EVERETT DOWNTOWN PARKING
2015-2016 UPDATE

Everett City Council

MARCH 30, 2016
INTRODUCING...

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Libby Barg           Barney & Worth, Inc.
PARKING PROBLEMS
– A SIGN OF SUCCESS!
PROJECT GOALS

✓ Update parking utilization level (compare to 2007).
✓ Evaluate effectiveness of current time limits.
✓ Update downtown parking strategies.
✓ Promote community understanding and support. Build consensus for solutions.
DOWNTOWN PARKING STUDY

June-July 2015
Stakeholder Interviews

August 18
Parking Forum

September
Downtown Parking Inventory

October 20
Utilization Survey

December
Preliminary Results

December 8
Parking Forum

February 2016
Recommendations

March 2016
City Council Presentation
CURRENT PARKING SITUATION
EVERTT DOWNTOWN PARKING

1,842 on-street stalls*
6,378 off-street stalls*
Time limits cover CBD
Three major garages

*Inventory updated in September 2015
EVERETT’S CURRENT PARKING MANAGEMENT STRATEGIES

- Time limits: 30-90 minutes
- Public / private off-street facilities for longer stays, monthly parkers
- Enforcement
- Residential neighborhood permit program (downtown, hospital, community college)
- Public transit
KEY QUESTIONS

• How many vacant parking spaces remain during the peak hour?
• Are downtown customers’ needs being met?
• Where do downtown employees park – and where should they park?
• How are the current time limits working?
• What are the options for improving parking in the downtown?
QUALITATIVE RESEARCH

- Stakeholder Interviews (35)
- Downtown Parker Survey (505)
- August 18 Parking Forum
- Business Survey (192)
- December 8 Parking Forum
- Participation of Downtown Everett Association, Business Improvement Area, Economic Alliance of Snohomish County
QUALITATIVE RESEARCH - KEY MESSAGES

- Parking congestion is bad, getting worse.
- Trouble spots: core area, Colby, County complex, Events Center and other attractions; evenings and weekends.
- The main problem is employees parking on-street in customer stalls.
- Why? Enforcement is inconsistent – or non-existent.
- Parking management strategies should consider paid on-street parking.
- More off-street garages may also be needed.
- Downtown parking system improvements require education and leadership.
DYNAMICS OF DOWNTOWN EVERETT PARKING

Rick Williams
DOWNTOWN EVERETT STUDY AREA
DATA COLLECTION METHODOLOGY

- Typical weekday – Tuesday, October 20, 2015
- Survey period: 7:00 AM to 7:00 PM
- 1,842 on-street (all stalls)
- 3,262 off-street (sample of 25 sites)
- Hourly occupancy
- Average length of stay
- Turnover (on-street)
- Off-street utilization
UNDERSTANDING OCCUPANCY

- When supply is at or exceeds 85% it is considered constrained. This makes parking difficult for users.

- Ideal occupancy range is 70% - 84%, which is efficient and robust.
## ON-STREET PARKING RESOURCES

<table>
<thead>
<tr>
<th>Stall Type</th>
<th>2015</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Stalls</td>
<td>% of Total</td>
</tr>
<tr>
<td>10 Minutes</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>15 Minutes</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>30 Minutes</td>
<td>59</td>
<td>3.2%</td>
</tr>
<tr>
<td>1 Hour</td>
<td>29</td>
<td>1.6%</td>
</tr>
<tr>
<td>90 Minutes</td>
<td>1,375</td>
<td>74.6%</td>
</tr>
<tr>
<td>2 Hours</td>
<td>65</td>
<td>3.5%</td>
</tr>
<tr>
<td>4 Hours</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>No Limit</td>
<td>189</td>
<td>10.3%</td>
</tr>
<tr>
<td>Handicap</td>
<td>97</td>
<td>5.3%</td>
</tr>
<tr>
<td>Permit Only</td>
<td>1</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Senior Citizen Only</td>
<td>27</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Surveyed Subtotal</th>
<th>2015</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Street Surveyed</td>
<td><strong>1,842</strong></td>
<td><strong>1,955</strong></td>
</tr>
<tr>
<td>Off-Street Surveyed</td>
<td><strong>3,262</strong></td>
<td><strong>2,593</strong></td>
</tr>
<tr>
<td>Total Supply Surveyed</td>
<td><strong>5,104</strong></td>
<td><strong>4,593</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total (All On and Off-Street)</th>
<th>2015</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8,220</td>
<td>7,696</td>
</tr>
</tbody>
</table>
ON-STREET PARKING UTILIZATION

- Occupancy down in every survey hour.
- 6,013 vs. 7,473 unique vehicles
## ON-STREET PARKING UTILIZATION

