



# Allston-Brighton Parking Analysis

March 30, 2022

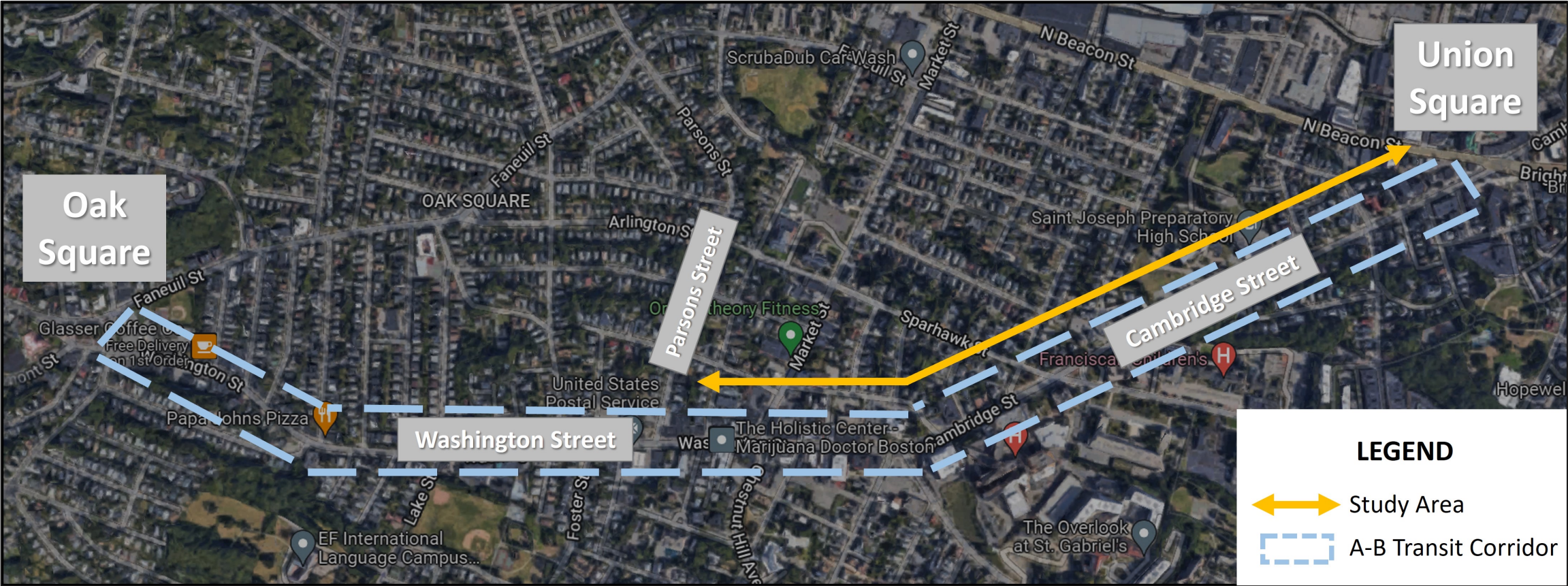
Casey Cooper

Boston Region Metropolitan Planning Organization

# Study Background

- Completed on behalf of the City of Boston
  - Collaboration with the Metropolitan Area Planning Council (MAPC)
- Allston-Brighton Mobility Plan
  - Adopted on May 13, 2021
  - Identified the A-B Transit Corridor
  - Recommendation
    - Peak hour shared bus and bicycle lanes along one mile stretch of A-B Transit Corridor
- City of Boston Pilot
  - Convert on-street parking to shared bus and bicycle lanes

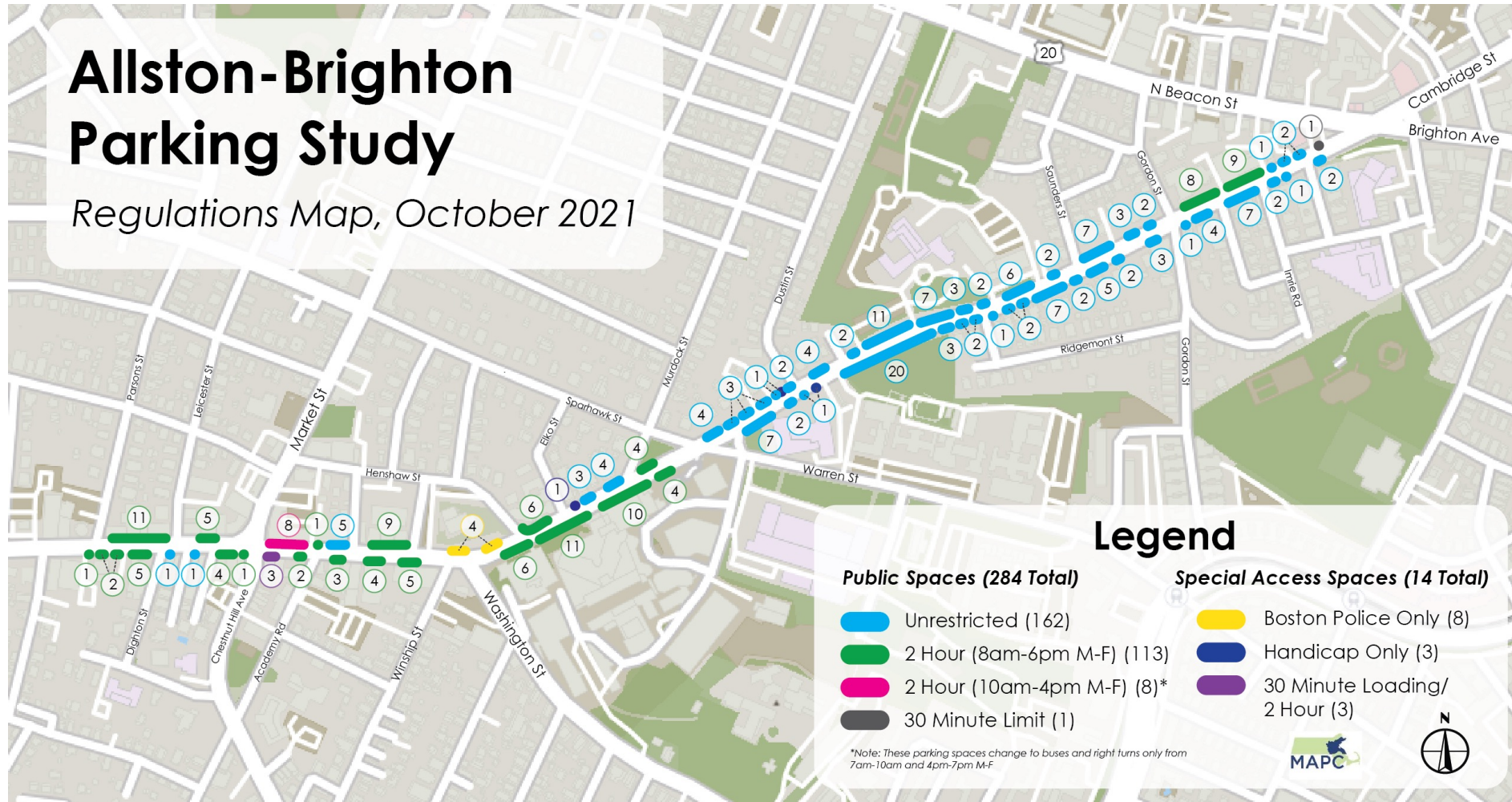
# Study Area within A-B Transit Corridor



