

PEARL STREET ON-STREET PARKING STUDY

Cambridge, Massachusetts



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Prepared for:
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Introduction

This report has been prepared to document parking activity around Pearl Street, between Massachusetts Avenue and Granite Street, in the neighborhood of Cambridgeport, in Cambridge, Massachusetts. The parking survey included both sides of Pearl Street, in addition to all side streets adjacent to Pearl Street, between, but not including, Magazine Street and Brookline Street. The survey area, methodology, analysis and results are described in the sections below. The survey analysis and results outlined in this report consider the potential to eliminate parking along one side of Pearl Street. This study was completed by McMahon Associates in late April and early May of 2014.

Study Area

Pearl Street is a one-lane, one-way street, that runs in a northeast-to-southwest direction between Massachusetts Avenue in the northeast and Granite Street in the southwest. Granite Street is also a one-lane, one-way street that runs in a northwest-to-southeast direction. Massachusetts Avenue is State roadway and a major thoroughfare that traverses the City of Cambridge. Within the survey area it operates as two-way, with one or two travel lanes, and bike lanes, in each direction. Multiple side streets, many of which are also one-way, intersect with Pearl Street, and these were also included in the survey area. Brookline Street is considered the one-way pair for Pearl Street, running in a southwest-to-northeast direction, with a curbside bike lane on the south side. Magazine Street is a two-way street. All the streets that run parallel to Pearl Street, between Magazine and Brookline streets, were also part of the survey area, including Salem Street, Newton Street, Acorn Street, Hastings Square, and Rockingham Street.

The majority of the streets in the study area abut residential land uses, with some small commercial or institutional uses. The exception is the northeast section of the study area, including Massachusetts Avenue, Green Street and Franklin Street, which is primarily a commercial and civic area. The survey area is shown in Figure 1.

Methodology

A desktop baseline inventory of the existing on-street parking supply was prepared prior to starting the fieldwork, and was verified by observations in the field. Parking type and bus stop locations were noted, and the supply of existing parking spaces was calculated by determining the maximum number of legally parked cars along a given segment. Legitimate parking areas were generally well signed to provide adequate distance from crosswalks, driveways, hydrants, and intersections. When signage was not present, traffic engineering standard clearances were applied in conjunction with assumptions for 16-18 foot long parking spaces.

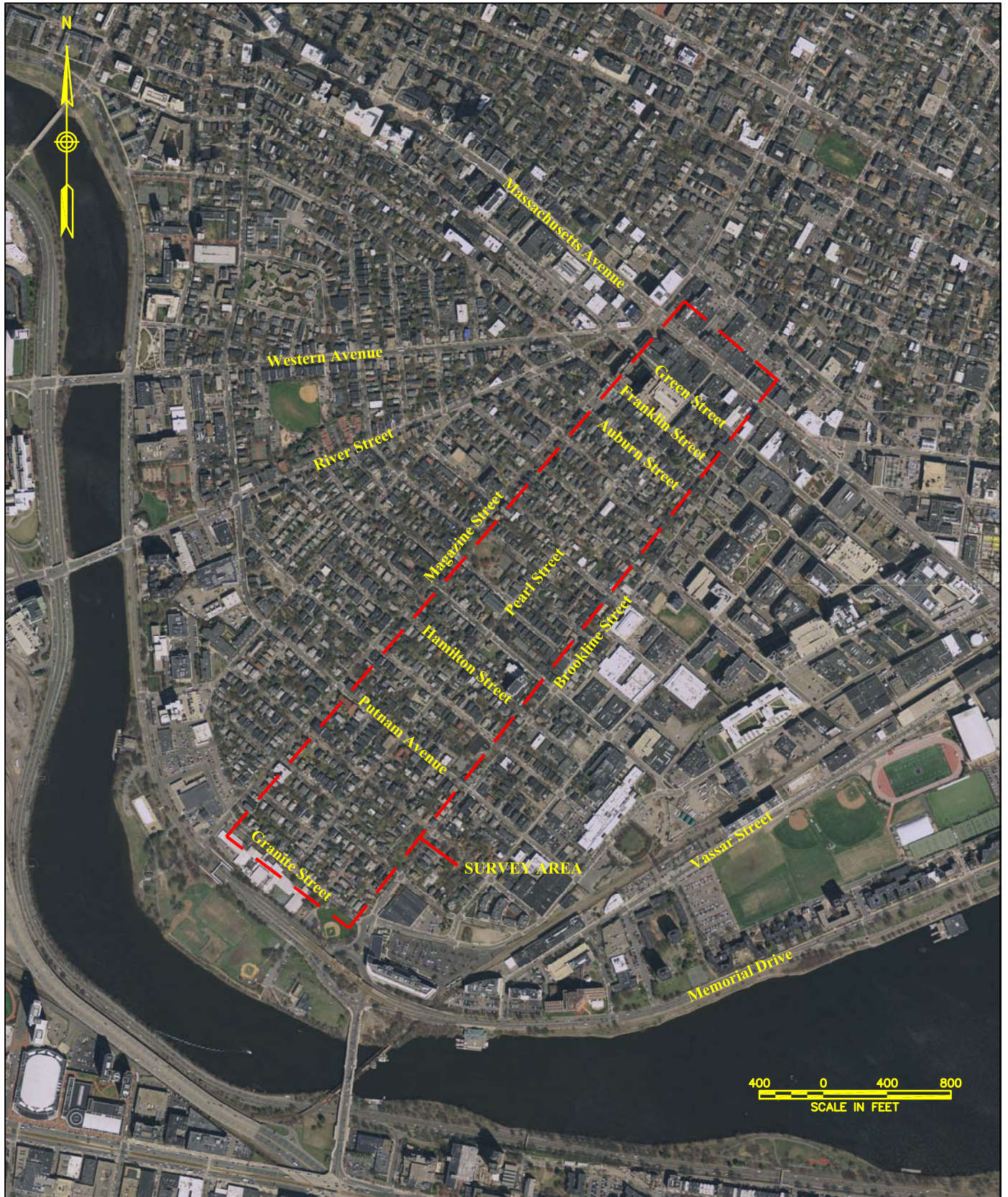


Figure 1
Parking Survey Area
Pearl Street On-Street Parking Study
Cambridge, Massachusetts

The on-street parking demand survey was conducted nine times in total, on three individual weekdays, over two weeks in late April and early May of 2014, starting in the morning at 10:00 A.M., in the afternoon at 3:00 P.M., and at midnight/12:00 A.M. The number of parked vehicles by parking type, per block segment, was counted and recorded on both sides of all streets in the survey area, including notations on illegally parked vehicles. Table 1 presents the time periods data was collected.

Table 1: Survey Periods

Time Period	Day	Date	Weather Conditions
10:00 A.M.	Wednesday	30-Apr-14	Showers, Cool
3:00 P.M.	Wednesday	30-Apr-14	Showers, Cool
12:00 A.M.	Thursday	1-May-14	Rain, Cold
12:00 A.M.	Tuesday	6-May-14	Dry, Warm
10:00 A.M.	Tuesday	6-May-14	Sunny, Warm
3:00 P.M.	Tuesday	6-May-14	Sunny, Warm
12:00 A.M.	Wednesday	7-May-14	Dry, Warm
10:00 A.M.	Thursday	8-May-14	Sunny, Warm
3:00 P.M.	Thursday	8-May-14	Sunny, Warm

Existing Parking Supply

1,348 total parking spaces/curbside uses, including nine different parking types, were identified in the study area as summarized in Table 2, and illustrated by street segment in Figure 2. Existing parking supply by type, by street and by segment is provided in Tables A1 through A9 in the Appendix.

Table 2: Parking Type

Parking Type	# of Spaces	% of Overall Supply
Permit	1,243	92%
Disability	17	1%
Metered	17	1%
One-Hour	4	<1%
Two-Hour	2	<1%
Restricted	32	2%
Loading Zone ¹	25	2%
Taxi Stand ²	8	1%
Total	1,348	100%
MBTA Bus Stop	11	

¹-Due to the availability of several loading zone spaces during the overnight period, the number of spaces within all loading zones was calculated as one space per 20 feet.

²-One taxi stand space was assumed to be 20 feet of curb space.

Permit parking is the predominant parking type, and makes up approximately 1,243 spaces (92%) of spaces in the survey area. Permit parking is provided on all streets, except for Massachusetts Avenue., and is in effect every day, except Sundays.

Single Disability parking spaces are sparsely distributed throughout the study area, with a cluster of four spaces outside of the Cambridge Public Library and Frank J. Manning Apartments for the elderly/disabled on Franklin Street. One Disability space is located on Pearl Street, on the south side, between Valentine Street and Decatur Street.

Short-term parking (metered, one- and two-hour parking), loading zones and taxi stands are typically provided in the vicinity of Massachusetts Avenue, with the exception of a minimal number of spaces located outside of small commercial establishments including:

- Two 2-Hour (8am-6pm, except Sundays) parking spaces are provided on the east side of Allston Street, at the corner of Magazine Street (beside a Laundromat).
- One 1-Hour (8am-6pm, except Sundays) parking space is provided on the east side of Erie Street, at the corner of Brookline Street (beside a multi-unit residential building, with ground floor commercial space).

Pearl Street On-Street Parking Study Cambridge, Massachusetts

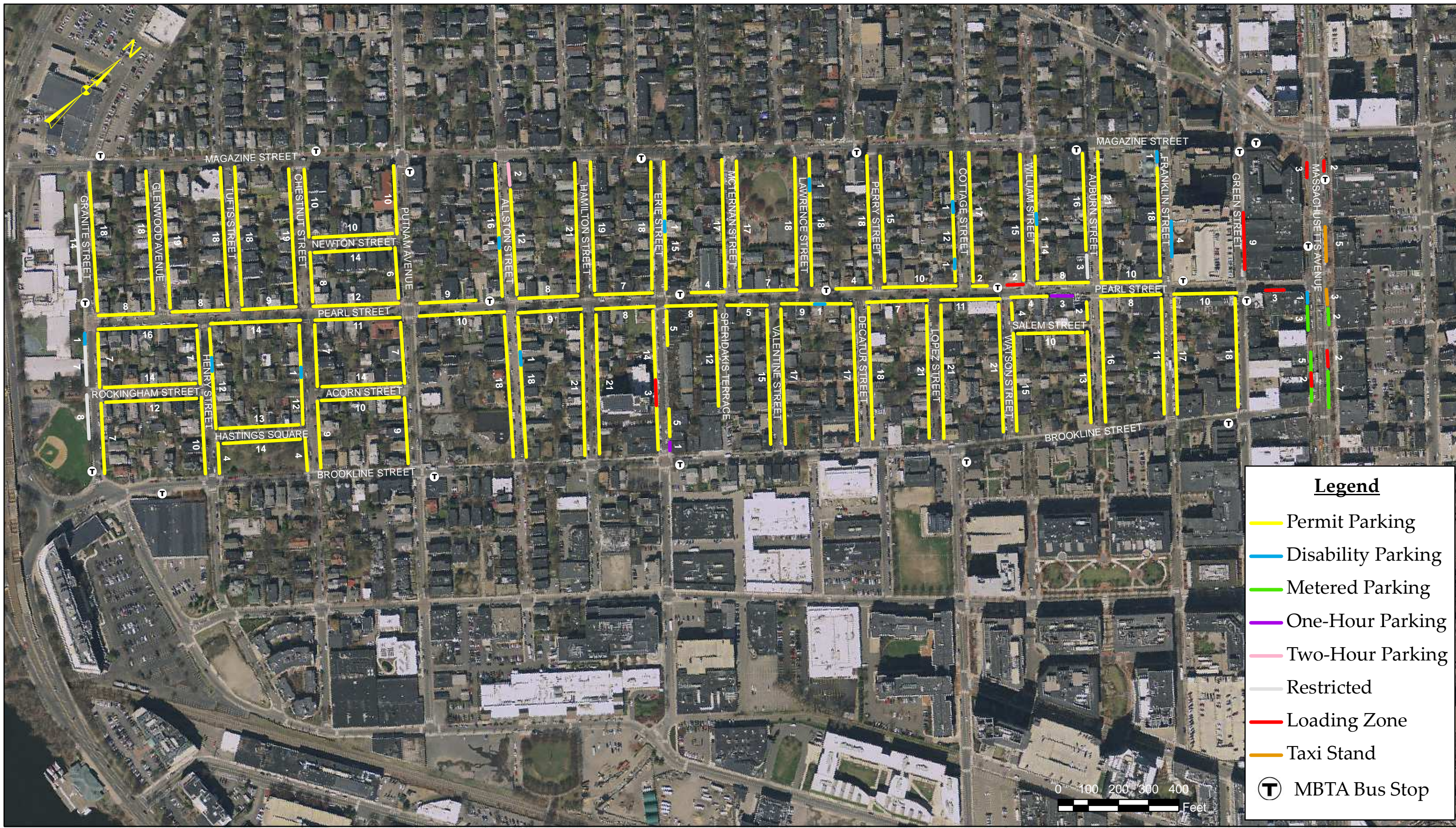
- Three 1-Hour (8am-6pm, except Sundays) parking spaces are provided on the south side of Pearl Street, west of Auburn Street (adjacent to four commercial buildings).
- A loading zone is located on the west side of Erie Street, outside of the LB Johnson Apartments (for the elderly and disabled) at 150 Erie Street. This zone is in effect at all times.



- Another loading zone (8am-6pm, except Sundays) is located on the northside of Pearl Street, between William and Cottage streets and serves the Pearl Street Market convenience store.

In addition, there are two areas with restricted parking adjacent to school buildings. On Granite Street, between Magazine Street and Brookline Street, adjacent to the Morse School, there is a No Parking Zone (8am-4pm, excluding Saturday and Sunday), to facilitate school bus pick-up and drop-off activity. The area is equivalent to approximately 29 car parking spaces. On Auburn Street, at the corner of Pearl Street, adjacent to the Farr Academy, there is a No Parking Zone (8-9am and 2-3pm) that can accommodate about 3 parked cars.

Five MBTA bus stops serving Bus Route 47 are located on the north side of Pearl Street at Franklin Street, Cottage Street, Lawrence Street, Erie Street and Allston Street. Other bus stops are located on Massachusetts Avenue, Green Street and Granite Street.



