



**Complete Streets Redesign of Washington Street**

**Technical Memorandum**

**Parking Analysis Summary**

Submitted March 31, 2014



# Washington Street Complete Streets Redesign

## Parking Analysis Summary

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### Overview

This Technical Memorandum summarizes the findings and supporting documentation and data described in Chapter 3, "Street Parking and Loading," of the Existing Conditions Report, March 19, 2014.

### Methodology

Parking usage, double parking and loading activity was gathered on Thursday, February 12, 2014 and Saturday, March 8, 2014. It was collected by a technician driving up and down Washington Street counting vacant parking spaces, double parking, and loading activity. Observations were made beginning at Observer Highway at 10:45am, 12:00pm, 1:15pm, 2:39pm, 4:35pm, 5:25pm and 6:30pm on Thursday February 12, 2014, and 10:25 am, 11:30 am, 12:30 pm, 1:55 pm, 3:00 pm, 3:50 pm, and 4:45 pm on Saturday, March 8, 2014.

On-street parking meter data was obtained from the City for the week of April 1-7, 2013. This was summarized by hour and location (total transactions and revenue) and used to estimate total parking demand for Washington Street.

### On-Street Parking

- There are three kinds of on-street parking areas on Washington Street and the immediately adjoining cross streets. These include:
  - Resident Only Permit Parking (green signs),
  - Permit Parking Only (white signs) with a 4-hour parking grace period for visitors, and
  - Short-term metered parking via pay stations.
- There are 557 total on-street spaces, 244 parallel metered parking spaces (between Observer Highway and 8<sup>th</sup> Street), 277 angled permit parking only spaces (between 8<sup>th</sup> Street and 14<sup>th</sup> Street) and 36 metered angled spaces (between 14<sup>th</sup> Street and 15<sup>th</sup> Street).
- The commercial mixed use section (Observer Highway to 8<sup>th</sup> Street) has 244 parallel on-street parking spaces.
  - These are metered from 9 a.m.-9 p.m., Monday- Saturday, at the rate of \$0.25/15 minutes, with a 2-hour maximum.
  - Field observations indicate that these spaces are at least 90% occupied all day, and often close to 100% occupied.
  - Parking turnover is 6-9 times per day (based on meter transactions).
  - Revenue is approximately \$2,250 per day, or nearly \$700,000 per year.
- The residential mixed use section of Washington Street (8<sup>th</sup> Street to 14<sup>th</sup> Street) has 277 angled on-street unmetered parking spaces with Permit Parking Only, allowing visitor parking in periods of 4 hours or less.
  - Observations indicate that these spaces are nearly 100% full throughout the day, with parking over 100% full in the evening and on Saturdays, due to parking in non-parking spaces.
- Washington Street from 14<sup>th</sup> Street to 15<sup>th</sup> Street has 36 angled on-street metered parking spaces.
  - These are metered from 9 a.m.-9 p.m., Monday-Saturday, at the rate of \$0.25/15 minutes, with a 2-hour maximum.
  - Observations indicate that these spaces are only 50% utilized before noon on weekdays, approximately 80% utilized through the day, and over 100% utilized in the evening and most



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of Saturday. (Utilization patterns appear to be skewed by the availability of free parking south of 14th Street).

- Observed parking turnover is 5-7 times per day (based on meter transactions).
- Revenue is approximately \$300 per day, or nearly \$100,000 per year.

**Table 1 - Summary of On-Street Parking Along Washington Street**

Block	Type	# of Spaces	Metered?	Hours	Rate	Time Limit
Observer Hwy -> Newark St	parallel	25	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
Newark St -> 1st St	parallel	10	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
1st St -> 2nd St	parallel	28	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
2nd St -> 3rd St	parallel	36	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
3rd St -> 4th St	parallel	29	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
4th St -> 5th St	parallel	23	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
5th St -> 6th St	parallel	32	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
6th St -> 7th St	parallel	31	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
7th St -> 8th St	parallel	30	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
8th St -> 9th St	angled	60	no	n/a	n/a	4 hours*
9th St -> 10th St	angled	46	no	n/a	n/a	4 hours*
10th St -> 11th St	angled	58	no	n/a	n/a	4 hours*
11th St -> 12th St	angled	38	no	n/a	n/a	4 hours*
12th St -> 13th St	angled	57	no	n/a	n/a	4 hours*
13th St -> 14th St	angled	18	no	n/a	n/a	4 hours*
14th St -> 15th St	angled	36	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours

\* or residential permit

### Double Parking

- Based on field observations, double parking of passenger cars and goods movement vehicles occurs at all times of day throughout Washington Street, with the amount peaking in the middle of the weekday.
- During the middle of the weekday and on Saturdays, 25-30 vehicles or more in total may be double parked on Washington Street, with approximately 25% of these being delivery vehicles (i.e. loading) during weekdays.
- The block from 6th Street to 7th Street was observed to have the highest amount of double parking on weekdays, with an average of 3.3 vehicles double parked during observations throughout a weekday.
- The block from 10th Street to 11th Street was observed to have the second highest amount of double parking on weekdays, with an average of 2.7 vehicles double parked during observations throughout a weekday.



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- These two blocks accounted for 30% of all double parking observed on Washington Street on weekdays.
- On Saturdays, the blocks from 2<sup>nd</sup> Street to 4<sup>th</sup> Street and 11<sup>th</sup> Street to 12<sup>th</sup> Street have the highest amounts of double parking activity on average, with approximately 3.5 double parked vehicles per block on average through-out the day. These three blocks account for approximately 35% of double parking on Saturdays.

### Loading

- Loading zones are not provided south of 14th Street along Washington Street.
- Two loading zones are designated on cross streets adjacent to Washington Street, located on 2nd Street and 3rd Street, respectively.
- Between 14th Street and 15th Street, there is one on-street loading zone marked, approximately mid-block on the south side.
- Field observation revealed that loading activity is highly improvisational and occurs primarily during the day (i.e. 9:30 a.m. – 4:00 p.m.) with mornings being the busiest times.
- Around 11 a.m., 17 deliveries were observed to be taking place in various areas on Washington Street, with up to four on any given block.
- The busiest block for deliveries was observed to be Washington Street between 1st Street and 2<sup>nd</sup> Street, followed by Washington Street between 10th Street and 11th Street. These two blocks accounted for nearly 30% of all deliveries observed on Washington Street.
- A total of five blocks had 3-4 simultaneous deliveries during observations (1st-2nd, 3rd-4th, 7th-8th, 9th-10th, and 10th-11th).
- No block had more than 2 simultaneous deliveries during observations.
- On Saturdays, far less loading activity was observed (30% of weekday). Nonetheless, nearly every block had at least one vehicle loading at some point on Saturday.
- Outside of routine deliveries, Temporary No Parking Signs (TNP) can be obtained from the Hoboken Parking Utility office for commercial vehicles involved in moving, construction activity, special events, or large deliveries. Residents or businesses can purchase these signs on-line or in person to reserve a specific on-street space in 4, 8, 12, and 24-hour increments.
- Delivery vehicles often use the parking-prohibited clear zones at intersections for staging and unloading, which hinders visibility at intersections both for pedestrians and turning vehicles.
- Given the large number of retail establishments along Washington Street and its designation as a Central Business District, accommodations for loading/unloading by commercial vehicles should be considered along Washington Street. Locations for commercial vehicles to temporarily load and unload should be designated in the parking lane along each block of Washington Street. By having a designated space within a block or two, the illegal truck parking can be the exception, not the rule, and can be enforced as part of the day-to-day dynamic. Special pricing could be considered in these loading zones to counter-balance the loss of potential parking meter revenue that might occur by creating these spaces.



# Washington Street Complete Streets Redesign Parking Analysis Summary

## Parking Analysis Summary Tables

Table 2 –On-Street Parking Usage on Thursday, 2/12/14

Block	Capacity	10:45 AM	12:00 PM	1:15 PM	2:39 PM	4:35 PM	5:25 PM	6:30 PM
Obs -> Newark	25	25	26	25	22	23	18	23
Newark -> 1st	10	10	11	11	9	10	3	12
1st -> 2nd	28	27	28	28	27	30	25	25
2nd -> 3rd	36	33	37	35	36	36	36	36
3rd -> 4th	29	28	28	28	27	29	30	27
4th -> 5th	23	23	22	25	22	21	23	22
5th -> 6th	32	32	31	32	29	32	31	35
6th -> 7th	31	29	31	32	28	31	30	33
7th -> 8th	30	23	22	26	18	22	21	22
8th -> 9th	60	58	59	57	61	59	62	63
9th -> 10th	46	45	45	46	47	49	48	47
10th -> 11th	58	55	58	59	58	59	63	60
11th -> 12th	38	36	39	40	37	41	41	42
12th -> 13th	57	58	57	54	55	58	61	56
13th -> 14th	18	19	20	18	18	19	17	19
14th -> 15th	36	17	22	31	28	29	39	36
<b>Total # of Spaces</b>	<b>557</b>	<b>518</b>	<b>536</b>	<b>547</b>	<b>522</b>	<b>548</b>	<b>548</b>	<b>558</b>

