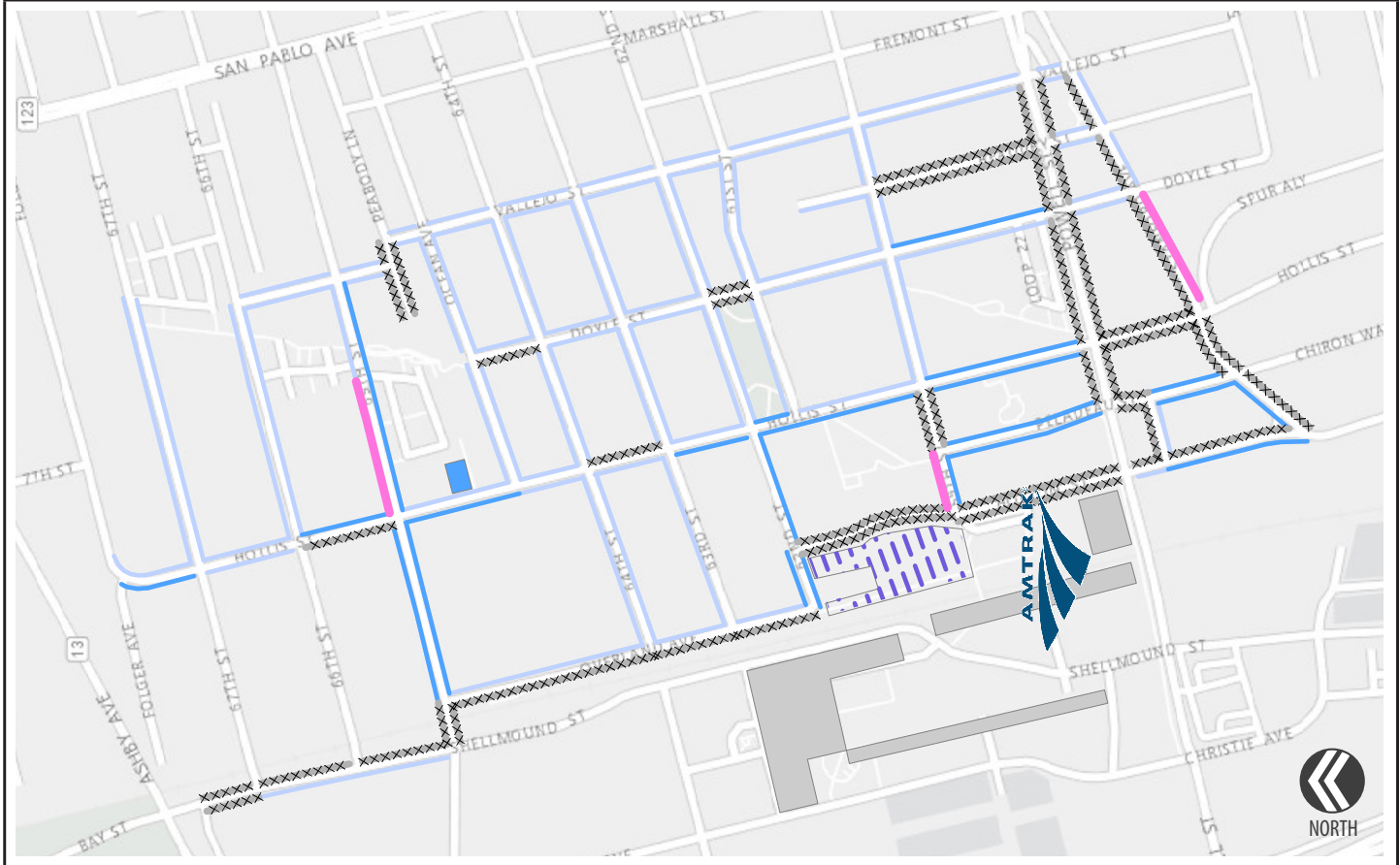


Inventory



Legend

Inventory

Types of pricing and/or restrictions on space at any time

- No Parking
- Pricing restrictions
- Time restrictions
- Loading/Unloading Only
- No Pricing
- Data not available

Note: restrictions are for the most common restriction type per block or facility (priced, time restricted only, no restrictions, or loading/unloading). No parking includes blocks or facilities with less than 2 spaces.

Occupancy

Percent of total spaces with vehicles occupying spaces

- Less than 50%
- 50% - 75%
- 75% - 85%
- 85% - 95%
- More than 95%

Note: Data was collected for the MTC VPP Regional Parking Pricing Analysis Project.

Emeryville, CA - Shopping District

Collection dates: 12/31/2014 and 1/22/2015

Total spaces: 2,111

- on-street: 1,834
- off-street: 277

Price description: Off-street pricing within the Amtrak Lot (\$2.50 per hour or \$20.00 per day).

