

2021 PAID PARKING ANNUAL REPORT



Using Parking Data to Manage Demand and Provide Reliable Access for Seattle's business districts



Our performance-based approach to parking

The Seattle Department of Transportation (SDOT) uses data driven decisions to achieve performance-based outcomes in paid parking areas. For trips made by car, it is critical that drivers reliably find parking spaces in high demand areas. This reduces how much time drivers spend circling for parking, which also provides other important benefits:

- **Decreases greenhouse gas emissions** – Less circling means fewer emissions
- **Saves people time** – Time spent looking for parking is wasteful
- **Improves safety for pedestrians and cyclists** – Drivers circling for parking are often *distracted drivers*
- **Reduces congestion** – Drivers circling for parking contribute to congestion and less congestion means faster, more reliable transit
- **Improves neighborhood commercial vitality and access** – People can more reliably access commercial, retail areas

Consistent and reliable access to parking doesn't have to mean more driving – increasing parking *supply* means more driving. We simply try to do a good job of managing our limited supply of existing parking with price signals so that the transportation system works better for everyone, even those who never drive.

To manage demand of our parking supply as effectively as possible, we use a data-driven approach to find the lowest hourly rate that leaves at least one or two parking spaces available on every blockface throughout the day. This data also helps us evaluate expanding paid parking to improve access to nearby blocks or other neighborhood business districts that are experiencing high demand at the curb.

Our rate-setting process changed significantly in 2020 due to the emergence of the COVID-19 pandemic. In years prior, we would gather parking occupancy data in the spring in all paid parking areas to adjust rates by area and time of day in the upcoming fall. We would generally lower rates in areas and at times of day where there are fewer cars parked and increase rates when blocks are overly full. In areas and at times of day where there are one to two available spaces per blockface, we considered the area and time period to be in target and no changes were required. At that time our rates ranged from \$0.50 up to \$5.00 per hour.

During the first months of the pandemic paid parking areas were made free. When paid parking was reinstated in mid-July 2020, all areas started at \$0.50 per hour, our lowest rate. To go back to an annual rate change in increments of \$0.50 would not, we believed, be adequate to address rapidly growing congestion in some areas, and so throughout 2020 and 2021, the Curbside Team worked on an enhanced data-driven system for making triannual, instead of yearly, paid rate adjustments. We also developed a new method for collecting occupancy data to support these adjustments. Our philosophy on rate setting has remained unchanged; we raise rates where occupancy is over target, lower them where they are under target, and leave them the same in areas that are in the target range.

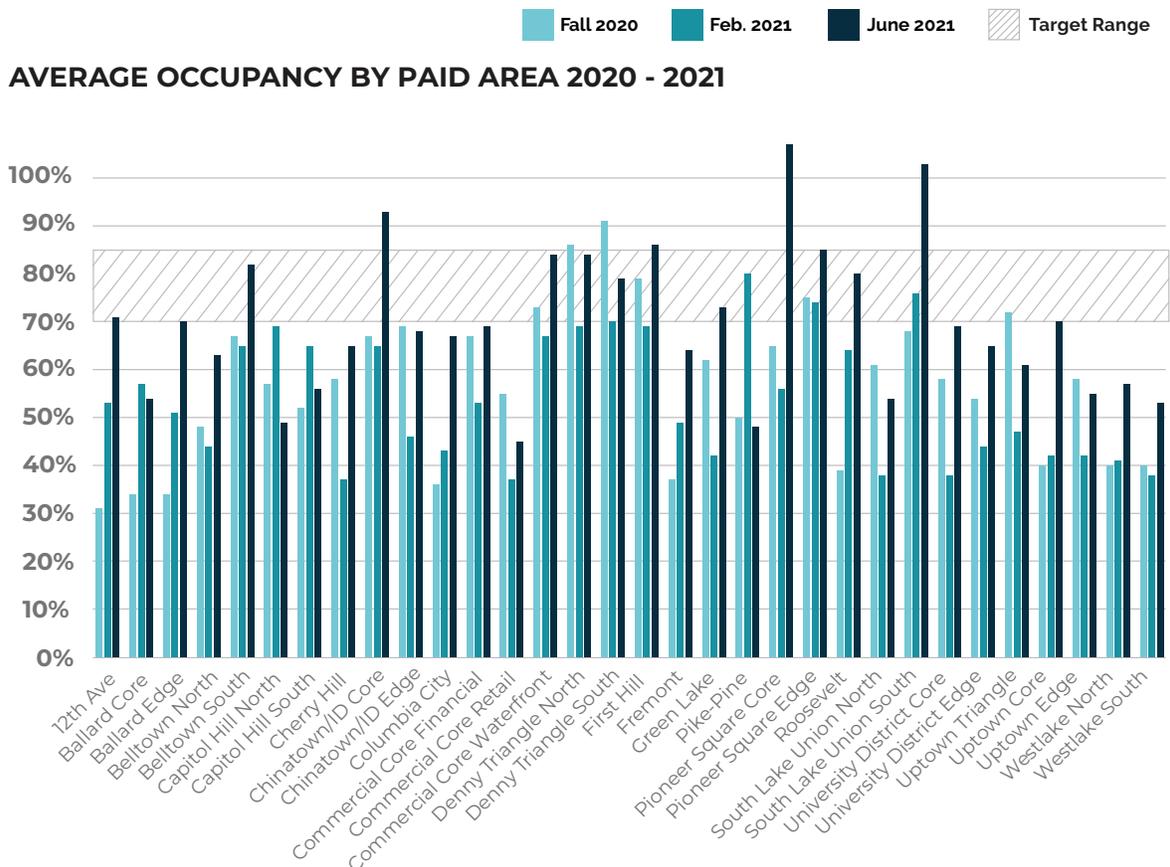
Our paid parking management

The data we gather allows us to monitor how well we are achieving our goal of making it easy to quickly find a parking space. It also helps us determine when and where we use paid parking as part of our curbspace management toolkit. City policy, as specified in the Seattle Municipal Code, states that rates and hours of operation should be set so that one to two spaces per blockface are open and available throughout the day. Since 2011, SDOT has made hundreds of different rate and hours of operations changes.

The bottom-line measure of our performance is the average level of use and availability. In other words, on average, is on-street parking well-utilized and are drivers able to find a parking space?

This chart shows the average occupancy baseline of the Q4 2020 rate adjustment compared to the two rate adjustments made in 2021. This presents the average over the day so hides the peaks and valleys that may be present – which is why SDOT sets rates by morning, afternoon and evening data. While many areas, on average over the day, are in or near the target range, there is a noticeable spike in parking demand in other areas as we begin to emerge from the COVID-19 Pandemic.

For the Ballard Locks area, we adjust the rates on a seasonal basis, because of the significant difference between summer and winter parking activity.



Our data-driven approach

Data collection and analytics

In 2021 the Curbside Management team continued to build on more sophisticated data analytical methods, with the help of our consulting team. Using a hybrid data model, which uses paid parking transaction volume data, historical occupancy data, newly developed algorithms, and ground truth data collection, SDOT can remain flexible with rates as we continue to emerge and recover from the COVID-19 pandemic.

This report summarizes the 2021 data used to recommend parking management changes. Historic parking study data sets are available online at data.seattle.gov (search for Annual Paid Parking Study, with study data from 2012-2019).

How we adjust rates post COVID-19

Seattle's neighborhoods with paid parking total about 11,100 spaces and range in size between 50 spaces in a smaller area to over 1,000 spaces in others. Since 2015, SDOT has adjusted rates by the time of day to account for different demand levels:

- Morning – 8 am -11 am
- Afternoon – 11 am – 5 pm/6 pm
- Evening - 5 pm – 8 pm/10 pm

Our target occupancy is between 70% and 85% for each time period in each area. That means we set rates to achieve a performance goal of one or two spaces being open and available per blockface throughout the day. For each area time period, we use the following rules to adjust rates:

- If occupancy is over 85%, increase rate by \$0.50/hour, if over 100%, increase rate by \$1.00/hour
- If occupancy is between 70% and 85%, rates do not change
- If occupancy is below 70%, decrease rate by \$0.50/hour

Rates cannot go below \$0.50/hour or above \$5.00/hour (as currently defined in the Seattle Municipal Code).

When and where to use pricing

Managing curbspace with paid parking helps to create availability in high-demand commercial areas. Over time, following the same data-driven approach, SDOT has analyzed whether to expand paid parking blocks in commercial neighborhoods or extend hours later into the evening to better ensure reliable access and available parking spaces as people visit restaurants, theaters, shops, and other attractions. This is consistent with the policy guidance in the Seattle Municipal Code.

In 2020-21, Curbside staff worked on Curbside Access plans in Uptown (around the new Climate Pledge Arena) and in the North Link light rail station areas. New paid parking spaces were proposed and implemented as part of extensive community engagement efforts, as well as following the policy detailed in this report.

Paid area management changes

In 2021 SDOT made two rate adjustments, affecting 19 paid areas. These changes are summarized in the following maps and tables, followed by detailed information for each of the 34 areas:

Paid Parking Area	Neighborhood Occupancy			New February 2021 Rates			Neighborhood Occupancy			New June 2021 Rates		
	AM	Afternoon	PM	AM	Afternoon	PM	AM	Afternoon	PM	AM	Afternoon	PM
12th Avenue	53%	55%	58%	\$0.50	\$0.50	\$0.50	51%	76%	94%	\$0.50	\$0.50	\$1.00
Ballard Core	23%	91%	63%	\$0.50	\$1.00	\$0.50	26%	76%	74%	\$0.50	\$1.00	\$0.50
Ballard Edge	39%	67%	47%	\$0.50	\$0.50	\$0.50	50%	84%	82%	\$0.50	\$0.50	\$0.50
Belltown North	47%	56%	28%	\$0.50	\$0.50	\$0.50	64%	75%	57%	\$0.50	\$0.50	\$0.50
Belltown South	64%	85%	41%	\$0.50	\$1.00	\$0.50	70%	101%	82%	\$0.50	\$2.00	\$0.50
Capitol Hill North	64%	73%	66%	\$0.50	\$0.50	\$0.50	37%	51%	58%	\$0.50	\$0.50	\$0.50
Capitol Hill South	84%	76%	45%	\$0.50	\$0.50	\$0.50	42%	59%	65%	\$0.50	\$0.50	\$0.50
Cherry Hill	49%	42%	24%	\$0.50	\$0.50	\$0.50	76%	78%	49%	\$0.50	\$0.50	\$0.50
Chinatown/ID Core	46%	86%	55%	\$0.50	\$1.50	\$0.50	60%	119%	106%	\$0.50	\$2.50	\$1.50
Chinatown/ID Edge	42%	59%	35%	\$0.50	\$0.50	\$0.50	51%	83%	71%	\$0.50	\$0.50	\$0.50
Columbia City	33%	58%	39%	\$0.50	\$0.50	\$0.50	49%	88%	76%	\$0.50	\$1.00	\$0.50
Commercial Core	37%	75%	33%	\$0.50	\$0.50	\$0.50	82%	88%	34%	\$0.50	\$1.00	\$0.50
Commercial Core Retail	23%	62%	32%	\$0.50	\$0.50	\$0.50	30%	66%	38%	\$0.50	\$0.50	\$0.50
Commercial Core Waterfront	80%	77%	49%	\$0.50	\$0.50	\$0.50	121%	85%	74%	\$1.50	\$0.50	\$0.50
Denny Triangle North	71%	70%	42%	\$0.50	\$1.00	\$0.50	84%	94%	70%	\$0.50	\$1.50	
Denny Triangle South	60%	89%	55%	\$0.50	\$1.50	\$0.50	74%	98%	75%	\$0.50	\$2.00	\$0.50
First Hill	86%	78%	43%	\$1.50	\$1.00	\$0.50	93%	97%	74%	\$2.00	\$1.50	\$0.50
Fremont	19%	77%	38%	\$0.50	\$0.50	\$0.50	26%	89%	85%	\$0.50	\$1.00	\$0.50
Green Lake	26%	63%	27%	\$0.50	\$0.50	\$0.50	65%	89%	74%	\$0.50	\$1.00	\$0.50
Pike-Pine	66%	84%	88%	\$0.50	\$0.50	\$1.00	33%	54%	59%	\$0.50	\$0.50	\$0.50
Pioneer Square Core	48%	64%	19%	\$0.50	\$0.50	\$0.50	97%	124%	57%	\$1.00	\$1.50	
Pioneer Square Edge	75%	76%	50%	\$0.50	\$0.50	\$0.50	77%	96%	65%	\$0.50	\$1.00	
Roosevelt	61%	73%	52%	\$0.50	\$0.50	\$0.50	78%	87%	80%	\$0.50	\$1.00	\$0.50
South Lake Union North	40%	41%	14%	\$0.50	\$0.50	\$0.50	57%	61%	27%	\$0.50	\$0.50	
South Lake Union South	87%	77%	51%	\$1.00	\$0.50	\$0.50	110%	111%	91%	\$2.00	\$1.50	
University District Core	23%	56%	34%	\$0.50	\$0.50	\$0.50	43%	95%	79%	\$0.50	\$1.00	\$0.50
University District Edge	43%	51%	29%	\$0.50	\$0.50	\$0.50	61%	71%	42%	\$0.50	\$0.50	
Uptown Core	42%	49%	35%	\$0.50	\$0.50	\$0.50	50%	70%	59%	\$0.50	\$0.50	\$0.50
Uptown Edge	40%	49%	32%	\$0.50	\$0.50	\$0.50	66%	79%	65%	\$0.50	\$0.50	\$0.50
Uptown Triangle	43%	56%	33%	\$0.50	\$0.50	\$0.50	66%	73%	35%	\$0.50	\$0.50	
Westlake Ave N North	47%	41%	15%	\$0.50	\$0.50	\$0.50	54%	64%	29%	\$0.50	\$0.50	
Westlake Ave N South	40%	39%	27%	\$0.50	\$0.50	\$0.50	50%	64%	57%	\$0.50	\$0.50	

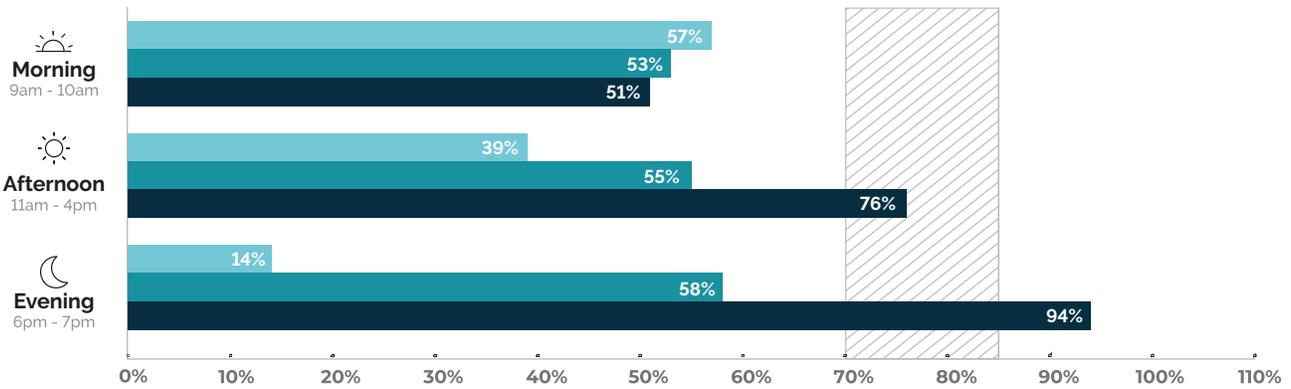
 Rates increased by \$.50/hr
 Rates decreased by \$.50/hr

12th Ave

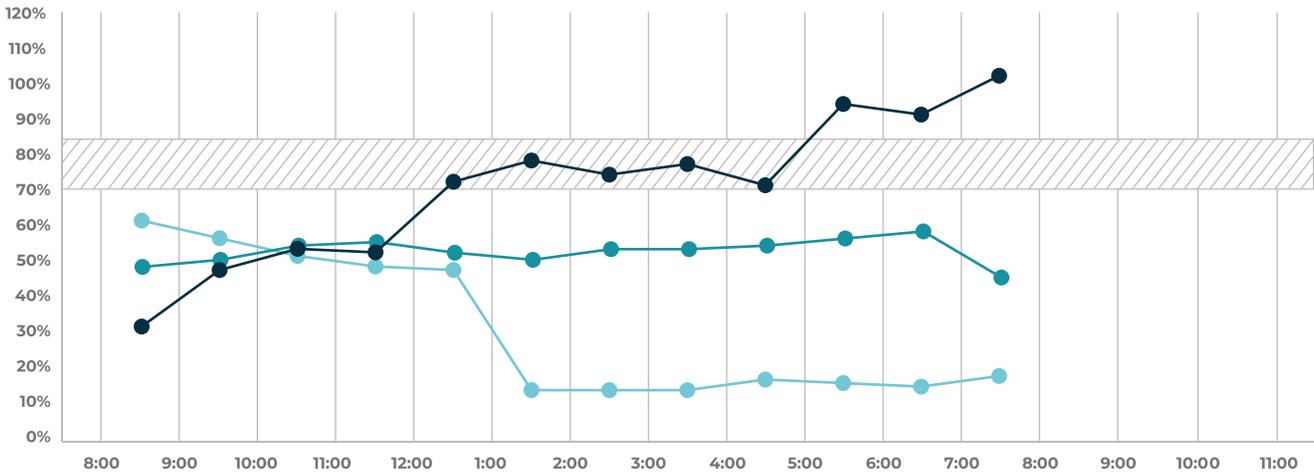
8am - 8pm 2 hours / 3 hours after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

