



## City of Newton

### Comprehensive Planning Advisory Committee

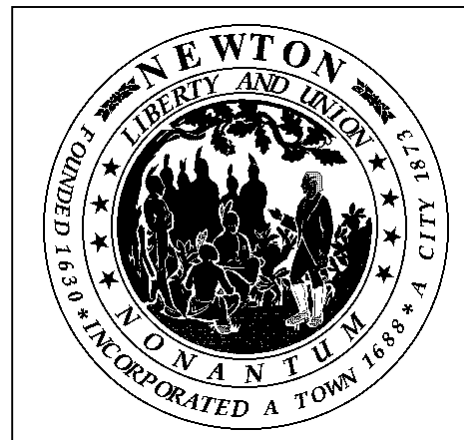
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# *Comprehensive Planning Advisory Committee*

## **T R A N S P O R T A T I O N**

**(Ideas, goals, and potential action items)**

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(with Glenn Morris and Peter Smith)**

### **Introduction**

What would the citizens of Newton like to see happen in terms of mobility and transportation in the next 20 years? Are there improvements in our transportation system which can enhance mobility for our residents and that can be implemented even in the short term? The City of Newton is mandated to prepare a Comprehensive Plan by both its Charter and by Massachusetts statute. This plan will serve as a guide to policy for long term change in transportation in the City of Newton. The Comprehensive Planning Advisory Committee (CPAC) has been charged to create specific ideas about ways to improve transportation in Newton in the future.

As such, the CPAC transportation group is exploring various types of options to maintain and enhance transportation in the City of Newton. Although we have begun to create a set of goals and objectives to analyze and achieve the best possible transportation scenarios for the future, more public input is needed to make sure these goals meet the needs of all of Newton's residents. The CPAC transportation group is eager to accept suggestions and input on developing a working transportation plan for Newton's future.

### **Current Overview**

To many of Newton's residents, there is a perception that traffic volumes have increased to the point that mid-day and Saturday traffic congestion is the same as rush hour traffic during midweek. In addition to the frustration of not being able to get from place to place efficiently, Newton's residents are exposed to other undesirable effects of large traffic volumes, including safety hazards, air pollution, increased noise levels, and an overall diminution of the quality of life in our villages and neighborhoods.

Interestingly, although the perception of increased traffic volumes is universal among many of Newton's residents, this phenomenon is difficult to explain by demographics usually associated with traffic generation. For example, the number of households in Newton has only grown 5.9% from 1990 to 2000 (from 29,455 to 31,201), the number of jobs in Newton has actually fallen 7% (from 44,793 in 1990 to 41,637 in 2000), and the overall population has only minimally increased 1.5% (from 82,585 in 1990 to 83,829 in 2000). However, perhaps reflecting the trend of an increased number of women in the workforce, the number of employed persons has increased 11% from 1990 to 2000 (from 40,544 to 45,018) and the number of vehicles has increased 5.9% (from 29,455 in 1990 to 31,201 in 2000). Also, the number of households reporting 3 or more cars has grown to 4,067. The number of people who carpool to work has decreased by 16.9% since 1990 and the number of people who walk to work has decreased by 9.3%.

Overall, 73% of people drive to work alone, which is less than 1% of an increase over 1990 data. Why then does it feel like there are so many more cars on the roads of Newton?

Since the increase in traffic volumes cannot be explained only by trips to work, it is likely that increased mid-day traffic is a result of non-work related trips. The loss of key services from many of our village centers may be a reason for this, as many villages have lost their grocery store, their hardware store, their local bookstore, among other services. With these services unavailable locally, many of our residents are forced to drive farther away to obtain routine goods. Also, with more cars on the roads, many people perceive that walking is less appealing and perhaps more dangerous, and would rather drive even to nearby locations. It is increasingly rare to see children walk to school or to other activities, as the incredible traffic congestion that is generated by driving children to school activities will attest. Finally, with population growth, job growth, and traffic volumes increasing markedly in our western suburbs, it is likely that a large part of our increased traffic volumes are due to people passing through Newton on their way to other locations.

