

2005/2006 PARKING STUDY AND
RECOMMENDATIONS
for
The City of Sumner

APRIL 2006

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for
The City of Sumner

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EXECUTIVE SUMMARY

Heffron Transportation was retained to perform a parking study for the City of Sumner. This study is a follow-up to a 2001 parking study conducted by Heffron Transportation.

Based on this study update, overall parking capacity is adequate to accommodate the existing demand in most of downtown Sumner. The residential areas surrounding the commuter rail station that are not part of the RPZ zones are experiencing parking demand pressure. The commuter rail station lot is overcapacity during the week. Some commuter rail riders may be parking along Maple Street along with downtown employees. Maple Street has the highest parking demand and longest parking duration of the on-street locations near the station.

The year 2022 parking demand from new employment, housing, and retail development is expected to be accommodated by the current supply. However, almost all public downtown parking will be at or near its effective capacity. As mentioned above, the existing commuter rail station lots are already full beyond capacity, with some spillover evident on nearby streets. By 2020, unconstrained forecasts indicate there could be demand for approximately 189 additional vehicles.

Recommendations were derived after evaluating the existing city policies related to parking as well as collecting and evaluating parking supply and demand data throughout the Sumner Central Business District (CBD) area. The recommendations consider potential future demand from growth in residential and commercial activity in the Sumner CBD. The recommendations include short-term, medium-term, and long-term parking measures. Many of these measures have been carried forward from the 2001 study. The following lists the recommendations for each of the categories.

Short-Term Parking Recommendations

- S-1. Establish a parking management review committee
- S-2. Periodically review loading zone requirements
- S-3. Continue delineating time restricted on-street parking spaces
- S-4. Expand Restricted Parking Zone surrounding commuter rail station area
- S-5. Revise RPZ time limits.
- S-6. Consider RPZ revisions to match demand
- S-7. Negotiate a parking strategy with Sound Transit
- S-8. Design and install new public parking signage
- S-9. Continue enforcement and expand as needed.
- S-10. Prepare information packet/brochure/flyer regarding various parking options.

Medium-Term Parking Recommendations

- M-1. Improve existing off-street parking lots
- M-2. Provide for replacement of public parking spaces when surface parking lots redevelop

- M-3. Establish parking fund.
- M-4. Formalize use of Sound Transit commuter rail station parking during large festivals and/or weekend parking
- M-5. Consider sites for additional off-street public parking and revise City code as needed
- M-6. Explore partnership with Sound Transit to locate and construct a new parking facility
- M-7. Establish local circulator buses
- M-8. Seek options for remote parking for carpools

Long-Term Parking Recommendations

- L-1. Require transportation demand management
- L-2. Consider enhanced on-street parking management options
- L-3. Consider enhanced off-street parking management options
- L-4. Develop a long-term solution to excess Sound Transit parking demand in Sumner

TABLE OF CONTENTS

1. INTRODUCTION	1
1.1. Study Approach.....	1
1.2. Study Area.....	1
2. EXISTING PARKING CONDITIONS	3
2.1. Data Collection Effort	3
2.2. Parking Demand	4
2.3. Parking Duration	11
2.4. Restricted Parking Zones.....	11
2.5. Summary of Key Findings	12
3. FUTURE PARKING CONDITIONS.....	13
3.1. Parking Demand from Housing Growth in Sumner	13
3.2. Parking Demand from Employment Growth In Sumner.....	13
3.3. Commuter Rail Parking Demand	14
3.4. Total Future Parking Demand	15
3.5. Future Parking Demand Compared to Supply.....	16
4. SUMMARY OF FINDINGS & CONCLUSIONS	18
4.1. Overall.....	18
4.2. Within the CBD Core	18
4.3. Near the Commuter Rail Station and Within the Larger Study Area	18
4.4. Forecast Future Demand	19
4.5. Recent Parking Management Efforts.....	19
5. RECOMMENDATIONS	20
5.1. Short-Term Parking Recommendations	20
5.2. Medium-Term Parking Recommendations	22
5.3. Long-Term Parking Recommendations	23
APPENDICES	

FIGURES

Figure 1. Study Area	2
Figure 2. Peaking Characteristics of On-Street Parking Demand on Main Street.....	8
Figure 3. Peaking Characteristics of On-Street Parking Demand All CBD Streets	8
Figure 4. Peaking Characteristics of 3-Hour Off-Street Public Parking	9
Figure 5. Peaking Characteristics of 8-Hour Off-Street Public Parking	10
Figure 6. Peaking Characteristics of Off-Street City Lot	10
Figure 7. Parking Durations on Main Street and Maple Street.....	11

TABLES

Table 1. Parking Supply Surveyed in the Sumner Study Area.....	4
Table 2. Peak Parking Utilization by Type in Sumner – Comparison of 2001 and 2005.....	6
Table 3. Sumner Parking Study: 2005 Update – Peak Parking Utilization by Type.....	7
Table 4. Growth in Employment by Sector within Study Area –Year 2022.....	14
Table 5. Mode of Arrival for Sounder Riders – Sumner Station.....	15
Table 6. Future Parking Demand – City of Sumner CBD for 2020	16
Table 7. Future (2022) Sumner Parking Demand – Expected Public Allocation.....	17

1. INTRODUCTION

This parking study for the City of Sumner was performed as an update to a prior study completed in 2001. It was commissioned by the City of Sumner to document current 2005/2006 parking conditions, determine how demand and utilization has changed since 2001, and to update recommendations for the City in its parking management practices. Similar to the 2001 study, this update focuses on the downtown Central Business District (CBD) of Sumner and the area surrounding the Sounder Commuter Rail station. In addition to the recommendations, information about neighborhood parking supply and demand data are incorporated into this report. The recommendations were developed to address existing and potential future issues related to parking in Sumner.

1.1. Study Approach

Heffron Transportation was retained by the City of Sumner to perform a parking study in the City. The study was designed to develop solutions for various parking issues. The study was performed in four steps:

1. First, parking supply and demand data were collected for the Sumner CBD to define the parking issues and provide information needed to evaluate solutions.
2. Next, estimates of potential future parking demand were developed based on the *Sumner Housing Plan* and the *City of Sumner Comprehensive Plan Update*. Future demand estimates were also developed for the Commuter Rail Station.
3. Then, a list of potential parking solutions was developed that could be applied to the Sumner CBD and commuter rail station area. These considered the recommendations and solutions already implemented by the City based on the 2001 study.
4. Finally, the recommendations were formulated based on results of the above tasks.

1.2. Study Area

This parking study update considered the area bounded by the White (Stuck) River, State Route 410 (SR-410), Thompson Street, Ryan Avenue, Maple Street, Wood Avenue, and North Street. New parking supply and demand data were collected in the Main Street core commercial area between Traffic Avenue and Wood Avenue as well as along sections of Narrow Street, Kincaid, Alder and Ryan Avenues and Elizabeth and State Streets. Parking supply and turnover data were collected in and near the commuter rail station and the roadways surrounding the station. The study area and the locations where new parking data were collected are shown on Figure 1. Figures showing the current residential parking zones (RPZs) by street are included in the appendices.

2. EXISTING PARKING CONDITIONS

This section describes the existing parking conditions in the Sumner CBD and commuter rail station area. It includes a discussion of the data collection effort, on-street and off-street parking supply, and parking demand information for the various types of parking.

2.1. Data Collection Effort

Parking utilization and turnover data for several locations were collected in the City of Sumner. Although the 2001 study considered turnover data primarily along Main Street, the City requested that this update include turnover data on the following CBD streets:

- Main Street – Fryar Avenue to Wood Avenue,
- Maple Street – Narrow Street to Ryan Avenue,
- Academy Street – Kincaid Avenue to Alder Avenue,
- Narrow Avenue – Main Street to Maple Street,
- Kincaid Avenue – Main Street to Academy Street,
- Alder Avenue – Main Street to Academy Street, and
- Ryan Street – Main Street to Maple Street.

In addition, parking utilization and turnover data were collected at four public off-street parking lots and one off-street parking lot used by City of Sumner staff. Two of the public off-street lots are located north of Main Street, and the remaining three off-street lots are south of Main Street. The lots contain a mix of spaces with three-hour, eight-hour, and unrestricted durations.

Parking utilization data were collected for the commuter rail station. Data were collected in the station parking lots, as well as along streets near the station. Near the station, the following blocks were included to identify station-related parking demand:

- Academy Avenue – Narrow Avenue to Kincaid Street,
- Harrison Street – Cherry Avenue to Alder Street,
- Park Avenue – Cherry Avenue to Kincaid Avenue,
- Cherry Avenue – Maple Street to Park Street,
- Kincaid Avenue – Academy Street to Park Street,
- Mountain Circle Drive – South of Thompson,
- Elizabeth Street – Traffic Avenue to Hunt Avenue, and
- State Street – Traffic Avenue to Hunt Avenue.

