

# Parking Profile

## Somerville, MA

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February 2022





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# Introduction and Process

# SOMERVILLE'S CURB PROFILE

## What is the Curb Profile?

The Curb Profile is an assessment of the characteristics of curbs and on-street parking in distinct areas of Somerville. The Curb Profile documents the supply of parking and other curb spaces, the usage of those spaces, the usage of permits tied to those spaces, public feedback regarding curb use and parking, and the demographic characteristics related to these patterns. The Curb Profile also identifies specific trends, challenges, and opportunities related to curb use and parking across all areas of Somerville.

## Study Subareas

Somerville is a diverse city with distinct neighborhoods, each of which features its own parking and curb utilization patterns and challenges. In order to better understand the differences in curb use between neighborhoods, the project team divided the city into distinct subareas as follows. Special Subareas are areas that are rapidly transitioning and have unique curb characteristics. These areas are separated from the other Subareas and will be assessed primarily through future trends rather than through existing conditions, as current conditions are expected to change in the near future.

### Subarea 1

- Hillside
- Teele Square

### Subarea 2

- Davis Square
- Powder House Square
- Ball Square

### Subarea 3

- Porter Square
- Spring Hill
- Duck Village

### Subarea 4

- Magoun Square
- Winter Hill
- Ten Hills

### Subarea 5

- Union Square
- Boynton Yards

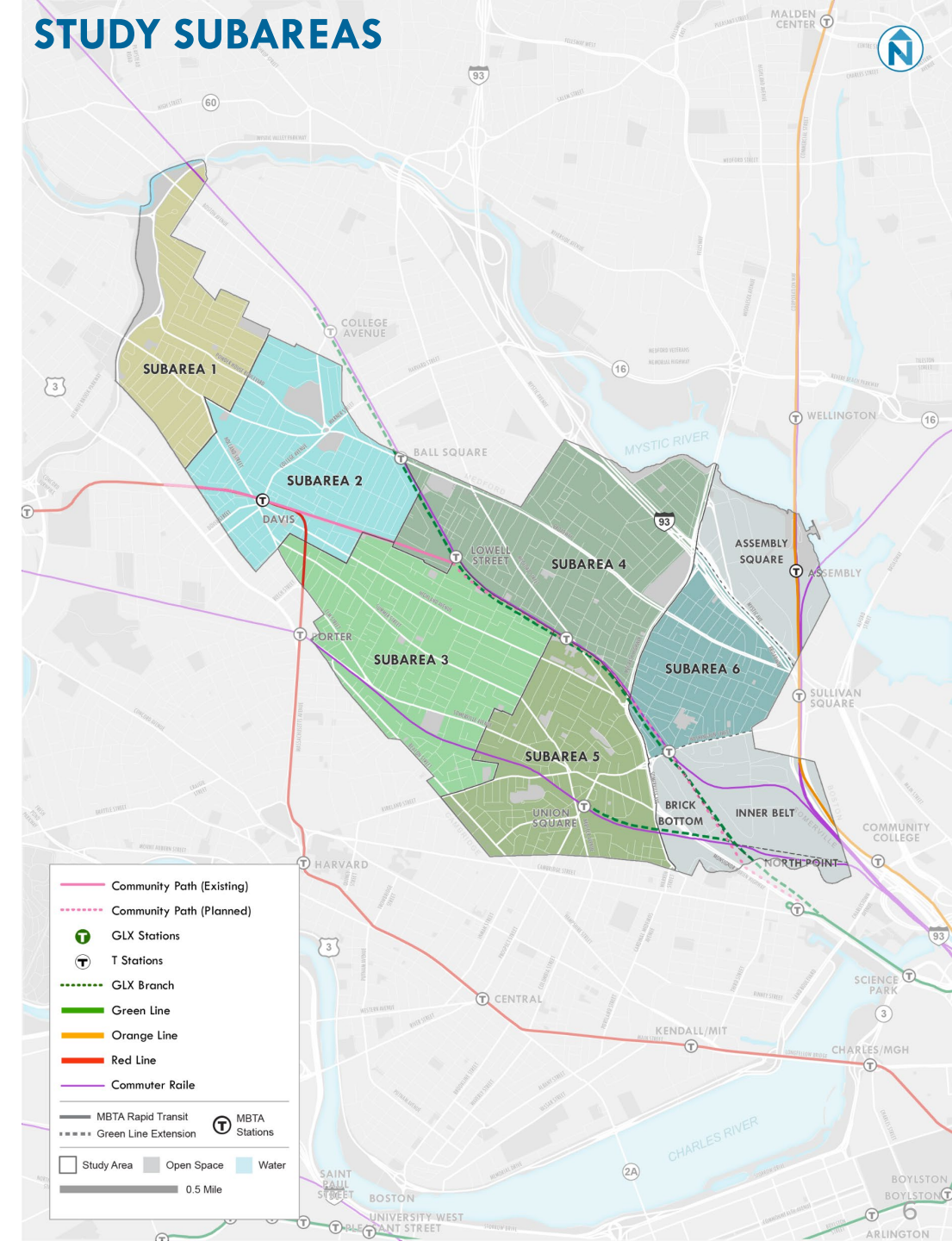
### Subarea 6

- East Somerville

### Special Subareas

- Assembly Square
- Inner Belt
- Brickbottom

## STUDY SUBAREAS





# STUDY GOALS



## Maximize Curb Effectiveness

The operational goal of maximizing curb effectiveness means making the highest and best use of the limited available curb spaces in Somerville, and directly supports all other goals listed here.



## Improve Pickup/Drop-Off Safety, Efficiency

Pickup and drop-off activity continues to escalate around Somerville as food and package delivery as well as ride-hailing continue to gain popularity. Improving safety and efficiency for these activities means eliminating double parking and preventing conflicts between loading vehicles and other street users.



## Improve Commercial Loading Availability

Improving commercial loading means identifying clear loading zones for trucks that prevent conflicts between trucks and vulnerable street users like cyclists and pedestrians. It also means providing adequate loading space to support local businesses.



## Decrease Drive Alone Mode Share and Further Decarbonization Goals

Decreasing the drive-alone mode share for residents, visitors, and employees in Somerville is a key component of reducing the city's overall emissions and achieving long-term decarbonization goals.



## Expand Bike Network, Improve Access & Safety

Safety and access for cyclists and pedestrians has been repeatedly elevated by Somerville community members. Improving curb operations is an opportunity to free up valuable curb space for dedicated and protected bike and pedestrian facilities.



## Improve Transit Performance and Passenger Access

Transit continues to grow as one of the most popular modes of transportation in Somerville. The community has expressed a desire to prioritize transit on city streets to improve performance. Curb lanes should play a key role in transit prioritization.



## Advance Equity Goals

Equitable curbs should be safely and easily accessible for all Somerville residents, regardless of age, ability level, income, or race.



## Give People More Space

Somerville residents have expressed a desire to retain and grow street space for people that creates more space for outdoor dining, recreation, and relaxation and adds to the limited public space available in the city. This is particularly valuable in the current public health environment.

# PROFILE PROCESS

## Overview

The Curb Profile documents trends, challenges, and key characteristics of parking and the curbside throughout Somerville. These findings are built from a variety of datasets and public input:

- Curb Inventory (Supply and regulations)
- Curb Utilization
- Permit Usage
- Demographics and Personas
- Public Feedback

## Field Data Collection

The study team gathered information on the supply, regulation, and use of Somerville's approximately 24,000 on-street parking spaces and curbs, including non-parking areas such as loading Subareas. Data collection was conducted in the field throughout 2021 and early 2022 using the Coord curb data platform.

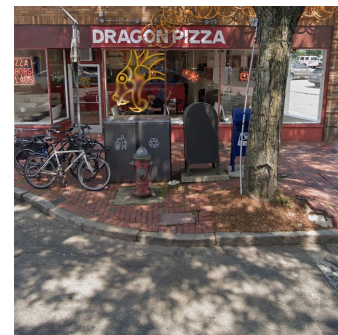
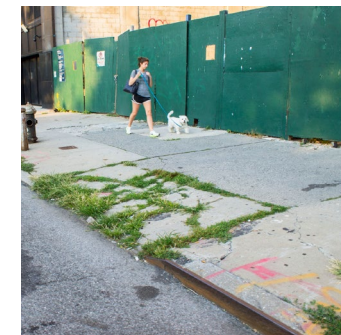
### Curb Inventory Field Data Collection

Field data was collected for every curb in Somerville in order to establish a complete Curb Inventory that documents the supply of curb spaces, how they are regulated, and the presence of specific street assets. The assets listed below were collected throughout the city in order to establish this database.

- Parking Signs
- Curb Cuts
- Crosswalks
- Bus Stops
- Hydrants
- Construction Subareas
- Bulb-outs
- Obsolete Curb Cuts

### Curb Utilization Data Collection

Curb utilization data was collected in the field in key areas throughout the city to determine the demand for on-street parking. Utilization data was collected in each study subarea, with additional data collected in key commercial areas and in areas where high demand was expected. In order to observe peak parking conditions, utilization data was collected on early weekday mornings in residential areas when residential parking is busiest. In commercial areas, data was collected on both weekdays and weekends from 12 PM – 8 PM when these areas are busiest and when metered parking is in effect. Utilization in mixed residential and commercial areas was also collected on weekdays from 10 AM – 6 PM to determine how daytime commercial demand impacts residential parking.





# PROFILE PROCESS

## Public Process

Two public meetings were held in November 2021 to gather feedback from community members regarding challenges and opportunities related to parking and curb use in Somerville. Findings from those meetings have informed the analysis approach in this document and the development of the “parking personas” discussed later.

Public feedback received at the November 2021 meetings, feedback received from the parking survey closed February 2022, and the findings presented in this document will serve as the basis for recommendations development in the final stages of this study.

Feedback gathered via survey will be presented at a later date in coordination with initial recommendations. Key findings from the previous public meetings which are already reflected in the contents of this document include:

- Equity must be placed front and center throughout this study. Parking recommendations should consider the needs of residents of all ages, needs, and abilities.
- Bicycle and pedestrian safety are of the highest concern. Curb policies should reflect this.
- Small business owners require access to on-street parking to support their employees and patrons.
- Impacts from the Green Line Extension should be reflected in future planning for parking.
- Impacts from delivery vehicles, trucks, ride-hailing, and short-term and food delivery must be addressed in policy.
- Loading zones must be strategically placed in both commercial and residential areas.
- Parking permit eligibility, pricing, and restrictions should reflect the needs of residents. Regulations for residential properties with off-street parking should be considered.- example? Delray
- Increased enforcement of illegal parking and idling is desired.
- Transit was ranked by attendees as the most important mode when considering use of curbside lanes.
- Unsafe or unwelcoming walking and biking conditions were ranked by attendees as the most important curbside issue.
- Improving transit performance was ranked by attendees as the most important curb management goal.



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## **Curb Inventory, Demand, and Permit Use Summary**



# CURBSIDE RIGHT OF WAY ALLOCATION

Just over half of all of Somerville’s curb space is allocated to parking or loading for vehicles. In other words, 3% of the entire land area of Somerville is allocated to on-street parking and loading. Another 19% of Somerville’s curb space is taken up by driveway curb cuts. This means only a small portion of the remaining curb space is currently available for other uses such as bike lanes, transit lanes, parklets, and other multimodal infrastructure. Given how crucial the limited curb resource is to expanding infrastructure for non-vehicular modes, it is desirable to reduce the total amount of curb allocated to parking, loading, and curb cuts over time. Dedicated bicycle infrastructure currently exists along 11% of Somerville’s curbs. This number is expected to grow as a reflection of the community’s priorities.

The remainder of this document primarily addresses the management and usage of that 52% of curb which is currently “vehicle-accessible,” meaning that vehicles can stop and make some use of that space. However, the project team acknowledges the desire to reduce the total amount of this space over time and will recommend strategies to make that shift in the future. The recommendations portion of this study will directly address the need to allocate curb space to non-vehicular uses in support of the project goals.

“Vehicle-Accessible Curb” excludes all no parking, no standing, and no stopping locations.

## Allocation of Curb Lane Right-of-Way

Curb Use	Miles of Curb	% of Total Curb
Curb Cuts	36.77	19%
Vehicular Travel Lanes	71.86	38%
Parking	95.49	50%
Bus Stops	2.6	1.4%
Loading Space	.97	0.5%
Dedicated Bike Infrastructure	20.58	11%
Dedicated Transit Infrastructure	1.34	1%

Categories add up to over 100%. In some cases, curb uses overlap (e.g. bike lanes adjacent to parking).



### Vehicle Access Curb Uses

- Parking
- Pickup/dropoff
- Bus stops
- Loading zones



### Other Uses

- Bike lanes
- Travel lanes
- Bus lanes
- Crosswalks
- Parklets



# ON-STREET PARKING INVENTORY

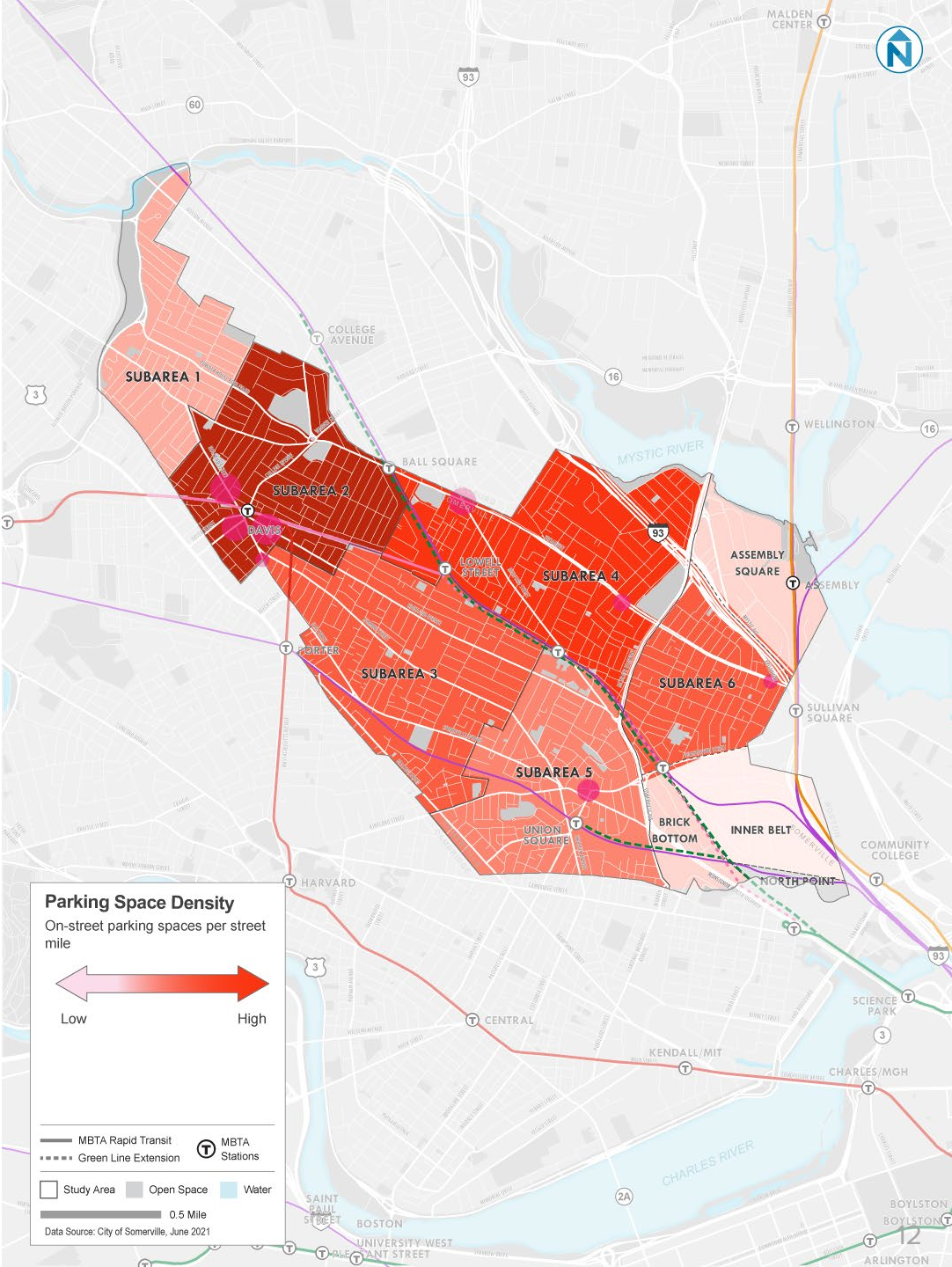
The 52% of Somerville’s curbside right of way which is “vehicle accessible” amounts to about 25,000 on-street parking spaces across the city. These spaces are regulated in a variety of ways but primarily serve residents with on-street parking. There are 0.3 parking spaces in Somerville for each resident.

25,100 ON-STREET SPACES

0.3 SPACES PER CAPITA

\* Not including no parking, no standing, and no stopping locations

Subarea	Neighborhood District	On-Street Parking	% of On-Street Parking Spaces
1	Hillside & Teele	2,556	10%
2	Davis & Powder House & Ball	4,547	18%
3	Porter & Spring Hill & Duck Village	5,018	20%
4	Magoun & Winter Hill & Ten Hills	5,529	22%
5	Union Square & Boynton Yards	3,563	14%
6	East Somerville	3,094	12%
SA1	Assembly	372	1.4%
SA2	Inner Belt	185	0.75%
SA3	Brickbottom	236	1%
	CITYWIDE	25,102	100%





# UNIVERSE OF PARKING REGULATIONS



## Permit Parking

Resident and visitor permit parking is the predominant curb regulation throughout nearly all areas of Somerville. This regulation supports the on-street parking needs of residents and visitors to residential addresses. Other special permit areas exist in the city as well, including business permit parking areas and Tufts University permit areas.



## Time-Limited Parking

Time-limited parking supports both residents and businesses on key corridors where these uses overlap. Most major commercial corridors in the city, including Highland Avenue, Somerville Avenue, and Broadway, feature this regulation. These areas feature time limits for users without permits, but allow long-term residential parking for permit holders as well. Some other types of time-limited spaces, such as 15 minute parking spaces, are also in place in commercial areas like Davis Square.



## Metered Parking

Parking meters support commercial districts by creating parking space turnover for local businesses, keeping curb spaces free for visitors, and generating revenue to support transportation initiatives in the city. Parking meters in Somerville are typically limited to the busiest commercial squares such as Davis Square, Union Square, and Magoun Square. Meters cost \$1.25 per hour throughout the city and run from 8 AM to 8 PM. Meters can also be paid through mobile app for convenience.



## Loading Zones

Loading zones are dispersed throughout the city but typically concentrated in commercial areas where loading activity most often takes place. Loading zones are often in effect throughout the day and may be oriented to specific uses such as deliveries.



## Accessible Parking

Accessible parking is dispersed throughout the city's residential and commercial areas. This parking serves users with specific mobility needs and provides ease of access to key destinations.

# UNIVERSE OF PARKING REGULATIONS



## No Parking

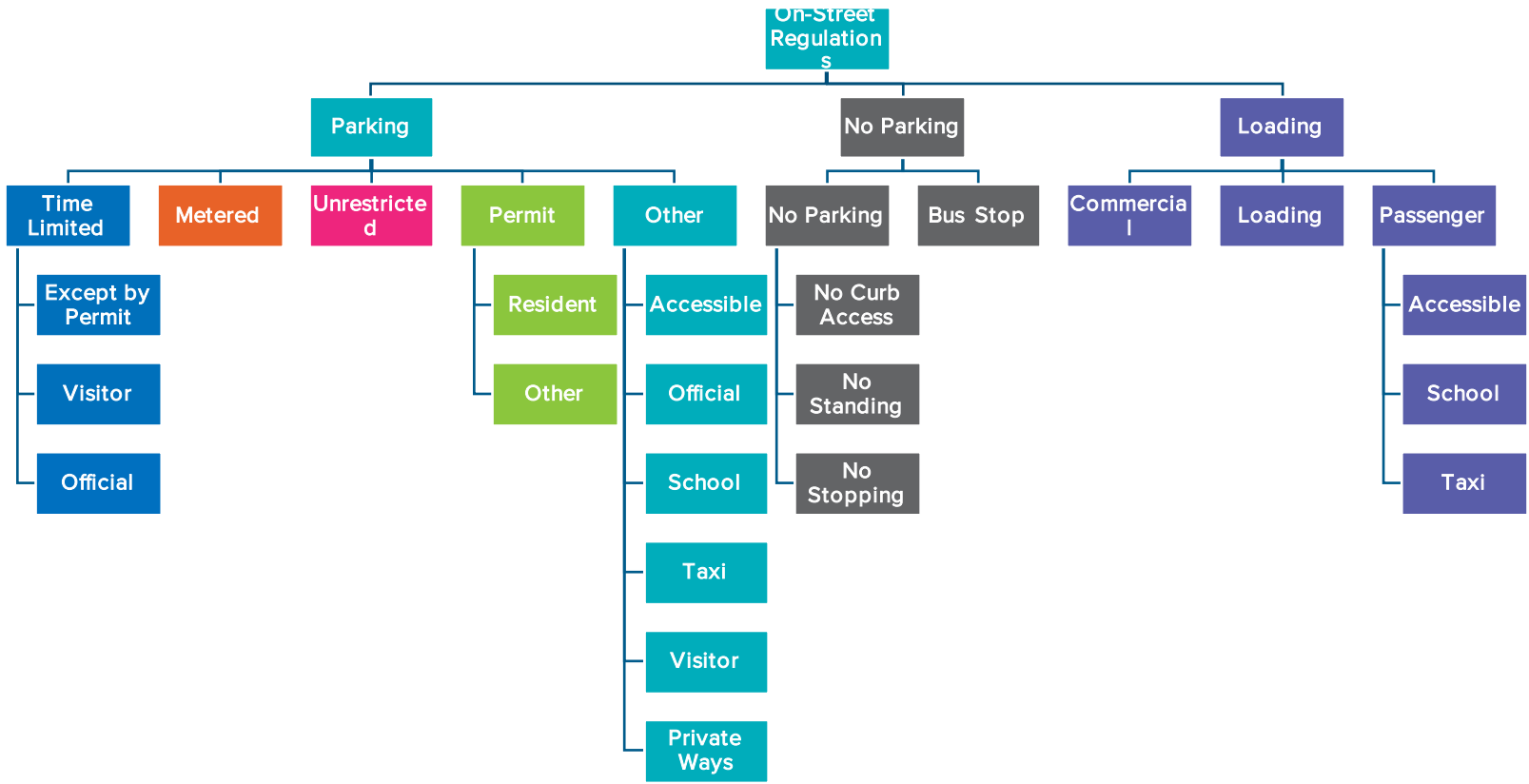
No parking areas do not allow stopping at the curb of any kind. These areas may be in place due to the presence of bus stops, fire hydrants, other street features, travel or bike lanes present at the curb, and more.



## Other Parking

A variety of other parking regulations exist in small quantities throughout the city. These include official parking for municipal uses, school parking and loading zones, taxi stands, and private parking on private residential streets.

