



Washington State Capitol Campus

PARKING STRATEGY IMPLEMENTATION PLAN

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EXECUTIVE SUMMARY

Introduction

In July 2015, the Legislature directed the Department of Enterprise Services (DES) to complete an implementation plan, to meet a set of recommendations from the 2014 Transportation and Parking Study, through the proviso outlined in 2EHB 1115.

The proviso included the following four specific actions:

- 1. REDUCTION OF AGENCY RESERVED STALLS**
During the legislative sessions, a reduction of agency reserve stalls from twenty-six percent of all parking to fifteen percent as recommended by the 2014 State of Washington Parking and Transportation Study.
- 2. COST-BENEFIT OF PARKING ATTENDANTS OR ARMS**
A cost-benefit analysis of incorporating parking attendants or parking arms to accept payment for campus parking during the legislative sessions.
- 3. EAST PLAZA GARAGE PARKING CAPACITY IMPROVEMENTS**
Installation of at least two electronic boards, or other methods of providing the available parking capacity in the East Plaza Garage.
- 4. PARKING ENFORCEMENT**
The department shall work in cooperation with the city of Olympia, and the city may provide a proposal to enforce parking on the capitol campus.

An initial parking implementation plan for the Capital Campus has been developed. In addition, DES has made progress in other areas by consolidating Parking, Commute Trip Reduction (CTR), and Fleet Operations into a single program to define future overall transportation and parking strategies for the Capital Campus and surrounding areas.

Report Summary

This sections summarizes the actions contained in this report.

ACTION 1 **REDUCTION** **OF AGENCY** **RESERVED** **STALLS**

Reduce agency reserved parking stalls from 26% to 15% of total reserved stalls. This is a reduction of 684 stalls. Reduction of reserved stalls provides more efficient use of the available supply on campus and allows for opportunities to reallocate parking areas for the growing needs of campus employees and visitors.

Progress:

- 104 reductions completed to date
- 324 committed reductions to be completed by the end of December
- 256 remaining reductions to be identified
- Develop decision criteria for a zero based business justification for agency reserved stalls

ACTION 2 **COST-BENEFIT** **OF PARKING** **ATTENDANTS** **OR ARMS**

An assessment was completed to consider the feasibility of the installation of parking attendants or arms.

Progress:

- Parking arms or attendants were not considered for employee parking areas because:
 - » No payment is required at the lot
 - » Parking issues are best met by improved enforcement
- Parking attendants and arms were considered for visitor parking areas but deemed not feasible for the following reasons:
 - » Potential for vehicles to back-up onto local streets could require elimination of stalls
 - » Higher costs at lots with multiple entrances and exits
 - » High infrastructure costs
 - » Current industry trends are moving to newer technology
 - » Narrow ingress & egress could require widening

- Cost-benefit analysis was completed comparing parking attendants, parking arms, pay stations, and pay by mobile approaches.
- Based on long-term objectives use of pay stations with enforcement and eventually mobile payment with regular enforcement is the recommended approach for DES to implement.

ACTION 3 EAST PLAZA GARAGE PARKING CAPACITY IMPROVEMENTS

Various options were evaluated to provide available parking capacity at the East Plaza Garage.

Findings:

- Employees using the garage are familiar with the facility and generally know where to find available parking without advanced information being communicated through electronic boards at the entrances.
- During the legislative session, the key challenge for parkers is the lack of adequate wayfinding within the garage that often prevents parkers from traversing between the north and south sections of the garage, thereby contributing to unused capacity.

Alternative were review to provide additional capacity and information for parkers in the East Plaza Garage. The actions to be implemented include:

- Restripe the East Plaza Garage to increase the available capacity by 100-160 stalls
- Install signage to enhance navigation and wayfinding
- Use license plate recognition technology systems to integrate with new pay stations at visitor lots and detection equipment planned for the East Plaza Garage

ACTION 4 PARKING ENFORCEMENT

A phased approach for a more robust enforcement program will increase compliance and provide improved safety.

