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## **PARKING STUDY**

**FOR**

**MUNICIPAL PARKING PLAN  
Maplewood Township, Essex County, New Jersey**

**JUNE 29, 2012**

*Prepared For*

**Township of Maplewood  
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**Engineering  
For Tomorrow's  
Challenges**



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## **I. BACKGROUND**

Maplewood Township is located in Essex County, New Jersey with South Orange Village and West Orange Township to the north, Union Township to the south, Newark City and Irvington Township to the east, and Millburn Township to the west. The population of Maplewood Township is approximately 24,000 people.

Maplewood is a community adjacent to the South Mountain Reservation. Innovative architecture and landscaping are at the heart of the Township. Famous architects and landscapers have developed a beautiful atmosphere which includes the Winchester Gardens, the school district buildings, and the municipal building. The mix between nature, architecture and downtown entertainment has made this town one of the most desirable places to live. In addition to aesthetics, there is also a downtown area which attracts both residents and visitors to the area.

Unlike the adjacent municipalities of Millburn Township and South Orange Village, Downtown Maplewood is not bisected by a main arterial roadway. The Maplewood New Jersey Transit (“NJT”) Train Station and railroad tracks run through the center of Downtown Maplewood, creating two distinct sections of Maplewood.

- The northwestern side of Downtown Maplewood, known as “Maplewood Village”, includes local shopping, dining, and entertainment areas surrounding Maplewood Avenue. Maplewood Village lies adjacent to Maplewood Avenue, a collector roadway providing access to Ridgewood Road and County Route 510, the main arterials surrounding Maplewood Village.
- The southeastern side of Downtown Maplewood, known as “Park Side”, consists of the Train Station, the Maplewood Middle School, offices and Memorial Park. Park Side is situated around Dunnell Road, another collector roadway providing access to Parker Avenue and Valley Street, the main arterials surrounding Park Side.

Due to the roadway network configuration, Maplewood Village and Park Side are subject to local traffic only. Regional traffic generally utilizes County Route 577, County Route 510, Ridgewood Road, Valley Street and Parker Avenue. Although these two sections of Downtown Maplewood are in direct proximity to each other, the varying uses (i.e. retail in Maplewood Village and transit in Park Side) have created independent pedestrian and parking operations for each side.

## **II. PROBLEM STATEMENT**

Regional traffic bypasses Downtown Maplewood. The prevalence of local traffic allows for pedestrian circulation to be friendlier to every day pedestrian access. Pedestrian circulation is important to Maplewood since over 50% of NJ Transit users walk to the Train Station. Additionally, consumers use off-street parking lots and on-street parking stalls to visit local areas of interest, particularly downtown retail establishments. As a result, any change in traffic, parking, or pedestrian circulation may have a substantial impact on the character of Downtown Maplewood.



Over the past decade, Maplewood Village and Park Side have been perceived to be congested due to parking operations and a lack of available parking supply. This has been of utmost concern to the Township, as any future development may significantly impact the parking operations within Downtown Maplewood.

### III. INTRODUCTION

This Parking Study has been commissioned by the Township in association with the project “Maplewood Village Parking Plan” for the Township of Maplewood. The “Maplewood Village Parking Plan” also includes an existing zoning analysis, a future redevelopment analysis, and a set of conceptual development recommendations. The purpose of this Parking Study is to issue a set of recommendations based upon the downtown parking investigation and the results of the aforementioned analyses.

The municipal lots for patrons of the Maplewood Village offer a wide variety of parking regulations, including length of stay and permit requirements. Maplewood offers merchant, commuter and teacher permits. Tenant permits are also offered by the Township but are not required within the study area.

The time limiting regulations restrict vehicles from parking over a certain period of time. The “limited time” parking lots and on-street parking stalls restrict the length of stay to 20 minutes, 30 minutes, one hour, two hours, three hours and four hours. The majority of limited time parking stalls in Maplewood Village are restricted to one hour. The following sections detail the municipal and private parking lots in Downtown Maplewood.

#### MAPLEWOOD VILLAGE MUNICIPAL PARKING LOTS

Within Maplewood Village there are four municipal parking lots for patrons and visitors. There is one municipal parking lot provided for NJ Transit commuters and two are provided specifically for merchant permit holders. **Table 1** details the municipal lots in Maplewood Village.

**Table 1 – Maplewood Village Municipal Parking Lots**

<b>Lot ID</b>	<b>Parking Regulation</b>	<b>Location</b>
Lot 4	Commuter Pay-By-Space	Maplewood Avenue & Baker Street
Lot 5	Limited time/Merchant Permit	Highland Place
Lot 7	Limited time/Private	Maplewood Avenue & Inwood Place
Lot 9	Limited time	Baker Street
Ricalton Lot	Limited time/Private	Maplewood Avenue & Durand Road
Outer Burgdorff Lot	Merchant Permit	Woodland Road
Inner Burgdorff Lot	Merchant Permit	Woodland Road

**MAPLEWOOD VILLAGE PRIVATE PARKING LOTS**

Maplewood Village consists of multiple private parking lots including: the Bank of America parking lot, the Women’s Club parking lot, the Toomey’s Auto Garage parking lot, and the Morrow Memorial Methodist Church parking lot. No parking occupancy data was available for the Toomey’s Auto Garage parking lot or the Morrow Memorial Methodist Church parking lot. These two lots support the parking demand of the associated uses. Therefore, data collection of the Toomey’s lot and the Morrow lot is not beneficial to the parking study. **Table 2** below details the private parking lots included within this parking study.

**Table 2 – Maplewood Village Private Parking Lots**

<b>Lot ID</b>	<b>Parking Regulation</b>	<b>Location</b>
Bank of America Lot	Private	Inwood Place
Women’s Club	Private	Woodland Road & Durand Road

**PARK SIDE MUNICIPAL PARKING LOTS**

Four municipal lots are provided on Park Side for NJ Transit commuters. Three of the lots are Commuter Pay-By-Space and one is provided for commuter permit holders. 125 Dunnell Road, the former police station, currently has 50 off-street commuter permit parking stalls. The redevelopment of this lot has been approved by the Township. The redeveloper of 125 Dunnell Road, Petrucci Co., proposes to construct multiple residential units. The proposed redevelopment will have a self-supporting parking supply. Thus, the commuter permit parking supply open to the public will be removed once the development is constructed. **Table 3** identifies each lot and details the lot parking regulations and the locations for Park Side Municipal Parking Lots.

**Table 3 – Park Side Municipal Parking Lots**

<b>Lot ID</b>	<b>Parking Regulation</b>	<b>Location</b>
NJ Transit Lot 1	Commuter Pay-By-Space	Dunnell Road & Oakview Avenue
NJ Transit Lot 2	Commuter Pay-By-Space	Dunnell Road (Adjacent to Station)
NJ Transit Lot 3	Commuter Pay-By-Space	Dunnell Road (Adjacent to Station)
125 Dunnell Road	Commuter Permit	Dunnell Road & Oakland Road

**PARK SIDE PRIVATE PARKING LOTS**

Two private parking lots are provided for offices in Park Side at 111 Dunnell Road and 145 Dunnell Road. The office at 145 Dunnell Road provides 28 off-street parking stalls and the office at 111 Dunnell Road provides 60 off-street parking stalls.



## **PARKING ANALYSIS DETAILS**

**Figure 1** on the following page displays the locations and regulations for the municipal parking lots, private parking lots and on-street parking throughout Maplewood Village and Park Side.

The purpose of this study is to identify the existing parking occupancies and vacancies within Downtown Maplewood and quantify the parking demand for these parking lots and stalls. The following will be included within this parking study and analysis:

- An inventory of existing roadways in the project vicinity;
- Turnover Parking Count Methodology;
- Identification of existing off-street parking lots;
- Identification of existing on-street parking stalls;
- Examination of existing off-street parking occupancy;
- Examination of existing on-street parking occupancy; and
- Recommendations to improve Downtown parking operations.



**ON-STREET PARKING KEY**

	COMMUTER PERMIT
	LIMITED TIME
	LIMITED TIME/ MERCHANT PERMIT
	TEACHER PERMIT
	UNDESIGNATED/PRIVATE

**PARKING LOT KEY**

	MUNICIPAL - CP/P.B.S.
	MUNICIPAL - CP
	MUNICIPAL - LT
	MUNICIPAL - MP
	PRIVATE

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**MAPLEWOOD PARKING PLAN AND RECOMMENDATIONS**  
**MAPLEWOOD DOWNTOWN**  
**PARKING AERIAL**  
 FOR  
**TOWNSHIP OF MAPLEWOOD**  
 TOWNSHIP OF MAPLEWOOD ESSEX COUNTY NEW JERSEY

JOB NUMBER: 11000060G	DATE: 05/20/11
SCALE: N.T.S.	LATEST REVISION: 05/09/12
INDEX NUMBER:	DESIGN BY: NDA
SHEET NUMBER: <b>1</b>	of <b>1</b>



#### IV. EXISTING ROADWAY CONDITIONS

An inventory of the existing roadways, conditions and operations was conducted in this area to complement the parking information collected. The following roadways were investigated due to their influence on the existing parking network.

**Maplewood Avenue** is a north-south oriented Urban Collector that is under the jurisdiction of Maplewood Township. Maplewood Avenue is as the main roadway in Maplewood Village and provides access into and out of the downtown area. The roadway width is 30' to support two travel lanes, one in each direction, and one lane of alternating on-street parking.

Between Jefferson Avenue and Durand Road, there is on-street parking supplied on the northbound side of the roadway. Between Durand Road and Lenox Place, there is on-street parking supplied on the southbound side of the roadway. South of Lenox Place there is on-street parking supplied on the northbound side of the roadway. The posted speed limit within Maplewood Village is 15 MPH. Outside of Maplewood Village the posted speed limit is 25 MPH.

**Woodland Road** is runs in both a north-south and an east-west direction but is generally oriented Urban Collector that operates under the jurisdiction of Maplewood Township. Woodland Road runs parallel to Maplewood Avenue between Jefferson Avenue and Durand Road. West of the intersection with Durand Road, Woodland Road bears away from Maplewood Avenue towards Ridgewood Road. The roadway width varies between 20' and 30' to support two travel lanes and segments with and without on-street parking. The posted speed limit is 25 MPH.

**Ridgewood Road** is a north-south oriented Urban Collector that operates under the jurisdiction of Maplewood Township. Ridgewood Road functions as the collector roadway surrounding Maplewood Village to separate regional traffic from local downtown traffic. The roadway width is 31' to support two travel lanes. The posted speed limit is 25 MPH.

**Dunnell Road** is a north-south oriented Urban Collector that operates under the jurisdiction of Maplewood Township. South of Oakview Avenue, Dunnell Road operates as a one-way southbound roadway. North of Oakview Avenue, Dunnell Road is a two-lane roadway divided by a double yellow centerline. The two-way roadway section has a width of 40'. The posted speed limit is 25 MPH.

**Oakview Avenue** is an east-west oriented Urban Collector that operates under the jurisdiction of Maplewood Township. The roadway width is 38' to support two travel lanes, one in each direction, and two directions of on-street parking. The posted speed limit is 25 MPH.

**Valley Street, County Route 638**, is a north-south oriented Urban Minor Arterial that operates under the jurisdiction of Essex County. Valley Street functions as the arterial roadway surrounding Park Side section of Maplewood Township to separate regional traffic from local NJ Transit and downtown traffic. The roadway width is 39' south of Oakland Road to support two travel lanes, one in each direction, and northbound on-street parking adjacent to the municipal building. North of Oakland Road, the roadway width decreases to 29' to support two travel lanes, one in each direction. The posted speed limit is 35 MPH.



**Winthrop Place, Lenox Place, Baker Street, Highland Place, Everitt Place, Inwood Place, Durand Road, Beach Place, Maple Ave, Burnet Street, Salter Place, Oakland Road, and Park Road** are all urban roadways that operate under the jurisdiction of Maplewood Township. These roadways all have various roadway widths to support two travel lanes, one in each direction and alternating on-street parking. These roadways include local, downtown and NJ Transit traffic.

## V. DATA COLLECTION

### PREVIOUS DATA

#### PRELIMINARY DATA

Preliminary parking data was provided by the Maplewood Engineering Department and the Maplewood Township Transportation Advisory Committee (“TAC”). The preliminary data was provided in the report “*Parking Study and Recommendations for Maplewood Village and Train Station*” from the Maplewood Township TAC revised July 1, 1996. Maplewood Township also provided on-street “commuter permit” parking occupancy data conducted in June of 2007. However, significant changes have occurred to the parking regulations and locations since this data was collected.

#### 2011 DATA

Maplewood Township’s Engineering Department performed parking counts in August of 2011 for the limited time parking stalls throughout Maplewood Village. After a Township Public Meeting and correspondence with the TAC and the Maplewood Village Alliance, it was found that many residents and patrons are typically on vacation during the summer season. Therefore, to capture the typical parking conditions in Downtown Maplewood, new parking counts were performed outside of the summer season in 2012. No previous data from the preliminary data or the 2011 data collection was evaluated within this Parking Study.

### 2012 DATA COLLECTION

From February to April of 2012, Maplewood Township’s Engineering Department performed “turnover” parking counts throughout Downtown Maplewood. A turnover parking count is an in-depth count that records the length of stay of each vehicle that utilizes a parking stall. This data is utilized to determine the average number of vehicles parked in a single stall during the study period. Turnover counts are also useful to determine how many vehicles exceed the time limitations, and by how much time. The turnover parking counts were conducted from 10:00 AM to 3:00 PM during multiple weekdays to determine the typical peak parking demand in Downtown Maplewood.

One evening count was performed on Tuesday, March 13, 2012 from 5:00 PM to 7:00 PM to investigate the existence of an evening peak parking demand, if any. The count was performed at all parking locations within Downtown Maplewood.



The following terms and definitions are referenced frequently within this report to describe the Downtown Maplewood parking demand:

- *Commuter Permits* allow NJ Transit users to park their vehicle in a commuter permit designated parking stall. These stalls are regulated by permit during the week.
- *Commuter Pay-By-Spaces* allow NJ Transit users to park their vehicles in four NJ Transit Parking Lots. The Commuter Pay-By-Space is on a first come, first serve basis. No permits are required; however, a commuter must utilize a parking station to pay for the parking space.
- *Teacher Permits* allow teachers and faculty of the Maplewood Middle School to park adjacent to the school. These stalls are regulated by permit during the week. These stalls are located on Maple Avenue, Salter Place and Burnet Street.
- *Merchant Permits* allow retail owners/employees to park their vehicle in a merchant designated parking stall. These stalls are regulated by permit. The stalls are located at specific limited time on-street stalls and off-street parking lots. Merchant permit holders are not constrained by the limited time regulations.
- The *Parking Supply* represents the number of parking stalls provided on-street or in a lot.
- The *Peak Parking Demand* represents the maximum number of occupied parking stalls at one time period within the study area.
- The *Peak Parking Occupancy %* is ratio of the peak parking demand compared to the parking supply.
- *Limited time, Time Limit, Time Limitation, and Time Constraint* all relate to the designated time each vehicle is permitted to park in a single parking stall.
- *Over Limit Vehicles* represents the number of vehicles that parked for a length of time over the posted time limit. Vehicles that are parked longer than the time limit but show a merchant permit tag in a merchant permit specified location were not considered to be over the limit. Commuter and Teacher Permit holders are not subjected to time limits (unless posted otherwise).
- *% of Over Limit Vehicles* is the ratio of over limit vehicles to the peak parking demand.

The turnover parking data conducted by Maplewood Township's Engineering Department is provided in **Appendix A**. The processed count data is provided in **Appendix B**.

### **ADDITIONAL DATA**

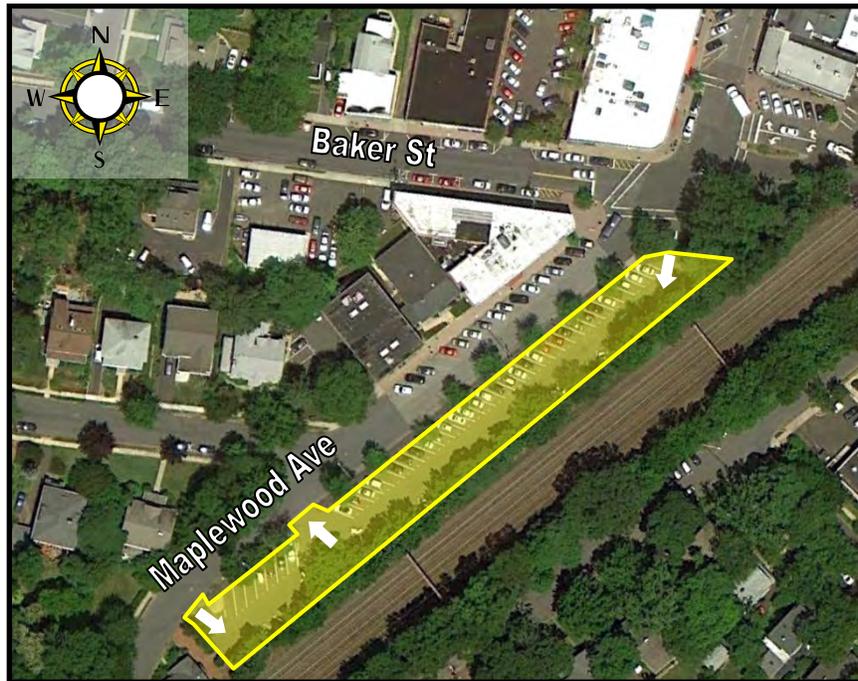
The *Maplewood Bikeway Network Plan* was prepared by Urbana Consulting, LLC for Maplewood Township in December of 2010. The *Maplewood Bikeway Network Plan* recommends the installation of on-street bike routes and off-street bike paths to support cyclist circulation within the Township. The bike routes are recommended on Ridgewood Road, Maplewood Avenue, through NJ Transit Lot #4, Highland Avenue and portions of Dunnell Road. The bike paths are recommended underneath the train station and throughout Memorial Park. According to the plan, the installation of these routes and paths are shall occur gradually from 2011 to 2019. The *Maplewood Bikeway Network Plan* was utilized to ensure that any proposed parking improvement will not conflict with the recommended bikeway network.

## VI. PEAK PARKING DEMAND

Based upon the turnover parking counts, the peak parking demand of Maplewood Village occurs at approximately at 1:15 PM. The peak parking demand was determined by tabulation of the parking occupancies at all limited time and merchant permit locations within Maplewood Village.

### MAPLEWOOD VILLAGE MUNICIPAL PARKING LOTS

#### LOT 4: NEW JERSEY TRANSIT PARKING LOT



Located at 184 – 198 Maplewood Avenue between Baker Street and Winthrop Place on Block 12.07, Lot 282, this parking lot contains 82 commuter pay-by-space parking stalls.

Access to the New Jersey Transit parking lot is provided by two entrance driveways and one exit driveway on Maplegrove Avenue. The entrances are provided at the corners of the parking lot and the exit is provided in the center of the parking lot. The table below details the peak parking data.

**Table 4 – Peak Parking Data: Municipal Lot 4**

<b>Municipal Lot #4</b>	<b>Peak Parking Data</b>
Regulation	Commuter Pay-By-Space
Parking Supply	82
Peak Parking Demand	80
Peak Parking Occupancy %	98%

**LOT 5: HIGHLAND PLACE PARKING LOT**

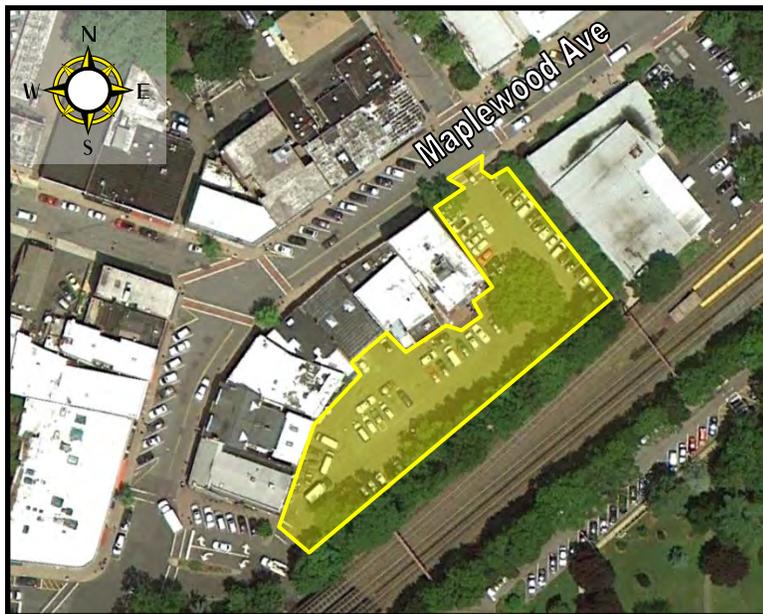
Located at 13 Highland Place between Maplewood Avenue and Everitt Place on Block 12.03, Lot 161, this parking lot contains 43 limited time regulated parking stalls. Fifteen of the 43 parking stalls also allow merchant permit holder to parking with no time limit. The stalls are limited to four hours between 8:00 AM and 4:00 PM Monday – Friday. Access to Municipal Parking Lot 5 is provided by one entrance driveway and one exit drive on Baker St. The table below summarizes the peak parking data.



**Table 5 – Peak Parking Data: Municipal Lot 5**

Municipal Lot #5	Peak Parking Data	
	Limited time	Limited time/Merchant Permit
Regulation	4 Hrs 8AM – 4PM	4 Hrs 8AM – 4PM
Parking Supply	28 stalls	15 stalls
Peak Parking Demand	27 vehicles	14 vehicles
Peak Parking Occupancy %	96%	93%
Over Limit	5 vehicles	0 vehicles
% of Over Limit Vehicles	19%	0%

**LOT 7: LORENA’S PARKING LOT**



Located at 186 - 190 Maplewood Avenue between Inwood Place and Baker Street on Block 13.09, Lot 185 and in the rear of Lots 186-190, this parking lot contains 68 limited time regulated parking stalls. Twenty-four of the stalls are limited to one hour and 47 are limited to three hours between 9:00 AM and 7:00 PM Monday – Friday. Ten private parking stalls for the store owners and employees are behind the retail developments. Access to Municipal Parking Lot 7

is provided by a two-directional driveway on Maplewood Avenue and a two-directional driveway on Baker Street. The table below summarizes the peak parking data.