## The Universe of Parking Regulations

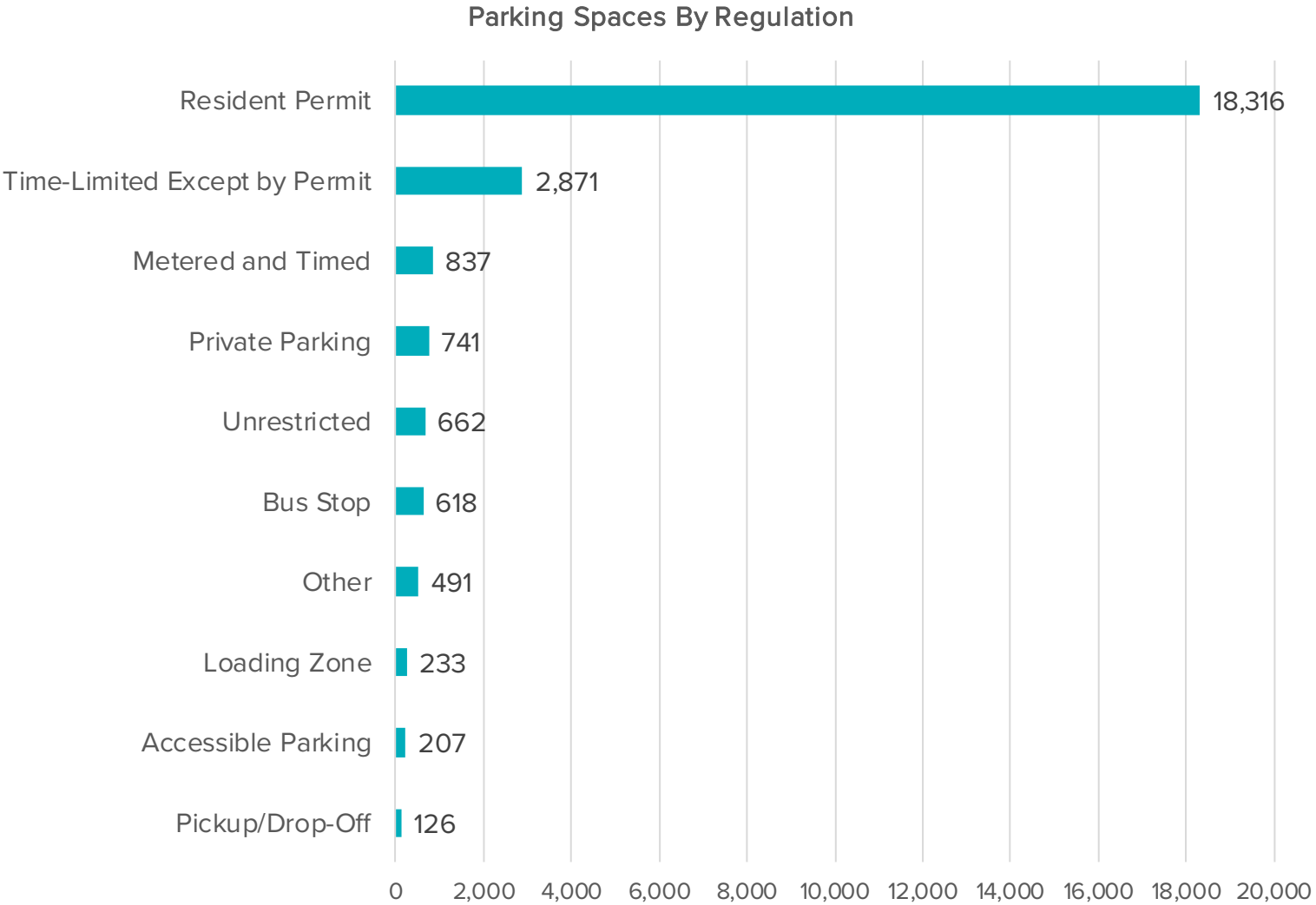




# EXISTING PARKING REGULATIONS

**75% OF ALL VEHICLE-ACCESSIBLE CURBS ARE DEVOTED TO LONG-TERM VEHICLE STORAGE**  
**ANOTHER 15% ARE FOR SHORT-TERM VEHICLE STORAGE**

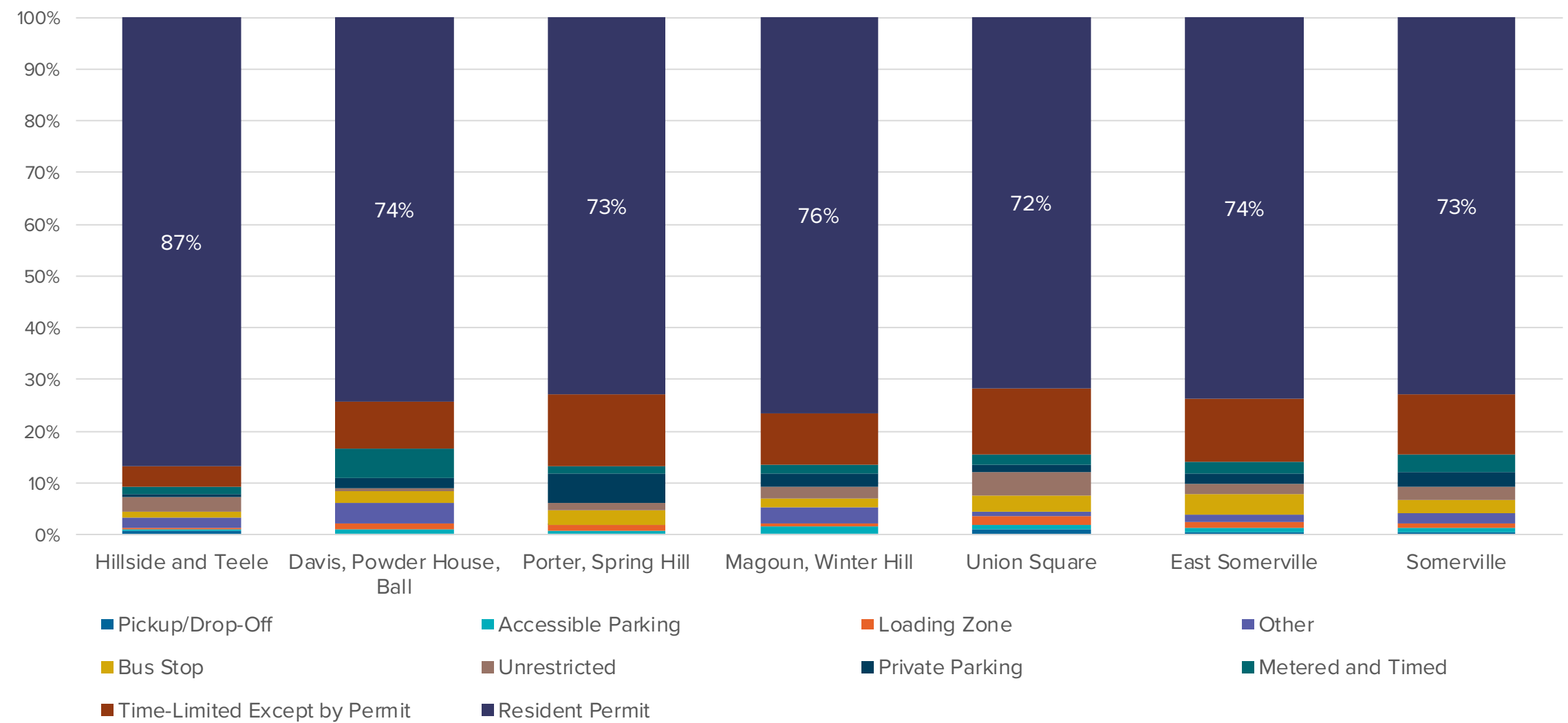
- Most residential blocks in the city are permit-only.
- Metered parking is concentrated in commercial squares and on key corridors in limited numbers.
- Time-limited parking supports commercial corridors where residences are also present.
- Special Areas have little permit parking and are primarily time-limited, unrestricted, or metered.



# EXISTING PARKING REGULATIONS

## Variations by Subarea

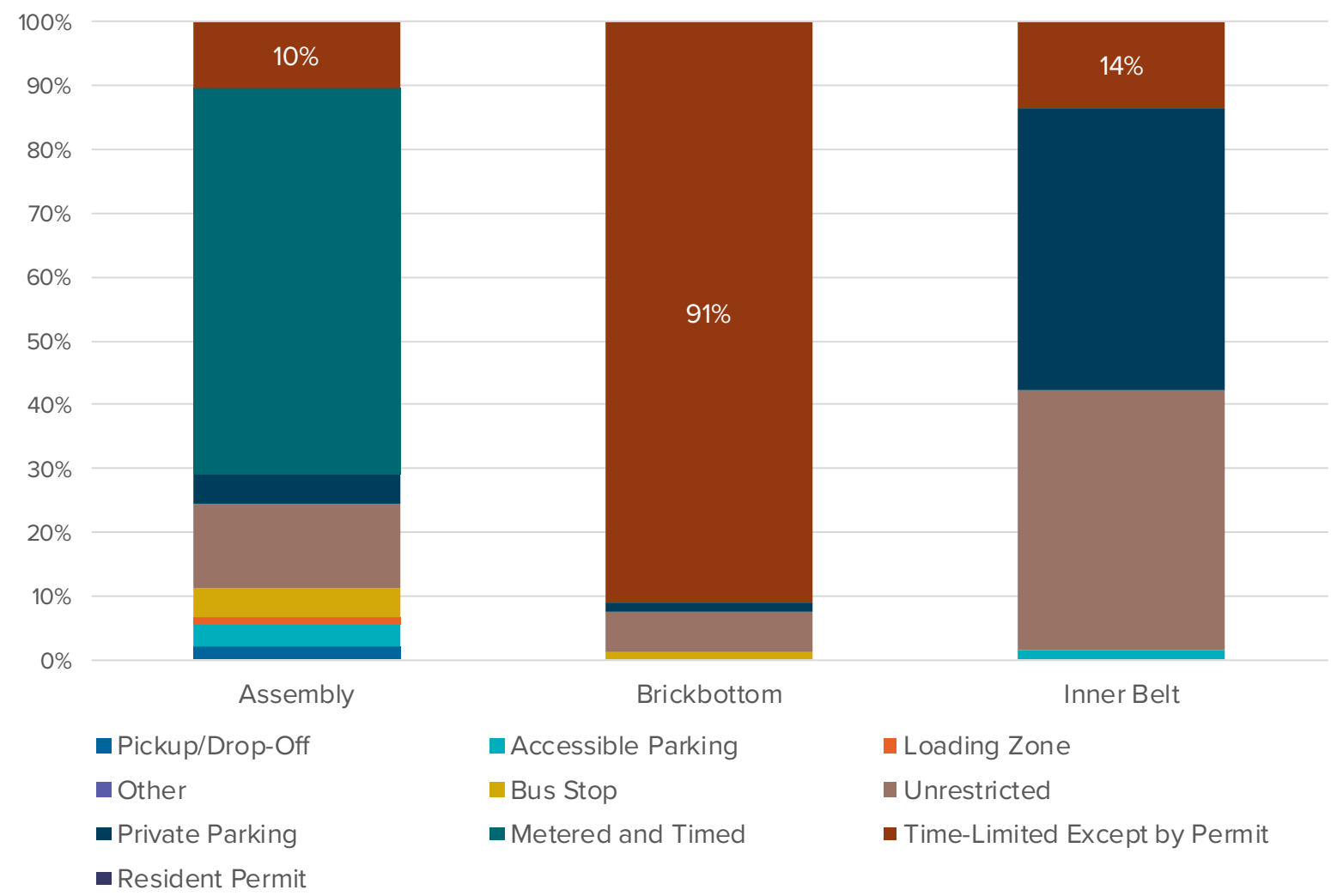
- Resident permit parking is the predominant regulation, citywide and in each subarea. Hillside and Teele feature the highest proportion of permit parking.
- Time-limited parking is present in all primary subareas, but exists in larger amounts in Spring Hill and Union Square on key commercial corridors.
- Among primary zones, metered parking is concentrated near Davis Square, Union Square, and Broadway in East Somerville.



# EXISTING PARKING REGULATIONS

## Variations by Subarea – Special Subareas

- Unlike the primary subareas, these areas are transitional and feature curb regulations that are in flux.
- Assembly Square features a large proportion of metered parking to support commercial activity in the area.
- Brickbottom and Inner Belt are primarily regulated with time limits or unrestricted. This supports construction and industrial activity in these areas.



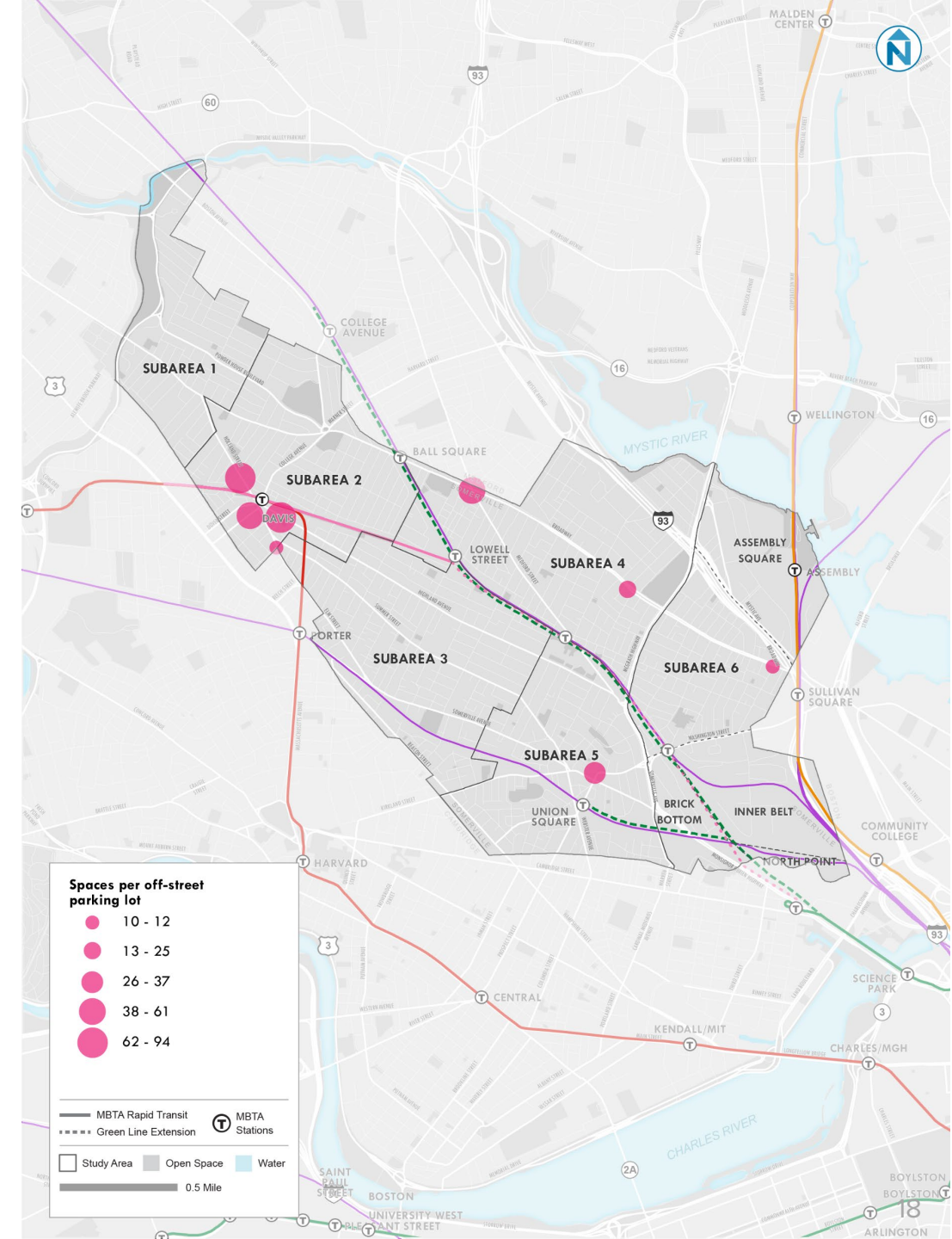


# OFF-STREET CITY-MANAGED PUBLIC PARKING

- Off-street parking is a significant complement to on-street public parking in key locations.
- Off street lots are concentrated in commercial squares like Davis, Union and Magoun.
- Some off-street lots are regulated to support business permit users.

# Off-Street Public Lot Inventory

Lot	Parking Type	# of Spaces
Buena Vista Lot	Kiosk	94
Cutter Square Lot	Kiosk	12
Day Street Lot	Kiosk	61
Grove Street Lot A	Kiosk	61
Grove Street Lot B	Kiosk	20
Magoun Square Lot	Kiosk	50
Mount Vernon Street Lot	Kiosk	10
Union Square Lot	Kiosk	37
Winter Hill Lot	Metered	25
<b>Total</b>		<b>370</b>



# PARKING MANAGEMENT AND OPERATIONS

## Permit Program Overview

- The resident permit program provides over 52,000 permits to residents. The true number of active permits is below this number, as many residents who move away do not cancel their permits.
- The number of visitor permits nearly matches the number of resident permits, suggesting that many residents are taking advantage of the visitor permit system.
- 27 distinct permit types exist to support a variety of special use cases, including business permits, school permits, and more.
- There are no restrictions on the number of permits issued to any address, and no restrictions based on off-street parking access. However, residents of new developments in transit areas are not able to purchase on-street permits. **The typical resident permit cost is \$40.**

Annual Totals	FY18	FY19	FY20	FY21
Permits Sold	82,482	79,390	65,703	69,794
Permit Sales Revenue	\$2,378,989	\$2,319,125	\$2,022,120	\$2,168,497

Permit sales decrease in 2020 and 2021 due to impacts from COVID-19

18,790

NUMBER OF ADDRESSES  
WITH PERMITS

16,881

NUMBER OF ADDRESSES  
WITH MORE THAN ONE  
PERMIT

2

MEDIAN NUMBER OF  
PERMITS PER ADDRESS

\$2,300,000

ANNUAL PERMIT REVENUE, FY 2019

46,583

NUMBER OF VISITOR  
PERMITS IN 2021

1,423

NUMBER OF BUSINESS  
PERMITS IN 2021

52,243

NUMBER OF RESIDENTIAL  
PERMITS IN 2021

27

DISTINCT PERMIT TYPES

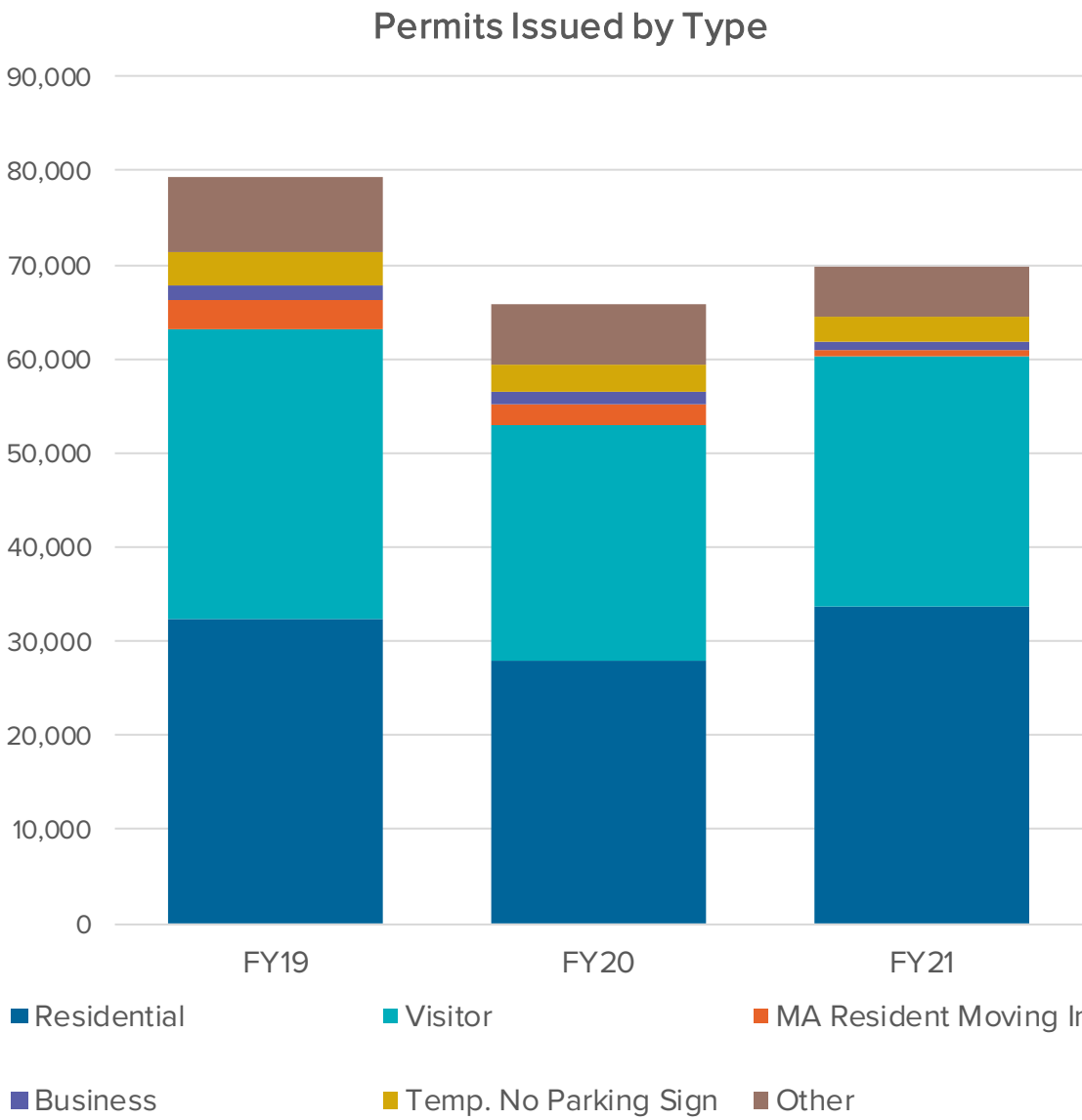
# PARKING MANAGEMENT AND OPERATIONS

## Permit Program Use

- Resident permits issued per quarter have increased over the last three years.
  - 0.7 active annual residential permits per person
  - 1.6 active annual residential permits per household
- Many people move in/out during the year, increasing the number of annual permits.
- There are over two times as many active annual permits as there are permit-only parking spaces.
  - ~ 53,000 active annual permits vs. only 21,000 spaces (including time-limited spaces)

Permit Type	# of Registered Permits
Annual Permits	52,509
Visitor Permits	46,583
Other	4,836
Grand Total	103,928

\* Data represents June 2021 conditions

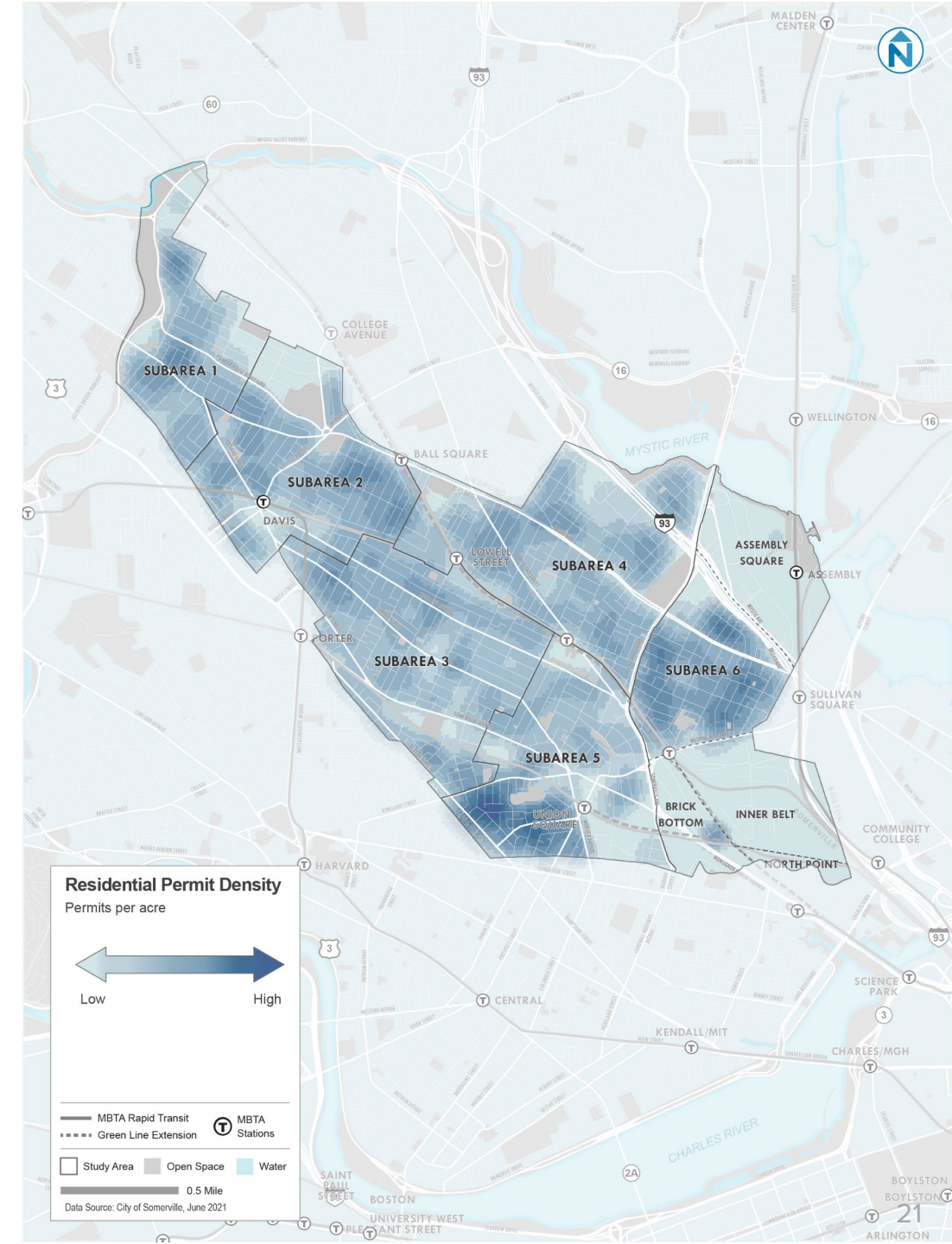




# RESIDENTIAL PERMIT USE

## Permit Density

- 26% of residential permits are registered less than 0.5 miles from an existing rapid transit station and 25% of households are within 0.5 miles of rapid transit, indicating that proximity to transit does not currently reduce permit demand. GLX and limitations on resident permits for new development in transit areas will drive the density of permits in transit areas down over time.
- East Somerville and Union Square feature the densest concentrations of resident permits, with more permits per household as well. This may make parking more difficult for residents in these areas.
- The number of residential permits issued surpasses the supply of permit spaces on-street, frequently more than twice as many, in every non-transitional neighborhood of Somerville.
- Many permit holders have off-street parking available meaning that not all permit vehicles are parked on the street at all times. No limitations currently exist on permit sales based on off-street parking access.



