

Sunday Parking in Seattle

2012 Annual Parking Study Data

Introduction

In 2012, SDOT collected occupancy data in all of Seattle’s paid parking neighborhoods. In some of these neighborhoods, data were also collected on Sundays. This report summarizes the results from the 2012 study, with Sunday occupancy data presented compared to weekday occupancy. Most of the areas studied have paid parking on weekdays (with the exception of unpaid areas of Ballard), but parking is free on Sundays in all areas.

Neighborhoods selected to be studied on Sundays are expected to have high on-street parking demand due to events, shopping activities, or other attractions. These neighborhoods therefore do not represent a random sample. Neighborhoods studied on Sundays include:

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Occupancy data was systematically collected every hour from 8 am to 8 pm. Occupancy is the percentage full a neighborhood is compared to its potential. Seattle does not have designated spaces in most areas, but maintains a database of potential total occupancy. In many places, more vehicles can fit on a block than indicated by the potential total occupancy number, so occupancies may be over 100%.

Paid areas have specific occupancy target ranges based on the policy objective of achieving 1-2 available spaces on average throughout the day. These target ranges are indicated on the charts.

SDOT collected data on typical days, but cannot account for all causes of variation in occupancy. Therefore, while these results are considered to represent typical conditions, the conditions on any given day may vary from the data presented here.

Trends

In areas with paid parking on weekdays, occupancy is consistently higher on Sundays, when it is free to park. While weekday occupancy varied from area to area, the data collected demonstrate that occupancy on Sundays was near 100% throughout the day in most areas. Many areas show measured occupancy about 100%. This is possible because SDOT does not mark spaces, so more cars may fit on each blockface than indicated by the estimated number of spaces in SDOT’s inventory database.

The following table shows the 3-hour peak occupancy measured on a Sunday and on a weekday for each neighborhood where data were collected. The 3-hour peak is defined as the average occupancy at the three highest hours between 8 am and 3 pm. The table also indicates the number of parking spaces available. The number of spaces available may be different on a Sunday than on a weekday due to construction or events.

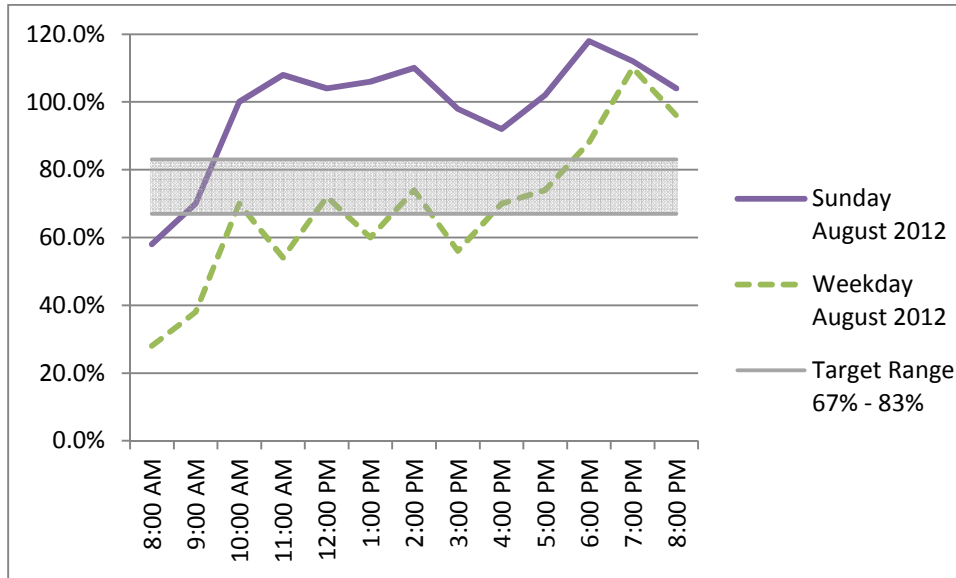
Area	Weekday 3-hour peak	Sunday 3-hour peak	Weekday Spaces	Sunday Spaces
Ballard Core	72%	108%	50	50
Ballard Periphery	50%	103%	148	148
Ballard Unpaid	87%	90%	372	342
Ballard Locks	91%	100%	80	80
Belltown South	72%	106%	296	296
Capitol Hill North	83%	97%	101	101
Capitol Hill South	42%	80%	119	119
Chinatown/ID	71%	105%	376	377
Commercial Core Financial	83%	110%	238	238
Commercial Core Retail	75%	112%	345	333
Commercial Core Waterfront	72%	122%	120	121
Denny Triangle South	76%	115%	145	140
Fremont	73%	106%	65	84
Pike-Pine	60%	96%	457	472
Pioneer Square Core	82%	105%	193	211
Pioneer Square Periphery	69%	92%	250	232

