

## APPENDIX B

### Summary of South Study Zone Data Collection Effort – SATURDAY DATA

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The following is intended to provide a summary and analysis of data gathered for the South Study Zone area of the Downtown Spokane Parking Demand Analysis Study on Saturday, May 22, 2004. This memorandum follows information already provided in Technical Memorandum #3A, which summarized weekday data recently gathered for the South Study Zone area.

#### I. BACKGROUND AND CONTEXT

The South Study Zone is a large area of the downtown generally comprised of the parking area bounded by Spokane Falls Boulevard (on the north), Third Avenue (on the south), Cedar (on the west) and Division (on the east). **Figure 1** provides a detailed visual map of this study zone and four sub zones for which data was analyzed.

The boundaries of the South Study Zone were developed in consultation with the DSP and the PSC prior to initiation of the data gathering effort. Data collection efforts occurred over two days, a “typical” weekday and a Saturday. Data for the selected Saturday survey was conducted on Saturday, May 22, 2004. Surveyors collected license plate data at each metered on-street parking stall located in the study area for every hour over an eleven-hour period (11:30 a.m. – 10:30 p.m.). Hourly capacity counts were taken over the same time frame at 26 publicly available off-street facilities in the study zone. This memorandum will focus on results from the Saturday survey. Final results for the weekday survey are incorporated into Section I of the Final Report for the *Spokane Parking Demand Study*.

Initial data findings will be presented here from five perspectives. This will include:

- Entire study area. Data findings for the entire South Study Zone, which analyzes parking activity as it occurs throughout the entire study area. Findings from this perspective may understate high activity areas within the downtown as periphery area data is combined with data from higher activity zones.
- Core Zone. Data findings for the Core Zone of the downtown. Findings from this perspective present a clear picture of on and off-street utilization in the commercial core of the downtown.
- Convention Center Zone. Data will be presented for parking activity in the eastern end of the downtown, which incorporates on and off-street parking use adjacent to the convention center.
- West End Zone. Data will be presented for parking activity in the western sector of the downtown.
- Periphery Zone. Data will be presented for parking activity in the southern most sector of the downtown.

**FIGURE 1  
SOUTH STUDY ZONE BOUNDARIES**



## 2. DATA FINDINGS - Entire Study Zone

### A. *Composition of the Supply*

The South Study Zone maintains a total of **8,878** parking stalls. MMDC conducted actual hourly counts of 6,671 of these stalls (or 75% of the total supply).<sup>1</sup> Of surveyed stalls, 1,965 stalls were located on street and 4,706 were located in 27 off-street lots/garages.<sup>2</sup> **Table 1** presents a breakout of the surveyed parking supply in the South Study Zone. Detailed graphs illustrating usage for this study zone are included as **Graph A** at the end of this technical memorandum.

**TABLE 1  
SOUTH STUDY ZONE: COMPOSITION OF SURVEYED PARKING SUPPLY**

South Study Area Parking Stall Breakout		
<i>On-Street Meters by Type</i>	Number of Stalls	% of Total On-Street Stalls
0.25	35	2%
0.5	107	5%
1	398	20%
1.5	23	1%
2	920	47%
3	231	12%
6	0	-
10	251	13%
<b>Sub-Total On-Street Parking Stalls</b>	1,965	100%
<b>Off-Street Parking Stalls (Sub-Total)</b>	4,706	
<b>Total Surveyed Supply</b>	6,671	

Overall, the South Study Zone maintains a high percentage of 2.0 hour parking stalls, nearly half the on-street supply (47%) is made up of these types of stalls. One-hour stalls make up approximately 20% of the on-street supply. Interestingly, nearly seven percent of on-street stalls are for stays of 30-minutes or less (142 total stalls).

### B. *Use of On-Street Metered Supply*

*On-street* parking in the study zone operates at a fairly low level on Saturdays throughout the operating day. As **Table 2** below indicates, mid-day parking demand remains fairly constant (mid to high 30% range) between 11:30 a.m. and 4:30 p.m. During this period between 1,183 and 1,271 stalls are empty and available for use in the South Study Zone.

<sup>1</sup> MMDC was able to survey 100% of all on-street stalls and 68% of all off-street stalls available for public use (4,706 of 6,913). The off-street number differs from the Thursday survey, as some off street facilities are not open and available to the public on Saturdays.

<sup>2</sup> MMDC conducted a detailed physical inventory of off-street parking locations in the downtown. Within the South study zone, MMDC identified 60 total lots/garages available to general public parking on Saturdays. Additional lots exist within the zone, but are not available to general public use.

An “evening peak” occurs between 7:30 p.m. – 8:30 p.m. when the on-street supply reaches 56.2% occupancy. There is a gradual build up to the evening peak, which begins at 4:30 p.m. This is representative of a build up of patrons visiting evening activities associated with restaurants and entertainment. At the evening peak, 860 on-street stalls are empty and available for use within the study area.

**TABLE 2**  
**SOUTH STUDY ZONE: ON-STREET PARKING SUMMARY**

On-Street Parking (1,965 total stalls)		11:30. – 12:30 p.m.	12:30 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 - 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m. PEAK	8:30 – 9:30 p.m.	9:30 – 10:30 p.m.
		Metered (1,714 stalls)	Stalls Occupied by Hour	560	583	556	611	630	710	875	838	961
10 hour (251 stalls)	Stalls Occupied by Hour	67	71	85	81	76	81	87	82	72	45	37
	% Stalls Occupied by Hour	35.3%	36.9%	36.9%	39.3%	39.8%	44.4%	53.4%	51.0%	56.2%	45.8%	31.4%
	Empty Stalls Available by Hour	1271	1240	1239	1192	1183	1093	916	963	860	1066	1348

*C. General Characteristics of Use – On-Street Metered Supply*

Over the course of the entire study day (i.e., 11:30 a.m. to 10:30 p.m.), approximately 4,737 unique license plates were recorded using the 1,965 metered parking stalls within the study zone.<sup>3</sup> These vehicles logged a total of 7,665 hours parked. If only the period between 11:30 a.m. and 5:30 p.m. is considered (i.e., hours during which enforcement is in effect), 2,243 unique license plates were recorded (or 47% of all vehicles recorded). Stated differently, 53% of observed vehicles arrived during evening hours.

The average duration of stay for a vehicle parked at a meter during hours of enforcement was 1 hour and 37 minutes (or 1.62 hours). As such, over the course of an 8-hour day, a metered stall will turn 4.9 times (8 hour day/1.62 hours duration = 4.9 turns). If the intended use for a meter is one hour, then the stall should turn 8 times over an eight-hour period. If the intended use for a meter is two hour parking then turnover should be no less than four turns over an eight-hour period. Given that the

<sup>3</sup> It is important to note that this does not represent all vehicles in the downtown on May 22, 2004 as license plate numbers were not recorded in off-street facilities or at un-metered parking stalls and the study did not capture use prior to 11:30 a.m. The Saturday unique vehicle total contrasts with 6,235 unique license plates recorded during the weekday survey (i.e. Thursday, May 20, 2004).

majority of metered stalls in the district allow for time stays of two hours or more, turnover in the *larger* study zone is generally efficient.

Time stay violations occurred in 19.2% of the stalls surveyed. Stated differently, about one in five patrons overstay the posted limit for the stall they are using. This is a very high rate for time stay violations and could be the result of several factors that will be considered later in this memorandum (see Section 2, C, below).

**Table 3**, below, summarizes the characteristics of use for the study zone.

**TABLE 3  
GENERAL CHARACTERISTICS OF USE - METERED STALLS**

USE CHARACTERISTIC	DATA FINDING
Number of unique vehicles (entire study day)	4,737
Number of total vehicle hours (total hours that cars parked in the study zone)	7,665
Number of unique vehicles (11:30 a.m. – 5:30 p.m.)	2,243
Average duration per unique vehicle (entire study day)	1.62 hrs (1 hour and 37 minutes)
Average duration per unique vehicle during enforcement period (11:30 a.m. – 5:30 p.m.)	1.62 hrs (1 hour and 37 minutes)
Turnover (number of cars to use a single occupied stall over an 8 hour period)	4.9 times
% of all vehicles violating the posted time stay	19.2%
% of total parked hours in violation	17.9%

*D. Use of Off-Street Supply*

The *off-street* supply of parking reaches peak capacity between 7:30 p.m. and 8:30 p.m. on Saturday. As with the on street supply, the South Study Zone experiences a gradual “ramp up” to the evening peak, beginning at about 4:30 p.m. As **Table 4** below indicates, the off-street supply reaches 43.3% of capacity at the peak hour. At the peak hour of demand 2,667 stalls are empty and available for use off-street in the South Study Zone.

