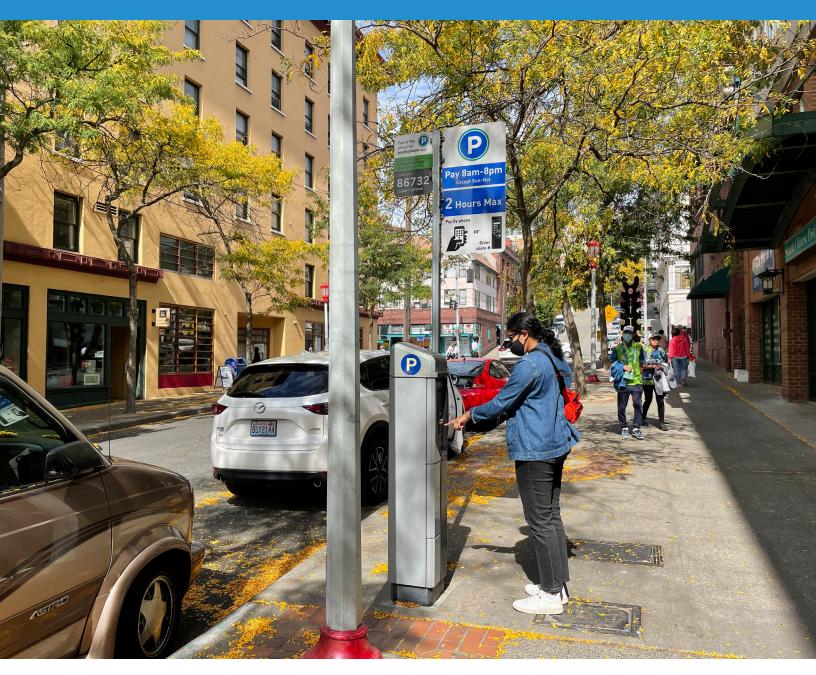
Seattle Department of Transportation 2020 PAID PARKING ANNUAL REPORT

Making it Easier to Find Parking





OUR PERFORMANCE-BASED APPROACH TO PARKING MANAGEMENT

People often drive to get around in Seattle. For trips made by car, it is crucial that the Seattle Department of Transportation (SDOT) makes it easy to quickly find a parking space. This reduces how much time drivers spend circling for parking, which provides other important benefits:

- **Reduces congestion** Drivers circling for parking contribute to congestion.
- **Speeds transit** Less congestion means faster, more reliable public transit.
- 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.
- Enhances access People can more reliably park close to their destination.
- Improves neighborhood commercial vitality – People can more reliably access commercial, retail areas.

Making access to open parking spaces more consistent doesn't have to mean more driving – more parking supply means more driving. Knowing there is a large amount of parking encourages driving. We are simply trying 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 for our finite 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 in nearby blocks or other neighborhood business districts.

Our rate setting process changed significantly in 2020 due to the emergence of the COVID-19 pandemic. In the years prior, we would gather parking occupancy data in the springtime in all paid parking areas to adjust rates by area and time of day in that Fall. We would generally lower rates in areas and at times of day where there are few 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 on a blockface, we consider the area and time period to be in target and no changes are required.

In early April, 2020, the City temporarily stopped requiring on-street parking payment. As part of the Mayor's Executive Order based on the state's Stay Home Stay Healthy directives, the Curbside Management team pivoted to enabling temporary curbside loading/unloading at restaurants and other retail stores across the city where needed. In early July, 2020, parking payment was reinstated at our lowest rate of \$0.50 per hour in all areas/ times of day.

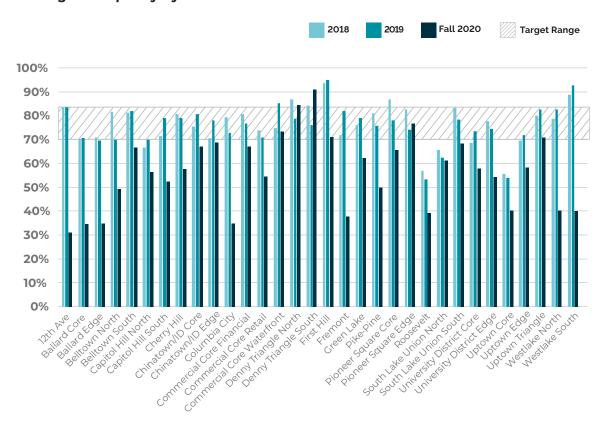
Throughout 2020, the SDOT Curbside Team put together an enhanced data-driven system for making quarterly, instead of yearly, paid rate adjustments, along with a new method for collecting occupancy data to support these adjustments. Our philosophy on rate setting has not changed; we raise rates where occupancy is over target, lower them where occupancy is 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 reliably 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, is that rates and hours of operation are set such that one to two spaces per block are open and available throughout the day. Since 2011, SDOT has made over 300 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 for 2018 and 2019, compared to the Fall 2020 occupancy used for rate adjustments. 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. On average over the day, most paid areas are in or near the target range of one to two available spaces on a blockface.

Separate from the quarterly changes, we have been adjusting the Ballard Locks paid parking area on a seasonal basis, because of the significant difference between summer and winter parking activity.



Average Occupancy by Paid Area 2018 - 2020

OUR DATA-DRIVEN APPROACH

DATA COLLECTION AND ANALYTICS

In 2020, because of the pandemic and opportunity to use more sophisticated data analytical methods, SDOT and our consulting team modified the data collection and analysis process. This led to more refined parking occupancy results. Curbside Team staff pivoted to a hybrid data model, using paid parking transaction data, historical occupancy data, newly developed algorithms, and ground truth data collection. Staff committed to doing quarterly rate adjustments to ensure that we were remaining flexible to the reality of the deep impacts of COVID-19 and responsive to the uncertainties of recovery.

This report summarizes the 2020 data we 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

Seattle's areas with paid parking total about 11,500 on-street 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 demands:

- 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 block throughout the day. In other words, the on-street parking is well utilized, but a visitor can reliably find an available space near their destination. 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 occupancy is 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 extend paid parking to more blocks or hours later into the evening to better ensure reliable access and open spaces for visitors to restaurants, theaters, shops, and other attractions. This is consistent with the policy guidance in the Seattle Municipal Code.

In 2020-21, Curbside staff have been working 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 through extensive community engagement efforts, consistent with the policies laid out in this report.

PAID AREA MANAGEMENT CHANGES

When the paid parking system was turned back on in July, 2020, every paid area started at our lowest rate of \$.50 per hour. Our only rate adjustment in 2020 was made in October, in 7 paid areas. These changes are summarized in the following maps and tables, followed by detailed information for each of the 34 areas:

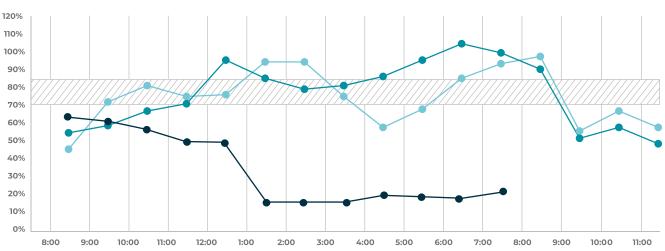
RATE CHANGES MADE IN 2020

	Nei	Neighborhood Occupancy		New	New October 2020 Rates			
Paid Parking Area	AM	Afternoon	PM	AM	Afternoon	PM		
12th Avenue	57%	39%	14%	\$0.50	\$0.50	\$0.50		
Ballard Core	42%	46%	43%	\$0.50	\$0.50	\$0.50		
Ballard Edge	53%	51%	28%	\$0.50	\$0.50	\$0.50		
Belltown North	53%	65%	29%	\$0.50	\$0.50	\$0.50		
Belltown South	61%	87%	43%	\$0.50	\$1.00	\$0.50		
Capitol Hill North	67%	74%	45%	\$0.50	\$0.50	\$0.50		
Capitol Hill South	84%	79%	32%	\$0.50	\$0.50	\$0.50		
Cherry Hill	67%	77%	38%	\$0.50	\$0.50	\$0.50		
Chinatown/ID Core	56%	101%	58%	\$0.50	\$1.00	\$0.50		
Chinatown/ID Edge	71%	88%	46%	\$0.50	\$1.00	\$0.50		
Columbia City	29%	50%	24%	\$0.50	\$0.50	\$0.50		
Commercial Core Financial	69%	45%	31%	\$0.50	\$0.50	\$0.50		
Commercial Core Retail	58%	80%	23%	\$0.50	\$0.50	\$0.50		
Commercial Core Waterfront	60%	78%	57%	\$0.50	\$0.50	\$0.50		
Denny Triangle North	74%	109%	59%	\$0.50	\$1.00	\$0.50		
Denny Triangle South	71%	113%	68%	\$0.50	\$1.00	\$0.50		
First Hill	107%	101%	38%	\$1.00	\$1.00	\$0.50		
Fremont	40%	43%	31%	\$0.50	\$0.50	\$0.50		
Green Lake	63%	74%	65%	\$0.50	\$0.50	\$0.50		
Pike-Pine	58%	63%	44%	\$0.50	\$0.50	\$0.50		
Pioneer Square Core	53%	68%	21%	\$0.50	\$0.50	\$0.50		
Pioneer Square Edge	69%	74%	26%	\$0.50	\$0.50	\$0.50		
Roosevelt	50%	53%	29%	\$0.50	\$0.50	\$0.50		
South Lake Union North	69%	84%	71%	\$0.50	\$0.50	\$0.50		
South Lake Union South	78%	77%	41%	\$0.50	\$0.50	\$0.50		
University District Core	52%	63%	45%	\$0.50	\$0.50	\$0.50		
University District Edge	60%	84%	38%	\$0.50	\$0.50	\$0.50		
Uptown Core	45%	46%	32%	\$0.50	\$0.50	\$0.50		
Uptown Edge	63%	62%	38%	\$0.50	\$0.50	\$0.50		
Uptown Triangle	84%	66%	63%	\$0.50	\$0.50	\$0.50		
Westlake Ave N North	70%	80%	75%	\$0.50	\$0.50	\$0.50		
Westlake Ave N South	47%	65%	63%	\$0.50	\$0.50	\$0.50		

Rates increased by \$.50/hr

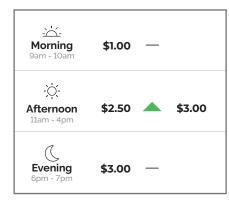
12th Ave					Seattle Department of Transportation
8am - 8pm 2 hours 3 hours a	fter 5pm	2018	2019	Fall 2020	Target Range
AVERAGE OCCUP	ANCY				
<u>بنت</u> Morning 9am - 10am		63% 57%	76%		
-☆-				88%	
Afternoon 11am - 4pm	39%			89%	
C				89%	101%





RATE HISTORY





2019

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Morning

9am - 10am

-Ò.

Afternoon

11am - 4pm

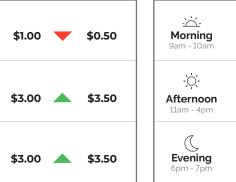
A

Evening

6pm - 7pm

2020

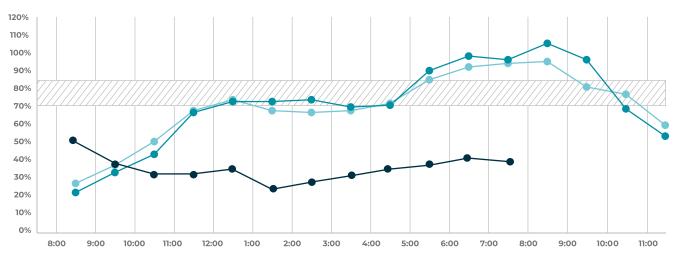
101%



\$0.50 _ \$0.50 ____ \$0.50 _

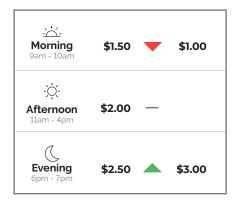
6 | SEATTLE DEPARTMENT OF TRANSPORTATION

Ball	lar	d C	ore									Seattle Department of Transportation
8am - 8pm	2 hours	No time	limit after 5	ipm			2018	2019	Fa	ll 2020	Tar	get Range
AVERA	GE C	OCCUP	ANCY									
<u>بک</u> Morning 9am - 10am					45% 40% 42%							
-`Ċ								72%				
Afternoon 11am - 4pm					46%			74%				
C										94%		
Evening 6pm - 7pm					43%						98%	
	0%	10%	20%	30%	40 %	50 %	60%	70%	80%	90%	100%	110%



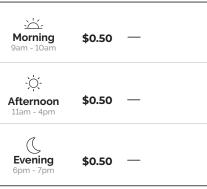
RATE HISTORY

2018



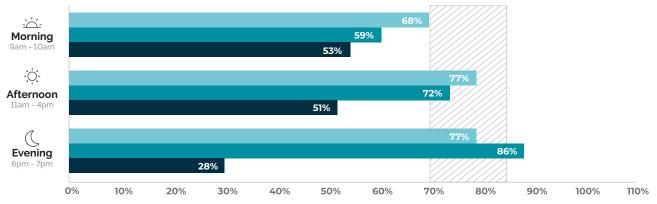
2019





Ballard Edge				Seattle Department of Transportation
8am - 8pm 4 hours	2018	2019	Fall 2020	Target Range

AVERAGE OCCUPANCY

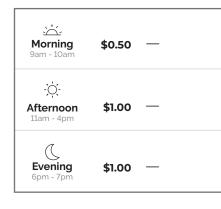


120% 110% 100% 90% 80% **70**% 60% 50% 40% 30% 20% 10% 0% 8:00 9:00 10:00 11:00 12:00 1:00 2:00 3:00 4:00 5:00 6:00 7:00 8:00 9:00 10:00 11:00

HOURLY OCCUPANCY







8 | SEATTLE DEPARTMENT OF TRANSPORTATION



\$0.50

\$1.00

\$1.00

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\$1.50

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Morning

9am - 10am

-Ò.

