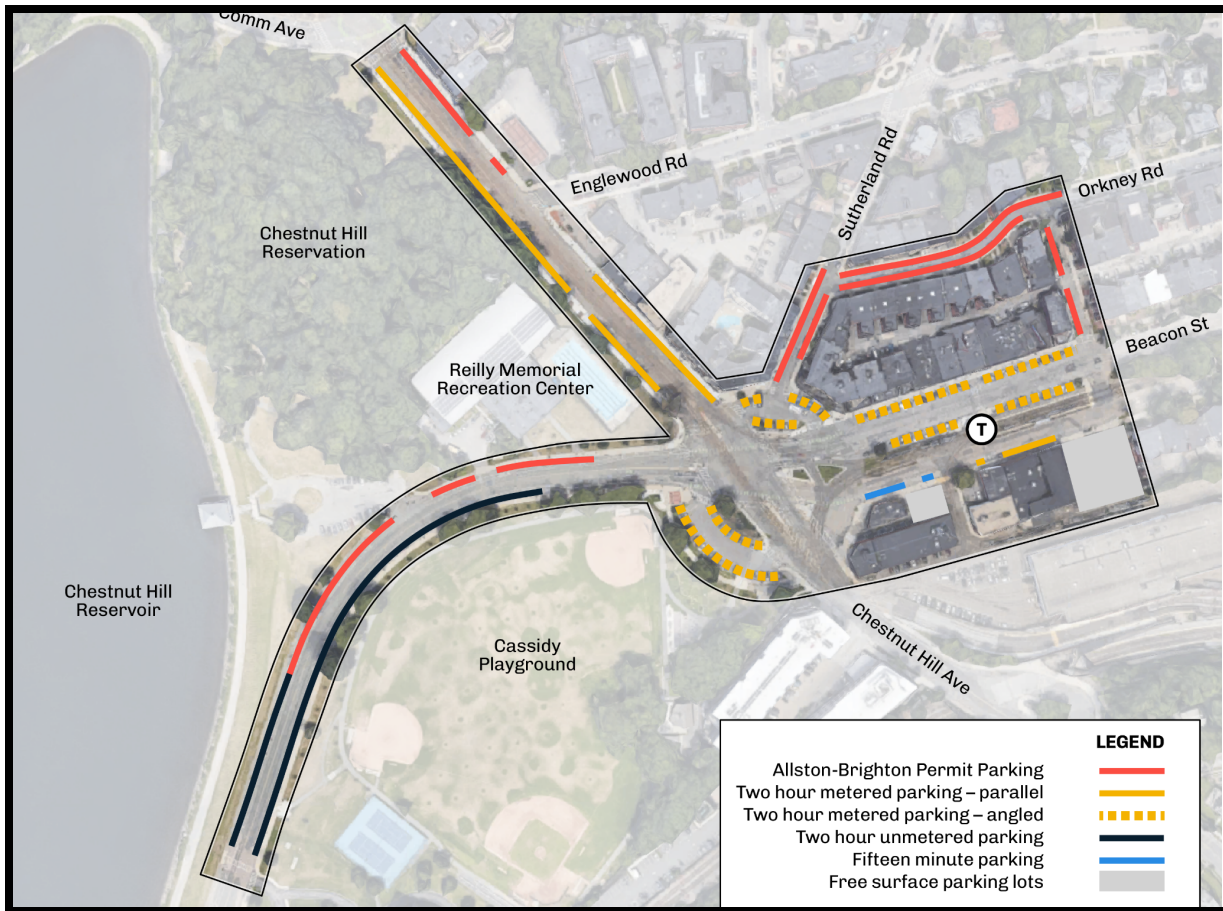




# Cleveland Circle Parking Study

## Introduction and Overview

As part of an effort to improve mobility in Cleveland Circle, BTDC collaborated with the Allston-Brighton Health Collaborative (ABHC) to look at parking usage in the area to guide the potential reallocation of curb space. Data collection occurred over five days, twenty hours and four routes. The first three digits of each license plate were recorded each half an hour by each route volunteer to determine occupancy and turnover on a bi-hourly basis. The map below shows the current locations of street parking and their regulations around Cleveland Circle.



