

TECHNICAL MEMORANDUM

Project: 15th / Elliott Avenue W Corridor

Subject: Existing Parking Utilization Survey

Date: December 20, 2021

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The Seattle Department of Transportation (SDOT) is evaluating transit operational improvements along the 15th / Elliott Avenue W corridor, which is used by the RapidRide D Line and Routes 24, 32, and 33. To assist in planning those improvements, SDOT commissioned a detailed parking study to determine how and when existing on-street parking is being utilized along or near 15th / Elliott Avenue W. The study methodology and findings are presented herein.

1. Study Methodology

1.1. Study Area

The study area includes 15th Avenue W and Elliott Avenue W, which is designated as a Principal Arterial, plus side streets within one block of the arterial. The study area shown on Figure 1, extends from the Ballard Bridge on the north to W Mercer Place on the south.

1.2. On-Street Parking Inventory

The study area streets were separated into individual blockfaces. A blockface consists of one side of a street between two cross-streets. For example, the east side of 15th Avenue W between W Barrett Street and W Armour Street is one blockface (identified as 'BG' for this study). The blockface designations are shown in Figure 1.

Existing parking restrictions on each blockface were field inventoried to determine if and when parking may be prohibited. There are existing Business Access and Transit (BAT) lanes along most segments of the 15th / Elliott Avenue W arterial. Parking is not allowed in the BAT lane during specific time periods. In general, parking is prohibited on the west side of the street in the AM peak period (7 to 9 AM) to provide a southbound transit lane, and it is prohibited on the east side of the street in the PM peak period (3 to 7 PM) to provide a northbound transit lane. South of W Garfield Street (Magnolia Bridge), parking is currently prohibited on both sides of the street during both peak periods. Further detail about these restrictions is provided in Section 2.

The number of parking spaces along each block face was estimated based on the length of unobstructed curb. No on-street parking capacity was assumed within 30 feet of a signalized or marked intersection, within 20 feet of an uncontrolled intersection, within 15 feet on either side of a fire hydrant, or within 5 feet on either side of a driveway or alley. The remaining unobstructed lengths of street between street features were converted to legal on-street parking spaces using values in Table 1. Based on extensive past experience of Heffron Transportation preparing on-street parking utilization studies, the parking dimensions listed in Table

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It results in a conservatively-low estimate of parking supply. The increased popularity of smaller cars and the tendency for drivers to park closer together means that more vehicles can often park along the street, resulting in higher parking utilization. For planning purposes, the methodology provides a worst-case analysis of parking conditions.

Table 1. Number of Legal On-Street Parking Spaces

Unobstructed Distance	Number of Parking Spaces	Unobstructed Distance	Number of Parking Spaces	Unobstructed Distance	Number of Parking Spaces
0 – 15 feet	0	206 – 221 feet	11	412 – 433 feet	22
16 – 31 feet	1	222 – 243 feet	12	434 – 449 feet	23
32 – 53 feet	2	244 – 259 feet	13	450 – 471 feet	24
54 – 69 feet	3	260 – 281 feet	14	472 – 487 feet	25
70 – 91 feet	4	282 – 297 feet	15	488 – 509 feet	26
92 – 107 feet	5	298 – 319 feet	16	510 – 525 feet	27
108 – 129 feet	6	320 – 335 feet	17	526 – 547 feet	28
130 – 145 feet	7	336 – 357 feet	18	548 – 563 feet	29
146 – 167 feet	8	358 – 373 feet	19	564 – 585 feet	30
168 – 183 feet	9	374 – 395 feet	20	586 – 601 feet	31
184 – 205 feet	10	396 – 411 feet	21	602 – 623 feet	32

Source: City of Seattle Department of Construction and Inspections, TIP #117, February 2, 2019. The numbers of parking spaces for unobstructed lengths over 319 feet were derived by Heffron Transportation using the City's methodology.

The parking inventory was conducted in October 2021. Initial work was performed using City-based GIS information and Google Earth and later crosschecked in the field alongside the occupancy counts. Detailed parking supply and signed parking restrictions by blockface is in Attachment A.

1.3. Public Off-Street Parking Inventory

Public parking (the number of parking facilities and parking spaces) was reviewed with in-person observations. Public parking is defined as facilities and parking spaces that are available for general public use Monday through Friday between the hours of 8:30 A.M. and 6:00 P.M. Facilities entirely reserved for monthly parking, residents, guests, customers/employees, or other permit holders were not considered public.

No public parking facilities were identified in the study area; all the off-street parking identified is reserved for associated businesses or other uses. Therefore, no further information is provided for off-street parking facilities.

