



ROSLINDALE PARKING STUDY OCTOBER 2021

Summary of Findings

March 4, 2022

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1. OVERVIEW

I. INTRODUCTION

On Saturday October 2, 2021 and Wednesday October 6, 2021, the Boston Transportation Department (BTD) conducted a parking study in Roslindale. The study area included the Roslindale Village Main Street district and the commercial corridor along Washington Street. The study area contained 235 on-street parking spaces. Off-street parking was also reviewed, including 62 parking spaces in the City owned municipal parking lot, 139 parking spaces in the MBTA owned parking lot, and 228 parking spaces in privately owned parking lots. Privately owned parking lot data was collected to a) understand parking resources in the area, b) understand parking demand, c) understand the potential for shared parking arrangements.

Streets surveyed included Washington Street between Atherton Avenue and Lee Hill Road, Poplar Street between South Street and Florence Street, Cummins Highway between Washington Street and Florence Street, South Street between Washington Street and Belgrade Avenue, Taft Hill Terrace between South Street and the far entrance to the Municipal Parking Lot, Belgrade Avenue between South Street and Pinehurst Street, Robert Street between S Conway Street and Belgrade Avenue, Corinth Street between Belgrade Avenue and Washington Street, and Birch Street between Corinth Street and the far entrance to the Cooperative Bank parking lot.



Figure 1. Street and lots surveyed – blue is City of Boston owned parking lot, red is MBTA owned parking lot, and the yellow line are the curbs where data was collected.

II. SUMMARY OF FINDINGS

- Blocks within the ‘commercial core’, including portions of Belgrade Avenue, Corinth Street, Birch Street, and Washington Street were at or near 100% occupancy for much of the collection periods;
- Drivers are parking vehicles well beyond the 2 Hour parking limit, including on the ‘commercial core’ streets where there is high demand. These include Belgrade Avenue, Corinth Street, Birch Street, and Washington Street;
- Drivers are parking their vehicles for longer durations on unrestricted blocks, and on Saturdays when most parking is unrestricted;
- Most off-street parking lots had an abundance of unused parking. On Saturday there was an average of 20 unused spaces in the Municipal Parking Lot, 123 in the MBTA Commuter Lots, and 119 in the privately-owned lots; on Wednesday the numbers were 7 in the Municipal Parking Lot, 107 in the MBTA Commuter Lots, and 106 in the privately-owned lots. The privately-owned parking lots are not available for public parking, and the MBTA Commuter Lots are restricted to commuter parking.

2. PARKING STUDY DETAILS

I. THE PURPOSE OF A PARKING STUDY

Parking studies help us understand how much parking is available and how the parking is being used. Parking studies can tell us the parking occupancy, or the % of parking spaces in which a vehicle is parked at a given time, and parking duration, or for how long a vehicle is parked.

The parking study in Roslindale was conducted according to the guidelines established by the Metropolitan Area Planning Council (MAPC)¹. The Boston Transportation Department (BTD) led the parking study.

II. THE ROSLINDALE PARKING STUDY

The parking study area was chosen based on a) the boundaries of the Roslindale Village Main Streets, b) the concentration of commercial businesses along Washington Street, and c) streets within a ¼ mile distance of the ‘commercial core’, or the center of the concentration of businesses. The ‘commercial core’ was set as the Village Market parking lot.

¹ <https://www.mapc.org/resource-library/how-to-do-a-parking-study/>

A ¼ mile distance was chosen because it is the standard distance used in planning as an acceptable walking distance for trips of different purposes²³. This means it is reasonable to assume an able-bodied person can park within this ¼ mile radius and be able to walk to their destination.



Figure 2. Quarter mile walking distance from center of study area

The weather on both collection days was clear and sunny, mid-70s, and the farmer’s market was taking place on both days. No on-street construction was occurring and all curbside space was accessible for parking and other uses.

III. DATA COLLECTION METHODS

On-street parking counts were collected using the Coord Collector smartphone app⁴. BTD uses Coord to collect and maintain a digital database of curbside assets and regulation data. Coord can also be used to conduct parking studies, create ‘smart’ loading zones, and quickly identify specific signs and regulations. It provides a variety of curbside management tools.

Coord can perform a simple count of vehicles, providing information on occupancy %. Coord can also provide information on a vehicle’s length of stay by collecting basic identifying information that can be compared over time. In this case, Coord was used to collect the State and last three digits of each license plate. This information was entered for every vehicle during each hourly count, which tells us how long a vehicle has been parked.

The off-street parking lot counts were conducted using a paper form. A simple counting of the number of vehicles parked was completed in the MBTA and privately-owned parking lots, which told us

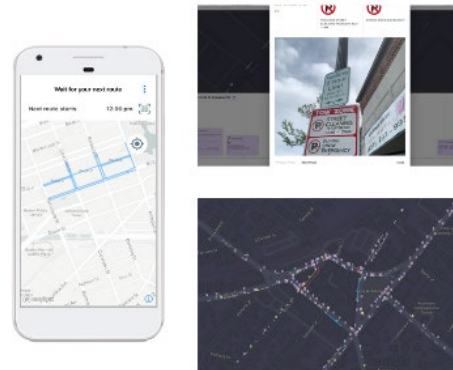


Figure 3. Examples from Coord, 1) Coord Collector app, 2) Street sign image, 3) Overview of street signs in Roslindale

² <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3377942/>

³ https://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch4.cfm

⁴ <https://www.coord.com/>

the occupancy %. In the municipal parking lot, the last three digits of each license plate was collected to determine both occupancy % and length of stay.

IV. IDENTIFYING THE PARKING CONDITIONS

That standard size of an on-street parallel parking space is 20’ in length. In the absence of painted parking stalls, the number of parking spaces is calculated by measuring the distance in feet along the curb where parking is allowed and dividing that by 20’. The number of spaces is rounded up in cases where the result includes .5 or more. For example, a block that has 115’ of parking space, divided by 20’, would be 5.8 parking spaces. This would be rounded up to 6 parking spaces.

The regulation of on-street parking spaces may change throughout the day. For example, parking may be time restricted between the hours of 8:00am-6:00pm Monday-Friday and be unrestricted all other times. These graphs show the available parking spaces by regulation type, and how that changes over the course of a 24-hour period.