# RESIDENTIAL PERMIT USE

## Ratio of Permits to Spaces

Subarea	Neighborhood District	Resident Population	Number of Resident Permits	Number of Permit Spaces	Ratio of Permits to Permit Spaces	Permits per Acre	Permits per Household	Permits Per Person
1	Hillside & Teele	8,644	5,391	2,136	2.33	19.2	1.4	0.62
2	Davis & Powder House & Ball	14,069	8,810	3,521	2.32	23.4	1.7	0.63
3	Porter & Spring Hill & Duck Village	16,635	10,680	4,086	2.45	23.4	1.5	0.64
4	Magoun & Winter Hill & Ten Hills	19,096	10,618	4,513	2.22	21.6	1.5	0.56
5	Union Square & Boynton Yards	12,323	8,954	2,794	2.98	24.7	1.7	0.73
6	East Somerville	8,924	7,266	2,288	2.73	27.7	2.1	0.81
SA1	Assembly	713	130	39	3.33	0.8	0.4	0.18
SA2	Inner Belt	318	304	290	12.16	4.0	0.4	0.96
SA3	Brickbottom	184	90	94	0.42	0.6	2.4	0.49
	CITYWIDE	78,920	52,243	19,761	2.47	19.8	1.6	0.66

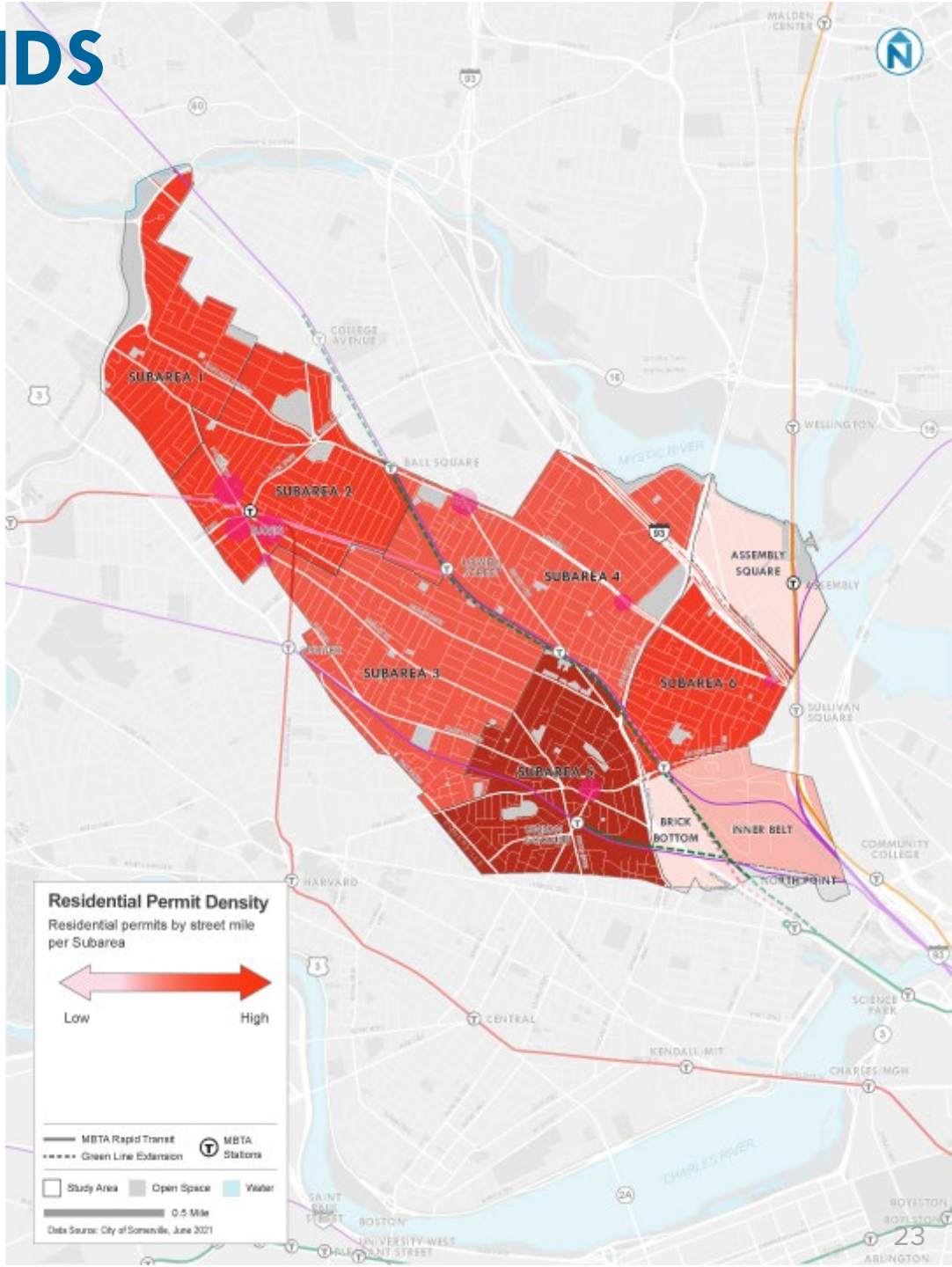
Permit spaces include those that are permit-only and those that are time-limited except by permit.

# PERMITS AND DEMOGRAPHIC TRENDS

To investigate the relationship between demographics and permit usage, the project team conducted a regression analysis on permit density and a variety of variables. While no single demographic variable had a high correlation with permit density, multivariate regression reveals that areas with both high household density and many low-income households have a higher density of permits. This characterizes areas such as East Somerville. **These areas deserve special attention when adjusting permit policy to ensure that low-income households retain access to adequate parking resources at an equitable rate.**

## Regression Analysis with Permits per Acre

Variable	Correlation (r2)
% Low-income households	0.09
% High-income households	0.04
% Owner-occupied households	0.04
% Renter-occupied households	0.04
Median income	0.1
Cars per household	0.01
% Drive-alone commuters	0.02
Household density	0.3
Household Density and Low-Income Households	0.41





# PARKING UTILIZATION

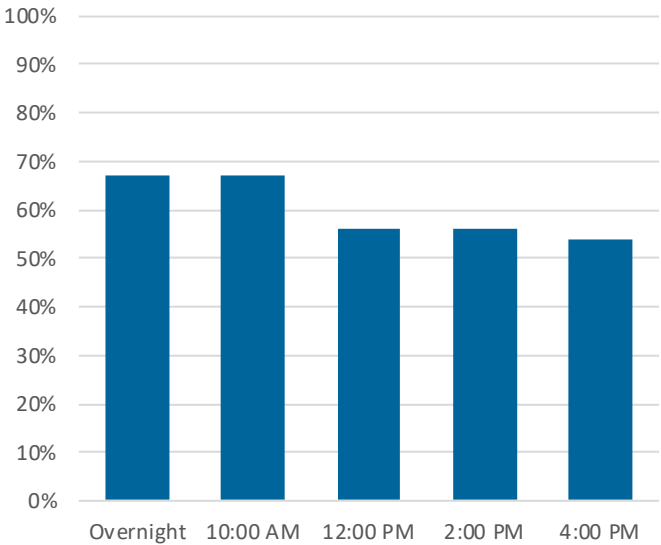
## Citywide Trends

- Somerville’s resident permit parking is **67% full on average** during the overnight peak parking period (in observed spaces) with significant variability across subareas and individual blocks.
- A clear relationship exists between the ratio of permits/capacity and the observed occupancy in most areas. Higher permit ratios typically indicate higher observed residential parking occupancy on-street.
- East Somerville unexpectedly shows one of the lower rates of residential parking occupancy in comparison with other areas. The high ratio of permits to spaces in that area means that observed occupancy should be high. See the East Somerville profile for more details on factors leading to this.
- Union Square and Spring Hill demonstrate above average occupancies which are in line with their above average ratio of permits to spaces.
- Hillside and Teele Square show the highest observed parking occupancy in the city, while Winter Hill, with its lower density and driveway access at most homes, shows the lowest overall occupancy.
- Time-limited parking is 67% full during weekday commercial hours while adjacent resident parking is only 57% full at these times. This indicates that the time-limited parking does receive daytime use from commercial users and remains a valuable resource for businesses on mixed residential-commercial corridors.

### Citywide Residential Peak Parking Occupancy

Subarea	Neighborhood District	% Occupied Spaces
1	Hillside & Teele	82%
2	Davis & Powder House & Ball	65%
3	Porter & Spring Hill & Duck Village	70%
4	Magoun & Winter Hill & Ten Hills	59%
5	Union Square & Boynton Yards	70%
6	East Somerville	61%
	CITYWIDE	67%

Residential Parking Utilization over Time



**62%** PUBLIC PARKING OCCUPIED AT PEAK COMMERCIAL PERIOD

**67%** TIME-LIMITED PARKING OCCUPIED DURING COMMERCIAL HOURS

**57%** RESIDENT PARKING OCCUPIED AT OFF-PEAK PERIOD

**67%** RESIDENT PARKING OCCUPIED AT PEAK RESIDENTIAL PERIOD<sub>24</sub>

3

## Parking Personas

# People get around in different ways

...AND INCREASINGLY HAVE THINGS COME TO THEM





# We developed a set of personas to capture how this diversity might affect responsiveness among Somerville residents, employees, and visitors to parking and mobility changes.

## Home End Personas

Home end personas represent the variety of residents of Somerville of all ages:

- Renters vs. homeowners
- Families with kids vs. people without dependents
- Low income vs. high income residents
- Car-owners with and without off-street parking spaces

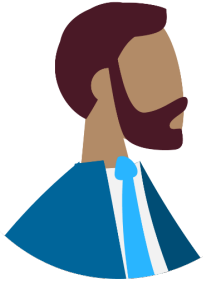
The residential permit structure and visitor parking passes matter greatly to these groups, but multimodal transportation infrastructure improvements can reduce overall parking demand.

## Trip End Personas

Trip end personas represent the employees and visitors to Somerville who live elsewhere in the Greater Boston region and may arrive by public transit or a car. Office workers, small business staff, and customers may have access to off-street facilities, but are most frequently looking for on-street parking should they drive to Somerville. Employee permit structure and the location of metered, time-limited, and unregulated spaces impact these groups.

## Homeowner Family

This group may make multiple non-commute trips a day to transport kids to school or other activities, shop, or run errands across town. Families may be more likely to own a car with easier access to off-street parking spaces, but can walk, bike, or take transit to many locations, so may be responsive to permit pricing policies. Parents may have flexible work schedules in the post-COVID environment.



## Older Adults

This group is likely to make multiple non-commute trips during the day across the city and outside the city. While they may have more limited physical mobility to walk or cycle, safety and accessibility may influence the choice of driving and parking. Members of this group may or may not have off-street parking spaces at home.



## Low Income Family

This group is less likely to have access to off-street parking and are reliant on on-street spaces, especially as a renter. Parents may still require a vehicle to get to jobs in non-transit accessible locations or help transport kids across the city. This group is most likely to respond favorably to more permit options and are price sensitive.



## Young Professional

This group is more likely to be single and without dependents. Young professionals are most likely to not own a car and commute by bike, the T, or walking. Often renters, they may not have access to off-street parking, making them likely to respond to permit program options and be price sensitive to meters or permits.



## Student

This group can be among the newest residents of the city. Usually renters, frequently disincentivized from re-registering a vehicle in the state, and maybe unable to access off-street parking, increased multimodal access to commercial centers is favored. With flexible schedules, members of this group are more likely to make trips throughout the day.



## Small Business Employee

This group often includes members traveling from outside the city from communities without easy transit access and requires parking near their workplaces. Employees may commute at non-traditional hours. Adjustments to the business permit program and metered or time-limited spaces will matter to this group.



## Visitor from Greater Boston

This group may arrive in the city via the T, but frequently drive and search for on-street parking in the squares. Visitors may be traveling at non-commute hours. Parking availability (in the form of meters or time-limits) will impact this group, as well as passenger pickup/drop-off spaces for those getting takeout meals.



## Low Income Employee

This group may be traveling at all hours of the day to jobs in Somerville, either on transit or in a private vehicle. Affordability and choice in on-street parking options will help members of this group decide the best travel mode on a daily basis.



4

# Subarea Profiles

# SOMERVILLE'S CURB PROFILE

## Study Subareas

To better understand the differences in curb use between neighborhoods, the project team divided the city into distinct subareas where curb regulations, occupancy, and permit use patterns can be examined in more detail relative to the built environment context.

Three Special Subareas represent areas that are rapidly transitioning and have unique curb characteristics. These areas are separated from the other Subareas and will be assessed primarily through future trends rather than through existing conditions, as current conditions are expected to change in the near future.

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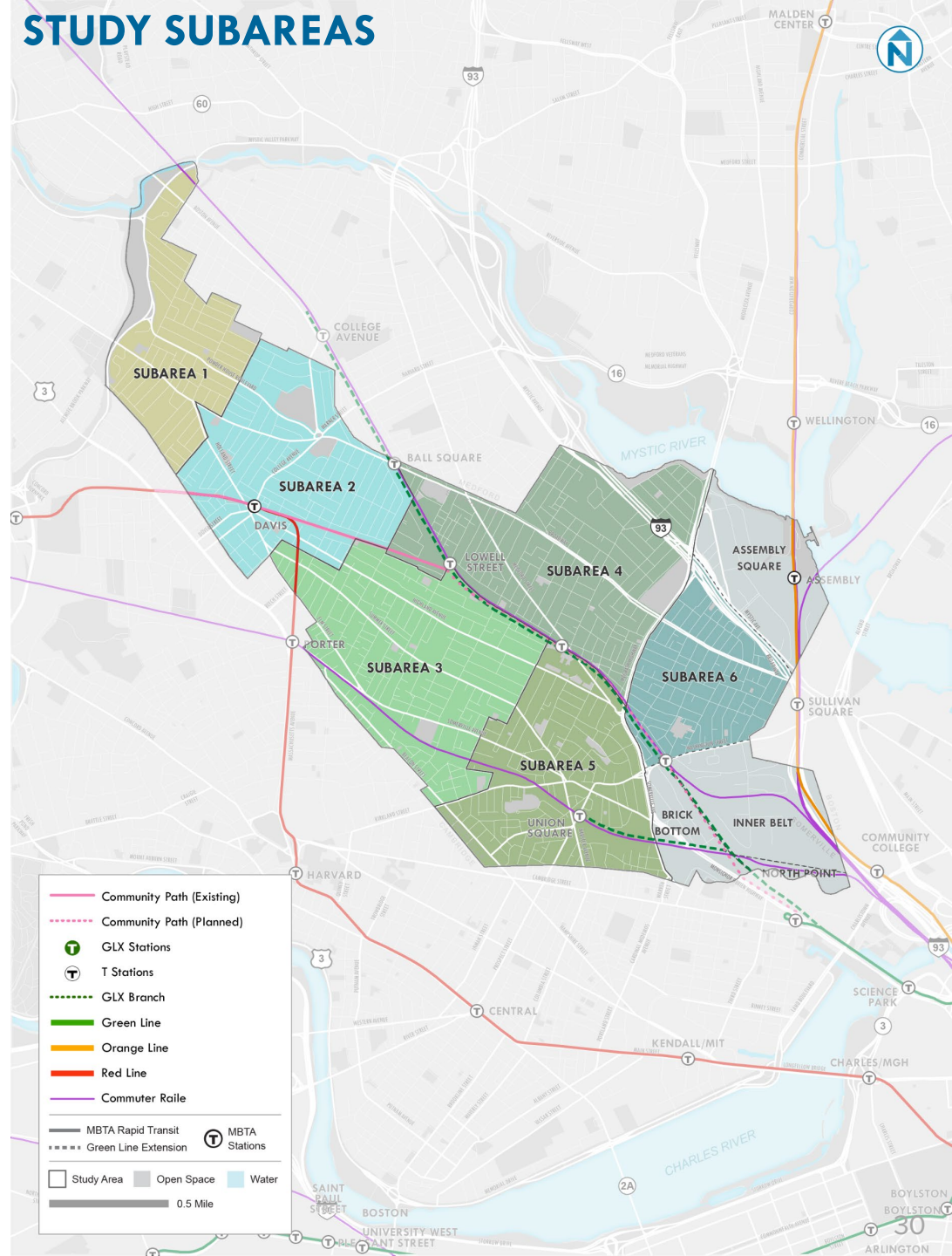
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- Brickbottom

## The Parking Profile Matrix

This document is accompanied by a Parking Profile Matrix. The Profile Matrix is a quick-read table which displays key data points for each subarea in a way which makes comparisons easy. All key data points discussed in this document are also viewable through the Profile Matrix at the end of this document.







1

# Hillside and Teele Square

# PARKING INVENTORY

## Hillside and Teele Square

- 87% of parking in Hillside and Teele Square is resident-permit controlled, a greater amount than other subareas. This reflects the highly residential character of these neighborhoods and offer protection for residents from parking being taken by Tufts commuters or visitors to Davis Square.
- A limited amount of private residential parking is present, as is Tufts University permit parking.
- 39 metered parking spaces are maintained for patrons of local businesses on Holland Street and Broadway, with parking on both Holland Street and Broadway limited to two-hour parking without a permit. Only 6% of parking in the area is available for visitors and without permits, one of the lowest rates for non-permit visitor parking in the city.
- Hillside and Teele Square feature the highest percentage of permit parking of any area in Somerville which aligns with their primarily residential character.

### Parking Spaces by Regulation

Regulation	Number of Spaces	% of Total Spaces
Resident Permit	2,215	87%
Time-Limited	101	4%
Metered and Timed	39	2%
Private Parking	12	0%
Accessible Parking	6	0%
Unrestricted	72	3%
Loading Zone	8	0%
Bus Stop	33	1%
Pickup/Drop-Off	18	1%
Other (Tufts Permit)	52	2%
Total	2,556	100%

40%

BIKE FACILITIES  
UNPROTECTED AND  
ADJACENT TO PARKING

55%

CURB ALLOCATED TO  
ON-STREET VEHICLE  
ACCESS



# RESIDENTIAL PARKING UTILIZATION

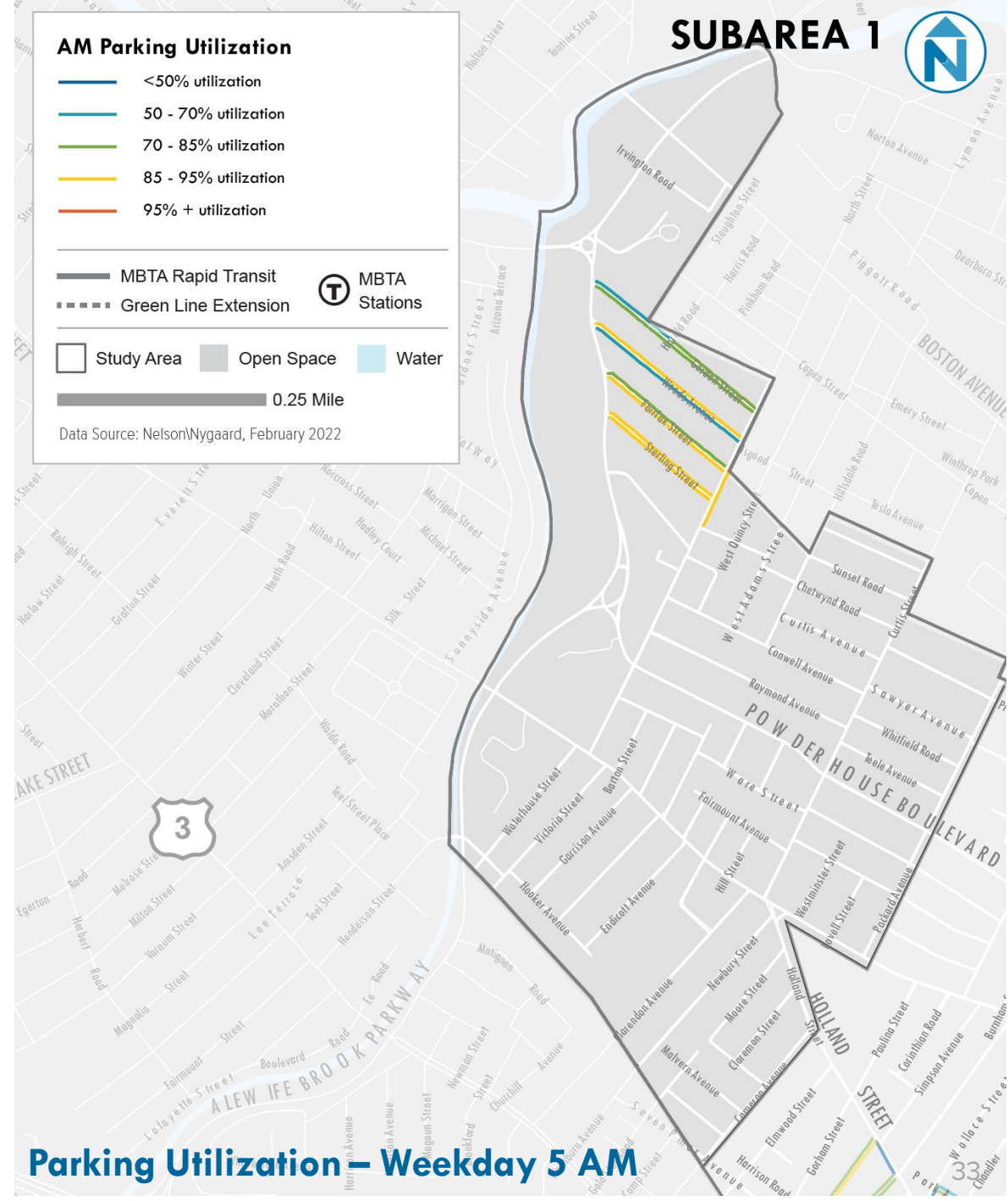
## Hillside and Teele Square

Parking in Hillside and Teele Square is primarily residential. To assess on-street parking demands for residential use, several residential streets in the subarea were selected for parking utilization analysis. These streets were selected due to their representative residential character and street layouts – local streets with parking and frequent curb cuts for residence driveway access.

Utilization data in this subarea was collected during the early morning peak from 5 AM – 7 AM, when residential parking demand peaks. Daytime residential parking utilization was not collected as daytime use was expected to be substantially lower than overnight / early morning use and substantial daytime commercial impacts were not expected. **Residential utilization data included blocks that are permit-regulated, time-limited, unrestricted, or private residential parking, while excluding metered parking and other regulations.**

On-street parking in the observed portion of Hillside and Teele Square was 82% full during the early morning peak residential parking period. A few spaces were left available on observed streets but parking was highly utilized. 82% is considered an efficient use of parking spaces, as parking is mostly full but enough spaces are available to support arriving vehicles. However, this level of utilization at the district level may lead to some blocks which are highly utilized and thus difficult to park on. Residents who live on such streets may feel that parking is overfull even though parking is available in the district. In fact, this subarea displayed the highest overall utilization of on-street residential parking of any area collected for this study.

**82%** RESIDENT PARKING  
OCCUPIED AT PEAK  
RESIDENTIAL PERIOD





# PERMIT USAGE

## Hillside and Teele Square

- The ratio of permits to on-street permit spaces in Hillside and Teele Square is slightly below average for Somerville at 2.3 permits / space.
- Permits were densest in the area east of Alewife Brook Parkway and west of North Street. This is also the area where on-street parking utilization data was collected, which may explain the high observed utilization despite the low overall ratio of permits to spaces across the whole district.
  - Driving mode share is higher in this area than others in Somerville and may explain the higher on-street parking utilization as well.
- While observed residential parking utilization was high, the density of permits per acre in this subarea is one of the lowest in Somerville. This means that, in theory, permit parking should be easier to find at the district level.

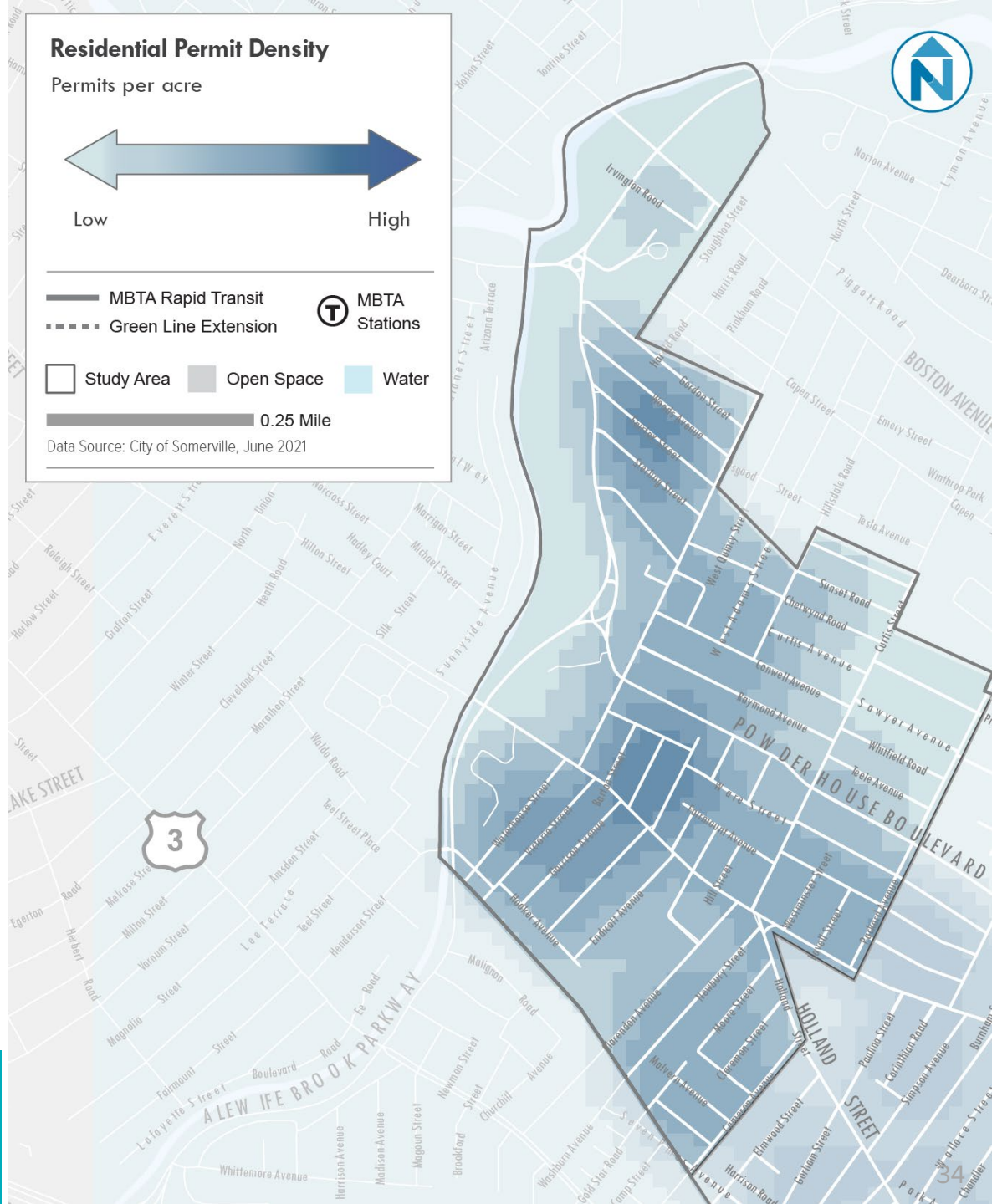
Resident Population	8,644
Number of Resident Permits	5,391
Number of Permit Spaces	2,136
Permits per Acre	19.2
Permits per Household	1.4

2.3

PERMITS PER ON-STREET PERMIT SPACE

8%

VEHICLES WITH PERMITS REGISTERED IN-SUBAREA (ALL DAY)





# PARKING PERSONAS

## Hillside and Teele Square

### Homeowner Family

20%

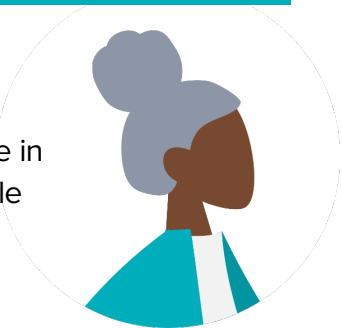
Hillside and Teele Square have a higher proportion of homeowners than other areas of the city.



