

Seattle Annual Paid Parking Study Summary Report

2012

This report presents data from Seattle's Annual Paid Parking Study, conducted in June through November 2012, and summarizes changes to rates and hours in Seattle's paid parking neighborhoods since 2010.

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Introduction

The Seattle Department of Transportation (SDOT) collects data annually on occupancy in all paid parking areas. This data collection effort is required as part of the Performance-Based Parking Pricing Program, established by Seattle Municipal Code 11.16.121, which states, in part:

- C. *The Director shall establish on-street parking rates and shall adjust parking rates higher (up to the Maximum Hourly Rate) or lower (as low as the Minimum Hourly Rate) in neighborhood parking areas based on measured occupancy so that approximately one or two open spaces are available on each block face throughout the day in order 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; and,*
 - 4. Reduce congestion in travel lanes caused by drivers seeking on-street parking.*

In 2012, SDOT collected parking data from June through November. In each area, occupancy data were collected on a typical weekday. In some areas, occupancy data were also collected on a typical Saturday or Sunday, and duration data were collected in areas with higher disabled parking permit use. In parts of downtown, additional data were collected on a Saturday with two sporting events. This report focuses on weekday data results from 2012, with comparison data from 2010 and 2011 studies. For consideration of changes for potential inclusion in future City Budgets, SDOT will conduct the next Annual Paid Parking Study in March and April of 2013.

Occupancy data are systematically collected in neighborhoods every hour from 8 am to 8 pm. Occupancy is the percentage of on-street parking in which a vehicle is parked at a given time. Seattle does not formally designate spaces in the public right-of-way but does maintain an inventory database of legal spaces that would exist on each blockface if spaces were marked, based on standard parking space dimensions. In many places, more vehicles can fit on a blockface than indicated by the number of estimated spaces, so often occupancy is calculated to be over 100%.

Seattle has 23 paid parking neighborhood areas, many of which are divided further into subareas, with specific rates, hours, and time limits for each subarea. Each subarea also has a specific target occupancy range. This range is based on the City goal of having one to two open spaces per blockface. The target range is calculated using each neighborhood's estimated parking supply per blockface. In this report the target range is indicated on the parking occupancy chart for each neighborhood.

To determine whether parking occupancy in a neighborhood is within the target range, SDOT calculates the occupancy rate based on the percent of spaces that are filled during the three hours with the highest occupancy between 8 am and 3 pm. Occupancy at these three hours is not averaged and they are not consecutive; rather, the three-hour peak is calculated as the total vehicles at those hours divided by the total supply at those hours. SDOT uses this metric because parking occupancy varies over the

course of the day. The late afternoon hours are not used because many neighborhoods have peak parking restrictions, which may inflate occupancy calculations. To measure evening occupancy, SDOT uses the occupancy measured at 7:00 PM because this occurs after all peak-hour restrictions have ended, but before overnight parking conditions.

The annual parking data set provides a meaningful understanding of parking conditions in downtown Seattle and many neighborhood business districts. Nonetheless, the data set has limitations. The data set collected is a sample, which may not be representative of an average day. Data are collected on what are presumed to be typical days but SDOT cannot account for all variations in behavior that may occur on the day of the study.

Summary of Results

Since the City adopted parking occupancy targets in 2010, SDOT has made two annual changes to rates, hours of operation and time limits. Below is a breakdown for how the paid parking areas perform compared to their target occupancy range. Two time periods are given: 1) daytime three-hour peak occupancy, and 2) evening (7 pm) occupancy.

The three-hour peak occupancy was within the target range in 12 areas and below target in 15. Among areas with evening paid parking, occupancy was above target in 9 areas, within the target range in 2 areas, and below target in 2 areas. Among areas without evening paid parking, occupancy was above target in 5 areas, within the target range in 3 areas, and below target in 6 areas.

Daytime 3-Hour Peak Parking Occupancy

Area above target range: Pioneer Square Core

Areas within Target Occupancy Range	Areas below Target Range	Comments on Below-Target Areas
Cherry Hill	12 th Avenue	1% point below target – similar to previous years
Ballard – Core	Ballard Periphery	10% points higher than 2011
Ballard Locks	Belldown North	8% points higher than 2011
Capitol Hill North	Belldown South	9% points higher than 2011
Chinatown-ID	Capitol Hill South	approximately the same as 2011
Commercial Core	Denny Triangle North	11% points higher than 2011, since move to 4-hour time limits
Denny Triangle South	Pike-Pine	15% points lower than 2011. Only change was addition of After 5 program.
First Hill	Pioneer Square Periphery	15% points higher with decrease from \$3.50 to \$3.00
Fremont	Roosevelt	10% points higher since move to 4-hour time limit
Green Lake	University District Core	1% point below target; similar to previous years
South Lake Union	University District Periphery	16% points higher since move to 4-hour time limits
	Uptown Core	15% points higher since designating core and periphery areas
	Uptown Periphery	Now slightly below target; 30% points higher since move to 4-hour time limits
	Uptown Triangle	15% points higher since move to 10-hour time limits
	Westlake Avenue North	Approximately the same as 2011

Evening (7 p.m.) Parking Occupancy

Areas Above Target Occupancy Range	Areas Within Target Occupancy Range	Areas Below Target Occupancy Range
12 th Avenue (unpaid)	Cherry Hill (unpaid)	Ballard Locks (unpaid)
Ballard Core (unpaid)	Denny Triangle South	Commercial Core (except Retail)
Ballard Periphery (unpaid)	First Hill (unpaid)	Denny Triangle North (unpaid)
Belldown North	Roosevelt (unpaid)	Pioneer Square Periphery (unpaid)
Belldown South	Uptown – Periphery	South Lake Union (unpaid)
Capitol Hill North		Uptown Triangle (unpaid)
Capitol Hill South		University District - Periphery
Chinatown - ID		Westlake Avenue North (unpaid)
Fremont (unpaid)		
Green Lake (unpaid)		
Pike-Pine		
Pioneer Square – Core (unpaid)		
University District – Core		
Uptown - Core		

Parking Management Strategies in 2012

In 2012, SDOT adopted two new strategies for managing on-street parking demand and providing improved customer service: the “After 5” program and the “Best Value” program. These new programs are reflected on new signs installed in 2012.

After 5

The After 5 program allows customers to park for up to three hours after 5:00 pm. This program is in all areas where paid parking hours extend until 8:00 pm, except Chinatown-International District. SDOT implemented the After 5 program to align with SDOT’s goal to support neighborhood business districts, and in response to customer feedback that evening 2-hour time limits did not allow enough time for evening activities, such as going to dinner and seeing a movie.

Best Value

The Best Value program helps attract customers from very full blocks to less-full blocks, so available curb space is used more efficiently. It is intended to draw customer attention to blocks that have lower rates or longer time limits (or both) than nearby areas. Many of these blocks have consistently been underutilized, and are near blocks that are often full.

The following table summarizes the changes to time limits, paid hours, and rates in Seattle’s paid parking areas since the introduction of performance-based pricing in 2010. In most areas, time limits are 2 hours. Until 2011, paid parking hours were 8 am to 6 pm, Monday through Saturday, throughout the city (except Westlake Avenue North). Unless noted as a change, paid parking hours continue to be 8 am to 6 pm.

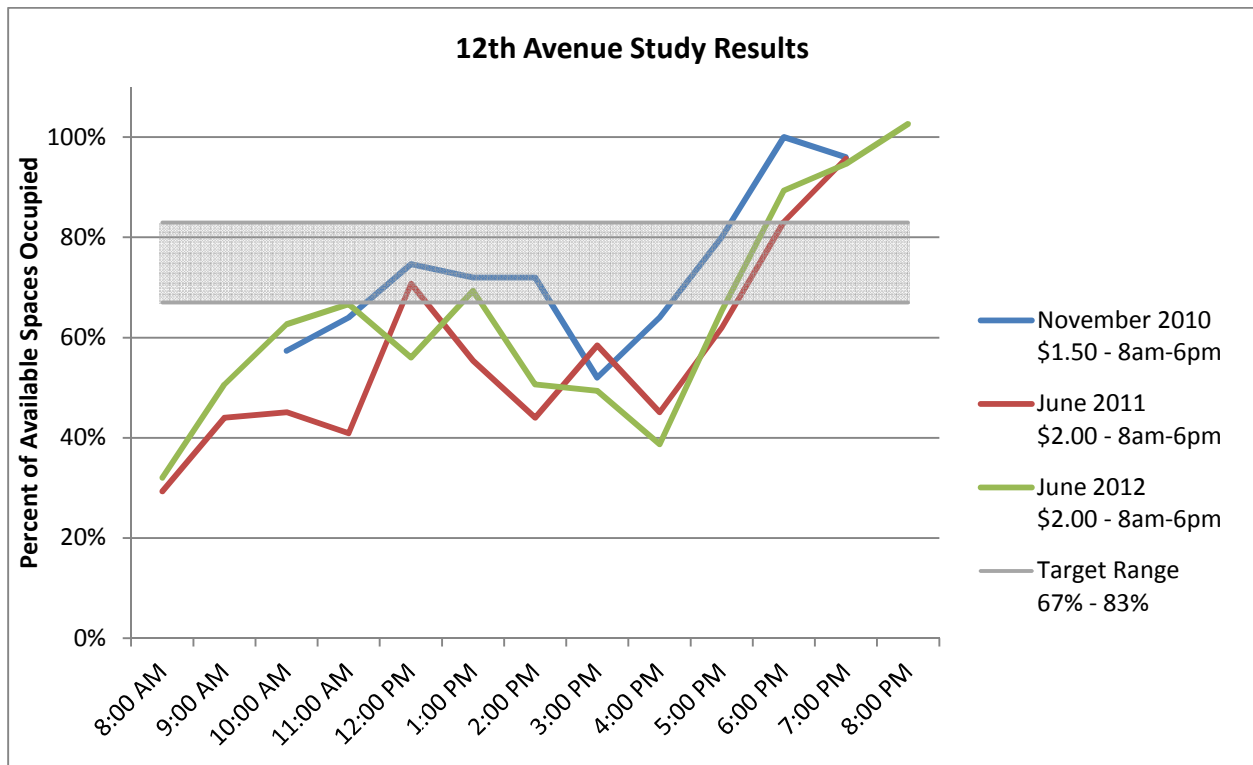
Neighborhood	Subarea	2010 Rate	2011 Rate	2011 Hours Changes	2012 Rate	2012 Hours Changes
12th Avenue		\$1.50	\$1.50		\$1.50	
Ballard	Core	\$2.00	\$1.50		\$2.00	
	Edge	\$2.00	\$1.50		\$1.50	4 hours max
Ballard Locks		\$2.00	\$1.50		\$1.50	4 hours max
Belltown	South	\$2.50	\$2.00	8am-8pm	\$2.50	3 hours after 5 pm
	North	\$2.50	\$2.00	8am-8pm	\$2.00	4 hours max
Capitol Hill	North	\$2.00	\$3.00	8am-8pm	\$3.00	3 hours after 5 pm
	South	\$2.00	\$3.00	8am-8pm	\$2.50	3 hours after 5 pm
Cherry Hill		\$1.50	\$1.50		\$1.50	
Chinatown-ID		\$2.50	\$2.50	8am-8pm	\$2.50	
Commercial Core	Retail	\$2.50	\$4.00	8am-8pm	\$4.00	3 hours after 5 pm
Denny Triangle	South	\$2.50	\$2.50		\$2.50	8am-8pm; 3 hours after 5 pm
	North	\$2.50	\$2.00		\$2.00	4 hours max
First Hill		\$2.00	\$4.00		\$4.00	
Fremont		\$1.50	\$1.50		\$1.50	
Green Lake		\$1.50	\$1.00		\$1.00	
Pike-Pine		\$2.00 (2h) \$1.25 (10h)	\$2.00 (2h) \$1.25 (10h)	8am-8pm	\$2.00 (2h) \$1.50 (10h)	3 hours after 5 pm
Pioneer Square	Core	\$2.50	\$3.50		\$3.50	
	Periphery	\$2.50	\$3.50		\$3.00	
Roosevelt		\$1.50	\$1.00		\$1.00	
South Lake Union	Main	\$1.50 (2h) \$1.25 (10h)	\$1.50 (2h) \$1.25 (10h)		\$1.50 (all)	More blocks allow 10-hour parking
	Northwest	\$1.50 (2h) \$1.25 (10h)	\$1.50 (2h) \$1.25 (10h)		\$1.00	All 10-hour time limit
U-District	Core	\$2.00	\$1.50	8am-8pm	\$2.00	3 hours after 5 pm
	Periphery	\$2.00	\$1.50	8am-8pm	\$1.50	4 hours max
Uptown	Core	\$2.00	\$1.50	8am-8pm	\$1.50	3 hours after 5 pm
	Periphery	\$2.00	\$1.50	8am-8pm	\$1.50	4 hours max
Uptown Triangle		\$2.00	\$1.00		\$1.00	10 hours max
Westlake Avenue N		\$2.00	\$1.00		\$1.00	9 am-4 pm (all day)

Parking Study Results by Neighborhood

12th Avenue

The 12th Avenue paid parking area includes 12th Avenue between East Pike Street and East Jefferson Street.

- The rate has been \$1.50 per hour throughout all studies.
- Paid parking is enforced from 8 am to 6 pm, Monday through Saturday.
- The time limit is 2 hours.
- The target occupancy range for this neighborhood is 67% to 83%. Daytime peak occupancy has consistently been within or slightly below this range. In 2012, the 3-hour daytime peak was 66%, similar to previous years.
- Evening occupancy has consistently been above the target range, with 7 pm occupancy at approximately 95% in the past three years.



Ballard

Ballard's paid parking area is divided into core and periphery subareas, with different rates and time limits (described below). In 2012, SDOT also studied occupancy on time-limited but unpaid blocks south of NW Market Street and West of 17th Avenue NW.

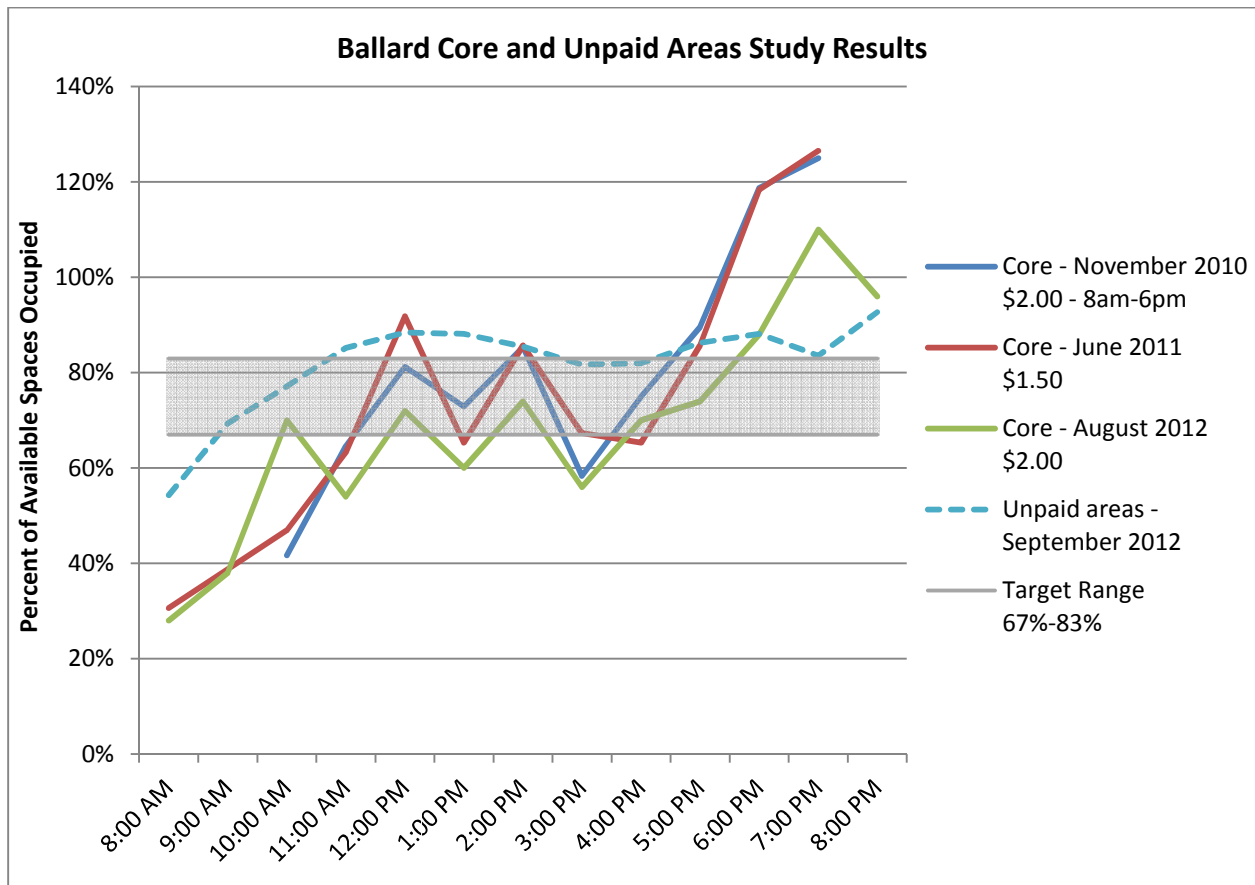


Map 1. Ballard Study Areas

Ballard Core

The Ballard Core includes NW Market Street between 20th Avenue NW and 24th Avenue NW and 22nd Avenue NW between Ballard Avenue NW and NW 58th Street.

