



Public Safety & Transportation Committee Report

City of Newton In City Council

Wednesday, November 7, 2018

Present: Councilors Ciccone (Chair), Cote, Downs, Noel, Grossman, Lipof, Auchincloss and Markiewicz

Also Present: Councilors Crossley (Chair), Kelley, Danberg, Laredo, Leary, Gentile, Lappin, Baker, Krintzman, Greenberg and Albright

City Staff: Chief Bruce Proia, Newton Fire Department; Chief David MacDonald, Newton Police Department; Jim McGonagle, Commissioner of Public Works, Nicole Freedman, Director of Transportation Planning; David Koses, Transportation Coordinator, Isaac Prizant, Traffic Engineer; Jason Sobel, Director of Transportation and Operation and Barney Heath, Director, Planning & Development

Chair's Note: Chief MacDonald provided Committee members with updated material regarding crash trends in the city from May 8, 2018 to November 4, 2018 indicating the top ten accident locations and accident totals where changes have been made. This material is attached to this report.

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.

NOTE: The Committee met jointly with the Public Facilities Committee. Please refer to the Public Facilities Committee report dated November 7, 2018.

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.

ACTION: **APPROVED 8-0**

NOTE: Mr. Koses joined the Committee for discussion on this item.

Mr. Sobel provided a memorandum and Mr. Koses provided backup material, both are attached to this report.

Mr. Koses stated that this docket request is to amend the ordinance to increase the non-resident parking permit fee from \$25.00 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.

Per City Ordinance 19-201, f) Non-resident parking stickers or permits shall cost \$25.00 per year. In part 17-14, j) Neighborhood parking district non-resident permits cost \$25.00 per year. The memo discusses the five neighborhood parking districts that Traffic Council has implemented. Per City Ordinance, permits for Newton North High School (NNHS) cost \$25.00 per year. Permits for Newton South High School (NSHS) cost \$350.00 per year. The proposed new ordinance language would allow the City to change the current NNHS Tiger Permit Program fee and non-resident permit fees from \$25.00 year. Any Tiger permit issues to a student shall be considered a non-resident permit according to City Ordinance, section 19-202. Any Tiger permit issued to NNHS staff or residents of housing units abutting Hull Street or Elm Road shall be considered a visitor permit according to City Ordinance, sections 19-202b)2) and 19-201C5).

Moving forward, the City is discussing flexibility and more appropriate fees. This would allow Traffic Council the flexibility of charging permit costs as part of their approval process and the number of permits issued.

Current Ordinance Language is as follows: f) Non-resident parking stickers or permits shall cost \$25.00 per year.

New Ordinance Language as follows: 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 (TPR).

Committee members and others present expressed their questions, concerns and suggestions.

Questions:

- Why is NSHS more expensive than NNHS? Is it because they receive a parking space on campus? Mr. Koses answered that NSHS students park on private property and fees are set by the School Committee. NNHS students park on city property.
- Are permits transferable? Can permits be issued to employers for their employees to share? Mr. Koses answered that this could be done, making permits transferable.

Concerns:

- Several Councilors expressed concern that there are different parking situations throughout the City and that there is no plan in place.
- A Councilor stated that \$25.00 per year for a permit is a 'bargain'.
- A Councilor expressed concern about the number of permits being issued to non residents.

Mr. Koses said that Newton Highlands Area Council support this Ordinance language amendment. He then stated that there are many concerns regarding the number of permits being issued to non residents. NNHS has capped their permits to 150, this amount was debated and determined by the School Department. In Auburndale, the number of permits was considered and discussed. He then said that there is no permit program for commuters at this time.

Suggestions:

- A suggestion was made to price each village separately.

- A suggestion was made that commuters should pay market prices for parking. Fees collected would help pay for infrastructure, streets, services, repairs, etc.
- Permits should not be allowed during the evening hours, due to the lack of parking especially during Boston events.

Councilor Danberg stated that several years ago, the City implemented an Employee Permit Parking Program in Newton Centre in the Pelham and Cypress Street parking lots at a cost of \$1,200.00 year; these permits immediately sold out. After several years this Employee Permit Parking Program dissolved.

Without further discussion, Councilor Cote made the motion to approve the new ordinance language as presented in the memorandum. Committee members agreed 8-0.

#504-18 Discussion on implementing differential priced parking in Newton
COUNCILORS DOWNS, AUCHINCLOSS, GROSSMAN, ALBRIGHT, CROSSLEY, DANBERG, KALIS, RICE, KELLEY, KRINTZMAN, LEARY, NOEL AND MARKIEWICZ, requesting a preliminary discussion on implementing differential (dynamic or variable) priced parking in Newton.

ACTION: HELD 6-0, Councilors Lipof and Noel not voting

NOTE: Ms. Freedman, Mr. Sobel, Mr. McGonagle, Chief MacDonald, Councilors Albright, Danberg, Krintzman, Leary and Baker joined the Committee for discussion on this item.

Mr. Heath provided a memorandum and Ms. Freedman provided a PowerPoint presentation, both are attached to this report. Ms. Freedman stated that the PowerPoint is used as an example only in Newton Centre.

Ms. Freedman stated that tonight's meeting goal is to have a discussion on differential priced parking. The project has three goals including increasing parking availability, reducing cruising and congestion and to increase safety. Thirty-percent of vehicles drive in circles to find parking due to congestion. The final goal is an ordinance change allowing administrative adjustment of meter rates consistent with parking goals. Mr. Sobel stated that this is a preliminary discussion looking for flexibility and to review street by street.

Differential versus Dynamic Priced Parking- Both are demand based parking pricing

1. Cities historically have charged below market rate for parking.
2. Supply and demand imbalance causes problems.
 - a. Cruising, congested traffic, wasted time and fuel, and polluted air.
 - b. "shortages" of close-in front-door spaces leading to frustration, discouraged businesses.
3. Demand- based pricing corrects imbalance.
 1. Establishes target availability goal.
 2. Varies meter rates by location and and/or time in pursuit of the goal.

Ms. Freedman explained the different existing conditions in Newton Centre (as an example) including meter utilization, public metered lot utilization, utilization by hour, parking space inventory and utilization on public spaces.

Phase 1 - Objective is to shift parking away from “front door spaces”.

Phase 2 – Evaluate, adjust as needed and review every six months.

Chief MacDonald asked if the parking cruising data studies were local, national or urban? Ms. Freedman stated she gathered data from reading statistic reports.

Committee members and others present expressed their questions, concerns and suggestions.

Questions:

- If prices are changed at current meters, although expensive could meter heads be changed?

Mr. Sobel answered yes, the City could change the meters but would check each street to determine if it is possible.

- If meter heads cannot be adjusted, is there funding in the budget to replace them? Mr. Sobel answered no, not at this time.

- Where will vehicles from Union Street park?

- Is there a budget on implementing this program?

- Will a pilot be implemented to determine if differential priced parking is working?

- Will a pilot be implemented in a limited area or citywide? It would be helpful to know of priority areas being considered.

Ms. Freedman answered that the City is not thinking of a pilot program, implementation would be completed in phases. Mr. McGonagle stated that the whole process is a pilot. Tweaking will be made as needed and if necessary. In the beginning, implementation would not be city wide.

- How will priority areas be set and how was this determined?

- Will the goals be reviewed every six months?

- Please explain how kiosks are calibrated and corroborated? Ms. Freedman answered that manual data counts would be performed which would be reviewed with passport data allowing daily data.

- How will the public be informed of this proposal?

- Will drivers be made aware of rates prior to parking their vehicle?

- Will the City have the capability to set rates at different times and perhaps reduce rates during certain hours?

Ms. Freedman answered yes, when the City obtains smart meters, it would be simple to change the rates. Although, it would be difficult to notify drivers of rates and which hours the rates would apply.

- How will seniors (who park for free) be affected during this process and how will seniors' impact the pilot?

Concerns:

- Drivers should be encouraged to park at meters rather than park in free parking spaces.

- In Newton Centre, many businesses complain about drivers parking long-term making it difficult for patrons not having the ability to park.

Suggestions:

- A suggestion was made to implement this program City wide.
- Please provide feedback on how the program is operating.
- A suggestion was made to alter parking rates on Game Days or Boston Events.
- Perhaps install an electronic sign making drivers aware of rates prior to parking.
- Please consider credit cards as a way for drivers to pay.
- Please provide data reports as administrative adjustments are made.
- It was suggested to rollout this program in Newton Centre.

Chief MacDonald stated that enforcement is necessary. There are ten parking control officers making it important for them to be educated. The role out process would be extremely important.

Without further discussion, Councilor Auchincloss made the motion to hold this item. Committee members agreed 6-0, Councilors Lipof and Noel not voting. Committee members thanked Ms. Freedman for her presentation.

#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.

ACTION: HELD 6-0, Councilors Lipof and Noel not voting

NOTE: Chief MacDonald, Chief Proia, Mr. McGonagle, Mr. Koses, Councilors Greenberg, Baker, Albright and Kelley joined the Committee for discussion on this item.

Councilor Albright stated that a resident recently purchased a home without a driveway. The resident contacted her requesting consideration of eliminating the winter parking ban. The resident contacted the Horace Mann School and the Boys & Girls Club requesting parking on their property but was informed they would not be allowed. A neighbor offered use of their driveway at a cost of \$1500. Councilor Kelley stated that areas of concern are residents without driveways and certain areas of the City. Councilor Albright then said that the Mayor suggested to her a Pilot Program on select streets in Ward 2. A one-year pilot program would determine if eliminating the winter parking ban would work or not. This docket item proposes to end the winter parking ban on select streets in Wards 2 and 3 (small homes on small lots). Councilor Albright then said that after speaking with Chief MacDonald and Mr. McGonagle she understood a definite area would make enforcement easier for the Police Department and how plowing operations would work.

Chief MacDonald stated that he would recuse himself from discussing any area where the City would implement this. However, he would be involved with demarcating the area for Police Department officers. Councilor Albright stated that moving forward; there is a lot to be learned including notifications and where they can and cannot park.

Committee members and others present expressed their concerns, suggestions and questions.

