

Ordinance No. 121330

Council Bill No. 114747

The City of Seattle  
Council Bill/Ordinance

AN ORDINANCE relating to parking rates; amending Section 11.16.120 of the Seattle Municipal Code and adding a new section to Chapter 11.16 of the Seattle Municipal Code to authorize the Director of Seattle Transportation to establish rates for parking payment devices within limits established by ordinance; setting limits on parking rates at parking payment devices; and rescinding a portion of the parking rate policy adopted by Resolution 28986 and reaffirmed in Resolution 30585.

CF No. \_\_\_\_\_

Date introduced:	OCT 20 2003	
Date 1st Referred:	OCT 20 2003	To: (committee) BUDGET
Date Re - Referred:		To: (committee)
Date Re - Referred:		To: (committee)
Date of Final Passage:	11-24-03	Full Council Vote: 9-0
Date Presented to Mayor:	11-25-03	Date Approved: 12/5/03
Date Returned to City Clerk:	12/5/03	Date Published: SPR
Date Vetoes by Mayor:		Y.O. <input checked="" type="checkbox"/> F.T. <input checked="" type="checkbox"/>
Date Passed Over Veto:		Date Veto Published:
		Veto Sustained:

\_\_\_\_\_ *Pass*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
11-24-03 *Pass*

This file is complete and ready

*Law Department*  
\_\_\_\_\_  
Law Dept. Review

Council Bill/Ordinance sponsored by: \_\_\_\_\_

*Jan Pease*

Councilmember

**Committee Action:**

(u)

Pass As Amended JC, RC, JD, AL, RM,  
JN, MP, PS, HW

11-24-03 Passed 9-0

This file is complete and ready for presentation to Full Council.

Committee:

(initial/date)

*Attachment to Council Action # (Bill 30585)  
Pass with amendments  
JC, RC, JD, AL, RM, JN, MP, PS, HW  
11/24/03  
Jan Pease*

*Law Department*

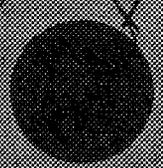
Law Dept. Review

OMP Review

(u)  
City Clerk Review

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Indexed



ORDINANCE 121330

AN ORDINANCE relating to parking rates; amending Section 11.16.120 of the Seattle Municipal Code and adding a new section to Chapter 11.16 of the Seattle Municipal Code to authorize the Director of Seattle Transportation to establish rates for parking payment devices within limits established by ordinance; setting limits on parking rates at parking payment devices; and rescinding a portion of the parking rate policy adopted by Resolution 28986 and reaffirmed in Resolution 30585.

WHEREAS, the City's Comprehensive Plan establishes as transportation goals (1) providing enough parking to sustain the economic viability of commercial areas while discouraging commuting by single-occupant vehicle and (2) making the best use of the City's limited street space, seeking balance among competing uses; and

WHEREAS, the City recognizes the importance of parking meters to provide and manage short-term customer parking for commercial businesses, discourage long-term on-street parking in metered spaces, reduce congestion in travel lanes caused by drivers seeking on-street parking, and encourage turnover in use of parking spaces; and

WHEREAS, because new parking pay stations will provide more convenient payment options for the public (such as credit cards and debit cards) and will help the City more efficiently manage parking, Seattle Transportation is embarking on a multi-year effort to install pay station technology to replace many single-space parking meters; and

WHEREAS, the current \$1.00 per hour rate for most two-hour single-space parking meters went into effect in 1990 and inflation has been over 50 percent since that time; and

WHEREAS, the City wishes to change its policies related to parking meter rate-setting that were established by Resolution 28986 and most recently reaffirmed in Resolution 30585;  
NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Subsection C of Seattle Municipal Code Section 11.16.120 is amended as follows:

**11.16.120 Director of Transportation – Authority.**

The Director of Transportation is authorized:

\*\*\*

1 C. To ~~((make recommendations to the City Council for))~~ establish parking  
2 ~~((meter))~~ rates to be charged at parking payment devices, including parking meters, for parking in  
3 city-controlled parking areas under the jurisdiction of Seattle Transportation and other city rights-  
4 of-way, consistent with Section 11.16.121, ~~((within parking meter zones))~~ and to make  
5 recommendations to the City Council for fees for permits issued pursuant to this subtitle;

6 \* \* \*

7  
8 Section 2. A new section is added to Chapter 11.16 of the Seattle Municipal Code to read  
9 as follows:

10 **11.16.121 Director of Transportation – Rate Setting for Parking Payment Devices.**

11  
12 A. Parking rates to be charged at parking payment devices, including parking meters, for  
13 parking in city rights-of-way and other city-controlled parking areas under the jurisdiction of  
14 Seattle Transportation shall be within rate limits established by ordinance. Rates may vary  
15 according to location, time of day, maximum parking time allowed, the capabilities of available  
16 parking payment devices, and any other factors the Director determines are pertinent. In setting  
17 rates, the Director is not subject to Chapter 3.02 of the Seattle Municipal Code.