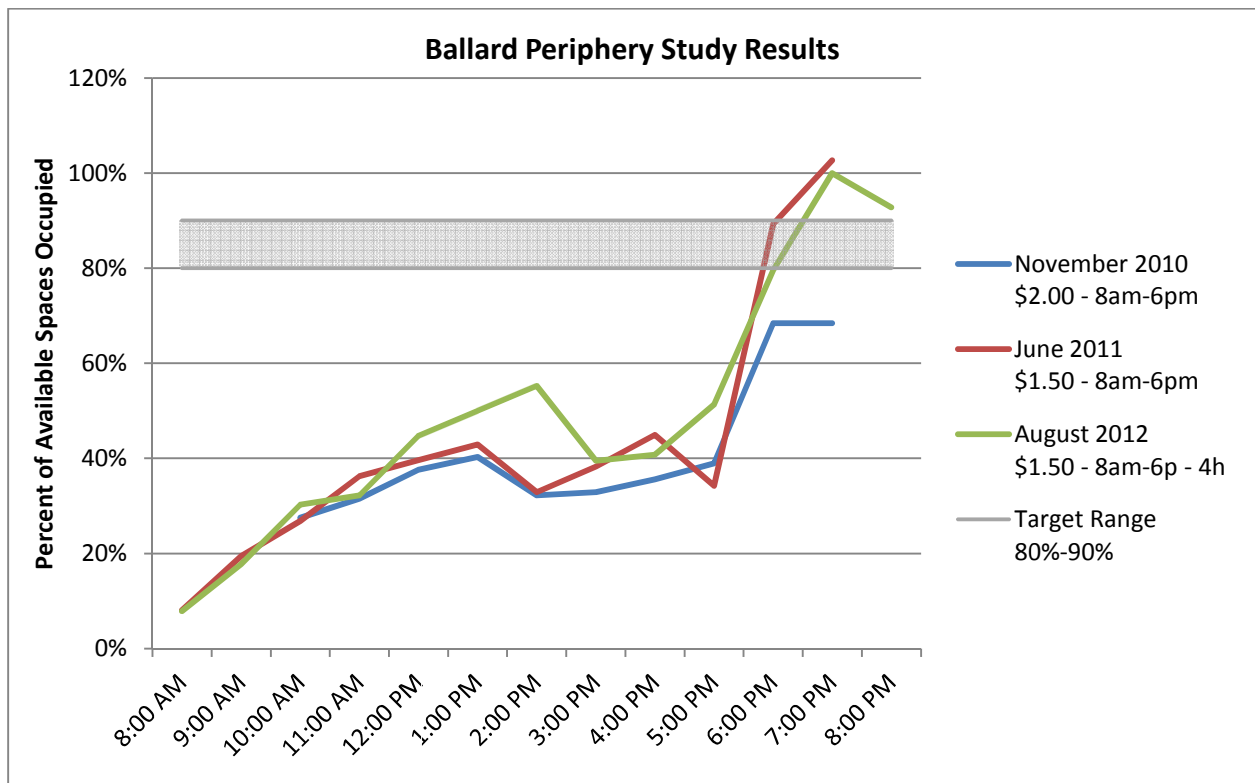
- Prior to 2011, the rate was \$2.00 per hour. In 2011, the rate for all of Ballard was lowered to \$1.50 per hour. The rate was raised back to \$2.00 per hour in 2012 due to continued high occupancy in the Core area.
- Paid parking is enforced from 8 am to 6 pm, Monday through Saturday.
- The time limit is 2 hours.
- The target occupancy range for the Ballard Core is 67% to 83%. In the 2012 study, the 3-hour daytime peak was 72%, within the target range. In 2011, the 3-hour peak occupancy was 82%.
- Evening occupancy was very full, with 2012's 7 pm occupancy at 110%, and 2011's at 127%.
- In unpaid areas, the 3-hour peak daytime occupancy was 87%. Evening occupancy was similar, with 7 pm occupancy at 84%.



Ballard Periphery

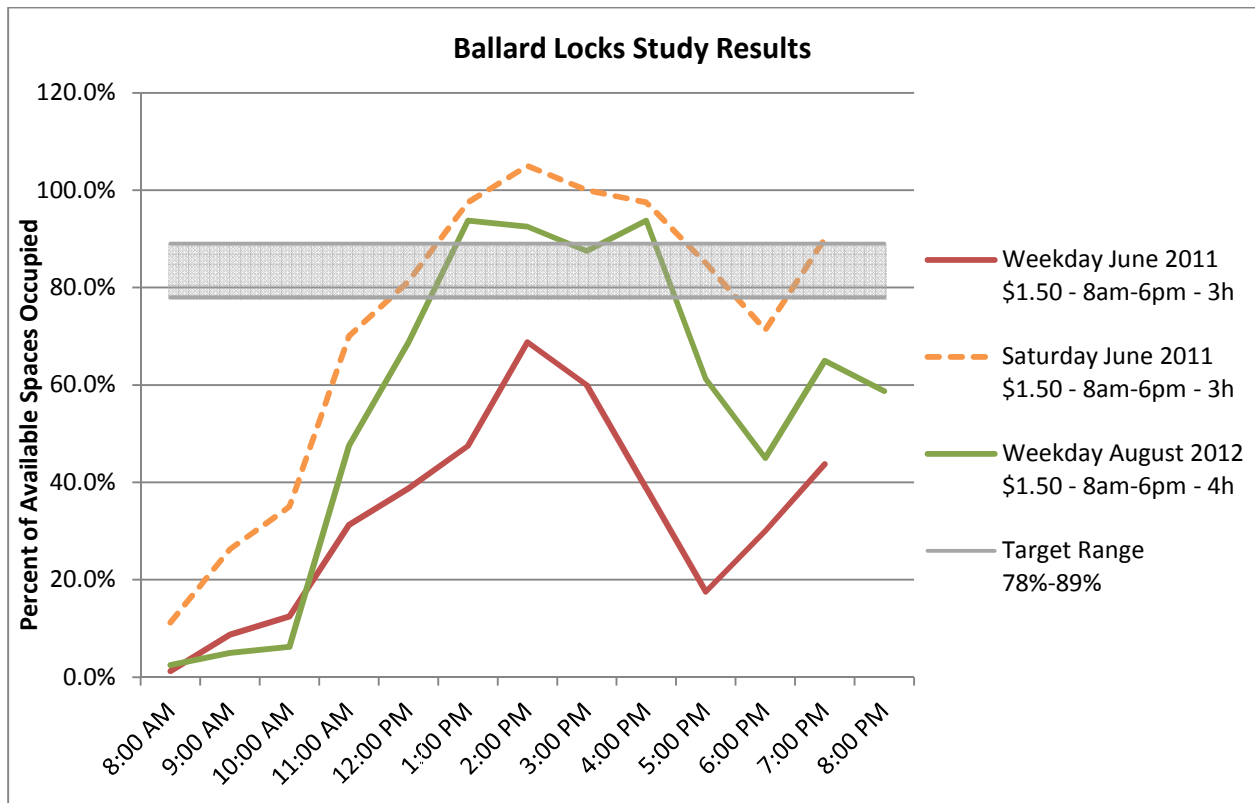
The Ballard Periphery includes all of the non-core paid parking blockfaces in the Ballard neighborhood.

- SDOT lowered the rate from \$2.00 to \$1.50 per hour in 2011. The rate remains at \$1.50 per hour.
- Paid parking is enforced from 8 am to 6 pm, Monday through Saturday.
- In 2012 SDOT increased the time limit from 2 hours to 4 hours.
- The target occupancy range for this area is 80% to 90%. Throughout all studies, occupancy has been below target during the day. The 3-hour peak daytime occupancy was 50% in 2012, up from 40% in 2011. This may be related to the time-limit increase.
- Evening occupancy has historically been above the target range, with 7 pm occupancy at approximately 100% in the 2011 and 2012 studies.



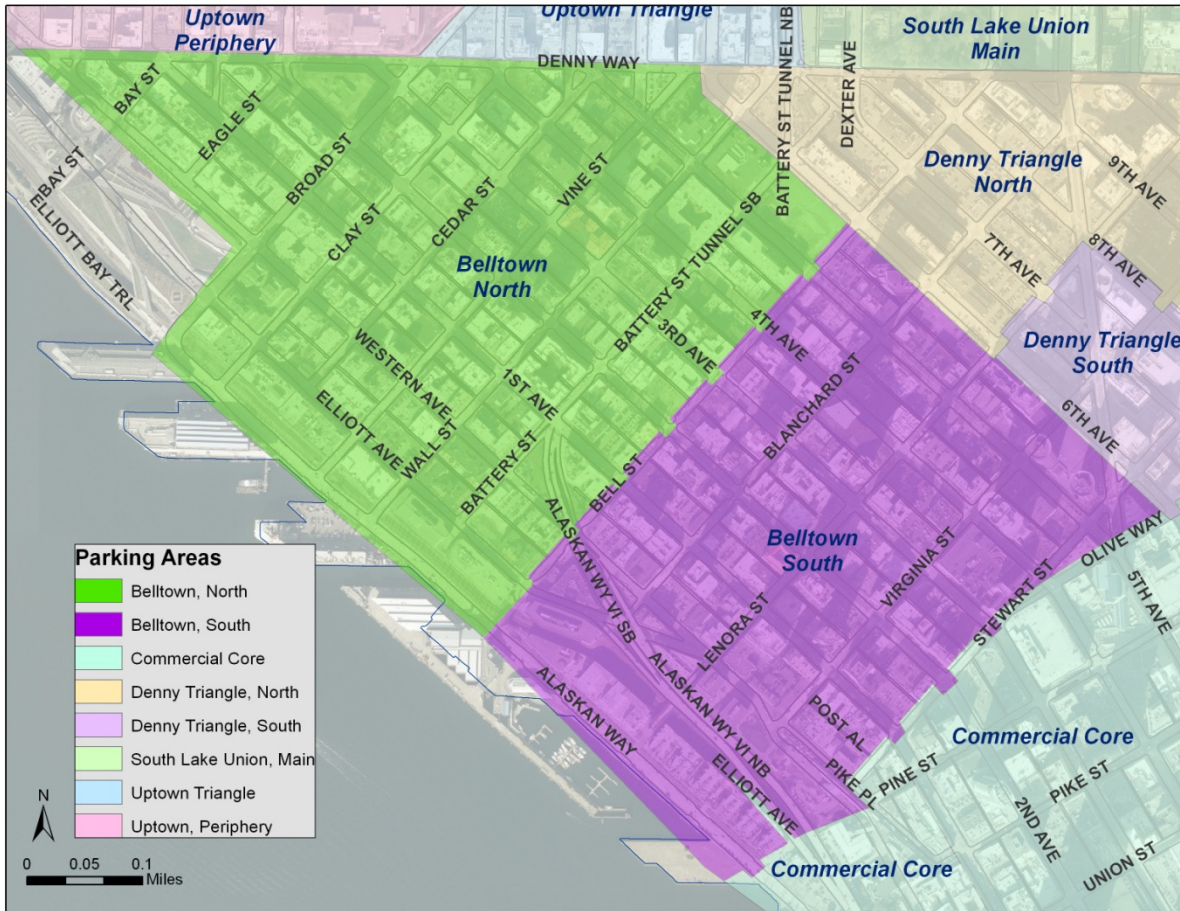
Ballard Locks

- SDOT lowered the rate from \$2.00 to \$1.50 per hour in 2011.
- Paid parking is enforced from 8 am to 6 pm, Monday through Saturday.
- The time limit changed from 3 hours to 4 hours in 2012.
- The target occupancy range for this neighborhood is 78% to 89%. In 2012, the 3-hour daytime peak occupancy was 85%.
- This area has significant seasonal fluctuation, with higher occupancy in the summer months, especially on weekends.
- Parking study data prior to 2011 are not available.



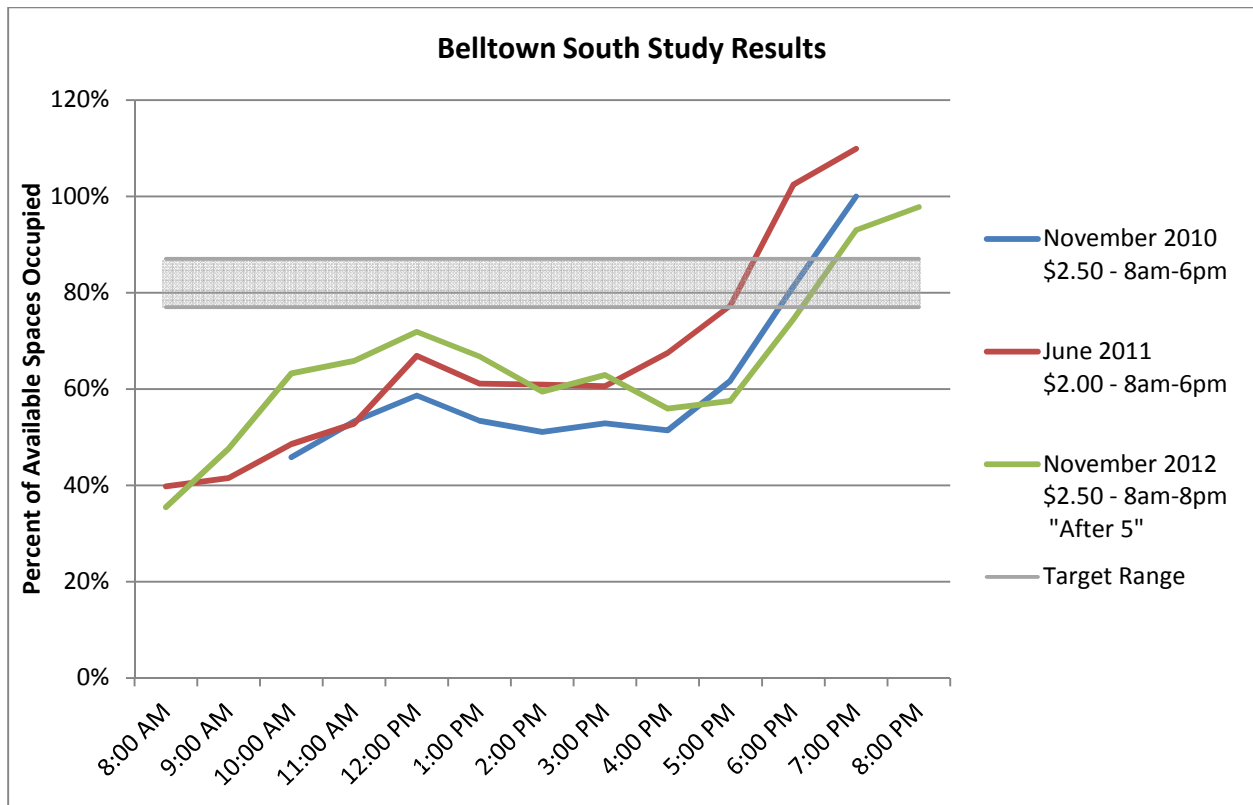
Belltown

Belltown is bounded to the southwest by Alaskan Way, to the southeast by Stewart Street, to the Northeast by 6th Avenue (but does not include 6th), and to the north by Denny Way. Belltown is divided into North and South subareas at Bell Street (with Bell Street included in the South subarea) to reflect different occupancy conditions in the two areas.



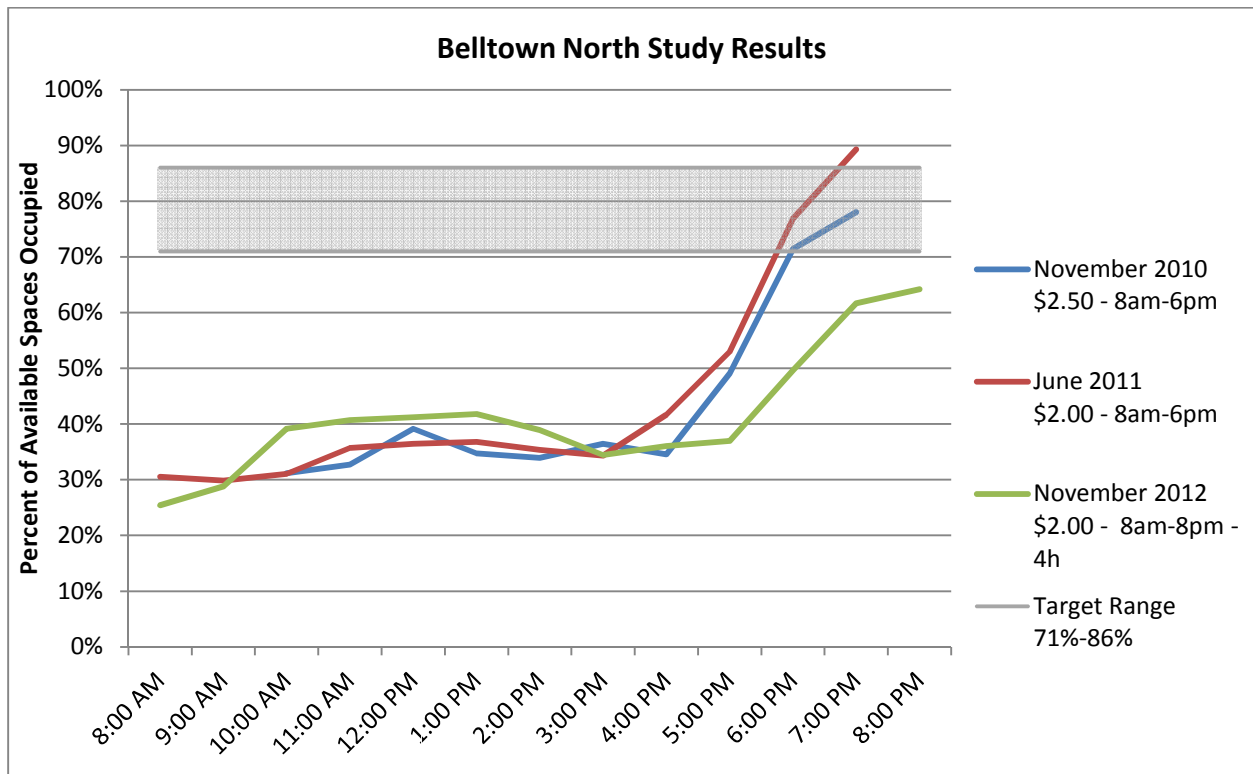
Belltown South

- In 2010 and prior, the rate was \$2.50 per hour. SDOT lowered the rate to \$2.00 per hour in 2011, but raised the rate back to \$2.50 per hour in 2012 to reflect continued high occupancy conditions.
- Since 2011, paid parking has been enforced from 8 am to 8 pm, Monday through Saturday. Previously, hours of enforcement were 8 am to 6 pm.
- The time limit between 8 am and 5 pm is 2 hours. As of 2012, the time limit after 5 pm is 3 hours, with payment required until 8 pm. This is referred to as the “After 5” program.
- The target occupancy range is 78% to 89%. In 2012 the 3-hour daytime peak occupancy was 72%, higher than 2011’s 3-hour peak of 63%, despite a rate increase.
- Evening occupancy has historically been above target. However, evening occupancy in the 2012 study was slightly lower (at 93%) than in previous studies, when occupancy was at or above 100%. This may be related to the addition of evening paid parking hours.



