



Parking Management Seminar

This webinar is intended for property managers.

March 4, 2021

Welcome to the Parking Management Seminar

Parking doesn't just refer to a place to store your car!

Program

- Welcome & Introduction
- Key Update on TMP Joint Director's Rule
- Bicycle Parking Guidelines presentation
- EV Workplace Charging presentation
- Guest Interview with Allison Delong
- Audience Q&A moderated
- Thank you and closing

Speakers



Ben Rosenblatt
Senior Planner at SDOT



Wyatt Hoffman
Associate Planner at SDOT



Kelly Yearick
Program Manager at Forth



Allison Delong
General Manager at Tishman Speyer

Transportation Management Programs

Joint Directors Rule Update: March 2021



Ben Rosenblatt, TMP Program Lead

3/4/2021 Department of Transportation



City of Seattle

Presentation agenda

- General updates from SDOT on TMP program
- Joint TMP Directors Rule update

TMP Program Updates: COVID

- TMPs and accompanying requirements are still in effect
- City recognizes changes in transportation habits
- Currently planning to conduct travel surveys in Fall 2021



TMP Program Updates: Looking forward

- Building occupancy increases
- Limiting the backslide to over-reliance on SOV
- Commute Seattle available for free consultations with any TMP building's property manager / BTC

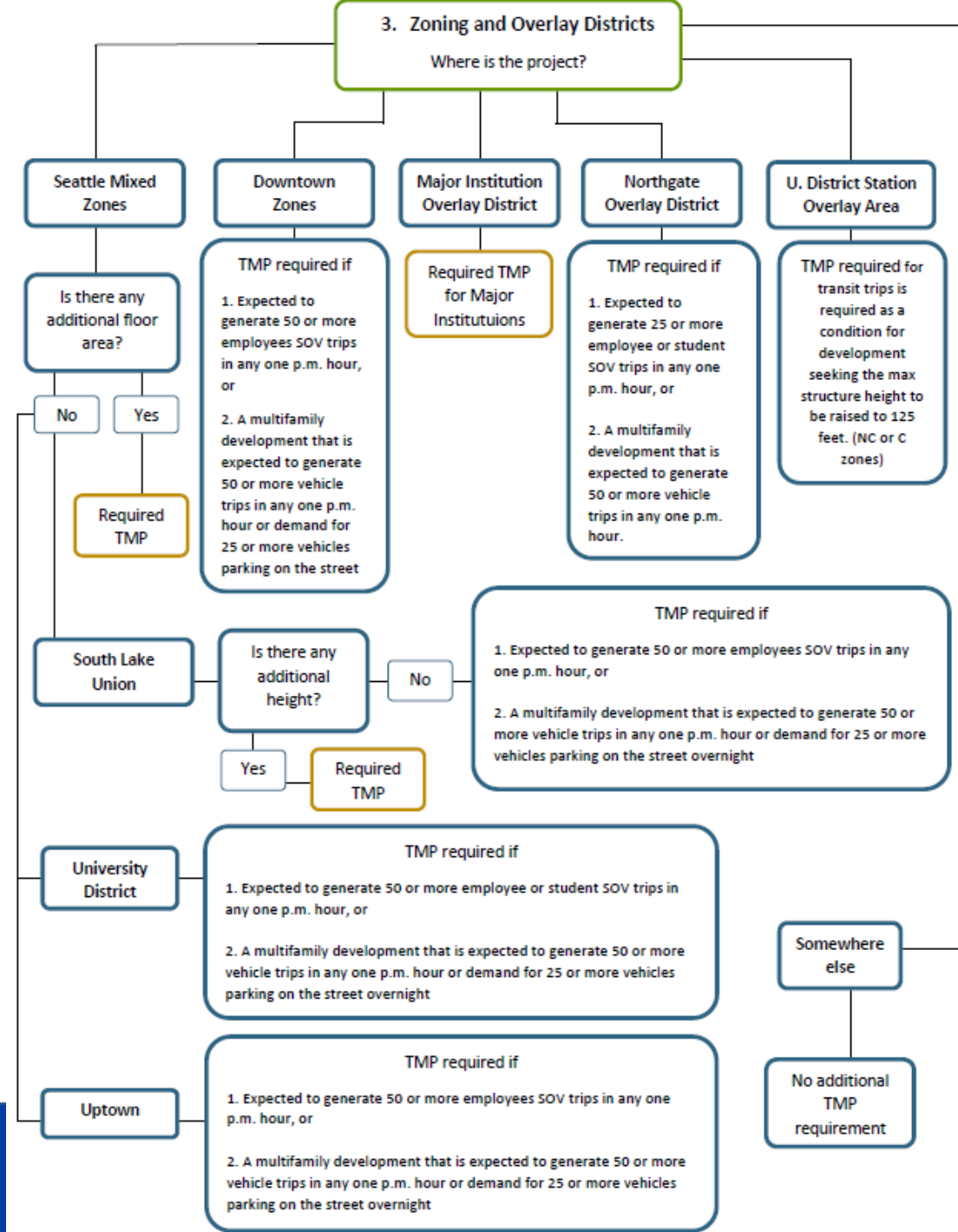
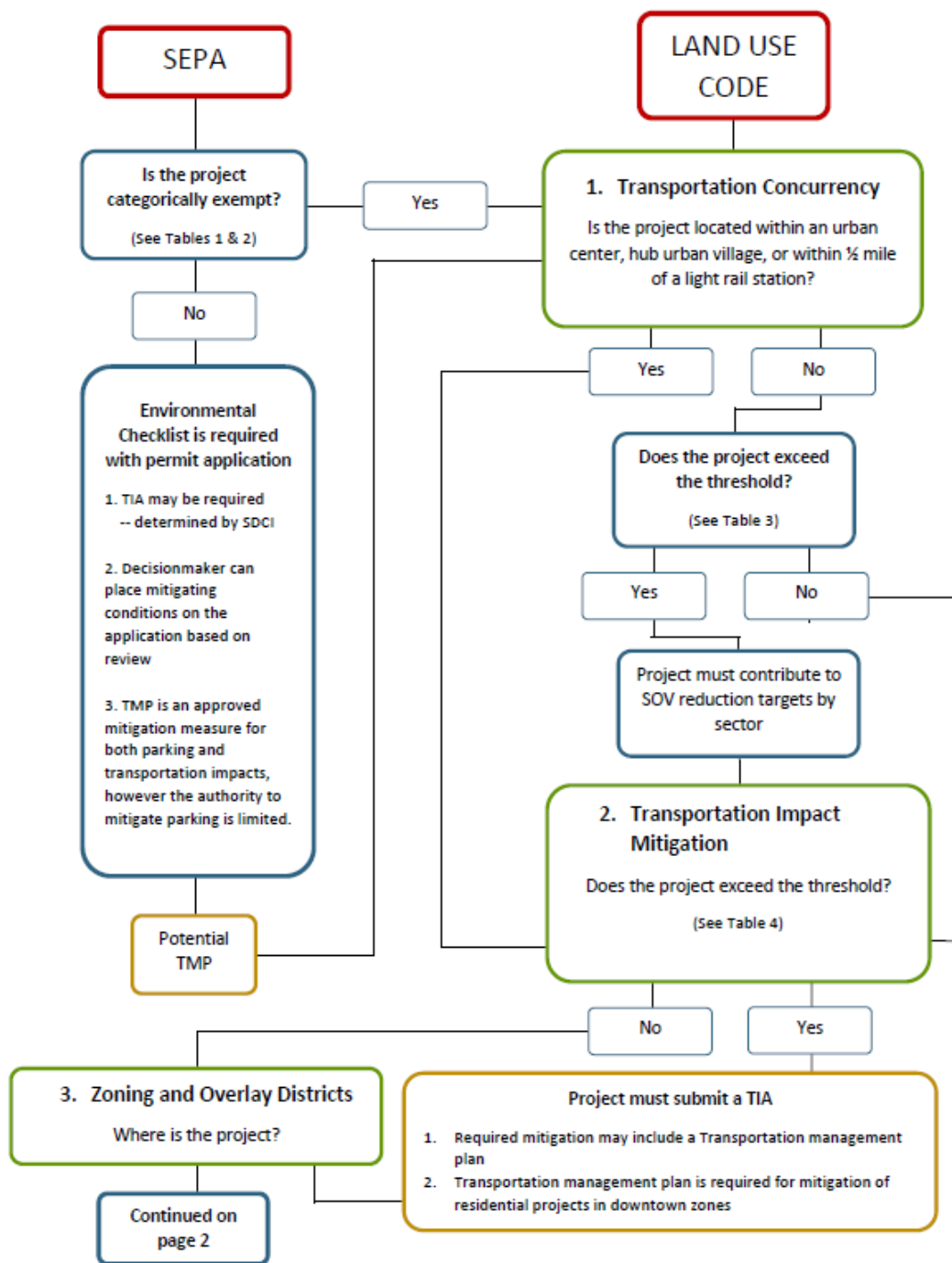