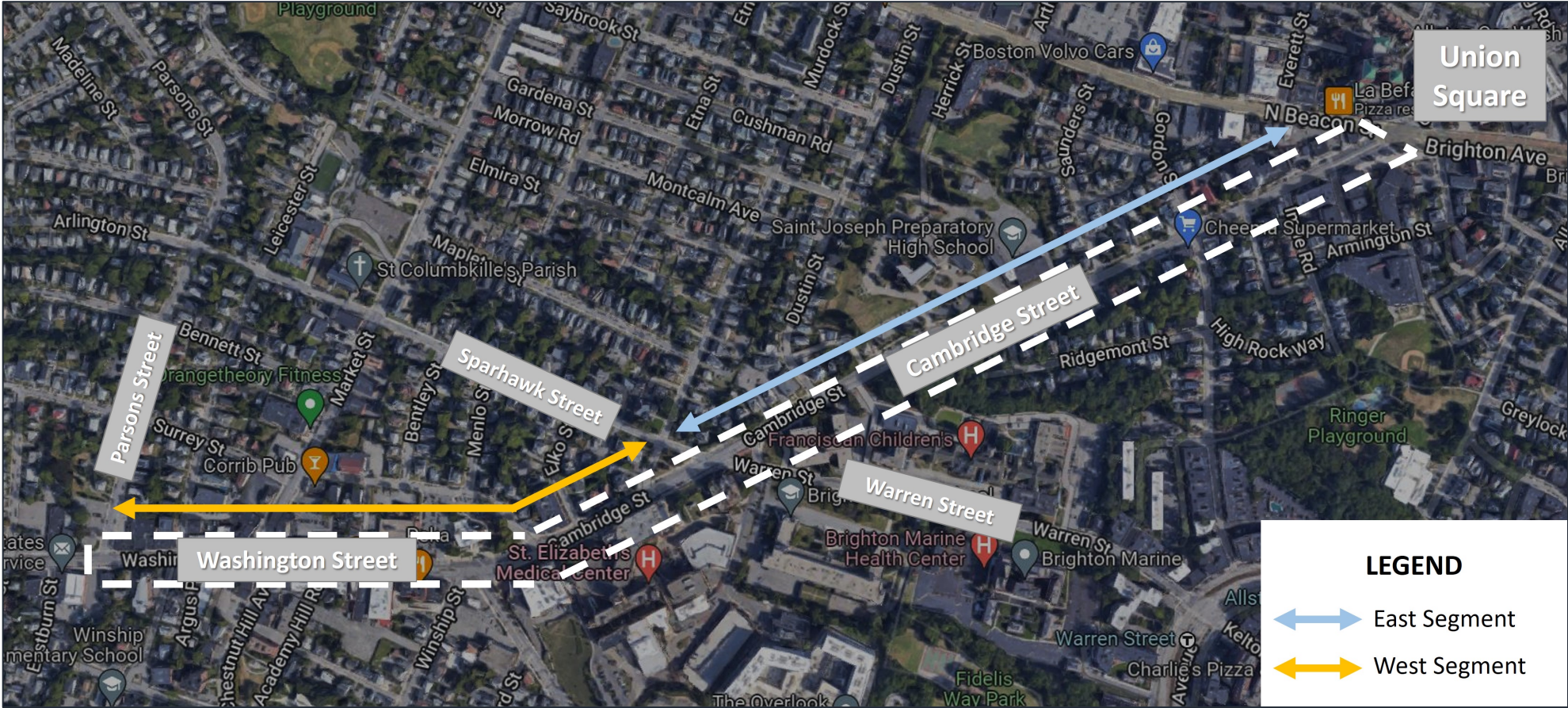
# Study Area Parking Regulations

## Allston-Brighton Parking Study

Regulations Map, October 2021



# East and West Segments of Study Area



# Side Street and Parking Lot Locations

## Allston-Brighton Parking Study

Additional Data Locations, October 2021

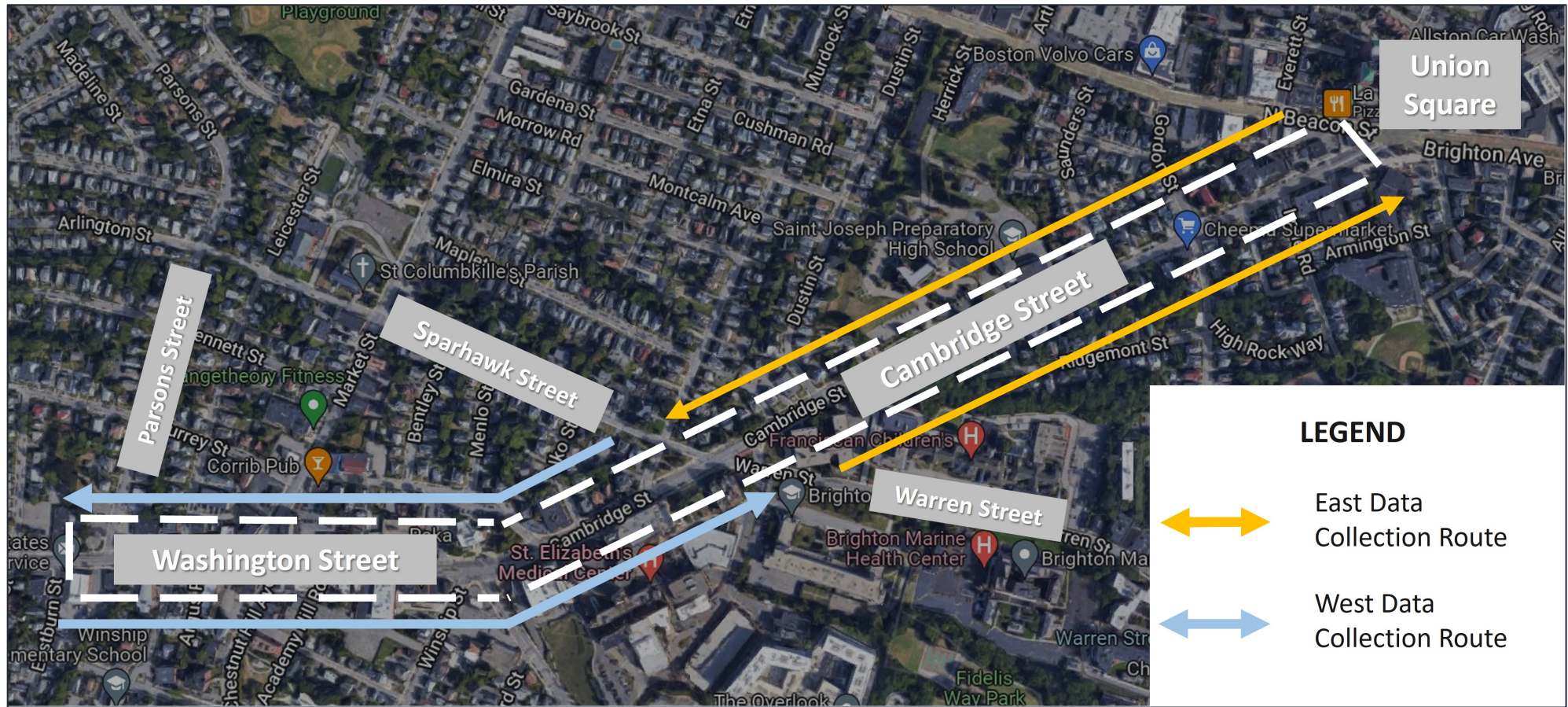
Estimates of parking occupancy were collected on side streets and parking lots in addition to on-street spaces



# Data Collection

- Tuesday, October 19, 2021
  - 7:00 AM to 8:00 PM
- Data Collected Hourly
  - Parking Occupancy
  - Parking Duration
  - Occupancy Estimates
    - Side Streets (23)
    - Parking Lots (16)
- License Plate Data
  - 8:00 AM, 12:00 PM, and 6:00 PM

