

# **APPENDIX G**

Existing Parking Conditions



# MEMORANDUM

DATE: March 23, 2018

TO: Dennis Kearney, VTA

CC: Dennis Dornan, Perkins + Will

FROM: Jill Hough, Principal Project Manager, CHS Consulting Group  
Ben Miller, Assistant Transportation Planner, CHS Consulting Group

SUBJECT: Santa Clara VTA BART Extension Phase II Parking Study – Draft

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This memorandum provides a summary and set of findings for the parking survey that was performed on a Tuesday, March 6, 2018. The parking survey was conducted at two locations in San Jose during a midday period (12:00 pm) and again during the evening (9:00 pm). The primary purpose of the parking study ultimately is to determine parking demand, recommend changes to parking requirements, and develop parking management strategies for the future Transit-Oriented Developments (TOD) and businesses within a quarter-mile radius of the proposed Downtown San Jose and 28th Street BART Stations; and to support the TOD strategy for the Santa Clara VTA's BART Silicon Valley Phase II Extension. This memorandum is an important component of the overall study in that it establishes the parking inventories and parking utilization patterns throughout the two key station areas. The study area locations are presented in **Figure 1**.

This memorandum is organized as follows: presentation of high-level parking observations of utilization patterns; approach and assumptions in performing the surveys; detailed survey findings, and lastly, summary.

## Summary Highlights

For the Downtown San Jose (West) Station, it was noted during the survey periods that the maximum total occupancy of parking within the station area was 570 (at Noon). Based on the total supply metered spaces, this represents 83 percent (approximate) occupancy; and based on the total supply metered and unmarked spaces, this represents 71 percent (approximate) occupancy.

For the 28<sup>th</sup> Street Station in the Alum Rock neighborhood, it was noted during the survey periods that the maximum total occupancy of parking within the station area was 857 (recorded at Noon). Based on the total supply regular/unmarked spaces, this represents 73 percent (approximate) occupancy; and based on the number of total supply regular/unmarked and marked spaces combined, this represents 61 percent (approximate) occupancy.

The maximum observed parking occupancies described above for the two (2) station areas suggest possible opportunities for leveraging the existing parking supply within the context of TOD strategies for the future BART corridor. However, the detailed station planning work will be a key input in describing parking for background conditions. The parking survey data (both utilizations and inventories) is informing the two efforts simultaneously.

## Approach and Assumptions

The parking surveys were conducted at two proposed BART station locations in San Jose during a midday period at 12:00 pm and again in the evening at 9:00 pm. The rationale of selecting these two time periods was that 12 pm typically reflects maximum parking demand overall and around 9 pm typically reflects lowest demand overall. (It should be noted that on some street segments, the parking demand at 9 pm may be as high as or higher than 12 pm, particularly for segments proximate to areas of nightlife activities.) The survey data collection included tallies of marked parking spaces, unmarked parking spaces, color-curb designated parking spaces, parking restrictions associated with each on-street parking space, and tallies of vehicles occupying the on-street parking spaces. For purposes of this study, unmarked parking spaces were inventoried at one parking space per 20 feet. It should also be noted that off-street parking occupancy was not collected. In practice, the evening parking inventory, particularly for the Downtown San Jose Station area is actually a different parking supply than that of 12 pm, as many associated street segments have commercial freight loading zones that become available for parking after 6 pm. However, within the context of the survey, the inventoried parking supply assumed that corresponding to 12 pm.

## Survey Findings

This section presents parking survey findings for two station areas. The two station areas are associated with each of the two proposed BART station locations of 28<sup>th</sup> Street (within the Alum Rock neighborhood) and the Downtown San Jose Station located on Santa Clara Street, between First and Second Streets. The on-street parking survey results are presented for each station area. The raw survey data are included in the **Appendix**.







## Downtown San Jose BART Station Area

The Downtown San Jose Station Area is defined as an area within a roughly quarter-mile radius of the proposed BART station (near the intersection of Santa Clara Street and First Street), bounded approximately by Devine Street to the north, Almaden Boulevard to the west, San Carlos Street to the south, and 5th Street to the east. The study area is in an urban setting with a mixture of high-density land uses including civic buildings and plazas, high-density commercial office, high-density residential, and a mixture of retail uses.

The majority of streets in the Downtown San Jose Station Area are metered or time restricted. San Jose uses a color curb program to identify on-street parking restrictions with red painted curbs signifying parking prohibited, green painted curbs for time restricted parking, yellow painted curbs for freight loading zones, white painted curbs for passenger loading zones, and blue painted curbs for handicap parking. As previously mentioned, it is noted that the yellow-painted freight loading (only) zones become available for public unrestricted parking after 6 pm throughout most of the study area. Residential streets just outside of the Downtown San Jose Station Area are within a Residential Permit Parking (RPP) zone with various parking time restrictions. The roadway segment located along the south side of East Santa Clara Street between N 4th Street and N 3rd Street, within the study area, is part of the Horace Mann RPP zone. Residential parking permits are available to eligible households along posted streets and require a \$35 fee for each permit within the Horace Mann RPP zone. The maximum number of sticker permits per residence is three and hanger permits are limited to two per household. The City requires RPP renewal every year on September 30th for the Horace Mann RPP zone.

Parking is prohibited at all times along 1st Street, between Devine Street and E San Carlos Street; along 2nd Street, between Devine Street and E San Carlos Street; along W San Fernando Street, between S San Pedro Street and S 1st Street and along the south side of San Fernando Street, between S 1st Street and S 2nd Street; along both sides of E Santa Clara Street, between N 1st Street and N 2nd Street and between Notre Dame Avenue/S Almaden Boulevard and Almaden Boulevard; Along the north side of Post Street, between Almaden Boulevard and S San Pedro Street and along the south side of Post Street, between S San Pedro Street and S 1st Street; Along the west side of Lightson Street, between W Santa Clara Street and Post Street; along the south side of E Santa Clara Street between S 4th Street and S 5th Street; and along both sides of W Saint James Street, between N San Pedro Street and N Market Street. Additionally, during the parking survey (Tuesday, March 6, 2018) both sides of Terraine Street prohibited parking temporarily due to construction activities.

### On-Street Parking

**Table 1** presents the parking supply and occupancy results for each street segment in the Downtown San Jose Station Area. The Downtown San Jose Station Area has approximately 806 on-street parking spaces available during the day with an additional 100 on-street parking spaces becoming available after 6 pm (due to yellow freight loading zones no longer being in effect) for a total of 906 on-street parking spaces. Of these spaces, approximately 6 percent (52 spaces) are green-curb designated spaces with parking time restrictions between 12 minutes and two hours in duration; and 3 percent (21 spaces) are blue-curb designated spaces reserved for handicap parking. The overall weekday parking occupancy rate for the Downtown San Jose Station Area during the midday survey period (12:00 pm) was approximately 71 percent and during the evening survey period (9:00 pm) was approximately 55 percent.

Also shown in **Table 1** are several study area street segments with parking occupancy rates (significantly) over 100 percent. Parking occupancy above 100 percent indicates that several compact-size vehicles are parked close to each other along the curb in unmarked parking spaces. It was commonly observed that when parking in unmarked spaces, most vehicles utilized much less than the inventory-assumed length of 20 feet per parking space. Illegal parking was also observed at a few locations.

The average parking occupancy rate within the Downtown San Jose Station Area is higher during midday (12:00 pm) than during the evening survey period (1:00 pm), which was consistent with perceived parking demand levels, given that downtown San Jose has relatively high levels of commercial office compared to residential. While the overall parking occupancy rate is moderate, the midday (12:00 pm) parking occupancy rate is very high on several side streets along the W Santa Clara Street corridor in the vicinity of First Street and Market Street. During the evening (9:00 pm), the overall parking occupancy rate is significantly lower, and shows higher rates of parking occupancy along W Saint John Street and several other study area street segments adjacent to residential land uses. These percentage occupancies by street segments for the Downtown San Jose (West) Station study area are illustrated on Figure 2.

