The Seattle Department of Transportation (SDOT) is active in Columbia City through the Community Access and Parking Program. This effort includes documenting parking conditions in the neighborhood and developing parking management changes. This memorandum summarizes the findings of parking surveys performed in Columbia City in July 2016 and October 2016. The July survey provided an overview of parking utilization on block faces with unrestricted parking or a Restricted Parking Zone (RPZ) and included a review of off-street parking demand within the study area. The follow-on survey in October collected additional detail related to residential and non-residential use of unrestricted block faces east of Rainier Ave S. Additional parking studies have been completed and are posted on the project website at http://www.seattle.gov/transportation/parking/cp_ColumbiaCity.htm.

This memorandum presents the methodology for parking data collection, summarizes utilization of on-street and off-street parking, identifies how RPZ permits are utilized, and evaluates non-resident parking east of Rainier Ave S. A comparison of the existing on-street parking utilization to on-street parking data collected in 2012 is also provided. Detailed data collected for this study are available in the Appendix.

1. Parking Utilization Survey
1.1. Study Area and Parking Supply

Figure 1 shows the study area for the Columbia City Parking Survey. The boundaries are S Dakota St to the north, S Dawson St to the south, MLK Jr Wy S to the west and 43rd Ave S to the east. The study area included block faces with no parking restrictions and block faces in Restricted Parking Zones (RPZ). For non-permit holders, the RPZs have a 2-hour time limit between the hours of 7:00 A.M. and 6:00 P.M. Monday through Friday. The study area also included three public surface parking lots. Load/Unload, designated disabled, and time-limited spaces were excluded from the supply and subsequent demand counts. The number of block faces and corresponding on-street spaces are listed below:

- Block faces in RPZs: 21 block faces with 317 parking spaces (25% of study area spaces)
- Block faces with unrestricted parking: 80 block faces with 937 parking spaces (75% of spaces)

The study area surface lots have a total of 145 parking spaces. The location of the three off-street lots and number of parking spaces per lot are listed below:

- Columbia City Parking at S Ferdinand St/39th Ave S - 62 spaces
- Boys and Girls Club at S Oregon St/31st Ave S - 76 spaces
- Lot at S Hudson St/Rainier Ave S - 7 spaces.
Fig 1 - Columbia City Study Area for Parking Demand Surveys
The study included a survey of vehicles with RPZ permits. Since Columbia City is located in a Southeast Seattle light rail RPZ area, employees in the area, in addition to the local residents, can obtain RPZ permits.

### 1.2. Methodology

The parking utilization surveys were conducted on Tuesday July 19, 2016 and Thursday July 21, 2016. On-street parking demand data were collected for six time periods:

- 5:00 to 7:00 A.M.
- 9:00 to 11:00 A.M.
- 1:00 to 3:00 P.M.
- 3:00 to 5:00 P.M.
- 5:00 to 7:00 P.M.
- 7:00 to 9:00 P.M.

The 16-hour time span included times when most residents would likely be parked: before 7:00 A.M. and after 7:00 P.M. It also covered the time period when the RPZ restrictions are in effect: 7:00 A.M. to 6:00 P.M.

Demand data for vehicles with RPZ permits were collected for 12 of the 21 RPZ block faces. Parking demand data at the off-street lots were collected on Tuesday July 19, 2016 from 6:00 to 7:00 P.M. and Thursday, July 21, 2016 from 11:00 A.M. to 12:00 P.M.

### 1.3. On-Street Parking Demand and Utilization Results

Figure 2 shows the parking utilization in the study area for all on-street block faces over the six time periods. The highest utilization occurred between 5:00 and 7:00 A.M. During that time period, the utilization rate was 70% for block faces with unrestricted parking and 71% along block faces located in RPZs. Between the hours of 9:00 A.M. and 7:00 P.M., the utilization rates along the unrestricted spaces remained relatively constant with utilization rates of 64% and 65%. The utilization rate along block faces located in RPZs fluctuated between 55% and 68%. In aggregate, the data show that parking was available, but occupancy varied widely by individual block face.
Table 1 provides information on individual block face occupancies, measured by their peak parking occupancy between 9:00 A.M. and 7:00 P.M. These hours roughly cover the time period when the RPZs are in effect. Figure 3 shows the maximum utilization experienced by each block face between 9:00 A.M. and 7:00 P.M. At utilization rates of 90% or greater, motorists cannot easily locate available parking spaces, and SDOT generally considers unrestricted block faces with utilization rates of 75% or greater as qualifying for RPZ expansion.

