

# Parking Benefit District SLI Response



City Council Transportation Committee  
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# Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

# SLI background

Directed SDOT to work with Capitol Hill Housing to deliver a written report by June 30, 2016 that:

- Reviews incentives, regulations, and policy considerations that support or hinder implementation of parking benefit districts in Seattle.
- Recommends pathway for piloting a parking benefit district in the Capitol Hill EcoDistrict, including potential dedication of some percentage of on-street parking revenues for street, sidewalk, vehicle and pedestrian improvements physically located within the district.

# SDOT Performance Pricing Program

City Code directs SDOT to set parking rates based on measured occupancy, so that approximately one to two spaces are open and available on each blockface throughout the day.

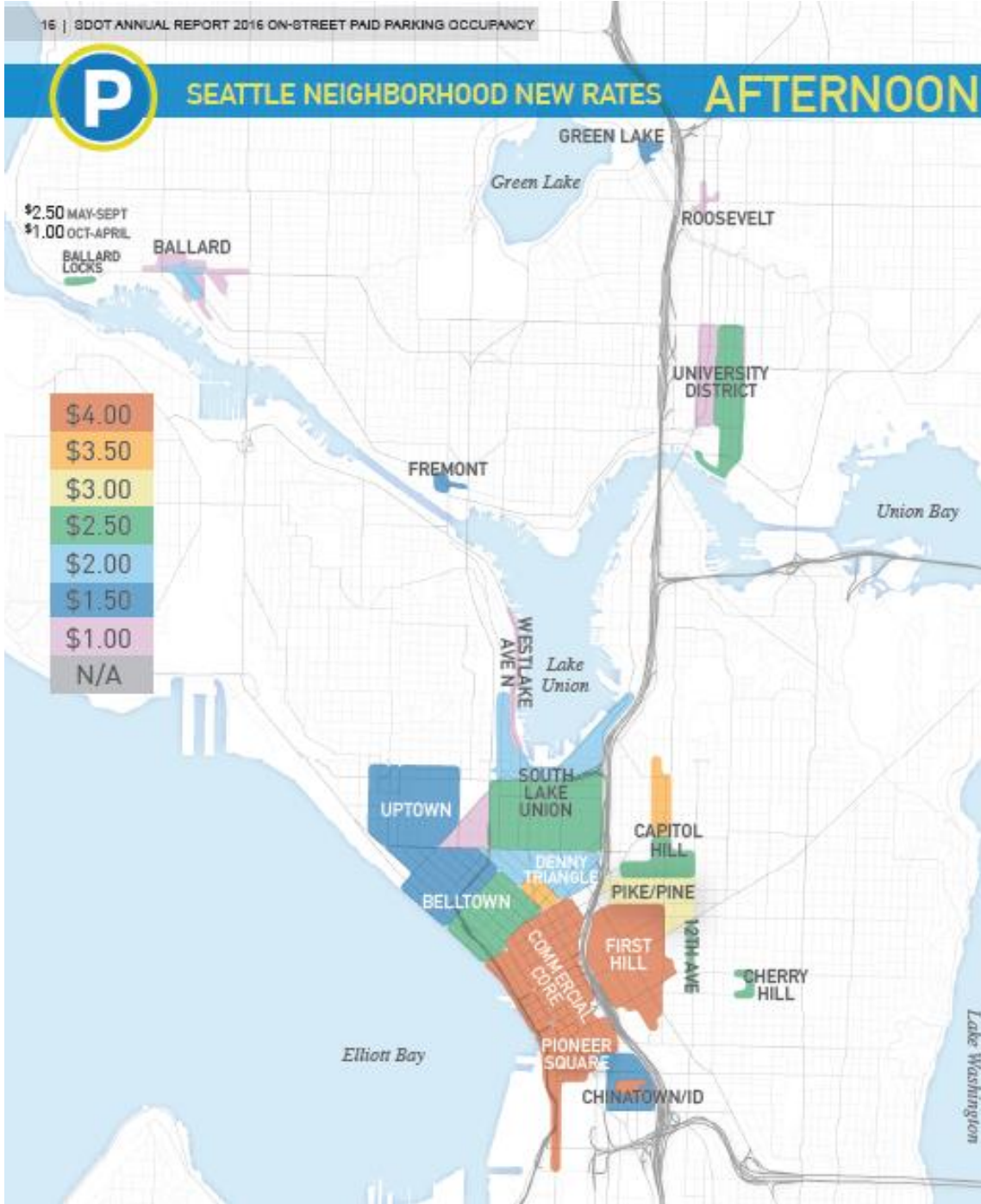
Data-driven approach, NOT a revenue-driven one.







