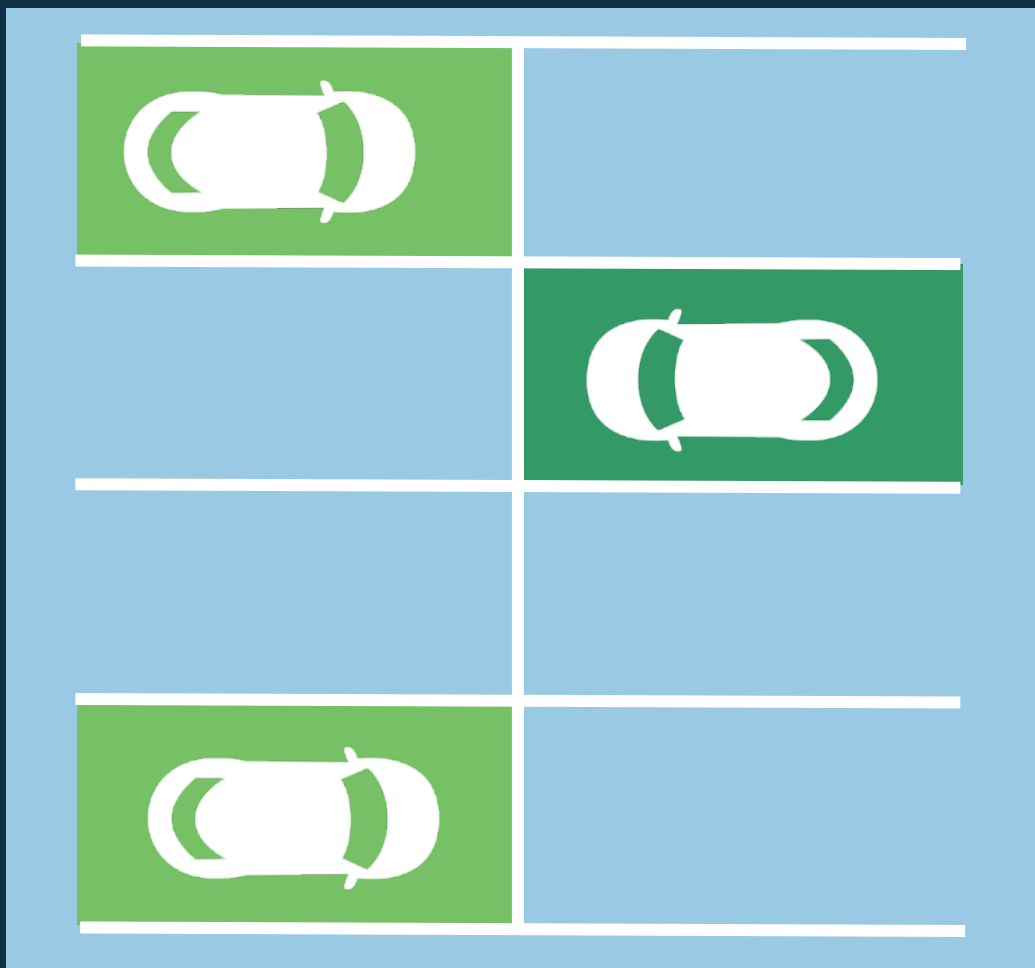




NEEDHAM CENTER + NEEDHAM HEIGHTS PARKING STUDIES

FINAL PRESENTATION-
SELECT BOARD



PROJECT OVERVIEW



STUDY SCHEDULE

Nov

Dec

Jan

Feb

March

**PROJECT
KICK-OFF** ★

Public Survey

Public Workshop

Tasks 1 + 2
(Current Parking Assessment /Utilization)

Task 3
(Evaluating Existing Options)

Task 4
(Evaluating Other Options)

Task 5
(Evaluating Parking Requirements)

**Draft
Recommendations**

**Select Board
Presentation**

**Final
Report**

Task 6
(Develop a Report)



STUDY GOALS

Document **existing parking supply** and daily demand

Improve parking **management system** for residents, employees, customers, and visitors

Investigate **efficiency and user-friendliness** of parking meters and other payment methods and find opportunities to improve

Identify and recommend parking supply **efficiencies/opportunities** to unlock parking in areas of higher demand

Identify opportunities to **better align policies** with the long-term goals and growth of the two areas

Support the **economies** of the Needham Center and Needham Heights

Inform decision-making for **future street improvement projects** and zoning updates



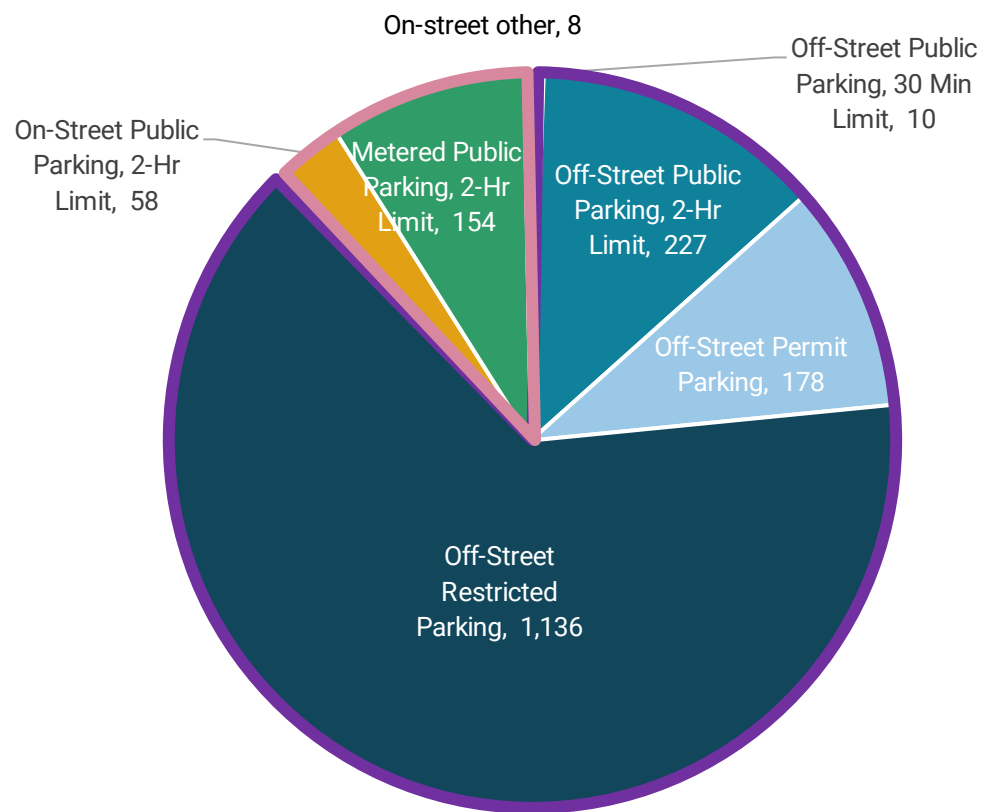
PARKING INVENTORY + UTILIZATION SUMMARY



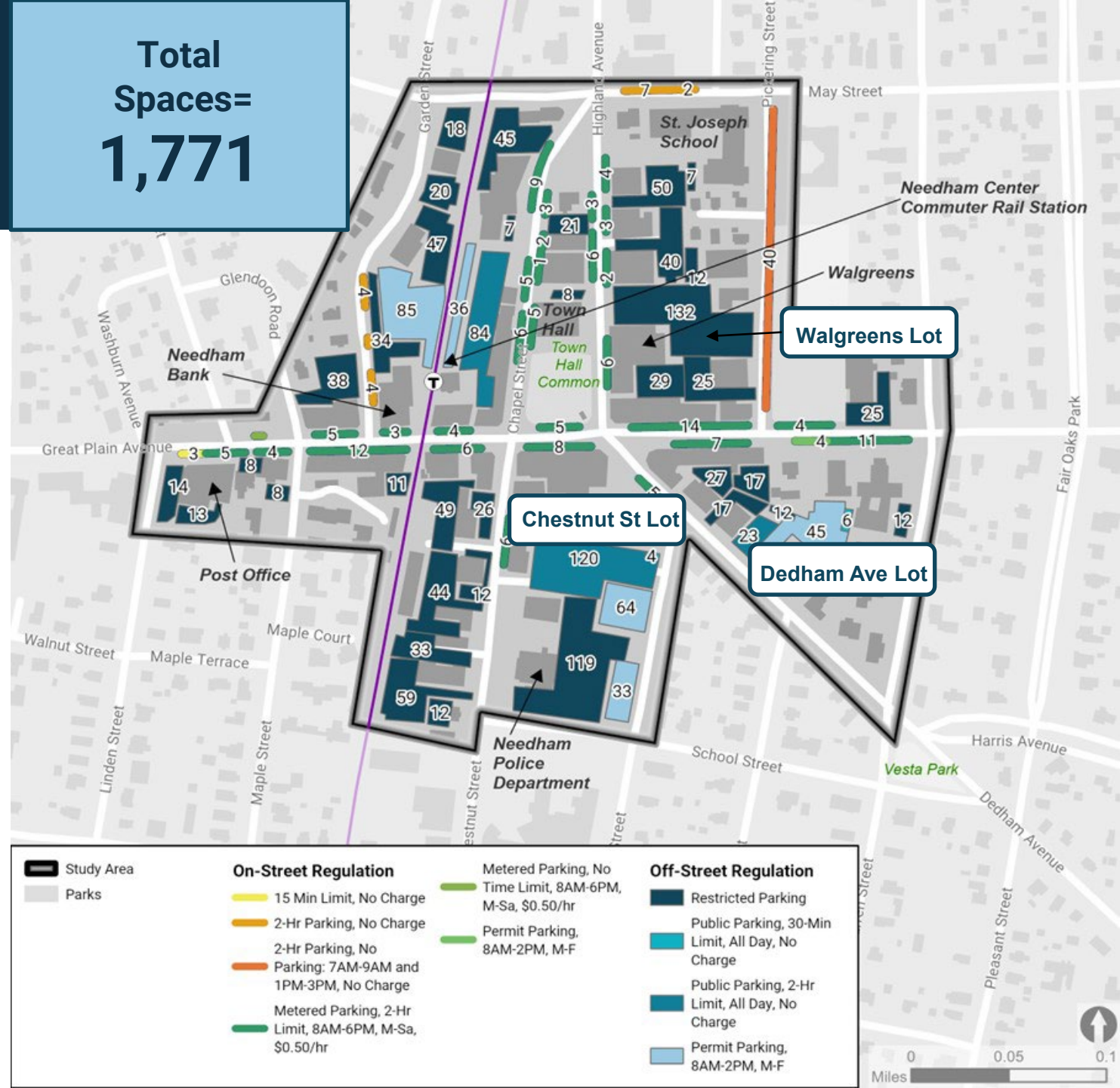
INVENTORY

Needham Center

Total
Spaces=
1,771



Note- Inventory excludes 11 on-street and 5 off-street spaces that were occupied by outdoor dining at the time of data collection



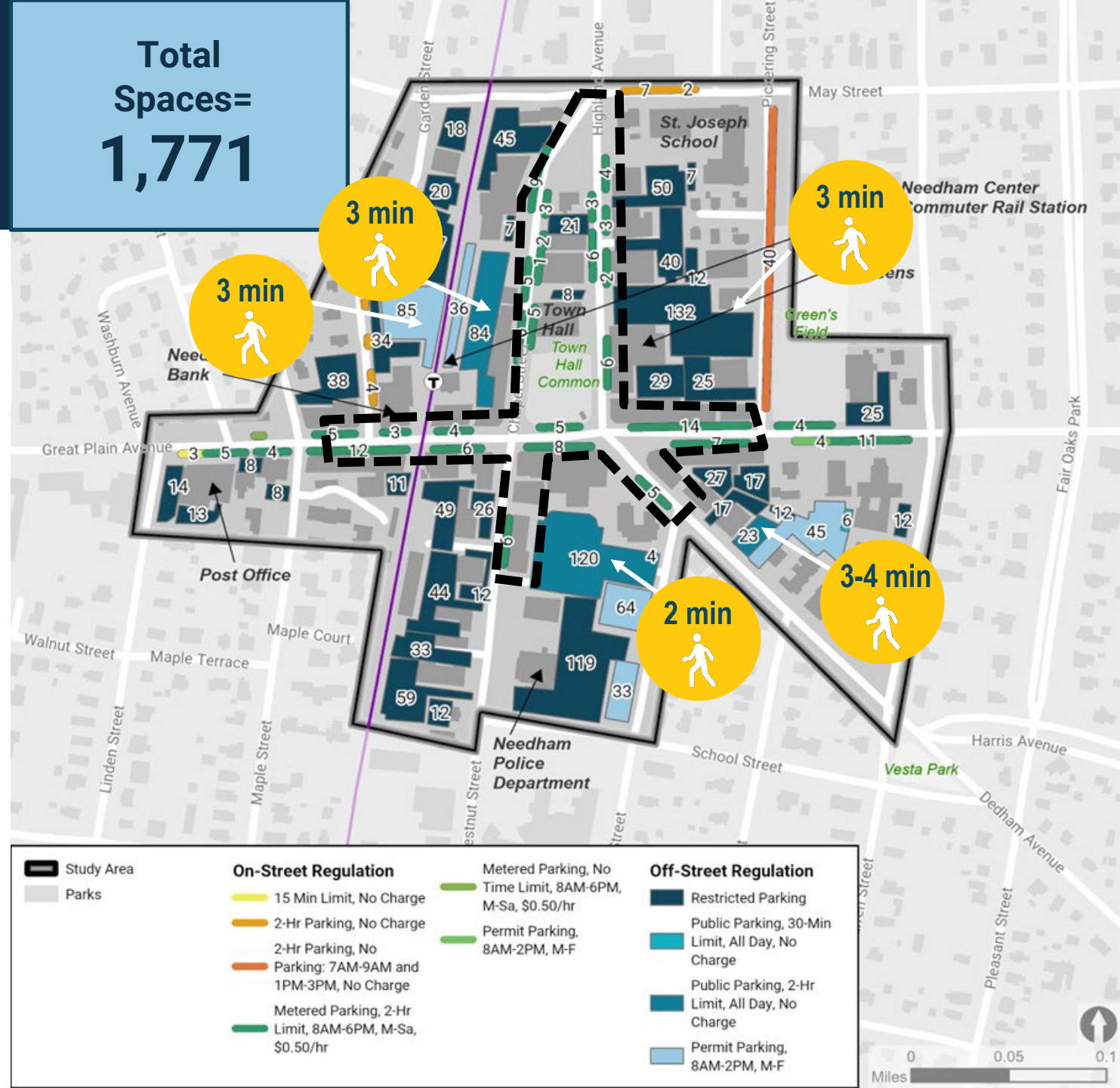


INVENTORY

Needham Center

Total
Spaces=
1,771

The majority of off-street public parking (237 spaces) is less than a 5-min walk to the **Center's core.**

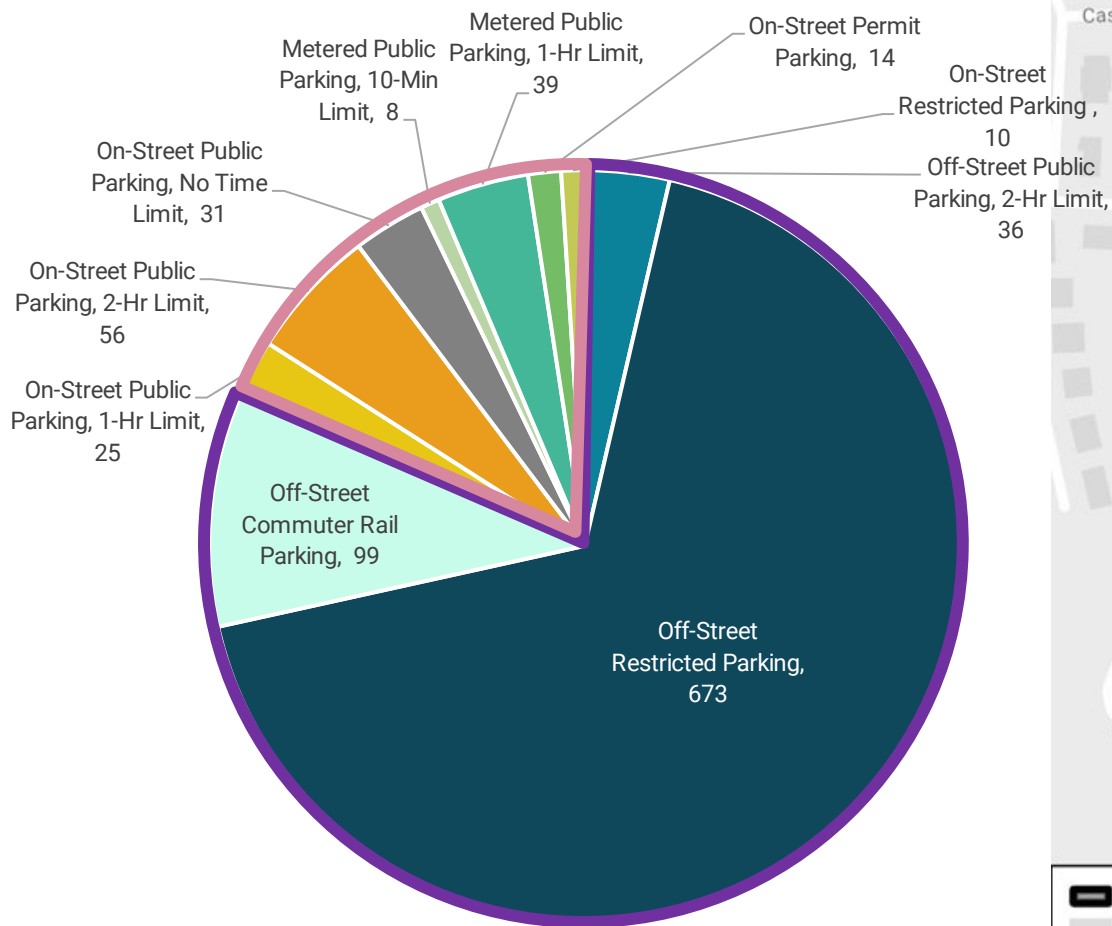




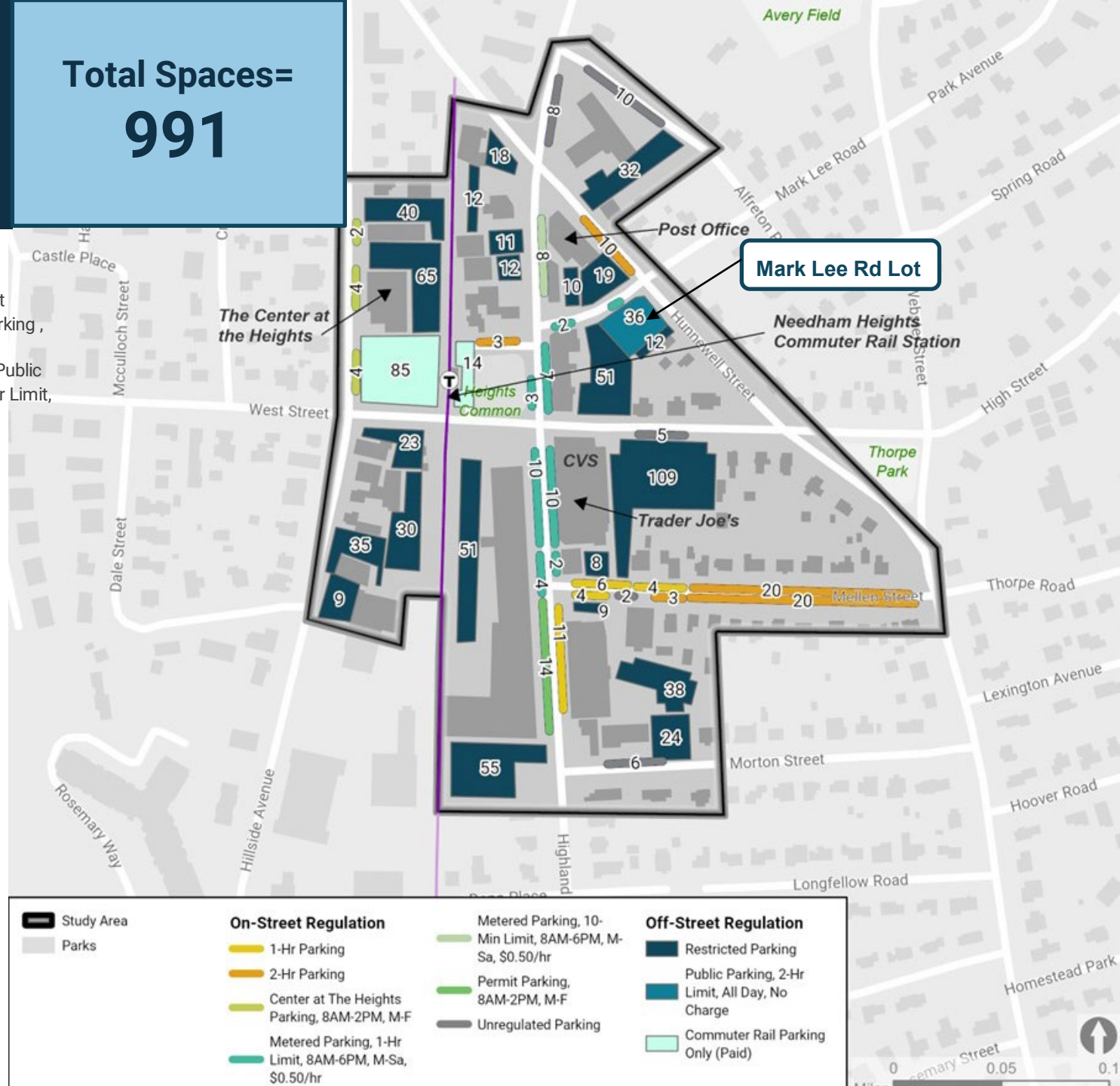
INVENTORY

Needham Heights

Total Spaces=
991



Note- Inventory excludes 11 on-street and 5 off-street spaces that were occupied by outdoor dining at the time of data collection



