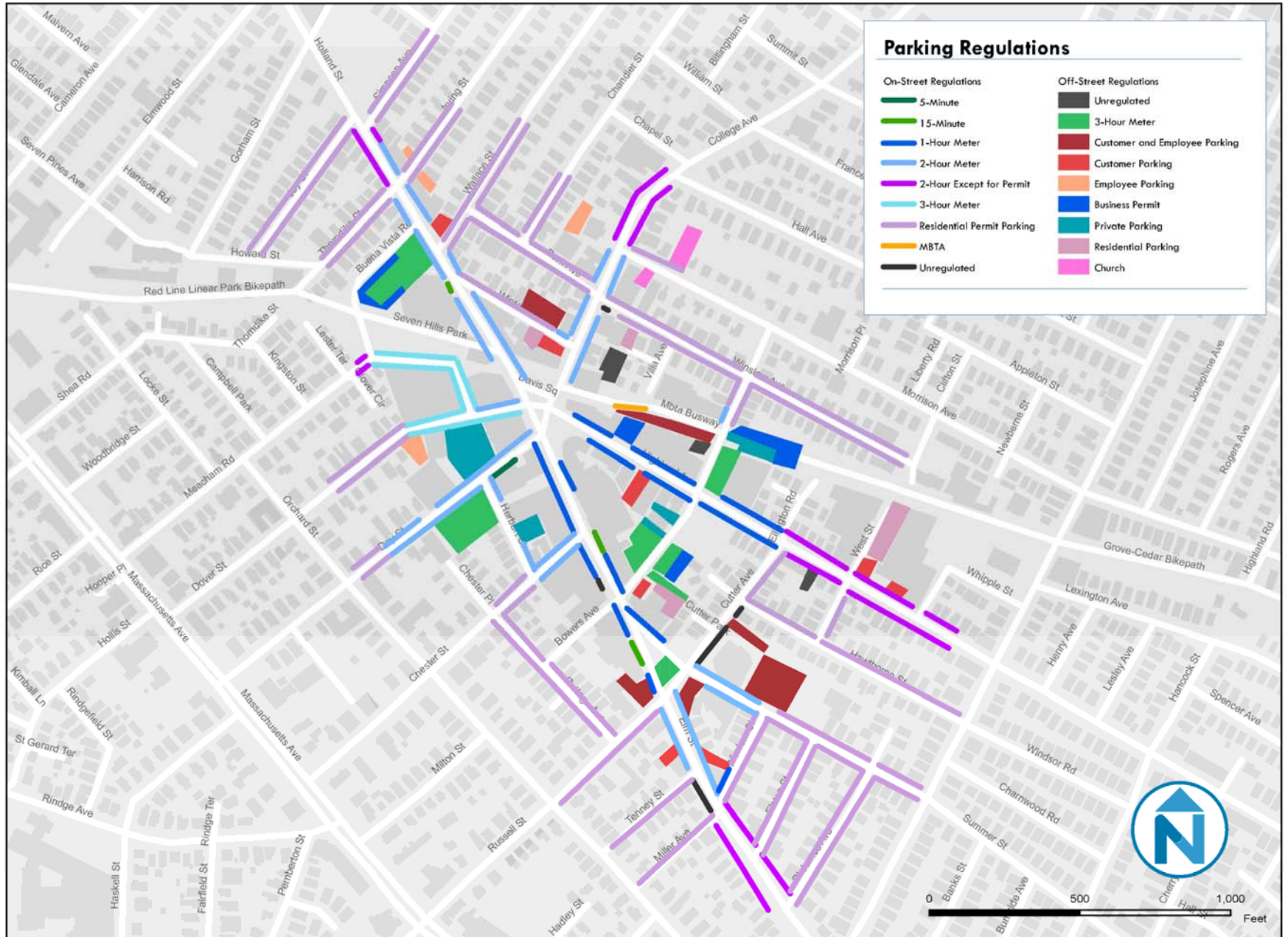
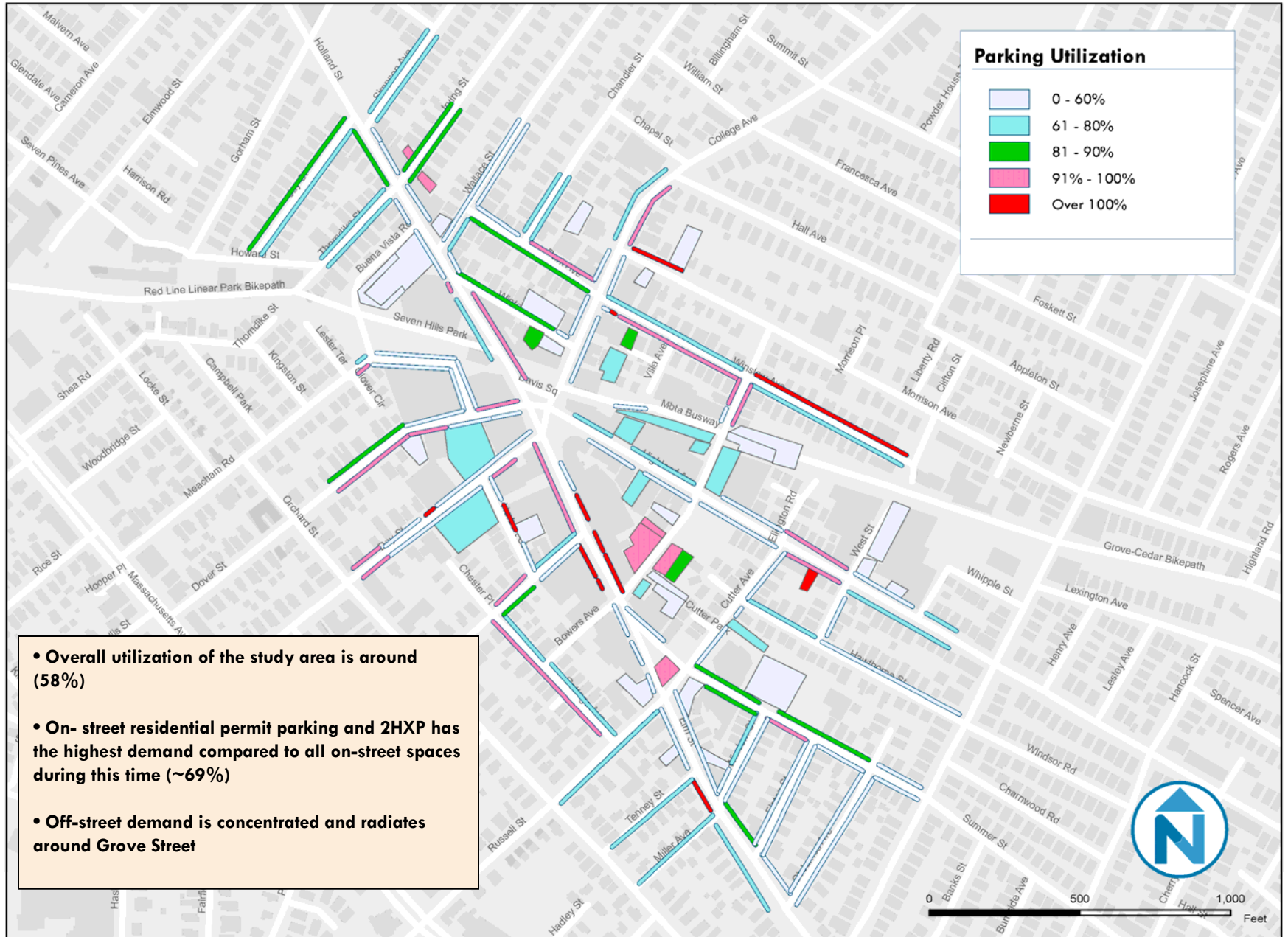


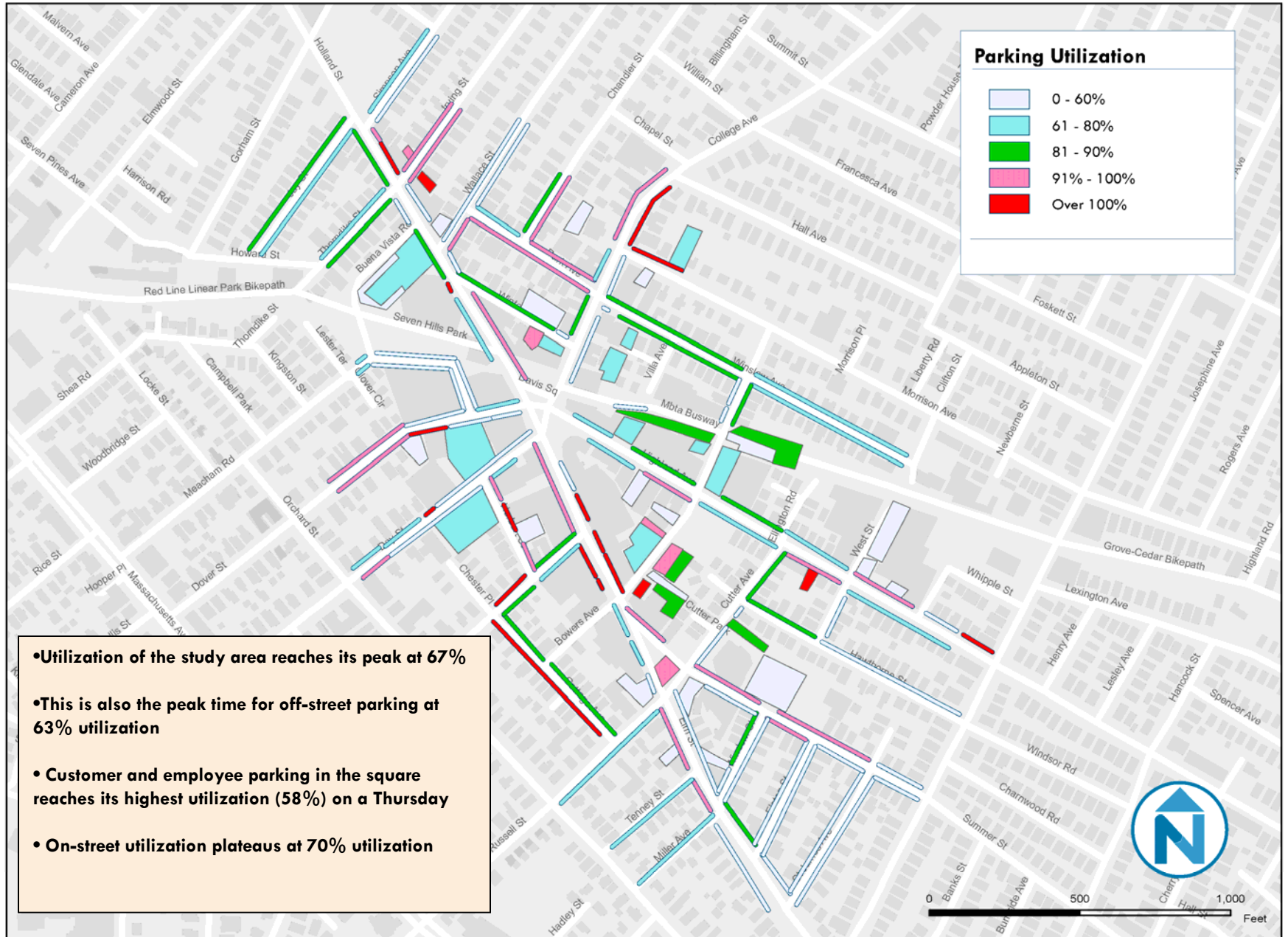
DAVIS SQUARE PARKING REGULATIONS



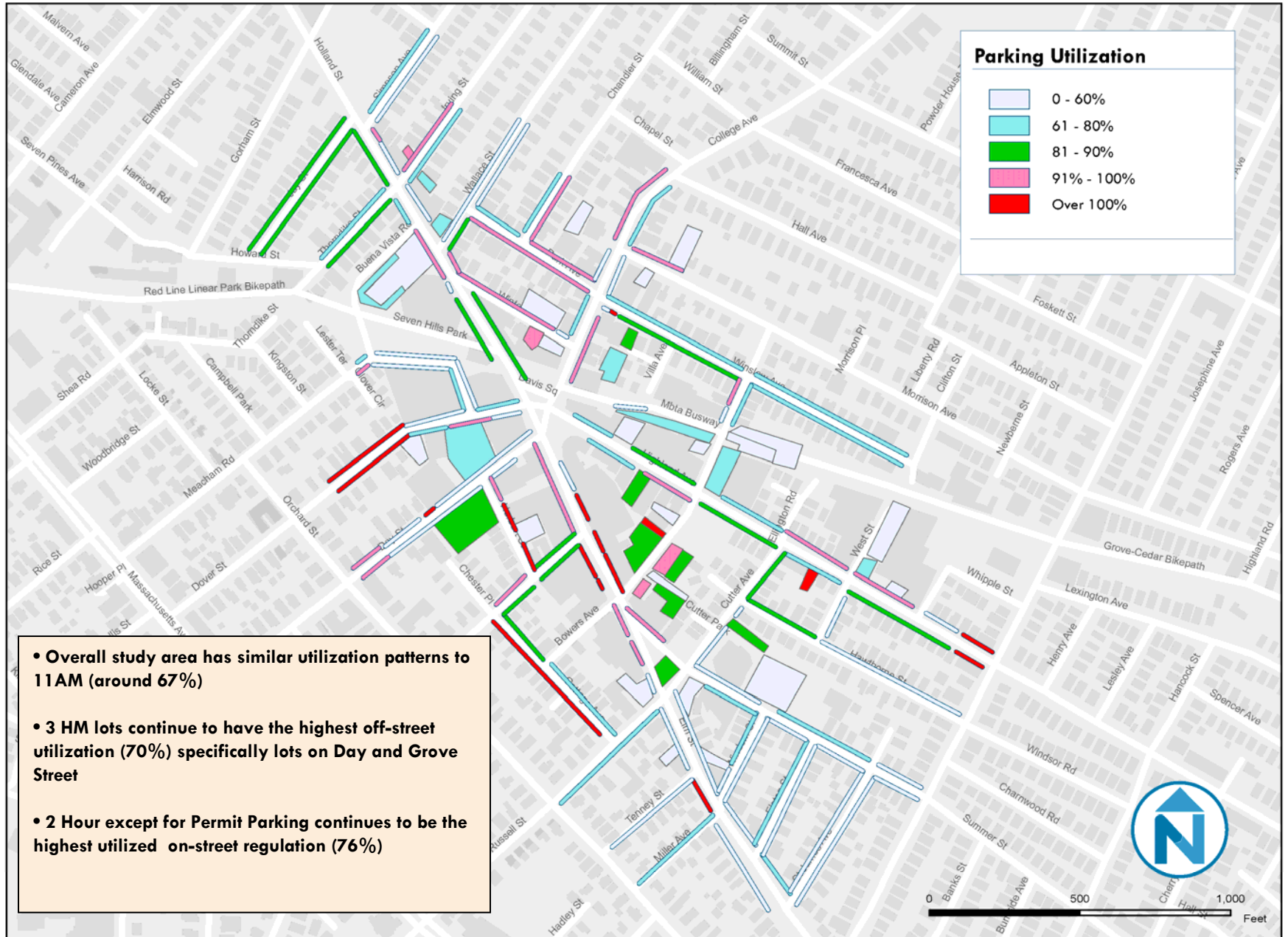
DAVIS SQUARE PARKING UTILIZATION THURSDAY 8:00AM