18  
19 B. In establishing parking rates, the Director shall consider the following objectives:

20 1. To maintain adequate turnover of on-street parking spaces and reduce incidents  
21 of meter feeding in commercial districts;

22 2. To discourage long-term commuter and employee parking in on-street parking  
23 areas and encourage use of off-street parking facilities; and

24 3. To reduce congestion in travel lanes caused by drivers seeking on-street  
25 parking.  
26  
27  
28

1 Section 3. The Director of Seattle Transportation is authorized to set parking rates,  
2 pursuant to Seattle Municipal Code Sections 11.16.120 and 11.16.121, up to the following limits,  
3 starting January 1, 2004:

- 4 a. Short-term parking spaces with time limits of 30 minutes or less and  
5 Commercial Vehicle Load Zones: \$2.00 per hour per parking space;  
6  
7 b. All other parking spaces: \$1.50 per hour per parking space.  
8

9 Section 4. The following portion of the attachment to Resolution 28986, reaffirmed in  
10 Section 1 of Resolution 30585, is rescinded:

11 \*\*\*\*\*

12  
13 ((PARKING METER RATES

14 ~~The City Council has authority to set parking meter rates. The Director of Engineering~~  
15 ~~has authority to make recommendations to the City Council for parking meter rates (Municipal~~  
16 ~~Code 11.16.120).~~

17  
18 ~~Additional revenue and rate information is included in appendices 2 and 3.~~

19 ~~CURRENT PARKING METER RATE SETTING PRACTICES~~

20 ~~While there are no written practices or policies which are used to set parking meter rates~~  
21 ~~in Seattle, parking meter rates have been established based on two different techniques. One~~  
22 ~~technique is based upon parking management (PM) studies, and the other technique is based~~  
23 ~~upon budget considerations. PM criteria uses data from parking usage, parking turnover, meter-~~  
24 ~~feeding, off-street parking rates, and enforcement to set a parking rate which best represents the~~  
25  
26  
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1 ~~needs of the community the meters serve. Parking rates set by budget considerations are driven~~  
2 ~~by the City's need for revenues which pay for vital services such as police and fire.~~

3 Generally, rate changes based on PM rationale are accepted, or even requested by the  
4 community. Community acceptance is common because clear evidence is shown that typical  
5 long term usage and meter feeding is high, and turnover is low. By raising rates, meter feeders  
6 choose off street locations, and good turnover is once again established (as is desired by the  
7 business community). Past examples of communities where PM rationale was used for rate  
8 changes is the Downtown, University, and Broadway districts.  
9

#### 10 ~~PROPOSED PARKING METER RATE SETTING POLICY~~

11  
12 It is proposed that parking meter rates shall be set based upon parking management goals,  
13 which are designed to enhance business and community needs. However, the executive and City  
14 Council may increase rates for the purpose of raising revenue, providing that the increases are  
15 consistent with parking management goals stated below. The City shall inform affected business  
16 districts of proposed rate increases in their districts. Current meter rates will remain as they are in  
17 order to serve as a base for future analysis.  
18

19 Parking management goals in setting parking meter rates will be to:

20 1) Establish a rate which drives a parking turnover rate of 85% at 2-hour meters (85% of  
21 users stay two hours or less).

22 2) Have a meter feeding rate less than 15%. (This is equivalent to one space per block  
23 being used by a meter feeder.)  
24  
25  
26  
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1       ~~These goals would serve the community well, as parking turnover at a reasonable rate~~  
2 ~~would be established. Enforcement strategies could be refined to encourage users to follow the~~  
3 ~~rules of parking meter use.~~

4       ~~Currently, detailed (and costly) parking usage and turnover studies are required to~~  
5 ~~establish the criteria listed above. These studies would have to be funded as needed. New~~  
6 ~~technology could provide a significant cost and time savings, as data from electronic meters can~~  
7 ~~be used to establish an occupancy and turnover rate at metered spaces.~~

9       ~~These policies should be adopted by City Council resolution. The code (11.16.120) for~~  
10 ~~having the Director of Engineering making meter rate recommendations to the City Council is~~  
11 ~~already in place.))~~

13       Section 5. This ordinance shall take effect and be in force thirty (30) days from and after  
14 its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days  
15 after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

17       Passed by the City Council the 24<sup>th</sup> day of ~~November~~, 2003, and signed by me in open  
18 session in authentication of its passage this 24<sup>th</sup> day of ~~November~~, 2003.

19       *Peter Steinbrun*  
20       President \_\_\_\_\_ of the City Council

21       Approved by me this 2 day of December, 2003.

22       *Gregory J. Nickels*  
23       Gregory J. Nickels, Mayor

24       Filed by me this 5 day of Dec, 2003.

25       *Quinn E. Pippin*  
26       City Clerk

27 (Seal)



# City of Seattle

Gregory J. Nickels, Mayor

## Office of the Mayor

September 29, 2003

Honorable Peter Steinbrueck  
President  
Seattle City Council  
City Hall, 2<sup>nd</sup> Floor

Dear Council President Steinbrueck:

The attached ordinance will allow Seattle Transportation to raise on-street parking rates to a rate of up to \$1.50 per hour at meters with a time limit greater than thirty minutes. Parking meters and forthcoming pay stations ("parking payment devices") are important tools to provide short-term customer parking, as well as address other transportation goals. When determining where and when to increase rates, the Director of Transportation will consider several objectives:

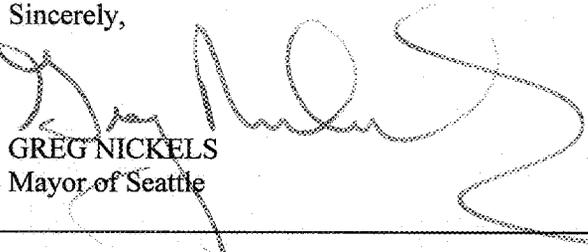
1. To maintain adequate turnover of on-street parking spaces and reduce incidents of meter feeding in commercial districts.
2. To discourage long-term commuter and/or employee parking in on-street areas and encourage use of off-street parking facilities.
3. To reduce congestion in travel lanes caused by drivers seeking on-street parking.
4. To keep pace with inflation so as to be effective in addressing the foregoing objectives.

