

TECHNICAL REPORT

**WEST SEATTLE JUNCTION  
NEIGHBORHOOD PARKING STUDY**

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## Table of Contents

- 1. Introduction ..... 1
- 2. On-street Commercial Parking ..... 1
- 3. Future Transit Station Area Parking Demand ..... 11
- 4. Key Findings for On-Street Commercial Parking ..... 16
- 5. Key Findings for Transit Station Area Parking ..... 17

## Tables

- Table 1. West Seattle Junction Commercial Area On-Street Parking Summary ..... 4
- Table 2. Transit Station Area On-Street Parking Demand ..... 15
- Table 3. Transit Station Area Off-Street Parking Demand ..... 15

## Figures

- Figure 1. On-Street Commercial Study Area ..... 2
- Figure 2. Parking Utilization for 30-minute Signed Spaces – California Avenue SW ..... 6
- Figure 3. Parking Utilization for 30-minute Signed Spaces – Near the Commercial Core ..... 6
- Figure 4. Parking Utilization for 2-hour Signed Spaces – California Avenue SW ..... 7
- Figure 5. Parking Utilization for 2-hour Signed Spaces –Near the Commercial Core..... 8
- Figure 6. Parking Utilization for Unrestricted Spaces – California Avenue SW ..... 9
- Figure 7. Parking Utilization for Unrestricted Spaces – Near the Commercial Core..... 9
- Figure 8. Parking Duration for Unrestricted Spaces – California Avenue SW ..... 10
- Figure 9. Parking Duration for Unrestricted Spaces – Near the Commercial Core..... 11
- Figure 10. Transit Station Parking Study Area..... 12
- Figure 11. Off-Street Parking Supply and Rates ..... 14

## Appendices

Appendix A. Transit Station Area Parking Demand Data

## 1. Introduction

A parking study was performed in the West Seattle Junction neighborhood in May and June 2009. There were two main purposes for this study. One purpose was to evaluate on-street parking in the commercial core by observing utilization, compliance, and parking duration. Another purpose was to evaluate parking in the vicinity of two future *Rapid Ride*<sup>1</sup> transit stations.

*Rapid Ride* is a future bus service scheduled to be implemented by King County Metro, which will provide frequent bus service with limited stops to improve the speed and reliability of service to downtown Seattle. Implementation of *Rapid Ride* includes two transit stations in West Seattle, one at the intersection of SW Alaska Street and California Avenue SW and the other at the intersection of SW Alaska Street and Fauntleroy Way SW. The data and analysis of on-street parking will help the Seattle Department of Transportation (SDOT) determine if changes in parking management techniques are needed for current activity in the neighborhood. The analysis of station area parking demand data will be used to monitor future parking impacts associated with *Rapid Ride*.

The on-street commercial parking study examined:

- utilization and compliance of parking spaces with time limits;
- parking supply, utilization, and duration of unrestricted spaces
- parking utilization by time of day

The station area parking study examined:

- current demand for on-street parking in the vicinity of two future *Rapid Ride* stations
- current parking demand for off-street parking in the vicinity of two future *Rapid Ride* stations

## 2. On-street Commercial Parking

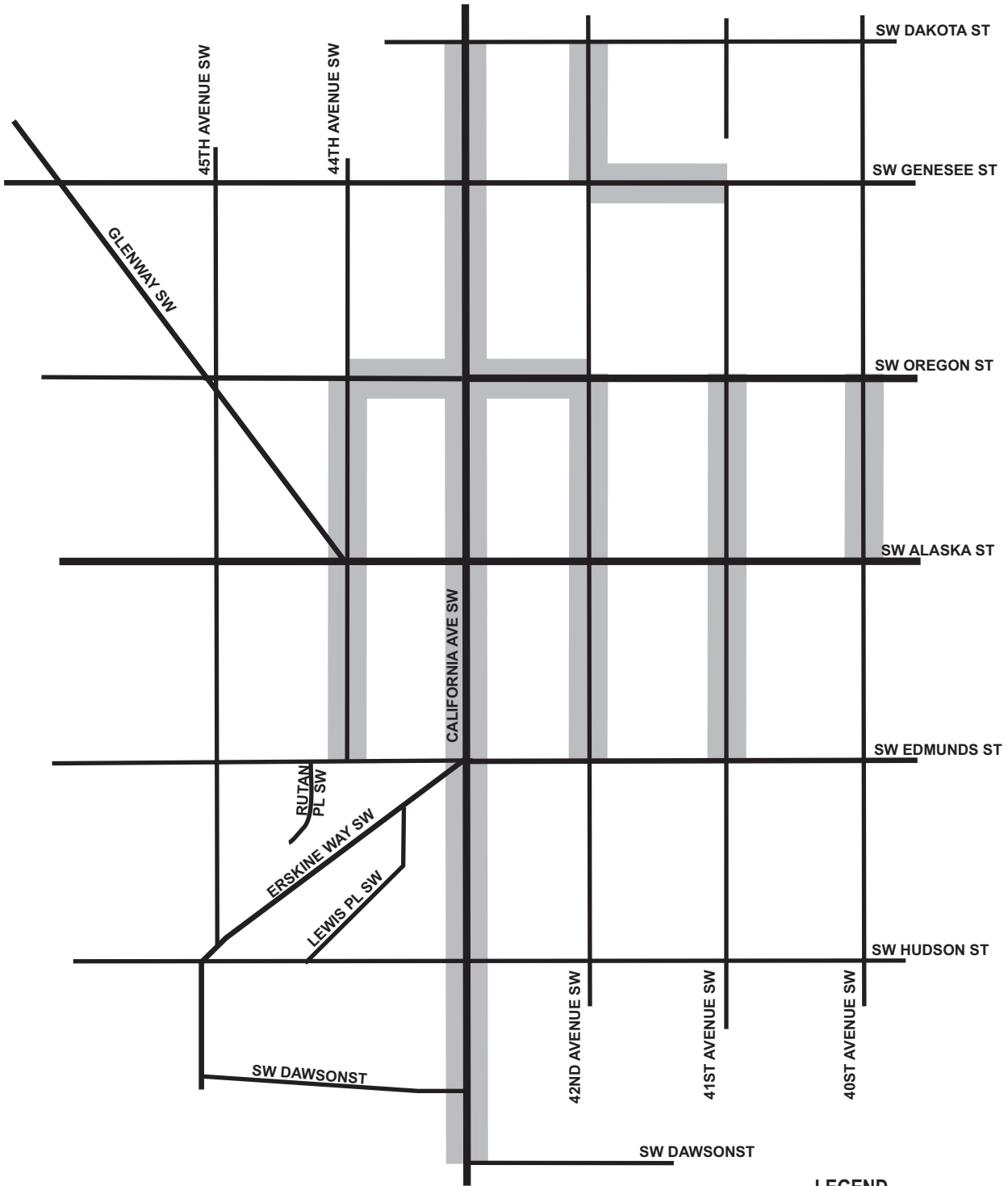
Detailed parking surveys were performed for 34 block faces in the West Seattle Junction neighborhood. The streets and the time periods surveyed are shown in Figure 1. The study area inventory was provided by SDOT on maps prepared by the department's Geographic Information System (GIS) work team. The study block faces include 12 block faces on California Avenue SW and 22 block faces near the California Avenue SW commercial core.

There were four block faces with construction activity during the data collection portion of the study. The segment of each block face where construction activity eliminated the ability to park were coded as "No Park" within the inventory, and excluded from the analysis. There was on-street construction activity on portions of the east side of California Avenue, between SW Hudson Street and SW Edmunds Street, but the area was filled with cars and trucks. These cars and trucks were included in the analysis. The other three blocks impacted by construction are listed below:

- 41<sup>st</sup> Avenue SW, Oregon Street to SW Alaska Street, west side
- 42<sup>nd</sup> Avenue SW between SW Oregon Street and SW Alaska Street, east side
- 42<sup>nd</sup> Avenue SW between SW Oregon Street and SW Alaska Street, west side

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<sup>1</sup> <http://metro.kingcounty.gov/up/sc/plans/2008/012008-wsea-rr.html#timeline>



**LEGEND**  
Study Block Faces: 

WEST SEATTLE JUNCTION  
**PARKING STUDY**

Figure 1  
On-Street Commercial Study Area



## Study Methodology

Parking demand data were collected over two days—Wednesday, May 6, and Thursday, May 7, 2009—to reflect typical weekday parking activity. Operations Management Group (OMG), Inc. conducted the survey from 8:00 A.M. to 6:00 P.M. in one hour intervals.

OMG collected parking space occupancy data using their hand-held electronic data collection tool. A sequence number was assigned to every parking space within each map segment to ensure consistency in the data collection. The inventory and sequence numbers included all parking spaces by type, and all “gaps” such as bus zones, hydrants, and other locations where parking is not allowed. In addition to recording vehicles parked in legally-designated spaces, the data included “squeeze-in vehicles” on each street segment, which represent motorists who created their own space between other vehicles, at the end of the block, too close to a driveway or in “no-parking” zones. The presence of these vehicles reflects the demand for on-street parking.

Parking data were evaluated independently for each type of parking restriction and unrestricted parking. This study examines the following factors:

**Utilization** – The percentage of the legal parking spaces that were occupied by a vehicle. The parking utilization for 3-minute and 30-minute load/unload zones could reflect a lower than actual rate because the survey occurred once per hour. Some cars may have parked and left between each survey.

**Compliance** – The percentage of vehicles that parked within the established time limits. For example, the cars that parked for two hours or less in a signed two-hour zone. The compliance rates are only measured for the period between 8:00 A.M. and 6:00 P.M. when time limits are in effect.

**Parking duration** – The length of time that a vehicle occupied a space. This factor was only evaluated for unrestricted spaces.

## Parking Capacity

The practical capacity for parking is defined at 85% utilization. When utilization exceeds the practical capacity, drivers could experience delays and frustration while searching for a parking space. Circling the block in search of a parking space also contributes to area traffic congestion and increased vehicle emissions.

Practical capacity is used to determine the adequacy of a parking system. SDOT considers utilization rates above about 75% to be the threshold where additional parking management techniques should be explored through a comprehensive study. SDOT can then put measures in place before parking reaches capacity. SDOT also uses parking management measures to support the goal of reducing automobile trips, particularly for commuting. Short-term parking limits that encourage turnover for retail and businesses are preferred over long-term parking by commuters.

## Parking Space Inventory, Utilization, and Compliance

The parking space inventory reflects parking regulations in effect midday. For the most part, time-limits begin at 8:00 A.M. and end at 6:00 P.M., when signed time restricted spaces become unrestricted spaces. Table 1 summarizes parking space inventory, utilization, and compliance for each parking restriction type along California Avenue SW and on study streets near the California Avenue SW commercial core. The survey included a total of 629 parking spaces on 34 block faces.

Table 1. West Seattle Junction Commercial Area On-Street Parking Summary

Parking Type	Number of Parking Spaces <sup>1</sup>	Utilization <sup>2</sup>			Compliance Rate <sup>4</sup>
		Average <sup>3</sup>	Peak	Time of Peak	
<b>California Avenue SW, SW Dawson St to SW Dakota St</b>					
3-minute Signed Time-Limit	2	55%	100%	8:00 A.M., 4:00 P.M.	90%
30-minute Signed Time-Limit	19	35%	68%	5:00 P.M.	75%
2-hour Signed Time-Limit	189	62%	71%	4:00 P.M.	90%
Unrestricted	51	63%	67%	11:00 A.M., 1:00 P.M., 3:00 P.M.	n/a <sup>6</sup>
Disabled <sup>5</sup>	<u>1</u>	0%	n/a		n/a
<b>Total</b>	<b>262</b>				
<b>Streets near the California Avenue SW commercial core</b>					
3-minute Signed Time-Limit	1	50%	100%	9:00 to 12:00 P.M., 5:00 P.M.	50%
30-minute Signed Time-Limit	5	32%	60%	3:00 P.M.	83%
2-hour Signed Time-Limit	165	56%	65%	4:00 P.M.	83%
Unrestricted	190	71%	79%	2:00 P.M.	n/a
Disabled	<u>5</u>	4%	40%	12:00 P.M. 2:00 P.M.	n/a
<b>Total</b>	<b>367</b>				

1. Source: SDOT GIS. Parking supply midday on a weekday when all parking restrictions are in effect.
2. Operations Management Group, data collection on May 6 and 7, 2009, 8:00 A.M. to 6:00 P.M. Compiled by Heffron Transportation, Inc.
3. Average utilization for load/unload zones reflects the percent of occupied spaces seen during a once-per-hour survey frequency. More usage could occur between surveys.
4. Compliance rate calculated for cars parked between 8:00 A.M. and 6:00 P.M., excluding cars with RPZ tags.
5. Not applicable due to very small number of spaces. No cars used this space during the survey period.
6. Compliance rate not applicable to unrestricted spaces.

Utilization of 3-minute signed time-limited spaces was based on a small number of spaces. The 30-minute signed time-limited spaces were surveyed once per hour and also may have been utilized between survey passes. The average daytime utilization was 35% on California Avenue SW and 32% near the California Avenue SW commercial core. These rates are typical of 30-minute signed time-limited spaces found in other neighborhood area parking studies. The peak utilization on California Avenue from 5:00 P.M. to 6:00 P.M. likely reflects cars that are parked in anticipation of the parking time-limit ending at 6:00 P.M.

Two-hour signed time limited spaces show an average utilization of 62% on California Avenue SW and 56% near California Avenue SW commercial core. Peak utilization occurred at 4:00 P.M., reaching 67% and 65% for the two subareas, respectively.