### Older Adults

10%

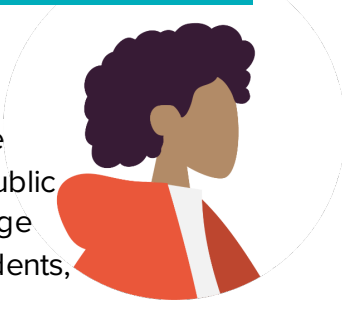
The average age in Hillside and Teele Square is below average for Somerville.



### Low Income Family

15%

Hillside and Teele Square feature public housing and a large proportion of students, with the highest percentage of low income households in the city.



### Young Professional

15%

This area has a high proportion of renters. While many are students, others are young professionals.



### Student

25%

Hillside and Teele Square are home to many Tufts University and other students, with a low median age for residents.



### Small Business Employee

5%

This area does not feature a large number of small businesses in comparison with other areas in the city.



### Visitor from Greater Boston

5%

Local commercial establishments draw some visitors, but not as many as the biggest commercial districts in Somerville.



### Low Income Employee

5%

Tufts University and other local employers employ staff at all income levels, but most employee parking demand in the area is off-street.





2

## **Davis, Powder House, and Ball Squares**

# PARKING INVENTORY

## Davis, Powder House, and Ball Squares

- College, Broadway, Holland Ave, and Elm Street outside the core of Davis Square and Ball Square are regulated predominantly by time limits to support local businesses.
- 254 on-street metered spaces, 6% of all spaces, are available to support commercial activity in Davis Square and Ball Square. This is the highest concentration of metered parking in the city. 15% (including meters and time limited areas) of all on-street parking is available to visitors and customers of businesses without permits.
- 37 accessible spaces are available and are concentrated on streets around Davis Square and along Broadway near Ball Square.
- The 16 pickup/drop-off spaces are concentrated on near Davis Square and the Benjamin G. Brown School, and dedicated loading zones are concentrated near Davis Square as well.
- 74% of parking is permit controlled to support parking needs for residents in the area.

### Parking Spaces by Regulation

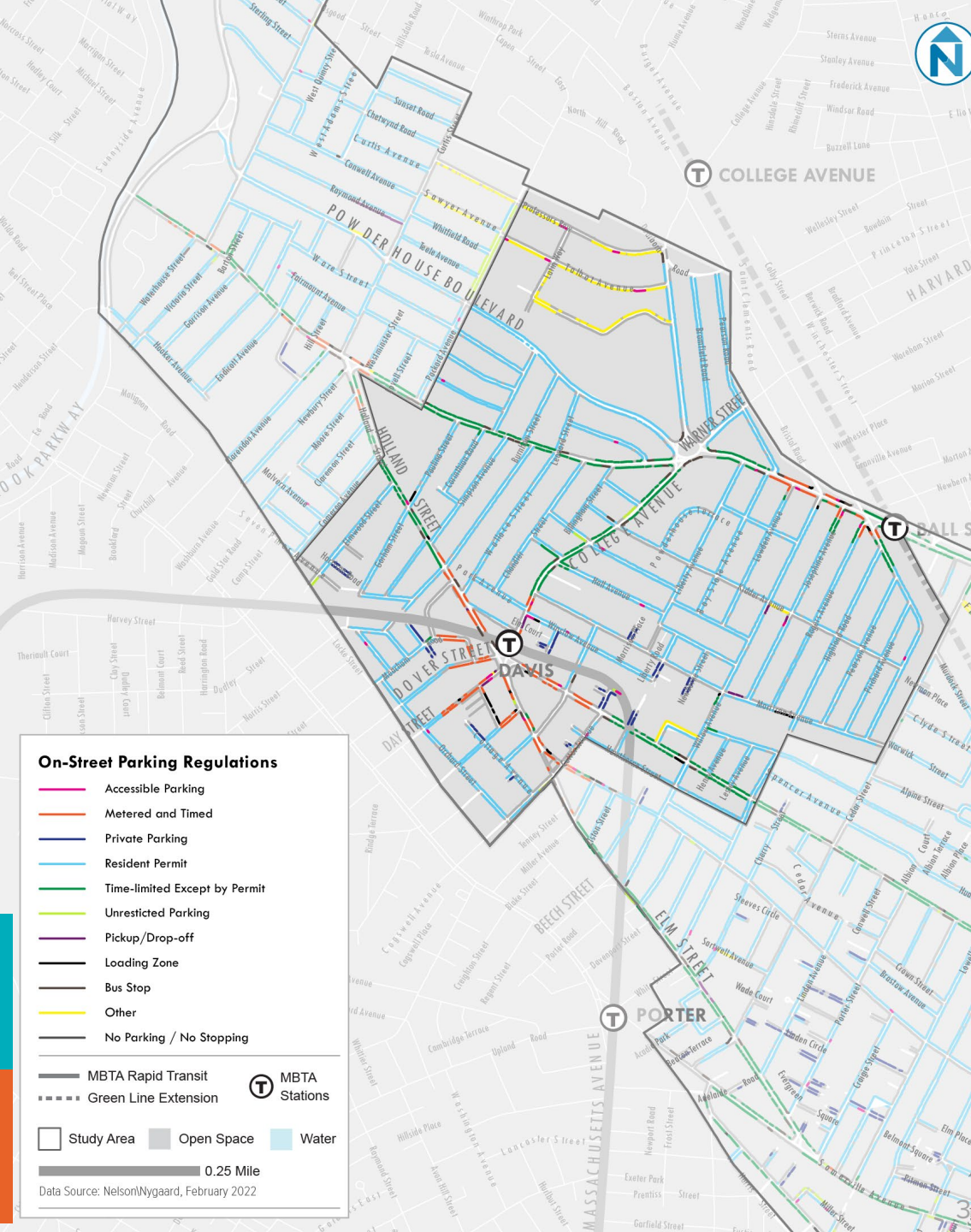
Regulation	Number of Spaces	% of Total Spaces
Resident Permit	3,380	74%
Time-Limited	415	9%
Metered and Timed	254	6%
Private Parking	90	2%
Accessible Parking	37	0%
Unrestricted	24	1%
Loading Zone	42	1%
Bus Stop	101	1%
Pickup/Drop-Off	16	2%
Other	188	0%
Total	4,547	104%

52%

BIKE FACILITIES  
UNPROTECTED AND  
ADJACENT TO PARKING

60%

CURB ALLOCATED TO  
ON-STREET VEHICLE  
ACCESS





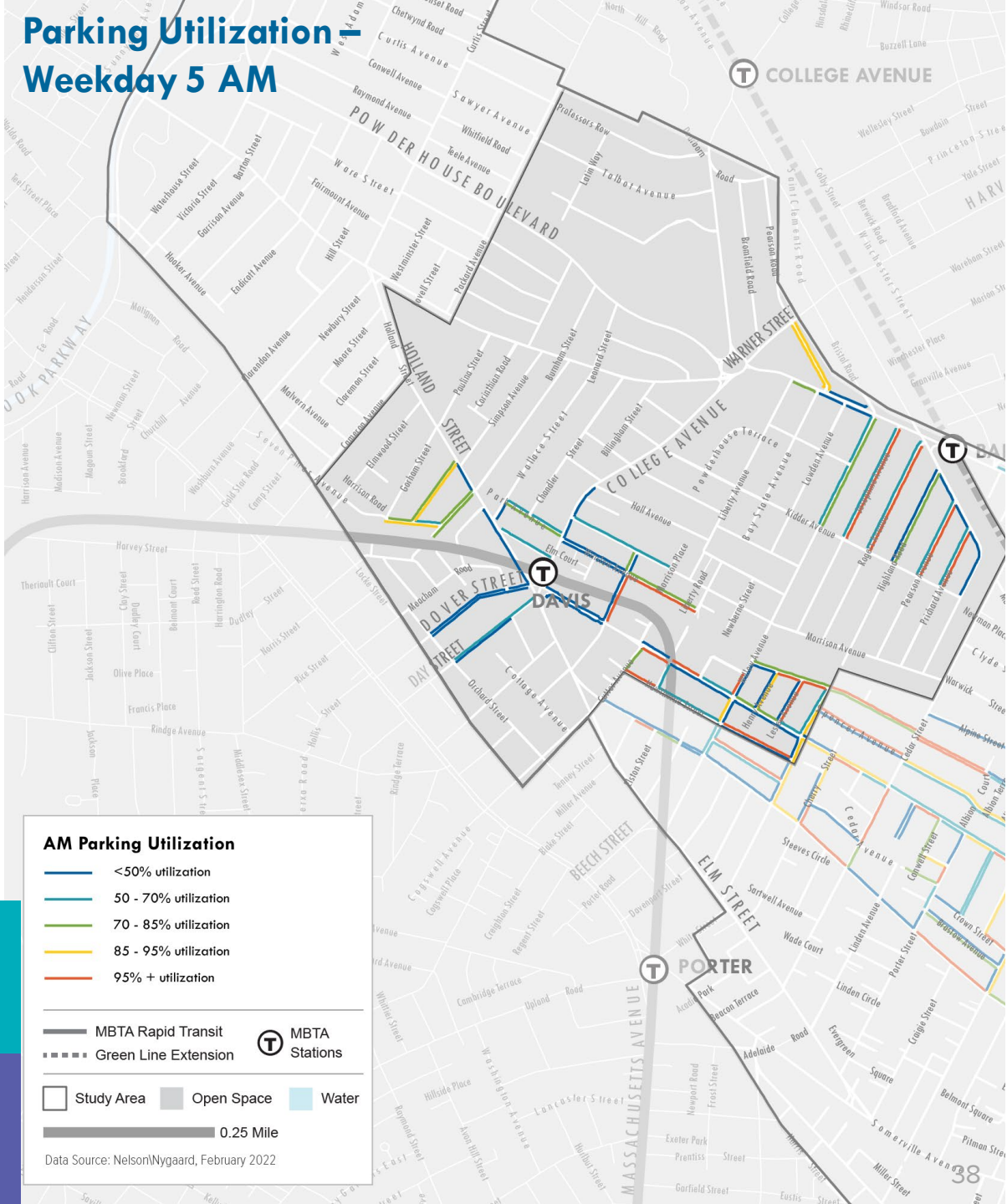
# RESIDENTIAL PARKING UTILIZATION

## Davis, Powder House, and Ball Squares

Most parking in this subarea is resident-permit controlled. Davis Square and Ball Square generate significant commercial parking demand which requires different regulations and access at different times of day and impacts residential parking availability on nearby streets. In order to assess on-street parking demands for residential use and the impacts from nearby commercial uses, streets in several districts across the subarea were selected for residential parking utilization analysis. These streets were selected due to their adjacency to key commercial areas or their typical residential character.

Residential utilization data in this subarea was collected during the early morning peak from 5 AM – 7 AM, when resident parking demand peaks. Daytime parking utilization was also collected from between 10 AM and 6 PM for the area around Davis Square and for some residential areas near Highland Avenue. **Residential utilization data includes blocks that are permit-regulated, time-limited, unrestricted, or private residential parking and excludes metered parking and other regulations.**

On-street residential parking in the observed areas was 65% full during the early morning peak parking period. Parking on Highland Avenue and areas near Davis Square was largely available during the AM residential peak hour. Parking in residential areas near Ball Square was more highly utilized. During the off-peak period (2 PM), residential parking utilization fell to 51% as residents left their homes for work or errands. Time-limited parking (shared by residents and visitors) in the area was 49% full during midday commercial hours. This indicates that time-limited parking is not highly utilized by visitors in this area during weekdays and may not be needed.



**51%** RESIDENTIAL PARKING  
OCCUPIED AT OFF-  
PEAK PERIOD

**49%** TIME-LIMITED PARKING  
OCCUPIED DURING  
COMMERCIAL HOURS

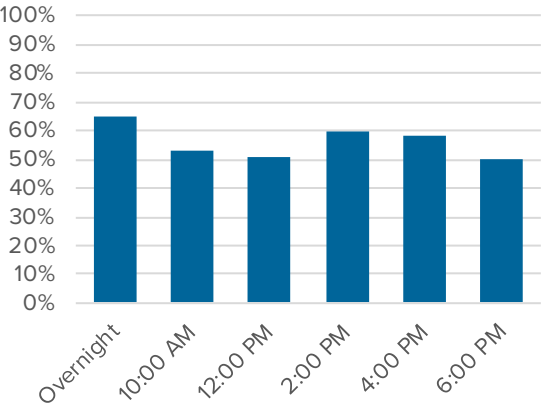
**65%** RESIDENT PARKING  
OCCUPIED AT PEAK  
PERIOD



# RESIDENTIAL PARKING UTILIZATION

Davis, Powder House, and Ball Squares

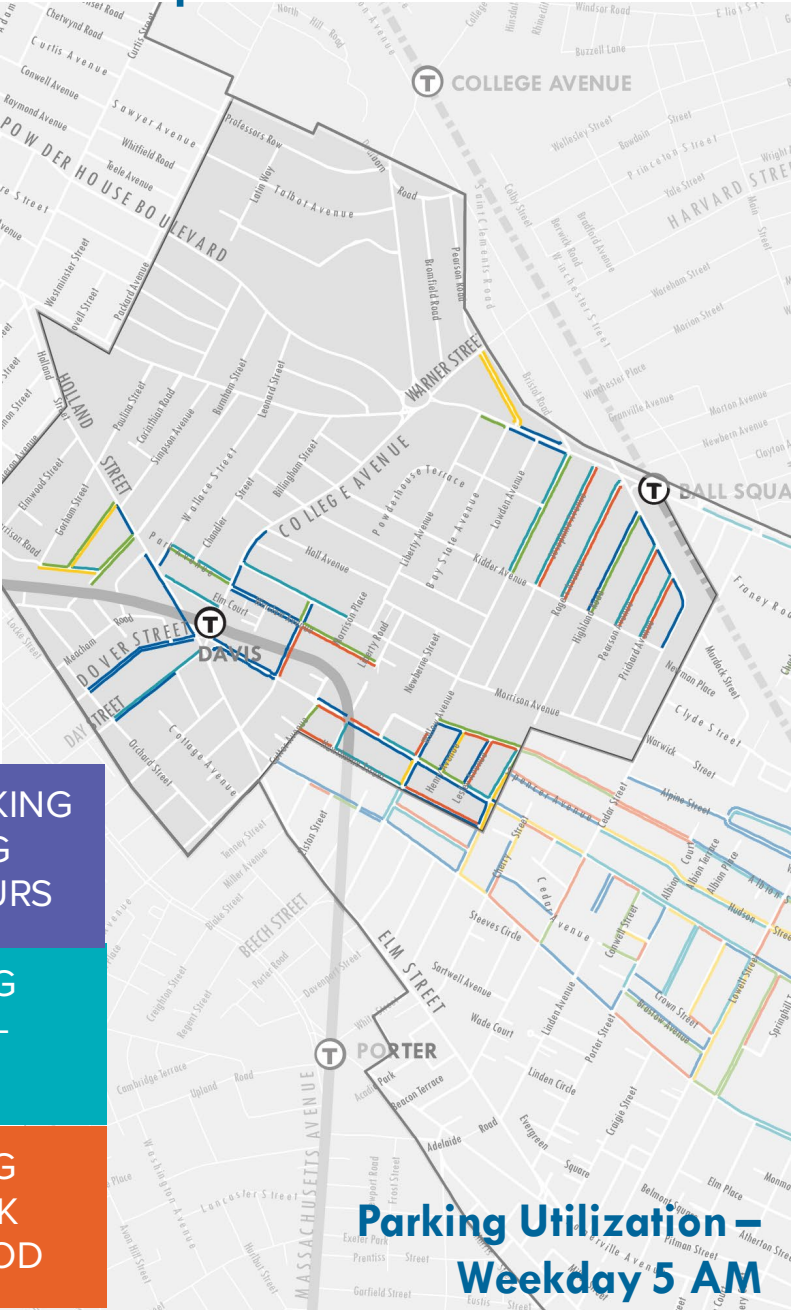
Residential Parking Utilization over Time



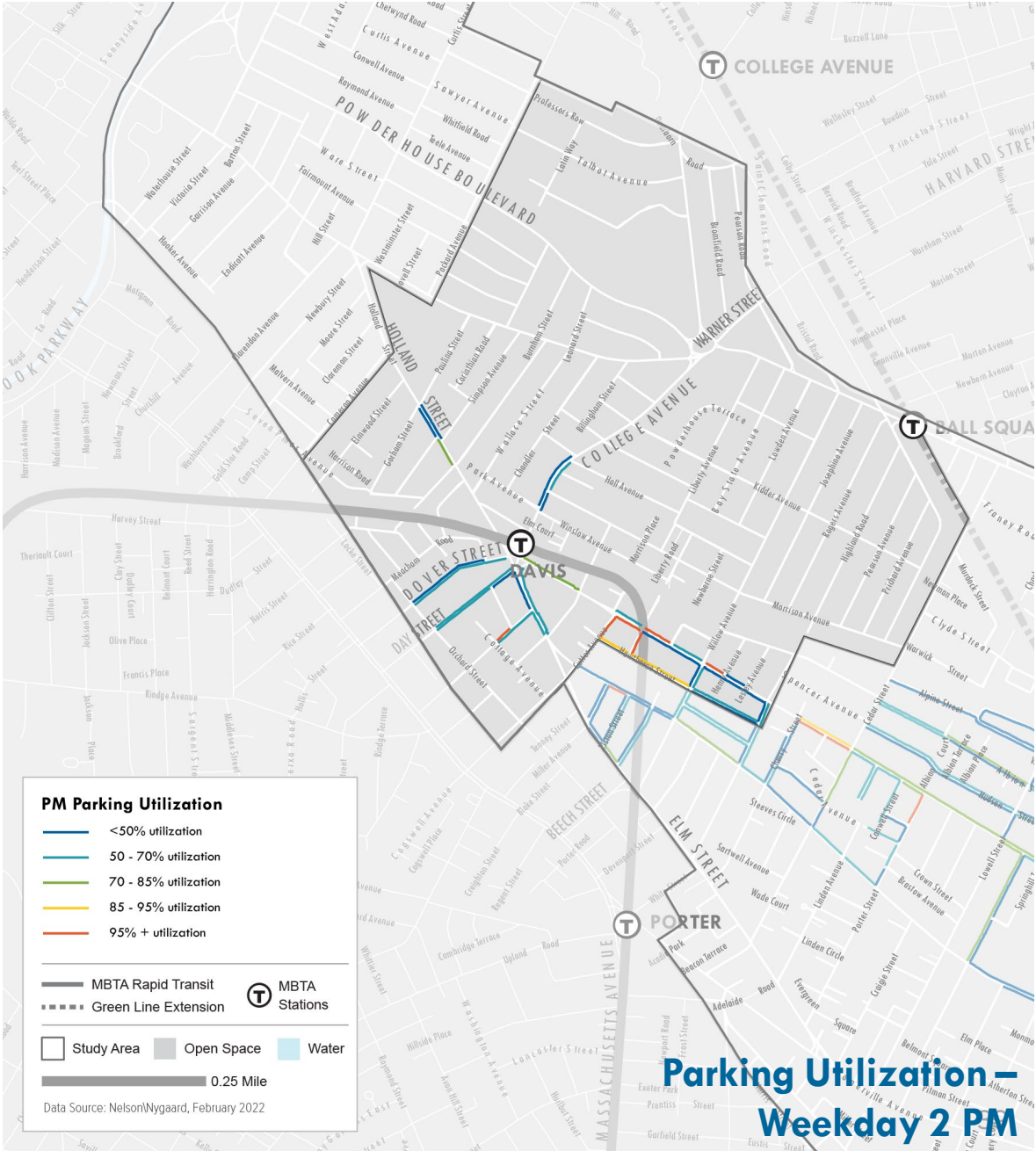
49% TIME-LIMITED PARKING OCCUPIED DURING COMMERCIAL HOURS

51% RESIDENT PARKING OCCUPIED AT OFF-PEAK PERIOD

65% RESIDENT PARKING OCCUPIED AT PEAK RESIDENTIAL PERIOD



Parking Utilization – Weekday 5 AM



PM Parking Utilization

- <50% utilization
- 50 - 70% utilization
- 70 - 85% utilization
- 85 - 95% utilization
- 95% + utilization

- MBTA Rapid Transit
- Green Line Extension

MBTA Stations

- Study Area
- Open Space
- Water

0.25 Mile

Data Source: Nelson\Nygaard, February 2022

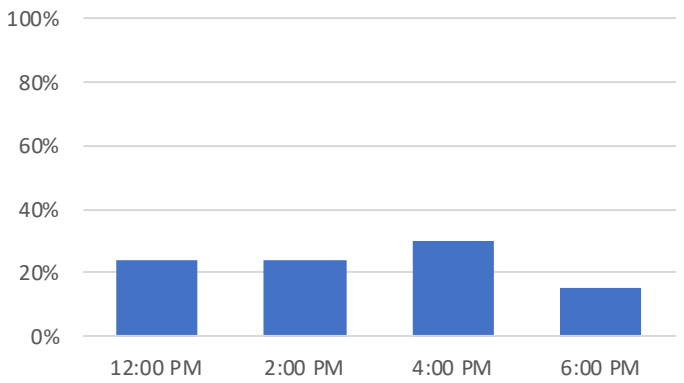
Parking Utilization – Weekday 2 PM

# COMMERICAL AND PUBLIC PARKING UTILIZATION

## Davis Square

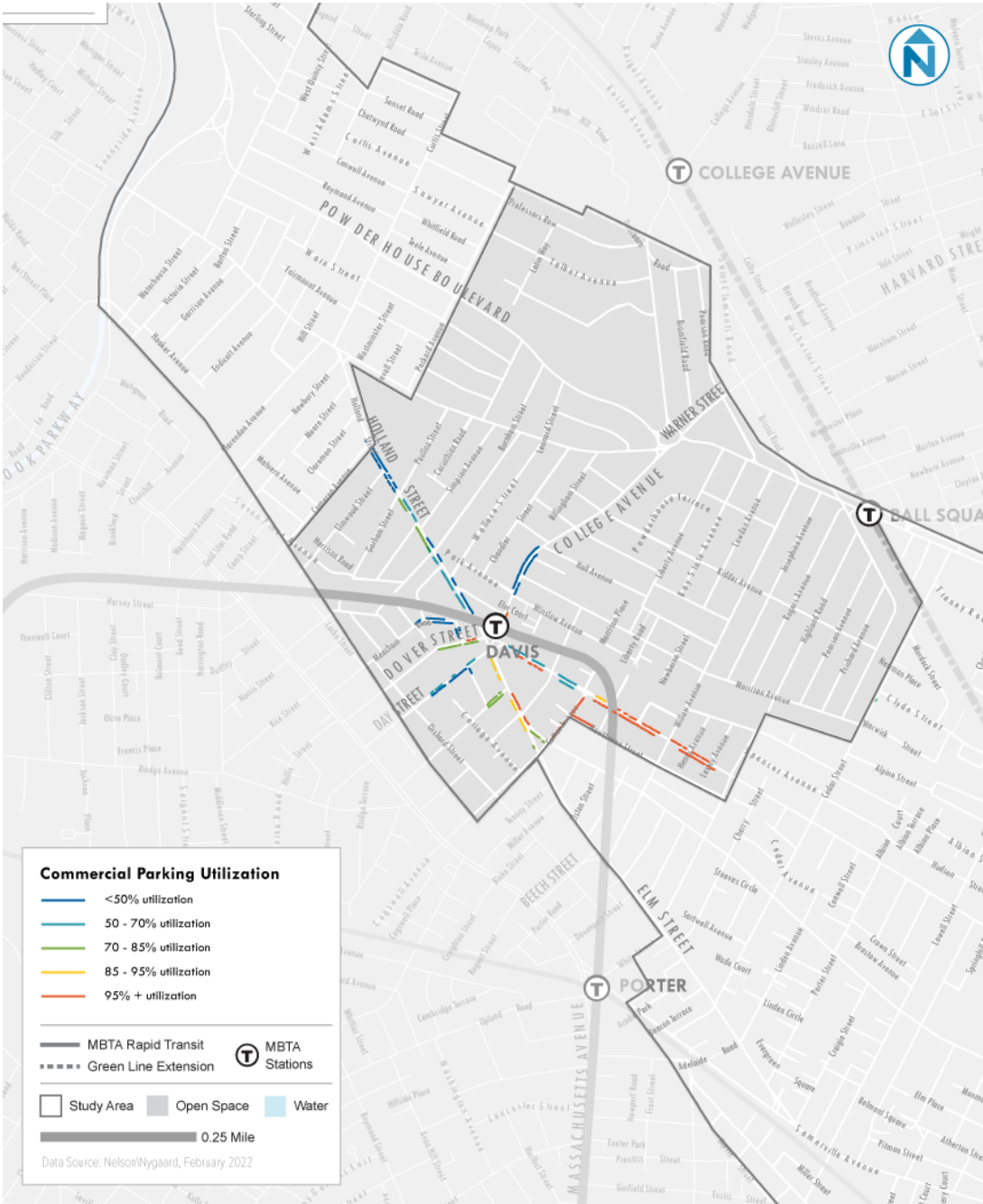
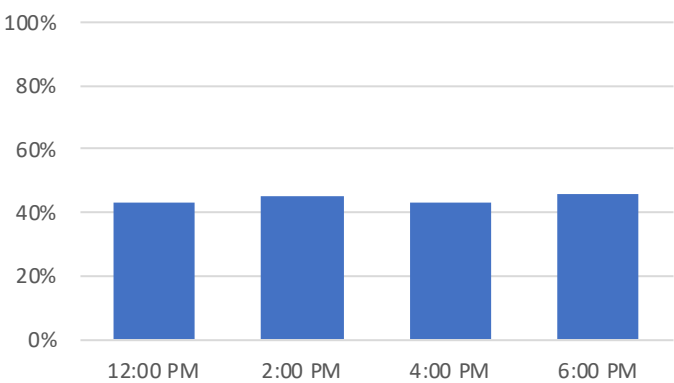
**47%** SPACES OCCUPIED AT PEAK COMMERCIAL PERIOD

Weekday Commercial Parking Utilization



**15%** SPACES AVAILABLE TO THE PUBLIC AT PEAK COMMERCIAL PERIOD

Weekend Commercial Parking Utilization





# PERMIT USAGE

## Davis, Powder House, and Ball Squares

- The ratio of permits to on-street permit spaces in Davis, Powder House, and Ball Squares is slightly below average for Somerville at 2.3 permits / space.
- Permits were densest in the residential area south of Ball Square.
- Observed residential parking utilization in this area was average in comparison with other areas of Somerville. The ratio of permits to permit spaces in this subarea is also near the citywide average, although slightly lower. This indicates that observed residential parking utilization generally reflects expected trends based on registered permits, but that residential parking in this area may be slightly easier than in other areas of Somerville.

