

Parking Policy and Enforcement Commission Report to the Mayor

March 2021

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1.1 Introduction

Parking in Medford is the tale of two cities. For residents in the densely populated areas, like Hillside and South Medford, residential parking on streets has been a necessity for years. However, other neighborhoods — for example, North Medford — do not have the same issues when it comes to residential parking and are largely satisfied by private parking options (i.e., their own driveways) and do not need on-street parking options.

For businesses, parking enforcement has been inconsistent, and there has been little opportunity to improve the program for evolving business needs. For example, Medford Square, the largest business district in the City, has a parking program, but it does not meet the needs of the businesses or their patrons. Consider the increase of delivery and rideshare vehicles and sold-out events at the Chevalier — two changes Medford Square has seen in the past seven years.

Medford is changing in a myriad of ways, with an increase in population, escalating affordable housing needs, and outdated zoning regulations challenging previously quiet neighborhoods. However, the absolute biggest change to the City will be the opening of the new Green Line Extension subway service. Hillside and South Medford will each have a walk-up subway station in the neighborhoods, with no parking available and fare service starting December 2021.

Medford residents largely agree that there needs to be a better residential and business parking program, and enforcement needs to improve drastically. It's up to the government and residents of this City to rewrite our "tale of two cities" problem and address head-on the city-wide problems of increased traffic, housing, and parking needs as we grow. The City has an obligation to meet its residents' needs as they change year after year with a fair and equitable parking program.

This report seeks to outline the best methods for improving both residential and business parking for the City.

For context, in 2014, the City of Medford agreed to a seven-year contract with Republic/REEF Parking for installation of parking kiosks and the enforcement of both residential and business parking. This contract expires in 2021.

1.2 The charge from the Mayor

The Mayor of Medford, Honorable Breanna Lungo-Koehn, created a Commission on Parking Policy and Enforcement (hereafter called "the Commission") in October of 2020¹ to:

1. Evaluate the City of Medford's current policies pertaining to on-street parking in residential, commercial, and industrial areas

¹Charge from the Mayor to create the Parking Policy and Enforcement Commission, https://www.medfordma.org/storage/2020/10/Parking-Commission_Charge_BLK-Sig.pdf

2. Evaluate the feasibility and efficacy of area-wide parking policies as they relate to the MBTA Green Line Extension, scheduled to open in late 2021
3. Study the fees currently assessed for on-street parking in the City of Medford, including meters, passes, and permits
4. Study the methods of parking fee collection in the City of Medford
5. Evaluate the City of Medford's current arrangement of parking enforcement, to wit, the outsourcing of parking administration and enforcement to a third-party vendor
6. Make recommendations of policy changes to Her Honor the Mayor, if necessary

1.3 The Commission's mission statement

The mission of the Parking Policy and Enforcement Commission is to 1) understand the representative needs of the Medford community, 2) anticipate trends in demand for parking from residents, businesses, and visitors, and 3) recommend safe and equitable policies for programs and enforcement that fairly meet the community's needs subject to those trends.

1.4 The Commission's productivity

- Created this report
- Held more than 62 hours of open Commission meetings
- Held two 1.5-hour community-focused meetings
- Fielded a residential survey to assess parking needs and satisfaction; 990 residents responded
- Fielded a business survey to assess parking needs and satisfaction; 95 businesses responded
- Developed a project plan to build the Commission structure, compiled a database, and maintained dates, contacts, and information
- Met with representatives of five of the main business districts and 37 businesses in person
- Identified 15 other small business districts throughout the City and actively sought their participation
- Interviewed ParkMedford twice
- Corresponded with parking commissions in five surrounding cities, including Salem, Malden, Everett, Somerville, and Arlington
- Mapped 15 streets with resident parking within walking distance of the MBTA Green Line Extension (GLX) stations
- Identified 15 streets with proximity to the GLX stations
- Counted parking spaces on 88 streets in South Medford and Hillside and 13 in Glenwood
- Documented and noted inconsistency in the resident parking program
- Documented and reviewed technology/hardware tools and resources
- Reached out to businesses and others via the Medford Chamber of Commerce email listings (638 email addresses)
- Met with Medford City Council

All information is publicly available on the Commission's Google Drive.²

1.5 The Commission members

Chairs

- *Laurel Ruma*: Resident. Editorial Director, *MIT Technology Review*. MBTA GLX Community Working Group representative for Medford/Tufts. Neighborhood: Hillside.
- *Jim Silva*: Life-long resident. Owner of Avlis Consulting; Medford Chamber of Commerce member; founder of South Medford Residents Together; member of Medford Charter Review, Arts Collaborative Medford, Paws4Medford, and Safe Medford. MBTA GLX Community Working Group representative for Ball Square/S.Medford. Neighborhood: South Medford.

Members

- *Maury Carroll*: Life-long resident and owner of Carroll's Restaurant in Medford Square. Board of Directors and President-elect of the Medford Chamber of Commerce. Neighborhood: North Medford.
- *Pam Cerullo*: Resident.. Worked in management positions at Tufts University, Medford Savings Bank, Park Medford, and Republic Parking—MBTA Division. Neighborhood: South Medford.
- *DJ Dabenigno*: Resident and small business owner; Chamber of Commerce Member; and past President, Massachusetts Locksmiths Association. Neighborhood: North Medford.
- *Sergeant Charles Hartnett*: Life-long resident. Officer in Charge, Medford Police Department Traffic Unit and Traffic Commission Policy. Neighborhood: West Medford.
- *Nicole Morell*: Resident and Medford City Councilor. MIT Sustainability Office. Neighborhood: West Medford.
- *Jeff Myung*: Resident. Neighborhood: Hillside.
- *Saketh Rama*: Resident and graduate student. Neighborhood: South Medford.
- *Fred Roche*: Life-long resident. Retired from a major defense contractor. Neighborhood: West Medford.
- *Laurel Siegel*: Resident and owner of Law Offices of Laurel H. Siegel; President of the arts organization, CACHE, in Medford; serves on several other committees and boards for local organizations. Neighborhood: Hillside.

² City of Medford's Commission on Parking Policy and Enforcement Google Drive:
<https://drive.google.com/drive/folders/1DSNtXHgsWUxh9RCzSY7eiB2YyMbFBCJP?usp=sharing>

2.1 Summary of recommendations

1. **Create, appropriately fund, and staff a Department of Transportation.**
2. **Create a Parking Program Review Board** reporting to the Department of Transportation and Mayor with an annual/biennial review of the entire parking program. This Board would work with the Traffic Commission to improve communication with residents and businesses and improve parking programs and enforcement in an all-out effort to be customer-focused, humane, transparent, and accountable to the residents of Medford.
3. **Pursue action as allowed in the contract with Republic/REEF Parking to collect the \$1.6 million to \$2 million in outstanding parking fees** owed to the ParkMedford program.
4. **Work to collect a minimum 50% of the outstanding fees** currently owed to the ParkMedford program. A full cost-benefit analysis should be conducted to assess the cost of creating a payment plan program, as well as the cost of pursuing delinquent debtors.
5. **Implement a new residential parking program** across the entire City that creates zones of enforcement. This program should start rollout to the Hillside and South Medford neighborhoods with full enforcement in January 2022.
6. **Create a communication plan for residents living on private ways** to clearly outline the City's traffic, parking, and safety enforcement responsibilities.
7. **Start enforcing basic parking rules**, including parking on sidewalks, parking in the direction of traffic, and 48-hour enforcement of visitor parking permits.
8. **Improve communications, permit requests, and payments for all parking matters on the City's website and in brochures.** For example, all processes (disputing tickets, applying for a permit, etc.), permit fees and options, maps of business parking spaces, maps of City-owned parking lots, and all parking rules and ordinances should be easily available, searchable online, read by phone/in-person, and presented in paper format if requested at City Hall.
9. **Allow residential parking on main/emergency streets as part of the residential permit parking program.** This will increase flexibility and parking options for residents. During emergencies (e.g., snow), all safety rules must be followed.
10. **Create a function-specific visitor residential permit parking program** (e.g., home healthcare worker, contractor, new resident, etc.).
11. **Standardize the terms of street-by-street residential permit parking program** for the short term in the rest of the City (outside the GLX neighborhoods) to improve enforcement and reduce confusion until zoned parking is created in all of the City.
12. **Create a 15 minutes-free parking option in defined business districts**, either as designated spaces or as part of a new kiosk/meter program.
13. **Deploy a new kiosk/meter program** that has programmable meters, multiple payment functions (e.g., coin, credit card, apps that nearby communities already use), and features that are easy-to-use, robust, and flexible.

