



Public Safety & Transportation Committee Report

City of Newton **In City Council**

Thursday, January 14, 2016

Present: Councilors Blazar (Acting Chair), Yates, Cote, Fuller, and Lipof

Absent: Councilors Ciccone (Chair), Norton and Harney

Also Present: Councilors Laredo, Danberg, Hess-Mahan and Leary

City Staff: James Freas, Acting Director, Planning & Development Department; Rachel Blatt, Urban Designer, Planning & Development Department; Sgt. Jay Babcock, Capt. Marc Gromada and Officer Dawn Fleming, Newton Police Department; Shane Mark, Director of Operations and Interim Director of Transportation and David Koses, Transportation Coordinator

Others Present: Lisa Jacobson and Jason Schrieber, Nelson\Nygaard Consulting Associates, Inc.

#319-15 **Discussion and presentation of the draft Newton Centre Parking strategy**
ACTING DIRECTOR OF PLANNING & DEVELOPMENT, requesting a discussion and presentation of the draft Newton Centre Parking strategy. [11/9/15 @ 4:16 PM]

Action: **Recommend No Action Necessary 3-0, Councilors Cote and Fuller not voting**

Note: James Freas, Acting Director, Planning & Development introduced the item and said that the draft Newton Centre Parking Study began in June 2015. A number of meetings have been held including two pop-up workshops in Newton Centre. This is a draft parking study, meetings and conversations will continue concerning parking in Newton Centre.

Lisa Jacobson, Nelson\Nygaard Consulting Associates, Inc. presented a detailed PowerPoint presentation to Council members of the draft Newton Centre Parking study. The PowerPoint presentation is attached to this report. The Newton Centre draft plan was attached to the agenda. Both documents may be found on the City's Planning Department website at the following address:
www.newtonma.gov/parkingstrategy

Ms. Jacobson addressed sections of the Newton Centre parking study including the Executive Summary, project goals, study process, key findings, strategies, parking inventory, utilization and turnover. The public provided input through workshops, meetings, and online surveys. This is a draft parking study and will be tweaked as necessary. It is the intent that feedback heard at this meeting will be used to create a final parking management strategy.

Project Goals: A set of goals for the Newton Centre parking strategy were established through discussions. The project addresses the following goals:

- 1.Create a customer-oriented parking system.
- 2.Establish sensible and reasonable parking regulations.
- 3.Modernize and embrace parking technology.
- 4.Develop a data-driven, flexible parking system that can adapt over time.

Study Process: June 2015 to December 2015, the City, in collaboration with several partners from the business community and residents, led an open and inclusive process to develop a strategic parking management approach for Newton Centre. A primary emphasis of the effort was to include and respond to multiple viewpoints and preferences on parking. The strategy included:

- 1.More than 75 hours on foot in Newton Centre, including parking inventory, parking utilization, turnover counts and field observations.
- 2.More than 15 meetings with business owners, employees and residents.
- 3.More than 495 online survey responses.
- 4.Three open public input sessions, including a prioritization of strategies.
- 5.Incorporation and review of City planning efforts, ongoing initiatives, and related documents.

Parking Inventory: There are 2,581 total parking spaces in the entire study area, with 1,117 on-street and 1,464 off street in parking lots. Overall 57% of the inventory is in off-street parking lots, most on-street parking in the Newton Centre study area is available for public use, the vast majority of which is both time-restricted and priced. With differing regulations on almost every side street, there are 35 unique on-street regulations (these regulations are listed in Figure A-3, in the PowerPoint presentation).

Ms. Jacobson explained in great detail the following key findings and strategies:

Key Findings

- 1.Front-door spaces are full
- 2.Need for more long-term parking
- 3.Enforcement is not customer-friendly
- 4.Payment technology is inconvenient
- 5.Walking barriers limit “park once”
- 6.Signage is unclear or missing

Strategies

- 1.Create availability in core
- 2.Establish attractive long-term parking areas
- 3.Address enforcement practices
- 4.Upgrade technology
- 5.Improve walking environment
- 6.Provide signage and information

Why Not a Parking Garage Now?

- 1.1,000 plus empty parking spaces at the busiest time of day.
- 2.Implement, monitor, adjust, and evaluate active parking management strategies first.
- 3.If parking demand increases to more than 80%, could plan for a garage (in addition to additional demand management measures.)
4. Careful consideration of financing and cost recovery.
5. Success of a garage hinges on the management of other parking around it.

In closing, Ms. Jacobson asked the public to send written comments until Monday, January 25 using link on website: www.surveymonkey.com/r/C5283N8.

Acting Chair Blazar opened the discussion to members of the public who were present. Residents and employees expressed their concerns, questions and suggestions.

Concerns:

Residents said that they are concerned with litter, vehicles that often park facing the wrong direction, parking up neighboring streets, parking is difficult to find, meters are often broken and every 2-hours employees must shuffle their vehicles. It is concerning to hear that if no time limits are set on meters commuters and employees will park up the area.

Questions:

What was the cost for this draft parking study?

Who or what determines residential parking solutions?

Suggestions:

A suggestion included implementing 12-hour meter spaces and to post signs with information on where to find nearby parking locations. Other suggestions included notifying residents and employers of this presentation, future presentations and meetings as the study should be available to them.

Residents are hopeful implementations will be made in small steps. A resident said that shortening the crosswalks, narrowing the roads and implementing islands would be beneficial to walkers of all ages. Residents agreed and said that a parking plan map would be beneficial and should be provided to customers with parking fees and areas.

Mr. Freas answered that the draft parking study cost \$57,000. Ms. Jacobson answered that the residential parking solutions will be determined on a case-by case basis, street-by street.

Acting Chair Blazar closed the discussion to members of the public. Committee members and Councilors present expressed their concerns, questions and suggestions.

Concerns:

It is concerning that the City's meter technology is outdated. Convenient parking technology is necessary. The core area will always be the first to fill up regardless of the cost of parking. If meter prices rise too much perhaps customers will shop or dine elsewhere where parking is free. Drivers will have the tendency to park on neighboring streets. It is a concern that if no time limits are set on meters commuters and employees will continue to take advantage and park up the area.

Questions:

Were private entities contacted to determine if they would be interested in leasing their private owned parking to the City? Please clarify public vs private off-street lot utilization? Is license plate data available on who is parking in Newton Centre?

Suggestions:

Councilors urge the City to find the appropriate type of meters for Newton Centre. It is important to post signs with information on where to find nearby parking locations. It is necessary to have a safe plan that will work for walkers, employers, drivers, the elderly and children.

Mr. Freas answered that private entities have not been contacted regarding leasing their property to the City. Ms. Jacobson answered that license plates were not tracked determining who is parking in Newton Centre.

Councilors agreed and said that it is necessary to complete the final study prior to determining what types of meters would work best and where. It is also important that the City hire a Parking Manager in the near future. Parking revenue remains necessary to the City. It is important to take small steps when implementing new parking options and technology. A parking plan map would be beneficial and should be provided to customers with parking fees, meter times and areas.

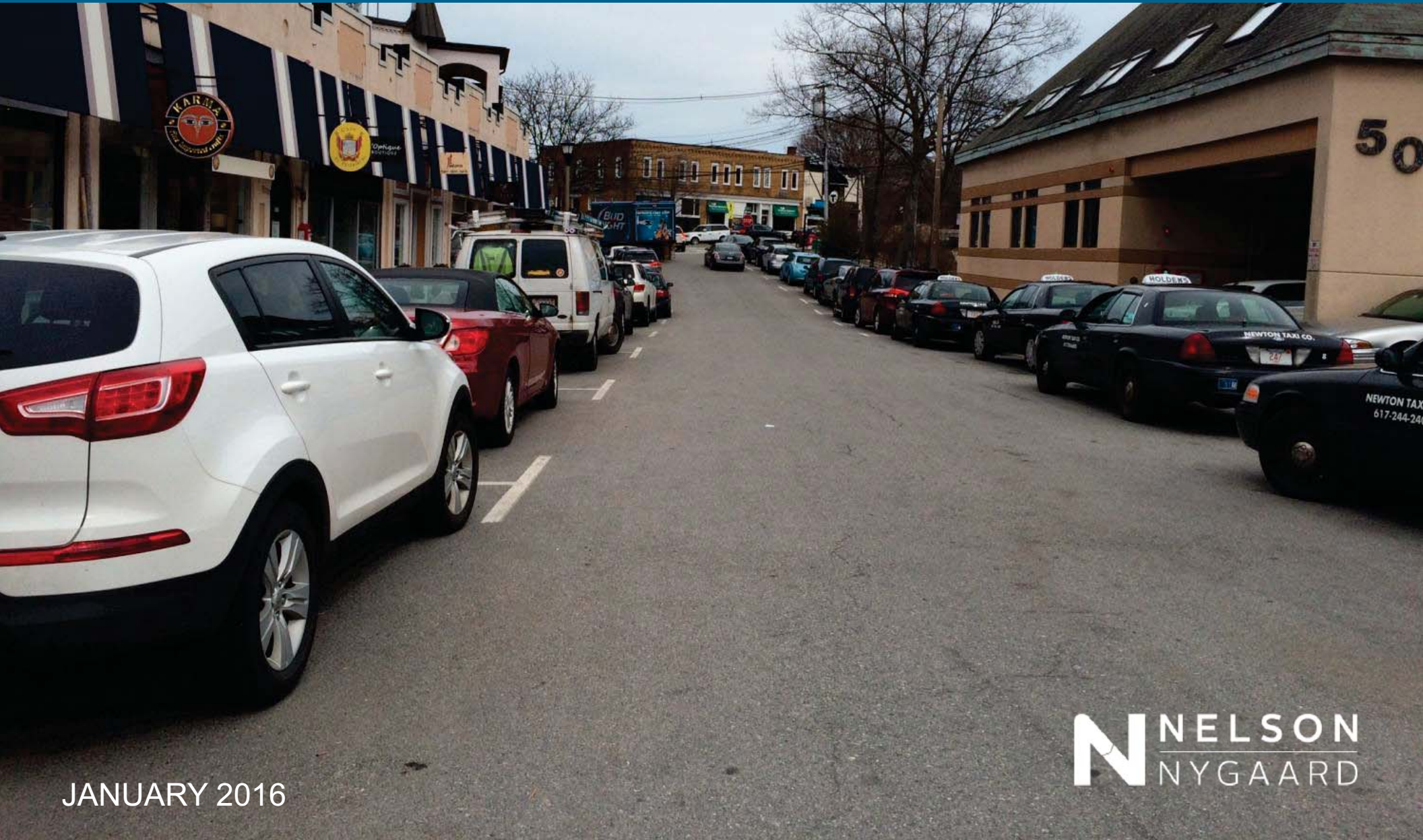
Councilors and the public thanked the consultants for their diligent work. Without further discussion, Councilor Lipof made a motion to for no action necessary. Acting Chair Blazar noted that the Planning Department would recommend and docket specific subsequent items. Committee members agreed 3-0, Councilors Fuller and Cote not voting.

At approximately 10:10 pm, Councilor Lipof made a motion to adjourn. Committee members agreed 3-0, Councilors Fuller and Cote not voting.

Respectfully submitted,

Richard Blazar, Acting Chair

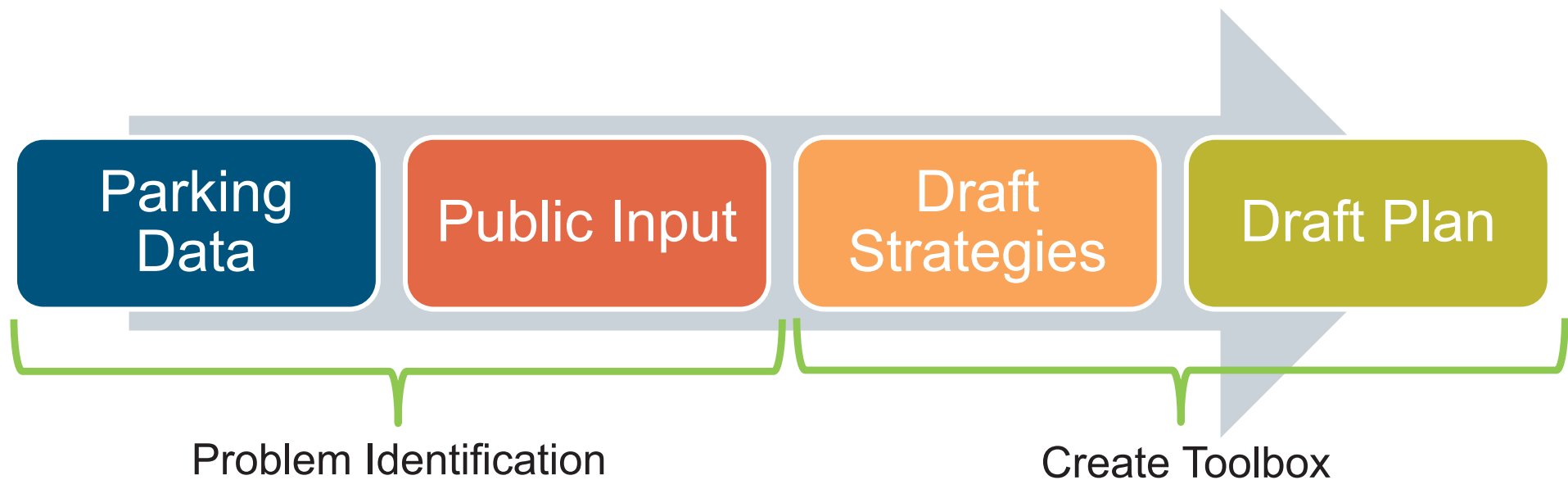
Newton Centre Parking Strategy Draft Plan Presentation



JANUARY 2016

Why are we here tonight?

1. Review the process
2. Walk through draft plan
3. Hear from you



Draft Plan

- “Living Document”
- 150 pages
- Executive Summary
- Key Findings and Strategies
- Action Plan
- Detailed Appendices



Draft Plan

http://www.newtonma.gov/gov/planning/parking_transportation/

- Submit feedback until 11:59pm on Monday, January 25th
- Use link on website
 - <https://www.surveymonkey.com/r/C5283N8>
- Contact James Freas, jfreas@newtonma.gov

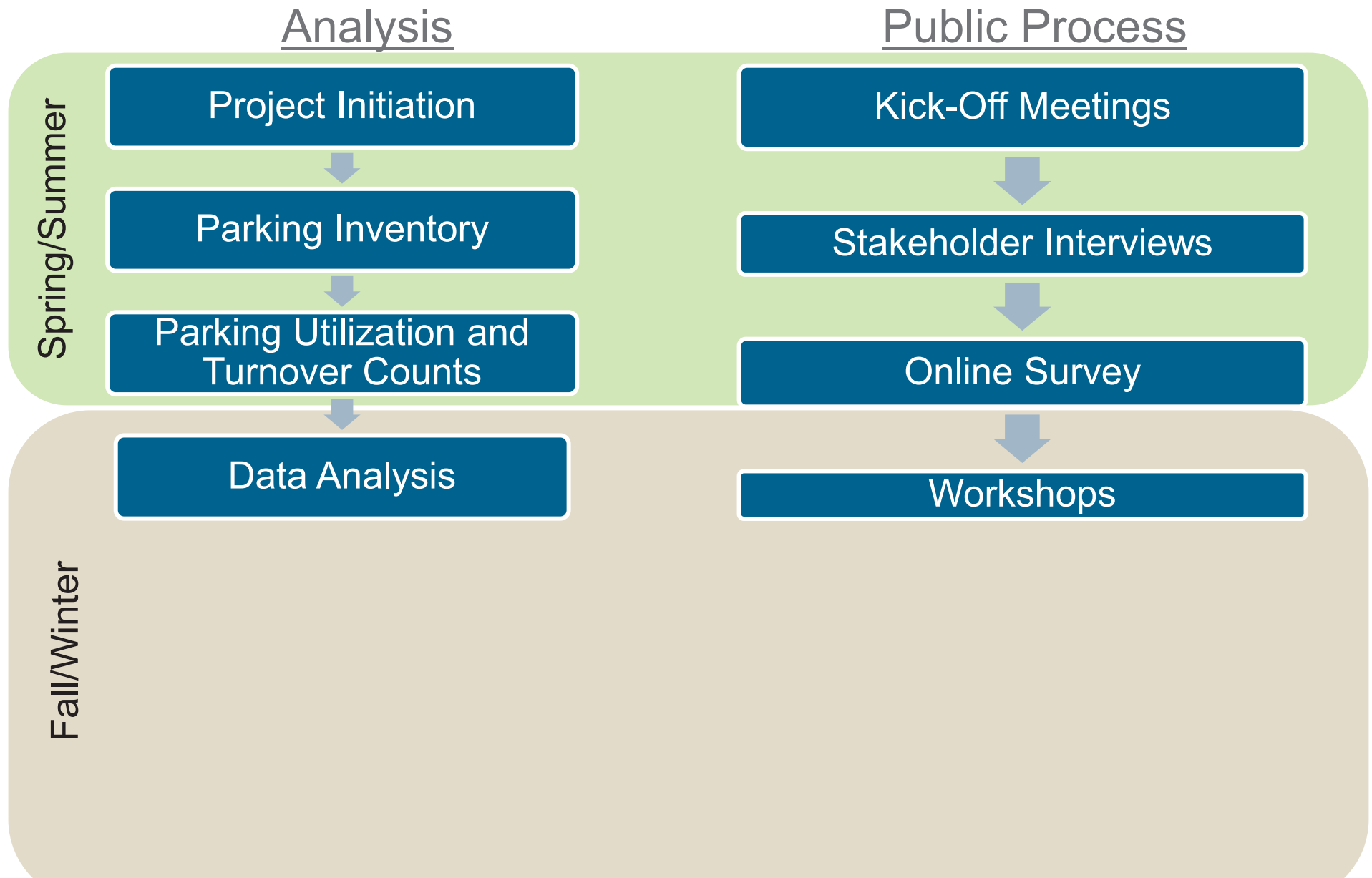
The screenshot shows the official website of Newton, Massachusetts, titled "The Garden City". The page is for the "Newton Centre Parking Strategy" draft plan. It includes a navigation menu, a search bar, and a "CALL OR CLICK NEWTON 311 FOR A SERVICE REQUEST" button. The main content area features a green car icon and the title "Newton Centre Parking Strategy". Below this, there is a section for a public presentation on Thursday, January 14th, 2016, at 7:45pm. The text describes the city's goal to improve parking in the Newton Centre area and lists key findings from a survey, such as the need for more long-term parking and better enforcement. The page also includes a "Join the Mailing List" section and a list of related articles.