# Data Collection Routes

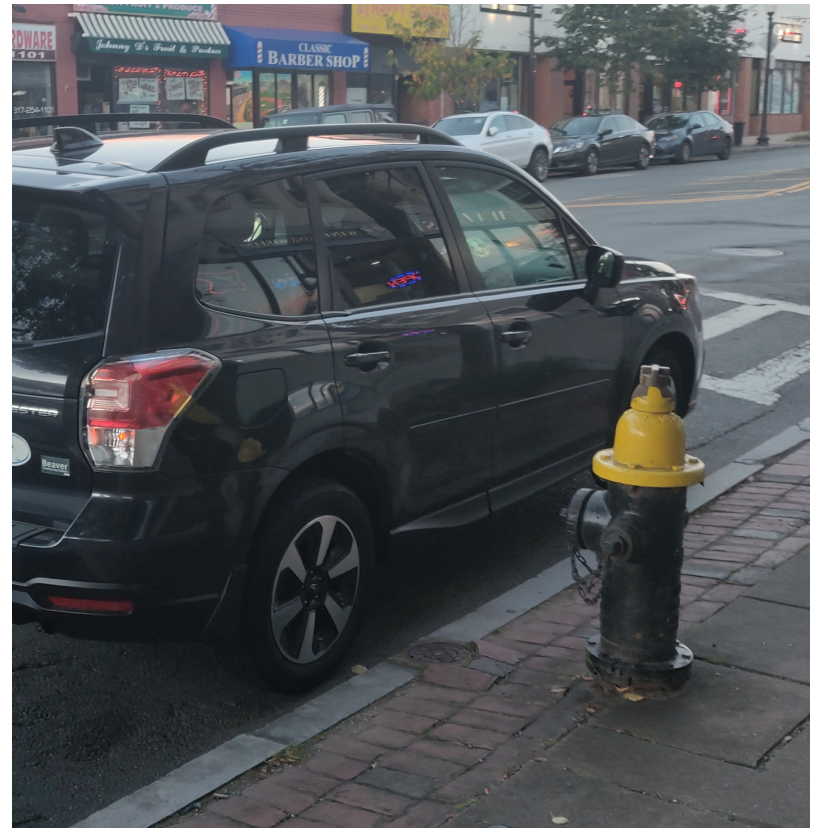






# Creative Parking

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# Blocking Hydrants

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# Parking at Bus Stops

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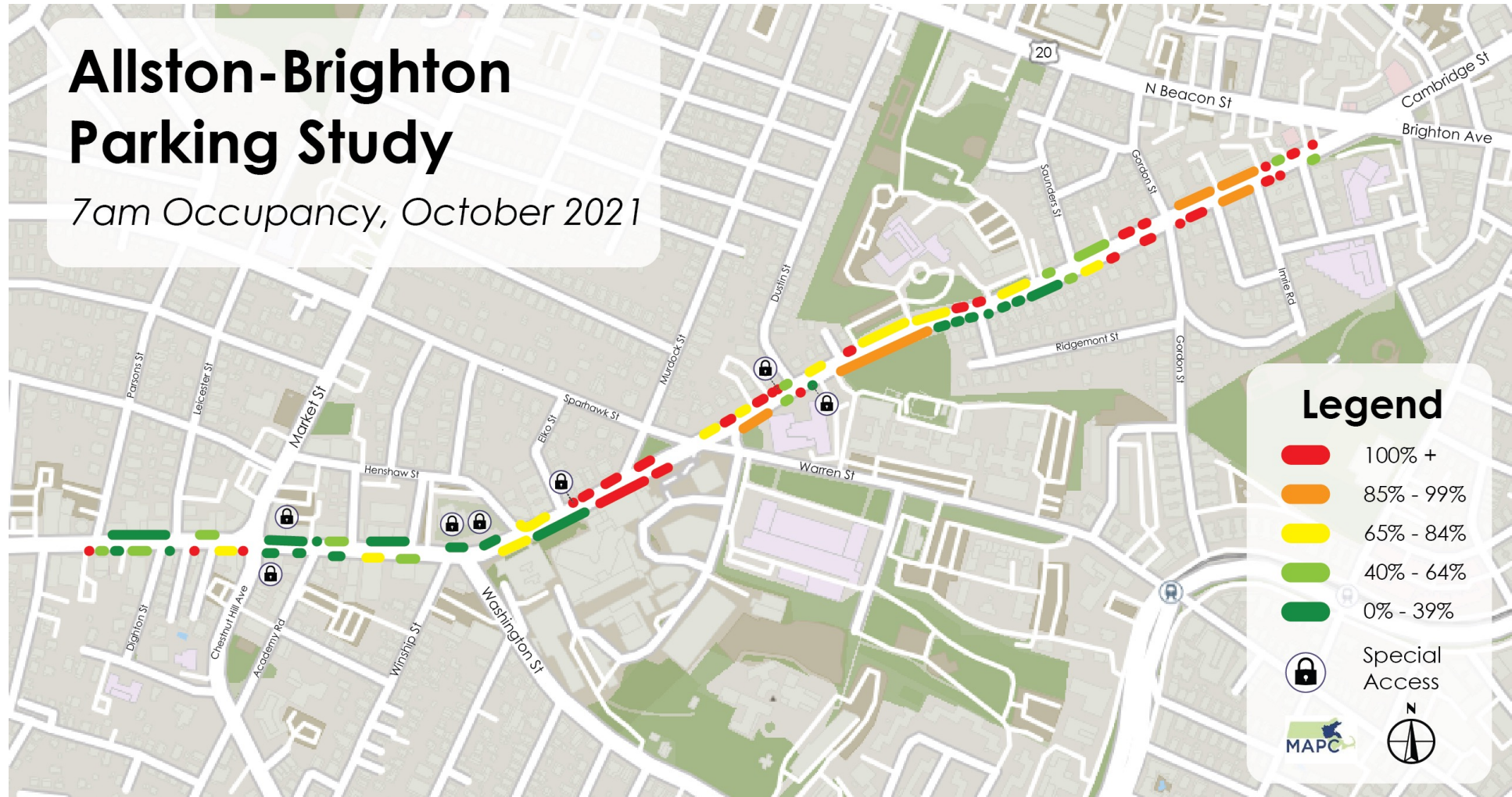
# Unloading at Bus Stops

