



***Downtown Parking Study  
SAC Meeting #3***



DECEMBER 14, 2017

# Agenda



1. Introductions
2. Refresh goals and objectives
3. Highlights of data findings
4. Initial review of strategy considerations
5. Next steps



# Guiding Principles Goals and Objectives



- Get the right parker to the right stall
- Assure convenient, affordable, and available parking for tourists and customers.
- Make it easy for employees to park in places not in conflict with tourists and customers.
- Educate and encourage appropriate use.
- Create a “park once” system.
- Clearly communicate how and where to find appropriate and available parking – make parking understandable.

# Guiding Principles Goals and Objectives



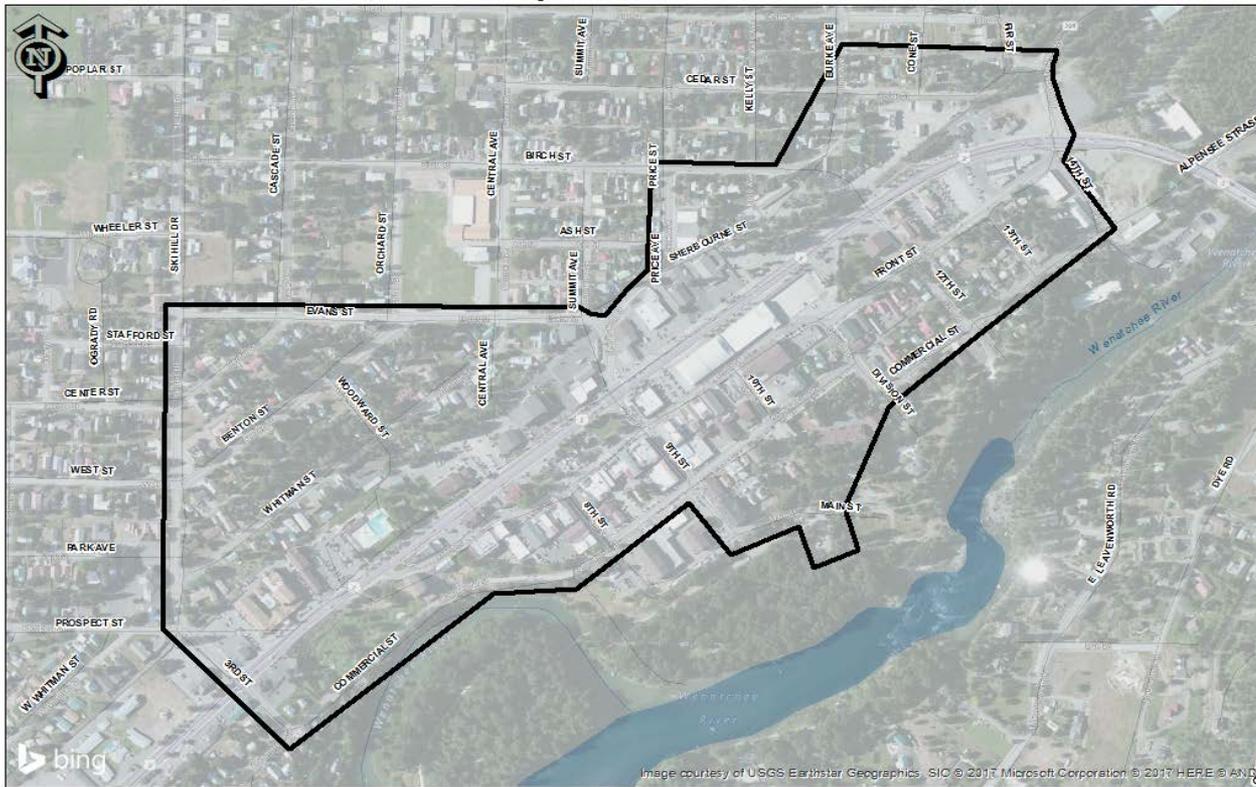
- Integrate and encourage alternative modes (e.g., bus/shuttle, bike and walk).
- Anticipate and respond to increasing demand for access to the downtown.
- Use pricing (as necessary) to ensure parking stalls turnover and provide resources for future solutions and capacity.
- Safeguard that the public parking system pays for itself, recognizing that all users are beneficiaries of parking.

