



# City of Seattle

Edward B. Murray, Mayor

## Department of Transportation

Goran Sparrman, Interim Director

### Seattle Parking Sounding Board Notes

**Date/Time:** July 10, 2014, 1:30-3:00 PM

**Location:** Seattle Municipal Tower Room 3832

**Members Present:** Alex Brennan (Capitol Hill Housing), Don Blakeney (Chinatown-International District Business Improvement Association), Doug Campbell (University District Business Improvement Area), Jim Erickson (First Hill Business Improvement Association), Nick Hawley (Downtown Seattle Association), Morgan Hickel (Seattle Restaurant Alliance), Brendan Lemkin (Commute Seattle), Josh McDonald (Seattle Restaurant Alliance), Leslie Smith (Alliance for Pioneer Square), Liz Stenning (Alliance for Pioneer Square)

**Staff Present:** Becky Edmonds, Mike Estey, Tracy Krawczyk, Mary Rutherford, Mary Catherine Snyder, Cheryl Swab, Cristina VanValkenburgh, Jonathan Williams (All SDOT); Dan Eder (Council Central Staff); Wayne McCann (SPD)

#### 1. Welcome and Introductions

#### 2. Presentation

Mary Catherine Snyder presented.

- a. Review of data-driven policy since 2010: The Seattle Municipal Code policy adopted by City Council is to keep 1 to 2 spaces open per blockface throughout the day. SDOT collects data in all paid areas annually. SDOT has adjusted rates and time limits to meet City policy. No parking rate adjustments were made based on 2013 data. In the future, we expect this to be an annual process.
- b. 2014 Study Results and Rate Adjustments: In general, occupancy was higher than shown in the 2013 study. Occupancy was also high in several areas in the evenings. Overall, we consider this good news; people are patronizing neighborhood business districts. To summarize, the plan for 2014 rate adjustments will be:
  - The rate will be lowered in 5 areas, approximately 2,800 spaces.
  - The rate will be raised in 8 areas, approximately 3,500 spaces.
  - Ballard Locks will move to seasonal rates, higher in the summer.
  - In 11 areas, no rate changes will occur.
  - Rollout of new parking pay stations will occur later than we originally reported, so most 2014 changes will be all-day rates.
- c. Planned Rate Changes
  - Ballard Periphery: Lower rate to \$1.00 per hour
  - Belltown North: Lower rate to \$1.50 per hour

- Capitol Hill North: Raise rate to \$3.50 per hour (added to list based on 2014 data)
- Chinatown-ID Core: Raise daytime rate to \$3.00, keep evening rate at \$1.50 per hour

Q: Can the old meters in Chinatown-ID handle these time-of-day rates?

A: We are making it work for now. It does not work very well, especially around the time (5 PM) of the rate change.

- Chinatown-ID Periphery: Lower rate to \$1.50 per hour
- Denny Triangle North: Lower rate to \$1.50 per hour (added to list based on 2014 data)
- Denny Triangle South: Raise rate to \$3.00 per hour
- Pike-Pine: Raise rate to \$2.50 per hour
  - In Pike-Pine we counted occupancy until 2:00 AM this year. Peak occupancy occurs around midnight.
- South Lake Union 2-Hour Spaces: Raise rate to \$2.00 per hour (added to list based on 2014 data)
- South Lake Union 10-Hour Spaces: Raise rate to \$2.00 per hour

Q: Why is there all-day parking in South Lake Union?

A: Paid parking was installed in South Lake Union in 2008 because parking needed to be better managed throughout the neighborhood, but the land uses did not consistently support a need for 2-hour parking – in many areas there was no street-level retail. As the land uses change there, we will likely change some 10-hour blocks to 2-hour. Additionally, though patrons can pay for up to 10 hours of parking, on those blocks the average paid parking duration is about 4-5 hours.

- University District Core: Raise rate to \$2.50 per hour (added to list based on 2014 data)
- University District Periphery: Lower rate to \$1.00 per hour

Q: What happens after rates are at a \$1.00, and occupancy is low again?

A: The operational minimum rate is \$1.00. In most of these areas there are many reasons paid parking is necessary; occupancy may be below target but we know from past experience and prior data collection that if we removed paid parking occupancy would be extremely full. However, we may consider removing paid parking on the edges of some areas where some blockfaces have consistently very low occupancy.

- Uptown Triangle: Raise rate to \$1.50, lower time limit to 4 hours on some blocks in western part.

Q: When did you do the 2014 survey?