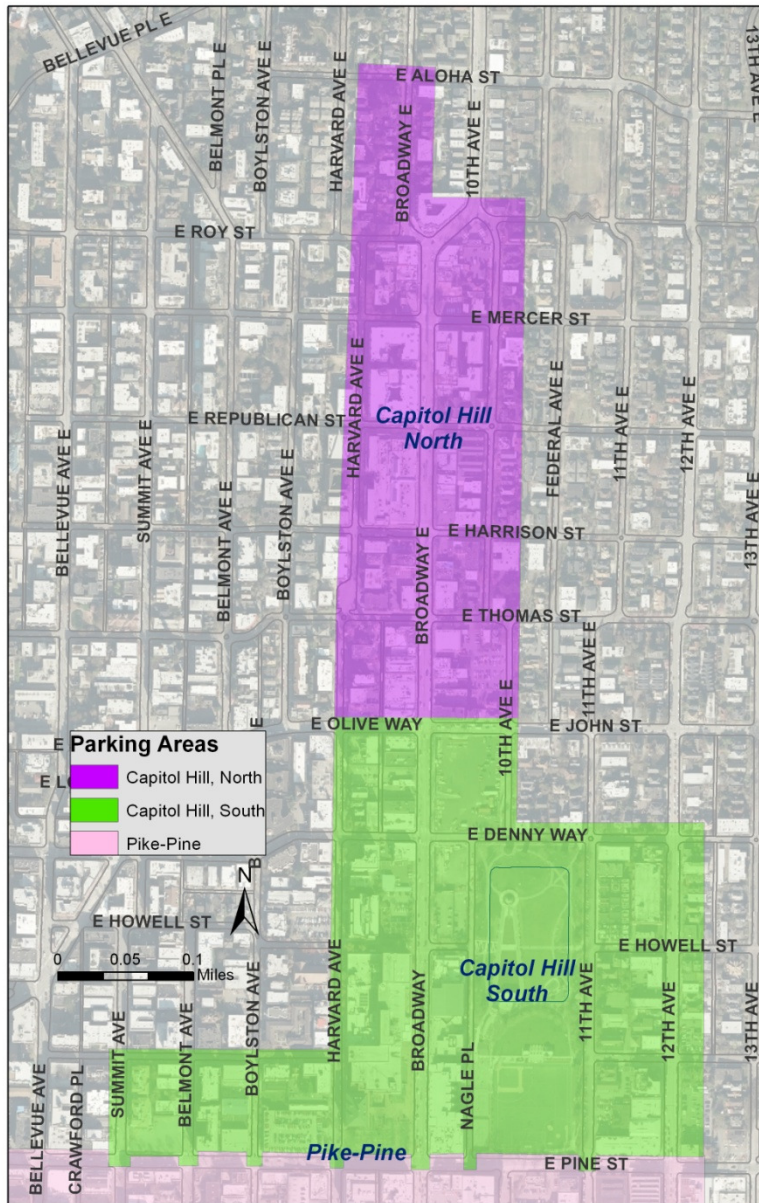
Belltown North

- SDOT lowered the rate from \$2.50 per hour to \$2.00 per hour in 2011.
- Since 2011, paid parking has been enforced from 8 am to 8 pm, Monday through Saturday. Previously, hours of enforcement were 8 am to 6 pm.
- In 2012, SDOT increased the time limit from 2 hours to 4 hours.
- New signs installed in 2012 show Belltown North as a “Best Value” area, with lower rates and longer time limits than in Belltown South.
- The peak occupancy target range is 71% to 86%. The 3-hour daytime peak occupancy in Belltown North was 44% in 2012, up from approximately 36% in 2010 and 2011. This increase may be the result of increased time limits.
- Historically evening occupancy has been within or above the target range, but fell below target in the 2012 study, with 7 pm occupancy at 62% in 2012.



Capitol Hill

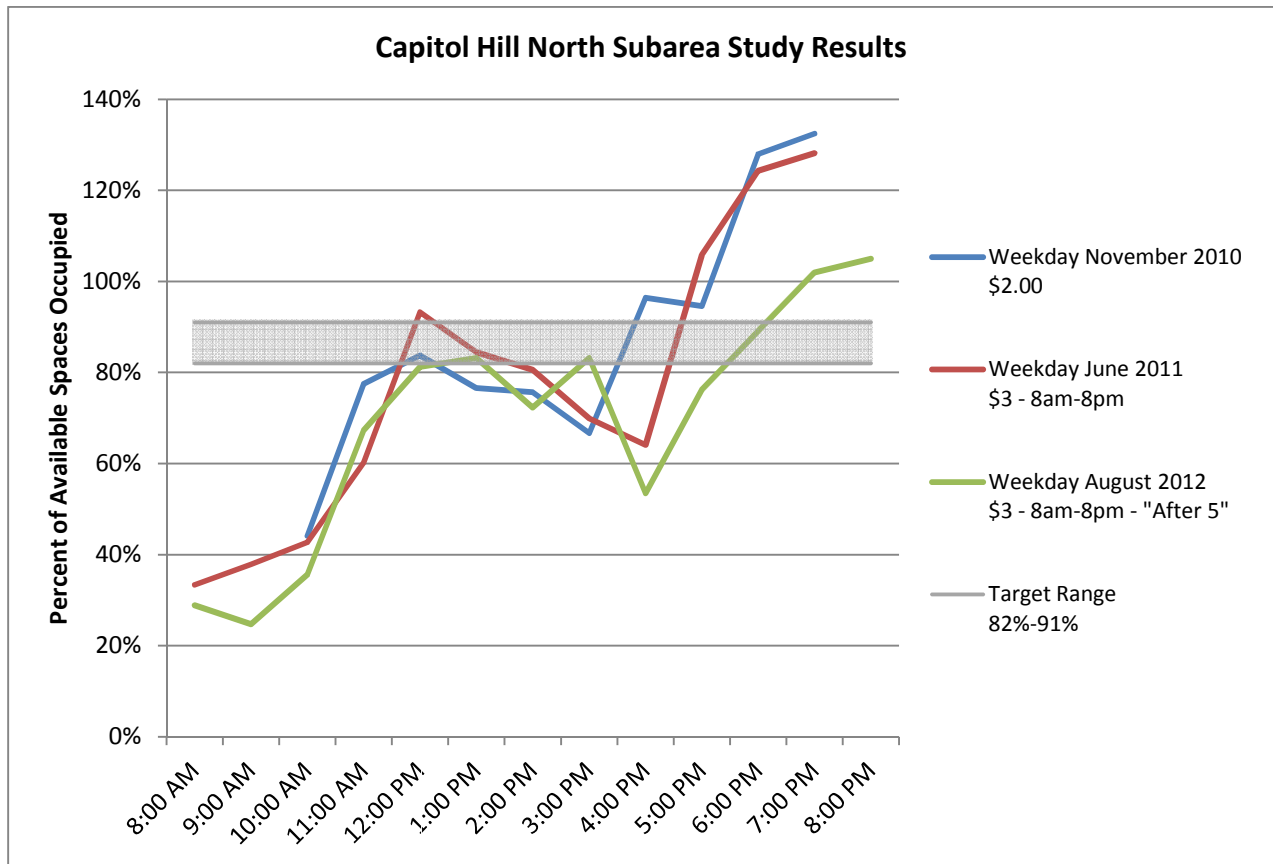
Capitol Hill is divided into two subareas—North and South—to reflect different occupancy conditions.



Capitol Hill North Subarea

The North Subarea includes paid parking areas north of East John Street.

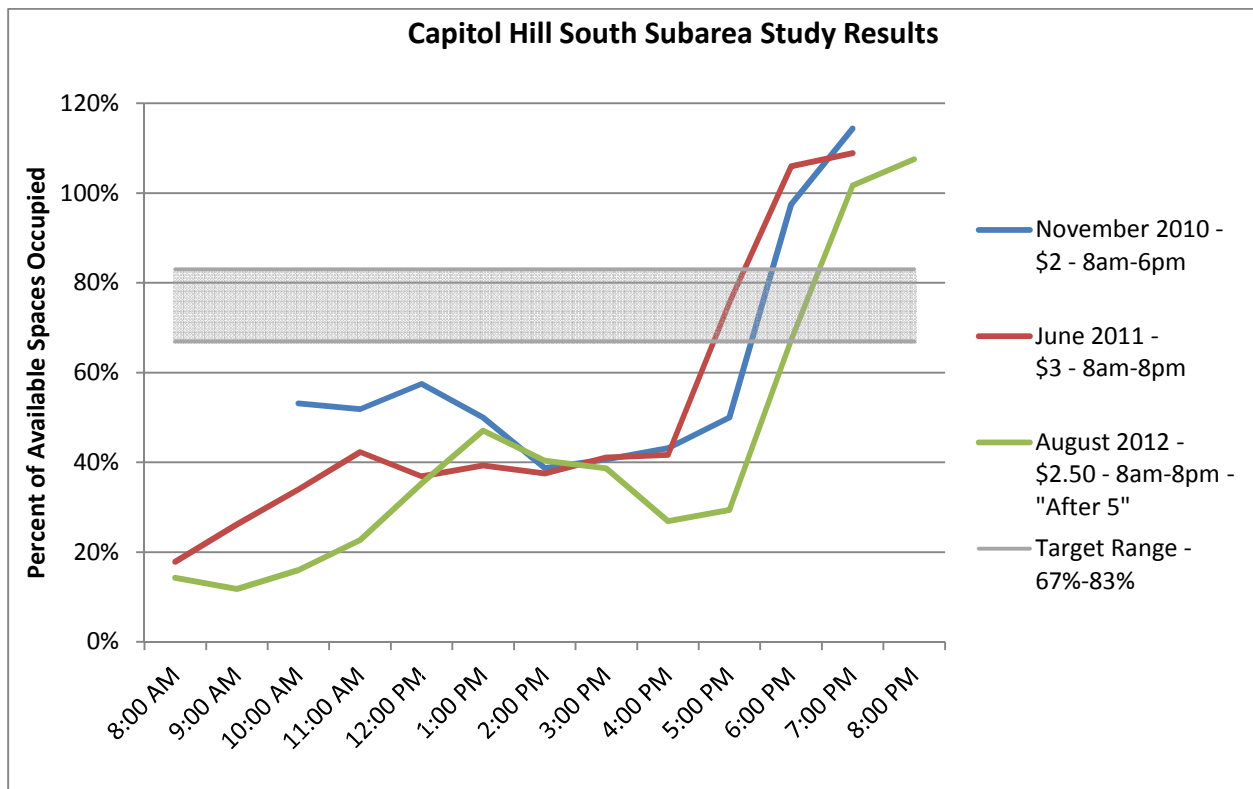
- In 2011, SDOT raised the rate from \$2.00 per hour to \$3.00 per hour.
- Since 2011, paid parking has been enforced from 8 am to 8 pm, Monday through Saturday. Previously, hours of enforcement were 8 am to 6 pm.
- The time limit is 2 hours. In 2012, the “After 5” program was introduced to allow parking for up to 3 hours after 5 pm.
- The target range for this neighborhood is 82% to 91%. The 3-hour daytime peak occupancy was 82.5% in the 2012 study and has generally stayed within this range throughout all studies.
- Evening occupancy is significantly higher, with measured occupancy consistently over 100%. Evening occupancy was lower in 2012 than in previous studies, which may have been related to the implementation of evening paid parking hours.



Capitol Hill South Subarea

The South Subarea includes East John Street and south, up to, but not including, East Pine Street.

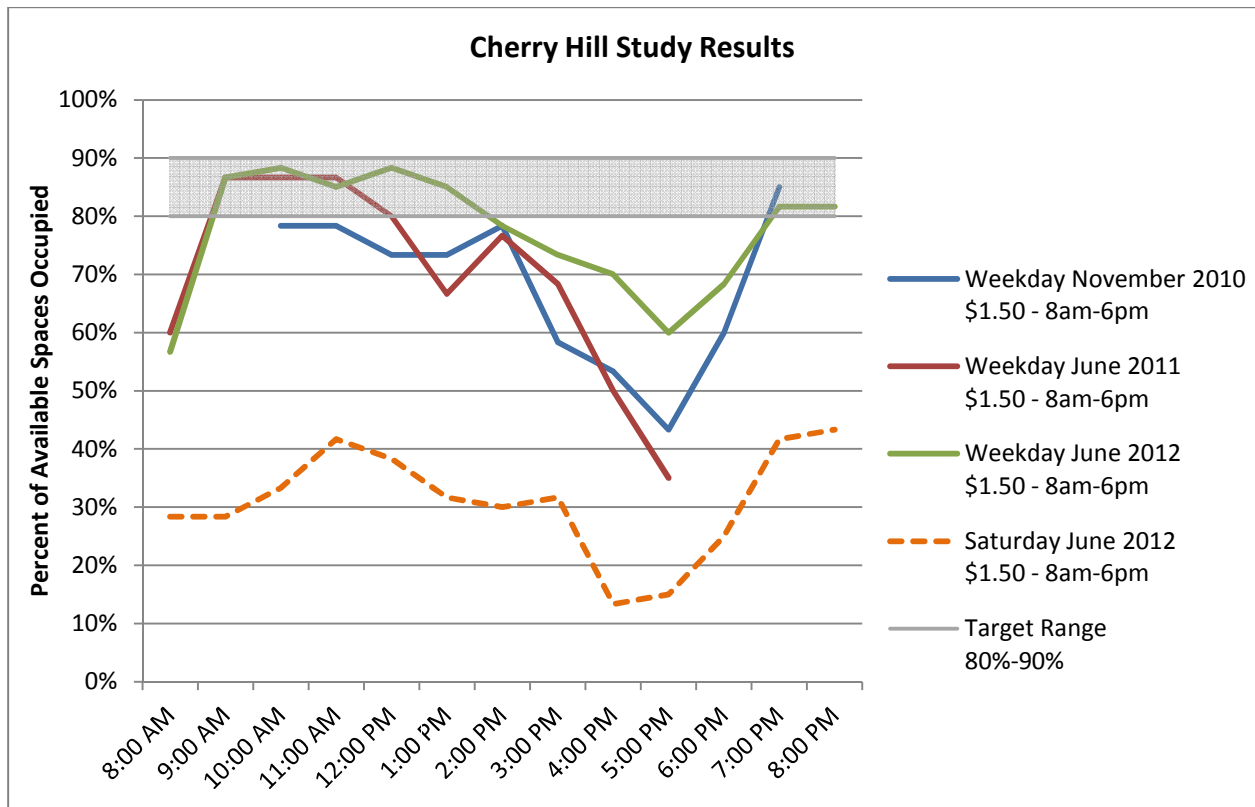
- The rate was \$2.00 per hour in 2010 and prior. The rate was raised to \$3.00 per hour in 2011 in response to high demand overall in Capitol Hill, but lowered to \$2.50 in 2012 to reflect lower occupancy in the South Subareas.
- Since 2011, paid parking has been enforced from 8 am to 8 pm, Monday through Saturday. Previously, hours of enforcement were 8 am to 6 pm.
- The time limit is 2 hours. In 2012, the “After 5” program was introduced to allow parking for up to 3 hours after 5 pm.
- The target occupancy range for this area is 67% - 83%. Occupancy during the day has consistently been below target, with 2012’s 3-hour daytime peak at 41% and 2011’s at 39%.
- Evening occupancy has consistently been over 100%. However, occupancy was slightly lower in 2012 than in 2010 and 2011. Evening paid parking hours may have caused a few spaces to become available.



