

## Appendix J. Parking Removal Impacts

The table displays the classification code of each alternative, the alternative name, and the calculations for parking occupancy percentages per segments. Given the assumption that parking removal causes shifts in parking occupancies, the segments were grouped together “per block” to account for these changes. The average 5 a.m. and 12 p.m. parking occupancy rates were divided by the total parking supply per segment to calculate the peak 5 a.m. and 12 p.m. parking occupancies for each segment. The total parking supply is subtracted by the maximum average 5 a.m. and 12 p.m. parking occupancy count to calculate the available capacity for each segment. The available capacity is subtracted by the number of parking spaces removed to identify where parking removal may not be feasible per segment block. All segment alternatives with a “Y” suggest that parking removal is not feasible.

Code	Alternatives	Total Parking Supply per Block	5 a.m. Occupancy	Peak 5 a.m. Parking Occupancy	Noon Occupancy	Peak Noon Parking Occupancy	Available Capacity	# Loss Parking Spaces	Loss > Available Capacity (Y or N)
1A	10-foot multi-use path on south side	24	2	8%	2	10%	21	0	N
1B	4-foot two-way protected bike lanes on south side, 12-foot travel lanes							0	N
1D	Midblock crossing to connect existing one-way protected bike lanes to Segment 2 alternative							7	N
3A	Neighborhood bikeway	27	26	97%	23	84%	1	0	N

Code	Alternatives	Total Parking Supply per Block	5 a.m. Occupancy	Peak 5 a.m. Parking Occupancy	Noon Occupancy	Peak Noon Parking Occupancy	Available Capacity	# Loss Parking Spaces	Loss > Available Capacity (Y or N)
4A	Neighborhood bikeway treatment with gateway	28	24	87%	0	0%	4	16	Y
4B	Woonerf with chokers							16	Y
4C	Woonerf with chicanes							16	Y
4D	Alley, maximum amenity space							16	Y
4E	Alley, maximum green space							16	Y
6A.1	20-ft multi-use path, one-way crossing on east and west	0	0	0%	0	0%	0	0	N
6B.1	20-ft multi-use path, two-way crossing on the east side							0	N
6C.1	20-ft multi-use path, two-way crossing on the west side							0	N
6A.2	5-ft two-way protected bike lanes on the east side	17	3	18%	12	75%	4	0	N
6B.2	5-ft one-way bike lane on east and west sides							0	N
6A.3	Neighborhood bikeway	30	9	31%	27	89%	3	0	N
6B.3	6-ft two-way protected bike lanes on the east side							12	Y
6C.3	6-ft one-way bike lanes on east and west sides							23	Y

Code	Alternatives	Total Parking Supply per Block	5 a.m. Occupancy	Peak 5 a.m. Parking Occupancy	Noon Occupancy	Peak Noon Parking Occupancy	Available Capacity	# Loss Parking Spaces	Loss > Available Capacity (Y or N)
6A.4 (Aspen St to Whittier St)	5-ft advisory bike lanes on east and west sides	23	14	59%	15	66%	8	12	Y
6B.4 (Aspen St to Whittier St)	Neighborhood bikeway							0	N
6C.4 (Aspen St to Whittier St)	2-way PBL, 1-way conversion							12	Y
6A.4 (Whittier St to Van Buren St)	5-ft advisory bike lanes on east and west sides	38	5	13%	7	19%	31	20	N
6B.4 (Whittier St to Van Buren St)	Neighborhood bikeway							0	N
6C.4 (Whittier St to Van Buren St)	2-way PBL, 1-way conversion							20	N
6B.5	Neighborhood bikeway	11	0	0%	5	44%	6	0	N
6A.5	5-ft one-way bike lanes on east and west sides							0	N
6B.6	Neighborhood bikeway	15	12	78%	8	53%	3	0	N
6A.6	5-ft one-way bike lanes on east and west sides							0	N
6B.7	Neighborhood bikeway	41	23	56%	29	72%	12	0	N
6A.7	5-ft advisory bike lanes on east and west sides							22	Y

Code	Alternatives	Total Parking Supply per Block	5 a.m. Occupancy	Peak 5 a.m. Parking Occupancy	Noon Occupancy	Peak Noon Parking Occupancy	Available Capacity	# Loss Parking Spaces	Loss > Available Capacity (Y or N)
6B.8	Neighborhood bikeway	26	0	0%	6	24%	20	0	N
6A.8	5-ft advisory bike lanes on east and west sides							13	N