



South Lake Union On-Street Parking Plan

SDOT would like to hear from you about South Lake Union on-street parking and what you think about the draft recommendations.

Please
Tell Us
What You Think!



Please contact Mary Catherine Snyder, the SDOT project manager, at 206-684-8110 or marycatherine.snyder@seattle.gov. SDOT will accept comments on the Draft SLU On-Street Parking Plan until December 16th, 2005.

A full copy of the draft Plan can be found at:

www.seattle.gov/transportation/parking/sluonstreetparking.htm



South Lake Union On-Street Parking Plan Newsletter

Plan Overview

Coming soon in early November, the Seattle Department of Transportation (SDOT) will be releasing the draft South Lake Union On-Street Parking Plan, which supports Mayor Nickels' Center City Strategy. In June 2005, SDOT began this work with consultant resources. Key project goals are to:

- ☒ gain a better understanding of existing on-street parking characteristics through detailed data collection and analysis
- ☒ develop on-street parking management and pricing strategies that give SDOT tools to respond effectively to dynamic and evolving development patterns, and
- ☒ integrate on- and off-street parking programs to achieve neighborhood traffic and transportation benefits.

Nelson|Nygaard Consulting was hired to assist SDOT in the Plan development. This brief summary outlines SDOT's and Nelson|Nygaard key findings and draft recommendations to date. The project timeline at right provides a chronological outline of project activities for project completion. SDOT is seeking community comments on the Plan.



Project Timeline

June 2005	☒ Project Begins
July 2005	☒ Review of Land Use and Parking Policies ☒ Development Review
August 2005	☒ Parking Inventory ☒ Survey of On-Street Parking
September 2005	☒ Draft Plan development
November/December 2005	☒ Outreach with SLU Stakeholders
January 2006	☒ Incorporate Outreach Comments ☒ Final SLU On-Street Parking Plan released
2006 - 2007	☒ SDOT addresses procurement, installation and legislative issues ☒ Public outreach and information campaign if and when pay stations are scheduled to be installed





Why Change Parking Regulations in SLU?

South Lake Union is expected to grow tremendously in the next 20 years with more jobs and residents. If development were to continue at current trends, the neighborhood would see potentially 13,000 more vehicles there daily, the equivalent of adding an additional Mercer Street with all of its traffic today. Making changes to the on-street parking will be critical to ensuring that the City's and the South Lake Union businesses, residents and visitors needs are addressed.

Draft Plan Recommendations

The Draft South Lake Union On-Street Parking Plan recommends adopting a market-rate pricing scenario to ensure that on-street parking is available for business customers, residents and employees at all times. The dynamic and changing built environment in the South Lake Union neighborhood will require a flexible management system, able to adapt quickly and efficiently to changes in parking demand resulting from new businesses, offices and residences.

The core recommendation of the plan is to manage short- and long-term on-street parking demand in South Lake Union through innovative pricing strategies. The Draft SLU On-Street Parking Plan recommends the elimination of time-limits and proposes to charge hourly market rates for most on-street parking. Rates will be set and adjusted using market-rate pricing to ensure that an average of one space on every block is available at all times. Additionally, a residential parking zone would be established to provide a minimum amount of exclusive parking for existing Cascade residents.

The plan creates important TDM benefits by encouraging parking price-sensitive employees to change their travel behavior. As demand for on-street parking increases, rates will go up and more drivers will be encouraged to use other modes.

Parking Data Findings

An analysis of a detailed parking inventory and utilization data collected during August 2005 produced the following important findings:

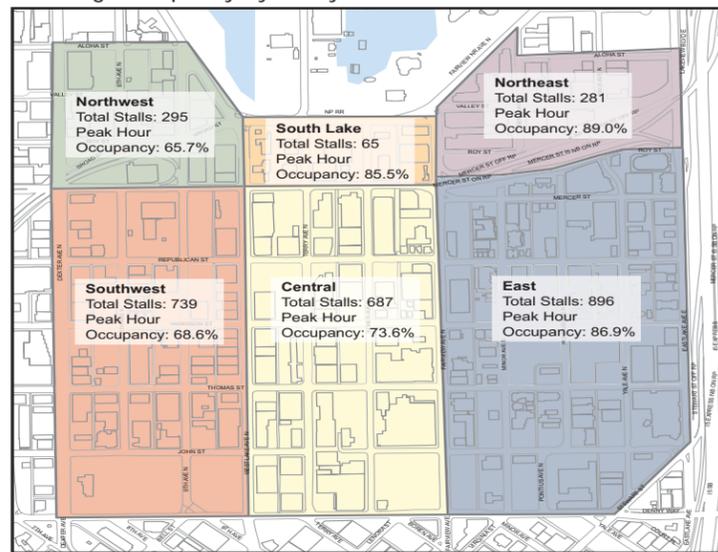
- There are about 3,000 on-street parking spaces in the study area between Dexter Ave N, Lake Union, I-5, and Denny Way. The actual amount of available on-