Concerns:

- Eliminating the overnight ban impacts snow removal operations. Criteria would have to be set, the area demarked, be very cautious and clear.
- Wards 2 and 3 suffer from extreme parking issues. Many 2-3 family homes only have one driveway. There is no adequate off-street parking.
- Residents go to the municipal parking lots after 8:00 p.m. and must have their vehicles removed by 6:00 a.m. all for a four-hour parking ban.
- When the fine was increased to \$25.00 it did not matter.
- We do not need to see storage of vehicles on streets during and after storms.
- Do households need more than one vehicle? If a permit system is not implemented, residents will buy additional vehicles.
- It is concerning just to eliminate the winter parking ban without another plan.
- The winter parking ban has served the city well and should not be eliminated without ways for the Police Department to enforce. Selections should be made on a hardship basis and meet the Police Department requirements.

Suggestions:

- Identify homes without driveways and perhaps implement an overnight permit system at a cost. The permit would include contact information in case the resident had to be notified of moving their vehicle perhaps making enforcement easier. This would allow residents relief.
- If a permit system is implemented do not issue more permits than the number of spaces and perhaps issue to a specific parking space.
- Perhaps implement a pilot program to allow resident parking.

Questions:

- Is data available on the number of residents affected?

Councilor Albright answered no. Chief MacDonald answered that he did not know where the ticket data came from when distributed several years ago. This request will be researched.

The City is 19 square miles with nine officers covering the night shift (11:30 p.m. to 7:30 a.m.) making it difficult to enforce. In November, the department traditionally saturate problem areas. If the department receives complaints of a certain street, vehicles on that street are ticketed every night for one week without exception. This worked well when the fine was \$5.00, not \$25.00 and when the department had many more officers. It is necessary for emergency vehicle access without difficulties. Residents adjust when a snow emergency is called. If a permit for a pilot program is implemented, it may burden the Police Department and residents in that area.

Chief MacDonald stated that the current winter parking ban is implemented from November 15 through April 15. In his opinion, it is too long. Chief MacDonald stated that he can support a winter parking ban from December 15 through March 15. Mr. McGonagle agreed.

Mr. McGonagle stated snow emergencies are called approximately seven to ten times per year. They are announced by robot calls, social media and the City's website. If the parking ban is removed snow emergencies may have to be declared more often and perhaps last longer for plow operations. Snow emergencies are based on the amount of snow and what weather follows.

Chief Proia expressed his concern with emergency vehicle access without difficulty. A snow emergency is called off when plow operations are complete. It is difficult for emergency vehicles when vehicles are parked on both sides of the road because snow banks narrow the road. A fire truck and emergency vehicles must have access to every street. It is a public safety hazard. He suggests extending the snow emergency time or restrict parking to one side of the road. A permit process may address many problems specifically for students and out-of-town residents.

Councilor Kelley agreed that narrow streets need consideration. She stated that she would support a permit program, shorten the season and implement a one side parking ban. She then said that one vehicle to a household may be difficult and may not be realistic if public transit is not convenient. Some relief is necessary for residents in Wards 2 and 3.

Councilor Cote agreed to review a one-side parking ban and asked how a permit program would be managed? It is necessary to help residents solve their parking problems.

Mr. Koses stated that several years ago, the pilot permit system proposed in Ward 1 did not come to fruition. A proposed concept included the application process, fees and review of residents' driveways.

Councilor Auchincloss stated that he did not sign on as a co-docketer because he did not have enough information at the time. He supports shortening the winter parking ban season. He agrees that the winter parking ban should not be eliminated without another plan. Councilors Grossman and Downs agreed.

Without further discussion, Councilor Cote made a motion to hold this item with the understanding an item will be docketed to shorten the winter season parking ban, meeting with DPW and to collect data from the Police Department. Committee members agreed 6-0, Councilors Lipof and Noel not voting.

At approximately 10:25, Councilor Auchincloss made a motion to adjourn. Committee members agreed 6-0, Councilors Lipof and Noel not voting.

Respectfully submitted,

Allan Ciccone, Jr. Chair

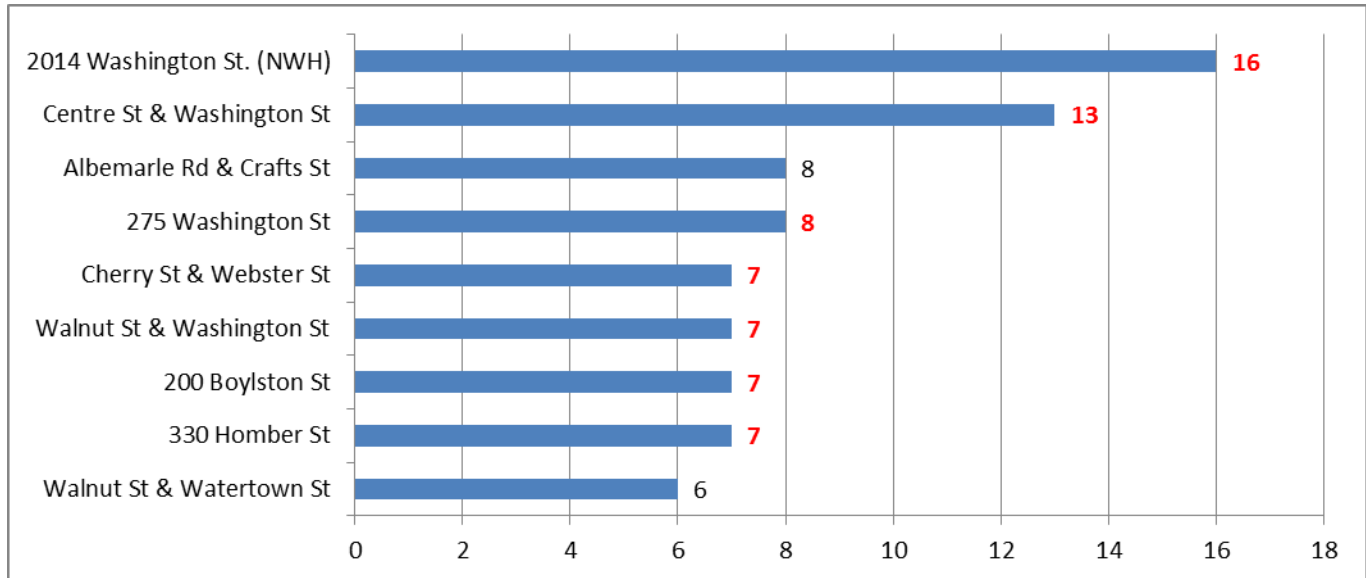


Newton Police Department



Top Accident Locations & Accident totals where traffic changes have been made

2018 Top Accident Locations



Accident totals at locations where traffic control changes have been made

Lexington St. & Staniford St. – Install temporary Pedestrian Crossing, March of 2018
Accidents Since Last Report (5/8/2018 – 11/4/18) – 1

California St. & Jassett St. – New Controller Installed, February of 2018
Accidents Since Last Report (5/8/2018 – 11/4/18) – 0

Centre St. & Bowen St. – New Cabinet installed, February of 2018
Accidents Since Last Report (5/8/2018 – 11/4/18) – 1

Harvard St. & Washington St. – New signal operational, October of 2017
Accidents Since Last Report (5/8/2018 – 11/4/18) – 1

Beacon St. & Beethoven Ave. & Evelyn Rd. – New signal operational, August of 2017
Accidents Since Last Report (5/8/2018 – 11/4/18) – 0

Jackson St. & Pearl St. – Upgrade signal hardware, August of 2017
Accidents Since Last Report (5/8/2018 – 11/4/18) – 0

Centre St. & Tyler Ter. – New emergency signal installation, Summer of 2017
Accidents Since Last Report (5/8/2018 – 11/4/18) – 0

Washington St. & Auburn St. & Perkins St. – Prospect, Upgrade Signal Hardware and
Detection, Summer of 2016
Accidents Since Last Report (5/8/2018 – 11/4/18) – 0

Watertown St. & Adams St. – New signal operational, Summer of 2016
Accidents Since Last Report (5/8/2018 – 11/4/18) – 0

Comm. Ave & Lexington St – New Cabinet, Summer of 2016
Accidents Since Last Report (5/8/2018 – 11/4/18) – 3

City of Newton



DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION

110 Crafts Street
Newton, MA 02460

Ruthanne 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.

(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

- (c) Range and examination fees\$20.00
- (d) Special police ID cards\$50.00
- (e) Fingerprints (non-criminal)\$ 5.00
- (f) Temporary parking permit (Sec. 19-49).....\$10.00
- At a metered public parking space Add \$5.00 per day.
- (g) Parking meter fees see Sec. 19-191
- (h) Residential sticker and visitor permit parking Permits (Sec. 19-191)\$25.00
- (i) Residential sticker and visitor permit parking permit replacement (Sec. 19-201)\$2.00
- (j) Neighborhood Parking District non-resident permits (Sec. 19-202(2)(3)f).....\$25.00
- (k) Public auto medallion fee (Sec. 19-336)\$50.00

(Ord. No. T-168, 9-3-91)

Sec. 17-14. Denial, revocation or suspension of certain local licenses and permits for failure to pay municipal taxes or charges.

(a) The collector-treasurer shall annually provide each officer, board, department or commission having the power to grant licenses or permits (each of which hereinafter referred to as the "licensing authority") a list of any person, corporation or business enterprise that has failed to pay any local taxes, fees, assessments, betterments or any other municipal charges for at least twelve months and that has not in good faith filed a pending abatement application for such tax or a pending application before the appellate tax board. The licensing authority may deny an application for, revoke or suspend, or deny an application for renewal or transfer of such license or permit, if the name of such applicant for or holder of such license or permit appears on the collector-treasurer's list, or if the name of the owner of the real estate on which the licensed or permitted activity is or is to be carried out or exercised, appears on such list, provided that the procedures described in paragraphs (b) through (g) below are followed.