Cherry Hill

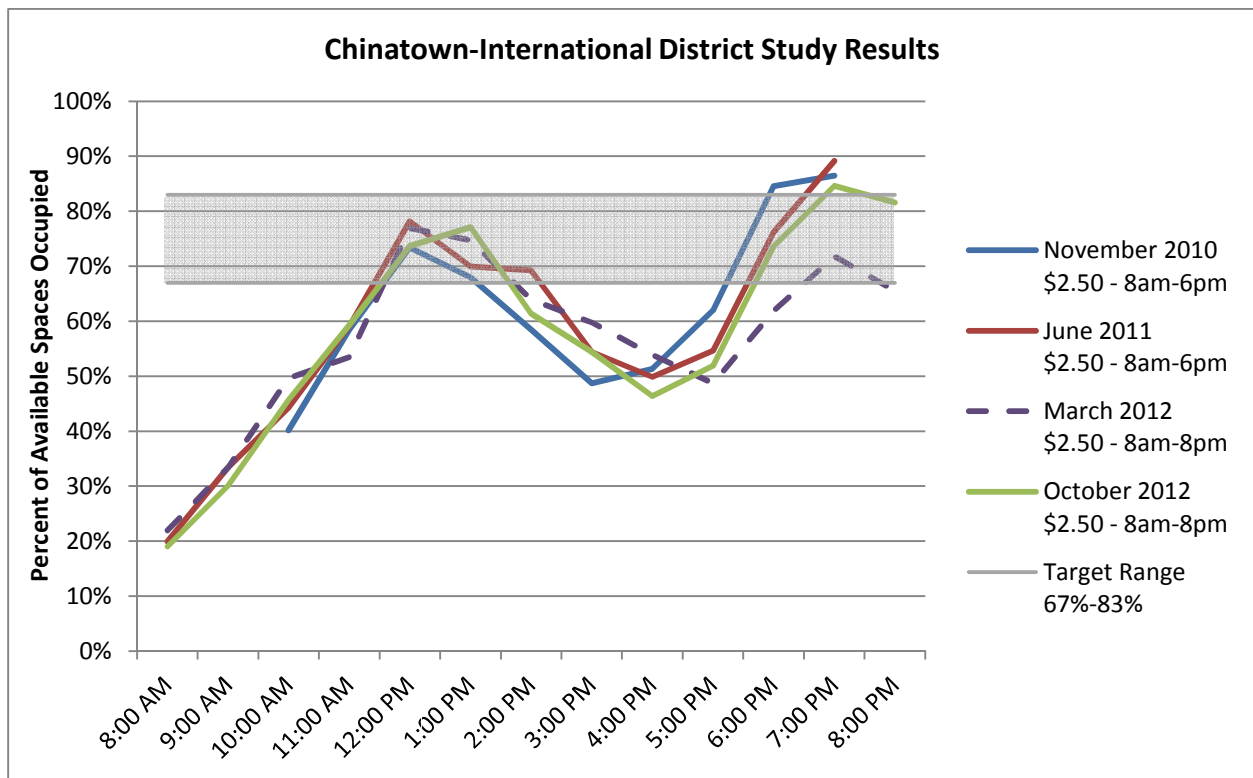
The Cherry Hill paid parking area includes the blocks surrounding the Swedish Medical Center Cherry Hill Campus.

- The rate has been \$1.50 per hour since prior to the 2010 study, where it has remained.
- Paid parking is enforced from 8 am – 6 pm, Monday through Saturday.
- The time limit is 2 hours.
- The occupancy target is 80% to 90%. During the day, occupancy has consistently been within this target range. In the 2012 study the 3-hour peak daytime peak was 88%.
- The 2012 study also measured occupancy on a Saturday, shown below in orange. Occupancy was much lower throughout the day on Saturday than on weekdays.
- Evening occupancy has been within the target range, with 2012 7 pm occupancy at 82%.
- There is considerable use of disabled parking permits in the paid parking area in this neighborhood. Vehicles with disabled permits are counted as part of total occupancy in the chart below.



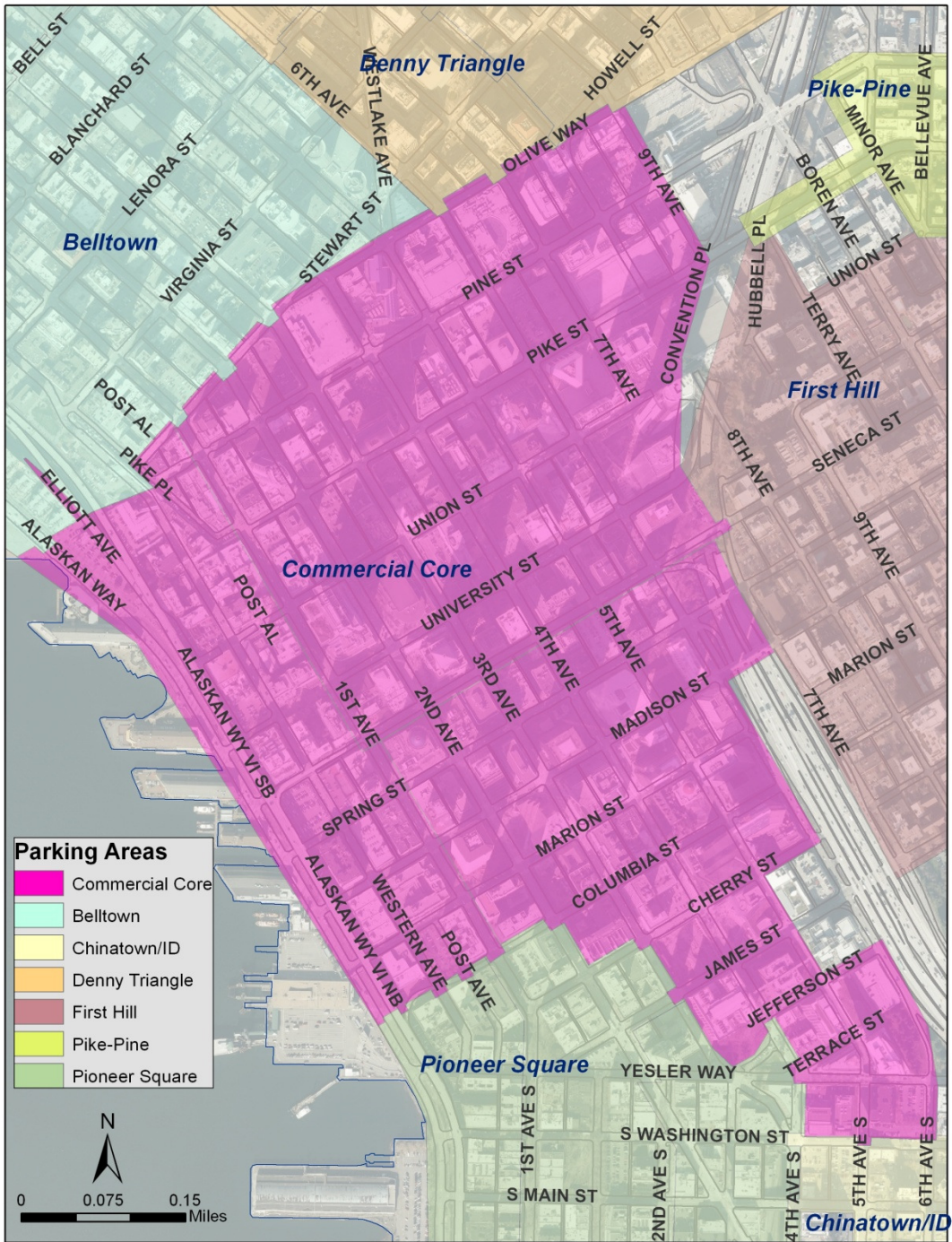
Chinatown - International District

- The rate has been \$2.50 per hour throughout all studies.
- Since 2011, paid parking has been enforced from 8 am to 8 pm, Monday through Saturday. Previously, hours of enforcement were 8 am to 6 pm.
- The time limit is 2 hours.
- The occupancy target is 67% to 83%. During the day, occupancy has consistently been within this target range. In October 2012 the 3-hour daytime peak occupancy was 71%.
- SDOT conducted an additional study in March 2012 in response to neighborhood requests. Data from that study is shown in purple below. The 3-hour daytime peak in that study was 72%.
- Evening occupancy was lower in the March 2012 study than previously, with 7 pm occupancy at 72%. 7 pm occupancy in October 2012 was 85%, slightly above the target range.
- SDOT proposed implementing the After 5 program in the C-ID in the summer of 2012. At the request of neighborhood representatives, SDOT delayed implementation. After further examination of parking occupancy data, SDOT in early 2013 decided to split the C-ID into Core and Periphery subareas. SDOT will adjust rates by subarea in the C-ID in March 2013.



Downtown Commercial Core

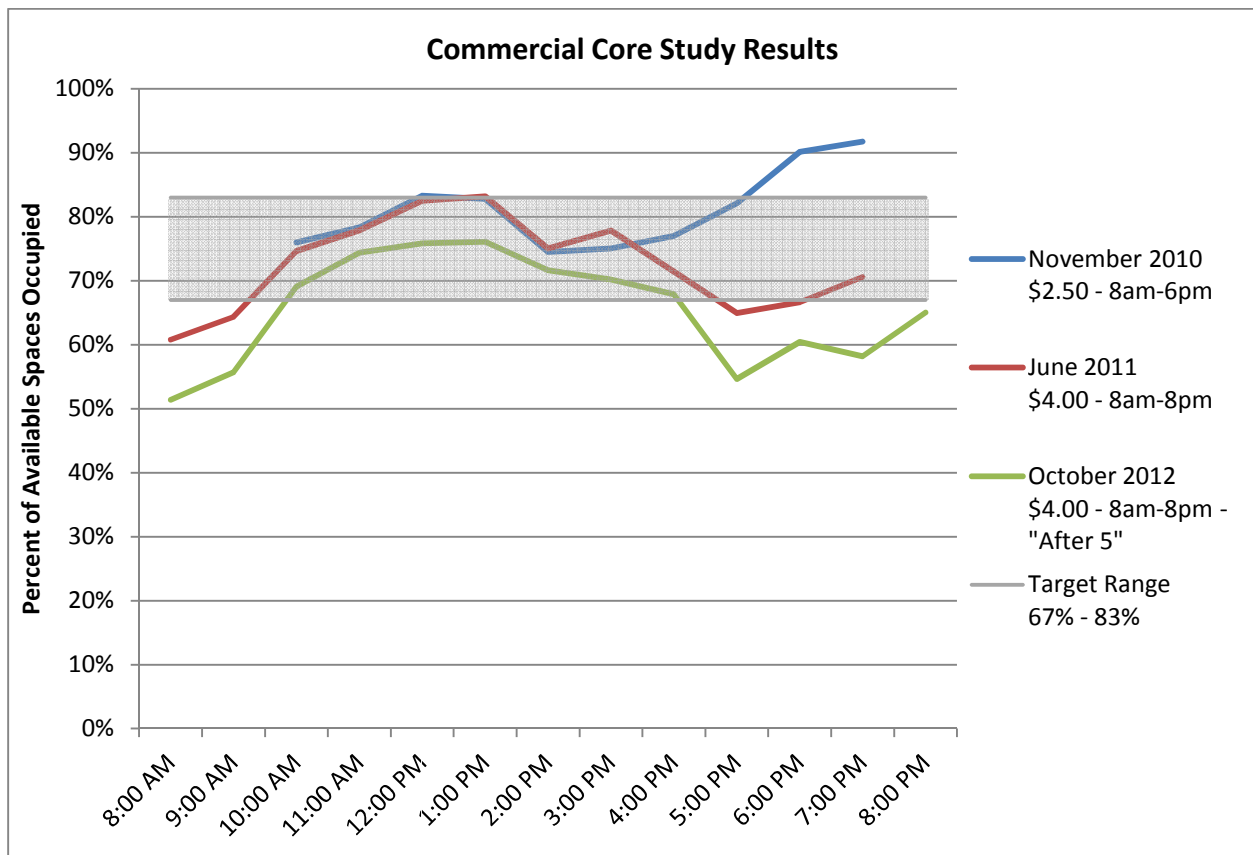
The Commercial Core includes areas south of Olive Way, west of I-5, and east of Puget Sound. To the south of the Commercial Core lie Pioneer Square and the Chinatown-International District areas, along the borders shown in the map below.



Map 4. Downtown Commercial Core

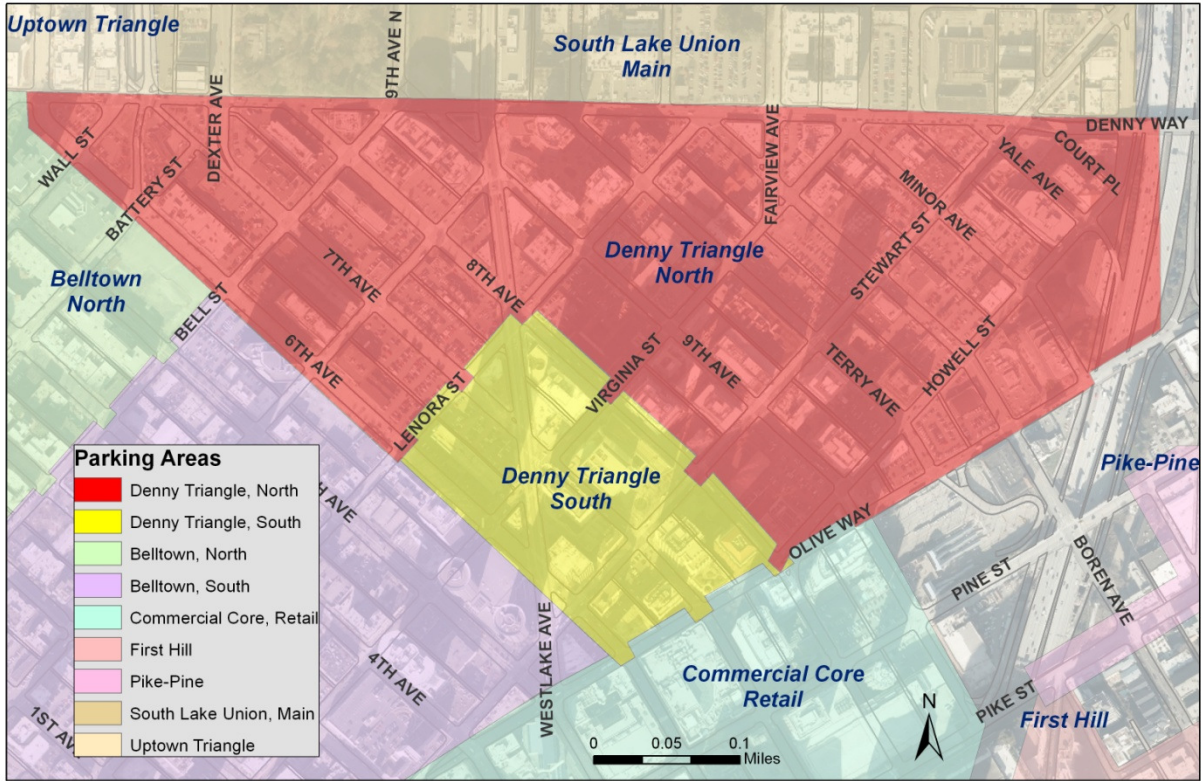
Commercial Core Study Results

- In response to consistently high demand, the rate was raised from \$2.50 per hour to \$4.00 per hour in 2011.
- Since 2011, paid parking has been enforced from 8 am to 8 pm, Monday through Saturday. Previously paid parking was enforced from 8 am to 6 pm.
- The time limit between 8 am and 5 pm is 2 hours. As of 2012, the time limit after 5 pm is 3 hours, as part of the "After 5" program.
- The target occupancy range is 67% to 83%. In 2012, the 3-hour daytime peak occupancy was 75%, below 2011's 3-hour peak of 81% but still within the target range.
- 7 pm occupancy was 58% in 2012, below the target range and below previous study levels.



Denny Triangle

Denny Triangle is bounded by Denny Way to the north, 6th Avenue to the southwest (6th Avenue is included), Olive Way to southeast (including Olive Way east of 9th Avenue, not including Olive Way west of 9th Avenue), and I-5 to the east. It is divided into north and south subareas to reflect different occupancy conditions there.