**Table 6 – Peak Parking Data: Municipal Lot 7**

Municipal Lot #7	Peak Parking Data		
	Limited time		Private
Regulation	1 Hr	3 Hrs 9AM – 7PM	Unregulated
Parking Supply	24 stalls	47 stalls	10 stalls
Peak Parking Demand	22 vehicles	46 vehicles	10 vehicles
Peak Parking Occupancy %	92%	98%	100%
Over Limit	8 vehicles	12 vehicles	-
% of Over Limit Vehicles	36%	26%	-

**LOT 9: BAKER STREET PARKING LOT**

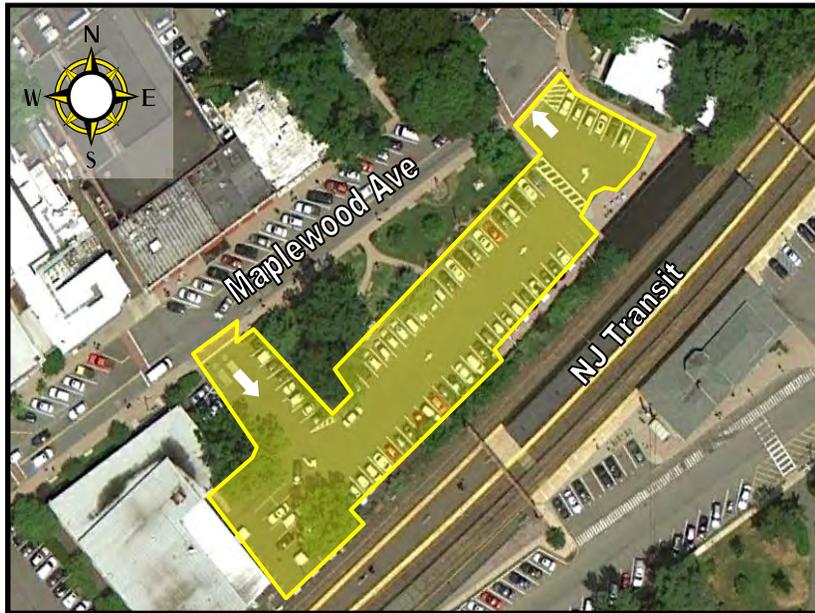
Located at 93 - 95 Baker Street between Maplewood Avenue and Everitt Place on Block 12.04, Lot 194, this parking lot contains 20 limited time regulated parking stalls. The parking stalls are limited to two hours between 8:00 AM and 7:00 PM Monday – Friday. These stalls are provided for customers to access Maplewood Village to the east. Access to Municipal Parking Lot 9 is provided by a two-directional driveway on Baker Street. The table below summarizes the peak parking data.



**Table 7 – Peak Parking Data: Municipal Lot 9**

Municipal Lot #9	Peak Parking Data
Regulation	2 Hrs 8AM – 7PM
Parking Supply	20 stalls
Peak Parking Demand	12 vehicles
Peak Parking Occupancy %	60%
Over Limit	1 vehicle
% of Over Limit Vehicles	8%

RICALTON SQUARE PARKING LOT



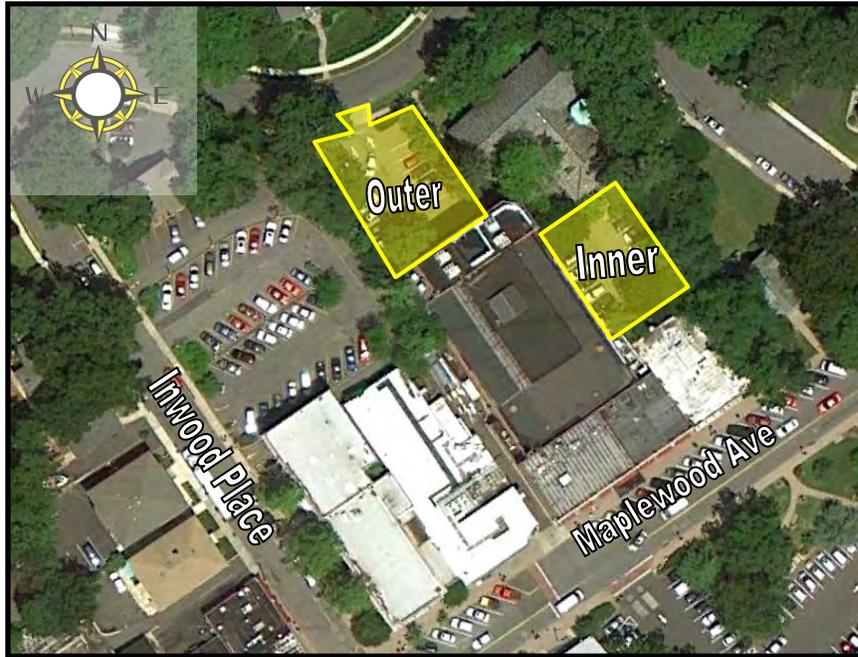
Located at 144 - 154 Maplewood Avenue between Durand Road and Inwood Place on Block 13.10, Lots 178 - 181, this parking lot contains 66 limited time parking stalls. Three of the stalls are limited to 20 minutes, fifteen of the stalls are limited to one hour and 48 are limited to two hours between 9:00 AM and 7:00 PM Monday – Friday. Twenty private stalls are provided for the employees of the post office. Access to Ricalton Square Municipal Parking Lot is provided by an entrance

driveway and an exit driveway on Maplewood Avenue. The table below summarizes the peak parking data.

**Table 8 – Peak Parking Data: Ricalton Square Municipal Lot**

Ricalton Square Lot	Peak Parking Data			
	20 Minute	1 Hr	2 Hrs 9AM – 7PM	Post Office Use
Regulation Parking Supply	3 stalls	15 stalls	48 stalls	20 stalls
Peak Parking Demand	2 vehicles	10 vehicles	24 vehicles	10 vehicles
Peak Parking Occupancy %	67%	67%	50%	50%
Over Limit	1 vehicle	4 vehicles	4 vehicles	-
% of Over Limit Vehicles	50%	40%	17%	-

BURGDORFF INNER AND OUTER PARKING LOTS



Located at 54 Woodland Road between Durand Road and Inwood Place on Block 12.02, Lots 175.01 and 100.01, these two parking lots contain 26 merchant permit parking stalls. The outer lot provides 15 parking stalls. The inner lot provides 11 parking stalls. Access to the Burgdorff Lots is provided by a two-directional driveway on Woodland Road. The table below summarizes the peak parking data.

**Table 9 – Peak Parking Data: Burgdorff Lots**

Burgdorff Lots	Peak Parking Data	
	Outer Lot	Inner Lot
Regulation	Merchant Permit 8AM – 6PM	Merchant Permit 8AM – 6PM
Parking Supply	15 stalls	11 stalls
Peak Parking Demand	5 vehicles	10 vehicles
Peak Parking Occupancy %	33%	91%
No Permit	0 vehicles	3 vehicles
% of No Permit Vehicles	0%	30%

**MAPLEWOOD VILLAGE PRIVATE PARKING LOTS**

**PRIVATE PARKING LOT: BANK OF AMERICA**



Located at 161 Maplewood Avenue between Durand Road and Inwood Place on Block 12.02, Lot 173, this parking lot contains 45 private parking stalls. The stalls are provided for Bank of America use.

A bank drive-thru lane directs vehicles clockwise around the parking lot to access the banking lane. The drive-thru lane then allows vehicles to exit onto Inwood Place.

Access to the Bank of America Lot is provided by one ingress driveway and by one egress driveway. There is a separate ingress and egress driveway specifically for drive-thru use. The table below summarizes the peak parking data.

**Table 10 – Peak Parking Data: Bank of America Lot**

<b>Bank of America</b>	<b>Peak Parking Data</b>
Regulation	Private – Bank Use
Parking Supply	45 stalls
Peak Parking Demand	38 vehicles
Peak Parking Occupancy %	84%

PRIVATE PARKING LOT: WOMEN’S CLUB



Located at 60 Woodland Road on Block 12.03, Lot 127, this parking lot contains 51 private parking stalls. The stalls are provided for use of the Women’s Club.

Access to the Women’s Club lot is provided by a two-directional driveway on Inwood Place. The parking lot shares pedestrian access with Municipal Lot 5. The table below summarizes the peak parking data.

**Table 11 – Peak Parking Data: Women’s Club Lot**

<b>Women’s Club</b>	<b>Peak Parking Data</b>
Regulation	Private
Parking Supply	51 stalls
Peak Parking Demand	11 vehicles
Peak Parking Occupancy %	22%

**MAPLEWOOD VILLAGE ON-STREET PARKING**

Within Maplewood Village there are commuter permit and limited time on-street parking regulations. Specific limited time on-street parking locations also allow for vehicles that display a merchant permit tag to park without a time constraint. The locations that allow for merchant parking are posted with a “Maplewood Village Alliance” sign.

Some streets provide one direction of on-street parking while others provide two directions of on-street parking. The following sections details the peak parking demand for each roadway segment that has on-street parking within Maplewood Village.



BAKER STREET

Baker Street provides 26 four hour and 30 one hour on-street parking stalls. Six of the one hour parking stalls between Ridgewood Road and Everitt Place allow merchant permit parking.

**Table 12 – Peak Parking Data: Baker Street**

Baker Street	Peak Parking Data				
	EB - Ridgewood to Everitt	EB - Ridgewood to Everitt	EB - Everitt to Maplewood	WB - NJT Underpass to Maplewood	WB - Maplewood to Everitt
Regulation	4 Hrs 6AM–2AM	4 Hrs 6AM–2AM / M. Permit	1 Hr 9AM – 7PM	1 Hr 9AM – 7PM	1 Hr 9AM – 7PM
Parking Supply	20 stalls	6 stalls	12 stalls	6 stalls	12 stalls
Peak Parking Demand	6 vehicles	1 vehicle	9 vehicles	6 vehicles	11 vehicles
Peak Parking Occupancy %	30%	17%	75%	100%	92%
Over Limit / No Permit	2 vehicles	0 vehicles	4 vehicles	3 vehicles	4 vehicles
% of Over Limit / No Permit Vehicles	33%	0%	44%	50%	36%

BEACH PLACE

Beach Place provides 24 on-street parking stalls for commuter permit holders. Fourteen of the stalls are provided west of Woodland Road while the other ten stalls are provided east of Woodland Road.

**Table 13 – Peak Parking Data: Beach Place**

Beach Place	Peak Parking Data		
	EB - Dead End to Woodland	WB - Woodland to Dead End	EB - Woodland to Maplewood
Regulation	Commuter Permit 6AM- 9AM	Commuter Permit 6AM- 9AM	Commuter Permit 6AM- 9AM
Parking Supply	7 stalls	7 stalls	10 stalls
Peak Parking Demand	2 vehicles	4 vehicle	9 vehicles
Peak Parking Occupancy %	29%	57%	90%

DURAND ROAD

Durand Road provides 17 two hour on-street parking stalls. The on-street parking stalls allow merchant permit parking.

**Table 14 – Peak Parking Data: Durand Road**

Durand Road - SB	Peak Parking Data
Regulation	2 Hrs 8AM – 7PM / Merchant Permit
Parking Supply	17 stalls
Peak Parking Demand	9 vehicles
Peak Parking Occupancy %	53%
Over Limit / No Permit	1 vehicle
% of Over Limit / No Permit Vehicles	11%



EVERITT PLACE

Everitt Place provides 15 two hour on-street parking stalls. The on-street parking stalls allow merchant permit parking.

**Table 15 – Peak Parking Data: Everitt Place**

<b>Everitt Place - SB</b>	<b>Peak Parking Data</b>
Regulation	2 Hrs 8AM – 7PM / Merchant Permit
Parking Supply	15 stalls
Peak Parking Demand	10 vehicles
Peak Parking Occupancy %	67%
Over Limit / No Permit	0 vehicles
% of Over Limit / No Permit Vehicles	0%

HIGHLAND PLACE

Highland Place provides 33 three limited time on-street parking stalls. Eight of the 33 limited time stalls allow for merchant parking. Highland Place also provides 14 on-street commuter permit parking stalls between Everitt Place and Ridgewood Road.

**Table 16 – Peak Parking Data: Highland Place**

<b>Highland Place</b>	<b>Peak Parking Data</b>			
	<b>EB - Ridgewood to Everitt</b>	<b>WB - Everitt to Ridgewood</b>	<b>WB - Maplewood to Everitt</b>	<b>WB - Maplewood to Everitt</b>
Regulation	2 Hrs 8AM – 4PM	C. Permit 6AM – 9AM	1 Hour 9AM – 7PM	1 Hour 9AM – 7PM / M. Permit
Parking Supply	16 stalls	14 stalls	9 stalls	8 stalls
Peak Parking Demand	1 vehicle	7 vehicle	8 vehicles	8 vehicles
Peak Parking Occupancy %	6%	50%	89%	100%
Over Limit / No Permit	0 vehicles	-	2 vehicles	1 vehicle
% of Over Limit / No Permit Vehicles	0%	-	25%	13%

INWOOD PLACE

Inwood Place provides nine limited time on-street parking stalls between Woodland Road and Maplewood Avenue.

**Table 17 – Peak Parking Data: Inwood Place**

<b>Inwood Place - WB</b>	<b>Peak Parking Data</b>
Regulation	1 Hr 9AM – 7PM
Parking Supply	9 stalls
Peak Parking Demand	9 vehicles
Peak Parking Occupancy %	100%
Over Limit	1 vehicle
% of Over Limit Vehicles	11%

LENOX PLACE

Lenox Place provides 26 on-street parking stalls regulated by commuter permits between Maplewood Avenue and Ridgewood Road.

**Table 18 – Peak Parking Data: Lenox Place**

<b>Lenox Place - EB</b>	<b>Peak Parking Data</b>
Regulation	Commuter Permit 6AM - 9AM
Parking Supply	26 stalls
Peak Parking Demand	18 vehicles
Peak Parking Occupancy %	69%

MAPLEWOOD AVENUE

Maplewood Avenue provides limited time parking stalls, public on-street stalls that prohibit parking between 6AM and 9AM, and commuter permit stalls. South of Baker Street there is a total of 21 stalls that prohibit parking between 6AM – 9AM. These stalls are provided for “late” commuters that wish to utilize the NJ Transit Station after the peak transit hours. Additionally, 15 of these 21 stalls are available for merchants. From Baker Street to Lenox Place there are 17 one hour parking stalls. North of Baker Street, there are 46 one hour parking stalls and six two hour parking stalls that allow merchant parking. From Durand Road to Jefferson Avenue there are 50 on-street commuter permit parking stalls.

**Table 19 – Peak Parking Data: Maplewood Avenue (South of Baker Street)**

<b>Maplewood Avenue (South of Baker Street)</b>	<b>Peak Parking Data</b>		
	<b>NB - Mountain to Winthrop</b>	<b>NB - Mountain to Winthrop</b>	<b>SB - Baker to Lenox</b>
Regulation	No Parking 6AM- 9AM	No Parking 6AM- 9AM / M. Permit	1 Hr 9AM – 7PM
Parking Supply	6 stalls	15 stalls	17 stalls
Peak Parking Demand	0 vehicles	15 vehicles	15 vehicles
Peak Parking Occupancy %	0%	100%	88%
Over Limit / No Permit	0 vehicles	0 vehicles	3 vehicles
% of Over Limit / No Permit Vehicles	0%	0%	20%

**Table 20 – Peak Parking Data: Maplewood Avenue (North of Baker Street)**

<b>Maplewood Avenue (North of Baker Street)</b>	<b>Peak Parking Data</b>				
	<b>SB - Highland to Baker</b>	<b>SB - Inwood to Highland</b>	<b>SB - Durand to Inwood</b>	<b>NB - Durand to Jefferson</b>	<b>NB – Durand to Jefferson</b>
Regulation	1 Hr 9AM – 7PM	1 Hr 9AM – 7PM	1 Hr 9AM – 7PM	2 Hrs 8AM–4PM / M. Permit	C. Permit 6AM – 9AM
Parking Supply	11 stalls	11 stalls	24 stalls	6 stalls	50 stalls
Peak Parking Demand	11 vehicles	11 vehicles	23 vehicles	0 vehicles	49 vehicles
Peak Parking Occupancy %	100%	100%	96%	0%	98%
Over Limit / No Permit	1 vehicle	3 vehicles	9 vehicles	0 vehicles	-
% of Over Limit / No Permit Vehicles	9%	27%	39%	0%	-



WINTHROP PLACE

Winthrop Place provides 41 on-street commuter permit parking stalls between Maplewood Avenue and Ridgewood Road.

**Table 21 – Peak Parking Data: Winthrop Place**

Winthrop Place	Peak Parking Data	
	WB - Maplewood to Ridgewood	EB - Ridgewood to Maplewood
Regulation	Commuter Permit 6AM- 10AM	Commuter Permit 6AM- 9AM
Parking Supply	19 stalls	22 stalls
Peak Parking Demand	19 vehicles	22 vehicles
Peak Parking Occupancy %	100%	100%

WOODLAND ROAD

Woodland Road provides both limited time on-street parking and on-street parking regulated by commuter permits. Adjacent to the Woman’s Club there are 10 four hour parking stalls provided, which are also available for merchants. From Durand Road to Jefferson Avenue there are 32 three hour parking stalls provided. From Jefferson Avenue to Beach Place there are 26 commuter permit on-street parking stalls provided.

**Table 22 – Peak Parking Data: Woodland Road**

Woodland Road	Peak Parking Data		
	EB - Ridgewood to Inwood	NB - Durand to Jefferson	SB - Jefferson to Beach
Regulation	4 Hrs 8AM - 4PM/ M. Permit	3 Hrs 9AM - 7PM	Commuter Permit 6AM – 10AM
Parking Supply	10 stalls	32 stalls	26 stalls
Peak Parking Demand	5 vehicles	3 vehicles	1 vehicle
Peak Parking Occupancy %	50%	9%	4%
Over Limit / No Permit	0 vehicles	0 vehicles	-
% of Over Limit / No Permit Vehicles	0%	0%	-

**PARK SIDE MUNICIPAL PARKING LOTS**

NEW JERSEY TRANSIT PARKING LOTS 1 - 3

There are three New Jersey Transit Parking Lots located along Dunnell Road adjacent to the NJ Transit Station on Block 17.16, Lot 6. The eastern parking lot, NJ Transit Lot 1, contains 43 commuter pay-by-space stalls. NJ Transit Lot 2 contains eight commuter pay-by-space stalls. NJ Transit Lot 3 contains 9 commuter pay-by-space stalls.

Access to Lot 1 is provided by a two-directional driveway. Lots 2 and 3 are adjacent



to the street and provide direct access to Dunnell Road. The table below summarizes the peak parking data.

**Table 23 – Peak Parking Data: NJ Transit Parking Lots**

NJ Transit Lots	Peak Parking Data		
	Lot 1	Lot 2	Lot 3
Regulation	Commuter Pay-By-Space	Commuter Pay-By-Space	Commuter Pay-By-Space
Parking Supply	43 stalls	8 stalls	9 stalls
Peak Parking Demand	40 vehicles	7 vehicles	9 vehicles
Peak Parking Occupancy %	93%	88%	100%



125 DUNNELL ROAD (FORMER POLICE STATION)

Located at 125 Dunnell Road is the former Maplewood Township Police Station. Currently, this lot provides 50 off-street commuter permit parking stalls. The development of a residential complex has been approved by the Township at this location. The redevelopment of this lot will remove the 50 off-street commuter permit stalls. The peak parking data table is provided below.

**Table 24 – Peak Parking Data: 125 Dunnell Road (Former Police Station)**

125 Dunnell Road	Peak Parking Data
Regulation	Commuter Permit 6AM – 9AM
Parking Supply	50 stalls
Peak Parking Demand	34 vehicles
Peak Parking Occupancy %	68%

Based upon the count data, there will be a need created for 34 commuter spaces within Park Side after the redevelopment of 125 Dunnell Road.

**PARK SIDE PRIVATE PARKING LOTS**

111 DUNNELL ROAD

Located at 111 Dunnell Road is a partially occupied office building. The office building is supported by a 60 stall parking supply. However, as the office building is not fully occupied, there is an excess of parking locations. The table below details the peak parking data.

**Table 25 – Peak Parking Data: 111 Dunnell Road**

111 Dunnell Road	Peak Parking Data
Regulation	Private
Parking Supply	60 stalls
Peak Parking Demand	16 vehicles
Peak Parking Occupancy %	27%

145 DUNNELL ROAD

Located at 145 Dunnell Road is a building with both retail and office uses. Parking is available on both sides of the building and in front of the building adjacent to Dunnell Road. In total, there are 28 parking spaces located at 145 Dunnell Road.

**Table 26 – Peak Parking Data: 145 Dunnell Road**

145 Dunnell Road	Peak Parking Data
Regulation	Private
Parking Supply	28 stalls
Peak Parking Demand	17 vehicles
Peak Parking Occupancy %	61%

## **PARK SIDE ON-STREET PARKING**

Within Park Side there are commuter permit, teacher permit and limited time on-street parking regulations. There are significantly more commuter permit stalls than other regulations to support the transit station.

Within the study area that Maser has identified to be influential on the parking operations within Park Side, there are 398 on-street commuter permit parking stalls, 17 limited time parking stalls, and 54 teacher permit stalls. The following sections detail the on-street peak parking within Park Side.

### **BAKER STREET**

Seventeen limited time parking stalls are provided on Baker Street between Dunnell Road and Burnet Street. Ten of the stalls are for three hour parking and seven of the stalls are for 30 minute parking. From Dunnell Road to Burnet Street there are also eight commuter permit stalls and nine undesignated parking stalls. The undesignated on-street parking stalls were not signed or regulated; however, these stalls were quickly occupied by commuters in the morning. East of Burnet Street, there are 47 commuter permit on-street parking locations.

**Table 27 – Peak Parking Data: Baker Street (West of Burnet Street)**

<b>Baker Street (West of Burnet Street)</b>	<b>Peak Parking Data</b>			
	<b>EB - Dunnell to Burnet</b>	<b>EB - Dunnell to Burnet</b>	<b>WB - Burnet to Dunnell</b>	<b>WB - Burnet to Dunnell</b>
Regulation	3 Hrs 8AM – 4PM	Commuter Permit 6AM – 9AM	30 Minutes	Undesignated
Parking Supply	10 stalls	8 stalls	7 stalls	9 stalls
Peak Parking Demand	10 vehicles	8 vehicles	5 vehicles	9 vehicles
Peak Parking Occupancy %	100%	100%	71%	100%
Over Limit / No Permit	1 vehicle	-	2 vehicles	-
% of Over Limit / No Permit Vehicles	10%	-	40%	-

**Table 28 – Peak Parking Data: Baker Street (East of Burnet Street)**

<b>Baker Street (East of Burnet Street)</b>	<b>Peak Parking Data</b>	
	<b>EB - Dunnell to Valley</b>	<b>WB - Valley to Dunnell</b>
Regulation	Commuter Permit 6AM – 9AM	Commuter Permit 6AM – 9AM
Parking Supply	18 stalls	29 stalls
Peak Parking Demand	18 vehicles	29 vehicles
Peak Parking Occupancy %	100%	100%

BURNET STREET, MAPLE AVENUE AND SALTER PLACE

These three streets provide on-street parking locations for teachers and some commuters. The teacher permits were implemented to ensure teachers and faculty of the Maplewood Middle School have adequate parking. Burnet Street provides 13 teacher permit parking stalls, Maple Avenue provides 16 commuter permit and 24 teacher permit parking stalls, and Salter Place provides 17 on-street teacher permit parking stalls.