The existing \$1.00 per hour rate at most two-hour meters was initially established in 1990. Since that time, inflation has increased by more than 50 percent, and off-street parking rates have more than doubled for two hours (to \$7.70 in Downtown Seattle). An increased on-street parking rate of \$1.50 per hour represents a current inflation adjusted rate.

New parking pay station technology will be phased in to provide expanded customer payment options, including coins, credit cards, debit cards, etc., as well as provide instructions in multiple languages. These features will make it easier for customers to pay for on-street parking.

Thank you for your consideration of this legislation. Should you have questions, please contact Tracy Krawczyk at 733-9329.

Sincerely,

  
GREG NICKELS  
Mayor of Seattle

600 Fourth Avenue, 7<sup>th</sup> Floor, Seattle, WA 98104-8154

Tel: (206) 684-4000, TDD: (206) 684-8811 Fax: (206) 684-5360, E-mail: [mayors.office@ci.seattle.wa.us](mailto:mayors.office@ci.seattle.wa.us)

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**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>DOF Analyst/Phone:</b>
Transportation	Tracy Krawczyk / 733-9329	Susan Cole / 684-8894

**Legislation Title:**

AN ORDINANCE relating to parking rates; amending Section 11.16.120 of the Seattle Municipal Code and adding a new section to Chapter 11.16 of the Seattle Municipal Code to authorize the Director of Seattle Transportation to establish rates for parking payment devices within limits established by ordinance; setting limits on parking rates at parking payment devices; and rescinding a portion of the parking rate policy adopted by Resolution 28986 and reaffirmed in Resolution 30585.

• **Summary of the Legislation:**

This ordinance will allow Seattle Transportation to raise on-street parking rates to a rate of up to \$1.50 per hour at meters with a time limit greater than thirty minutes. Parking meters and forthcoming pay stations ("parking payment devices") are important tools to provide short-term customer parking, as well as address other transportation management goals. When determining where and when to increase rates, the Director of Transportation will consider several objectives:

1. To maintain adequate turnover of on-street parking spaces and reduce incidents of meter feeding in commercial districts.
2. To discourage long-term commuter and/or employee parking in on-street areas and encourage use of off-street parking facilities for this purpose.
3. To reduce congestion in travel lanes caused by drivers seeking on-street parking.
4. To keep pace with inflation so as to be effective in addressing the foregoing objectives.

• **Background:** *(Include brief description of the purpose and context of legislation and include record of previous legislation and funding history, if applicable):*

Currently, there are a variety of on-street parking rates throughout the City. The majority of meters have two-hour time limits and rates are set at \$1.00 per hour. Several outlying neighborhoods have meter rates set at \$0.60 per hour. Additionally, there are short-term (30 minutes or less) and Commercial Vehicle Load Zone spaces with rates of \$2.00 per hour. In general, these rates have been in effect since the early 1990s and thus have not kept pace with inflation.



In addition to on-street parking rates not keeping pace with inflation, there is a meter technology issue. Currently two types of parking meter devices exist in the City: electronic and mechanical meters. The mechanical meter technology is obsolete and therefore is unable to accommodate rate increases.

The Pay Station Project, due to begin in 2004, will enable the mechanical meters to be surplusd, increasing the feasibility of a parking rate increase. Over a three-year period, the majority of single-space meters will be replaced by pay stations. As pay stations are installed, their rates will be set at \$1.50 per hour. Concurrent with this effort, electronic meter rates also will be increased to \$1.50 per hour. In outlying metered areas, rates will be increased from \$0.60 to \$1.00 per hour, below and consistent with the ordinance limit of \$1.50 an hour.

Resolution 30585, reaffirming Resolution 28986, is attached for further background information. The proposed ordinance would rescind sections of Resolution 30585 relating to parking rate increase, but would leave sections relating to outreach in tact.

- Please check one of the following:

**This legislation does not have any financial implications.** (Stop here and delete the remainder of this document prior to saving and printing.)

**This legislation has financial implications.** (Please complete all relevant sections that follow.)

**Anticipated Revenue/Reimbursement: Resulting From This Legislation:**

Fund Name and Number	Department	Revenue Source	2003 Revenue	2004 Revenue
General Subfund / 00100				\$1.8 million
<b>TOTAL</b>				<b>\$1.8 million</b>

**Notes:** Increasing the hourly rate at parking payment devices up to \$1.50 per hour is estimated to result in approximately \$1.8 million additional being paid at parking meters in 2004. This estimate incorporates assumptions about average daily use of parking payment devices, as well as adjusts for an elasticity effect in paid parking hours. In other words, this rate increase is initially assumed to decrease the number of hours parked at parking payment devices.



- **What is the financial cost of not implementing the legislation?** *(Estimate the costs to the City of not implementing the legislation, including estimated costs to maintain or expand an existing facility or the cost avoidance due to replacement of an existing facility, potential conflicts with regulatory requirements, or other potential costs if the legislation is not implemented.)*

The Proposed 2004 Budget estimates that the proposed parking rate increase will result in approximately \$1.8 million additional being paid at parking payment devices. This figure assumes that due to the hourly rate increase, hours parked at payment parking devices in 2004 will drop approximately 28% when compared to actual hours parked at payment parking devices in 2002, the most recent year for which actual hours parked are available.

