



# City of Seattle

Edward B. Murray, Mayor

## Department of Transportation

Scott Kubly, Director

### Seattle Parking Sounding Board Notes

**Date/Time:** May 21, 2015, 2:00 PM – 3:30 PM

**Location:** Seattle Municipal Tower Room 3832

**Members Present:** Angela Graham (Roosevelt Neighborhood Association); Nick Hawley (DSA); Wren McNally (Chinatown-ID Business Improvement Area); Carl Leighty (Alliance for Pioneer Square); Brendan Lemkin (Commute Seattle); Liz Stenning (Alliance for Pioneer Square)

**Staff Present:** Becky Edmonds, Paulo Nunes-Ueno, Margo Polley, Meghan Shepard, Mary Catherine Snyder

#### 1. Welcome and Introductions

#### 2. The New Transit & Mobility Division – Paulo Nunes-Ueno, Division Director

Paulo Nunes-Ueno, the Director of the Transit and Mobility Division, introduced himself and the new division. The Transit and Mobility Division includes the parking team as well as the travel options and transit groups.

Previously, Paulo was the Director of Transportation at Seattle Children's, where they were tasked with doubling the size of the hospital without doubling traffic. The City currently faces a similar situation with population growth without the capacity to increase traffic.

Children's also managed parking and alternative modes in one place – which is what we are doing in the new Transit and Mobility Division now.

Some goals for the parking program include:

- Provide a high quality parking experience
- Price parking – it is a valuable resource
- Connect parking with transit to use underutilized spaces

As the city expands transit service, bike facilities, bike share programs, thinking carefully about their interplay with parking will be very important. For example, Roosevelt Way NE will have a new bike lane, and in concert with that we have looked at parking occupancy and for places to add back parking in current no-parking areas.

We are also finding that parking systems need to have a good pedestrian environment. People are willing to walk further from their parking spot when the walking environment is safer and more pleasant.

#### 3. Right of Way Allocation and Central Business Curbspace Study – Meghan Shepard

These projects emerged because:

- There are a lot of transportation and land use projects in the Central Business District and around Seattle that will affect the right-of-way and curbspace particularly
- The population of Seattle is growing – we need to move more people more efficiently
- We at SDOT felt a need to be able to consistently and coherently communicate about the decisions we make
- The Comprehensive Plan is being updated and needed to address how we treat the whole right-of-way

#### **4. Discussion – Central Business District Curbspace Study (Meghan Shepard)**

There are increasing demands on curbspace, particularly downtown, and the City currently lacks policy guidance for some specific uses; for example: does “transit” as a priority include layover? To what extent should street types and neighborhood influence how we allocate curbspace? There is also increasing need to accommodate commercial deliveries.

Q: Do trucks use loading docks?

A: Yes, but loading docks do not always accommodate certain kinds of trucks well. We have found that trucks frequently use alleys for loading purposes.

We are currently in the process of conducting an intercept survey in the CBD neighborhoods asking people parking or returning to their car, as well as people being dropped off from a vehicle, about their choices.

Comment: This appears to be successful in Chinatown-International District so far.

This project will also coordinate with efforts to update the Comprehensive Plan with new policy language. Finally, the project will overlay various CBD projects that impact curbspace to analyze the cumulative impacts.

Comment: Customer access is often mental – we need to message that there is parking.

Q: Will you break out the different parts of the CBD to analyze the differences between neighborhoods?

A: This project will do that. This also may serve as a jumping off point to how we manage curbspace throughout the city.

Q: Have you looked at center turn lanes in the context of meeting loading needs?

A: We recognize that this is happening. As part of this project, we hope that other projects that impact loading will work closely with the parking team to address loading needs. We do not have particular plans to use center turn lanes for loading at this time.

Comment: The Postal Service is also impacted by a lack of loading – they often have to park illegally.

#### **5. Discussion – Commercial Vehicle Load Zone Pilot Pricing Project**

A component of this project is to educate SDOT staff about parking and loading needs and to convey that parking and loading aren't the same thing.

This project involves vehicle detection (providing 24/7 use data) and pricing.

#### **6. Parking Strategic Operations Plan**

This will be a multiyear work plan. We are beginning this effort now and at this time plan to have a draft by the next meeting. This will cover all parking programs. Please feel free to send us information we should look into.

## **7. 2015 Meetings**

We will plan for these meetings to occur quarterly. Suggestions on engagement:

Comment: Stakeholders may be burned out from having to go to many different meetings.

Suggestions for possible discussion topics included:

- Streetcar impacts
- RPZ program
- Bike parking
- Loading needs for transportation network companies, taxis, private shuttles

## **8. Adjournment**

The meeting adjourned at 3:00 PM.