Parking Strategy Goals

- Create a customer-oriented parking system
- Establish sensible/ reasonable parking regulations:
 - Easy to use
 - Easy to manage
- Modernize and embrace parking technology
- Develop a data-driven, flexible system that can adapt over time



Parking Strategy Process



1,117 On-Street Spaces
 1,464 Off-Street Spaces

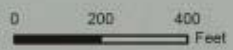
= 2,581 TOTAL SPACES

ON-STREET REGULATIONS

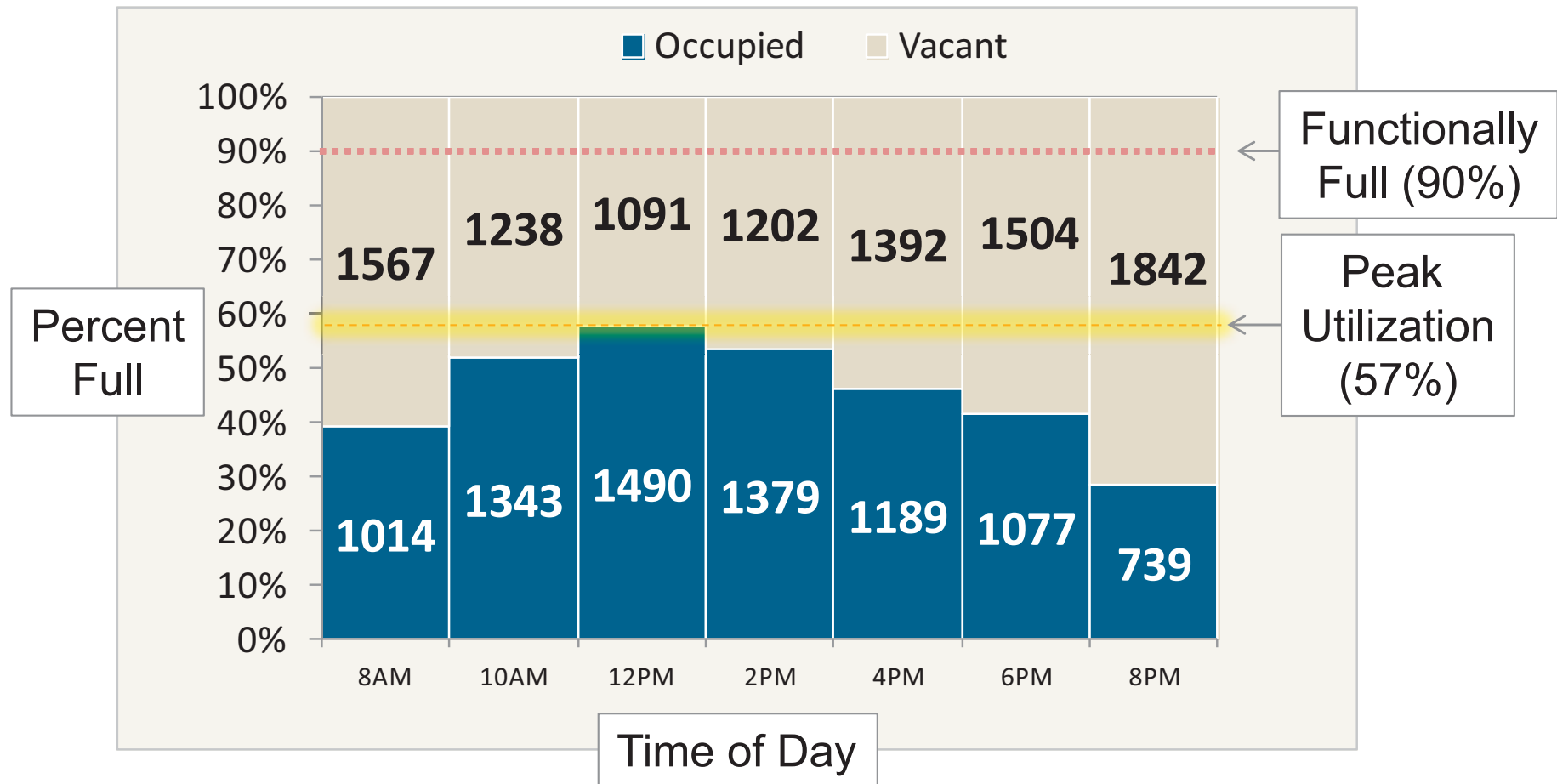
- 1 HR Various Restrictions
- 1 HR Meter
- 2 HR Meter
- 2 HR Various Restrictions
- 12 HR Meter
- Handicapped
- Live Parking
- Time of Day Restrictions
- Permit
- Taxi Stand
- Unrestricted

OFF-STREET REGULATIONS

- Private
- Public Employees
- 2 HR Meter
- 3 HR Meter
- 12 HR Meter
- Handicapped

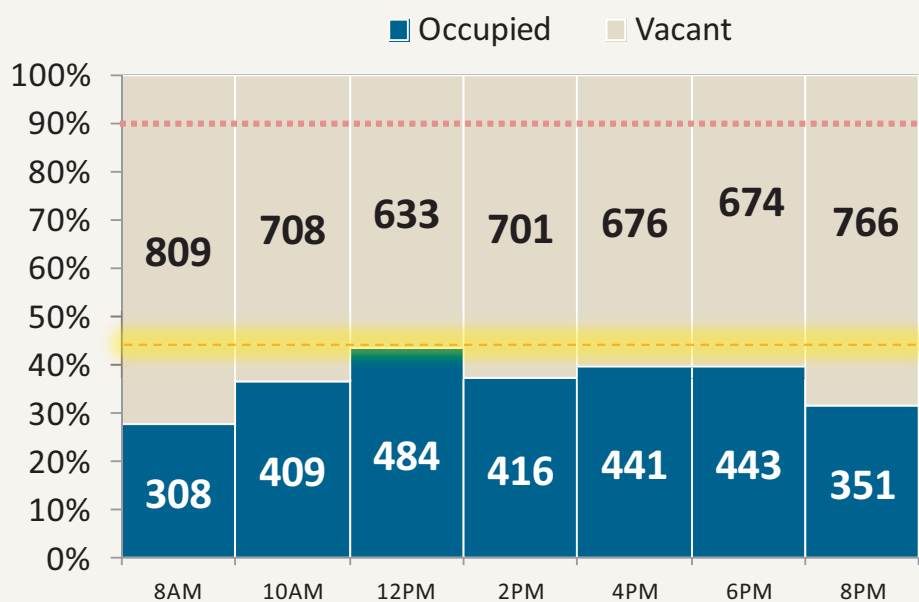


Utilization - All Parking: Weekday (57% full at peak)

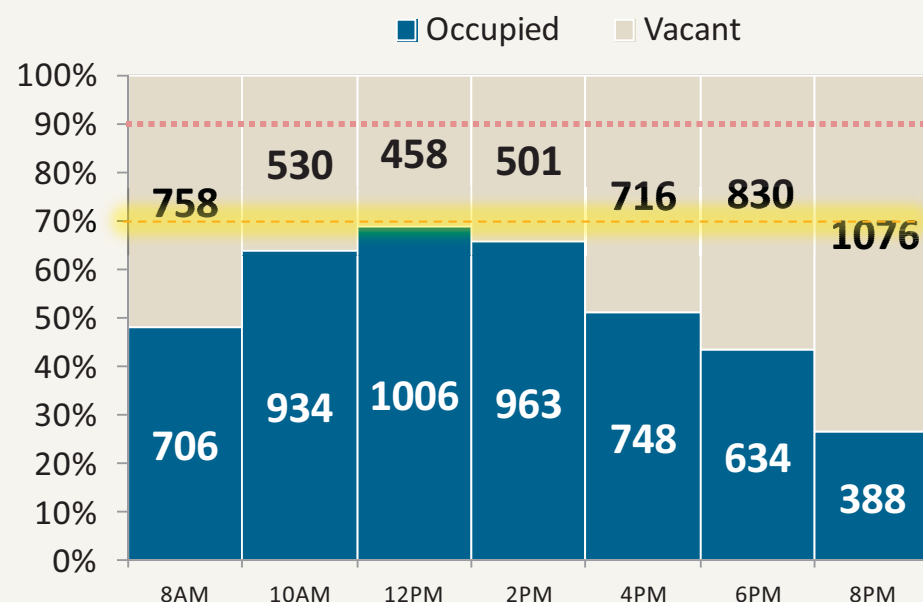


On vs. Off-Street Utilization

WEEKDAY — ON-STREET (43%)

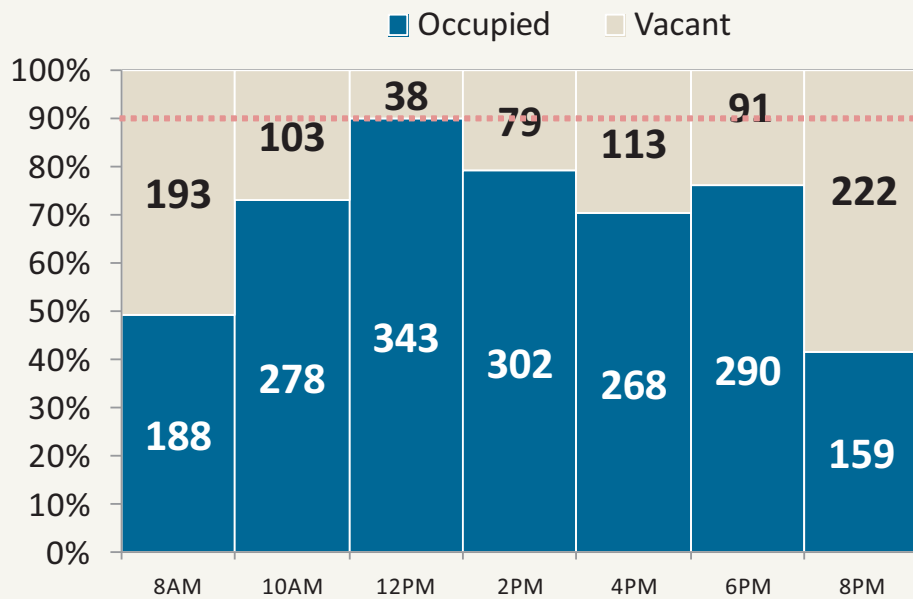


WEEKDAY — OFF-STREET (69%)

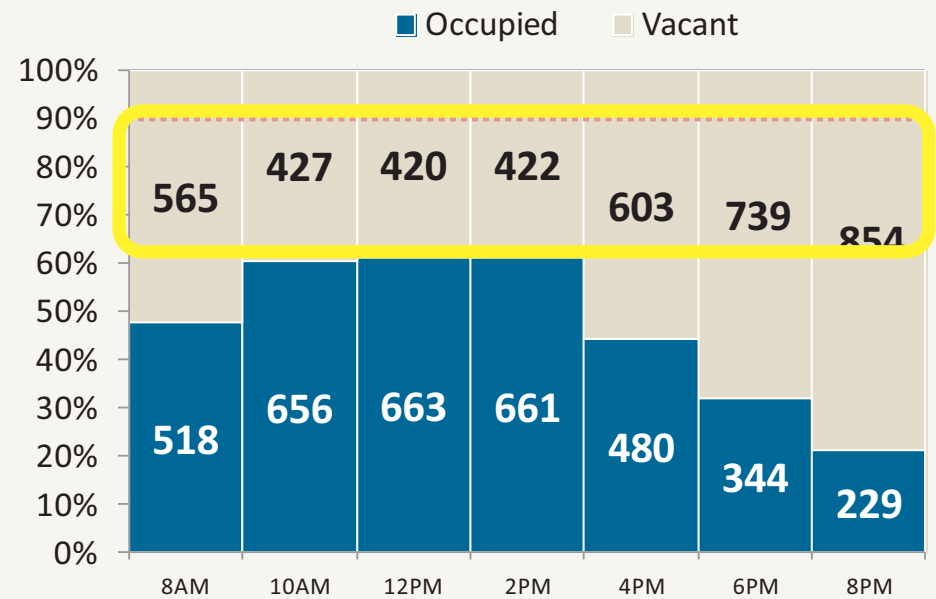


Public vs Private Off-Street Lot Utilization

PUBLIC - WEEKDAY

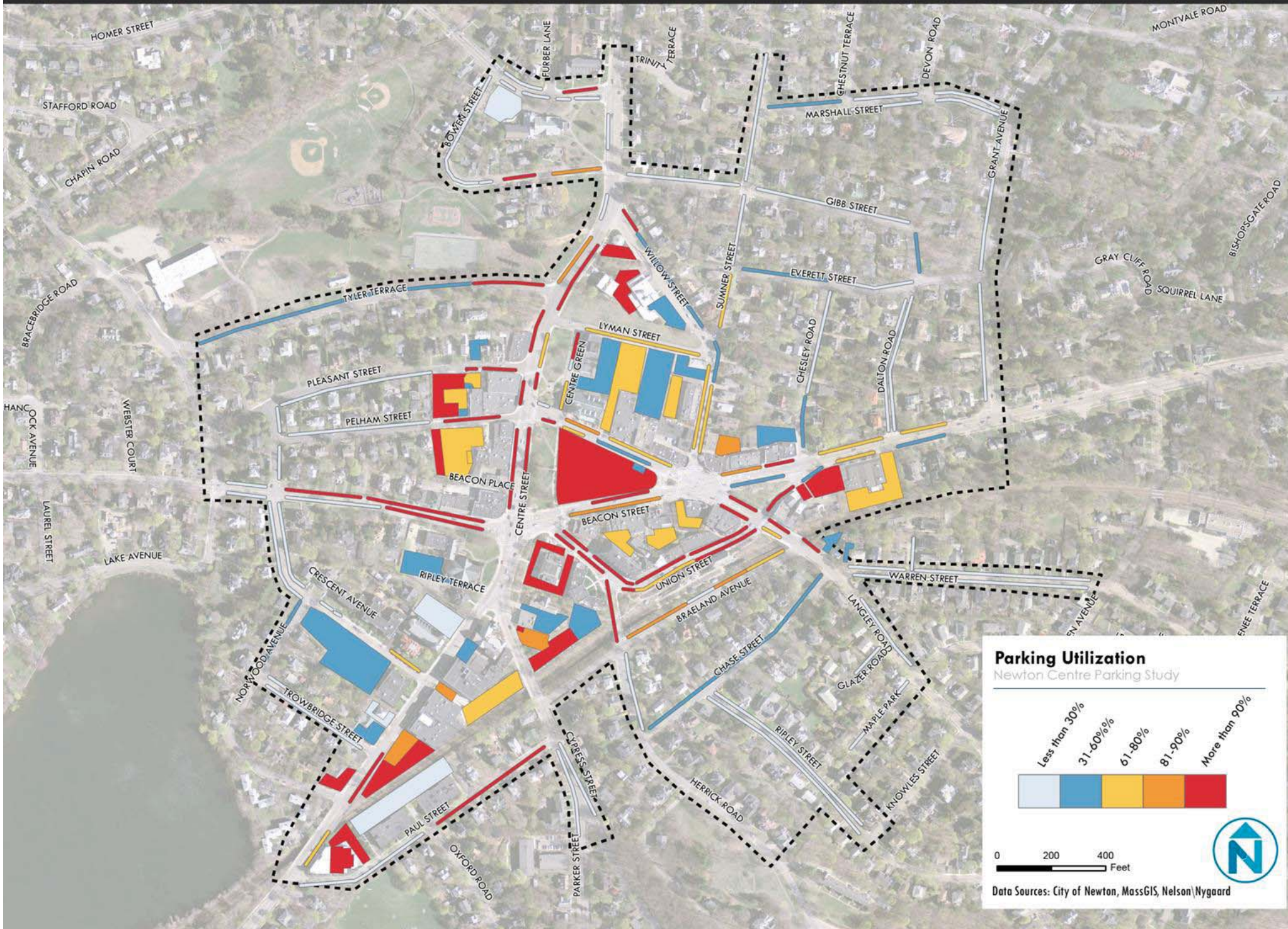


PRIVATE - WEEKDAY



Newton Centre Parking Utilization - Wednesday, June 3, 12pm

#319-15

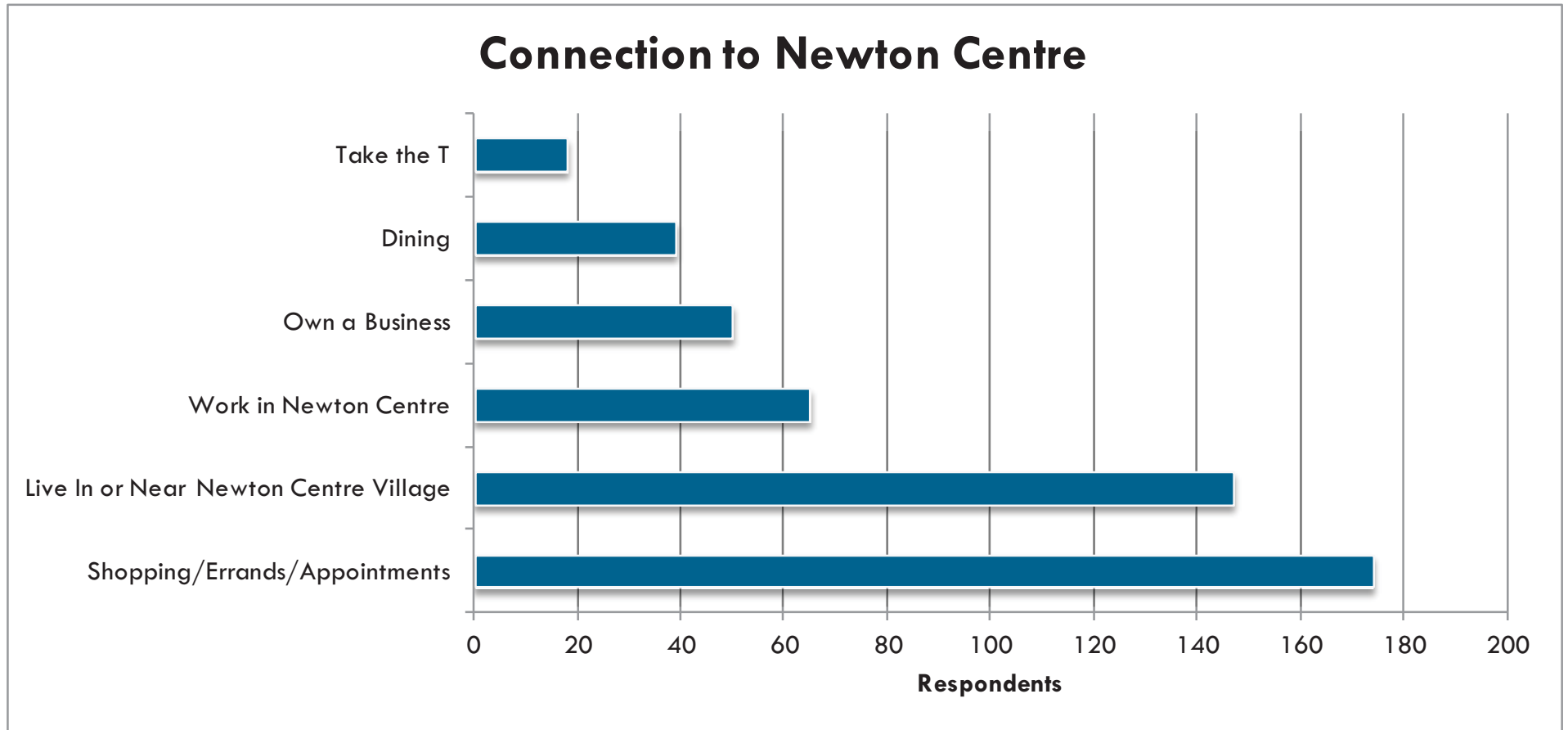


Stakeholder Meetings

- Centre businesses
- Residents
- Transportation advocates
- Developers/ property management companies
- Property owners
- Alders
- City staff
- Parking enforcement