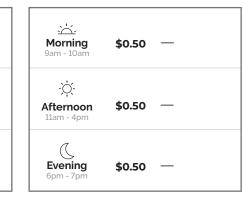
Afternoon

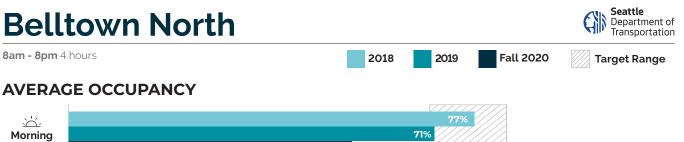
11am - 4pm

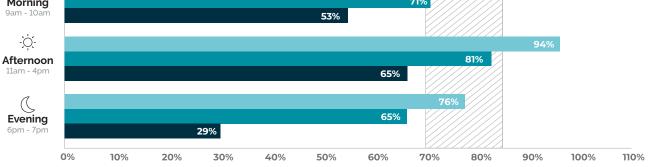
Evening

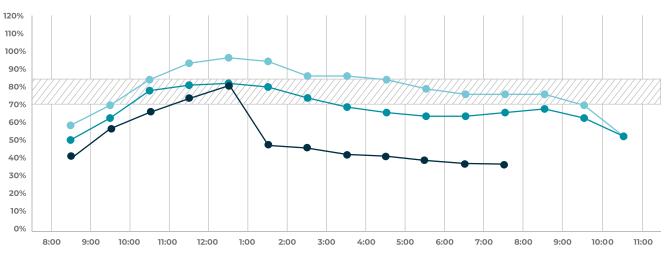
6pm - 7pm







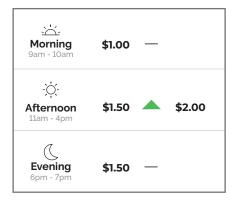


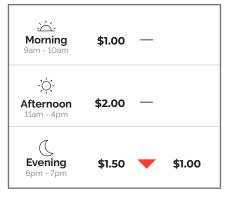


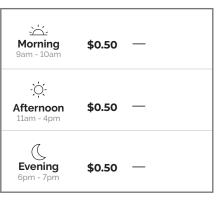


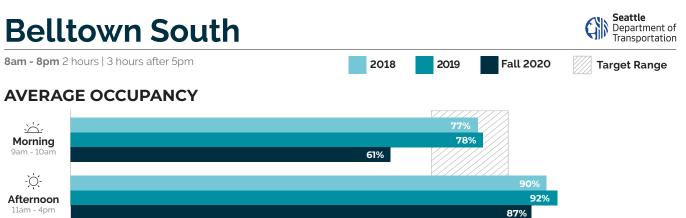


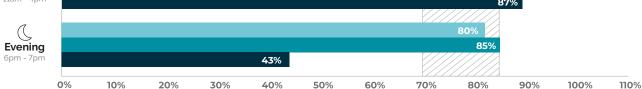


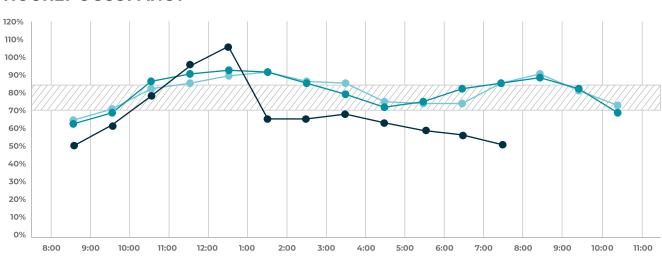








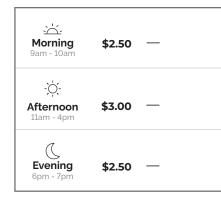


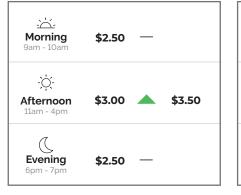


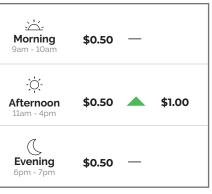


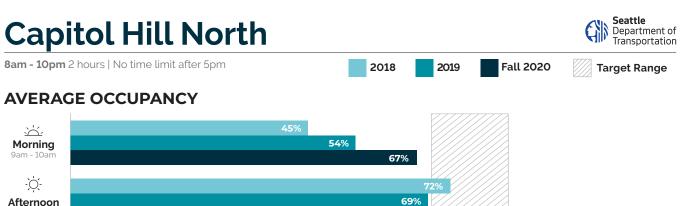


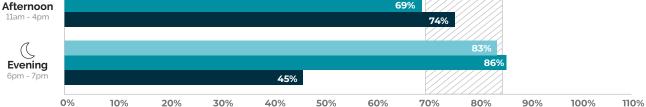


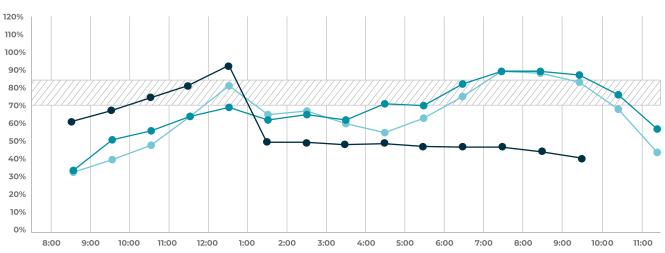






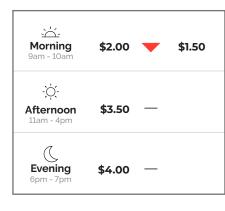




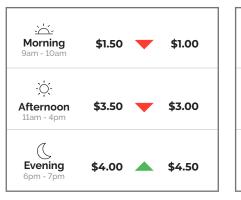


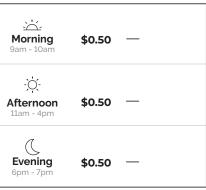


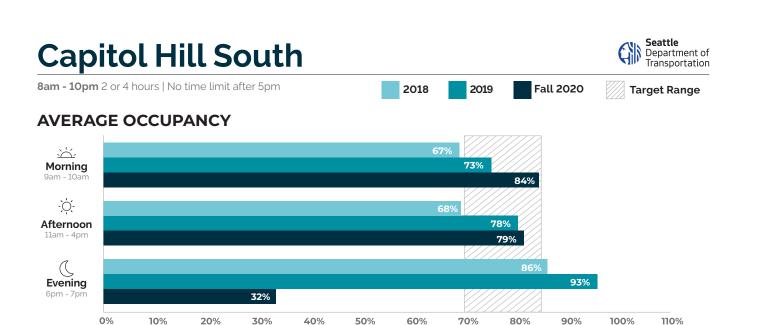
2018



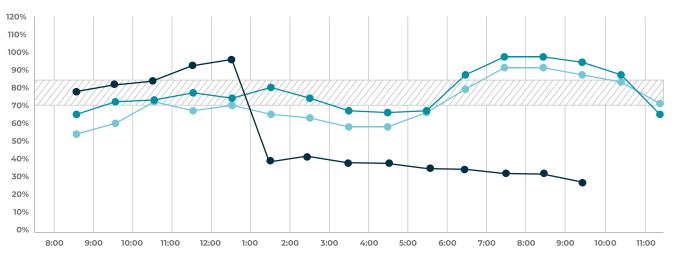
2019







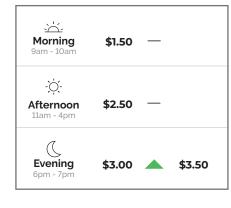


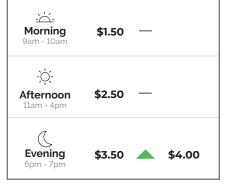


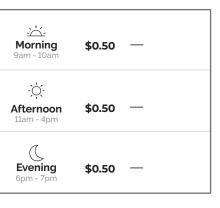
RATE HISTORY





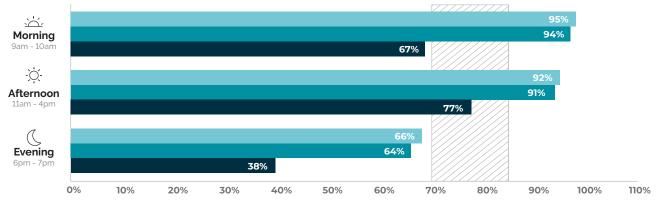


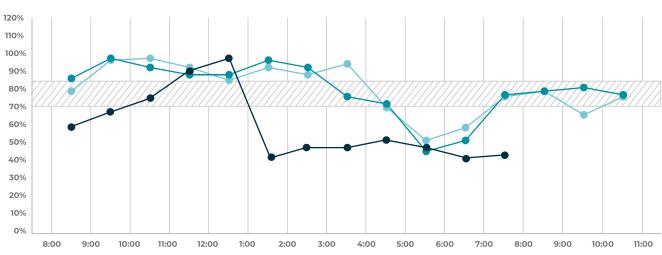




Cherry Hill				Seattle Department of Transportation
8am - 8pm 2 hours 3 hours after 5pm	2018	2019	Fall 2020	Target Range
AVERAGE OCCUPANCY				

Αν ERAGE OCCUPANCY





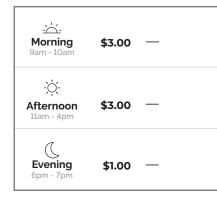
HOURLY OCCUPANCY

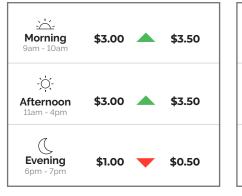
RATE HISTORY





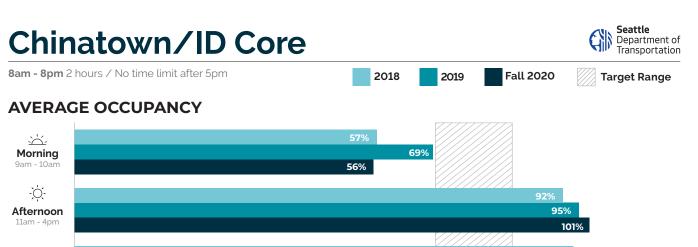
2020

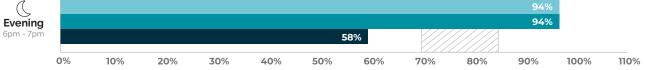


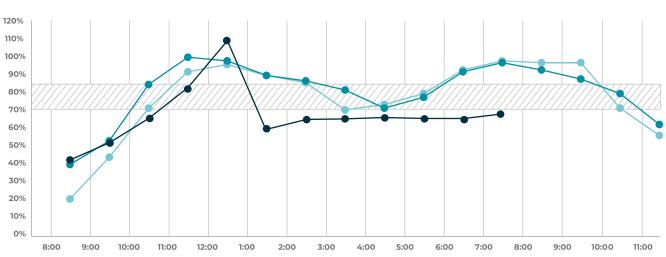


Morning 9am - 10am	\$0.50 —	
-Ò- Afternoon 11am - 4pm	\$0.50 —	
Evening 6pm - 7pm	\$0.50 —	

