

# PIKE/PINE PARKING STUDIES – Past & Present

In 2004, the Seattle Department of Transportation (SDOT) studied on-street parking in Pike/Pine and found that spaces were highly used, making it a challenge to find parking. To increase parking turnover and make it easier to find a parking space, SDOT changed many blocks from time-limited to paid parking. In response to community comments, SDOT left several time-limited and unrestricted (free spaces that are not time-limited) blocks unchanged. During this time, existing metered blocks were also converted to pay station kiosks to offer improved technology and customer convenience.

Through the Community Parking Program, SDOT monitored these changes and worked with the Pike/Pine community to identify opportunities to more effectively manage parking. Below are key findings from the most recent parking study. On the next page, you'll find a summary of proposed parking changes.

## Key findings from 2008 Pike/Pine parking study

In July 2008, SDOT conducted a second parking study. Community members helped to select study blocks and determine what days of the week and times of day to examine. SDOT consultants collected on-street parking data that shows how many vehicles parked on-street at a given time (occupancy) and whether they stayed within the posted time limit (compliance). The study area was divided into two sections. Consultants collected data west of Broadway on Tuesday, July 15, and east of Broadway on Thursday, July 17. Thirty total block faces (each side of the block) were surveyed at 17 different times over the course of the day: once at 5am, then every 30 minutes between 11am-6pm, with a final sweep at 10pm.

### On-street parking is very full throughout the day

- Over the course of the day, ¾ of all spaces are full, making it difficult to find a parking spot
- Unrestricted spaces are very full throughout the day
- At 10pm, parking is 90% full

### Pay stations are working well and supporting turnover

- On average, paid parking spaces are full 60% of the time
- Paid parking spaces have the highest compliance rate with time limits of all space types

### A mix of neighborhood uses generates a mix of neighborhood parking needs

- 1/3 of cars parked in unrestricted spaces at 5am stayed in those spaces through 10pm, reflecting the demand for residential parking
- 70% of cars parked between 11am and 6pm stayed for 2 hours or less, reflecting the demand for short-term parking

### Average Parking Occupancy and Time-Limit Compliance of Study Blocks

Space Type	Avg. Occupancy	Avg. Compliance	What does this mean?
2-hr paid	60%	90% (west of Broadway) 80% (east of Broadway)	Paid parking has been effective in achieving good turnover and compliance
1-hr time limit	65%	60% (west of Broadway) 55% (east of Broadway)	Many cars are staying longer than 1 hour
2-hr time limit	75%	25% (west of Broadway) 80% (east of Broadway)	2-hour time limit spaces are highly used; compliance varies widely
Unrestricted	95%	N/A	Unrestricted spaces are at capacity

To read the full parking study report, please visit:

<http://www.seattle.gov/transportation/parking/docs/cpPike-PineTechReportFinal90508.pdf>



## Inside this Mailer: Proposed On-Street Parking Changes

Since April, SDOT has been meeting with community groups, residents, and businesses to pinpoint parking challenges and identify potential solutions. Based on these conversations and on the results of a recent on-street parking study, SDOT has developed and proposed parking changes. Take a look at the enclosed proposals and let us know what you think.

## What's new in Pike/Pine?

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

## ENCOURAGE WALKING, BIKING, AND TRANSIT USE

In addition to better managing the existing parking supply in Pike/Pine, SDOT encourages people to drive less often and to walk, bike, and use transit more. This helps decrease the demand for parking, reduce greenhouse gas emissions, and build a more sustainable transportation network. Resources are available to implement one or more of the following tools in the near future:

- Travel option promotion**, such as websites for bus routes and carsharing
- One-on-one "plan your commute" sessions** to find out your personal transportation options
- Incentives** to reduce solo commuting or to own fewer cars
- Nighttime travel option promotion** to help evening patrons rely more on taxis, buses, carpooling, and less on driving alone

We'd like to hear from you about which programs you think would be most effective in Pike/Pine.