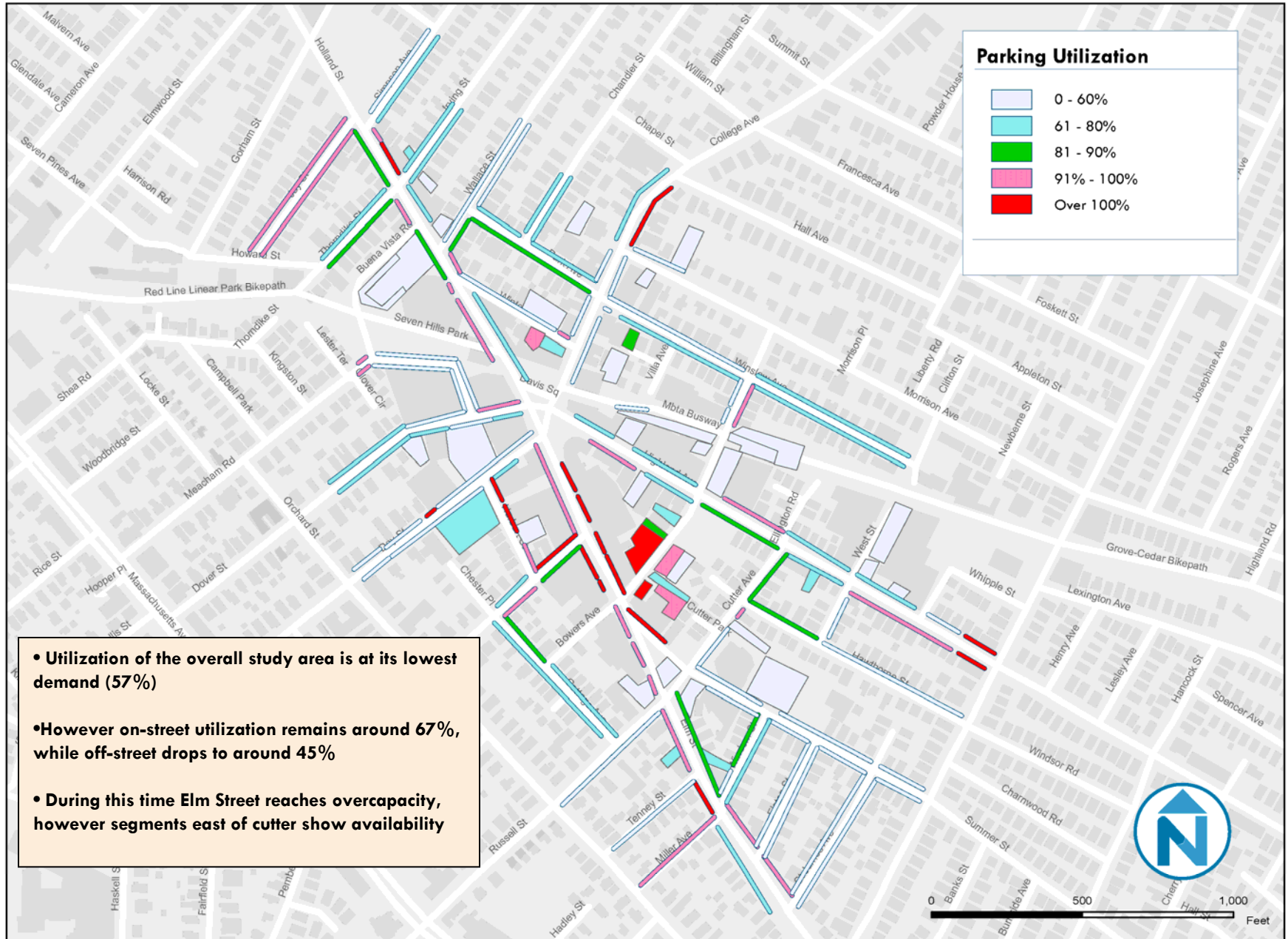
DAVIS SQUARE PARKING UTILIZATION THURSDAY 11:00AM



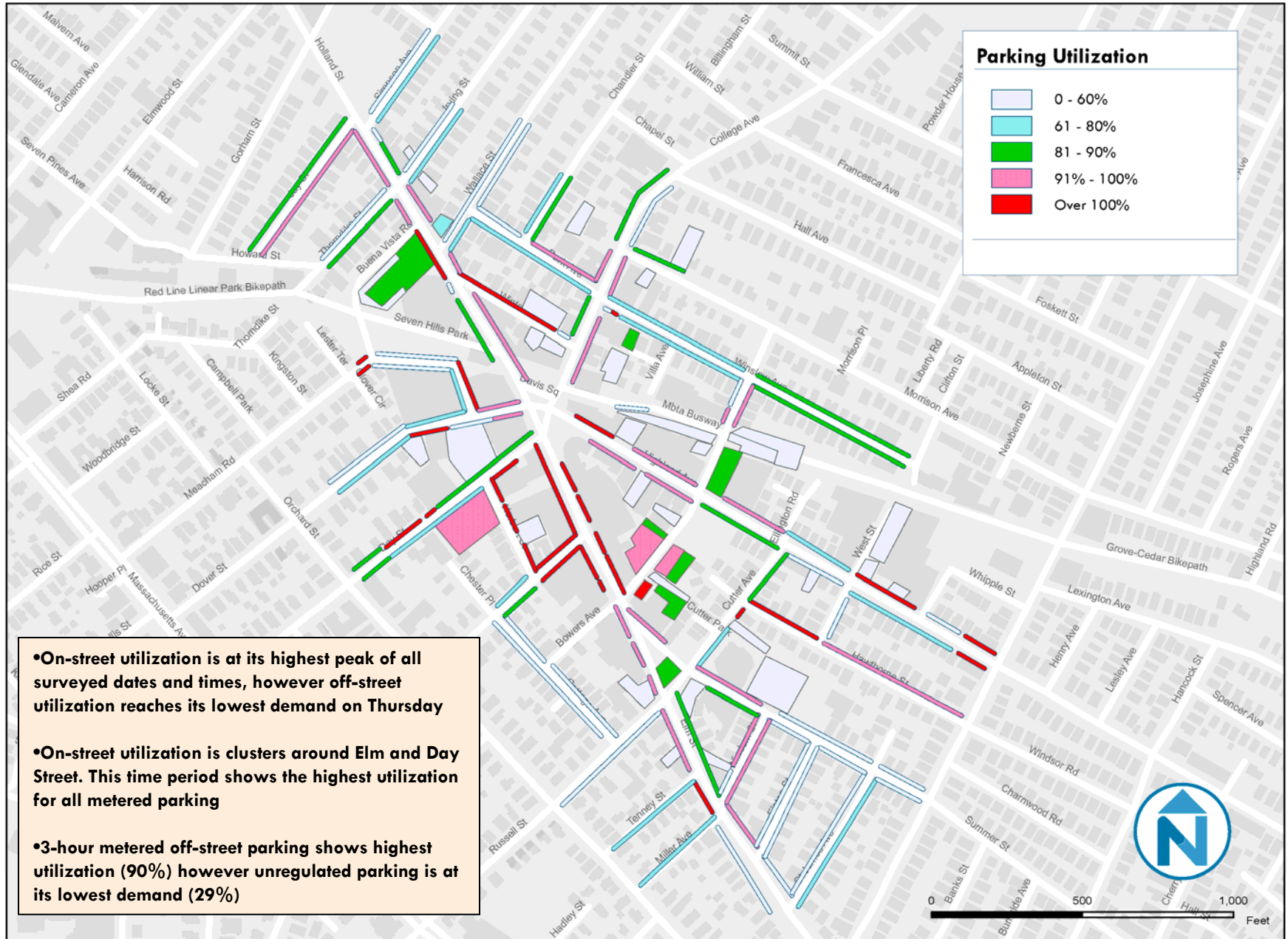
DAVIS SQUARE PARKING UTILIZATION THURSDAY 2:00PM



DAVIS SQUARE PARKING UTILIZATION THURSDAY 5:00PM



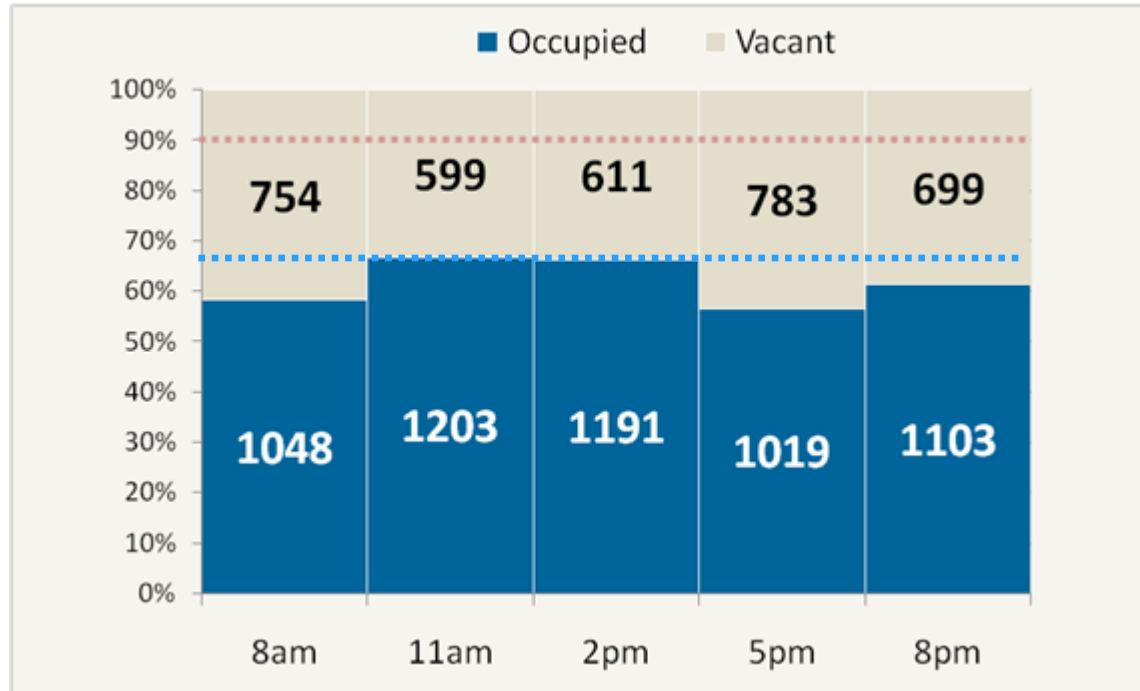
DAVIS SQUARE PARKING UTILIZATION THURSDAY 8:00PM



DAVIS SQUARE PARKING UTILIZATION THURSDAY DAILY AVERAGE



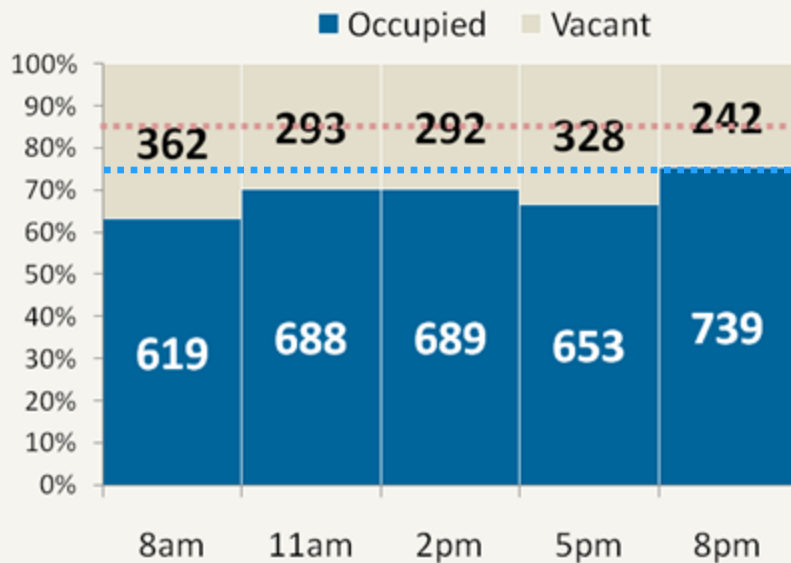
Thursday- All Spaces



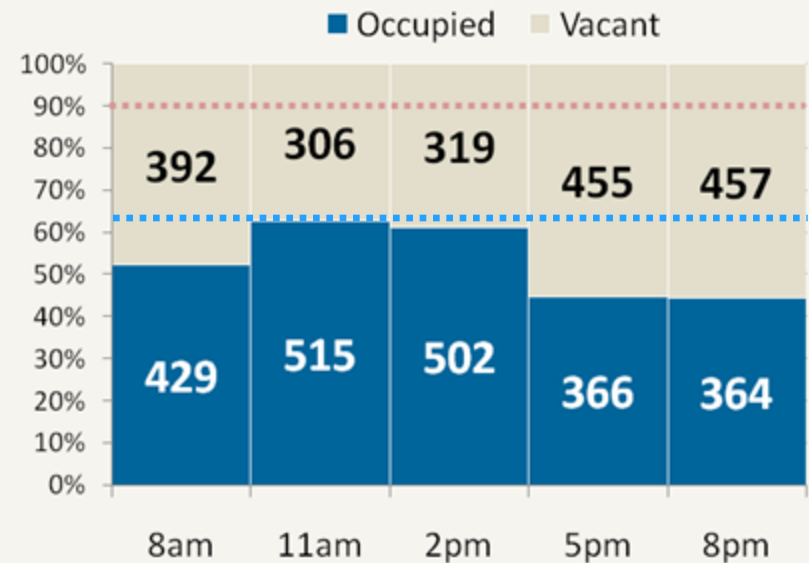
- Spaces in Davis Square are well utilized throughout the weekday, however there is still spare capacity available
- Utilization peaks at lunch time and slightly during the evening hour

