Parking at the City of Seattle

- Planning Dept. – Zoning
- SDOT – On-street
- Municipal Court – Citations, Scofflaw
- SPD – Enforcement
- Finance Administrative Services (FAS) -- Facilities, Taxis, Collections
# Current Inventory

<table>
<thead>
<tr>
<th>Category</th>
<th>2003</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total on-street spaces allowed</td>
<td>unknown</td>
<td>500,000</td>
</tr>
<tr>
<td>Paid spaces</td>
<td>9,000</td>
<td>13,500</td>
</tr>
<tr>
<td>RPZ spaces</td>
<td>12,500</td>
<td>18,000</td>
</tr>
<tr>
<td>Time-limit spaces</td>
<td>unknown</td>
<td>11,500</td>
</tr>
<tr>
<td>Pay stations (kiosks)</td>
<td>0</td>
<td>2,200</td>
</tr>
<tr>
<td>Meters (single space)</td>
<td>9,000</td>
<td>300</td>
</tr>
<tr>
<td>Restricted Parking Zones (RPZs)</td>
<td>21</td>
<td>31</td>
</tr>
<tr>
<td>Annual RPZ permits</td>
<td>16,400</td>
<td>21,500</td>
</tr>
<tr>
<td>Annual parking citations</td>
<td>442,000</td>
<td>500,000</td>
</tr>
<tr>
<td>Parking Enforcement Officers (FTE)</td>
<td>67</td>
<td>81</td>
</tr>
</tbody>
</table>

*11/8/2011 Slide 3*
City Parking Policy in Code

- SDOT sets rates between $1.00 and $4.00 / hr
- SDOT required to adjust parking rates higher or lower based on measured occupancy so that approximately 1 or 2 open spaces are available on each blockface throughout day to:
  1. Support neighborhood business districts by making on-street parking available and by encouraging economic development
  2. Maintain adequate turnover of on-street parking spaces and reduce incidents of meter feeding in commercial districts
  3. Encourage an adequate amount of on-street parking availability for a variety of parking users, efficient use of off-street parking facilities, and enhanced use of transit and other transportation alternatives
  4. Reduce congestion in travel lanes caused by drivers seeking on-street parking
SFPark, LA Express, NYC ParkSmart

- Use PRICING changes to make parking easier, while reducing congestion and improving safety

- SFPark’s program
  - Made second rate adjustment in mid-October
  - As in first rate adjustment (July), over two-thirds of rates will decrease or remain the same
City Rate-Setting History

- Pre-2009 – one parking rate citywide
- 2009 – 3 tiers (downtown, center city, other areas)
- November / December 2010
  - Collected paid parking occupancy in all 23 districts
  - Determined whether areas were above, within or below target occupancy range
- February / March 2011
  - Increased rate in 4 areas; Lowered in 11 areas; Kept 7 areas at same rate
2011 Performance-Based Pricing Study

Assess performance-based parking pricing strategies and implementation options for Seattle that contribute to a vibrant and thriving city:

- Repeat study after rate changes
- Determine feasibility based on SDOT’s equipment
- Review best practices through expert panel
- Use data results, advisory committee and expert input to develop pricing recommendations
Annual Parking Study

- 23 paid parking areas studied in full or with sample areas
- ~7,000 spaces counted
- Days: Weekdays (tues-thurs); Saturday, Sunday; game days
- Typical times: 8 a.m. – 8 p.m.
Type of Data Collected

