ABSTRACT

REPORT TITLE: Downtown Seattle Parking Inventory, 1987
PROJECT TITLE: DSTP Before and After
SUBJECT: Parking Availability and Costs by Traffic Analysis Zones
DATE: November, 1987
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Seattle, Washington 98104
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ABSTRACT: This report was prepared for Task 6 of the DSTP Before and After Study. An inventory of parking spaces, utilization, and costs was conducted for 13 Traffic Analysis Zones in April-May of 1987.
FUNDING: The preparation of this report was financed in part by appropriations from member jurisdictions, and in part by planning grants from the Urban Mass Transportation Administration (UMTA # WA 08066).
PARKING INVENTORY

Puget Sound Council of Governments
November, 1987

EXECUTIVE SUMMARY

The Puget Sound Council of Governments conducted an inventory of off-street parking in the Seattle Central Business District in April and May, 1987. The area covered extended north to Denny, east to I-5, south to Royal Brougham, and west to Elliot Bay. The study area includes a total of 13 Traffic Analysis Zones (TAZ).

The inventory included: location, ownership/tenancy, cost of parking and utilization of parking. A computer file was established with each parking lot assigned to its appropriate census tract and block number. Data from the Seattle Engineering Department inventory conducted in 1984 was obtained and added to the 1987 database.

A total of 39,859 parking spaces was counted in 1987. This is approximately the same number as counted in 1984; however, losses and gains are significant for particular zones. Construction of the bus tunnel and the Washington State Trade and Convention Center are related to the significant loss of parking stalls in Zone 8. The overall occupancy rate increased from 73% to 80% between 1984 and 1987.

For the entire study area, the average all-day parking fee was $6.11. The average monthly fee was $91.32. Average all-day parking costs by zone ranged from $3.91 to $8.60. Prices in the CBD rose substantially. Between 1984 and 1987, the average price for all-day parking rose by $1.50, a 21% increase. This increase is far above the 8.8% increase in the Personal Consumption Expenditures Index in the same time period.
FOREWORD

The Puget Sound Council of Governments (PSCOG) is a voluntary organization of local governments in King, Kitsap, Pierce, and Snohomish counties, created to provide a forum for regional decision making. The primary goals of the PSCOG are to guide the growth and development of the region, and to seek solutions to problems which cross jurisdictional boundaries. PSCOG membership currently includes 44 cities and towns, three Indian tribes and four counties. The PSCOG's business is conducted by local elected officials representing the member agencies.

The cooperation and assistance of the Seattle Engineering Department in providing the maps used in the 1984 data collection is appreciated. Comments and review from Phil Thordarson, City of Seattle Engineering Department; staff of the City of Seattle Office of Long Range Planning; and staff of the Metro Research and Market Strategy Division are also appreciated.
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I. INTRODUCTION

Parking availability and costs in downtown areas can influence an individual's choice in their mode for commuting. Changes in downtown Seattle land use that have affected parking cost and availability include construction of major office buildings and construction of the Washington State Trade and Convention Center. Newer buildings have been approved for construction subject to constraints under "Memoranda of Agreements (MOA's)" with the City of Seattle Engineering Department (SED) to mitigate demand for traffic and parking in the downtown area. PSCOG travel forecasting models, specifically, mode-choice models use parking costs as inputs.

Tracking the availability and costs of parkings in the downtown area will assist in evaluating changes in commuting behavior before and after tunnel construction.

1984 SEATTLE ENGINEERING INVENTORY

The Seattle Engineering Department has historically collected both off-street and on-street parking counts in the Seattle CBD every two years. Lack of funding prohibited collection in 1986. This data, collected on maps and later aggregated to blocks has never been established as a computer-based file.

II. METHODS

STUDY AREA

The study area for the off-street parking survey consisted of the Seattle Central Business District as delineated by the PSCOG for planning and modelling purposes. In broad terms, the area extended north to Denny, east to I-5, south to Royal Brougham, and west to Elliot Bay. The study area includes a total of 13 Traffic Analysis Zones (TAZ) and is shown in Figure 1. The PSCOG survey covered a somewhat larger area than the SED survey. Zones 1, 2, and 3 include more area than the SED survey (see Figure 1). This geographic difference was significant only in Zone 1 where the Metro base at Royal Brougham and a gravel lot on 4th Ave. So. were added, and in Zone 4 where a 200 stall lot under the freeway was added to the database.
*These zones correspond to PSCOG Traffic Analysis Zones

Area Not Included in 1984 Survey

1987 PSCOG Off-Street Parking Survey
DATA COLLECTION

Data was collected by traversing the streets from one end of the TAZ to the other in a systematic manner. All off-street public and private parking and number of stalls were noted. The location of lots, ownership and cost of parking (if applicable) were also recorded. The utilization of parking lots (occupancy) and any remarks were noted.