If parking rates are not increased, the budget would need to be revised to reflect a decrease of \$1.8 million in both receipts and expenditures; planned expenditures for installations, inspection, supervision, regulation, and maintenance involved in the control of traffic and street parking would need to be reconsidered or other ways to pay those costs identified. In terms of parking management, on-street parking would continue to be a very attractive option to long-term parking customers (including meter-feeders) because of the substantially lower price compared with off-street parking.

- **What are the possible alternatives to the legislation that could achieve the same or similar objectives?** *(Include any potential alternatives to the proposed legislation, such as reducing fee-supported activities, identifying outside funding sources for fee-supported activities, etc.)*

No alternative covers as much of the City's costs or keeps up with inflation. However, it is possible that increased parking enforcement could provide an incentive for increased parking turnover and reduced meter feeding, thereby yielding incremental additional total payments at the current hourly rates. This effect would be offset by increased costs of parking enforcement.

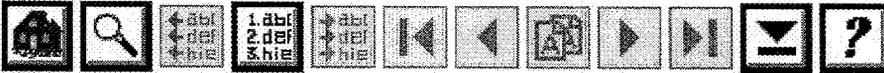
- **Is the legislation subject to public hearing requirements:** *(If yes, what public hearings have been held to date, and/or what plans are in place to hold a public hearing(s) in the future.)*  
No.
- **Other Issues** *(including long-term implications of the legislation):*



The existing \$1.00 per hour rate at most two-hour meters was initially established in 1990. Since that time, inflation has increased by more than 50 percent, and off-street parking rates have more than doubled for two hours (to \$7.70 in Downtown Seattle for 2002). An increased on-street parking rate of \$1.50 per hour represents a current inflation adjusted rate.

Attachment: Resolution 30585





## City of Seattle Legislative Information Service

Information updated as of September 23, 2003 1:52 PM

### Resolution Number: 30585

A RESOLUTION relating to the Seattle Department of Transportation (SDOT); reaffirming Resolution 28986 relating to City parking meter installation policies, directing SDOT to make recommendations to the Council on the installation of new meters pursuant to Resolution 28986, and requesting that SDOT conduct a public information program to inform their recommendations.

**Date introduced/referred:** Mar 10, 2003

**Date adopted:** Mar 24, 2003

**Status:** Adopted

**Vote:** 5-1 (No: Pageler; Excused: Compton, Drago, McIver)

**Committee:** Transportation

**Sponsor:** CONLIN

**Index Terms:** STATING-POLICY, PARKING-METERS, CITIZEN-PARTICIPATION

### Text

*Note to users:* {- indicates start of text that has been amended out  
 -} indicates end of text that has been amended out  
 {+ indicates start of text that has been amended in  
 +} indicates end of text that has been amended in

### RESOLUTION \_\_\_\_\_

A RESOLUTION relating to the Seattle Department of Transportation (SDOT); reaffirming Resolution 28986 relating to City parking meter installation policies, directing SDOT to make recommendations to the Council on the installation of new meters pursuant to Resolution 28986, and requesting that SDOT conduct a public information program to inform their recommendations.

WHEREAS, the City's Comprehensive Plan establishes transportation goals to provide enough parking to sustain the economic viability of commercial areas while discouraging commuting by single-occupant vehicle; and to make the best use of the City's limited street space, seek balance among competing uses, and protect neighborhoods from overflow parking; and

WHEREAS, the City recognizes the importance of parking meters to provide short-term customer parking closest to commercial businesses as well as to provide revenue to the City for transportation, public safety and other government purposes; and

*Attachment to FISC*



WHEREAS, Seattle Municipal Code 11.16.300 authorizes the Traffic Engineer under the supervision of the Director of Transportation to "establish parking metered areas and the time limit for parking therein; order installation or removal of parking meters where it is determined upon the basis of an engineering and traffic investigation that the installation or removal of parking meters shall be necessary to aid in the regulation, control, and inspection of the parking of vehicles..."; and

WHEREAS, based on Resolution 28986, the Seattle Department of Transportation (SDOT) has traditionally used a meter installation process where the majority of adjacent property owners sign petitions indicating interest in meters and the department follows up with technical analysis and meter installation as warranted; and

WHEREAS, Resolution 28986 contemplates as an alternative to initiation of consideration of new meter installation via a petition of the majority of adjacent property owners that "the City Council or the Mayor may direct the Engineering Department to conduct an analysis to determine whether parking meters should be installed in a particular area" and that "based upon its analysis and consultation with the affected business community, the Department shall make a recommendation to the Mayor and City Council whether meters should be installed." and

WHEREAS, the City Council adopted a 2003 Statement of Legislative Intent (SLI) stating that Council intends to adopt, as necessary, revised policies regarding the process for reviewing proposed parking meter installations that acknowledge neighborhood interests, but allow for timely implementation of comprehensive parking management strategies that have revenue benefits for the City, and

WHEREAS, SDOT staff responded with three potential options for Council consideration for involving the community in deciding whether to install new meters: public notice, information program and petition process;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THAT:

Section 1. The Council reaffirms Resolution 28986 and the "Parking Meter Installation and Rate Policies" attached thereto. Per alternative B for initiating the formal consideration of new parking meters in the "Parking Meter Installation and Rate Policies", the Council hereby directs SDOT (successor to the Engineering Department) to conduct an analysis to determine whether parking meters should be installed in the following areas - Uptown, South Lake Union, Belltown, Denny Triangle, Pike-Pine, First Hill, Pioneer Square/Stadium area, Chinatown/International District, University District, Ballard, Green Lake, Roosevelt, and other neighborhood business districts as appropriate. - and to make written recommendations to the City Council regarding the number of meters, if any, to install in each area and the locations. SDOT will provide progress reports to the Council in July of 2003 and at least quarterly thereafter.