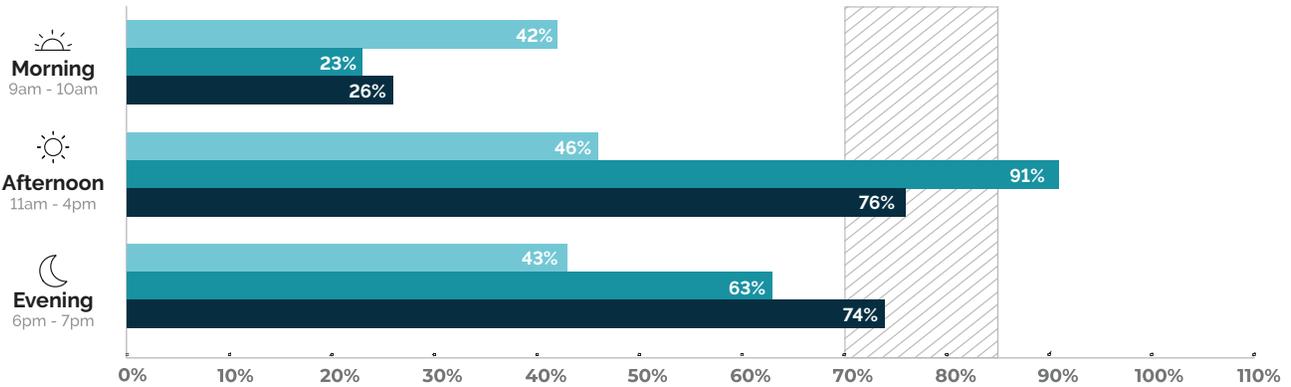
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	▲ \$1.00

Ballard Core

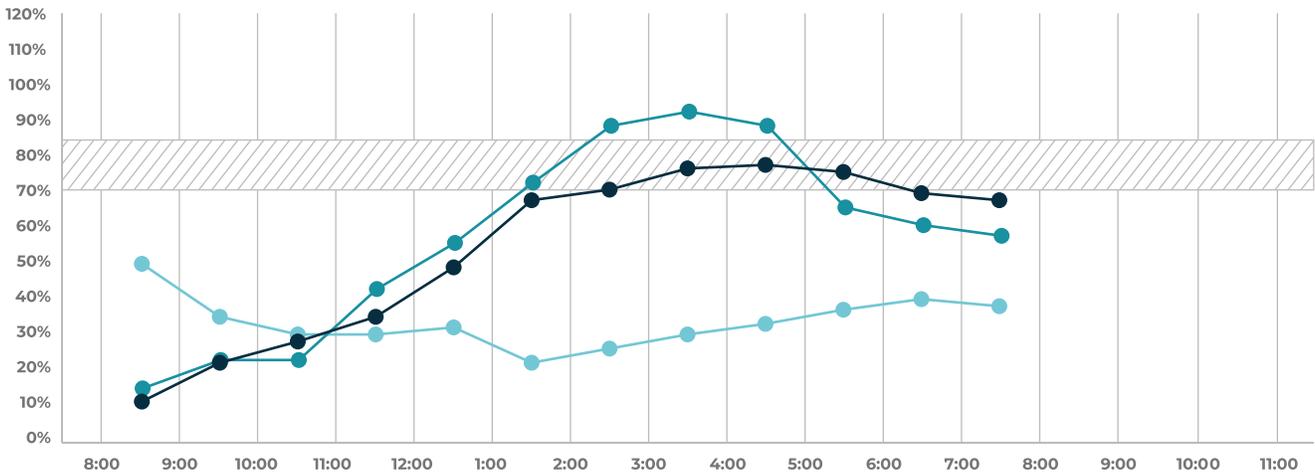
8am - 8pm 2 hours / No time limit after 5pm

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Feb. 2021

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Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	\$0.50	—

June 2021

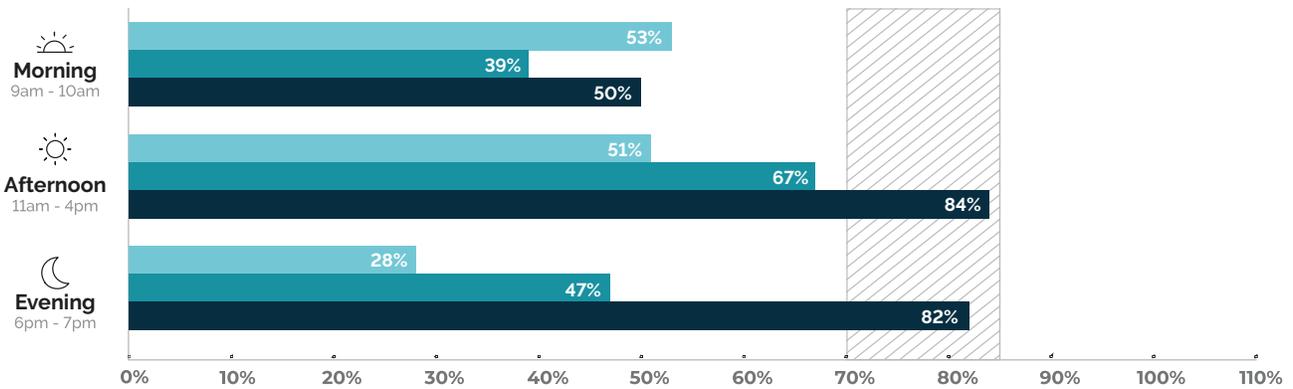
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Ballard Edge

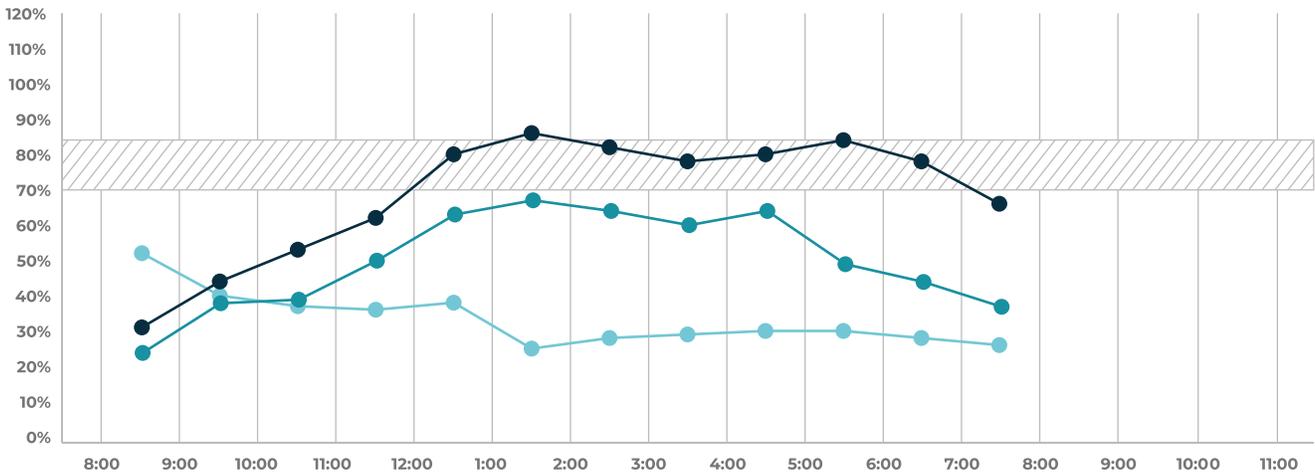
8am - 8pm 4 hours

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Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

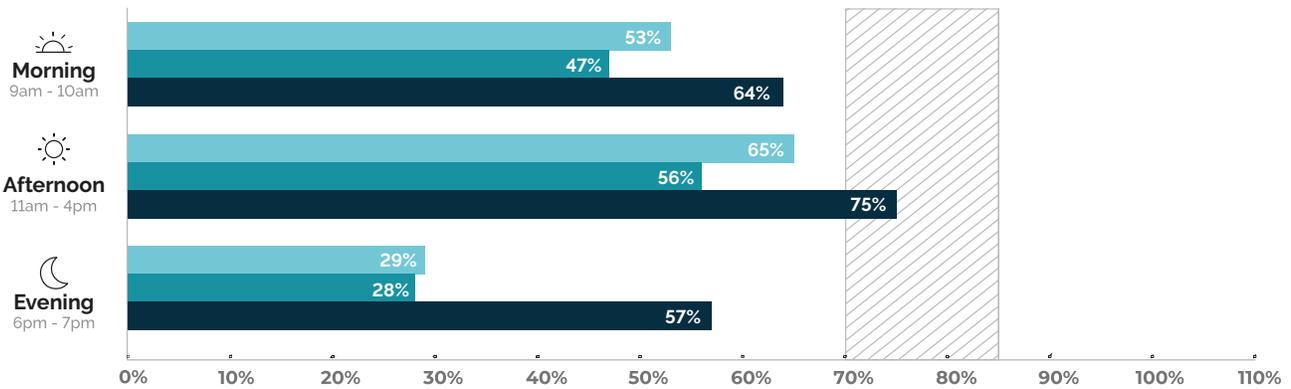
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Belletown North

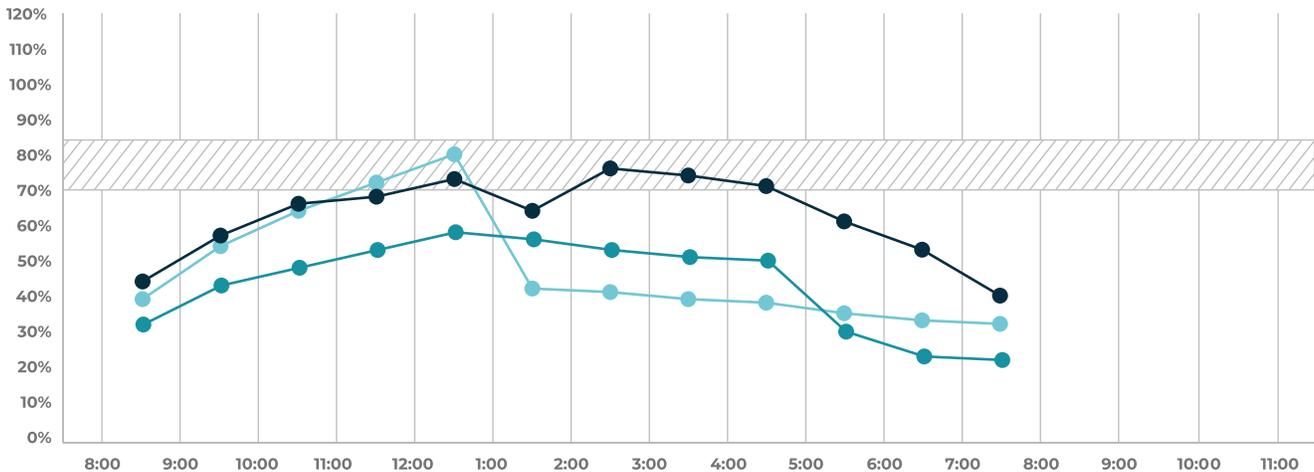
8am - 8pm 4 hours

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Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

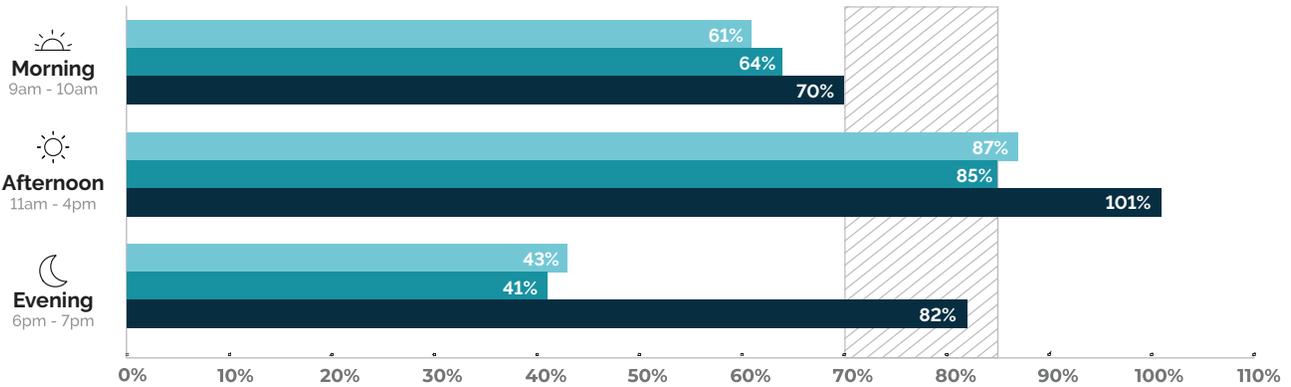
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Belltown South

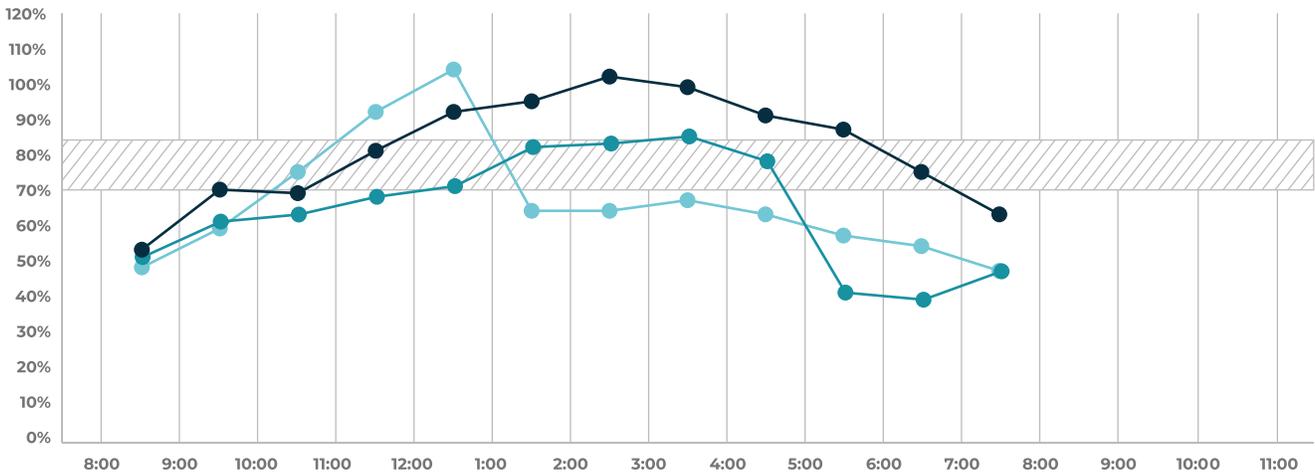
8am - 8pm 2 hours / 3 hours after 5pm

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Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$1.00	—
Evening 6pm - 7pm	\$0.50	—

June 2021

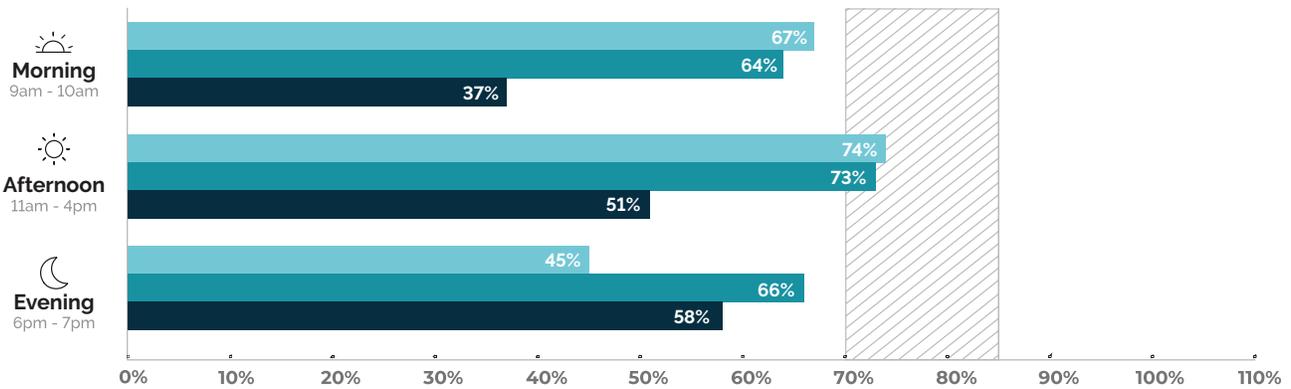
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$1.00	▲ \$2.00
Evening 6pm - 7pm	\$0.50	—

