DOWNTOWN STEVENSON PARKING REPORT

2021 & 2023 DATA

NOVEMBER PC PRESENTATION

DOWNTOWN STEVENSON PARKING REPORT

- Is there enough ADA parking?
- Is there enough parking?
- What should be done about our parking inventory?
- What should be done about our parking regulations?

PROJECT ACTIONS

- Engage Shareholders
- Inventory Parking Supply
- Assess Current Usage and Future Parking Demand
- Recommend Actions to Balance Supply & Demand

IS THERE ENOUGH ADA PARKING?

NOPE!

IS THERE ENOUGH ADA PARKING?

Public Engagement

- This topic was spearheaded by the public directly, through the leadership of the Parking Advisory Committee

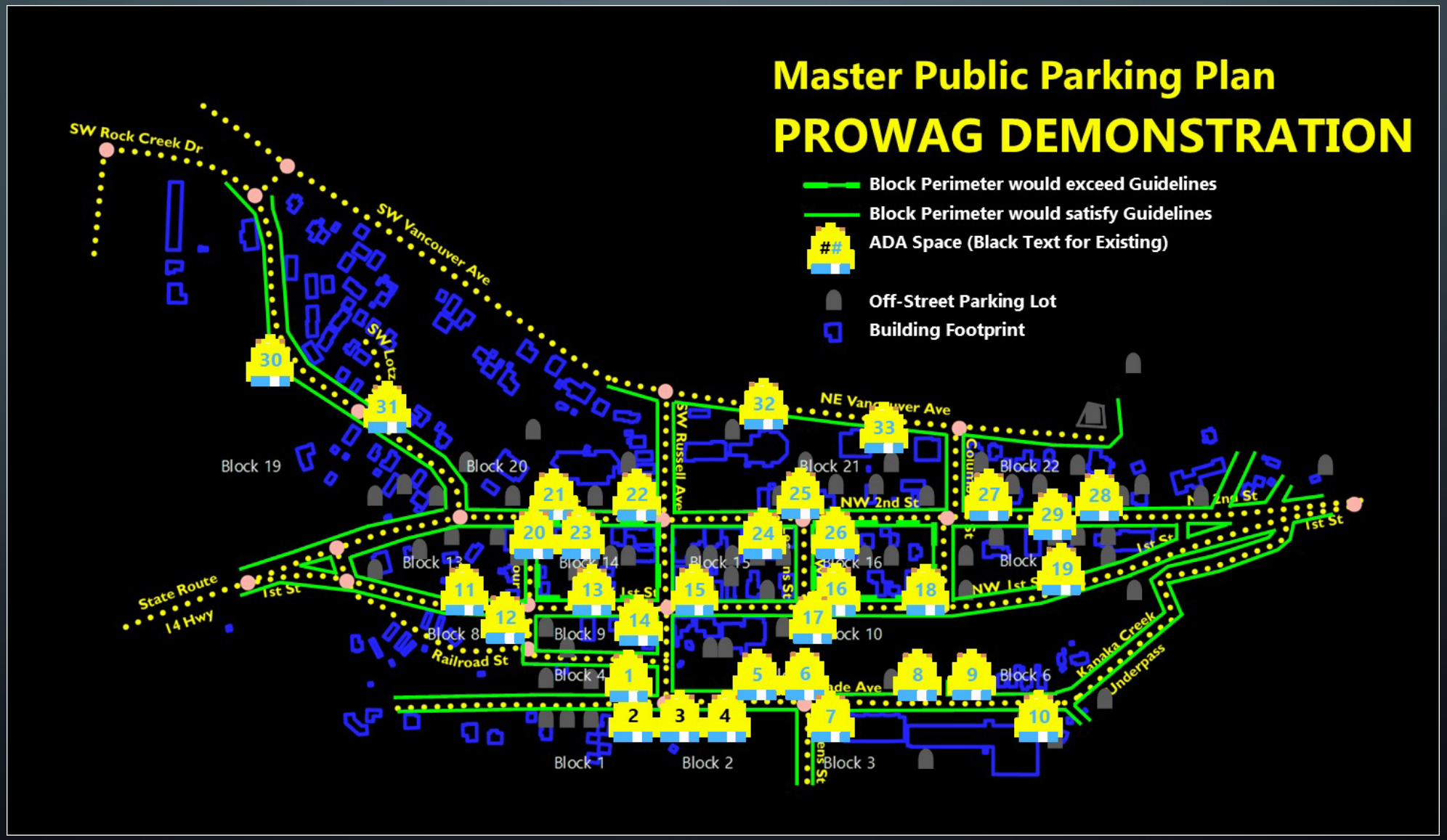
Inventory

- Three, tres, troi. That's it. In the entire downtown study area, there are 3 curbside parking spaces reserved for vehicles carrying passengers with disabilities
- The 3 spaces are clustered on Cascade Avenue at Stevenson Landing and separated from the downtown core by 3 sets of railroad tracks and at least 40 feet of elevation (the equivalent of 4 flights of stairs)

Demand

- By any measure 3 spaces is not enough
- Using the federally-proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) as the measure, Downtown Stevenson should have 30 curbside spaces reserved for accessible-only (ADA) usage
- The accessible-only spaces should be distributed on each downtown block based on the number of total marked spaces around the block perimeter

RECOMMENDED ACTION: ADD ACCESSIBLE PARKING



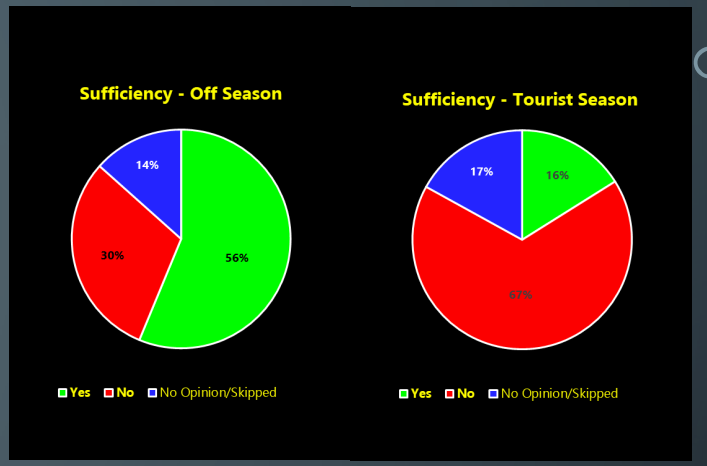
RECOMMENDED ACTION: ADD THEM IMMEDIATELY

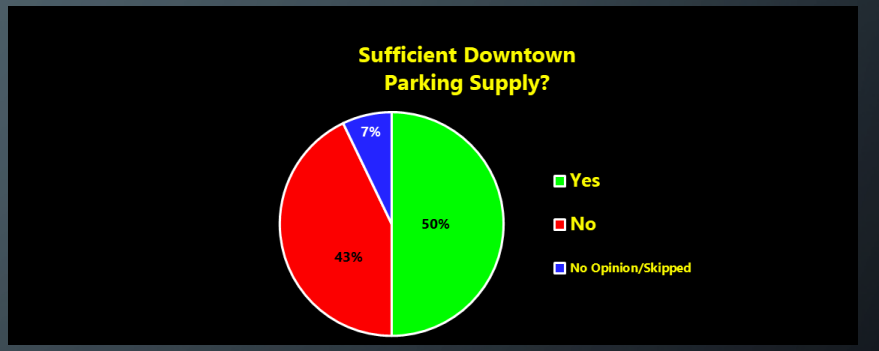
- While the PROWAG suggests adding spaces over time as part of major improvement projects, the PAC is asked whether to recommend adding the following spaces immediately:
  - ADA-13: First Street, north side near EMS facility.
  - ADA-19: First Street, north side as part of First Street Overlook Project
  - ADA-20: Second Street, south side at Seymour Street as a temporary solution near pharmacy (long-term solution also identified)
  - ADA-22: Second Street, at northwest corner of Russell Street Intersection
  - ADA-24: Second Street, southside at Walnut Park