2020 PAID PARKING ANNUAL REPORT | 13



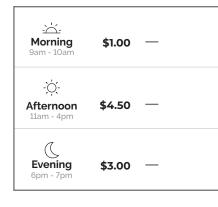


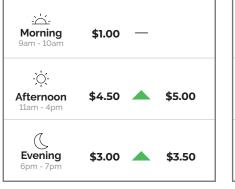


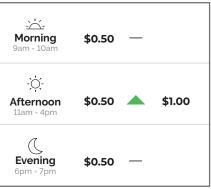


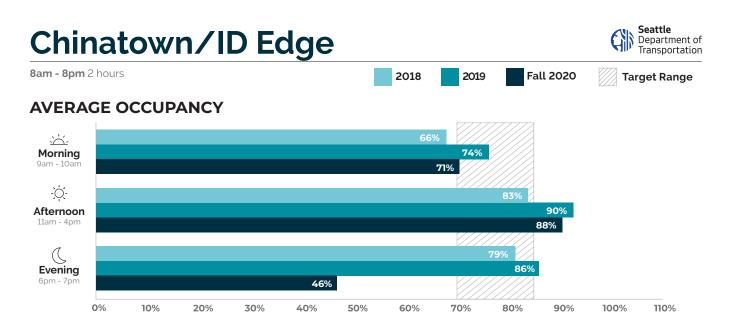


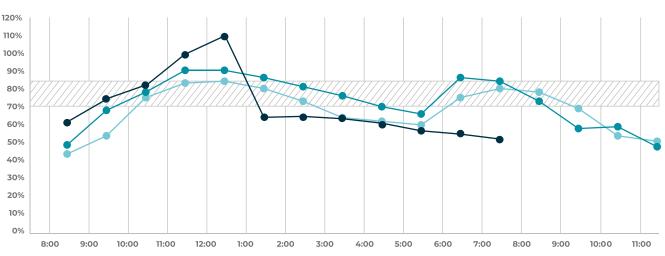








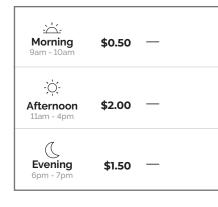


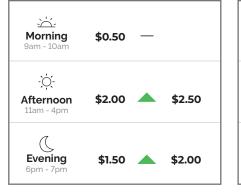


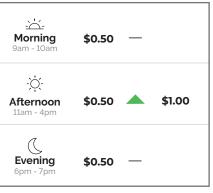












Columbia City

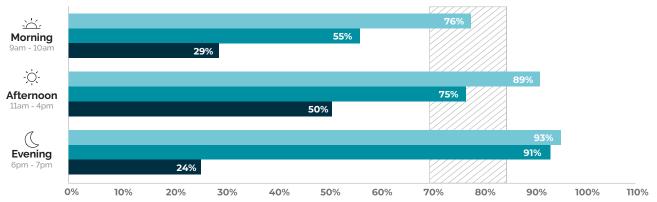
8am - 8pm 2 hours | No time limit after 5pm

2018 2019 Fall 2020



Target Range

AVERAGE OCCUPANCY



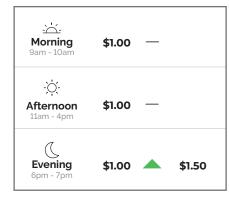
120% 110% 100% 90% 80% 70% 60% **50**% 40% 30% 20% 10% 0% 8:00 9:00 10:00 11:00 12:00 1:00 2:00 3:00 4:00 5:00 6:00 7:00 8:00 9:00 10:00 11:00

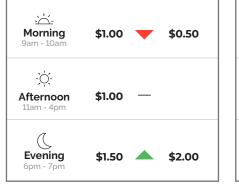
HOURLY OCCUPANCY

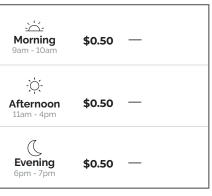


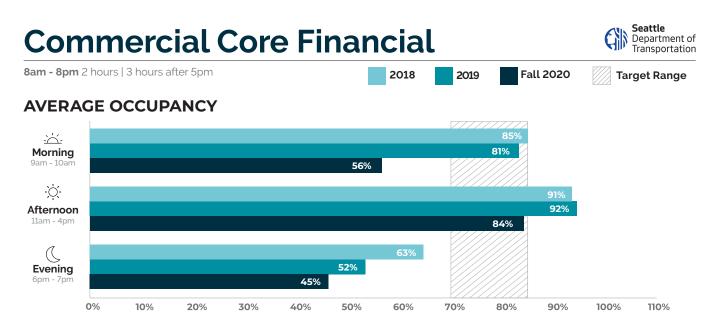


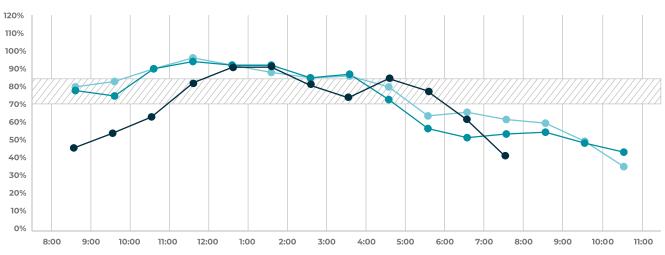








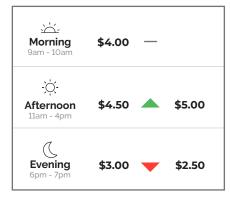


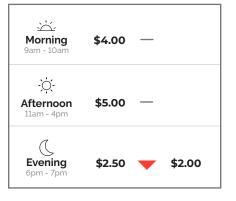


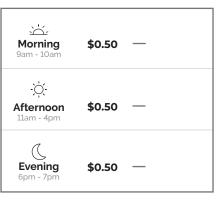


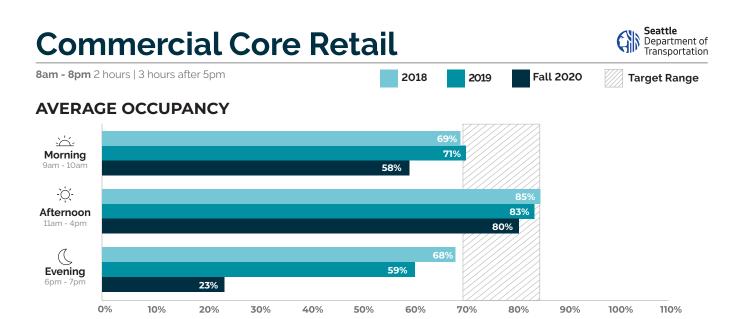


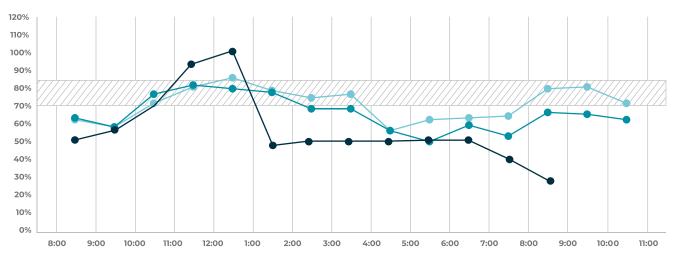










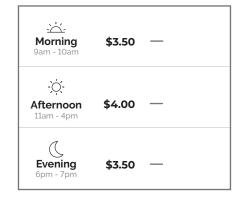


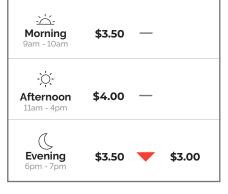
RATE HISTORY

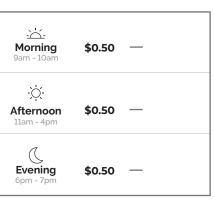




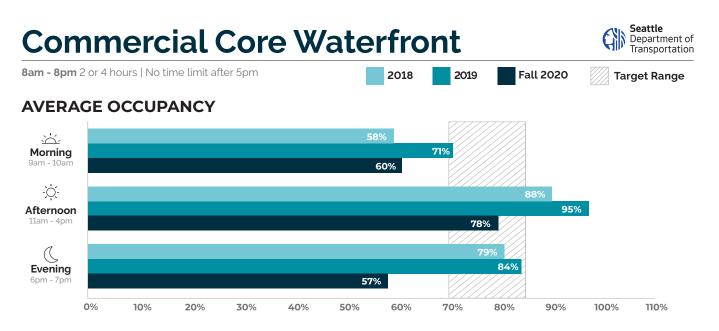
2020

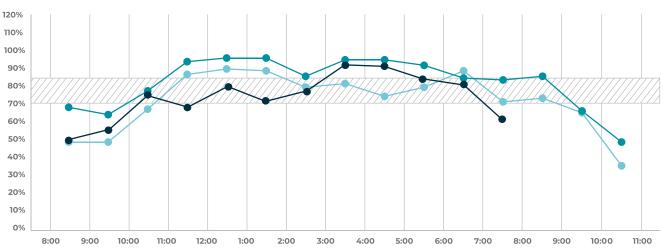






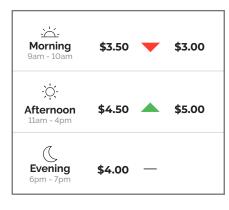
18 | SEATTLE DEPARTMENT OF TRANSPORTATION