Thursday- On- and Off-Street Spaces

On-Street



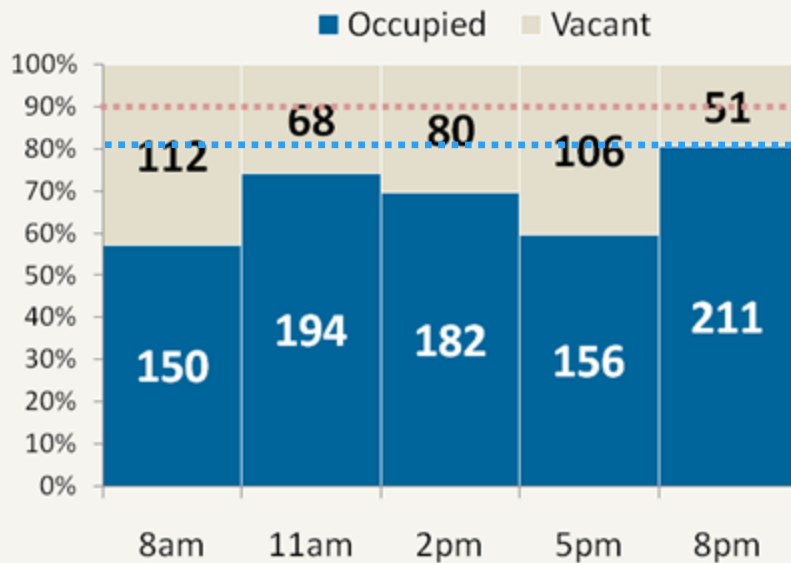
Off-Street



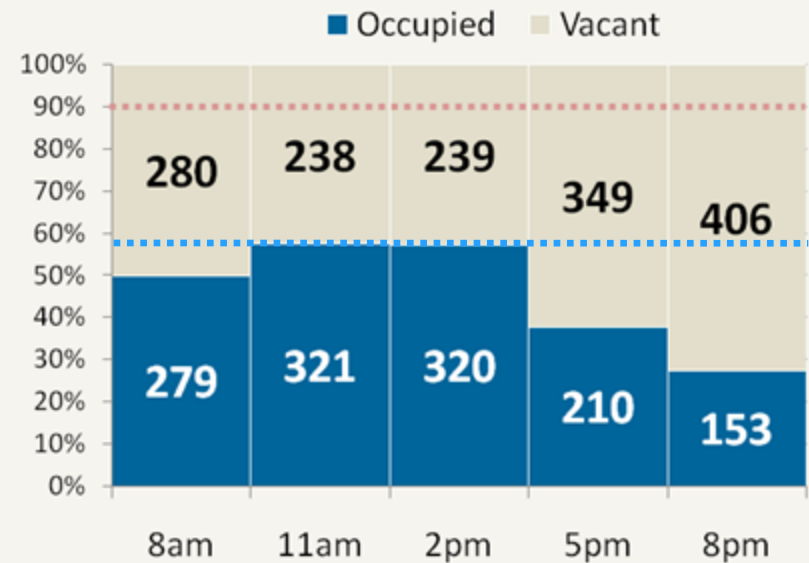
- On-street demand is consistent throughout the course of a weekday, with a peak utilization during dinner time
- Off-street demand peaks during the afternoon lunch period, and does not reach over 63% utilization

Thursday- Off-Street Public vs Private

Off-Street Public



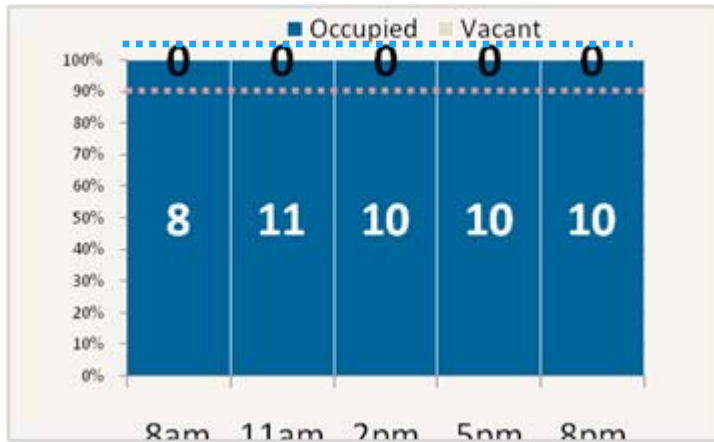
Off-Street Private



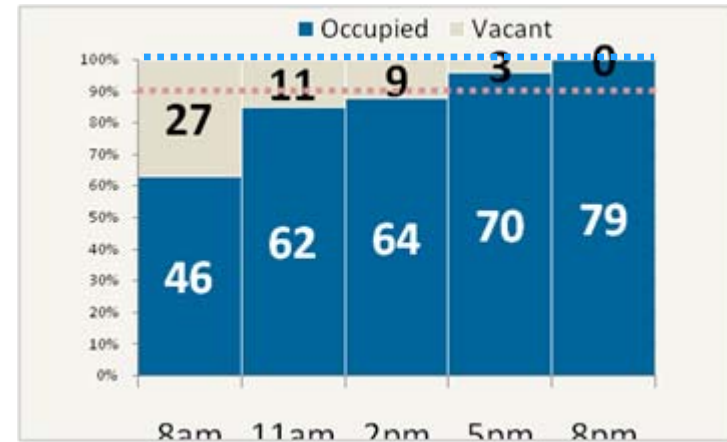
- Demand for public parking responds to the afternoon and evening demand, however there is still spare capacity even during the peak evening hours
- Demand for private parking never exceeds 57%, with the lowest demand during the highest public off-street peak demand

Thursday On-Street Short Term Parking

15- Minute



1-Hour Meter

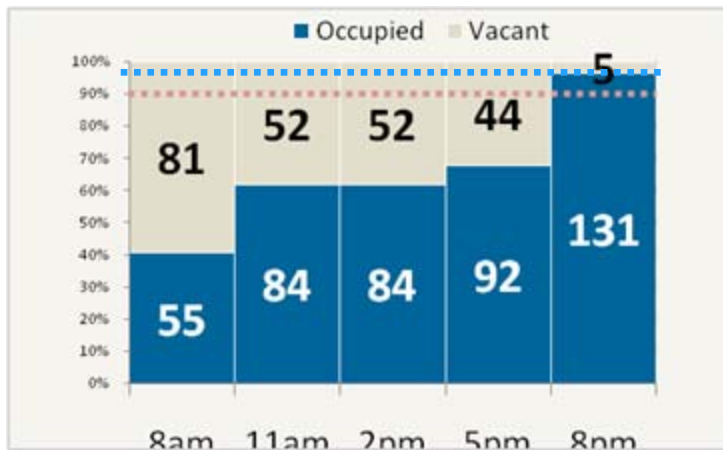


• 8PM shows the highest utilization for public short term parking

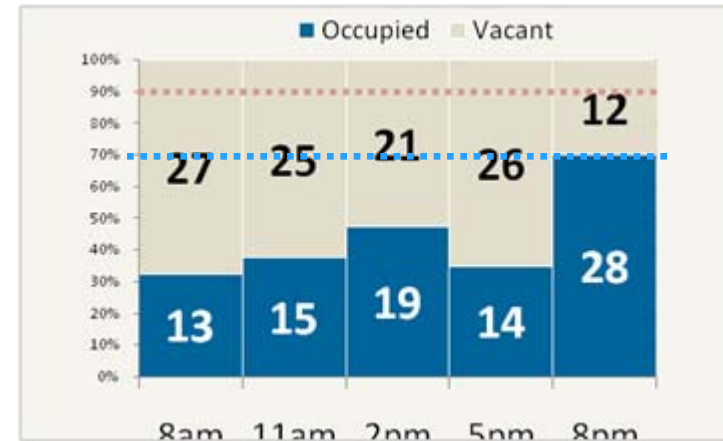
• 15 minute parking continues to exceed capacity throughout the course of the weekday

• 3-Hour Metered shows lowest demand at 5PM, while other regulations continue to increase in demand

2-Hour Meter

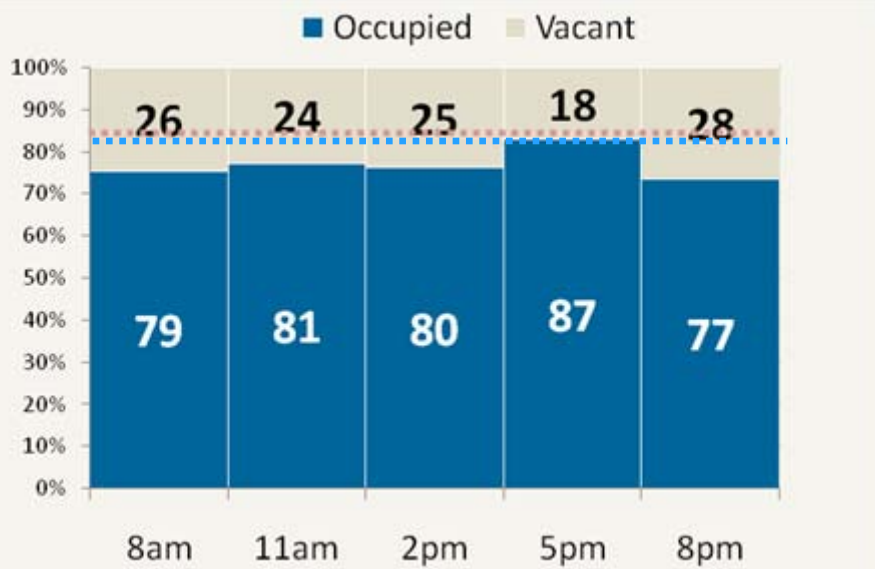


3-Hour Meter

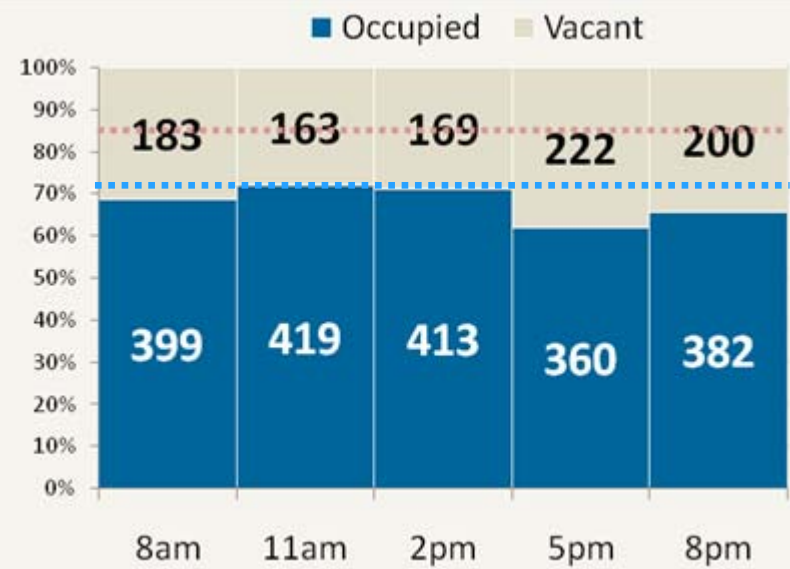


Thursday- On-Street Permit Parking

2 Hour Except for Permit



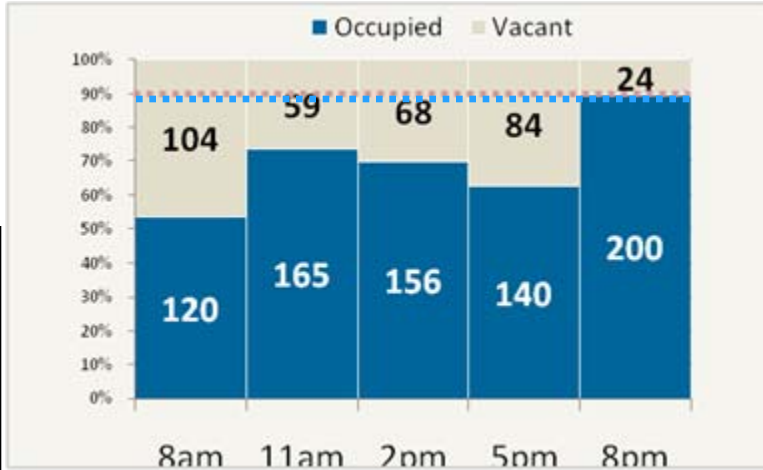
Permit Parking



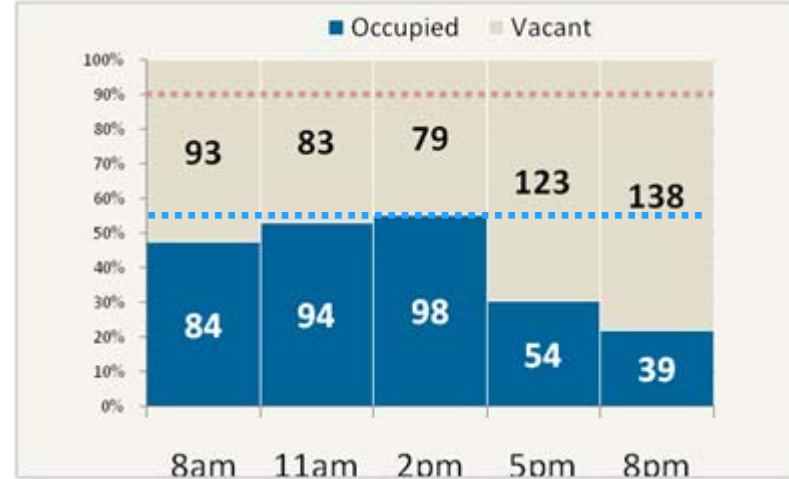
- Permit parking is consistently utilized throughout the day

Thursday Off-Street

3 Hour Meter



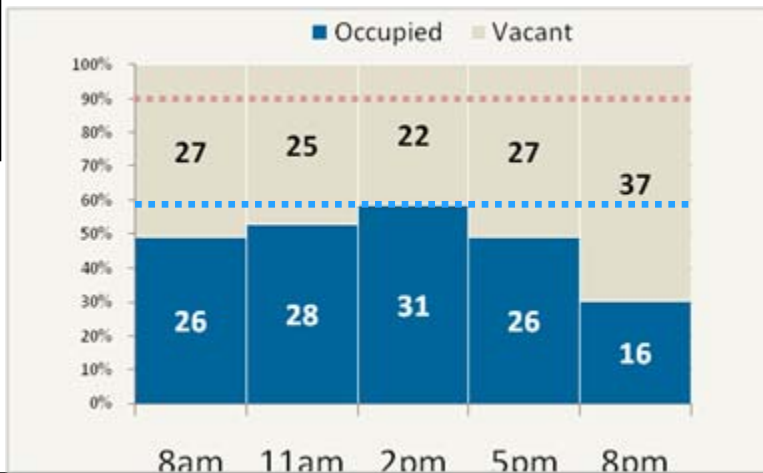
Customer and Employee Parking



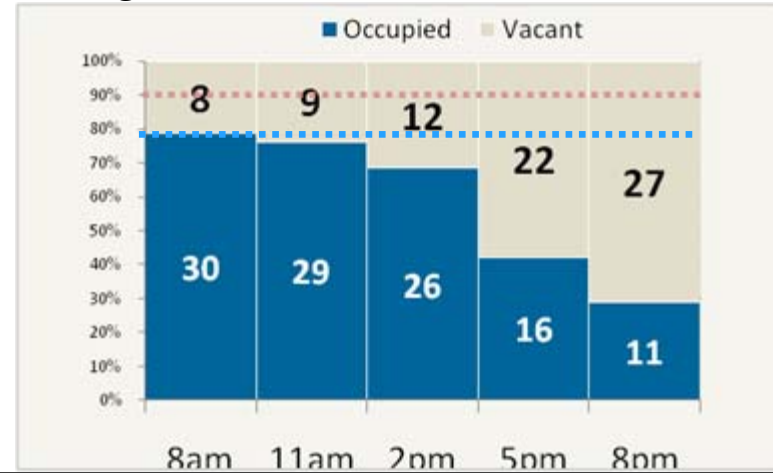
• Unregulated decrease in demand throughout the day (observations indicate that this may be because the lots isolated locations from core centers of activity)