Each zone was surveyed during one morning (10 a.m. to 12 noon) and one afternoon period (2 p.m. to 4 p.m.). The data was collected between April 4, 1987 and May 4, 1987. The survey was conducted by PSCOG staff.

The inventory included both private and public lots, and free and pay stalls. The inventory included parking spaces at hotels, motels, and condominiums. The inventory did not include new or used car sales lots, auto service-related shops (Midas Muffler, Goodyear Tire) or car rental outlets (Budget Rent-a-Car, etc.) Further, it did not include fire trucks.

Each parking lot has been assigned a zone and has also been coded to the 1980 census tract and block number. This allows each record to be easily aggregated and sorted for these geographic units. The data was then entered into a SAS (Statistical Analysis System) dataset.

CORRESPONDENCE TO 1984 DATA

The sites from the PSCOG survey were matched with the sites of the SED survey using the maps from the primary data collection in 1984. Sites were matched by location, size and price. The 1984 data was then added to the computer file. The 1984 information included capacity (public and private), occupancy, and costs. The PSCOG collected only off-street parking, while the 1984 survey included both off-street and on-street (metered) parking.

PARKING DATABASE

Each parking lot was entered as a separate record into a SAS dataset. This establishes the file to be easily updated and amended. Figure 2 shows the primary fields stored on the dataset for part of one zone.

When the 1984 data were entered into the computer file, several records were specifically excluded, although they were listed on the 1984 maps. These records account for 769 spaces, but since they are not available as parking spaces, they have been omitted. (See Table 1.)
ZONE=7

<table>
<thead>
<tr>
<th>Track Block</th>
<th>Location</th>
<th>Owner</th>
<th>COST 0-2 HRS</th>
<th>Cost Daily</th>
<th>Cost Month</th>
<th>Total Stalls</th>
<th>AM Occupancy</th>
<th>PM Occupancy</th>
<th>SED Stalls</th>
<th>SED Occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>81104 3rd &amp; Stewart</td>
<td></td>
<td>Allied</td>
<td>$3.50</td>
<td>$7.25</td>
<td>$70.14</td>
<td>829</td>
<td>750</td>
<td>670</td>
<td>881</td>
<td>844</td>
</tr>
<tr>
<td>81104 2nd &amp; Stewart</td>
<td></td>
<td>Joe Diamond</td>
<td>$2.50</td>
<td>$6.00</td>
<td></td>
<td>71</td>
<td>57</td>
<td>69</td>
<td>71</td>
<td>68</td>
</tr>
<tr>
<td>81105 2nd &amp; Pike N</td>
<td></td>
<td>Century Square</td>
<td>$3.00</td>
<td>$5.00</td>
<td></td>
<td>310</td>
<td>310</td>
<td>280</td>
<td>350</td>
<td>306</td>
</tr>
<tr>
<td>81105 2nd &amp; Pine/Pike East</td>
<td></td>
<td>Joe Diamond</td>
<td>$2.50</td>
<td>$6.00</td>
<td></td>
<td>26</td>
<td>26</td>
<td>22</td>
<td>25</td>
<td>22</td>
</tr>
<tr>
<td>81106 3rd &amp; Pike</td>
<td></td>
<td>Century Square</td>
<td>$3.50</td>
<td>$4.50</td>
<td>$100.00</td>
<td>258</td>
<td>154</td>
<td>.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>81111 2nd &amp; Pike s</td>
<td></td>
<td>Century Square</td>
<td>$3.00</td>
<td>$5.00</td>
<td></td>
<td>47</td>
<td>44</td>
<td>34</td>
<td>47</td>
<td>37</td>
</tr>
<tr>
<td>81113 Washington Building</td>
<td></td>
<td>Chevron</td>
<td>$3.00</td>
<td>$7.50</td>
<td>$91.72</td>
<td>650</td>
<td>595</td>
<td>520</td>
<td>410</td>
<td>391</td>
</tr>
<tr>
<td>81114 Rainier Square</td>
<td></td>
<td>Rainier Square</td>
<td>$3.00</td>
<td>$8.50</td>
<td></td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>125</td>
<td>100</td>
</tr>
<tr>
<td>81117 2nd &amp; University</td>
<td></td>
<td>Citi Park</td>
<td>$3.00</td>
<td>$6.00</td>
<td>$90.00</td>
<td>150</td>
<td>150</td>
<td>160</td>
<td>175</td>
<td>170</td>
</tr>
<tr>
<td>81118 Seneca</td>
<td></td>
<td>Central Parking</td>
<td>$3.00</td>
<td>$7.00</td>
<td></td>
<td>98</td>
<td>77</td>
<td>75</td>
<td>88</td>
<td>42</td>
</tr>
<tr>
<td>81120 415 Seneca Olympic Garage</td>
<td>Standard</td>
<td></td>
<td>$5.00</td>
<td>$8.50</td>
<td>$100.00</td>
<td>815</td>
<td>815</td>
<td>815</td>
<td>766</td>
<td>739</td>
</tr>
</tbody>
</table>