2018





\$3.00

\$5.00

\$4.00

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Morning

9am - 10am

-Ò

Afternoon

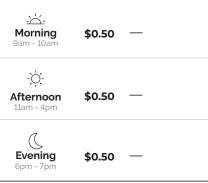
11am - 4pm

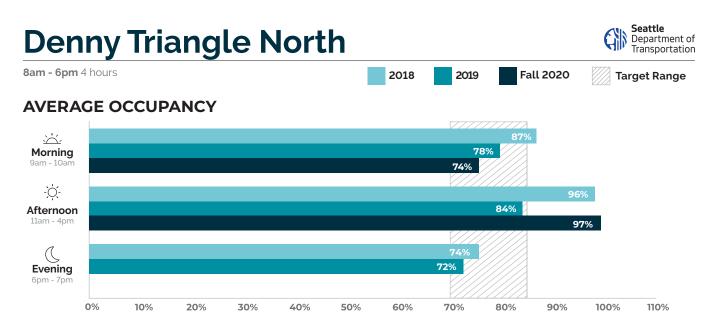
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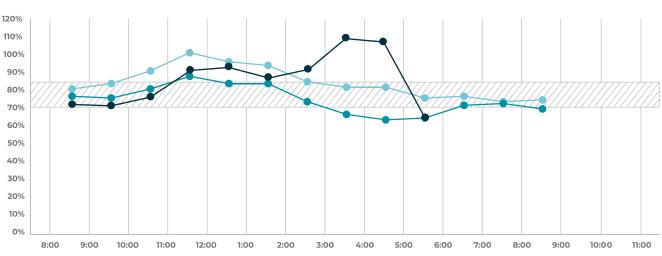
Evening

6pm - 7pm



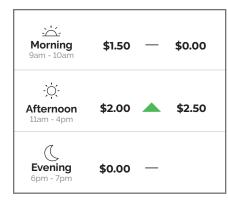


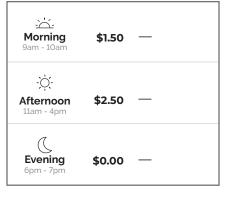


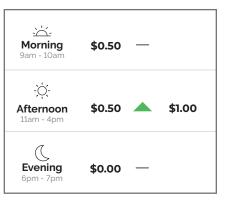


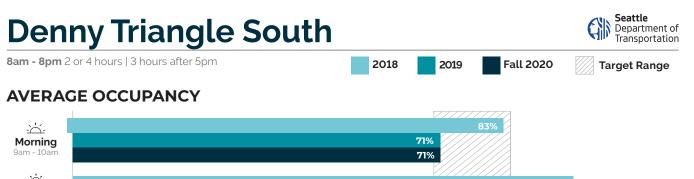


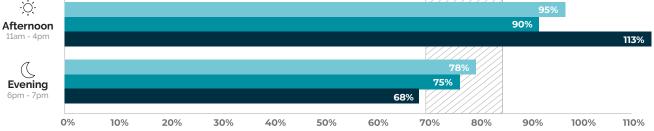


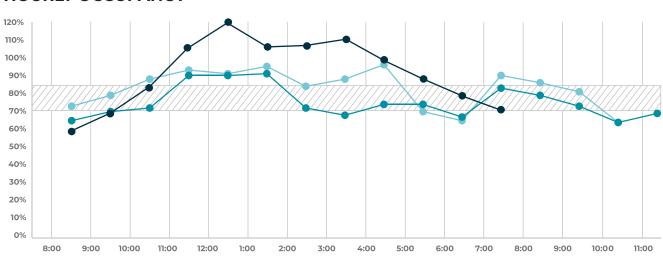










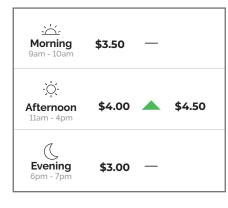


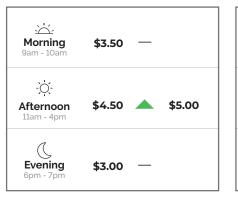


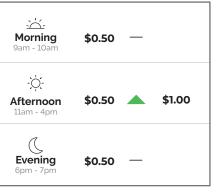
2018



2020

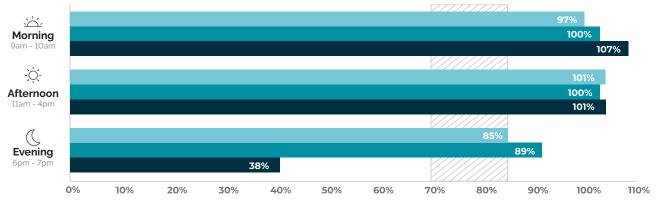


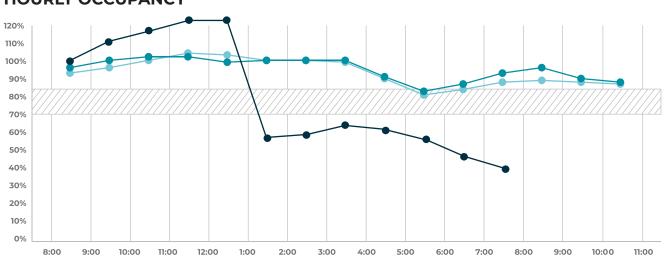




2020 PAID PARKING ANNUAL REPORT | 21

First Hill				Seattle Department of Transportation
8am - 8pm 2 hours 3 hours after 5pm	2018	2019	Fall 2020	Target Range
AVERAGE OCCUPANCY				

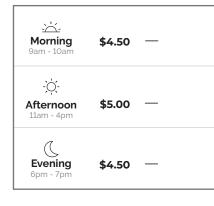


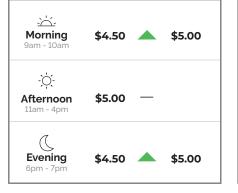


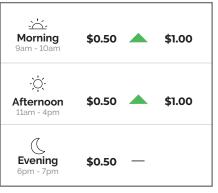
RATE HISTORY

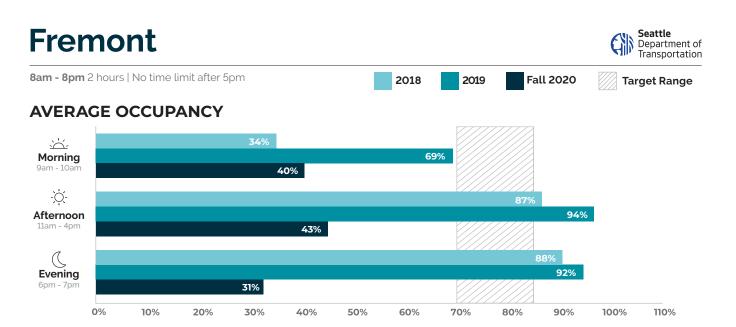


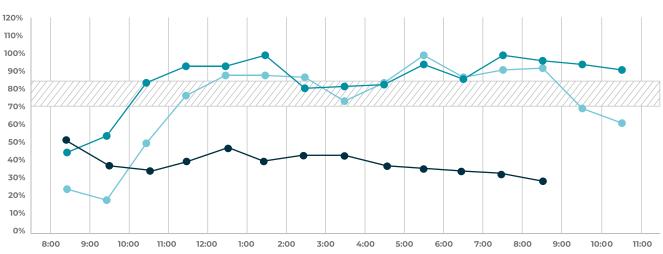






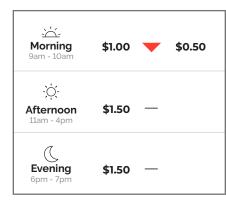




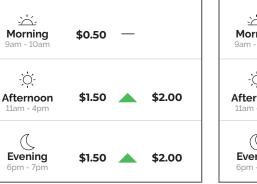


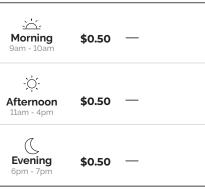


2018

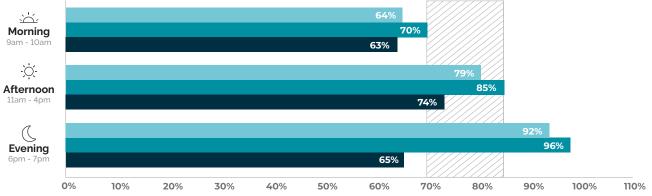


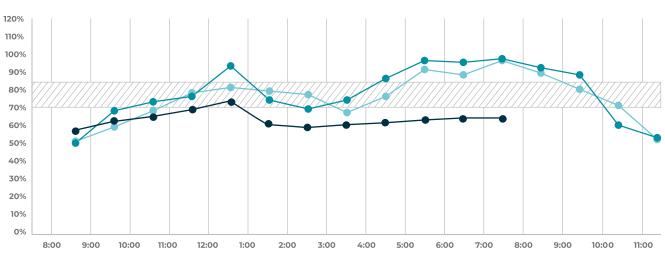






Green Lake				Seattle Department of Transportation
8am - 8pm 2 hours No time limit after 5pm	2018	2019	Fall 2020	Target Range
AVERAGE OCCUPANCY				