# SEATTLE NEIGHBORHOOD NEW RATES AFTERNOON



# Current Paid Parking areas, rates

Locally based, data-driven rate setting process, annual updates and time of day rates

# 2016 Annual Study Implementation

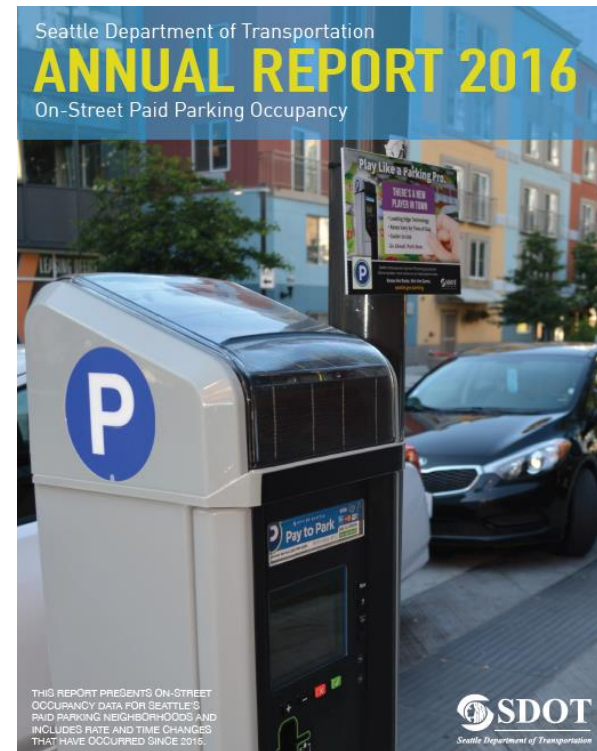
- Based on 2016 Annual Paid Parking Study results, ~ **40 rate changes** this Fall and Winter
- New pay stations replacing old equipment, provides parkers with faster payment processing and better info about rates and hours of operations
- Rates set by time of day where demands in the morning, afternoon and evening are different
- New evening paid parking until 8 PM where needed