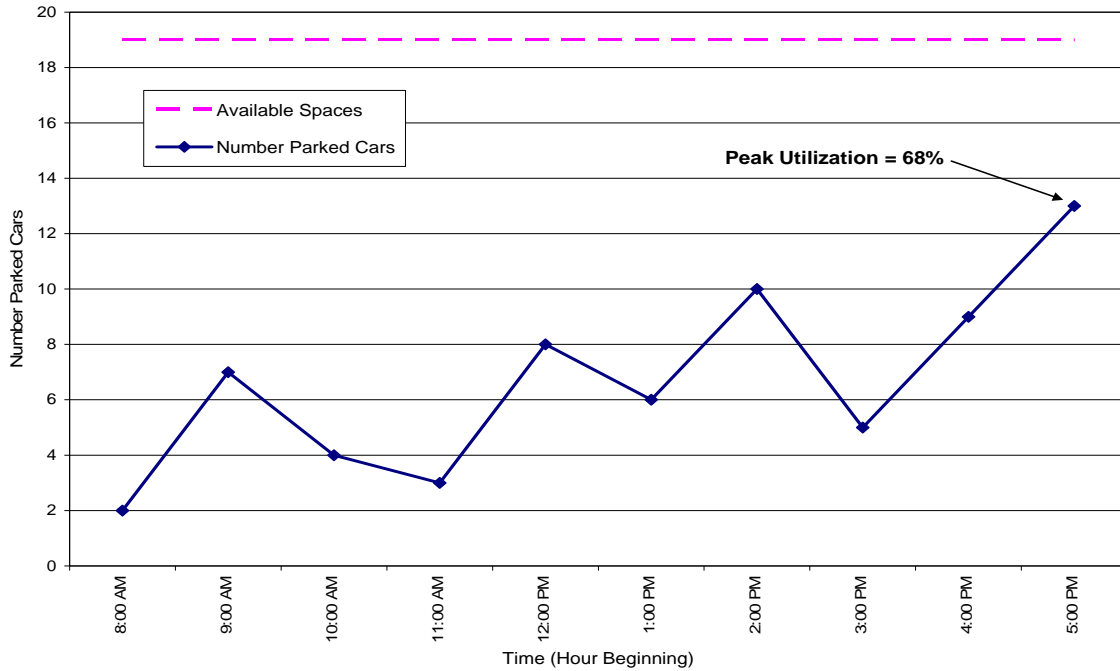
Unrestricted spaces had slightly higher utilization than 2-hour time-limited spaces, with an average utilization of 63% on California Avenue SW and 71% near the California Avenue SW commercial core. Utilization on California Avenue SW was fairly constant throughout the day, and peaked at 67% at 11:00 A.M. and 1:00 P.M. Peak utilization on streets near the California Avenue SW commercial core was 79% at 2:00 P.M.

## Parking Utilization by Time of Day

Parking utilization by time of day was evaluated for 30-minute signed time-limited spaces, 2-hour signed time-limited spaces, and unrestricted spaces. The utilization by time of day was evaluated separately for study block faces on California Avenue SW and near the California Avenue SW commercial core.

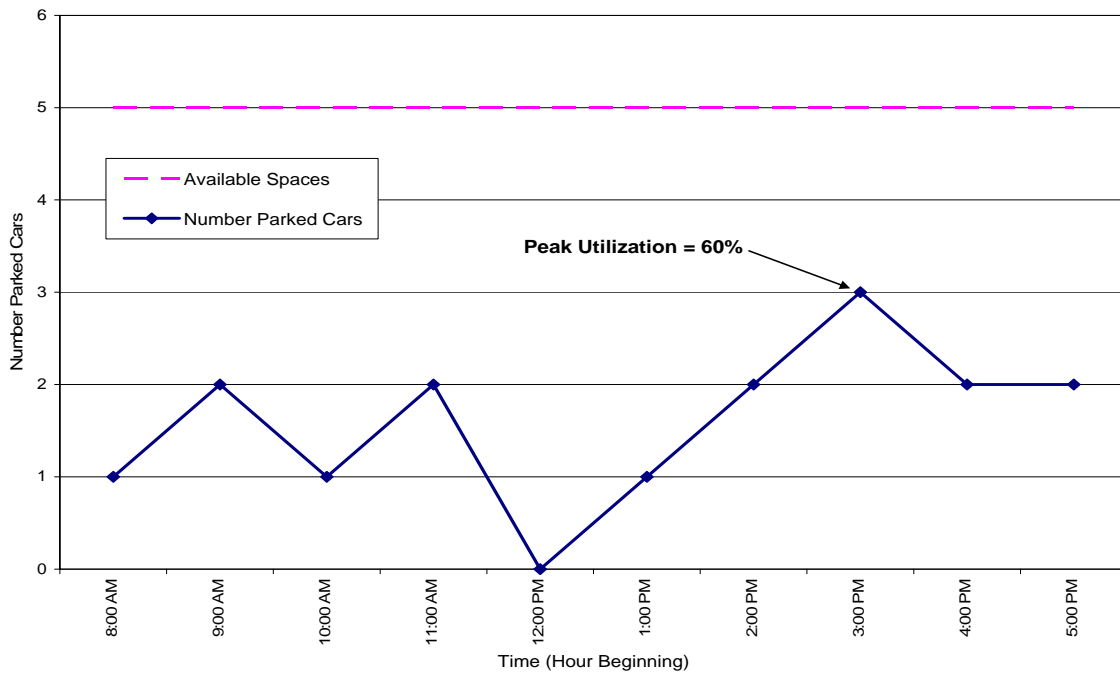
Figure 2 and Figure 3 present parking utilization by time of day for 30-minute signed spaces on California Avenue SW and near the California Avenue SW commercial core. Utilization generally increases throughout the day.

Figure 2. Parking Utilization for 30-minute Signed Spaces – California Avenue SW



Source: Operations Management Group, data collection May 6, and 7, 2009. Compiled by Heffron Transportation, Inc.

Figure 3. Parking Utilization for 30-minute Signed Spaces Near the California Avenue SW Commercial Core

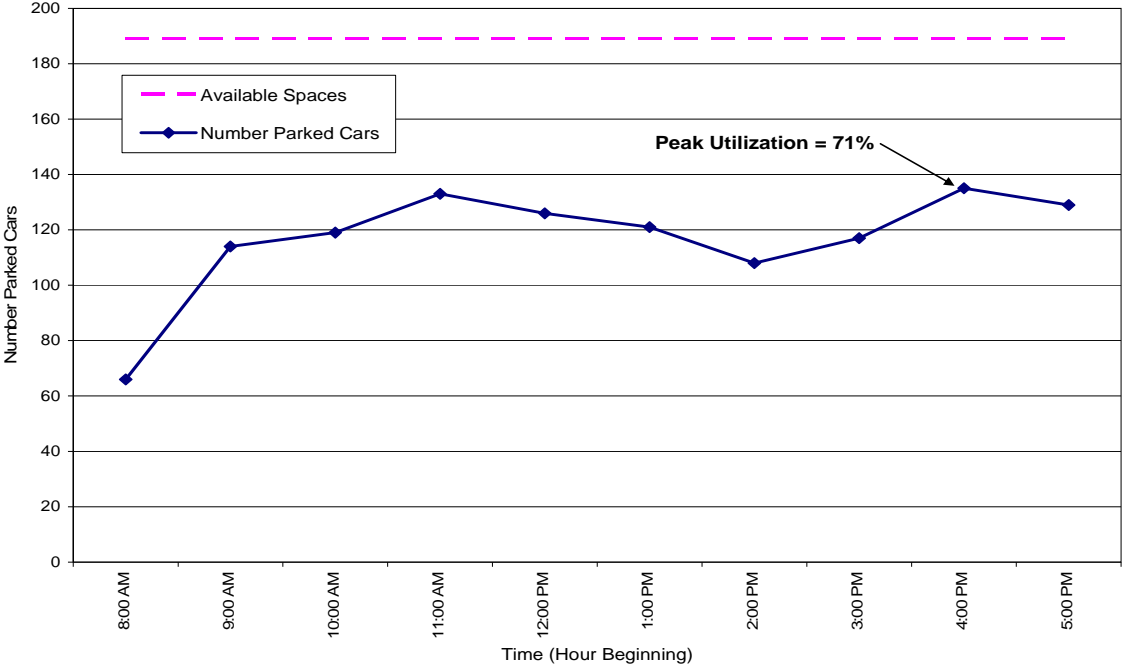


Source: Operations Management Group, data collection May 6, and 7, 2009. Compiled by Heffron Transportation, Inc.



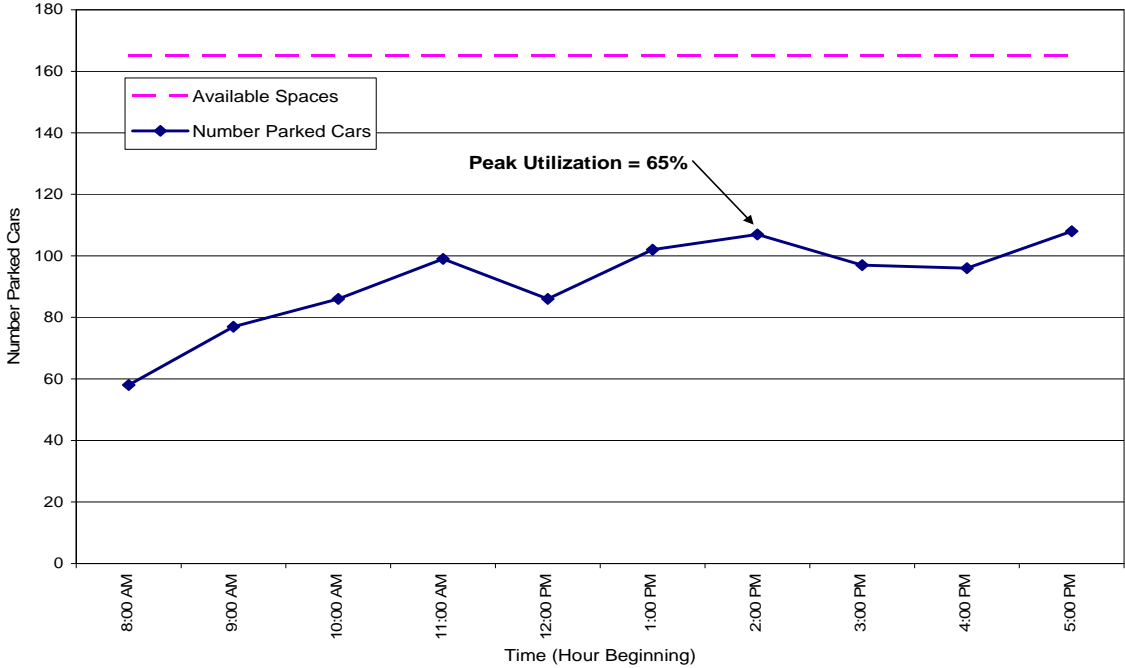
Figure 4 and Figure 5 present parking utilization by time of day for 2-hour signed spaces. Utilization increases steeply in the morning, with a near peak at 11:00 A.M. Peak utilization occurs at 4:00 P.M., which is within two hours of when the time restrictions end (at 6:00 P.M.). Utilization is under 75% at the peaks.

Figure 4. Parking Utilization for 2-hour Signed Spaces – California Avenue SW



Source: Operations Management Group, data collection May 6, and 7, 2009. Compiled by Heffron Transportation, Inc.

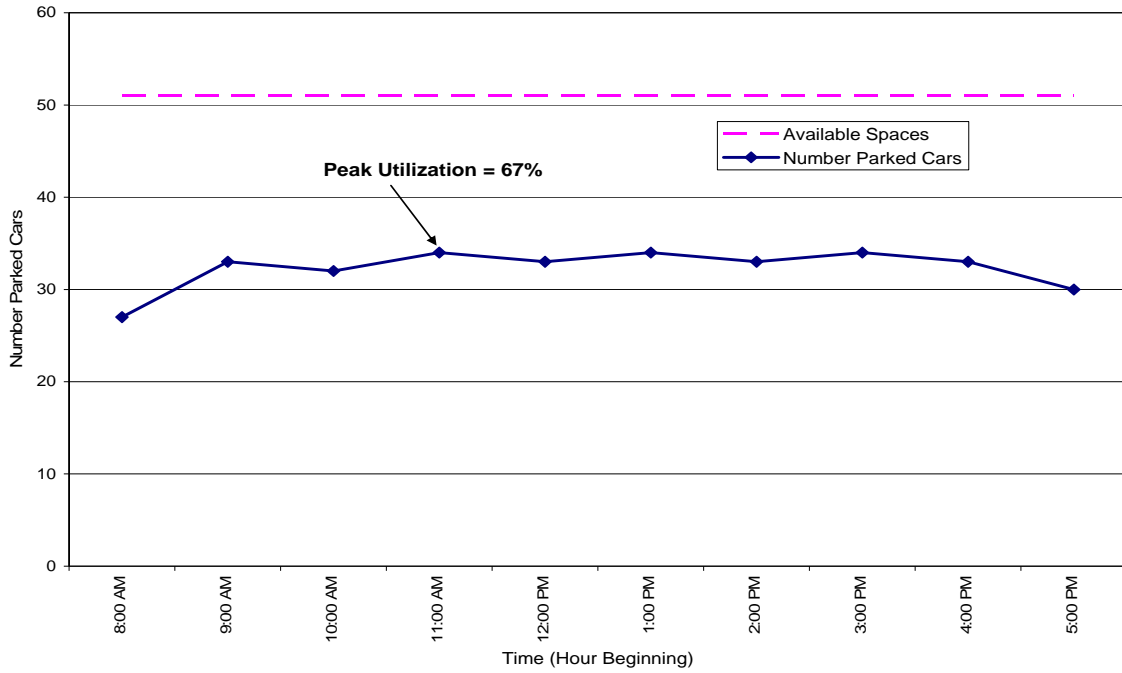
Figure 5. Parking Utilization for 2-hour Signed Spaces  
Near the California Avenue SW Commercial Core



Source: Operations Management Group, data collection May 6, and 7, 2009. Compiled by Heffron Transportation, Inc.

