

GREEN LAKE PARKING UPDATE

July 2015

RESTRICTED PARKING ZONE (RPZ)

- Seattle Department of Transportation (SDOT) received a request in July 2014 to determine eligibility of establishing a new RPZ on residential streets near the Green Lake business district
- SDOT conducted parking studies in the neighborhood during December 2014
- SDOT will now begin a public process regarding a possible RPZ in the area, which will include surveys, additional outreach, and potentially a public hearing

RPZ study area results

	Tuesday 12/9		Saturday 12/6		SMC 11.16.317
Time	10 AM	3 PM	10 AM	3 PM	-
Occupancy	92%	93%	95%	89%	75% or more
Non-resident vehicles	54%	57%	35%	48%	35% or more

Schedule

- August 2015: Mailer on RPZ study findings with survey questions
- November 2015: RPZ proposal, pending outreach results
- Early 2016: Potential public hearing

COMMERCIAL AREA PAID PARKING PROPOSAL

- SDOT has also proposed parking management changes on commercial blocks in the business district that would add new areas of paid parking and one new block of time limits.

Schedule

- June 2015: Mailer/proposal
- August 2015: Final plan
- Fall 2015: Implementation

Contacts

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RESTRICTED PARKING ZONES IN THE CITY OF SEATTLE

December 2014

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.

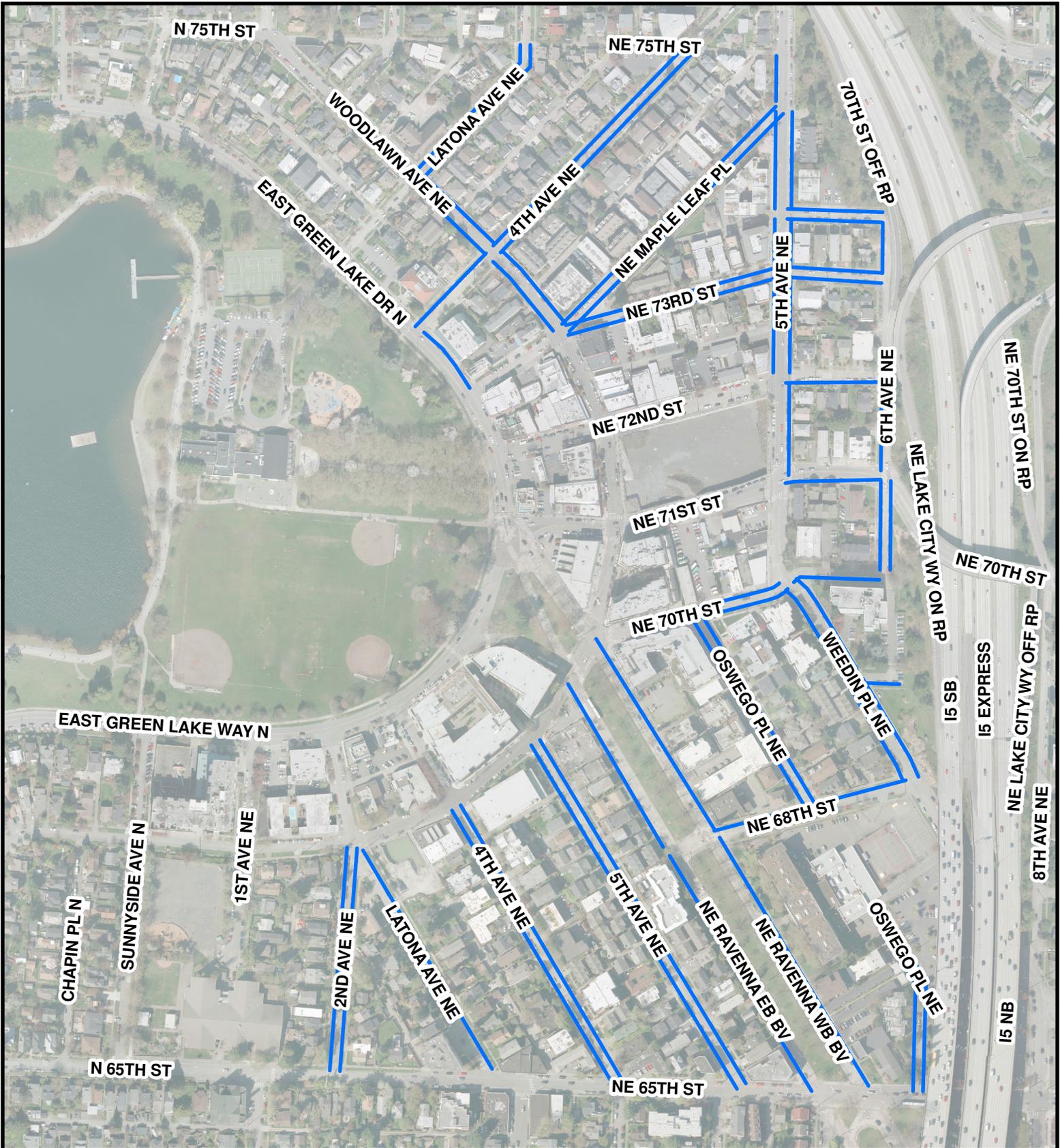
How to Create an RPZ

- 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



Legend

 RPZ Study Blocks - December 2014

0 4 8 12 16 Miles



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 Seattle Department of Transportation.
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 or merchantability, accompany this product.