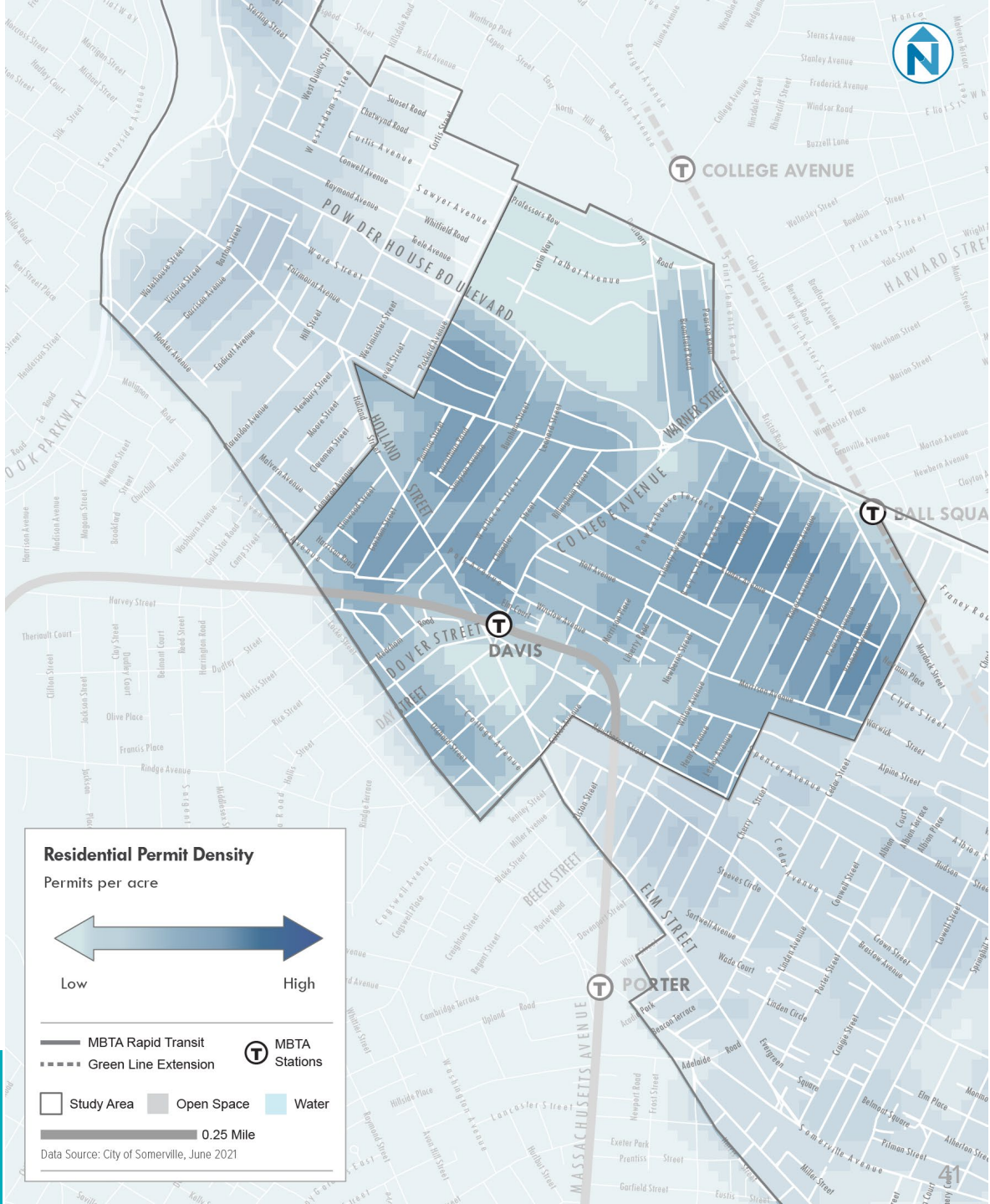
Resident Population	14,069
Number of Resident Permits	8,810
Number of Permit Spaces	3,521
Permits per Acre	23.4
Permits per Household	1.7

2.3

PERMITS PER ON-STREET PERMIT SPACE

26%

VEHICLES WITH PERMITS REGISTERED IN-SUBAREA (ALL DAY)



# PARKING PERSONAS

Davis, Powder House, and Ball Squares

## Homeowner Family

10%

Davis, Ball, and Powder House Squares have a higher proportion of homeowners than other areas of the city.



## Older Adults

5%

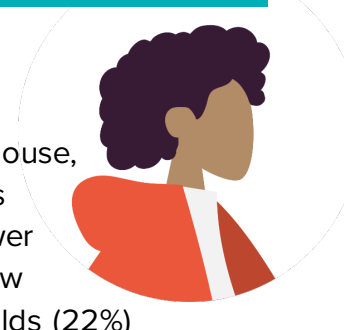
The median age in this subarea is less than 38 years of age in all but one associated census block groups.



## Low Income Family

10%

Davis, Powder House, and Ball Squares have a much lower percentage of low income households (22%) than the city average (37%).



## Young Professional

25%

This area has a higher proportion of renters than the citywide average. While many are students, others are young professionals.



## Student

20%

Davis, Powder House, and Ball Squares are home to many Tufts University and other students, with a low median age for residents.



## Small Business Employee

10%

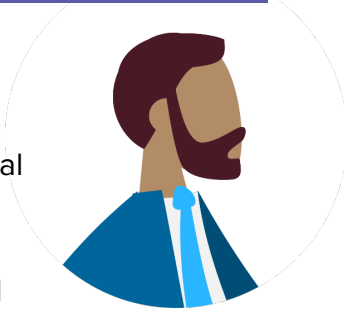
This area features a larger number of small businesses in comparison with other areas in the city.



## Visitor from Greater Boston

15%

Davis Square local commercial establishments draw visitors and restaurant patrons from all over the Boston region.



## Low Income Employee

5%

Local employers employ staff at all income levels, and employees may require access to on-street parking or arrive by transit.







3

## **Porter Square, Spring Hill, and Duck Village**

# PARKING INVENTORY

## Porter Square, Spring Hill, and Duck Village

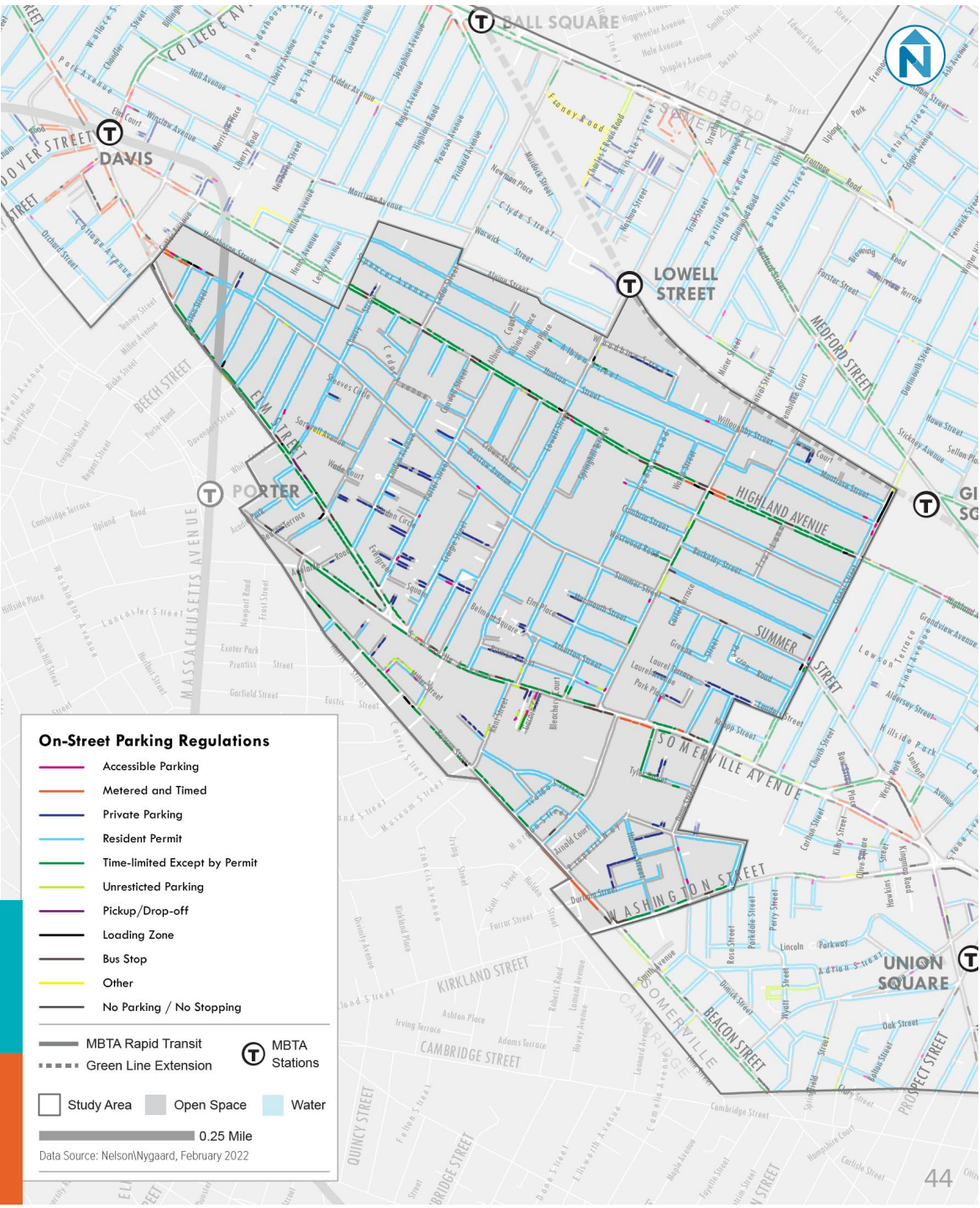
- Highland Ave, Elm Street, Beacon, Street Somerville Ave are regulated predominantly by time limits, however Summer Street (another crosstown route) is not.
- Limited metered spaces are located at more commercial intersections of Beacon at Washington/Kirkland, Somerville Ave at Park St, and Highland at Central Street.
- 16% of parking is available for visitors during commercial hours, the highest proportion of commercial-oriented parking for any subarea in the city.
- The 27 accessible spaces are dispersed throughout the neighborhood and not concentrated in any particular area.
- 73% of parking is permit controlled to support parking needs for residents in the area.
- A limited amount of private residential parking is present on small streets between Somerville Ave and Summer Street.

### Parking Spaces by Regulation

Regulation	Number of Spaces	% of Total Spaces
Resident Permit	3,661	73%
Time-Limited	639	14%
Metered and Timed	76	2%
Private Parking	285	6%
Accessible Parking	27	1%
Unrestricted	72	1%
Loading Zone	56	1%
Bus Stop	134	3%
Pickup/Drop-Off	8	0%
Other	7	0%
Total	5,019	100%

35% BIKE FACILITIES UNPROTECTED AND ADJACENT TO PARKING

51% CURB ALLOCATED TO ON-STREET VEHICLE ACCESS





# RESIDENTIAL PARKING UTILIZATION

## Porter Square, Spring Hill, and Duck Village

Parking in most of this subarea is residential-oriented, but key commercial corridors like Highland Avenue and Somerville Avenue also generate commercial parking needs for employees and customers. In order to assess on-street parking demands for residential use as well as impacts from neighborhood commercial uses near key corridors, residential parking utilization data was collected for most areas adjacent to Highland Avenue.

Residential utilization data in this subarea was collected during the early morning peak from 5 AM – 7 AM, when residential parking is most full. Daytime parking utilization was also collected from 10 AM to 6 PM. **Residential utilization data includes blocks that are permit-regulated, time-limited, unrestricted, or private residential parking and excludes metered parking and other regulations.**

On-street residential parking in the observed areas was 70% full during the early morning peak period, above the citywide average. Parking on Highland Avenue was readily available in most areas, although the portion of Highland Avenue between School Street and Central Street was mostly full. Parking use in residential areas varied by block but was most full in the side streets north of Highland Avenue. Residents living on the busiest blocks in this specific area may face challenges parking on-street if they wish to park on their own block. Time-limited parking which supports businesses on Highland Avenue as well as residents was 67% full during midday commercial hours even while adjacent residential permit streets were only 52% full. This indicates that visitors do make use of time-limited parking to reach businesses in this area during the week.

52%

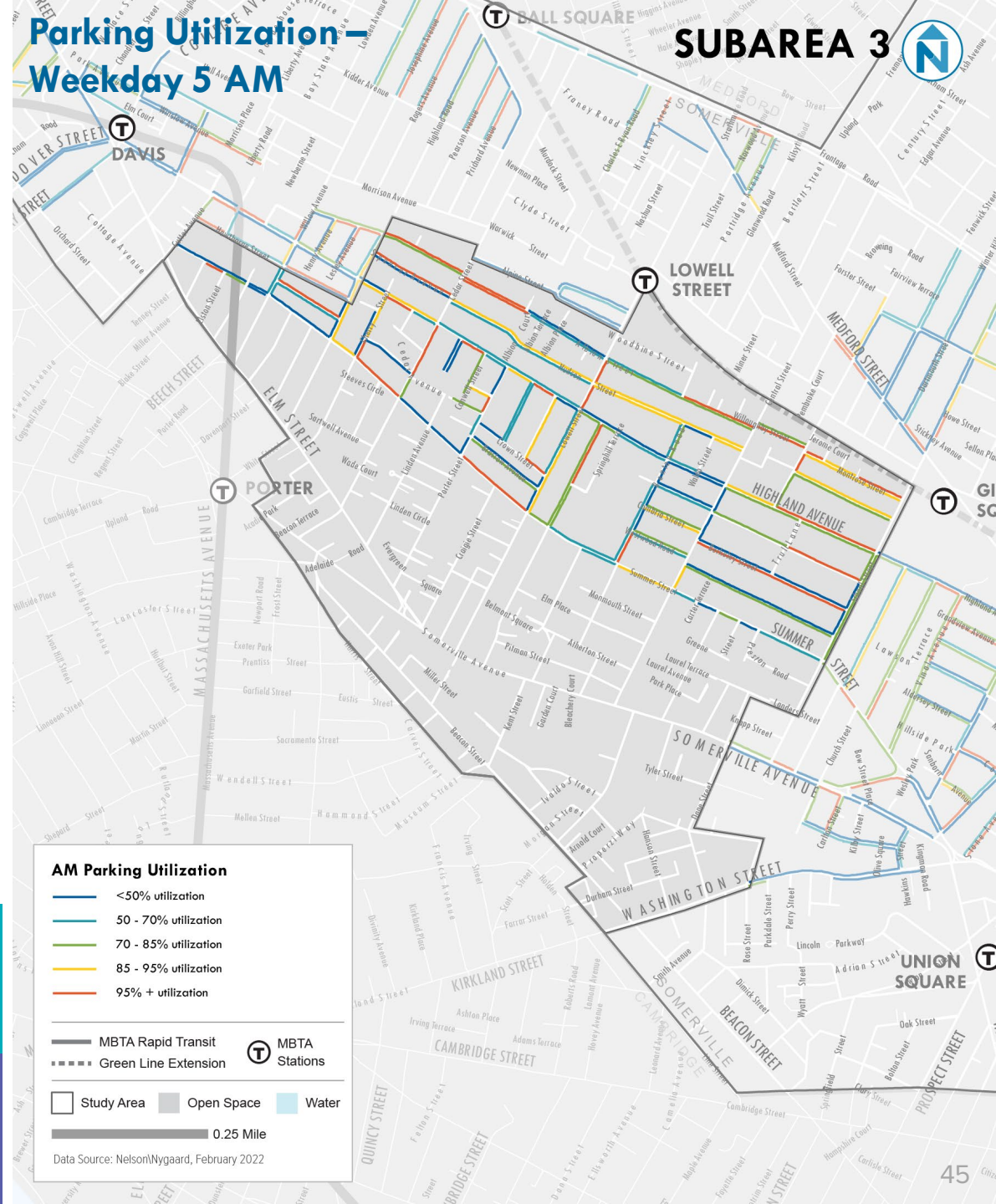
RESIDENT PARKING OCCUPIED AT OFF-PEAK PERIOD

70%

RESIDENT PARKING OCCUPIED AT PEAK RESIDENTIAL PERIOD

67%

TIME-LIMITED PARKING OCCUPIED DURING COMMERCIAL HOURS

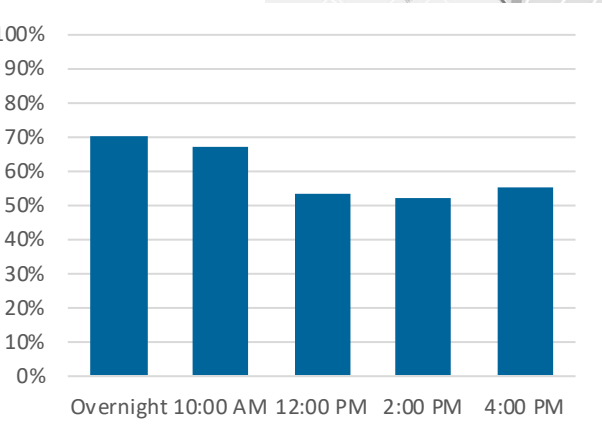




# RESIDENTIAL PARKING UTILIZATION

Porter Square, Spring Hill, and Duck Village

Residential Parking Utilization over Time



67%

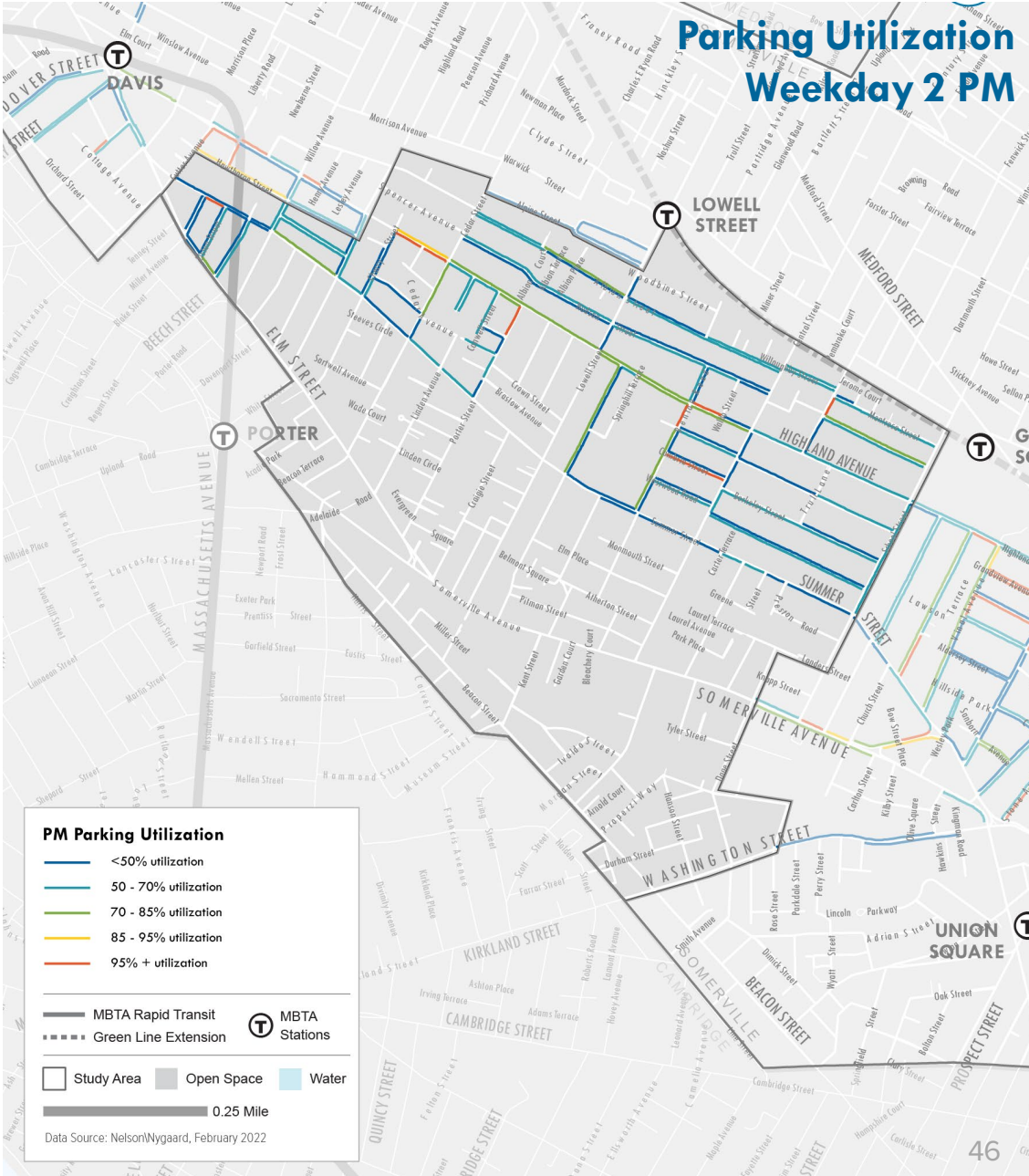
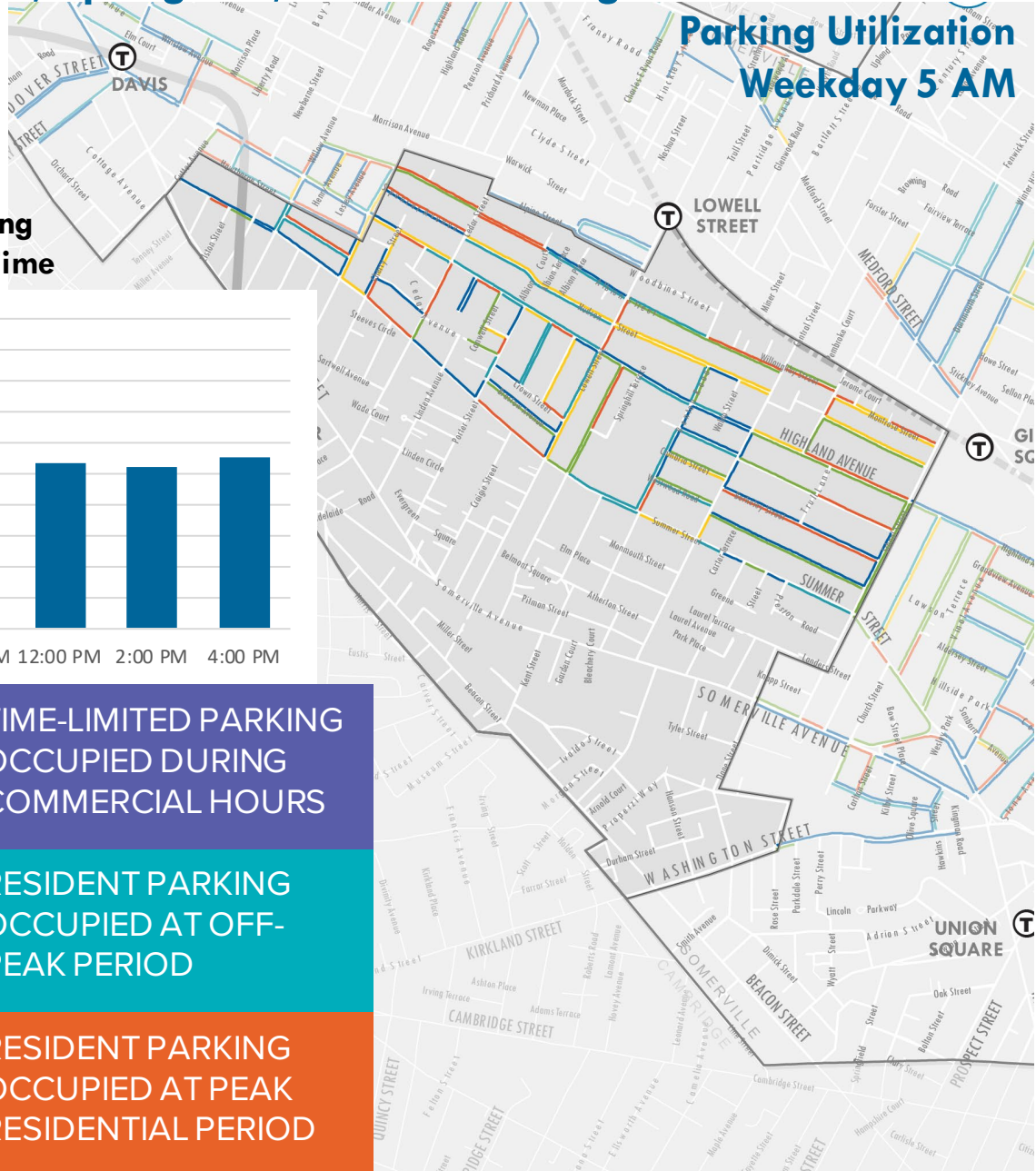
TIME-LIMITED PARKING OCCUPIED DURING COMMERCIAL HOURS

52%

RESIDENT PARKING OCCUPIED AT OFF-PEAK PERIOD

70%

RESIDENT PARKING OCCUPIED AT PEAK RESIDENTIAL PERIOD





# PERMIT USAGE

## Porter Square, Spring Hill, and Duck Village

- The ratio of permits to on-street permit spaces in this subarea is slightly above average for Somerville at 2.5 permits / space.
- Permits were densest in the areas near Highland Avenue, particularly on the northern side of Highland Avenue, as well as between Summer Street and Elm Street at the western end of the subarea. This pattern aligns with the observed residential parking utilization.
- Observed residential parking utilization in this area was slightly above average in comparison with other areas of Somerville. The ratio of permits to permit spaces in this subarea is also slightly above average. This indicates that observed residential parking utilization generally reflects expected trends based on registered permits, but that residential parking in this area may be more difficult than in other areas of Somerville.

