

Central Eastside Parking Study

Getting to great on-street parking management



February 15, 2011

Status

CEID Parking Management Study

- Completed: On-street inventory & occupancy survey
- Completed: Evaluation of land use
- Completed: Parking/employment demand model
- Completed: Development of problem statements
- *Underway: Strategic Management of Parking*

Strategic management of parking is essential to current and future economic vitality of the Central Eastside

Key Observations from Parking Management Study

Problem Statements

- A. The total parking supply in the district is not well managed.
- B. The current supply of parking is not adequate to meet the needs of future desired development.
- C. The present codes and management tools are not sufficient to ensure the needed increase in number and type of parking spaces
- D. Programs do not exist within the district to reduce the demand for parking by encouraging commuting by transit, bicycling and/or walking.

Key Observations from Parking Management Study Problem Statements

- E. The way parking is currently managed (e.g., free parking and code) does not create a market for the development of new parking.
- F. The on-street system is not regulated in a manner that supports current use and need.
- G. The management of long term on street parking is not consistent – some areas are uncontrolled –which contributes to significant out-of-district parkers.
- H. Short-term customer parkers and employees are competing for space in the “2-hour or by permit” zone which is already at 85% or greater occupancy at peak hours.

Key Observations from Parking Management Study

Problem Statements

- I. The use of on-street parking for all day parking limits available space for customers and visitors.
- J. Commercial/retail areas are not managed in a manner that most effectively and efficiently ensures visitor/ customer access.
- K. With the advent of Streetcar and light rail , parking in the southern triangle may be over-run by park and ride.
- L. Parking needs in the southern triangle are more immediate and of a different character than the rest of the district.

Key Observations from Parking Management Study Problem Statements

- M. 95% of all off-street parking is in surface lots. Surface lots will decrease as development occurs and replacement parking may not be feasible.
- N. Continued operation of off street parking as accessory use limits the district from benefitting from available supply.
- O. Changes to parking management and increasing demand will exacerbate spillover impacts on surrounding neighborhoods.
- P. The intensification of employment and business encouraged with the current industrial zones will increase the demand for parking. This is of particular concern in the Employment Opportunity Area (EOA).

Strategies and Tools

1. Reformat the public on-street parking supply

- a. Expand permit zone
- b. Re-sign on-street time stays (get rid of 15/30 minute and 1 hour zones)
- c. Implement exceptions process for short-time stays
- d. Increase the cost of parking permits (could transition in over time)
- e. Meter areas of the district – (e.g., “pilots” in OMSI/Southern, MLK/Grand, parts of EOA)
- f. Increase enforcement

Problems addressed

A, F, G, H, I, J, K, P

Strategies and Tools

2. Develop new policies for managing and building parking

- g. Establish a TPMA/MRAC (Meter Revenue Allocation Committee)
- h. Develop an off-street shared use parking plan with implementation recommendations/tools
- i. Eliminate accessory parking designations in the codes (Title 33)
- k. Provide a minimum parking requirement or in-lieu fee in the code

Problems addressed

A, B, N, M

Strategies and Tools

3. Modify the environment to support the economics of parking

- d. Increase the cost of parking permits (transition in over time)
- e. Meter areas of the district – (e.g., “pilots” in OMSI/Southern, MLK/Grand, parts of EOA)
- k. Provide a minimum parking requirement or in-lieu fee in the code
- l. Limit surface lot development
- m. Consider TIF, BID, LID, revenue sharing, TSDC overlay, or other funding mechanisms to support new off-street supply

Problems addressed

C, E, M, N, P

Strategies and Tools

4. Develop new or modify existing codes related to the off-street parking supply

- i. Eliminate accessory parking designations in the codes (Title 33)
- j. Recalibrate parking maximums in the code
- k. Provide a minimum parking requirement or in-lieu fee in the code
- l. Limit surface lot development
- m. Consider TIF, BID, LID, revenue sharing, TSDC overlay, or other funding mechanisms to support new off-street supply

Problems addressed

C, E, M, N, P

Strategies and Tools

5. Manage current and future parking supply to meet adopted mode-split/TDM goals

- g. Establish a TPMA/MRAC (Meter Revenue Allocation Committee)
- j. Recalibrate parking maximums in the code
- k. Provide a minimum parking requirement or in-lieu fee in the code
- p. Correlate the cost of the permit to the cost of a transit pass
- u. Routinely monitor and report parking performance and parking activity within the district (at district and sub-district levels)

