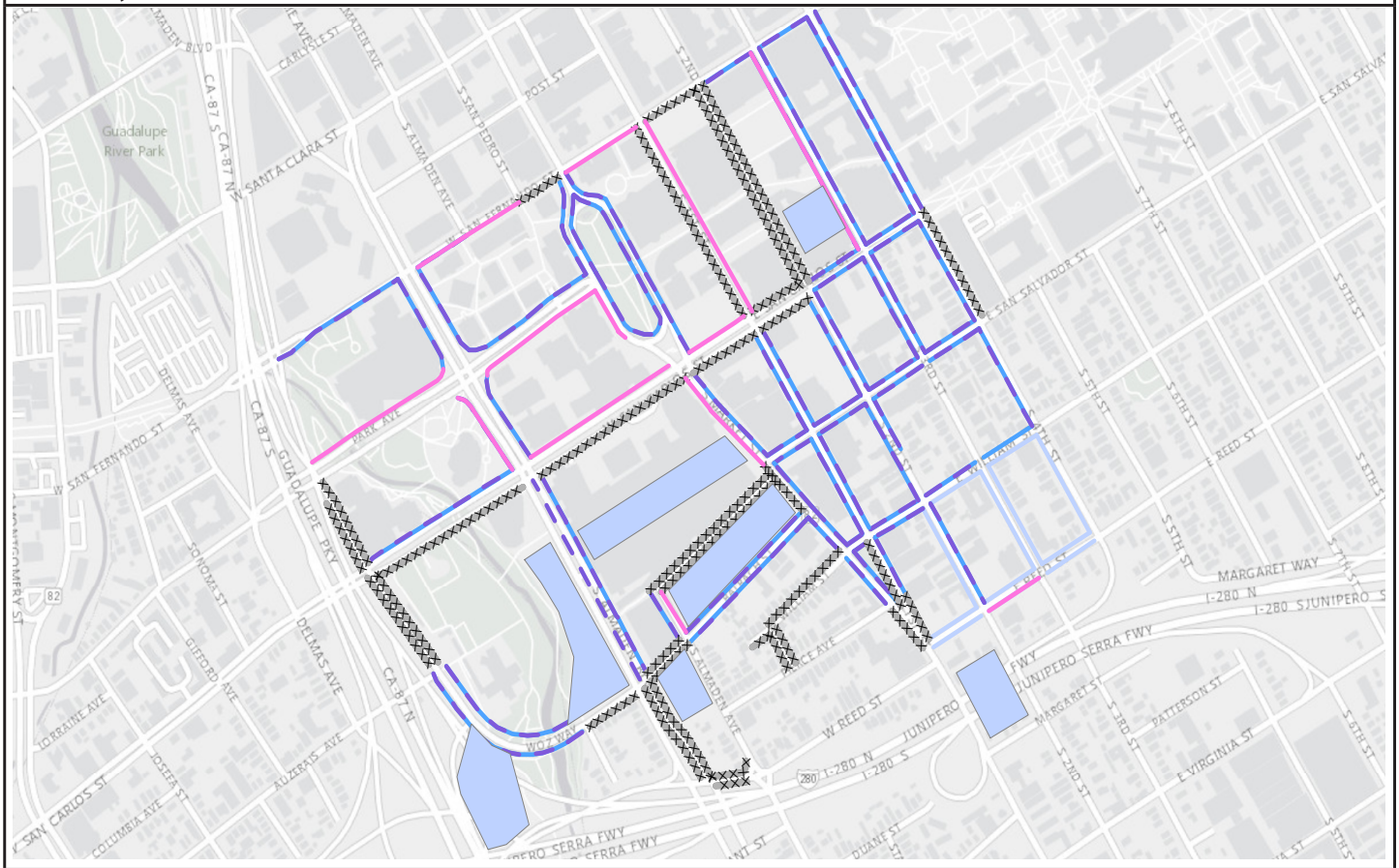


Inventory



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/other). 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.

San Jose, CA - South Downtown

Collection dates: 11/13/2014 and 3/14/2015

Total spaces: 3,538

- on-street: 1,405
- off-street: 2,133

Price description: San Jose parking meters charge \$2 per hour in the downtown core (except multi-space meters) and \$1 per hour outside the downtown core. Multi-space meters charge \$2 on weekday snear Diridon Station and special pricing during events or near the Convention Center. Off-street pricing at \$1.00 for 20 min/\$20 max weekends \$5.00 flat fee.