**Table 29 – Peak Parking Data: Burnet Street, Maple Avenue, and Salter Place**

Burnet Street, Maple Avenue and Salter Place	Peak Parking Data			
	NB - Burnet	EB - Maple	WB - Maple	NB/SB - Salter
Regulation	Teacher Permit 6AM – 4PM	Commuter Permit 6AM – 9AM	Teacher Permit 6AM – 4PM	Teacher Permit 6AM – 4PM
Parking Supply	13 stalls	16 stalls	24 stalls	17 stalls
Peak Parking Demand	6 vehicles	11 vehicles	19 vehicles	15 vehicles
Peak Parking Occupancy %	46%	69%	79%	88%

DUNNELL ROAD

Dunnell Road provides a total of 178 on-street commuter permit parking stalls. These are the most in demand parking locations as the transit station fronts Dunnell Road.

**Table 30 – Peak Parking Data: Dunnell Road**

Dunnell Road	Peak Parking Data		
	NB/SB - Oakland to Oakview	SB - Oakview to Baker	SB - Baker to Dead End
Regulation	Commuter Permit 6AM – 9AM	Commuter Permit 6AM – 9AM	Commuter Permit 6AM – 9AM
Parking Supply	50 stalls	83 stalls	45 stalls
Peak Parking Demand	50 vehicles	83 vehicles	45 vehicles
Peak Parking Occupancy %	100%	100%	100%

OAKVIEW AVENUE (WEST OF VALLEY STREET)

Oakview Avenue provides 48 commuter permit on-street parking stalls between Dunnell Road and Valley Street.

**Table 31 – Peak Parking Data: Oakview Avenue (West of Valley Street)**

Oakview Avenue (West of Valley Street)	Peak Parking Data
	EB/WB - Dunnell to Valley
Regulation	Commuter Permit 6AM – 9AM
Parking Supply	48 stalls
Peak Parking Demand	48 vehicles
Peak Parking Occupancy %	100%



OAKLAND ROAD, OAKVIEW AVENUE, AND PARK ROAD (EAST OF VALLEY STREET)

East of Valley Street there is an abundance of commuter permit on-street parking locations. Oakland Road provides 50 commuter permit on-street locations, Oakview Avenue provides 39 commuter permit on-street locations and Park Road provides 12 commuter permit on-street parking locations.

**Table 32 – Peak Parking Data: Oakland Rd, Oakview Ave, and Park Rd (East of Valley St)**

Oakland Rd, Oakview Ave, and Park Rd (East of Valley St)	Peak Parking Data		
	EB - Oakland	EB - Oakview	WB - Park
Regulation	Commuter Permit 6AM – 9AM	Commuter Permit 6AM – 9AM	Commuter Permit 6AM – 9AM
Parking Supply	50 stalls	39 stalls	12 stalls
Peak Parking Demand	2 vehicles	29 vehicles	11 vehicles
Peak Parking Occupancy %	4%	74%	92%

**VII. EVENING PARKING DEMAND**

A count was performed on Tuesday, March 13, 2012 from 5:00 PM to 7:00 PM to determine the evening peak parking demand. From 5:00 PM to 7:00 PM a large portion of the limited time and merchant parking stalls are vacant. At approximately 7:00 PM, only 60% of all parking stalls within Maplewood Village are occupied. The parking trend does not indicate a significant evening peak. The evening count sheet is provided at the end of **Appendix A**.

## VIII. MAPLEWOOD VILLAGE PARKING FINDINGS

The processed count data detailed in the previous sections was examined to determine any common behavior or parking demand patterns that may exist. A summary table of the processed count data is provided as **Appendix C**. The following conclusions can be made based on the analysis of the parking data:

1. **The weekday peak parking demand occurred at 1:15 PM.** Examining the parking patterns within Downtown Maplewood, the peak parking demand for all limited time and merchant permit locations occurred at 1:15 PM.
2. **The weekday parking occupancy significantly decreased around 7:00 PM.** After 7:00 PM the regulations for limited time parking stalls are not enforced. At 7:00 PM the limited time stalls were only 60% occupied.
3. **There is a high occurrence of “over limit” parking at the center of Maplewood Village.** The seven locations, detailed below, were fully occupied or nearly occupied during the peak parking demand. These locations are all at the center of Maplewood Village. There was an overabundance of vehicles in violation of the time constraints regulated by the Township Parking Service Agency. In total, between these locations, there were 43 over limit vehicles during the peak parking demand and 101 over limit vehicles during the entire count from 10 AM to 3 PM. Although, some vehicles parked less than 30 minutes over the time limit, the majority of over limit vehicles parked over 30 minutes past the time limit. In some instances, vehicles were parked in the same location throughout the entire parking count. None of the parking locations were merchant permit.

**Table 33 – High Occurrence of Over Limit Vehicles**

Parking Location	Time Limit	Parking Supply	Peak Parking Demand	Peak Parking Occupancy %	Over Limit Vehicles (Pk. Demand)	% of Over Limit Vehicles	Over Limit Vehicles (10AM – 3PM)
Baker Street – EB (Everitt to Maplewood)	1 Hour	12	9	75%	4	44%	6
Baker Street – WB (By NJT Underpass)	1 Hour	6	6	100%	3	50%	5
Baker Street – WB (Maplewood to Everitt)	1 Hour	12	11	92%	4	36%	14
Maplewood Avenue – SB (Inwood to Highland)	1 Hour	11	11	100%	3	27%	8
Maplewood Avenue – SB (Durand to Inwood)	1 Hour	24	23	96%	9	39%	19
Municipal Lot #7	1 Hour	24	22	92%	8	36%	28
Municipal Lot #7	3 Hours	47	46	98%	12	26%	21
<b>TOTAL</b>	-	-	-	-	<b>43</b>	-	<b>101</b>



4. **There is available limited time on-street parking on the outlying roads within Maplewood Village.** The seven locations, detailed below, were mostly vacant during the peak parking demand. Although these locations are not at the center of Maplewood Village, they are within 1,000 feet of Maplewood Avenue and Inwood Place, which is within walking distance to the places of interest. In total, these locations have 80 limited time parking stalls available during the peak parking demand.

**Table 34 – Low Occupancy On-Street Parking Locations**

Parking Location	Regulation	Parking Supply	Peak Parking Demand	Available Stalls	Peak Parking Occupancy %
Baker Street - EB (Ridgewood to Everitt)	4 Hours	20	6	14	30%
	4 Hours / M. Permit	6	1	5	17%
Highland Place - EB (Ridgewood to Everitt)	2 Hours	16	1	15	6%
Maplewood Avenue - NB (Mountain to Winthrop)	No Parking 6AM – 9PM	6	0	6	0%
Maplewood Avenue -NB (Durand to Jefferson)	2 Hours / M. Permit	6	0	6	0%
Woodland Road - EB (Ridgewood to Inwood)	4 Hours / M. Permit	10	5	5	50%
Woodland Road - NB (Durand to Jefferson)	3 Hours	32	3	29	9%
<b>TOTAL</b>	-	<b>96</b>	<b>16</b>	<b>80</b>	<b>17%</b>

5. **Some merchant permit locations are greatly in demand while other locations have available parking stalls.** The merchant permit stalls located on Highland Place, within Lot 5 and within the Inner Burgdorff Lot are greatly in demand. The Outer Burgdorff Lot, on-street Maplewood Avenue and on-street Woodland Road were not as utilized.

Forty-eight vehicles visibly displayed a merchant permit, 24 vehicles did not have a permit but parked legally under the time constraints and five vehicles parked illegally without a permit and/or over the time constraints. The table on the following page summarizes the peak parking conditions at the merchant permit locations.

**Table 35 – Merchant Permit Peak Parking Data**

Parking Location	Designation	Regulation	Parking Supply	Peak Parking Demand			Available Parking Stalls
				With Permit	No Permit (Under Limit)	No Permit (Over Limit)	
Baker St	Limited time / M. Permit	4 Hours	6	1	0	0	5
Durand Rd	Limited time / M. Permit	2 Hours	17	5	3	1	8
Everitt Pl	Limited time / M. Permit	2 Hours	15	7	3	0	5
Highland Pl	Limited time / M. Permit	1 Hour	8	7	0	1	0
Maplewood Ave (Winthrop Pl)	Limited time / M. Permit	No Parking 6 AM – 9 AM	15	2	13	0	0
Maplewood Ave (Durand Rd)	Limited time / M. Permit	2 Hour	6	0	0	0	6
Woodland Rd	Limited time / M. Permit	4 Hours	10	0	5	0	5
Burgdorff (Inner)	M. Permit	Permit Only	11	7	-	3	1
Burgdorff (Outer)	M. Permit	Permit Only	15	5	-	0	10
Lot 5	Limited time / M. Permit	4 Hours	15	14	0	0	1 (H/C)
<b>TOTAL</b>			<b>118</b>	<b>48</b>	<b>24</b>	<b>5</b>	<b>41</b>

6. **On-street parking stall striping that allows multiple vehicles to park in one location impedes or reduces the parking supply in Downtown Maplewood.** Some on-street parking locations on Highland Road, Inwood Place, Everitt Place and several other streets allow multiple cars to parking in an on-street parking zone. A lateral solid white line signifies where vehicles can begin to park and a second lateral solid white line signifies where the on-street parking ends. In some instances, up to twenty or so vehicles can park in one zone. The intent of the existing parking layout was to maximize the available on-street parking from driveway apron to the next driveway apron. Based on field verification, some vehicles park poorly in Downtown Maplewood, which reduces the number of vehicles that can park within the on-street parking zone. Thus, an on-street parking supply of 20 may only have the ability to support 18 vehicles. This issue is not as prevalent in the suburban areas east of Valley Street and west of Ridgewood Road.
  
7. A Land Use Variance was granted to allow the Women’s Club to be used as a banquet facility. The resolution of the Land Use Board refers to **joint use of the Women’s Club parking lot and Municipal Parking Lot #5** during banquet events at the Club. The property owner proposes to demolish the Women’s Club and develop a similar use.
  
8. **Lots and on-street locations at or near capacity increase Downtown traffic congestion.** As the lots and on-street parking locations reach capacity, motorists circulate the parking field until a vehicle or person is spotted attempting to leave an occupied stall. In these circumstances, the vehicle circling parking location will wait for the other vehicle. This impedes the progress of other vehicles in the lot and/or on the street. This occurrence has been observed numerous times and on occasion, vehicles must wait in queue.

## IX. PARK SIDE PARKING FINDINGS

Limited time parking is more common within Maplewood Village than in Park Side. On-street parking with Park Side is primarily for NJ Transit commuters. The results were analyzed and the following conclusions can be made about the parking demand within Park Side.

1. **On-street parking stall striping that allows multiple vehicles to park in one location impedes or reduces the parking supply.** Some on-street parking locations on Dunnell Road, Oakview Avenue and Baker Street allow multiple cars to parking in an on-street parking zone. A lateral solid white line signifies where vehicles can begin to park and a second lateral solid white line signifies where the on-street parking ends. In some instances, up to twenty or so vehicles can park in one zone. Based on field verification, some vehicles park poorly, which reduces the number of vehicles that can park within the on-street parking zone. Thus, an on-street parking supply of 20 may only have the ability to support 18 vehicles.
2. Once the redevelopment of 125 Dunnell Road is completed, 50 commuter parking stalls will be removed. Based upon the parking demand of 34 vehicles, a need will be created for 34 commuter parking spaces within Park Side.
3. The two private parking lots at 111 Dunnell Road and 145 Dunnell Road have excess parking spaces. The table below details the available parking stalls within these private lots.

**Table 36 – Available Parking Stalls at the Private Dunnell Properties**

Private Dunnell Properties	Peak Parking Data	
	111 Dunnell Road	145 Dunnell Road
Regulation	Private	Private
Parking Supply	60 stalls	28 stalls
Peak Parking Demand	16 vehicles	17 vehicles
Available Parking Stalls	44 stalls	11 stalls
Peak Parking Occupancy %	27%	61%

4. East of Valley Street, Oakland Avenue has an abundance of vacant commuter permit parking stalls. There are approximately 40 vacant commuter parking locations. Only four percent of the on-street parking stalls are occupied.
5. During the peak parking demand, there were 14 vacant teacher permit location. Based upon the field investigation, there was not a significant conflict between teacher permit and commuter permit vehicles. The teachers had an adequate parking supply to park without circulating around the school. Additionally, all of the vehicles that parked in the teacher locations visibility displayed a teacher permit.
6. The commuter permit parking locations on Dunnell Road, Baker Street and Oakview Avenue were fully or nearly occupied during the peak parking demand.

## X. RECOMMENDATIONS

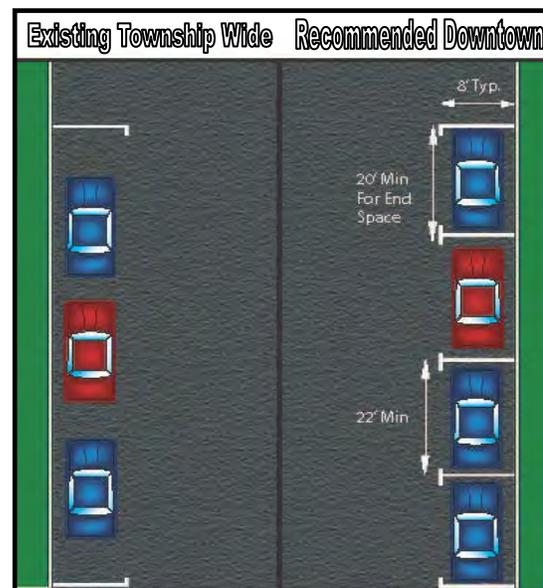
The common patterns found at the on-street parking locations and within the parking lots located in Downtown Maplewood have led Maser to formulate a set of recommendations to promote more efficient parking circulation and to alleviate traffic congestion. The recommendations have been categorized into Short Term, Intermediate Term, and Long Term based upon Township involvement, costs, public acceptance, and feasibility.

The following recommendations are intended to improve the parking operations within Downtown Maplewood.

### SHORT TERM RECOMMENDATIONS

#### S-1. Extensive Downtown Re-Striping Program.

As stated in the Maplewood Village and Park Side Finding Sections, numerous on-street parking locations throughout Maplewood Township are striped as a large “zone” for multiple parking spaces. A generic example of this condition is illustrated as “Existing Township Wide” in the image to the right. At times within Downtown Maplewood, it was found that some motorists conservatively park within the striping and reduce the on-street parking supply. Within the more suburban areas east of Valley Street and west of Ridgewood Road, this problem did not impeded on the ability for motorists to find parking availability. However, within Downtown Maplewood,



individually striped parking stalls may increase the available downtown parking supply. By implementing the on-street parking guidelines from the *Manual of Uniform Traffic Control Devices (“MUTCD”) 2009 Ed.* the downtown on-street parking supplies can be optimized. See the “Recommended Downtown” illustration to the right.

There are multiple benefits of implementing individual on-street parking stalls within Downtown Maplewood. Benefits include:

- Optimization and/or increase of on-street parking supplies;
- Distinct prohibition of parking adjacent to residential driveways and fire hydrants;
- Visual improvements to the roadway;
- Greater separation of traveled ways and parking locations;
- Increase in safety and driver awareness of on-street parking; and,
- Meets current federal and state guidelines.



Using the *MUTCD* for guidance, the end spaces for on-street parking are typically 20'. The spaces between the end spaces are typically 22'. Based upon *New Jersey Administrative Code Title 39*, on-street parking is prohibited at the following locations.

- 25' from an intersection crosswalk;
- 50' from a stop sign;
- 10' from a mid-block crosswalk;
- 10' from a fire hydrant;
- 75' from a fire station driveway; and,
- Adjacent to a public/private driveway.

Additional parking spaces can be gained on many roads in Maplewood Village and Park Side with implementation of a striping program. Modifications to the gutters on Woodland Road adjacent to the Women's Club and on the roads east of Valley Street may improve the area.

**S-2. Modification of Existing Parking Regulations.** Based upon the parking occupancies and the peak parking demand, the following modifications are recommended:

- Convert the 14 commuter stalls on Highland Place WB (from Everitt Place to Ridgewood Road) to four hour / merchant permit;
- Convert the 16 two hour stalls on Highland Place EB (from Ridgewood Road to Everitt Place) to four hour / merchant permit;
- Allow merchant permit holders to park at the additional six No Parking 6AM – 9AM stalls on Maplewood Avenue NB (from Mountain Avenue to Winthrop Place);
- Allow merchant permit holders to park in approximately eight stalls in Municipal Lot #9;
- Allow two hour / merchant permit parking within the Outer Burgdorff Lot;
- Convert the 32 three hour stalls on Woodland Road NB (from Durand Road to Jefferson Avenue) to four hour;
- Convert the 26 commuter permit stalls on Woodland Road SB (from Jefferson Avenue to Durand Road) to four hour limited time; and,
- Sign the nine undesignated on-street stalls on Baker Street WB (from Burnet Street to Dunnell Road) as commuter permit.

**S-3. Extensive Downtown Re-Signing Program.** Upon field investigation, several parking signs and plaques were outdated and/or in the incorrect locations. The one hour parking signs in Municipal Lot #7 is one example of an outdated parking sign. It is recommended that all non-conforming limited time parking signs be replaced with *MUTCD R7-108* signs. A generic example of this sign is depicted to the right. In many locations, the parking signs and mounting poles were bent, which in turn positions the





face of sign away from the motorists' view. *Section 2B.48* of the *MUTCD* requires that parking regulatory signs should be set at an angle not less than 30° or more than 45°. If the signs are mounted at an angle of 90° to the curb line, two signs shall be mounted back to back at the transition point between two parking zones, each with an appended "This Side of Sign" (*R7-202P*) supplemental plaque. The directional arrow on the sign must be pointing to the side of the roadway with on-street parking.

The merchant permit parking stalls located within the Burgdorff Inner lot should have compliant signs posted as "Exclusive Merchant Permit Only." Currently, the non-conforming posted signs read "*Retail Establishment Parking Only*" or has no sign at all.



In addition to the *MUTCD* parking signage, the "Maplewood Village Alliance" sign that designates merchant permit locations should also be updated. In many merchant parking locations it appears that only a few of the designated stalls are available for merchants. The sign should include a supplemental plaque with an arrow that points in the direction of merchant parking, as shown in the image to the left. This sign should be placed where merchant parking begins and ends.

**S-4. Implantation of carpool permits and designated parking spaces on Dunnell Road.** By designating 10 to 20 commuter stalls on Dunnell Road "carpool permit," the commuter demand may decrease. The carpool permit should not cost any more than the standard commuter permit. A carpool designated space will allow carpool commuters to park with ease in a preferred location. NJ Transit has a database with compatible commuters that may also be utilized.



To qualify for a carpool permit the holders should:

- Be at least two adults who reside more than two miles from the transit station;
- Live and work near one another or share more than 50% of a common route to and from work;
- Commute to and from work together for at least four days of the week; and,
- Not have had a previous permit revoked or share another commuter permit.

**S-5.** Implement a public awareness campaign to promote the availability of alternative public transportation (i.e. the Jitney Service and local bus routes) that would connect visitors, commuters and merchants throughout Maplewood Township. A public workshop can assist to identify residential or retail locations that may benefit from an added jitney or bus stop.



## **INTERMEDIATE TERM RECOMMENDATIONS**

**I-1. Implementation of a wayfinding and signage program.** A wayfinding and signage program can effectively direct vehicles to locations where parking stalls are typically available. The following on-street parking locations consistently had vacant stalls during the peak parking demand.

- Baker Street between Ridgewood Road and Everitt Place;
- Highland Place between Ridgewood Road and Everitt Place;
- Maplewood Avenue between Mountain Avenue and Winthrop Place;
- Maplewood Avenue between Durand Road and Jefferson Avenue;
- Woodland Road between Ridgewood Road and Inwood Place;
- Woodland Road between Durand Road and Jefferson Avenue; and,
- Municipal Lot #9.

The above locations had a total of 80 vacant stalls during the peak parking demand. The implementation of wayfinding signs at the main gateway point of Maplewood Village will navigate motorists to find on-street parking locations that normally have available spaces. The development of a comprehensive wayfinding and signage program will maximize visitor awareness to public parking locations. This could be prepared in combination with a community-wide public parking map which would identify all available parking locations as well as the time limits. The program should consider directional signage in advance of the gateway entry points to Maplewood Village. The purpose is to attract the motorist's attention to parking locations prior to entering the downtown corridor on Maplewood Avenue.

It is recommended to install wayfinding signs at the intersection of Maplewood Avenue & Baker Street and along Maplewood Avenue. On Park Side, Oakland Road has potential to support the commuter parking demand. It is recommended to install wayfinding signs at the intersections of Dunnell Road & Oakview Avenue, Dunnell Road & Baker Street and Dunnell Road & Oakland Road directing motorists towards the commuter permit parking locations including the vacant stalls on Oakland Road. There were nearly 48 vacant commuter permit parking stalls during the peak parking demand.

A wayfinding and signage program also presents a visually appealing aspect. The program can be themed and provide pedestrian directional signs, parking signs, vehicular directional signs, Maplewood Village / Downtown gateway signs, and much more to enhance the Downtown atmosphere.



**I-2.** With numerous vehicles over the parking time limits, an **increase in enforcement measures** would decrease vehicles parked beyond the time allocated. In doing so, limited time parking lots and/or limited time on-street parking areas currently with a high percentage of over limit parked vehicles will be able to turnover more vehicles throughout the entire day and during the peak parking demand. The following locations should be closely monitored:

- Baker Street adjacent to the NJT Underpass;
- Baker Street between Maplewood Avenue and Everitt Place;
- Maplewood Avenue between Durand Road and Highland Place; and,
- Municipal Lot #7.

