



CITY OF  
**ISSAQUAH**  
WASHINGTON

# Issaquah Olde Town Parking Study

City Council Work Session  
January 14, 2019



# Outline

- Background
- Data collection and results
- Options
- Your input
- Next steps



# Reasons for the Parking Study

## Perception that

- Businesses and patrons report there is not enough parking
- Park & Ride garages are full, creating spillover parking
- Community events strain parking resources
- Lack of enforcement, people do what they want



# Previous Parking Studies

- 1998 Downtown Parking Utilization Study
- 2012 Downtown Parking Utilization Study
- 2017 Central Issaquah Parking Analysis

# Purpose of Parking Study

1. Assess parking in Issaquah via data collection and analysis
2. Determine if there is a problem
3. Suggest context-sensitive parking management options

# Parking 101 – Management Strategies

Strategy	Pros	Cons
No management	Inexpensive No burden if you get the parking	Leads to parking shortages
Permitting "other" users	Can address parking shortages Moderate costs	Causes frustration for people unable to get permit
Time restrictions	Can address parking shortages Moderate costs	Causes frustration for people that need to park longer than the limit
Paid parking	Can address parking shortages	Moderate-high costs People strongly prefer free parking
More supply	Most people support additional parking	Extremely high costs

# Current Management Approach

- Request-based enforcement
  - Cities in Puget Sound region adopt this strategy in lower-density areas
- No city policies prioritize on-street parking uses (other than 24-hour rule)

# Parking Management Over Time

- Higher levels of parking management occur when 85% threshold is met
  - 85% translates to 1 to 2 spaces per block are available at any given time
  - More than 85% is perceived as completely full
  - Lower than 85% does not warrant parking management

# Parking Management Over Time

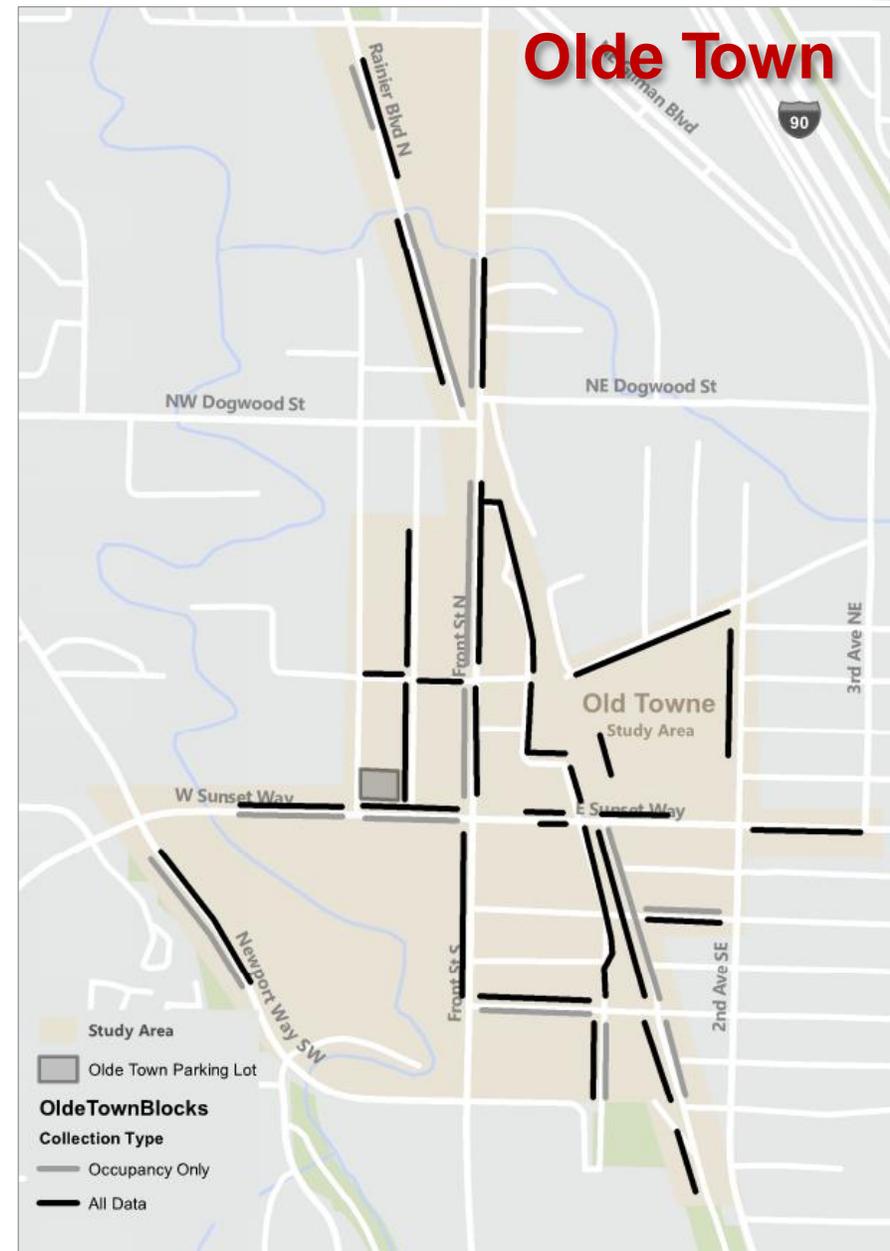
- Programmatic costs vary depending on multiple factors
- More parking restrictions typically generate more revenue
- Moderate parking management programs look to break even
- Smaller enforcement programs drive up costs