(b) Such licensing authority shall send written notice to the collector-treasurer and to the applicant for or holder of such license or permit, if the name of such applicant for or holder of such license or permit appears on the collector-treasurer's list, or shall send written notice to the collector-treasurer and the owner of the real estate on which the licensed or permitted activity is or is to be carried out or exercised, if the name of the owner of such real estate appears on such list. Such written notice shall state the name of the individual whose name appears on the collector-treasurer's list, briefly describe the action which the licensing authority is considering and the license or permit which may be affected and provide a notice of the hearing described in paragraph (c).

(c) The applicant for or holder of the license or permit, or the owner of the real estate on which the licensed or permitted activity is or is to be carried out or exercised, shall be given a hearing before such licensing authority, which hearing shall occur no sooner than fourteen (14) days after the notice provided for in paragraph (b). The collector-treasurer shall have the right to intervene in such hearing and the collector-treasurer's list shall be prima facie evidence for the denial of an application for, revocation or suspension of, or denial of an application for renewal or transfer of such license or permit. Any findings made by the licensing authority shall be made only for

Judith Road: both sides, entire length.

Lawrence Avenue, west side, entire length

Manet Road: east side, entire length.

Nonantum Place:

(1) east side, from Charlesbank Road to a point 292 feet south of Jefferson Street.

(2) east side, from a point 142 feet south of Jefferson Street to Jefferson Street

Peabody Street: east side, entire length.

(1) Beginning January 1, 2016, a maximum of 1 visitor permit will be made available to residents of dwelling units located on corner lots which are contiguous to a lot that borders Peabody Street. These visitor permits are to continue to be made available on an annual basis, but only to residents living in these dwelling units who have a current Peabody Street resident permit or visitor pass. Resident of dwelling units located on corner lots which are contiguous to a lot that borders Peabody Street, but who do not currently have a Peabody Street visitor permit or resident sticker will not be entitled to obtain one.

Pelham Street: north side, from the entrance of the municipal parking lot to Crescent Avenue.

Samoset Road, Waban: both sides, entire length.

Tanglewood Road: both sides, 7:00 a.m. to 7:00 p.m., entire length.

Waban Hill Road/Waban Hill Road North: both sides, entire length.

Waban Park:

(1) north side of the north drive along the reservation, entire length.

(2) south side of the south drive along the reservation, entire length.

(Ord. No. S-227, 11-3-86; Ord. No. S-228, 11-3-86; Ord. No. S-232, 12-15-86; Ord. No. S-234, 1-5-87; Ord. No. S-279, 10-5-87; Ord. No. S-290, 12-7-87; Ord. No. S-291; Ord. No. S-342, 11-21-88; Ord. No. S-343, 11-21-88; Ord. No. T-2, 1-3-89; Ord. No. T-37, 7-10-89; Ord. No. T-39, 7-10-89; Ord. No. T-52, 10-2-89; Ord. No. T-53, 10-2-89; Ord. No. T-56, 10-16-89; Ord. No. T-79, 3-19-90; Ord. No. T-87, 4-17-90; Ord. No. T-109, 10-15-90; Ord. No. T-180, 10-21-91; Ord. No. T-229, 6-1-92; Ord. No. T-255, 12-21-92; Ord. No. T-283, 7-12-93; Ord. No. V-31, 7-10-96; Ord. No. V-73, 3-4-96; Ord. No. 151, 11-17-97; Ord. No. W-19, 10-16-00. TPR No. 35, 11-19-09; TPR-68, 03-24-11; TPR-81, 10-13-11; TPR-102, 10-25-12; TPR-116e, 04-04-13; TPR-116h, 04-04-13; TPR-116m, 04-04-16; TPR-116p, 04-04-13; TPR-116zg, 04-04-13; TPR-116zl, 04-04-13; TPR-190, 11-20-14; TPR-207, 06-25-15; TPR-208, 06-25-15; TPR-209, 06-25-15; TPR-434, 09-20-18)

Sec. TPR-203. Reserved.

(Ord. No. X-113, 10-18-04; Ord. No. Y-23, 7-09-07; TPR-290, 03-16-17)

Sec. TPR-204. Newton North High School Tiger Parking Permits.

(a) There shall be a neighborhood parking district established in accordance with the Newton revised ordinance

section 19-202 known as the Tiger parking district, which shall be operated in accordance with the terms of this section.

(b) On school days between the hours of 7:00 a.m. and 4:00 p.m., a vehicle properly displaying a Tiger Permit issued in accordance with this section shall be exempt from the parking restrictions set out in section TPR-176, provided that such vehicle is parked within the geographic section authorized by such Tiger Permit and operated by the person who has been issued such Tiger Permit.

A school day shall be considered a day in which students attend Newton North High School for regular instruction, as detailed in the official Newton Public School Calendar, and does not include summer school days.

(c) No more than 150 Tiger Permits may be issued to NNHS students under the Tiger parking district. No more than 65 Tiger Permits may be issued to NNHS for staff parking on Elm Road. Residents of housing units abutting Hull Street or Elm Road are entitled to up to two Tiger Permits per household and are not entitled to visitor permits.

(d) The chief of police shall arrange for the printing and issuance of the Tiger Permits, provided that each Tiger Permit shall (1) identify the geographic area to which it applies; (2) include a permit number; (3) state the effective dates. The chief of police may establish rules governing the display of Tiger Permits.

(e) The chief of police may issue Tiger Permits to students in accordance with selection methods as he determines, in his sole discretion, for carrying out the purposes of the program. Any Tiger permit issued to a student shall be considered a non-resident permit according to section 19-202.

(f) Any Tiger permit issued to newton north high school staff or residents of housing units abutting Hull Street or Elm Road shall be considered a visitor permit for the purpose of sections 19-202(b)(2) and 19-201C(5).

(g) The chief of police shall determine the effective dates of each Tiger Permit. Upon notice to the permit holder, the chief of police may revoke or suspend a Tiger Permit issued to a student for good cause. Good cause may include school disciplinary actions. Tiger Permits issued to staff and students shall automatically be revoked in the event that the permit holder ceases to be a staff member or student.

(h) On school days from 7:00 a.m. to 4:00 p.m. parking on the following streets or portions of such streets shall be reserved for the Tiger parking district. On school days between the hours of 7:00 a.m. and 4:00 p.m., no person shall allow a vehicle registered in his name to stand or park upon such street or portion of street, except in accordance with the terms of a Tiger Permit issued under the Tiger parking district.

Elm Road, portion directly abutting NNHS school property;
Hull Street;

Lowell Avenue, west side from a point 100 feet south of Craigie Terrace to a point 360 feet north of Arden Road;
Lowell Avenue, west side from Highland Avenue to Austin Street; and
Lowell Avenue, east side from Hull Street to a point 100 feet south of Elm Road.

(Ord. Y-23, 7-9-07; Ord. Y-31, 8-13-07; Ord. Z-25, 05-05-08; TPR-116zq, 04-04-13; TPR-201; 05-28-15; TPR-211, 07-23-15; TPR-289, 03-16-17)

TPR-205. Newtonville Neighborhood Parking District.

(a) There shall be a neighborhood parking district established in accordance with the Newton revised ordinance section 19-202 known as the Newtonville neighborhood parking district, which shall be operated in accordance with the terms of this section.

(b) A vehicle properly displaying a Newtonville parking permit issued in accordance with this section shall be

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.

“Differential” Priced Parking

PS&T Docket #504-2018
November 7, 2018
Nicole Freedman

Meeting Goal

Discussion of differential priced parking

Final Goal

Ordinance change allowing administrative adjustment of meter rates consistent with parking goals

Project Goal

- Increase parking availability
- Reduce cruising & congestion
- Increase safety



Multi- Pronged Effort

- Shared Parking
- District Permit
- Kiosk



Graphic: ZHAI HAIJUN/CHINA DAILY



Differential vs Dynamic Pricing

Both are...Demand-Based Parking Pricing

1. Cities historically have charged below market rate for parking
2. Supply and demand imbalance causes problems
 - a. Cruising, congested traffic, wasted time and fuel, and polluted air.
 - b. “shortages” of close-in front-door spaces leading to frustration, discouraged businesses
3. Demand- based pricing corrects imbalance
 1. Establishes target availability goal
 2. Varies meter rates by location and and/or time in pursuit of the goal

Differential vs Dynamic Pricing

Each...

Dynamic Priced
Parking *Theory*

Differential Priced
Parking *Proposed*

Sets a Target
Availability
Goal

Sets goal on a
block-by-block
basis, usually
85%

Sets goal on an
area basis, ~ 85-
90%

Tracks actual
availability
relative to goal

Uses smart
meters

Track manually
and with kiosk
and Passport

Allows meter
rates to
fluctuate

Prices can
fluctuate
throughout the
day until target
reached

Prices adjusted
administratively,
2x/year

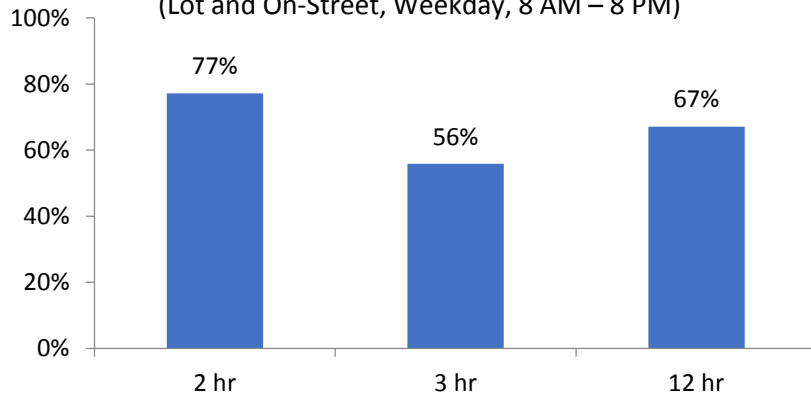
An Implementation Example...