**TABLE 4  
SOUTH STUDY ZONE OFF-STREET PARKING SUMMARY<sup>4</sup>**

Off-Street Parking		11:30. – 12:30 p.m.	12:30 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 - 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m. PEAK	8:30 – 9:30 p.m.	9:30 – 10:30 p.m.
27 lots/garages (4,706 total stalls)	Stalls Occupied	913	1,230	1,388	1,663	1,869	1,960	1,905	2,009	2,039	2,012	1,849
	% Stalls Occupied by Hour	19.4%	26.1%	29.5%	35.3%	39.7%	41.6%	40.5%	42.7%	43.3%	42.8%	39.3%
	Empty Stalls Available By Hour	3,793	3,476	3,318	3,043	2,837	2,746	2,801	2,697	2,667	2,694	2,857

*E. Use of the Combined Supply (on and off-street)*

When both on and off-street supplies are combined, the peak hour for parking in the South Study Zone occurs between 7:30 p.m. and 8:30 p.m. During this peak hour 47.1% of the parking supply is occupied, leaving approximately 3,527 empty parking stalls available for use. **Table 5**, below, summarizes the use characteristics of the combined parking supply.

**TABLE 5  
SOUTH STUDY ZONE: COMBINED ON & OFF-STREET PARKING AREA  
SUMMARY**

COMBINED AREA TOTAL 6,671 Stalls		11:30. – 12:30 p.m.	12:30 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 - 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m. PEAK	8:30 – 9:30 p.m.	9:30 – 10:30 p.m.
On-street (1,965 stalls)	Stalls Occupied	694	725	726	773	782	872	1,049	1,002	1,105	899	617
Off-street (4,706 stalls)		913	1,230	1,388	1,663	1,869	1,960	1,905	2,009	2,039	2,012	1,849
Combined occupied stalls		1,607	1,955	2,114	2,436	2,651	2,832	2,954	3,011	3,144	2,911	24,66
	% Stalls Occupied by Hour	24.1%	29.3%	31.7%	36.5%	39.7%	42.5%	44.3%	45.1%	47.1%	43.6%	37.0%
	Empty Stalls Available by Hour	5,064	4,716	4,557	4,235	4,020	3,839	3,717	3,660	3,527	3,760	4,205

<sup>4</sup> MMDC has usage data for each individual off-street lot/garage surveyed. Through agreement with property owners of these facilities, MMDC has grouped the data together to assure confidentiality of use.

F. *General Conclusions for the Combined South Study Zone*

The South Study Zone operates with a convenient surplus of parking during its peak hours of operation. The highest level of activity occurs in the evening hours. Surpluses of parking exist in both the on-street and off-street supply within the boundaries of the entire study zone. Turnover is efficient in the larger context of stalls designated for stays of two hours or more, which represents the majority of parking in the study area. However, the high percentage of time stay violations indicates that the overall mix of time stay designations (i.e., stays of less than 1.5 hours) may not be appropriate to serve the average duration of stay for patrons utilizing the zone.

In general, the South Study Zone appears to have adequate capacity to meet current and future levels of demand for weekend parking uses.

3. **DATA FINDINGS – Core Parking Zone**

For purposes of this analysis, MMDC defined the Core Zone as the area comprised of parking located between Spokane Falls Boulevard (north), First Avenue (south), Monroe (west) and Washington (east). **Figure 2**, below, provides a map of this study zone.

**FIGURE 2  
Core Zone Boundaries**



A. *Composition of the Supply*

MMDC surveyed a total of 3,045 stalls in the Core Zone. Of surveyed stalls, 486 stalls were located on street and 2,559 were located in six off-street lots/garages.<sup>5</sup> **Table 6** presents a breakout of the surveyed parking supply in the Core Zone. Detailed graphs

<sup>5</sup> Again, it is important to note that the number of publicly available off-street parking facilities is fewer on Saturdays than during weekday operations. This results in differing totals of surveyed off street stalls between the May 20 and May 22, 2004 inventories.

illustrating usage for this study zone are included as **Graph B** at the end of this technical memorandum.

**TABLE 6  
CORE ZONE: COMPOSITION OF THE PARKING SUPPLY**

Core Zone Parking Stall Breakout		
<i>On-Street Meters by Type</i>	Number of Stalls	% of Total On-Street Stalls
0.25	27	6%
0.5	65	13%
1	299	62%
1.5	23	4%
2	72	15%
3	0	0%
6	0	0%
10	0	0%
<b>Sub-Total On-Street Parking Stalls</b>	486	100%
<i>Off-Street Parking Stalls (Sub-Total)</i>	2,559	
<b>TOTAL Core Zone Parking Supply</b>	3045	

Overall, the Core Zone maintains a high percentage of 1.0 hour parking stalls, with over 62% of the on-street supply made up of these types of stalls. This is consistent with an operating intent to support high turnover in an area supportive of ground level retail and short-term visits. A number of stalls (102 stalls or 19%) are dedicated to stays of 30 minutes or less. The remainder of the zone (95 total stalls) provides a mix of 1.5 – 2.0 hour parking meters.

**B. Use of On-Street Metered Supply**

Saturday *on-street* parking in the Core Zone operates with a “dual peak” hour. As **Table 7** below indicates, the “mid-day peak hour” for parking demand in this zone occurs between 2:30 a.m. – 3:30 p.m. At that time, 61.1% of all on-street parking stalls in the zone are occupied. During this peak hour of demand, 189 on-street stalls are empty and available for use in the Core Zone. At 4:30 p.m. occupancy reaches 63.2%, which begins a gradual ramp up to a more significant evening peak hour.

The evening peak occurs between 7:30 p.m. – 8:30 p.m. when the on-street supply reaches 84.2% occupancy, very near the parking industry “optimum” standard of 85% for a facility that is “effectively full” or at peak utilization for retail customer uses. This peak is compatible with Core Zone uses for restaurant, pub and theater uses. At this hour, 77 on-street stalls are empty and available for customer use.

**TABLE 7  
CORE ZONE: ON-STREET PARKING SUMMARY**

On-Street Parking		11:30 – 12:30 p.m.	12:30 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 – 3:30 p.m. PEAK	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m. PEAK	8:30 – 9:30 p.m.	9:30 – 10:30 p.m.
Metered (486 stalls)	Stalls Occupied by Hour	270	271	271	297	282	307	363	343	409	314	240
	% Stalls Occupied by Hour	55.6%	55.8%	55.8%	61.1%	58.0%	63.2%	74.7%	70.6%	84.2%	64.6%	49.4%
	Empty Stalls Available by Hour	216	215	215	189	204	179	123	143	77	172	246

*C. General Characteristics of Use – On-Street Metered Supply*

Over the course of the entire study day (i.e., 11:30 a.m. to 10:30 p.m.), approximately 2,304 unique license plates were recorded using the 486 metered parking stalls within the Core Zone. This represents 49% (or nearly half) of all unique vehicles recorded within the South Zone Study Area on Saturday. If only the period between 11:30 a.m. and 5:30 p.m. is considered (i.e., hours during which enforcement is in effect), 1,165 unique license plates were recorded (or 52% of all vehicles recorded during enforcement hours).

The average duration of stay for a vehicle parked at a meter during hours of enforcement was 1 hour and 28 minutes (or 1.46 hours).<sup>6</sup> As such, over the course of an 8-hour day, a metered stall will turn approximately 5.5 times. Given that the majority of parking in the Core Zone is one hour parking, the intended turnover rate for the zone would be closer to eight turns a day. At 5.5 turns, the Core Zone is not operating as intended.

This may be a direct reflection of the high rate of time stay violations that occur in the Core Zone. Violations are at 21.5% of all stalls surveyed, slightly higher than the Thursday violation rate of 20.7%. Stated differently, one in five patrons parked on-street in the Core Zone overstay the posted limit for the stall they are using. As with findings from the Thursday survey of the Core Zone, the question for Spokane is whether the 1-hour meter (and/or 30 minute meters) is the optimum time stay “mix” or whether a meter stay more closely correlated to observed customer behavior in the zone (i.e. an average actual stay of 1.46 hours) is necessary.

**Table 8**, below, summarizes the characteristics of use for the Core Zone.

<sup>6</sup> This is identical to the Core Zone time stay recorded during the Thursday survey.