# of Parallel Spaces	244	230	236	242	218	234	217	235
# of Angle Spaces	313	288	300	305	304	314	331	323



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**Table 3 - On-Street Parking Usage on Saturday, 3/8/14**

Block	Capacity	10:25 AM	11:30 AM	12:30 PM	1:55 PM	3:00 PM	3:50 PM	4:45 PM
Obs -> Newark	25	23	27	24	27	27	27	26
Newark -> 1st	10	10	10	11	10	10	9	10
1st -> 2nd	28	29	30	26	29	29	34	30
2nd -> 3rd	36	32	36	35	38	36	37	38
3rd -> 4th	29	28	31	32	31	34	27	30
4th -> 5th	23	19	25	25	27	25	26	25
5th -> 6th	32	31	33	37	37	32	33	33
6th -> 7th	31	29	37	34	33	32	36	33
7th -> 8th	30	29	28	31	28	30	31	32
8th -> 9th	60	60	60	60	57	61	64	63
9th -> 10th	46	50	51	46	51	49	51	49
10th -> 11th	58	59	65	63	64	60	61	63
11th -> 12th	38	39	43	43	43	42	42	41
12th -> 13th	57	60	59	61	60	59	59	62
13th -> 14th	18	19	20	20	18	19	16	16
14th -> 15th	36	34	33	36	37	37	36	35
<b>Total # of Spaces</b>	<b>557</b>	<b>551</b>	<b>588</b>	<b>584</b>	<b>590</b>	<b>582</b>	<b>589</b>	<b>586</b>

# of Parallel Spaces	244	230	257	255	260	255	260	257
# of Angle Spaces	313	321	331	329	330	327	329	329

**Table 4 - % of Parking Spaces Occupied on Thursday, 2/12/14**

Block	Capacity	10:45 AM	12:00 PM	1:15 PM	2:39 PM	4:35 PM	5:25 PM	6:30 PM
Parallel	244	94%	97%	99%	89%	96%	89%	96%
Angle	313	92%	96%	97%	97%	100%	106%	103%
Obs - 4 <sup>th</sup>	128	96%	102%	99%	95%	100%	88%	96%
4th-8 <sup>th</sup>	116	92%	91%	99%	84%	91%	91%	97%
8th-14 <sup>th</sup>	277	98%	100%	99%	100%	103%	105%	104%
14th-15 <sup>th</sup>	36	47%	61%	86%	78%	81%	108%	100%



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**Table 5 - % of Parking Spaces Occupied on Saturday, 3/8/14**

Block	Capacity	10:25 AM	11:30 AM	12:30 PM	1:55 PM	3:00 PM	3:50 PM	4:45 PM
Parallel	244	94%	105%	105%	107%	105%	107%	105%
Angle	313	103%	106%	105%	105%	104%	105%	105%
Obs - 4 <sup>th</sup>	128	95%	105%	100%	105%	106%	105%	105%
4th-8 <sup>th</sup>	116	93%	106%	109%	108%	103%	109%	106%
8th-14 <sup>th</sup>	277	104%	108%	106%	106%	105%	106%	106%
14th-15 <sup>th</sup>	36	94%	92%	100%	103%	103%	100%	97%

**Table 6 - Double Parking on Thursday, 2/12/14**

Block	10:45 AM	12:00 PM	1:15 PM	2:39 PM	4:35 PM	5:25 PM	6:30 PM		Avg
Obs -> Newark	0	0	3	1	1	0	1		0.9
Newark -> 1st	0	0	0	0	0	0	0		0.0
1st -> 2 <sup>nd</sup>	1	2	1	2	1	0	2		1.3
2nd -> 3 <sup>rd</sup>	0	4	1	2	1	3	3		2.0
3rd -> 4 <sup>th</sup>	0	1	1	0	2	0	2		0.9
4th -> 5 <sup>th</sup>	1	1	4	0	2	4	2		2.0
5th -> 6 <sup>th</sup>	3	1	2	1	0	1	2		1.4
6th -> 7 <sup>th</sup>	3	1	2	7	3	2	1		2.7
7th -> 8 <sup>th</sup>	0	0	0	1	0	0	2		0.4
8th -> 9 <sup>th</sup>	0	0	0	0	0	0	0		0.0
9th -> 10 <sup>th</sup>	0	1	3	0	0	0	1		0.7
10th -> 11th	0	5	0	2	3	3	1		2.0
11th -> 12th	1	2	0	0	0	1	3		1.0
12th -> 13th	1	5	2	0	3	0	1		1.7
13th -> 14th	0	0	0	1	0	0	2		0.4
14th -> 15th	0	0	1	0	0	0	0		0.1