Legend

- Permit Parking
- Disability Parking
- Metered Parking
- One-Hour Parking
- Two-Hour Parking
- Restricted
- Loading Zone
- Taxi Stand
- T MBTA Bus Stop

Figure 2
Existing Parking Supply
Pearl Street On-Street Parking Study
Cambridge, Massachusetts

Survey Analysis and Results

Tables A1 through A9, and Figures A1 through A9, attached in the Appendix, provide the data collected during each time period, by parking type on a segment basis. The figures also show a range of percentage availability, at <10%, 10-30%, 30-50% and 50-100% on each segment. The average number, and average percent, of parking spaces available over the course of the three days, for each time period, is also presented in the tables, and summarized graphically in Figures 3, 4 and 5.

The average percent of parking availability by segment shows that during the morning and afternoon periods the least amount of parking available is at the Massachusetts Avenue end of the study area, and parking becomes increasingly available as one moves further west towards Granite Street. There was more average parking availability on Pearl Street in the afternoon, compared to the morning.

As expected, the overnight demand for parking significantly increases over the morning and afternoon periods. On Pearl Street 40-50% of spaces are available during the morning and afternoon periods, and only about 25% overnight. Very few streets have more than 30% availability during the overnight period. The exception being Massachusetts Avenue and Granite Street, which becomes restricted parking at 8:00 A.M. and at short-term/loading zone spaces, which are also restricted during the day. In permit parking areas only a few segments of Pearl Street, Henry Street, Hastings Square, Chestnut Street, Allston Street and Perry Street had availability over 30%.

On Pearl Street, as summarized in Table 3 below, an average of 29 (27%) of spaces out of 108 were available overnight on the north side of the street, and 33 (24%) of spaces out of 137 were available on the south side of the street. This results in an average total of 62 (25%) of spaces out of 245 spaces on Pearl Street are available. This is equivalent to approximately 50% of the total spaces provided on the north side of the street (108 spaces) or 45% on the south side (137 spaces).

On all other streets combined, as shown in Table 3 below, there are on average 212 total spaces available overnight. Combining Pearl Street and the rest of the survey area, there is an average of approximately 274 available spaces, 201 of which are permit only, which is more than sufficient to offset parking removed on either the north side, or the south side, of Pearl Street.

Table 3: Summary of Overnight Parking Availability

Location	Total Spaces	Average # Occupied	Average # Available	Average % Available
Pearl Street - North Side	108	79	29	27%
Pearl Street - South Side	137	104	33	24%
Total	245	183	62	25%
Side Streets: Pearl Street - Brookline Street	570	454	116	20%
Side Streets: Pearl Street - Magazine Street	533	437	96	18%
Total	1,103	891	212	19%
Total Survey Area	1,348	1,074	274	20%

Although one of the primary reasons for this study is to establish parking availability during the overnight period, another important consideration is availability of parking on street cleaning days. No parking for street cleaning is in effect from 8:00 A.M. through 2:00 P.M. Based on the morning survey data collected, there are approximately 423 spaces on average available on the side streets. Therefore the elimination of all parking along Pearl Street on street cleaning days should be able to be accommodated within the neighborhood.



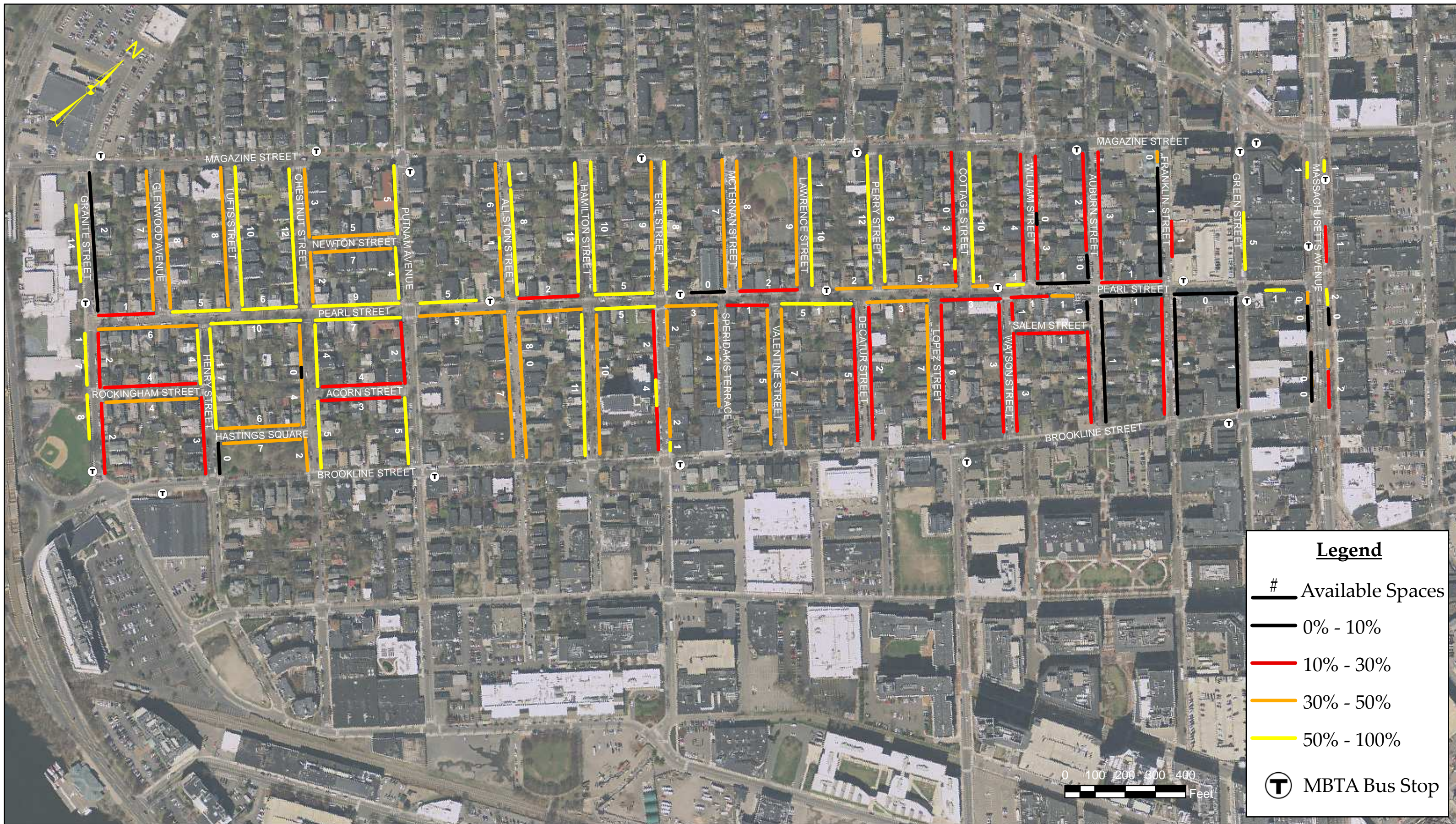
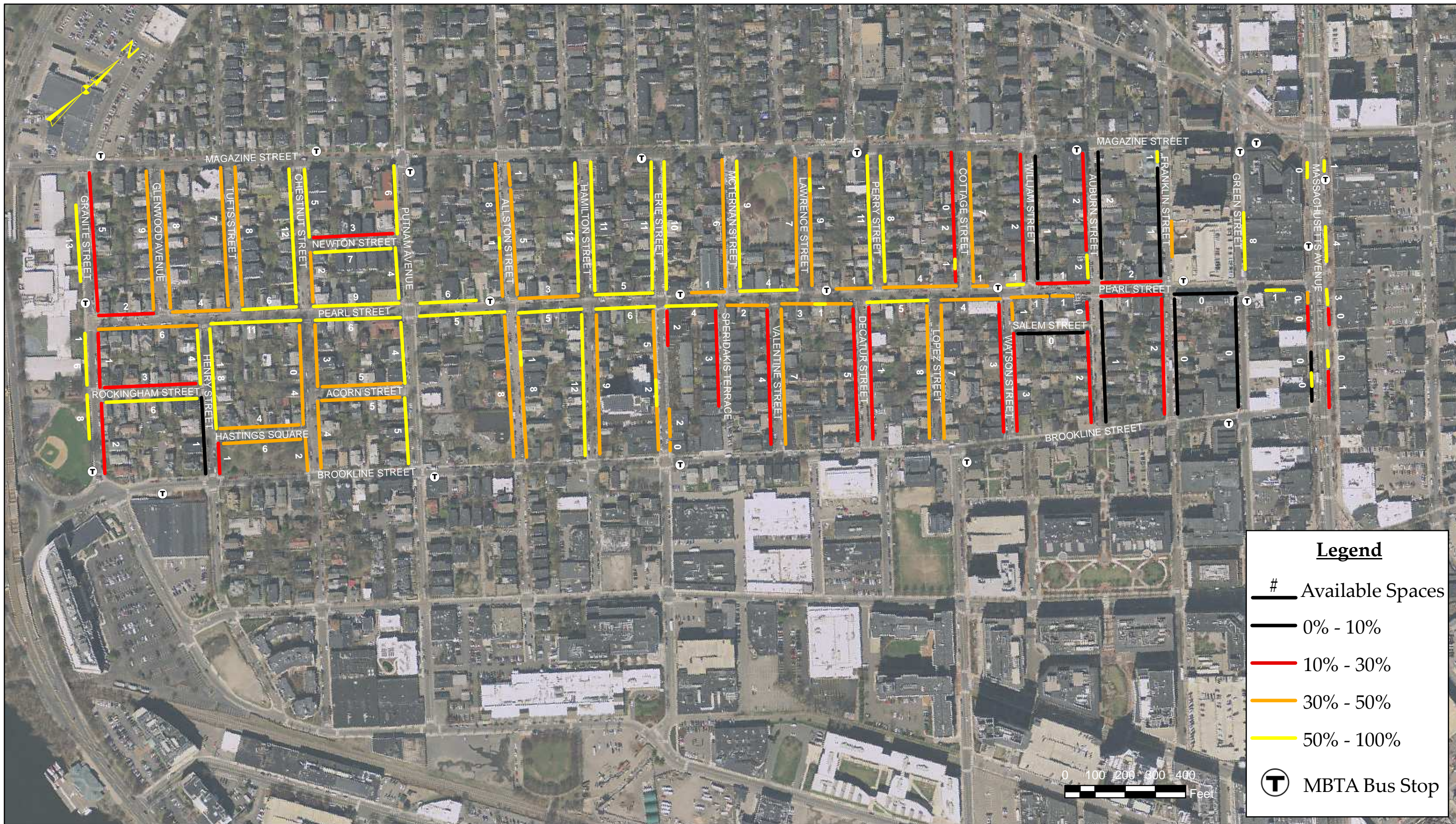
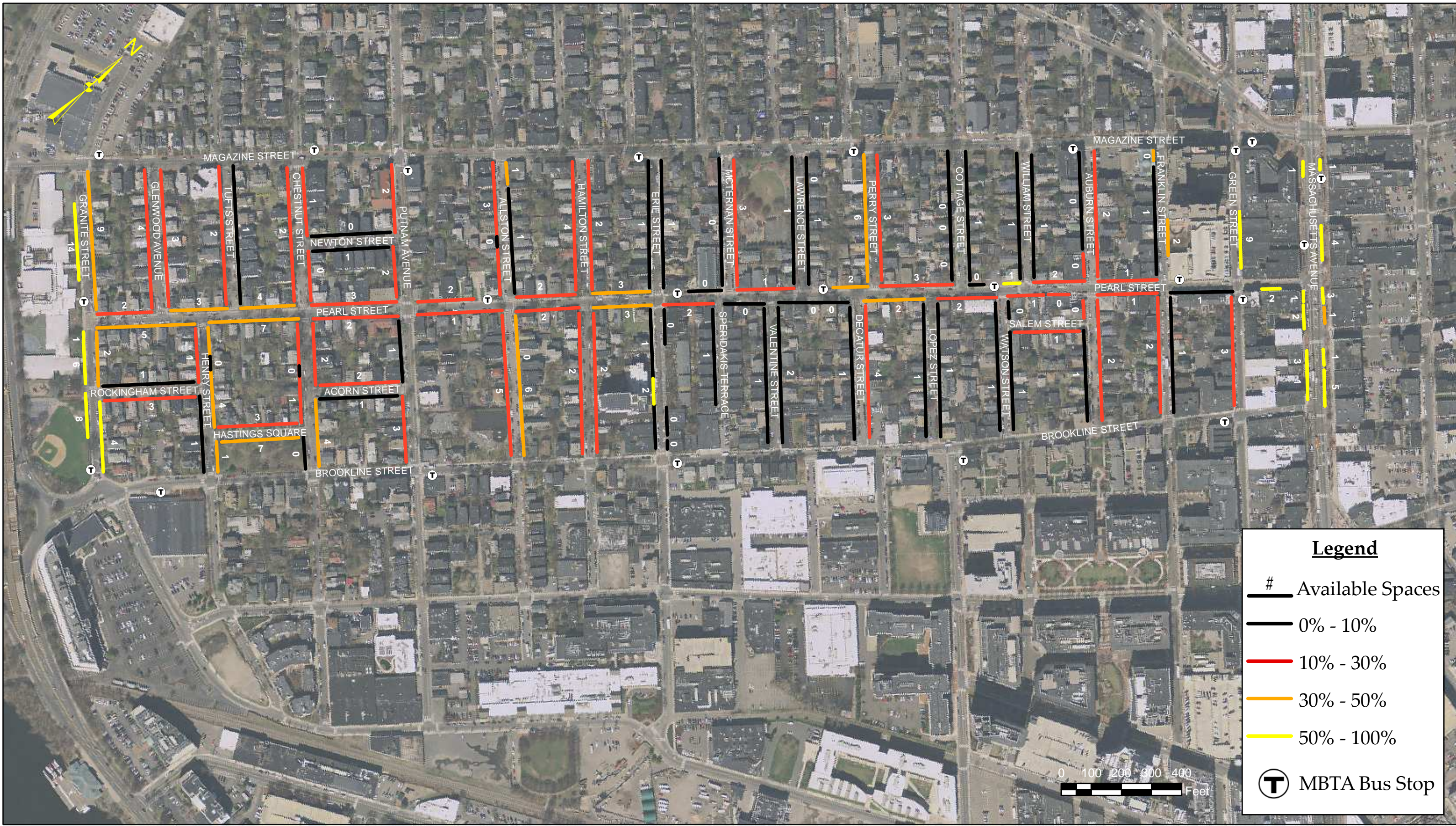


Figure 3
Average Weekday Morning Parking Availability
Pearl Street On-Street Parking Study
Cambridge, Massachusetts





In order to breakdown the data into a more manageable format for analysis purposes several steps were taken to refine the data as follows:

- As there was only one Disability parking space on Pearl Street, on the south side between Decatur Street and Valentine Street, and Disability spaces require special consideration, all the Disability parking spaces were excluded from the dataset. It is assumed that the City would determine the need for a Disability space based on the requirements for that specific location, regardless of demand at Disability spaces elsewhere in the neighborhood.
- Restricted parking spaces on Auburn Street were included as the parking restrictions were not in effect during the survey periods.
- Restricted parking spaces on Granite Street, one-hour and two-hour parking spaces, and the loading zone on Pearl Street at William Street, were included in the overnight dataset only. The other exclusive loading zones and the Taxi stands were excluded from all datasets.
- Due to the availability of metered parking spaces on Massachusetts Avenue, restricted to one-hour during the day, but available without restriction overnight, they were included in the overnight dataset only. Similarly the loading zones on Massachusetts Avenue, between Pearl and Brookline streets are available overnight, and therefore included in that dataset only.
- Where each individual side of the street was counted separately during the survey, several sides were combined to form block segments.

