

MEMORANDUM

To:	Mary Catherine Snyder, SDOT Meghan Shepard, SDOT	Date:	August 8, 2005
From:	Jennifer Lowe	TG:	05085
cc:	Kathleen Govern, OMG		
Subject:	Findings for University District On-Street Parking Analysis		

This memorandum summarizes the results of on-street parking data collection efforts for the University District study area. The Seattle Department of Transportation (SDOT) contracted with the Transpo Group to coordinate this data collection effort. The purpose of the study, which will also include data collection in other areas of Seattle, is to establish a baseline of information of utilization, duration and turnover in both metered and non-metered on-street parking spaces and to make decisions regarding modifications to existing management of on-street parking spaces.

Data Collection

Data was collected for approximately 80 block faces that were subdivided into ten subareas. These subareas are identified in Figure 1. Prior to actual vehicle observation, an inventory of all on-street parking spaces on the included study area block faces was collected. The inventory collected information on current management (metered, unmetered, time limitations etc.). The data collection for utilization, length of stay, etc. occurred on: Tuesday, April 19; Wednesday, April, 20; Thursday, April 21, and; Tuesday, April 26 from 8 AM to 6 PM. The temperature on these days was relatively clear with temperatures in the mid fifties and sixties (degrees Fahrenheit). University of Washington was in session on these days. During this time period, each parking space was observed every half hour, and license plate information (three-digit) was recorded into a hand-held data device. This information was then downloaded and reports provided¹.

Parking Space Inventory

Generally, the characteristics of the inventory of parking spaces in the ten study subareas are summarized in Table 1. There are a variety of different types of on-street parking spaces within the subareas. This report focuses on general time limited and unlimited parking spaces. Loading zones, spaces reserved for police vehicles, and those for the disabled are combined into an “other” category. Details on these parking spaces are included in the detailed data tables, in attachment1 of this report. Note that some spaces are designated differently at different times of day. For example, some spaces are marked “No Parking” during morning and/or evening commute peak hours (7 am to 9 am and/or 3 pm to 6 pm) to allow for additional road capacity. The designations in Table 1 are determined by how the space is designated at 1:00 PM, which, in this study area, is always the designation for the

¹ Data collection in field collected by All Traffic Data. Data processing by Operations Management Group (OMG).

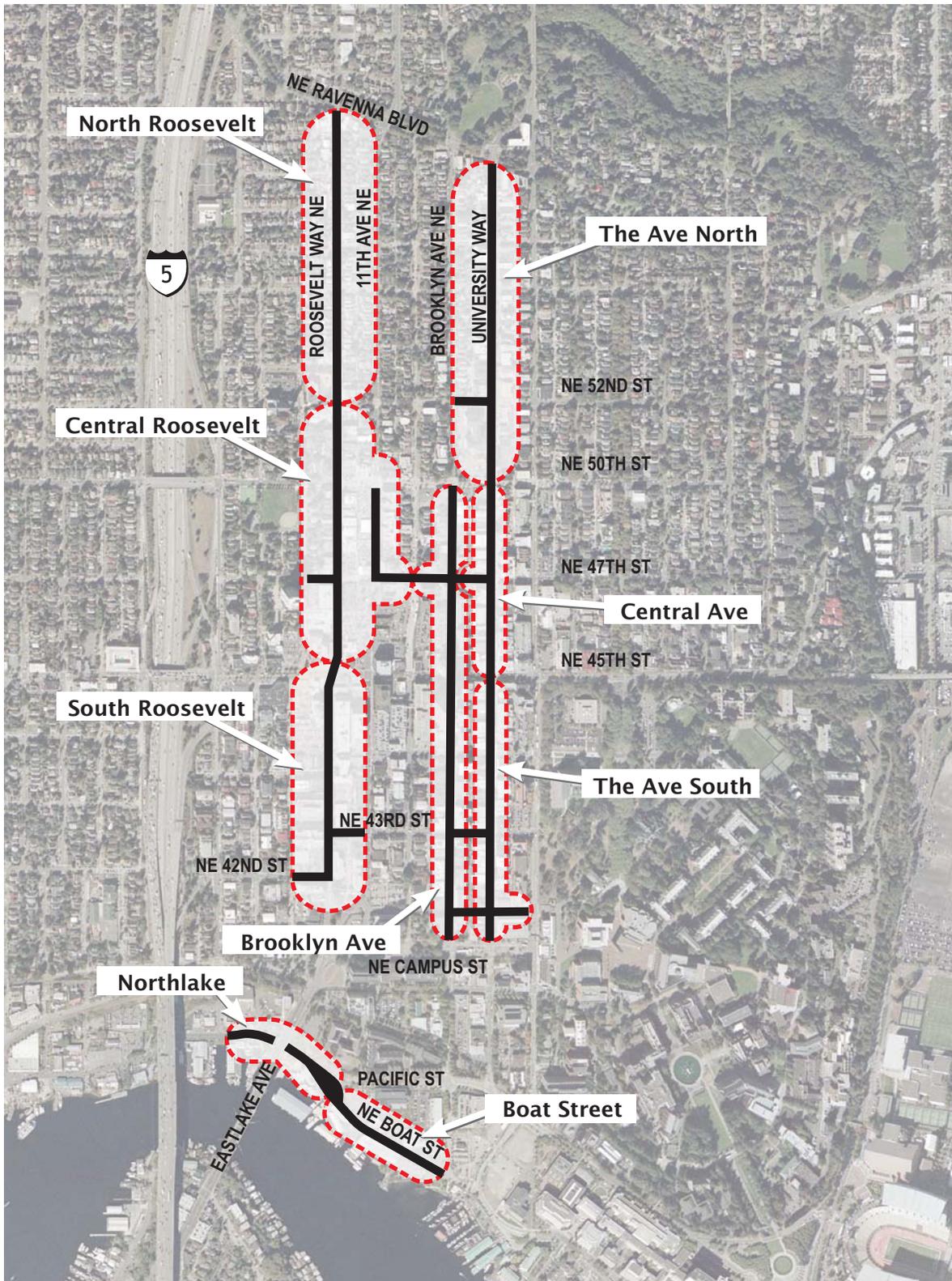


Figure 1
Study Areas

University District On Street Parking Study

majority of the daytime hours. Table 1 provides the number of each type of parking space in each subarea.

Table 1. Number and Type of Parking Spaces by Subarea (at 1:00 PM)

Restriction (at 1:00 PM)	North Roosevelt	Central Roosevelt	South Roosevelt	North Ave	Central Ave	South Ave	Brooklyn	Boat Street	Boat Street Triangle	Northlake
UNMETERED										
1 Hr	24	36	6	47				12		11
2 Hr		32	59	129				10	23	29
Unrestricted	91	100	4	41			1		19	29
Total Other	14	4	12	8	3	5	25	8	8	
Total	129	172	81	225	3	5	26	30	50	
METERED										
1 Hr					53	49	10			
2 Hr					2		162	39		
Half Hour					1	6	18			
Quarter Hour					2	2	3	2		
Total Other					12	4	5	1		
Total					70	61	198	42		
TOTAL ALL	129	172	81	225	73	66	224	72	100	69

General Characteristics:

All of the approximately 280 parking spaces in the three **Roosevelt subareas** are unmetered. More than half the spaces are unrestricted. The on-street parking in the **North Roosevelt Subarea**, which includes Roosevelt Way NE between NE Ravenna Blvd and NE 52nd Street, serves several small businesses as well as the residents living on Roosevelt Way NE and in the surrounding neighborhood. North of NE 52nd Street, the majority of the parking spaces are unrestricted, with some 1-hour sign restrictions near the businesses at the north end. The **Central Roosevelt Subarea** includes Roosevelt Way NE, between NE 52nd Street and NE 45th Street, and portions of NE 47th Street and 11th Ave NE. In this subarea, 1-hour metered spaces are provided between NE 42nd Street and NE 47th Street, which serve retail uses in this area as well as satisfying some of the parking demand for businesses on the NE 45th Street corridor nearby. The **South Roosevelt Subarea**, (SE 45th Street to NE 42nd Street, with portions of NE 42nd Street and NE 43rd Street) serves a variety of land uses including office, small businesses, a hotel and multi-family residences, with a need for a mix of short-term (less than an hour)

and longer (2-hour) parking. While the majority of parking spaces are limited to 2-hour parking, there are several spaces for passenger loading, limited to a very short period of time (fifteen minutes or less).

The **“North Ave” Subarea**, north of NE 50th Street to Ravenna Boulevard NE, and one block of NE 52nd Street, has no meters. Nearly 60% of the on-street spaces are signed with a 2-hour limitation. Almost 20% are signed for 1-hour restriction (primarily north of NE 52nd Street), and the remaining nearly 20% are unrestricted. There are a few spaces for loading. This area has a mix of small businesses and residential uses.

Unlike the North Ave Subarea, parking in the **“Central Ave” Subarea**, between NE 45th Street and NE 50th Street including one block of NE 47th Street, has no unmetered spaces, except for a few spaces for passenger loading. Meters here are limited to 1-hour of parking which serves this core retail district near the University. Small retail shops, coffee and food shops are well served by the high turnover the 1-hour meters provide.

Like the Central Ave subarea, the **“South Ave”** (south of NE 45th Street to NE Campus, including a small portion of NE 41st and NE 43rd Streets) on-street spaces are metered, with 1-hour limits mostly on the Ave and 2-hour limits on Brooklyn Ave NE. There are also several loading spaces in this subarea. Parking in this subarea serves several businesses as well as University related services and some multi-family residential units.

The **Brooklyn Subarea**, which is Brooklyn Avenue NE, between NE 50th Street and NE Campus Street, including small portions of NE 47th, NE 42nd and NE 41st Streets, has mostly 2-hour meters with some shorter term (1-hour? 30-minute? 15-minute?) metered parking. Because of its proximity to the University and University-related services in these areas, some of the on-street parking serves the student population.

The **Boat Street Subarea** (NE Boat Street, from Brooklyn Ave NE to NE Pacific Street) parking includes a combination of metered and unmetered, one and 2-hour parking, with a few meters for even shorter duration. More than half the spaces are metered with 2-hour parking limitation. The University of Washington’s Police and Transportation Offices are on NE Boat Street in this area. They have three spaces reserved on-street for department vehicles. Like parking in the Brooklyn Subarea, due to the proximity to University and University services, parking in this subarea serves the student population as well as the businesses along this street.