Section 2. In addition to the "consultation with the affected business community" required by Resolution 28986, the Council requests that SDOT consider community comments from an expanded public information program described below. SDOT will use this public information program to inform business and community stakeholders



about a new meter installation proposal. The purpose of the community outreach will be to refine the proposal and gauge community receptiveness to new parking meters (regardless of meter technology). The public information program may include department presentations to business and community organizations, information distribution through the City's web site, news releases and related media, direct mailings of informational flyers, and other techniques as appropriate to the scale of the new meter installation proposal.

Adopted by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2003, and signed by me in open session in authentication of its adoption this \_\_\_\_\_ day of \_\_\_\_\_, 2003.

\_\_\_\_\_

President of the City Council

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2003.

\_\_\_\_\_

City Clerk

(Seal)

Attachment: Resolution 28986 and "Parking Meter Installation and Rate Policies

Wra/wra

Parking\_Reso2.doc

Date: March 18, 2003

V #3

PARKING METER

INSTALLATION AND

RATE POLICIES

A Report as Required by 1993 Budget

Statement of Legislative Intent

\*revised 8/11/94

ADOPTED INTENT STATEMENT

As a matter of "fairness," business owners in outlying metered areas have asked the City to consider meter installation in other commercial districts, such as Wallingford. Council therefore directs the Engineering Department to evaluate, from parking management and revenue perspectives, other commercial districts for meter installations. The Engineering Department shall report its findings to Council by the end of second quarter, 1993. (This time frame was extended to include findings from the Mayor's Downtown Parking Meter Task Force.)



## PROBLEM STATEMENT

Some business communities have stated they feel there is an unfair practice of having parking meters in some business districts and not in others. Some of the business districts with meters feel they are at a disadvantage because customers would rather go to districts with free parking.

## PARKING MANAGEMENT AND EXISTING METERED AREAS

Parking meters are used as a tool to best provide turnover parking in business areas where other parking control measures have had limited effect. Parking turnover is the key measure of how productive parking spaces are. When motorists park for short durations of time (say, 2-hours or less), then the parking spacing can accommodate numerous customers. When spaces are used for long durations of time, parking turnover is low, or poor. Certain characteristics and problems need to be demonstrated by a business district before that district would be considered to be a good candidate for parking meters. Briefly, the characteristics include:

- \* business or services requiring good turnover in parking;
- \* a relatively dense business base;
- \* heavily-used, existing time-limit parking;
- \* reservoirs of off-street parking is limited or costly;
- \* areas with curbs and sidewalks;
- \* unlikelihood of customers choosing neighborhood parking over metered parking; and
- \* community support;

Typical parking problems which parking meters could help solve and therefore become a beneficial parking management tool include:

- \* low parking turnover;
- \* area employees taking up the time limit parking spaces; and
- \* time limit spaces used for other nearby purposes (recreation, for example).

Two primary differences between parking meters and time-limit signs are that:

1) payment is required at meters; and 2) enforcement at meters is more effective. Enforcement is easier at metered parking because the meter indicates a distinct amount of time allotted for a car and shows when there is a violation. Enforcement at signed time limit areas requires chalking of tires and returning to check these same vehicles. These factors contribute to better parking turnover in metered areas.

Areas requiring 100 or more meters are preferred in order to provide a reasonable economy of scale. Parking meter maintenance, collection and enforcement require concentrated metered areas to become most efficient.



Parking meters have been in Seattle since the 1950's. There are no records which show the basis for installation throughout Seattle going back to the 1950's. Since 1977, the only new meters installed were in 1992 (at SE Queen Anne, northwest Central Business District (CBD), Pike/Pine, City Hall Plaza, and International District, totaling 687 new meters). Some meter installations have been the result of budget/revenue-driven needs of the City; however, most installations result from parking management decisions. Figure 1 shows existing parking meter areas in Seattle. Figure 2 shows the number of parking meters in each district (in more detail).

Most metered areas are in business districts. There have been some land use changes over time, which now leave some parking meters in mixed-use areas. This often results in conflicts in demand for on-street parking. A residential population base typically wants to park on-street for long periods of time; often walking or taking transit to work. The business community, on the other hand, will typically support short-term parking. The Denny and First Hill neighborhoods are examples of where there is a large resident population mixed with health, retail, and other businesses.

#### PROPOSED POLICY FOR INSTALLING PARKING METERS

The installation of parking meters should be carried out by the City in consultation with

the business community.

According to the Municipal Code (11.16.300), the City Traffic Engineer has the authority to "establish parking metered areas and the time limit for parking therein; order installation or removal of parking meters where it is determined upon the basis of an engineering and traffic investigation that the installation or removal of parking meters shall be necessary to aid in the regulation, control and inspection of the parking of vehicles." (See Appendix 1 for full text.) In the past, the Traffic Engineer has installed and removed parking meters based upon engineering studies. These revisions have been in relatively small areas. For larger areas, executive and council concurrence has been sought due to special financing needs (beyond operational budgets).