With a few exceptions, such as the commercial loading zone on Corinth Street on Mondays, these conditions are typical of any given Saturday and weekday.

Saturday October 2, 2021 Parking Conditions

On Saturday October 2, 2021 most of the parking spaces were unrestricted. Some parking on Washington Street was regulated as 2 Hour Parking between 8:00am-6:00pm. The other regulations included unrestricted, resident permit parking, pick-up/drop-off, bus stop, and accessible parking (listed as Other). The total number of on-street parking spaces was 235.

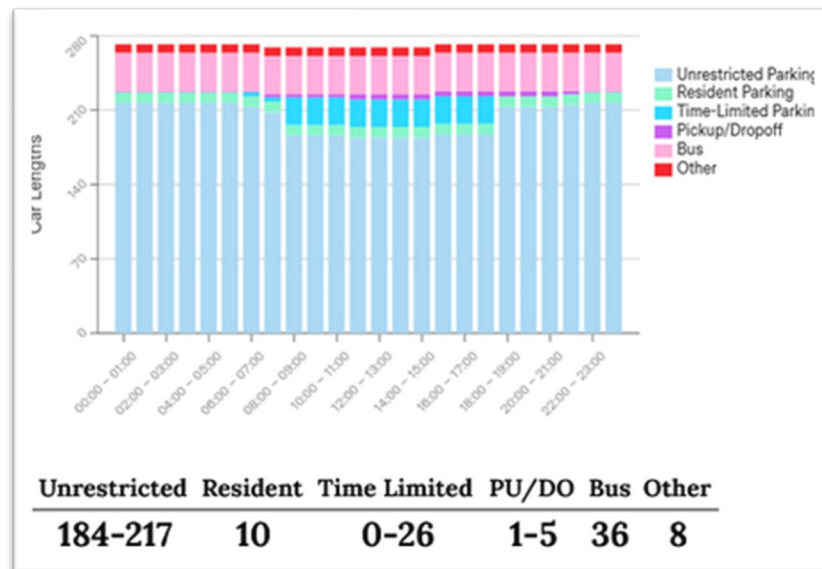


Figure 4. Saturday October 2, 2021 parking conditions

Wednesday October 6, 2021 Parking Conditions

On Wednesday October 6, 2021 some parking spaces were regulated as 2 Hour Parking from 8:00am to 6:00pm. Other regulations included unrestricted, resident permit parking, 15 Minute, pick-up/drop-off, bus stop, and accessible parking (listed as Other). The total number of on-street parking spaces was 235.

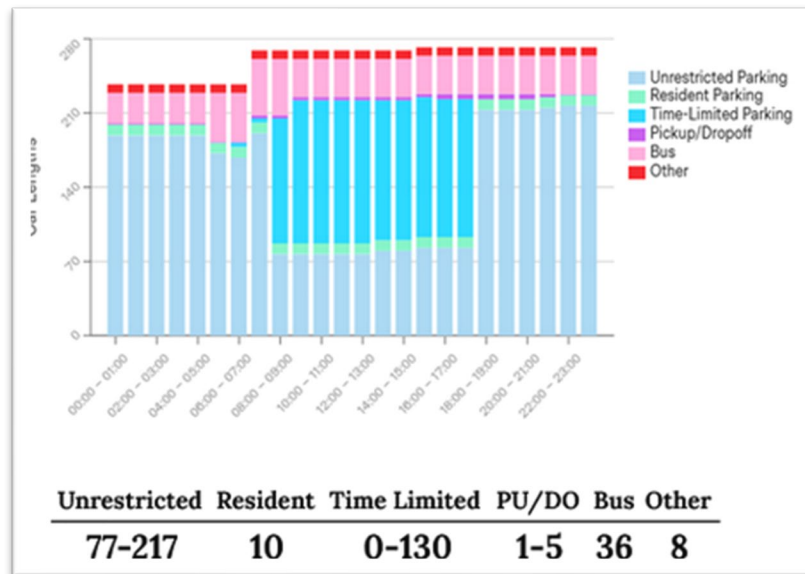


Figure 5. Wednesday October 6, 2021 parking conditions

3. ON-STREET OCCUPANCY

I. UNDERSTANDING PARKING OCCUPANCY

On-street occupancy is calculated by comparing the number of vehicles parked with the number of available parking spaces. For example, if there were six vehicles parked on a block that had space for eight vehicles, that block would have an occupancy of 75%.

A typical occupancy target is between 70% and 85%. This occupancy % often results in one or two available parking spaces. Having parking spaces available is important to a) reduce drivers circling a block looking for parking, b) reduce unsafe driver behavior such as double parking, c) improve access to businesses by having parking available nearby.

II. ON-STREET OCCUPANCY RESULTS

The following maps show the occupancy % per block per hour of data collection. The occupancy % is grouped into categories based on natural breaks in the data, or the differences in data points that represent the greatest amount of variability. The occupancy % is identified by a color, ranging from light blue for 0% to red for 100% or greater.

A block could be 100% or more occupied when the number of vehicles parked exceeds the number of calculated parking spaces. Since parking spaces are calculated at 20' per space, there are instances where a vehicle may be parked in less than 20', vehicles may be parked close together, a vehicle may be a compact vehicle, and a vehicle may be parked illegally.

Saturday October 2, 2021 On-Street Occupancy Maps

On Saturday October 2, 2021 the blocks surrounding the 'commercial core' including portions of South Street, Belgrade Ave, Birch Street, and Corinth Street remained near or above 100% occupied for most of the day. With a few exceptions, the entire Washington Street corridor was near or above 100% occupied for most of the day. Some blocks on the outer portions of the study area including portions of Belgrade Ave, Robert Street, Poplar Street, and Cummins Hwy had occupancy in the 70% or lower range. Blocks without a color are areas where we were unable to capture the data in the time allotted to be able to include it in the study.

