

5 PARKING

5.1 PARKING RESTRICTIONS

Public parking in the area is on-street parking. Types of on-street parking includes: metered parking, residential parking permits, loading zones, no parking, and unregulated parking. Figure 1-14 illustrates parking restrictions for Mt. Pleasant. Metered parking is located on Mt Pleasant St and many of the surrounding blocks. The time limit for metered parking is typically 2 hours. Parking restrictions at bus stops and spaces reserved for loading are not shown on these maps.



Figure 1-14 Parking Time Restrictions

5.2 PARKING DURATION STUDY – METERED PARKING

A parking duration study was conducted on a weekday from 9:00 AM to 8:00 PM. Partial license plate numbers were recorded for each metered space, at one-hour intervals. The results are summarized in Table 1- 9. Violation rates on seven of the twelve blocks that have 2-hour meters exceed 50%. Metered spaces are also occupied over 78% of time. Time occupied is the number of hours during the study when spaces were occupied during the 11 hour data collection period.

Table 1- 9 Summary -Metered Parking Duration Study

Street Name	Between Blocks		Dir	# Spaces	Vehicles Over Time Limit	% Over Time Limit	Avg. Time Occupied (Hours)	Avg. Percent Occupied
Mt. Pleasant St.	Irving St	Lamont St.	NB	12	50	59%	11	88%
Mt. Pleasant St.	Lamont St	Park Rd	NB	14	72	63%	11	90%
Mt. Pleasant St.	Park Rd	Lamont St.	SB	6	37	40%	10	86%
Mt. Pleasant St.	Kilbourne St.	Kenyon St.	SB	6	34	32%	9	78%
Mt. Pleasant St.	Kenyon St.	Irving St.	SB	9	52	50%	11	94%
Mt. Pleasant St.	Irving St.	Hobart St	SB	5	29	51%	12	98%
Mt. Pleasant St.	Hobart St	Harvard St	SB	2	5	90%	10	83%
Lamont St.	16th St.	Mt Pleasant.	EB	11	45	60%	10	83%
Lamont St.	17th St.	Mt Pleasant.	WB	2	11	40%	10	83%
Kilbourne St.	Mt. Pleasant St.	17 th St.	WB	5	33	46%	11	90%
Kenyon St.	Mt Pleasant St	17th St.	WB	3	17	21%	10	81%
Kenyon St.	17th St.	Mt Pleasant St.	EB	3	13	59%	10	81%

5.3 PARKING OCCUPANCY STUDY-NON-METERED PARKING

A parking survey was conducted to determine number of curb spaces available for parking. Occupancy studies for on-street, non-metered parking were conducted on a weekday from 9:00 AM to 8:00 PM. The theoretical maximum number of spaces for each block was determined by dividing the available curb space by 22 feet (the typical length for a parking space). Where spaces are not marked, vehicles may be parked closer together. If the actual number of cars exceeded the theoretical number of available spaces, the actual number of cars counted was used as the maximum number of parking spaces available. The percent of the parking spaces occupied varied by street and time of day. Results of this study are presented in Appendix C.