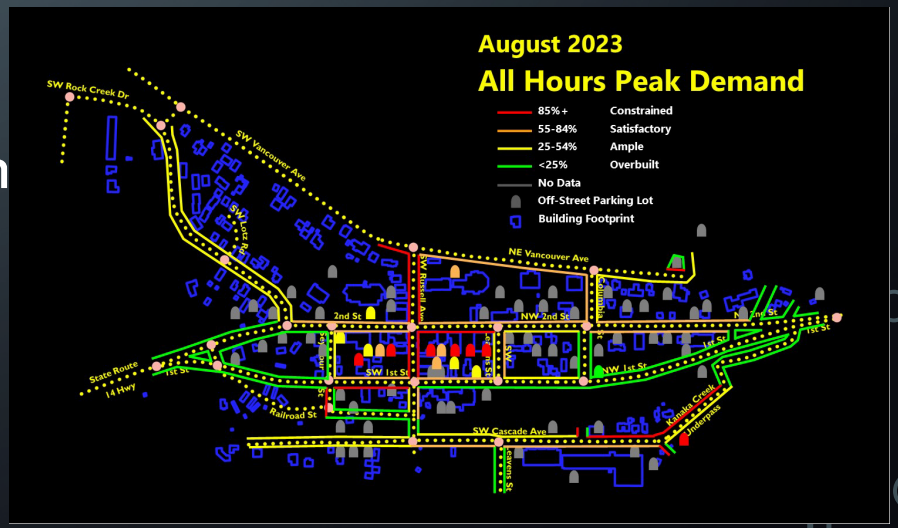
RECOMMENDED ACTION: ADD THEM IMMEDIATELY

IS THERE ENOUGH PARKING?

- The public think there is enough during the off-season but not tourist season
- Downtown business owners are split, 50% believe there is enough for their customers
- The Usage Data suggest there is enough. Any parking problems are localized/time-limited
- The PAC is asked to provide a recommendation based on their understanding







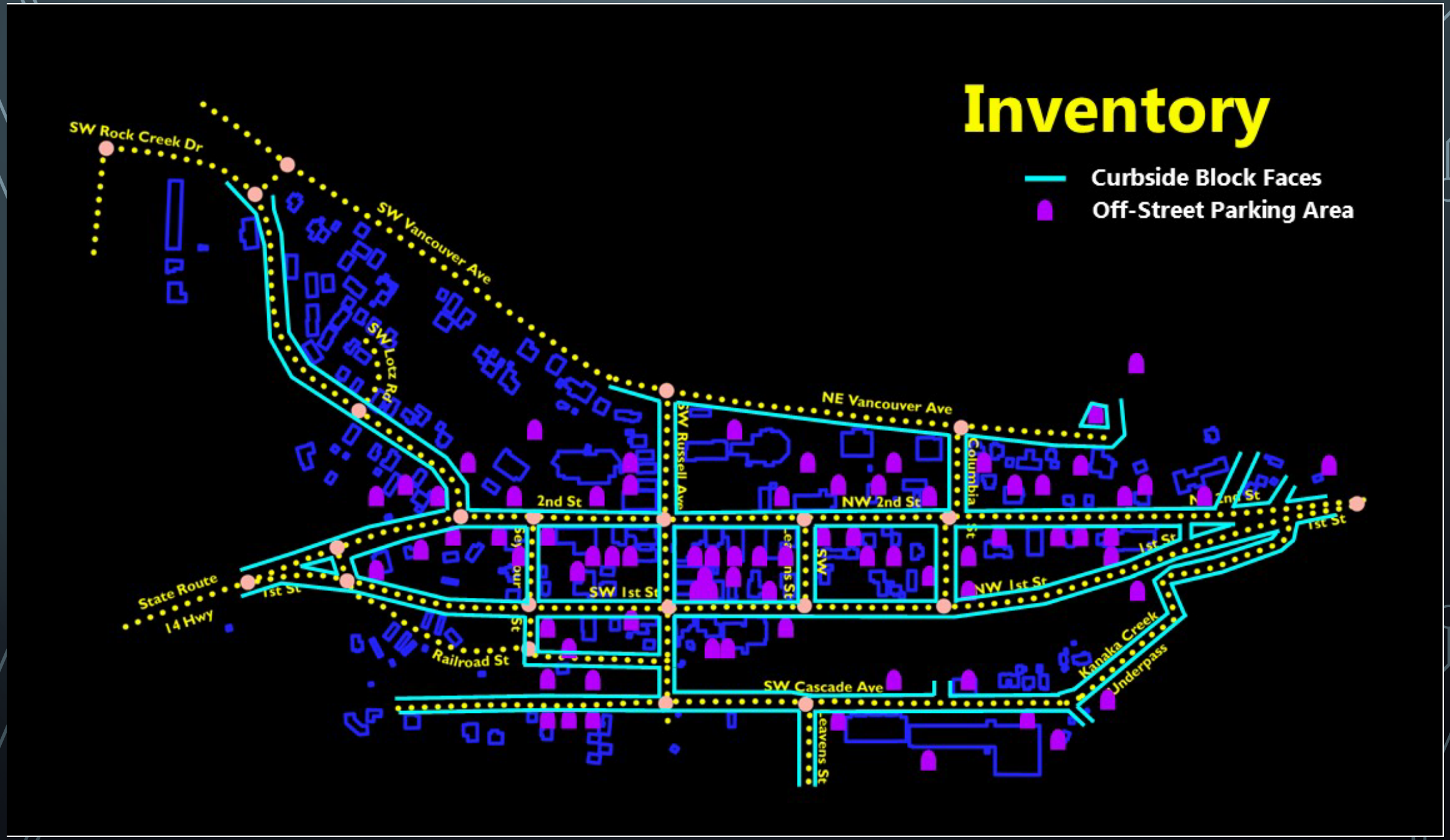
INVENTORY SUMMARY

CURBSIDE

- 609 Parkable Spots (Marked spaces and unmarked areas)
- Census of all 1199 features (parking spaces, loading zones, crosswalks, etc.) along 25 Blocks
- 11 Attributes assessed for each feature

OFF-STREET

- 1055 Spaces (based on facility owner reports or City estimates
- From a sample of 74 parking areas (excludes residential-only lots)
- 9 Attributes assessed for each lot


Inventory
Curbside Block Faces
Off-Street Parking Area
SW Rock Creek Dr
SW Vancouver Ave
SW Lotz Rd
NE Vancouver Ave
SW Russell Ave
Columbia St
2nd St
NW 2nd St
1st St
SW 1st St
NW 1st St
State Route
14 Hwy
Railroad St
SW Cascade Ave
Kanaka Creek
Underpass

USAGE STUDY SUMMARY

USAGE STUDY

- Counted raw number of vehicles parked along each block face
- 357 Parkable Spots

TURNOVER STUDY

- Identified vehicles parked in specific parking spaces to understand whether the moved throughout the day
- 257 Curbside Parkable Spots
- 2nd Street from Seymour to Frank Johns
- 1st Street from Seymour to Columbia
- Seymour Street
- Leavens Street from 2nd to 1st
- Russell Street from Vancouver to Cascade

POINT-IN-TIME USAGE STUDIES

2021

Thursday 9/16 (Sunny, strong wind):

- 35% Max Usage Hour (2:00-3:00 PM)

Saturday 9/18 (Downpour)

- 27% Max Usage Hour (1:00-2:00PM)