• Private off-street parking is well utilized until 2PM, when utilization drops significantly into the evening hours

Residential Permit

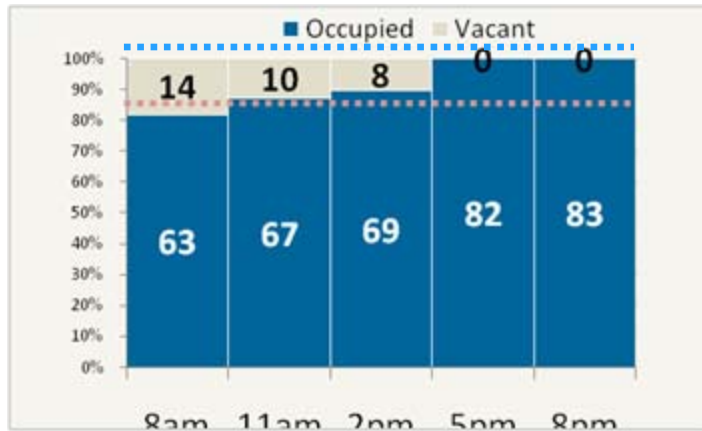


Unregulated



Major Streets

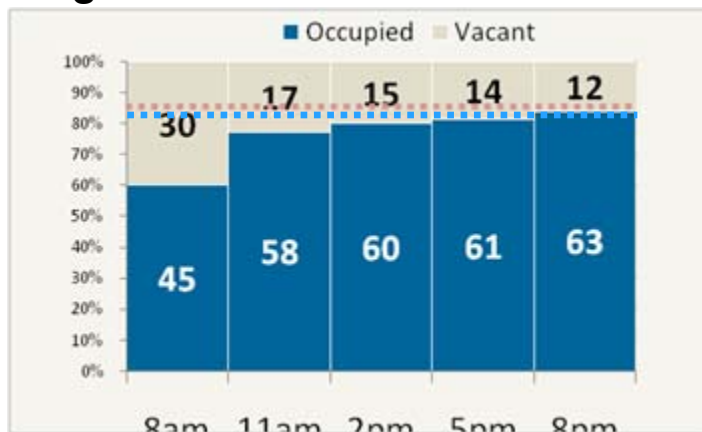
Elm Street



Holland Street



Highland Avenue



College Avenue

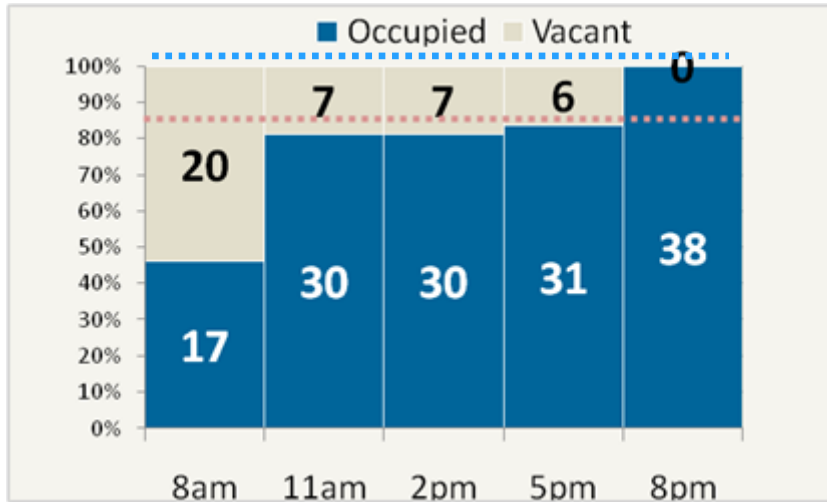


- All major streets reach ideal capacity during the evening hours, with the exception of College Ave at 5PM

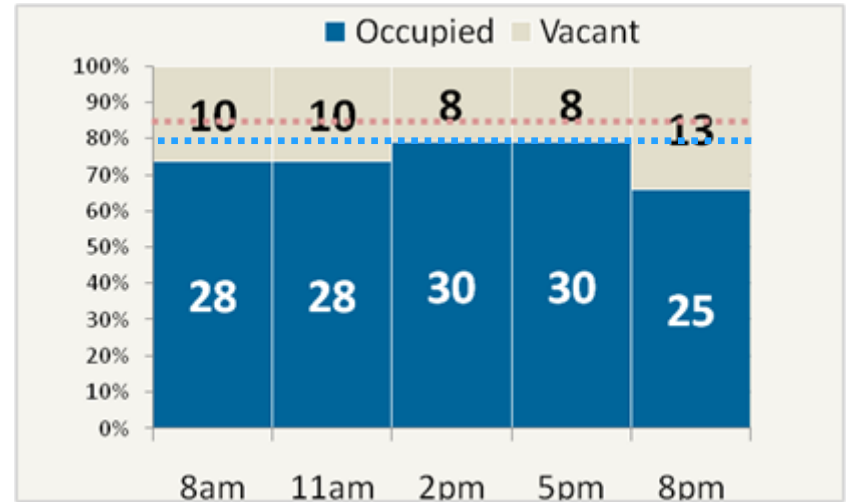
- Elm Street exceeds capacity during the evening hours

Focus Areas: Highland Avenue

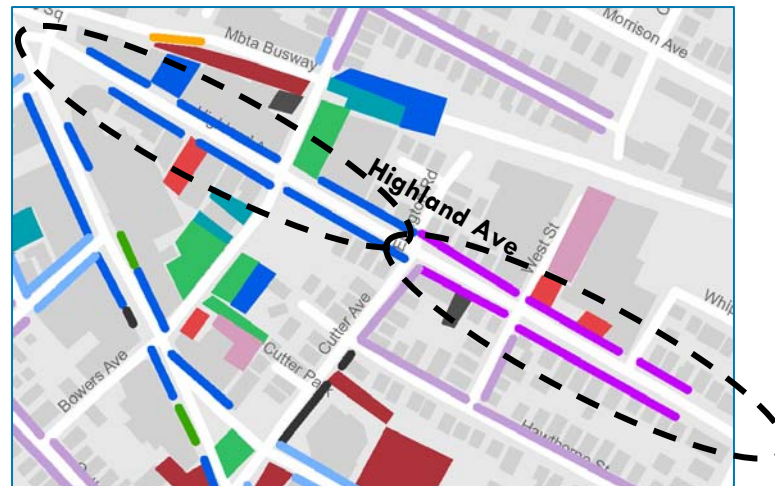
East of Cutter Avenue



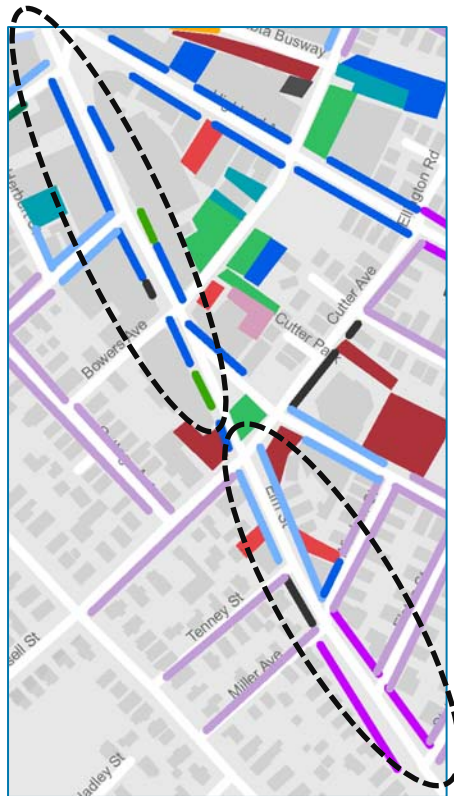
West of Cutter Avenue



- The western segment shows more consistent utilization throughout the day (2-hour or PP)
- The eastern segment (1 hr meter parking) has a higher demand during the peak evening hour

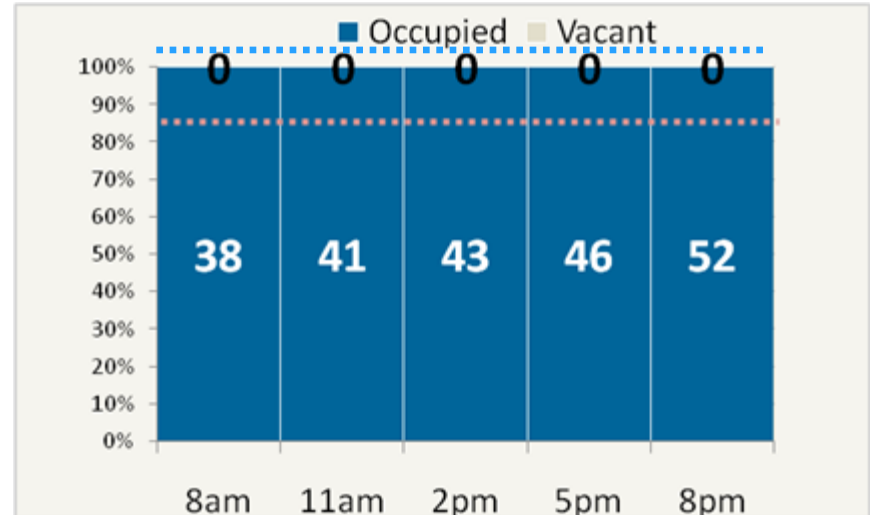


Focus Areas: Elm Street

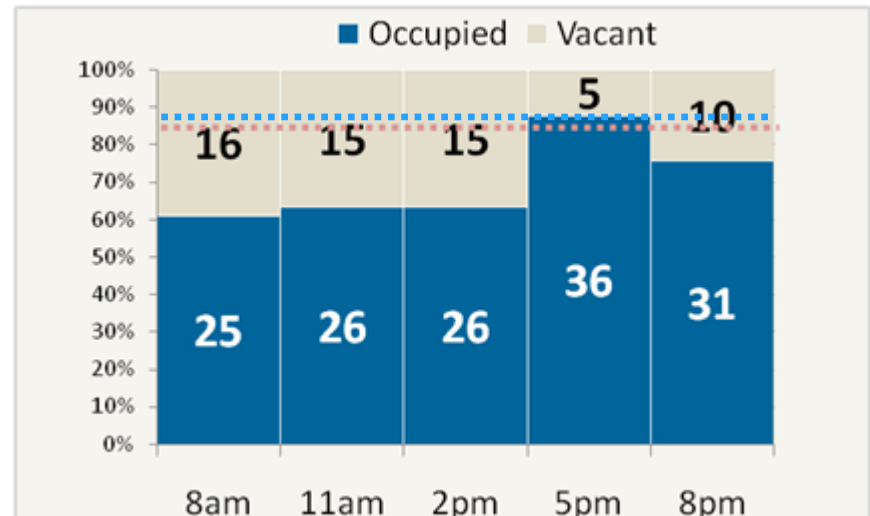


- Demand north of Cutter is overcapacity throughout the day due to proximity to shops and restaurants
- However, south of Cutter, there is spare capacity during these same time periods

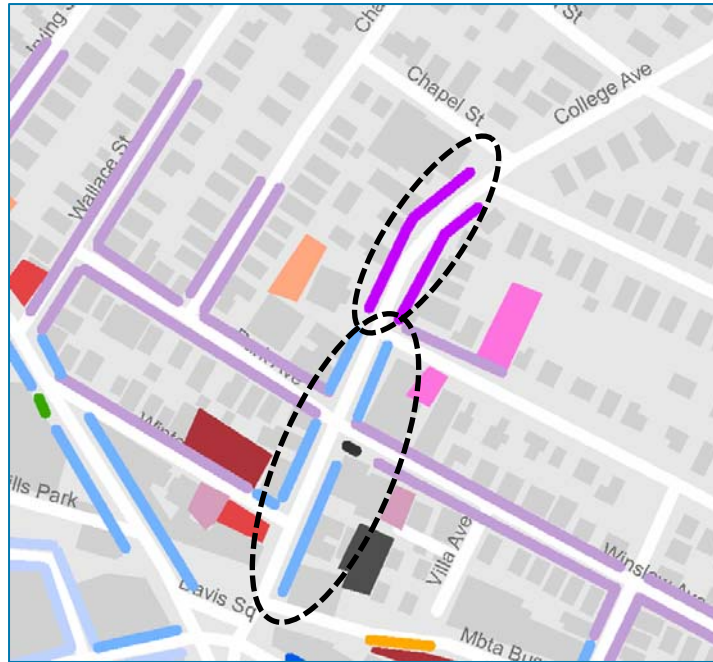
North of Cutter Avenue



South of Cutter Avenue

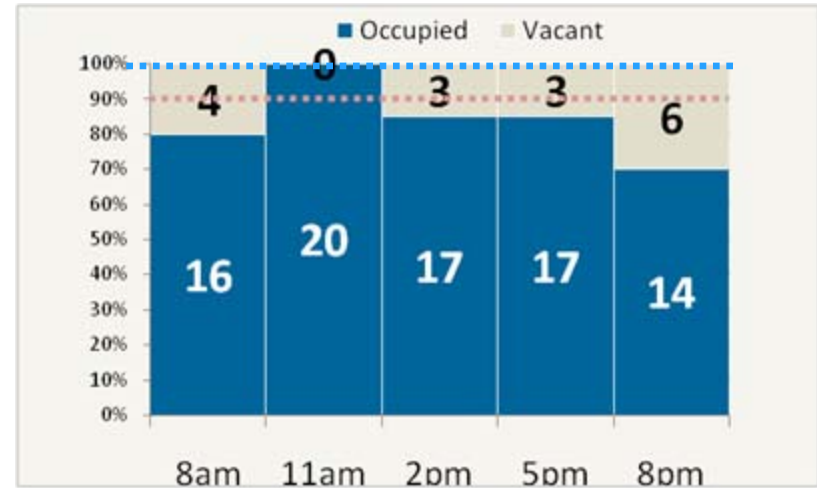


Focus Areas: College Avenue

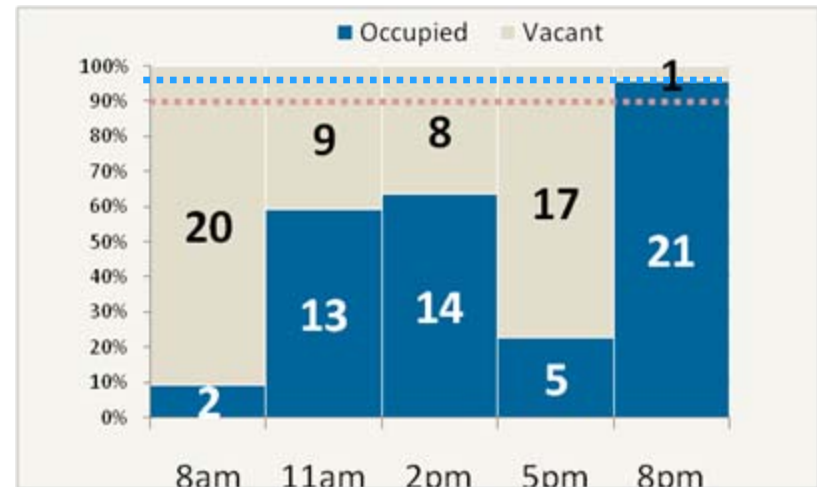


- Residential Permit Parking (north of Morrison) shows higher and more consistent utilization patterns
- 2-hour meter parking (south) shows demand during the lunch time and dinner time peak periods