# Implications for performance pricing

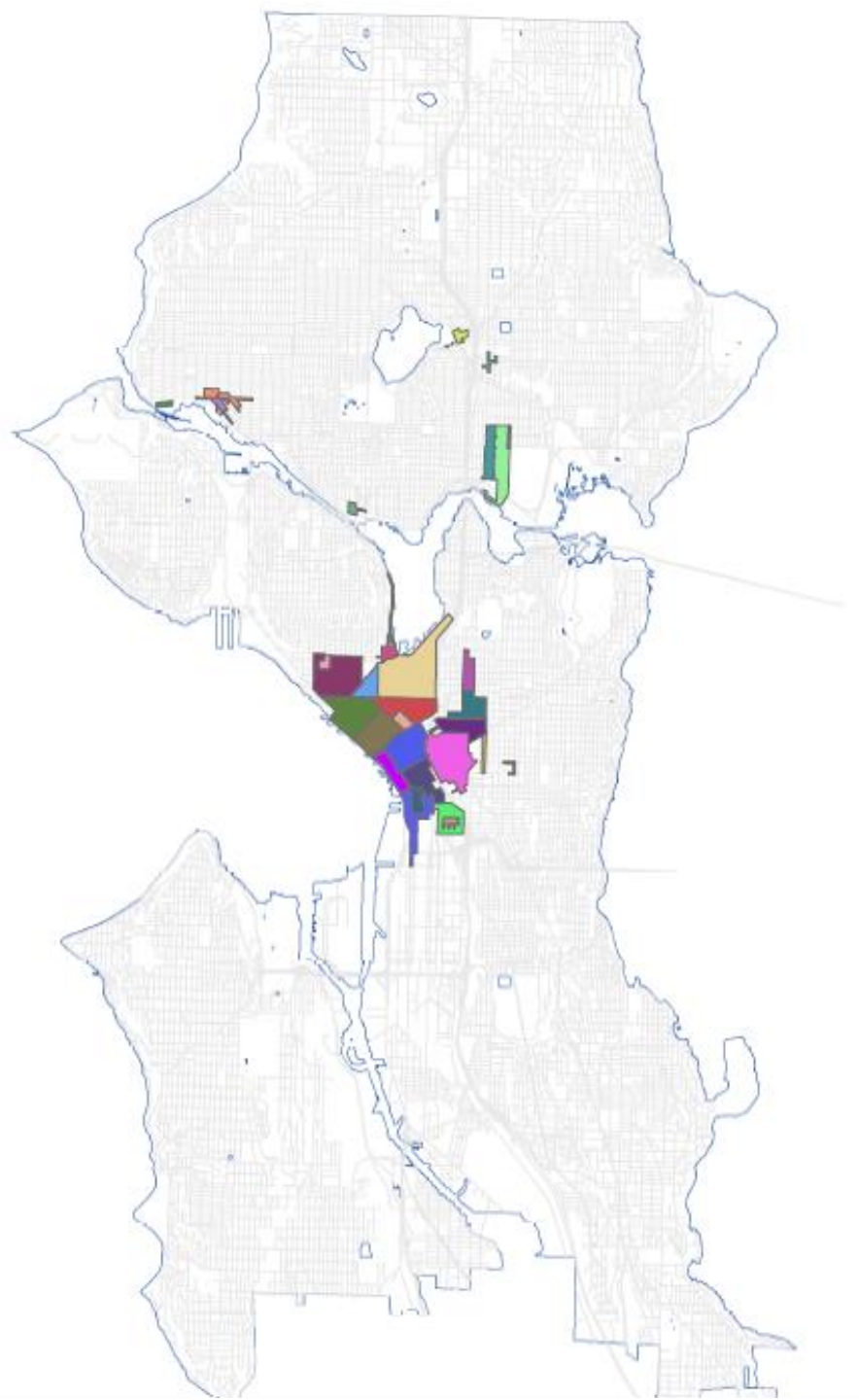
Concern about turning data-driven parking management decisions into revenue-driven ones