Progress:

- DES has begun conversations with the City of Olympia
- A statement of work for the City of Olympia proposal has been produced

Future Actions

- Provide adequate parking enforcement to obtain compliance and improve parking management strategy
- Seek proposal from the City of Olympia for parking enforcement
- Integrated enforcement with new technologies such as pay-by-plate pay stations and automated payment and detection systems being explored for the East Plaza Garage

NON- PROVISO ACTION ITEMS

In addition to the proviso direction, DES has made progress in the following areas:

- Increase visitor parking
 - » Limit off-campus State employee use of visitor parking lots by making parking available in the East Plaza Garage for employees visiting the Capitol Campus for business or training.
 - » In April 2016, after closing the 120 Union Building, convert the site's 16 stalls to visitor parking during the Legislative session and repurpose to employee zoned parking during non-session.
- Consolidate Capital Campus transportation services including parking, Commute Trip Reduction, and Fleet Operations.
 - » Hire Transportation Demand Manager
 - » Facilitate the integration of parking management and transportation demand management
 - » Develop an integrated and comprehensive program that supports the continued vitality and growth of the Capital Campus
 - » Improve delivery of transportation services
 - » Provide leadership to meet CTR goals

ACTION 1

REDUCE RESERVED PARKING STALLS



Proviso Language



During the legislative sessions a reduction of agency reserve stalls from twenty-six percent to fifteen percent as recommended by the 2014 State of Washington Parking and Transportation Study



Strategy

To achieve the targeted reduction of reserved stalls a combination of strategies will be implemented by DES.

REQUIRE agencies to justify reserved parking stalls that are supported by a business need

APPLY decision criteria to approve or deny agency requests

SHIFT a majority of reserved parking assignments to a zoned (non-reserved) system and maximize the parking capacity by overbooking

ADOPT and implement a clear policy on reserved stalls to ensure effective management of the Campus parking resources

PURPOSE



Reduce reserved stalls to maximize the use of available parking supply.

CURRENT STATE



The 2014 Transportation and Parking Study identified significant vacancies in reserved stalls. The figure below illustrates that there are currently a total of 6,168 stalls on campus and 1,609 stalls or 26% of the total stalls are reserved. The reserved parking needs to be reduced by 684 stalls to meet the 15% target.

required reduction in reserved parking (11% of total)



684

targeted reserved parking (15% of total)



925

current reserved parking



1,609

total campus parking



6,168



PROGRESS TO DATE

DES has committed to or completed a reduction of 408 reserved stalls through the following actions:

- Developed decision criteria and standards for reserved stall assignments
- Unassigned reserved stalls being held for future use were made available.
- Reallocating the Capitol Court parking lot to zoned parking
- Coordinating with agencies to understand their needs and look for ways to reduce their reserved stalls
- Implementing new policy and approach for reasonable accommodations zones and significantly reduce reserved assignment with consideration that some reasonable accommodations may still require individual reserved stalls

Table 2.1 summarizes the progress made towards reducing reserved stalls.

TABLE 1.1 Summary of Reserved Parking Reduction Progress

PROGRESS TO DATE	STALLS	COMPLETION DATE
REQUIRED REDUCTION OF RESERVED STALLS	684	
COMPLETED REDUCTIONS	104	11/15
COMMITTED AGENCY RESULTS	129	1/16
COMMITTED REASONABLE ACCOMMODATIONS	175	6/16
SUBTOTAL COMPLETED & COMMITTED	408	
REMAINING REDUCTION TO BE COMPLETED	276	



FUTURE ACTION

DES will continue to work with campus agencies to reduce the number of reserved stalls to the target level and develop specific criteria for moving forward. The identified actions are listed below.



ACTION PLAN Reduce Reserved Parking Stalls

	ACTION ITEM	BEGIN	END	STATUS
1	Complete collaboration with Capital Campus agencies to reduce reserved stalls to meet reduction target.	11/15	12/15	in-progress
2	If reserved stall reduction target is not achieved, DES will develop and implement a zero-based process to justify the business need for reserved parking stalls.	1/16	3/16	future
3	DES implements remaining reductions to reserved stalls.	1/16	10/16	future
4	DES will engage the legislative agencies.	4/16	6/16	future
5	Adopt a clear policy on reserved stalls.	6/16	10/16	future

ACTION 2

COST-BENEFIT OF PARKING ATTENDANTS OR PARKING ARMS



Proviso Language



(2) cost-benefit of incorporating parking attendants or parking arms to accept payment for campus parking during the legislative sessions

PURPOSE



Complete a cost-benefit analysis of using parking attendants or parking arms and other options to improve payment collection and enforcement of parking on campus during the legislative sessions.