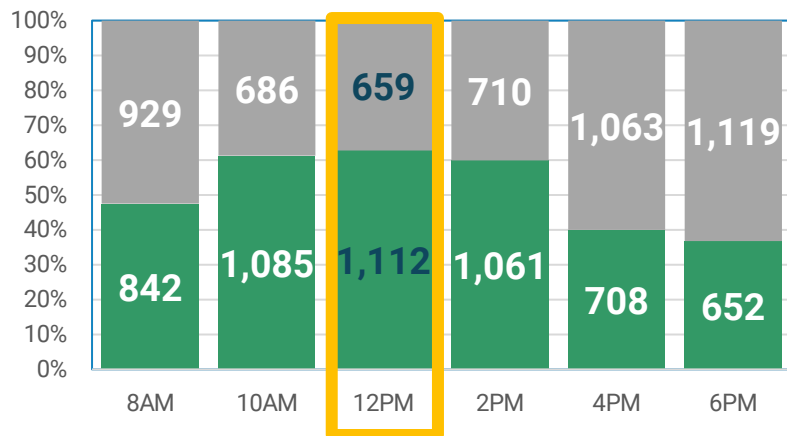


PEAK OCCUPANCY

Needham Center- 12PM

Occupied
Spaces=
63%

Overall Inventory (1,771)

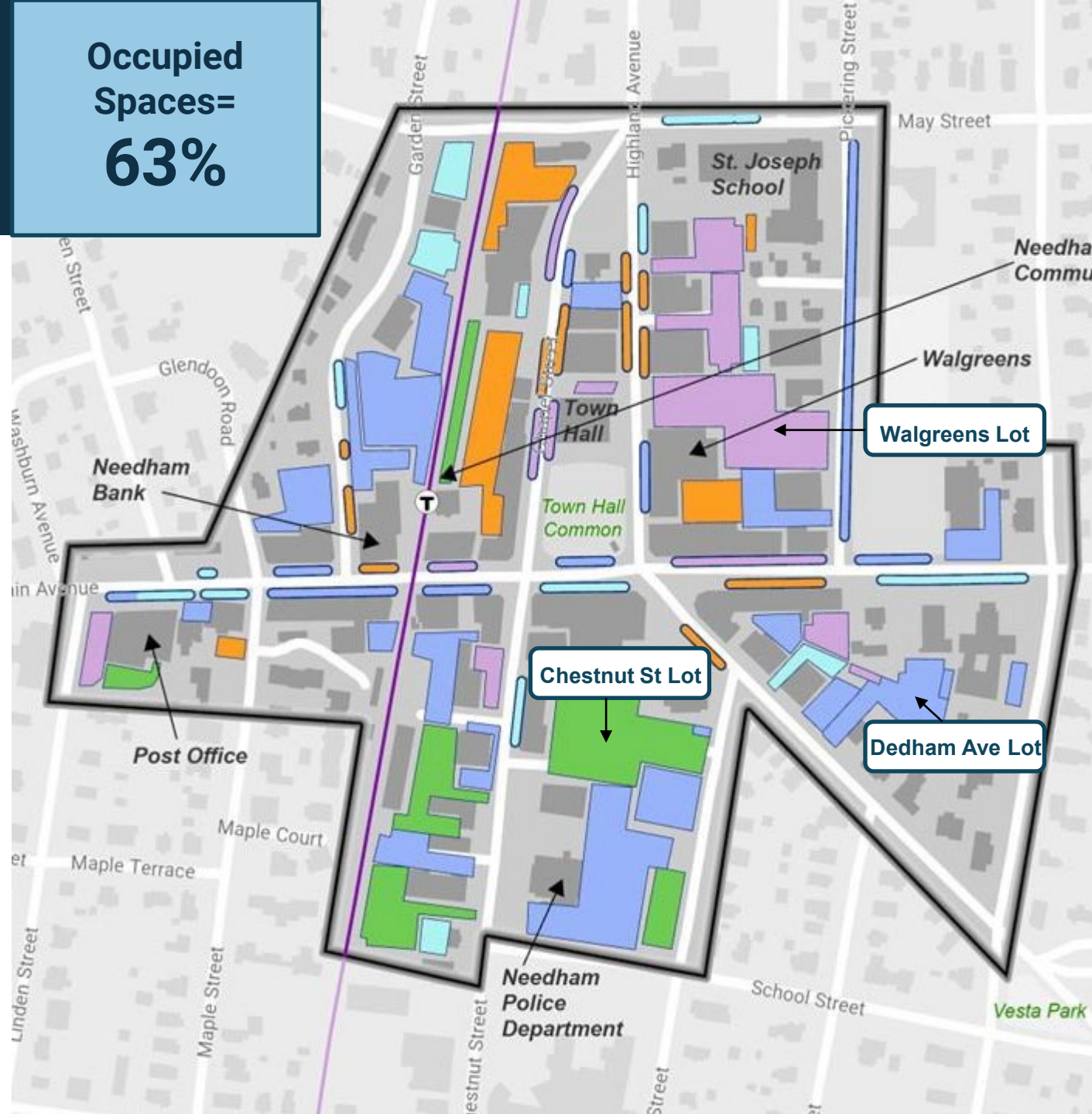


659 spaces still available

On-Street Parking



Off-Street Parking



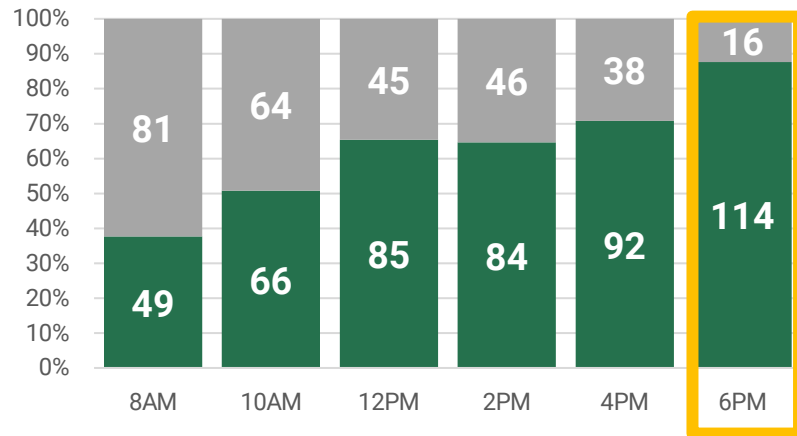


PEAK OCCUPANCY

Needham Center **CORE**- 6PM

Occupied Spaces
Overall= 63%
Core= 88%

Core Area: On-Street 2-Hr Metered Parking

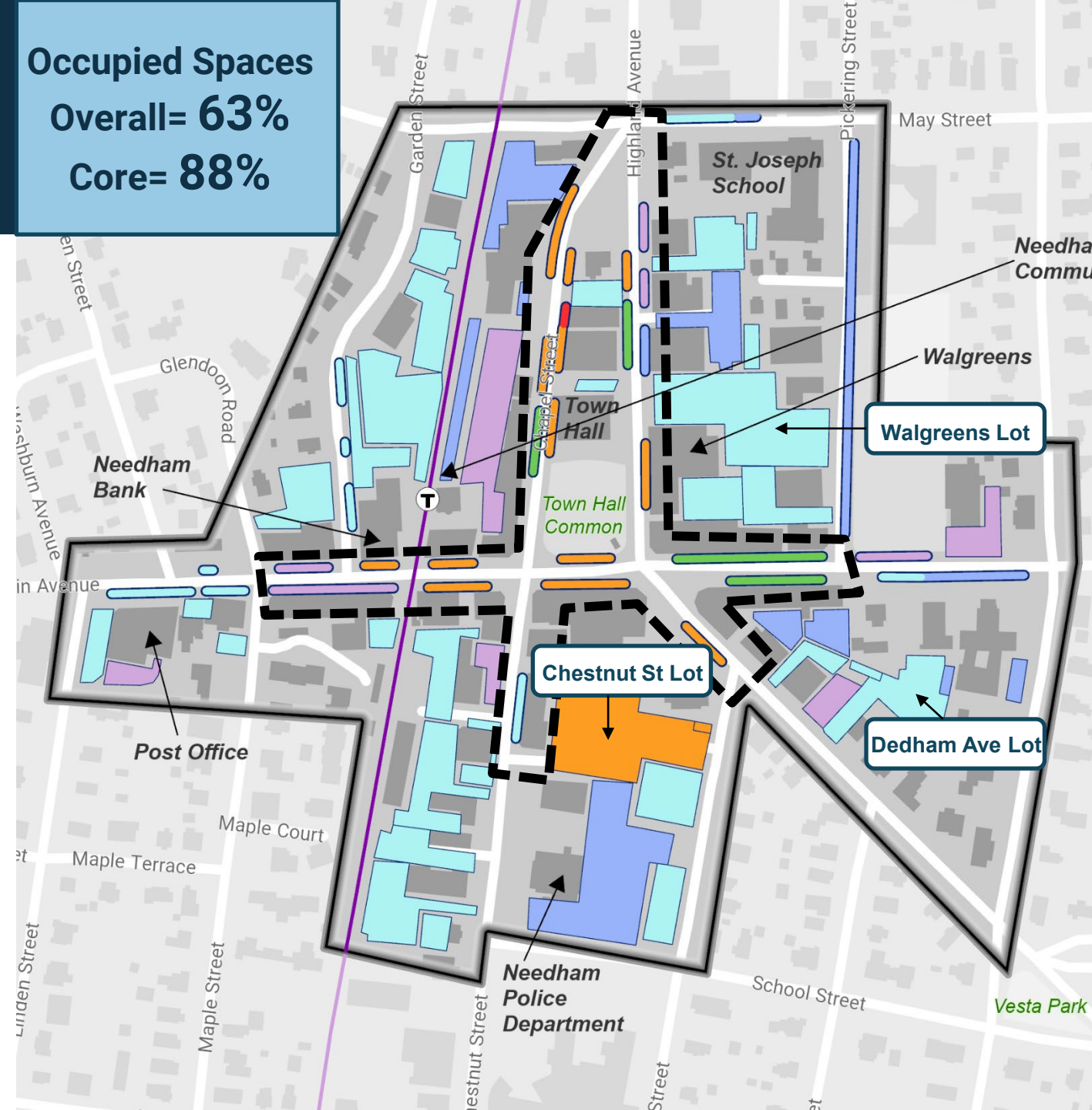


16 spaces still available
(all within 3-minute walk)

On-Street Parking



Off-Street Parking

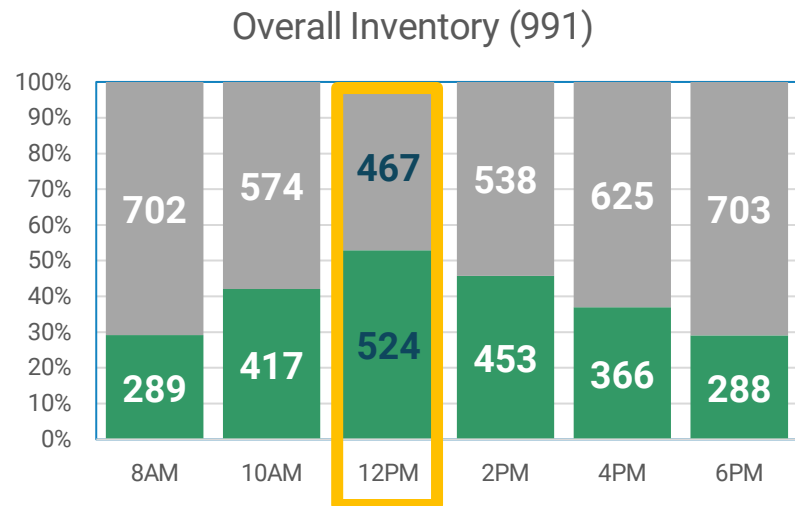




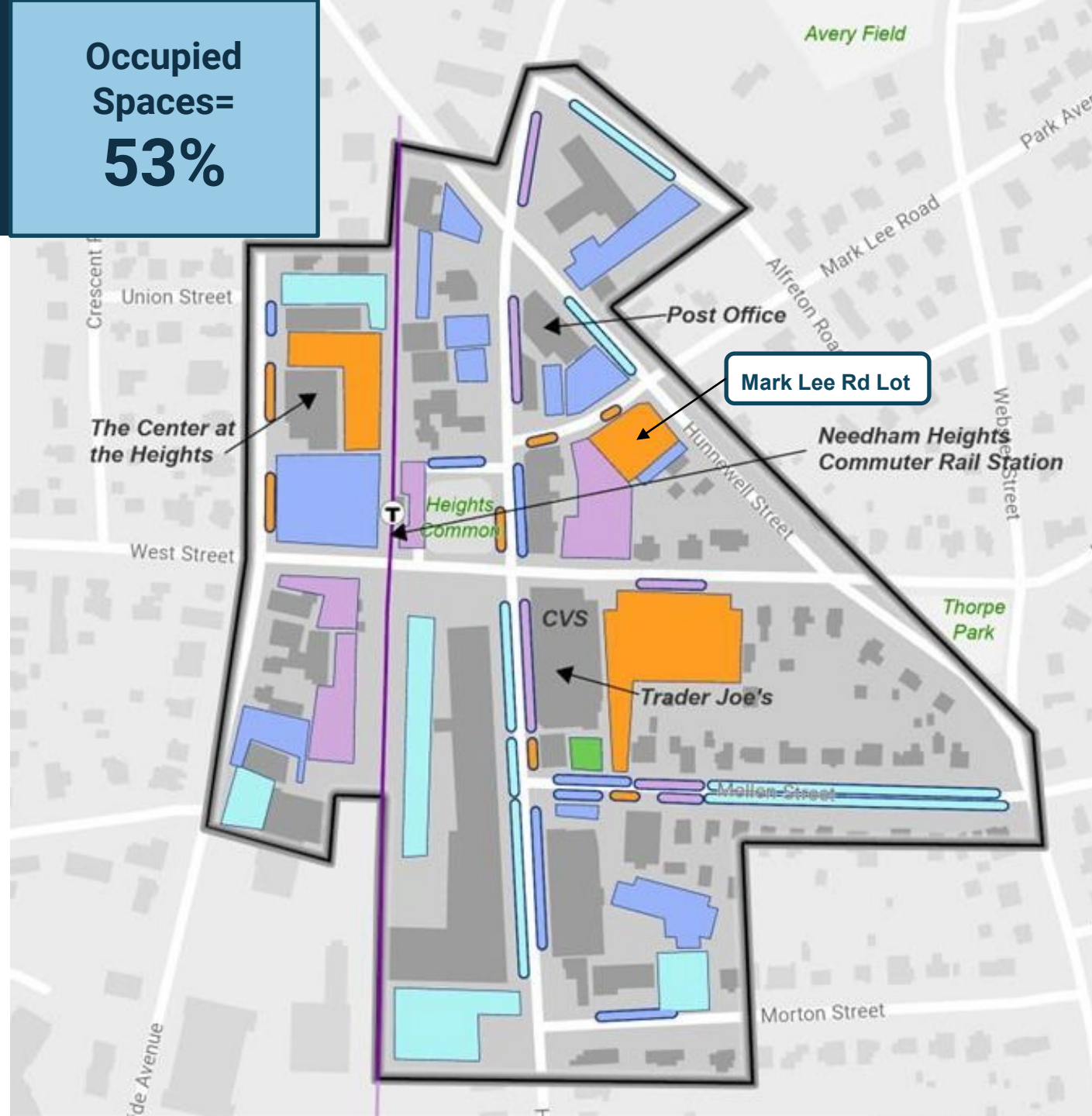
PEAK OCCUPANCY

Needham Heights- 12PM

Occupied
Spaces=
53%



467 spaces still available



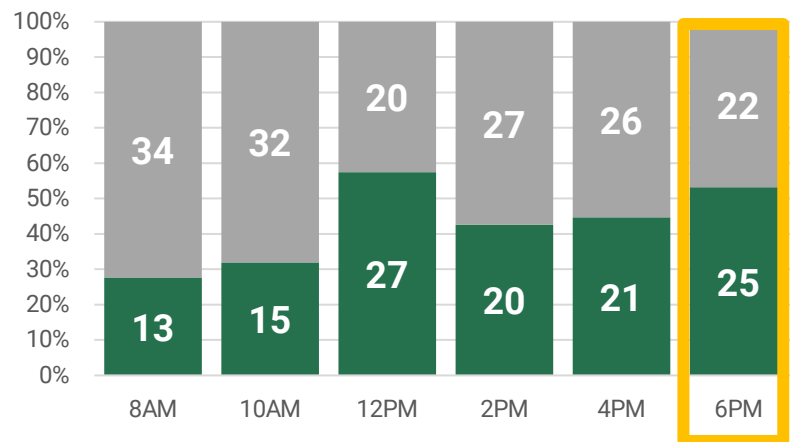


PEAK OCCUPANCY

Needham Heights **CORE**- 6PM

Occupied Spaces
Overall= 53%
Core= 47%

Core Area: On-Street 2-Hr Metered Parking

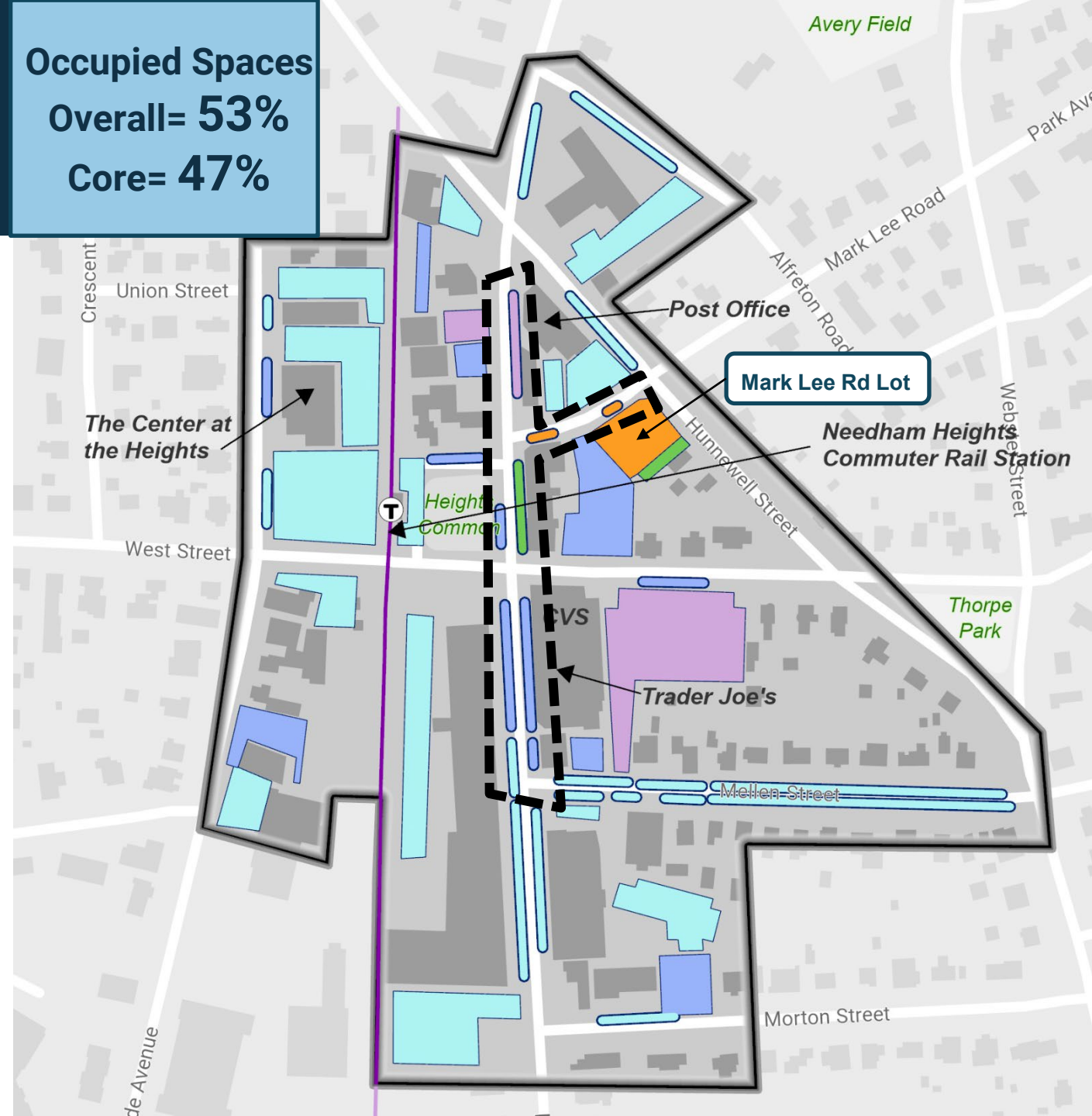


22 spaces still available
(all within 3-minute walk)