Parking meters should be used to support business districts' need for parking turnover for customers. Installation of parking meters should be reserved for areas which demonstrate a need beyond time-limit parking controls to establish good turnover in parking. Time-limit parking (signs restricting parking to 1 or 2-hour limits) is effective in many business districts. However, in some cases, where parking supply is limited or parking convenience is a factor, time-limit parking signs can be ineffective. Commuters and employees can successfully dodge enforcement attempts to regulate time-limit parking zones. When this happens, customers cannot find a parking space or cannot find one close enough to the business of their choice. In these cases, installation of parking meters is appropriate.

The City shall formally consider installation of new parking meters under the following circumstances:

A. Receipt of a petition signed by a majority of property owners or businesses (if businesses rent from an absentee landlord) who support

the installation of meters in their community. After receiving the petition, the Engineering Department shall conduct an analysis to determine how the area meets the characteristics described on pages 2-3 (see Parking Management and Existing Metered Areas) of this report. Based upon its analysis, the Department shall make recommendations to the Mayor and City Council about whether to install meters. If the recommendation is to install meters, the Department shall also recommend the number of meters, location and proposed rates.

B. The City Council or the Mayor may direct the Engineering Department to conduct an analysis using the criteria specified on pages 2-3 (see Parking Management and Existing Metered Areas) of this report to determine whether parking meters should be installed in a particular area. Based upon its analysis and consultation with the affected business community, the Department shall make a recommendation to the Mayor and the City Council whether meters

should be installed. If the recommendation is to install meters, the Department shall also recommend the number of meters, location and proposed rates.

The operational details, such as specific time limits, load zones, and small changes, will be worked out by the traffic engineers with adjacent business owners.

The City Council may wish to adopt these policies in a Resolution.

#### REMOVING PARKING METERS

As stated in Municipal Code 11.16.300, the City Engineer has the authority to remove meters. Current practice is to review requests for removal based upon usage. It is proposed that when meter usage drops below 25%, the City Engineer will consider either incrementally removing meters in those areas or reducing the meter rates. Incremental removal has insignificant revenue impact.

#### PARKING METER RATES

The City Council has authority to set parking meter rates. The Director of Engineering has authority to make recommendations to the City Council for parking meter rates (Municipal Code 11.16.120). Additional revenue and rate information is included in appendices 2 and 3.

#### CURRENT PARKING METER RATE-SETTING PRACTICES

While there are no written practices or policies which are used to set parking meter rates in Seattle, parking meter rates have been established based on two different techniques. One technique is based upon parking management (PM) studies, and the other technique is based upon budget considerations. PM criteria uses data from parking usage, parking turnover, meter-feeding, off-street parking rates, and enforcement to set a parking rate which best represents the needs of the community the meters serve. Parking rates set by budget considerations are driven by the City's need for revenues which pay for vital services such as police and fire.

Generally, rate changes based on PM rationale are accepted, or even requested by the community. Community acceptance is common because



clear evidence is shown that typical long-term usage and meter-feeding is high, and turnover is low. By raising rates, meter-feeders choose off-street locations, and good turnover is once again established (as is desired by the business community). Past examples of communities where PM rationale was used for rate changes is the Downtown, University, and Broadway districts.

#### PROPOSED PARKING METER RATE-SETTING POLICY

It is proposed that parking meter rates shall be set based upon parking management goals, which are designed to enhance business and community needs. However, the executive and City Council may increase rates for the purpose of raising revenue, providing that the increases are consistent with parking management goals stated below. The City shall inform affected business districts of proposed rate increases in their districts. Current meter rates will remain as they are in order to serve as a base for future analysis.

Parking management goals in setting parking meter rates will be to:

- 1) Establish a rate which drives a parking turnover rate of 85% at 2-hour meters (85% of users stay two hours or less).
- 2) Have a meter-feeding rate less than 15%. (This is equivalent to one space per block being used by a meter feeder.)

These goals would serve the community well, as parking turnover at a reasonable rate would be established. Enforcement strategies could be refined to encourage users to follow the rules of parking meter use.

Currently, detailed (and costly) parking usage and turnover studies are required to establish the criteria listed above. These studies would have to be funded as needed. New technology could provide a significant cost and time savings, as data from electronic meters can be used to establish an occupancy and turnover rate at metered spaces.

These policies should be adopted by City Council resolution. The code (11.16.120) for having the Director of Engineering making meter rate recommendations to the City Council is already in place.

#### EVALUATION OF COMMERCIAL DISTRICTS FOR NEW METER CONSIDERATION

We evaluated a number of business districts which currently do not have parking meters.

We specifically reviewed the districts identified in the draft Comprehensive Plan as urban centers, hub urban villages, and residential urban villages. See Figure 3 at the end of the appendices.

A basic sense of certain characteristics was gathered for each area. Characteristics reviewed were:

- \* type and density of business development
- \* existing parking controls
- \* parking usage
- \* off-street parking availability/usage



- \* price of off-street parking
- \* existence of curbs, sidewalks and planting strips
- \* estimated number of time-limit parking spaces
- \* parking availability and usage at district fringes

The need and acceptance of new parking meters can be gauged by assessing these characteristics. Our approach was simply to make a quick determination of whether a district is a good candidate for parking meters or not. More specific and detailed information would be necessary from a district before a firm recommendation could be given. The level of effort needed to gather further information is significant and may be expensive given current budget constraints. Thus, it may be appropriate to wait until a particular district shows support for new parking meters or the City Council or Mayor directs that specific studies be carried out in conformance with the policies described on page 4.