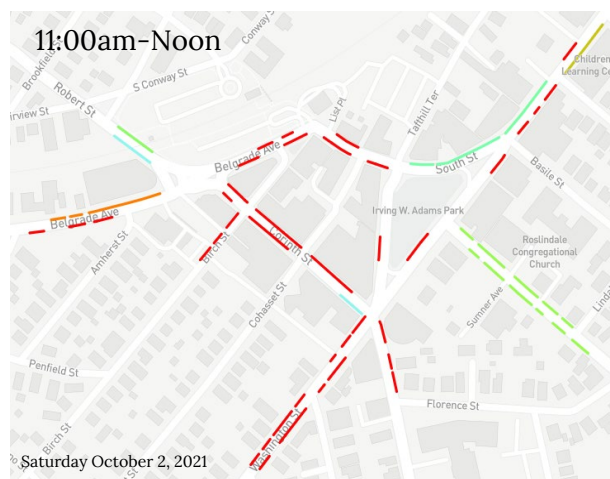
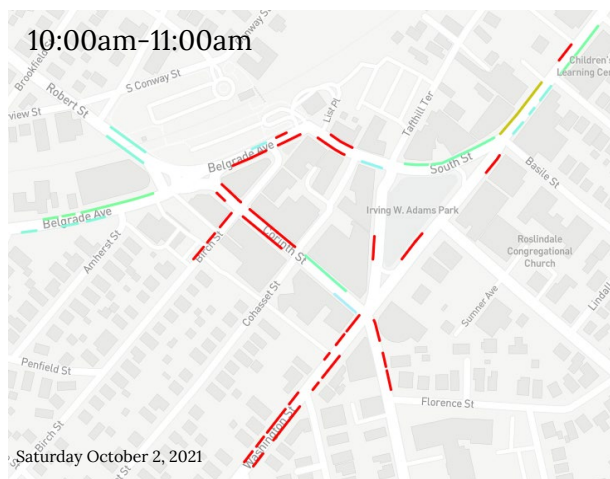
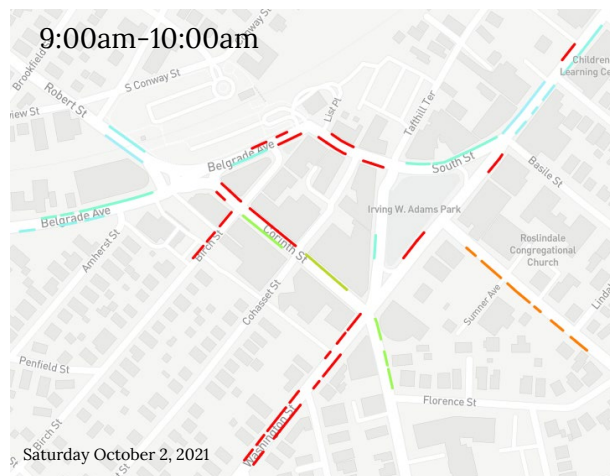
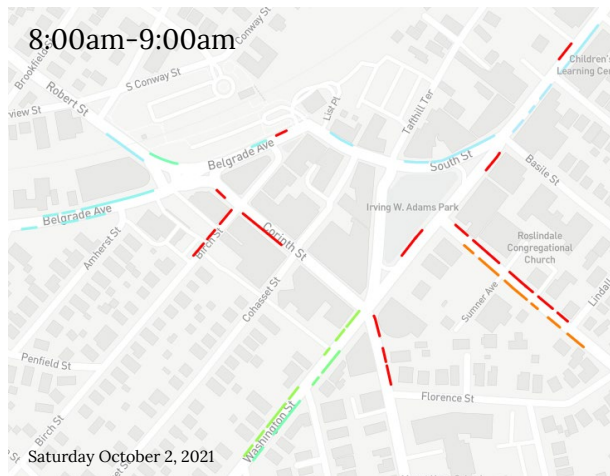




Figure 7. Saturday October 2, 2021 on-street occupancy maps for each hour data was collected

SATURDAY October 2, 2021 Combined Study Area Occupancy

The combined study area occupancy is a calculation of all parking spaces within the study area compared against the total number of parked vehicles counted during the time pe study area occupancy was 85% or higher for most of the day, with the exception of 3:00pm and later. Occupancy peaked between 9:00am and 2:00pm, hitting a high of 111% at 10:00am. It is likely there was no parking availability within the ‘commercial core’ during these times.