Parking Study Results by Neighborhood

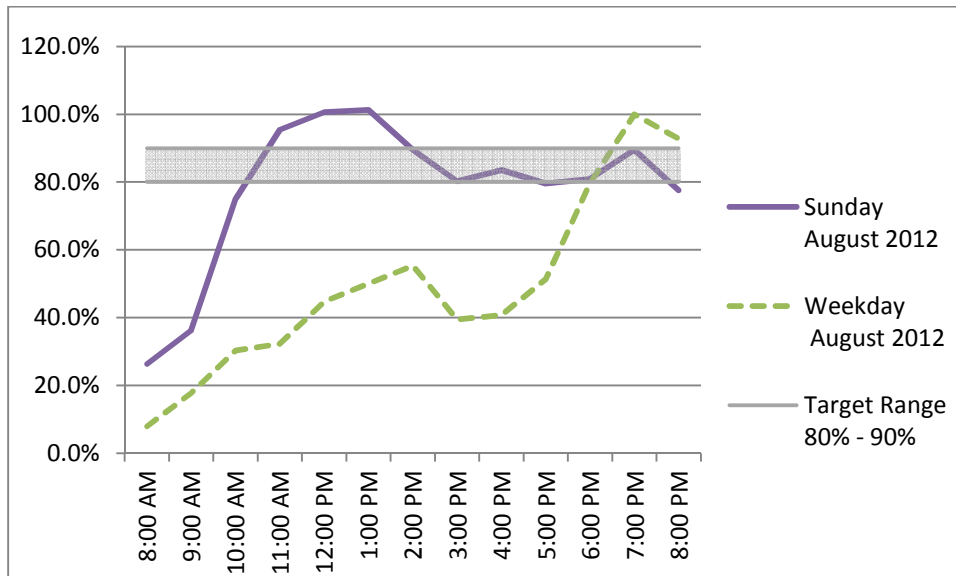
Ballard

The 2012 study collected data for three subareas within Ballard: the Core around the intersection of 22nd Avenue NW and NW Market Street; the Periphery, which consists of the remaining paid areas; and unpaid blocks south of the paid areas.