Capitol Hill North

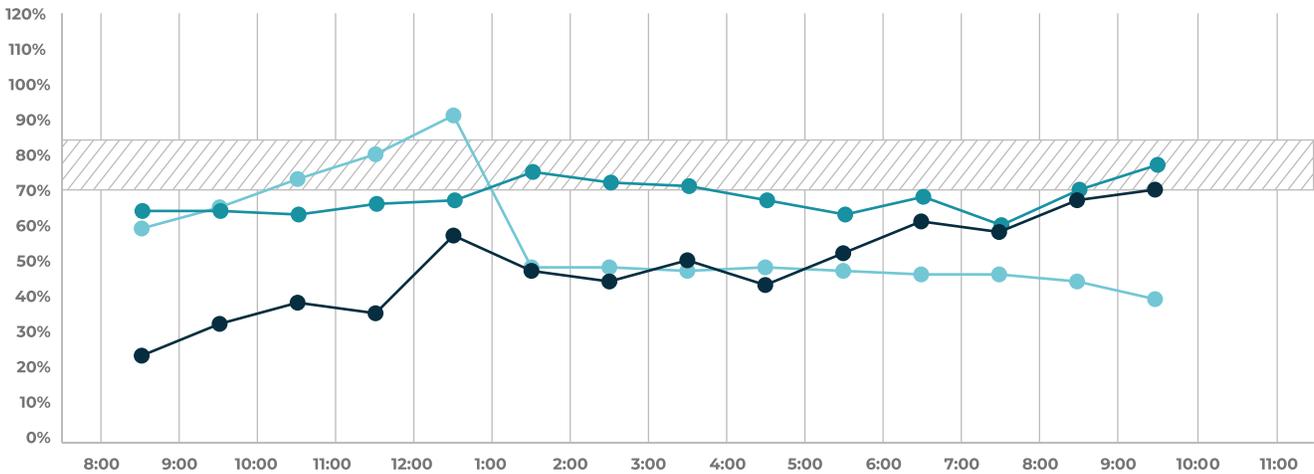
8am - 10pm 2 hours / No time limit after 5pm

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Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

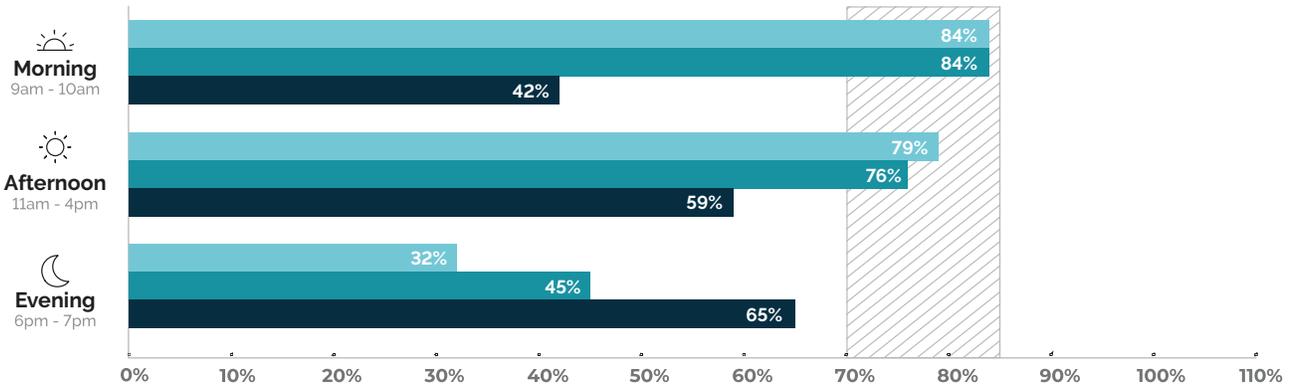
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Capitol Hill South

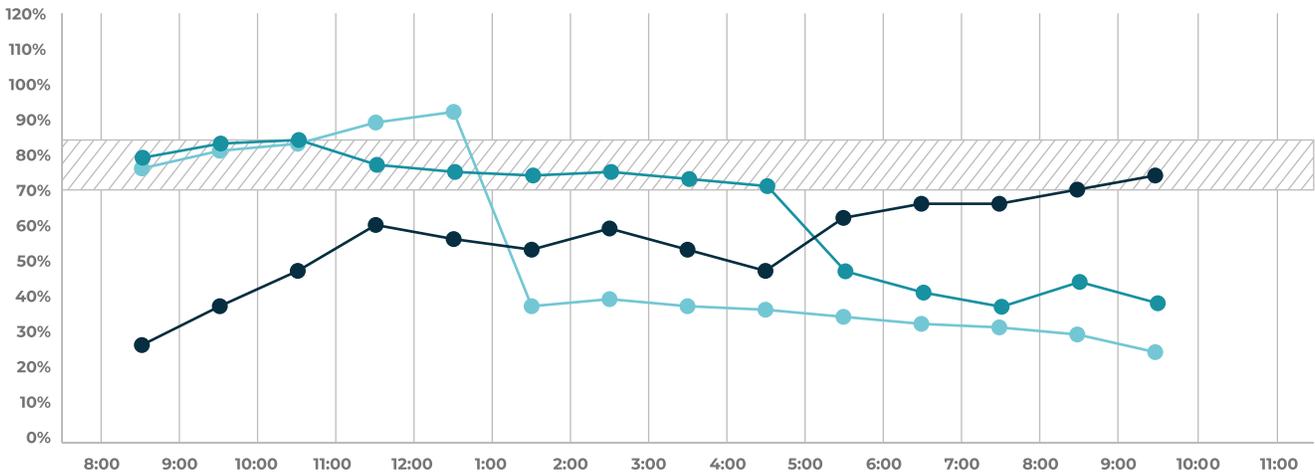
8am - 10pm 2 or 4 hours / No time limit after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



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Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

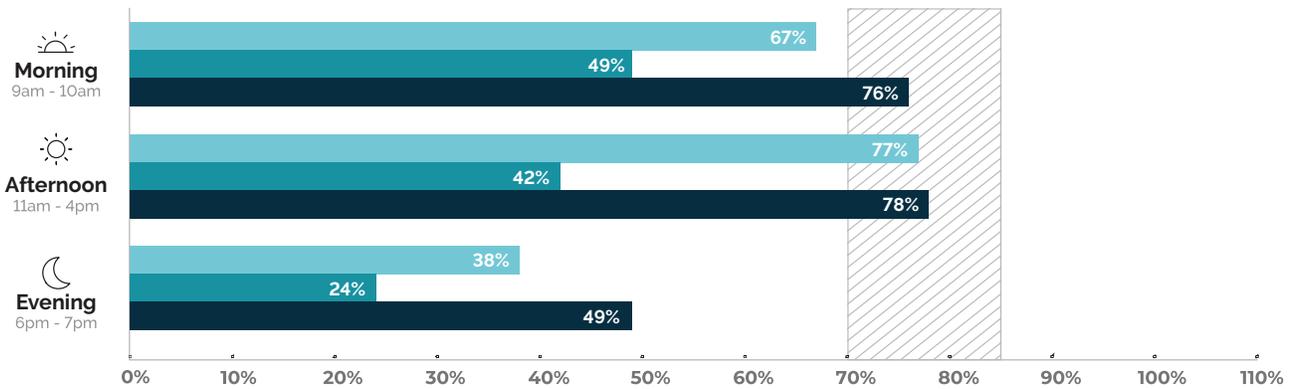
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Cherry Hill

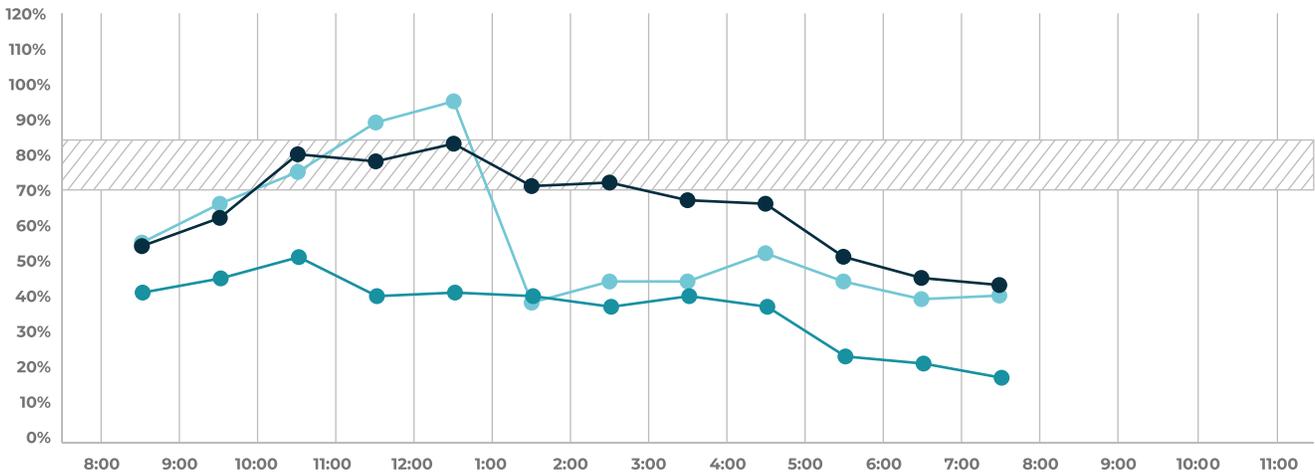
8am - 8pm 2 hours / 3 hours after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

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Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

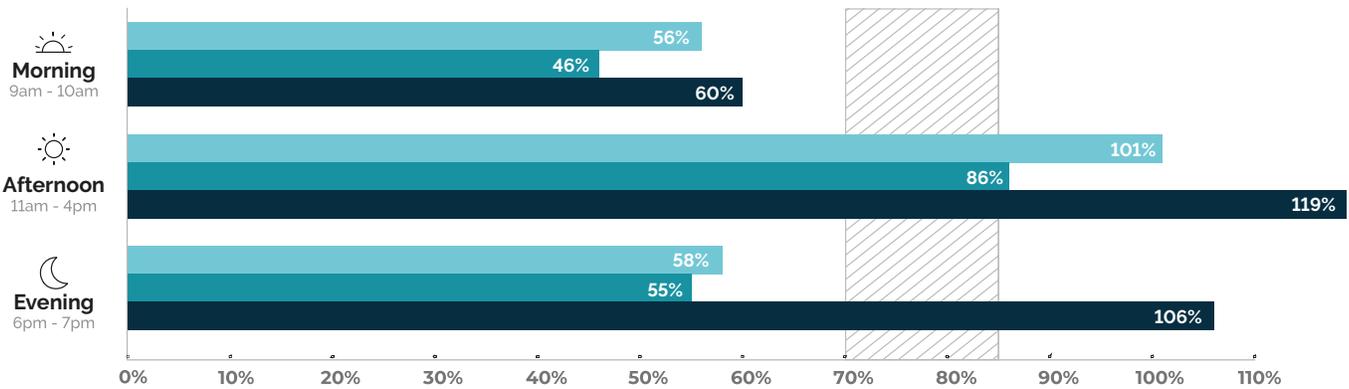
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Chinatown/ID Core

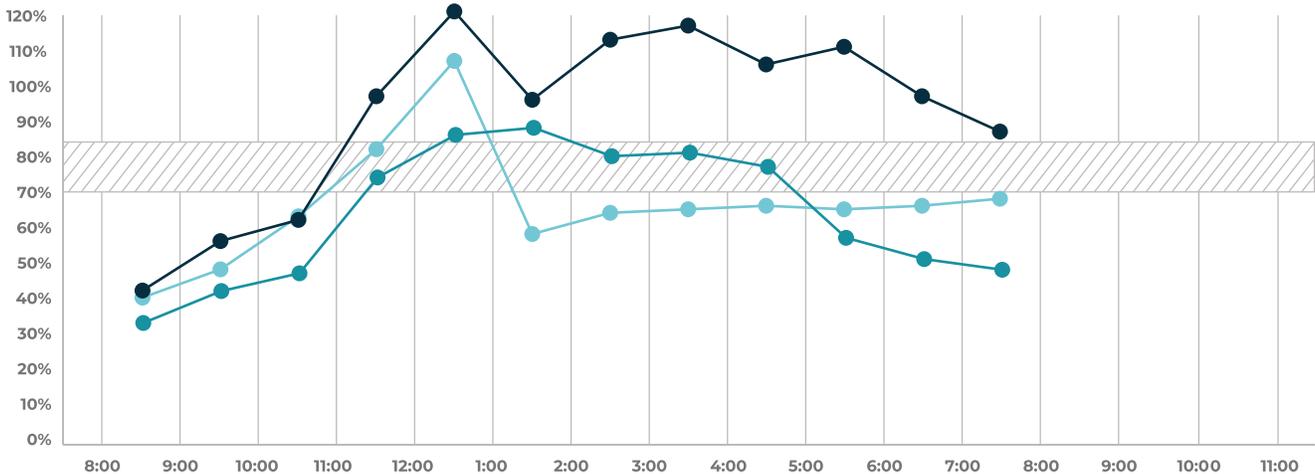
8am - 8pm 2 hours / No time limit after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$1.00	▲ \$1.50
Evening 6pm - 7pm	\$0.50	—

June 2021

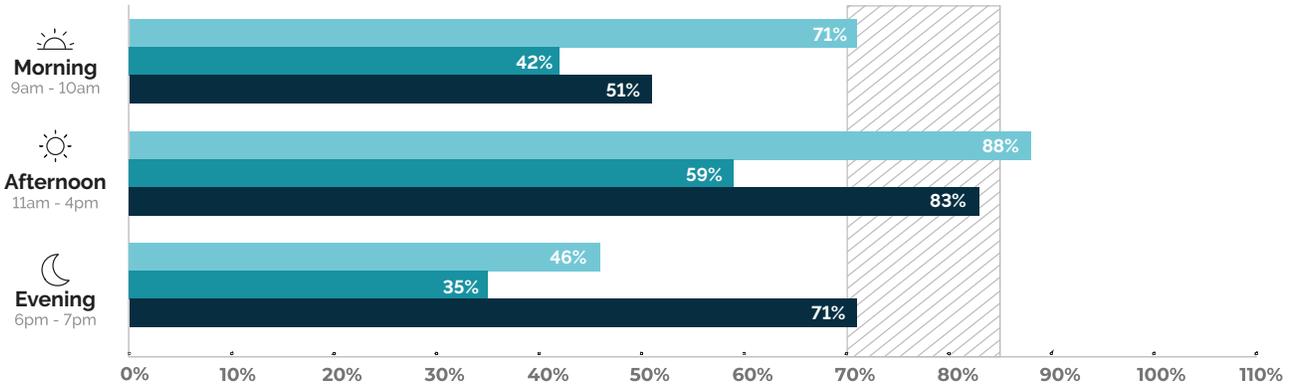
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$1.50	▲ \$2.50
Evening 6pm - 7pm	\$0.50	▲ \$1.50

Chinatown/ID Edge

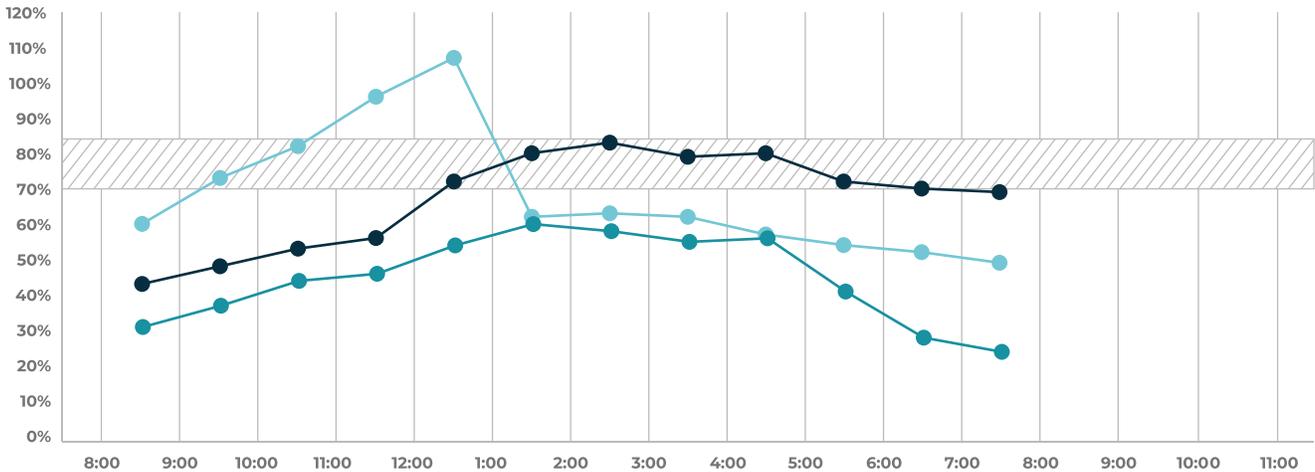
8am - 8pm 2 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