PSCOG

EXAMPLE OF DATA COLLECTED

Fig. 2
TABLE 1
Lots included in 1984 SED and Excluded by PSCOG in 1987

<table>
<thead>
<tr>
<th>Zone</th>
<th>Lot</th>
<th>No. of Stalls</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone 8</td>
<td>Hertz Rent-a-Car</td>
<td>42 stalls</td>
</tr>
<tr>
<td></td>
<td>Rach Honda New Cars</td>
<td>106 stalls</td>
</tr>
<tr>
<td>Zone 9</td>
<td>Princess Marguerite</td>
<td>80 stalls</td>
</tr>
<tr>
<td>Zone 11</td>
<td>KIRO News Garage</td>
<td>24 stalls</td>
</tr>
<tr>
<td>Zone 12</td>
<td>Fredrick's Cadillac</td>
<td>220 stalls</td>
</tr>
<tr>
<td></td>
<td>Midas Muffler</td>
<td>25 stalls</td>
</tr>
<tr>
<td></td>
<td>Car Wash</td>
<td>6 stalls</td>
</tr>
<tr>
<td></td>
<td>Fire Station</td>
<td>7 stalls</td>
</tr>
<tr>
<td>Zone 13</td>
<td>Rach Honda Used Cars</td>
<td>143 stalls</td>
</tr>
<tr>
<td></td>
<td>Goodyear Tire garage</td>
<td>35 stalls</td>
</tr>
<tr>
<td></td>
<td>Budget Rent-a-Car</td>
<td>32 stalls</td>
</tr>
<tr>
<td></td>
<td>Greyhound Bus Lot</td>
<td>49 stalls</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>769 stalls</td>
</tr>
</tbody>
</table>

III. SUMMARY

CAPACITY AND OCCUPANCY

A total of 39,859 parking spaces was counted in this 1987 inventory. The total number of parking spaces in the Seattle CBD, overall, remained about the same between 1984 and 1987. Losses and gains for particular zones are related to construction of major projects.

The biggest loss of stalls was in Zone 8 due to the construction of the bus tunnel and the Washington State Trade and Convention Center. Zone 4 showed an increase in the number of stalls due to the completion of the Columbia Center.

The overall occupancy rate for the CBD increased from 73% to 80%. The most dramatic increases were in Zones 3, 5, 8, 9, and 12 where occupancy increased between 13-16%. In Zone 8, where the biggest loss of stalls occurred, occupancy increased from 83% to 94%.
TABLE 2
Parking Capacity and Occupancy