# Why Manage Parking?

1. Use a limited resource efficiently
2. A tool to enhance economic activity
3. Create order and reduce anxiety
4. Use parking as a tool to encourage transportation options
5. Get the right people in the right parking space

# Data collection

- Collection parking data 7AM – 7 PM
  - Low activity
    - Sunday, August 19
    - Wednesday, August 22
  - High activity
    - Wednesday, September 19
    - Saturday, September 22



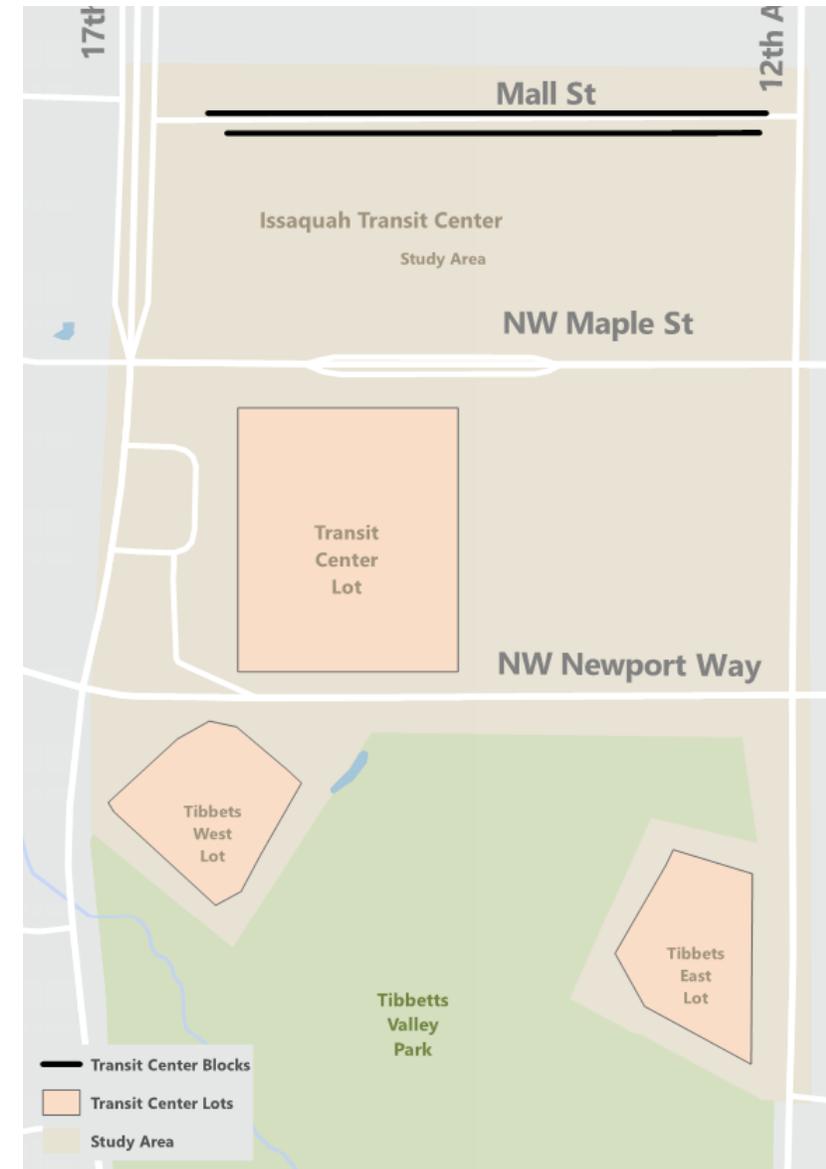
# How was Data Collected?

