



# Seattle's Performance-Based Parking Program



## **This presentation will cover:**

Seattle's on-street parking system

Performance-based Parking Program &  
Policy





# Seattle's Parking System

<b>Est. on-street spaces citywide</b>	<b>500,000</b>
<b>Paid spaces</b>	<b>13,250</b>
<b>RPZ spaces</b>	<b>18,000</b>
<b>Time-limit spaces</b>	<b>11,500</b>
<b>Meters (single space)</b>	<b>100</b>
<b>Restricted Parking Zones</b>	<b>31 zones</b>
<b>Annual RPZ permits</b>	<b>21,500</b>
<b>Annual parking citations</b>	<b>500,000</b>
<b>Police - Parking Enforcement Officers</b>	<b>109 (FTE)</b>



# Seattle Performance-Based Parking Program

Citywide covering 13,250 spaces

Low-tech data collection

Annual management changes

Branding development



## Paid Parking Rate Policy

Establish rates based on measured occupancy so that approximately 1 or 2 open spaces are available on each blockface on average throughout the day

Meet target occupancy – “Sweet Spot”

Set rates between \$1 and \$4 / hour



## Paid Parking Goals

Support neighborhood business districts by making on-street parking available

Maintain adequate turnover

Encourage parking availability for a variety of parking users

Reduce congestion in travel lanes caused by drivers seeking on-street parking



## Data Collection

Occupancy in all paid parking areas

- November 2010
- April 2011
- June 2011
- September 2011
- June and October 2012

Typically spend between \$125K - \$250K on citywide manual parking studies



## How We Implement the Policy

Set rates, maximum time limits and hours of operation based on data



## Target Occupancy “Sweet Spot”

Area specific and tied to the average number of spaces on each blockface in that area



Example: 8 spaces on blockface

Need to meet target occupancy:

75% (6 spaces out of 8)

– 88% (7 spaces out of 8)



## Area Peak Occupancy

Use highest three hours of daytime occupancy from parking study

Does not include evening conditions – when occupancy is well over 100% in some areas

Example Area	
8 AM - 9 AM	35%
9 AM - 10 AM	45%
10 AM - 11 AM	58%
11 AM - 12 PM	63%
12 PM - 1 PM	72%
1 PM - 2 PM	78%
2 PM - 3 PM	67%
3 PM - 4 PM	73%
4 PM - 5 PM	73%
5 PM - 6 PM	90%
6 PM - 7 PM	106%
7 PM - 8 PM	120%



# Making Parking Changes

<p>If Area Peak Occupancy is <u>below</u> Target Occupancy:</p>	<p>If Area Peak Occupancy is <u>within</u> Target Occupancy (65% - 90%):</p>	<p>If Area Peak Occupancy is <u>above</u> Target Occupancy:</p>
<p>Look at rate decreases or parking max time changes</p>	<p>Keep rate and operating system as is</p>	<p>Look at rate increases or parking max time changes</p>



## 2011 and 2012

### 2011 Rate Changes

- ◆ 4 area rate increases
- ◆ 11 area rate decreases
- ◆ 7 areas kept at same rate

### 2012 Changes (implementation underway)

- ◆ 5 areas rate increase (core area)
- ◆ 3 areas rate decrease (edge area)
- ◆ 10 areas with maximum time limit extensions



# Example – North Downtown 2012





## Effects of 2011 Rate Changes

Rate Increase (4 areas)	More availability at peak times
Rate Stayed Same (7 areas)	Results mixed, with minor fluctuations
Rate Decrease (11 areas)	Most areas saw no dramatic increase in occupancy



## Before and After Occupancy Comparison

Area	Spaces	2010 Peak Occupancy	2011 Rate Change	2011 Rate	2011 Peak Occupancy	Occupancy Changes
Ballard	320	68%	\$0.50 Decrease	\$1.50	49%	Decrease
Commercial Core	1,650	97%	\$1.50 Increase	\$4.00	79%	Decrease
Pike-Pine	700	85%	Same	\$2.00	74%	Decrease
SLU - 10 hr	1,100	73%	Same	\$1.25	84%	Increase
University District	700	64%	\$0.50 Decrease	\$1.50	63%	Same
Fremont	90	80%	Same	\$1.50	77%	Slight decrease



## Summary of 2012 Activities

Rate and time-limit Implementation

Pay by Phone project

- ◆ Citywide installation with RFP to be issued in next month

e-Park expansion from 6 to 10-15 facilities



## Contact us!

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