## Parking Occupancy - 7:00 AM - 12:30 PM

	Capacity	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	Avg. Spaces Occupied
Study Area	257	55.74%	45.19%	38.68%	37.21%	49.65%	48.28%	52.10%	51.80%	51.87%	52.25%	58.85%	57.13%	49.90%
Zone 1	85	28.24%	29.41%	36.47%	38.82%	54.71%	47.06%	37.65%	40.00%	49.41%	47.65%	46.47%	36.47%	41.03%
Zone 2	34	20.59%	17.65%	20.59%	32.35%	57.35%	63.24%	55.88%	58.82%	61.76%	50.00%	50.00%	64.71%	46.08%
Zone 3	13	53.85%	38.46%	38.46%	30.77%	38.46%	38.46%	57.69%	53.85%	50.00%	50.00%	65.38%	61.54%	48.08%
Zone 4	50	78.00%	64.00%	54.00%	54.00%	61.00%	52.00%	56.00%	59.00%	54.00%	66.00%	86.00%	75.00%	63.25%
Zone 5	17	88.24%	64.71%	41.18%	29.41%	44.12%	44.12%	58.82%	50.00%	52.94%	55.88%	64.71%	70.59%	55.39%
Zone 6	58	65.52%	56.90%	41.38%	37.93%	42.24%	44.83%	46.55%	49.14%	43.10%	43.97%	40.52%	34.48%	45.55%

## Parking Occupancy - 1:00 PM - 7:00 PM

	Capacity	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	Avg. Spaces Occupied
Study Area	257	59.71%	62.44%	56.86%	58.67%	49.63%	50.86%	46.50%	46.15%	47.24%	41.79%	40.42%	43.48%	50.31%
Zone 1	85	43.53%	46.47%	36.47%	35.88%	38.82%	42.94%	38.24%	23.53%	18.82%	28.24%	16.47%	17.65%	32.25%
Zone 2	34	58.82%	63.24%	52.94%	47.06%	33.82%	39.71%	33.82%	27.94%	47.06%	26.47%	38.24%	32.35%	41.79%
Zone 3	13	53.85%	50.00%	50.00%	53.85%	50.00%	50.00%	50.00%	61.54%	53.85%	61.54%	61.54%	53.85%	54.17%
Zone 4	50	78.00%	80.00%	68.00%	68.00%	67.00%	68.00%	55.00%	59.00%	40.00%	44.00%	42.00%	60.00%	60.75%
Zone 5	17	70.59%	82.35%	79.41%	91.18%	52.94%	58.82%	58.82%	61.76%	82.35%	35.29%	41.18%	47.06%	63.48%
Zone 6	58	53.45%	52.59%	54.31%	56.03%	55.17%	45.69%	43.10%	43.10%	41.38%	55.17%	43.10%	50.00%	49.43%

## Parking Duration

	Parked Vehicles	<30 mins	0.5-1 hrs	1-2 hrs	2-3 hrs	3-4 hrs	Average Duration (hrs)	Median Duration (hrs)	Vehicles/Space
Study Area	1856	43.78%	18.64%	16.79%	5.34%	13.42%	1.40	0.5	7
Zone 1	424	36.56%	18.63%	22.17%	6.60%	16.04%	1.40	0.5	5
Zone 2	227	37.00%	21.59%	28.19%	6.61%	6.61%	1.40	0.5	7
Zone 3	100	50.00%	21.00%	12.00%	3.00%	14.00%	1.40	0.5	8
Zone 4	686	71.72%	15.16%	5.25%	3.35%	4.52%	0.89	0.5	14
Zone 5	148	33.11%	19.59%	16.89%	4.73%	13.51%	1.40	0.5	9
Zone 6	271	34.32%	15.87%	16.24%	7.75%	25.83%	1.90	0.5	5



### Key questions asked

- How is the current parking inventory being utilized around Cleveland Circle?
- Are there individual parking spots or zones of parking that can be reworked as delivery zones to serve the many Cleveland Circle businesses?
- Are there zones of consistently underutilized parking that could be reworked for pedestrian-only spaces?
- How is the parking audit being utilized by public and private agencies as well as nonprofit organizations?
- How can parking be monitored during and after implementation of the short-term strategy at Cleveland Circle?
- How can findings inform long-term infrastructure reconstruction?

### Identifying study goals

The goals of the parking audit included...

