

# Shilshole Bay Marina Parking

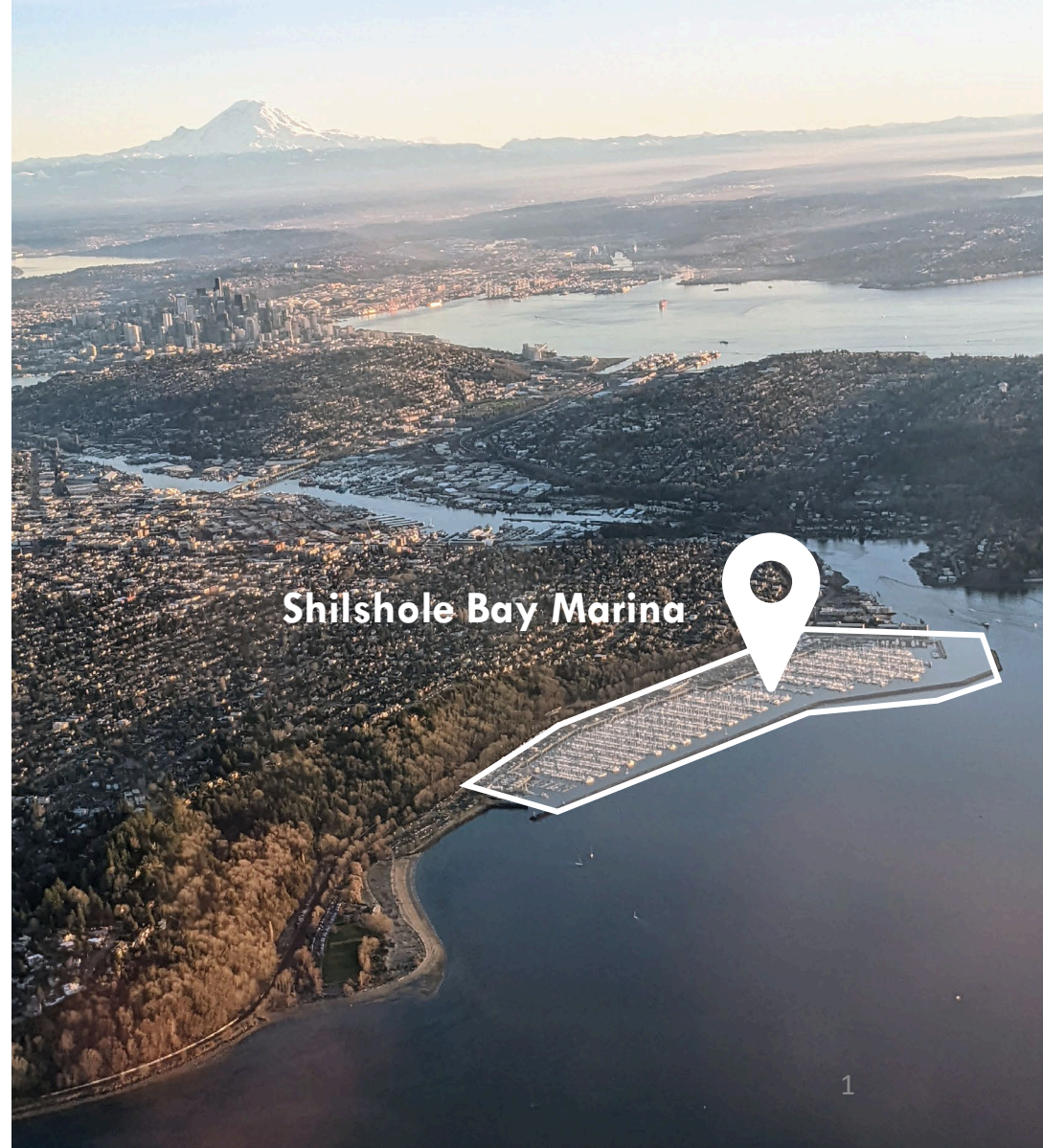
Public Meeting



June 22, 2022

# Project Overview

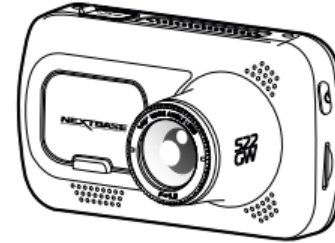
- ✓ **Project Kick-off** - Jul 28, 2021
- ✓ **Existing Policy Review** - Jul - Aug 2021
- ✓ **Data Collection** - Aug 5-14 & Oct 2-8, 2021
- ✓ **Public Meeting #1** - Oct 19, 2021
- ✓ **Parking Profiles Memo** - Jan 2022
- **Public Meeting #2** - June 22, 2022
- **Management Strategies Report** - Sept 2022