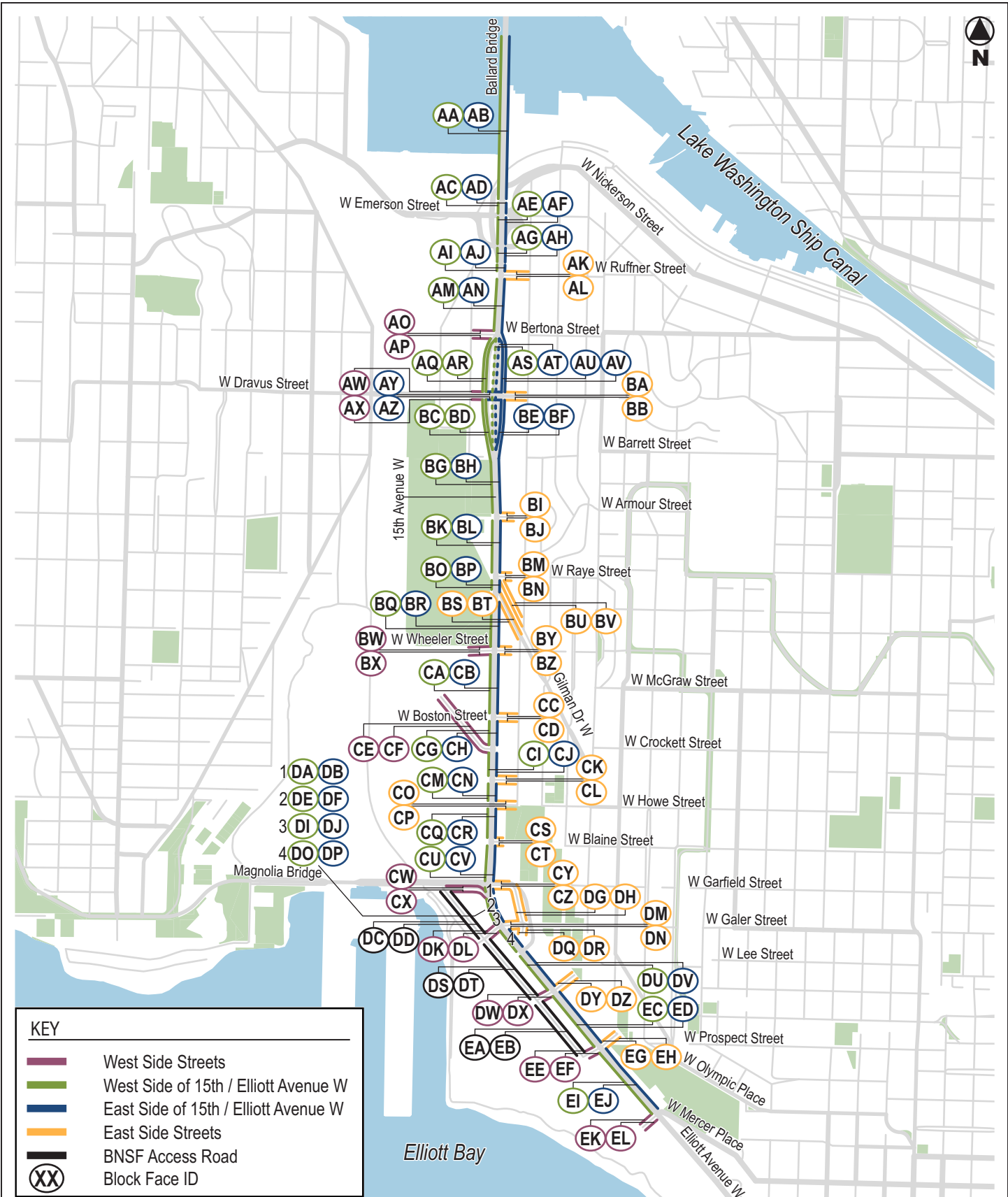


Figure 1
Study Area for On-Street
Parking Occupancy Surveys

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1.4. On-Street Parking Occupancy

Parking occupancy counts were performed on Thursday October 21, 2021 across the following time periods:

- Morning: 8:00 A.M. to 9:00 A.M. (Occurs during morning peak period prohibition)
- Early Afternoon: 1:30 P.M. to 2:30 P.M.
- Mid Afternoon: 4:00 P.M. to 5:00 P.M. (Occurs during afternoon peak period prohibition)
- Evening: 7:30 P.M. to 8:30 P.M.

2. Survey Results

2.1. On-Street Parking Supply and Restrictions

The parking inventory estimates that there are 464 on-street parking spaces across the study area's 110 blockfaces. Out of the total supply, 188 spaces (about 41%) have no signed parking restrictions or time limits, and 248 spaces (about 53%) have parking prohibitions during at least one of the peak periods. Finally, there are 15 load zone spaces located along the corridor and 6 load zone spaces located along the side streets.

Parking is prohibited during the morning peak period (no stops allowed between 7-9 A.M.) along the west side of 15th Avenue W between W Wheeler Street and W Garfield Street and Elliott Avenue W between W Prospect Street and W Mercer Place (90 spaces total). Parking is prohibited during the afternoon peak period (no stops allowed between 3-7 P.M.) along the east side of 15th Avenue W between W Barrett Street and W Garfield Street (97 spaces total). Spaces with both morning and afternoon peak period prohibitions (no stops allowed between 7-9 A.M. and 3-7 P.M.) are in effect along both sides of Elliott Avenue W between W Garfield Street and W Mercer Place (61 spaces). A weekday parking prohibition (no stops allowed between 7 A.M. and 7 P.M.) was also identified on the northeast side of Elliott Avenue W between W Lee Street and W Prospect Street (3 spaces).

Table 2 details the parking restrictions along the corridor. The table differentiates between the areas east or west of the 15th / Elliott Avenue W centerline, and between parking along the arterial (15th / Elliott Avenue W) and the side streets. **Figure 2** shows the primary restriction type for each blockface and the location of each load zone.