The **Boat Street Triangle** lot is in a wide right-of-way which allows 2-hour parking. Parking spaces are not striped and so the supply is difficult to pin down. You will note in the course of this study that in this lot, as well as in some curb areas with unlimited parking, utilization sometimes exceeds 100%. This occurs when the counted utilization exceeded the estimated supply. This subarea also includes street front parking along the businesses on the south side of NE Boat Street, adjacent to the triangle lot. Some of these spaces have been signed “reserved” by the businesses along this roadway, though the spaces are within the public right-of-way

The **Northlake** Subarea has no metered parking. The majority of the on-street parking is located in front of the businesses on the west end of the study area. Several of the spaces are perpendicular, as the right-of-way is quite wide. Restaurants and marine focused businesses and a new University of

Washington development, scheduled for completion in Spring 2006, make up the majority of businesses in this subarea.

Effectiveness

Parking management measures, such as meters, time limitations and special zones help influence parking behavior. Certain behaviors are desired, based on the types of surrounding land uses. For example, retail stores often rely on on-street parking to serve customer's parking needs, especially if adequate off-street parking is not available. Therefore, near retail establishments, frequent turnover is desired. When parking supply in an area is scarce or expensive, long-term parkers will often park on-street, especially if it is free and/or allows for a long period of parking.

The extent that on-street parking management measures are successful in influencing the desired parking behavior can be measured in several ways. The following indicators show how effective parking management is in:

- Encouraging turnover of parking spaces;
- Reducing occupancy of on-street spaces so that business-needed spaces are readily available; and
- Encouraging parkers to observe the posted or metered parking limitations.

These things can be measured by considering:

- The number of parkers that comply with posted and metered limitations;
- Turnover, which is the number of unique cars that park in a parking space,
- Duration, which is the length of time a vehicle stays in a parking space; and
- Utilization, or the percentage of occupied parking spaces.

Findings

The following tables summarize those findings that help determine effectiveness of current management measures and help indicate what different measures may be appropriate.

Table 2 summarizes the percent of vehicles that were parked longer than the signed or metered time limitations in each subarea. It appears that, in general, the percent of parkers that stay beyond the time limitations is slightly more for unmetered than metered spaces. The largest difference is with the 2-hour spaces where approximately 10% to 15% of those in metered parking spaces exceeded the time limit and 20% to 30% of those in unmetered spaces exceeded the limit.

Table 2. Percentage Exceeding Time Limitation

Restriction (at 1:00 PM)	North Roosevelt	Central Roosevelt	South Roosevelt	North Ave	Central Ave	South Ave	Brooklyn	Boat Street	Boat Street Triangle	Northlake
UNMETERED										
1 Hr	14%	11%	50%	22%				18%		26%
2 Hr		18%	32%	23%				29%	36%	19%
Unrestricted	na	na	na	na			na		na	na
METERED										
1 Hr					10%	13%	15%			
2 Hr					0%		7%	14%		
HalfHr					0%	13%	24%			
QtrHr					14%	29%	8%	100%		

Table 3 provides the measured average length of stay for each type of parking in each subarea. Note that these numbers understate the actual length of stay, as vehicles that were parked at the last observation period may have stayed beyond the duration they were measured for. Generally, those in metered spaces tended to stay less than those in the unmetered parking. For example, at the metered 2-hour parking the average length of stay was close to an hour. In the unmetered parking the average was closer to two hours. While this may, in some cases be related to the types of businesses near which the meters are located, the trend is significant enough to indicate that the presence of meters reduces the length of parked time. *Note that numbers are given in portions of hours. For example, 1.25 is equivalent to one and one-quarter hour or one hour and fifteen minutes. 2.91 indicates an average stay of just under three hours.*

Table 3. Average Length of Stay

Restriction (at 1:00 PM)	North Roosevelt	Central Roosevelt	South Roosevelt	North Ave	Central Ave	South Ave	Brooklyn	Boat Street	Boat Street Triangle	Northlake
UNMETERED										
1 Hr	0.83	0.74	1.78	1.04				0.96		1.66
2 Hr		1.67	2.16	1.81				1.75	2.18	1.57
Unrestricted	2.91	4.30	5.57	4.57			0.88		1.24	3.09
METERED										
1 Hr					0.76	0.92	0.76			
2 Hr					0.71		1.04	1.29		
HalfHr					0.50	0.58	0.77			
QtrHr					0.57	0.71	0.58	1.67		

Tables 4 and 5 provide the average occupancy, or utilization, of parking spaces in the subareas. Table 4 provides data averages the occupancy over the entire course of the ten hour period of data collection, from 8 AM to 6 PM. On-street parking on some of the block faces is prohibited during the morning peak commute hours in order to provide additional roadway capacity. Also, many businesses in the area do not open until mid-morning. For this reason, we also provide average occupancy that excludes the hours before 10 am. Table 5 includes the averages over this shorter time period. The average is for an 8 hour period, from 10 am to 6 pm.

It should be noted that the percent occupancy varies greatly by block face. For example, in the Central Ave Subarea, the 1-hour metered parking on the west side, between NE 47th and 50th Streets is an average of 80% occupied between 10 AM and 6 PM, exceeding 75% occupancy six of these hours. But because of the balance of other 1-hour meters in the area, the average occupancy of the 1-hour meters in this subarea appears much lower, at 67%. It is important to look specifically at individual block faces when making decisions about which management techniques to apply. As noted earlier, there are areas where parking occupancy was measured to exceed 100%, such as in the South Roosevelt and Boat Street Subareas. In both of these areas, parking is not metered. Therefore, it is possible for more vehicles to park than were estimated in the original inventory of parking supply. Vehicles can “squeeze” into areas that would likely provide less parking spaces if individual spaces were delineated.

Table 4. Average Percent Occupancy from 8AM to 6PM

Restriction (at 1:00 PM)	North Roosevelt	Central Roosevelt	South Roosevelt	North Ave	Central Ave	South Ave	Brooklyn	Boat Street	Boat Street Triangle	Northlake
UNMETERED										
1 Hr	45%	64%	107%	48%				57%		47%
2 Hr		74%	87%	60%				90%	104%	70%
Unrestricted	50%	87%	98%	76%			35%		85%	81%
METERED										
1 Hr					60%	72%	63%			
2 Hr					68%		40%	56%		
HalfHr					5%	47%	31%			
QtrHr					60%	25%	25%	25%		

Table 5. Average Percent Occupancy from 10 AM to 6 PM

Restriction (at 1:00 PM)	North Roosevelt	Central Roosevelt	South Roosevelt	North Ave	Central Ave	South Ave	Brooklyn	Boat Street	Boat Street Triangle	Northlake
UNMETERED										
1 Hr	51%	69%	110%	56%				60%		48%
2 Hr		82%	91%	66%				91%	110%	70%
Unrestricted	53%	87%	97%	76%			44%		85%	78%
METERED										
1 Hr					67%	81%	71%			
2 Hr					81%		45%	57%		
HalfHr					6%	56%	32%			
QtrHr					69%	31%	27%	19%		

Table 6 provides the calculated number of hours each type of parking in each subarea exceeded 75% occupancy between 8 am and 6 pm (maximum 10 hours). Table 7 provides the calculated number of hours each type of parking exceeds 75% occupancy between 10 am and 6 pm (maximum 8 hours). As with the other tables, this information should be considered along with an understanding of the total number of parking spaces of each type that are actually in each subarea. For example, there may be just one loading zone space in a busy area and if that space is occupied during any observation the occupancy rate is seen as 100%. As shown, the unrestricted parking in the Central Roosevelt subarea is over 75% occupied much of the day. The 2-hour unmetered parking in Central and South Roosevelt subareas experience over 75% occupancy the majority of the day.

Table 6. Number Hours Between 8 AM and 6 PM Percent Occupancy Is 75% or Greater (Max 10)

Restriction (at 1:00 PM)	North Roosevelt	Central Roosevelt	South Roosevelt	North Ave	Central Ave	South Ave	Brooklyn	Boat Street	Boat Street Triangle	Northlake
UNMETERED										
1 Hr	0.5	0.5	9.5	1.0				2.0		0.0
2 Hr		7.0	8.5	1.5				9.0	8.5	4.5
Unrestricted	0.0	8.5	10.0	5.5			3.5		7.5	
METERED										
1 Hr					4.0	5.5	5.5			
2 Hr					5.5		0.0	4.0		
HalfHr					0.5	3.0	0.0			
QtrHr					4.0	1.0	0.0	1.5		

Table 7. Number of Hours Between 10 AM and 6 PM Percent Occupancy is 75% or Greater (Max 8)

Restriction (at 1:00 PM)	North Roosevelt	Central Roosevelt	South Roosevelt	North Ave	Central Ave	South Ave	Brooklyn	Boat Street	Boat Street Triangle	Northlake
UNMETERED										
1 Hr	0.5	0.5	8.0	1.0				2.0		0.0
2 Hr		7.0	7.5	1.5				7.5	7.0	3.5
Unrestricted	0.0	6.5	8.0	5.0			3.5		6.0	
METERED										
1 Hr					4.0	5.5	5.5			
2 Hr					5.5		0.0	3.5		
HalfHr					0.5	3.0	0.0			
QtrHr					4.0	1.0	0.0	1.5		

Parking turnover is another indication of how well the parking is serving adjacent land uses. Table 8 provides the turnover, by parking type in each subarea. As previously defined, turnover represents the average number of unique cars that park in a parking space. Those parking spaces with a shorter time limitation should produce a much higher turnover than unlimited and longer permitted parking duration. For example, in Table 8, in the North Roosevelt Subarea, the unrestricted spaces turned over less than two times, while those spaces restricted to 1-hour parking turned over more than five times.

It is interesting to note that the 2-hour metered parking in the Central Ave subarea has a higher turnover rate than the 1-hour metered parking.

Table 8. Parking Space Turnover

Restriction (at 1:00 PM)	North Roosevelt	Central Roosevelt	South Roosevelt	North Ave	Central Ave	South Ave	Brooklyn	Boat Street	Boat Street Triangle	Northlake
Unlettered										
1-hour	5.38	8.64	6.00	4.64				5.92		2.82
2-hour		4.44	4.05	3.31				5.10		4.60
Unrestricted	1.71	2.02	1.75	1.66			4.00			4.29
Metered										
1-hour					7.85	7.78	8.20			
2-hour					9.50		3.82	4.33		
Half Hour					1.00	8.00	4.00			
Quarter Hour					10.50	3.50	4.33	1.50		

Parking Management Techniques

Businesses in urban areas also rely heavily on on-street parking to serve their customer base. Off-street parking is often not provided for individual businesses. Customers have a threshold for walking distances from their parking to place of business. This is proportional to the length of time they expect their business/transactions to take (i.e. it's hard to justify a ten minute walk in order to make one stop for a five-minute transaction, while the same walk seems acceptable for a two hour dining experience) and the amount of purchases they anticipate having to carry. Businesses suffer when parking availability is consistently difficult to find. Therefore, **a goal of 75% occupancy or less** typically provides the amount of availability that is conducive to a good customer base. Repeat customers can be reasonably confident that they will find parking near their destination at a level of 80% occupancy or less, and potential pass-by customers will not have to go too far away from businesses they are interested in visiting if they find a parking space within a block or two of the shop they choose to frequent.

