

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Discussion of the Light Rail Station Subareas Parking Study 2020 Update		
<b>DEPARTMENT:</b>	Public Works		
<b>PRESENTED BY:</b>	Kendra Dedinsky, City Traffic Engineer		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

Anticipating the increased demand for on-street parking resulting from the start of light rail service and the increased density around the light rail stations, Shoreline City Council allocated \$25,000 annually from 2018 through 2021 to study parking in the station areas. This study is designed to obtain baseline parking utilization information, identify current and anticipated future on-street parking capacity challenges, and identify tools to manage parking now and into the future within the light rail subareas. The first Light Rail Subareas Parking Study was discussed with the Council in October 2019.

The Light Rail Subareas Parking Study 2020 Update (Attachment A) provides updated 2020 parking utilization data (collected prior to COVID-19 impacts), updated enforcement data, updated on-street parking demand projections, actions completed since last study, and updated recommendations. Highlights from the updated study will be presented at tonight's meeting.

**RESOURCE/FINANCIAL IMPACT:**

There are no direct additional financial or resource impacts at this time. Additional parking capacity and utilization data will continue to be gathered in 2021, as funded under the Traffic Services budget. No additional resource is needed at this time to carry out the near-term recommendations described.

**RECOMMENDATION**

No action is required; this item is for discussion purposes only.

Approved By: City Manager **DT** City Attorney **MK**

## **BACKGROUND**

The first Light Rail Subareas Parking Study was discussed with the Council in October 2019 and is available at the following link: [October 28, 2019 staff report on Discussion of the Light Rail Station Subareas Parking Study](#). The first study provided thorough documentation of existing parking laws, codes, policies and practices, common parking management tools, on-street parking demand projections, and recommended near-term, mid-term, and long-term strategies to manage parking demand.

This updated study provides:

- Updated enforcement statistics;
- 2020 subarea on-street parking capacity and utilization data;
- Updated on-street parking demand projections;
- Actions completed since last study report out; and
- Updated recommendations.

## **DISCUSSION**

The following information provides a high-level summary of the Light Rail Station Subareas Parking Study 2020 Update (Attachment A) and resulting highlights and recommendations.

### **Demand**

A thorough on-street parking capacity and utilization data collection and analysis was performed for the 145<sup>th</sup> and 185<sup>th</sup> subareas, extending approximately ¼ mile beyond the rezoned boundaries of the subareas. The target for on-street occupancy is set at 70-85%, which is consistent with industry standards. Occupancy lower than this represents a City asset with underutilized capacity; an unbalanced cost in terms of maintenance and operations of the asset. At utilization over 85%, demand management strategies such as metering are typically used to ensure one to two open spaces per block can be found. A survey of two time periods is conducted to gauge residential versus business demand.

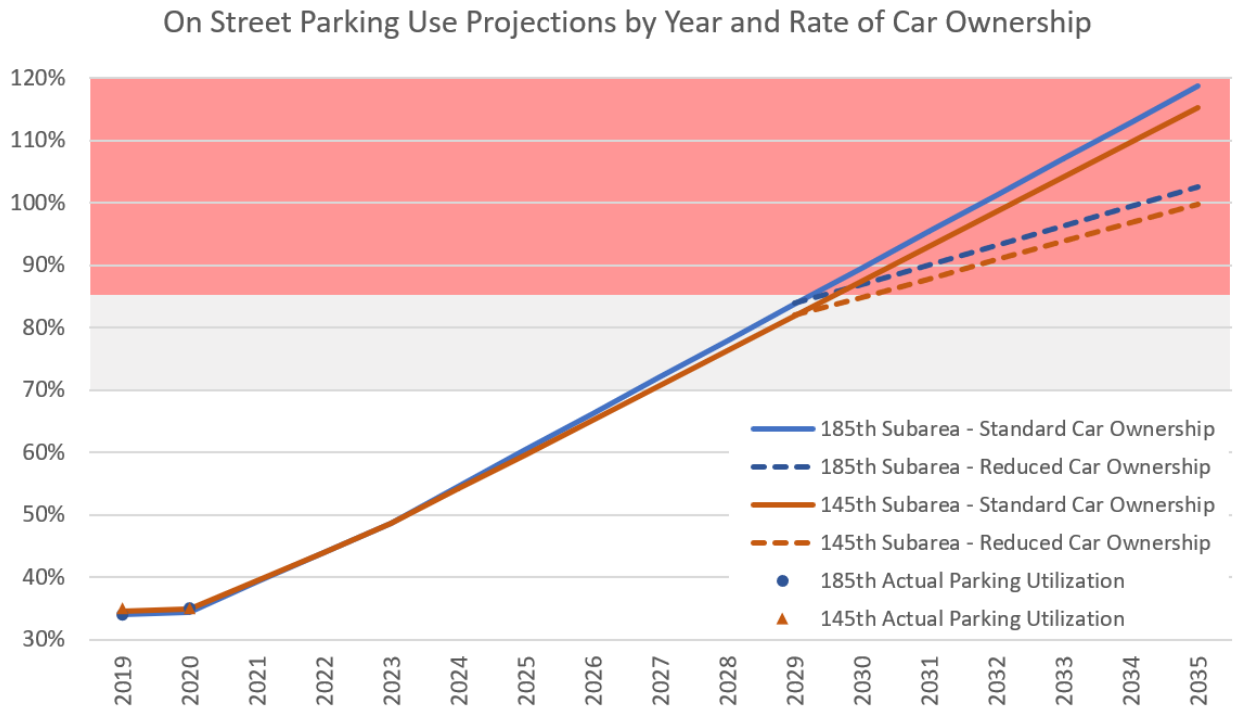
Table 1 below shows a summary of parking utilization data collected for both subareas, both time periods, and for both years of data collection. In general, the updated subarea parking supply continues to show a significant surplus of parking on most streets within and surrounding the subareas, with slightly higher utilization in the 185<sup>th</sup> Subarea in comparison to the 2019 survey. These results align with expectations as very little growth occurred in the 145<sup>th</sup> Subarea, and moderate growth occurred in the 185<sup>th</sup> Subarea, which added 101 new households.

*Table 1. Subareas Parking Utilization by Time of Day, Street Class, and Year*

	4-6 AM # Parked		10-12 PM # Parked		4-6 AM % Used		10-12 PM % Used	
	2019	2020	2019	2020	2019	2020	2019	2020
<b>145th - Local Streets</b>	1140	1146	818	819	36%	37%	26%	26%
<b>145th - Arterial Streets</b>	46	47	82	80	17%	18%	31%	30%
<b>145th - All Streets</b>	<b>1186</b>	<b>1193</b>	<b>900</b>	<b>899</b>	<b>35%</b>	<b>35%</b>	<b>26%</b>	<b>26%</b>
<b>185th - Local Streets</b>	961	121	714	804	35%	36%	26%	29%
<b>185th - Arterial Streets</b>	136	998	134	109	28%	25%	28%	23%
<b>185th - All Streets</b>	<b>1097</b>	<b>1119</b>	<b>848</b>	<b>913</b>	<b>34%</b>	<b>35%</b>	<b>26%</b>	<b>28%</b>

Out of 365 total street segments, 23 had occupancy greater than 85% for at least one period of the day (excluding streets with less than five vehicle capacity). In nearly every case, a nearby street with lower utilization is available within 1,000 feet or less.

Updated parking demand projections continue to show that even in more conservative scenarios, average parking utilization in both subareas is not expected to exceed 70% within the next five years. In addition, projections show that installation and use of parking meters is likely not feasible until 2029 or beyond, as 85% is commonly used as the threshold for parking meter feasibility. Projections will continue to be refined with additional household and parking utilization data gathered in 2021, and as part of the Sound Transit efforts before and after light rail opening.



*Figure 1. On Street Parking Demand Projections*

### Actions Completed

Staff have completed the following actions regarding parking management in Shoreline:

- Updates to the minimum monetary penalty for parking violations are complete and will help to offset the cost of dedicated parking enforcement staff anticipated for Light Rail Station opening to manage restricted parking zones and parking demand associated with light rail service. The first discussion of monetary penalty updates occurred on May 18, 2020 with adoption occurring on June 1, 2020. Ordinance No. 889 provides for these changes which include a \$40 minimum monetary penalty and \$25 delinquency penalty starting January 1, 2021. The Ordinance also provides for the increase to a \$50 minimum monetary penalty starting January 1, 2023.
- Restricted Parking Zone (RPZ) guidelines have been updated in preparation for expansion of this program around light rail stations.

### Recommendations

The following represent near-term (0-5 year) recommendations and include some updates to the prior report as noted:

1. Continue to utilize basic time of day and load zone parking restrictions as needed.
2. Continue to update RPZ policies, procedures and fees to prepare for anticipated new RPZ's surrounding light rail stations. While the policies and procedures have been updated, staff will be working on transitioning RPZ permit intake to the Planning and Community Development Permit Center in 2021.
3. Use existing study data to inform the Engineering Development Manual Street Matrix update process.
4. Explore potential development code updates to encourage or incentivize reduced car ownership.
5. Consider updating Transportation Master Plan policies around parking specific to land use context.
6. (NEW) Group subarea parking utilization reporting into smaller analysis zones.

In the 5-10 year range, staff recommends:

1. Potential implementation of special use zones for ride-share and ride-hail services.
2. Establishing basic real time parking information technology at light rail stations.
3. Dependent on actual growth, performing a feasibility analysis of metered parking in key locations.

In 10 or more years, staff recommends:

1. Implementing metered parking in key locations, dependent on growth and feasibility/financial analysis.
2. Expanding real time parking information systems, depending on market demand.

### **RESOURCE/FINANCIAL IMPACT**

There are no direct additional financial or resource impacts at this time. Additional parking capacity and utilization data will continue to be gathered in 2021, as funded under the Traffic Services budget. No additional resource is needed at this time to carry out the near-term recommendations described.

## **RECOMMENDATION**

No action is required; this item is for discussion purposes only.

## **ATTACHMENTS**

Attachment A – Light Rail Station Subareas Parking Study 2020 Update



## City of Shoreline

Light Rail Station Subareas Parking Study 2020 Update

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## Introduction

In March 2015 and September 2016, new zoning designations were established in the vicinity of the 185<sup>th</sup> Street station and the 145<sup>th</sup> Street station respectively. Anticipating the increased demand for on-street parking resulting from the opening of light rail stations and from increased density around the light rail stations, Shoreline City Council allocated \$25,000 annually from 2018 through 2021 to obtain baseline parking utilization information, identify current and anticipated future on-street parking capacity challenges, and discuss tools to manage parking now and into the future within the light rail subareas.

The first study, presented to Council in late October 2019, comprehensively documented:

- 1) Existing parking laws, codes, policies and practices
- 2) Common parking management tools
- 3) Parking enforcement statistics
- 4) 2019 subarea on-street parking capacity and utilization data
- 5) On-street parking demand projections
- 6) Recommended near-term, mid-term, and long-term strategies to manage parking demand

The full 2019 Light Rail Subareas Parking Study staff report is available online at:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport102819-9a.pdf>

This second update to the study effort includes:

- 1) Updated enforcement statistics
- 2) 2020 subarea on-street parking capacity and utilization data
- 3) Updated on-street parking demand projections
- 4) Actions completed since last study report out
- 5) Updated recommendations

This study only addresses motor vehicle parking on City streets and does not include information about bicycle or other types of unlicensed vehicle parking.

## Citywide On-Street Parking Statistics

Two data points that can be helpful in gauging on street parking activity and demand are regulatory parking sign installations, which are typically responsive to increased on-street parking activity, and parking tickets. As shown in Figure 1, installation of new parking signs continued to rise in 2019 but were



relatively low in 2020. Low installs in 2020 are likely in part due to Covid-19 impacts, but also due to resolution of many development related parking issues in 2019.

### New Parking Restriction Signs by Year

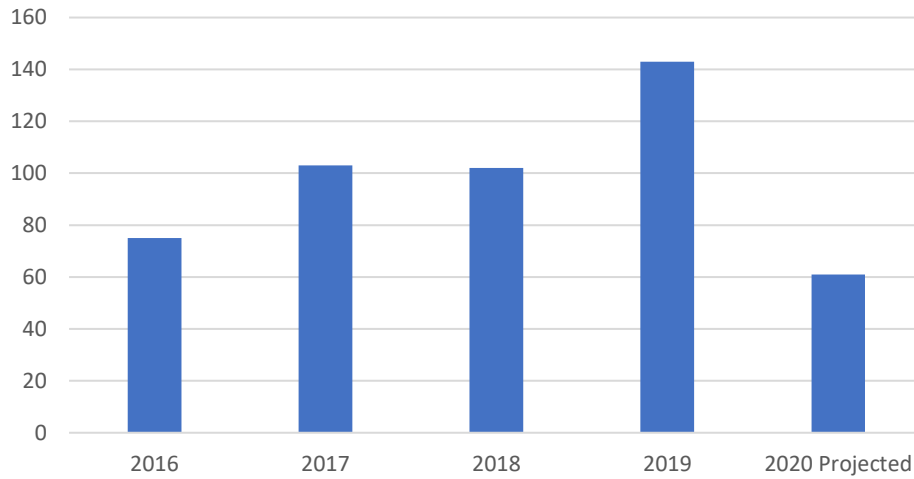


Figure 1. New parking restriction sign installations by year

Figure 2 shows parking tickets issued by year, which shows a continued upward trend for 2019. Parking enforcement was also discussed in more detail with Council at the May 18, 2020 Council Meeting regarding Model Traffic Ordinance amendments to increase the monetary penalty for parking violations. The staff report for the Model Traffic Ordinance amendments discussion is available online at:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2020/staffreport051820-8b.pdf>

### Parking Tickets Issued by Year

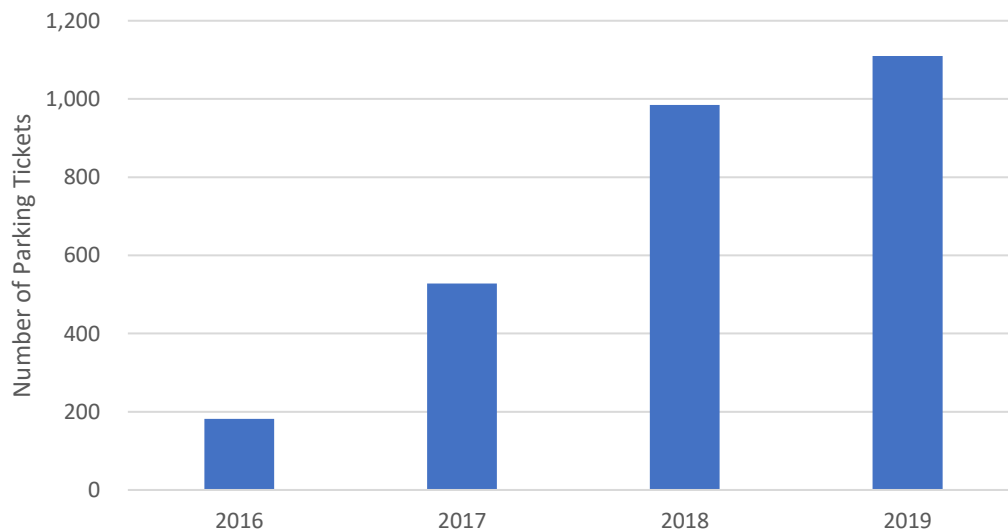


Figure 1. Parking tickets issued by year

## On-Street Parking Utilization – 2020 Update

Thorough on-street parking capacity and utilization data collection and analysis was performed for the 145<sup>th</sup> and 185<sup>th</sup> subareas, extending approximately ¼ mile surrounding the subareas. [Appendix A](#) provides a map showing the full extent of both study areas.

