



ROSLINDALE SQUARE PARKING AND CURB ACCESS PLAN

*Based on findings from the Roslindale
Parking Study and Roslindale Business Survey*

March 15, 2023

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1. BACKGROUND

I. ROSLINDALE PARKING STUDY

In October 2021 the Boston Transportation Department (BTD) conducted a parking study in Roslindale. The study area included the Roslindale Village Main Streets district and the commercial corridor along Washington Street, furthermore referred to as Roslindale Square. The parking study showed that:

- 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 for parking. These include Belgrade Avenue, Corinth Street, Birch Street, and Washington Street;
- Drivers are parking their vehicles for seven hours or longer 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, and on Wednesday there was an average of 7 unused parking spaces in the Municipal Parking Lot.

II. ROSLINDALE BUSINESS SURVEY

Following up on the Parking Study BTD surveyed employers, business owners, employees, and commercial property owners located within the Roslindale Square. The purpose was to get a better understanding of how they see the transportation and parking challenges and receive feedback on potential curb regulation changes. The survey showed that:

- The majority of respondents were busiest during the day on both weekdays and weekends;
- More than half of respondents indicated customers spent 1 hour or less at their business, one third indicated 30 minutes or less;
- Overwhelmingly respondents indicated customers arrived to their business by car;
- The majority of respondents indicated support for adding additional parking, extending the time limit in the municipal parking lot to 4 hours or more, installing additional accessible parking spaces (ADA), and installing parking meters to better manage parking;
- The majority of respondents did not support extending parking restrictions until 8pm;
- Most respondents did not support extending parking restrictions to include Saturday, however, when asked what would improve parking and transportation access in the area, extending regulations to include Saturday was one of the top choices.

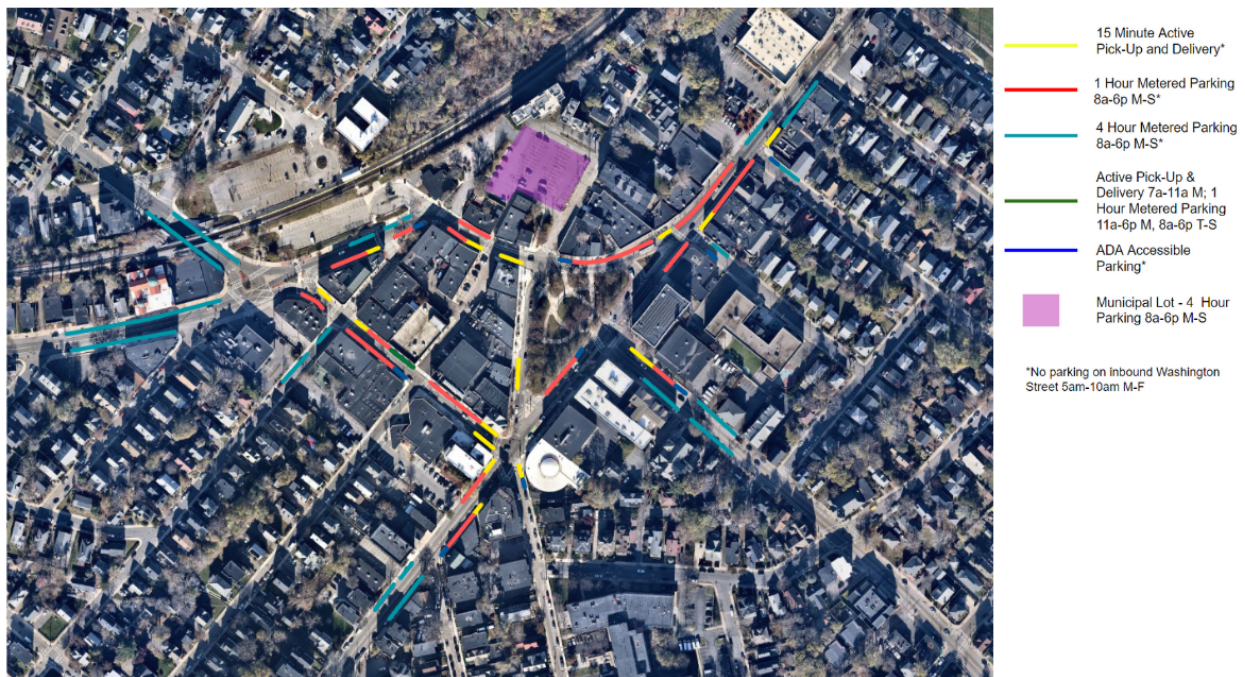
2. PARKING PLAN

I. SUMMARY OF PARKING & CURB ACCESS PLAN

These proposed changes to parking and curb access are based on the data collected through the [Roslindale Parking Study](#), the [Roslindale Business Survey](#), observations, and conversations had with members of the community.

