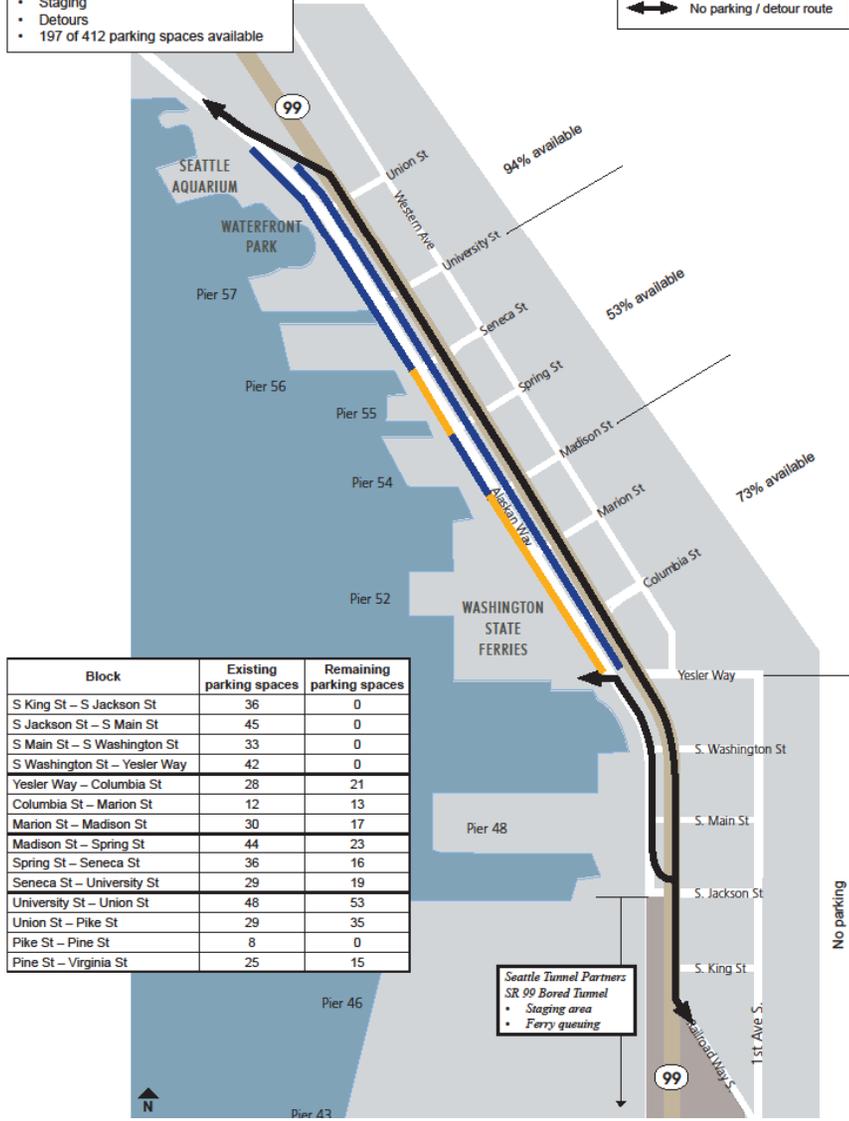
Block	Existing parking spaces	Remaining parking spaces
S King St – S Jackson St	36	0
S Jackson St – S Main St	45	0
S Main St – S Washington St	33	0
S Washington St – Yesler Way	42	0
Yesler Way – Columbia St	28	21
Columbia St – Marion St	12	13
Marion St – Madison St	30	17
Madison St – Spring St	44	0
Spring St – Seneca St	36	0
Seneca St – University St	29	0
University St – Union St	48	53
Union St – Pike St	29	35
Pike St – Pine St	8	0
Pine St – Virginia St	25	15

Back to schedule slide

Spring 2015 - Summer 2015
 Activities roll-up:

- Staging
- Detours
- 197 of 412 parking spaces available

— Parking
— Loading / bus / taxi uses
↔ No parking / detour route



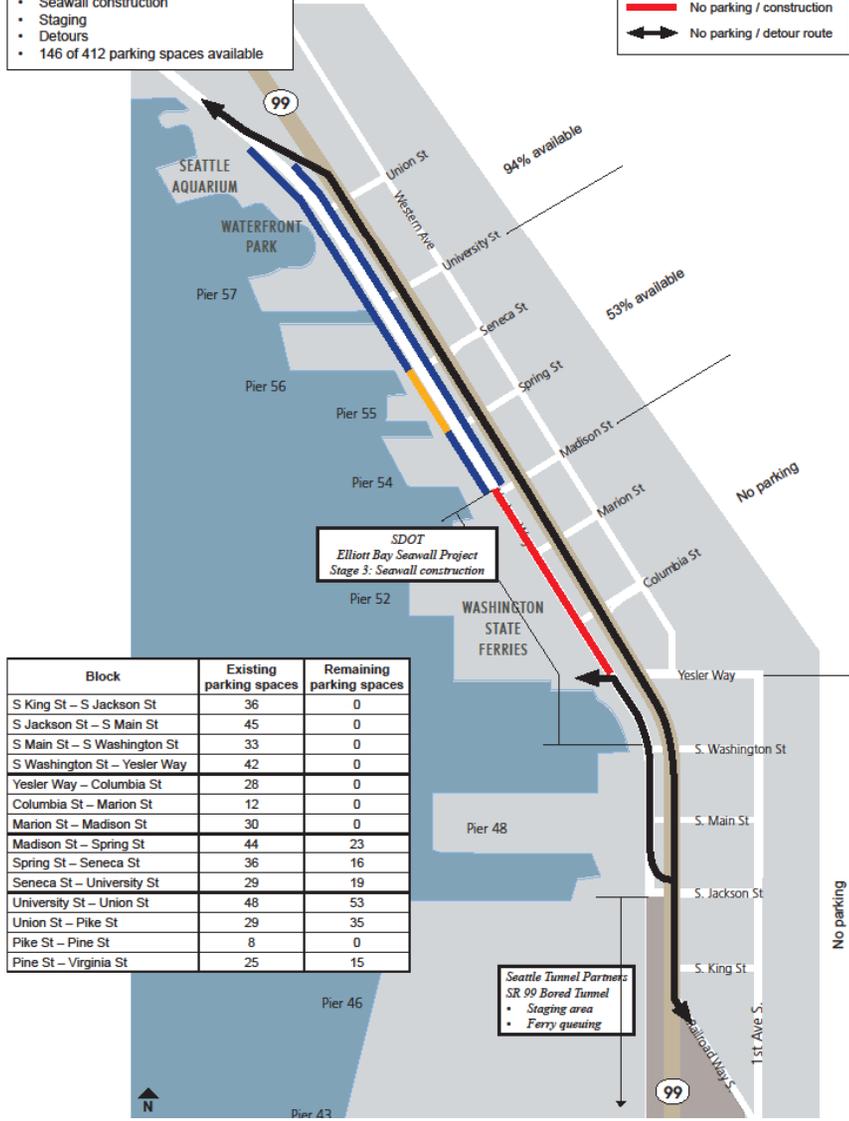
Block	Existing parking spaces	Remaining parking spaces
S King St - S Jackson St	36	0
S Jackson St - S Main St	45	0
S Main St - S Washington St	33	0
S Washington St - Yesler Way	42	0
Yesler Way - Columbia St	28	21
Columbia St - Marion St	12	13
Marion St - Madison St	30	17
Madison St - Spring St	44	23
Spring St - Seneca St	36	16
Seneca St - University St	29	19
University St - Union St	48	53
Union St - Pike St	29	35
Pike St - Pine St	8	0
Pine St - Virginia St	25	15

Back to schedule slide

Fall 2015 - Spring 2016
 Activities roll-up:

- Seawall construction
- Staging
- Detours
- 146 of 412 parking spaces available

█ Parking
█ Loading / bus / taxi uses
█ No parking / construction
↔ No parking / detour route