**Table 1 – Downtown San Jose Station Area: On-Street Parking Occupancy Rates**

Segment	Street	From	To	Supply <sup>1,2,3</sup>	Occupancy	
					Noon	9PM
1	N. Market St.	W. St James St.	Devine St.	0	NA <sup>4</sup>	NA <sup>4</sup>
2	S. 1St St.	E. St James	Devine St.	0	NA <sup>4</sup>	NA <sup>4</sup>
3	N. 2nd St.	E. St James	Devine St.	0	NA <sup>4</sup>	NA <sup>4</sup>
4	W St James St.	N. San Pedro St.	N. Market	0	NA <sup>4</sup>	NA <sup>4</sup>
5	W. St. James	N. 1st St.	N. Market St.	21	<b>100%</b>	14%
6	E. St. James	N. 2st St.	N. 1st St.	23 (27)	52%	4%
7	Terraine St	W St James St.	W St. John St.	0	NA <sup>4</sup>	NA <sup>4</sup>
8	S. San Pedro St.	W St John St.	W St James St.	6	50%	83%
9	N. Market St.	W. St James St.	E. St. John	14	77%	14%
10	S. 1St St.	E. St John	E. St James	0	NA <sup>4</sup>	NA <sup>4</sup>
11	N. 2nd St.	E. St James	E. St John	0	NA <sup>4</sup>	NA <sup>4</sup>
12	N. 3rd St.	E. St John	E. St. James	38 (40)	58%	43%
13	E. St John	N. Almaden St. /Terraine	Notre Dame Ave.	6	33%	50%
14	E. St John	N. San Pedro St.	N. Almaden St. /Terraine	12	83%	33%
15	E. St John	N. Market St.	N. San Pedro	12	83%	25%
16	E. St John	N. 1st St.	N. Market St.	30	67%	30%
17	E. St John	N. 2nd St.	N. 1st St.	15	<b>100%</b>	33%
18	E. St John	N. 3rd St.	N. 2nd St.	29	<b>93%</b>	66%
19	E. St John	N. 4th St.	N. 3rd St.	9 (13)	67%	46%
20	Notre Dame Ave.	St. John St.	Carlisle St.	22	41%	55%
21	N. Almaden Ave	St. John St.	Carlisle St.	19 (24)	<b>100%</b>	88%
22	Carlisle St.	Notre Dame Ave.	N. Almaden Blvd.	14 (16)	79%	63%
23	Notre Dame Ave.	Carlisle St.	W. Santa Clara St.	23	83%	87%
24	N. Almaden Ave	Carlisle St.	W. Santa Clara St.	14 (15)	43%	<b>98%</b>
25	S. San Pedro St.	W. Santa Clara St.	W St John St.	17 (19)	70%	31%
26	N. Market St.	E. St John	E. Santa Clara	35 (39)	58%	51%
27	S. 1St St.	W. Santa Clara St.	E. St John	0	NA <sup>4</sup>	NA <sup>4</sup>
28	N. 2nd St.	E. St John	E. Santa Clara	0	NA <sup>4</sup>	NA <sup>4</sup>
29	S. 3rd St.	E. Santa Clara	E. St John	19 (21)	89%	<b>111%</b>
30	S. 4th St.	E. Santa Clara	E. St John	17	18%	88%
31	W. Santa Clara St.	Notre Dame Ave.	N. Almaden St.	3	58%	0%
32	W. Santa Clara St.	N. Almaden Blvd	Notre Dame Ave.	0	NA <sup>4</sup>	NA <sup>4</sup>
33	W. Santa Clara St.	N. Almaden St.	N. San Pedro	9 (14)	<b>100%</b>	87%
34	W. Santa Clara St.	N. San Pedro	S. Market St.	10 (12)	<b>100%</b>	65%
35	E. Santa Clara St.	S. Market St.	S. 1st St.	30 (35)	67%	63%
36	E. Santa Clara St.	S. 1 St St.	S. 2nd St.	0	NA <sup>4</sup>	NA <sup>4</sup>
37	E. Santa Clara St.	S. 2nd St.	S. 3rd St.	23 (28)	57%	39%
38	E. Santa Clara St.	S. 3rd St.	N. 4th St.	14	57%	64%

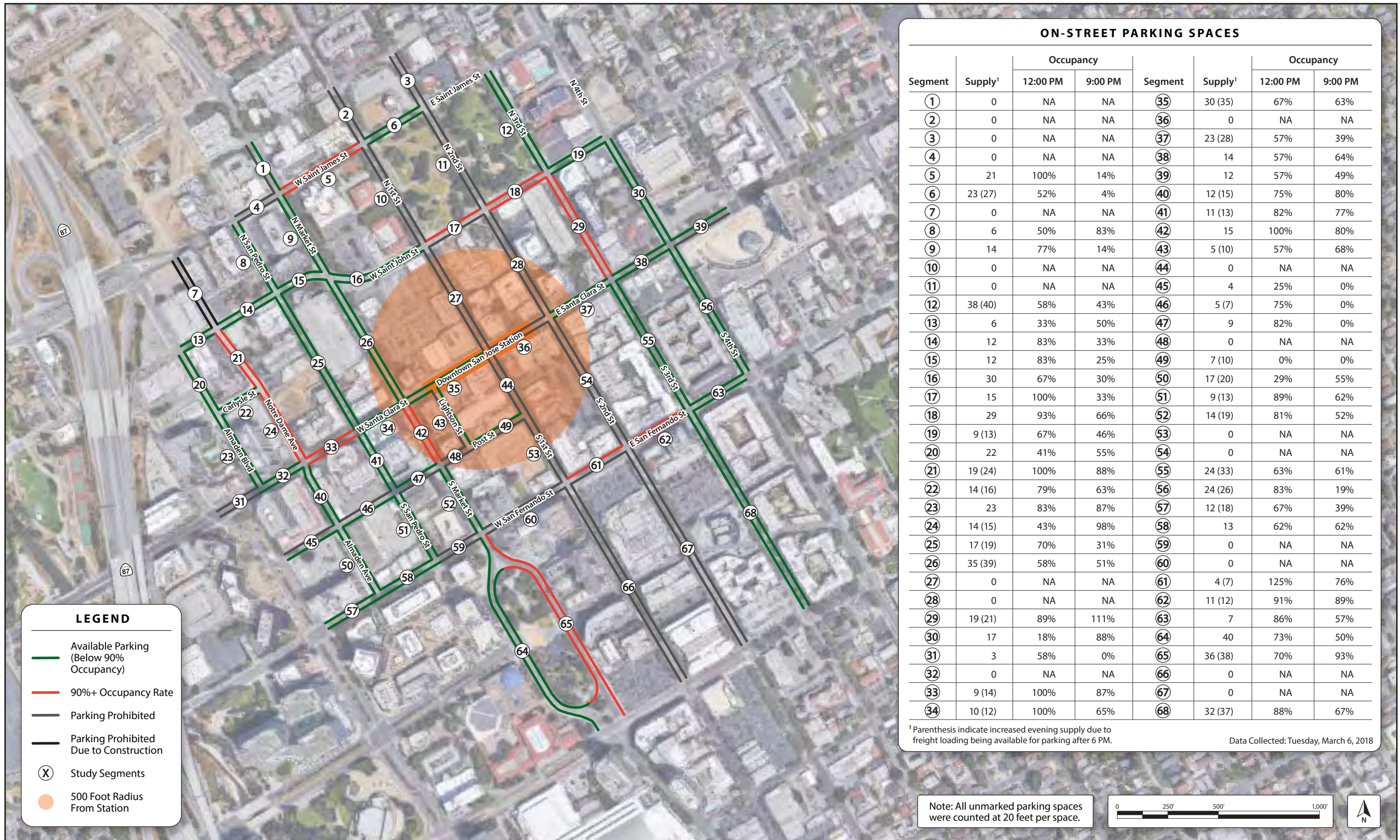
1. Includes metered spaces, unmarked spaces, green color curb spaces, and blue color curb spaces
2. All unmarked parking spaces were counted at 20 feet per space
3. Parentheses indicate parking supply after 6PM due to availability of Freight Loading Zones for parking
4. Parking Prohibited
5. Occupancy rates over 90% are bolded

**Table 1 – Downtown San Jose Station Area: On-Street Parking Occupancy Rates - Continued**

Segment	Street	From	To	Supply <sup>1,2,3</sup>	Occupancy <sup>5</sup>	
					Noon	9PM
39	E. Santa Clara St.	N. 4th St.	N. 5th St	12	57%	49%
40	N. Almaden Ave	W. Santa Clara St.	Post St.	12 (15)	75%	80%
41	S. San Pedro St.	Post St.	W. Santa Clara St.	11 (13)	82%	77%
42	S. Market St.	E. Santa Clara	Post St.	15	<b>100%</b>	80%
43	Lightson St.	Post St.	W. Santa Clara St.	5 (10)	57%	68%
44	S. 1st St.	Post St.	W. Santa Clara St.	0	NA <sup>4</sup>	NA <sup>4</sup>
45	Post St.	S. Almaden Blvd.	S. Almaden Ave.	4	25%	0%
46	Post St.	S. Almaden Ave.	S. San Pedro	5 (7)	75%	0%
47	Post St.	S. San Pedro	S. Market St.	9	82%	0%
48	Post St.	S. Market St.	Lightson St.	0	NA <sup>4</sup>	NA <sup>4</sup>
49	Post St.	S. 1st St.	Lightson St.	7 (10)	0%	0%
50	N. Almaden Ave	Post St.	W. San Fernando St.	17 (20)	29%	55%
51	S. San Pedro St.	E. San Fernando	Post St.	9 (13)	89%	62%
52	S. Market St.	Post St.	E. San Fernando	14 (19)	81%	52%
53	S. 1st St.	E. San Fernando	Post St.	0	NA <sup>4</sup>	NA <sup>4</sup>
54	N. 2nd St.	E. Santa Clara	E. San Fernando	0	NA <sup>4</sup>	NA <sup>4</sup>
55	S. 3rd St.	E. San Fernando	E. Santa Clara	24 (33)	63%	61%
56	S. 4th St.	E. San Fernando	E. Santa Clara St.	24 (26)	83%	19%
57	W. San Fernando	S. Almaden Blvd.	S. Almaden Ave.	12 (18)	67%	39%
58	W. San Fernando	S. Almaden Ave	S. San Pedro St.	13	62%	62%
59	W. San Fernando	S. San Pedro	S. Market St.	0	NA <sup>4</sup>	NA <sup>4</sup>
60	E. San Fernando	S. Market St.	S. 1st St.	0	NA <sup>4</sup>	NA <sup>4</sup>
61	E. San Fernando	S. 1st St.	S. 2nd St.	4 (7)	<b>125%</b>	76%
62	E. San Fernando	S. 2nd St.	S. 3rd St	11 (12)	<b>91%</b>	89%
63	E. San Fernando	S. 3rd St.	S. 4th St.	7	86%	57%
64	S. Market St.	E. San Fernando	W. San Carlos	40	73%	50%
65	S. Market St.	W. San Carlos	E. San Fernando	36 (38)	70%	<b>93%</b>
66	S. 1st St.	E. San Carlos	E. San Fernando	0	NA <sup>4</sup>	NA <sup>4</sup>
67	N. 2nd St.	E. San Fernando	E. San Carlos	0	NA <sup>4</sup>	NA <sup>4</sup>
68	S. 3rd St.	E. San Carlos	E. San Fernando	32 (37)	88%	67%
<b>Total</b>				<b>806 (906)</b>	<b>71%</b>	<b>55%</b>