# Study Area Boundary

Summer Data Collection (July 20 & July 22, 2017)



## City of Leavenworth



Parking Study Area

2017

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 Parking Study Boundary

0 105 210 420 630 840 Feet

- SkiHill Dr. / 3<sup>rd</sup> Street (west)
- 14<sup>th</sup> Street (east)
- Evans / Birch / Poplar (north)
- Commercial Street (south)

# Inventory (On-street Supply)



Stalls by Type	# of Stalls	% of Total
15 Minutes (Signed)	1	0.1%
30 Minutes (Signed)	9	1.1%
No Limit	826	97.6%
ADA accessible	5	0.6%
Reserved	3	0.4%
Motorcycle Only	2	0.2%
<b><i>On-Street Supply Studied</i></b>	<b><i>846</i></b>	<b><i>100%</i></b>

- Nearly all on-street parking (98%) is unregulated parking allowing unlimited time stays – No Limit.
- High turnover stalls (15/30 minutes), ADA, Reserved and Motorcycle parking account for 20 total parking spaces.

# Inventory (Off-street Supply)



Stalls by Type	All	% of Total	Study Area	% of Total
<i>Off-street Supply</i>	1,669 (70 Sites)	100%	1,435 (49 sites)	86%

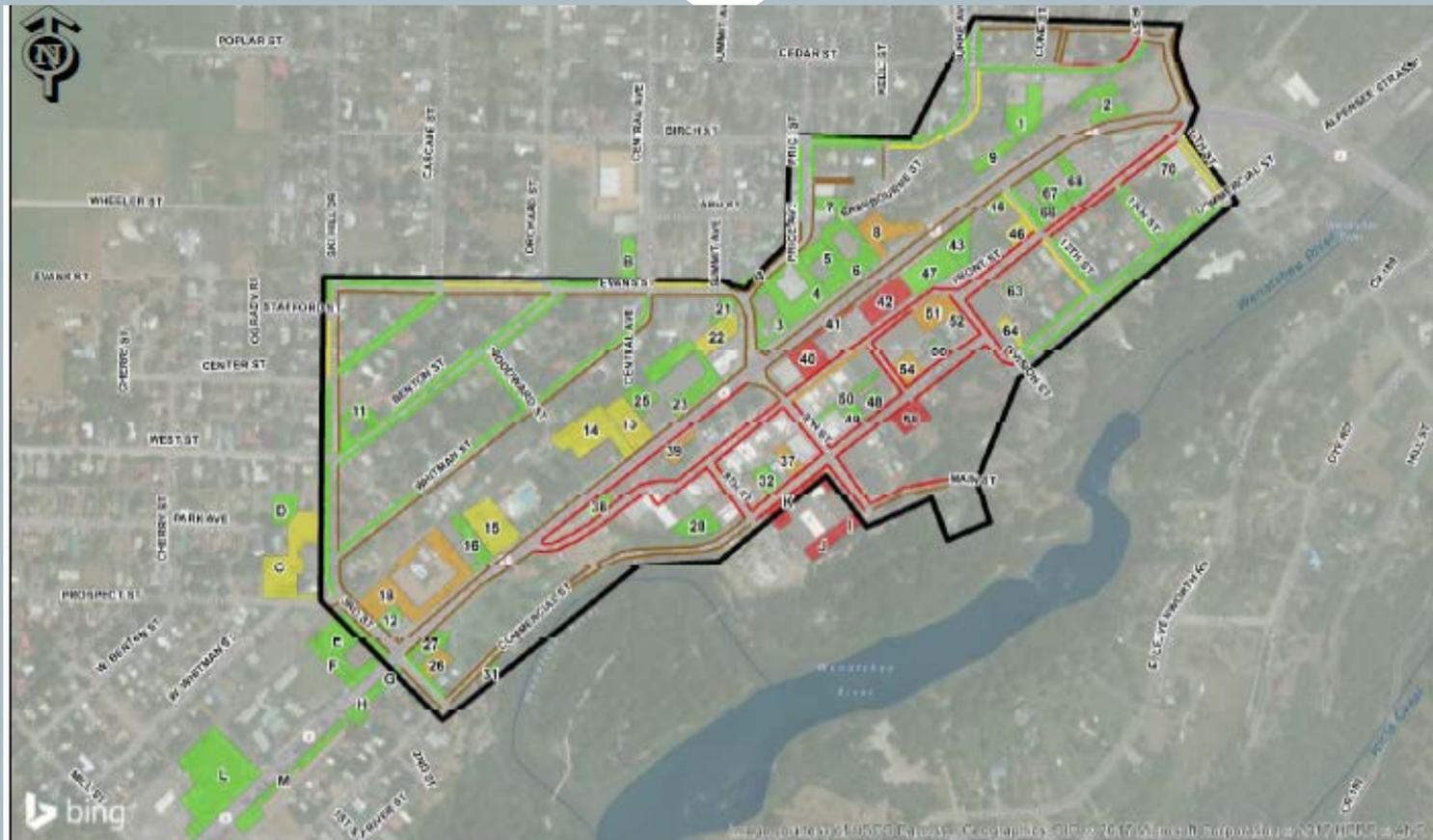
- There are 1,669 Off-street parking spaces within the study area, located on 70 unique sites. The consultant sampled 1,435 stalls (86%) located on 49 sites on the study days.
- NOTE: The consultant surveyed an additional 13 sites located outside the study area, totaling 523 stalls.

