

4. PARKING PROJECT: PARKING METER EXPANSION AND MANAGEMENT AREA

Need/Purpose

The placement of additional on-street parking meters in neighborhoods adjacent to downtown can limit the intrusion of commuters parking free in zones that primarily support residential uses. A parking management area

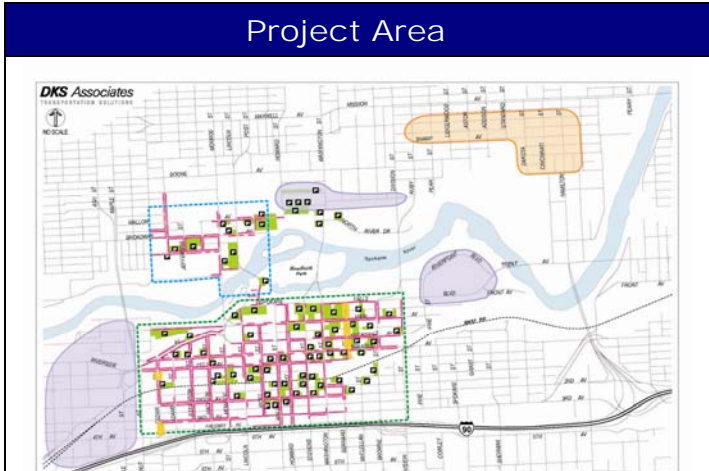
Background Data

The adjacent neighborhoods west of downtown were identified as locations with residential parking issues. The residential on-street parking is frequently used to access nearby business etc.

The parking inventory revealed that existing peak occupancies in the core zone and the area west of downtown near 85% occupancy for on-street parking, which indicates a potential trigger point for requiring improvements.

Description of Improvement

Install new on-street parking meters and/or pay stations within the identified areas including locations near the Riverpoint campus, the arena and neighborhood west of downtown. Identify a parking management area near Gonzaga University. The recommended parking expansion zone and management area are shown in Figure 9-4.



Cross-section Detail or Photo

Preliminary Cost Estimate

Parking Meters = \$590,000
Pay Stations = \$410,000

Priority

Medium

Alternatives/Additional Notes

5. PARKING PROJECT: PARKING GUIDANCE SYSTEM

Need/Purpose

A parking guidance system can help direct travelers from I-90 to the large parking facilities, sporting events and major venues. Dynamic message signs that display real-time parking availability can direct motorists which garages have available parking, and guide which exit to take to access the open garage. This guidance could reduce the amount of out-of-direction traveling and circling patterns that contribute to congestion in the downtown core.

Background Data

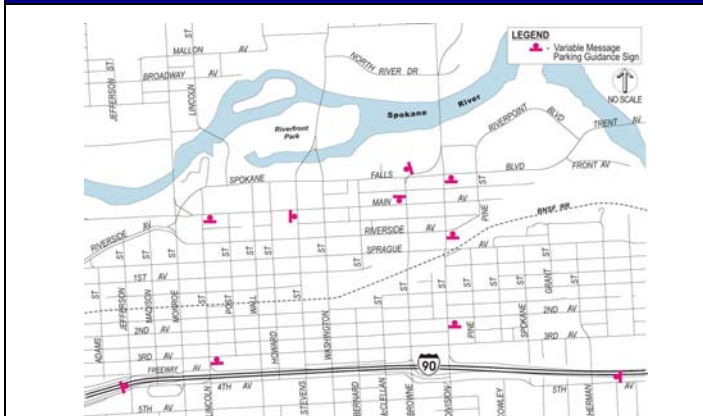
Major parking facilities downtown (500 spaces or more) include:

- ▶ Riverpark Square Parking Garage
- ▶ Parkade Parking Garage
- ▶ Bank of America Parking Garage
- ▶ Davenport Parking Garage

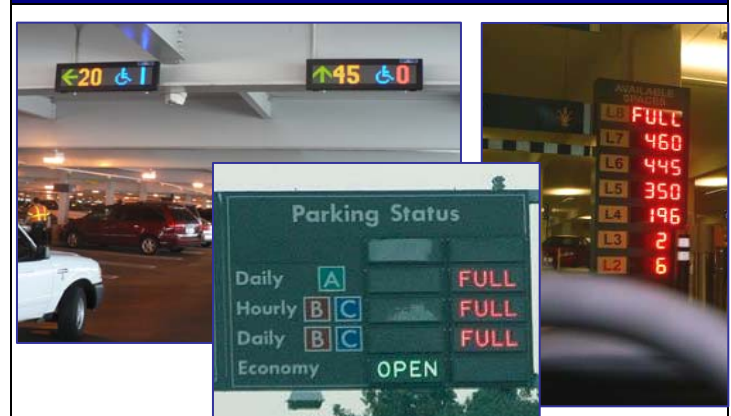
Description of Improvement

Install dynamic message signs at key locations that provide real-time parking availability for major parking garages. The guidance system will inform drivers of parking locations and availability, using electronic message signs located at key locations on major streets and freeway exit ramps. The recommended locations for parking guidance signs are shown in Figure 9-7.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$300,000