<table>
<thead>
<tr>
<th>Zone</th>
<th>Capacity 1987</th>
<th>Capacity 1984</th>
<th>% Occupancy 1987</th>
<th>% Occupancy 1984</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3,345</td>
<td>3,141</td>
<td>46.86</td>
<td>38.31</td>
</tr>
<tr>
<td>2</td>
<td>1,026</td>
<td>1,011</td>
<td>60.04</td>
<td>66.17</td>
</tr>
<tr>
<td>3</td>
<td>1,410</td>
<td>1,467</td>
<td>87.62</td>
<td>61.21</td>
</tr>
<tr>
<td>4</td>
<td>5,598</td>
<td>5,063</td>
<td>89.91</td>
<td>85.32</td>
</tr>
<tr>
<td>5</td>
<td>3,505</td>
<td>3,449</td>
<td>93.72</td>
<td>80.11</td>
</tr>
<tr>
<td>6</td>
<td>684</td>
<td>725</td>
<td>87.21</td>
<td>80.00</td>
</tr>
<tr>
<td>7</td>
<td>4,981</td>
<td>4,990</td>
<td>84.86</td>
<td>84.61</td>
</tr>
<tr>
<td>8</td>
<td>3,298</td>
<td>4,464</td>
<td>93.78</td>
<td>83.55</td>
</tr>
<tr>
<td>9</td>
<td>4,182</td>
<td>4,101</td>
<td>63.80</td>
<td>50.11</td>
</tr>
<tr>
<td>10</td>
<td>1,599</td>
<td>1,558</td>
<td>80.05</td>
<td>74.81</td>
</tr>
<tr>
<td>11</td>
<td>2,665</td>
<td>2,780</td>
<td>76.25</td>
<td>66.12</td>
</tr>
<tr>
<td>12</td>
<td>4,126</td>
<td>4,256</td>
<td>84.60</td>
<td>71.21</td>
</tr>
<tr>
<td>13</td>
<td>3,659</td>
<td>3,802</td>
<td>85.71</td>
<td>85.24</td>
</tr>
<tr>
<td>TOTALS</td>
<td>40,078</td>
<td>40,820</td>
<td>80.41%</td>
<td>73.14%</td>
</tr>
</tbody>
</table>

PRICES

All prices have been weighted by number of stalls, and not by number of lots. Average prices have been computed for pay lots only. That is, free customer or employee parking has been excluded from these calculations. For example, 25 spaces at Egbert's Furniture Store or 62 spaces at Bush Gardens Restaurant are not included. Table 5 includes a count of free spaces so that calculations factoring in these spaces is possible.

For lots with only a monthly parking fee, a daily or hourly rate was not imputed. This also will affect the average cost reported in these tables.

For the entire study area, the average all-day parking fee was $6.11. The average monthly fee was $91.32. As expected, the highest costs were in zones 4, 5, and 8, and lower costs were in the Denny Regrade, International District and Pioneer Square. Average all-day parking costs by zone ranged from $3.91 to $8.60.
TABLE 3

1987 Prices (Weighted by Stalls)

<table>
<thead>
<tr>
<th>Zone</th>
<th>0-2 Hours</th>
<th>Daily</th>
<th>Monthly</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$2.14</td>
<td>$4.24</td>
<td>$82.89</td>
</tr>
<tr>
<td>2</td>
<td>1.97</td>
<td>3.91</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>2.33</td>
<td>4.71</td>
<td>79.02</td>
</tr>
<tr>
<td>4</td>
<td>3.58</td>
<td>7.82</td>
<td>88.47</td>
</tr>
<tr>
<td>5</td>
<td>4.04</td>
<td>8.60</td>
<td>113.39</td>
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<td>6</td>
<td>3.46</td>
<td>6.41</td>
<td>101.41</td>
</tr>
<tr>
<td>7</td>
<td>3.47</td>
<td>6.81</td>
<td>86.39</td>
</tr>
<tr>
<td>8</td>
<td>3.79</td>
<td>7.15</td>
<td>107.81</td>
</tr>
<tr>
<td>9</td>
<td>2.14</td>
<td>4.45</td>
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<tr>
<td>10</td>
<td>2.34</td>
<td>4.02</td>
<td>70.00</td>
</tr>
<tr>
<td>11</td>
<td>2.30</td>
<td>5.31</td>
<td>74.55</td>
</tr>
<tr>
<td>12</td>
<td>2.50</td>
<td>5.04</td>
<td>81.72</td>
</tr>
<tr>
<td>13</td>
<td>2.64</td>
<td>4.72</td>
<td>76.48</td>
</tr>
</tbody>
</table>

AVERAGES: $3.03 $6.11 $91.32

Prices in the CBD area rose substantially. The average cost for parking 0-2 hours rose by 59¢, a 24% increase between 1984 and 1987. The average price for all-day parking rose by $1.05, a 21% increase. (These are in nominal dollars - not adjusted for changes in price index). See Table 4 for a list of the zones that experienced the greatest average changes in parking fees.
TABLE 4
Zones Experiencing the Greatest Average Changes