# SUMMARY DATA FINDINGS



- On-street parking is very robust and a high level of illegal parking takes place.
- Average durations of stay are less than 3 hours on-street.
- On-street parking in the core zone is fully maximized (particularly on Weekends)
- City off-street lots are fully maximized (Weekends)
- Off-street lots have empty supply (both days) but would need high level of coordination to share.
- Remote lots present an option / possibly through a shuttle/transit connection.

# Study Area Heat Map (Weekday: on and off-street)



Combined Parking Utilization - Weekday

 Parking Study Boundary

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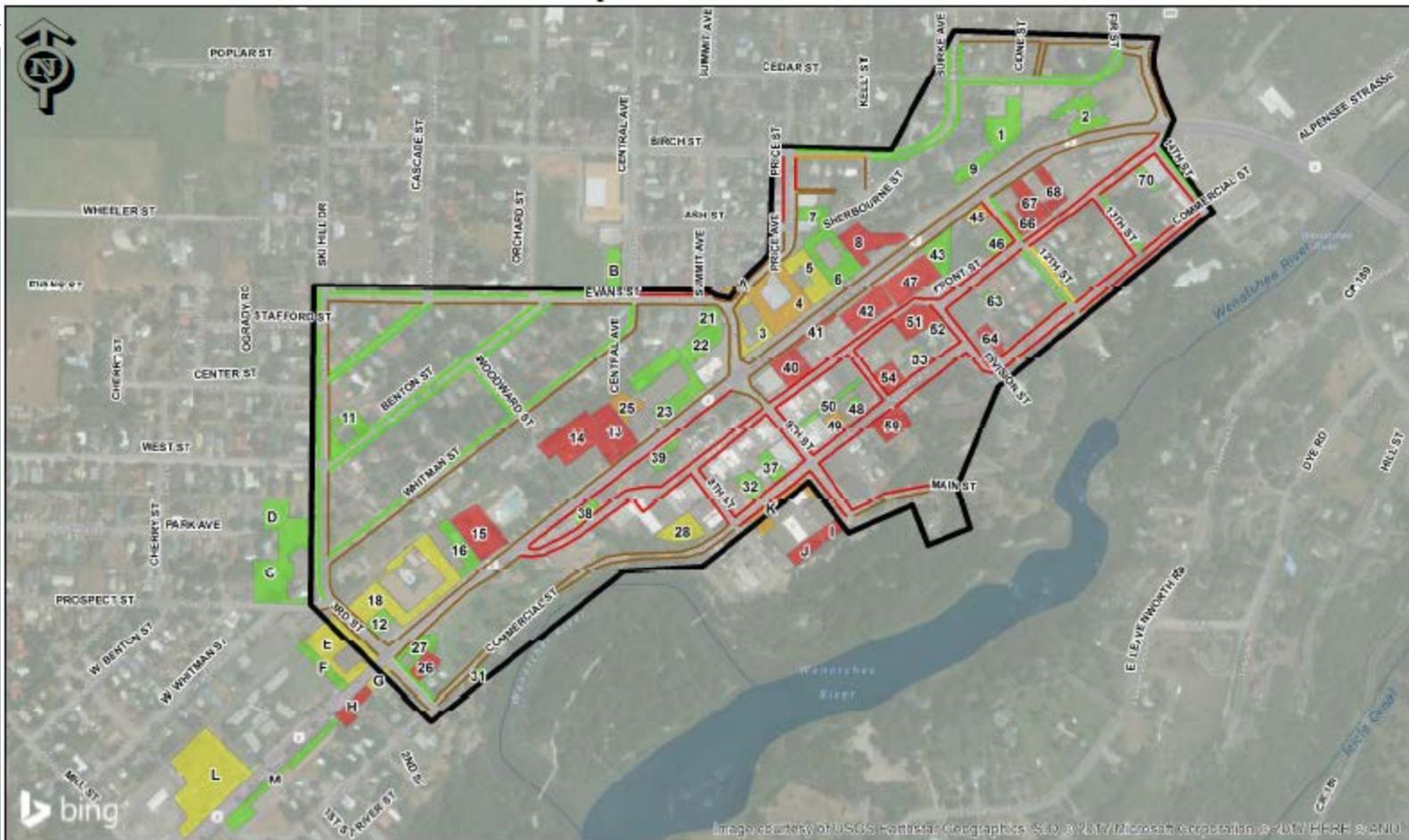