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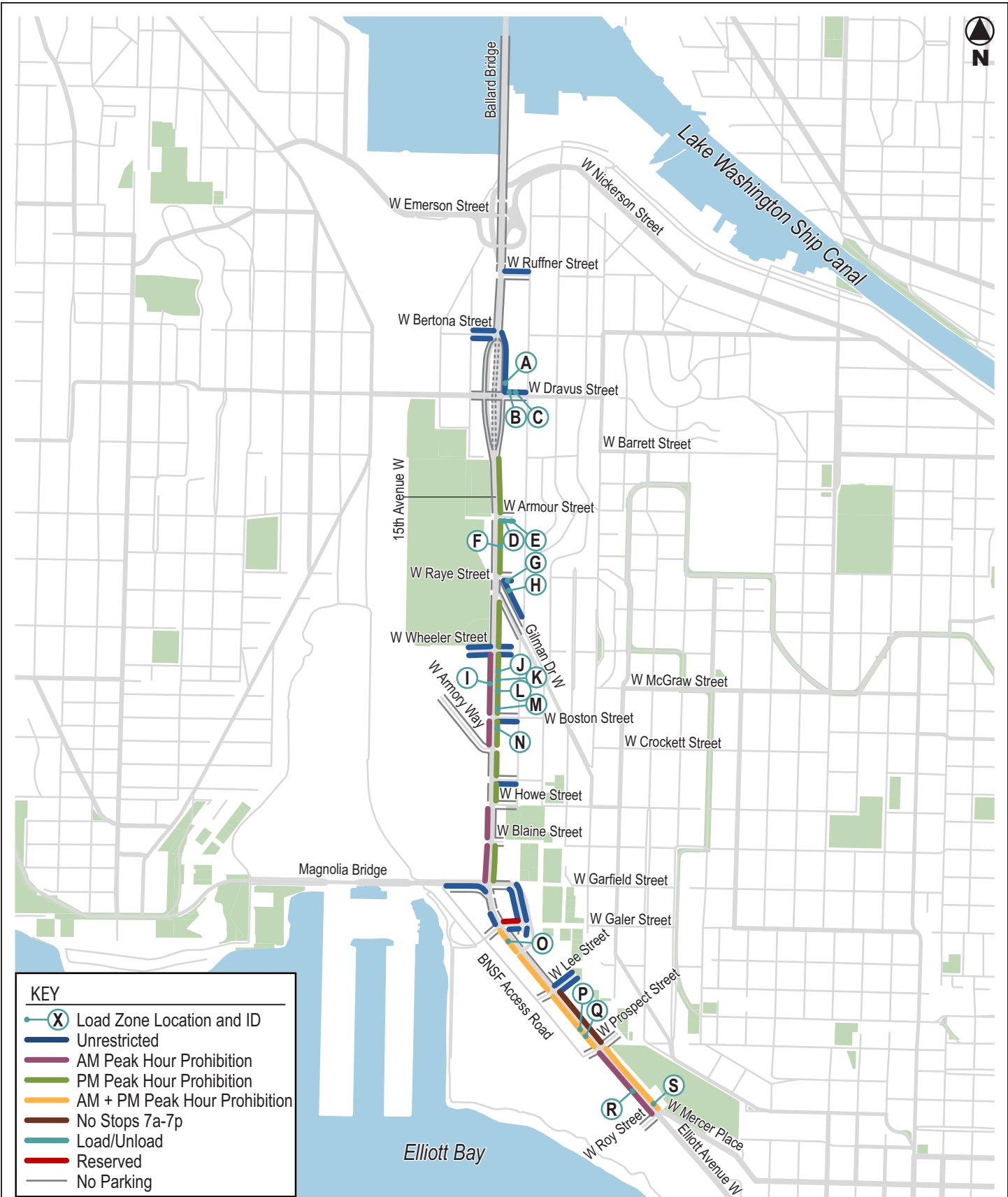
Table 2. On-Street Parking Restrictions

Restriction	Restriction Description	Number of Spaces				Total
		West Side of Corridor		East Side of Corridor		
		15 th / Elliott	Side Streets	15 th / Elliott	Side Streets	
Unrestricted	No signed restrictions	4	47	10	127	188
Morning Peak Period Prohibition	No stops allowed between 7-9 A.M. Monday to Friday. Includes time-limited parking.	90	0	0	0	90
Afternoon Peak Period Prohibition	No stops allowed between 3-7 P.M. Monday to Friday. Includes time-limited parking.	0	0	97	0	97
Morning and Afternoon Peak Period Prohibition	No stops allowed between 7-9 A.M. and 3-7 P.M. Monday to Friday. Includes time-limited parking.	39	0	22	0	61
Weekday Prohibition	No stops allowed between 7 A.M. and 7 P.M. Monday to Friday.	0	0	3	0	3
Load Zones ^a	General load zones, truck load zones, and passenger load zones	6	0	9	6	21
Reserved	Parking reserved for business use.	0	0	0	2	2
Disabled	No Parking 7a-7p except Sat/Sun/Hol, 30-Minute Load/Unload, and Disabled	0	0	0	2	2
Total		139	47	141	137	464

Source: Heffron Transportation, Inc., October 2021

a. Load Zones along the corridor were also subject to peak hour prohibitions, refer to Table 4 for more details on individual load zones.

Not included in the parking analysis is the “Right of Way/Utility Road” owned by BNSF railway and located south of the Magnolia Bridge along the east side of the BNSF rail lines. In addition to providing access to BNSF service vehicles, this gravel/dirt road provides parking and loading access to adjacent businesses with frontages along Elliott Avenue W. An estimated 177 parking spaces were identified along the six corresponding blockfaces; however, further analysis is needed to determine if all or some of this area are part of a public franchise. While not included in the analysis, data collected for these blockfaces can be found in Attachment A.



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Figure 2
**Primary Parking Restrictions
 and Load Zones**



2.2. Parking Occupancy

On-street parking occupancy counts (number of parked vehicles) were performed for four time periods. The parking supply changes during each of those time periods due to parking prohibitions. An occupancy rate was determined for each time period as the number of vehicles parked divided by the supply. **Figure 3** shows the parking occupancy rates for each block face and time period; locations where vehicles were parked when parking is prohibited are shown as “illegal parking” on that figure.

