



Public Safety & Transportation Committee Agenda

City of Newton In City Council

Wednesday, November 7, 2018

7:00 PM
Room 205

Items Scheduled for Discussion:

The Committee will meet jointly with the Public Facilities Committee to discuss the following item:

Referred to Public Facilities Committee

- #492-18 Complete Streets Update to the Public Facilities Committee**
THE PUBLIC FACILITIES COMMITTEE requesting an update on the Complete Streets Program pursuant to the City's Complete Streets Policy, Section C8.

Referred to Public Safety & Transportation and Finance Committees

- #510-18 Increase non-resident parking permit fees**
COUNCILORS DOWNS, AUCHINCLOSS, DANBERG, LEARY, MARKIEWICZ, NOEL, AND RICE requesting an ordinance amendment to increase the non-resident parking permit fee from \$25 to a range which will include a maximum cap, to better cover costs and encourage alternatives to driving in parts of the City where demand is high.
- #504-18 Discussion on implementing differential priced parking in Newton**
COUNCILORS DOWNS, AUCHINCLOSS, GROSSMAN, ALBRIGHT, CROSSLEY, DANBERG, KALIS, RICE, KELLEY, KRINTZMAN, LEARY AND NOEL, requesting a preliminary discussion on implementing differential (dynamic or variable) priced parking in Newton.
- #554-18 Proposal to end winter parking ban on select streets in Wards 2 and 3.**
COUNCILORS ALBRIGHT, NORTON, COTE, BROUSAL-GLASER AND KELLEY, proposing to end the winter parking ban on select streets in Wards 2 and 3.

The location of this meeting is accessible and reasonable accommodations will be provided to persons with disabilities who require assistance. If you need a reasonable accommodation, please contact the city of Newton's ADA Coordinator, Jini Fairley, at least two business days in advance of the meeting: jfairley@newtonma.gov or (617) 796-1253. The city's TTY/TDD direct line is: 617-796-1089. For the Telecommunications Relay Service (TRS), please dial 711.

All other items before the Committee will be held without discussion.

Respectfully submitted,

Allan Ciccone, Jr. Chair

City of Newton



DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION

110 Crafts Street
Newton, MA 02460Ruthanne Fuller
Mayor

DATE: October 17, 2018

TO: Members of the Finance and Public Safety and Transportation Committees

FROM: Jason Sobel, P.E., PTOE, Director, DPW Transportation Division
David Koses, Transportation Coordinator

RE: #510-18 - Change to the \$25 annual non-resident parking permit fee

MEMORANDUM

Chapter 19-202 of the City Ordinance allows the Newton Traffic Council to establish neighborhood parking districts in an area comprised of contiguous streets where demand for on-street parking necessitates a comprehensive approach to managing parking, and specifies how parking districts are established, as well as various characteristics of the associated parking stickers and permits.

Since Chapter 19-202 was established in 2013, Traffic Council has implemented the following neighborhood parking districts:

- TPR-204. Newton North High School Tiger Parking Permits
- TPR-205. Newtonville Neighborhood Parking District
- TPR-206. Auburndale Village Parking District
- TPR-207. Carr School Neighborhood Parking District
- TPR-208. Waban Village Parking District

In addition to free transferable visitor parking placards, residents may choose to purchase parking stickers for their vehicles. The fee for parking permit stickers for **residents** living within each neighborhood parking district is set at \$25.00 per year for each vehicle, per Sec. 19-201(B)(5)(e). Section 19-202(b)(3)(f) states that the **non-resident** parking stickers or permits (within a neighborhood parking district) shall cost twenty five dollars (\$25.00) per year.

Due to the requirement that non-resident parking stickers shall cost \$25.00 per year, as each neighborhood parking district was created, the following non-resident permit fees were approved:

- \$25.00 per year for Newton North High School students to obtain a TIGER parking permits to park on a local neighborhood street, as part of TPR-204. (*Note: the cost for Newton South High School students to obtain a parking permit to park in an on-campus parking lot is currently \$350.00 per year, as set by the Newton School Committee.*)
- \$25.00 per year for Auburndale employees obtaining a business parking permit, as part of TPR-206.

It is likely that additional neighborhood parking districts will continue to be established throughout the City. Staff is currently working with community members and elected officials on neighborhood parking district plans for Newton Highlands and for Newton Centre.

