

Parking Removed by GRTC Pulse N-S BRT Project
 Parking Removed by Other Projects

Chamberlayne Avenue from Westminster Avenue to Azalea Avenue

Legend

- ## Parking Spaces
- Off-Street Parking
- Buildings
- Proposed N-S BRT Route
- Free Parking
- Paid Parking
- Loading Zone
- Law Enforcement/ Government/Emergency Vehicles Only
- No Parking

0 100 200 400 US Feet

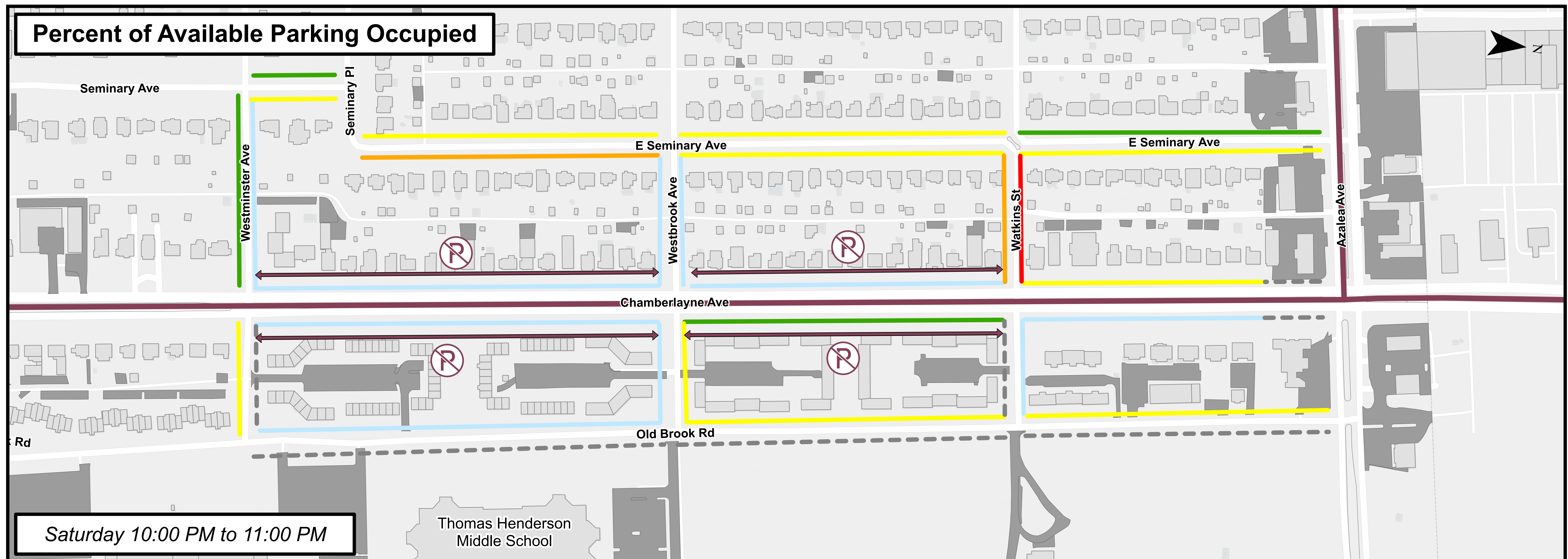
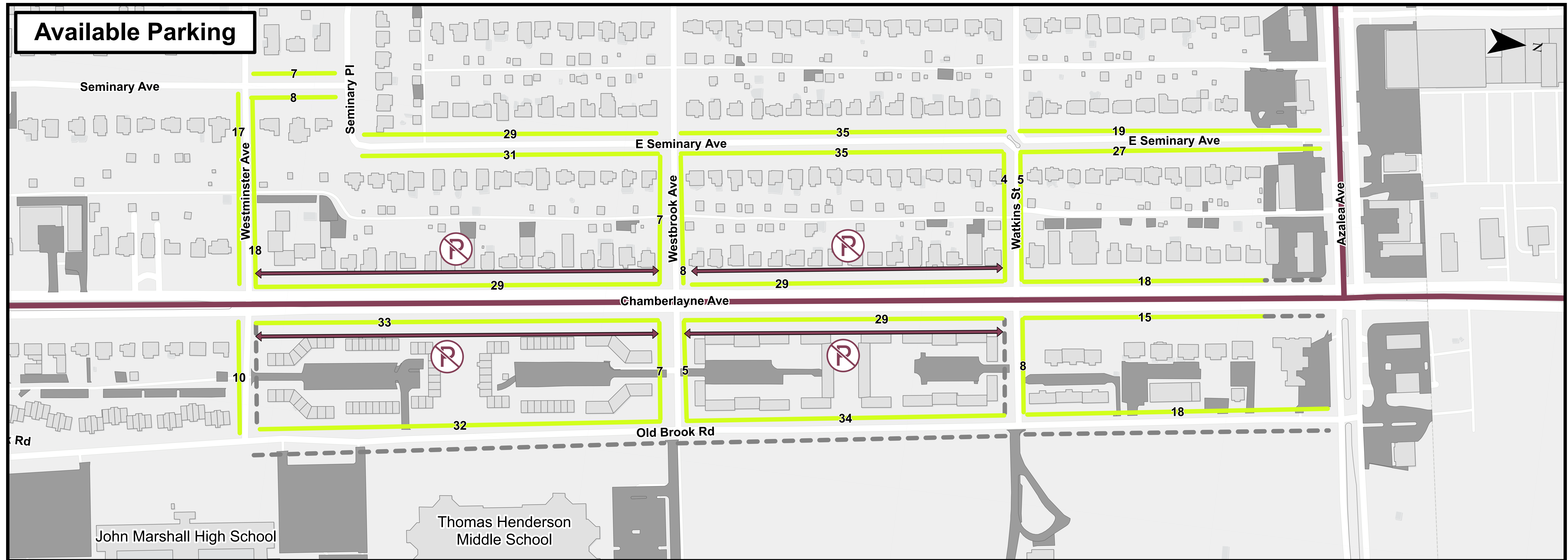
Proposed N-S BRT Route
 Map Extent

Legend

- Less than 25%
- Between 25% and 49%
- Between 50% and 74%
- Between 75% and 89%
- 90% or Greater
- No Parking
- Proposed N-S BRT Route
- * No Occupancy Data Collected

The time period shown reflects peak usage observed in the segment

0 100 200 400 US Feet



Chamberlayne Avenue from Mitchell Street to Edgehill Road

Parking Removed by GRTC Pulse N-S BRT Project
 Parking Removed by Other Projects

Legend

- ## Parking Spaces
- Off-Street Parking
- Buildings
- Proposed N-S BRT Route
- Free Parking
- Paid Parking
- Loading Zone
- Law Enforcement/Government/Emergency Vehicles Only
- No Parking