On-Street Parking



Off-Street Parking

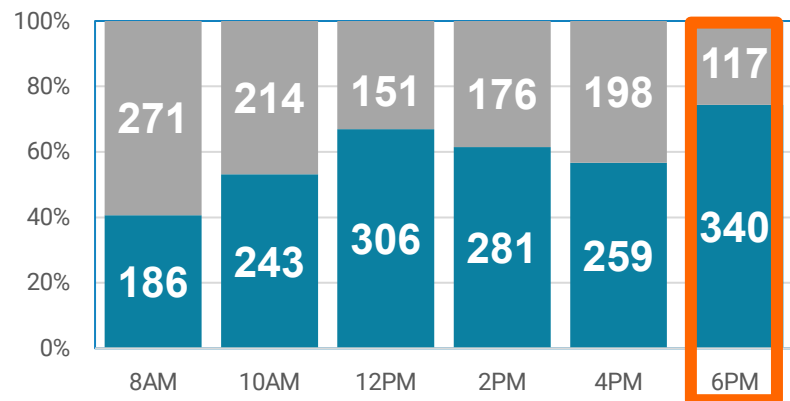




PARKING UTILIZATION- Public Parking

Center

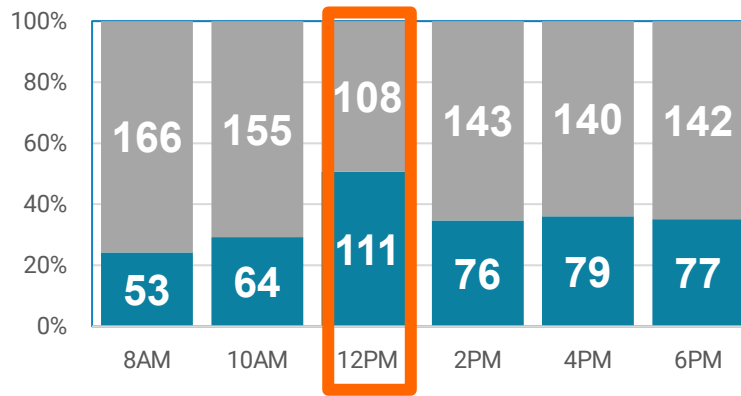
Public Parking (457)



74%

Heights

Public Parking (219)



51%

Public parking never exceeds 74% (Center) or 51% (Heights)

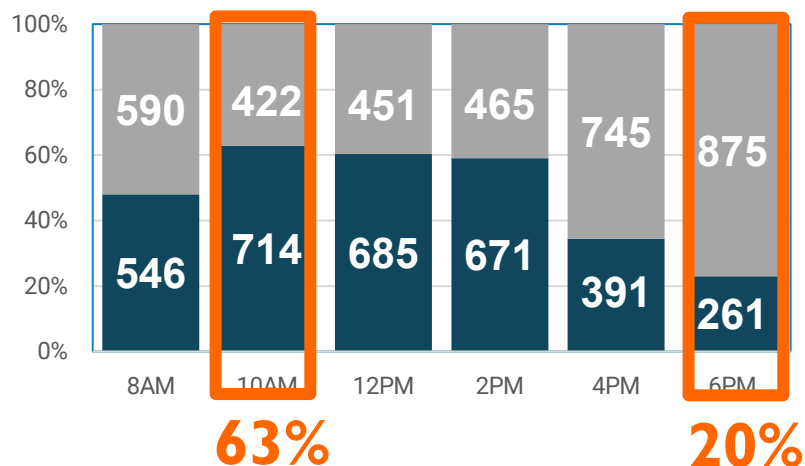




PARKING UTILIZATION- Restricted Parking

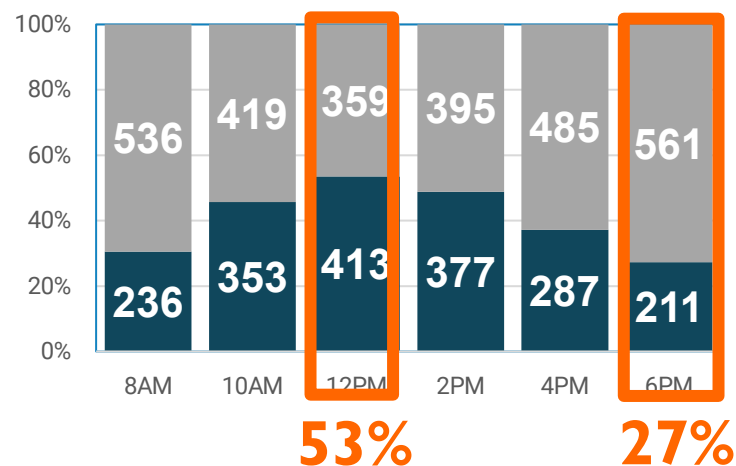
Center

Restricted Parking (1,136)

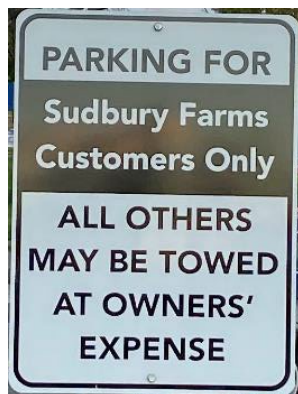


Heights

Restricted Parking (772)



Commuter rail parking is in low demand, particularly in the Center





PUBLIC OUTREACH + STAKEHOLDER ENGAGEMENT



PUBLIC SURVEY (conducted Nov. 23, 2022 - Jan. 19, 2023)

1,049
Responses

Who participated?

406	Visitors to Needham
322	Residents of greater Needham
230	Residents of Center or Heights
35	Business owners
23	Employees
7	Commuter Rail riders
6	Hospital workers/visitors

Age Breakdown

2	18-24
237	25-44
443	45-64
327	65 and over
28	Prefer not to say



SURVEY RESULTS – Key Takeaways

Needham Center

Improved meters/
technology are a
desired town
improvement
priority

15% of employees
park on-street

91% spend **less**
than 2 hours on a
typical visit

46% of customers
park one or two
blocks away



SURVEY RESULTS – Key Takeaways

Needham Center

Improved meters/
technology are a
desired town
improvement
priority

15% of employees
park on-street

91% spend **less**
than 2 hours on a
typical visit

46% of customers
park one or two
blocks away

Needham Heights

More parking is a
desired town
improvement
priority

25% of employees
park on-street

95% **spend less**
than 2 hours on a
typical visit

74% of customers
park right out
front or on the
same block



SURVEY RESULTS – Key Takeaways

Both Areas

1/3 are in favor of
**paying for
parking with an
app**

General openness
to some parking
being used for
**other purposes/
amenities**



**Proximity to
parking** is the first
influencer in
choosing a space

General desire to
see **improved
information/
signage** about
parking options



OPEN HOUSE- Town Hall (January 26, 2023)

50

Visitors



Needham Center

Key Comments

- **Confusing signage and difficult wayfinding** for off-street lots
- Unbalanced parking- too much parking at Police station and at private lots, **not enough public parking**
- **MBTA Commuter Lot lacks clarity** on who can park where
- More **focus on non-car transportation**, including bike lanes, bike parking, and improving pedestrian experience



OPEN HOUSE- Town Hall (January 26, 2023)

Needham Heights

Key Comments

- **MBTA lot underutilized post-pandemic**
- **Trader Joe's lot is always full and dangerous**
- **Lack of signage, generally**
- **Walking and biking need improvement**





STAKEHOLDER CONVERSATIONS

Needham Center (Feb 1, 2023)

Attendees (House of Pizza, Barre 3, French Press Bakery, Proud Mary's Gifts, Needham Music, Abbot's Frozen Custard, Michelsen's Shoes)

Needham Heights (Feb 2, 2023)

Attendees (Blue on Highland, Koko Fit Club, Café Fresh Bagel, Town Pizza)

Key Comments

- Enforcement varies
- Legal permit parkers getting ticketed
- Limited employee parking passes
- Loading/short-term spaces desired
- Employees occupy prime spaces
- Centralized employee parking desired
 - Mark Lee Road has potential
- Leased spaces need better signage
- Employee permit costs can add up

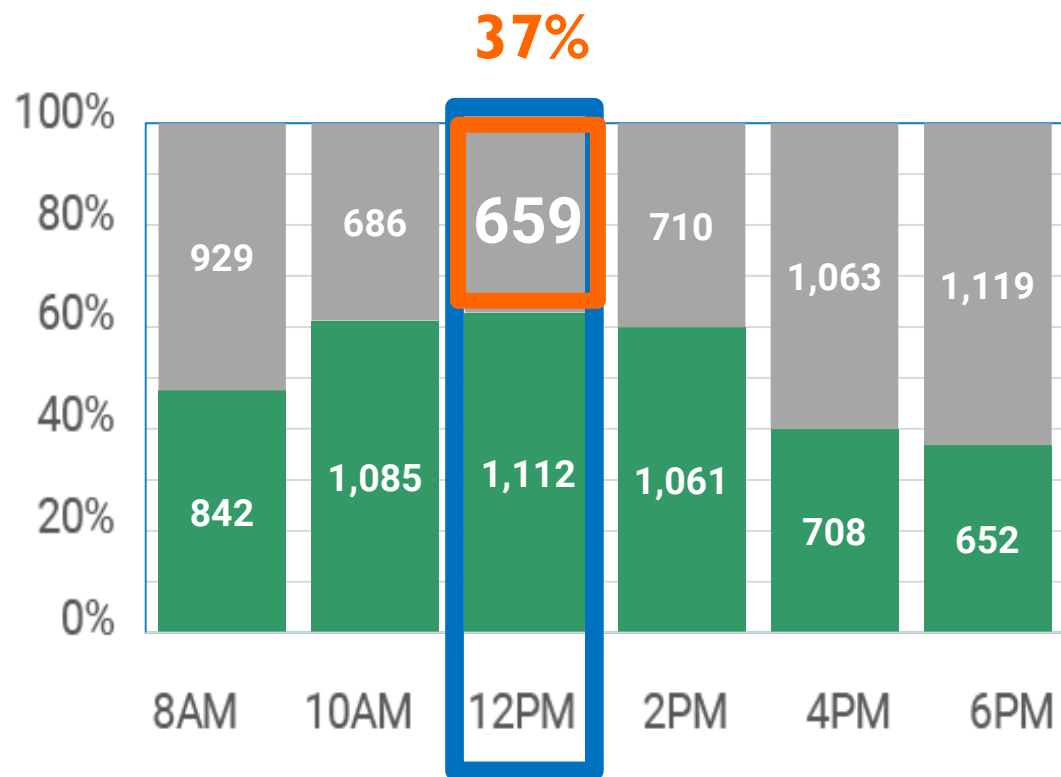


SUMMARY ANALYSIS

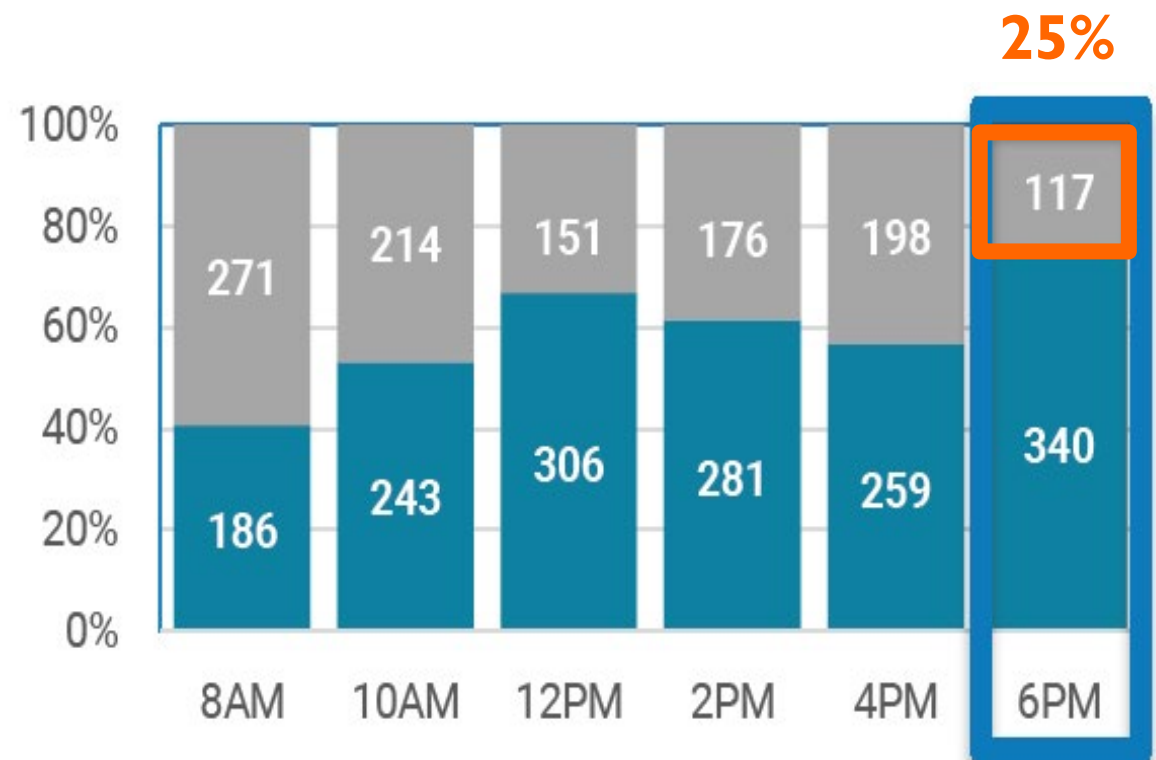


SUMMARY ANALYSIS: Parking Supply

There is excess supply today in the Center.



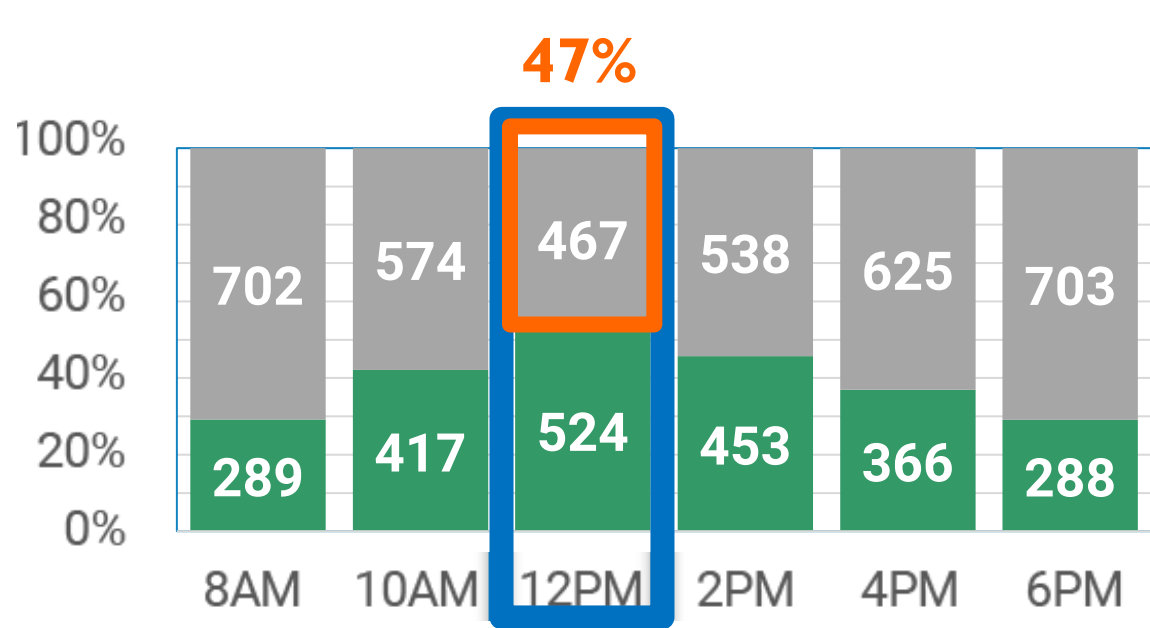
Overall utilization 12pm peak



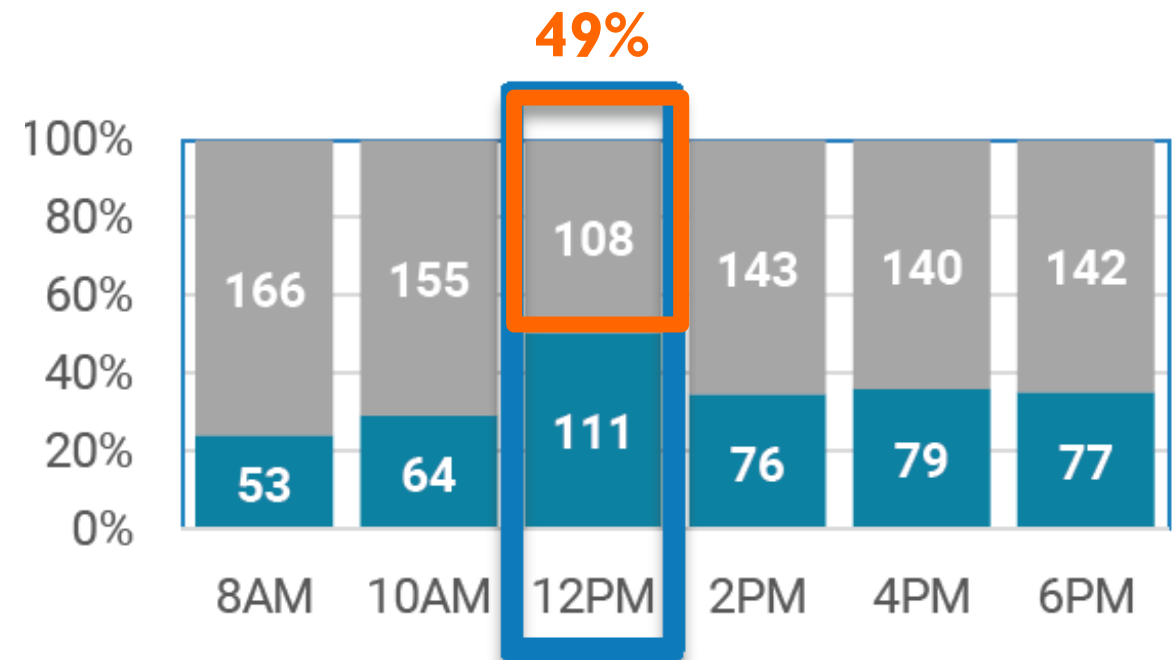
Public parking utilization 6pm peak

★ SUMMARY ANALYSIS: Parking Supply

There is excess supply today in the Heights.



Overall utilization 12pm peak



Public parking utilization 12pm peak



SUMMARY ANALYSIS: Parking Supply



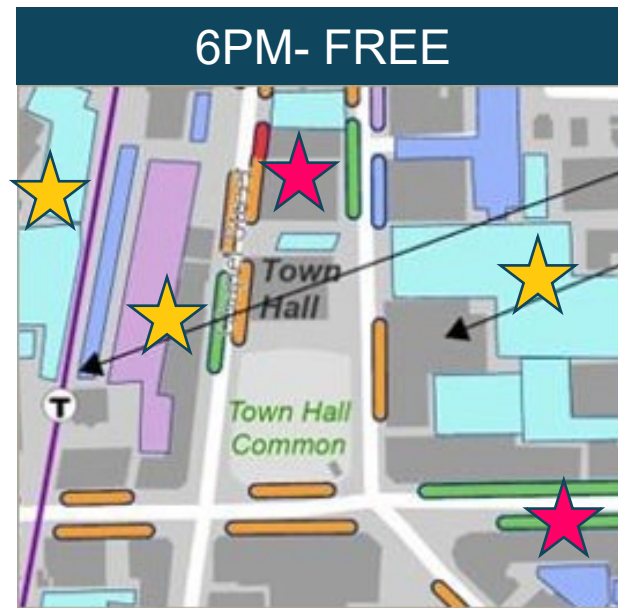
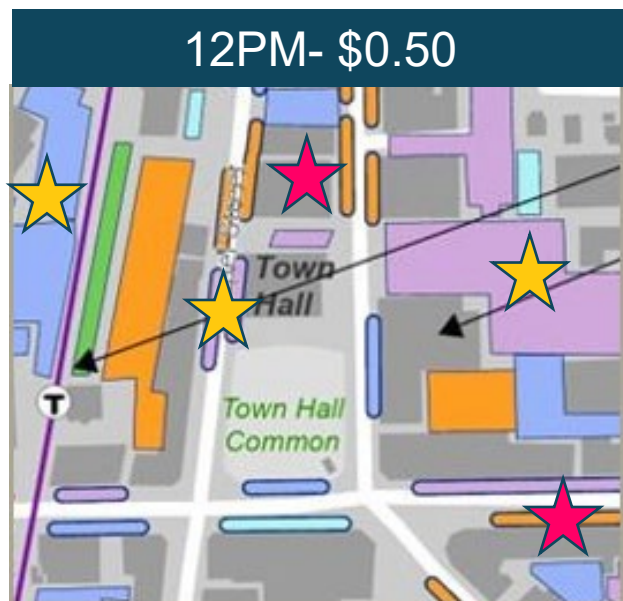
Parkers don't know some lots are available or that they exist





SUMMARY ANALYSIS: Parking Pricing

- Static pricing is **not responsive** to dynamic demand
- **Top destinations** (like Town Hall) experience **low / no availability**
- **No incentive** to use nearby available parking at the same price
- **Prime spaces fill up** as soon as meters shut off



- ★ Same areas busy all day
- ★ Same nearby areas with availability all day

★ SUMMARY ANALYSIS: Parking Pricing

Meter prices are low compared to other downtowns of similar size

Average, 2-hour cost	
Belmont (meter)	\$2
Newton (meter)	\$1.50
Needham (meter)	\$1
Wellesley (meter)	\$1 *(minimum 2-hr purchase required because of “low rates”)
<i>Drinks (for 2)</i>	<i>\$25</i>
<i>Dinner (for 2)</i>	<i>\$100</i>
<i>Clothing Shopping</i>	<i>\$150</i>