The Boston Transportation Department is proposing the following changes to parking and curb access. These regulations will be applied throughout Roslindale Square as detailed on the map below.

- 15 Minute Active Pick-Up/Drop-Off and Delivery Zones
- One and four hour metered parking
- Regulating unrestricted parking
- Parking restrictions in effect Monday-Saturday 8am-6pm
- Free four hour parking in the municipal parking lot
- Additional ADA accessible parking



II. BLOCK BY BLOCK PARKING AND CURB ACCESS CHANGE REVIEW

Block	Current Regulations	Proposed Changes and Estimated # of Spaces
Belgrade Ave west of Robert St	Unrestricted	4 HR Metered Parking 8am-6pm M-S (30 spaces)
Robert St between Belgrade Ave and S Fairview St	Unrestricted	4 HR Metered Parking 8am-6pm M-S (18 spaces)
Belgrade Ave between Corinth and South St	2 HR Parking 8am-6pm M-S; 2 HR Parking 8am-6pm M-F	4 HR Metered Parking 8am-6pm M-S (4 spaces); 1 HR Metered Parking 8am-6pm M-S (6 spaces); PU/DO & Delivery 15 Min (1 space); HP-DV Accessible Parking (1 space)
South St between Belgrade Ave and Poplar St	15 Min Parking 6am-6pm M-S; 2 HR Parking 8am-6pm M-F	1 HR Metered Parking 8am-6pm M-S (6 spaces); PU/DO & Delivery 15 Min (3 spaces)
South St between Taft Hill Ter and Basile St	2 HR Parking 8am-6pm M-F	1 HR Metered Parking 8am-6pm M-S (9 spaces); HP-DV Accessible Parking (1 space); PU/DO & Delivery (1 space)
Washington St between Cummins Hwy and Murray Hill Rd	2 HR Parking 8am-6pm M-F; 2 HR Parking 10am-6pm M-F; HP-DV Accessible Parking 10am-6pm	1 HR Metered Parking 8am-6pm M-S (10 spaces); 1 HR Metered Parking 10am-6pm M-F/8am-6pm S (8 spaces); PU/DO & Delivery 15 Min (2 spaces)
Washington St between Murray Hill Rd and Bexley Rd	2 HR Parking 8am-6pm M-F; 2 HR Parking 10am-6pm M-F	4 HR Metered Parking 8am-6pm M-S (5 spaces); 4 HR Metered Parking 10am-6pm M-F/8am-6pm S (8 spaces); PU/DO & Delivery 15 Min (2 spaces)
Murray Hill Rd	Unrestricted	HP-DV Accessible Parking (1 space); 4 HR Metered Parking 8am-6pm M-S (1 space)
Basile St	Unrestricted	HP-DV Accessible Parking (1 space); 4 HR Metered Parking 8am-6pm M-S (2 spaces)