0 125 250 500 US Feet

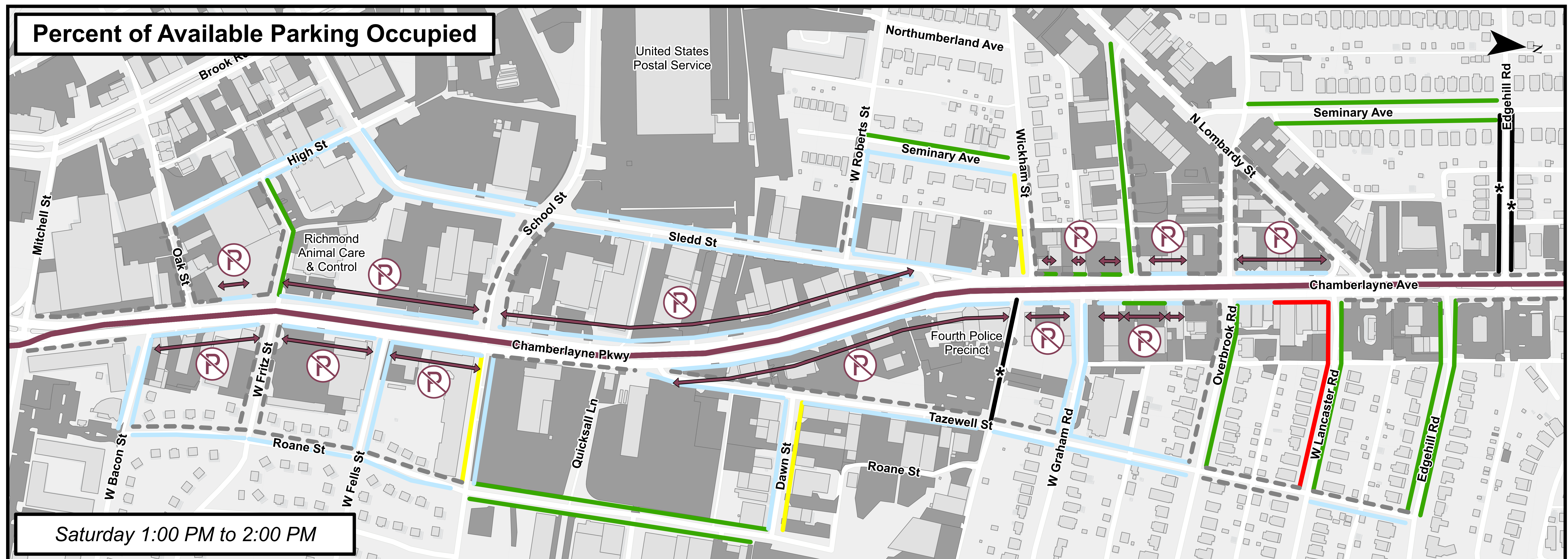
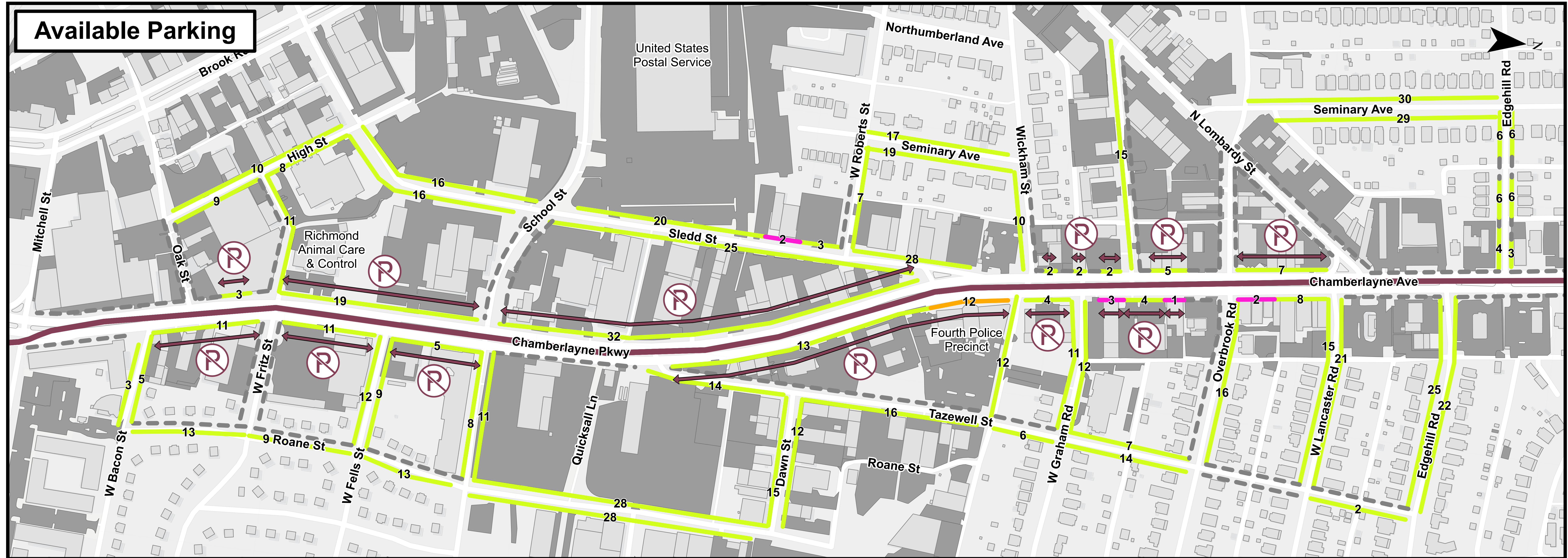
Proposed N-S BRT Route
 Map Extent

Legend

- Less than 25%
- Between 25% and 49%
- Between 50% and 74%
- Between 75% and 89%
- 90% or Greater
- No Parking
- Proposed N-S BRT Route
- * No Occupancy Data Collected

The time period shown reflects peak usage observed in the segment

0 125 250 500 US Feet



Parking Removed by GRTC Pulse N-S BRT Project
 Parking Removed by Other Projects

Leigh Street from Chamberlayne Parkway to 10th Street

Legend

- ## Parking Spaces
- Off-Street Parking
- Buildings
- Proposed N-S BRT Route
- Free Parking
- Paid Parking
- Loading Zone
- Law Enforcement/Government/Emergency Vehicles Only
- No Parking