As a general rule of thumb, in the urban environment, parking turnover is typically three to four times greater than for off-street parking (Parking, Weant and Levinson). Each space used by workers turns over once daily, while each space used by business or shopper parkers turns over several times each day. Therefore, in a ten hour study period, to best serve commercial uses, in spaces designated for a 2-hour limitation, **a turnover of 3.0 or higher is desired.** With 1-hour limitations, a turnover of 6.0 or higher is designated. These turnover rates, if vehicles park close to the time limitation, represent an occupancy of around 60% (three 2-hour periods, or six 1-hour periods in a ten hour day). With many retail businesses and services not opening or picking up until around 10 AM this is represents an occupancy of 75% (six out of eight peak hours). As noted above, 75% occupancy is a target for the land use environment of the study areas.

Meters encourage better compliance with regulations. A study several years ago, which included over 900 municipalities, found that overtime parking was reduced by more than 75% in half of the communities when meters were installed² The same study found that the percentage of vehicles parking overtime reduced from 24 to 13 percent after meters were installed. Since enforcement efforts are expensive, meters are a more cost effective way to encourage compliance with time limitations, though compliance is made further effective with additional enforcement efforts. We recommend that **meters should be strongly considered if non-compliance with posted time limitations exceeds 15% to 20%.**

General Findings

In observing the differences of parking patterns between unrestricted, time limited (sign only) and metered parking, in the University District study area, we conclude that:

- Compliance with time limitations is noticeably better for metered than unmetered parking.
- The average length of stay in unrestricted, un-signed spaces provides little turnover of parking spaces.
- Parking availability is generally better in those areas that meters are utilized. The proximity to the University and student demand for parking is an influence.

Subarea Summaries

Table 9 provides a summary of the utilization data, by subarea typing type.

² Parking, Weant and Levinson, 1990 (p. 253)

Table 9 Summary Table

Restriction at 1 PM	SUPPLY	AVG TURNOVER	AVG HRS USE PER SPACE	AVG,LENGTH,OF STAY PER VEHICLE	Percent Exceeding Time Limitation	AVG UTIL, 8AM to 6 PM	AVT UTIL 10 AM to 6 PM	HOURS BETWEEN 8 AND 6 EXCEEDS 75%	HOURS BETWEEN 10 AND 6 EXCEEDS 75%
NORTH ROOSEVELT									
1 Hr Space	24	5.38	4.48	0.83	14%	45%	51%	0.5	0.5
Unrestricted Space	91	1.71	4.99	2.91	0%	50%	53%	0	0
CENTRAL ROOSEVELT									
1 Hr Space	36	8.64	6.40	0.74	11%	64%	69%	0.5	0.5
2 Hr Space	32	4.44	7.41	1.67	18%	74%	82%	7.0	7.0
Unrestricted Space	100	2.02	8.69	4.30	0%	87%	87%	8.5	6.5
SOUTH ROOSEVELT									
1 Hr Space	6	6.00	10.67	1.78	50%	107%	110%	9.5	8.0
2 Hr Space	59	4.05	8.74	2.16	32%	87%	91%	8.5	7.5
Unrestricted Space	4	1.75	9.75	5.57	0%	98%	97%	10.0	8.0
NORTH AVE									
1 Hr Space	47	4.64	4.81	1.04	22%	48%	56%	1.0	1.0
2 Hr Space	129	3.31	6.00	1.81	23%	60%	66%	1.5	1.5
Unrestricted Total	41	1.66	7.57	4.57	0%	76%	76%	5.5	5.0
CENTRAL AVE									
1 Hr Meter	53	7.85	5.96	0.76	10%	60%	67%	4.0	4.0
2 Hr Meter	2	9.50	6.75	0.71	0%	68%	81%	5.5	5.5
HalfHr Total	1	1.00	0.50	0.50	0%	5%	6%	0.5	0.5
Qtr Hr Meter	2	10.50	6.00	0.57	14%	60%	69%	4.0	4.0
SOUTH AVE									
1 Hr Meter	49	7.78	7.18	0.92	13%	72%	81%	5.5	5.5
Half Hr Meter	6	8.00	4.67	0.58	13%	47%	56%	3.0	3.0
Qtr Hr Space	2	3.50	2.50	0.71	29%	25%	31%	1.0	1.0

Table 9 Summary Table (Continued)

Restriction at 1 PM	SUPPLY	AVG TURNOVER	AVG HRS USE PER SPACE	AVG,LENGTH,OF STAY PER VEHICLE	Percent Exceeding Time Limitation	AVG UTIL, 8AM to 6 PM	AVT UTIL 10 AM to 6 PM	HOURS BETWEEN 8 AND 6 EXCEEDS 75%	HOURS BETWEEN 10 AND 6 EXCEEDS 75%
BROOKLYN AVENUE									
1 Hr Meter	10	8.20	6.25	0.76	15%	63%	71%	5.5	5.5
2 Hr Meter	162	3.82	3.96	1.04	7%	40%	45%	0.0	0.0
Half Hr Meter	18	4.00	3.08	0.77	24%	31%	32%	0.0	0.0
Quarter Hour Meter	3	4.33	2.50	0.58	8%	25%	27%	0.0	0.0
Unrestricted Space	1	4.00	3.50	0.88	na	35%	44%	3.5	3.5
BOAT STREET									
2 Hr Meter	39	4.33	5.59	1.29	14%	56%	57%	4.0	3.5
Qtr Hr Meter	2	1.50	2.50	1.67	100%	25%	19%	1.5	1.5
1 Hr Space	12	5.92	5.67	0.96	18%	57%	60%	2.0	2.0
2 Hr Space	10	5.10	8.95	1.75	29%	90%	91%	9.0	7.5
BOAT STREET TRIANGLE									
2 Hr Space	23	4.78	10.41	2.18	36%	104%	110%	1.5	1.5
Unrestricted Space	29	6.84	8.50	1.24	na	85%	85%		
NORTHLAKE									
1 Hr Space	11	2.82	4.68	1.66	26%	47%	48%	0.0	0.0
2 Hr Space	29	4.45	7.00	1.57	19%	70%	70%		
Unrestricted Space	29	2.62	8.10	3.09	na	81%	78%		

North Roosevelt

General Information:

- No meters
- Mostly unrestricted spaces with some 1-hour spaces
- Low turnover (1.7) for unrestricted spaces.
- Parking availability generally good.

The North Roosevelt subarea indicates a relatively good compliance with time-limitations with 14% of vehicles exceeding the 1-hour time limitations. Only in the spaces on the west side between NE 59th Street and Ravenna do vehicles exceed the 1-hour time limitation by about ten minutes. Average utilization of the unlimited and time limited parking averages 50% throughout the day. However, the unrestricted spaces, near NE 52nd Street, on the south end of the study area, do experience a high level of utilization, particularly on the east side.

Recommended modifications:

- Consider instituting time limitations at the south end of this study area. If more restrictive measures, such as meters or pay stations are added for time limitations in the Central Roosevelt study area, use meters in this area too.
- No other modifications appear necessary at this time. However, if meters/pay stations are added south of here the situation should be monitored to assure that occupancy and turnover remain at good levels.

Central Roosevelt

General Information:

- No meters
- About 60% of space are unrestricted, with the remaining almost evenly split between 1-hour and 2-hour limitations
- Unrestricted spaces experience low vehicle turnover (2.02) and high utilization (over 85%)

Compliance with the time limited parking spaces is relatively good. Parking occupancy exceeds 75% most of the day in both time restricted and unrestricted parking spaces. This is likely to have a negative impact on the businesses in the neighborhood.

Recommended modifications:

- Institute time limitations for the currently unrestricted parking spaces in this subarea.
- The installation of pay stations will help increase the turnover of the parking spaces and reduce the occupancy rates, making more parking available for patrons of commercial businesses in the area.
- The decision of whether to limit parking to 1- or 2-hours should be made on a block-to-block basis. The types of businesses and the length of the typical customer/client stay, as well as the

current length of stay and percent occupancy should all be considered in determining the time limitations. Parking availability may benefit from the conversion of some of the 2-hour limitations to 1-hour parking in order to make more parking spaces available, if this fits with the type of customer profile frequenting the businesses.

South Roosevelt

General information:

- The South Roosevelt Subarea serves a combination of commercial land use (office and retail) as well as residences.
- Most of the parking is restricted to 2-hour time limitations.
- Occupancy of all spaces is very high, over 90% for all spaces 10 am to 6 pm (note occupancy exceeding 100% occurs when actual utilization exceeded what the estimated number of vehicles could be accommodated in inventory of street parking)
- The percent exceeding time limitations is 50% for 1-hour and 32% for 2-hour parking

Recommended modifications:

- The data indicate that pay stations are needed to help enforce the time limitations and encourage turnover.

North Ave

General Information

- No meters
- Approx 60% of spaces have a 2-hour time limitation, 20% are 1-hour and 20% unlimited time
- Compliance with time limitations is poor (over 20% exceed time limits)
- Unrestricted parking experiences over 75% occupancy
- Turnover of unrestricted spaces is less than 2.0

Compared to those areas that have meters for one- and 2-hour time restrictions farther south on the Ave, the percentage that exceeds those limits is higher. For example, 1-hour meters in the Central Ave Subarea average a 10% exceedence of time limitation, while in this subarea, the 1-hour unmetered spaces experience a 22% exceedence of time limitations.

Recommended modifications:

- Add time limitations to unrestricted spaces
- Use meters/pay stations to help enforce the length-of-stay restriction

Central Avenue

General Information:

- Parking is metered
- Mostly 1-hour meters
- Generally good compliance with time limitations
- Parking turnover is highest of the entire University District study area

The 1-hour metered parking on the west side of “The Ave”, between NE 47th and 50th Streets is an average of 80% occupied between 10 AM and 6 PM, exceeding 75% occupancy six of these hours. But because of the balance of other 1-hour meters in the area, the average occupancy of the 1-hour meters in this subarea appears much lower, at 67%.