With the refined dataset there are 1,246 total parking spaces provided during the morning and afternoon periods, and this increases to 1,304 parking spaces overnight, due to the availability of loading zones and short-term parking areas for overnight parking. As shown in the refined dataset, provided in Tables 4, 5 and 6, less than 40% of spaces in the neighborhood are available during the daytime (467 in the morning, and 478 in the afternoon) and less than 20% (245 spaces) are available overnight. Overall, there wasn't much variability over the course of the three survey days.

On Pearl Street there are 236 spaces provided during the morning/afternoon periods, which increases by just six spaces to 241 overnight. The average availability of spaces on Pearl Street increases from 98 (42%) in the morning, to 111 (47%) in the afternoon, and then drops to 57 (24%) overnight. As may be expected the average availability of spaces on Pearl Street during the morning/afternoon periods increases the further away from Massachusetts Avenue they are located, from 0-17% availability between Massachusetts Avenue and Auburn Street, to 50-70% availability near Chestnut Street and Granite Street. During the night the pattern is more evenly distributed along Pearl Street, except for the Granite Street end, which shows the most availability. This is clearly illustrated in Figures 6 through 8.

Pearl Street On-Street Parking Study
Cambridge, Massachusetts

Table 4: Summary of Parking Availability by Street in the Morning

Pearl Street							
Existing	Day 1 AM	Day 2 AM	Day 3 AM	Average AM			
	Total Available	Total Available	Total Available	Average # Available	Average # Occupied	Average % Available	
Mass Ave to Green	0	0	0	0	0	n/a	
Green to Franklin	10	0	0	0	10	0%	
Franklin to Auburn	18	1	2	3	16	11%	
Auburn to William/Watson	12	3	0	2	10	14%	
William/Watson to Cottage/Lopez	13	3	4	3	10	26%	
Cottage/Lopez to Perry Decatur	17	8	8	6	10	43%	
Perry/Decatur to Lawrence/Valentine	13	7	7	7	6	54%	
Lawrence/Valentine to McTernan/Speridakis	12	4	5	1	9	28%	
McTernan/Speridakis to Erie	12	3	5	3	8	31%	
Erie to Hamilton	15	10	10	11	5	69%	
Hamilton to Allston	17	6	6	7	11	37%	
Allston to Putnam	19	11	8	10	9	51%	
Putnam to Chestnut	23	19	14	13	8	67%	
Chestnut to Granite	55	28	26	31	27	52%	
TOTAL PARKING	236	103	95	97	138	42%	

Side Streets Between Pearl Street and Brookline Street

Existing	Day 1 AM	Day 2 AM	Day 3 AM	Average AM			
	Total Available	Total Available	Total Available	Average # Available	Average # Occupied	Average % Available	
Mass Ave	18	1	1	0	1	17	4%
Green	28	8	0	0	3	25	10%
Franklin	31	3	1	4	3	28	9%
Auburn	10	1	2	0	1	9	10%
Salem	40	6	10	5	7	33	18%
Watson	42	14	15	9	13	29	30%
Lopez	35	5	11	7	8	27	22%
Decatur	32	12	12	11	12	20	36%
Valentine	12	5	3	3	4	8	31%
Speridakis	24	5	7	10	7	17	31%
Erie	42	22	20	22	21	21	51%
Hamilton	36	21	11	13	15	21	42%
Allston	16	7	5	7	6	10	40%
Putnam	24	10	6	5	7	17	29%
Acorn	32	14	13	16	14	18	45%
Chestnut	27	12	11	15	13	14	47%
Hastings Square	33	19	11	13	14	19	43%
Henry	26	13	6	5	8	18	31%
Rockingham	14	7	0	4	4	10	26%
Granite							
TOTAL PARKING	522	185	145	149	160	362	31%

Side Streets Between Pearl Street and Magazine Street

Existing	Day 1 AM	Day 2 AM	Day 3 AM	Average AM			
	Total Available	Total Available	Total Available	Average # Available	Average # Occupied	Average % Available	
Mass Ave	0	0	0	0	0	n/a	
Green	0	0	0	0	0	n/a	
Franklin	18	2	1	1	17	7%	
Auburn*	40	2	12	4	6	34	15%
William	29	1	10	9	7	22	23%
Cottage	29	14	13	12	13	16	45%
Perry	33	21	21	18	20	13	61%
Lawrence	36	18	17	20	18	18	51%
McTernan	34	16	15	14	15	19	44%
Erie	33	17	18	17	17	16	53%
Hamilton	40	26	23	19	23	17	57%
Allston	28	11	14	15	13	15	48%
Putnam	16	12	8	8	9	7	58%
Newton	24	11	14	9	11	13	47%
Chestnut	37	20	22	16	19	18	52%
Tufts	36	18	16	20	18	18	50%
Glenwood	37	17	16	14	16	21	42%
Granite	18	2	0	3	2	16	9%
TOTAL PARKING	488	208	220	199	209	279	43%

* includes 3 loading spaces (8-9am,2-3pm)

TOTAL SURVEY AREA (Refined Data)	1,246	496	460	445	467	779	37%
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Pearl Street On-Street Parking Study
Cambridge, Massachusetts

Table 5: Summary of Parking Availability by Street in the Afternoon

Pearl Street							
Existing	Day 1 PM	Day 2 PM	Day 3 PM	Average PM			
	Total Available	Total Available	Total Available	Average # Available	Average # Occupied	Average % Available	
Mass Ave to Green	0	0	0	0	0	n/a	
Green to Franklin	10	0	0	0	10	0%	
Franklin to Auburn	18	2	5	2	3	15%	
Auburn to William/Watson	12	4	2	2	3	9%	
William/Watson to Cottage/Lopez	13	4	7	4	5	38%	
Cottage/Lopez to Perry Decatur	17	10	9	7	9	51%	
Perry/Decatur to Lawrence/Valentine	13	5	5	4	5	36%	
Lawrence/Valentine to McTernan/Speridakis	12	8	6	4	6	50%	
McTernan/Speridakis to Erie	12	5	6	6	6	47%	
Erie to Hamilton	15	10	10	12	11	4%	
Hamilton to Allston	17	9	6	9	8	9%	
Allston to Putnam	19	12	11	12	12	7%	
Putnam to Chestnut	23	20	11	15	15	8%	
Chestnut to Granite	55	28	27	33	29	26%	
TOTAL PARKING	236	117	105	110	111	125	47%

Side Streets Between Pearl Street and Brookline Street

Existing	Day 1 PM	Day 2 PM	Day 3 PM	Average PM			
	Total Available	Total Available	Total Available	Average # Available	Average # Occupied	Average % Available	
Mass Ave							
Green	18	1	0	0	18	2%	
Franklin	28	7	0	1	3	25%	
Auburn	31	2	3	4	3	28%	
Salem	10	0	1	0	10	3%	
Watson	40	9	8	5	7	33%	
Lopez	42	17	16	11	15	27%	
Decatur	35	4	9	9	7	28%	
Valentine	32	11	9	11	10	22%	
Speridakis	12	4	2	4	3	9%	
Erie	24	9	5	9	8	16%	
Hamilton	42	22	19	22	21	21%	
Allston	36	21	14	15	17	19%	
Putnam	16	11	6	9	9	7%	
Acorn	24	13	9	8	10	14%	
Chestnut	32	14	14	13	14	18%	
Hastings Square	27	8	8	15	10	17%	
Henry	33	16	10	15	14	19%	
Rockingham	26	14	8	7	10	16%	
Granite	14	3	2	4	3	11%	
TOTAL PARKING	522	186	143	162	164	358	31%

Side Streets Between Pearl Street and Magazine Street

Existing	Day 1 PM	Day 2 PM	Day 3 PM	Average PM			
	Total Available	Total Available	Total Available	Average # Available	Average # Occupied	Average % Available	
Mass Ave	0	0	0	0	0	n/a	
Green	0	0	0	0	0	n/a	
Franklin	18	3	0	0	1	17%	
Auburn*	40	10	5	4	6	34%	
William	29	3	3	5	4	25%	
Cottage	29	6	10	13	10	19%	
Perry	33	21	18	17	19	14%	
Lawrence	36	16	16	17	16	20%	
McTernan	34	15	13	15	14	20%	
Erie	33	23	17	23	21	12%	
Hamilton	40	24	22	23	23	17%	
Allston	28	13	11	13	12	16%	
Putnam	16	13	8	8	10	6%	
Newton	24	9	12	9	10	14%	
Chestnut	37	22	21	19	21	16%	
Tufts	36	17	14	14	15	21%	
Glenwood	37	16	17	19	17	20%	
Granite	18	3	6	5	5	13%	
TOTAL PARKING	488	214	193	204	204	284	42%

* includes 3 loading spaces (8-9am,2-3pm)

TOTAL SURVEY AREA (Refined Data) **1,246** **517** **441** **476** **478** **768** **38%**

Pearl Street On-Street Parking Study
Cambridge, Massachusetts

Table 6: Summary of Parking Availability by Street Overnight

Pearl Street							
Existing	Day 1 Overnight	Day 2 Overnight	Day 3 Overnight	Average Overnight			
	Total Available	Total Available	Total Available	Average # Available	Average # Occupied	Average % Available	
Mass Ave to Green	0	0	0	0	0	n/a	
Green to Franklin	10	1	0	1	9	7%	
Franklin to Auburn**	21	2	3	2	19	11%	
Auburn to William/Watson*	14	1	2	5	11	19%	
William/Watson to Cottage/Lopez	13	1	3	1	11	13%	
Cottage/Lopez to Perry Decatur	17	8	5	2	12	29%	
Perry/Decatur to Lawrence/Valentine	13	3	2	1	11	15%	
Lawrence/Valentine to McTernan/Speridakis	12	3	1	0	11	11%	
McTernan/Speridakis to Erie	12	1	3	4	9	22%	
Erie to Hamilton	15	6	5	5	10	36%	
Hamilton to Allston	17	4	4	3	13	22%	
Allston to Putnam	19	5	2	3	16	18%	
Putnam to Chestnut	23	6	4	4	18	20%	
Chestnut to Granite	55	18	21	25	34	39%	
TOTAL PARKING	241	59	55	57	184	24%	

* includes 2 loading space (8am-6pm); ** includes 3 1-Hour spaces (8am-6pm)

Side Streets Between Pearl Street and Brookline Street							
Existing	Day 1 Overnight	Day 2 Overnight	Day 3 Overnight	Average Overnight			
	Total Available	Total Available	Total Available	Average # Available	Average # Occupied	Average % Available	
Mass Ave	21	16	5	20	14	7	65%
Green	18	3	3	4	3	15	19%
Franklin	28	4	2	2	3	25	10%
Auburn	31	2	2	4	3	28	9%
Salem	10	1	2	1	1	9	13%
Watson	40	2	4	2	3	37	7%
Lopez	42	3	3	2	3	39	6%
Decatur	35	3	8	3	5	30	13%
Valentine	32	1	4	4	3	29	9%
Speridakis	12	1	1	0	1	11	6%
Erie	25	0	1	2	1	24	4%
Hamilton	42	4	7	3	5	37	11%
Allston	36	8	10	14	11	25	30%
Putnam	16	5	2	3	3	13	21%
Acorn	24	3	1	4	3	21	11%
Chestnut	32	9	6	7	7	25	23%
Hastings Square	27	8	13	9	10	17	37%
Henry	33	9	5	7	7	26	21%
Rockingham	26	3	5	6	5	21	18%
Granite	29	22	19	20	20	9	70%
TOTAL PARKING	559	107	103	117	109	450	19%

Side Streets Between Pearl Street and Magazine Street							
Existing	Day 1 Overnight	Day 2 Overnight	Day 3 Overnight	Average Overnight			
	Total Available	Total Available	Total Available	Average # Available	Average # Occupied	Average % Available	
Mass Ave	0	0	0	0	0	n/a	
Green	0	0	0	0	0	n/a	
Franklin	18	1	2	0	1	17	6%
Auburn	40	2	4	5	4	36	9%
William	29	2	0	4	2	27	7%
Cottage	29	3	2	0	2	27	6%
Perry	33	10	10	9	10	23	29%
Lawrence	36	2	2	2	2	34	6%
McTernan	34	6	2	3	4	30	11%
Erie	33	1	3	2	2	31	6%
Hamilton	40	5	8	4	6	34	14%
Allston*	30	6	4	3	4	26	14%
Putnam	16	5	3	3	4	12	23%
Newton	24	1	1	1	1	23	4%
Chestnut	37	7	3	6	5	32	14%
Tufts	36	2	5	3	3	33	9%
Glenwood	37	11	4	6	7	30	19%
Granite	32	24	22	23	23	9	72%
TOTAL PARKING	504	88	75	74	79	425	16%

* includes 2 2-Hour spaces (8am-6pm)