The last two streets are located across Traffic Avenue (on the west side) from the station. Transit passengers can cross Traffic Avenue and then reach the rail platform via a staircase leading up from Traffic Avenue. Some of the streets close to the commuter rail station are classified as “Residential Parking Zones” (RPZs) to discourage rail passenger parking.

Data were collected on two weekdays (Wednesday, August 3rd and Thursday, August 11th) and on one Saturday (August 20th, 2005). These dates were coordinated with City staff to ensure that there were no unusual activities such as construction or major events. On-street parking utilization and license-

plate information were recorded once per hour from 7:00 A.M. through 4:00 P.M. Data were collected for the same hours in the off-street parking lots. Parking demand data for the commuter rail station and surrounding streets were collected for five or more hours each day.

The parking supply included in this data collection effort is summarized in Table 1. On-street parking capacity was determined based on striping where present. If on-street spaces were not clearly marked, the number of spaces was determined based on typical curb lengths for parked vehicles. Parallel parked vehicles typically require about 20 lineal feet of curb space. The legal parking supply was adjusted for required parking set backs from street features such as fire hydrants, stop signs, and curb-cuts or crosswalk intersections.

Table 1. Parking Supply Surveyed in the Sumner Study Area

Street Name	Parking Type	Number of Spaces
<i>On-Street Parking CBD</i>		
Main Street – Fryar Avenue to Wood Avenue	2 Hour	44
Maple Street – Narrow Street to Ryan Avenue	Mix of 2 Hour and 15 minute	30 and 9
Academy Street – Kincaid Avenue to Alder Avenue	Unrestricted	16
Narrow Avenue – Main Street to Maple Street	2 Hour	11
Kincaid Avenue – Main Street to Academy Street	Mix	40
Alder Avenue – Main Street to Academy Street	2 Hour	34
Ryan Street – Main Street to Maple Street	2 Hour	25
<i>Off-Street Parking Lots</i>		
Three-Hour Parking	Three hour	87
Eight-Hour Parking	Eight hour	106
City Employee Parking	Unrestricted	40
<i>Commuter Rail Station</i>	Includes angle parking on Harrison Street	289
<i>On-Street Parking Adjacent to Commuter Rail Station</i>		
Academy Street – Narrow Avenue to Kincaid Street	Some RPZ	27
Harrison Street – Cherry Avenue to Alder Street	Some RPZ	16
Park t Street – Cherry Avenue to Kincaid Avenue	Unrestricted	13
Cherry Avenue – Maple Street to Park Street	RPZ	59
Kincaid Avenue – Academy Street to Park Street	Unrestricted	30
Mountain Circle Drive – South of Thompson Street	Unrestricted	62
Elizabeth Street – Traffic Avenue to Hunt Avenue	Unrestricted	49
State Street – Traffic Avenue to Hunt Avenue	Unrestricted	11
Total Parking Supply Included in Study Area		998

Source: Heffron Transportation, Inc., September 2005

2.2. Parking Demand

The section of the report discusses parking demand, parking supply and parking utilization rates. *Parking demand* refers to the number of cars that drivers are trying to park related to a specific land use. For instance, if someone drives to a grocery store and parks in the on-site parking lot, the driver is generating “demand” for one parking space. *Parking supply* refers just to the number of spaces in a given location. Parking supply in parking lots is relatively easy to identify – often, the spaces are marked and can be counted. On-street parking supply can be a bit more difficult to identify. When on-

street spaces are not explicitly marked, the parking supply is determined based on the available lineal feet along a curb. The curb length available for parking is often also interrupted by driveways, fire hydrants, and intersections. As a rule of thumb, an on-street parking space is 20 to 25 feet in length. This allows room for the car and space for maneuvering in and out of the space.

Parking utilization compares parking demand to parking supply. If there are 10 parking spaces in a parking lot, and all of them are occupied, then parking utilization in that lot is 100%. However, sometimes people overpark – some people may park in the drive aisles or partly in the entrance or exit driveways. When this happens, parking utilization can exceed 100%. In this case the number of cars exceed the designated or legal parking supply. This happens now in the commuter rail station. It can also happen with on-street parking spaces, if drivers crowd their cars close together, or park too close to an intersection, driveway, or fire hydrant.

When utilization is at or above 100% in a lot or on a street, drivers may chose to park in other lots and in nearby or adjacent neighborhoods. In extreme cases, demand can exceed supply to the point that people stop coming to a location.

A summary of the parking demand results is shown in Table 2. This summary includes the results from the year 2001 study for comparison. As shown, peak weekday demand for all on-street parking within the CBD study area occurred at 1:00 P.M. on weekdays, and at 11:00 A.M. on Saturday. On-street parking utilization rates along Main Street were slightly lower than observed for the 2001 study. Utilization of the off-street eight-hour spaces was slightly higher than the 2001 results, and utilization of the off-street three-hour spaces was lower than the 2001 study. The City lot that was added for this 2005 study had relatively high utilization for most of the day on weekdays (at or near 80% for five hours). The highest level of parking demand occurred at the commuter rail station where average weekday demand was 104%. At times, demand ranged as high as 110% within the largest commuter rail station parking lot. Demand for commuter rail parking in off-street lots is up substantially (more than 60%) from the 2001 study.

More detailed information, with parking demand rates by individual street and off-street lot, is included in Table 3. As shown, Maple Street had the highest peak utilization on weekdays, and Narrow Street had the highest utilization on Saturday. It should be noted that the 2001 data were collected during the school year; the 2005 data were collected during the summer. Since parking utilization rates on the east end of the Main Street study area were very low for this recent effort, it is likely high school parking affects demand and utilization on this eastern portion of Main Street. In addition, several other things may have affected the data including: a large commercial building at 1202 Main Street being temporarily unoccupied; and temporary vacancy/remodeling of four dwelling units and legal offices on Ryan Avenue between Main Street and Maple Street.

The off-street parking lots in the CBD area had similar utilization rates as those observed in 2001, although there was some variation in the peak demand times. The utilization in these lots ranged from 51% to 71% on weekdays and from 54% to 94% on Saturday. Utilization of Lot 3 (north of Main Street on the east side of Ryan Avenue) was consistently higher than found during the 2001 study.

A comparison of weekday and Saturday utilization rates of on-street parking near the commuter rail station provides an estimate of roadways that are likely being used for overflow commuter rail station parking demand. The most affected streets appear to be Academy Street and Park Street. Parking demand on Academy Street and State Street exceeded theoretical supply in some cases. For example, the theoretical supply assumed 20-foot long parallel spaces, 30-foot setbacks from stop signs, 5-foot setbacks from driveway curb cuts; however, not all drivers recognize and/or obeyed these restrictions.

Demand on Academy Street peaked in the early morning hours and again during the commuter peak period. This may be related to drop off and pick up activity at the commuter rail station. It should be noted that, based on field observations, the RPZs appear to be effectively eliminating commuter rail parking those streets with the designations.

Table 2. Peak Parking Utilization by Type in Sumner – Comparison of 2001 and 2005

Parking Type and Location	Year 2001 Results ¹			Year 2005 results		
	Surveyed Supply	Peak Utilization		Surveyed Supply	Peak Utilization	
		Avg. Weekday	Saturday		Avg. Weekday	Saturday
CBD Vicinity						
On-Street Parking – Main	47	63% (12:30 P.M.)	77% (12:30 P.M.)	44	60% (2 P.M.)	64% (1 P.M.)
On-Street Parking – CBD	N/A ²	N/A ²	N/A ²	209	65% (1 P.M.)	44% (11 A.M.)
Off-Street Public Lots						
Eight-hour	109	61% (12-2 P.M.)	54% (2 P.M.)	106	69% (1 P.M.)	61% (2 P.M.)
Three-hour	88	64% (12 P.M.)	78% (12 P.M.)	87	52% (1 P.M.)	66% (1 P.M.)
City lot	N/A ²	N/A ²	N/A ²	40	89% (11 A.M.)	10% (All Day)
Commuter Rail Station						
Off-Street Lots	214	85%	N/A ²	289	104% (7 A.M.)	6% (8 A – 12 P)
On-Street near Station	92	38%	N/A ²	267	40% (8 A.M.)	33% (8 A.M.)

Source: Heffron Transportation, Inc., 2005.

1. Results from City of Sumner Parking Study and Recommendations, Heffron Transportation, Inc., August 29, 2001
2. N/A = These areas were not surveyed as part of the 2001 study.

