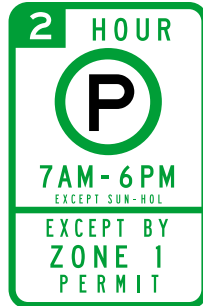


# WEST SEATTLE JUNCTION RPZ PROPOSAL FAQ

## WHAT DO RPZS DO?

Restricted Parking Zones are installed to limit long-term, commuter parking on residential streets from major destinations such as hospitals, universities, and business districts, while still allowing short-term parking for customers and visitors. RPZs do this through signed time limits that:

- Are usually in effect during the day (for example, from 7 AM – 6 PM)
- Can be on either one or both sides of the street
- Are only installed adjacent to residential properties
- Allow short-term visitor parking
- Allow residents to purchase permits to park longer than the posted time limit
- Allow unrestricted parking during hours when signed time limits are not in effect



Example of an RPZ sign

RPZ parking restrictions **do not** guarantee that parking will be available on a specific block for permit holders.

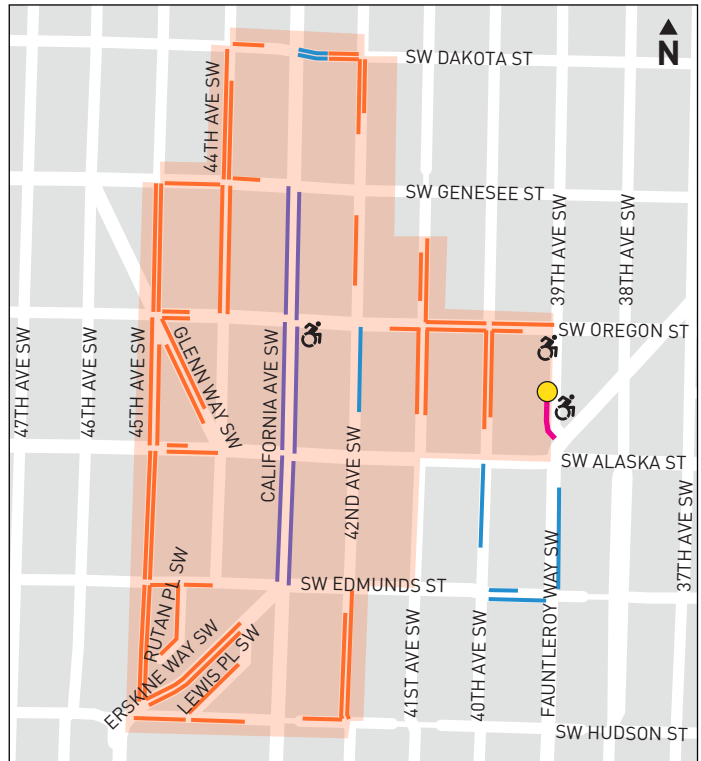
## WHY ARE WE PROPOSING AN RPZ IN THE WEST SEATTLE JUNCTION?

SDOT received a request from the Junction Neighborhood Organization (JuNO) to evaluate residential streets near the West Seattle Junction and Triangle for eligibility for a new Restricted Parking Zone (RPZ) to prevent long-term, commuter parking in the public right of way.

- We completed thorough parking and access studies in the West Seattle Junction and Triangle areas and found that on-street parking was full enough on blocks immediately around California Ave SW to make reliable access for neighborhood residents and guests challenging.
- Our study also showed that many of the vehicles parked during the day did not belong to neighborhood residents and stayed for a significant amount of time.
- The feedback from our summer 2018 survey indicated that stakeholders within the area generally supported moving forward with the creation of a new RPZ in this area.

## WOULD EMPLOYEES BE ABLE TO PURCHASE RPZ PERMITS?

Employees would not be eligible for RPZ permits. In areas of high demand, we do not prioritize the limited public right of way for long-term storage of commuter vehicles. RPZ signs would not be installed adjacent to any commercial properties.



### Proposed RPZ Changes

- Proposed RPZ signed blocks
- Proposed RPZ permit eligible households

### Individual Parking Space Changes

- ♿ Disabled space - 4-hour limit
- Load zone

### New Unpaid Time Limits

- 2-hour time limit
- 4-hour time limit
- Extend 2-hour time limits to 8 PM Mon - Sat



**Seattle**  
Department of  
Transportation

If you would like to request a change to the parking adjacent to your business, such as a load zone or time limits, please contact [WestSeattleParking@seattle.gov](mailto:WestSeattleParking@seattle.gov) with your request.