A: April and May 2014.

d. Evening hours:

Area	Proposal 8 am – 8 pm and 3 hours After 5	2014 Annual Parking Study 7 p.m. occupancy
12 <sup>th</sup> Avenue	\$1.50/ hour	106%
Ballard Core	\$2.00/ hour	109%

Cherry Hill	\$1.50/ hour	95%
Fremont	\$1.50/ hour	98%
Green Lake	\$1.00 / hour	110%

Ballard Periphery evening occupancy was within target in the 2014 study and will not get new evening paid parking this year.

e. Time-of-Day Pricing

Due to slower rollout of new equipment with technology that can effectively handle time of day pricing, Pioneer Square is the only area that will have new parking pay stations and time-of-day pricing this year:

	8 am – 11 am	11 am – 6 pm
Pioneer Square Core	Lower rate to \$3.00	Raise rate to \$4.00
Pioneer Square Periphery	Lower rate to \$2.50	Raise rate to \$3.50

f. Areas with no changes:

- Capitol Hill South
- Commercial Core Financial – note that this area was above target (95%) in 2014 but is at the legal maximum rate (\$4.00)
- Commercial Core Retail
- Commercial Core Waterfront
- Belltown South
- First Hill
- Roosevelt
- South Lake Union Northwest
- Uptown Core
- Uptown Periphery
- Westlake Avenue North – note that several blocks of this area are being lowered to 4-hour time limits in July 2014.

Q: Have you considered changing load zones to regular paid parking after 5 pm?

A: We are currently working on a pilot project regarding commercial vehicle load zones to keep load zones active as load zones overnight, using sensors to gauge when load zones are actually being used. We are also working on making load zone signs clearer and easier to understand.

Q: Do you consider construction disruptions in your studies?

A: We document supply very carefully, so study results do not include blocks out for construction in the on-street parking supply.

Q: What about areas where what's under construction now will cause the neighborhood to look very different in six months? For example, the First Hill Streetcar will be opening soon and alter conditions in multiple neighborhoods.

A: From now on, parking studies and rate setting will be an annual process, which will allow us to come back to all neighborhoods in 2015, study parking, and adjust accordingly. This is designed to be incremental.

Q: These studies do not seem to account for removal of spaces for other projects, or the demolition of garages.

A: SDOT is currently working on a Commercial Business District Curbspace Study, which will document existing curbspace conditions and supply, as well as comprehensively account for the impacts of project build-out. This study will help us comprehensively understand our curbspace supply, as opposed to the piecemeal approach that we have used in the past.

Q: Is there a mechanism to account for turnover and duration?

A: Currently we focus on occupancy. If one to two spaces are open throughout the day, this should achieve reliable customer access.

Q: Do you look at off-street conditions?

A: We just completed a study of off-street conditions in the Central Business District. Results should be available soon and we will share them with the Sounding Board.

Q: Do you document RPZ permits in areas where paid and RPZ parking overlap? What percent of vehicles are parking with RPZ permits?

A: Yes, in First Hill, Pike-Pine, Capitol Hill South, and South Lake Union we collected data on whether vehicles displayed RPZ permits. In First Hill and South Lake Union, RPZ permitted vehicles accounted occupied 30% spaces on RPZ blocks. In Pike-Pine and Capitol Hill South, RPZ permitted vehicles occupied 1% spaces on RPZ blocks on average. The We also count disabled permitted vehicles, which are also exempt from payment and time limits. In some areas this is a significant percentage of the total occupancy.

Q: What is the number that you report as the overall occupancy for each neighborhood?

A: We report the 3-hour peak. We look at all the hours throughout the day, and calculate the average occupancy at the highest three (excluding the last paid hour of the day).

Q: Do you ever collect data on Saturdays? Occupancy conditions are different on weekends and with new technology we could have the opportunity to vary rates and time limits by day of the week.

A. Generally we use data from Tuesday, Wednesday, or Thursday for rate-setting, as these are considered typical by industry standards. We have occasionally studied Fridays and Sundays, and have studied occupancy on game days in Pioneer Square, Chinatown-International District, and the Commercial Core. As we adopt new technology we could consider varying rates by day of the week or on event days.

Q: What is the timeline for new equipment installation?

A: We will install new parking pay stations in Pioneer Square in October. New equipment will be installed in other parking areas in 2015 and 2016.

- g. Public Education Tools: Communicating through the Sounding Board is important; please take this information back to your neighborhoods. We will distribute postcards to businesses, issue a press release and work with the media. We will publish information on our website, and will also assist businesses and business groups in linking from their own websites.

Ideas from the Sounding Board included:

- Have a map widget showing on-street pricing
- Link to [DowntownSeattleParking.com](http://DowntownSeattleParking.com) so people can look at on- and off-street parking more comprehensively

**3. Adjournment:** The meeting adjourned at 3:20 PM.