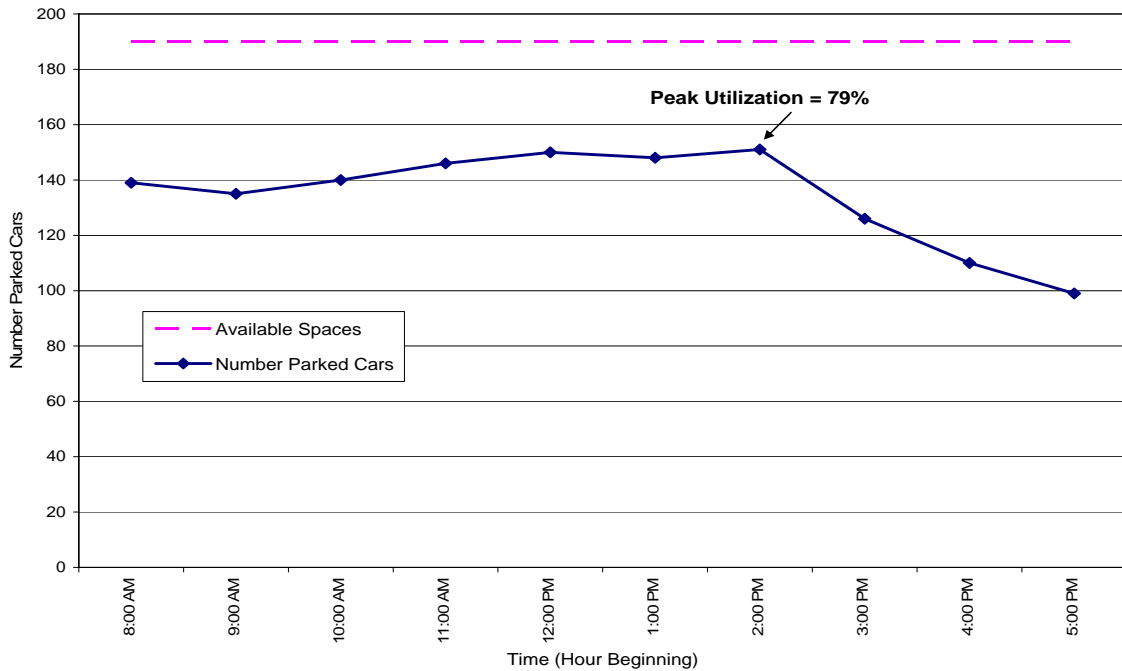
Figure 6 and Figure 7 present parking utilization by time of day for unrestricted spaces. Utilization is relatively constant throughout the day on California Avenue SW beginning at 9:00 A.M. On streets near California Avenue SW utilization increases gradually until 2:00 P.M. reaching 79% and then drops off steeply after 2:00 P.M.

Figure 6. Parking Utilization for Unrestricted Spaces – California Avenue SW



Source: Operations Management Group, data collection May 6, and 7, 2009. Compiled by Heffron Transportation, Inc.

Figure 7. Parking Utilization for Unrestricted Spaces  
 Near the California Avenue SW Commercial Core



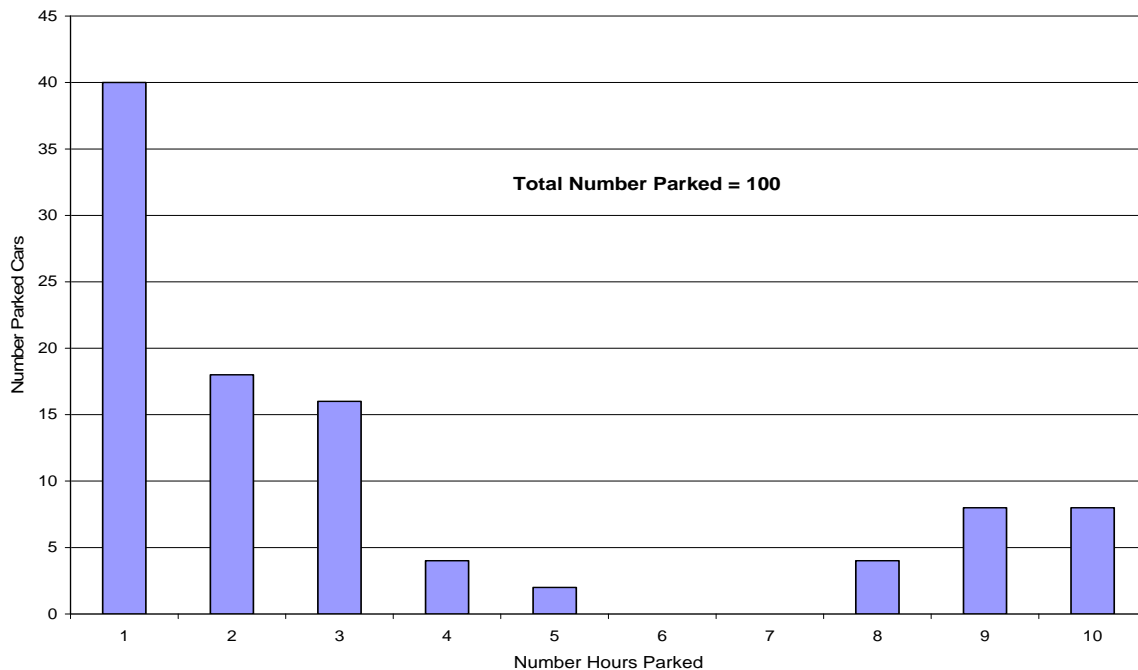
Source: Operations Management Group, data collection May 6, and 7, 2009. Compiled by Heffron Transportation, Inc.

## Parking Duration for Unrestricted Parking Spaces

Parking duration was evaluated for unrestricted parking spaces. Parking duration reveals characteristics of parking activity associated with various land use types—the duration associated with customers to retail and restaurant businesses is shorter than for employees or residents.

Figure 8 presents the duration for cars parked on California Avenue SW. There are 51 unrestricted parking spaces from SW Dawson Street to SW Dakota Street. There were 100 cars that parked between 8:00 A.M. and 6:00 P.M. in these 51 spaces. The highest percentage of cars (40%) parked for one hour or less. This was followed by 18% that parked for two hours and 16% that parked for three hours. A total of 20% parked for eight hours or more. These parked cars could be related to area employees, commuters who rode the bus, or area residents who park on street.

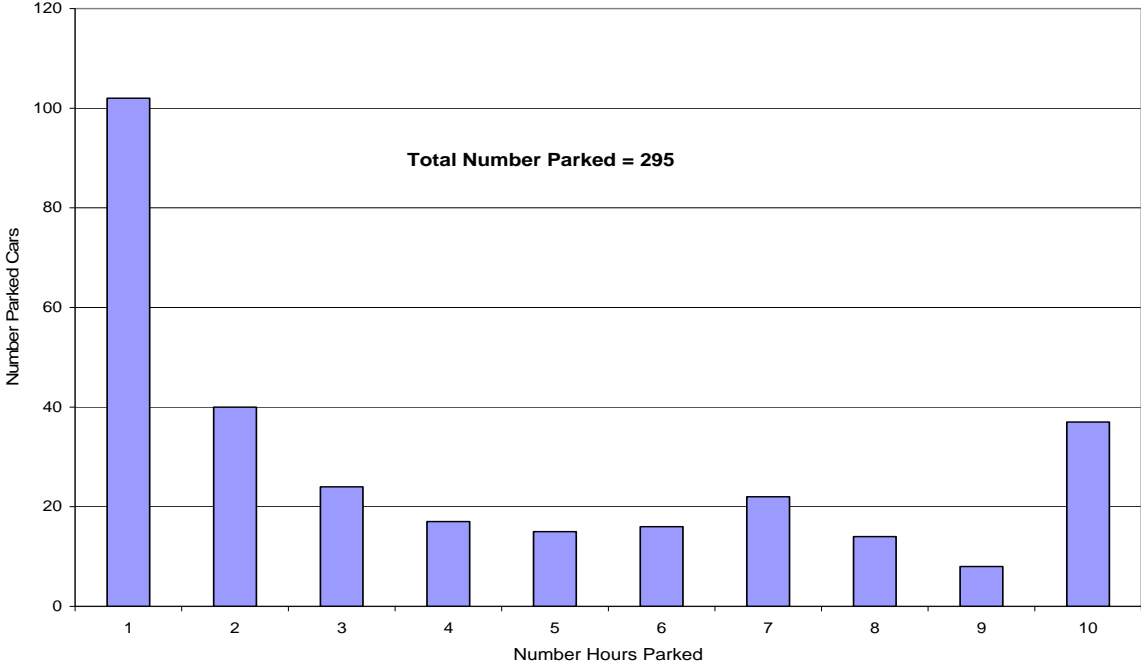
Figure 8. Parking Duration for Unrestricted Spaces – California Avenue SW



Source: Operations Management Group, data collection May 6, and 7, 2009. Compiled by Heffron Transportation, Inc.  
 Note: Actual duration not known for cars parked at 8 A.M. and at 5:00 P.M. These vehicles have not been separated from the duration analysis.

Figure 9 presents parking duration for cars parked near the California Avenue SW commercial core. (Refer to Figure 1 for study block faces.) There are 190 unrestricted parking spaces on the 22 block faces near California Avenue SW included in the on-street commercial parking analysis. There were 295 cars that parked between 8:00 A.M. and 6:00 P.M. in these 190 spaces. This area also had the highest percentage of cars (35%) that parked for one hour or less. This was followed by 14% that parked for two hours. 39% parked from three to nine hours, and 13% parked for ten hours or more.

Figure 9. Parking Duration for Unrestricted Spaces  
Near the California Avenue SW Commercial Core

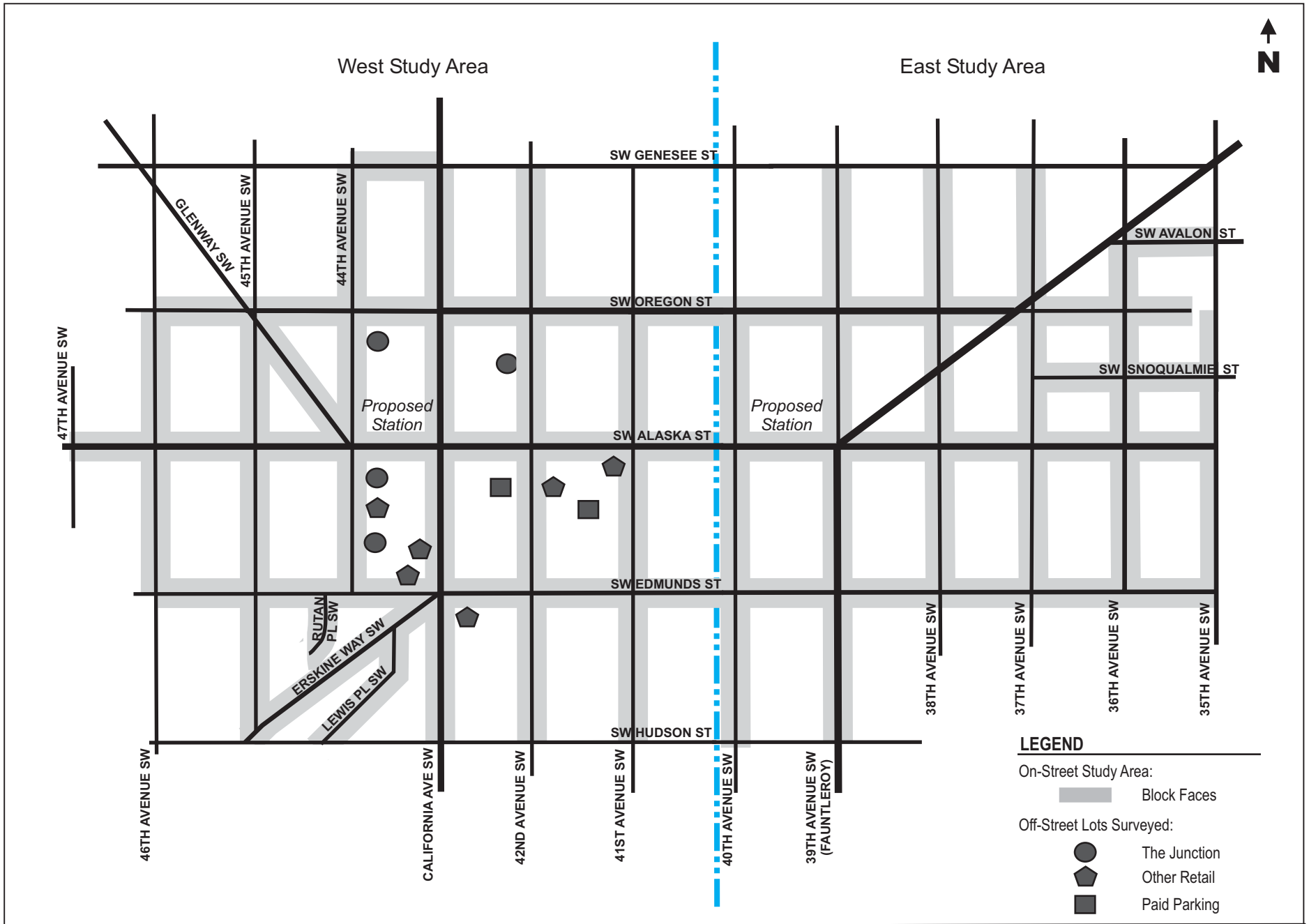


Source: Operations Management Group, data collection May 6, and 7, 2009. Compiled by Heffron Transportation, Inc.  
Note: Actual duration not known for cars parked at 8 A.M. and at 5:00 P.M. These vehicles have not been separated from the duration analysis.

### 3. Future Transit Station Area Parking Demand

#### Data Collection Methodology

Parking demand data were collected in the vicinity of the two *Rapid Ride* transit stations to evaluate potential future parking impacts resulting from transit users. The transit stations are proposed in the West Seattle Junction neighborhood: one at the intersection of SW Alaska Street and California Avenue SW and the other at the intersection of SW Alaska Street and Fauntleroy Way SW. Both on-street parking and public off-street parking lots were included in the parking demand study. The on-street block faces are shown in Figure 1 and off street parking lots are shown in Figure 10.



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Figure 10  
 Transit Station Study Area

An inventory of public off-street parking lots was conducted by Heffron Transportation, Inc. These lots included four “The Junction” parking lots, two retail-specific lots and five paid parking lots. “The Junction” parking lots are free for shoppers in the Junction area and have a maximum time limit of three hours. The retail-specific lots are free for patrons of adjacent retail establishments. The cost to park varied at the paid parking lots. The paid parking lot on 42<sup>nd</sup> Avenue SW between SW Alaska Street and SW Edmunds Street is an underground lot that includes paid parking spaces and reserved spaces. All spaces were included in the inventory. Figure 11 shows the number of spaces for each lot that was surveyed along with the type of lot and the cost to park.

Parking in private lots such as churches, the post office and The Eagles were not included in the off-street inventory. In addition, parking lots at smaller retail establishments, such as 7-Eleven and hair salons, were not included. These retail establishments had small parking lots where turnover could be more easily monitored to discourage all-day commuter parking.

There was also shared pay parking with banks in the study area vicinity. These spaces were only available evenings and Sundays. During the week and on Saturdays, shared parking was available after 6:00 P.M.

Data collection occurred for selected time periods to address parking issues that may occur in residential, business, and mixed-use areas throughout the day. All weekday data collection occurred for one mid-week day and one weekend day to ensure the most typical parking activity was being recorded. The data collection periods are listed below:

Weekday

- On-street parking: 5:00 A.M., 10:00 A.M., 12:00 P.M., and 2:00 P.M.
- Off-street parking: 11:00 A.M., 1:00 P.M., 3:00 P.M.