CURRENT STATE



On-site payment is only required for visitor parking as employees and agencies pay for parking on a monthly basis through DES Parking Services. Payment at visitor parking areas is collected through pay stations that print receipts to display on the dash of vehicles, but these areas are not regularly enforced. The Legislature uses parking attendants or guards at West Campus lots during the legislative sessions. The legislative parking guards regulate access to employee lots but do not collect payment. Parking arms are only present at the Jefferson Building parking garage to control employee access.



Strategy

ASSESS feasibility for parking attendants and arms for visitor lots

EVALUATE alternative approaches to collect payment that are integrated with the overall parking management strategies

IMPLEMENT a payment collection system and enforcement practice that improves compliance and integrates with the overall parking management strategies.



PROGRESS TO DATE

An assessment of parking attendants and parking arms was conducted, which included an evaluation of alternative options to accept payment. Parking lots that vary in functionality, size, capacity, and geometric layout largely influence the feasibility of implementing parking attendants or parking arms for the purpose of collecting payment. Recognizing that the benefit and cost considerations may vary from site-to-site, a field review of the State Capitol visitor and employee parking facilities was conducted. A summary of the assessment, and key findings are presented in Table 2.1.

TABLE 2.1 Parking Attendants and Parking Arms Assessment and Conclusions

PARKING FACILITY	PARKING SUPPLY	ASSESSMENT OF DEPLOYMENT OF PARKING ATTENDANTS OR PARKING ARMS	CONCLUSION
VISITOR PARKING LOTS			
COLUMBIA GARAGE-WSP VISITOR	16	- Potential for traffic back-ups on local streets and the need for ingress & egress storage requires elimination of parking stalls - High infrastructure costs - Narrow ingress & egress requires widening at some lots - Higher costs at lots with multiple entrances and exits - Current industry trends are moving to newer technology	- Parking Attendants – Not feasible - Parking Arms – Not feasible - The use of integrated technology is an effective way to collect payment, improve enforcement, and enhance the management of the parking supply.
DASH LOT*	51		
GA SURFACE LOT-VISITOR	48		
NATURAL RESOURCES GARAGE VISITOR	206		
NORTH DIAGONAL VISITOR	53		
PRO ARTS LOT	57		
SOUTH DIAGONAL VISITOR	32		
VISITOR INFO CENTER-VISITOR	59		
VISITOR LOT - MAPLE PARK*	26		
EMPLOYEE PARKING LOTS			
ARCHIVES LOT	4	- Payment not collected on-site - Lack of enforcement	Parking attendants and arms are not practical as payment is not collected on-site.
CAPITOL COURT LOT	98		
CHERBERG NORTH	15		
CHERBERG O'BRIEN LOT	62		
COLUMBIA GARAGE	245		
FLAG CIRCLE	80		
GA SURFACE LOT	68		
INSURANCE LOT	40		
JEFFERSON BLDG LOT	256		
LEGISLATIVE LOT	100		
MANSION LOT	275		
NATURAL RESOURCES LOT	1,030		
NEWHOUSE LOT	62		
PLAZA GARAGE	2,360		
PRITCHARD LOT	116		
TEMPLE OF JUSTICE LOT	102		
TRANSPORTATION GARAGE GREEN	282		
VISITOR INFO CENTER	23		
WATER STREET LOT	44		

Based on the assessment above there are many aspects that make parking attendants or parking arms undesirable. Since payment is currently not collected on-site at the employee lots, parking attendants or parking arms would not be necessary to collect payment. For visitor lots where payment is collected, there are alternative technologies available to improve overall payment efficiency and enforcement compared to parking attendants and parking arms. This includes the use of updated pay stations or pay-by-mobile applications along with regular enforcement. An evaluation comparing parking attendants and parking arms to these alternative technologies to collect payment was conducted at the 7 visitor lots considering factors such as cost, benefits, and disadvantages. This evaluation includes the following alternatives:

- **Parking Attendants** that would be stationed in a booth at each lot to enforce compliance and payment.
- **Parking Arms** with ticket dispensers that control access and accepts payment.
- **Pay Stations** that visitors would pay and register through license plate entry.
- **Pay-by-Mobile** that visitors would pay through a downloaded phone application.