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Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$1.00	▼ \$0.50
Evening 6pm - 7pm	\$0.50	—

June 2021

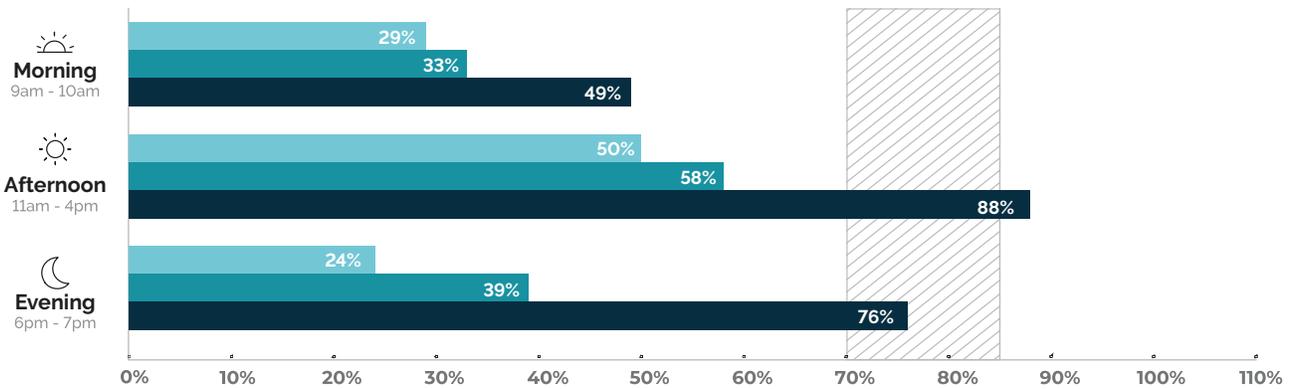
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Columbia City

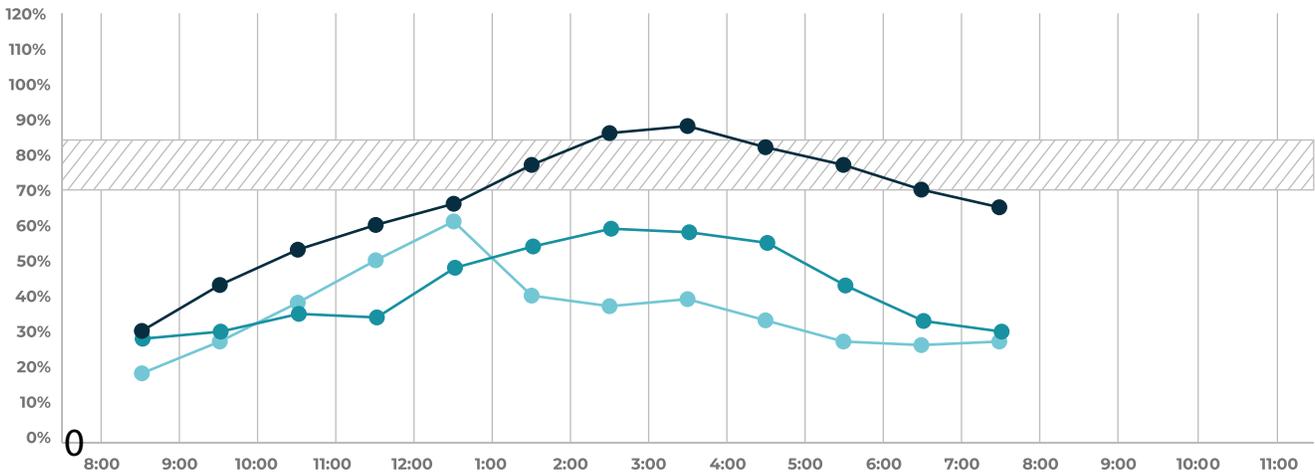
8am - 8pm 2 hours / No time limit after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



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Morning 9am - 10am	\$0.50	—
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Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

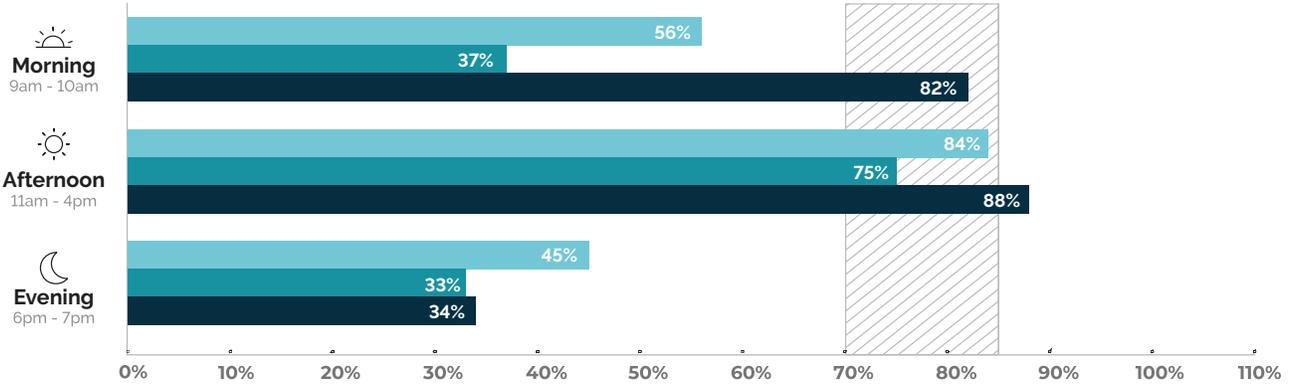
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	\$0.50	—

Commercial Core Financial

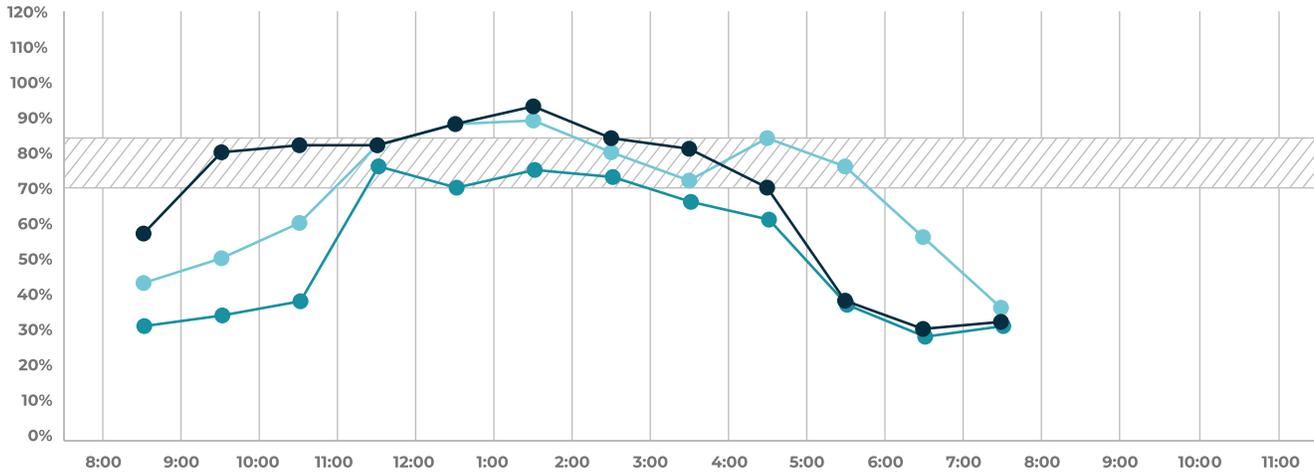
8am - 8pm 2 hours / 3 hours after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

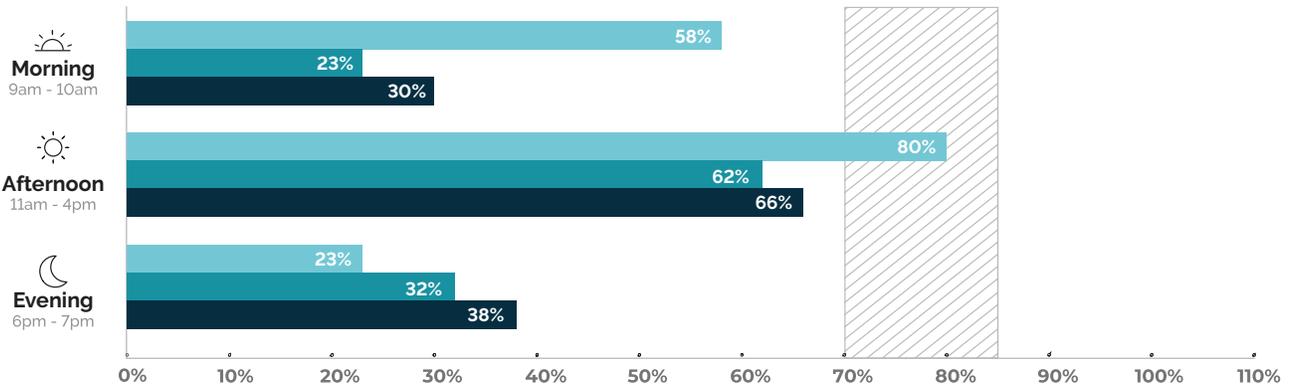
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	\$0.50	—

Commercial Core Retail

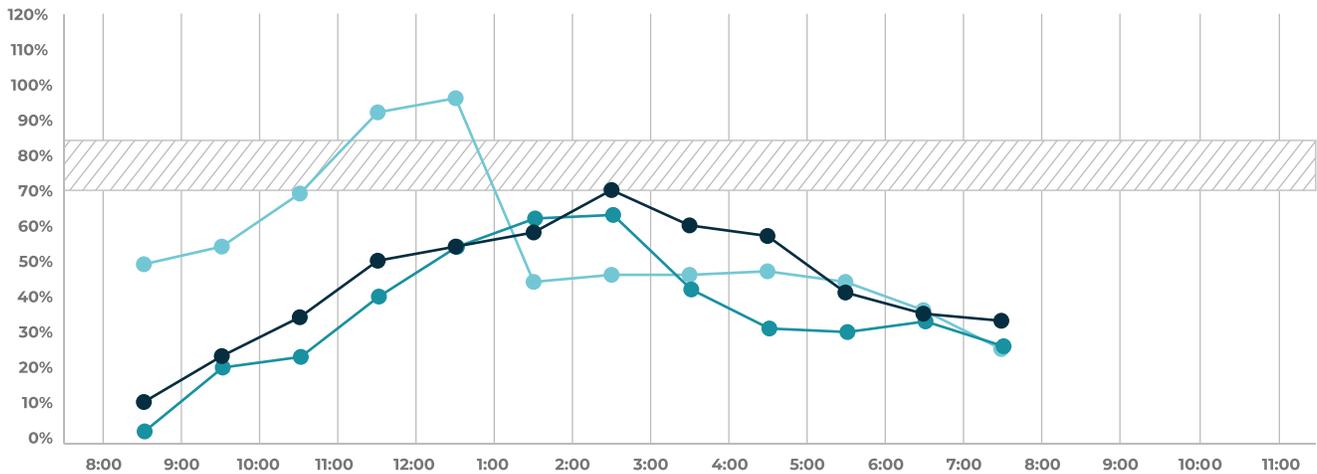
8am - 8pm 2 hours / 3 hours after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

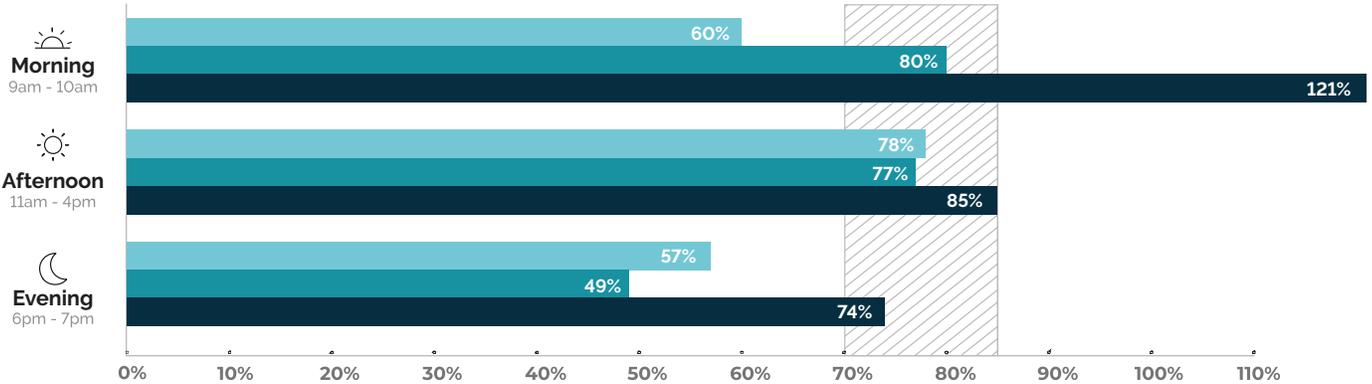
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Commercial Core Waterfront

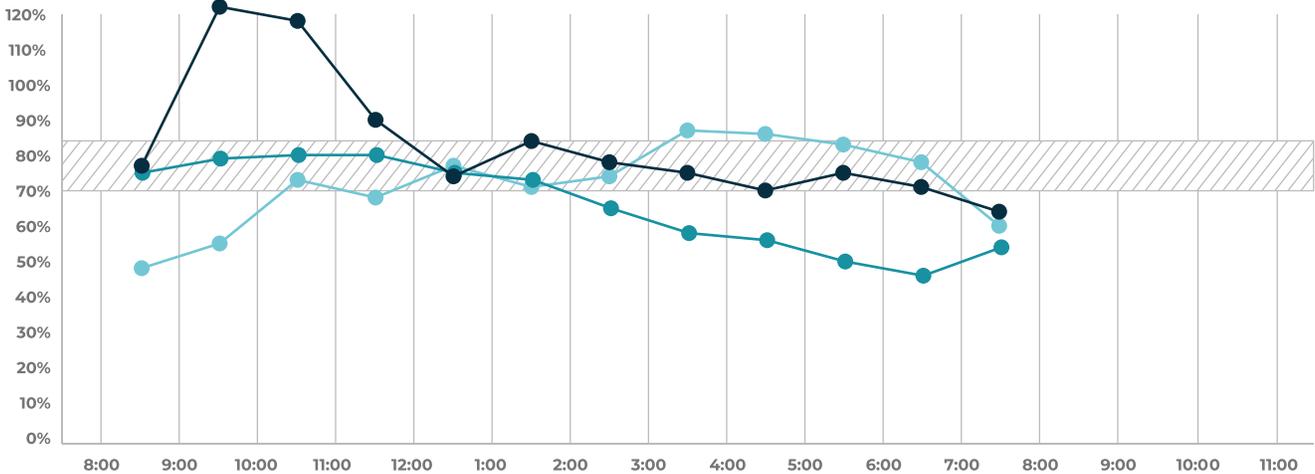
8am - 8pm 2 or 4 hours / No time limit after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

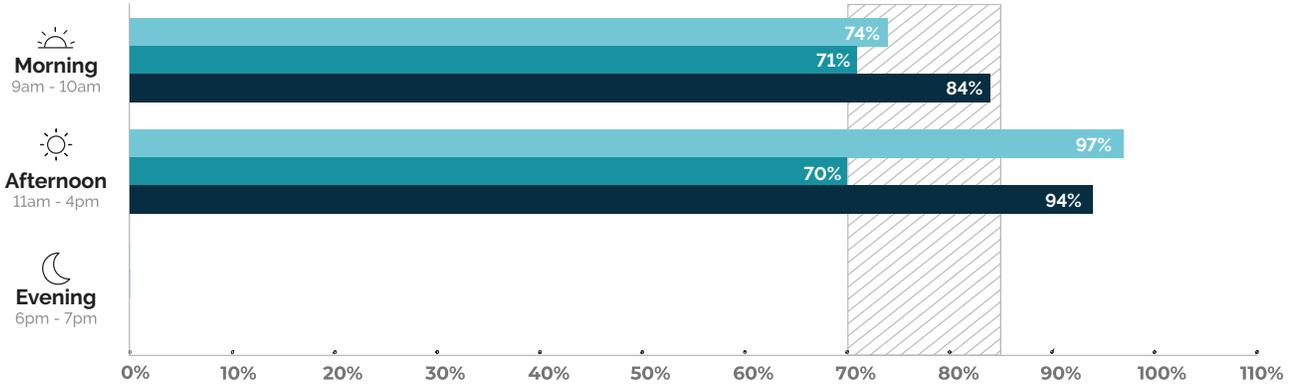
Morning 9am - 10am	\$0.50	▲ \$1.50
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Denny Triangle North