Recommended modifications:

- No major modifications are indicated, though all decisions should consider individual block patterns.
- As meters are converted to pay stations, which will have only 2-hour or half-hour designations, the right balance between the shorter (half-hour) and longer (2-hour) limitations should look closely at the data from this study on a block by block basis, as well as monitor the impacts to parking behavior to assure the right balance has been achieved.

South “Ave”

General Information

- Primarily 1-hour metered parking
- Achieves good turnover (over 7)
- Occupancy of 1-hour meters is high over the eight hour period (81%)

The parking south of NE 43rd Street is primarily metered except for a fair amount of passenger loading spaces. The high utilization of 1-hour parking is reflective of the many commercial businesses in the northern end of the sub, and a high level of activity near the University of Washington.

Recommended modifications:

- No major modifications are indicated

Brooklyn Ave NE

General information

- Primarily 2-hour metered parking
- Experiences relatively low utilization and high turnover (prior to installation of pay stations)

The meters in the south subarea have been converted to pay stations since the data collection dates. This conversion started the week of June 27, 2005. Prior to conversion, the meters seemed to be working relatively well with occupancy at a healthy level and high compliance with time limitations except for the half hour meters. Nearly one-fourth of the vehicles in the half hour meters exceeded the time limits, with an average length of stay of 0.77 hours.

Recommended Modifications

- No major modifications indicated
- Consideration of converting at least some of the half-hour meters to 1-hour limitation would accommodate more of the short-term parkers.

NE Boat Street

General Information

- Mix of metered and unmetered parking spaces
- Utilization healthy
- Some reserved spaces for University Police and Transportation offices

The NE Boat Street subarea has a mix of metered and unmetered spaces, but does not have any unrestricted street parking, though more than half the parking is 2-hour metered. The meters do seem to help enforce the time limitations as more vehicles exceed the time limits in the unmetered spaces as in the metered spaces. For example, 14% of the vehicles in the 2-hour metered spaces exceed the time limitation compared to 29% exceeding the time limitations in the 2-hour unmetered spaces. There are a few quarter-hour meters but the average length of stay in these spaces is almost two hours (1.7 hours). The utilization of the 2-hour unmetered spaces is quite high (90% for the ten hour day) compared to the 2-hour metered spaces (56%).

Recommended modifications:

- Install pay stations for all unmetered time restricted spaces.

Boat Street Triangle

General Information

- Mix of 2-hour and unrestricted spaces
- No meters
- Curb spaces “reserved” by businesses, though in public right-of-way
- Utilization over 85%

This parking may be heavily utilized by students and other university related parking. However, turnover is good and length of stay is not overly excessive. Utilization is so high that the businesses have instituted their own parking restrictions in front of their buildings. Businesses on waterside have posted “reserved” signs for parking in public right-of-way.

Recommended modifications

- Add pay stations
- Apply shorter time restrictions and pay stations for parking in front of businesses
- Eliminate “reserved” signs installed by businesses.

Northlake

General information

- Combination of time restricted and unrestricted parking spaces
- Currently unmetered

- Unrestricted spaces highly utilized (81% over ten hour period)

The small businesses (restaurants, marine services and other commercial properties) are dependent on the on-street parking supply. The University of Washington has a new office project near this sub-area scheduled to be complete in Spring of 2006. Occupancy of this building may impact on-street parking in this area. A reassessment of parking conditions after occupancy of the new project is recommended. Recommended modifications

- Converting some of the unlimited parking to 2-hour time limited parking should free up more parking for commercial businesses in this area.
- Monitor to see if pay stations are required for compliance to time limitations as the unlimited spaces are converted

Recommended modifications:

- Convert unlimited parking to 2-hour or less time limitations.
- Install pay stations for time limited parking.

Attachment 1 : Summary Sheet Definitions

Sub-Area	See graphic.
STREET	Cooridor on which parking is located.
CROSS STREET	One boundary of the block face for which data is provided
CROSS STREET	Other boundary of the block face for which data is provided
SIDE	The side of the street on which the parking is located. E=East, W=West, N=North, S=South
GEOBASEID	Provided by Sun-Hee, Seattle Department of Transportation
SPACE,TYPE	Spaces are either metered or unmetered. Unmetered parking is identified as "space" rather than "meter"
Restriction at 1 PM	The type of restriction, if any, at 1PM. Note some spaces have special restrictions during specific times, most typically "No Parking" during peak commute hours in order to provide additional Street Access. Unless spaces are metered, space restrictions are indicated by signage. In addition to the predominate types of designations (unrestricted, time limited) there were also loading zones, spaces for disabled placards, spaces reserved for police, motorcycles (indicated by M/C), taxi spaces and one bicycle space on street.) The summary tables lump all these non-time limited or unrestricted spaces into a general "other" category.
PARKED,OVER,LIMIT	The number of individual vehicles that parked over the designated time period during the study hour of 8 AM to 6 PM
%Exceeding Limit	Number of vehicles parked over limit divided by total number of unique vehicles. Represents the number of vehicles that were violating the posted time limitations.
PARKING,LIMIT	The time limitation that was assigned to each space, as used in determining what vehicles were over limit. For example, spaces limited to 15 minutes were assigned a Parking limit of 0.50, or appearance at one of the half hourly counts. If the same vehicle was seen for more than one half hour period it was identified as being over limit.
TOTAL OF,UNIQUE,VEHICLES	A count of individual vehicles that were observed. Though the same license plate may have been observed in the same space over three count periods, tallys just once in this category.
SUPPLY	Number of spaces in this category. This is the number of parking spaces that fit into this category, with block face as the lowest denominator. On rare occasions the number of actual vehicles observed parked may exceed the indicated number of vehicles. That could occur only in non-metered spaces along curbs where individual parking spaces are not delineated. In that case for an individual stretch of block face the utilization may appear to exceed 100%.
TOTAL OF,HRS IN USE, SINCE 8	For each parking type, totals the number of hours (half hour collection passes divided by two) that vehicles were observed in these types of spaces in the block face throughout the collection period of 8 AM to 6 PM.
TOTAL OF,HRS IN USE, SINCE 10	For each parking type, totals the number of hours (half hour collection passes divided by two) that vehicles were observed in these types of spaces in the block face during the the collection period from 10 AM to 6 PM. Does not include the hours before 10 AM when many businesses are not yet open or when some spaces have prohibited parking during the morning commute hour.
AVG, TURNOVER	The number of different vehicles that park in the spaces (averaged by blockface at lowest denominator) during the collection period. Number of unique vehicles divided by the supply.
AVG HRS USE PER SPACE	Total number of hours divided by the supply. Represents the average number of hours that each parking space was occupied
AVG,LENGTH,OF STAY PER VEHICLE	Total number of hours divided by number of unique vehicles.
AVG UTIL, 8AM to 6 PM	The average occupancy rate of the parking supply over the full time period of data collection
AVT UTIL 10 AM to 6 PM	The average occupancy rate of the parking supply from 10 AM to 6 PM
HRS 8 AM to 6 PM OCCUPANCY EXCEEDED 75%	The number of hours between 8 AM and 6 PM in which the measured occupancy was equal to or more than 75%
HRS 10 AM to 6 PM OCCUPANCY EXCEEDED 75%	The number of hours between 10 AM and 6 PM in which the measured occupancy was equal to or more than 75%