TMP Program Update: New Directors Rule

- SDOT and SDCI have finalized draft of update to TMP Directors Rule (last updated in 2015)
- New Rule **will apply to new TMPs adopted**
- Current TMP holders will find table of updated program elements useful
- Rule available for review on SDCI's website:
<http://web6.seattle.gov/dpd/edms/GetDocument.aspx?id=6342082>
- Further details on SDOT's Directors Rule website:
<http://www.seattle.gov/transportation/document-library/directors-rules-and-ordinances>

When is a TMP required?

- Short answer: it's complicated
- This Joint Director's Rule clarifies applicability and related authority of when a particular development proposal is subject to a TMP, either through:
 - SEPA review
 - Seattle Municipal Code (SMC) requirements
- In particular, covers SMC changes since 2015 related to re-zonings in various Seattle neighborhoods

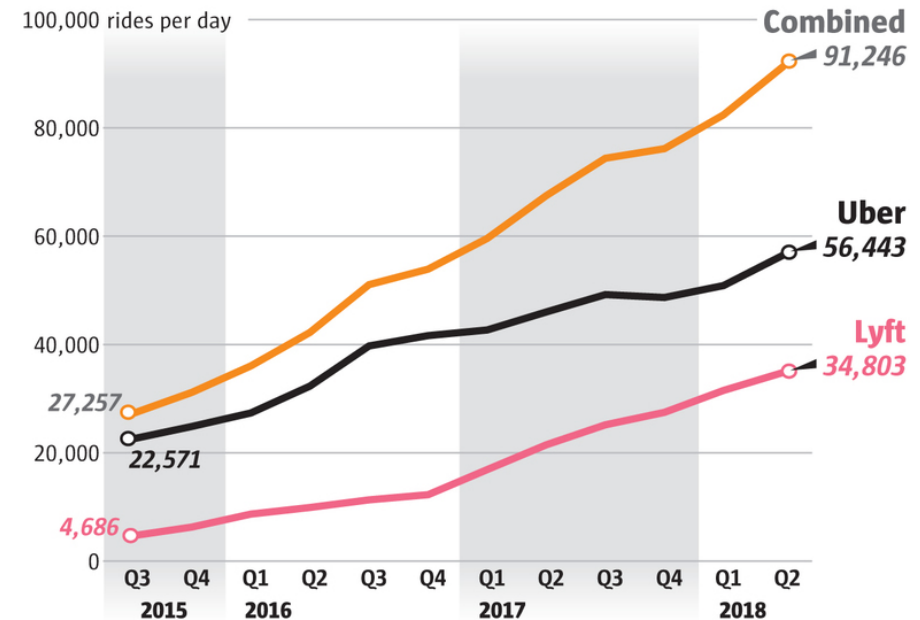


Accounting for new modes

- Introduction of TNCs and dockless device share
- Recognizes single-occupant TNC trip as SOV trip
- (Attempts to) anticipate other future changes in transportation

Uber and Lyft carry 91,000 people a day in Seattle area

The ride-hailing services have grown rapidly and steadily since arriving in the city, and carry far more people than taxis ever did.