Priority


Medium

Alternatives/Additional Notes

6. PARKING PROJECT: PARKING GUIDE SIGNAGE

| Need/Purpose | Background Data |
|--|-----------------|
| <p>A parking guidance system can help direct travelers from I-90 to the large parking facilities, sporting events and major venues. Dynamic message signs that display real-time parking availability can direct motorists which garages have available parking, and guide which exit to take to access the open garage.</p> | |

| Description of Improvement |
|--|
| <p>Install coordinated parking guide signage through the University District and downtown areas.</p> |

| Project Area | Cross-section Detail or Photo |
|--------------|---|
| |  |

| Preliminary Cost Estimate | Priority |
|---------------------------|---------------|
| <p>\$5,300 per sign</p> | <p>Medium</p> |

| Alternatives/Additional Notes |
|--|
| <p>Parking projects were also identified in the Downtown Parking Study – Rick Williams Consulting.</p> |



7. PARKING PROJECT: PARKING PRICING EVALUATION/STRATEGY DEVELOPMENT

| Need/Purpose | Background Data |
|--|---|
| <p>Parking pricing can be an effective Transportation Demand Management (TDM) strategy. Increasing parking pricing can impact the transportation network by reducing the number of motor vehicle trips, managing parking demand, and encouraging the use of alternative modes of transportation.</p> | <p>The City of Spokane controls pricing for on-street parking facilities.</p> |

| Description of Improvement |
|---|
| <p>Establish a new parking pricing system for the University District/Downtown area that will gradually increase the cost of parking meters based on type (on-street vs. off-street), location and function (short-term vs. long-term time limits).</p> |

| Project Area | Cross-section Detail or Photo |
|--------------|-------------------------------|
| | |


| Preliminary Cost Estimate | Priority |
|---------------------------|------------|
| <p>\$50,000</p> | <p>Low</p> |

| Alternatives/Additional Notes |
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| <p>The additional funds collected from the parking meter fees can be used to finance motor vehicle improvements.</p> |

8. PARKING PROJECT: PARKING METER PAY STATIONS

| Need/Purpose | Background Data |
|---|---|
| <p>Pay stations should be considered for all new parking meter installations such as parking meter expansion or angle parking conversion. These projects are a good opportunity to install pay stations to maximize the efficiency of the parking meter system.</p> | <p>For several communities the Pay and Display systems that have been implemented have delivered:</p> <ul style="list-style-type: none"> ▶ Increased revenue ▶ Reduced enforcement and operating costs ▶ Better management of parking operations and equipment ▶ Improved customer convenience through the use of credit cards ▶ Improved streetscape aesthetics through the removal of most parking meter posts |

| Description of Improvement |
|---|
| <p>Install parking meter pay stations, beginning with strategic locations and expanding throughout the downtown core and University District.</p> |

| Project Area | Cross-section Detail or Photo |
|--------------|---|
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| Preliminary Cost Estimate | Priority |
|-----------------------------|---------------|
| <p>\$9,000 / block face</p> | <p>Medium</p> |

| Alternatives/Additional Notes |
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9. PARKING PROJECT: REMOVE MONROE STREET ON-STREET PARKING

Need/Purpose

Monroe Street between the Monroe Street Bridge and Sharp Avenue has a cross-section width of 51 feet, which includes four travel lanes, on-street parking bays, and an 8 foot left-turn lane. An eight foot turn lane is too narrow to safely accommodate vehicles and can have negative impacts on intersection operations.

Background Data

Description of Improvement

Remove on-street parking on Monroe Street (approximately 50 spaces) and add on-street parking to Lincoln Street (approximately 120 spaces). This would result in a net gain of 70 on-street parking spaces.



Cross-section Detail or Photo

Preliminary Cost Estimate

See Motor Vehicle Chapter for cost

Priority

Medium

Alternatives/Additional Notes

10. PARKING PROJECT: REMOVE BROWNE STREET ON-STREET PARKING

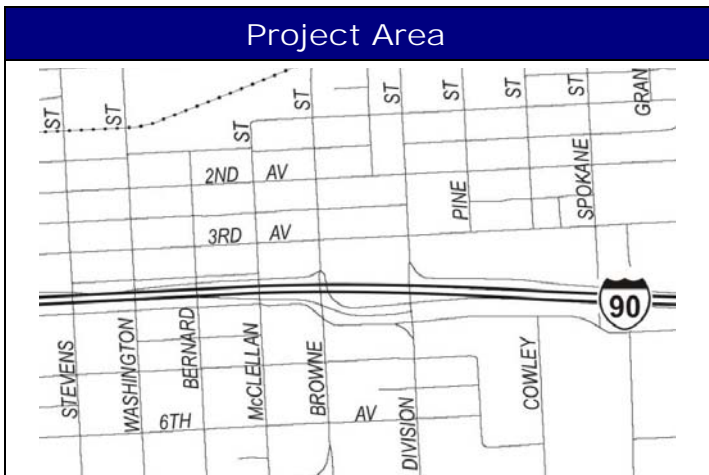
Need/Purpose

Browne Street is a southbound one-way street that connects the eastbound I-90 on-ramp. During the PM peak hour, vehicles leaving downtown destined for I-90 and the South Hill travel through this intersection. Due to short block spacing in the downtown grid, poor traffic signal operations and high traffic volumes contribute to southbound queues that extend through the adjacent intersections.

