



Transportation – Part 2B

Parking Analysis & Transportation Issues Discussion

Central Square Advisory Committee . September 12, 2012



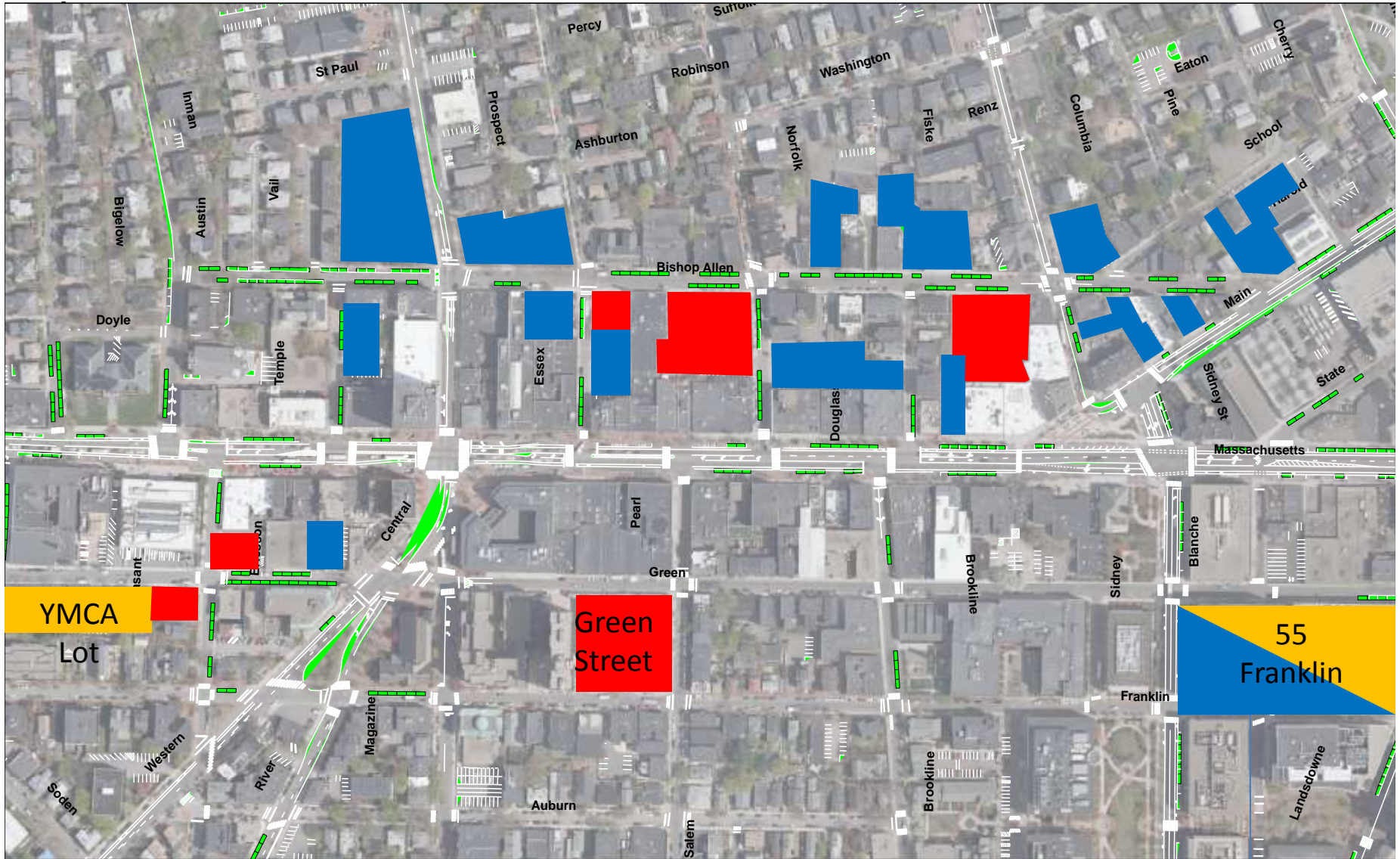
Parking Analysis

Central Square Parking Analysis

- Location and Type of Spaces
- Quantity
- Utilization
- Rates
- Residential Parking
- Findings

Central Square Parking

2,600 spaces (1,281 space (49%) available to the public)



Public
475 Spaces

Private Open to the Public
606 Spaces

Private
1,319 Spaces

On-Street Meters
200 Spaces

Rates

Parking Rates:

| | <u>Hourly</u> | <u>Daily Max.</u> | <u>Monthly</u> | <u>Evening</u> |
|-------------|---------------|-------------------|----------------|-----------------------|
| Green | \$1.50 | \$13 | \$ 95 | \$6 |
| YMCA | \$5 | \$14 | \$180 | \$8 |
| 55 Franklin | \$5 | \$20 | \$250 | \$9(\$5 w/validation) |
| City Lots* | \$1.00 | NA | NA | \$4 |

*By Early October at the 3 lots on Bishop Allen Drive.

- Pay Stations (pay by space).
- Credit cards accepted.
- Rate \$1/hour (same as on street and other lots).
- Payment required 8am – 10pm, Monday – Saturday.
- 2 hour limit Lots 4 & 5.
- 4 hour limit Lot 6.

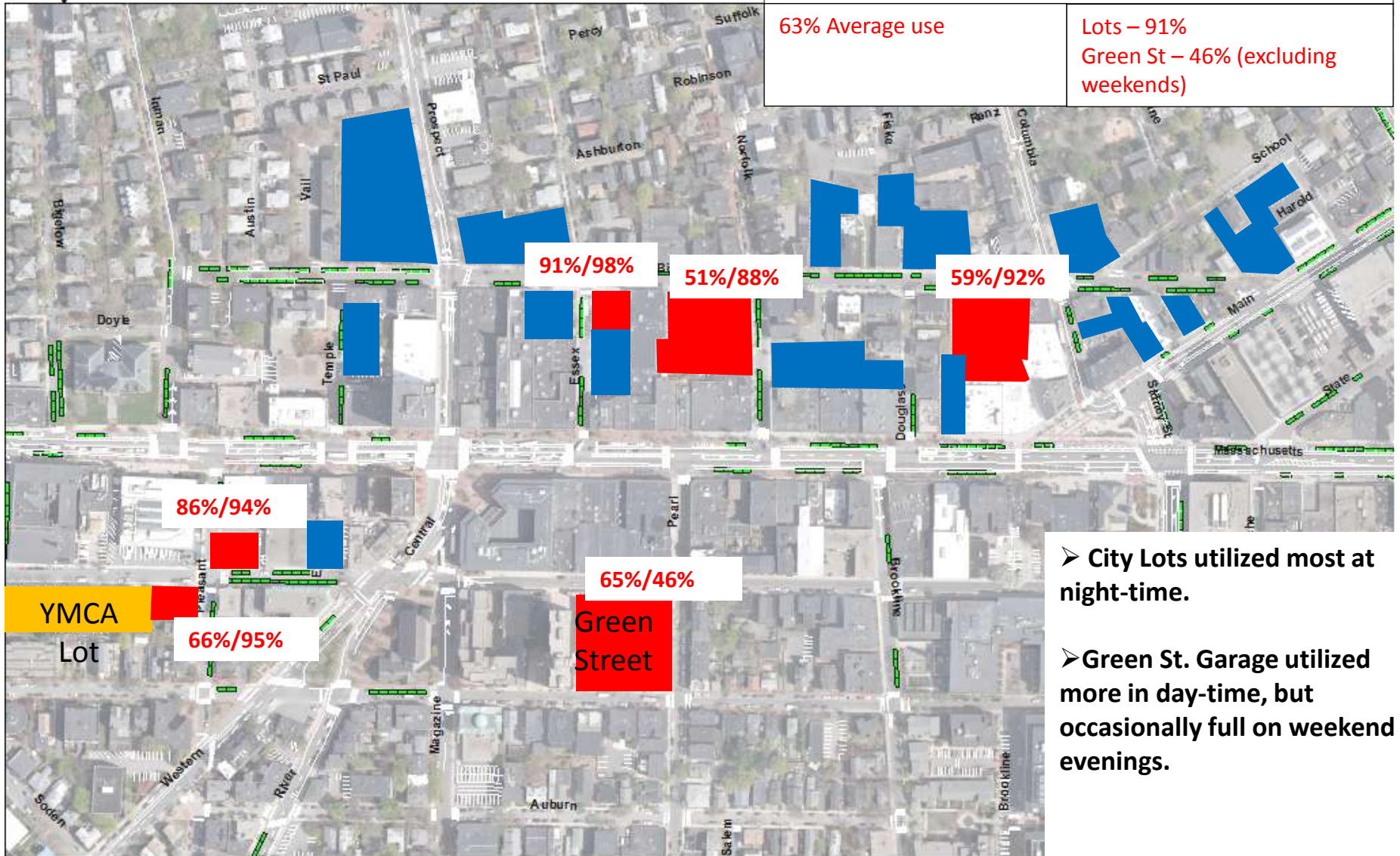
Utilization: City Lots & Garage

Average Use
Day-Time

Night-Time

63% Average use

Lots – 91%
Green St – 46% (excluding weekends)



