

DRAFT Recommendations for Residential Parking Zone (RPZ) Program

August, 2008

Seattle's RPZ Program is a critical parking management tool that helps neighborhoods ease residential parking congestion created by non-residents. Established in 1979, the RPZ program now includes twenty-seven zones in Seattle with over 17,000 permits issued. This program continues to grow as neighborhoods express interest in forming new RPZ zones.

SDOT has conducted a policy review and is proposing major changes to the RPZ program for the first time since 1994. These proposed changes are intended to achieve the following goals:

- Help create great urban neighborhoods
- Preserve residential parking
- Protect residential neighborhoods by discouraging long-term parking by non-residents
- Promote a sustainable transportation system that supports shifts from driving to walking, biking and transit
- Make the RPZ program easier to use, and more clearly and equitably applied

Key DRAFT Recommendations include:

Number of Permits per Household and by RPZ zone

Presently, every household may have one permit for every vehicle. This has resulted in more RPZ permits than available on-street parking spaces in many zones.

- **Recommendation** - Limit the number of permits per household to a maximum of four in the least congested neighborhoods.
- **Recommendation** - Limit number of permits per household to two in moderately congested areas and to one in severely congested areas.

Guest Passes

Today every household is eligible for one guest pass. This does not provide a convenient way to host multiple guests and allows for the illegal sale of these passes to non-residents.

- **Recommendation** – Replace one guest pass, good year round with multiple passes, each good for one day.
- **Recommendation** – Sell guest passes in packages multiples of ten (as coupons) with a total limit of 100 passes per year.

Permit Fees and What Institutions Pay

Permit fees have not increased in several years and no longer cover the cost of administering the program. In some RPZ zones major institutions pay all or part of permit fees.

- **Recommendation** – Increase permit fees to cover the administrative cost of the program.
- **Recommendation** – Apply major institutions' contribution to a wider range of traffic and parking mitigation measures, rather than paying permit fees for individual residents.

Enforcement

Today there is not enough parking enforcement to adequately enforce current RPZ zones.

- **Recommendation** – Request additional budget for enforcement and dedicate enforcement staff to RPZ zones.

YOUR INPUT MATTERS

SDOT is seeking public comment on the draft recommendations from August 1 to October 20, 2008. No decisions have yet been made. Final recommendations will be submitted to the Mayor and City Council by the end of the year. To view the complete list of draft recommendations please visit http://www.seattle.gov/transportation/parking/rpz_policy_review.htm