0 100 200 400 US Feet

Proposed N-S BRT Route

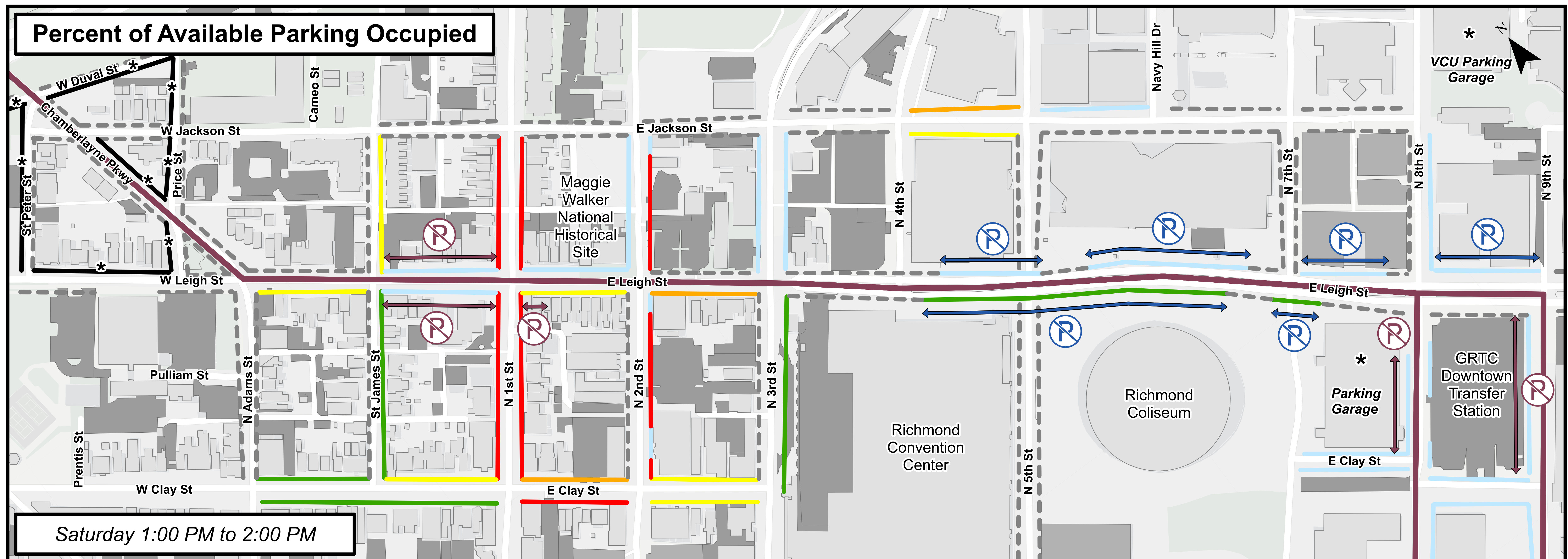
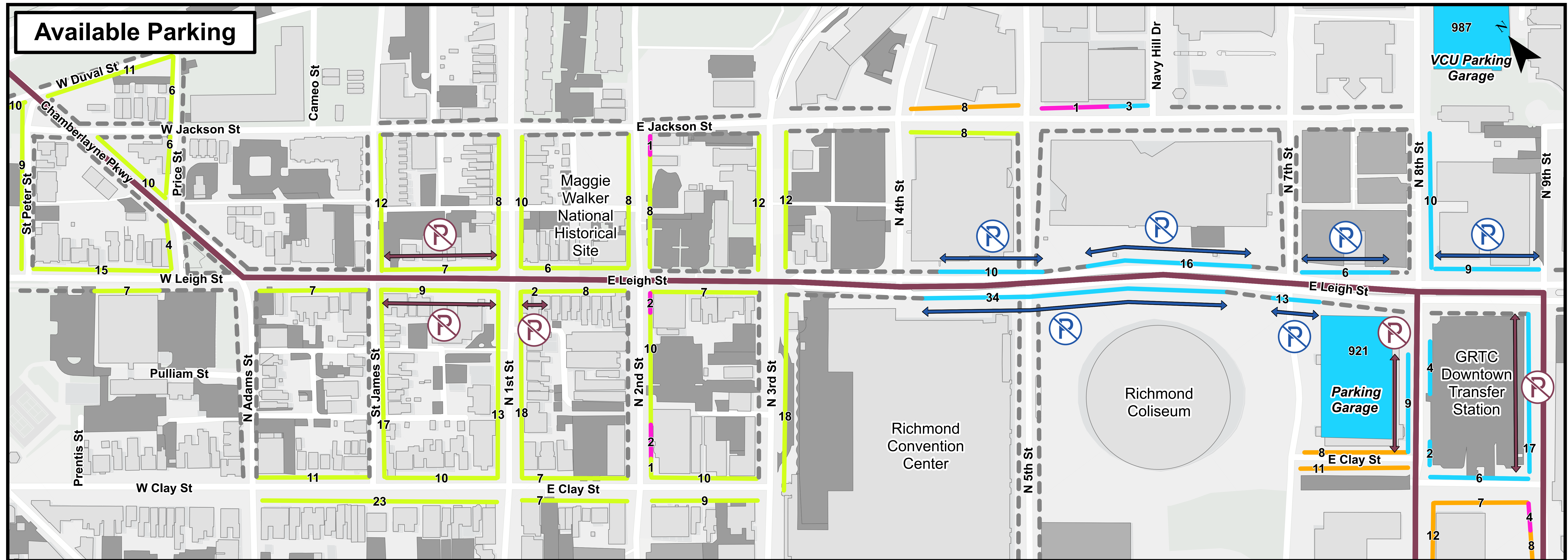
Map Extent

Legend

- Less than 25%
- Between 25% and 49%
- Between 50% and 74%
- Between 75% and 89%
- 90% or Greater
- No Parking
- Proposed N-S BRT Route
- No Occupancy Data Collected

The time period shown reflects peak usage observed in the segment

0 100 200 400 US Feet



Parking Removed by GRTC Pulse N-S BRT Project
 Parking Removed by Other Projects

Commerce Road from Manchester Bridge to Decatur Street

Legend

- ## Parking Spaces
- Off-Street Parking
- Buildings
- Proposed N-S BRT Route
- Free Parking
- Paid Parking
- Loading Zone
- Law Enforcement/Government/Emergency Vehicles Only
- No Parking