Based upon our initial evaluation we have grouped districts into three categories: districts where meters may be beneficial; districts where meters may be beneficial in the future; and districts unlikely to benefit from meters without significant land use changes and further retail development.

Districts which may Benefit from Meters:

Upper Queen Anne - up to 150 spaces

Ballard (expansion) - up to 250 spaces

South Lake Union/Westlake - up to 250 spaces

Wallingford - up to 125 spaces

Fremont - up to 150 spaces

Madison Park - up to 100 spaces

West Seattle Junction (expansion) - up to 50 spaces

Districts With Future Potential:

85th @ Greenwood

Lake City

Admiral @ California

Columbia City

12th @ Jackson

Districts Which Are Not Good Candidates For Meters:

Holman Road @ 85th

Aurora @ 97th



Green Lake (expansion)

Roosevelt (expansion)

Aurora @ 130th

Eastlake

Alki

Youngstown

California @ Morgan

Barton @ 25th

Rainier @ I-90

Beacon Hill

MLK Way @ Othello

Rainier Beach

MLK Way @ Raymond

23rd @ Jackson

23rd @ Union

The only input SED has received for additional parking meter installation is in the South Lake Union/Westlake area; however, the input is very limited. Districts which may be good candidates for meters generally seem pleased with existing time-limit parking controls and have not sought new meter installation.

RECOMMENDATION

We recommend adopting policies as presented for establishing locations of new parking meters and for setting parking meter rates. Each neighborhood with parking meters should be evaluated on an as-needed basis to determine if appropriate rates exist.

Based on the policy recommendation, no new areas for parking meters are advised at this time. There may be some consideration for the South Lake Union/Westlake area, particularly if the community forwards a sufficient proposal.

03/18/03

Attachment B

RESOLUTION 28986

A RESOLUTION relating to the Engineering Department; adopting as City Policy the recommendations contained in the report "Parking Meter Installation and Rate Policies."

WHEREAS, the City Council recognizes the importance of parking meters as a parking management tool; and



WHEREAS, the City Council also recognizes that some business districts may benefit from parking meters while others may not; and

WHEREAS, the City Council directed the Engineering Department through a Statement of Legislative Intent adopted during the 1993 budget process, to evaluate from a parking management perspective, business districts that may be suitable for parking meter installations; and

WHEREAS, following the findings of the Downtown Parking Meter Task Force, the Engineering Department directive was expanded to include recommendations for city-wide policies and procedures for the setting of parking meter rates and the establishment of new metered areas,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE:

Section 1. The recommendations in the report "Parking Meter Installation and Rate Policies" and contained in Attachment A be adopted as City Policy.

Adopted by a majority of all members of the City Council the 12 day of September, 1994, and signed by me in open session in authentication of its passage this 12 day of September, 1994.

\_\_Signed by James B. Street

President of the City Council

Filed by me this 12 day of September, 1994.

Signed by Margaret Carter

Deputy Clerk



**ORDINANCE**

AN ORDINANCE relating to parking rates; amending Section 11.16.120 of the Seattle Municipal Code and adding a new section to Chapter 11.16 of the Seattle Municipal Code to authorize the Director of Seattle Transportation to establish rates for parking payment devices within limits established by ordinance; setting limits on parking rates at parking payment devices; and rescinding a portion of the parking rate policy adopted by Resolution 28986 and reaffirmed in Resolution 30585.

WHEREAS, the City's Comprehensive Plan establishes as transportation goals (1) providing enough parking to sustain the economic viability of commercial areas while discouraging commuting by single-occupant vehicle and (2) making the best use of the City's limited street space, seeking balance among competing uses; and

WHEREAS, the City recognizes the importance of parking meters to provide and manage short-term customer parking for commercial businesses, discourage long-term on-street parking in metered spaces, reduce congestion in travel lanes caused by drivers seeking on-street parking, and encourage turnover in use of parking spaces; and

WHEREAS, because new parking pay stations will provide more convenient payment options for the public (such as credit cards and debit cards) and will help the City more efficiently manage parking, Seattle Transportation is embarking on a multi-year effort to install pay station technology to replace many single-space parking meters; and

WHEREAS, the current \$1.00 per hour rate for most two-hour single-space parking meters went into effect in 1990 and inflation has been over 50 percent since that time; and

WHEREAS, the City wishes to change its policies related to parking meter rate-setting that were established by Resolution 28986 and most recently reaffirmed in Resolution 30585;  
NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Subsection C of Seattle Municipal Code Section 11.16.120 is amended as follows:

**11.16.120 Director of Transportation – Authority.**

The Director of Transportation is authorized:

\* \* \*



1 C. To ~~((make recommendations to the City Council for))~~ establish parking  
2 ~~((meter))~~ rates to be charged at parking payment devices, including parking meters, for parking in  
3 city rights-of-way and other city-controlled parking areas under the jurisdiction of Seattle  
4 Transportation, consistent with Section 11.16.121, ~~((within parking meter zones))~~ and to make  
5 recommendations to the City Council for fees for permits issued pursuant to this subtitle;  
6

7 \* \* \*

8 Section 2. The amendment made in Section 1 above shall supersede the amendment  
9 made to that same subsection of the Seattle Municipal Code by Section 2 of the ordinance that  
10 was introduced as Council Bill 114713.