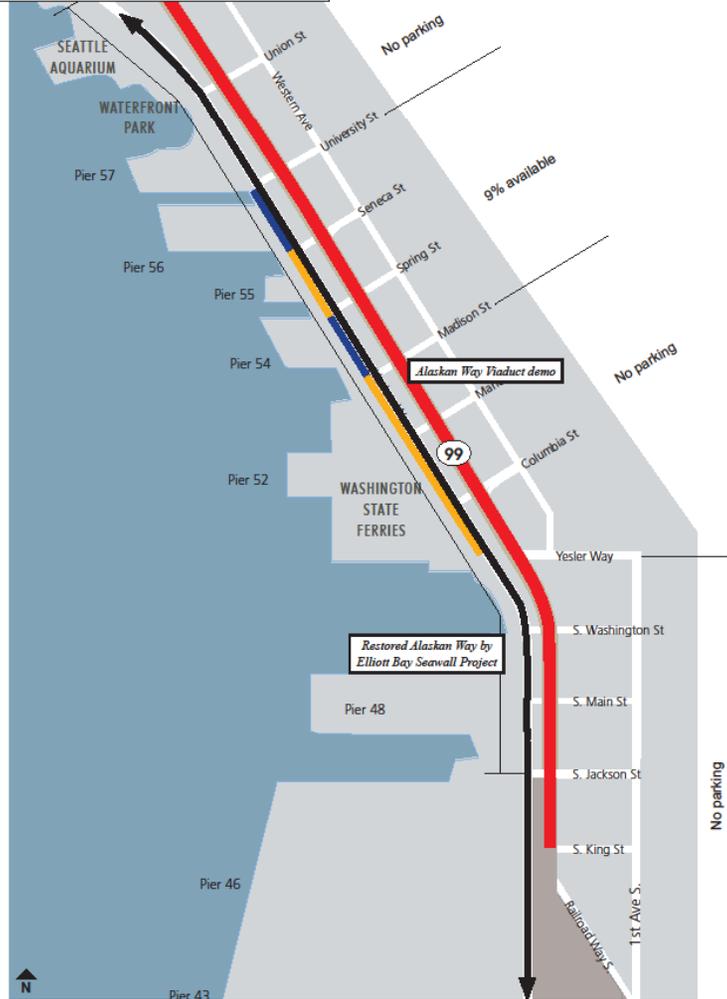


Back to schedule slide

2016 - 2017
 Activities roll-up:

- Tunnel open
- Alaskan Way Viaduct demolition
- No parking available from S King St to Pine St.
- Traffic back on Alaskan Way
- Potential start up of early waterfront projects
- Ferry operations change
- Of original 412 parking spaces, limited number of spaces remain

	Parking
	Loading / bus / taxi uses
	No parking / construction
	No parking / detour route



Back to schedule slide

Late 2017 - 2018
 Activities roll-up:

- Start up of Waterfront Seattle project construction
- Open space construction development
- New Alaskan Way will include parallel parking in accordance with the Waterfront Seattle goals

 No parking / construction



Back to schedule slide

Potential Mitigation Strategies

- Short-term and longer-term
- Could include:
 - Replacement parking on Alaskan Way
 - Enhanced e-Park
 - Off-street short-term parking
 - Valet-managed parking facilities
 - Joint use facility
 - Event parking overlay
 - Visitor satellite parking
- Also: Communications strategies

e-Park Plus



Planned expansion underway to 10-15 garages by end of 2012



Enable e-Park for parking lots or older, out-of-date facilities and subsidize existing fees



Expand communications and marketing tools

Valet-managed parking facilities

- Use increased staffing to park more cars in existing facilities
- Increase capacity by 25% (on average)



Other efficiency strategies

- Ensure:
 - Short-term off-street spaces
 - Open on evenings, weekends and visitor periods
- Use:
 - Marketing
 - Incentives
 - Partnerships, like e-Park
 - Tool like risk pool

Event parking overlay

- Manage on-street parking through pricing and time-limits
- Increase turnover on Sundays or evenings
- New pay station technology has visitor-friendly touchscreen