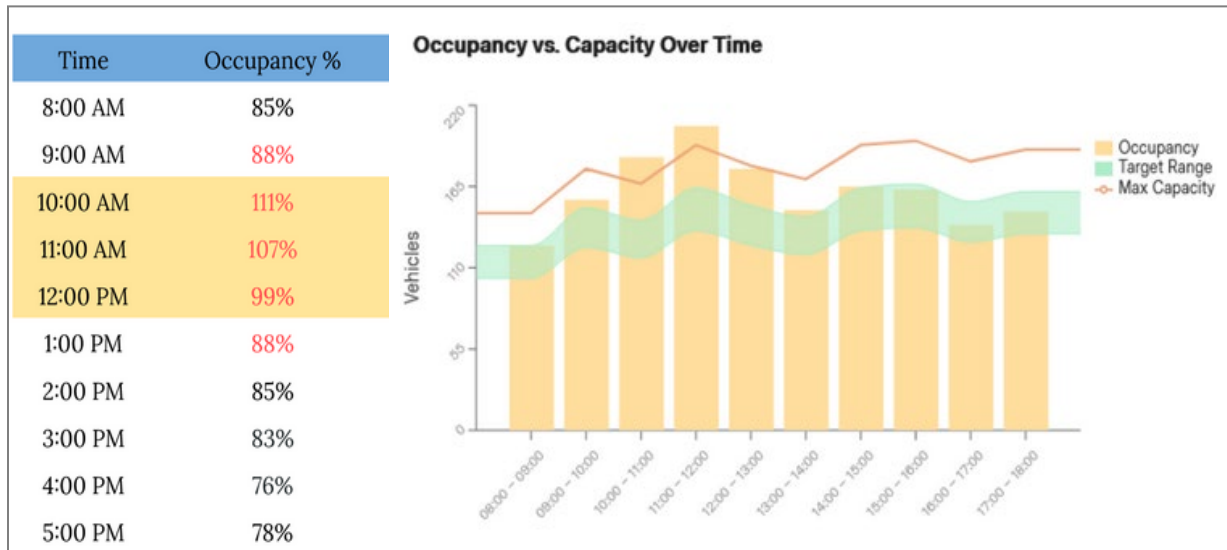


Figure 8. Saturday October 2, 2021 combined study area occupancy

Wednesday October 6, 2021 On-Street Occupancy Maps

On Wednesday October 6, 2021 the blocks surrounding the ‘commercial core’ including portions of South Street, Belgrade Ave, Birch Street, and Corinth Street remained near or above 100% occupied for most of the afternoon. Occupancy varied before noon. The portion of Washington Street south of Corinth Street remained near or above 100% occupancy for much of the day. With the exception of portions of Belgrade Ave which were near or above 100% occupancy, the blocks on the outer portions of the study area including portions of Robert Street, Washington Street, and Cummins Hwy had lower occupancy. Blocks without a color are areas where we were unable to capture the data in the time allotted to be able to include it in the study.

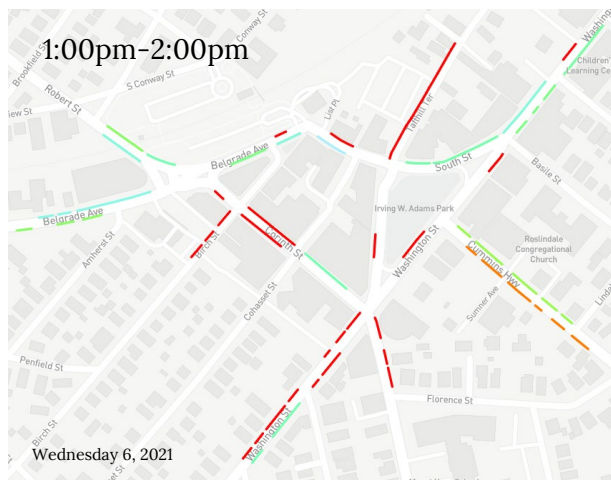
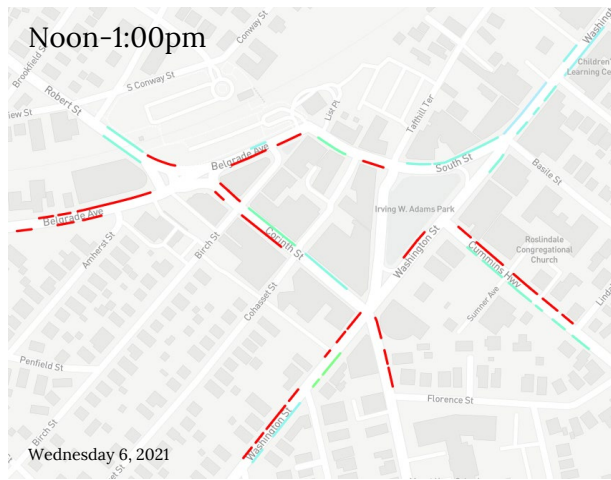
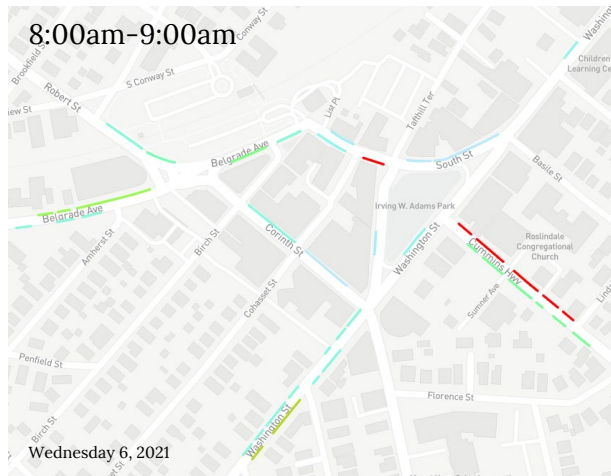




Figure 9. On-street occupancy maps for Wednesday October 6, 2021

Wednesday October 6, 2021 Combined Study Area Occupancy

The combined study area occupancy was highest from Noon-2:00pm and 3:00pm-5:00pm. Occupancy remained within the target range of 70% to 85% for five of the ten hours of data collection. In general, the Study Area occupancy % appears to show a healthy supply of parking turnover, however, when looking at the per block occupancy we can see much of the higher occupancy blocks are concentrated around the ‘commercial core’ and Washington Street. These combined area results are likely skewed given the lower occupancy % on blocks at the edges of the area.