Newton Centre

Existing Conditions

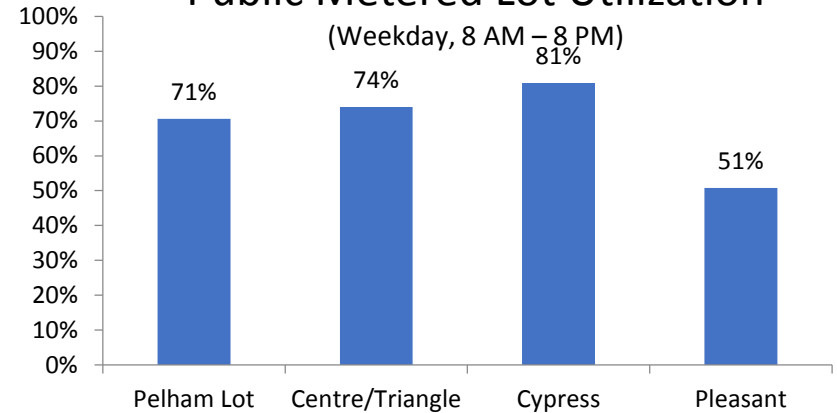
All Meter Utilization

(Lot and On-Street, Weekday, 8 AM – 8 PM)



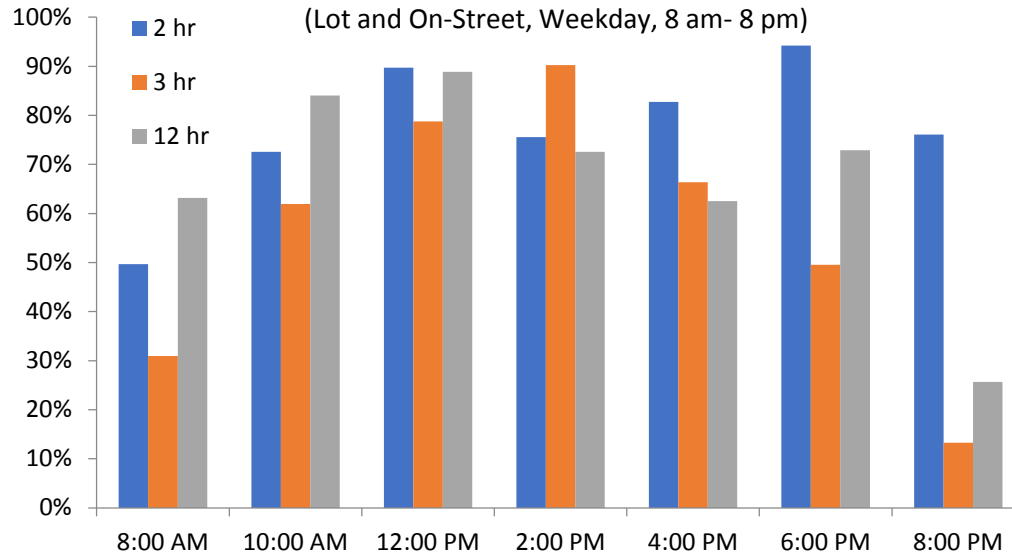
Public Metered Lot Utilization

(Weekday, 8 AM – 8 PM)



Public Metered Lot Utilization, By Hour

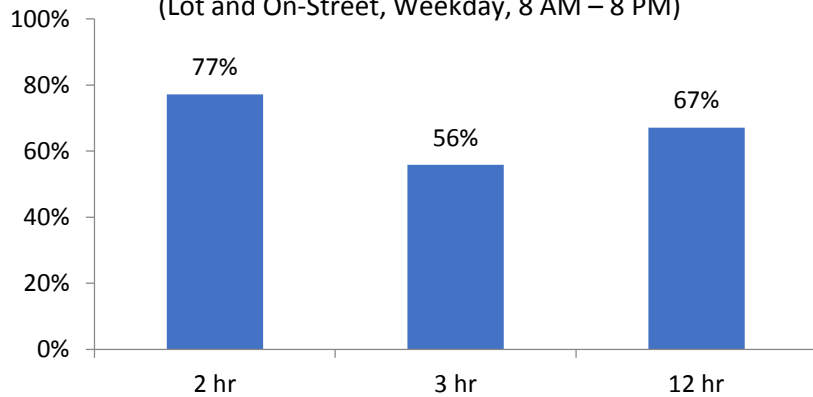
(Lot and On-Street, Weekday, 8 am- 8 pm)



Existing Conditions

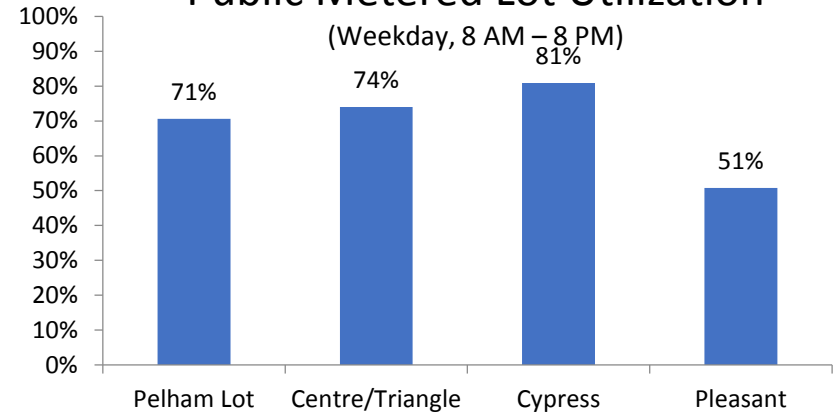
All Meter Utilization

(Lot and On-Street, Weekday, 8 AM – 8 PM)



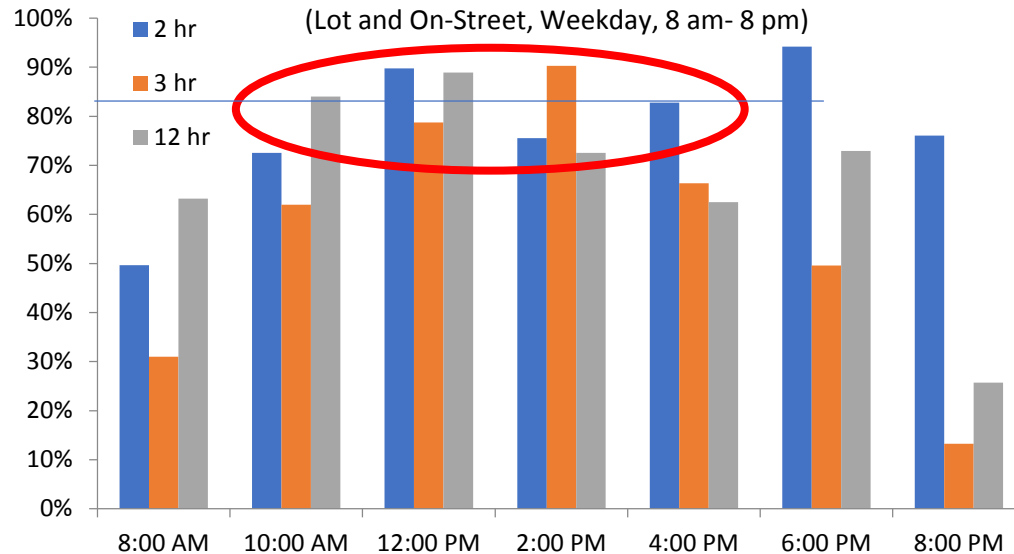
Public Metered Lot Utilization

(Weekday, 8 AM – 8 PM)



Public Metered Lot Utilization, By Hour

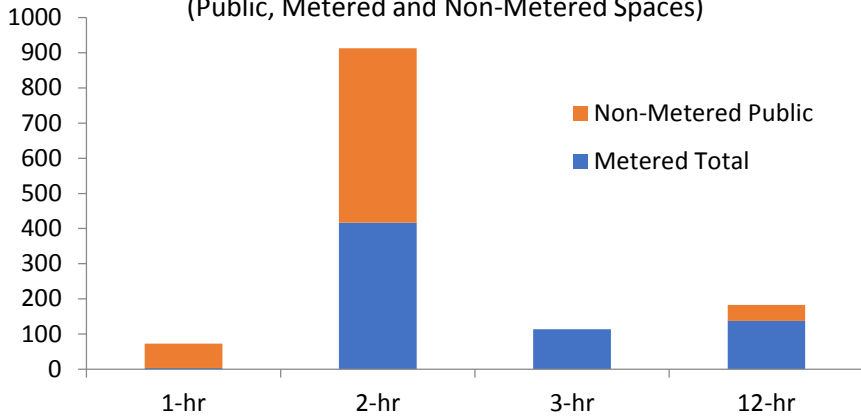
(Lot and On-Street, Weekday, 8 am- 8 pm)



Existing Conditions

Parking Space Inventory

(Public, Metered and Non-Metered Spaces)



Utilization, Public Spaces

(Weekday, 8 am - 8 pm)