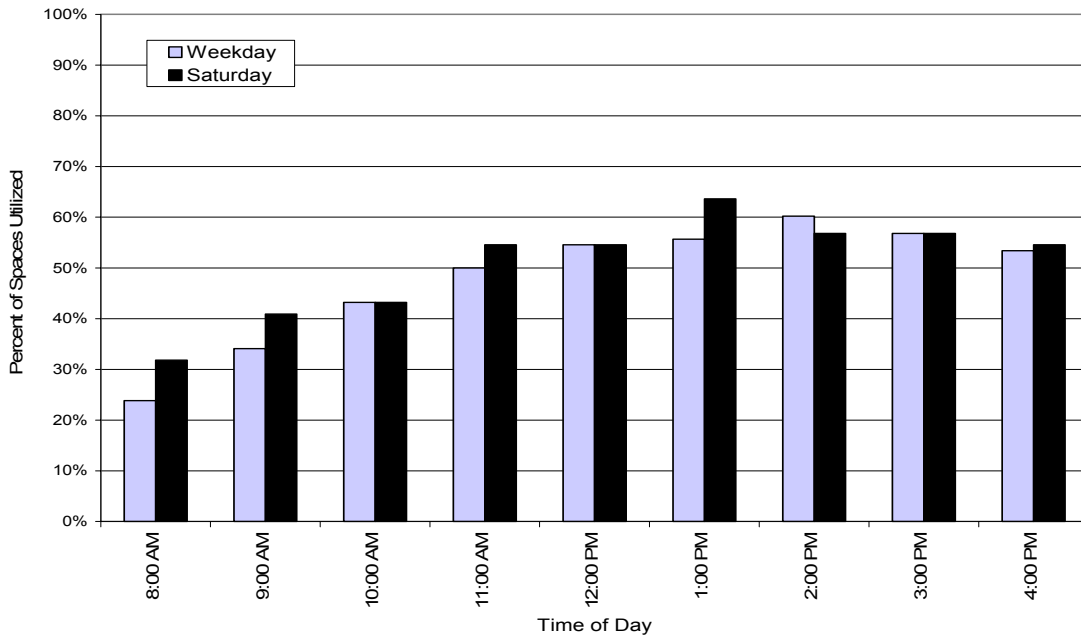
Table 3. Sumner Parking Study: 2005 Update – Peak Parking Utilization by Type

Parking Type and Location	Surveyed Supply	Average Weekday		Saturday	
		Peak Utilization	Time Observed	Peak Utilization	Time Observed
<i>On-Street Parking CBD</i>					
Main Street	44	60%	2 P.M.	64%	1 P.M.
Maple Street	39	96%	11 A.M.	54%	11 A.M., 3 P.M.
Academy Street	16	84%	All day	13%	Most Hours
Narrow Avenue	11	64%	10 A.M.	91%	4 P.M.
Kincaid Avenue	40	58%	1 P.M.	48%	11 A.M.
Alder Avenue	34	60%	1 P.M.	38%	11A, 12P, & 4 P
Ryan Street	25	56%	10, 11 A.M., & 1 P.M.	28%	2 P.M.
Sub Total	209	65%	1 P.M.	44%	11 A.M.
<i>Off-Street Parking Lots</i>					
Lot 1 – South: btwn Alder & Kincaid	33	71%	1 P.M.	94%	1 P.M.
Lot 2 – South: West side of Ryan	35	61%	1 P.M.	54%	11 A.M.
Lot 3 – North: East side of Ryan	65	71%	12 P.M.	77%	2 P.M.
Lot 4 – North: East of Railroad	60	51%	1 P.M.	60%	11 A.M. & 12 P.M.
Lot 5 – City Employee Parking	40	89%	11 A.M.	10%	All day
Sub Total	233	65%	1 P.M.	52%	11 A.M.
<i>Commuter Rail Station</i>	289	104%	7 A.M.	6%	8 A.M. – 12 P.M.
<i>On-Street Parking Adjacent to Commuter Rail Station</i>					
Academy Avenue	27	93%	7 A.M.	59%	9 A.M.
Harrison Street	16	69%	10 A.M.	50%	8 A.M.
Park Avenue	13	85%	8 A.M.	0%	All Day
Cherry Avenue	59	74%	1 P.M.	39%	4 P.M.
Kincaid Avenue	30	63%	8 A.M.	70%	1 & 2 P.M.
Mountain Circle Drive	62	33%	1 P.M.	19%	8 A.M.
Elizabeth Street	49	26%	7 A.M.	18%	8 A.M.
State Street	11	118%	12 P.M.	91%	3 P.M.
Sub Total	267	40%	8 A.M.	33%	8 A.M.

Source: Heffron Transportation, September 2005.

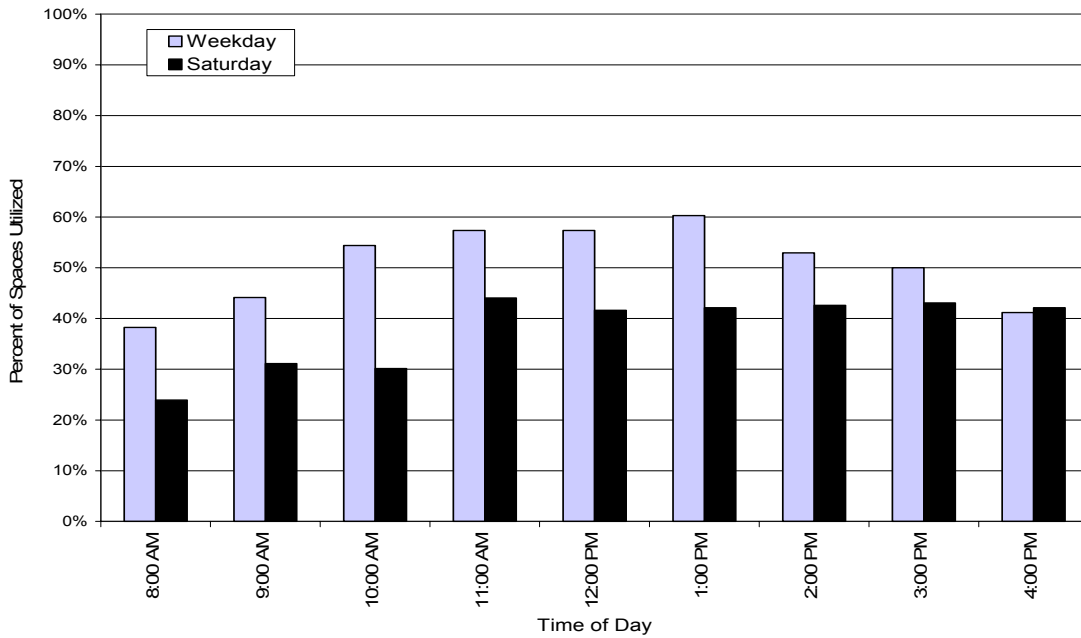
Peaking characteristics for parking utilization on CBD streets varied. Figure 2 shows the average weekday and Saturday parking utilization along Main Street. For comparison, Figure 3 shows the average weekday and Saturday parking demand for all the CBD streets that were included in this updated study. As shown, weekday on-street parking demand for the overall CBD is higher than on Saturday.

Figure 2. Peaking Characteristics of On-Street Parking Demand on Main Street



Source: Heffron Transportation, September 2005.

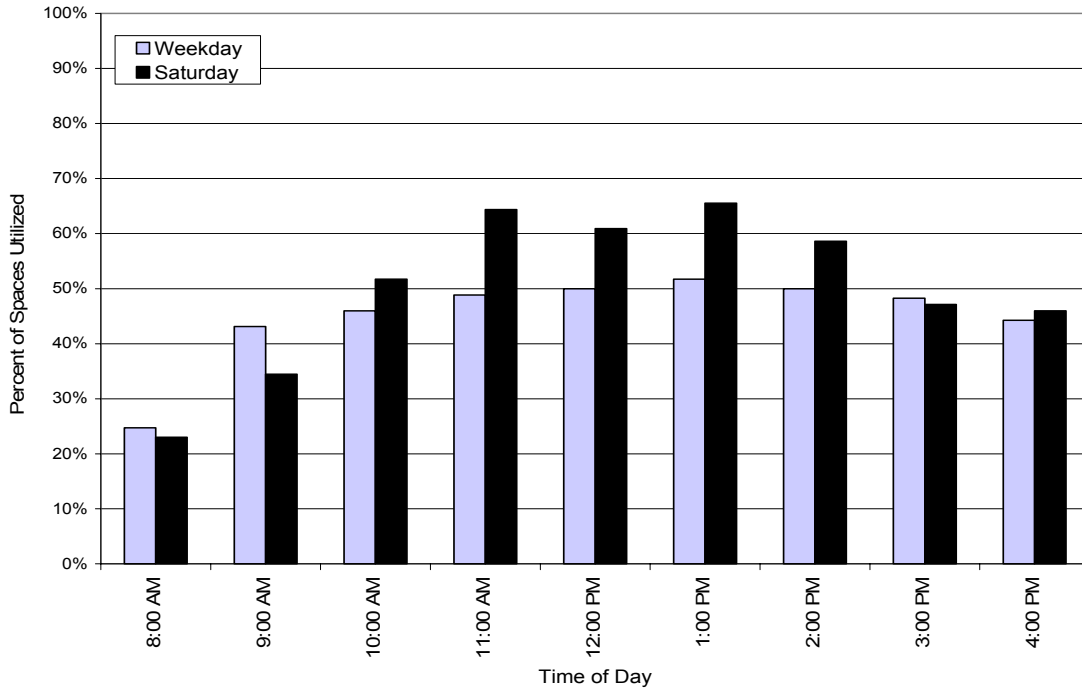
Figure 3. Peaking Characteristics of On-Street Parking Demand All CBD Streets



Source: Heffron Transportation, September 2005.