For the purposes of this inventory, on-street parking utilization is defined as the percentage of vehicles parked on-street during a set time period. The City of Shoreline does not formally designate or delineate individual spaces but compiled a space inventory that would exist if spaces were marked. These spaces are based on standard parking dimensions and reflect parking restrictions near intersections, driveways, and fire hydrants. Occupancy can be over 100% as vehicles sometimes park close together, illegally at 90-degree angle, or in illegal areas (i.e. too close to intersections or crossings).

The target occupancy, typically representing 1-2 open spaces per block, is 70% to 85%. This excess capacity helps address circling or “cruising” for parking, which has associated congestion and environmental impacts. Conversely, occupancy significantly lower than the target range represents a City asset that is being underutilized, representing an unbalanced cost in terms of maintenance and operations of the asset.

Recognizing that parking occupancy varies over the course of the day, parking occupancy is evaluated by time-of-day groupings. These groupings normally include early morning hours between 4-6AM to obtain residential demand and middle hours 10AM-2PM to obtain daytime demand. Parking data collection was performed in Winter of 2020, avoiding any holidays, and prior to the start of Covid-19 measures.

Table 1 shows household growth by year within each subarea; the main factor influencing on street parking at this time. Very few projects were completed for occupancy in the 2019 calendar year in the 145<sup>th</sup> Subarea, with just 9 added. The 185<sup>th</sup> Subarea added more, with 101 net new households certified for occupancy, but less than last year’s linear growth rate projection to meet 2035 subarea environmental impact statement thresholds.

*Table 1. Subarea Household Growth*

<b>Study Area Household Growth</b>	<b>145<sup>th</sup> Subarea</b>	<b>185<sup>th</sup> Subarea</b>
<b>2019 Households</b>	3467	3317
<b>2020 Households</b>	3476	3418

Table 2 displays results from both 2019 and 2020 parking utilization surveys. Given the relatively minor growth in both subareas, parking utilization remains relatively consistent with the 2019 report. In the 145<sup>th</sup> Subarea, the updated parking survey showed only a 1% difference at most for all streets and time periods. The 185<sup>th</sup> Subarea saw a little more change, with a 2% difference at most, which aligns with the higher level of household growth in that subarea.

Table 2. Summary Parking Utilization - 145th &amp; 185th Subareas

	4-6 AM # Parked		10-12 PM # Parked		4-6 AM % Used		10-12 PM % Used	
	2019	2020	2019	2020	2019	2020	2019	2020
<b>145th - Local Streets</b>	1140	1146	818	819	36%	37%	26%	26%
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As would be expected, parking utilization is highest in the hours representing residential parking demand but is still quite low for both subareas in 2020, at 35%. As residential streets make up the majority of the City street network, they also account for the majority of on-street parking.

Comprehensive street segment-specific results are provided in tabular form in [Appendix B](#) and are also mapped as shown in [Appendix C](#). As a whole, and consistent with the 2019 report, both subareas contain a significant surplus of available on-street parking. The 145<sup>th</sup> Subarea contained 18 segments exceeding 70%, with 9 segments exceeding 85% for at least one period. This represents no significant change from last report. The 185<sup>th</sup> Subarea contained 26 segments with utilization over 70%, with a net increase of 7 new segments in comparison to the last survey. Of these 26 segments, 14 had parking utilization over 85% for at least one period during the day. A list of specific segments with utilization over 70% is shown in [Appendix D](#). For streets with parking utilization over 85%, a lower utilized street is nearby, within approximately 1000 feet, in nearly every case.

## Projected On-Street Parking Capacity and Utilization

With the existing capacity and utilization conditions documented, as well as the underlying future growth thresholds established by the 145<sup>th</sup> and 185<sup>th</sup> Subarea Final Environmental Impact Statements, it is possible to estimate, at a very high level, potential impacts to on-street parking within and surrounding the subarea.

According to the most recent US Census Data, in King County an average of 2 vehicles per household are available. Using this information, in conjunction with existing household data, year 2035 household thresholds, code requirements for on-site parking for new construction (including reductions allowed when light rail stations are operating), and existing on-street parking capacity/utilization data, it is possible to broadly estimate parking demand year by year. Figure 3 shows 2 scenarios for each subarea; one in which car ownership remains at 2 vehicles per household, and another where it drops to 1.4 vehicles per new household by 2029. The differential in parking demand by 2035 under the two scenarios is approximately 16% for both subareas. The data tables for this figure and additional context for assumptions is provided as [Appendix E](#).

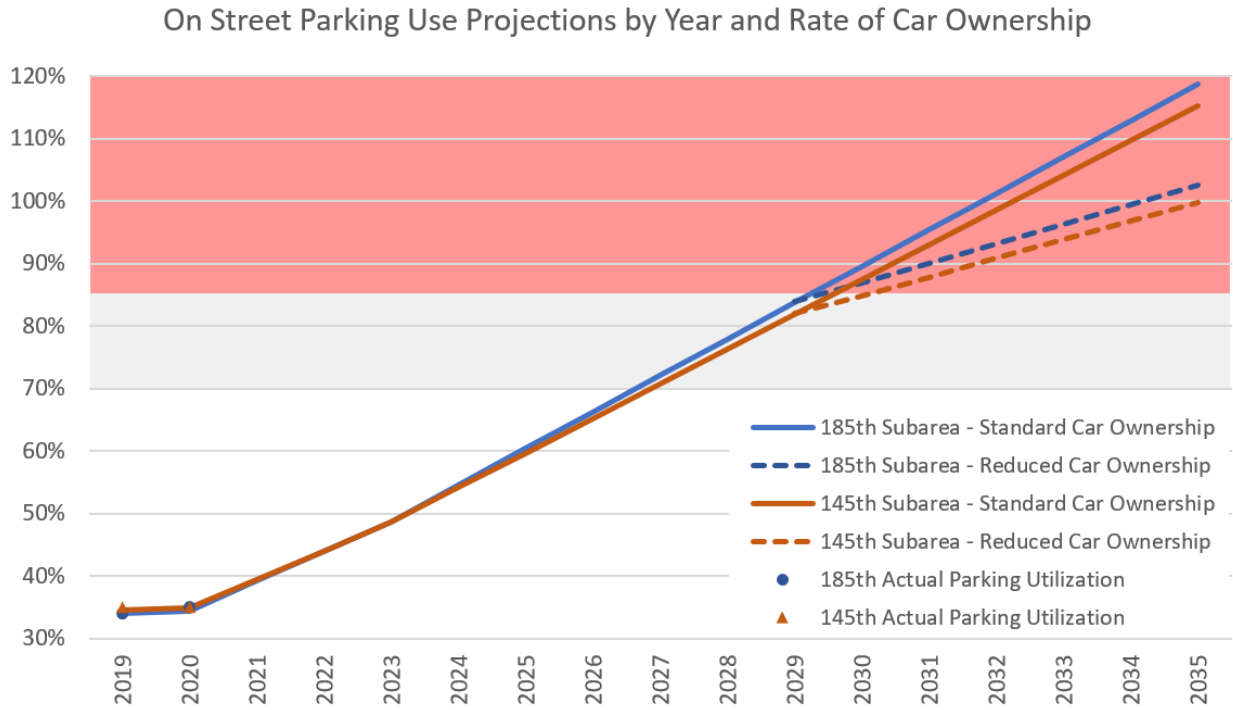


Figure 3. On-street parking demand projections

This projection provides useful information about when the subareas as a whole may begin to approach target and at-capacity on-street parking demand so the City can take the appropriate steps for proactive parking management, and guide provision of on-street parking associated with developer right-of-way improvements. This model can also be adjusted over time to more accurately reflect fluctuations in housing growth year by year which will allow for more accurate projections. It should be noted that the assumption for on-street parking capacity remains fixed in this projection. On-street parking capacity will change over time; in some cases, parking may be added with developer frontage improvements, or with consolidation of driveways, and in others it may be removed to accommodate bicycle facilities for example.

It should also be noted that increased parking demand generated by Sound Transit Light Rail stations is not accounted for. This is because hide-and-ride mitigation is planned to detour trips to the station once the parking garage is full.

### Conclusions & Recommendations

Household growth for the 2019 calendar year was low for the 145<sup>th</sup> Subarea, and relatively low for the 185<sup>th</sup> Subarea which resulted in little change from the prior year parking utilization report. As such, the conclusions and recommendations from the prior report hold true, however some additions and refinements have been made, as noted in xx. In addition, progress on near term actions is reported in blue italic text.

## Near-Term (0-5 years)

**1. Continue to utilize basic time of day and load zone parking restrictions as needed**

As redevelopment occurs, continue to assess need for load zone restrictions, or other time of day/day of week restrictions as needed. Assessment and implementation typically occur with review of Right-of-Way permits associated with frontage improvements.

*Status: In progress/ongoing.*

**2. Analyze and adopt a monetary penalty schedule for parking violations specific to City of Shoreline**

More thorough budget analysis would be performed as part of this process, which could help to inform enforcement staffing decisions. Any changes would come before Council for discussion and adoption. If adopted, the penalty schedule should be reviewed and adjusted as needed periodically.

*Status: Complete – the first discussion of the proposed monetary penalty updates occurred May 18, 2020 and the adoption occurred June 1<sup>st</sup>. Ordinance 889 documents these changes which reflect at \$40 minimum monetary penalty and \$25 delinquency penalty starting January 1<sup>st</sup>, 2021. The ordinance also documents the increase to a \$50 minimum monetary penalty starting January 1<sup>st</sup>, 2023.*

**3. Fund a position dedicated to parking management and enforcement**

Based on existing and anticipated need to enforce anticipated restricted parking zones (RPZ's) around Sound Transit Light Rail Stations, staff recommends funding a part time position **by 2024**, dependent on the financial analysis and outcomes of revising the parking violation monetary penalty. The position should be periodically reviewed with biennium budget process to determine if/when additional staff resource is needed.

*Status: In progress – revisions to the parking violation monetary penalty will help to offset the cost of a new dedicated parking enforcement position. Through financial analysis conducted for the monetary penalty changes, and discussions with Council, the goal is now to fund a position by the time light rail opens.*

**4. Update RPZ policies, procedures and fees to prepare for anticipated new RPZ's surrounding light rail stations**

The City currently manages a small RPZ near Shoreline Community College, however the program framework is cumbersome for both staff and residents. Updating the policies, procedures and fees will allow for a more predictable and scalable RPZ program in order to be responsive to the new demands of the light rail stations and surrounding redevelopment. Public Works Staff will also work with Planning and Community Development staff to migrate RPZ permit intake from Public Works to Planning and Community Development as this represents the only permit that Public Works currently takes in directly. In accordance with these RPZ updates, implement new zones as part of Sound Transit Hide-and-Ride mitigation commitment, following Sound Transit's study efforts.

*Status: In progress – RPZ guidelines have been updated and are online at:*

[www.shorelinewa.gov/government/departments/public-works/traffic-services/parking](http://www.shorelinewa.gov/government/departments/public-works/traffic-services/parking)

*Public Works and Planning and Community Development staff will work together in 2021 to move permitting of RPZ's to the 3<sup>rd</sup> floor and formalize procedures and associated fees.*

**5. Use existing study data to inform the Engineering Development Manual Street Matrix update process**

This will be an ongoing effort, using parking data to inform where on-street parking is needed and should be included as part of frontage improvements. Parking utilization data will continue to be collected through 2021 which will provide additional context for this process.

*Status: In progress/ongoing.*

**6. Consider updating Transportation Master Plan parking policies specific to land use context**

The City may wish to expand upon or reframe policy T36 in order to allow for a more nuanced approach to parking prioritization as it relates to adjacent land use.

*Status: In progress – TMP process has begun.*

**7. Explore potential development code revisions to encourage reduced car ownership**

Existing code should be examined for unintended consequences that effectively increase traffic volumes and car ownership. This could include but is not limited to, options to incentivize lower car ownership, removing the current code provision restricting unbundling parking for the interior portion of the subareas to reduce car ownership, and/or expanding on criteria for reduced or revised on-site parking requirements. Fee-in-lieu or other programs could provide a mechanism for shifting private investments from the traditional individual owned car structure to more sustainable modes like walking, biking, transit, car-share or other alternatives.

*Status: Not started – PCD and Public works will be reviewing code regarding unbundling parking from rental prices in 2021.*

**8. Group subarea parking utilization reporting into smaller analysis zones**

*For the final report out, and in preparation for upcoming Sound Transit parking studies, create smaller geographic groupings within each subarea for utilization analysis. This will better reflect the impacts around pockets of development and will allow for better planning and quicker response to areas with emerging parking capacity issues.*

**Mid-Term (5-10 years)**

Dependent on growth and light rail station impacts, the following represent potential actions for the mid-term timeframe of 5-10 years.

**1. Potential implementation of special use zones**

Around light rail stations or other major trip generators, identify key locations for designating curb space for car-share and ride-hail services to maintain safe, consistent, user-friendly transportation options.

**2. Establish basic real time parking information technology**

If not already implemented or planned within the 5-10 year timeframe, work with Sound Transit to establish real time information for their parking garages in Shoreline to reduce unnecessary trips on City Streets and provide useful information to drivers/riders.

**3. Depending on growth, perform a feasibility analysis of metered parking in key locations**

If growth is generally on-track with or exceeding projections, collect new parking utilization and demand data in 2028 to determine if metered parking is viable. If utilization shows metered parking may be viable based on demand, prepare more detailed implementation strategy and financial analysis for follow up Council action.

**Long-Term (10+ years)**

Dependent on growth and status of mid-term recommendations, the following represent potential actions to take in the mid-term timeframe of greater than 10 years.

**1. Implement metered parking in key locations**

If warranted, begin implementation of metered parking program in high-demand locations within subarea.