14. **Expand the metered parking and enforcement program** (including 15-minute free options) beyond the business districts to create equal parking opportunities on streets in front of most businesses throughout the City.
15. **Consider expanding and increasing rates for all-day parking** near the GLX and West Medford MBTA stations, as well as creating event parking options in Medford Square to fund and expand the parking program.
16. **Assess tiered pricing for residential parking permits for residences with more than two registered vehicles.** Currently, there is no limit to the number of residential parking permits allowed per residence.
17. **Identify, enhance, and enforce dedicated business parking spaces, areas, and lots in each business district.** Consider allowing business parking at the ends of residential streets near business districts.
18. **Find additional parking in unknown/hidden City property and parking lots and consider additional dynamic/creative parking options,** including the feasibility of a parking garage in Medford Square.
19. **Partner with the Chevalier Theatre to create a communication plan for events,** e.g., parking tips on event websites to encourage parking at the Condon Shell and other City-owned parking lots.
20. **Look to and plan for future needs for electric vehicle charging stations in business districts and residential neighborhoods,** car shares, and other future transportation possibilities.
21. **Anticipate and plan for a rapid shift to transit-oriented development** — compact housing and mixed-use development — in the Hillside and South Medford neighborhoods in accordance with the changes to Massachusetts General Laws Chapter 40A.

3.1 Assessment of current parking provider: Republic/REEF Parking

3.2 Contract background

In 2014, Medford Mayor Michael J. McGlynn signed a new residential and business parking contract³ with Republic Parking System⁴ (which, for purposes of this report, is now part of a company called REEF Parking). This contract established a new parking program called ParkMedford, which would be operated by a third-party operator (Republic Parking/REEF), moving away from the previous scheme of parking enforcement by the Medford Police Department. The City would incur no up-front fees for any equipment and would “retain all rights for the enforcement areas, routes, hours subject to enforcement and parking rates.”

The 10-year contract has an option for renewal at Year 7, which is 2021. In Year 7, the contract could then be renewed at the same terms for 3 additional years. Also in Year 7, all equipment, kiosks, vehicles, and data would become the property of the City of Medford (see Figure 1).

Figure 1: Contract details

Contract signed	September 7, 2014
Contract "go live" date	December 6, 2014
Extension period allowed	3 years
Advance notice needed	120 days
Date by which City needs to give notice of extension	August 6, 2021

As part of the contract, ParkMedford would enforce the payment structure of \$1 per hour parking for meters and \$100 business and commuter parking permits. Residential parking permits would be \$10 per year with two free visitor passes. Two visitor passes could be purchased per address for \$10 even if a residential parking permit wasn't purchased. Commuter parking permits would only be granted to residents of Medford. As part of the program, ParkMedford would install solar panel-powered kiosks, roll out an app payment system, provide an online system for payment and permit applications along with software and hardware to operate the system, and purchase two enforcement vehicles and two license plate recognition (LPR) readers (see Figure 2). ParkMedford would also be responsible for, among other things, meter collections, meter enforcement, citation management, and delinquent collections.

Figure 2: ParkMedford equipment

³ City of Medford and Republic Parking contract, 2014
https://drive.google.com/file/d/1qpBs_dBYIQd1OrkKDb7x3vHySyTPEHtK/view?usp=sharing

⁴ Medford Signs Parking Contract, October 7, 2014,
<https://www.medfordma.org/2014/10/07/medford-signs-parking-enforcement-contract/>

2014: Number of kiosks provided by contract	85
2021: Total number of kiosks	83
2014: Number of meters provided by contract	12
2021: Total number of meters	12
2014: Number of enforcement vehicles in contract	2
2021: Total number of enforcement vehicles	2
2014: Number of license plate recognition systems (LPRs) in contract	2
2021: Total number of LPRs	2

Enforcement would cover 987 metered spaces and approximately 3,700 residential and business permits.

The objectives of the program:

- Deter illegal parking
- Ensure timely turnover of parking spaces to benefit and enhance the business districts
- Create a friendly environment for consumers
- Consistent enforcement of the neighborhood “Permit Parking Program”
- \$250,000/year subject to appropriation for business district improvements

The capital expenditure of the program for equipment would be applied over the duration of the contract (see Figure 3).

Figure 3: Terms of revenue payment	
Minimum payment to City	\$250,000/year
Capital expenditure of purchasing equipment	Amortized over life of contract
Year 1	Payments of \$25,000/month for 12 months, plus 73% of gross revenue over \$975,000
Year 2–7	35% of gross revenue (up to \$700,000), plus 83% of gross revenue over \$1,350,000
Years 8–10 (extension)	Same terms
2020* total revenue payment to City	\$761,000**

*2020: Covid-19 pandemic year

; **Per ParkMedford at Committee of the Whole meeting

The City's goal, as outlined by then-Mayor McGlynn, was to “provide the best possible parking experience for its citizens.”

3.3 State of the ParkMedford program in 2021

After seven years of the ParkMedford program, it's clear that Republic/REEF Parking has not provided "the best possible parking experience" for Medford residents.

However, accountability is a two-way street — the City of Medford failed to hold Republic/REEF Parking accountable to the terms of the contract. The City also entered into a contract that, with hindsight, is clearly unfavorable to residents of Medford.

There had been no formal review of the ParkMedford program until this Commission was formed, which means there had been no accountability or necessary evolution of any part of the program. And this neglect shows. Through the Commission's surveys, meetings, and other feedback, it is clear that residents and businesses have a largely unfavorable opinion of the ParkMedford program:

"Hancock Ave needs permit parking and parking enforcement. Vehicles block sidewalk completely and police do nothing and have been reported several times" — Resident survey response

"The parking meters in the Square often either are not working or are not working right. It is a frequent complaint and it often makes people late for appointments, which impacts my business since I work by appointment." — Business survey response

To review, the initial objectives of the parking system were as follows:

- *Deter illegal parking:* Illegal parking continues to be unevenly enforced, specifically parking on sidewalks, wrong-way parking on streets, and abuse of the visitor pass parking program.
- *Ensure timely turnover of parking spaces to benefit and enhance the business districts:* Without monthly data about the effectiveness of the ParkMedford program, this data is difficult to assess.
- *Create a friendly environment for consumers:* The Commission documented a number of complaints in public meetings, on social media, and in the surveys.
- *Consistently enforce the neighborhood "Permit Parking Program":* Consistency with enforcement is a continual problem with the permit parking program.
- *Address enforcement shortfalls:*
 - *Payment and fees:* There is an amount of uncollected fees — in the range of \$1.6 million to \$2 million — owed to the ParkMedford program. ParkMedford has offered a few ways to collect those fees, including booting cars and other advanced enforcement options. The City has failed to authorize ParkMedford to pursue these options.
 - *Understaffed conditions have resulted in lack of enforcement:* In the Commission's interviews, we determined that hiring qualified staff continues to be an issue.

“We really need to change the culture of parking on sidewalks. It significantly impacts those with disabilities, it's a safety hazard, and those who don't do it end up paying for others' selfish behavior when the sidewalk fails from abuse it was not designed to sustain.” — Resident survey response

3.4 The yearly \$250,000 appropriation for business district improvements

The \$250,000 per year for business district improvements was subject to appropriation. It was not in the Republic/REEF Parking contract for the company to pay out. This was an appropriation that the City would determine from revenue raised. Only in 2020 was money appropriated to the five business districts. Unfortunately, the funds for business district improvements was a big selling point of the ParkMedford program to local businesses, and many are very disappointed that this opportunity was used to promote the program but never came through as reality.⁵ However, setting that money aside out of parking revenue to the City only became fiscally feasible in 2017, and even then, it would have been 50% of collected revenue.

3.5 Collected parking revenue paid to the City: 2015–2021

Since the ParkMedford program started in 2015, the City has been paid more than \$3 million, or about \$430,000 per year (see Figure 4). This is after payment to Republic/REEF Parking for equipment and services. However, the Commission would say that, in general, the ParkMedford program has been successful in proving that there is a robust opportunity to self-fund a parking permit and enforcement program within the City. As the program expands and provides more flexibility for residents, the corresponding enforcement would be a significant change for some residents. There is a balance that needs to be found that helps as much of the City as possible.

Figure 4: Collected parking revenue to the City, 2015–2021	
2015	\$125,000.00
2016	\$322,327.28
2017	\$517,014.02
2018	\$713,453.15
2019	\$608,087.59
2020	\$611,244.18

⁵ ParkMedford brochure from 2015
https://drive.google.com/file/d/1B5yQ9KDmlltYbnZ7Zv_CH6Hij-cEoqy_/view?usp=sharing

2021*	\$160,255.58
Total to date	\$3,057,381.80

*Through February 2021

3.6 Unpaid fees owed to the ParkMedford program

The ParkMedford program has an amount of unpaid parking fees in the range of \$1.6 million to \$2 million (see Figures 5 and 6). The exact figure is unknown at the time of this report due to conflicting numbers from ParkMedford. The City needs to do a full audit of the amount owed to the ParkMedford program. The City and ParkMedford need to create a plan together to collect as much of these unpaid parking fees as possible — the Commission recommends a minimum of 50% collection rate. The City, at the same time, should also review what options and legal recourse it has to retrieve said funds. To reiterate: the ParkMedford program would collect the money and distribute it to the City per terms of the contract (i.e., the City is not owed the entirety of this money outstanding, but a portion).