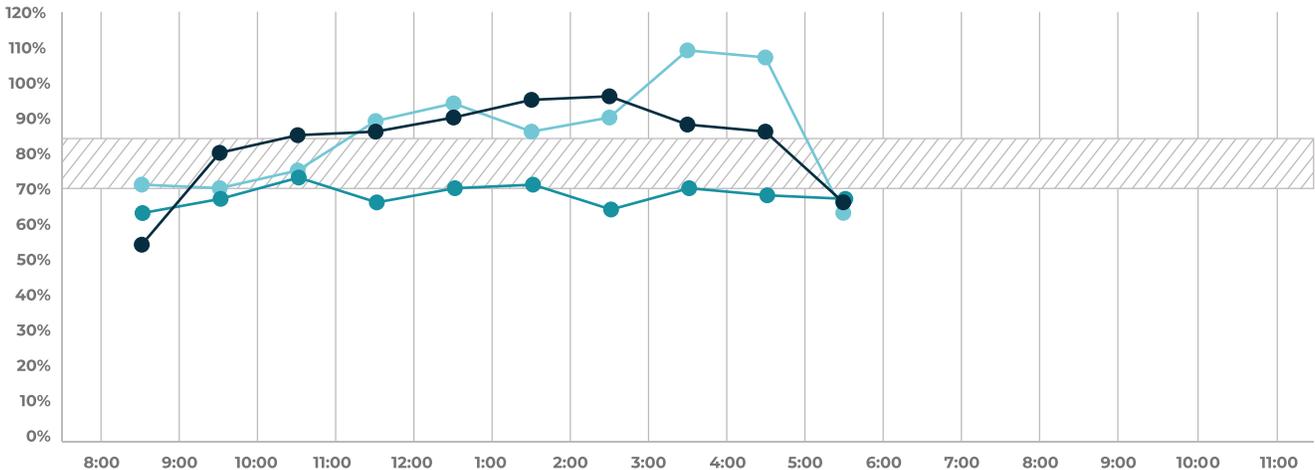
8am - 6pm 4 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	N/A	

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$1.00	—
Evening 6pm - 7pm	\$0.50	—

June 2021

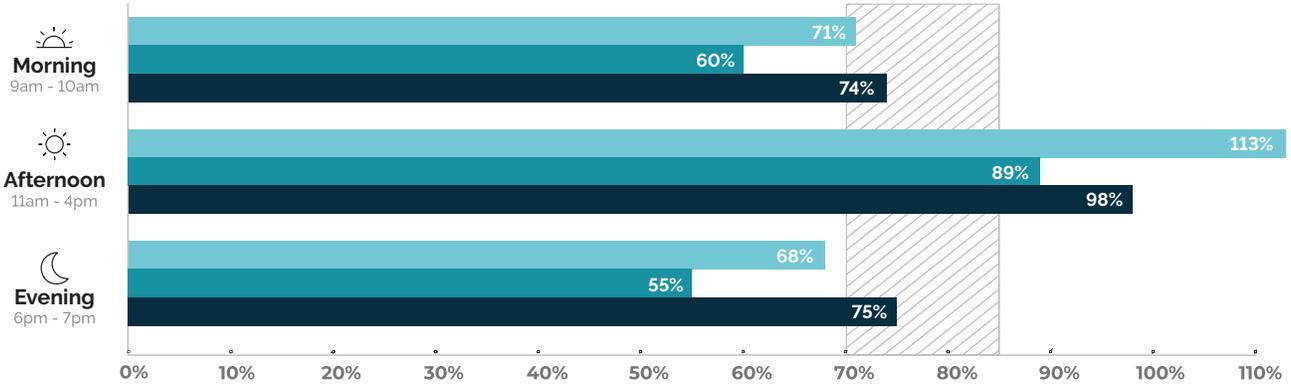
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$1.00	▲ \$1.50
Evening 6pm - 7pm	\$0.50	—

Denny Triangle South

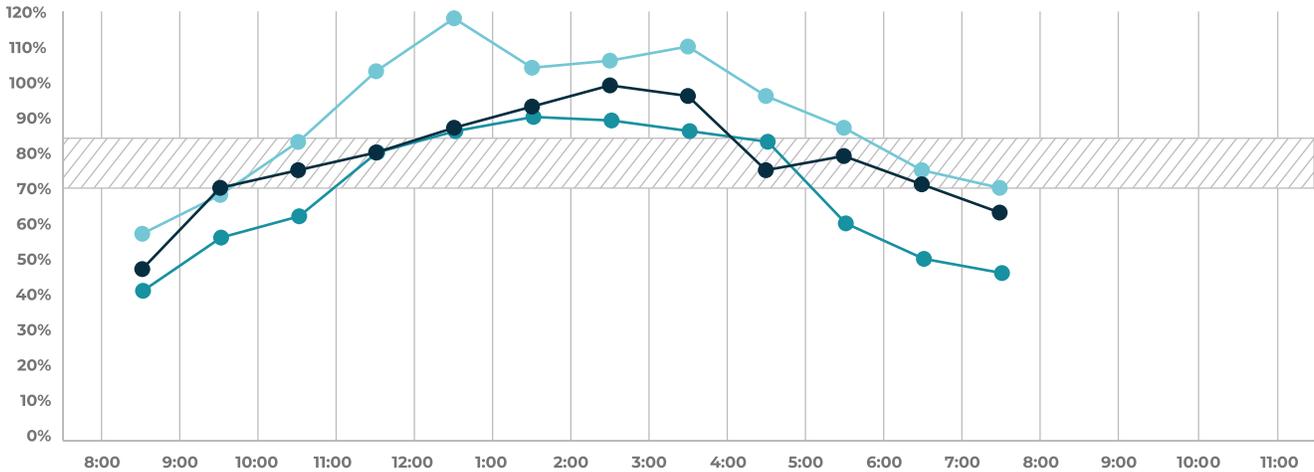
8am - 8pm 2 or 4 hours / 3 hours after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$1.00	▲ \$1.50
Evening 6pm - 7pm	\$0.50	—

June 2021

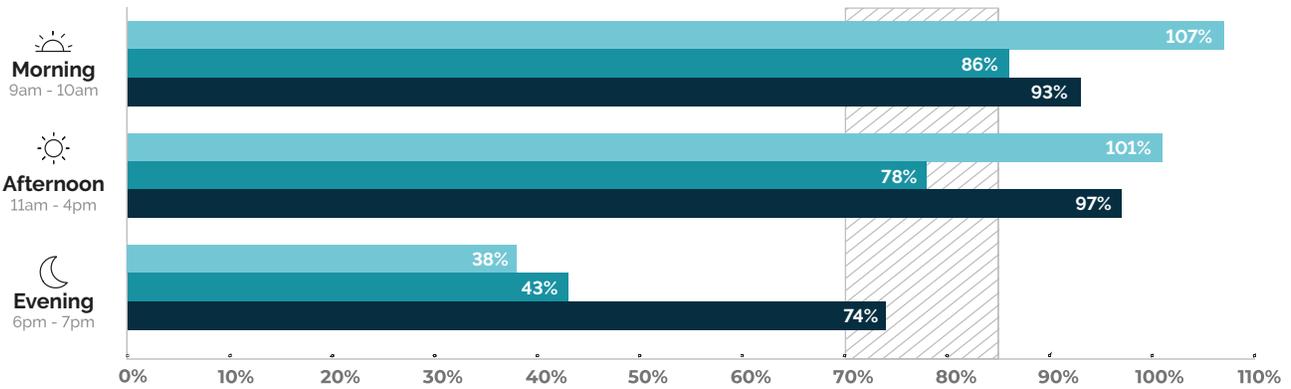
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$1.50	▲ \$2.00
Evening 6pm - 7pm	\$0.50	—

First Hill

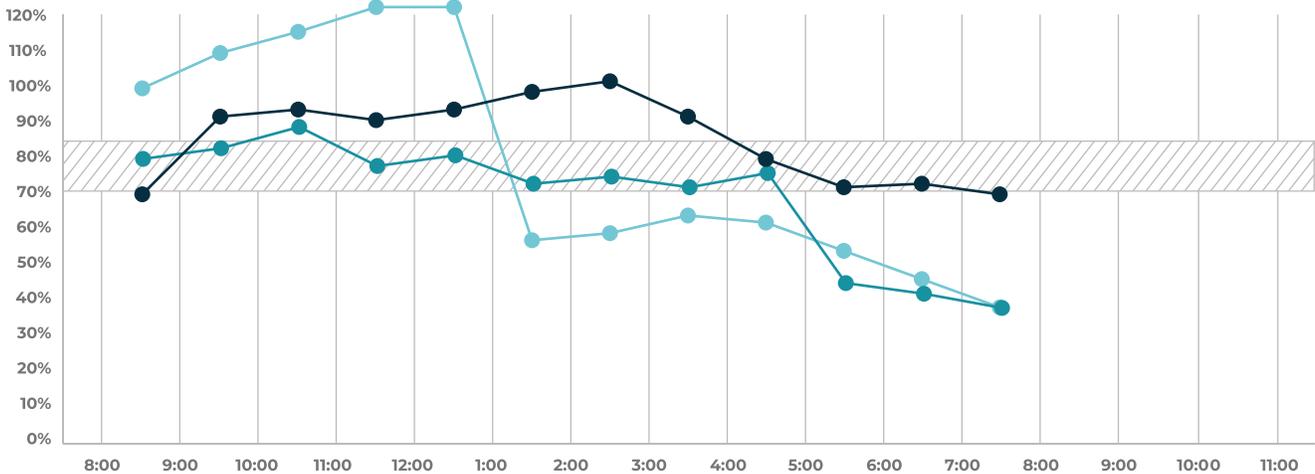
8am - 8pm 2 hours / 3 hours after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	▲	\$1.00
Afternoon 11am - 4pm	\$0.50	▲	\$1.00
Evening 6pm - 7pm	\$0.50	—	—

Feb. 2021

Morning 9am - 10am	\$1.00	▲	\$1.50
Afternoon 11am - 4pm	\$1.00	—	—
Evening 6pm - 7pm	\$0.50	—	—

June 2021

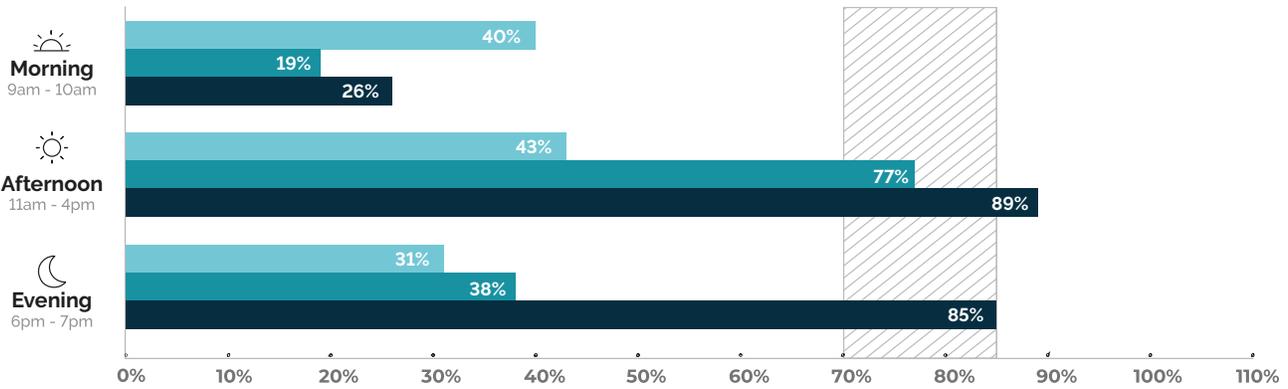
Morning 9am - 10am	\$1.50	▲	\$2.00
Afternoon 11am - 4pm	\$1.00	▲	\$1.50
Evening 6pm - 7pm	\$0.50	—	—

Fremont

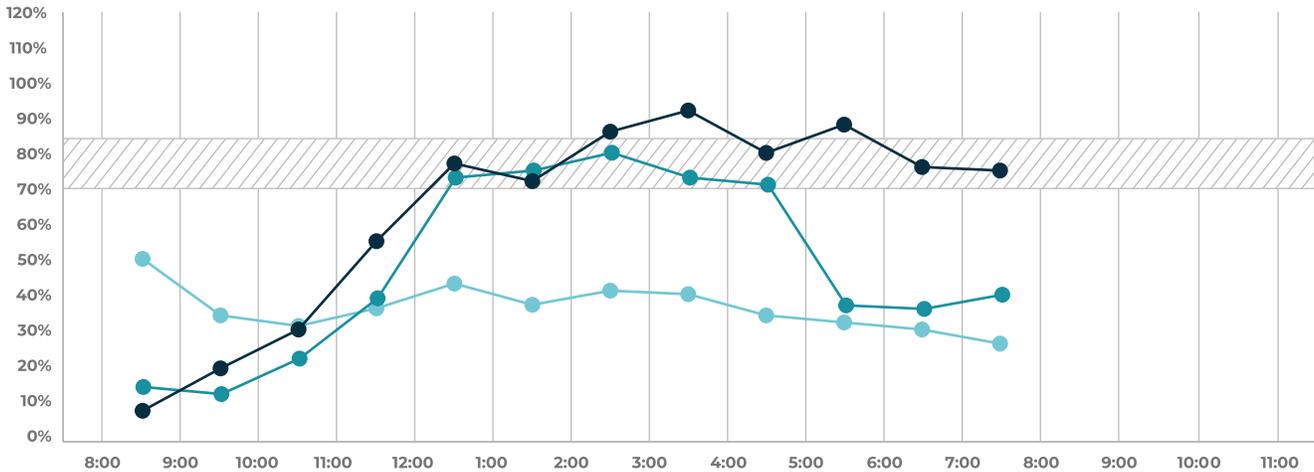
8am - 8pm 2 hours / No time limit after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

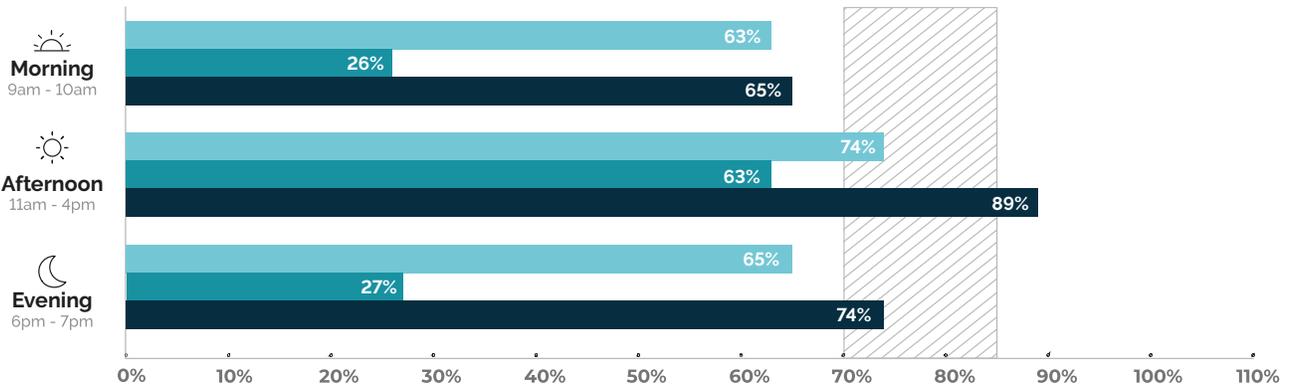
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	\$0.50	—

