City of Boston
Transportation

# ROUTE 57 TRANSIT PRIORITY CORRIDOR PARKING IMPACT METHODS

**Date: 8/12/23**

## Introduction

As part of the Route 57 Transit Priority Corridor project, the project team estimates the number of on-street parking spaces that would be added or removed in various parts of the corridor. This document describes the methods used to estimate the change in number of spaces.

## Parking Change Counts

The number of parking spaces on a street can vary depending on parking behavior, vehicle type, time of day, and other factors. Estimates of the change in number of parking stalls are rough and meant to communicate the magnitude of changes only.

### Assumptions

- The terms parking "stall", "spot", and "space" all refer to a place for a single vehicle to park. A parking zone is a group of adjacent parking spaces.
- An average parking space is 19 feet long.
- The reallocation of peak-hour and daytime parking spaces has a different impact than reallocation of 24-hour parking spaces and should be counted separately.
- Existing on-street accessible parking (OSAP), police-only parking, and loading zones are counted as existing street parking spaces for this impact analysis.

### Process

1. Count curb length of reallocated right-of-way in draft design along project focus area
2. Count parking zone lengths along project focus area
3. Compare length of reallocated ROW to length of parking zones, note overlap by type
    a. All-day parking includes spaces removed for 24-hour bus lanes
    b. Peak-hour parking includes spaces removed for peak-hour and daytime bus lanes
4. Divide overlapping length by 19 ft and round up to nearest number of spaces
5. Validate parking space counts using BPDA/Boston Region MPO Allston-Brighton Parking Study (Figure 1): https://www.bostonplans.org/getattachment/d1bddb3f-973f-42df-9d22-fd3eb48e0bbc
6. Record change in parking spaces by type within presentation sections (Figure 2)

Figure 1: BPDA/Boston Region MPO Allston-Brighton Parking Study, Parking Space Counts

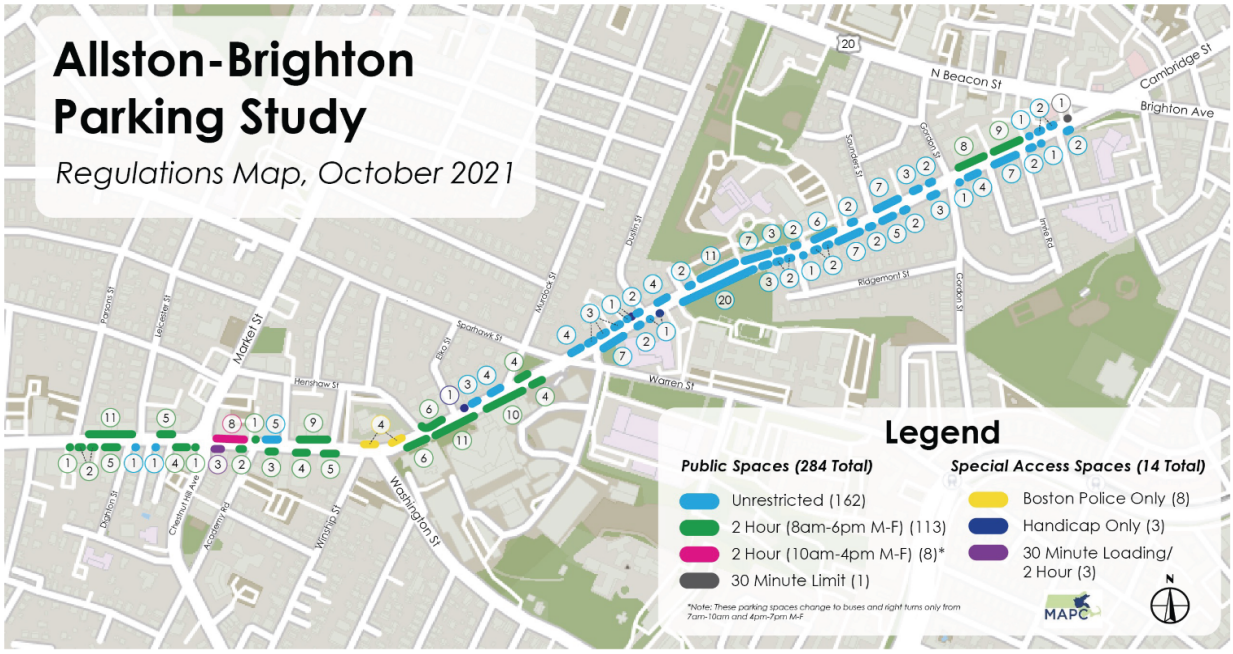

Figure 2: Manually Counted Parking Summary Table for Presentation Sections

| Survey Section | Peak-Hour Stalls Removed | Peak-Hour Stalls Added | All-Day Stalls Removed | All-Day Stalls Added | Net Change in Peak-Hour Stalls Only | Net Change in All-Day Stalls Only |
|---|---|---|---|---|---|---|
| 1: Tremont St From Cufflin St To Oak Sq | 0 | 0 | 0 | 5 | **0** | **5** |
| 2: Washington St From Oak Sq To Brackett St | 0 | 0 | 5 | 1 | **0** | **-4** |
| 3: Washington St From Brackett St To Langley Rd | 0 | 0 | 0 | 0 | **0** | **0** |
| 4: Washington St From Langley Rd To Brock St | 0 | 0 | 10 | 0 | **0** | **-10** |
| 5: Washington St From Brock St To Eastburn St | 19 | 0 | 35 | 0 | **-19** | **-35** |
| 6: Washington St From Eastburn St To Market St | 46 | 0 | 0 | 0 | **-46** | **0** |
| 7: Washington St From Market St To Henshaw St | 8 | 0 | 42 | 0 | **-8** | **-42** |
| 8: Cambridge St From Henshaw St To Warren St | 0 | 0 | 43 | 0 | **0** | **-43** |
| 9: Cambridge St From Warren St To Eleanor St | 0 | 0 | 83 | 0 | **0** | **-83** |
| 10: Cambridge St From Eleanor St To Imrie Rd | 71 | 0 | 2 | 0 | **-71** | **-2** |
| 11: Cambridge Street From Imrie Rd To Brighton Ave | 0 | 0 | 11 | 0 | **0** | **-11** |
| *Total* | 144 | 0 | 237 | 6 | **-144** | **-231** |