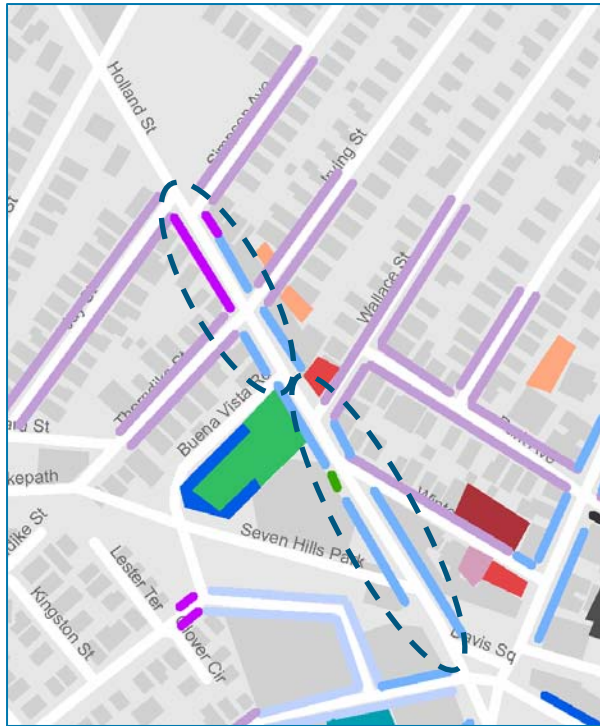
North of Morrison



South of Morrison

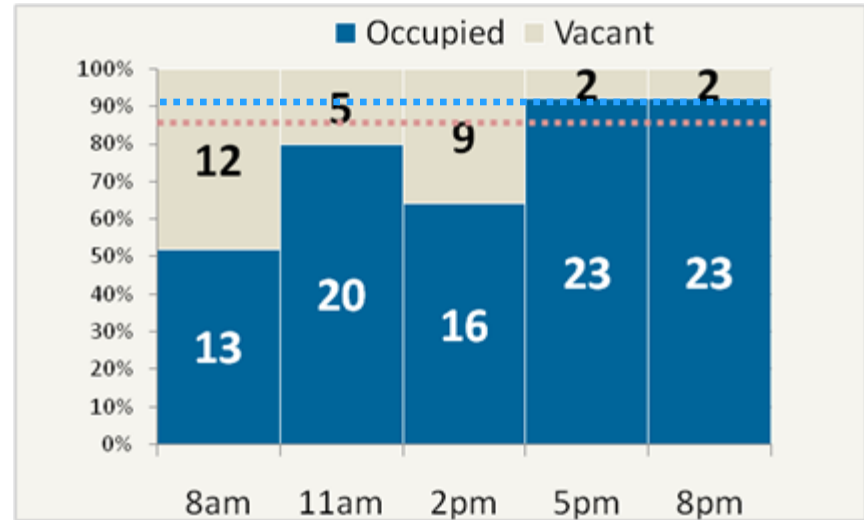


Focus Areas: Holland Street

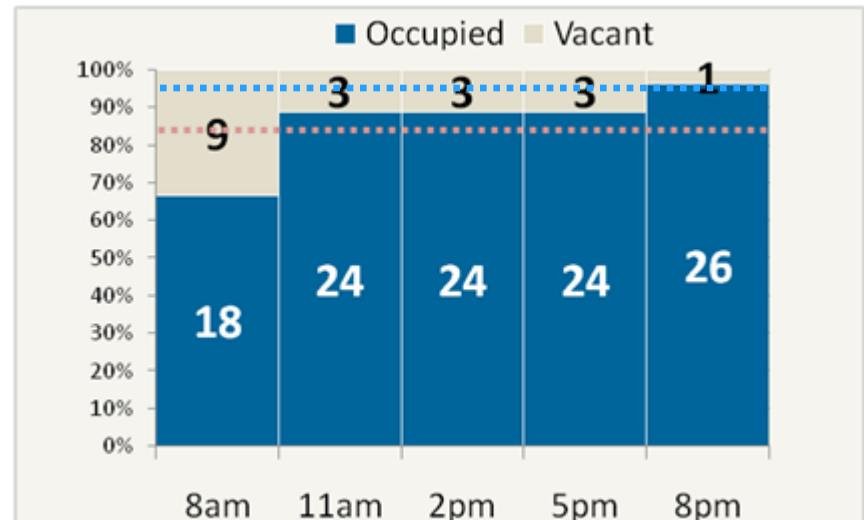


- Utilization south of Buena Vista is at ideal capacity throughout a majority of the day and more consistently utilized
- The northern segment reaches ideal capacity during the evening hours

