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

Map showing parking locations and availability.
## Rates

<table>
<thead>
<tr>
<th>Parking Rates:</th>
<th>Hourly</th>
<th>Daily Max.</th>
<th>Monthly</th>
<th>Evening</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green</td>
<td>$1.50</td>
<td>$13</td>
<td>$95</td>
<td>$6</td>
</tr>
<tr>
<td>YMCA</td>
<td>$5</td>
<td>$14</td>
<td>$180</td>
<td>$8</td>
</tr>
<tr>
<td>55 Franklin</td>
<td>$5</td>
<td>$20</td>
<td>$250</td>
<td>$9($5 w/validation)</td>
</tr>
<tr>
<td>City Lots*</td>
<td>$1.00</td>
<td>NA</td>
<td>NA</td>
<td>$4</td>
</tr>
</tbody>
</table>

*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

<table>
<thead>
<tr>
<th>City Lots &amp; Garage</th>
<th>Average Use</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Day-Time</td>
</tr>
<tr>
<td></td>
<td>63% Average use</td>
</tr>
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<td></td>
<td></td>
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</tbody>
</table>

- 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.
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.

Utilization: Various Private Lots

<table>
<thead>
<tr>
<th></th>
<th>Day Time</th>
<th>Night Time</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>56% Average Daytime</td>
<td>Low Utilization</td>
</tr>
</tbody>
</table>

Private Lots are under-utilized in Day-time and low utilization in Night-time.
Auto Ownership in Central Square is less than one space per unit.

Central Square Residential Parking

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% or 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.
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.
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.
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
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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