**TABLE 8  
GENERAL CHARACTERISTICS OF USE - METERED STALLS**

USE CHARACTERISTIC	DATA FINDING
Number of unique vehicles (entire study day)	2,304
Number of total vehicle hours (total hours that cars parked in the study zone)	3,367
Number of unique vehicles (11:30 a.m. – 5:30 p.m.)	1,165
Average duration per unique vehicle (entire study day)	1.46 hrs (1 hour and 28 minutes)
Average duration per unique vehicle during enforcement period (11:30 a.m. – 5:30 p.m.)	1.46 hrs (1 hour and 28 minutes)
Turnover (number of cars to use a single occupied stall over an 8 hour period)	5.5 times
% of all vehicles violating the posted time stay	21.5%
% of total parked hours in violation	19.2%

*D. Use of Off-Street Supply*

The *off-street* supply of parking in the Core Zone reaches a peak capacity of 57.6% between 4:30 p.m. and 5:30 p.m. From this point forward occupancies remain consistent, in the mid-50 percent range, until 9:30 p.m. **Table 9**, below, summarizes this trend. At the peak hour of demand 1,084 stalls are empty and available for use off-street in the Core Zone.

**TABLE 9  
CORE ZONE OFF-STREET PARKING SUMMARY**

Off-Street Parking		11:30. – 12:30 p.m.	12:30 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 - 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m. PEAK	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m.	8:30 – 9:30 p.m.	9:30 – 10:30 p.m.
6 lots/ garages (2,559 total stalls)	Stalls Occupied	437	755	935	1,208	1,373	1,475	1,407	1,435	1,433	1,416	1,314
	% Stalls Occupied by Hour	17.1%	29.5%	36.5%	47.2%	53.7%	57.6%	55.0%	56.1%	56.0%	55.3%	51.3%
	Empty Stalls Available By Hour	2,122	1,804	1,624	1,351	1,186	1,084	1,152	1,124	1,126	1,143	1,245

*E. Use of the Combined Supply (on and off-street)*

When both on and off-street supplies are combined, the peak hour for parking in the Core Zone occurs between 7:30 p.m. and 8:30 p.m., a peak hour definitely correlated to an active downtown evening trade. During the Core Zone peak hour, 66.4% of the

parking supply is occupied, leaving approximately 1,203 empty parking stalls available for use. **Table 10**, below, summarizes the use characteristics of the combined parking supply in the Core Zone for Saturday.

**TABLE 10**  
**CORE ZONE: COMBINED ON & OFF-STREET PARKING AREA SUMMARY**

TOTAL (3,045 Stalls)		11:30. – 12:30 p.m.	12:30 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 - 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m. PEAK	8:30 – 9:30 p.m.	9:30 – 10:30 p.m.
On-street (486 stalls)	Stalls Occupied	270	271	271	297	282	307	363	343	409	314	240
Off-street (2,559 stalls)		437	755	935	1,208	1,373	1,475	1,407	1,435	1,433	1,416	1,314
Combined occupied stalls		707	1,026	1,206	1,505	1,655	1,782	1,770	1,778	1,842	1,730	1,554
	% Stalls Occupied by Hour	23.2%	33.7%	39.6%	49.4%	54.4%	58.5%	58.1%	58.4%	66.4%	62.3%	56.0%
	Empty Stalls Available by Hour	2,338	2,019	1,839	1,540	1,390	1,263	1,275	1,267	1,203	1,315	1,491

*F. General Conclusions for the Combined Core Zone*

On Saturday, the Core Zone operates with an abundant supply of parking during the morning and afternoon hours. Beginning at approximately 4:30 p.m., parking activity steadily ramps up to an evening peak hour at 7:30 p.m. On-street parking during the evening peak hour is close to the “optimum” utilization of 85%. Nonetheless, a substantial surplus of parking is available in publicly available off-street lots and garages located within the zone. This would suggest a need for increased communication of the availability of the off-street supply to patrons of the Core Zone (i.e. wayfinding, signage and/or pricing).

On-street turnover (at a rate of 5.5) is currently less efficient than the intended turnover ratio for a one-hour meter (i.e., 8.0). The high percentage of time stay violations indicates that patrons may desire an opportunity to stay on-street for visits in the range of 1.5 hours.

In general, the Core Zone appears to have an adequate capacity of parking to meet current and future levels of Saturday parking demand. More focused systems for directing patrons to available supply will need to be designed and implemented.

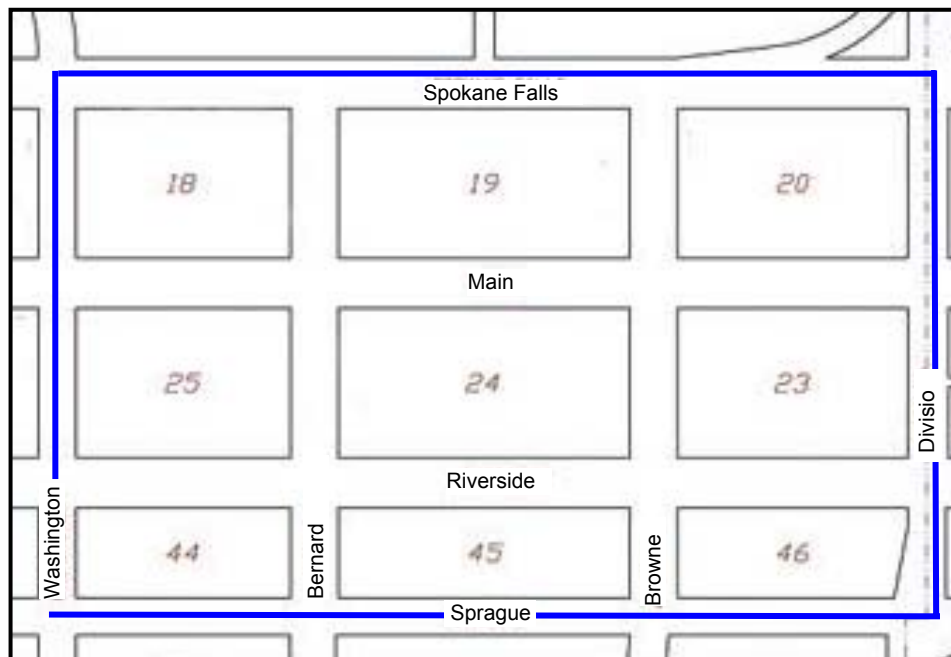
#### 4. DATA FINDINGS – Convention Center Zone

For purposes of this analysis, MMDC defined the Convention Center Zone as the area comprised of parking located between Spokane Falls Boulevard (north), First Avenue (south), Washington (west) and Division (east). **Figure 3**, below, provides a map of this study zone.

##### A. *Composition of the Supply*

MMDC surveyed a total of 1,188 stalls in the Convention Center Zone. Of surveyed stalls, 329 stalls were located on-street and 859 were located in eight off-street lots/garages. **Table 11** presents a breakout of the surveyed parking supply in the Convention Center Zone. Detailed graphs illustrating usage for this study zone are included as **Graph C** at the end of this technical memorandum.

**FIGURE 3**  
**Convention Center Zone**



**TABLE 11**  
**CONVENTION CENTER ZONE: COMPOSITION OF THE PARKING SUPPLY**

Convention Center Zone Study Area Parking Stall Breakout		
<i>On-Street Meters by Type</i>	Number of Stalls	% of Total On-Street Stalls
0.25	3	1%
0.5	5	2%
1	41	12%
1.5	0	0%
2	179	54%

3	50	15%
6	0	0%
10	51	16%
<b>Sub-Total On-Street Parking Stalls</b>	329	100%
<b>Off-Street Parking Stalls (Sub-Total)</b>	859	
<b>TOTAL Convention Center Zone Parking Supply</b>	1,188	

Overall, the Convention Center Zone maintains a high percentage of 2.0 hour parking stalls, with approximately 54% of the on-street supply made up of these types of stalls. An additional 101 stalls are evenly divided between 3-hour (50 stalls/15%) and 10-hours (51 stalls/16%). The remainder of the zone (48 total stalls) provides a mix of 15 minute, 30 minute and 1.0-hour parking meters.

**B. Use of On-Street Metered Supply**

The Convention Center Zone’s peak hour for parking is between 7:30 p.m. and 8:30 p.m. This correlates with the evening peak hour for the Core Zone and is likely due to the number of restaurants/pubs in the eastern end of the zone.

On-street parking is significantly underutilized between 11:30 a.m. and 5:30 p.m., never exceeding 45% occupancy during this time. At the evening peak, 59.0% of all on-street parking stalls in the zone are occupied. During this peak hour of demand, 135 on-street stalls are empty and available for use in the Convention Center Zone.