TOTAL SURVEY AREA (Refined Data) 1,304 254 233 247 245 1059 19%

Figure 6: Average Morning Parking Availability on Pearl Street

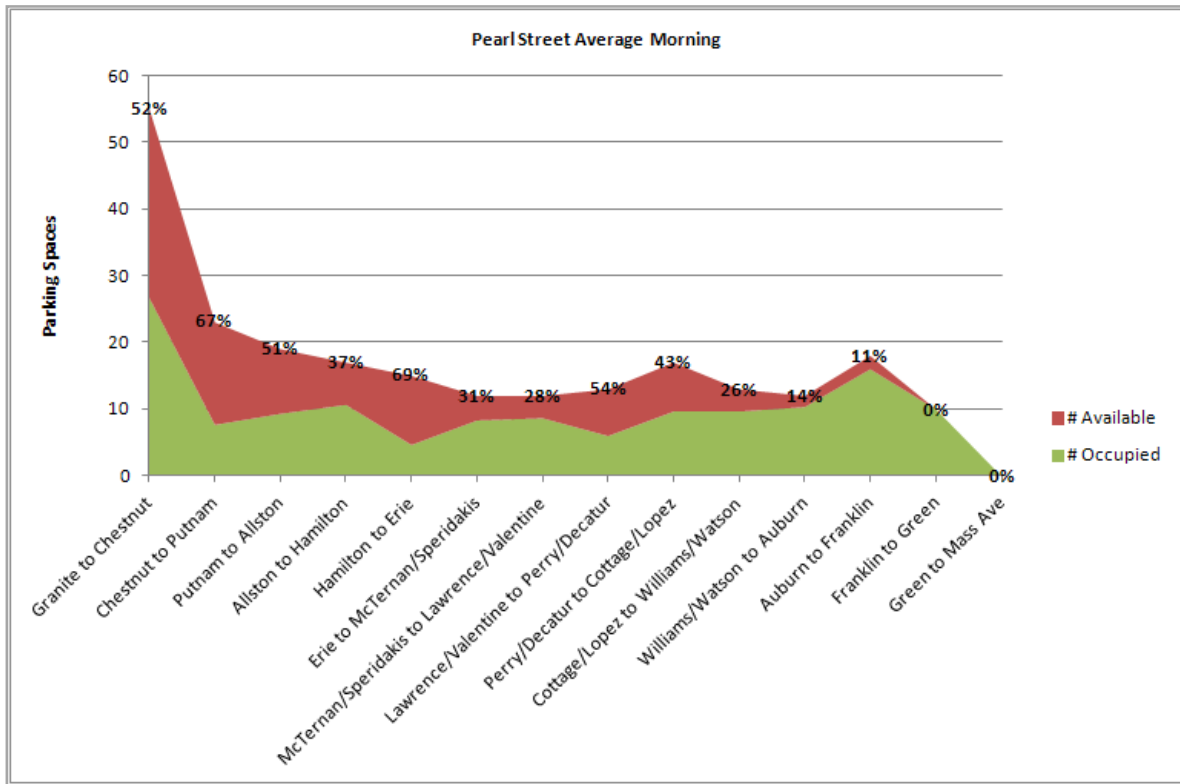


Figure 7: Average Afternoon Parking Availability on Pearl Street

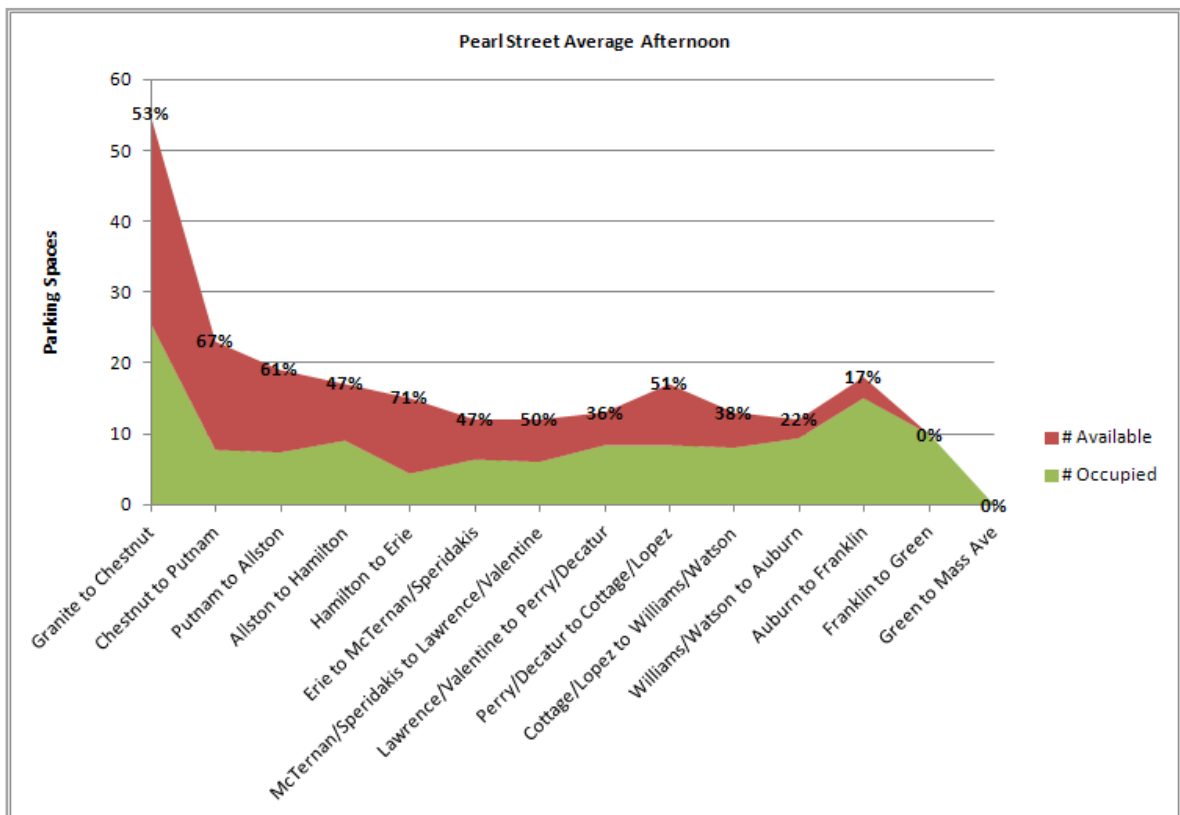
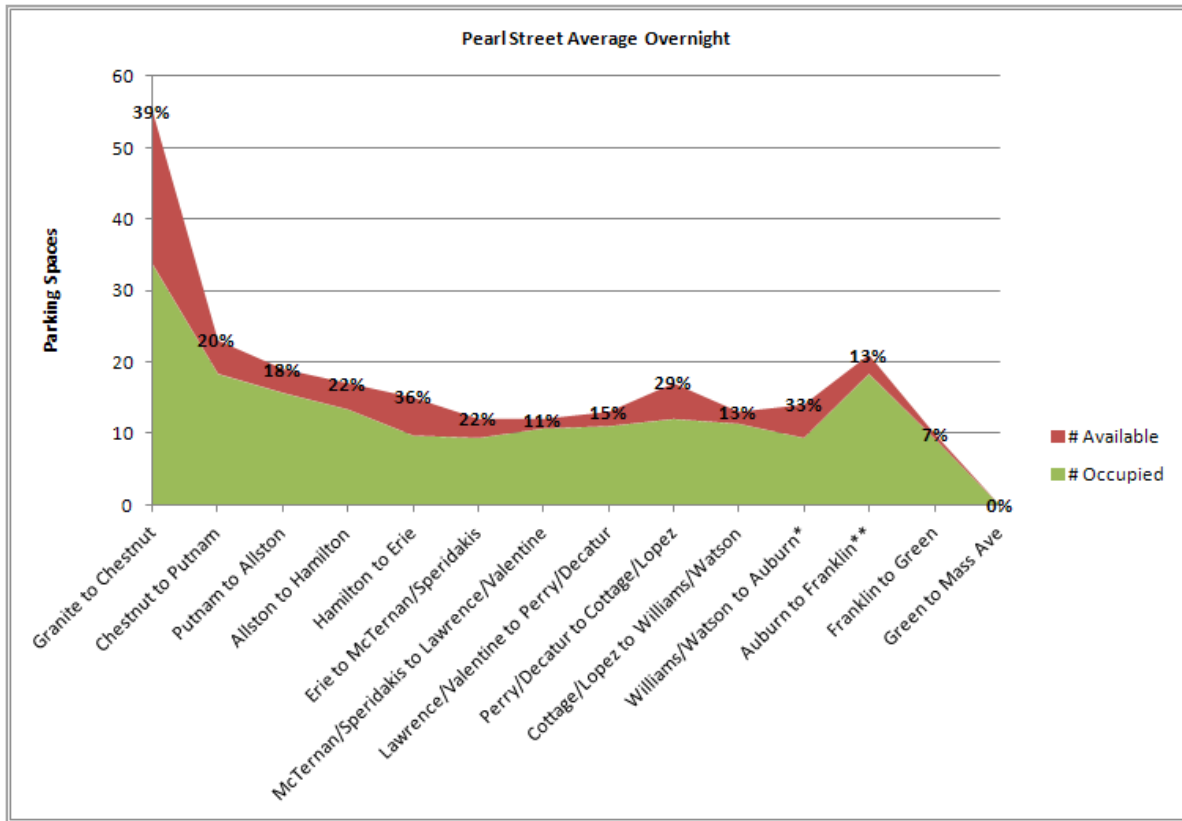


Figure 8: Average Overnight Parking Availability on Pearl Street



* includes 2 loading spaces (8am-6pm); ** includes 3 1-Hour spaces (8am-6pm)

On the streets intersecting or adjacent to Pearl Street there are about 1,010 spaces during the morning and afternoon, increasing to about 1,060 overnight. This is because of the number of restricted parking spaces on Granite Street that become available, in addition to short-term and loading zone spaces throughout the neighborhood that are unrestricted overnight, typically until about 8:00 A.M.

The streets between Pearl Street and Brookline Street have less average availability (30%), when compared to the streets between Pearl Street and Magazine Street (40%) during the morning and afternoon periods. During the overnight period the availability is less than 20% on both sets of side streets combined. Both Granite Street and Massachusetts Avenue have over 60% availability compared to the more residential streets. Unlike the pattern of parking availability overnight on Pearl Street, there is no clear increase in parking availability on the side streets, as one moves away from Massachusetts Avenue.

The pattern of average availability of parking is quite similar for the morning and afternoon periods, as can be seen in Figures 9, 10, 11, and 12, but varies considerably street to street, with the Brookline Street side having less availability than the Magazine Street side. On the Brookline Street side availability varies between 4% and 51% in the morning, and between 3% and 54% in the afternoon. On the Magazine Street side, availability varies between 7% and 61% in the morning, and between 6% and 64% in the afternoon.

Figure 9: Average Morning Parking Availability on Streets between Pearl Street and Brookline Street

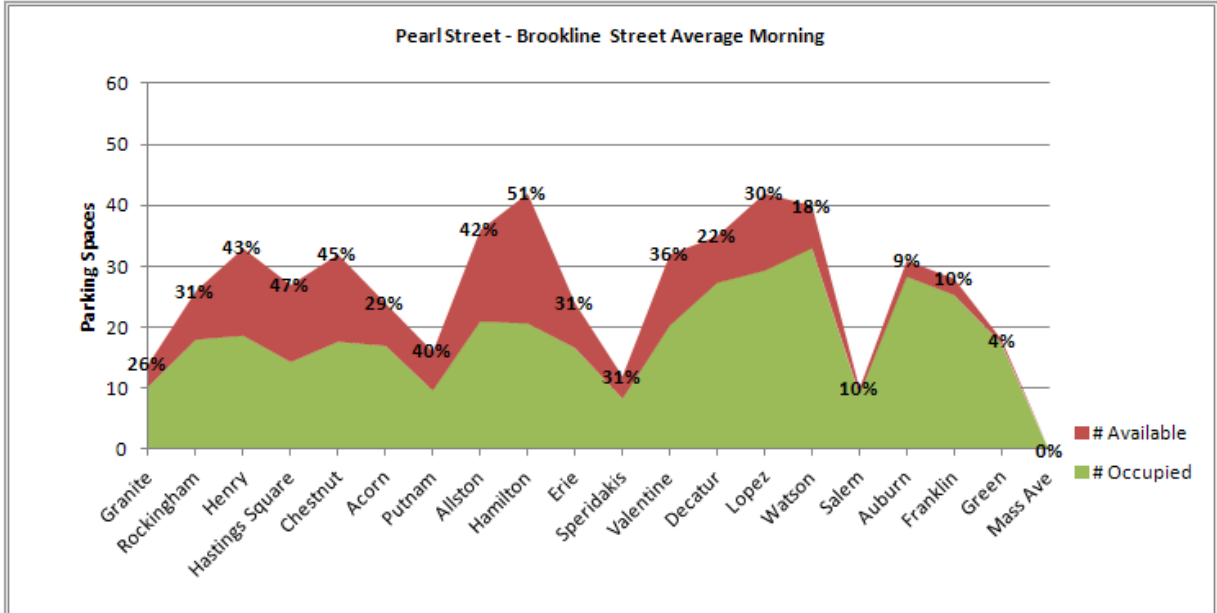
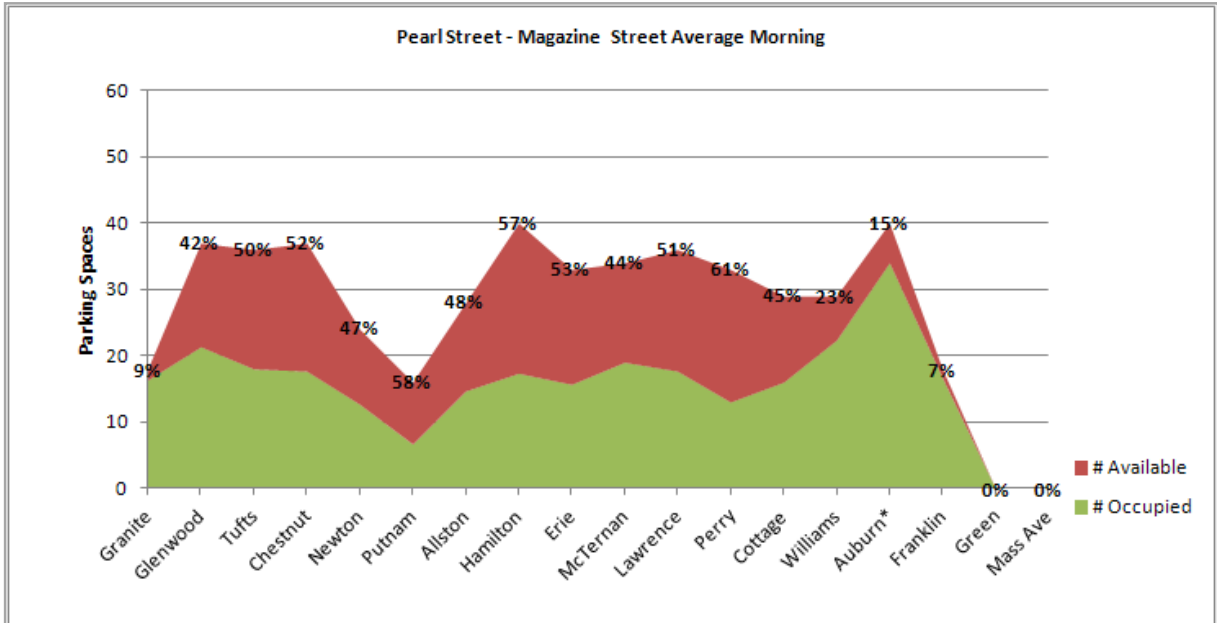