## Predicting Future Transportation Needs

It is difficult to predict how future trends in population, job growth, and economics may influence land use and transportation change for Newton for the future. However, the CPAC has begun to study the following questions, as outlined in our July, 2002 meeting:

- 1) How much and what kinds of land use changes may influence transportation over the next 25 years?
  - Changes in the regional economy and an increasing shortage of available sites seem likely to slow growth in jobs and households in Newton and surrounding communities over the coming decades.
  - These basic sources of travel demand seem likely to grow by no more than 15% in either Newton or surrounding communities over the next 25 years, and their growth may be substantially lower than that.
- 2) How much and what kinds of changes in transportation demand within and across Newton may we expect over the next 25 years, both in the number of trips and the division of those trips among transport modes?
  - Both US Census trends and Metropolitan Planning Organization projections support expectations of less growth in peak hour auto traffic than the growth in underlying jobs and households, as use of transit, walking, and working at home all increase.
  - Although there does remain concern over potential large-scale development in abutting communities, the future expectation is that last decade's growth in off-peak trips, largely non-work ones, is likely to be tempered as the demographic base changes for that growth, and as auto reliance slows.
- 3) What are the problems and opportunities that those two sets of expected changes will pose?

- Some current problems may become more serious in the future, most notably commuter parking.
- However, the anticipated rates of change in auto traffic should be ones that can be addressed in ways that are consistent with making our transportation facilities a positive element in the City's quality of life, and not intrusive disruptions to it.

## A Way to Approach Transportation Planning

Four broad steps have emerged as ways to approach the issue of transportation planning for Newton as part of the Comprehensive Planning process. The basic philosophy of these steps is to preserve and enhance the village nodal character of our City, as well as the residential quality of our neighborhoods.

### 1) Managing land use in better concordance with transportation planning

- Well-integrated mixing of land use in new development and in re-use of existing centers (i.e. apartments over stores) should be facilitated and encouraged as a method of auto-trip reduction.
- Business and commuter parking must be better woven into the existing village patterns so that it is more adequate and less disruptive for the businesses and neighborhoods. Consideration should be given for permit parking restrictions.
- Site design guidance needs to assure that vehicular access between abutting land uses and major arterials is better managed than at the present.
- Systematic limits on traffic impacts onto nearby streets need to be made as much a part of the usual rules of development as lot area and floor area controls are now.
- Given growth expectations, there is no traffic-based need for broadly imposing more restrictive limits on development in Newton than those presently applied.

### 2) Acting to encourage a different split in modal choice.

- Development and transportation guidelines need to give priority to facilitating non-auto access. This includes easy access to transit, excellent pedestrian and bicycle connections, and incentives for trip management efforts by enterprises to support transit use, car and van pools, off-peak travel, etc.
- Promoting and enhancing sustainable public transit deserves high priority for attention and funding.

### 3) Increasing the capacity of our transportation infrastructure.

- The most critical auto travel capacity needs are in the larger-scale State-managed elements. It is critical that the City continues pressing for improvements to those elements consistent with demand in order to avoid traffic increasingly clogging our neighborhood streets.
- It is crucial for the City to press for public transportation enhancements to stimulate increased use of these systems, including regional public transportation that will deflect pass-through traffic from Newton's streets.
- Widening of local streets, even if arterials, should be discouraged as a means of addressing capacity needs.

- Given the actions being suggested, the necessary roadway capacity improvement in the local arterial system (whose elements should be identified in future studies) can be achieved through limited actions, such as intersection improvements.
- Careful design should assure that any roadway capacity improvements do not result in inducing more auto traffic to pass through Newton.
- In contrast with auto capacity increases, our pedestrian, bicycle, and public transport provisions are in need of substantial enhancements, suggesting a redirection of emphasis in funding and advocacy efforts.