Figure 4 shows the peaking characteristics for the three-hour time restricted spaces in the off-street public lots. As shown, Saturday parking demand generally exceeds weekday demand in these three-hour spaces. Weekday parking demand for the three-hour spaces was observed to be 50% or lower.

Figure 4. Peaking Characteristics of 3-Hour Off-Street Public Parking

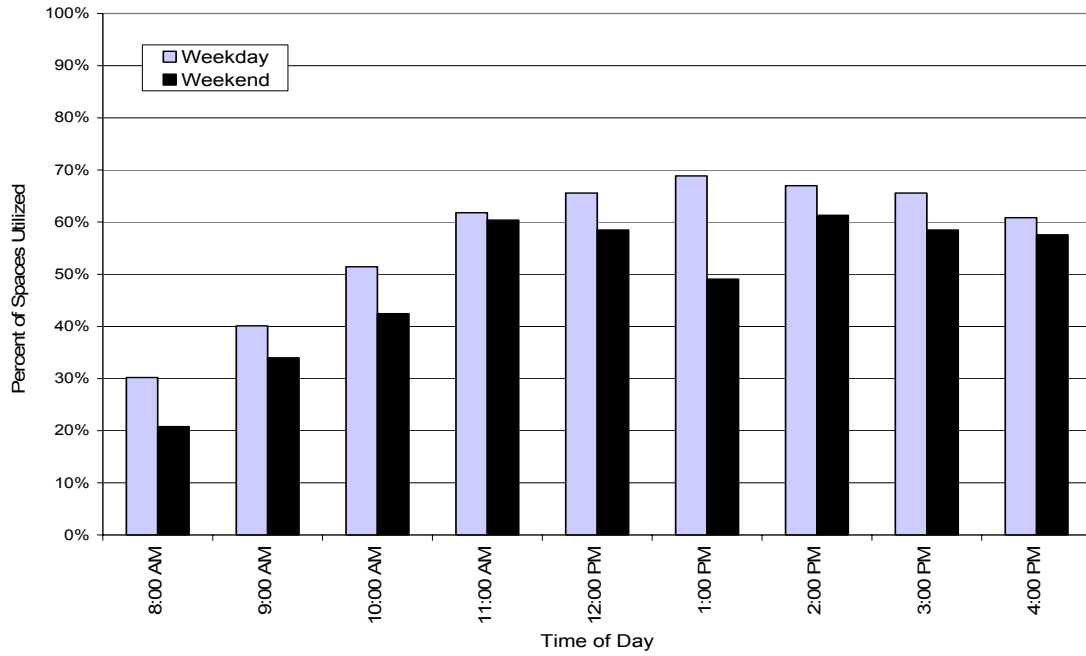


Source: Heffron Transportation, September 2005.

Figure 5 shows the peaking characteristics of the eight-hour off-street parking spaces. As would be expected, eight-hour spaces are in higher demand on weekdays. This is likely due to employee parking during normal weekday business hours. Weekend trips to the CBD are likely shorter and result in lower demand for the long-term spaces and higher short-term demand.

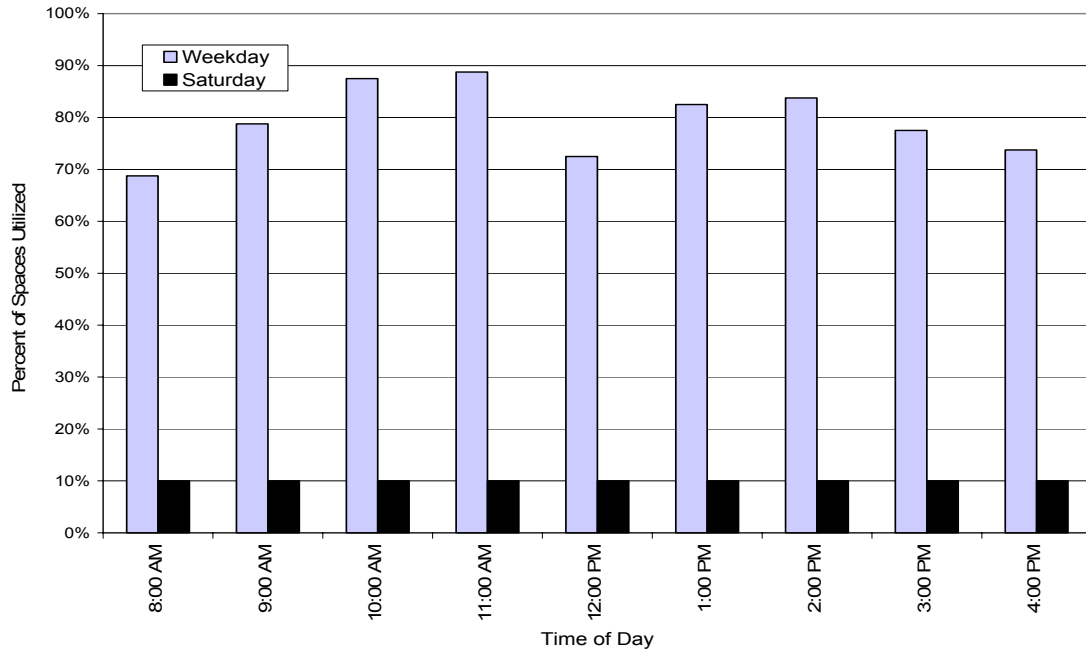
Figure 6 shows the peaking characteristics of the off-street lot used for City employee parking. This chart clearly demonstrates the high weekday demand that peaks at about 11:00 A.M. just before lunch. Demand on Saturday was very low throughout the day at this lot.

Figure 5. Peaking Characteristics of 8-Hour Off-Street Public Parking



Source: Heffron Transportation, September 2005.

Figure 6. Peaking Characteristics of Off-Street City Lot



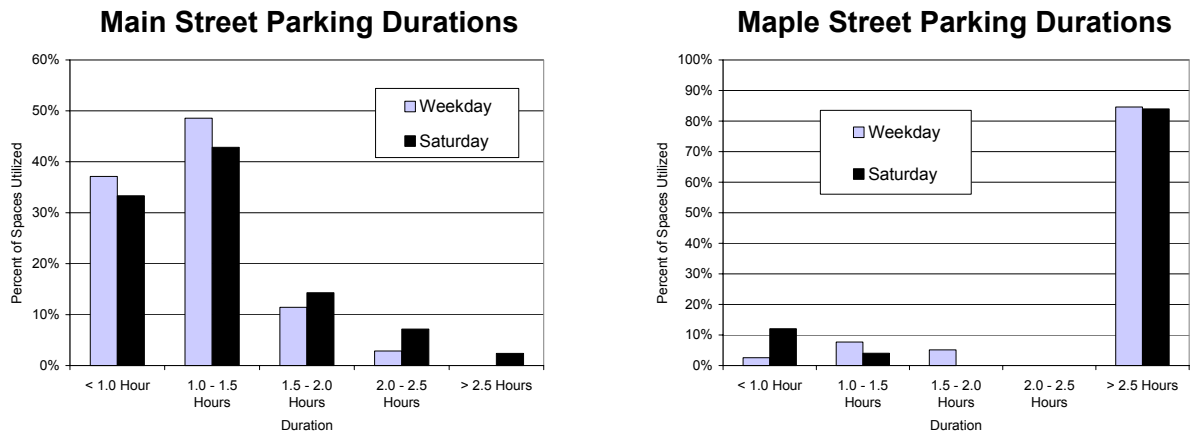
Source: Heffron Transportation, September 2005.

2.3. Parking Duration

Parking duration data were collected for individual parking spaces in the CBD area to estimate the length of time vehicles are parked. Each on-street space was observed every hour between 7:00 A.M. and 5:00 P.M. Specific information for Main Street and Maple Street is shown in Figure 7. On Main Street, the majority of vehicles were parked for 1.5 hours or less. This is true for the average weekday and for Saturday. This indicates that the two-hour parking restrictions are being followed and/or parking enforcement is working effectively.