1. Includes metered spaces, unmarked spaces, green color curb spaces, and blue color curb spaces
2. All unmarked parking spaces were counted at 20 feet per space
3. Parentheses indicate parking supply after 6PM due to availability of Freight Loading Zones for parking
4. Parking Prohibited
5. Occupancy rates over 90% are bolded



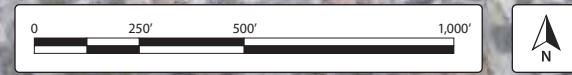


**ON-STREET PARKING SPACES**

Segment	Supply <sup>1</sup>	Occupancy		Segment	Supply <sup>1</sup>	Occupancy	
		12:00 PM	9:00 PM			12:00 PM	9:00 PM
①	0	NA	NA	③⑤	30 (35)	67%	63%
②	0	NA	NA	③⑥	0	NA	NA
③	0	NA	NA	③⑦	23 (28)	57%	39%
④	0	NA	NA	③⑧	14	57%	64%
⑤	21	100%	14%	③⑨	12	57%	49%
⑥	23 (27)	52%	4%	④⑩	12 (15)	75%	80%
⑦	0	NA	NA	④①	11 (13)	82%	77%
⑧	6	50%	83%	④②	15	100%	80%
⑨	14	77%	14%	④③	5 (10)	57%	68%
⑩	0	NA	NA	④④	0	NA	NA
⑪	0	NA	NA	④⑤	4	25%	0%
⑫	38 (40)	58%	43%	④⑥	5 (7)	75%	0%
⑬	6	33%	50%	④⑦	9	82%	0%
⑭	12	83%	33%	④⑧	0	NA	NA
⑮	12	83%	25%	④⑨	7 (10)	0%	0%
⑯	30	67%	30%	⑤⑩	17 (20)	29%	55%
⑰	15	100%	33%	⑤①	9 (13)	89%	62%
⑱	29	93%	66%	⑤②	14 (19)	81%	52%
⑲	9 (13)	67%	46%	⑤③	0	NA	NA
⑳	22	41%	55%	⑤④	0	NA	NA
㉑	19 (24)	100%	88%	⑤⑤	24 (33)	63%	61%
㉒	14 (16)	79%	63%	⑤⑥	24 (26)	83%	19%
㉓	23	83%	87%	⑤⑦	12 (18)	67%	39%
㉔	14 (15)	43%	98%	⑤⑧	13	62%	62%
㉕	17 (19)	70%	31%	⑤⑨	0	NA	NA
㉖	35 (39)	58%	51%	⑥⑩	0	NA	NA
㉗	0	NA	NA	⑥①	4 (7)	125%	76%
㉘	0	NA	NA	⑥②	11 (12)	91%	89%
㉙	19 (21)	89%	111%	⑥③	7	86%	57%
㉚	17	18%	88%	⑥④	40	73%	50%
㉛	3	58%	0%	⑥⑤	36 (38)	70%	93%
㉜	0	NA	NA	⑥⑥	0	NA	NA
㉝	9 (14)	100%	87%	⑥⑦	0	NA	NA
㉞	10 (12)	100%	65%	⑥⑧	32 (37)	88%	67%

<sup>1</sup> Parenthesis indicate increased evening supply due to freight loading being available for parking after 6 PM. Data Collected: Tuesday, March 6, 2018

Note: All unmarked parking spaces were counted at 20 feet per space.





## 28th Street BART Station Area

The 28th Street BART Station Area is defined as an area within a rough quarter-mile radius of the proposed BART station (midblock along 28th Street, between Saint James Street and Five Wounds Lane), bounded by Julian Street to the north, N 24th Street to the west, E San Fernando Street to the south, and Highway 101 (Bayshore Freeway) to the east. Also within the Alum Rock neighborhood of San Jose, the study area is in an urban setting with a mixture of low to medium-density land uses including light-industrial, retail strip malls, single-family and medium-density multi-family residential and fast-food restaurants.

The majority of streets in the 28th Street Station Area are not metered or time restricted. Similar to the Downtown San Jose Station Area, the 28th Street Station Area uses a color curb program to identify on-street parking restrictions with red painted curbs signifying parking prohibited, green painted curbs for time restricted parking, yellow painted curbs for freight loading zones, white painted curbs for passenger loading zones, and blue painted curbs for handicap parking. Residential streets within the 28th Street Station Area are not subject to Residential Permit Parking (RPP) zones. Restricted parking in the study area is mostly limited to various 3-hour No-Parking restrictions for street sweeping activities once per month. Parking is prohibited at all times along the west side of N 24th Street, between E Julian Street and E Santa Clara Street; along the north side of E Julian Street, between N 24th Street and N 25th Street and between N 27th Street and N 28th Street; along the east side of N 30th Street, between E Saint James Street and Five Wounds Lane; and along the north side of E Santa Clara Street, between N 28th Street and S 30th Street.

### On-Street Parking

The parking supply and occupancy results for each street segment in the 28th Street Station Area is presented in **Table 2**. As shown in the table, the 28th Street Station Area has approximately 1,403 on-street parking spaces, with less than one percent (6 spaces) of green-curb spaces (associated parking time restrictions) and less than one percent (3 spaces) of blue-curb spaces reserved for handicap parking. The total weekday parking occupancy rate for the 28th Street Station Area during the midday survey period (12:00 pm) was approximately 61 percent and during the evening survey period (9:00 pm) was approximately 56 percent.

Also shown in **Table 2** are parking occupancy rates over 100 percent along several study area street segments. Parking occupancy above 100 percent indicates that several compact-size vehicles are parked close to each other along the curb in unmarked parking spaces that are shorter than the typical assumed length of 20 feet per parking space. While no double parking or other illegal parking was observed at most locations, the Wooster Avenue street segment experiences a significant number of illegally parked vehicles.

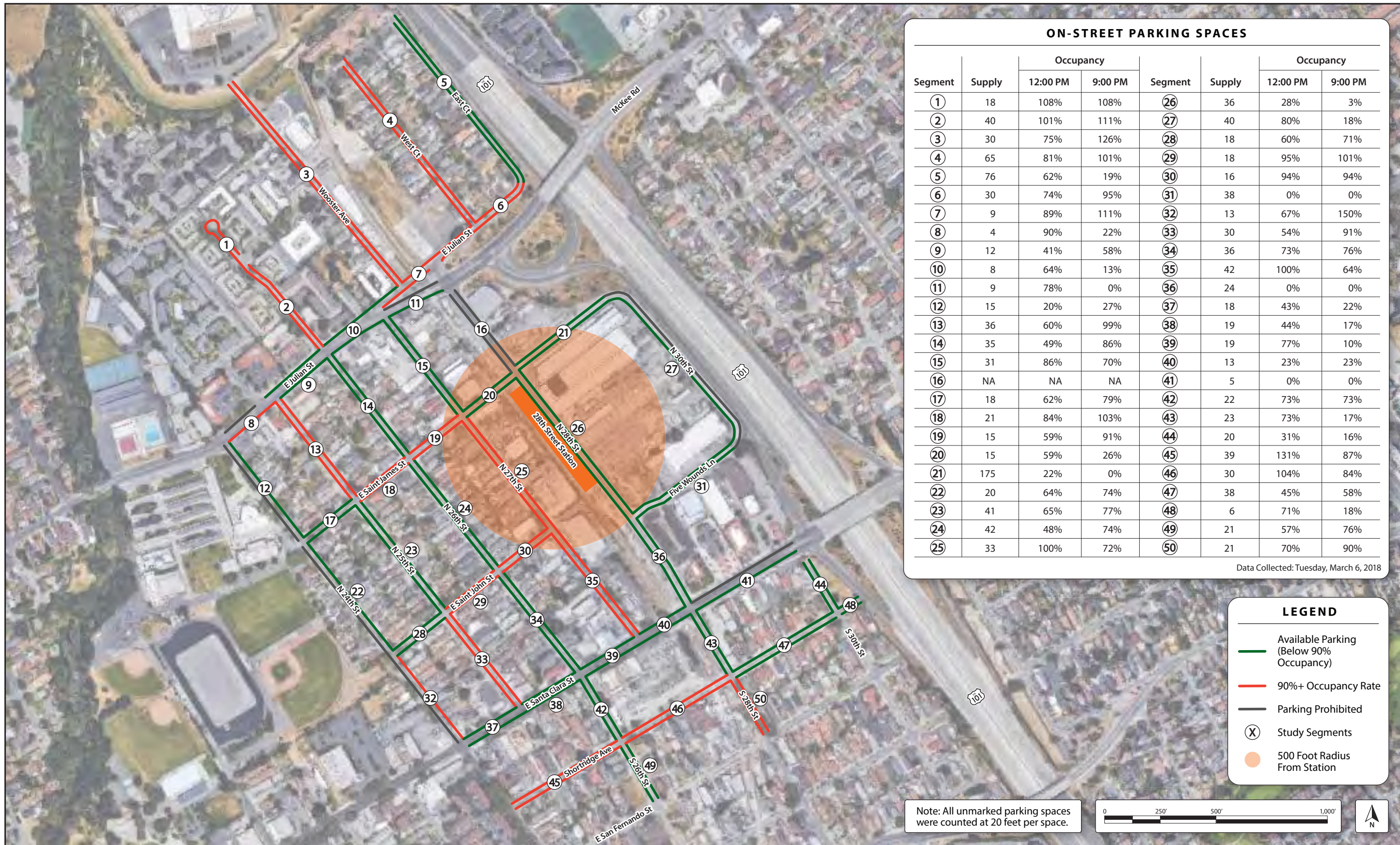
The average parking occupancy rate within the 28th Street Station Area during midday (12:00 pm) ranges from moderately to marginally higher than during the evening (9:00 pm). While the overall parking occupancy rate is moderate, the midday (12:00 pm) parking occupancy rate is very high on streets fronting the light-industrial businesses along 28th Street and N 30th Street, between E Saint James Street and 5 Wounds Lane in the vicinity of the proposed BART station area. During the evening (9:00 pm), the overall parking occupancy rate is slightly lower with parking around light-industrial land uses showing low occupancy, while parking along residential land uses indicates relatively higher occupancies. These percentage occupancies by street segments for the 28<sup>th</sup> Street Station study area are illustrated on Figure 3.