Green Lake

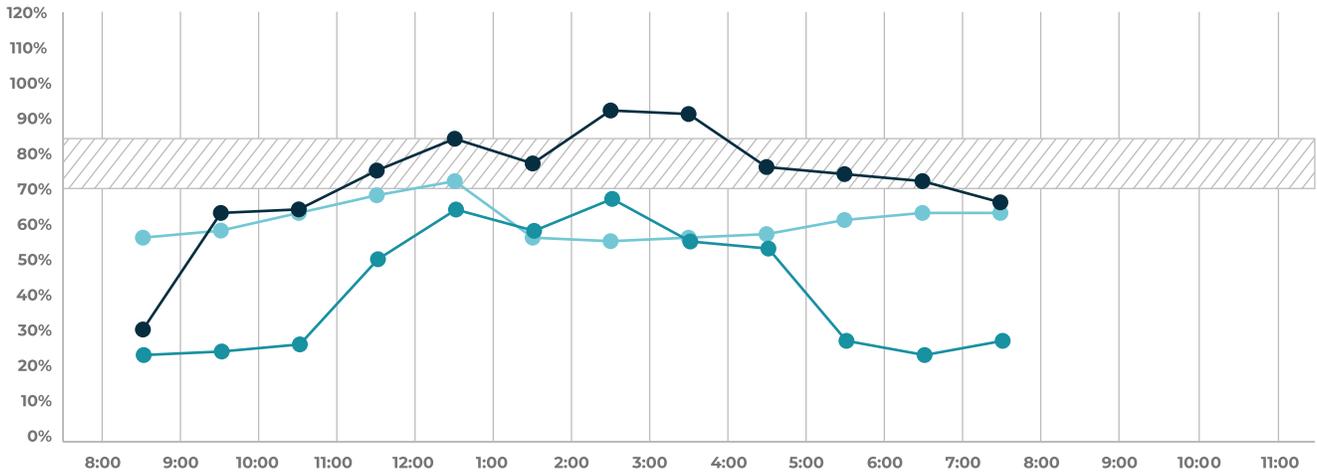
8am - 8pm 2 hours / No time limit after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

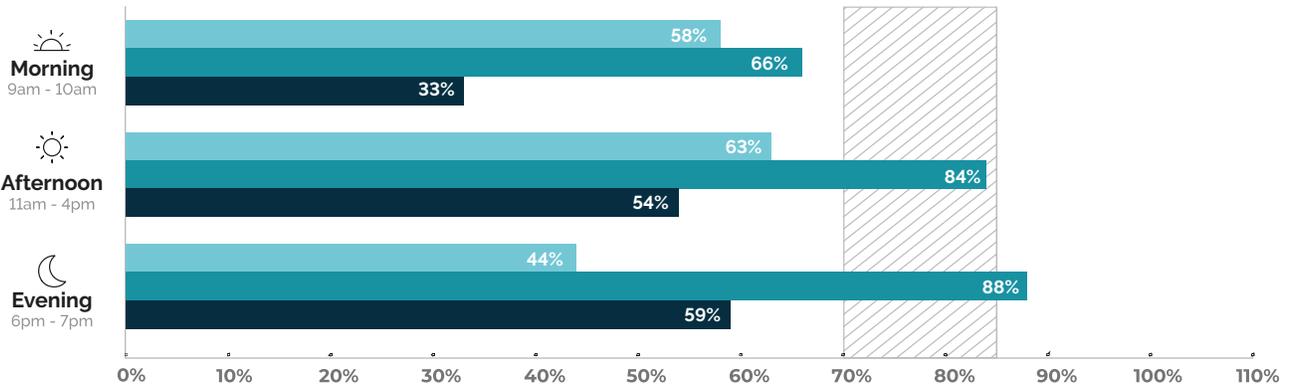
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	\$0.50	—

Pike-Pine

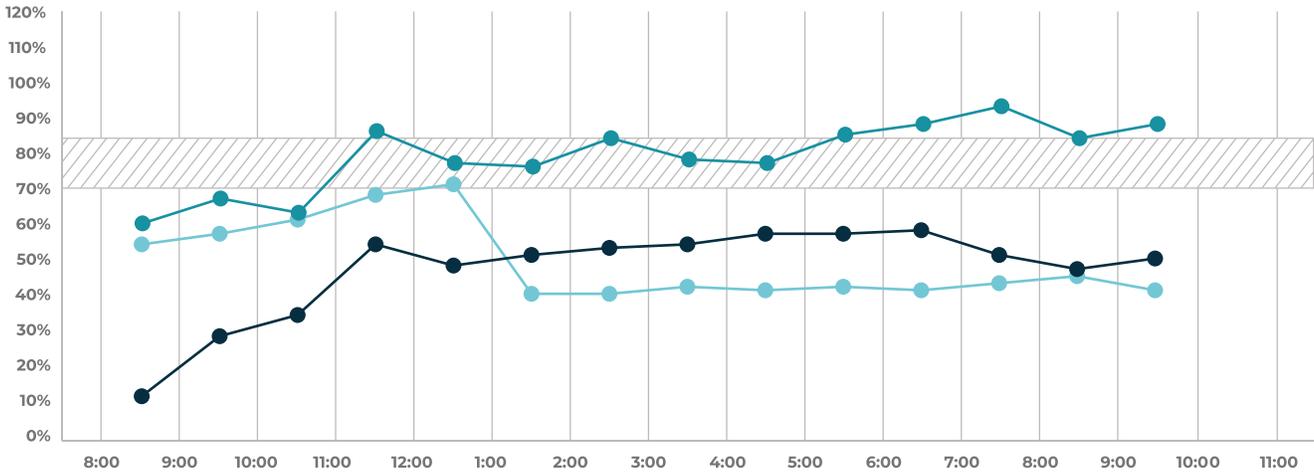
8am - 10pm 2 or 4 hours / No time limit after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	▲ \$1.00

June 2021

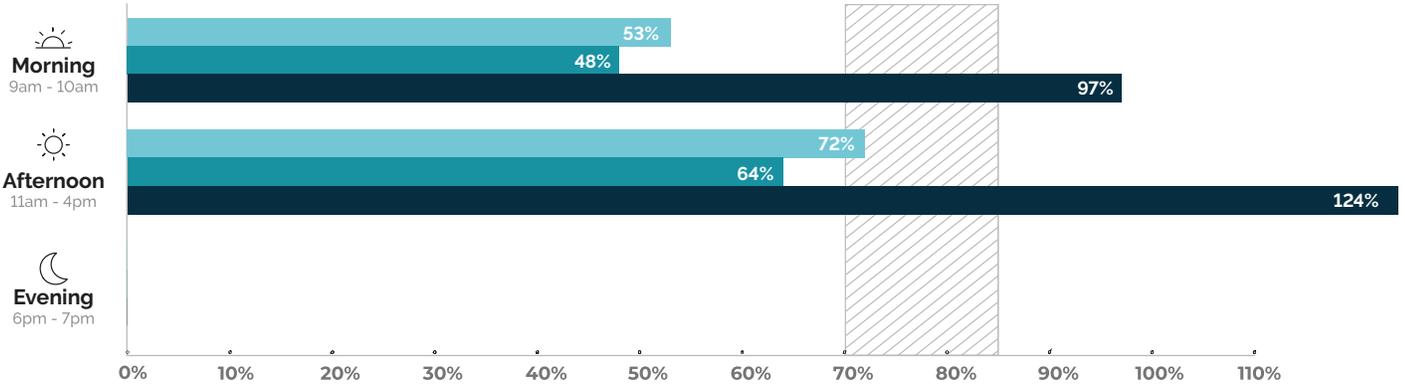
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$1.00	▼ \$0.50

Pioneer Square Core

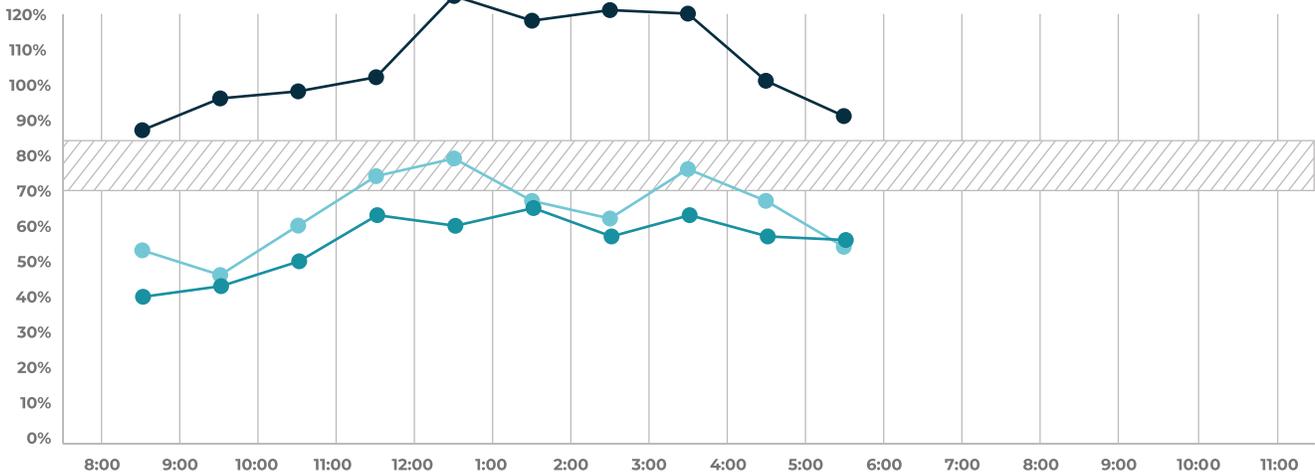
8am - 6pm 2 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

June 2021

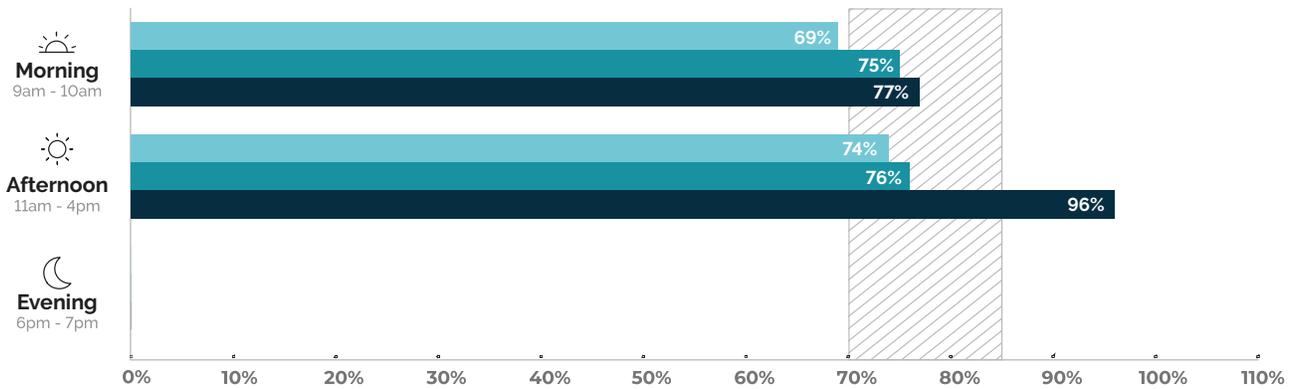
Morning 9am - 10am	\$0.50	▲ \$1.00
Afternoon 11am - 4pm	\$0.50	▲ \$1.50
Evening 6pm - 7pm	N/A	

Pioneer Square Edge

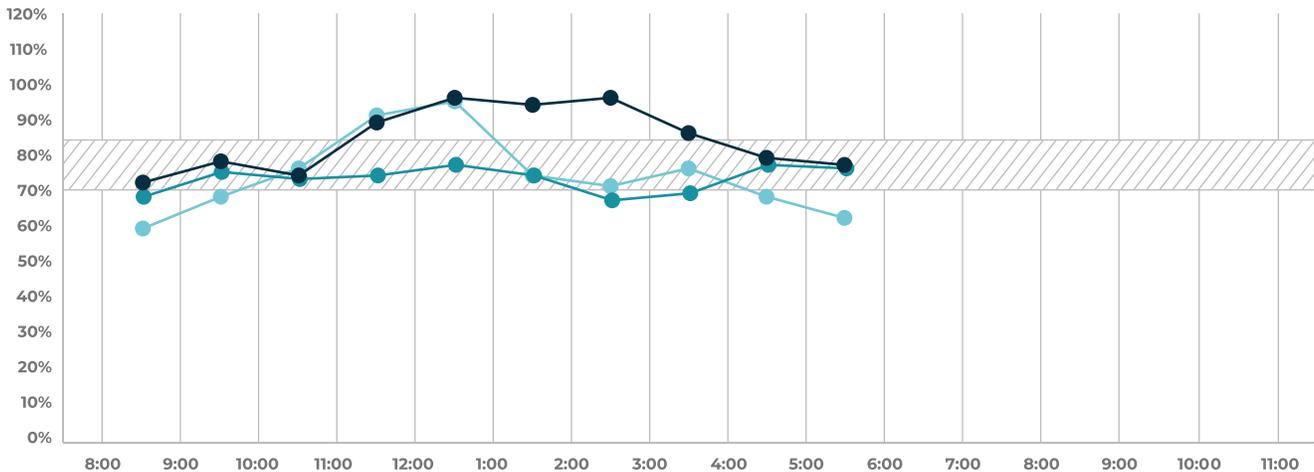
8am - 6pm 2 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

June 2021

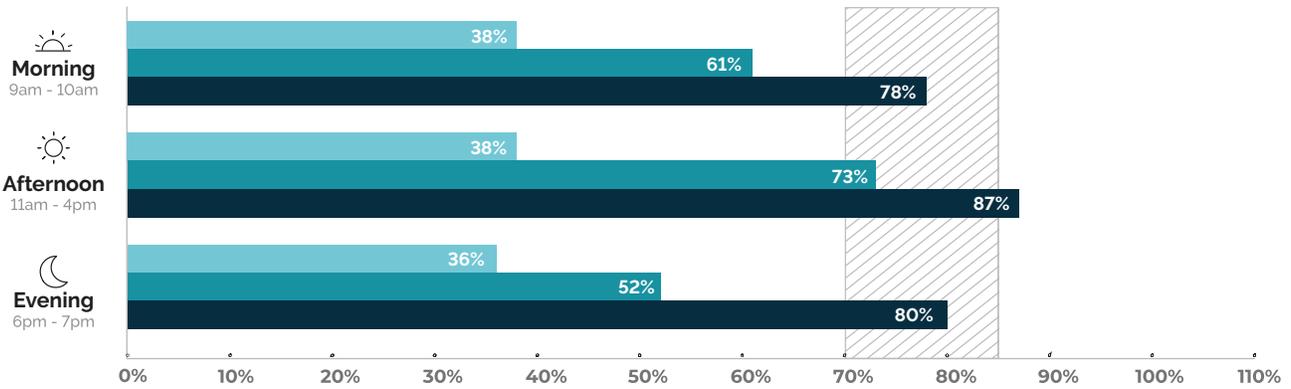
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	N/A	

Roosevelt

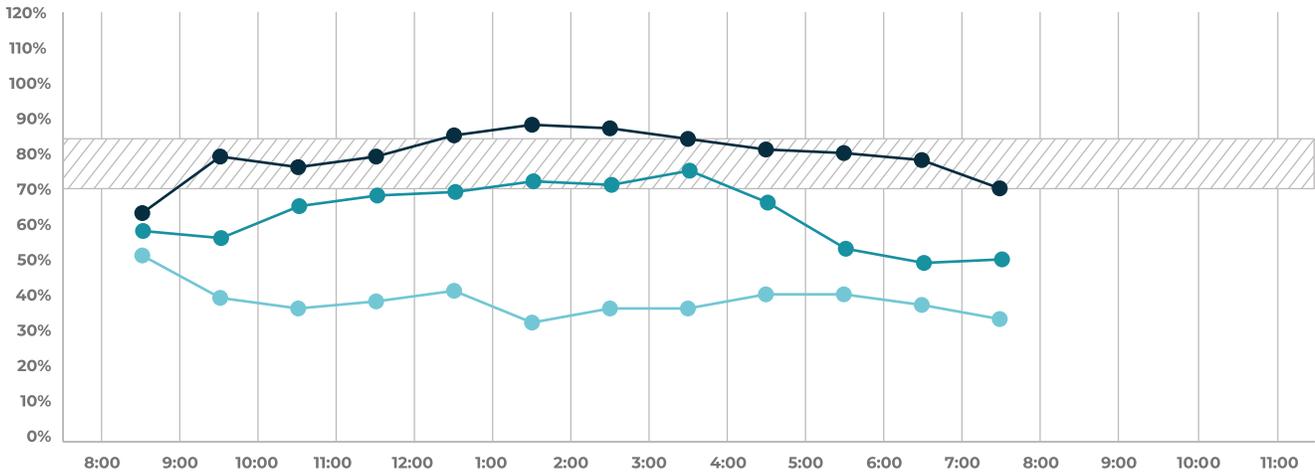
8am - 8pm 4 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