<b>Total</b>	<b>10</b>	<b>23</b>	<b>20</b>	<b>17</b>	<b>16</b>	<b>14</b>	<b>23</b>		
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# Washington Street Complete Streets Redesign

## Parking Analysis Summary

**Table 7 - Double Parking on Saturday 3/8/14**

Block	10:25 AM	11:30 AM	12:30 PM	1:55 PM	3:00 PM	3:50 PM	4:45 PM		Avg
Obs -> Newark	0	2	0	0	1	2	0		1.7
Newark -> 1st	0	1	0	0	0	0	0		1.0
1st -> 2 <sup>nd</sup>	2	2	2	5	3	2	2		2.6
2nd -> 3 <sup>rd</sup>	1	2	0	4	8	6	4		4.2
3rd -> 4 <sup>th</sup>	2	2	2	6	3	4	4		3.3
4th -> 5 <sup>th</sup>	1	2	1	5	2	3	2		2.3
5th -> 6 <sup>th</sup>	1	7	3	0	2	4	4		3.5
6th -> 7 <sup>th</sup>	2	0	6	1	1	5	4		3.2
7th -> 8 <sup>th</sup>	0	0	1	0	1	1	2		1.3
8th -> 9 <sup>th</sup>	0	3	0	1	0	2	0		2.0
9th -> 10 <sup>th</sup>	1	0	0	1	0	0	0		1.0
10th -> 11th	2	0	1	3	1	1	0		1.6
11th -> 12th	3	4	7	2	3	2	2		3.3
12th -> 13th	3	4	2	0	1	4	0		2.8
13th -> 14th	0	0	0	0	1	0	0		1.0
14th -> 15th	0	0	0	0	0	1	0		1.0

<b>Total</b>	<b>18</b>	<b>29</b>	<b>25</b>	<b>28</b>	<b>27</b>	<b>37</b>	<b>24</b>		
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# Washington Street Complete Streets Redesign Parking Analysis Summary

**Table 8- Loading (curb) on Thursday, 2/12/14**

Block	10:45 AM	12:00 PM	1:15 PM	2:39 PM	4:35 PM	5:25 PM	6:30 PM	Total
Obs -> Newark	1	0	0	1	0	0	0	2
Newark -> 1st	0	0	0	0	0	0	0	0
1st -> 2 <sup>nd</sup>	3	2	1	0	0	0	0	6
2nd -> 3 <sup>rd</sup>	1	0	0	1	0	0	0	2
3rd -> 4 <sup>th</sup>	1	3	1	0	0	0	0	5
4th -> 5 <sup>th</sup>	0	0	0	1	0	0	0	1
5th -> 6 <sup>th</sup>	1	0	0	1	0	0	0	2
6th -> 7 <sup>th</sup>	1	1	0	0	0	0	0	2
7th -> 8 <sup>th</sup>	4	0	0	0	1	0	0	5
8th -> 9 <sup>th</sup>	0	2	0	0	0	0	0	2
9th -> 10 <sup>th</sup>	0	1	1	0	0	1	0	3
10th -> 11th	1	0	0	0	0	0	0	1
11th -> 12th	0	0	0	0	0	0	0	0
12th -> 13th	0	0	0	1	0	0	0	1
13th -> 14th	1	0	1	0	0	0	0	2
14th -> 15th	0	0	0	0	0	0	0	0
<b>Total</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>34</b>



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**Table 9- Loading (curb) on Saturday, 3/8/14**