### WHY IS THERE AN RPZ PERMIT FEE?

The RPZ program limits commuters from parking on-street all day on residential streets in specific high demand areas. The program is funded by a permit fee paid by those who use and receive the most benefits from the program – residents who park on-street in an RPZ. The permit fee is \$65 per vehicle for a two-year period or \$10 per vehicle for a two-year period for low-income residents. The RPZ permit fees pay for the permits, the manufacture and installation of signs, and for staff that work on permit issuance and program administration. The fees are set to cover only the cost of administering the program, as written in the Seattle Municipal Code ([SMC 3.12.120](#)).

### CAN EXISTING RPZS BE CHANGED OR EXPANDED?

Once an RPZ is created, RPZ signs and permit eligibility can be **expanded** on a block-by-block basis if:

- The block is adjacent to an existing RPZ-signed block,
- At least 75% of parking spaces on the block are full during the hours the adjacent RPZ is in effect, and
- 60% or more of households on the block sign a petition to add RPZ signs and permit eligibility to the block.

Similarly, blocks in an existing RPZ can have RPZ signs and permit eligibility **removed** if 60% or more of households on the block sign a petition in favor of removing RPZ signs and permit eligibility.

### ON COMMERCIAL STREETS, WHY ADD NEW TIME LIMIT AREAS AND EXTEND TIME LIMITS UNTIL 8 PM?

As our City grows, street parking regulations also need to evolve. In commercial areas, SDOT prioritizes short-term parking for customers and visitors. New time limit areas match areas of redevelopment or commercial activity. Without posted time limits, vehicles can park legally for up to 72 hours, while a space with time limits is likely to serve many more users over the same time period.

Along California Avenue SW, we are planning to extend unpaid time limits from ending at 6 PM to ending at 8 PM. Parking studies showed that evenings were the most congested parking time in this area. Current time limits would allow employees or residents to park for the night beginning at 4 PM. Extending time limits until 8 PM keeps parking spaces available for short-term evening trips to the Junction by customers and visitors.

### WHY IS PAID STREET PARKING IN THE BUSINESS DISTRICT NOT PART OF THE PROPOSAL?

Existing time limits are working well to create available parking, and average duration in time limit spaces was just under 90 minutes.

While a space may not be available on every block face at all times, studies showed that on-street parking in commercial areas was generally available before 5 PM. Parking was more congested 5 PM – 8 PM, but peaked at about 80%, which is within City targets for managing on-street parking.

At all surveyed times, existing paid off-street parking was less than 60% utilized in the area.

### WHAT IS THE PROCESS FOR THESE PROPOSED CHANGES?

We are collecting feedback through **March 15, 2019** by online comment form, email, phone, and at the public hearing. All methods of commenting are treated equally.

- After March 15, we will review all the feedback we received and use it to inform a final decision on whether or not a new RPZ will be installed.
- In June 2019, we will send out a notice of decision.

### WANT MORE INFORMATION ABOUT WHAT WE HEARD FROM YOU?

Last summer we asked the community for feedback on residential, on-street parking around the West Seattle Junction. We received nearly 600 responses by survey, email, and phone. You can find a summary of the survey responses at [www.seattle.gov/transportation/WSParking](http://www.seattle.gov/transportation/WSParking).

### COULD THE CITY BUILD A PUBLIC PARKING GARAGE IN THE WEST SEATTLE JUNCTION?

A new public parking garage would require significant public investment to construct and operate. Revenue received would almost certainly not cover these costs. Seattle's policy direction is to make the most efficient use of parking that we have available and prioritize improvements that make our business districts easier to reach by transit, biking, and walking. We do not have a City program to build neighborhood parking garages.

There are existing publicly available off-street paid parking lots in the West Seattle Junction. We surveyed these facilities and found they have available parking supply. In addition to publicly available off-street parking, studies showed that on-street parking in commercial areas was generally available before 5 PM and peaked at about 80% between 5 PM – 8 PM. You can find more information on commercial area off-street and on-street parking study findings at [www.seattle.gov/transportation/WSParking](http://www.seattle.gov/transportation/WSParking).

### WHY AREN'T NEW BUILDINGS IN AREAS WITH FREQUENT TRANSIT REQUIRED TO HAVE PARKING?

Even when parking is provided for new residential properties, residents may choose to park on-street instead. Enabling housing choices without parking in areas with frequent transit is a way to accommodate and encourage new housing that can address affordable housing needs and provide residents the ability to live car-free or car-light.