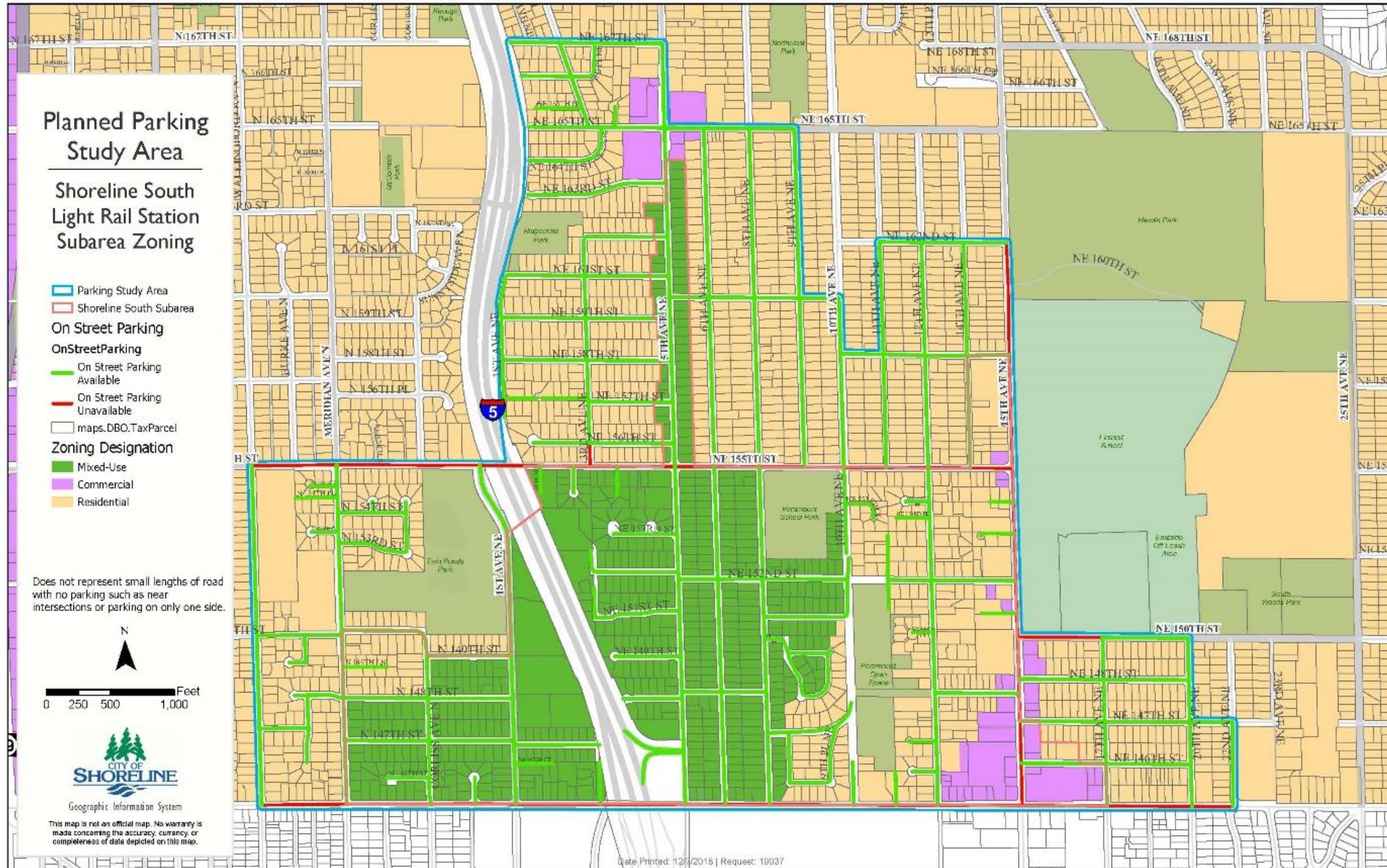
**2. Expand real time parking information**

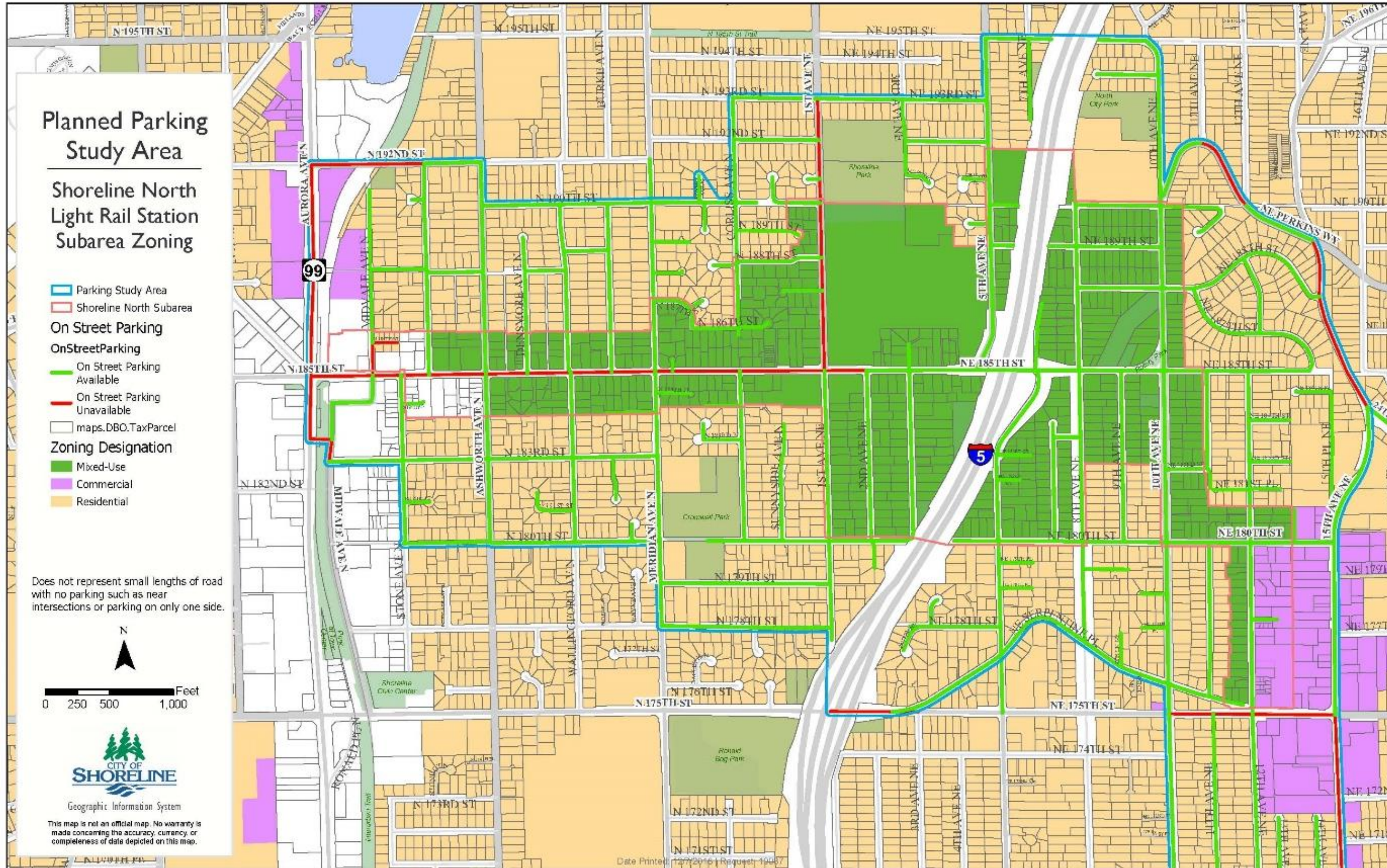
Depending on the private infrastructure and market demand, potentially form public-private partnerships to expand real time parking information program. [Explore big data technology to provide opportunities for real time information with regard to on-street parking.](#)

Appendices A-E



Appendix A – 145th & 185th Parking Study Area





## Appendix B – Tabular Parking Survey Results by Street Segment

Appendix B - Parking Survey Results - 145th Zone

STREET SEGMENT NAME	COMPKEY	AssetID	Both Sides spc	4am-6am #	4AM-6AM %	10am-Noon #	Daytime %
10TH AVE NE FROM NE 151ST ST TO NE 152ND ST	1332	ST-1334	12	0	0%	0	0%
10TH AVE NE FROM NE 152ND ST TO STREET END	53757	ST-2184	6	3	50%	2	33%
10TH AVE NE FROM STREET END TO NE 153RD CT	53757	ST-1123	17	4	24%	2	12%
10TH AVE NE FROM NE 153RD CT TO NE 155TH ST	1333	ST-1962	5	2	40%	1	20%
10TH AVE NE FROM NE 155TH ST TO NE 158TH ST	1334	ST-552	37	19	51%	15	41%
10TH AVE NE FROM NE 158TH ST TO NE 160TH ST	1335	ST-29	29	16	55%	9	31%
11TH AVE NE FROM NE 155TH ST TO NE 158TH ST	1362	ST-629	37	20	54%	15	41%
11TH AVE NE FROM NE 158TH ST TO NE 162ND ST	1363	ST-157	42	17	40%	5	12%
12TH AVE NE FROM NE 145TH ST TO NE 146TH ST	1375	ST-471	4	2	50%	2	50%
12TH AVE NE FROM NE 146TH ST TO NE 147TH ST	1376	ST-297	15	2	13%	6	40%
12TH AVE NE FROM NE 147TH ST TO NE 148TH ST	52935	ST-103	15	1	7%	0	0%
12TH AVE NE FROM NE 148TH ST TO NE 150TH CT	1377	ST-817	23	7	30%	5	22%
12TH AVE NE FROM NE 150TH CT TO NE 152ND ST	1378	ST-1677	13	1	8%	1	8%
12TH AVE NE FROM NE 152ND ST TO NE 153RD PL	52958	ST-467	28	0	0%	0	0%
12TH AVE NE FROM NE 153RD PL TO NE 154TH ST	52959	ST-259	6	0	0%	1	17%
12TH AVE NE FROM NE 154TH ST TO NE 155TH ST	1379	ST-1248	8	1	13%	1	13%
12TH AVE NE FROM NE 155TH ST TO NE 158TH ST	1380	ST-2093	41	4	10%	7	17%
12TH AVE NE FROM NE 158TH ST TO NE 162ND ST	1381	ST-1320	27	4	15%	2	7%
14TH AVE NE FROM NE 155TH ST TO NE 158TH ST	1415	ST-1935	40	14	35%	12	30%
14TH AVE NE FROM NE 158TH ST TO NE 162ND ST	1416	ST-1661	39	19	49%	11	28%
17TH AVE NE FROM NE 145TH ST TO NE 146TH ST	1480	ST-380	8	0	0%	0	0%
17TH AVE NE FROM NE 146TH ST TO NE 147TH ST	1481	ST-698	2	0	0%	0	0%
17TH AVE NE FROM NE 147TH ST TO NE 148TH ST	1482	ST-1979	7	1	14%	1	14%
17TH AVE NE FROM NE 148TH ST TO NE 150TH ST	1483	ST-2371	7	6	86%	1	14%
2ND AVE NE FROM STREET END TO NE 155TH ST	1147	ST-1937	12	1	8%	2	17%
20TH AVE NE FROM NE 145TH ST TO NE 146TH ST	1513	ST-1348	6	4	67%	5	83%
20TH AVE NE FROM NE 146TH ST TO NE 147TH ST	1514	ST-699	15	3	20%	1	7%
20TH AVE NE FROM NE 147TH ST TO NE 148TH ST	15986	ST-916	20	5	25%	2	10%
20TH AVE NE FROM NE 148TH ST TO NE 150TH ST	1515	ST-1066	19	1	5%	1	5%
22ND AVE NE FROM NE 145TH ST TO NE 147TH ST	1542	ST-382	46	12	26%	7	15%
3RD AVE NE FROM NE 151ST ST TO STREET END	1165	ST-1977	Closed	0	Closed	0	Closed
3RD AVE NE FROM NE 155TH ST TO NE 156TH ST	1166	ST-1669	4	0	0%	0	0%
3RD AVE NE FROM NE 156TH ST TO NE 157TH ST	1167	ST-801	12	8	67%	3	25%
3RD AVE NE FROM NE 157TH ST TO NE 158TH ST	1168	ST-1664	17	6	35%	3	18%
3RD AVE NE FROM NE 158TH ST TO NE 159TH ST	1169	ST-1659	19	7	37%	2	11%
3RD AVE NE FROM NE 159TH ST TO NE 161ST ST	1170	ST-796	17	7	41%	3	18%
3RD AVE NE FROM NE 161ST ST TO NE 162ND ST	1171	ST-623	13	4	31%	2	15%
3RD AVE NE FROM NE 165TH ST TO NE 165TH PL	1172	ST-596	9	0	0%	0	0%
3RD AVE NE FROM NE 165TH PL TO NE 166TH ST	1172	ST-875	13	3	23%	1	8%
3RD PL NE FROM NE 166TH ST TO NE 167TH ST	1205	ST-1042	10	6	60%	5	50%
4TH AVE NE FROM NE 164TH ST TO NE 165TH ST	1208	ST-1603	12	1	8%	1	8%
4TH AVE NE FROM NE 165TH ST TO STREET END	15899	ST-1648	7	5	71%	3	43%
6TH AVE NE FROM NE 145TH ST TO NE 148TH ST	1263	ST-688	36	18	50%	15	42%
6TH AVE NE FROM NE 148TH ST TO NE 152ND ST	1264	ST-1680	42	27	64%	18	43%
6TH AVE NE FROM NE 152ND ST TO NE 155TH ST	1265	ST-260	38	26	68%	21	55%
6TH AVE NE FROM NE 155TH ST TO NE 160TH ST	1266	ST-804	82	19	23%	14	17%
6TH AVE NE FROM NE 160TH ST TO NE 165TH ST	1267	ST-794	76	26	34%	15	20%
8TH AVE NE FROM NE 145TH ST TO NE 147TH ST	1290	ST-960	29	3	10%	5	17%
8TH AVE NE FROM NE 147TH ST TO NE 148TH ST	1291	ST-1253	14	4	29%	4	29%
8TH AVE NE FROM NE 148TH ST TO NE 150TH ST	1292	ST-578	13	7	54%	5	38%
8TH AVE NE FROM NE 150TH ST TO NE 151ST ST	1293	ST-2425	7	7	100%	6	86%
8TH AVE NE FROM NE 151ST ST TO NE 152ND ST	1294	ST-515	13	5	38%	2	15%
8TH AVE NE FROM NE 152ND ST TO NE 155TH ST	1295	ST-951	43	8	19%	4	9%
8TH AVE NE FROM NE 155TH ST TO NE 160TH ST	1296	ST-874	70	21	30%	13	19%
8TH AVE NE FROM NE 160TH ST TO NE 165TH ST	1297	ST-567	79	20	25%	14	18%
9TH AVE NE FROM NE 146TH ST TO NE 147TH ST	1322	ST-1688	18	2	11%	2	11%
9TH AVE NE FROM NE 148TH ST TO NE 150TH ST	1323	ST-32	16	7	44%	6	38%
9TH AVE NE FROM NE 150TH ST TO NE 150TH ST	1324	ST-294	3	0	0%	0	0%