### 2015 Everett On-Street Parking Utilization

<table>
<thead>
<tr>
<th>Type of Stall</th>
<th># of Stalls</th>
<th>Peak Hour</th>
<th>Peak Occupancy</th>
<th>Stalls Available</th>
<th>Average Length of Stay</th>
<th>Violation Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>On-Street Peak</strong></td>
<td>1,842</td>
<td>11:00 AM – 12:00 PM</td>
<td>65.0%</td>
<td>607</td>
<td>1 hr/ 52 min</td>
<td>14.2%</td>
</tr>
<tr>
<td>30 Minute</td>
<td>59</td>
<td>12:00 – 1:00 PM</td>
<td>71.2%</td>
<td>14</td>
<td>1 hr/ 20 min</td>
<td>14.5%</td>
</tr>
<tr>
<td>1 Hour</td>
<td>29</td>
<td>9:00 – 11:00 AM</td>
<td>86.2%</td>
<td>1</td>
<td>1 hr/ 24 min</td>
<td>26.6%</td>
</tr>
<tr>
<td><strong>90 Minutes</strong></td>
<td>1,375</td>
<td>11:00 AM – 12:00 PM</td>
<td>64.4%</td>
<td>416</td>
<td>1 hr/ 45 min</td>
<td>13.5%</td>
</tr>
<tr>
<td>2 Hours</td>
<td>65</td>
<td>6:00 – 7:00 PM</td>
<td>49.2%</td>
<td>33</td>
<td>2 hr/ 31 min</td>
<td>27.7%</td>
</tr>
<tr>
<td>No Limit</td>
<td>189</td>
<td>2:00 – 3:00 PM</td>
<td>59.3%</td>
<td>53</td>
<td>5 hr/ 3 min</td>
<td>N/A</td>
</tr>
<tr>
<td>Handicap</td>
<td>97</td>
<td>11:00 AM – 12:00 PM</td>
<td>44.3%</td>
<td>50</td>
<td>1 hr/ 54 min</td>
<td>N/A</td>
</tr>
<tr>
<td>Permit Only</td>
<td>1</td>
<td>7:00 – 8:00 AM 9:00 AM – 7:00 PM</td>
<td>100%</td>
<td>0</td>
<td>5 hr/ 30 min</td>
<td>N/A</td>
</tr>
<tr>
<td>Senior Citizen Only</td>
<td>27</td>
<td>4:00 – 7:00 PM</td>
<td>96.3%</td>
<td>1</td>
<td>2 hr/ 44 min</td>
<td>N/A</td>
</tr>
</tbody>
</table>
ON-STREET PARKING UTILIZATION

- 38 of 143 block (27%) faces are constrained (85%+)
- Can make certain areas seem full
HOURLY ON-STREET UTILIZATION
7:00 – 8:00 a.m.

Downtown Everett
Parking Study
7:00 - 8:00 am

2015 Everett Downtown Parking Study
HOURLY ON-STREET UTILIZATION
8:00 – 9:00 a.m.

Downtown Everett Parking Study
8:00 - 9:00 am

2015 Everett Downtown Parking Study
HOURLY ON-STREET UTILIZATION

9:00 – 10:00 a.m.

Downtown Everett Parking Study

9:00 - 10:00 am

2015 Everett Downtown Parking Study
HOURLY ON-STREET UTILIZATION
10:00 – 11:00 a.m.
HOURLY ON-STREET UTILIZATION

11:00 a.m. – 12:00 p.m.
HOURLY ON-STREET UTILIZATION

12:00 – 1:00 p.m.
HOURLY ON-STREET UTILIZATION
1:00 – 2:00 p.m.
HOURLY ON-STREET UTILIZATION
2:00 – 3:00 p.m.

Downtown Everett
Parking Study
2:00 - 3:00 pm

2015 Everett Downtown Parking Study
Downtown Everett Parking Study
3:00 - 4:00 pm
HOURLY ON-STREET UTILIZATION
5:00 – 6:00 p.m.

Downtown Everett Parking Study
5:00 - 6:00 pm
HOURLY ON-STREET UTILIZATION
6:00 – 7:00 p.m.

Downtown Everett Parking Study
6:00 - 7:00 pm

2015 Everett Downtown Parking Study
ON-STREET EMPLOYEE PARKING

- 360 vehicles moving cars during day.
- 380 parked longer than 4 hours
- 855 total
- About 40% of all on-street stalls
- Likely employees

<table>
<thead>
<tr>
<th>Potential number of Employees on street</th>
<th>Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occurrence of license plates observed moving to evade parking citations (i.e., employees moving their car every few hours)</td>
<td>360 (6.7% of unique vehicles)</td>
</tr>
<tr>
<td>Number of vehicles parking in timed stalls longer than four hours</td>
<td>380 (6.3% of unique vehicles)</td>
</tr>
<tr>
<td>TOTAL VEHICLES (MOVING TO EVADE / 4+ HOURS)</td>
<td>740</td>
</tr>
</tbody>
</table>
WHAT’S THE SOLUTION FOR EMPLOYEES PARKING ON-STREET?