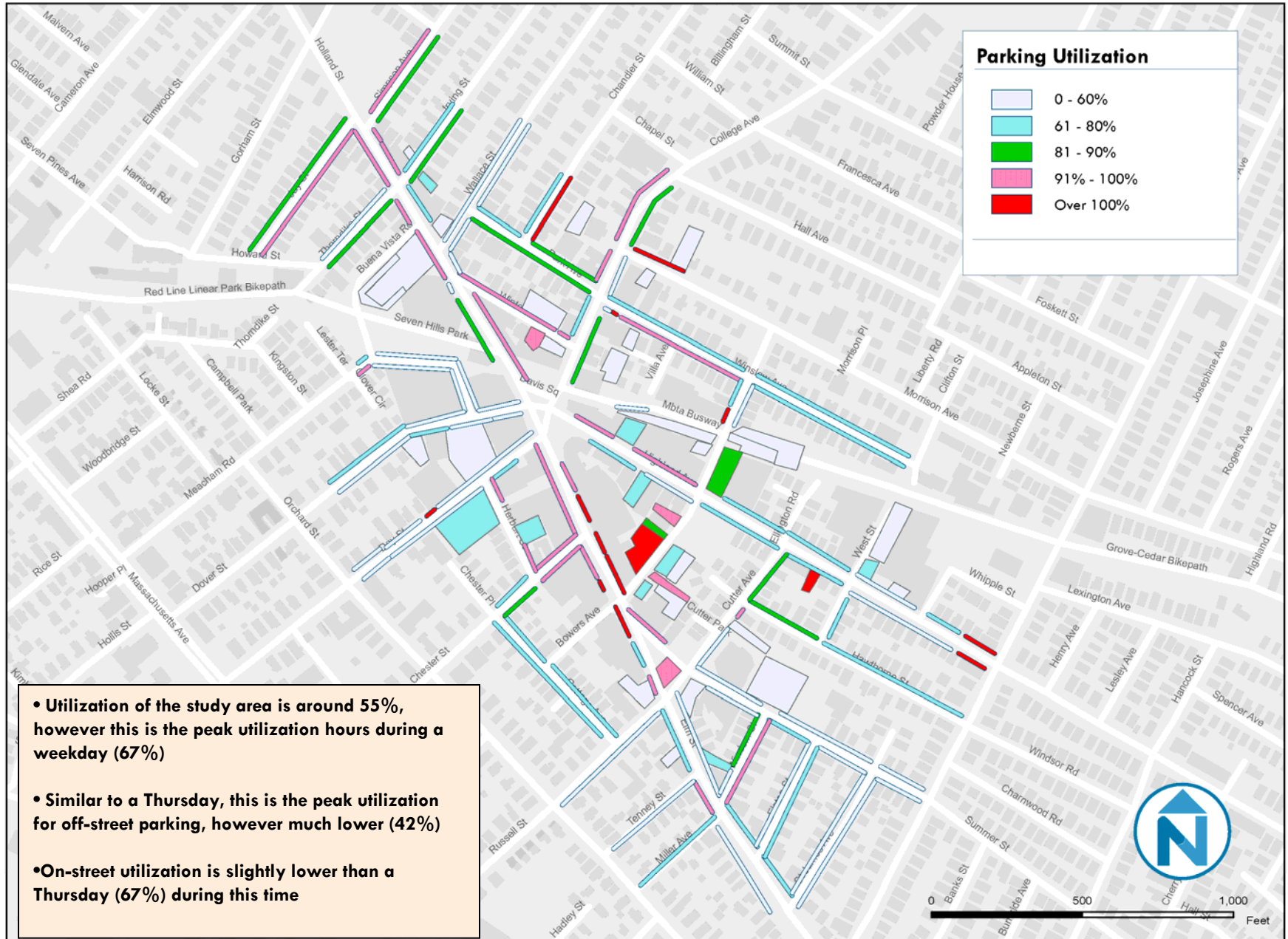
North of Buena Vista



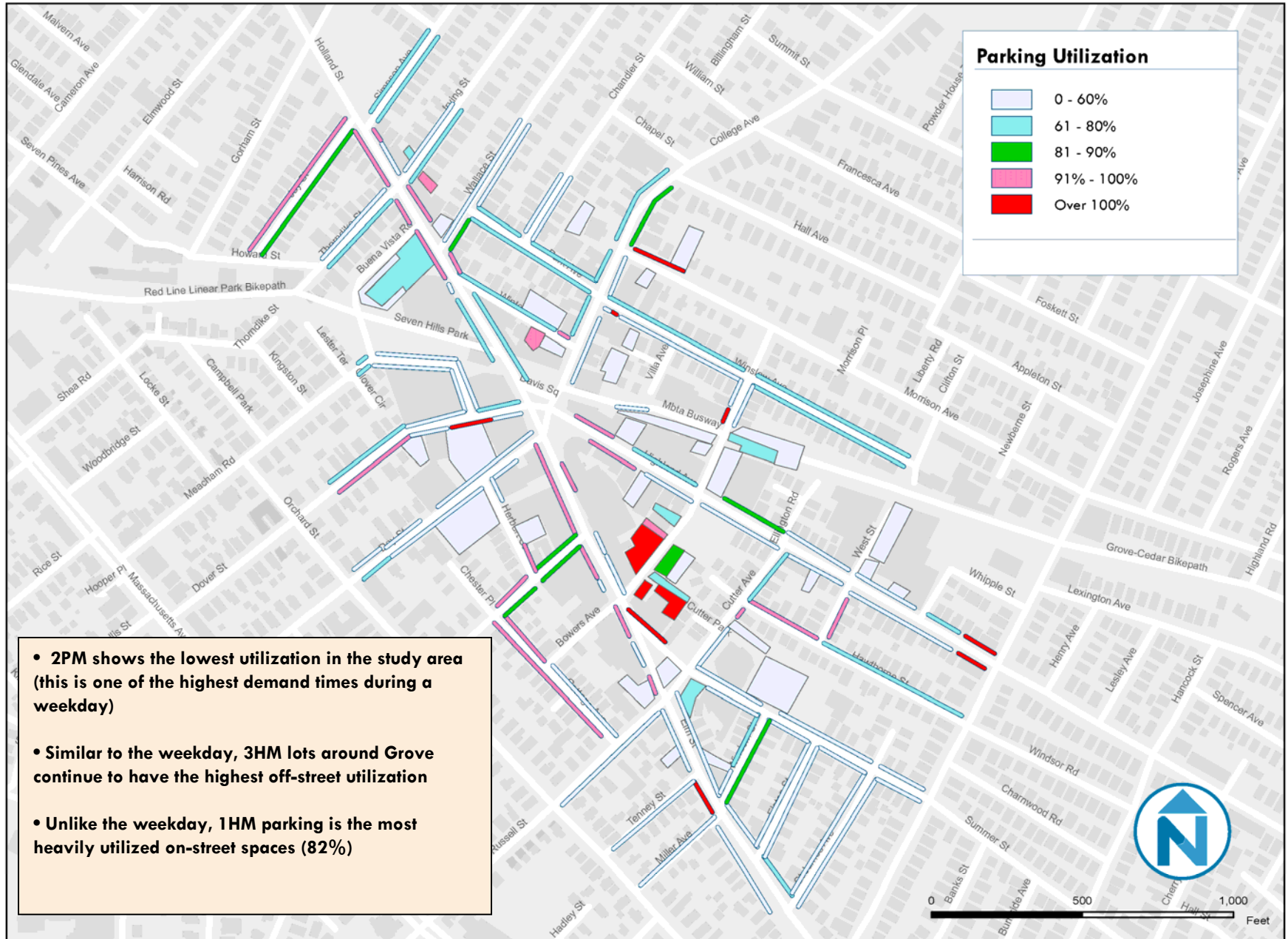
South of Buena Vista



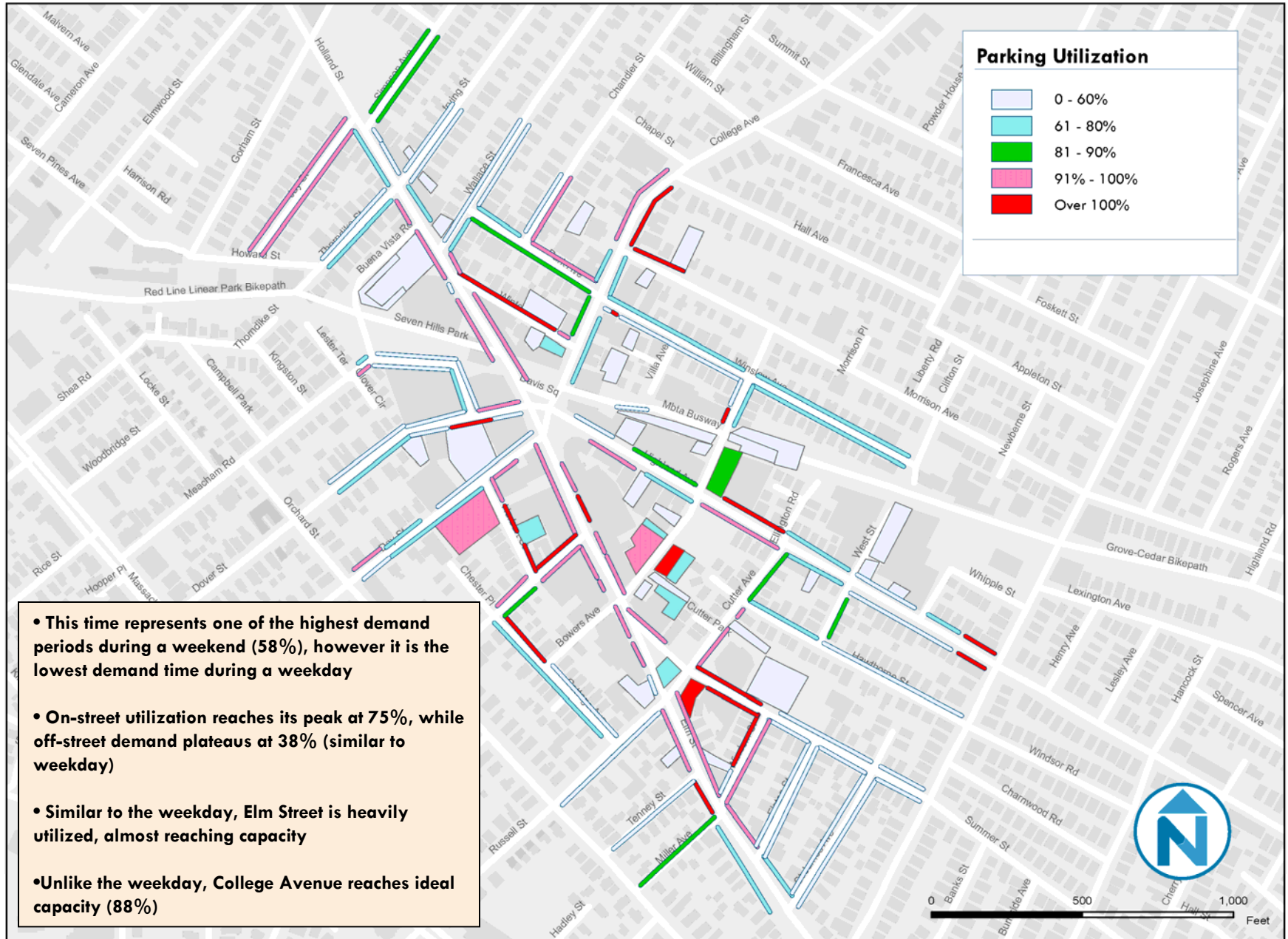
DAVIS SQUARE PARKING UTILIZATION SATURDAY 11:00AM



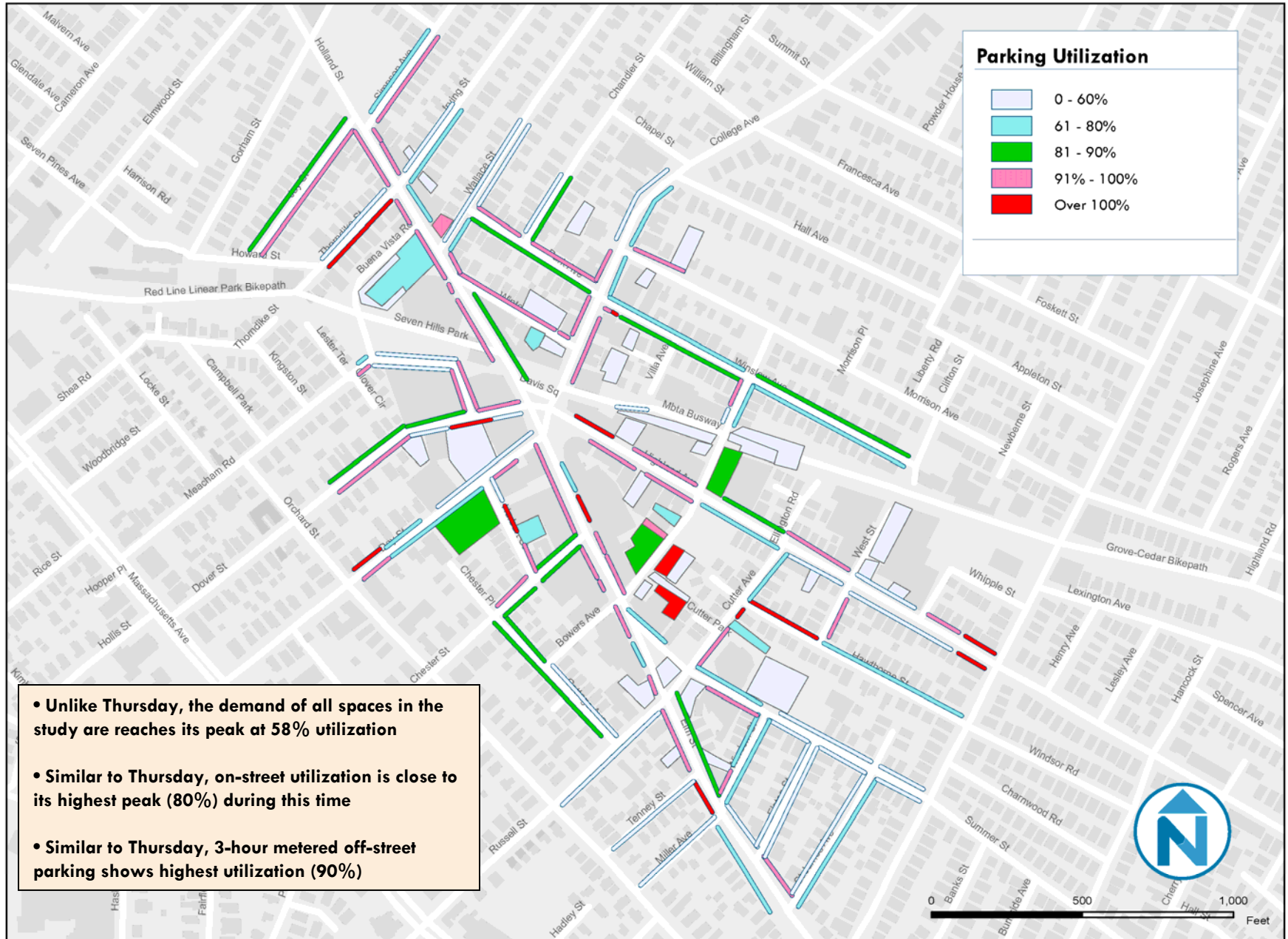
DAVIS SQUARE PARKING UTILIZATION SATURDAY 2:00PM



DAVIS SQUARE PARKING UTILIZATION SATURDAY 5:00PM



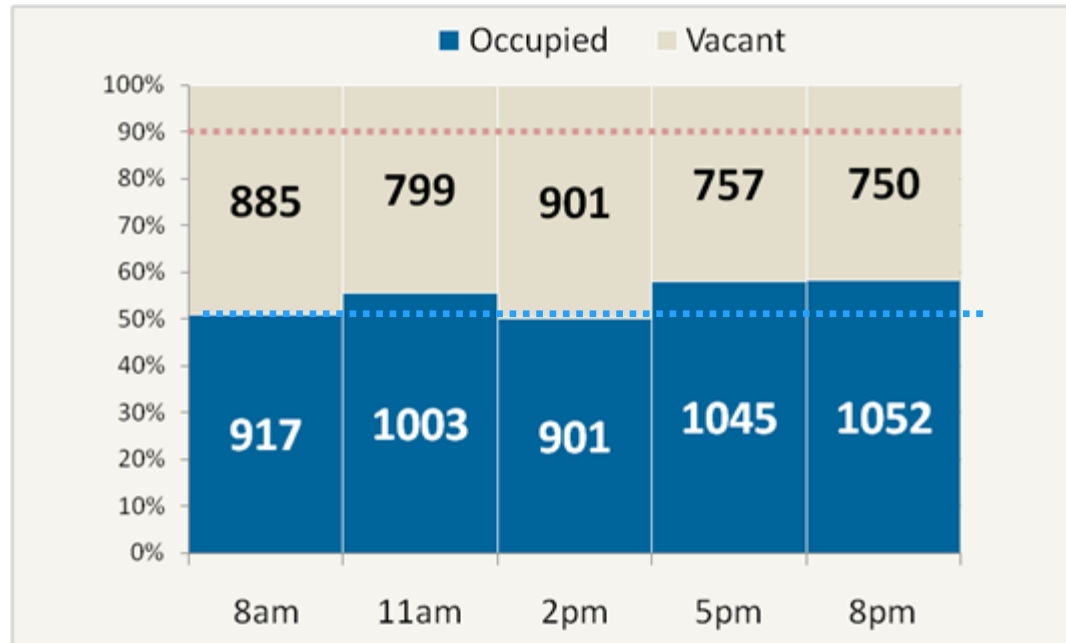
DAVIS SQUARE PARKING UTILIZATION SATURDAY 8:00PM



DAVIS SQUARE PARKING UTILIZATION SATURDAY DAILY AVERAGE



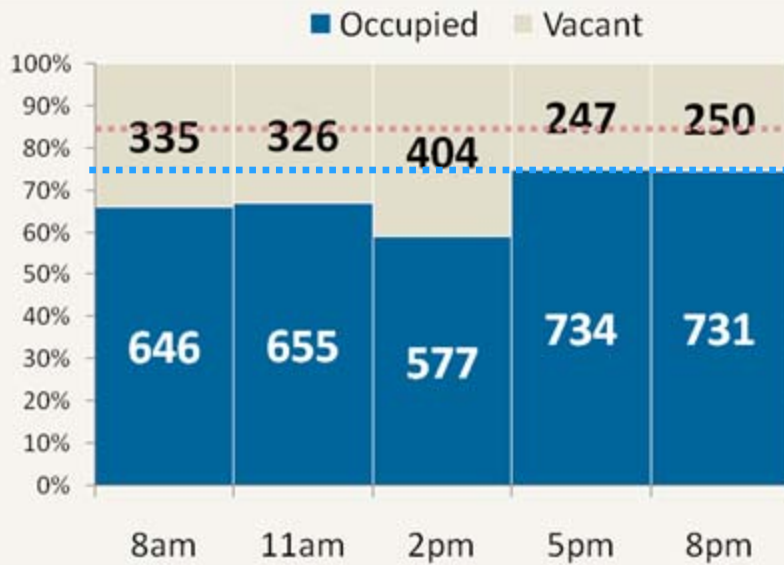
Saturday- All Spaces



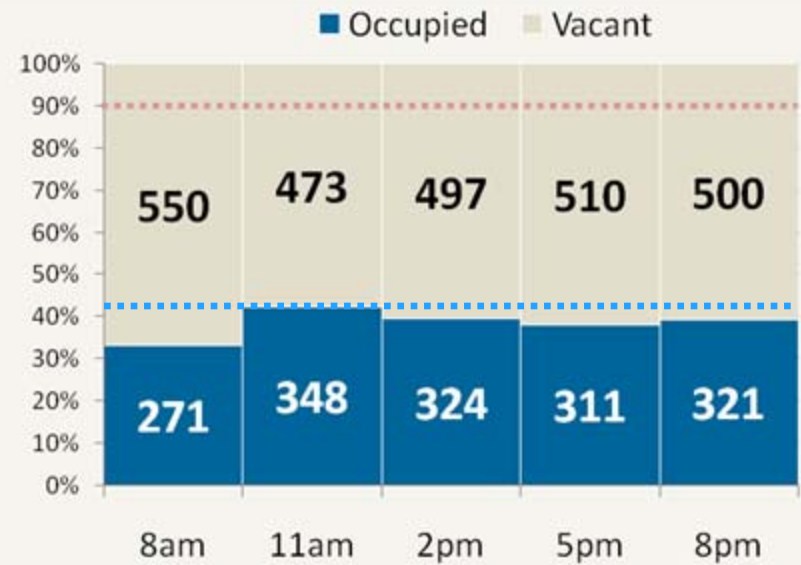
- The average utilization on Saturday is around 55% compared to 61% during average Thursday
- Similar to the weekday, utilization peaks slightly at lunch time and during the evening hour

Saturday- On- and Off-Street Spaces

On-Street



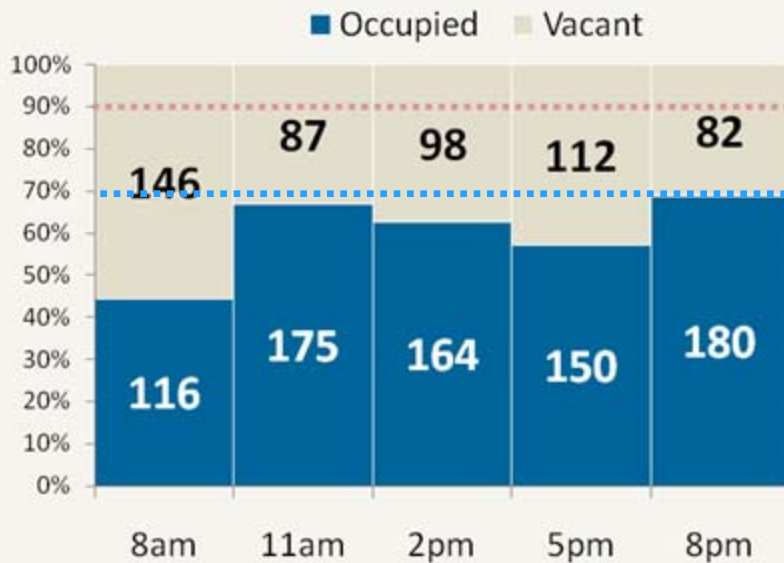
Off-Street



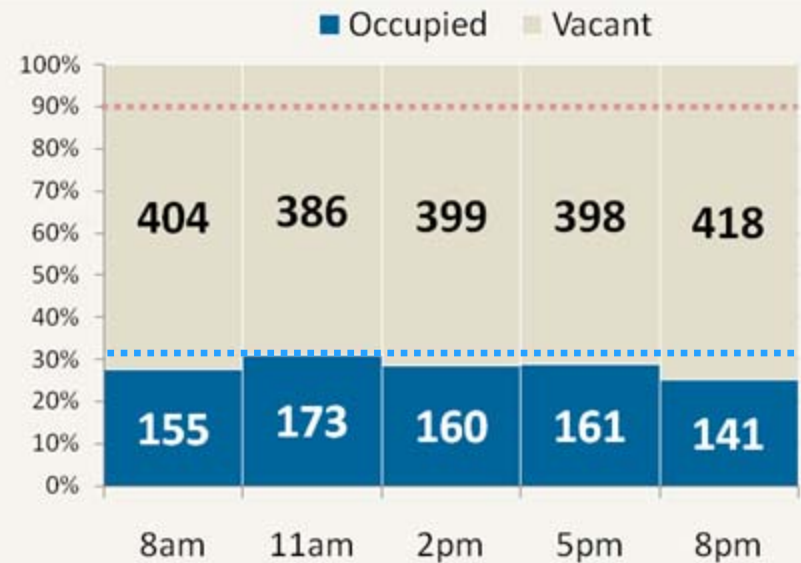
- Similar to Thursday, on-street demand is highest during the evening hours with about 75% utilization
- Off-street demand is significantly lower on Saturday with utilization never reaching higher than 43% compared to 63% on Thursday

