



Development Services Department
&
Public Works Engineering Department

Parking Utilization Study

in

Downtown Issaquah

September 2012

Executive Summary

This parking utilization study was performed in response to City Council goals to evaluate the use of parking downtown, and to provide information regarding the need for public structured parking.

City staff partnered with the Downtown Issaquah Association to update an earlier 1998 parking utilization study. An electronic survey was also performed to receive public input on downtown parking issues.

There are approximately 1,500 parking stalls downtown of which 700 stalls are public and 800 are private. For purposes of this study, 85% and higher occupancy is considered full capacity, and 70% – 84% is considered moderate capacity.

The study found:

- There are hot spots of full or moderate capacity parking (70% or more utilization) near key downtown activity areas such as:
 - Near the restaurants and bars of Front Street & Sunset Way – noon & evening;
 - Around the Village Theatre during performance times;
 - Near the Senior Center and City Hall South in the morning and mid-day.
- Overall there is not a parking shortage in the downtown area. The average capacity is about 40%.
- There is a perception there is less parking available downtown than there is. Reasons may include: parking is at capacity next to activities; near, but not visible to, the destination; private parking is not considered as available, etc.

Recommendations for next steps include:

- *Economic Development Coordination with DIA.* – Task the Economic Development Department to coordinate with DIA to develop a comprehensive solution to downtown parking that may include a public-private partnership.
- *Identify and Implement Parking Management Measures* – Work with stakeholders to efficiently use existing public and private parking. Measures may include directional signage, improve existing stalls with better pedestrian access, new pavement, sharing private stalls, etc.

Introduction

This parking utilization study was performed as an update to a prior study completed in 1998. City staff partnered with the Downtown Issaquah Association to update the 1998 parking utilization study. This study looked at current parking utilization and how utilization has changed since the 1998 study.

The updated study will provide information to help address the City Council goals of 2011 and 2012 regarding:

- 1) *Whether, or not, downtown parking requirements are an impediment to redevelopment; and,*
- 2) *The need for public structured parking in downtown Issaquah.*

Council Goals (summary):

2011: Structured Parking – Prepare a report that determines whether or not there is a need for additional public structure parking in Issaquah and, if so, identifies and evaluates alternative locations, cost and funding options. (Related from the 2010 Budget – Develop options to review parking requirements for new business and redevelopment in Olde Town.)

2012: Enhance economic vitality of Downtown Core/Parking analysis. Create specific short-term plan for revitalizing Olde Town/Gilman Village/Front Street area; determine options for structured parking.”

Parking Study Area

The study encompasses the area from roughly 1st Avenue NW east to 2nd Avenue NE, and from SE Clark Street north to the East Fork of Issaquah Creek. The parking study area used the same boundaries as the 1998 study. See the boundary map below.



Existing Parking Supply

The total available parking within downtown Issaquah is approximately 1,500 stalls. This includes public on-street, public off-street and private off-street parking stalls.

The number of public parking spaces is approximately 700 stalls or 47% of total stalls. Public parking consists of on-street parking (including Front St., Sunset Way, Rainier Boulevard, 2nd Avenue NE, NE Creekway), parking between the rear of Front Street businesses and the Depot building, around Memorial Field, and around the Community Center.

The number of private parking spaces is approximately 800 stalls or 53% of total stalls. Private parking includes parking lots associated with businesses such as those along 1st Place NW at the rear of Front Street businesses, the Library garage, and the Village Theatre.

Parking Study Approach

Parking utilization or occupancy was evaluated using two methods. First, in November 2011, Downtown Issaquah Association volunteers, other local volunteers, and city staff walked throughout the study area to record the occupancy of the stalls. Secondly, an electronic survey solicited public input on downtown parking issues.