Table 2.2 provides a general description and rough cost estimates for each alternative.

TABLE 2.2 Description and Cost of Parking Arms, Attendants, and Other Alternatives for Campus Visitor Parking

	PROVISO REQUIREMENTS		ALTERNATIVE APPROACHES	
	PARKING ATTENDANTS AT 7 VISITOR LOTS	PARKING ARMS AND TICKET DISPENSERS	PAY STATIONS WITH ENFORCEMENT	PAY BY MOBILE WITH ENFORCEMENT
DESCRIPTION AND ASSUMPTIONS	Equipment: 7 staffed booths equipped to collect and enforce payment and 8 parking attendants to provide shift coverage	Equipment: 17 parking arms for entry/exit points of 7 visitor lots Duration: Permanent	Equipment: 9 pay stations (7 visitor lots and 2 on Diagonals), software upgrades, and enforcement devices (i.e., handheld or vehicle), 1 enforcement staff Duration: Permanent equipment with enforcement of 4 months (Legislative Session)	Equipment: 9 to 15 signs 7 visitor lots and Diagonals, software hosted by vendor, customers need Smartphone and app, and enforcement devices (i.e., handheld or vehicle), 1 enforcement staff Duration: Permanent for length of contract with vendor
CAPITAL COSTS ¹	\$500,000 - \$800,000	\$500,000 - \$800,000	Pay Stations: Capital Costs: \$2,000 - \$5,000 O&M: \$0.30 per transaction	Pay-by-Mobile: Capital Costs: \$350,000 - \$550,000 ⁴ O&M: \$10,000 - \$20,000
ANNUAL O&M	\$150,000 - \$250,000	\$100,000 - \$150,000	Enforcement: Capital Costs: \$20,000 - \$40,000 ² O&M: \$15,000 - \$20,000 ³	Enforcement: Capital Costs: \$20,000 - \$40,000 O&M: \$15,000 - \$20,000

1. Cost assumptions will be further refined as detailed scope is developed.
2. This cost estimate assumes a handheld device for enforcement.
3. For comparison purposes, these costs only assume enforcement during the legislative session; however, year round enforcement may be desired to achieve the overall goals of the Campus parking strategy.
4. Not all customers have smartphone devices so this approach should be initially paired with pay stations.

With an overarching goal to implement a payment collection system that improves overall compliance and integrates with DES's overall parking management strategies, Tables 2.2 and 2.3 demonstrates that alternative technologies to parking attendant and arms are capable of providing a more efficient approach to payment collection at a lower overall cost. Newer payment technologies in pay stations and pay-by-mobile provide:

- Convenient and fast payment for improve customer experience
- Minimize the need for extensive infrastructure to reduce costs and improve aesthetics
- Technology will allow transactions, pricing, and operations to be managed from a centralized system
- Real-time data will be transmitted for enforcement needs
- Enforcement will be integrated with campus wide enforcement strategies
- Streamline day-to-day operations and lower operating costs

In addition to the costs identified above, benefits and disadvantages of the four alternatives were summarized in Table 2.3.



TABLE 2.3 Review of Benefits and Disadvantages of Parking Arms, Attendants, and Other Alternatives for Campus Visitor Parking