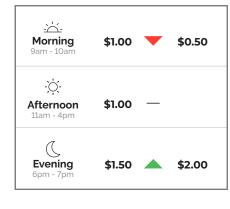


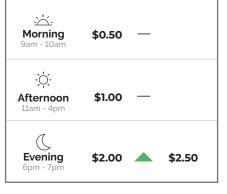
HOURLY OCCUPANCY

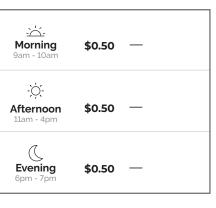
RATE HISTORY

2018

2019

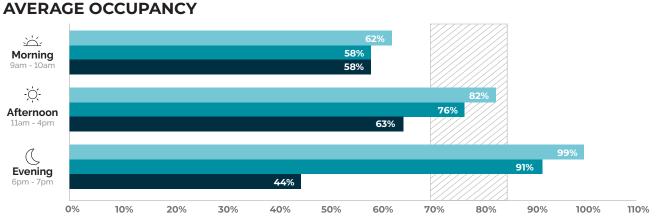


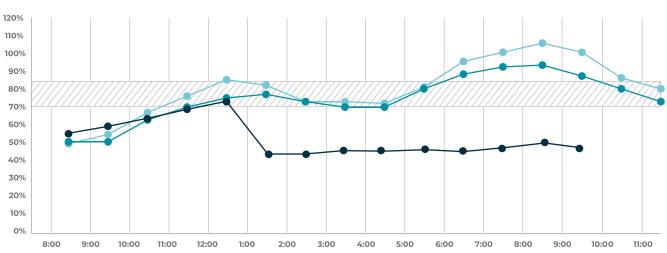




Seattle Department of Transportation 8am - 10pm 2 or 4 hours | No time limit after 5pm 2018 2019 Fall 2020 Target Range



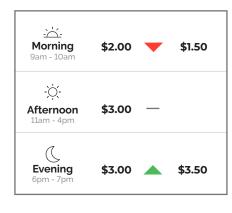




HOURLY OCCUPANCY







2019

\$1.50

\$3.00

\$3.50

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Morning

9am - 10am

Ò.

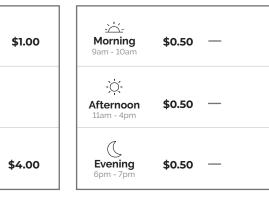
Afternoon

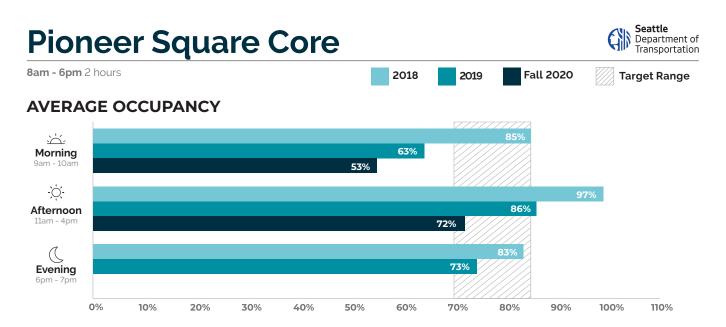
11am - 4pm

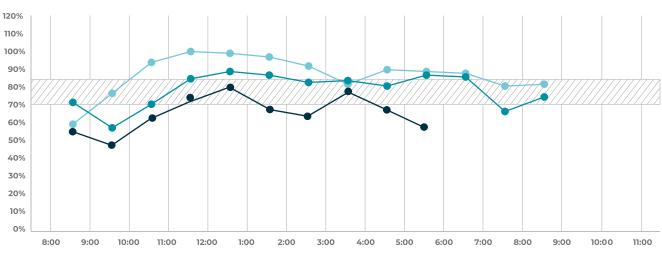
 (\mathcal{S})