**I-3.** The installation of a **License Plate Recognition System (LPR)** can improve the Parking Service Agency's ability to detect motorists who have violated a parking regulation within a municipal parking lot. LPR is an image-processing technology used to identify vehicles by their license plate when entering and exiting a parking lot. LPR is the same technology used in Red Light Running Cameras, Speed Cameras, and EZ Pass. The LPR takes an image of a license plate and can transmit the image to the Maplewood Parking Service Agency. The Parking Enforcement Officer or Community Service Officer can then determine the length of stay of each vehicle.

If implemented, the said parking lot must be regulated by one time limit so that the Parking Enforcement Officer or Community Service Officer is able to decipher between the vehicles that parked over the limits and the vehicles that parked under the limit. This technology will only take images of the license plate and cannot detect hanging permit tags. However, the license plates of each permit holder can be compiled into a database to identify if a vehicle is exempt from the time limits (i.e. merchant permit holders).

**I-4. Shared parking** accounts for the difference of parking demand for multiple uses within the same vicinity. Using a shared parking approach is a nationally accepted practice to avoid providing an excessive parking supply. Shared parking reduces the total number of required parking stalls by accounting for the parking demand at different times of day.

Associated with the approved Land Use Variance, the resolution of the Land Use Board allows joint use of the Women's Club parking lot and Municipal Parking Lot #5 during banquet events with a connection between the two parking lots for safe access and efficient circulation. The property owner proposes to redevelop the property; however, the proposed development will have a similar land use. To increase the parking supply for patrons and merchants of Maplewood Village, it is recommended to remove the separation between the Women's Club parking lot and Municipal Lot #5. Approximately 10 to 15 parking spaces can be gained by merging the two parking lots. Removing the separation will also allow pedestrians leaving the Burgdorff Theater to have a more direct and clear access route to Municipal Lot #5.

A secondary potential shared parking location is between Lot #7 and the Ricalton Square Lot. Maplewood Township should work directly with the site engineer of the proposed redevelopment of the post office to create a link between Lot #7 and the Ricalton Square Lot.



This will increase access and internal circulation and will decrease some traffic congestion on Maplewood Avenue.

**I-5.** Associated with the redevelopment of 125 Dunnell Road, the former police station, the availability of 50 commuter spaces will be removed. Based upon the peak parking demand, a need will be created for approximately 34 commuter spaces within Park Side. The wayfinding program that directs commuters to Oakland Road will assist in this matter but additional commuter permit spaces are needed in the vicinity of the station. The following improvements could be considered to mitigate this impact:

- Propose an agreement or settlement with the property owner of 145 Dunnell Road to remove the six spaces in front of the building. The curb and sidewalk can be raised to gain five to six on-street commuter stalls;
- Construct a bump out on Oakland Road between Dunnell Road and Valley Street (beyond the Bridge Structure to gain five to six commuter stalls; and,
- Construct an additional commuter lot between the public library and Dunnell Road. An environmental study must be performed to initiate this improvement.

**I-6.** The following could be considered to gain additional parking stalls in Maplewood Village:

- Realign the intersection of Inwood Place and Woodland Road to form a true ‘T’ intersection prior to the redevelopment of the Women’s Club. Three to four on-street parking stalls can be gained.
- Reconfigure Municipal Lot #7 to improve the private parking operations behind the retail establishments. It was found that some vehicles were long term parking in these existing private stalls. A shared parking agreement with the Township may increase the turnover at these stalls. The private parking stalls can be designated “Merchant Permit Only” similar to the operations within the Burgdorff lots.
- Implementation of on-street parking on the northern side of Baker Street from Everitt Place to Ridgewood Road. On two-way residential roadways, a 24’ cartway path must be provided to give motorists a 12’ travel lane in each direction. With on-street parking on both sides of Baker Street from Everitt Place to Ridgewood Road, only a 14’ cartway path will exist. In order to gain these additional parking spaces, Baker Street from Everitt Place to Ridgewood Road must be converted to a one-way westbound roadway similar to the operations on Inwood Place and Dunnell Road. Accounting for private driveways and the Morrow Church driveway, 15 to 18 on-street parking stalls can be gained. A traffic study would be required for this modification.



## **LONG TERM RECOMMENDATIONS**

The employment of paid parking or structured parking will have a significant impact both beneficial and controversial to the Township infrastructure and the public.

**L-1. On-Street Metered Parking.** On-Street Metered Parking is not recommended at this time because the outlying parking problems are **a deficiency in the downtown parking supply and time limit violations**. Metering on-street parking will not alleviate the aforementioned parking problems in Maplewood Village.

**L-2. Structured Parking and Off-Street Paid Parking.** A feasible location for structured parking is in place of the NJ Transit Lot #4. This location neighbors the retail establishments on Maplewood Avenue but is far enough away not to impede on the visual character of Maplewood Village or the Downtown operations. A tree line and other vegetation could be planted at the far-east corner of the lot to mitigate some of the visual impact. Development of a parking garage in this location would require coordination and/or the sale of development rights with NJ Transit.

The only other location that was considered for structured parking is between Lot #7 and the Ricalton Square Lot, where the existing Post Office is built. The post office's lease terminates in the near future and the building will be demolished. However, based on conversations with the Township, a development is already planned for this location. It is not feasible to plan structured parking in place of the existing post office.

The parking garage could consist of retail use on the ground level, patron/visitor paid parking on the second level and commuter pay-by-space on the upper level(s). The money received from the paid parking could go directly back towards the parking garage construction cost and maintenance costs. According to *Parking Matters*, a nationally accepted handbook that details structured parking in smart growth communities, the cost for a parking structure typical ranges from \$15,000 to \$25,000 per space. The cost to park shall be determined by the Parking Service Agency and should be revisited every month for the first year to determine if a decrease or increase in cost is needed. The value of a parking space is dependent on the location and surrounding operations. Typical revenue ranges from \$12,000 to \$15,000 per space.

Funding for the structured parking is available through the following options:

1. Special Improvement District Budget;
2. Revenue Bond Financing (Federal and/or State);
3. Tax Financing;
4. Payment in Lieu of Parking;
5. Rental Income Subsidy;
6. Sale of Development Rights;
7. Tax on Parking (Up to 15%);



8. State and Federal Grants; and/or,
9. Developer Incentives.

It is recommended to initiate contact with NJ Transit about structured parking and launch an awareness campaign to the public detailing the positive aspects of structured parking such as:

1. Large increase in parking supply;
2. Less conflict between patrons of Maplewood Village and commuters;
3. The addition of new retail establishments;
4. Safer and long-term parking locations;
5. Less traffic demand and conflict on Maplewood Avenue north of Baker Street;
6. Ability to mitigate visual impacts with trees and other vegetation; and,
7. Ability to finance and develop the parking structure.

***MAPLEWOOD TOWNSHIP  
PARKING STUDY***

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**APPENDIX A**

**PARKING TURNOVER COUNTS**

Street / Lot: Riverton # Parking Stalls: 3 Side: \_\_\_\_\_ Date: \_\_\_\_\_  
 From: Limited time 30 mins To: \_\_\_\_\_ Dir.: \_\_\_\_\_ Analyst: \_\_\_\_\_

SPACE NO.	SPACE DESIGNATION (AND TIME LIMITS)	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)														NOTES (DID CAR HAVE COORESPONDING PERMIT?)							
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15		1:30	1:45	2:00	2:15	2:30	2:45	
001						212	✓	✓	✓	276					DBE	✓							
002						92L	✓	✓															
003																			26A			388	
004																							
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Street / Lot: Riverton Square

# Parking Stalls: 48

Side: \_\_\_\_\_

Date: \_\_\_\_\_

From: \_\_\_\_\_

To: \_\_\_\_\_

Dir.: \_\_\_\_\_

Analyst: \_\_\_\_\_

SPACE NO.	SPACE DESIGNATION (AND TIME LIMITS)	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																NOTES (DID CAR HAVE COORESPONDING PERMIT?)				
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45		2:00	2:15	2:30	2:45
001	Limited	ALL	✓	✓	✓	✓									49Z	✓	✓	✓	✓	✓		
002	2-HR	4EX	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				60J	✓	✓	✓	✓	✓	
003		1ST	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓								
004																377			129	✓	✓	
005		53I	✓	✓					AST 29M									5MF	✓	✓	✓	✓
006														AWX	✓	✓	✓	✓	✓	✓	✓	
007						96Z	✓	✓	✓													
008														31A	✓	✓	✓	✓				
009						84Y	✓	✓	✓	✓	✓	✓	✓									
010																39T	✓	✓	✓	✓	✓	✓
011			5TH		77N	✓	✓	✓					31Y	✓	AEK 20	✓	✓	✓	✓	✓	✓	✓
012		32N	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
013		83V	✓	✓	✓	✓		ABS	✓			15E	✓	✓	ASD	✓	✓	✓	✓	✓	✓	✓
014						93G				20S	✓	✓	✓	✓	✓	✓	✓			283		
015								23K					B3J	✓	✓	✓	✓	✓	✓	✓	✓	✓
016						34M	✓		87N				62C	✓	✓	✓	✓	✓			304	
017			79T	✓	✓	✓					54Y	✓	✓	✓	35X	✓						
018		56F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
019						67C	✓							074	11C	✓		60N		13R	✓	
020		55F	✓	✓		66E		9W								93N	✓	✓	✓	✓	✓	✓
021			45I	✓	✓	✓	✓	16C	✓	B8S	✓		22T	✓		79D	B8S	✓	✓			
022						84Y		77A	✓					67Z		39L	12K	✓	✓	✓	✓	✓
023														35X	✓	✓	85Y	✓	1V	✓	✓	✓
024						86V	✓			12C	✓			AWA	✓	84L	87H		75D	AWA	✓	42W
025		39R	✓	✓	53W		97V			13M				17J	✓	✓				AWA		
026		11K	✓	✓	✓	✓	✓						ASD	✓	✓		37E	✓	✓	✓	79T	✓
027				97J	✓										225	✓	✓	✓				
028			38F	✓									135	✓	✓	✓	✓	✓				
029																50H	66N					AWR
030				37M	✓								24E	✓	✓							

























Street / Lot: N/S Transit Parking Lot 1 # Parking Stalls: \_\_\_\_\_ Side: \_\_\_\_\_ Date: \_\_\_\_\_  
 From: \_\_\_\_\_ To: \_\_\_\_\_ Dir.: \_\_\_\_\_ Analyst: \_\_\_\_\_

SPACE NO.	SPACE DESIGNATION (AND TIME LIMITS)	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																NOTES (DID CAR HAVE COORESPONDING PERMIT?)				
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45		2:00	2:15	2:30	2:45
001	Handicap	59X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
002	Handicap																					
003	Handicap							195	✓	✓												
004	Handicap																					
005		343	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
006		AWJ	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
007		883	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
008		AWY	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
009		AWP	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
010		15X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
011		12P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
012		67P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
013		06C	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
014		13C	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
015		48C	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
016		AWM	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
017		BAJ	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
018		572	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
019		20M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
020		4CJ	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
021		99S	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
022		86M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
023		64D	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
024		25H	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
025		BTH	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
026		10X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
027		23P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
028		AWG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
029		AWK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
030		86P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓













Street / Lot: Dunnell Road # Parking Stalls: \_\_\_\_\_ Side: \_\_\_\_\_ Date: \_\_\_\_\_  
 From: Dakruw Avenue To: Baker St Dir.: \_\_\_\_\_ Analyst: \_\_\_\_\_

SPACE NO.	SPACE DESIGNATION (AND TIME LIMITS)	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																NOTES (DID CAR HAVE COORESPONDING PERMIT?)			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45		2:00	2:15	2:30
001	10X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
002	760	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
003	441	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
004	687	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
005	844	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
006	087	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
007	376	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
008	685	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
009	432	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
010	520	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
011	570	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
012	950	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
013	888	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
014	316	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
015	561	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
016	858	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
017	844	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
018	441	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
019	411	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
020	138	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
021	453	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
022	467	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
023	264	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
024	181	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
025	550	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
026	121	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
027	770	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
028	196	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
029	940	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
030	280	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



















































































SPACE NO.		SPACE DESIGNATION (AND TIME LIMITS)	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																NOTES (DID CAR HAVE COOPERATING PERMIT?)				
			10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45		2:00	2:15	2:30	2:45
001						7:00 ✓																	
002		AVR ✓																					
003																							
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030																							

Street / Lot: Inwood # Parking Stalls: \_\_\_\_\_ Side: \_\_\_\_\_ Date: \_\_\_\_\_  
 From: Maplewood To: Winton Dir.: \_\_\_\_\_ Analyst: \_\_\_\_\_





























Maplewood Village: On-Street

Street	From	To	Side	Direction	Designation	Limits	Supply	PARKING OCCUPANCY		
								5:00 PM	6:00 PM	7:00 PM
1 Baker Street	Ridgewood Road	Everitt Place	South	EB	Undesignated		10	9	4	4
2 Baker Street	Ridgewood Road	Everitt Place	South	EB	Limited Time	4 hour 6AM - 2AM	10	7	10	10
3 Baker Street	Ridgewood Road	Everitt Place	South	EB	Limited Time/Merchant Permit	4 hour 6AM - 2AM	6	7	4	2
4 Baker Street	Everitt Place	Maplewood Avenue	South	EB	Limited Time	1 hour 9AM - 7PM	12	8	8	8
5 Baker Street	NJ Transit Underpass	Maplewood Avenue	North	WB	Limited Time	1 hour 9AM - 7PM	6	8	5	6
6 Baker Street	Maplewood Avenue	Everitt Place	North	WB	Limited Time	1 hour 9AM - 7PM	12	10	10	11
7 Beach Place (West)	Dead End	Woodland Road	South	EB	Commuter Permit	6AM - 9AM	7	1	1	1
8 Beach Place (West)	Woodland Road	Dead End	North	WB	Commuter Permit	6AM - 9AM	7	1	1	1
9 Beach Place (East)	Woodland Road	Maplewood Avenue	South	EB	Commuter Permit	6AM - 9AM	10	9	7	3
10 Durand Road	Woodland Road	Maplewood Avenue	West	SB	Limited Time/Merchant Permit	2 hour 8AM - 7PM	10	2	7	2
11 Durand Road	Woodland Road	Maplewood Avenue	West	SB	Limited Time	2 hour 8AM - 7PM	7	3	5	6
12 Everitt Place	Highland Place	Baker Street	West	SB	Limited Time/Merchant Permit	2 hour 8AM - 4PM	8	3	7	7
13 Everitt Place	Highland Place	Baker Street	West	SB	Limited Time	2 hour 8AM - 4PM	7	6	6	7
14 Highland Place	Ridgewood Road	Everitt Place	South	EB	Limited Time	2 hour 8AM - 4PM	16	2	7	3
15 Highland Place	Everitt Place	Ridgewood Road	North	WB	Commuter Permit	6AM - 9AM	14	2	7	3
16 Highland Place	Maplewood Avenue	Everitt Place	North	WB	Limited Time	1 hour 9AM - 7PM	9	6	4	7
17 Highland Place	Maplewood Avenue	Everitt Place	North	WB	Limited Time/Merchant Permit	1 hour 9AM - 7PM	7	5	6	3
18 Inwood Place	Maplewood Avenue	Woodland Road	East	NB	Limited Time	1 hour 9AM - 7PM	9	5	6	8
19 Lenox Place	Ridgewood Road	Maplewood Avenue	South	EB	Commuter Permit	6AM - 9AM	26	17	11	8
20 Maplewood Avenue	Mountain Avenue	Winthrop Place	East	NB	Limited Time	No Parking 6AM - 9AM	10	1	1	1
21 Maplewood Avenue	Mountain Avenue	Winthrop Place	East	NB	Limited Time/Merchant Permit	No Parking 6AM - 9AM	13	1	1	4
22 Maplewood Avenue	Baker Street	Lenox Place	West	SB	Limited Time	1 hour 9AM - 7PM	17	10	11	7
23 Maplewood Avenue	Highland Place	Baker Street	West	SB	Limited Time	1 hour 9AM - 7PM	11	11	11	10
24 Maplewood Avenue	Inwood Place	Highland Place	West	SB	Limited Time	1 hour 9AM - 7PM	11	10	11	11
25 Maplewood Avenue	Durand Road	Jefferson Avenue	East	NB	Limited Time	1 hour 9AM - 7PM	24	24	24	22
26 Maplewood Avenue	Durand Road	Jefferson Avenue	East	NB	Limited Time/Merchant Permit	2 hour 8AM - 4PM	6	2	3	2
27 Maplewood Avenue	Durand Road	Jefferson Avenue	East	NB	Commuter Permit	6AM - 9AM	46	40	33	11
28 Winthrop Place	Maplewood Avenue	Ridgewood Road	North	WB	Commuter Permit	6AM - 10AM	19	7	7	4
29 Winthrop Place	Ridgewood Road	Maplewood Avenue	South	EB	Commuter Permit	6AM - 9AM	22	7	4	4
30 Woodland Avenue	Ridgewood Road	Inwood Place	South	EB	Limited Time/Merchant Permit	4 hour 8AM - 4PM	6	4	4	5
31 Woodland Avenue	Durand Road	Jefferson Avenue	East	NB	Limited Time	3 hour 9AM - 7PM	32	4	4	5
32 Woodland Avenue	Jefferson Avenue	Beach Place (West)	West	SB	Commuter Permit	6AM - 10AM	11	6	1	1

Maplewood Village: Parking Lots

Lot	Designation	Limits	Supply	PARKING OCCUPANCY		
				5:00 PM	6:00 PM	7:00 PM
33 Burdierff Parking Lot (Inner)	Merchant Permit	8AM - 6PM	11	7	4	2
34 Burdierff Parking Lot (Outer)	Merchant Permit	8AM - 6PM	15	2	2	2
35 Lot #4 - NJ Transit Lot (Maplewood Avenue)	Commuter Pay-by-Space		82	72	67	43
36 Lot #5 (Highland Place)	Limited Time/Merchant Permit	4 hour 8AM - 4PM	14	7	10	10
37 Lot #5 (Highland Place)	Limited Time	4 hour 8AM - 4PM	28	28	20	23
38 Lot #7 (Maplewood Avenue/Baker Street)	Private		10	10	10	10
39 Lot #7 (Maplewood Avenue/Baker Street)	Limited Time	1 hour	30	27	25	25
40 Lot #7 (Maplewood Avenue/Baker Street)	Limited Time	3 hour 9AM - 7PM	39	39	26	30
41 Lot #9 (Baker Street)	Limited Time	2 hour 8AM - 7PM	20	15	11	13
42 Ricalton Square Parking Lot	Private (Post Office Use)		20	7	7	7
43 Ricalton Square Parking Lot	Limited Time	30 minutes	3	3	3	3
44 Ricalton Square Parking Lot	Limited Time	1 hour	15	15	9	12
45 Ricalton Square Parking Lot	Limited Time	2 hour 9AM - 7PM	48	34	26	15
46 Bank of America Parking Lot	Private		46	32	17	4
47 Women's Club Parking Lot	Private		51	14	6	6

Park Side: On-Street

Street	From	To	Side	Direction	Designation	Limits	Supply	PARKING OCCUPANCY		
								5:00 PM	6:00 PM	7:00 PM
48 Baker Street	Dunnell Road	Burnet Street	South	EB	Limited Time	3 hour 8AM - 4PM	20	10	7	7
49 Baker Street	Burnet Street	Dunnell Road	North	WB	Limited Time	30 minutes	7	6	2	2
50 Baker Street	Burnet Street	Dunnell Road	North	WB	Undesignated		10	10	4	6
51 Baker Street	Burnet Street	Valley Street	South	EB	Commuter Permit	6AM - 9AM	18	18	11	7
52 Baker Street	Valley Street	Burnet Street	North	WB	Commuter Permit	6AM - 9AM	29	29	27	7
53 Burnet Street	Maple Avenue	Baker Street	East	NB	Teacher Permit	6AM - 4PM	13	3	3	3
54 Dunnell Road	Oakview Avenue	Oakview Avenue	Both	Both	Commuter Permit	6AM - 9AM	37	48	40	21
55 Dunnell Road	Oakview Avenue	Baker Street	Both	SB	Commuter Permit	6AM - 9AM	92	80	43	22
56 Dunnell Road	Baker Street	Dunnell Road	West	SB	Commuter Permit	6AM - 9AM	45	38	39	17
57 Maple Avenue	Dunnell Road	Burnet Street	South	EB	Commuter Permit	6AM - 9AM	16	14	11	1
58 Maple Avenue	Burnet Street	Dunnell Road	North	WB	Teacher Permit	6AM - 4PM	25	14	1	1
59 Oakland Road	Valley Street	Prospect Street	South	EB	Commuter Permit	6AM - 9AM	39	39	39	39
60 Oakview Avenue	Dunnell Road	Valley Street	Both	Both	Commuter Permit	6AM - 9AM	46	48	31	19
61 Oakview Avenue	Valley Street	Mountainview Terrace	South	EB	Commuter Permit	6AM - 9AM	39	34	30	7
62 Park Road	Mountainview Terrace	Valley Street	North	WB	Commuter Permit	6AM - 9AM	39	34	6	7
63 Salter Place	Maple Avenue	S. Mountain Ave	Both	Both	Teacher Permit	6AM - 4PM	15	6	6	1

Park Side: Parking Lots

Lot	Designation	Limits	Supply	PARKING OCCUPANCY		
				5:00 PM	6:00 PM	7:00 PM
64 111 Dunnell Road Lot	Private		60	10	7	2
65 OLD Police Parking Lot	Commuter Permit	6AM - 9AM	50	34	27	10
66 145 Dunnell Road Lot	Private		23	7	7	1
67 NJ Transit Parking Lot 1	Commuter Pay-by-Space		43	43	26	15
68 NJ Transit Parking Lot 2	Commuter Pay-by-Space		8	8	2	1
69 NJ Transit Parking Lot 3	Commuter Pay-by-Space		9	8	4	1

Tues (2 weeks ago).  
 1 week after visit.