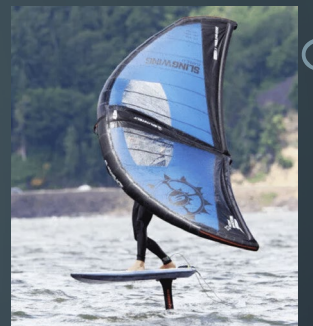
2023

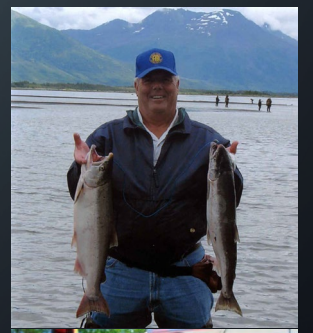
Thursday 8/24 (Sunny, strong wind, salmon run)

- 43% Max Usage Hour (2:00-3:00 PM)

Saturday 8/26 (Sunny, strong wind, salmon run, farmers' market)

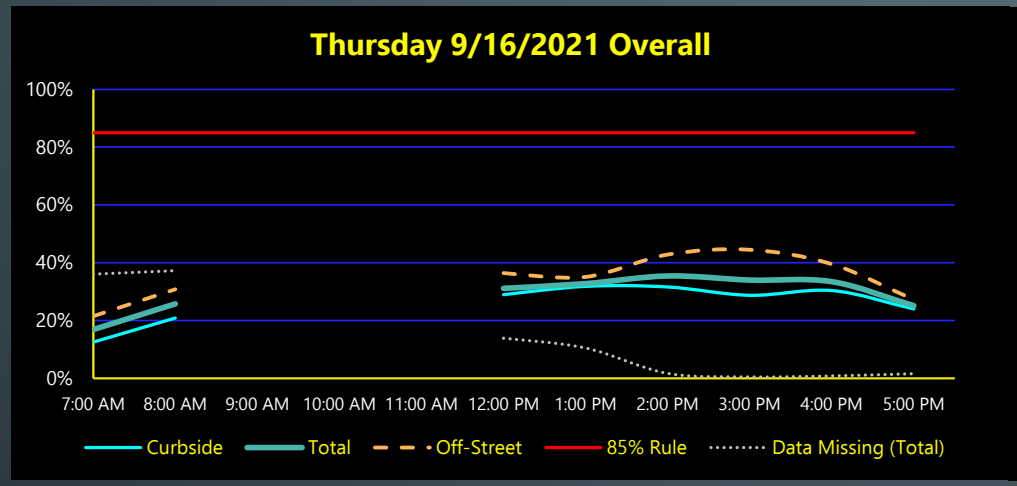
- 37% Max Usage Hour (1:00-2:00PM)