#### 4) Strengthening the City's transportation planning and management capacity

- Create a transportation center in City government.
- Invest in transportation planning staff, perhaps creatively financed, and provide necessary authority to optimize management of planned projects.
- Support this investment with necessary software and ordinances.

## Goals and Objectives of the CPAC Transportation Group

From the broad agenda items outlined above, the CPAC transportation group has developed a set of goals and objectives by which to measure proposed transportation improvements. The idea behind proposing these guidelines is to preserve the residential quality of Newton's neighborhoods, preserve and protect private and public open space within Newton, strengthen our village centers, and improve and enhance mobility while minimizing future traffic growth.

### *Goals:*

- To maintain an acceptable level of safety on all roads in all neighborhoods, for all users
- To reduce the potential for increased auto trips and to create options to use of automobiles
- To promote walkable streets which connect neighborhoods
- To enhance public transit which connects clusters of activity
- To follow design guidelines that encourage pedestrian-oriented, vital urban environments
- To achieve transportation mobility and maintain travel times while avoiding adverse impacts on quality of life
- To encourage mobility for both auto and non-auto modes, consistent with community character and historic resources
- To limit locally generated trip growth on non-arterial streets
- To utilize techniques of traffic calming and streetscape improvements to lessen auto impacts

### *Objectives:*

- Strengthen character of nodal centers (villages) to encourage transit (ie: create zoning overlay districts which minimize street setbacks, set standards for off-street parking, and

allow for mixed-use pedestrian oriented development that will encourage transit use)

- Improve auto circulation and intersection management without stimulating auto demand
- Strengthen arterial put-through to discourage use of Newton's side streets
- Advocate at state level for transit initiatives to enhance bus and rail options
- Improve commuter and business parking opportunities
- Create more efficient school transportation system to encourage transit use for school travel

In general, especially during the past 10 years, there has been a nationwide emphasis on promoting modes of transportation that are an alternative to single-use automobile trips. As demonstrated in many other cities, there have been major infrastructure improvements in rail and bus corridors so as to promote the use of transit. Also, bicycle use has increased, with Massachusetts Highway Department standards now requiring a bicycle lane to be included on most roadway improvement projects. Although the CPAC transportation group strives to balance the need for sensible roadway improvements, a major focus is to promote alternate modes of transportation while strengthening the economic and community vitality found in our village centers.

Newton is fortunate in that it already consists of a number of village centers which are nodes of dense mixed-use development usually oriented around transit. Whereas many other places in our country have developed in a geographically dispersed pattern that makes transit provision difficult, Newton and its villages represents a prime opportunity for wise and efficient transit improvements. Provision of better transit is crucial especially for individuals who may not be able to drive but who can use transit to access public and private services.

As such, the CPAC transportation group supports initiatives to strengthen the nodal character of our mixed-use village centers, while aiming to avoid further dispersion of growth which is suitable only for auto-oriented uses. By defining the boundaries of mixed-use centers, which in most cases would correlate to the natural boundaries of Newton's villages, zoning "overlay" districts could be created which would be subject to density and dimensional requirements designed to preserve or create a mix of uses and promote a lively pedestrian environment that is conducive to transit use. This system would maintain and preserve current land use and zoning patterns for residential neighborhoods so as to avoid "over-densification." Also, it would allow for preservation of open space outside of the overlay districts. The net result would be a strengthened nodal system of villages in Newton, marked by lively mixed-use centers which are pedestrian and transit-friendly, and would potentiate economic growth while creating significant benefit for town residents, businesses, property owners, employers, and employees. In addition, new "transit oriented" development can be envisioned, especially along the Needham Street corridor which abuts an unused rail line.