**Table 2 – 28th Street BART Station Area: On-Street Parking Occupancy Rates**

Segment	Street	From	To	Supply <sup>1,2</sup>	Occupancy <sup>4</sup>	
					Noon	9PM
1	N 26th St.	Tripp Ave	Dead End	18	<b>108%</b>	<b>108%</b>
2	N 26th St.	E Julian St.	Dead End	40	<b>101%</b>	<b>111%</b>
3	Wooster	E Julian St.	End	30	75%	<b>126%</b>
4	W C St.	E Julian St.	End of Street	65	81%	<b>101%</b>
5	E C St.	E Julian St.	Dead End	76	62%	19%
6	E Julian St	N 28th St.	Corner Bend of E C St.	30	74%	<b>95%</b>
7	E Julian St.	N 28th St.	End of Island medium at 27th St	9	89%	<b>111%</b>
8	E Julian St.	N 24th St.	N 25th St.	4	90%	22%
9	E Julian St.	N 25th St.	N 26th St.	12	41%	58%
10	E Julian St.	N 26th St.	N 27th St.	8	64%	13%
11	E Julian St.	N 27th St.	N 28th St.	9	78%	0%
12	N 24th St.	E Julian St.	E St James St.	15	20%	27%
13	N 25th St.	E St James St.	E Julian St.	36	60%	<b>99%</b>
14	N 26th St.	E Julian St.	E St James St.	35	49%	86%
15	N 27th St.	E St James St.	E Julian St.	31	86%	70%
16	N 28th St.	E Julian St.	E St James St.	0	NA <sup>3</sup>	NA <sup>3</sup>
17	E St James St.	N 25th St. /24th St	N 26th St.	18	62%	79%
18	E St James St.	N 26th St.	N 25th St.	21	84%	<b>103%</b>
19	E St James St.	N 27th St.	N 26th St.	15	59%	<b>91%</b>
20	E St James St.	N 28th St.	N 27th St.	15	59%	26%
21	E St James St.	N 30th St.	N 28th St.	175	22%	0%
22	N 24th St.	E St James	E St John St.	20	64%	74%
23	N 25th St.	E St John St.	E St James St.	41	65%	77%
24	N 26th St.	E St James St.	E St John St.	42	48%	74%
25	N 27th St.	E St John St.	E St James St.	33	<b>100%</b>	72%
26	N 28th St.	E St James St.	5 Wounds Lane	36	28%	3%
27	N 30th St.	5 Wounds Lane	E St. James St.	40	80%	18%
28	E St John St.	N 24th St.	N 25th St.	18	60%	71%
29	E St John St.	N 25th St.	N 26th St.	18	<b>95%</b>	<b>101%</b>
30	E St John St.	N 26th St.	N 27th St.	16	<b>94%</b>	<b>94%</b>
31	5 Wounds Lane	N 28th St.	N 30th St.	38	0%	0%
32	N 24th St.	E St John	E Santa Clara St.	13	67%	<b>150%</b>
33	N 25th St.	E Santa Clara St.	E St John St.	30	54%	<b>91%</b>
34	N 26th St.	E St John St.	E Santa Clara St.	36	73%	76%
35	N 27th St.	E St John St.	E Santa Clara St.	42	<b>100%</b>	64%
36	N 28th St.	E Santa Clara St.	5 Wounds Lane	24	0%	0%
37	E Santa Clara St.	N 25th St.	N 24th St.	18	43%	22%
38	E Santa Clara St.	N 26th St	N 25th St.	19	44%	17%
39	E Santa Clara St.	N 27th St.	N 26th St.	19	77%	10%
40	E Santa Clara St.	N 28th St.	N 27th St.	13	23%	23%
41	E Santa Clara St.	101 on/off ramp	N 28th St.	5	0%	0%
42	N 26th St.	E Santa Clara St.	Shortridge Ave.	22	73%	73%
43	N 28th St.	E Santa Clara St.	Shortridge Ave.	23	73%	17%
44	S 30th St.	Shortridge Ave	Dead End	20	31%	16%
45	Shortridge Ave.	N 26 St.	S 24th St.	39	<b>131%</b>	87%
46	Shortridge Ave.	S 26th St.	S 28th St.	30	<b>104%</b>	84%
47	Shortridge Ave.	S 28th St.	S 30th St.	38	45%	58%
48	Shortridge Ave.	S 30th St.	Dead End	6	71%	18%
49	S 26th St.	Shortridge Ave.	E San Fernando St.	21	57%	76%
50	S 28th St.	Shortridge Ave	E San Fernando St.	21	70%	90%
<b>Total</b>				<b>1,403</b>	<b>61%</b>	<b>56%</b>

1. Includes marked spaces, unmarked spaces, green color curb spaces, and blue color curb spaces
2. All unmarked parking spaces were counted at 20 feet per space
3. Parking Prohibited
4. Occupancy rates over 90% are shown in bold font





**ON-STREET PARKING SPACES**

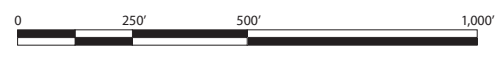
Segment	Supply	Occupancy		Segment	Supply	Occupancy	
		12:00 PM	9:00 PM			12:00 PM	9:00 PM
①	18	108%	108%	②⑥	36	28%	3%
②	40	101%	111%	②⑦	40	80%	18%
③	30	75%	126%	②⑧	18	60%	71%
④	65	81%	101%	②⑨	18	95%	101%
⑤	76	62%	19%	③⑩	16	94%	94%
⑥	30	74%	95%	③⑪	38	0%	0%
⑦	9	89%	111%	③⑫	13	67%	150%
⑧	4	90%	22%	③⑬	30	54%	91%
⑨	12	41%	58%	③⑭	36	73%	76%
⑩	8	64%	13%	③⑮	42	100%	64%
⑪	9	78%	0%	③⑯	24	0%	0%
⑫	15	20%	27%	③⑰	18	43%	22%
⑬	36	60%	99%	③⑱	19	44%	17%
⑭	35	49%	86%	③⑲	19	77%	10%
⑮	31	86%	70%	④⑰	13	23%	23%
⑯	NA	NA	NA	④⑱	5	0%	0%
⑰	18	62%	79%	④⑲	22	73%	73%
⑱	21	84%	103%	④⑲	23	73%	17%
⑲	15	59%	91%	④⑲	20	31%	16%
⑳	15	59%	26%	④⑲	39	131%	87%
㉑	175	22%	0%	④⑲	30	104%	84%
㉒	20	64%	74%	④⑲	38	45%	58%
㉓	41	65%	77%	④⑲	6	71%	18%
㉔	42	48%	74%	④⑲	21	57%	76%
㉕	33	100%	72%	⑤⑰	21	70%	90%

Data Collected: Tuesday, March 6, 2018

**LEGEND**

- Available Parking (Below 90% Occupancy)
- 90%+ Occupancy Rate
- Parking Prohibited
- ⓧ Study Segments
- 500 Foot Radius From Station

Note: All unmarked parking spaces were counted at 20 feet per space.





## Summary

During the midday period (12:00 pm) within the Downtown San Jose Station Area, the number of parked vehicles occupying on-street parking spaces was approximately 570, compared to a gross capacity of approximately 806 parking spaces, representing an occupancy rate of approximately 71 percent. During the evening period (9:00 pm), the number of parked vehicles within the Downtown San Jose Station Area was approximately 497, compared to a gross capacity of approximately 906 parking spaces, representing an occupancy rate of approximately 55 percent. Therefore, the midday (12:00 pm) parking occupancy rate within the Downtown San Jose Station Area is approximately 16 percent higher than during the evening (9:00 pm). The pattern of occupancy rates within the Downtown San Jose Station Area are tied to the surrounding land uses, as parking demand is maximized along adjacent commercial office land during the day and during the evening, parking demand is maximized along adjacent residential land uses, mirroring the expected travel and parking patterns associated with the typical work day.