Sub-Area	STREET	CROSS STREET	CROSS STREET	SIDE	GEOBASEID	SPACE TYPE	Restriction at 1 PM	%Exceeding Limit	TOTAL OF UNIQUE VEHICLES	SUPPLY	TOTAL OF HRS IN USE SINCE 8	TOTAL OF HRS IN USE SINCE 10	AVG. TURNOVER	AVG HRS USE PER SPACE	AVG. LENGTH OF STAY PER VEHICLE	AVG UTIL. 8AM to 6 PM	AVT UTIL 10 AM to 6 PM	HRS 8 AM to 6 PM OCCUPANCY EXCEEDED 75%	HRS 10 AM to 6 PM OCCUPANCY EXCEEDED 75%
Boat St.							2 Hr Meter	14%	169	39	218	177.5	4.33	5.59	1.29	56%	57%		
Boat St.	NE BOAT ST	PACIFIC	BROOKLYN	S	138500030	Meter	Load	67%	3	1	4	4.0	3.00	4.00	1.33	40%	50%	5.0	5.0
Boat St.							Load Total	67%	3	1	4	4.0	3.00	4.00	1.33	40%	50%		
Boat St.	NE BOAT ST	PACIFIC	BROOKLYN	S	138500030	Meter	Qtr Hr Meter	100%	3	2	5	3.0	1.50	2.50	1.67	25%	19%	1.5	1.5
Boat St.							Qtr Hr Meter	100%	3	2	5	3.0	1.50	2.50	1.67	25%	19%		
Boat St.	NE BOAT ST	PACIFIC	BROOKLYN	N	138500030	Space	1 Hr Space	18%	71	12	68	57.5	5.92	5.67	0.96	57%	60%	2.0	2.0
Boat St.							1 Hr sS	18%	71	12	68	57.5	5.92	5.67	0.96	57%	60%		
Boat St.	NE BOAT ST	PACIFIC	BROOKLYN	S	138500030	Space	2 Hr Space	29%	51	10	90	72.5	5.10	8.95	1.75	90%	91%	9.0	7.5
Boat St.							2 Hr Space	29%	51	10	90	72.5	5.10	8.95	1.75	90%	91%		
Boat St.	NE BOAT ST	PACIFIC	BROOKLYN	S	138500030	Space	Load	34%	29	5	31	27.0	5.80	6.10	1.05	61%	68%	3.0	3.0
Boat St.							Load Total	34%	29	5	31	27.0	5.80	6.10	1.05	61%	68%		
Boat St.	NE BOAT ST	PACIFIC	BROOKLYN	S	138500030	Space	Police	0%	2	3	1	0.5	0.67	0.33	0.50	3%	2%	1.0	1.0
Boat St.							Police Total	0%	2	3	1	0.5	0.67	0.33	0.50	3%	2%		
Brooklyn Av	NE 43RD ST	BROOKLYN	UNIVERSITY	N	132500150	Meter	1 Hr Meter	25%	36	4	34	28.0	9.00	8.38	0.93	84%	88%	9.0	7.5
Brooklyn Av	NE 43RD ST	BROOKLYN	UNIVERSITY	S	132500150	Meter	1 Hr Meter	0%	18	2	9	9.0	9.00	4.50	0.50	45%	56%	3.0	3.0
Brooklyn Av	NE 47TH ST	BROOKLYN	UNIVERSITY	N	133050120	Meter	1 Hr Meter	11%	28	4	20	19.5	7.00	5.00	0.71	50%	61%	7.0	7.0
Brooklyn Av							1 Hr Meter	15%	82	10	63	56.5	8.20	6.25	0.76	63%	71%		
Brooklyn Av	BROOKLYN AVE NE	42ND	41ST	E	57650050	Meter	2 Hr Meter	10%	60	17	67	61.0	3.53	3.94	1.12	39%	45%	2.0	2.0
Brooklyn Av	BROOKLYN AVE NE	42ND	41ST	W	57650050	Meter	2 Hr Meter	13%	63	18	75	65.5	3.50	4.14	1.18	41%	45%	1.0	1.0
Brooklyn Av	BROOKLYN AVE NE	43RD	42ND	E	57650060	Meter	2 Hr Meter	6%	66	13	70	62.0	5.08	5.35	1.05	53%	60%	4.0	4.0
Brooklyn Av	BROOKLYN AVE NE	43RD	42ND	W	57650060	Meter	2 Hr Meter	8%	60	14	62	61.0	4.29	4.43	1.03	44%	54%	1.5	1.5
Brooklyn Av	BROOKLYN AVE NE	45TH	43RD	E	57650070	Meter	2 Hr Meter	2%	44	11	41	34.5	4.00	3.73	0.93	37%	39%	0.0	0.0
Brooklyn Av	BROOKLYN AVE NE	47TH	45TH	E	57650080	Meter	2 Hr Meter	5%	56	12	50	46.5	4.67	4.13	0.88	41%	48%	3.0	3.0
Brooklyn Av	BROOKLYN AVE NE	47TH	45TH	W	57650080	Meter	2 Hr Meter	2%	51	14	42	38.5	3.64	2.96	0.81	30%	34%	1.5	1.5
Brooklyn Av	BROOKLYN AVE NE	50TH	47TH	E	57650090	Meter	2 Hr Meter	0%	30	15	22	21.5	2.00	1.43	0.72	14%	18%	0.0	0.0
Brooklyn Av	BROOKLYN AVE NE	50TH	47TH	W	57650090	Meter	2 Hr Meter	1%	67	19	55	53.0	3.53	2.87	0.81	29%	35%	0.0	0.0
Brooklyn Av	BROOKLYN AVE NE	CAMPUS	41ST	E	57650030	Meter	2 Hr Meter	50%	2	1	6	4.0	2.00	6.00	3.00	60%	50%	10.0	8.0
Brooklyn Av	BROOKLYN AVE NE	CAMPUS	41ST	W	57650030	Meter	2 Hr Meter	23%	13	4	24	21.0	3.25	6.00	1.85	60%	66%	7.0	6.5
Brooklyn Av	NE 41ST ST	BROOKLYN	UNIVERSITY	N	132100040	Meter	2 Hr Meter	0%	7	1	9	7.0	7.00	8.50	1.21	85%	88%	8.5	7.0
Brooklyn Av	NE 41ST ST	BROOKLYN	UNIVERSITY	N	132100050	Meter	2 Hr Meter	6%	31	6	40	32.5	5.17	6.58	1.27	66%	68%	4.5	4.0
Brooklyn Av	NE 41ST ST	BROOKLYN	UNIVERSITY	S	132100040	Meter	2 Hr Meter	8%	37	6	40	36.5	6.17	6.58	1.07	66%	76%	5.0	4.5
Brooklyn Av	NE 41ST ST	BROOKLYN	UNIVERSITY	S	132100050	Meter	2 Hr Meter	15%	20	4	30	25.5	5.00	7.38	1.48	74%	80%	6.5	6.0
Brooklyn Av	NE 47TH ST	12TH AV	BROOKLYN	N	133050110	Meter	2 Hr Meter	0%	6	4	7	6.5	1.50	1.63	1.08	16%	20%	0.0	0.0
Brooklyn Av	NE 47TH ST	12TH AV	BROOKLYN	S	133050110	Meter	2 Hr Meter	0%	6	3	7	6.5	2.00	2.17	1.08	22%	27%	0.0	0.0
Brooklyn Av							2 Hr Meter	7%	619	162	641	583.0	3.82	3.96	1.04	40%	45%	54.5	49.0
Brooklyn Av	BROOKLYN AVE NE	45TH	43RD	W	57650070	Meter	Half Hr Meter	28%	18	6	12	11.0	3.00	2.00	0.67	20%	23%	0.0	0.0
Brooklyn Av	BROOKLYN AVE NE	47TH	45TH	E	57650080	Meter	Half Hr Meter	100%	1	1	2	1.5	1.00	1.50	1.50	15%	19%	1.5	1.5
Brooklyn Av	NE 41ST ST	BROOKLYN	UNIVERSITY	N	132100040	Meter	Half Hr Meter	36%	11	2	16	12.0	5.50	8.00	1.45	80%	75%	6.5	4.5
Brooklyn Av	NE 43RD ST	BROOKLYN	UNIVERSITY	N	132500150	Meter	Half Hr Meter	19%	16	2	10	8.0	8.00	5.00	0.63	50%	50%	2.0	2.0
Brooklyn Av	NE 43RD ST	BROOKLYN	UNIVERSITY	S	132500150	Meter	Half Hr Meter	0%	6	2	3	2.5	3.00	1.50	0.50	15%	16%	0.5	0.5
Brooklyn Av	NE 47TH ST	12TH AV	BROOKLYN	N	133050110	Meter	Half Hr Meter	0%	1	2	1	0.0	0.50	0.25	0.50	3%	0%	0.0	0.0
Brooklyn Av	NE 47TH ST	12TH AV	BROOKLYN	S	133050110	Meter	Half Hr Meter	60%	5	1	5	4.0	5.00	5.00	1.00	50%	50%	4.0	3.0
Brooklyn Av	NE 47TH ST	BROOKLYN	UNIVERSITY	N	133050120	Meter	Half Hr Meter	7%	14	2	8	7.0	7.00	3.75	0.54	38%	44%	2.0	2.0
Brooklyn Av							Half Hr Meter	24%	72	18	56	46.0	4.00	3.08	0.77	31%	32%		
Brooklyn Av	BROOKLYN AVE NE	CAMPUS	41ST	W	57650030	Meter	Load	0%	1	1	1	0.5	1.00	0.50	0.50	5%	6%	0.5	0.5
Brooklyn Av	NE 41ST ST	BROOKLYN	UNIVERSITY	N	132100050	Meter	Load	0%	2	1	1	0.5	2.00	1.00	0.50	10%	6%	1.0	0.5
Brooklyn Av	NE 41ST ST	BROOKLYN	UNIVERSITY	S	132100040	Meter	Load	20%	5	1	3	2.5	5.00	3.00	0.60	30%	31%	3.0	2.5
Brooklyn Av							Load Total	13%	8	3	5	3.5	2.67	1.50	0.56	15%	15%		
Brooklyn Av	BROOKLYN AVE NE	45TH	43RD	E	57650070	Meter	M/C	0%	4	2	4	3.0	2.00	2.00	1.00	20%	19%	0.5	0.5
Brooklyn Av							M/C Total	0%	4	2	4	3.0	2.00	2.00	1.00	20%	19%		
Brooklyn Av	BROOKLYN AVE NE	47TH	45TH	E	57650080	Meter	Quarter Hour Meter	11%	9	2	6	5.0	4.50	2.75	0.61	28%	31%	0.5	0.5
Brooklyn Av	BROOKLYN AVE NE	CAMPUS	41ST	W	57650030	Meter	Quarter Hour Meter	0%	4	1	2	1.5	4.00	2.00	0.50	20%	19%	2.0	1.5
Brooklyn Av							Quarter Hour Meter	8%	13	3	8	6.5	4.33	2.50	0.58	25%	27%		
Brooklyn Av	NE 41ST ST	BROOKLYN	UNIVERSITY	S	132100050	Space	Load	60%	5	1	5	4.5	5.00	5.00	1.00	50%	56%	5.0	4.5
Brooklyn Av							Load Total	60%	5	1	5	4.5	5.00	5.00	1.00	50%	56%		
Brooklyn Av	BROOKLYN AVE NE	42ND	41ST	W	57650050	Space	PsgrLoad	0%	2	2	2	1.5	1.00	0.75	0.75	8%	9%	0.0	0.0
Brooklyn Av	BROOKLYN AVE NE	43RD	42ND	E	57650060	Space	PsgrLoad	0%	2	1	2	1.5	2.00	1.50	0.75	15%	19%	1.5	1.5
Brooklyn Av	BROOKLYN AVE NE	43RD	42ND	W	57650060	Space	PsgrLoad	0%	4	3	2	1.0	1.33	0.67	0.50	7%	4%	0.0	0.0
Brooklyn Av	BROOKLYN AVE NE	45TH	43RD	W	57650070	Space	PsgrLoad	0%	9	7	10	8.0	1.29	1.43	1.11	14%	14%	0.0	0.0
Brooklyn Av	BROOKLYN AVE NE	47TH	45TH	E	57650080	Space	PsgrLoad	0%	7	4	4	4.0	1.75	1.00	0.57	10%	13%	0.0	0.0
Brooklyn Av	NE 41ST ST	BROOKLYN	UNIVERSITY	N	132100040	Space	PsgrLoad	0%	2	1	1	0.5	2.00	1.00	0.50	10%	6%	1.0	0.5
Brooklyn Av	NE 41ST ST	BROOKLYN	UNIVERSITY	S	132100040	Space	PsgrLoad	0%	3	1	2	1.5	3.00	1.50	0.50	15%	19%	1.5	1.5
Brooklyn Av	NE 43RD ST	BROOKLYN	UNIVERSITY	S	132500150	Space	PsgrLoad	0%	27	3	20	19.0	9.00	6.67	0.74	67%	79%	5.5	5.5
Brooklyn Av							PsgrLoad Total	0%	56	22	42	37.0	2.55	1.89	0.74	19%	21%		
Brooklyn Av	BROOKLYN AVE NE	47TH	45TH	W	57650080	Space	Taxi	0%	17	2	10	8.0	8.50	5.00	0.59	50%	50%	3.0	2.5
Brooklyn Av							Taxi Total	0%	17	2	10	8.0	8.50	5.00	0.59	50%	50%		
Brooklyn Av	NE 47TH ST	12TH AV	BROOKLYN	S	133050110	Space	Unrestricted Space	0%	4	1	4	3.5	4.00	3.50	0.88	35%	44%	3.5	3.5