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# 7:00 AM Parking Occupancy

## Allston-Brighton Parking Study

7am Occupancy, October 2021



# 8:00 AM Parking Occupancy

## Allston-Brighton Parking Study

8am Occupancy, October 2021



# 9:00 AM Parking Occupancy

## Allston-Brighton Parking Study

9am Occupancy, October 2021



# 10:00 AM Parking Occupancy

## Allston-Brighton Parking Study

10am Occupancy, October 2021

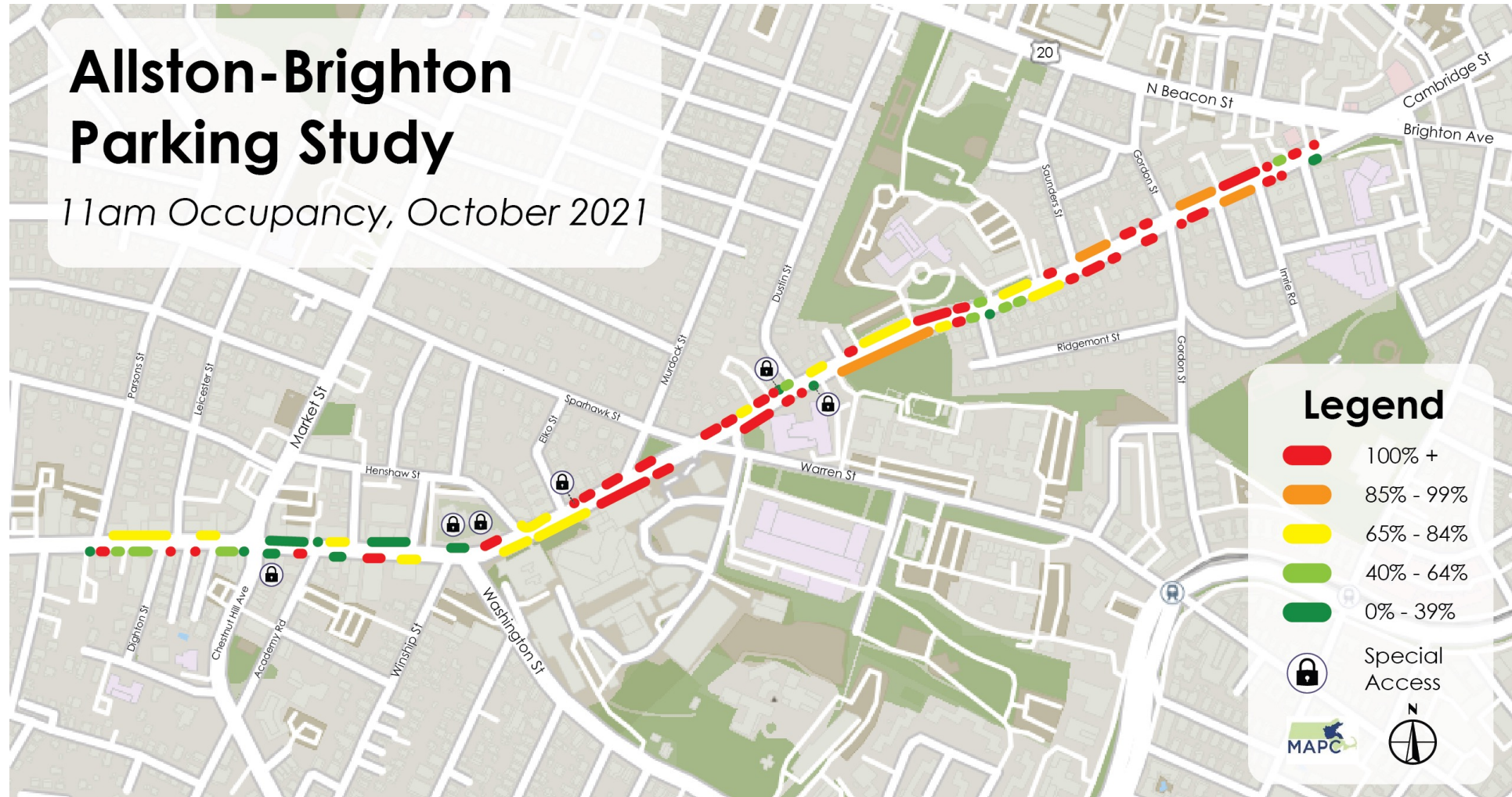




# 11:00 AM Parking Occupancy

## Allston-Brighton Parking Study

11am Occupancy, October 2021



# 12:00 PM Parking Occupancy

## Allston-Brighton Parking Study

12pm Occupancy, October 2021



# 1:00 PM Parking Occupancy

## Allston-Brighton Parking Study

1pm Occupancy, October 2021



# 2:00 PM Parking Occupancy

## Allston-Brighton Parking Study

2pm Occupancy, October 2021



# 3:00 PM Parking Occupancy

## Allston-Brighton Parking Study

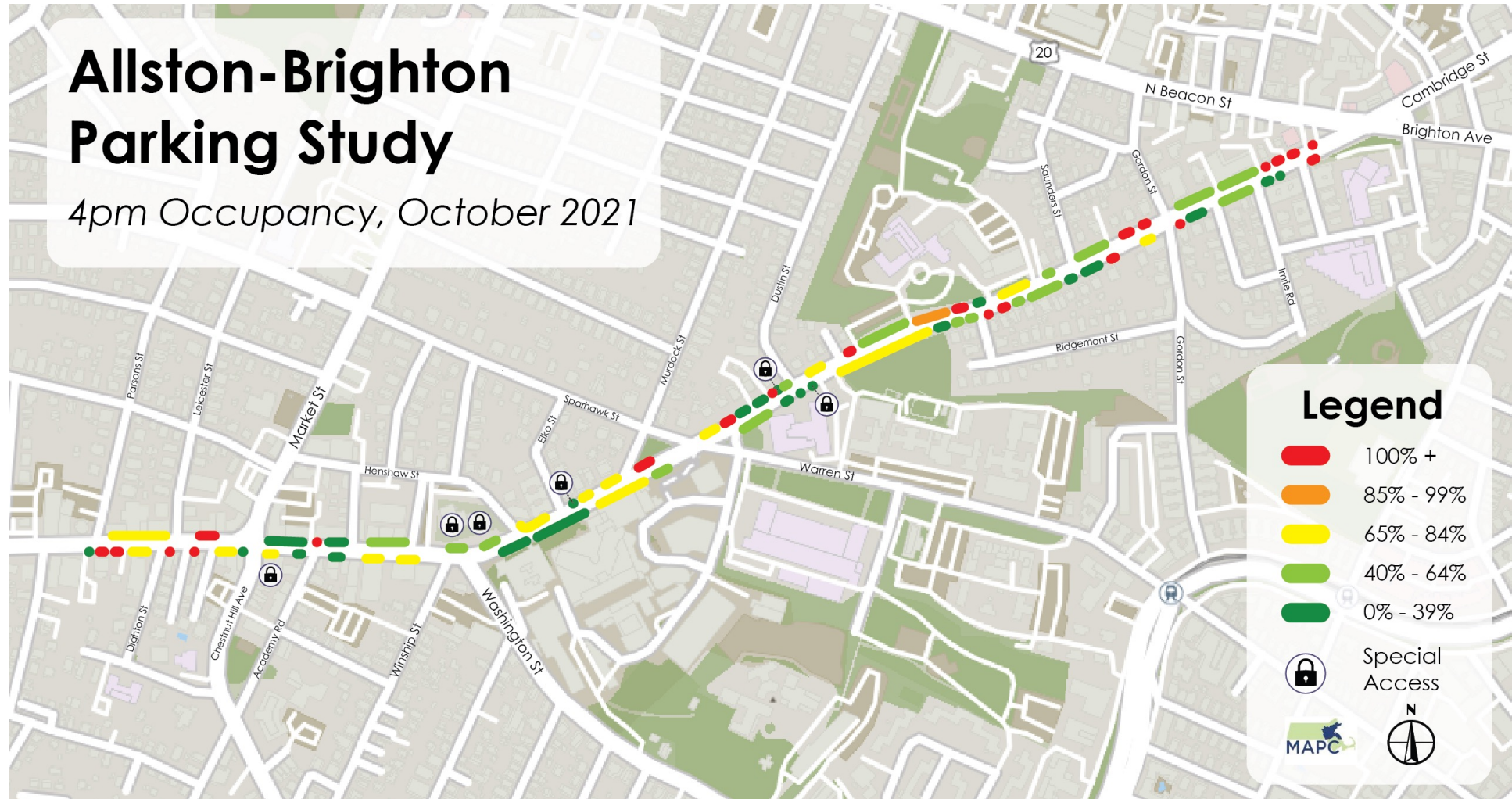