**Table 12**, below, summarizes Saturday parking for the Convention Center Zone.

**TABLE 12  
CONVENTION CENTER ZONE: ON-STREET PARKING SUMMARY**

On-Street Parking		11:30. – 12:30 p.m.	12:30 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 - 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m. PEAK	8:30 – 9:30 p.m.	9:30 – 10:30 p.m.
<b>CONVENTION CENTER ZONE</b>												
<b>Metered (329 stalls)</b>	<b>Stalls Occupied by Hour</b>	123	138	130	120	147	122	148	181	194	186	104
	<b>% Stalls Occupied by Hour</b>	37.4%	41.9%	39.5%	36.5%	44.7%	37.1%	45.0%	55.0%	59.0%	56.5%	31.6%
	<b>Empty Stalls Available by Hour</b>	206	191	199	209	182	207	181	148	135	143	225

C. *General Characteristics of Use – On-Street Metered Supply*

Over the course of the entire study day (i.e., 11:30 a.m. to 10:30 p.m.), approximately 685 unique license plates were recorded using the 329 metered parking stalls within the Convention Center Zone. This represents 15% of all unique vehicles recorded within the entire South Zone Study Area on Saturday. If only the period between 11:30 a.m. and 5:30 p.m. is considered (i.e., hours during which enforcement is in effect), 359 unique license plates were recorded (16% of all vehicles recorded during enforcement hours).

The average duration of stay for a vehicle parked at a meter during hours of enforcement was 1 hour and 42 minutes (or 1.70 hours). As such, over the course of an 8-hour day, a metered stall will turn approximately 4.7 times. Given that the majority of parking in the Convention Center Zone is 2.0 hour parking, the intended turnover rate for the zone would be in the range of 4.0. At 4.7 turns, the Convention Center Zone is operating within its intended parameters.

Nevertheless, as with the Core Zone, a high rate of time stay violations is evident in this zone. Violations are at 16.4% of all stalls surveyed. Nearly one in six patrons parked on-street in the Convention Center Zone overstays the posted limit for the stall they are using. However, given peak occupancies of less than 60%, it does not appear that time stay violations are jeopardizing or constraining customer access to on-street stalls.

**Table 13**, below, summarizes the characteristics of use for the Convention Center Zone.

**TABLE 13  
GENERAL CHARACTERISTICS OF USE - METERED STALLS**

USE CHARACTERISTIC	DATA FINDING
Number of unique vehicles (entire study day)	685
Number of total vehicle hours (total hours that cars parked in the study zone)	1,253
Number of unique vehicles (11:30 a.m. – 5:30 p.m.)	359
Average duration per unique vehicle (entire study day)	1.83 hrs (1 hour and 50 minutes)
Average duration per unique vehicle during enforcement period (11:30 a.m. – 5:30 p.m.)	1.70 hrs (1 hour and 42 minutes)
Turnover (number of cars to use a single occupied stall over an 8 hour period)	4.7 times
% of all vehicles violating the posted time stay	16.4%
% of total parked hours in violation	16.2%

D. *Use of Off-Street Supply*

The *off-street* supply of parking in the Convention Center Zone reaches peak capacity between 11:30 a.m. and 12:30 p.m. As **Table 14** below indicates, the off-street supply reaches 27.7% of capacity at the peak hour. As such, at the peak hour of demand 621

stalls are empty and available for use off-street in the Convention Center Zone. In general, off-street parking in the zone is significantly underutilized.

Unlike the Core Zone, off-street parking in the Convention Center Zone does not “ramp up” in the evening hours after 5:30 p.m. In fact, parking use actually begins a consistent decline beginning at 4:30 p.m. This is not surprising, given the low utilization rates for on-street parking in this zone, which covers demand for evening uses that peak at between 7:30 p.m. and 8:30 p.m.

**TABLE 14**  
**CONVENTION CENTER ZONE OFF-STREET PARKING SUMMARY**

Off-Street Parking		11:30. – 12:30 p.m. PEAK	12:30 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 - 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m.	8:30 – 9:30 p.m.	9:30 – 10:30 p.m.
8 lots/ garages (859 total stalls)	Stalls Occupied	238	213	197	192	199	144	127	120	109	106	93
	% Stalls Occupied by Hour	27.7%	24.8%	22.9%	22.4%	23.2%	16.8%	14.8%	14.0%	12.7%	12.3%	10.8%
	Empty Stalls Available By Hour	621	646	662	667	660	715	732	739	750	753	766

*E. Use of the Combined Supply (on and off-street)*

When both on and off-street supplies are combined, the peak hour for parking in the Convention Center Zone occurs between 11:30 a.m. and 12:30 p.m. During the Convention Center Zone peak hour 30.4% of the parking supply is occupied, leaving approximately 827 empty parking stalls available for use. **Table 15**, below, summarizes the use characteristics of the combined parking supply.

**TABLE 15**  
**CONVENTION CENTER ZONE: COMBINED ON & OFF-STREET PARKING AREA SUMMARY**

TOTAL		11:30. – 12:30 p.m. PEAK	12:30 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 - 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m.	8:30 – 9:30 p.m.	9:30 – 10:30 p.m.
1,188 Stalls												
On-street 329 stalls	Stalls Occupied	123	138	130	120	147	122	148	181	194	186	104
Off-street 859 stalls		238	213	197	192	199	144	127	120	109	106	93
Combined occupied		361	351	327	312	346	266	275	301	303	292	197

<b>stalls</b>												
% Stalls Occupied by Hour →	<b>30.4%</b>	29.5%	27.5%	26.3%	29.1%	22.4%	23.1%	25.3%	25.5%	24.6%	16.6%	
Empty Stalls Available by Hour	<b>827</b>	837	861	876	842	922	913	887	885	896	991	

**F. General Conclusions for the Combined Convention Center Zone**

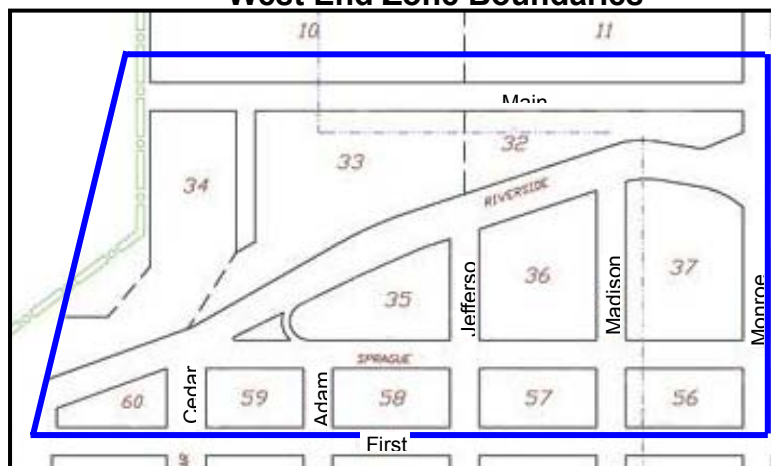
On Saturday, parking use in the Convention Center Zone is significantly underutilized. As such, large surpluses of parking exist in both the on-street and off-street supply within the boundaries of this study zone. Turnover is efficient in the larger context of stalls designated for stays of two hours or more, which represents the majority of parking in the study area. On-street turnover (at a rate of 4.7 turns per day) is currently in excess of the intended turnover ratio for a 2.0-hour meter (i.e. 4.0 turns). The zone has a very high percentage of time stay violations though this does not appear, as yet, to have had an effect on customer access to available stalls.

In general, the Convention Center Zone appears to have adequate capacity to meet current and future levels of Saturday parking demand.

**5. DATA FINDINGS – West End Zone**

For purposes of this analysis, MMDC defined the West End Zone as the area comprised of parking located between Spokane Falls Boulevard (north), First Avenue (south), Monroe (east) and Cedar (west). **Figure 4**, below, provides a map of this study zone.

**FIGURE 4  
West End Zone Boundaries**



A. *Composition of the Supply*

MMDC surveyed a total of 583 stalls in the West End Zone. Of surveyed stalls, 365 stalls were located on-street and 218 were located in three off-street lots. **Table 16** presents a breakout of the surveyed parking supply in the West End Zone. Detailed graphs illustrating usage for this study zone are included as **Graph D** at the end of this technical memorandum.