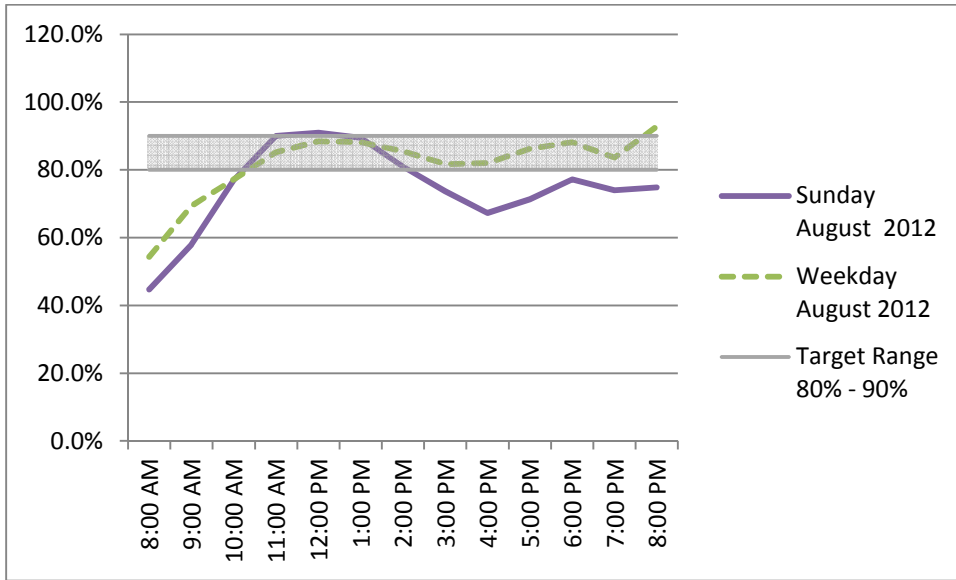
Ballard Core



Ballard Periphery

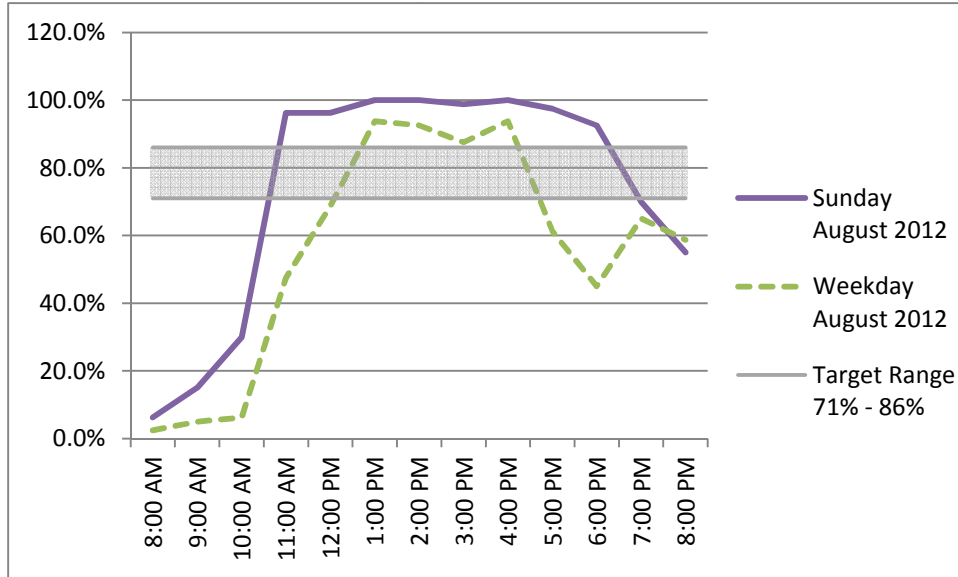


Ballard Unpaid Areas



Ballard Locks

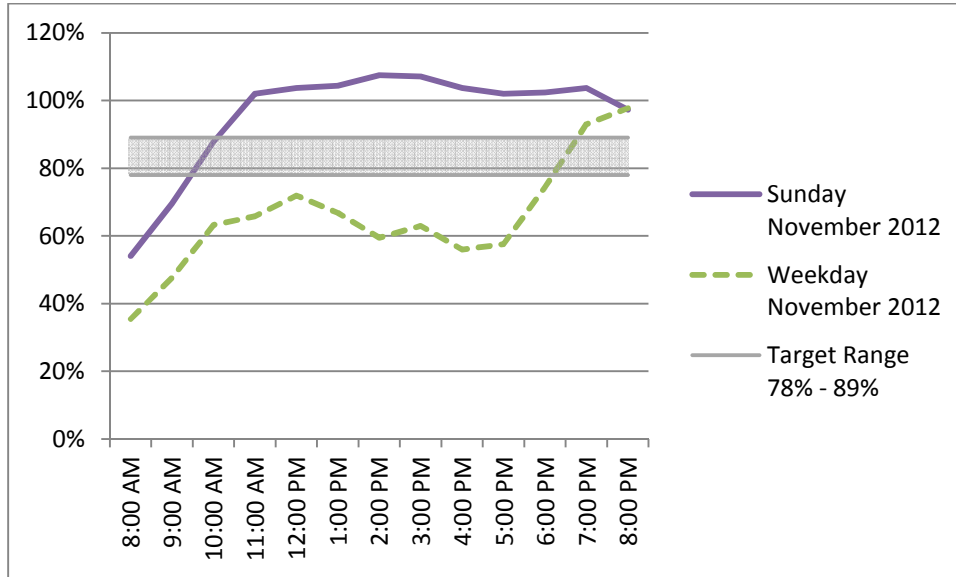
In the 2012 study the Ballard Locks parking area had high occupancy throughout the day in the weekday study and the Sunday study. Traffic to this area varies significantly by season, with the most traffic occurring in the summer months (when the study took place).



Belton

Belton is divided into North and South subareas at Bell Street. In 2012 SDOT collected Sunday data from the South subarea only.