Figure 10: Average Morning Parking Availability on Streets between Pearl Street and Magazine Street



* Auburn Street includes 3 loading spaces (8-9am, 2-3 pm)

Figure 11: Average Afternoon Parking Availability on Streets between Pearl Street and Brookline Street

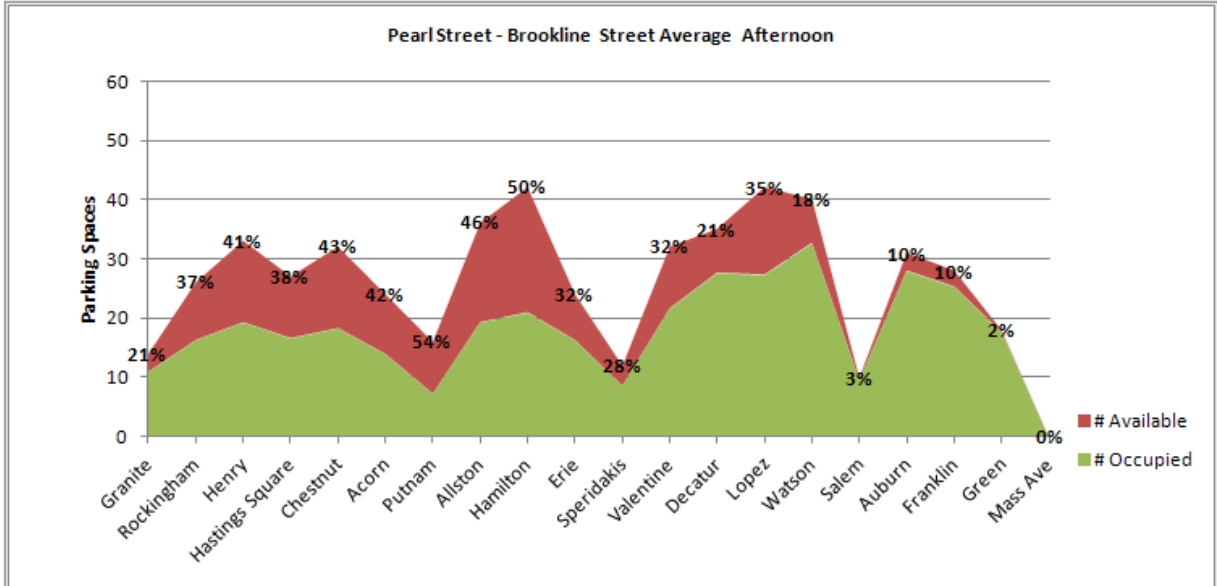
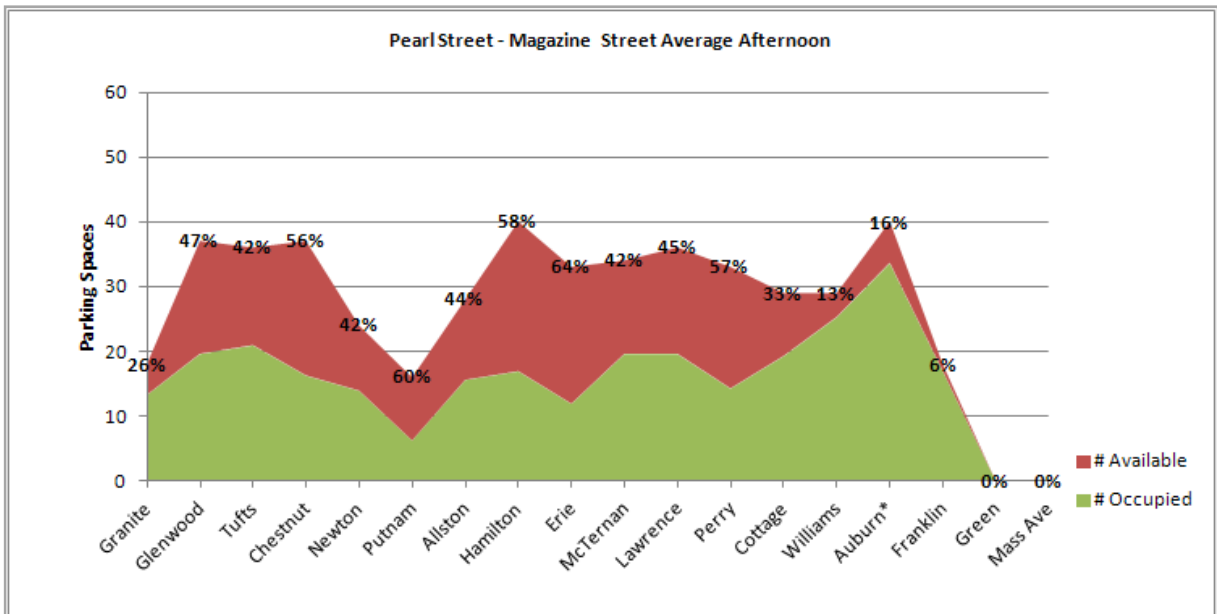


Figure 12: Average Afternoon Parking Availability on Streets between Pearl Street and Magazine Street



* Auburn Street includes 3 loading spaces (8-9am, 2-3 pm)

Overnight on the side streets there are over three times the number of spaces available on average, compared to Pearl Street. There are about 190 spaces on the side streets, compared to 60 spaces on Pearl Street; however the overall average percentage available is less. On Pearl Street there is about 25% availability overnight, compared to less than 20% on the side streets. Similar to the morning and afternoon periods, during the overnight period the average availability varies considerably from street to street.

On a street by street basis, of the streets between Pearl Street and Brookline Street, between 4% and 37% have parking availability, while the Magazine Street side has between 4% and 23% availability (excluding Massachusetts Avenue and Granite Street). Both sides of Granite Street have more than 70% availability, and Massachusetts Avenue on the Brookline Street side has about 65%. The overnight parking availability on the side streets is illustrated in Figures 13 and 14 below.

Figure 13: Average Overnight Parking Availability on Streets between Pearl Street and Brookline Street

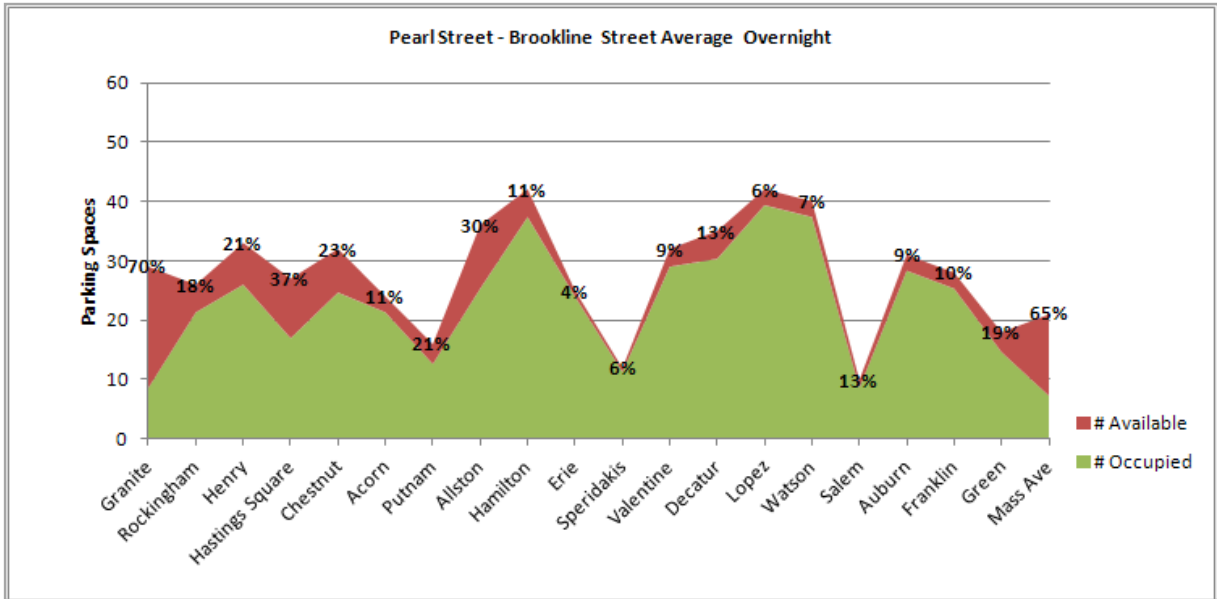
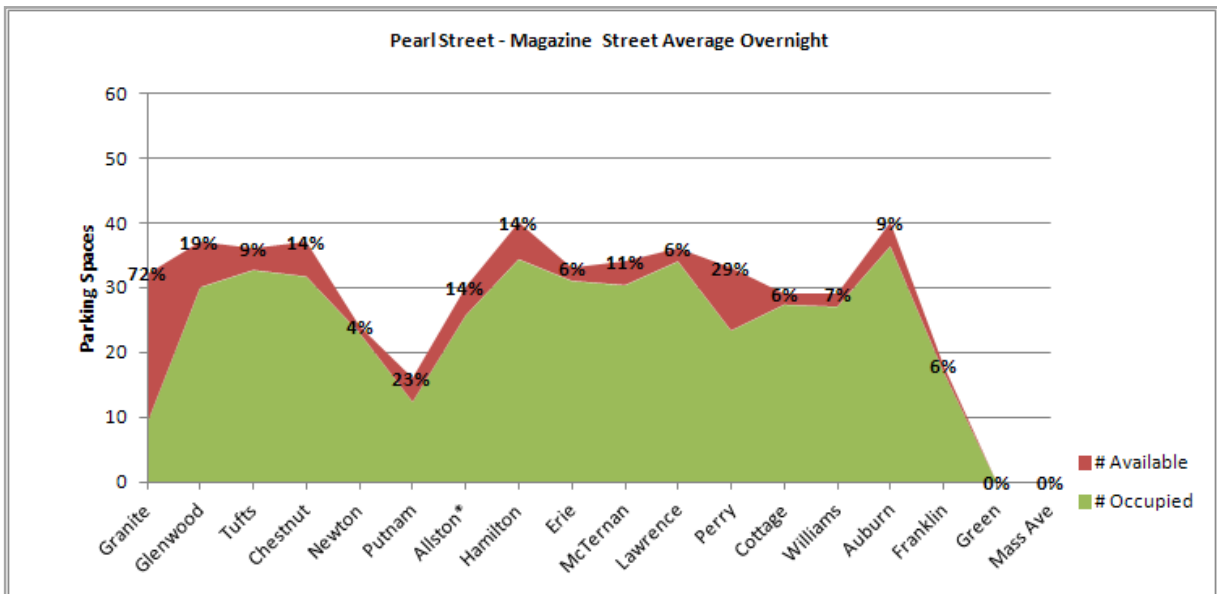



Figure 14: Average Overnight Parking Availability on Streets between Pearl Street and Magazine Street



* Allston Street includes 2 2-Hour spaces (8am-6 pm)

Additional Observations

During the survey the following observations were made about parking activity in the area:

- On Pearl Street, between Green Street and Massachusetts Avenue, vehicles were observed loading in the No Parking Zone.
 - On Pearl Street, between Franklin Street and Green Street, vehicles were observed parking beyond the No Parking sign, encroaching on the crosswalk.
 - On Pearl Street, west of Auburn Street, up to three vehicles typically parked in an area that is effectively a curb-cut for the adjacent auto-garage. These spaces were not counted as legally parked and therefore were not included in the dataset.
 - On Massachusetts Avenue, delivery trucks were observed loading in the Taxi Stand.
- 
- On Franklin Street, construction, and other, vehicles were observed parked in a No Parking Zone during two count periods. On Day 1 there was some roadway construction work underway on Franklin Street, and therefore some parking spaces were closed off.
 - Also on Day 1, on Lopez Street, there was some roadway construction and approximately six spaces were closed off.
 - On McTernan Street, two vehicles were parked in a fading crosswalk.
 - On Erie Street, one permit parking space on Day 3 was taken up by a dumpster.
 - At the 2-Hour parking area on Allston Street a vehicle was observed parked and encroaching on the crosswalk during the overnight count.
 - Several motorcycles were observed parked on Acorn Street, Hamilton Street, Allston Street, Glenwood Avenue, and Speridakis Terrace during several of the surveys at different times of the day. Other motorcycles were parked on Franklin Street and Green Street.
 - During one overnight survey, observers counted approximately 40 Toyota Prius vehicles, supporting the application of shorter 16 foot car parking spaces when estimating the number of parking spaces provided.

The length of existing MBTA bus stops was noted to verify whether the necessary length is provided to enable the bus to fully pull to the curb. Should this study result in the elimination of parking along one side of Pearl Street, the City could use the opportunity to relocate or consolidate bus stops to offset the parking loss, while lengthening stops that may need additional space. As shown in Table 7 three of the stops require lengthening in their current location, however each of the stops are located very close together. MBTA guidelines indicate a bus stop spacing of 700-1,350 feet, so there is potential for some bus stop consolidation, or relocation of some nearside/midblock stops to farside of the intersection that minimizes parking impacts, while allowing easier access to and egress from the stop from the driver’s perspective.



Table 7: Bus Stop Lengths

Bus Stop Description	Location	Length (ft)	Additional Length Required	Distance to Next Stop	Notes
Pearl St at Franklin St	Nearside	59	Yes - 30'	720'	Bus stop located in narrow depth cut-out. No stopping area behind stop.
Pearl St at Cottage St	Midblock	75	Yes - 25'	520'	Permit parking at the front and loading zone at the rear.
Pearl St at Lawrence St	Nearside	61	Yes - 25'	480'	Permit parking at the rear.
Pearl St at Erie St	Nearside	48 (+20) ¹	No	610'	A driveway is located to the rear of the stop.
Pearl St at Allston St	Farside	64 (+25) ¹	No	-	-

1-Rear bus stop signs were not positioned at the rear of the stop, however the Tow Zone arrow on the sign points to both directions. Therefore the area to the right of the sign is included in the bus stop zone. This area is noted in brackets in the table above.

