

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, JANUARY 8, 2014

Present: Ald. Ciccone (Chair), Yates, Cote, Lipof, Fuller, Schwartz and Harney

Absent: Ald. Johnson

Also Present: Ald. Sangiolo (Chair), Leary, Norton, Hess-Mahan, Rice, Blazar, Baker, Kalis and former Ald. Linsky

City Staff: Lt. Bruce Apothoker, Newton Police Department; Bob DeRubeis, Commissioner, and Carol Stapleton, Manager, Parks & Recreation Department; Chris Tracy, Citizens Assistant Officer; Candace Havens, Director, Planning & Development Department and David Koses, Transportation Planner

#13-14      TRAFFIC COUNCIL CHAIR providing the Annual Report on the work of the Traffic Council for 2013 pursuant to Section 19-30(g) of the City of Newton Revised Ordinances 2012. [12/18/13 @ 3:40 PM]

**ACTION:**      **NO ACTION NECESSARY 7-0**

**NOTE:**      David Koses, Transportation Planner joined the Committee for discussion on this item.

Mr. Koses reviewed with Committee members the work of Traffic Council in 2013, attached to this report. It was noted on Appendix A: Summary of 2013 Traffic Council Actions, trials undertaken in 2013 was erroneously reported at zero and corrected to six trials.

Mr. Koses said during 2013, Traffic Council held eleven meetings. Traffic Council heard 105 items, taking final action on 102 (three items are being held for various reasons). Traffic Council approved (or approved as amended) 80% of all items heard, took no action on 11%, and denied seven items. During 2013, no appeals were submitted to the Board of Aldermen. Twenty-three items remain on the Traffic Council Agenda including eight items slated to be reviewed for preliminary eligibility by the Department of Public Works.

In April 2013, Traffic Council created the Newtonville Neighborhood Parking District Plan by approving 48 separate items in Ward 2 and adding a new section in the Transportation & Parking Regulations.

Committee members asked Mr. Koses to explain the backlog during 2013. Mr. Koses answered that in January 2013 there was a four-month backlog. September 2013 a one-month backlog and most recently a two month backlog. They then asked if additional Traffic Council petitions could be completed administratively. Mr. Koses said that City Ordinance, Sec. 19-29 requires petitions for traffic calming measures meet specific standards before Traffic Council will discuss a petition. Eight items remain on the agenda awaiting review for preliminary eligibility. This section has reduced backlog.

Without further discussion, Ald. Harney moved no action necessary. Committee members agreed 7-0.

**REFERRED TO PUBLIC SAFETY & TRANS AND PROG. & SERV. COMMITTEES**

#410-13 ALD. JOHNSON, ALBRIGHT AND LINSKY requesting discussion with the Parks & Recreation, Police, Fire and Law Departments regarding options to decrease vandalism at the Albemarle Park (Halloran Recreation Complex) before April, 2014 [11/12/13 @ 4:15 PM]

**PROGRAMS & SERVICES COMMITTEE HELD 8-0 on 01/08/14**

**ACTION: NO ACTION NECESSARY 4-2-1, Ald. Fuller and Yates opposed, Ald. Harney not voting**

**NOTE:** The Public Safety & Transportation Committee discussed the item jointly with the Programs & Services Committee. Please see the Programs & Services report for a detailed account of this discussion.

Ald. Lipof moved no action necessary. Committee members agreed 4-2-1, Ald. Fuller and Yates opposed, Ald. Harney not voting.

**REFERRED TO PUBLIC SAFETY AND FINANCE COMMITTEES**

#422-13 ALD. JOHNSON AND DANBERG requesting an amendment to Section 19-9 of the City of Newton Ordinances to raise the overnight parking fine from \$5 to \$25 effective February 1, 2014. [12/02/13 @ 11:06 AM]

**FINANCE APPROVED 3-0-1 (Fuller abstaining) on 12/09/13**

**ACTION: HELD 7-0**

**NOTE:** Without discussion, Ald. Yates moved to hold this item pending a Police Department representative to discuss this requested amendment with members. Committee members agreed 7-0.

#299-12 DIRECTOR OF PLANNING & DEVELOPMENT, requesting a discussion regarding a policy-based management plan for parking. [09/24/12 @ 3:17 PM]

**ACTION: NO ACTION NECESSARY 7-0**

**NOTE:** Candace Havens, Director, Planning & Development Department joined the Committee for discussion on this item. Ms. Havens provided a detailed PowerPoint presentation on parking management, attached to this report.

**What is a Parking Management Plan?**

- Provides guidance for executing policies and best contemporary practices to carry out vision
- Creates order, fairness, consistency and predictability
- Results in more efficient use of parking resources
- Supports the goals of the Comprehensive Plan
- Can support and inspire village vitality

Background information shows that many buildings were constructed prior to cars. Cars multiplied, streets filled, parking meters were installed to provide turnover and zoning ordinances later required on-site parking.

Finding Balance is necessary to address parking conflicts. Urban and suburban lifestyles are both part of the fabric of Newton. The car is a fact for the foreseeable future. Zoning and the availability or lack of parking needs to be reviewed and issues addressed. The City requires all businesses to have on-site parking, a challenge for developers. Special permits are required for waivers or off-site parking. All of these restrictions impact the density in village centers. Overall, parking management in the City has been inconsistent and a parking management plan is essential.

There are many strategies involved including the following: Reducing the demand for parking, increase supply of parking, best practices for better management, market based pricing, parking and infrastructure improvements, parking meters in residential areas, reconsideration of parking standards and permit programs. Ms. Havens stated that pricing does not hurt businesses, but the lack of availability does. Ensuring business activity can be accomplished in several ways by promoting turnover, identify prime spaces, price spaces accordingly, provide less expensive parking further away; rethink time limits and make changes to parking regulations.

An action plan is necessary to identify and prioritize study areas, collect data, community engagement and create area-wide parking permit plans.

Ms. Havens described and stated what is next for the parking management plan to come to fruition including the adoption of the management plan, continue in phase 2 of zoning reform, fine-tune administration and add area specific plans to the management plan as developed.

Committee members agreed both long and short-term parking needs are essential to meet parking demands for all. Committee members thanked Ms. Havens for her very diligent work and support discussing the parking management plan in the future. Without further discussion, Ald. Yates moved no action necessary. Committee members agreed 7-0.

At approximately 9:50 pm, Ald. Yates made the motion to adjourn. Committee members agreed 7-0.

Respectfully submitted,

Allan Ciccone, Jr. Chairman



Setti D. Warren  
Mayor

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Candace Havens  
Director

## MEMORANDUM

DATE: January 2, 2014

TO: Members of the Public Safety and Transportation Committee

FROM: David Koses, Transportation Planning Coordinator  
Candace Havens, Director of Planning and Development

SUBJECT: #13-14 Traffic Council Chair providing the Annual Report of the work of the Traffic Council for 2013

CC: Board of Aldermen

On December 3, 2007, the Board of Aldermen approved as amended, docket item #421-05, which authorized changes to the structure of the Traffic Council. At that time, the Committee requested an annual update of Traffic Council Actions. The attached information is provided to the Committee as requested. No action is necessary.

During 2013, Traffic Council held ten evening meetings and one daytime meeting. As shown in Appendix A, during 2013 Traffic Council heard 105 items and took final action on 102 of them (three items are still being held). A list of all items heard during 2013 is shown in Appendix B. Traffic Council approved (or approved as amended) 80% of all items heard, took no action on 11%, and denied seven items. During 2013, no appeals were submitted to the Board of Aldermen.

During the April 4, 2013 meeting, Traffic Council created the Newtonville Neighborhood Parking District by approving 48 separate items in Ward 2 and adding a new section in the Transportation and Parking Regulations.

The following is a list of the three items which Traffic Council discussed during calendar year 2013 and which are still being held:

- TC69-13 ALD SANGIOLO, HARNEY and GENTILE, requesting a temporary 2-hour parking restriction along Hancock Street from Woodland Road to Grove Street to address commuter parking and safety issues **HELD on 9/12/13**

- TC71-13 ALD. SANGIOLO, HARNEY & GENTILE, on behalf of residents of Rand Terrace in Auburndale, requesting parking restrictions for Rand Terrace, east side, No parking Weekdays 7 am to 10am. **HELD on 11/21/13**
- TC78-13 13ALD BLAZAR, DANBERG & SCHWARTZ, requesting a two-hour parking restriction on Woodcliff Road and Rockledge Road (between Centre Street and Boylston Street) **HELD on 11/21/13**

## APPENDIX A: Summary of 2013 Traffic Council Actions

|   |                   |             |
|---|-------------------|-------------|
| <b>Number of Traffic Council Meetings Held:</b> | <b>Number</b>     | <b>11</b>   |
| <b>Distribution by Vote</b>                     |                   |             |
| No Action Necessary                             | 12                | 11%         |
| Approved  | 73                | 70%         |
| Approved as Amended                             | 10                | 10%         |
| Denied  | 7                 | 7%          |
| Held, and still being held at end of 2013       | 3                 | 3%          |
| <b>Number of Unique Items Handled:</b>          | <b>105</b>        | <b>100%</b> |
| Trials Undertaken in 2013                       |                   | 0%          |
| <b>Distribution of Items by Ward</b>            |                   |             |
| 1   | 11                | 10%         |
| 2 (part of Newtonville Parking Plan)            | 48                | 45%         |
| 2 (not part of Newtonville Parking Plan)        | 8                 | 8%          |
| 3   | 5                 | 5%          |
| 4   | 10                | 10%         |
| 5   | 3                 | 3%          |
| 6   | 8                 | 8%          |
| 7   | 1                 | 1%          |
| 8   | 2                 | 2%          |
| Multiple Wards                                  | 9                 | 9%          |
| <b>Total Number of Items Heard:</b>             | <b>105</b>        | <b>100%</b> |
| Appeals of Traffic Council Decisions            | 0                 | 0%          |
| <b>Backlog during 2013</b>                      |                   |             |
|   | <b># of Items</b> | <b>Date</b> |
| Average   | 14                |             |
| Minimum Backlog                                 | 7                 | 9/12/13     |
| Maximum Backlog                                 | 22                | 1/17/13     |

APPENDIX B: List of All Traffic Council Items Heard During 2013

#13-14

|                       |         |  | Hold | No Action Necessary | Approve | Approve as Amended | Denial | Trial | Appealed | Ward    |
|-----------------------|---------|--|------|---------------------|---------|--------------------|--------|-------|----------|---------|
| Date                  | Item    | Description  | 5    | 12                  | 73      | 10                 | 7      | 6     | 0        |         |
|                       |         | <b>TOTAL:</b>  |      |                     |         |                    |        |       |          |         |
| 1/17/13               | TC41-12 | PUBLIC SAFETY & TRANSPORTATION COMMITTEE, requesting Traffic Council assess and if appropriate relocate the handicap parking space on Madison Avenue   |      |                     |         | X                  |        |       |          | 2       |
| 1/17/13               | TC31-12 | ALD. BLAZAR, DANBERG & SCHWARTZ, on behalf of several Union Street merchants, requesting examination of additional long and short term parking opportunities in Newton Centre, which may include new parking meters on Centre Green and Lyman Street, and/or changes to the time limits at some existing meters on Herrick Road, Union Street, Langley Road between Beacon and Braeland, Beacon Street between Chesley and Langley, Sumner Street between Beacon and Willow, Lyman Street, Willow Street, and Centre Street between Lyman and Homer, and the parking meter zone on Braeland Avenue |      |                     | X       |                    |        |       |          | 6       |
| 1/17/13               | TC15-12 | ALD. DANBERG, BLAZAR & SCHWARTZ, requesting removal of a parking space in Newton Centre in the area near J.P. Licks to allow for the installation of a bike corra  |      |                     | X       |                    |        |       |          | 6       |
| 2/28/13               | TC1-13  | ALD. FISCHMAN & DAVID KOSES requesting review and addition of stop signs and pavement markings at the intersection of Dudley Road, Baldpate Hill Road and Brookline Street   |      |                     | X       |                    |        |       |          | 8       |
| 2/28/13               | TC22-12 | GERALD COHEN, 26 Larchmont Avenue, requesting a 2-hour parking restriction 8am to 10 am weekdays on Larchmont Avenue to deter commuter parking   |      |                     | X       |                    |        |       |          | 5       |
| 2/28/13               | TC33-12 | JAKE ROSENTHAL, 15 Harrison Street, requesting "Resident Parking Only" on Harrison Street  |      |                     |         | X                  |        |       |          | 5       |
| 2/28/2013 and 5/30/13 | TC40-12 | ALD. SALVUCCI, on behalf of Joanne Langione Dance Center, 35 Border Street, requesting "No Parking" signs limited to after school hours (2pm - 6pm), Monday through Friday to facilitate safe drop offs/pickups of students  |      |                     | X       |                    |        | X     |          | 3       |
| 2/28/13               | TC25-12 | KHAYAM SHAUKAT, 214 Concord Street #B, requesting a 3-way Stop Sign at the intersection of Hagar and Concord Streets   |      |                     |         |                    | X      |       |          | 4       |
| 2/28/13               | TC51-12 | DAVID KOSES, on behalf of Hancock Street residents requesting removal of existing handicap parking space near 103-107 Hancock Street   |      |                     | X       |                    |        |       |          | 4       |
| 2/28/13               | TC34-12 | JOHN STELLA, 1663 Washington Street, requesting a "Truck Exclusion" on Washington Street between Exit 16 of the Massachusetts Turnpike and Exit 21 of Route 95 (128). The ban excludes City of Newton trucks, residential moving vans and trucks conducting business at Golden Nursing Home  |      |                     | X       |                    |        |       |          | 3 and 4 |
| 3/28/13               | TC43-12 | ALD. HARNEY & SANGIOLO, on behalf on the Burr School and local residents, the following items: 1) No U-Turn in the entire school zone on Pine Street in Auburndale; 2) No Parking between signs on the Washburn Avenue curve; 3) No parking between signs at the intersection of Washburn Avenue and Pine Street; and 4) request to DPW for re-painting areas in the Burr School Zone.   |      |                     | X       |                    |        |       |          | 4       |