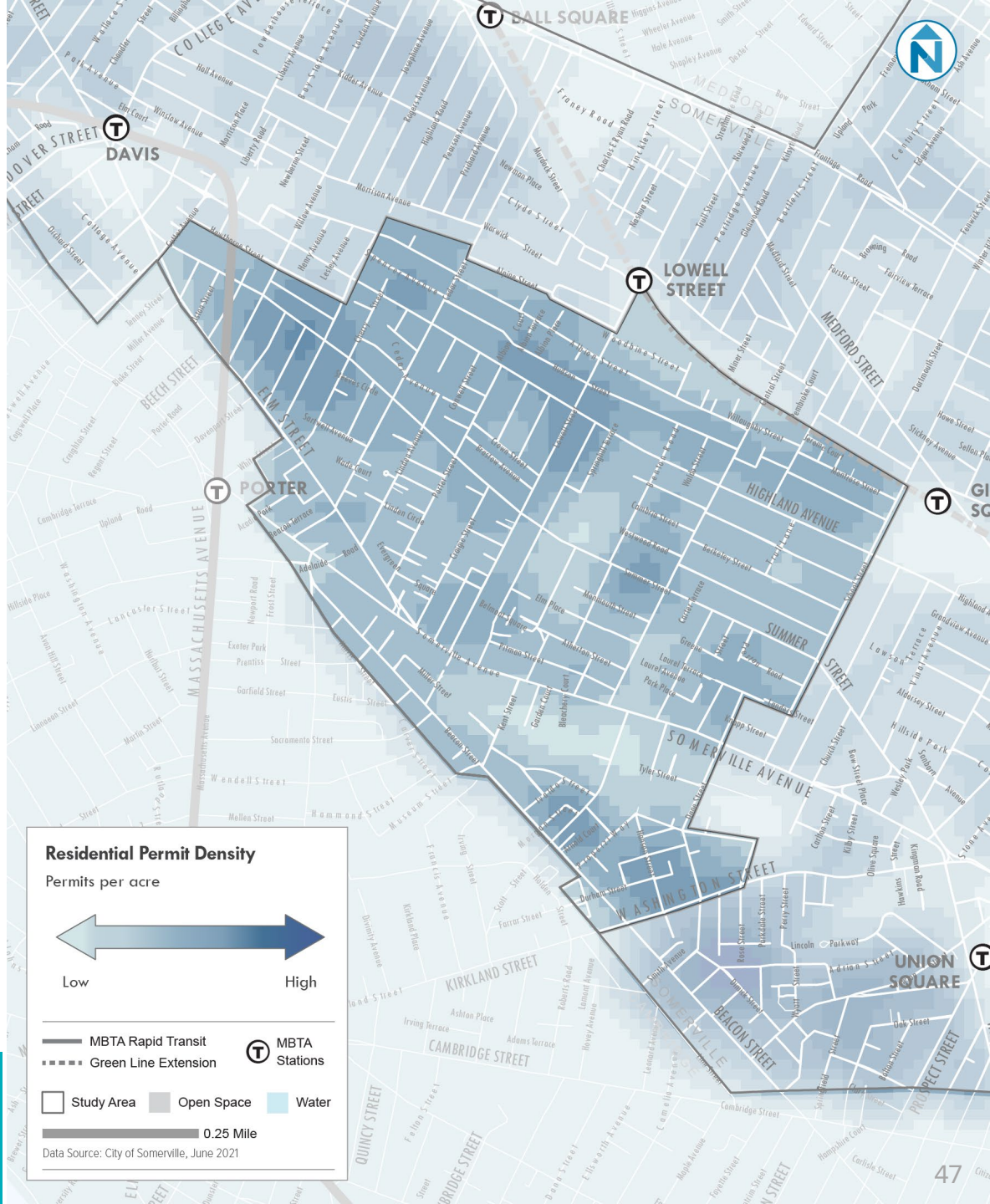
Resident Population	16,635
Number of Resident Permits	10,680
Number of Permit Spaces	4,086
Permits per Acre	23.4
Permits per Household	1.5

2.5

PERMITS PER ON-STREET PERMIT SPACE

28%

VEHICLES WITH PERMITS REGISTERED IN-SUBAREA (ALL DAY)



# PARKING PERSONAS

Porter Square, Spring Hill, and Duck Village

## Homeowner Family

15%

Porter Square and Spring Hill have a similar proportion of homeowners to other areas of the city.



## Older Adults

5%

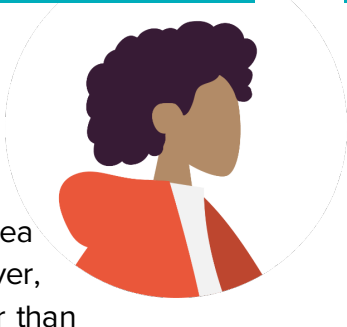
The average age in this subarea is below average for Somerville.



## Low Income Family

15%

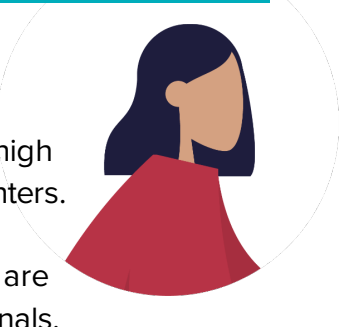
Few low income housing options exist in this subarea in the city. However, there are a higher than citywide average percentage of low income households in these neighborhoods.



## Young Professional

20%

This area has a high proportion of renters. While many are students, others are young professionals.



## Student

20%

This subarea is home to many university students and other affiliates, with a low median age for residents.



## Small Business Employee

10%

Porter Square, Highland Avenue, Somerville Avenue, and Beacon Street feature a number of small businesses.



## Visitor from Greater Boston

10%

Local commercial establishments draw some visitors, but not as many as the biggest commercial districts in Somerville.



## Low Income Employee

5%

Most employee parking demand in the area is off-street.





4

## **Magoun Square, Winter Hill, and Ten Hills**



# PARKING INVENTORY

## Magoun Square, Winter Hill, and Ten Hills

- In Subarea 4, just 12% of parking is available for visitors during commercial hours, one of the lower commercial parking allocations of all subareas.
- Medford Street, Broadway in Magoun Square, Vernon Street, and Fellsway West are the only portions of the subarea regulated by time limits.
- Limited metered spaces are located on Broadway further east near Temple Street and Foss Park and in Magoun Square on Medford Street. Reserved DPW-only parking on Franey Road reverts to public parking after 4:30pm for visitors of Trum Field, who can also park unrestricted on Charles E. Ryan Rd.
- The predominant regulation is resident permit parking, making up 76% of the subarea inventory which is above the citywide average. A limited amount of private residential parking is present on small streets or reserved for SHA residents.

### Parking Spaces by Regulation

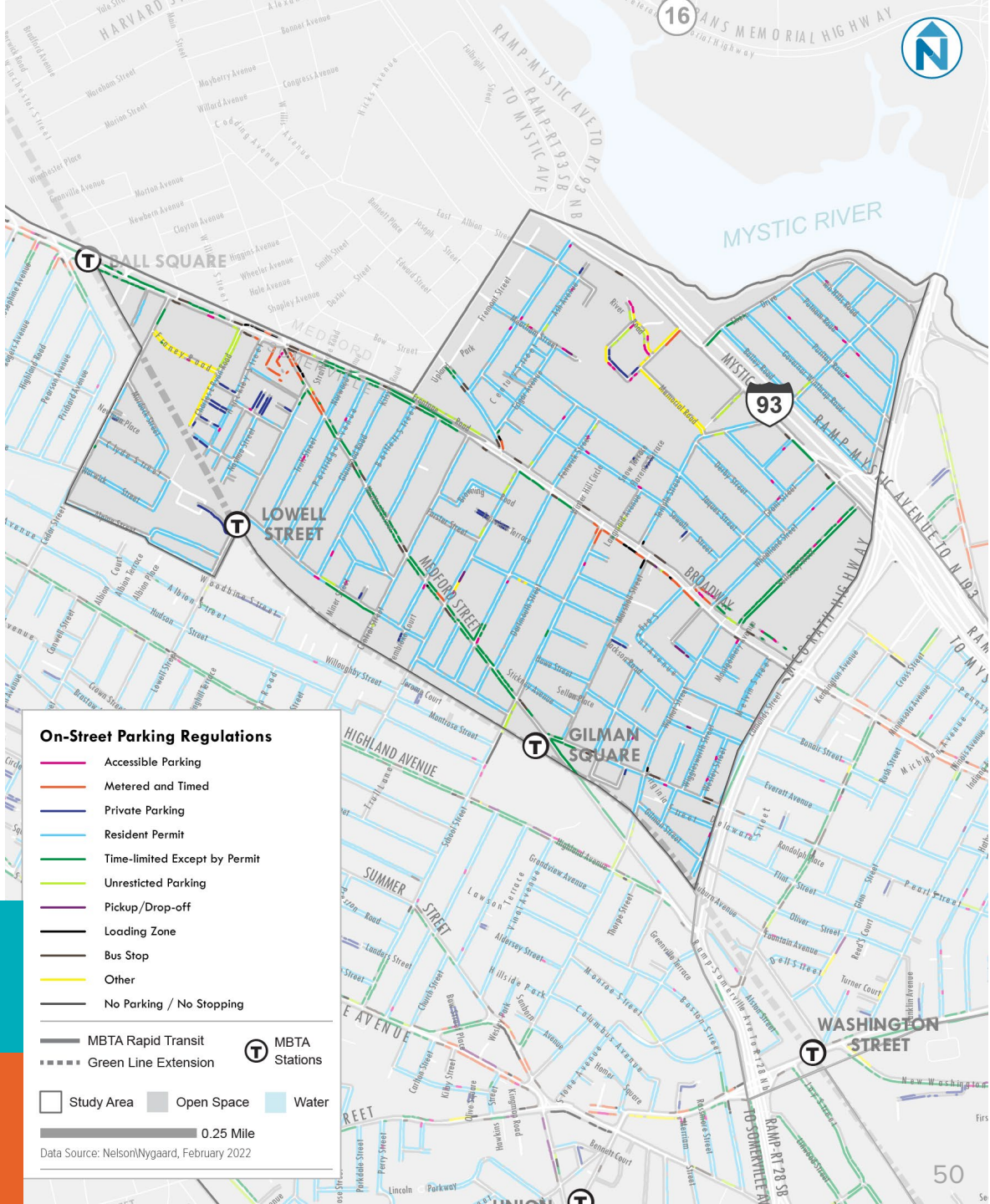
Regulation	Number of Spaces	% of Total Spaces
Resident Permit	4,225	76%
Time-Limited	552	10%
Metered and Timed	103	2%
Private Parking	143	3%
Accessible Parking	71	1%
Unrestricted	124	2%
Loading Zone	27	0%
Bus Stop	96	2%
Pickup/Drop-Off	17	0%
Other	172	3%
Total	5,530	100%

25%

BIKE FACILITIES  
UNPROTECTED AND  
ADJACENT TO PARKING

56%

CURB ALLOCATED  
TO ON-STREET  
VEHICLE ACCESS





# RESIDENTIAL PARKING UTILIZATION

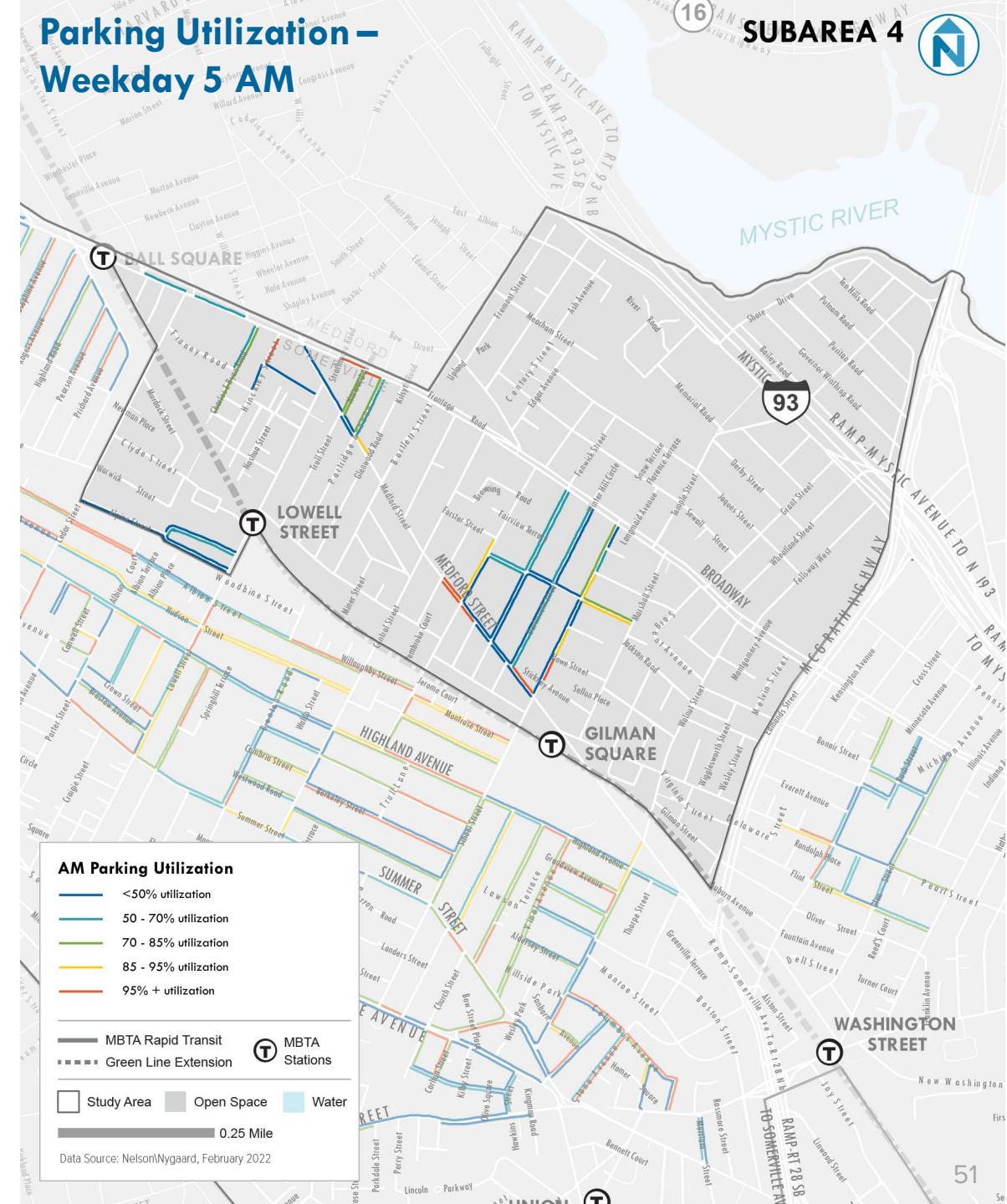
## Magoun Square, Winter Hill, and Ten Hills

Magoun Square, Winter Hill, and Ten Hills are primarily residential neighborhoods, while Magoun Square itself and Broadway feature commercial activity. Winter Hill and other residential areas in this subarea are less dense than many other areas of Somerville and most houses feature off-street parking for one or more vehicles. To assess on-street parking demands for residential use as well as commercial use, streets in Magoun Square and the Winter Hill residential areas were selected for residential parking utilization analysis.

Utilization data in this subarea was collected during the early morning peak from 5 AM – 7 AM, when residential parking is most full, as residential parking is the primary focus in this area. **Residential utilization data includes blocks that are permit-regulated, time-limited, unrestricted, or private residential parking and excludes metered parking and other regulations.**

On-street residential parking in the observed areas was only 59% full during the early morning peak parking period. This is expected given the fact that this area's ratio of permits to permit spaces is also the lowest of all areas in the city. This is the lowest observed peak occupancy for any residential area in the city. Occupancy was higher on Medford Street and parts of Walnut Street in Winter Hill, but parking on other residential streets was mostly available. Occupancy in Magoun Square was higher, generally, than in Winter Hill, but still relatively modest.

### Parking Utilization – Weekday 5 AM

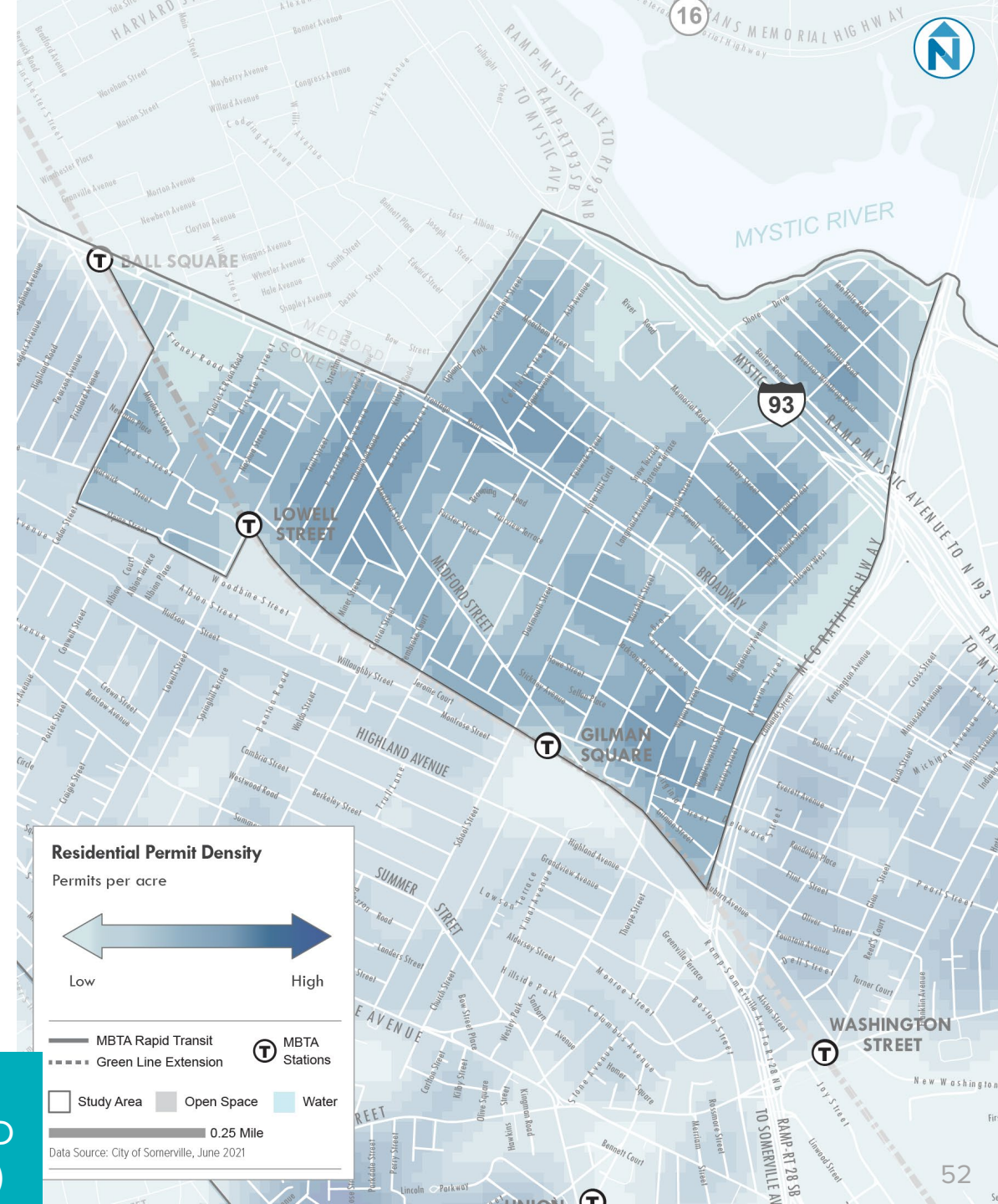


**59%** RESIDENT PARKING OCCUPIED AT PEAK RESIDENTIAL PERIOD

# PERMIT USAGE

## Magoun Square, Winter Hill, and Ten Hills

- The ratio of permits to on-street permit spaces in this subarea is the lowest in Somerville at 2.2 permits/space, suggesting that residential parking in this area should be more consistently available than in most other parts of the city. This also aligns with the observed peak parking occupancy which, at 59%, was the lowest of any observed subarea.
- Permits were densest in the areas around Medford Street west of Central Street, and relatively dense along Pearl Street near Walnut Street where more multifamily housing is located.
- The Ball Square, Lowell Street, and Gilman Square transit areas will place restrictions on new residential permits once the Green Line Extension opens. Given the comparatively low existing ratio of permits to on-street spaces, it can be expected that this policy will ensure that on-street residential parking in these neighborhoods remains widely available.



2.2

PERMITS PER ON-STREET PERMIT SPACE

18%

VEHICLES WITH PERMITS REGISTERED IN-Subarea (ALL DAY)



# PARKING PERSONAS

Magoun Square, Winter Hill, and Ten Hills

## Homeowner Family

15%

This subarea has a higher proportion of homeowners than other areas of the city.



## Older Adults

15%

The average age in Winter Hill and Ten Hills is higher than average for Somerville.



## Low Income Family

20%

Magoun Square, Winter Hill, and Ten Hills features SHA communities, with a higher percentage of low income households than the city average.



## Young Professional

15%

This subarea has a smaller proportion of zero car households than others in the city, but a higher housing unit density than some surrounding subareas.



## Student

10%

This area is home to fewer students than other areas of Somerville.



## Small Business Employee

10%

Magoun Square features a variety of small businesses, with more establishments on Broadway and Medford Street.



## Visitor from Greater Boston

5%

Local commercial establishments draw some regional visitors, but not as many as the biggest commercial districts in Somerville.



## Low Income Employee

10%

Local employers on Mystic Ave and Broadway employ staff at all income levels, but most employee parking demand in the area is off-street.