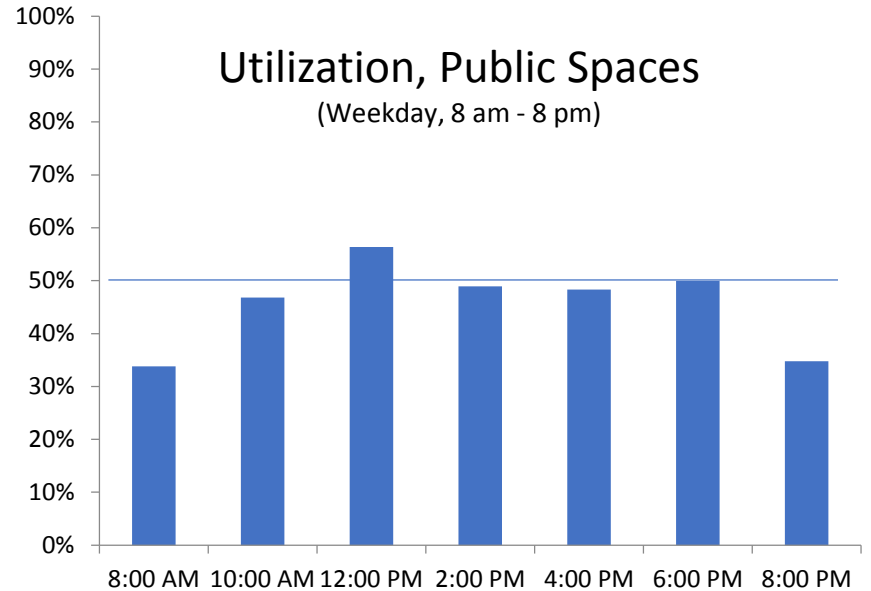


Figure B-22 Weekday Utilization, 8AM

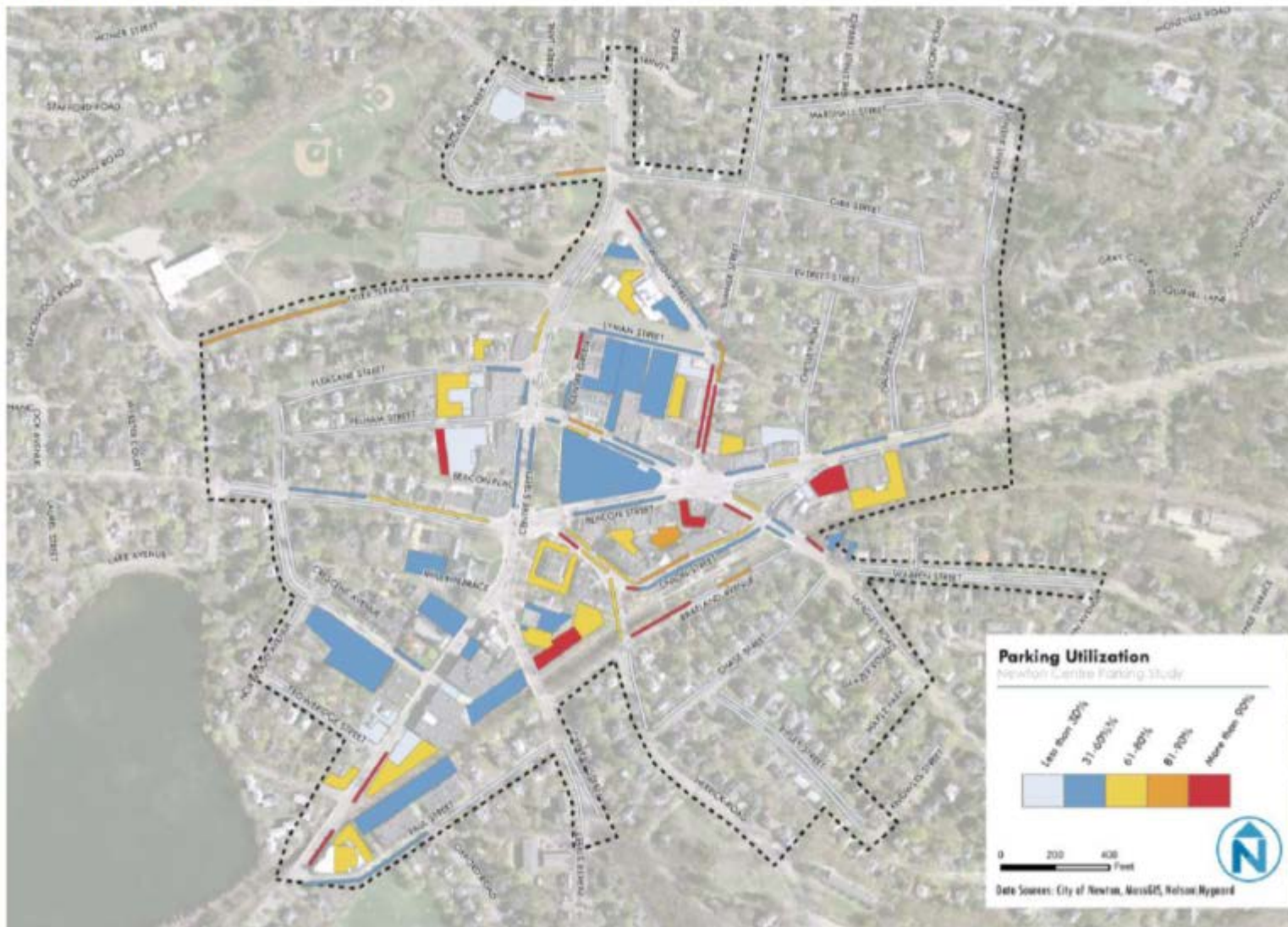


Figure B-23 Weekday Utilization, 10AM

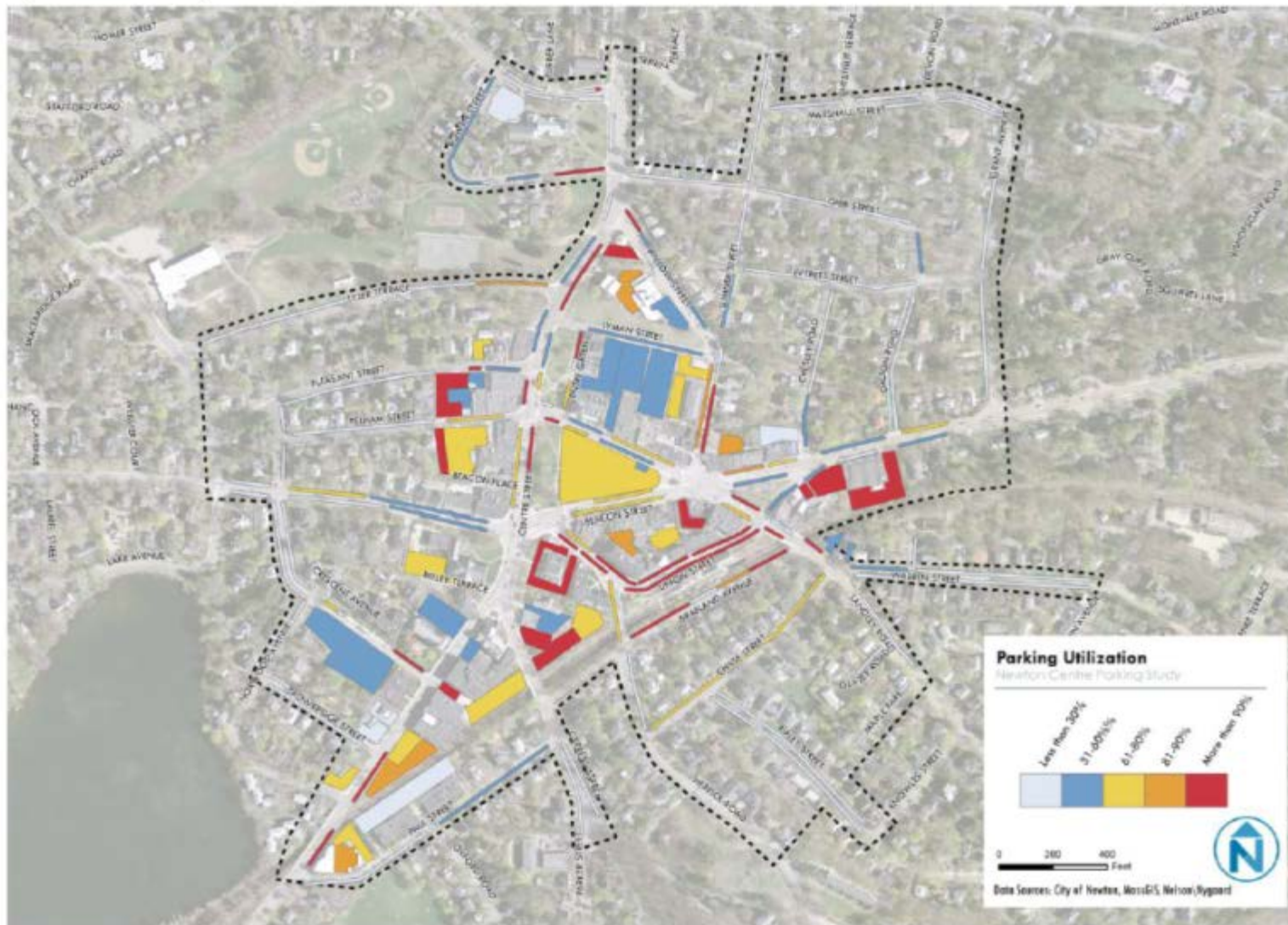


Figure B-24 Weekday Utilization, 12PM

