

Washington State Capitol Campus Transportation and Parking Study



FINAL REPORT Summary, Findings and Recommendations



— SEPTEMBER 18, 2014 —

Topics



- Where we left you in May
- Work since May
- Key Actions Recommended

Key Elements of Scope



- Assess parking supply on the Capitol Campus
- Translate information to support strategic decision making related to :
 - Transportation and parking management
 - 1063 Block project
- Evaluate current TDM and parking management systems and practices
- Recommend refinements, changes and/or enhancements
- Recommendations to maximize existing parking resources and better integrate with alternative transportation options

Parking Study



- Practical Capacity – Evaluation of Constraint
 - 90% (Employee Parking)
 - 85% (Visitor Parking)

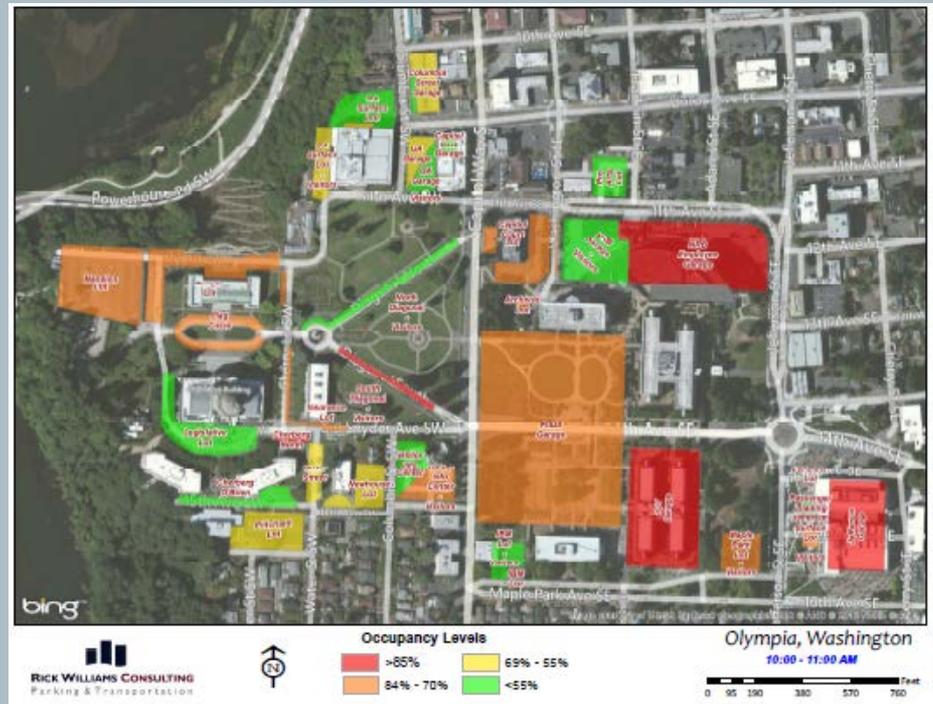
Parking Study (NON-SESSION)



ASSESSMENT (non-session)

Reasonable opportunities to park on campus

- 74.6% combined peak hour
- 1,546 stalls empty
- Visitor supply is underutilized
- 9 of 35 parking areas are constrained (26%)



Parking Study (IN-SESSION)