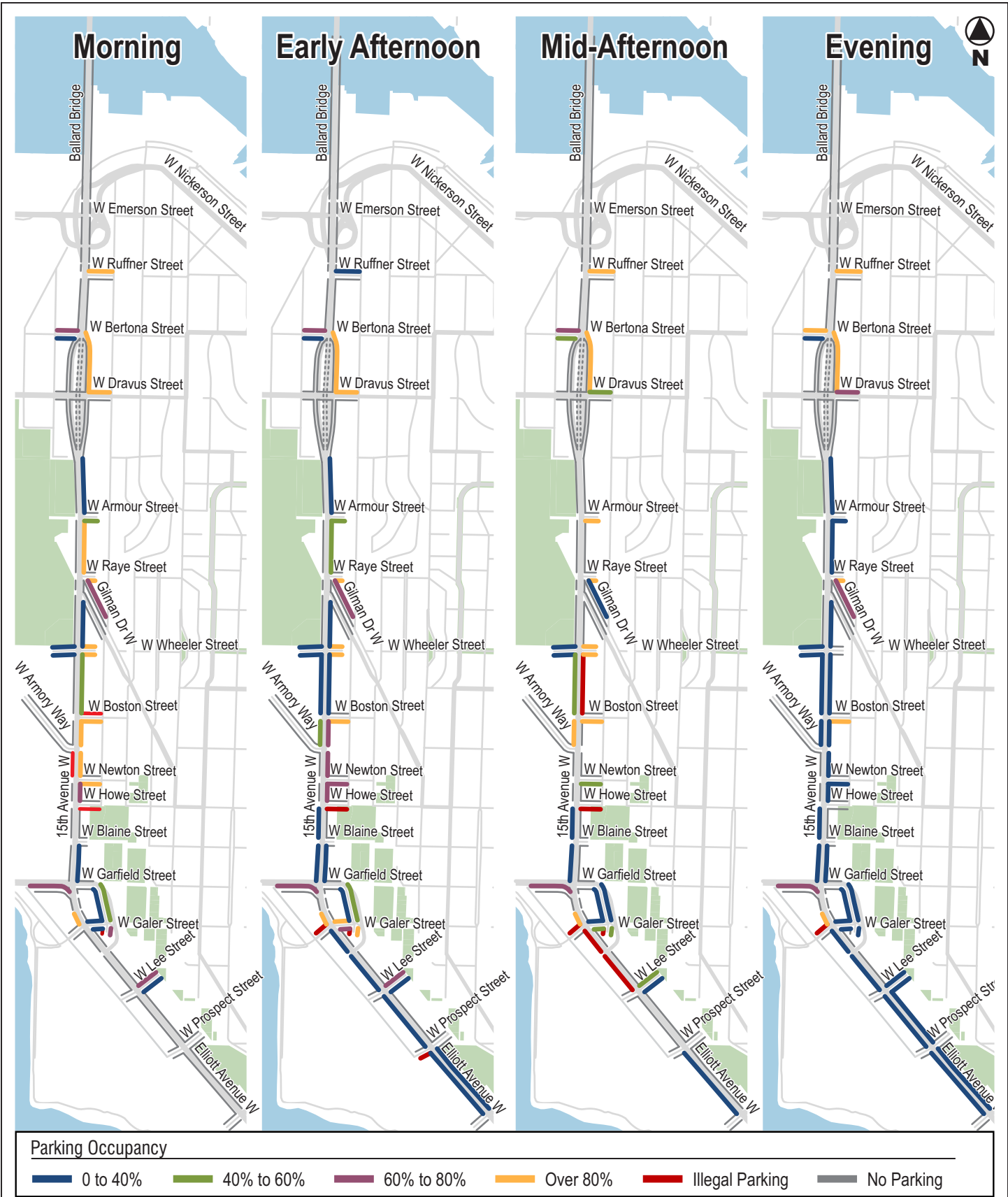
Parking occupancy peaked in the early afternoon with 180 parked vehicles, which occupied 39% of the legally-available parking spaces. At that time, 67 vehicles were parked along 15th Avenue W or Elliott Avenue W. Occupancy was lowest in the evening with 99 parked vehicles, 33 of which were parked on the arterial. When the peak period restrictions were in effect: there were 153 parked vehicles, of which 51 were parked along 15th /Elliott Avenue W in the Morning and there were 130 parked vehicles, of which 42 were parked along 15th /Elliott Avenue W in the Mid Afternoon. **Table 3** details the parking occupancy across each survey period. Detailed parking occupancy by blockface is presented in Attachment A.

Table 3. On-Street Parking Occupancy Survey Results

Time Period Surveyed	West Side of Corridor			East Side of Corridor			Total All Streets
	15th or Elliott	Side Streets	Total	15th or Elliott	Side Streets	Total	
Morning (8:00 to 9:00 A.M.)							
Supply	4	47	51	115	137	252	303
Occupancy	7	18	25	44	84	128	153
% Occupancy	175% ^a	38%	49%	38%	61%	51%	50%
Early Afternoon (1:30 to 2:30 P.M.)							
Supply	139	47	186	138	137	275	461
Occupancy	26	21	47	41	92	133	180
% Occupancy	19%	45%	25%	30%	67%	48%	39%
Mid Afternoon (4:00 to 5:00 P.M.)							
Supply	96	47	143	11	137	148	291
Occupancy	31	20	51	11	68	79	130
% Occupancy	32%	43%	36%	100%	50%	53%	45%
Evening (7:30 to 8:30 P.M.)							
Supply	139	47	186	141	137	278	464
Occupancy	20	20	40	13	46	59	99
% Occupancy	14%	43%	22%	9%	34%	21%	21%

Source: Heffron Transportation, Inc., October 2021.

a. Vehicles were parked during peak hour prohibition and overparked along blockface 'DI.'



15TH AVENUE PARKING STUDY

Figure 3
Parking Occupancy



2.3. Load Zone Occupancy

There are 19 load zones (with a total of 21 spaces) located throughout the study area. The load zone locations are shown on **Figure 2**, with detailed information for each provided in **Table 4**. Many of these load zones are located within areas where parking is prohibited during the peak periods. Such restrictions are noted by “NP” in the table.

Occupancy of individual load zones was recorded during each of the time periods listed above. It is acknowledged that load zones can be occupied for very short periods of time, and an occupancy count is not an indication of whether the load zone is needed by adjacent businesses. Of the 21 load zone spaces identified 2 to 3 spaces were occupied during each observation period. Notably half of the loading activity observed took place in load zones located along the side streets.