# Data Collection Methodology

- Parking **occupancy and turnover**

- Dashboard cameras
- 9:00 am, 12:00 pm, 3:00 pm, and 6:00 pm
- Thursday, August 5 and October 7
- Saturday, August 14 and October 2

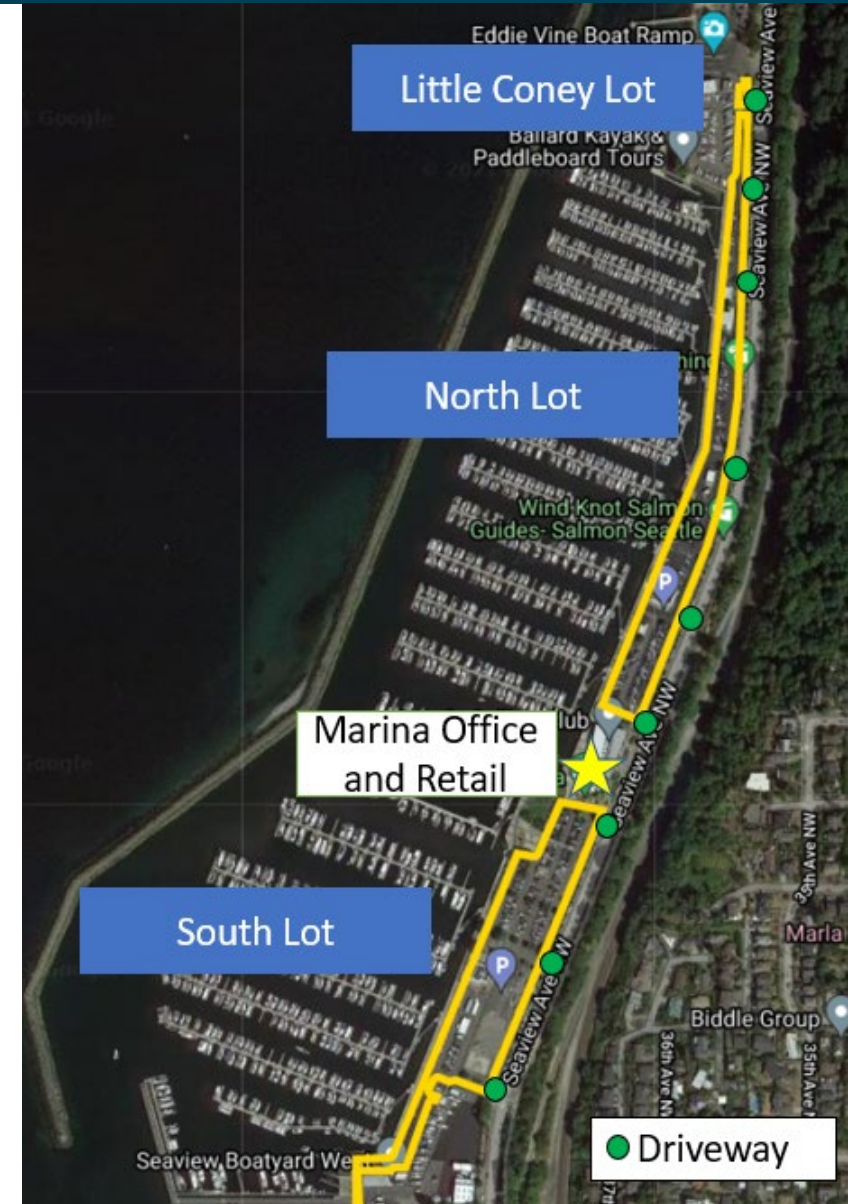


- **Driveway counts** at each driveway

- Peak Season: August 5 -14
  - Little Coney: September 10 - 16
- October 2 - 8

- Permit **compliance sampling**

- Saturday, September 25



# Parking Inventory

- 1,187 Total Spaces

Lot Name	Primary Usage	Space Count
Little Coney Lot	Restaurant Patrons	14
North Lot	Marina Residents and Visitors	522
South Lot	Marina Residents and Visitors	651



