



DTM Report: Evaluation of “No Parking Anytime”

48 Water Street

April 19, 2023

Petition:	Andrew Martin et al. request installation of No Parking Anytime signage along with 15-minute loading zone signage at 48 Water St.
Scheduled Committee Hearing:	April 26, 2023 Traffic & Parking Committee, Item 4b
Prepared by:	Todd M. Kirrane., Assistant Director

The petitioners have requested the installation of a posted No Parking Anytime sign and 15-minute loading zone sign in front of 48 Water Street.

Water Street is classified by the Massachusetts Department of Transportation (MassDOT) as a Urban Minor Arterial under City Jurisdiction. The roadway is 35 feet curb to curb, generally runs in a northeast-southwest direction, and provides a connection between Grafton Street and Vernon Street/Kelley Square. Water Street is one way northbound and provides one general purpose motor vehicle travel lane and an on-street unbuffered bike lane. On Street parking is permitted along the western curb line of the street within the study area. The statutory (unposted) speed limit is 30 mph. Land use along this section of Main Street is primarily commercial and multi-family residential. There are sidewalks along both sides of the street and a mid-block crosswalk connecting the building with the parking across the street. The mid-block crosswalk includes a Rectangular Rapid Flashing Beacon and curb extension for safety and access of pedestrians by daylighting the crosswalk to improve sightlines and notifying drivers of active pedestrian crossings.



IMAGE 1: AERIAL VIEW OF STUDY AREA

The curb management along the western curbline is regulated as:

- Posted NO PARKING ANYTIME sign with a left arrow designating a no parking zone from Pond Street north approximately 66 feet
- No posted regulations from 66 feet north of Pond Street to 105 feet north of Pond Street
- Posted PASSENGER LOADING ZONE with a right arrow from 105 feet north of Pond Street to 150 feet north of Pond Street
- Posted NO PARKING ANYTIME zone sign with a left arrow to the curb extension
- Seven metered parking spaces between the curb extension and Winter Street

The on-street parking in this area is heavily utilized by a combination of personal motor vehicles parking in both the unrestricted parking as well as the designated PASSENGER LOADING ZONE beyond the normal loading operations as well as UPS, FedEx, Amazon, etc. delivery vehicles in the PASSENGER LOADING ZONE. At the same time the on-street metered parking never exceeded 50% occupancy during staff site visits. The onsite parking across the street includes 62 surface parking spaces and 3 handicap spaces. The spaces are individually numbered and most likely assigned for exclusive use of residents.



IMAGE 2: EXISTING CURB MANAGEMENT

There are two identified concerns by DTM staff as it relates to the curb usage between Pond Street and the curb extension outside the primary entrance for 48 Water Street.

- The first is that when a motor vehicle parks in the unrestricted zone it typically sticks out into the bike lane, blocking a portion of it. This is a safety concern because by blocking the bike lane vulnerable roadway users (a protected user under state law) is forced to merge into the travel lane with motor vehicles to bypass the parked car. While parking here is illegal, as it blocks a ‘travel lane’, the lack of signage – combined with the posted NO PARKING ZONE ending before this area – sends an incorrect visual queue to motorists that parking is allowed.
- The second is not a safety concern, but the use of the posted PASSENGER LOADING ZONE for everyday operations of package delivery, etc. as well as longer term parking by passenger vehicles demonstrates that the current ordained ordinance is not meet the needs of the abutting property as it provides no designated curbside space for short term delivery purposes. There is a clear need to better delineate the short term parking needs in relation to the front door, be they passenger or commercial purposes, and then move the longer term parking to the nearby metered parking.

Recommendation: Based on the existing curb management, staff observations, demonstrated safety concerns for vulnerable roadway users, and the desired curb usage DTM staff recommends the following:

- Establish a NO PARKING ANYTIME zone from Pond Street to 85 feet north of Pond Street
- Change and extend the existing PASSENGER LOADING ZONE to be a 15 MINUTE LIMIT parking zone with space for three vehicles.

- Continue the bike lane to the intersection with a bike box to improve access for vulnerable roadway users
- Extend metered parking one or 2 additional spaces, as space allows, to increase available curbside parking



IMAGE 3: PROPOSED CURB MANAGEMENT