Figure 5: Unpaid citations by year (provided to the Commission by ParkMedford in email dated March 9, 2021)	
Year	Amount
2015	\$339,449
2016	\$368,140
2017	\$375,611
2018	\$351,470
2019	\$399,148
2020	\$163,875
Total amount owed to the ParkMedford program in outstanding fees	\$1,997,693

There should be a review of the unpaid citations, offenders' ability to pay, and a full cost-benefit analysis of recouping fees. For example, if it costs \$20 for the City to flag a drivers license renewal at the Massachusetts Registry of Motor Vehicles for unpaid parking tickets, it would cost the City \$1,680 to flag the 84 residents in Medford who owe more than \$1,000. This would allow the City to then start collecting \$84,000-plus in unpaid fines with this enforcement action.

Figure 6: ParkMedford statements to the Committee of the Whole, February 17, 2021	
2019–2020 unpaid citations	~\$500,000

Number of people who owe more than \$1,000 in citations	84
Number of people with more than five unpaid citations	994 (300 are Medford residents)
Amount in outstanding fees owed to ParkMedford	\$1,667,000

3.7 The Commission's residential and business parking surveys

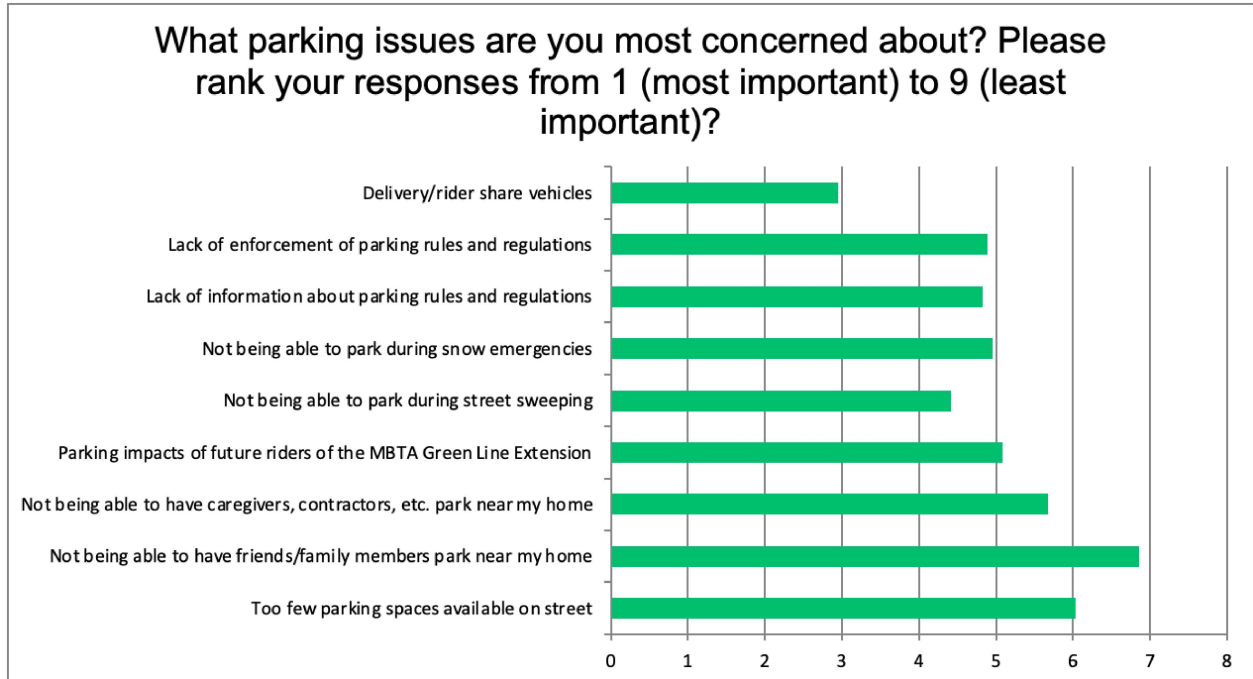
The Commission wrote and distributed two surveys focusing on residential and business needs. Due to the health and safety challenges of the Covid-19 pandemic, the Commission could not advertise and distribute the surveys in ways that would have been permissible in years past. The Commission followed all CDC advisories, including limiting in-person communication, wearing masks, and keeping a six-foot distance when in public. The Commission distributed the residential survey via social media, email distribution lists, through the City of Medford website, and via hard-copy forms at City Hall and the Medford Library. The business survey was distributed through the Chamber of Commerce email list, the City of Medford's business email list (through the Office of Business Development), and by physical canvassing to businesses in the business districts.

The residential survey⁶ collected 986 responses; 397 came from the Hillside and South Medford neighborhoods (GLX neighborhoods). The business survey⁷ collected 95 responses. The residential survey is considered statistically sound with the number of respondents. There are more than 500 businesses in Medford, and the population as of 2019 according to the U.S. Census was 57,341. Figure 7 features the parking issues that concern residents the most.

⁶ Parking Policy and Enforcement Commission Residential Survey results
https://drive.google.com/file/d/1iscFnDbBxdTZZ1ZqPFhZZ7S87e_uTeeF/view?usp=sharing

⁷ Parking Policy and Enforcement Commission Business Survey results.
<https://drive.google.com/drive/folders/1vVkimjiXPgwmcOXjh4R9idly-mgxZ11I?usp=sharing>

Figure 7: Visitor parking is the primary concern of residents



4.1 Charge 1: Evaluate current policies

Charge from the Mayor: To evaluate the City of Medford's current policies pertaining to on-street parking in residential, commercial, and industrial areas.

4.2 Commission's assessment

The City of Medford has an opportunity to improve the ParkMedford program to benefit the residents of the City by creating a contemporary parking program that meets the ever-changing needs of residents and businesses. Flexibility is key. For example, if a business's vehicle breaks down, the business permit currently cannot be transferred to a temporary vehicle. This type of inflexibility doesn't account for real-life scenarios for residents of the City.

The City of Medford needs to create a customer-centric parking program, where the customers are the residents, businesses, and people visiting our city. By putting the customers first, the parking program should become more fair, easy to use, and provide needed flexibility. At the same time, a newly-created Department of Transportation, appropriately staffed and funded, should have a duty to oversee, be accountable for, and create a role as a public liaison to meet the needs of residents and businesses as well as obligations of the City, especially if the program needs to change or expand.

Until this point, the City has taken a hands-off approach to the ParkMedford program. Consider this statement to the City Council from Dan Nash, General Manager of Republic/REEF Parking in 2017:

"I think there's a misunderstanding or a misconception that Republic Parking/Park Medford makes the rules. We don't," Nash said. "We've provided suggestions on new permit types that can be issued out to landlords, to people that run businesses out of their homes, to home health aides. We make suggestions but we don't make the rules ... We enforce the rules that we are provided by the city." — Dan Nash, General Manager, Republic/REEF Parking, in a 2017 City Council meeting⁸

The City is the rule-making and governing body. This is a responsibility that cannot be outsourced to any parking program.

The commission has also found that the current ParkMedford program is not transparent or accountable enough for residents. Improved communications, publicly accessible processes, enforcement of tickets for all (unfortunately, there is a perception of benefits if you "know the right people"), and line-item transparency in a new parking program is something that should be the foundation of any new parking program.

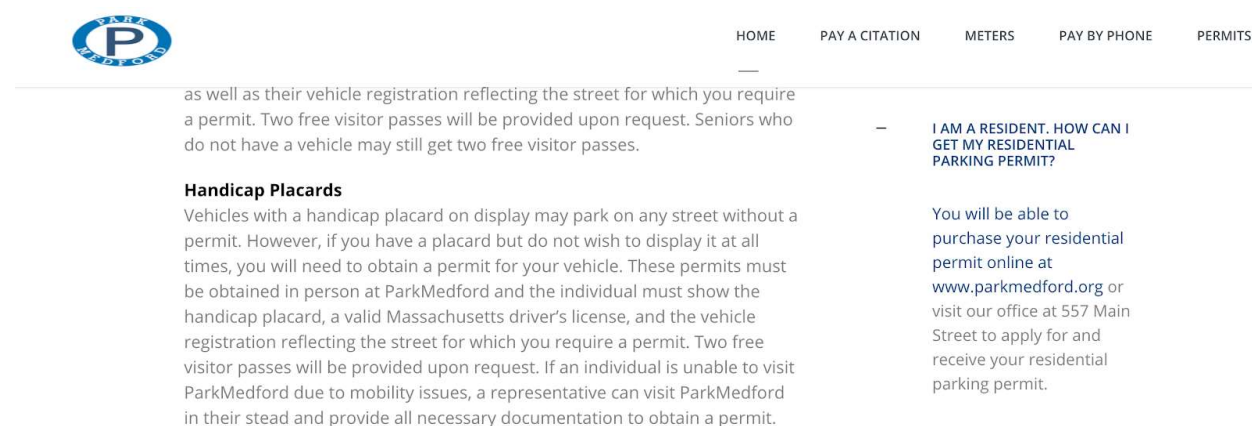
⁸ "Park Medford responds to city's questions over kiosks, attendant behavior," *Wicked Local Medford*, February 28, 2017, <https://medford.wickedlocal.com/news/20170228/park-medford-responds-to-citys-questions-over-kiosks-a-tendant-behavior>

The Commission recommends that the City review the City of Somerville's Department of Transportation structure⁹ to review whether a similar organizational structure would work for Medford.