Sub-Area	STREET	CROSS STREET	CROSS STREET	SIDE	GEOBASEID	SPACE TYPE	Restriction at 1 PM	%Exceeding Limit	TOTAL OF UNIQUE VEHICLES	SUPPLY	TOTAL OF HRS IN USE SINCE 8	TOTAL OF HRS IN USE SINCE 10	AVG. TURNOVER	AVG HRS USE PER SPACE	AVG. LENGTH OF STAY PER VEHICLE	AVG UTIL. 8AM to 6 PM	AVT UTIL 10 AM to 6 PM	HRS 8 AM to 6 PM OCCUPANCY EXCEEDED 75%	HRS 10 AM to 6 PM OCCUPANCY EXCEEDED 75%
Brooklyn Av							Unrestricted Space	0%	4	1	4	3.5	4.00	3.50	0.88	35%	44%	3.5	3.5
Central AVE	NE 47TH ST	BROOKLYN	UNIVERSITY	S	133050120	Meter	1 Hr Meter	29%	7	3	7	6.0	2.33	2.33	1.00	23%	25%	6.0	5.0
Central AVE	UNIVERSITY WAY NE	47TH	45TH	E	101200080	Meter	1 Hr Meter	7%	83	11	62	59.5	7.55	5.59	0.74	56%	68%	4.0	4.0
Central AVE	UNIVERSITY WAY NE	47TH	45TH	W	101200080	Meter	1 Hr Meter	12%	145	14	105	90.0	10.36	7.50	0.72	75%	80%	6.0	6.0
Central AVE	UNIVERSITY WAY NE	50TH	47TH	E	101200090	Meter	1 Hr Meter	9%	106	17	81	74.5	6.24	4.74	0.76	47%	55%	1.0	1.0
Central AVE	UNIVERSITY WAY NE	50TH	47TH	W	101200090	Meter	1 Hr Meter	11%	75	8	62	53.5	9.38	7.75	0.83	78%	84%	7.0	6.5
Central AVE							1 Hr Meter	10%	416	53	316	283.5	7.85	5.96	0.76	60%	67%		
Central AVE	NE 47TH ST	BROOKLYN	UNIVERSITY	S	133050120	Meter	2 Hr Meter	0%	19	2	14	13.0	9.50	6.75	0.71	68%	81%	5.5	5.5
Central AVE							2 Hr Meter	0%	19	2	14	13.0	9.50	6.75	0.71	68%	81%		
Central AVE	UNIVERSITY WAY NE	50TH	47TH	E	101200090	Meter	Half Hr Meter	0%	1	1	1	0.5	1.00	0.50	0.50	5%	6%	0.5	0.5
Central AVE							HalfHr Total	0%	1	1	1	0.5	1.00	0.50	0.50	5%	6%		
Central AVE	NE 47TH ST	BROOKLYN	UNIVERSITY	S	133050120	Meter	Load	33%	6	1	4	4.0	6.00	4.00	0.67	40%	50%	4.0	4.0
Central AVE	UNIVERSITY WAY NE	47TH	45TH	E	101200080	Meter	Load	0%	1	1	1	0.5	1.00	0.50	0.50	5%	6%	0.5	0.5
Central AVE	UNIVERSITY WAY NE	47TH	45TH	W	101200080	Meter	Load	17%	12	1	7	6.0	12.00	7.00	0.58	70%	75%	7.0	6.0
Central AVE	UNIVERSITY WAY NE	50TH	47TH	E	101200090	Meter	Load	70%	10	2	11	9.0	5.00	5.50	1.10	55%	56%	2.5	2.5
Central AVE	UNIVERSITY WAY NE	50TH	47TH	W	101200090	Meter	Load	40%	5	1	4	4.0	5.00	4.00	0.80	40%	50%	4.0	4.0
Central AVE							Load Total	38%	34	6	27	23.5	5.67	4.42	0.78	44%	49%		
Central AVE	UNIVERSITY WAY NE	47TH	45TH	W	101200080	Meter	M/C	0%	7	3	4	4.0	2.33	1.33	0.57	13%	17%	0.5	0.5
Central AVE	UNIVERSITY WAY NE	50TH	47TH	E	101200090	Meter	M/C	0%	1	3	1	0.5	0.33	0.17	0.50	2%	2%	0.0	0.0
Central AVE							M/C Total	0%	8	6	5	4.5	1.33	0.75	0.56	8%	9%		
Central AVE	UNIVERSITY WAY NE	47TH	45TH	E	101200080	Meter	Qtr Hr Meter	14%	21	2	12	11.0	10.50	6.00	0.57	60%	69%	4.0	4.0
Central AVE							Qtr Hr Meter	14%	21	2	12	11.0	10.50	6.00	0.57	60%	69%		
Central AVE	UNIVERSITY WAY NE	47TH	45TH	E	101200080	Space	Police	0%	13	1	9	7.0	13.00	8.50	0.65	85%	88%	8.5	7.0
Central AVE							Police Total	0%	13	1	9	7.0	13.00	8.50	0.65	85%	88%		
Central AVE	NE 47TH ST	BROOKLYN	UNIVERSITY	S	133050120	Space	PsgrLoad	0%	4	1	2	2.0	4.00	2.00	0.50	20%	25%	2.5	2.5
Central AVE	UNIVERSITY WAY NE	50TH	47TH	E	101200090	Space	PsgrLoad	0%	3	1	7	7.0	3.00	7.00	2.33	70%	88%	7.0	7.0
Central AVE							PsgrLoad Total	0%	7	2	9	9.0	3.50	4.50	1.29	45%	56%		
Ctrl Rsvlt	NE 47TH ST	9TH	ROOSEVELT	S	133050080	Space	1 Hr Space	20%	45	6	41	32.5	7.50	6.83	0.91	68%	68%	2.0	1.5
Ctrl Rsvlt	ROOSEVELT WAY NE	47TH	45TH	E	94850080	Space	1 Hr Space	21%	101	17	95	81.0	5.94	5.59	0.94	56%	60%	1.0	1.0
Ctrl Rsvlt	ROOSEVELT WAY NE	47TH	45TH	W	94850080	Space	1 Hr Space	2%	165	13	95	86.0	12.69	7.27	0.57	73%	83%	7.0	6.5
Ctrl Rsvlt							1 Hr Space	11%	311	36	231	199.5	8.64	6.40	0.74	64%	69%		
Ctrl Rsvlt	NE 47TH ST	9TH	ROOSEVELT	N	133050080	Space	2 Hr Space	27%	15	3	32	25.0	5.00	10.50	2.10	105%	104%	9.0	7.0
Ctrl Rsvlt	ROOSEVELT WAY NE	50TH	47TH	W	94850090	Space	2 Hr Space	21%	48	12	95	86.0	4.00	7.88	1.97	79%	90%	7.5	7.0
Ctrl Rsvlt	ROOSEVELT WAY NE	52ND	50TH	E	94850100	Space	2 Hr Space	14%	76	16	104	92.0	4.75	6.47	1.36	65%	72%	4.0	4.0
Ctrl Rsvlt	ROOSEVELT WAY NE	53RD	50TH	W	94850100	Space	2 Hr Space	33%	3	1	8	6.5	3.00	7.50	2.50	75%	81%	7.5	6.5
Ctrl Rsvlt							2 Hr Space	18%	142	32	237	209.5	4.44	7.41	1.67	74%	82%		
Ctrl Rsvlt	11TH AVE NE	50TH	47TH	E	2300070	Space	Load	50%	2	1	8	5.5	2.00	7.50	3.75	75%	69%	7.5	5.5
Ctrl Rsvlt	NE 47TH ST	9TH	ROOSEVELT	N	133050080	Space	Load	17%	12	1	11	8.0	12.00	10.50	0.88	105%	100%	9.5	7.5
Ctrl Rsvlt	ROOSEVELT WAY NE	52ND	50TH	E	94850100	Space	Load	38%	8	1	6	5.0	8.00	6.00	0.75	60%	63%	6.0	5.0
Ctrl Rsvlt							Load Total	27%	22	3	24	18.5	7.33	8.00	1.09	80%	77%		
Ctrl Rsvlt	11TH AVE NE	50TH	47TH	E	2300070	Space	PsgrLoad	0%	2	1	2	1.5	2.00	1.50	0.75	15%	19%	1.5	1.5
Ctrl Rsvlt							PsgrLoad Total	0%	2	1	2	1.5	2.00	1.50	0.75	15%	19%		
Ctrl Rsvlt	11TH AVE NE	50TH	47TH	E	2300070	Space	Unrestricted Space	0%	36	18	118	86.5	2.00	6.56	3.28	66%	60%	7.0	5.0
Ctrl Rsvlt	11TH AVE NE	50TH	47TH	W	2300070	Space	Unrestricted Space	0%	41	26	261	207.0	1.58	10.04	6.37	100%	100%	10.0	8.0
Ctrl Rsvlt	NE 47TH ST	11TH	12TH	N	133050100	Space	Unrestricted Space	0%	23	9	85	67.0	2.56	9.44	3.70	94%	93%	10.0	8.0
Ctrl Rsvlt	NE 47TH ST	ROOSEVELT	11TH AV	N	133050090	Space	Unrestricted Space	0%	17	6	59	46.5	2.83	9.83	3.47	98%	97%	9.5	7.5
Ctrl Rsvlt	ROOSEVELT WAY NE	50TH	47TH	E	94850090	Space	Unrestricted Space	0%	44	18	175	135.5	2.44	9.72	3.98	97%	94%	9.0	7.0
Ctrl Rsvlt	ROOSEVELT WAY NE	50TH	47TH	W	94850090	Space	Unrestricted Space	0%	13	5	40	37.0	2.60	8.00	3.08	80%	93%	7.5	7.5
Ctrl Rsvlt	ROOSEVELT WAY NE	53RD	50TH	W	94850100	Space	Unrestricted Space	0%	28	18	131	117.5	1.56	7.28	4.68	73%	82%	8.0	7.5
Ctrl Rsvlt							Unrestricted Space	0%	202	100	869	697.0	2.02	8.69	4.30	87%	87%		
No Rsvlt	ROOSEVELT WAY NE	55TH	52ND	E	94850110	Space	1 Hr Space	16%	49	8	44	36.5	6.13	5.50	0.90	55%	57%	2.0	2.0
No Rsvlt	ROOSEVELT WAY NE	56TH	RAVENNA	E	94850140	Space	1 Hr Space	0%	19	3	10	9.5	6.33	3.17	0.50	32%	40%	0.5	0.5
No Rsvlt	ROOSEVELT WAY NE	59TH	RAVENNA	W	94850170	Space	1 Hr Space	28%	29	7	34	31.5	4.14	4.86	1.17	49%	56%	1.5	1.5
No Rsvlt	ROOSEVELT WAY NE	RAVENNA	61ST	W	94850185	Space	1 Hr Space	6%	32	6	20	20.0	5.33	3.33	0.63	33%	42%	1.5	1.5
No Rsvlt							1 Hr Space	14%	129	24	108	97.5	5.38	4.48	0.83	45%	51%		
No Rsvlt	ROOSEVELT WAY NE	55TH	52ND	E	94850110	Space	Load	47%	15	4	17	14.0	3.75	4.13	1.10	41%	44%	0.5	0.5
No Rsvlt	ROOSEVELT WAY NE	55TH	53RD	W	94850120	Space	Load	100%	5	3	17	15.0	1.67	5.50	3.30	55%	63%	0.0	0.0
No Rsvlt	ROOSEVELT WAY NE	56TH	RAVENNA	E	94850140	Space	Load	100%	2	1	6	6.0	2.00	6.00	3.00	60%	75%	6.0	6.0
No Rsvlt							Load Total	64%	22	8	39	35.0	2.75	4.88	1.77	49%	55%		
No Rsvlt	ROOSEVELT WAY NE	55TH	52ND	E	94850110	Space	NoPark	0%	9	2	5	3.5	4.50	2.25	0.50	23%	22%	0.0	0.0
No Rsvlt	ROOSEVELT WAY NE	56TH	RAVENNA	E	94850140	Space	NoPark	0%	1	1	1	0.5	1.00	0.50	0.50	5%	6%	0.5	0.5
No Rsvlt							NoPark Total	0%	10	3	5	4.0	3.33	1.67	0.50	17%	17%		
No Rsvlt	ROOSEVELT WAY NE	55TH	52ND	Other	94850110	Space	Other	0%	1	1	10	8.0	1.00	10.00	10.00	100%	100%	10.0	8.0
No Rsvlt	ROOSEVELT WAY NE	57TH	56TH	W	94850140	Space	Other	0%	2	1	3	2.5	2.00	2.50	1.25	25%	31%	2.5	2.5
No Rsvlt							Other Total	0%	3	2	13	10.5	1.50	6.25	4.17	63%	66%		
No Rsvlt	ROOSEVELT WAY NE	55TH	53RD	W	94850120	Space	PsgrLoad	0%	3	1	9	8.0	3.00	9.00	3.00	90%	100%	9.0	8.0
No Rsvlt							PsgrLoad Total	0%	3	1	9	8.0	3.00	9.00	3.00	90%	100%		
No Rsvlt	ROOSEVELT WAY NE	55TH	52ND	E	94850110	Space	Unrestricted Space	0%	32	14	111	88.0	2.29	7.93	3.47	79%	79%	7.5	5.5
No Rsvlt	ROOSEVELT WAY NE	55TH	53RD	W	94850120	Space													