APPENDIX B: List of All Traffic Council Items Heard During 2013

#13-14

| Date    | Item    | Description  | TOTAL: | Hold | No Action Necessary | Approve | Approve as Amended | Denial | Trial | Appealed | Ward    |
|---------|---------|--|--------|------|---------------------|---------|--------------------|--------|-------|----------|---------|
|         |         |  | 5      | 12   | 73                  | 10      | 7                  | 6      | 0     |          |         |
| 3/28/13 | TC49-12 | KARIN WOOD, 77 Studio Road, requesting consideration of change to parking restrictions on Studio Road or consideration of Resident Permit Parking Only on Studio Road.   |        |      |                     | X       |                    |        |       |          | 4       |
| 3/28/13 | TC35-12 | ALD. SWISTON & FULLER, on behalf of Michael Berk, 87 Highland Street, requesting a "No Parking" restriction on Highland Street, both sides, between the Massachusetts Turnpike to Temple Street  |        |      |                     |         | X                  |        |       |          | 3       |
| 3/28/13 | TC9-13  | DAVID KOSES, on behalf of the Day Middle School, requesting the following (a) changes to the parking restrictions on Walnut Street between Crafts Street and Linwood Avenue; (b) changes to the parking restrictions on Crafts Street between Walnut Street and Linwood Avenue   |        |      | X                   |         |                    |        |       |          | 1 and 2 |
| 3/28/13 | TC39-12 | ALD. LENNON, on behalf of Dominic Proia, 17 Peabody Street, requesting a discussion about allowing only residents of Peabody Street to participate in the established resident permit parking area on Peabody Street in order to alleviate ongoing parking problems  |        |      | X                   |         |                    |        |       |          | 1       |
| 3/28/13 | TC45-12 | ROGER YEE, 77 Dalby Street, requesting parking restrictions, all times, even numbered side of Dalby Street, from #102 to #72 inclusive   |        |      |                     |         |                    | X      |       |          | 1       |
| 3/28/13 | TC7-13  | PATRICK BAXTER, requesting a Stop Sign on West Street at the intersection of Watertown Street  |        |      |                     | X       |                    |        |       |          | 1       |
| 4/4/13  | TC11-13 | Planning Department, requesting that the TPR-176 be changed for Atwood Avenue to the following: (1) Prohibited, all days, south side, entire length; (2) Resident Permit Parking Only 8AM - 4PM, School Days, north side (three non-resident Newtonville Permits allowed).   |        |      |                     | X       |                    |        |       |          | 2       |
| 4/4/13  | TC12-13 | Planning Department, requesting that the TPR-176 be changed for Beaumont Street to the following: (1) Resident Permit Parking Only 8AM - 4PM, School Days, both sides, Hull Street to Prospect Avenue (four non-resident Newtonville Permits allowed, one side only); (2) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides, Prospect Avenue to Commonwealth Avenue. |        |      |                     | X       |                    |        |       |          | 2       |
| 4/4/13  | TC13-13 | Planning Department, requesting that the TPR-176 be changed for Birch Hill Road to the following: No parking restriction.  |        |      |                     | X       |                    |        |       |          | 2       |
| 4/4/13  | TC14-13 | Planning Department, requesting that the TPR-93 and TPR-176 be changed as follows for Blithdale Street. Change TPR-93 so signs read "Do Not Enter Except Permit Holders 7am-4PM, School Days"; Change TPR-176 to the following: (1) Resident Permit Parking Only, 8AM - 4PM, School Days, both sides (two non-resident Newtonville Permits allowed, one side only).                              |        |      |                     |         | X                  |        |       |          | 2       |
| 4/4/13  | TC15-13 | Planning Department, requesting that the TPR-176 be changed for Bolton Road to the following: (1) Prohibited, all days, south side; (2) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, north side. Also, remove Bolton Road from Sec. TPR-202. Resident restricted areas.  |        |      |                     |         | X                  |        |       |          | 2       |



APPENDIX B: List of All Traffic Council Items Heard During 2013

#13-14

| Date   | Item    | Description   | TOTAL: | Hold | No Action Necessary | Approve | Approve as Amended | Denial | Trial | Appealed | Ward |
|--------|---------|---|--------|------|---------------------|---------|--------------------|--------|-------|----------|------|
|        |         |   | 5      | 12   | 73                  | 10      | 7                  | 6      | 0     |          |      |
| 4/4/13 | TC16-13 | Planning Department, requesting that the TPR-176 be changed for Bonwood Street to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.   |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC17-13 | Planning Department, requesting that the TPR-176 be changed for Bullough Park to the following: (1) Prohibited, all days, west side from a point 400 feet north of Commonwealth Avenue northerly 200 feet; (2) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides, Berkshire to Mill.  |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC18-13 | Planning Department, requesting that the TPR-176 be changed for Calvin Road to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides. Also, remove Calvin Road from Sec. TPR-202. Resident restricted areas.   |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC19-13 | Planning Department, requesting that the TPR-176 be changed for Chafin Place to the following: (1) No Parking, South Side, Walnut Street, 100 feet easterly; (2) Resident Permit Parking Only, 8AM - 4PM, School Days, both sides (one non-resident Newtonville Permit allowed approximately 50 feet east of Walnut Street, north side).  |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC20-13 | Planning Department, requesting that the TPR-176 be changed for Charlesden Park to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.  |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC21-13 | Planning Department, requesting that the TPR-176 be changed for Clyde Street to the following: (1) Prohibited, all days, north side from Walnut Street to Gay Street; (2) Resident Permit Parking Only, 8AM - 4PM, School Days, south side (four non-resident Newtonville Permits allowed)  |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC22-13 | Planning Department, requesting that the TPR-176 be changed for Craigie Terrace to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.  |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC23-13 | Planning Department, requesting that the TPR-176 be changed for Dexter Road to the following: (1) No Parking, Dexter Road between Hull Street and Walnut Street, west Side; (2) Resident Parking Only All Days, All Hours, east side, Dexter Road between Hull Street and Walnut Street (three non-resident Newtonville Permits allowed); (3) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides, from Walnut Street to a point 190 feet easterly. (4) No parking, both sides, from a point 190 feet east of Walnut Street, 305 feet easterly. (5) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides, from a point 495 feet east of Walnut Street to Bullough Park. Also, remove Dexter Road from Sec. TPR-202. Resident restricted areas. |        |      |                     | X       |                    |        |       |          | 2    |

APPENDIX B: List of All Traffic Council Items Heard During 2013

#13-14

| Date   | Item    | Description  | TOTAL: | Hold | No Action Necessary | Approve | Approve as Amended | Denial | Trial | Appealed | Ward |
|--------|---------|--|--------|------|---------------------|---------|--------------------|--------|-------|----------|------|
|        |         |  |        | 5    | 12                  | 73      | 10                 | 7      | 6     | 0        |      |
| 4/4/13 | TC24-13 | Planning Department, requesting that the TPR-176 be changed for Elm Road to the following: (1) No Parking, any time, north side, two-way section east of Lowell; (2) no parking, any time, south side, east of Blithdale; (3) Resident Parking Only, 8AM to 4PM, School Days, north side, east of Blithdale (one non-resident Newtonville Permit allowed); (4) TIGER permit parking zone, 7AM-4PM, School Days, Lowell to Receiving Dock Driveway, North Side; (5) TIGER permit parking zone, 7AM-4PM, School Days, both sides, east of the receiving dock driveway to the Theatre Parking Lot exit. |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC25-13 | Planning Department, requesting that the TPR-176 be changed for Elmwood Park to the following: (1) Prohibited, all days, east side; (2) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.   |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC26-13 | Planning Department, requesting that the TPR-176 be changed for Fairfield Street to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides. Also, remove Fairfield Street from Sec. TPR-202. Resident restricted areas   |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC27-13 | Planning Department, requesting that the TPR-176 be changed for Forest Avenue to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides, Highland Street to Otis Street.   |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC28-13 | Planning Department, requesting that the TPR-176 be changed for Frederick Street to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.  |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC29-13 | Planning Department, requesting that the TPR-176 be changed for Gay Street to the following: (1) Prohibited, all days, east side, entire length; (2) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, west side.   |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC30-13 | Planning Department, requesting that the TPR-176 be changed for Gray Birch Terrace to the following: No parking restriction.   |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC31-13 | Planning Department, requesting that the TPR-176 be changed for Greylock Road to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.   |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC32-13 | Planning Department, requesting that the TPR-176 be changed for Grove Hill Avenue to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.   |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC33-13 | Planning Department, requesting that the TPR-176 be changed for Grove Hill Park to the following: (1) Prohibited, From a point 270 feet south of Prospect Avenue, reservation side; (2) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, (a) From Prospect Avenue, southerly 270 feet, both sides; (b) From a point 270 feet south of Prospect Avenue, Residential Side.   |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC34-13 | Planning Department, requesting that the TPR-176 be unchanged for Harvard Circle. No parking restriction to be put in place.   |        |      | X                   |         |                    |        |       |          | 2    |

| Date   | Item    | Description  | Hold | No Action Necessary | Approve | Approve as Amended | Denial | Trial | Appealed | Ward |
|--------|---------|--|------|---------------------|---------|--------------------|--------|-------|----------|------|
|        |         | <b>TOTAL:</b>  | 5    | 12                  | 73      | 10                 | 7      | 6     | 0        |      |
| 4/4/13 | TC35-13 | Planning Department, requesting that the TPR-176 be unchanged for Harvard Street. The current restrictions would not change. The current restrictions are as follows: (1) Prohibited, all days, east side, from a point 105 feet south of Farquhar Road southerly 48 feet; (2) Two-hour limit, 8:00 a.m. to 6:00 p.m., east side, from a point 298 feet south of Washington Street to Norwood Avenue; (3) Two-hour limit, 8:00 a.m. to 6:00 p.m., west side, from a point 298 feet south of Washington Street to Madison Avenue.   |      | X                   |         |                    |        |       |          | 2    |
| 4/4/13 | TC36-13 | Planning Department, requesting that the TPR-176 be changed for Highland Avenue to the following: (1) Parking meter zone, two-hour limit, 8:00 a.m. to 6:00 p.m., Saturdays included, both sides, from a point 30 feet west of Walnut Street, westerly 60 feet; (2) One-hour limit, 7:00 a.m. to 4:00 p.m., Saturday included: (a) North side from a point 160 feet west of Walnut Street to Lowell Avenue; (b) South side, from Walnut Street to Lowell Avenue; (3) Prohibited, all days, both sides, from Lowell Avenue westerly 100 feet; (4) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides, from a point 100 feet west of Lowell Avenue to Gray Birch Terrace.   |      |                     |         | X                  |        |       |          | 2    |
| 4/4/13 | TC37-13 | be changed for Highland Street to the following: (1) Prohibited, all days: (a) Both sides from the southerly curbline of Washington Street southerly 130 feet; (b) North side from Lowell Avenue to Fairfield Street; (2) Prohibited all days, except Sunday, east side from a point 130 feet south of Washington Street southerly 190 feet; (3) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, (a) south side, from Lowell Avenue to Forest Street (b) north side, Fairfield Street to Forest Street; (4) One-hour limit, 8:00 a.m. to 6:00 p.m., west side from Margin Street to Hunter Street. Remove from Sec. TPR-202. Resident restricted areas  |      |                     |         | X                  |        |       |          | 2    |
| 4/4/13 | TC38-13 | Planning Department, requesting that the TPR-176 be unchanged for Hull Street. Restrictions would remain as following: (1) Prohibited, all days, south side; (2) handicap parking spaces, north side, (from the ramp leading to the tennis courts to 60 feet west of the ramp leading to the tennis courts); (3) Live parking pick-up and Drop-Off Only, 7AM - 4PM, School Days, north side, 60 feet west of the ramp leading to the tennis courts to 70 feet west of Dexter Road); (4) TIGER Permit Parking Zone, north side, 7AM - 4PM, School Days (a) 20 feet west of Walnut Street to the ramp leading to the tennis courts); (b) 70 feet west of Dexter to 200 feet east of Lowell; (5) TIGER Permit Parking, 7:00 AM - 1:00 PM, School Days and School Bus Zone, 1:00 PM - 9:00 PM, School Days, North Side, 200 feet east of Lowell Avenue to Lowell Avenue. |      | X                   |         |                    |        |       |          | 2    |