Online Survey: 500 Respondents

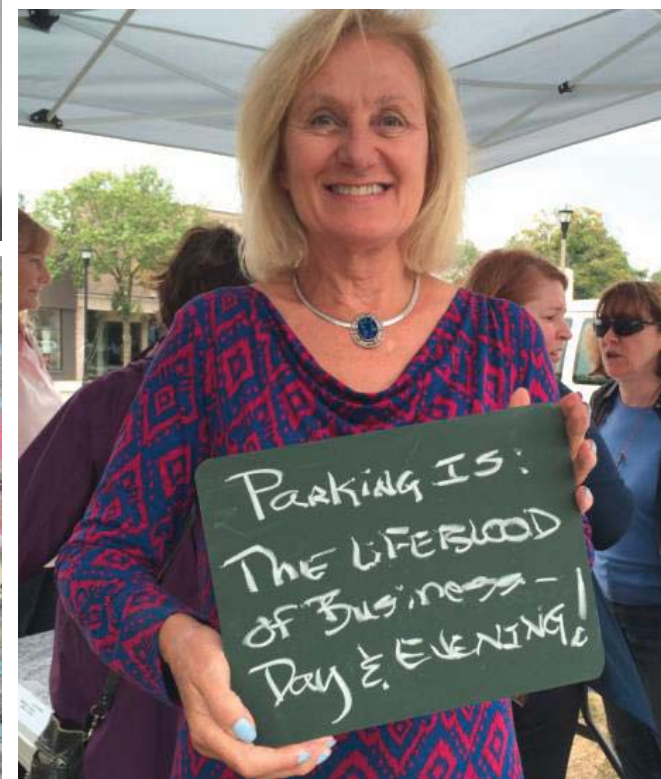


Open July – September 30, 2015

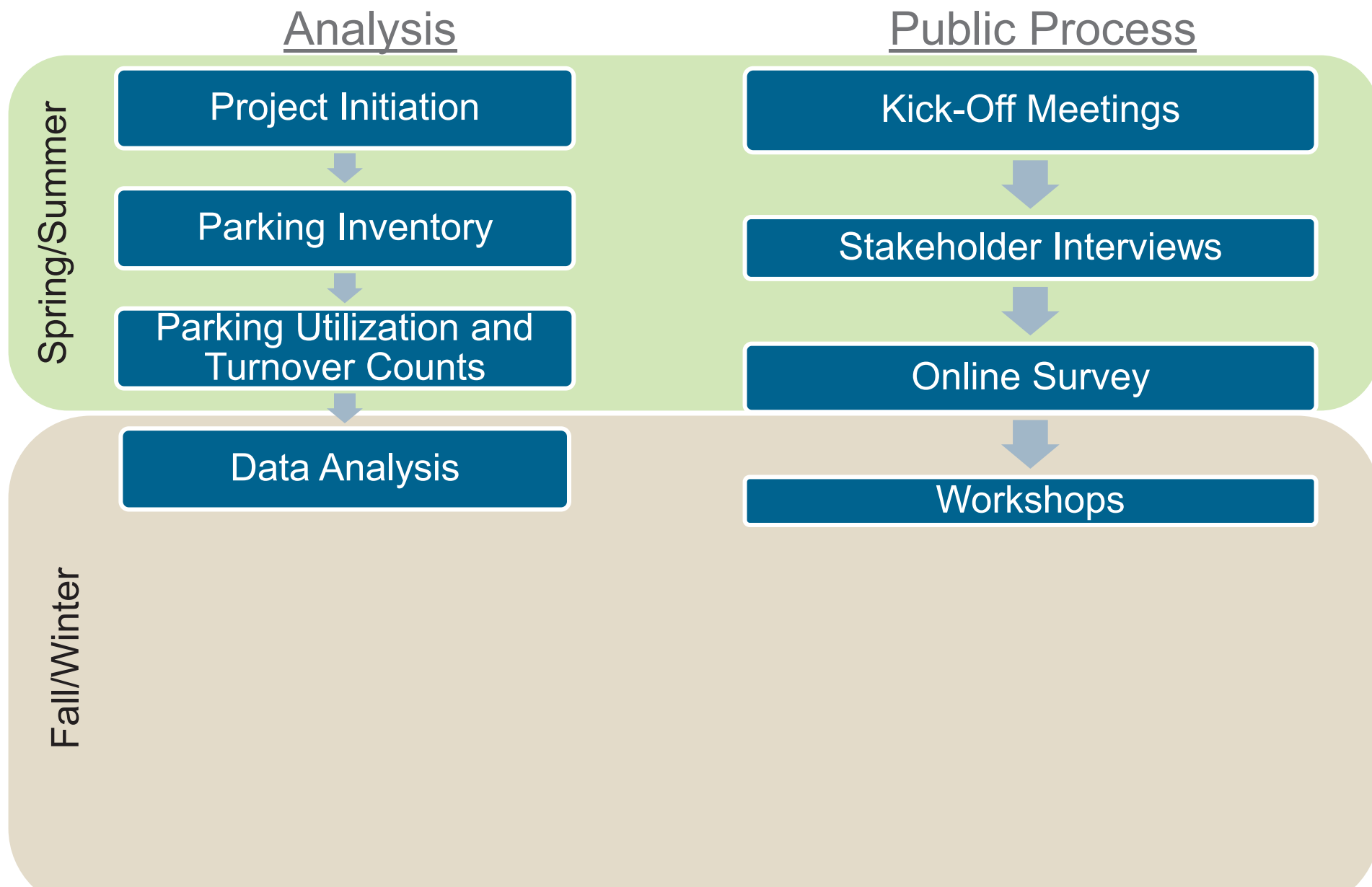
Pop-Up Workshops, September 10th



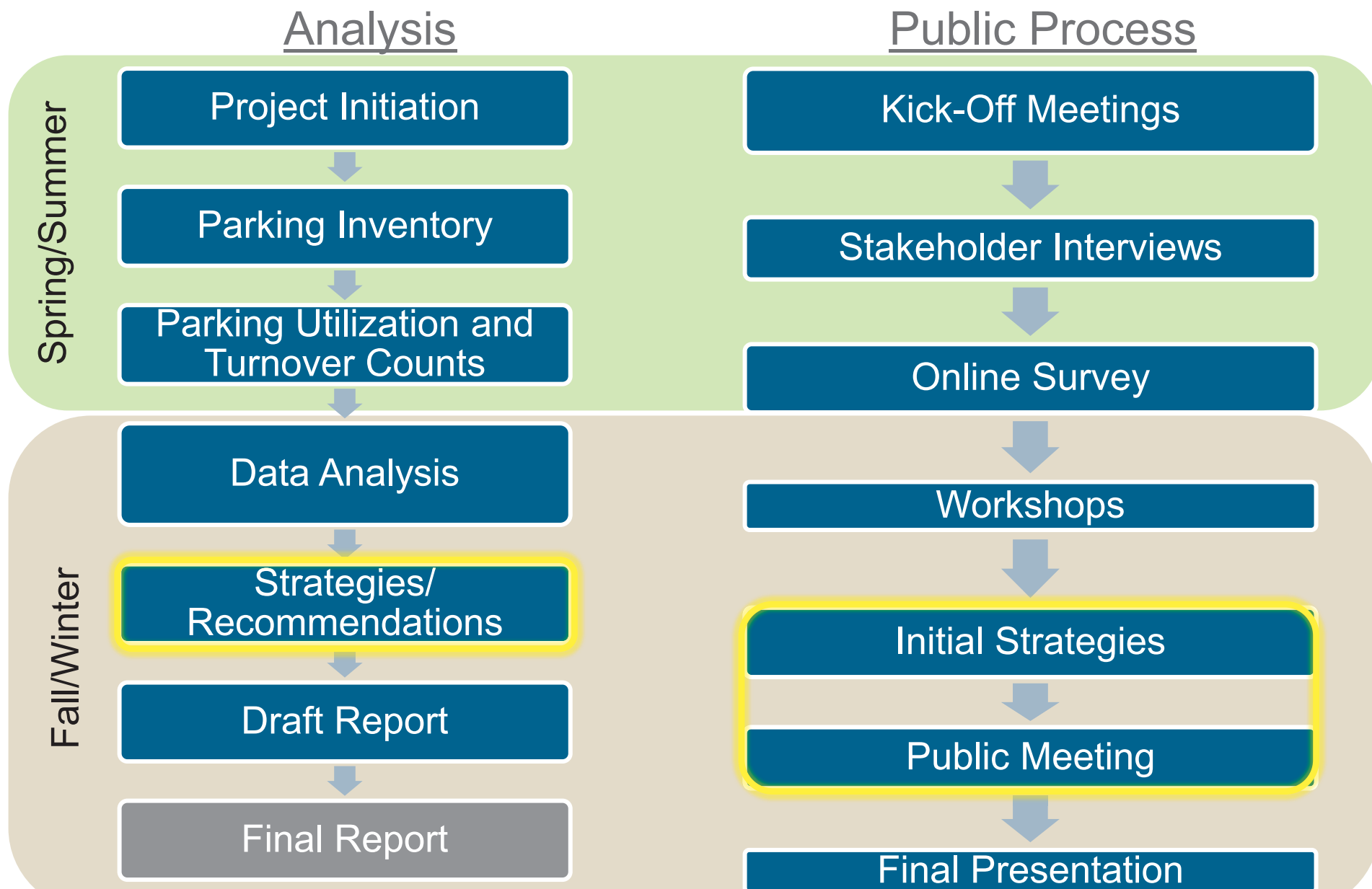
Pop-Up Workshop Input



Parking Strategy Process



Parking Strategy Process



October 28 Public Meeting

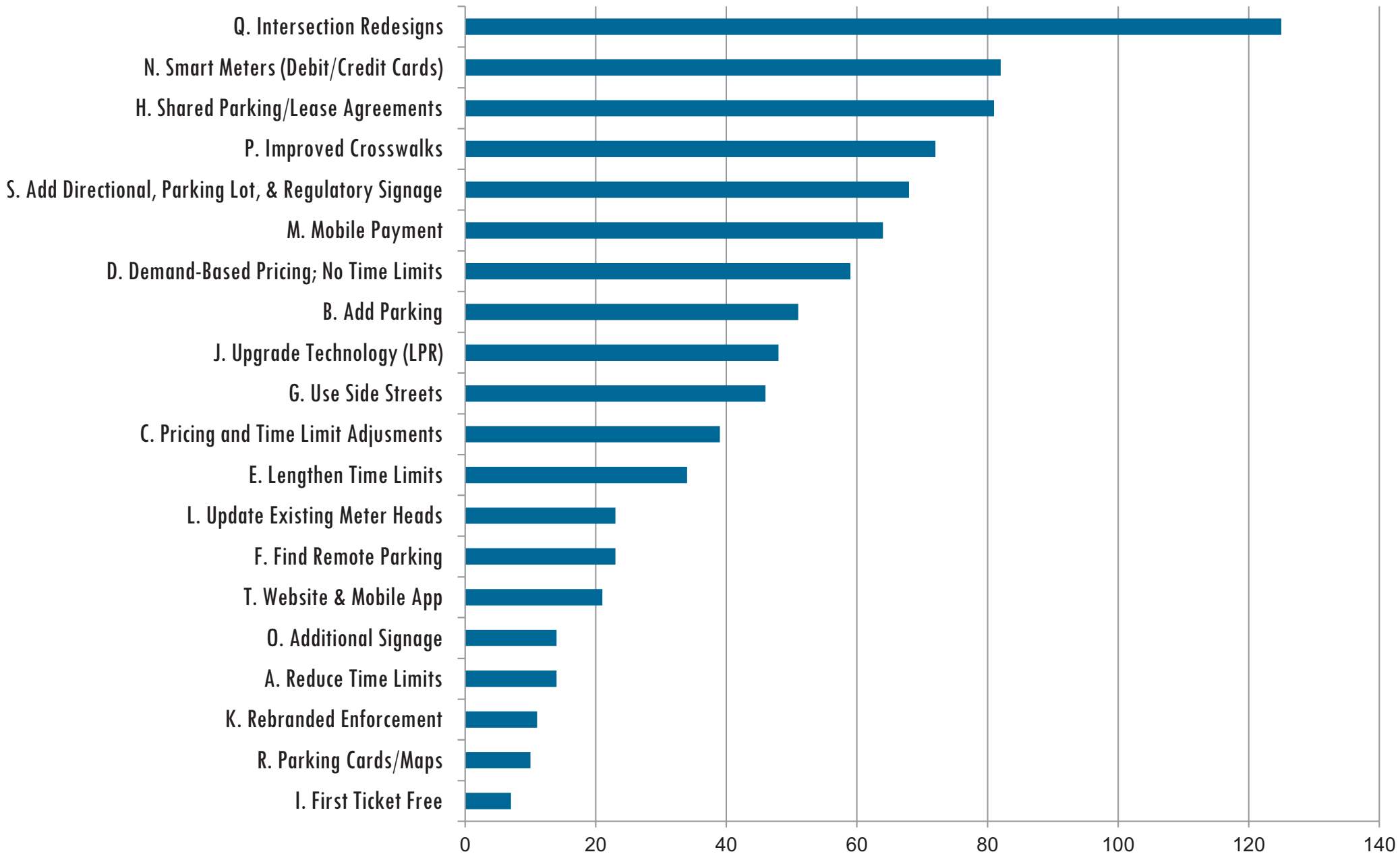
- Televised presentation of key findings and initial strategies

- Workshop prioritization exercise
 - At meeting
 - Online

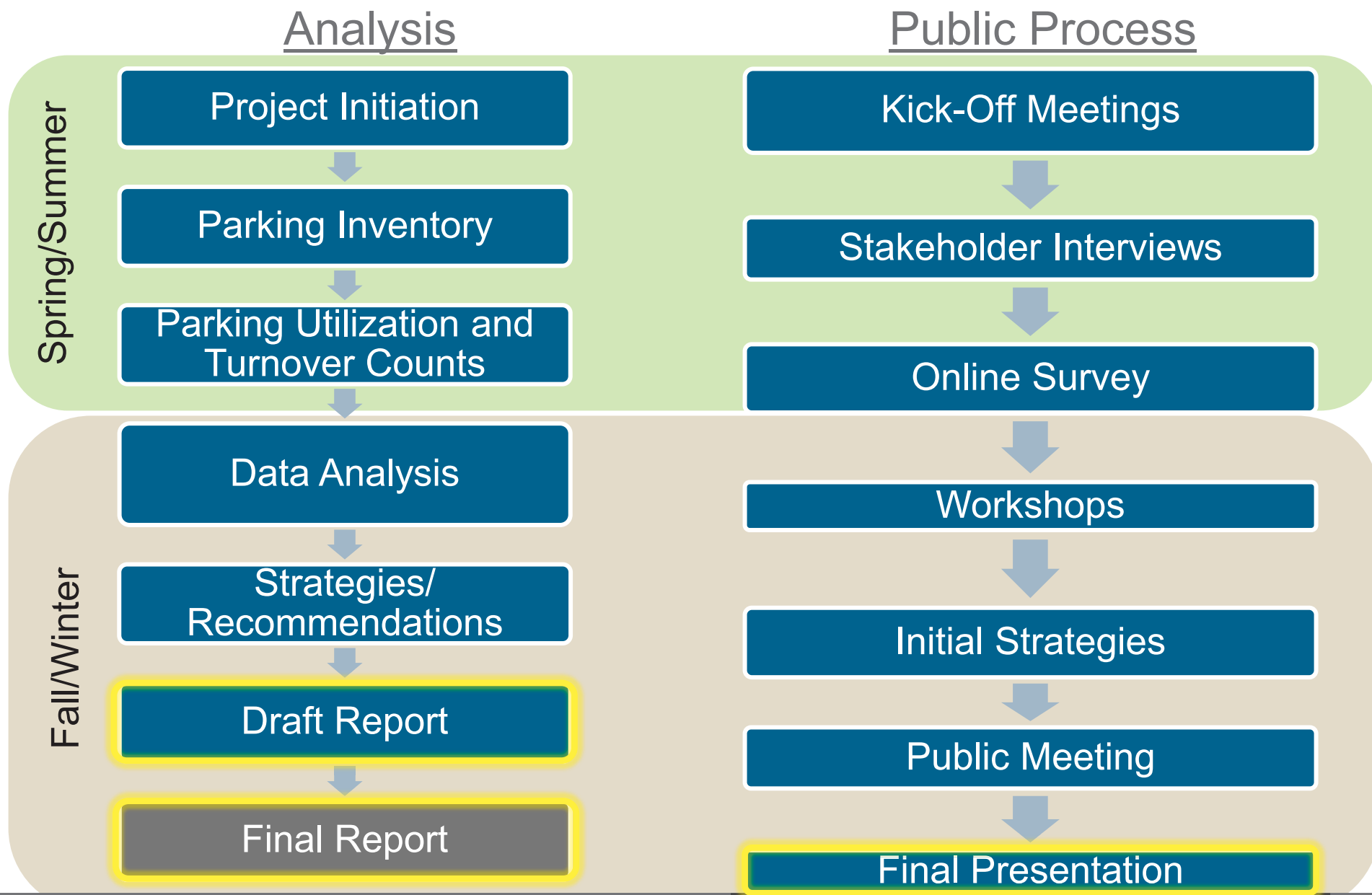
- Feedback used to add/edit/delete strategies and to create Action Plan



Strategy Prioritization Results



Parking Strategy Process



Purpose of Recommended Strategies

- Directly respond to identified problems/issues
- Create “Tools in the Toolbox”
- Designed to work together and be rolled out over time

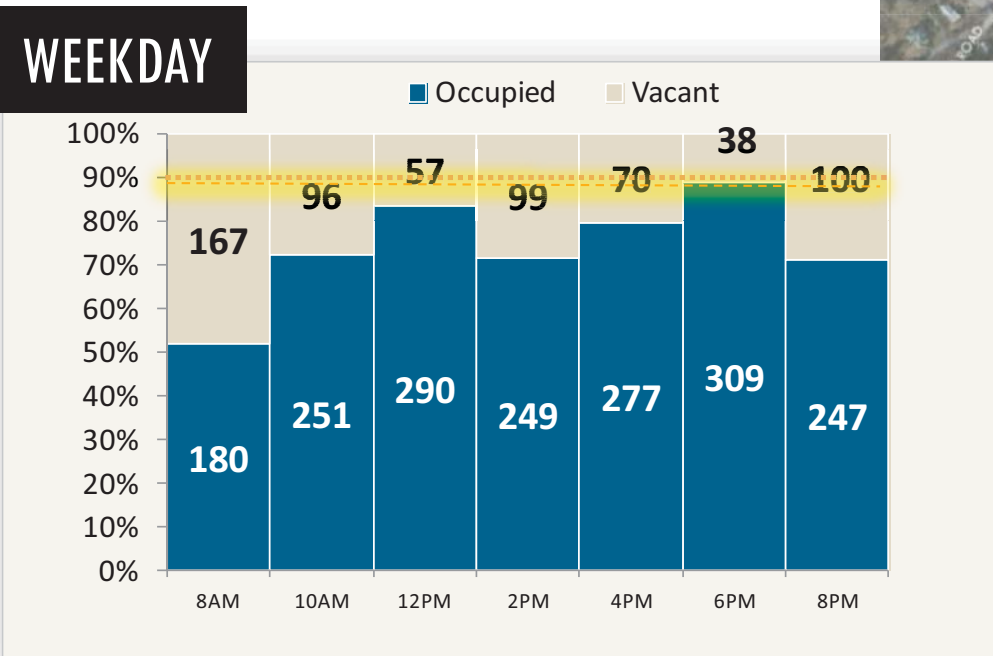
Key Findings

1. Front-door spaces are full



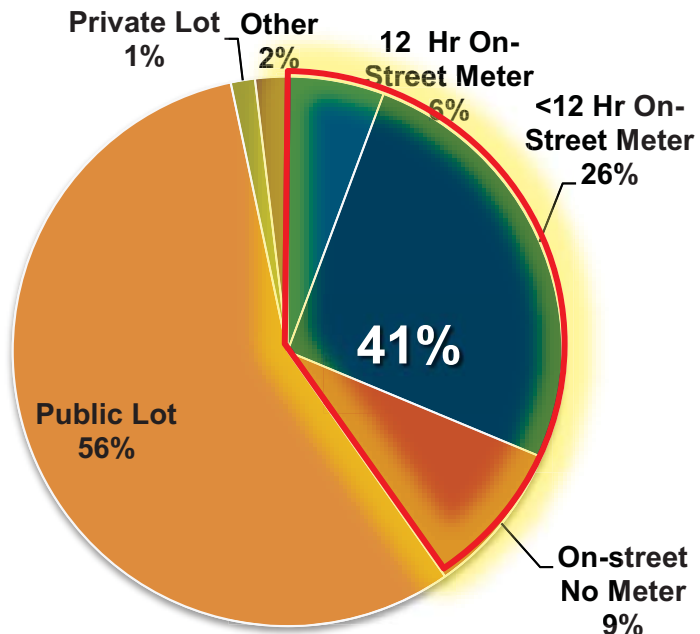
1. Front Door Spaces are Full

On-Street Utilization in Core



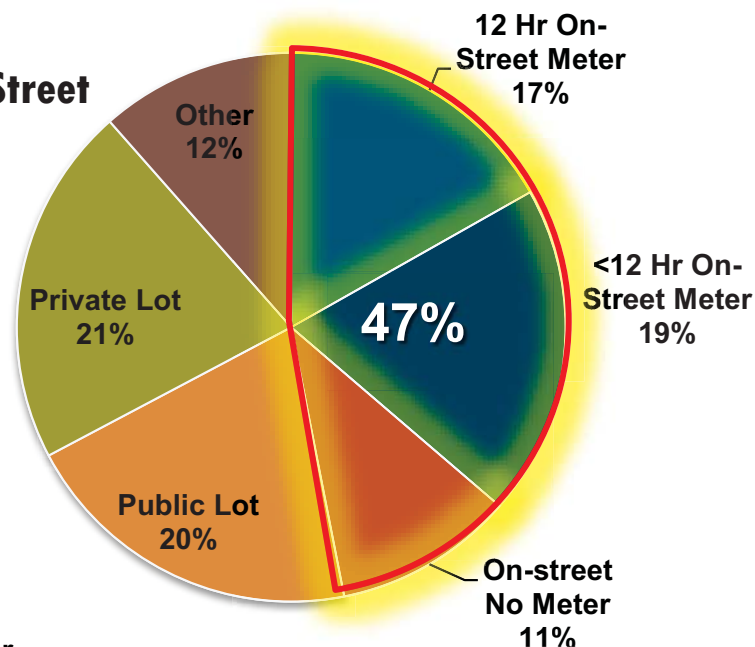
Some Employees Parking in Prime On-Street Spaces

Customer

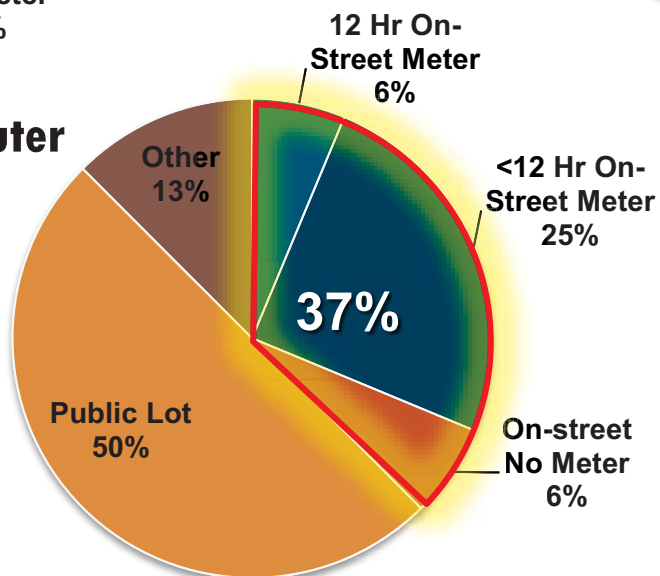


Business Owner/Employee

47% Park On-Street



Commuter



Survey Question:
*Where do you park in
Newton Centre?*

● Car parked for 2+ hours

25% of spaces in area taken up by cars parked for 2+ hours

45% of Union St spaces

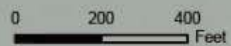
64% of Braeland Avenue spaces

ON-STREET REGULATIONS

- 1 HR Various Restrictions
- 1 HR Meter
- 2 HR Meter
- 2 HR Various Restrictions
- 12 HR Meter
- Handicapped
- Live Parking
- Time of Day Restrictions
- Permit
- Taxi Stand
- Unrestricted

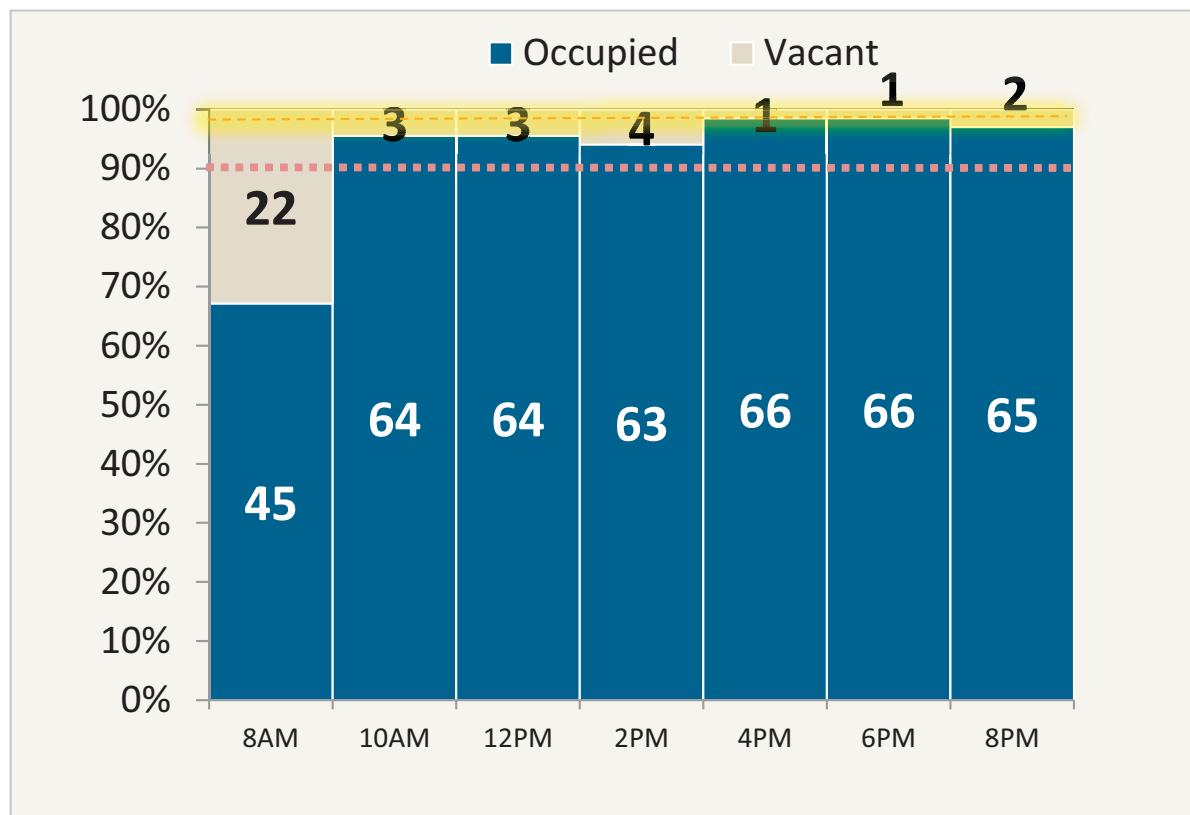
OFF-STREET REGULATIONS

- Private
- Public Employees
- 2 HR Meter
- 3 HR Meter
- 12 HR Meter
- Handicapped



Union Street

2 HOUR PARKING



Adopt an Availability Goal

- Manage parking demand to meet goal
- On-going, dynamic (and market-based) strategy
- Use a data-backed policy to set rates and regulations
- Manage to:
 - 15% availability on each block face
 - 10% availability in each off-street facility
 - 30% availability in “surrounding area”

Manage for On-Street Availability

- Respond to demand: price parking in **busiest, most desirable areas** (don't price where nobody likes to go)
- Price is **higher** in some areas; **lower** in others
- Price to **maintain availability** not to generate revenue; don't overprice!
- **Eliminate arbitrary time limits**
- Must be **balanced** with off-street rates and any employee parking programs
- Must be **monitored and adjusted** over time

Example of Demand-Based Parking Pricing

#319-15

PARKING DOWNTOWN REDWOOD CITY

Street parking free Mon – Sat before 10am and after 6pm; free all day Sunday.