During the midday period (12:00 pm) within the 28th Street Station Area, the number of parked vehicles within on-street parking spaces was approximately 857, compared to a gross capacity of approximately 1,403, representing an occupancy rate of approximately 61 percent. During the evening period (9:00 pm), the number of parked vehicles within the 28th Street Station Area was approximately 779, representing an occupancy rate of approximately 56 percent. Therefore, the midday parking occupancy rate within the 28th Street Station Area is approximately 9 percent (78 vehicles) higher than during the evening (9:00 pm). The pattern of occupancy rates within the 28th Street Station Area are also tied to the surrounding land uses, as parking demand along adjacent light-industrial land uses increases during the day, whereas in the evening, parking demand is maximized along adjacent residential land uses, mirroring the expected travel and parking patterns associated with the typical work day.



# Appendices

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Appendix A Parking Survey Collection Data

Appendix B Parking Supply and Occupancy Results

## APPENDIX A – PARKING SURVEY COLLECTION DATA





Street	From	To	Side	Occupancy at 9PM	Occupancy at 12PM	Metered Spaces	Unmarked Spaces (ft)	Green Spaces (ft)	Yellow Spaces (ft)	White Spaces (ft)	Blue Spaces (ft)	Restrictions		
	E. St John	E. Santa Clara	West	0	0							NO PARKING		
			East	0	0							NO PARKING		
	E. Santa Clara	E. San Fernando	West	0	0							NO PARKING		
			East	0	0							NO PARKING		
N. 2nd St.	E. San Fernando	E. San Carlos	West	0	0							NO PARKING		
			East	0	0							NO PARKING		
S. 1st St.	E. San Carlos	E. San Fernando	West	0	0							NO PARKING		
			East	0	0							NO PARKING		
E. San Fernando	S. 1st St.	S. 2nd St.	North	5	5	4			51			Meters: 2-hour parking, Yellow: Reserved for Taxis		
			South	0	0							NO PARKING		
	S. 2nd St.	S. 3rd St.	North	6	5	6			27			Meters: 2-hour parking from 9AM-6PM, Other Space: 12-min parking, Yellow: Parking from 7AM-6PM		
			South	5	5	5				20		Meters: 2-hour parking		
	S. 3rd St.	S. 4th St.	North	2	1	3					26	Meters: 36-min parking		
			South	2	5	4					20	Meters: 2-hour parking		
E. San Fernando	E. San Fernando	E. Santa Clara St.	West	1	13	9	37	83	34			Meters: 2-hour parking		
			East	4	7	9				60		Meters: 1-hour parking, Other Space: 30-min parking		
	S. 4th St.	E. Santa Clara	E. St John	West	6	1	12					Meters: 4-hour parking		
				East	9	2	4					22	Meters: 2-hour parking	
	E. San Fernando	N. 4th St.	N. 3rd St.	North	4	3	6						Meters: 2-hour parking from 9AM - 6PM	
				South	2	3	3			80			Meters: 2-hour parking, Yellow: Freight loading from 10AM - 7PM	
N. 3rd St.		N. 2nd St.	North	11	15	17						Meters: 2-hour parking		
			South	8	12	12						Meters: 2-hour parking, Other Space: Motorcycle Parking		
N. 2nd St.		N. 1st St.	North	5	15	15						Meters: 2-hour parking		
			South	0	0							NO PARKING		
N. 1st St.		N. Market St.	North	3	7	15						39	Meters: 1-hour parking from 9AM - 6PM	
			South	6	13	12		20					Meters: 1-hour parking, Green Space: 12-min parking	
N. Market St.		N. San Pedro	North	2	7	2	140						Meters: 2-hour parking from 9AM - 6PM	
			South	1	3		60						No Restrictions	
N. San Pedro St.		N. Almaden St./Terraine	North	4	10	12							Meters: 2-hour parking	
			South	0	0								No Restrictions	
E. St John	N. Almaden St./Terraine	Notre Dame Ave.	North	3	2	6							Meters: 2-hour parking	
			South	0	0								No Restrictions	
Notre Dame Ave.	St. John St.	Carlisle St.	West	5	1	8							Meters: 2-hour parking from 9AM - 6PM	
			East	7	8	14							Meters: 2-hour parking from 9AM - 6PM	
	Carlisle St.	W. Santa Clara St.	East	11	11	14						Meters: 2-hour parking from 9AM - 6PM		
W. Santa Clara St.	Notre Dame Ave.	N. Almaden St.	North	0	0			69					Green Space: 12-min parking	
			South	0	2					71			White Space: Passenger loading only	
	N. Almaden St.	N. San Pedro	North	7	5	4			95				Meters: 2-hr parking from 9am-6pm, Yellow: Freight Loading Zone 7am-6 pm, Taxi Stand 11pm-4am (2 car max), No Parking 3-6am	
			South	5	4	5				45			Meters: 30-min parking from 9am-6pm, No Parking 3-6am	
S. Market St.	S. 1st St.	North	4	3	3				45			Meters: 2-hr parking from 9am-6pm, Yellow: Freight Loading Zone 7am-6 pm, Taxi Stand 11pm-4am (2 car max), No Parking 3-6am		
		South	4	7	7							Meters: 30-min parking from 6AM - 6PM, Yellow: Freight loading zone from 7AM - 6PM, Other Space: Motorcycle Parking		
E. Santa Clara St.	S. Market St.	S. 1st St.	North	12	12	17		48	50				Meters: 30-min parking from 6AM - 6PM, Yellow: Freight loading zone from 7AM - 6PM, Other Space: Motorcycle Parking	
			South	10	8	8		46	50				No Restrictions	
	S. 1st St.	S. 2nd St.	North	0	0								NO PARKING	
			South	0	0								NO PARKING	
	S. 2nd St.	S. 3rd St.	North	8	8	12			54				Meters: 2-hour parking, no parking from 3PM - 6PM	
			South	3	5	11			53				Meters: 1-hour parking from 9AM - 6PM	
	S. 3rd St.	N. 4th St.	North	4	3	5		62			35		No Restrictions	
			South	5	5	6							Meters: 24-min parking	
	N. 4th St.	N. 5th St.	North	6	7	10	46						Other Space: ZipCar parking	
			South	0	0								NO PARKING	
	E. San Carlos	E. San Carlos	E. San Fernando	West	8	12	7		25	66		68		Meters: 30-min parking, Green: 12-min parking, Yellow: CHP Parking
				East	17	16	19		22	41				No Restrictions
West		10	9	12			130					Meters: 2-hr parking from 9am-6pm, Yellow: Freight Loading Zone from 7am-6pm, No Parking 3-6am Monday and Thursday		





**Parking Study**

Project: 18-8091-002  
Location: Alum Rock

Day: Tuesday  
Date: 3/6/2018

Street	From	To	Side	Occupancy			Inventory					Parking Restrictions	
				12:00 PM	9:00 PM	Regular/ Unmarked Spaces (ft)	Marked Spaces	Green Spaces (ft)	Yellow Spaces (ft)	White Spaces (ft)	Blue Spaces (ft)		
E Julian St	N 28th St.	Corner Bend of E C St.	North	6	11	200						No Restrictions	
			South	16	17	392						NP 9am-12pm 3rd Tue	
W C St.	E Julian St.	End of Street	West	24	35	645						NP 9am-12pm 3rd Tue	
			East	29	31	657						NP 9am-12pm 3rd Tue	
E Julian St.	N 28th St.	End of Island medium at 27th St	North	4	6	103						NP 9am-12pm 3rd Tue	
			South	4	4	77						NP 9am-12pm 3rd Tue	
N 24th St.	E St James	E St John St.	West	0	0							No Parking	
			East	13	15	384					20	No Restrictions	
	E St John	E Santa Clara St.	West	0	0							No Parking	
			East	9	20	245						22	No Restrictions
N 25th St.	E Santa Clara St.	E St John St.	West	7	12	317						No Restrictions	
			East	9	15	277							NP 1-4pm 4th Fri
	E St John St.	E St James St.	West	12	15	420						NP 9am-12pm 4th Fri	
			East	15	17	409							NP 1-4pm 4th Fri
	E St James St.	E Julian St.	West	12	18	391						NP 9am-12pm 4th Fri	
			East	9	17	292						22	NP 1-4pm 4th Fri
	N 26th St.	E Julian St.	Dead End	West	22	24	434						NP 1-4pm 3rd Tue
				East	18	20	357						
E Julian St.		E St James St.	West	9	16	333						NP 9am-12pm 4th Fri	
			East	8	14	361							NP 1-4pm 4th Fri
E St James St.		E St John St.	West	7	17	394						NP 9am-12pm 4th Fri	
			East	13	14	448							NP 1-4pm 4th Fri
E St John St.		E Santa Clara St.	West	15	13	372						No Restrictions	
			East	11	14	343							NP 9am-12pm 4th Fri
Shortridge Ave.	E Santa Clara St.	Shortridge Ave.	West	7	8	187						No Restrictions	
			East	9	8	253							No Restrictions
	N 26 St.	S 24th St.	North	26	17	397						No Restrictions	
			South	25	17	383							No Restrictions
S 28th St.	Shortridge Ave	E San Fernando St.	North	18	11	258						No Restrictions	
			South	13	14	340							No Restrictions
	S 28th St.	S 30th St.	West	6	8	212						No Restrictions	
			East	8	10	190							No Restrictions
Shortridge Ave.	S 30th St.	Dead End	North	8	11	388						No Restrictions	
			South	9	11	373							No Restrictions
	S 30th St.	Shortridge Ave	Dead End	North	1	0	58						No Restrictions
				South	3	1	55						
E Santa Clara St.	101 on/off ramp	N 28th St.	West	3	2	175						No Restrictions	
			East	3	1	211							No Restrictions
	N 28th St.	N 27th St.	North	0	0							No Parking	
			South	0	0	96							No Restrictions
	N 27th St.	N 26th St.	North	3	2	166						No Restrictions	
			South	0	1	97							No Restrictions
	N 26th St	N 25th St.	North	8	1	167				23		Loading 8am-5PM	
			South	7	1	222							No Restrictions
N 25th St.	N 24th St.	North	5	1	150							No Restrictions	
		South	3	2	213							No Restrictions	
E St John St.	N 25th St.	N 24th St.	North	3	2	202						No Restrictions	
			South	5	2	166							No Restrictions
	N 24th St.	N 25th St.	North	5	6	181						NP 1-4pm 4th Fri	
			South	6	7	184							NP 9am-12pm 4th Fri
	N 25th St.	N 26th St.	North	7	8	181							NP 1-4pm 4th Fri
			South	10	10	177							No Restrictions
	N 26th St.	N 27th St.	North	7	7	154							NP 9am-12pm 4th Fri
			South	8	8	164							NP 1-4pm 4th Fri
N 27th St.	E St John St.	E Santa Clara St.	West	20	14	326						No Restrictions	
			East	22	13	492			23				NP 1-4 PM Friday
N 28th St.	E Santa Clara St.	5 Wounds Lane	East	0	0	84						NP 7 AM-4 PM	
			West	0	0	396							No Restrictions
5 Wounds Lane	N 28th St.	N 30th St.	North	0	0	376						No Restrictions	
			South	0	0	376							Pass Loading 7 AM-4 PM
N 30th St.	5 Wounds Lane	E St. James St.	West	32	7	396						No Restrictions	
			East	0	0								No Parking
E St James St.	N 30th St.	N 28th St.	North	20	0								No Restrictions
			South	18	0		31						No Restrictions
N 28th St.	E St James St.	5 Wounds Lane	West	2	1	352						No Restrictions	
			East	8	0	353							NP 1-4pm 3rd Fri
N 27th St.	N 28th St.	N 27th St.	North	5	2	144						NP 9am-12pm 4th Fri	
			South	4	2	163							NP 1-4pm 4th Fri
	N 27th St.	N 26th St.	North	5	8	144						NP 9am-12pm 4th Fri	
			South	4	6	163							NP 1-4pm 4th Fri