SUMMARY ANALYSIS: Parking Regulations

- Most on-street spaces have a 2-hour maximum limit which **aligns with the vast majority of (surveyed) visitor trips** being less than 2-hours
 - Public lots also are generally signed for shorter visits
- Enforcement is mostly **chasing workers**, not legitimate violators
- At dinnertime, **parking regulations are very different than at noon**
- Span ending at 6pm results in restaurant workers occupying prime on-street spaces **before customers arrive**



SUMMARY ANALYSIS: Permits

- Permits **relatively inexpensive** and “lock” purchasers into annual fee
- Annual permit purchase is not a realistic option for part-time workers, resulting in meter-feeding & “rolling”
- Permit process **very manual / overhead heavy**
- Permits are not available to downtown residents, hurting viability of needed infill housing
- **Long-term visitors do not have parking options without a permit**





SUMMARY ANALYSIS: Meter Technology

- Meters **only accept coins**
- Meters don't include **number of minutes in violation**
- Meter parking sessions **do not reset** upon turnover



SUMMARY ANALYSIS: Parking Enforcement

- Enforcement currently **limited to daytime**
- **Span of enforcement does not match hours of ‘parking crunch’** (after 6pm)
- **Staying overtime** (including overnight) is one of the most frequent parking violations
- Number of violations/tickets issued **varies daily**
- Handheld system PEOs use is **glitchy**
- Turnover and utilization is **not currently tracked** with the enforcement system
- Tickets can be **paid online**



SUMMARY ANALYSIS: Zoning

- Requirements are **relatively high**
- **Waiver requests are frequent**, indicating the requirements do not match the market
- Limited options for reductions as of right; **lengthy review process** required
- Although **some flexibility exists**, it is limited
 - Parts of Needham Center/Heights do not fall into these areas

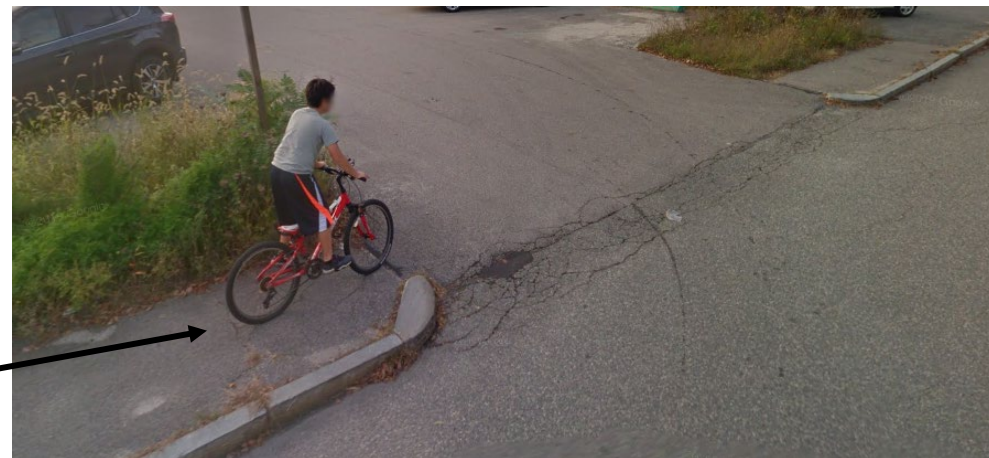
Observed Needham residential parking demand	0.9 cars /unit
Residential zoning requirement	1.5 spaces /unit

Land Use	Needham Requirement	ITE Projection	Comparison
Residential	1.5 spaces/unit (lower for affordable)	1.15 spaces/unit ¹	Higher
Office	1 space/300 sf	1 space/420 sf	Higher
Medical Office	1 space/200 sf	1 space/310 sf	Higher
Retail	1 space/300 sf	1 space/515 sf	Higher
Restaurant	1 space/3 seats, (more for takeout)	1 space/ 5 seats	Higher



SUMMARY ANALYSIS: Multimodal Network

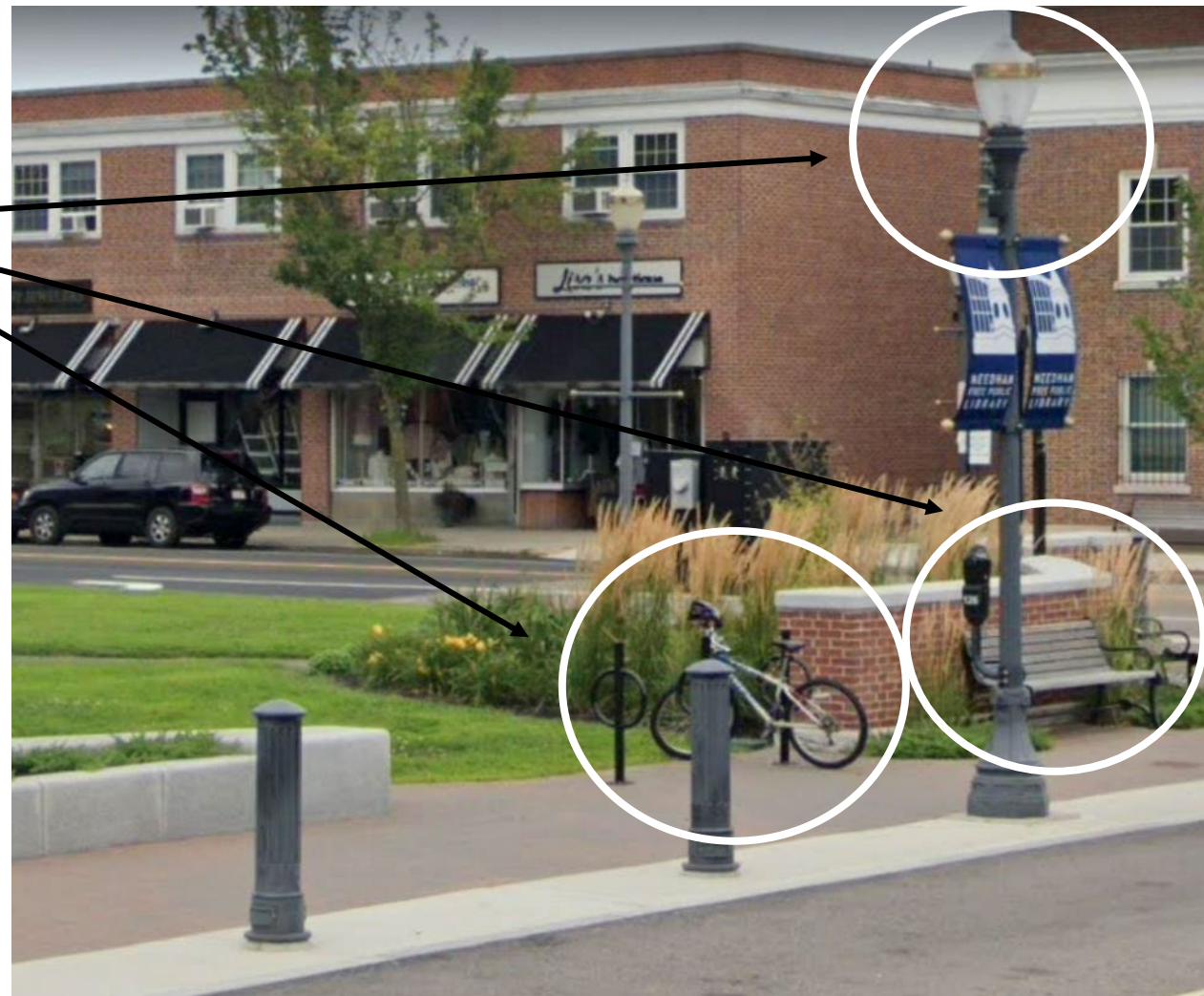
- Car-centric infrastructure but some to support walking and bicycling
 - Sidewalks mostly complete but some areas & crosswalks need improvement
 - Crosswalks needed near the Dedham Ave and Chestnut St lots





SUMMARY ANALYSIS: Multimodal Network

- A range of amenities improve the pedestrian experience
- Sharrow markings are present but dedicated bike lanes are preferable
- Bike racks are present but aren't always convenient





SUMMARY ANALYSIS: Key Findings

Ample vacancy at peak

Vacant spaces hard to find

Pricing does not match demand

Few long-term spaces

Misdirected enforcement

Hard to walk to remote parking



DRAFT RECOMMENDATIONS

DRAFT RECOMMENDATIONS

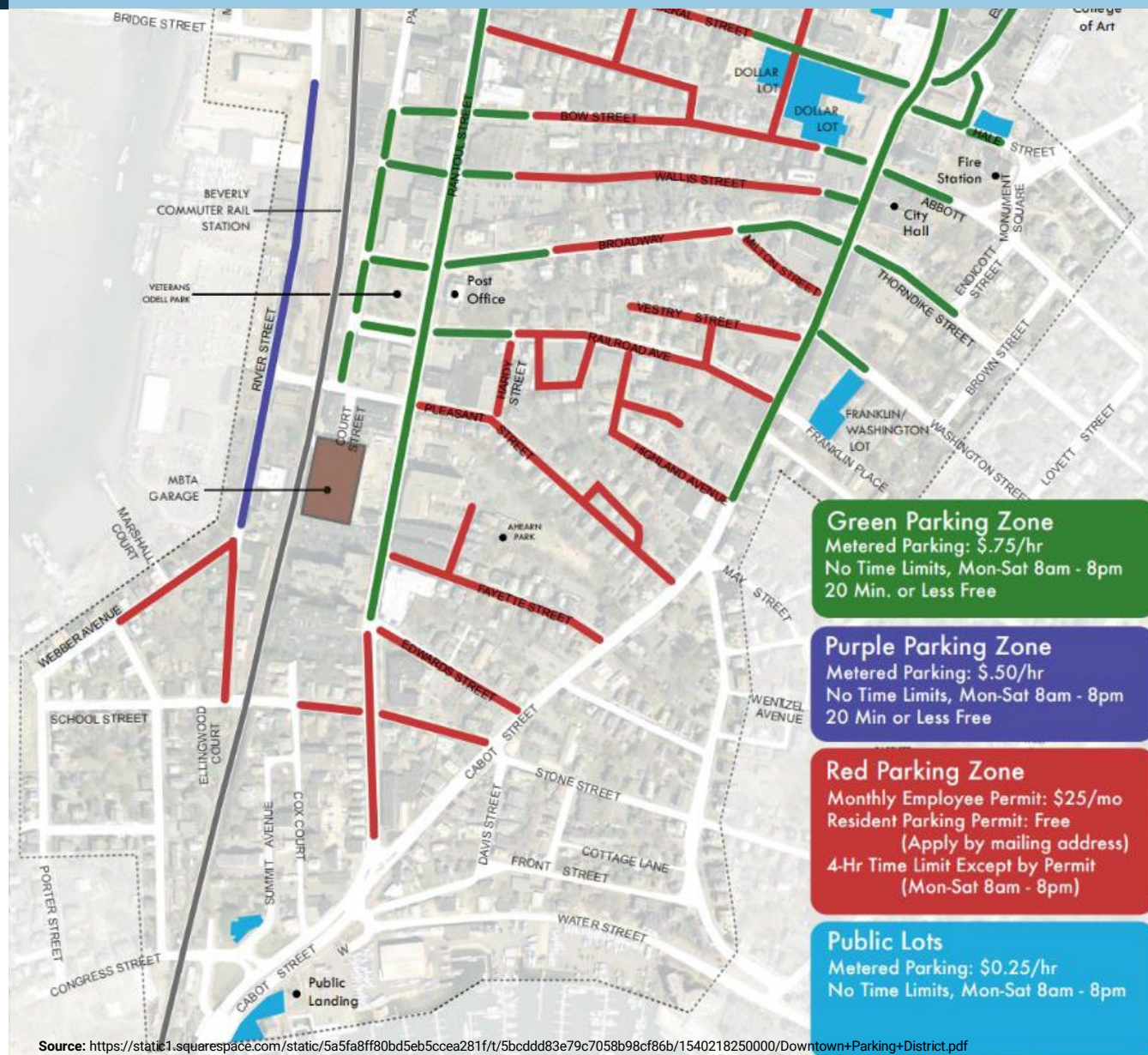
- | | | | |
|----------|---|-----------|---------------------------------|
| 1 | Performance-based pricing | 8 | Payment technologies |
| 2 | Permits | 9 | Introduce flexibility in zoning |
| 3 | Shared parking district | 10 | Parking supply opportunities |
| 4 | Long-term parking | 11 | Multimodal improvements |
| 5 | Enforcement | 12 | Bike parking infrastructure |
| 6 | Create more active curbs | 13 | Clarity of regulations |
| 7 | Improve parking signage
and wayfinding | | |

 Short-Term  Long-Term  Periodic Evaluation Required

What is it?

- Adjusting price and/or time limits (up/ down) to **match demand**
- Extending the operating time of the meters **into the evening** when on-street parking demand increases
- **Lengthening time-limits** (rely on fees to generate turnover, instead)

CASE STUDY- Beverly, MA



PERFORMANCE-BASED PRICING

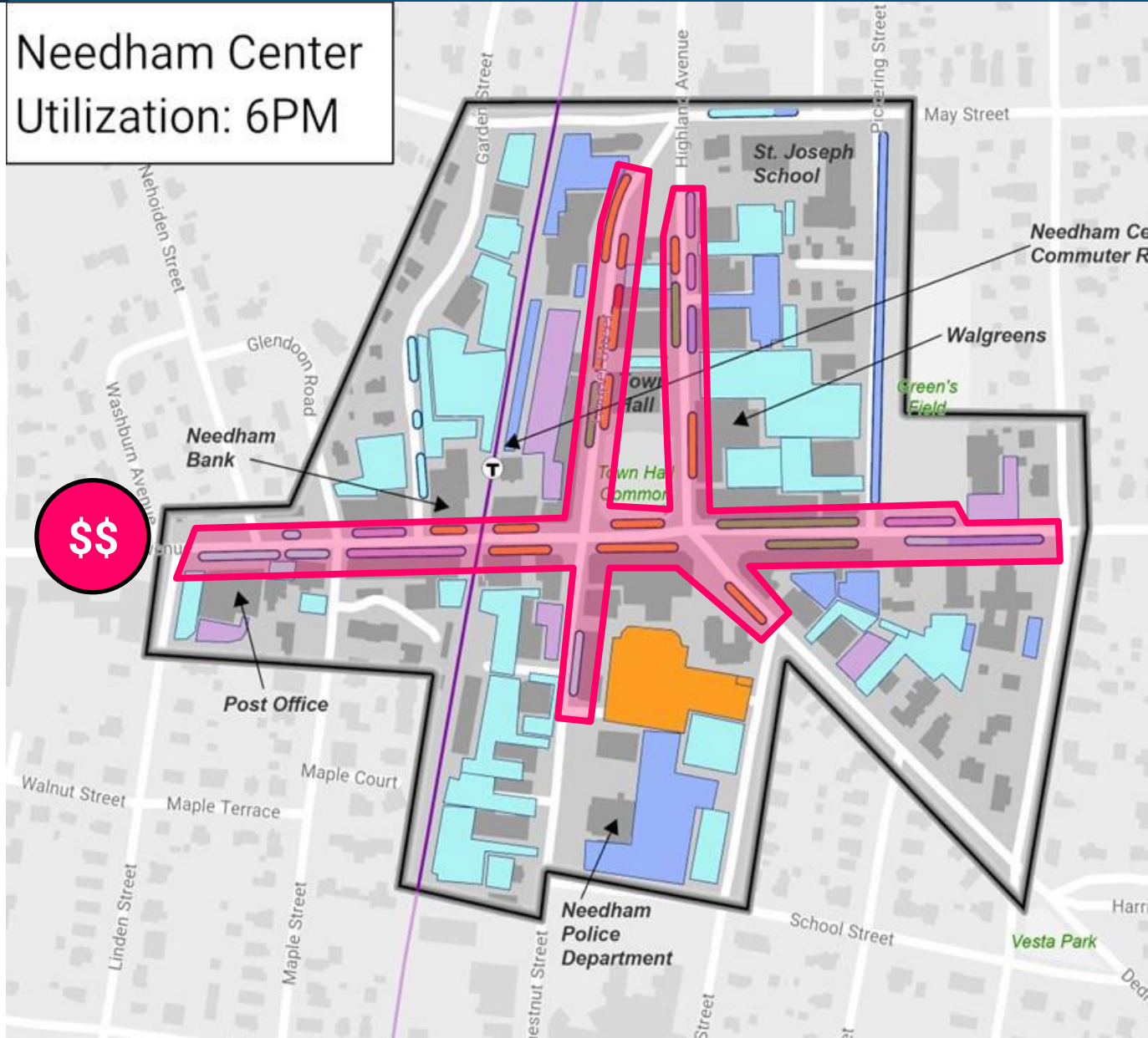
How would it work in the Center?

- Extend the meters to 8pm to along Chestnut St/ Highland Ave
- Remove time limits

Existing Meter Price Structure	Existing Time Limit
\$\$ (All meters)	2-hours (Until 6PM)

NEEDHAM CENTER: PRICING TODAY

Needham Center
Utilization: 6PM



1.

PERFORMANCE-BASED PRICING

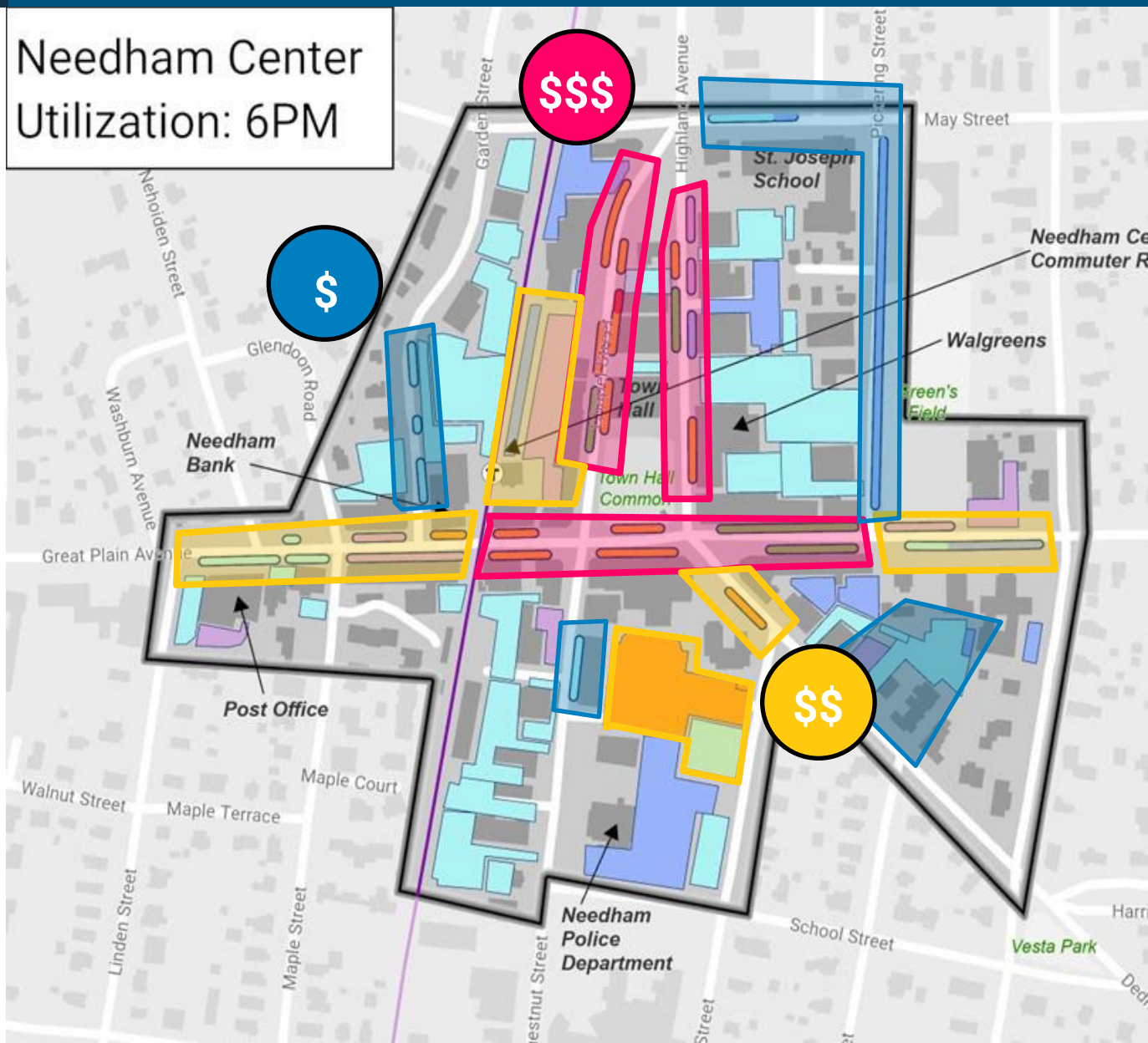
How would it work in the Center?

- Tiered pricing

Recommended Meter Price Structure	Recommended Time Limit
\$\$\$ (Prime)	None (Until 8PM)
\$\$ (Secondary)	None (Until 8PM)
\$ (FREE)	None (Until 8PM)

NEEDHAM CENTER: PROPOSED

Needham Center
Utilization: 6PM



1.

PERFORMANCE-BASED PRICING

How would it work in the Heights?

