

# RapidRide Roosevelt Project

## Eastlake Parking Workshop Summary

**Meeting purpose:** As part of the RapidRide Roosevelt Project, existing parking spaces and loading zones on Eastlake Ave E will need to be removed or relocated. SDOT hosted a community parking workshop for Eastlake residents and project stakeholders to discuss potential parking strategies SDOT is considering as well as offer their own ideas.

**Notifications:** At an October 23 RapidRide Roosevelt Q&A session, attendees were invited to sign up for future parking meetings. Those attendees were sent an email invitation for the January 24 parking workshop. In addition, two emails were sent to the full-corridor project listserv requesting RSVPs to attend.

**Attendance:** Approximately 40 community members attended the workshop.

### Meeting details

Thursday, January 24, 6-8 PM

Center for Wooden Boats, Sail Loft Room, 1010 Valley St



### Meeting format

6:00-6:20 PM Presentation and project overview  
*Penny Mabie, facilitator, EnviroIssues*  
*Garth Merrill, Project Manager, SDOT*



6:20-6:30 PM Parking overview  
*Mary Catherine Snyder, SDOT*

6:30-7:45 PM Parking strategy presentations and small group discussions  
*Mary Catherine Snyder, SDOT*  
*Jules James, Eastlake resident*

7:45-8:00 PM Small group report-out

## **Clarifying questions**

### **Questions asked by community members prior to small group breakouts**

1. Why did you only study parking inventory and occupation on Eastlake Ave E and one block east and west, but not further out?  
A: Reviewing the curbspace conditions along Eastlake Ave E itself and the blocks east and west provided SDOT a clear picture of potential impacts from the project's changes to curbspace on Eastlake Ave E. Adding additional streets would dilute the study findings and lessen our ability to accurately develop tools to manage parking and curbspace along the Eastlake corridor in the future.
2. Do you have a goal of replacing each parking space lost?  
A: SDOT will be replacing loading zones affected, as best as technically feasible. Our approach to providing transportation access for visitors, shoppers and employees to the Eastlake area is to review transportation access needs to and from the Eastlake corridor and work with the available resources and city policies to accommodate that access.
3. What is the definition of "mid-day" in the parking occupation study?  
A: SDOT counted the mid-day from 12PM to 1PM. This is generally the busiest time of the day in the corridor.
4. Will materials be posted online?  
A: Yes.
5. Did you account for privately-owned parking spaces in your inventory study?  
A: As part of the Environmental Assessment, inventory of selected off-street garages with publicly available parking has been included.
6. With regard to Seattle's policy on curbspace management, how does eliminating all of existing parking equal sharing access?  
A: To clarify, SDOT will be relocating all loading zones impacted with the project to nearby locations, as best as is technically feasible. SDOT's curbspace policy, in the Seattle Comprehensive Plan, includes priority to meet mobility needs whether that is vehicle traffic movement, transit priority, or bicycle facility projects. Curbspace allocation works to meet the functions of access to commerce and access for people as close as possible when there are mobility needs on the main transportation corridor. This policy leads SDOT to relocate load zones to nearby side streets. Staff will also look for additional areas to add short-term parking on nearby streets. As part of the Environmental Assessment, SDOT is also developing other



parking management and access strategies for the Eastlake area, including providing transportation demand management resources as well as potential adjustments to the nearby restricted parking zone.

7. What does “utilization” mean?  
A: This means the parking space is being used by a vehicle.
8. How does the project fit with planned upzones of Eastlake?  
A: While the traffic analysis does include anticipated growth in the Eastlake neighborhood, the Mandatory Housing Affordability legislation is beyond the scope of the Roosevelt RapidRide Project.
9. Will the project Environmental Assessment account for future changes to zoning?  
A: Mandatory Housing Affordability proposed changes in Eastlake will be addressed under the Indirect and Cumulative Impacts section of the Environmental Assessment.
10. The parking inventory was completed in December 2017, before the project scoping period of January 2018. Will the project have an Environmental Impact Statement instead of an Environmental Assessment?  
A: We are moving forward with an Environmental Assessment Assessment in coordination with and at the direction of the Federal Transit Administration.
11. How can I be notified of future environmental documents and engagement opportunities?  
A: We will send printed and mailed notifications in the future.

## **Proposed Parking and Access Strategies**

### **Small group discussion feedback from attendees:**

#### Strategy 1: Transportation demand management

- Parking Matching? Does this exist in the city? Like a neighborhood parking pool?
  - Carpool Apps (Waze carpool, sRide Carpool, Scoop, Ridely, Zify, Ride Ally)
- Jobs Lost? How many businesses will “go under” if all parking spots are removed? How many folks will be unemployed?
- New orca card for lost parking
- Update the 70 to RapidRide sooner
- Make sure bus stop are close to businesses
- Reduce costs for transit
- Need mitigation to replace lost parking!
- Who will pay for bus passes for employees?
- Access to/from other parts of city extremely limited
- What will replace 70 bus? How to get to UW after
- What about employees’ parking?
- What about customer parking?
- What impact has Car2Go and ReachNow?
- How many people own cars in Eastlake?
- Do people really not know how to ride the bus? What good would a TDM program bring?



#### Strategy 2: Shared parking

- Commercial vs. residents, easier to make it a “Diamond Lot”...
- 4-hour Commercial North and South on Eastlake, small lot (reclaim Howe Street, 11 Fairview/Eastlake)
- Diamond spot occupy + pay works, requires attendant
- Websites for carpool/match—“slug line” used in DC
- Liability issues for shared parking owners?
- Designated Uber/Lyft pick-up spots
- App for parking spaces instead of #'s
- Effective park sharing
- Building manager do more expert parking management for big/small businesses like “diamond lots
- Don’t want spaces in resident buildings rented out
- Rental parking will be very limited- look at current
- Maybe possible in business lots BUT how many business spots there are?
- Extremely limited public parking in lots, businesses will want cars out early AM
- #1 issue is theft inside a parking garage

#### Strategy 3: Restricted parking zone 8 updates

- Change rules, 6pm is “after” zoning enforcement leaves area (write some tickets at 6pm)
- “No parking buildings” should not have access to RPZ
- Limit permits to spots on street, enforce RPZ tickets
- Can we add more RPZ streets?
- Can we not allow new construction to purchase RPZ permits?
- Increase RPZs (especially the 2 hour one) So Eastlake cannot be used as a park-n-ride for downtown and South Lake Union workers.
- Provide incentives for customers to go to businesses along Eastlake Avenue.
- Can we get more RPZ enforcement?
  - Can SDOT coordinate w/SPD?
- Can RPZ areas that allow 2/4 hour parking have metering to make enforcement easier? (Only one parking enforcement drive by)
- Can we have a required “transport move in packet” to let new apartment residents know how transit options? (similar to receiving mold/lead information packets).
- Legality of parking in an RPZ zone?
- Extend RPZ throughout Eastlake
- RPZ on industrial land
- Extend Zone 8 to lots (Colonnade) (WSDOT)
  - Using Chinatown parking for example
- Big parking costs w/ employees charged for parking so they park on the street for free
- What’s car ownership rate for new apartments
- Can the city provide information/encouragement for not owning a car to new residents instead of just an RPZ pass?
- Should “no parking buildings” residents be allowed to an RPZ?
  - Are new SEDU residents really giving up their cars?
- RPZ 1 day passes
- Paid parking for non-residents in offices



- RPZ on Fairview E. north of Lynn
- Subsidized off street parking development day passes per service providers (repairman, etc)
- Address construction for employees using parking spots
- Need additional off street parking lots
- Business leaving due to no parking for patrons: need better parking enforcement so spaces open for people coming to use restaurants and other businesses.
- Not okay to give RPZ to people in building allowed to be built without parking as take spaces on street in front of private residences

#### Strategy 4: Loading zone relocation, other curb space updates

- What are the laws for loading in center lane?
- Change signs on Eastlake west of Louise to 2 hr
- Sign created for center of street
- Alley utilization – replace ‘no parking’ with 30min load/unload (include for cars)
- How are you anticipating impacts of no parking with new/large buildings? And others that are smaller?
- Start figuring out loading zones NOW- not when construction begins
- Make long blocks on Eastlake, around the corner option for loading zones
- Can’t ignore loading/unloading from the center turn lane
- UW shuttle space being removed?
- Alley unloads seems unworkable as load zones -narrow
- Use alley
- Add parking to one-sided streets (like Franklin St)
- Review all loading zones
- Enforce middle lanes?
- Better defined strategies for parking on Fairview
- If you move the loading zones around the corner from Eastlake, those loading zones will remove residential parking
- The map section presented re: loading zones should have been “central Eastlake” – to include Lynn St/Boston/Newton
- No large articulated or semis on side streets
- Enforce alley no parking so trucks can use
- Move bike lanes to Fairview to reduce disruption to businesses
- Buy/pay (can’t tell) 200 Eastlake cars + bus passes
- The map section presented re: loading zones should have been “central Eastlake”- to include Lynn Street, Boston, Newton.
- No on street parking for people with garages
- Increase RPZ price
- Can trucks load on hills
- Won’t the hills of Eastlake be difficult for the deliveries?

#### Strategy 5: What else?

- No bikes use 345 space for parking with new rules, use 70.
- Parking and transit incentives
- Tax free bus pass
- Free bikes



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- Bike safety classes, rules and norms
- Bike locker/ bike share promotions (secure bike parking/bike garage)
- Finish the Bike Network
- Better parking design (lines on Fairview)
- Finish/utilize room under freeway parking
- Add parking on both sides of Minor
- Restore off-street parking requirements for new buildings.
- Can we have a required “transport move-in packet” to let new apartment residents know about transit options? (already get mold/lead info packets?)
- Keep Eastlake parking. Please respect the wishes of the residents and business.
- Consider a win-win strategy: this strategy will be safer for bikes and less expensive than creating bike lanes along Eastlake Ave
  - Keep parking on Eastlake to ensure our businesses stay viable
  - Finish the Cheshiahud Loop as the bike route. Solve problem of alley between Edgar and Hamlin
- Restate land use code’s requirement for on-site parking in new residential and commercial buildings.
- Provide additional free parking (to replace spots being removed along Eastlake) so that businesses can continue to survive
- What about the sharrows? Painted bike lanes like on other major streets.
- Restore parking requirements in new buildings
- Create parking at:
  - Eastlake and Harvard
  - Under Fwy at Colonnade park
- Park in bikes lanes at night?
- Parking under I-5?
- Enforce Uber/Lyft
- Replace all removed parking spaces- probably under I-5 (N&S).
- Remove center lane of RR and put parking on West side of Eastlake
- Paint sharrow markings for the peak-hour lanes.
- Not OK to give dedicated bike lanes on both sides of Eastlake. South of university bridge as narrower of not OK to remove two traffic lanes—use Fairview/Cheshiahud trail for bikes
- From University Bridge south Eastlake narrower than north section. Not adequate for bikes/bike lanes/cars/loading all of it.
- Need to include Fairview Ave E from Hamlin to Fuhrman in parking survey! Actually- from Edgar to Fuhrman. Alleys not adequate for loading—not standard width.
- Need to understand topography of Eastlake! Hills and dead ends and non-standard width streets w/traffic circles impede easy in and out of crowd. Loading zones not OK on every east west street off Eastlake!
- Move bike lanes to Fairview to reduce disruption to businesses
- Enforce no alley parking so trucks can use them
- Survey of private parking, parking meters for all remaining parking
- Upzone/MHA/EIS impact on parking
- Revenue- register bikes in Seattle (user fees)
- Require new construction to include parking
- Alternative- bikes, buses, some people can’t use them





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- Signaled ped-xings on Eastlake Ave
- Alternatives- use Uber/Lyft- subsidize neighbors
- Shuttle vans to ferry people to stops and shops
- Lets go! Is U District like Eastlake? Demographics are very different (elderly vs. young families w/ children)

### Misc. comments:

- I prefer the workshop format
- Paint sharrow markings for the peak-hour lanes.
- Where are Eastlakes 3-minute passenger load zones?
- Origin destination survey: People that come to Eastlake. Ask all residents in Eastlake:
  - Where do you need to go?
  - How can you get there?
- Need mitigation to replace lost parking.
- Liability issues for shared parking owners?
- Save the 70
- What about trees in the center turn lane
- What about the sharrows? Painted bike lanes like on other major streets.
- Topography of Eastlake makes this project and adaptations unrealistic and unworkable
- Access for people with disabilities is ignored
- Don't do it listen to the neighborhood
- How do I contact the FTA?
- Think of the residents
- Eastlake is not a corridor, it's a community
- No large articulated or semis on side streets

### Report-out comments

- SDOT should look into opening parking underneath I-5.
- People already know how to ride the bus; additional education isn't necessary.
- Loading a truck on a hill is difficult.
- SDOT should do a survey of off-street parking facilities to determine capacity.
- The City of Seattle should look into a car buy-back program, potentially in exchange for transit passes.
- Reconsider putting the bicycle lane on Eastlake Ave E in favor of maintaining the parking.
- Restore on-site parking requirements for new buildings.
- Develop an app or service to match drivers and parking spaces.
- Review north- and south-end parking spaces that are currently restricted to four hours.
- Review an existing parking lot at Fairview/Eastlake and Hugh St.
- Provide information about transit options to new Eastlake residents.
- Provide more RPZ enforcement.
- Replace lost parking rather than mitigate.
- Who will pay for bus passes?
- Eastlake topography is difficult.
- Save Route 70.
- Consider a painted instead of a protected bicycle lane.
- Expand the RPZ to include more streets.