Source: Uber and Lyft quarterly reports to the city of Seattle

MARK NOWLIN / THE SEATTLE TIMES

Elements tables updates

- Clearer guidance on *required* element or *recommended* element?
- Separate elements table for primarily residential projects
 - More relaxed tenant travel survey requirements
 - Transit and walk/bike subsidies are encouraged but not required
 - Bi-annual programming is still required
- Updates for references to new bike parking requirements
- Consolidated parking management section

Parking management elements

- Consolidated list compared with prior Directors Rule
- Element 13, pricing structures, has additional sub-elements detail (see next page)

C. Parking Management

13	Institute pricing structures for on-site parking that generally discourages SOV use (especially for long periods and for frequent use)
14	Unbundle parking from building-space leases
15	Provide free parking and reserved spaces in convenient areas for vanpools registered with a public agency
16	Provide parking discount for verified carpools and reserved spaces in convenient areas
17	Designate car share (preferably electric-vehicle) parking, and allow public access where possible

Parking management elements: pricing

Pricing elements

- Charge market rate or above for all parking in the building
 - Set parking fees to encourage short-term parking and space turnover rather than long-term (e.g. all-day) parking
 - Prohibit price reductions for all-day parking
 - Create “flex-use” parking passes
-
- **Consider bundling these into a comprehensive strategy, in conjunction with reduced parking supply**

Parking management supportive elements

- Physical improvements during design and construction can support active parking management – Elements 9 and 10

9	Reduce automobile parking supply below market demand for the type of land use and location
10	Enhance on-site bicycle parking by providing more bicycle parking than required by code or charging opportunities for e-bikes, e-scooters, and other sustainable electric micro-mobility devices

Minimizing parking supply: Element 9

- Critical element to set up success in achieving TMP Goal
- See recent research study:
<https://www.sightline.org/2021/01/28/more-parking-isnt-harmless-it-actually-makes-us-drive-more/>

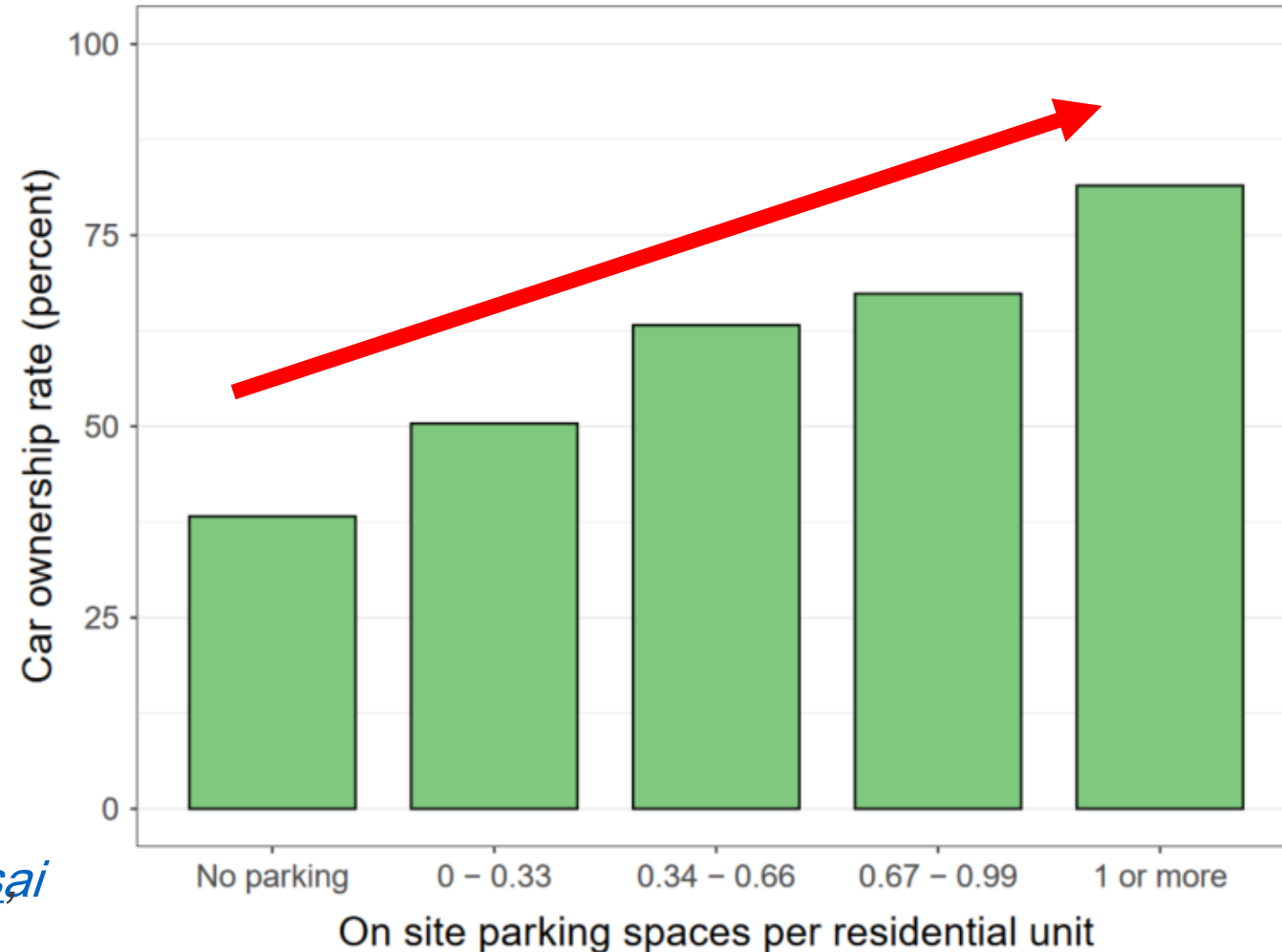
VERIFIED: MORE PARKING PUTS MORE CARS ON THE ROAD

A new study finds something environmentalists have long suspected but never proven.

