• Overall utilization of the study area is around (58%)

• On-street residential permit parking and 2HXP has the highest demand compared to all on-street spaces during this time (~69%)

• Off-street demand is concentrated and radiates around Grove Street
Utilization of the study area reaches its peak at 67%.

This is also the peak time for off-street parking at 63% utilization.

Customer and employee parking in the square reaches its highest utilization (58%) on a Thursday.

On-street utilization plateaus at 70% utilization.
Overall study area has similar utilization patterns to 11AM (around 67%)

3 HM lots continue to have the highest off-street utilization (70%) specifically lots on Day and Grove Street

2 Hour except for Permit Parking continues to be the highest utilized on-street regulation (76%)
Utilization of the overall study area is at its lowest demand (57%).

However on-street utilization remains around 67%, while off-street drops to around 45%.

During this time Elm Street reaches overcapacity, however segments east of cutter show availability.
On-street utilization is at its highest peak of all surveyed dates and times, however off-street utilization reaches its lowest demand on Thursday.

On-street utilization is clusters around Elm and Day Street. This time period shows the highest utilization for all metered parking.

3-hour metered off-street parking shows highest utilization (90%) however unregulated parking is at its lowest demand (29%).
DAVIS SQUARE PARKING UTILIZATION THURSDAY DAILY AVERAGE

Parking Utilization

- 0 - 60%
- 61 - 80%
- 81 - 90%
- 91% - 100%
- Over 100%
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**
- On-street demand is consistent throughout the course of a weekday, with a peak utilization during dinner time.

**Off-Street**
- Off-street demand peaks during the afternoon lunch period, and does not reach over 63% utilization.

- On-street demand (Occupied and Vacant):
  - 8am: Occupied 362, Vacant 293
  - 11am: Occupied 292, Vacant 689
  - 2pm: Occupied 328, Vacant 653
  - 5pm: Occupied 242, Vacant 739

- Off-street demand (Occupied and Vacant):
  - 8am: Occupied 392, Vacant 429
  - 11am: Occupied 306, Vacant 515
  - 2pm: Occupied 319, Vacant 502
  - 5pm: Occupied 455, Vacant 366
  - 8pm: Occupied 457, Vacant 364

*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

- Demand for public parking responds to the afternoon and evening demand, however there is still spare capacity even during the peak evening hours

Off-Street Private

- 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

- 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

15-Minute

1-Hour Meter

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

- Occupied
- Vacant

8am 11am 2pm 5pm 8pm

120 165 156 140 200

Customer and Employee Parking

- Occupied
- Vacant

8am 11am 2pm 5pm 8pm

93 83 79 123 138

Residential Permit

- Occupied
- Vacant

8am 11am 2pm 5pm 8pm

27 25 22 27 37

Unregulated

- Occupied
- Vacant

8am 11am 2pm 5pm 8pm

8 9 12 22 27

- 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
Major Streets

- 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.

### Elm Street

- 8am: 63%
- 11am: 67%
- 2pm: 69%
- 5pm: 82%
- 8pm: 83%

### Holland Street

- 8am: 31%
- 11am: 44%
- 2pm: 40%
- 5pm: 47%
- 8pm: 49%

### Highland Avenue

- 8am: 45%
- 11am: 58%
- 2pm: 60%
- 5pm: 61%
- 8pm: 63%

### College Avenue

- 8am: 18%
- 11am: 33%
- 2pm: 31%
- 5pm: 22%
- 8pm: 35%
Focus Areas: Highland Avenue

East of Cutter Avenue

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

West of Cutter Avenue

- The western segment shows more consistent utilization throughout the day (2-hour or PP)
- The eastern segment (1hr 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.

![Map of Elm Street with demand indicators]

![Bar chart showing occupancy percentages north of Cutter Avenue]

- 8am: 38%
- 11am: 41%
- 2pm: 43%
- 5pm: 46%
- 8pm: 52%

![Bar chart showing occupancy percentages south of Cutter Avenue]

- 8am: 16%
- 11am: 15%
- 2pm: 15%
- 5pm: 5%
- 8pm: 10%
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
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.
• Overall demand in Davis is slightly lower compared to a Thursday 8AM (50%)

• 1HM has the highest on-street demand, and exceeds capacity at 8AM
Utilization of the study area is around 55%, however this is the peak utilization hours during a weekday (67%)

Similar to a Thursday, this is the peak utilization for off-street parking, however much lower (42%)

On-street utilization is slightly lower than a Thursday (67%) during this time
2PM shows the lowest utilization in the study area (this is one of the highest demand times during a weekday)

Similar to the weekday, 3HM lots around Grove continue to have the highest off-street utilization

Unlike the weekday, 1HM parking is the most heavily utilized on-street spaces (82%)
This time represents one of the highest demand periods during a weekend (58%), however it is the lowest demand time during a weekday.

On-street utilization reaches its peak at 75%, while off-street demand plateaus at 38% (similar to weekday).

Similar to the weekday, Elm Street is heavily utilized, almost reaching capacity.

Unlike the weekday, College Avenue reaches ideal capacity (88%).
Unlike Thursday, the demand of all spaces in the study are reaches its peak at 58% utilization.

Similar to Thursday, on-street utilization is close to its highest peak (80%) during this time.

Similar to Thursday, 3-hour metered off-street parking shows highest utilization (90%).
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**
  - Similar to Thursday, on-street demand is highest during the evening hours with about 75% utilization.
  
- **Off-Street**
  - Off-street demand is significantly lower on Saturday with utilization never reaching higher than 43% compared to 63% on Thursday.

- 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

<table>
<thead>
<tr>
<th>Time</th>
<th>Occupied</th>
<th>Vacant</th>
</tr>
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<tbody>
<tr>
<td>8am</td>
<td>146</td>
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<tr>
<td>11am</td>
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<tr>
<td>2pm</td>
<td>164</td>
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<tr>
<td>5pm</td>
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<td>8pm</td>
<td>180</td>
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Off-Street Private

<table>
<thead>
<tr>
<th>Time</th>
<th>Occupied</th>
<th>Vacant</th>
</tr>
</thead>
<tbody>
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<td>11am</td>
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<td>2pm</td>
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<tr>
<td>5pm</td>
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<td></td>
</tr>
<tr>
<td>8pm</td>
<td>418</td>
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</tr>
</tbody>
</table>

• 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

- 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

<table>
<thead>
<tr>
<th>Time</th>
<th>Occupied</th>
<th>Vacant</th>
</tr>
</thead>
<tbody>
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<td>11am</td>
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<td>5pm</td>
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</tr>
<tr>
<td>8pm</td>
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</table>

2 Hour Except for Permit

<table>
<thead>
<tr>
<th>Time</th>
<th>Occupied</th>
<th>Vacant</th>
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</thead>
<tbody>
<tr>
<td>8am</td>
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</tr>
<tr>
<td>11am</td>
<td>74</td>
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</tr>
<tr>
<td>2pm</td>
<td>66</td>
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</tr>
<tr>
<td>5pm</td>
<td>78</td>
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</tr>
<tr>
<td>8pm</td>
<td>76</td>
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</tr>
</tbody>
</table>

* Permit parking is consistently utilized throughout the day and show similar patterns to Thursday
Saturday Off-Street

3 Hour

- 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%)

Customer and Employee Parking

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

Residential Permit

Unregulated
Major Streets

- 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.
Focus Areas: Highland Avenue

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