Street	From	To	Side	Occupancy		Inventory						Parking Restrictions
				12:00 PM	9:00 PM	Regular/ Unmarked Spaces (ft)	Marked Spaces	Green Spaces (ft)	Yellow Spaces (ft)	White Spaces (ft)	Blue Spaces (ft)	
E St James St.	N 26th St.	N 25th St.	North	9	10	212						NP 9am-12pm 4th Fri
			South	8	11	194						NP 1-4pm 4th Fri
	N 25th St. /24th St	N 26th St.	North	7	7	161						NP 9am-12pm 4th Fri
			South	4	7	195						NP 1-4pm 4th Fri
N 27th St.	E St John St.	E St James St.	West	17	11	317						NP 9am-12pm 4th Fri
			East	16	13	322		24				NP 1-4pm 4th Fri
	E St James St.	E Julian St.	West	13	9	287						NP 9am-12pm 4th Fri
			East	14	13	321		21				NP 1-4pm 4th Fri
N 28th St.	E Julian St.	E St James St.	West	0	0							No Parking
			East	0	0							No Parking
	E Santa Clara St.	Shortridge Ave.	West	11	2	263						NP 9am-12pm 4th Fri
			East	6	2	201						NP 1-4pm 4th Fri
Wooster	E Julian St.	End	West	20	24	452						NP 1-4 3rd Tues
			East	2	13	79		55		138		NP School Zone
N 24th St.	E Julian St.	E St James St.	West	0	0							No Parking
			East	3	4	296						NP 8am-3pm Mon-Fri
S 26th St.	Shortridge Ave.	E San Fernando St.	West	7	8	199						No Restrictions
			East	5	8	220						No Restrictions
E Julian St.	N 24th St.	N 25th St.	North	0	0							No Parking
			South	4	1	89						No Restrictions
	N 25th St.	N 26th St.	North	1	2	116						No Restrictions
			South	4	5	127						No Restrictions
N 26th St.	Tripp Ave	Dead End	West	9	10	170						No Restrictions
			East	10	9	181						No Restrictions
E C St.	E Julian St.	Dead End	West	15	5	520						No Restrictions
			East	32	9	990						No Restrictions
E Julian St.	N 26th St.	N 27th St.	North	3	1	131						No Restrictions
			South	2	0	25						No Restrictions
	N 27th St.	N 28th St.	North	0	0							No Parking
			South	7	0	180						No Restrictions

**APPENDIX B – PARKING SUPPLY AND OCCUPANCY RESULTS**



## Downtown San Jose Station Parking Supply and Occupancy Results

CHS Consulting Group

Data Collected: Tuesday, March 6, 2018

Street	From	To	Side of Street	12:00PM Supply <sup>1,2</sup>	9:00PM Supply <sup>3</sup>	12:00PM Occupancy	9:00PM Occupancy	Occupancy (%)	
								12:00 PM	9:00 PM
Terraine St	W St James St.	W St. John St.	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
Terraine St	W St James St.	W St. John St.	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. Almaden Ave	St. John St.	Carlyslle St.	West	8	10	8	9	100%	90%
N. Almaden Ave	St. John St.	Carlyslle St.	East	11	14	11	12	100%	86%
N. Almaden Ave	Carlyslle St.	W. Santa Clara St.	East	6	6	6	6	100%	100%
N. Almaden Ave	Carlyslle St.	W. Santa Clara St.	West	8	9	0	9	0%	100%
N. Almaden Ave	W. Santa Clara St.	Post St.	West	8	8	5	8	63%	100%
N. Almaden Ave	W. Santa Clara St.	Post St.	East	4	7	4	4	100%	57%
N. Almaden Ave	Post St.	W. San Fernando St.	West	10	12	3	5	30%	42%
N. Almaden Ave	Post St.	W. San Fernando St.	East	7	8	2	6	29%	75%
W. San Fernando	S. Almaden Ave	S. San Pedro St.	North	8	8	7	8	88%	100%
W. San Fernando	S. Almaden Ave	S. San Pedro St.	South	5	5	1	0	20%	0%
S. San Pedro St.	E. San Fernando	Post St.	South	0	2	0	2	NA <sup>4</sup>	100%
S. San Pedro St.	E. San Fernando	Post St.	West	9	11	8	6	89%	55%
S. San Pedro St.	Post St.	W. Santa Clara St.	East	4	4	2	3	50%	75%
S. San Pedro St.	Post St.	W. Santa Clara St.	West	7	9	7	7	100%	78%
S. San Pedro St.	W. Santa Clara St.	W St John St.	East	11	11	11	1	100%	9%
S. San Pedro St.	W. Santa Clara St.	W St John St.	West	6	8	1	5	17%	63%
S. San Pedro St.	W St John St.	W St James St.	West	0	0	1	0	NA <sup>4</sup>	NA <sup>4</sup>
S. San Pedro St.	W St John St.	W St James St.	East	6	6	2	5	33%	83%
W St James St.	N. San Pedro St.	N. Market	North	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
W St James St.	N. San Pedro St.	N. Market	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. Market St.	W. St James St.	Devine St.	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. Market St.	W. St James St.	Devine St.	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. Market St.	W. St James St.	E. St. John	West	2	2	2	1	100%	50%
N. Market St.	W. St James St.	E. St. John	East	12	12	9	1	75%	8%
N. Market St.	E. St John	E. Santa Clara	West	16	18	5	4	31%	22%
N. Market St.	E. St John	E. Santa Clara	East	19	21	15	16	79%	76%
S. Market St.	E. Santa Clara	Post St.	West	9	9	9	9	100%	100%
S. Market St.	E. Santa Clara	Post St.	East	6	6	6	3	100%	50%
S. Market St.	Post St.	E. San Fernando	West	2	5	4	0	200%	0%
S. Market St.	Post St.	E. San Fernando	East	12	14	7	10	58%	71%
S. Market St.	E. San Fernando	W. San Carlos	West (Split street)	13	13	12	8	92%	62%
S. Market St.	E. San Fernando	W. San Carlos	East (Split street)	27	27	17	12	63%	44%
S. Market St.	W. San Carlos	E. San Fernando	West (Split street)	22	24	9	18	41%	75%
S. Market St.	W. San Carlos	E. San Fernando	East (Split street)	14	14	16	17	114%	121%
E. San Fernando	S. Market St.	S. 1st St.	North	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
E. San Fernando	S. Market St.	S. 1st St.	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1st St.	E. San Fernando	Post St.	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1st St.	E. San Fernando	Post St.	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1st St.	Post St.	W. Santa Clara St.	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1st St.	Post St.	W. Santa Clara St.	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1st St.	W. Santa Clara St.	E. St John	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1st St.	W. Santa Clara St.	E. St John	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1st St.	E. St John	E. St James	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1st St.	E. St John	E. St James	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1st St.	E. St James	Devine St.	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1st St.	E. St James	Devine St.	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. 2nd St.	E. St James	Devine St.	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. 2nd St.	E. St James	Devine St.	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. 2nd St.	E. St James	E. St John	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. 2nd St.	E. St James	E. St John	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. 2nd St.	E. St John	E. Santa Clara	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. 2nd St.	E. St John	E. Santa Clara	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. 2nd St.	E. Santa Clara	E. San Fernando	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. 2nd St.	E. Santa Clara	E. San Fernando	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. 2nd St.	E. San Fernando	E. San Carlos	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
N. 2nd St.	E. San Fernando	E. San Carlos	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1 St St.	E. San Carlos	E. San Fernando	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 1 St St.	E. San Carlos	E. San Fernando	East	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
E. San Fernando	S. 1 St St.	S. 2nd St.	North	4	7	5	5	125%	71%
E. San Fernando	S. 1 St St.	S. 2nd St.	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
E. San Fernando	S. 2nd St.	S. 3rd St	North	6	7	5	6	83%	86%
E. San Fernando	S. 2nd St.	S. 3rd St	South	5	5	5	5	100%	100%
E. San Fernando	S. 3rd St.	S. 4th St.	North	3	3	1	2	33%	67%
E. San Fernando	S. 3rd St.	S. 4th St.	South	4	4	5	2	125%	50%
S. 4th St.	E. San Fernando	E. Santa Clara St.	West	15	17	13	1	87%	6%
S. 4th St.	E. San Fernando	E. Santa Clara St.	East	9	9	7	4	78%	44%
S. 4th St.	E. Santa Clara	E. St John	West	12	12	1	6	8%	50%
S. 4th St.	E. Santa Clara	E. St John	East	5	5	2	9	40%	180%