Weekend (Saturday)

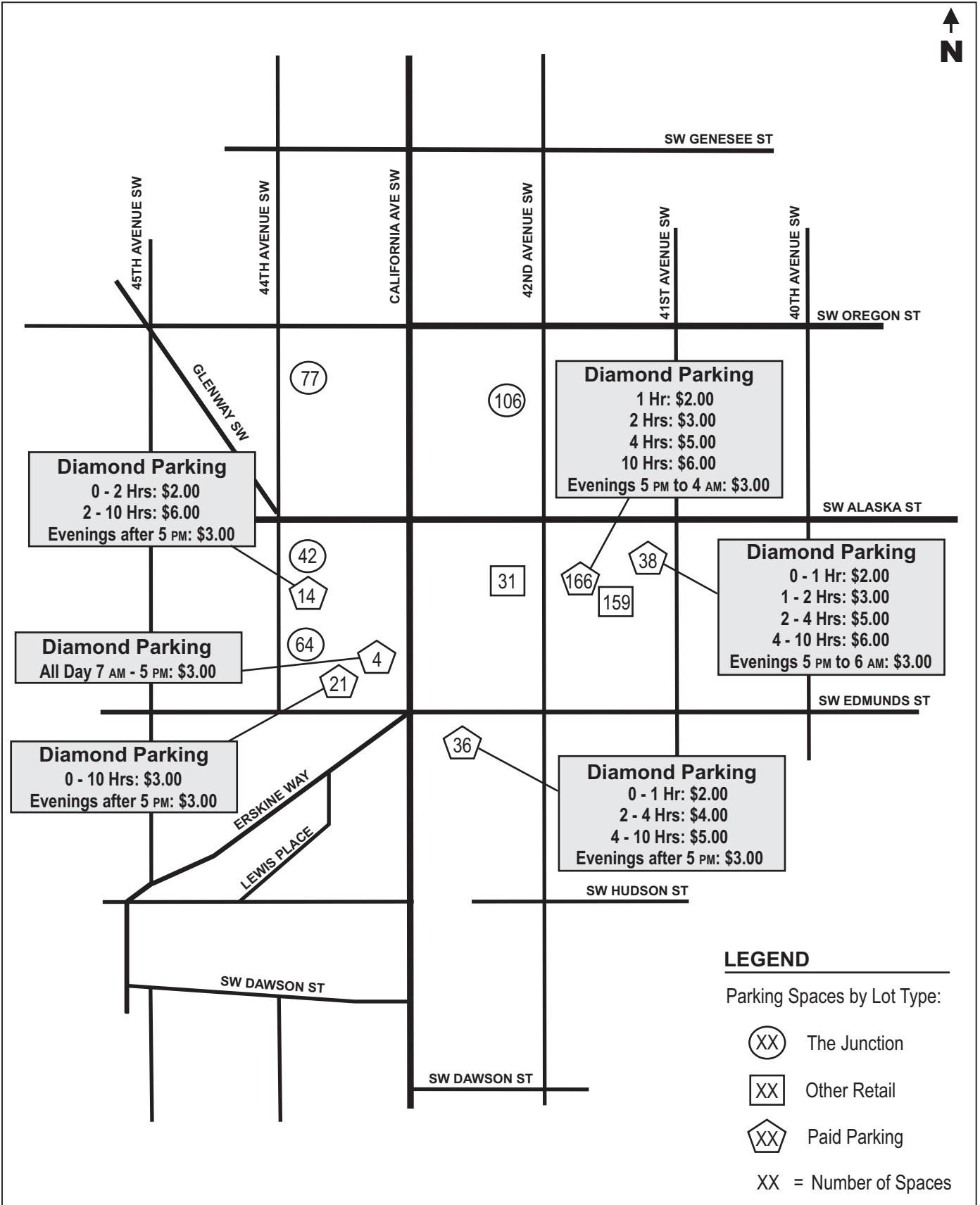
- On-street parking: 10:00 A.M., 12:00 P.M., and 2:00 P.M.
- Off-street parking 11:00 A.M., 1:00 P.M., 3:00 P.M.

The weekday 5:00 A.M. count was conducted to capture the residential parking demand before people left for the morning commute. The weekday parking surveys were conducted on Thursday, May 28, 2009 and the weekend parking surveys were conducted on Saturday, May 30, 2009.

## Station Area Parking Demand

The analysis of on-street parking demand and utilization was prepared for the two station areas. Each station area includes available on-street parking within approximately one-quarter mile of the transit stations. The west station area includes block faces west of 40<sup>th</sup> Avenue SW (918 parking spaces) and the east station area includes block faces on and east of 40<sup>th</sup> Avenue SW (850 parking spaces). Parking demand data by block face and for each off-street lot is provided in Appendix A.

Table 2 summarizes the on-street parking demand and parking utilization as a percent of the total parking spaces used. These data can be used for comparison following implementation of the *Rapid Ride* bus routes and proposed transit stations.



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Figure 11  
 Off-Street Parking Supply and Rates





**Table 2. Transit Station Area On-Street Parking Demand**

	Weekdays <sup>1</sup>				Saturday <sup>2</sup>		
	5:00 am	10:00 am	12:00 pm	2:00 pm	10:00 am	12:00 pm	2:00 pm
<b>West Study Area</b>							
Vehicles Parked	398	667	700	664	611	650	623
Parking Utilization <sup>3</sup>	43%	73%	76%	72%	67%	71%	68%
<b>East Study Area</b>							
Vehicles Parked	250	535	455	425	357	326	277
Parking Utilization <sup>4</sup>	29%	63%	54%	50%	42%	38%	33%

Source: Heffron Transportation, Inc., 2009.

1. Data collection on Thursday, May 28, 2009.
2. Data collection on Saturday, May 5, 2009.
3. There are 918 on-street parking spaces in the West Study Area.
4. There are 850 on-street parking spaces in the East Study Area.

Table 3 summarizes the off-street parking demand data. These data can be used for comparison following implementation of the *Rapid Ride* bus routes and proposed transit stations. In addition, the off-street data show available excess capacity in off-street parking. The hourly and daily parking rates for these lots are provided in Appendix B.

**Table 3. Transit Station Area Off-Street Parking Demand**

	Weekdays <sup>1</sup>			Saturday <sup>2</sup>		
	11:00 am	1:00 pm	3:00 pm	11:00 am	1:00 pm	3:00 pm
<b>The Junction</b>						
Supply	289	289	289	289	289	289
Demand	192	196	165	137	170	129
Utilization	66%	68%	57%	47%	59%	45%
<b>Other Retail</b>						
Supply	190	190	190	190	190	190
Demand	80	107	105	90	107	101
Utilization	42%	56%	55%	47%	56%	53%
<b>Paid Parking</b>						
Supply	279	279	279	279	279	279
Demand	111 <sup>3</sup>	127	126	44	52	49
Utilization	40%	46%	45%	16%	19%	18%

Source: Heffron Transportation, Inc., 2009.

1. Data collection on Thursday, May 28, 2009.
2. Data collection on Saturday, May 5, 2009.

## 4. Key Findings for On-Street Commercial Parking

Key findings for on-street weekday parking in the West Seattle Junction neighborhood are summarized below.

### 30-Minute Signed Time-Limited Parking

- There are a total of nineteen 30-minute time-limited signed spaces on 12 study blocks on California Avenue SW. There are five 30-minute time-limited signed spaces on the other 22 study area block faces near the California Avenue SW commercial core.
- The average daytime utilization was 35% on California Avenue SW and 32% near the California Avenue SW commercial core.
- The compliance rates were 75% on California Avenue SW and 83% near the California Avenue SW commercial core.

### Two-Hour Signed Time-Limited Parking

- There are a total of 189 signed 2-hour time-limited parking spaces on California Avenue SW and 165 on study block faces near the California Avenue SW commercial core.
- The average daytime utilization was 62% on California Avenue SW and 56% near the California Avenue SW commercial core.
- The compliance rates were high at 90% on California Avenue SW and 83% on the study block faces near the California Avenue SW commercial core.

### Unrestricted Parking

- There are 51 unrestricted parking spaces of 262 (19%) parking spaces on the California Avenue SW study blocks. There are 190 unrestricted parking spaces of 367 (52%) on the study block faces near the California Avenue SW commercial core.
- The average daytime utilization was 63% on California Avenue SW and 71% on study block faces near the California Avenue SW commercial core. Peak utilization on California Avenue SW was 67%, occurring three times from 11:00 A.M. to 3:00 P.M. Peak utilization on study block faces near the California Avenue SW commercial core was 79% occurring at 12:00 P.M. and 2:00 P.M.

### Other Parking Spaces

- There are two 3-minute signed time-limited spaces on California Avenue SW. There is one 3-minute signed time-limited space on study block faces near the commercial core on California Avenue SW.
- There is one one disabled parking space on California Avenue SW and five disabled parking spaces on study block faces near the commercial core on California Avenue SW.

## 5. Key Findings for Transit Station Area Parking

Key findings for parking demand in the vicinity of the two *Rapid Ride* transit stations, including on-street and off-street, weekday and Saturday parking are summarized below. The transit stations are proposed near the SW Alaska Street/California Avenue SW intersection and on SW Alaska Street east of Fauntleroy Way SW. The purpose of this data collection effort was to establish the baseline demand before the stations and bus service are in place in order to determine potential impacts to area parking with *Rapid Ride* stations and service.

### Weekday On-Street Parking Demand

- On street parking utilization, west of 40<sup>th</sup> Avenue NW (vicinity of SW Alaska Street/California Avenue SW station), was 43% at 5:00 A.M. reflecting utilization by residents in the area.
- On-street parking utilization, on and east of 40<sup>th</sup> Avenue NW (vicinity of Alaska Street/Fauntleroy Way SW) was 29% at 5:00 A.M. reflecting utilization by residents in the area.
- On-street parking utilization, west of 40<sup>th</sup> Avenue NW during the daytime was fairly constant with 74% at 10:00 A.M., 76% at 12:00 P.M., and 72% at 2:00 P.M.
- On-street parking utilization, on and east of 40<sup>th</sup> Avenue NW, during the daytime was 63% at 10:00 A.M., 54% at 12:00 P.M., and 50% at 2:00 P.M.

### Weekday Off-Street Parking Demand

- Demand data were collected at 11:00 A.M., 1:00 P.M. and 3:00 P.M. at The Junction, at other retail spaces, and in paid parking lots.
- Daytime parking utilization in The Junction lot was 66%, 68%, and 57% for the three time periods, respectively.
- Daytime parking utilization in other retail lots was 42%, 56%, and 55% for the three time periods, respectively.
- Daytime parking utilization in paid parking lots was 40%, 46%, and 45%, for the three time periods, respectively.

### Saturday On-Street Parking Demand

- On-street parking utilization, west of 40<sup>th</sup> Avenue NW on Saturday was somewhat lower than on a weekday with 67% at 10:00 A.M., 71% at 12:00 P.M., and 68% at 2:00 P.M.
- On-street parking utilization, on and east of 40<sup>th</sup> Avenue NW, on Saturday was lower than on a weekday with 42% at 10:00 A.M., 38% at 12:00 P.M., and 33% at 2:00 P.M.

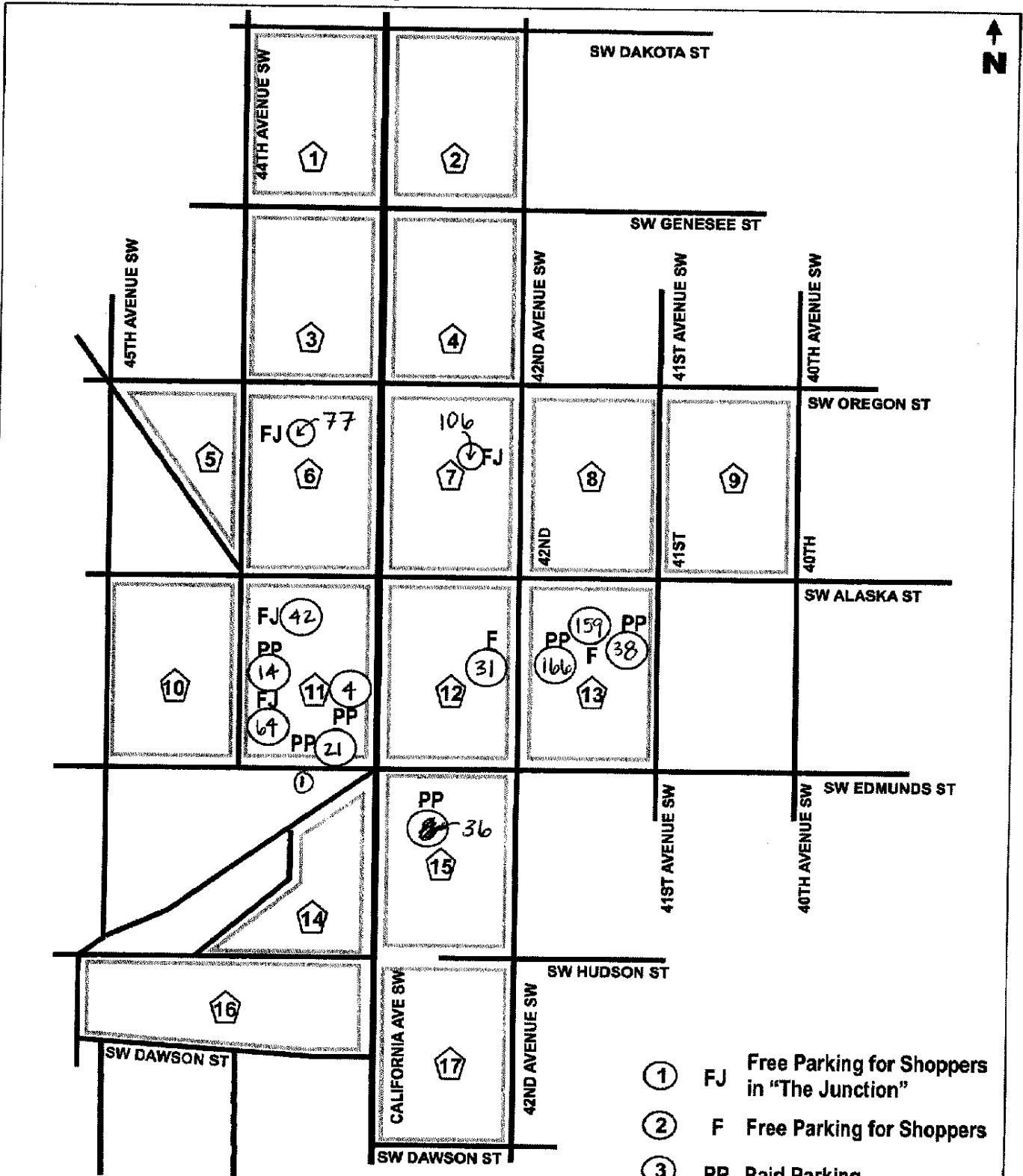
## Saturday Off-Street Parking Demand

- Daytime parking utilization in The Junction lot was lower on a Saturday at 47% at 10:00 A.M., 59% at 12:00 P.M., and 45% at 2:00 P.M.
- Daytime parking utilization in other retail lots was approximately the same on a Saturday as on a weekday at 47% at 10:00 A.M., 56% at 12:00 P.M., and 53% at 2:00 P.M.
- Daytime parking utilization in paid parking lots was much lower on a Saturday at 16% at 10:00 A.M., 19% at 12:00 P.M., and 18% at 2:00 P.M.