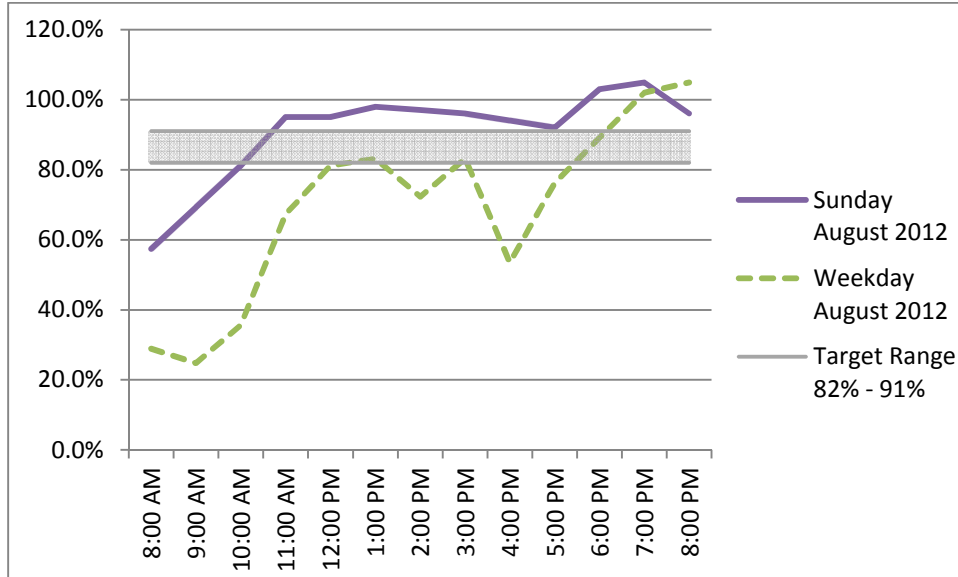
Belton South



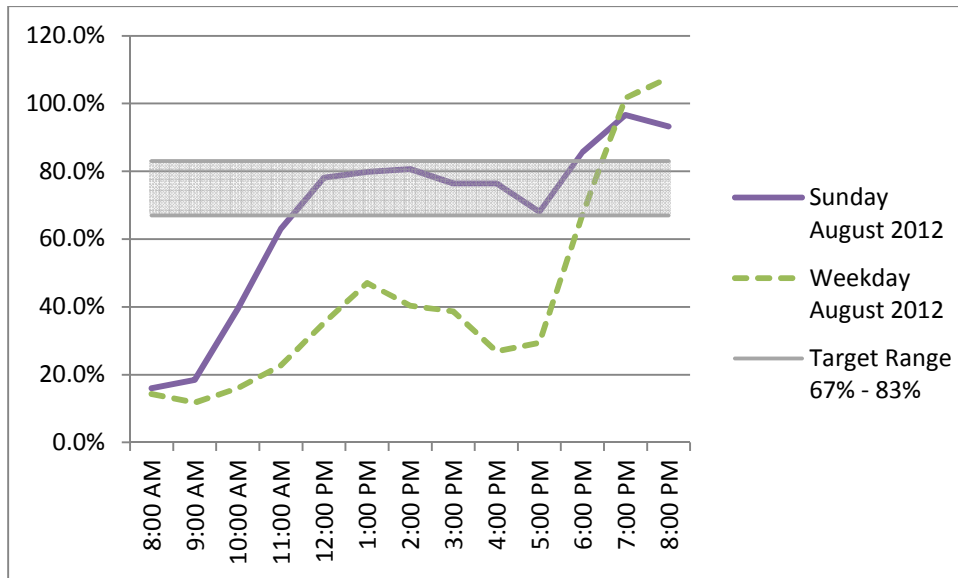
Capitol Hill

The Capitol Hill parking area includes Broadway and adjacent blocks, from Aloha Street at the north to Pine Street at the south. The neighborhood is divided into North and South subareas at East John Street. Pike-Pine is a separate study area.