- Extend the meters to 8pm to Highland Ave
- Remove time limits

Existing Meter Price Structure

Existing Time Limit

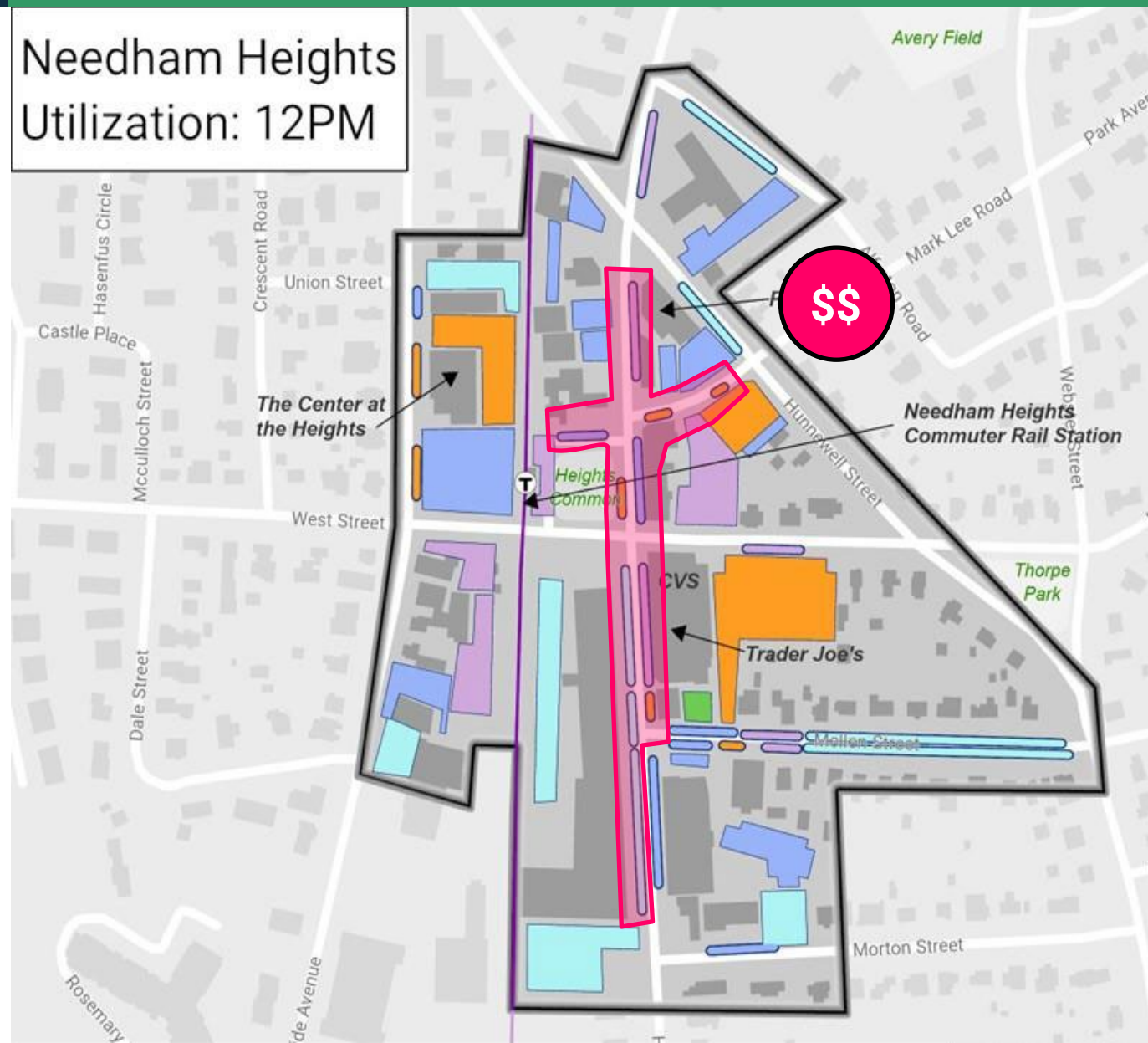
\$\$
(All meters)

2-hours
(Until 6PM)

DRAFT

NEEDHAM HEIGHTS

Needham Heights
Utilization: 12PM



1.

PERFORMANCE-BASED PRICING

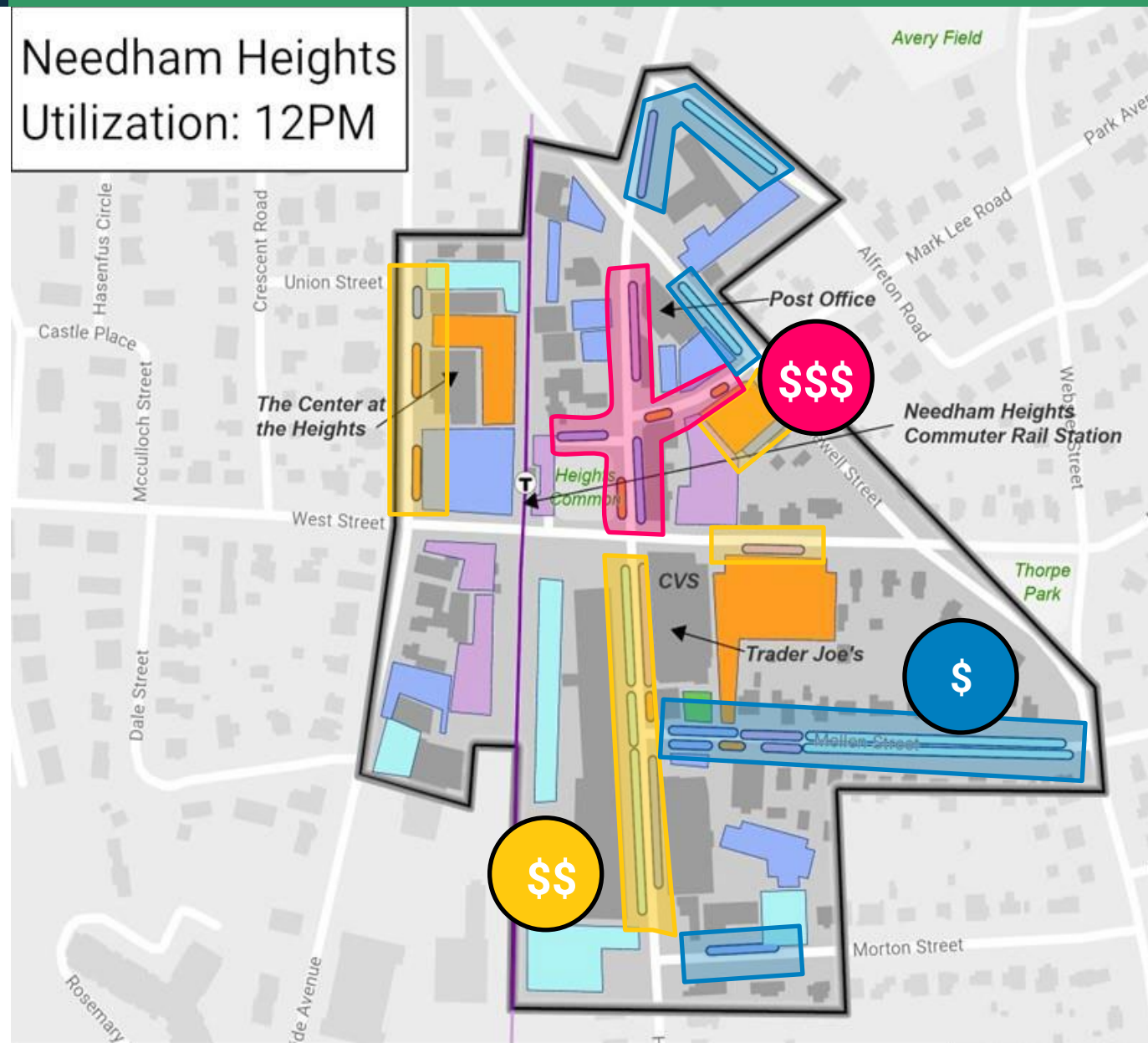
How would it work in the Heights?

- Tiered pricing

Recommended Meter Price Structure	Recommended Time Limit
\$\$\$ (Prime)	None (Until 8PM)
\$\$ (Secondary)	None (Until 8PM)
\$ (FREE)	None (Until 8PM_

NEEDHAM HEIGHTS

Needham Heights
Utilization: 12PM



What is it?

- Allow paid users to park in permit spaces to maximize utilization
- Create some long-term spaces that do not require permits
- Expand to downtown residents
- Continue to monitor and adjust pricing, as needed, depending on demand

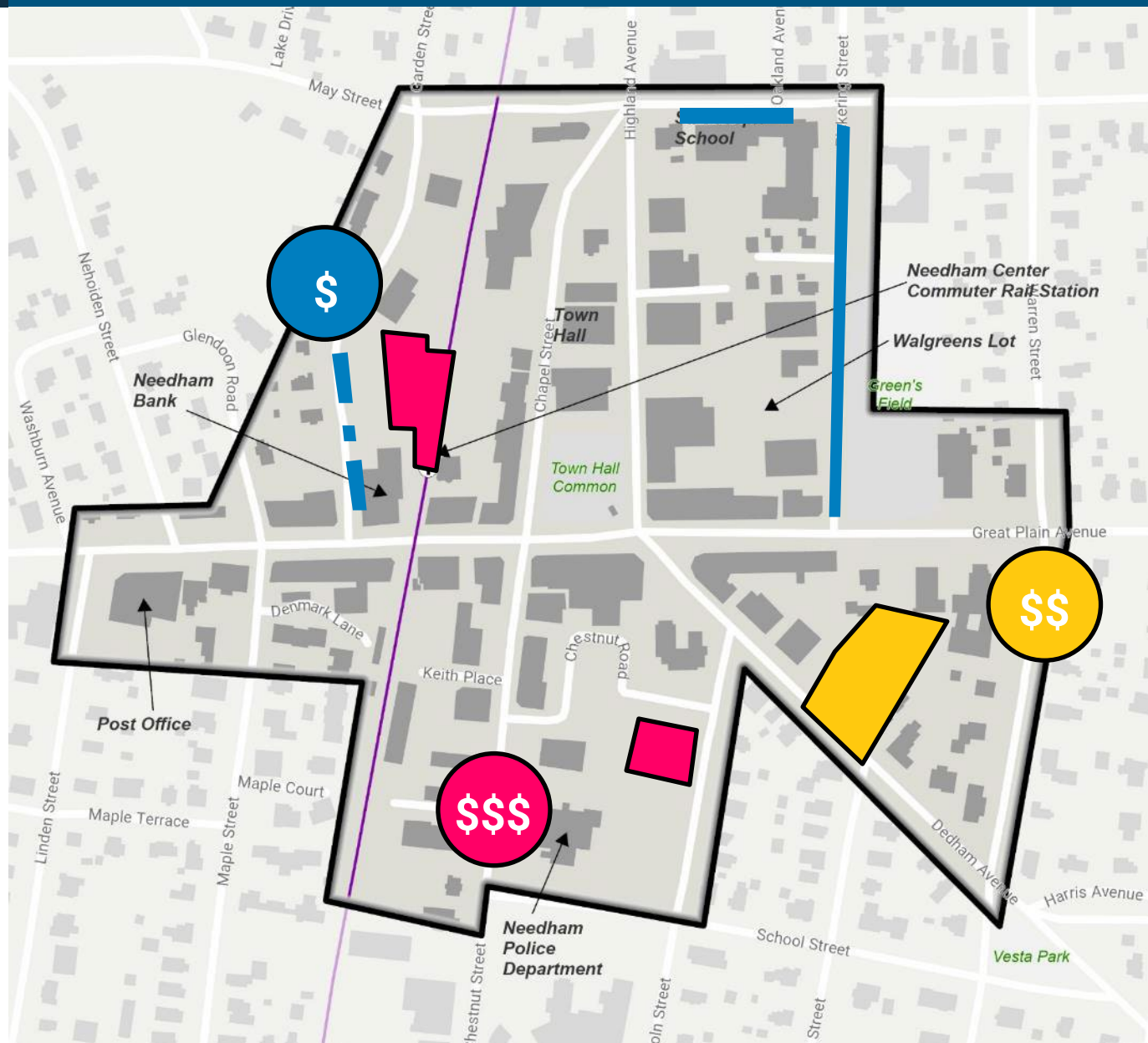
It's Time.



parkingclerk@CityofMelrose.org

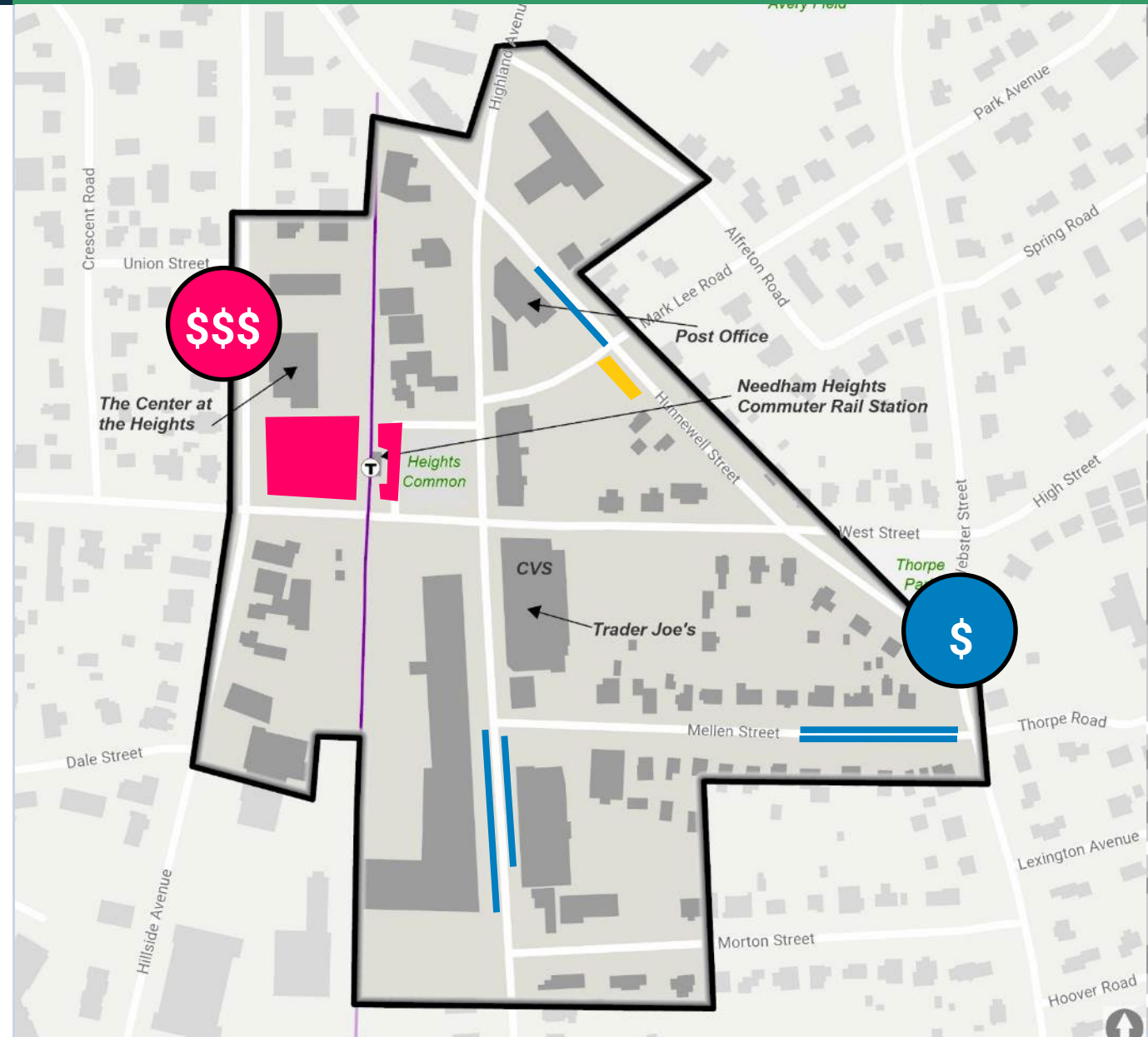
How would it work in the Center?

Recommended Permit Price Structure	Recommended Time Limit
\$\$\$ (Prime)	None
\$\$ (Secondary)	None
\$ (FREE)	12-hour



How would it work in the Heights?

Recommended Permit Price Structure	Recommended Time Limit
\$\$\$ (Prime)/MBTA operated	None
\$\$ (Secondary)	None
\$ (FREE)	12-hour

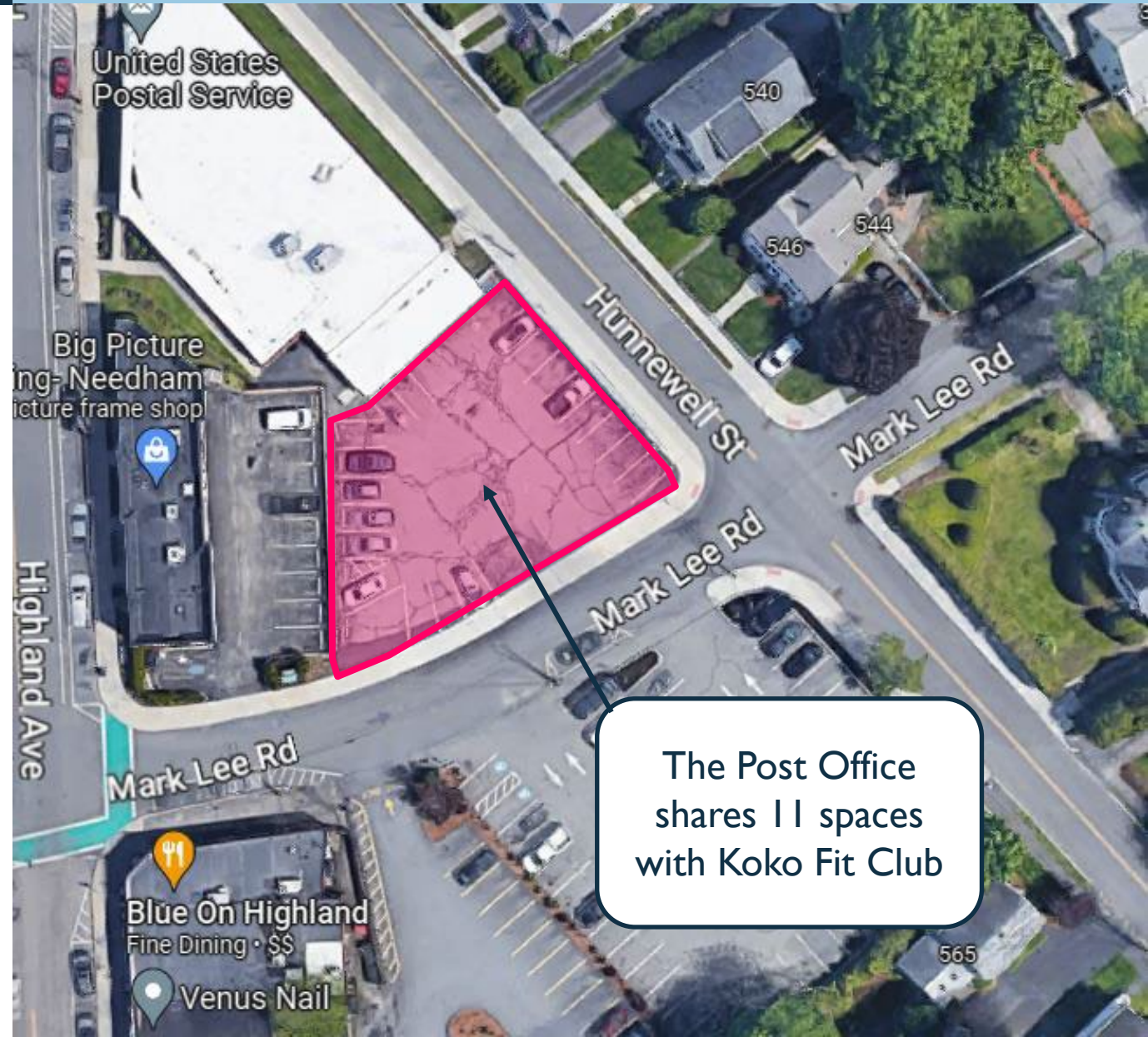


3. SHARED PARKING DISTRICT

CASE STUDY- Needham

What is it?

- Town works with property owners to open currently restricted but **underutilized parking** to public
- This can be for **select** groups (i.e., employees) or at **select** times (i.e., after businesses close for the day)
- Town can offer **improvements and/or revenue-sharing** to include in public parking system.



3. SHARED PARKING DISTRICT

How would it work in the Center?