Minimizing parking supply

- Parking ratio has direct relationship with car ownership

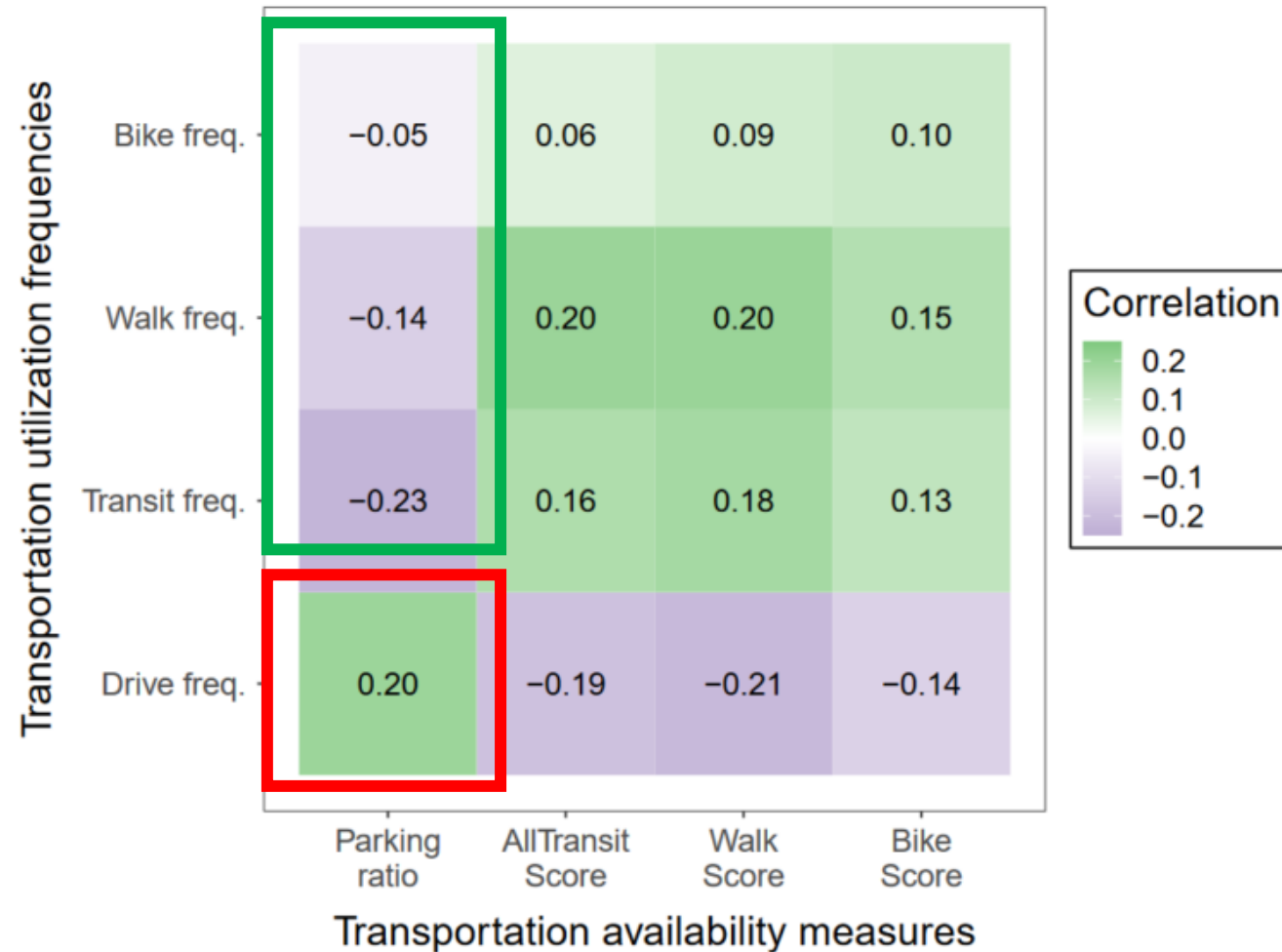
• Source: [Millard-Ball, West, Rezaei and Desai via Sightline article](#)



Minimizing parking supply

- Higher parking ratio → more driving
- Higher parking ratio → less walking, biking and transit use

• Source: [Millard-Ball, West, Rezaei and Desai](#), via [Sightline article](#)



Thank You

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www.seattle.gov/transportation





SDOT's Bicycle Parking Guidelines



Our vision, mission, and core values

Vision: Seattle is a thriving equitable community powered by dependable transportation