Commuter

Street parking 25¢ per hour Mon-Sat, 10am-6pm; First 1 1/2 hours free in garages at all times

GARAGES

1. MARSHALL
387 spaces
(\$1 per hour before 6pm)
2. JEFFERSON
585 spaces
(25¢ per hour before 6pm)

Downtown Event & Dinner Visitor (FREE with validation)

\$2.50 per hour after 6pm (First 1 1/2 hours free at all times/first 4 hours free with validation from Century Theater)

GARAGES

1. MARSHALL
387 spaces
2. JEFFERSON
585 spaces
3. CROSSING 900
900 spaces
(Open to the public nights & weekends)

Downtown Event & Dinner Visitor (FREE)

Free Mon - Fri after 6pm, all day on weekends

4. COUNTY GARAGE
797 spaces
5. CALTRAIN LOT
160 spaces

Lunchtime/Daytime Visitor

\$1 per hour Mon-Sat, 10am-6pm; lots free Mon-Sat after 6pm and all day Sunday

6. MAIN STREET LOT
150 spaces
7. CITY HALL LOT
15 spaces
8. LIBRARY LOT A
88 spaces
9. LIBRARY LOT B
98 spaces
10. PERRY STREET LOT
52 spaces

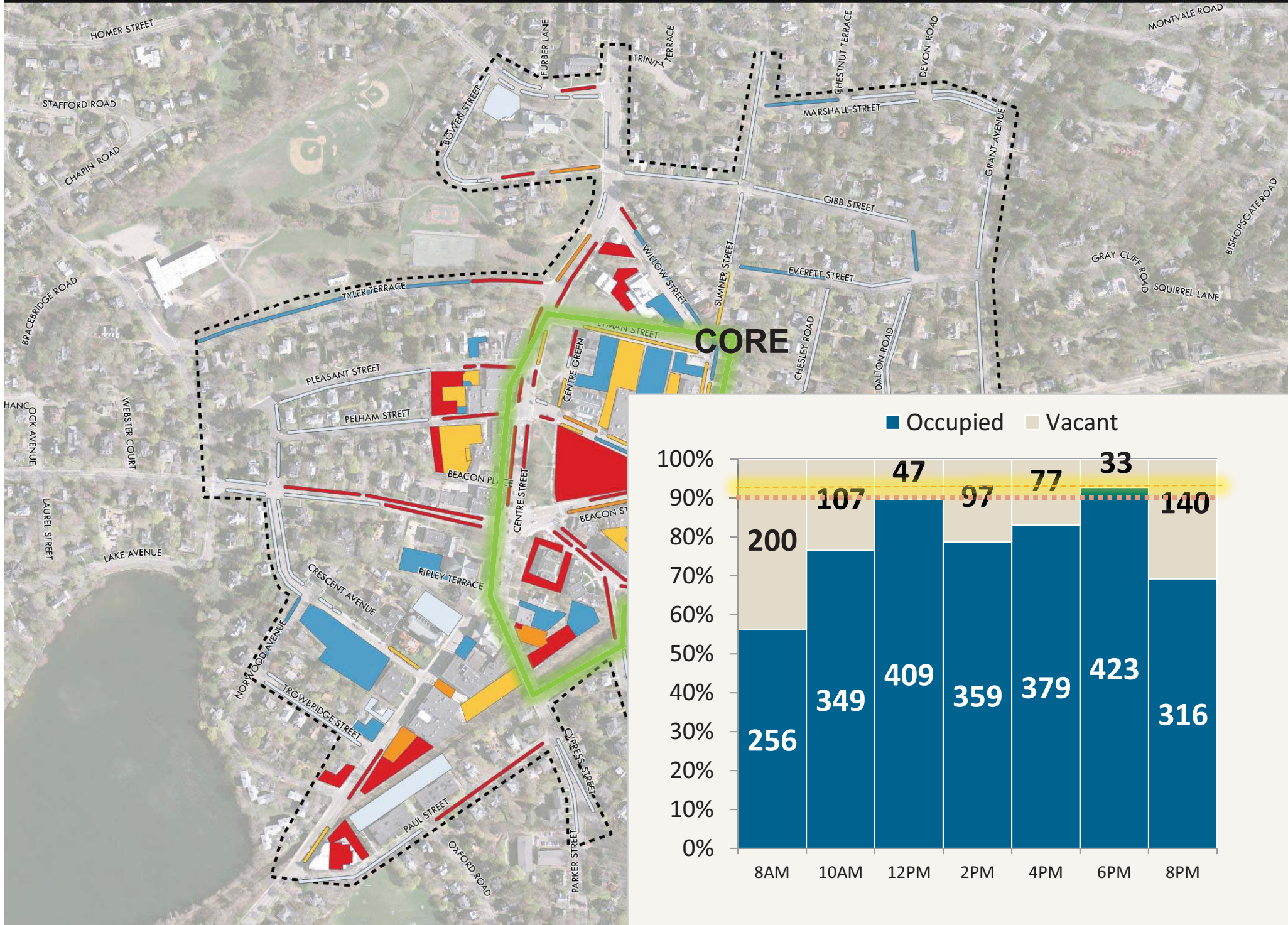


LANDMARKS & DESTINATIONS

- | | | | |
|----------------------|--------------------|---------------------|------------------------------------|
| A. Courthouse Square | C. Century Theatre | E. Dragon Theatre | G. San Mateo County History Museum |
| B. Library | D. Fox Theatre | F. Caltrain Station | H. City Hall |

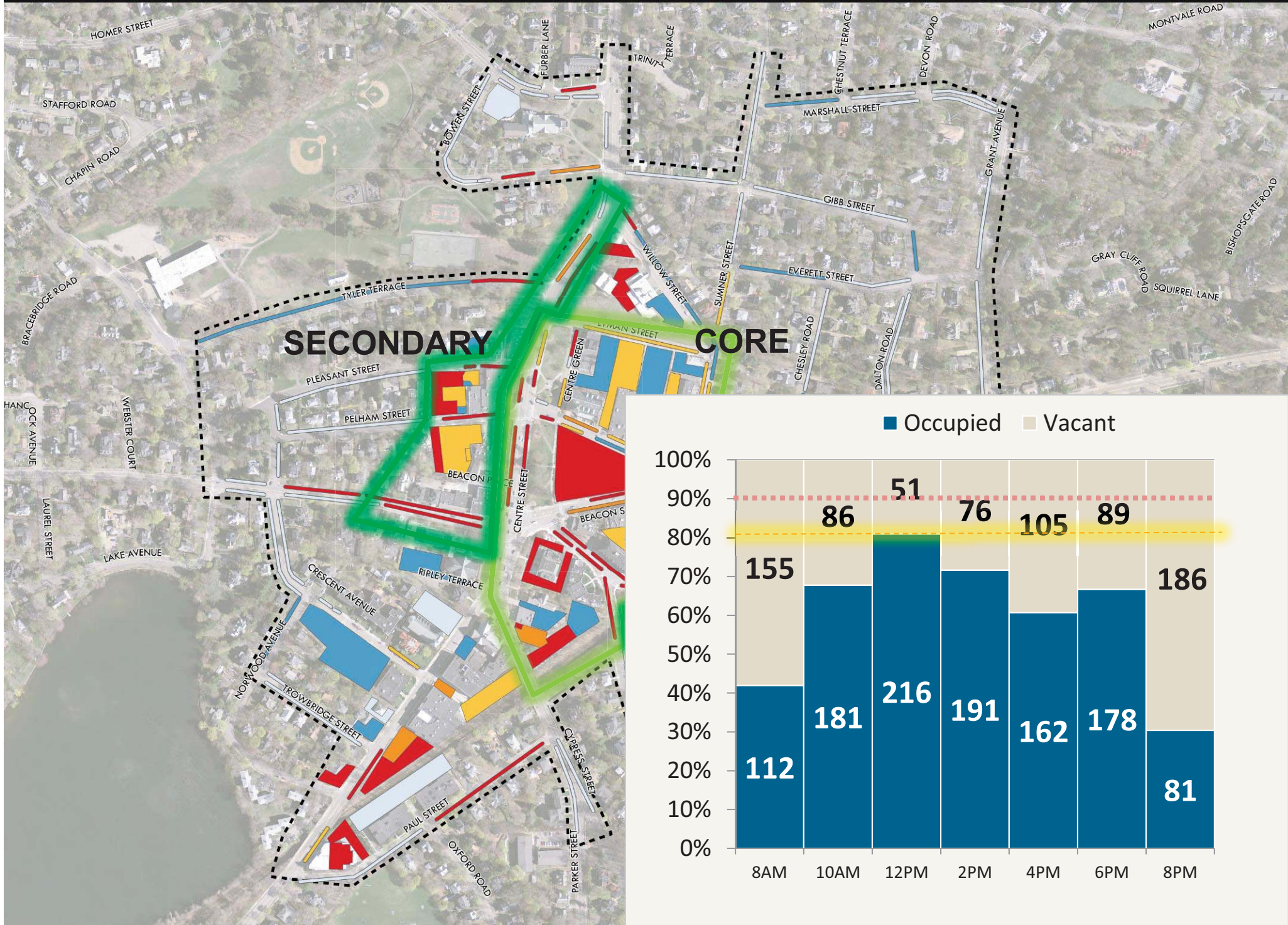
Newton Centre Parking Utilization - Wednesday, June 3, 12pm

#319-15



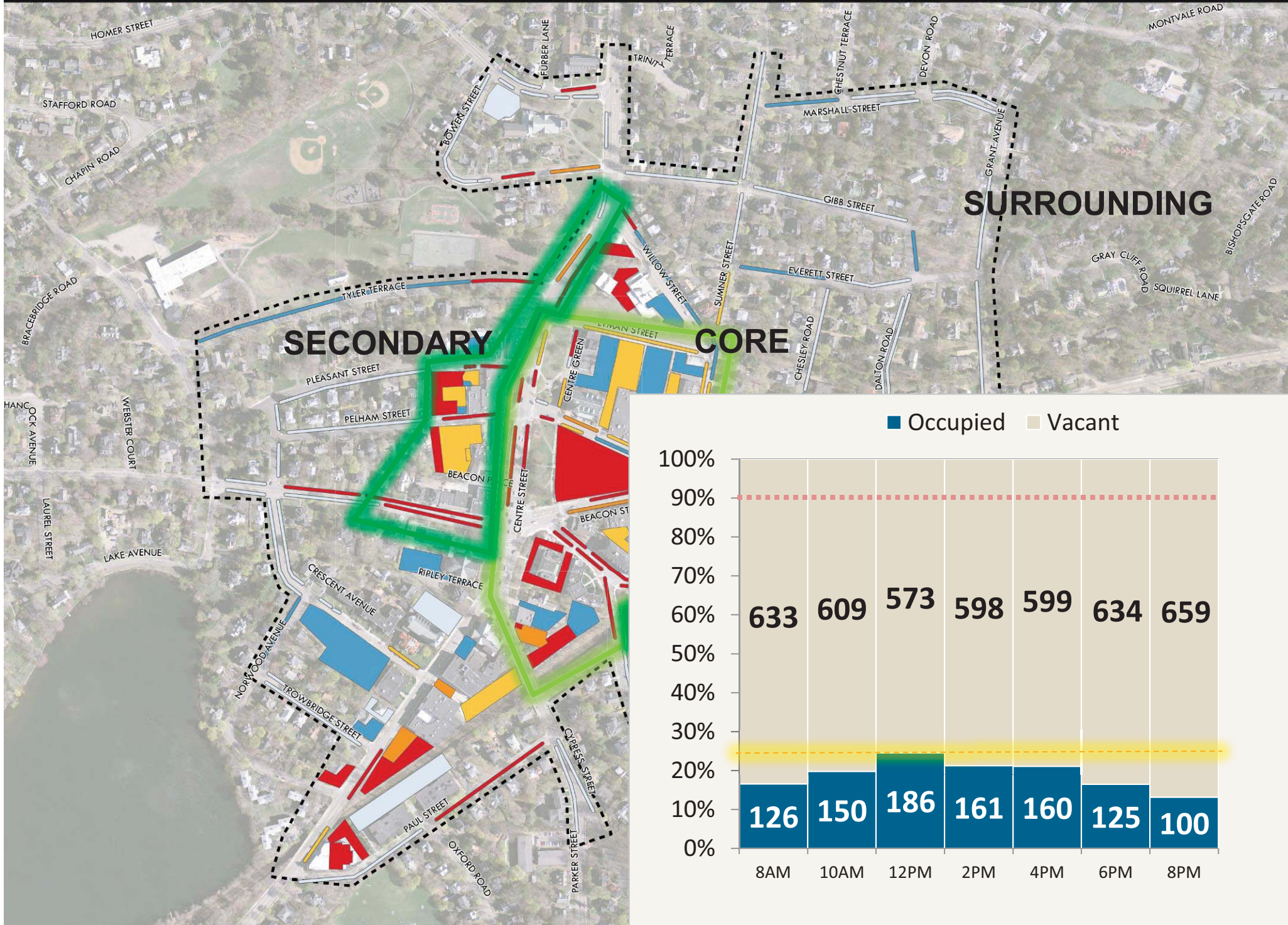
Newton Centre Parking Utilization - Wednesday, June 3, 12pm

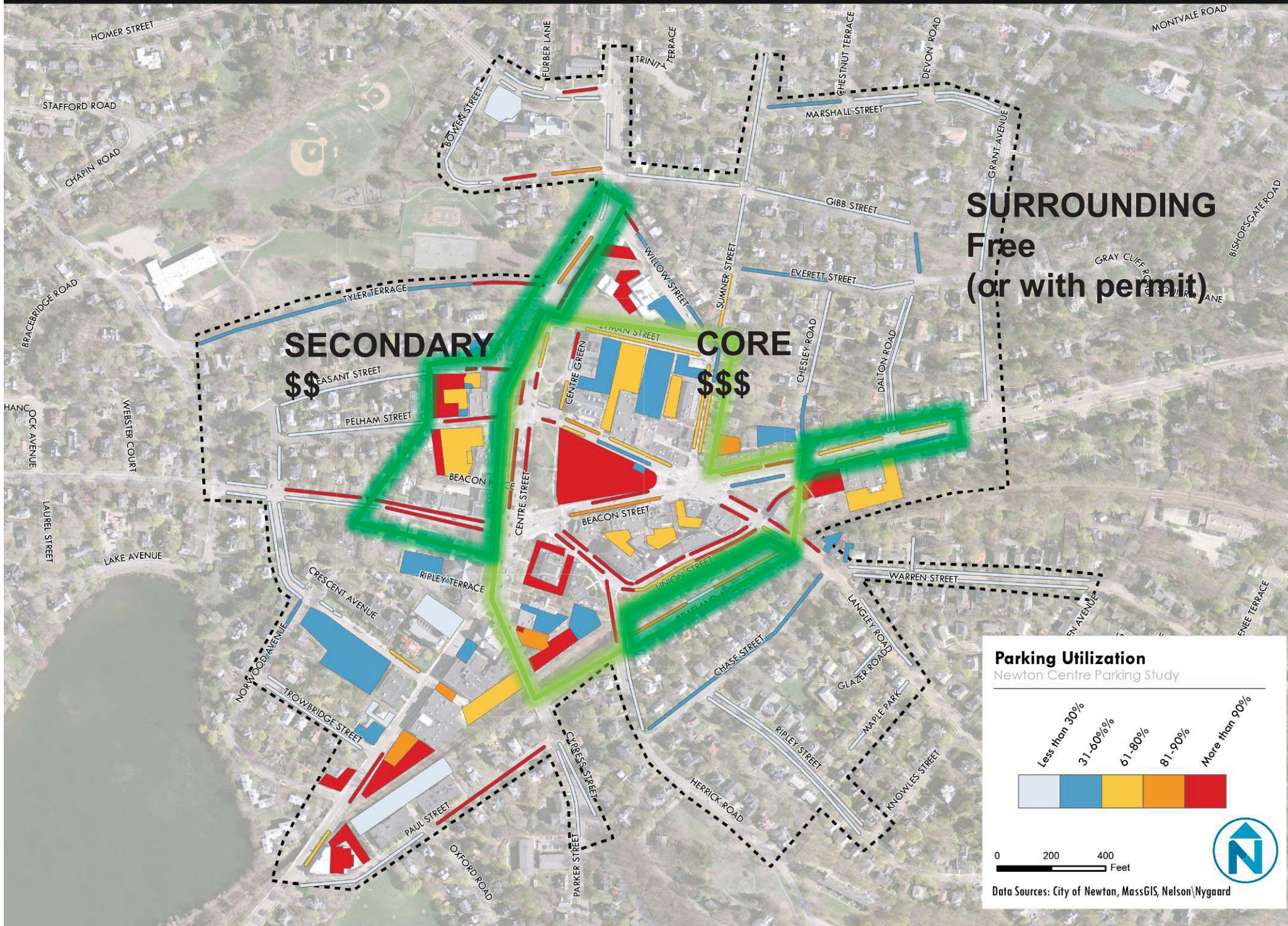
#319-15



Newton Centre Parking Utilization - Wednesday, June 3, 12pm

#319-15



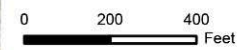
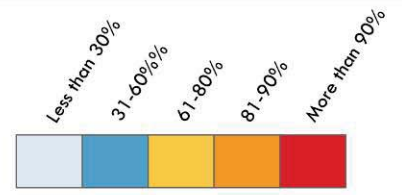


SURROUNDING
Free
(or with permit)