0 100 200 400 US Feet

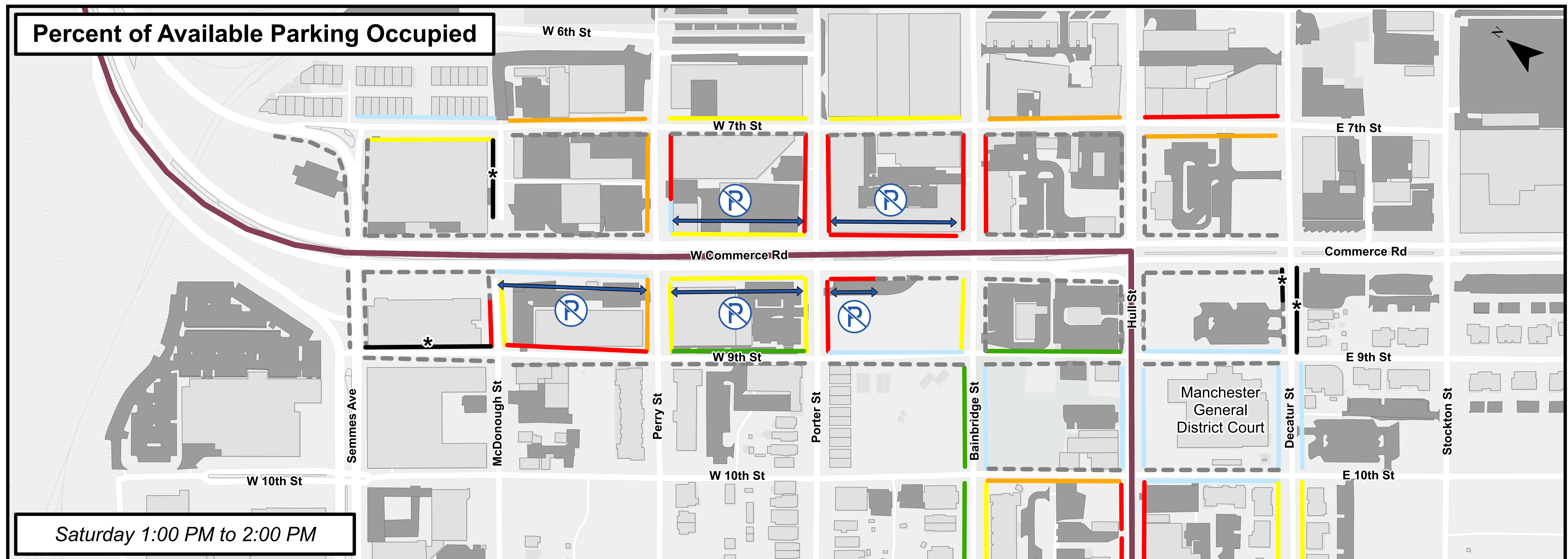
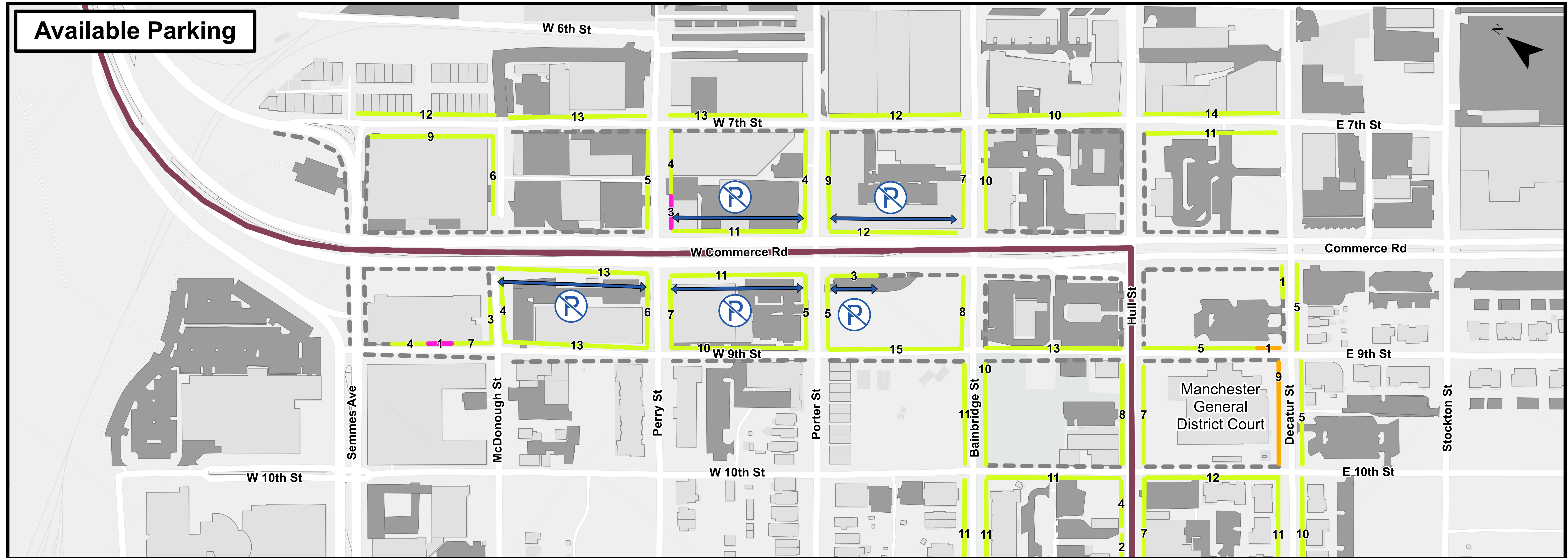
Proposed N-S BRT Route
 Map Extent

Legend

- Less than 25%
- Between 25% and 49%
- Between 50% and 74%
- Between 75% and 89%
- 90% or Greater
- No Parking
- Proposed N-S BRT Route
- * No Occupancy Data Collected

The time period shown reflects peak usage observed in the segment

0 100 200 400 US Feet



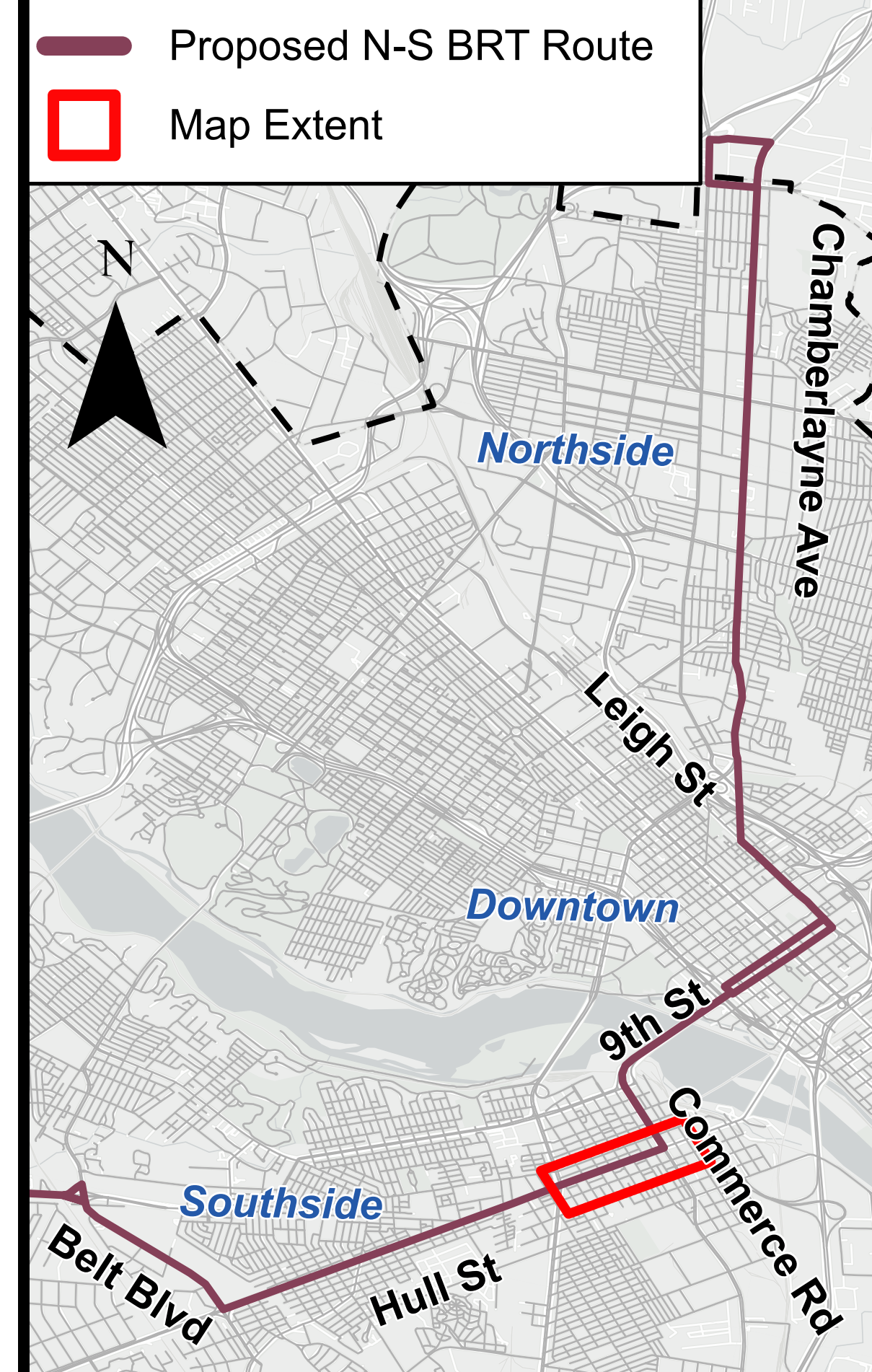
Parking Removed by GRTC Pulse N-S BRT Project
 Parking Removed by Other Projects