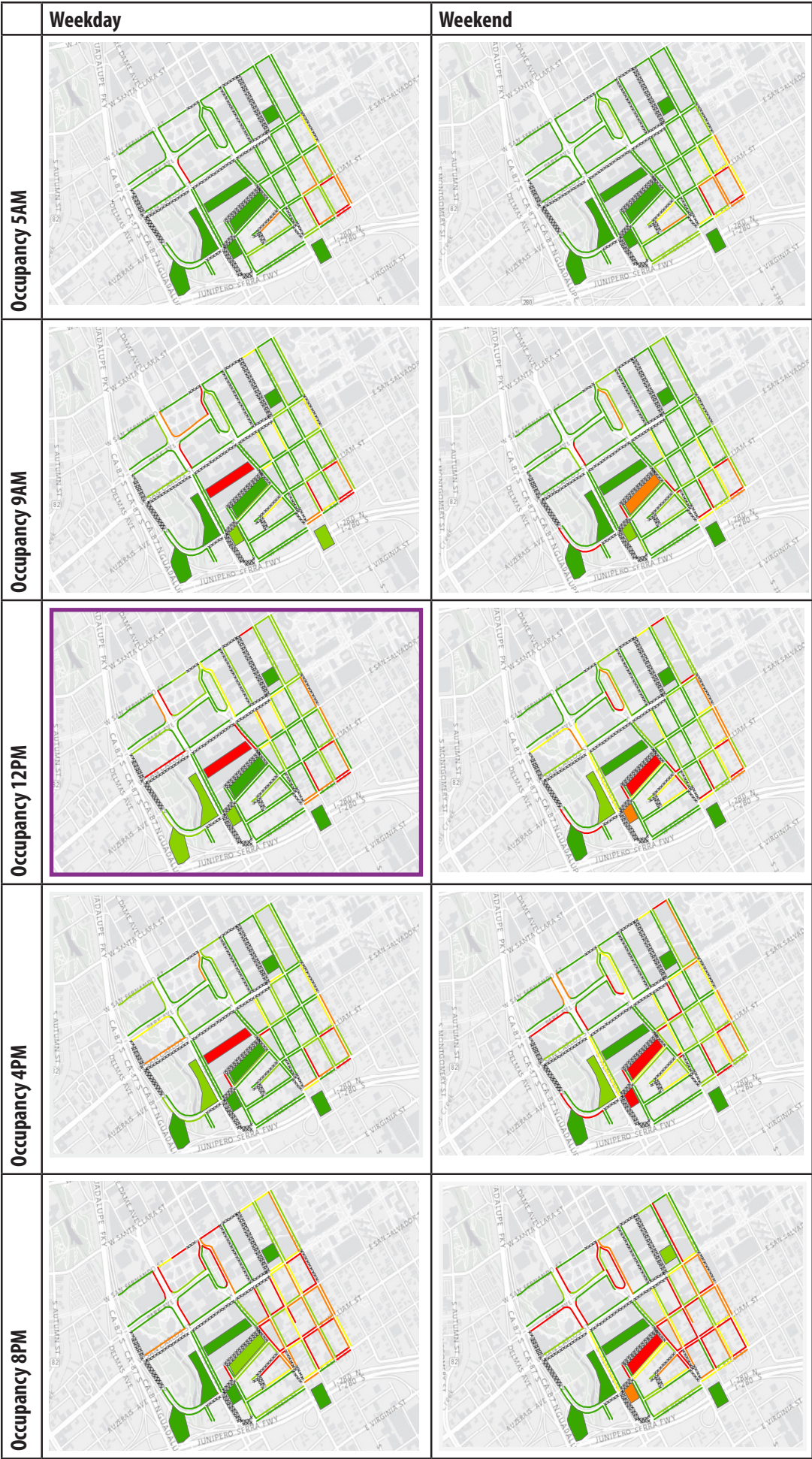
Time restrictions: On-street only and off-street

Typical restriction hours: 9AM - 6PM
Mon-Sat

Like North San Jose, the South Downtown San Jose study area has high evening on-street occupancy, but moderate occupancy during the day. Off-street occupancy is also very low when demand for on-street parking is highest. This suggests that while there is adequate supply, parking demand is not distributed among the supply. During weekdays, there is one parking facility with very high demand—the Convention and Visitors Bureau parking garage. During weekends, there is one parking facility with very high demand—the South Hall parking garage. However, both of these garages are adjacent to each other and are also located nearby additional off-street parking facilities. Wayfinding to alert people to facilities with excess parking and/or improved pedestrian access between these facilities could alleviate this high demand.

Strategies to address these issues:

- Extend hours of enforcement to 8PM or later
- Improve way-finding directing parkers towards off-street facilities
- Improved pedestrian connectivity between adjacent off-street facilities



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: 52%
(Weekday 12PM)

Peak on-street: 52%
(Weekday 12PM)

Total peak: 52%
(Weekday 12PM)