



**City of Seattle**  
Edward B. Murray, Mayor

**Department of Transportation**  
Scott Kubly, Director

**Seattle Parking Sounding Board Notes**

**Date/Time:** July 16, 2015, 2:00 – 3:30 PM  
**Location:** Seattle Municipal Tower Room 3832

**Members Present:** Alex Brennan (Capitol Hill Housing); Doug Campbell (University District Partnership); Jim Erickson (First Hill Improvement Association); Laura Larson (Republic Parking); Carl Leighty (Alliance for Pioneer Square); Brendan Lemkin (Commute Seattle); Wren McNally (Chinatown-ID Business Improvement Association); Susan Ranf (Mariners); Liz Stenning (Alliance for Pioneer Square); Tom Wilson (Roosevelt Neighborhood Association)

**Staff Present:** Becky Edmonds, Mike Estey, Mary Catherine Snyder, Jonathan Williams (SDOT); Dan Eder, Lish Whitson (Council Central Staff)

1. **Welcome and Introductions**
2. **Presentation: 2015 On-street parking adjustments**

Mary Catherine Snyder presented. Seattle uses data to adjust rates, hours, and time limits annually. The policy goal, as defined in the Seattle Municipal Code, is to have one to two open spaces per block throughout the day.

Seattle, with our partners at the Downtown Seattle Association and the Washington State Department of Transportation, won 2015 Parking Industry Awards for Marketing and Communications Excellence.

We've heard interest in a program evaluation – how are our rate changes affecting demand in paid parking areas? The following table shows results after we made rate changes in 2014.

<b>Moved into Target</b>	<b>Moved closer to Target</b>	<b>Little effect</b>
Belltown North rate drop	Denny Triangle South rate increase	12 <sup>th</sup> Ave extended hours
Cherry Hill extended hours	Denny Triangle North rate decrease (moved from below to above target)	Capitol Hill North rate increase
C/ID Edge rate drop	Fremont extended hours	C/ID Core rate increase
U-District Core rate increase	U-District edge rate decrease	Green Lake extended hours
Uptown Triangle rate increase		Pike-Pine rate increase
		SLU rate increases

In 2015, new pay stations will be installed in several areas:

- Pioneer Square (completed)
- Capitol Hill
- Chinatown/ International District
- Commercial Core
- South Lake Union

These areas will receive time-of-day rate adjustments, with rates that vary throughout the day in accordance with demand.

The following table shows planned rate changes for fall 2015 through early 2016.

Area	New Pay Stations Time of Day			All-Day Rates	
	AM 8-11	MID 11-5/6	EVE 5 – 8		
12 <sup>th</sup> Ave	-	-	-	\$2.00	
Cherry Hill	-	-	-	\$2.00	
Pike-Pine	-	-	-	\$3.00	
Capitol Hill North	\$3.00	\$3.50	\$4.00	-	
Capitol Hill South	\$2.50	\$2.50	\$3.00	-	
Chinatown/ID Edge	\$1.00	\$1.50	\$1.50	-	
Chinatown/ID Core	\$2.50	\$3.50	\$2.00	-	
Commercial Core Retail	\$4.00	\$4.00	\$3.50	-	
South Lake Union – 2 hour	\$2.00	\$2.50	-	-	*moved to early 2016
South Lake Union – 10 hour	\$2.50	\$2.50	-	-	*moved to early 2016
South Lake Union NW	\$1.50	\$1.50	-	-	*moved to early 2016

The following table shows planned changes to evening paid parking hours.

Area	Add paid hours until 8 PM	Drop paid hours to 6 PM
Chinatown/ID Edge	\$1.50	
First Hill	\$4.00	
Roosevelt	\$1.00	

University District Edge		Free after 6 PM
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SDOT is continuing to use the Play Like a Parking Pro Campaign to communicate about upcoming rate changes. This includes distributing postcards and maps, signs on the street at pay stations, and advertisements online and at movies.

Questions and comments:

Comment: Disabled parking placard use is still a huge issue on Cherry Hill and First Hill.

Q: Do you collect Friday or Saturday data?

A: We collect on Tuesday, Wednesday, or Thursday, according to industry standards for parking and traffic studies.

Q: Would you consider having different rates on different days?

A: Possibly. New technology may allow us to do that. We will need to consider how we would communicate that to customers.

Q: How and why did you create subareas?

A: In 2011 and 2012 we looked closely at the data on maps to see where the demand was high, medium, and low, and divided the areas accordingly. We continue to monitor.

Q: Does the data on Roosevelt include the parking being added in response to the protected bike lane installation?

A: Most of that added parking is outside of the paid area, and therefore outside the scope of the annual study.

Q: In the University District Edge area, would you even have paid parking there if the pay stations we're already there?

A: When we put them in the parking was extremely full, so it is likely that taking them out would have unwanted consequences. While parking there is not within target, they are performing okay.

Q: In First Hill, how will people know to pay in the evening?

A: We install bright orange flags in multiple places on the block and a temporary sign at the pay station as well. Additionally we distribute postcards to area businesses. We are intentionally making this change early in the season when it's still light in the evening so that people will be able to tell.

Comment: In Capitol Hill, there's a real need to balance daytime and nighttime uses. The parking data shows this – there is low demand during the day and high demand at night. It would be helpful to change zoning so that it was easier to build office buildings, to balance with all of the residential and commercial uses.

Q: Is there no paid parking south of downtown?

A: There is not. We have looked at West Seattle in the past. We budget for a few studies of other small business districts and consider adding paid parking as part of the Community Access and Parking Program when it's an appropriate parking management tool.

### 3. Adjournment

The meeting adjourned at 3:30 PM.