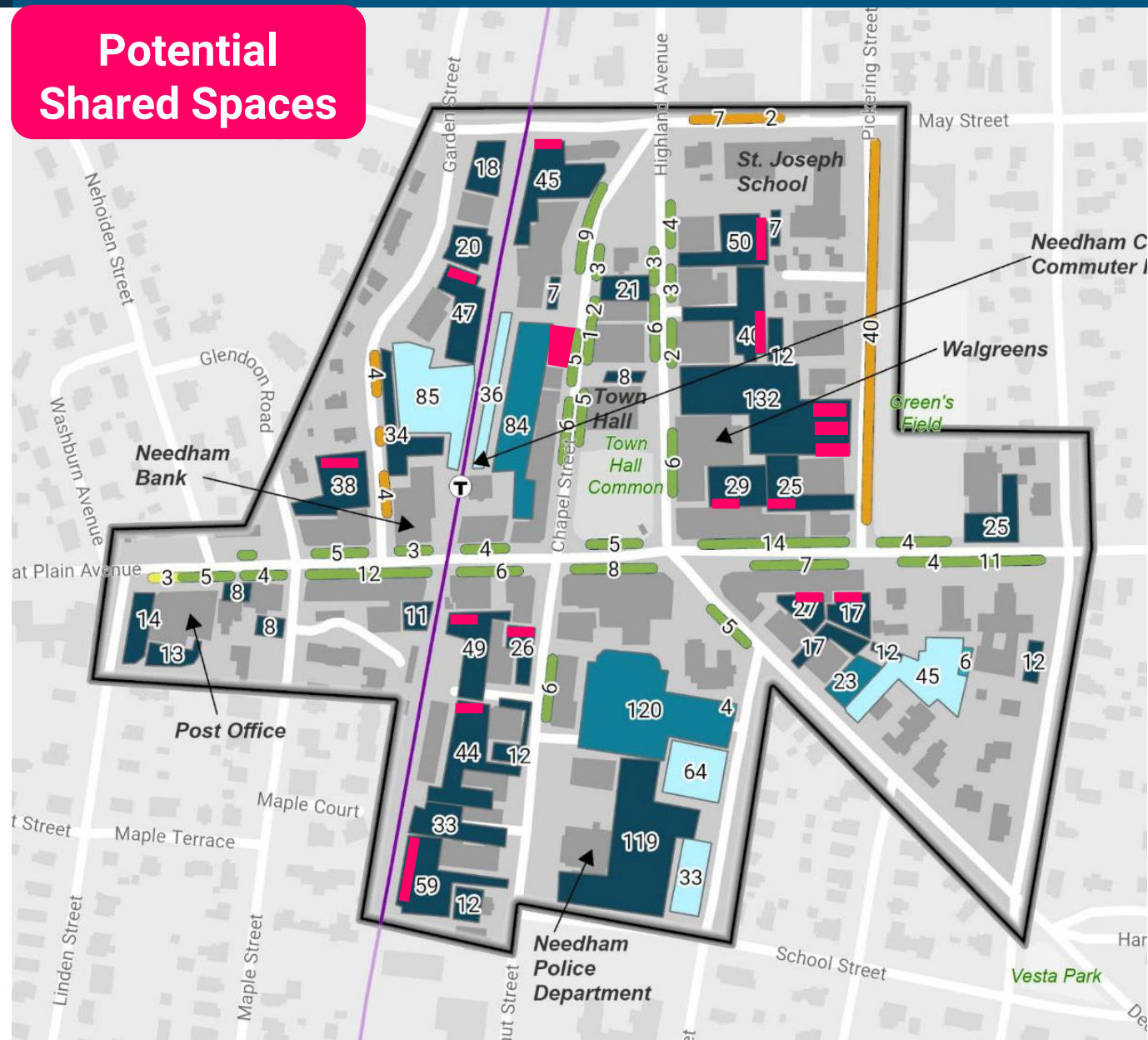
- Town could approach owners and offer in-kind improvements to make it safer
 - Increase lighting at rear
 - Paint high-visibility crosswalks
 - Re-stripe to improve flow
- Options:
 - Walgreen's Lot
 - Back row of private lots



DRAFT

NEEDHAM CENTER

Potential Shared Spaces



3. SHARED PARKING DISTRICT

How would it work in the Heights?

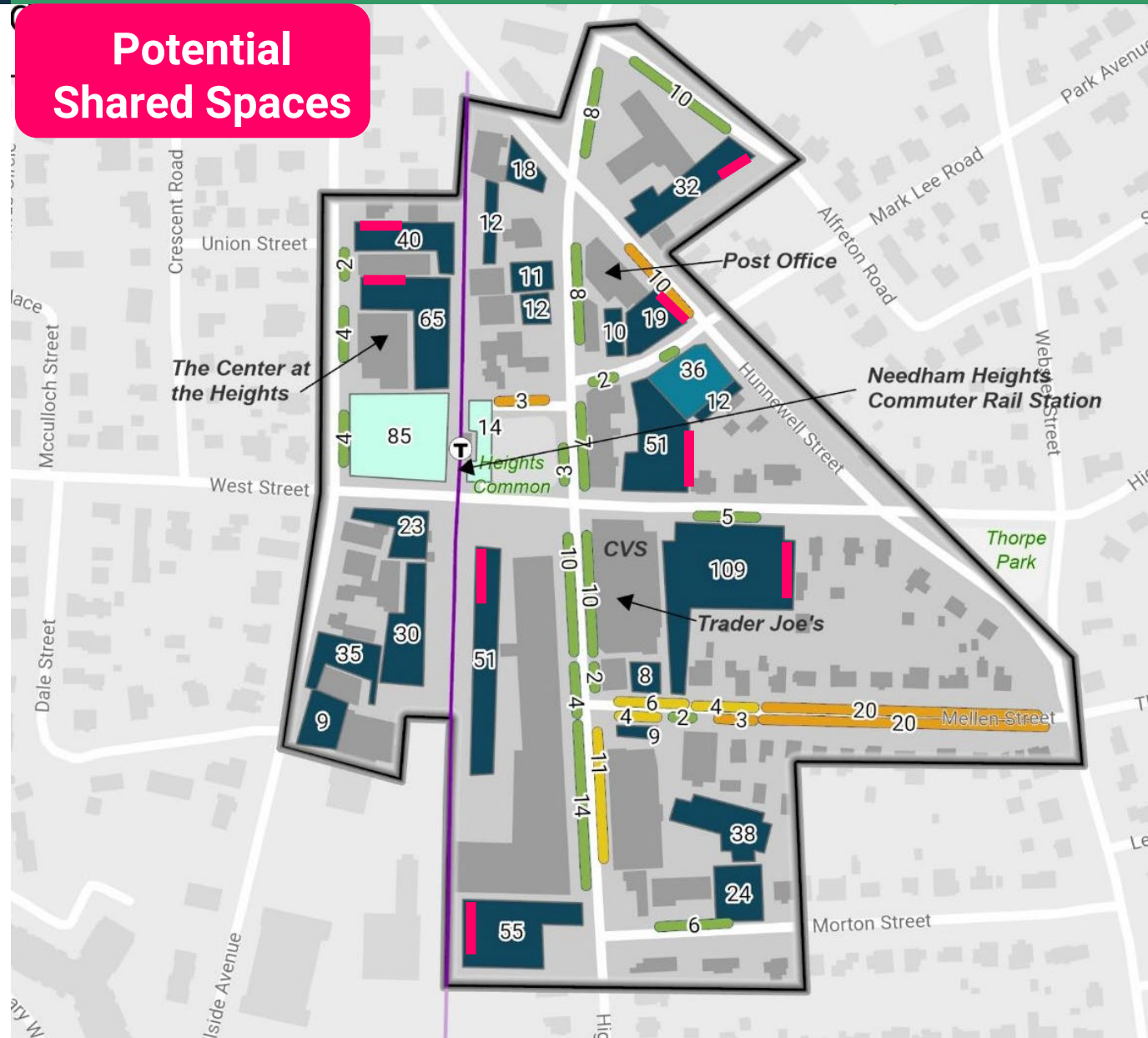
- Town could approach owners and offer in-kind improvements to make it safer
 - Increase lighting at rear
 - Paint high-visibility crosswalks
 - Re-stripe to improve flow
- Options:
 - Starbucks Lot
 - Back row of private lots



DRAFT

NEEDHAM HEIGHTS

Potential Shared Spaces

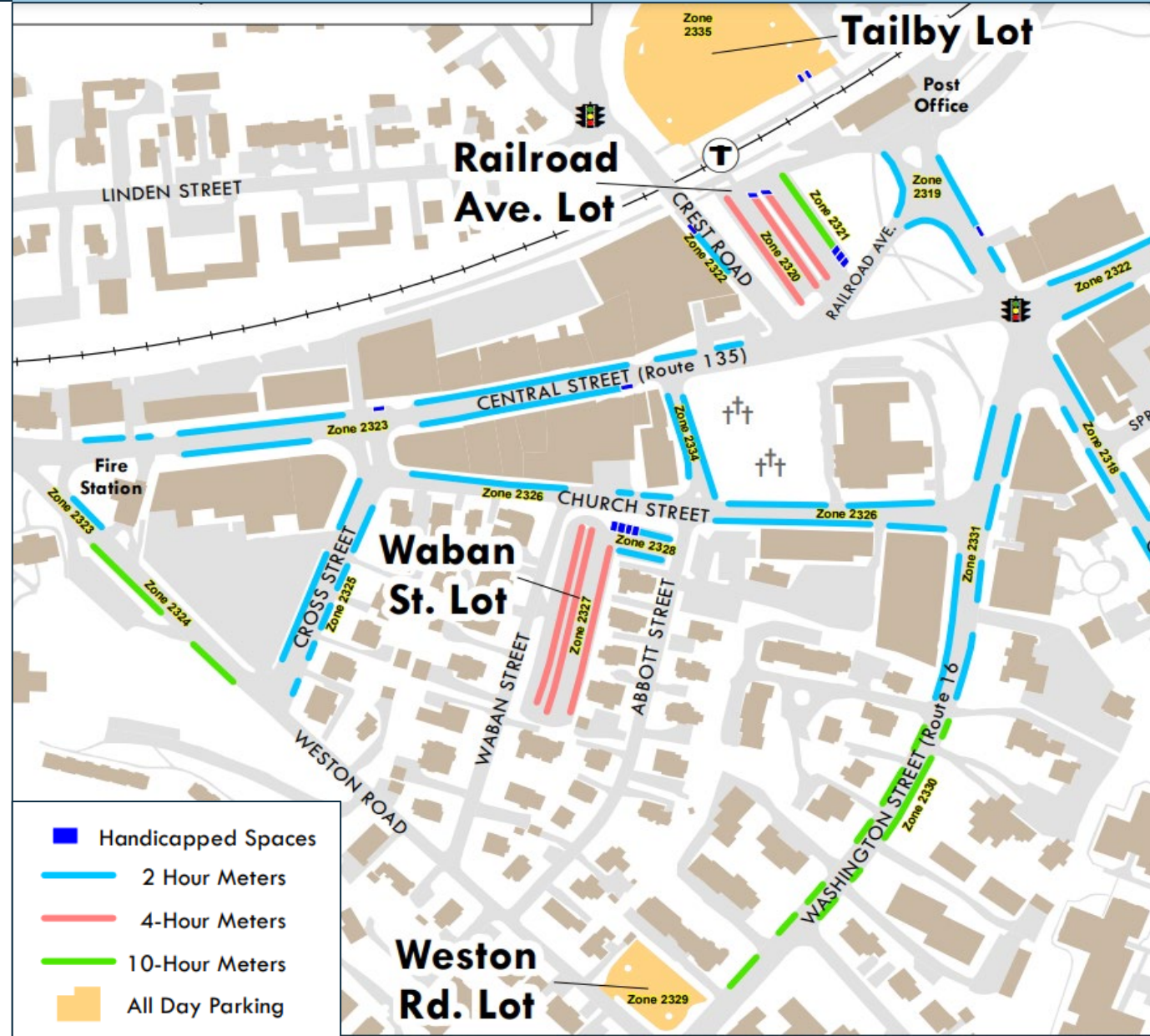


What is it?

- Designating areas of existing on- or off-street facilities to accommodate long-term parkers (i.e. employee, business owners, residents)

CASE STUDY- Wellesley, MA

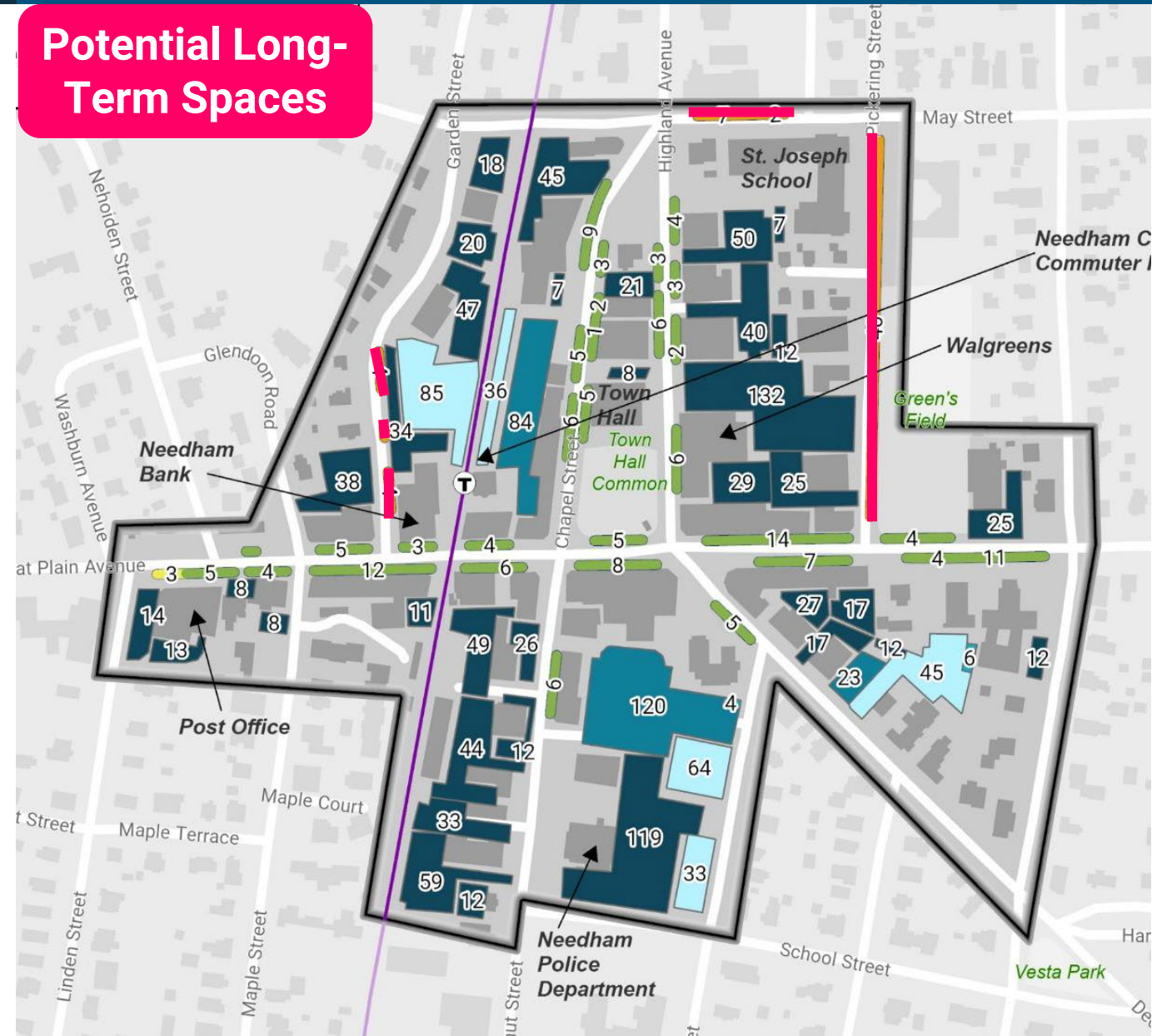
Long-term spaces are located farther from the center



LONG-TERM PARKING

Potential Long-Term Spaces

- Designating portions of existing (underutilized) on-street spaces to host long-term parking without a permit needed

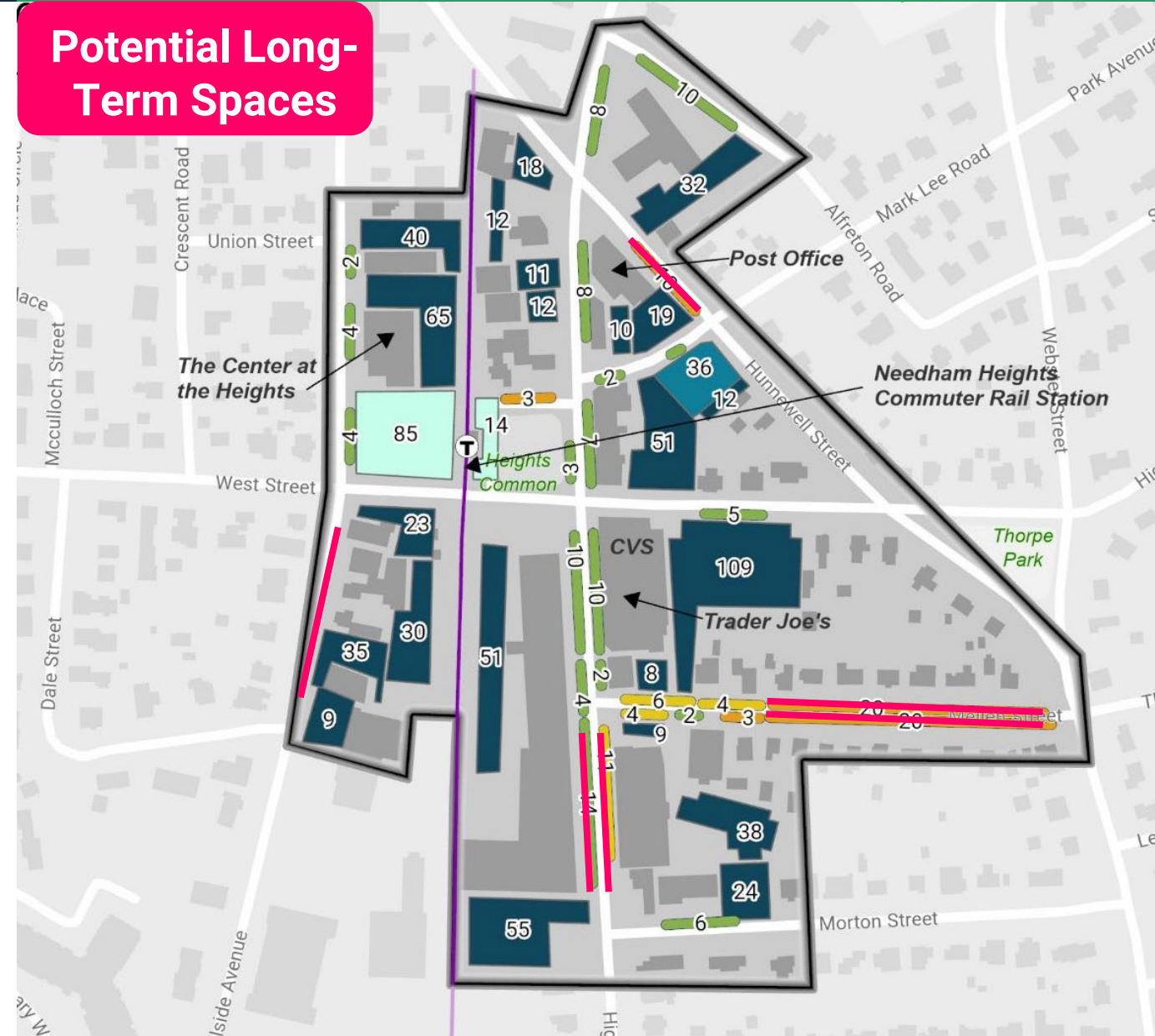


LONG-TERM PARKING

Potential Long-Term Spaces

How would it work in the Heights?

- Designating portions of existing (underutilized) on-street spaces to host long-term parking without a permit needed



5.

ENFORCEMENT

What is it?

- Retrain focus on educating drivers, not penalizing them

For Center and Heights...