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- Review existing load zones and make sure they're being used.
- Ensure access to more parking lots.
- Make transit less expensive through a business subsidy.
- Make sure protected bike lanes are safe and complete the network.





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## **Appendix A: Workshop handouts**



## *Welcome neighbors!*

Thank you for coming to the RapidRide Roosevelt Project Eastlake Parking Workshop. The RapidRide Roosevelt Project will connect Downtown Seattle with the neighborhoods of South Lake Union, Eastlake, University District, and Roosevelt.

### **Tonight's agenda:**

6 PM // Sign in and find a seat

6:10 PM // Presentation including project background and parking management overview

6:30 PM // Begin workshop activities

8 PM // Adjourn

### **Workshop goals:**

1. Understand community concerns
2. Provide an opportunity for two-way conversation
3. Seek input on potential parking and transportation demand management strategies
4. Hear ideas from you



The RapidRide Roosevelt Project improves mobility and safety in the Eastlake neighborhood by:

- Providing an improved north-south transit corridor to help connect neighborhoods.
- Keeping buses frequent and on-time with in-lane stops.
- Adding new protected bike lanes and crosswalks along Eastlake Ave E and Fairview Ave N.
- Improving transit stations and pedestrian access.



## RapidRide Roosevelt Project Purpose

The overall purpose of the Roosevelt RapidRide project is to improve transit travel times, reliability, and capacity to increase high-frequency, all-day transit service and enhance transit connections between downtown Seattle and the Belltown, South Lake Union, Eastlake, University District, and Roosevelt neighborhoods, in order to:

- Address current and future mobility needs for residents, workers, and students
- Address capacity constraints in the transportation network along this north-south corridor
- Provide equitable transportation access to major institutions, employers, and neighborhoods

An additional purpose of the project is to improve pedestrian and bicycle connections and access to RapidRide stations and improve safety along the corridor.

## RapidRide Roosevelt Project Need

The Roosevelt corridor has been identified as a high-priority corridor for meeting the following transportation and community needs:

**Provide Transit Service to Support Housing and Employment Growth.** Significant growth in both housing and employment is underway for the five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt) within the project corridor and Downtown Seattle. Based on population and employment projection data from Puget Sound Regional Council, by 2035, the area within approximately 0.5 mile of the corridor is forecasted to grow by over 22,000 residents (29 percent) and 91,000 employees (50 percent), for a total of over 98,000 residents and 274,000 jobs. There is inadequate capacity on existing bus service to support the planned development.

**Provide Neighborhood Connections to Future Link Light Rail Stations.** Connectivity and capacity within the corridor are limited due to geographic and existing infrastructure constraints. Currently there is no direct rapid transit connection between the five neighborhoods and downtown Seattle. King County Metro Routes 67 and 70 provide service, but they travel in congested traffic lanes and require a passenger to transfer to another bus line to reach downtown Seattle. These limitations result in long transit times and unreliable schedules, reducing riders' ability to make connections and discouraging ridership. To accommodate the planned growth and increase in density along the corridor, there is a need to provide better connections to existing and future Link light rail stations, existing and future RapidRide lines, and regional and local bus routes.

**Improve Transit Travel Time and Reliability Throughout the Corridor.** Congestion is causing delays in transit travel time and negatively affecting transit reliability. The existing transit travel time in the corridor during the peak periods is up to 20 to 30 percent slower than off-peak hours. The slower transit travel time during the peak periods negatively affects reliability and result in over 30 percent of transit trips in the corridor running late during morning and evening peak periods. By 2021, without improvements in the corridor, the PM peak delay in transit travel time is expected to increase by almost 14 minutes (17 percent increase) for trips along the entire corridor.

**Reduce Overcrowding of Existing Bus Capacity.** Over 20 percent of those within approximately 0.5 mile of the corridor already use transit, with even higher transit usage in Downtown Seattle and the University District neighborhood. Passenger loads currently exceed seated capacity along the corridor on 32 percent of daily trips and more than 63 percent of trips during the morning peak period. For the existing routes that provide transit service in the corridor between Downtown and the University District, average weekday ridership is expected to increase by 35 percent (i.e., from 4,770 riders per day in 2015 to 6,450 in 2035).

**Improve Pedestrian and Bicycle Safety and Connections to Transit.** With significant transit service and dense, walkable neighborhoods, there is a high level of pedestrian and bicycle activity along the corridor, yet several intersections have above-average rates of bicycle and pedestrian collisions with vehicles. From 2010 to 2014, six intersections along the corridor were reported to have three or more pedestrian injury collisions and five intersections with four or more bicycle collisions with injuries. The City of Seattle Bicycle Master Plan recommends protected bicycle lanes as one of the highest priority bicycle network investments, given the geographic constraints and limited bicycle route alternatives to the corridor. Additionally, numerous sidewalks and intersections do not meet current City of Seattle standards and do not comply with the ADA.

### Stay connected

**Website** [www.seattle.gov/transportation/rapidrideroosevelt](http://www.seattle.gov/transportation/rapidrideroosevelt)

**Email** [rapidride@seattle.gov](mailto:rapidride@seattle.gov)

**Phone** (206) 684-7963



### Project Highlights

- 7.5** Minute Peak Service (or Better)
- 10** Minute Midday Service (or Better)
- 24** Hour Service Everyday  
*(Headways from 7.5 Minutes to 60 Minutes)*
- 6.0** Miles Project Corridor Length
- 26** New RapidRide Stations
- 33** Intersections with Upgraded Traffic Signals Including TSP or Transit Queue Jumps
- 2.3** Miles of New Transit Lanes
- 3.4** Miles of New Trolley Wire
- 3.1** Miles of Paving Improvements
- 5.0** Miles of New Protected Bicycle Lanes
- 200+** ADA-Compliant Curb Ramps and Other Pedestrian Improvements
- 0** New Fleet Purchase Required

#### Corridor Treatment

- General Purpose Lane
- Business Access & Transit Lane
- Transit Only Lane
- Service Alignment
- No Project Improvements

#### Station Treatment

- Existing Station
- New/Upgraded Station
- Existing Layover
- Preferred Layover Option
- Alternate Layover Option

#### Paving Improvements

- Concrete Repaving (Eastlake Ave E\*)
- Asphalt Overlay (11th/12th Ave NE)

#### Other Transit Improvements

- New Trolley Wire
- Queue Jump Location

#### Bicycle Facilities

- Existing Protected Bike Lane (PBL)
- Funded or In-Progress PBL
- New PBL proposed as part of Project

#### Other Transit Facilities

- Existing Link Light Rail
- Planned Link Light Rail
- Link Light Rail Station

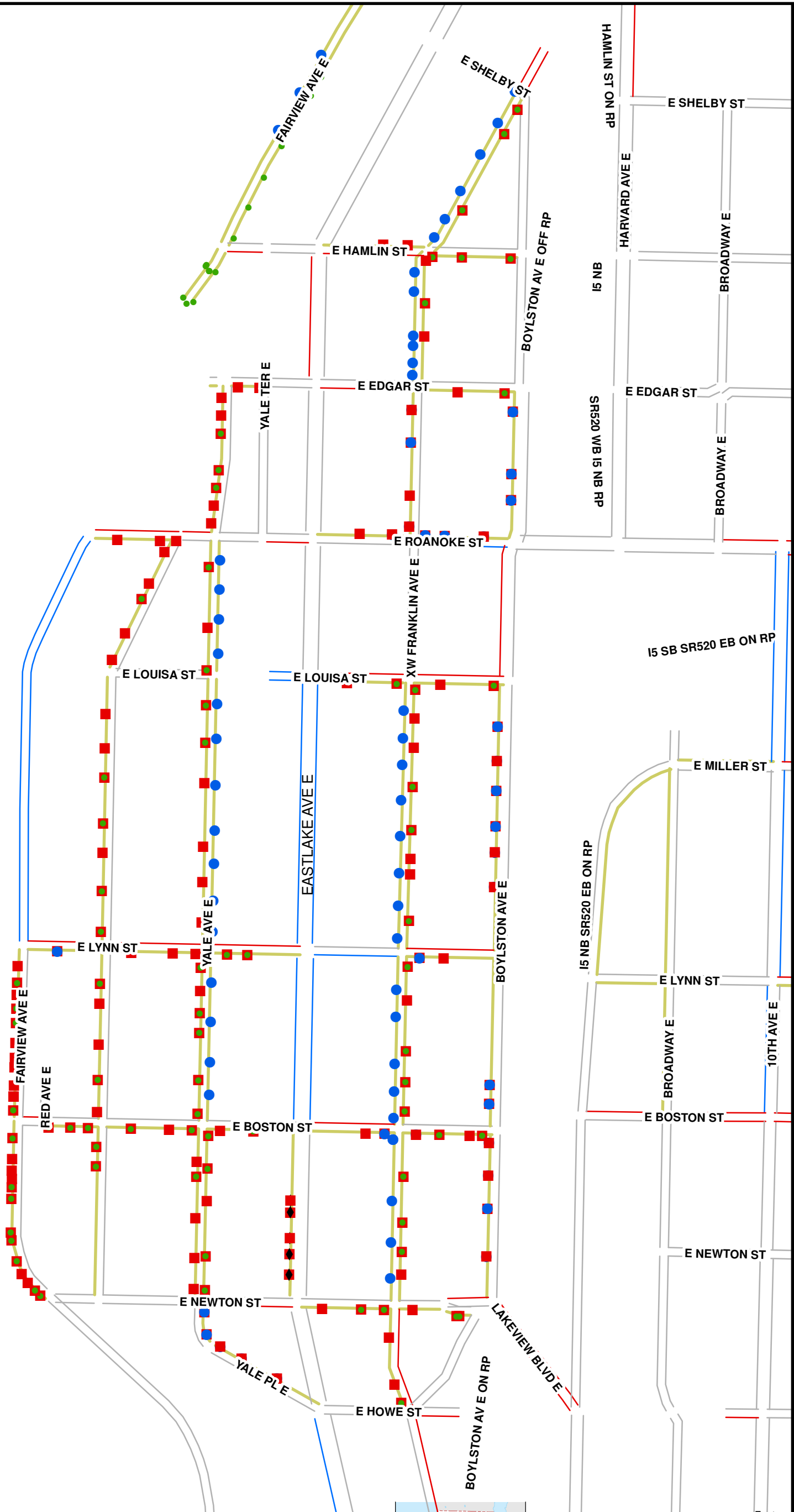


\*Pending Budget Approvals



## Legend Zone 8 Signs

- No Parking 6PM-Midnight
- 2 HR 7AM-6PM, X Sun/Hol
- ◆ 2 HR 9AM-6PM, X Sun/Hol
- 4 HR 7AM-6PM, X Sun/Hol
- RPZ Eligible
- Time Limited Parking
- No Parking Allowed
- Unrestricted Parking