4.3 Obtaining a residential parking permit

The information presented to residents who want to apply for a residential parking permit on the [ParkMedford website](#) is shown in Figure 8.

Figure 8: Screenshot of ParkMedford residential parking permit process



The following is the basic information about residential parking permits:

- The cost of a residential parking permit is \$10 per year per vehicle and includes two visitor passes.
- The cost for two visitor parking passes is \$10 per year per address, if no vehicle is registered at that address.
- Two visitor parking passes are allowed per household address, regardless if there is a vehicle registered at that address.
- The City allows an unlimited number of residential parking permits to be assigned per household address.
- Residents who are over 65 years of age or who have a handicap/disabled permit are not required to pay for either residential parking permits or visitor parking passes.

4.4 Requesting residential permit parking for a street in Medford

The following is the process for residents to request residential permit parking enforcement for their street. Currently, this process is not posted on any City website; one must call the Traffic Commission to obtain this information:

⁹Correspondence from City of Somerville,
https://drive.google.com/file/d/1VGtzsR3_udyDajyvdpheVnML6ouM_79a/view?usp=sharing

- The process is governed by the City of Medford Traffic Commission.
- Residential parking permits are assigned on a street-by-street basis.
- Residential permit parking is initiated by residents on each street.
- Each petition can determine the rules of enforcement for the street.
- Residents can only park on the street of their residence, which means that if you live on a corner lot, you only have one option for where to park.

A resident of the street gathers signatures from neighbors in a petition to have a street be permit parking. At this time, residents will likely “choose” how they want their street’s parking to be enforced — for example, Monday through Saturday 7am to 7pm or 24 hours a day 7 days a week (see Figure 9). Once a majority of resident signatures is obtained, the residents then appear before the City of Medford Traffic Commission to petition for the change to the street. The Traffic Commission will approve, street by street, each petition. The City will then install signs, the street will be added to the enforcement list, and residents will be notified to obtain permits within two weeks. A residential sticker must be affixed to each vehicle registered. Visitor passes are paper card stock and personalized by adding the specific residential address for enforcement purposes. All permits and passes are renewed yearly. Some permits can be obtained online through the ParkMedford website.

Because there are no guidelines for parking rules, residents can choose their level of parking enforcement, which means residential parking varies street by street. This inconsistency is difficult to enforce and creates confusion for resident parking. Creating guidelines and basing them on the need for enforcement would still give residents flexibility but would also improve the current state.

Figure 9: Examples of resident parking restrictions in Hillside and South Medford



4.4 Overall assessment of current parking program

The Commission has determined that the current residential parking program is not effective, nor does it meet the needs of citizens.

By reviewing previous parking program reports and analyzing resident parking survey results, the Commission has identified that the current system does not meet the needs of resident on-street parking. The current residential parking permit program is an inconsistent patchwork of permit parking across the city, which creates inequities and limits fairness.

4.5 Street-by-street residential permit parking

As the City of Medford grows and becomes a destination for more people to live and work, creating a simplified residential parking program becomes more necessary. Currently, the City allows self-determination by residents for a street-by-street residential parking program. This has led to a situation where, when one street becomes permit parking, it forces other nearby streets to also petition to have permit parking. However, each street can choose their level of enforcement, creating confusion for residents and visitors. Also, residents who live on one permitted street cannot park on any other street that is permitted, which means that if a resident has a corner-lot home, she can only park on her designated street. This is particularly an issue where a home on a corner lot may have a street address on one street, but a driveway on another, and the resident is prohibited from obtaining visitor passes for the street on the driveway side.

The Commission recommends the City move to residential parking by zone, starting with the GLX neighborhoods of Hillside and South Medford. This will also reduce confusion for residents, visitors, and parking enforcement officers and create a single parking program. This option has already been studied by Nelson/Nygaard consultants in 2017 when the City received a \$20,000 grant to study the problem, and a preliminary plan for how to do this already exists. The City should follow these recommendations to implement a residential parking zone plan and move away from street-by-street parking permits.

“For me, a 70-year-old homeowner living near Tufts, parking on the street has become quite stressful. Lots of renters who have no regard to the limited number of on-street parking available. They have friends park or take up more than one parking space. Unlike Cambridge or Somerville (which is one block from me), there is almost no enforcement by the city. I hear folks say that they know nothing will happen if they park illegally, etc.” — Resident survey response

4.6 Enforcement of other ordinances and laws

It's clear that residential parking is entwined with a number of other issues within the City, including the density of rentals, number of people living in each residence, increasing costs of living, and unpermitted businesses being run out of residential neighborhoods (e.g., car rental businesses), which can lead to an increase in the number of cars vying for on-street parking.

Along with parking enforcement, the City should address enforcement of other non-vehicular laws in the City, including the occupancy limit on residential units and preventing unpermitted businesses from operating in residential neighborhoods.

4.7 Additional handicap parking needs

Handicap parking in the business districts needs to be assessed to ensure there is enough parking for each district. As the business districts expand, ensuring adequate handicap spaces is not just a matter of fairness and equity, but also of regulation.

The City should continue offering free residential parking permits for residents over 65 and those with handicap placards, keeping in line with neighboring communities and the needs of Medford residents.

4.8 Parking permit program for out-of-state vehicles

Currently, out-of-state/out-of-town vehicles that are not registered in Medford need to find off-street parking or register the vehicle with the City.

Considering the influx of out-of-state registered vehicles, specifically with Tufts University students living off campus, the City should examine the possibility of issuing a “short-term resident” yearly residential parking permit that is tied to a lease or other proof of residency for residents attending Tufts University. This program would only be for Tufts University students because the university is in the City of Medford. The fee for this particular registration should be a set sum (e.g., less than an excise tax fee, but more than a resident parking permit). The applicant would not need to own the vehicle to apply for a permit.

This program should not supersede any previous agreements with the City and Tufts University (i.e., agreements made for CoHo housing, etc.).

The City can find precedent in the City of Salem,¹⁰ which has a program that should be assessed and modified for Medford. In this case, the city allows one-year registration of a parking permit with proof of living in the City (e.g., lease and enrollment in the local college, Salem State University).

4.9 Policy for overnight commercial vehicle parking

Although commercial vehicles are not allowed to park on residential streets overnight, the City should review the policy based on need. Overnight commercial vehicle parking is an issue that was raised by residents in the Commission’s survey, as well as during meetings. There was no clear consensus in the feedback — some do not want any commercial parking on residential streets, but others are residents of that street and have a commercial vehicle for work. However, it’s clear that a resident-only commercial permit for parking in front of one’s residence (rental or

¹⁰ <https://www.salem.com/parking/pages/resident-permit-parking>

owned) could be an option. This would be a fee-based permit, could be issued even if the resident does not own the vehicle, and could also be a temporary permit (e.g., monthly renewal).

“Why are the permit parking streets different for what type of vehicle is allowed to park on the street? Why are we unable to get a parking permit for our commercially plated vehicle to park in front of our house?” — Resident survey response

The City should define what a commercial vehicle is (e.g., height, width, weight, signage, etc.) and consider constructing different classes of commercial permits to be issued in the City for assigned or overnight parking.

The City could examine the idea of parking lots in business districts being used for overnight commercial vehicle parking, with a residential commercial permit. The Commission acknowledges that there are many nuances to this suggestion.

The City should study parking regulations in neighboring cities. For example, Somerville has a specific permit for overnight residential commercial vehicle parking.¹¹

4.10 Understanding private ways

In the City of Medford, 31% of our streets are private ways.^{12,13} A private way is defined by Merriam Webster Dictionary as, *“Usually a way laid out by a private owner or owners and maintained at their expense, dedicated to public use, but not accepted as a public way.”*

The Massachusetts state government also has limited guidance on private ways¹⁴ — specifically, *“The Massachusetts Streets and Ways for Surveyors,”*¹⁵ by F. Sydney Smithers, Esq., 2011. This 78-page document provides a lengthy discussion of public and private ways in Massachusetts, including establishment and maintenance of ways, installation of utilities, easements, discontinuance, and subdivision control. It also includes detailed references to cases and statutes.

This is a complex issue that is governed by archaic rules, but it is critically important for residents and the City to understand for a number of reasons. First, when applying for federal

¹¹ Residential Commercial Overnight Parking, City of Somerville, <https://www.somervillema.gov/sites/default/files/residential-commercial-vehicle-overnight-parking-permit-information.pdf>

¹² List of private ways in Medford, MA, <https://www.medfordma.org/wp-content/uploads/2016/03/StreetList-2016.pdf>

¹³ Medford's municipal code on private ways, https://library.municode.com/ma/medford/codes/code_of_ordinances?nodeId=PTIIFOR_CH78TRVE_ARTIIIISTSTPA_DIV1GE_S78-147PAPRWA

¹⁴ Commonwealth of Massachusetts <https://www.mass.gov/info-details/massachusetts-law-about-roads-and-streets>

¹⁵ The Massachusetts Streets and Ways for Surveyors, <https://cainhibbard.com/wp-content/uploads/2011/03/Streets-Ways-May-2011.pdf>

funding, only non-private ways are considered as part of the City's infrastructure. This means the City has limited ability to receive federal funding. However, at the same time, the City has been maintaining infrastructure on some private ways, which means there are a number of private ways that could qualify for conversion to public ways.

