

STADIUM BUSINESS DISTRICT PARKING SURVEY

PUBLIC WORKS DEPARTMENT



The City recognizes that parking is one tool in a business district's economic development toolbox. It supports the development of a vibrant and attractive destination for shopping, working, living, recreation, and entertainment. In response to the Stadium Business District's request to better accommodate customers and employees, the City conducted a preliminary survey of the District's current parking conditions. The primary objective was to identify parking conditions in the core Stadium Business District. The following is an overview of the preliminary findings.

Parking Inventory

The City performed a limited inventory of Stadium Business District parking spaces as part of the data collection process for the parking survey. Each on-street parking stall was identified and mapped. The study area is shown on Figure 1. Staff estimated 397 marked and unmarked parking spaces in the study area. Of the estimated parking spaces, 256 were not time restricted. The remaining spaces included a mix of permit only (10), 2-hour (75), 1-hour (17), 30-minute (10), 15-minute (5), and load zone (24) restrictions. Off-street parking stalls were not included in this survey; however, there are several surface parking lots within the Stadium Business District.

The City also conducted a preliminary review of potential new parking spaces, which included infrastructure improvements, eliminating No Parking and Loading zones, and converting parallel to angle parking. Infrastructure improvements include closing South 1st Street at St Helens Avenue, which would result in an additional 14 parking spaces. Eliminating No Parking zones include adding 2 parallel parking stalls on North 1st Street across from Stadium Thriftway. Staff also evaluated converting parallel parking along Tacoma Avenue to angle parking, which would result in a loss of the two-way left turn lane or bike lanes.

Parking Occupancy

To determine the parking patterns of customers, employees, and residents in the area, an initial occupancy count was completed for on-street parking spaces during various weekdays in July 2013 between the hours of 7:00 AM and 6:00 PM. The data collected is one representation of the typical weekday summer parking use. The City recognizes that parking use may change when Stadium High School is in session. Additional parking surveys will be conducted while school is in session later this year.

As a whole, on-street parking was occupied 61% during the survey time. Some individual blocks were more or less occupied than the average occupancy of the sub areas, as was to be expected. However, the average duration of stay data suggests high employee and residential use of on-street system.

Key Findings

Findings for the general Stadium Business District area can be summarized as follows:

- *Time restricted parking is not consistent or systematic. There are 6 types of time restricted parking that vary across blocks.*
- *On average, parking duration exceeds time restrictions.*
- *The occupancy survey suggests a high level of employee and residential use of the on-street parking system.*
- *Infrastructure improvements are unfunded. Private funding partnerships or grants could provide opportunities for improvements.*
- *There are limited locations available to convert parallel to angle parking; however, the net increase may not result in an overall benefit to the Business District or surrounding neighborhoods.*

The City recognizes that there are parking "hot spots" where parking demand and/or low turnover reduce the effectiveness of the parking supply. Although the data collected to date do not present a strong case for expending funds to provide additional parking, the Stadium Business District may want to consider parking management and transportation demand management tools to better serve businesses, customers, and residents.

Next Steps

The City will continue to evaluate parking in the Stadium Business District. The evaluation will include a survey while school is in session and more detailed review of additional parking opportunities.

STADIUM BUSINESS DISTRICT PARKING SURVEY

- STADIUM BUSINESS DISTRICT
- LOW AVERAGE USE (0% - 50%)
- MED-LOW AVERAGE USE (51% - 65%)
- MED-HIGH AVERAGE USE (66% - 80%)
- HIGH AVERAGE USE (81% - 100%)
- PLANNED CORNER/RAMP REBUILD
- PLANNED MARKED CROSSWALK
- TOP 4 BIKEWAY ROUTE
- EXISTING BIKE LANES

NUMBER OF PARKING SPACES BY TYPE

STREET SECTION	UNRESTRICTED	PERMIT ONLY	2 HOUR	1 HOUR	30 MINUTE	15 MINUTE	LOAD ZONE	TOTAL SPACES
A	11						2	13
B	5							5
C	6							6
D	9						10	19
E	9		3					12
F			5					5
G					4			4
H	19	10						29
I			22			3	1	26
J			9		4		4	17
K	25						1	26
L	25							25
M			3	2			1	6
N			9		2	2		13
O	16		3					19
P	12			7				19
Q			2					2
R				8				8
S	19						4	23
T	16							16
U	13							13
V			19					19
W	9							9
X	14							14
Y	11							11
Z	4						1	5
AA	6							6
BB	4							4
CC	6							6
DD	3							3
EE	14							14
TOTAL:	256	10	75	17	10	5	24	397