5

## **Union Square and Boynton Yards**



# PARKING INVENTORY

## Union Square and Boynton Yards

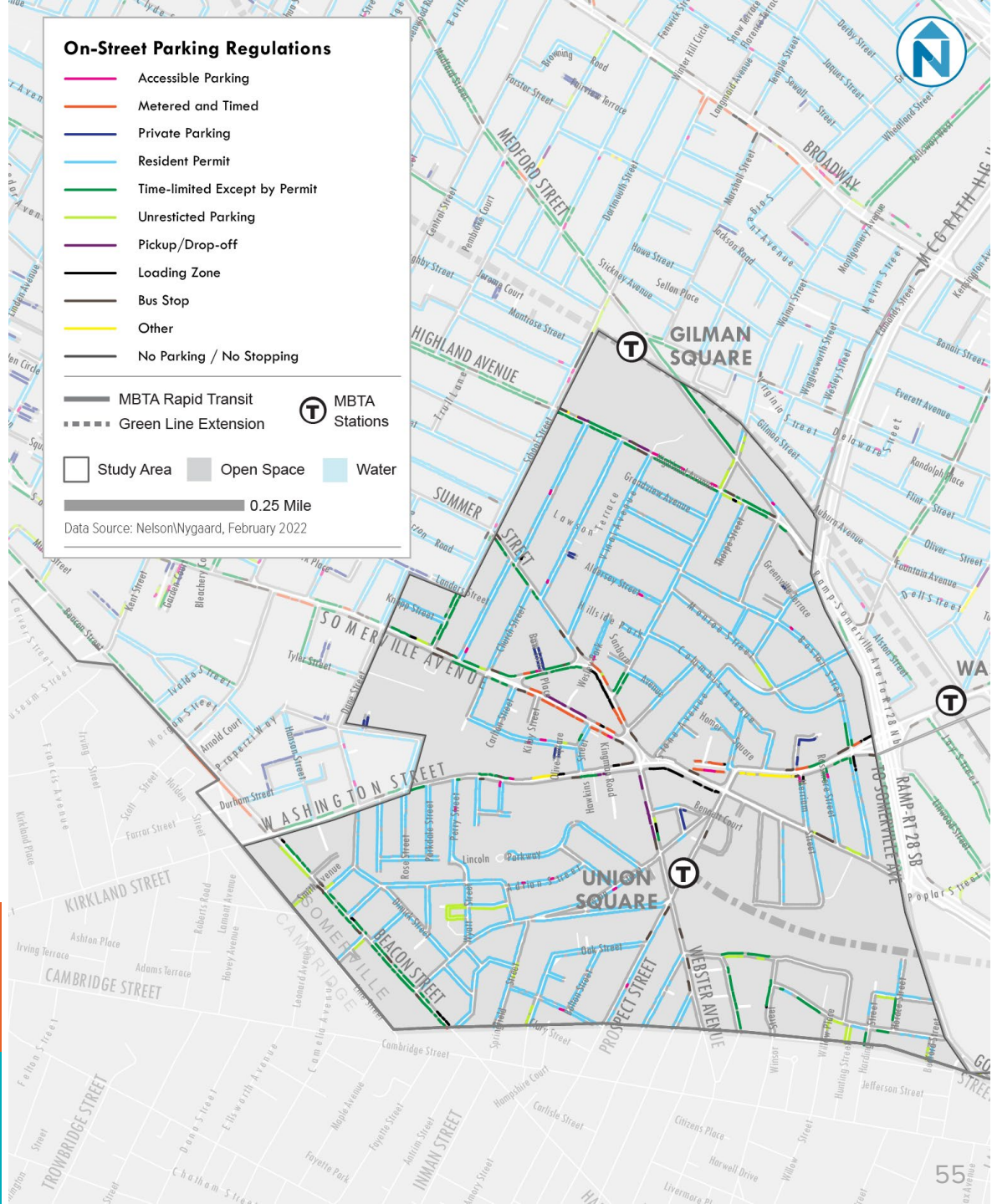
- 15% of parking in Subarea 5 is available for visitors during commercial hours, an average allocation of visitor parking for Somerville. Union Square continues to grow as a regional destination and this allocation might need to be increased in the future; however, future visitors are expected to make use of GLX station access as well.
- Time-limited parking exists in Union Square, on Highland Avenue and Somerville Avenue. Time-limited parking supports both residents and businesses.
- 71 on-street metered spaces are located in and around Union Square.
- The predominant regulation in the area is resident permit parking, making up 72% of the subarea inventory which is in alignment with the citywide average.
- Some unrestricted or unclear regulations for curbs exist in the area south of Union Square and east of Webster Avenue which features some transitional light industrial uses.

### Parking Spaces by Regulation

Regulation	Number of Spaces	% of Total Spaces
Resident Permit	2,553	72%
Time-Limited	456	13%
Metered and Timed	71	2%
Private Parking	50	1%
Accessible Parking	24	1%
Unrestricted	164	5%
Loading Zone	66	2%
Bus Stop	114	3%
Pickup/Drop-Off	40	1%
Other	25	1%
Total	3,563	100%

**50%** CURB ALLOCATED TO ON-STREET VEHICLE ACCESS

**47%** BIKE FACILITIES UNPROTECTED AND ADJACENT TO PARKING



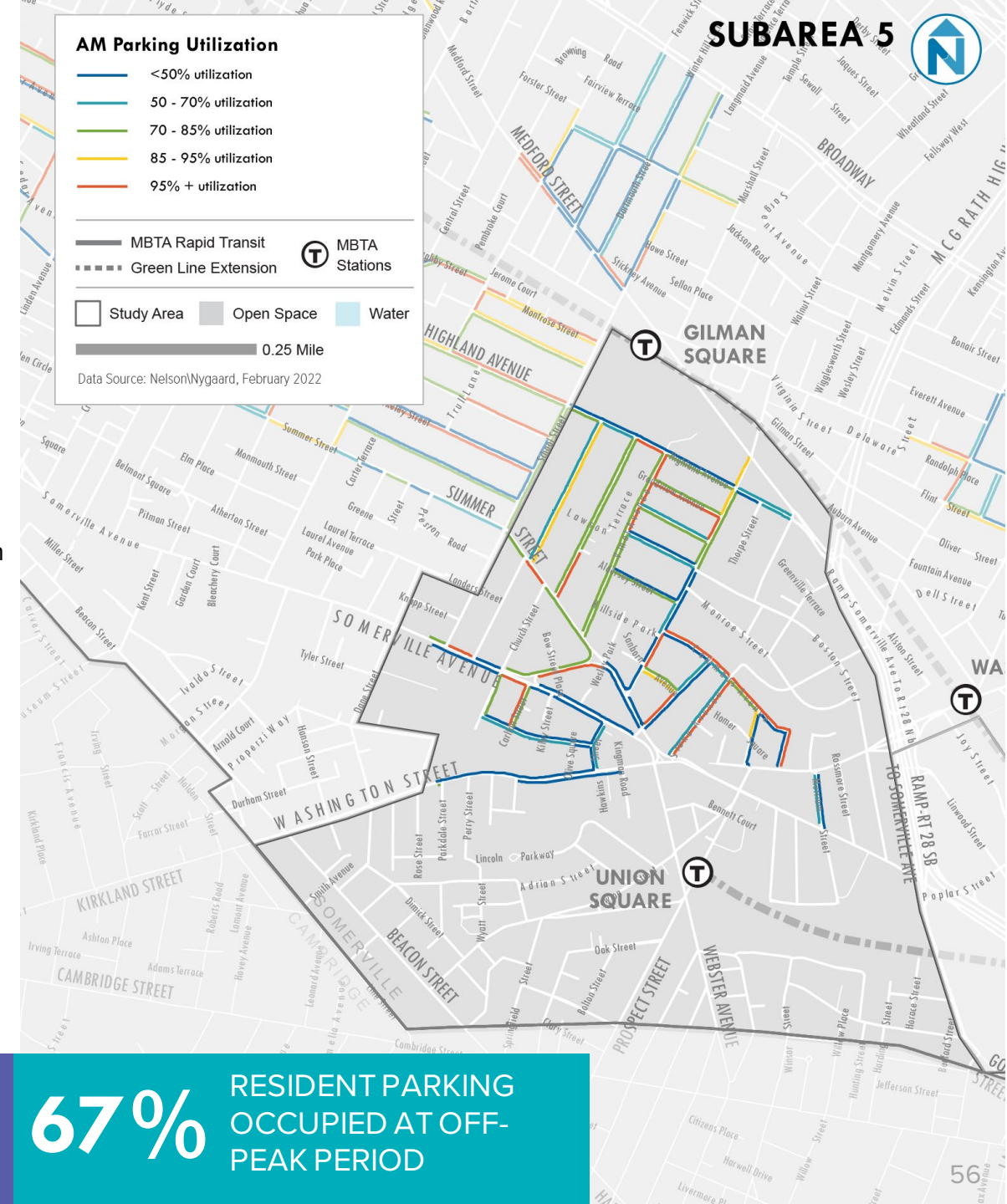
# RESIDENTIAL PARKING UTILIZATION

## Union Square and Boynton Yards

Parking in most of this subarea is residential-oriented but is also heavily impacted by commercial demand generated by Union Square. To assess on-street parking demand from residential uses as well as Union Square commercial uses, residential parking utilization data was collected for a broad area in and around Union Square and Prospect Hill.

Residential utilization data in this subarea was collected during the early morning peak from 5 AM – 7 AM, when residential parking is most full. Daytime parking utilization was collected from 10 AM to 6 PM or 12 PM – 8 PM depending on proximity to evening activity. **Residential utilization data includes blocks that are permit-regulated, time-limited, unrestricted, or private residential parking and excludes metered parking and other regulations.**

On-street residential parking in the observed areas was 70% full during the early morning peak period, above the citywide average. Parking on Highland Avenue was readily available in throughout the area. Parking use in residential areas varied by block but was most full on Summer Street, in the neighborhood between Prospect Hill Park and Union Square, and on the dense streets of Vinal, Putnam, and Prescott. Residents living on these busiest blocks may face challenges parking on-street if they wish to park on their own block. Time-limited parking which supports businesses in Union Square was highly utilized during midday commercial hours, at 77% full, in comparison with permit streets which were only 67% full at midday. This indicates that this regulation is functioning well and, in fact, may be worth transitioning to metered parking if impacts to residential parking can be mitigated. Midday residential parking being 67% full, close to its 70% overnight peak, indicates that commercial visitors may be parking in the area (either legally or illegally) and that residents in this area may be less likely to move their vehicles during the day.



**70%** RESIDENT PARKING  
OCCUPIED AT PEAK  
RESIDENTIAL PERIOD

**77%** TIME-LIMITED PARKING  
OCCUPIED DURING  
COMMERCIAL HOURS

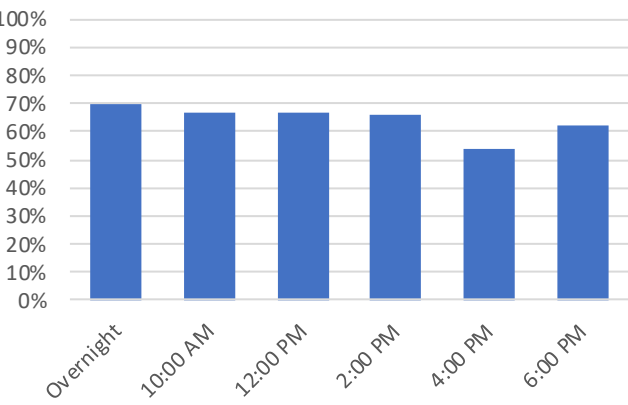
**67%** RESIDENT PARKING  
OCCUPIED AT OFF-  
PEAK PERIOD



# RESIDENTIAL PARKING UTILIZATION

## Union Square and Boynton Yards

Residential Parking Utilization over Time



77%

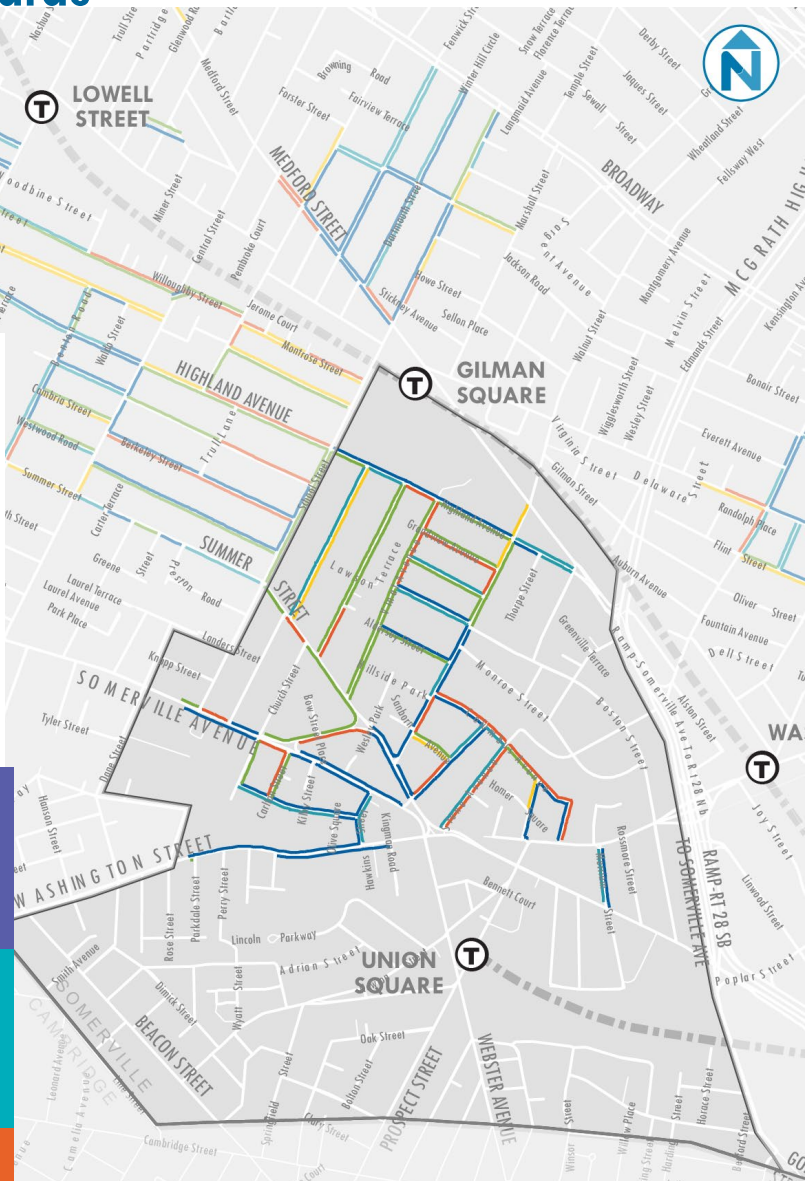
TIME-LIMITED PARKING OCCUPIED DURING COMMERCIAL HOURS

67%

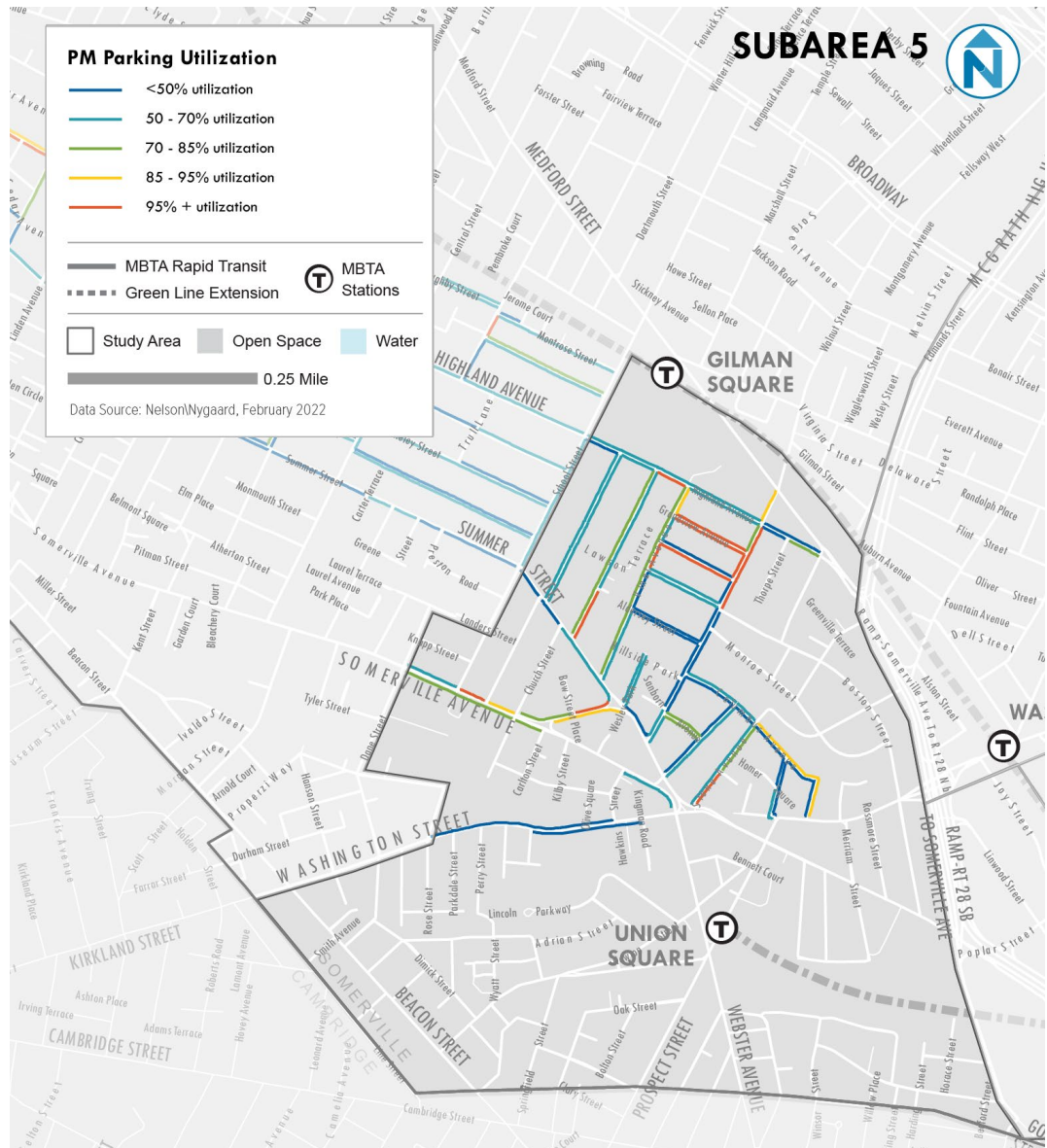
RESIDENT PARKING OCCUPIED AT OFF-PEAK PERIOD

70%

RESIDENT PARKING OCCUPIED AT PEAK RESIDENTIAL PERIOD



Parking Utilization Weekday 5 AM



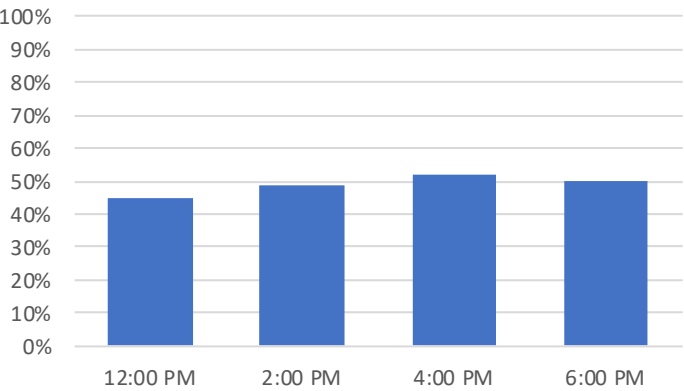
Parking Utilization Weekday 2 PM

# COMMERICAL AND PUBLIC PARKING UTILIZATION

## Union Square and Boynton Yards

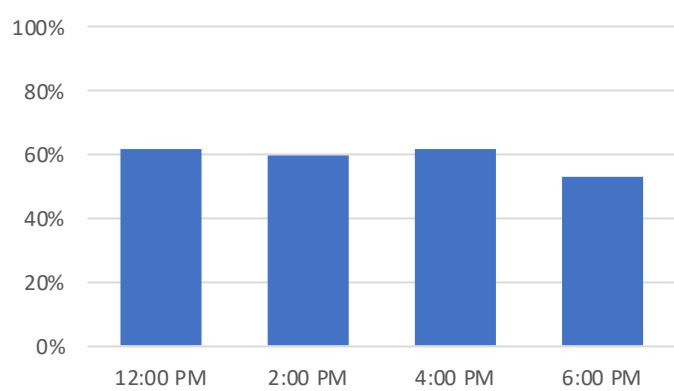
**43%** SPACES AVAILABLE TO THE PUBLIC AT PEAK COMMERCIAL PERIOD

Weekday Commercial Parking Utilization



**62%** SPACES OCCUPIED AT PEAK COMMERCIAL PERIOD

Weekend Commercial Parking Utilization





# PERMIT USAGE

## Davis, Powder House, and Ball Squares

- The ratio of permits to on-street permit spaces in Davis, Powder House, and Ball Squares is the highest for any non-transitional area of Somerville at 3 permits / space. In addition, the area features 24.7 permits / acre, also above average for the city, but not as dense as the permits in East Somerville.
- Permits were densest in the neighborhoods west of Webster Avenue and south of Washington Street.
- Observed residential parking utilization in this area was above average in comparison with other areas of Somerville. The ratio of permits to permit spaces in this subarea is also above average. This indicates that observed residential parking utilization generally reflects expected trends based on registered permits, and that residential parking in this area is more difficult than in other areas of Somerville.

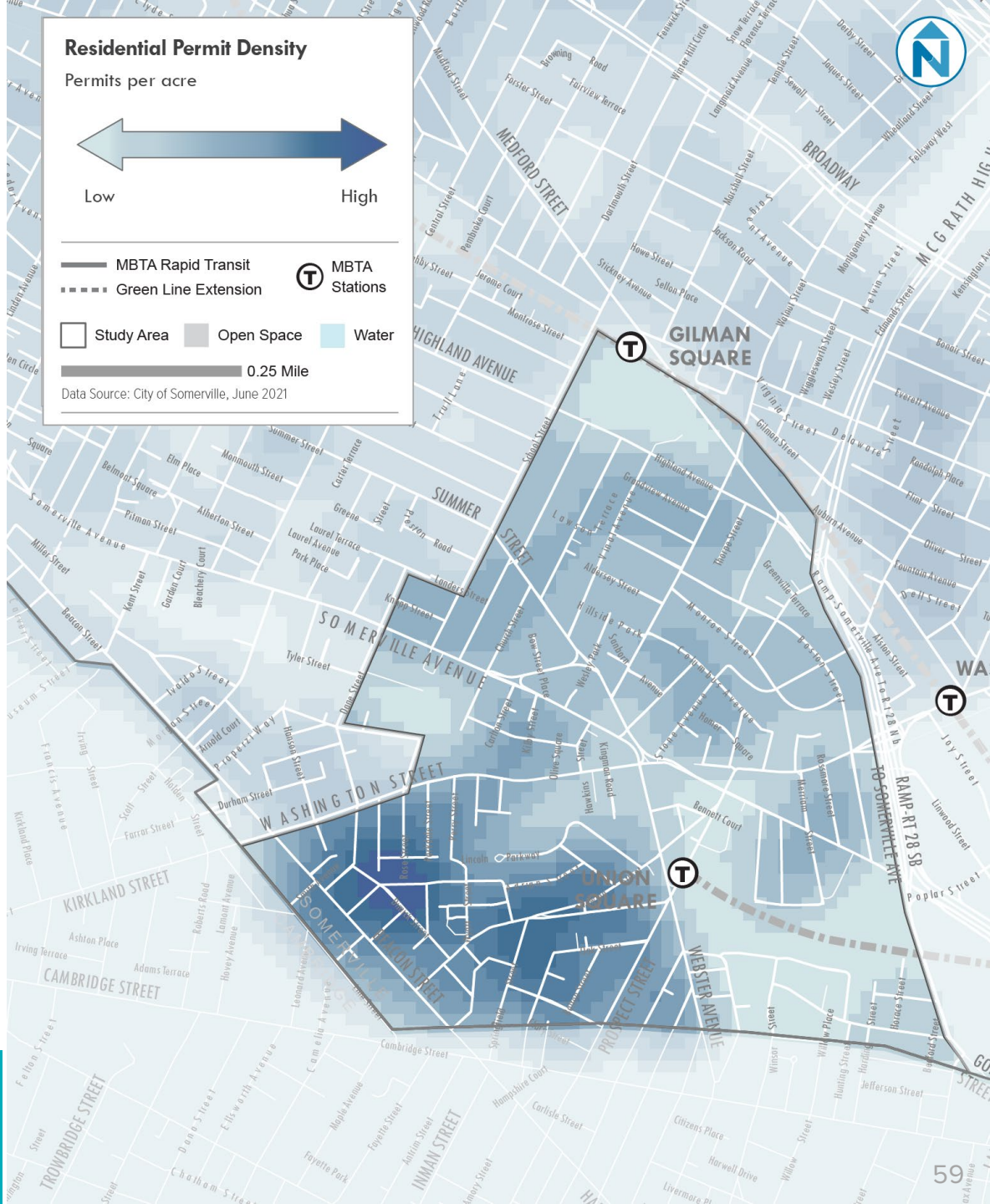
Resident Population	12,323
Number of Resident Permits	8,954
Number of Permit Spaces	2,794
Permits per Acre	24.7
Permits per Household	1.7

3.0

PERMITS PER ON-STREET PERMIT SPACE

28%

VEHICLES WITH PERMITS REGISTERED IN-SUBAREA (ALL DAY)



# PARKING PERSONAS

## Union Square and Boynton Yards

### Homeowner Family

5%

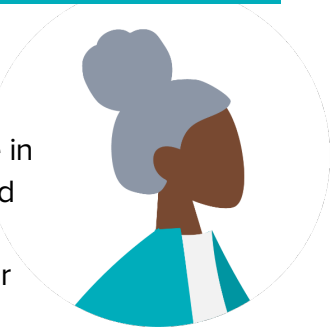
Union Square and Boynton Yards have the highest proportion of renters of any non-transitional area in the city.