**TABLE 16  
WEST END ZONE: COMPOSITION OF THE PARKING SUPPLY**

West End Zone Area Parking Stall Breakout		
<i>On-Street Meters by Type</i>	Number of Stalls	% of Total On-Street Stalls
0.25	1	<1%
0.5	7	2%
1	24	7%
1.5	0	0%
2	174	48%
3	60	16%
6	0	0%
10	99	27%
<b>Sub-Total On-Street Parking Stalls</b>	365	100%
<i>Off-Street Parking Stalls (Sub-Total)</i>	218	
<b>TOTAL West End Zone Parking Supply</b>	583	

Overall, nearly half (48%) of the on-street parking in the West End Zone is comprised of 2.0 hour parking stalls. Another 159 stalls are divided between 3.0 hour (60 stalls/16%) and 10 hour stalls (99 stalls/27%). The remainder of the zone (32 total stalls) provides a mix of 15 minute, 30 minute and 1.0-hour parking meters.

B. *Use of On-Street Metered Supply*

Unlike data for Thursday, *on-street* parking in the West End Zone does not display a “dual peak” hour, nor does use reach near optimum levels. As **Table 17** below illustrates, the peak hour for parking demand in this zone occurs between 8:30 p.m. – 9:30 p.m.<sup>7</sup> At that time, 57.5% of all on-street parking stalls in the zone are occupied, leaving 155 on-street stalls empty and available for use in the West End Zone.

Overall, on-street parking in the West End Zone achieves only moderate levels of use throughout the course of the day on Saturday.

<sup>7</sup> This is one hour later than the Core Zone peak hour for on-street parking.

**TABLE 17  
WEST END ZONE: ON-STREET PARKING SUMMARY**

On-Street Parking		11:30. – 12:30 p.m.	12:30 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 - 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m.	8:30 – 9:30 p.m. PEAK	9:30 – 10:30 p.m.
<b>WEST END ZONE</b>												
<b>Metered (365 stalls)</b>	<b>Stalls Occupied by Hour</b>	94	106	102	99	95	140	195	142	206	<b>210</b>	166
	<b>% Stalls Occupied by Hour</b>	25.8%	29.0%	27.9%	27.1%	26.0%	38.4%	53.4%	38.9%	56.4%	<b>57.5%</b>	45.5%
	<b>Empty Stalls Available by Hour</b>	271	259	263	266	270	225	170	223	159	<b>155</b>	199

*C. General Characteristics of Use – On-Street Metered Supply*

Over the course of the entire study day (i.e., 11:30 a.m. to 10:30 p.m.), approximately 696 unique license plates were recorded using the 365 metered parking stalls within the zone. This represents 15% of all unique vehicles recorded within the entire South Study Zone Area on Saturday. If only the period between 11:30 a.m. and 5:30 p.m. is considered (i.e., hours during which enforcement is in effect), 246 unique license plates were recorded (or 11% of all vehicles recorded during enforcement hours).

The average duration of stay for a vehicle parked at a meter during hours of enforcement was 1 hour and 56 minutes (or 1.94 hours).<sup>8</sup> As such, over the course of an 8-hour day, a metered stall will turn approximately 4.1 times. Given that the majority of parking in the West End Zone is 2.0 hour parking, the intended turnover rate for the zone is 4.0 turns. At 4.1 turns, the West End Zone is generally operating as intended.

Of note is that time stay violations in the West End Zone rose significantly on Saturday as compared to the same zone during the Thursday survey. Saturday violations were 16.7% as compared to 9.0% on Thursday. However, as with other zones already described above, it does not appear that the Saturday increase in time stay violations is limiting patron access to on-street parking.

**Table 18**, below, summarizes the characteristics of use for the West End Zone.

<sup>8</sup> This is the longest time stay duration recorded for any zone during the Thursday and Saturday inventories.

**TABLE 18**  
**GENERAL CHARACTERISTICS OF USE - METERED STALLS**

USE CHARACTERISTIC	DATA FINDING
Number of unique vehicles (entire study day)	696
Number of total vehicle hours (total hours that cars parked in the study zone)	1,261
Number of unique vehicles (11:30 a.m. – 5:30 p.m.)	246
Average duration per unique vehicle (entire study day)	1.81 hrs (1 hour and 49 minutes)
Average duration per unique vehicle during enforcement period (11:30 a.m. – 5:30 p.m.)	1.94 hrs (1 hour and 56 minutes)
Turnover (number of cars to use a single occupied stall over an 8 hour period)	4.1 times
% of all vehicles violating the posted time stay	16.7%
% of total parked hours in violation	16.4%

*D. Use of Off-Street Supply*

The *off-street* supply of parking in the West End Zone reaches peak capacity between 12:30 a.m. and 1:30 p.m. As **Table 19** below indicates, the off-street supply reaches 35.5% of capacity at the peak hour. As such, at the peak hour of demand 140 stalls are empty and available for patron use off-street in the West End Zone.

As with the Convention Center Zone, off-street parking demand does not “ramp up” in the evening hours. In fact, parking use actually begins a consistent decline beginning at 4:30 p.m. This is not surprising, given the low utilization rates for on-street parking in this zone, which covers demand for evening uses that peak at between 8:30 p.m. and 9:30 p.m. Overall, publicly available off-street parking is significantly underutilized in the West End Zone on Saturday.

*E. Use of the Combined Supply (on and off-street)*

For the combined supply, the West End Zone demonstrates a very modest dual peak. A midday peak of 31.6% occupancy occurs between 12:30 a.m. and 1:30 p.m., leaving 399 available stalls. The evening peak occurs between 8:30 p.m. and 9:30 p.m. (42.0% with 338 available stalls). **Table 20**, below, summarizes the use characteristics of the combined on and off-street parking supply.

**TABLE 19  
WEST END ZONE: OFF-STREET PARKING SUMMARY**

Off-Street Parking WEST END ZONE		11:30. – 12:30 p.m.	12:30 – 1:30 p.m. <b>PEAK</b>	1:30 – 2:30 p.m.	2:30 – 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m.	8:30 – 9:30 p.m.	9:30 – 10:30 p.m.
3 lots/ garages (218 total stalls)	Stalls Occupied	74	78	74	74	67	50	43	38	37	35	15
	% Stalls Occupied by Hour	33.9%	35.8%	33.9%	33.9%	30.7%	22.9%	19.7%	17.4%	17.0%	16.1%	6.9%
	Empty Stalls Available By Hour	144	140	144	144	151	168	175	180	181	183	203

**TABLE 20  
WEST END ZONE: COMBINED ON & OFF-STREET PARKING AREA SUMMARY**

TOTAL (583 Stalls)		11:30. – 12:30 p.m.	12:30 – 1:30 p.m. <b>PEAK</b>	1:30 – 2:30 p.m.	2:30 – 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m.	6:30 – 7:30 p.m.	7:30 – 8:30 p.m.	8:30 – 9:30 p.m. <b>PEAK</b>	9:30 – 10:30 p.m.
On-street 365 stalls	Stalls Occupied	94	106	102	99	95	140	195	142	206	210	166
Off-street 218 stalls		74	78	74	74	67	50	43	38	37	35	15
Combined occupied stalls		168	184	176	173	162	190	238	180	243	245	181
	% Stalls Occupied by Hour	28.8%	31.6%	30.2%	29.7%	27.8%	32.6%	40.8%	30.9%	41.7%	42.0%	31.0%
	Empty Stalls Available by Hour	415	399	407	410	421	393	345	403	340	338	402

*F. General Conclusions for the Combined West End Zone*

The West End Zone operates much differently on Saturday than it does during the general weekday (i.e. Thursday) when it is the most active parking zone. The zone maintains very moderate peak hour occupancies throughout the entire operating day, peaking at 42% for the combined parking supply.

On-street turnover (at a rate of 4.1) is supportive of an intended turnover ratio for a 2.0-hour meter (i.e. 4.0). Time stay violations are much higher on Saturday than Thursday in this zone, reaching levels more consistent with patterns displayed in the rest of the

downtown. As with other zones, the rate of time stay violations does not constrain or impact customer access to available on-street parking supply.

In general, the West End Zone appears to have an adequate capacity of parking to meet current and future levels of demand.

## 6. DATA FINDINGS – Periphery Zone

For purposes of this analysis, MMDC defined the Periphery as the large area comprised of parking located between First Avenue (north), Third Avenue (south), Division (east) and Cedar (west).

Figure 5, below, provides a map of this study zone.