- Staff and consultants collected data from fifty block faces, and extrapolated activity from one block face to blocks within 200 feet expected to have similar activity.
- Feathering data between collected block faces extrapolates an overall map of parking hot spots and areas of lower utilization.

# Data findings

## Transit Center

- Garage is full by 8AM on weekdays
- Tibbetts West lot is 64% occupied during peak hour
- No transit parking occurring in Tibbetts East lot
- Parking on Mall Street is moderate, appears to be business parkers, not transit parkers
- Inoperable vehicles stored on street



# Data findings

## Highlands

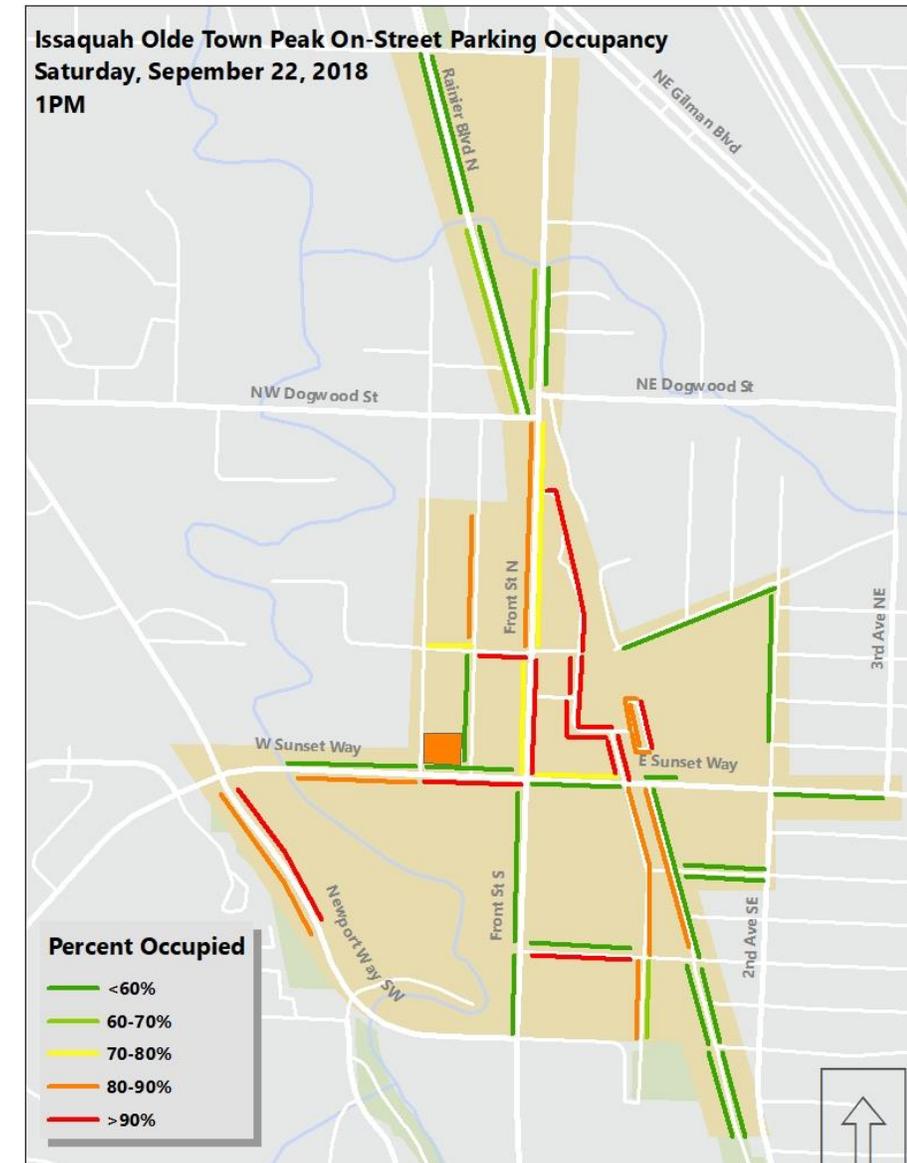
- Garage is full by 9AM on weekdays
- On-street parking peak utilization is 65% weekdays, 47% weekends
- High utilization blocks
  - Adjacent to YWCA Family Village
  - Adjacent to grocery store
- 56 percent of vehicles parked on-street for less than 2 hours.