<table>
<thead>
<tr>
<th>Zone</th>
<th>Costs 0-2 hours</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1984</td>
<td>1987</td>
</tr>
<tr>
<td>2</td>
<td>$1.20</td>
<td>$1.97</td>
</tr>
<tr>
<td>4</td>
<td>2.74</td>
<td>3.58</td>
</tr>
<tr>
<td>5</td>
<td>2.51</td>
<td>4.04</td>
</tr>
<tr>
<td>6</td>
<td>2.32</td>
<td>3.46</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Zone</th>
<th>Costs All-Day Parking</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1984</td>
<td>1987</td>
</tr>
<tr>
<td>2</td>
<td>$2.09</td>
<td>$3.91</td>
</tr>
<tr>
<td>5</td>
<td>6.99</td>
<td>8.60</td>
</tr>
<tr>
<td>7</td>
<td>5.45</td>
<td>6.81</td>
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<tr>
<td>8</td>
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<td>7.15</td>
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<tr>
<td>11</td>
<td>3.65</td>
<td>5.31</td>
</tr>
</tbody>
</table>

These increases were far above the 8.8% increase in the Personal Consumption Expenditures Index between 1984 and 1987.

Figures 3 and 4 are maps displaying some of the information from Table 5. The total stalls and the average daily cost for each zone is shown, with one map for each year.

Figures 5 and 6 show parking costs in 1987 dollars and show how price increases have differed across zones. These figures also compare the zone average to the average cost for the entire CBD.
<table>
<thead>
<tr>
<th>ZONE #</th>
<th>1987</th>
<th>1984</th>
<th>0-2 HOURS</th>
<th>DAILY</th>
<th>MONTHLY</th>
<th>TOTAL CAPACITY</th>
<th>TOTAL OCCUPANCY</th>
<th>MAXIMUM CAPACITY</th>
<th>PAY STALL</th>
<th>FREE STALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZONE #1</td>
<td>1987</td>
<td>1984</td>
<td>$2.14</td>
<td>$4.24</td>
<td>$4.16</td>
<td>$82.89</td>
<td>3345</td>
<td>1568</td>
<td>2241</td>
<td>3083</td>
</tr>
<tr>
<td>ZONE #2</td>
<td>1987</td>
<td>1984</td>
<td>$1.97</td>
<td>$3.91</td>
<td>$2.09</td>
<td>1026</td>
<td>616</td>
<td>80</td>
<td>260</td>
<td>766</td>
</tr>
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<td>ZONE #3</td>
<td>1987</td>
<td>1984</td>
<td>$2.33</td>
<td>$4.71</td>
<td>$3.90</td>
<td>$79.02</td>
<td>1410</td>
<td>1236</td>
<td>168</td>
<td>1171</td>
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<td>ZONE #4</td>
<td>1987</td>
<td>1984</td>
<td>$3.58</td>
<td>$7.82</td>
<td>$6.82</td>
<td>$88.47</td>
<td>5598</td>
<td>5033</td>
<td>750</td>
<td>4554</td>
</tr>
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<td>ZONE #5</td>
<td>1987</td>
<td>1984</td>
<td>$4.04</td>
<td>$8.60</td>
<td>$6.99</td>
<td>$113.39</td>
<td>3505</td>
<td>3285</td>
<td>650</td>
<td>3362</td>
</tr>
<tr>
<td>ZONE #6</td>
<td>1987</td>
<td>1984</td>
<td>$3.46</td>
<td>$6.41</td>
<td>$5.70</td>
<td>$101.41</td>
<td>684</td>
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<td>1987</td>
<td>1984</td>
<td>$3.48</td>
<td>$6.81</td>
<td>$5.45</td>
<td>$136.39</td>
<td>4981</td>
<td>4160</td>
<td>829</td>
<td>4875</td>
</tr>
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<td>ZONE #8</td>
<td>1987</td>
<td>1984</td>
<td>$3.79</td>
<td>$7.15</td>
<td>$5.77</td>
<td>$107.81</td>
<td>3298</td>
<td>2849</td>
<td>803</td>
<td>3193</td>
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<td>ZONE #9</td>
<td>1987</td>
<td>1984</td>
<td>$2.14</td>
<td>$4.45</td>
<td>$4.03</td>
<td>$50.00</td>
<td>4182</td>
<td>2668</td>
<td>505</td>
<td>2915</td>
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<td>ZONE #10</td>
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<td>1984</td>
<td>$2.34</td>
<td>$4.02</td>
<td>$3.79</td>
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<td>1599</td>
<td>1280</td>
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<td>ZONE #11</td>
<td>1987</td>
<td>1984</td>
<td>$2.29</td>
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<td>$74.55</td>
<td>2665</td>
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<td>$5.04</td>
<td>$4.36</td>
<td>$81.38</td>
<td>4126</td>
<td>3491</td>
<td>535</td>
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<td>ZONE #13</td>
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<td>$2.64</td>
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<td>$76.48</td>
<td>3659</td>
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PSCOG

AVERAGE COSTS & CAPACITY BY ZONE

Table 5
Note: Dollars are in current year dollars.