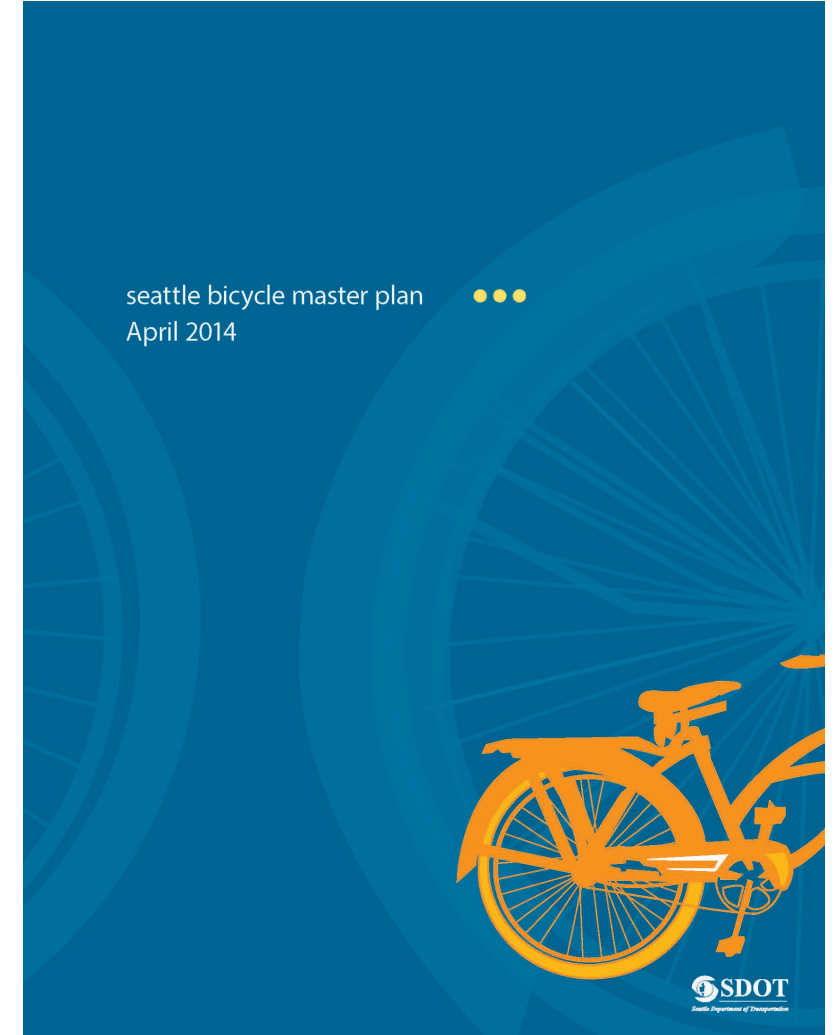
Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

Background

- City's ridership goals
- Parking as necessity and amenity
- Differing types of parking for different use(r)s



Bike Parking Requirements

- Applies to new buildings/major changes
- SMC 23.54.015.K, Bicycle Parking
 - Required quantity by Land Use
- Joint SDCI-SDOT Directors' Rule
 - Clarifies performance requirements in SMC

SDCI	Director's Rule 6-2020
SDOT	Director's Rule 1-2020

Applicant: City of Seattle Department of Construction and Inspections, and Seattle Department of Transportation	Page: 1 of 8	Supersedes: NA
	Publication: 2/24/2020	Effective: 10/22/2020
Subject: Bicycle Parking Guidelines and Application of Bicycle Parking Development Standards	Code and Section Reference: SMC 23.54.015.K	
	Type of Rule: Code Interpretation and Procedural Rule	
	Ordinance Authority: SMC 3.06.040	
Index: Land Use Code/Technical Standards and Procedural Requirements	Approved	
	Date (signature on file) 10/22/2020 Nathan Torgelson, Director (signature on file) 10/21/2020 Sam Zimbabwe, Director	

SDOT's Guidelines

- Attached to Joint Directors' Rule
- Provides qualitative guidance beyond Land Use Code
 - Examples and discussion of rack types
 - Provides 'enhancement' ideas for ST and LT parking

Seattle Department of Transportation

SEATTLE BICYCLE PARKING GUIDELINES



October 2020

 **Seattle**
Department of
Transportation

GOOD SHORT-TERM BICYCLE PARKING EXAMPLES



On-street bike corral near an intersection in Ballard (Photo: Alta Planning + Design)



Racks are protected under building cover at Swedish First Hill (Photo: Alta Planning + Design)



Racks under a shelter with lighting & repair station at UW (Photo: MIG|SvR)



Multiple public racks at a high demand location at the University Stadium Light Rail Station (Photo: MIG|SvR)



Rail type rack with space for a cargo bike on Greenwood Ave N (Photo: MIG|SvR)



Bicycle parking corral with spaces for bike share and private bicycles (Photo: SDOT)

NOT SO GOOD SHORT-TERM BICYCLE PARKING EXAMPLES



Rack does not provide 2 points of support or place to lock to frame (Photo: MIG|SvR)



Non-intuitive rack does not provide 2 points of support (Photo: Alta Planning + Design)



Rack does not provide 2 points of support (Photo: MIG|SvR)



Rack does not allow use of a u-lock (Photo: Alta Planning + Design)



Rack is not intuitive (Photo: MIG|SvR)



Inadequate bike parking provided (Photo: SDOT)

Guidelines
p.14

Guidelines
p.19

GOOD LONG-TERM BICYCLE PARKING EXAMPLES



A variety of rack types including floor racks is provided (Photo: Alta Planning + Design)



Racks are in a secure cage with artwork (Photo: Alta Planning + Design)



SPA with steel bars provides high level of security (Photo: MIG|SvR)



Adequate aisle space provided (Photo: Alta Planning + Design)



Bike room is in a secure, accessible location with signage (Photo: MIG|SvR)

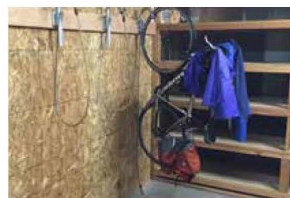


Covered bike lockers at Angle Lake Light Rail Station (Photo: Alta Planning + Design)

NOT SO GOOD LONG-TERM BICYCLE PARKING EXAMPLES



Anchoring is not theft resistant (Photo: MIG|SvR)



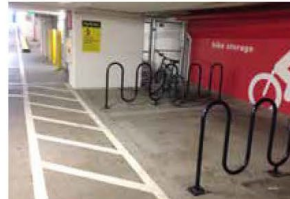
Anchoring and wood mounting is not theft resistant (Photo: MIG|SvR)