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Table 4. Load Zones Restrictions

Load Zone ID ^a	Blockface ID	Load Zone Description	Peak Hour Prohibition ^b	Number of Spaces	Occupancy (One Time Count during Period)			
					Morning	Early Afternoon	Mid-Afternoon	Evening
A	AV	30 Minute L/U 7a-6p Exc Sun/Hol	None	1	0	1	0	1
B	BA	30 Minute L/U 7a-6p Exc Sun/Hol	None	1	0	0	0	0
C	BA	30 Minute L/U 7a-6p Exc Sun/Hol	None	1	0	0	0	1
D	BJ	30 Minute L/U Only	None	1	0	0	1	0
E	BJ	30 Minute L/U Only	None	1	0	0	0	0
F	BL	30 Minute L/U 7a-3p exc Sun/Hol	PM	1	0	0	0	0
G	BN	30 Minute L/U 7a-6p Exc Sun/Hol	None	1	1	1	0	0
H	BV	30 Minute L/U 7a-6p Exc Sun/Hol	None	1	0	0	0	0
I	CA	30 Minute L/U 9a-6p exc Sun/Hol	AM	1	NP	0	0	0
J	CB	30 Minute Truck Load Only 7a-3p exc Sun/Hol	PM	1	0	0	NP	0
K	CB	30 Minute L/U 7a-3p exc Sun/Hol	PM	1	0	0	NP	0
L	CB	30 Minute L/U 7a-3p exc Sun/Hol	PM	2	2	1	NP	0
M	CB	30 Minute L/U Only	PM	1	0	0	NP	0
N	CH	30 Minute L/U 7a-3p exc Sun/Hol	PM	1	0	0	NP	0
O	DO	30 Minute L/U 9a-3p exc Sun/Hol	AM + PM	1	NP	0	1 (NP)	0
P	EC	30 Minute L/U 9a-3p exc Sun/Hol	AM + PM	2	NP	0	NP	0
Q	EC	30 Minute L/U 9a-3p exc Sun/Hol	AM + PM	1	NP	0	NP	0
R	EI	3 Minute Passenger L/U 9a-6p exc Sun/Hol	AM	1	0	0	0	0
S	EJ	30 Minute Truck Load Only 9a-3p exc Sun/Hol	AM + PM	1	NP	0	NP	0
Total				21	3	3	2	2

Source: Heffron Transportation, Inc., October 2021

NP = No Parking Allowed

a. Load zone sign locations are identified in **Figure 2**.

b. Peak hour prohibitions prevent parking during certain periods of the day. In the study area, the AM peak is 7 A.M. to 9 A.M. and PM peak is 3 P.M. to 7 P.M.

3. Findings

The following summarizes the findings:

- The parking inventory estimated that there are 464 on-street parking spaces across the study area's 110 blockfaces. Of these, 280 of the parking spaces are located on the principal arterial (15th /Elliott Avenue W). Parking is prohibited in about 266 of these parking spaces during at least one of the peak periods to accommodate transit operations in the existing BAT lane.
- An estimated 177 parking spaces are located along a private road owned by BNSF railway. These spaces were not included in analysis.
- Occupancy data were collected on October 21, 2021. Parking occupancy peaked in the early afternoon with 180 parked vehicles. At that time, 67 vehicles were parked along 15th Avenue W or Elliott Avenue W. Occupancy was lowest in the evening with 99 parked vehicles, 33 of which were parked on the arterial. When the peak period restrictions were in effect: there were 153 parked vehicles, of which 51 were parked along 15th /Elliott Avenue W in the Morning and there were 130 parked vehicles, of which 42 were parked along 15th /Elliott Avenue W in the Mid Afternoon.
- In the overall study area, 19 load zones were identified with 21 spaces total. Of these, 15 load zones are located on 15th / Elliott Avenue W: 7 on the east side of the street and 8 on the west side of the street. The remaining 6 load zone spaces were located on the eastern side streets.
- No public off-street parking facilities were identified within the study area.