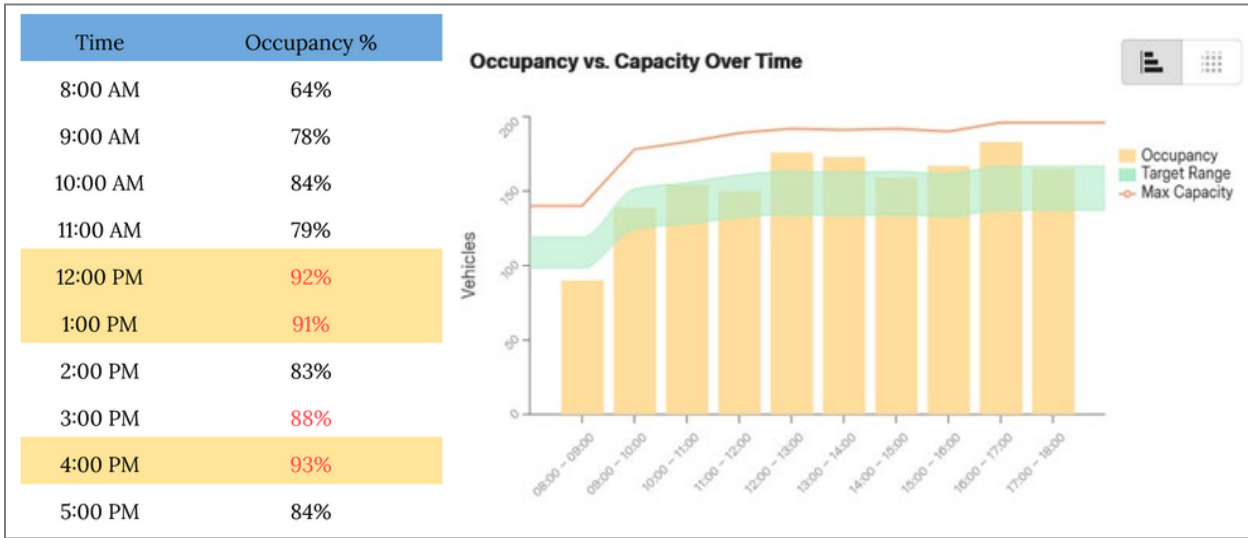


Figure 10. Wednesday October 6, 2021 combined study area occupancy

4. ON-STREET LENGTH OF STAY

I. UNDERSTANDING LENGTH OF STAY

The average length of stay is determined by collecting basic identifying information on each vehicle and calculating the number of times the vehicle is parked during each subsequent hourly count. Knowing the length of stay is important in understanding a) how parking is being used, b) if regulations are being followed, and c) if additional regulations and/or enforcement may be needed to increase vehicle turnover. Vehicle turnover is the act of a vehicle parking in a space, vacating the space, and then another vehicle parking in the space. A high vehicle turnover means a greater number of vehicles (people) are able to use the parking space.

II. LENGTH OF STAY RESULTS

Saturday October 2, 2021 Overall Parking Duration

On Saturday October 2, 2021 vehicles that were parked at 8:00am stayed longer than vehicles that parked during subsequent hours. On average, vehicles that were parked at 8:00am stayed for five hours, new vehicles that parked at 9:00am stayed three and a half hours, and new vehicles that parked at 10:00am stayed over two and a half hours.

Average Length of Stay by Time of Arrival

Time	Average Length of Stay
08:00 – 09:00	4:54:17
09:00 – 10:00	3:24:35
10:00 – 11:00	2:47:40
11:00 – 12:00	2:09:33
12:00 – 13:00	2:06:09
13:00 – 14:00	1:52:24
14:00 – 15:00	1:45:00
15:00 – 16:00	1:36:46
16:00 – 17:00	1:24:00
17:00 – 18:00	1:00:00

Figure 11. Saturday October 2, 2021 average length of stay

Most parking on Saturdays is unrestricted, meaning there is no time limit to how long a vehicle can be parked. The occupancy map shows a high demand for on-street parking, with most parking above 85% occupancy for much of the day. Vehicles parking for long periods of time restrict access to parking spaces that could accommodate new customers and visitors to the area, and they make it difficult for others to find parking.

Saturday October 2, 2021 Blocks with the Longest Parking Durations

Some blocks had much longer parking durations than others. The eight blocks with the longest average parking durations include portions of Robert Street, Belgrade Ave, Washington Street, Cummins Hwy, Birch Street, and Corinth Street. Many of these blocks are on the outer edges of the study area, and as shown in the occupancy maps tend to have less parking demand. Blocks in high demand areas that have long parking durations include #3 Washington Street, #5 Birch Street, #6 Corinth Street, and #7 Washington Street.

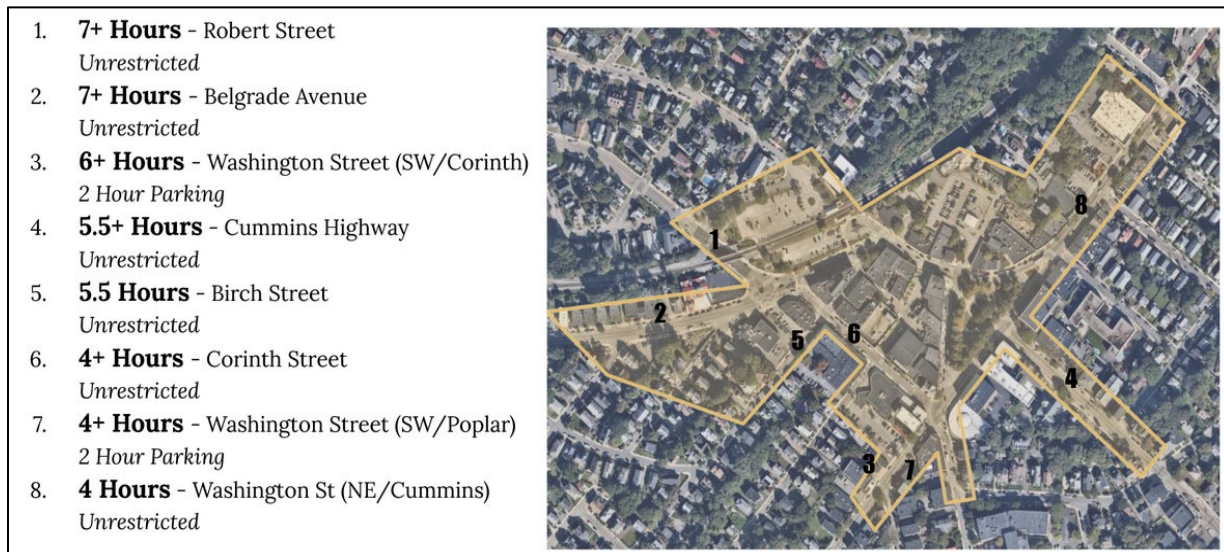


Figure 12. Saturday October 2, 2021 blocks with the longest parking durations

Wednesday October 6, 2021 –Parking Duration

On Wednesday October 6, 2021 vehicles that were parked at 8:00am stayed longer than vehicles that parked during subsequent hours. On average, vehicles that were parked at 8:00am stayed for five hours and twenty minutes, new vehicles that parked at 9:00am stayed for three and a half hours, and new vehicles that parked at 10:00am, 11:00am, and Noon stayed for more than two hours. Most streets in the study area are regulated as 2 Hour Parking on

Average Length of Stay by Time of Arrival

Time	Average Length of Stay
08:00 – 09:00	5:20:46
09:00 – 10:00	3:29:27
10:00 – 11:00	2:47:02
11:00 – 12:00	2:21:40
12:00 – 13:00	2:07:19
13:00 – 14:00	1:56:28
14:00 – 15:00	1:42:51
15:00 – 16:00	1:40:32
16:00 – 17:00	1:29:20
17:00 – 18:00	1:00:00

Figure 13. Wednesday October 6, 2021 average length of stay

Wednesdays. This identifies an issue needing to be addressed, as many vehicles are parking for longer than the parking regulation allows.