Racks are wheel benders (Photo: Alta Planning + Design)



Poor circulation (Photo: Alta Planning + Design)



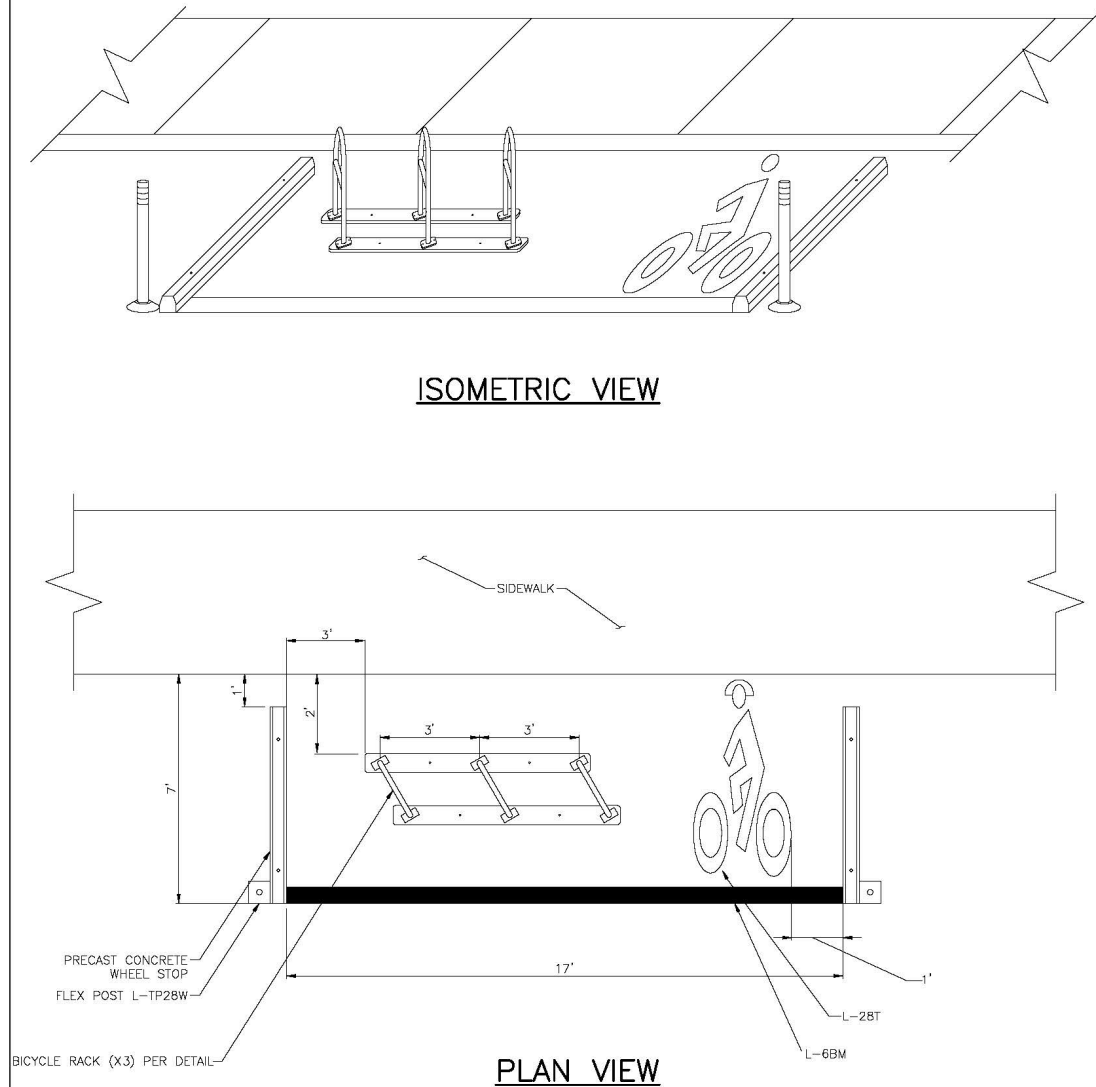
Racks do not provide 2 points of support & there is no delineated bike exit (Photo: MIG|SvR)



Racks do not provide 2 points of support (Photo: Alta Planning + Design)

Other Considerations

- Account for variety of bicycle types
- Including micromobility in the mix
- Bicycle parking area can also incorporate rider amenities
 - Lockers, 'fix-it' stations, pumps, artwork, etc.
- Programming can support infrastructure investments
- Conversion potential of existing vehicle parking



Questions?

wyatt.hoffman@seattle.gov

<https://www.seattle.gov/dpd/codes/dr/DR2020-6.pdf>

www.seattle.gov/transportation



Introduction to Workplace Charging

Kelly Yearick

Program Manager

March 4, 2021



Forth Is Changing the Way We Get Around

We are active in Four Main Areas

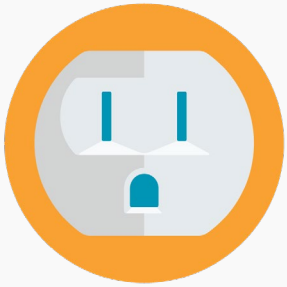
Strengthening the Industry Network - We bring together businesses, utilities and communities to support growth, create living-wage jobs and strengthen our economy.

Advancing Transportation Policy - We advocate for smart laws and policies that strengthen emerging mobility solutions and ensure cutting-edge technologies benefit us all.

Demonstrating Smart Transportation - We bring partners together to demonstrate new technologies in real-world projects that help improve our lives and expand mobility options.

Accelerating Market Adoption - We organize events and test drives to showcase the latest technologies and bring the fun, efficiency and money-saving benefits of electric and smart transportation to the public.