STREET SEGMENT NAME	COMPKEY	AssetID	Both Sides spc	4am-6am #	4AM-6AM %	10am-Noon #	Daytime %
9TH AVE NE FROM NE 155TH ST TO NE 160TH ST	1325	ST-2089	86	32	37%	15	17%
9TH AVE NE FROM NE 160TH ST TO NE 165TH ST	1326	ST-26	75	41	55%	25	33%
9TH PL NE FROM NE 146TH ST TO NE 147TH ST	1329	ST-1072	18	6	33%	2	11%
9TH PL NE FROM NE 148TH ST TO NE 150TH ST	1330	ST-1681	14	5	36%	2	14%
9TH PL NE FROM NE 150TH ST TO STREET END	15969	ST-2505	1	1	100%	1	100%
BAGLEY PL N FROM N 154TH ST TO STREET END	2495	ST-155	4	6	150%	1	25%
BURKE AVE N FROM N FROM STREET END TO N 147TH ST	2501	ST-636	12	4	33%	2	17%
BURKE AVE N FROM N 147TH ST TO N 148TH ST	2502	ST-1341	12	3	25%	1	8%
BURKE AVE N FROM N 149TH ST TO N 150TH ST	2503	ST-811	5	2	40%	2	40%
CORLISS AVE N FROM N 145TH ST TO N 146TH ST	2521	ST-299	8	2	25%	3	38%
CORLISS AVE N FROM N 146TH ST TO N 147TH ST	2522	ST-1504	13	1	8%	1	8%
CORLISS AVE N FROM N 147TH ST TO N 148TH ST	2523	ST-2490	24	2	8%	2	8%
CORLISS AVE N FROM N 148TH ST TO N 149TH ST	2524	ST-2370	12	10	83%	7	58%
CORLISS AVE N FROM N 149TH ST TO N 150TH ST	2525	ST-1939	10	2	20%	2	20%
CORLISS PL N FROM N 153RD ST TO N 154TH ST	2544	ST-92	12	6	50%	7	58%
CORLISS PL N FROM N 154TH ST TO STREET END	2545	ST-412	2	3	150%	1	50%
N 146TH ST FROM STREET END TO CORLISS AVE N	1649	ST-295	13	10	77%	5	38%
N 147TH ST FROM CORLISS AVE N TO 1ST AVE NE	1658	ST-264	30	7	23%	28	93%
N 147TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	1657	ST-1342	27	10	37%	8	30%
N 147TH ST FROM WALLINGFORD AV N TO BURKE AVE N	1656	ST-1682	19	0	0%	0	0%
N 148TH ST FROM STREET END TO BURKE AVE N	1676	ST-667	5	3	60%	2	40%
N 148TH ST FROM BURKE AVE N TO MERIDIAN AVE N	1675	ST-1785	5	3	60%	1	20%
N 148TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	1677	ST-633	29	18	62%	6	21%
N 148TH ST FROM CORLISS AVE N TO 1ST AVE NE	1678	ST-2442	19	6	32%	3	16%
N 149TH ST FROM STREET END TO BURKE AVE N	1688	ST-1940	3	0	0%	1	33%
N 149TH ST FROM CORLISS AVE N TO 1ST AVE NE	1689	ST-1679	19	13	68%	12	63%
N 150TH ST FROM WALLINGFORD AV N TO BURKE AVE N	1702	ST-2494	8	5	63%	6	75%
N 150TH ST FROM BURKE AVE N TO MERIDIAN AVE N	1703	ST-2502	12	0	0%	11	92%
N 150TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	1704	ST-2501	24	10	42%	6	25%
N 153RD PL FROM STREET END TO MERIDIAN AVE N	1730	ST-156	3	4	133%	1	33%
N 153RD ST FROM MERIDIAN AVE N TO CORLISS PL N	1725	ST-33	22	12	55%	4	18%
N 154TH ST FROM MERIDIAN AVE N TO BAGLEY PL N	1731	ST-1247	11	3	27%	2	18%
N 154TH ST FROM BAGLEY PL N TO CORLISS PL N	1732	ST-631	15	2	13%	2	13%
NE 146TH ST FROM 9TH AVE NE TO 9TH PL NE	1650	ST-824	7	7	100%	6	86%
NE 146TH ST FROM STREET END TO 12TH AVE NE	1651	ST-639	8	4	50%	1	13%
NE 146TH ST FROM 15TH AVE NE TO 17TH AVE NE	1652	ST-269	26	9	35%	12	46%
NE 146TH ST FROM 17TH AVE NE TO 20TH AVE NE	1653	ST-1686	25	12	48%	8	32%
NE 147TH ST FROM 1ST AVE NE TO STREET END	1655	ST-1981	34	9	26%	8	24%
NE 147TH ST FROM 8TH AVE NE TO 9TH AVE NE	1659	ST-517	7	1	14%	1	14%
NE 147TH ST FROM 9TH AVE NE TO 9TH PL NE	1660	ST-1254	14	6	43%	4	29%
NE 147TH ST FROM 9TH PL NE TO STREET END	1661	ST-1946	14	2	14%	2	14%
NE 147TH ST FROM 15TH AVE NE TO 17TH AVE NE	1662	ST-1343	24	14	58%	12	50%
NE 147TH ST FROM 17TH AVE NE TO 20TH AVE NE	1663	ST-917	20	17	85%	14	70%
NE 147TH ST FROM 20TH AVE NE TO 22ND AVE NE	1664	ST-2367	20	2	10%	0	0%
NE 148TH ST FROM STREET END TO 5TH AVE NE	1679	ST-580	Closed	0	Closed	0	Closed
NE 148TH ST FROM 5TH AVE NE TO 6TH AVE NE	1680	ST-2441	11	4	36%	1	9%
NE 148TH ST FROM 6TH AVE NE TO 8TH AVE NE	1681	ST-1065	15	5	33%	2	13%
NE 148TH ST FROM 9TH AVE NE TO 9TH PL NE	1682	ST-1252	15	8	53%	6	40%
NE 148TH ST FROM 12TH AVE NE TO 15TH AVE NE	1683	ST-818	24	21	88%	19	79%
NE 148TH ST FROM 15TH AVE NE TO 17TH AVE NE	1684	ST-685	34	25	74%	23	68%
NE 148TH ST FROM 17TH AVE NE TO 20TH AVE NE	1685	ST-686	27	14	52%	12	44%
NE 149TH ST FROM STREET END TO 5TH AVE NE	1690	ST-813	25	19	76%	12	48%
NE 150TH ST FROM 8TH AVE NE TO 9TH AVE NE	1705	ST-2504	3	0	0%	0	0%
NE 150TH ST FROM 9TH AVE NE TO 9TH PL NE	1706	ST-2428	10	0	0%	0	0%
NE 151ST ST FROM 3RD AVE NE TO 5TH AVE NE	1715	ST-263	24	19	79%	12	50%
NE 151ST ST FROM 8TH AVE NE TO 10TH AVE NE	1716	ST-1493	34	18	53%	10	29%
NE 152ND ST FROM 3RD AVE NE TO 5TH AVE NE	1718	ST-1489	30	4	13%	5	17%
NE 152ND ST FROM 5TH AVE NE TO 6TH AVE NE	1719	ST-1331	8	6	75%	1	13%

STREET SEGMENT NAME	COMPKEY	AssetID	Both Sides spc	4am-6am #	4AM-6AM %	10am-Noon #	Daytime %
NE 152ND ST FROM 6TH AVE NE TO 8TH AVE NE	1720	ST-2423	17	2	12%	1	6%
NE 152ND ST FROM 8TH AVE NE TO 10TH AVE NE	1721	ST-952	31	8	26%	6	19%
NE 152ND ST FROM 11TH AVE NE TO 12TH AVE NE	1722	ST-953	11	3	27%	1	9%
NE 152ND ST FROM 12TH AVE NE TO 15TH AVE NE	1723	ST-468	18	18	100%	16	89%
NE 153RD ST FROM STREET END TO 5TH AVE NE	1726	ST-2096	21	7	33%	2	10%
NE 154TH ST FROM STREET END TO 12TH AVE NE	1733	ST-994	5	2	40%	2	40%
NE 156TH ST FROM STREET END TO 3RD AVE NE	1766	ST-466	16	5	31%	1	6%
NE 156TH ST FROM 3RD AVE NE TO 5TH AVE NE	1767	ST-1063	32	16	50%	7	22%
NE 157TH ST FROM 3RD AVE NE TO 5TH AVE NE	1777	ST-869	28	15	54%	13	46%
NE 158TH ST FROM 1ST AVE NE TO 3RD AVE NE	1780	ST-1660	33	10	30%	7	21%
NE 158TH ST FROM 3RD AVE NE TO 5TH AVE NE	1781	ST-88	36	15	42%	8	22%
NE 158TH ST FROM 10TH AVE NE TO 11TH AVE NE	1782	ST-158	7	0	0%	0	0%
NE 158TH ST FROM 11TH AVE NE TO 12TH AVE NE	1783	ST-159	15	7	47%	5	33%
NE 158TH ST FROM 12TH AVE NE TO 14TH AVE NE	1784	ST-798	20	2	10%	6	30%
NE 158TH ST FROM 14TH AVE NE TO 15TH AVE NE	1785	ST-1321	11	3	27%	2	18%
NE 159TH ST FROM 1ST AVE NE TO 3RD AVE NE	1794	ST-569	33	14	42%	10	30%
NE 159TH ST FROM 3RD AVE NE TO 5TH AVE NE	1795	ST-1237	28	9	32%	6	21%
NE 160TH ST FROM 5TH AVE NE TO 6TH AVE NE	1811	ST-566	15	4	27%	3	20%
NE 160TH ST FROM 6TH AVE NE TO 8TH AVE NE	1812	ST-25	22	7	32%	4	18%
NE 160TH ST FROM 8TH AVE NE TO 9TH AVE NE	1813	ST-568	18	9	50%	4	22%
NE 160TH ST FROM 9TH AVE NE TO 10TH AVE NE	1814	ST-1926	14	0	0%	0	0%
NE 161ST ST FROM 1ST AVE NE TO 3RD AVE NE	1825	ST-624	27	13	48%	9	33%
NE 161ST ST FROM 3RD AVE NE TO 5TH AVE NE	1826	ST-510	28	14	50%	6	21%
NE 162ND ST FROM 3RD AVE NE TO 5TH AVE NE	1828	ST-256	31	20	65%	10	32%
NE 162ND ST FROM 11TH AVE NE TO 12TH AVE NE	1830	ST-791	17	0	0%	0	0%
NE 162ND ST FROM 12TH AVE NE TO 14TH AVE NE	1831	ST-1053	18	4	22%	1	6%
NE 162ND ST FROM 14TH AVE NE TO 15TH AVE NE	1832	ST-574	17	1	6%	1	6%
NE 163RD ST FROM STREET END TO 5TH AVE NE	1845	ST-670	47	15	32%	8	17%
NE 164TH ST FROM STREET END TO 4TH AVE NE	1850	ST-562	14	2	14%	1	7%
NE 165TH ST FROM STREET END TO 3RD AVE NE	1862	ST-1647	10	4	40%	3	30%
NE 165TH ST FROM 3RD AVE NE TO 4TH AVE NE	1863	ST-783	1	0	0%	0	0%
NE 165TH ST FROM 4TH AVE NE TO 4TH AVE NE	53153	ST-1649	1	0	0%	1	100%
NE 165TH ST FROM 4TH AVE NE TO 5TH AVE NE	1864	ST-2033	15	5	33%	14	93%
NE 165TH PL FROM STREET END TO 3RD AVE NE	15898	ST-911	6	2	33%	2	33%
NE 166TH ST FROM 3RD AVE NE TO 3RD PL NE	1887	ST-910	9	0	0%	0	0%
NE 167TH ST FROM 3RD PL NE TO 5TH AVE NE	1904	ST-405	19	7	37%	7	37%
SUNNYSIDE AVE N FROM N 145TH ST TO STREET END	2826	ST-1708	13	7	54%	6	46%
WALLINGFORD AV N FROM N 145TH ST TO N 147TH ST	2831	ST-162	25	5	20%	4	16%
WALLINGFORD AV N FROM N 147TH ST TO N 150TH ST	2832	ST-581	28	4	14%	2	7%
WALLINGFORD AV N FROM N 150TH ST TO N 155TH ST	2833	ST-1978	50	13	26%	13	26%

STREET SEGMENT NAME	COMPKEY	AssetID	INVENTORY				3:30-6AM COUNTS				3:30-6AM DEMAND				10-11AM COUNTS				10-11AM Demand			
			N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E
1ST AVE NE FROM N 145TH ST TO NE 146TH CT	1106	ST-300			2	6			0	0			0%	0%			4	1			200%	17%
1ST AVE NE FROM NE 146TH CT TO N 147TH ST	58269	ST-1707			NP	3			NP	1			NP	33%			NP	2			NP	67%
1ST AVE NE FROM N 147TH ST TO N 148TH ST	1107	ST-1947			7	NP			2	NP			29%	NP			0	NP			0%	NP
1ST AVE NE FROM N 148TH ST TO N 149TH ST	1108	ST-635			8	NP			4	NP			50%	NP			4	NP			50%	NP
1ST AVE NE FROM N 149TH ST TO N 155TH ST	1109	ST-834			52	NP			0	NP			0%	NP			13	NP			25%	NP
5TH AVE NE FROM NE 145TH ST TO 145TH ST I-5 RP	1215	ST-687			NP	5			NP	1			NP	20%			NP	1			NP	20%
5TH AVE NE FROM 145TH ST I-5 RP TO NE 148TH ST	52833	ST-918			2	4			0	2			0%	50%			0	2			0%	50%
5TH AVE NE FROM NE 148TH ST TO NE 148TH ST	1217	ST-1498			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE FROM NE 148TH ST TO NE 149TH ST	1216	ST-634			6	4			1	0			17%	0%			1	0			17%	0%
5TH AVE NE FROM NE 149TH ST TO NE 151ST ST	1218	ST-2369			5	5			0	1			0%	20%			0	0			0%	0%
5TH AVE NE FROM NE 151ST ST TO NE 152ND ST	1219	ST-514			2	4			0	2			0%	50%			0	1			0%	25%
5TH AVE NE FROM NE 152ND ST TO NE 152ND ST	1221	ST-513			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE FROM NE 152ND ST TO NE 153RD ST	1220	ST-807			7	6			0	2			0%	33%			1	1			14%	17%
5TH AVE NE FROM NE 153RD ST TO NE 155TH ST	1222	ST-2095			NP	4			NP	1			NP	25%			NP	2			NP	50%
5TH AVE NE FROM NE 155TH ST TO NE 156TH ST	1223	ST-2092			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE FROM NE 156TH ST TO NE 157TH ST	1224	ST-2098			NP	1			NP	2			NP	200%			NP	0			NP	0%
5TH AVE NE FROM NE 157TH ST TO NE 158TH ST	1225	ST-1971			NP	7			NP	0			NP	0%			NP	1			NP	14%
5TH AVE NE FROM NE 158TH ST TO NE 159TH ST	1226	ST-2352			NP	4			NP	2			NP	50%			NP	2			NP	50%
5TH AVE NE FROM NE 159TH ST TO NE 160TH ST	1227	ST-2443			NP	2			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE FROM NE 160TH ST TO NE 161ST ST	1228	ST-913			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE FROM NE 161ST ST TO NE 162ND ST	1229	ST-1055			7	NP			3	NP			43%	NP			2	NP			29%	NP
5TH AVE NE FROM NE 162ND ST TO NE 163RD ST	1230	ST-1909			8	NP			5	NP			63%	NP			3	NP			38%	NP
5TH AVE NE FROM NE 163RD ST TO NE 165TH ST	1231	ST-1905			NP	4			NP	0			NP	0%			NP	1			NP	25%
5TH AVE NE FROM NE 165TH ST TO NE 167TH ST	1232	ST-2429			7	8			0	7			0%	88%			4	6			57%	75%
MERIDIAN AVE N FROM N 145TH ST TO N 147TH ST	2734	ST-97			7	11			0	0			0%	0%			0	7			0%	64%
MERIDIAN AVE N FROM N 147TH ST TO N 148TH ST	2696	ST-2366			2	9			1	2			50%	22%			0	0			0%	0%
MERIDIAN AVE N FROM N 148TH ST TO N 149TH LN	2697	ST-2440			6	2			1	1			17%	50%			0	0			0%	0%
MERIDIAN AVE N FROM N 149TH LN TO N 150TH ST	52773	ST-2413			1	3			0	2			0%	67%			0	2			0%	67%
MERIDIAN AVE N FROM N 150TH ST TO N 153RD ST	2698	ST-1676			13	8			0	2			0%	25%			9	6			69%	75%
MERIDIAN AVE N FROM N 153RD PL TO N 154TH ST	2700	ST-1973			2	2			0	0			0%	0%			0	1			0%	50%
MERIDIAN AVE N FROM N 153RD ST TO N 153RD PL	2699	ST-1974			NP	1			NP	0			NP	0%			NP	0			NP	0%
MERIDIAN AVE N FROM N 154TH ST TO N 154TH PL	2701	ST-1246			2	4			0	2			0%	50%			0	1			0%	25%
MERIDIAN AVE N FROM N 154TH CT TO N 155TH ST	52775	ST-151			NP	3			NP	0			NP	0%			NP	0			NP	0%
NE 165TH ST FROM 5TH AVE NE TO 6TH AVE NE	1865	ST-2446	7	TL				0	TL			0%				2	TL			29%		