- Occupancy by hour
- Disabled parking permit use in 7 areas
- Restricted Parking Zone (residential permit) in 3 areas
- Government exempt and service hoods in 3 areas
- Duration
- Pay station transactions
<table>
<thead>
<tr>
<th>Area</th>
<th>Size/ Spaces</th>
<th>Nov. 2010 1-Hr Peak Occupancy</th>
<th>2011 Rate Change</th>
<th>2011 Rate</th>
<th>June 2011 3-Hr Peak Occupancy</th>
<th>Before and After Occupancy Comparison</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ballard</td>
<td>Medium - 320</td>
<td>68%</td>
<td>Decrease</td>
<td>$1.50</td>
<td>49%</td>
<td>Decrease</td>
</tr>
<tr>
<td>Capitol Hill</td>
<td>Medium - 350</td>
<td>89%</td>
<td>Increase</td>
<td>$3.00</td>
<td>56%</td>
<td>Decrease</td>
</tr>
<tr>
<td>Commercial Core</td>
<td>Very large - 1,650</td>
<td>97%</td>
<td>Increase</td>
<td>$4.00</td>
<td>79%</td>
<td>Decrease</td>
</tr>
<tr>
<td>Pike-Pine</td>
<td>Large - 700</td>
<td>85%</td>
<td>Same</td>
<td>$2.00</td>
<td>74%</td>
<td>Decrease</td>
</tr>
<tr>
<td>SLU - 10 hr</td>
<td>Very large - 1,100</td>
<td>73%</td>
<td>Same</td>
<td>$1.25</td>
<td>84%</td>
<td>Increase</td>
</tr>
<tr>
<td>University District</td>
<td>Large - 700</td>
<td>64%</td>
<td>Decrease</td>
<td>$1.50</td>
<td>63%</td>
<td>Same</td>
</tr>
<tr>
<td>Fremont</td>
<td>Small - 90</td>
<td>80%</td>
<td>Same</td>
<td>$1.50</td>
<td>77%</td>
<td>Slight decrease</td>
</tr>
</tbody>
</table>
Target Occupancy Comparison

- To determine if changes to rates are necessary:
  - Create neighborhood target occupancy percentage range based on goal of 1 to 2 spaces available
  - Determine peak occupancy for top three hours during daytime
  - Match peak occupancy with target occupancy to determine if above, below or within range

- If above target, consider rate increase; if within target, no rate change; if below, consider rate decrease and other parking management measures
## Effects of 2011 Rate Setting Process

<table>
<thead>
<tr>
<th>2011 Rate Process</th>
<th>Data results</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four areas where rates went up</td>
<td>There was more availability at peak times</td>
</tr>
<tr>
<td>Seven areas where rate stayed same</td>
<td>Results were mixed, with minor fluctuations</td>
</tr>
<tr>
<td>Eleven areas where rates dropped</td>
<td>Most areas saw no dramatic increase in occupancy</td>
</tr>
</tbody>
</table>
Proposed Neighborhood – U-District

- Currently all 2 hr limit; Rate lowered from $2 to $1.50 / hr in 2011
- Little availability remains along main streets near UW campus
- Low occupancy on west side
- Propose $2 in high area and change low area to 4 hour parking
## Potential Neighborhood Rate Changes

<table>
<thead>
<tr>
<th>Estimated Affected:</th>
<th>Areas</th>
<th>Paid Spaces</th>
<th>Blockfaces</th>
<th>Pay stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate changes</td>
<td>6</td>
<td>3,500</td>
<td>375</td>
<td>575</td>
</tr>
<tr>
<td>Time-limit changes</td>
<td>10</td>
<td>4,150</td>
<td>475</td>
<td>700</td>
</tr>
<tr>
<td>Total Changes</td>
<td>16</td>
<td>7,650</td>
<td>850</td>
<td>1,275</td>
</tr>
<tr>
<td>City system</td>
<td>23</td>
<td>13,500</td>
<td>1,700</td>
<td>2,200</td>
</tr>
</tbody>
</table>
Proposed Neighborhood – North Downtown

- **Uptown**: $1.50/hour, 2- & 4-hour time limits
- **Uptown Triangle**: $1.00/hour, 10-hour time limits
- **South Lake Union**: $1.50/hour, 2- & 10-hour time limits
- **Denny Triangle North**: $2/hour, 4-hour time limits
- **Denny Triangle South**: $2.50/hour, 8 p.m. extension
- **Belltown North**: $2/hour, 4-hour time limits
- **Belltown South**: $2.50/hour, 2-hour time limits
- **Commercial Core**: $4/hour, 2-hour time limits
Proposed Neighborhood—South Lake Union

- High occupancy in all-day paid spaces (84%)  
- Lower occupancy in 2-hour spaces (52%)
Next Steps

- Installation of 2012 parking rates and time limits
- Conduct annual parking study in Spring 2012
- Implement pay by cell phone option citywide
- Consider more granular rate and time regulations to meet City parking policy of 1 to 2 spaces available on average throughout the day
Contact Info

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