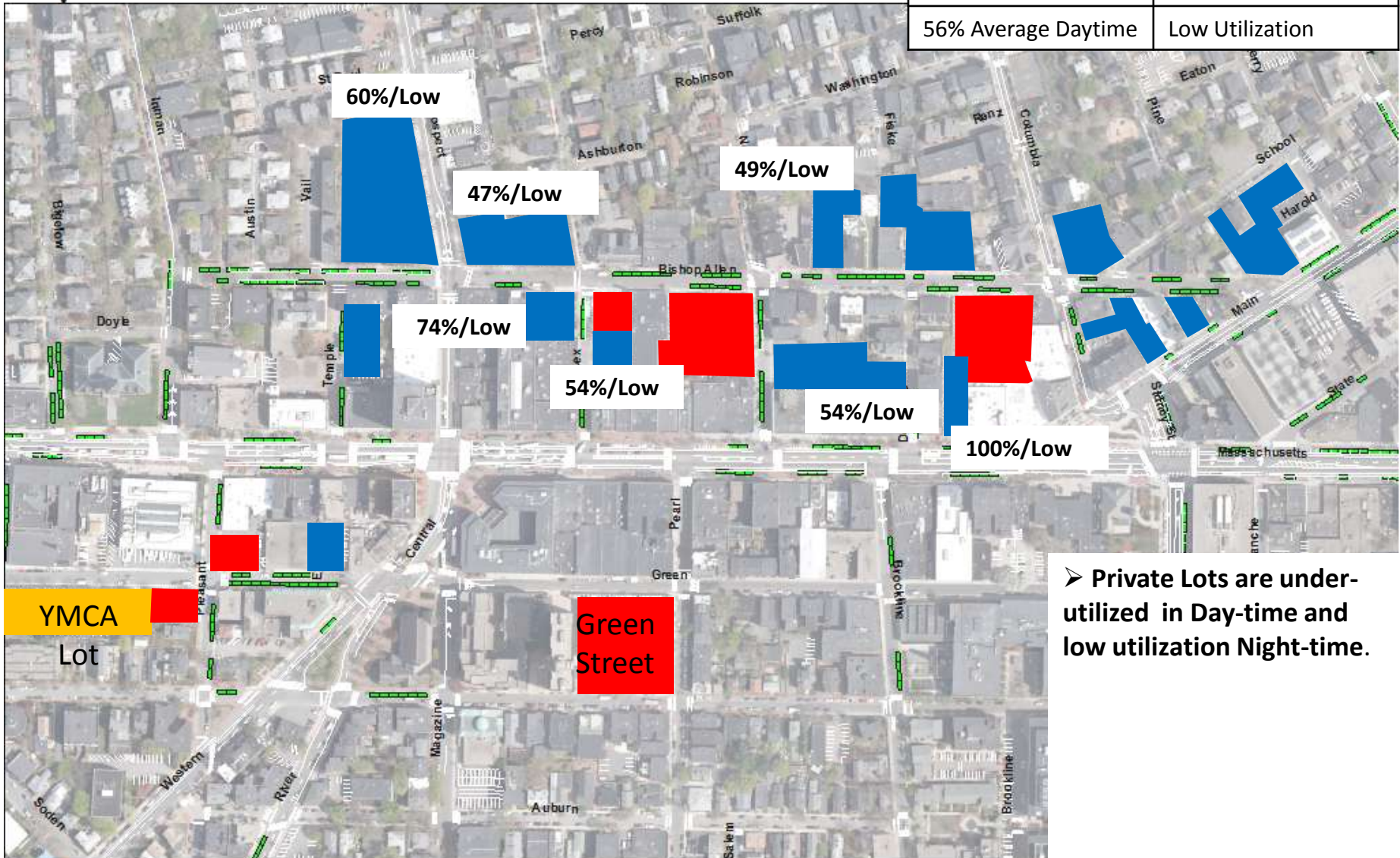
➤ City Lots utilized most at night-time.

➤ Green St. Garage utilized more in day-time, but occasionally full on weekend evenings.

Source: Counts conducted Thursday May 17, 2012.

Utilization: Various Private Lots

| Day Time | Night Time |
|---------------------|-----------------|
| 56% Average Daytime | Low Utilization |

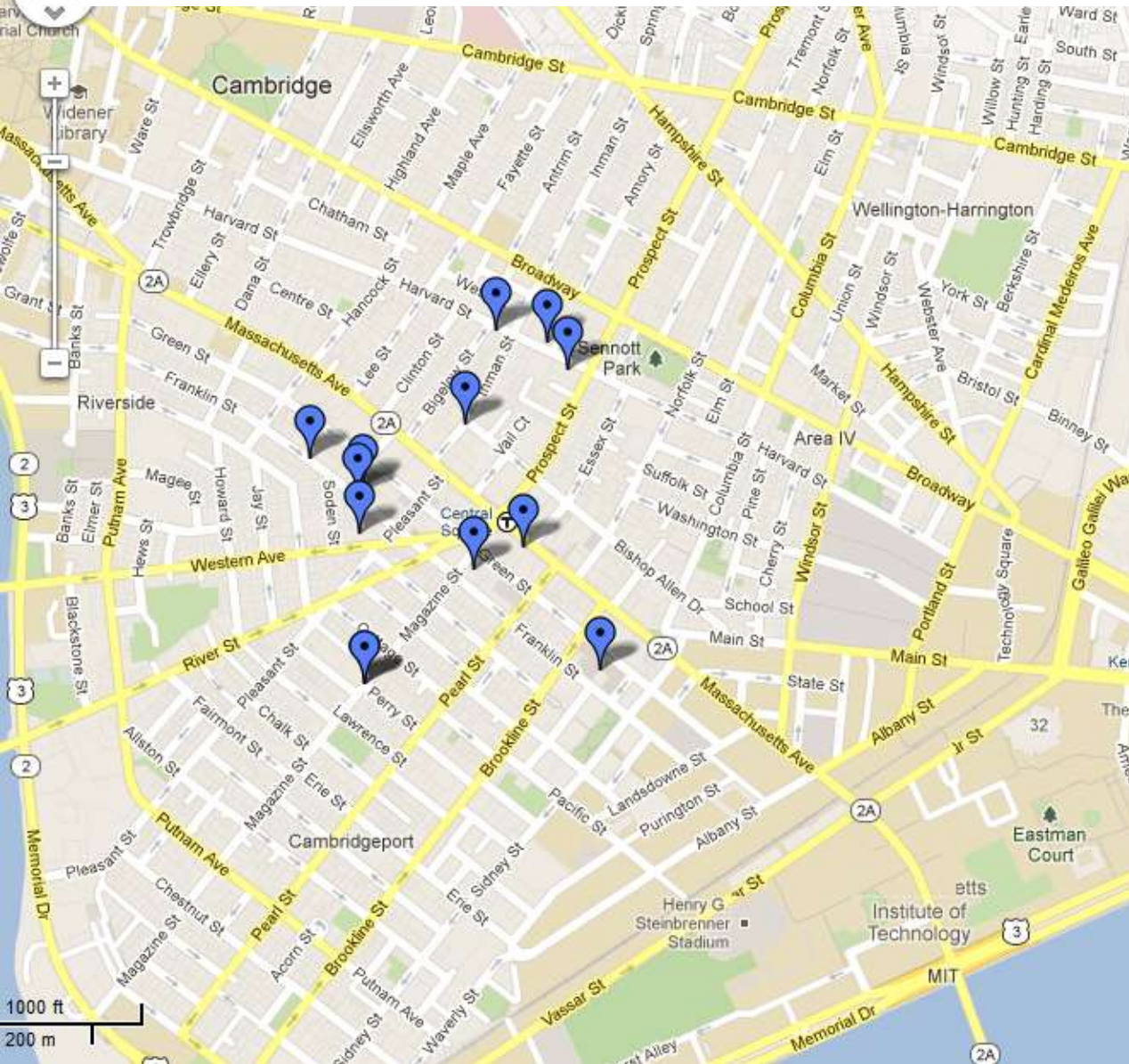


➤ Private Lots are under-utilized in Day-time and low utilization Night-time.

Low indicates few number of vehicle parked in lot at night.
 Source: Private parking lots occupancy counts conducted Monday, April 30, 2012, 2-3 PM.

Central Square Residential Parking

Auto Ownership in Central Square is less than one space per unit.



12 Housing Facilities:

719 units built between 1900 and 1999.

Supply:

- Average 0.80 off-street spaces/unit.
- spaces/facility ranged from 0 to 1.1/unit.

Auto Ownership:

- 0.55 autos/unit. (RMV 2010.)
- 0.50 autos/unit. (resident permits 2011.)
- Trend line – as spaces/unit increases, auto owned/unit increases.

Source: 2010 State Registry of Motor Vehicles; 2011 City Resident Parking Permits; Assessing Dept. data.

Central Square Parking Findings

- Public lot use is highest in the evenings.
- Green Street garage use is highest in the day
 - (except occasionally Friday and Saturday nights the garage is full.)
- The use of private (employee) parking is highest during the work day.
 - (Night-time use is very low.)
- Private (employee) spaces are less utilized during the work day.
 - About 40% of the private spaces are not being used during the peak demand time.
 - There are about 230 unused private spaces and 50 unused public spaces during the work day.
- Zoning minimums are greater than what is needed and could be reduced.
 - Residential use is .5 to .8 spaces/unit while zoning is 1 space/unit.
 - Office parking use is about 1 space/1,000 GSF while zoning is 1-2 space/1,000 GSF based on type of Office use.
- The cost of the City's public spaces is lower than the private spaces open for public use.