The general objectives of the CPAC transportation group emphasize mitigation that reduces the impact of automobile travel by promoting alternate modes of travel and by reducing dependency on the automobile as the only method of getting from place to place. As such, it is the opinion of the committee that transportation planning move away from strategies not wanted by Newton's residents, such as plans to widen roads and intersections. However, some minor "tweaking" of intersections may be acceptable for purposes of travel time and safety. Therefore, Newton's next Comprehensive Plan will not contain any recommendations to widen roadways that traverse Newton. The transportation plan will support transit initiatives, ranging from improved bus and rail service, to enhanced pedestrian access, to more efficient school public transportation.

## **Actions and Implementation: Proposed Transportation Projects**

The CPAC transportation group proposes a number of specific methods to implement the City of Newton's transportation plan based on the goals and objectives outlined above. These fall into three specific categories:

- I. Improve automobile roadway capacity
- II. Increase transit use to improve modal split and reduce auto trip generation
  - A. Rail transit improvements
  - B. Bus transit improvements
  - C. Commuter parking solutions
- III. Use land use techniques to foster walking and transit and reduce auto trips

It should be noted that all of the options proposed below are in draft form and subject to further evaluation and input by the public and by the general community. These are initial ideas for proposals that are yet to be discussed by the CPAC.

### *I. Improve automobile roadway capacity*

Automobile trips in Newton are not likely to increase much more than their current levels because the population of Newton is stable at about 80-85,000, with about 30,000 automobile drivers. With the number of women in the workforce at a plateau, it is expected that the number of people traveling to work will be stable. Since the build out of surrounding towns is mostly complete, there will not be a high increase in trip generation through Newton. The number of automobiles in Newton is not likely to increase, as it is already at a maximum of 2-3 autos per a 2-3 person driving family unit.

Therefore, it will be possible to improve automobile capacity without roadway widenings or new roadway projects. Efforts to improve automobile capacity must be weighed against the potential of stimulating induced travel in cars and thereby increasing overall traffic. Increasing capacity at intersections can only be done if it does not destroy pedestrian qualities of Newton's villages or the residential ambiance of its neighborhoods. Traffic should be channeled in such a way that traffic does not increase on side streets. It is the opinion of the CPAC that increased capacity of only a few major routes and a few major intersections should be considered, while preserving the current widths and intersections on most routes in Newton.

#### 1) Major North-South Routes:

- a) Route 95/128: Will have 4-th lane added from Randolph to Newton. This will accommodate at least 15,000 more auto trips in each direction per day and may reduce some trips through Newton from the Westwood/Needham area to the Waltham/Burlington area. More trips may be shunted to Routes 9 and the Mass. Pike. A new exit on Kendrick Street in Needham may increase auto trips along Nahanton and Winchester Streets, requiring mitigation such as traffic calming techniques and preserving current roadway width to discourage cut-through traffic.
- b) Grove St.-Lexington St.: Capacity improvements are considered to service the MBTA station at Riverside, as well as a proposed intermodal facility related to the commuter rail – light rail connection at Riverside/Auburndale. No major roadway widenings or intersection widenings would be desirable along the rest of the route.

- c) Washington St.-Waltham/Watertown Sts.: Major roadway reconstruction is now being completed from Rt. 128 to Mass Pike. This may remove some traffic from side streets along the corridor. No major roadway widenings or intersection widenings would be desirable otherwise. Recommend study of Washington St. – Mass. Pike interchange to implement improvements.
- d) Chestnut St. – Waltham St.: No major roadway widenings or intersection widenings advised for corridor.
- e) Needham St./Winchester St. – Walnut St.: Reconstruction of Needham St. is planned, with intersection improvements and widening of section near Rt. 9. Further widenings of Winchester St., Walnut St., and Centre St. not advised. At other end of corridor, a study of Newton Corner Mass Pike – Centre St. – Galen St. intersection is advised. Suggest two-directional traffic circulation pattern at Newton Corner.
- f) Dedham St./Parker St. – Centre St.: No major widenings or intersection improvements anticipated, except the Mass Pike interchange, as above.
- g) Hammond Pond Parkway – Waverly Ave.: No major widenings/intersection improvements advised. Consider removal of curve from Hammond Pond Parkway, as well as creation of planted median to improve safety/aesthetics.