Evening

6pm - 7pm



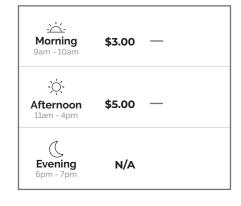


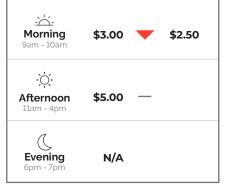


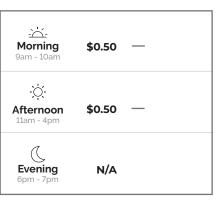


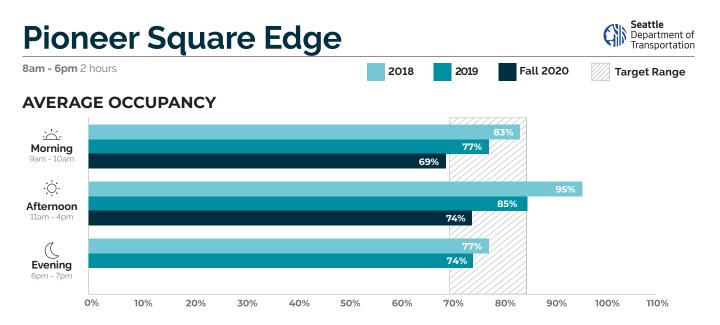
2018

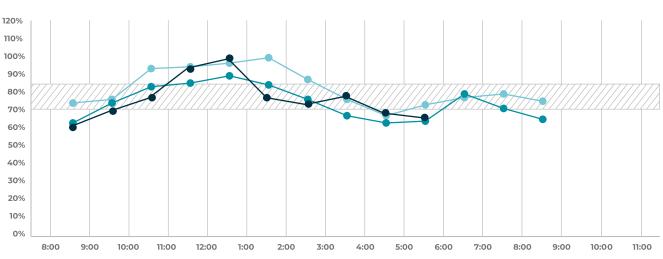










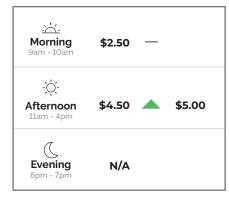


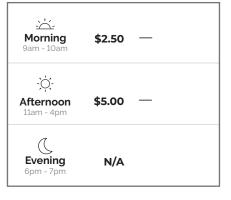






2020



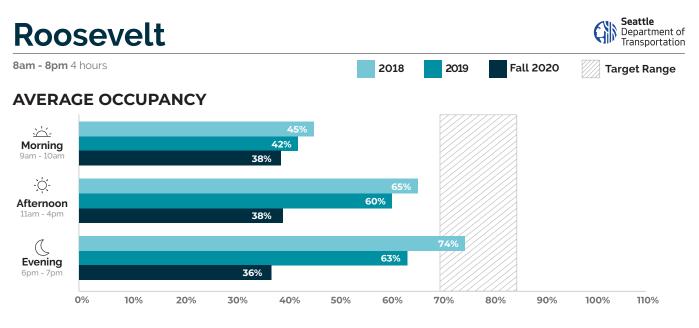


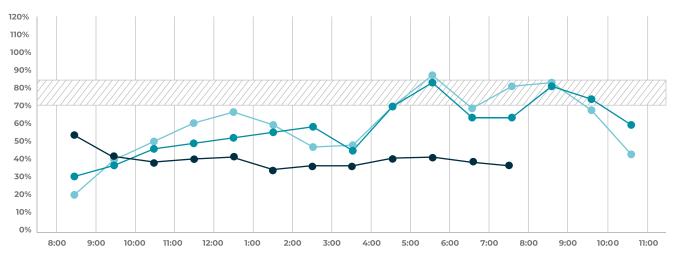
 Morning 9am - 10am
 \$0.50
 —

 O-Afternoon 11am - 4pm
 \$0.50
 —

 C Evening 6pm - 7pm
 N/A

2020 PAID PARKING ANNUAL REPORT | 27

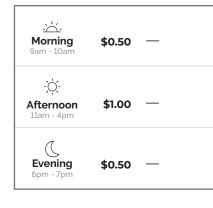


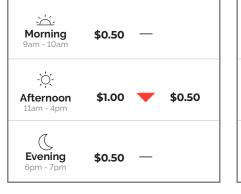


RATE HISTORY

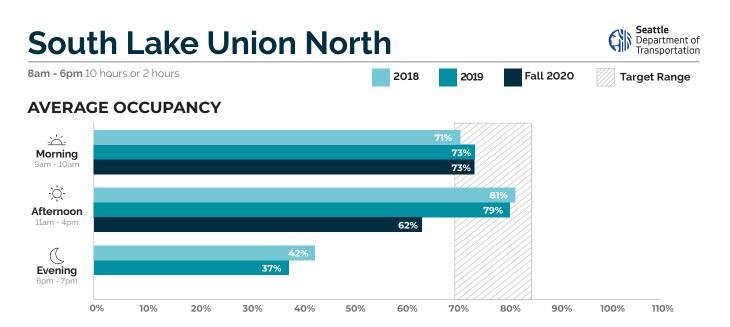


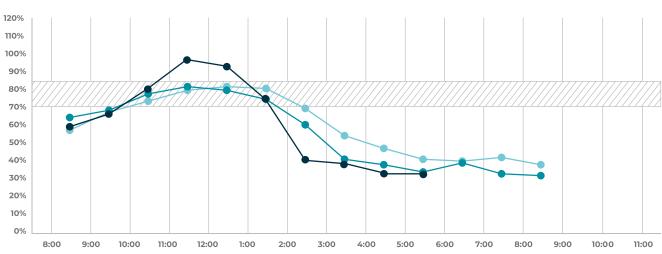






Morning 9am - 10am	\$0.50	_
- O- Afternoon 11am - 4pm	\$0.50	_
Evening 6pm - 7pm	\$0.50	_

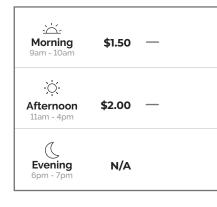


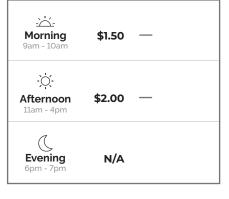


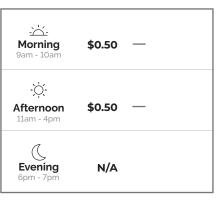


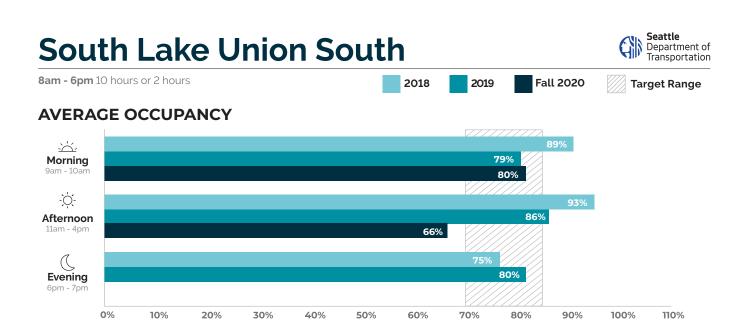
2018

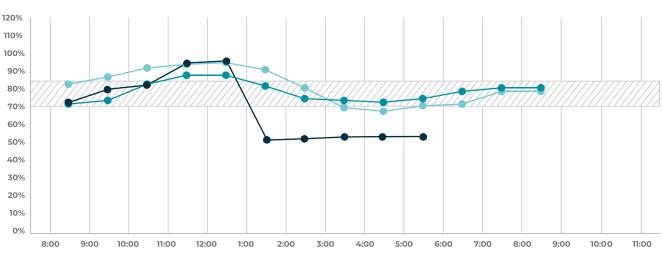
2019







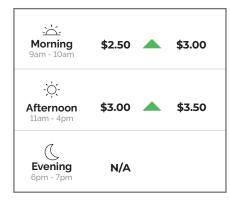


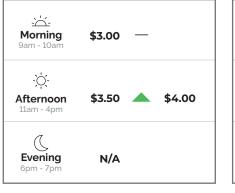


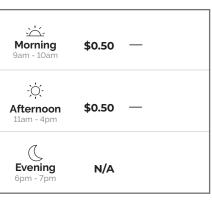
RATE HISTORY

2018









Seattle **University District Core** Department of Transportation 8am - 8pm 2 hours | 3 hours after 5pm 2018 2019 Fall 2020 Target Range **AVERAGE OCCUPANCY** Ň Morning 69% 9am - 10am 52% -Ò 88% Afternoon 11am - 4pm 63%