Summary and Conclusions

This report was prepared to document parking activity on Pearl Street and adjacent streets within the Cambridgeport neighborhood. Parking/curbside space within the study area is comprised of predominantly permit parking, in addition to Disability, short-term, restricted, loading, taxi spaces and bus stops.

Over three survey days in late April/early May of 2014 during the morning, afternoon, and overnight time periods, the on-street parking survey results show that there is parking availability along Pearl Street, and on its neighboring streets at all times of the day and night,

although as expected the demand overnight is the greatest. On Pearl Street there are 40-50% of spaces available during the daytime, and only about 25% overnight. The average total available spaces on Pearl Street (62 spaces) is equal to approximately 50% of the total spaces provided on the north side of the street (108 spaces) or 45% on the south side (137 spaces). With an average of 212 spaces available overnight elsewhere in the neighborhood, for a neighborhood-wide total of 274 spaces, 201 of which are permit only, there is sufficient overall parking supply within the neighborhood to meet the parking demand, if parking along one side of Pearl Street was eliminated.

It is noted that this extent of parking availability would not be representative of street cleaning days, when parking demand is higher. However, based on the morning survey data collected, which indicated an average of approximately 423 spaces available on the side streets, there should be sufficient availability throughout the neighborhood on street cleaning days.

**PEARL STREET
ON-STREET PARKING STUDY
APPENDIX**

APPENDIX A

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Table A3: Weekday Morning Parking Availability: Side Streets Between Pearl Street and Magazine Street

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Figure A6: Weekday Afternoon Parking Availability (Day 3)

Figure A7: Weekday Overnight Parking Availability (Day 1)

Figure A8: Weekday Overnight Parking Availability (Day 2)

Figure A9: Weekday Overnight Parking Availability (Day 3)

TABLE A.1 WEEKDAY MORNING PARKING AVAILABILITY: PEARL STREET

	Existing Spaces	DAY 1 AM									DAY 2 AM						DAY 3 AM						Average AM								
		Occupied Spaces			Available Spaces			Occupied Spaces			Available Spaces			Occupied Spaces			Available Spaces			Occupied Spaces			Available Spaces			% Available Spaces					
		NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total			
Mass Ave to Green	Loading	0	3	3	0	0	0	0	3	3	0	3	3	0	0	0	0	1	1	0	2	2	0	1	1	0	2	2	-	56%	56%
Green to Franklin	Permit	0	10	10	0	10	10	0	0	0	0	10	10	0	0	0	0	10	10	0	0	0	0	10	10	0	0	0	-	0%	0%
Franklin to Auburn	Permit	10	8	18	10	7	17	0	1	1	8	8	16	2	0	2	8	7	15	2	1	3	9	7	16	1	1	2	13%	8%	11%
Auburn to William/Watson	One-Hour	0	3	3	0	3	3	0	0	0	0	0	0	0	3	3	0	3	3	0	0	0	0	2	2	0	1	1	-	33%	33%
	Permit	8	4	12	7	2	9	1	2	3	8	4	12	0	0	0	7	3	10	1	1	2	7	3	10	1	1	2	8%	25%	14%
William/Watson to Cottage/Lopez	Loading	2	0	2	1	0	1	1	0	1	0	0	0	2	0	2	0	0	0	2	0	2	0	0	0	2	0	2	83%	-	83%
	Permit	2	11	13	1	9	10	1	2	3	2	7	9	0	4	4	1	9	10	1	2	3	1	8	10	1	3	3	33%	24%	26%
Cottage/Lopez to Perry/Decatur	Permit	10	7	17	5	4	9	5	3	8	7	2	9	3	5	8	4	7	11	6	0	6	5	4	10	5	3	7	47%	38%	43%
Perry/Decatur to Lawrence/Valentine	Disability	0	1	1	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	-	67%	67%
	Permit	4	9	13	2	4	6	2	5	7	2	4	6	2	5	7	3	3	6	1	6	7	2	4	6	2	5	7	42%	59%	54%
Lawrence/Valentine to McTernan/Speridakis	Permit	7	5	12	4	4	8	3	1	4	4	3	7	3	2	5	7	4	11	0	1	1	5	4	9	2	1	3	29%	27%	28%
McTernan/Speridakis to Erie	Permit	4	8	12	4	5	9	0	3	3	3	4	7	1	4	5	4	5	9	0	3	3	4	5	8	0	3	4	8%	42%	31%
Erie to Hamilton	Permit	7	8	15	4	1	5	3	7	10	0	5	5	7	3	10	1	3	4	6	5	11	2	3	5	5	5	10	76%	63%	69%
Hamilton to Allston	Permit	8	9	17	5	6	11	3	3	6	7	4	11	1	5	6	5	5	10	3	4	7	6	5	11	2	4	6	29%	44%	37%
Allston to Putnam	Permit	9	10	19	4	4	8	5	6	11	4	7	11	5	3	8	4	5	9	5	5	10	4	5	9	5	5	10	56%	47%	51%
Putnam to Chesnut	Permit	12	11	23	2	2	4	10	9	19	4	5	9	8	6	14	4	6	10	8	5	13	3	4	8	9	7	15	72%	61%	67%
Chestnut to Tufts/Henry	Permit	9	14	23	1	5	6	8	9	17	4	4	8	5	10	15	4	3	7	5	11	16	3	4	7	6	10	16	67%	71%	70%
Tufts to Glenwood (NS Only)	Permit	8	0	8	3	0	3	5	0	5	3	0	3	5	0	5	4	0	4	4	0	4	3	0	3	5	0	5	58%	-	58%
Glenwood/Henry to Granite	Permit	8	16	24	8	10	18	0	6	6	7	11	18	1	5	6	5	8	13	3	8	11	7	10	16	1	6	8	17%	40%	32%
TOTAL PARKING		108	137	245	61	76	137	47	61	108	63	82	145	45	55	100	61	82	143	47	55	102	62	80	142	46	57	103	43%	42%	42%
Total Permit		106	130	236	60	73	133	46	57	103	63	78	141	43	52	95	61	78	139	45	52	97	61	76	138	45	54	98	42%	41%	42%
Total Disability		0	1	1	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	67%	67%	67%
Total Metered/One/Two-Hour		0	3	3	0	3	3	0	0	0	0	0	0	0	3	3	0	3	3	0	0	0	0	2	2	0	1	1	33%	33%	33%
Total Restricted Hours																															
Total Loading		2	3	5	1	0	1	1	3	4	0	3	3	2	0	2	0	1	1	2	2	4	0	1	2	2	2	3	83%	56%	67%
Total Taxi																															
<i>Total Check</i>		108	137	245	61	76	137	47	61	108	63	82	145	45	55	100	61	82	143	47	55	102	62	80	142	46	57	103	43%	42%	42%

TABLE A.4 WEEKDAY AFTERNOON PARKING AVAILABILITY: PEARL STREET

		Existing Spaces			Day 1 PM						DAY 2 PM						DAY 3 PM						Average PM											
					Occupied Spaces			Available Spaces			Occupied Spaces			Available Spaces			Occupied Spaces			Available Spaces			Occupied Spaces			Available Spaces			% Available Spaces					
		NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total			
Mass Ave to Green	Loading	0	3	3	0	1	1	0	2	2	0	1	1	0	2	2	0	2	2	0	1	1	0	1	1	0	1	1	0	2	2	0%	56%	56%
Green to Franklin	Permit	0	10	10	0	10	10	0	0	0	0	10	10	0	0	0	0	10	10	0	0	0	0	10	10	0	0	0	0	0	0	0%	0%	0%
Franklin to Auburn	Permit	10	8	18	9	7	16	1	1	2	7	6	13	3	2	5	9	7	16	1	1	2	8	7	15	2	1	3	17%	17%	17%			
Auburn to William/Watson	One-Hour	0	3	3	0	3	3	0	0	0	0	0	0	0	3	3	0	3	3	0	0	0	0	2	2	0	1	1	0%	33%	33%			
	Permit	8	4	12	6	2	8	2	2	4	7	3	10	1	1	2	7	3	10	1	1	2	7	3	9	1	1	3	17%	33%	22%			
William/Watson to Cottage/Lopez	Loading	2	0	2	0	0	0	2	0	2	0	0	0	2	0	2	0	0	0	2	0	2	0	0	0	2	0	2	100%	0%	100%			
	Permit	2	11	13	2	7	9	0	4	4	0	6	6	2	5	7	1	8	9	1	3	4	1	7	8	1	4	5	50%	36%	38%			
Cottage/Lopez to Perry/Decatur	Permit	10	7	17	6	1	7	4	6	10	6	2	8	4	5	9	6	4	10	4	3	7	6	2	8	4	5	9	40%	67%	51%			
Perry/Decatur to Lawrence/Valentine	Disability	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0%	100%	100%			
	Permit	4	9	13	2	6	8	2	3	5	3	5	8	1	4	5	3	6	9	1	3	4	3	6	8	1	3	5	33%	37%	36%			
Lawrence/Valentine to McTernan/Speridakis	Permit	7	5	12	1	3	4	6	2	8	3	3	6	4	2	6	6	2	8	1	3	4	3	3	6	4	2	6	52%	47%	50%			
McTernan/Speridakis to Erie	Permit	4	8	12	2	5	7	2	3	5	3	3	6	1	5	6	3	3	6	1	5	6	3	4	6	1	4	6	33%	54%	47%			
Erie to Hamilton	Permit	7	8	15	4	1	5	3	7	10	1	4	5	6	4	10	2	1	3	5	7	12	2	2	4	5	6	11	67%	75%	71%			
Hamilton to Allston	Permit	8	9	17	4	4	8	4	5	9	7	4	11	1	5	6	3	5	8	5	4	9	5	4	9	3	5	8	42%	52%	47%			
Allston to Putnam	Permit	9	10	19	3	4	7	6	6	12	3	5	8	6	5	11	2	5	7	7	5	12	3	5	7	6	5	12	70%	53%	61%			
Putnam to Chesnut	Permit	12	11	23	2	1	3	10	10	20	5	7	12	7	4	11	2	6	8	10	5	15	3	5	8	9	6	15	75%	58%	67%			
Chestnut to Tufts/Henry	Permit	9	14	23	1	4	5	8	10	18	3	2	5	6	12	18	4	3	7	5	11	16	3	3	6	6	11	17	70%	79%	75%			
Tufts to Glenwood (NS Only)	Permit	8	0	8	5	0	5	3	0	3	4	0	4	4	0	4	4	0	4	4	0	4	4	0	4	4	4	0	4	46%	0%	46%		
Glenwood/Henry to Granite	Permit	8	16	24	6	11	17	2	5	7	8	11	19	0	5	5	4	7	11	4	9	13	6	10	16	2	6	8	25%	40%	35%			
TOTAL PARKING		108	137	245	53	70	123	55	67	122	60	72	132	48	65	113	56	75	131	52	62	114	56	72	129	52	65	116	48%	47%	47%			
Total Permit		106	130	236	53	66	119	53	64	117	60	71	131	46	59	105	56	70	126	50	60	110	56	69	125	50	61	111	47%	47%	47%			
Total Disability		0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	100%	100%	100%			
Total Metered/One/Two-Hour		0	3	3	0	3	3	0	0	0	0	0	0	0	3	3	0	3	3	0	0	0	0	2	2	0	1	1	33%	33%	33%			
Total Restricted Hours																																		
Total Loading		2	3	5	0	1	1	2	2	4	0	1	1	2	2	4	0	2	2	2	1	3	0	1	1	2	2	4	100%	56%	73%			
Total Taxi																																		
<i>Total Check</i>		108	137	245	53	70	123	55	67	122	60	72	132	48	65	113	56	75	131	52	62	114	56	72	129	52	65	116	48%	47%	47%			

TABLE A.7 WEEKDAY OVERNIGHT PARKING AVAILABILITY: PEARL STREET

		Existing Spaces			Day 1 Overnight						DAY 2 Overnight						DAY 3 Overnight						Average Overnight								
					Occupied Spaces			Available Spaces			Occupied Spaces			Available Spaces			Occupied Spaces			Available Spaces			Occupied Spaces			Available Spaces			% Available Spaces		
		NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total	NS	SS	Total
Mass Ave to Green	Loading	0	3	3	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	0	3	3	0%	100%	100%
Green to Franklin	Permit	0	10	10	0	9	9	0	1	1	0	10	10	0	0	0	0	9	9	0	1	1	0	9	9	0	1	1	0%	7%	7%
Franklin to Auburn	Permit	10	8	18	9	7	16	1	1	2	8	7	15	2	1	3	9	7	16	1	1	2	9	7	16	1	1	2	13%	13%	13%
Auburn to William/Watson	One-Hour	0	3	3	0	2	2	0	1	1	0	3	3	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	0%	11%	11%
	Permit	8	4	12	7	4	11	1	0	1	6	4	10	2	0	2	6	1	7	2	3	5	6	3	9	2	1	3	21%	25%	22%
William/Watson to Cottage/Lopez	Loading	2	0	2	0	0	0	2	0	2	0	0	0	2	0	2	0	0	0	2	0	2	0	0	0	2	0	2	100%	0%	100%
	Permit	2	11	13	2	10	12	0	1	1	2	8	10	0	3	3	2	10	12	0	1	1	2	9	11	0	2	2	0%	15%	13%
Cottage/Lopez to Perry/Decatur	Permit	10	7	17	5	4	9	5	3	8	7	5	12	3	2	5	10	5	15	0	2	2	7	5	12	3	2	5	27%	33%	29%
Perry/Decatur to Lawrence/Valentine	Disability	0	1	1	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0%	0%	0%
	Permit	4	9	13	2	8	10	2	1	3	2	9	11	2	0	2	3	9	12	1	0	1	2	9	11	2	0	2	42%	4%	15%
Lawrence/Valentine to McTernan/Speridakis	Permit	7	5	12	5	4	9	2	1	3	6	5	11	1	0	1	7	5	12	0	0	0	6	5	11	1	0	1	14%	7%	11%
McTernan/Speridakis to Erie	Permit	4	8	12	4	7	11	0	1	1	3	6	9	1	2	3	4	4	8	0	4	4	4	6	9	0	2	3	8%	29%	22%
Erie to Hamilton	Permit	7	8	15	5	4	9	2	4	6	4	6	10	3	2	5	4	6	10	3	2	5	4	5	10	3	3	5	38%	33%	36%
Hamilton to Allston	Permit	8	9	17	6	7	13	2	2	4	6	7	13	2	2	4	6	8	14	2	1	3	6	7	13	2	2	4	25%	19%	22%
Allston to Putnam	Permit	9	10	19	5	9	14	4	1	5	8	9	17	1	1	2	8	8	16	1	2	3	7	9	16	2	1	3	22%	13%	18%
Putnam to Chesnut	Permit	12	11	23	9	8	17	3	3	6	10	9	19	2	2	4	9	10	19	3	1	4	9	9	18	3	2	5	22%	18%	20%
Chestnut to Tufts/Henry	Permit	9	14	23	4	8	12	5	6	11	5	8	13	4	6	10	5	5	10	4	9	13	5	7	12	4	7	11	48%	50%	49%
Tufts to Glenwood (NS Only)	Permit	8	0	8	6	0	6	2	0	2	5	0	5	3	0	3	4	0	4	4	0	4	5	0	5	3	0	3	38%	0%	38%
Glenwood/Henry to Granite	Permit	8	16	24	7	12	19	1	4	5	5	11	16	3	5	8	7	9	16	1	7	8	6	11	17	2	5	7	21%	33%	29%
TOTAL PARKING		108	137	245	76	104	180	32	33	65	77	108	185	31	29	60	84	100	184	24	37	61	79	104	183	29	33	62	27%	24%	25%
Total Permit		106	130	236	76	101	177	30	29	59	77	104	181	29	26	55	84	96	180	22	34	56	79	100	179	27	30	57	25%	23%	24%
Total Disability		0	1	1	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0%	0%	0%
Total Metered/One/Two-Hour		0	3	3	0	2	2	0	1	1	0	3	3	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	11%	11%	11%
Total Restricted Hours																															
Total Loading		2	3	5	0	0	0	2	3	5	0	0	0	2	3	5	0	0	0	2	3	5	0	0	0	2	3	5	100%	100%	100%
Total Taxi																															
<i>Total Check</i>		108	137	245	76	104	180	32	33	65	77	108	185	31	29	60	84	100	184	24	37	61	79	104	183	29	33	62	27%	24%	25%