The survey of RPZ block faces also noted parked vehicles that displayed RPZ permits. The survey indicated that RPZ permit holders occupied 52% to 55% of the spaces along block faces with RPZ restrictions between the hours of 9:00 A.M. and 7:00 P.M.
Legend

Public Parking Lot

Maximum Observed Occupancy

- Less than 50%
- 50% - 74%
- 75% - 90%
- More than 90%

Fig 3 - Maximum Parking Occupancy, 9 AM to 7 PM
1.4. Off-Street Parking Utilization Results

Table 2 shows the parking utilization results for the three surface parking lots. Midday (between 11:00 A.M. and 12:00 P.M.), the highest utilization occurred at the Boys and Girls Club parking lot when 55% of the spaces were occupied. In the evening (between 6:00 and 7:00 P.M.), the highest utilization rate occurred at the Columbia City Parking lot when 60% of the spaces were occupied.

Table 2. Off-Street Parking Utilization

<table>
<thead>
<tr>
<th>Parking Lots</th>
<th>Location</th>
<th>Number of Spaces</th>
<th>Parking Utilization 11:00 A.M. – 12:00 P.M.</th>
<th>Parking Utilization 6:00 – 7:00 P.M.</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>% Utilized</td>
<td>Unused Spaces</td>
</tr>
<tr>
<td>Columbia City Parking</td>
<td>S Ferdinand St/39th Ave S</td>
<td>62</td>
<td>31%</td>
<td>43</td>
</tr>
<tr>
<td>Boys and Girls Club</td>
<td>S Oregon St/31st Ave S</td>
<td>76</td>
<td>55%</td>
<td>34</td>
</tr>
<tr>
<td>Surface Lot</td>
<td>S Hudson St/Rainier Ave S</td>
<td>7</td>
<td>43%</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>145</strong></td>
<td><strong>44%</strong></td>
<td><strong>81</strong></td>
</tr>
</tbody>
</table>


a. Data collected on Thursday, July 21, 2016
b. Data collection on Tuesday, July 19, 2016

2. Comparison of 2012 and 2016 Parking Surveys

The 2016 on-street parking data were compared to data collected along block faces in the area in 2012 as part of the LINK light rail hide-and-ride on-street parking study. Figure 4 identifies the block faces included in the comparison for the two time periods.

In 2012, some areas north of S Oregon St and east of MLK Jr Way S and along the west side of Renton Avenue south of S Oregon Street were under construction. To account for any impacts to parking due to the construction, streets north of S Alaska St were not included in the comparison. Block faces east of and along 42nd Ave S were not included in the 2012 study. In the 2016 study, three block faces included segments with unrestricted spaces and time-limited spaces. Since demand was reported for the entire length of those block faces for the 2012 study and did not distinguish the demand by type of space, those block faces were not included in the comparison. The 2012 parking data were collected between 9:00 and 11:00 A.M. and 1:00 and 3:00 P.M., thus the data for both years are compared for those two time periods.

Table 3 compares the 2012 parking demand and the recent 2016 parking demand for identical block faces. As shown, demand increased by 36% during the morning peak period and by 40% during the afternoon peak period. Along block faces with no restrictions, the greatest increase in demand was 43% and occurred between 1:00 and 3:00 P.M. Along block faces in RPZs, the greatest increase in demand was 53% and occurred between 9:00 and 11:00 A.M. Details for the individual block faces are included in the Appendix.