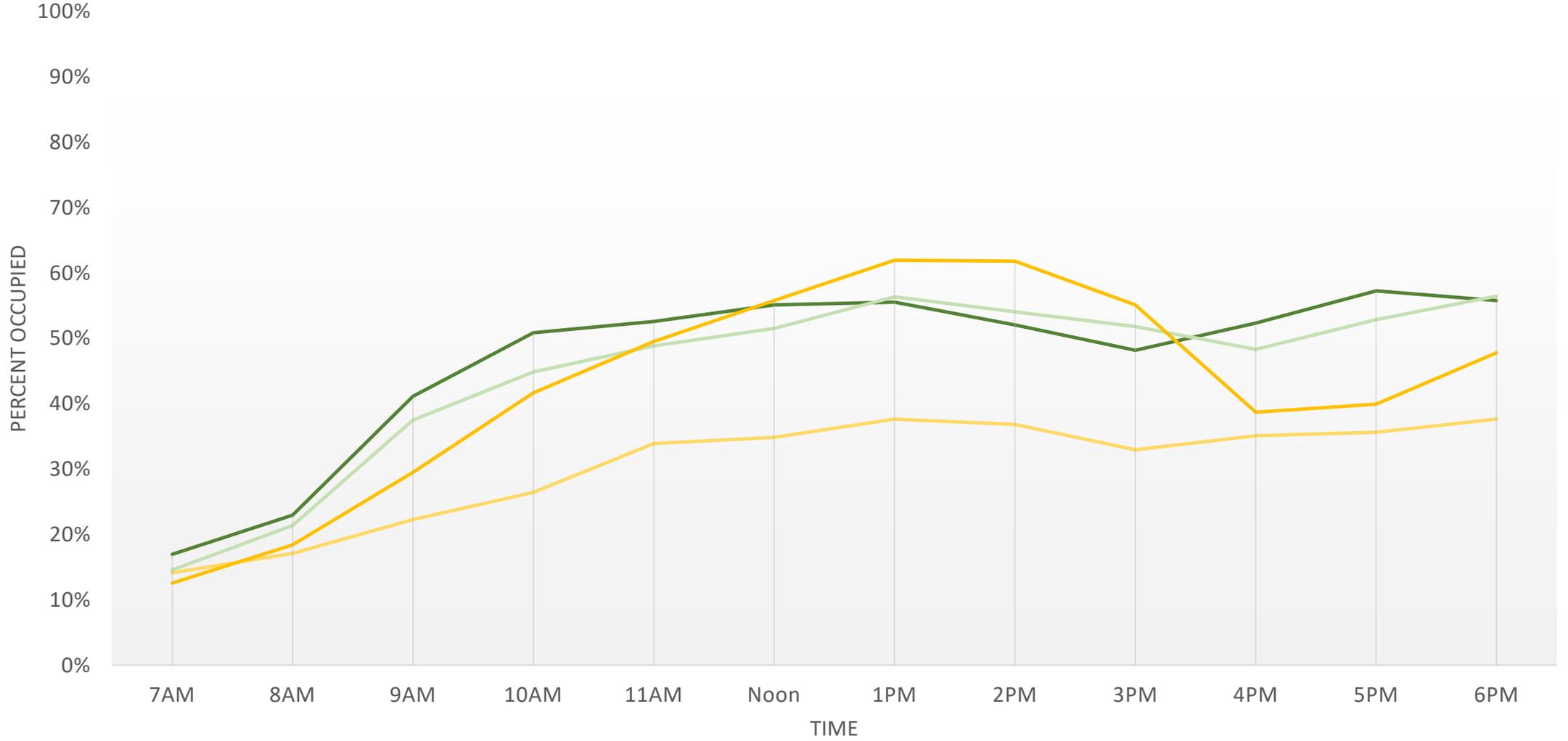
# Data findings

## Olde Town

- Peaks at 62% occupancy (right)
- High utilization blocks near intense land uses
- Peak areas change throughout day and day of week
  - Municipal Court area weekdays 9AM-3PM
  - Along Front Street and 1<sup>st</sup> Ave NE north of Sunset
  - Near salmon hatchery on weekends



### Olde Town On-Street Parking Occupancy



Sunday, August 19

Wednesday, August 22

Wednesday, September 19

Saturday, September 22

# Parking in other Cities

- Comparable city peak hour parking occupancy
  - Downtown Redmond: 65%
  - Downtown Everett: 65%
  - Downtown Bend, Oregon: 73% weekdays, 57% Saturday