## Appendix B - Parking Survey Results - 185th Zone

STREET SEGMENT NAME	COMPKEY	AssetID	Both Sides spc	3:30am-6am	3:30AM-6AM %	10am-Noon #	Daytime %
10TH AVE NE FROM NE 170TH ST TO NE 171ST PL	1339	ST-73	8	0	0%	0	0%
10TH AVE NE FROM NE 171ST PL TO NE 172ND PL	54775	ST-1571	6	2	33%	1	17%
10TH AVE NE FROM NE 172ND PL TO NE 174TH ST	54776	ST-1113	24	4	17%	3	13%
10TH AVE NE FROM NE 174TH ST TO NE 175TH ST	1340	ST-1589	10	1	10%	2	20%
10TH AVE NE FROM NE 190TH ST TO NE PERKINS WY	1348	ST-1765	2	2	100%	0	0%
10TH AVE NE FROM NE PERKINS WY TO NE 194TH ST	1349	ST-1194	62	10	16%	6	10%
10TH AVE NE FROM NE 194TH ST TO NE 195TH ST	1350	ST-1380	10	0	0%	1	10%
11TH AVE NE FROM NE 170TH ST TO NE 175TH ST	1366	ST-519	35	26	74%	21	60%
11TH AVE NE FROM NE SERPENTINE PL TO NE 180TH ST	1367	ST-942	58	28	48%	17	29%
11TH AVE NE FROM NE 182ND ST TO NE 185TH ST	1368	ST-900	33	31	94%	33	100%
11TH AVE NE FROM STREET END TO NE 190TH ST	1369	ST-745	13	4	31%	6	46%
12TH AVE NE FROM NE 170TH ST TO NE 175TH ST	1383	ST-858	44	54	123%	28	64%
12TH AVE NE FROM NE 175TH ST TO NE 177TH ST	1384	ST-1214	24	32	133%	24	100%
12TH AVE NE FROM NE 177TH ST TO NE 180TH ST	1384	ST-709	22	20	91%	18	82%
12TH AVE NE FROM NE 180TH ST TO NE 181ST PL	1385	ST-2066	14	11	79%	8	57%
12TH AVE NE FROM NE 181ST PL TO NE 183RD ST	1385	ST-2510	8	1	13%	0	0%
12TH AVE NE FROM NE 183RD ST TO NE 184TH ST	1386	ST-1574	11	1	9%	0	0%
12TH AVE NE FROM NE 184TH ST TO NE 185TH ST	1387	ST-851	8	1	13%	0	0%
12TH AVE NE FROM NE 187TH ST TO NE 188TH ST	1388	ST-436	17	9	53%	6	35%
13TH AVE NE FROM 12TH PL NE TO STREET END	1405	ST-2202	28	31	111%	19	68%
14TH AVE NE FROM NE 170TH ST TO STREET END	1418	ST-249	27	23	85%	16	59%
14TH AVE NE FROM NE 185TH ST TO NE 187TH ST	1414	ST-2153	5	2	40%	2	40%
15TH PL NE FROM 15TH AVE NE TO NE 184TH PL	15834	ST-2362	8	1	13%	1	13%
1ST AVE NE FROM N 178TH ST TO N 179TH ST	1115	ST-2069	12	3	25%	2	17%
1ST AVE NE FROM N 179TH ST TO N 180TH ST	1116	ST-2050	10	4	40%	4	40%
1ST AVE NE FROM N 180TH ST TO N 185TH ST	1117	ST-1191	34	12	35%	11	32%
2ND AVE NE FROM NE 180TH ST TO NE 185TH ST	1150	ST-1575	49	12	24%	14	29%
2ND PL NE FROM STREET END TO NE 178TH ST	1164	ST-1771	16	0	0%	2	13%
3RD AVE NE FROM NE 178TH ST TO STREET END	1178	ST-453	11	1	9%	2	18%
3RD AVE NE FROM NE 180TH ST TO NE 185TH ST	1179	ST-765	41	22	54%	25	61%
3RD AVE NE FROM NE 192ND ST TO NE 193RD ST	1181	ST-427	10	1	10%	1	10%
7TH AVE NE FROM NE 180TH ST TO NE 183RD ST	1284	ST-448	33	16	48%	12	36%
7TH AVE NE FROM NE 183RD ST TO STREET END	1285	ST-231	1	4	400%	1	100%
7TH AVE NE FROM STREET END TO NE 195TH ST	1287	ST-433	22	2	9%	0	0%
8TH AVE NE FROM NE SERPENTINE PL TO NE 179TH ST	1302	ST-1968	17	4	24%	3	18%
8TH AVE NE FROM NE 179TH ST TO NE 180TH ST	53564	ST-1611	10	0	0%	0	0%
8TH AVE NE FROM NE 180TH ST TO NE 183RD ST	1303	ST-1865	47	7	15%	7	15%
8TH AVE NE FROM NE 183RD ST TO NE 185TH ST	1304	ST-347	18	2	11%	0	0%
8TH AVE NE FROM NE 185TH ST TO NE 188TH ST	1305	ST-229	18	6	33%	3	17%
8TH AVE NE FROM NE 188TH ST TO NE 189TH ST	1306	ST-1848	16	5	31%	6	38%
8TH AVE NE FROM NE 189TH ST TO NE 190TH ST	1307	ST-194	16	6	38%	5	31%
9TH AVE NE FROM NE 180TH ST TO NE 185TH ST	1327	ST-1764	68	31	46%	19	28%
BAGLEY PL N FROM N 183RD PL TO STREET END	2498	ST-612	5	3	60%	1	20%
BAGLEY PL N FROM N 187TH ST TO N 186TH ST	2499	ST-435	2	1	50%	1	50%
BAGLEY PL N FROM STREET END TO BAGLEY AVE N	2500	ST-223	9	3	33%	5	56%
BAGLEY AVE N FROM BAGLEY PL N TO STREET END	2494	ST-1841	10	3	30%	3	30%
BURKE AVE N FROM STREET END TO N 183RD ST	2509	ST-1758	7	3	43%	6	86%
BURKE AVE N FROM N 185TH ST TO N 189TH ST	2510	ST-1623	35	6	17%	1	3%
BURKE AVE N FROM N 189TH ST TO N 190TH ST	2511	ST-2057	11	2	18%	1	9%
CORLISS AVE N FROM N 180TH ST TO N 183RD PL	2536	ST-1009	48	6	13%	9	19%
CORLISS AVE N FROM N 183RD PL TO N 184TH ST	2537	ST-492	11	3	27%	3	27%
CORLISS AVE N FROM N 184TH ST TO N 185TH ST	53241	ST-355	10	8	80%	8	80%
CORLISS AVE N FROM N 186TH ST TO N 188TH ST	2538	ST-1186	25	9	36%	9	36%
CORLISS AVE N FROM N 188TH ST TO N 189TH ST	2539	ST-1563	13	1	8%	1	8%
CORLISS AVE N FROM N 189TH ST TO N 190TH ST	2539	ST-2217	8	0	0%	0	0%
CORLISS AVE N FROM N 190TH ST TO N 192ND ST	2540	ST-1181	27	7	26%	5	19%
CORLISS AVE N FROM N 192ND ST TO N 193RD ST	2541	ST-1167	20	4	20%	3	15%
DENSMORE AVE N FROM N 185TH ST TO N 188TH ST	2585	ST-1850	31	8	26%	6	19%

STREET SEGMENT NAME	COMPKEY	AssetID	Both Sides spc	3:30am-6am	3:30AM-6AM %	10am-Noon #	Daytime %
DENSMORE AVE N FROM N 188TH ST TO STREET END	2586	ST-848	10	5	50%	2	20%
MIDVALE AVE N FROM N 185TH ST TO N 185TH CT	2743	ST-924	NP	NP	NP	NP	NP
MIDVALE AVE N FROM N 185TH CT TO N 188TH ST	2743	ST-348	16	7	44%	17	106%
MIDVALE AVE N FROM N 188TH ST TO STREET END	2744	ST-1391	14	6	43%	12	86%
N 178TH ST FROM MERIDIAN AVE N TO CORLISS AVE N	2039	ST-1630	24	3	13%	3	13%
N 178TH ST FROM CORLISS AVE N TO SUNNYSIDE CT N	2040	ST-35	5	2	40%	0	0%
N 178TH ST FROM SUNNYSIDE CT N TO 1ST AVE NE	60083	ST-1791	8	2	25%	2	25%
N 179TH ST FROM MERIDIAN AVE N TO 1ST AVE NE	2049	ST-906	54	14	26%	4	7%
N 180TH ST FROM STONE AVE N TO ASHWORTH AVE N	2059	ST-1005	16	1	6%	13	81%
N 180TH ST FROM ASHWORTH AVE N TO WALLINGFORD	2060	ST-1006	28	6	21%	5	18%
N 180TH ST FROM WALLINGFORD AV N TO BURKE AVE N	2061	ST-1760	8	2	25%	1	13%
N 180TH ST FROM BURKE AVE N TO WAYNE AVE N	2062	ST-1761	12	0	0%	0	0%
N 180TH ST FROM WAYNE AVE N TO MERIDIAN AVE N	2063	ST-444	7	0	0%	0	0%
N 180TH ST FROM STREET END TO CORLISS AVE N	2064	ST-399	7	4	57%	1	14%
N 180TH ST FROM CORLISS AVE N TO SUNNYSIDE AVE N	2065	ST-1762	14	6	43%	4	29%
N 180TH ST FROM SUNNYSIDE AVE N TO 1ST AVE NE	2066	ST-1763	18	2	11%	2	11%
N 183RD ST FROM MIDVALE AVE N TO STONE AVE N	2101	ST-1114	21	17	81%	11	52%
N 183RD ST FROM STONE AVE N TO ASHWORTH AVE N	2102	ST-937	18	4	22%	3	17%
N 183RD ST FROM ASHWORTH AVE N TO WALLINGFORD	2103	ST-74	27	10	37%	8	30%
N 183RD ST FROM WALLINGFORD AV N TO BURKE AVE N	2104	ST-1572	10	3	30%	3	30%
N 183RD ST FROM BURKE AVE N TO MERIDIAN AVE N	2105	ST-939	15	10	67%	11	73%
N 183RD PL FROM BAGLEY PL N TO CORLISS AVE N	2112	ST-141	11	5	45%	5	45%
N 186TH ST FROM BAGLEY PL N TO CORLISS AVE N	2156	ST-753	11	5	45%	5	45%
N 187TH ST FROM MERIDIAN AVE N TO BAGLEY PL N	2160	ST-1396	10	2	20%	1	10%
N 187TH ST FROM BAGLEY PL N TO STREET END	2161	ST-1395	10	3	30%	1	10%
N 188TH ST FROM MIDVALE AVE N TO STONE AVE N	2167	ST-1844	6	4	67%	2	33%
N 188TH ST FROM STONE AVE N TO ASHWORTH AVE N	2168	ST-847	13	3	23%	2	15%
N 188TH ST FROM DENSMORE AVE N TO WALLINGFORD	2169	ST-1182	12	6	50%	5	42%
N 188TH ST FROM STREET END TO CORLISS AVE N	2170	ST-1846	5	1	20%	5	100%
N 188TH ST FROM CORLISS AVE N TO 1ST AVE NE	2171	ST-1845	28	1	4%	6	21%
N 189TH ST FROM WALLINGFORD AV N TO BURKE AVE N	2179	ST-1469	22	3	14%	4	18%
N 190TH ST FROM ASHWORTH AVE N TO WALLINGFORD	2190	ST-1180	17	9	53%	6	35%
N 190TH ST FROM WALLINGFORD AV N TO BURKE AVE N	2191	ST-196	19	7	37%	3	16%
N 190TH ST FROM BURKE AVE N TO MERIDIAN AVE N	2192	ST-1104	12	3	25%	3	25%
N 190TH ST FROM MERIDIAN AVE N TO BAGLEY AVE N	2194	ST-1467	6	2	33%	2	33%
N 190TH ST FROM BAGLEY AVE N TO CORLISS AVE N	2193	ST-127	14	0	0%	1	7%
N 190TH ST FROM CORLISS AVE N TO STREET END	2196	ST-1615	5	0	0%	1	20%
N 190TH ST FROM SUNNYSIDE AVE N TO 1ST AVE NE	2197	ST-1616	11	2	18%	1	9%
N 191ST ST FROM STREET END TO STONE AVE N	2213	ST-1465	2	3	150%	0	0%
N 192ND ST FROM STONE AVE N TO ASHWORTH AVE N	2224	ST-1459	23	3	13%	5	22%
N 192ND ST FROM CORLISS AVE N TO 1ST AVE NE	2229	ST-1096	28	5	18%	4	14%
N 193RD ST FROM CORLISS AVE N TO 7TH AVE NE	2241	ST-188	26	5	19%	5	19%
NE 178TH ST FROM STREET END TO 2ND PL NE	15855	ST-853	NP	NP	NP	NP	NP
NE 178TH ST FROM 2ND PL NE TO 3RD AVE NE	2041	ST-454	2	1	50%	0	0%
NE 178TH ST FROM 3RD AVE NE TO 5TH AVE NE	2042	ST-854	10	2	20%	2	20%
NE 180TH ST FROM 1ST AVE NE TO 2ND AVE NE	2067	ST-1576	12	2	17%	0	0%
NE 180TH ST FROM 2ND AVE NE TO 3RD AVE NE	2068	ST-766	13	7	54%	5	38%
NE 180TH ST FROM STREET END TO 5TH AVE NE	2069	ST-1193	18	4	22%	3	17%
NE 180TH ST FROM 5TH AVE NE TO 7TH AVE NE	2070	ST-1577	18	6	33%	4	22%
NE 180TH ST FROM 7TH AVE NE TO 8TH AVE NE	2071	ST-1866	11	0	0%	0	0%
NE 180TH ST FROM 8TH AVE NE TO 9TH AVE NE	2072	ST-1011	11	4	36%	4	36%
NE 180TH ST FROM 9TH AVE NE TO 10TH AVE NE	2073	ST-1404	16	3	19%	3	19%
NE 181ST PL FROM 12TH AVE NE TO STREET END	15826	ST-401	5	4	80%	3	60%
NE 182ND ST FROM 10TH AVE NE TO 11TH AVE NE	2092	ST-400	12	7	58%	4	33%
NE 183RD ST FROM 7TH AVE NE TO 8TH AVE NE	2106	ST-142	6	0	0%	0	0%
NE 183RD ST FROM 12TH AVE NE TO STREET END	2107	ST-1756	12	3	25%	2	17%
NE 184TH ST FROM 12TH AVE NE TO STREET END	15813	ST-1189	12	3	25%	3	25%
NE 184TH PL FROM STREET END TO 15TH PL NE	15811	ST-1988	11	7	64%	3	27%