## APPENDIX A

### TRANSIT STATION AREA PARKING DEMAND DATA

# off-street inventory

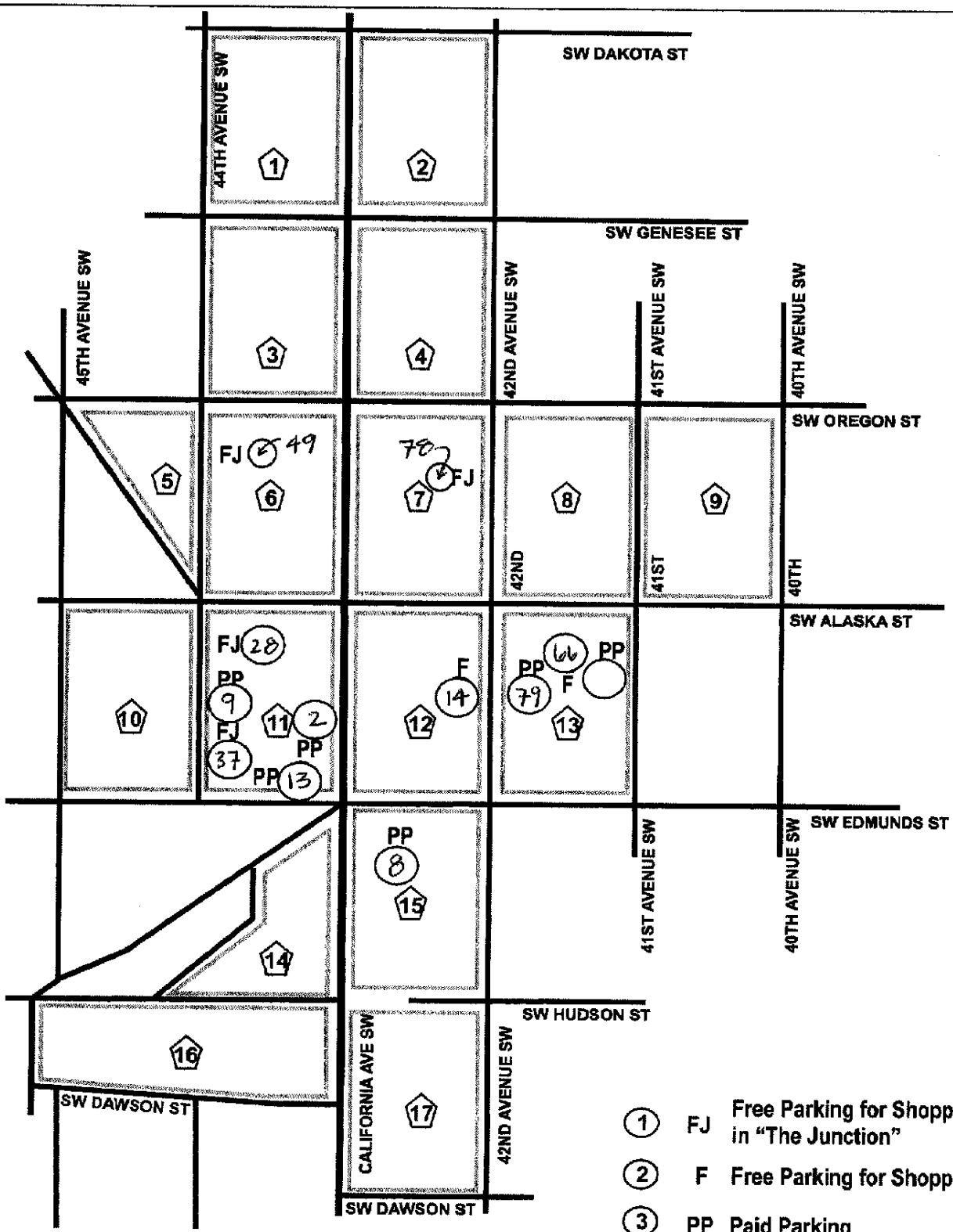


Julie @ 425-466-8496 or  
425-392-3922  
Marni @ 206-523-3939  
Claudia @ 425-277-5144

Date \_\_\_\_\_  
Day \_\_\_\_\_  
Time \_\_\_\_\_

heffron  
TRANSPORTATION, INC.

05.20.09

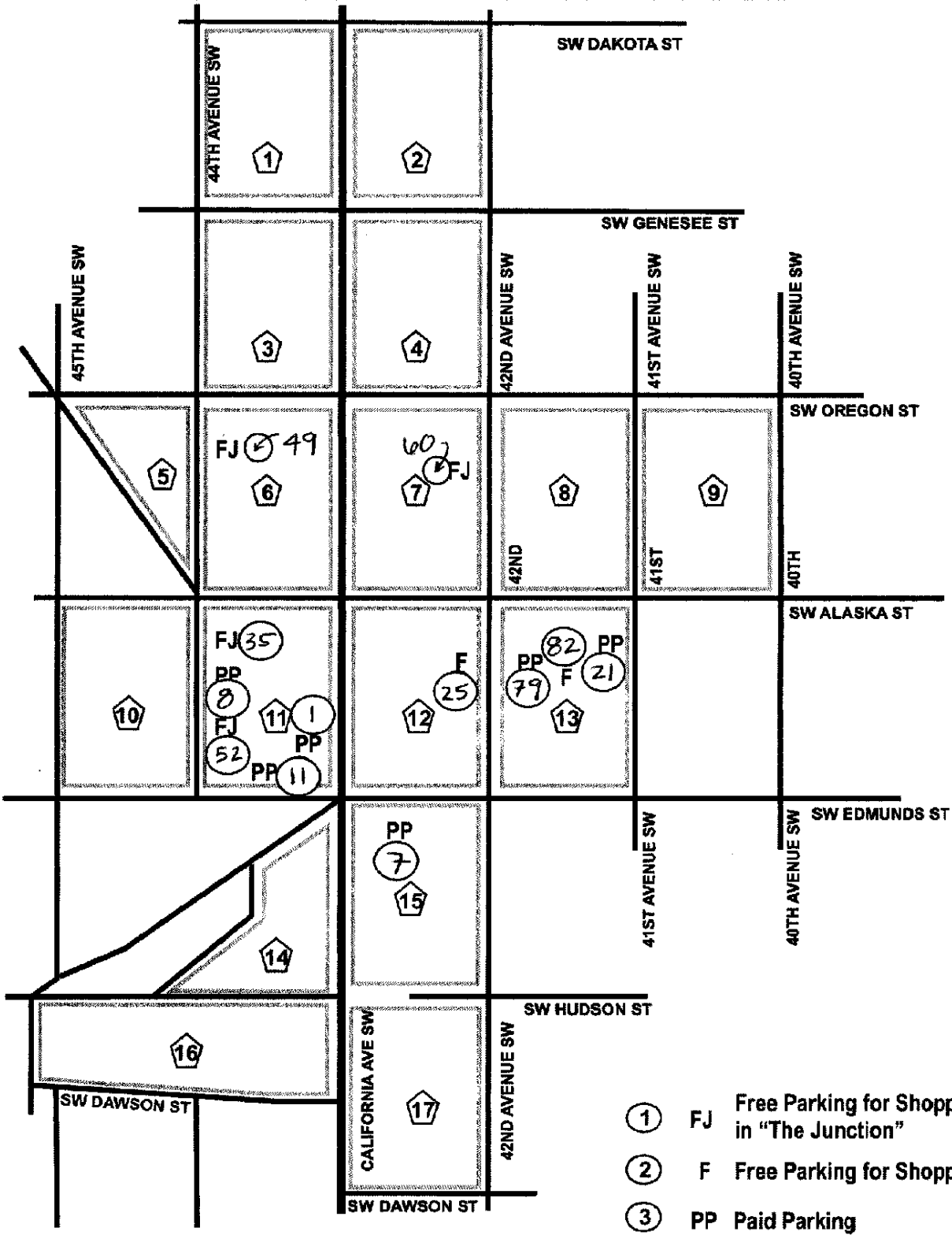


- ① FJ Free Parking for Shoppers in "The Junction"
- ② F Free Parking for Shoppers
- ③ PP Paid Parking

Julie @ 425-466-8496 or  
425-392-3922  
Marni @ 206-523-3939  
Claudia @ 425-277-5144

Date May 28, 2009  
Day Thursday  
Time 11 AM

heffron  
transportation inc.  
05.20.09



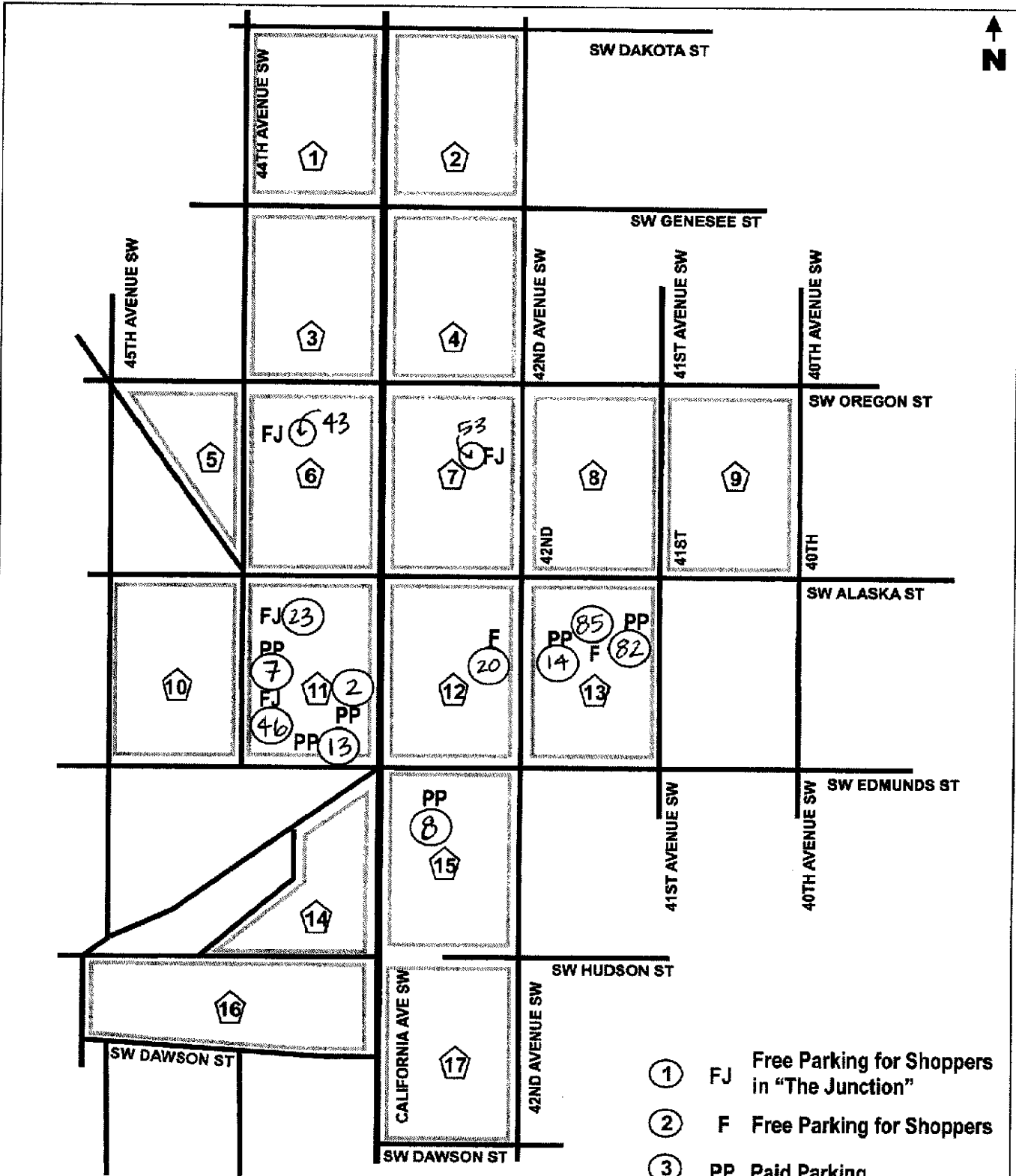
- ① FJ Free Parking for Shoppers in "The Junction"
- ② F Free Parking for Shoppers
- ③ PP Paid Parking

Julie @ 425-466-8496 or  
425-392-3922  
Marni @ 206-523-3939  
Claudia @ 425-277-5144