***MAPLEWOOD TOWNSHIP  
PARKING STUDY***

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**APPENDIX B**

**PROCESSED COUNT DATA**

## Maplewood Village On-Street Parking Locations

	Street	From	To	Side	Direction	Designation	Limits	Supply
1	Baker Street	Ridgewood Road	Everitt Place	South	EB	Limited Time	4 hour	20
2	Baker Street	Ridgewood Road	Everitt Place	South	EB	Limited Time/M. Permit	4 hour	6
3	Baker Street	Everitt Place	Maplewood Avenue	South	EB	Limited Time	1 hour 9AM - 7PM	12
4	Baker Street	NJ Transit Underpass	Maplewood Avenue	North	WB	Limited Time	1 hour 9AM - 7PM	6
5	Baker Street	Maplewood Avenue	Everitt Place	North	WB	Limited Time	1 hour 9AM - 7PM	12
6	Beach Place (West)	Dead End	Woodland Road	South	EB	Commuter Permit	6AM - 9AM	7
7	Beach Place (West)	Woodland Road	Dead End	North	WB	Commuter Permit	6AM - 9AM	7
8	Beach Place (East)	Woodland Road	Maplewood Avenue	South	EB	Commuter Permit	6AM - 9AM	10
9	Durand Road	Woodland Road	Maplewood Avenue	West	SB	Limited Time/M. Permit	2 hour 8AM - 7PM	17
10	Everitt Place	Highland Place	Baker Street	West	SB	Limited Time/M. Permit	2 hour 8AM - 4PM	15
11	Highland Place	Ridgewood Road	Everitt Place	South	EB	Limited Time	2 hour 8AM - 4PM	16
12	Highland Place	Everitt Place	Ridgewood Road	North	WB	Commuter Permit	6AM - 9AM	14
13	Highland Place	Maplewood Avenue	Everitt Place	North	WB	Limited Time	1 hour 9AM - 7PM	9
14	Highland Place	Maplewood Avenue	Everitt Place	North	WB	Limited Time/M. Permit	1 hour 9AM - 7PM	8
15	Inwood Place	Maplewood Avenue	Woodland Road	East	NB	Limited Time	1 hour 9AM - 7PM	9
16	Lenox Place	Ridgewood Road	Maplewood Avenue	South	EB	Commuter Permit	6AM - 9AM	26
17	Maplewood Avenue	Mountain Avenue	Winthrop Place	East	NB	Limited Time	No Parking 6AM - 9AM	6
18	Maplewood Avenue	Mountain Avenue	Winthrop Place	East	NB	Limited Time/M. Permit	No Parking 6AM - 9AM	15
19	Maplewood Avenue	Baker Street	Lenox Place	West	SB	Limited Time	1 hour 9AM - 7PM	17
20	Maplewood Avenue	Highland Place	Baker Street	West	SB	Limited Time	1 hour 9AM - 7PM	11
21	Maplewood Avenue	Inwood Place	Highland Place	West	SB	Limited Time	1 hour 9AM - 7PM	11
22	Maplewood Avenue	Durand Road	Inwood Place	West	SB	Limited Time	1 hour 9AM - 7PM	24
23	Maplewood Avenue	Durand Road	Jefferson Avenue	East	NB	Limited Time/M. Permit	2 hour 8AM - 4PM	6
24	Maplewood Avenue	Durand Road	Jefferson Avenue	East	NB	Commuter Permit	6AM - 9AM	50
25	Winthrop Place	Maplewood Avenue	Ridgewood Road	North	WB	Commuter Permit	6AM - 10AM	19
26	Winthrop Place	Ridgewood Road	Maplewood Avenue	South	EB	Commuter Permit	6AM - 9AM	22
27	Woodland Road	Ridgewood Road	Inwood Place	South	EB	Limited Time/M. Permit	4 hour 8AM - 4PM	10
28	Woodland Road	Durand Road	Jefferson Avenue	East	NB	Limited Time	3 hour 9AM - 7PM	32
29	Woodland Road	Jefferson Avenue	Beach Place (West)	West	SB	Commuter Permit	6AM - 10AM	26

## Maplewood Village Parking Lots

Lot	Designation	Limits	Supply	
30	Burgdorff Parking Lot (Inner)	Merchant Permit	8AM - 6PM	11
31	Burgdorff Parking Lot (Outer)	Merchant Permit	8AM - 6PM	15
32	Lot #4 - NJ Transit Lot (Maplewood Avenue)	Commuter Pay-by-Space	Pay-by-Space	82
33	Lot #5 (Highland Place)	Limited Time/M. Permit	4 hour 8AM - 4PM	15
34	Lot #5 (Highland Place)	Limited Time	4 hour 8AM - 4PM	28
35	Lot #7 (Maplewood Avenue/Baker Street)	Private	Private	10
36	Lot #7 (Maplewood Avenue/Baker Street)	Limited Time	1 hour	24
37	Lot #7 (Maplewood Avenue/Baker Street)	Limited Time	3 hour 9AM - 7PM	47
38	Lot #9 (Baker Street)	Limited Time	2 hour 8AM - 7PM	20
39	Ricalton Square Parking Lot	Private (Post Office Use)	Private (Post Office Use)	20
40	Ricalton Square Parking Lot	Limited Time	20 minutes	3
41	Ricalton Square Parking Lot	Limited Time	1 hour	15
42	Ricalton Square Parking Lot	Limited Time	2 hour 9AM - 7PM	48
43	Bank of America Parking Lot	Private	Private	45
44	Women's Club Parking Lot	Private	Private	51

## Park Side On-Street Parking Locations

	Street	From	To	Side	Direction	Designation	Limits	Supply
45	Baker Street	Dunnell Road	Burnet Street	South	EB	Limited Time	3 hour 8AM - 4PM	10
46	Baker Street	Dunnell Road	Burnet Street	South	EB	Commuter Permit	6AM - 9AM	8
47	Baker Street	Burnet Street	Dunnell Road	North	WB	Limited Time	30 minutes	7
48	Baker Street	Burnet Street	Dunnell Road	North	WB	Undesignated	Undesignated	9
49	Baker Street	Burnet Street	Valley Street	South	EB	Commuter Permit	6AM - 9AM	18
50	Baker Street	Valley Street	Burnet Street	North	WB	Commuter Permit	6AM - 9AM	29
51	Burnet Street	Maple Avenue	Baker Street	East	NB	Teacher Permit	6AM - 4PM	13
52	Dunnell Road	Oakland Road	Oakview Avenue	Both	Both	Commuter Permit	6AM - 9AM	50
53	Dunnell Road	Oakview Avenue	Baker Street	Both	SB	Commuter Permit	6AM - 9AM	83
54	Dunnell Road	Baker Street	Dead End	West	SB	Commuter Permit	6AM - 9AM	45
55	Maple Avenue	Dunnell Road	Burnet Street	South	EB	Commuter Permit	6AM - 9AM	16
56	Maple Avenue	Burnet Street	Dunnell Road	North	WB	Teacher Permit	6AM - 4PM	24
57	Oakland Road	Valley Street	Prospect Street	South	EB	Commuter Permit	6AM - 9AM	50
58	Oakview Avenue	Dunnell Road	Valley Street	Both	Both	Commuter Permit	6AM - 9AM	48
59	Oakview Avenue	Valley Street	Mountainview Terrace	South	EB	Commuter Permit	6AM - 9AM	39
60	Park Road	Mountainview Terrace	Valley Street	North	WB	Commuter Permit	6AM - 9AM	12
61	Salter Place	Maple Avenue	S. Mountain Ave	Both	Both	Teacher Permit	6AM - 4PM	17

## Park Side Parking Lots

Lot	Designation	Limits	Supply	
62	111 Dunnell Road Lot	Private	Private	60
63	OLD Police Parking Lot	Commuter Permit	6AM - 9AM	50
64	145 Dunnell Road Lot	Private	Private	28
65	NJ Transit Parking Lot 1	Commuter Pay-by-Space	Pay-by-Space	43
66	NJ Transit Parking Lot 2	Commuter Pay-by-Space	Pay-by-Space	8
67	NJ Transit Parking Lot 3	Commuter Pay-by-Space	Pay-by-Space	9

Street / Lot 1: Baker Street

# Parking Stalls 020

Side South

From Ridgewood Road

To Everitt Place

Dir. of Travel EB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	4 hour																				
002	x						0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75
003	x						0.25	0.50	0.75												
004	x						0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75
005	x		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75
006	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00											0.50	0.50
007	x	0.25	0.50	0.75	1.00	1.25	1.50							0.25	0.50	0.75	1.00	1.25	1.50	1.75	
008	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
009	x																				
010	x																				
011	x					0.25															
012	x																				
013	x																				
014	x																				
015	x																				
016	x																	0.25			
017	x					0.25	0.50													0.25	0.50
018	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
019	x	0.25	0.50	0.75	1.00	1.25															
020	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25							

<b>Vehicles Parked Under Limit</b>	6	7	7	7	9	10	8	8	6	6	6	6	6	4	4	4	4	4	4	5	5	4.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	4.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	5.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	6.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	3	3	3	3		
<b>Total Parked Vehicles</b>	6	7	7	7	9	10	8	8	6	6	6	6	6	6	6	6	6	6	7	8	8		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	67%	67%	67%	57%	63%	63%			
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	33%	33%	33%	43%	38%	38%			
<b>Total Parking Occupancy</b>	30%	35%	35%	35%	45%	50%	40%	40%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	35%	40%	40%		

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 50%**

**Demand during Peak= 30%**

Street / Lot 2: Baker Street

# Parking Stalls 006

Side South

From Ridgewood Road To Everitt Place

Dir. of Travel EB

Reg. **Limited Time/M. Permit**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	4 hour													0.00	0.00			0.25	0.50	0.75	1.00
002	x																	0.25	0.50	0.75	
003	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75													
004	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00						0.25	0.50	0.75
005	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00												
006	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50										

<b>Vehicles With Merchant Permit</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4.0 hr
<b>Vehicles Without Permit (Under Limit)</b>	4	4	4	4	4	4	4	3	2	2	1	1	0	0	0	0	2	3	3	2	4.5 hr	
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.0 hr	
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0 hr	
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0 hr	
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0 hr	
<b>Vehicles Without Permit (Over Limit)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Parked Vehicles</b>	4	4	4	4	4	4	4	3	2	2	1	1	1	1	0	0	2	3	3	2		
<b>% of Vehicles with Permit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%		
<b>% of Vehicles without Permit (Under Limit)</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	100%	100%	100%	100%		
<b>% of Vehicles without Permit (Over Limit)</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>Total Parking Occupancy</b>	67%	67%	67%	67%	67%	67%	67%	50%	33%	33%	17%	17%	17%	17%	0%	0%	33%	50%	50%	33%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

0.00 = Merchant Tag Present (No Time Constraints)

**Max. Demand= 67%**

**Demand during Peak= 17%**

Street / Lot 3: Baker Street

# Parking Stalls 012

Side South

From Everitt Place

To Maplewood Avenue

Dir. of Travel EB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	1 hour 9AM - 7PM	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
002	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	
003	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75		0.25	0.50	0.75	1.00	1.25	1.50	1.75	
004	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25		0.25	0.25	0.50				0.25	0.25	0.50	0.75
005	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
006	x	0.25	0.50	0.75	1.00	1.25	1.50		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25				
007	x	0.25	0.50				0.25	0.50	0.75	1.00	1.25	1.50	1.75								
008	x	0.25	0.50	0.75				0.25	0.25	0.50		1.00	1.00	1.00	1.00		0.25	0.25	0.50	0.75	
009	x	0.25	0.50	0.75	1.00		0.25	0.25	0.50	0.75	1.00	1.25	1.50	0.25		0.25	0.25	0.50			0.25
010	x	0.25			0.25	0.50	0.75	1.00	1.25		0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25			0.25
011	x		0.25				0.25	0.50	0.75	0.25	0.50	0.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75		0.25
012	x	0.25	0.50	0.75	1.00	1.25			0.25	0.50	0.75	1.00	0.25	0.50	0.75			0.25	0.25	0.50	0.25

<b>Vehicles Parked Under Limit</b>	11	11	9	9	1	4	5	6	6	5	6	5	8	5	4	4	5	3	3	5	1.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	7	0	0	1	0	1	1	1	0	1	0	1	2	0	0	0	1.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	6	5	0	0	0	1	2	1	1	1	1	1	3	2	0	2.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	5	5	4	4	0	0	0	1	1	0	0	0	0	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	2	2	2	2	2	3.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	7	6	5	6	5	5	6	6	3	4	4	5	5	5	4	2		
<b>Total Parked Vehicles</b>	11	11	9	9	8	10	10	12	11	10	12	11	11	9	8	9	10	8	7	7		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	13%	40%	50%	50%	55%	50%	50%	45%	73%	56%	50%	44%	50%	38%	43%	71%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	88%	60%	50%	50%	45%	50%	50%	55%	27%	44%	50%	56%	50%	63%	57%	29%		
<b>Total Parking Occupancy</b>	92%	92%	75%	75%	67%	83%	83%	100%	92%	83%	100%	92%	92%	75%	67%	75%	83%	67%	58%	58%		

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

Max. Demand= 100%

Demand during Peak= 75%

Street / Lot 4: Baker Street

# Parking Stalls 006

Side North

From NJ Transit Underpass To Maplewood Avenue

Dir. of Travel WB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	1 hour 9AM - 7PM	0.25	0.50	0.25	0.25	0.50	0.25	0.50	0.25	0.50	0.25	0.50	0.75	1.00	0.25			0.25	0.50	0.25	0.50
002	x	0.25	0.25	0.50	0.25	0.50	0.75	1.00	0.25	0.50	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	0.25	0.50
003	x	0.25	0.25	0.50	0.75	1.00		0.25	0.50	0.75	0.25	0.50	0.75	1.00	1.25	0.25	0.25	0.50	0.75	1.00	1.25
004	x	0.25	0.25	0.50	0.25	0.50	0.25	0.50	0.25	0.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	
005	x	0.25	0.25	0.50	0.75	0.25	0.50	0.75	1.00	0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00
006	x	0.25	0.50	0.75	1.00	0.25	0.50	0.25	0.25		0.25	0.50			0.25	0.25	0.50			0.25	0.50

<b>Vehicles Parked Under Limit</b>	6	6	6	6	6	5	6	6	5	6	6	5	5	3	3	3	4	3	5	4	1.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	1	1.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	1	2	1	1		
<b>Total Parked Vehicles</b>	6	6	6	6	6	5	6	6	5	6	6	5	5	6	5	5	5	5	6	5		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	60%	60%	80%	60%	83%	80%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	40%	40%	20%	40%	17%	20%		
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	83%	100%	100%	83%	100%	100%	83%	83%	100%	83%	83%	83%	83%	100%	83%		

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot 5: Baker Street

# Parking Stalls 012

Side North

From Maplewood Avenue To Everitt Place

Dir. of Travel WB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	1 hour 9AM - 7PM	0.25	0.25		0.25	0.50	0.75	1.00	0.25	0.50		0.25	0.25	0.50	0.25	0.50	0.75	1.00	0.25	0.50	0.25
002	x	0.25	0.50	0.75	1.00	1.25			0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.75		0.25	0.50		0.25
003	x	0.25				0.25	0.50	0.25	0.50	0.75	1.00	1.25	1.50		0.25	0.50	0.75	1.00	0.25		0.25
004	x		0.25			0.25		0.25	0.50	0.75	0.25	0.50	0.25	0.25	0.50	0.25		0.25	0.50	0.25	0.25
005	x		0.25		0.25	0.25		0.25	0.50	0.75	1.00	1.25	1.50		0.25		0.25	0.50	0.25	0.50	0.75
006	x	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.25	0.25	0.50	0.75	1.00	1.25	1.50
007	x	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
008	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25		0.25	0.50
009	x								0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25
010	x			0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75
011	x								0.25	0.50	0.75	1.00	0.25					0.25	0.50	0.75	1.00
012	x					0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00

<b>Vehicles Parked Under Limit</b>	6	7	5	7	6	4	7	10	9	9	6	5	6	7	6	5	7	7	5	7	1.0	hr	
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	4	0	1	0	1	0	4	1	0	1	0	0	1	0	1	0	1.5	hr	
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	3	1	1	1	1	1	4	1	1	1	1	0	1	1	1	2.0	hr	
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	2	1	2	2	1	2	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	1	2	2	3.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	4	3	2	2	3	2	6	7	3	4	4	4	5	4	5	5			
<b>Total Parked Vehicles</b>	6	7	5	7	10	7	9	12	12	11	12	12	9	11	10	9	12	11	10	12			
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	60%	57%	78%	83%	75%	82%	50%	42%	67%	64%	60%	56%	58%	64%	50%	58%			
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	40%	43%	22%	17%	25%	18%	50%	58%	33%	36%	40%	44%	42%	36%	50%	42%			
<b>Total Parking Occupancy</b>	50%	58%	42%	58%	83%	58%	75%	100%	100%	92%	100%	100%	75%	92%	83%	75%	100%	92%	83%	100%			

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

Max. Demand= 100%

Demand during Peak= 92%

Street / Lot 6: Beach Place (West)

# Parking Stalls 007

Side South

From Dead End

To Woodland Road

Dir. of Travel EB

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Parking Occupancy</b>	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%

**Max. Demand= 29%**

**Demand during Peak= 29%**

Street / Lot 7: Beach Place (West)

# Parking Stalls 007

Side North

From Woodland Road

To Dead End

Dir. of Travel WB

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	6	6	6
<b>Total Parking Occupancy</b>	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	57%	86%	86%	86%

**Max. Demand= 86%**

**Demand during Peak= 57%**

Street / Lot **8: Beach Place (East)**

# Parking Stalls **010**

Side **South**

From **Woodland Road**

To **Maplewood Avenue**

Dir. of Travel **EB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
<b>Total Parking Occupancy</b>	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%

**Max. Demand= 90%**

**Demand during Peak= 90%**

Street / Lot 9: Durand Road

# Parking Stalls 017

Side West

From Woodland Road To Maplewood Avenue

Dir. of Travel SB

Reg. **Limited Time/M. Permit**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	2 hour 8AM - 7PM						0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75
002	x							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
003	x																				
004	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
005	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
006	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00							0.25
007	x										0.25				0.25	0.50	0.75	1.00	1.25	1.50	1.75
008	x																		0.00	0.00	
009	x													0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
010	x						0.00							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
011	x													0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50
012	x															0.25	0.50	0.75	1.00	1.25	
013	x																				
014	x																				
015	x																				
016	x																				
017	x																				

<b>Vehicles With Merchant Permit</b>	0	0	0	0	0	4	4	4	4	4	4	4	5	5	4	4	4	4	5	5	2.0 hr					
<b>Vehicles Without Permit (Under Limit)</b>	0	0	0	0	0	1	1	1	1	2	1	1	3	3	3	4	4	4	4	5		2.5 hr				
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0			3.0 hr			
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0				4.0 hr		
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1					4.0 hr	
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						4.0 hr
<b>Vehicles Without Permit (Over Limit)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1						
<b>Total Parked Vehicles</b>	0	0	0	0	0	5	5	5	5	6	5	5	8	9	8	9	9	9	10	11						
<b>% of Vehicles with Permit</b>	0%	0%	0%	0%	0%	80%	80%	80%	80%	67%	80%	80%	63%	56%	50%	44%	44%	44%	50%	45%						
<b>% of Vehicles without Permit (Under Limit)</b>	0%	0%	0%	0%	0%	20%	20%	20%	20%	33%	20%	20%	38%	33%	38%	44%	44%	44%	40%	45%						
<b>% of Vehicles without Permit (Over Limit)</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	13%	11%	11%	11%	10%	9%						
<b>Total Parking Occupancy</b>	0%	0%	0%	0%	0%	29%	29%	29%	29%	35%	29%	29%	47%	53%	47%	53%	53%	53%	59%	65%						



= Vehicle Parked Over Parking Stall/Lot Time Limit

0.00 = Merchant Tag Present (No Time Constraints)

**Max. Demand= 65%**

**Demand during Peak= 53%**

Street / Lot 10: Everitt Place

# Parking Stalls 015

Side West

From Highland Place

To Baker Street

Dir. of Travel SB

Reg. **Limited Time/M. Permit**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	2 hour 8AM - 4PM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
002	x	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
003	x	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
004	x	0.25	0.50	0.75	1.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
005	x	0.25	0.50	0.75	1.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
006	x	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
007	x	0.25								0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	
008	x	0.25	0.50	0.75	1.00																
009	x													0.25	0.50	0.75	1.00	1.25	1.50	1.75	
010	x									0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	
011	x																				
012	x																				
013	x																				
014	x																				
015	x					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

<b>Vehicles With Merchant Permit</b>	4	4	4	4	5	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7		
<b>Vehicles Without Permit (Under Limit)</b>	4	3	3	3	0	0	0	0	0	2	2	2	2	3	3	3	3	1	1	1	1	2.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	3.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	hr
<b>Vehicles Without Permit (Over Limit)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2		
<b>Total Parked Vehicles</b>	8	7	7	7	5	7	7	7	7	9	9	9	9	10	10	10	10	10	10	10	10		
<b>% of Vehicles with Permit</b>	50%	57%	57%	57%	100%	100%	100%	100%	100%	78%	78%	78%	78%	70%	70%	70%	70%	70%	70%	70%	70%		
<b>% of Vehicles without Permit (Under Limit)</b>	50%	43%	43%	43%	0%	0%	0%	0%	0%	22%	22%	22%	22%	30%	30%	30%	30%	10%	10%	10%	10%		
<b>% of Vehicles without Permit (Over Limit)</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	20%	20%	20%		
<b>Total Parking Occupancy</b>	53%	47%	47%	47%	33%	47%	47%	47%	47%	60%	60%	60%	60%	67%	67%	67%	67%	67%	67%	67%	67%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

0.00 = Merchant Tag Present (No Time Constraints)

**Max. Demand= 67%**

**Demand during Peak= 67%**

Street / Lot 11: Highland Place

# Parking Stalls 016

Side South

From Ridgewood Road To Everitt Place

Dir. of Travel EB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	2 hour 8AM - 4PM																				
002	x																				
003	x																				
004	x																				
005	x																				
006	x																				
007	x																				
008	x																				
009	x																				
010	x																				
011	x																				
012	x																				
013	x																				
014	x																		0.25	0.50	0.75
015	x																				
016	x													0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00

<b>Vehicles Parked Under Limit</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2	2	2	2.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Parked Vehicles</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	2			
<b>% of Vehicles Under Limit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>Total Parking Occupancy</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	6%	6%	13%	13%	13%				



= Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 13%**

**Demand during Peak= 6%**

Street / Lot **12: Highland Place**

# Parking Stalls **014**

Side **North**

From **Everitt Place**

To **Ridgewood Road**

Dir. of Travel **WB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	6	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
<b>Total Parking Occupancy</b>	43%	43%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%