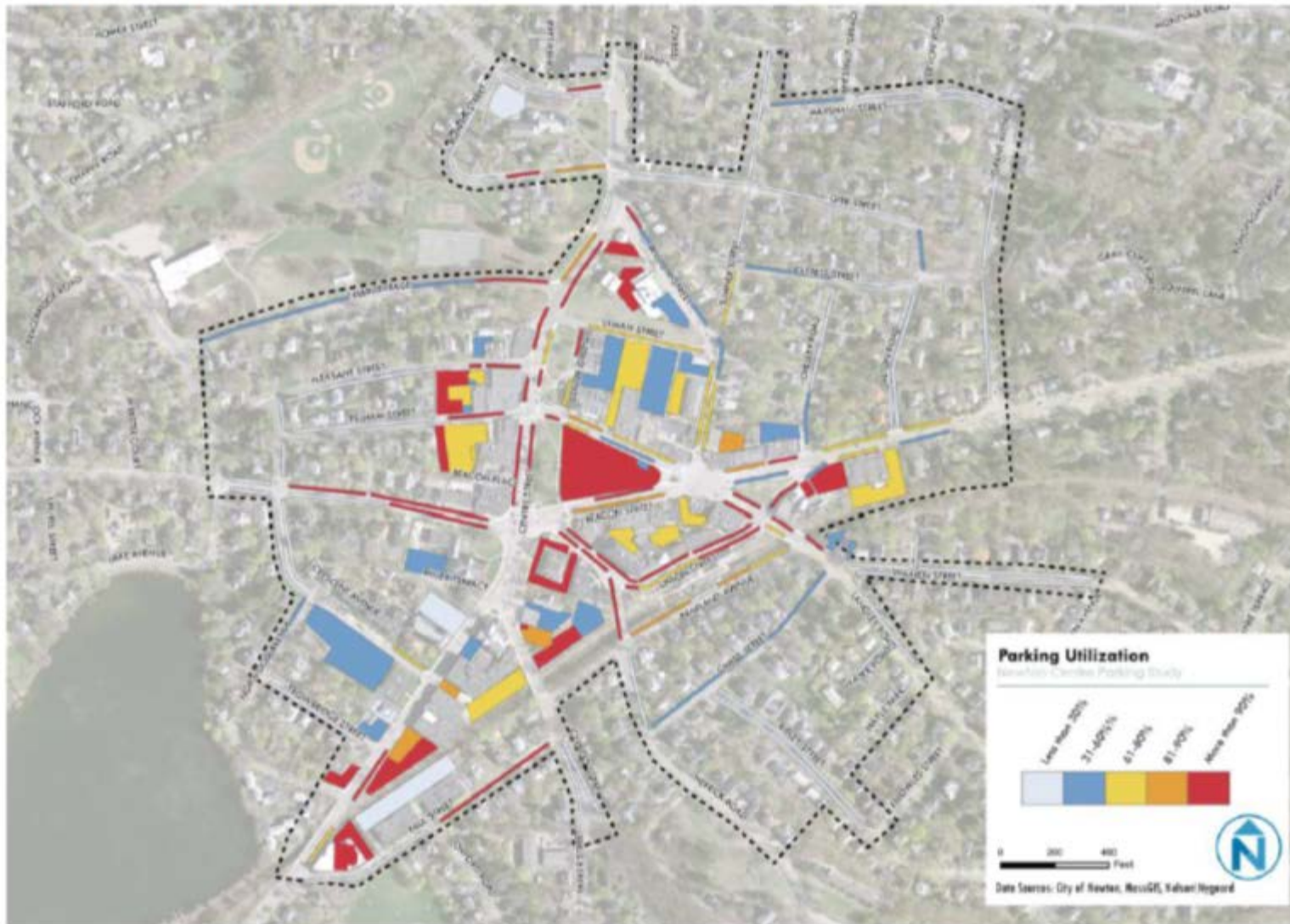


Figure B-25 Weekday Utilization, 2PM

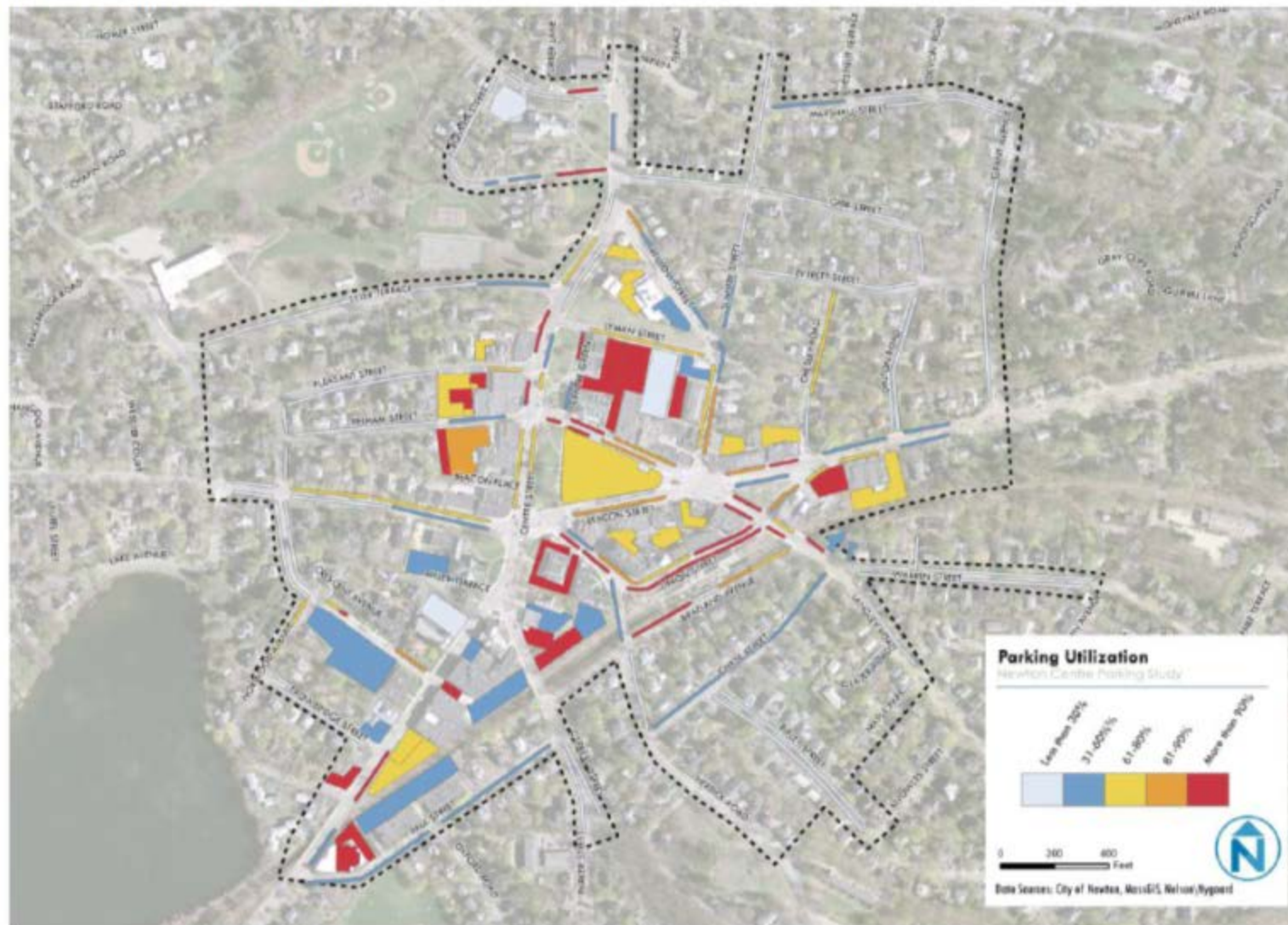


Figure B-26 Weekday Utilization, 4PM

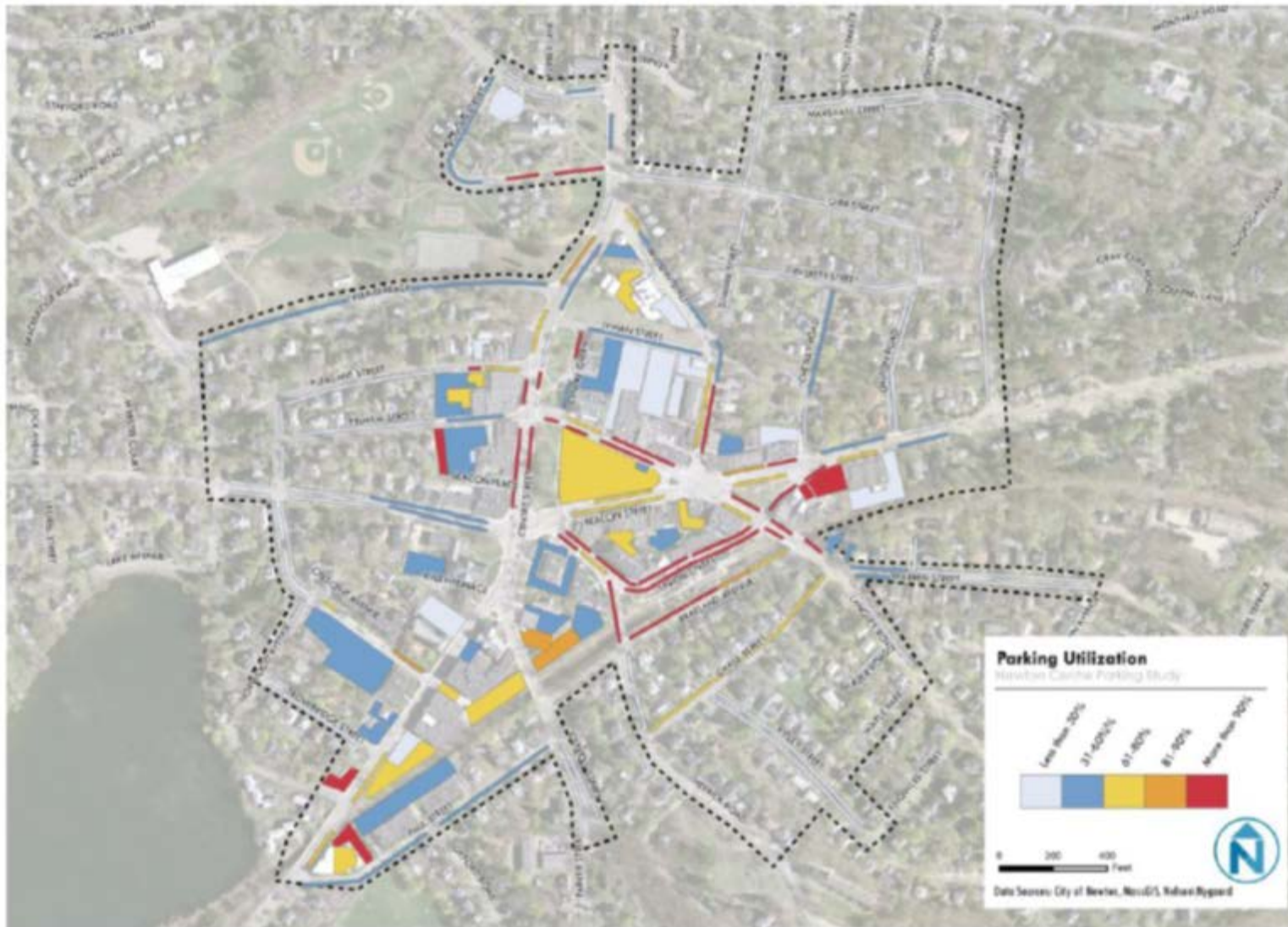


Figure B-27 Weekday Utilization, 6PM