Second, residents on private ways are charged with enforcing parking on private ways themselves. In Medford, safety-related issues, such as trash pickup, snow removal, maintenance of fire hydrants, etc., are maintained by the City. The City is also empowered to enforce safety violations such as parking in front of fire hydrants and blocking handicap parking spaces, but otherwise is not permitted to enforce parking on private ways. Therefore, residents on private ways do not have a clear legal recourse for illegal parking on private ways. There is also no City policy or procedure in place that can guide or help residents who live on private ways.

Why is this important to a resident permit parking program? Because the City of Medford cannot enforce residential parking rules on private ways, unless they are directly related to safety, residents living on private ways will be severely affected by the necessary shift to residential parking enforcement by zones.

4.11 Communicating about private ways and zoned residential parking

The Commission has identified 34 private ways in the GLX neighborhoods.¹⁶ These streets will not be part of any residential permit program, nor will they have any parking enforced unless it's a safety issue. Therefore, these streets could see a significant influx of *anyone* parking on the private ways, with no recourse for residents through current City capabilities. The availability of non-enforced parking on private ways could become increasingly detrimental to residents who live on them.

For residents living on private ways, the unintended consequences of a zoned permit parking program — which is the Commission's recommendation due to the expansion and proximity to new public transportation options — necessitates urgent action by the City to 1) institute a student/non-resident parking solution, and 2) conduct a review of private ways that could be converted to public ways.

However, in the Commission's study of this issue, as well as in feedback from the public and in the survey, it is clear that other parts of Medford (e.g., near the Middlesex Fells Reservation) also have problems with non-residents parking on private ways. For example, a resident on Charlemont Road, a private way off of Governors Avenue near the Fells, informed the Commission that people park on Charlemont who do not live on Charlemont, limiting parking for residents. That resident was issued a resident parking permit by the City, but has no recourse. Anecdotes like this undermine the resident parking program, frustrate residents, perpetuate the

¹⁶ List of private ways in GLX neighborhoods, https://docs.google.com/document/d/1Ne8-flcstFfiNhoP_dvyhQuXmTBXt0_3XlhO8zNBTzk/edit?usp=sharing

feeling of failure of the City's responsibilities toward residents, and create uncertain enforcement issues for both the Medford Police and ParkMedford.

The City, through the Traffic Commission, currently approves resident parking on private ways as part of the ParkMedford program. This means the City will collect fees from residents for parking permits, but cannot legally enforce the resident parking rules on private ways, either through ParkMedford or Medford Police. The only City parking enforcement allowed on private ways is for safety-related issues (e.g., parking in front of a fire hydrant), which may only be enforced by the Medford Police.

4.12 Short-term recommendations for private ways

- Cease issuing resident parking permits and any parking enforcement on private ways, except for enforcement of safety issues.
- Cease installing signs for resident parking on private way, and remove all City resident parking signage currently on private ways, except for enforcement of safety issues.
- Refund fees for resident parking permits on private ways and rescind any issued parking permits.
- Review with ParkMedford and the Traffic Commission the rules of private ways enforcement to ensure correct enforcement. There have been unfortunate incidents of residents being shuffled back and forth between these two entities.
- Create an outreach campaign for residents living on private ways in the GLX neighborhoods to understand the City's parking enforcement policy for private ways.

4.13 Long-term recommendations for private ways

- Create a website resource about private ways that includes legal references, a list of private ways, and additional information about enforcement rules. The City can look to neighboring cities, such as Somerville,¹⁷ for guidance.
- Consider a program where residents of private ways can enforce parking by towing. This program would allow residents of private ways to file a permit notifying the City of the preferred tow company for that private way to tow away vehicles parked illegally on that private way, as is done in the City of Somerville.¹⁸

4.14 Short-term recommendations for current policies

- Create and fully fund and staff a Department of Transportation. The City's parking program should be run out of this department with an eye toward customer service, transparency, and accountability. The transportation needs for the City are growing, complex, and currently scattered over many departments.
- Create a Parking Program Review Board reporting to the head of the Department of Transportation and Mayor, with an annual review of the entire parking program. This

¹⁷ City of Somerville, Private Way Parking Restrictions, <https://www.somervillema.gov/sites/default/files/private-way-parking-information.pdf>

¹⁸ Application to allow City of Somerville to tow cars from private ways, <https://www.somervillema.gov/sites/default/files/private-way-parking-petition.pdf>

board would be composed of residents as well as City employees and oversee public meetings, yearly parking surveys, and research on and recommendation of improvements to the parking program, among other duties.

- Clearly post on the City's website all details for how to get a residential parking permit, including costs, processes of appeal, etc.
- Because the residential parking program sign infrastructure is already in place for 85 residential parking streets in Hillside and South Medford, these signs can be augmented with the new parking rules. However, on streets that are not currently included in the resident parking program, new signs should be issued and posted.

4.15 Long-term recommendations for current policies

- Move away from the current street-by-street residential parking program to a zone parking program across the entire City. The need will be more urgent in some areas than others. However, for equity, fairness, ease of enforcement, and rapidly evolving needs, the entire City should move to entirely residential parking.
- Allow residential parking on main/emergency streets. This will increase flexibility and parking options for residents. For main streets, such as Boston Avenue or Main Street, parking should balance the needs of both residents and businesses. Where there aren't kiosks or meters, these signs would state, "2-hour parking or by resident parking only."
- Improve communication about parking on all City websites and in print material. See neighboring communities of Somerville,¹⁹ Arlington,²⁰ and Malden²¹ for how they present and communicate this information.

¹⁹Somerville parking department, <https://www.somervillema.gov/departments/parking-department>

²⁰ Arlington parking information, <https://www.arlingtonma.gov/i-want-to/learn-about/parking>

²¹ Malden parking information, <https://www.cityofmalden.org/525/Parking-Information>

5.1 Charge 2: Area-wide parking for GLX neighborhoods

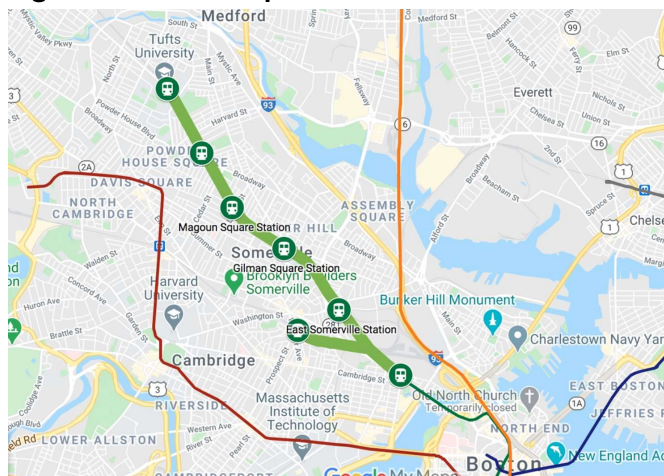
Charge from the Mayor: To evaluate the feasibility and efficacy of area-wide parking policies as it relates to the MBTA Green Line Extension, scheduled to open in late 2021.

5.2 Commission's assessment of area-wide parking

The Commission's chairs are also the City-appointed representatives for the MBTA's Green Line Extension Community Working Group and live in the GLX neighborhoods. The GLX subway stations are walk-up stations, which means there will be *no parking* of any kind for subway riders. For years, the chairs have been relaying to the City parking-enforcement concerns of residents who live in these neighborhoods. The Commission's residential parking survey and public comments during meetings also show great concern of residents in these neighborhoods, as do years of public comments in MBTA/GLX meetings through the years of construction on the project. The MBTA Green Line Extension stations will open for fare service in December 2021.

The City should request specific communication on MBTA websites and material that reinforces to the general public that there are no public parking options for the Green Line stations in Medford, except limited on-street parking. To learn more about the Green Line Extension, please visit the MassDOT website (see Figure 10).²²

Figure 10: GLX map



5.3 Defining the GLX neighborhoods in Medford

The GLX neighborhoods are defined as the areas in Medford that are within a one-mile radius of the following GLX stations: Medford/Tufts at College and Boston Avenues, Ball Square/S.

