How Are Uber/Lyft Shaping Municipal On-Street Parking Revenue?

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“...Cities are struggling to find the human and financial capacity to deliver more projects— and the right actions are not yet clear or urgent enough...”
FIG. 3  Barriers to Cities’ AV Efforts

Lack of funds
No capacity to manage pilots
Unclear what issues require city action
No urgency or consensus to act
National or state/provincial regulation
Lack of private sector interest
Local opposition
No planning or policymaking capacity

Data: Survey results as of April, 2017 with 30 cities responding
What happens to revenue when we drive + park less?
Study Shaping Factors

• 2012-2016
• TNC Pickup/Dropoff (both Uber and Lyft)
• Parking revenue + occupancy + avg %/hour
• Census Tracts in Seattle with paid on-street parking (33 in total)
About the data and $ figures (quickly)

• Geography—Census Tracts
• Time—three time blocks (Morning; Mid-Day; Evening)
• Day of week in a month

→ All Monday mornings in January are added together for each Tract
Rapid Growth of TNCs in Seattle

TNC Month-Over-Month Percent Increases In Rides Taken

- Median Increase
- Mean Increase
Revenue is predicted to peak at about 3 to 4 times the 2016 TNC ridership
TNC Trips Effects on Parking Revenue
With 95% Confidence Interval

Morning

Afternoon

Evening

All Day Combined

With 95% Confidence Interval
Each neighborhood is unique
## TNC Trips Effects on Parking Revenue--By Neighborhood

With 95% Confidence Interval

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th># of TNC Trips</th>
<th>Revenue in $'s</th>
<th>Confidence Interval</th>
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</table>
Uncertainty remains
TNC Pick-Up and Drop-Off Effects on Parking Revenue

Predicted # of Pick-Ups
With 95% Confidence Interval

Predicted # of Drop-Offs
With 95% Confidence Interval

Mean
Max
Effect of the Population Density Parking Revenue

Revenue in $'s vs Population Density (1000 people per sq mile)
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