Wednesday October 6, 2021 Blocks with the Longest Parking Durations

Some blocks had much longer parking durations than others. The seven blocks with the longest average parking durations include portions of Robert Street, Washington Street, Belgrade Ave, Cummins Hwy, and Corinth Street. Some of these blocks are within the ‘commercial core’ and were near 100% occupied on Wednesday, including (#2, #6) Washington Street, (#3) Belgrade Avenue, and (#7) Corinth Street. Parking on each of these streets is regulated as 2 Hour Parking. Drivers that park their vehicles beyond the 2 Hour limit are making it more difficult for others to find parking.



Figure 14. Wednesday October 6, 2021 blocks with the longest parking durations

5. OFF-STREET PARKING

I. OFF-STREET PARKING OCCUPANCY

Parking counts were taken in 11 off-street parking lots at the same time on-street parking counts were being collected. The 11 parking lots included two owned by the MBTA and one owned by the City of Boston. The remaining eight parking lots are privately owned.

We collected data on off-street parking for a variety of reasons. For the municipal parking lot, much like the on-street parking, we wanted to know the occupancy % and parking turnover. For the MBTA commuter lot, we wanted to understand the occupancy %, with the potential to

work with the MBTA to adjust the parking policies. We collected data on privately owned parking lots to a) understand the demand for parking that exists within the study area, b) identify the amount of parking resources that exist within the study area, c) determine if there may be opportunities for shared parking agreements.

Shared Parking Agreements

Shared parking agreements are agreements between two or more parties to share the use of parking spaces for different purposes⁵. These agreements are often between private parties, with at least one of the private parties being the owner of the parking spaces.

This snap shot of the beginning of an agreement provides some detail on what a shared parking agreement may look like. Other examples an agreement between two private businesses for employees of one business to park in a parking lot owned by the other business during non-business hours. This could be coordinated on a one-to-one business to business basis, or for a more generalized area, through a governing body such as a main streets organization or a group of businesses.

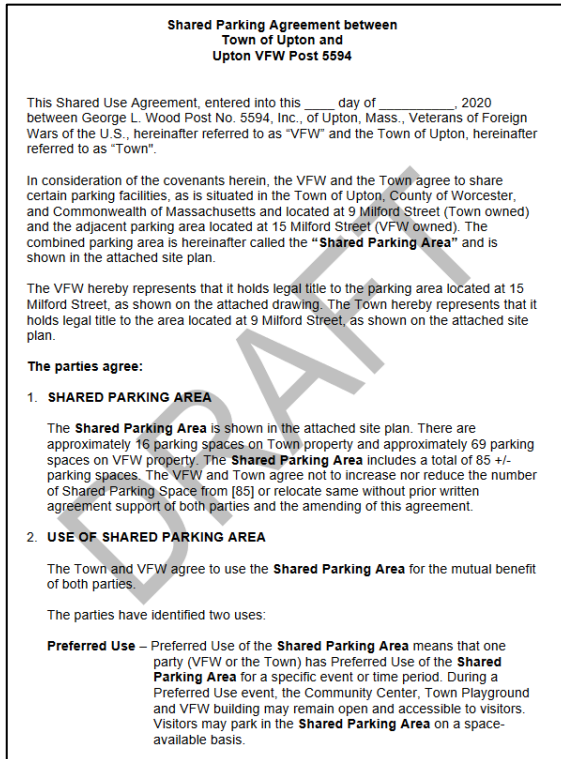


Figure 15. Example shared parking agreement

II. MUNICIPAL PARKING LOT STUDY RESULTS

The City of Boston owned Municipal Parking Lot has 108 parking spaces. During this study 62 parking spaces were available for public parking. The remaining parking spaces were occupied by a medical tent and staging area related to COVID testing. Shortly after this study was completed the number of parking spaces being occupied by the medical tent and staging area was reduced from 46 to 18 spaces. The area highlighted in green was included in the study. The Lot is 2 Hour parking 8:00am-6:00pm Monday-Friday and is otherwise unrestricted.

Municipal Parking Lot Area



Figure 16. Municipal Parking Lot Study Area

⁵ https://www.usdn.org/uploads/cms/documents/2015usdnconvening_summary.pdf

Saturday October 2, 2021 Municipal Lot Occupancy

On Saturday October 2, 2021 the Municipal Lot is unrestricted. The Lot was near 100% occupancy for four of the ten hours data was collected. Occupancy peaked from 10:00am to 2:00pm, dropping off in the afternoon and increasing around 5:00pm. Otherwise, the Lot had occupancy of less than 74%, dipping as low as 34% at times. The data showed that:

- 68% of drivers parked their vehicles for two hours or less;
- Most of the parking (110 vehicles) occurred in just 15 (26%) of the parking spaces;
- Drivers parked their vehicles for three to seven hours in 33 (53%) of parking spaces;
- Drivers parked their vehicles for seven hours or more in 14 (23%) of the parking spaces.