Hull Street from Cowardin Avenue to E 7th Street

Legend

- ## Parking Spaces
- Off-Street Parking
- Buildings
- Proposed N-S BRT Route
- Free Parking
- Paid Parking
- Loading Zone
- Law Enforcement/Government/Emergency Vehicles Only
- No Parking

0 100 200 400 US Feet

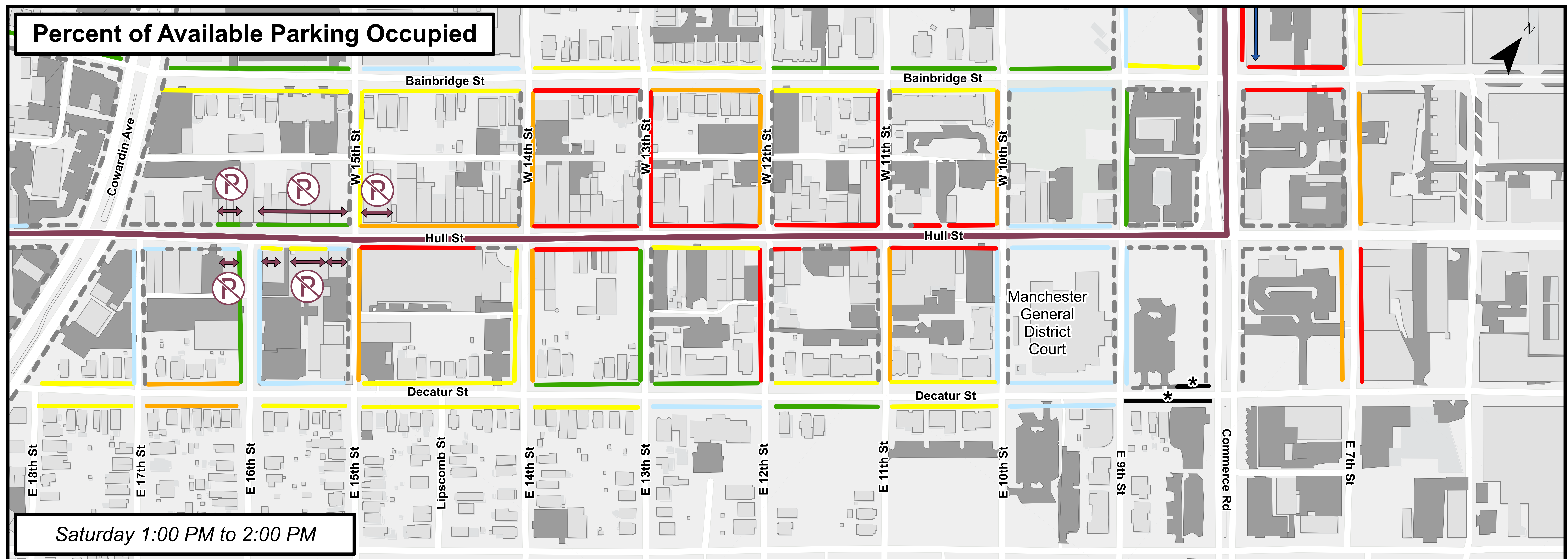
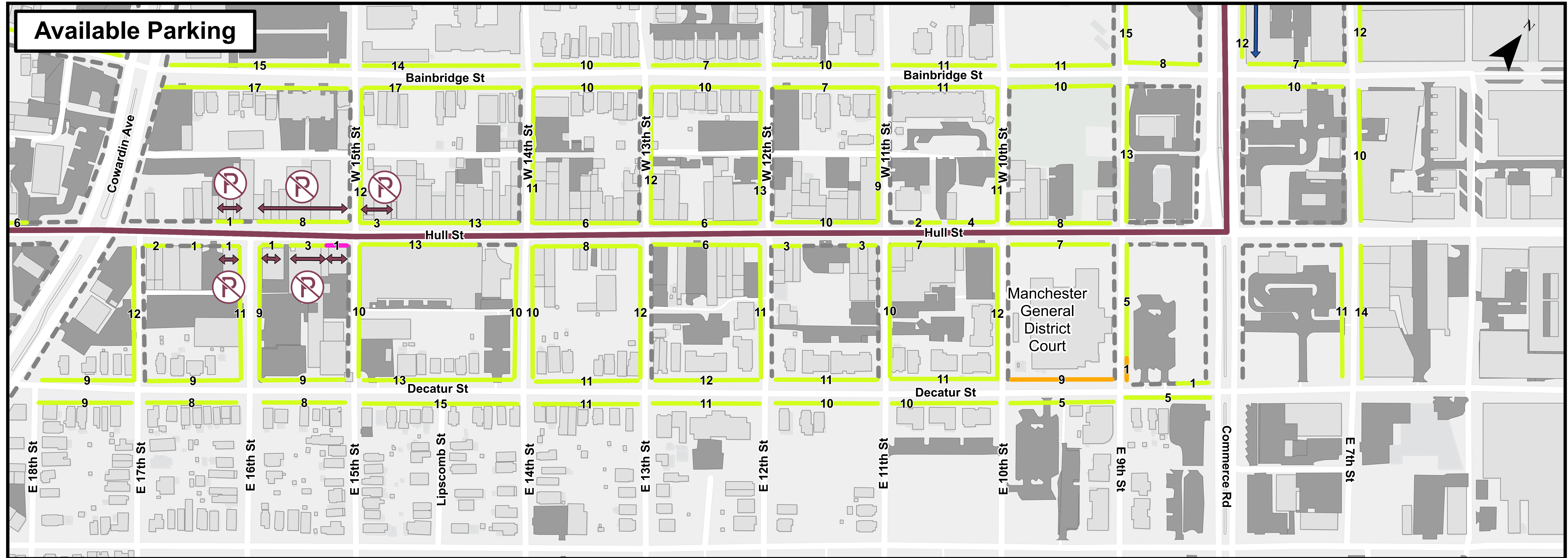


Legend

- Less than 25%
- Between 25% and 49%
- Between 50% and 74%
- Between 75% and 89%
- 90% or Greater
- No Parking
- Proposed N-S BRT Route
- * No Occupancy Data Collected