On Maple Street, most vehicles were parked for over 2.5 hours. Many vehicles were parked for the entire day. Other than the RPZ zone on Maple Street between Narrow and Kincaid Streets, parking on Maple Street has no time restrictions.

Figure 7. Parking Durations on Main Street and Maple Street



Source: Heffron Transportation, September 2005.

2.4. Restricted Parking Zones

The City of Sumner established the Restricted Parking Zone (RPZ) ordinance to help ease parking congestion in residential neighborhoods. An RPZ is established in a neighborhood to discourage long-term parking by non-residents on residential streets. It is appropriate where parking congestion in residential areas is being caused by a nearby business or institution such as a hospital, school, or in this case, a commuter rail station. An RPZ will not ease congestion when it is caused by residents themselves owning more cars than there are parking spaces available.

RPZs already existed along roadways adjacent to Sumner High School and further northeast adjacent to Daffodil Elementary School prior to the 2001 Parking Study. Since then, additional RPZ streets have been added in the study area. These include parts of Academy Street, Harrison Street, Kincaid Avenue and Cherry Avenue. The existing RPZs allow residents with a valid permit displayed in their vehicle to park on-street in the designated area. All other vehicles are restricted during daytime hours. The City allows RPZs to be established for either exclusive use of permit holders or to limit use based on time restrictions, which apply to all vehicles except those with valid permits. However, the new RPZ zones do not allow for time-restricted use of spaces (e.g., 2 hour parking unless valid RPZ permit displayed).

To obtain an RPZ permit, a majority of the residential households in a neighborhood or street segment must submit a petition to the director of community development. The director may recommend the establishment of an RPZ whenever 60% or more of the subject on-street parking capacity is occupied during regular business hours or any consecutive six-hour period on both Saturdays and Sundays, or any consecutive four-hour period for five consecutive days, Monday through Friday, during non-business hours. In addition, at least 30% of the vehicles parked on the street in the area during such hours must not be owned by residents of the immediate neighborhood, persons visiting them, or doing business in the street or with such residents. Finally, public interest must also be served by the establishment of the RPZ. To date, this procedure has been followed on a block-by-block basis, and has included City Council review and action.

The data collection effort confirmed that the RPZs are effectively discouraging commuter rail patrons from parking on those streets with the designation. In fact, utilization of on-street parking capacity in these areas is very low. Excess parking demand from the commuter rail station is being forced further from the station to streets without RPZ designations.

2.5. Summary of Key Findings

The following summarizes the key findings of the data collection and existing parking demand and utilization data to date.

- Parking utilization rates on Main Street peaked at 60% on weekdays, and 64% on Saturday. These are slightly lower rates than found in the 2001 study. Parking utilization on Maple Street was highest in the CBD at 96%.
- In the off-street public parking lots, demand for eight-hour spaces was higher (69% peak utilization) than for three-hour spaces (52% peak utilization) in terms of peak utilization and total numbers of vehicles. This is logical since a portion of the short-term CBD demand is effectively served by the on-street parking supply that is likely more convenient to local destinations.
- Parking demand in the City of Sumner parking lot adjacent to the Red Apple market is at its practical capacity, with peak weekday demand at 89%.
- Parking demand on Narrow Avenue was observed to be very high on Saturday (91%). This high utilization may be related to demand from businesses along Narrow Avenue. A store along Narrow Avenue offers woodworking classes on Saturdays that draw 20 or 30 students per session.
- Observed parking durations on Main Street were primarily two (2) hours or less, indicating drivers are obeying the time restrictions and enforcement efforts are working.
- Observed parking durations on Maple Street averaged just under seven hours. This indicates long-term employee parking occurs frequently on Maple Street.
- During the weekday observations, parking demand in the commuter rail station lots exceeded supply for most hours of the day. Vehicles were observed parked in red zones (fire lanes) and in transition areas. Saturday demand remained very low, with peak parking demand at about 6%.
- Parking durations on State Street were also observed to be very long, indicating use of that street for spillover commuter rail station parking. Some transit riders were observed walking between that street and the commuter rail station. City staff report observing people parking on Academy Street and then proceeding to the Commuter Rail Station.

3. FUTURE PARKING CONDITIONS

This section describes the potential future parking demand in the Sumner CBD. The future parking demand estimates are based on potential increases in parking demand for residential and commercial uses, as well as demand related to the Sounder commuter rail station. Forecasts for future residences and increases in employment were derived from information provided by The Transpo Group, as part of its work on the transportation element of the *City of Sumner Comprehensive Plan Update*. Future transit demand at the commuter rail station was based on information from the Puget Sound Regional Council (the most current forecasts available at the time of this analysis).

3.1. Parking Demand from Housing Growth in Sumner

As described in the *Sumner Town Center Housing Strategy*, there is potential for developing about 173 new residential units in the Sumner CBD area, if no changes are made in current zoning. However, some of these opportunities exist in the commercial zone, so variances may be required. The area considered in the *Housing Report* includes areas north and west of the study area for this parking study update. The growth in housing in the study area would likely be less than 147 units. As the study is still in progress, final conclusions are not yet available about potential future housing.

The Transpo Group's housing projections for year 2022 indicate about 78 new units in the study area. This projected increase in housing was used in developing future parking demand estimates for this parking study update. These potential new units are projected for the traffic analysis zones (TAZs) that encompass the parking study area: TAZs 1353, 1354, 1355, 1356, 1434 and 1435. The location and borders of these TAZs can be found in the appendices. It should be noted that changes to City code could result in higher growth in CBD housing, which could lead to additional demand for on-street parking in the CBD.

3.2. Parking Demand from Employment Growth In Sumner

The *Comprehensive Plan Update* also considers potential growth in employment within the parking study area. New jobs by employment sector for year 2022 were compared to year 2000 to determine future new employees in the study area. Since some of the growth will likely occur in the retail sector, and since many of the businesses in the study area are retail in nature, an estimate of daily future shoppers was also included for this parking study. Table 4 summarizes the projected growth in jobs by employment sector. As shown, the *Comprehensive Plan Update* forecasts a total of 219 new jobs are expected by year 2022 within the study area (the TAZs listed previously). Office employment represents the highest number of new jobs by year 2022. No new manufacturing or light industrial jobs are projected in the study area TAZs; the industrial areas lie west and north of the study area.

Table 4. Growth in Employment by Sector within Study Area –Year 2022

Employment Sector	New Jobs Year 2022
Retail	38
Office	138
Warehouse	38
Schools/Education	5
Manufacturing - Light Industrial	0
Total	219

Source: The Transpo Group, City of Sumner Comprehensive Plan Update

3.3. Commuter Rail Parking Demand

Note: The projections discussed in Sections 3.1 and 3.2 are based on Year 2022 data. The projections discussed below, related to the commuter rail station, are based on Year 2020 data from Puget Sound Regional Council. For simplicity’s sake, when all of the projections are combined, they are referred to as Year 2022.

Future commuter rail station parking demand was also estimated. To estimate commuter rail parking demand, current commuter rail ridership counts were obtained from the City of Sumner (provided to the City by Sound Transit). The Sound Transit data indicated that the Sumner station served 454 boardings per day in February 2006.

Puget Sound Regional Council staff provided the results of an unconstrained transit boarding model run. In simple terms, this means that demand for rail in Sumner was projected without constraints on factors such as availability of parking or relative travel times. The results showed estimated daily boardings could increase to 576 by year 2020. This represents a 27% increase in ridership compared to the year 2006 numbers provided by Sound Transit. In addition to commuter rail, the Sumner station serves as a park-and-ride lot for Pierce Transit and Regional Express bus service. Parking demand for bus riders is included in this future ridership projection.

It should be noted that during this parking study update, Sound Transit was in the process of updating its ridership forecasts for the Sounder commuter rail and Regional Express bus transit systems. These updates would likely better account for service and capacity changes by year 2020 than the unconstrained conditions modeled by the PSRC. However, Sound Transit’s forecasts were not available at the time of this analysis and the PSRC data were the best available.

The estimated net increase in demand by 2020 was adjusted by mode of arrival data (*Ridership Samplings, Sound Transit, South Line*, provided by City of Sumner staff). Most Sounder patrons arrive in private vehicles, with 79% of riders arriving in single-occupant vehicles and 4% of riders arriving in carpool vehicles. Approximately 10% of riders are dropped off at the station in private vehicles. The remainder of riders take a bus, walk or bicycle to the station. Table 5 summarizes mode of arrival for the Sumner commuter rail station.

Table 5. Mode of Arrival for Sounder Riders – Sumner Station

Mode of Arrival	Percent of Arrivals
Bike	1%
Walk	1%
Bus	5%
SOV	79%
Carpool	4%
Drop-Off	10%

Source: Ridership Samplings, Sound Transit, South Line, provided by City of Sumner, 2005

Increased housing and employment in the Sumner CBD may result in a small increase in biking, walking or drop-off activity at the commuter rail station in the future. However, to be conservative, the mode-of-arrival percentages were assumed constant and applied to the future potential ridership to determine future commuter rail station parking demand. Future parking demand for the station is estimated at 478 vehicles. Additional demand for pick-up/drop-off activity would also occur. Approximately 58 additional vehicles would drop off and/or pick up passengers at the station. Given the existing parking supply (289 spaces), future long-term (all-day) parking demand at the station would be will be about 165% of supply.