# Key Findings

**Demand clustered in certain areas.**

**Overall peak occupancies:**

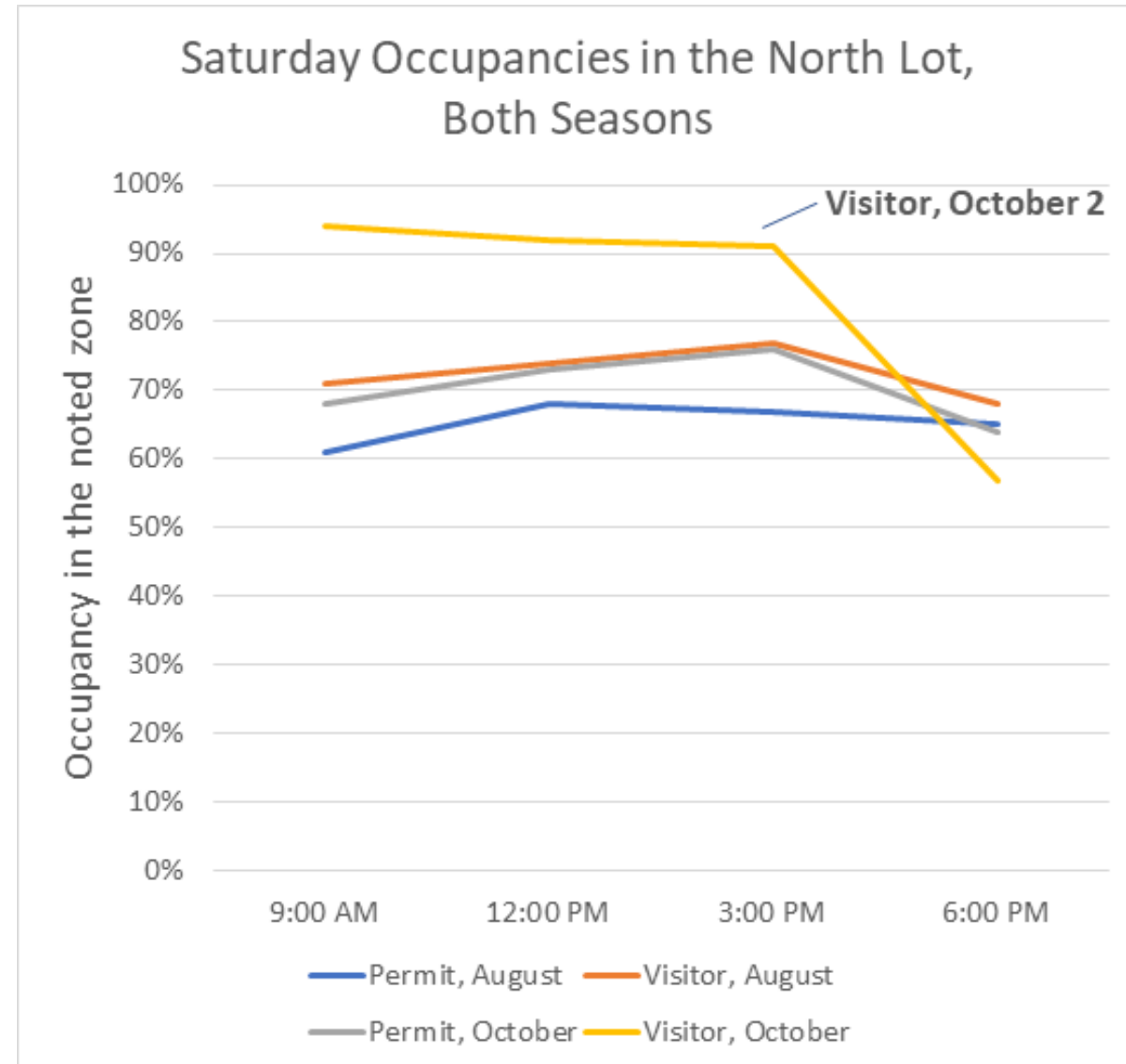
- Summer: 65% on Saturday at 3pm
- Fall: 67% on Saturday at 12 and 3pm

**Most vehicles stayed either < 3 hours or > 9 hours.**

**Likely some spillover parking occurring.**

**19% of vehicles observed in both August and October.**

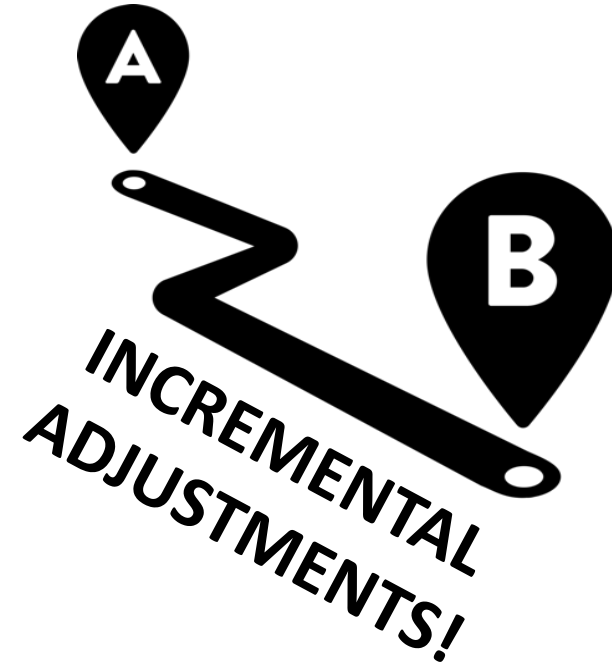
- Similar in visitor and permit zones.