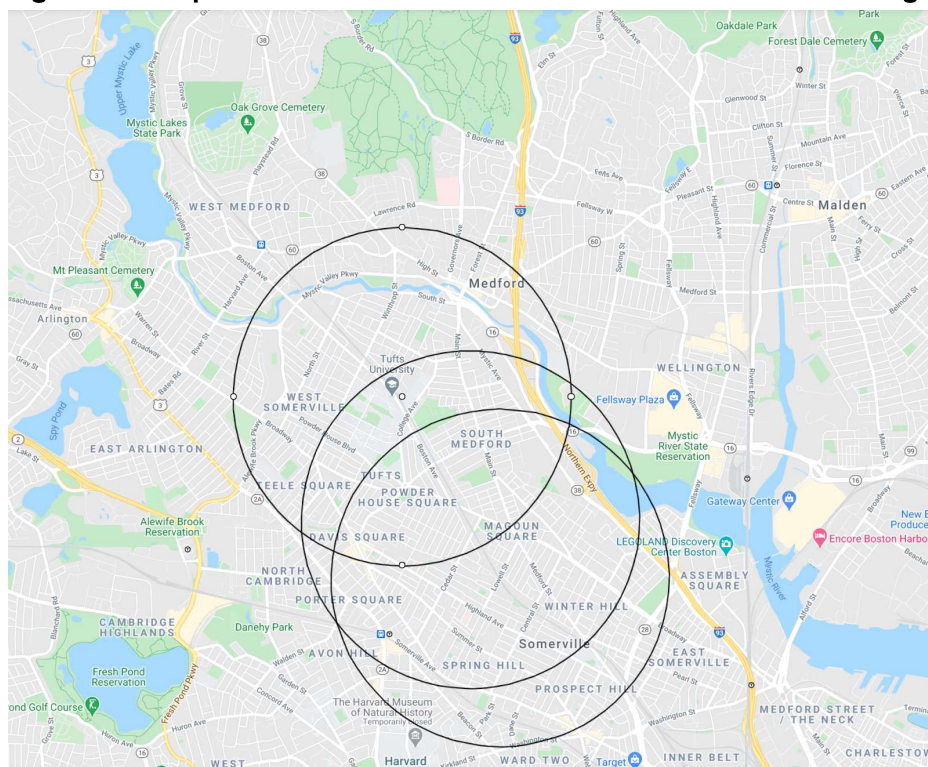
²² <https://www.mass.gov/green-line-extension-project-glx>

Medford station at Broadway and Boston Avenue, and Magoun Station at Lowell and Vernon Streets in Somerville.

The MBTA follows Federal Transit Authority guidelines for “walk-access transit catchment areas,”²³ i.e., the distance riders are willing to walk to access a public transit option. These guidelines define the walk-access area as a one-mile radius. There are no park-and-ride facilities at the GLX stations.

The Commission is including Somerville’s Magoun station in our analysis because the one-mile radius overlaps with South Medford. The GLX neighborhoods can be interpreted as a catchment from Rt. 16/Mystic Valley Parkway to Broadway in Somerville, and the length of Mystic Avenue (see Figure 11).

Figure 11: Map of one-mile radius walk-access areas for GLX neighborhoods



²³ See Massachusetts Department of Transportation, GLX Notice of Project Change (2017), page 13, <https://www.mass.gov/doc/notice-of-project-change-0/download>. “None of the new station locations in Alternative 1 have park-and-ride facilities and therefore the ridership market for these stations is almost wholly defined as persons capable of accessing the station by non-vehicular means. Walk-access transit catchment areas of a one-mile radius were evaluated based on FTA’s requirements.”

5.4 Who lives in the GLX neighborhoods

The Commission turned to the City's Community Development and Energy and Environment office for help in determining population, median house income, number of passenger vehicles, owner occupancy, and renter occupancy across Medford. The information provided was based on U.S. census, Metropolitan Area Planning Council, and MassGIS data. The GLX neighborhoods have the lowest percentage of owner-occupied houses in the City, in the range of 21% to 32%. Renters comprise a majority of the neighborhood at 69% to 72%. There are other parts of the City that also reflect this density of rental properties — for example, Station Landing.

From the findings, it appears that even though the GLX neighborhoods have the highest amount of renters, it also has the lowest number of registered cars.

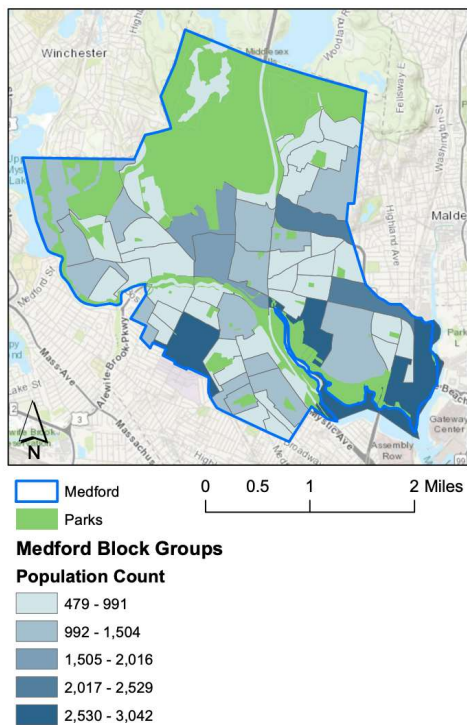
The GLX neighborhoods are dense with multifamily houses, apartment buildings, and single-family homes. Parking has been an issue in these neighborhoods for years for a number of reasons, including proximity to Tufts University (instead of paying to park, employees and students find easy and free parking on neighboring streets); dense housing and unlimited parking permits allowed per residence, and, unless a resident on the street requests it, a lack of parking enforcement (unlike Somerville with its very rigorous enforcement). Streets that border Somerville also find Somerville residents parking on Medford streets to avoid their own City's enforcement.

The GLX neighborhoods also have the most streets with residential permit parking in the City, with 85 streets already assigned residential permit parking: 21 are in the Hillside neighborhood and 64 are in South Medford.

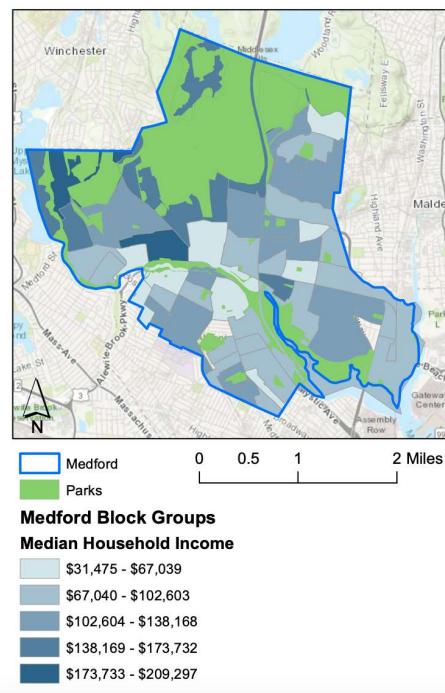
Figures 12 through 16 show a number of maps that convey the “tale of two cities” narrative that we find in Medford. Again, Hillside and South Medford have discrete needs that are exacerbated by the incoming GLX stations. However, there are a number of other areas throughout the City that are changing as well. And setting up a parking program that works for the entire City is the most fair and equitable action the Mayor can take.

Figures 12–16: Census data

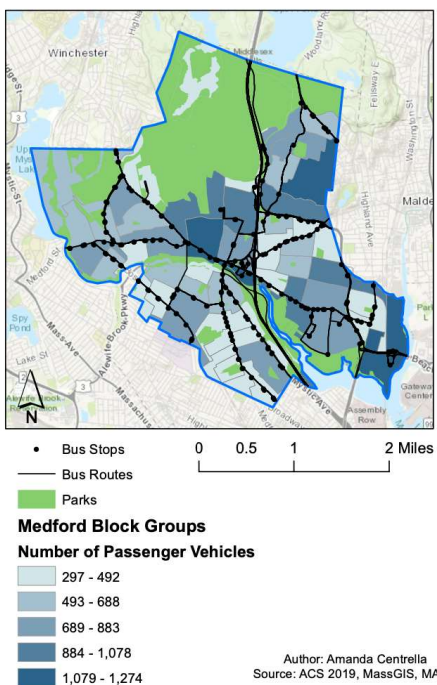
Medford Population Count by Block Group



Medford Median Household Income by Block Group

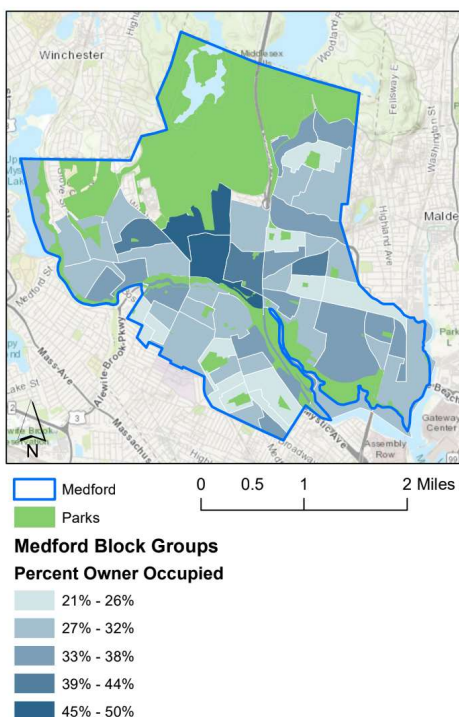


Medford Passenger Vehicles by Block Group

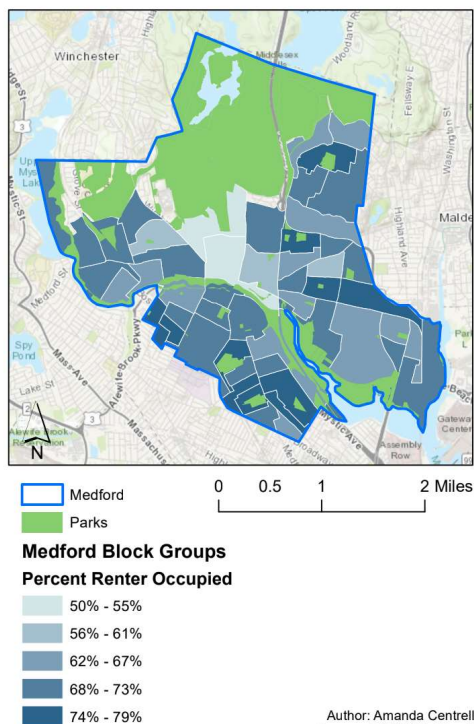


Author: Amanda Centrella
Source: ACS 2019, MassGIS, MAPC

Medford Owner Occupied Housing Units



Medford Renter Occupied Housing Units



Author: Amanda Centrella
Source: ACS 2019, MassGIS

5.5 New data collected: 15 streets studied for residential permit parking

To study the current residential parking program, the Commission created a data set of 15 streets in Medford with residential parking. This Commission is only using data that is currently available, which is the number of street parking spaces and number of cars registered per street.