Block	10:25 AM	11:30 AM	12:30 PM	1:55 PM	3:00 PM	3:50 PM	4:45 PM	Total
Obs -> Newark	0	0	0	0	0	0	0	0
Newark -> 1st	0	0	0	0	0	0	0	0
1st -> 2 <sup>nd</sup>	0	0	0	0	0	0	0	0
2nd -> 3 <sup>rd</sup>	0	0	0	0	0	0	0	0
3rd -> 4 <sup>th</sup>	0	0	1	0	0	1	0	2
4th -> 5 <sup>th</sup>	0	1	0	0	0	0	0	1
5th -> 6 <sup>th</sup>	0	0	0	0	0	0	0	0
6th -> 7 <sup>th</sup>	0	0	0	0	0	0	0	0
7th -> 8 <sup>th</sup>	0	1	0	0	0	0	0	1
8th -> 9 <sup>th</sup>	0	0	0	0	0	0	0	0
9th -> 10 <sup>th</sup>	0	0	0	0	0	0	0	0
10th -> 11th	0	0	0	0	0	0	0	0
11th -> 12th	0	0	0	0	0	0	0	0
12th -> 13th	0	0	0	0	0	0	0	0
13th -> 14th	0	0	0	0	0	0	0	0
14th -> 15th	0	0	0	0	0	0	0	0
<b>Total</b>	0	2	1	0	0	1	0	4



# Washington Street Complete Streets Redesign Parking Analysis Summary

**Table 10 - Loading (Double Parking) on Thursday, 2/12/14**

Block	10:45 AM	12:00 PM	1:15 PM	2:39 PM	4:35 PM	5:25 PM	6:30 PM	Total
Obs -> Newark	0	0	0	0	0	0	0	0
Newark -> 1st	0	0	0	0	0	0	0	0
1st -> 2 <sup>nd</sup>	1	2	0	1	0	0	0	4
2nd -> 3 <sup>rd</sup>	1	0	1	0	0	0	0	2
3rd -> 4 <sup>th</sup>	0	0	0	0	0	0	0	0
4th -> 5 <sup>th</sup>	0	1	1	1	0	0	0	3
5th -> 6 <sup>th</sup>	1	0	0	0	0	0	0	1
6th -> 7 <sup>th</sup>	0	1	2	1	0	0	0	4
7th -> 8 <sup>th</sup>	0	0	0	0	0	0	0	0
8th -> 9 <sup>th</sup>	0	0	0	1	0	0	0	1
9th -> 10 <sup>th</sup>	0	0	2	0	0	0	0	2
10th -> 11th	0	2	0	3	0	0	0	5
11th -> 12th	0	0	1	0	0	0	0	1
12th -> 13th	0	0	0	0	0	0	0	0
13th -> 14th	0	0	0	0	0	0	0	0
14th -> 15th	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>



# Washington Street Complete Streets Redesign Parking Analysis Summary

**Table 11- Loading (double parking) on Saturday, 3/8/14**

Block	10:25 AM	11:30 AM	12:30 PM	1:55 PM	3:00 PM	3:50 PM	4:45 PM	Total
Obs -> Newark		1		1				2
Newark -> 1st								0
1st -> 2 <sup>nd</sup>								0
2nd -> 3 <sup>rd</sup>			1					1
3rd -> 4 <sup>th</sup>								0
4th -> 5 <sup>th</sup>								0
5th -> 6 <sup>th</sup>					1			1
6th -> 7 <sup>th</sup>								0
7th -> 8 <sup>th</sup>								0
8th -> 9 <sup>th</sup>	1	1						2
9th -> 10 <sup>th</sup>	1							1
10th -> 11th					2	1		3
11th -> 12th				1				1
12th -> 13th	1							1
13th -> 14th	1							1
14th -> 15th								0
<b>Total</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>



# Washington Street Complete Streets Redesign

## Parking Analysis Summary

**Table 12 - Loading - Total (curb + double parking) on Thursday, 2/12/14**

Block	10:45 AM	12:00 PM	1:15 PM	2:39 PM	4:35 PM	5:25 PM	6:30 PM	Total
Obs -> Newark	1	0	0	1	0	0	0	2
Newark -> 1st	0	0	0	0	0	0	0	0
1st -> 2 <sup>nd</sup>	4	4	1	1	0	0	0	10
2nd -> 3 <sup>rd</sup>	2	0	1	1	0	0	0	4
3rd -> 4 <sup>th</sup>	1	3	1	0	0	0	0	5
4th -> 5 <sup>th</sup>	0	1	1	2	0	0	0	4
5th -> 6 <sup>th</sup>	2	0	0	1	0	0	0	3
6th -> 7 <sup>th</sup>	1	2	2	1	0	0	0	6
7th -> 8 <sup>th</sup>	4	0	0	0	1	0	0	5
8th -> 9 <sup>th</sup>	0	2	0	1	0	0	0	3
9th -> 10th	0	1	3	0	0	1	0	5
10th -> 11th	1	2	0	3	0	0	0	6
11th -> 12th	0	0	1	0	0	0	0	1
12th -> 13th	0	0	0	1	0	0	0	1
13th -> 14th	1	0	1	0	0	0	0	2
14th -> 15th	0	0	0	0	0	0	0	0