Because each village in Newton is unique, each village parking district that has been developed has been based on the distinct characteristics and parking needs and resources available in the neighborhood, as well as the needs of people who park there, including residents and their visitors, employees of nearby businesses, school employees, high school students and others. As additional village parking districts move forward, each will continue to balance the goals of directing vehicles to park in specific locations, the reality that driving is a necessity for many people, and Citywide goal of promoting alternatives to driving.

As it is a goal of the City to continue to encourage alternatives to driving, and with pricing available as a tool to help achieve this goal, elected officials may wish to consider a replacing the current ordinance language, as established in Section 19-202(b)(3) **from** the following:

f) Non-resident parking stickers or permits shall cost twenty five dollars (\$25.00) per year

to new language, such as the following:

f) The cost of non-resident parking stickers or permits shall be established as part of each individual neighborhood parking district program and shall be specified in the Traffic and Parking Regulations.

With this more flexible approach, it is envisioned that the cost of non-resident parking stickers could be approved through the Traffic Council process, in order to better reflect each unique condition.

A 20-day appeal period applies to any Traffic Council vote, with the City Council being the final approval body. Furthermore, any subsequent increase or decrease to a non-resident parking permit fee associated with a specific neighborhood parking district could be changed through the Traffic Council process, again with the 20-day appeals period to City Council always applying to any Traffic Council vote.

Sec. 19-202. Neighborhood parking district program.

The traffic council may, from time to time, establish neighborhood parking districts in an area comprised of contiguous streets where demand for on-street parking necessitates a comprehensive approach to managing parking. The traffic council shall establish rules and requirements particular to that district for the purpose of creating consistent parking regulations and equitably distributing parking impacts throughout the district. Such districts shall be published in the traffic and parking regulations.

(a) Establishment of neighborhood parking districts.

(1) Following a public hearing, traffic council may establish a neighborhood parking district, and shall establish for each such district parking rules and regulations applicable within such districts, and may establish rules allowing for the issuance of resident, visitor and non-resident stickers and permits to override street regulations.

(b) Issuance of neighborhood parking district parking stickers and permits.

(1) *Resident parking permits.* Upon establishment of a restricted area by the traffic council, the city engineer shall determine those addresses at which registered vehicles shall be eligible to receive resident parking stickers, and forward a list of such addresses to the chief of police and to the board of assessors. The board of assessors shall provide a description of the use at each address including the existing number of dwelling units as it appears in the assessing records, and forward that information to the chief of police. Such resident parking stickers shall otherwise be issued and enforced by the chief of police in accordance with the provisions, regulations, and fee established in 19-201 B. (3), (4) and (5).

(2) *Visitor parking permit.* Visitor parking permits shall be issued as per section 19-201C.

(3) Non-resident parking stickers or permits.

a) A limited number of non-resident parking stickers or permits may be made available for use on streets within a neighborhood parking district in accordance with such rules and regulations for that district. Traffic council may establish rules governing the maximum number of parking stickers or permits allocated to non-residents on each particular street, and rules related to where on the street a non-resident sticker or permit may be applicable, and which shall be included in the traffic and parking regulations.

b) The chief of police may establish acceptable documentation required to obtain a non-resident sticker or permit.

- c) Non-resident parking stickers or permits shall be valid for a one year period. The chief of police may establish the month of the year in which the permit expires for any given neighborhood parking district.
- d) Any outstanding fines for parking violations attributable to the motor vehicle for which a non-resident parking sticker or permit is requested must be paid in full before said sticker is issued.
- e) Non-resident parking stickers or permits shall show the registration number of the vehicle to which it is assigned, the sticker or permit's effective year, and the area in which it is effective.
- f) Non-resident parking stickers or permits shall cost twenty five dollars (\$25.00) per year.
- g) Upon establishment of a neighborhood parking district by the traffic council, the city engineer or parking manager shall prepare a parking plan and report describing the non-resident parking permit or sticker rules applicable on a particular street, and shall forward these to the chief of police.
- h) The chief of police may establish rules governing the distribution of non-resident stickers or permits.
- i) The chief of police may establish rules governing the display of non-resident parking stickers or permits.

(c) Exemptions.