| Date   | Item    | Description  | TOTAL: | Hold | No Action Necessary | Approve | Approve as Amended | Denial | Trial | Appealed | Ward |
|--------|---------|--|--------|------|---------------------|---------|--------------------|--------|-------|----------|------|
|        |         |  |        | 5    | 12                  | 73      | 10                 | 7      | 6     | 0        |      |
| 4/4/13 | TC39-13 | Planning Department, requesting that the TPR-93 and TPR-176 be changed as follows for Kimball Terrace. Change TPR-93 so signs read "Do Not Enter Except Permit Holders 7am-4PM, School Days". Change TPR-176 to the following: (1) Resident Permit Parking Only, 8AM - 4PM, School Days, both sides (two non-resident Newtonville Permits allowed, one side only). Remove from Sec. TPR-202. Resident restricted areas   |        |      |                     |         | X                  |        |       |          | 2    |
| 4/4/13 | TC40-13 | Planning Department, requesting that the TPR-176 be changed for Kirkstall Road to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides from Walnut to Pheasant.  |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC41-13 | Planning Department, requesting that the TPR-176 be changed for Lakeview Avenue to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.   |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC42-13 | Planning Department, requesting that the TPR-176 be changed for Leonard Avenue to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.  |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC43-13 | Planning Department, requesting that the TPR-176 be changed for Lowell Avenue to the following: (1) Prohibited, all days, both sides, from Walnut Street southerly 50 feet, and from Walnut Street easterly 50 feet; (2) Prohibited, all days, east side, from Washington Street northerly 325 feet; (3) Prohibited, all days, west side (a) from Washington Street northerly 310 feet; (b) from Elm to Hull; (4) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days: (a) east side, Commonwealth to Hull; (b) east side, Elm to Austin St; (c) west side, Highland Avenue to Calvin Road; (d) west side, Hull to northern edge of Claflin Park; (e) west side, southern edge of Claflin Park to Commonwealth Avenue; (5) TIGER Permit only, 7AM - 4PM, School Days, (a) east side, Hull to Elm; (b) west side, Austin Street to Highland Avenue; (c) west side, adjacent to Claflin Park; (6) Two-hour limit: (a) 7:00 a.m. to 8:00 p.m., east side, from a point 325 feet north of Washington Street to Foster Street; (b) 7:00 a.m. to 8:00 p.m., west side, from a point 250 north of Washington Street to Foster Street. Remove from Sec. TPR-202. Resident restricted areas |        |      |                     | X       |                    |        |       |          | 2    |
| 4/4/13 | TC44-13 | TC44-13 Planning Department, requesting that the TPR-176 be changed for Mill Street to the following: (1) Prohibited, all days: (a) north side, from Centre Street westerly to Blake Street; (b) both sides, from Woodside Street to Walnut Street; (2) Prohibited, all days, 7:00 a.m. to 7:00 p.m., South side, from Centre Street westerly to Morseland Avenue, 7:00 a.m. to 7:00 p.m. (3) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, Woodside to Upland, both sides.   |        |      |                     | X       |                    |        |       |          | 2    |

| Date   | Item    | Description  | Hold | No Action Necessary | Approve | Approve as Amended | Denial | Trial | Appealed | Ward |
|--------|---------|--|------|---------------------|---------|--------------------|--------|-------|----------|------|
| TOTAL: |         |  | 5    | 12                  | 73      | 10                 | 7      | 6     | 0        |      |
| 4/4/13 | TC45-13 | TC45-13 Planning Department, requesting that the TPR-176 be changed for Oakwood Road to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, Woodside to Upland, both sides.  |      |                     |         | X                  |        |       |          | 2    |
| 4/4/13 | TC46-13 | Planning Department, requesting that the TPR-176 be changed for Otis Street to the following: (1) Prohibited, north side from Walnut Street to Lowell Avenue; (2) Resident Permit Only, 8AM to 4PM School Days, south side from Walnut to Lowell (five non-resident Newtonville Permits allowed); (3) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides, Lowell to Walden. Remove from Sec. TPR-202. Resident restricted areas |      |                     |         | X                  |        |       |          | 2    |
| 4/4/13 | TC47-13 | Planning Department, requesting that the TPR-176 be unchanged for Pheasant Road to the following: No Change. No parking restriction.   |      | X                   |         |                    |        |       |          | 2    |
| 4/4/13 | TC48-13 | Planning Department, requesting that the TPR-176 be changed for Pulsifer Street to the following: (1) Prohibited, all days, east side from Clyde Street to Cabot Street; (2) Resident Only, 8AM to 4PM, School Days, west side (three non-resident Newtonville Permits allowed).   |      |                     |         | X                  |        |       |          | 2    |
| 4/4/13 | TC49-13 | Planning Department, requesting that the TPR-176 be changed for Prospect Avenue to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.   |      |                     |         | X                  |        |       |          | 2    |
| 4/4/13 | TC50-13 | Planning Department, requesting that the TPR-176 be changed for Scarsdale Road to the following: (1) Resident Permit Parking Only, 8AM - 4PM, School Days, both sides (one non-resident Newtonville Permit allowed, one side only).  |      |                     |         | X                  |        |       |          | 2    |
| 4/4/13 | TC51-13 | Planning Department, requesting that the TPR-176 be changed for Sheffield Road to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.  |      |                     |         | X                  |        |       |          | 2    |
| 4/4/13 | TC52-13 | Planning Department, requesting that the TPR-176 be changed for Trowbridge Avenue to the following: (1) No Standing, all days, north side, public portion; (2) Resident Parking Only All Days, All Hours, south side, public portion (three non-resident Newtonville Permits allowed). Remove from Sec. TPR-202. Resident restricted areas   |      |                     |         | X                  |        |       |          | 2    |
| 4/4/13 | TC53-13 | Planning Department, requesting that the TPR-176 be changed for Upland Road to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides. Mill to Pheasant.   |      |                     |         |                    | X      |       |          | 2    |
| 4/4/13 | TC54-13 | Planning Department, requesting that the TPR-176 be changed for Walden Street to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides. Remove from Sec. TPR-202. Resident restricted areas   |      |                     |         | X                  |        |       |          | 2    |

| Date          | Item     | Description   | Hold | No Action Necessary | Approve | Approve as Amended | Denial | Trial | Appealed | Ward     |
|---------------|----------|---|------|---------------------|---------|--------------------|--------|-------|----------|----------|
| <b>TOTAL:</b> |          |   | 5    | 12                  | 73      | 10                 | 7      | 6     | 0        |          |
| 4/4/13        | TC55-13  | Planning Department, requesting that the TPR-176 be changed for Walnut Place to the following: (1) Parking prohibited entire length, north side from Highland Avenue to Walnut Street; (2) Resident Parking Only All Days, All Hours, south side, southwest side from Walnut Street to Highland Avenue (eight non-resident Newtonville Permits allowed).  |      |                     |         | X                  |        |       |          | 2        |
| 4/4/13        | TC56-13  | Planning Department, requesting that the TPR-176 be changed for Woodside Road to the following: (1) Two-hour limit except by Resident Permit, 8AM to 4PM, School Days, both sides.  |      |                     | X       |                    |        |       |          | 2        |
| 4/4/13        | TC57-13  | Planning Department, requesting a change to the Transportation and Parking Regulations to rewrite Sec. TPR-204. Newton North High School Tiger Parking Permits. Proposed language is attached.  |      |                     | X       |                    |        |       |          | 2        |
| 4/4/13        | TC58-13  | Planning Department, requesting a change to the Transportation and Parking Regulations to add a new Sec. TPR-205. Newtonville Neighborhood Parking District. Proposed language is attached.   |      |                     | X       |                    |        |       |          | 2        |
| 4/25/13       | TC4-13   | David Koses, requesting that Traffic Council amend the Traffic and Parking Regulations to remove Sec. TPR-176. Parking regulations pertaining to particular streets. (b) The Commissioner of Public Works is hereby authorized to establish parking prohibitions on parts of streets located within fifty feet of an intersecting way based on one or more of the following objectives: to provide adequate sight lines for traffic safety or adequate area for bus maneuvers, or to facilitate emergency vehicle access, snow removal or trash pick-up. The Commissioner shall create a written record of each such prohibition, setting out the location and dimensions of the prohibited area. Such records shall be kept on file in the office of the City Clerk. |      |                     | X       |                    |        |       |          | Citywide |
| 4/25/13       | TC3-13   | David Koses, requesting that Traffic Council amend the Traffic and Parking Regulations to remove: Parking shall be prohibited at locations designated by the Commissioner of Public Works in accordance with this subsection. (c) On the following streets and parts of streets parking of vehicles is restricted as stated below:  |      |                     | X       |                    |        |       |          | Citywide |
| 4/25/13       | TC2-13   | David Koses, requesting that Traffic Council amend the Traffic and Parking Regulations to include: Parking shall be prohibited at locations designated by the Commissioner of Public Works in accordance with this subsection. (b) On the following streets and parts of streets parking of vehicles is restricted as stated below:   |      |                     | X       |                    |        |       |          | Citywide |
| 5/30/13       | HP1-13   | Adeba Osmain, 62 Manet Road, Unit 2, requesting a handicap parking space in front of 62 Manet Road.   |      | X                   |         |                    |        |       |          | 7        |
| 5/30/13       | HTC27-12 | David Koses, on behalf of Jayne Conno and the Department of Senior Services, requesting eight (8) parking spaces in the rear of the Austin Street parking lot be designated for the Department of Senior Services.  |      | X                   |         |                    |        |       |          | 2        |

APPENDIX B: List of All Traffic Council Items Heard During 2013

#13-14

| Date                  | Item    | Description   | TOTAL: | Hold | No Action Necessary | Approve | Approve as Amended | Denial | Trial | Appealed | Ward    |
|-----------------------|---------|---|--------|------|---------------------|---------|--------------------|--------|-------|----------|---------|
|                       |         |   |        | 5    | 12                  | 73      | 10                 | 7      | 6     | 0        |         |
| 5/30/13               | TC28-12 | Joseph Ciuffine, 188 Cabot Street #2, requesting a Stop Sign or alternative solution at the north-west corner of Cabot Street and East Side Parkway.  |        |      |                     | X       |                    |        |       |          | 2       |
| 5/30/13               | TC62-13 | Lauren Kohl, 42 Oakwood Road, requesting that Oakwood Road, from Upland to the Dead End, become part of the Newtonville Neighborhood Parking District, and that the regulations change to two hour limit, except by resident permit and visitor permit, 8AM-4PM, School Days, both sides.   |        |      |                     | X       |                    |        |       |          | 2       |
| 5/30/2013 and 6/27/13 | TC32-12 | Ald. Lappin, requesting a full traffic signal at the intersection of Nahanton and Winchester Streets.   |        | X    |                     | X       |                    |        |       |          | 8       |
| 5/30/13               | TC6-13  | David Koses, requesting a left turn prohibition between 4:00 PM and 6:00 PM from Bridge Street southbound onto Watertown Street eastbound.  |        |      |                     | X       |                    |        |       |          | 1       |
| 5/30/13               | TC8-13  | Patrick Baxter, requesting a Stop Sign on Varick Road at Beacon Street.   |        |      |                     | X       |                    |        |       |          | 5       |
| 5/30/13               | TC10-13 | Patrick Baxter, requesting a conversion to one-way circulation on Beecher Terrace.  |        |      |                     |         |                    | X      |       |          | 6       |
| 6/27/13               | TC61-13 | ALD JOHNSON requesting no parking, any time, on the north side of Linwood Avenue between Crafts Street & Walnut Street, no parking, any time, on the east side of Walnut Street between Linwood Avenue & Crafts Street, and no parking, any time, on the south side of Crafts Street between Walnut Street and Linwood Avenue   |        |      |                     | X       |                    |        |       |          | 1 and 2 |
| 6/27/13               | TC63-13 | ALD Salvucci on behalf of Joseph Antonellis, 30 Richards Circle, requesting no right turn on red at the corner of Waltham Street and Crafts Street  |        |      | X                   |         |                    |        |       |          | 3       |
| 6/27/2013 and 9/12/13 | TC59-13 | ALD DANBERG, BLAZAR AND SCHWARTZ, requesting parking on Warren Street, Newton Centre, be limited to one side of the street between Langley Road and Glen Avenue.  |        |      |                     |         |                    | X      | X     |          | 6 and 7 |
| 6/27/13               | TC66-13 | Jules Abber, 9 Woodward Street, requesting a one-hour increase to the one-hour parking restriction on Woodward Street, in order to provide sufficient parking time for businesses in the area on Woodward Street, between Boylston Street and Lincoln Street.   |        |      |                     | X       |                    |        |       |          | 6       |
| 6/27/13               | TC65-13 | Ald. Danberg, Blazar & Schwartz, requesting review of parking restrictions on Langley Road, Newton Centre (Ward 6) in order to address safety concerns.   |        |      | X                   |         |                    |        |       |          | 6       |
| 6/27/13               | TC67-13 | Ward 4 Aldermen, requesting temporary parking restrictions to go into effect as soon as possible to alleviate heavy commuter parking along Hancock Street between Woodland Road and Central Street until the Transportation Planner, Traffic Engineer and the Police Department complete and submit a parking management plan for Auburndale Square.  |        |      |                     | X       |                    |        |       |          | 4       |
| 6/27/13               | TC64-13 | Ald Harney, Sangiolo & Gentile, on behalf of the local residents, requesting no parking 8am to 10am, or no parking 7am to 9am, and 4pm to 6pm except Saturdays, Sundays and holidays on the even numbered side of Hancock Street between Central Street and Woodland Road, Auburndale (Ward 4). Commuters are parking all day during the week, creating public safety issues for the local residents. |        |      | X                   |         |                    |        |       |          | 4       |