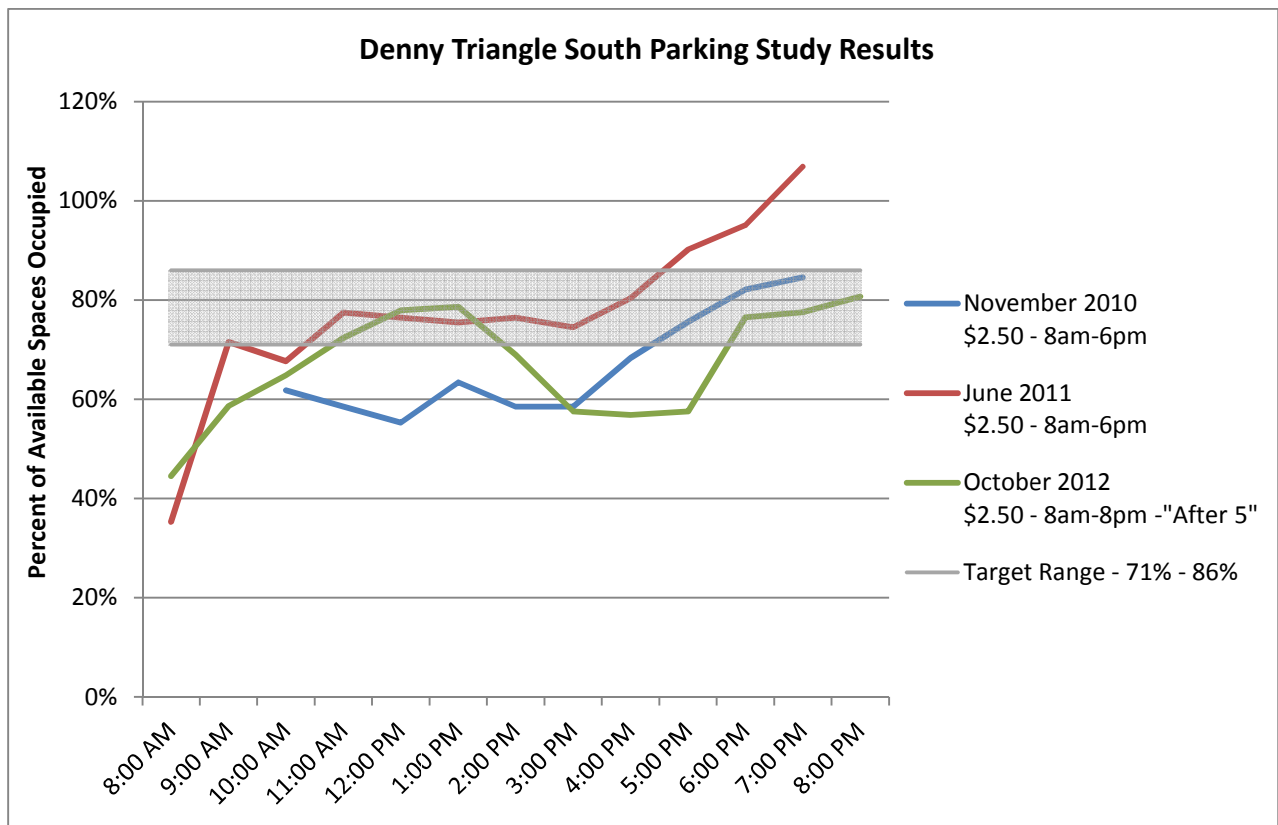


Map 5. Denny Triangle Subareas

Denny Triangle South

Denny Triangle South includes blocks southeast of Lenora Street and southwest of 8th Avenue, with 8th Avenue and Lenora Street both included.

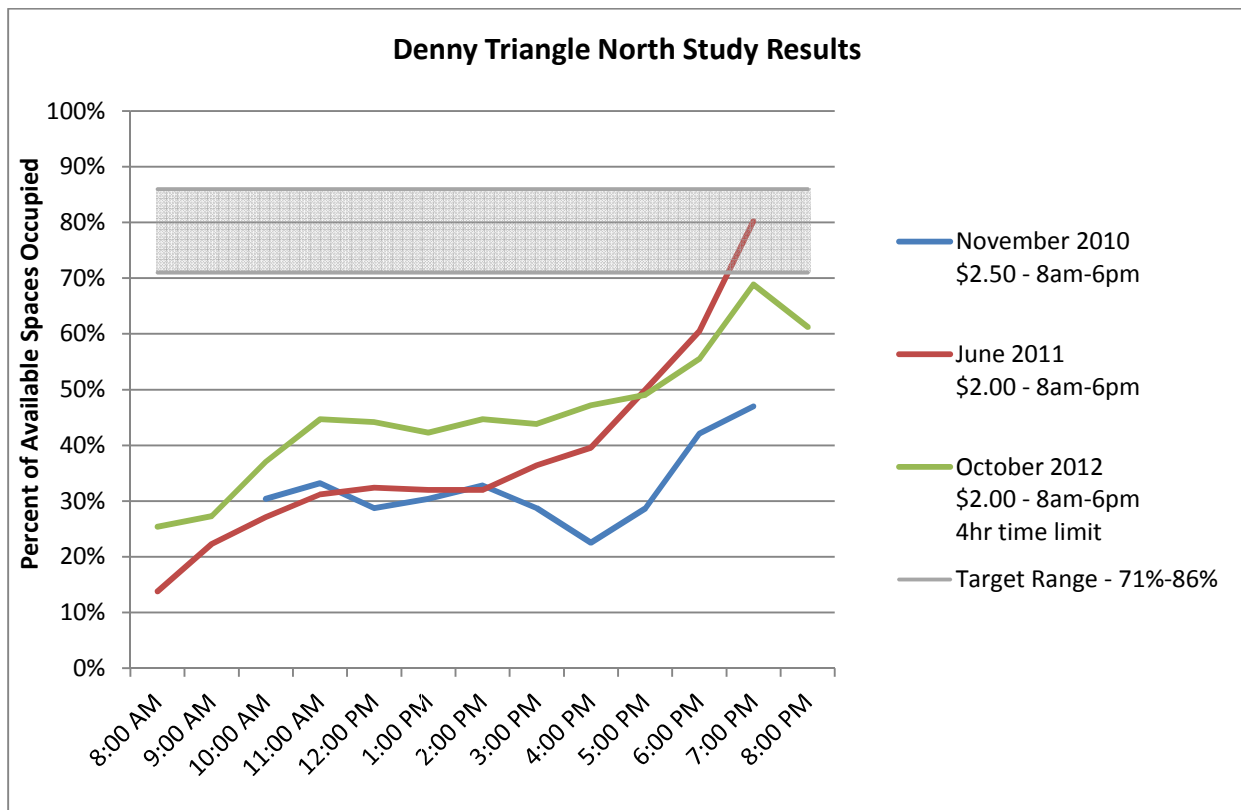
- The rate has been \$2.50 per hour throughout all studies.
- As of 2012, paid parking has been enforced from 8 am to 8 pm, Monday through Saturday. Previously the hours were 8 am to 6 pm.
- The time limit between 8 am and 5 pm is 2 hours. As of 2012, the time limit after 5 pm is 3 hours, as part of the "After 5" program.
- The target occupancy range is 71% to 86%. In 2012, the 3-hour daytime peak occupancy was 76%, approximately equal to the 3-hour peak in 2011.
- Evening occupancy declined to within the target range between 2011 and 2012, likely as a result of the addition of evening paid parking hours between the 2011 and 2012 data collection. 7 pm occupancy was 78% in 2012.



Denny Triangle North

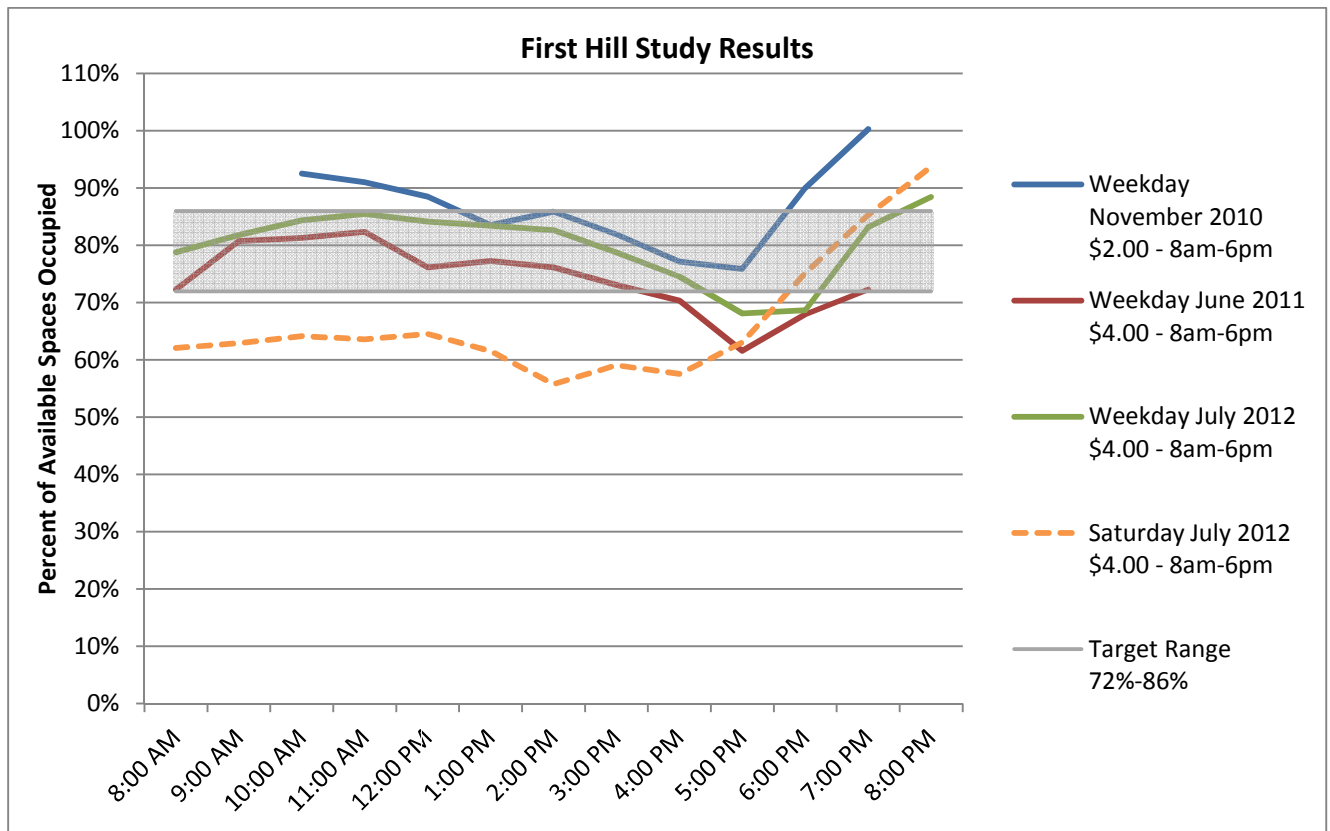
Denny Triangle North includes all of the remaining blocks in the Denny Triangle area (see Map 5).

- In 2010 and prior, the rate was \$2.50 per hour. SDOT lowered the rate to \$2.00 per hour in 2011, where it remains.
- Paid parking is enforced from 8 am to 6 pm, Monday through Saturday.
- In 2012, SDOT increased the time limit to 4 hours. Previously the time limit was 2 hours.
- The target occupancy range is 71% to 86%. In 2012, the 3-hour daytime peak was 45%, up from 34% in 2011. This shift may have been the result of the increase from 2-hour to 4-hour time limits.
- Evening occupancy has varied across studies. In 2012, 7pm occupancy was 69%, down from 80% in 2011, but higher than in 2010.



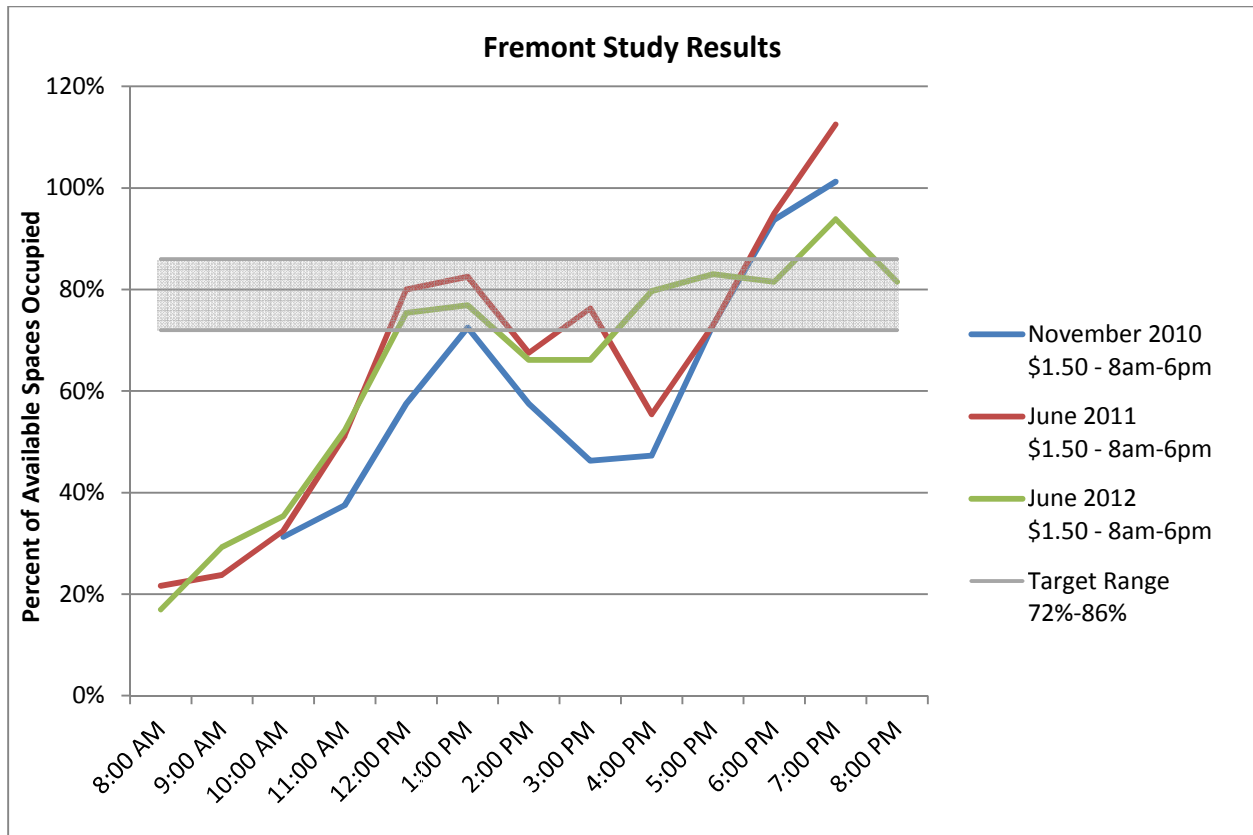
First Hill

- Rates were raised from \$2.00 per hour to \$4.00 per hour in 2011. This change may have initially contributed to lower occupancy rates, but daytime occupancy has remained high throughout the studies in the area.
- Paid parking is enforced from 8 am to 6 pm.
- The time limit is 2 hours.
- Several blockfaces have both paid parking and RPZ parking, so residents may park without paying and without regard to the posted time limit.
- The target occupancy range is 72% to 86%. Peak daytime occupancy has been above that range in previous studies. In July 2012, the 3-hour daytime peak occupancy was 85%.
- At 7 pm, occupancy was 83% in the 2012 study.
- The 2012 study also measured occupancy on a Saturday, shown on the chart below in orange. Daytime occupancy was lower on Saturday than on the weekday, but evening occupancy was similar to weekday studies.



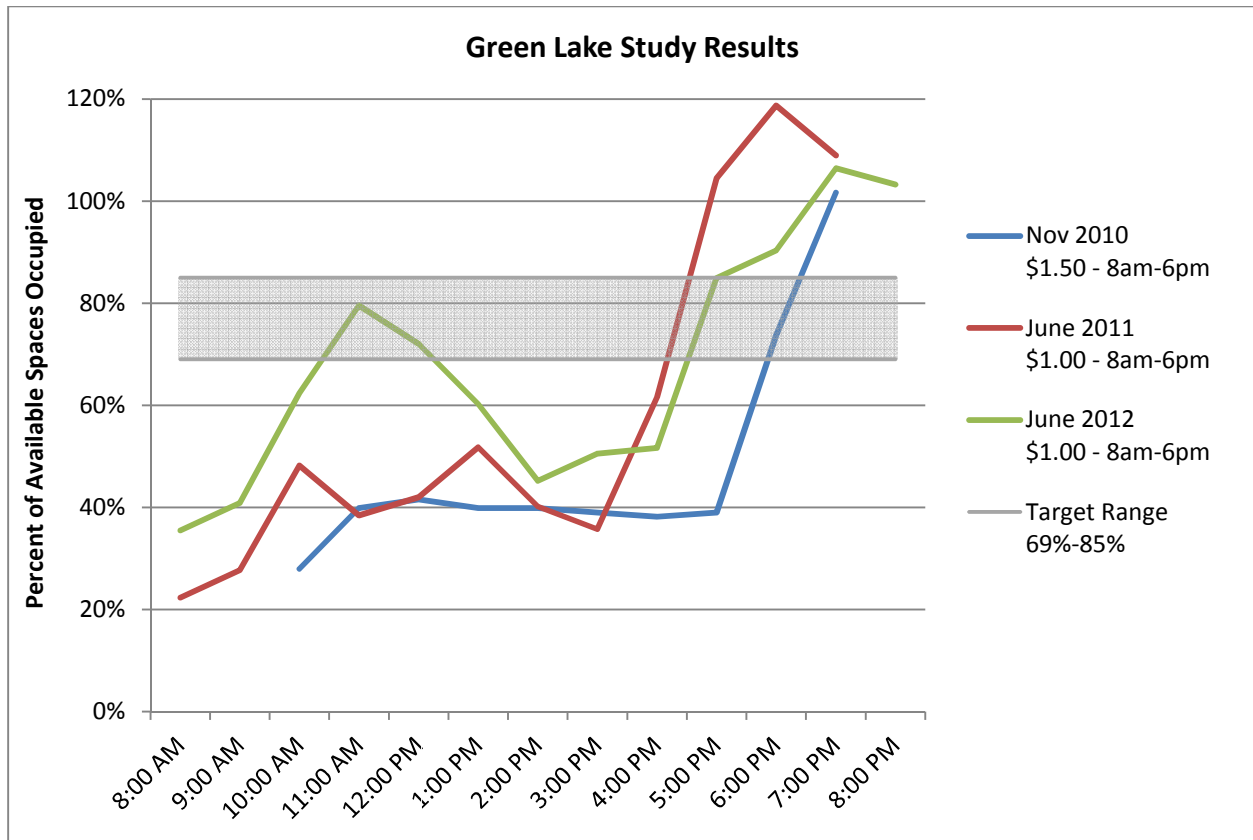
Fremont

- Rates have been \$1.50 per hour since paid parking was implemented in Fremont in 2009.
- Paid parking is enforced from 8 am to 6 pm.
- The time limit is 2 hours.
- Target occupancy is 72% to 86%. Daytime occupancy has generally been within this range. In 2012, the 3-hour daytime peak was 73%.
- Evening occupancy has been above target, with 2012 7 pm occupancy at 94%.