	PARKING ATTENDANTS AT 7 VISITOR LOTS	PARKING ARMS AND TICKET DISPENSERS	PAY STATIONS WITH ENFORCEMENT	PAY BY MOBILE WITH ENFORCEMENT
BENEFITS				
CONTROLS/RESTRICTS ACCESS	●	●		
ALIGNS WITH LONG TERM GOALS AND OBJECTIVES			●	●
MINIMAL INFRASTRUCTURE AND O&M NEEDS			●	●
PROVIDES OR MINIMIZES ENFORCEMENT NEEDS	●	●		
PROVIDES A LEVEL OF SECURITY FOR CUSTOMERS OR PROPERTY	●	●		
COLLECTION OF DATA	●	●	●	●
DISADVANTAGES				
CONSTRUCTION OF INFRASTRUCTURE NECESSARY	●	●		
ADDITIONAL STAFF NEEDED	●	●		
REQUIRES ENFORCEMENT FOR SUCCESS			●	●
RELIES ON CUSTOMER TO HAVE SMARTPHONE AND APPLICATION				●
REMOVES PARKING STALLS (35 TO 50) TO INSTALL EQUIPMENT	●	●		
PURCHASE OF NEW EQUIPMENT			●	
LIMITS FLEXIBILITY OF PARKING LOT USE WITH PERMANENT INFRASTRUCTURE	●	●		
TRANSACTION FEE PAID TO VENDOR				●
DATA COLLECTION LIMITED (E.G., NO DURATION OF STAY)			●	●
ENFORCEMENT LIMITED BY OPERATIONS (E.G., ONLY DURING LEGISLATIVE SESSION)	●			
REQUIRES QUEUING SPACE FOR VEHICLES AT ENTRY AND EXIT POINTS		●		
SOME EXISTING LOT DRIVEWAYS NOT WIDE ENOUGH FOR EQUIPMENT		●		



FUTURE ACTION

Given the overall long-term goals and objectives for an integrated parking management approach for the Capitol Campus, the use of pay stations and eventually pay-by-mobile approach with regular enforcement best meets strategic plan goals and objectives. Actions to implement these technologies are identified below.



ACTION PLAN Parking Payment and Monitoring System

	ACTION ITEM	BEGIN	END	STATUS
1	At one visitor lot, upgrade paystation equipment with license plate enforcement strategies.	4/16	10/16	future
2	Implement a phased approach to upgrade remaining paystations at visitor lots.	7/17	7/21	future
3	Implement pay by mobile in future for visitor lots to improve ease of use and reduce equipment and infrastructure needs on campus.	-	-	future biennium

Actions identified as part of the overall Action 4 (City of Olympia Enforcement) and Non-Proprio Actions (Improving Visitor Parking) further discuss strategies for improving parking enforcement and visitor parking.

ACTION 3

EAST PLAZA GARAGE PARKING CAPACITY IMPROVEMENTS



Proviso Language

Installation of at least two electronic boards, or other methods of providing the available parking capacity in the east plaza garage



Strategy

ENHANCE signage and wayfinding through and between the north and south sections of the garage

EXAMINE technology options for parking availability and monitoring systems, comparing function, benefits, and costs

DEPLOY technologies that effectively integrate with the long-term parking management strategies and includes the ability to:

- » **MONITOR** and collect parking use, occupancy, and duration data
- » **DISSEMINATE** information to digital message signs, websites, or mobile applications
- » **INTEGRATE** with license plate enforcement
- » **IDENTIFY** and charge individual vehicles to support future pricing strategies
- » **IDENTIFY** individual users to integrate with commute trip reduction software and programs

EXPLORE opportunities to more efficiently stripe parking stalls to gain capacity

PURPOSE



The purpose is to provide available parking capacity at the East Plaza Garage through the use of digital message signs or other methods to:

- Effectively leverage and maximize the garage's parking capacity
- Improve visual navigation signs or directional indicators (wayfinding) throughout the facility
- Use technology and data to manage and deliver parking services to customers

CURRENT STATE



The East Plaza Garage is primarily used for employee parking and has minimal visitor use. There is currently no method used to identify and communicate parking availability. Employees using the garage are familiar with the facility and generally know where to find available parking without advanced information being communicated through electronic boards or digital message signs.

During the legislative session, the garage is more heavily utilized and the key challenge for parkers is the lack of adequate wayfinding within the garage. This lack of wayfinding often makes it difficult for parkers to navigate between the north and south sections, which contributes to unused capacity within the garage.



PROGRESS TO DATE

While electronic display boards are useful for information dissemination, the benefits are only achieved when integrated as part of a larger parking availability and monitoring system that includes vehicle detection, signage or other display technologies, and a supporting communication and enforcement system. DES has completed the following actions to improve parking in the East Plaza Garage:

- Conducted an assessed to identify parking technologies that would detect and monitor occupancy, enhance wayfinding, integrate with future enforcement practices, could accommodate alternative payment practices, and support commute trip reduction programs. The review considered installation needs and operational benefits along with a recommendation on a combination of specific technologies for deployment in the East Plaza Garage.
- Developed four conceptual designs for restriping the East Plaza Garage to increase parking capacity by 110 to 160 spaces. Restriping and gaining new stalls allows the State to avoid the cost of building a \$4,000,000 parking structure as noted in the 2014 Transportation and Parking Study.



