

## Appendix B. 5 a.m. and 12 p.m. Parking % Occupancy Table

To calculate the parking supply per street, Fehr and Peers measured the total linear footage for each side of the street and divided by 20 feet. The reason for dividing by 20 feet is to account for the average space needed to accommodate one light-duty vehicle.

To calculate the parking occupancy for each side of the street, Fehr and Peers counted the number of parked vehicles at 5 a.m. and 12 p.m. from September 14<sup>th</sup> – 16<sup>th</sup>, 2021, on a Tuesday, Wednesday, and Thursday. For Segment 4: Spring Place, parking was collected at 5 a.m. on October 14<sup>th</sup>, 2021, on a Thursday. Since Spring Place is mainly residential, 12 p.m. parking occupancy was not collected because of the assumption that there are less expected parking changes to occur in the afternoon.

For each segment, the number of occupied parking spaces is divided by the parking supply to calculate the percent occupancy. The peak percent occupancy and average percent occupancy is used to compare the levels of parking occupancy between each segment.

The higher parking occupancy percentages (shaded red) suggest a likely low degree of neighborhood support for parking removal on a particular side of each segment. Whereas the lower parking occupancy percentages (shaded green) suggest more neighborhood toleration of parking removal on a particular side of each segment. All the parking occupancy percentages above 100% indicate that parking vehicles were not adhering to parking regulations but still present on the segment.

Segment	5 a.m. Parking Supply	Peak 5 a.m. % Occupancy	Avg. 5 a.m. % Occupancy	12 p.m. Parking Supply	Peak 12 p.m. % Occupancy	Avg. 12 p.m. % Occupancy
<b>Segment 1: Piney Branch Rd NW</b>						
<i>East</i>	15 spaces	14%	14%	15 spaces	27%	16%
<i>West</i>	9 spaces	0%	0%	9 spaces	0%	0%
<b>Segment 3: Chestnut St NW</b>						
<i>East</i>	9 spaces	110%	99%	9 spaces	99%	81%
<i>West</i>	18 spaces	100%	96%	18 spaces	89%	85%
<b>Segment 4: Spring Pl NW</b>						
<i>North</i>	19 spaces	100%	N/A	N/A	N/A	N/A
<i>South</i>	9 spaces	57%	N/A	N/A	N/A	N/A
<b>Segment 6: 4th St from Cedar St and Blair Rd to Van Buren St NW (NB/SB)</b>						

Segment	5 a.m. Parking Supply	Peak 5 a.m. % Occupancy	Avg. 5 a.m. % Occupancy	12 p.m. Parking Supply	Peak 12 p.m. % Occupancy	Avg. 12 p.m. % Occupancy
<i>Blair - Butternut St East</i>	9 spaces	0%	0%	9 spaces	71%	59%
<i>Blair - Butternut St West</i>	8 spaces	75%	38%	8 spaces	113%	92%
<i>Butternut - Aspen St East</i>	15 spaces	67%	38%	15 spaces	100%	91%
<i>Butternut - Aspen St West</i>	15 spaces	55%	25%	15 spaces	103%	90%
<i>Aspen - Whittier St East</i>	12 spaces	67%	61%	12 spaces	75%	64%
<i>Aspen - Whittier St West</i>	11 spaces	71%	56%	11 spaces	71%	68%
<i>Whittier - Van Buren St East</i>	20 spaces	0%	0%	0 spaces	0%	0%
<i>Whittier - Van Buren St West</i>	17 spaces	35%	29%	17 spaces	52%	41%
<b>Segment 6: 4<sup>th</sup> St to Blair Rd (EB/WB)</b>						
<i>Butternut St North</i>	4 spaces	0%	0%	4 spaces	70%	70%
<i>Butternut St South</i>	7 spaces	0%	0%	7 spaces	42%	28%
<i>Aspen St North</i>	15 spaces	79%	77%	15 spaces	60%	53%
<i>Aspen St South</i>	0 spaces	0%	0%	0 spaces	0%	0%
<i>Whittier St North</i>	19 spaces	80%	69%	19 spaces	53%	52%
<i>Whittier St South</i>	22 spaces	50%	45%	22 spaces	90%	89%
<i>Van Buren St North</i>	13 spaces	0%	0%	13 spaces	31%	13%
<i>Van Buren St South</i>	13 spaces	0%	0%	13 spaces	62%	36%
<b>Segment 6: 3<sup>rd</sup> St to Blair Rd (EB/WB)</b>						
<i>Van Buren St North</i>	10 spaces	53%	42%	10 spaces	42%	39%
<i>Van Buren St South</i>	9 spaces	64%	53%	9 spaces	53%	50%