street parking will fluctuate in coming years as new construction projects come on line or are completed.

- Just 75 spaces are currently metered, mostly around Westlake Ave N and Denny Way (near the Seattle Times), with very low average utilization (occupied just 20%-30% of daytime hours).
- There are approximately 900 1-hour and 2-hour time-limit signed spaces, with decent utilization (60-75% weekday), but very low turnover and a high abuse rate of the time limit.
- The remaining 2,000 spaces are unrestricted and very full during daytime hours, with average length of stay of about 5 hours. The majority is being used for long-term parking.
- Data show that people parking in the neighborhood either understand that parking is not actively enforced or do not understand the posted time limits. For example, parkers in 1- and 2-hour signed spaces stay an average of almost three hours over the posted time limit.

The map below shows on-street parking occupancy at the peak daytime hour in the SLU On-Street Parking Plan.

Parking Occupancy by Study Zone



Source: GIS Data provided by City of Seattle

Recommendations Summary

Draft Recommendations	Implementation Logistics
Pay Station Installation Rollout	
<ul style="list-style-type: none"> The draft Plan recommends a one-time roll-out of pay stations in 2007 to achieve the most effective results from demand-responsive pricing strategy. A full neighborhood installation could require 300-400 pay stations and take four to six months. A neighborhood-wide rollout allows SDOT to clearly meet parking management goals. Other options are to phase the roll-out over several years. 	<ul style="list-style-type: none"> The Plan will require new graphic designs for pay stations and signage. New educational materials will need to be developed to explain the flexible rate structure.
On-Street Parking Pricing	
<ul style="list-style-type: none"> The Plan recommends that on-street parking rates be set to achieve an optimal 85% occupancy rate and that time limits be removed to allow pricing to work effectively. Premium rates or time limits on certain stalls near key retail can be used to ensure short-term parking is available for business access. SDOT will conduct regular data collection occupancy checks (using available technology) and adjust rates accordingly. 	<ul style="list-style-type: none"> SDOT is working to determine whether Seattle Municipal Code changes are required to: <ul style="list-style-type: none"> grant SDOT authority for demand-responsive rate changes. If Plan is approved, SDOT will finalize a data collection and monitoring process to set hourly parking rates based on demand.
Parking Enforcement	
<ul style="list-style-type: none"> Add three enforcement personnel and required equipment to ensure high levels of compliance (brings total area patrol staff to four). 	<ul style="list-style-type: none"> The City will need to consider this potential budget increase in the 2007-08 budget planning.
Residential Parking	
Short-Term	<ul style="list-style-type: none"> SDOT is pursuing whether SMC changes may allow limits on RPZ permit sales. These limitations have been requested from U-District and other RPZ zones. Any changes will need careful review to avoid setting unacceptable precedents. Short-term residential parking strategies are aimed at accommodating current Cascade neighborhood residents.
Longer Term	<ul style="list-style-type: none"> SDOT will determine legal and logistic feasibility of offering monthly market-rate residential passes, outside of SDOT's RPZ program.
<ul style="list-style-type: none"> The Plan recommends the implementation of a 2-year "pilot" Residential Parking Zone (RPZ) that sets aside a minimum amount of on-street parking for residential use. (An upcoming SDOT RPZ Policy Review will address how to effectively implement RPZs in mixed-use neighborhoods). 	<ul style="list-style-type: none"> Implement appropriate tools from RPZ Policy Review, including potentially limiting the number of permits per household or grandfathering in existing residents. Charge a monthly "market-rate" for on-street parking for residents. SDOT would make a monthly parking pass available to park anywhere in neighborhood and not pay daily rate at pay station.