75%

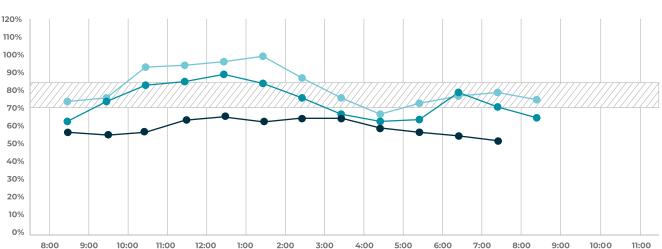
80%

90%

100%

110%

70%



50%

60%

45%

40%

HOURLY OCCUPANCY

10%

20%

30%

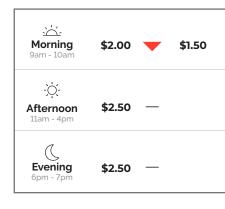
0%

C

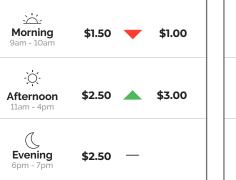
Evening 6pm - 7pm

RATE HISTORY

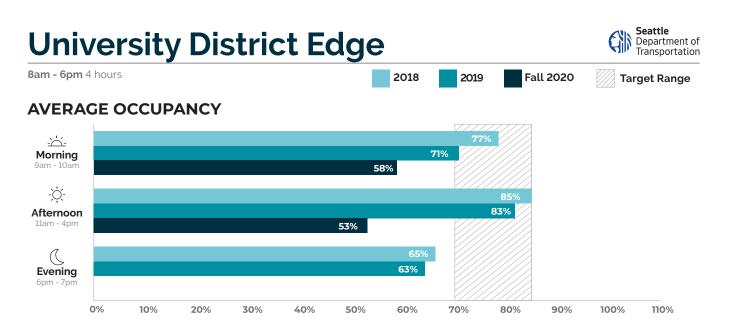
2018

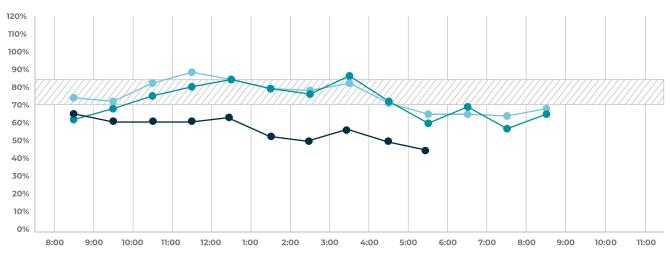


2019



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

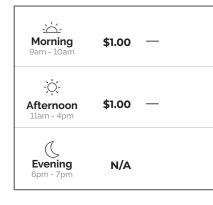


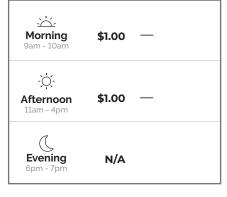


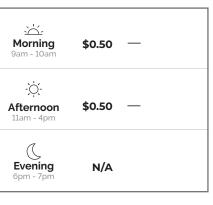


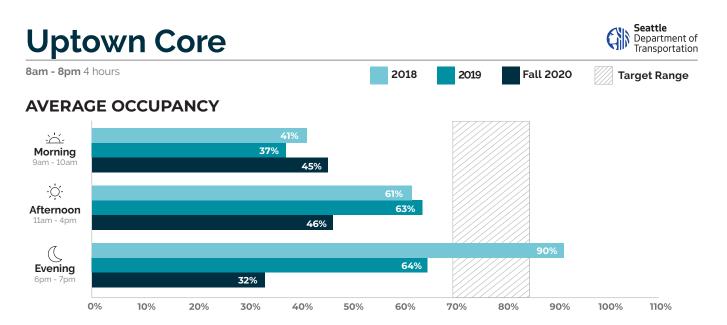
2018

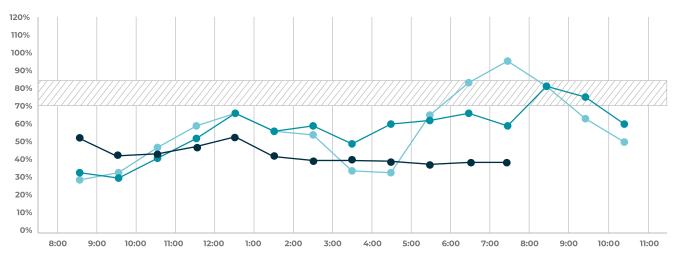
2019





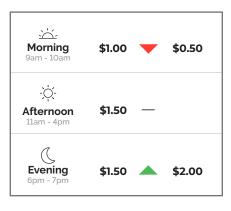




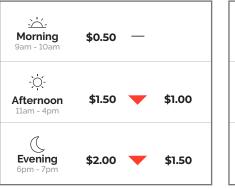


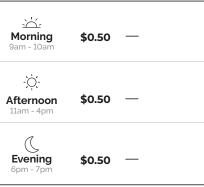
RATE HISTORY

2018



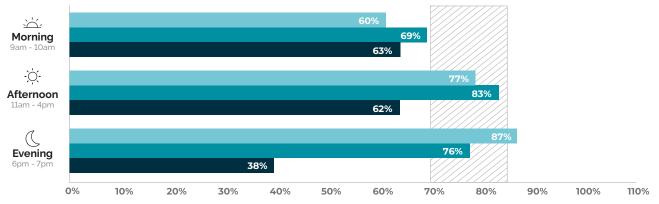
2019



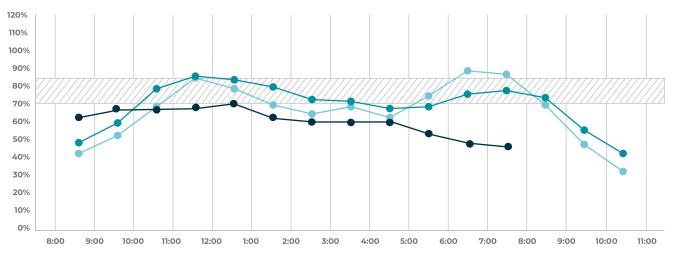


Uptown Edge				Seattle Department of Transportation
8am - 8pm 10 hours or 4 hours	2018	2019	Fall 2020	Target Range

AVERAGE OCCUPANCY



HOURLY OCCUPANCY

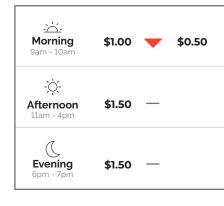


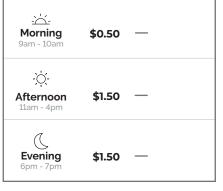
RATE HISTORY

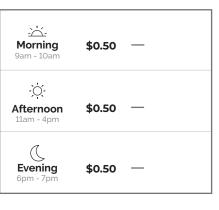
2018



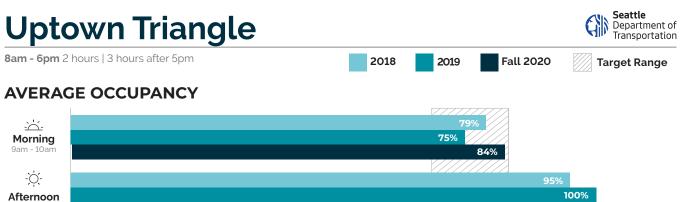
2020

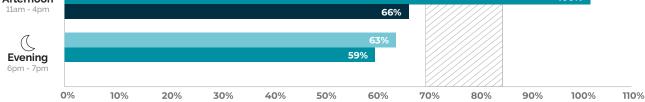


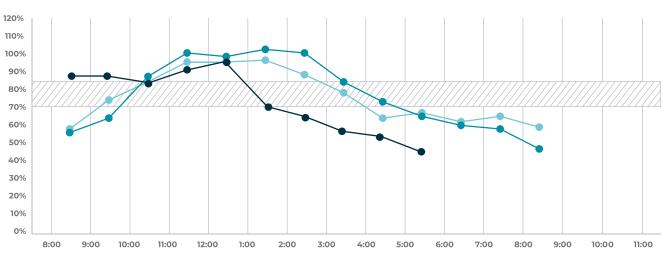




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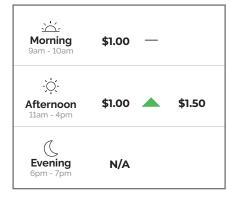


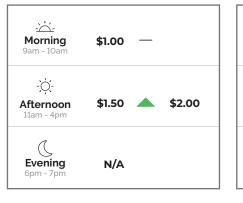


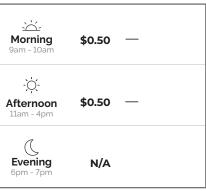


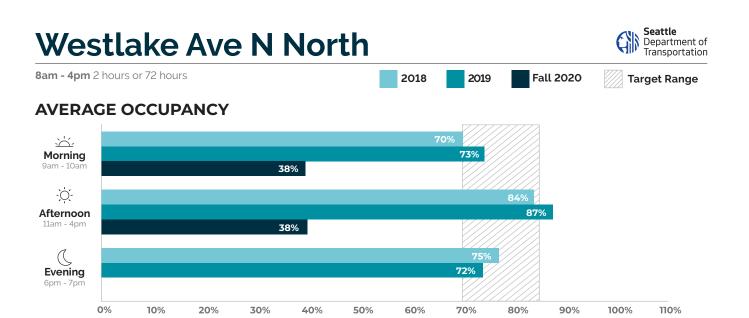


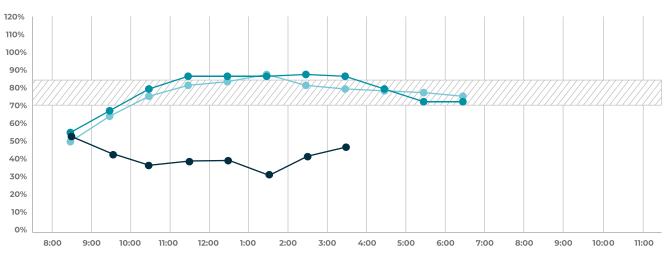








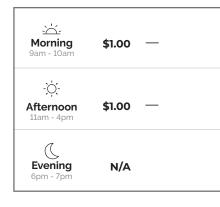


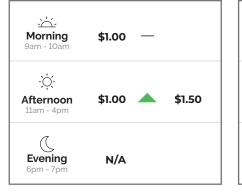


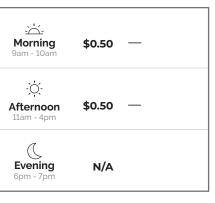


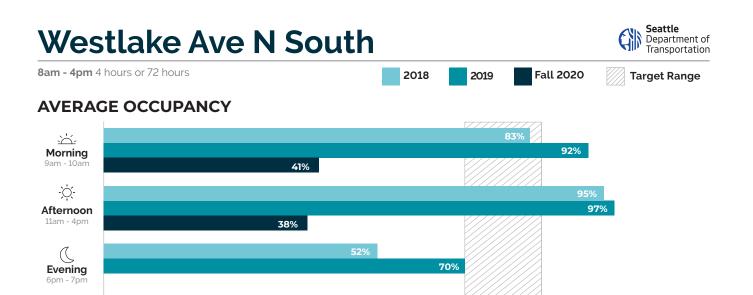


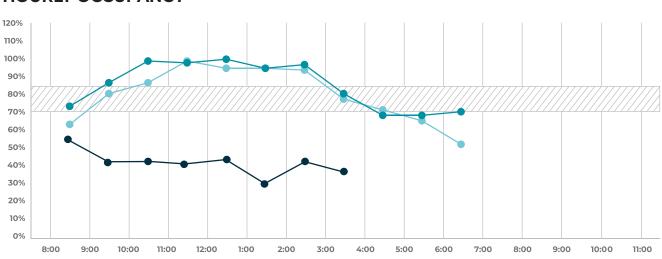












50%

60%

70%

80%

90%

100%

110%

HOURLY OCCUPANCY

10%

20%

30%

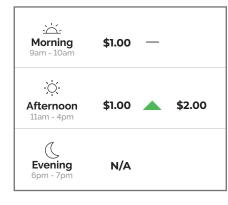
40%

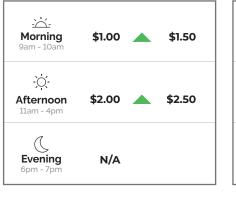
0%

RATE HISTORY



2019





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

The Seattle Department of Transportation 700 5th Avenue, Suite 3800 PO Box 34996 Seattle, WA 98124-4996 (206) 684-ROAD (7623) www.seattle.gov/transportation