3.4. Total Future Parking Demand

Table 6 summarizes projected parking demand by land use component for the City of Sumner CBD in Year 2022. For the commercial and retail uses, adjustments were made to account for typical absenteeism and average vehicle occupancy. The table shows the number of new jobs for employment-based demand, housing units, transit riders, and retail shoppers. The last column indicates the estimated number of public parking spaces that would be needed to meet demand from future CBD residents, employees, shoppers and transit riders. The excess commuter rail demand (189 vehicles) was determined as the estimated unconstrained year 2020 demand (478 vehicles) minus the existing supply (289 spaces).

Table 6. Future Parking Demand – City of Sumner CBD for 2020

Land Use	Number	Units	% Present, Weekday ¹	% Present, Peak Hour ¹	Average Vehicle Occupancy	Demand By User Group	Demand for Public Parking ²
Employment ³							
Retail	38	Employees	75%	75%	1.0	20	20
Office ⁴	138	Employees	90%	90%	1.1	102	50
Warehouse	38	Employees	95%	100%	1.0	36	26
Schools/Education	5	Employees	95%	100%	1.0	5	0
Manufacturing – Lt. Industrial	0	Employees	0%	0%	0.0	0	0
Subtotal, Employment	219					163	96
Housing ^{3,5}	78	Dwelling units	100%	100%	n/a	156	20
Souder Sumner Station ⁶	189	vehicles	100%	100%	n/a	189	189
Retail/Shoppers	380	people	100%	20%	1.2	63	63
Total						571	368

1. Assumptions based on experience with absentee rates and retail employee work patterns.
2. Assumes that future retail and office development will not provide parking to meet all employee demand.
3. Source: City of Sumner Employment and Housing Projections, Spreadsheet (The Transpo Group, for City of Sumner Comprehensive Plan Update)
4. Per current Sumner code, office uses must provide 2.5 spaces per 1,000 gsfa in general. In areas with on-street public parking (such as downtown) this can be reduced to 1.0 space per 1,000 gsfa. However, lenders would likely require higher on-site parking; 1.5 off-street spaces per 1,000 gsfa assumed for this analysis.
5. All future housing would likely have some off-street parking available. However, not all residents typically park off-street, and visitors often tend to park on-street.
6. Source: Phone and email correspondence with PSRC; excess demand equals 2020 demand minus the existing supply.

3.5. Future Parking Demand Compared to Supply

Based on the forecasts from the previous section, the existing City of Sumner parking supply will be able to accommodate future employment, housing, and retail demand. However, by year 2022, demand will be at or very near capacity. Any acceleration of employment growth or housing stock could quickly overwhelm the public parking supply. In addition, the City will need to work to address the potential increasing overspill demand generated by the commuter rail station. This analysis assumes that the City would continue to resist allowing commuter rail parking demand to use on-street parking for all-day car storage.

Table 7 summarizes how the new parking demand would likely utilize the existing supply of public parking. The summary is presented by user group for each type and location of public parking. These assignments were based on the most reasonable location for each type of user. For example, shoppers would first use any available on-street short-term parking, then off-street short-term parking. Employees would look first to unrestricted on-street parking nearest the workplace, then long-term off-street parking spaces farther from the workplace. The table includes an estimate of the “Available Supply” which refers to the number of spaces remaining in that category of parking, based on the parking utilization results presented earlier in this report. The supply values assume that an overall

utilization of 85% is effectively equivalent to capacity. This assumption recognizes that once parking utilization reaches about 85%, the combination of unparked drivers searching for parking and the difficulty finding empty spaces give the impression of full parking conditions. The parking-demand columns show how many vehicles from each category are expected to occupy available parking spaces in 2022.

Table 7. Future (2022) Sumner Parking Demand – Expected Public Allocation

Parking Type and Location	Available Supply	Expected Future Demand Allocation					Total	
		Employees		Sounder Housing	Retail Passengers	Retail Shoppers	Future Demand	Excess Supply
Retail	Office							
CBD Vicinity								
On-Street Parking – Main	15	0	0	0	0	15	15	0
On-Street Parking – CBD	62	0	39	0	0	23	62	0
Off-Street Public Lots								
Eight-hour	28	20	8	0	0	0	28	0
Three-hour	35	0	0	0	0	25	25	10
City lot	4	0	3	0	0	0	3	1
Commuter Rail – Off Street	0	0	0	0	0	0	189	-189
On-Street Near Station	80	0	0	20	0	0	20	60
Total for Year 2022	224	20	50	20	0	63	342	-118
Unmet Demand		0	0	0	189	0		

Source: Heffron Transportation, Inc., 2006

As shown above, by year 2022, very little public parking would remain available in downtown Sumner. Only about 11 spaces would remain available in off-street lots, and about 60 on-street spaces near the commuter rail station could remain depending on how the City manages this supply. Based on past measures to address commuter rail demand, these on-street spaces would probably become subject to RPZs, and would not be available for general use or commuter rail passenger use. However, allowing limited use (e.g., 2 hours or less) of RPZ spaces could boost the City’s supply of public parking and make more efficient use of the on-street parking resource, while still prohibiting long-term use by commuter rail patrons.

This analysis assumes that the City of Sumner will not accommodate commuter rail patron parking on City streets. In fact, with an expanded RPZ, some rail riders who now park on streets near the station will have to find parking elsewhere. Without additional off-street parking supply, the excess demand will continue to find unrestricted parking on City streets. At some point, the RPZs will extend far enough from the station that commuter rail patrons will begin to change travel behaviors and either change modes (arriving at the station in transit or be dropped off and picked up) or will choose other locations to access the commuter rail system.

It is also important to recognize that some or all of the increase in peak parking demand from new employment and housing could be accommodated by on-site parking provided by developers. In fact, some developers may require on-site parking in excess of code requirements to obtain financing for a particular project. However, Table 7 demonstrates how the City’s public parking supply could be

virtually full by 2022. It will be important for the City of Sumner to monitor development and its anticipated affect to public parking through its permitting processes. For example, projects can be required to document anticipated peak parking demand and supply. Future decisions regarding parking management measures and potential investment in additional facilities will depend on how development chooses to address its parking needs.

4. SUMMARY OF FINDINGS & CONCLUSIONS

This section presents a summary of findings and conclusions from the 2005/2006 parking study update. These address parking conditions in the Sumner CBD including the commuter rail station area.

4.1. Overall

Overall parking capacity is adequate to accommodate the existing demand in most of downtown Sumner. The residential areas surrounding the commuter rail station that are not part of the RPZ zones are experiencing parking demand pressure. The commuter rail station lot is overcapacity during the week. Some commuter rail riders may be parking along Maple Street along with downtown employees. Maple Street has the highest parking demand and longest parking duration of the on-street locations near the station.

4.2. Within the CBD Core

Compared to 2001, on-street parking demand along Main Street has decreased slightly¹, and parking in the off-street public lots has increased slightly. This indicates that on-street parking enforcement is working well. The highest demand for parking is occurring toward the western end of the Main Street area at the confluence of Main Street, Kincaid Avenue, and Cherry Avenue. The highest demand is occurring during midday when all generators (office, retail, and restaurant) have somewhat overlapping peaks. These results are similar to those found in 2001. Parking capacity is available toward the east.

The Red Apple Market adjunct lot, now used by City of Sumner employees, is 89% utilized during the week, but nearly empty on weekends. The other four off-street lots have 60% or less usage for 3 hour spaces, and slightly higher usage of 8 hour spaces.

4.3. Near the Commuter Rail Station and Within the Larger Study Area

The commuter rail station has added parking capacity of 75 spaces since the study in 2001. However, demand for parking has outstripped the additional supply and excess parking demand is occurring within the lots (the lots were observed to be over capacity) and along City of Sumner streets. The RPZs near the station are effective in preventing commuter rail parking. However, commuter rail patrons are venturing further from the station to find unrestricted on-street parking.

Academy Street near the commuter rail station is highly utilized on weekdays, but has very little parking demand on Saturdays. The west end of Main Street has good utilization weekdays and

¹ Since the 2001 study, the KC Caboose restaurant burned and remains closed. A commercial building at 1202 Main was under renovation at the time of the 2005 data collection, and so was empty. Another small mixed use building nearby was also being remodeled.

Saturdays. Maple Street has high weekday utilization but not on Saturdays. Otherwise, on-street parking in the study area remains underutilized.