Parking Stall Occupancy Data Collection:

Parking stall occupancy was collected on two weekdays (Tuesday, November 15, 2011 and Thursday, November 17, 2011) and one Saturday (November 19, 2011). Surveys were conducted beginning at the hours of 9:00 AM, Noon, 3:00 PM, and 7:00 PM. Each survey period generally lasted 1.5 to 2 hours.

Electronic Survey: An electronic survey was prepared to obtain public input on problems and issues regarding existing public and private parking stalls. The survey was e-mailed in November 2011 to the Downtown Issaquah Association mailing list and posted on the [city website](#).

Downtown Parking Utilization

When evaluating peak parking use versus parking supply, a review of other city parking studies showed that parking facilities operating at about 85 - 90-percent, or more, of its actual parking supply is generally accepted as full capacity. The reduced effective supply accounts for such items as operating turnover, vehicle maneuvers, and vacant spaces due to unused handicap parking, mis-parked vehicles, street maintenance.

1. Weekday Parking Utilization

The occupancy rate for the entire study area throughout the weekdays of Tuesday and Thursday showed an overall average of 42%. However some areas of downtown experienced peak usage at different times of the day. The areas of full capacity parking near activity areas likely contribute to the perception there is not enough parking available throughout all of downtown. Moderate to full capacity spots were observed as follows:

9:00 am: Rainer Boulevard South (adjacent to City Hall South) – 72%; Senior Center 76%. The remainder of downtown was parked at 50% or less.

Noon: Rainer Boulevard South – 76%; Depot (DBD) Parking Lot - 85%; Senior Center - 88%. The remainder of downtown was parked generally between 30% - 60%.

3:00 pm: Depot (DBD) Parking Lot - 79%; Fish Hatchery - 68%. The remainder of downtown was parked generally between 20% - 60%.

7:00 pm: Senior Center - 68%; Rainier Boulevard South - 72%; Front Street North - 73%; Depot (DBD) Parking Lot - 80%. The remainder of downtown was parked generally between 15% - 55%.

The following table summarizes the utilization for the weekday:

Table 1 - Weekday Parking Occupancy

| | 9:00 AM | Noon | 3:00 PM | 7:00 PM |
|---|---------|------|---------|---------|
| Front St. - North of Sunset | 14% | 46% | 34% | 73% |
| Front St. - South of Sunset | 0% | 0% | 4% | 15% |
| Sunset Way West | 53% | 65% | 61% | 56% |
| Sunset Way East | 16% | 32% | 20% | 11% |
| Rainier Blvd. North | 45% | 51% | 50% | 20% |
| Rainier Blvd. South | 72% | 76% | 42% | 72% |
| Community Center | 43% | 37% | 27% | 48% |
| Rainier NW | 35% | 42% | 45% | 14% |
| 1 st Ave/Place Sunset to Alder | 30% | 48% | 58% | 52% |
| 1 st Ave/Place Alder to Dogwood | 30% | 47% | 45% | 41% |
| Fish Hatchery | 50% | 61% | 68% | 56% |
| Rainier Blvd NE | 24% | 45% | 54% | 45% |
| Depot DBD Lot | 41% | 85% | 79% | 80% |
| Memorial Field | 30% | 31% | 13% | 18% |
| Front Street Market Shopping Center | 30% | 49% | 48% | 57% |
| Senior Center | 76% | 88% | 63% | 68% |

Conclusions: In evaluating the utilization of parking in the study area, there are hot spots of high use near key activity areas. These include such areas as near City Hall South and the Senior Center in the morning and mid-day; near the restaurants and bars of Front Street, between Sunset and Dogwood in the noon and evening hours. Like the weekday observations, the areas of full capacity parking near activity areas likely contribute to the perception there is not enough parking available throughout all of downtown. The remainder of downtown parking observations shows there is generally parking usage of 60% or less.

Comparison with the 1998 report shows results with similar patterns of moderate to high capacity parking around activity areas and less parking usage in the remainder of downtown. More specifically, the 1998 study showed moderate utilization during the morning near the Community Center, evening usage on the west side of Front Street and in the Depot parking lot near the restaurants, and parking near the Village Theatre.