**Figure 5**  
**Periphery Zone Boundaries**



### A. *Composition of the Supply*

MMDC surveyed a total of 1,737 stalls in the Periphery Zone. Of surveyed stalls, 757 stalls were located on-street and 980 were located in eight off-street lots. **Table 21** presents a breakout of the surveyed parking supply in the Periphery Zone. Detailed graphs illustrating usage for this study zone are included as **Graph E** at the end of this technical memorandum.

**TABLE 21**  
**PERIPHERY ZONE: COMPOSITION OF THE PARKING SUPPLY**

Periphery Zone Study Area Parking Stall Breakout		
<i>On-Street Meters by Type</i>	Number of Stalls	% of Total On-Street Stalls
0.25	3	0%
0.5	30	4%
1	34	4%
1.5	0	0%
2	468	62%
3	121	16%
6	0	0%

10	101	13%
<b>Sub-Total On-Street Parking Stalls</b>	757	100%
<i>Off-Street Parking Stalls (Sub-Total)</i>	980	
<b>TOTAL Periphery Zone Parking Supply</b>	1,737	

Overall, the majority of the on-street parking in the Periphery End Zone is comprised of 2.0 hour parking stalls, accounting for 62% of the supply. Another 333 stalls are divided between 3.0 hour (121 stalls/16%) and 10 hour stalls (101 stalls/13%). The rest of the zone (67 stalls) provides a mix of 15 minute, 30 minute and 1.0-hour parking meters.

**B. Use of On-Street Metered Supply**

On-street parking in the Periphery Zone gradually increases use over the course of the day culminating in a modest peak hour that occurs between 5:30 p.m. and 6:30 p.m. As **Table 22** below indicates, the highest level of demand in this zone reaches just 36.5, leaving 481 on-street stalls empty and available for use in the Periphery Zone. Overall, on-street parking in the Periphery Zone is substantially underutilized throughout the day and into the evening on Saturday.

**TABLE 22  
PERIPHERY ZONE: ON-STREET PARKING SUMMARY**

On-Street Parking		11:30. – 12:30 p.m.	12:30 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 – 3:30 p.m.	3:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 6:30 p.m. <b>PEAK</b>	6:30 – 7:30 p.m.	7:30 – 8:30 p.m.	8:30 – 9:30 p.m.	9:30 – 10:30 p.m.
<b>Metered</b>	<b>Stalls Occupied by Hour</b>											
<b>757 stalls</b>		152	148	158	192	195	233	<b>276</b>	273	233	161	78
	<b>% Stalls Occupied by Hour</b>	20.1%	19.6%	20.9%	25.4%	25.8%	30.8%	<b>36.5%</b>	36.1%	30.8%	21.3%	10.3%
	<b>Empty Stalls Available by Hour</b>	605	609	599	565	562	524	<b>481</b>	484	524	596	679

**C. General Characteristics of Use – On-Street Metered Supply**

Over the course of the entire study day (i.e., 11:30 a.m. to 10:30 p.m.), approximately 1,021 unique license plates were recorded using the 757 metered parking stalls within the zone. This represents approximately 22% of all unique vehicles recorded within the entire South Study area on Saturday. If only the period between 11:30 a.m. and 5:30 p.m. is considered (i.e., hours during which enforcement is in effect), 457 unique license plates were recorded (or 20% of all vehicles recorded during enforcement hours).

The average duration of stay for a vehicle parked at a meter during hours of enforcement was 1 hour and 49 minutes (or 1.81 hours). As such, over the course of an 8-hour day, a metered stall will turn approximately 4.4 times. Given that the majority

of parking in the Periphery Zone is 2.0 hour parking, the intended turnover rate for the zone is 4.0 turns. At 4.4 turns, the Periphery Zone is operating as intended.

Time stay violations in the Periphery Zone were recorded at 16.6% of all stalls surveyed, meaning one in six patrons overstay the posted time stay for use of their stall. This is somewhat higher than Thursday time zone violations rate of 12.7%. However, as with the West End and Convention Center Zones, it does not appear that time stay violations are limiting patron access to on-street parking.

**Table 23**, below, summarizes the characteristics of use for the Periphery Zone.

**TABLE 23  
GENERAL CHARACTERISTICS OF USE - METERED STALLS**

USE CHARACTERISTIC	DATA FINDING
Number of unique vehicles (entire study day)	1,021
Number of total vehicle hours (total hours that cars parked in the study zone)	1,728
Number of unique vehicles (11:30 a.m. – 5:30 p.m.)	457
Average duration per unique vehicle (entire study day)	1.69 hrs (1 hour and 41 minutes)
Average duration per unique vehicle during enforcement period (11:30 a.m. – 5:30 p.m.)	1.81 hrs (1 hour and 49 minutes)
Turnover (number of cars to use a single occupied stall over an 8 hour period)	4.4 times
% of all vehicles violating the posted time stay	16.6%
% of total parked hours in violation	16.9%

*D. Use of Off-Street Supply*

The *off-street* supply of parking in the Periphery Zone operates at a much lower level than recorded during the Thursday survey of this zone. On Thursday, the Periphery Zone had off-street occupancies of 70.7% between 10:30 a.m. and 11:30 p.m., the highest in the downtown. Saturday peak occupancy occurs between 8:30 p.m. and 9:30 p.m. when the off-street supply is at just 45.2% occupied.

As **Table 24** below indicates, at the Saturday peak hour of demand 537 stalls are empty and available for use off-street in the Periphery Zone.

**TABLE 24  
PERIPHERY ZONE OFF-STREET PARKING SUMMARY**

Off-Street Parking		11:30 - 12:30 p.m.	12:30 - 1:30 p.m. PEAK	1:30 - 2:30 p.m.	2:30 - 3:30 p.m.	3:30 - 4:30 p.m.	4:30 - 5:30 p.m.	5:30 - 6:30 p.m.	6:30 - 7:30 p.m.	7:30 - 8:30 p.m.	8:30 - 9:30 p.m. PEAK	9:30 - 10:30 p.m.
PERIPHERY ZONE												
8 lots/garages 980 total stalls	Stalls Occupied	149	166	163	170	213	270	307	395	442	443	416
	% Stalls Occupied by Hour	15.2%	16.9%	16.6%	17.3%	21.7%	27.6%	31.3%	40.3%	45.1%	45.2%	42.4%
	Empty Stalls Available By Hour	831	814	817	810	767	710	673	585	538	537	564

*E. Use of the Combined Supply (on and off-street)*

When both on and off-street supplies are combined, the peak hour for parking in the Periphery Zone occurs between 7:30 p.m. and 8:30 p.m., consistent with the peak for the entire South Study Zone. During the Periphery Zone peak hour 38.9% of the parking supply is occupied, leaving approximately 1,062 empty parking stalls available for use.

Table 25, below, summarizes the use characteristics of the combined parking supply.

**TABLE 25  
PERIPHERY ZONE: COMBINED ON & OFF-STREET PARKING AREA SUMMARY**

TOTAL		11:30 - 12:30 p.m.	12:30 - 1:30 p.m.	1:30 - 2:30 p.m.	2:30 - 3:30 p.m.	3:30 - 4:30 p.m.	4:30 - 5:30 p.m.	5:30 - 6:30 p.m.	6:30 - 7:30 p.m.	7:30 - 8:30 p.m. PEAK	8:30 - 9:30 p.m.	9:30 - 10:30 p.m.
1,737 Stalls												
On-street 757 stalls	Stalls Occupied	152	148	158	192	195	233	276	273	233	161	78
Off-street 980stalls		149	166	163	170	213	270	307	395	442	443	416
Combined occupied stalls		301	314	321	362	408	503	583	668	675	604	494
	% Stalls Occupied by Hour	17.3%	18.1%	18.5%	20.8%	23.5%	29.0%	33.6%	38.5%	38.9%	34.8%	28.4%
	Empty Stalls Available by Hour	1,436	1,423	1,416	1,375	1,329	1,234	1,154	1,069	1,062	1,133	1,243

## F. *General Conclusions for the Combined Periphery Zone*

A large surplus of parking exists both on and off-street in this zone on Saturday. The overall use of parking is low, with a moderate build up of evening activity beginning at 7:30 p.m.

On-street turnover (at a rate of 4.4 turns) is supportive of an intended turnover ratio for a 2.0-hour meter (i.e. 4.0 turns). Time stay violations (at 16.6%) are high but do not appear to create adverse impacts on the availability of on-street parking.