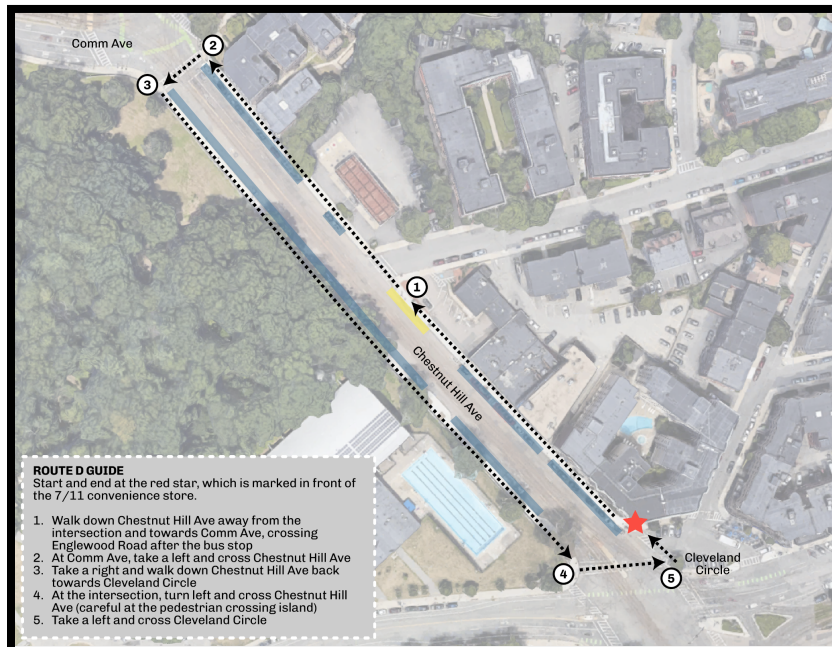
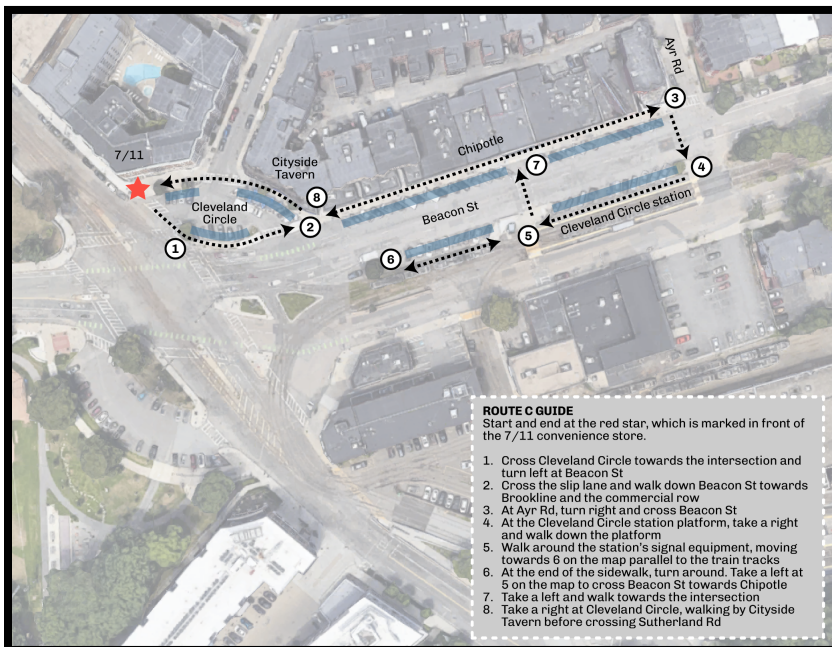
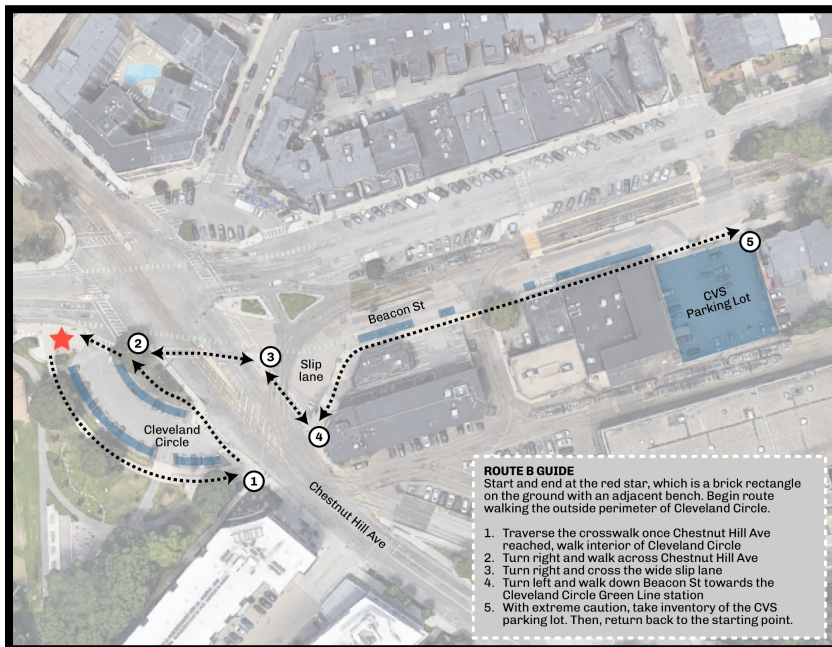
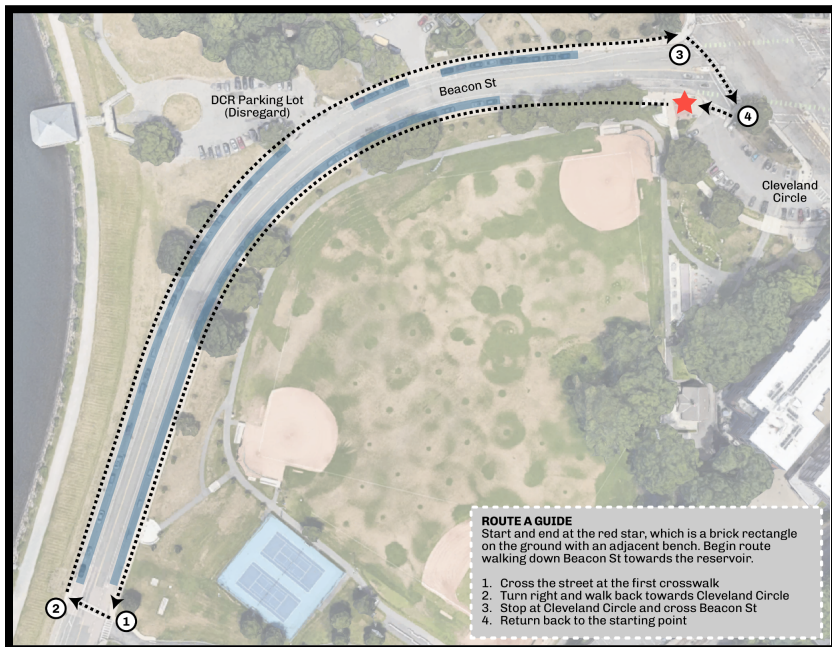
- Studying how much parking is provided in a specific study area
- Study how parking is being utilized with a focus on timing
- Studying the metrics of whether demand exceeds capacity
  - Compare the results to 85% occupancy guide (if occupancy is above 85%, demand exceeds supply, if occupancy is below 85%, supply exceeds demand)
- Identifying underused parking areas that could be repurposed
- Identifying programming challenges (e.g. missing signage, erratic driver behavior that could be infrastructure-related, illegal parking zones, etc.)