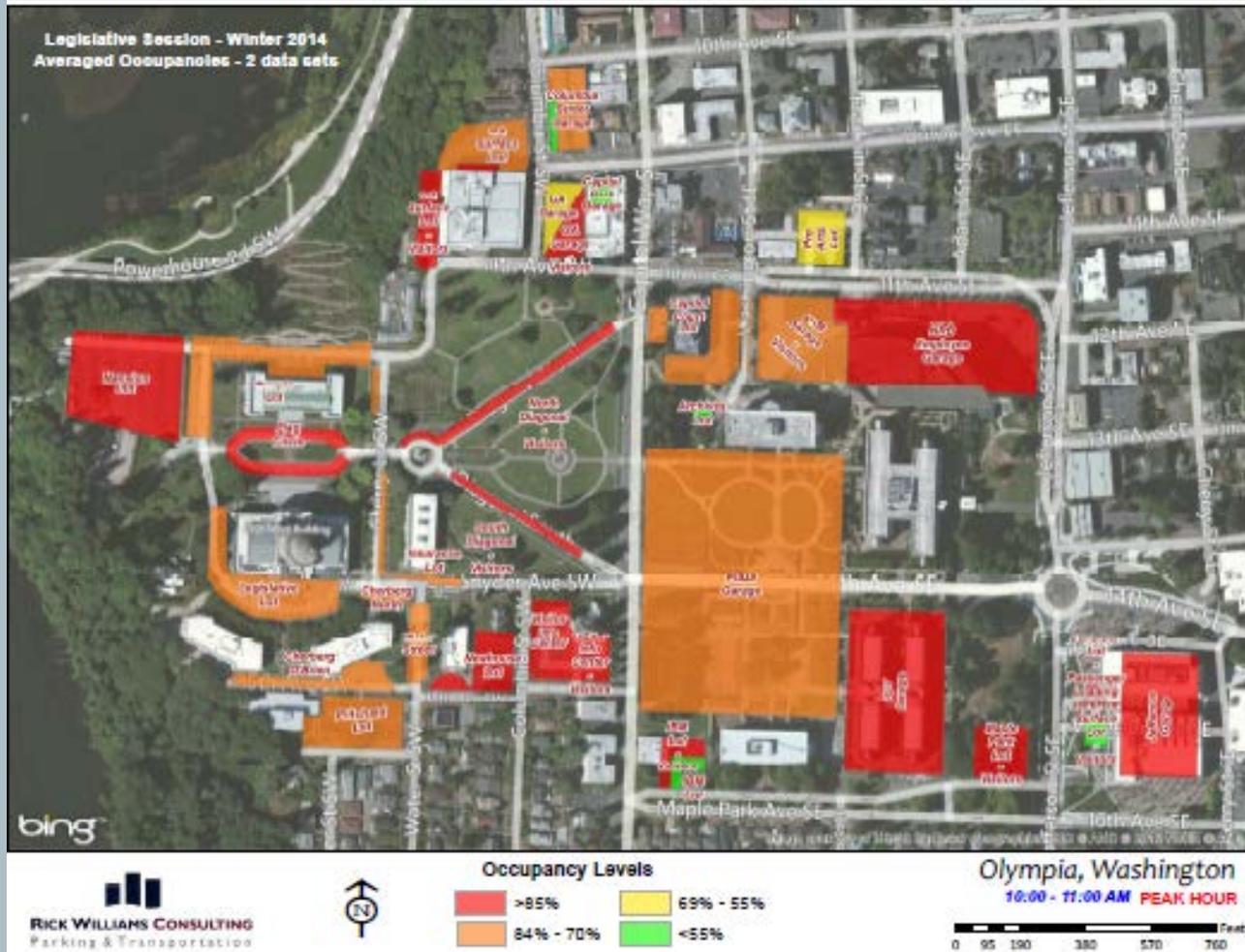


ASSESSMENT (In-session)

In session, nearing a point of combined practical capacity

- 84.1% combined peak hour
- 964 stalls empty
- Visitor parking facilities area constrained with 8 of 11 facilities exceeding practical capacity
- Employee supply below practical capacity (84.5%), but key facilities constrained
- Parking is difficult throughout campus

Parking Study (IN-SESSION)



1063 Block Project



ASSESSMENT

- **In-session**: Addition of up to 400 new employees will raise parking occupancy levels above practical capacity unless status quo access patterns change
- To avoid and/or reduce the need to provide more parking supply, strengthen parking management and transportation demand management efforts
- **Non-session**: Impact felt most in employee parking areas
- Overall combined parking supply during non-legislative season (83%) would be similar to demand totals now evident during legislative session (84%).

Campus CTR



ASSESSMENT (CTR Performance)

CTR performance not meeting established goals or reducing campus demand for parking.

- Progress toward reducing drive alone trips and increasing use of alternative modes has been static, regardless of methodology used to measure
- Performance tracking is difficult - no centralized source tracks or develops “campus wide” CTR performance in a manner that is routine and replicable
- CTR can serve as a significant mitigating factor for managing employee growth as it pertains to parking supply and potential future costs related to such growth
- Meeting goals will be challenging and complex

CTR and 1063 Project



	A	B	C	D	E
	Drive Alone Rate	Estimated Number of Employees	Employees Driving Alone	Peak Employee Parking Occupancy (non-session)	Peak Employee Parking Occupancy (in-session)
1	70.9% - Current Use Rate	5,211	3,695	77%	84%
2	63.81% (2015 CTR Goal – No Employee Growth)	5,211	3,325	70%	77%
3	"Parking Not Built" (freed up in existing parking supply)		370	\$14.8 million (value of captured parking supply)	
4	70.9% - Current Use Rate (1063 Block - 400 new employees)	5,611	3,978	85%	93%
5	63.81% (1063 Block - 400 new employees)	5,611	3,580	78%	85%
6	Parking not built (w/ 1063 demand)		398 ¹	\$15.9 million (value of captured parking supply – "parking not built")	

- Meet CTR Goals to reduce parking constraints significantly
- Reduces parking demand between 370 to 398 parking stalls
- Saves state \$14.8 to \$15.9 million in "parking not built" @ \$40K per stall.

Work Since May



- Refine all data sets and verify performance outcomes
- Engage Nelson/Nygaard to evaluate existing campus TDM infrastructure.
 - Section VIII of Final Report
 - Identified “gaps” for transit, bike, walk connections and set foundation for longer term planning
 - Recommendations coordinated with broader recommendations for parking and TDM in Final Report
- Extensive internal review of Final Report document
 - Five study sessions with internal/external partners
 - Reviews, editing, comments by individual stakeholders

Recommendations



36 specific recommendations were developed and presented within four (4) implementation areas:

A. POLICY

B. CONSOLIDATION OF CTR AND PARKING SERVICES

C. OPERATIONS

- DEMAND
- SUPPLY
- INFRASTRUCTURE
- INFORMATION

D. FUNDING

Recommendations



KEY RECOMMENDATIONS

- Engage Senior Management to reaffirms goals, objectives and targets of the Joint Comprehensive Commute Trip Reduction Plan.
- Commit adequate funds for long-term implementation and success of the Campus Access Management Plan.
- Price parking by demand and reduce reserved parking (currently 1,600 stalls)
- Consolidate delivery of CTR and Parking Services under a Campus Access Manager.
- Ensure adequate amenities to support alternative commutes

Recommendations



KEY RECOMMENDATIONS

- Aggressively promote telework/flexible work schedule programs, use incentives
- Evaluate and consider a parking cash out program to support commute trip reduction
- Restripe the Plaza Garage
- Explore parking opportunities off-site in “satellite” locations linked to transit, bike and/or walk connections.
- Equip leadership with key messages to promote TDM on a consistent basis
- Centralize performance tracking for both CTR and parking



YOUR QUESTIONS?