Weekend Parking Utilization

The utilization rate for the entire study area on Saturday was 36%. However some areas of downtown experienced peak usage at different times of the day. Moderate to full capacity areas were observed as follows:

9:00 am: Front Street North - 62%. The remainder of downtown was parked at 10% - 40%.

Noon: West Sunset Way - 70%; Front Street North - 80%; Depot (DBD) Parking Lot 81%; Senior Center 88%. The remainder of downtown was parked generally between 15% - 60%.

3:00 pm: NE Rainier Blvd. 74%; Front Street North 64%; Depot (DBD) Parking Lot 62%. The remainder of downtown was parked generally between 20% - 60%.

7:00 pm: Rainier Blvd. N. 77%; Rainier Blvd NE 84%; Depot (DBD) Parking Lot 91%; Front Street North 97%. The remainder of downtown was parked generally between 20% - 60%. There was a Village Theatre performance on this night.

The following table summarizes the utilization for the weekend:

Table 2 - Weekend Parking Occupancy

| | 9:00 AM | Noon | 3:00 PM | 7:00 PM |
|---|---------|------|---------|---------|
| Front St. - North of Sunset | 62% | 80% | 64% | 97% |
| Front St. – South of Sunset | 7% | 15% | 7% | 22% |
| Sunset Way West | 38% | 70% | 28% | 50% |
| Sunset Way East | 23% | 23% | 32% | 9% |
| Rainier Blvd. North | 7% | 16% | 0% | 77% |
| Rainier Blvd. South | 24% | 36% | 18% | 19% |
| Community Center | 13% | 39% | 34% | 5% |
| Rainier NW | 13% | 22% | 0% | 15% |
| 1 st Ave/Place Sunset to Alder | 18% | 45% | 41% | 61% |
| 1 st Ave/Place Alder to Dogwood | 25% | 43% | 59% | 59% |
| Fish Hatchery | 17% | 25% | 19% | 33% |
| Rainier Blvd NE | 21% | 61% | 74% | 84% |
| Depot DBD Lot | 31% | 81% | 62% | 91% |
| Memorial Field | 14% | 13% | 11% | 23% |
| Front Street Market Shopping Center | 41% | 54% | 47% | 45% |
| Senior Center | 7% | 27% | 11% | 67% |

Conclusions: In evaluating the utilization of parking in the study area, there are hot spots of high use near activity areas. Saturday morning was pretty quiet, however the noon hour found moderate to high use in the core downtown including Front Street North of Sunset, the Depot parking lot, and the Senior Center lot. In the mid- afternoon

parking use fell off somewhat in these same areas to a range of 62 – 74%. However in the evening starting at 7:00 pm, parking utilization was at a moderate to full capacity around the Village Theatre where a performance was occurring. Moderate to full capacity was also found around the Front Street and Sunset Way restaurants and bars.

A comparison with the 1998 report shows results with similar patterns of moderate to high capacity parking around activity areas such as the restaurants and bars along Front Street and parking to the rear in the Depot lot, behind the Hailstone Feedhouse, in the lots along 1st Place, and in public and private lots surrounding the Village Theatre. In the remainder of downtown further removed from these activity areas, there was available parking capacity.

Electronic Survey

The electronic survey was prepared to obtain input from downtown businesses, shoppers, and other users regarding their perception of parking problems or issues. A total of nine (9) questions were asked. The questions were created after reviewing similar parking surveys from other cities, and after reviewing the draft questions with Downtown Issaquah Association representatives.

The questions focused on the locations and purpose that people park downtown; use of public versus private stalls; responsibility of the public or private sector to provide available parking; and whether or not the city should finance additional downtown parking downtown including a parking structure.

The survey was e-mailed in November 2011 to the Downtown Issaquah Association mailing list and posted on the city website.