Legend

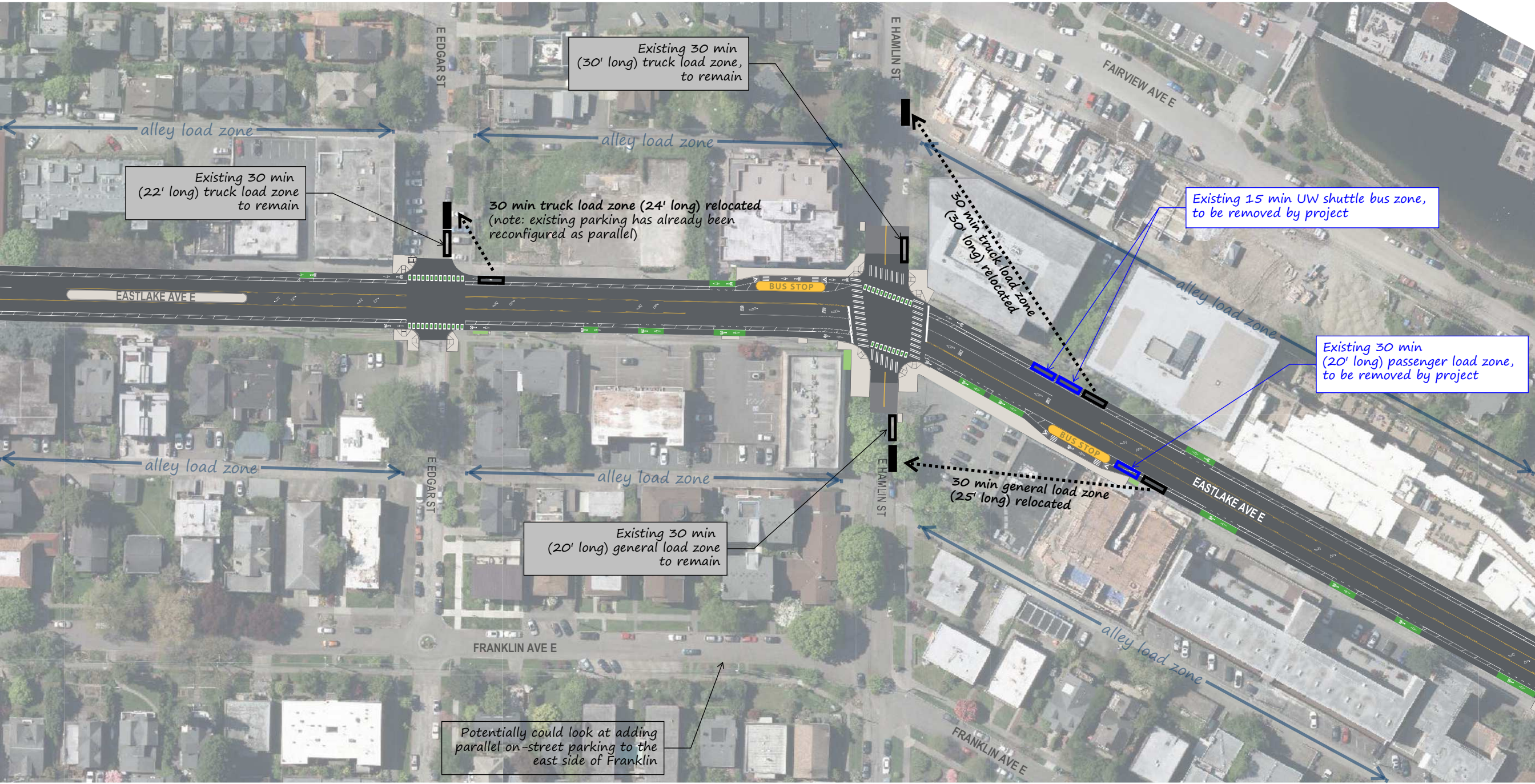


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 Coordinate System: State Plane, NAD83-91  
 Washington, North Zone  
 Orthophoto Source: Pictometry  
 PLOT DATE : 10/22/2018  
 AUTHOR : <Your Name>  
 <Map Location>

# Zone 8 RPZ Signage, October 2018





Existing 30 min (30' long) truck load zone, to remain

Existing 30 min (22' long) truck load zone to remain

30 min truck load zone (24' long) relocated (note: existing parking has already been reconfigured as parallel)

Existing 15 min UW shuttle bus zone, to be removed by project

Existing 30 min (20' long) passenger load zone, to be removed by project

Existing 30 min (20' long) general load zone to remain

30 min general load zone (25' long) relocated

Potentially could look at adding parallel on-street parking to the east side of Franklin





## **Appendix B: Eastlake On-Street Parking Survey counted by Eastlake Neighbors**

The following community information is presented without detailed review or endorsement from the Seattle Department of Transportation.

# Eastlake On-Street Parking Survey



Counted by Eastlake Neighbors



January 24<sup>th</sup> 2019

# Eastlake On-Street Parking Survey

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# Eastlake On-Street Parking Survey of January 2019

In preparation for SDoT's Eastlake On-Street parking workshop, each block face in Eastlake was surveyed by a neighbor-volunteer for on-street parking signage and estimated parking capacity. Eastlake was split into 12 routes and each block face was assigned a unique number. For example: "2-26" is the 2300 block of Boylston, west side.

Parking "capacity" is measured by volunteer estimations based on existing conditions -- including illegally parked vehicles, load zones and without regard to SDoT on-street parking standards. Accordingly, this study's on-street parking results may be significantly higher than government capacity surveys.

Volunteers counted on-street parking spaces for 2,143 vehicles on 183 block faces. Approximately 40% of Eastlake's on-street parking capacity is available to commuters on an equal basis with residents. Parking capacity for 622 vehicles over 50 block faces have no time limits. Another 319 arterial parking spots are available for all day parking when not used as AM or PM Peak hour lanes.

Eastlake's RPZ-Zone 8 covers 995 parking spaces with 2 Hour Daytime (50 spaces), 4 Hour Daytime (364 spaces), 2 Hour Daytime & Evening (255 spaces) and 4 Hour Daytime & Evening (326 spaces) restrictions. It covers 58 of Eastlake's 183 block faces.

On Eastlake Avenue, 428 parking spaces are under threat of removal by SDoT's RapidRide Roosevelt exclusive use bike lane project -- 20% of all on-street parking within the Eastlake neighborhood.

The Eastlake neighbors involved with this survey have given me the duty of tabulating results and the privilege of publicly representing the results as needed.

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2616 Franklin Avenue East  
Julesjames1885@gmail.com

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# Survey Routes

| Route | Roadway   | # of Block Faces | # of Parking Spaces |
|-------|---|------------------|---------------------|
| #1    | Franklin Ave East – Central   | 14               | 267                 |
| #2    | Boylston Avenue East<br>East Shelby Street  | 16               | 129                 |
| #3    | East Hamlin Street<br>East Edgar Street<br>East Roanoke Street<br>Yale Terrace East   | 24               | 161                 |
| #4    | Yale Avenue East<br>Minor Avenue East   | 16               | 272                 |
| #5    | Fairview Ave East – North<br>East Allison Street<br>Fuhrman Avenue East   | 15               | 164                 |
| #6    | Franklin Ave East – South<br>Franklin Place East<br>East Galer Street<br>East Garfield Street<br>East Blaine Street<br>East Howe Street | 20               | 197                 |
| #7    | East Newton Street<br>East Boston Street<br>Yale Place East<br>Eastlake Avenue East   | 26               | 273                 |
| #8    | East Lynn Street<br>East Louisa Street  | 16               | 66                  |
| #9    | Fairview Ave East – Central   | 8                | 216                 |
| #10   | Eastlake Ave East – North   | 12               | 212                 |
| #11   | Eastlake Ave East – Center  | 8                | 140                 |
| #12   | Eastlake-South<br>East Blaine Street<br>East Garfield Street  | 8                | 46                  |
|       | <b>TOTAL</b>  | <b>183</b>       | <b>2,143</b>        |

# On-Street Parking in Eastlake

| Routes-Locations-Totals |                   |                  |                 | Non-RPZ Parking Spaces |              |           |            | RPZ Parking Spaces |              |                  |                  | Peak Lane            |            |
|-------------------------|-------------------|------------------|-----------------|------------------------|--------------|-----------|------------|--------------------|--------------|------------------|------------------|----------------------|------------|
| #                       | Route Name        | # of Block Faces | # of Pkg Spaces | No Park                | No Limit     | 1 HR Day  | 2 HR Day   | 2 HR RPZ Day       | 4 HR RPZ Day | 2 HR RPZ Day Eve | 4 HR RPZ Day Eve | Parking Spaces AM PM |            |
| 1                       | Franklin          | 14               | 267             | 0                      | 21           |           |            |                    | 110          | 120              | 16               |                      |            |
| 2                       | Boylston          | 16               | 129             | 0                      | 66           |           |            |                    |              |                  | 63               |                      |            |
| 3                       | Hamlin -Edgar     | 24               | 161             | 0                      | 71           |           |            |                    |              | 51               | 39               |                      |            |
| 4                       | Yale -Minor       | 16               | 272             | 0                      | 5            |           |            |                    | 59           | 208              |                  |                      |            |
| 5                       | Fairview -North   | 15               | 164             | 0                      | 99           |           |            | 50                 | 15           |                  |                  |                      |            |
| 6                       | Franklin - South  | 20               | 197             | 0                      | 179          | 7         | 3          |                    |              | 8                |                  |                      |            |
| 7                       | Newton -Boston    | 26               | 273             | 0                      | 148          | 4         | 19         |                    |              | 85               | 17               | 26                   | 43         |
| 8                       | Lynn - Louisa     | 16               | 66              | 0                      | 26*          |           | 7          |                    |              | 33               |                  |                      |            |
| 9                       | Fairview - Center | 8                | 216             | 0                      | 116          |           |            |                    |              | 100              |                  |                      |            |
| 10                      | Eastlake -North   | 12               | 212             | 0                      | 212          |           |            |                    |              |                  |                  | 110                  | 102        |
| 11                      | Eastlake -Center  | 8                | 140             | 0                      | 49           | 13        | 57         |                    |              | 21               |                  | 75                   | 65         |
| 12                      | Eastlake - South  | 8                | 46              | 0                      | 30           |           | 16         |                    |              |                  |                  |                      | 7          |
|                         | <b>TOTALS</b>     | <b>183</b>       | <b>2,143</b>    | <b>0</b>               | <b>1,022</b> | <b>24</b> | <b>102</b> | <b>50</b>          | <b>184</b>   | <b>626</b>       | <b>135</b>       | <b>211</b>           | <b>217</b> |

\*Includes NO Pkg 7AM-4PM on Louisa for School Busses on School Days.