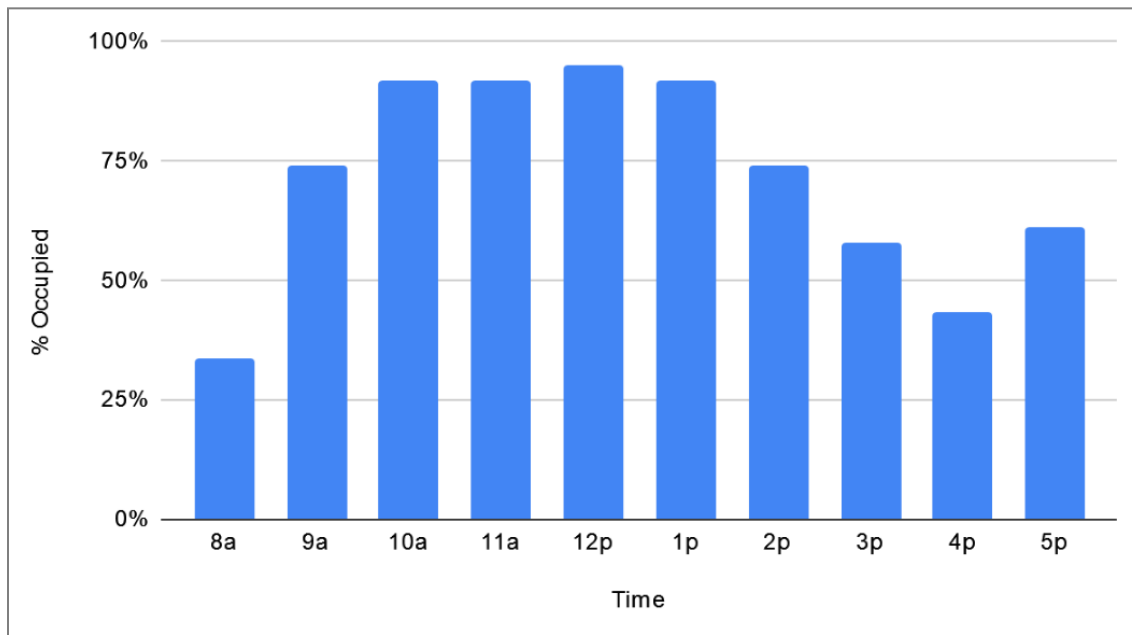


Figure 17. Saturday October 2, 2021 Municipal Parking Lot occupancy

Wednesday October 6, 2021 Municipal Lot Occupancy

On Wednesday October 6, 2021 the Municipal Parking Lot is regulated as 2 Hour Parking from 8:00am to 6:00pm. The Lot had an occupancy of 89% or greater for nine of the ten hours of data collection. For four of those hours, the Lot was near or at 100% occupancy. In reviewing vehicles parked in the lot, it was discovered some of the vehicles had notices placed on their dash indicating an exemption to the parking restrictions. This was addressed shortly after the parking study and the practice was stopped. The data showed that:

- 66% of drivers parked their vehicles for two hours or less;
- Most of the parking (119 vehicles) occurred in just 21 (34%) of the parking spaces;
- Drivers parked their vehicles for three to nine hours in 16 (26%) of the parking spaces;
- Drivers parked their vehicles for nine hours or more in 25 (40%) of the parking spaces.

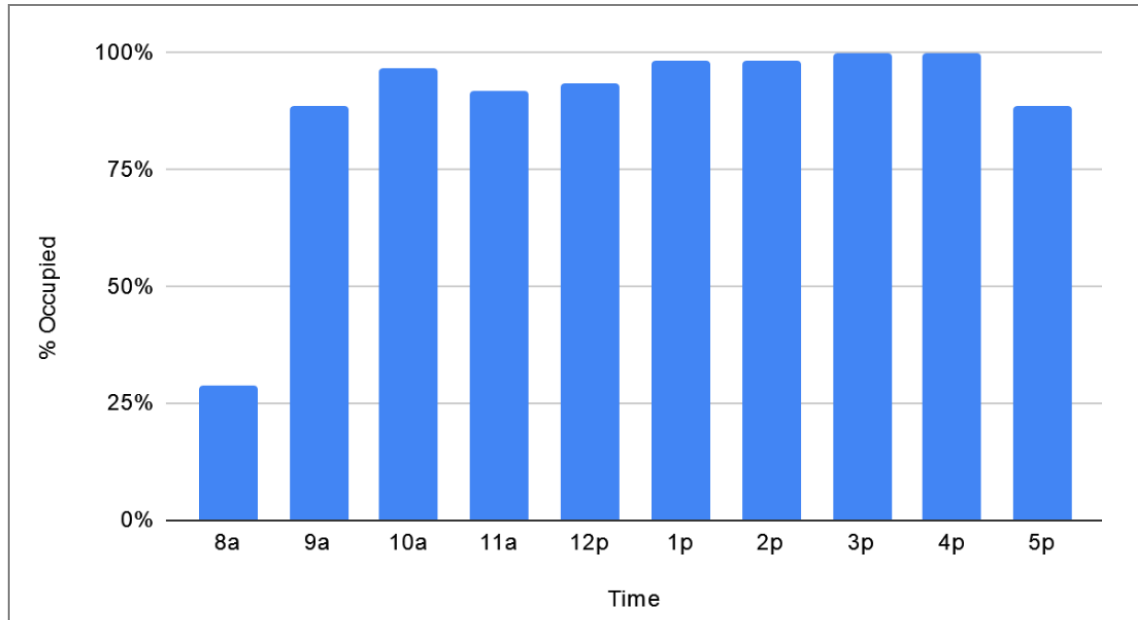


Figure 18. Wednesday October 6, 2021 Municipal Lot occupancy

III. MBTA AND PRIVATELY-OWNED PARKING LOTS STUDY RESULTS

We collected data on the MBTA Upper and Lower parking lots, as well as eight privately-owned parking lots. We collected this data to a) understand the demand for parking that exists within the study area, b) identify the amount of parking resources that exist within the study area, c) determine if there may be opportunities for shared parking agreements, or in the case of the MBTA parking lots, a change in regulations to allow non-commuter parking.

Shared parking agreements tend to be agreements between private parties on the use of parking spaces for different purposes. An example could be an agreement between two private businesses for employees of one business to park in a parking lot owned by the other business. This could be coordinated on a one-to-one business to business basis, or for a more generalized area, through a representative organization such as a main streets organization or a business group.

The MBTA Commuter Lots are restricted to commuter parking, and the privately-owned parking lots are restricted according to the private owner’s uses. These parking lots are not being include to imply this parking is available to the general public. It is included so there can be a more informed conversation of existing conditions and potential solutions. There are 429 off-street parking spaces that were included in the study. The Municipal Parking lot had 62 of its 108 parking spaces available due to the COVID testing tent. The MBTA lots had a combined 139 parking spaces, and the privately-owned parking lots had 228 parking spaces.

Off-Street Parking Lots



Figure 19. Off-street parking lots number of spaces. All lots were located within this study area.