Cummins Hwy between Washington st and Lindall St	Unrestricted; 2 HR Parking 8am-6pm M-F; HP-DV Accessible Parking; 15 Min Parking 8am-6pm M-F	4 HR Metered Parking 8am-6pm M-S (15 spaces); 1 HR Metered Parking 8am-6pm M-S (4 spaces); PU/DO & Delivery 15 Min (3 spaces)
Washington St between Poplar St and Cummins Hwy	2 HR Parking 8am-6pm M-F; HP-DV Accessible Parking	1 HR Metered Parking 8am-6pm M-S (5 spaces); HP-DV Accessible Parking (1 space)
Poplar St between Washington St and Florence St	Unrestricted; HP-DV Accessible Parking	PU/DO & Delivery 15 Min (1 space); HP-DV Accessible Parking (1 space)
Poplar St between Washington St and South St	Curbside Pick Up Food Takeout 5 Min	PU/DO & Delivery 15 Min (3 spaces)
Corinth St between Washington St and Cohasset St	2 HR Parking 8am-6pm M-F; Curbside Pick Up Food Takeout 5 Min	1 HR Metered Parking 8am-6pm M-S (8 spaces); PU/DO & Delivery 15 Min (5 spaces)
Corinth St between Cohasset St and Birch St	2 HR Parking 8am-6pm M-F; HP-DV Accessible Parking; Commercial Vehicles 8am-Noon Monday	1 HR Metered Parking 8am-6pm M-S (13 spaces); HP-DV Accessible Parking (1 space); PU/DO & Delivery (1 space); Loading Zone 8am-Noon Monday/1 HR Metered Parking Noon-6pm Monday, 8am-6pm T-S (4 spaces)
Washington St between Poplar/Corinth St and Kittredge St	2 HR Parking 8a-6p M-S	1 HR Metered Parking 8am-6pm M-S (9 spaces); PU/DO & Delivery 15 Min (3 spaces); HP-DV Accessible Parking (1 space)
Washington St between Kittredge St and Atherton St	2 HR Parking 8am-6pm M-F; 2 HR Parking 8am-6pm M-S	4 HR Metered Parking 8am-6pm M-S (13 spaces)

3. JUSTIFICATIONS

I. 15 MINUTE PICK-UP/DROP-OFF & DELIVERY ZONES

15 Minute Active Pick-Up/Drop-Off and Delivery zones are general purpose zones to facilitate quick trip activity. This may include food takeout, passenger pick-up and drop-off, and goods delivery. 15 Minutes allows for quick trip access and frees up longer term parking for those who need it.

The data tells us:

- 17% of business survey respondents said customers spend 15 minutes or less at their business;
- 21% of the responses to the question ‘would your business benefit from any of these being located nearby’ were for ‘short timed parking’, ‘loading zone for goods’, and ‘zone for food takeout’;
- 13% of the responses to the question ‘which of the following regulation changes would help improve transportation and parking access’ were for ‘install loading zones’ and ‘install zones for quick pick-up trips’;
- Occupancy was at or above 85% on most streets for most times of the day, and vehicles were parked well beyond the 2 hour time limit, making it difficult for quick trip activity.

II. ONE AND FOUR HOUR PARKING

One and four hour parking time restrictions limit how long a driver can park their vehicle. One hour parking provides quicker turnover of parked vehicles in close proximity to businesses where there is greater demand for parking. Four hour parking allows for longer stays further away from businesses and where there is less demand for parking turnover.

The data tells us:

- More than 50% of the business survey respondents said customers spend 1 hour or less at their business, 24% said they spend 1-2 hours, and 22% said they spend 2 hours or more;
- Occupancy was at or above 85% on most streets for most times of the day, and vehicles were parked well beyond the 2 hour time limit, making it difficult to find available parking.

III. PARKING METERS

Parking meters are a parking management tool that encourages parking turnover and discourages long-term parking. Enforcement of a parking meter is more efficient than non-metered time restriction parking and results in better compliance. This increases turnover, increases available parking spaces, and allows more drivers to use those spaces to access their destination.

The data tells us:

- 14% of the responses to the question ‘would your business benefit from any of these being located nearby’ were for ‘parking meters’;
- 14% of the responses to the question ‘which of the following regulation changes would help improve transportation and parking access’ were for ‘install parking meters’;
- 49% of business survey respondents support the installation of parking meters to manage parking;
- Occupancy was at or above 85% on most streets for most times of the day, and vehicles were parked well beyond the 2 hour time limit, making it difficult to find available parking.

IV. REGULATING PREVIOUSLY UNRESTRICTED PARKING

Parking that is not regulated is known as unrestricted parking. This means there are no restrictions to the type of vehicle or the length of time a vehicle parks other than what is listed in the Traffic Rules and Regulations. Regulating this parking increases turnover, increases the inventory of available parking spaces, and allows more drivers to access those spaces.

The data tells us:

- 21% of the responses to the question ‘would your business benefit from any of these being located nearby’ were for ‘more parking’;
- 44% of business survey respondents support expanding parking regulations to blocks that are currently unrestricted;
- On Belgrade Avenue, Robert Street, and portions of Washington Street drivers parked their vehicles in unrestricted parking for seven hours or more;
- Occupancy was at or above 85% on most streets for most times of the day, and vehicles were parked well beyond the 2 hour time limit, making it difficult to find available parking.