**Max. Demand= 50%**

**Demand during Peak= 50%**

Street / Lot **13: Highland Place**

# Parking Stalls **009**

Side **North**

From **Maplewood Avenue** To **Everitt Place**

Dir. of Travel **WB**

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	1 hour 9AM - 7PM	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50			0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
002	x	0.75	0.75	0.75						1.00	1.00	1.00	1.00		0.25	0.50	0.75		0.25	0.25	0.25
003	x			0.25	0.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	0.25	0.25	0.50	0.75
004	x											0.25	0.25	0.50	0.75	1.00	1.25	1.50			
005	x	0.25		0.25					0.25	0.50	0.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75			
006	x	0.25				0.25														0.25	0.25
007	x	0.25	0.50	0.75	1.00	1.25				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00
008	x	0.25	0.50	0.75	1.00	1.25		0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75
009	x	0.25	0.25	0.50						0.25	0.50	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	

<b>Vehicles Parked Under Limit</b>	7	5	7	4	2	1	2	3	5	5	5	5	4	6	5	4	3	3	3	3	1.0 hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	3	0	0	0	1	0	1	0	1	0	1	1	1	1	1	0	1.5 hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	1	1	0	0	1	1	1	1	1	1	1	2	1	2	1	2.0 hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	1	1	1	0	1	1	1	1	1	1	1	1	1	3.0 hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3.0 hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	3	1	1	1	2	2	2	2	3	2	3	4	4	3	4	3	
<b>Total Parked Vehicles</b>	7	5	7	4	5	2	3	4	7	7	7	7	7	8	8	8	7	6	7	6	
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	40%	50%	67%	75%	71%	71%	71%	71%	57%	75%	63%	50%	43%	50%	43%	50%	
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	60%	50%	33%	25%	29%	29%	29%	29%	43%	25%	38%	50%	57%	50%	57%	50%	
<b>Total Parking Occupancy</b>	78%	56%	78%	44%	56%	22%	33%	44%	78%	78%	78%	78%	78%	89%	89%	89%	78%	67%	78%	67%	

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 89%**

**Demand during Peak= 89%**

Street / Lot 14: Highland Place

# Parking Stalls 008

Side North

From Maplewood Avenue To Everitt Place

Dir. of Travel WB

Reg. **Limited Time/M. Permit**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	1 hour 9AM - 7PM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
002	x	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
003	x	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
004	x	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
005	x	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
006	x	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
007	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
008	x							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

<b>Vehicles With Merchant Permit</b>	6	6	6	6	6	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	1.0	hr
<b>Vehicles Without Permit (Under Limit)</b>	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1		
<b>Vehicles Without Permit (Over Limit)</b>	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
<b>Total Parked Vehicles</b>	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8		
<b>% of Vehicles with Permit</b>	86%	86%	86%	86%	86%	86%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%		
<b>% of Vehicles without Permit (Under Limit)</b>	14%	14%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>% of Vehicles without Permit (Over Limit)</b>	0%	0%	0%	0%	14%	14%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%		
<b>Total Parking Occupancy</b>	88%	88%	88%	88%	88%	88%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

0.00 = Merchant Tag Present (No Time Constraints)

Max. Demand= 100%

Demand during Peak= 100%

Street / Lot 15: Inwood Place

# Parking Stalls 009

Side East

From Maplewood Avenue

To Woodland Road

Dir. of Travel NB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	H/C	0.25	0.50	0.75	0.25	0.50	0.75	0.25	0.50	0.75	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75
002	1 hour 9AM - 7PM	0.25	0.50	0.25	0.50	0.75	1.00	0.25	0.25	0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.75	0.25	0.50	0.75	1.00
003	x	0.25	0.25	0.50	0.75	1.00	0.25	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.25	0.50	0.75	1.00	0.25	0.50	0.75
004	x	0.25	0.50	0.25	0.50	0.75	0.25	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.75	0.25	0.50
005	x	0.25	0.50	0.75	1.00	0.25	0.50	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.75	0.25	0.50	0.25	0.25	0.50	0.75
006	x	0.25	0.50	0.75	0.25	0.50	0.75	1.00	0.25	0.50	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	0.25
007	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.25	0.50	0.75	0.25	0.50	0.75	0.25	0.50	0.75	1.00	1.25	1.50
008	x	0.25	0.25	0.50	0.75	1.00	0.25	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.25	0.25	0.50	0.75	0.25	0.50	0.75
009	x		0.25	0.25	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	0.25

<b>Vehicles Parked Under Limit</b>	8	9	9	9	8	8	8	8	9	9	6	9	9	<b>8</b>	7	9	9	8	6	7	1.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	1	0	0	1	0	0	3	0	0	1	1	0	0	1	2	0	1.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	1	2	2.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	1	1	1	1	0	0	3	0	0	1	2	0	0	1	3	2		
<b>Total Parked Vehicles</b>	8	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	89%	89%	89%	89%	100%	100%	67%	100%	100%	89%	78%	100%	100%	89%	67%	78%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	11%	11%	11%	11%	0%	0%	33%	0%	0%	11%	22%	0%	0%	11%	33%	22%		
<b>Total Parking Occupancy</b>	89%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot **16: Lenox Place**

# Parking Stalls **026**

Side **South**

From **Ridgewood Road**

To **Maplewood Avenue**

Dir. of Travel **EB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
<b>Total Parking Occupancy</b>	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%	69%

**Max. Demand= 69%**

**Demand during Peak= 69%**

Street / Lot 17: Maplewood Avenue

# Parking Stalls 006

Side East

From Mountain Avenue

To Winthrop Place

Dir. of Travel NB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	No Parking 6AM - 9AM																				
002	x																				
003	x																				
004	x																				
005	x																				
006	x																				

<b>Vehicles Parked Under Limit</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Parked Vehicles</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>% of Vehicles Under Limit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>Total Parking Occupancy</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 0%**

**Demand during Peak= 0%**

Street / Lot **18: Maplewood Avenue**

# Parking Stalls **015**

Side **East**

From **Mountain Avenue** To **Winthrop Place**

Dir. of Travel **NB**

Reg. **Limited Time/M. Permit**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	No Parking 6AM - 9AM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
002	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
003	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
004	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
005	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
006	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
007	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
008	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
009	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
010	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
011	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
012	x				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25
013	x					0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00
014	x										0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
015	x														0.25	0.50	0.75	1.00	1.25	1.50	1.75

<b>Vehicles With Merchant Permit</b>	1	1	1	1	1	1	1	1	1	2	1	2	2	2	2	2	2	2	2	2	2	6.0	hr
<b>Vehicles Without Permit (Under Limit)</b>	10	10	10	11	12	12	12	12	12	12	12	12	12	13	13	13	13	13	13	13	13	6.5	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.0	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Vehicles Without Permit (Over Limit)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Parked Vehicles</b>	11	11	11	12	13	13	13	13	13	14	13	14	14	15	15	15	15	15	15	15	15		
<b>% of Vehicles with Permit</b>	9%	9%	9%	8%	8%	8%	8%	8%	8%	14%	8%	14%	14%	13%	13%	13%	13%	13%	13%	13%	13%		
<b>% of Vehicles without Permit (Under Limit)</b>	91%	91%	91%	92%	92%	92%	92%	92%	92%	86%	92%	86%	86%	87%	87%	87%	87%	87%	87%	87%	87%		
<b>% of Vehicles without Permit (Over Limit)</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>Total Parking Occupancy</b>	73%	73%	73%	80%	87%	87%	87%	87%	87%	93%	87%	93%	93%	100%	100%	100%	100%	100%	100%	100%	100%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

0.00 = Merchant Tag Present (No Time Constraints)

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot 19: Maplewood Avenue

# Parking Stalls 017

Side West

From Baker Street

To Lenox Place

Dir. of Travel SB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	1 hour 9AM - 7PM	0.25	0.50	0.75	1.00	1.25	1.50	1.75			0.25	0.50	0.25	0.25	0.50	0.75		0.25	0.25	0.25	0.50
002	x	0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.75	1.00	0.25	0.50	0.75		0.25	0.50				0.25	
003	x	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.75	1.00	0.25	0.25	0.50	0.75	1.00	1.25	1.50
004	x	0.25	0.50	0.75	1.00	0.25		0.25	0.50	0.75		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50
005	x	0.25	0.50	0.75	1.00	1.25		0.25			0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25		
006	x	0.25	0.50		0.25	0.50	0.75	1.00	1.25		0.25		0.25	0.50	0.75	1.00		0.25	0.50	0.75	1.00
007	x	0.25	0.25	0.50		0.25	0.25	0.50	0.75	1.00	0.25		0.25		0.25	0.25					
008	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	0.25	0.50	0.75				0.25		0.25		
009	x	0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
010	x	0.25	0.50			0.25	0.50	0.75	1.00	1.25	1.50		0.25	0.50							
011	x	0.25	0.50			0.25		0.25	0.50		0.25			0.25	0.50	0.75	1.00				
012	x					0.25						0.25		0.25	0.50	0.75	1.00	1.25	1.50	1.75	
013	x	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	0.25		0.25	0.50	0.75	1.00	1.25
014	x	0.25	0.50	0.75	0.25	0.50	0.75				0.25	0.50	0.75	1.00	1.25						
015	x	0.25	0.50		0.25	0.50					0.25	0.50	0.25	0.50	0.25	0.50	0.75	1.00	1.25	1.50	
016	x	0.25	0.50	0.75	0.25	0.50					0.25	0.50		0.25	0.50	0.75					
017	x										0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	

<b>Vehicles Parked Under Limit</b>	15	15	11	12	13	7	9	7	3	11	11	12	13	12	10	8	5	6	4	2	1.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	3	1	0	1	3	0	0	0	0	3	1	0	2	0	2	1	1.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	2	3	1	0	2	1	0	0	0	2	3	1	2	2	2	2.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	1	2	1	1	2	1	0	0	0	2	3	2	2	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	3	3	3	3	5	3	2	2	1	3	3	3	5	5	6	5		
<b>Total Parked Vehicles</b>	15	15	11	12	16	10	12	10	8	14	13	14	14	15	13	11	10	11	10	7		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	81%	70%	75%	70%	38%	79%	85%	86%	93%	80%	77%	73%	50%	55%	40%	29%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	19%	30%	25%	30%	63%	21%	15%	14%	7%	20%	23%	27%	50%	45%	60%	71%		
<b>Total Parking Occupancy</b>	88%	88%	65%	71%	94%	59%	71%	59%	47%	82%	76%	82%	82%	88%	76%	65%	59%	65%	59%	41%		

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 94%**

**Demand during Peak= 88%**

Street / Lot 20: Maplewood Avenue

# Parking Stalls 011

Side West

From Highland Place

To Baker Street

Dir. of Travel SB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	1 hour 9AM - 7PM	0.25	0.50	0.75	0.25	0.50	0.75	1.00	0.25	0.50	0.25	0.50	0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
002	x	0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.75	1.00	0.25	0.50	0.75	0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.75
003	x	0.25	0.25	0.25	0.25	0.50	0.75	1.00	0.25		0.25	0.25	0.25	0.25	0.50	0.75	0.25	0.50	0.75	1.00	1.25
004	x	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.25	0.50	0.25	0.25	0.50	0.75	0.25	0.50	0.75	1.00	1.25	1.50	
005	x	0.25	0.25	0.25	0.25	0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00
006	x	0.25	0.25	0.25	0.25	0.25		0.25			0.25	0.25	0.50	0.25	0.50	0.75	0.25	0.25	0.50	0.75	1.00
007	x	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.25	0.50	0.25	0.50	0.25	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
008	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	0.25	0.25	0.50	0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75
009	x	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	0.25	0.50	0.75	1.00	0.25	0.25	0.25	0.50	0.75	1.00	0.25
010	x	0.25	0.50	0.75	1.00	1.25		0.25			0.25	0.25	0.25	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
011	x	0.25			0.25	0.50		0.25	0.50		0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50

<b>Vehicles Parked Under Limit</b>	11	10	10	11	6	5	10	8	6	11	11	11	11	10	9	9	9	7	7	6	1.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	5	0	0	0	0	0	0	0	0	1	1	0	1	2	0	1	1.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1	2	1	1	3	1	2.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	5	3	1	1	1	0	0	0	0	1	2	2	2	4	4	4		
<b>Total Parked Vehicles</b>	11	10	10	11	11	8	11	9	7	11	11	11	11	11	11	11	11	11	11	10		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	55%	63%	91%	89%	86%	100%	100%	100%	100%	91%	82%	82%	82%	64%	64%	60%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	45%	38%	9%	11%	14%	0%	0%	0%	0%	9%	18%	18%	18%	36%	36%	40%		
<b>Total Parking Occupancy</b>	100%	91%	91%	100%	100%	73%	100%	82%	64%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	91%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

Max. Demand= 100%

Demand during Peak= 100%

Street / Lot 21: Maplewood Avenue

# Parking Stalls 011

Side West

From Inwood Place

To Highland Place

Dir. of Travel SB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	1 hour 9AM - 7PM	0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.75	1.00	0.25	0.50	0.25	0.50	0.75	0.25	0.50	0.75	0.25	0.50	0.75
002	x	0.25	0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.25	0.50	0.25	0.50	0.75
003	x	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	0.25	0.50	0.75	1.00	0.25	0.50
004	x	0.25	0.50	0.75	0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.25	0.50
005	x	0.25	0.25	0.50	0.75	0.25	0.50		0.25	0.25	0.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	0.25	0.50
006	x	0.25	0.25	0.25	0.50	0.25	0.50	0.75	1.00	0.25	0.50	0.75	0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.25	0.50
007	x	0.25	0.50	0.75	1.00	0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75
008	x	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.25	0.50	0.75	1.00	1.25			0.25	0.50	0.75
009	x	0.25	0.50	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.25	0.50	0.25	0.50	0.25	0.25	0.50	0.25	0.50	0.25	0.50
010	x	0.25	0.50	0.75	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50		0.25	0.50	0.75	1.00
011	x	0.25	0.50	0.75	1.00	0.25	0.50	0.75	0.25	0.25	0.50	0.75	1.00	0.25	0.50		0.25	0.50	0.75	0.25	0.50

<b>Vehicles Parked Under Limit</b>	11	11	11	11	11	11	9	11	10	9	9	8	7	8	6	6	7	9	10	10	1.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	1	0	1	1	0	1	1	0	3	0	0	0	0	0	1.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	1	2	1	1	1	0	2	2	0	0	0	2.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	1	0	1	0	0	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	3.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	0	0	1	0	1	2	2	3	4	3	4	3	3	2	1	1		
<b>Total Parked Vehicles</b>	11	11	11	11	11	11	10	11	11	11	11	11	11	11	10	9	10	11	11	11		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	100%	100%	90%	100%	91%	82%	82%	73%	64%	73%	60%	67%	70%	82%	91%	91%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	0%	0%	10%	0%	9%	18%	18%	27%	36%	27%	40%	33%	30%	18%	9%	9%		
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	91%	100%	100%	100%	100%	100%	100%	100%	91%	82%	91%	100%	100%	100%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

Max. Demand= 100%

Demand during Peak= 100%

Street / Lot **22: Maplewood Avenue**

# Parking Stalls **024**

Side **West**

From **Durand Road**

To **Inwood Place**

Dir. of Travel **SB**

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	1 hour 9AM - 7PM	0.25	0.50	0.75		0.25	0.50	0.75	1.00	0.25	0.50	0.25	0.50	0.25	0.25	0.25	0.25	0.50	0.75	0.25	
002	x	0.25	0.25		0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	0.25	0.25	0.25	0.25	0.50	0.75	0.25	0.25
003	x	0.25		0.25	0.25	0.50	0.75	0.25	0.25	0.25	0.50	0.75	0.25	0.25	0.25	0.50	0.75	1.00	1.25		
004	x	0.25		0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.25		0.25	0.25	0.25	0.25	0.50	0.75		0.25
005	x	0.25	0.50	0.75	0.25	0.25	0.50	0.75	0.25	0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00		0.25	
006	x		0.25	0.50		0.25	0.50	0.75	1.00	1.25	0.25		0.25	0.50	0.25	0.50		0.25		0.25	
007	x	0.25	0.50	0.75	0.25	0.25	0.50	0.75	0.25	0.25	0.50	0.25	0.50	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.75
008	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
009	x	0.25	0.50	0.25		0.25	0.50	0.75	1.00	0.25	0.25	0.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25
010	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	0.25		0.25	0.50		0.25
011	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	0.25	0.50	0.75	1.00	0.25	0.25	0.50	0.75	0.25	0.50	0.75
012	x	0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	0.25	0.50	0.25	0.25	0.25
013	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	0.25	0.25	0.50	0.75	0.25	0.25	0.50	0.75	0.25		0.25	0.25
014	x		0.25			0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.25		0.25
015	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
016	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	0.25	0.50	0.75	1.00	1.25	0.25
017	x	0.25	0.25	0.50	0.25	0.25	0.50		0.25	0.25	0.25		0.25	0.25	0.50	0.25	0.25	0.25	0.50	0.25	0.25
018	x		0.25	0.50		0.25	0.50	0.25	0.50	0.75	0.25	0.50	0.75	0.25	0.25	0.25	0.50	0.75	1.00		0.25
019	x	0.25			0.25		0.25		0.25	0.50	0.75	0.25	0.25	0.50	0.75	1.00	0.25	0.50	0.25		0.25
020	x						0.25		0.25	0.25	0.50	0.25	0.50	0.25	0.25	0.25	0.50	0.25	0.25		0.25
021	x		0.25	0.50	0.75	1.00	1.25		0.25	0.50	0.75	1.00	0.25	0.25	0.50	0.75		0.25	0.25		0.25
022	x					0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25			0.25
023	x	0.25	0.50	0.75	0.25		0.25	0.50	0.75	0.25	0.50	0.25	0.50	0.75		0.25	0.25	0.25			0.25
024	x			0.25	0.25	0.50	0.75		0.25	0.50	0.25	0.50	0.75	1.00	1.25						

<b>Vehicles Parked Under Limit</b>	17	18	19	17	15	16	11	15	16	19	17	18	18	14	17	15	17	15	9	17	1.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	6	2	1	1	1	0	0	0	1	3	0	1	1	0	2	0	1.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	6	7	2	1	0	0	0	0	1	3	1	1	1	0	0	2.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	6	6	5	5	1	0	0	0	1	2	0	1	1	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	4	5	5	3	2	2	2	2	2	3.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	6	8	8	9	8	5	5	5	6	9	6	5	6	3	5	3		
<b>Total Parked Vehicles</b>	17	18	19	17	21	24	19	24	24	24	22	23	24	23	23	20	23	18	14	20		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	71%	67%	58%	63%	67%	79%	77%	78%	75%	61%	74%	75%	74%	83%	64%	85%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	29%	33%	42%	38%	33%	21%	23%	22%	25%	39%	26%	25%	26%	17%	36%	15%		
<b>Total Parking Occupancy</b>	71%	75%	79%	71%	88%	100%	79%	100%	100%	100%	92%	96%	100%	96%	96%	83%	96%	75%	58%	83%		

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

Max. Demand= 100%

Demand during Peak= 96%

Street / Lot **23: Maplewood Avenue**

# Parking Stalls **006**

Side **East**

From **Durand Road**

To **Jefferson Avenue**

Dir. of Travel **NB**

Reg. **Limited Time/M. Permit**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	2 hour 8AM - 4PM																				
002	x																				0.00
003	x																				
004	x																				
005	x																				
006	x																				

<b>Vehicles With Merchant Permit</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2.0	hr
<b>Vehicles Without Permit (Under Limit)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.5	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Vehicles Without Permit (Over Limit)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Parked Vehicles</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
<b>% of Vehicles with Permit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%		
<b>% of Vehicles without Permit (Under Limit)</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>% of Vehicles without Permit (Over Limit)</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>Total Parking Occupancy</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

0.00 = Merchant Tag Present (No Time Constraints)

**Max. Demand= 17%**

**Demand during Peak= 0%**

Street / Lot **24: Maplewood Avenue**

# Parking Stalls **050**

Side **East**

From **Durand Road**

To **Jefferson Avenue**

Dir. of Travel **NB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	47	47	47	47	47	47	47	47	47	49	49	49	49	49	49	50	50	50	50	50
<b>Total Parking Occupancy</b>	94%	94%	94%	94%	94%	94%	94%	94%	94%	98%	98%	98%	98%	98%	98%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 98%**

Street / Lot **25: Winthrop Place**

# Parking Stalls **019**

Side **North**

From **Maplewood Avenue**

To **Ridgewood Road**

Dir. of Travel **WB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot **26: Winthrop Place**

# Parking Stalls **022**

Side **South**

From **Ridgewood Road**

To **Maplewood Avenue**

Dir. of Travel **EB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot 27: Woodland Road

# Parking Stalls 010

Side South

From Ridgewood Road To Inwood Place

Dir. of Travel EB

Reg. **Limited Time/M. Permit**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	4 hour 8AM - 4PM										0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75
002	x																				
003	x													0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
004	x																				
005	x						0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75
006	x						0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75
007	x						0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25						
008	x																				
009	x																				
010	x																				

<b>Vehicles With Merchant Permit</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	hr
<b>Vehicles Without Permit (Under Limit)</b>	0	0	0	0	0	3	3	3	3	4	4	4	5	5	4	4	4	4	4	4	4	4.5	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.0	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Vehicles Without Permit (Over Limit)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Parked Vehicles</b>	0	0	0	0	0	3	3	3	3	4	4	4	5	5	4	4	4	4	4	4	4		
<b>% of Vehicles with Permit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>% of Vehicles without Permit (Under Limit)</b>	0%	0%	0%	0%	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
<b>% of Vehicles without Permit (Over Limit)</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>Total Parking Occupancy</b>	0%	0%	0%	0%	0%	30%	30%	30%	30%	40%	40%	40%	50%	50%	40%	40%	40%	40%	40%	40%	40%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

0.00 = Merchant Tag Present (No Time Constraints)

**Max. Demand= 50%**

**Demand during Peak= 50%**

Street / Lot **28: Woodland Road**

# Parking Stalls **032**

Side **East**

From **Durand Road**

To **Jefferson Avenue**

Dir. of Travel **NB**

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	3 hour 9AM - 7PM																				
002	x																				
003	x																				
004	x																				
005	x	0.25	0.50	0.75			0.25			0.25											
006	x																				
007	x													0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
008	x														0.25	0.50	0.75	1.00	1.25	1.50	1.75
009	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25						0.25	0.50	0.75	1.00	1.25	1.50
010	x																				
011	x																				
012	x																				
013	x																				
014	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
015	x																				
016	x																				
017	x																				
018	x																				
019	x																				
020	x																				
021	x	0.25	0.50	0.75	1.00																
022	x																				
023	x																				
024	x																				
025	x																				
026	x																				
027	x																				
028	x																				
029	x																				
030	x																				
031	x																				
032	x																				