Survey Said.....

80 surveys responses were returned. The specific results of the survey are outlined below:

Table 3 - Survey Results

| Question | Result |
|--|---|
| 1) Where is your favorite place to park in downtown Issaquah? | <ul style="list-style-type: none"> • NW = 33% • NE = 41% • SW = 7% • SE = 19% |
| 2) Most of the time, why are you parking in downtown Issaquah? | <ul style="list-style-type: none"> • To shop = 20% • To visit restaurants/bars = 53% • To visit Village Theatre/First Stage Theatre = 7% • To work (I am a business owner or employee) = 10% • To go home (I live in downtown Issaquah) = 3% |
| 3) Do you like to parking in public or private stalls? | <ul style="list-style-type: none"> • Public stalls (such as parallel spaces Front Street and the Depot parking lot behind Stan's BBQ and Mandarin Garden) = 63% • Private stalls (such as parking lots, Library garage, and the Front Street Market lot) = 37% |
| 4) What should the City's main focus be concerning parking? | <ul style="list-style-type: none"> • Provide customer and visitor parking = 36% • Provide parking for those who work downtown = 1% • Provide residential parking = 1% • No involvement – the private sector should provide parking = 4% • Partner with the private sector to manage parking needs = 6% |
| 5) Should developers always be required to provide a minimum amount of new parking for new development or redevelopment? | <ul style="list-style-type: none"> • Yes = 69% • No - keep the City's current exemptions (new parking is not required when a building changes uses or expands less than 10%) = 17% • No – relax the current exemptions to allow larger development without parking = 11% • No - let the market decide = 3% |

| Question | Result |
|--|--|
| 6) Should developers be able to pay a fee instead of providing parking for new development or redevelopment? | <ul style="list-style-type: none"> • Yes = 16% • Yes, as long as it covers the full cost and parking is built = 41% • No, parking should be provided with development = 43% |
| 7) Should the city develop additional parking downtown? | <ul style="list-style-type: none"> • Yes - on its own = 7% • Yes - in partnership with the private sector = 67% • No = 26% |
| 8) Should the city develop a parking structure downtown? | <ul style="list-style-type: none"> • Yes - on its own = 10% • Yes - in partnership with the private sector = 60% • No = 30% |
| 9) Please provide any additional input on parking downtown. | <ul style="list-style-type: none"> • <i>See comments at the end of this report</i> |

Survey Discussion

The responses show that most park north of Sunset Way in the northwest or northeast areas of downtown. A majority of responders use parking to visit restaurants and bars (53%), while surprisingly few responded they use parking for the Village Theatre, this could be due to the fact that those that responded don't attend the theatre regularly.

A majority prefer to park in public stalls (63%) such as parallel spaces on Front Street and the Depot parking lot behind Stan's BBQ and Mandarin Garden versus parking in private spaces (37%) such as private parking lots, the Library garage, and the Front Street Market lot.

Regarding what the city's focus should be concerning downtown parking, the largest response said "provide customer and visitor parking" (36%).

Regarding developers' responsibility to provide parking, a majority (69%) responded that developers should always be required to provide a minimum amount of new parking for new development or redevelopment.

In response to whether developers should be able to pay a fee instead of providing parking for new development or redevelopment, there was an equal response between "Yes, as long as it covers the full cost and parking is built (41%)", and "No, parking should be provided with development (43%)".

Respondents were asked their opinion as to whether the City should develop additional parking downtown. The majority (67%) would like to see additional parking developed in partnership between the city and the private sector, 26% said “No” the city should not develop additional parking downtown, and 7% said “Yes” the city should develop parking downtown.

Respondents were asked more specifically whether the City should develop a parking structure downtown and the responses were similar to the previous question. The majority (60%) would like to see a parking structure developed in partnership between the city and the private sector, 30% said “No” the city should not develop a parking structure downtown, and 10% said “Yes” the city should develop a parking structure.