Saturday- Off-Street Public vs Private

Off-Street Public



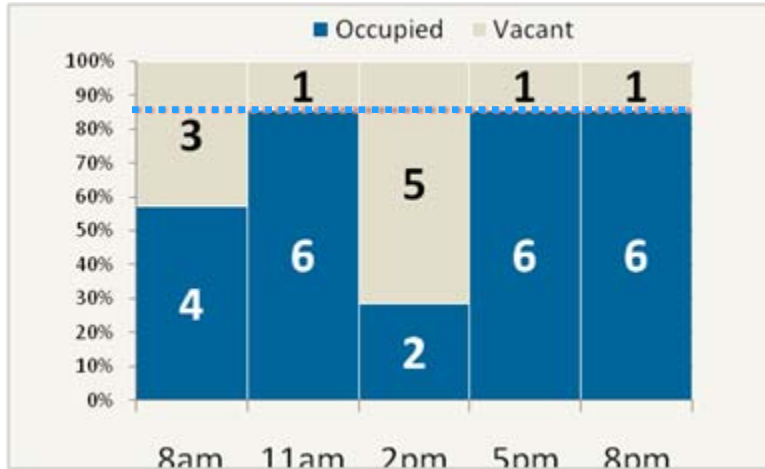
Off-Street Private



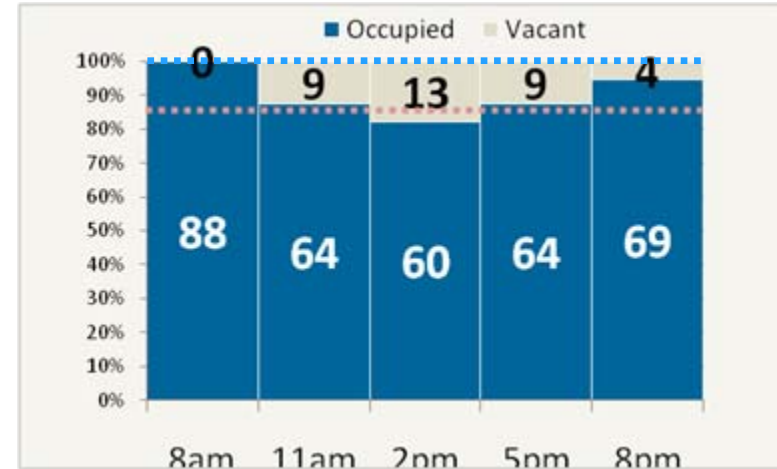
- Demand for public off-street is slightly lower on Saturday, where the 8PM peak is less than 70% compared to Thursday (81%)
- Demand for private parking is significantly lower compared to on Saturday (31%) compared to Thursday

Saturday On-Street Short Term Parking

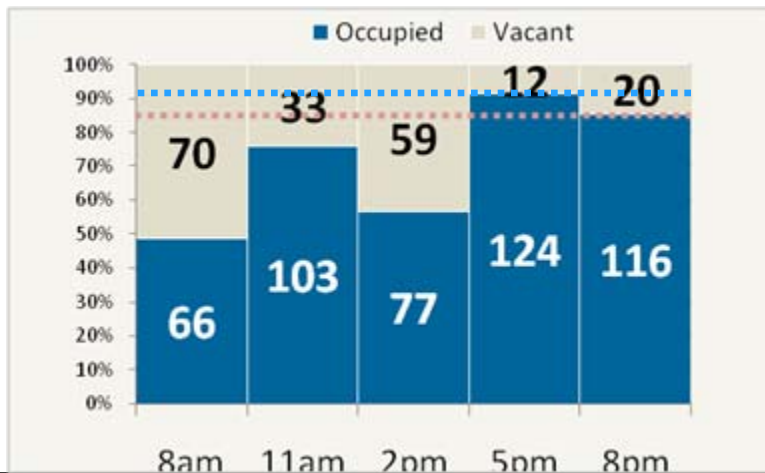
15- Minute



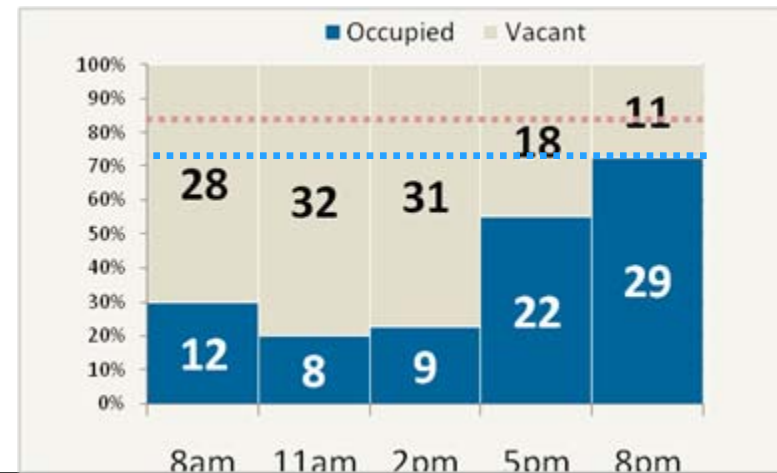
1-Hour Meter



2-Hour Meter



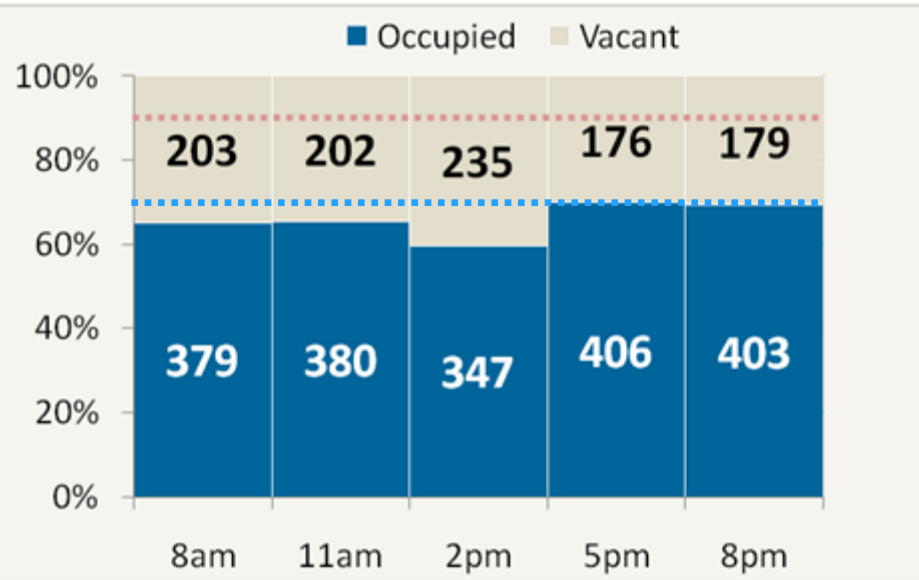
3-Hour Meter



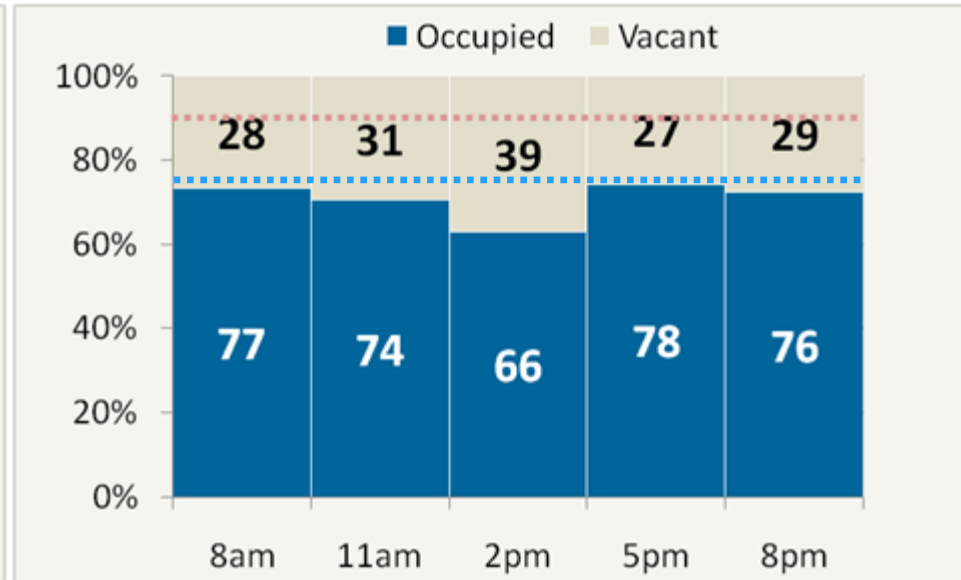
- Unlike Thursday, the lowest demand for on-street short term parking is around 2PM
- Short term parking on Saturday shows more variation during the peak am and pm hours compared to Thursday
- Unlike Thursday, a majority of these spaces never reach capacity

Saturday On-Street Permit Parking

Residential Permit



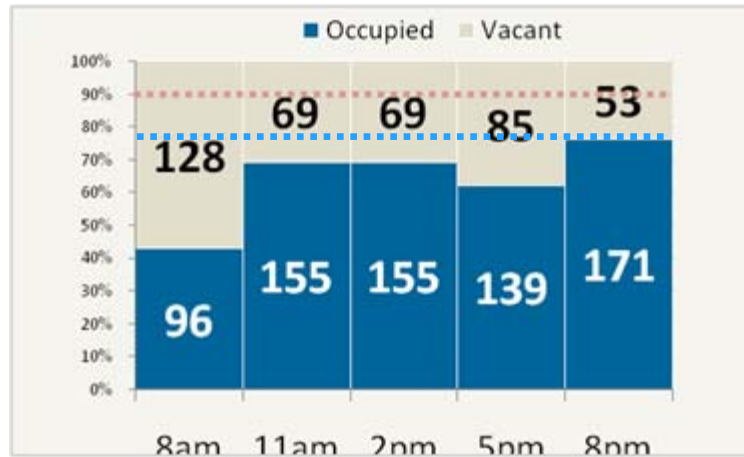
2 Hour Except for Permit



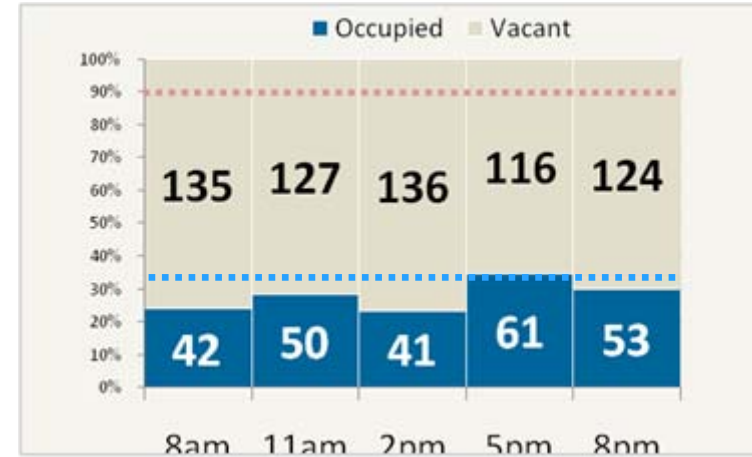
• Permit parking is consistently utilized throughout the day and show similar patterns to Thursday

Saturday Off-Street

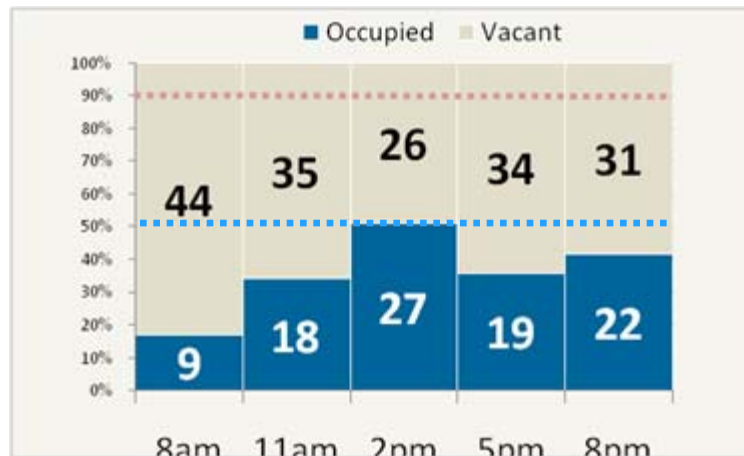
3 Hour



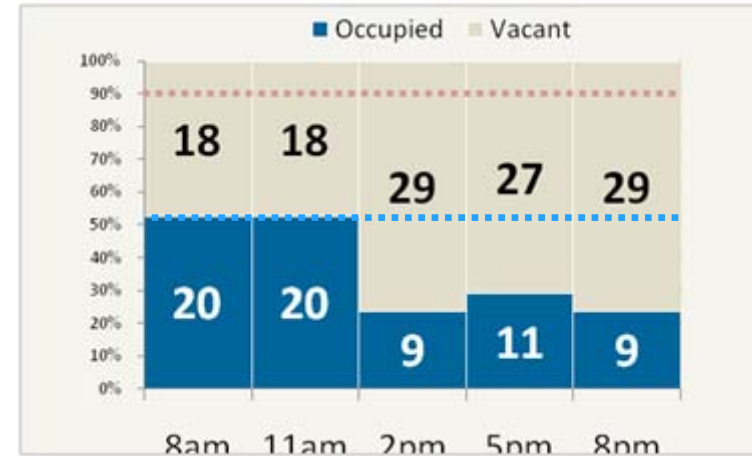
Customer and Employee Parking



Residential Permit



Unregulated



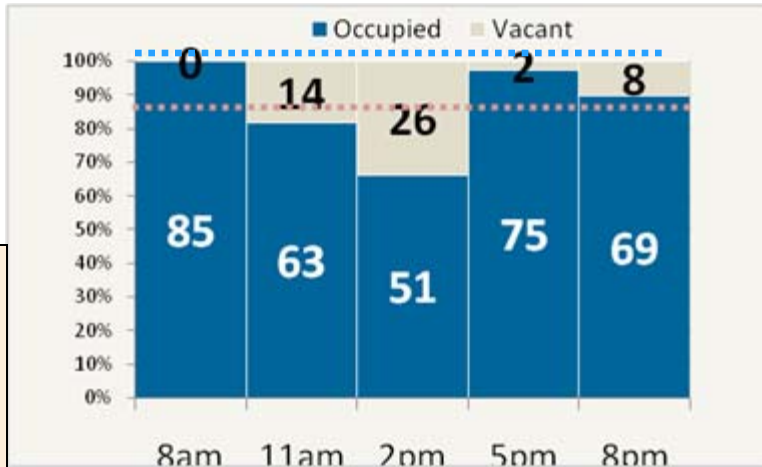
• Overall utilization of off-street spaces is significantly lower compared to Thursday