APPENDIX B: List of All Traffic Council Items Heard During 2013

#13-14

|                        |         |  |        | No Action | Approve   | Approve | Denial | Trial | Appealed | Ward    |
|------------------------|---------|--|--------|-----------|-----------|---------|--------|-------|----------|---------|
| Date                   | Item    | Description  | TOTAL: | Hold      | Necessary | Amended |        |       |          |         |
|                        |         |  |        | 5         | 12        | 73      | 10     | 7     | 6        | 0       |
| 8/15/13                | TC73-13 | Commissioner of Public works requesting modifications to the intersection of Centre Street at Cypress Street and Beacon Street, including removal of all or some of the construction previously approved under Docket Item #182-12, as part of the MassWorks Infrastructure Grant to improve traffic flow.   |        |           |           | X       |        |       |          | 6       |
| 9/12/13                | HP2-13  | David Koses, on behalf of the New Arts Center, requesting a handicap parking space in front of the New Arts Center at 61 Washington Park, next to the handicap ramp  |        |           |           | X       |        |       |          | 2       |
| 9/12/13                | TC70-13 | David Koses, on behalf of the Newton Centre Business Owners, requesting the following changes: 1) Change the time limit for the 1-hour meters on Langley Road between Centre Street and Beacon Street to 2-hour meters, both sides. 2) Change the time limit for the 1-hour meters on Beacon Street between Langley Road and the point across from 953 Beacon Street to 2-hour meters, both sides. 3) Change the time limit for the 1-hour meters on Centre Street between Beacon Street and Lyman Street to 2-hour meters, both sides. 4) Change the time limit for the 1-hour meters on Pleasant Street between Centre Street and the point across from 31 Pleasant Street to 2-hour meters, south side. 5) Change the time limit for the 1-hour meters on Pelham Street between Centre Street and 35 Pelham Street to 2-hour meters, north side |        |           |           | X       |        |       |          | 6       |
| 9/12/13                | TC69-13 | Ald. Sangiolo, Harney and Gentile, requesting a temporary 2-hour parking restriction along Hancock Street from Woodland Road to Grove Street to address commuter parking and safety issues   |        | X         |           |         |        | X     |          | 4       |
| 9/12/2013 and 12/19/13 | TC5-13  | Ald. Hess-Mahan, Swiston and David Koses, requesting changing Davis Street to a one-way street, and changes to the on-street parking spaces on Davis Street  |        | X         |           |         | X      | X     |          | 3       |
| 9/12/13                | TC68-13 | Panagiotis vorvis, owner 60-66 Boyd Street, requesting that all parking on Emerson Street be changed from the current 2-hour parking restriction to "permit parking only" or "residential parking" due to lack of parking  |        |           |           |         |        | X     |          | 1       |
| 9/12/13                | TC46-12 | David Koses, proposing a two-hour parking zone on Tremont Street near Marlboro Street, at the locations of the MBTA bus stops, which are slated to be removed, consistent with the Key Bus Routes Improvement Project  |        |           |           | X       |        |       |          | 1       |
| 11/21/13               | HP3-13  | ALD. HESS-MAHAN, on behalf of West Newton Hearing Center, requesting a handicap parking space eastbound side of Washington Street in front of 1298 Washington Street, to be located next to the crosswalk in front of West Newton Cinema, West Newton.   |        |           |           | X       |        |       |          | 3       |
| 11/21/13               | TC74-13 | JEANNE WHITE, 11 Calvin Road, requesting no parking on one side of Calvin Road.  |        |           |           | X       |        |       |          | 2       |
| 11/21/13               | TC77-13 | MELVYN BERGER, 251 Mill Street, requesting the stretch of Upland Road from Mill street to Oakwood Road be excluded from the Newtonville Neighborhood Parking District Plan   |        |           |           | X       |        |       |          | 2 and 8 |



## APPENDIX B: List of All Traffic Council Items Heard During 2013

| Date     | Item    | Description   | Hold | No Action Necessary | Approve | Approve as Amended | Denial | Trial | Appealed | Ward    |
|----------|---------|---|------|---------------------|---------|--------------------|--------|-------|----------|---------|
|          |         | TOTAL:  | 5    | 12                  | 73      | 10                 | 7      | 6     | 0        |         |
| 11/21/13 | TC82-13 | TIM GRIESER, 258 Mill Street, requesting the stretch of Bullough Park from Mill Street to Dexter Road be excluded from the Newtonville Neighborhood Parking District Plan.            |      |                     | X       |                    |        |       |          | 2       |
| 11/21/13 | TC83-13 | SGT BABCOCK, requesting no parking anytime on Mill Street between Upland Road and Woodside Road   |      |                     | X       |                    |        |       |          | 2       |
| 11/21/13 | TC71-13 | ALD. SANGIOLO, HARNEY & GENTILE, on behalf of residents of Rand Terrace in Auburndale, requesting parking restrictions for Rand Terrace, east side, No parking Weekdays 7 am to 10am. | X    |                     |         |                    |        | X     |          | 4       |
| 11/21/13 | TC76-13 | ALD SANGIOLO, requesting a school zone on Hancock Street for the Williams Elementary School   |      | X                   |         |                    |        |       |          | 4       |
| 11/21/13 | TC78-13 | ALD BLAZAR, DANBERG & SCHWARTZ, requesting a two-hour parking restriction on Woodcliff Road and Rockledge Road (between Centre Street and Boylston Street)                            | X    |                     |         |                    |        | X     |          | 6       |
| 12/19/13 | HP4-13  | CORNELIA CAIN-HEARD, 80 West Street, requesting a handicap parking space in front of 80 West Street.  |      |                     |         |                    | X      |       |          | 1       |
| 12/19/13 | TC81-13 | ALD. CICCONE & LENNON, requesting No Parking, School Days only, 8 am to 4pm, on south side of Capital Street between Washburn Street and Jackson Road.                                |      |                     | X       |                    |        |       |          | 1       |
| 12/19/13 | TC80-13 | ALD. CICCONE & LENNON, requesting Do Not Enter sign between 8:15 am to 8:45am, School Days only, on Capital Street at Washburn Street.  |      |                     |         | X                  |        |       |          | 1       |
| 12/19/13 | TC87-13 | ALD. CICCONE & LENNON, requesting a blue zone on Jackson Road at the Lincoln-Eliot Elementary School.   |      |                     | X       |                    |        |       |          | 1       |
| 12/19/13 | TC79-13 | JUDITH D. KLEIN, 85 Elgin Street, Unit 2, requesting "resident only parking" on Elgin Street between Langley Road and Glen Avenue.  |      |                     |         |                    | X      |       |          | 6 and 7 |
| 12/19/13 | TC86-13 | DAVID KOSES & PATRICK BAXTER, requesting the addition of left turn on red signage at the entry to the I-90 westbound ramp from Washington Street in Newton Corner.                    |      |                     | X       |                    |        |       |          | 1       |
| 12/19/13 | TC85-13 | DAVID KOSES & PATRICK BAXTER, requesting the addition of right turn on red signage at the end of the I-90 ramp leading to Washington Street in West Newton.                           |      |                     | X       |                    |        |       |          | 4       |

**As Of 02/07/2012 03:04:27**

**Narrative**

ON TUESDAY, FEBRUARY 7, 2012 AT APPROXIMATELY 0225 HRS WHILE ASSIGNED TO CRUISER 492 I WAS PATROLLING THE AREA OF 250 ALBEMARLE RD, THE ALBEMARLE PLAYGROUND WHEN I OBSERVED A BROWN COLORED TOYOTA COROLLA, WHICH WAS UNOCCUPIED AND PARKED IN FRONT OF THE AREA CLOSEST TO THE GAZEBO. THE VEHICLE WAS STOLEN OUT OF WALTHAM.

**As Of 03/14/2012 15:35:22**

**Narrative**

ON MARCH 14, 2012 I WAS DISPATCHED TO ALBEMARLE FIELD FOR A COMPLAINT OF AN ICE CREAM TRUCK PARKED WITHIN 500 FEET OF A SCHOOL ZONE VIOLATING THE CITY ORDINANCE.

**As Of 04/26/2012 20:30:32**

**Narrative**

On the above date and time, I responded to the area of Albemarle Field for a violation of a city ordinance involving an ice cream truck. citation for parking too close to a playground.

**As Of 05/12/2012 18:22:38**

**Narrative**

On the above date and his daughter came into the front desk to report an incident that occurred last evening at 2300 hours. stated that her and a friend parked in front of the pool house on Albermarle Rd while they were deciding what to do. While sitting there 4 males dressed in dark clothing covering and hoods covering their faces ran out from behind the pool house and began to egg her vehicle..... Was able to see one of the suspect's faces and believes it may have been someone from one of her classes at Newton North

**As Of 06/10/2012 13:50:38**

**Narrative**

ON 6-10-12 AT APPROX. 1200HRS. WHILE WORKING N492 I TOOK A REPORT FOR VANDALISM. UPON ARRIVAL AT 250 ALBERMARLE RD. I MET THE COMPLAINANT STATES THAT SOMETIME BETWEEN 6-9-12: 1900HRS. AND 6-10-12: 1200HRS. SOMEONE HAD SPRAY PAINTED THE WORD " KAOS " ON THE SNACK SHACK AT THE FIELD AND ONCE ON THE DUGOUT WALL. COMP. WAS IN THE PROCESS OF REMOVING THE GRAFFITI UPON MY ARRIVAL. COMP. HAS NO IDEA WHO DID THE DAMAGE.

**As Of 06/19/2012 16:33:30**

**Narrative**

On the above date and time, I responded to the area of Albemarle Field for a City Ordinance violation involving an ice cream truck. I Issued City Ordinance citation for being too close to a school or playground.

**As Of 11/02/2012 22:32:51**

**Narrative**

On Friday November 2, 2012 were dispatched to the baseball field dugout area on Albemarle Road (it is the first field on the right as you travel Northbound on Albemarle road from Watertown Street towards Crafts Street). Dispatch stated

the reporting party stated that there were a group of kids in the area and may have caused damaged to the dugout area. Upon arrival there was no one visible in the area. I was able to see a bunch of beer cans dispersed throughout the dugout and part of the fence in front of the dugout was torn off. canvassed the area and had negative results.

**As Of 11/10/2012 10:35:13**

**Narrative**

ON 11-10-12 AT APPROX. 0900HRS. WHILE WORKING N492 I TOOK A REPORT FOR VANDALISM. STATES THAT STB. 0030-0830HRS. SOMEONE DESTROYED THE DUGOUT FENCE ON MURPHY FIELD BY KICKING IN THE FENCE. COMP. FURTHER STATES SOMEONE HAD WRITTEN MARKINGS ON A PICNIC TABLE.

**As Of 07/31/2013 13:17:32**

**Narrative**

RP states that he was at the field last night. When he returned today he noticed that the dugout screen on the third base side had been ripped off. RP states that kids frequently gather in the dugout during the summer

**As Of 08/13/2013 00:05:39**

**Narrative**

On 8/12/13 at approximately 2345 I was dispatched the Albemarle Field, for a report of city grass being damaged. I was able to find two clear tire tracks on the city lawn between the Gath pool and Murphy baseball field. It appears as though a vehicle drove onto the lawn and performed a donut maneuver in the vehicle tearing up the grass. The tire tracks then lead back to the sidewalk and back out onto the street.