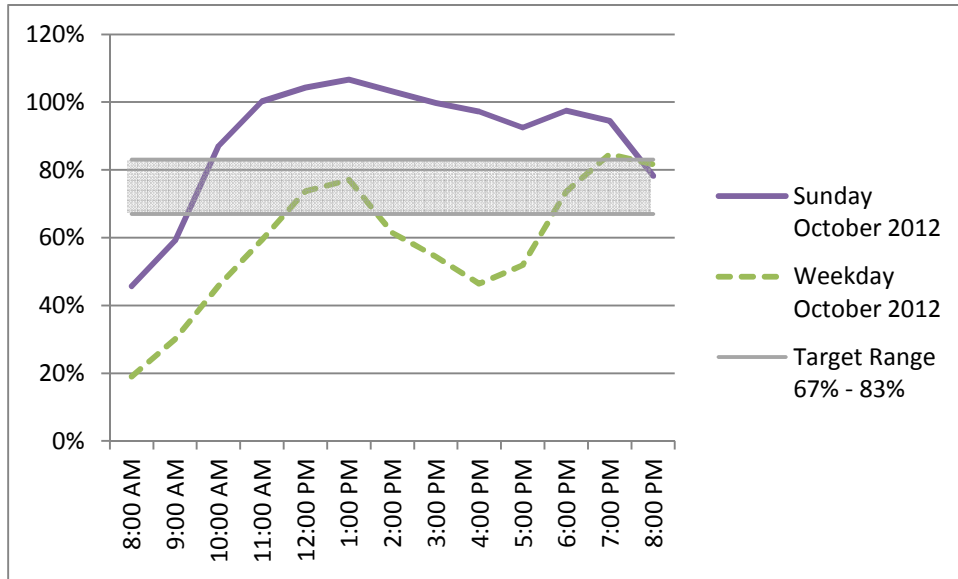
Capitol Hill North



Capitol Hill South

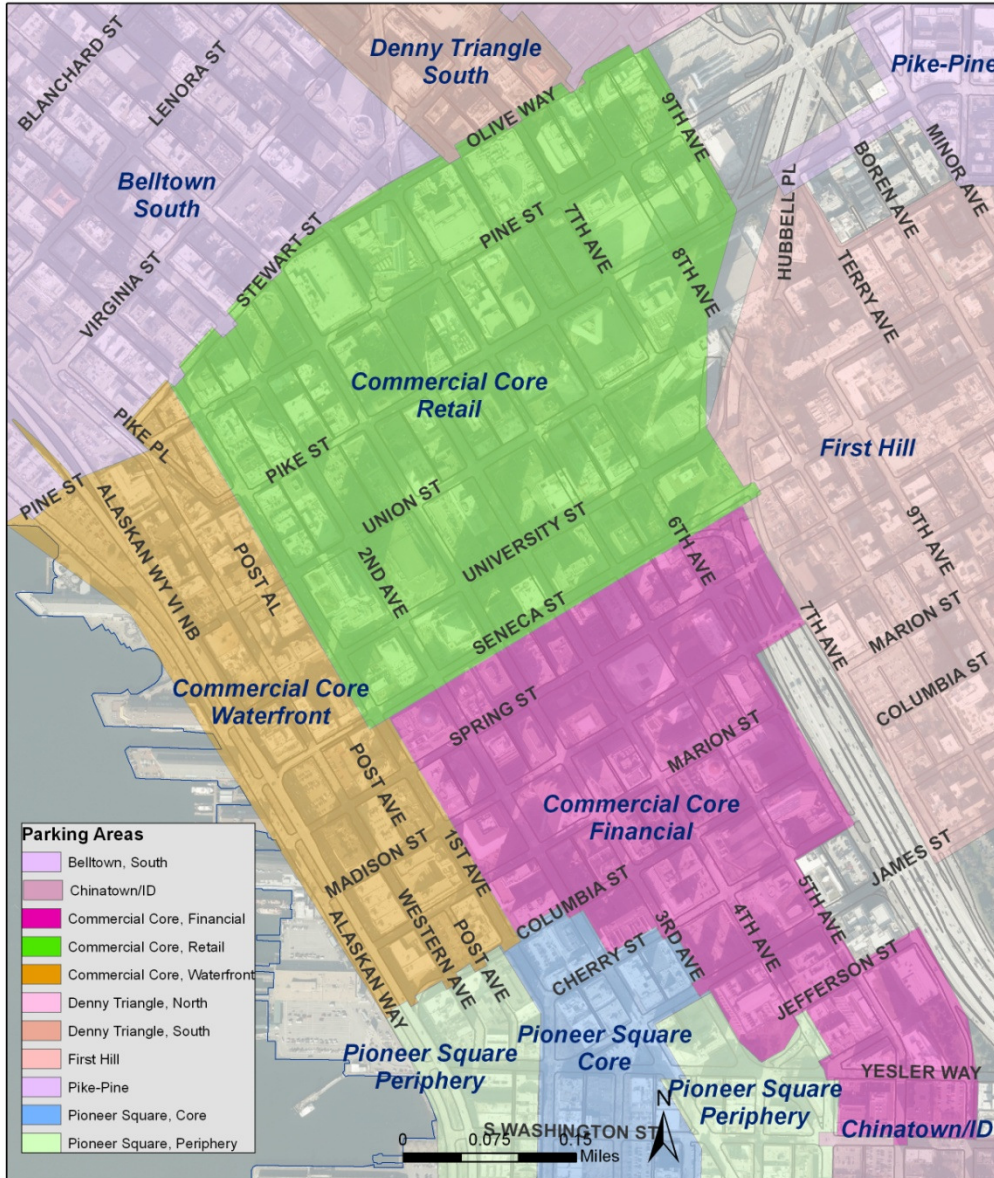


Chinatown/International District

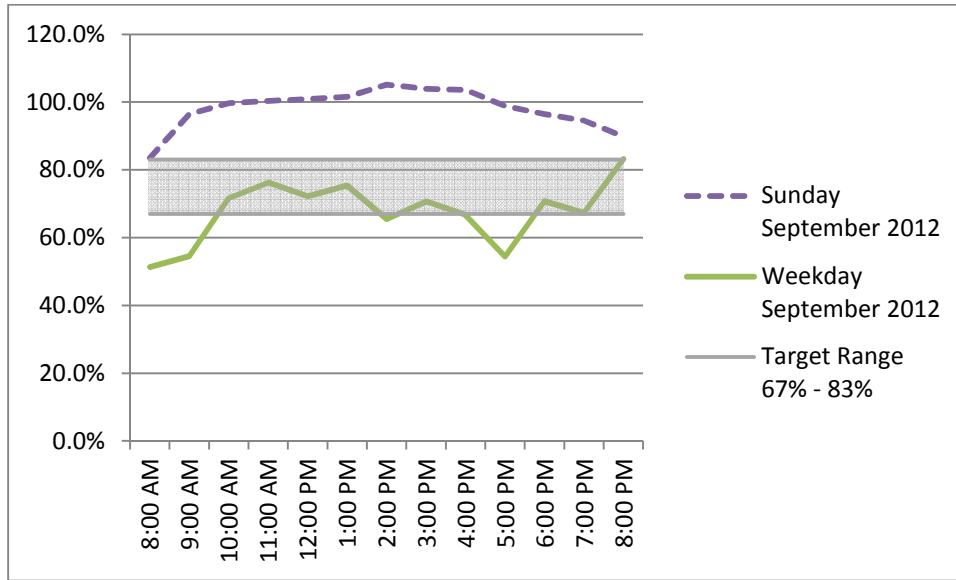


Commercial Core

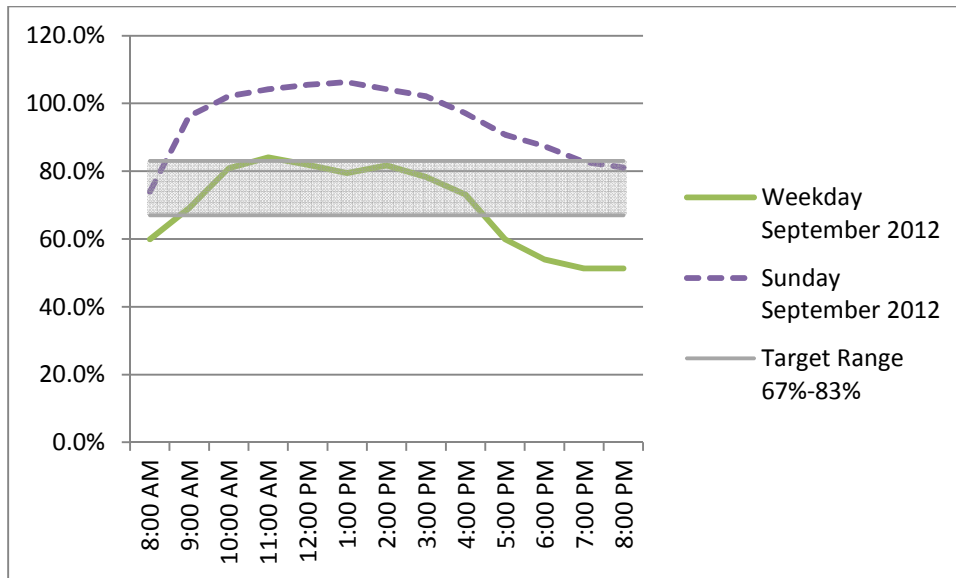
SDOT studied three subareas of the Commercial Core – Retail, Financial, and Waterfront. The following map shows the boundaries of these study areas.



Commercial Core – Retail Area