<b>Total</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>
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<b>57</b>
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<b>18 wheeler</b>	2	0	0	1	0	0	0
<b>Fed-ex /UPS/USPS</b>	4	3	3	2	1	0	0

	% of Loading
3	5%
13	23%



# Washington Street Complete Streets Redesign

## Parking Analysis Summary

**Table 13 -Loading - Total (curb + double parking) on Saturday, 3/8/14**

Block	10:25 AM	11:30 AM	12:30 PM	1:55 PM	3:00 PM	3:50 PM	4:45 PM	Total
Obs -> Newark	0	1	0	1	0	0	0	2
Newark -> 1st	0	0	0	0	0	0	0	0
1st -> 2 <sup>nd</sup>	0	0	0	0	0	0	0	0
2nd -> 3 <sup>rd</sup>	0	0	1	0	0	0	0	1
3rd -> 4 <sup>th</sup>	0	0	1	0	0	1	0	2
4th -> 5 <sup>th</sup>	0	1	0	0	0	0	0	1
5th -> 6 <sup>th</sup>	0	0	0	0	1	0	0	1
6th -> 7 <sup>th</sup>	0	0	0	0	0	0	0	0
7th -> 8 <sup>th</sup>	0	1	0	0	0	0	0	1
8th -> 9 <sup>th</sup>	1	1	0	0	0	0	0	2
9th -> 10 <sup>th</sup>	1	0	0	0	0	0	0	1
10th -> 11th	0	0	0	0	2	1	0	3
11th -> 12th	0	0	0	1	0	0	0	1
12th -> 13th	1	0	0	0	0	0	0	1
13th -> 14th	1	0	0	0	0	0	0	1
14th -> 15th	0	0	0	0	0	0	0	0
<b>Total</b>	4	4	2	2	3	2	0	17



# Washington Street Complete Streets Redesign

## Parking Analysis Summary

**Table 14 - Double Parking - Total (Cars + Loading) on Thursday, 2/12/14**

Block	10:45 AM	12:00 PM	1:15 PM	2:39 PM	4:35 PM	5:25 PM	6:30 PM	Avg
Obs -> Newark	0	0	3	1	1	0	1	0.9
Newark -> 1st	0	0	0	0	0	0	0	0.0
1st -> 2nd	2	4	1	3	1	0	2	1.9
2nd -> 3rd	1	4	2	2	1	3	3	2.3
3rd -> 4th	0	1	1	0	2	0	2	0.9
4th -> 5th	1	2	5	1	2	4	2	2.4
5th -> 6th	4	1	2	1	0	1	2	1.6
6th -> 7th	3	2	4	8	3	2	1	3.3
7th -> 8th	0	0	0	1	0	0	2	0.4
8th -> 9th	0	0	0	1	0	0	0	0.1
9th -> 10th	0	1	5	0	0	0	1	1.0
10th -> 11th	0	7	0	5	3	3	1	2.7
11th -> 12th	1	2	1	0	0	1	3	1.1
12th -> 13th	1	5	2	0	3	0	1	1.7
13th -> 14th	0	0	0	1	0	0	2	0.4
14th -> 15th	0	0	1	0	0	0	0	0.1
<b>Total</b>	<b>13</b>	<b>29</b>	<b>27</b>	<b>24</b>	<b>16</b>	<b>14</b>	<b>23</b>	