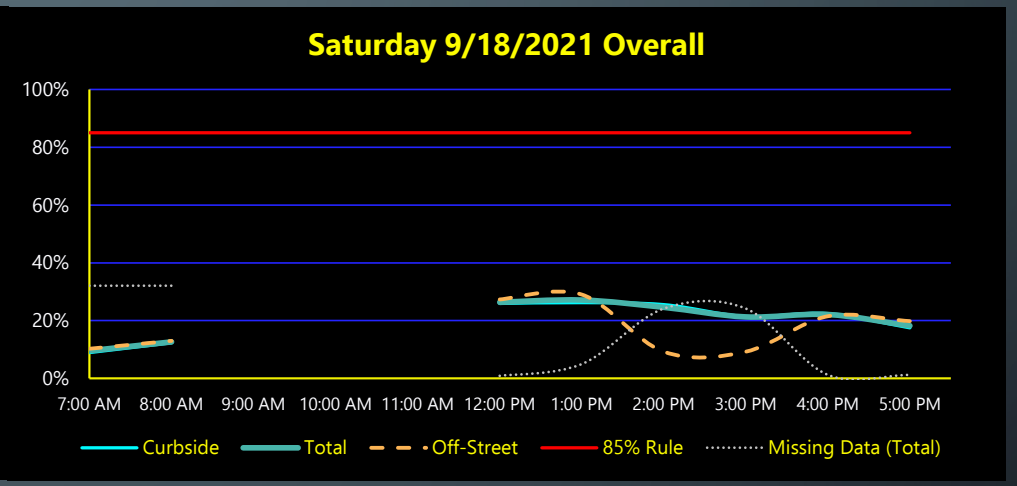




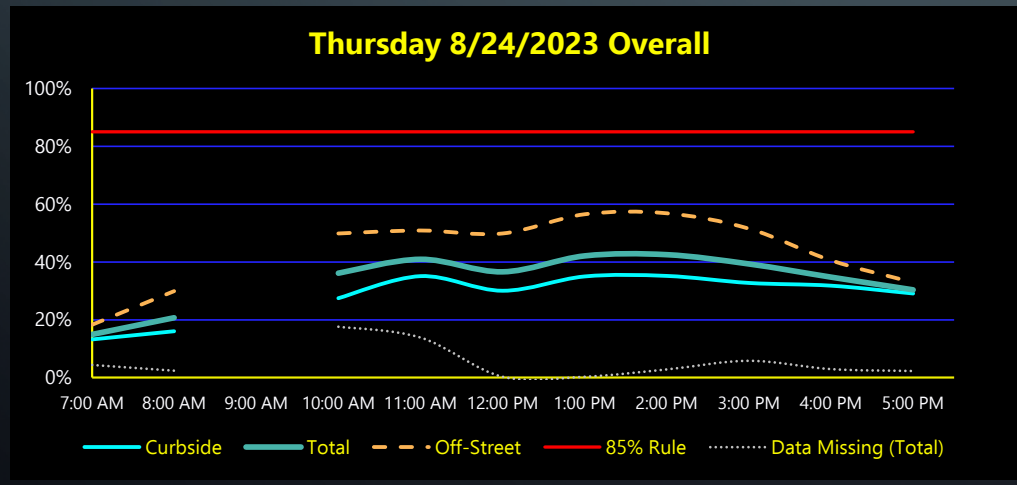
USAGE STUDY RESULTS

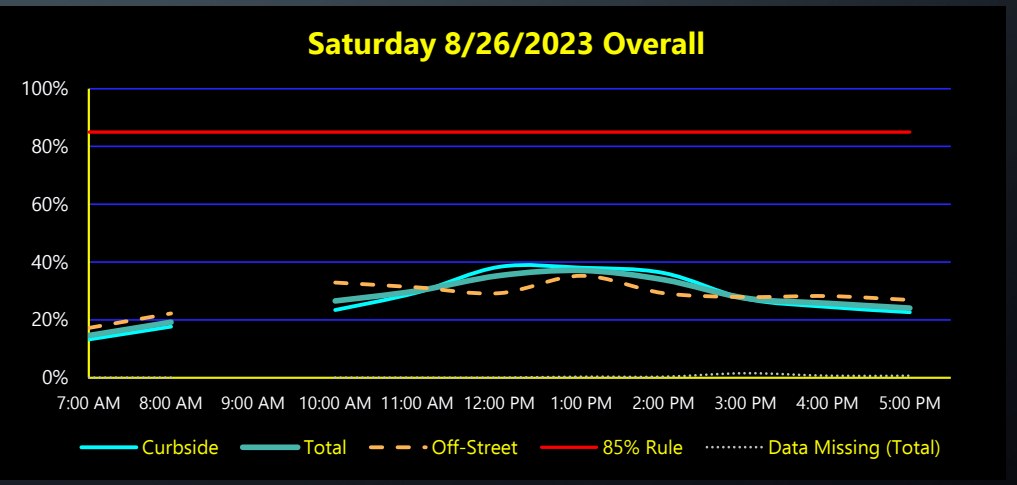
2021





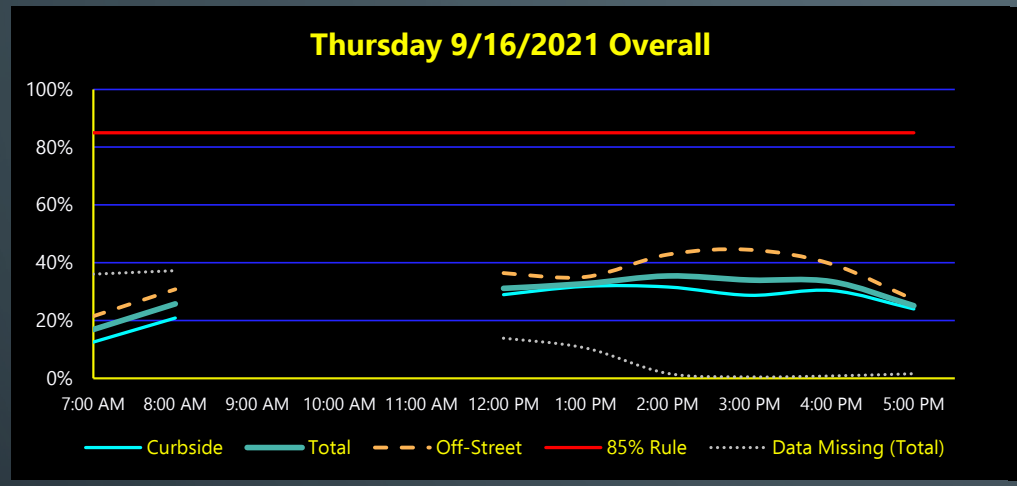
2023

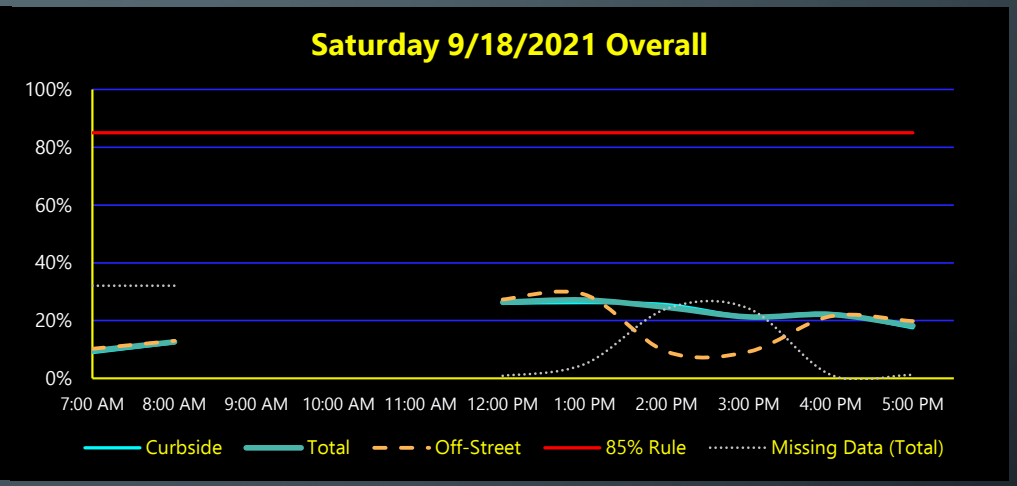




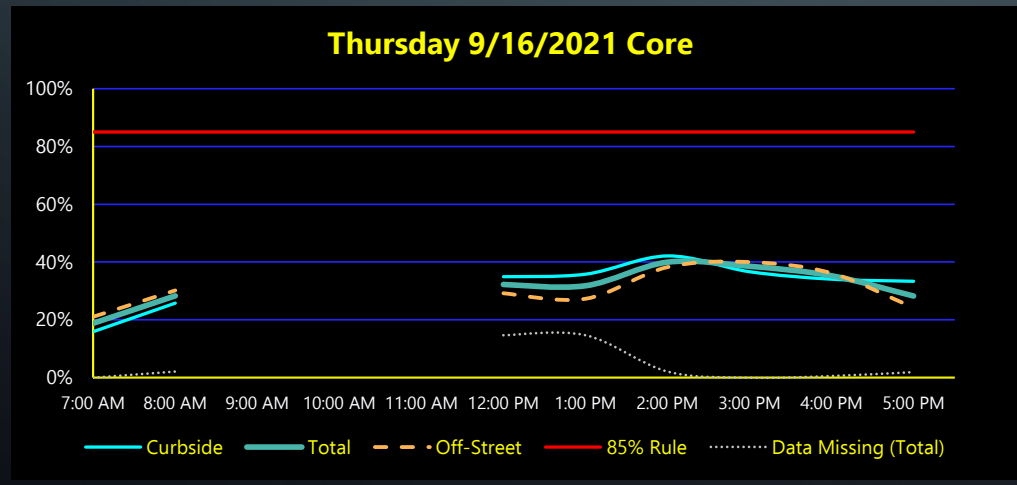
POINT-IN-TIME USAGE STUDIES

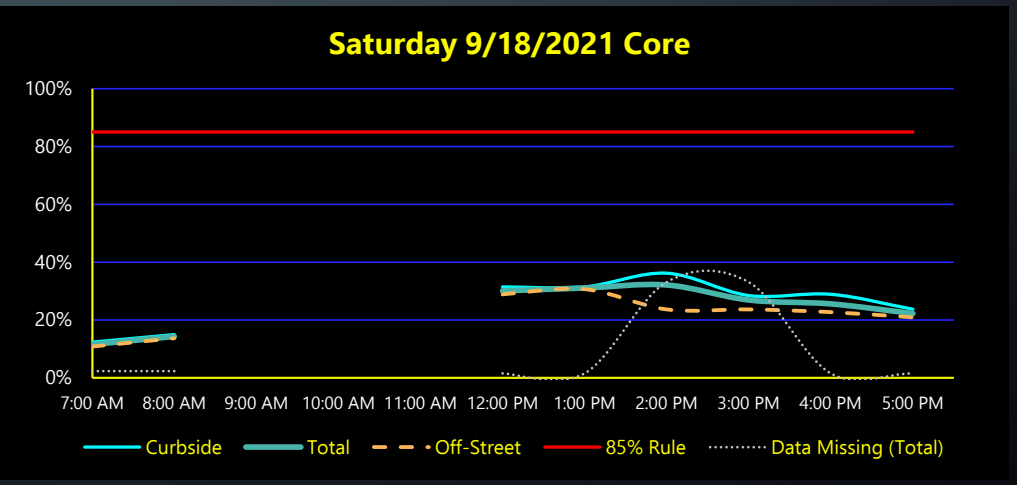
2021





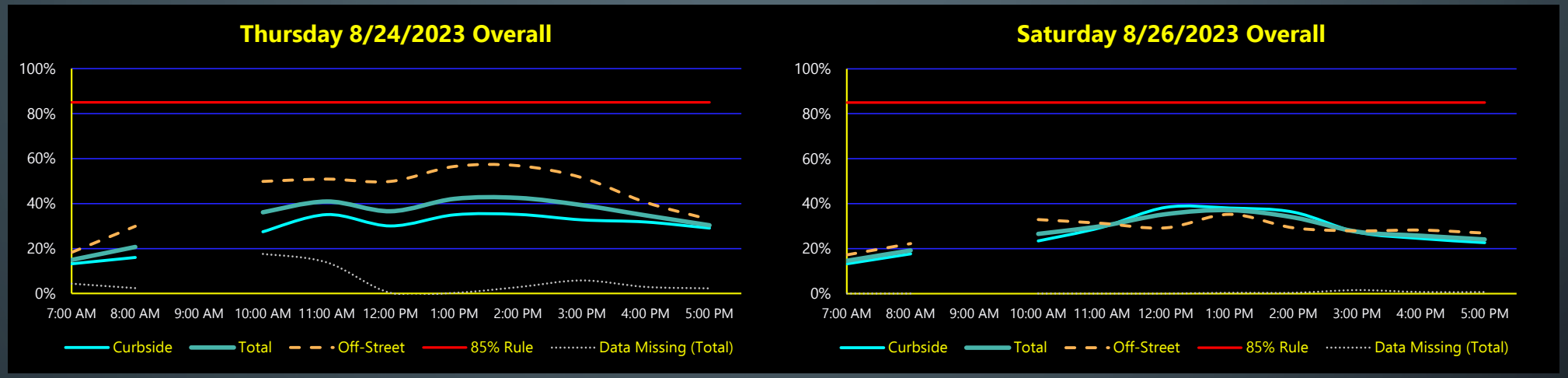
2021 Core Area



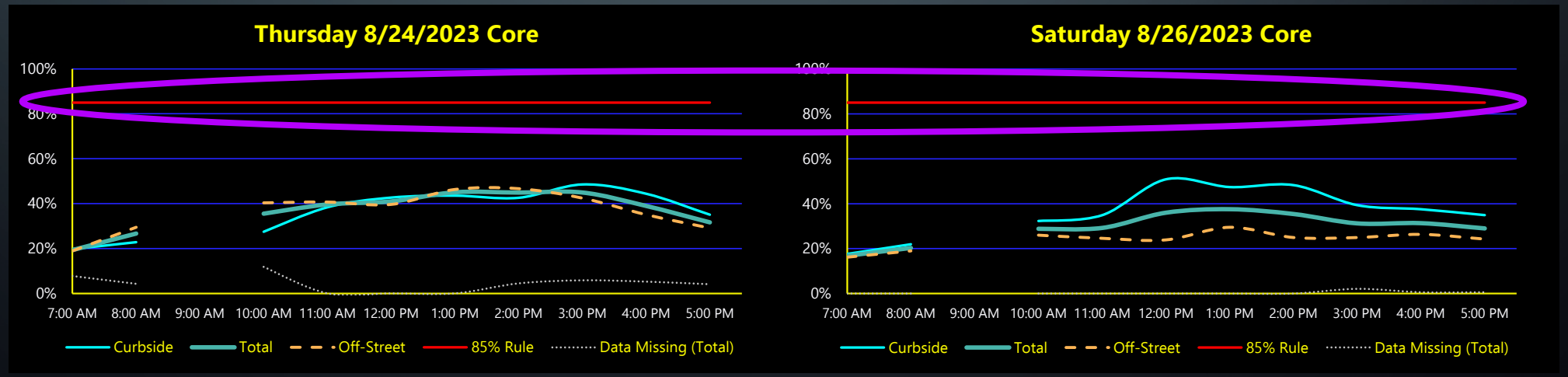


POINT-IN-TIME USAGE STUDIES

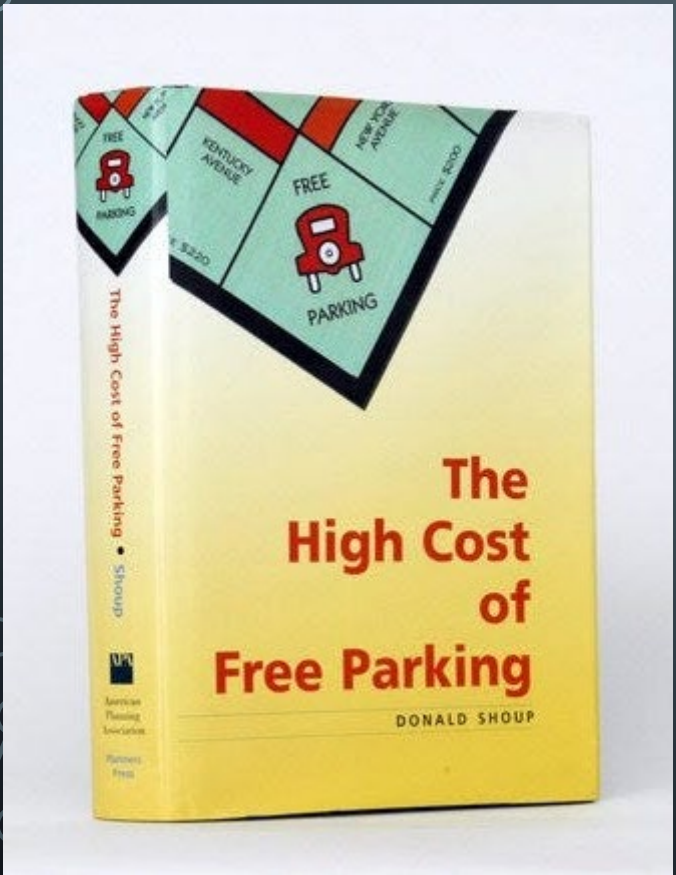
2023



2023 Core Area



INTERPRETING USAGE STUDY RESULTS – THE 85% RULE



- The 85% Rule views parking through an economic lens and establishes a threshold where:
  - Enough parking is available to new vehicles, and
  - Enough parking is in use to justify its expense
- Red: Not enough parking is available; past investments in parking are realized; new investments should be made
- Orange: Enough parking is available; past investments in parking are realized; new investments may be advisable
- Yellow: Enough parking is available; past investments are not realized; new investments may soon be advisable
- Green: Enough parking is available; past investments are not realized; no new investments should be made, inventory can be put to other uses