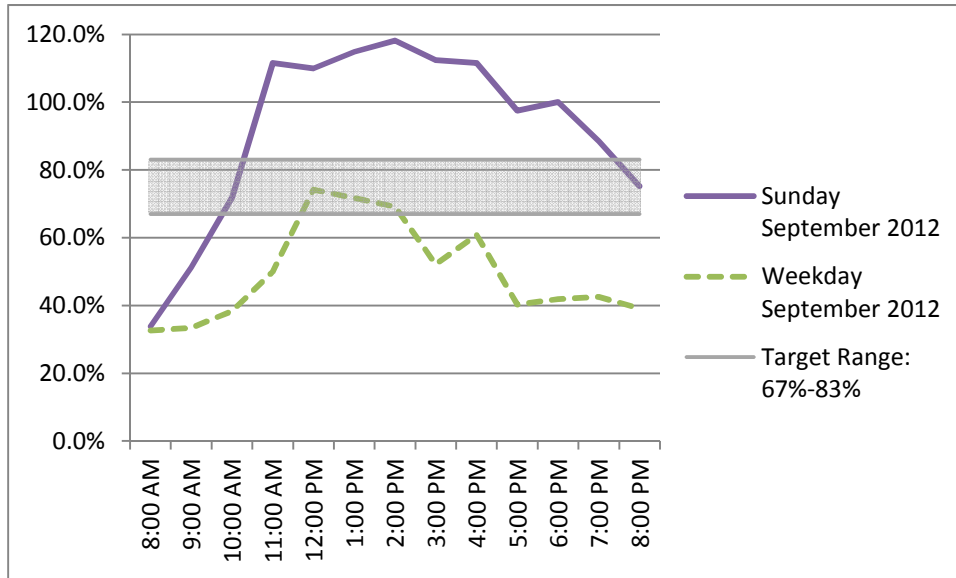


Commercial Core – Financial Area



Commercial Core – Waterfront Area

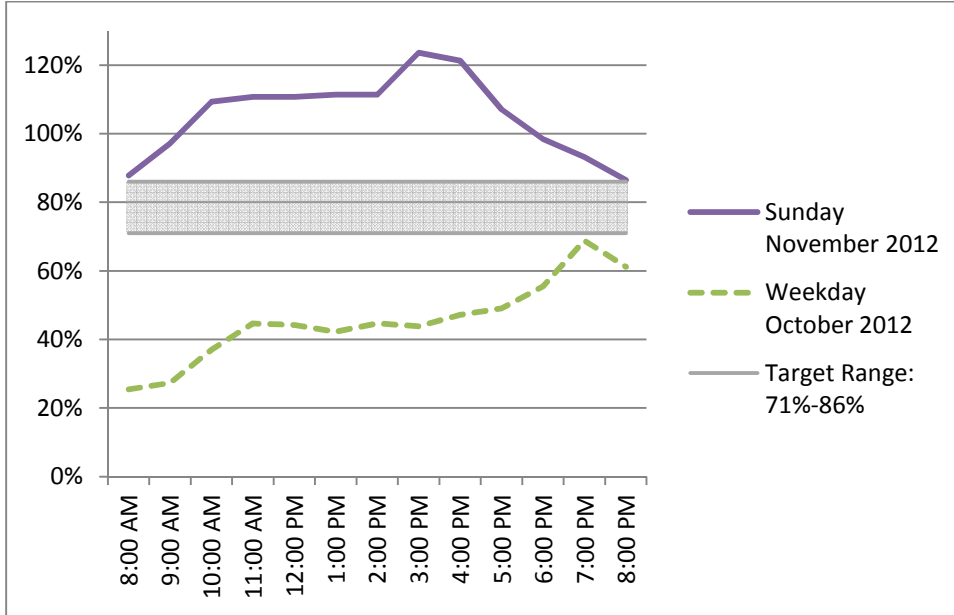
In 2012, as part of Alaskan Way Viaduct construction mitigation efforts, SDOT implemented parking time limits on Sundays in the Waterfront Area to facilitate turnover and increase access to businesses. On the day of data collection, time limits were in place and enforced. Parking remains free on Sundays.