# Washington Street Complete Streets Redesign Parking Analysis Summary

**Table 15 - Double Parking - Total (Cars + Loading) on Saturday, 3/8/14**

Block	10:25 AM	11:30 AM	12:30 PM	1:55 PM	3:00 PM	3:50 PM	4:45 PM	Avg
Obs -> Newark	0	3	0	1	1	2	0	1.0
Newark -> 1st	0	1	0	0	0	0	0	0.1
1st -> 2nd	2	2	2	5	3	2	2	2.6
2nd -> 3rd	1	2	1	4	8	6	4	3.7
3rd -> 4th	2	2	2	6	3	4	4	3.3
4th -> 5th	1	2	1	5	2	3	2	2.3
5th -> 6th	1	7	3	0	3	4	4	3.1
6th -> 7th	2	0	6	1	1	5	4	2.7
7th -> 8th	0	0	1	0	1	1	2	0.7
8th -> 9th	1	4	0	1	0	2	0	1.1
9th -> 10th	2	0	0	1	0	0	0	0.4
10th -> 11th	2	0	1	3	3	2	0	1.6
11th -> 12th	3	4	7	3	3	2	2	3.4
12th -> 13th	4	4	2	0	1	4	0	2.1
13th -> 14th	1	0	0	0	1	0	0	0.3
14th -> 15th	0	0	0	0	0	1	0	0.1
<b>Total</b>	<b>22</b>	<b>31</b>	<b>26</b>	<b>30</b>	<b>30</b>	<b>38</b>	<b>24</b>	



# Washington Street Complete Streets Redesign Parking Analysis Summary

## Parking Vehicles and Revenue, April 1-7, 2013

Table 16: Parking Usage, Turnover and Revenue on Washington St between 14th -15th Streets (36 on-street spaces)

	Parking Vehicles						Parked Revenue								
	Mon	Tues	Wed	Thurs	Fri	Sat	Mon	Tues	Wed	Thurs	Fri	Sat			
8-10 am	21	20	17	21	17	29	\$30	\$25	\$22	\$23	\$22	\$51			
10-11 am	14	33	7	15	26	17	\$16	\$47	\$10	\$18	\$33	\$27			
11am - 12pm	20	21	23	12	14	19	\$31	\$32	\$33	\$14	\$18	\$31			
12-1 pm	29	20	20	24	27	14	\$41	\$29	\$33	\$38	\$40	\$23			
1-2 pm	19	18	16	18	25	25	\$33	\$27	\$17	\$23	\$33	\$40			
2-3 pm	18	7	12	18	26	21	\$24	\$11	\$16	\$27	\$35	\$36			
3-4 pm	21	13	18	21	29	21	\$27	\$13	\$23	\$27	\$45	\$36			
4-5 pm	18	22	22	13	18	16	\$22	\$31	\$29	\$18	\$30	\$25			
5-6 pm	13	23	22	26	22	23	\$23	\$38	\$34	\$39	\$34	\$41			
6-7 pm	13	20	15	17	18	13	\$25	\$31	\$24	\$30	\$31	\$25			
7-8 pm	13	21	12	23	13	11	\$18	\$32	\$17	\$33	\$17	\$19			
8-9 pm	6	5	4	11	13	16	\$5	\$4	\$3	\$9	\$8	\$10			
<b>Total</b>	<b>205</b>	<b>223</b>	<b>188</b>	<b>219</b>	<b>248</b>	<b>225</b>	<b>\$293</b>	<b>\$319</b>	<b>\$260</b>	<b>\$298</b>	<b>\$343</b>	<b>\$363</b>	<b>weekly</b>	<b>\$1,876</b>	
													<b>annual</b>	<b>\$95,681</b>	
<b>Turnover</b>	5.7	6.2	5.2	6.1	6.9	6.3	<b>/space</b>	\$8	\$9	\$7	\$8	\$10	\$10	<b>/space</b>	<b>\$2,658</b>
													<b>(annual)</b>		