FUTURE ACTION

The integration of technology into the East Plaza Garage will meet several goals and objectives for best managing parking on campus. An integrated system will not only identify available capacity but will provide vital data to make informed decisions on commute trip reduction goals, the effectiveness of various strategies, and inform data driven decisions moving forward. In addition, this system can support pay-by-use strategies, enhance enforcement practices, improve customer experience, and improve efficiencies and garage operations. The following actions have been identified for the East Plaza Garage:

- Conduct employee surveys to determine what information best serves parker needs, such as wayfinding and information on available parking.
- Restripe the East Plaza Garage to increase capacity and improve internal garage wayfinding. The rough cost estimate for restriping is \$275,000. This project would include a visitor lot for off-campus State employees visiting the Capitol Campus for business or training. This would free up other Campus visitor lot parking for use by public visitors (citizens, school children and other interest groups) that engage in the legislative process.
- Develop a refined concept of operations for parking technologies, including initial design and cost estimates for installation of Automatic License Plate Readers (ALPR) and a central parking management software package that would collect and monitor data and integrate with future enforcement, pricing, and commute trip reduction practices.



ACTION PLAN East Plaza Garage Parking Capacity Improvements

	ACTION ITEM	BEGIN	END	STATUS
1	Conduct a survey to assess parker needs.	9/15	12/16	in-progress
2	Restripe East Plaza Garage to increase parking capacity and install improved wayfinding signage.	9/15	12/16	in-progress
3	Engage consultant to complete a design and cost estimate for implementation of an integrated technology system that includes automatic license plate readers.	9/15	6/16	in-progress
4	Secure funding to implement the East Plaza Garage integrated technology system.	4/16	6/17	future biennium
5	Implement the integrated technology system.	7/17	6/19	future biennium

ACTION 4 PARKING ENFORCEMENT



Proviso Language

“The department shall work in cooperation with the city of Olympia, and the city may provide a proposal to enforce parking on the capitol campus



Strategy

Parking enforcement is critical to successfully managing parking on campus. DES is implementing strategies that will improve compliance and provide for more efficient and effective enforcement strategies. This includes providing more available parking, more efficient payment systems, and integrating enforcement with payment and detection technology systems.

PROVIDE adequate parking enforcement to obtain compliance and improve parking management strategy

SEEK proposal from the City of Olympia for parking enforcement

INTEGRATE enforcement with new technologies such as pay-by-plate pay stations and automated payment and detection systems being explored for the East Plaza Garage

PURPOSE



Achieve more effective use of parking supply through a robust enforcement program and receive a proposal for enhanced parking enforcement from the City of Olympia.

CURRENT STATE



- Washington State Patrol (WSP) provides enforcement and issues citation.
- Thurston County collects 100 percent of parking citation revenue
- WSP is the only agency authorized in the Revised Code of Washington (RCW) to enforce parking compliance on the Capitol Campus
- Agencies have requested improved parking compliance enforcement due to abuse of parking privileges
- WSP requirement to respond to public safety reduces the ability to enforce parking compliance



PROGRESS TO DATE

DES has begun initial conversations with the City of Olympia administration on receiving a future proposal for parking enforcement.

Draft enforcement services and performance standards for the City of Olympia have been developed as follows:

- A phased approach that would provide for robust enforcement initially to encourage compliance and decrease frequency once a high-level of compliance is attained
- Increased enforcement during legislative sessions when parking usage is highest
- Provide hourly sweeps of visitor parking and have employee parking areas checked 2-4 times a day
- Use license plate recognition technology systems to integrate with new pay stations at visitor lots and detection equipment planned for the East Plaza Garage



FUTURE ACTION

DES will continue to evaluate having the City of Olympia enforce parking on campus through the following actions.