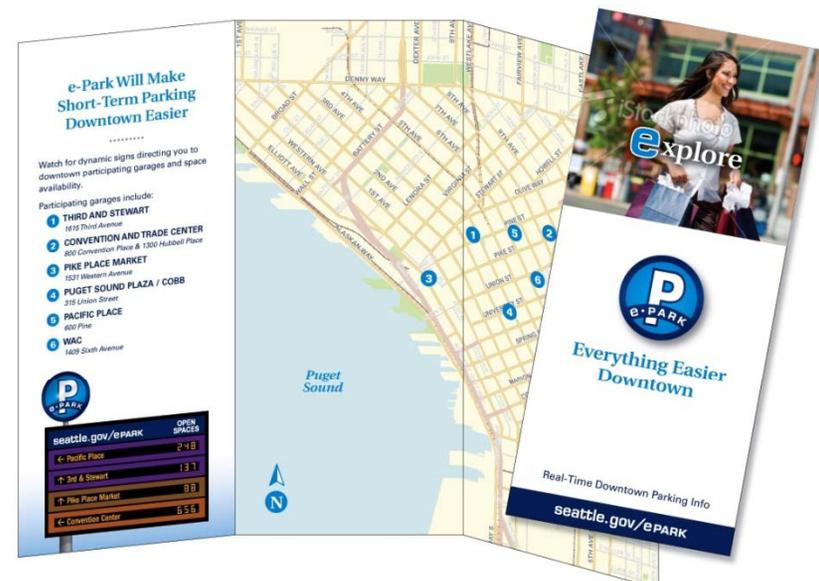
Visitor satellite parking

- Create shuttle connections from areas with parking
- Consider Seattle Center and stadiums during non-event times
- Also include stops at e-Park garages in retail and financial areas



Communications

- Communications plans for visitors and businesses
- On-line tools
- Wayfinding signs
- Downtown marketing



Next Steps

- Establish parking focus group
- Goals of this stakeholders group
 - Identify short-term, construction, mitigation measures
 - Identify long-term, post-viaduct demolition, mitigation measures
- Next meeting: end of September (tent.)

Back Pocket

Potential Parking Mitigation Strategies

Strategy	Description	Time-frame	Status & Data Needs	Affected spaces
Replacement parking on Alaskan Way	Where Seawall construction is not occurring on widened Alaskan Way, parking stalls can be added.	Fall 2013 - 2015	The Seawall team estimated the approximate number of spaces that could be temporarily replaced.	120 – 170 added per year
e-Park Plus	A marketing and parking guidance system for downtown visitors to garages with available parking spaces using real time information on signs and online. Builds on existing funding to further expand and enhance the program.	4Q 2012	The e-Park pilot operates with six garages containing over 4,500 stalls. Planned expansion underway to 10-15 garages with emphasis on Pioneer Square and Central Waterfront.	<i>Targeted e-Park phase 2 facilities contain over 10,000 parking stalls</i>
Off-street short-term parking	Use incentives and partnerships to ensure short-term, off-street parking spaces – especially during evenings, weekends and visitor periods.	4Q 2012	Five potential partner facilities identified. Investigate creating risk pool that provides revenue support to incentivize policy changes.	200
Valet-managed parking facilities	Managing existing facilities with on-site staff can increase utilization by 25% (on average) depending on configuration. Add more facility staff valet parking on lots in areas affected by short-term parking loss.	2Q 2012	Changes in SMC may be needed (initial discussions with DPD in 2008); six potential facilities identified in 2006. Conversion of 3 realistic.	100 - 150
Joint use facility	Partner with a developer to create a joint use facility that includes permanent, short-term, off-street parking on the waterfront.	2Q 2014	Feasibility study and developer feedback to proceed.	300 stalls
Event parking overlay	Manage on-street parking through pricing and time-limit during stadium and other downtown events. Can increase turnover on Sundays and evenings in CW, PSQ, C/ID	2013	The performance based pricing project identified this as a strategy to study in 2012 for 2013 implementation.	<i>TM developing count of impacted spaces</i>
Visitor satellite parking or circulator	Create transit or shuttle connections between areas with plentiful parking and those impacted by parking loss	2013	No action taken to date. Next steps include identifying areas, barriers to implementation and feasibility.	<i>Seattle Center and stadium spaces</i>
Curbspace Communications Plan	Implement comprehensive strategy to communicate changes to on-street parking, including marketing materials and signage.	4Q 2011	The 2008 Center City Parking Marketing Plan provides a starting point. Review and update.	N/A
Online Maps	SDOT's online Parking, Planned Construction and Traveler's Information maps can communicate impacts and available spaces.	4Q 2011	Lead time of 3-4 weeks to update with specific project, time frame, location and impacted spaces.	N/A