- Please visit our website to fill out a brief questionnaire:  
[http://www.seattle.gov/transportation/parking/cp\\_pikepine.htm](http://www.seattle.gov/transportation/parking/cp_pikepine.htm)

OR

- Contact David Allen at **(206) 733-9302** or [david.allen@seattle.gov](mailto:david.allen@seattle.gov)

## Parking isn't just for cars and trucks

Is there an area in the neighborhood that could use additional parking for motorcycles and scooters? Does your block need a bike rack? Call SDOT at (206) 684 – 8186 and let us know where.



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## Proposed Pike/Pine Parking Changes

When parking occupancy reaches 75%, SDOT begins to consider parking management changes. At this threshold, delays, frustration, and congestion result as drivers circle the block in search of a parking space. The parking study showed that pay stations are working well, but many time-limited and unrestricted blocks are approaching or exceeding the 75% threshold. As a result, SDOT proposes the changes outlined below and on the map.

### Take a look and let us know what you think.

#### Paid Parking and Time Limits

- Install a mix of 2-hour and 3-hour paid parking at \$1.50/hr\* on several blocks south of E. Pike St.
- On blocks with paid parking, convert all truck load zones to paid commercial vehicle load zones.
- Convert all 1-hour time limit signs east of 12th Ave to 2-hour time limit signs.

\*Rates subject to change.

#### Residential Parking Zone (RPZ)

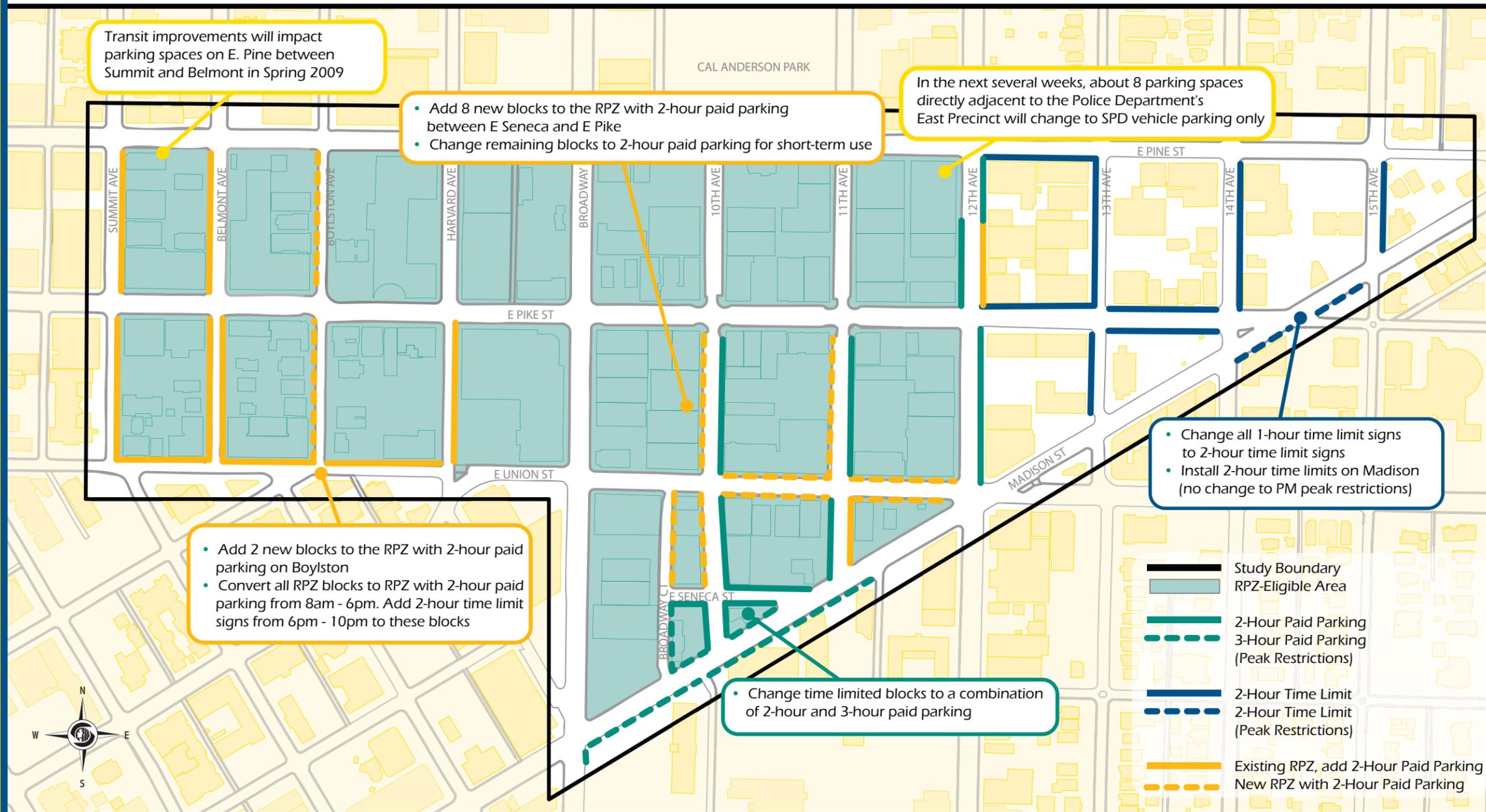
- Given the demand for residential parking, SDOT proposes to increase the number of residential parking blocks in the Pike/Pine study boundary.
- Residents within the proposed RPZ-eligible area would be able to purchase an RPZ permit and would have access to RPZ blocks.
- Existing RPZ blocks currently have 2-hour time limit signs from 7am – 10pm, meaning that non-permit holders can park in these spaces for up to 2 hours. SDOT proposes changing these signs to 2-hour paid parking signs from 8am – 6pm, with 2-hour time limit restrictions from 6pm – 10pm. RPZ permit holders may continue to park in these spaces without paying. From 8am – 6pm, non-permit holders could pay to park for up to 2 hours on these blocks. After 6pm, they would be limited to 2 hours of free parking.
- New RPZ blocks would also have 2-hour paid parking restrictions from 8am – 6pm and 2-hour time limit restrictions from 6pm – 10pm.
- While this proposed increase in RPZ blocks will create greater access for RPZ permit holders, it may not meet the current and growing demand for residential parking in this dense neighborhood.