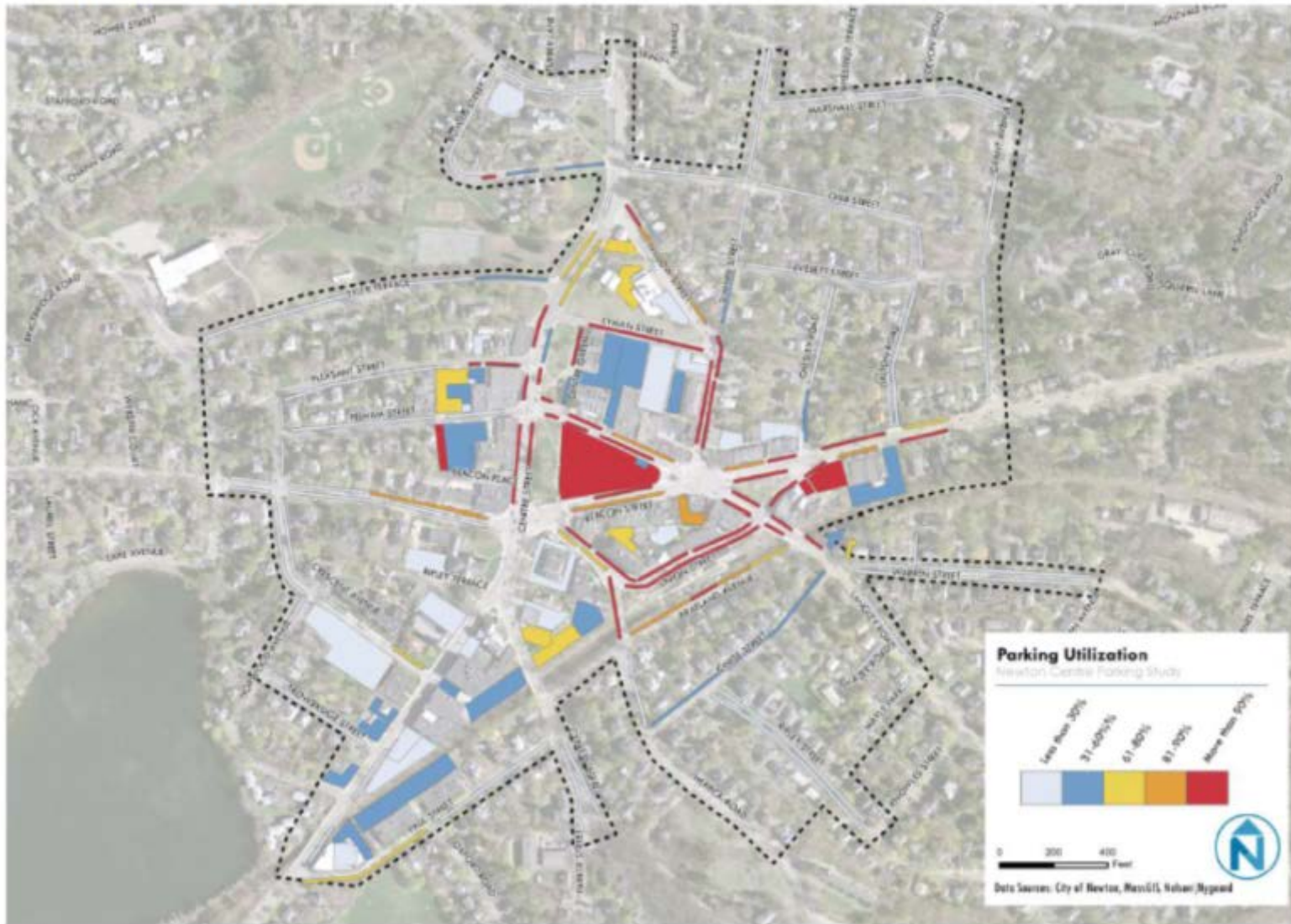
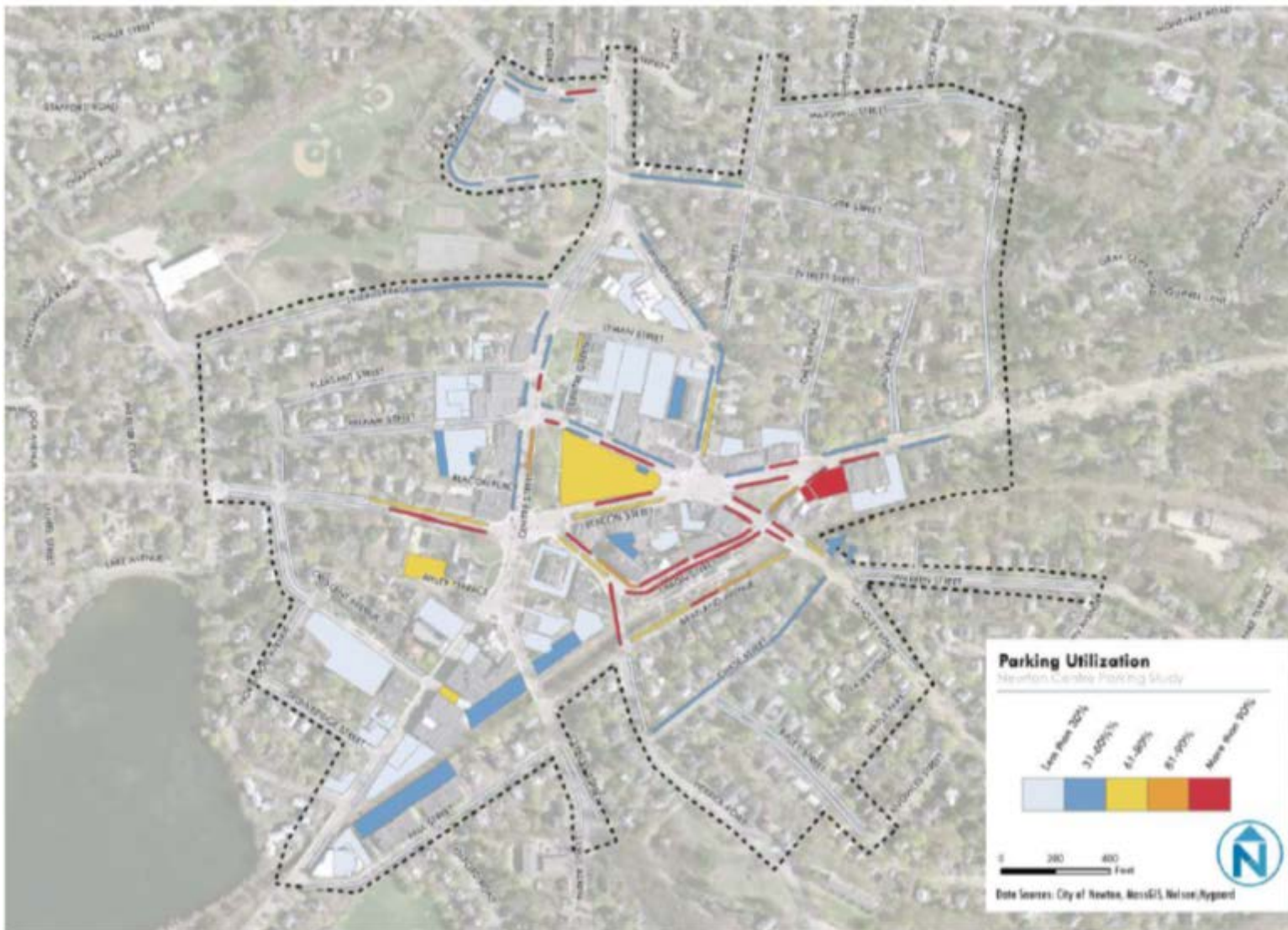


Figure B-28 Weekday Utilization, 8PM



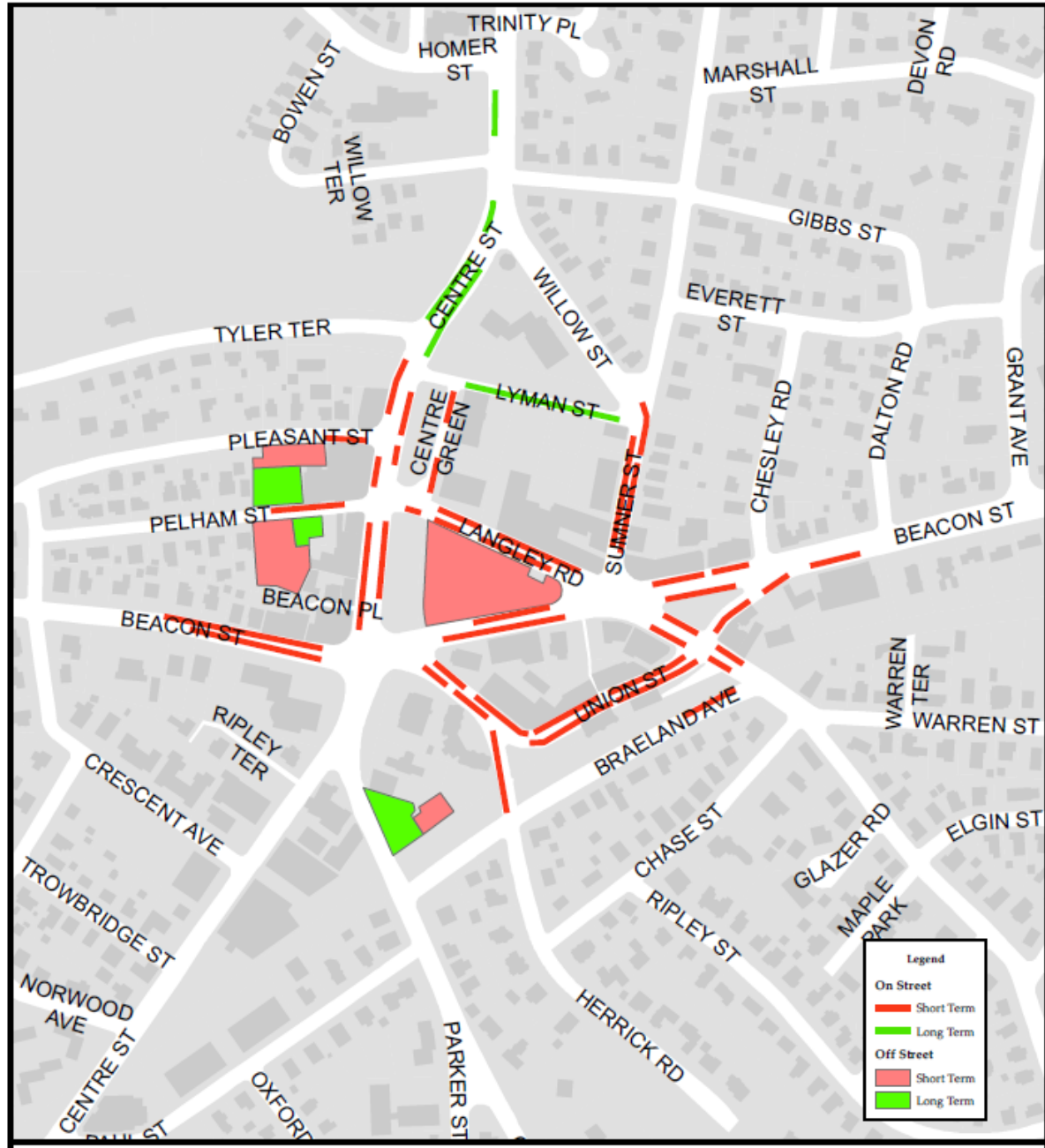
Phase I

Objective

Shift parking away from
“front door spaces”