Peak occupancy by day	Olde Town	Highlands
Sunday	38%	38%
Wednesday	57%	66%
Saturday	62%	47%

# Parking Violations

## Low parking violation rates across study areas

- Olde Town
  - 2 vehicles parked in front of hydrants each day
  - 3 vehicles parked too close to an intersection each day
- Highlands
  - 7 vehicles parked in front of hydrants each day
  - 1-2 vehicles parked too close to an intersection each day

# Survey collection and results

- Four surveys
  - Park & ride users- 420 responses
  - Sunset Way transit users- 76 responses
  - Senior Center patrons- 130 responses
  - City Staff- 80 responses



## Issaquah Transit Parker Survey

### \* 2. Where did you park?

- On street (parallel or angled parking along curb)
- In an off-street lot (shopping center, business lot, etc.)
- Other (please specify)

### \* 3. Are you always able to find a parking space near the transit stop? If not, what's your backup plan?

- Yes, I always have a spot nearby.
- No, I drive to my destination instead of taking the bus
- No, I park in an off-street lot (shopping center, business lot, etc.)

# Survey collection and results

## Park and Rides

- 95% parked in garage, 2% parked on-street
- Primary backup plan is to drive to another park & ride
- Majority of comments concerned low availability in parking garages

# Survey collection and results

## Senior Center patrons

- 76% drive alone and park, 10% carpooled and parked
- 29% park next to playground, 37% along Creek Way, 12% in front of Train Depot
- About 42% report having to park farther than a block away
- Several comments noted the need for lighting along Creek Way, more ADA accessible parking, and more parking in general

# Survey collection and results

## City Staff

- Eighty people surveyed
- 88% drive alone and park
- About 70% report they park immediately in front of their destination
- Several comments noted difficulty of finding parking, need for secured and well lit police staff parking

# Survey collection and results

## Sunset Way Transit Users

- Surveyed 76 people
- 9% (7 riders) drove and parked, 70% walked, 9% dropped off, and 9% biked
- Comments touched on hard to find parking in the evening (Olde Town residents) and park & rides being full

# Options

## Issaquah Transit Center

### No Parking Spillover Issues

#### Staff could

- Raise awareness about Tibbetts Valley lots
- Enforce *Issaquah Code 10.28.015 - All Day Parking* to prevent vehicle storage on Mall Street. Precede enforcement with business outreach
- Monitor any changes resulting from Sound Transit's parking permit initiative



# Options

## Highlands

- Near term
  - Prioritize signing or painting curbs in front of priority hydrants
- Long term
  - Monitor parking occupancy every two years
  - Discuss employee parking with businesses in conjunction with any new parking management strategies
  - Monitor any changes resulting from KC Metro's parking permit initiative