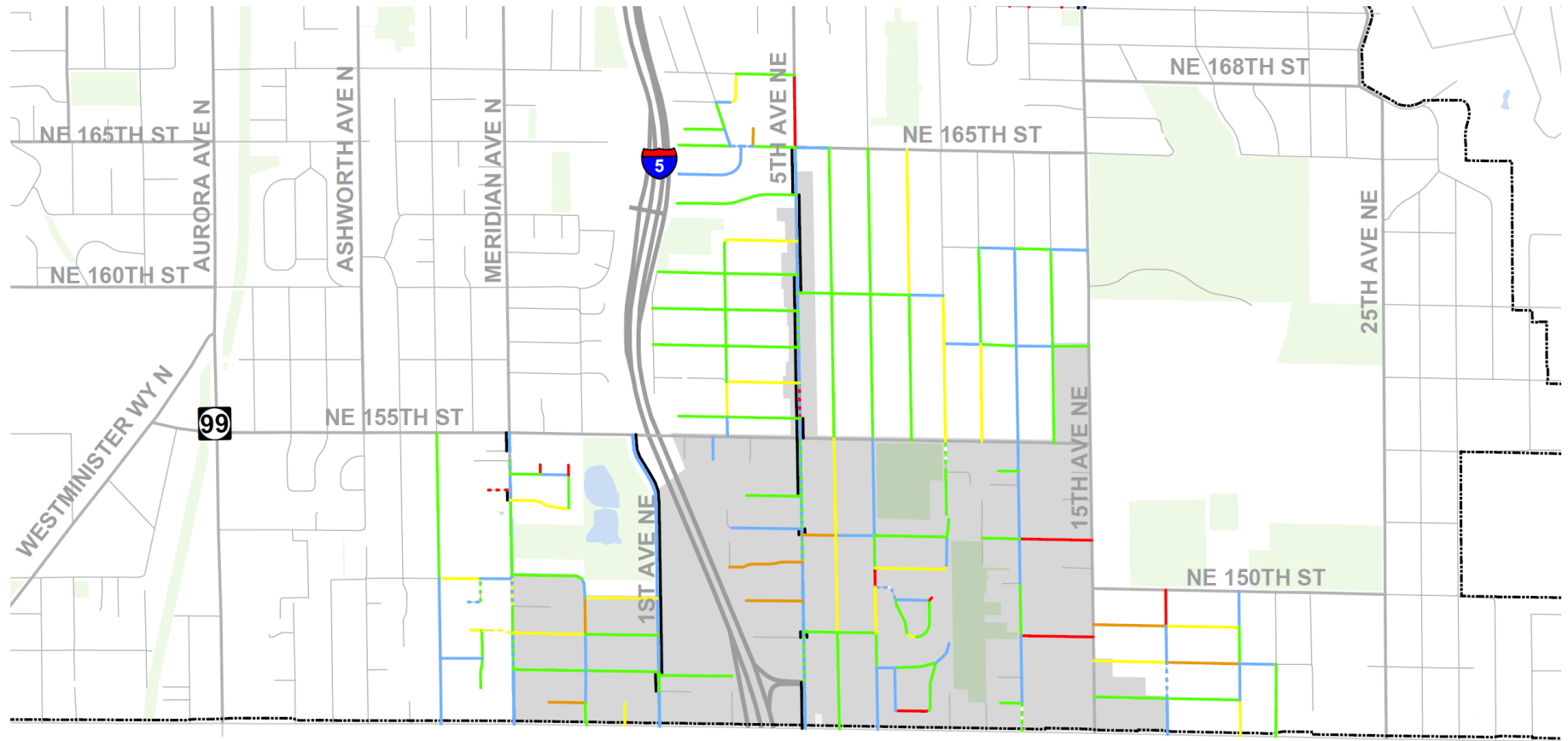


STREET SEGMENT NAME	COMPKEY	AssetID	Both Sides spc	3:30am-6am	3:30AM-6AM %	10am-Noon #	Daytime %
NE 185TH ST FROM 10TH AVE NE TO 11TH AVE NE	2142	ST-352	6	1	17%	1	17%
NE 185TH ST FROM 11TH AVE NE TO 12TH AVE NE	2143	ST-353	10	1	10%	1	10%
NE 185TH ST FROM 12TH AVE NE TO 14TH AVE NE	2144	ST-759	17	7	41%	6	35%
NE 187TH ST FROM NE 188TH ST TO 12TH AVE NE	2162	ST-1112	23	8	35%	7	30%
NE 187TH ST FROM 12TH AVE NE TO 14TH AVE NE	16709	ST-1215	11	8	73%	5	45%
NE 188TH ST FROM 8TH AVE NE TO 10TH AVE NE	2172	ST-1108	41	19	46%	18	44%
NE 188TH ST FROM 10TH AVE NE TO NE 187TH ST	2173	ST-133	2	0	0%	0	0%
NE 188TH ST FROM NE 187TH ST TO 12TH AVE NE	2175	ST-1394	11	3	27%	2	18%
NE 188TH ST FROM 12TH AVE NE TO 15TH AVE NE	2174	ST-434	18	12	67%	5	28%
NE 189TH ST FROM 5TH AVE NE TO STREET END	2180	ST-1390	3	2	67%	2	67%
NE 189TH ST FROM STREET END TO 8TH AVE NE	2181	ST-195	8	0	0%	6	75%
NE 189TH ST FROM 8TH AVE NE TO 10TH AVE NE	2182	ST-1392	33	9	27%	4	12%
NE 189TH CT FROM STREET END TO 5TH AVE NE	2187	ST-192	6	3	50%	0	0%
NE 190TH ST FROM 8TH AVE NE TO 10TH AVE NE	2199	ST-2061	45	11	24%	19	42%
NE 190TH ST FROM 10TH AVE NE TO 11TH AVE NE	2200	ST-197	26	1	4%	1	4%
NE 190TH PL FROM STREET END TO 5TH AVE NE	2211	ST-1177	5	0	0%	0	0%
NE 191ST ST FROM 3RD AVE NE TO STREET END	2214	ST-1102	5	3	60%	1	20%
NE 192ND ST FROM 3RD AVE NE TO 5TH AVE NE	2230	ST-1747	28	6	21%	3	11%
NE 193RD ST FROM 1ST AVE NE TO 3RD AVE NE	2242	ST-334	34	6	18%	1	3%
NE 193RD ST FROM 3RD AVE NE TO 5TH AVE NE	2243	ST-190	35	9	26%	4	11%
NE 194TH ST FROM STREET END TO 10TH AVE NE	2256	ST-1455	22	11	50%	6	27%
NE 195TH ST FROM 5TH AVE NE TO 7TH AVE NE	2274	ST-2259	8	2	25%	0	0%
NE 195TH ST FROM 7TH AVE NE TO STREET END	2275	ST-217	4	8	200%	5	125%
NE 195TH ST FROM STREET END TO 10TH AVE NE	2276	ST-2123	8	6	75%	0	0%
NE SERPENTINE PL FROM NE 175TH ST TO 5TH AVE NE	2798	ST-2285	15	11	73%	4	27%
NE SERPENTINE PL FROM 5TH AVE NE TO 7TH AVE NE	2799	ST-1701	12	0	0%	1	8%
NE SERPENTINE PL FROM 7TH AVE NE TO 8TH AVE NE	55490	ST-1786	9	3	33%	1	11%
NE SERPENTINE PL FROM 8TH AVE NE TO 8TH LN NE	2800	ST-1414	11	1	9%	0	0%
NE SERPENTINE PL FROM 8TH LN NE TO 9TH CT NE	55491	ST-173	5	1	20%	1	20%
NE SERPENTINE PL FROM 9TH CT NE TO 10TH AVE NE	55492	ST-1702	6	2	33%	2	33%
NE SERPENTINE PL FROM 10TH AVE NE TO 11TH AVE NE	2801	ST-1284	14	11	79%	9	64%
NE SERPENTINE PL FROM 11TH AVE NE TO STREET END	2802	ST-2102	6	17	283%	9	150%
STONE AVE N FROM N 180TH ST TO N 182ND PL	2821	ST-2175	17	6	35%	8	47%
STONE AVE N FROM N 182ND PL TO N 183RD ST	2821	ST-244	15	4	27%	2	13%
STONE AVE N FROM N 183RD ST TO N 184TH CT	2822	ST-883	16	6	38%	8	50%
STONE AVE N FROM N 184TH CT TO N 185TH ST	54326	ST-1700	6	2	33%	0	0%
STONE AVE N FROM N 185TH ST TO N 188TH ST	2823	ST-289	29	8	28%	7	24%
STONE AVE N FROM N 188TH ST TO N 191ST ST	2824	ST-224	24	3	13%	1	4%
STONE AVE N FROM N 191ST ST TO N 192ND ST	2825	ST-1464	11	11	100%	7	64%
SUNNYSIDE AVE N FROM N 180TH ST TO STREET END	2829	ST-447	32	11	34%	9	28%
SUNNYSIDE AVE N FROM N 190TH ST TO STREET END	2830	ST-1843	7	0	0%	2	29%
WALLINGFORD AV N FROM N 180TH ST TO N 181ST ST	2842	ST-105	8	1	13%	1	13%
WALLINGFORD AV N FROM N 181ST ST TO N 183RD ST	53755	ST-705	18	9	50%	6	33%
WALLINGFORD AV N FROM N 183RD ST TO N 185TH ST	2843	ST-2128	19	8	42%	10	53%
WALLINGFORD AV N FROM N 185TH ST TO N 188TH ST	2844	ST-1851	37	9	24%	8	22%
WALLINGFORD AV N FROM N 188TH ST TO N 189TH ST	2845	ST-2078	4	0	0%	3	75%
WALLINGFORD AV N FROM N 189TH ST TO N 190TH ST	2846	ST-2056	17	8	47%	11	65%
WAYNE AVE N FROM N 180TH ST TO STREET END	2859	ST-1400	5	2	40%	1	20%

