

## EXECUTIVE SUMMARY

### GOALS

Parking management contributes to the quality of life in the city. The Action Plan outlined in this report seeks to maintain an appropriate level and distribution of parking supply in Boston. The location and amount of parking should neither encourage additional auto trips that overwhelm our streets nor threaten individual mobility and appropriate auto access.

- Optimize curb use regulations to promote a balance among the need for deliveries, short-term parking, and resident parking.
- Reduce off-street parking in districts that are well served by transit.
- Manage the location of parking facilities to reduce impacts on neighborhood streets and to achieve an equitable distribution of benefits and burdens.
- Encourage parking turnover in commercial districts to facilitate access and commerce and to reduce illegal parking.
- Coordinate and consolidate regulatory roles and responsibilities among public agencies

This report on *Parking in Boston* is one component of the *Access Boston 2000-2010* citywide transportation plan. Companion reports address pedestrian safety, bicycling, public transportation and regional connections.

Auto-related demand can be reduced by encouraging the use of transit and other alternatives to single occupant vehicles as a means to travel in and around the city. This approach is reflected in the policies and action plans described in this report.

The report sets the framework for **off-street parking** policy by inventorying existing parking supply and identifying district-by-district trends for Boston, including the impact of new development projects. The following chapter, on parking districts, describes existing Air Pollution Control Commission (BAPCC) and zoning regulations that control off-street parking. The Action Plan includes a detailed chart of parking-ratio goals for each of Boston's neighborhoods and districts. New development review guidelines are also recommended.

**On-street parking** is primarily addressed by policy that optimizes the use of curb space among competing users: residents, deliveries, visitors, shoppers and employees. The ongoing corridor improvement program is discussed. Specific strategies to enhance the vitality of neighborhood business districts and to make the resident permit parking program more effective are also discussed and recommended.

The following **key trends** inform the recommendations outlined in this report: Over the last several years:

- Off-street parking supply has increased faster in areas outside the downtown than inside the downtown.
- Employment in the downtown has increased faster than off-street parking spaces, increasing the competition for public off-street parking to the detriment of parking availability for shoppers and visitors.
- Parking charges in lots and garages have increased faster than on-street metered parking costs, increasing demand for lower-priced on-street parking.
- The need for curb space for deliveries continues to increase in the downtown and in neighborhood business districts.
- All-day parking in neighborhood business districts is reducing parking availability for shoppers.
- Auto ownership by Boston residents has grown by 44%, (since 1994) increasing demand for residential parking.