# Potential Strategies

Parking management strategies aim to:

- Enhance the parking experience for all users.
- Improve operational efficiency for Port staff.
- Provide adaptable solutions that can evolve over time.



*We want your feedback to refine the approach!*

# Optimize Stall Distribution

- Historically, wide stalls are clustered in 3 different areas.
  - Could reconfigure to more evenly spread out those stalls.
- Width requirements are defined by the City Land Use Code:
  - Minimum of 35% must be striped for small vehicles.
- **Early Action:** Convert some permit stalls to loading zone at M4.

## Current Locations:



..... = Parking Stalls  $\geq$  8 feet

# Enhance Compliance & Safety

Towing is the only authorized compliance approach.

- Minimize with clear escalation process and permit rules

Consider options to improve coverage including:

- Staffing strategies.
- Technology options.



**Early Action:** Proactively work with Parks to discourage spillover.

Utilize crime prevention strategies.



# Signage Refresh

**Early Action: Coordinate with 2023 Port of Seattle signage project:**

- **Notify of towing policy at entrances**
- **Improve wayfinding and add a parking brand**
  - Easily identifiable “P”
- **Indicate time limits**
- **Require “active” loading only**

# Consider Parking Policy Updates

## Address diverse permit parking needs:

- Provide easy online application option.
- Consider cost burden of 2<sup>nd</sup> vehicle permit fee.
- Consider expanding permit types:
  - Examples: Vacation, Motorcycle, Oversized, Overnight, etc.

**Require a permit to park overnight in Visitor stalls.**

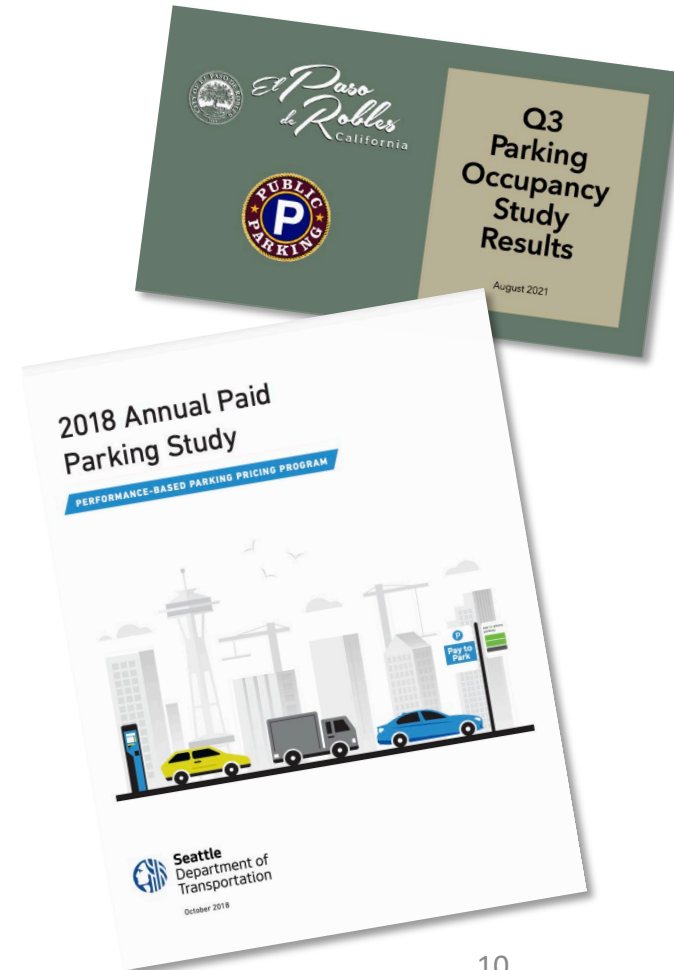
**Replace the 15-day rule with a 72-hour rule (and a vacation permit).**

**Clarify oversize vehicle policies.**

# Make Data-driven Decisions

Permit and Visitor zones and policies should be adapted as needed:

- Utilization may evolve over time.
- Industry standard: 85% target occupancy.
- Policies could vary by time of day, week, season, or year.
- Consider time limits to encourage turnover.
- Aim to skew parking demand to the South.
- Adapt policies during special events.



# Transportation Alternatives

- Consider enhancements to walking and biking infrastructure
  - Audit use of existing bike lockers
  - Improve bike parking at Customer Service Buildings



**Other Ideas or Feedback?**

# Contact

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