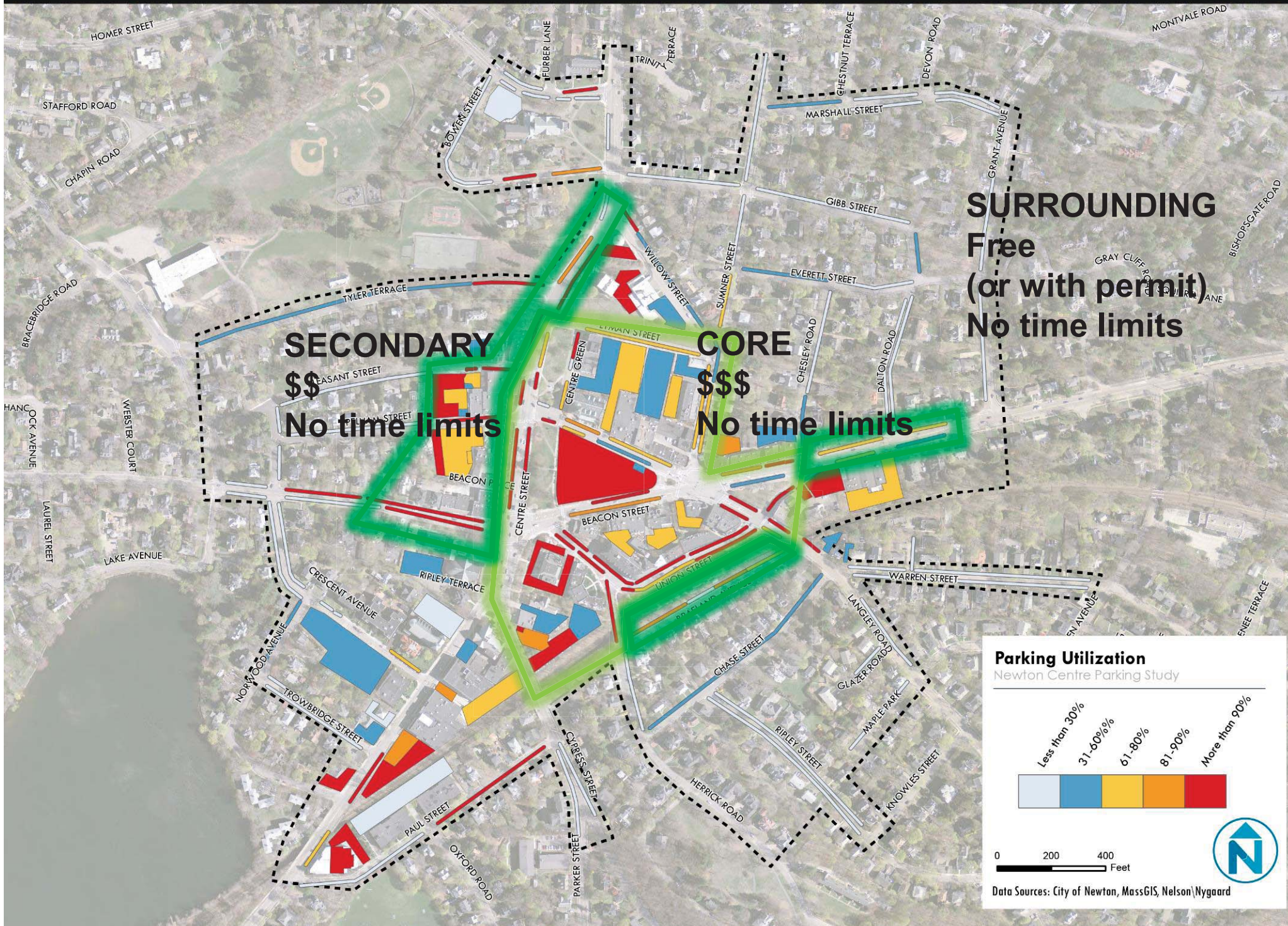
SECONDARY
\$\$

CORE
\$\$\$

Parking Utilization
Newton Centre Parking Study



Data Sources: City of Newton, MassGIS, Nelson\Nygaard

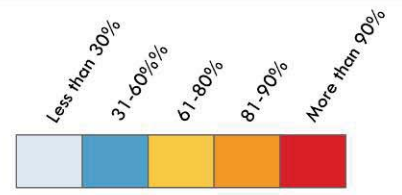


SURROUNDING
Free
(or with permit)
No time limits

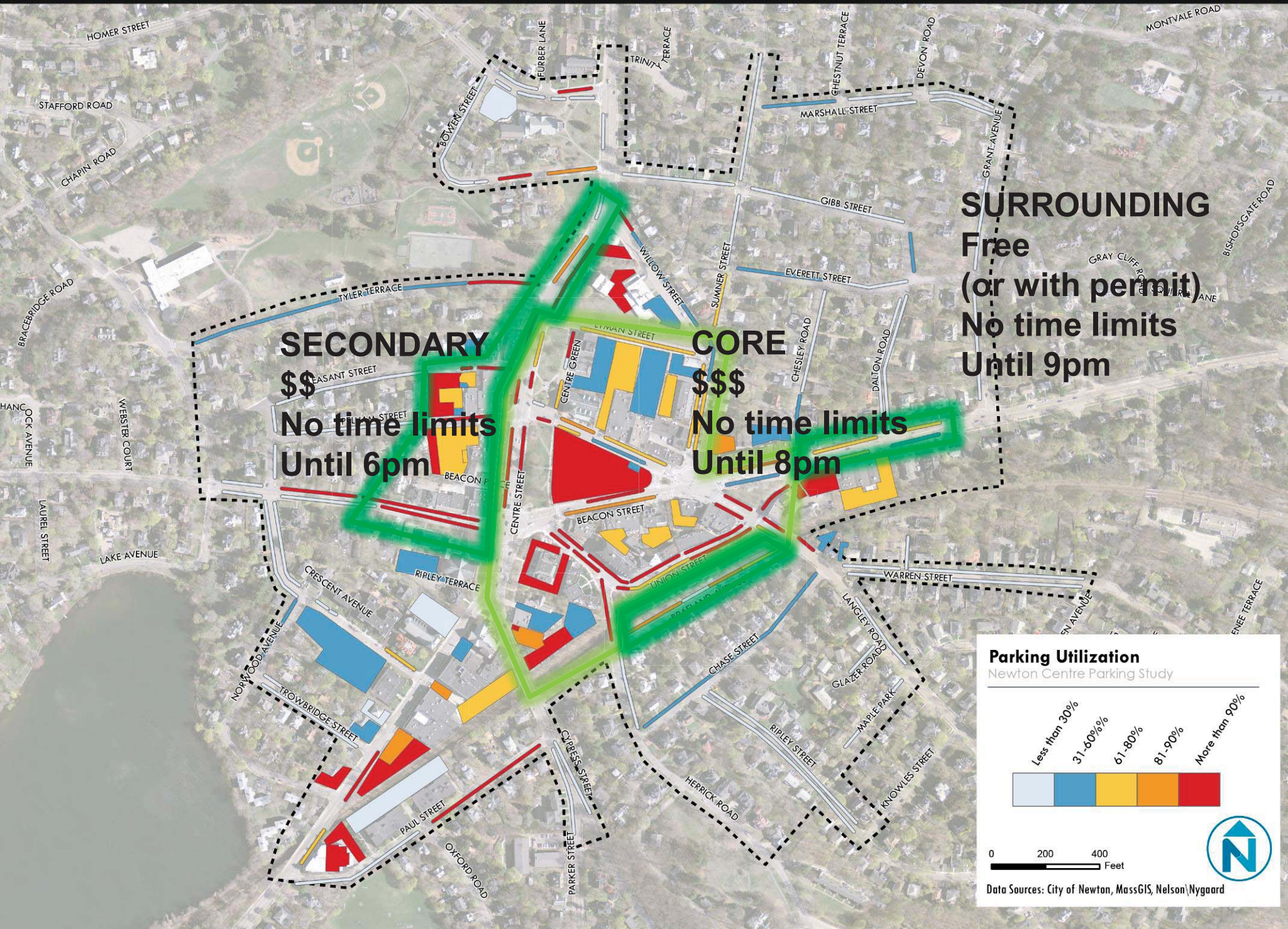
SECONDARY
\$\$
No time limits

CORE
\$\$\$
No time limits

Parking Utilization
Newton Centre Parking Study



Data Sources: City of Newton, MassGIS, Nelson\Nygaard




Parking Utilization
 Newton Centre Parking Study

Less than 30%	31-60%	61-80%	81-90%	More than 90%

0 200 400 Feet

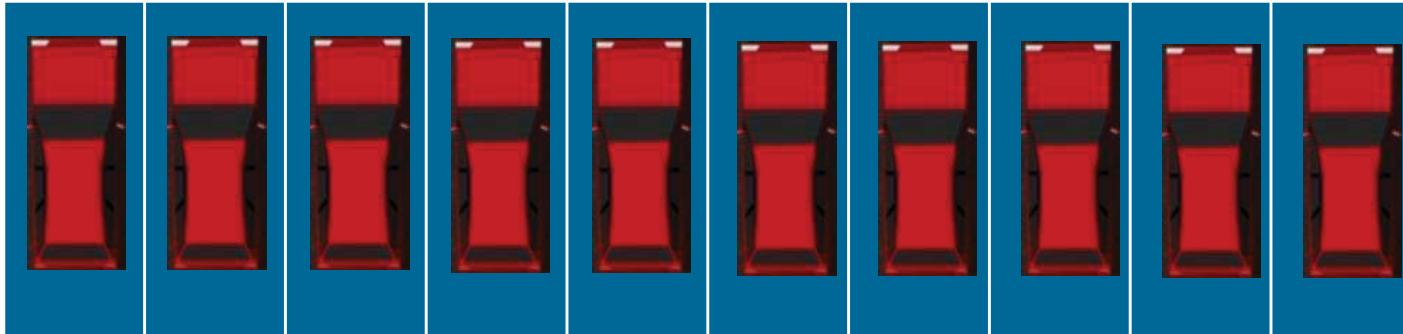
Data Sources: City of Newton, MassGIS, Nelson\Nygaard



Key Element to Create Availability: Eliminate Time Limits

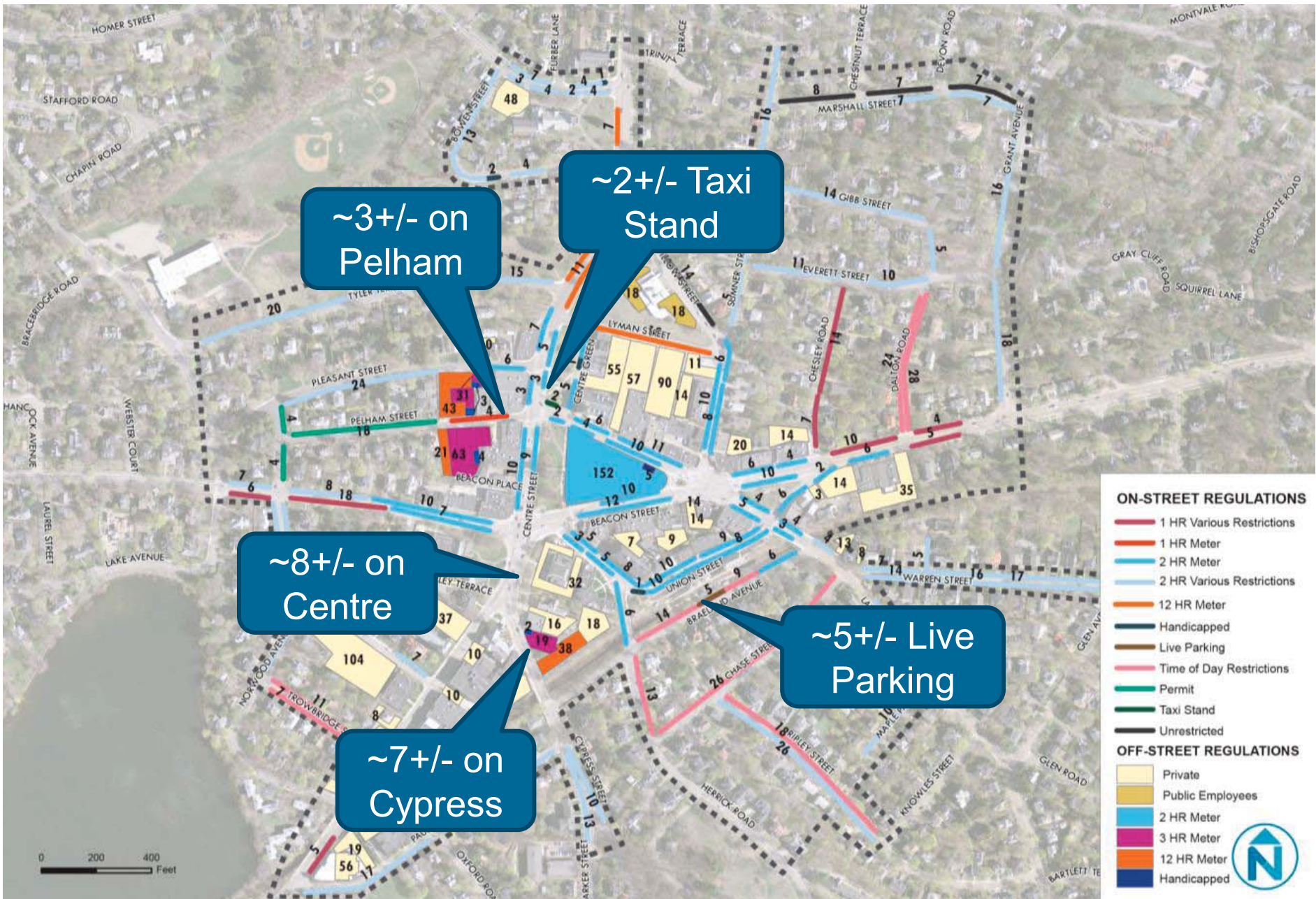
- Not turnover. Turnover \neq Availability
- Not time limits. Time limits \neq Availability
- Pricing is the right tool. \$\$\$ \Rightarrow Availability

\$\$\$



- Let customers stay for ice cream
- Match policy to behavior
- Use carrots not sticks (parking tickets!)

Add Parking Supply On-Street



“Build” More On-Street Parking



Some Spaces 24 Feet Long

Example: 1-2 Spaces Gained by Restriping Beacon between Sumner and Chesley

- An outdoor dining parklet?

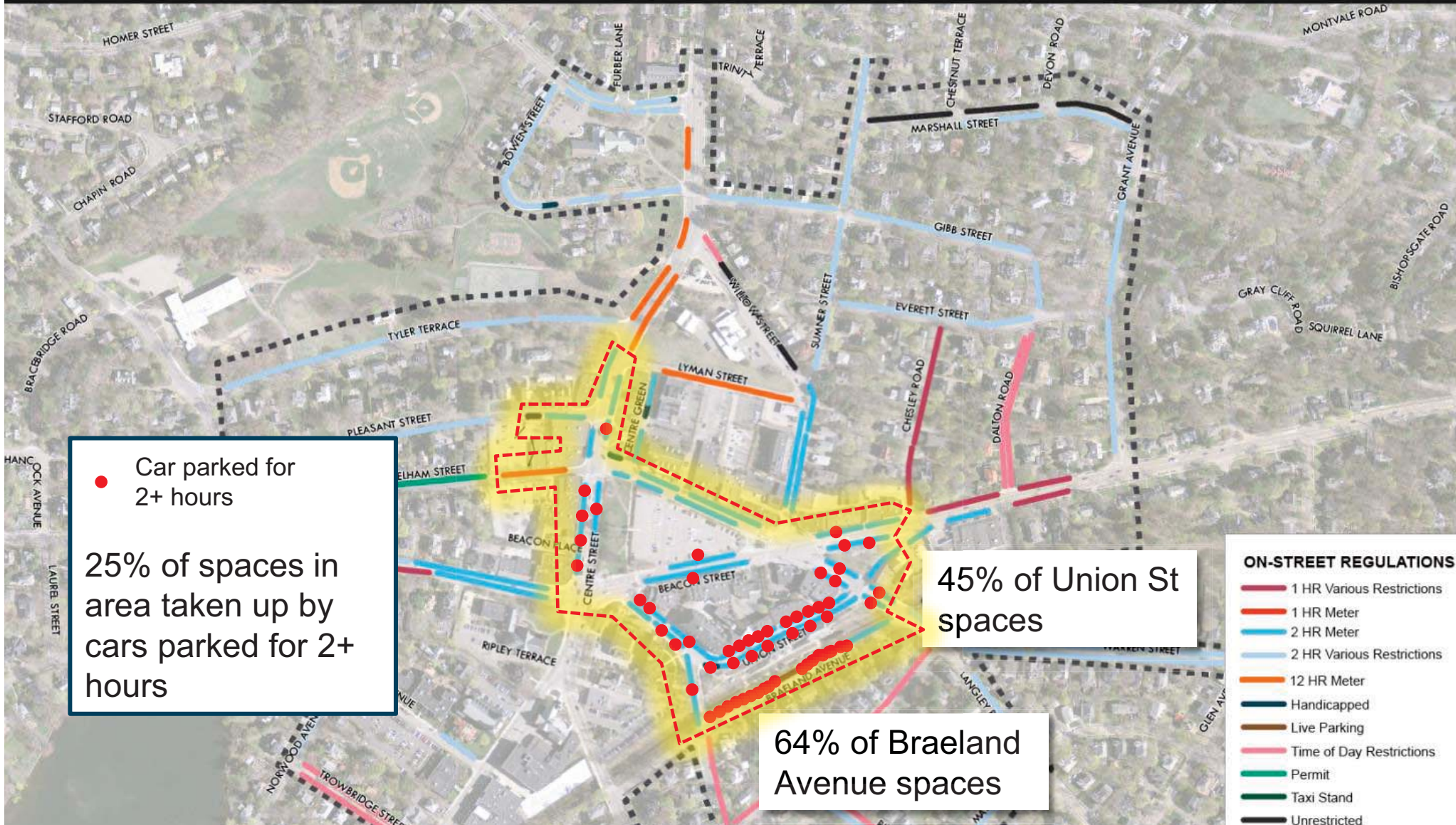


Key Findings

1. Front-door spaces are full
2. Need for more long-term parking

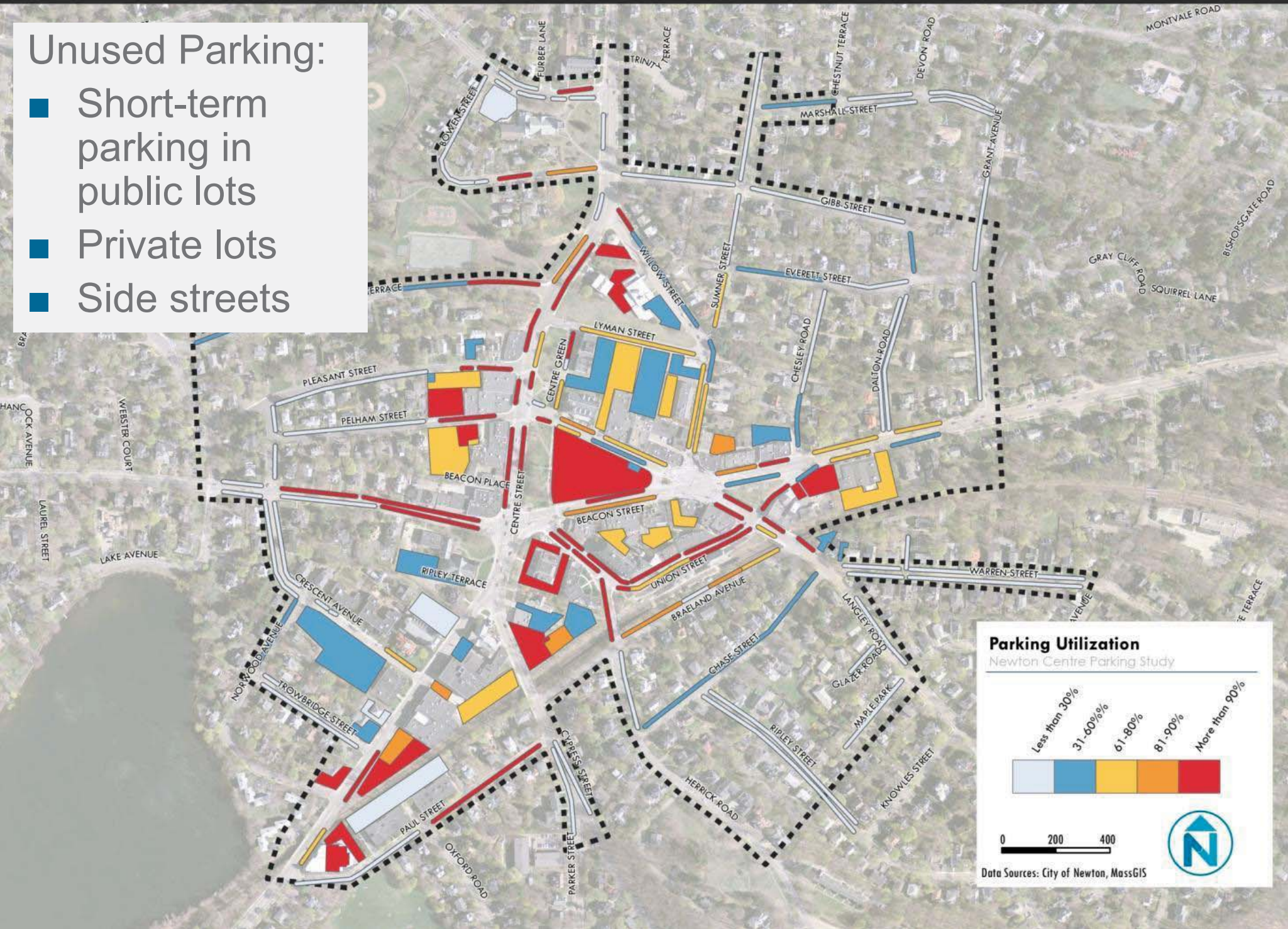
2. Need for More Long-term Parking

Newton Centre Parking Turnover



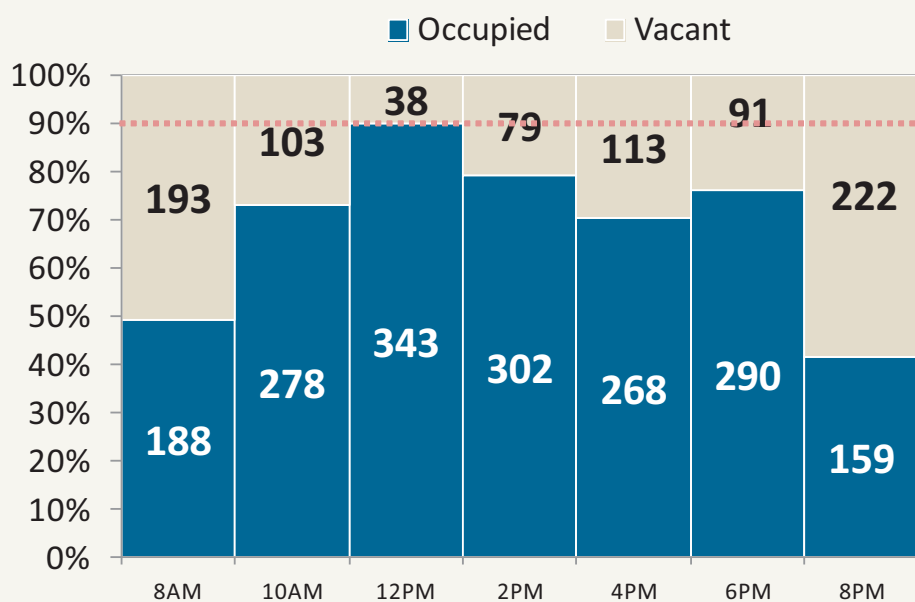
Unused Parking:

- Short-term parking in public lots
- Private lots
- Side streets

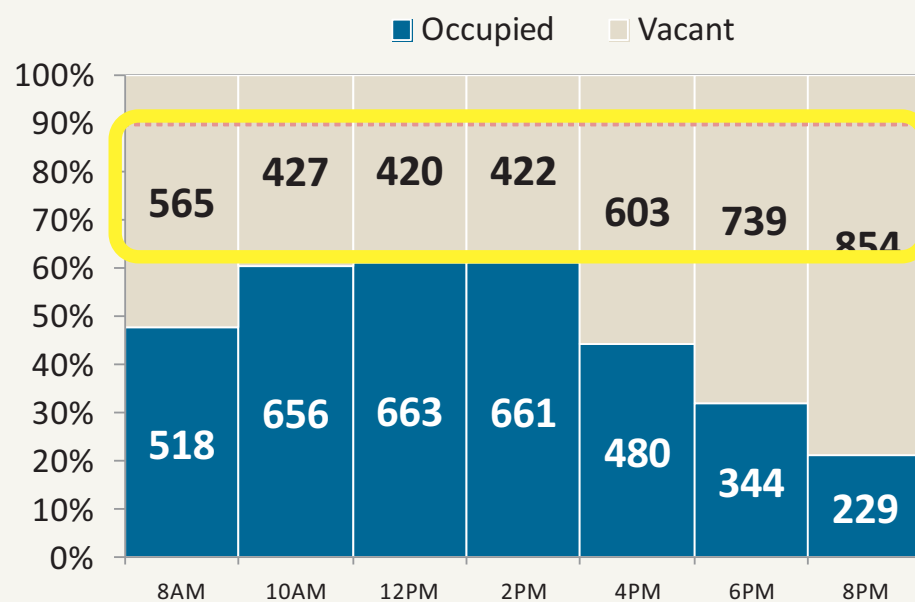


Privately-owned off-street parking is 60% used at peak

PUBLIC - WEEKDAY

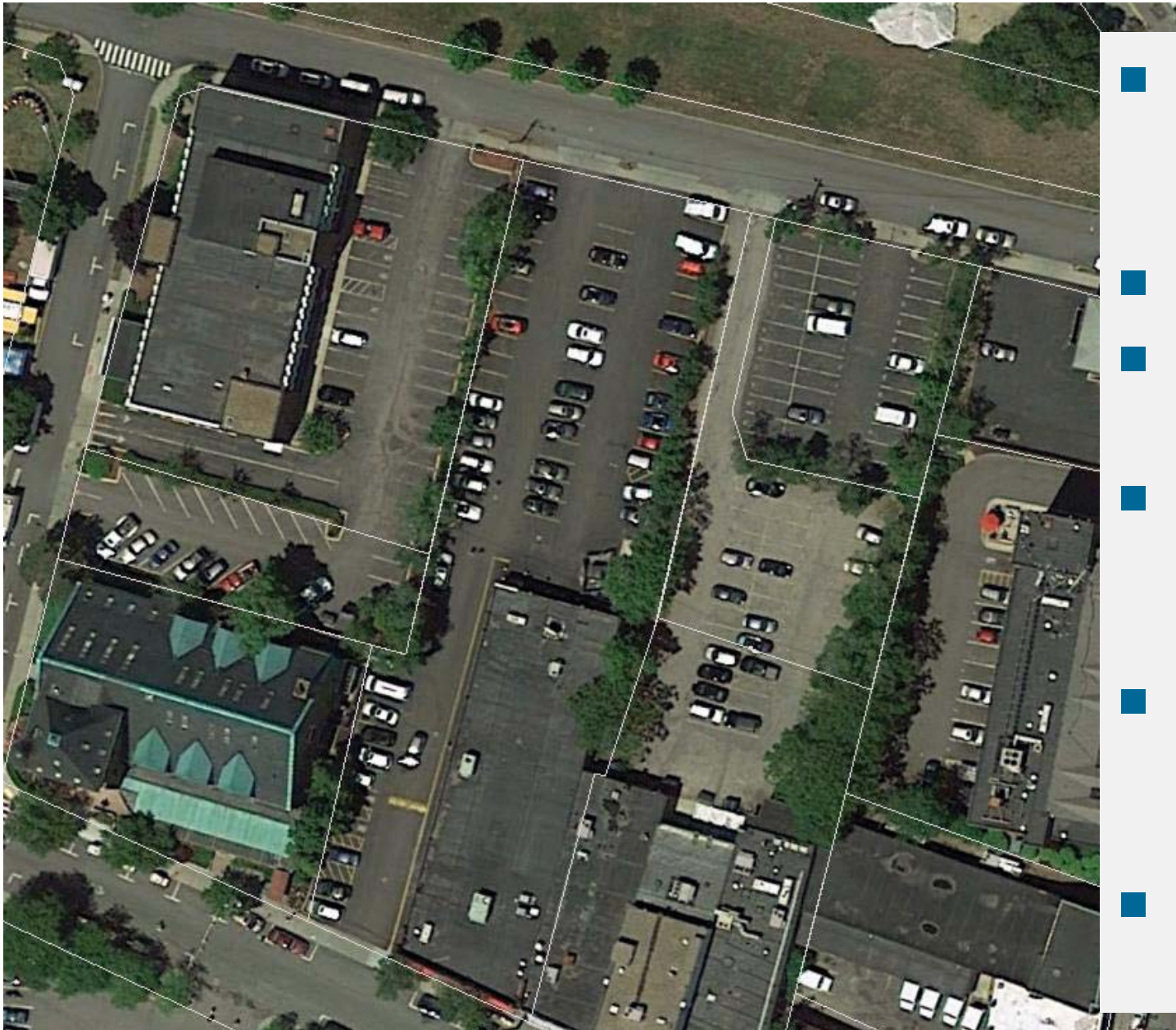


PRIVATE - WEEKDAY



Off-street parking only

Shared Parking: Lease Private Parking



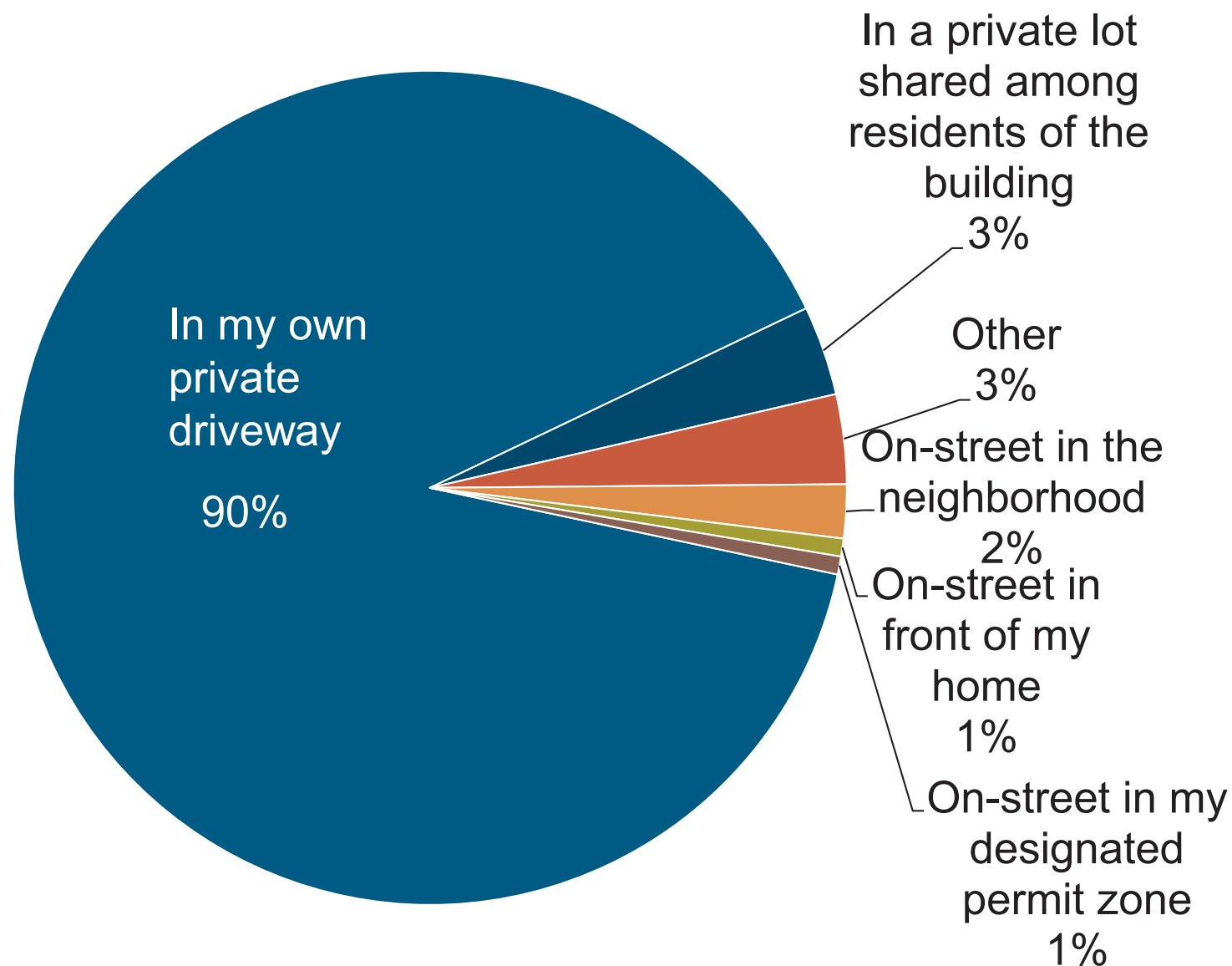
- Already happening on small scale
- More efficient
- Used throughout day
- Less expensive than building more
- Collaboration between businesses
- Good local precedents

Leveraging Spare Private Capacity

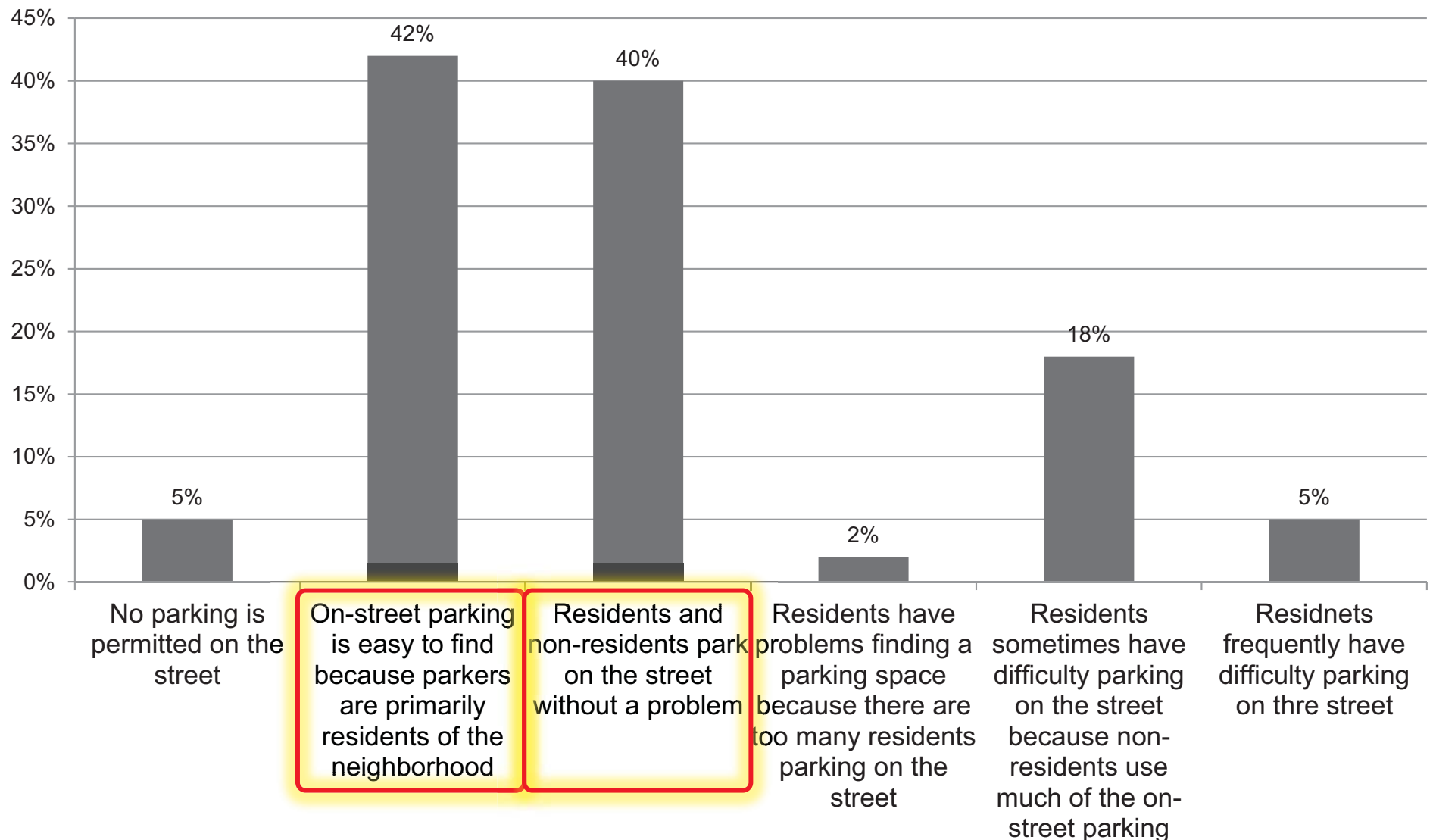
- City leases private parking; offers up to two tiers
 - Higher payment for hourly parking;
 - ~50% City margin affords landscape and signing improvements
 - Lower payment for permit parking;
 - ~25% City margin affords striping and basic maintenance
 - Reconfigured/consolidated lots increase supply (and margin)
- City provides maintenance & liability
- City guarantees retained development rights

Residents:

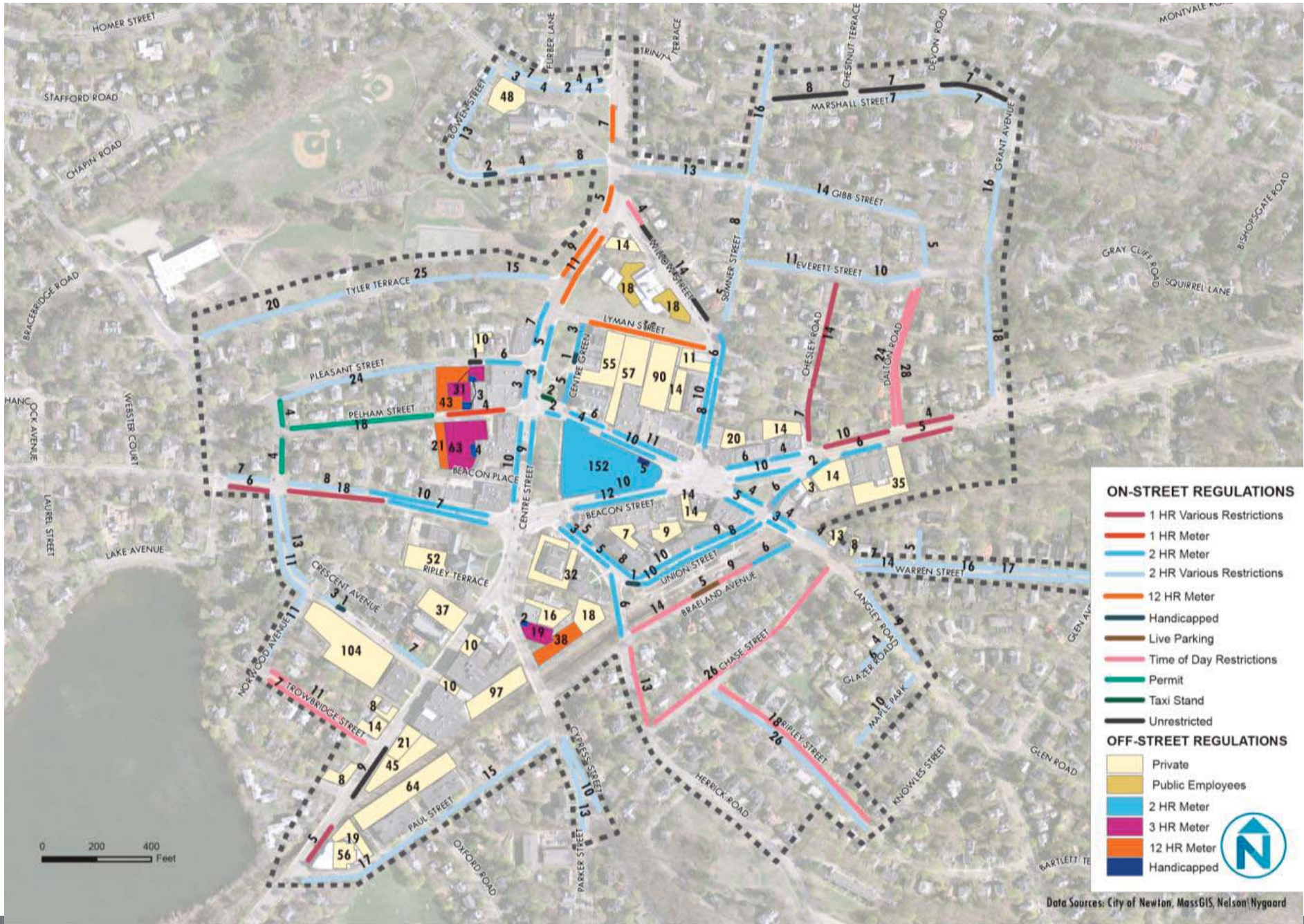
Where do you typically park in your neighborhood?



Residents: Describe the On-Street Parking Conditions on Your Street

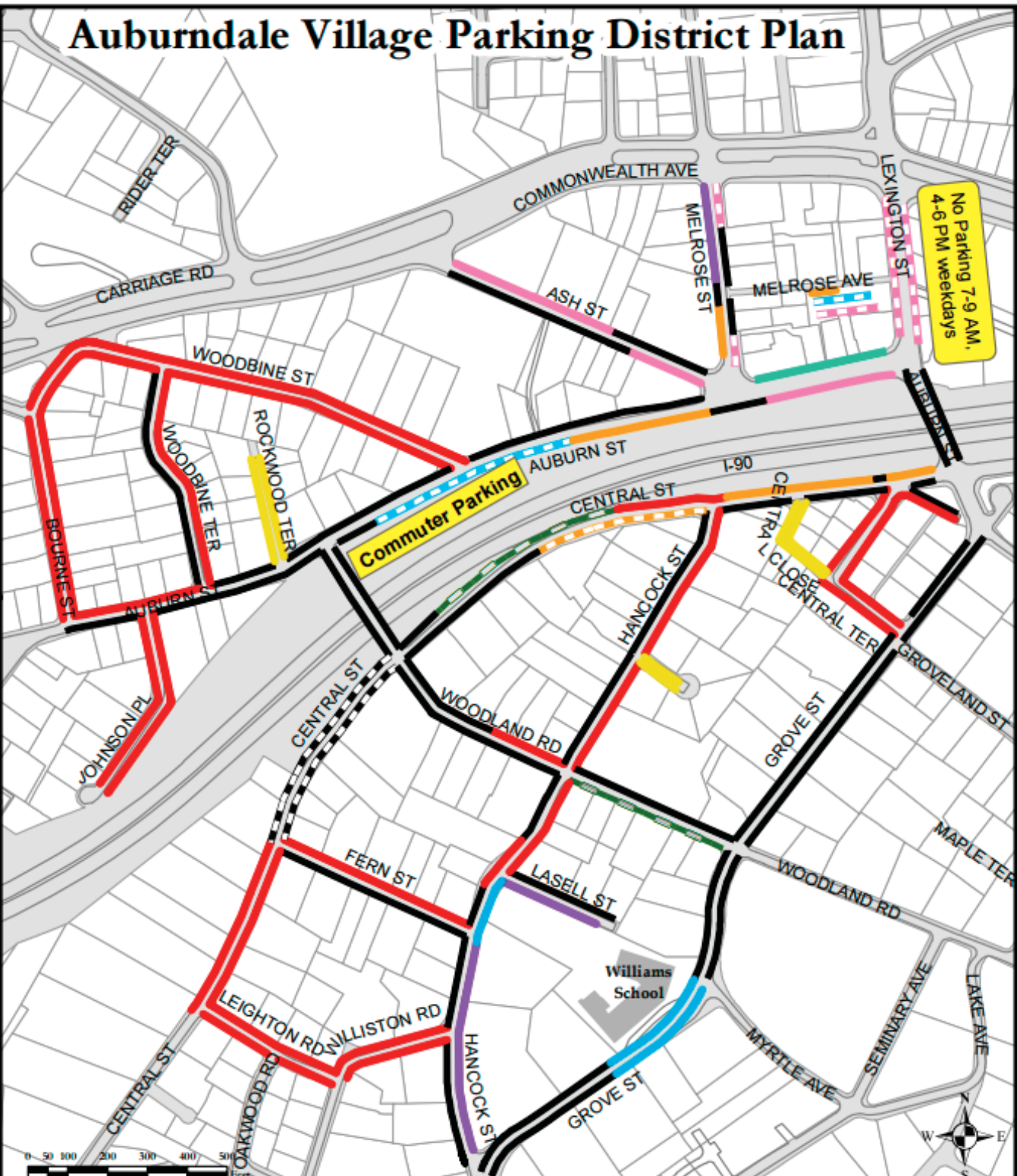


Opt-in Permit Program Pilot



Auburndale Village Parking District Plan

#319-15 *



- No Parking any time (Black Line) *
 - No Parking M-F (Dark Dashed Green Line)
note: No Parking M-F, 9-6 on Central St
 - 15 Minute Parking (Dashed Orange Line)
 - 1 Hour Limit (Light Green Line)
 - 2 Hour Limit - All Times (Pink Line)
 - 2 Hour Meter (Dashed Pink Line)
 - 2 Hour Limit, M-F 9AM-5PM Except by
Auburndale Permit (Permits are only to
be available to residents living within the
Auburndale Parking District.) (Red Line)
 - 2 Hour Limit, M-F 9AM-5PM Except by
Auburndale Permit (Permits are to be
available to residents living and a limited
number of employees working within the
Auburndale Parking District.)
(Purple Line) **
 - 12 Hour Meter (Dashed Light Blue Line)
 - Auburndale Business Permit Parking
Only M-F, 9AM-5PM (Orange Line) **
 - No Parking, 7AM -9AM and 4PM-6PM,
All Days (Dashed Black and White Line)
 - Blue Zone (Blue Line)
 - Private Way (Yellow Line)
- * Residents living in areas within the
Auburndale Parking District which do not allow
parking on either side of a street may receive
permits and visitor passes to park on a nearby street
- ** Businesses and non-residents are not eligible
to receive visitor passes