4.4. Forecast Future Demand

The year 2022 parking demand from new employment, housing, and retail development is expected to be accommodated by the current supply. However, almost all public downtown parking will be at or near its effective capacity.

As mentioned above, the existing commuter rail station lots are already full beyond capacity, with some spillover evident on nearby streets. By 2020, unconstrained forecasts indicate there could be demand for approximately 189 additional vehicles. Planning and coordination with Sound Transit is recommended to address the excess demand without adversely impacting downtown residents, businesses and retail patrons. Residents near the commuter rail station will likely continue to request RPZ designations. Coordination with Sound Transit should address the ability and/or interest of the City of Sumner in accommodating additional excess overspill demand from commuter rail or bus riders.

4.5. Recent Parking Management Efforts

The City has undertaken certain tasks to improve parking since the 2001 study. These efforts are summarized below.

1. Parking has been delineated more clearly on some downtown streets, allowing for more efficient use of spaces and easier enforcement. New signage has been installed on Main Street and leading up to the parking lots.
2. Parking time restrictions are being enforced well. The City hired a part-time enforcement officer in 2002.
3. Residential parking zones have been established on some streets, and are working well to prevent non-resident parking.
4. The City has removed the off-street parking exemption for mixed-use buildings in the downtown zones. New developments have to provide parking to meet code, leaving on-street parking available for visitors and shoppers.
5. Parking time limits have been changed in some of the City's off-street lots.
6. The City reviewed and revised its provision of disabled parking spaces. Newly designated spaces are provided on street and in off-street public lots.
7. The City has leased the Red Apple adjunct parking lot for long-term parking by City employees, reducing long-term parking demand for unrestricted on-street parking spaces.
8. Shared parking is now explicitly allowed in the City code, for off-street (private) parking lots.
9. Informal use of the Sound Transit lot on weekends now occurs, although no formal agreement exists.

5. RECOMMENDATIONS

The following recommendations were developed for the City of Sumner based on the analysis presented in this report and based on prior findings and recommendations from the 2001 effort. Included are short-term, medium-term, and long-term parking recommendations for the study area. Many of the recommendations and suggested timing are similar or identical to those originally suggested in 2001. These have been reviewed and reconfirmed through this update process. The measures recommended herein should be prioritized and validated regularly through ongoing planning processes.

As described in the 2001 report, Sumner has a diverse group of land uses within the study area. As a result, the available parking within the neighborhood must be shared by restaurants, retail shops, offices, automotive uses, industrial uses, and residents. While there are strategies that may improve how parking supply is allocated to serve one or more of these uses, no single strategy will serve all uses. Therefore, many parking management strategies are recommended to address the diverse parking needs of the City.

5.1. Short-Term Parking Recommendations

Several measures are recommended for consideration immediately to address existing parking concerns and problems. These recommended measures are listed below and would be intended for implementation within the next one to three years.

- S-1. **Establish a parking management review committee.** A committee made up of representatives from the local CBD area including private sector businesses, City of Sumner staff, residents, the Police Department and/or Parking Enforcement, should be established. This group should meet periodically (minimum of twice per year) to review current, medium-term, and long-term parking management strategies for success or revisions. This committee could also periodically collect parking utilization data (volunteers could be used to reduce costs) and measure the success of strategies. This committee should be given a specific geographic area of responsibility and be allowed to make recommendations to the Planning Commission, City staff, and/or City Council. The review committee should also be informed about planned development in the CBD area and the portion of expected parking demand that will rely on public parking supply (either on-street or off-street). The committee's first issues could include addressing problems with the RPZ, possibly recommending policy direction for use of residential streets for public parking, reviewing loading zone requirements (see S-2 below) and negotiating longer term solutions for commuter parking with Sound Transit.
- S-2. **Periodically review loading zone requirements.** The Main Street corridor has few loading zones since most truck loading appears to occur from the rear of Main Street businesses. Periodic review of loading zone activity and requirements with the local businesses could enhance parking and loading ability in the CBD. The parking management review committee could consider loading zones as part of its regular review process.
- S-3. **Continue delineating time restricted on-street parking spaces.** On-street parking in areas where time limits are enforced is made more efficient with space delineation. The City has already delineated many on-street spaces. This effort can be continued to further improve parking conditions.

- S-4. **Expand Restricted Parking Zone surrounding commuter rail station area.** Pressure for on-street parking from commuter rail riders will continue to grow. Establishing and/or modifying the existing RPZ around the station will assist residents in finding parking near their homes. The RPZ should be expanded as an overall strategy, not on a street-by-street basis. This task could be undertaken by the parking management review committee, or by staff. Based on the results of analysis in this report, the RPZ should be expanded at a minimum to include Academy Street between the station and Alder Avenue, Harrison Street between the station and Cherry, and perhaps Mountain Circle Drive. However, the data and analyses do not indicate the RPZ is needed west of Traffic Avenue unless commuters begin to park on residential block faces.
- S-5. **Revise RPZ time limits.** In the residential areas of the CBD, most of the RPZ parking is unused during the day. While this keeps spaces “available” for residents, the parking is underutilized. Most residents are gone for part or all of the day, and the on-street spaces are not needed for their use. Revising the RPZ to allow up to 2-hour use by non-residents would make more efficient use of this very valuable resource while still prohibiting long-term commuter rail patron parking.
- S-6. **Consider RPZ revisions to match demand.** Consider studying the actual off-street parking supply that is available to residential areas and size the RPZ to accommodate some guest parking/overflow for the residential and allow commuter parking on the remainder of the street. This may be as simple as allowing commuter parking on one side and residential on the other.
- S-7. **Negotiate a parking strategy with Sound Transit.** Establishing and enforcing an RPZ requires funds. Since the parking demand pressure is created by Sound Transit users, the City should negotiate with Sound Transit to fund expansion and maintenance of the RPZ. Costs include study, signage, permits, enforcement, and staff. This negotiation is a short-term strategy, to be followed up with M-6 below.
- S-8. **Design and install new public parking signage.** Many of the off-street parking lots in the neighborhood are still somewhat difficult to find, and are underutilized by customers. Uniform signage directing motorists to parking lots (Trailblazer Signs) would likely improve utilization of lots that are not visible from Main Street. New uniform public parking signs should be designed to include the large “P” and directional arrows to City lots. The signs should be larger and placed lower on posts than the current parking lot signage. Signs designed with Sumner logos or decorative characteristics unique to Sumner would enhance their effectiveness. Directional signs should be located at all major entry points to the CBD area. Potential locations include: facing eastbound traffic on Main Street just east of the railroad crossing, facing westbound traffic on Main Street just west of Wood Avenue, facing northbound traffic on Cherry, Kincaid, Alder, and Ryan Avenues. Multiple signs may be needed on these routes where decision points exist. New uniformly designed signs identifying the public lot (Site Signs) and type of parking expected (e.g., customers and employee parking) should also be installed at all vehicular entrance locations to all public lots.
- S-9. **Continue enforcement and expand as needed.** Enforcement efforts seem to be working very well. As parking demand increases, and the RPZ expands, enforcement tasks may require additional staff or longer staff hours.
- S-10. **Prepare information packet/brochure/flyer regarding various parking options.** Create a simple flyer or brochure with a map of public parking areas and access routes. Businesses could distribute this flyer to customers and note the parking area closest to their location. This map could also be incorporated into other promotional materials distributed by the City or Chamber of Commerce.

5.2. Medium-Term Parking Recommendations

There are several measures that are recommended for consideration over the next three to ten years. These recommendations may require special action by the City Council, a larger amount of funding, or simply may not be needed until demand increases.

