

Proposed Fremont Parking Changes

When use of on-street parking spaces is higher than 75%, as it is throughout Fremont, SDOT considers implementing parking management changes to make more parking spaces available for customers. To balance customer needs with those of area residents and employees, SDOT proposes the following comprehensive parking management plan for Fremont. Take a look and let us know what you think.

To improve the availability of parking spaces in Fremont:

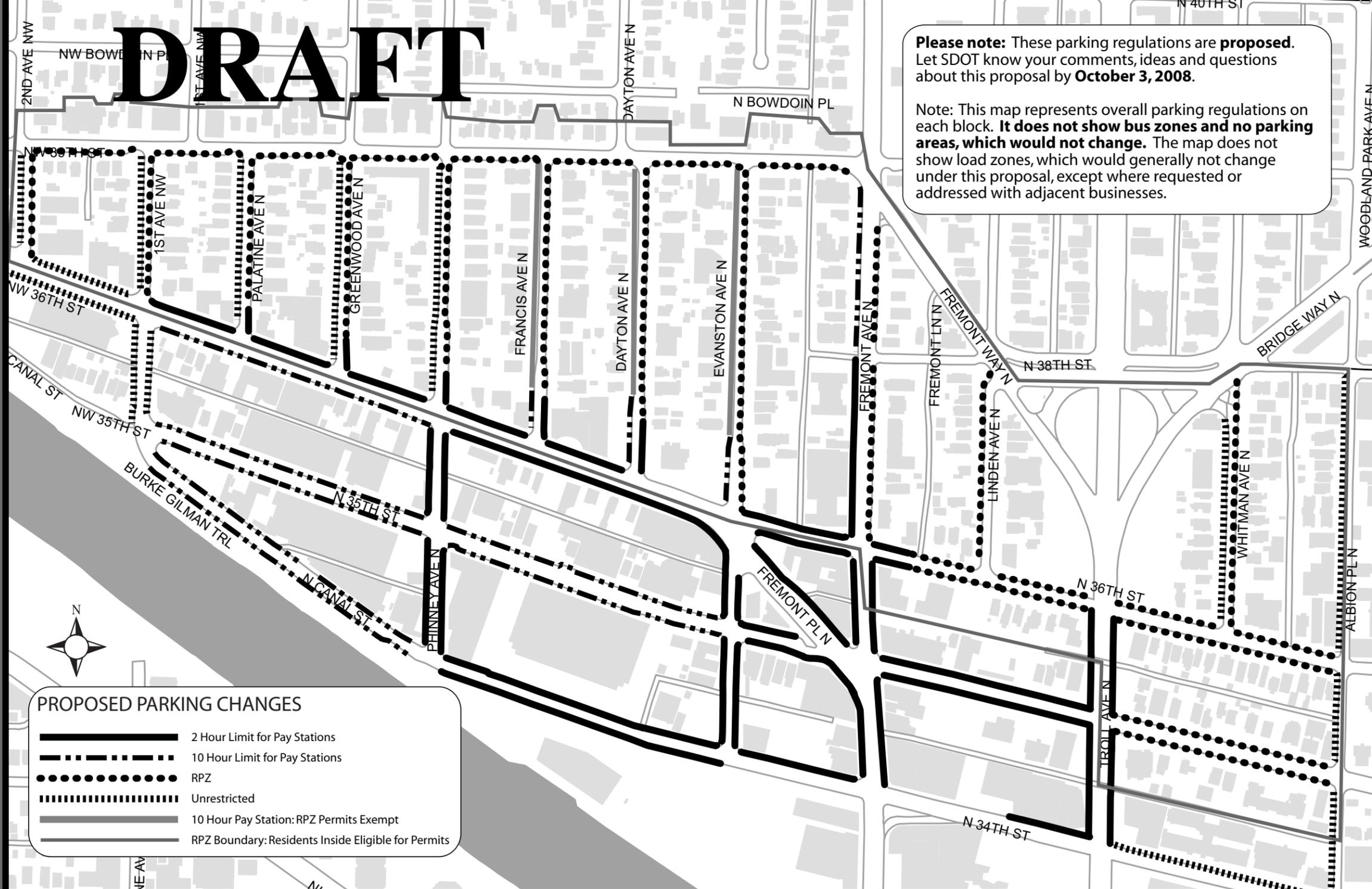
- Install 2-hour paid parking at \$1.25/hr* in core business areas between Troll Avenue N and 1st Avenue NW to improve compliance and parking turnover for Fremont customers and visitors
- Install 10-hour paid parking at \$0.75/hr* for daily parking up to 10 hours in areas between Evanston Avenue N and 1st Avenue NW to provide longer-term parking for visitors and employees
- Change truck load zones to commercial vehicle load zones with pay stations
- Install a Residential Parking Zone (RPZ) as shown on the map to balance parking between resident and business use during the day and into the evening
 - Daytime: 2-hour restricted parking from 8 a.m. to 6 p.m. and 10 hour paid parking on select streets**
 - Evening: Resident-only parking from 6 p.m. to midnight on the south and east side of streets

* Rates subject to change in future years

**Residents in the RPZ zone that display a RPZ permit will be exempt from the restrictions above

We'd like to hear from you!