**Notes:**

1. Includes metered spaces, unmarked spaces, green color curb spaces, and blue color curb spaces
2. All unmarked spaces were counted as 20 feet per space
3. 9:00 PM Supply includes yellow freight loading spaces, as they become available for parking after 6PM.
4. Parking Prohibited

Street	From	To	Side of Street	12:00PM Supply <sup>1,2</sup>	9:00PM Supply <sup>3</sup>	12:00PM Occupancy	9:00PM Occupancy	Occupancy (%)	
								12:00 PM	9:00 PM
E. St John	N. 4th St.	N. 3rd St.	North	6	6	3	4	50%	67%
E. St John	N. 4th St.	N. 3rd St.	South	3	7	3	2	100%	29%
E. St John	N. 3rd St.	N. 2nd St.	North	17	17	15	11	88%	65%
E. St John	N. 3rd St.	N. 2nd St.	South	12	12	12	8	100%	67%
E. St John	N. 2nd St.	N. 1st St.	North	15	15	15	5	100%	33%
E. St John	N. 2nd St.	N. 1st St.	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
E. St John	N. 1st St.	N. Market St.	North	17	17	7	3	41%	18%
E. St John	N. 1st St.	N. Market St.	South	13	13	13	6	100%	46%
E. St John	N. Market St.	N. San Pedro	North	9	9	7	2	78%	22%
E. St John	N. Market St.	N. San Pedro	South	3	3	3	1	100%	33%
E. St John	N. San Pedro St.	N. Almaden St. /Terraine	North	12	12	10	4	83%	33%
E. St John	N. San Pedro St.	N. Almaden St. /Terraine	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
E. St John	N. Almaden St. /Terraine	Notre Dame Ave.	North	6	6	2	3	33%	50%
E. St John	N. Almaden St. /Terraine	Notre Dame Ave.	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
Notre Dame Ave.	St. John St.	Carlisle St.	West	8	8	1	5	13%	63%
Notre Dame Ave.	St. John St.	Carlisle St.	East	14	14	8	7	57%	50%
Notre Dame Ave.	Carlisle St.	W. Santa Clara St.	West	9	9	8	9	89%	100%
Notre Dame Ave.	Carlisle St.	W. Santa Clara St.	East	14	14	11	11	79%	79%
W. Santa Clara St.	Notre Dame Ave.	N. Almaden St.	North	3	3	0	0	0%	0%
W. Santa Clara St.	Notre Dame Ave.	N. Almaden St.	South	0	0	2	0	NA <sup>4</sup>	NA <sup>4</sup>
W. Santa Clara St.	N. Almaden St.	N. San Pedro	North	4	9	5	7	125%	78%
W. Santa Clara St.	N. Almaden St.	N. San Pedro	South	5	5	4	5	80%	100%
W. Santa Clara St.	N. San Pedro	S. Market St.	North	3	5	3	4	100%	80%
W. Santa Clara St.	N. San Pedro	S. Market St.	South	7	7	7	4	100%	57%
E. Santa Clara St.	S. Market St.	S. 1st St.	North	19	22	12	12	63%	55%
E. Santa Clara St.	S. Market St.	S. 1st St.	South	10	13	8	10	80%	77%
E. Santa Clara St.	S. 1st St.	S. 2nd St.	North	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
E. Santa Clara St.	S. 1st St.	S. 2nd St.	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
E. Santa Clara St.	S. 2nd St.	S. 3rd St.	North	12	15	8	8	67%	53%
E. Santa Clara St.	S. 2nd St.	S. 3rd St.	South	11	14	5	3	45%	21%
E. Santa Clara St.	S. 3rd St.	N. 4th St.	North	8	8	3	4	38%	50%
E. Santa Clara St.	S. 3rd St.	N. 4th St.	South	6	6	5	5	83%	83%
E. Santa Clara St.	N. 4th St.	N. 5th St.	North	12	12	7	6	58%	50%
E. Santa Clara St.	N. 4th St.	N. 5th St.	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
S. 3rd St.	E. San Carlos	E. San Fernando	West	12	15	12	8	100%	53%
S. 3rd St.	E. San Carlos	E. San Fernando	East	20	22	16	17	80%	77%
S. 3rd St.	E. San Fernando	E. Santa Clara	West	12	19	9	10	75%	53%
S. 3rd St.	E. San Fernando	E. Santa Clara	East	12	14	6	10	50%	71%
S. 3rd St.	E. Santa Clara	E. St John	West	4	4	2	10	50%	250%
S. 3rd St.	E. Santa Clara	E. St John	East	15	17	15	13	100%	76%
N. 3rd St.	E. St John	E. St. James	West	21	21	12	7	57%	33%
N. 3rd St.	E. St John	E. St. James	East	17	19	10	10	59%	53%
E. St. James	N. 2nd St.	N. 1st St.	North	8	8	4	0	50%	0%
E. St. James	N. 2nd St.	N. 1st St.	South	15	19	8	1	53%	5%
W. St. James	N. 1st St.	N. Market St.	North	8	8	9	0	113%	0%
W. St. James	N. 1st St.	N. Market St.	South	13	13	12	3	92%	23%
Carlisle St.	Notre Dame Ave.	N. Almaden Blvd.	North	8	8	6	4	75%	50%
Carlisle St.	Notre Dame Ave.	N. Almaden Blvd.	South	6	8	5	6	83%	75%
W. Santa Clara St.	N. Almaden Blvd	Notre Dame Ave.	North	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
W. Santa Clara St.	N. Almaden Blvd	Notre Dame Ave.	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
Notre Dame Ave.	W Santa Clara	Post St.	North	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
W. San Fernando	S. Almaden Blvd.	S. Almaden Ave.	North	8	8	3	2	38%	25%
W. San Fernando	S. Almaden Blvd.	S. Almaden Ave.	South	4	10	5	5	125%	50%
W. San Fernando	S. San Pedro	S. Market St.	North	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
W. San Fernando	S. San Pedro	S. Market St.	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
Fountain Alley	-	-	-	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
Post St.	S. Almaden Blvd.	S. Almaden Ave.	North	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
Post St.	S. Almaden Blvd.	S. Almaden Ave.	South	4	4	1	0	25%	0%
Post St.	S. Almaden Ave.	S. San Pedro	North	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
Post St.	S. Almaden Ave.	S. San Pedro	South	5	7	4	0	80%	0%
Post St.	S. San Pedro	S. Market St.	North	9	9	7	0	78%	0%
Post St.	S. San Pedro	S. Market St.	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
Post St.	S. Market St.	Lightson St.	North	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
Post St.	S. Market St.	Lightson St.	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
Lightson St.	Post St.	W. Santa Clara St.	West	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
Lightson St.	Post St.	W. Santa Clara St.	East	5	10	3	7	60%	70%
Post St.	S. 1st St.	Lightson St.	North	7	10	0	0	0%	0%
Post St.	S. 1st St.	Lightson St.	South	0	0	0	0	NA <sup>4</sup>	NA <sup>4</sup>
<b>Total</b>				<b>806</b>	<b>906</b>	<b>570</b>	<b>497</b>	<b>71%</b>	<b>55%</b>

Notes:  
1. Includes metered spaces, unmarked spaces, green color curb spaces, and blue color curb spaces  
2. All unmarked spaces were counted as 20 feet per space  
3. 9:00 PM Supply includes yellow freight loading spaces, as they become available for parking after 6PM.  
4. Parking Prohibited