- M-1. **Improve existing off-street parking lots.** Utilization of off-street parking lots would be improved with enhanced landscaping, new lighting to enhance security, and improved pedestrian access routes. Landscaped planting strips (with low foliage or taller narrow trees to maintain visibility), decorative planters and lighting poles, and marked crosswalks or pedestrian paths would encourage employees and visitors to use lots that are currently underutilized. Where possible consolidate surface lots into one more efficient lot and enhance areas behind Main Street buildings. Maintain condition and cleanliness of off-street lots.
- M-2. **Provide for replacement of public parking spaces when surface parking lots are redeveloped.** There are several off-street, surface parking lots in the CBD area that could be redeveloped. Some of these lots may be serving shared demand of customers that would otherwise be public parking demand. When redeveloping parcels with existing surface parking, developers should be encouraged to provide parking for public use or demonstrate that proposals will not adversely impact surrounding parking demand conditions. Code conditions that restrict parking supply should be reviewed.
- M-3. **Establish Parking Fund.** Enforcement revenues can be earmarked for improved parking facilities such as signage, landscaping, or renovation.
- M-4. **Formalize use of Sound Transit commuter rail station parking during large festivals and/or weekend parking.** Sound Transit currently does not operate regular weekend train service. It is operating occasional special event trains (e.g., Sunday afternoon Mariners games or Seahawks games). Therefore, it may be possible to set up temporary “Public Parking” signs on days when commuter rail will not need the entire lot capacity. On weekend days when commuter rail trains are operating, demand may be sufficiently low to maintain the north-end of the lot for public Sumner parking. This now occurs informally.
- M-5. **Consider sites for additional off-street public parking and revise City code as needed.** As shown in Table 7, the City’s downtown public parking supply will be near or at capacity by 2022. The Parking Management Review committee (see S-1) should begin reviewing potential future sites for off-street public parking or opportunities to provide joint use-facilities with Sound Transit (see M-6 below). Recommendations should be presented to the Planning Commission. Provisions should be made in the on-going Comprehensive Plan update for future site(s). Future off-street public parking may be part of a private development, or a public parking investment.
- M-6. **Explore partnership with Sound Transit to locate and construct a new parking facility.** Commuter rail station parking demand already exceeds the off-street supply. Demand by year 2022 could increase another 65% and would not be met through use of City of Sumner on-street parking. Expansion of the RPZs will further restrict parking availability for rail and bus riders. The City should partner with Sound Transit to develop options for accommodating or relocating excess parking demand. Ideally, any new parking capacity would be developed and located in conjunction with City of Sumner CBD needs. A shared surface facility or a parking structure at or near the commuter rail station could serve excess demand from both commuter rail and employees in Sumner. Contributions from Sumner, perhaps from LID funds, parking enforcement revenues, and or other parking revenue earmarked for improvements, could be paired with grants or other City funds and matched by agencies such as Sound Transit,

WSDOT, and/or the Puget Sound Regional Council to implement increased parking capacity in Sumner.

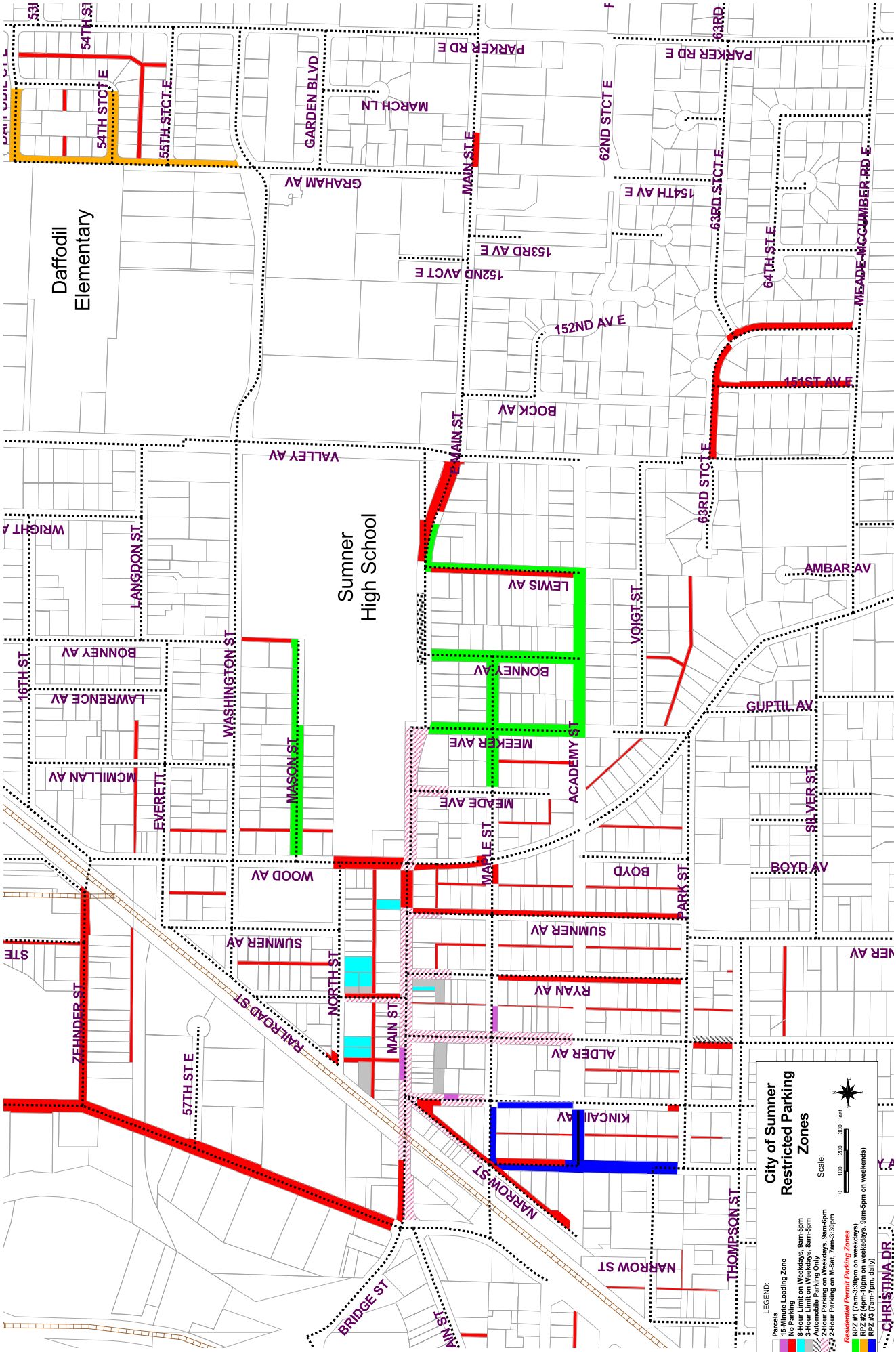
- M-7. **Establish local circulator buses.** The City of Sumner could consult with Pierce Transit to establish a local circulator bus route made up of smaller buses that could service downtown and east Sumner and Rivergrove Drive. This would allow for dependable service for Sumner residents and allow them to access the station without parking.
- M-8. **Seek options for remote parking for carpools.** The City and Sound Transit should seek options within the City for carpool/vanpool parking other than the Sounder station. Ideas include local churches and shopping center and the Sports Complex.

5.3. Long-Term Parking Recommendations

Over the next ten to twenty years, parking demand and utilization characteristics in Sumner are likely to change and are difficult to predict. Therefore, the following recommendations are included for consideration. With regular monitoring and implementation of the above recommendations, these long-term options will likely require adjustments, elimination, or further analysis.

- L-1. **Require transportation demand management.** As growth continues to occur in Sumner, transit options and residential employment density will better support Transportation Demand Management strategies designed to reduce the amount of automobile travel by employees. As off-street parking demand reaches capacity, the City should consider requiring conditions through building permits that enforce Transportation Management Plans. If employers and institutions in the neighborhood are required to develop transportation demand management plans, the demand for parking can be reduced without adversely impacting the vitality of the CBD.
- L-2. **Consider enhanced on-street parking management options.** As employee growth continues, on-street parking demand will likely increase and violations may also increase. Compliance with on-street parking restrictions can be enhanced by instituting fee parking (e.g., parking meters or pay-on-foot systems). In this way, additional revenue could be generated for the City of Sumner. If fee parking is considered, careful review of adjacent on-street parking and off-street parking options should be conducted.
- L-3. **Consider enhanced off-street parking management options.** Off-street parking is typically best suited for long-term employee parking. Demand for this type of parking can be reduced through long-term parking charges. The City of Sumner could either manage (or hire a professional parking management firm) to establish and enforce long-term parking supply in the CBD. Employee parking could be sold on a monthly or daily basis. Revenues could be used to enhance the existing parking lots or locate and construct a new facility. Parking fees for off-street parking lots should also be coordinated with an overall pricing strategy for off-street short-term and on-street parking.
- L-4. **Develop a long-term solution to excess Sound Transit parking demand in Sumner.** Work with Sound Transit to develop a long-term solution to the parking demand overflow and excess demand generated by the commuter rail station. This could include a variety of elements suggested previously in the short- and medium-term recommendations. They could include negotiating a parking strategy with Sound Transit. The City could also partner with Sound Transit to develop long-term options for accommodating or relocating excess parking demand.

APPENDICES



City of Summer Restricted Parking Zones

LEGEND:

- Permit Loading Zone
- 15-Minute Loading Zone
- No Parking
- 8-Hour Limit on Weekdays, 8am-5pm
- 3-Hour Limit on Weekdays, 8am-5pm
- 2-Hour Parking on Weekdays, 8am-5pm
- 2-Hour Parking on M-Sat, 7am-3:30pm
- Residential Permit Parking Zones
 - RPZ #1 (7am-3:30pm on weekdays)
 - RPZ #2 (6pm-10pm on weekdays, 8am-5pm on weekends)
 - RPZ #3 (7am-5pm, daily)

Scale: 0 100 200 300 Feet

CHRISTINA DR.

TAZ Map from Transportation Plan 2003