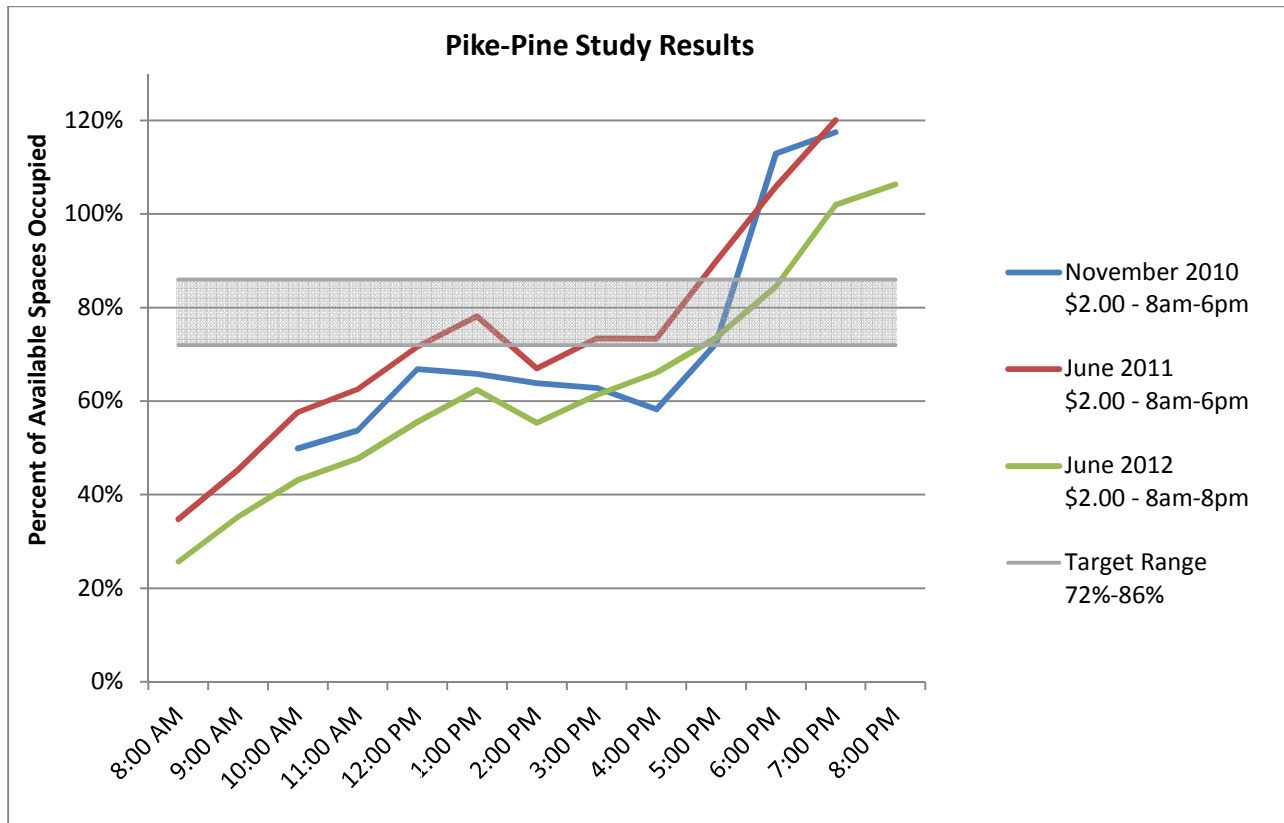
Green Lake

- In 2011, rates were reduced from \$1.50 per hour to \$1.00 per hour.
- Paid parking is enforced from 8 am to 6 pm.
- The time limit is 2 hours.
- The target range is 69% to 85%. Occupancy has historically been below the target occupancy range during the day. In 2012, the 3-hour daytime peak was 71%, within the target range.
- Evening occupancy has consistently been above the target range.



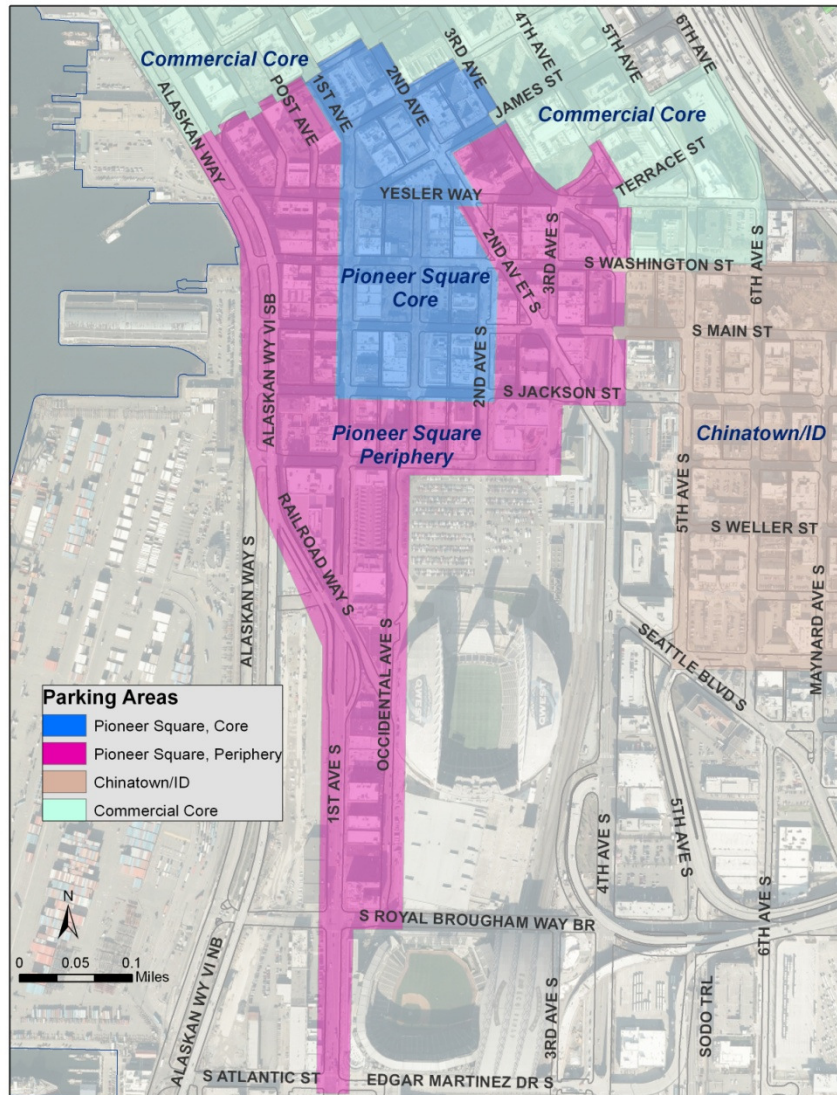
Pike-Pine

- Rates have been \$2.00 per hour since 2009.
- As of the 2012 study, paid parking is enforced from 8 am to 8 pm, with a 3-hour time limit after 5 pm. In prior studies paid parking hours ended at 6 pm.
- For all blocks included in the study, time limits are 2 hours. The neighborhood also has a few 10-hour and a few 4-hour spaces that were not studied.
- The target range is 72% to 86%.
- In the 2012 study, the 3-hour daytime peak occupancy was 58%, lower than it has been in previous studies. Occupancy in the 2012 study was 14 percentage points lower than in the 2011 study on average between 8 am and 7 pm. Ongoing construction in the area may have impacted occupancy.
- Throughout all studies, occupancy is over 100% in the evenings. Evening occupancy in 2012 was slightly lower than in previous studies, perhaps as a result of the addition of evening paid parking hours.



Pioneer Square

Pioneer Square is divided into two subareas: the Core and the Periphery. Pioneer Square includes areas south of the Downtown Commercial Core. Its eastern edge is 4th Avenue South. Pioneer Square has experienced significant impacts from Alaskan Way Viaduct and Start Route 99 construction. Approximately 200 spaces, out of an initial 800, have been removed from the neighborhood since 2011.

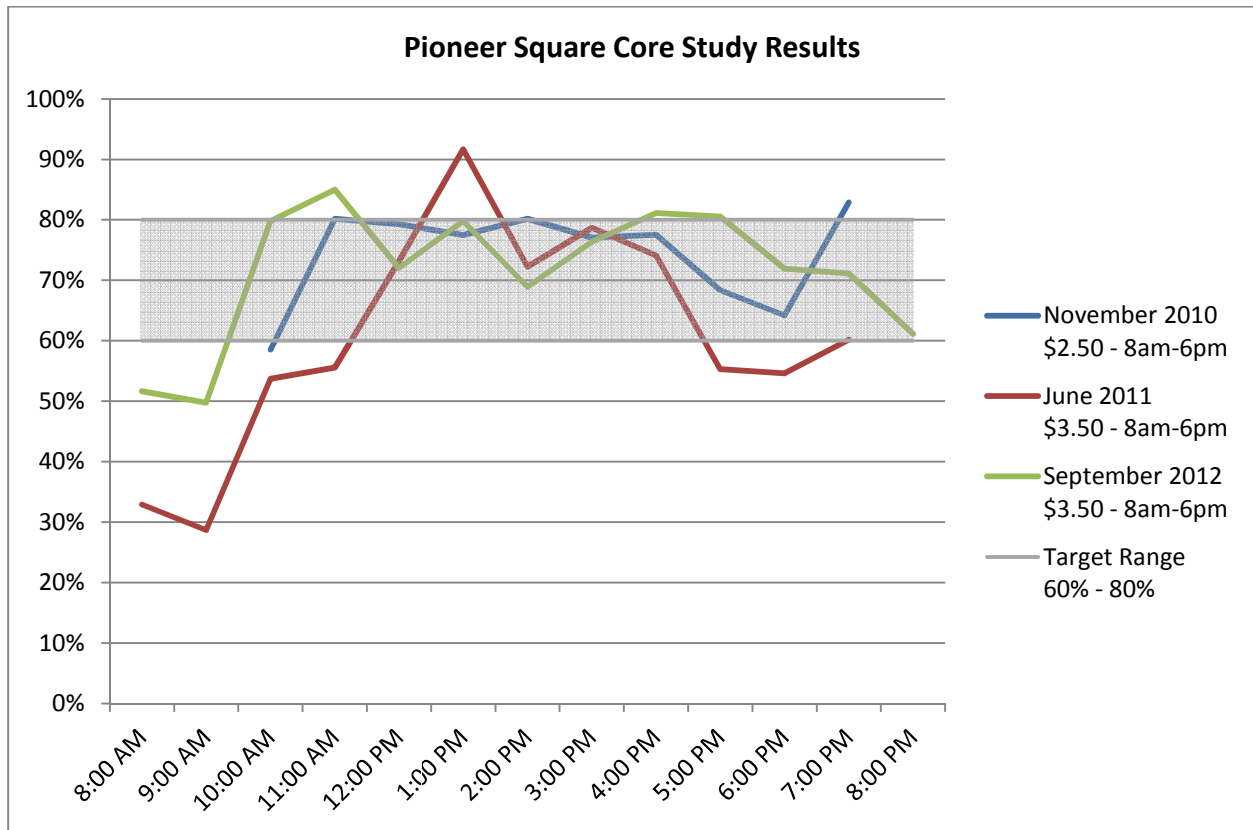


Map 6. Pioneer Square Subareas

Pioneer Square Core

The Pioneer Square Core area is bounded by 1st Avenue/1st Avenue South to the west, Columbia Street/2nd Avenue/Cherry Street/3rd Avenue to the north, and 2nd Avenue/2nd Avenue South to the east.

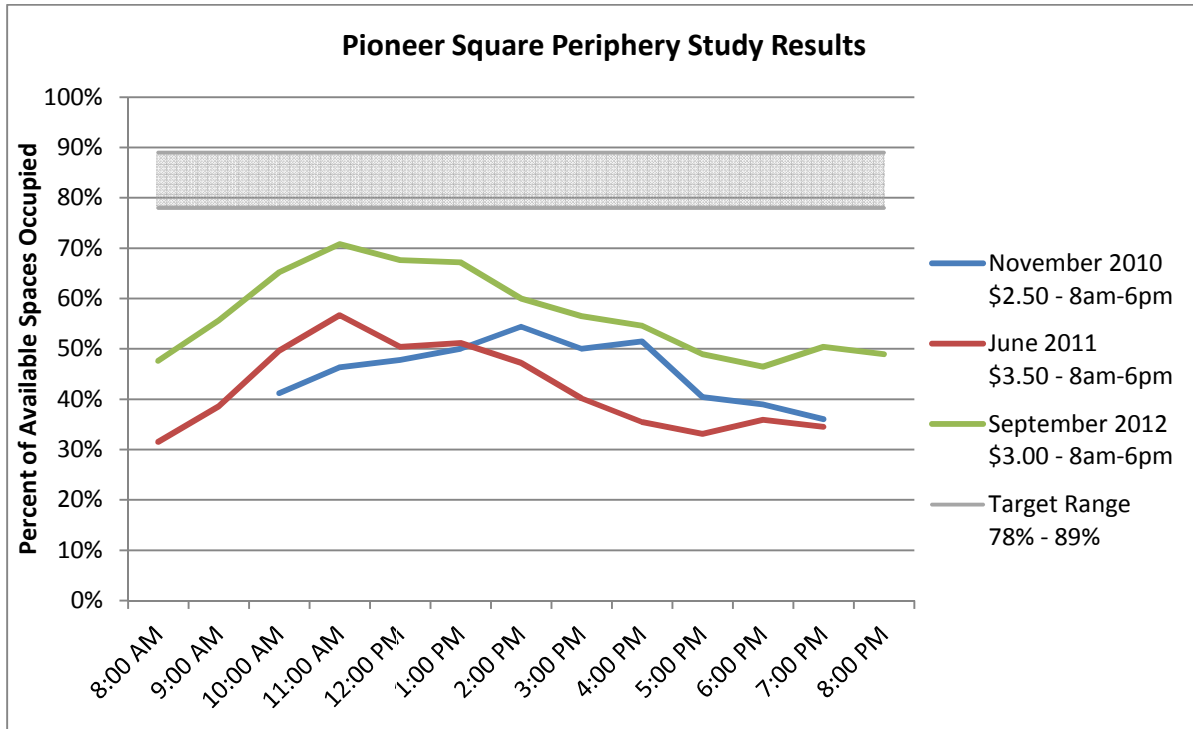
- As of 2011, the rate is \$3.50 per hour. Prior to 2011, the rate was \$2.50.
- Paid parking is enforced from 8 am to 6 pm, Monday through Saturday.
- The time limit is 2 hours.
- The target occupancy range for this area is 60% to 80%. Daytime occupancy has generally been within this range. The 3-hour daytime peak in the 2012 study was 82%, slightly above the target range.
- Evening occupancy has been within or below the target range. In 2012, 7 pm occupancy was 71%.
- This area is substantially impacted by events at nearby sporting venues. Data collected from an event day is reported in a separate report.