Date May 28, 2009  
Day Thursday  
Time 1:15 PM

heffron  
transportation, inc.  
05.20.09

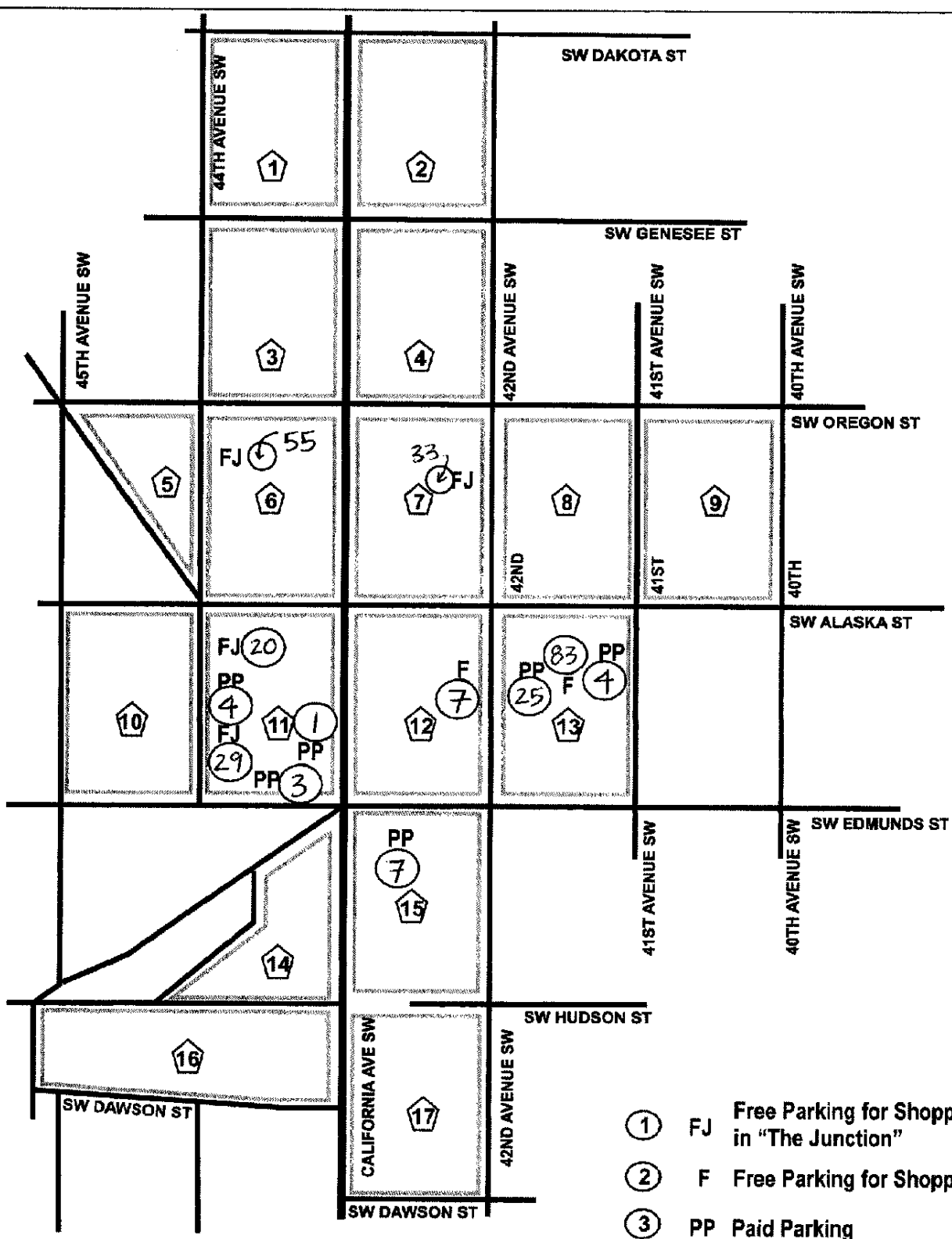




- ① FJ Free Parking for Shoppers in "The Junction"
- ② F Free Parking for Shoppers
- ③ PP Paid Parking

Julie @ 425-466-8496 or  
 425-392-3922  
 Marni @ 206-523-3939  
 Claudia @ 425-277-5144

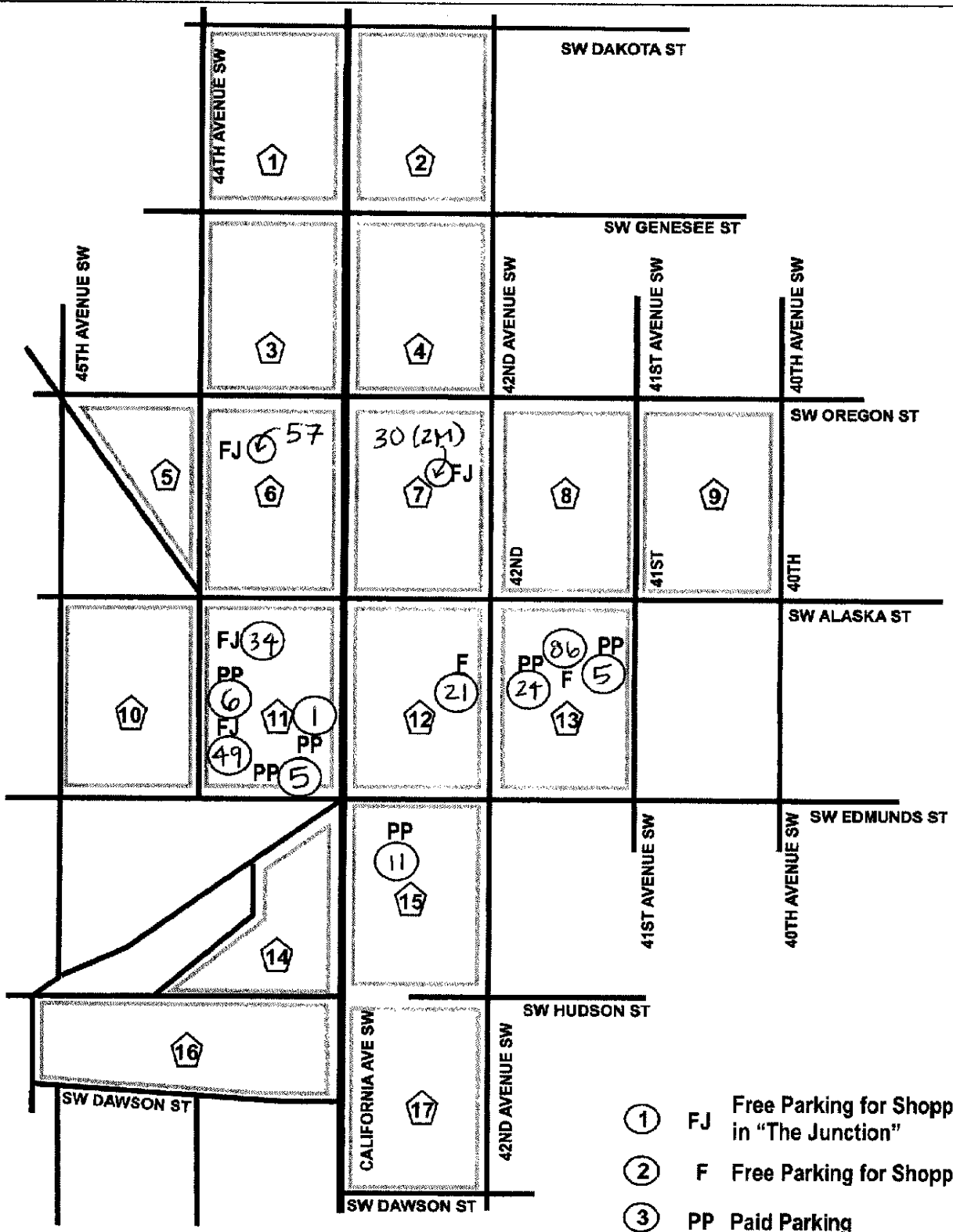
Date May 28, 2009  
 Day Thursday  
 Time 3 PM



- ① FJ Free Parking for Shoppers in "The Junction"
- ② F Free Parking for Shoppers
- ③ PP Paid Parking

Julie @ 425-466-8496 or  
 425-392-3922  
 Marni @ 206-523-3939  
 Claudia @ 425-277-5144

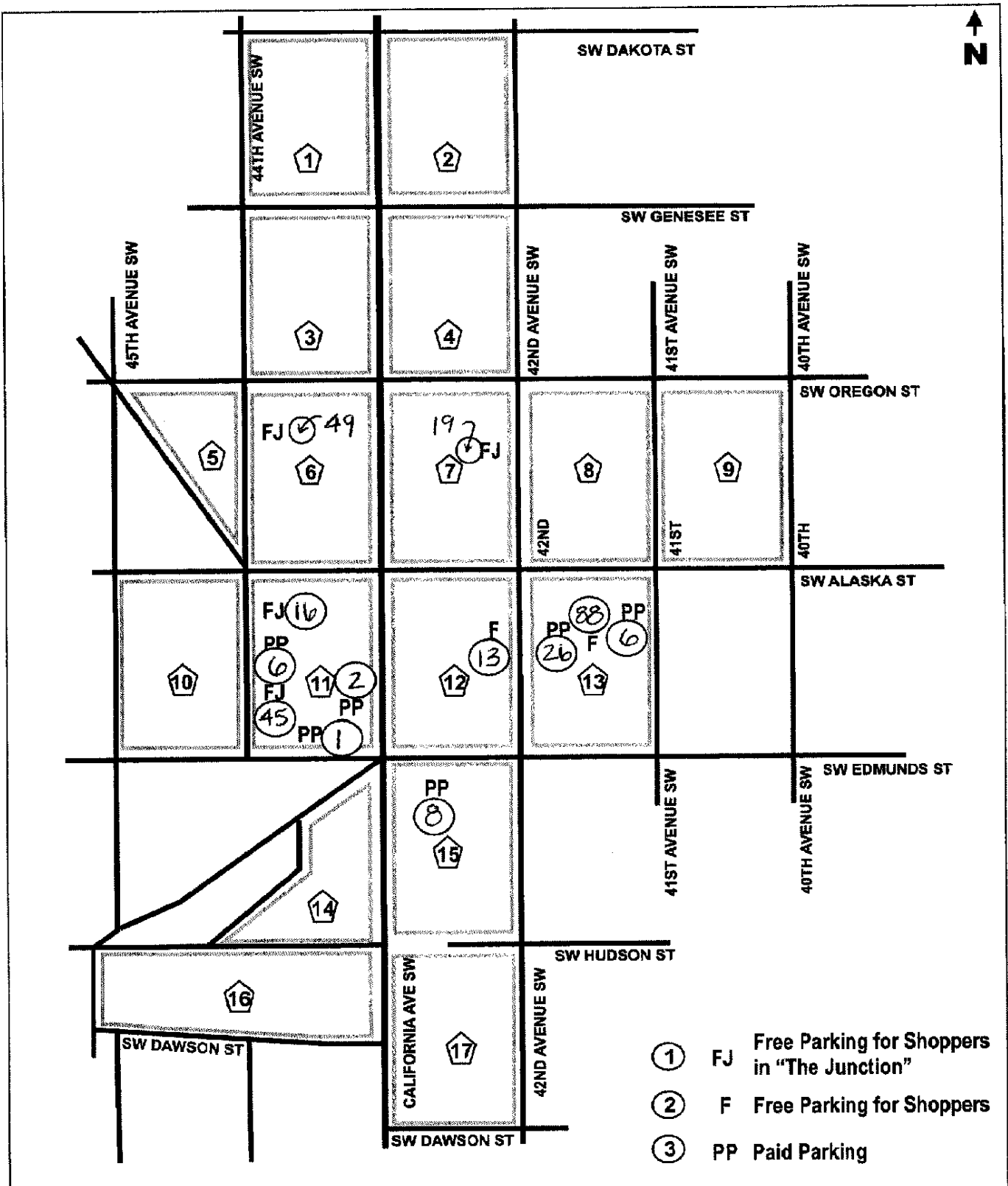
Date May 30, 2009  
 Day Saturday  
 Time 10:25 AM



- ① FJ Free Parking for Shoppers in "The Junction"
- ② F Free Parking for Shoppers
- ③ PP Paid Parking

Julie @ 425-466-8496 or  
 425-392-3922  
 Marni @ 206-523-3939  
 Claudia@ 425-277-5144

Date May 30, 2009  
 Day Saturday  
 Time 12:40 PM

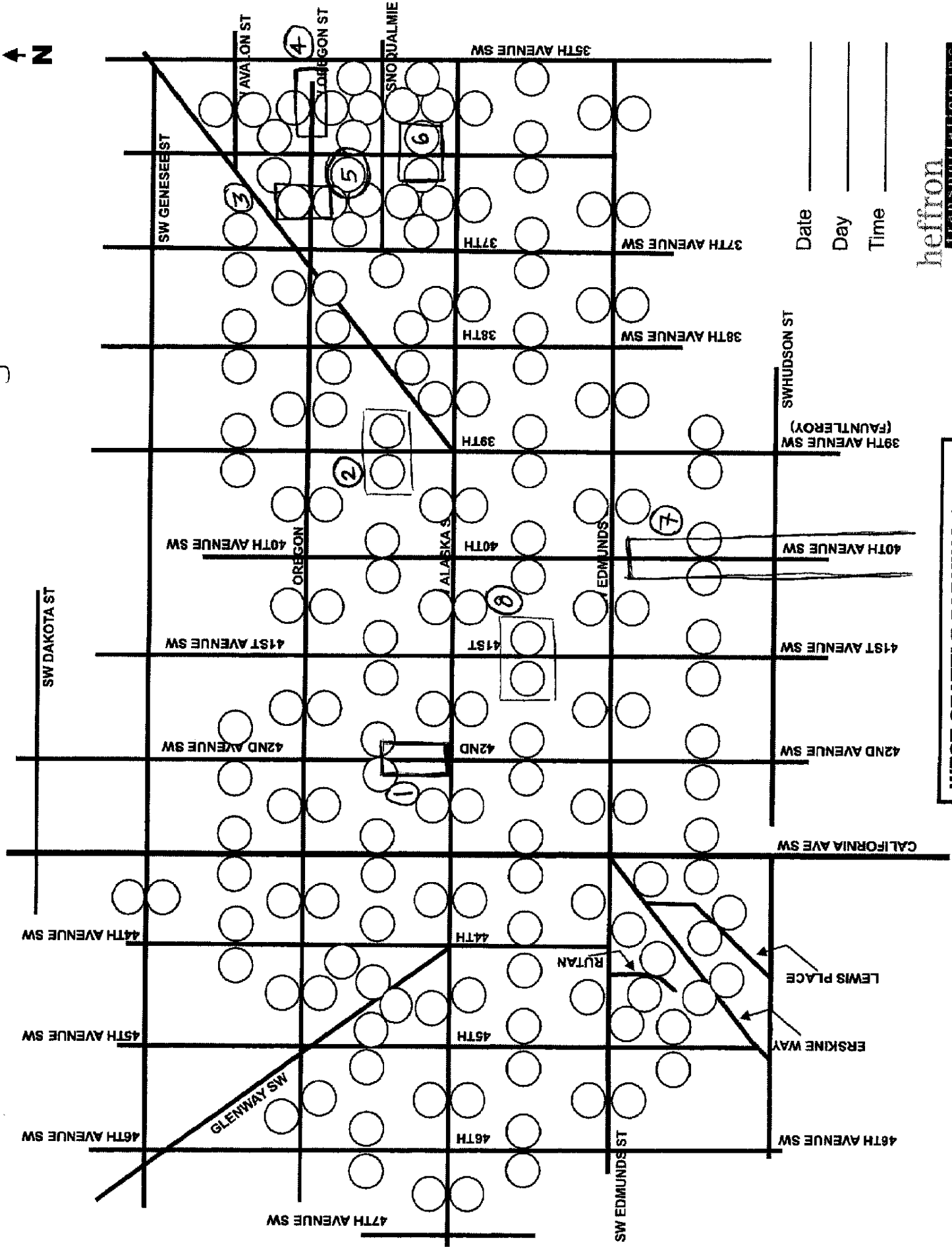


Julie @ 425-466-8496 or  
425-392-3922  
Marni @ 206-523-3939  
Claudia @ 425-277-5144