## 2) East-West Routes

- a) Mass Pike: By improving intersections at Newton Corner (creating bidirectional flow along either side of Mass Pike and a through-street connecting Centre Street north and south of the Turnpike) and West Newton, there will be better traffic flow and safety at these intersections. This may deflect some north-south Newton traffic onto the Mass Pike and perhaps onto Washington Street (shortcut to Rt. 128 and Rt. 9).
- b) Rt. 9: Route 9 becomes congested because of its two traffic signals in Newton. These signals are located at Langley Rd. and the Elliot/Woodward Streets intersection. Eliminating a left turn from Langley Rd. and building an overpass solution for Elliot/Woodward (putting Rt. 9 under this intersection similar to the Parker St. overpass) will improve operational efficiency of this major east-west road, and may deflect some through traffic from Newton (Beacon St. and Commonwealth Ave.) and decrease use of connecting north-south routes.

## II. Transit Improvements

Transportation options can be greatly enhanced in Newton by improving the access, frequency, and convenience of the present rail and bus system. In addition, there are several new east-west and north-south transit options that can relieve traffic choke points and open the way for mixed-use pedestrian friendly development that has been otherwise constrained by transportation access problems.

By integrating Newton's transit with regional transit operations in the surrounding towns, pass through trips in Newton may be reduced, and the transit service may be more sustainable in terms of ridership and cost. Current regional programs, such as the Program for Mass Transportation (PMT) proposed under the direction of the MBTA and CTPS (Central Transportation Planning Staff) present a unique opportunity to collaborate on transit enhancements throughout the metropolitan area. As part of a transit enhancement program, options will be explored to improve access and parking to existing rail stations,



as well as new ones. By making transit inexpensive, readily available, and convenient, more of Newton's residents will see this as a viable option for their transportation needs.

- 1) Improve existing commuter and light rail ridership
  - a) Operate high frequency Riverside-South Station commuter service via Yawkey and Back Bay stations.
  - b) Create a new commuter rail station at Riverside and an intermodal transfer facility between commuter rail and the Green line "D" train.
  - c) Operate new or improved commuter rail service from Newton stations on the commuter rail line.
  - d) Expand reverse commuting options by providing at least three "reverse direction" trips during each peak period.
  - e) Add Newton Corner as an intermodal stop on the commuter line, intersecting with bus routes, with commuter parking on air rights over the Mass Pike.
- 2) Improve access and parking to existing stations
  - a) Study new Riverside intermodal commuter rail – light rail connection for options for parking.
  - b) Explore feasibility for Turnpike air rights for parking structures at Newton Corner (Centre St.) and West Newton (Washington St.).
  - c) New facilities at Riverside and Woodland for parking
  - d) Underground garage at existing Newton Centre surface parking lot, with 50:50 parkland and small retail on surface level where current parking lot exists. This would increase parking while also increasing parkland, while adding to the economic and community vitality of the village center (similar to Post Office Square in Boston).
- 3) Green Line light rail (D-line) extension to Newton Upper Falls and Needham
  - a) Line would be created on old right-of-way from Newton Highlands to Newton Upper Falls depot, then into Needham.
  - b) Dual-track, electrified line, extending to Longwood Medical Area and then to Copley.
  - c) Quiet, unobtrusive, environmentally green, no property takings.
  - d) Possibility of a Needham Street stop, which would serve mixed-use area between new Avalon Bay apartment complex and Elliot Street neighborhood.
  - e) Major traffic mitigation proposal to relieve traffic along Needham Street, as well as traffic to adjacent Needham Industrial Park, with 7-10 million square feet of commercial real estate along corridor.
  - f) Opens area to further economic expansion, now stunted by traffic and access limitations (daily volumes on Rt 9 = 50 K, Rt 128 = 100 K, and Needham St = 30-40K). This expansion would add to city tax rolls, relieving residential property tax rates and allowing more funding for other city services, schools, etc.
  - g) Provides opportunity to construct an active, new village of Newton, with parks, walkable streets, and viable small scale businesses.
- 4) Enhanced bus transit opportunities