# Washington Street Complete Streets Redesign

## Parking Analysis Summary

**Table 17: Parking Usage, Turnover and Revenue on Washington St between Observer Highway and 4th St (128 spaces)**

	Parking Vehicles						Parked Revenue							
	Mon	Tues	Wed	Thurs	Fri	Sat	Mon	Tues	Wed	Thurs	Fri	Sat		
7:30-9 am	25	33	27	33	31	27	\$27	\$45	\$34	\$40	\$39	\$34		
9-10 am	94	101	118	109	119	115	\$132	\$132	\$154	\$149	\$156	\$151		
10-11 am	79	84	91	73	87	96	\$89	\$100	\$118	\$96	\$103	\$123		
11am - 12pm	82	119	89	81	101	105	\$113	\$145	\$120	\$119	\$134	\$135		
12-1 pm	63	85	70	82	92	87	\$79	\$112	\$100	\$98	\$111	\$120		
1-2 pm	71	96	89	85	87	83	\$105	\$113	\$111	\$114	\$113	\$123		
2-3 pm	56	82	79	94	85	83	\$75	\$100	\$97	\$124	\$104	\$123		
3-4 pm	74	90	74	93	86	85	\$80	\$93	\$77	\$109	\$94	\$114		
4-5 pm	78	84	82	95	91	78	\$77	\$118	\$106	\$117	\$113	\$117		
5-6 pm	75	83	97	83	95	76	\$95	\$106	\$109	\$110	\$133	\$103		
6-7 pm	77	85	79	88	74	84	\$95	\$105	\$102	\$124	\$105	\$114		
7-8 pm	84	85	92	87	85	80	\$104	\$93	\$111	\$103	\$113	\$110		
8-9 pm	44	61	50	52	82	40	\$29	\$37	\$30	\$30	\$50	\$24		
<b>Total</b>	<b>902</b>	<b>1088</b>	<b>1037</b>	<b>1055</b>	<b>1115</b>	<b>1039</b>	<b>\$1,099</b>	<b>\$1,296</b>	<b>\$1,269</b>	<b>\$1,332</b>	<b>\$1,366</b>	<b>\$1,390</b>	<b>weekly</b>	<b>\$7,752</b>
													<b>annual</b>	<b>\$395,374</b>
Turnover	7.0	8.5	8.1	8.2	8.7	8.1	<b>/space</b>	\$9	\$10	\$10	\$10	\$11	<b>/space (annual)</b>	<b>\$3,089</b>



# Washington Street Complete Streets Redesign Parking Analysis Summary

**Table 18: Parking Usage, Turnover and Revenue on Washington St between 4<sup>th</sup> Street and 8<sup>th</sup> Street (116 spaces)**

	Parking Vehicles						Parked Revenue							
	Mon	Tues	Wed	Thurs	Fri	Sat	Mon	Tues	Wed	Thurs	Fri	Sat		
7:30-9 am	14	13	13	10	19	15	\$20	\$14	\$18	\$18	\$26	\$20		
9-10 am	56	49	65	49	71	78	\$71	\$66	\$82	\$68	\$93	\$113		
10-11 am	61	69	66	52	65	76	\$75	\$80	\$78	\$63	\$70	\$113		
11am - 12pm	69	65	65	72	88	78	\$87	\$72	\$87	\$83	\$104	\$110		
12-1 pm	58	74	62	70	72	64	\$65	\$90	\$77	\$87	\$85	\$97		
1-2 pm	66	47	66	64	82	79	\$83	\$64	\$80	\$83	\$116	\$113		
2-3 pm	61	51	60	60	81	51	\$58	\$65	\$73	\$76	\$99	\$80		
3-4 pm	59	55	47	52	49	63	\$66	\$67	\$58	\$61	\$64	\$81		
4-5 pm	62	50	53	49	69	57	\$84	\$54	\$60	\$59	\$88	\$83		
5-6 pm	54	71	64	68	68	59	\$67	\$92	\$83	\$88	\$92	\$82		
6-7 pm	98	66	84	75	83	63	\$146	\$99	\$128	\$106	\$112	\$105		
7-8 pm	64	70	74	60	77	54	\$79	\$89	\$96	\$83	\$106	\$73		
8-9 pm	48	37	41	38	42	58	\$31	\$23	\$29	\$25	\$31	\$35		
<b>Total</b>	<b>770</b>	<b>717</b>	<b>760</b>	<b>719</b>	<b>866</b>	<b>795</b>	<b>\$931</b>	<b>\$873</b>	<b>\$949</b>	<b>\$899</b>	<b>\$1,084</b>	<b>\$1,103</b>	<b>weekly</b>	<b>\$5,839</b>
													<b>annual</b>	<b>\$297,773</b>
Turnover	6.6	6.2	6.6	6.2	7.5	6.9	\$8	\$8	\$8	\$8	\$9	\$10	<b>/space (annual)</b>	<b>\$2,567</b>

**Table 19: Parking Usage, Turnover and Revenue – Overall Totals**

	Mon	Tues	Wed	Thurs	Fri	Sat								
<b>OVERALL TOTAL</b>	1877	2028	1985	1993	2229	2059	\$2,323	\$2,488	\$2,477	\$2,529	\$2,794	\$2,856	<b>weekly</b>	<b>\$15,467</b>
													<b>annual</b>	<b>\$788,828</b>
<b>Turnover</b>	6.7	7.2	7.1	7.1	8.0	7.4	\$8	\$9	\$9	\$9	\$10	\$10	<b>/space</b>	<b>\$2,817</b>