**As Of 08/21/2013 00:00:30**

**Narrative**

On 08/21/2013 at 1700hrs I responded to the Albermarle Field House near the Little League Field for a report of Vandalism to City Property. I observed the storage container to have a large letters spray painted on it. The word "Pickle" was tagged in large letters covering the entire container.

**As Of 06/28/2011 08:14:21**

**Narrative**

AT ABOVE TIME AND DATE I RESPONDED TO THE GATH POOL FOR A REPORT OF MALICIOUS DAMAGE. HE STATED SOME TIME LAST NIGHT AFTER THEY CLOSED (5:00 PM) SOMEONE ENTERED THE POOL AREA AND THREW THREE BENCHES IN THE DEEP END AND ONE IN THE SHALLOW END.

**As Of 07/12/2011 18:27:47**

**Narrative**

On July 12, 2011, at approximately 4:54 p.m., I, was dispatch to Gath Memorial Pool to help the city inspector with a violation. Spoke with the city inspector ... drives an ice cream truck and was in violation of a city ordinance.

**As Of 08/01/2011 08:37:11**

**Narrative**

ON MONDAY AUGUST 1, 2011 AT APPROX. 08:37 I WAS DISPATCHED TO THE GATH POOL FOR A REPORT OF DAMAGED CITY TREES. UPON ARRIVAL, I SPOKE WITH THE REPORTING PERSON HE REPORTS THAT THIS MORNING AT APPROX. 06:00 HE NOTED THAT FOUR CITY TREES WHICH WERE LOCATED AT THE POOLS ENTRANCE, ON THE CITY SIDEWALK HAD BEEN BROKEN IN HALF.

**As Of 08/19/2011 12:51:14**

**Narrative**

AT ABOVE TIME AND DATE I RESPONDED TO THE GATH POOL FOR A REPORT OF MALICIOUS DAMAGE TO THE BUILDING. STATED SOME TIME LAST NIGHT SOME ONE HAD SPRAY PAINTED GRAFFITI ON THE REAR OF THE CLUBHOUSE AND ON LEFT SIDE OF THE CHILDREN S POOL AREA. THERE WERE 5 CANS OF SPRAY PAINT LEFT ON THE SHELF JUST BELOW THE GRAFFITI. THIS GRAFFITI IS SIMILAR TO THE TAGGING AT 100 WALNUT ST THAT OCCURRED LAST NIGHT. THE WORD TAB WAS WRITTEN AT BOTH OF THESE LOCATIONS.

**As Of 08/20/2011 17:52:15**

**Narrative**

On August 20, 2011, at approximately 4:52 p.m., I was dispatched to North St. for a report of a larceny of a purse... Stated she had gone to the Gath Pool at at 3:30 p.m. She stated she parked her motor vehicle, near the basketball courts and was unsure if she locked her vehicle, but said she did leave the passenger window open a little with the purse on the passenger front seat. She stated she returned to her vehicle, around 4:45 p.m. and discovered her purse had been stolen.

UPDATE REPORTS THAT SHE GOT A CALL FROM BANK OF AMERICA REPORTING THAT SOMEONE HAD CASHED CHECKS AT A TELLER WINDOW IN NEW HAMPSHIRE.....THE VICTIM WAS ALSO TOLD THAT AN UNKNOWN FEMALE WENT TO BANK OF AMERICA BRANCH ALSO IN NEW HAMPSHIRE

**As Of 08/07/2012 08:33:18**

**Narrative**

(RP) P states that last night someone went swimming in the pool and left beer bottles and Burger King trash. It is believed access was gained by climbing the fence.

**As Of 07/01/2013 08:43:53**

**Narrative**

ON 7-1-13 AT APPROX. 0730HRS. I TOOK A REPORT FOR VANDALISM TO CITY PROPERTY. THE GATH POOL STATES WHEN SHE ARRIVED TO WORK THIS MORNING SHE NOTICED GRAFFITI THAT WAS SPRAY PAINTED ON THE NORTH SIDE WALL OF THE CHILDREN'S POOL. COULD NOT READ THE GRAFFITI BECAUSE IT CONTAINED NO VISIBLE LETTERS OR NUMBERS.

**Of 07/03/2013 07:11:43**

**Narrative**

ON 07/03/13 AT APPROXIMATELY 06:40 I RESPONDED TO THE GATH POOL FOR A REPORT OF TAGGING. FOUND THE TAGGING AT 06:15. STATED THE POOL CLOSED LAST NIGHT AT 20:00 AND THE TAGGING WAS NOT THERE. I SPOKE WITH OFFICER WHO WAS ON SCENE AND STATED HE PATROLLED THE POOL AROUND 01:00 AND THE TAGGING WAS THERE. THE TAGGING WAS DONE WITH LIGHT BLUE SPRAY PAINT AND CONTAINED THE WORDS "RERST" ? OVER "SPK" AND HAD A CROWN DRAWN ON TOP. THIS WAS SPRAYED ON THE FRONT WHITE ENTRANCE DOOR OF ALBEMARLE RD AS WELL AS ON BRICK WALL OF THE SOUTH SIDE OF THE BUILDING.

**As Of 07/14/2013 15:01:03**

**Narrative**

ON 7-14-13 AT APPROX. 1141HRS. WHILE WORKING N492 I TOOK A REPORT FOR DESTRUCTION. STATES THAT AT APPROX. 1130HRS. WHEN SHE ARRIVED AT WORK SHE DISCOVERED SOMEONE HAD BROKEN THE BOLT ON THE FENCE FOR THE KIDDIE POOL, IN ORDER TO GAIN ACCESS TO THE BIG POOL. COMP BELIEVES IT HAPPENED SOMETIME DURING THE NIGHT.



## **PARKING MANAGEMENT**

City of Newton, MA

January 2014

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## INTRODUCTION

### Historical Perspective

In the early 1900s, Newton's villages were the hubs of commercial and social interactions. Visitors to village centers could pull up next to their destinations in horse-drawn carriages and later, in cars, and would walk from shop to shop on uninterrupted pedestrian ways. As cars proliferated, merchants, in an effort to be "good neighbors" began providing places for their patrons to park. Like other cities, Newton soon saw this as a way to free the streets of congestion and promote civic courtesy, so it mandated on-site parking in its zoning regulations.

While providing convenient vehicle access for customers and employees and reducing spillover onto adjacent parties were well-intended goals, a new set of problems emerged. Parking lots and sidewalks were placed in front of, behind, and between buildings. The resulting dispersion of buildings and the intrusion of driveways crossing over sidewalks damaged pedestrian access and comfort and encouraged driving at the expense of walking. With the greater range of mobility that cars provided, people could travel farther and it was no longer essential for all civic activities to be centered in a single location; thus, businesses could locate outside village centers and visitors could still reach them, resulting in the phenomenon we know as "sprawl." Clearly the impacts of national development trends are visible in Newton's village centers and corridors today, where driveways and parking lots break up the pedestrian landscape and residents travel from village to village and beyond for amenities no longer found closer to home, and where low-scale structures generally predominate.

### Parking Conditions in Newton Today

When asked about quality of life issues today, many of Newton's residents list parking as a major concern, as evidenced by the number of requests for consideration of parking changes before the City's Traffic Council where residents frequently advocate for reducing or eliminating commuter and employee parking on residential streets. In response, a variety of time limits have been imposed near MBTA stops and village centers. Residents also have complained about parking spilling over into their neighborhoods from schools, colleges, religious institutions, and other activity centers. So, again, time restrictions have been used to protect the residential character of abutting neighborhoods. At the very same time, business owners advocate for more parking spaces near their shops for easy access and profitability for their commercial enterprises and are quick to point out that land for parking is limited in our traditional villages. Finally, commuters, including both those who live in Newton and some who live afar seek inexpensive and convenient parking near Newton's rail and commuter bus routes.

The inherent parking conflicts of interests among residents, commuters, and business owners in the City's villages and along commercial corridors necessitates a thoughtful examination of parking policies and practices in Newton. It is apparent that in certain sections of the City, there is real competition for limited on-street parking within existing rights-of-way. The current City requirement that parking for each business be located on-site results in less dense development and fewer opportunities for expansion in our village centers where greater density and centralized shared parking would create a desirable vibrancy. It also may

encourage customers to drive from place to place rather than walk. Narrow streets in residential areas pose additional limitations on the number and location of on-street parking spaces, yet their relative scale complements the Garden's City's historic buildings and mature trees and creates the sense of place its residents enjoy, which the *Comprehensive Plan* aims to protect, and which are the envy of other communities that are trying to create cohesive neighborhoods.

### **Planning for the Future**

Consistent with the City's *Comprehensive Plan*, the efforts to manage parking are aimed at making the best use of available land and space for parking, both public and private, as land is a valuable and limited resource. Managing parking in a way that satisfies the varying needs of the community can enhance the quality of life in the community. Additionally, mixed-use centers where people can live, work and shop help people to rely less on vehicular travel, which reduces demand for parking. Reductions in pollution and related health concerns will be lowered, as well. Yet, the car will likely be needed for a variety of purposes for the foreseeable future and parking will be needed to accommodate those trips. The challenge is one of seeking a balance among a variety of interests.

When considering site-specific and regional parking matters, the Board's Traffic Council and its Public Safety and Transportation Committee strive to consider remedies for parking challenges that are consistent and fair; they also take a broader view of problems wherever possible. Yet, what is lacking is an overall plan for realizing parking improvements in the City and its villages in a coordinated and proactive way. To create such a framework requires recognition of the qualities that the City wishes to maintain that are common to all its neighborhoods and village centers. It also requires an understanding of the root causes of problems, some of which may be unique to villages. Finally, it is important to identify available resources and applying the best "tools" to address parking problems that will enliven our commercial centers while protecting and enhancing the residential districts.

### **PARKING MANAGEMENT PLAN**

Well-managed parking can be a complement to the vitality of our commercial centers. Since many people will choose the car as their primary means of travel in and around the City, it is important to make sure there is enough parking for those who must drive without taking up land for parking that would otherwise enliven the streetscapes and support the economic prosperity of the City's commercial centers. Good management of parking can reduce traffic and congestion by ensuring that people are able to find spaces easily so they spend less time searching for spaces. This, in turn, reduces negative impacts on surrounding neighborhoods, as well as unhealthy emissions and air pollution.

In 2011 Mayor Warren appointed a Transportation Advisory Committee (TAC) to develop transportation/parking policies aimed at creating more mobility options for those who live in, work in and visit the City. This group of residents was led by Stephanie Pollack, Associate

Director for Research at the Dukakis Center with assistance from City Planning staff. The policies it crafted were then passed along to a Transportation Advisory Group (TAG) tasked with implementing them; the TAG includes residents with interests in promoting all modes of transportation for all ages and abilities, as well as professional staff from the School, Planning, Public Works, and Police Departments. The TAG's Subcommittee on Parking also includes members of the Board of Aldermen's Committees on Zoning and Planning, and Public Safety and Transportation. Among their recommendations is to create a Parking Management Plan.

This Parking Management Plan is a policy-based document that will complement the *Comprehensive Plan*, particularly the Transportation and Mobility Element, by offering guidance for promoting safe, accessible, and economically viable means of getting to and around the City. It makes explicit citywide policies, objectives and strategies for making positive changes. Both the TAC and TAG members agreed that it is critically important that administration of parking provide consistent and equitable treatment of similar situations throughout the City to best serve as a resource to business owners, residents, City staff, and the Board of Aldermen in their reviews of projects and in consideration of a variety of parking matters.

Because land for parking is limited, it is important to make efficient and effective use of our resources. This can be done in a number of ways, such as by improving use of existing parking, reducing parking demand by promoting transportation alternatives, and adding to the parking supply when needed without straining the system. It also means examining current practices, policies, and parking laws, as well as how we administer and finance parking operations.

## STRATEGIES

A key objective of good parking management is to administer parking in a way that is fair, consistent, transparent, customer-friendly, enforceable, and, above all, safe. Yet, there is no one-size-fits-all means of addressing parking problems. Each situation must be looked at independently and the root causes of problems identified to make sure the tools used to fix a problem are appropriate. This requires assessments of activity centers in the City, including villages, regional centers, colleges, and various other points of interest. Such assessments should generally include collection of information about parking supply, demand, availability of alternative modes of travel, and other influences on parking (see Action Plan for more details).

### **Reducing Demand for Parking**

As demand for parking is reduced, there will be fewer cars and associated problems, such as traffic and the use of valuable land for parking spaces. Employers can play an important role by encouraging their employees to use alternative means of transportation and reduce the overall demand for parking. It is in their interest to make sure their employees, who arrive earlier than their patrons, do not use the limited number of parking spaces nearest the businesses and make it more difficult for patrons to park near their destinations during peak businesses hours.