ACTION PLAN East Plaza Garage Parking Capacity Improvements

	ACTION ITEM	BEGIN	END	STATUS
1	Consultant provides scope of work to DES.	11/15	1/16	in-progress
2	DES submits City's proposal to the Legislature.	2/16	3/16	future
3	Amend the RCW to authorize DES to contract parking enforcement services with the City of Olympia.	TBD	TBD	future
4	Amend Parking WAC 200.200 to authorize DES to contract parking enforcement services with the City of Olympia.system.	TBD	TBD	future

NON-PROVISO ACTIONS

MEET VISITOR PARKING NEEDS

PURPOSE



More effectively meet visitor parking needs to access the legislative process and state government, and identify opportunities to leverage parking made available with the reduction in campus reserved stalls for visitor use during the legislative session.

CURRENT STATUS



It is often difficult to find available visitor parking especially during the legislative session. There are currently 7 visitor parking lots on the Campus, which are fully utilized during the legislative session. In addition, on-street parking in the vicinity is typically fully utilized and in many cases parking surrounding the Campus is restricted.



Strategy

DES will explore the following strategies to provide visitor parking throughout campus:

LEVERAGE the reserved parking reduced in Action 1 to increase visitor parking supply

LIMIT off-campus State employee use of visitor parking lots



PROGRESS TO DATE

DES has reviewed opportunities to increase visitor parking including the ability to leverage currently reserved parking, provision of off-campus employee parking, and increasing capacity in the East Plaza Garage. Committed improvements are listed in the future actions below.



FUTURE ACTION

Improving visitor parking will increase opportunities for engagement in the legislative process and provide for a better customer experience. The strategies for increasing visitor parking integrate with other Actions being considered such as the reduction in reserved parking and restriping of the East Plaza Garage. The following outlines the key action items for providing additional visitor parking.



ACTION PLAN

	ACTION ITEM	BEGIN	END	STATUS
1	Evaluate possible opportunities to increase visitor parking on the Campus.	11/15	2/16	in-progress
2	Provide parking in the East Plaza Garage when the garage is restriped for employees visiting the Capitol Campus for business or training.	-	-	committed
3	Convert the 16 parking stalls associated with 120 Union Building to visitor parking during Legislative sessions and repurpose them to employee zoned parking during non-session in April 2016 upon the building closure.	4/16	5/16	committed
4	Evaluate other possible project(s) as demands change following actions that reallocate parking through campus. This will include developing scope and cost estimates, and identify available funding.	3/16	5/16	future
5	Implement project(s) to maintain or increase quantity of visitor parking stalls by the 2017 legislative session.	5/16	12/16	future

CONSOLIDATE CAMPUS TRANSPORTATION SERVICES

PURPOSE



As identified in the 2014 Transportation and Parking Study, create a single resource to improve delivery of parking and fleet services and to reach Commute Trip Reduction (CTR) goals.

CURRENT STATUS



Campus transportation services including parking, fleet, and Commute Trip Reduction are being consolidated into one department.



Strategy

DEVELOP an integrated and comprehensive program that supports the continued vitality and growth of the Capital Campus

FACILITATE the integration of parking management and transportation demand management

IMPROVE delivery of transportation services

PROVIDE leadership to meet CTR goals



PROGRESS TO DATE

DES has made considerable progress towards completion this action including:

- Parking Services was moved to DES's Fleet Operations Program on October 1, 2015. The reorganization will better align Capital Campus transportation and parking services.
- DES has created a Transportation Demand Management (TDM) position that will report to the Fleet Operations program and will manage Parking Services. The TDM Manager will directly support the strategic mission of Fleet Operation and Parking Services.
- The Parking Services office is currently being relocated to Capital Court to improve visitor and employee accessibility.



FUTURE ACTION

The TDM manager will implement future action items recommended in the 2014 Transportation and Parking Study to improve the efficient use of parking stalls located on the Capitol Campus and at outlying facilities in Thurston County. The following identifies action items relevant to the reorganization of the campus transportation services and hiring of the TDM manager.



ACTION PLAN

	ACTION ITEM	BEGIN	END	STATUS
1	Complete the consolidation of the Parking Services Office.	10/15	3/16	in-progress
2	Hire TDM Manager.	10/15	12/15	in-progress
3	Develop and establish an effective CTR program for the Capital Campus.	1/16	12/16	future
4	Relocate Parking Services Office from the OB-2 service level to a more visible and accessible location on the Campus.	11/15	2/16	in-progress
5	Carry out the Capitol Campus Parking Strategy Implementation Plan.	-	-	on-going