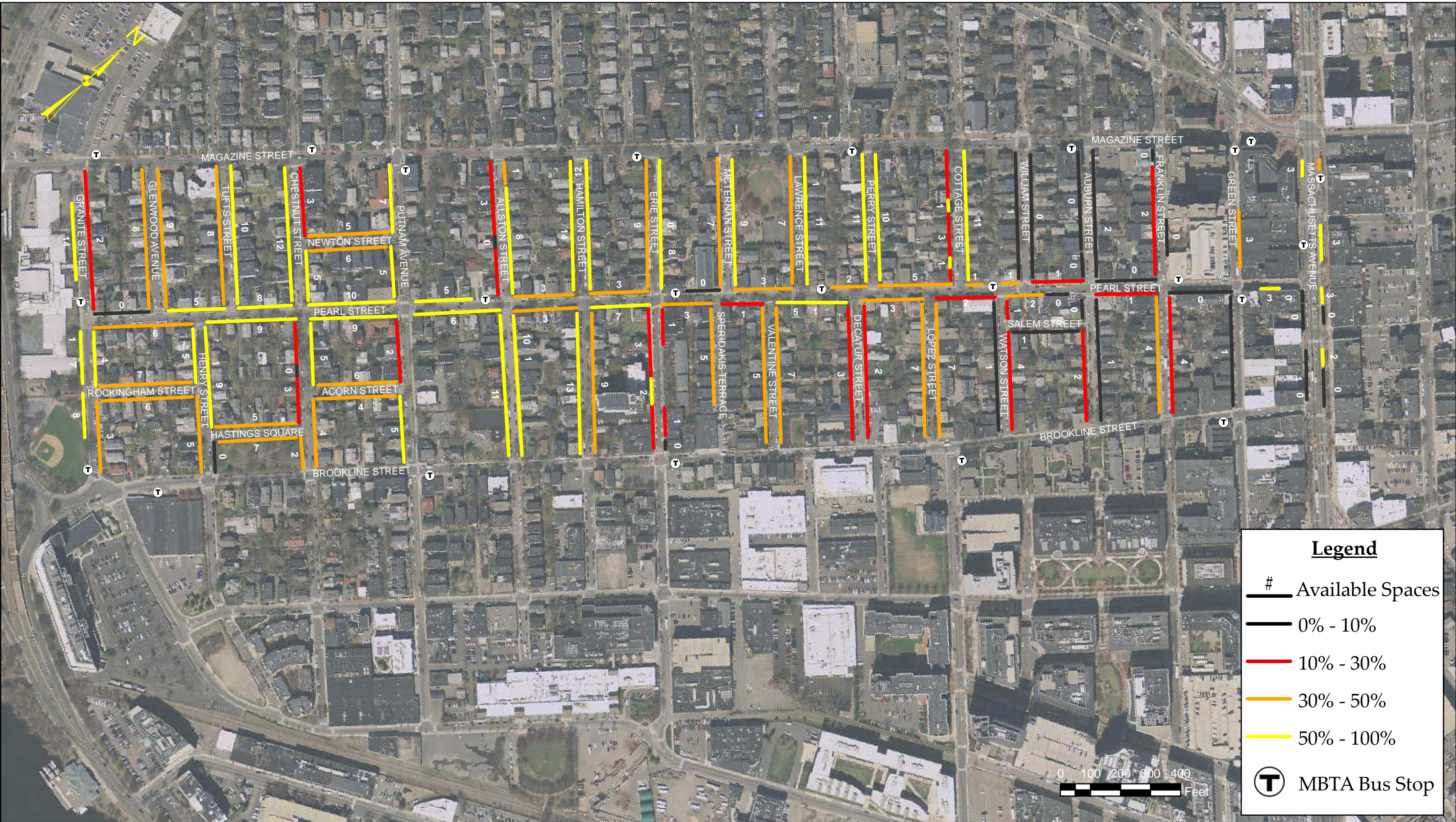
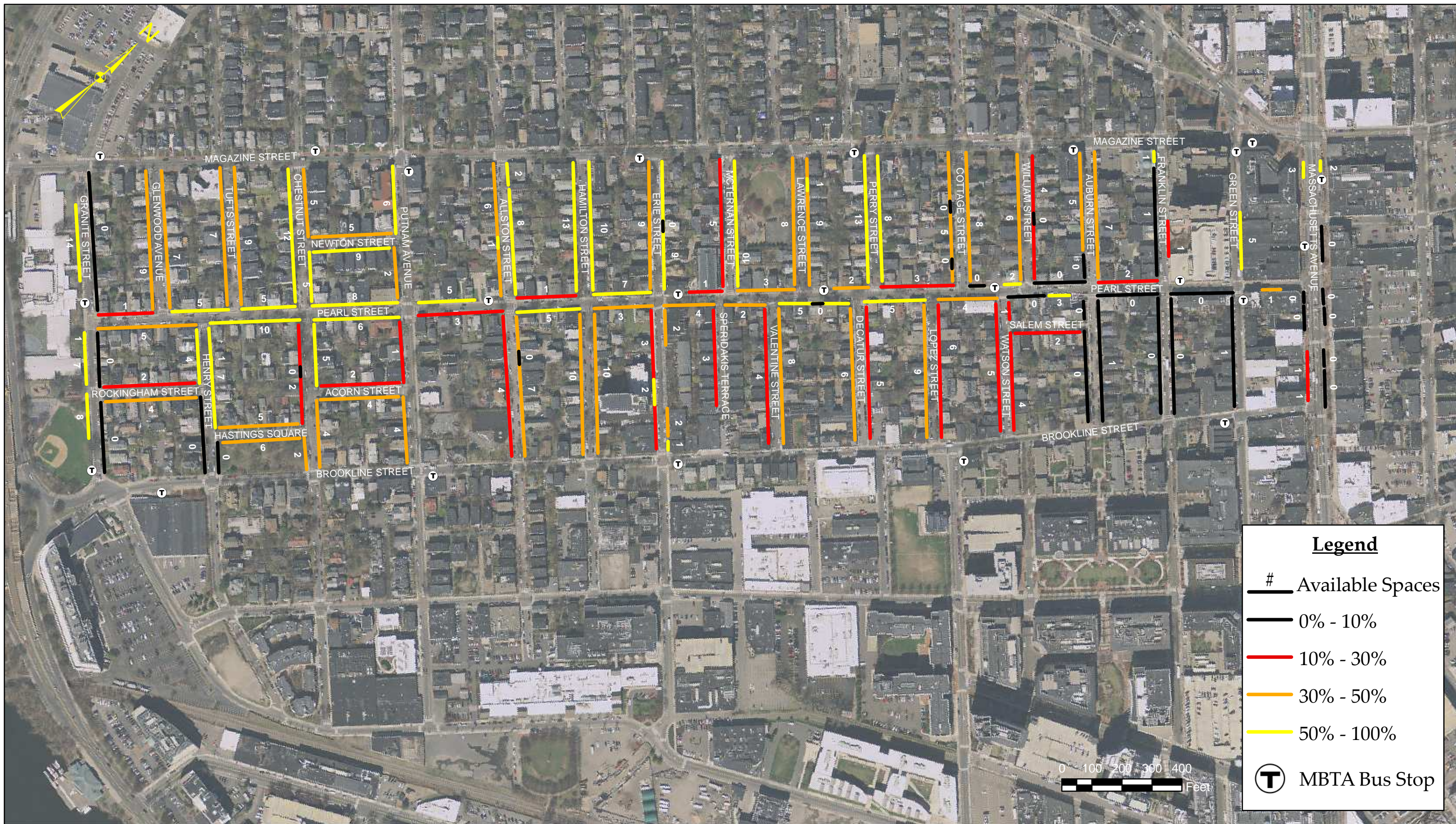
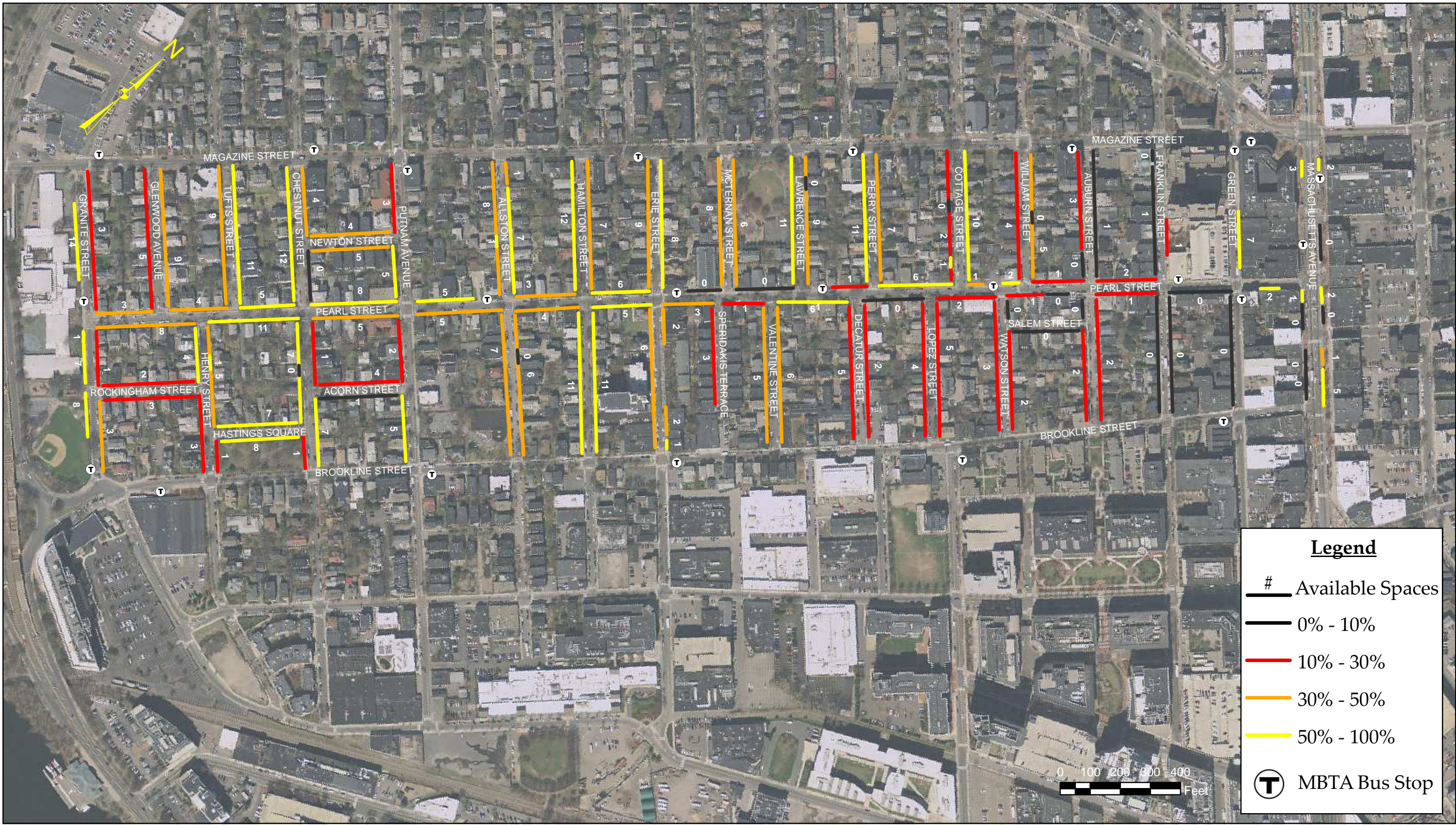
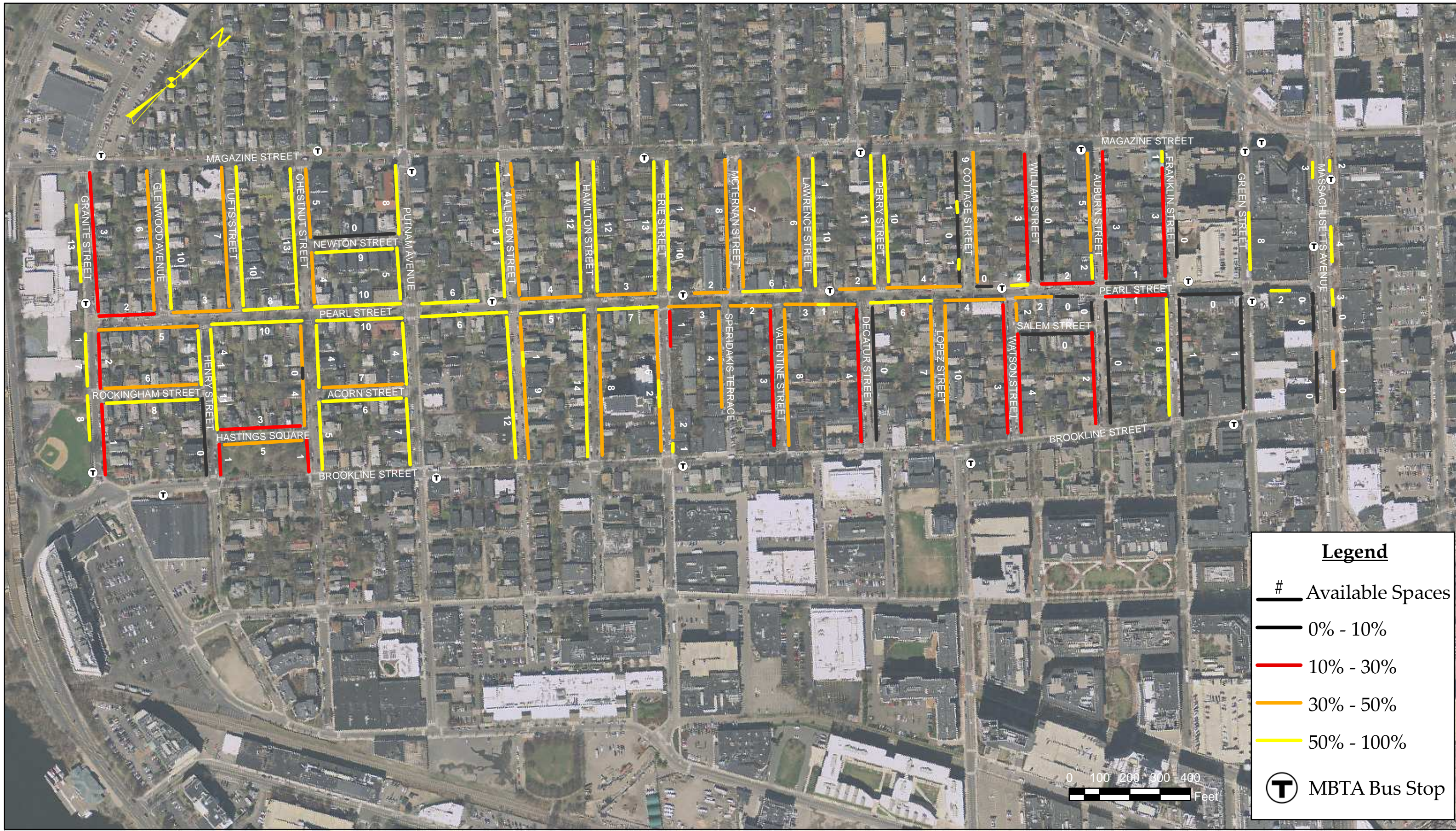
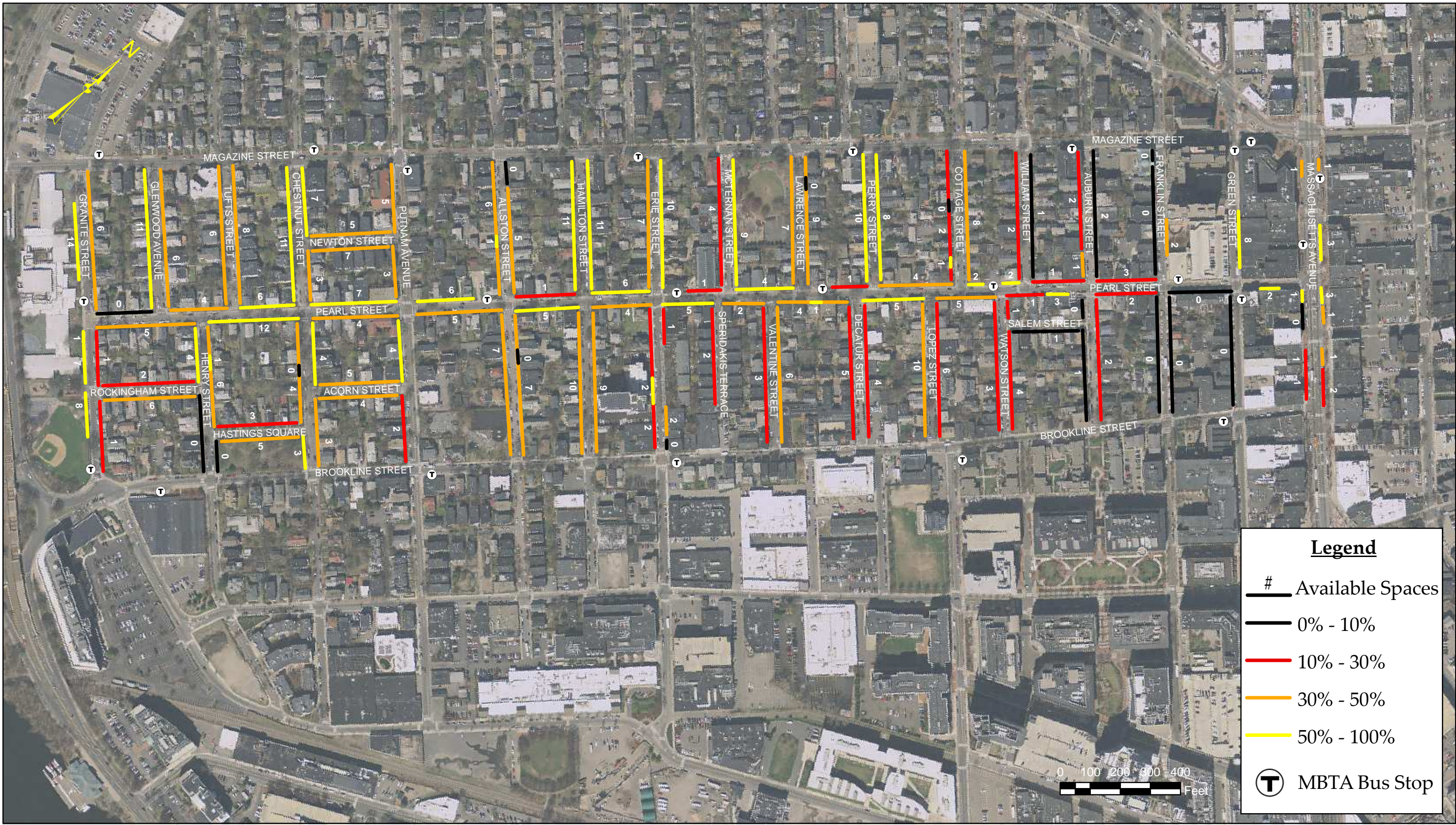