DISPLAYING USAGE STUDY RESULTS

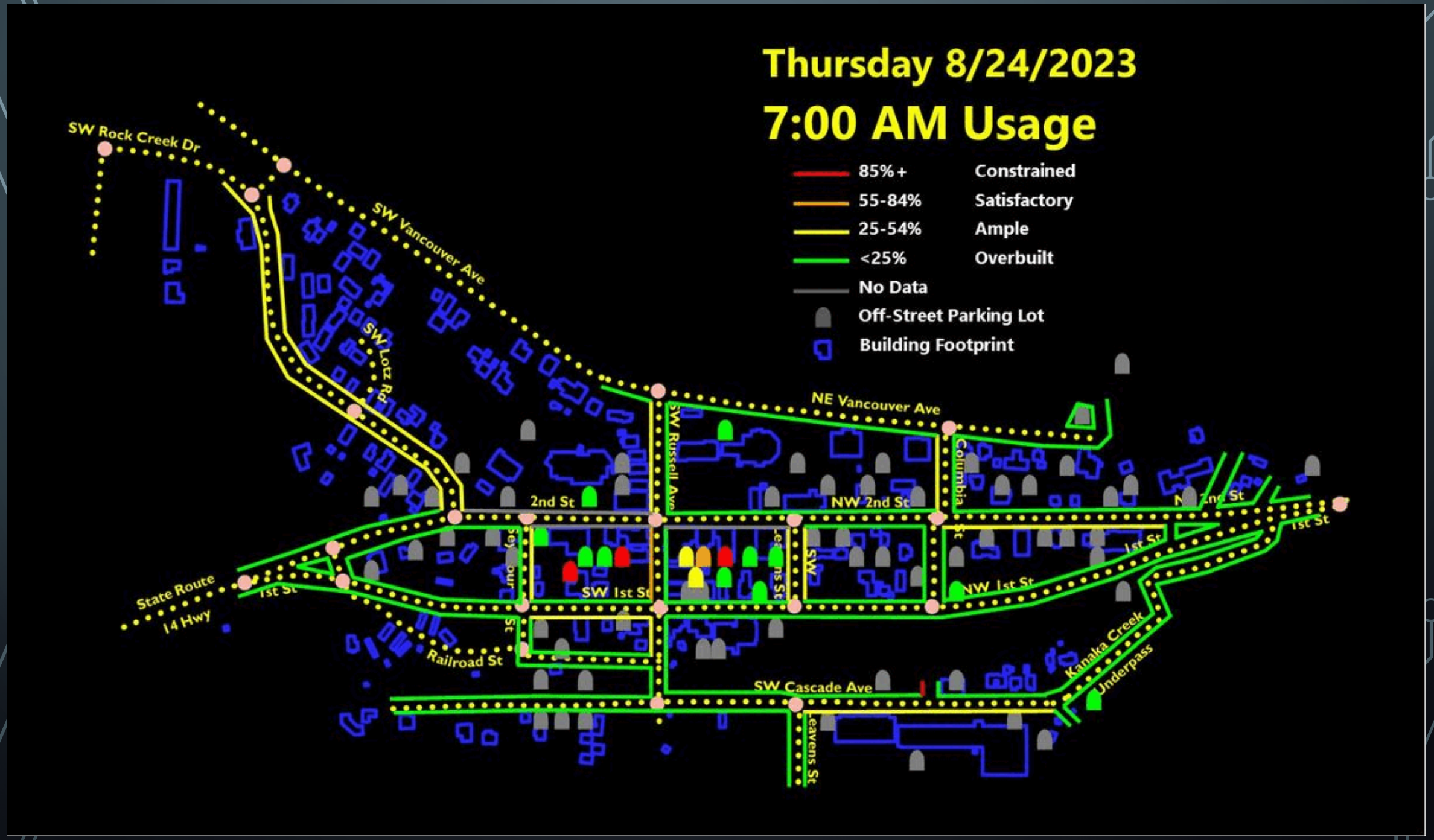
GUIDANCE DOCUMENT

- Green-to-Red
- Breaks at:
  - >85%
  - 84 - 70%
  - 69 – 55%
  - <55%

STEVENSON DOCUMENT

- Green-to-Red
- Breaks at:
  - >85%
  - 84 - 55%
  - 54 – 25%
  - <25%

GREEN IS NOT GOOD!


Thursday 8/24/2023
7:00 AM Usage
85%+
Constrained
55-84%
Satisfactory
25-54%
Ample
<25%
Overbuilt
No Data
Off-Street Parking Lot
Building Footprint
SW Rock Creek Dr
SW Vancouver Ave
SW Lotz Rd
NE Vancouver Ave
SW Russell Ave
Columbia St
2nd St
NW 2nd St
1st St
SW 1st St
NW 1st St
State Route
14 Hwy
Railroad St
SW Cascade Ave
Kanaka Creek
Underpass
Leavens St

THAT'S A LOT OF GREEN!

GREEN IS NOT GOOD!

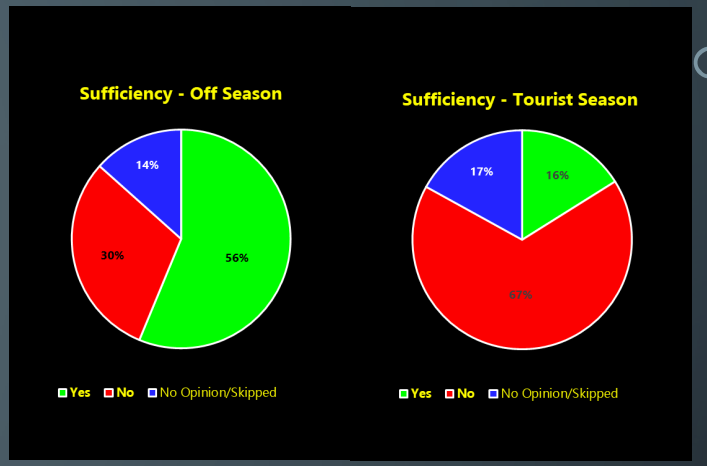
Green is not necessarily bad either

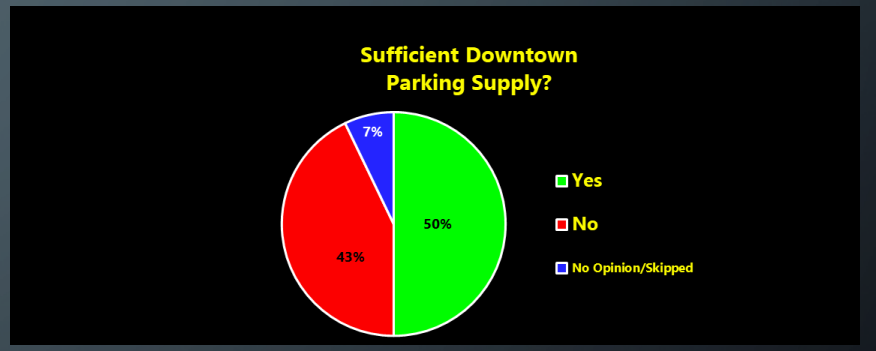
IS THERE ENOUGH PARKING?

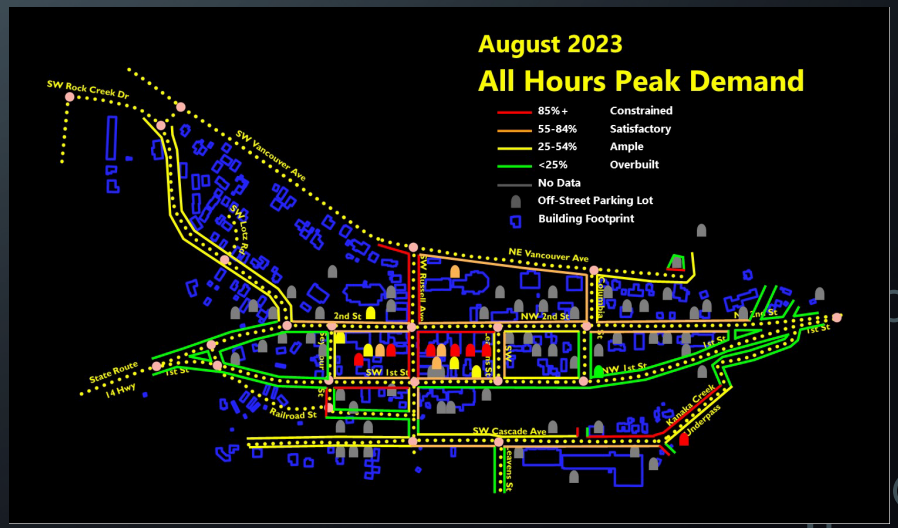
- If the public witnessed any red block face at any time, their perception of a parking problem is 100% correct…on that block face at that time