Finally, the survey asked respondents to provide any additional input on parking downtown. There were many responses that touched on all the questions in the survey plus more issues.

Conclusions

Based on the information collected from the walking parking utilization study of downtown and the electronic survey, the following conclusions can be made:

Parking Utilization Study

- There are hot spots of full or moderate capacity parking (70% or more utilization) near key downtown activity areas. These areas include:
 - Near the restaurants and bars of Front Street and Sunset Way in the noon and evening hours; specifically on Front Street and the Depot Parking lot, however some private lots along 1st Place were not at full capacity;
 - Around the Village Theatre at performance times, on Front Street North, Rainier Boulevard North, the parking lot behind the Hailstone Feedhouse down to the Depot parking lot, and some but not all private lots surrounding the theatre;
 - Near the Senior Center and City Hall South in the morning and mid-day.
- Overall there is not a parking shortage in the downtown area. The average capacity is about 40%.
- There is a perception that there is less parking available downtown than there is. Reasons for this may include: parking is at capacity near activities; parking is not near the destination; parking is near, but not visible, to the destination; private parking is not considered as available, etc.
- Some private parking lots were not at capacity while adjacent public parking stalls were at or near capacity, such as those located along 1st Place NW at the

rear of businesses, and parking north of the Village Theatre along Rainier Boulevard.

- The results are similar to the 1998 Parking Study in terms of patterns of capacity location. However from 1998 to this present study, the intensity of capacity in high use areas appears to have shifted a little higher from moderate to full capacity.
- While the study was completed in the darker, wetter month of November it was completed during a normal week outside of the holiday season. It is anticipated that a study in summer months would reveal similar patterns but with more areas at higher capacity.

Electronic Survey

- A majority prefer to park in public stalls (63%) such as Front Street parallel spaces and the Depot parking lot versus in private spaces (37%) such as behind businesses, the Library garage, and the Front Street Market lot.
- Respondents felt that developers should either provide required parking or pay a fee instead of parking for new development or redevelopment. Parking requirements should not be reduced.
- Should the City develop additional parking? Most (60-67%) would like to see additional parking, developed in partnership between the city and the private sector, including a parking structure option. The majority felt the city should not develop additional parking on its own.
- Responses to the last open-ended question provided a wide variety of responses touching on most issues in this study, and more.

Recommendations for Next Steps

- 1) **Economic Development Coordination with DIA** – Task the Economic Development Department to coordinate with DIA to develop a comprehensive solution to downtown parking that may include a public-private partnership.

- 2) **Identify and Implement Parking Management Measures** - This effort would outline methods to most efficiently and effectively use the existing public and private parking in downtown. Some elements could include:
 - *Establish a task force* including representatives from the Downtown Issaquah Association, the Chamber of Commerce, property owners, business owners, residents, and other stakeholders to provide input;
 - *Design and install new parking signage* to emphasize the availability of parking, direct vehicles to underutilized and less visible stalls;
 - *Prepare written and electronic flyers* to promote parking options;
 - *Use social media and latest electronic technology* to promote parking options;
 - *Consider expansion of time limited parking options*;
 - *Identify park & ride locations* outside the core downtown;
 - *Expand enforcement* only after positive measures have been attempted;
 - *Work with private lot owners to identify shared parking options* of private lots that mutually benefit the owner and downtown;
 - *Improve off-street parking lots* with pavement, enhanced, landscaping, new lighting, improved pedestrian access;
 - *Consider additional sites for off-street parking* and construct as funding becomes available;

A task force including representatives from the Downtown Issaquah Association, the Chamber of Commerce, property owners, business owners, residents, and other stakeholders may be appropriate to aid in preparation

Responses to Electronic Survey Question #9:

9) Please provide any additional input on parking downtown.

i think issaquah should maintain the funky old town look but still make any new building provide additional parking. I don't like the look of multi-story parking garages. we already have one and it rarely appears 100% full except during events.