versus

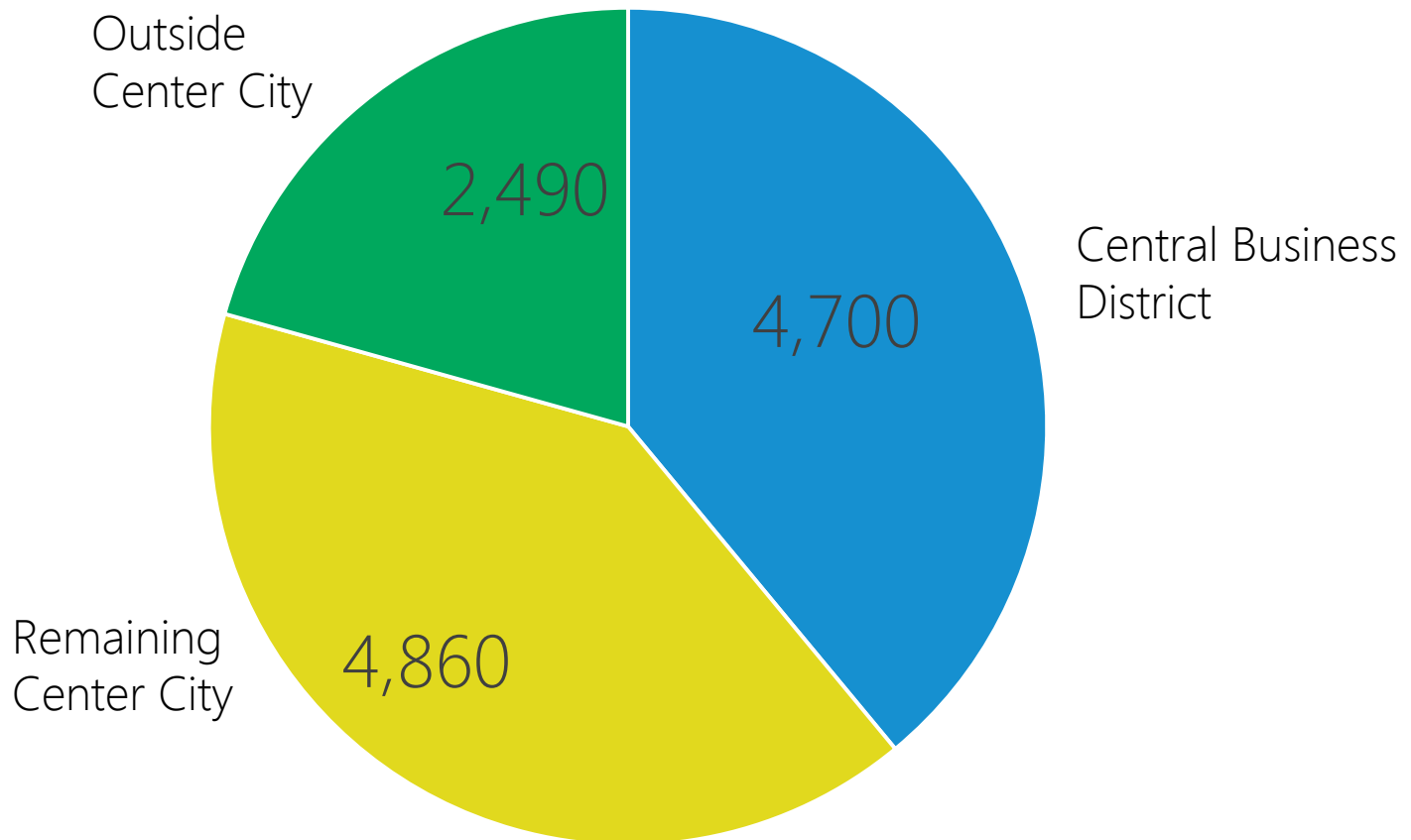


Paid parking areas represent less than 5% of blockfaces in the city





# Equity Issues: 2016 Paid Spaces by Area - CBD, Center City, Elsewhere

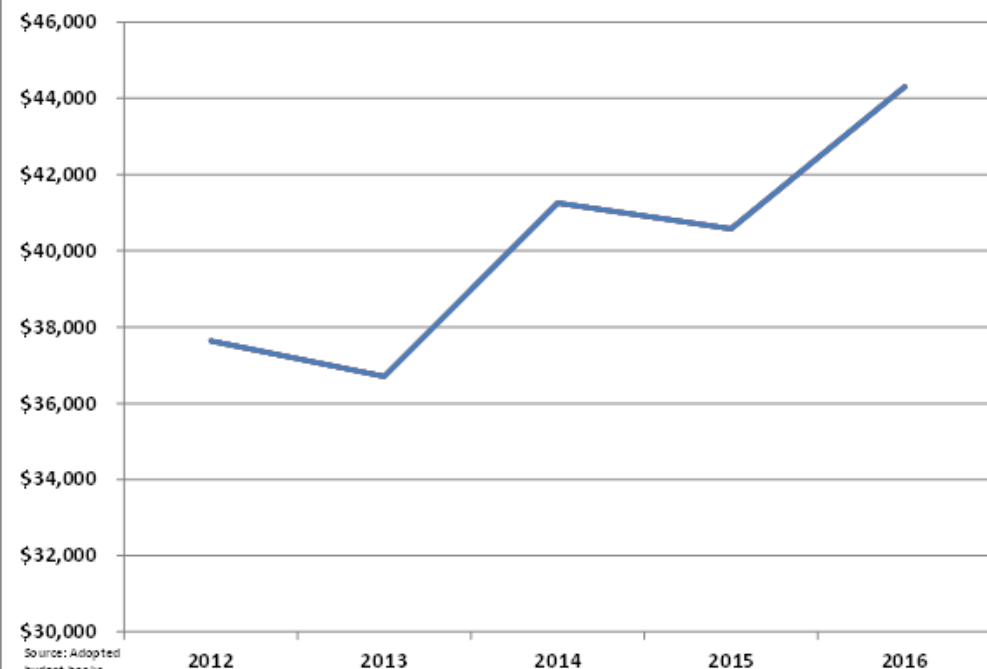


# Equity Issues: Paid parking by Council District

Council District	2015 Paid Spaces	2015 Revenue
1	--	--
2	690	\$2.14 M
3	2,340	\$7.26 M
4	910	\$2.69 M
5	--	--
6	820	\$1.80 M
7	7,490	\$23.16 M
TOTAL	12,250	\$37.04 M

# SDOT General Fund allocation

SDOT ADOPTED BUDGET - GENERAL FUND



2016 SDOT BUDGET - GENERAL FUND BY BCL-PROGRAM		
	AMOUNT (\$000)	% OF TOTAL
<b>Mobility-Operations</b>	<b>\$20,654</b>	<b>47%</b>
Commuter Mobility	\$7,226	16%
Parking	\$6,918	16%
Traffic Signals	\$2,875	6%
Signs & Markings	\$1,850	4%
Neighborhoods	\$1,786	4%
<b>Street Maintenance</b>	<b>\$7,878</b>	<b>18%</b>
Street Repair	\$3,603	8%
Emergency Response	\$2,029	5%
Street Cleaning	\$1,945	4%
Pavement Management	\$302	1%
<b>General Expense</b>	<b>\$4,094</b>	<b>9%</b>
Judgment & Claims	\$3,251	7%
Debt Service	\$843	2%
<b>Bridges &amp; Structures</b>	<b>\$3,824</b>	<b>9%</b>
Structures Maintenance	\$2,147	5%
Structures Engineering	\$841	2%
Bridge Operations	\$837	2%
<b>Major Maintenance/Replacement</b>	<b>\$2,000</b>	<b>5%</b>
Roads	\$2,000	5%
<b>Mobility-Capital</b>	<b>\$2,000</b>	<b>5%</b>