- a) Consider Rt. 128 bus service.
  - b) Needham to Cambridge bus route (via Needham St, Walnut St., Washington St. to Watertown, then to Cambridge).
  - c) Waltham to West Roxbury bus route (via Dedham, Winchester, Walnut, Washington, River Streets to Moody Street).
  - d) Rt. 9 Wellesley to Longwood Medical Area bus route (Huntington Ave., Longwood Ave., Brookline Ave. loop).
  - e) Extend trackless trolley #71 from Watertown to Newton Corner loop.
  - f) Allow access to school buses for all students along route of bus, not just those 1 or 1.5 miles away from their school.
- 5) General transit recommendations
- a) Integrate Newton transit with regional transit operations: work with MBTA and CTPS Program for Mass Transportation to first perform feasibility studies and then implement various proposals outlined above. Many of the above proposals are already on the PMT short –list of possibilities for study.
  - b) Implement land use improvements to benefit walkable, compact, village oriented communities (as outlined in land use section).
  - c) Improve access and ridership so that transit is feasible and so that service frequency can be increased, especially at peak ridership times.
  - d) Create, with MBTA, “Ride Newton” pass. Pass purchase can be offered as an optional surcharge on property tax bills and would be good for unlimited trips within Newton during a calendar month. Employers would receive tax advantages in purchasing passes for employees. Pass program can be offered at reduced rates for senior citizens and students. Additional passes purchased by families would be at reduced rates. Suggested price of monthly pass would be same as MBTA bus pass (\$21) for adults. All valid alternate MBTA passes would be honored on Newton routes (ie, bus, subway, combo, commuter passes).
  - e) At select key locations, construct high quality shelters and stations. Consider commercial suppliers of transit stops which provide “free” installation of a stop, along with maintenance, in return for advertising. This program is currently being implemented by the MBTA.

### **III. Use Land Use Techniques to mitigate against increased traffic**

It is recognized that compact, mixed-use, pedestrian friendly development, as we have in many of Newton’s villages, stimulates non-auto travel choices. People who have access to commercial centers with wide sidewalks, street trees, storefront windows, and a small scale of building design are more likely to walk or use transit to access these centers. Newton is fortunate to have several such nodal areas of density, most of which are accessible by rail transit.

In devising a transportation plan for Newton, it is important to understand the inter-relationship between the shape, design, and interrelationship between buildings and the desirability to use a particular mode of transportation. Based on the way buildings are designed and arranged, and on the uses within a building, a certain type of development may stimulate auto-generated over transit-oriented demand. As such, the CPAC transportation group advocates for land uses and building designs that promote transit use and minimize auto trip generation. This may be achieved by adopting the following guidelines.