Enforcement

Affordable off-street parking

Alternative travel modes

Paid on-street parking
ON-STREET PARKING HIGHLIGHTS

- 1,842 stalls surveyed (100% sample of on-street stalls)
- Peak occupancy = 65%
- Peak hour = 11:00 AM – 12:00 PM
- Average time stay 1 Hour / 52 Minutes
- 6,013 unique vehicles (9.3% decrease from 2007)
- 14.2% of vehicles violate posted time stay
- 380 vehicles parked 4+ hours (6.3%)
- 360 vehicles moving to evade (6.7%)
FINDINGS

HOYT/COLBY NODE

Everett Parking Utilization Hoyt/Colby
2015 vs 2007 On-Street Occupancies (313 stalls)

- 2015
- 2007

Everett Downtown Parking Forum
FINDINGS
HOYT/COLBY NODE

- 313 stalls
  81.8% peak occupancy
  (versus 75.4% in 2007)
- 14.2% rate of violation
  (versus 18.5% in 2007)
- 68 vehicles parked 4+ hours (22% of supply)
- 11 of 21 blocks constrained
OFF-STREET PARKING PROFILE

- 3,262 stalls sampled (51% of total)  
  (+669 stalls than 2007)
- 25 facilities  
  (+14 facilities than 2007)
- Peak occupancy 71% (lower in most hours versus 2007)
- Peak hour 12:00 – 1:00 PM
OFF-STREET PARKING UTILIZATION

Everett Parking Utilization Comparative
2015 vs 2007 Off-Street Occupancies (2,769 stalls)

Everett Downtown Parking Forum

Barney & Worth, Inc.
RICK WILLIAMS CONSULTING
## Combined Parking System Utilization

<table>
<thead>
<tr>
<th>Use Type</th>
<th>Survey Year</th>
<th># of Stalls</th>
<th>Peak Hour</th>
<th>Peak Occupancy</th>
<th>Stalls Available</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>On-Street</strong></td>
<td>2015</td>
<td>1,842</td>
<td>11:00 AM – 12:00 PM</td>
<td>65.0%</td>
<td>607</td>
</tr>
<tr>
<td></td>
<td>2007</td>
<td>1,955</td>
<td>12:00 – 1:00 PM</td>
<td>69.5%</td>
<td>603</td>
</tr>
<tr>
<td><strong>Off-Street Supply Surveyed</strong></td>
<td>2015</td>
<td>3,262</td>
<td>12:00 – 1:00 PM</td>
<td>71.2%</td>
<td>939</td>
</tr>
<tr>
<td></td>
<td>2007</td>
<td>2,593</td>
<td>10:00 – 11:00 AM</td>
<td>72.1%</td>
<td>723</td>
</tr>
<tr>
<td><strong>Total Supply Surveyed</strong></td>
<td>2015</td>
<td>5,104</td>
<td>11:00 AM – 12:00 PM</td>
<td>67.1%</td>
<td>1,678</td>
</tr>
<tr>
<td></td>
<td>2007</td>
<td>4,548</td>
<td>10:00 – 11:00 AM</td>
<td>69.4%</td>
<td>1,393</td>
</tr>
</tbody>
</table>
HAVE 650 NEW HOUSING UNITS CREATED A PARKING PROBLEM IN THE DOWNTOWN?
CONSULTANT RECOMMENDATIONS

- Complete the work to standardize time limits to 90-minutes (convert final few spaces).
- Hire additional parking enforcement personnel.
- Acquire up-to-date enforcement technology.
- Appoint a Parking Advisory Committee (to oversee and advise progress.)
Industry Metric: 200 CBD spaces per officer

Everett Current: Over 1,800 spaces per officer*

Consultant Recommendations:
- Goal: 300-350 CBD spaces per officer
- Monitor violation rates to assure reasonable compliance:
  - 93%-95% compliance
  - Violation rate of 5%-7%

* Hiring in progress for one additional officer
# COLLEGE PARKING: CURRENT SITUATION

## Everett Community College

<table>
<thead>
<tr>
<th>Student enrollment (headcount)</th>
<th>19,826</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTE enrollment</td>
<td>8,139</td>
</tr>
<tr>
<td>Faculty and staff</td>
<td></td>
</tr>
<tr>
<td>Full-time</td>
<td>469</td>
</tr>
<tr>
<td>Part-time</td>
<td>400-500</td>
</tr>
<tr>
<td>Off-street parking spaces</td>
<td>1,901*</td>
</tr>
<tr>
<td>* 71 spaces more than required</td>
<td></td>
</tr>
</tbody>
</table>

## WSU

| Student enrollment (2016)     | 153    |
| Projected enrollment (2021)   | 1,200  |
| Required off-street parking spaces | 385 |

## Status Report

- Student parking covers residential neighborhood ½ mile (and more from campus)
- Residential Permit Zone (RPZ) limits in place
COLLEGE PARKING BEST PRACTICES *

- Transit subsidies for students and staff
- Bike/walk access
- Parking pricing strategy
- Remote parking facilities/shuttles
- Course scheduling at off-peak hours/days
- Additional off-street parking

Source: Campus-Based Parking & Transportation Demand Management Planning (TDM), February 2016
NEXT STEPS
THANK YOU!