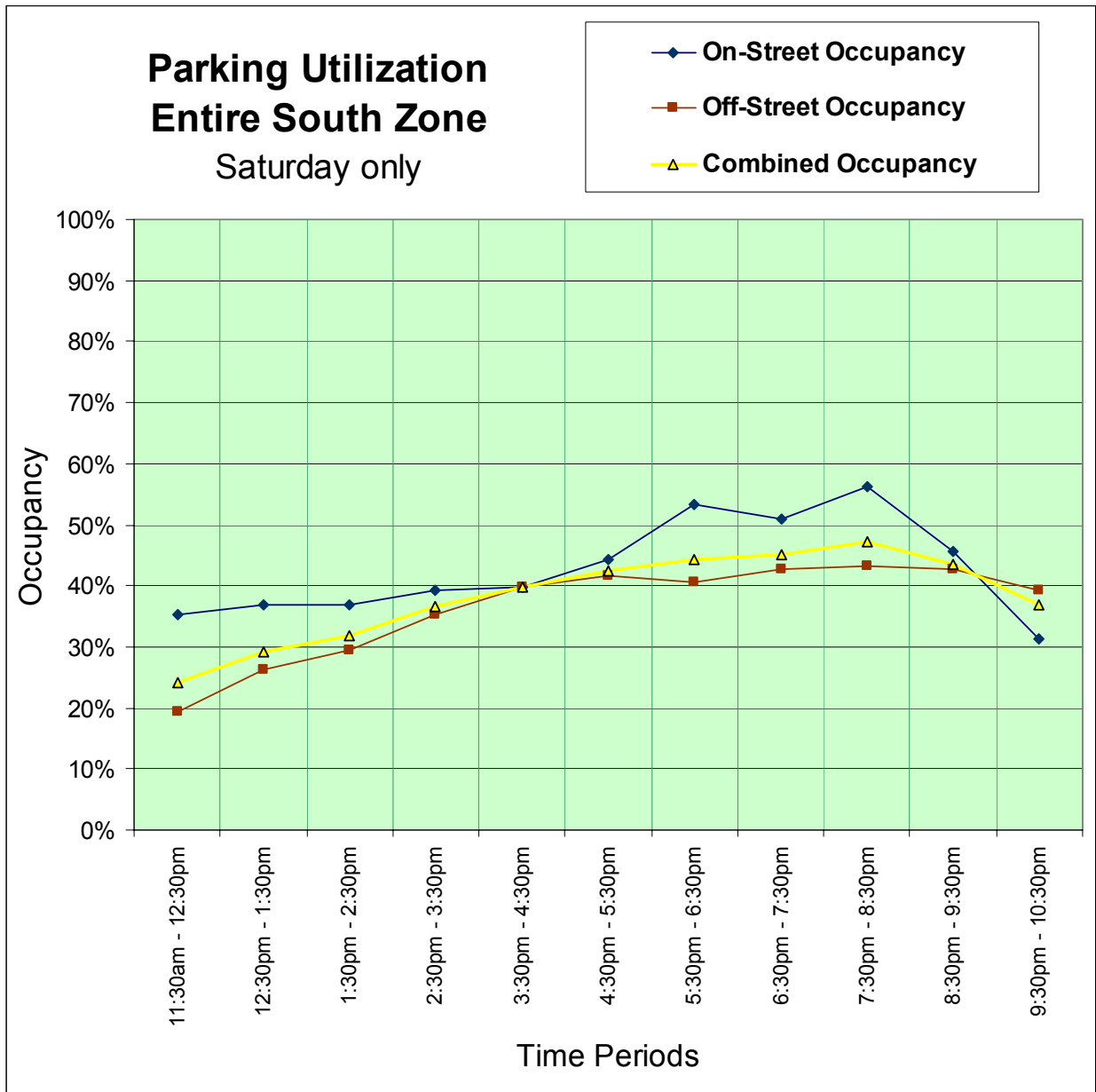
In general, the Periphery Zone appears to have an adequate capacity of parking to meet current and future levels of Saturday demand.

## 7. SUMMARY

Saturday data findings for the South Study Area can be summarized as follows.

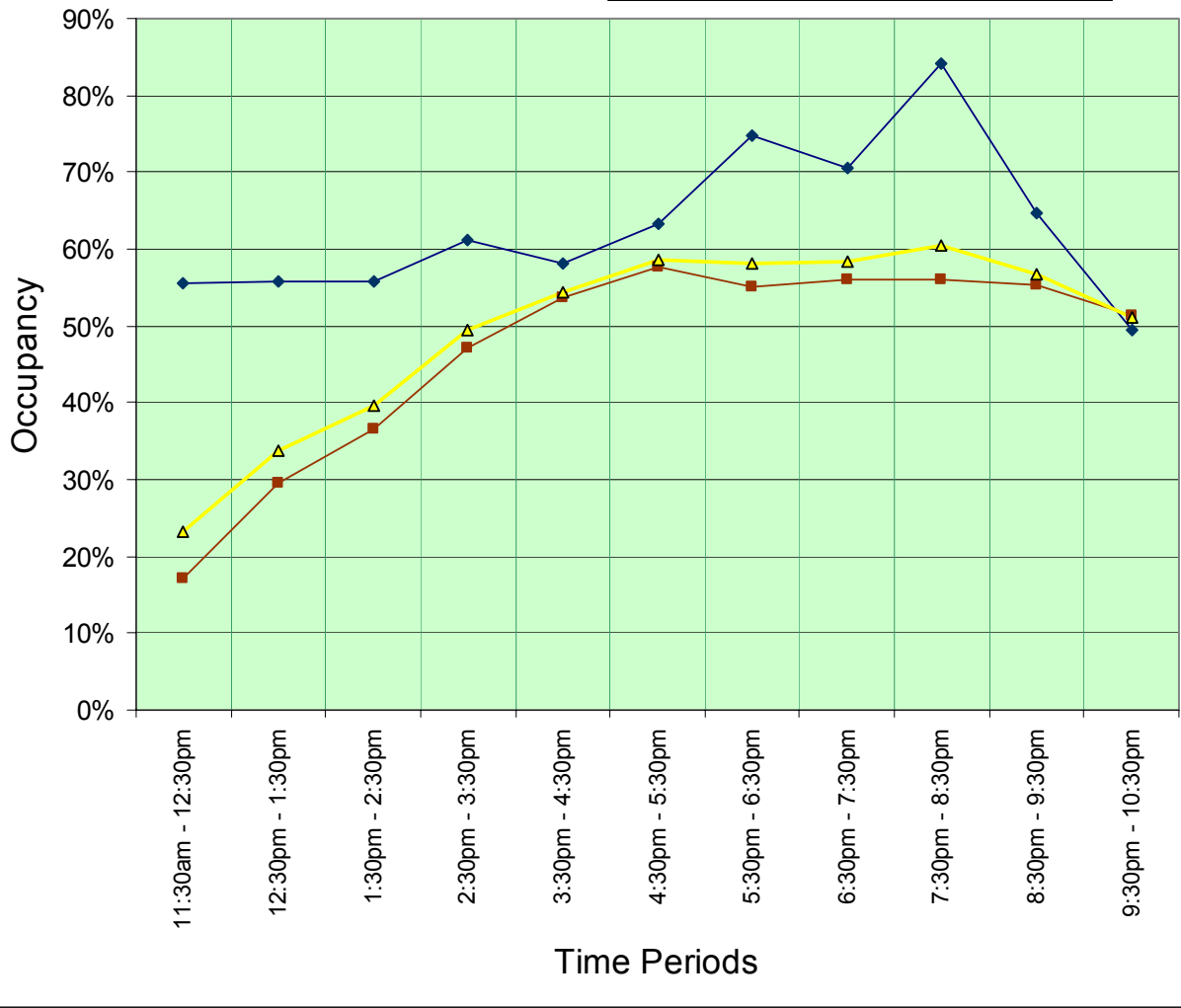
- Overall occupancy of the South Study Area reaches a peak capacity of 49.1% in the peak hour (i.e., 7:30 p.m. – 8:30 p.m.).
- At the peak hour, the downtown maintains an available supply of approximately 3,257 on and off-street parking stalls.
- The *on-street* parking system in the Core Zone reaches 84.2% during an evening peak hour, the highest level of demand of any zone on Saturday.
- Unlike data found during the Thursday survey, the West End Zone is not as active on Saturday, maintaining abundant parking availability both on and off-street.
- While the on-street occupancy in the Core approaches an optimum standard of 85% at the evening peak hour, there is low utilization of *off-street* facilities in the same zone. Off-street facilities in the Core Zone do not exceed peak hour utilization of greater than 58%. At its highest peak hour, the Core Zone maintains a minimum of 1,084 available off-street stalls. As with the Thursday survey, this relationship underscores the need for a better system of wayfinding/signage, communication, lighting/landscaping and pricing that draws patrons into off-street facilities during peak hours.
- Time stay violations are high in the downtown study area. The situation in the Core Zone is likely the result of the high number of 1.0 hour meters (and 30 minute meters) in the zone, which is out of sync with a patron's average time stay of approximately 1.5 hours. A review and reconsideration of the mix of time stay allowances in the Core Zone is recommended.