<b>Vehicles Parked Under Limit</b>	4	4	4	3	2	3	2	2	3	1	1	1	1	2	3	3	3	3	3	3	3	3.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	5.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1		
<b>Total Parked Vehicles</b>	4	4	4	3	2	3	2	2	3	1	1	1	1	2	3	4	4	4	4	4	4		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	67%	75%	75%	75%	75%	75%	75%	75%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	33%	25%	25%	25%	25%	25%	25%	25%		
<b>Total Parking Occupancy</b>	13%	13%	13%	9%	6%	9%	6%	6%	9%	3%	3%	3%	6%	9%	13%	13%	13%	13%	13%	13%	13%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

Max. Demand= 13%

Demand during Peak= 9%

Street / Lot **29: Woodland Road**

# Parking Stalls **026**

Side **West**

From **Jefferson Avenue**

To **Beach Place (West)**

Dir. of Travel **SB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total Parking Occupancy</b>	8%	8%	8%	8%	8%	8%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%

**Max. Demand= 8%**

**Demand during Peak= 4%**

Street / Lot **30: Burgdorff Parking Lot (Inner)**

# Parking Stalls **011**

Side **-**

From - \_\_\_\_\_ To - \_\_\_\_\_ Dir. of Travel - \_\_\_\_\_ Reg. **Merchant Permit**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	8AM - 6PM						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
002	x							0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50
003	x						0.25		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25
004	x						0.00	0.00	0.00	0.00											
005	x						0.25		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25
006	x							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
007	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
008	x						0.00	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
009	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
010	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
011	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

<b>Vehicles with Permit</b>	0	0	0	0	0	7	8	8	8	7	6	6	7	7	7	7	7	6	6
<b>Vehicles without Permit</b>	0	0	0	0	0	2	1	3	3	3	3	3	3	3	3	3	3	3	3
<b>Total Parked Vehicles</b>	0	0	0	0	0	9	9	11	11	10	9	9	10	10	10	10	10	9	9
<b>% of Vehicles with Permit</b>	0%	0%	0%	0%	0%	78%	89%	73%	73%	70%	67%	67%	70%	70%	70%	70%	70%	67%	67%
<b>% of Vehicles without Permit</b>	0%	0%	0%	0%	0%	22%	11%	27%	27%	30%	33%	33%	30%	30%	30%	30%	30%	33%	33%
<b>Total Parking Occupancy</b>	0%	0%	0%	0%	0%	82%	82%	100%	100%	91%	82%	82%	91%	91%	91%	91%	91%	82%	82%



= Did not have Merchant Tag Present (No Parking Allowed)

0.00 = Merchant Tag Present (No Time Constraints)

**Max. Demand= 100%**

**Demand during Peak= 91%**

Street / Lot **31: Burgdorff Parking Lot (Outer)**

# Parking Stalls **015**

Side **-**

From - \_\_\_\_\_

To - \_\_\_\_\_

Dir. of Travel - \_\_\_\_\_

Reg. **Merchant Permit**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	8AM - 6PM																				
002	x																				
003	x																				
004	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
005	x																				
006	x												0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
007	x																				
008	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
009	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
010	x												0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
011	x															0.00	0.00	0.00	0.00	0.00	
012	x																0.00	0.00	0.00	0.00	
013	x							0.25	0.50												
014	x																				
015	x																				

<b>Vehicles with Permit</b>	0	0	0	0	0	3	3	3	3	3	3	3	5	5	5	6	6	6	6	6	6
<b>Vehicles without Permit</b>	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Parked Vehicles</b>	0	0	0	0	0	3	4	4	3	3	3	3	5	5	5	6	6	6	6	6	6
<b>% of Vehicles with Permit</b>	0%	0%	0%	0%	0%	100%	75%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>% of Vehicles without Permit</b>	0%	0%	0%	0%	0%	0%	25%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Total Parking Occupancy</b>	0%	0%	0%	0%	0%	20%	27%	27%	20%	20%	20%	20%	33%	33%	33%	40%	40%	40%	40%	40%	40%



= Did not have Merchant Tag Present (No Parking Allowed)

0.00 = Merchant Tag Present (No Time Constraints)

**Max. Demand= 40%**

**Demand during Peak= 33%**

Street / Lot **32: Lot #4 - NJ Transit Lot (Maplewood Avenue)**

# Parking Stalls **082**

Side -

From - \_\_\_\_\_ To - \_\_\_\_\_ Dir. of Travel - \_\_\_\_\_ Reg. **Commuter Pay-by-Space**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	81	82	82	82	82	82	80	81	82	81	82	80	81	80	82	80	81	81	79	81
<b>Total Parking Occupancy</b>	99%	100%	100%	100%	100%	100%	98%	99%	100%	99%	100%	98%	99%	98%	100%	98%	99%	99%	96%	99%

**Max. Demand= 100%**

**Demand during Peak= 98%**

Street / Lot **33: Lot #5 (Highland Place)**

# Parking Stalls **015**

Side **-**

From **-** To **-**

Dir. of Travel **-**

Reg. **Limited Time/M. Permit**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	4 hour 8AM - 4PM						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
002	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
003	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
004	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
005	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
006	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
007	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
008	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
009	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
010	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
011	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
012	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
013	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
014	x						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
015	H/C																				

<b>Vehicles With Merchant Permit</b>	0	0	0	0	0	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	4.0	hr
<b>Vehicles Without Permit (Under Limit)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.5	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.0	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Vehicles Without Permit (Over Limit)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total Parked Vehicles</b>	0	0	0	0	0	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14		
<b>% of Vehicles with Permit</b>	0%	0%	0%	0%	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
<b>% of Vehicles without Permit (Under Limit)</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>% of Vehicles without Permit (Over Limit)</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>Total Parking Occupancy</b>	0%	0%	0%	0%	0%	93%	93%	93%	93%	93%	93%	93%	93%	93%	93%	93%	93%	87%	93%	93%	93%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

0.00 = Merchant Tag Present (No Time Constraints)

**Max. Demand= 93%**

**Demand during Peak= 93%**

Street / Lot **34: Lot #5 (Highland Place)**

# Parking Stalls **028**

Side **-**

From **-** To **-** Dir. of Travel **-** Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	H/C																				
002	4 hour 8AM - 4PM			0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	0.25	0.25
003	x	1.00	1.25	1.50	1.75	1.25	1.50	1.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50		0.25	
004	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50
005	x	1.00	1.25	1.50	1.75	2.00						0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	
006	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00
007	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
008	x	1.00	1.25	1.50	1.75	2.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75
009	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00
010	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
011	x			0.25	0.50	0.75	1.00	1.25			0.25	0.50	0.75	1.00	1.25	1.50	1.75		0.25	0.50	0.75
012	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75		0.25	0.50	0.75	1.00		0.50	0.50
013	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
014	x	0.25		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	0.25
015	x		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.50
016	x			0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50
017	x	1.00	1.25	1.50	1.75	2.00	2.25					0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50
018	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	0.25	0.50	0.75	0.25	0.50	0.75	1.00	0.25	0.50	0.75
019	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
020	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
021	x	1.00	1.25	1.50	1.75	2.00		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50
022	x	1.00	1.25	1.50		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00
023	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
024	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25
025	x	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75
026	x	1.00	0.25	0.50	0.75	1.00					0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75
027	x	1.00	1.25	1.50		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00
028	x			0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75				

<b>Vehicles Parked Under Limit</b>	22	22	26	25	27	24	24	23	23	24	27	27	26	22	22	21	18	18	17	4.0	hr	
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	2	0	4.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	1	2	5.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	6.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	6	8	7		
<b>Total Parked Vehicles</b>	22	22	26	25	27	24	24	23	23	24	27	27	26	27	27	26	24	24	26	24		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	81%	81%	81%	81%	75%	69%	71%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	19%	19%	19%	25%	31%	29%		
<b>Total Parking Occupancy</b>	79%	79%	93%	89%	96%	86%	86%	82%	82%	86%	96%	96%	93%	96%	96%	93%	86%	93%	86%			

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

Max. Demand= 96%

Demand during Peak= 96%

Street / Lot **35: Lot #7 (Maplewood Avenue/Baker Street)**

# Parking Stalls **010**

Side **-**

From - \_\_\_\_\_

To - \_\_\_\_\_

Dir. of Travel - \_\_\_\_\_

Reg. **Private**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot **36: Lot #7 (Maplewood Avenue/Baker Street)**

# Parking Stalls **024**

Side **-**

From **-** To **-**

Dir. of Travel **-**

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	1 hour								0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
002	x								0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25			0.25	0.50
003	x									0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	
004	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	0.25	0.50	0.25	0.50
005	x										0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.25	0.75
006	x			0.25									0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25
007	x				0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25								0.50	0.50
008	x					0.25						0.25	0.50	0.75	1.00	1.25			0.25		
009	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	0.25	0.50	0.75		
010	x				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00				0.25	0.50
011	x			0.25								0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75
012	x									0.25	0.50	0.75	0.25	0.25	0.50						
013	x									0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	
014	x				0.25						0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	
015	x					0.25					0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	
016	x	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	1.25
017	x					0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.25	0.50	0.75		0.25	0.50	0.75	1.00	
018	x			0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75					0.25	0.50	
019	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	0.25	0.50	0.25	0.50	0.75	0.25	0.25
020	x			0.25	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	
021	x		0.25	0.50	0.25	0.50	0.75	1.00	1.25	0.25	0.25	0.50	0.75	1.00		0.25	0.50	0.25	0.25	0.50	0.75
022	x				0.25	0.50	0.75	0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00	1.25	
023	x				0.25						0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	
024	x									0.25	0.50	0.75	0.25	0.25	0.50						

<b>Vehicles Parked Under Limit</b>	4	5	6	9	8	9	8	8	7	11	17	17	16	14	8	7	9	12	14	11	1.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	4	0	0	3	2	1	0	3	1	2	7	1	1	0	0	3	1.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	4	3	0	2	3	2	0	2	3	3	7	6	2	1	0	2.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	2	2	2	4	2	2	2	2	2	1	4	5	6	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	4	4	3	5	6	6	6	7	7	8	14	10	8	6	6	9		
<b>Total Parked Vehicles</b>	4	5	6	9	12	13	11	13	13	17	23	24	23	22	22	17	17	18	20	20		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	67%	69%	73%	62%	54%	65%	74%	71%	70%	64%	36%	41%	53%	67%	70%	55%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	33%	31%	27%	38%	46%	35%	26%	29%	30%	36%	64%	59%	47%	33%	30%	45%		
<b>Total Parking Occupancy</b>	17%	21%	25%	38%	50%	54%	46%	54%	54%	71%	96%	100%	96%	92%	92%	71%	71%	75%	83%	83%		

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 100%**

**Demand during Peak= 92%**

Street / Lot **37: Lot #7 (Maplewood Avenue/Baker Street)**

# Parking Stalls **047**

Side **-**

From **-** To **-** Dir. of Travel **-** Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																							
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45				
001	3 hour 9AM - 7PM	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	0.25	0.50		0.25	0.50						
002	x	0.25				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	0.25	0.50	0.25	0.50	0.75	1.00	1.25				
003	x						0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75				
004	x	0.25	0.50	0.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	0.25	0.50	0.75				
005	x							0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50				
006	x	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00				
007	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00				
008	x			0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.75							
009	x	0.25	0.50	0.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00	0.25	0.50	0.25	0.50	0.75	1.00				
010	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00				
011	x	0.25	0.50	0.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	0.25	0.50	0.75	1.00	1.25				
012	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	0.25	0.50	0.75	1.00	1.25		0.25	0.50	0.75	1.00				
013	x	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	0.25	0.50	0.25				
014	x			0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50				
015	x	0.25	0.50	0.75	0.25	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00				0.25	0.50			
016	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00				
017	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	0.25	0.50	0.75	1.00	1.25				0.25	0.50			
018	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.00						
019	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00					
020	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50						
021	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00				
022	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00				
023	x	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.75	1.00	0.25	0.50	0.25	0.50	0.75	0.25		0.25	0.50	0.75	1.00				
024	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25				
025	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	0.25		0.25	0.50	0.75	1.00				
026	x		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50					0.50	0.50			
027	x		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75				
028	x	0.25									0.25	0.50	0.75	1.00	1.25										
029	x										0.25		0.25	0.50	0.75	1.00	0.25	0.50	0.75	0.25	0.50				
030	x	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75							
031	x							0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	0.25	0.50	0.75						
032	H/C	0.25	0.50	0.75	1.00		0.25	0.50	0.75	1.00	1.25	1.50	0.25												
033	x						0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25				
034	x							0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25					
035	x	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25					0.25	0.50			
036	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.00							
037	x					0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00				
038	x						0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75				
039	x					0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75					
040	x						0.25	0.50	0.75	1.00	1.25	1.50		0.25	0.50	0.75	0.25	0.50	0.75	1.00					
041	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00				
042	x									0.25		0.25	0.50	0.75	1.00	1.25	1.50	1.75							
043	x						0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25						
044	x					0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	0.25	0.50	0.75	1.00	1.25				
045	x					0.25	0.50	0.75	0.25	0.50	0.75	1.00	0.25	0.25	0.50	0.75	1.00	1.25	1.50	1.50	0.25	0.50			
046	x		0.25	0.25	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	1.75	0.25	0.50			
047	H/C													0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25			

Vehicles Parked Under Limit	27	28	30	30	34	39	42	43	43	45	44	47	35	34	35	28	27	24	24	21	3.0 hr
Parked Over Limit 1-29 Mins	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	1	3	2	1	2	3.5 hr
Parked Over Limit 30-59 Mins	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11	1	1	3	4	2	4.0 hr
Parked Over Limit 60 - 119 Mins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	10	9	7	3	5.0 hr
Parked Over Limit 120+ Mins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5.0 hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	0	0	0	0	0	0	0	0	10	12	11	11	14	14	12	13	
<b>Total Parked Vehicles</b>	27	28	30	30	34	39	42	43	43	45	44	47	45	46	46	39	41	38	36	34	
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	78%	74%	76%	72%	66%	63%	67%	62%	
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	24%	28%	34%	37%	33%	38%	
<b>Total Parking Occupancy</b>	57%	60%	64%	64%	72%	83%	89%	91%	91%	96%	94%	100%	96%	98%	98%	83%	87%	81%	77%	72%	

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

Max. Demand= 100%

Demand during Peak= 98%

Street / Lot **38: Lot #9 (Baker Street)**

# Parking Stalls **020**

Side **-**

From **-** To **-**

Dir. of Travel **-**

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	2 hour 8AM - 7PM	0.25	0.50	0.75	1.00	1.25		0.25	0.50	0.75	1.00	1.25		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
002	x							0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50
003	x													0.25	0.50	0.75	1.00	1.25	1.50		
004	x									0.25	0.50	0.75	1.00	1.25	0.25	0.50		0.25	0.50	0.75	1.00
005	x	0.25	0.50	0.75	1.00	1.25	1.50							0.25	0.50	0.75					
006	x													0.25	0.50	0.75					
007	x													0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
008	x			0.25	0.50	0.75	1.00	1.25	1.50												
009	x							0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75
010	x					0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25							
011	x			0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75
012	x																	0.25	0.50	0.75	1.00
013	x				0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00					
014	x							0.25	0.50									0.25	0.50	0.75	1.00
015	x													0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00
016	x							0.25	0.50	0.75	1.00	1.25	1.50	1.75				0.25	0.50	0.75	1.00
017	x														0.25	0.50			0.25	0.50	0.75
018	x																				
019	x																				
020	x																				

<b>Vehicles Parked Under Limit</b>	2	2	4	5	6	5	9	9	8	8	8	6	11	11	10	6	10	11	10	10	2.0 hr	
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	2.5 hr	
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	3.0 hr	
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	4.0 hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0 hr	
<b>Vehicles Parked Over Limit</b>	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	1	1	1	1	1		
<b>Total Parked Vehicles</b>	2	2	4	5	6	5	9	9	8	8	8	7	13	12	12	7	11	12	11	11		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	86%	85%	92%	83%	86%	91%	92%	91%	91%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	15%	8%	17%	14%	9%	8%	9%	9%		
<b>Total Parking Occupancy</b>	10%	10%	20%	25%	30%	25%	45%	45%	40%	40%	40%	35%	65%	60%	60%	35%	55%	60%	55%	55%		

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 65%**

**Demand during Peak= 60%**

Street / Lot **39: Ricalton Square Parking Lot**

# Parking Stalls **020**

Side -

From -

To -

Dir. of Travel -

Reg. **Private (Post Office Use)**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	5	7	8	8	9	11	11	11	12	10	10	10	10	10	10	11	11	11	9	8
<b>Total Parking Occupancy</b>	25%	35%	40%	40%	45%	55%	55%	55%	60%	50%	50%	50%	50%	50%	50%	55%	55%	55%	45%	40%

**Max. Demand= 60%**

**Demand during Peak= 50%**

Street / Lot **40: Ricalton Square Parking Lot**

# Parking Stalls **003**

Side **-**

From - \_\_\_\_\_ To - \_\_\_\_\_

Dir. of Travel \_\_\_\_\_

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	20 minutes			0.25	0.50	0.25	0.50					0.25		0.25	0.25			0.25		0.25	
002	x					0.25			0.25	0.50	0.75										
003	x	0.25				0.25	0.50						0.25	0.50	0.75						

<b>Vehicles Parked Under Limit</b>	1	0	1	0	3	0	0	1	0	0	1	1	1	1	0	0	1	0	1	0	0.3 hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	1	0	2	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0.8 hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3 hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.3 hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.3 hr
<b>Vehicles Parked Over Limit</b>	0	0	0	1	0	2	0	0	1	1	0	0	1	1	0	0	0	0	0	0	
<b>Total Parked Vehicles</b>	1	0	1	1	3	2	0	1	1	1	1	1	2	2	0	0	1	0	1	0	
<b>% of Vehicles Under Limit</b>	100%	0%	100%	0%	100%	0%	0%	100%	0%	0%	100%	100%	50%	50%	0%	0%	100%	0%	100%	0%	
<b>% of Vehicles Over Limit</b>	0%	0%	0%	100%	0%	100%	0%	0%	100%	100%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	
<b>Total Parking Occupancy</b>	33%	0%	33%	33%	100%	67%	0%	33%	33%	33%	33%	67%	67%	0%	0%	33%	0%	33%	0%		



= Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 100%**

**Demand during Peak= 67%**

Street / Lot **41: Ricalton Square Parking Lot**

# Parking Stalls **015**

Side **-**

From **-** To **-**

Dir. of Travel **-**

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																				
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45	
001	1 hour				0.50	0.50				0.50	0.50	1.25	1.25	1.25	1.25	1.25		0.25	0.75	0.75	0.75	
002	x					0.25	0.25	0.50	0.50	0.75	0.75	0.75			1.00	1.00	1.00	1.00	0.25		0.25	
003	x	0.75	0.75	0.75				0.25	0.75	0.75	0.75	0.75			0.25				0.25	0.25	0.25	
004	x	0.75	0.75	0.75				0.25	0.25	0.25	0.25			1.75	1.75	1.75	1.75	1.75	1.75	1.75	0.50	0.50
005	x				1.75	1.75	1.75	1.75	1.75	1.75	1.75	0.25			0.25		0.50	0.50	0.50	0.50	0.25	
006	x	0.50	0.50			0.50	0.50		0.50	0.50		0.50	0.50		0.75	0.75	0.75		0.25	0.25	0.25	
007	x	0.50	0.50					0.25	0.25	0.50	0.50	1.25	1.25	1.25	1.25	1.25	0.25	0.25		0.25	0.25	0.25
008	x	0.25			0.25	0.25	0.25	0.75	0.75	0.75		0.75	0.75	0.75	0.75	0.75	0.75		0.25		0.25	
009	x	0.25	0.50			0.25		0.25	0.25	0.50	0.75		0.25	0.50	0.75	1.00		0.25	0.25	0.50	0.75	
010	x	0.25	0.50	0.75	1.00			0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00		0.25	0.25	0.50	0.25		
011	x					0.25	0.50	0.75	1.00	1.25			0.25	0.50	0.75	1.00	0.25		0.25	0.50		
012	x					0.25	0.50		0.25	0.50	0.75	1.00	1.25					0.25	0.50	0.75		
013	x					0.25	0.50	0.75			0.25	0.50							0.25			
014	x					0.25	0.50	0.75	1.00	1.25	1.50	0.25			0.25	0.50						
015	H/C								0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	

<b>Vehicles Parked Under Limit</b>	7	6	3	3	9	11	10	12	11	6	9	5	5	6	10	7	6	12	9	8	1.0	hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	2	2	2	4	2	2	1	0	0	0	0	0	1.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	1	1	1	1	1	1	2	1	2	2	2	1	1	1	1	0	0	2.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	0	0	3.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	1	1	1	1	1	3	4	3	6	5	4	3	2	2	2	1	1		
<b>Total Parked Vehicles</b>	7	6	3	4	10	12	11	13	14	10	12	11	10	10	13	9	8	14	10	9		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	75%	90%	92%	91%	92%	79%	60%	75%	45%	50%	60%	77%	78%	75%	86%	90%	89%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	25%	10%	8%	9%	8%	21%	40%	25%	55%	50%	40%	23%	22%	25%	14%	10%	11%		
<b>Total Parking Occupancy</b>	47%	40%	20%	27%	67%	80%	73%	87%	93%	67%	80%	73%	67%	67%	87%	60%	53%	93%	67%	60%		

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 93%**

**Demand during Peak= 67%**



Street / Lot **43: Bank of America Parking Lot**

# Parking Stalls **045**

Side **-**

From - \_\_\_\_\_

To - \_\_\_\_\_

Dir. of Travel - \_\_\_\_\_

Reg. **Private**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	33	35	36	37	40	38	36	35	37	39	36	36	40	38	39	41	38	36	35	33
<b>Total Parking Occupancy</b>	73%	78%	80%	82%	89%	84%	80%	78%	82%	87%	80%	80%	89%	84%	87%	91%	84%	80%	78%	73%

**Max. Demand= 91%**

**Demand during Peak= 84%**

Street / Lot **44: Women's Club Parking Lot**

# Parking Stalls **051**

Side **-**

From - \_\_\_\_\_

To - \_\_\_\_\_

Dir. of Travel - \_\_\_\_\_

Reg. **Private**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	14	14	15	15	15	15	15	15	14	13	12	13	13	11	11	11	11	11	11	11
<b>Total Parking Occupancy</b>	27%	27%	29%	29%	29%	29%	29%	29%	27%	25%	24%	25%	25%	22%	22%	22%	22%	22%	22%	22%