Transportation Issues

General Issues

CHARACTER & STREETScape

- Grand vision and cohesive design strategy
- Cars dominate – C2 should be a place, not just a jumble of cars
- More trees/green – feels barren and unpleasant to walk
- Better lighting from storefronts -- trees blocks light
- Streets parallel to Mass Ave shouldn't feel like alleyways

CONFLICTS AMONG ALL MODES –cars, bikes, buses, trucks and pedestrians

- Bus shelters/bus stops block pedestrians passage
- Bikes feels unsafe
- Illegal bikes riding on sidewalks

ILLEGAL PARKING

- Delivery trucks in bike lane
- Non-residents parking in resident only areas at night

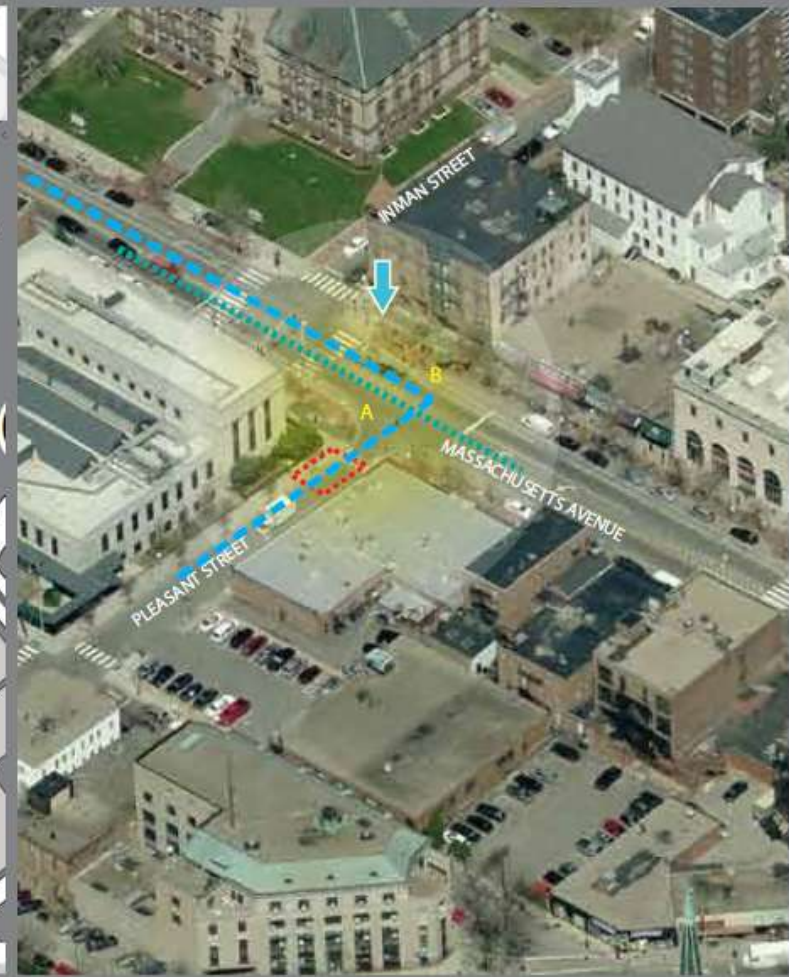
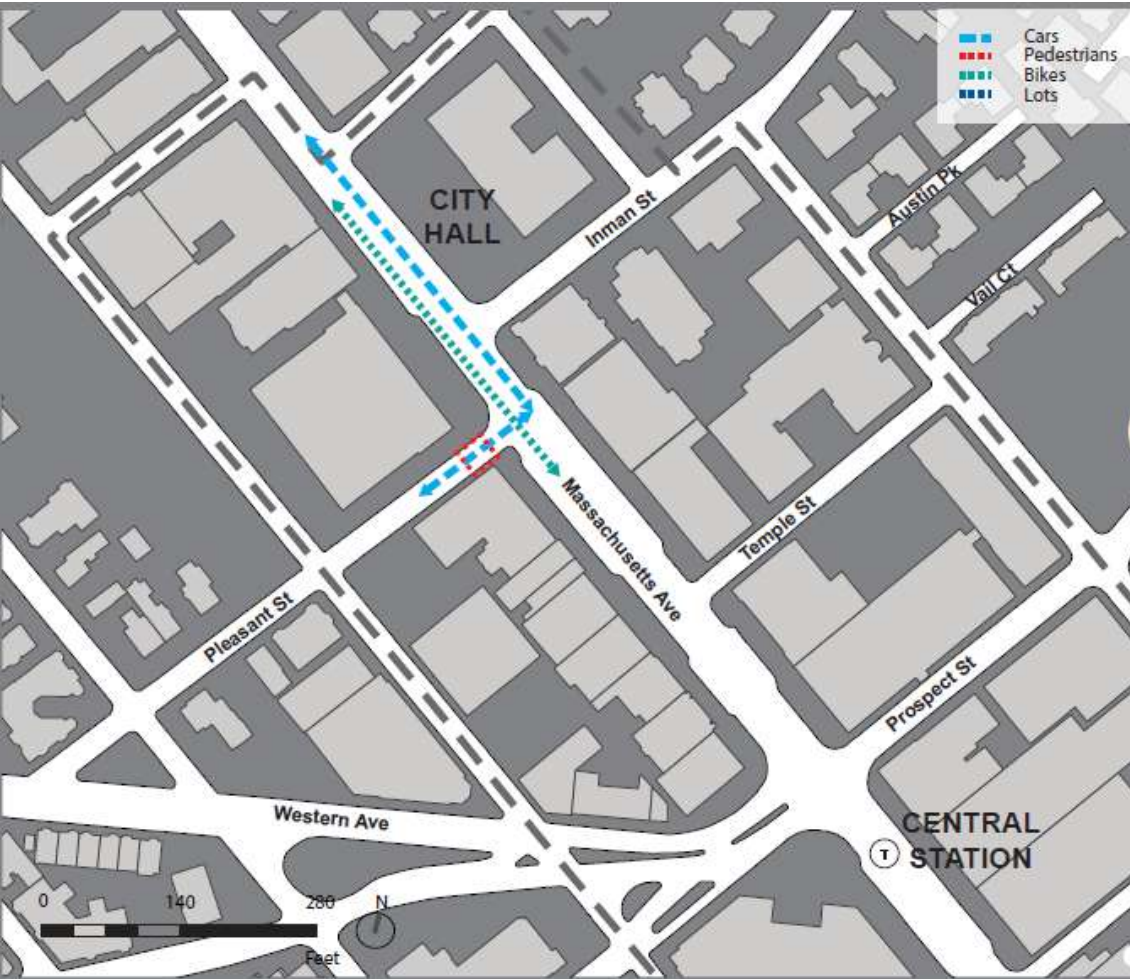
TRUCKS

- Can truck traffic be reduced/rerouted/ better managed?

TRANSIT (non capacity issues)

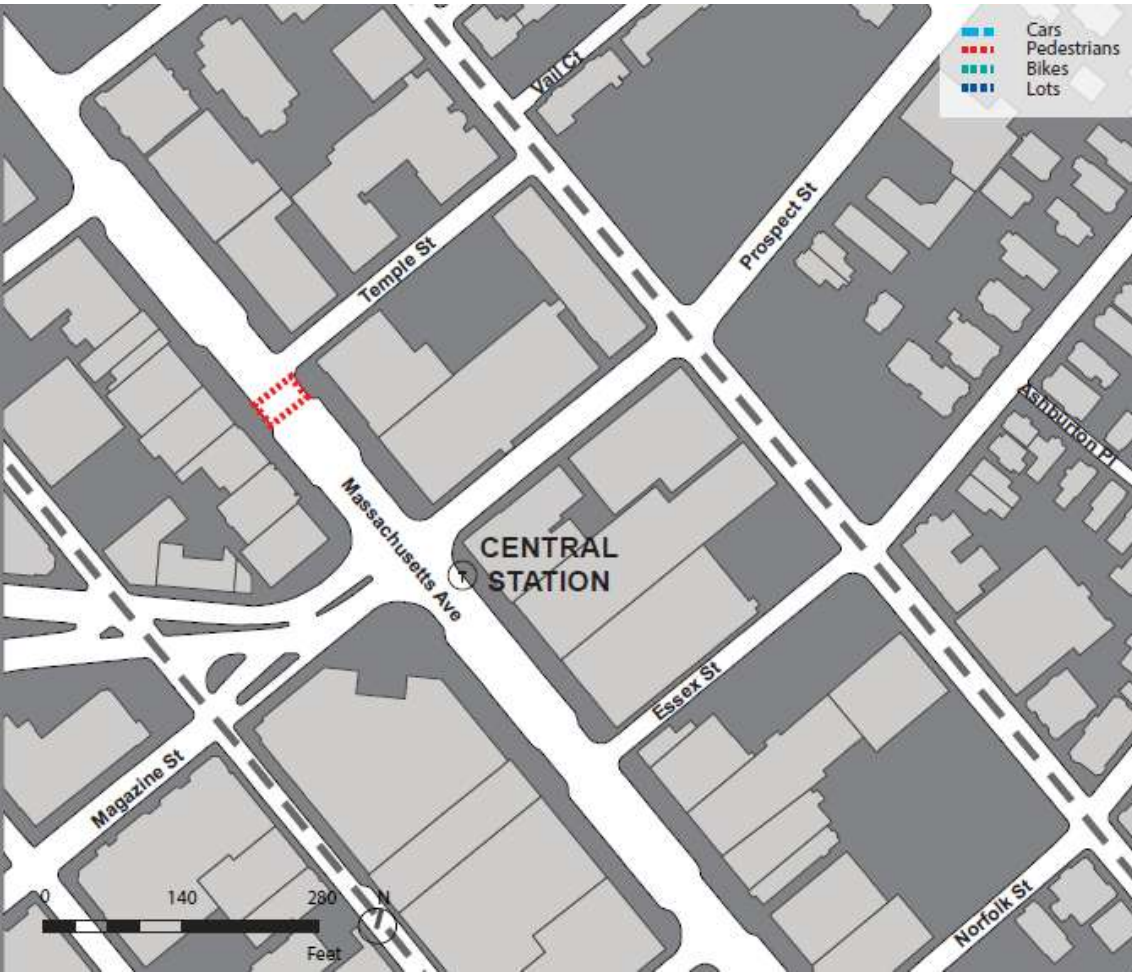
- Improve bus service – higher frequency, more stops (e.g. at Nora Theater), less stops
- Bus shelters at Carl Barron Plaza need improvement