I do not go downtown - not if I can POSSIBLY avoid it. Driving on Front Street between Sunset and Gilman is a nightmare; I'm constantly worried that someone will step out in front of me. The parallel spaces in front of the shops should be ELIMINATED - that makes Front Street treacherous to drive but more importantly VERY hard to see pedestrians. That's especially true in the dark or when it's raining (and gee that NEVER occurs here right...?) It looks to me that there are no more than two or three spaces per business in the parallel spaces. Surely there MUST be a way to park behind the businesses and make the street friendlier to pedestrians. If the parallel spaces are retained then the crosswalks should AT LEAST be upgraded to the sort that flash when someone is on them. But the parallel spaces should have been gone YEARS ago. Until that happens I'll shop elsewhere; there's there is absolutely nothing - ZERO - on Front Street that's worth running the risk of hurting someone.

...

The lack of parking is having a negative effect on locals and visitors who try to use the establishments downtown.

Leave downtown the way it is: quaint and uninvolved with paid city parking.

We live near downtown and often walk to shopping and restaurants because parking can be hard to find. I think the private sector should be involved with providing parking not the city.

Parking isn't that bad. I've never been unable to find a space. I may have to walk a little but really it's never more than 100yds. Please - NO Parking meters !

I hate to see a "parking structure" be put downtown - but something definitely needs to be done to offer more parking. There are times when I have circled and circled to try to find a spot - and end up waiting on someone leaving to take their spot. I think it's great you're doing the stall checks during the parking study - but the times you picked are good - but try to do one around 5'ish. Going from work to meeting friends/coworkers/family for a meal is tough! Parking is at a minimum - and often we end up picking another area of Issaquah completely to avoid parking issues. :(Makes me sad to go other places!

I'm always having a difficult time finding parking when trying to dine downtown. Even when I'm just picking up an order I find I have to park a ways away to just run in a get my food. The parking problem is keeping me from going downtown more often as I don't want to drive around looking for a place to park.

I work in the Police Station and sometimes find myself having to park at the Community Center. I feel employers should provide adequate parking for employees.

Additional parking would only benefit downtown businesses.

Private parking restrictions are the main cause of the perceived lack of parking downtown. Your question number 3 needed an "I don't know or care what kind of parking I'm using" option. Question 1 forces false answers. The answer everyone would give if they could is "right next to wherever I'm going".

Please add a light on the intersection of NW Dogwood & Front ST.

Parking is the worst use of land we do in this country. You didn't have an option in your survey for folks who use mass transit and don't take up parking spaces at all.

Emphasis should be placed on making the city walkable/bikable and on transit accessibility. Since parking is necessary I would like to see angle or back-in parking on Front Street and other arterials with a bike lane on the inside of the parking area.

A shared use parking structure could be used by the Community Center offices and shops plus provide trail head parking for those going to Tiger Mt.

I don't shop downtown. Why? No place to park. It's easier to go elsewhere than drive around downtown trying to find a parking place.

9??

nothing to add just required to enter something in this box!

A parking structure would improve downtown vitality.

Obviously a need for more parking downtown. many times difficult to find. City should work to provide more free parking along with local businesses as it will keep downtown vital and convenient.

A multi-level structure would be nice spearheaded by the city but try to get the private sector to contribute. Than maybe we could remove the onstreet parking and widen the sidewalks provide bike lanes and center turn lanes.

Motorcycle parking spaces would be a good option to especially the eateries down along Front and Sunset. These are small and allow for better visibility.

I only ever had trouble parking downtown during Salmon Days. The rest of the year there is always ample parking.

We wouldn't have a parking problem if not for the Village Theatre. Make the theatre contribute

N/A

If the library lot could be expanded (more levels) would this help enough? Parking is a real issue during shows and events.