**Max. Demand= 29%**

**Demand during Peak= 22%**

Street / Lot 45: Baker Street

# Parking Stalls 010

Side South

From Dunnell Road

To Burnet Street

Dir. of Travel EB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	3 hour 8AM - 4PM	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	0.25	0.50	0.75	1.00	1.25	1.50	1.75
002	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
003	x	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50
004	x	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50
005	x	0.25	0.50	0.75	1.00	1.25	1.50		0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25
006	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	0.25	0.50	0.75	1.00		0.25	0.50	0.75	1.00	1.25	1.50	1.75
007	x	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	0.25	0.50	0.75	1.00	1.25	1.50
008	x											0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50
009	x					0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25
010	x	0.25	0.50	0.75	1.00	1.25	1.50	1.75	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25

<b>Vehicles Parked Under Limit</b>	8	8	8	8	9	9	8	9	9	9	10	10	7	9	9	9	9	7	5	3.0	hr	
<i>Parked Over Limit 1-29 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	3.5	hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	4.0	hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	5.0	hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5.0	hr
<b>Vehicles Parked Over Limit</b>	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	1	1	3	5		
<b>Total Parked Vehicles</b>	8	8	8	8	9	9	8	9	9	9	10	10	9	10	10	10	10	10	10	10		
<b>% of Vehicles Under Limit</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	78%	90%	90%	90%	90%	90%	70%	50%		
<b>% of Vehicles Over Limit</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	10%	10%	10%	10%	10%	30%	50%		
<b>Total Parking Occupancy</b>	80%	80%	80%	80%	90%	90%	80%	90%	90%	90%	100%	100%	90%	100%	100%	100%	100%	100%	100%	100%		

XX = Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot **46: Baker Street**

# Parking Stalls **008**

Side **South**

From **Dunnell Road**

To **Burnet Street**

Dir. of Travel **EB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot 47: Baker Street

# Parking Stalls 007

Side North

From Burnet Street

To Dunnell Road

Dir. of Travel WB

Reg. **Limited Time**

Space No.	Time Limit Regulation	WEEKDAY COUNT (TIME AT THE BEGINNING OF THE PATROL)																			
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
001	30 minutes		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.25	0.50	0.25	0.50	0.75	1.00	1.25		0.25	
002	x	0.25	0.50	0.75	1.00	1.25	1.50	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50
003	x	0.50	0.50	0.75	1.00	1.25	0.25	0.50	0.75	0.50	0.50	0.25	0.50	0.75							
004	x		0.25	0.50	0.75	1.00		0.25	0.50	0.75					0.25	0.50			0.25	0.50	0.75
005	x					0.25	0.50	0.75	0.25	0.50	0.75			0.25	0.50	0.75	1.00			0.25	
006	x			0.25	0.50	0.75	1.00	1.25	0.25	0.50	0.75	0.25	0.50	0.75	1.00	1.25					0.25
007	x	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.25	0.50				0.25				0.25

<b>Vehicles Parked Under Limit</b>	3	5	3	1	2	4	4	4	4	3	5	5	2	<b>3</b>	1	1	0	1	3	2	0.5 hr
<i>Parked Over Limit 1-29 Mins</i>	0	0	3	2	1	0	2	2	2	2	0	0	3	0	2	0	0	0	0	1	1.0 hr
<i>Parked Over Limit 30-59 Mins</i>	0	0	0	3	4	1	1	1	1	1	0	0	0	2	2	2	1	0	0	0	1.5 hr
<i>Parked Over Limit 60 - 119 Mins</i>	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	2.5 hr
<i>Parked Over Limit 120+ Mins</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2.5 hr
<b>Vehicles Parked Over Limit</b>	0	0	3	5	5	2	3	3	3	3	0	0	3	2	4	3	2	1	1	2	
<b>Total Parked Vehicles</b>	3	5	6	6	7	6	7	7	7	6	5	5	5	5	5	4	2	2	4	4	
<b>% of Vehicles Under Limit</b>	100%	100%	50%	17%	29%	67%	57%	57%	57%	50%	100%	100%	40%	60%	20%	25%	0%	50%	75%	50%	
<b>% of Vehicles Over Limit</b>	0%	0%	50%	83%	71%	33%	43%	43%	43%	50%	0%	0%	60%	40%	80%	75%	100%	50%	25%	50%	
<b>Total Parking Occupancy</b>	43%	71%	86%	86%	100%	86%	100%	100%	100%	86%	71%	71%	71%	71%	71%	57%	29%	29%	57%	57%	



= Vehicle Parked Over Parking Stall/Lot Time Limit

**Max. Demand= 100%**

**Demand during Peak= 71%**

Street / Lot **48: Baker Street**

# Parking Stalls **009**

Side **North**

From **Burnet Street**

To **Dunnell Road**

Dir. of Travel **WB**

Reg. **Undesignated**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot **49: Baker Street**

# Parking Stalls **018**

Side **South**

From **Burnet Street**

To **Valley Street**

Dir. of Travel **EB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	17	16	16
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	94%	89%	89%

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot **50: Baker Street**

# Parking Stalls **029**

Side **North**

From **Valley Street**

To **Burnet Street**

Dir. of Travel **WB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot **51: Burnet Street**

# Parking Stalls **013**

Side **East**

From **Maple Avenue**

To **Baker Street**

Dir. of Travel **NB**

Reg. **Teacher Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	6	6	6	6	6	6	6	6	7	7	7	6	5	6	7	7	7	7	9	9
<b>Total Parking Occupancy</b>	46%	46%	46%	46%	46%	46%	46%	46%	54%	54%	54%	46%	38%	46%	54%	54%	54%	54%	69%	69%

**Max. Demand= 69%**

**Demand during Peak= 46%**

Street / Lot **52: Durnell Road**

# Parking Stalls **050**

Side **Both**

From **Oakland Road**

To **Oakview Avenue**

Dir. of Travel **Both**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	49	49	49	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
<b>Total Parking Occupancy</b>	98%	98%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot **53: Dunnell Road**

# Parking Stalls **083**

Side **Both**

From **Oakview Avenue**

To **Baker Street**

Dir. of Travel **SB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot **54: Dunnell Road**

# Parking Stalls **045**

Side **West**

From **Baker Street**

To **Dead End**

Dir. of Travel **SB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot 55: Maple Avenue

# Parking Stalls 016

Side South

From Dunnell Road

To Burnet Street

Dir. of Travel EB

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	10	10	10	10	10	9	9	9	9	9	10	10	11	11	11	11	11	11	11	12
<b>Total Parking Occupancy</b>	63%	63%	63%	63%	63%	56%	56%	56%	56%	56%	63%	63%	69%	69%	69%	69%	69%	69%	69%	75%

**Max. Demand= 75%**

**Demand during Peak= 69%**

Street / Lot **56: Maple Avenue**

# Parking Stalls **024**

Side **North**

From **Burnet Street**

To **Dunnell Road**

Dir. of Travel **WB**

Reg. **Teacher Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	18	18	18	18	18	18	18	18	19	19	19	19	19	19	19	20	20	20	20	20
<b>Total Parking Occupancy</b>	75%	75%	75%	75%	75%	75%	75%	75%	79%	79%	79%	79%	79%	79%	79%	83%	83%	83%	83%	83%

**Max. Demand= 83%**

**Demand during Peak= 79%**

Street / Lot **57: Oakland Road**

# Parking Stalls **050**

Side **South**

From **Valley Street**

To **Prospect Street**

Dir. of Travel **EB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	0	0	0	0	0	0	0	0	1	1	1	2	2	2	2	2	2	2	2	2
<b>Total Parking Occupancy</b>	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	4%	4%	4%	4%	4%	4%	4%	4%	4%

**Max. Demand= 4%**

**Demand during Peak= 4%**

Street / Lot **58: Oakview Avenue**

# Parking Stalls **048**

Side **Both**

From **Dunnell Road**

To **Valley Street**

Dir. of Travel **Both**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 100%**

Street / Lot **59: Oakview Avenue**

# Parking Stalls **039**

Side **South**

From **Valley Street**

To **Mountainview Terrace**

Dir. of Travel **EB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	28	28	28	28	28	28	28	28	28	28	29	29	29	29	29	29	29	29	29	29
<b>Total Parking Occupancy</b>	72%	72%	72%	72%	72%	72%	72%	72%	72%	72%	74%	74%	74%	74%	74%	74%	74%	74%	74%	74%

**Max. Demand= 74%**

**Demand during Peak= 74%**

Street / Lot **60: Park Road**

# Parking Stalls **012**

Side **North**

From **Mountainview Terrace**

To **Valley Street**

Dir. of Travel **WB**

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	10	10	10	10	10	10	11	11	11	11	12	12	12	11	11	11	11	11	11	11
<b>Total Parking Occupancy</b>	83%	83%	83%	83%	83%	83%	92%	92%	92%	92%	100%	100%	100%	92%	92%	92%	92%	92%	92%	92%

**Max. Demand= 100%**

**Demand during Peak= 92%**

Street / Lot **61: Salter Place**

# Parking Stalls **017**

Side **Both**

From **Maple Avenue**

To **S. Mountain Ave**

Dir. of Travel **Both**

Reg. **Teacher Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	16	16	16	16	16	16	16	16	16	16	17	16	16	15	15	14	14	14	14	14
<b>Total Parking Occupancy</b>	94%	94%	94%	94%	94%	94%	94%	94%	94%	94%	100%	94%	94%	88%	88%	82%	82%	82%	82%	82%

**Max. Demand= 100%**

**Demand during Peak= 88%**

Street / Lot **62: 111 Dunnell Road Lot**

# Parking Stalls **060**

Side **-**

From - \_\_\_\_\_

To - \_\_\_\_\_

Dir. of Travel - \_\_\_\_\_

Reg. **Private**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	17	17	17	17	17	17	18	18	16	15	15	17	16	16	16	17	17	17	17	17
<b>Total Parking Occupancy</b>	28%	28%	28%	28%	28%	28%	30%	30%	27%	25%	25%	28%	27%	27%	27%	28%	28%	28%	28%	28%

**Max. Demand= 30%**

**Demand during Peak= 27%**

Street / Lot **63: OLD Police Parking Lot**

# Parking Stalls **050**

Side -

From -

To -

Dir. of Travel -

Reg. **Commuter Permit**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	32	32	33	33	33	33	33	33	33	33	33	34	34	34	34	34	34	34	34	34
<b>Total Parking Occupancy</b>	64%	64%	66%	66%	66%	66%	66%	66%	66%	66%	66%	68%	68%	68%	68%	68%	68%	68%	68%	68%

**Max. Demand= 68%**

**Demand during Peak= 68%**

Street / Lot **64: 145 Dunnell Road Lot**

# Parking Stalls **028**

Side **-**

From - \_\_\_\_\_

To - \_\_\_\_\_

Dir. of Travel - \_\_\_\_\_

Reg. **Private**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	13	13	13	14	15	16	17	17	17	17	17	17	17	17	17	17	17	17	17	17
<b>Total Parking Occupancy</b>	46%	46%	46%	50%	54%	57%	61%	61%	61%	61%	61%	61%	61%	61%	61%	61%	61%	61%	61%	61%

**Max. Demand= 61%**

**Demand during Peak= 61%**

Street / Lot **65: NJ Transit Parking Lot 1**

# Parking Stalls **043**

Side -

From -

To -

Dir. of Travel -

Reg. **Commuter Pay-by-Space**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	40	40	40	40	40	40	40	41	41	41	40	40	40	40	40	40	40	40	40	40
<b>Total Parking Occupancy</b>	93%	93%	93%	93%	93%	93%	93%	95%	95%	95%	93%	93%	93%	93%	93%	93%	93%	93%	93%	93%

**Max. Demand= 95%**

**Demand during Peak= 93%**

Street / Lot **66: NJ Transit Parking Lot 2**

# Parking Stalls **008**

Side **-**

From - \_\_\_\_\_

To - \_\_\_\_\_

Dir. of Travel - \_\_\_\_\_

Reg. **Commuter Pay-by-Space**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
<b>Total Parking Occupancy</b>	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%	88%

**Max. Demand= 88%**

**Demand during Peak= 88%**

Street / Lot **67: NJ Transit Parking Lot 3**

# Parking Stalls **009**

Side **-**

From - \_\_\_\_\_

To - \_\_\_\_\_

Dir. of Travel - \_\_\_\_\_

Reg. **Commuter Pay-by-Space**

	WEEKDAY COUNT (TIME AT THE BEGINNIG OF THE PATROL)																			
	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45
<b>Total Parked Vehicles</b>	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
<b>Total Parking Occupancy</b>	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Max. Demand= 100%**

**Demand during Peak= 100%**

***MAPLEWOOD TOWNSHIP  
PARKING STUDY***

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**APPENDIX C**

**COUNT SUMMARY SHEET**

**Peak Parking Data: Maplewood Village On-Street Parking Locations**

Street	From	To	Side	Direction	Designation	Limits	Parking Supply	Peak Parking Demand	Available Stalls	Peak Parking Occupancy %	Over Limit Vehicles	% of Vehicles Over Limit
Baker Street	Ridgewood Road	Everitt Place	South	EB	Limited Time	4 hour	20	6	14	30%	2	33%
Baker Street	Ridgewood Road	Everitt Place	South	EB	Limited Time/M. Permit	4 hour	6	1	5	17%	0	0%
Baker Street	Everitt Place	Maplewood Avenue	South	EB	Limited Time	1 hour 9AM - 7PM	12	9	3	75%	4	44%
Baker Street	NJ Transit Underpass	Maplewood Avenue	North	WB	Limited Time	1 hour 9AM - 7PM	6	6	0	100%	3	50%
Baker Street	Maplewood Avenue	Everitt Place	North	WB	Limited Time	1 hour 9AM - 7PM	12	11	1	92%	4	36%
Beach Place (West)	Dead End	Woodland Road	South	EB	Commuter Permit	6AM - 9AM	7	2	5	29%	-	-
Beach Place (West)	Woodland Road	Dead End	North	WB	Commuter Permit	6AM - 9AM	7	4	3	57%	-	-
Beach Place (East)	Woodland Road	Maplewood Avenue	South	EB	Commuter Permit	6AM - 9AM	10	9	1	90%	-	-
Durand Road	Woodland Road	Maplewood Avenue	West	SB	Limited Time/M. Permit	2 hour 8AM - 7PM	17	9	8	53%	1	11%
Everitt Place	Highland Place	Baker Street	West	SB	Limited Time/M. Permit	2 hour 8AM - 4PM	15	10	5	67%	0	0%
Highland Place	Ridgewood Road	Everitt Place	South	EB	Limited Time	2 hour 8AM - 4PM	16	1	15	6%	0	0%
Highland Place	Everitt Place	Ridgewood Road	North	WB	Commuter Permit	6AM - 9AM	14	7	7	50%	-	-
Highland Place	Maplewood Avenue	Everitt Place	North	WB	Limited Time	1 hour 9AM - 7PM	9	8	1	89%	2	25%
Highland Place	Maplewood Avenue	Everitt Place	North	WB	Limited Time/M. Permit	1 hour 9AM - 7PM	8	8	0	100%	1	13%
Inwood Place	Maplewood Avenue	Woodland Road	East	NB	Limited Time	1 hour 9AM - 7PM	9	9	0	100%	1	11%
Lenox Place	Ridgewood Road	Maplewood Avenue	South	EB	Commuter Permit	6AM - 9AM	26	18	8	69%	-	-
Maplewood Avenue	Mountain Avenue	Winthrop Place	East	NB	Limited Time	No Parking 6AM - 9AM	6	0	6	0%	0	0%
Maplewood Avenue	Mountain Avenue	Winthrop Place	East	NB	Limited Time/M. Permit	No Parking 6AM - 9AM	15	15	0	100%	0	0%
Maplewood Avenue	Baker Street	Lenox Place	West	SB	Limited Time	1 hour 9AM - 7PM	17	15	2	88%	3	20%
Maplewood Avenue	Highland Place	Baker Street	West	SB	Limited Time	1 hour 9AM - 7PM	11	11	0	100%	1	9%
Maplewood Avenue	Inwood Place	Highland Place	West	SB	Limited Time	1 hour 9AM - 7PM	11	11	0	100%	3	27%
Maplewood Avenue	Durand Road	Inwood Place	West	SB	Limited Time	1 hour 9AM - 7PM	24	23	1	96%	9	39%
Maplewood Avenue	Durand Road	Jefferson Avenue	East	NB	Limited Time/M. Permit	2 hour 8AM - 4PM	6	0	6	0%	0	0%
Maplewood Avenue	Durand Road	Jefferson Avenue	East	NB	Commuter Permit	6AM - 9AM	50	49	1	98%	-	-
Winthrop Place	Maplewood Avenue	Ridgewood Road	North	WB	Commuter Permit	6AM - 10AM	19	19	0	100%	-	-
Winthrop Place	Ridgewood Road	Maplewood Avenue	South	EB	Commuter Permit	6AM - 9AM	22	22	0	100%	-	-
Woodland Road	Ridgewood Road	Inwood Place	South	EB	Limited Time/M. Permit	4 hour 8AM - 4PM	10	5	5	50%	0	0%
Woodland Road	Durand Road	Jefferson Avenue	East	NB	Limited Time	3 hour 9AM - 7PM	32	3	29	9%	0	0%
Woodland Road	Jefferson Avenue	Beach Place (West)	West	SB	Commuter Permit	6AM - 10AM	26	1	25	4%	-	-

**Peak Parking Data: Maplewood Village Parking Lots**

Lot	Designation	Limits	Parking Supply	Peak Parking Demand	Available Stalls	Peak Parking Occupancy %	Over Limit Vehicles	% of Vehicles Over Limit
Burgdorff Parking Lot (Inner)	Merchant Permit	8AM - 6PM	11	10	1	91%	3	30%
Burgdorff Parking Lot (Outer)	Merchant Permit	8AM - 6PM	15	5	10	33%	0	0%
Lot #4 - NJ Transit Lot (Maplewood Avenue)	Commuter Pay-by-Space	Pay-by-Space	82	80	2	98%	-	-
Lot #5 (Highland Place)	Limited Time/M. Permit	4 hour 8AM - 4PM	15	14	1	93%	0	0%
Lot #5 (Highland Place)	Limited Time	4 hour 8AM - 4PM	28	27	1	96%	5	19%
Lot #7 (Maplewood Avenue/Baker Street)	Private	Private	10	10	0	100%	-	-
Lot #7 (Maplewood Avenue/Baker Street)	Limited Time	1 hour	24	22	2	92%	8	36%
Lot #7 (Maplewood Avenue/Baker Street)	Limited Time	3 hour 9AM - 7PM	47	46	1	98%	12	26%
Lot #9 (Baker Street)	Limited Time	2 hour 8AM - 7PM	20	12	8	60%	1	8%
Ricalton Square Parking Lot	Private (Post Office Use)	Private (Post Office Use)	20	10	10	50%	-	-
Ricalton Square Parking Lot	Limited Time	20 minutes	3	2	1	67%	1	50%
Ricalton Square Parking Lot	Limited Time	1 hour	15	10	5	67%	4	40%
Ricalton Square Parking Lot	Limited Time	2 hour 9AM - 7PM	48	24	24	50%	4	17%
Bank of America Parking Lot	Private	Private	45	38	7	84%	-	-
Women's Club Parking Lot	Private	Private	51	11	40	22%	-	-

**Peak Parking Data: Park Side On-Street Parking Locations**

Street	From	To	Side	Direction	Designation	Limits	Parking Supply	Peak Parking Demand	Available Stalls	Peak Parking Occupancy %	Over Limit Vehicles	% of Vehicles Over Limit
Baker Street	Dunnell Road	Burnet Street	South	EB	Limited Time	3 hour 8AM - 4PM	10	10	0	100%	1	10%
Baker Street	Dunnell Road	Burnet Street	South	EB	Commuter Permit	6AM - 9AM	8	8	0	100%	-	-
Baker Street	Burnet Street	Dunnell Road	North	WB	Limited Time	30 minutes	7	5	2	71%	2	40%
Baker Street	Burnet Street	Dunnell Road	North	WB	Undesignated		9	9	0	100%	-	-
Baker Street	Burnet Street	Valley Street	South	EB	Commuter Permit	6AM - 9AM	18	18	0	100%	-	-
Baker Street	Valley Street	Burnet Street	North	WB	Commuter Permit	6AM - 9AM	29	29	0	100%	-	-
Burnet Street	Maple Avenue	Baker Street	East	NB	Teacher Permit	6AM - 4PM	13	6	7	46%	-	-
Dunnell Road	Oakland Road	Oakview Avenue	Both	Both	Commuter Permit	6AM - 9AM	50	50	0	100%	-	-
Dunnell Road	Oakview Avenue	Baker Street	Both	SB	Commuter Permit	6AM - 9AM	83	83	0	100%	-	-
Dunnell Road	Baker Street	Dead End	West	SB	Commuter Permit	6AM - 9AM	45	45	0	100%	-	-
Maple Avenue	Dunnell Road	Burnet Street	South	EB	Commuter Permit	6AM - 9AM	16	11	5	69%	-	-
Maple Avenue	Burnet Street	Dunnell Road	North	WB	Teacher Permit	6AM - 4PM	24	19	5	79%	-	-
Oakland Road	Valley Street	Prospect Street	South	EB	Commuter Permit	6AM - 9AM	50	2	48	4%	-	-
Oakview Avenue	Dunnell Road	Valley Street	Both	Both	Commuter Permit	6AM - 9AM	48	48	0	100%	-	-
Oakview Avenue	Valley Street	Mountainview Terrace	South	EB	Commuter Permit	6AM - 9AM	39	29	10	74%	-	-
Park Road	Mountainview Terrace	Valley Street	North	WB	Commuter Permit	6AM - 9AM	12	11	1	92%	-	-
Salter Place	Maple Avenue	S. Mountain Ave	Both	Both	Teacher Permit	6AM - 4PM	17	15	2	88%	-	-

**Peak Parking Data: Park Side Parking Lots**

Lot	Designation	Limits	Parking Supply	Peak Parking Demand	Available Stalls	Peak Parking Occupancy %	Over Limit Vehicles	% of Vehicles Over Limit
111 Dunnell Road Lot	Private	Private	60	16	44	27%	-	-
125 Dunnell Road Lot (Former Police Station)	Commuter Permit	6AM - 9AM	50	34	16	68%	-	-
145 Dunnell Road Lot	Private	Private	28	17	11	61%	-	-
NJ Transit Parking Lot 1	Commuter Pay-by-Space	Pay-by-Space	43	40	3	93%	-	-
NJ Transit Parking Lot 2	Commuter Pay-by-Space	Pay-by-Space	8	7	1	88%	-	-
NJ Transit Parking Lot 3	Commuter Pay-by-Space	Pay-by-Space	9	9	0	100%	-	-