Coordinate System: State Plane,
 NAD83-91, Washington, North Zone
 Orthophoto Source: Pictometry 2007

PLOT DATE : 7/6/2015
 AUTHOR : Kelsey Timmer
 Green Lake, Seattle



Green Lake RPZ Study Blocks

GREEN LAKE PAID PARKING PROPOSAL

Why are these changes proposed?

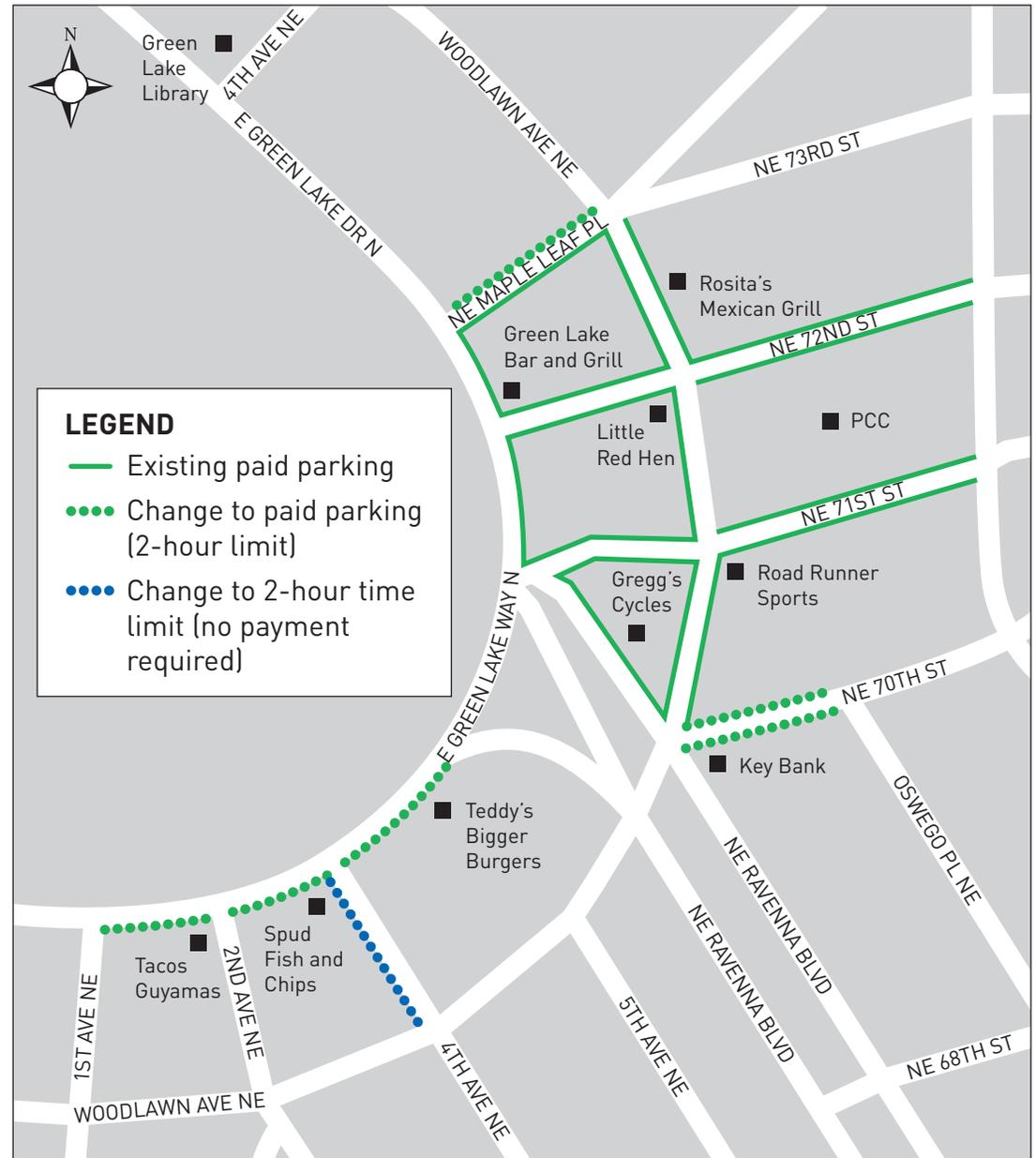
- To help customers and visitors find convenient parking.
- To update parking in response to development changes in the neighborhood.
- In response to requests from neighborhood businesses and based on parking data collected.
- Areas proposed for parking changes are over 90% full for most of the day. This leads to drivers circulating on local streets searching for parking.

What else is going on?

- SDOT studies parking occupancy in the paid parking area of Green Lake every year and makes annual rate changes based on results. For more information visit www.seattle.gov/parking.
- We are studying the residential area surrounding the Green Lake business district to see if it meets the criteria for a new Restricted Parking Zone (RPZ). More information about this process will be provided in summer 2015.

How can you provide comments or questions?

- Provide feedback by July 12, 2015 via an online questionnaire at www.surveymonkey.com/s/GreenLakeParking.
- Send comments by July 12, 2015 to us at GreenLakeParking@seattle.gov.
- Let us know about your load zone needs.



PROJECT INFORMATION & CONTACT

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