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Fig 4 - Block Faces Included in 2012 and 2016 Parking Demand Comparison

Legend

Public Parking Lot

Parking Type

- Restricted Parking Zone
- Unrestricted Parking

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Coordinate System: State Plane NAD83-91, Washington, North Zone
Orthophoto Source: Pictometry 2007
PLOT DATE : 10/11/2016
AUTHOR : J Williams
V: Parking / Comm Parking / CC / Maps
Columbia City Parking Management Program
Parking Demand Surveys

Table 3. Comparison of 2012 and 2016 Parking Utilization

<table>
<thead>
<tr>
<th>Parking Restriction</th>
<th>Number of Block Faces</th>
<th>Number of Parking Spacess</th>
<th>9:00-11:00 A.M.</th>
<th>1:00-3:00 P.M.</th>
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<tr>
<td></td>
<td></td>
<td></td>
<td>2012 Demand</td>
<td>2016 Demand</td>
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<tr>
<td>Unrestricted Block Faces</td>
<td>25</td>
<td>378</td>
<td>210</td>
<td>271</td>
</tr>
<tr>
<td>RPZ Block Faces</td>
<td>13</td>
<td>216</td>
<td>90</td>
<td>138</td>
</tr>
<tr>
<td>All Block Faces</td>
<td>41</td>
<td>594</td>
<td>300</td>
<td>409</td>
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</table>

a. Number of parking spaces did not change between 2012 and 2016.

3. Non-Residential Parking Utilization Survey East of Rainier Ave S

Based on the July 2016 parking survey, it was determined that many of the unrestricted block faces east of Rainier Ave S experienced utilization rates of 75% or greater for at least one hour between 9:00 A.M. and 7:00 P.M. SDOT generally considers unrestricted block faces with utilization rates of 75% or greater and non-resident parking utilization rates of 35% or greater as qualifying for RPZ expansion. The follow-on study performed in October evaluated the parking utilization rates by non-residents. The study area east of Rainier Ave S included 23 block faces with a total supply of 327 on-street parking spaces.

Parking data were collected on two consecutive Wednesdays—October 5, and October 12, 2016—for three time periods (before 5:30 A.M., 10:00 A.M. and 3:00 P.M.). License plate numbers for vehicles parked in each on-street space were collected for each time period. Vehicles parked in disabled-person and load zone spaces were not included. All vehicles parked prior to 5:30 A.M. were assumed to belong to residents. These data were the basis for identifying resident versus non-resident vehicles for the other two time periods. The analysis counted resident vehicles that may have moved to another block after 5:30 A.M.

Table 4 summarizes the result of the license plate survey for the two study days. As shown, the average utilization rate for all vehicles was greater than 75% for all time periods. At 10:00 A.M., about 46% of all vehicles parked were non-residents; at 3:00 P.M. the non-resident vehicles accounted for 51% of all vehicles parked. Figure 5 shows the highest parking utilization during 10:00 A.M. and 3:00 P.M. observations, which match times when parking regulations might be put in place. Figure 6 shows the highest non-residential vehicle percentage during 10:00 A.M. and 3:00 P.M. observations.
Maximum Observed Occupancy

Less than 50%

More than 90%

50% - 74%

Fig 5 - Block Face Maximum Parking Occupancy, 10 AM and 3 PM

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

Coordinate System: State Plane, NAD83-91, Washington, North Zone

Orthophoto Source: Pictometry 2007

PLOT DATE: 11/22/2016

AUTHOR: J Williams

Parking / Comm Parking / CC / Maps
Table 4. Parking Spaces Utilized by Non-Residents east of Rainier Ave S

<table>
<thead>
<tr>
<th>Date</th>
<th>Number of Available Parking Spaces</th>
<th>Time Period</th>
<th>Number Demand</th>
<th>% Utilization for All Vehicles</th>
<th>Demand</th>
<th>% Non-Residents a</th>
<th>% Non-Residents b</th>
</tr>
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<tr>
<td></td>
<td>Total Demand</td>
<td>Prior to 5:30 A.M.</td>
<td></td>
<td>Total Demand</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>10:00 A.M.</td>
<td></td>
<td>3:00 P.M.</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Wednesday:</td>
<td>327</td>
<td>258</td>
<td>260</td>
<td>277</td>
<td>85%</td>
<td>147</td>
<td>53%</td>
</tr>
<tr>
<td>Oct 5, 2016</td>
<td>258</td>
<td>79%</td>
<td>80%</td>
<td>82%</td>
<td>112</td>
<td>43%</td>
<td></td>
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<tr>
<td>Oct 12, 2016</td>
<td>255</td>
<td>78%</td>
<td>82%</td>
<td>118</td>
<td>44%</td>
<td></td>
<td></td>
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<tr>
<td>Average</td>
<td>327</td>
<td>257</td>
<td>264</td>
<td>274</td>
<td>84%</td>
<td>135</td>
<td>49%</td>
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</table>