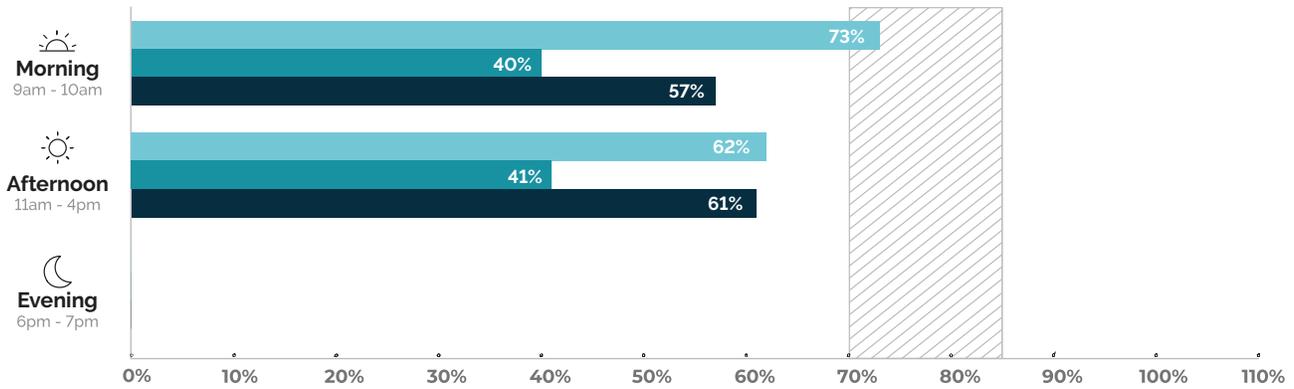
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	\$0.50	—

South Lake Union North

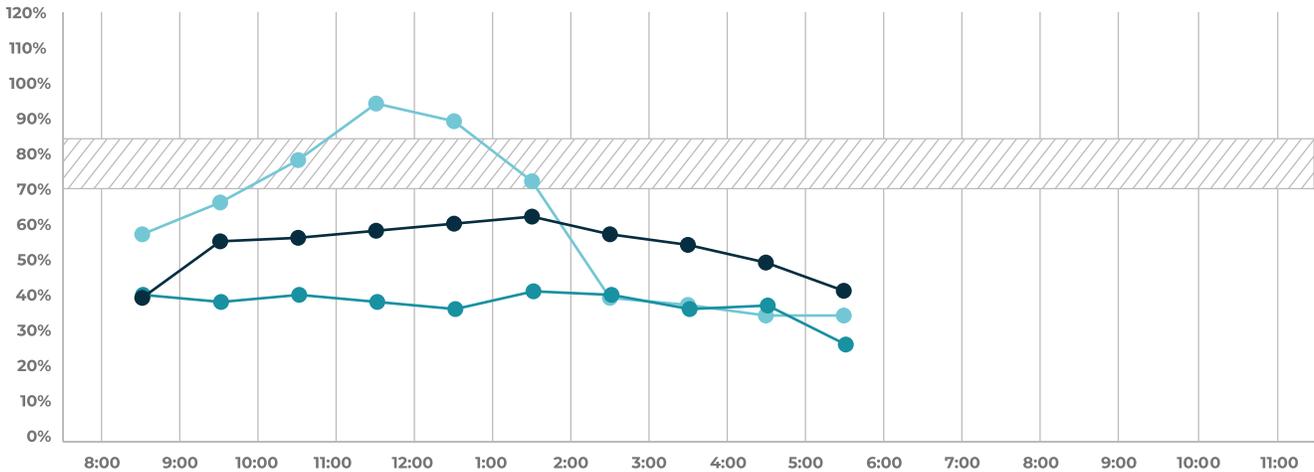
8am - 6pm 10 hours or 2 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

June 2021

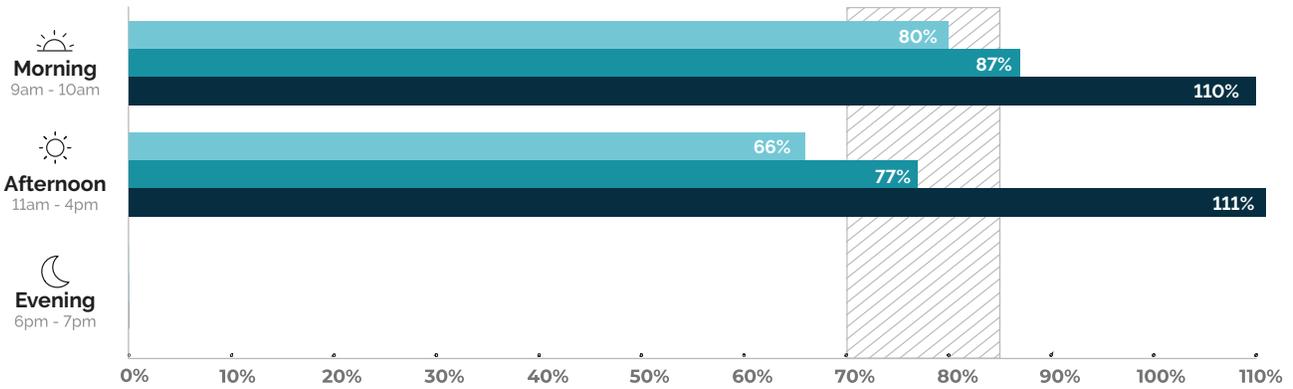
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

South Lake Union South

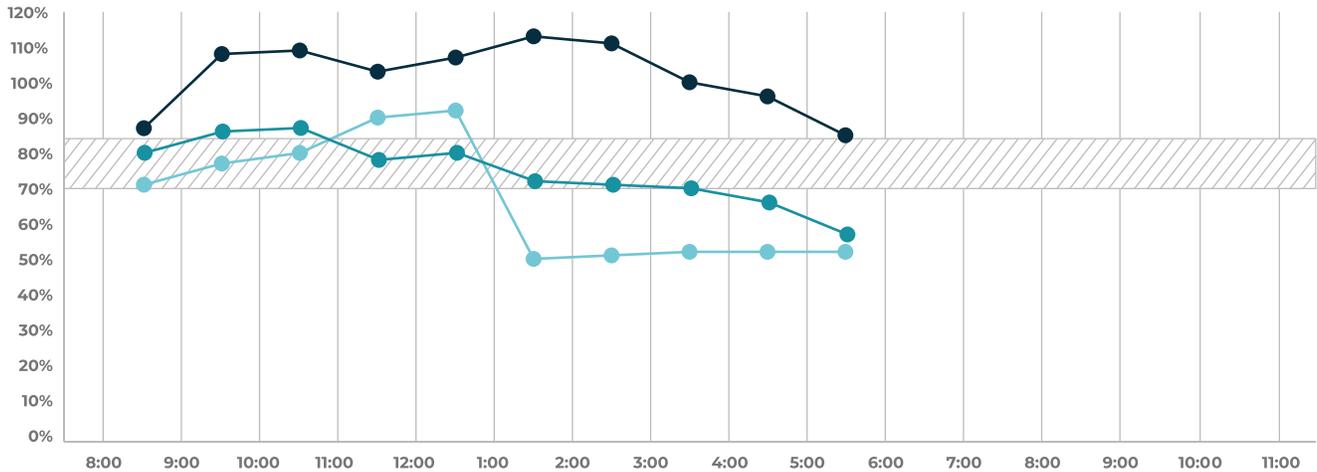
8am - 6pm 10 hours or 2 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	—

Feb. 2021

Morning 9am - 10am	\$0.50	▲ \$1.00
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	—

June 2021

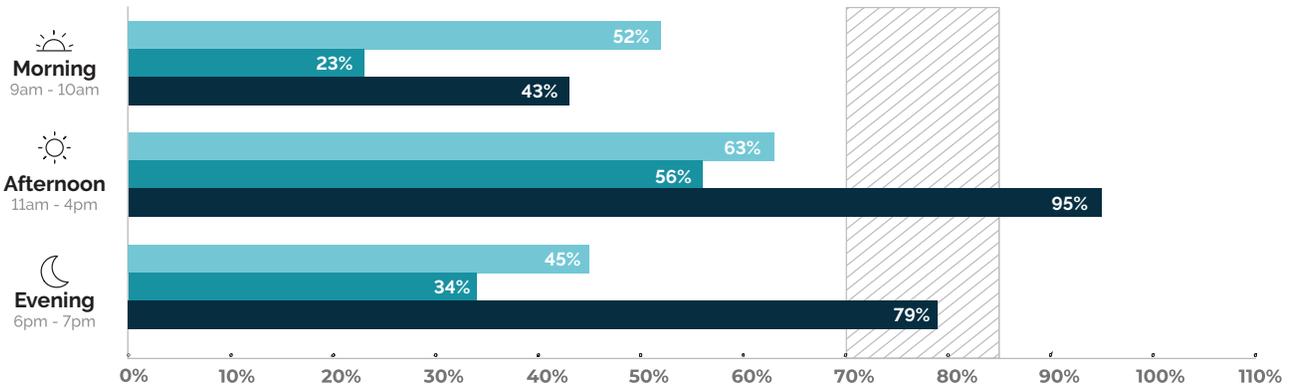
Morning 9am - 10am	\$1.00	▲ \$2.00
Afternoon 11am - 4pm	\$0.50	▲ \$1.50
Evening 6pm - 7pm	N/A	—

University District Core

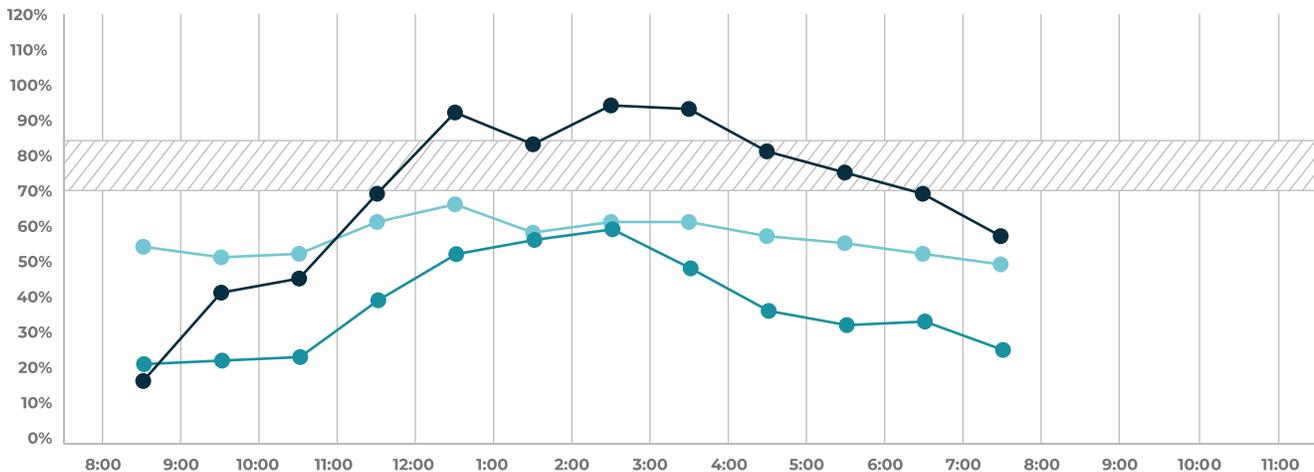
8am - 6pm 2 hours / 3 hours after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

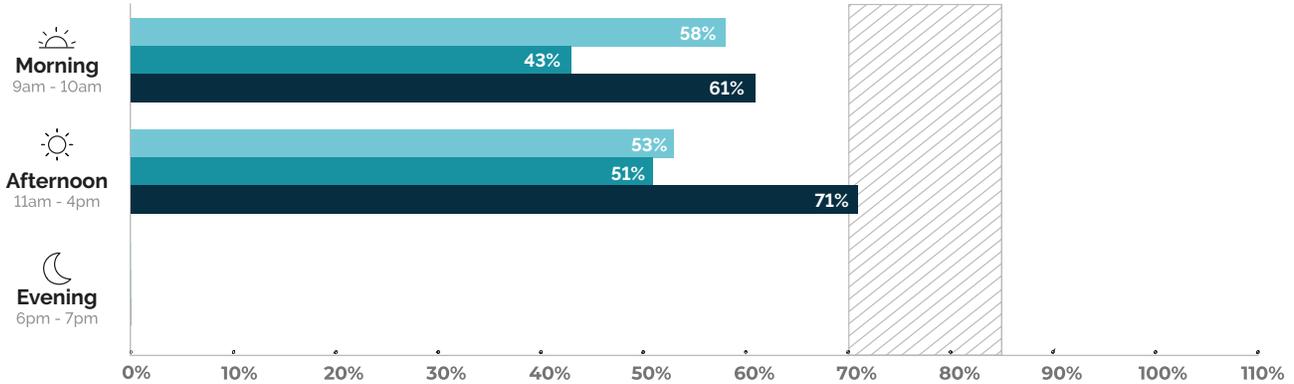
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	▲ \$1.00
Evening 6pm - 7pm	\$0.50	—

University District Edge

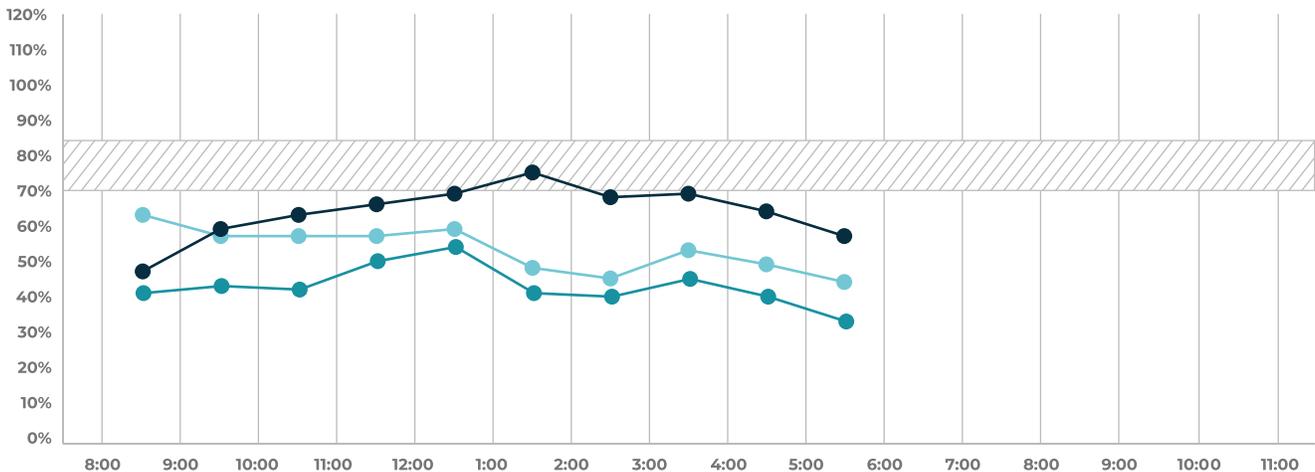
8am - 6pm 4 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

June 2021

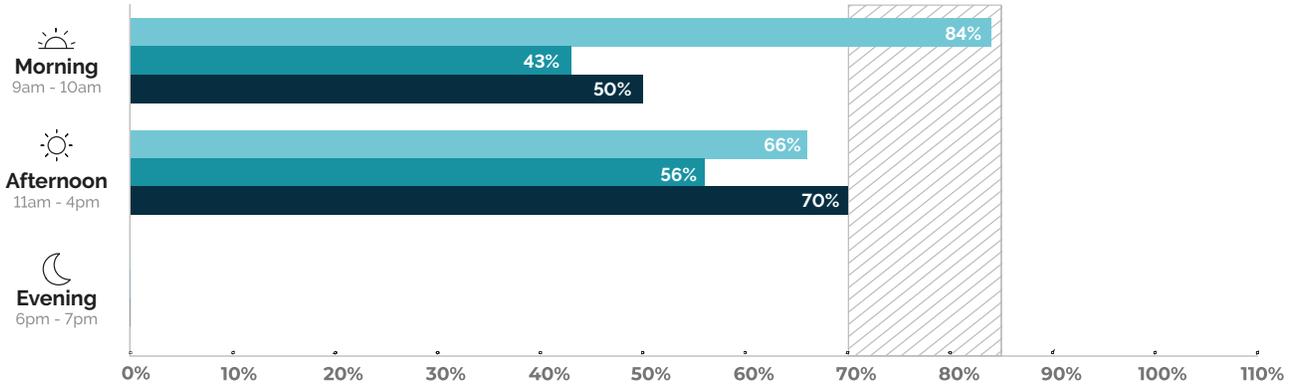
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