The time period shown reflects peak usage observed in the segment

0 100 200 400 US Feet



Parking Removed by GRTC Pulse N-S BRT Project
 Parking Removed by Other Projects

Hull Street from E 28th Street to Richmond Highway/Cowardin Avenue

Legend

- ## Parking Spaces
- Off-Street Parking
- Buildings
- Proposed N-S BRT Route
- Free Parking
- Paid Parking
- Loading Zone
- Law Enforcement/ Government/Emergency Vehicles Only
- No Parking

0 100 200 400 US Feet

— Proposed N-S BRT Route

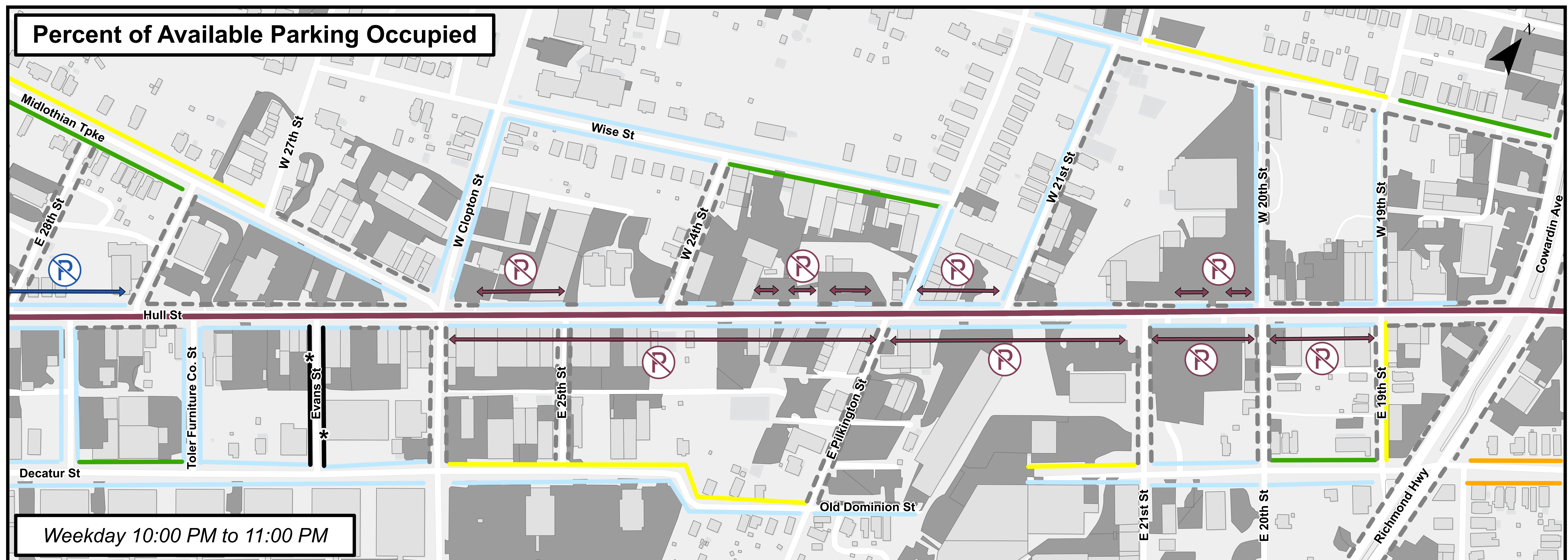
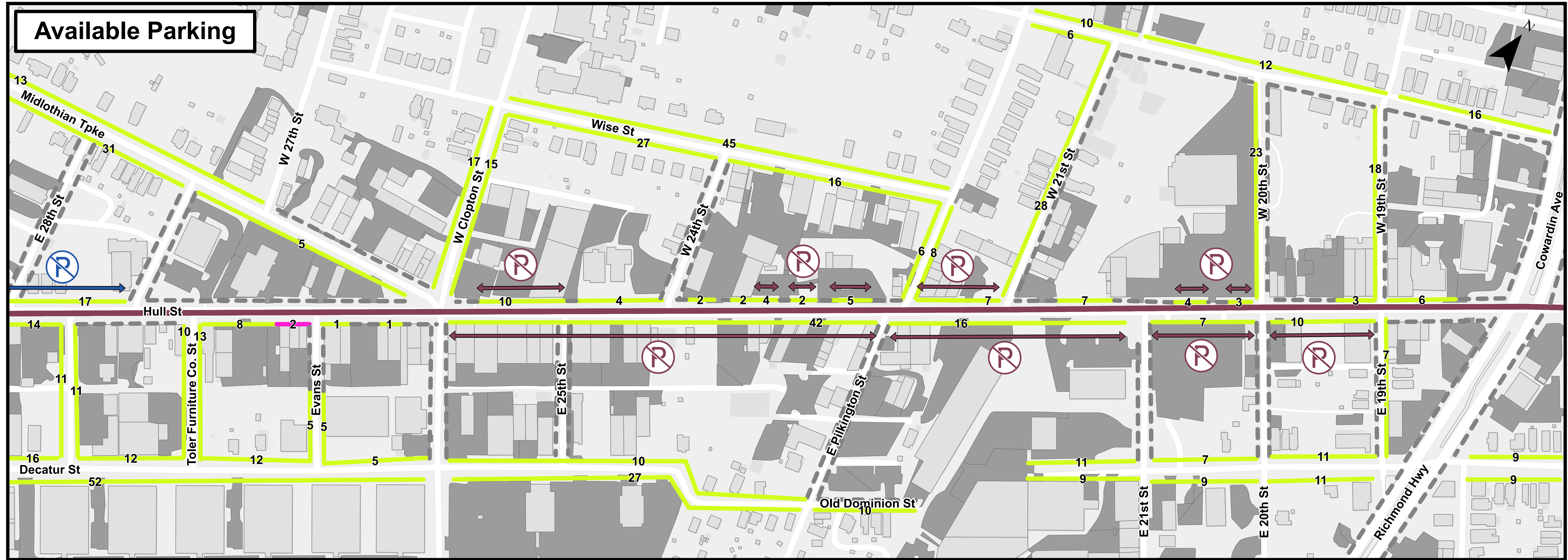
□ Map Extent

Legend

- Less than 25%
- Between 25% and 49%
- Between 50% and 74%
- Between 75% and 89%
- 90% or Greater
- No Parking
- Proposed N-S BRT Route
- * No Occupancy Data Collected