1. Inman St, Pleasant St, and Massachusetts Ave



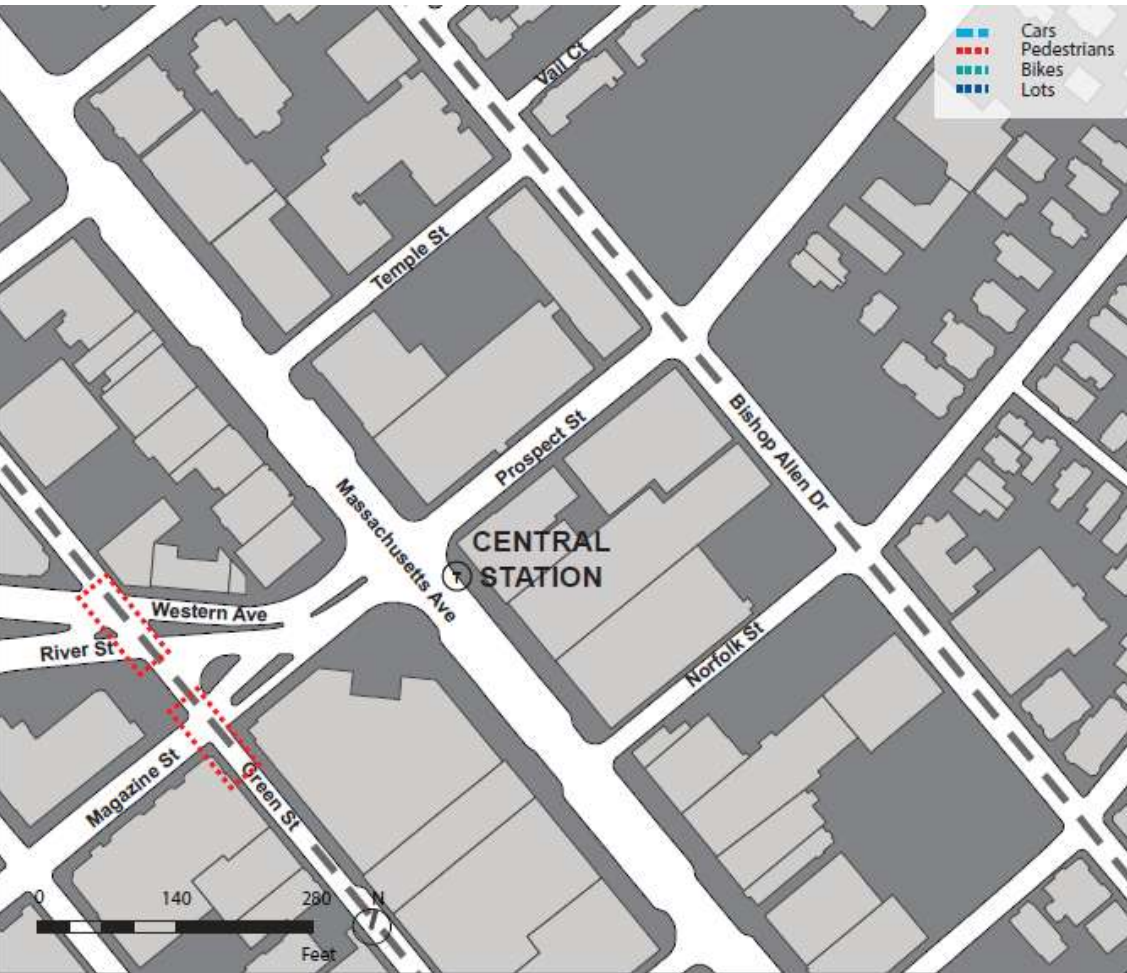
- A. Pedestrians crossing at Pleasant Street/through cyclists on Massachusetts Avenue conflict with motorists coming from Inman Street to Pleasant.
- B. Westbound stop line on Mass so far back that cars running the yellow conflict with the pedestrians crossing with the walk light.

2. Massachusetts Avenue & Temple St



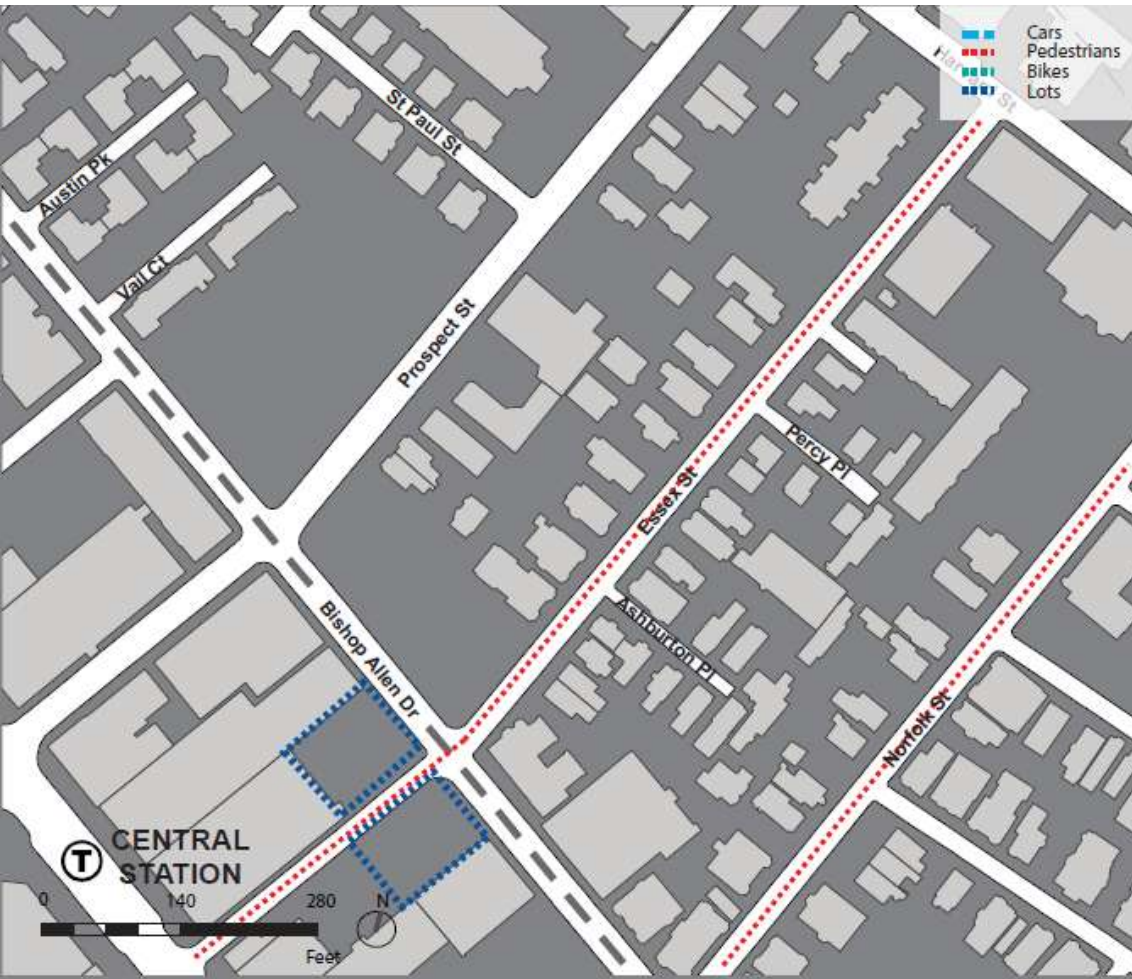
A. Pedestrian crosswalk east of Temple Street is difficult to see at night.

3. Green St and River St



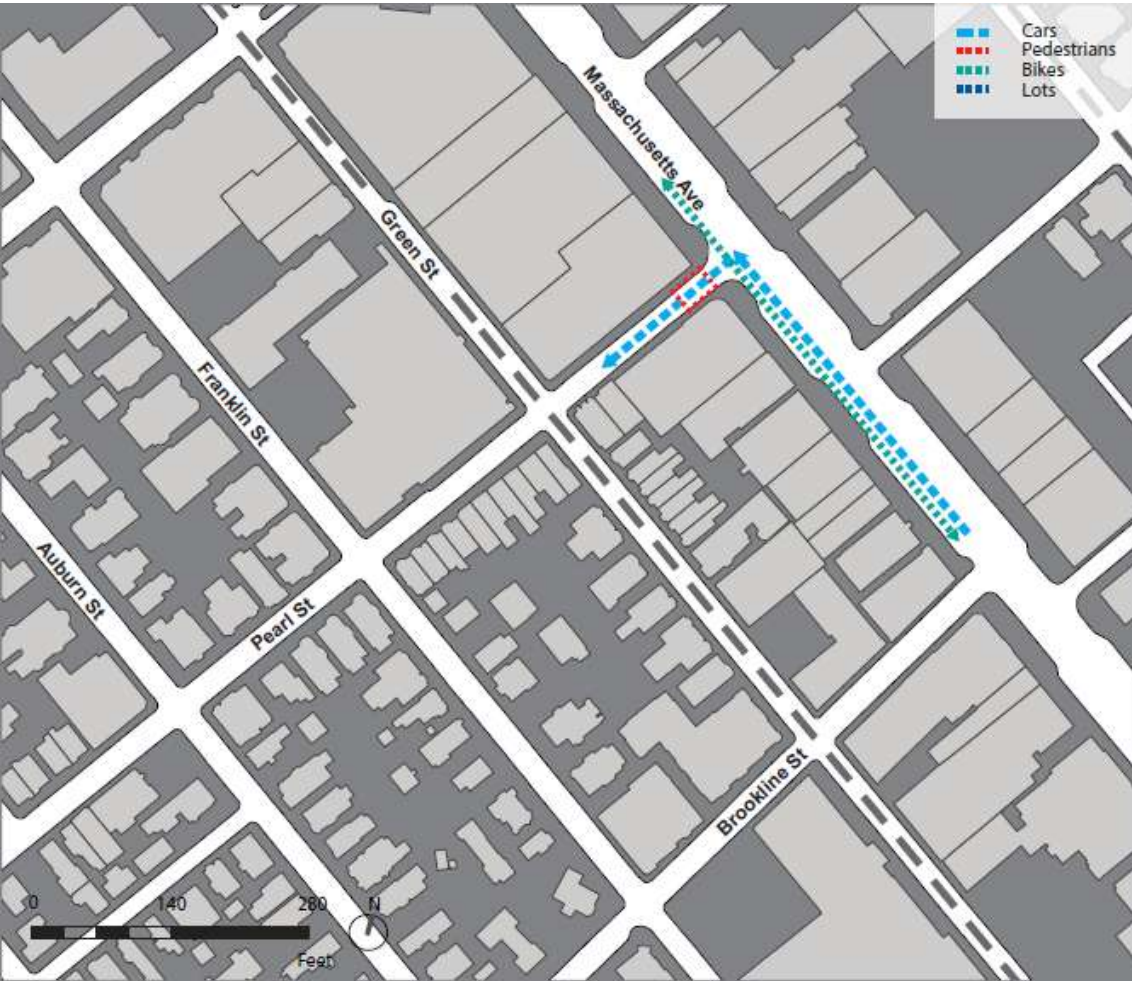
- A. Awkward pedestrian crossing of River and Western on south side of intersection.
- B. No crosswalk on southern leg of Western Avenue at Franklin Street.
- C. Crowded sidewalk at bus stop waiting area by Convenience Store.
- D. Poor vehicle yielding to pedestrians.
- E. Cars ignore the stop sign at Magazine when signal is green at River.
- F. Crowded sidewalk at bus stops (Green/Magazine and Green/Brookline)