# On-Street Parking in Eastlake, by Block Face

| Routes-Locations-Totals |                  |                 |                  | Non-RPZ Parking Block Faces |           |          |          | RPZ Block Faces |              |                  |                  | Peak Lane         |           |
|-------------------------|------------------|-----------------|------------------|-----------------------------|-----------|----------|----------|-----------------|--------------|------------------|------------------|-------------------|-----------|
| #                       | Route Name       | # of Pkg Spaces | # of Block Faces | No Park                     | No Limit  | 1 HR Day | 2 HR Day | 2 HR RPZ Day    | 4 HR RPZ Day | 2 HR RPZ Day Eve | 4 HR RPZ Day Eve | Block Faces AM PM |           |
| 1                       | Franklin         | 267             | 14               | 1                           | 2         |          |          | 0               | 5            | 5                | 1                |                   |           |
| 2                       | Boylston         | 129             | 16               | 8                           | 4         |          |          | 0               | 0            | 0                | 4                |                   |           |
| 3                       | Hamlin -Edgar    | 161             | 24               | 6                           | 9         |          |          | 0               | 0            | 5                | 4                |                   |           |
| 4                       | Yale -Minor      | 272             | 16               | 3                           | 1         |          |          | 0               | 3            | 9                | 0                |                   |           |
| 5                       | Fairview -North  | 164             | 15               | 3                           | 9         |          |          | 2               | 1            | 0                | 0                |                   |           |
| 6                       | Franklin -South  | 197             | 20               | 2                           | 15        | 1        | 1        | 0               | 0            | 1                | 0                |                   |           |
| 7                       | Newton -Boston   | 273             | 26               | 2                           | 13        | 1        | 2        | 0               | 0            | 7                | 1                | 1                 | 3         |
| 8                       | Lynn - Louisa    | 66              | 16               | 5                           | 3*        |          | 2        | 0               | 0            | 6                | 0                |                   |           |
| 9                       | Fairview -Center | 216             | 8                | 1                           | 4         |          |          | 0               | 0            | 3                | 0                |                   |           |
| 10                      | Eastlake -North  | 212             | 12               | 2                           | 10        |          |          | 0               | 0            | 0                | 0                | 6                 | 6         |
| 11                      | Eastlake -Center | 140             | 8                | 0                           | 3         | 1        | 3        | 0               | 0            | 1                | 0                | 4                 | 4         |
| 12                      | Eastlake - South | 46              | 8                | 4                           | 3         |          | 1        | 0               | 0            | 0                | 0                | 2                 | 2         |
| <b>TOTALS</b>           |                  | <b>2,143</b>    | <b>183</b>       | <b>37</b>                   | <b>79</b> | <b>2</b> | <b>8</b> | <b>2</b>        | <b>9</b>     | <b>36</b>        | <b>10</b>        | <b>13</b>         | <b>15</b> |

\*Includes NO Pkg 7AM-4PM on Louisa for School Busses on School Days.

# No Limit Parking

| Block Face ID # | Street   | Street # | Side of Street | # of Spaces |
|-----------------|----------|----------|----------------|-------------|
| 2-17            | Boylston | 2800     | E              | 25          |
| 2-18            | Boylston | 2800     | W              | 18          |
| 2-19            | Boylston | 2700     | E              | 9           |
| 2-20            | Boylston | 2700     | W              | 14          |
| 3-32            | Hamlin   | 100      | S              | 3           |
| 3-37            | Edgar    | 100      | N              | 5           |
| 3-39            | Edgar    | 200-W    | N              | 12          |
| 3-40            | Edgar    | 200-W    | S              | 10          |
| 3-41            | Edgar    | 200-E    | N              | 11          |
| 3-42            | Edgar    | 200-E    | S              | 11          |
| 3-50            | Roanoke  | 200-E    | S              | 5           |
| 3-51            | Roanoke  | 100-W    | N              | 7           |
| 5-71            | Fuhrman  | 100      | N              | 9           |
| 5-72            | Fuhrman  | 100      | S              | 6           |
| 5-73            | Fairview | 3200     | E              | 28          |
| 5-74            | Fairview | 3200     | W              | 2           |
| 5-75            | Fairview | 3100     | E              | 10          |
| 5-76            | Allison  | 100      | N              | 15          |
| 5-77            | Allison  | 100      | S              | 15          |
| 5-81            | Hamlin   | 100      | N              | 9           |
| 5-82            | Hamlin   | 100      | S              | 5           |
| 6-87            | Franklin | 1900     | W              | 12          |
| 6-89            | Franklin | 1800     | W              | 14          |
| 6-90            | Franklin | 1600     | E              | 16          |
| 6-91            | Franklin | 1600     | W              | 23          |
| 6-92            | Franklin | 1500     | E              | 23          |

| Block Face ID # | Street      | Street #  | Side of Street | # of Spaces |
|-----------------|-------------|-----------|----------------|-------------|
| 6-93            | Franklin    | 1500      | W              | 20          |
| 6-95            | Galer       | 200       | S              | 8           |
| 6-97            | Garfield    | 200       | S              | 3           |
| 6-98            | Blaine      | 200       | N              | 7           |
| 6-99            | Blaine      | 200       | S              | 9           |
| 6-100           | Howe        | 200-W     | N              | 6           |
| 6-101           | Howe        | 200-W     | S              | 8           |
| 6-102           | Howe        | 200 E     | N              | 3           |
| 6-104           | Franklin Pl | 1900      | E              | 14          |
| 6-105           | Franklin Pl | 1900      | W              | 13          |
| 7-106           | Newton      | 200-E     | N              | 3           |
| 7-108           | Newton      | 200-W     | N              | 9           |
| 7-110           | Newton      | 100       | N              | 9           |
| 7-113           | Newton      | 10        | S              | 16          |
| 7-115           | Yale Pl     | 1900      | S-E            | 24          |
| 7-119           | Eastlake    | 1900      | W              | 5           |
| 7-122           | Boston      | 200-E     | N              | 5           |
| 7-124           | Boston      | 200-W     | N              | 7           |
| 7-127           | Boston      | 100       | N              | 11          |
| 7-130           | Boston      | 10        | N              | 16          |
| 8-141           | Louisa      | 10        | S              | 13          |
| 9-151           | Fairview    | 2300      | W              | 33          |
| 9-152           | Fairview    | 2200      | E              | 17          |
| 9-154           | Fairview    | 2000      | E              | 16          |
| 12-182          | Garfield    | 100       | S              | 11          |
| 12-184          | Blaine      | 100       | S              | 12          |
| <b>TOTALS</b>   |             | <b>53</b> |                | <b>622</b>  |

# Two Hour Parking

| Block Face # | Street Name   | Street Number | Side of Street | # of Spaces | RPZ Eve? | Comments |
|--------------|---------------|---------------|----------------|-------------|----------|----------|
| 1-3          | Franklin      | 2800          | E              | 10          | Yes      |          |
| 1-5          | Franklin      | 2700          | E              | 17          | Yes      |          |
| 1-10         | Franklin      | 2300          | W              | 49          | Yes      |          |
| 1-12         | Franklin      | 2200          | W              | 24          | Yes      |          |
| 1-14         | Franklin      | 2000          | W              | 20          | Yes      |          |
| 3-33         | Hamlin        | 200-W         | N              | 7           | Yes      |          |
| 3-35         | Hamlin        | 200-E         | N              | 9           | Yes      |          |
| 3-36         | Hamlin        | 200-E         | S              | 8           | Yes      |          |
| 3-38         | Edgar         | 100           | S              | 14          | Yes      |          |
| 3-52         | Roanoke       | 100-W         | S              | 13          | Yes      |          |
| 4-56         | Yale          | 2500          | W              | 13          | Yes      |          |
| 4-58         | Yale          | 2300          | W              | 43          | Yes      |          |
| 4-60         | Yale          | 2200          | W              | 20          | Yes      |          |
| 4-61         | Yale          | 2000          | E              | 25          | Yes      |          |
| 4-62         | Yale          | 2000          | W              | 21          | Yes      |          |
| 4-64         | Minor         | 2500          | W              | 16          | Yes      |          |
| 4-66         | Minor         | 2300          | W              | 31          | Yes      |          |
| 4-68         | Minor         | 2200          | W              | 19          | Yes      |          |
| 4-70         | Minor         | 2000          | W              | 20          | Yes      |          |
| 5-79         | Fairview      | 2800          | E              | 30          | No       |          |
| 5-85         | Fairview      | 2700          | P- Lot         | 20          | No       |          |
| 6-86         | Franklin      | 1900          | E              | 8           | Yes      |          |
| 6-96         | Garfield      | 200           | N              | 3           | No       | Not RPZ  |
| 7-107        | Newton        | 200-E         | S              | 10          | Yes      |          |
| 7-109        | Newton        | 200-W         | S              | 10          | Yes      |          |
| 7-117        | Eastlake      | 1800          | W              | 15          | No       | Not RPZ  |
| 7-121        | Eastlake      | 2000          | W              | 26          | Yes      |          |
| 7-123        | Boston        | 200-E         | S              | 9           | Yes      |          |
| 7-126        | Boston        | 200-W-E       | S              | 5           | Yes      |          |
| 7-128        | Boston        | 100           | S-E            | 4           | No       | Not RPZ  |
| 7-129        | Boston        | 100           | S-W            | 5           | Yes      |          |
| 7-131        | Boston        | 10            | S              | 20          | Yes      |          |
| 8-133        | Lynn          | 600           | S              | 4           | Yes      |          |
| 8-135        | Lynn          | 200           | S              | 3           | Yes      |          |
| 8-137        | Lynn          | 100           | S              | 5           | Yes      |          |
| 8-139        | Lynn          | 10            | S              | 5           | Yes      |          |
| 8-145        | Louisa        | 200-W         | S              | 8           | Yes      |          |
| 8-147        | Louisa        | 200-E         | S              | 8           | Yes      |          |
| 9-150        | Fairview      | 2300          | E              | 16          | Yes      |          |
| 9-153        | Fairview      | 2200          | W              | 42          | Yes      |          |
| 9-155        | Fairview      | 2000          | W              | 42          | Yes      |          |
| 11-171       | Eastlake      | 2300          | E              | 18          | No       | Not RPZ  |
| 11-172       | Eastlake      | 2300          | W              | 21          | No       | Not RPZ  |
| 11-173       | Eastlake      | 2200          | E              | 13          | No       | Not RPZ  |
| 11-174       | Eastlake      | 2200          | W              | 18          | No       | Not RPZ  |
| 11-176       | Eastlake      | 2000          | W              | 21          | Yes      |          |
|              | <b>TOTALS</b> | <b>46</b>     |                | <b>768</b>  |          |          |

# RPZ Zone 8 Parking

| ID # | Street Name | Street Number | Side of St | 2 Hr Day | 4 Hr Day | 2 Hr Day w/ Eve | 4 Hr Day w/ Eve |
|------|-------------|---------------|------------|----------|----------|-----------------|-----------------|
| 1-3  | Franklin    | 2800          | E          |          |          | 10              |                 |
| 1-4  | Franklin    | 2800          | W          |          | 23       |                 |                 |
| 1-5  | Franklin    | 2700          | E          |          |          | 17              |                 |
| 1-6  | Franklin    | 2700          | W          |          | 9        |                 |                 |
| 1-8  | Franklin    | 2600          | W          |          |          |                 | 16              |
| 1-9  | Franklin    | 2300          | E          |          | 35       |                 |                 |
| 1-10 | Franklin    | 2300          | W          |          |          | 49              |                 |
| 1-11 | Franklin    | 2200          | E          |          | 21       |                 |                 |
| 1-12 | Franklin    | 2200          | W          |          |          | 24              |                 |
| 1-13 | Franklin    | 2000          | E          |          | 22       |                 |                 |
| 1-14 | Franklin    | 2000          | W          |          |          | 20              |                 |
| 2-22 | Boylston    | 2600          | W          |          |          |                 | 12              |
| 2-26 | Boylston    | 2300          | W          |          |          |                 | 21              |
| 2-28 | Boylston    | 2200          | W          |          |          |                 | 6               |
| 2-30 | Boylston    | 2000          | W          |          |          |                 | 24              |
| 3-33 | Hamlin      | 200-W         | N          |          |          | 7               |                 |
| 3-35 | Hamlin      | 200-E         | N          |          |          | 9               |                 |
| 3-36 | Hamlin      | 200-E         | S          |          |          | 8               |                 |
| 3-38 | Edgar       | 100           | S          |          |          | 14              |                 |
| 3-47 | Roanoke     | 200-W         | N          |          |          |                 | 8               |
| 3-48 | Roanoke     | 200-W         | S          |          |          |                 | 6               |
| 3-49 | Roanoke     | 200-E         | N          |          |          |                 | 20              |
| 3-52 | Roanoke     | 100-W         | S          |          |          | 13              |                 |
| 3-53 | Roanoke     | 100-E         | N          |          |          |                 | 5               |
| 4-55 | Yale        | 2500          | E          |          | 13       |                 |                 |
| 4-56 | Yale        | 2500          | W          |          |          | 13              |                 |
| 4-57 | Yale        | 2300          | E          |          | 25       |                 |                 |
| 4-58 | Yale        | 2300          | W          |          |          | 43              |                 |
| 4-59 | Yale        | 2200          | E          |          | 21       |                 |                 |
| 4-60 | Yale        | 2200          | W          |          |          | 20              |                 |
| 4-61 | Yale        | 2000          | E          |          |          | 25              |                 |
| 4-62 | Yale        | 2000          | W          |          |          | 21              |                 |
| 4-64 | Minor       | 2500          | W          |          |          | 16              |                 |
| 4-66 | Minor       | 2300          | W          |          |          | 31              |                 |
| 4-68 | Minor       | 2200          | W          |          |          | 19              |                 |
| 4-70 | Minor       | 2000          | W          |          |          | 20              |                 |