- (1) Visitor parking permits for a neighborhood parking district may be issued by the chief of police or his designee in such a number, and to such institutions, organizations, or persons, as the traffic council shall authorize in establishing permit-parking restrictions in accordance with subsection (a) above.
- (2) Such additional visitor permits shall be issued, where authorized by the traffic council, free of charge.
- (3) The chief of police or the chief's designee may, at his discretion and upon request of any resident at an eligible address, waive the permit parking restrictions in a neighborhood parking district for a limited period of time.

(d) Other provisions.

All stickers and permits issued pursuant to this section shall be subject to the provisions of section 19-201E. (Ord. No. A19, 04-01-13)



Ruthanne Fuller
Mayor

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Barney S. Heath
Director

DATE: November 7, 2018

TO: City Council, Public Safety & Transportation Committee

FROM: Barney S. Heath, Director of Planning and Development
Nicole Freedman, Director of Transportation Planning

RE: **Background for discussion of Differential Pricing for Parking**

CC: Jonathan Yeo, Chief Operating Officer
Maureen Lemieux, Chief Financial Officer
James McGonagle, Commissioner of Public Works
Jason Sobel, Director of Transportation Operations

On November 7, 2018, staff is prepared to discuss a proposal to implement differential priced parking in Newton. It is our hope that the discussion will provide justification to move forward on an ordinance change that allows staff the ability to set meter rates administratively, within a designated range, consistent with stated parking availability goals.

The Newton Centre Parking Strategy recommends actively managing parking as a fundamental strategy to address parking challenges in the City. Staff would establish a target parking availability goal and adjust meter rates periodically to achieve the goal. Key to the success, is providing staff the nimbleness to adjust rates multiple times per year in pursuit of the goal.

“DIFFERENTIAL” VS “DYNAMIC” PRICED PARKING

Differential priced parking, a term coined by the City of Newton is intended to be a cousin of dynamic priced parking. Both are based on the same guiding principle of actively managed, demand-based parking.

Demand-Based Parking Believes...

1. Cities historically have charged below market rate for parking

2. The supply and demand imbalance causing:
 - a. Cruising, congestion, wasted time and fuel, and polluted air
 - b. “shortages” of close-in front-door spaces leading to frustration and discouraged businesses

3. Demand- based pricing corrects the imbalance by
 - a. Establishing target availability goal
 - b. Adjusting meter rates by location and and/or time in pursuit of the goal

The key difference between dynamic pricing and our proposal is implementation. Dynamic pricing works best as a theory. Our proposal applies implementation lessons learned from pilots in other cities. Key lessons learned from Boston that would be heeded in Newton include:

Pilot Project Lessons Learned	Newton Recommendation
Most parkers don't have real-time knowledge of meter rates, so rates should be set for a fixed, longer period of time, as opposed to flexing in real-time.	Review and adjust meter rates every 6 months as opposed to flexing rates daily, weekly or monthly
Hourly meter rates of \$1-\$2 are not enough to significantly impact parkers' habits	Set initial meter rates with understanding that subsequent increases may be needed to achieve market rate
Setting rates by block is an operational undertaking and challenging for parkers to understand	Set rates on a zone basis, as opposed to block-by-block basis
Smart technology is typically rolled out prior to dynamic pricing, automating utilization evaluation	Newton can start with manual evaluation of utilization and use Passport as a proxy for more data



AN IMPLEMENTATION EXAMPLE: NEWTON CENTRE

By way of example, staff will walk through a proposal to improve parking in Newton Centre, using differential priced parking.

The Newton Centre Parking Strategy determined the following conditions exist in Newton Centre:

- Utilization of all metered spaces is high, particularly from 10 AM – 4 PM weekday
- Challenges are particularly acute on Union Street, which is nearly 100% full all day and nearly 50% of parkers overstay the 2-hour time limit.
- Overall there is an abundance of public spaces available, with utilization of on-street non-metered spaces in the periphery vastly underutilized.

To address the challenges, staff would propose Phase I changes as follows:

- Adopt 85-90% occupancy goal
- Maintain long-term meter rates
- Increase rates of short-term meters to encourage parkers, particularly long-term parkers, to find alternatives to front-door spaces

The City would evaluate the Phase I changes via manual counts and using Passport and kiosk data. After six months, staff would seek to make additional improvements such as changes to meter rates, time limits or non-meter regulations in pursuit of the target availability goal.



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Mayor

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