3pm Occupancy, October 2021



# 4:00 PM Parking Occupancy

## Allston-Brighton Parking Study

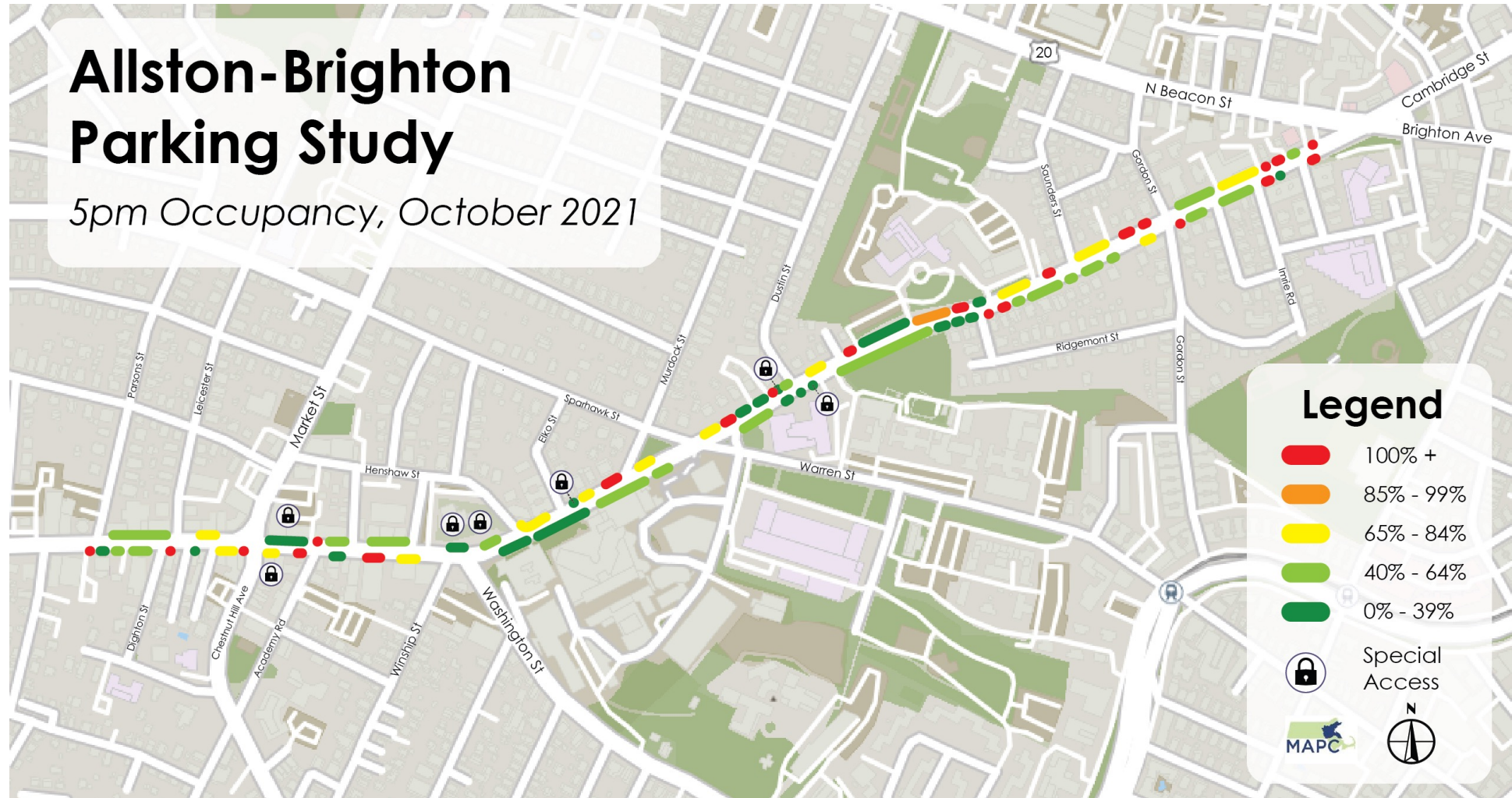
4pm Occupancy, October 2021



# 5:00 PM Parking Occupancy

## Allston-Brighton Parking Study

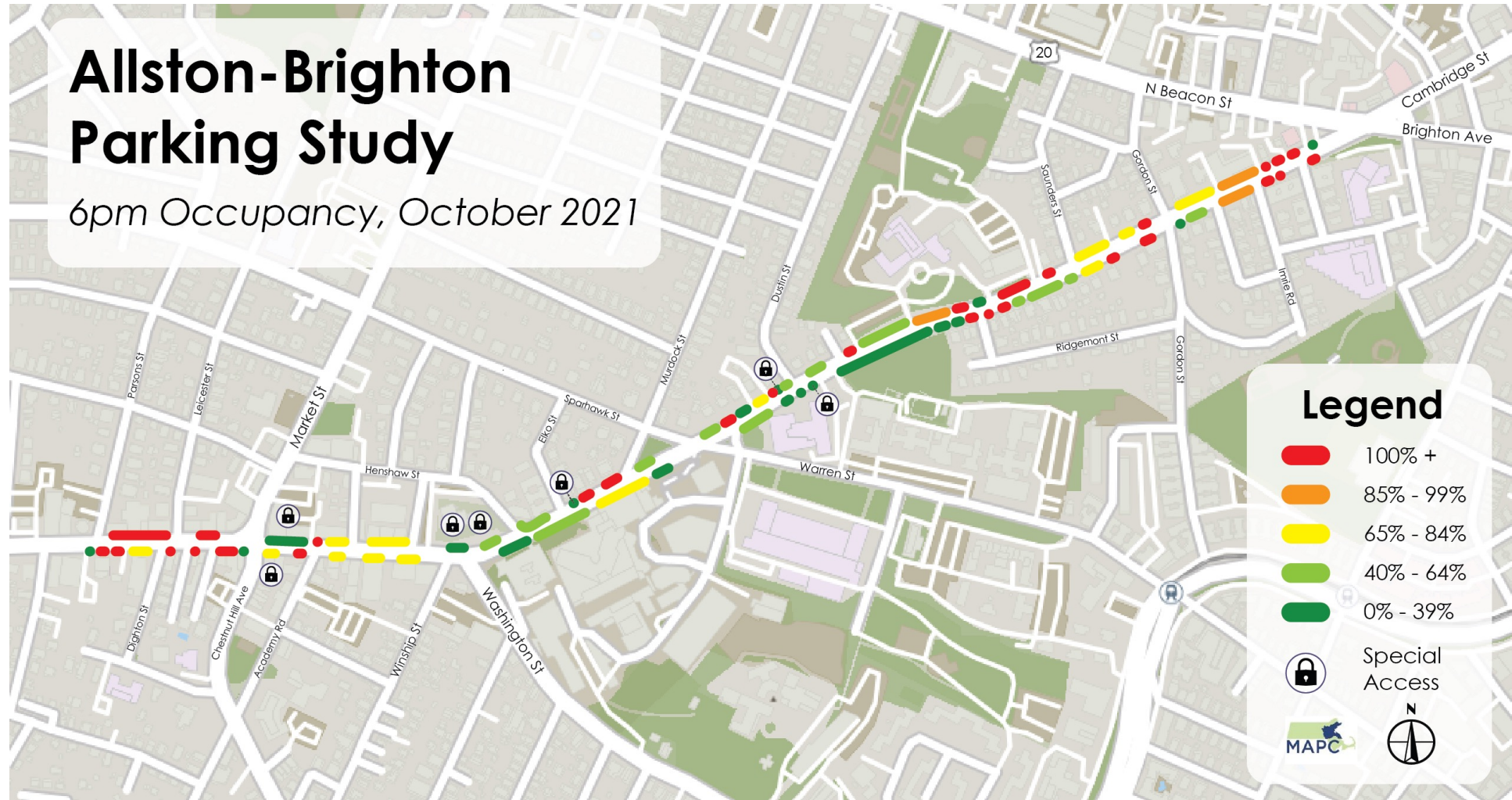
5pm Occupancy, October 2021



# 6:00 PM Parking Occupancy

## Allston-Brighton Parking Study

6pm Occupancy, October 2021





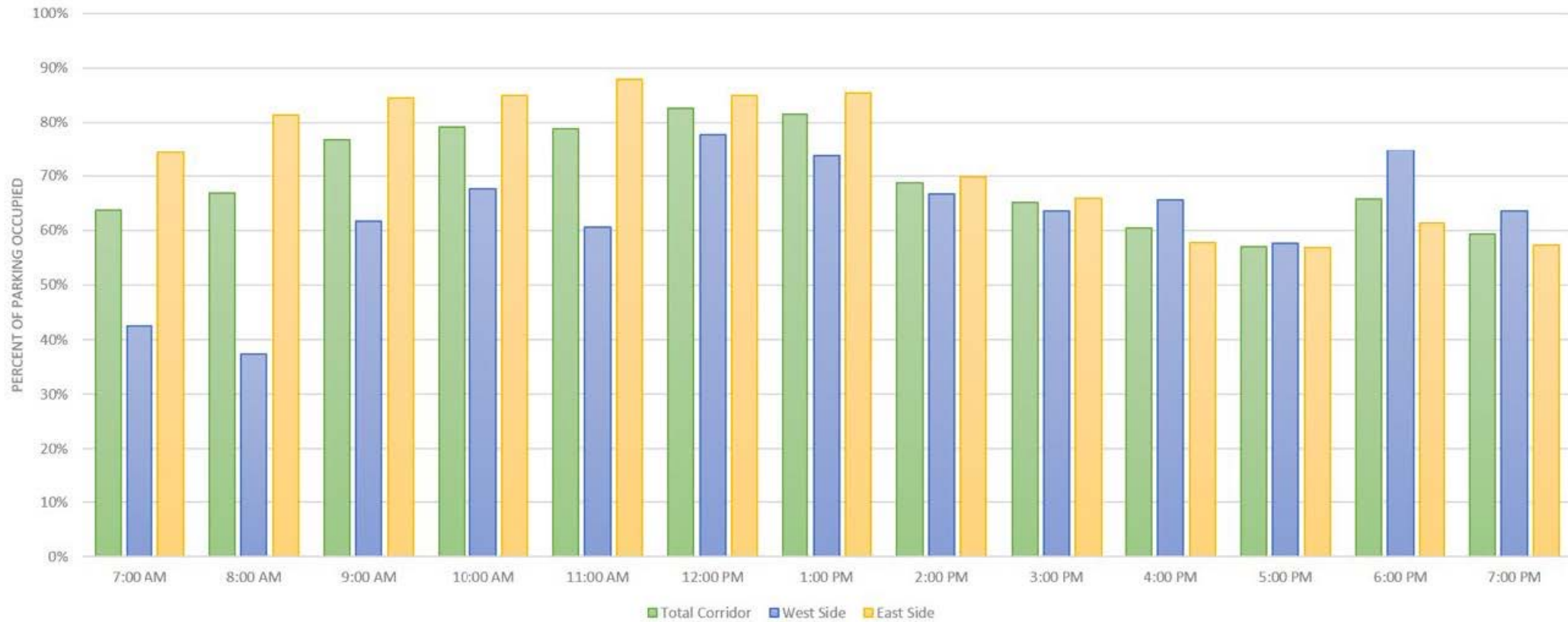
# 7:00 PM Parking Occupancy

## Allston-Brighton Parking Study

7pm Occupancy, October 2021



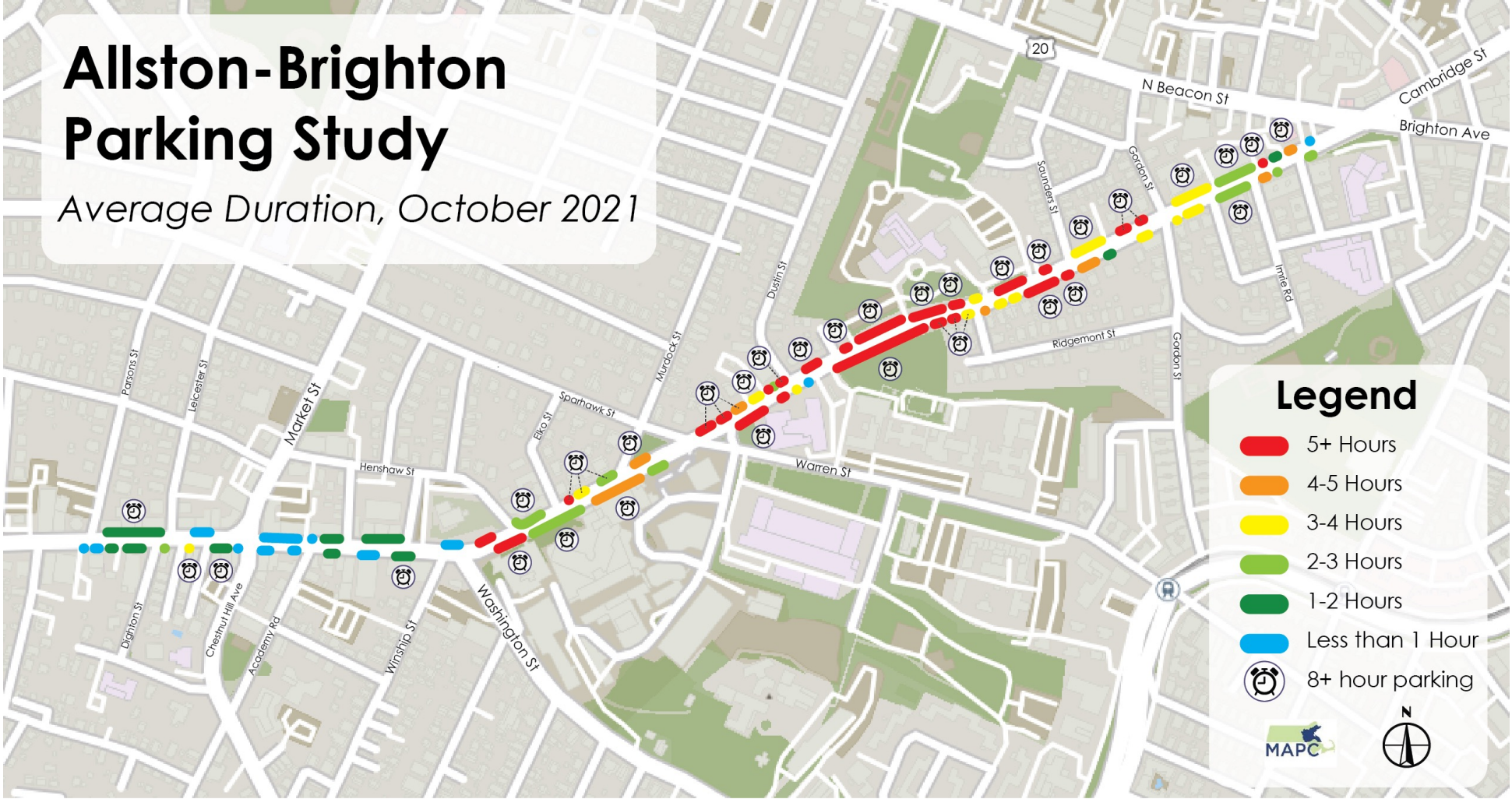
# Study Area Parking Occupancy



# Average Parking Duration

## Allston-Brighton Parking Study

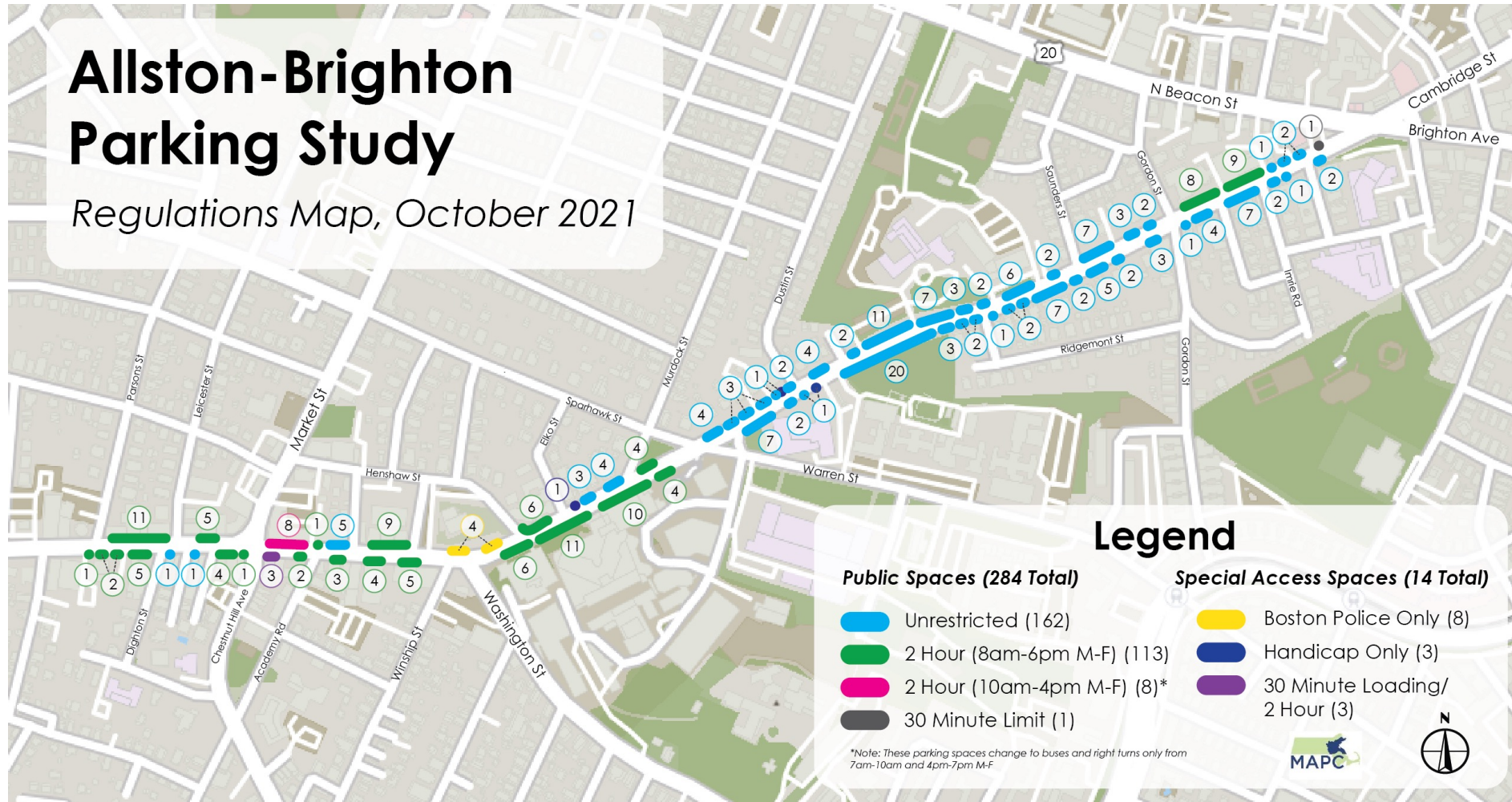
Average Duration, October 2021



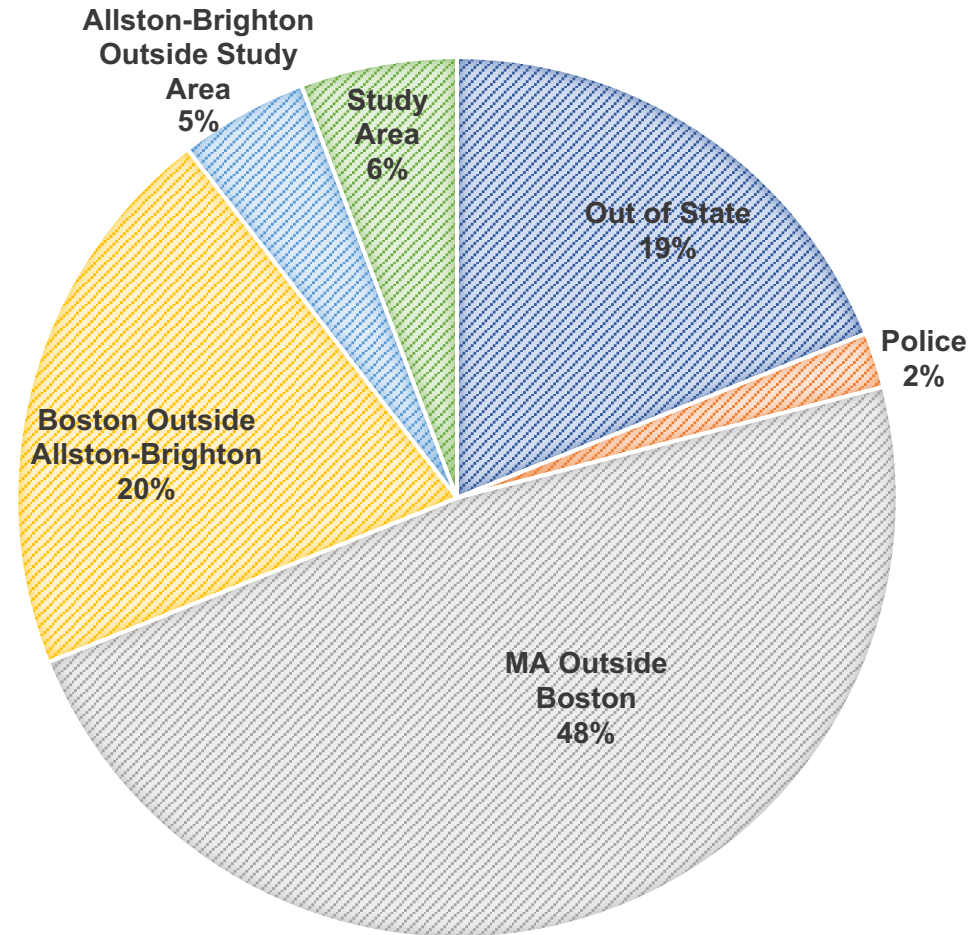
# Study Area Parking Regulations

## Allston-Brighton Parking Study

Regulations Map, October 2021