Sub-Area	STREET	CROSS STREET	CROSS STREET	SIDE	GEOBASEID	SPACE TYPE	Restriction at 1 PM	%Exceeding Limit	TOTAL OF UNIQUE VEHICLES	SUPPLY	TOTAL OF HRS IN USE SINCE 8	TOTAL OF HRS IN USE SINCE 10	AVG. TURNOVER	AVG HRS USE PER SPACE	AVG LENGTH OF STAY PER VEHICLE	AVG UTIL. 8 AM to 6 PM	AVT UTIL 10 AM to 6 PM	HRS 8 AM to 6 PM OCCUPANCY EXCEEDED 75%	HRS 10 AM to 6 PM OCCUPANCY EXCEEDED 75%
No Rsvlt	ROOSEVELT WAY NE	56TH	55TH	W	94850130	Space	Unrestricted Space	0%	11	5	24	24.0	2.20	4.80	2.18	48%	60%	3.0	3.0
No Rsvlt	ROOSEVELT WAY NE	56TH	RAVENNA	E	94850140	Space	Unrestricted Space	0%	41	36	128	107.5	1.14	3.54	3.11	35%	37%	0.0	0.0
No Rsvlt	ROOSEVELT WAY NE	57TH	56TH	W	94850140	Space	Unrestricted Space	0%	7	5	12	11.0	1.40	2.40	1.71	24%	28%	0.0	0.0
No Rsvlt	ROOSEVELT WAY NE	58TH	57TH	W	94850150	Space	Unrestricted Space	0%	7	3	15	13.5	2.33	5.00	2.14	50%	56%	1.0	1.0
No Rsvlt	ROOSEVELT WAY NE	59TH	58TH	W	94850160	Space	Unrestricted Space	0%	7	5	9	7.5	1.40	1.70	1.21	17%	19%	0.0	0.0
No Rsvlt	ROOSEVELT WAY NE	RAVENNA	61ST	E	94850185	Space	Unrestricted Space	0%	4	5	37	28.5	0.80	7.30	9.13	73%	71%	6.5	4.5
No Rsvlt	ROOSEVELT WAY NE	RAVENNA	61ST	W	94850185	Space	Unrestricted Space	0%	5	2	9	9.0	2.50	4.50	1.80	45%	56%	3.5	3.5
No Rsvlt							Unrestricted Space	0%	156	91	454	389.0	1.71	4.99	2.91	50%	53%		
North AVE	UNIVERSITY WAY NE	52ND	50TH	E	101200100	Space	1 Hr Space	17%	133	24	113	104.0	5.54	4.71	0.85	47%	54%	2.0	2.0
North AVE	UNIVERSITY WAY NE	55TH	52ND	E	101200110	Space	1 Hr Space	32%	85	23	113	105.5	3.70	4.91	1.33	49%	57%	2.0	2.0
North AVE							1 Hr Space	22%	218	47	226	209.5	4.64	4.81	1.04	48%	56%		
North AVE	UNIVERSITY WAY NE	52ND	50TH	W	101200100	Space	2 Hr Space	29%	59	16	143	115.0	3.69	8.91	2.42	89%	90%	10.0	8.0
North AVE	UNIVERSITY WAY NE	55TH	52ND	E	101200110	Space	2 Hr Space	19%	113	33	189	174.5	3.42	5.71	1.67	57%	66%	3.0	3.0
North AVE	UNIVERSITY WAY NE	55TH	52ND	W	101200110	Space	2 Hr Space	19%	78	22	128	112.5	3.55	5.80	1.63	58%	64%	1.5	1.5
North AVE	UNIVERSITY WAY NE	56TH	55TH	E	101200120	Space	2 Hr Space	39%	23	10	45	40.5	2.30	4.50	1.96	45%	51%	0.5	0.5
North AVE	UNIVERSITY WAY NE	56TH	55TH	W	101200120	Space	2 Hr Space	29%	48	16	77	66.5	3.00	4.81	1.60	48%	52%	0.0	0.0
North AVE	UNIVERSITY WAY NE	56TH	RAVENNA	W	101200130	Space	2 Hr Space	9%	76	18	96	83.5	4.22	5.33	1.26	53%	58%	0.5	0.5
North AVE	UNIVERSITY WAY NE	RAVENNA	56TH	E	101200120	Space	2 Hr Space	47%	30	14	98	85.0	2.14	6.96	3.25	70%	76%	5.0	5.0
North AVE							2 Hr Space	23%	427	129	774	677.5	3.31	6.00	1.81	60%	66%		
North AVE	UNIVERSITY WAY NE	56TH	RAVENNA	W	101200130	Space	Bike	0%	6	1	6	4.5	6.00	6.00	1.00	60%	56%	6.0	4.5
North AVE							Bike Total	0%	6	1	6	4.5	6.00	6.00	1.00	60%	56%		
North AVE	UNIVERSITY WAY NE	52ND	50TH	E	101200100	Space	Load	9%	11	2	6	6.0	5.50	3.00	0.55	30%	38%	2.5	2.5
North AVE	UNIVERSITY WAY NE	55TH	52ND	W	101200110	Space	Load	60%	15	3	21	16.0	5.00	6.83	1.37	68%	67%	2.0	1.5
North AVE	UNIVERSITY WAY NE	56TH	55TH	E	101200120	Space	Load	0%	1	1	1	0.5	1.00	0.50	0.50	5%	6%	0.5	0.5
North AVE							Load Total	37%	27	6	27	22.5	4.50	4.50	1.00	45%	47%		
North AVE	UNIVERSITY WAY NE	RAVENNA	56TH	E	101200120	Space	NoPark	0%	4	1	8	6.0	4.00	8.00	2.00	80%	75%	8.0	6.0
North AVE							NoPark Total	0%	4	1	8	6.0	4.00	8.00	2.00	80%	75%		
North AVE	NE 52ND ST	BROOKLYN	UNIVERSITY	N	133450070	Space	Unrestrict	0%	10	6	53	44.0	1.67	8.75	5.25	88%	92%	8.0	7.0
North AVE	NE 52ND ST	BROOKLYN	UNIVERSITY	S	133450070	Space	Unrestrict	0%	12	10	90	72.5	1.20	9.00	7.50	90%	91%	10.0	8.0
North AVE	UNIVERSITY WAY NE	56TH	55TH	E	101200120	Space	Unrestrict	0%	6	2	12	10.0	3.00	6.00	2.00	60%	63%	3.0	3.0
North AVE	UNIVERSITY WAY NE	56TH	RAVENNA	W	101200130	Space	Unrestrict	0%	6	4	5	4.5	1.50	1.13	0.75	11%	14%	0.5	0.5
North AVE	UNIVERSITY WAY NE	RAVENNA	56TH	E	101200120	Space	Unrestrict	0%	34	19	152	119.5	1.79	7.97	4.46	80%	79%	7.5	5.5
North AVE							Unrestrict Total	0%	68	41	311	250.5	1.66	7.57	4.57	76%	76%		
Northlake	NE NORTHLAKE WAY	6TH AV	8TH AV	S	139400080	Space	1 Hr	26%	31	11	52	42.0	2.82	4.68	1.66	47%	48%	0.0	0.0
Northlake							1 Hr Space	26%	31	11	52	42.0	2.82	4.68	1.66	47%	48%		
Northlake	NE EAST EDGE (Triangle)			W	138500020	Space	2 Hr Space	35%	31	7	61	53.5	4.43	8.71	1.97	87%	96%	6.5	6.0
Northlake	NE NORTHLAKE WAY	6TH AV	7TH AV	N	139400070	Space	2 Hr Space	20%	95	20	143	111.0	4.75	7.15	1.51	72%	69%	5.0	3.5
Northlake	NE NORTHLAKE WAY	6TH AV	8TH AV	S	139400080	Space	2 Hr Space	18%	34	9	60	52.0	3.78	6.67	1.76	67%	72%	3.5	3.5
Northlake	NE PACIFIC AVE (Triangle)			S	139500095	Space	2 Hr Space	37%	79	16	179	148.0	4.94	11.16	2.26	112%	116%	9.0	7.5
Northlake							2 Hr Space	27%	239	52	443	364.5	4.60	8.51	1.85	85%	88%		
Northlake	NE BOAT ST (Triangle)			N	138540010	Space	Load	33%	27	1	21	20.0	27.00	21.00	0.78	210%	250%	9.0	8.0
Northlake							Load Total	33%	27	1	21	20.0	27.00	21.00	0.78	210%	250%		
Northlake	NE BOAT ST (Triangle)			N	138540010	Space	NoPark	0%	3	1	12	9.5	3.00	12.00	4.00	120%	119%	10.0	8.0
Northlake							NoPark Total	0%	3	1	12	9.5	3.00	12.00	4.00	120%	119%		
Northlake	NE BOAT ST (Triangle)			N	138540010	Space	Resvd	0%	19	6	56	42.0	3.17	9.33	2.95	93%	88%	8.5	6.5
Northlake							Resvd Total	0%	19	6	56	42.0	3.17	9.33	2.95	93%	88%		
Northlake	NE BOAT ST (Triangle)			N	138540010	Space	Unrestricted Space	0%	97	9	110	84.5	10.78	12.17	1.13	122%	117%	9.5	7.5
Northlake	NE CENTER (Triangle)			E	138500020	Space	Unrestricted Space	0%	33	10	52	44.5	3.30	5.20	1.58	52%	56%	1.5	1.5
Northlake	NE NORTHLAKE WAY	6TH	5TH	N	139400050	Space	Unrestricted Space	0%	4	2	15	11.0	2.00	7.50	3.75	75%	69%	7.5	5.5
Northlake	NE NORTHLAKE WAY	6TH AV	8TH AV	S	139400080	Space	Unrestricted Space	0%	23	9	65	48.5	2.56	7.17	2.80	72%	67%	5.5	3.5
Northlake	NE NORTHLAKE WAY	7TH AV	8TH AV	N	139400080	Space	Unrestricted Space	0%	49	18	156	121.5	2.72	8.64	3.17	86%	84%	8.5	6.5
Northlake							Unrestricted Space	0%	206	48	397	310.0	4.29	8.26	1.92	83%	81%		
So Rsvlt	NE 43RD ST	ROOSEVELT	11TH AV	S	132500120	Space	1 Hr Space	50%	36	6	64	53.0	6.00	10.67	1.78	107%	110%	9.5	8.0
So Rsvlt							1 Hr Space	50%	36	6	64	53.0	6.00	10.67	1.78	107%	110%		
So Rsvlt	NE 42ND ST	9TH	ROOSEVELT	S	132250150	Space	2 Hr Space	22%	23	4	41	33.5	5.75	10.13	1.76	101%	105%	9.5	8.0
So Rsvlt	NE 43RD ST	ROOSEVELT	11TH AV	N	132500120	Space	2 Hr Space	38%	24	7	70	56.0	3.43	10.00	2.92	100%	100%	9.5	7.5
So Rsvlt	ROOSEVELT WAY NE	43RD	42ND	E	94850050	Space	2 Hr Space	27%	45	10	103	80.5	4.50	10.25	2.28	103%	101%	9.5	7.5
So Rsvlt	ROOSEVELT WAY NE	43RD	42ND	W	94850050	Space	2 Hr Space	20%	44	9	59	52.0	4.89	6.50	1.33	65%	72%	3.5	3.5
So Rsvlt	ROOSEVELT WAY NE	45TH	43RD	E	94850060	Space	2 Hr Space	38%	40	12	110	88.0	3.33	9.17	2.75	92%	92%	9.5	7.5
So Rsvlt	ROOSEVELT WAY NE	45TH	43RD	W	94850060	Space	2 Hr Space	41%	63	17	134	120.0	3.71	7.88	2.13	79%	88%	8.0	7.5
So Rsvlt							2 Hr Space	32%	239	59	516	430.0	4.05	8.74	2.16	87%	91%		
So Rsvlt	ROOSEVELT WAY NE	43RD	42ND	E	94850050	Space	Load	13%	16	2	17	13.5	8.00	8.25	1.03	83%	84%	6.5	5.5
So Rsvlt	ROOSEVELT WAY NE	45TH	43RD	E	94850060	Space	Load	0%	3	1	2	0.5	3.00	1.50	0.50	15%	6%	1.5	0.5
So Rsvlt							Load Total	11%	19	3	18	14.0	6.33	6.00	0.95	60%	58%		
So Rsvlt	ROOSEVELT WAY NE	43RD	42ND	E	94850050	Space	PsgrLoad	0%	10	1	7	4.5	10.00	6.50	0.65	65%	56%	0.0	0.0
So Rsvlt	ROOSEVELT WAY NE	43RD	42ND	W	94850050	Space	PsgrLoad	0%	32	7	31	26.0	4.57	4.43	0.97	44%	46%	6.0	4.0
So Rsvlt	ROOSEVELT WAY NE	45TH	43RD	E	94850060	Space	PsgrLoad	0%	3	1	2	1.5	3.00	1.50	0.50	15%	19%	1.5	1.5
So Rsvlt							PsgrLoad Total	0%	45	9	39	32.0	5.00	4.33	0.87	43%	44%</		