4. Essex St & Norfolk St



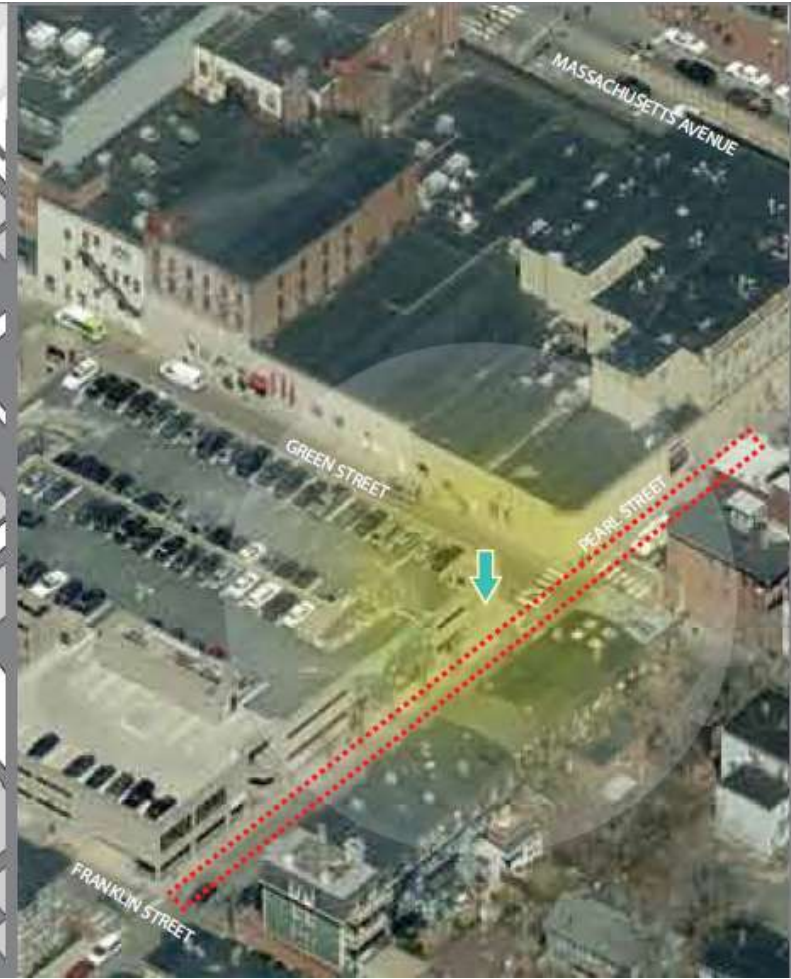
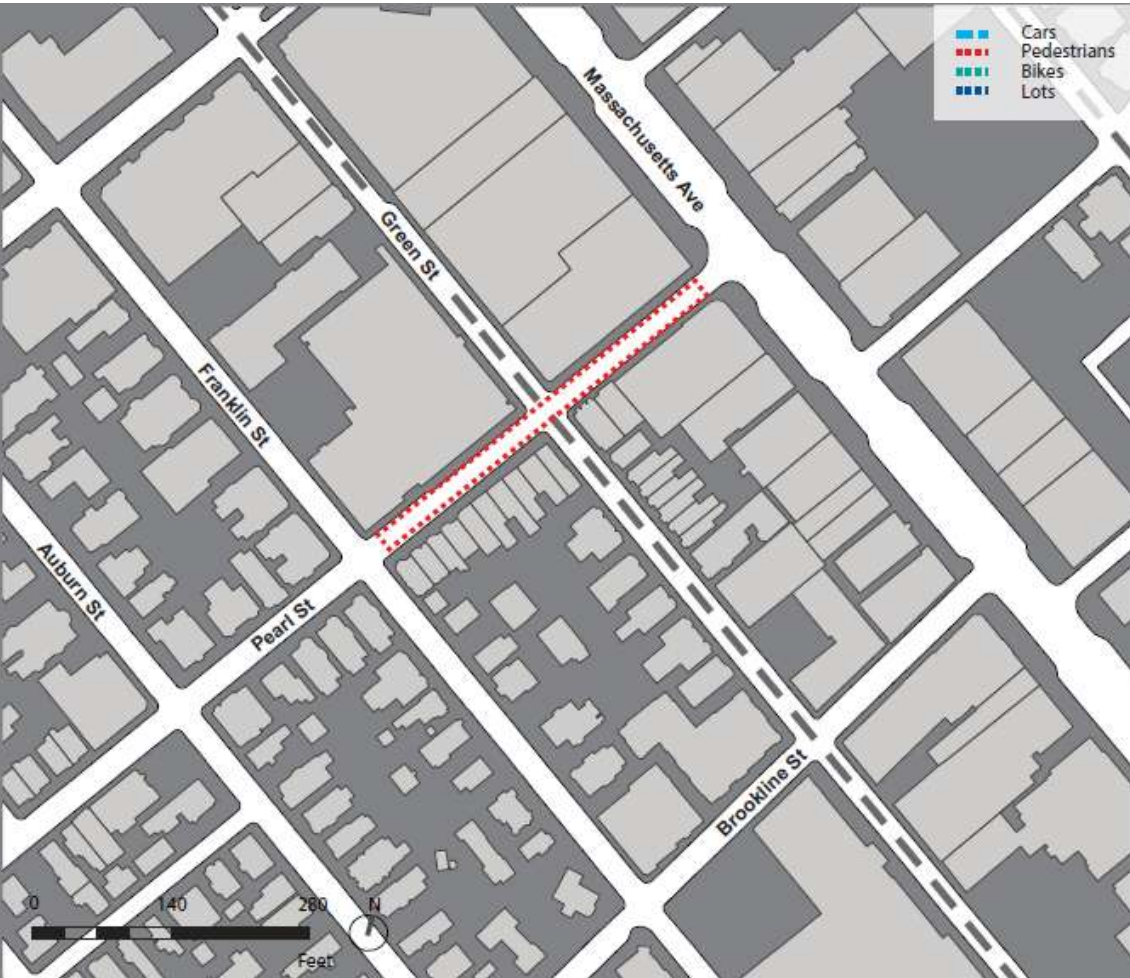
- A. Limited greenery and narrow sidewalks make unattractive pedestrian connections between Area 4 and Central Square.
- B. Unattractive surface parking lots.