# RPZ Zone 8 Parking

| ID #              | Street Name | Street Number | Side of St | 2 Hr Day  | 4 Hr Day   | 2 Hr Day w/ Eve | 4 Hr Day w/ Eve |
|-------------------|-------------|---------------|------------|-----------|------------|-----------------|-----------------|
| 5-79              | Fairview    | 2800          | E          | 30        |            |                 |                 |
| 5-80              | Fairview    | 2800          | W          |           | 15         |                 |                 |
| 5-85              | Fairview    | 2700          | Pk Lot     | 20        |            |                 |                 |
| 6-86              | Franklin    | 1900          | E          |           |            | 8               |                 |
| 7-107             | Newton      | 200-E         | S          |           | 10         |                 |                 |
| 7-109             | Newton      | 200-W         | S          |           | 10         |                 |                 |
| 7-114             | Yale Pl     | 1900          | N-W        |           |            | 17              |                 |
| 7-121             | Eastlake    | 2000          | W          |           | 26         |                 |                 |
| 7-123             | Boston      | 200-E         | S          |           | 9          |                 |                 |
| 7-126             | Boston      | 200 W-E       | S          |           | 5          |                 |                 |
| 7-129             | Boston      | 100           | S-W        |           | 5          |                 |                 |
| 7-131             | Boston      | 10            | S          |           | 20         |                 |                 |
| 8-133             | Lynn        | 600           | S          |           | 4          |                 |                 |
| 8-135             | Lynn        | 200           | S          |           | 3          |                 |                 |
| 8-137             | Lynn        | 100           | S          |           | 5          |                 |                 |
| 8-139             | Lynn        | 10            | S          |           | 5          |                 |                 |
| 8-145             | Louisa      | 200-W         | S          |           | 8          |                 |                 |
| 8-147             | Louisa      | 200-E         | S          |           | 8          |                 |                 |
| 9-150             | Fairview    | 2300          | E          |           | 16         |                 |                 |
| 9-153             | Fairview    | 2200          | W          |           | 42         |                 |                 |
| 9-155             | Fairview    | 2000          | W          |           | 42         |                 |                 |
| 11-176            | Eastlake    | 2000          | W          |           | 21         |                 |                 |
| <b>Sub-Totals</b> |             | <b>58</b>     |            | <b>50</b> | <b>364</b> | <b>255</b>      | <b>326</b>      |
| <b>TOTAL</b>      |             |               |            |           |            |                 | <b>995</b>      |

# Route #1: Franklin Avenue East

| Location      |          |           |            |                             | Existing                     |                              | Proposed                     |                              | Comments |
|---------------|----------|-----------|------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------|
| ID            | Street   | Blk #     | Side of St | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |          |
| 1-1           | Franklin | 2900      | E          | 12                          | 0                            | 0                            |                              |                              |          |
| 1-2           | Franklin | 2900      | W          | 9                           | 0                            | 0                            | 4 Hr<br>RPZ                  | Eve<br>RPZ                   |          |
| 1-3           | Franklin | 2800      | E          | 10                          | 2 hr<br>RPZ                  | Eve<br>RPZ                   |                              |                              |          |
| 1-4           | Franklin | 2800      | W          | 23                          | 4 hr<br>RPZ                  | No<br>Limit                  |                              |                              |          |
| 1-5           | Franklin | 2700      | E          | 17                          | 2 hr<br>RPZ                  | Eve<br>RPZ                   |                              |                              |          |
| 1-6           | Franklin | 2700      | W          | 9                           | 4 hr<br>RPZ                  | No<br>Limit                  |                              |                              |          |
| 1-7           | Franklin | 2600      | E          | 0                           | /                            | /                            |                              |                              |          |
| 1-8           | Franklin | 2600      | W          | 16                          | 4 hr<br>RPZ                  | Eve<br>RPZ                   |                              |                              |          |
| 1-9           | Franklin | 2300      | E          | 35                          | 4 hr<br>RPZ                  | No<br>Limit                  |                              |                              |          |
| 1-10          | Franklin | 2300      | W          | 49                          | 2 hr<br>RPZ                  | Eve<br>RPZ                   |                              |                              |          |
| 1-11          | Franklin | 2200      | E          | 21                          | 4 hr<br>RPZ                  | No<br>Limit                  |                              |                              |          |
| 1-12          | Franklin | 2200      | W          | 24                          | 2 hr<br>RPZ                  | Eve<br>RPZ                   |                              |                              |          |
| 1-13          | Franklin | 2000      | E          | 22                          | 4 hr<br>RPZ                  | No<br>Limit                  |                              |                              |          |
| 1-14          | Franklin | 2000      | W          | 20                          | 2 hr<br>RPZ                  | Eve<br>RPZ                   |                              |                              |          |
| <b>TOTALS</b> |          | <b>14</b> |            | <b>267</b>                  |                              |                              |                              |                              |          |



# Route #2: Boylston & Shelby

| Location      |          |           |            |                             | Existing                     |                              | Proposed                     |                              | Comments |
|---------------|----------|-----------|------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------|
| ID            | Street   | Blk #     | Side of St | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |          |
| 2-15          | Shelby   | 200       | N          | 0                           | /                            | /                            |                              |                              |          |
| 2-16          | Shelby   | 200       | S          | 0                           | /                            | /                            |                              |                              |          |
| 2-17          | Boylston | 2800      | E          | 25                          | No Limit                     | No Limit                     |                              |                              |          |
| 2-18          | Boylston | 2800      | W          | 18                          | No Limit                     | No Limit                     | 4 Hr RPZ                     | RPZ Eve                      |          |
| 2-19          | Boylston | 2700      | E          | 9                           | No Limit                     | No Limit                     |                              |                              |          |
| 2-20          | Boylston | 2700      | W          | 14                          | No Limit                     | No Limit                     | 4 Hr RPZ                     | RPZ Eve                      |          |
| 2-21          | Boylston | 2600      | E          | 0                           | /                            | /                            |                              |                              |          |
| 2-22          | Boylston | 2600      | W          | 12                          | 4 Hr RPZ                     | RPZ Eve                      |                              |                              |          |
| 2-23          | Boylston | 2500      | E          | 0                           | /                            | /                            |                              |                              |          |
| 2-24          | Boylston | 2500      | W          | 0                           | School Bus                   | No Limit                     |                              |                              |          |
| 2-25          | Boylston | 2300      | E          | 0                           | /                            | /                            |                              |                              |          |
| 2-26          | Boylston | 2300      | W          | 21                          | 4 Hr RPZ                     | RPZ Eve                      |                              |                              |          |
| 2-27          | Boylston | 2200      | E          | 0                           | /                            | /                            |                              |                              |          |
| 2-28          | Boylston | 2200      | W          | 6                           | 4 Hr RPZ                     | RPZ Eve                      |                              |                              |          |
| 2-29          | Boylston | 2000      | E          | 0                           | /                            | /                            |                              |                              |          |
| 2-30          | Boylston | 2000      | W          | 24                          | 4 Hr RPZ                     | RPZ Eve                      |                              |                              |          |
| <b>Totals</b> |          | <b>16</b> |            | <b>129</b>                  |                              |                              |                              |                              |          |

# Route #3: Hamlin, Edgar, Roanoke Yale Terrace

| ID            | Location     |           |            |                             | Existing                     |                              | Proposed                     |                              | Comments  |
|---------------|--------------|-----------|------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---|
|               | Street       | Blk #     | Side of St | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |   |
| 3-31          | Hamlin       | 100       | N          | 7                           | No Limit                     | No Limit                     |                              |                              |   |
| 3-32          | Hamlin       | 100       | S          | 3                           | No Limit                     | No Limit                     |                              |                              |   |
| 3-33          | Hamlin       | 200-W     | N          | 7                           | 2 Hr RPZ                     | RPZ Eve                      |                              |                              |   |
| 3-34          | Hamlin       | 200-W     | S          | 0                           | /                            | /                            |                              |                              |   |
| 3-35          | Hamlin       | 200-E     | N          | 9                           | 2 Hr RPZ                     | RPZ Eve                      |                              |                              |   |
| 3-36          | Hamlin       | 200-E     | S          | 8                           | 2 Hr RPZ                     | RPZ Eve                      |                              |                              |   |
| 3-37          | Edgar        | 100       | N          | 5                           | No Limit                     | No Limit                     |                              |                              |   |
| 3-38          | Edgar        | 100       | S          | 14                          | 2 Hr RPZ                     | RPZ Eve                      |                              |                              |   |
| 3-39          | Edgar        | 200-W     | N          | 12                          | No Limit                     | No Limit                     |                              |                              |   |
| 3-40          | Edgar        | 200-W     | S          | 10                          | No Limit                     | No Limit                     |                              |                              |   |
| 3-41          | Edgar        | 200-E     | N          | 11                          | No Limit                     | No Limit                     |                              |                              |   |
| 3-42          | Edgar        | 200-E     | S          | 11                          | No Limit                     | No Limit                     |                              |                              |   |
| 3-43          | Yale Terrace | 2700      | E          | 0                           | /                            | /                            |                              |                              |   |
| 3-44          | Yale Terrace | 2700      | W          | 0                           | /                            | /                            |                              |                              |   |
| 3-45          | Yale Terrace | 2600      | E          | 0                           | /                            | /                            |                              |                              |   |
| 3-46          | Yale Terrace | 2600      | W          | 0                           | /                            | /                            |                              |                              |   |
| 3-47          | Roanoke      | 200-W     | N          | 8                           | 4 Hr RPZ                     | RPZ Eve                      |                              |                              | 4 hour. Sign obscured by tree, didn't see pole #. |
| 3-48          | Roanoke      | 200-W     | S          | 6                           | 4 Hr RPZ                     | RPZ Eve                      |                              |                              | 4 hour except by school, 1 spot for 1 hour        |
| 3-49          | Roanoke      | 200-E     | N          | 20                          | 4 Hr                         | 4 Hr                         |                              |                              |   |
| 3-50          | Roanoke      | 200-E     | S          | 5                           | No Limit                     | No Limit                     |                              |                              |   |
| 3-51          | Roanoke      | 100-W     | N          | 7                           | No Limit                     | No Limit                     |                              |                              |   |
| 3-52          | Roanoke      | 100-W     | S          | 13                          | 2 Hr RPZ                     | RPZ Eve                      |                              |                              |   |
| 3-53          | Roanoke      | 100-E     | N          | 5                           | 4 Hr                         | 4 Hr                         |                              |                              |   |
| 3-54          | Roanoke      | 100-E     | S          | 0                           | /                            | /                            |                              |                              |   |
| <b>Totals</b> |              | <b>24</b> |            | <b>161</b>                  |                              |                              |                              |                              |   |