a Demand by non-residents was determined from license plate surveys that compared vehicles parked at 10:00 a.m. and 3:00 p.m. to those that were parked prior to 5:30 a.m. It includes resident vehicles that may have changed from one block to another.

b Percent of total demand during the hour by non-resident vehicles.

4. Findings

- Overall parking utilization of both unrestricted block faces and block faces in RPZs remained fairly constant between the hours of 9:00 A.M. to 7:00 P.M. The utilization rates for unrestricted spaces were 64% and 65% during that time period. The utilization rates along block faces in RPZs varied between 55% and 68%.

- Between 9:00 A.M. and 7:00 P.M., 24 block faces in the unrestricted areas experienced utilization rates greater than 75% for six or more hours per day. Thirteen of those block faces (approximately 16% of the total) experienced utilization rates between 75 and 90% and 11 of those block faces, (approximately 14% of the total) experienced utilization rates of 91% or greater.

- The percentage of vehicles with permits parked along block faces in RPZs between 9:00 A.M. and 7:00 P.M. varied between 52% and 55%.

- There has been an increase in parking demand since 2012. There was an overall increase of 36% in parking demand in the morning and an increase of 40% in parking demand in the afternoon. Along block faces with no restrictions, the greatest increase in demand was 43% and occurred between 1:00 and 3:00 P.M. Along block faces in RPZs, the greatest increase in demand was 53% and occurred between 9:00 and 11:00 A.M.

- East of Rainier Ave S, the average parking utilization rates for all parked vehicles was over 75% for all study time periods. Parking by non-resident vehicles represented about 44% of the total demand in the morning and 51% of the total demand in the afternoon.
APPENDIX
<table>
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<th>ELMNKEY</th>
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<td>5 - 7 AM</td>
<td>9 - 11 AM</td>
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<td>64818</td>
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<td>S</td>
<td>Unrestricted Parking</td>
<td>5</td>
<td>6</td>
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<td>30TH AVE S BETWEEN S DAKOTA W ST AND S ADAMS ST</td>
<td>SW</td>
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### Project: Columbia City Parking Study

**Notes:** On-Street Parking Demand Counts conducted in July 2016

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**Dates of Data Collection**

- **Thursday:**
  - July 21, 2016
  - 5 - 7 AM
  - 9 - 11 AM
  - 1 - 3 PM
  - 3 - 5 PM
  - 5 - 7 PM
  - 7 - 9 PM

- **Tuesday:**
  - July 19, 2016
  - 1 - 3 PM
  - 3 - 5 PM
  - 5 - 7 PM
  - 7 - 9 PM

**Note:** The table provides parking demand counts and adjusted supply data for various streets in Columbia City, categorized by week and time slots.
## Project: Columbia City Parking Study

**Notes:** On-Street Parking Demand Counts conducted in July 2016

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</table>

**Total** | 1,280 | 1,271 | 880 | 795 | 775 | 783 | 812 | 802 |

*a. Supply adjusted based on evaluation of parking during field visit. Adjustments highlighted in yellow.*
# Project: Columbia City Parking Study

## Notes:
Demand Count of RPZ Permit Holders along block faces in Restricted Parking Zones - July 2016

### Morning Counts (conducted Thursday, July 21, 2016)

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<tr>
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<td>25</td>
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<td>25</td>
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**Totals:** 188 91 155 59%