I own the lot immediately north of the village theatre. This lot is never completely full on nights of the shows. This tells me there is currently enough parking available even when a show is going on. On the nights there is no show there is rarely anyone paying the \$5 fee to park in my lot. My lot has 25 spaces.

Perhaps a parking structure to accommodate "employee" parking and have a shuttle bus circulate to pick-up and drop-off. This would free up spaces for customers and patrons of local businesses.

Downtown parking is terrible. However if businesses or residential units are going to be planned in the downtown core then the developers should be required to provide appropriate parking to accomodate development. City Government should not incur this cost to benefit private business. We got into this mess to begin with because business have been allowed to move in without prociding appropriate parking. The Theatre is a great example they were allowed to count on street public parking that other businesses depend on for their business now when there is a play parking is worse than ever. You want to build then you need to provide appropriate services for your development. The B/O taxes sales taxes and property taxes gained from businesses or residential units without appropriate parking does not come close to offset the cost to the City to build parking structures after the fact.

ease of parking is important in the success of any businesses located there.

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It seems a hit and miss on parking. Thursday Friday nights very little open parking. Village Theater nights its fairly busy as well. We want downtown to become a more vibrant spot we need to add accessible parking.

Be creative in conjunction with the private sector.

Please don't mess with the parking. It is OK as it is now.

Do your best to keep the "small town feel" to the downtown core. This is what attracted us to live in downtown Issaquah. Encourage public transit easy walking reduce car use.

There are always exceptions to the rule but in general development should pay its own costs for parking and should not shift that burden to the public.

The city should research partnership with Sound Transit for additional parking. Also if small businesses are willing to pay a reasonable fee the city should build a parking garage to encourage more shopping etc downtown. I avoid shopping simply because traffic is stupid and safety is non-existent.

None

n

NA

This was a badly written survey. The questions are posed in ways that you have to answer something even when the answer you really want is not there. It is hard to want to come downtown to eat at the restaurants or go to the theater when you know you will have to fight the parking problem - and don't want to have to walk blocks and blocks after you do finally find a spot. We want to support local businesses downtown but it is easier to go elsewhere where the parking is provided. I feel sorry for the downtown business since they are stuck. Some restaurants that have opened are great but we don't want to go very much because of the parking so someone else gets our business which is too bad. If the downtown is truly to be revitalized it needs to have more parking for daytime and evening parking - and less congestion - as it is not just the parking but the trying to drive around the block to look for parking and then taking 5-6 minutes just to get around a couple corners.

none

Thank you for the opportunity

I live and work in Issaquah. As the community grows parking has to be addressed. Having a parking facility that can support the Village Theater would be great. The ticket holders could help finance or pay as they go...

With all the changes over the years (adding bulge-outs in the middle of blocks and at the corners etc.) parking is now as bad as it gets. Most of the restaurants have little or no parking and it really stinks!

Evening parking: If the Issaquah Theater had it's own parking space or parking garage most of the current evening downtown parking issues would be resolved. Theater attendees just about take up all the available public space. The Eagle's club has a large piece of open property that could be used for parking..it's empty most of the time and I've never seen it anywhere near full. Cant the City make some sort of use deal with the Eagles? Lets hope the "study" doesnt take too long ..A "study" really isnt needed..what's needed is additional parking and we have all know this for many years. Lets just do something...

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#2. To Hang Out- Feel the VIBE... #3. I would prefer Private if ever there comes a time to recapture the parallel parking along Front St as sidewalk or bike lanes the off site parking supports that potential. #4. Tourism: Issaquah has a personality and wants to share it with the region. The new Tourism committee is just gearing up make sure they get a chance to participate in the parking conversation. #5. The availability of transit outside your front door is very real in this district many folks ride the bus. The trend in urban housing is to provide less parking this district lends itself well to this application. Developers should always contribute additional commercial/residential building does impact the community.. #6. Yes- these structures are expensive to maintain. #7. Tourism if we want them to drive out to the 'Quah the parking is on us. The Eagles lot would be a great location for a small structure a good place to start. I see a potential for 2 additional parking structures. One located at the Front St Market location (it will be redeveloped some day) and the other at Cybil Madeline Park. The Trolley is planned to run from the Depot to the Alexander House.(Chamber office)It allows for parking outside the core of the the Historic District connects the Gilman Village community to the CBD and creates a Trolley stop at the park. #8. There is limited development planned within the CBD therefore there are limited funds from developers available. The city must take on the vast majority of the investment. Good Luck thanks for asking.