# Option 1: Education, Outreach, and Signage

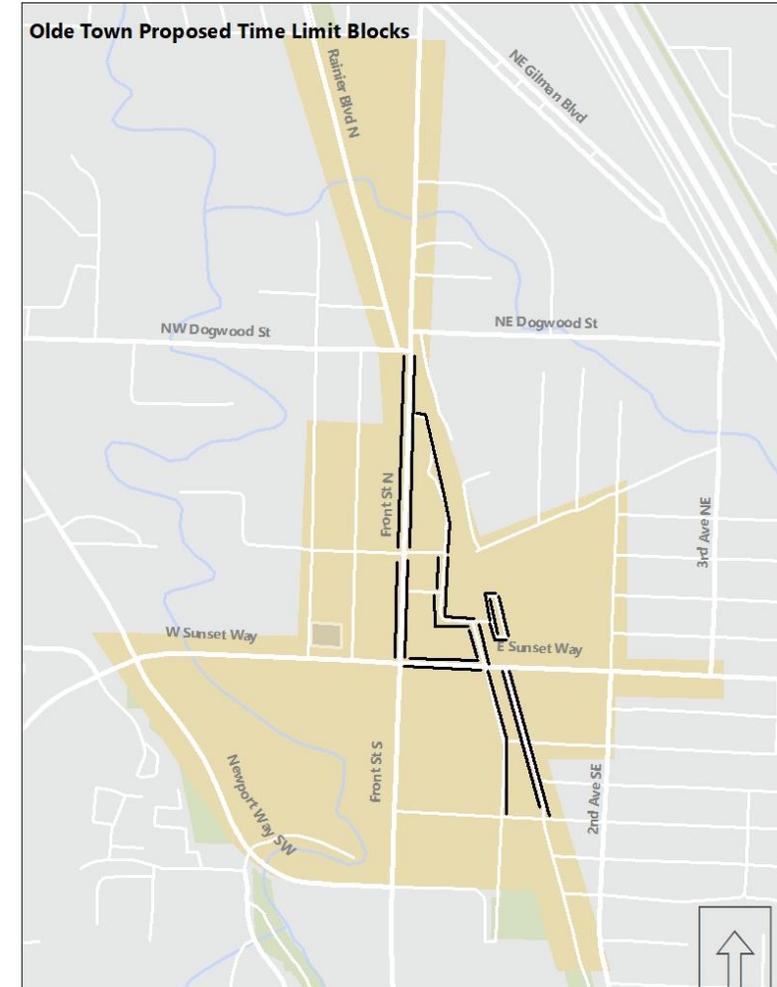
## Olde Town

- Relatively low-cost option
- Parking in Olde Town is busy in certain locations, but generally available within a three-minute walk of most destinations
- Benefits of coordinating with forthcoming wayfinding plan, ongoing facilities needs assessment, and the City strategic plan
- Collect data in two years and reassess

# Option 2: Pilot time limits and enforcement

## Olde Town: near term

- Implement pilot 3-hour time limits 10AM-8PM, 7 days a week on highly utilized blocks.
- Three-hour time limit minimizes number of affected parkers
  - 20% weekdays, 15% weekends
- Impacts employee parking



# Option 2: Pilot time limits and enforcement

## Olde Town

- Displace City Hall, PD, fire station and business employees
  - Ample availability within a five-minute walkshed
    - Five minutes is about  $\frac{1}{4}$  mile, acceptable walking distance for most people
  - Employees voiced concerns about lack of convenient parking in survey
  - ADA Accessible Spaces



# **Option 2: Pilot time limits and enforcement**

## **Olde Town: near term**

- Time limits require enforcement to be effective
- Costs include production, installation, and maintenance of parking signs, as well as enforcement costs
- Aesthetic impact of parking signs

# Enforcement

## Private

- \$197,000 initially, with \$167,000 on-going per year

## In-house

- \$368,000 initially, with \$139,000 on-going per year
- Between November 2015 and November 2018, Issaquah Police issued an average of 109 citations per year in Olde Town, 342 citywide.

# Online Open House

- Two options shared via Online Open House
- A total of 227 people participated
  - 37 Residents
  - 40 Employees
  - 123 Customers/ Visitors
- Overall, respondents supported Option 1, not Option 2

# Other Options to Consider

- Individually or in conjunction with Options 1 and 2
  - Wait and Evaluate
  - Public/Private Partnership
  - Targeted Enforcement around Municipal Facilities



# **Additional Citywide Considerations**

- A. Update Municipal Code
- B. Increase Violation Rate
- C. Review ADA Accessible Spaces
- D. Evaluate Lighting near Parking Areas

# Additional Citywide Considerations

E. Wayfinding

F. Facility Space Study

G. Monitoring



CAN I  
PARK  
HERE?

Know the signs, avoid a  
ticket, park like a pro.  
**We'll show you how.**

 **SDOT**  
Seattle Department of Transportation

12.2015

# Additional Citywide Considerations

H. Paid Parking

I. Parking & Business Improvement Area



# **Additional Citywide Considerations**

K. Impacts to Residential Parking

L. New off-street Supply

# Additional Citywide Considerations

- Passenger loading spaces
  - Improve pickup and drop-off with 30-40 foot passenger loading only spaces
- Other modes
  - Encourage other modes of travel to reduce parking needs
- Police parking
  - Consider secured and better lit police parking



<https://www.flickr.com/photos/brento/5156720902>

# Strategies we are not recommending

- Employee parking permits in Olde Town
- Structured parking
  - No capacity issue in Olde Town
  - \$20,000-\$100,000 per parking stall. To recover costs, monthly parking revenues of \$200-400 needed per stall.



# Questions to Consider

1. What conditions in Issaquah create the need for parking management?
2. What is stakeholder sentiment regarding their parking experience?
3. How does parking management fit within the vision for Olde Town and other areas?
4. How does parking management rank among community priorities for the next 3 – 5 years?
5. What resources are available to initiate and support parking management efforts?

# Questions



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