#### Nighttime Parking

- Pike/Pine is a diverse and active neighborhood, especially in the evening. People go out to dinner, meet up with friends at a bar, and go to concerts, but when parking spaces are 90% full at night drivers circle the block, get frustrated, and often park illegally.
- To make it easier to find parking, SDOT is considering a nighttime paid parking pilot in Pike/Pine. At a reasonable rate, people could pay for as much time as they need between 6:00 PM and 10:00 PM (or later). This would provide user flexibility, support turnover, and make it easier to find a parking space at night.
- Contact SDOT and let us know what you think about this idea.

## PROPOSED ON-STREET PARKING CHANGES IN PIKE/PINE Take a look and let us know what you think!

NOTE: This map illustrates proposed parking changes. Any unmarked blocks, most of which are paid parking and 2-hour time limit blocks, will remain unchanged. This map does not show bus zones, load zones, or no parking areas. A variety of current and future construction projects in the neighborhood may impact proposed changes.



## WE'D LIKE TO HEAR FROM YOU!

Now that you've had a chance to review key study findings and proposals, the next critical step is to let us know what you think. What do you like about the proposals? What do you dislike? How would you change the proposals? SDOT will be taking public comment on the proposed changes until **December 15, 2008**. There are several ways to let us know what you think:

- Fill out a brief questionnaire on our website, at [http://www.seattle.gov/transportation/parking/cp\\_pikepine.htm](http://www.seattle.gov/transportation/parking/cp_pikepine.htm)
- Email us at [PikePineParking@seattle.gov](mailto:PikePineParking@seattle.gov)
- Call SDOT at (206) 684-8186

## PROJECT SCHEDULE & NEXT STEPS