Sidewalks & Pedestrian Facilities	\$2,000	5%
<b>Urban Forestry</b>	<b>\$1,284</b>	<b>3%</b>
Tree & Landscape Maintenance	\$854	2%
Arborist Services	\$429	1%
<b>Engineering Services</b>	<b>\$913</b>	<b>2%</b>
Engineering & Operations Support	\$913	2%
<b>Department Management</b>	<b>\$961</b>	<b>2%</b>
Resource Management	\$485	1%
Revenue Development	\$342	1%
Director's Office	\$134	0%
<b>Major Projects</b>	<b>\$700</b>	<b>2%</b>
Alaskan Way Viaduct	\$700	2%
<b>Grand Total</b>	<b>\$44,308</b>	<b>100%</b>

# Ongoing work in Capitol Hill, Pike-Pine

- Shared Parking Pilot with Capitol Hill Housing (green sheet)
- Mobility options pilot with Capitol Hill Housing
- Parking management strategies with Pike-Pine stakeholders
- RPZ expansions near light rail

# Recommendation

Do not recommend moving forward with establishing a parking benefit district pilot.

Significant concerns:

- Contrary to Council's 2010 establishment of Performance-Based Parking Program
- Inconsistent with good parking management
- Would create significant equity issues in the allocation of transportation resources across the city



# Questions?

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[www.seattle.gov/parking](http://www.seattle.gov/parking)

[www.seattle.gov/transportation](http://www.seattle.gov/transportation)