Parking On Side Streets: Potential Program Elements

- Opt-in program, street by street, to create fund for neighborhood improvements

Option C Status Quo
Two hour time limits
Status quo (limited enforcement)
Visitors – 2 hrs
\$0 (today)

Key Findings

1. Front-door spaces are full
2. Need for more long-term parking
3. Enforcement is not customer-friendly

3. Enforcement is not customer-friendly

“The meter maids are really relentless here compared to other towns. If you're 5 mins late, esp in the 9-10 am timeframe, you will get a ticket. **I think this is harsh and sends the wrong message to people choosing to visit Newton Centre over "The Street" and the like.**”

“**I regularly get tickets while I am buckling my child in the carseat to go home.**”

“**I go into the store to grab quarters and get a ticket before I am even back at my car.**”

Customer-Oriented Enforcement

- Align Enforcement mission with City goals
- Consider first ticket free (per calendar year) with parking information
- Consider progressive fines
- Use new technology



Key Findings

1. Front-door spaces are full
2. Need for more long-term parking
3. Enforcement is not customer-friendly
4. Payment technology is inconvenient

Parking Technology – Coin Operated Meters & Kiosks



- Fumbling for loose change = bad user experience



Use Convenient Parking Technology



- Make it easy and convenient
- Use technology to pay by coin, debit/ credit, and cell
- Can combine meters & kiosks
- Can offer a “first 10 minutes free” option
- Integrate with enforcement equipment

Key Findings

1. Front-door spaces are full
2. Need for more long-term parking
3. Enforcement is not customer-friendly
4. Payment technology is inconvenient
5. Walking barriers limit “park once”

#319-15



Beacon/Langley: Disconnects the Centre



TODAY

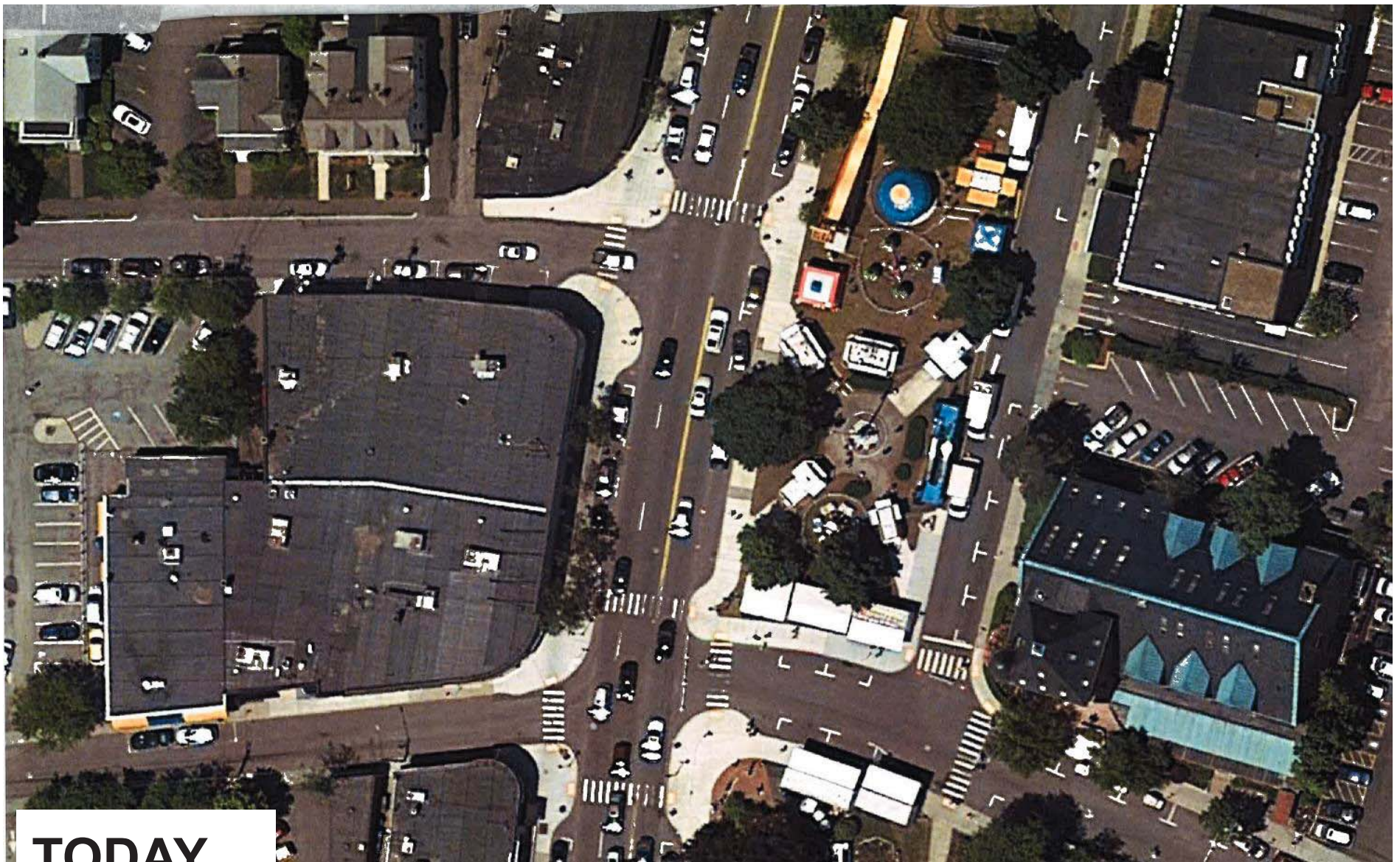
Beacon/Langley: Change Flow to Simplify Ops



- Shorter crossing distances
- Langley one-way NW bound
- On-street parking added
- Raised crossing slip lane at right turn from Beacon to Sumner
- Increased stacking/storage area
- Improved pedestrian safety
- Creation of plaza spaces

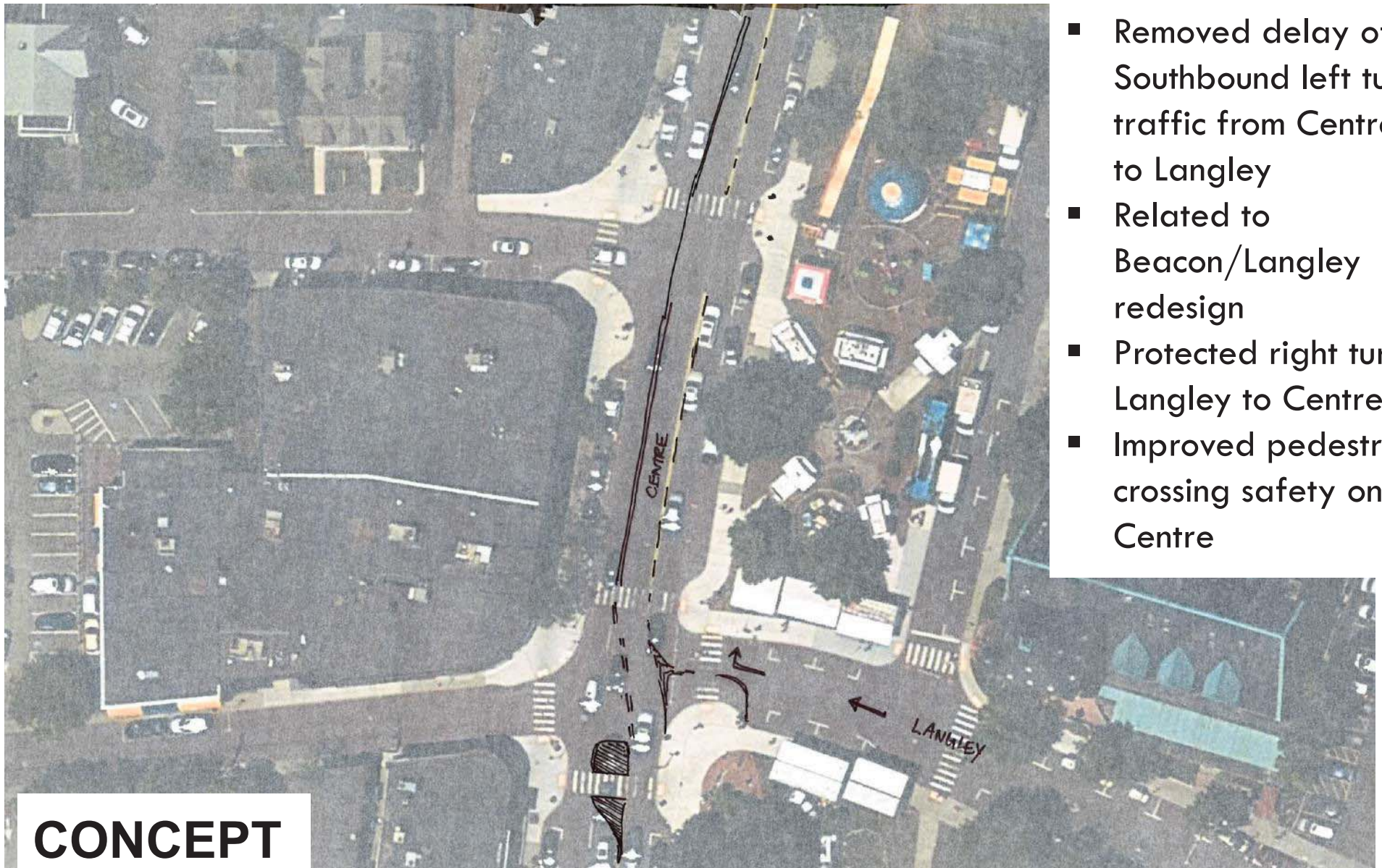
CONCEPT

Langley/Centre: Impacted by Beacon/Langley Change



TODAY

Langley/Centre: Flip N and S bound lanes

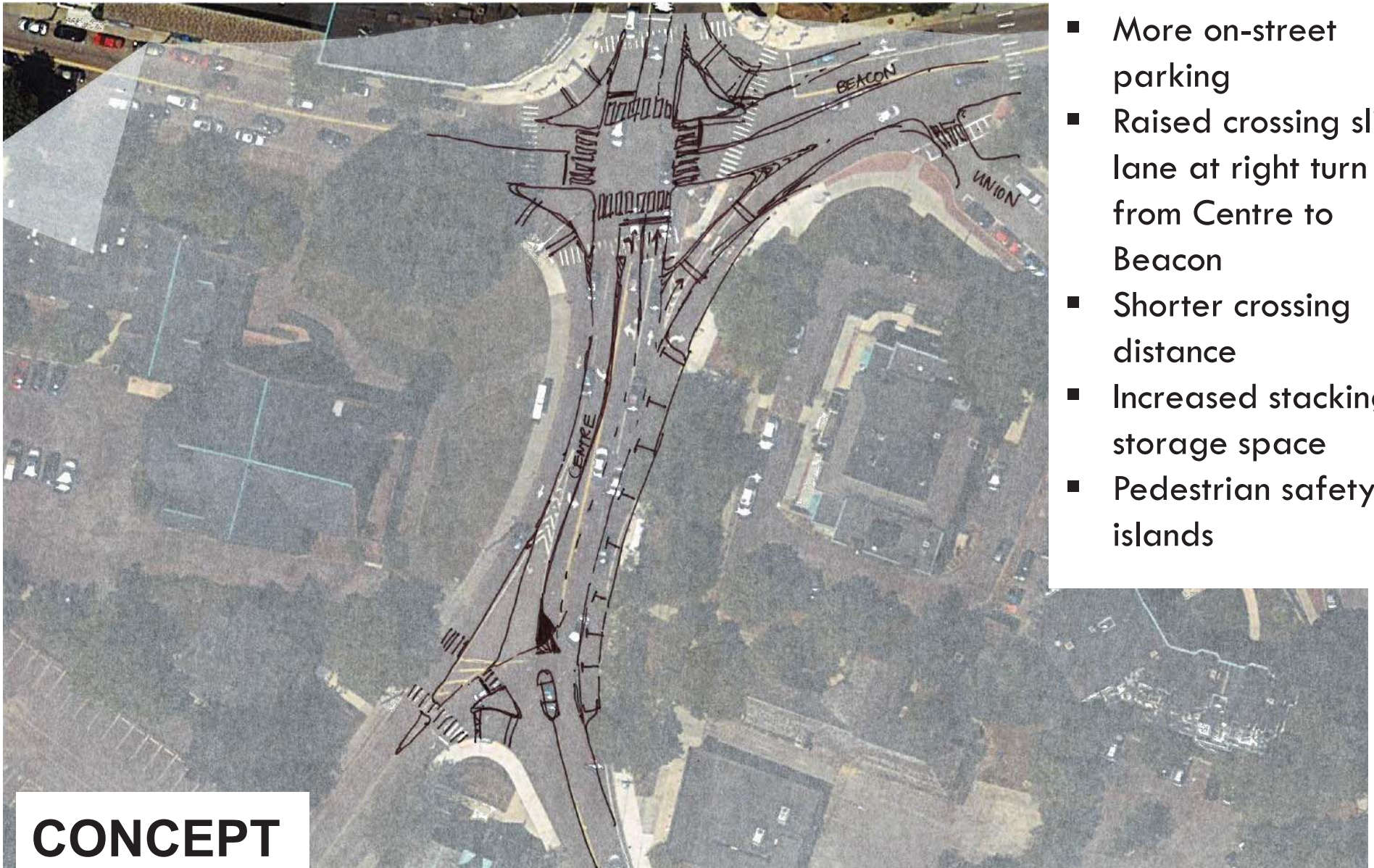


Centre/Beacon: Large, Complex Intersection



TODAY

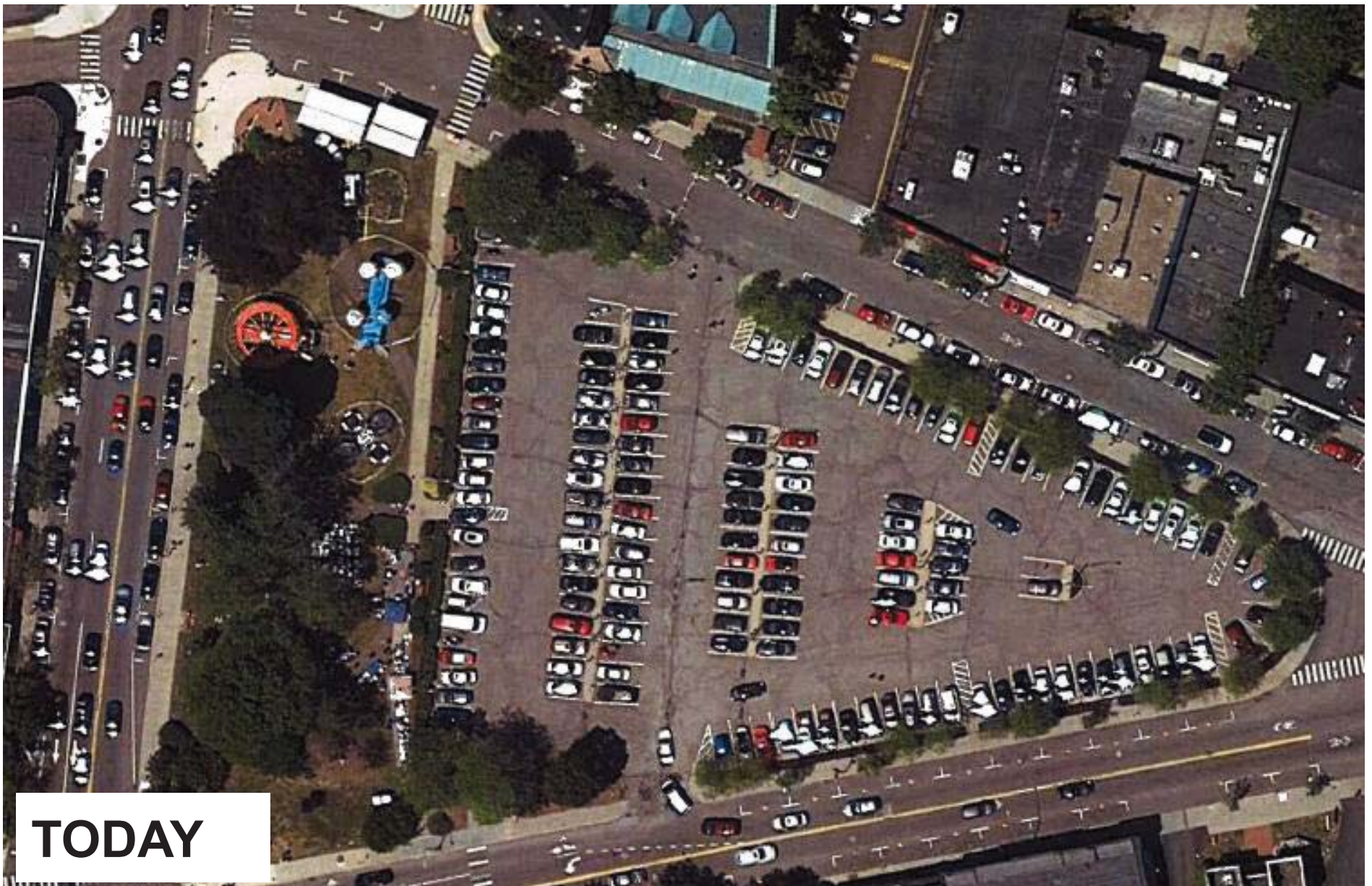
Centre/Beacon Concept



- More on-street parking
- Raised crossing slip lane at right turn from Centre to Beacon
- Shorter crossing distance
- Increased stacking/storage space
- Pedestrian safety islands

CONCEPT

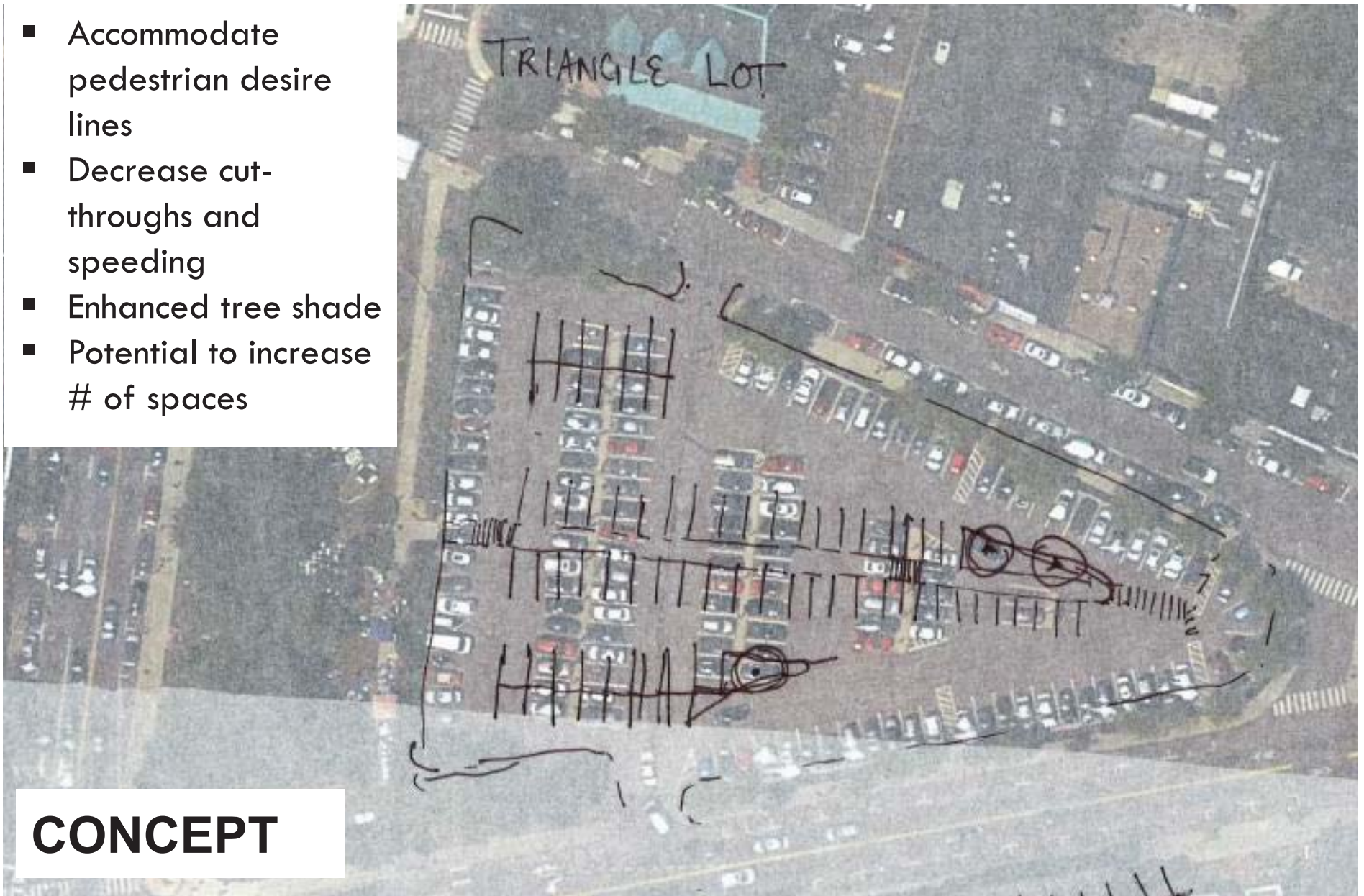
Centre Lot – Poor Walking Environment



TODAY

Centre Lot – Concept

- Accommodate pedestrian desire lines
- Decrease cut-throughs and speeding
- Enhanced tree shade
- Potential to increase # of spaces