Pioneer Square Periphery

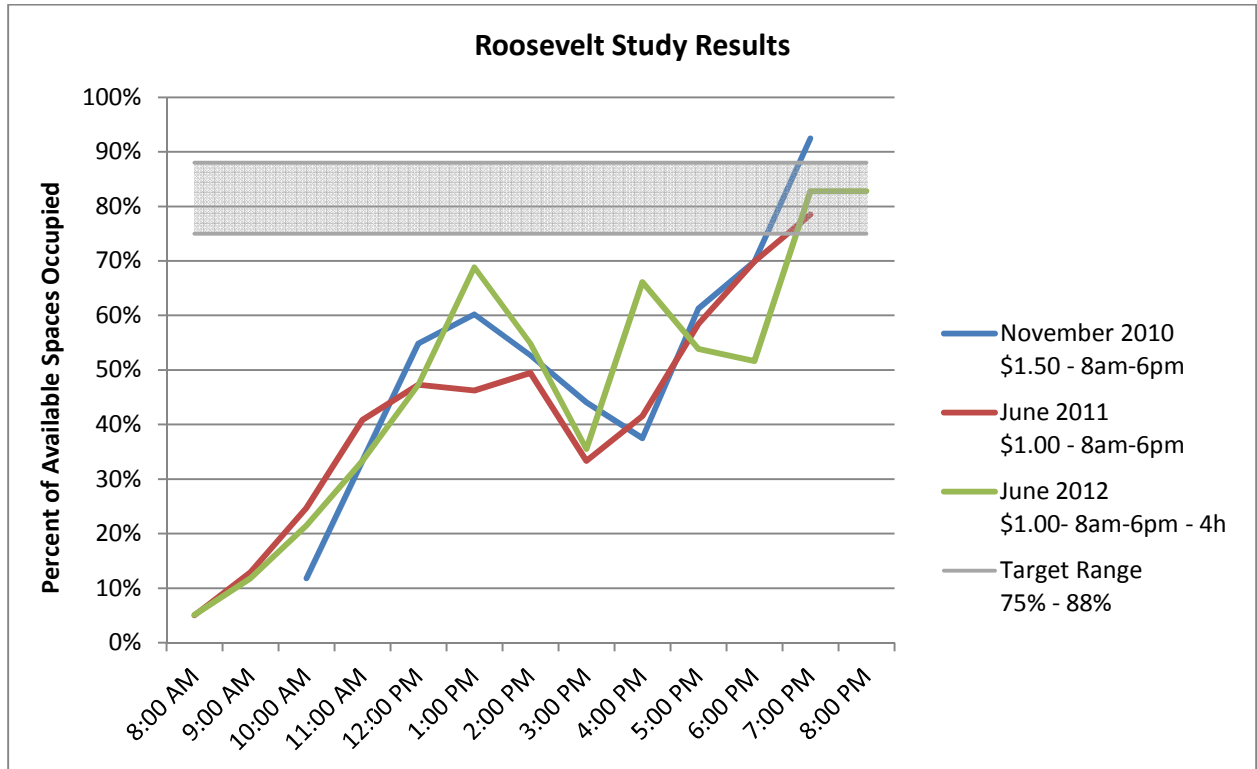
The Pioneer Square Periphery includes the blocks west, south, and east of the Core subarea (see Map 6).

- Prior to 2011, the rate was \$2.50 per hour. The rate was raised to \$3.50 in 2011 and lowered to \$3.00 because occupancy has been below target and consistently lower than occupancy in the Pioneer Square Core.
- Paid parking is enforced from 8 am to 6 pm, Monday through Saturday.
- The time limit is 2 hours.
- The target range for this area is 78% to 89%. Occupancy has consistently been below the target range during the day. The 3-hour daytime peak was 69% in the 2012 study, substantially higher than 53% in the 2011 study.
- Evening occupancy has also consistently been below target, despite paid parking hours ending at 6 pm. In 2012, 7 pm occupancy was measured at 50%.
- This area is substantially impacted by events at nearby sporting venues. Data collected from an event day is reported in a separate report.



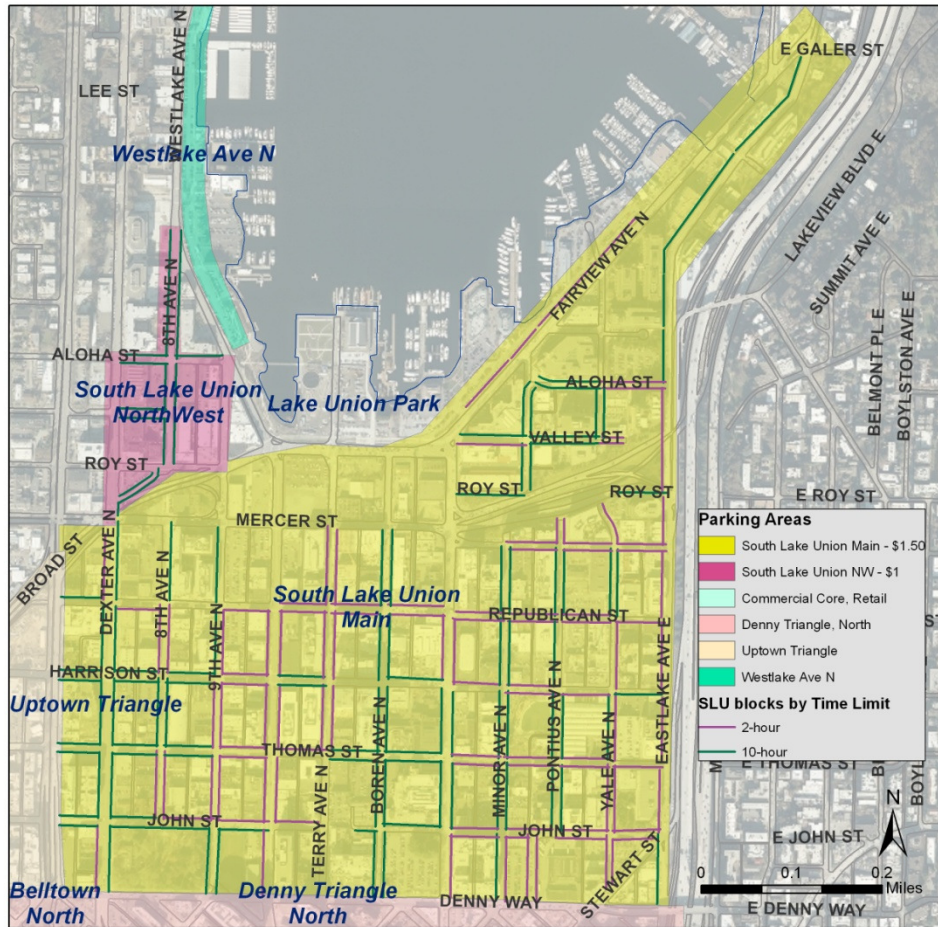
Roosevelt

- Rates have been \$1.00 per hour since 2011. Previously, rates were \$1.50 per hour.
- Paid parking is enforced from 8 am to 6 pm, Monday through Saturday.
- For 2012, the time limit was increased from 2 hours to 4 hours.
- The target range is 75% to 88%. The 3-hour daytime peak occupancy was 57% in 2012, up from 48% in 2012. This shift may have been a result of increasing the time limit from 2 hours to 4 hours.
- Evening occupancy has generally been within target range.



South Lake Union

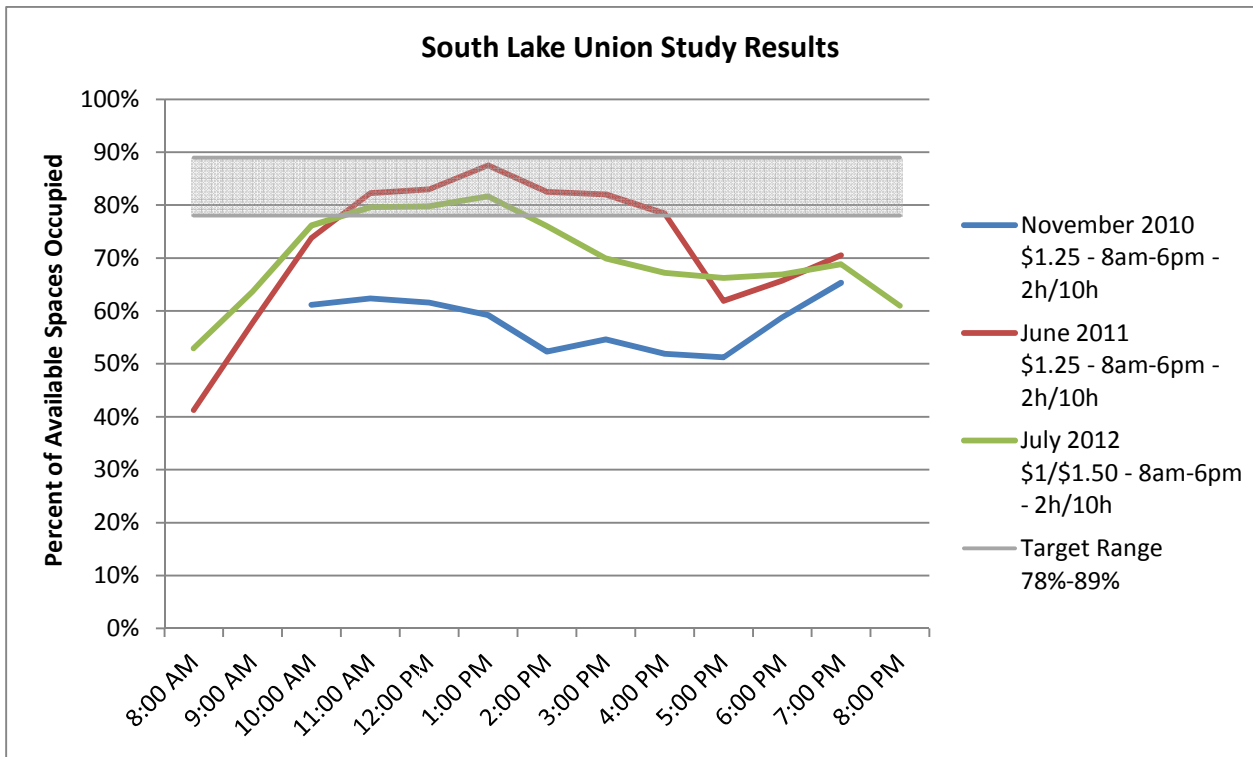
South Lake Union is bounded by I-5 to the east, Denny Way to the south, Aurora Avenue to the west, and Lake Union to the north. South Lake Union is divided into two subareas: the Northwest subarea includes blocks northwest of Broad Street. The Main subarea includes the rest of the South Lake Union area. South Lake Union has some blockfaces with 10-hour time limits and some with 2-hour time limits. The Northwest area consists entirely of 10-hour time limits, while the Main area is a mix of 2- and 10-hour blocks, as shown in Map 7 below.



Map 7. South Lake Union Subareas

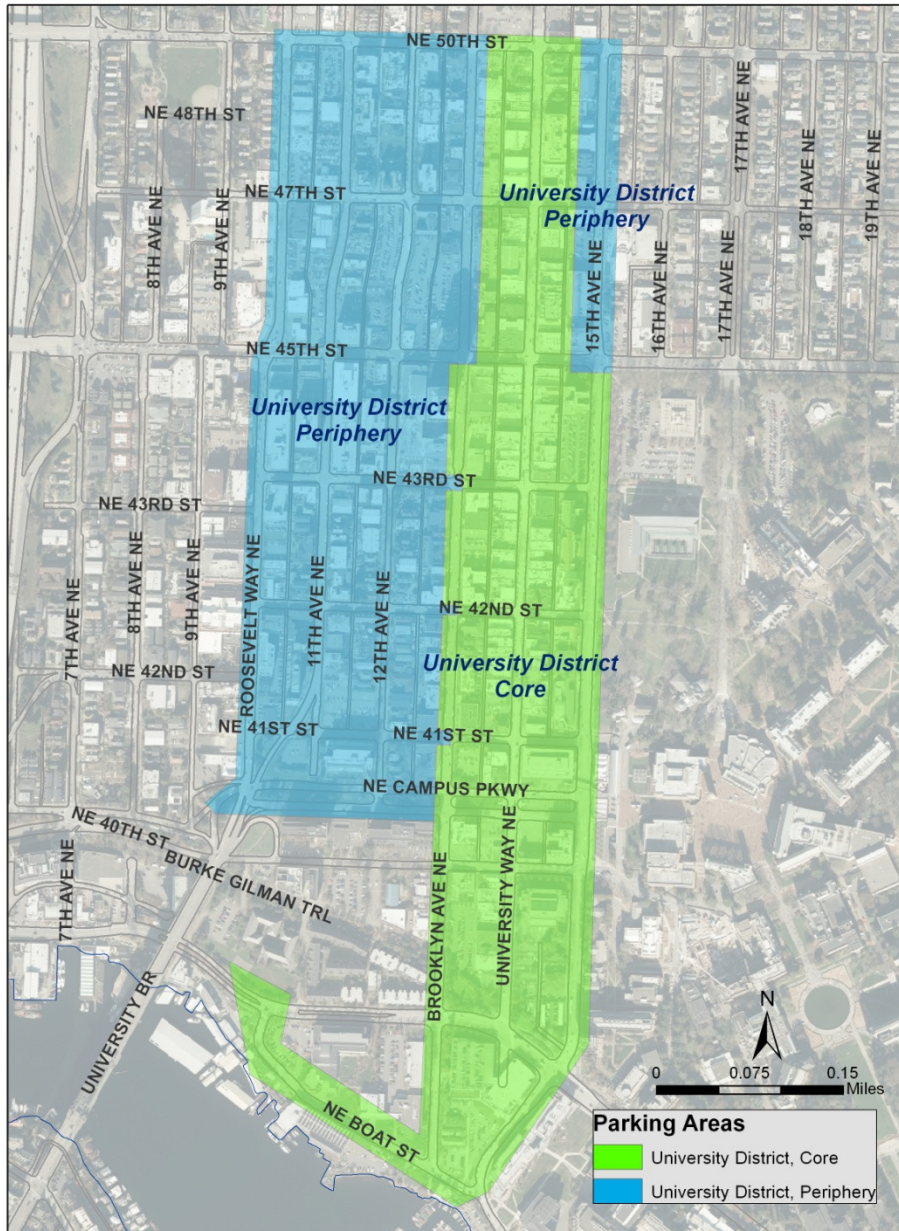
South Lake Union Study Results

- As of 2012, rates are \$1.00 per hour north of Broad Street, and \$1.50 per hour south of Broad Street. Previously the entire area had a rate of \$1.25 per hour.
- Paid parking is enforced from 8 am to 6 pm, Monday through Saturday.
- Some blockfaces in this neighborhood have 2-hour time limits. Others have 10-hour time limits. In 2012, SDOT modestly increased the number of blockfaces with 10-hour time limits.
- The target range for this neighborhood is 78% to 89%. In the 2010 study, daytime occupancy was consistently below this level. The 2011 and 2012 studies, with some lower rates and some longer time limits, have shown occupancy within the target range for much of the day.
- Evening occupancy has consistently been below target, with 7 pm occupancy at 70% or below in all studies.
- Parking conditions in this neighborhood may be impacted by significant construction, as well as new development.



University District

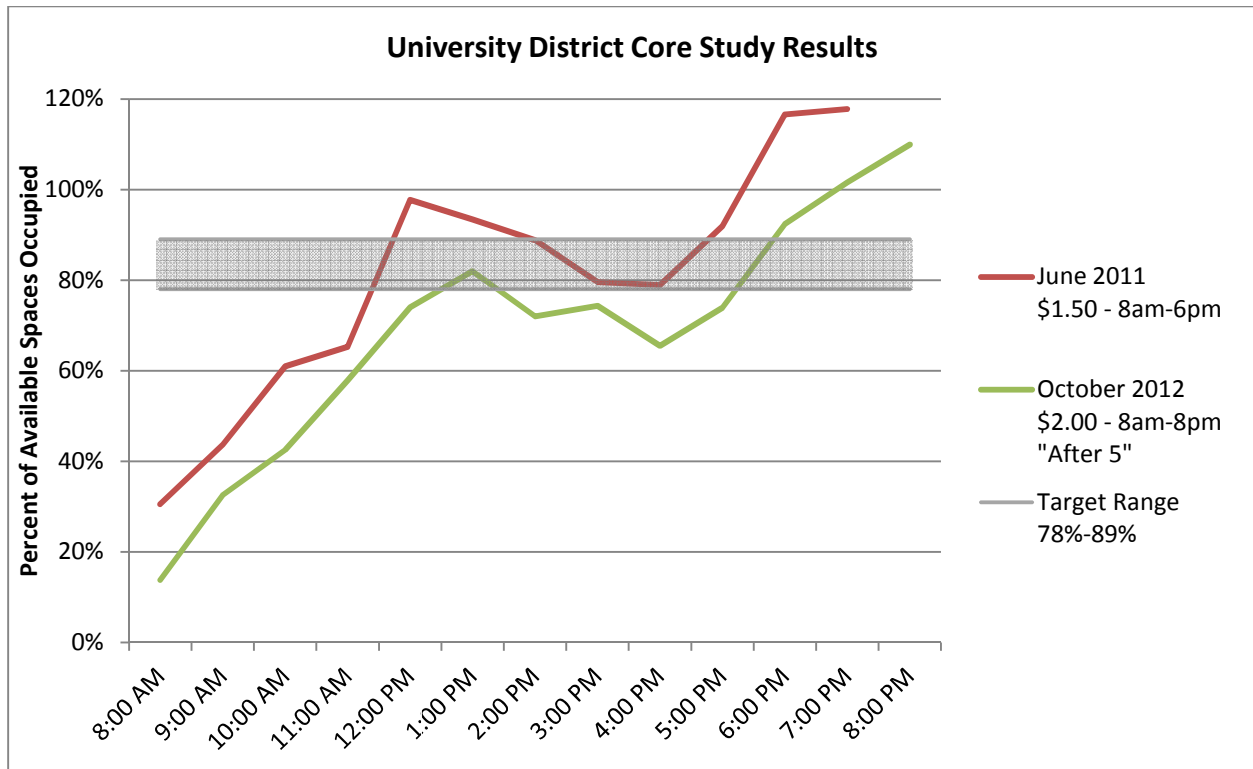
The University District is divided into Core and Periphery subareas to reflect the different occupancy conditions in those areas. The Core area is centered along University Way ("The Ave") and the blocks closest to the University of Washington (UW)'s campus. The remaining blocks comprise the Periphery.



