

SDOT Community Parking Program

University District Parking Study Findings

January 2011

Briefing purpose

Review key findings and get feedback from community

Project Timeline

Jan/Feb 2011:	share findings and gather feedback finalize parking study report
Feb/March:	develop draft plan
March/April:	release draft plan for public comment
May:	develop final plan, using input from draft
June:	release final plan
Early 2012:	start implementing changes

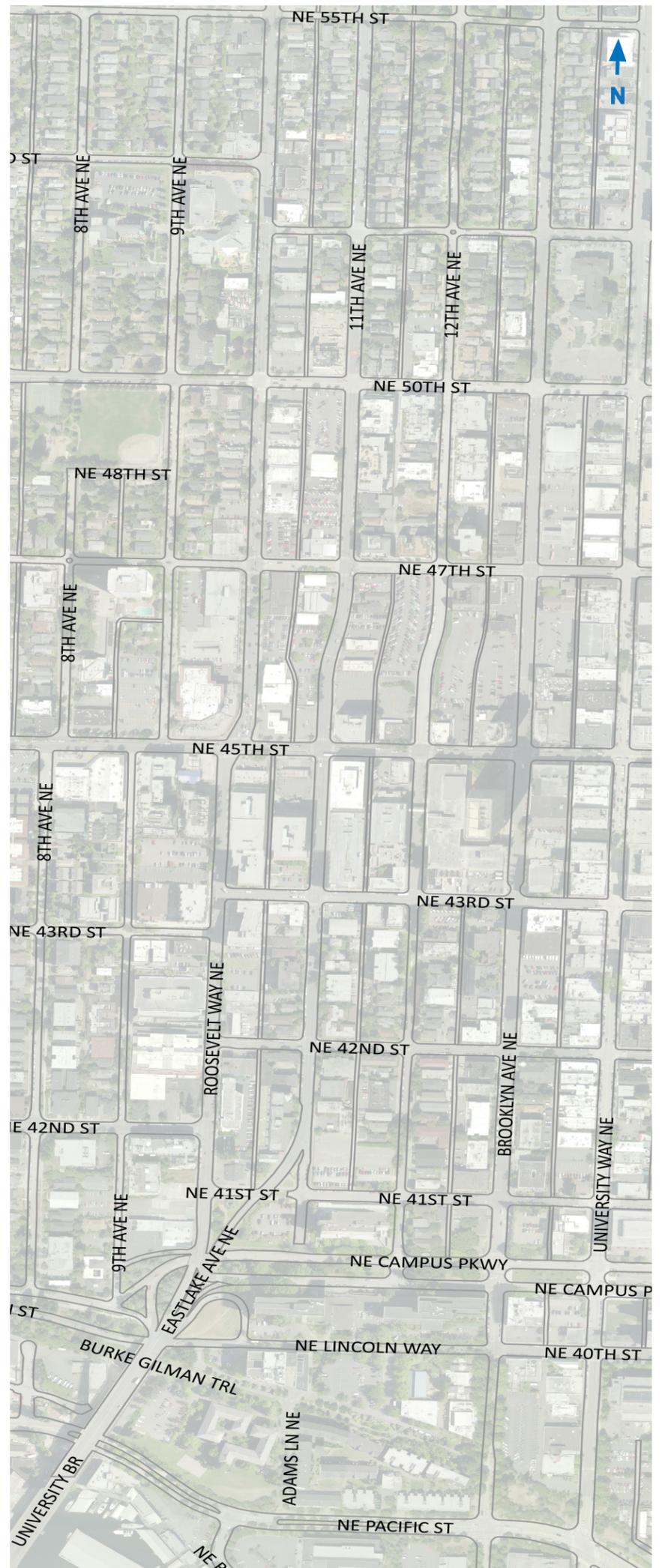
Key parking terms

- Utilization = #observed cars/actual parking spaces
- Compliance = % of cars complying with posted time limit
- Duration = length of time a car is parked on a block
- Blockface = each side of a block
- Unrestricted = parking space without any type of regulation

Study methodology

- Snapshot of average conditions
- Tuesday, Oct 26, 2010
- 35 blockfaces
- 10am-8pm, 1-hour intervals
- License plate counts to capture duration and utilization
- North and south study areas
- 5am count of some unrestricted blocks

Key findings - overall study area



STUDY AREA Parking Restriction	Inventory		Weekday (10/26/2010)		Peak Utilization (before 4:00 PM)	Avg Compliance (duration for UNR spaces)
	Type	#Spaces	Avg Utilization Before 6:00 PM	Avg Utilization After 6:00 PM		
NORTH						
One-hour	Signed	55	50%	74%	60% at 12PM and 3PM	76%
Two-hour	Signed	84	52%	58%	60% at 3PM	97%
	Pay Station	69	17%	49%	25% at 3PM	91%
none	Unrestricted	68	86%	67%	95% at 2PM	3.98 hrs
SOUTH						
Two-hour	Signed	--				
	Pay Station	52	58%	101%	70% at 2PM	84%
none	Unrestricted	121	111%	105%	113% at 2PM	6.11 hrs
BOAT STREET TRIANGLE						
Two-hour	Signed	59	90%	(a)	108% at 11AM	62%

Note: for the study area, there were two 1-minute and ten 3-minute passenger load zones, two 15-minute spaces, and seventeen 30-minute load zones.

These are not shown in the table, given that data was collected on an hourly basis

(a) Utilization dropped significantly after 4pm (no data was collected beyond 6pm) - the 5pm count was 35%

Average utilization maps by study area

%before 6pm/%after 6pm
spaces

- 1-hr time limit sign
- 2-hr time limit sign
- 2-hr time paid
- unrestricted

Observations - north

- Time limit signs appear to be working, though compliance with 1-hr signs is comparatively low
- Capacity on 2-hr paid blocks (adjacent land uses include auto dealers, off-street parking, vacant lot)
- Unrestricted spaces are very full; on average, users stay 4 hrs
- Utilization often decreases after 6pm in unrestricted and some time limited spaces

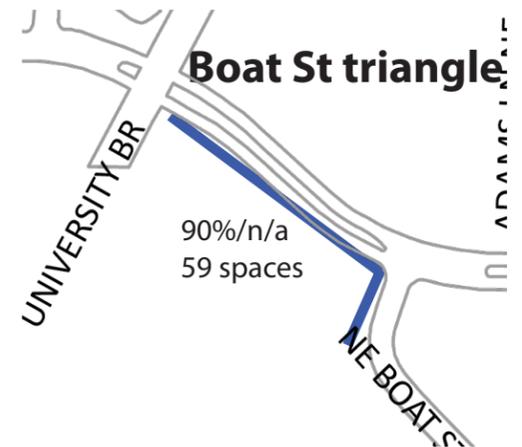


South study area



Observations - south

- Parking seems well used in south study area and very full in Boat St triangle
- Unrestricted spaces are generally over 100% full (people are squeezing in); on average, users stay 6 hrs
- 5am count (not shown) - unrestricted blocks are 106% full and primarily adjacent to residential uses
- Generally good compliance, except in Boat St triangle at 62% (might speak to longer term parking needs)
- Utilization generally increases after 6pm



For more info
 Contact SDOT project manager Allison Schwartz at allison.schwartz@seattle.gov or (206) 386-4654
 Visit http://www.seattle.gov/transportation/parking/cp_ud.htm