# Route #4: Yale & Minor

| Location      |        |           |            |                             | Existing                     |                              | Proposed                     |                              | Comments |
|---------------|--------|-----------|------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------|
| ID            | Street | Blk #     | Side of St | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |          |
| 4-55          | Yale   | 2500      | E          | 13                          | 4 Hr RPZ                     | No Limit                     |                              |                              |          |
| 4-56          | Yale   | 2500      | W          | 13                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |          |
| 4-57          | Yale   | 2300      | E          | 25                          | 4 Hr RPZ                     | No Limit                     |                              |                              |          |
| 4-58          | Yale   | 2300      | W          | 43                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |          |
| 4-59          | Yale   | 2200      | E          | 21                          | 4 Hr RPZ                     | No Limit                     |                              |                              |          |
| 4-60          | Yale   | 2200      | W          | 20                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |          |
| 4-61          | Yale   | 2000      | E          | 25                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |          |
| 4-62          | Yale   | 2000      | W          | 21                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |          |
| 4-63          | Minor  | 2500      | E          | 0                           | /                            | /                            |                              |                              |          |
| 4-64          | Minor  | 2500      | W          | 16                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |          |
| 4-65          | Minor  | 2300      | E          | 0                           | /                            | /                            |                              |                              |          |
| 4-66          | Minor  | 2300      | W          | 31                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |          |
| 4-67          | Minor  | 2200      | E          | 5                           | No Limit                     | No Limit                     |                              |                              |          |
| 4-68          | Minor  | 2200      | W          | 19                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |          |
| 4-69          | Minor  | 2000      | E          | 0                           | /                            | /                            |                              |                              |          |
| 4-70          | Minor  | 2000      | W          | 20                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |          |
| <b>TOTALS</b> |        | <b>16</b> |            | <b>272</b>                  |                              |                              |                              |                              |          |

# Route #5: Fairview Avenue East – North

| ID            | Location |           |            |                             | Existing                     |                              | Proposed                     |                              | Comments |
|---------------|----------|-----------|------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------|
|               | Street   | Blk #     | Side of St | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |          |
| 5-71          | Fuhrman  | 100       | N          | 9                           | No Limit                     | No Limit                     |                              |                              |          |
| 5-72          | Fuhrman  | 100       | S          | 6                           | No Limit                     | No Limit                     |                              |                              |          |
| 5-73          | Fairview | 3200      | E          | 28                          | No Limit                     | No Limit                     |                              |                              |          |
| 5-74          | Fairview | 3200      | W          | 2                           | No Limit                     | No Limit                     |                              |                              |          |
| 5-75          | Fairview | 3100      | E          | 10                          | No Limit                     | No Limit                     |                              |                              |          |
| 5-76          | Allison  | 100       | N          | 15                          | No Limit                     | No Limit                     |                              |                              |          |
| 5-77          | Allison  | 100       | S          | 15                          | No Limit                     | No Limit                     |                              |                              |          |
| 5-78          | Fairview | 2900      | W          | 0                           | /                            | /                            |                              |                              |          |
| 5-79          | Fairview | 2800      | E          | 30                          | 2 Hr RPZ                     | No Limit                     |                              |                              |          |
| 5-80          | Fairview | 2800      | W          | 15                          | 4 Hr RPZ                     | No Limit                     |                              |                              |          |
| 5-81          | Hamlin   | 100       | N          | 9                           | No Limit                     | No Limit                     |                              |                              |          |
| 5-82          | Hamlin   | 100       | S          | 5                           | No Limit                     | No Limit                     |                              |                              |          |
| 5-83          | Fairview | 2700      | E          | 0                           | /                            | /                            |                              |                              |          |
| 5-84          | Fairview | 2700      | W          | 0                           | /                            | /                            |                              |                              |          |
| 5-85          | Fairview | 2700      | P-Lot      | 20                          | 2 Hr RPZ                     | No Limit                     |                              |                              |          |
| <b>Totals</b> |          | <b>15</b> |            | <b>164</b>                  |                              |                              |                              |                              |          |

# Route #6: Franklin Avenue East – South

| ID            | Location    |           |             |                             | Existing                     |                              | Proposed                     |                              | Comments                               |
|---------------|-------------|-----------|-------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|--|
|               | Street      | Block #   | Street Side | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |  |
| 6-86          | Franklin    | 1900      | E           | 8                           | 2-Hour RPZ                   | Eve RPZ                      |                              |                              |  |
| 6-87          | Franklin    | 1900      | W           | 12                          | No Limit                     | No Limit                     |                              |                              |  |
| 6-88          | Franklin    | 1800      | E           | 0                           | /                            | /                            |                              |                              | Residential                            |
| 6-89          | Franklin    | 1800      | W           | 14                          | No Limit                     | No Limit                     | 4 Hour RPZ                   |                              | Became Residential                     |
| 6-90          | Franklin    | 1600      | E           | 16                          | No Limit                     | No Limit                     |                              |                              | Colonnades Park                        |
| 6-91          | Franklin    | 1600      | W           | 23                          | No Limit                     | No Limit                     | 4 Hour RPZ                   |                              | Became Residential                     |
| 6-92          | Franklin    | 1500      | E           | 23                          | No Limit                     | No Limit                     |                              |                              | Colonnades Park                        |
| 6-93          | Franklin    | 1500      | W           | 20                          | No Limit                     | No Limit                     |                              |                              | Shipyards Workers                      |
| 6-94          | Galer       | 200       | N           | 7                           | 1-Hour Not RPZ               | No Limit                     |                              |                              | Commercial                             |
| 6-95          | Galer       | 200       | S           | 8                           | No Limit                     | No Limit                     |                              |                              | Commercial                             |
| 6-96          | Garfield    | 200       | N           | 3                           | 2-Hour NOT RPZ               | No Limit                     |                              |                              | Commercial                             |
| 6-97          | Garfield    | 200       | S           | 3                           | No Limit                     | No Limit                     |                              |                              | Became Residential                     |
| 6-98          | Blaine      | 200       | N           | 7                           | No Limit                     | No Limit                     |                              |                              | Commercial                             |
| 6-99          | Blaine      | 200       | S           | 9                           | No Limit                     | No Limit                     |                              |                              | Commercial                             |
| 6-100         | Howe        | 200-W     | N           | 6                           | No Limit                     | No Limit                     |                              |                              | Commercial                             |
| 6-101         | Howe        | 200-W     | S           | 8                           | No Limit                     | No Limit                     |                              |                              | Commercial                             |
| 6-102         | Howe        | 200 E     | N           | 3                           | No Limit                     | No Limit                     |                              |                              | Became Residential                     |
| 6-103         | Howe        | 200-E     | s           | 0                           | /                            | /                            |                              |                              |  |
| 6-104         | Franklin Pl | 1900      | E           | 14                          | No Limit                     | No Limit                     |                              |                              | Narrow: RPZ Signs would reduce parking |
| 6-105         | Franklin Pl | 1900      | W           | 13                          | No Limit                     | No Limit                     |                              |                              | Narrow: RPZ Signs would reduce parking |
| <b>Totals</b> |             | <b>20</b> |             | <b>197</b>                  |                              |                              |                              |                              |  |

# Route #7: Newton-Boston - Yale Place

| ID            | Location |           |            |                             | Existing                     |                              | Proposed                     |                              | Comments     |
|---------------|----------|-----------|------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|--------------|
|               | Street   | Blk #     | Side of St | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |              |
| 7-106         | Newton   | 200-E     | N          | 3                           | No Limit                     | No Limit                     |                              |                              |              |
| 7-107         | Newton   | 200-E     | S          | 10                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |              |
| 7-108         | Newton   | 200-W     | N          | 9                           | No Limit                     | No Limit                     |                              |                              |              |
| 7-109         | Newton   | 200-W     | S          | 10                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |              |
| 7-110         | Newton   | 100       | N          | 9                           | No Limit                     | No Limit                     |                              |                              |              |
| 7-111         | Newton   | 100       | S          | 0                           | /                            | /                            |                              |                              |              |
| 7-112         | Newton   | 10        | N          | 0                           | /                            | /                            |                              |                              |              |
| 7-113         | Newton   | 10        | S          | 16                          | No Limit                     | No Limit                     |                              |                              |              |
| 7-114         | Yale Pl  | 1900      | N-W        | 17                          | 4 Hr RPZ                     | Eve RPZ                      |                              |                              |              |
| 7-115         | Yale Pl  | 1900      | S-E        | 24                          | No Limit                     | No Limit                     |                              |                              |              |
| 7-116         | Eastlake | 1800      | E          | 12                          | No Limit                     | No Limit                     |                              |                              | PM Peak Lane |
| 7-117         | Eastlake | 1800      | W          | 15                          | 2 hr Day Not RPZ             | No Limit                     |                              |                              |              |
| 7-118         | Eastlake | 1900      | E          | 7                           | No Limit                     | No Limit                     |                              |                              | PM Peak Lane |
| 7-119         | Eastlake | 1900      | W          | 5                           | No Limit                     | No Limit                     |                              |                              |              |
| 7-120         | Eastlake | 2000      | E          | 24                          | No Limit                     | No Limit                     |                              |                              | PM Peak Lane |
| 7-121         | Eastlake | 2000      | W          | 26                          | 2 hr RPZ                     | Eve RPZ                      |                              |                              | AM Peak Lane |
| 7-122         | Boston   | 200-E     | N          | 5                           | No Limit                     | No Limit                     |                              |                              |              |
| 7-123         | Boston   | 200-E     | S          | 9                           | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |              |
| 7-124         | Boston   | 200-W     | N          | 7                           | No Limit                     | No Limit                     |                              |                              |              |
| 7-125         | Boston   | 200 -W-W  | S          | 4                           | 1Hr Not RPZ                  | No Limit                     |                              |                              |              |
| 7-126         | Boston   | 200 -W-E  | S          | 5                           | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |              |
| 7-127         | Boston   | 100       | N          | 11                          | No Limit                     | No Limit                     |                              |                              |              |
| 7-128         | Boston   | 100       | S-E        | 4                           | 2 Hr Not RPZ                 | No Limit                     |                              |                              |              |
| 7-129         | Boston   | 100       | S-W        | 5                           | 2 hr RPZ                     | Eve RPZ                      |                              |                              |              |
| 7-130         | Boston   | 10        | N          | 16                          | No Limit                     | No Limit                     |                              |                              |              |
| 7-131         | Boston   | 10        | S          | 20                          | 2 Hr RPZ                     | Eve RPZ                      |                              |                              |              |
| <b>TOTALS</b> |          | <b>26</b> |            | <b>273</b>                  |                              |                              |                              |                              |              |