- 1) Promote mixed-use development
  - in designated nodal development (Newton villages)
  - in linear corridors (Needham St., Washington St., Route 9)
- 2) Consider establishing zoning overlay areas for identified transit hubs and village centers:
  - a) Adopt smart growth codes to parallel existing development and zoning codes.
  - b) Encourage mixed use communities and buildings.
  - c) Zone by building type, not by use (flexible zoning, responds better to market demands).
- 3) Convert strip commercial into mixed-use development.
  - a) Use scales appropriate to community (2-4 story in village, 5-6 story along Massachusetts Turnpike).
  - b) Retrofit certain areas into walkable mixed-use communities by appropriately scaled infill projects.
  - c) Create balance between jobs, retail, and housing
- 4) Compact building design
  - a) Use design guidelines to achieve pleasant urban environments (design review)
    - 1) Ensure access to open space and transit
    - 2) Reduce visible off-street surface parking, especially in front of buildings or fronting pedestrian-friendly main streets
    - 3) Match building scale to street type in zoning/permit approval
    - 4) Ensure sense of privacy and sense of ownership
  - b) Use density bonuses to encourage increased floor-area-ratios in nodal centers
  - c) Support regional planning to encourage compact communities
- 5) Create a range of housing choices to encourage transit use
  - a) Enact inclusionary zoning ordinance for new housing.
  - b) Revise zoning to permit a wider variety of housing types in certain areas.
  - c) Plan and zone for affordable housing
- 6) Create walkable communities
  - a) Retrofit existing streets and sidewalks to promote walkable communities

- b) Concentrate services near jobs, homes, transit
  - c) Require building design that makes commercial areas more walkable
  - d) Establish design standards for streets/sidewalks that insure safety/mobility for pedestrians and conform to ADA standards
  - e) Utilize traffic calming techniques (street trees, on-street parking, stop signs, etc)
  - f) Connect walkways, parking lots, developments – create easy route to transit and villages
- 7) Foster distinctive communities with strong sense of place
- a) Tax credits for reuse of architecturally significant buildings
  - b) Plant trees and create active open spaces
  - c) Create special improvement districts to establish a sense of place (i.e., Main Streets program)
  - d) Define communities with visual cues (gateways, plantings, lighting)
  - e) Support guidelines so streets, buildings, and public spaces work together, providing opportunities for community interaction
- 8) Preserve open space
- a) Use Transferable Development Rights and other legal mechanisms to conserve private lands
  - b) Use financing tools to facilitate open space acquisition
  - c) Adapt a green infrastructure plan – create a network of greenways
  - d) Partner with non-governmental organizations to protect/acquire land
- 9) Direct development towards existing communities
- a) Establish a “brownfields” (vacant parcel) program – consider use of split rate taxes to encourage development of blighted parcels or certain city-owned land
  - b) Locate civic and public buildings in existing community centers
  - c) Economic incentives for businesses to locate in certain areas (cost-pricing strategies)
- 10) Adapt land-use requirements to accessibility to transportation choices
- a) Provide incentives for multimodal transportation systems with supportive land use
    - Modify roadway level of service standards in areas served by transit
    - Plan networks of neighborhood-scaled streets with high connectivity, short blocks
    - Connect transportation nodes to one another
    - Zone for concentrated multi-use activity near transit service
  - b) Require sidewalks and address parking needs
  - c) Collaborate with employers to provide incentives to decrease roadway congestion
  - d) Adjust existing transit services to take advantage of mixed-use developments
- 11) Make development decisions predictable, fair, and cost-effective

- a) Provide financial incentives to aid transit-oriented development
  - Expedite plan and permit approval
  - Encourage political support
  - Use point-based system to evaluate projects
- b) Remove parking from development equation by utilizing public-private partnerships for community parking and on-street parking
- c) Display zoning/design goals in pictorial fashion to better illustrate what is allowed
- d) Maximize value of city-owned property

## **Conclusion**

The Comprehensive Planning Advisory Committee transportation group welcomes input in crafting a transportation plan for the City of Newton. Many people believe that increased traffic in our city has led to an increase in travel times to get from one end of our city to the other. This decrease in mobility has led to an overall diminution in the quality of life for many of our residents. Paradoxically, even in spite of increased automobile ownership, our citizens are finding it more of a challenge to get from place to place.

The CPAC has thus far looked at the relationship between land use, development decisions, and transportation systems. We have the broad goal of maintaining and improving automobile capacity on our roadways while mitigating any increases in traffic by enhancing walkable environments and public transportation systems. Accomplishing these goals will require a level of commitment and cooperation from our communities, our public officials, our city and regional agencies, and our financing sources.