STREET SEGMENT NAME	COMPKEY	AssetID	INVENTORY				3:30-6AM COUNTS				3:30-6AM DEMAND				10-11AM COUNTS				10-11AM Demand			
			N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E
10TH AVE NE FROM NE 175TH ST TO NE SERPENTINE PL	1341	ST-1025			4	3			0	0			0%	0%			0	1			0%	33%
10TH AVE NE FROM NE SERPENTINE PL TO NE 177TH PL	1342	ST-1876			6	8			0	5			0%	63%			0	0			0%	0%
10TH AVE NE FROM NE 177TH PL TO NE 178TH PL	53093	ST-771			NP	2			NP	1			NP	50%			NP	1			NP	50%
10TH AVE NE FROM NE 178TH PL TO NE 180TH ST	53094	ST-1411			7	3			0	2			0%	67%			0	0			0%	0%
10TH AVE NE FROM NE 180TH ST TO NE 182ND ST	1343	ST-1403			9	5			1	3			11%	60%			1	2			11%	40%
10TH AVE NE FROM NE 182ND ST TO NE 185TH ST	1344	ST-2483			17	8			2	1			12%	13%			5	2			29%	25%
10TH AVE NE FROM NE 185TH ST TO NE 188TH ST	1345	ST-230			6	15			0	2			0%	13%			0	1			0%	7%
10TH AVE NE FROM NE 188TH ST TO NE 189TH ST	1346	ST-936			NP	7			NP	3			NP	43%			0	1			NP	14%
10TH AVE NE FROM NE 189TH ST TO NE 190TH ST	1347	ST-746			NP	5			NP	5			NP	100%			0	2			NP	40%
15TH AVE NE FROM NE 170TH ST TO NE 171ST ST	1444	ST-1032			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE FROM NE 171ST ST TO NE 172ND ST	1445	ST-1777			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE FROM NE 172ND ST TO NE 175TH ST	1446	ST-1290			NP	6			NP	0			NP	0%			NP	0			NP	0%
15TH AVE NE FROM NE 175TH ST TO NE 177TH ST	1447	ST-1633			TL	2			TL	2			TL	100%			TL	2			TL	100%
15TH AVE NE FROM NE 177TH ST TO NE 179TH ST	1448	ST-143			TL	4			TL	4			TL	100%			TL	4			TL	100%
15TH AVE NE FROM NE 179TH ST TO NE 180TH ST	52741	ST-829			lul	TL			lul	TL			lul	TL			lul	TL			lul	TL
15TH AVE NE FROM NE 180TH ST TO 15TH PL NE	1449	ST-1077			NP	2			NP	3			NP	150%			NP	2			NP	100%
15TH AVE NE FROM 15TH PL NE TO 24TH AVE NE	1427	ST-828			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE FROM 24TH AVE NE TO NE 188TH ST	1428	ST-106			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
15TH AVE NE FROM NE 188TH ST TO NE PERKINS WY	1450	ST-1749			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 185TH ST TO N 187TH ST	1118	ST-2379			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 187TH ST TO N 188TH ST	1119	ST-646			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 188TH ST TO N 190TH ST	1120	ST-2076			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 190TH ST TO N 190TH CT	1121	ST-222			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 190TH CT TO N 192ND ST	1122	ST-1386			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
1ST AVE NE FROM N 192ND ST TO N 193RD ST	1123	ST-2330			2	NP			1	NP			50%	NP			1	NP			50%	NP
5TH AVE NE FROM NE SERPENTINE PL TO NE 178TH ST	1237	ST-2405			1	4			0	0			0%	0%			0	0			0%	0%
5TH AVE NE FROM NE 178TH ST TO NE 178TH PL	1238	ST-615			2	4			0	0			0%	0%			0	1			0%	25%
5TH AVE NE FROM NE 178TH PL TO NE 179TH PL	52826	ST-1870			5	4			0	1			0%	25%			0	2			0%	50%
5TH AVE NE FROM NE 179TH PL TO NE 180TH ST	52826	ST-1354			2	4			2	0			100%	0%			0	0			0%	0%
5TH AVE NE FROM NE 180TH ST TO NE 182ND CT	1239	ST-1192			3	9			0	2			0%	22%			0	0			0%	0%
5TH AVE NE FROM NE 182ND CT TO NE 183RD CT	52771	ST-205			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE FROM NE 183RD CT TO 7TH AVE NE	52772	ST-2482			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
5TH AVE NE FROM NE 185TH ST TO NE 189TH ST	1240	ST-2090			NP	10			NP	3			NP	30%			0	4			NP	40%
5TH AVE NE FROM NE 189TH ST TO NE 189TH CT	1241	ST-1389			NP	2			NP	1			NP	50%			0	1			NP	50%
5TH AVE NE FROM NE 189TH CT TO NE 190TH ST	1242	ST-191			2	NP			1	NP			50%	NP			0	NP			0%	NP
5TH AVE NE FROM NE 190TH ST TO NE 190TH PL	1243	ST-2331			NP	8			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE FROM NE 190TH PL TO NE 192ND ST	1244	ST-1463			NP	1			NP	0			NP	0%			NP	0			NP	0%
5TH AVE NE FROM NE 192ND ST TO NE 193RD ST	1245	ST-2455			NP	5			NP	4			NP	80%			NP	5			NP	100%
5TH AVE NE FROM NE 193RD ST TO NE 195TH ST	1246	ST-1458			1	5			0	2			0%	40%			0	3			0%	60%
ASHWORTH AVE N FROM N 180TH ST TO N 183RD ST	2460	ST-504			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
ASHWORTH AVE N FROM N 183RD ST TO N 185TH ST	2461	ST-232			6	2			1	0			17%	0%			0	0			0%	0%
ASHWORTH AVE N FROM N 185TH ST TO N 188TH ST	2462	ST-1621			12	2			0	1			0%	50%			3	2			25%	100%
ASHWORTH AVE N FROM N 188TH ST TO N 190TH ST	2463	ST-2077			13	4			1	1			8%	25%			3	2			23%	50%
ASHWORTH AVE N FROM N 190TH ST TO N 192ND ST	2464	ST-125			8	4			1	3			13%	75%			2	1			25%	25%
MERIDIAN AVE N FROM N 178TH ST TO N 179TH ST	2717	ST-1768			10	6			0	0			0%	0%			0	1			0%	17%
MERIDIAN AVE N FROM N 179TH ST TO N 180TH ST	2718	ST-904			9	12			0	0			0%	0%			4	1			44%	8%
MERIDIAN AVE N FROM N 180TH ST TO N 183RD ST	2719	ST-398			17	21			0	0			0%	0%			2	0			12%	0%
MERIDIAN AVE N FROM N 183RD ST TO N 184TH ST	2720	ST-135			2	2			0	0			0%	0%			0	0			0%	0%

STREET SEGMENT NAME	COMPKEY	AssetID	INVENTORY				3:30-6AM COUNTS				3:30-6AM DEMAND				10-11AM COUNTS				10-11AM Demand			
			N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E	N	S	W	E
MERIDIAN AVE N FROM N 184TH ST TO N 184TH PL	52778	ST-341			NP	NP			NP	NP			NP	NP			NP	NP			NP	NP
MERIDIAN AVE N FROM N 184TH PL TO N 185TH ST	52779	ST-203			6	NP			0	NP			0%	NP			0	NP			0%	NP
MERIDIAN AVE N FROM N 185TH ST TO N 187TH ST	2721	ST-1852			3	3			1	0			33%	0%			0	1			0%	33%
MERIDIAN AVE N FROM N 187TH ST TO N 188TH ST	2722	ST-647			3	2			3	0			100%	0%			1	0			33%	0%
MERIDIAN AVE N FROM N 188TH ST TO N 189TH ST	52780	ST-790			2	7			1	0			50%	0%			0	1			0%	14%
MERIDIAN AVE N FROM N 189TH ST TO N 190TH ST	54168	ST-659			9	7			0	3			0%	43%			0	2			0%	29%
NE 175TH ST FROM 12TH AVE NE TO 15TH AVE NE	1998	ST-2052	6	NP				6	NP				100%	NP			6	NP			100%	NP
NE 180TH ST FROM 10TH AVE NE TO 11TH AVE NE	2074	ST-2325	3	6				3	1				100%	17%			2	1			67%	17%
NE 180TH ST FROM 11TH AVE NE TO 12TH AVE NE	2075	ST-450	5	6				6	6				120%	100%			5	2			100%	33%
NE 180TH ST FROM 12TH AVE NE TO 14TH AVE NE	2076	ST-1867	NP	9				NP	6				NP	67%			NP	3			NP	33%
NE 180TH ST FROM 14TH AVE NE TO 15TH AVE NE	2077	ST-768	1	11				1	11				100%	100%			4	9			400%	82%
NE 185TH ST FROM 2ND AVE NE TO 3RD AVE NE	2136	ST-978	NP	6				NP	2				NP	33%			NP	2			NP	33%
NE 185TH ST FROM 3RD AVE NE TO 5TH AVE NE	2137	ST-501	NP	8				NP	6				NP	75%			NP	4			NP	50%
NE 185TH ST FROM 5TH AVE NE TO 5TH AVE NE	2138	ST-672	NP	17				NP	0				NP	0%			NP	0			NP	0%
NE 185TH ST FROM 5TH AVE NE TO 8TH AVE NE	2139	ST-758	NP	5				NP	0				NP	0%			NP	0			NP	0%
NE 185TH ST FROM 8TH AVE NE TO 9TH AVE NE	2140	ST-1854	NP	11				NP	0				NP	0%			NP	0			NP	0%
NE 185TH ST FROM 9TH AVE NE TO 10TH AVE NE	2141	ST-1855	NP	6				NP	0				NP	0%			NP	1			NP	17%
NE PERKINS WY FROM 10TH AVE NE TO 11TH AVE NE	2768	ST-2328	NP	2				NP	0				NP	0%			NP	0			NP	0%
NE PERKINS WY FROM 11TH AVE NE TO 12TH AVE NE	2769	ST-2332	NP	NP				NP	NP				NP	NP			NP	NP			NP	NP
NE PERKINS WY FROM 12TH AVE NE TO 15TH AVE NE	2770	ST-1471	NP	12				NP	6				NP	50%			NP	3			NP	25%

Appendix C – Parking Utilization Maps



Geographic Information System

Parking Utilization  
Shoreline South Station Area  
Early AM Demand

Parking Utilization

- Up to 25%
- 25% to 50%
- 50% to 70%
- 70% to 85%
- Greater than 85%
- Parking Prohibited

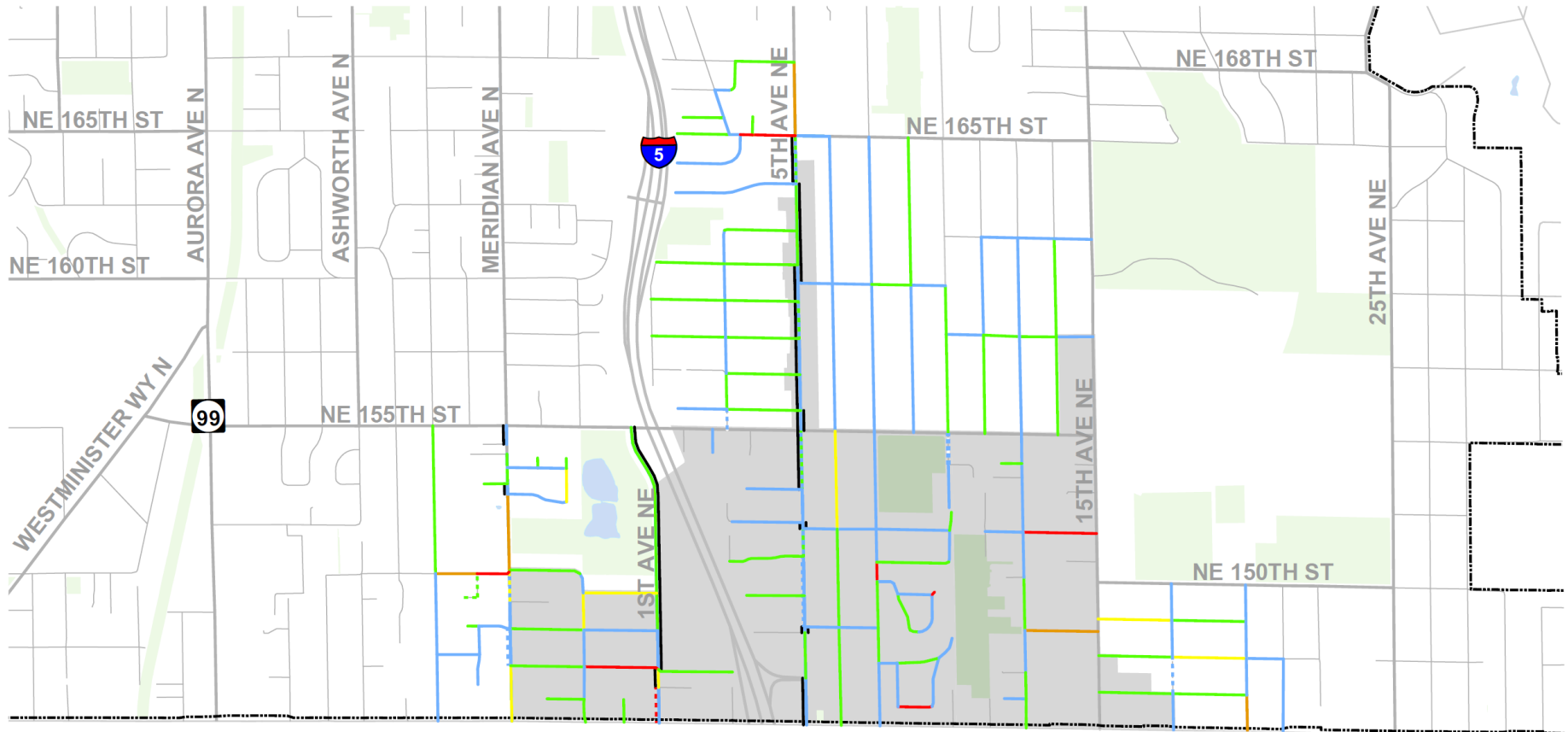
Dashed lines represent roads with a car capacity of 5 or less

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Note: Some high demand streets have low capacity parking and/or overparking



0 250 500 1,000 Feet



Geographic Information System

Parking Utilization  
Shoreline South Station Area  
Late AM Demand

**Parking Utilization**

- Up to 25%
- 25% to 50%
- 50% to 70%
- 70% to 85%
- Greater than 85%
- Parking Prohibited

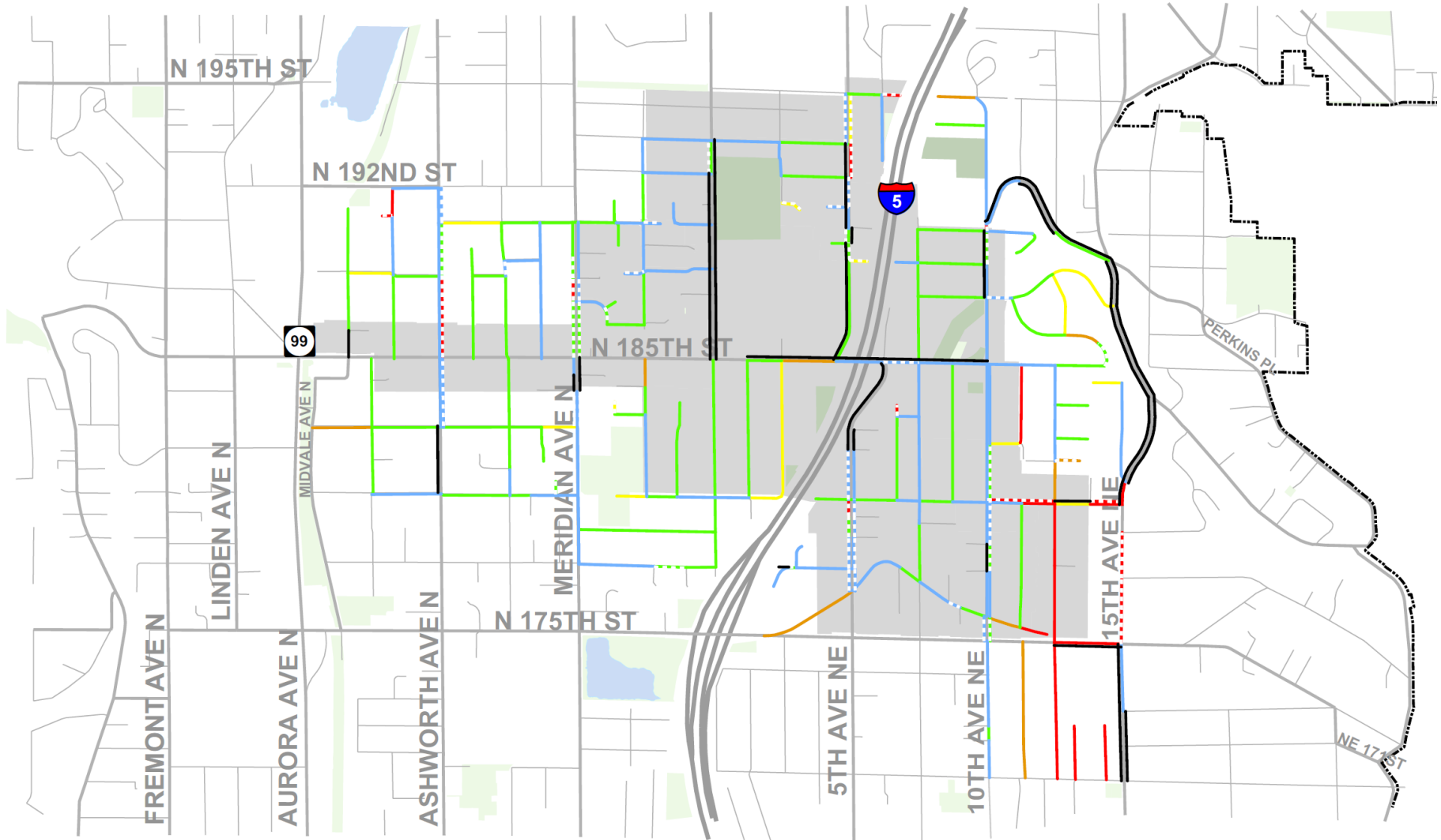
Dashed lines represent roads with a car capacity of 5 or less

Note: Some high demand streets have low capacity parking and/or overparking



0 250 500 1,000 Feet

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.