Date May 30, 2009  
Day Saturday  
Time 2:45 PM

heffron  
transportation, inc.  
05.20.09

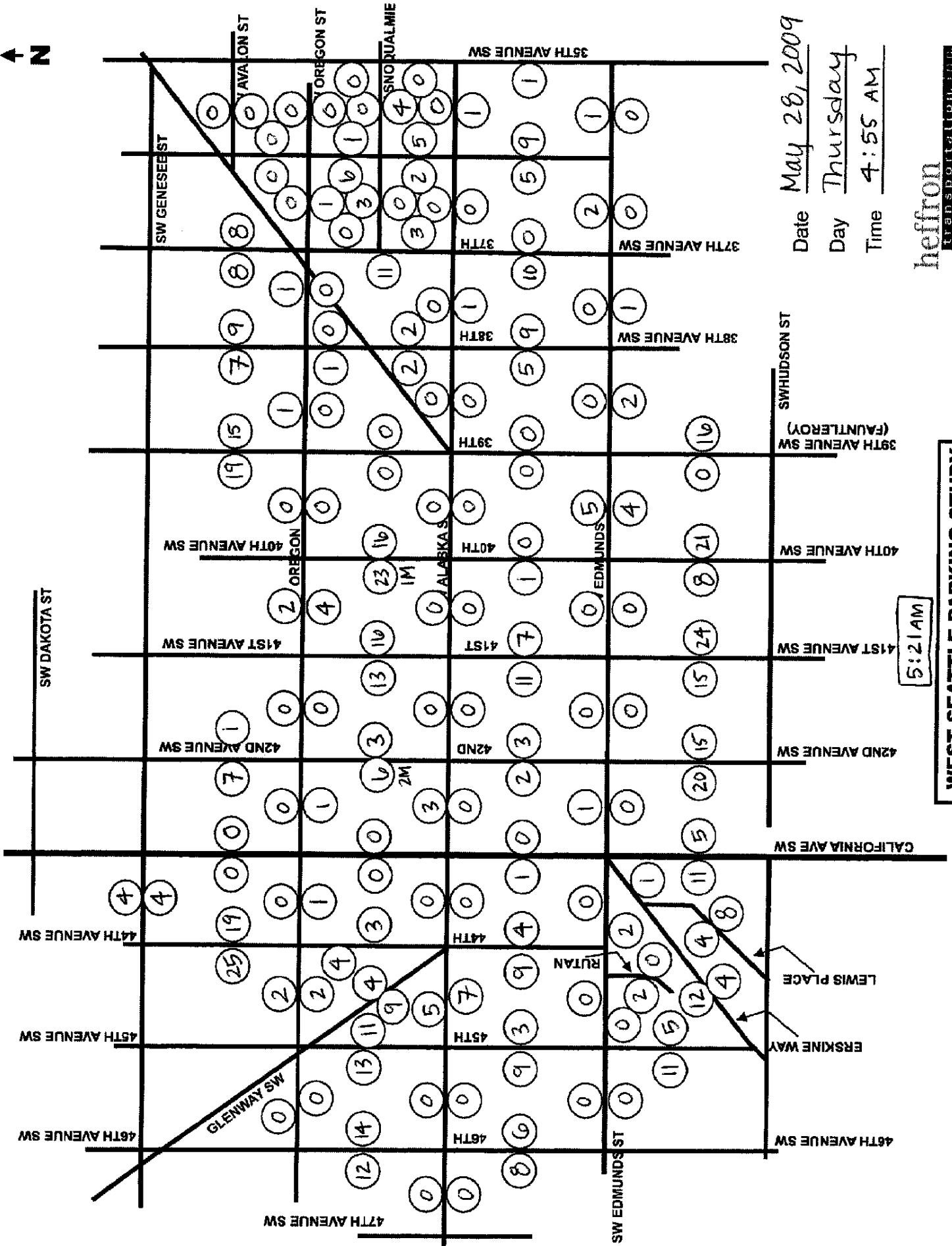
# On-street Parking Notes



Date \_\_\_\_\_  
 Day \_\_\_\_\_  
 Time \_\_\_\_\_

heffron  
 transportation, llc  
 06.26.09

## WEST SEATTLE PARKING STUDY

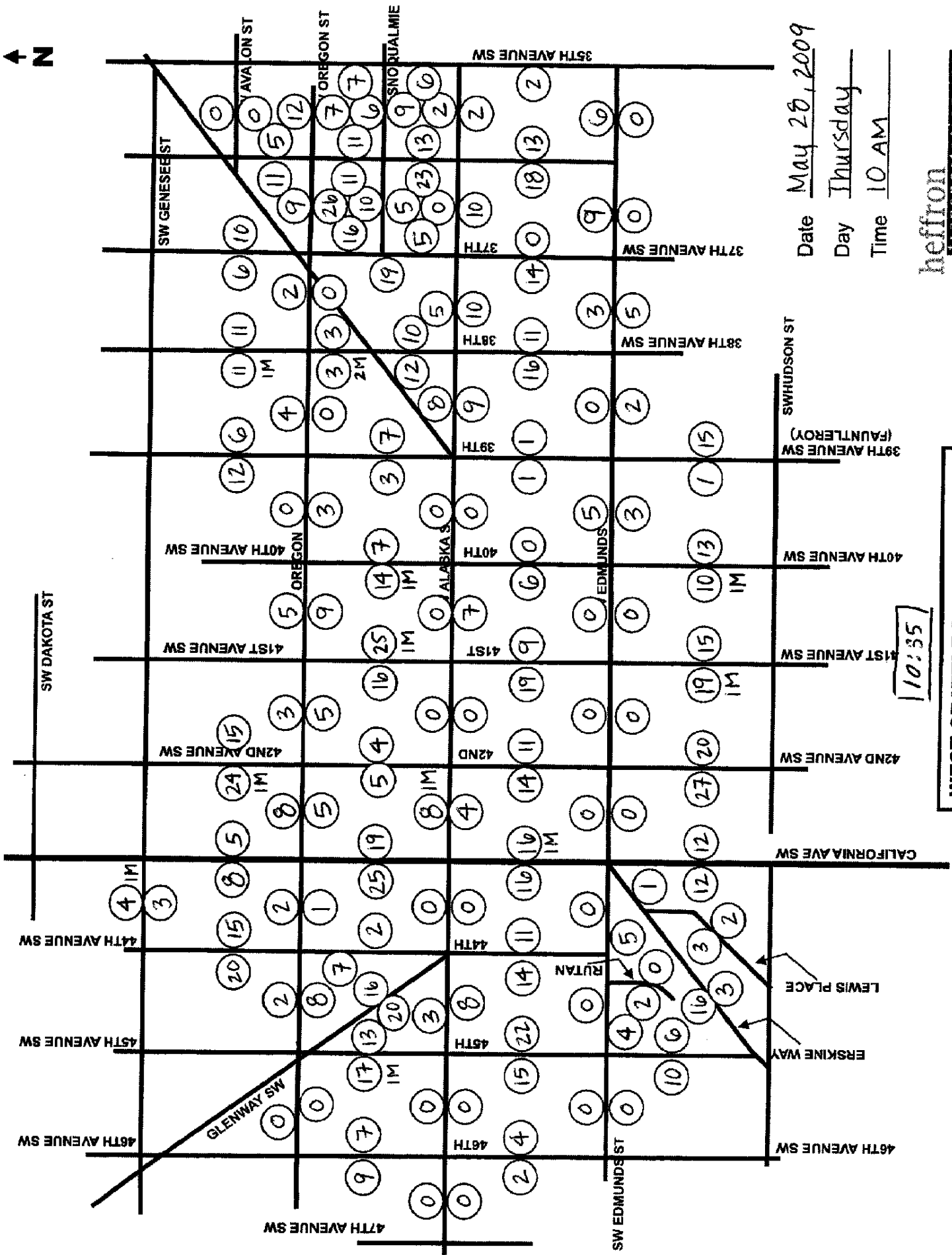


Date May 28, 2009  
 Day Thursday  
 Time 4:55 AM

heifron  
 transportation, llc  
 05.26.09

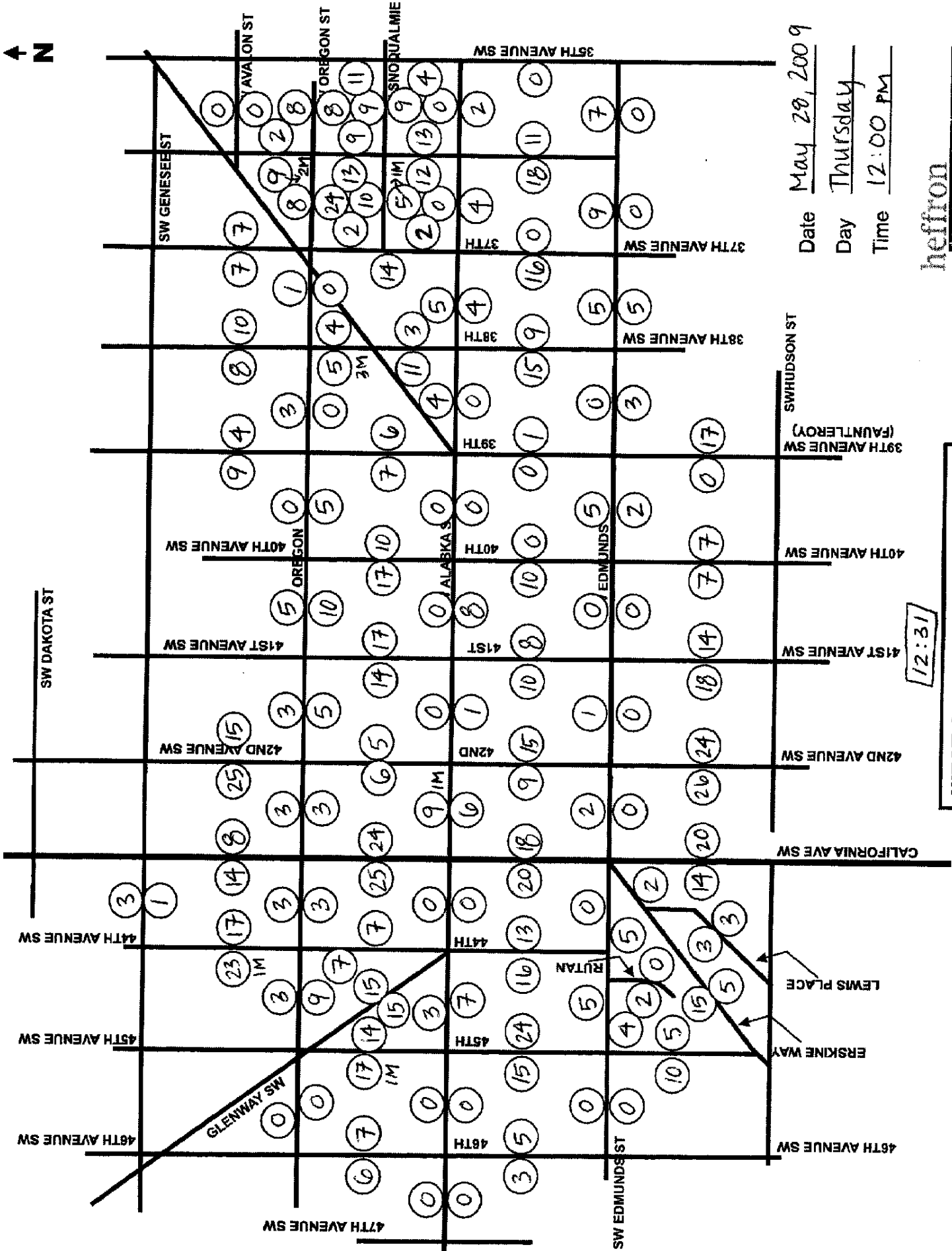
**WEST SEATTLE PARKING STUDY**

5:21 AM



Date May 28, 2009  
 Day Thursday  
 Time 10 AM

**WEST SEATTLE PARKING STUDY**



Date May 28, 2009  
 Day Thursday  
 Time 12:00 PM

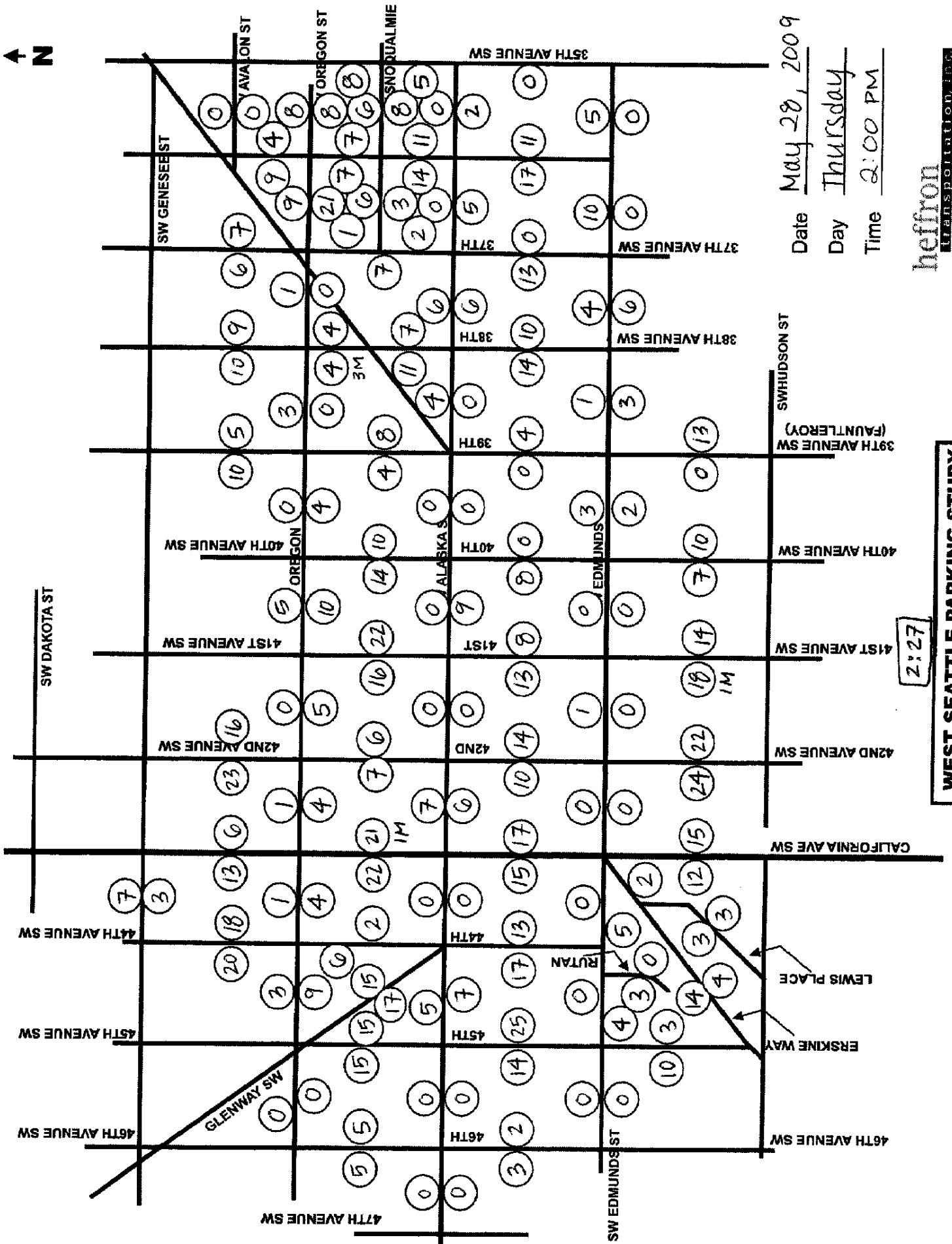
heffron

**WEST SEATTLE PARKING STUDY**

12:31