5. Pearl St and Massachusetts Ave



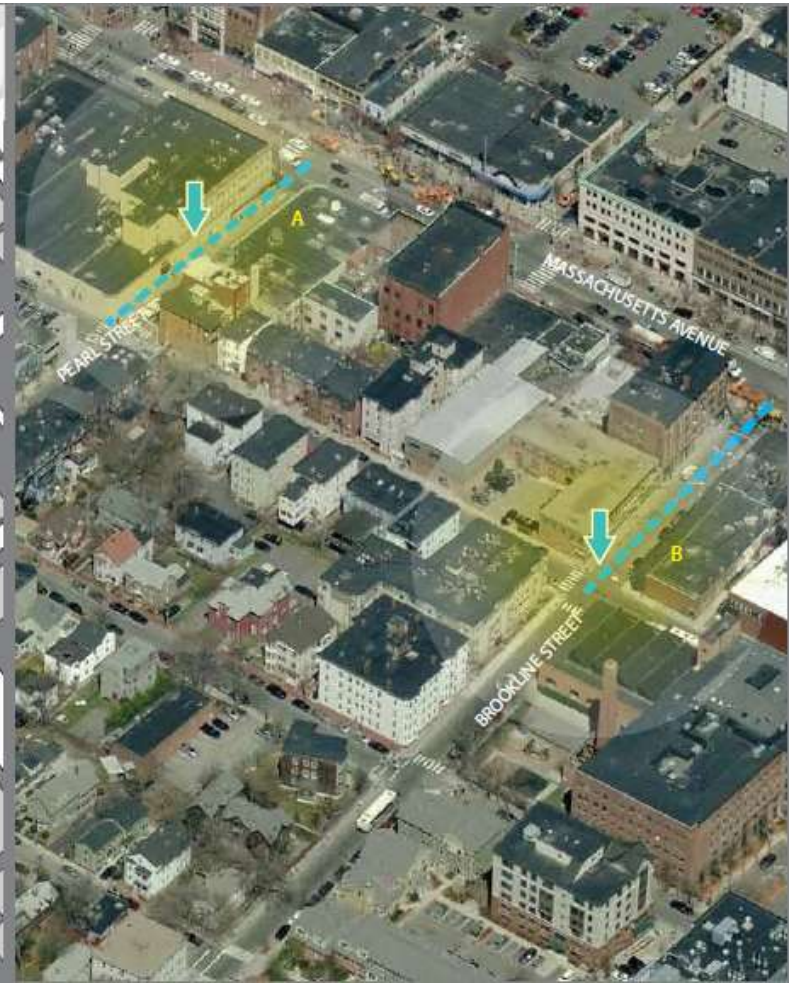
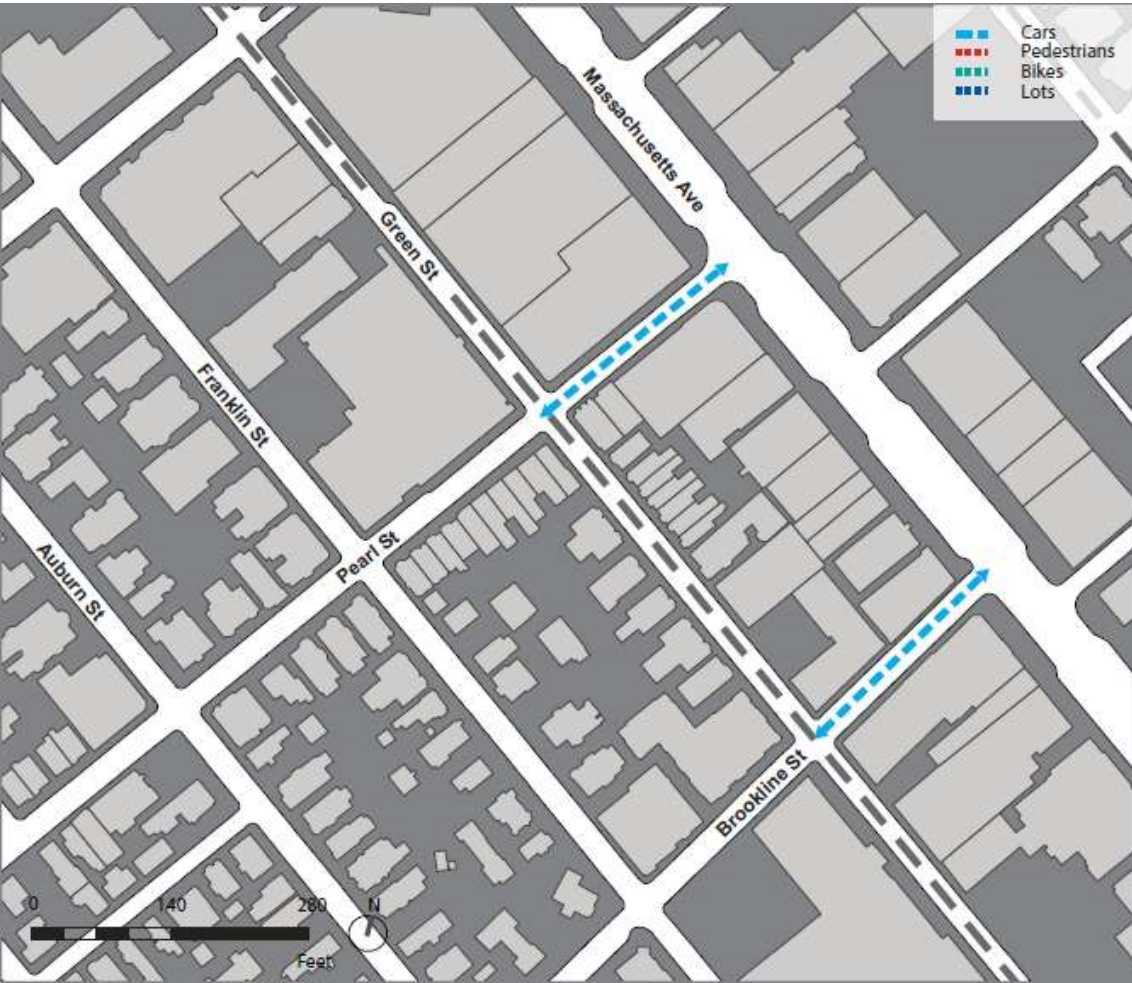
A. Pedestrians crossing Pearl/through-cyclists on Mass Ave conflict with left turning cars.

6. Pearl St between Massachusetts Ave & Franklin St



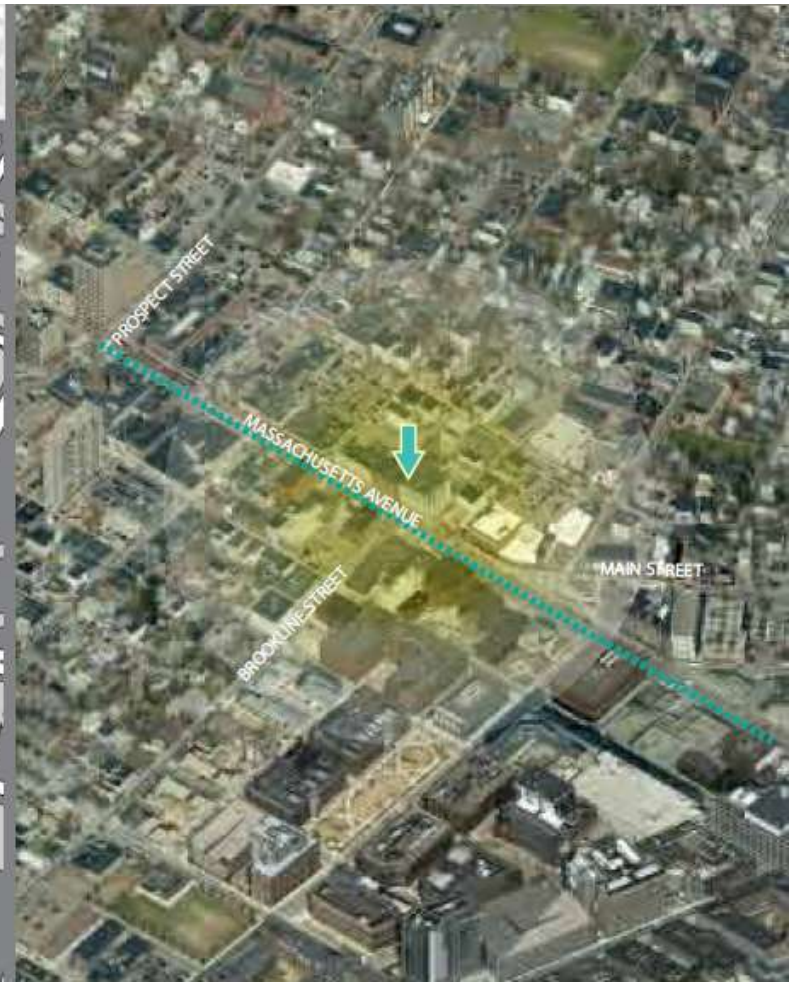
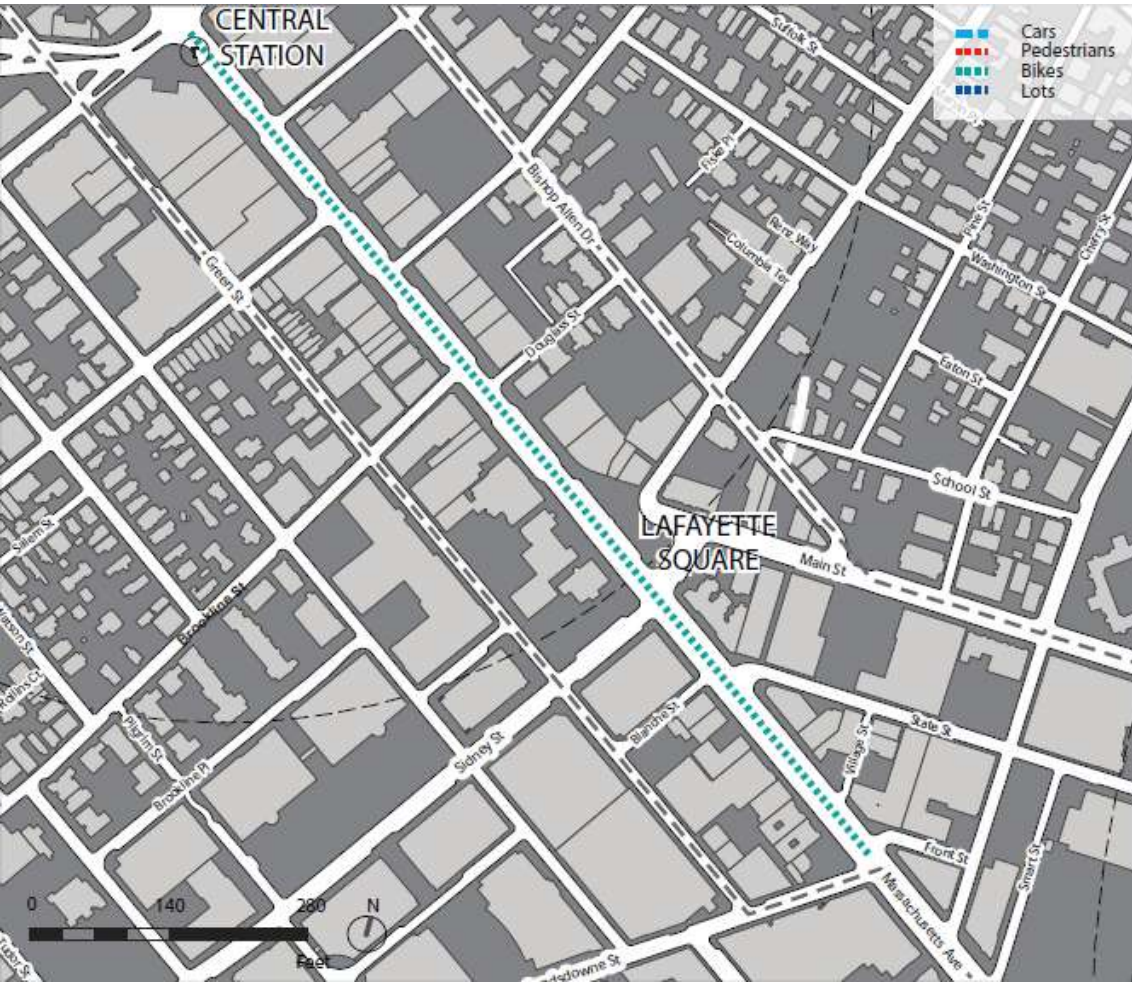
- A. Narrow sidewalks and lack of shade on Pearl Street.
- B. Poor pedestrian environment due to blank walls and limited ground floor activity.