none

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I use the Front St Mkt. lot frequently. They have ample spaces; but getting back out (onto Sunset or Front Sts.) is difficult (lots of blind spots). Ed Squiffle

I am neutral as to whether I park in a public or private spot but that was not an option.

Turning left onto Front St from NW Dogwood might as well be a parking space. It's extremely difficult to make that turn when no one will allow you to merge. It used to be that this turn could be safely made if pedestrians changed the signal to walk across Front St. But some yahoo in the city seems to think that's not such a good idea and now there's a sign that lights up saying no left turn allowed. Does this moron know how hard it is for those of us that live here to make that turn at almost any time of day?!?! Might as well turn that whole intersection (Rainier Dogwood Front St) into mass public parking because on most days at most times that's exactly what it is. Thanks for making it even harder for us neighborhood people to move around our own neighborhood!

The city could provide a multi-level parking lot with free transportation from there to the shopping areas of downtown Issaquah.....perhaps one for the north side of I-90 and one for the south side. It could be a joint partnership between city and business owners who will benefit from this and if necessary a small hourly fee for parking in those parking lots but start off with free parking to gauge whether a fee is necessary.

I believe there is sufficient downtown parking.

You should extend east Gilman to connect to the road past the high school for better by-pass and allow parking there. On 12th the main intersection between Ross and Target is always a mess...needs light or four way stop. At Fred Meyer there need to be more exits facing south.

It is so easy to walk in downtown Issaquah. I think the City should promote walking as much as possible in City advertising. If more people would walk we wouldn't need so much additional parking.

Question #2 - I park downtown to use the library train depot park memorial field & community center.

The questionnaire made some false choices e.g. we both shop and go to restaurants downtown about equally. But we could not answer both -- the questionnaire should have had us "rank order" each choice. Likewise the issue is parking. Most of us have no idea what the issues are within the parking parameter. E.g. Partner of public and private -- what does this mean 50-50? 75-25? etc.? The questions should have reflected the need for parking more directly -- e.g. we shop in one area and go to restaurants in other areas as well as go to the library. Thus I have no idea how this questionnaire can be used. E.g. The issue may well be parking by "time of day." The evening is the worst by far when we find it difficult to find convenient parking places to pick up our "take-outs" from restaurants or to find a convenient place to park when we "eat in." Parking on Front Street is always difficult due to having to "back into" parallel-parking spaces too often.

A comprehensive parking plan is definitely needed to make it easy for folks to park and access downtown.

Thank you for asking about this important issue.

On question number 3 either of the options work for me. I sure don't want Issaquah to go to parking meters where you pay to park that would greatly impact the businesses.

I use it while visiting the library and parks as well it's getting more and more crowded so to stay ahead of bigger issues I believe something needs to be done now but can't imagine a large structure would be able to be centralized enough to meet the needs.

The bicycle can be a full partner in the transportation network if given equal status with cars -- and six of them can fill the space of one parked auto. Formalize the process of making the bicyclist a full partner in the transportation network so that they have the confidence to make their bike a major replacement for the car most of the time. Ten or twenty percent bike ridership is a huge saving in fuel and oil and congestion reduction.

Na

nothing at this time

need additional parking with easier access.

Increase marketing efforts and promote the use of alternative modes of transportation such as walking biking rideshare and public transit into downtown Issaquah.