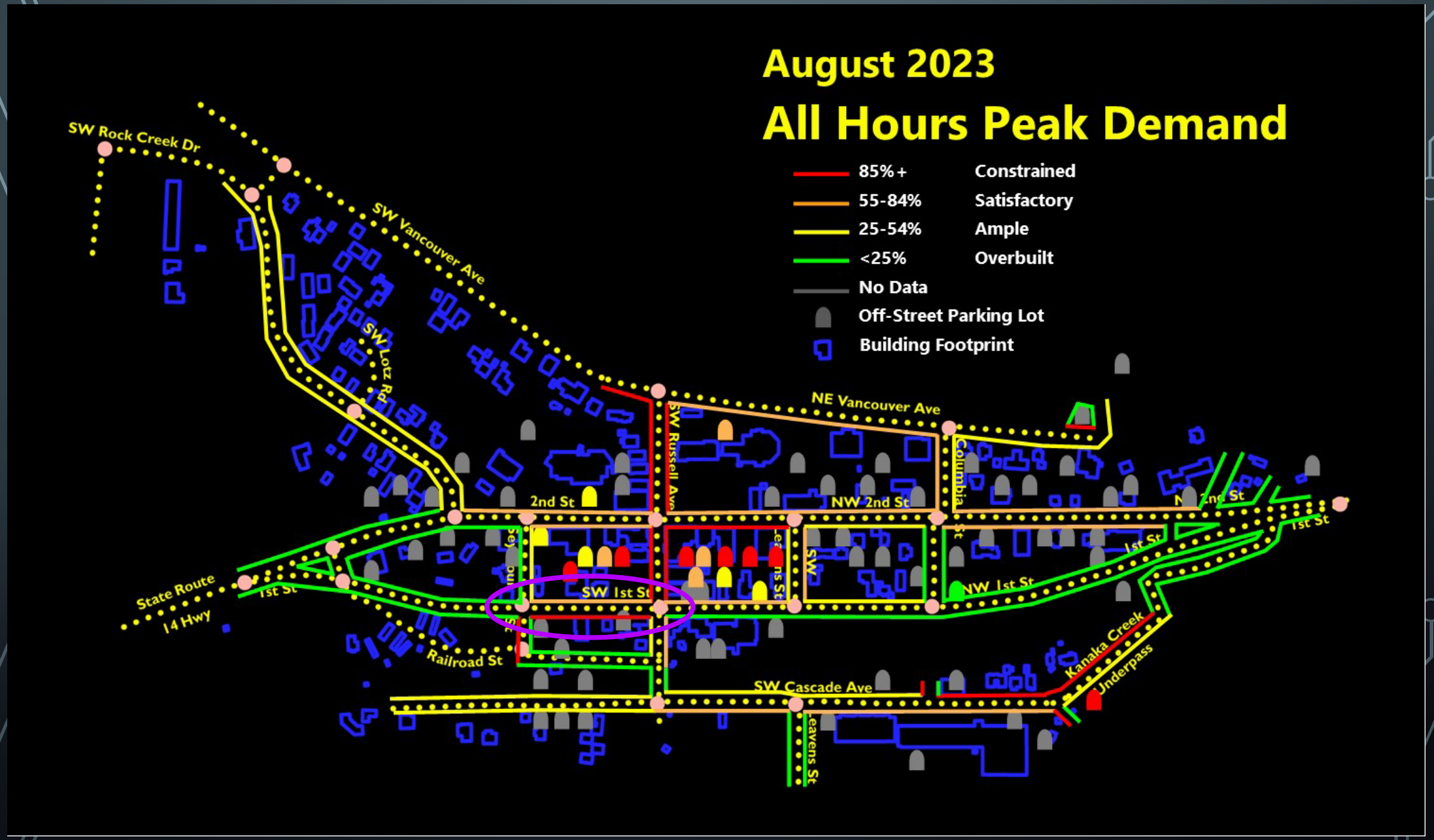
- Observed parking problems do not stretch out beyond 2 consecutive block faces during any study hour

- Observed parking problems on any single block face do not last longer than 5 hours (Cascade Avenue across from Boat Launch)

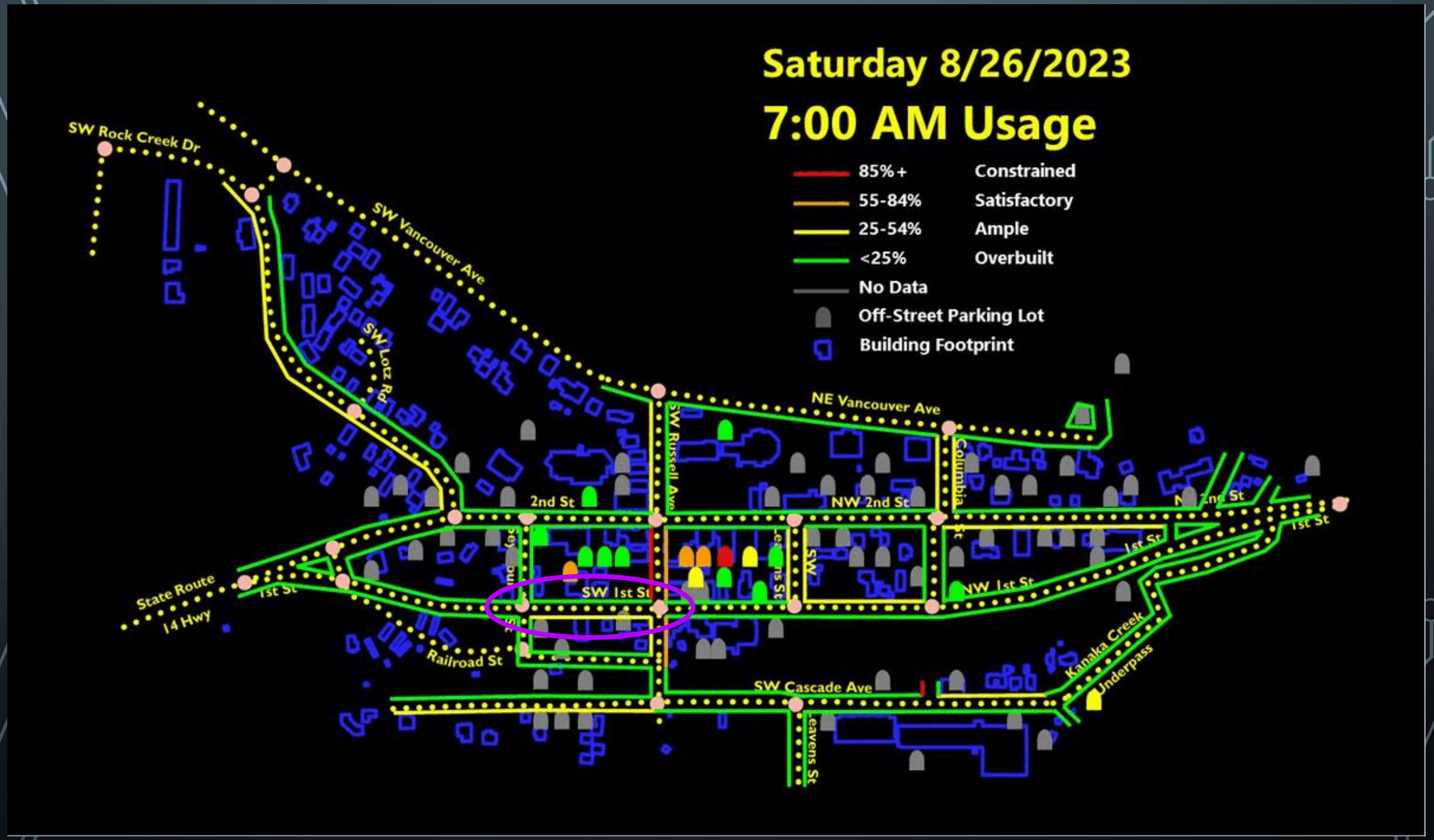







August 2023
All Hours Peak Demand
85% +
Constrained
55-84%
Satisfactory
25-54%
Ample
<25%
Overbuilt
No Data
Off-Street Parking Lot
Building Footprint
SW Rock Creek Dr
SW Vancouver Ave
SW Lotz Rd
NE Vancouver Ave
SW Russell Ave
Columbia St
2nd St
NW 2nd St
1st St
NW 1st St
SW 1st St
State Route
14 Hwy
Railroad St
SW Cascade Ave
Kanaka Creek
Underpass

WALKING
MAN
BREWING
WALKING MAN
BREW PUB
OPEN
1 new space (all hours)
2 new spaces (weekends)


