City Parking Policy in Code

- SDOT authorized to set rates between $0.75 and $4.00 / hr
- SDOT required to adjust parking rates higher or lower based on measured occupancy so that approximately 1 or 2 open spaces are available on each blockface throughout day to:
  1. Support neighborhood business districts by making on-street parking available and by encouraging economic development
  2. Maintain adequate turnover of on-street parking spaces and reduce incidents of meter feeding in commercial districts
  3. Encourage an adequate amount of on-street parking availability for a variety of parking users, efficient use of off-street parking facilities, and enhanced use of transit and other transportation alternatives
  4. Reduce congestion in travel lanes caused by drivers seeking on-street parking
Purpose of Data Collection

- Support rate-setting in a data-driven process
- Allow rate adjustments with comparison to previous data results
- Understand how parking rate changes affect parking demand within and between different business districts
Recent Parking Studies

- Occupancy in all Seattle paid parking areas
  - June 2011
  - April 2011
  - November 2010

- Over 30 neighborhood parking studies since 2004
Annual Parking Study

- 23 paid parking areas studied in full or with sample areas
- ~7,000 spaces counted
- Days: Weekdays (tues-thurs); Saturday, Sunday; game days
- Typical times: 8 a.m. – 8 p.m.
Type of Data Collected

- Occupancy by hour
- Disabled parking permit use in 7 areas
- Restricted Parking Zone (residential permit) in 3 areas
- Government exempt and service hoods in 3 areas
- Duration
- Pay station transactions
# Study Costs and Process

<table>
<thead>
<tr>
<th>Parking Study</th>
<th>Description</th>
<th>Process</th>
<th>Cost</th>
</tr>
</thead>
</table>
| June 2011           | • ~ 7,000 spaces  
                      • Hourly occupancy from 8 am – 8 pm  
                      • 64 people -days of counting         | Consultant – walking manual counts           | $125 K  |
| April 2011 (same study underway now) | • ~6,500 spaces  
                      • Every other hour from 9 am to 5 pm  
                      • equivalent to 50 people -days of counting | Police Dept. Parking Enforcement – driving | $50 K   |
| November 2010       | • ~ 7,000 spaces  
                      • Hourly occupancy from 10 am – 8 pm  
                      • 38 people -days of counting          | Consultant – walking manual counts           | $100 K  |
Parking Studies Database

- Exports current inventory for manual parking studies
- Collects raw data sets from manual studies and pay station transaction feeds
- Produces occupancy results in preset reports
- Maps results automatically
## Comparison of 2010 – 2011 Data

<table>
<thead>
<tr>
<th>Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four areas where rates went up</td>
<td>There was more availability at peak times</td>
</tr>
<tr>
<td>Seven areas where rate stayed same</td>
<td>Results were mixed, with minor fluctuations</td>
</tr>
<tr>
<td>Eleven areas where rates dropped</td>
<td>Most areas saw no dramatic increase in occupancy</td>
</tr>
</tbody>
</table>
Target Occupancy Comparison

To determine if changes to rates are necessary:

- Create neighborhood target occupancy percentage range based on goal of 1 to 2 spaces available
- Determine peak occupancy for top three hours during daytime
- Match peak occupancy with target occupancy to determine if above, below or within range

- If above target, consider rate increase; if within target, no rate change; if below, consider rate decrease and other parking management measures
<table>
<thead>
<tr>
<th>Area</th>
<th>Size/Spaces</th>
<th>Nov. 2010 1-Hr Peak Occupancy</th>
<th>2011 Rate Change</th>
<th>2011 Rate</th>
<th>June 2011 3-Hr Peak Occupancy</th>
<th>Before and After Occupancy Comparison</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ballard</td>
<td>Medium - 320</td>
<td>68%</td>
<td>Decrease</td>
<td>$1.50</td>
<td>49%</td>
<td>Decrease</td>
</tr>
<tr>
<td>Capitol Hill</td>
<td>Medium - 350</td>
<td>89%</td>
<td>Increase</td>
<td>$3.00</td>
<td>56%</td>
<td>Decrease</td>
</tr>
<tr>
<td>Commercial Core</td>
<td>Very large - 1,650</td>
<td>97%</td>
<td>Increase</td>
<td>$4.00</td>
<td>79%</td>
<td>Decrease</td>
</tr>
<tr>
<td>Pike-Pine</td>
<td>Large - 700</td>
<td>85%</td>
<td>Same</td>
<td>$2.00</td>
<td>74%</td>
<td>Decrease</td>
</tr>
<tr>
<td>SLU - 10 hr</td>
<td>Very large - 1,100</td>
<td>73%</td>
<td>Same</td>
<td>$1.25</td>
<td>84%</td>
<td>Increase</td>
</tr>
<tr>
<td>University District</td>
<td>Large - 700</td>
<td>64%</td>
<td>Decrease</td>
<td>$1.50</td>
<td>63%</td>
<td>Same</td>
</tr>
<tr>
<td>Fremont</td>
<td>Small - 90</td>
<td>80%</td>
<td>Same</td>
<td>$1.50</td>
<td>77%</td>
<td>Slight decrease</td>
</tr>
</tbody>
</table>
Next Steps

- Potential rate and time-limit changes in 2012 budget
- September data collection:
  - Occupancy study for all paid parking areas
  - Duration data collection for vehicles with disabled parking permits
- Next annual parking study in April – June 2012
- Installation of 2012 parking rates and continued analysis of data to see whether policy objective being met
Contact Info

- Mary Catherine Snyder
  - 206-684-8110 or marycatherine.snyder@seattle.gov

- Mike Estey (SDOT Parking Operations Manager)
  - 206-684-8132 or mike.estey@seattle.gov

- Cristina VanValkenburgh (Mobility Programs manager)
  - 206-684-3649 or cristina.vanvalkenburgh@seattle.gov