July 20, 2017

**2:00 - 3:00 PM**  
**Peak Hour**



# Study Area Heat Map (Weekend: on and off-street)



Combined Parking Utilization - Weekend

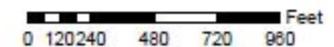
Parking Study Boundary

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July 22, 2017

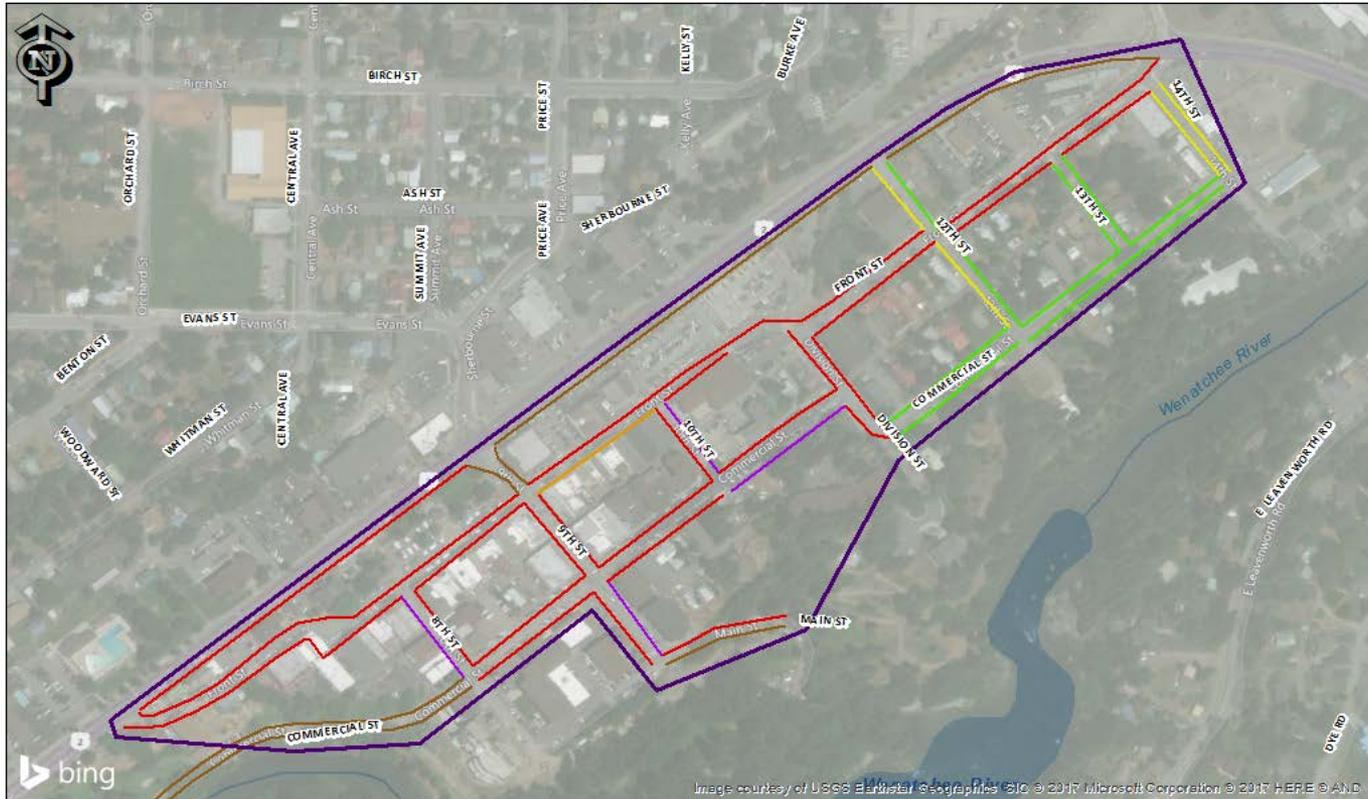
**1:00 - 2:00 PM**  
**Peak Hour**



# Study Area Heat Map – Core Zone