### Study scheduling and routes

Data collection dates and times were selected based on expected peak travel flow through the intersection (including weekday rush hours and weekend midday periods). These dates and times included...

- Friday 3/10/23 from 7 AM - 11 AM
- Thursday 3/16/23 from 11 AM - 3 PM
- Saturday 3/18/23 from 9 AM - 1 PM
- Sunday 3/19/23 from 1 PM - 5 PM
- Monday 3/20/23 from 3 PM - 7 PM

Each shift, four members of BTD and ABHC met and each traversed one of the following routes eight times:



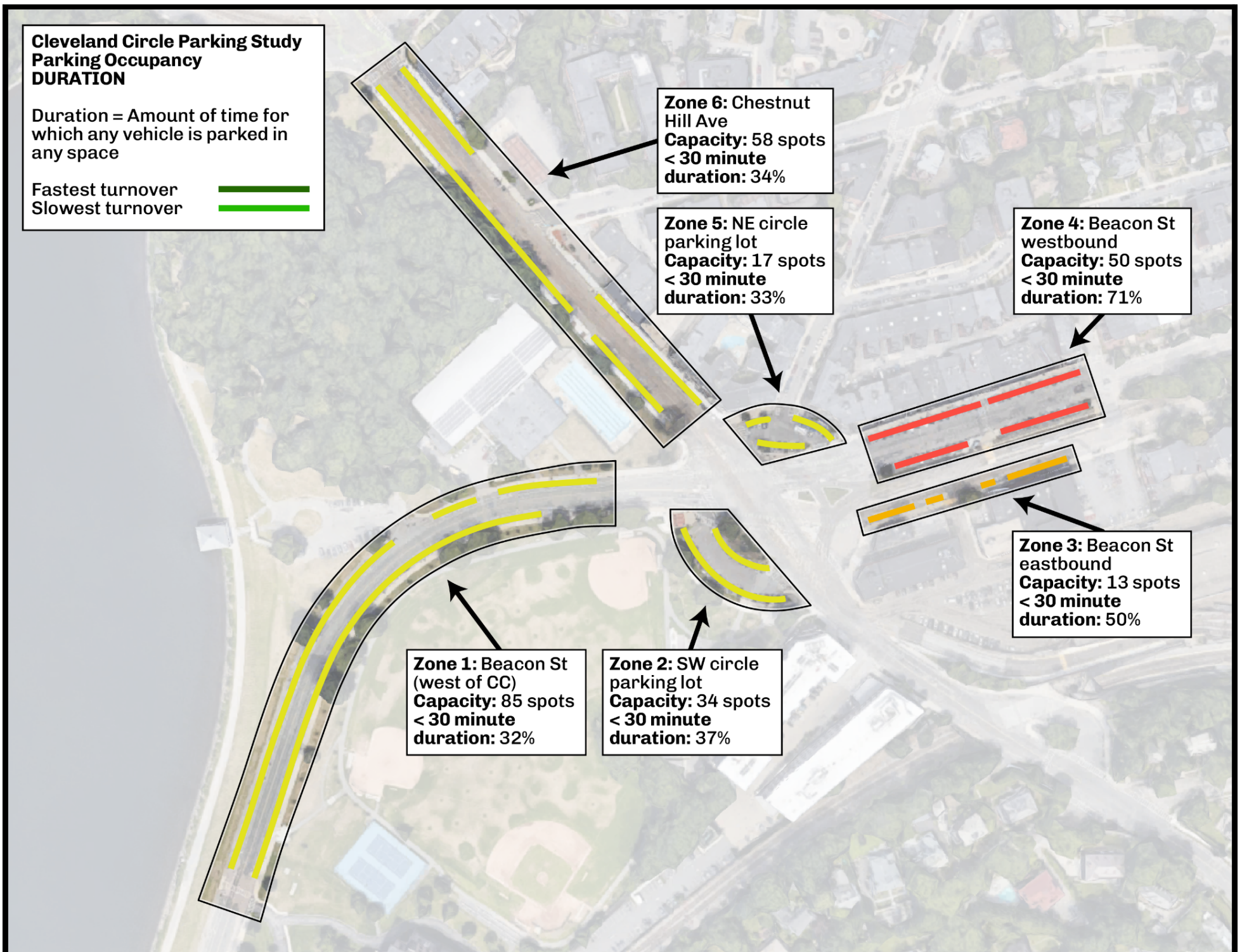
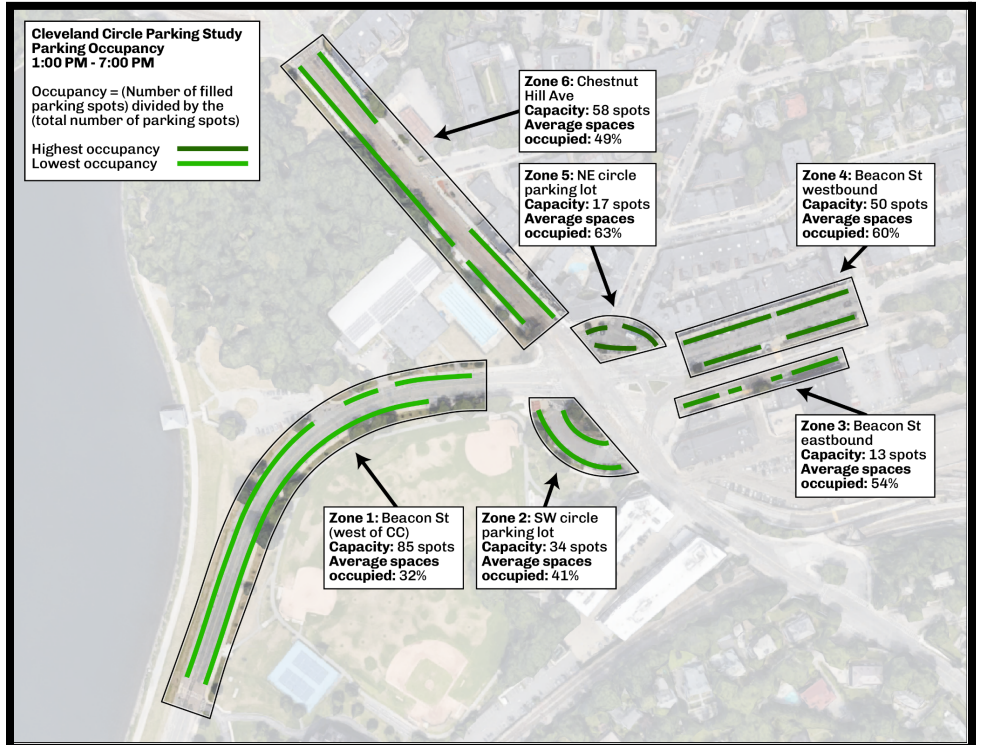
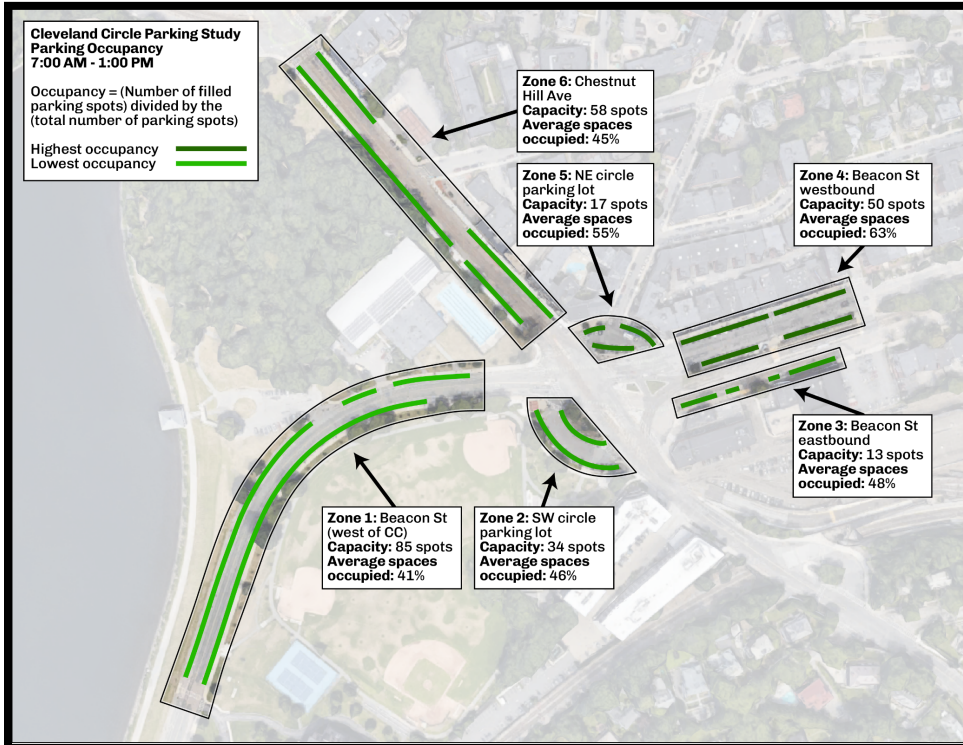
Using pre-made data collection sheets, volunteers noted the occupancy and duration of each parked vehicle, as well as which spots were vacant at certain times. Occupancy refers to the number of parked cars within each of the study areas divided by the total number of available spaces. Duration refers to the amount of time cars are parked.



## Results

Please see the following maps for visuals of the occupancy and duration of each of the six study area zones.

From the data results, one can imply that on-street parking supply far exceeds demand at all times of the day and all days of the week. Over half the cars along Beacon St east of the intersection (around many of Cleveland Circle's businesses) were parked for 30 minutes or less, making a compelling case for transforming some or all of these spots into delivery only zones or more restricted parking timing spots (e.g. 15 or 30 minute parking zones). In both morning and evening, these zones were also the most occupied out of any in the intersection, helping show that many individuals and delivery drivers rely on having some parking to frequent the businesses on Beacon St.



Special thanks to Cheryl, Matthew, Marisa, Justin, Barbara, Cullen, Anna, Tina and Grey from the ABHC for their participation in the study, as well as Moira McCrave and Frank Mendoza from the Councilor's office and Office of Neighborhood Services. For any questions regarding this study, please reach out to [transit@boston.gov](mailto:transit@boston.gov)! This study was completed by Graham Moitoso and Sophia Cotman at the Boston Transportation Department.