• The peak demand for customer and employee parking shifts from 2AM on Thursday (55%) to 5PM on Saturday (34%)

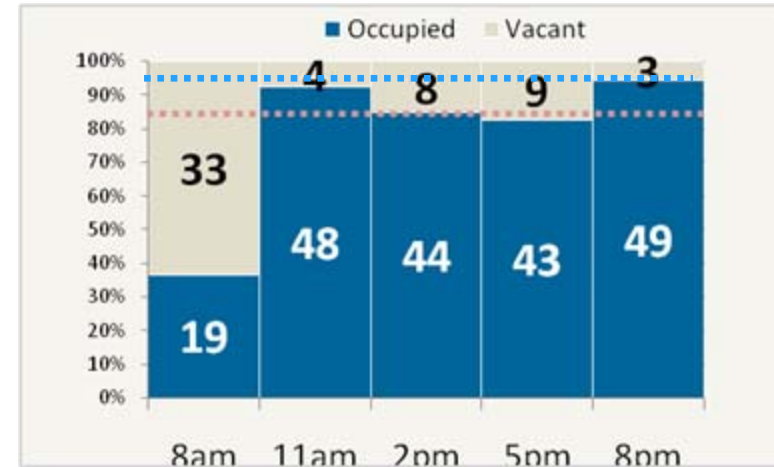
• The peak utilization for Unregulated spaces is around 52%, however it peaks on Thursday during the same time period at 79% utilization

Major Streets

Elm Street



Holland Street

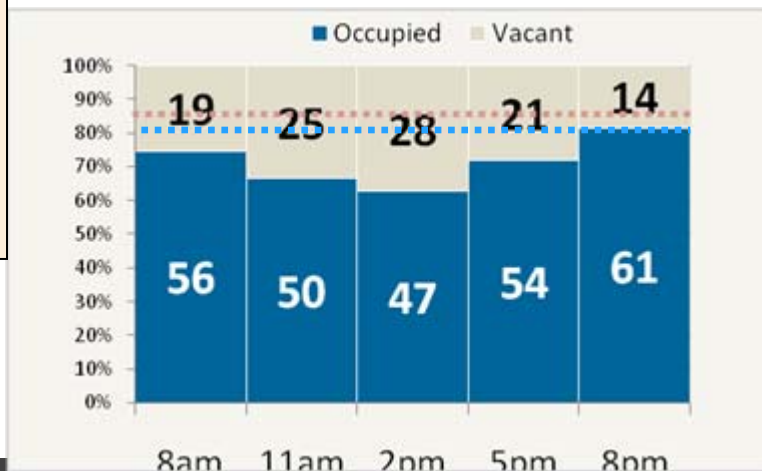


• Unlike Thursday, Elm Street does not reach capacity during the evening hours

• Holland and College Avenue show similar utilization patterns to Thursday

• Highland and Elm Street show escalating utilization throughout the course of a Thursday, however higher variations at morning and evening peaks during Saturday

Highland Avenue

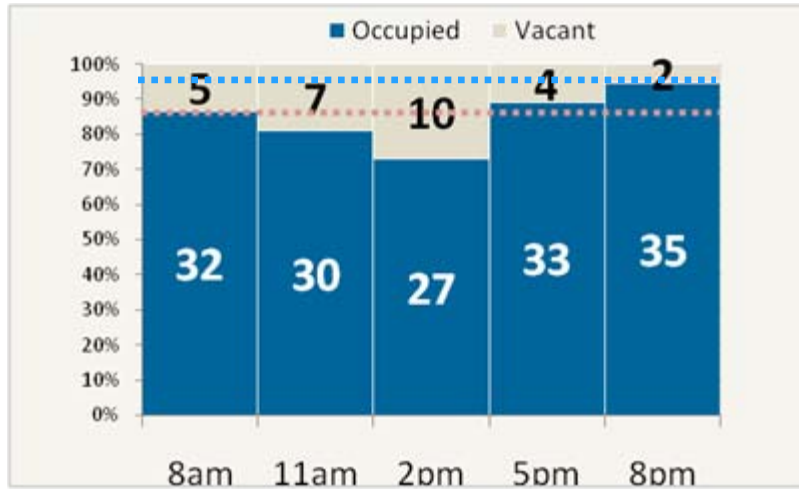


College Avenue

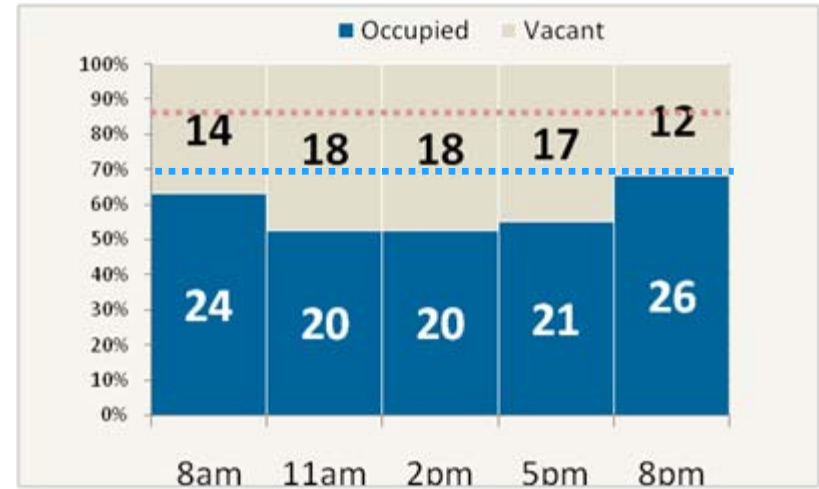


Focus Areas: Highland Avenue

East of Cutter Avenue



West of Cutter Avenue



- Similar to Thursday, Highland east of Cutter has more consistent and higher utilization patterns than the western segment
- The western segment shows significantly lower utilization patterns compared to Thursday, (58% compared to 75%)

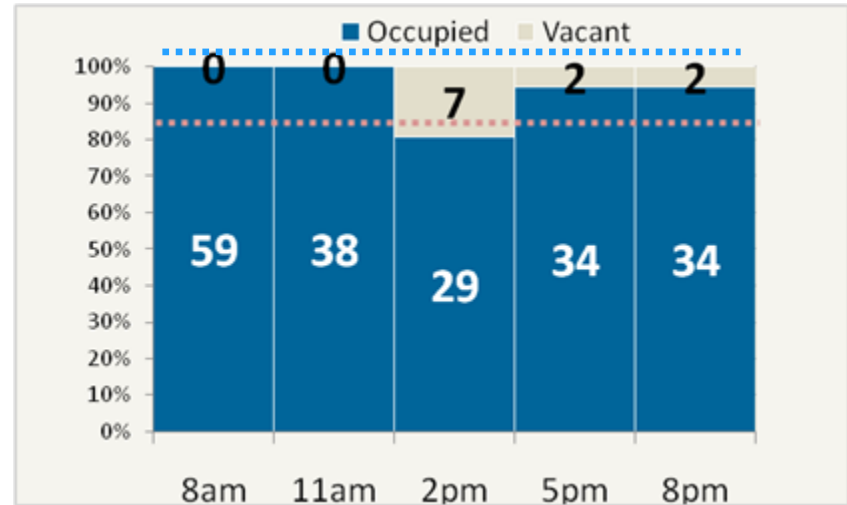


Focus Areas: Elm Street

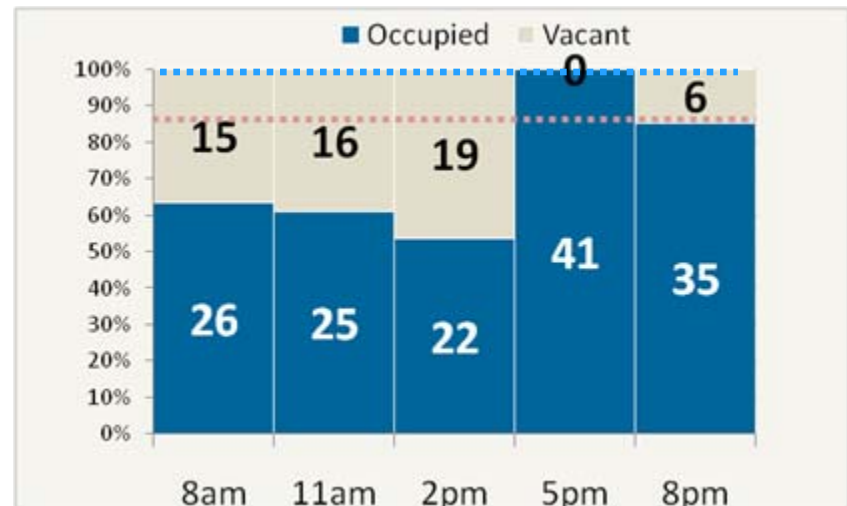


- Utilization both north and south of Cutter is consistent with Thursday demand patterns
- Unlike Thursday however, Elm Street north of Cutter does not reach capacity during the afternoon and evening hours

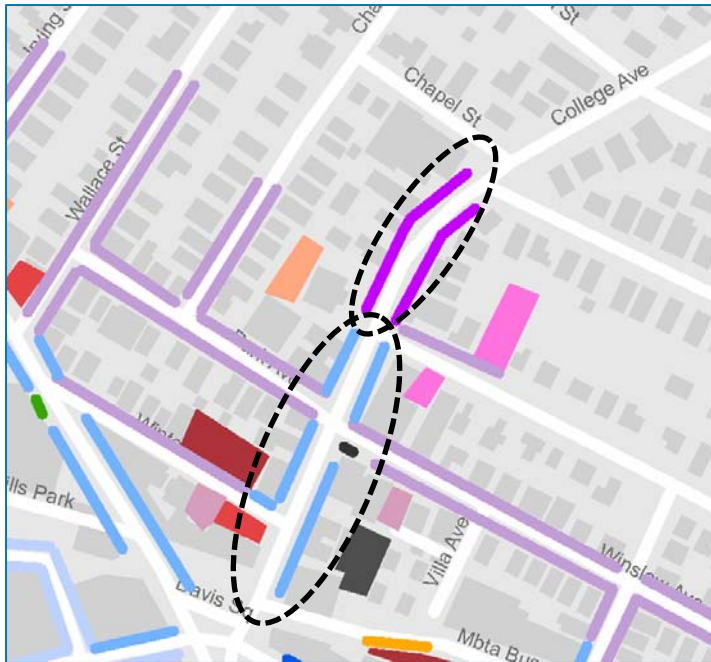
North of Cutter Avenue



South of Cutter Avenue

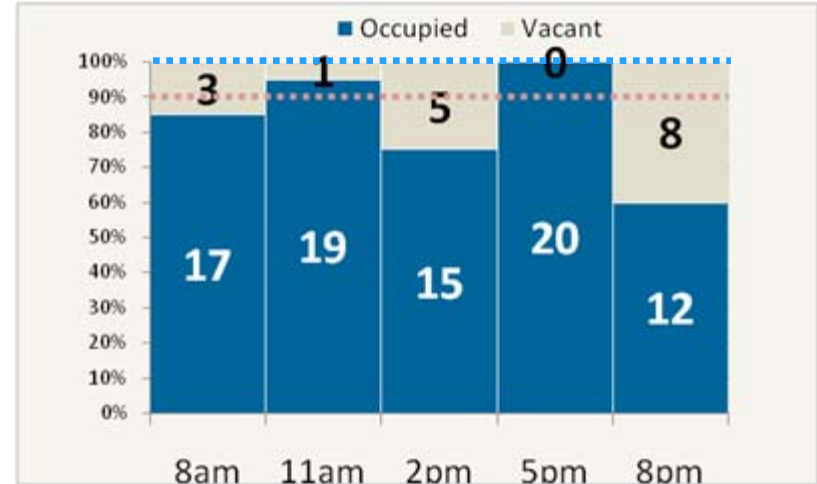


Focus Areas: College Avenue



- The higher demand of parking north of Morrison on Saturday is consistent with Thursday findings
- However, there is significantly lower utilization south of Morrison during the 8AM and 5PM time periods

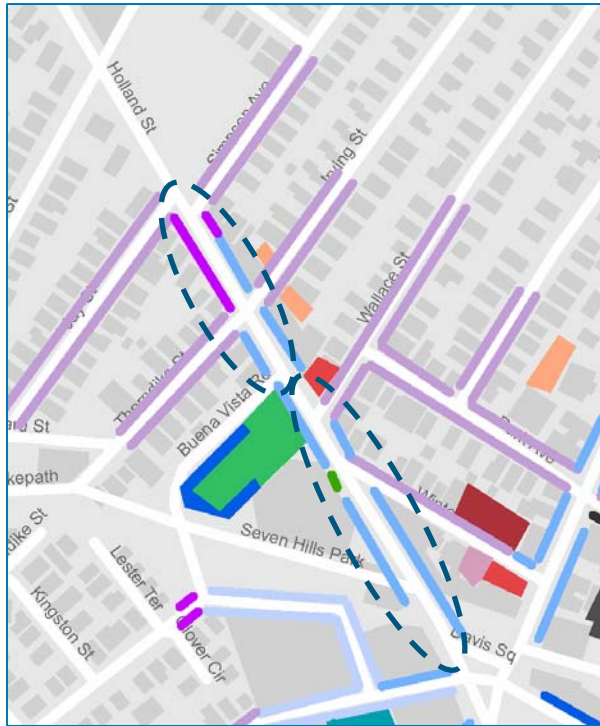
North of Morrison



South of Morrison



Focus Areas: Holland Street



• Similar to Thursday, spaces south of Buena Vista are more consistently utilized throughout the afternoon into evening hours

North of Buena Vista



South of Buena Vista