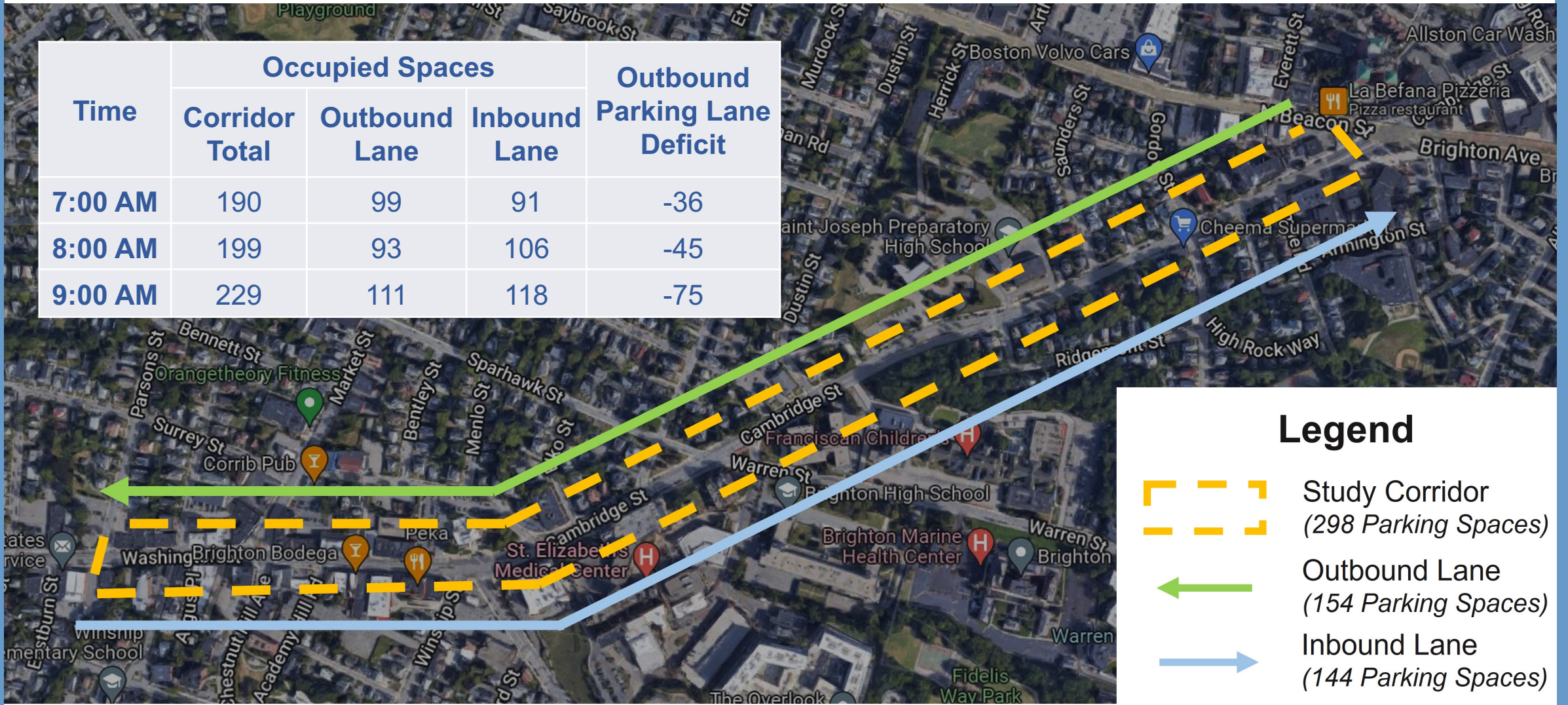


# Parked Vehicle Origins






# AM Peak Travel Period Parking

Time	Occupied Spaces			Outbound Parking Lane Deficit
	Corridor Total	Outbound Lane	Inbound Lane	
7:00 AM	190	99	91	-36
8:00 AM	199	93	106	-45
9:00 AM	229	111	118	-75

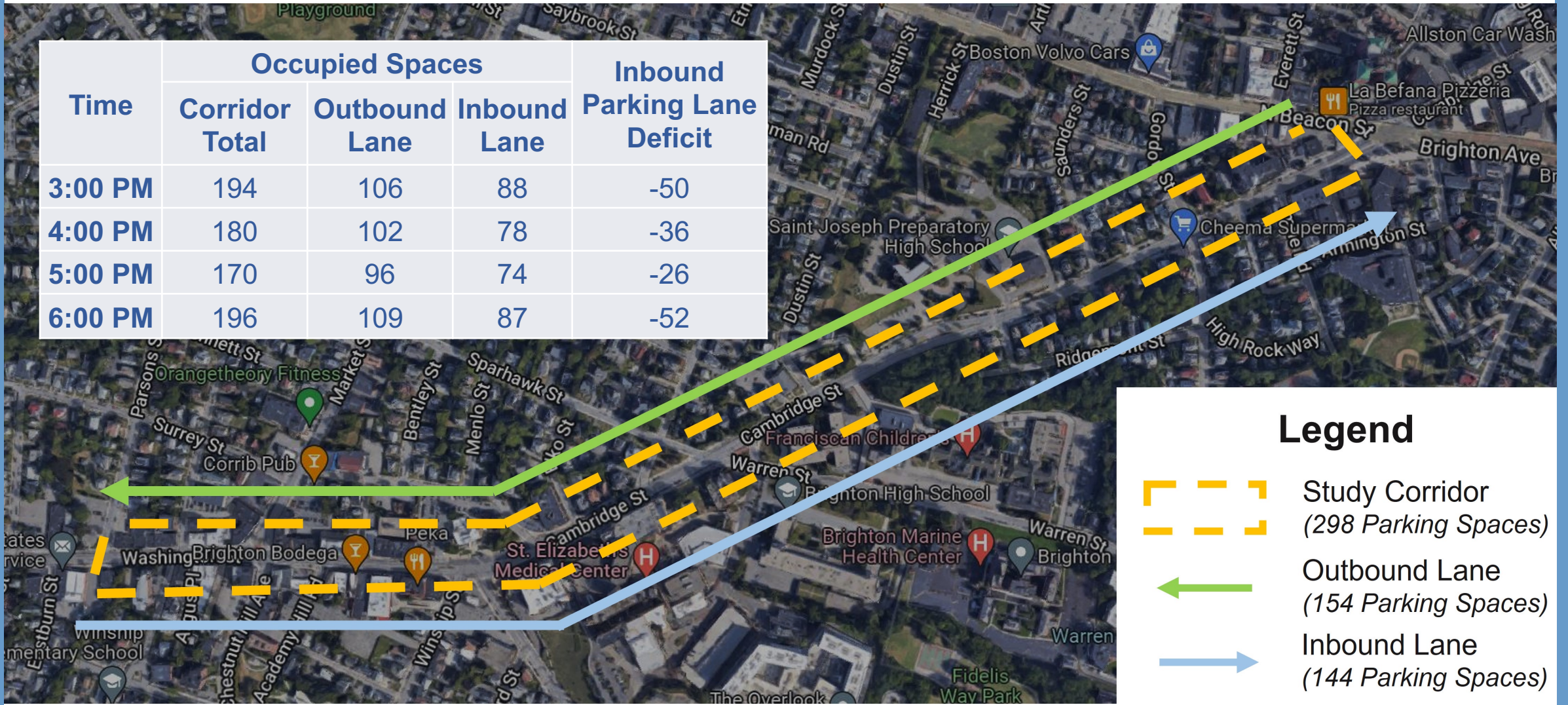


### Legend




-  Study Corridor  
(298 Parking Spaces)
-  Outbound Lane  
(154 Parking Spaces)
-  Inbound Lane  
(144 Parking Spaces)

# PM Peak Travel Period Parking

Time	Occupied Spaces			Inbound Parking Lane Deficit
	Corridor Total	Outbound Lane	Inbound Lane	
3:00 PM	194	106	88	-50
4:00 PM	180	102	78	-36
5:00 PM	170	96	74	-26
6:00 PM	196	109	87	-52



## Legend

-  Study Corridor  
(298 Parking Spaces)
-  Outbound Lane  
(154 Parking Spaces)
-  Inbound Lane  
(144 Parking Spaces)

# Addressing the Deficit

- Behavior Change
  - Parking Choice
    - Long duration, unregulated parking not possible
  - Mode Shift