Uptown Triangle

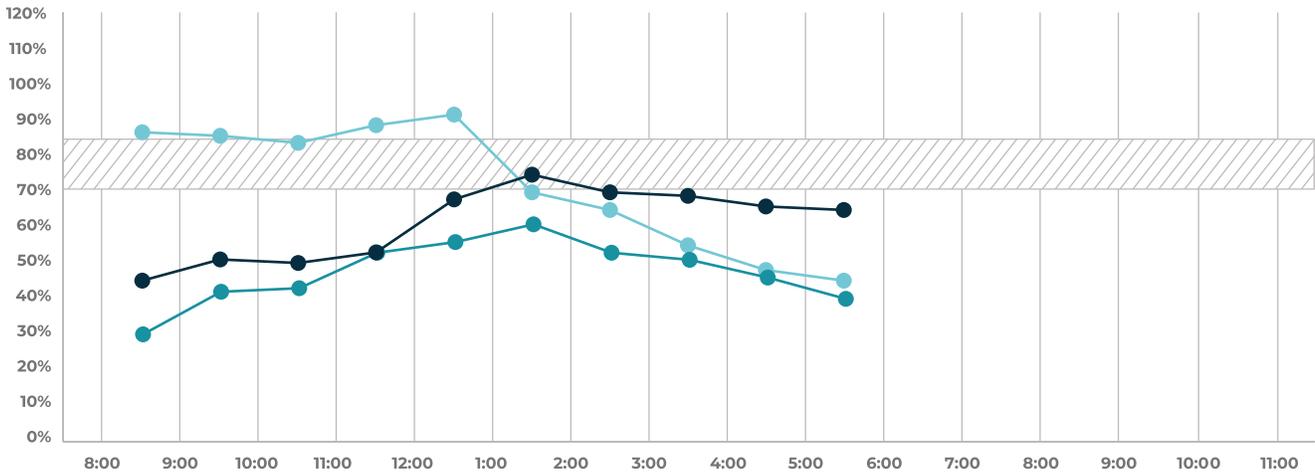
8am - 6pm 2 hours / 3 hours after 5pm

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

June 2021

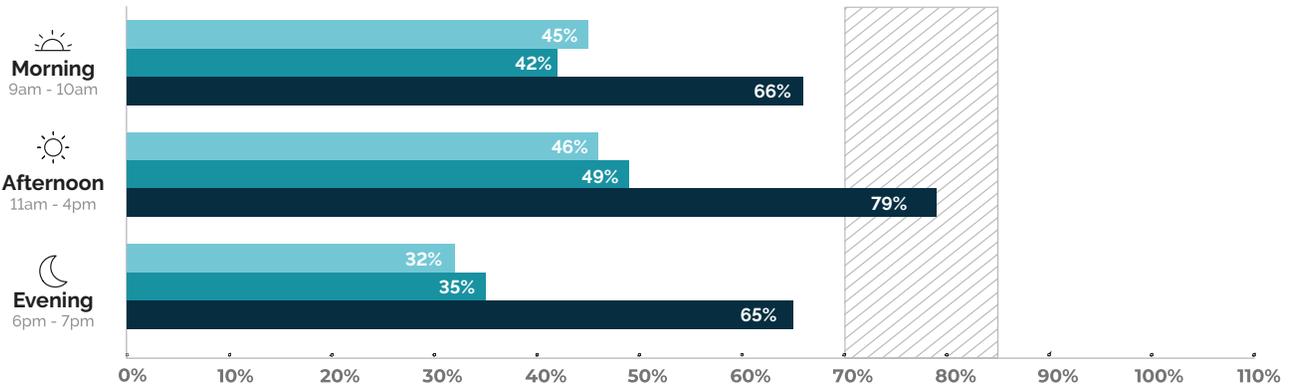
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

Uptown Core

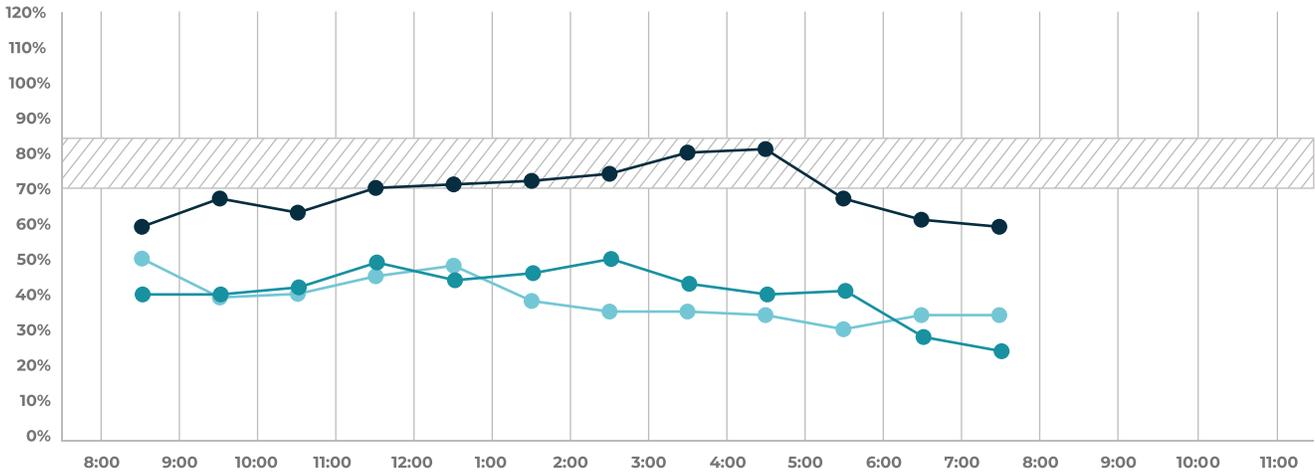
8am - 8pm 4 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

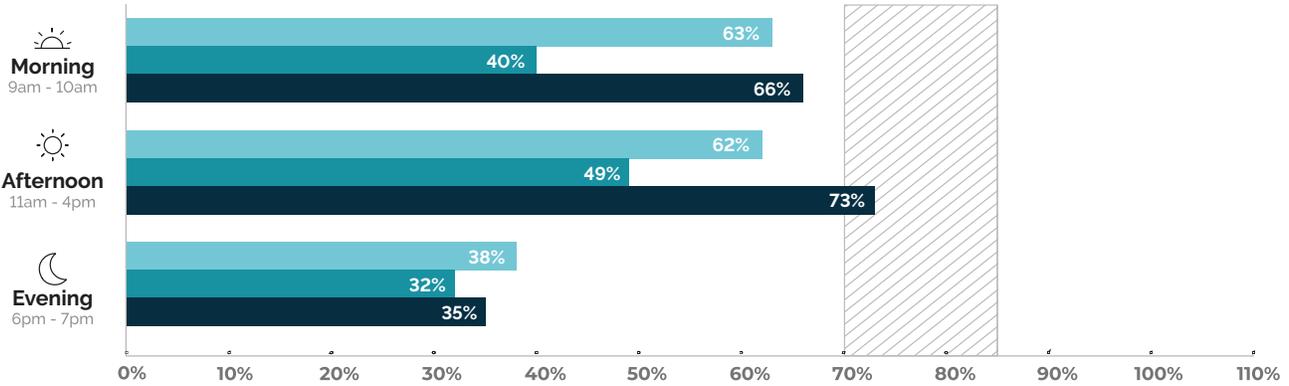
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Uptown Edge

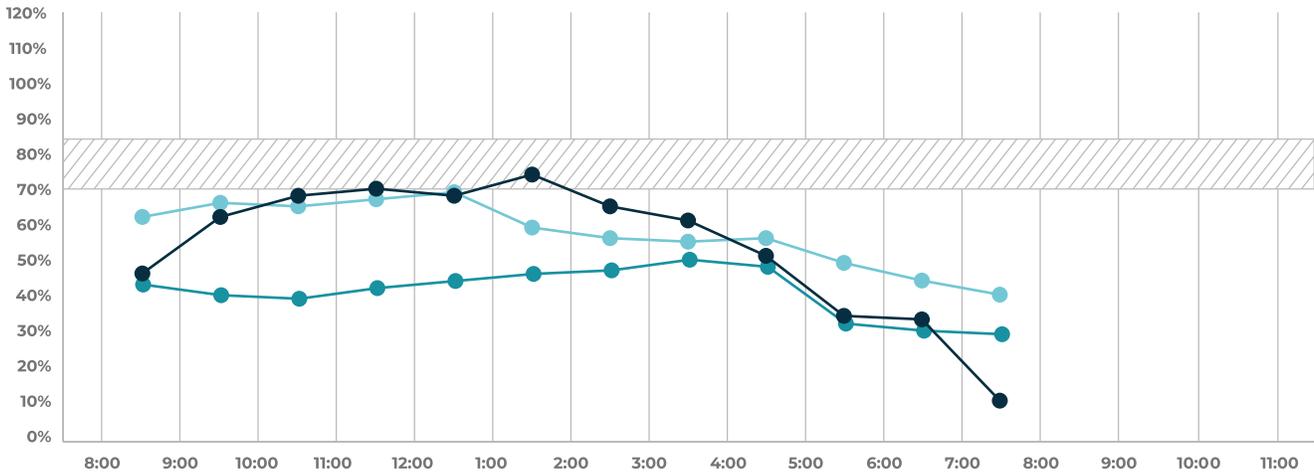
8am - 8pm 10 hours or 4 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

June 2021

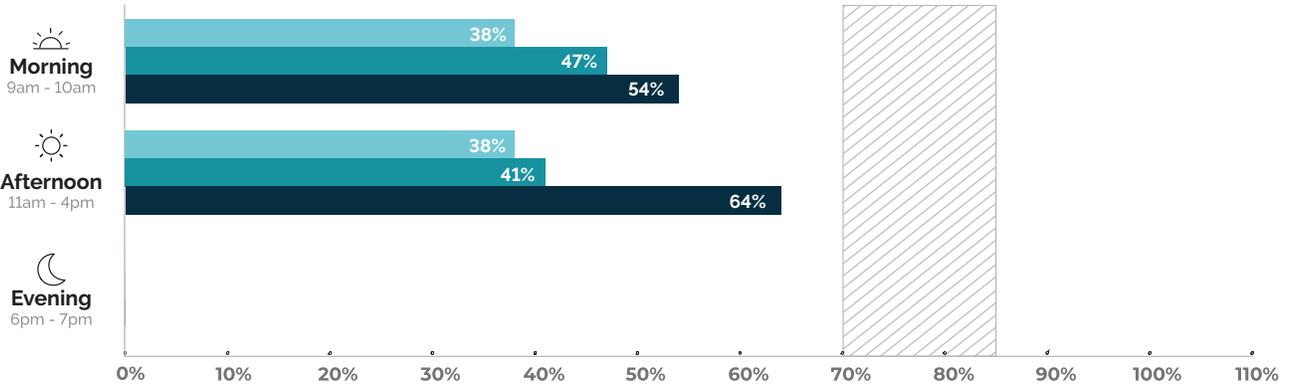
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	\$0.50	—

Westlake Ave N North

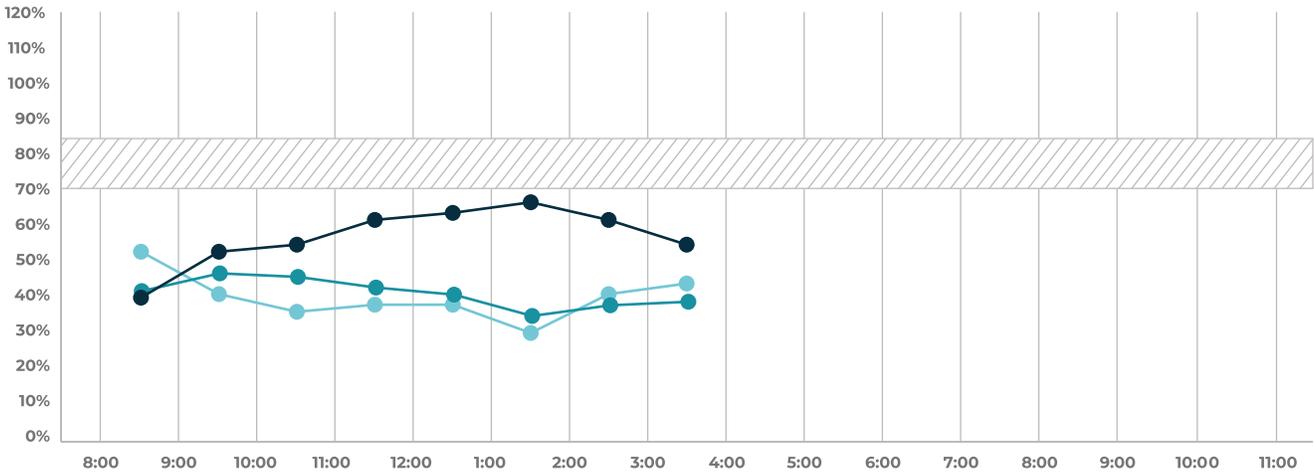
8am - 4pm 2 hours or 72 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	—

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	—

June 2021

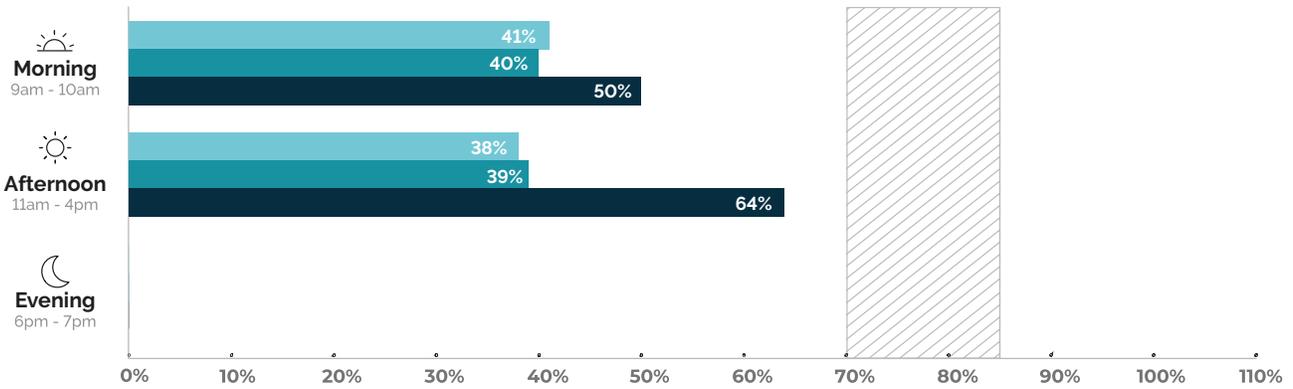
Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	—

Westlake Ave N South

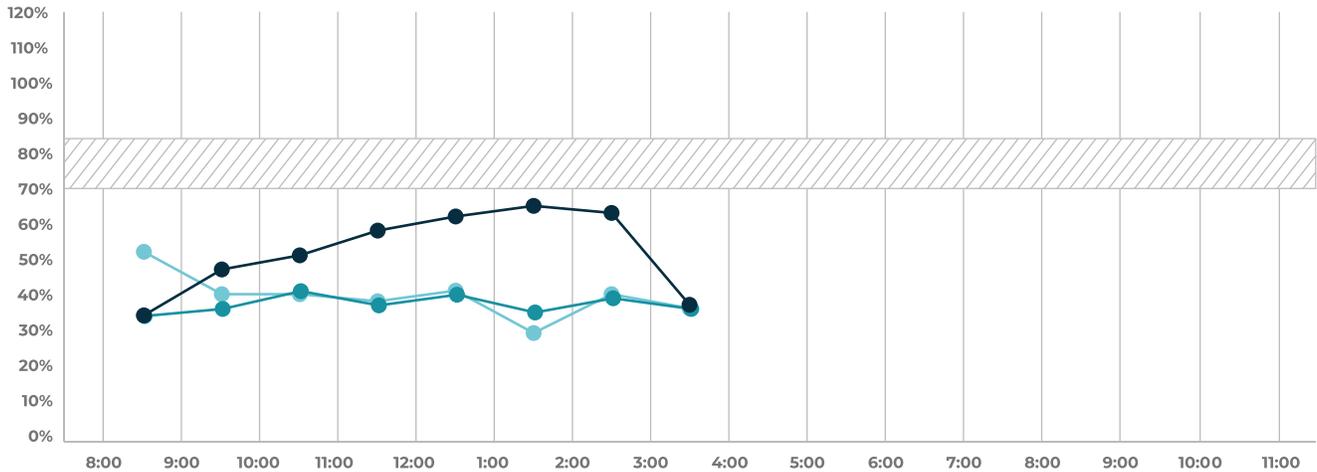
8am - 4pm 2 hours or 72 hours

Fall 2020 Feb. 2021 June 2021 Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY



RATE HISTORY

Fall 2020

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

Feb. 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

June 2021

Morning 9am - 10am	\$0.50	—
Afternoon 11am - 4pm	\$0.50	—
Evening 6pm - 7pm	N/A	

The Seattle Department of Transportation
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Seattle, WA 98124-4996
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seattle.gov/transportation



Seattle
Department of
Transportation

5.2022