Additional information, such as driveway parking and off-street parking, should also be collected and assessed.

“I live on Boston Ave near Ball Square. We do not have permit parking on my street but I would like to see it become permitted. The street is almost always fully parked and there is never an option for friends, family, or contractors to park on the street. I would like to improve the availability of street parking for residents and visitors of residents. I am extremely concerned where the green line stop is coming at the end of the year, the parking situation will only become significantly worse if it remains non-permitted. With the T stop, people will be inclined to park on Boston Ave when using the T even if they do not live on the street. The green line extension is coming. Residents need to park vs riders parking on Boston Ave. Plus employees of Ball Square park on our street taking away spots for residents.” — Resident survey response

The Commission chose three data points to study permit parking on 15 residential streets in Medford. The streets were selected for a variety of reasons:

1. The 2017 Nelson\Nygaard Consulting report.²⁴ Some of the 15 streets were studied in this report.
2. Some streets were selected as known problems or mentioned by citizens who wrote to the Commission.
3. Proximity to the three GLX stations (Magoun Square/Lowell St., Ball Square/S. Medford, and Medford Tufts). For clarity, Magoun Square station, even though situated in Somerville, will affect residential parking for lower Main Street in Medford.

For example, there are more permits issued by the City than there are number of parking spots available on a street-by-street basis. However, without the corresponding information of the amount of driveway or off-street parking available, this analysis is incomplete.²⁵ For example, on Windsor Street, there are 55 parking spots but 81 issued residential parking permits (see Figure 17).

Figure 17: 15 streets data				
Street	Number of parking spaces	Resident permits	Visitor passes	GLX station
Albion	74	48	54	Ball Sq/S. Medford
Alfred Terrace	10	14	16	Ball Sq/S. Medford
Benham	30	31	28	Medford Tufts
Berwick	14	27	32	Ball Sq/S. Medford and Medford Tufts
Brookings*	46	48	48	Medford Tufts
Burget*	26	17	20	Medford Tufts
Capen		55	74	Medford Tufts
Clayton	42	38	52	Ball Sq/S. Medford
Dexter	62	27	36	Magoun/Lowell
Edwards	78	76	100	Magoun/Lowell
Marion	70	62	90	Ball Sq/S. Medford
Newbern	65	89	124	Ball Sq/S. Medford
Shapley	18	31	36	Magoun/Lowell
Windsor	55	81	108	Medford Tufts
Yale	74	68	84	Ball Sq/S. Medford and Medford Tufts

* only part of the street is permit parking

²⁴ Medford, Massachusetts: On-Street Residential Permit Parking Program Options, February 2017, Nelson/Nygaard,

https://drive.google.com/file/d/1oqKiDLzDg-J8-9DF_TiRCu-syS2IM-L/view?usp=sharing

²⁵ Note: The Committee researched how to obtain the number of cars registered in the City of Medford by street. However, the City must obtain this information from the Massachusetts Registry of Motor Vehicles.

The residential permit parking program is working at times, as the data for citations shows in Figure 18. However, within the neighborhoods, residents often still need to call to request enforcement.

Figure 18: Number of citations issued per year on permit parking streets		
Street	Citations issued in 2020	Citations issued in 2021*
Albion Street	67	1
Alfred Terrace	10	1
Benham Street	36	10
Berwick Road	18	2
Brookings Street	96	22
Burget Avenue	36	15
Capen Street	99	13
Clayton Avenue	56	13
Dexter Street	77	9
Edward Street	109	26
Marion Street	103	9
Newbern Avenue	121	9
Shapley Avenue	44	2
Windsor Road	121	30
Yale Street	372	92

*As of February 2021; note: enforcement was down in 2020 due to Covid-19

5.6 Assessment of business parking in GLX neighborhoods

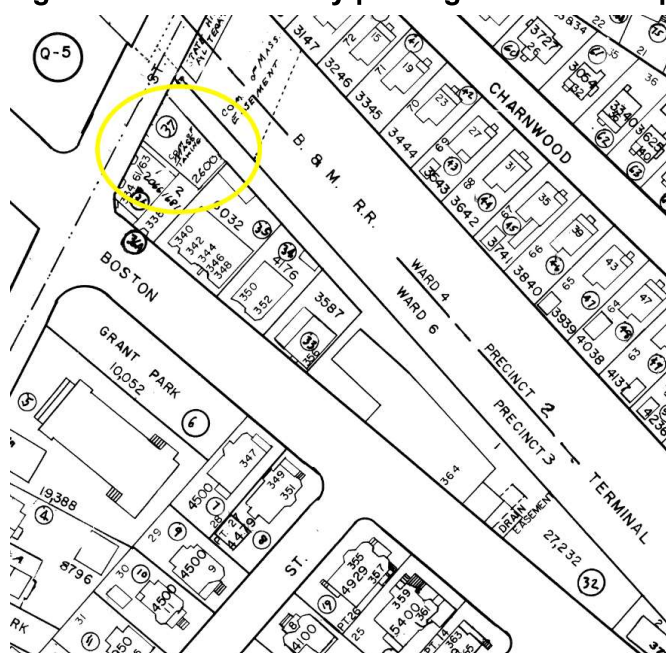
The Commission spoke with a number of businesses in the Hillside and South Medford neighborhoods. The primary concern was establishing parking for business owners and allowing customers to have easy access to their stores with convenient parking.

The Commission found that in both business districts, “hidden” parking lots owned by the City were not used by customers, specifically the Yale Street parking lot and the parking lot on Winthrop Street behind Hillside Cleaners at Boston Avenue.²⁶ See Figure 19.

The Commission uses the term “hidden” because the City does not list public parking lots or options in any City resources for the public. Also, the Hillside parking lot has not been maintained, and clear rules have not been posted for parking.

²⁶ For engineering materials about the Hillside parking lot, see <https://drive.google.com/drive/folders/12BO2YLkrUgcpJnCdmAw52TknNKcN0qdQ?usp=sharing>

Figure 19: “Hidden” City parking lot at Winthrop Street and Boston Avenue



The Commission also believes there’s an opportunity for creative agreements and arrangements for additional business parking opportunities. Agreements with Tufts University and local churches, as well as reconstruction of streets (like Tufts Square) to bring more parking to business districts should be encouraged.

“Since the parking lot has been in place, it has really helped with more available spaces for customers.” — Business survey response

The Commission recommends creating designated business parking areas, spaces, or streets for each business district. Currently, business parking permits and designated areas only exist in Medford Square.

“I tried to apply for a business parking pass and was told by Park Medford they are only for the Square, over in West Medford somewhere and I think over near the Main Street and Harvard Ave parking areas. That’s because I was on Salem street — they told me about where to find free parking. So it seems that business parking isn’t actually available to all businesses.” — Business survey response

The Commission has found that there are a number of easily identifiable areas within the GLX neighborhoods that need to have better enforcement through clear signage. Expansion of the meter program, as well as increased enforcement of two-hour parking throughout the GLX neighborhoods, will help businesses maintain customer service levels and will avoid abuse of long-term parking due to the proximity of the GLX stations.

The Commission recommends that the City immediately review lower Main Street, Tufts Square, and mid-Main street signage with an emphasis on enforcement based on the potential of

long-term parking abuses due to the proximity to the GLX Stations. This is especially pressing, as these are currently easy and free parking opportunities for residents of the City of Somerville.

However, within the GLX neighborhoods, there is also an opportunity to improve the flexibility of parking options for residents and businesses by allowing business permits to be used on residential streets within limited hours when there is no other business parking option available. And if residents are allowed to park on primary streets with a permit, they too will have additional options.

5.7 Recommendations for GLX neighborhoods

A yearly accounting or dashboard of the amount of enforcement in residential neighborhoods will help residents understand the efficacy of the residential permit parking program (e.g., a street by street accounting of tickets issued). Also crucial, and a metric that would reveal the transparency of any residential parking program is the number of tickets dismissed.