Only (512 on-street stalls / Weekday)



## City of Leavenworth



On-Street Parking Utilization - Weekday

Core Area

Core Study Area

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- > 100%
- 100% - 85%
- 84% - 70%
- 69% - 55%
- < 55%
- No Parking

July 20, 2017

**2:00 - 3:00 PM**  
**Peak Hour**

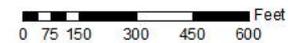
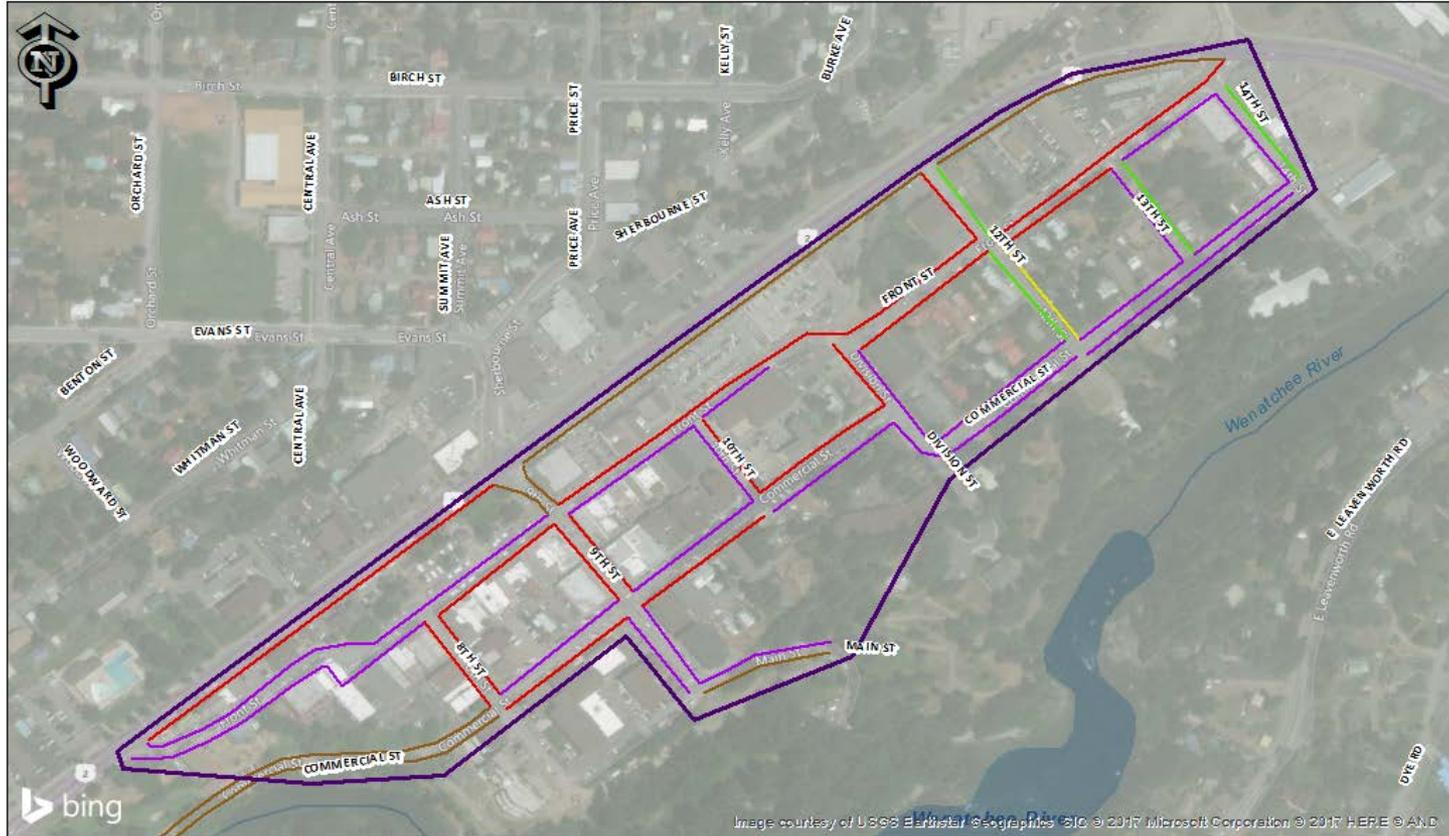