# Route #8: Lynn & Louisa

| ID            | Location |           |             |                             | Existing                     |                              | Proposed                     |                              | Comments             |
|---------------|----------|-----------|-------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------|
|               | Street   | Blk #     | Street Side | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |                      |
| 8-132         | Lynn     | 600       | N           | 0                           | /                            | /                            |                              |                              |                      |
| 8-133         | Lynn     | 600       | S           | 4                           | 2 Hr<br>RPZ                  | RPZ<br>Eve                   |                              |                              |                      |
| 8-134         | Lynn     | 200       | N           | 0                           | /                            | /                            |                              |                              |                      |
| 8-135         | Lynn     | 200       | S           | 3                           | 2 Hr<br>RPZ                  | RPZ<br>Eve                   |                              |                              | Also 1 Hr<br>Not RPZ |
| 8-136         | Lynn     | 100       | N           | 0                           | /                            | /                            |                              |                              |                      |
| 8-137         | Lynn     | 100       | S           | 5                           | 2 Hr<br>RPZ                  | RPZ<br>Eve                   |                              |                              |                      |
| 8-138         | Lynn     | 10        | N           | 0                           | /                            | /                            |                              |                              |                      |
| 8-139         | Lynn     | 10        | S           | 5                           | 2 Hr<br>RPZ                  | RPZ<br>Eve                   |                              |                              |                      |
| 8-140         | Louisa   | 10        | N           | 0                           | /                            | /                            |                              |                              |                      |
| 8-141         | Louisa   | 10        | S           | 13                          | No<br>Limit                  | No<br>Limit                  |                              |                              |                      |
| 8-142         | Louisa   | 100       | N           | 4                           | 2 Hr<br>Retail               | 2 Hr<br>Retail               |                              |                              | 2 Hr<br>Not RPZ      |
| 8-143         | Louisa   | 100       | S           | 3                           | 2 Hr<br>Retail               | 2 Hr<br>Retail               |                              |                              | 2 Hr<br>Not RPZ      |
| 8-144         | Louisa   | 200-W     | N           | 5                           | School<br>Bus                | School<br>Bus                |                              |                              | No Pk<br>7AM-4<br>PM |
| 8-145         | Louisa   | 200-W     | S           | 8                           | 2 Hr<br>RPZ                  | RPZ<br>Eve                   |                              |                              |                      |
| 8-146         | Louisa   | 200-E     | N           | 8                           | School<br>Bus                | School<br>Bus                |                              |                              | No Pk<br>7AM-4<br>PM |
| 8-147         | Louisa   | 200-E     | S           | 8                           | 2 Hr<br>RPZ                  | RPZ<br>Eve                   |                              |                              |                      |
| <b>Totals</b> |          | <b>16</b> |             | <b>66</b>                   |                              |                              |                              |                              |                      |

# Route #9: Fairview -Central

| Location      |          |          |            |                             | Existing                     |                              | Proposed                     |                              | Comments  |
|---------------|----------|----------|------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------|
| ID            | Street   | Blk #    | Side of St | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |           |
| 9-148         | Fairview | 2500     | E          | 0                           | /                            | /                            |                              |                              |           |
| 9-149         | Fairview | 2500     | W          | 50                          | No Limit                     | No Limit                     | 4 hr Comm                    |                              |           |
| 9-150         | Fairview | 2300     | E          | 16                          | 2 hr RPZ                     | Eve RPZ                      |                              |                              |           |
| 9-151         | Fairview | 2300     | W          | 33                          | No Limit                     | No Limit                     |                              |                              | No RPZ    |
| 9-152         | Fairview | 2200     | E          | 17                          | No Limit                     | No Limit                     |                              |                              | No Limits |
| 9-153         | Fairview | 2200     | W          | 42                          | 2 hr RPZ                     | Eve RPZ                      |                              |                              |           |
| 9-154         | Fairview | 2000     | E          | 16                          | No Limit                     | No Limit                     |                              |                              | No Limits |
| 9-155         | Fairview | 2000     | W          | 42                          | 2 hr RPZ                     | Eve RPZ                      |                              |                              |           |
| <b>Totals</b> |          | <b>8</b> |            | <b>216</b>                  |                              |                              |                              |                              |           |



# Route #10 Eastlake Avenue East - North

| ID            | Location |           |             |                             | Existing                     |                              | Proposed                     |                              | Comments     |
|---------------|----------|-----------|-------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|--------------|
|               | Street   | Blk #     | Side of St. | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |              |
| 10-155        | Eastlake | 3200      | E           | 0                           | /                            | /                            |                              |                              | PM Peak Lane |
| 10-156        | Eastlake | 3200      | W           | 0                           | /                            | /                            |                              |                              | AM Peak Lane |
| 10-157        | Eastlake | 3100      | E           | 24                          | No Limit                     | No Limit                     |                              |                              | PM Peak Lane |
| 10-158        | Eastlake | 3100      | W           | 11                          | No Limit                     | No Limit                     | 4 Hour                       |                              | AM Peak Lane |
| 10-159        | Eastlake | 2900      | E           | 18                          | No Limit                     | No Limit                     |                              |                              | PM Peak Lane |
| 10-160        | Eastlake | 2900      | W           | 24                          | No Limit                     | No Limit                     | 4 Hour                       |                              | AM Peak Lane |
| 10-161        | Eastlake | 2800      | E           | 25                          | No Limit                     | No Limit                     |                              |                              | PM Peak Lane |
| 10-162        | Eastlake | 2800      | W           | 28                          | No Limit                     | No Limit                     | 4 Hour                       |                              | AM Peak Lane |
| 10-163        | Eastlake | 2700      | E           | 13                          | No Limit                     | No Limit                     |                              |                              | PM Peak Lane |
| 10-164        | Eastlake | 2700      | W           | 14                          | No Limit                     | No Limit                     | 4 Hour                       |                              | AM Peak Lane |
| 10-165        | Eastlake | 2600      | E           | 30                          | No Limit                     | No Limit                     |                              |                              | PM Peak Lane |
| 10-166        | Eastlake | 2600      | W           | 25                          | No Limit                     | No Limit                     | 4 Hour                       |                              | AM Peak Lane |
| <b>Totals</b> |          | <b>12</b> |             | <b>212</b>                  |                              |                              | <b>102</b>                   |                              |              |
| 10-167        | Not used |           |             |                             |                              |                              |                              |                              |              |
| 10-168        | Not used |           |             |                             |                              |                              |                              |                              |              |

# Route #11: Eastlake Avenue East - Center

| ID            | Location |          |             |                             | Existing                     |                              | Proposed                     |                              | Comments     |
|---------------|----------|----------|-------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|--------------|
|               | Street   | Blk #    | Side of St. | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |              |
| 11-169        | Eastlake | 2500     | E           | 13                          | No Limit                     | No Limit                     |                              |                              | PM Peak Lane |
| 11-170        | Eastlake | 2500     | W           | 15                          | No Limit                     | No Limit                     | 4 hr<br>Not RPZ              |                              | AM Peak Lane |
| 11-171        | Eastlake | 2300     | E           | 18                          | 2 hr<br>Not RPZ              | No Limit                     |                              |                              | PM Peak Lane |
| 11-172        | Eastlake | 2300     | W           | 21                          | 2 hr<br>Not RPZ              | No Limit                     |                              |                              | AM Peak Lane |
| 11-173        | Eastlake | 2200     | E           | 13                          | 1 hr<br>Not RPZ              | No Limit                     |                              |                              | PM Peak Lane |
| 11-174        | Eastlake | 2200     | W           | 18                          | 2 hr<br>Not RPZ              | No Limit                     |                              |                              | AM Peak Lane |
| 11-175        | Eastlake | 2000     | E           | 21                          | No Limit                     | No Limit                     |                              |                              | PM Peak Lane |
| 11-176        | Eastlake | 2000     | W           | 21                          | 2 hr<br>RPZ                  | Eve<br>RPZ                   |                              |                              | AM Peak Lane |
| <b>Totals</b> |          | <b>8</b> |             | <b>140</b>                  |                              |                              | <b>15</b>                    |                              |              |

# Route #12: Eastlake - South

| Location      |          |          |            |                             | Existing                     |                              | Proposed                     |                              | Comments                  |
|---------------|----------|----------|------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---------------------------|
| ID            | Street   | Blk #    | Side of St | Estimated Parking Inventory | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 | Daytime Signage<br>7AM - 6PM | Evening Signage<br>6 PM - 12 |                           |
| 12-177        | Eastlake | 1600     | E          | 7                           | No Limit                     | No Limit                     |                              |                              | PM Peak Lane              |
| 12-178        | Eastlake | 1600     | W          | 0                           | /                            | /                            |                              |                              | AM Peak Lane              |
| 12-179        | Eastlake | 1500     | E          | 0                           | /                            | /                            |                              |                              | PM Peak Lane              |
| 12-180        | Eastlake | 1500     | W          | 0                           | /                            | /                            |                              |                              | AM Peak Lane              |
| 12-181        | Garfield | 100      | N          | 16                          | 2 hr Comm.                   | No Limit                     |                              |                              |                           |
| 12-182        | Garfield | 100      | S          | 11                          | No Limit                     | No Limit                     |                              |                              |                           |
| 12-183        | Blaine   | 100      | N          | /                           | ?                            | ?                            |                              |                              | Construction. Pkg Unknown |
| 12-184        | Blaine   | 100      | S          | 12                          | No Limit                     | No Limit                     |                              |                              |                           |
| <b>Totals</b> |          | <b>8</b> |            | <b>46</b>                   |                              |                              |                              |                              |                           |

# Recommendations

The RPZ of 1993 was designed to share limited roadway resources rather than exclude politically out-of-favor users. Inclusive and efficient on-street parking for all Eastlake Neighborhood-based users remains the appropriate overall design.

1. Include this survey in the Rapidride Roosevelt permanent on-line Project Materials file.

**REASON:** If City Hall invites citizens to public meetings, workshops and open houses, then the resulting citizen participation needs to be documented rather than misconstrued as unquestioning support. **(SDoT)**

2. Survey Route 6 – Franklin South, # 6-89 and 6-91 for possible inclusion into the Zone 8 RPZ. Parking spaces affected: 37. **(Eastlake Neighbors)**

**REASON:** These block faces became residential after 1993.

3. Survey Routes 1-Franklin and 2-Boylston, #1-2, 2-18 and 2-20 for possible inclusion into Zone 8 RPZ. Parking spaces affected: 41. **(Eastlake Neighbors)**

**REASON:** The residents of these block faces which opted out in 1993 deserve a chance to reconsider during this review.

4. Sign the west side of Eastlake Avenue north of Louisa for 4-Hour parking. Parking spaces affected: 117. **(SDoT)**

**REASON:** The RRR Curb Space Study of October 2018 identified #11-170 to have an average parking duration of 4.3 hours. It is assumed the 5 block faces north of #11-170 have similar turnover rates. A 4-hour limit would discourage all-day park-n-ride commuters and increase parking for neighborhood businesses.

5. Move 2-HOUR PARKING sign 10 feet east on #8-143 (100 Louisa, S side). Parking spaces affected: 1. **(SDoT)**

**REASON:** The existing sign was placed 40 feet from the STOP sign and people naturally park to the sign without measuring.

6. Repair, replace or cut back vegetation on signs reported to be dangling, removed and obscured by vegetation. **(SDoT)**

###

##

###



## **Appendix C: Community RPZ proposal**

The following community information is presented without detailed review or endorsement from the Seattle Department of Transportation.

Note: SDOT has no current plans to install new paid parking along Fairview Ave E near E Newton.

## **Can a new kind of RPZ avert hourly parking charges on Fairview Avenue E. south of Newton St.?**

The hundreds of on-street parking places on the four blocks of Fairview Avenue East between East Newton Street and Fairview Avenue North have long been heavily used by local workers and residents. But the Seattle Department of Transportation is considering parking pay stations on this part of Fairview like those downtown, in the University District, and on Eastlake Avenue south of E. Galer Street. That would be a disaster for the businesses and residents that now depend on parking there.

This lose-lose scenario could be averted by a win-win solution if businesses and residents join to convince City government of a new kind of restricted parking zone (RPZ) tailored to the unique business, residential and parking conditions on this part of Fairview Ave. E.

Seattle's Municipal Code currently allows an RPZ to be established only on a block face with residential use, and allows only residents to buy the parking permits. The proposed change in law, which would apply to these four blocks of Fairview only, would allow an RPZ to be established along business frontage, and would allow permit purchase by any Eastlake employee or resident who proves that their workplace or residence provides little or no on-site (off-street) parking.

This proposed new kind of RPZ represents a business-resident symbiosis that is typical of Eastlake, which is unique in having equal numbers of residents and workers. Employees that lack on-site parking at their workplace would use their permits to park on-street during business hours when few residents need to. Residents that lack on-site parking at their homes would use their permits to park on-street at night when few employees need to.