7. Pearl St and Brookline St



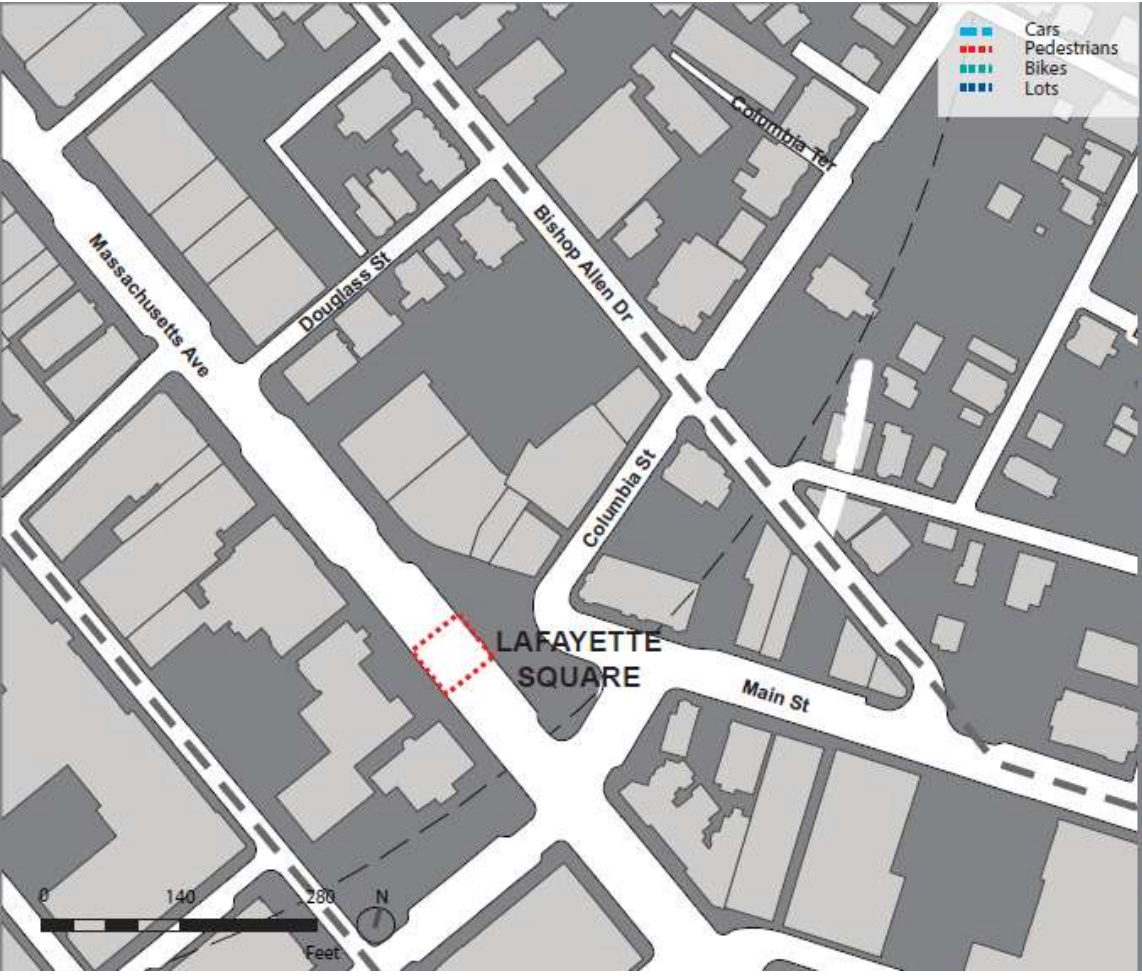
- A. Illegal parking on Pearl Street blocks buses.
- B. Loading activity on Brookline Street obstructs travel lane.

8. Massachusetts Ave



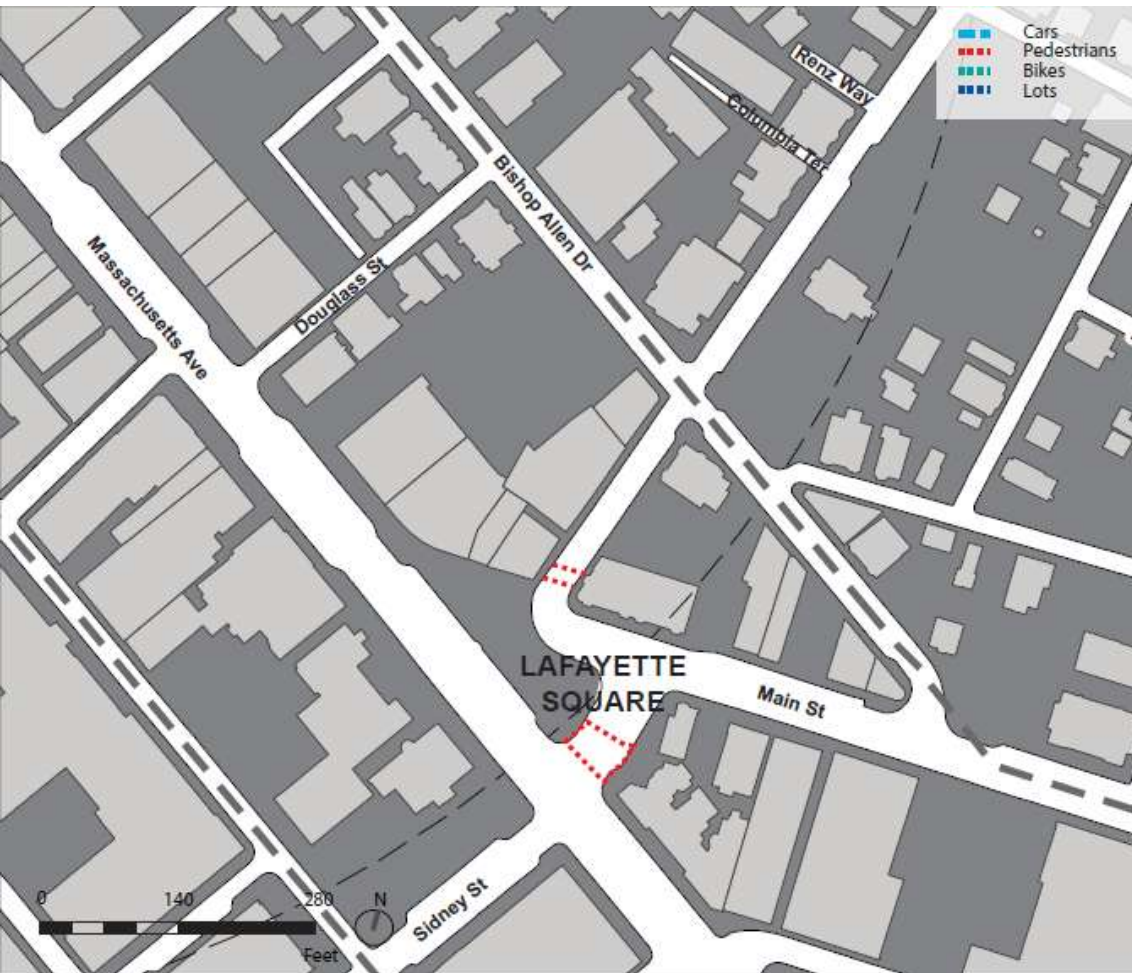
- A. Bicycling on Massachusetts Avenue is difficult -- illegal parking in bicycle lanes; dooring; buses stopping in bicycle lanes; vehicles pulling in/out across bicycle lanes.
- B. At Prospect St, pedestrians crossing Mass Ave on east side conflict with right turning vehicles.
- C. Route 1 bus too slow and too crowded.