Types of Electric Vehicle Charging



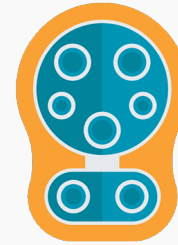
Level 1 (120V AC):

3-5 miles of charge added per hour; great for Plug-in Hybrids and short commutes



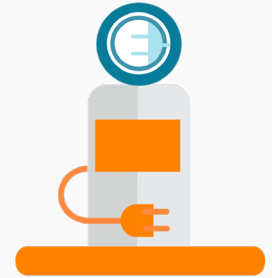
Level 2 (240V AC):

20-40 miles of charge added per hour; better suited for BEVs with longer commutes



DC Fast (480V AC):

80% charge in 20-40 minutes; perfect for road trips and high-mileage drivers



Electric Vehicle Supply Equipment (EVSE)

Or EV charging stations

Why Install Workplace Charging?



Demonstrates leadership and a commitment to sustainability



Motivates employees to purchase or lease EVs themselves through greater awareness and access to charging infrastructure



Attracts and retains sustainability-minded employees and customers



Lowers any fleet ownership and operating costs

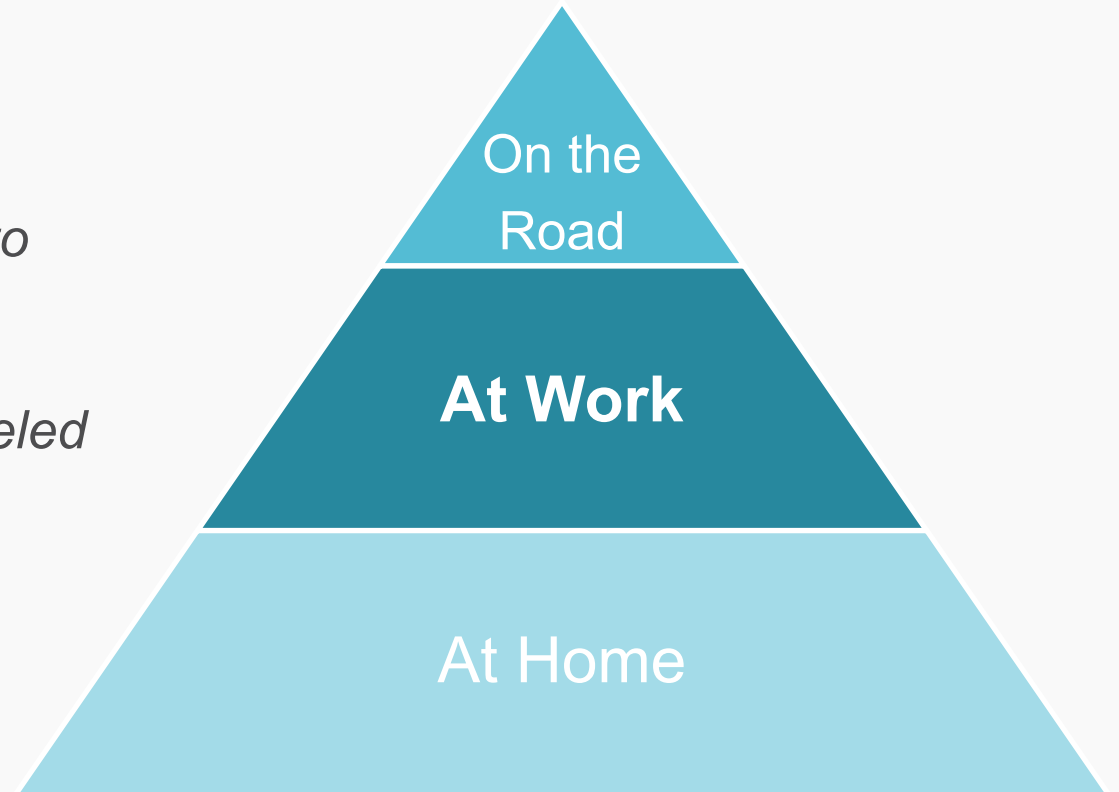
Workplace Charging is Valuable to Employees

Workplaces are the second most likely location for EV owners to charge

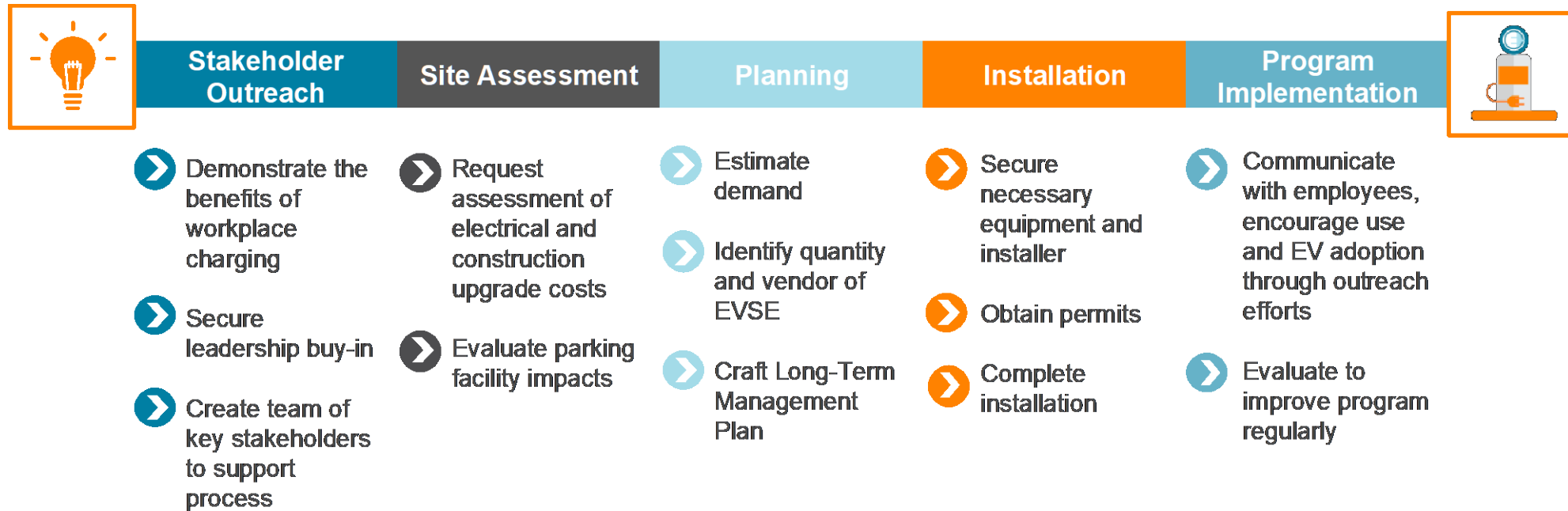
30% of current EV drivers do not have access to home charging