On Saturday we found that:

- Most of the private parking lots were below 50% occupied;
- Two of the lots were used more than others, and appeared to act as public parking for quick trips into multiple stores even though they were for private parking only;
- The MBTA commuter lots were highly underutilized; the Upper Lot was 6% occupied and the Lower Lot was 22% occupied overall.

On Wednesday we found that:

- The private parking lots had higher occupancy than on Saturday, with five of the lots being between 53% and 95% occupied;
- The MBTA commuter lots had more utilization but still had a lot of available parking, the Upper Lot was 12% occupied and the Lower Lot was 45% occupied overall.

6. CONCLUSIONS

I. OBSERVATIONS

There were some instances of drivers double parking and stopping in bus and bike lanes. However, these were few and far between, and for the most part the street and curb functioned as it should. Corinth Street between Belgrade Avenue and Washington Street has to serve a large volume of vehicle traffic while addressing many curb access needs. This includes parking for private vehicles, deliveries to businesses, transit boarding, curbside pick-up, and high

pedestrian volumes. Parking further away from the ‘commercial core’ isn’t be used as much as it could, and when it is used, the vehicles park for long durations. This includes Belgrade Avenue, Robert Street, and portions of Washington Street towards Healy Field. With better curb management there are opportunities to disperse parking behavior away from the ‘commercial core’ to take advantage of the parking resources that exist.

Some photos were taken to capture curb activity. Going from left to right, the first image shows vehicles parked in a No Stopping area on Poplar Street that appeared to be delivering goods to a business and picking up food from another business; the second image shows a commercial delivery truck stopped and blocking the bike lane while delivering goods to a restaurant; the third image shows a vehicle stopped in a bus stop and blocking the bike lane, the vehicle appeared to be picking up food from a restaurant; and the fourth image shows a vehicle that was parked in the 15 Minute Parking zone on South Street for most times of the day, and for long durations of time.



Figure 20. Photos of curb activity that occurred during parking study data collection periods

II. SUMMARY OF FINDINGS

- Blocks within the ‘commercial core’, including portions of Belgrade Avenue, Corinth Street, Birch Street, and Washington Street were at or near 100% occupancy for much of the collection periods;
- Drivers are parking vehicles well beyond the 2 Hour parking limit, including on the ‘commercial core’ streets where there is high demand. These include Belgrade Avenue, Corinth Street, Birch Street, and Washington Street;
- Drivers are parking their vehicles for longer durations on unrestricted blocks, and on Saturdays when most parking is unrestricted;
- Most off-street parking lots had an abundance of unused parking. On Saturday there was an average of 20 unused spaces in the Municipal Parking Lot, 123 in the MBTA Commuter Lots, and 119 in the privately-owned lots; on Wednesday the numbers were 7 in the Municipal Parking Lot, 107 in the MBTA Commuter Lots, and 106 in the privately-owned lots. Note that the privately-owned parking lots are not available for public parking, and the MBTA Commuter Lots are restricted to commuter parking.

III. POTENTIAL INTERVENTIONS

The study results show parking demand is high on some blocks, particularly in the ‘commercial core’, where occupancy rates reached 100% on several occasions. The study also showed vehicles are parked well beyond the 2 Hour Parking limit, and where parking is unrestricted, parking durations are longer. Parking was available on blocks at the edges of the study area most of the time, and on Saturday the Municipal Parking Lot had parking available for all but a few hours of the day. With on-street parking available within the overall study area during most times; with most parking demand concentrated around the ‘commercial core’ and Washington Street commercial corridor; and with an abundance of available off-street parking during most times – the solution is to better manage the parking resources that exist so they serve the needs of residents, businesses, and visitors.

- **Install meters on high demand blocks.** Meters are a parking management tool that encourage parking turnover and discourage long-term parking.
- **Extend parking restrictions to include Saturdays.** Most time restricted parking is 2 Hour parking 8:00am–6:00pm Monday–Friday. Adding Saturdays to this regulation would align the parking restrictions with the demand.
- **Reduce the time allowed on time limited parking.** Most trips to businesses take less than 2 Hours. Having shorter time allowances such as 1 Hour, 30 Minutes, or less would encourage shorter parking stays and increase vehicle turnover, making parking available to more drivers.
- **Extend time limited parking restrictions to more blocks.** Parking durations were longest on unrestricted blocks. Extending time limited parking restriction to include portions of Belgrade Avenue, Robert Street, and Cummins Highway could increase parking space availability.
- **Install additional accessible parking spaces.** Most accessible parking is located on blocks outside of the ‘commercial core’. A ¼ mile walk shed is reasonable for an able-bodied individual, but could be impossible for some. Adding additional accessible parking could improve access and encourage those who are able, to park further away.
- **Work with the MBTA to open the Commuter Lots for non-commuter parking.** The MBTA commuter lots had low occupancy throughout the study. There is parking available, however policies will need to be adjusted to allow general public parking.
- **Shared parking agreements.** With a few exceptions, the privately-owned parking lots had 50% or lower occupancy. Some lots are associated with businesses that have standard daytime hours and those spaces are not being used during the evening and overnight. These spaces could benefit restaurants and other businesses that have later operating hours. Shared parking agreements could offer a solution for employee parking.
- **Parking enforcement.** Regular enforcement of a parking regulation is necessary to ensure the restriction is being followed. If a driver believes they will not be penalized for parking beyond the identified time, they are more likely to violate the restriction. The

City has limited parking enforcement resources. Changes to curbside regulations will need to be accompanied by a new approach to parking enforcement in the area.

IV. NEXT STEPS

1. We are surveying businesses located within the parking study area.
2. We are launching a website to provide ongoing information on the parking study. This can be found at www.boston.gov/departments/transportation/curb-management.
3. In the summer of 2022 we make recommendations for parking regulation changes, there will be time for community input and feedback.
4. If it is decided regulation changes are warranted, these changes are likely to occur in the Fall or Winter of 2022/2023, depending upon the scale of the change.

V. CONTACT INFORMATION

- Matt Warfield, New Mobility Planner, Boston Transportation Department
matthew.warfield@boston.gov, 617-635-1375
- Vineet Gupta, Director of Policy & Planning, Boston Transportation Department
vineet.gupta@boston.gov, 617-635-2756