- Adjust hours to peak span (10am-8pm)
- Focus any double-staffing on noon & evening hours
- Upgrade systems, Incorporate License Plate Recognition (LPR)
- Consider first ticket free / information provided as policy

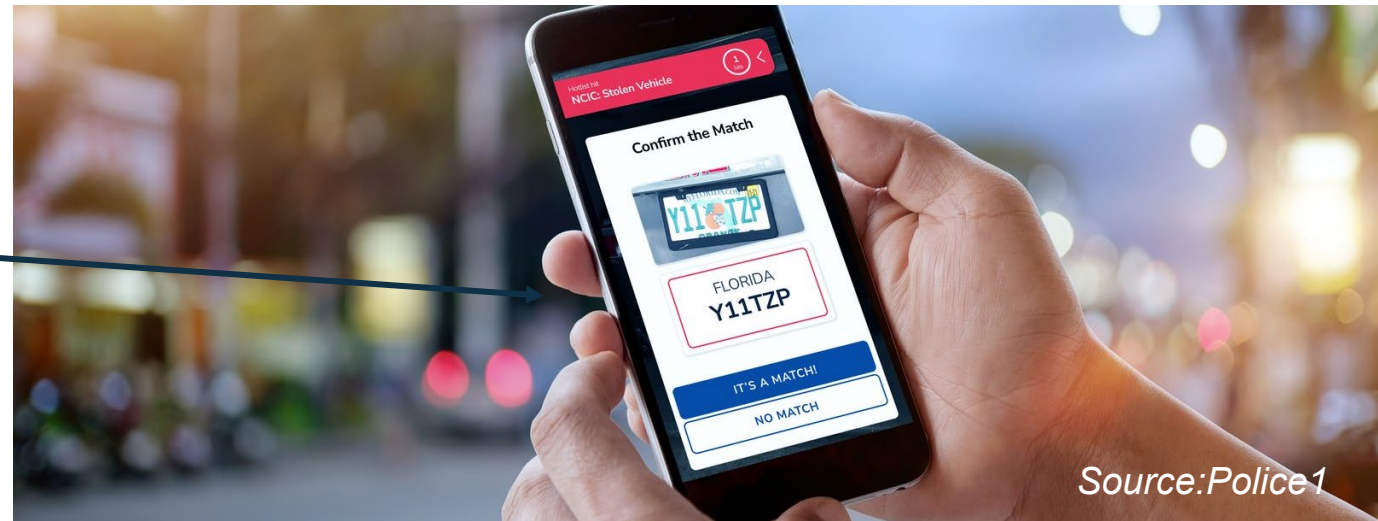
DRAFT

CASE STUDY- Pittsfield, MA

The City recruits young parking ambassadors to support enforcement and teach visitors how to pay for parking



Source: Downtown Pittsfield Inc



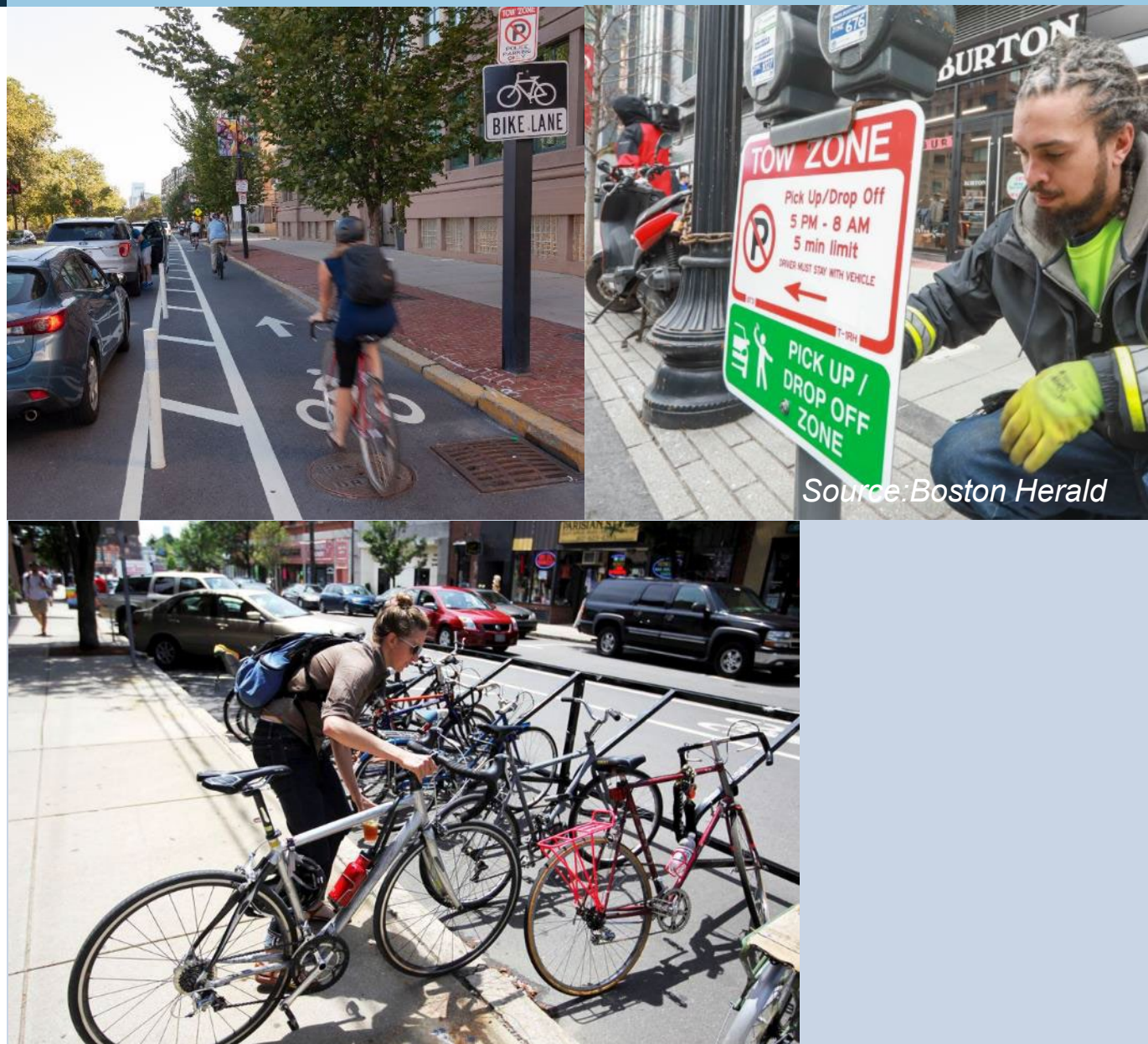
Source: Police1

What is it?

- Designating centralized, on-street parking spaces for:
 - Uber/Lyft/DoorDash
 - Pick-up/Drop-off
 - Loading zones
 - Bike parking
 - Taxi stands
 - Valet parking
- Converting parking spaces to bicycle lanes, bus stops, bicycle parking, EV parking, etc.

DRAFT

CASE STUDY- Boston, MA



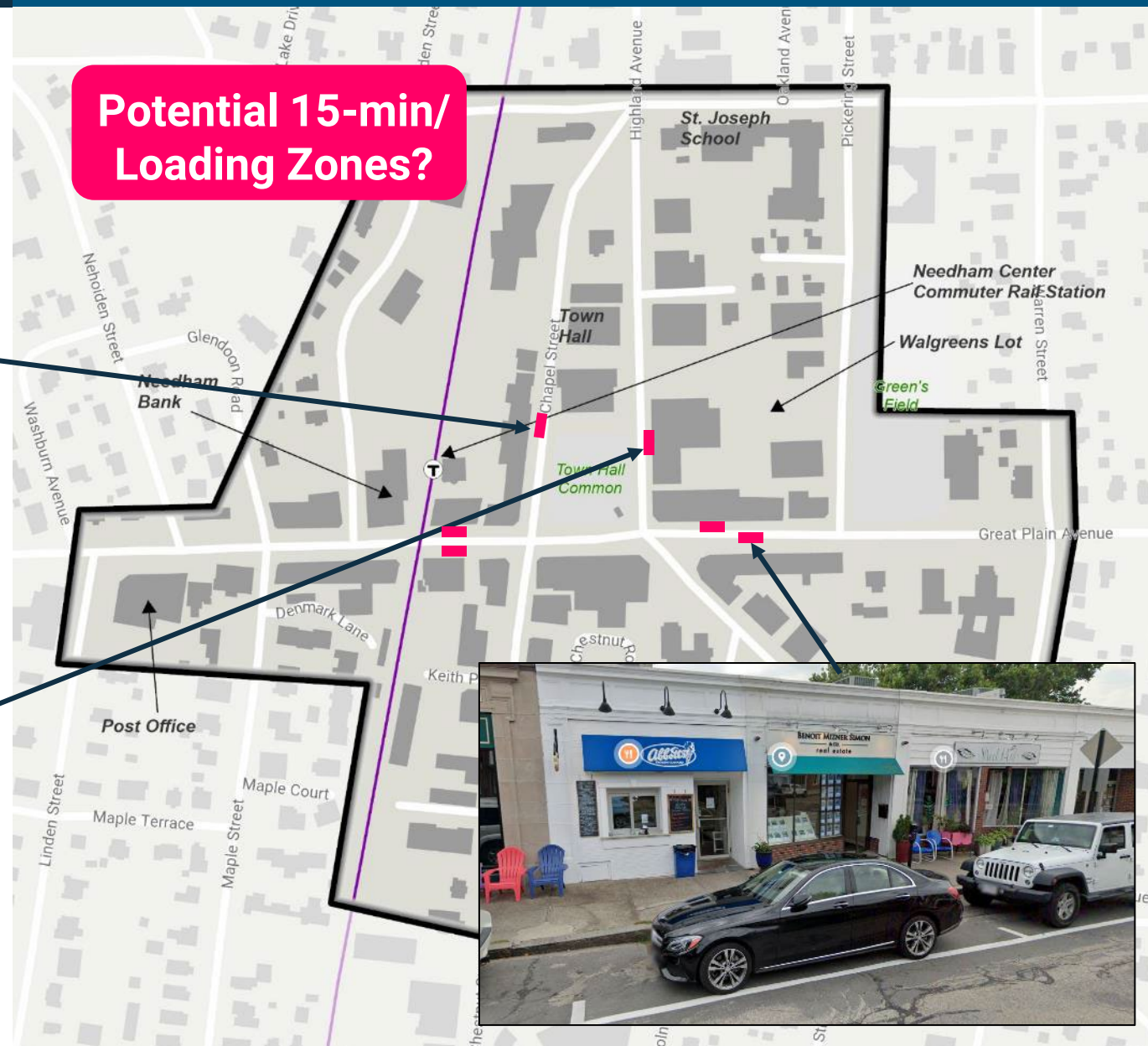
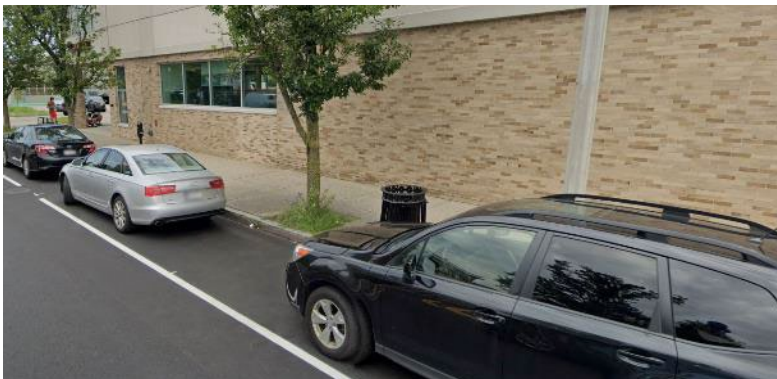
Source: Boston Herald

CREATE MORE ACTIVE CURBS

NEEDHAM CENTER

How would it work in the Center?

- Introduce new uses for spaces in areas with high turnover



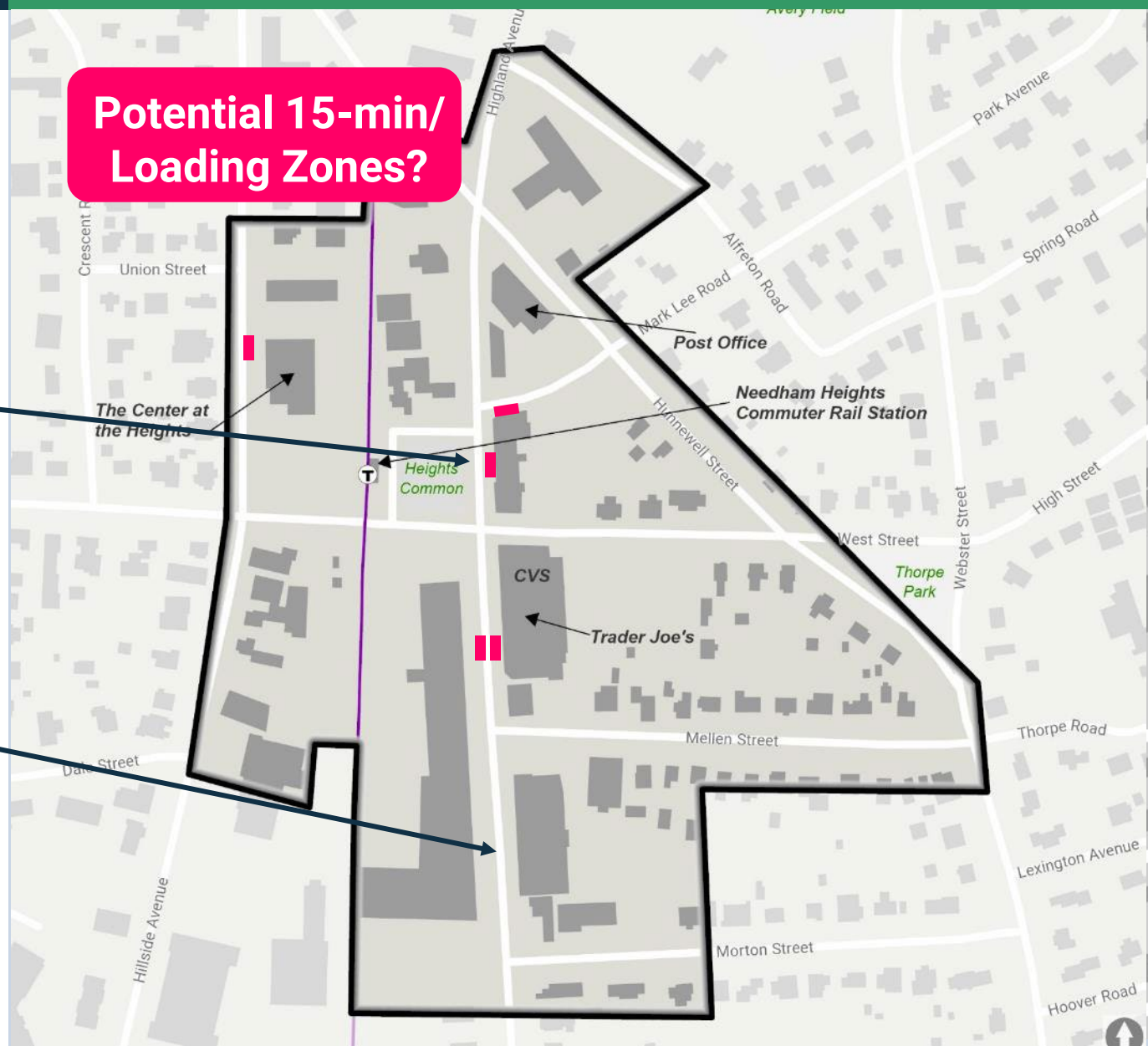
CREATE MORE ACTIVE CURBS

How would it work in the Heights?

- Introduce new uses for spaces in areas where parking can be utilized nearby



NEEDHAM HEIGHTS



If parking space became something else...

Street	Peak Utilization	Parking available
Great Plain Avenue	12 pm: 47 6 pm: 64	96
Chapel	12 pm: 25 6 pm: 33	37
Highland	12 pm: 16 6 pm: 20	24
Highland Avenue (Heights)	12 pm: 30	69

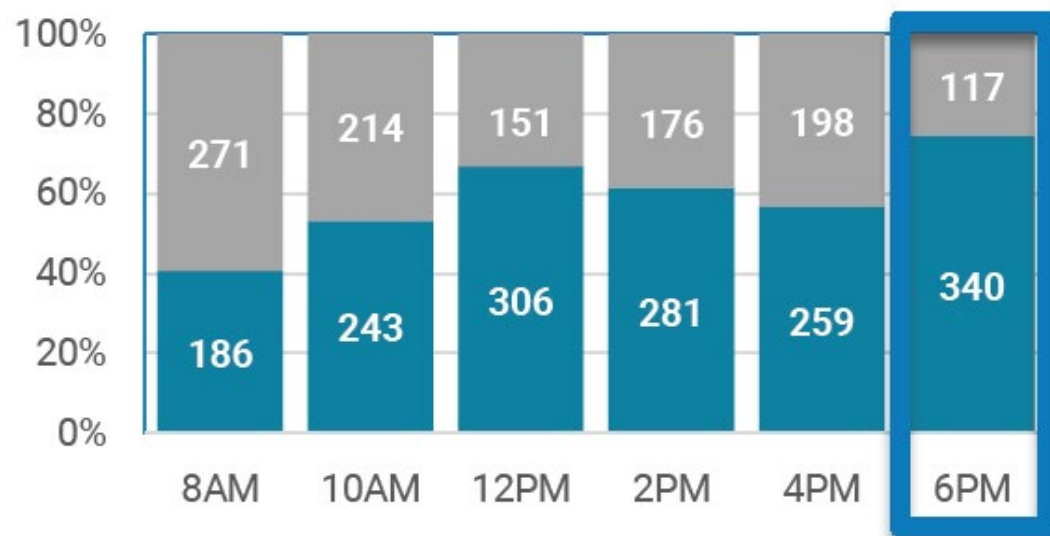
If parking space became something else...

Street	Peak Utilization	Parking available	Parking utilization w/ one lane of parking removed*
Great Plain Avenue	12 pm: 47 6 pm: 64	96	12 pm: 97% 6 pm: 133%
Chapel	12 pm: 25 6 pm: 33	37	12 pm: 135% 6 pm: 178%
Highland	12 pm: 16 6 pm: 20	24	12 pm: 133% 6 pm: 167%
Highland Avenue (Heights)	12 pm: 30	69	12 pm: 87%

If parking space became something else...

Street	Peak Utilization	Parking available	Parking utilization w/ one lane of parking removed*	Potential Spillover w/one lane parking removed (90% occupancy)	
Great Plain Avenue	12 pm: 47 6 pm: 64	96	12 pm: 97% 6 pm: 133%	12 pm: 4 6 pm: 21	Total: 12 pm: 19 6 pm: 48
Chapel	12 pm: 25 6 pm: 33	37	12 pm: 135% 6 pm: 178%	12 pm: 9 6 pm: 17	
Highland	12 pm: 16 6 pm: 20	24	12 pm: 133% 6 pm: 167%	12 pm: 6 6 pm: 10	
Highland Avenue (Heights)	12 pm: 30	69	12 pm: 87%	12 pm: 0	

If parking space became something else...



Public parking Utilization: Needham Center

Street	Parking utilization w/ one lane of parking removed*	Potential Spillover w/one lane of parking removed
Great Plain Avenue	12 pm: 97% 6 pm: 133%	12 pm: 0 6 pm: 16
Chapel	12 pm: 135% 6 pm: 178%	12 pm: 7 6 pm: 15
Highland	12 pm: 133% 6 pm: 167%	12 pm: 4 6 pm: 8
Highland Avenue (Heights)	12 pm: 87%	12 pm: 5

7. IMPROVE PARKING SIGNAGE AND WAYFINDING

CASE STUDY- Dedham, MA

What is it?

- Improve clarity of signage at (and directing to) public lots. Improve clarity of existing permit parking signage (by type, zone, time in effect)
- Information available on the parking system – everywhere!
- (Eventually) develop an overall, streamlined parking signage system that is clear and recognizable

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Source: Wicked Local

7. IMPROVE PARKING SIGNAGE AND WAYFINDING

How would it work in the Center?

- * Establish signage that is highly visible and clearly directs to public parking from key intersections
- i Have clear signage at the entrance of public lots, including
 - Price to park
 - Time limits
 - Hours of operation
- Develop a map of public parking facilities for the Needham website, parking tickets, distribution by merchants, etc.

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NEEDHAM CENTER



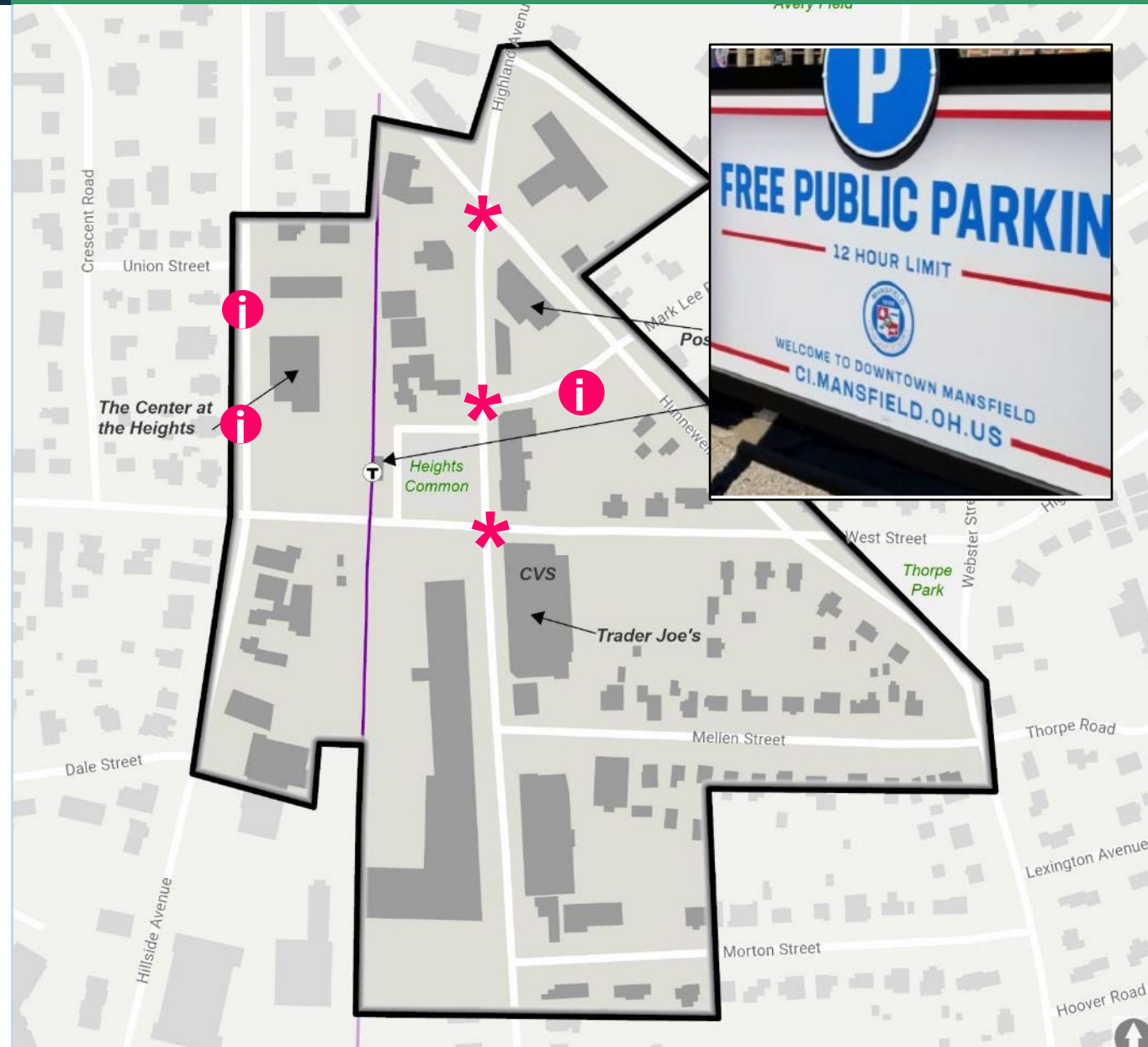
7. IMPROVE PARKING SIGNAGE AND WAYFINDING

How would it work in the Heights?