Background Data

Description of Improvement

Remove on-street parking on Browne Street between 2nd Avenue and 3rd Avenue. This would allow the roadway to be re-striped with four travel lanes to improve operations on Browne Street.



Cross-section Detail or Photo

Preliminary Cost Estimate

See Motor Vehicle Chapter for re-striping cost

Priority

High

Alternatives/Additional Notes

11-18. PARKING PROJECT: ANGLE PARKING CONVERSION

Need/Purpose

The conversion to angle parking would increase the number of available on-street parking spaces.

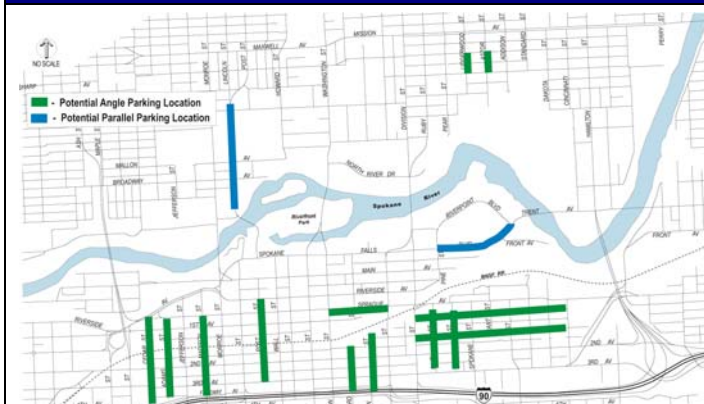
Background Data

Description of Improvement

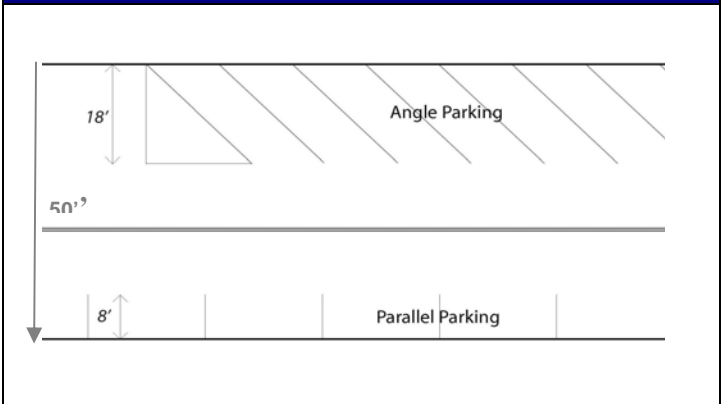
Convert on-street parking to angle parking as shown in Figure 9-2. The cost estimate assumes pay station parking.

- Adams Street from Sprague Avenue to 4th Avenue (\$40,800 / Medium)
- Cedar Street from 1st Avenue to 3rd Avenue (\$45,400 / Medium)
- Madison Street from Sprague Avenue to 4th Avenue (\$79,700 / Medium)
- Post Street from Riverside Avenue to Sprague Avenue (\$47,200 / High)
- Bernard street from 4th Avenue to 2nd Avenue (\$24,000 / Medium)
- Sprague Avenue from Browne Street to Washington Street (\$30,000 / High)
- McClellan Street from Pacific Street to 2nd Avenue (\$28,700 / High)

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$295,800

Priority

Medium/High

Alternatives/Additional Notes


Several locations were identified by stakeholders as wide, low volume roadways where an increase on on-street parking demand would be welcomed. The potential angle parking locations shown meet the cross-section requirements needed for angle parking and could be restriped to provide angle parking. The potential parallel parking locations shown do not have on-street parking currently and could easily increase the on-street parking supply with a restriping project.

20-24. PARKING PROJECT: ADD ANGLE PARKING (NO PARKING METERS)

| Need/Purpose |
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| The conversion to angle parking would increase the number of available on-street parking spaces. |

| Background Data |
|-----------------|
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| Description of Improvement |
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| <p>Add or convert to angled parking, with no parking meters:</p> <ul style="list-style-type: none"> • Pine Street from Sprague Avenue to 3rd Avenue (\$2,600 / Low) • Cowley Street from Sprague Avenue to 3rd Avenue (\$2,600 / Low) • 1st Avenue from Division Street to Scott Street (\$5,700 / Low) • Pacific Avenue from Division Street to Scott Street (\$5,700 / Low) • Spokane Falls Boulevard from Riverpoint Boulevard to Riverpoint Boulevard east (See Bike Chapter for re-striping cost / Medium) |

| Project Area |
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| Cross-section Detail or Photo |
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| Preliminary Cost Estimate |
|---------------------------|
| \$16,600 |

| Priority |
|------------|
| Low/Medium |

| Alternatives/Additional Notes |
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| Spokane Falls Boulevard section cannot occur until Riverside Extension is constructed and the motor-vehicle demand on Spokane Falls Boulevard/Trent Avenue east of Division street warrants the reduction to a two-lane cross section. |