Map 8. University District Subareas

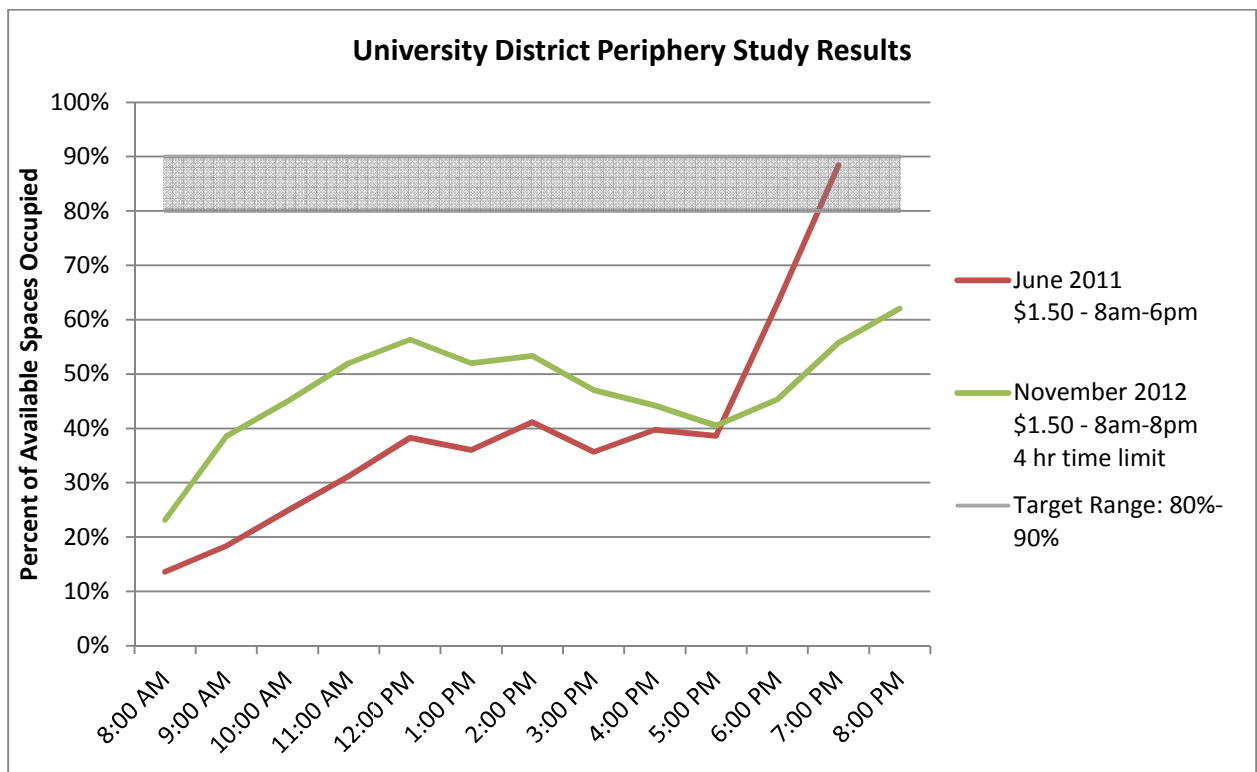
University District Core

- SDOT lowered the rate from \$2.00 per hour to \$1.50 in 2011. In 2012, SDOT raised the rate back to \$2.00 per hour to reflect continued high occupancy conditions in this subarea.
- Since 2011, paid parking has been enforced from 8 am to 8 pm, Monday through Saturday. Previously, hours of enforcement were 8 am to 6 pm.
- The time limit is 2 hours. In 2012, the “After 5” program was introduced to allow parking up to 3 hours after 5 pm.
- The target occupancy range for this area is 78% to 89%. In 2012, the 3-hour daytime peak was slightly below target, at 77%, down from 93% in the 2011 study.
- Evening occupancy has been higher than daytime occupancy. 7 pm occupancy was 118% in 2011 and 102% in 2012. Evening paid parking hours may have helped to reduce evening occupancy.
- Data from prior to 2011 are not available.



University District Periphery

- SDOT lowered the rate from \$2.00 per hour to \$1.50 in 2011.
- Since 2011, paid parking has been enforced from 8 am to 8 pm, Monday through Saturday. Previously, hours of enforcement were 8 am to 6 pm.
- In 2012, SDOT increased the time limit from 2 hours to 4 hours.
- Because the U-District periphery has lower rates and higher time limits than the core area, these blocks are signed as “Best Value” areas.
- The target occupancy range for this neighborhood is 80% to 90%. The 2012 3-hour daytime peak occupancy was 54%, below target, but above 2011’s peak of 38%. This change may be related to increasing time limits from 2 hours to 4 hours.
- Evening occupancy was lower in 2012 than in 2011; occupancy at 7 pm was 88% in 2011, but decreased to 56% in 2012. This may be related to extending paid parking until 8 pm.



Uptown

Uptown is bounded by 2nd Avenue West to the west, Roy Street to the north, 5th Avenue North to the east, Broad Street to the southeast, Denny Way to the south, and Western Avenue West to the southwest. Uptown is divided into Core and Periphery Subareas.

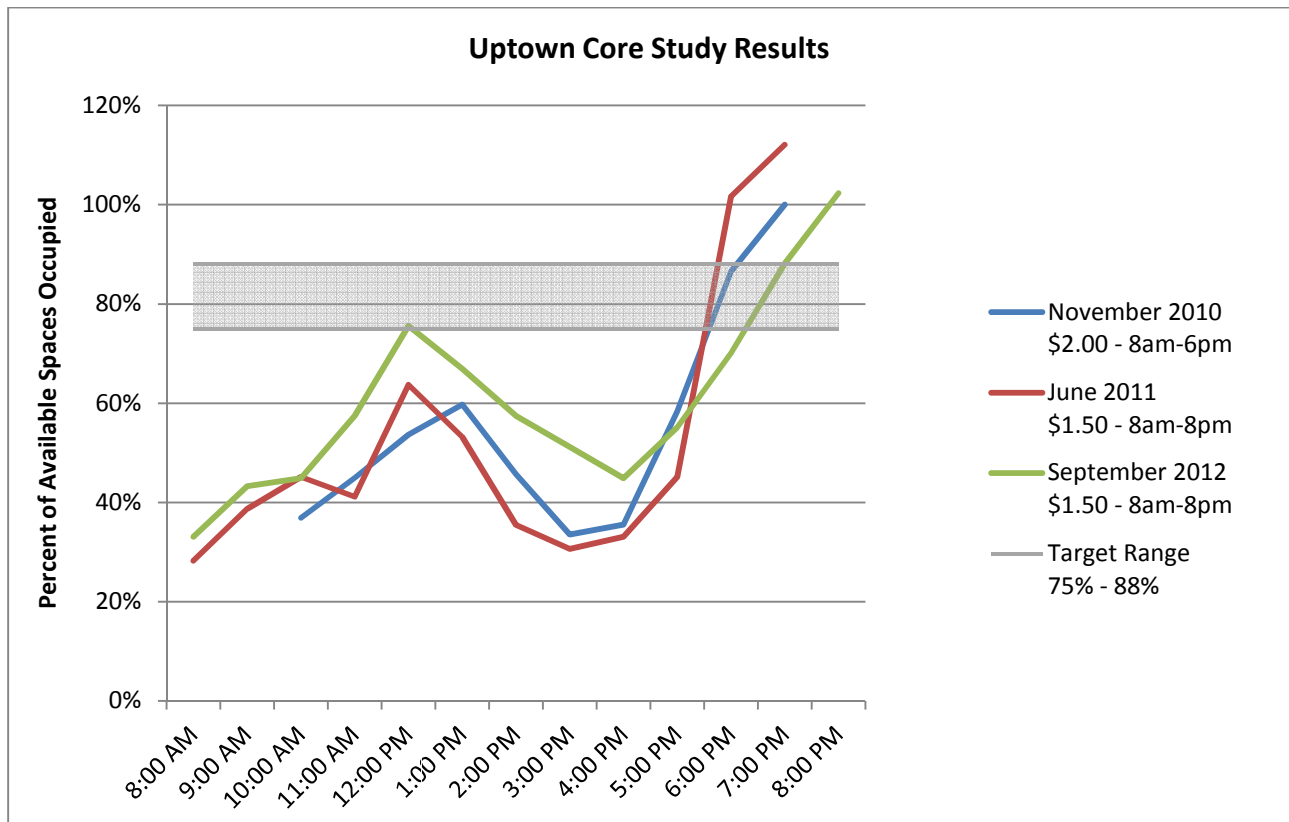


Map 9. Uptown Subareas

Uptown Core

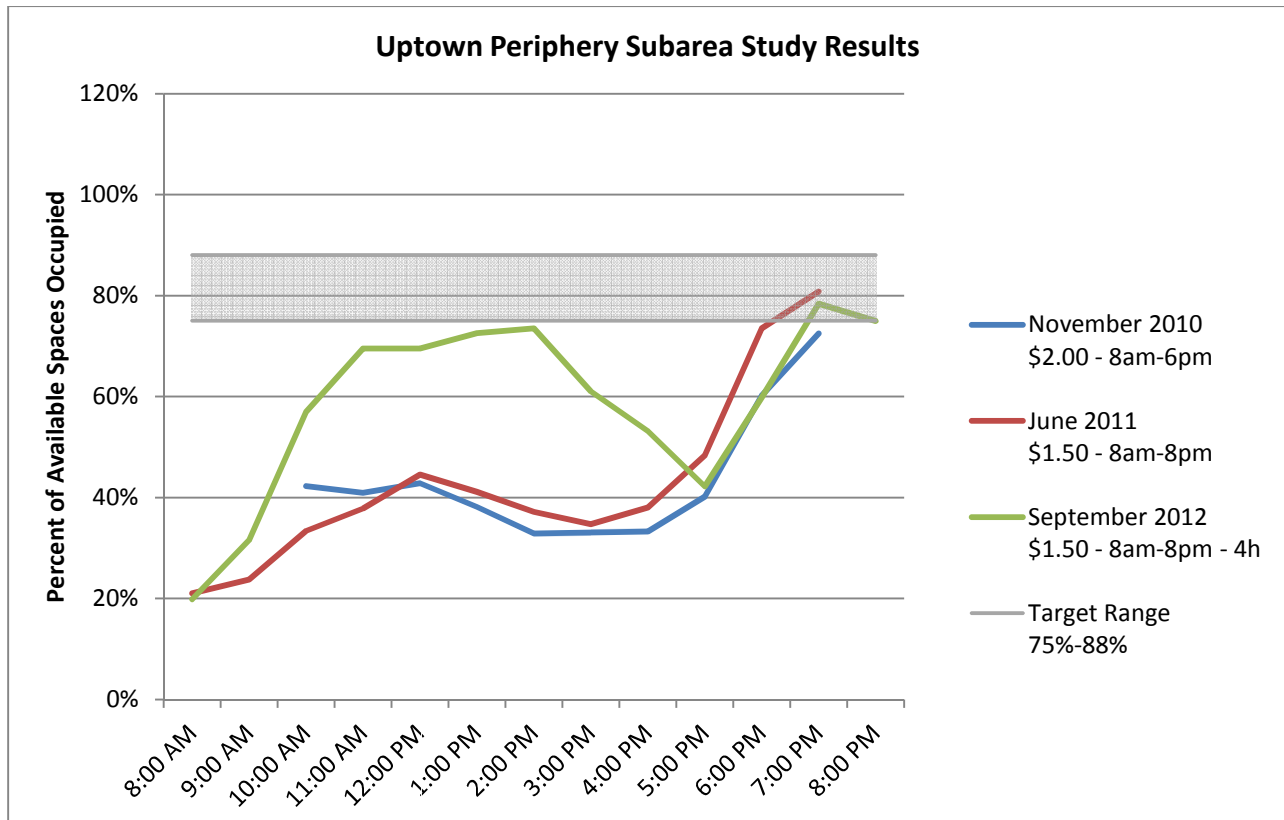
The Uptown Core Subarea is the area around the intersection of Mercer Street and Queen Anne Avenue North.

- In 2011, SDOT lowered the rate from \$2.00 per hour to \$1.50.
- Since 2011, paid parking has been enforced from 8 am to 8 pm, Monday through Saturday. Previously, hours of enforcement were 8 am to 6 pm.
- The time limit is 2 hours during the day. In 2012 SDOT added the “After 5” program to allow for up to 3 hours after 5 pm.
- The target range is 75% to 88%.
- Occupancy has generally been below the target range during the day, with higher occupancy in the evenings. In 2012, the 3-hour daytime peak occupancy was 67%, up from 53% in 2011.
- In 2012, 7 pm occupancy was 88%, down from over 100% in previous studies. The decrease in occupancy may be a result of extending evening paid parking hours to 8 pm.



Uptown Periphery

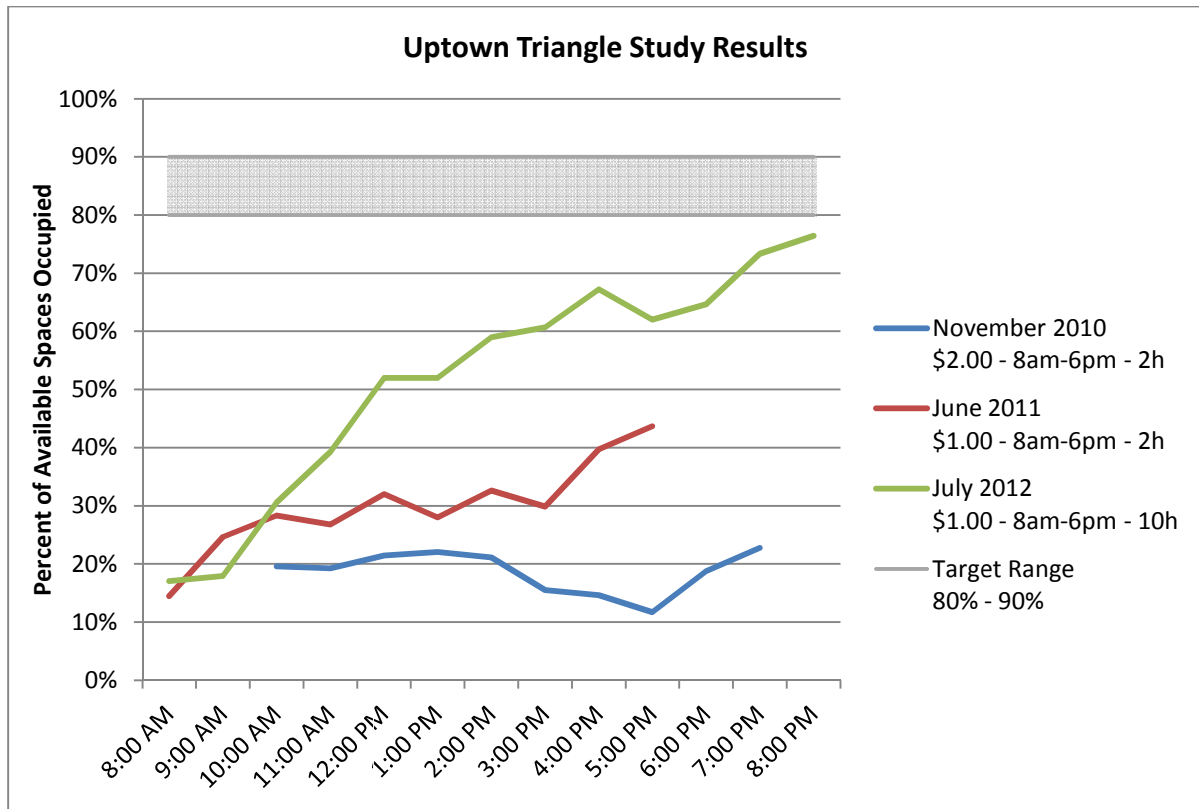
- In 2012, rates were lowered from \$2.00 per hour to \$1.50.
- Paid parking is enforced from 8 am to 8 pm, Monday through Saturday, as of 2011. Previously, paid parking was enforced from 8 am to 6 pm, Monday through Saturday.
- In 2012, SDOT increased the time limit from 2 hours to 4 hours.
- The target range is 75% to 88%. Occupancy has generally been below target. However, in 2012, the 3-hour peak occupancy was 72%, a marked increase over the 3-hour peak of 41% in 2011.
- The increase in time limit may have led to higher daytime occupancy in the 2012 study.
- Evening occupancy has been within target. In 2012, 7 pm occupancy was 78%.



Uptown Triangle

Uptown Triangle encompasses areas southeast of Broad Street, north of Denny Way, and west of Aurora Avenue North.

- Rates were lowered from \$2.00 per hour to \$1.00 per hour in 2011.
- Paid parking is enforced from 8 am to 6 pm, Monday through Saturday.
- In 2012 time limits were increased from 2 hours to 10 hours.
- The target occupancy range for this neighborhood is 80% - 90%. The 3-hour daytime peak occupancy was 57% in 2012, up from 31% in 2011 and 22% in 2010. These changes may have been related to the increased time limits and lowered rates in those years, respectively.
- Evening occupancy has been below target throughout the studies, with 7 pm occupancy at 73% in 2012.



Westlake Avenue North

The Westlake Avenue North parking area includes the blocks and parking lots along Westlake Avenue North between Aloha Street and McGraw Street.

- Rates were reduced from \$1.50 to \$1.00 per hour in 2011.
- Paid parking is enforced from 9 am to 4 pm, Monday through Friday only.
- In 2012 time limits were increased from 2 or 3 hours to all day (7 hours).
- The target occupancy range for this neighborhood is 78% to 89%. Occupancy has been below target throughout the day in all studies. In 2012, the 3-hour daytime peak was 60%. Evening occupancy was also below target, with 7 pm occupancy at 25%.
- Occupancy in this neighborhood is likely to vary seasonally, with higher occupancy in the summer months.

