

# UPTOWN TRIANGLE NEIGHBORHOOD 2012 On-Street Parking Changes

## Changes in 2012:

- Extend time limits to 10-hour (all-day) parking from the 2-hour and 3-hour time limits.
- Keep rate of \$1.00 per hour.

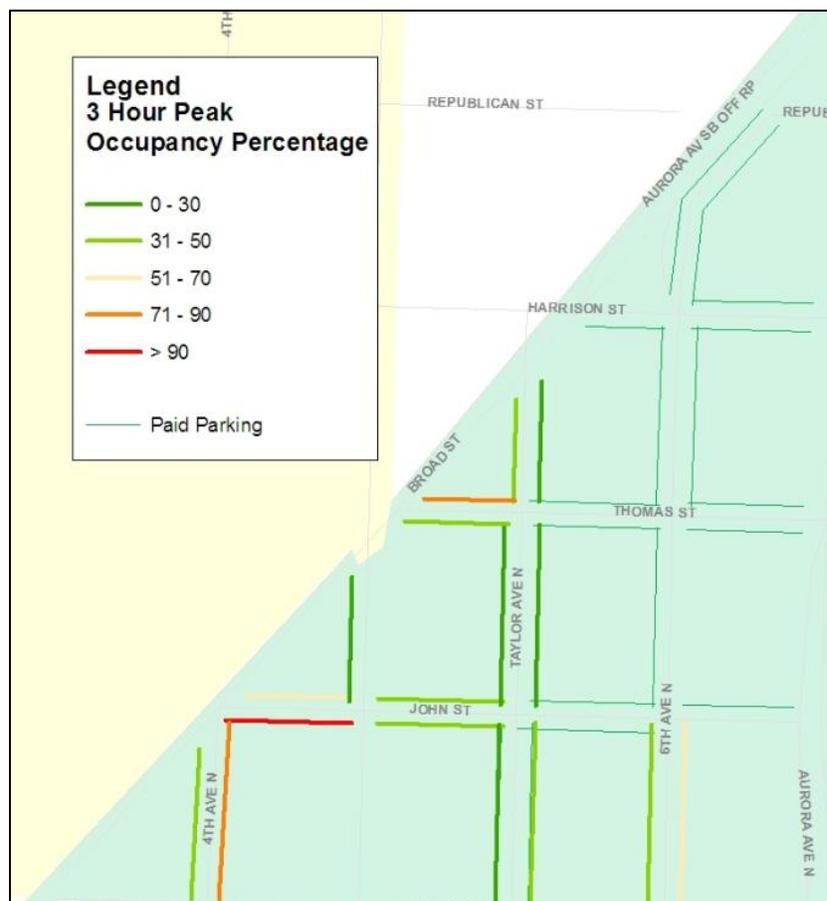
## Data:

The 2012 changes are based on results of the 2011 parking study using the 3-hour peak occupancy. The area currently contains a mix of 2-, 3- and 10-hour paid parking. Uptown Triangle continues to have peak occupancy far below the target of 80% to 90%. Lowering the rate in early 2011 from \$2.00 to \$1.00 per hour did not appreciably change peak occupancy. The conversion to all 10-hour parking is expected to encourage parking use, especially for visits to Seattle Center and for area employees.

	1-Hour Peak	3-Hour Peak
	2010	2011
Uptown Triangle	29%	31%

## Map:

The map below shows the blockfaces where changes will be made. Other paid blocks already have 10-hour time limits.



## ***Performance-Based Parking Pricing Background***

In 2010, the City Council directed the Seattle Department of Transportation (SDOT) to set paid parking rates by neighborhood to achieve the policy objective of providing an average of one to two open spaces per block face throughout the day. In November 2010, SDOT conducted a citywide parking study, collecting hourly occupancy data on over half of Seattle's 13,500 paid parking spaces. Based on the results of the study, SDOT established 2011 on-street parking rates in Seattle's 23 paid parking areas ranging from \$1.00 to \$4.00 per hour.

The City Council also directed SDOT to study how different types of pricing might affect parking choices, and to conduct a second citywide occupancy data collection effort (and annually thereafter) to evaluate effects of the 2011 pricing decisions and to inform the 2012 rate-setting process. SDOT reported findings to the City Council in September. The reports are online at <http://www.seattle.gov/transportation/parking/performancepricing.htm>.

The pricing study included citywide paid parking data collection and analysis, economic analysis, identification of potential demonstration projects, and public engagement components. A Parking Sounding Board was formed to include a wide variety of community stakeholders.

## ***2011 Parking Data Collection***

The 2011 occupancy data collection was conducted in June after rates had been changed. The colored lines on the neighborhood map show the blocks where data was collected. The 2010 and 2011 data were compared and measured against occupancy target ranges. The findings include:

- 1) In areas where rates were increased, there was a reduction in occupancy into the target range.
- 2) In areas where rates did not change, results were mixed, with minor fluctuations in occupancy up and down.
- 3) In areas where rates were lowered, there was not a corresponding increase in occupancy – in fact occupancy in some areas dropped.

These findings led SDOT to consider additional pricing strategies, in addition to changing parking rates, such as dividing neighborhoods into high-use core and lower-use peripheral areas with different rates and time limits. The intent is to provide incentives to parkers to walk a bit farther to access the more available and lower priced parking supply.

## ***Next Steps***

Parking changes are part of the Mayor's Proposed 2012 Budget and have been submitted to the Seattle City Council for consideration. The City Council will pass the final budget in late November. SDOT will implement any changes in 2012. SDOT will continue an annual parking occupancy data collection to inform future rate-setting, geographic boundary changes and other strategies to help improve parking.

## ***For more information:***

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