The time period shown reflects peak usage observed in the segment

0 100 200 400 US Feet





Parking Inventory and Occupancy

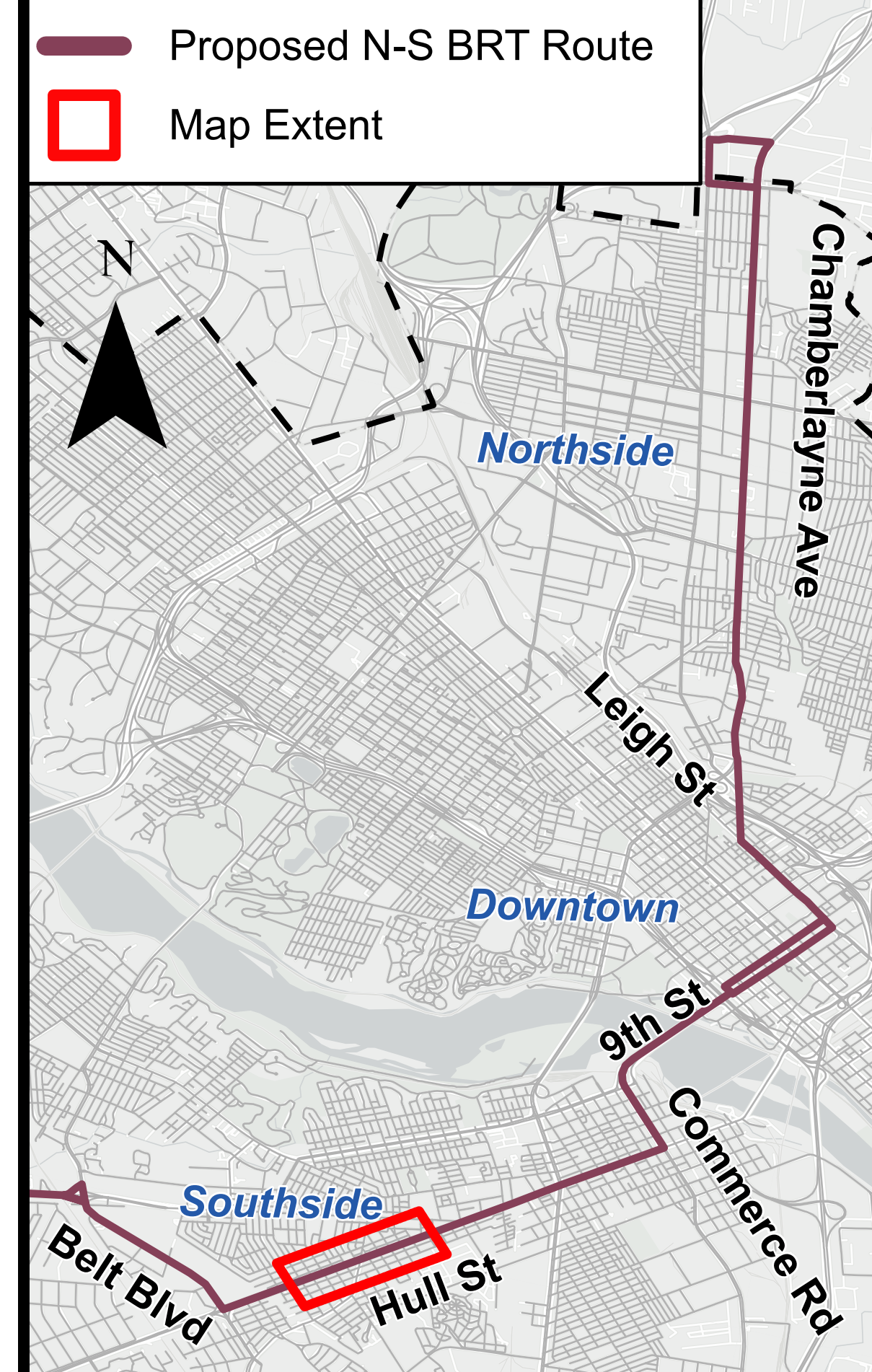
Parking Removed by GRTC Pulse N-S BRT Project
 Parking Removed by Other Projects

Hull Street from E 36th Street to E 28th Street

Legend

- ## Parking Spaces
- Off-Street Parking
- Buildings
- Proposed N-S BRT Route
- Free Parking
- Paid Parking
- Loading Zone
- Law Enforcement/Government/Emergency Vehicles Only
- No Parking

0 100 200 400 US Feet

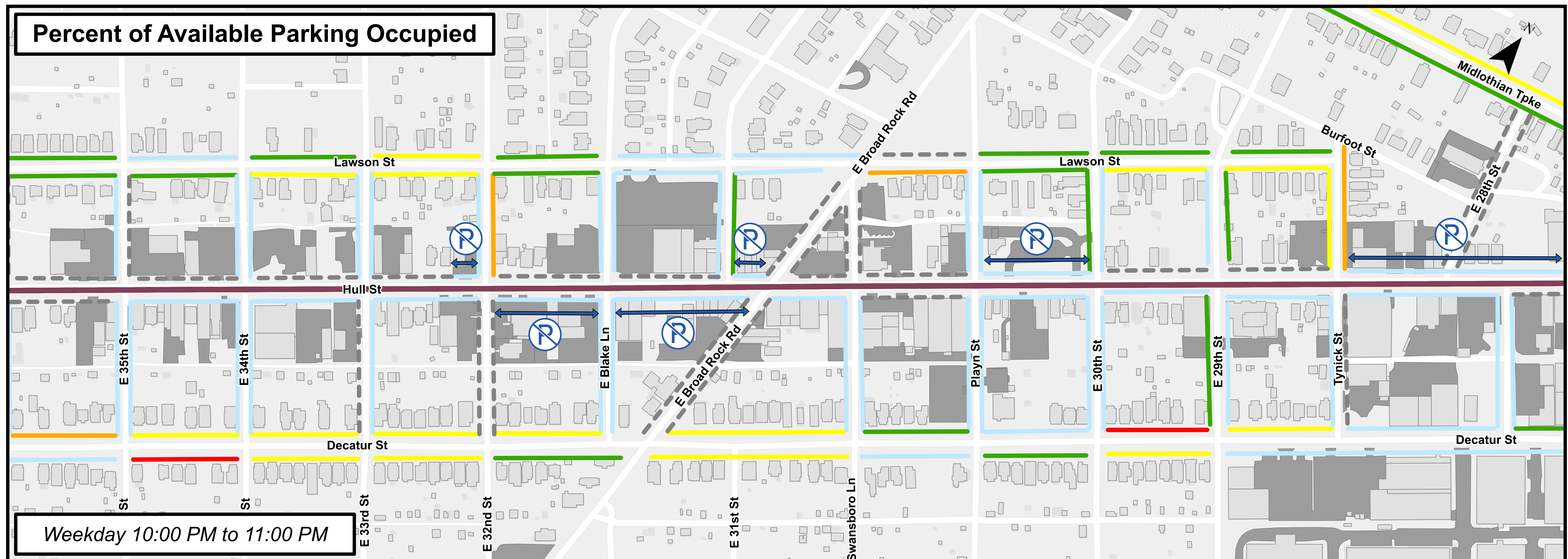
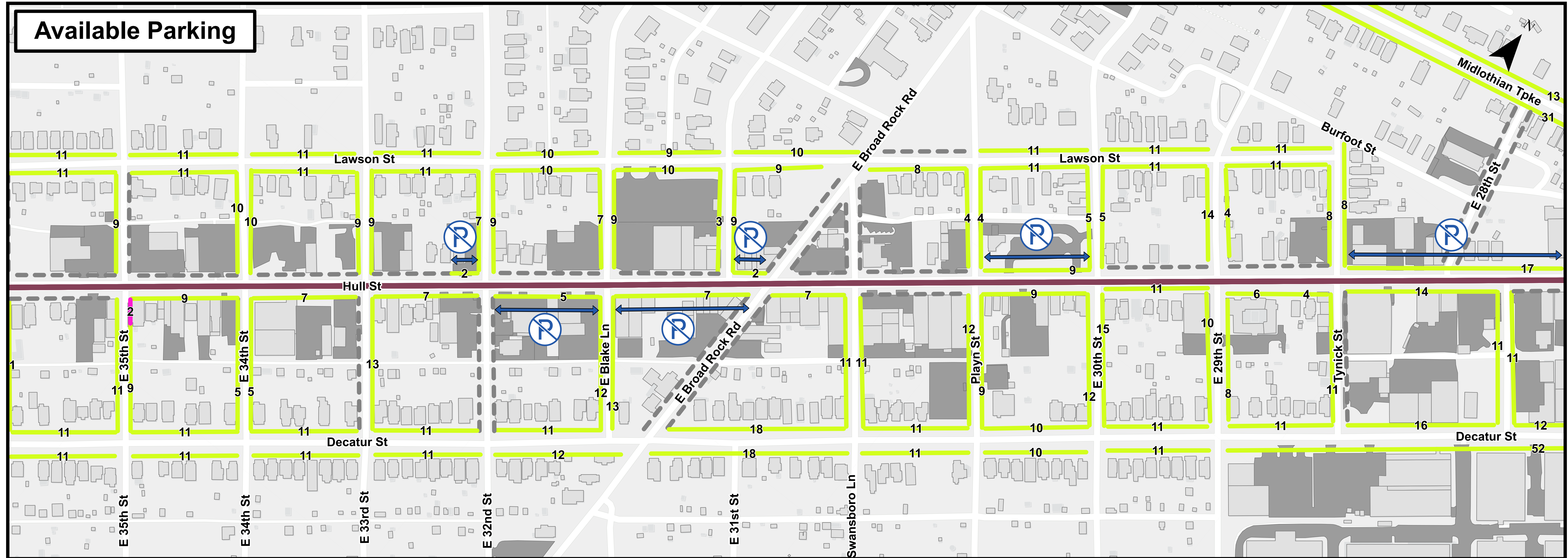