9. Lafayette Square and Massachusetts Ave



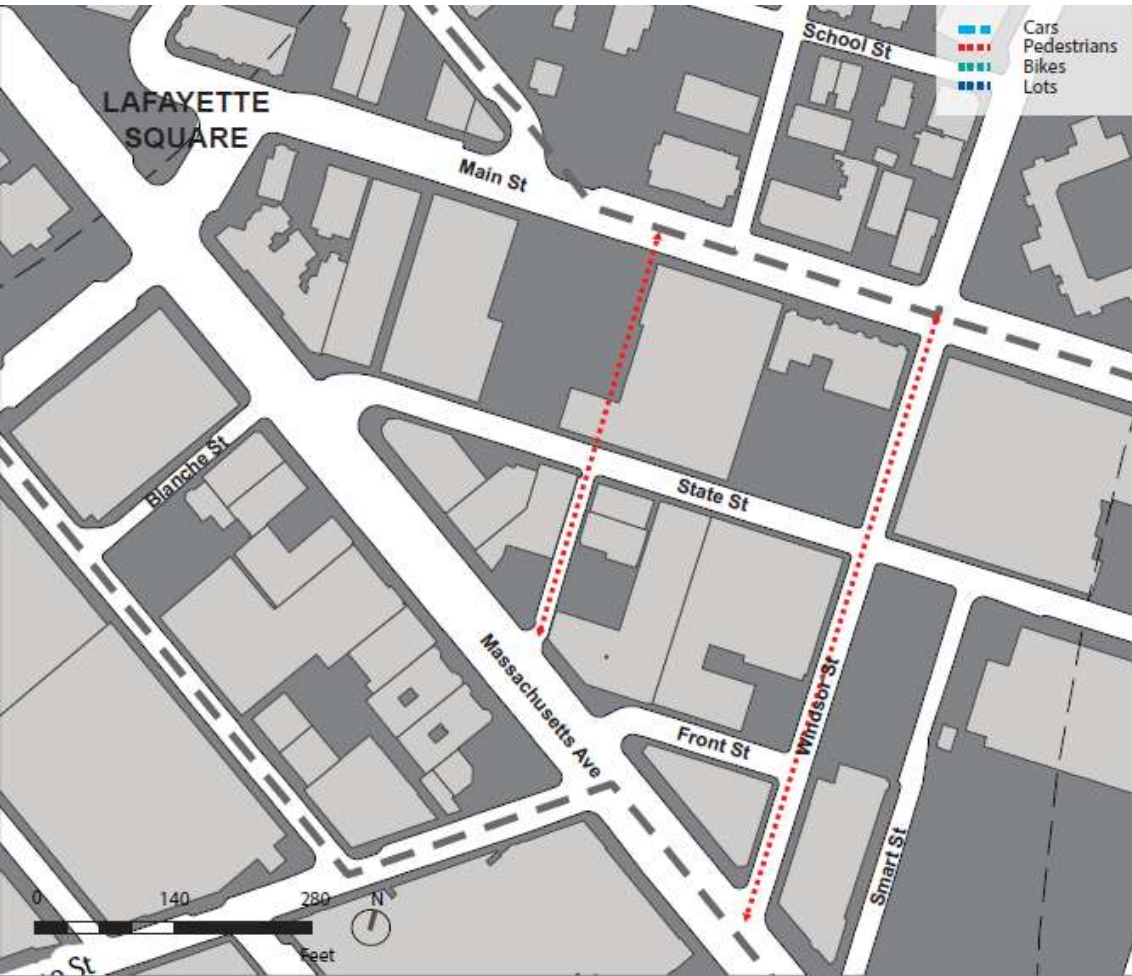
A. Lack of yielding by motorists

10. Columbia St and Lafayette Square



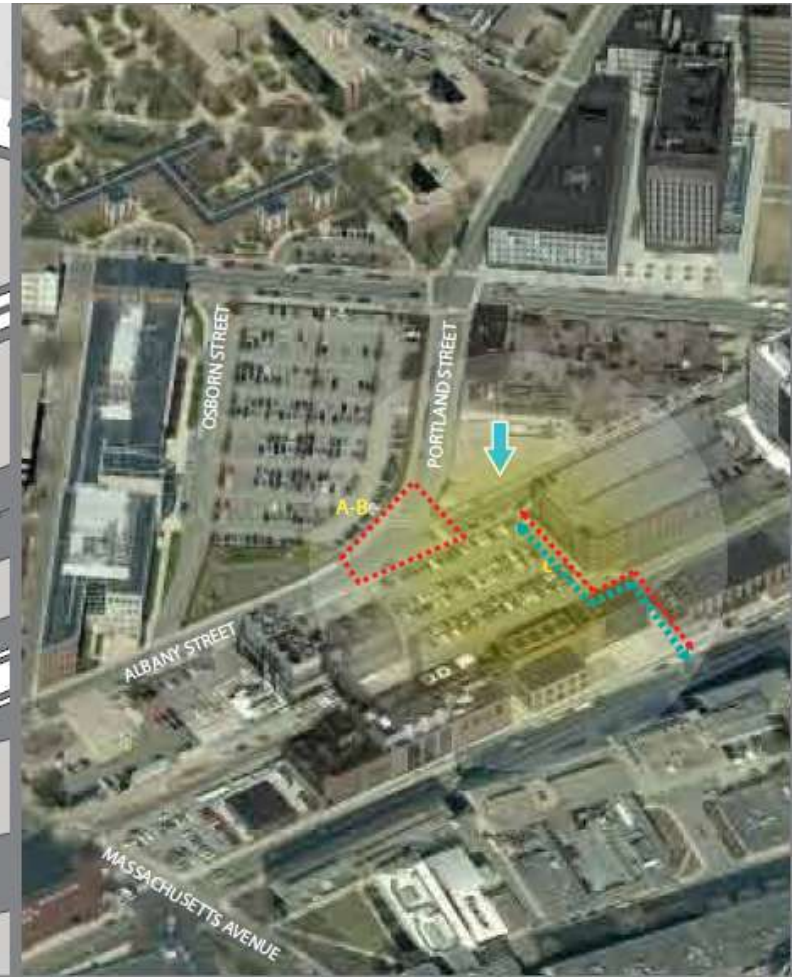
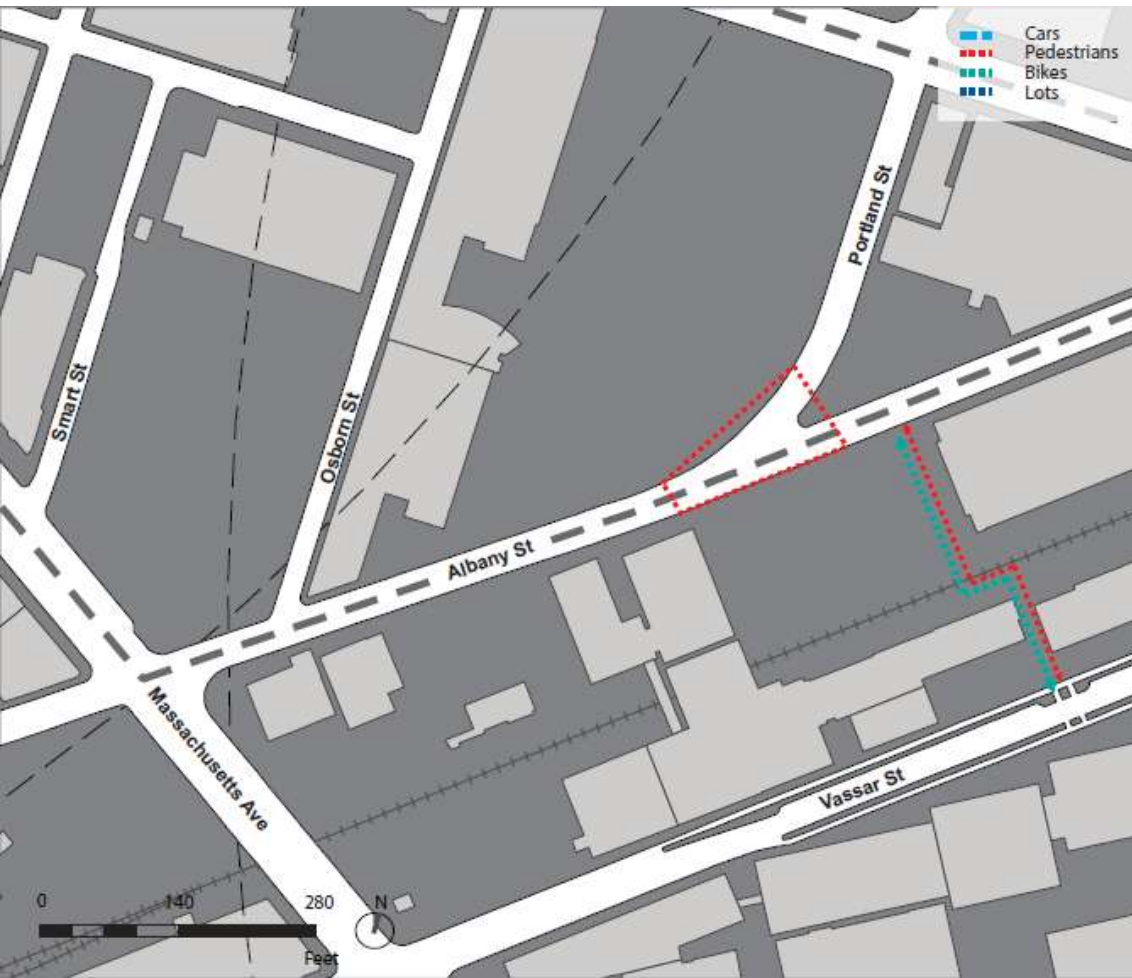
- A. Very long crossing of Sidney Street extension for pedestrians.
- B. Lack of yielding at Columbia Street and Lafayette Square.
- C. Desire for street space for special events

11. Mass to Main link, Blanche St, Windsor St



- A. Windsor Street sidewalk is narrow.
- B. No pedestrian connection between Main St and Massachusetts Ave from Windsor St to Sidney St extension.

12. Albany St & Portland St



- A. The intersection is awkward for all users
- B. Poor connection between Albany/Portland and the railroad crossing to Vassar Street.

For more information:

<http://cambridgema.gov/K2C2>

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