V. INCLUDING SATURDAY IN THE PARKING REGULATIONS

Most parking restrictions are in place from 8:00am-6:00pm Monday-Friday and parking on Saturday is unrestricted. This means there are no restrictions to the type of vehicle or the length of time a vehicle parks other than what is listed in the Traffic Rules and Regulations. This traditional approach to parking management addresses 'typical business hour' parking. The Roslindale Village area remains active outside of typical business hours and the demand for parking continues into the weekend. Regulating parking on Saturday increases turnover and allows more drivers to access those spaces.

The data tells us:

- On Saturday occupancy was at or above 85% on most streets for most times of the day, and between 10am and 1pm occupancy was at or above 100%;
- Streets in the 'commercial core' including Corinth Street, Belgrade Avenue, South Street, and portions of Washington Street were at or above 100% occupancy for most of the day, making it challenging to find parking in areas with the greatest demand;
- Drivers were parking their vehicles for four hours or more on streets in the 'commercial core', including Corinth Street, Birch Street, and portions of Washington Street.

VI. FOUR HOUR FREE PARKING IN THE MUNICIPAL PARKING LOT

The municipal parking lot at 10 Taft Hill Terrace offers 87 parking spaces that are available all times of the day. The parking is limited to 2 hours from 8am-6pm Monday-Friday. Increasing the parking time limit from two hours to four hours allows for longer stays and provides parking to visitors who are making trips to multiple businesses and/or using a service that may require more time. The parking will remain free, which offers an alternative to on-street metered parking. The intent is to attract drivers that will be parking for longer durations to the municipal parking lot rather than have them occupy on-street parking spaces. This will reduce the number of vehicles circling the block looking for on-street parking, resulting in a reduced volume of vehicles, reduced congestion, and safer streets for all road users.

The data tells us:

- In response to the question 'which of the following regulation changes would help improve transportation and parking access', Extend the time limit in municipal parking lot to 4 hours or more was the number one answer chosen by 24 of the respondents;
- Parking was available in the municipal parking lot during all collection periods, including when on-street parking was at or above 100% occupancy.

VII. ADDITIONAL HP-DV ACCESSIBLE PARKING

HP-DV accessible parking spaces are being added on some blocks. The purpose is to locate ADA accessible parking near curb cuts and curb ramps, and to increase the number of spaces in the area. The Boston Transportation Department will work with the Disabilities Commission to review the proposed accessible parking before making final decisions on where they will be located.

The data tells us:

- 68% of respondents said yes in response to the question ‘Do you support adding additional accessible parking spaces (ADA)’;
- In response to the question ‘which of the following regulation changes would help improve transportation and parking access’, installing more accessible parking was the second most chosen response.
- In response to the question ‘would your business benefit from any of these being located nearby’, more accessible parking was the second most chosen response.

3. COMMUNITY INPUT

I. SUBMIT COMMENTS ONLINE

The Boston Transportation Department will be accepting comments until April 7, 2023. Comments can be submitted through an on-line feedback form that is found on the project website.

II. TALK WITH A PLANNER

Planners working on the project will be available to answer questions during dedicated office hours. You can reserve a 20 minute block of time on the project website.

III. REQUEST A PRESENTATION

You may request that a planner come and present to your committee or group. To request a presentation send an email stating your request, the name of the group, the day/time, and the location to newmobility@boston.gov. Virtual presentations are always preferred as they allow for the greatest flexibility in scheduling.

4. IMPLEMENTATION

I. REVIEW COMMENTS

The Boston Transportation Department will review the comments and feedback received and make adjustments to the plan as needed.

II. RELEASE FINAL PLAN

The Boston Transportation Department will release a final parking and curb access plan.

III. INSTALL CHANGES

Changes to regulations will likely occur in the summer of 2023. Some regulation changes may take longer, such as the installation of parking meters, which is dependent on available inventory.

4. CONTACT

I. PROJECT WEBSITE

You can find more information about the plan on the project website:

boston.gov/departments/transportation/roslindale-square-parking-and-curb-use-plan

II. EMAIL

For more information you can send an email to newmobility@boston.gov or call 617-635-4680