- It appears that the available supply of parking in the peak hours is adequate to accommodate current and future levels of Saturday demand in all of the parking zones surveyed

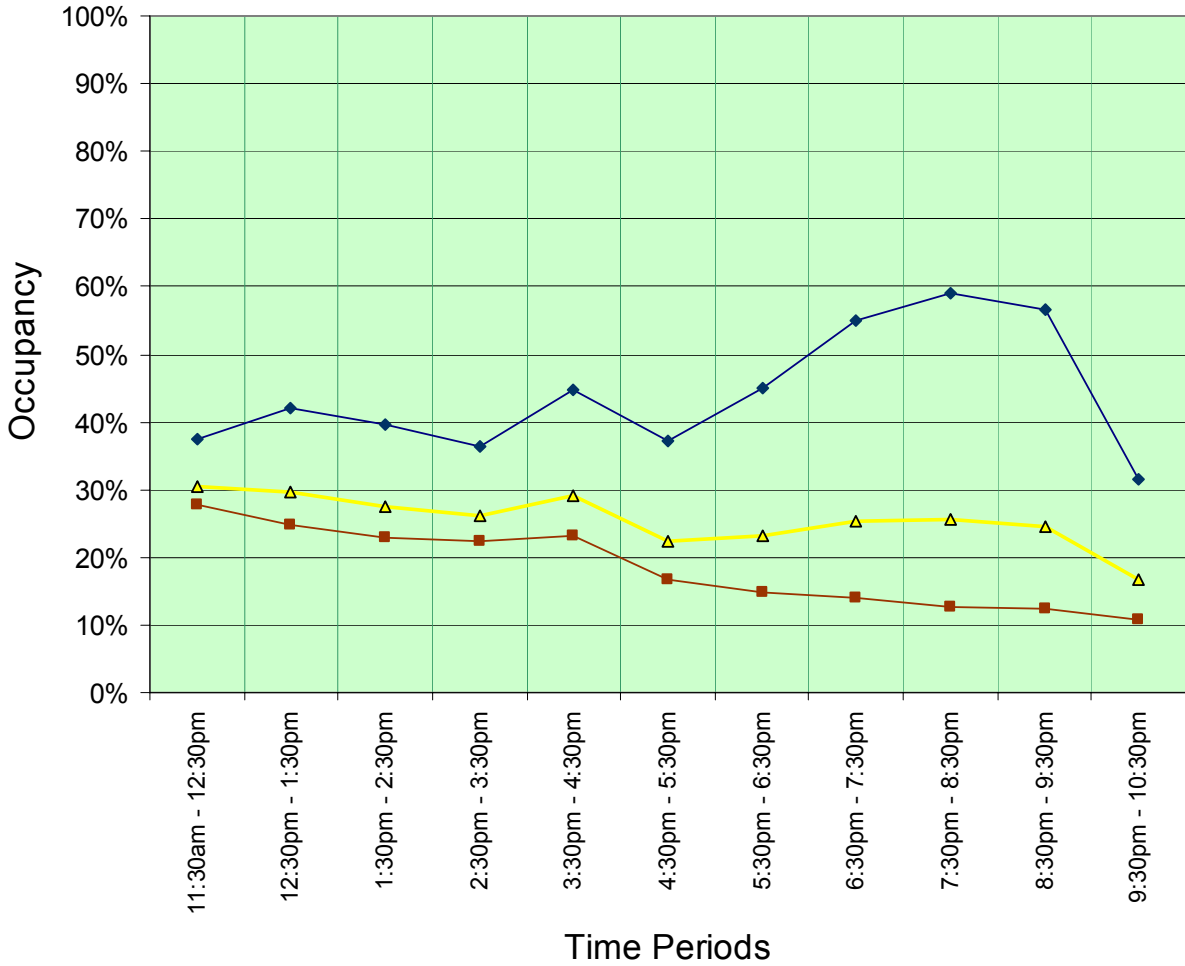


# Parking Utilization Core Zone Saturday only

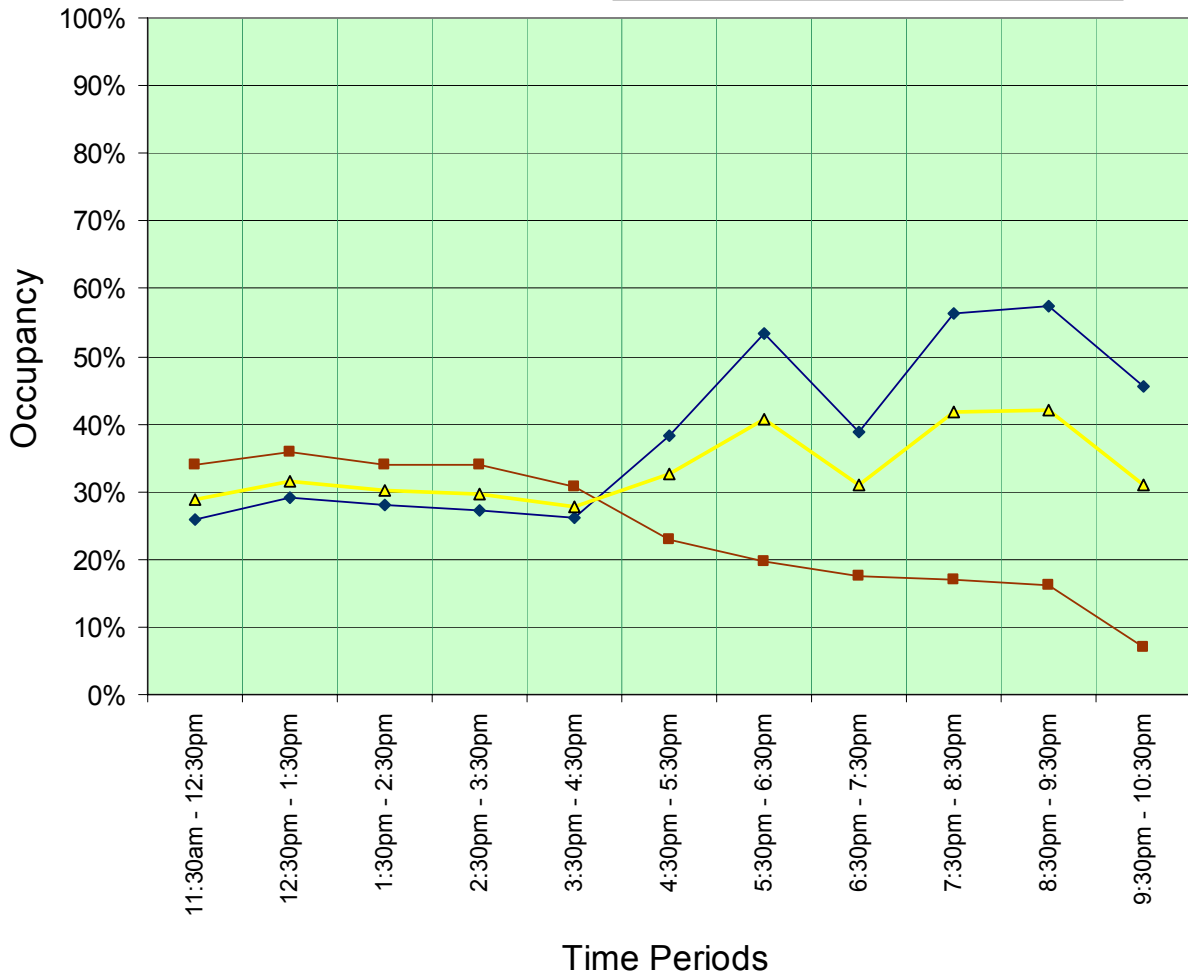
- On-Street Occupancy
- Off-Street Occupancy
- Combined Occupancy



## Parking Utilization Convention Ctr. Zone Saturday only



# Parking Utilization West End Zone Saturday only



# Parking Utilization Periphery Zone Saturday only

- On-Street Occupancy
- Off-Street Occupancy
- Combined Occupancy