### Older Adults

10%

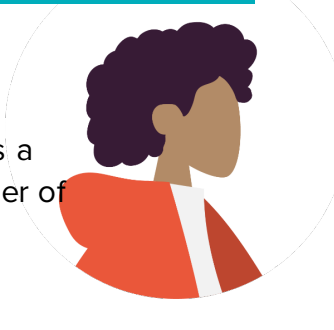
The average age in Union Square and Boynton Yards is about average for Somerville.



### Low Income Family

15%

This area features an average number of low-income households for Somerville.



### Young Professional

15%

This area has a higher proportion of renters than all other subareas except for Assembly Square. Renters are split between professionals and students.



### Student

20%

Union Square is a common neighborhood for university students to live off campus, with a low median age for residents and higher proportion of residents without a vehicle.



### Small Business Employee

10%

This area does feature a large number of small businesses in comparison with other areas in the city.



### Visitor from Greater Boston

20%

Local commercial establishments in Union Square draw many visitors from the region, similar to Davis Square, but less transit access means more arrive by car.



### Low Income Employee

5%

Industrial buildings in Boynton Yards and other local employers employ staff at all income levels, but most employee parking demand in the area is off-street.





6

**East Somerville**



# PARKING INVENTORY

## East Somerville

- 14% of parking is managed to prioritize visitors during commercial hours.
- Time-limited and metered parking is located predominantly along Broadway and Cross Street to support local businesses. Cross Street parking supports residential and commercial parking demand.
- Pick-Up/Drop-off spaces are concentrated alongside Glen Street Park.
- Resident permit parking makes up 74% of the subarea’s parking regulations, which is above the citywide average.
- 69 metered parking spaces are located on Broadway to support local businesses.
- Several areas adjacent to the East Somerville school feature morning and afternoon loading zones for the school which deter residents from parking there overnight.

### Parking Spaces by Regulation

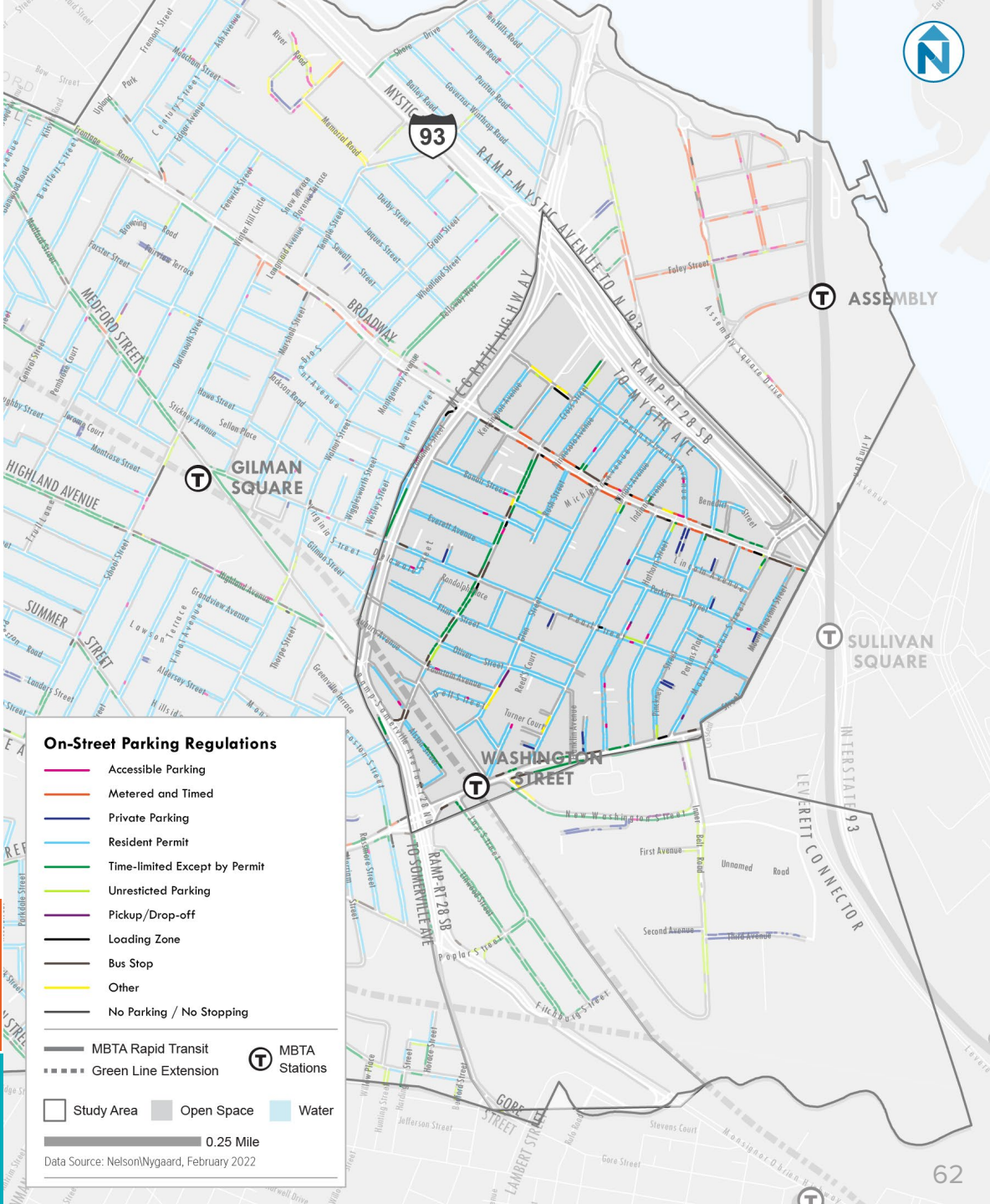
Regulation	Number of Spaces	% of Total Spaces
Resident Permit	2,282	74%
Time-Limited	375	12%
Metered and Timed	69	2%
Private Parking	59	1%
Accessible Parking	26	1%
Unrestricted	67	2%
Loading Zone	30	1%
Bus Stop	120	4%
Pickup/Drop-Off	19	1%
Other	47	2%
Total	3,094	100%

48%

CURB ALLOCATED TO ON-STREET VEHICLE ACCESS

14%

BIKE FACILITIES UNPROTECTED AND ADJACENT TO PARKING



# RESIDENTIAL PARKING UTILIZATION

## East Somerville

East Somerville is a predominantly residential subarea anchored by a commercial corridor along Broadway, East Somerville Community School, Stop and Shop, and Glen Street Park. Parking in most of this subarea is residential-oriented, with parking dedicated along Broadway and Cross Street for commercial and institutional demand.

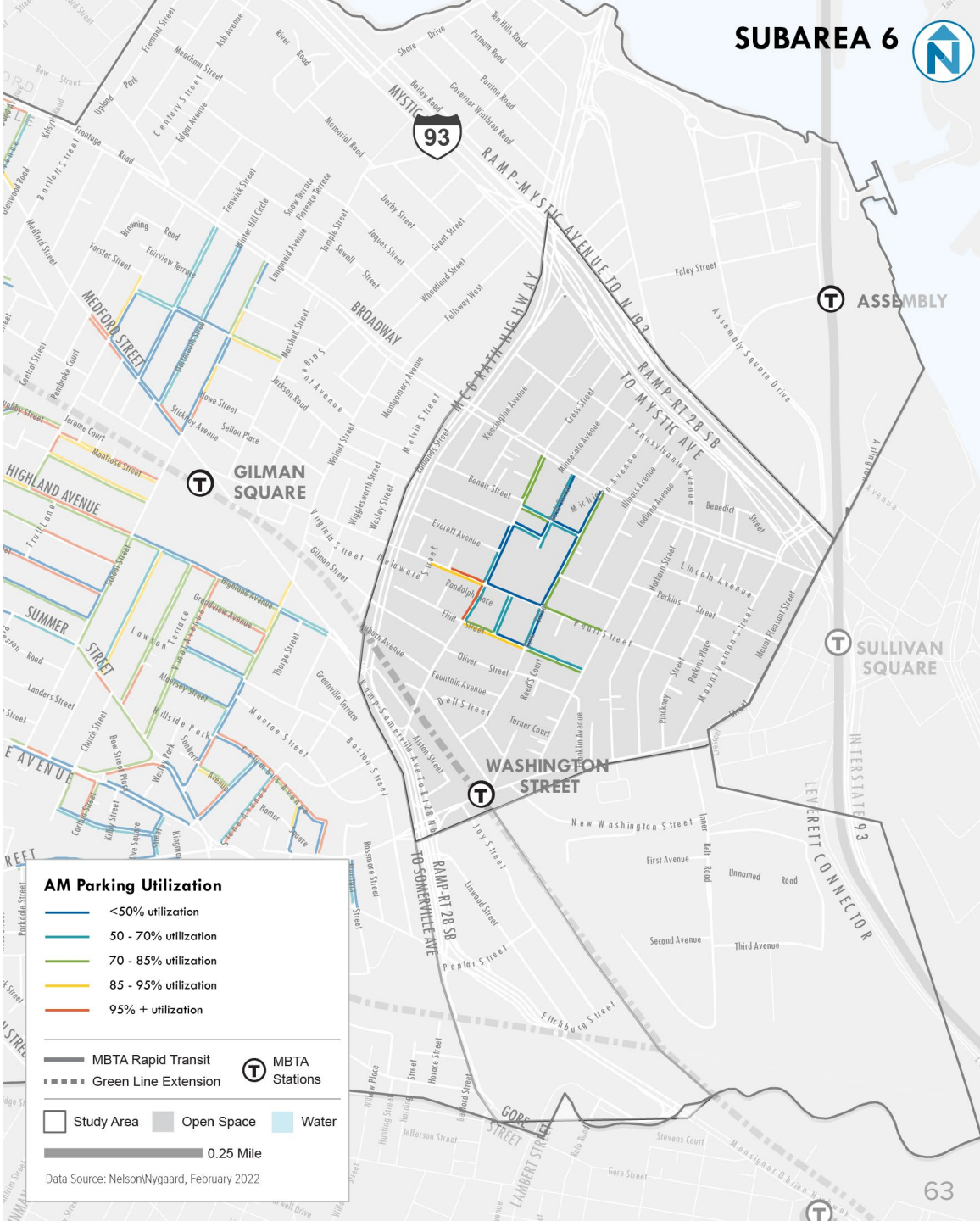
To assess on-street parking demands for residential use as well as impacts from institutional uses, parking utilization data was collected for an area in and around East Somerville Community School.

Residential utilization data in this subarea was collected during the early morning peak from 5 AM – 7 AM, when residential parking is most full. **Residential utilization data includes blocks that are permit-regulated, time-limited, unrestricted, or private residential parking and excludes metered parking and other regulations.**

On-street residential parking in the observed areas was 62% full during the early morning peak period, notably low when compared to the average permits per on street parking space which is one of the highest amongst all subareas. As the lowest utilization rates counted were surrounding the school, it may be possible that residents do not park in these areas as regulations change to loading during the early morning. The highest utilization rates were seen along segments of Pearl Street west of Cross Street. No data was collected during mid day. It is likely that the blocks adjacent to the school do not represent typical residential parking patterns in East Somerville and that the true average residential parking occupancy throughout the district is substantially higher.

62%

RESIDENT PARKING  
OCCUPIED AT PEAK  
RESIDENTIAL PERIOD

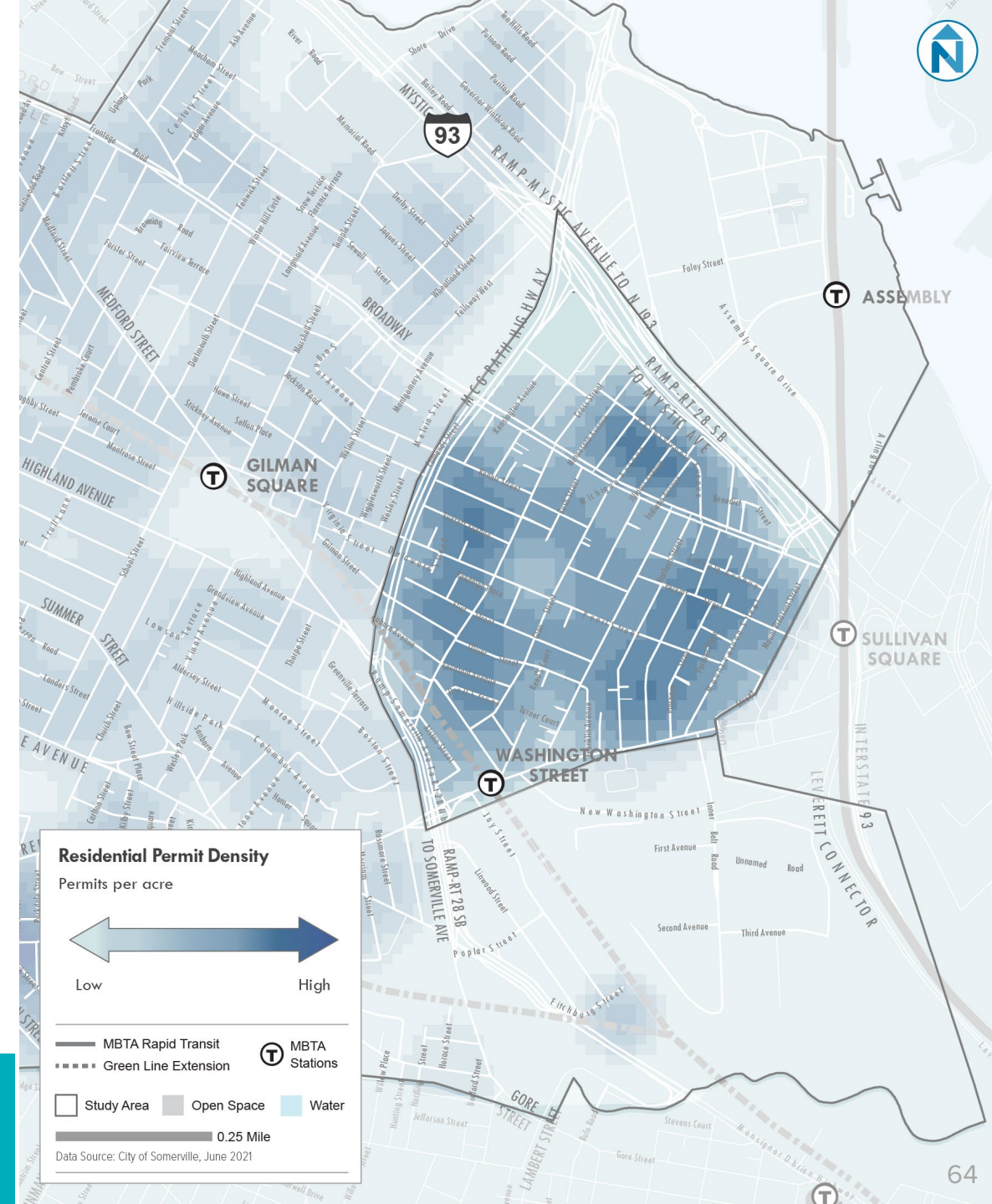




# PERMIT USAGE

## East Somerville

- The ratio of permits to on-street permit spaces in this subarea is the second highest in Somerville at 2.7 permits per on-street permit space. This means that residential parking in this area should be less consistently available than in most other parts of the city. However, the observed utilization in the neighborhood is 62%, which is one of the lowest in the city. This may be due to the sampling area located adjacent to a school with changing regulations. It is also observed on the map that the sampling area has a lower permit density than among other areas of the neighborhood.
- Permit density appears to be evenly distributed across residential areas in East Somerville outside of key commercial, institutional, and recreational anchors.
- The Washington Street and Gilman Square transit areas will place restrictions on new residential permits once the Green Line Extension opens. Given the relatively high permits per parking space and relatively high and even use across the neighborhood, parking regulations may need to be adjusted to accommodate for changes in parking demand over time.
- The high proportion of low-income households and dense housing in East Somerville indicates that many residents may be reliant on on-street parking and may also require vehicle access to reach their jobs. Changes to permit policy should be carefully considered to ensure that these residents still have fair and equitable access to mobility resources which they require.



2.7

PERMITS PER ON-STREET PERMIT SPACE

62%

VEHICLES WITH PERMITS REGISTERED IN-Subarea (ALL DAY)



# PARKING PERSONAS

## East Somerville

### Homeowner Family

20%

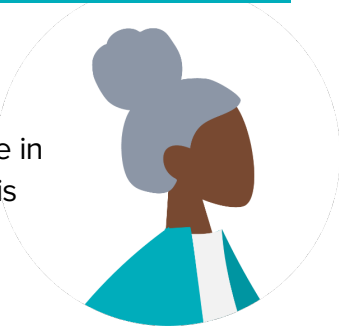
East Somerville has a slightly higher proportion of homeowners than other areas of the city.



### Older Adults

20%

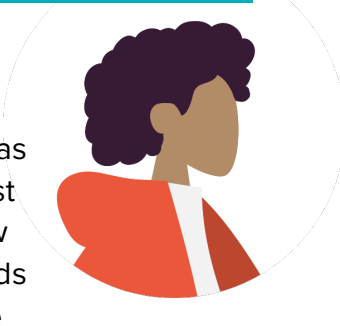
The average age in East Somerville is higher than the average for Somerville.



### Low Income Family

25%

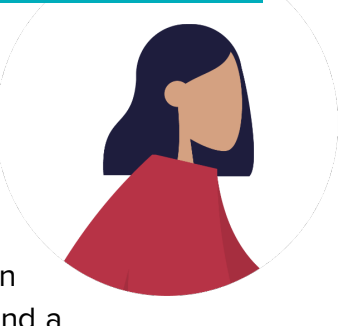
East Somerville has among the highest percentage of low income households in the city and the smallest percentage of high income residents.



### Young Professional

10%

This area has a slightly higher percentage of homeowners than other subareas and a higher percentage of households with a vehicle.



### Student

5%

Further from the region's universities and without direct connections, East Somerville attracts fewer students as renters.



### Small Business Employee

5%

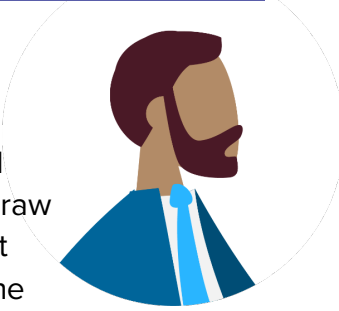
Predominantly residential except for Broadway and Washington Street, this area does not feature a large number of small businesses in comparison with other subareas in the city.



### Visitor from Greater Boston

5%

Local commercial establishments draw some visitors, but not as many as the biggest commercial districts in Somerville.



### Low Income Employee

10%

Local employers employ staff at all income levels, but most employee parking demand in the area is off-street.





**Special Subareas – Assembly  
Square, Inner Belt, Brickbottom**

# PARKING INVENTORY

## Assembly Square

- 70% of parking in Assembly Square is managed to prioritize visitors during commercial hours, a much higher allocation of commercial parking than any other area of Somerville.
- Residents generally park off-street with on-street parking supporting area businesses.
- The 225 metered parking spaces represent the greatest concentration of metered parking anywhere in the city.
- No permit on-street parking is provided for residents, as most residents park off-street.
- A substantial amount of unrestricted parking exists on Middlesex Avenue behind the major retailers.
- Only 26% of curb space is allocated to on-street vehicle access, much less than in other areas of Somerville. Most curb space in Assembly square is used for travel lanes and/or bike lanes.

### Parking Spaces by Regulation

Regulation	Number of Spaces	% of Total Spaces
Resident Permit	0	0%
Time-Limited	39	10%
Metered and Timed	225	60%
Private Parking	17	5%
Accessible Parking	13	3%
Unrestricted	49	13%
Loading Zone	4	1%
Bus Stop	17	5%
Pickup/Drop-Off	8	2%
Other	0	0%
Total	372	100%

20%

BIKE FACILITIES  
UNPROTECTED AND  
ADJACENT TO PARKING

26%

CURB ALLOCATED TO  
ON-STREET VEHICLE  
ACCESS





# PARKING PERSONAS

## Assembly Square

### Homeowner Family

5%

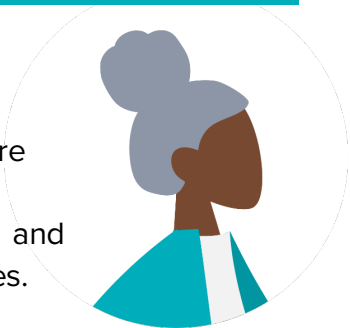
Assembly Square is currently comprised almost entirely of renters.



### Older Adults

5%

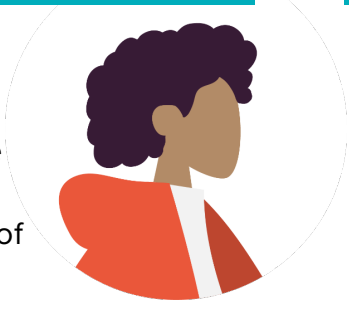
Assembly Square features many younger renters and few older families.



### Low Income Family

5%

Assembly Square features a below average number of low-income households for Somerville.



### Young Professional

30%

This area has the highest percentage of renters of any area in the city, most of whom are professionals rather than students.



### Student

5%

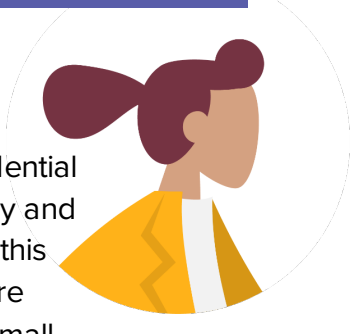
Further from the region's universities and without direct connections, Assembly Square does not cater to students.



### Small Business Employee

5%

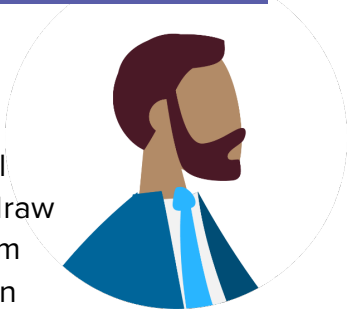
Predominantly residential except for Broadway and Washington Street, this area does not feature a large number of small businesses in comparison with other subareas in the city.



### Visitor from Greater Boston

40%

Local commercial establishments draw many visitors from around the region by both car and transit.



### Low Income Employee

5%

Local employers employ staff at all income levels, but most employee parking demand in the area is off-street.



# PARKING INVENTORY

## Brickbottom and Inner Belt

- 57% of parking in these highly transitional areas is time-limited. Dedicated permit-only spaces are not in place. Time-limited parking supports access to commercial and industrial activity but prevents long-term, unregulated car storage that may be undesirable.
- 20% of parking is private for specific businesses.
- No permit on-street parking is available for residents, as most residents park off-street.
- 21% of parking is unrestricted and is concentrated along Inner Belt Road.
- Only 40% of curb space is allocated to on-street vehicle access, an amount much lower than other areas of Somerville. Most curb space in this area is used for travel lanes or is marked as “no parking.”

### Parking Spaces by Regulation

Regulation	Number of Spaces	% of Total Spaces
Resident Permit	0	0%
Time-Limited	240	57%
Metered and Timed	0	0%
Private Parking	85	20%
Accessible Parking	3	1%
Unrestricted	90	21%
Loading Zone	0	0%
Bus Stop	3	1%
Pickup/Drop-Off	0	0%
Other	0	0%
Total	421	100%

26%

BIKE FACILITIES UNPROTECTED AND ADJACENT TO PARKING

40%

CURB ALLOCATED TO ON-STREET VEHICLE ACCESS



# PARKING PERSONAS

## Brickbottom and Inner Belt

### Homeowner Family

10%

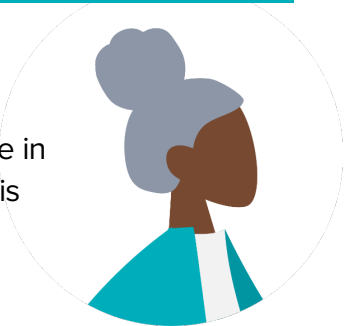
East Somerville has a slightly higher proportion of homeowners than other areas of the city.



### Older Adults

15%

The average age in East Somerville is higher than the average for Somerville.



### Low Income Family

15%

East Somerville has among the highest percentage of low income households in the city and the smallest percentage of high income residents.



### Young Professional

5%

This area has a slightly higher percentage of homeowners than other subareas and higher percentage of households with a vehicle.



### Student

5%

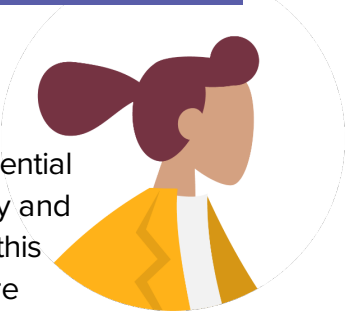
Further from the region's universities and without direct connections, East Somerville attracts fewer students as renters.



### Small Business Employee

10%

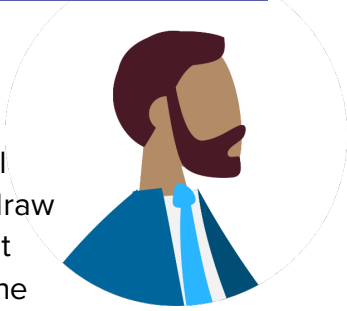
Predominantly residential except for Broadway and Washington Street, this area does not feature a large number of small businesses in comparison with other subareas in the city.



### Visitor from Greater Boston

5%

Local commercial establishments draw some visitors, but not as many as the biggest commercial districts in Somerville.



### Low Income Employee

35%

Local employers employ staff at all income levels, but most employee parking demand in the area is off-street.