## 28th Street Station Parking Supply and Occupancy Results

CHS Consulting Group

Data Collected: Tuesday, March 6, 2018

Street	From	To	Side of Street	Supply <sup>1,2</sup>	12:00PM Occupancy	9:00PM Occupancy	Occupancy (%)	
							12:00 PM	9:00 PM
E Julian St	N 28th St.	Corner Bend of E C St.	North	10	6	11	60%	110%
E Julian St	N 28th St.	Corner Bend of E C St.	South	20	16	17	82%	87%
W C St.	E Julian St.	End of Street	West	32	24	35	74%	109%
W C St.	E Julian St.	End of Street	East	33	29	31	88%	94%
E Julian St.	N 28th St.	End of Island medium at 27th St	North	5	4	6	78%	117%
E Julian St.	N 28th St.	End of Island medium at 27th St	South	4	4	4	104%	104%
N 24th St.	E St James	E St John St.	West	0	0	0	NA <sup>3</sup>	NA <sup>3</sup>
N 24th St.	E St James	E St John St.	East	20	13	15	64%	74%
N 24th St.	E St John	E Santa Clara St.	West	0	0	0	NA <sup>3</sup>	NA <sup>3</sup>
N 24th St.	E St John	E Santa Clara St.	East	13	9	20	67%	150%
N 25th St.	E Santa Clara St.	E St John St.	West	16	7	12	44%	76%
N 25th St.	E Santa Clara St.	E St John St.	East	14	9	15	65%	108%
N 25th St.	E St John St.	E St James St.	West	21	12	15	57%	71%
N 25th St.	E St John St.	E St James St.	East	20	15	17	73%	83%
N 25th St.	E St James St.	E Julian St.	West	20	12	18	61%	92%
N 25th St.	E St James St.	E Julian St.	East	16	9	17	57%	108%
N 26th St.	E Julian St.	Dead End	West	22	22	24	101%	111%
N 26th St.	E Julian St.	Dead End	East	18	18	20	101%	112%
N 26th St.	E Julian St.	E St James St.	West	17	9	16	54%	96%
N 26th St.	E Julian St.	E St James St.	East	18	8	14	44%	78%
N 26th St.	E St James St.	E St John St.	West	20	7	17	36%	86%
N 26th St.	E St James St.	E St John St.	East	22	13	14	58%	63%
N 26th St.	E St John St.	E Santa Clara St.	West	19	15	13	81%	70%
N 26th St.	E St John St.	E Santa Clara St.	East	17	11	14	64%	82%
N 26th St.	E Santa Clara St.	Shortridge Ave.	West	9	7	8	75%	86%
N 26th St.	E Santa Clara St.	Shortridge Ave.	East	13	9	8	71%	63%
Shortridge Ave.	N 26 St.	S 24th St.	North	20	26	17	131%	86%
Shortridge Ave.	N 26 St.	S 24th St.	South	19	25	17	131%	89%
Shortridge Ave.	S 26th St.	S 28th St.	North	13	18	11	140%	85%
Shortridge Ave.	S 26th St.	S 28th St.	South	17	13	14	76%	82%
S 28th St.	Shortridge Ave	E San Fernando St.	West	11	6	8	57%	75%
S 28th St.	Shortridge Ave	E San Fernando St.	East	10	8	10	84%	105%
Shortridge Ave.	S 28th St.	S 30th St.	North	19	8	11	41%	57%
Shortridge Ave.	S 28th St.	S 30th St.	South	19	9	11	48%	59%
Shortridge Ave.	S 30th St.	Dead End	North	3	1	0	34%	0%
Shortridge Ave.	S 30th St.	Dead End	South	3	3	1	109%	36%
S 30th St.	Shortridge Ave	Dead End	West	9	3	2	34%	23%
S 30th St.	Shortridge Ave	Dead End	East	11	3	1	28%	9%
E Santa Clara St.	101 on/off ramp	N 28th St.	North	0	0	0	NA <sup>3</sup>	NA <sup>3</sup>
E Santa Clara St.	102 on/off ramp	N 28th St.	South	5	0	0	0%	0%
E Santa Clara St.	N 28th St.	N 27th St.	North	8	3	2	36%	24%
E Santa Clara St.	N 28th St.	N 27th St.	South	5	0	1	0%	21%
E Santa Clara St.	N 27th St.	N 26th St.	North	8	8	1	96%	12%
E Santa Clara St.	N 27th St.	N 26th St.	South	11	7	1	63%	9%
E Santa Clara St.	N 26th St	N 25th St.	North	8	5	1	67%	13%
E Santa Clara St.	N 26th St	N 25th St.	South	11	3	2	28%	19%
E Santa Clara St.	N 25th St.	N 24th St.	North	10	3	2	30%	20%
E Santa Clara St.	N 25th St.	N 24th St.	South	8	5	2	60%	24%
E St John St.	N 24th St.	N 25th St.	North	9	5	6	55%	66%
E St John St.	N 24th St.	N 25th St.	South	9	6	7	65%	76%
E St John St.	N 25th St.	N 26th St.	North	9	7	8	77%	88%
E St John St.	N 25th St.	N 26th St.	South	9	10	10	113%	113%
E St John St.	N 26th St.	N 27th St.	North	8	7	7	91%	91%
E St John St.	N 26th St.	N 27th St.	South	8	8	8	98%	98%
N 27th St.	E St John St.	E Santa Clara St.	West	16	20	14	123%	86%
N 27th St.	E St John St.	E Santa Clara St.	East	26	22	13	85%	50%

**Notes:**

1. Includes marked spaces, unmarked spaces, green color curb spaces, and blue color curb spaces
2. All unmarked spaces were counted as 20 feet per space
3. Parking Prohibited

Street	From	To	Side of Street	Supply <sup>1,2</sup>	12:00PM Occupancy	9:00PM Occupancy	Occupancy (%)	
							12:00 PM	9:00 PM
N 28th St.	E Santa Clara St.	5 Wounds Lane	East	4	0	0	0%	0%
N 28th St.	E Santa Clara St.	5 Wounds Lane	West	20	0	0	0%	0%
5 Wounds Lane	N 28th St.	N 30th St.	North	19	0	0	0%	0%
5 Wounds Lane	N 28th St.	N 30th St.	South	19	0	0	0%	0%
N 30th St.	5 Wounds Lane	E St. James St.	West	40	32	7	80%	18%
N 30th St.	5 Wounds Lane	E St. James St.	East	0	0	0	NA <sup>3</sup>	NA <sup>3</sup>
E St James St.	N 30th St.	N 28th St.	North	31	20	0	65%	0%
E St James St.	N 30th St.	N 28th St.	South	144	18	0	13%	0%
N 28th St.	E St James St.	5 Wounds Lane	West	18	2	1	11%	6%
N 28th St.	E St James St.	5 Wounds Lane	East	18	8	0	45%	0%
E St James St.	N 28th St.	N 27th St.	North	7	5	2	69%	28%
E St James St.	N 28th St.	N 27th St.	South	8	4	2	49%	25%
E St James St.	N 27th St.	N 26th St.	North	7	5	8	69%	111%
E St James St.	N 27th St.	N 26th St.	South	8	4	6	49%	74%
E St James St.	N 26th St.	N 25th St.	North	11	9	10	85%	94%
E St James St.	N 26th St.	N 25th St.	South	10	8	11	82%	113%
E St James St.	N 25th St. /24th St	N 26th St.	North	8	7	7	87%	87%
E St James St.	N 25th St. /24th St	N 26th St.	South	10	4	7	41%	72%
N 27th St.	E St John St.	E St James St.	West	16	17	11	107%	69%
N 27th St.	E St John St.	E St James St.	East	17	16	13	92%	75%
N 27th St.	E St James St.	E Julian St.	West	15	13	9	84%	58%
N 27th St.	E St James St.	E Julian St.	East	16	14	13	87%	81%
N 28th St.	E Julian St.	E St James St.	West	0	0	0	NA <sup>3</sup>	NA <sup>3</sup>
N 28th St.	E Julian St.	E St James St.	East	0	0	0	NA <sup>3</sup>	NA <sup>3</sup>
N 28th St.	E Santa Clara St.	Shortridge Ave.	West	13	11	2	84%	15%
N 28th St.	E Santa Clara St.	Shortridge Ave.	East	10	6	2	60%	20%
Wooster	E Julian St.	End	West	23	20	24	88%	106%
Wooster	E Julian St.	End	East	7	2	13	30%	194%
N 24th St.	E Julian St.	E St James St.	West	0	0	0	NA <sup>3</sup>	NA <sup>3</sup>
N 24th St.	E Julian St.	E St James St.	East	15	3	4	20%	27%
S 26th St.	Shortridge Ave.	E San Fernando St.	West	10	7	8	70%	80%
S 26th St.	Shortridge Ave.	E San Fernando St.	East	11	5	8	45%	73%
E Julian St.	N 24th St.	N 25th St.	North	0	0	0	NA <sup>3</sup>	NA <sup>3</sup>
E Julian St.	N 24th St.	N 25th St.	South	4	4	1	90%	22%
E Julian St.	N 25th St.	N 26th St.	North	6	1	2	17%	34%
E Julian St.	N 25th St.	N 26th St.	South	6	4	5	63%	79%
N 26th St.	Tripp Ave	Dead End	West	9	9	10	106%	118%
N 26th St.	Tripp Ave	Dead End	East	9	10	9	110%	99%
E C St.	E Julian St.	Dead End	West	26	15	5	58%	19%
E C St.	E Julian St.	Dead End	East	50	32	9	65%	18%
E Julian St.	N 26th St.	N 27th St.	North	7	3	1	46%	15%
E Julian St.	N 26th St.	N 27th St.	South	1	2	0	160%	0%
E Julian St.	N 27th St.	N 28th St.	North	0	0	0	NA <sup>3</sup>	NA <sup>3</sup>
E Julian St.	N 27th St.	N 28th St.	South	9	7	0	78%	0%
<b>Total</b>				<b>1,403</b>	<b>857</b>	<b>779</b>	<b>61%</b>	<b>56%</b>

Notes:

1. Includes marked spaces, unmarked spaces, green color curb spaces, and blue color curb spaces
2. All unmarked spaces were counted as 20 feet per space
3. Parking Prohibited