### Afternoon Counts (conducted Tuesday, July 19, 2016)

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<th>Side</th>
<th>Supply</th>
<th>Adjusted Supply</th>
<th>3 - 5 PM</th>
<th>5 - 7 PM</th>
<th>7 - 9 PM</th>
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<tr>
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<td>9</td>
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<td>8</td>
<td>1</td>
</tr>
<tr>
<td>128344</td>
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<td>9</td>
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<td>15</td>
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<td>13</td>
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<tr>
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<td>4</td>
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<td>7</td>
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<td>28</td>
<td>6</td>
<td>18</td>
<td>33%</td>
</tr>
<tr>
<td>50798</td>
<td>35TH AVE S BETWEEN S ALASKA ST AND S EDMUNDS ST</td>
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<td>15</td>
<td>15</td>
<td>7</td>
<td>11</td>
<td>64%</td>
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<tr>
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<td>13</td>
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<td>81%</td>
</tr>
</tbody>
</table>

**Totals:** 188 61 110 55% 64 122 52% 71 128 55%
### Columbia City Neighborhood Parking Study - 2016
License Plate Survey

**Notes:** Analysis of resident vs non-resident parking rates in both individual blocks and the entire neighborhood

Conducted: Wednesday, October 5, 2016 by Heffron Transportation, Inc.

#### Individual Block Analysis

<table>
<thead>
<tr>
<th>ELMNTKEY</th>
<th>UNITDESC</th>
<th>Side</th>
<th>No. of Spaces</th>
<th>Total # of Vehicles</th>
<th>% of Total Spaces</th>
<th>Total # of Vehicles</th>
<th># of Non-Resident Cars Only</th>
<th>Non-Resident Vehicle %</th>
<th>Total # of Vehicles</th>
<th># of Non-Resident Cars Only</th>
<th>Non-Resident Vehicle %</th>
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</thead>
<tbody>
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<td>1 87330</td>
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<td>26</td>
<td>19</td>
<td>73%</td>
<td>19</td>
<td>5</td>
<td>26%</td>
<td>19</td>
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<td>53%</td>
</tr>
<tr>
<td>2 74422</td>
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<td>4</td>
<td>80%</td>
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<td>0</td>
<td>0%</td>
<td>3</td>
<td>1</td>
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<tr>
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<td>8</td>
<td>89%</td>
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<td>13%</td>
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<tr>
<td>4 28738</td>
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<td>92%</td>
<td>12</td>
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<td>50%</td>
<td>13</td>
<td>7</td>
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<td>24%</td>
<td>21</td>
<td>7</td>
<td>33%</td>
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<tr>
<td>9 41777</td>
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<td>3</td>
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<tr>
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<td>36%</td>
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<tr>
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<td>25</td>
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<td>72%</td>
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<td>30%</td>
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</tr>
<tr>
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<td>62%</td>
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<td>18</td>
<td>78%</td>
</tr>
<tr>
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<td>1</td>
<td>50%</td>
<td>4</td>
<td>3</td>
<td>75%</td>
<td>4</td>
<td>3</td>
<td>75%</td>
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**Cumulative Neighborhood Analysis (All Block Faces)**

Resident cars were parked at 5:00 a.m. and then observed still in the neighborhood at 10 AM and/or 3 PM

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<th>3:00 PM</th>
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<td>147</td>
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<tr>
<td>Non-Resident Vehicle %</td>
<td>43.1%</td>
<td>53.1%</td>
</tr>
</tbody>
</table>

*Note: A total of 4 resident vehicles were found to park elsewhere in the neighborhood at 10 AM, and 8 resident vehicles were parked elsewhere at 3 PM*
**Columbia City Neighborhood Parking Study - 2016**
**License Plate Survey**

*Notes: Analysis of resident vs non-resident parking rates in both individual blocks and the entire neighborhood
Conducted: Wednesday, October 12, 2016 by Heffron Transportation, Inc.*