LEANS POTENTIAL P.C.  
05.28.09



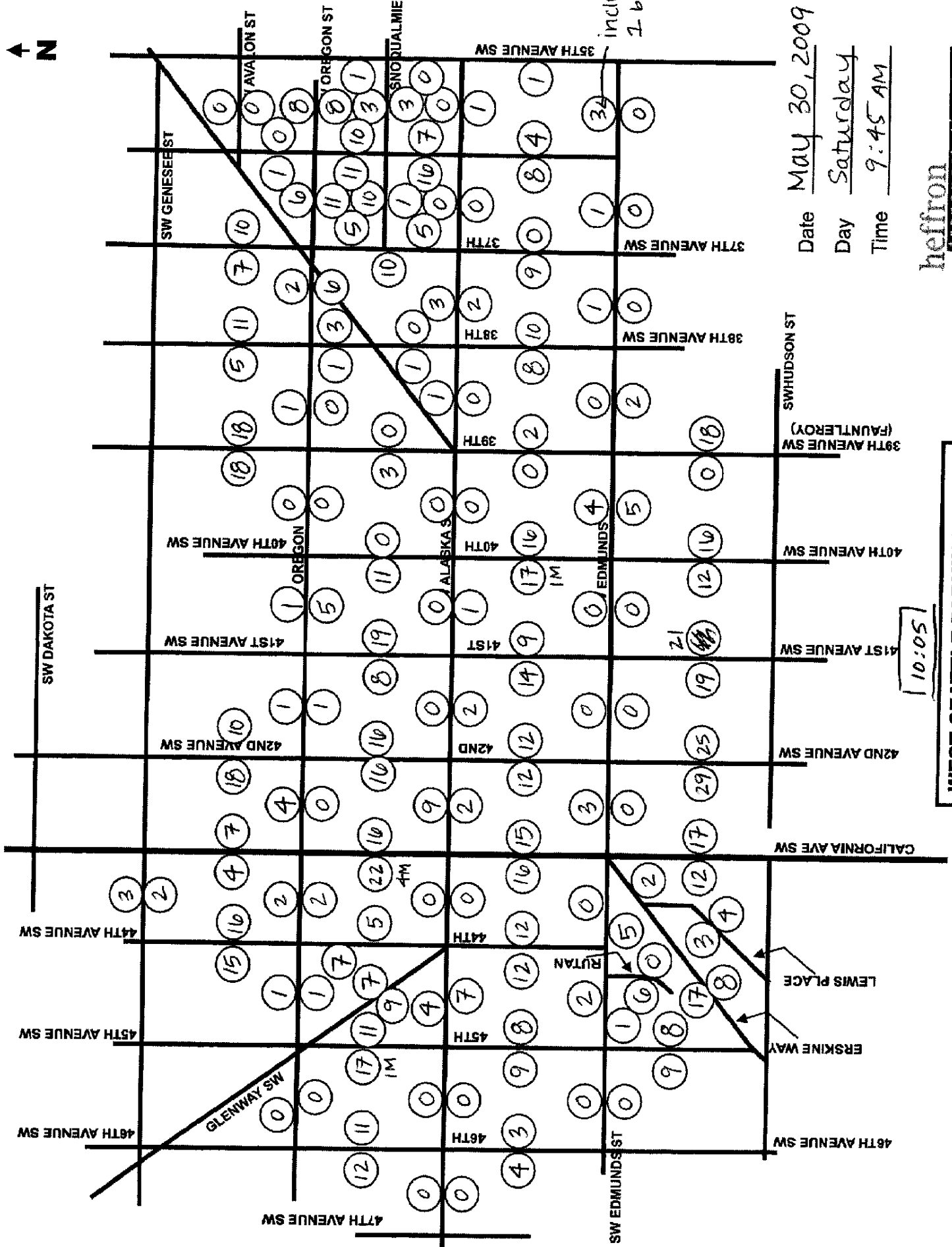


Date May 28, 2009  
 Day Thursday  
 Time 2:00 PM

heffron  
 TRANSPORTATION INC.  
 05.28.09

**WEST SEATTLE PARKING STUDY**

2:27



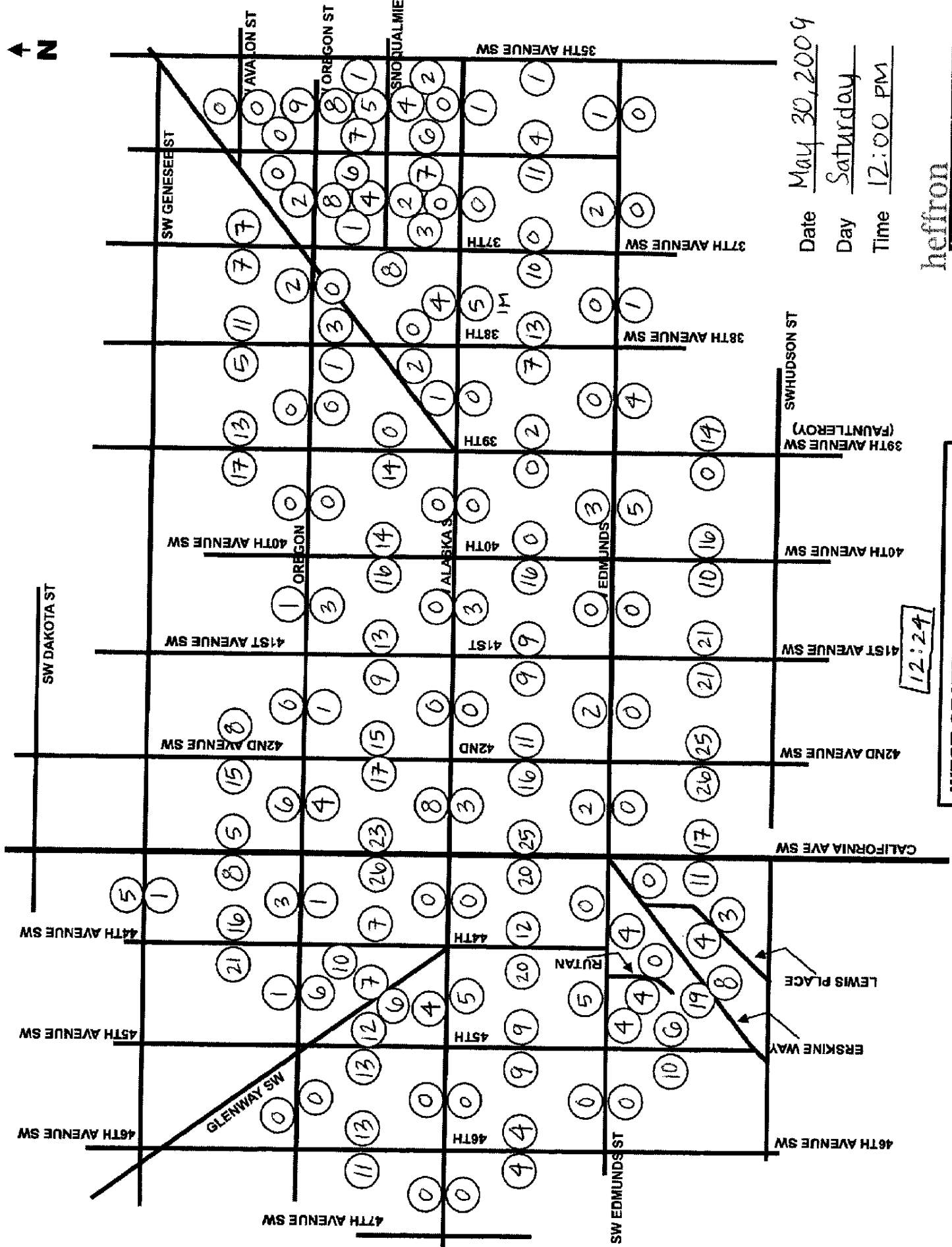
including  
1 beat

Date May 30, 2009  
 Day Saturday  
 Time 9:45 AM

heffron  
 TRANSPORTATION

**WEST SEATTLE PARKING STUDY**

10:05

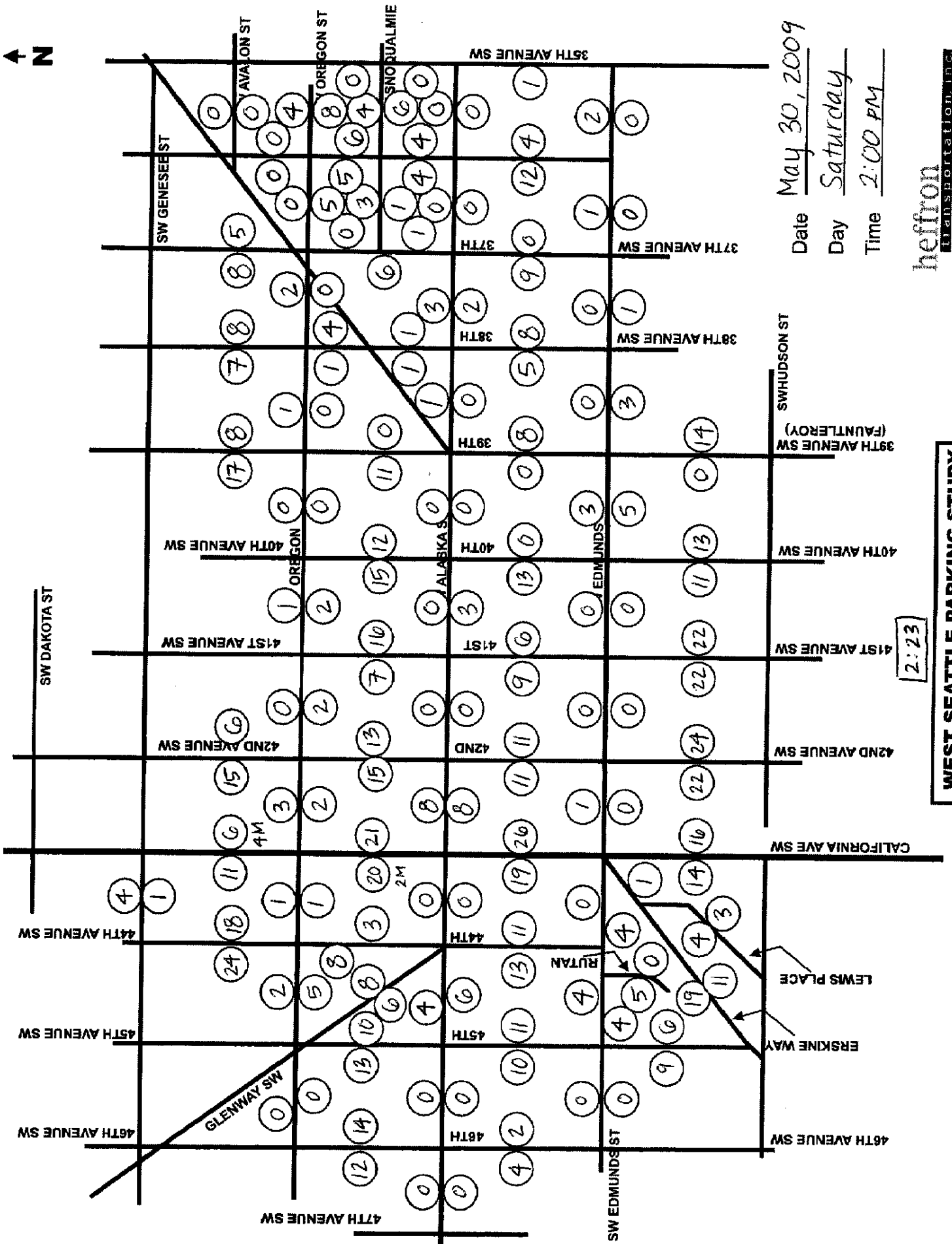


Date May 30, 2009  
 Day Saturday  
 Time 12:00 PM

heffron  
 TRANSPORTATION, LLC  
 05.26.09

**WEST SEATTLE PARKING STUDY**

12:24



Date May 30, 2009  
 Day Saturday  
 Time 2:00 PM

heffron  
 TRANSPORTATION, INC.  
 05.26.09

**WEST SEATTLE PARKING STUDY**

2:23