Please contact project manager Stephanie Parkins at 206.684.8186 or stephanie.parkins@seattle.gov.



Why Consider Paid Parking for Fremont?

- Paid parking increases how often parking spaces turnover, making it easier for the next visitor to find a convenient parking space.
- Pay stations are easier to enforce than time-limit signs because Parking Enforcement Officers only have to visit each vehicle once.
- Neighborhoods like Ballard, U-District, and Uptown have a mix of on-street parking regulations, including paid parking, and are popular places to shop, dine, live and play.
- Fremont is a vital Seattle destination that attracts people locally, nationally and internationally; paid parking can make more spaces available for these visitors by increasing compliance with time limits.



FREMONT PARKING STUDIES – Past & Present

http://www.seattle.gov/transportation/parking/cp_fremont.htm

You can also visit the project website to learn more and sign up for e-mail updates:

or stephanie.parkins@seattle.gov
project manager Stephanie Parkins at 206.684.8186

Please contact
For more information

What's new in Fremont?
Since March, the Seattle Department of Transportation (SDOT) has been working in Fremont to see if parking changes could improve on-street parking for customers, residents and employees. After hosting walking tours and updating a 2005 parking study, SDOT is proposing parking changes. Take a look at the enclosed proposal and let SDOT know what you think.

Through the Community Parking Program, the Seattle Department of Transportation (SDOT) works with communities to improve on-street parking management. The program aims to balance the needs of businesses, customers, and residents while meeting the City's transportation and sustainability goals.

SDOT's Community Parking Program

WE'D LIKE TO HEAR FROM YOU

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SDOT needs to hear from you again about proposed parking changes in your neighborhood. What are your concerns, questions and ideas? How can different regulations better meet the parking needs of Fremont's customers, employees, residents and guests? Please share your comments and suggestions by **October 3, 2008** – the comments will help SDOT finalize on-street parking changes. Visit our website for more information.

UPDATES & NEXT STEPS

March & April SDOT attended neighborhood meetings

April Introductory postcard sent to 2,000 businesses, property owners and residents

May SDOT hosted two walking tours with Fremont business owners and residents

June On-street data was collected by SDOT consultants

Aug - Oct SDOT gathers community comments

November SDOT approves final parking management plan

December SDOT designs parking management changes

Jan - Feb SDOT implements parking management changes



August 2008

Business District

SDOT studied on-street parking in Fremont in 2005 and found that parking spaces were highly utilized and it was a challenge to find parking. As paid parking was investigated to increase customer parking turnover in the core retail area, SDOT heard concerns about the potential impacts of installing paid parking during the Fremont Bridge Approaches and Circulation Project. In response, SDOT installed additional time limit signs and committed to reassess the area at the end of the Fremont Bridge project in 2008.

Residential Areas

In 2003, Fremont residents asked SDOT to install a Residential Parking Zone (RPZ) north and east of the core business district to increase the availability of parking spaces for residents. RPZs are used throughout Seattle neighborhoods to provide on-street parking preference to residents when parking spaces are heavily used by visitors or commuters. SDOT approved residential zone boundaries and hours of restrictions in 2005. Since then, residents have struggled to obtain signatures of support from at least 60% of people who live inside the zone, given the difficulty in contacting residents of apartments and condominiums. Though installation of the zone has been on hold until enough signatures are given to SDOT, an RPZ can be installed without signatures to help balance customer, business, and residential parking demand.

Key findings from 2008 Fremont parking study

In June 2008, SDOT collected information about on-street parking spaces in Fremont. This information tells SDOT and the community how many vehicles are parked on neighborhood streets and how long these vehicles stay. Between 1st Avenue NW, N 36th Street, Troll Avenue N, N 34th Street, and N Canal Street, parking information was collected every 30 minutes on a typical Thursday and Saturday.

Finding: On-street parking is highly utilized in Fremont

When on-street parking spaces are more than 75% full, it becomes hard to find a parking spot. Cars circle around to find a space, increasing traffic on local roadways. Drivers feel frustrated and some park illegally. In Fremont:

- The majority of blocks are more than 75% full for the most of the day
- During lunchtime hours, spaces were often more than 80% full
- On the blocks east of Fremont Avenue N, spaces were as full as 90% at times
- Blocks west of Evanston Avenue N were up to 140% full – meaning drivers are parked too close to driveways, intersections and fire hydrants

Finding: More cars are staying beyond posted time limits

- The number of vehicles parked for longer than the posted 1-hour or 2-hour time limit has declined over the past three years.
- In one-hour spaces in 2005, over 85% of vehicles stayed for less than one-hour. That percentage has dropped to just over 55%. This indicates that one hour signs are not meeting the needs of drivers.
- A similar decrease happened in 2-hour spaces, with compliance dropping from above 85% to 75%

Enforcing time limit signs is challenging, as it takes parking enforcement officers multiple visits to determine the length of time a car is parked. The decrease in compliance indicates a need for new tools, like paid parking, to make enforcement more efficient.

For more information and a complete version of the 2005 and 2008 Parking Management Studies, please visit: http://www.seattle.gov/transportation/parking/cp_fremont.htm