Time restrictions: On-street and off-street

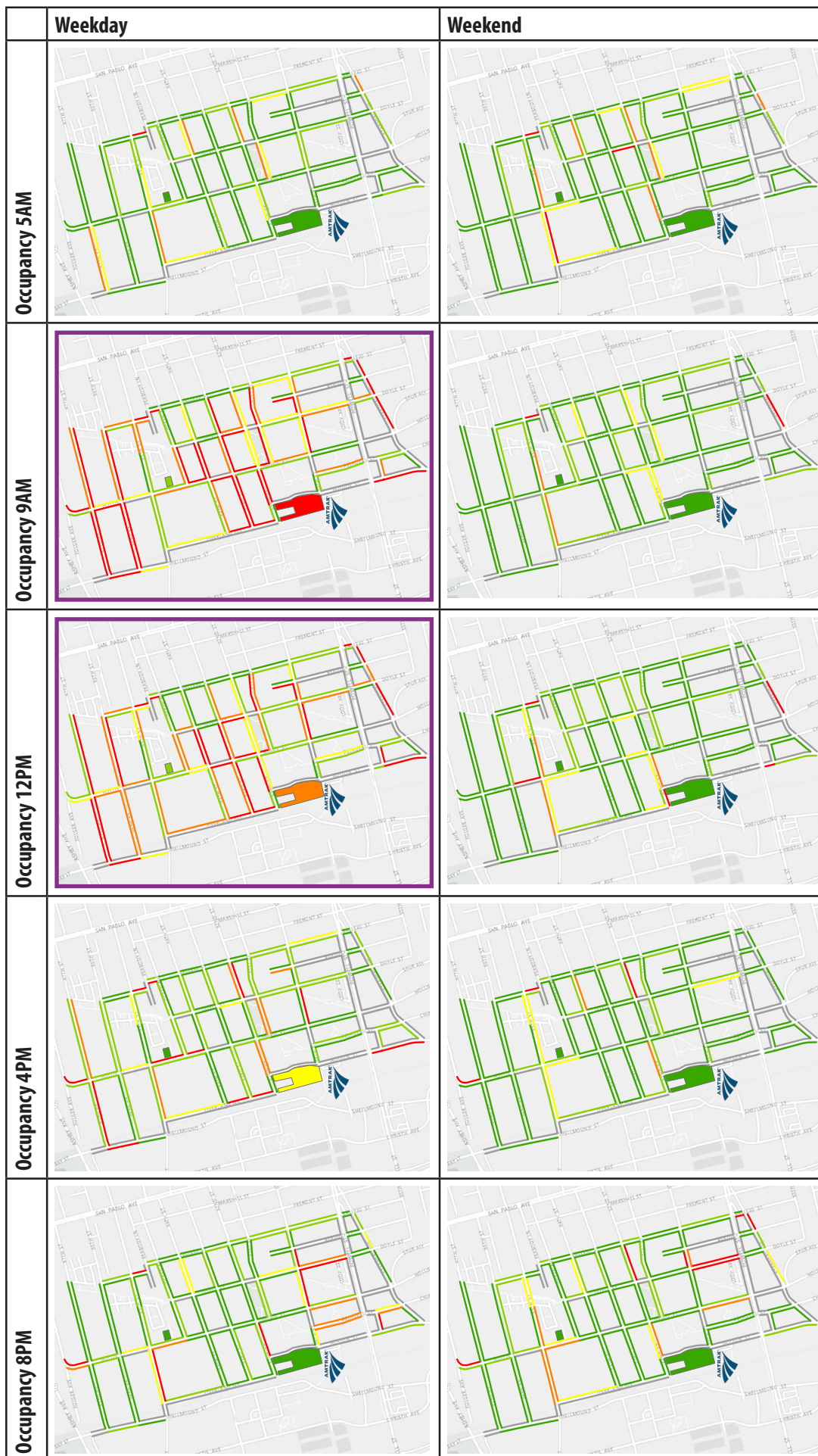
Typical restriction hours: 6AM - 5PM Mon - Fri

In the Emeryville parking study area, weekend and evening occupancy is relatively low, while weekday occupancy in the morning and midday is high. Comparing occupancy trends to time restrictions and pricing, time restrictions do not align with areas of highest demand between 62nd and 67th streets. This high on-street occupancy could be due to the density of shops in this area. The Bay Street shopping area - just West of the study area - has large amounts of off-street parking. These occupancies are above 95%, suggesting that residents and visitors have difficult finding available spaces in some areas nearby.

Only two off-street public parking facilities were included in the study area: the Amtrak Station Lot and the Glas Haus parking garage. Throughout all data collection times, the Glas Haus parking garage (57 spaces) is underutilized, despite 4-hour free parking. Further data collection in an expanded area during weekday morning and afternoon time periods could help understand these conditions.

Strategies to address these issues:

- Consider transportation demand management approaches to support employees in considering alternative modes, including information about alternatives and financial incentives
- Consider improving bicycle access through improved land use and infrastructure such as quality bike lanes to key destinations
- Improve way-finding directing parkers towards off-street facilities
- Implement on-street pricing during weekdays during morning and afternoon periods



Legend

Occupancy

Percent of total spaces with vehicles occupying spaces

- Less than 50%
- 50% - 75%
- 75% - 85%
- 85% - 95%
- More than 95%

Peak Period

Peak off-street: 90%
(Weekday 9AM)

Peak on-street: 83%
(Weekday 9AM)

Total peak: 86%
(Weekday 12PM)