11 Section 3. A new section is added to Chapter 11.16 of the Seattle Municipal Code to read  
12 as follows:

13 **11.16.121 Director of Transportation – Rate Setting for Parking Payment Devices.**

14 A. Parking rates to be charged at parking payment devices, including parking meters, for  
15 parking in city rights-of-way and other city-controlled parking areas under the jurisdiction of  
16 Seattle Transportation shall be within rate limits established by ordinance. Rates may vary  
17 according to location, time of day, maximum parking time allowed, the capabilities of available  
18 parking payment devices, and any other factors the Director determines are pertinent. In setting  
19 rates, the Director is not subject to Chapter 3.02 of the Seattle Municipal Code.  
20  
21

22 B. In establishing parking rates, the Director shall consider the following objectives:

23 1. To maintain adequate turnover of on-street parking spaces and reduce incidents  
24 of meter feeding in commercial districts;  
25  
26  
27  
28

1                   2. To discourage long-term commuter and employee parking in on-street parking  
2 areas and encourage use of off-street parking facilities; and

3                   3. To reduce congestion in travel lanes caused by drivers seeking on-street  
4 parking.

5                   Section 4. The Director of Seattle Transportation is authorized to set parking rates,  
6 pursuant to Seattle Municipal Code Sections 11.16.120 and 11.16.121, up to the following limits,  
7 starting January 1, 2004:

8                   a. Short-term parking spaces with time limits of 30 minutes or less and  
9 Commercial Vehicle Load Zones: \$2.00 per hour per parking space;

10                   b. All other parking spaces: \$1.50 per hour per parking space.

11                   Section 5. The following portion of the attachment to Resolution 28986, reaffirmed in  
12 Section 1 of Resolution 30585, is rescinded:

13                   \*\*\*\*\*

14                   ~~((PARKING METER RATES~~

15                   ~~The City Council has authority to set parking meter rates. The Director of Engineering~~  
16 ~~has authority to make recommendations to the City Council for parking meter rates (Municipal~~  
17 ~~Code 11.16.120).~~

18                   ~~Additional revenue and rate information is included in appendices 2 and 3.~~

19                   ~~CURRENT PARKING METER RATE SETTING PRACTICES~~

20                   ~~While there are no written practices or policies which are used to set parking meter rates~~  
21 ~~in Seattle, parking meter rates have been established based on two different techniques. One~~  
22 ~~technique is based upon parking management (PM) studies, and the other technique is based~~  
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1 upon budget considerations. PM criteria uses data from parking usage, parking turnover, meter-  
2 feeding, off street parking rates, and enforcement to set a parking rate which best represents the  
3 needs of the community the meters serve. Parking rates set by budget considerations are driven  
4 by the City's need for revenues which pay for vital services such as police and fire.

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6 Generally, rate changes based on PM rationale are accepted, or even requested by the  
7 community. Community acceptance is common because clear evidence is shown that typical  
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9 choose off street locations, and good turnover is once again established (as is desired by the  
10 business community). Past examples of communities where PM rationale was used for rate  
11 changes is the Downtown, University, and Broadway districts.

#### 12 ~~PROPOSED PARKING METER RATE SETTING POLICY~~

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26 2) Have a meter feeding rate less than 15%. (This is equivalent to one space per block  
27 being used by a meter feeder.)  
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3 ~~rules of parking meter use.~~

4 ~~Currently, detailed (and costly) parking usage and turnover studies are required to~~  
5 ~~establish the criteria listed above. These studies would have to be funded as needed. New~~  
6 ~~technology could provide a significant cost and time savings, as data from electronic meters can~~  
7 ~~be used to establish an occupancy and turnover rate at metered spaces.~~

8 ~~These policies should be adopted by City Council resolution. The code (11.16.120) for~~  
9 ~~having the Director of Engineering making meter rate recommendations to the City Council is~~  
10 ~~already in place.))~~

11  
12  
13 Section 6. This ordinance shall take effect and be in force thirty (30) days from and after  
14 its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days  
15 after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

16  
17 Passed by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2003, and signed by me in open  
18 session in authentication of its passage this \_\_\_\_ day of \_\_\_\_\_, 2003.

19  
20 \_\_\_\_\_  
President \_\_\_\_\_ of the City Council

21 Approved by me this \_\_\_\_ day of \_\_\_\_\_, 2003.

22  
23 \_\_\_\_\_  
Gregory J. Nickels, Mayor

24 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2003.

25  
26 \_\_\_\_\_  
City Clerk

27 (Seal)



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STATE OF WASHINGTON – KING COUNTY

--SS.

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166340  
City of Seattle, Clerk's Office

No. ORDINANCE IN FULL

**Affidavit of Publication**

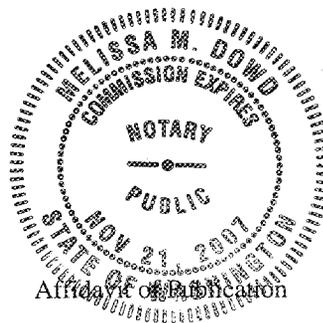
The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12<sup>th</sup> day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:121330 ORD IN FULL

was published on

12/17/2003



*Jennifer Patzger*  
Subscribed and sworn to before me on

12/17/2003

*Mel Dowd*  
Notary public for the State of Washington,  
residing in Seattle