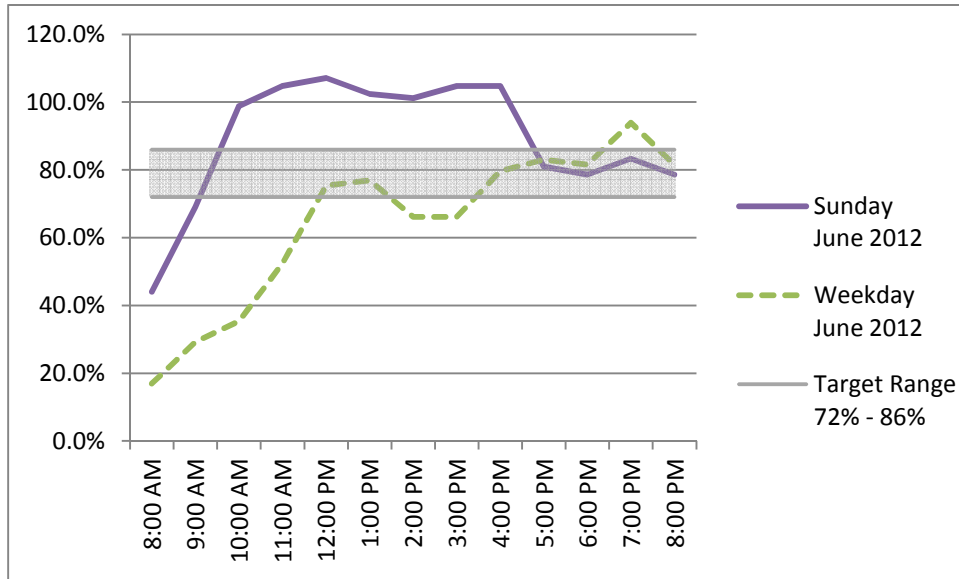
Denny Triangle

Denny Triangle is divided into North and South subareas at 8th Avenue and Lenora Street. In 2012 SDOT collected Sunday data from the South subarea only.