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<th>Total # of Vehicles</th>
<th>% of Total Spaces</th>
<th>Total # of Non-Resident Cars Only</th>
<th>Non-Resident Vehicle %</th>
</tr>
</thead>
<tbody>
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<td>9</td>
<td>43%</td>
</tr>
<tr>
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<td>11</td>
<td>6</td>
<td>55%</td>
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</tr>
<tr>
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<td>38%</td>
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<tr>
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<td>41778 S ANGELINE ST BETWEEN 38TH AVE S AND 39TH AVE S</td>
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<td>6</td>
<td>1</td>
<td>17%</td>
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</tr>
<tr>
<td>7</td>
<td>73894 39TH AVE S BETWEEN S AMERICUS ST AND S ANGELINE ST</td>
<td>N 24</td>
<td>22</td>
<td>21</td>
<td>5</td>
<td>24%</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>39TH AVE S BETWEEN 38TH AVE S AND 39TH AVE S</td>
<td>N 7</td>
<td>5</td>
<td>8</td>
<td>7</td>
<td>88%</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>19549 S ANGELINE ST BETWEEN RAINIER AVE S AND 38TH AVE S</td>
<td>N 6</td>
<td>7</td>
<td>7</td>
<td>4</td>
<td>57%</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>87914 S EDMUNDS ST BETWEEN 39TH AVE S AND 42ND AVE S</td>
<td>S 27</td>
<td>12</td>
<td>19</td>
<td>14</td>
<td>74%</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>51869 42ND AVE S BETWEEN S EDMUNDS ST S FERDINAND N ST</td>
<td>W 4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>20189 S FERDINAND ST BETWEEN 39TH AVE S AND 42ND AVE S</td>
<td>N 24</td>
<td>17</td>
<td>23</td>
<td>14</td>
<td>61%</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>20137 S EDMUNDS ST BETWEEN RAINIER AVE S AND 39TH AVE S</td>
<td>N 10</td>
<td>6</td>
<td>11</td>
<td>6</td>
<td>55%</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>20190 S FERDINAND ST BETWEEN 39TH AVE S AND 42ND AVE S</td>
<td>S 27</td>
<td>18</td>
<td>25</td>
<td>15</td>
<td>60%</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>74429 42ND AVE S BETWEEN S HUDSON ST AND S FARRAR ST</td>
<td>W 15</td>
<td>10</td>
<td>8</td>
<td>1</td>
<td>13%</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>21334 S PEARL ST BETWEEN 39TH AVE S AND DEAD END 3</td>
<td>S 11</td>
<td>13</td>
<td>8</td>
<td>0</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>21333 S PEARL ST BETWEEN 39TH AVE S AND DEAD END 3</td>
<td>S 27</td>
<td>21</td>
<td>19</td>
<td>6</td>
<td>32%</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>20686 S HUDSON ST BETWEEN 39TH AVE S AND 42ND AVE S</td>
<td>S 24</td>
<td>21</td>
<td>6</td>
<td>1</td>
<td>17%</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>42918 S HUDSON ST BETWEEN 42ND AVE S AND 43RD AVE S</td>
<td>S 7</td>
<td>7</td>
<td>6</td>
<td>1</td>
<td>29%</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>42940 42ND AVE S BETWEEN S HUDSON ST S FARRAR ST</td>
<td>E 13</td>
<td>10</td>
<td>7</td>
<td>2</td>
<td>99%</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>87913 S EDMUNDS ST BETWEEN 39TH AVE S AND 42ND AVE S</td>
<td>N 28</td>
<td>14</td>
<td>19</td>
<td>14</td>
<td>74%</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>28737 38TH AVE S BETWEEN S ALASKA ST AND S ANGELINE ST</td>
<td>W 2</td>
<td>3</td>
<td>5</td>
<td>2</td>
<td>40%</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL** 327 255 78% 268 123 45.9% 274 152 55.5%

**Cumulative Neighborhood Analysis (All Block Faces)**

Resident cars were parked at 5:00 a.m. and then observed still in the neighborhood at 10 AM and/or 3 PM

<table>
<thead>
<tr>
<th>Time</th>
<th>Total # of Vehicles</th>
<th># of Non-Resident Cars Only</th>
<th>Non-Resident Vehicle %</th>
</tr>
</thead>
<tbody>
<tr>
<td>10:00 AM</td>
<td>268</td>
<td>118</td>
<td>44.0%</td>
</tr>
<tr>
<td>3:00 PM</td>
<td>274</td>
<td>135</td>
<td>49.3%</td>
</tr>
</tbody>
</table>

*Note: A total of 5 resident vehicles were found to park elsewhere in the neighborhood at 10 AM, and 17 resident vehicles were parked elsewhere at 3 PM*