Saturday 8/26/2023
7:00 AM Usage
85%+ Constrained
55-84% Satisfactory
25-54% Ample
<25% Overbuilt
No Data
Off-Street Parking Lot
Building Footprint
SW Rock Creek Dr
SW Vancouver Ave
SW Lotz Rd
NE Vancouver Ave
SW Russell Ave
Columbia St
2nd St
NW 2nd St
1st St
NW 1st St
SW 1st St
State Route
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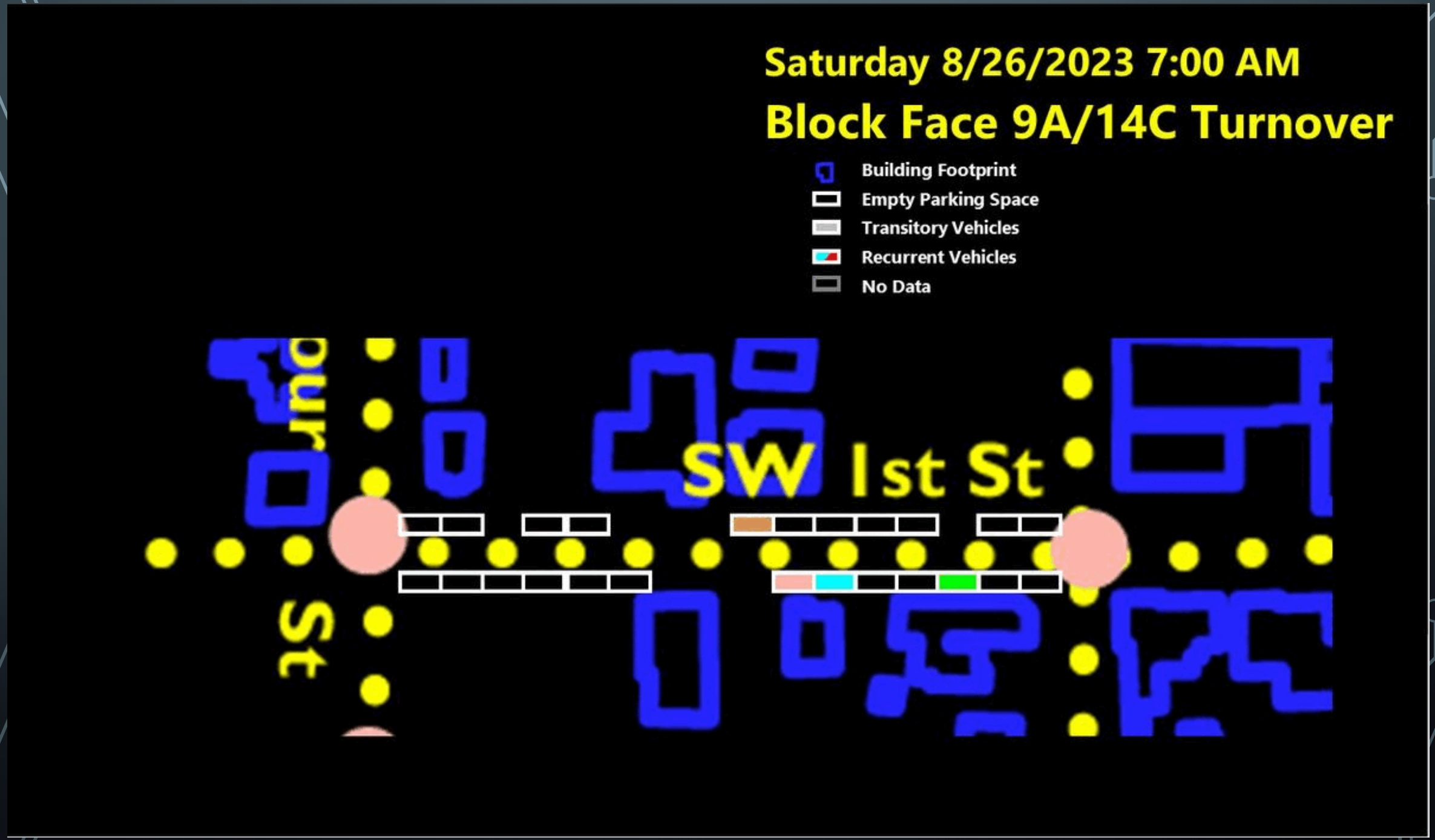
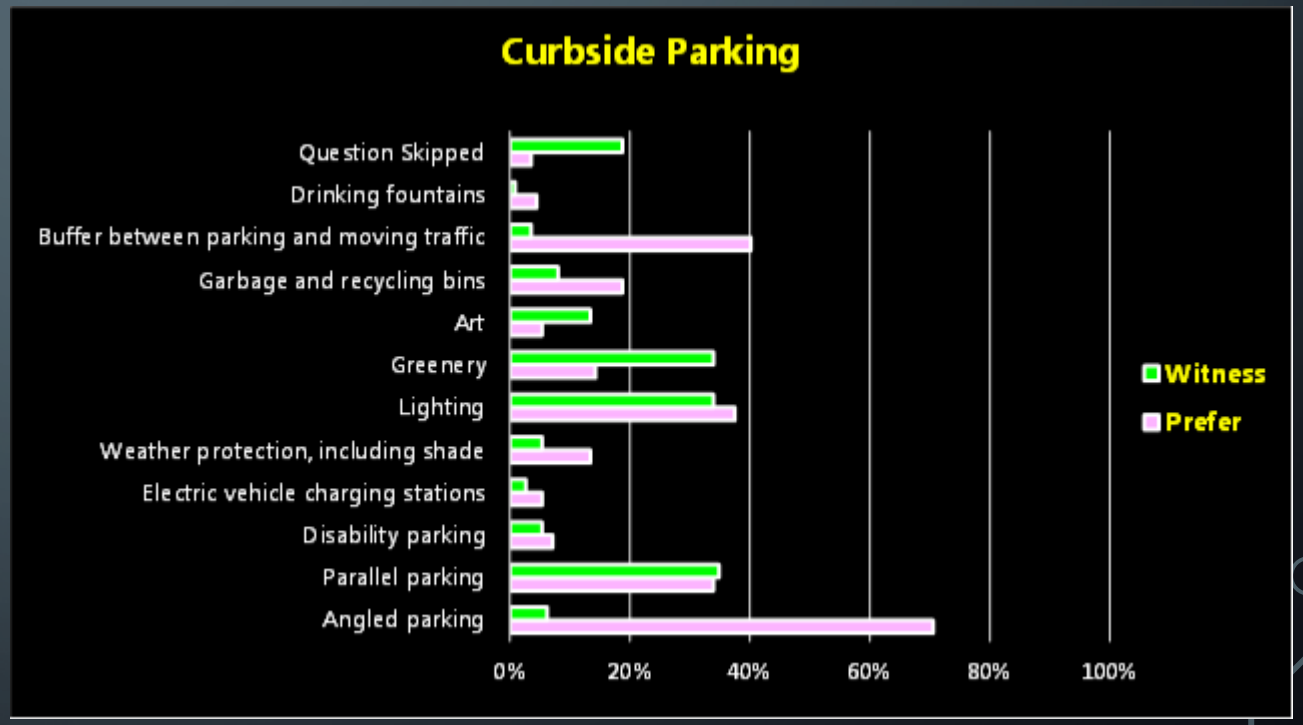
Kanaka Creek
Underpass


Saturday 8/26/2023 7:00 AM
Block Face 9A/14C Turnover
Building Footprint
Empty Parking Space
Transitory Vehicles
Recurrent Vehicles
No Data
SW 1st St
St

SOURCE OF RECOMMENDATIONS

- Parking Advisory Committee (11 downtown shareholders)
- Downtown Plan for SUCCESS!
- Public preference questionnaires
- Staff analysis



SCOPE OF POTENTIAL RECOMMENDATIONS

- **Implement Master Parking Plan**
- Clarify where parking is available/permissible
- Reserve Curbside spaces for accessible-only (ADA) use
- **Add to the municipal parking supply (curbside and off-street)**
- **Reduce parking requirements for new development**
- **Adaptively manage parking requirements for changing uses within existing development**
- Dialogue with the downtown workforce
- Monitor usage rates and travel trends
- ~~Timed parking restrictions~~
- ~~Metered parking~~
- ~~Resident parking passes~~

COMMISSION INVOLVEMENT

- **Implement Master Parking Plan**
  - Endorse or modify PAC recommended plan
- **Add to the municipal parking supply (curbside and off-street)**
  - Recommend adoption of voluntary payment in-lieu of providing on-site parking, reference in SMC 17.42 (and/or SMC 17.25)
- **Reduce parking requirements for new development**
  - Recommend amendments to SMC Table 17.42.090-1: Off –Street Vehicle Parking Requirements
- **Adaptively manage parking requirements for changing uses within existing development**
  - Recommend amendments to SMC 17.25.130.B and SMC 17.42.030