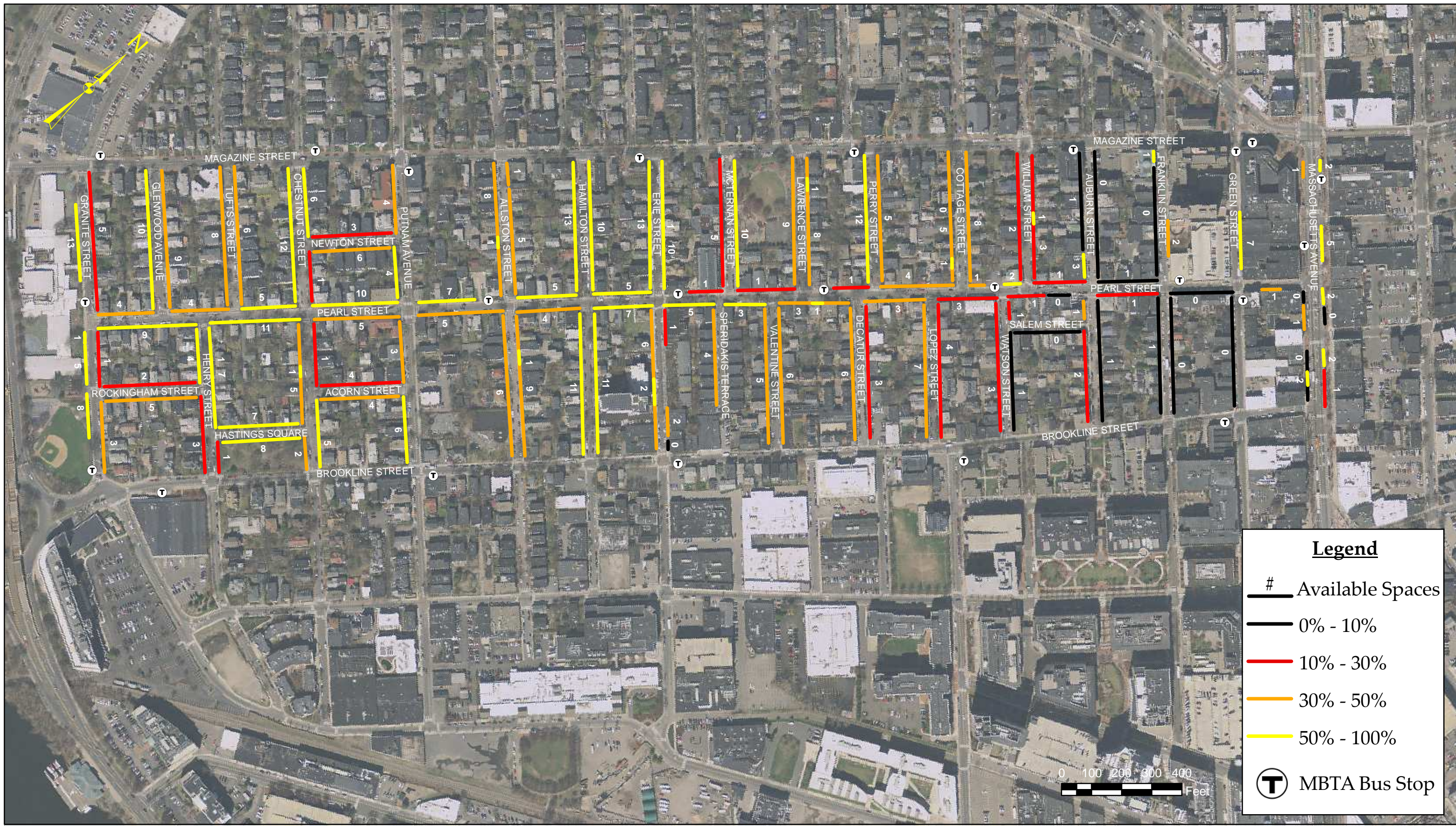
Figure A1
 Weekday Morning Parking Availability (Day 1)
 Pearl Street On-Street Parking Study
 Cambridge, Massachusetts











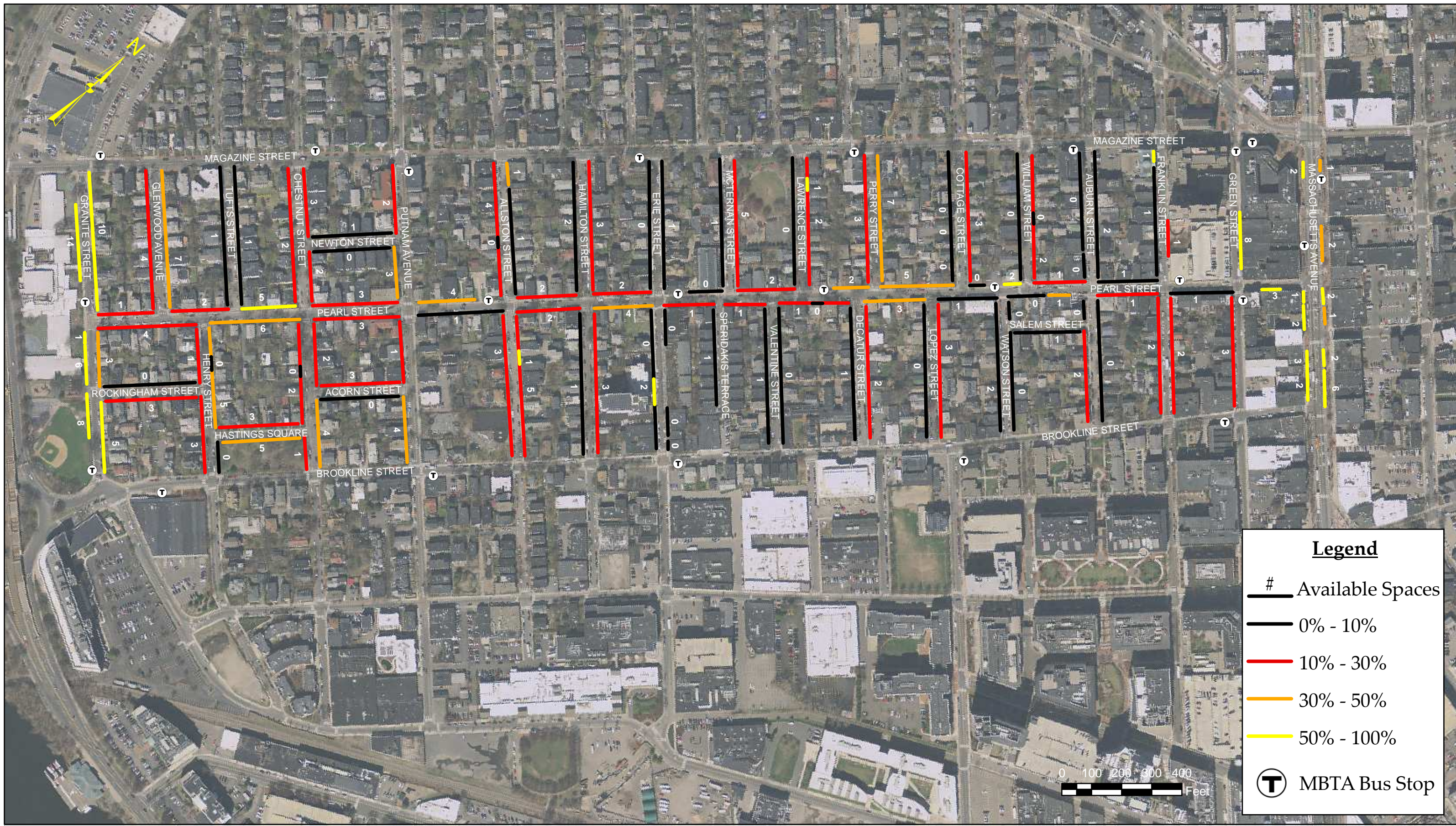


Figure A7
 Weekday Overnight Parking Availability (Day 1)
 Pearl Street On-Street Parking Study
 Cambridge, Massachusetts