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 - Price to park
 - Time limits
 - Hours of operation
- Develop a map of public parking facilities for the Needham website, parking tickets, distribution by merchants, etc.

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NEEDHAM HEIGHTS



8. PAYMENT TECHNOLOGIES

What is it?

- Upgrade meters and kiosks to allow for:
 - Credit card payments
 - Coins and bills
 - Pay-by-smartphone features
 - Extending time limits
 - Allow virtual permits
- Transaction data can be shared with parking enforcement/mgmt.
- Consider LPR for enforcement/permits

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PROS/CONS FOR CONSIDERATION

Feature	Meters 	Kiosks 
Capital cost per space	\$\$	\$\$\$
Operating cost per space	\$\$	\$\$\$
Maintenance/ Lifespan	More units to maintain/long	Less units to maintain/long
Convenience/ User-Friendliness	Right at space – Convenient Limited screen options	Large screen – more info More options - confusing
Ease of revenue/ Data collection	More units to track	Less units to track
Sidewalk Impact	Higher	Lower

9.

INTRODUCE FLEXIBILITY IN ZONING

What is it?

- Introduce by-right options to right-size parking. Provides flexibility of relief for small retail uses, limited reductions available for multi-story buildings, and small change-of-use developments
- Reductions in residential required parking are appropriate in mixed use, transit-oriented village settings, like Needham Heights and Needham Center
- Revise regulations to match across the study areas

CASE STUDY- Somerville, MA Zoning Ordinance Mixed-Use Reduction Table				
Time of Day	Comm.	Evening Comm.	Resi.	Total
6AM-9AM	(X) * 25%	(X) * 0%	(Y) * 100%	= row sum
9AM-7PM	(X) * 100%	(X) * 50%	(Y) * 65%	= row sum
7PM-11PM	(X) * 25%	(X) * 100%	(Y) * 100%	= row sum
11PM-6AM	(X) * 0%	(X) * 25%	(Y) * 100%	= row sum

9. INTRODUCE FLEXIBILITY IN ZONING

CONSIDERATIONS FOR BOTH AREAS

How would it work in Needham?

- Consider eliminating or significantly reducing parking minimums
- Allow reductions for mixed-use developments
- Consider parking maximums
- Expand off-site parking allowances
- Expand transportation demand management
- Formalize the in-lieu fee program

Average Supply and Demand by Municipality

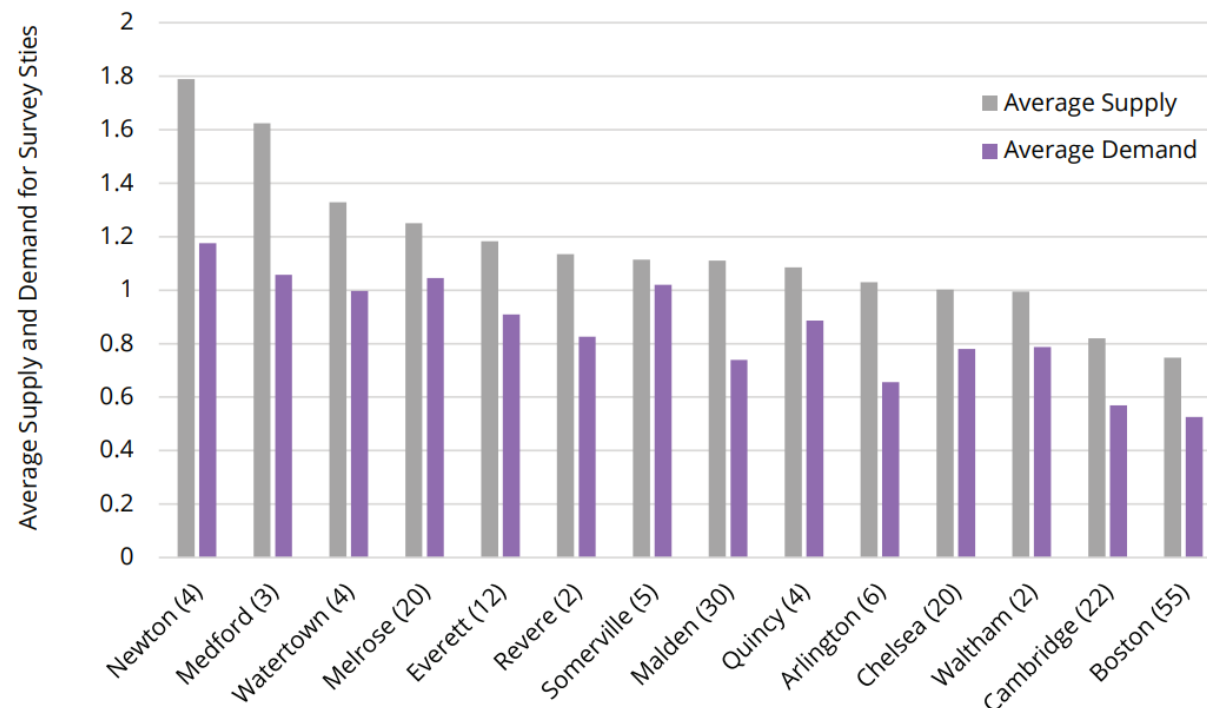


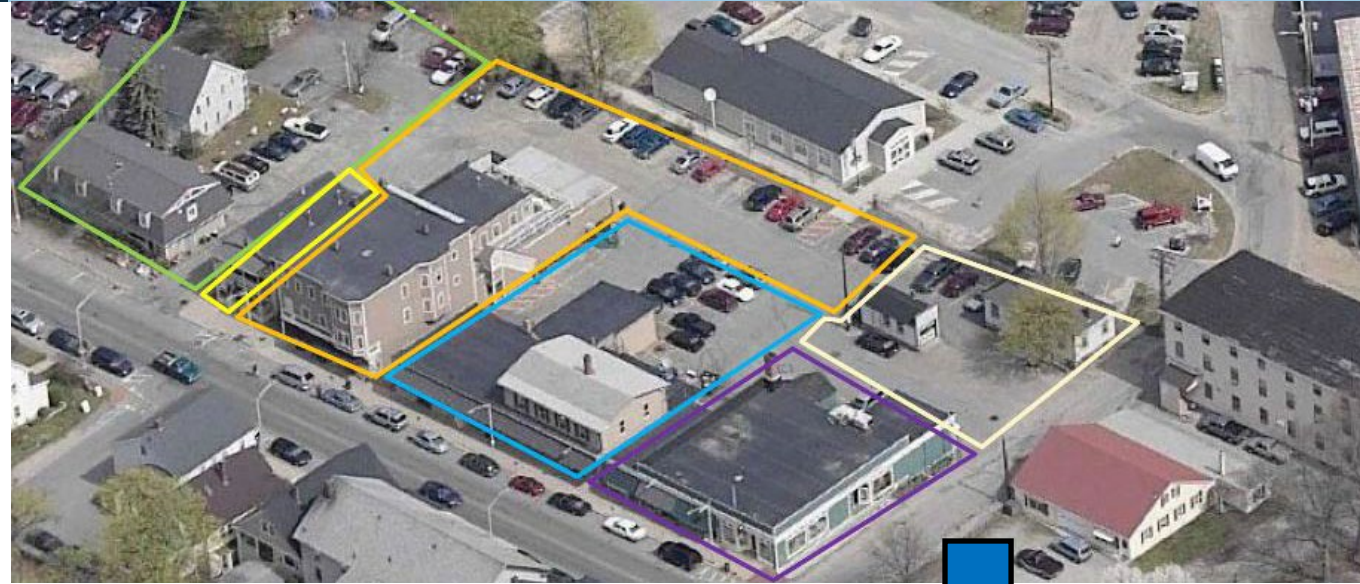
Figure 5: Average Supply and Demand by Municipality, Perfect Fit Parking Study (n=189)

Numbers in parentheses indicate the number of sites surveyed in each municipality.

What is it?

- Identifying opportunities to improve the access or utilization of existing supply through lot consolidation, removing redundant aisles and increasing supply
- Like shared parking, provide in-kind incentives to participate
- Ensure zoning rights are preserved

CASE STUDY- West Concord, MA

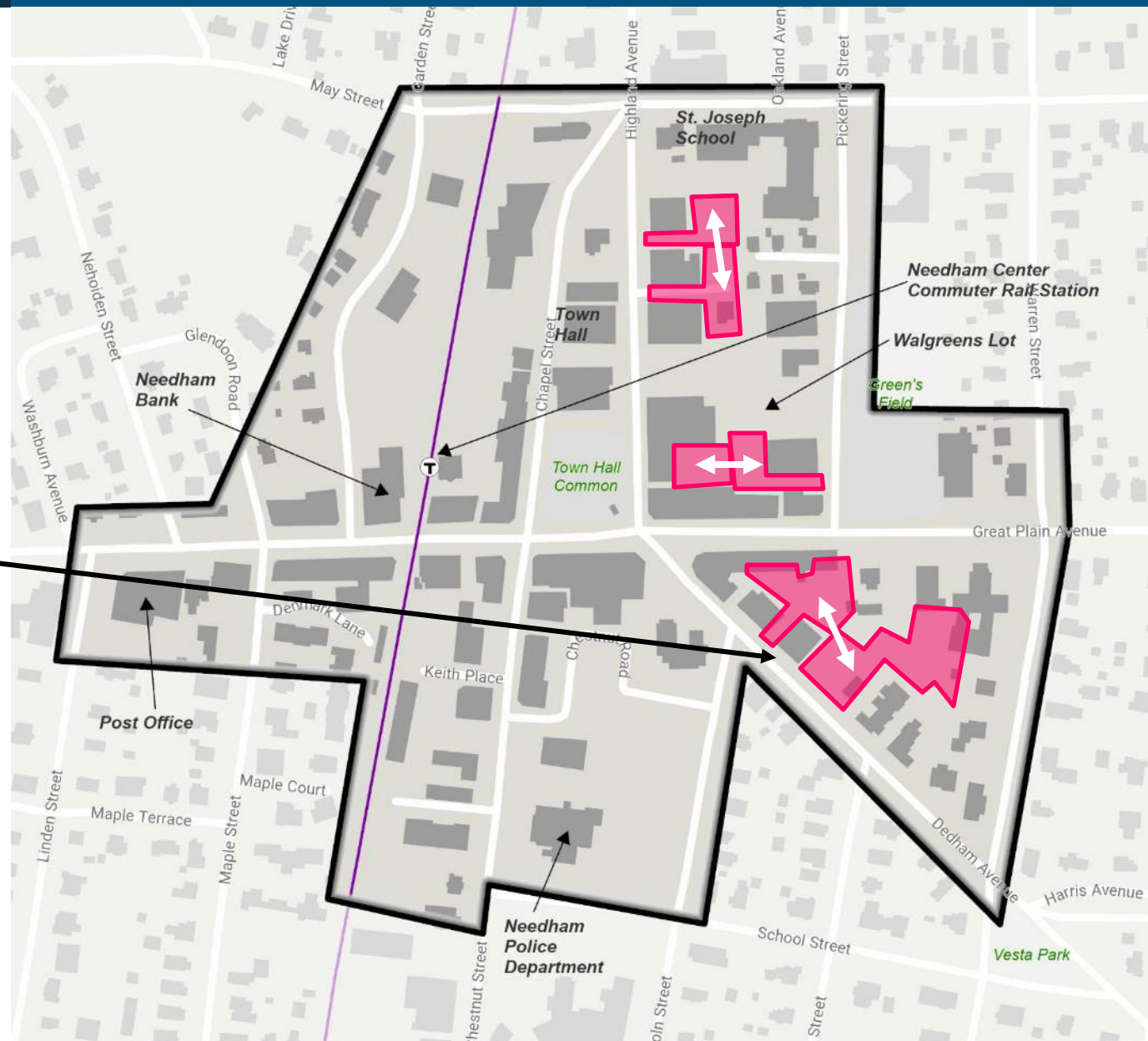


How would it work in the Center?

- Remove minor barriers between lots to increase access and utilization of existing facilities



Remove fence and create vehicle flow between both lots, and more direct pedestrian access to Great Plain Ave

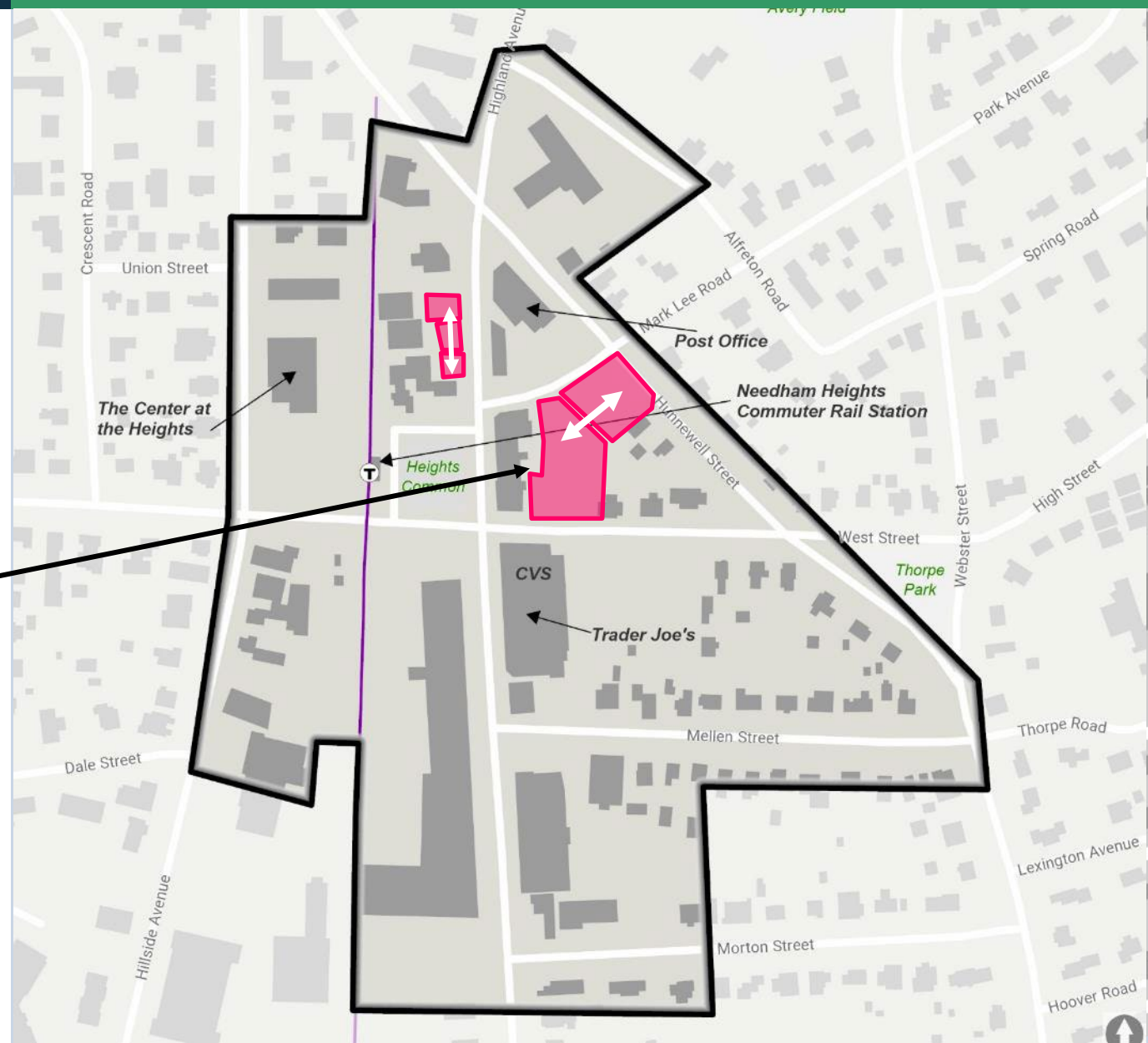


How would it work in the Heights?

- Remove minor barriers between lots to increase access and utilization of existing facilities



Remove median and create flow between both lots



What is it?

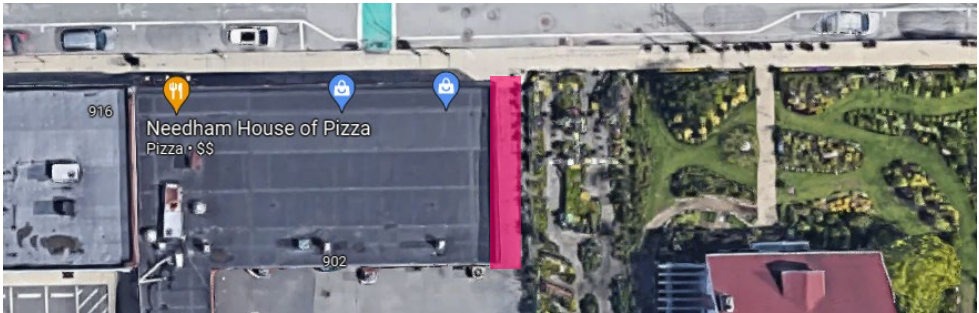
- Improving the infrastructure and amenities that support walking or biking to incentivize not driving/parking as an option to visitors. This includes:
 - Improving the conditions/ user experience of existing parking facilities
 - Improving connections *between* parking facilities to central destinations



MULTIMODAL IMPROVEMENTS

How would it work in the Center?

- Improve crossing to Chestnut St lot
- Increase clarity of access to Dedham Street lot
- Better advertise bike parking areas



Walkway to parking

NEEDHAM CENTER

CURRENT CONDITIONS



PROPOSED IMPROVEMENTS



How would it work in the Heights?

- Install crosswalk at Mellen Road
- Better advertise where bike parking is available
- Establish a sidewalk on south side of Mark Lee Road



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NEEDHAM HEIGHTS

CURRENT CONDITIONS



PROPOSED IMPROVEMENTS



What is it?

- Installing bike racks in visible and accessible places near destinations to encourage their use
 - This could mean replacing a car parking space with bicycle parking

CASE STUDY- Somerville, MA (top) NYC (bottom)



BIKE PARKING INFRASTRUCTURE

How would it work in the Center?

- Installing signage and bike racks recommended by Association of Pedestrian and Bicycle Professionals (APBP) more frequently, throughout



FOR BOTH AREAS

Recommended Rack Types

INVERTED U

also called
staple, loop



POST & RING



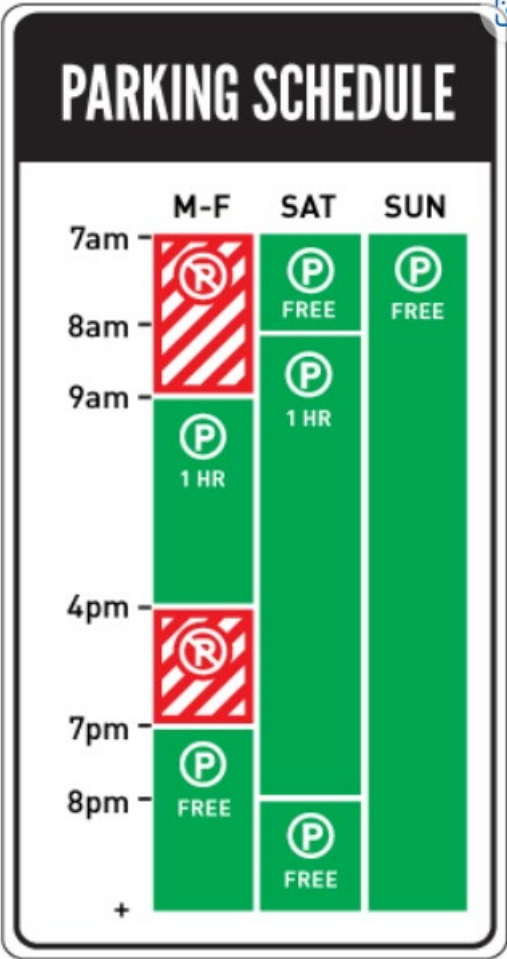
WHEELWELL- SECURE



Source: APBP

What is it?

- Including time span of regulation (i.e., 8 AM – 9 PM)
- Improving the clarity of language on signage where regulations are combined or overlapping (e.g., Loading Zone vs. 15 minute?)
- Establishing signage that provides direction during snow events



Sample schedule used in various cities with complicated regulations

How would it work in the Center?

- Clarifying language (examples below)

Proposed Dedham
Lot permit area sign



What time is this in effect?



7 days a week?



Free parking after 2?



At what times/days?

DRAFT RECOMMENDATIONS

- | | | | |
|---|--|----|---------------------------------|
| 1 | Performance-based pricing | 8 | Payment technologies |
| 2 | Permits | 9 | Introduce flexibility in zoning |
| 3 | Shared parking district | 10 | Parking supply opportunities |
| 4 | Long-term parking | 11 | Multimodal improvements |
| 5 | Enforcement | 12 | Bike parking infrastructure |
| 6 | Create more active curbs | 13 | Clarity of regulations |
| 7 | Improve parking signage and wayfinding | | |

 Short-Term  Long-Term  Periodic Evaluation Required