Eastlake's existing RPZ (also known as Zone 8, and established by a 1993 City ordinance achieved through a partnership of the Eastlake Community Council with apartment owners) is already the most business-friendly in Seattle. Those without an RPZ permit are prohibited from parking only on one side of the street and only after 6 p.m. In the daytime anyone without a permit can park for either two or four hours, depending on which side of the street. Many customers and some employees of local businesses (none of whom qualify for a permit) also use these parking spaces for the allowed two or four hours.

On-street parking on the four nonresidential blocks of Fairview Avenue E. between Fairview Ave. North and E. Newton Street has long been depended on by residents (especially those in the floating homes, which lack on-site parking), by employees of marine industrial businesses (which have little land but are prohibited from parking vehicles over water on their docks). The proposed new kind of RPZ would allow such users to purchase permits (the City's current price for a two-year permit is \$65, with a \$10 low-income rate, and shorter-term prices also offered). Although non-resident customers of Eastlake businesses would not qualify for a permit, they could park in the proposed new RPZ area for up to two hours in the daytime and four hours at night.

*The Eastlake Community Council welcomes your thoughts on this proposal, to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org). Generally on parking issues, see the ECC web page on parking, <http://eastlakeseattle.org/?page=parking>.*



**Appendix D: Photographs of community comments**

Jim

#4 + #5

No large vehicles  
or semi's on side  
streets

enforce alley no parking  
so trucks can use

Buy 200 Eastlake  
cars + bus bus pass

Move bike lanes  
to Fairview to  
reduce disruption  
to businesses.

The map section presents  
even "Central Eastlake" - to which  
Lynn St / Bottom / Alameda

one side streets navigable for large  
delivery trucks - between parked cars,  
traffic circles, etc.

Fairview

visit bike facility -  
why "perfect" for bikes might  
not some accommodation  
to residents  
Fairview - with foundation vs. highway parking areas - bikes are most fit

NOT OK TO GIVE DEDICATED BIKE  
LANES ON BOTH SIDES OF EASTLAKE  
SOUTH OF MAIN BRIDGE AS IMPROVED  
Q NOT OK TO REMOVE TRAFFIC  
LANES - USE FAIRVIEW CORRIDOR  
TRAILS FOR BIKES

FROM UNIVERSITY BRIDGE SOUTH  
STATION & APPROX 1/2 MILE NORTH  
SECTION NOT ALLOCATE FOR BIKES (BUT  
UN) LOCATING ALL ON IT

NEED TO INCLUDE FAIRVIEW AVE E  
FROM MAINLINE TO FAIRVIEW AND PARKING  
SOUTH AS NO VEHICLE AVE TRUCKS FOR  
PARKING, RETURN - FROM FAIRVIEW TO  
FAIRVIEW  
ALLES IS NOT ALLOCATE FOR  
LOADING - NOT STANDARDS  
LOADING

Need to understand  
topography of Eastlake  
Areas of land ends of Eastlake  
Landing streets, not transfer, vehicle  
Landing zone, not of an roadway  
east, west street of Eastlake!



Can handle  
kind on bills?

Increase  
RDZ price

No on street parking for  
people with garages

RPZ 1 day  
passes

~~RPZ 1 day~~

### MHA

No upzones without  
off-street parking in  
new projects. ~~if~~  
Don't allow such  
projects to provide  
RPZ stickers. (Grandfather  
in current apartments)

- need additional  
off street pky not  
lots

Paid parking  
for non-residents  
in offices.

RPZ on Fairview E.  
north of Lynn

Subsidized offstreet parking development

Day passes for service providers (repairmen, etc)

Address construction to employees using parking spots

BUSINESSES LEAVING  
DUE TO NO PARKING  
FOR PATRONS - NEED  
BETTER PLANNING FOR RPZ  
SO OFFICE CAN RESTAURANTS  
OR OTHER BUSINESSES

NOT OK TO GIVE  
RPZ to people in  
buildings adjacent  
to the street who park  
in the spaces on street  
in front of private residences

Survey of private parking  
parking meters for  
all remaining parking

Revenue

- register bikes in Seattle (user fees)

Require new construction to include parking

"Signalized" ped. x-ings. on Eastlake Ave.

Upton/MH/EIS  
Impact on parking

Alternative  
bikes, buses  
↳ some people can't use them

shared parking  
#1 issue is the fit inside a parking garage

Alternatives

Ukr/Ly ft  
↳ subsidize neighbors

Shuttle vans to ferry people to stops & shops

Let's go!

Is U. district like Eastlake?  
Demographics are very different  
- Elderly  
- Young families w/children

- Parking Incentives / Transit Incentives.

- Tax Free Bus Pass

- Free Bikes

- Bike Safety (Classes?)  
Ruler + Norms

- Bike Locker / Bike Share Promotions  
(Parking Secure)

- Update the 70 to Rapid Ride  
Sooner

- make sure bus stops are  
close to businesses.

- Reduced Costs for transit

- Finish the Bike Network

- Garaged (secure) Bike Parking

- Better Parking Design (Lines  
lanes on Fairview)

- Finish (utilize) room under Freeway  
(Parking)



\* who will pay for bus passes for employees?

- access to/from other parts of city extremely limited
- what will replace @ 20 bus? How to get to UW after
- don't want spaces in ~~office~~ or resident <sup>bdgs</sup> rented out

\* ~~what~~ <sup>how are you</sup> anticipating impacts of no parking with new large bldgs? and others that are smaller?

- ~~the~~ rental parking ~~is~~ <sup>will</sup> be very limited.
- look at current
- maybe possible in business lots BUT
- \* how many business spots there are?
- extremely limited public parking in lots in
- ~~the~~ businesses will want cars out early

- Can we get more RPZ enforcement?

↳ can SDOT coordinate w/ SPD?

- Can RPZ areas that allow 2/4 hr parking have metering to make enforcement easier?  
(only one parking enforcement drive by)

- Can we add more RPZ streets?

- Can we not allow new construction to purchase RPZ? <sup>permits</sup>

- Can we have a required "transport move-in packet" to let new <sup>Liability issues</sup> parking owners?

apartment residents know about transit options?

(already get mail/lead info packets)

Need mitigation to replace lost parking!

- RPZ on Industrial Land?
- Parking Under 1-5?
- Think of Residents.
- Enforce Uber/Lyft stops. (expand) Keep all zone 8 parking
- Extend zone 8 to lots.  
(Colinade) (~~WSDOT~~ WSDOT) North Gate Way.  
(Khiria town Parking Example)

### Curb Space Strategy

- Use Alley
- Add parking to one-sided parking streets (like Franklin)
- Review all load zones.
- Enforce middle lane?
- Better Defined Strategies for parking on Fairview



- CREATE PARKING  
AT EASTLAKE/~~LOUISA~~/ROANOKE  
& HARVARD?
- AND UNDER FWY AT  
COLUMNADE PARK?
- DO PEOPLE REALLY NOT KNOW  
HOW TO RIDE THE BUS? WHAT  
GOOD WOULD A TDM PROGRAM  
BRING?
- WON'T THE HILLS BE DIFFICULT  
FOR THE DELIVERIES?
- HOW DO I CONTACT THE FTA?
- PARK IN BIKE LANES AT NIGHT?

SAM

\* Start figuring out load zones  
NOW - not when construction  
begins

- long blocks, <sup>on Eastlake</sup> make around-the-  
corner <sup>option for loading zones</sup> impracticable or

- Can't ignore loading/unloading from  
center lane

- DW Shuttle space being removed?

- What about trees in center lane?

- Alleys ~~unloads~~ seem unworkable  
as load zones - Narrow

\* - What about <sup>(sharrows)</sup> painted bikelanes I like  
on other major streets.

- Restore parking req. in new bldgs.

\* - Topography of Eastlake makes  
this project + adaptations  
unrealistic + unworkable.

- Access for people w/ disabilities  
is ignored



- can people move a car a few feet in an RPZ zone ~~else~~ be legal?
- extend RPZ ~~throughout~~ throughout Eastlake

### \* Save the "70"

- What about employees' parking?
- Can we have more stops on Eastlake?
- What about customer parking?
- What impact has car-2-go?  
Reach ~~out~~ now?
- How many people own cars in Eastlake?

\* DON'T DO IT! \*

- LISTEN TO THE NEIGHBORHOOD

## STRATEGY 5

CONSIDER A WIN-WIN STRATEGY.

- ① KEEP PARKING ON EASTLAKE TO ENSURE OUR BUSINESSSES STAY VIABLE.
- ② FINISH THE CHRISTIANUD LOOP AS THE BIKE ROUTE. SOLVE PROBLEM OF ALLEY BETWEEN EDGAR + HAMLIN.

THIS STRATEGY WILL BE SAFER FOR BIKES & LESS EXPENSIVE THAN CREATING BIKE LANES ALONG EASTLAKE.

~~THESE STRATEGIES ARE~~  
Restore land use code's requirements for on-site parking in new residential and commercial buildings

PROVIDE ADDITIONAL FREE PARKING (TO REPLACE SPOTS BEING REMOVED ALONG EASTLAKE) SO THAT BUSINESSES CAN CONTINUE TO SURVIVE

## ORIGIN-DESTINATION SURVEY

PEOPLE THAT COME TO EASTLAKE

ASK ALL RESIDENTS IN EASTLAKE

- Q: Where do you need to go?  
Q: How can you get there?

## STRATEGY 3

~~Strategy 3~~

INCREASE RPZs (ESPECIALLY 2 HOUR) SO EASTLAKE CANNOT BE USED AS A "PARK-N-RIDE" FOR DOWNTOWN & SOUTH LAKE UNION WORKERS

Create new RPZ on commercial + industrial zones  
Famney Ave. E - w/ advance change, if could be shared by employees in business day, residents in evenings

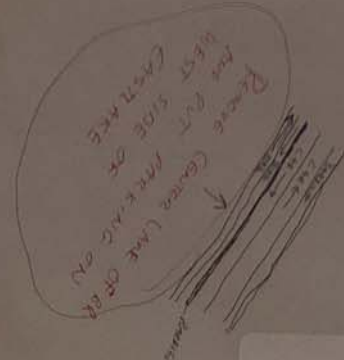
PROVIDE INCENTIVES FOR CUSTOMERS TO GO TO BUSINESSES ALONG EASTLAKE AVENUE.

## STRATEGY 5

KEEP EASTLAKE PARKING. PLEASE RESPECT THE WISHES OF THE RESIDENTS + BUSINESSES!



HIS SEAT  
HUGH  
ST  
HUGH  
ST



Don't highlight  
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Joyce Lane

Geo financing  
FOR CUSTOMERS  
IN PASTORALE  
BUSINESSES FOR  
GETTING  
CREDITS

SANDRA  
Wheeler

What are  
the Laws for  
Fast Loading  
in Center Lane?

Jobs lost?  
How many  
business will  
"go under" if  
all parking  
spots are removed?  
How many jobs  
will be unemployed?

4 Hrs. Commercial  
N + S on  
Eastlake  
Small lot - reclaim  
Howe St  
11' Fan view  
+ Eastlake

replace all reserved parking spaces -  
Probably under IS (N&S)

Designated parking spaces instead of  
pick-up/drop-off for more space  
OR MP for  
pool spaces  
pool spaces  
pool spaces

SHOULD "NO PARKING  
Buildings" residents  
be allowed in RPE?  
City seems more  
than parking spots  
Are new SEM residents  
really giving up their cars?

EASTLAKE

NOT a Corridor  
it's a Community

Shared parking -  
commercial vs residents  
easier to make it  
a "Diamond Lot" ...

IDM

basically from  
Employer's point  
of view...  
shared  
parking matching? like neighborhood  
parking pool?  
does this exist?  
in the city?

carpool apps

- Work Carpal
- State Carpool
- Scop
- Ridely
- Zity
- Ride Ally

Alley utilization -  
Replace 'No Parking' w/ ~~30~~<sup>3</sup> min Load/Unload.  
(include for cars)

Add parking on both sides of Minor  
Restore <sup>off-street</sup> parking requirements for new buildings.