Legend

- Less than 25%
- Between 25% and 49%
- Between 50% and 74%
- Between 75% and 89%
- 90% or Greater
- No Parking
- Proposed N-S BRT Route
- * No Occupancy Data Collected

The time period shown reflects peak usage observed in the segment

0 100 200 400 US Feet



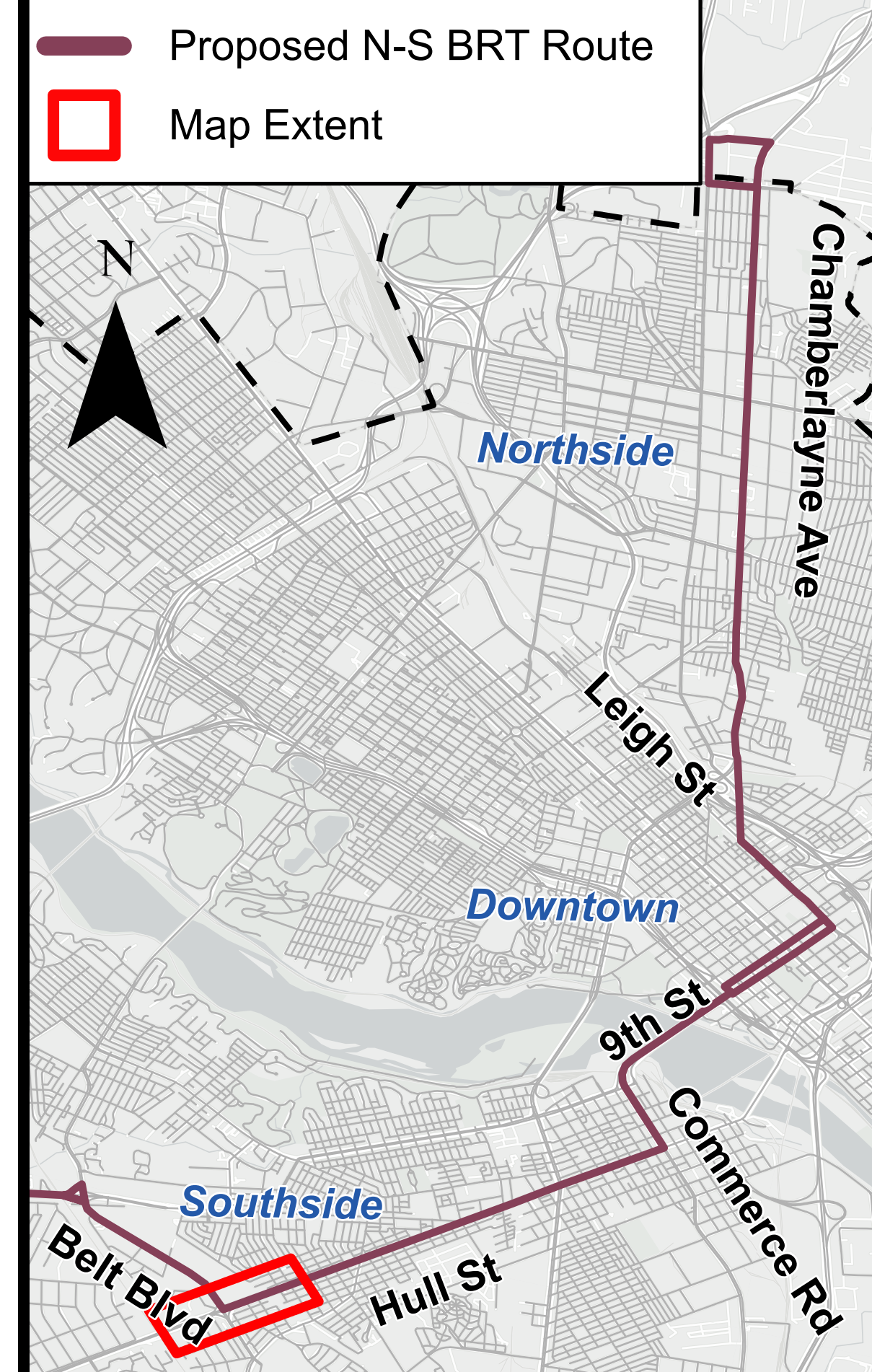
Parking Removed by GRTC Pulse N-S BRT Project
 Parking Removed by Other Projects

Hull Street from Belt Boulevard to E 35th Street

Legend

- ## Parking Spaces
- Off-Street Parking
- Buildings
- Proposed N-S BRT Route
- Free Parking
- Paid Parking
- Loading Zone
- Law Enforcement/ Government/Emergency Vehicles Only
- No Parking

0 100 200 400 US Feet



Legend

- Less than 25%
- Between 25% and 49%
- Between 50% and 74%
- Between 75% and 89%
- 90% or Greater
- No Parking
- Proposed N-S BRT Route
- * No Occupancy Data Collected

The time period shown reflects peak usage observed in the segment

0 100 200 400 US Feet