Sub-Area	STREET	CROSS STREET	CROSS STREET	SIDE	GEOBASEID	SPACE TYPE	Restriction at 1 PM	%Exceeding Limit	TOTAL OF UNIQUE VEHICLES	SUPPLY	TOTAL OF HRS IN USE SINCE 8	TOTAL OF HRS IN USE SINCE 10	AVG. TURNOVER	AVG HRS USE PER SPACE	AVG. LENGTH OF STAY PER VEHICLE	AVG UTIL. 8AM to 6 PM	AVT UTIL 10 AM to 6 PM	HRS 8 AM to 6 PM OCCUPANCY EXCEEDED 75%	HRS 10 AM to 6 PM OCCUPANCY EXCEEDED 75%
South AVE	UNIVERSITY WAY NE	43RD	42ND	E	101200060	Meter	1 Hr Meter	17%	48	7	52	46.5	6.86	7.43	1.08	74%	83%	5.5	5.0
South AVE	UNIVERSITY WAY NE	43RD	42ND	W	101200060	Meter	1 Hr Meter	17%	102	14	111	98.0	7.29	7.93	1.09	79%	88%	6.0	6.0
South AVE	UNIVERSITY WAY NE	45TH	43RD	E	101200070	Meter	1 Hr Meter	7%	60	6	42	39.5	10.00	7.00	0.70	70%	82%	5.5	5.5
South AVE	UNIVERSITY WAY NE	45TH	43RD	W	101200070	Meter	1 Hr Meter	5%	56	6	39	36.0	9.33	6.42	0.69	64%	75%	5.5	5.5
South AVE							1 Hr Meter	13%	381	49	352	318.0	7.78	7.18	0.92	72%	81%		
South AVE	UNIVERSITY WAY NE	42ND	41ST	E	101200050	Meter	Half Hr Meter	18%	11	2	7	7.0	5.50	3.50	0.64	35%	44%	2.0	2.0
South AVE	UNIVERSITY WAY NE	43RD	42ND	E	101200060	Meter	Half Hr Meter	11%	18	2	11	9.5	9.00	5.25	0.58	53%	59%	2.5	2.5
South AVE	UNIVERSITY WAY NE	45TH	43RD	E	101200070	Meter	Half Hr Meter	11%	19	2	11	10.5	9.50	5.25	0.55	53%	66%	3.5	3.5
South AVE							Half Hr Meter	13%	48	6	28	27.0	8.00	4.67	0.58	47%	56%		
South AVE	UNIVERSITY WAY NE	43RD	42ND	E	101200060	Meter	Load	13%	8	1	5	4.5	8.00	5.00	0.63	50%	56%	4.0	3.5
South AVE	UNIVERSITY WAY NE	45TH	43RD	E	101200070	Meter	Load	50%	4	1	3	1.0	4.00	3.00	0.75	30%	13%	2.0	1.0
South AVE	UNIVERSITY WAY NE	45TH	43RD	W	101200070	Meter	Load	0%	6	1	3	3.0	6.00	3.00	0.50	30%	38%	3.0	3.0
							Load Total	17%	18	3	11	8.5	6.00	3.67	0.61	37%	35%		
South AVE	UNIVERSITY WAY NE	45TH	43RD	W	101200070	Meter	M/C	0%	8	1	6	5.0	8.00	6.00	0.75	60%	63%	6.0	5.0
							M/C Total	0%	8	1	6	5.0	8.00	6.00	0.75	60%	63%		
South AVE	UNIVERSITY WAY NE	42ND	41ST	W	101200050	Meter	Qtr Hr Space	29%	7	2	5	5.0	3.50	2.50	0.71	25%	31%	1.0	1.0
South AVE							Qtr Hr Space	29%	7	2	5	5.0	3.50	2.50	0.71	25%	31%		
South AVE	UNIVERSITY WAY NE	45TH	43RD	E	101200070	Space	Disabl	0%	2	7	7	4.5	3.50	0.78	0.35	44%	8%	2.0	0.0
							Disable Total	0%	2	7	7	4.5	3.50	0.78	0.35	44%	8%		
South AVE	UNIVERSITY WAY NE	45TH	43RD	W	101200070	Space	NoPark	0%	4	1	2	2.0	4.00	2.00	0.50	20%	25%	2.0	2.0
							NoPark Total	0%	4	1	2	2.0	4.00	2.00	0.50	20%	25%		
South AVE	UNIVERSITY WAY NE	45TH	43RD	E	101200070	Space	Police	0%	5	1	3	2.5	5.00	2.50	0.50	25%	31%	2.5	2.5
							Police Total	0%	5	1	3	2.5	5.00	2.50	0.50	25%	31%		
South AVE	UNIVERSITY WAY NE	43RD	42ND	E	101200060	Space	PsgrLoad	0%	10	1	5	4.5	10.00	5.00	0.50	50%	56%	5.0	4.5
							PsgrLoad Total	0%	10	1	5	4.5	10.00	5.00	0.50	50%	56%		