- Transportation Demand Management. Participation in Transportation Demand Management programs (TDMs) is one way to reduce parking demand. Employers

provide perks to their employees, such as provision of subsidized transit passes, bicycles and bike facilities, walking shoes, ride matching, alternative work scheduling, shuttles to remote parking areas and transit stops, guaranteed rides in emergencies, and priority parking for carpoolers. To be most useful, TDMs should identify specific goals and actions that can be verified upon request. For example, a business should be required to document that a given percentage of its employees use alternative transportation. It also may be necessary to include a consequence for failure to maintain identifiable standard, such as payment of a fine or fee.

- Transportation Management Associations. Employers also can participate in broader-based Transportation Management Associations (TMAs) with other employers to enhance employee options, especially for ridesharing. Government offices could lead the way by introducing such plans, since they have larger employee bases.
- Promoting “shared’ auto use. Zipcars and other ride-sharing operations offer short-term rental of vehicles for those who occasionally need a car, but not the cost or burdens of maintenance or ownership and can help people transition from auto-dependence. Employees can save money and reduce parking demand by using Zipcars instead of investing in work vehicles and/or can leave their own cars at home. Cities can encourage their use by reserving convenient parking spots for them in central locations.
- Facilitating all modes of transportation. As there are more ways for people to travel in and around the City, cars can be used less and parking demand will decline. Providing bike lanes, bike cages, bike corrals, and sheltered bike racks can encourage biking, particularly in good weather. Giving priority to installation of bike lanes and/or cycle tracks where on-street parking demand is low, especially where they connect major activity centers, will foster bike travel in such locations. Sidewalks that are well lit, in good repair, and are cleared of snow in the winter will make it more inviting for people to travel on foot. This is important for drivers, as well, since they become pedestrians as soon as they park. Good bus and transit service with frequent headways and arrival time information will encourage the use of these modes. Shelters and connections between the modes, will further their use.

### **Increasing Parking Supply**

If parking demand exceeds that which can be accommodated by other means, adding more spaces can help balance a village’s needs. Public facilities can provide easy access to stores and reduce the traffic generated by cars circling the blocks in search of spaces. However, once available land is developed, parking options will be fewer and those remaining may be more costly. So, if there are uncertainties as to whether additional parking may be needed, setting aside land for future possible use can preserve options. Parking supply can be increased in a number of ways, such as by:

- Revise existing parking configurations. Revising the layout of existing parking spaces can result in additional spaces. The efficiency of existing parking lots and curbside parking should be reviewed and fine-tuned as needed to improve accessibility and utilization. Revisions to parking configurations may be done most economically when these spaces

are scheduled for repaving or repainting. The manner in which loading zones are managed, in particular, could free up some parking spaces. For example, instead of providing exclusive loading zones, loading in existing parking spaces could be permitted during low-demand times (such as before stores open or after they close) so as to share the same spaces and at different times of day for different purposes, but in a manner that supports the shops, the shoppers, and vitality of the area. Whether on public or private property, consideration should be given to the ways parking lots interface with their surroundings and complement the streetscape and pedestrian experience, such as through landscaping and site orientation consistent with the design guidelines reference in the *Comprehensive Plan*. In addition, consideration of pavement treatments, particularly the use of pervious surfaces and use of sustainable practices for stormwater management, also should be encouraged to facilitate infiltration into the soil where it could provide benefits, and reduce runoff into water sources where it could be detrimental to the local ecology.

- **Build parking structures.** When demand exceeds supply and parking management tools have been exhausted, parking structures can be used to improve conditions. Parking Structures are a compact approach to providing parking that is often suited to urbanized areas and allows for available land that might otherwise be taken up by surface parking, to be put to a better use that would enhance village vitality. Structures can be stand-alone facilities or integrated in buildings that include other uses. When structures incorporate housing, retail and/or office space on their street frontages, they can provide continuous pedestrian-friendly exteriors, add revenue that helps pay for their construction and maintenance costs, and reduce parking charges to consumers. With context-sensitive designs, materials, and architecture, parking structures can be attractive architectural complements to their surroundings.

As with all assessments of parking, consideration of parking structures should be preceded by an evaluation of existing parking supply and demand to determine the need, since construction, staffing, and maintenance of structures can be costly; present day costs for parking in structures can vary from \$20,000 per parking space above grade to \$75,000 or more per space for underground designs, depending on the complexity of design and the depth of the structure. When setting parking rates, as well as funding mechanisms for parking structures, pricing of parking in the immediate vicinity should be taken into consideration, since pricing in one area will influence usage of parking in another. Appropriate pricing of on- and off-street parking will ensure it is well used once built. Parking structures should be self-funded whenever possible, but may be subsidized in order to achieve urban design goals. Technological advances also can reduce costs and increase efficiencies, and should be used whenever possible to achieve these ends.

### Best Practices and Tools for Better Managing Parking

There are a wide variety of ways to address parking problems. As previously noted, the decisions about which to use depend on the problem(s) to be solved. The following is a summary of a variety of tools and best practices that could be used at different times in different plans to best meet the goals of this Plan:

- Pricing, supply, time limits and location. As a general rule, parking behavior can be managed through careful allocation of parking spaces around key destinations, with consideration given to their pricing and time limits. For example, in Newton Centre there are two-hour time limits on the streets nearest the retail stores (\$.75/hour) and 12-hour spaces in the parking lots on Cypress, Pelham, and Pleasant Streets (\$.50/hour). Employees gravitate to the long-term spaces early in the morning because they cost less than the curbside spaces and allow for all-day payment for parking. However, recent studies reveal that many long-term parkers feed the short-term meters, either because there is not enough long-term parking for them and/or because they are willing to pay more for the convenience of parking near their destinations. Adjusting the number of spaces, their location, and their pricing can influence parking behavior and can be manipulated to achieve the desired results. As demonstrated in Newton Centre, it may be most useful to provide short-term parking for priority users at higher rates nearest key destinations, and long-term parking at a lower cost farther away in order to free curbside spaces for the customers, and making sure there is a good balance between short- and long- term spaces is important.

As part of this conversation, the variety of time limits could be reevaluated. There are currently seven different time limits for parking meters: half-hour, one-, two-,three-, four-,ten-, and twelve-hour meters. There have been complaints, generally, that one-hour limits aren't long enough to do most business, but longer than needed for a quick stop for dry cleaning drop-off or a stop for stamps at the post office. Simplifying the meters for short-, medium-, and long-term limits would likely address most situations. A half-hour limit at the ends of streets or wherever needed for quick and easy access, two-hour limits in village centers where turnover of spaces to accommodate customer parking is desired, and 12-hour meters where long-term parking is needed for commuters and employees would cover most types of trips. Thus, elimination of three-, four-hour, and ten-hour zones is recommended.

- Market-based meter pricing. This approach sets meter prices according to demand; instead of setting rates and time limits, pricing alone is used to alter parking behaviors, noting again that the cheaper the parking the farther people may be willing to walk for it. This is another way of balancing supply and demand for parking and to more efficiently allocate our limited resources. This could be piloted in a high-demand area and monitored by the Transportation Division/Department to seek turnover of prime spaces to support village vitality. It is expected that once established, the cost of initiating such a program should pay for itself.

- Coordination of parking with infrastructure improvements. The City's roadways are routinely reconstructed and such times present opportunities to reconsider the curb lines and street configurations. Whenever reconstructions or parking-related infrastructure improvements are contemplated, parking layouts should be reconsidered for safety, efficiency and optimal use of existing space. For example, bump-outs at crosswalks provided, parking should be kept away from crosswalks and corners for visibility, so when redefining the streets, these features should be addressed concurrently wherever possible.
- Parking restrictions for protecting public safety. On-street parking must allow adequate space for fire engines and other emergency vehicles to navigate. Whenever parking demand is high or where erratic parking behaviors makes access difficult on streets with less than 24 feet in width, parking shall be restricted to one side. Unless there are extenuating circumstances, the restricted side shall be the side of the street where fire hydrants are located.
- Parking meters in residential areas. Historically, the City's policy has been not to install parking meters in residential areas on either side of the street of residential neighborhoods regardless of whether residences abut the metered spaces, as it has been generally accepted that residents should not have to pay to park in front of their homes. Furthermore, most agree that the look of parking meters is unattractive in residential districts. However, there are circumstances in which residents and others may benefit by managing parking on residential streets by requiring some form of payment, as discussed elsewhere in this document. Consideration of paid parking in residential zones should not be ruled out, but the needs of all affected should be well considered in advance of making such decisions through a community engagement process. Where residences are located in nonresidential zones, consideration should be given to:
  - whether available parking closest to an activity center has been maximized
  - availability of on-site parking for residences nearby
  - how proposed metered curbside parking spaces would best be used
  - proximity to public transportation
  - whether parking demand is created by nonresident commuter, and whether charging will further the city's parking and housing goals
  - the best means of payment to for encouraging desired parking behavior

### **Permit Programs**

There are an equally wide variety of potential permit parking programs that could be employed to address parking challenges. The program that is best suited for a situation depends on the nature of the problem(s) to be solved, but an underlying principles that City streets belong to everyone and should be shared in a way that makes the best use of this limited resource while respecting the needs of all affected in a way that is fair and consistent and, preferably, is self-funded. Not all the following are recommended, as some fail to make the best use of existing resources.

- Multi-user parking program. The Newtonville Neighborhood Parking Plan (NNPP) is a type of multi-user parking program that ensures residential streets near village centers

or other activity centers (in this case, Newton North High School) accommodate all types of users without overburdening residents. This was accomplished by restricting parking on the streets and then providing a limited number of passes to override the time limits to residents and nonresidents. The program requires administration, including creation, marketing and distribution of passes, collection of fees, and enforcement following implementation. The costs of administering the program are to be covered by the sale of permits. If successful this multi-user program may be a model for other areas of the City with similar issues.

- Resident-only parking districts. When streets are restricted for use by residents only, those who might be able to park on the streets when spaces are not in demand cannot do so. For this reason, the Traffic Council has generally viewed this as a tool of last resort, when all other means have failed. Yet, residential streets in some areas are currently overwhelmed with nonresident parking. The TAC recommended reevaluation of resident-only parking districts, including a moratorium during the evaluation period. Some existing resident-only zones in Newtonville have recently been reconsidered, a moratorium was not deemed necessary; in particular, some districts around Newton North High School were removed after taking a comprehensive look at parking problems and solutions to create more equity, consistency, and appropriateness to the goals they intend to achieve. Review of “Resident-Only” parking areas in other parts of the City also should be reconsidered as area-specific parking management plans are created. In the meantime, no new “Resident-Only” districts should be introduced.
- Time restrictions. Residential streets near village centers have a patchwork of different parking restrictions designed to prevent them from being overwhelmed by commuters, workers and other long-term parkers. The result is that some on-street parking spaces remain vacant even where parking demand is high, because of poorly designed restrictions. It is possible to accommodate all users with more careful management and reassessment of the time limits and their locations.
- Community Parking Program. A Community Parking Program was piloted and some public parking spaces were reserved for long-term parkers due to complaints about lack of available parking for merchants and their employees; this program was particularly popular in Newton Centre and Newton Corner. However, the program failed to demonstrate good use of the parking spaces, as some were left unused at time, while unrestricted spaces were oversubscribed. The program was viewed as unfair and inconsistent with good parking management practices and was terminated. Permit programs should ensure that spaces are used to their fullest potential by at different times of the day and reserved parking is discouraged for this reason.
- Holiday parking promotions. Some merchants and aldermen have expressed interest in free parking at the holidays for the City’s village centers to encourage shoppers to visit these areas; however, turnover of parking spaces is critical to the success of such programs or they could have the opposite effect. Employees and other long-term parkers who arrive before shops open could find these spaces and park in them for the day, thus defeating the purpose. Also, ticketing of those who violate the time limits isn’t the holiday-friendly welcome that is being sought. Current regulations do not provide for waivers of time limits without compensation for lost revenues, and changes to the



regulations would be needed to create such programs. Although generation of revenue is not the primary purpose of parking meters, a significant amount of revenue is a by-product of metering and is used for other transportation-related benefits and improvements. Finally, manual enforcement of time limits is labor intense and, use of license plate readers or chalking of tires may be needed. Given all these drawbacks and the potential for other means to incentivize local shopping, free parking is not recommended. However, the TAG should continue to explore ways to create successful holiday promotions that overcome these obstacles.

- **Parking Benefit Districts.** In some cities, parking permit programs have been instituted in which neighborhoods opt for permitted parking to accommodate parking by commuters and/or employees on residential streets. In return, the program can be devised such that the affected neighborhoods receive the benefit of public improvements that are funded through the issuance of fees paid by those who park on these streets; these improvements may include planting of street trees, adding or repairing sidewalks, improving lighting or other public amenities that can benefit the neighborhood. These types of programs have been found by other communities to be a win/win strategy for residents, businesses and other nonresidents. The City will explore how benefit district programs may be implemented within existing laws in designated neighborhoods after a comprehensive study of parking supply and demand has been conducted.