Increase the number of electric vehicle miles traveled

Provides a low-cost employee benefit



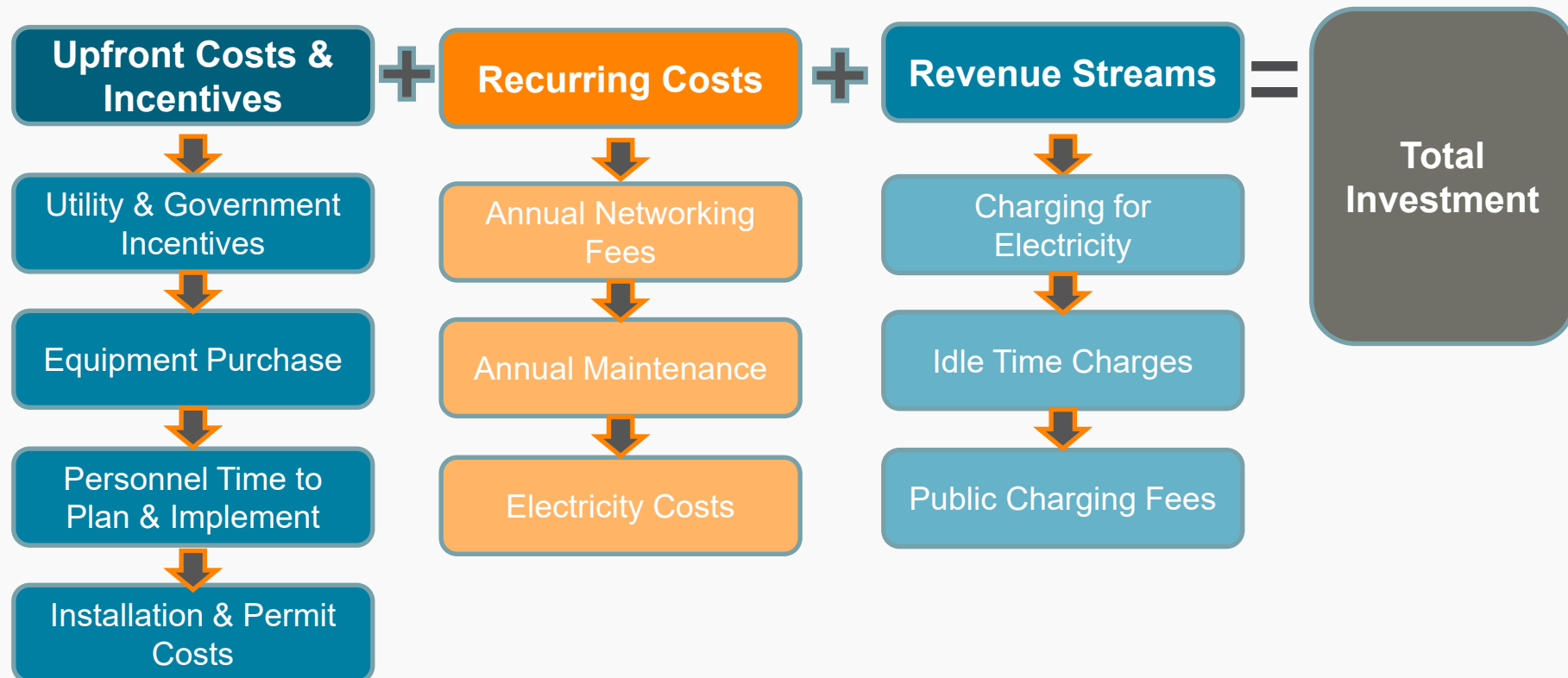
Program Roadmap



Estimating Total Investment In Implementing Workplace Charging

Actual figures can be provided by EVSE vendors and other potential contractors.

Check with your local utility or municipality for potential incentives.



Selecting Charging Stations

Networked vs. Nonnetworked & Should I Charge to Charge?

- Networked chargers are connected to the internet through wi-fi or cellular connection and can be managed by local facilities or a third party entity.
 - Allows for paid charging, idle fees, access restrictions
 - Higher upfront and ongoing costs
- Non-networked chargers lack the additional monitoring and management functionality.
 - Lowest cost option upfront
 - Simple to use
 - Annual electricity costs are minimal, around \$400/year
- Consider **why** you're doing now while also considering **future demand**

Interested in learning more?

Check out
Forth's Workplace
Charging Toolkit

Intro

Purpos

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Workplace Charging Toolkit

Developed for the City of Indianapolis, IN
with Bloomberg American Cities Climate
Challenge

Kelly Yearick, Program Manager
August 2020



• Appendix

COMING SOON

Become an e-
mobility friendly
certified workplace!

Contact Kelly Yearick
(kellyy@forthmobility.org) with questions.



Questions?

Schedule a consultation with Commute Seattle.

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