    - Better transit service
    - Improved bicycling comfort
- Side Streets and Parking Lots



# Highlights

- Zoning
  - East portion of study area is largely residential
  - West half of corridor is primarily commercial
- Parking Occupancy
  - Parking occupancy peaks at midday
  - Dinner hours of 6:00 PM and 7:00 PM are busier on west end of study area than east
  - East portion of corridor busier during morning hours than west half

# Highlights

- **Parking Duration**
  - Higher on the east portion of the study corridor (Residential Area)
    - Few parking restrictions
  - Lower along west segment of the study corridor (Commercial Area)
    - Majority two-hour parking restrictions
- **Vehicle Origins**
  - Majority of people parking along the corridor do not live in the area
    - 6% of parked vehicles registered to study corridor addresses

# Highlights

- Side Street Parking and Parking Lots
  - Accommodate parking deficit during peak travel hours
- Presumptions
  - Street parking along eastern half serves mainly as car storage
    - Residential
  - Street parking along western segment used by local business patrons
    - Commercial
    - Busiest during midday and evening hours

# Conclusion

- City of Boston Pilot with Alternating Peak Hour Shared Bus and Bicycle Lanes Feasible
  - AM Peak Travel Period
    - Convert inbound parking lane to shared bus and bicycle lane
  - PM Peak Travel Period
    - Convert outbound parking lane to shared bus and bicycle lane

# Recommendations

- Study side streets and parking lots
  - Inventory of total parking spaces
- Partner with local businesses
  - Determine best use of area parking lots and side streets
- Consider studying travel modes of patrons
  - Determine customer demand for parking
- Accommodate loading and unloading

# Thank You!

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Questions?