Problems addressed

A, D, I, O

Strategies and Tools

6. Move the District to paid parking

- d. Increase the cost of parking permits (could transition in over time)
- e. Meter areas of the district – (e.g., “pilots” in OMSI/Southern, MLK/Grand, parts of EOA)
- n. Set permit rates based on the 85% rule
- o. Limit/control the number of employees with on-street permits based on the 85% rule
- p. Correlate the cost of the permit to the cost of a transit pass
- u. Routinely monitor and report parking performance and parking activity within the district (at district and sub-district levels)

Problems addressed

E, M, P

Strategies and Tools

7. Encourage a greater number of employees to transition to off-street spaces or to alternative modes

- f. Increase enforcement
- h. Develop an off-street shared use parking plan with implementation recommendations/tools
- i. Eliminate accessory parking designations in the codes (Title 33)
- o. Limit/control the number of employees with on-street permits based on the 85% rule
- p. Correlate the cost of the permit to the cost of a transit pass
- u. Routinely monitor and report parking performance and parking activity within the district (at district and sub-district levels)

Problems addressed

B, D, H, I

Strategies and Tools

8. Manage/control on-street permit parking based on the 85% rule

- f. Increase enforcement
- n. Set permit rates based on the 85% Rule
- o. Limit/control the number of employees with on-street permits based on the 85% rule
- q. Support implementation of Residential Permit Zones in adjacent neighborhoods
- u. Routinely monitor and report parking performance and parking activity within the district (at district and sub-district levels)

Problems addressed

A, E, F, P

Strategies and Tools

9. Establish private/public approaches to fund new parking supply
 - g. Establish a TPMA/MRAC (Meter Revenue Allocation Committee)
 - h. Develop an off-street shared use parking plan with implementation recommendations/tools
 - k. Provide a minimum parking requirement or in-lieu fee in the code
 - m. Consider TIF, BID, LID, revenue sharing, TSDC overlay, or other funding mechanisms to support new off-street supply
 - s. Provide a publicly-owned off-street parking lot in the CEID

Problems addressed

B, E, K, L, M, O, P

Strategies and Tools

10. Transition parking on off-street surface lots to structured parking

- h. Develop an off-street shared use parking plan with implementation recommendations/tools
- i. Eliminate accessory parking designations in the codes (Title 33)
- k. Provide a minimum parking requirement or in-lieu fee in the code
- l. Limit surface lot development
- m. Consider TIF, BID, LID, revenue sharing, TSDC overlay, or other funding mechanisms to support new off-street supply
- s. Provide a publicly-owned off-street parking lot in the CEID

Problems addressed

B, E, L, M, O, P

Strategies and Tools

11. Support efforts to address the impacts of non-resident parking in neighborhoods.

- q. Support implementation of Residential Permit Zones in adjacent neighborhoods
- r. Create a “buffer/transition” zone between the CEID and adjacent neighborhoods
- s. Provide a publicly-owned off-street parking lot in the CEID
- t. Establish work site address based permit system to control permit distribution
- u. Routinely monitor and report parking performance and parking activity within the district (at district and sub-district levels)

Problems addressed

B, O

Strategies and Tools

12. Provide short-term parking to respond to changes in use
 - b. Re-sign on street time stays
 - c. Implement exceptions process for short-time stays
 - e. Meter areas of the district – (e.g., “pilots” in OMSI/Southern, MLK/Grand, parts of EOA)
 - o. Limit/control the number of employees with on-street permits based on the 85% rule
 - s. Provide a publicly-owned off-street parking lot in the CEID
 - u. Routinely monitor and report parking performance and parking activity within the district (at district and sub-district levels)

Problems addressed

B, F, H, I, J, P

Strategies and Tools

13. Provide consistent enforcement at a level that supports the parking management plan.

- f. Increase enforcement
- g. Establish a TPMA/MRAC (Meter Revenue Allocation Committee)
- o. Limit/control the number of employees with on-street permits based on the 85% rule
- q. Support implementation of Residential Permit Zones in adjacent neighborhoods
- t. Establish work site address based permit system to control permit distribution
- u. Routinely monitor and report parking performance and parking activity within the district (at district and sub-district levels)

Problems addressed

A - P



YOUR QUESTIONS?