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# Study Area Heat Map – Core Zone Only (512 on-street stalls / Weekend)

City of Leavenworth



On-Street Parking Utilization - Weekend  
Core Area

 Core Study Area

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-  > 100%
-  100% - 85%
-  84% - 70%
-  69% - 55%
-  < 55%
-  No Parking

July 22, 2017

**1:00 - 2:00 PM**  
**Peak Hour**

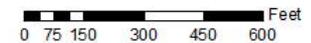


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## Heat Map Findings (off-street)



- Weekdays, only three lots within the study area are occupied at a level 85% or more (693 empty stalls).
- Weekend, the number of constrained lots jumps to 16 and include all of the City owned/controlled facilities (401 empty stalls).
- The heat maps also show 13 “remote” sites located outside of the study area boundaries (523 total stalls).
- Peak hour stall availability (empty stalls) for these sites totals 266 (Weekday) and 243 (Weekend).
- The “remote” site list also contains the City’s P6 lot, which is estimated to be 120 parking stalls.

# Deficit in the Public (City) Supply Core Zone



Supply/Lot	# stalls	Weekday Peak %	Weekday Vehicles Parked	Weekend Peak %	Weekend Vehicles Parked
On-street	512	87.5%	448	104.3%	534
P1	77	98.7%	76	103.9%	80
P2	91	24.2%	22	100%	91
P3	34	73.5%	25	100%	34
P4	48	70.0%	34	97.9%	47
P5	72	95.8%	69	97.2%	70
City Hall	48	100%	48	100%	48
<b>PUBLIC SUPPLY</b>	<b>882</b>	<b>81.8%</b>	<b>722</b>	<b>102.5%</b>	<b>904</b>
<b>STALLS NECESSARY TO MAINTAIN 85% OCCUPANCY</b>			<b>849</b>		<b>1063</b>
<b>PEAK HOUR STALL DEFICIT</b>			<b>+33</b>		<b>-181</b>

- City owns 882 stalls (512 on-street / 370 off-street in six lots)
- Weekday - No deficit of parking in City supply (+33 stalls)
- Weekend - Deficit of parking to maintain 85% (-181 stalls)

# SUMMARY DATA FINDINGS



- On-street parking is very robust and a high level of illegal parking takes place.
- Average durations of stay are less than 3 hours on-street.
- On-street parking in the core zone is fully maximized (**in deficit weekends**)
- City off-street lots are fully maximized (**in deficit weekends**)
- Private off-street lots have empty supply (both days) but would need high level of coordination/agreement to share.
- Remote lots present an option / possibly through a shuttle/transit connection.

# DRAFT STRATEGY OUTLINE



- Strategies are being developed within the following parking management elements.
  - Policy
  - Management and Administration
  - Improve Off-street Parking
  - Information and Awareness
  - Improve Access to Downtown
  - Residential Parking
  - New Capacity (garage and/or transit)



## Next Steps

- SAC Meeting #4 (revise / refine strategy plan)
- Consider first public presentation of GP's and Data.
- Another public presentation to present strategy plan.
- What more would the Committee like to see?



*THANK YOU!*