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DOWNTOWN

Resident parking permits near Downtown up 19 percent from 2006

Posted by Matt Rocheleau November 11, 2010 09:00 AM [E-mail](#) | [Print](#) | [Comments \(0\)](#)

By Matt Rocheleau, Town Correspondent

The combined number of parking permits assigned to Chinatown and Leather District residents is up nearly 16 percent from two years ago, the city says.

Under the resident parking program, residents apply for a permit that allows them to park in designated areas on their neighborhood's streets without getting ticketed. The program is free, but requires annual renewal and in some areas a few circles around the block to nab an empty spot.

Increases in permit figures reflect the city's effort to expand the permit parking program in several communities, said city transportation spokeswoman Tracey Ganiatsos.

"When the program is expanded to additional streets in a neighborhood, more residents will apply for permits to be able to park in close proximity to their homes," she explained last month.

However, an explanation for why figures would drop, like they did in Chinatown between 2006 and 2008, was not available.

The South End, North End, South Boston, Dorchester, East Boston, Roxbury, West Roxbury, Leather District, Chinatown, Hyde Park, Jamaica Plain and Charlestown all have more active resident permits now than four years ago.

"In the past few years, at the request of neighborhood residents, [the city] expanded the program in several neighborhoods," said Ganiatsos.

City records do not include figures for Downtown, but they do include numbers for Downtown's Leather District and for the adjacent Chinatown neighborhood.

In April 2006, there were 701 active permits in Chinatown, which dipped slightly to 691 by January 2008 before jumping to 784 as of late September. In the Leather District, there were 145 active permits in April 2006, which rose to 178 by January 2008 before rising again to 220 as of late September.

Resident parking spaces are most common in the downtown neighborhoods as well as near transit stations in all neighborhoods "to act as a deterrent to all day parking by commuters," Ganiatsos said.

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The program expanded to include residential streets near local business districts “to encourage turnover at on-street spaces and discourage all day employee parking,” she said.

“BTD does not have one RPP model, rather, we attempt to meet the individual needs of each neighborhood and balance the competing demands for curb-space in all city neighborhoods,” Ganiatsos said.

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PARKING PERMITS BY NEIGHBORHOOD

Sort the data by clicking the headings in the table below.

Neighborhood	April 21, 2006	Jan. 10, 2008	Sept. 24, 2010	2006 - 2010 change
Allston-Brighton	13,460	12,722	12,502	-958
Back Bay	6,265	7,106	5,545	-720
Bay Village	510	548	467	-43
Beacon Hill	3,583	2,749	3,276	-307
Charlestown	7,267	7,341	8,587	1,320
Chinatown	701	691	784	83
Dorchester	996	1,854	2,374	1,378
East Boston	7,179	6,964	8,727	1,548
Hyde Park	22	35	61	39
Jamaica Plain	2,673	2,354	2,947	274
Fenway-Kenmore	3,921	5,056	2,809	-1,112
Leather District	145	178	220	75
Mission Hill	1,904	1,540	1,871	-33
North End	3,579	3,438	4,163	584
Roslindale	340	425	313	-27
Roxbury	493	437	536	43
South Boston	12,942	13,301	16,193	3,251
South End	9,560	9,785	11,925	2,365
West End	n/a	n/a	138	138
West Roxbury	510	462	578	68
Total	76,050	76,986	84,016	7,828

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