### **Parking Standards**

Most of Newton's village are accessible by public transit and have many of the attributes that define traditional cities, such as compact development and amenities within walking distance. The intent of Newton's codes regarding parking is in keeping with these principles and the vision for its future as described in the *Comprehensive Plan*:

*"Section 30-19(a) intent and purpose. It is the intent of these provisions that any use of land involving the storage or entry upon the land of vehicles be so designed and operated as to reduce hazards to pedestrians upon public sidewalks, to protect the use of adjacent property from nuisance caused by noise, fumes and glare of headlights which may result from the operation of cars parking off the streets, to enhance and protect the visual quality of the city, to reduce congestion on the streets and contribute to traffic safety by assuring adequate and well-designed areas for the off-street parking, loading, unloading, and maneuvering of vehicles associated with any use of land."*

However, the supporting codes that are intended to carry out these mandates encourage sprawl and mediocre pedestrian experiences and counter to parking management goals. They discourage expansion of uses by requiring additional on-site parking where land is scarce and do not allow by right, off-site parking or sharing of spaces between businesses that occupy them at different time of the day, week or year. Specifically:

*"Section 30-1(c)(1) No reduction in the number of off-street parking stalls which are required by this section shall be allowed and no existing off-street parking stalls shall be*

*eliminated unless replaced by an equal number of off-street parking stalls designed in accordance with the requirements of this section.”*

*Section 30-19(f)(1) requires off-street parking facilities shall be provided on the same lot or premises with the principal use served.*

Together, these last two referenced parking laws challenge the notion that our villages can be true models of “smart growth.” However, these laws could be revised to encourage more options while addressing a need and providing business and property owners more flexibility in which to grow their businesses and support the vitality of our commercial centers. Below is a list of options that should be considered when reassessing the parking regulations:

- Shared Parking. The single most significant way to improve parking in the City of Newton is to encourage shared parking. Shared parking can occur when two or more users occupy a single space at different times (day, week, and season). For example, the use of office parking during the daytime could be shared with cinema or restaurant patrons in the evening. If driveways to common parking lots also are shared, then there will be fewer interruptions to the sidewalk and safer pedestrian paths. Shared parking also occurs when a single space is used by a parker who visits more than one destination, such as in a public parking facility or a shopping center, which provides spaces for those who may visit several destinations on a visit. Thus, fewer parking spaces are needed when parking is shared. In village centers, common parking within walking distance of multiple destinations encourages people to park once for all their visits, again eliminating the redundancy of providing so many parking spaces at each destination. Along these lines, opportunities for public/private partnerships also should be explored.
- Off-site parking. In some cases, off-site parking within walking distance may be an appropriate option. Currently, off-site parking is allowed only by special permit. An administrative process to allow off-site parking to satisfy a requirement can incentivize shared parking.
- Rationalize parking standards. In some circumstances, the City’s parking standards appear to be high, as evidenced by prior parking studies. In others, they may be inadequate. In addition to setting appropriate requirements, parking requirements could take into consideration actual demand, potential for shared parking and ease of access to alternative modes of transportation. Traditionally, cities and towns have applied minimum parking requirements; however, some are experimenting with removing such requirements and leaving it to the marketplace to determine the need. Yet other cities have established maximum parking space requirements so as not to have an oversupply of land dedicated for parking, such as where pedestrian- and/or transit-oriented development is being promoted. Some cities have both. A close look at the City’s standards and their appropriateness to each setting should be undertaken and current standards are reevaluated.

College campuses have their own unique set of circumstances when it comes to parking standards and the City’s current regulations are not fitting. For example, City standards require parking spaces for each use on a campus, including dorms, cafeteria, classrooms, etc., when in fact, a student wouldn’t need a parking space for each of these facilities

because they would typically park and walk or bike between buildings. Furthermore, each of the four campuses in Newton, provides different ratios of parking per square foot of building area for existing spaces, has different rules regarding which students are permitted to drive, and has varying access to alternative modes of travel. In other words, what is appropriate in one context may not be so fitting in another, given their circumstances. As parking standards are reassessed, campus standards should be further developed, which could simply mean requiring parking studies as suggested in this document to assess what is the correct balance for a given campus, with or without requiring a special permit. In the meantime, where campus parking spills over onto City Streets and adversely affects neighborhoods, efforts should be undertaken to work collaboratively to address such concerns between the City and the schools so as to balance the needs of both. Because local residents must abide by restrictions that are put in place, the least restrictive yet effective means of alternating parking behavior shall be employed. Review of such matters should not be looked at in isolation, but as recommended elsewhere in this document, shall be part of a management plan for a specific area, so as not to foster restrictions that may vary street by street.

- Overlays. Another way to adjust parking requirements is specific areas where the requirements are not fitting the context, is to create an overlay district that adjusts the parking requirement, often based on access to public transportation options. This is somewhat easier than adjusting parking requirements by zone or type of use and may better take into consideration the context. Village centers might be good places to establish overlay districts that allow for a reduction in required parking based on proximity to an MBTA station or an express bus stop, for example.
- Unbundling. When an individual buys or rents housing, parking usually is included in the purchase price. By separating the cost of housing from the cost of parking, only those who use spaces pay for them and residents without a car pay only for housing. In essence, those without cars are rewarded with lower expenses when not being charged for parking spaces they do not use or want. Unbundling these costs may dissuade tenants from buying a second car, encourage them to own a single higher-quality vehicle, or to be car-free, especially when car-sharing options and other modes of travel are readily available. Parking experts believe that if parking availability is capped, it also should be unbundled because residents will be far more likely to move into housing with limited parking if they know they can rent a space at fair market value if they need it.
- Parking-in-lieu fees. The Board of Aldermen frequently gives waivers for required parking where parking is unavailable or when the number of parking spaces required for a business cannot be met on-site. Payments of fees in lieu of providing parking are yet another way for property and business owners to offset the cost of common spaces in public facilities. Compensation for such waivers could be used to fund parking elsewhere or other transportation improvements to address long-term needs. In-lieu fees also have the potential to increase funds for transportation-related improvements to village centers and mixed-use sites and allow greater flexibility in meeting parking requirements, particularly where parking is constrained. Established fees also provide predictability and certainty to developers, and enable them to make informed decisions about prospective developments.

### **Complete Streets**

The City of Newton is committed to a “Complete Streets” policy, with the goal of improving the safety and needs of all travelers. As such, the perspectives of motorists, bicyclists, pedestrians, and abutters shall be taken into consideration when designing and redesigning the City’s street network. When determining where to place bike lanes, consideration shall be given to selecting routes with connectivity between key destinations, availability of alternative parking locations in the event that on-street parking must be removed, in addition to street widths, volume, safety and other concerns.

### **Wayfinding**

To foster orderly use of existing parking spaces, directional signing is helpful. When drivers can easily identify available parking, circulating traffic also goes down. A simple, clear and coordinated means of directing drivers to parking would achieve these ends without creating sign clutter, which in itself can be an unfortunate byproduct if not thoughtfully conceived. Such signage could be coordinated with directional signs for other points of interest in the City, such as village center identification, directions to civic buildings, hospitals, schools, the Jackson Homestead, and other modes of transportation.

### **Current Technology**

Although parking meters have been a mainstay of successful parking management since the 1940s, parking technology continues to evolve. Today, meters can accept credit cards and cell phones can be used to identify available spaces and make payments to meters from a distance. Pay stations are often used to minimize installations of individual meters and/or to limit the staffing needs in parking facilities. What is most important is that the best technology available should be considered that is appropriate to address current needs. City staff should maintain a watch on technology and pilot new technologies, as well as consult with other communities to employ the best options for managing parking, as well as wayfinding.

## **GOVERNANCE**

### **Centralized Oversight**

At the present time, administration of parking-related matters is divided among several City Departments. The Police Department supervises parking enforcement officers that issue parking citations; receipt of parking fines is one of several duties handled by the Treasury Department; the Transportation Engineer reviews parking requests and administers changes in the field; and meter collections and repairs are supervised by the Transportation Division. Without a master plan for parking goals, objectives or policies, each administrator operates within his or her own set of priorities. To facilitate creation of a comprehensive parking program, implementation of its goals and objectives, and coordinated oversight, the City would benefit from consolidating the various functions that are now performed by several departments. This would ensure that provision of parking and all aspects of its management are viewed as a whole system by an individual who makes sure all the parts are working in concert. Consolidation of parking planning and management under the purview of one division

or individual will free the Transportation Engineer and others who currently oversee various aspects of parking administration and allow them focus more fully on their primary duties. As such, the following structural changes are recommended:

- Create a Transportation Department. To promote cross-departmental coordination on transportation issues, a “Transportation Team” has been meeting weekly, bringing together representatives from various departments to address common issues and streamline the process of planning, design, construction, and enforcement of transportation and parking infrastructure and policies. Subsequently in 2012, a Transportation Division was created within the Department of Public Works Department to further engage those involved with parking and transportation-related matters. Establishment of a Transportation Department would provide oversight for all issues relating to transportation, including traffic and parking. The creation of a Transportation Department would parallel the structure used successfully in other Massachusetts cities, such as Cambridge (which has Traffic, Parking and Transportation Department as well as an Environmental and Transportation Division within the Department of Community Development) and Somerville. Further consideration should be given to where parking planning and management should reside.
- Hire a Parking Manager. As funding allows, a technical expert to manage parking would enhance the ability of the Transportation Department by designating a point person to carry out parking initiatives and create the efficiencies of centralized oversight. Creation of new position and/or shifting of responsibilities of existing personnel to focus on parking administration will have many other benefits, such as improved management of parking placement and pricing to enhance village vitality, save money, and produce additional revenue. Specifically, parking management responsibilities are currently divided among several individuals and committees for: collections, ticketing, deposits, planning, signage, zoning, parking waivers and meter repairs. Bringing the duties into the realm of responsibility of an individual in one department will provide better oversight, coordination and outcomes

### **Streamline Processes**

- Administrative review of common parking matters. In many cities, transportation staffs make decisions about parking matters; in Newton, the Traffic Council and sometimes the Board of Aldermen make them. While this approach has the important benefit of involving the public in such decisions, it often can be a slow process. As the Council’s web page currently notes, *“Due to the volume of petitions received, there is approximately a three- to six-month wait for requests to be heard.”* The development of this Management Plan will assist the decision makers by providing guidance through written policies rather than requiring evaluation of like-type requests on a case-by-case basis. The Council itself has begun to implement such an approach through the adoption of policies, such as for handicap parking spaces. As such policies are further developed, they should be added to this document for general reference. A periodic review should be conducted to see if routine and consistent actions of the Traffic Council could be transferred to professional staff.

- Traffic Council. As more matters are determined based on established policies it may be possible to reduce the number of items that must be determined by the Traffic Council. Over time, the role of the Council should be reevaluated to determine which items could be managed administratively, thus reducing the backlog of routine requests with predictable outcomes, and allocating the Council's time to more substantive discussions around controversial and/or unique situations that will benefit from the members training and experience. It also may be worth reassessing the membership of the Council to include more citizen representatives and have the City staff serve in more of an advisory role. The downside to this option is that it may make the process more political; the upside is that staff would no longer be in the awkward position of advocating for determinations that may be at odds with aldermen with whom they work.

### **Marketing**

If the public understands and supports the City's goals and objectives, it is more likely they will be achieved. To assure parking management efforts are successful, all affected parties should be informed of programs and transportation options and how all can benefit them. Maps that identify parking locations need to be created for the village centers and distributed to merchants and their customers. A consistent signage program that identifies public parking and links other transportation connects including bike, bus and train routes also could help people find available spaces quickly and minimize circulating traffic. Flyers with information about changes in parking prices or locations and/or communications through village business associations can facilitate information sharing and should be developed and distributed widely to local businesses, as well as being available at various points in City Hall. Utilization of current technology, such as cell phone apps should be used where efficient and cost effective. Periodic promotions can bring attention to the transportation network, such as Bike/Walk Week and corporate competitions to incentivize use of alternatives. Again, staff will be needed to oversee such efforts and act as a liaison to village business associations, local schools and colleges, and other institutions to maximize communications.

### **Enforcement**

Safety is considered paramount with regards to traffic and parking matters and enforcement that addresses safety issues (e.g., parked cars that block line of sight, curb cuts or crosswalks) should be first priority. However, all parking-related laws should be actively enforced to ensure that parking management is working as intended to balance the needs of all users. In village centers, enforcement of short-term parking especially is needed to ensure turnover so spaces are readily available for new visitors and to support the vitality of our villages by making it easy for customers to get to the shops. The Police Department and the Transportation Division of the Department of Public Works will continue to work together on this effort until such time as Parking Management is overseen by one department or individual.