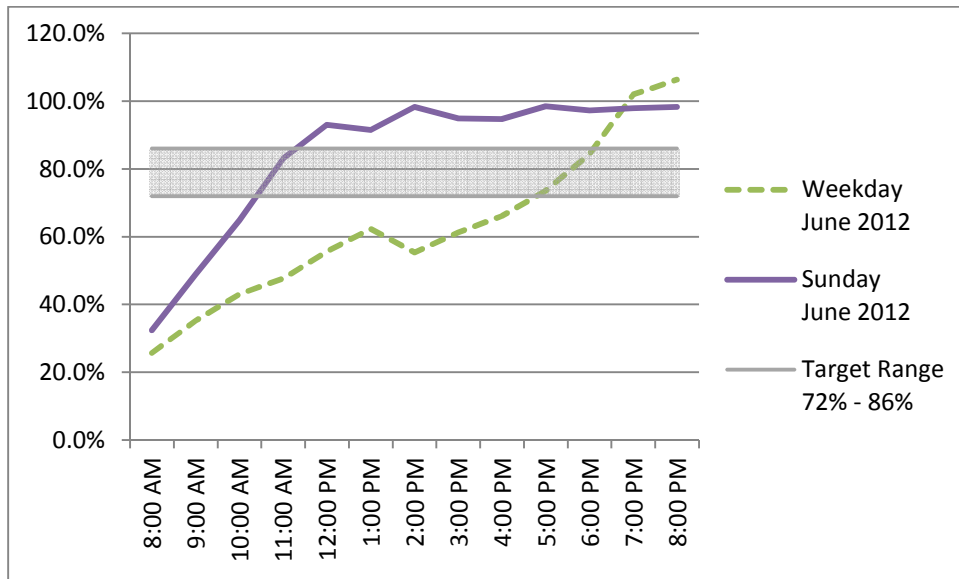
Denny Triangle South



Fremont

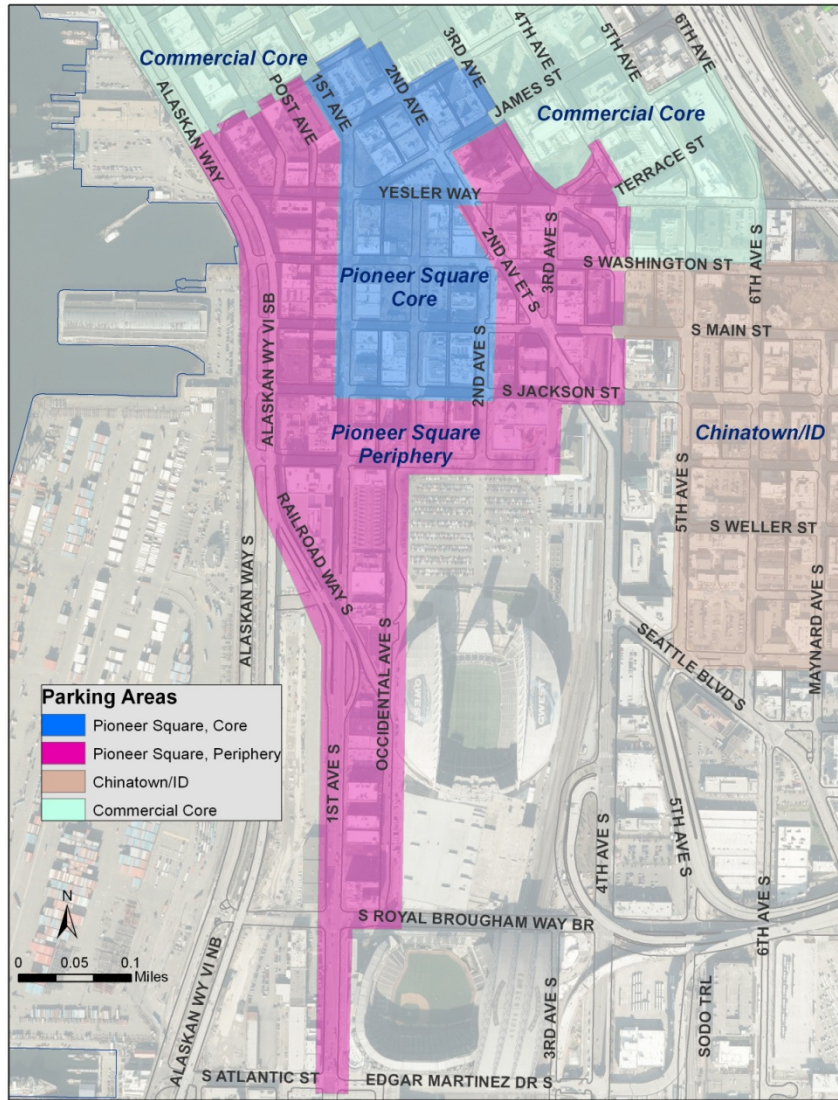


Pike-Pine

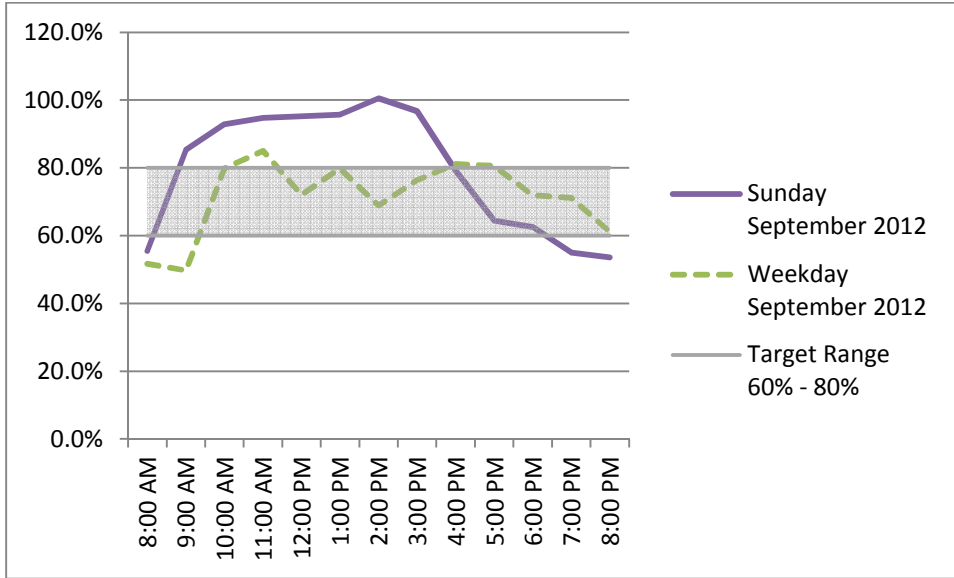


Pioneer Square

Pioneer Square is divided into core and periphery subareas, as shown in the map below.



Pioneer Square Core



Pioneer Square Periphery