1987
SEATTLE CBD PARKING
Average Daily Cost
Total Stalls

$5.31
2,665

$5.04
4,126

$4.72
3,659

$4.02
1,599

$7.15
3,298

$6.81
4,981

$6.41
684

$8.60
3,505

$7.82
5,598

$4.71
1,410

$4.24
3,345

$3.91
1,026

Note: Dollars are in current year dollars.
1984

SEATTLE CBD PARKING

Average Daily Cost
Total Stalls

Note: Dollars are in current year dollars.
0-2 HOUR PARKING COSTS
1987 DOLLARS

Fig. 5
DAILY PARKING COSTS
1987 DOLLARS

Fig. 6
KING SUBREGION
Algonia
Coun. Sue Langley

Auburn
Mayor Bob Roegner

Beaux Arts Village
Coun. Robin Stefan

Bellevue
Mayor Cary Bozeman
Coun. Ken Campbell

Bothell
Coun. Walt Wojcik

Clyde Hill
Coun. Roger Shaeffer

Des Moines
Mayor Pat DeBlasio

Duvall
Coun. Paul Reddick
Coun. Ruth Subert

Enumclaw
Coun. Gaye Veenhuizen

Issaquah
Coun. Darlene McHenry

Kent
Coun. Jon Johnson

King County
County Exec. Tim Hill
Coun. Gary Grant
Coun. Audrey Gruger
Coun. Bruce Laing
Coun. Lois North
Coun. Bill Reams

Kirkland
Mayor Doris Cooper

Lake Forest Park
Mayor Dick Rainforth

Mariner Island
Coun. Verne Lewis

Muckleshoot Indian Tribe
Exec. Director Virginia Cross

Normandy Park
Coun. Norm Strange

North Bend
Mayor Obe Healea

Redmond
Mayor Doreen Marchione
Coun. Margaret Doman

Renton
Coun. Kathy Keolker

Seattle
Mayor Charles Royer
Coun. George Benson
Coun. Virginia Galle
Coun. Jeanette Williams

Snoqualmie
Coun. Darwin Sukut

Tukwila
Coun. Mabel Harris
Coun. Doris Phelps

KITSAP SUBREGION
Bremerton
Mayor Gene Lobe
Coun. Spencer Horning
Coun. Mary Lou Long

Kitsap County
Comm. Ray Aardal
Comm. John Horsley
Comm. Bill Mahan

Port Orchard
Mayor Jay Weatherill

Poulsbo
Mayor Richard Mitchusson
Coun. Chris Endresen

Suquamish Tribe
John Bagley

Winslow
Mayor Alice Tawresey

PIERCE SUBREGION
Bonney Lake
Coun. Robert Hawkins

Buckley
Mayor Eugene Robertson

DuPont
Mayor Pola Andre

Fife
Mayor Robert Mizukami
Coun. Helen Frederick

 Fircrest
Mayor Larry Cavanaugh
Coun. Rose Marie Raudbaugh

Gig Harbor
Coun. Jim Ryan

 Milton
Coun. Leonard Sanderson

Pierce County
County Exec. Joe Stortini
Coun. Barbara Skinner
Coun. Paul Cyr
Coun. Bill Stoner

Puget Sound Council of Governments

Puyallup
Mayor Ron Crowe

Steilacoom
Coun. Peter Pedone

Sumner
Coun. Pearl Mance

Tacoma
Mayor Doug Sutherland
Coun. Ruth McEllicott
Coun. Tom Stenger

SNOHOMISH SUBREGION
Arlington
Mayor John C. Larson

Edmonds
Mayor Larry Naughten

Everett
Coun. Ed Morrow
Coun. Connie Niva

Lake Stevens
Mayor Richard Toyer

Lynnwood
Mayor M. J. Hrdlicka

Marysville
Coun. Rita Matheny

Mill Creek
Coun. Linda Blumenstein

Monroe
Mayor Gordon Tjerne

Mountlake Terrace
Mayor Lois Anderson

Mukilteo
Mayor Emory Cole

Snohomish
Mayor Ann Averill

Snohomish County
County Exec. Willis Tucker
Coun. Bruce Agnew
Coun. Brian Corcoran

Stanwood
Coun. Robert Lunn

The Tulalip Tribes
Chair, Stanley Jones, Sr.

Woodway
Mayor Jeannette Wood