Geographic Information System

Parking Utilization  
Shoreline North Station Area  
Early AM Demand

Parking Utilization

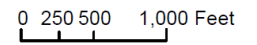
- Up to 25%
- 25% to 50%
- 50% to 70%
- 70% to 85%
- Greater than 85%
- Parking Prohibited

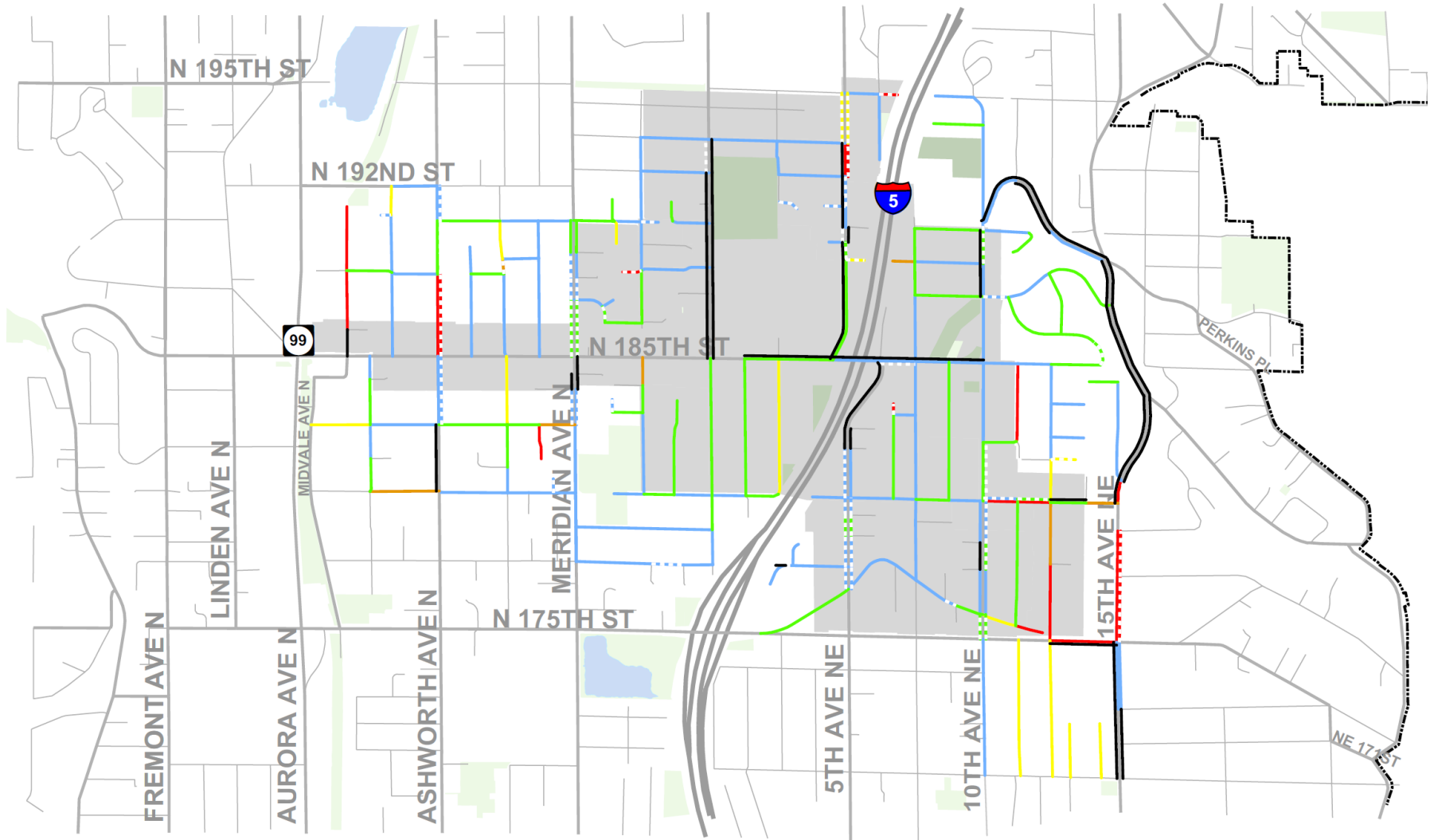
Dashed lines represent roads with a car capacity of 5 or less

Note: Some high demand streets have low capacity parking and/or overparking



This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.





Parking Utilization  
Shoreline North Station Area  
*Late AM Demand*

**Parking Utilization**

- Up to 25%
- 25% to 50%
- 50% to 70%
- 70% to 85%
- Greater than 85%
- Parking Prohibited

Dashed lines represent roads with a car capacity of 5 or less

Note: Some high demand streets have low capacity parking and/or overparking

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.



0 250 500 1,000 Feet

## Appendix D – Street Segments with Utilization over 70%

145th Subarea		# Spaces	# Parked	4AM-6AM %	# Parked	Daytime %
1	8TH AVE NE FROM NE 150TH ST TO NE 151ST ST	7	7	100%	6	86%
2	NE 146TH ST FROM 9TH AVE NE TO 9TH PL NE	7	7	100%	6	86%
3	NE 152ND ST FROM 12TH AVE NE TO 15TH AVE NE	18	18	100%	16	89%
4	NE 148TH ST FROM 12TH AVE NE TO 15TH AVE NE	24	21	88%	19	79%
5	17TH AVE NE FROM NE 148TH ST TO NE 150TH ST	7	6	86%	1	14%
6	NE 147TH ST FROM 17TH AVE NE TO 20TH AVE NE	20	17	85%	14	70%
7	CORLISS AVE N FROM N 148TH ST TO N 149TH ST	12	10	83%	7	58%
8	NE 151ST ST FROM 3RD AVE NE TO 5TH AVE NE	24	19	79%	12	50%
9	N 146TH ST FROM STREET END TO CORLISS AVE N	13	10	77%	5	38%
10	NE 149TH ST FROM STREET END TO 5TH AVE NE	25	19	76%	12	48%
11	NE 152ND ST FROM 5TH AVE NE TO 6TH AVE NE	8	6	75%	1	13%
12	NE 148TH ST FROM 15TH AVE NE TO 17TH AVE NE	34	25	74%	23	68%
13	4TH AVE NE FROM NE 165TH ST TO STREET END	7	5	71%	3	43%
14	NE 165TH ST FROM 4TH AVE NE TO 5TH AVE NE	15	5	33%	14	93%
15	N 147TH ST FROM CORLISS AVE N TO 1ST AVE NE	30	7	23%	28	93%
16	N 150TH ST FROM BURKE AVE N TO MERIDIAN AVE N	12	0	0%	11	92%
17	20TH AVE NE FROM NE 145TH ST TO NE 146TH ST	6	4	67%	5	83%
18	N 150TH ST FROM WALLINGFORD AV N TO BURKE AVE	8	5	63%	6	75%
185th Subarea		# Spaces	# Parked	3:30AM-6AM %	# Parked	Daytime %
1	NE SERPENTINE PL FROM 11TH AVE NE TO STREET END	6	17	283%	9	150%
2	12TH AVE NE FROM NE 175TH ST TO NE 177TH ST	24	32	133%	24	100%
3	12TH AVE NE FROM NE 170TH ST TO NE 175TH ST	44	54	123%	28	64%
4	13TH AVE NE FROM 12TH PL NE TO STREET END	28	31	111%	19	68%
5	STONE AVE N FROM N 191ST ST TO N 192ND ST	11	11	100%	7	64%
6	11TH AVE NE FROM NE 182ND ST TO NE 185TH ST	33	31	94%	33	100%
7	12TH AVE NE FROM NE 177TH ST TO NE 180TH ST	22	20	91%	18	82%
8	14TH AVE NE FROM NE 170TH ST TO STREET END	27	23	85%	16	59%
9	N 183RD ST FROM MIDVALE AVE N TO STONE AVE N	21	17	81%	11	52%
10	CORLISS AVE N FROM N 184TH ST TO N 185TH ST	10	8	80%	8	80%
11	NE SERPENTINE PL FROM 10TH AVE NE TO 11TH AVE NE	14	11	79%	9	64%
12	12TH AVE NE FROM NE 180TH ST TO NE 181ST PL	14	11	79%	8	57%
13	NE 195TH ST FROM STREET END TO 10TH AVE NE	8	6	75%	0	0%
14	11TH AVE NE FROM NE 170TH ST TO NE 175TH ST	35	26	74%	21	60%
15	NE SERPENTINE PL FROM NE 175TH ST TO 5TH AVE NE	15	11	73%	4	27%
16	NE 187TH ST FROM 12TH AVE NE TO 14TH AVE NE	11	8	73%	5	45%
17	MIDVALE AVE N FROM N 185TH CT TO N 188TH ST	16	7	44%	17	106%
18	BURKE AVE N FROM STREET END TO N 183RD ST	7	3	43%	6	86%
19	MIDVALE AVE N FROM N 188TH ST TO STREET END	14	6	43%	12	86%
20	N 180TH ST FROM STONE AVE N TO ASHWORTH AVE N	16	1	6%	13	81%
21	NE 189TH ST FROM STREET END TO 8TH AVE NE	8	0	0%	6	75%
22	N 183RD ST FROM BURKE AVE N TO MERIDIAN AVE N	15	10	67%	11	73%
23	NE 175TH ST FROM 12TH AVE NE TO 15TH AVE NE	6	6	100%	6	100%
24	NE 180TH ST FROM 11TH AVE NE TO 12TH AVE NE	11	12	109%	7	64%
25	NE 180TH ST FROM 14TH AVE NE TO 15TH AVE NE	12	12	100%	13	108%
26	NE 185TH ST FROM 3RD AVE NE TO 5TH AVE NE	8	6	75%	4	50%

Note: Arterial street utilization was summarized for the segment for this table - Appendix B splits out spaces and utilization by side of street, as does the map in Appendix C.



Appendix E – Parking Demand Projection Assumptions

185th Subarea	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households <sup>1</sup>	3314	3326	3465	3604	3742	3881	4020	4159	4298	4436	4575	4714	4853	4992	5130	5269	5408
Estimated Total Parking Demand - Conservative Car Ownership <sup>2</sup>	6628	6652	6930	7207	7485	7762	8040	8318	8595	8873	9150	9428	9706	9983	10261	10538	10816
Estimated Total Parking Demand - Reduced Car Ownership <sup>3</sup>												9345	9539	9733	9928	10122	10316
Estimated On Site Parking Available <sup>4</sup>	5531	5542	5672	5803	5933	6030	6127	6224	6321	6418	6516	6613	6710	6807	6904	7001	7099
Estimated On Street Parking Demand - Conservative Car Ownership <sup>5</sup>	1097	1110	1257	1405	1552	1733	1913	2093	2274	2454	2635	2815	2996	3176	3357	3537	3717
Estimated On Street Parking Demand - Reduced Car Ownership <sup>6</sup>												2732	2829	2926	3023	3121	3218
Estimated On Street Parking Utilization - Conservative Car Ownershi	34%	34%	39%	44%	48%	54%	59%	65%	70%	76%	82%	87%	93%	98%	104%	110%	115%
Estimated On Street Parking Utilization - Reduced Car Ownership <sup>7</sup>												85%	88%	91%	94%	97%	100%
145th Subarea	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Households <sup>1</sup>	3467	3480	3627	3774	3921	4068	4215	4362	4509	4656	4803	4950	5097	5244	5391	5538	5685
Estimated Total Parking Demand - Conservative Car Ownership <sup>2</sup>	6934	6960	7254	7548	7842	8136	8430	8724	9018	9312	9606	9900	10194	10488	10782	11076	11370
Estimated Total Parking Demand - Reduced Car Ownership <sup>3</sup>												9812	10018	10223	10429	10635	10841
Estimated On Site Parking Available <sup>4</sup>	5748	5760	5898	6036	6174	6277	6379	6482	6585	6688	6791	6894	6997	7100	7203	7306	7408
Estimated On Street Parking Demand - Conservative Car Ownership <sup>5</sup>	1186	1200	1356	1512	1668	1859	2051	2242	2433	2624	2815	3006	3197	3388	3579	3770	3962
Estimated On Street Parking Demand - Reduced Car Ownership <sup>6</sup>												2918	3021	3124	3227	3329	3432
Estimated On Street Parking Utilization - Conservative Car Ownershi	35%	35%	39%	44%	49%	54%	60%	65%	71%	76%	82%	88%	93%	99%	104%	110%	115%
Estimated On Street Parking Utilization - Reduced Car Ownership <sup>8</sup>												85%	88%	91%	94%	97%	100%

<sup>1</sup> See "Study Area Household Growth Assumptions" table below  
<sup>2</sup> Based on continued average car ownership of 2 cars/household  
<sup>3</sup> Based on 1.4 cars per new household starting in 2030  
<sup>4</sup> Based on existing conditions and accounting for an average of .9375 stalls per unit until 2024, reducing by 25% in 2024 and subsequent years  
<sup>5</sup> Based on existing conditions, accounting for 2 cars/household  
<sup>6</sup> Based on existing conditions, accounting for 1.4 cars/household starting in 2030  
<sup>7</sup> Estimated conservative demand divided by on street capacity  
<sup>8</sup> Estimated reduced car ownership demand divided by on street capacity

Study Area Household Growth Assumptions	145 <sup>th</sup> Subarea	185 <sup>th</sup> Subarea
2014 Households <sup>1</sup>	3467	3310
2019 Households <sup>2</sup>	3467	3317
2020 Households <sup>3</sup>	3476	3418
2035 Household Threshold <sup>4</sup>	5681	5500
Households added per year (assuming linear growth)	147	138.8

<sup>1</sup> From 145th/185th Subarea Final Environmental Impact Statements.  
<sup>2</sup> 2014 household baseline + net new households added by permits finalized through 12/31/2018  
<sup>3</sup> 2019 households + net new households added by permits finalized between 1/1/2019 and 12/31/2019.  
<sup>4</sup> Based on upper threshold for household growth shown in Table 3.2-13 from 145<sup>th</sup>/185<sup>th</sup> Subarea Final Environmental Impact Statements.

Study Area On Street Parking Capacity Assumptions	Number of on-street parking spaces (2019)	Number of on-street parking spaces (2020)
145 <sup>th</sup> Study Area	3434	3399
185 <sup>th</sup> Study Area	3227	3221