### **Customer Service**

Enforcement of parking violations should be performed in the spirit of protecting and helping the public. Every effort should be made to explain the basis for the rules and practices, and to

educate citizens about the benefits of upholding the law, particularly for merchants and their customers.

### **Role of a Citizens' Advisory Group**

The work of the TAC and the TAG has demonstrated the breadth, complexity and importance of parking and transportation issues facing the City of Newton, and the wealth of citizen knowledge and energy towards realizing positive change in these areas. The feedback and input will continue to be a valuable asset going forward. The TAG would help ensure broad-based citizen input into the ongoing process of setting public policy around transportation policy, including parking matters. Along with City staff, they can be advisors to the mayor until such time that a Transportation Department is created. It will likely be useful to continue to have a sounding board for future transportation efforts, but the nature of their role will be reassessed as policies are in place and structural changes are made to streamline operations.

### **ACTION PLAN**

There are many areas of the City where parking management could be improved. In keeping with the *Comprehensive Plan*, parking studies should be performed in the villages and other activity centers to assess needs and solve problems. These areas should be identified and prioritized based on objective criteria for fairness and predictability, and to address the most challenged areas first. The process for creating the Newton North Neighborhood Parking Permit Program has produced a possible template for development of future parking plans, including data collection to assess existing conditions; identification of problems and root causes; matching appropriate technologies and strategies to solve the problem(s); and public engagement in the process. Consistent with the principles and best practices of this citywide Parking Management document, area-specific management plans should be developed, such as for village centers or around schools, with the understanding that periodic reviews of changing conditions will need to take place. The steps for creating management plans are described in greater detail below:

#### **Identify and Prioritize Study Areas**

Studies in Newtonville and Newton Centre recently were completed and have resulted in some new strategies for managing parking there. Problems have been identified in Nonantum and some sidewalk and accessibility improvements are currently being developed that could be coordinated with revisions to parking management. Merchants and residents in Auburndale and West Newton have expressed interest in making changes to current parking management there, as well, and studies are now underway. Neighbors and merchants in Newton Highlands have undertaken studies to assess the potential for creating a shared parking district in order to address the peaks and valleys of parking demand in their village through a community engagement process, including local businesses, and is also a candidate for a possible pilot program to test some new approaches to management. As changes take place around reconstruction of some of our schools, immediate neighborhoods may be affected and parking in those areas merit a comprehensive look. With 13 villages with a variety of needs, parking

assessments cannot all be done at once, given available resources. In order to prioritize the work needed to assess the nature of problems and match the solutions with the causes, and to engage the public in consideration of changes, this Management Plan recommends the Transportation Team use the following criteria to establish a work program, for which timelines can then be attached:

- Urgency based on current conditions and needs. For example, changes to traffic and parking patterns that may accompany changes to our schools are likely to be time-sensitive relative to the start of the school year. The coordination of assessment, plan development and implementation may drive the schedule for such work. In other instances, a high number of complaints or increase in the number of citations issued in a specific area can be an indicator that existing accommodations may not be functioning well or out of balance and may need immediate attention. Certainly, situations identified as dangerous should take priority.
- Neighborhood support for change. Public engagement and reconnaissance with residents who recognize problems and request help in improving existing conditions can be excellent partners in the process.
- Complexity of the parking issues and magnitude of impacts. Circumstances vary in terms of the number of businesses and individuals affected by parking changes. Wholesale parking revisions to the larger, more densely populated and villages will take considerably more time to assess and for appropriate changes to be made, and will likely affect merchants, residents, visitors, employees, and possibly other local institutions. Thus, along with other factors the complexity of a situation should also be taken into consideration with other factors.
- Size of the area to be considered. Similarly, the geographical area to be considered will factor into the need for resources.
- Resources. Resources include availability of staff time to dedicate to data collection and analysis, existing information or other recent studies, as well as the need for funding to follow through on implementation.
- Opportunities for change. Impending roadway construction or the development of a new project in an area may provide an opportunity to reevaluate parking patterns and make changes concurrently.

### **Data Collection**

To avoid a trial and error approach to parking management, the gathering of the following information in the City's villages or other activity centers can provide a good snapshot of the existing conditions and can be used to identify village-specific as well as citywide management strategies and/or improvements. Once information is gathered, problems identified, and insights of enforcement staff, neighbors and others affected by parking circumstances are considered, then the appropriate strategies can be used to address the problems, including but not limited to those listed in this document. Data collection could be the following:

- Supply. The supply is the number of parking spaces that are available for public use, noting locations, types, rates and restrictions of spaces.
- Demand. An evaluation of the occupancy and frequency of turnover of spaces will provide key information about travel habits and patterns and inform decisions about



how many spaces are needed for long- and short-term parking needs, and whether there is abuse of the existing time limits, which is helpful in determining whether revisions are needed to accommodate the users of a given area. Influence of major employers should be taken into consideration.

- Availability of alternative modes. Where more options are available, less parking may be needed; the modal shift should be taken into consideration when looking at how to best manage parking.
- Origins and destinations. In some cases, where travelers are coming from and going to is helpful to understanding parking needs and use. For example, there have been concerns that parking near local MBTA stations attracts drivers from other communities; however, intercept studies near a couple of MBTA stations fail to bear that out to any significant extent. That knowledge is helpful to either accommodating or limiting parking for all potential MBTA users, depending of the policy direction of the City on this matter in specific locations.
- Other influences on parking. Sometimes circumstances unique to given areas may influence the parking demands. For example, there is a high demand for parking around the City's MBTA stations on Red Sox game days. Although these are occasional events, they occur more than 80 times a year, which is often enough to merit special attention when making decisions about overall parking management for those areas.

### **Community Engagement**

Those who live and work in areas where parking is difficult can offer valuable observations that inform future actions. As plans are developed for individual areas, community meetings should be scheduled so there is a forum for all voices to be heard. Not only are residents the eyes and ears of their neighborhood, but the cross education between observers of ongoing activities and sources of problems, and the professionals that bring to the table many new tools and technology can enable creative solutions to old problems. The number of community meetings to be held in each area will depend on the geographical area to be considered and the magnitude of problems, but not less than two community meetings should be held in which all stakeholders have an opportunity to help identify issues and to provide feedback on proposed solutions prior to their adoption. These meetings must be well advertised through City media, as well through neighborhood email lists and mailings to those affected.

### **CONCLUSION**

During the past few years, the Traffic Council, Public Safety and Transportation Committee of the Board of Aldermen, and other ad hoc citizen groups concerned with transportation have discussed the need to look at parking matters comprehensively to improve existing conditions; however, remedies generally have been focused on individual streets or sites. While these groups are trying to view parking and traffic problems more broadly, they are not only limited by the lack of citywide or village-specific visions, but also by the scattered approach to oversight of parking. Parking management plans for various areas of the City should be coordinated with other beautification, mobility, wayfinding, and access improvements. Together they can have a transformative effect by making it easier for people to get to and from our many active centers, thus enlivening them further and ensuring their long-term sustainability.

## Department of Planning and Development

299-12: DIRECTOR OF PLANNING AND DEVELOPMENT, requesting a discussion regarding a policy-based management plan for parking.

## Department of Planning and Development



**Parking Management**  
Prepared for the  
Public Safety and Transportation  
Committee  
of the  
**BOARD OF ALDERMEN**  
January 2014



### Transportation Advisory Group Parking Subcommittee

#### TAG and Parking Subcommittee

- Alderman Danberg
- Alderman Johnson
- Barbara Darnell
- Andrae Downs
- Jerome Grafe
- Groot Gregory
- Holly Gunner
- Candace Havens
- Ron Mauri
- Nathan Phillips
- Sean Roche
- Chris Steele
- Lois Levin
- Srdjan Nedeljkovic

#### Transportation Team

- Sgt. Jay Babcock
- Patrick Baxter
- Captain Marc Gromada
- Candace Havens
- David Koses
- Regina Moody
- Bill Paille

#### Background

- Many buildings constructed before cars
  - Buildings close together
  - Great pedestrian experience
  - Mixed uses
- Cars multiplied and streets filled
- Parking meters added to aid turnover
- Zoning later required on-site parking
  - Driveways separate buildings
  - Site development restricted
  - SPRAWL




### The Garden City today



- **Suburban**
  - 2 cars or more per household
  - Many home sizes and styles, esp. SFRs
  - Driveways, garages, on-site parking
- **Village Centers and Corridors**
  - Public transportation
  - Mixed uses
  - Amenities within walking distance
  - Greater density and potential for more
  - Surface parking lots
  - Meters on streets
- **Traffic, Congestion and Pollution**
  - More cars per family
  - Regional draw
  - Inadequate or poorly utilized parking
  - Cut-thrus

### Finding Balance




#### Parking Conflicts

- Business Owners and employees
- Commuters
- Institutions
- Residents

- Urban and suburban lifestyles are both part of the fabric of Newton
- The car is a fact for the foreseeable future
- Can we find the right balance?

### One City ~ 13 Villages



- **Comprehensive Plan**
  - Maintain villages as viable economic/community centers
  - Protect character and safety of residential neighborhoods
  - Support commuters who reduce traffic and congestion
  - Make it safe and easy for kids to get to school
  - Ensure good relations among residents, businesses, and visitors to Newton
  - Create community consciousness about health, public safety and environmental benefits of reduced auto use
  - Enable a variety of modes of travel for all ages and abilities
  - Sensitivity to land use connection and context

### What is a Parking Management Plan?

- Provides guidance for executing policies and best contemporary practices to carry out vision
- Creates order, fairness, consistency, predictability
- Results in more efficient use of parking resources
- Supports the goals of the *Comprehensive Plan*
- Can support and inspire village vitality

### Transportation/Parking Principles

- Safety is paramount
- Make best use of scarce land
- Administer parking in a way that is fair, consistent, transparent, customer-friendly and enforceable
- Reduce reliance on SOVs
- Reduce traffic and congestion and other negative by-products of driving
- Understand root causes and match right fix
- Support and enhance village vitality by removing barriers to desired changes
- Enhance the quality of life and sense of place for all who live, work or visit Newton

### Strategies

- **Reduce Demand for Parking**
  - Transportation Demand Management (TDMs)
  - Transportation Management Associations (TMAs)
  - Promote shared parking
  - Facilitate all modes
- **Increase Supply of Parking**
  - Revise existing layouts
  - Build parking structures

### Strategies

- **Best Practices for Better Management**
  - Pricing
  - Time limits
  - Location
- **Market-based pricing**
- **Parking and infrastructure improvements**
- **Parking meters in residential areas**

*NOTE: Pricing does not hurt business, but lack of availability does*

### Strategies

- **Permit Programs**
  - Multi-user parking programs
  - Resident-only parking districts
  - Time restrictions
  - Community parking programs
  - Holiday parking promotions
  - Parking Benefit Districts

### Strategies

- Reconsider Parking Standards
  - Parking requirements are high given alternative modes
  - Parking for all uses required on-site
  - Few options available
    - Off-site parking allowed only by special permit
    - Special permit required for waivers
    - Ad hoc negotiated mitigations
  - Cost of underground parking is deterrent
  - Restricts density/smart growth
  - Driveways interrupt sidewalks
  - No incentives for shared parking

### Strategies

- Reconsider parking standards
  - Shared parking
  - Off-site parking
  - Rationalize standards
    - Minimums
    - Maximums
  - Overlays
  - Unbundling
  - In-lieu fees

### Strategies

- Complete Streets
- Current Technology



- Wayfinding



### Governance

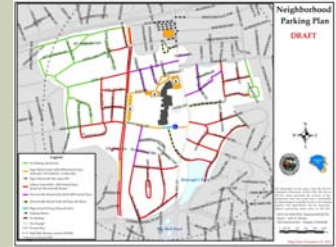
- Several departments share responsibilities
- Decisions on a case-by-case basis
- Traffic Council
  - Reviews site-specific requests
  - Mix of restrictions that are hard to enforce
- Public Safety and Transportation Committee
  - Reviews area-wide problems
- TAC, TAG and Transportation Team working on coordinating policies and practices

## Governance

- Centralized Oversight
- Streamline Processes
- Marketing
- Enforcement
- Customer Service
- Citizen's Advisory

## ACTION PLAN

- Identify and Prioritize Study areas
  - Urgency
  - Neighborhood Support
  - Complexity
  - Size of area
  - Resources
  - Opportunities for change
- Data Collection
  - Supply, Demand, Alternative modes, Origins/Destinations
- Community Engagement
- Area-wide plans



## Influences on Village Vitality



- Built environment
- Points of interest/activities
- Pedestrian Amenities
- Safety
- Shade
- Lighting
- Wayfinding
- Zoning
- Availability of Parking

## What's next?

- Adopt Management Plan
  - Develop area-specific plans and implement them
  - Initiate legislative changes needed to promote goals
- Continue in Phase 2 of Zoning Reform
- Fine-tune administration
  - Centralize oversight
  - Hire Parking Manager
- Add area-specific plans to Management Plan as developed

The End