Attachment A – Parking Inventory and Occupancy Data

CCL/mch

15th Avenue Parking Study 2021 - FINAL 12-20-2021

ATTACHMENT A

PARKING INVENTORY AND OCCUPANCY BY BLOCKFACE

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply																				Total	Total Available Parking				
				Unrestricted	Private - BNSF	Private - BNSF/General	Reserved	No Parking 7a-7p exc Sat/Sun/Hol	30min LU 7a-6p exc Sun/Hol	30 Min LU Only	Disabled	AM + PM Peak Hour Prohibition No Parking 7-9a, and 3-7p exc Sat/Sun/Hol				AM Peak Hour Prohibition No Parking 7-9a exc Sat/Sun/Hol				PM Peak Hour Prohibition No Parking 3-7p exc Sat/Sun/Hol									
												Only Peak Hour Prohibition	30min LU 9a-3p exc Sun/Hol	Truck Load 9a-3p exc Sun/Hol	2hr 9a-3p exc Sun/Hol	Only Peak Hour Prohibition	30min LU 9a-6p exc Sun/Hol	3min 9a-6p exc Sun/Hol	1hr 9a-6p exc Sun/Hol	2hr 9a-6p exc Sun/Hol	Only Peak Hour Prohibition	2hr 7a-3p exc Sun/Hol	30min Truck Load Only 7a-3p exc Sun/Hol		30min LU 7a-3p exc Sun/Hol	30min LU Only			
																											0	0	0
BH	15TH AVE W	W ARMOUR ST AND 15TH AV W NB OFF RP	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	20	20	0	20
BL	15TH AVE W	GILMAN UPPER DR W AND W ARMOUR ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	1	0	8	8	8	0	8
BR	15TH AVE W	W WHEELER ST AND GILMAN DR W	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	16	0	16
CB	15TH AVE W	W BOSTON ST AND W WHEELER ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	3	1	24	24	24	0	24
CH	15TH AVE W	W ARMORY WAY AND W BOSTON ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	5	5	5	0	5
CJ	15TH AVE W	W NEWTON ST AND W ARMORY WAY	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	4	0	4
CN	15TH AVE W	W HOWE ST AND W NEWTON ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	8	0	8
CV	15TH AVE W	MAGNOLIA BR AND W BLAINE ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	19	19	0	19
EB	BNSF SERVICE ROAD	W GALER ST AND W PROSPECT ST	NE	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	13	13	13
DD	BNSF SERVICE ROAD	W GARFIELD ST AND W GALER ST	NE	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	28	28	28
DC	BNSF SERVICE ROAD	W GARFIELD ST AND W GALER ST	SW	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	36	36	36	36
DS	BNSF SERVICE ROAD	W GALER ST AND W LEE ST	SW	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	42	42	42	42
DT	BNSF SERVICE ROAD	W GALER ST AND W LEE ST	NE	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	58	58	58	58
DO	ELLIOTT AVE W	W GALER ST FLYOVER AND W GALER ST	SW	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	0	0	0	0	0	8	0	8	0	8
DU	ELLIOTT AVE W	W LEE ST AND W GALER ST FLYOVER	SW	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	15	0	15	0	15
EC	ELLIOTT AVE W	W PROSPECT ST AND W LEE ST	SW	0	0	0	0	0	0	0	0	0	3	0	17	0	0	0	0	0	0	0	0	0	20	0	20	0	20
EJ	ELLIOTT AVE W	W MERCER PL AND W PROSPECT ST	NE	0	0	0	0	0	0	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	23	0	23	0	23
BJ	W ARMOUR ST	DEAD END 1 AND 15TH AVE W	S	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2
CA	15TH AVE W	W BOSTON ST AND W WHEELER ST	W	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	0	0	0	19	0	19	19	19
CG	15TH AVE W	W ARMORY WAY AND W BOSTON ST	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	7	7	7
CQ	15TH AVE W	W BLAINE ST AND W HOWE ST	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	7	0	0	0	0	0	17	0	17	17	17
CU	15TH AVE W	MAGNOLIA BR AND W BLAINE ST	W	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	11	0	11	11	11
EI	ELLIOTT AVE W	W MERCER PL AND W PROSPECT ST	SW	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	37	0	0	0	0	0	38	0	38	38	38
AA	BALLARD BR	15TH AVE W AND POINT A	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AB	BALLARD BR	15TH AVE W AND POINT A	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AC	15TH AVE W	W EMERSON ST AND BALLARD BR	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AD	15TH AVE W	W EMERSON ST AND BALLARD BR	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AE	15TH AVE W	15TH EMERSON RP AND W EMERSON ST	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AF	15TH AVE W	15TH EMERSON RP AND W EMERSON ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AG	15TH AVE W	NICKERSON 15TH RP AND 15TH EMERSON RP	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AH	15TH AVE W	NICKERSON 15TH RP AND 15TH EMERSON RP	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AI	15TH AVE W	W RUFFNER ST AND NICKERSON 15TH RP	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AJ	15TH AVE W	W RUFFNER ST AND NICKERSON 15TH RP	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AL	W RUFFNER ST	14TH AVE W AND 15TH AVE W	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	15TH AVE W	W BERTONA ST AND W RUFFNER ST	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AN	15TH AVE W	W BERTONA ST AND W RUFFNER ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AQ	15TH AV W SB OFF RP	W DRAVUS ST AND W BERTONA ST	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AR	15TH AV W SB OFF RP	W DRAVUS ST AND W BERTONA ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AS	15TH AVE W	15TH AV W NB OFF RP AND W BERTONA ST	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AT	15TH AVE W	15TH AV W NB OFF RP AND W BERTONA ST	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AU	15TH AV W NB ON RP	W DRAVUS ST AND 15TH AVE W	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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					Morning	Early Afternoon	Mid Afternoon	Evening	8:00 AM Thursday 10/21/21	1:30 PM Thursday 10/21/21	4:00 PM Thursday 10/21/21	7:30 PM Thursday 10/21/21	8:00 AM Thursday 10/21/21	1:30 PM Thursday 10/21/21	4:00 PM Thursday 10/21/21	7:30 PM Thursday 10/21/21
BH	15TH AVE W	W ARMOUR ST AND 15TH AV W NB OFF RP	E	20	20	20	0	20	0	0	0	0	0%	0%	NS	0%
BL	15TH AVE W	GILMAN UPPER DR W AND W ARMOUR ST	E	8	8	8	0	8	8	4	0	0	100%	50%	NS	0%
BR	15TH AVE W	W WHEELER ST AND GILMAN DR W	E	16	16	16	0	16	0	0	0	0	0%	0%	NS	0%
CB	15TH AVE W	W BOSTON ST AND W WHEELER ST	E	24	24	24	0	24	12	8	2	1	50%	33%	Illegal	4%
CH	15TH AVE W	W ARMORY WAY AND W BOSTON ST	E	5	5	5	0	5	5	4	0	0	100%	80%	NS	0%
CJ	15TH AVE W	W NEWTON ST AND W ARMORY WAY	E	4	4	4	0	4	4	3	0	0	100%	75%	NS	0%
CN	15TH AVE W	W HOWE ST AND W NEWTON ST	E	8	8	8	0	8	6	6	0	0	75%	75%	NS	0%
CV	15TH AVE W	MAGNOLIA BR AND W BLAINE ST	E	19	19	19	0	19	0	0	0	0	0%	0%	NS	0%
EB	BNSF SERVICE ROAD	W GALER ST AND W PROSPECT ST	NE	13	13	13	13	13	1	2	4	2	8%	15%	31%	15%
DD	BNSF SERVICE ROAD	W GARFIELD ST AND W GALER ST	NE	28	28	28	28	28	16	18	17	2	57%	64%	61%	7%
DC	BNSF SERVICE ROAD	W GARFIELD ST AND W GALER ST	SW	36	36	36	36	36	4	3	2	0	11%	8%	6%	0%
DS	BNSF SERVICE ROAD	W GALER ST AND W LEE ST	SW	42	42	42	42	42	8	13	26	17	19%	31%	62%	40%
DT	BNSF SERVICE ROAD	W GALER ST AND W LEE ST	NE	58	58	58	58	58	0	4	7	3	0%	7%	12%	5%
DO	ELLIOTT AVE W	W GALER ST FLYOVER AND W GALER ST	SW	8	0	8	0	8	0	0	2	0	NS	0%	Illegal	0%
DU	ELLIOTT AVE W	W LEE ST AND W GALER ST FLYOVER	SW	15	0	15	0	15	0	2	1	5	NS	13%	Illegal	33%
EC	ELLIOTT AVE W	W PROSPECT ST AND W LEE ST	SW	20	0	20	0	20	0	0	0	0	NS	0%	NS	0%
EJ	ELLIOTT AVE W	W MERCER PL AND W PROSPECT ST	NE	23	0	23	0	23	0	2	0	0	NS	9%	NS	0%
BJ	W ARMOUR ST	DEAD END 1 AND 15TH AVE W	S	2	2	2	2	2	1	1	2	0	50%	50%	100%	0%
CA	15TH AVE W	W BOSTON ST AND W WHEELER ST	W	19	0	19	19	19	0	7	9	2	NS	37%	47%	11%
CG	15TH AVE W	W ARMORY WAY AND W BOSTON ST	W	7	0	7	7	7	0	4	7	1	NS	57%	100%	14%
CQ	15TH AVE W	W BLAINE ST AND W HOWE ST	W	17	0	17	17	17	0	3	1	0	NS	18%	6%	0%
CU	15TH AVE W	MAGNOLIA BR AND W BLAINE ST	W	11	0	11	11	11	0	2	3	0	NS	18%	27%	0%
EI	ELLIOTT AVE W	W MERCER PL AND W PROSPECT ST	SW	38	0	38	38	38	0	0	0	0	NS	0%	0%	0%
AA	BALLARD BR	15TH AVE W AND POINT A	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AB	BALLARD BR	15TH AVE W AND POINT A	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AC	15TH AVE W	W EMERSON ST AND BALLARD BR	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AD	15TH AVE W	W EMERSON ST AND BALLARD BR	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AE	15TH AVE W	15TH EMERSON RP AND W EMERSON ST	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AF	15TH AVE W	15TH EMERSON RP AND W EMERSON ST	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AG	15TH AVE W	NICKERSON 15TH RP AND 15TH EMERSON RP	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AH	15TH AVE W	NICKERSON 15TH RP AND 15TH EMERSON RP	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AI	15TH AVE W	W RUFFNER ST AND NICKERSON 15TH RP	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS

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AJ	15TH AVE W	W RUFFNER ST AND NICKERSON 15TH RP	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AL	W RUFFNER ST	14TH AVE W AND 15TH AVE W	S	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AM	15TH AVE W	W BERTONA ST AND W RUFFNER ST	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AN	15TH AVE W	W BERTONA ST AND W RUFFNER ST	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AQ	15TH AV W SB OFF RP	W DRAVUS ST AND W BERTONA ST	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AR	15TH AV W SB OFF RP	W DRAVUS ST AND W BERTONA ST	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AS	15TH AVE W	15TH AV W NB OFF RP AND W BERTONA ST	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AT	15TH AVE W	15TH AV W NB OFF RP AND W BERTONA ST	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AU	15TH AV W NB ON RP	W DRAVUS ST AND 15TH AVE W	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AW	W DRAVUS ST	15TH AV W SB OFF RP AND 16TH AVE W	N	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AX	W DRAVUS ST	15TH AV W SB OFF RP AND 16TH AVE W	S	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AY	W DRAVUS ST	15TH AV W NB OFF RP AND 15TH AV W SB OFF RP	N	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
AZ	W DRAVUS ST	15TH AV W NB OFF RP AND 15TH AV W SB OFF RP	S	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BB	W DRAVUS ST	14TH AVE W AND 15TH AV W NB OFF RP	S	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BC	15TH AV W SB ON RP	15TH AVE W AND W DRAVUS ST	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BD	15TH AV W SB ON RP	15TH AVE W AND W DRAVUS ST	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BE	15TH AV W NB OFF RP	15TH AVE W AND W DRAVUS ST	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BF	15TH AV W NB OFF RP	15TH AVE W AND W DRAVUS ST	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BG	15TH AVE W	W ARMOUR ST AND 15TH AV W NB OFF RP	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BI	W ARMOUR ST	DEAD END 1 AND 15TH AVE W	N	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BK	15TH AVE W	GILMAN UPPER DR W AND W ARMOUR ST	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BM	W RAYE ST	DEAD END 1 AND 15TH AVE W	N	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BO	15TH AVE W	GILMAN DR W AND GILMAN UPPER DR W	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BP	15TH AVE W	GILMAN DR W AND GILMAN UPPER DR W	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BQ	15TH AVE W	W WHEELER ST AND GILMAN DR W	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BS	GILMAN DR W	14TH AVE W AND 15TH AVE W	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BT	GILMAN DR W	14TH AVE W AND 15TH AVE W	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
BU	GILMAN UPPER DR W	14TH AVE W AND 15TH AVE W	SW	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
CC	W BOSTON ST	14TH AVE W AND 15TH AVE W	N	0	0	0	0	0	1	0	0	0	Illegal	NS	NS	NS
CE	W ARMORY WAY	15TH AVE W AND DEAD END	SW	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
CF	W ARMORY WAY	15TH AVE W AND DEAD END	NE	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS

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CI	15TH AVE W	W NEWTON ST AND W ARMORY WAY	W	0	0	0	0	0	2	0	0	0	Illegal	NS	NS	NS
CK	W NEWTON ST	14TH AVE W AND 15TH AVE W	N	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
CM	15TH AVE W	W HOWE ST AND W NEWTON ST	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
CO	W HOWE ST	14TH AVE W AND 15TH AVE W	N	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
CP	W HOWE ST	14TH AVE W AND 15TH AVE W	S	0	0	0	0	0	2	3	1	0	Illegal	Illegal	Illegal	NS
CR	15TH AVE W	W BLAINE ST AND W HOWE ST	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
CS	W BLAINE ST	DEAD END AND 15TH AVE W	N	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
CT	W BLAINE ST	DEAD END AND 15TH AVE W	S	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
CX	W GARFIELD ST	15TH AVE W AND DEAD END 3	S	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
CY	W GARFIELD ST	14TH AVE W AND 15TH AVE W	N	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
CZ	W GARFIELD ST	14TH AVE W AND 15TH AVE W	S	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
DA	15TH AVE W	MAGNOLIA BR OFF RP AND MAGNOLIA BR	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
DB	15TH AVE W	MAGNOLIA BR OFF RP AND MAGNOLIA BR	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
DE	15TH AVE W	ELLIOTT AVE W AND MAGNOLIA BR OFF RP	W	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
DF	15TH AVE W	ELLIOTT AVE W AND MAGNOLIA BR OFF RP	E	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
DJ	ELLIOTT AVE W	W GALER ST AND 15TH AVE W	NE	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
DK	W GALER ST	ELLIOTT AVE W AND ALASKAN WAY W	NW	0	0	0	0	0	0	3	1	1	NS	Illegal	Illegal	Illegal
DL	W GALER ST	ELLIOTT AVE W AND ALASKAN WAY W	SE	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
DP	ELLIOTT AVE W	W GALER ST FLYOVER AND W GALER ST	NE	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
DQ	14TH AVE W	DEAD END AND W GALER ST	W	0	0	0	0	0	1	1	1	0	Illegal	Illegal	Illegal	NS
DV	ELLIOTT AVE W	W LEE ST AND W GALER ST FLYOVER	NE	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
DW	W LEE ST	ELLIOTT AVE W AND ALASKAN WAY W	NW	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
DX	W LEE ST	ELLIOTT AVE W AND ALASKAN WAY W	SE	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
EA	BNSF SERVICE ROAD	W GALER ST AND W PROSPECT ST	SW	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
EE	W PROSPECT ST	ELLIOTT AVE W AND DEAD END 2	NW	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
EF	W PROSPECT ST	ELLIOTT AVE W AND DEAD END 2	SE	0	0	0	0	0	0	1	0	0	NS	Illegal	NS	NS
EG	W PROSPECT ST	VAN BUREN AVE W AND ELLIOTT AVE W	NW	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
EH	W PROSPECT ST	VAN BUREN AVE W AND ELLIOTT AVE W	SE	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
EK	W ROY ST	ELLIOTT AVE W AND DEAD END 2	NW	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
EL	W ROY ST	ELLIOTT AVE W AND DEAD END 2	SE	0	0	0	0	0	0	0	0	0	NS	NS	NS	NS
DM	W GALER ST	14TH AVE W AND ELLIOTT AVE W	N	2	2	2	2	2	0	2	0	0	0%	100%	0%	0%

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AK	W RUFFNER ST	14TH AVE W AND 15TH AVE W	N	1	1	1	1	1	1	0	1	1	100%	0%	100%	100%
AO	W BERTONA ST	15TH AVE W AND 16TH AVE W	N	8	8	8	8	8	6	6	6	7	75%	75%	75%	88%
AP	W BERTONA ST	15TH AVE W AND 16TH AVE W	S	2	2	2	2	2	0	0	1	0	0%	0%	50%	0%
AV	15TH AV W NB ON RP	W DRAVUS ST AND 15TH AVE W	E	11	11	11	11	11	9	14	9	12	82%	127%	82%	109%
BA	W DRAVUS ST	14TH AVE W AND 15TH AV W NB OFF RP	N	9	9	9	9	9	8	8	5	7	89%	89%	56%	78%
BN	W RAYE ST	DEAD END 1 AND 15TH AVE W	S	3	3	3	3	3	4	5	4	3	133%	167%	133%	100%
BV	GILMAN UPPER DR W	14TH AVE W AND 15TH AVE W	NE	18	18	18	18	18	11	11	7	11	61%	61%	39%	61%
BW	W WHEELER ST	15TH AVE W AND DEAD END 4	N	14	14	14	14	14	0	0	1	1	0%	0%	7%	7%
BX	W WHEELER ST	15TH AVE W AND DEAD END 4	S	8	8	8	8	8	0	0	0	0	0%	0%	0%	0%
BY	W WHEELER ST	DEAD END 3 AND 15TH AVE W	N	1	1	1	1	1	3	3	3	2	300%	300%	300%	200%
BZ	W WHEELER ST	DEAD END 3 AND 15TH AVE W	S	2	2	2	2	2	2	2	3	2	100%	100%	150%	100%
CD	W BOSTON ST	14TH AVE W AND 15TH AVE W	S	6	6	6	6	6	7	6	6	7	117%	100%	100%	117%
CL	W NEWTON ST	14TH AVE W AND 15TH AVE W	S	8	8	8	8	8	7	6	4	2	88%	75%	50%	25%
CW	W GARFIELD ST	15TH AVE W AND DEAD END 3	N	15	15	15	15	15	12	11	11	11	80%	73%	73%	73%
DG	14TH AVE W	W GALER ST AND W GARFIELD ST	W	8	8	8	8	8	3	3	1	0	38%	38%	13%	0%
DH	14TH AVE W	W GALER ST AND W GARFIELD ST	E	32	32	32	32	32	16	15	12	11	50%	47%	38%	34%
DI	ELLIOTT AVE W	W GALER ST AND 15TH AVE W	SW	4	4	4	4	4	5	8	8	12	125%	200%	200%	300%
DN	W GALER ST	14TH AVE W AND ELLIOTT AVE W	S	13	13	13	13	13	2	9	7	0	15%	69%	54%	0%
DR	14TH AVE W	DEAD END AND W GALER ST	E	13	13	13	13	13	10	11	7	0	77%	85%	54%	0%
DY	W LEE ST	DEAD END 3 AND ELLIOTT AVE W	NW	8	8	8	8	8	5	6	4	0	63%	75%	50%	0%
DZ	W LEE ST	DEAD END 3 AND ELLIOTT AVE W	SE	11	11	11	11	11	0	0	0	0	0%	0%	0%	0%
ED	ELLIOTT AVE W	W PROSPECT ST AND W LEE ST	NE	3	0	0	0	3	0	0	0	0	NS	NS	NS	0%
TOTAL				641	480	638	468	641	182	220	186	123	38%	34%	40%	19%
TOTAL WITHOUT BNSF ACCESS ROAD				464	303	461	291	464	153	180	130	99	50%	39%	45%	21%