An Example

Newton Centre Metered Spaces #504-18



Phase I

Objective

Shift parking away from
“front door spaces”

Strategy

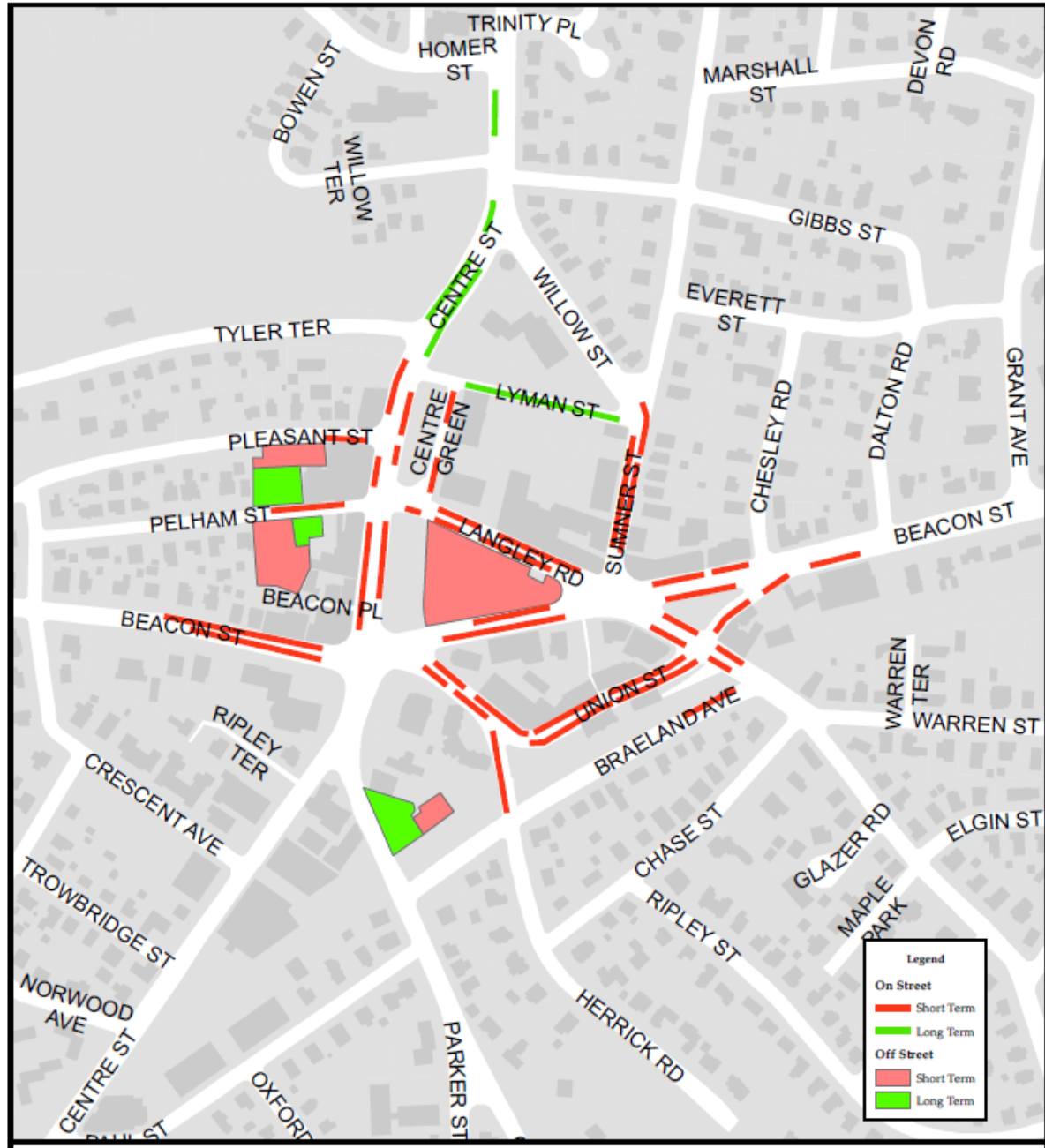
Goal: 85-90% peak occupancy

Union Street: \$1.25 (now \$.75)

Other short term: \$1.00 (now \$.75)

Long term : \$.50 (no change)

Newton Centre Metered Spaces #504-18



Phase II+

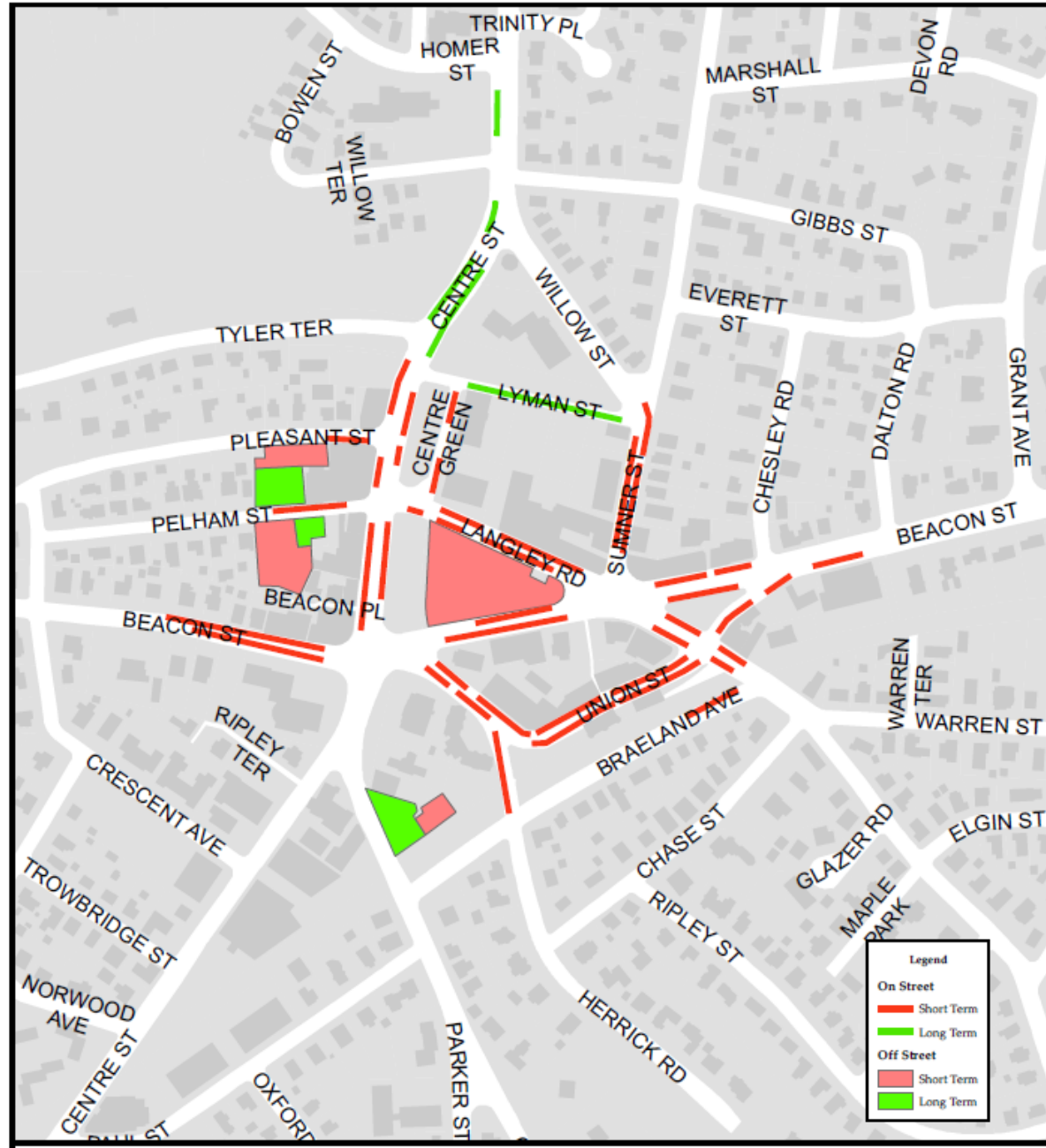
Evaluate

- Collect manual counts
- Calibrate and corroborate with Passport & kiosk data
- Compare relative to goal

Adjust (as needed)

- Rates
- Time Limits
- Locations

Newton Centre Metered Spaces #504-18



Differential Priced Parking

Final Goal

Ordinance change allowing administrative adjustment of meter rates consistent with parking goals

Process

- PST meeting I (today)
 - Solicit initial feedback
- PST Meeting II
 - Review draft ordinance change
 - Collect further feedback
- PST Meeting III
 - Docket ordinance change

#504-18



Thank you

Nicole Freedman
Director of Transportation Planning
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