

RESTRICTED PARKING ZONES IN THE CITY OF SEATTLE

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Curbspace is part of the public street system, a public good available for all people to use. To restrict the use of curbspace for some requires a compelling reason. The Restricted Parking Zone (RPZ) Program was created in 1979 to help ease parking congestion in residential neighborhoods surrounded by major traffic generators like hospitals and universities, while balancing the needs of all people to be able to use the public streets. RPZs help neighborhoods deal with the impacts from major traffic generators through transportation and parking demand management strategies and signed time limits from which vehicles displaying a valid RPZ permit are exempt.

- Currently there are 31 RPZs in the City; most allow two-hour parking except by permit.
- Permits are designed to serve residents adjacent to major traffic generators. Most RPZs are near hospitals, colleges, and universities.
- In Southeast Seattle Link Light Rail station areas, businesses are also permit-eligible. Businesses in other areas must apply for consideration based on specific criteria.
- Permits cost \$65 each and are valid for two years in most areas.
- Each residence is eligible for up to four vehicle-specific permits and one guest permit; vehicles must be registered to the RPZ-eligible address.
- SDOT considers transportation and parking demand management strategies, including adding on-street parking capacity where possible.

Criteria for a New RPZ

Rules listed below are established in Seattle Municipal Code (SMC) 11.16.317.

- 75% of on-street spaces must be occupied.
- At least 35% of those spaces used by non-resident vehicles.



- Area must be at least 10 contiguous blocks (or 20 blockfaces).
- There must be an identifiable parking generator such as a university, college, or hospital.

How to Create an RPZ

- Submit a letter from neighborhood council or residents throughout the area.
- SDOT will perform an initial assessment to determine if an RPZ is an appropriate solution. If yes, SDOT will conduct a formal parking study.
- Outreach to the community is a vital part of this process. The SMC requires a formal public hearing before the creation of an RPZ.

This process typically takes one year. When SDOT installs parking controls, all parking conditions must be brought up to current code. This may lead to the loss of some parking spaces.

MORE INFORMATION

www.seattle.gov/transportation/parking/parkingrpz.htm
ruth.harper@seattle.gov, (206) 684-4103