CONCEPT

Key Findings

1. Front-door spaces are full
2. Need for more long-term parking
3. Enforcement is not customer-friendly
4. Payment technology is inconvenient
5. Walking barriers limit “park once”
6. Signage is unclear or missing

6. Signage is Unclear or Missing



6. Signage is Unclear or Missing

ON-STREET METERS



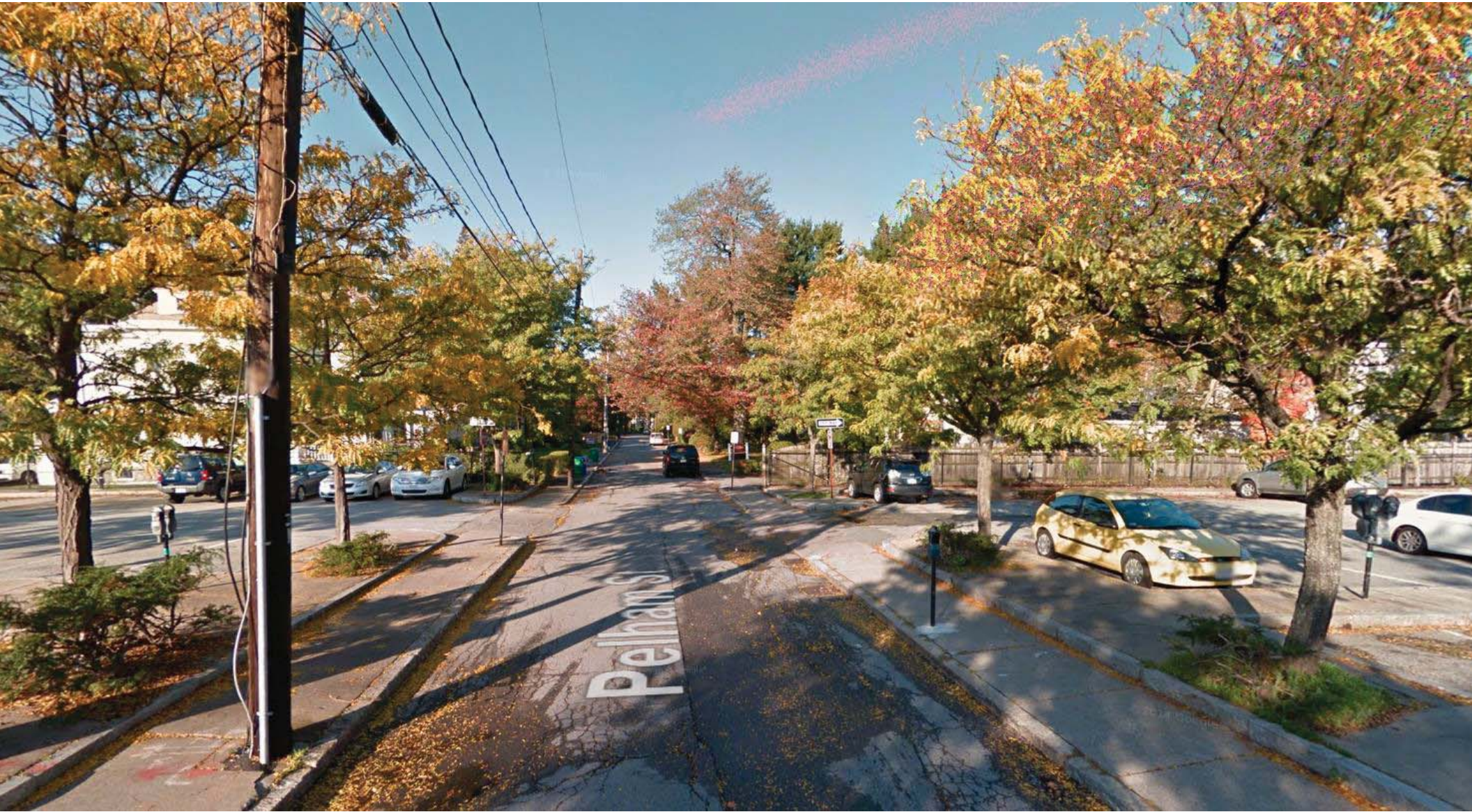
- Direct color-code stickers makes regulations clear once one has parked car but are not visible while driving (requires advance knowledge of color code)
 - 12 Hour is sometimes red and sometimes white
 - No signs with pricing span
 - Most stickers face the sidewalk, not the street

OFF-STREET METERS

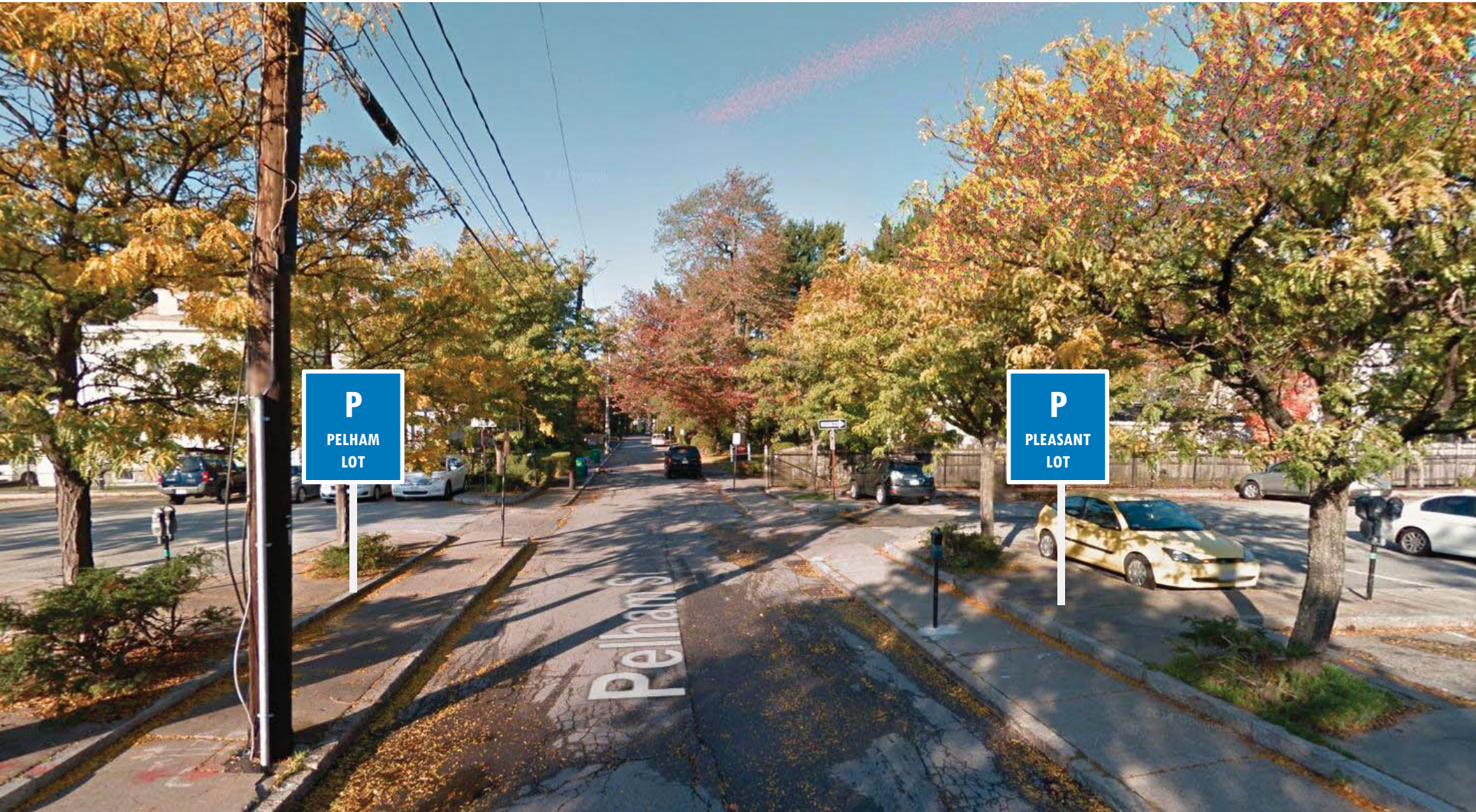


- Unclear before entering lot
- Unclear division within lot
- Regulation zone invisible behind parked cars
- No signs with pricing span

Branding and Signage for Public Parking Lots



Branding and Signage for Public Parking Lots



Wayfinding to Parking



Wayfinding to Parking

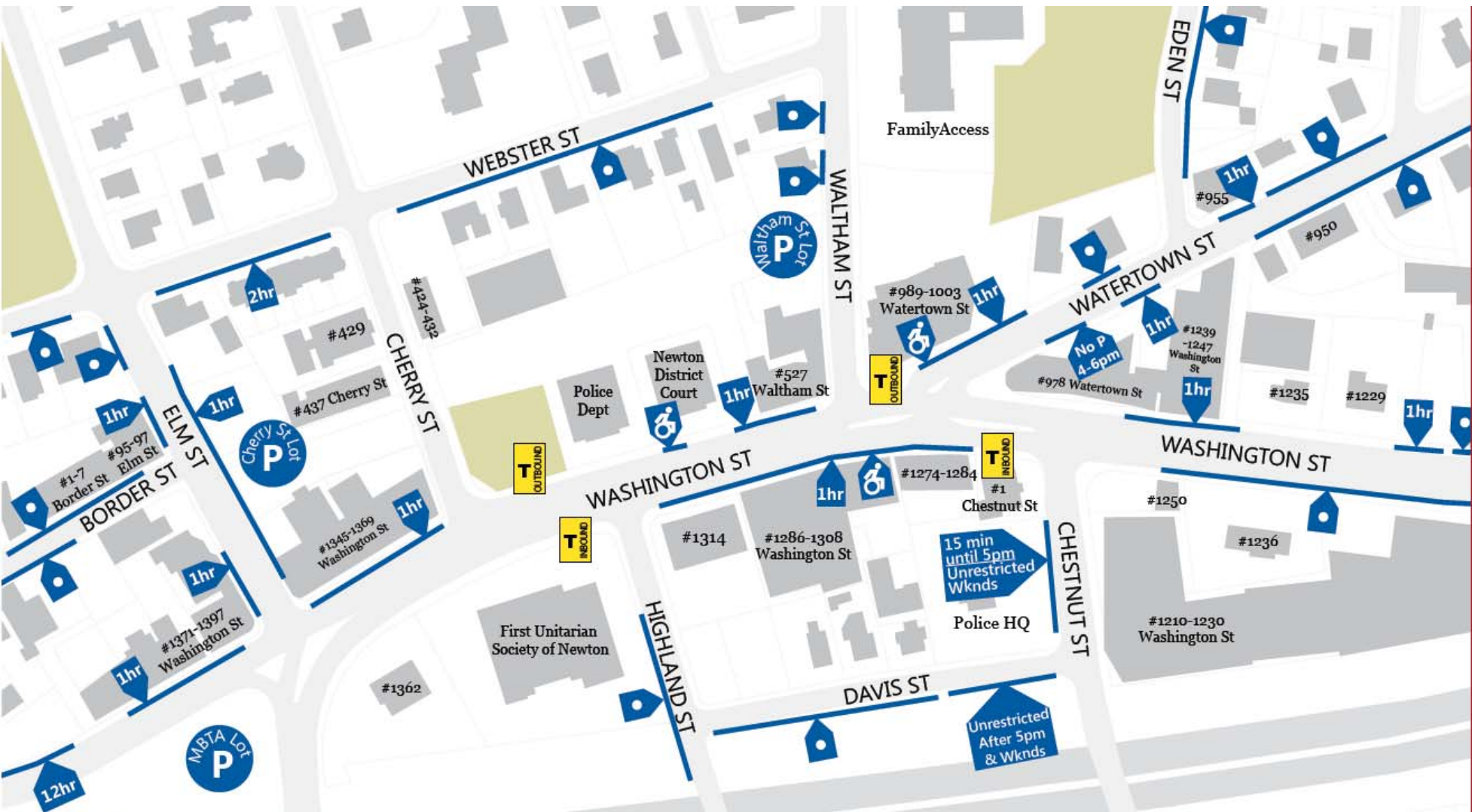


Wayfinding to Parking





Wayfinding to Parking







 West Newton Square

Parking

-  Unrestricted Parking
-  Restricted Parking (metered & unmetered)
Enforcement Hrs: M-Sa 8am-6pm

-  3hr Parking (\$0.75/hr)
12hr Parking (\$0.50/hr)
Enforcement Hrs: M-Sa 8am-6pm
-  Unlimited time
(\$4.00/day-Pay By Phone)
Enforcement Hrs: 24/7

No overnight parking is allowed on-street from Nov 15- April 15

Transit

-  INBOUND Express Bus Routes
553 - toward Downtown Boston via Newton Corner
554 - toward Downtown Boston via Newton Corner
-  OUTBOUND Express Bus Routes
553 - toward Roberts via Waltham Center
554 - toward Waverly via Waltham Center

Key Findings

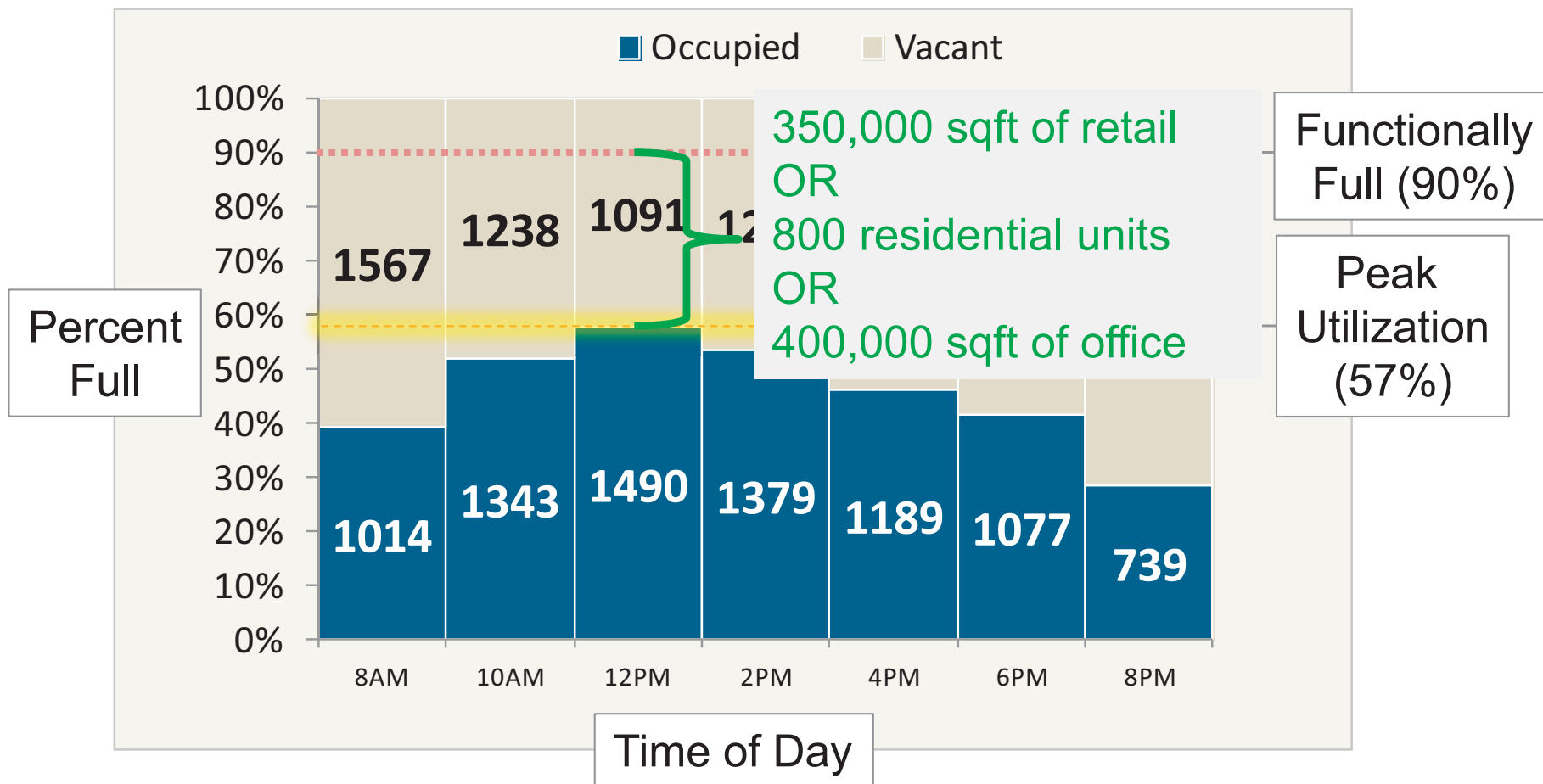
Strategies

- | | | |
|---|---|---|
| 1. Front-door spaces are full | → | 1. Create availability in core |
| 2. Need for more long-term parking | → | 2. Establish attractive long-term parking areas |
| 3. Enforcement is not customer-friendly | → | 3. Address enforcement practices |
| 4. Payment technology is inconvenient | → | 4. Upgrade technology |
| 5. Walking barriers limit “park once” | → | 5. Improve walking environment |
| 6. Signage is unclear or missing | → | 6. Provide signage and information |

Why Not a Parking Garage Now?

- 1,000+ empty parking spaces at the busiest time of day

Why Not a Parking Garage Now?



Why Not a Parking Garage Now?

- 1,000+ empty parking spaces at the busiest time of day
- Implement, monitor, adjust, and evaluate active parking management strategies first
- If parking demand increases to more than 80%, could plan for a garage (in addition to additional demand management measures)
- Careful consideration of financing and cost recovery
- Success of a garage hinges on the management of other parking around it

Design it right



Draft Plan Review – Send Written Comments!

http://www.newtonma.gov/gov/planning/parking_transportation/

- Submit feedback until 11:59pm on Monday, January 25th
- Use link on website
 - <https://www.surveymonkey.com/r/C5283N8>
- Contact James Freas, jfreas@newtonma.gov

The screenshot shows the official city website for Newton, Massachusetts. The main content area is titled "Newton Centre Parking Strategy". It includes a green car icon and text stating: "The City of Newton is undertaking a comprehensive study of parking supply, utilization and management in Newton Centre. With continued retail success, proximity to the T, dense suburban residential neighborhoods, and a healthy employer environment, it is critical that we ensure we have a sustainable parking strategy that meets the needs of all users for years to come. This effort aims to secure the economy of the business area, ensure safety, improve mobility and address resident concerns. The plan's efforts will build upon findings from the June 2013 parking study and other related efforts. The study area includes all on-street spaces and all public and private lots within a quarter mile of the Centre."

Thurs, January 14th, 2016 @ 7:45pm - Presentation of the Draft Plan

On Thursday, January 14th, 2016 at 7:45pm, the City Council's Public Safety and Transportation Committee will host a public meeting to hear a presentation on a comprehensive suite of potential management strategies for parking in Newton Centre. A thorough Q&A with the City's consultant team at Nelson\Nygaard will follow the presentation. The draft suite of strategies have been developed based on field observations, on-street parking data collection, and input through workshops, meetings, and online surveys. Feedback received at this meeting will be used to create a final parking management strategy.

When: Thursday, Jan 14th, 2016 @ 7:45pm
Where: TBD

Read the Report! Newton Centre Parking Strategy - Draft
Send in Feedback: Follow this [link](#) to provide thoughts and comments. Feedback can be submitted until 11:59pm on Monday, January 25th. All feedback received online and at the Jan 14th meeting will be used in preparing the final report.

October 28th Initial Ideas Presentation
On Wednesday, October 28, 2015, around 35 Newton Centre residents, employees, business owners, commuters, and visitors participated in a meeting at the Mason Rice School. The meeting focused on Newton Centre Parking Strategy key findings and identified potential strategies to address parking challenges in Newton Centre. The meeting's presentation is available to [view here](#). Full video of the presentation is now available at [this link](#).

Based on survey results, stakeholder meetings, public input at workshops, and collected data, the team found the following:

1. Front-door spaces are full
2. Need for more long-term parking
3. Enforcement is not customer-friendly
4. Payment technology is inconvenient
5. Walking barriers limit "park on foot"
6. Signage is unclear or missing

Join the Mailing List
Please join the [Newton Centre Parking Strategy mailing list](#) to receive updates.

Article in the Newton Tab, August 27, 2015
[Article in Boston Globe, August 26, 2015](#)
[Newton Centre Parking Study June 2013](#)
[Transportation Advisory Group](#)
[Reports and Studies](#)

NEWTON THE GARDEN CITY
1000 Commonwealth Ave., Newton Centre, MA 02459
Tel: 617-796-1000 TDD/TTY: 785 711 | Mon. - Fri. 8:30 am - 5:00 pm Tue. 8:30 am - 8:00 pm