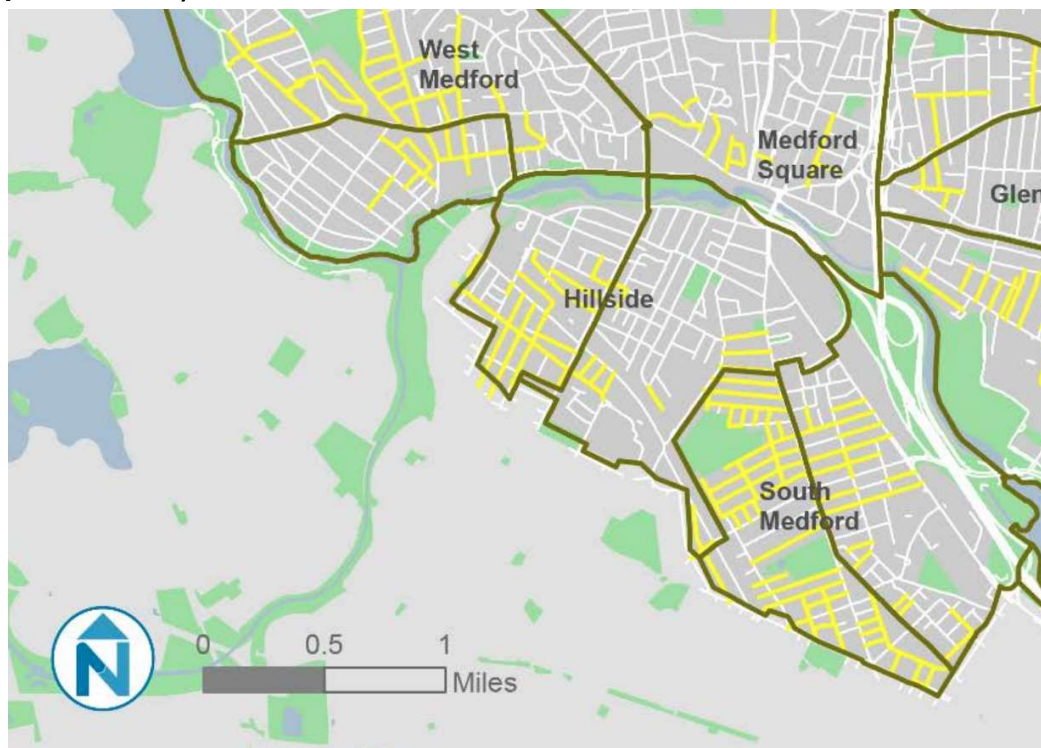
A clear communication plan needs to be created for residents and businesses in the GLX neighborhoods. Part of this communication plan should include maps of the streets that will have new enforcement conditions — e.g., never-before-enforced parking at handicap ramps, buffer areas at intersections, and parking in the direction of traffic. There should be an allotted grace period for residents on streets that are new to the residential parking permit program.

Specifically, the Commission recommends that the City:

- Establish four zones of residential parking in the Hillside and South Medford divided by census districts, with parking enforced 24 hours a day, 6 days a week except Sundays and holidays.
- Follow the Nelson/Nygaard consulting plan from 2017 for exact guidance for creating a zoned residential parking program.²⁷
- Other parts of the City cannot be divided as neatly, so will need additional studying. (See Figure 20.)

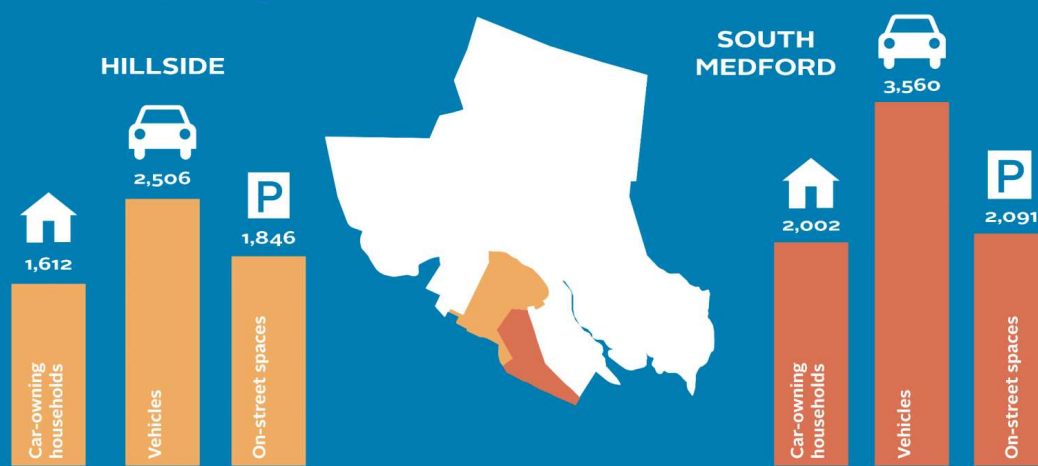
²⁷ Medford, Massachusetts: On-Street Residential Permit Parking Program Options, February 2017, Nelson/Nygaard, https://drive.google.com/file/d/1oqKiDLzDg-J8-9DF_TkRCu-syS2IM-L/view?usp=sharing

Figure 20: Example of the GLX neighborhoods by census district (Nelson/Nygaard presentation)



Too many vehicles

South Medford and Hillside households possess more cars than on-street parking spaces



ACS 2011-2014 5 Year Estimates

10 busiest streets have 2 permits per household

N NELSON
NYGAARD

6.1 Charge 3: Fees for on-street parking

Charge from the Mayor: To study the fees currently assessed for on-street parking in the City of Medford, including meters, passes, and permits.

6.2 Commission assessment for on-street parking fees

The cost of a resident on-street parking permit is comparable to Everett and Malden, but not Somerville or Arlington,²⁸ where parking enforcement is much stricter. Somerville's residential parking permits are \$40 per year. Therefore, the Commission believes there is opportunity to increase the cost of residential parking permits as the program increases services and flexibility for residents.

6.1 Rethinking unlimited residential parking permits

In Medford, homes can currently register an unlimited number of vehicles per residence. Although this option offers total flexibility, it also leads to increased cars parking in the neighborhood. The Commission recommends the City assess a tiered pricing model. For example, the first two vehicles of a residence would pay X and the next three to six vehicles would pay a premium (e.g., X + 100% of X). In neighboring communities, Somerville follows a tiered increase program.

6.2 Assessing fees and permit costs in neighboring communities

The residential parking permit cost is currently competitive with neighboring cities and towns (see Figure 21).

²⁸ 2014 City of Arlington parking study, Nelson/Nygaard,
<https://www.arlingtonma.gov/home/showdocument?id=32193>

Figure 21: Cost comparison of parking permits in neighboring communities						
	Medford	Arlington	Everett	Malden	Salem	Somerville
Residential parking permit per year	\$10.00	\$160.00 initial calendar year; \$75.00 yearly renewable	\$10.00	\$5.00	\$10.00 (2-year period)	\$40.00
Visitor pass/permit	2 free visitor passes per household with purchase of residential permit \$10.00/year with no residential permit	14 parking waivers are allowed for overnight visitors per year, per household	1 free visitor pass with purchase of residential permit Additional passes \$5.00: 1-night pass \$10.00: 7-day pass \$15.00: 14-day pass	\$5.00	\$1.00	Limit of 2 visitor passes per household \$40/each
Handicap/disabled	Free	Free	Free	Free	Free	Free
Senior (65+)	Free	Free	Free	Free	Free	Free

The Commission recommends any new permits created in the City be fee-based permits, with the exception of handicap permits and permits for persons over 65.

Currently, residents who are over 65 can get a free residential parking pass. However, residents must go to the ParkMedford office in person. The City should consider online options for issuing these permits.

6.3 Flexible residential parking permits by function

The Commission has found through analysis of data from surveys, correspondence, and meetings that the current parking permit program does not meet residents' needs. Residents would like a program that responds to the way they live, which is dynamic and based on need or circumstance. Dynamic permitting would allow residents to apply for a permit online or by phone anytime and receive a 24-hour approval.

“You have carpenters coming into Medford doing jobs at residential homes and some business locations. They take their permits out at city hall then proceed to the location. Well I would make sure that if we did a job we had ample spaces to park our vehicles or we got tagged. My proposal is that the Business owner pays for a spot on the street where he and his men work out of a box type unit. The crew should carpool to the location where their tools and what they need are at the site. I know it will not work in some locations but I believe it would work in a lot of areas and the people living there should not give a hard time knowing the work will be done in time.” — Email from a resident to the Commission

For example, the City of Somerville²⁹ has a detailed breakdown of residential parking permits by function and fee. These include:

- Home healthcare professional
- Van/moving container/pod
- Commercial vehicle (day only)
- Rental vehicle
- Realtor
- Small event
- New residents
- Landlord

The Commission recommends that the City implement a similar fee-based, flexible, special residential parking permit program for short-term visitor permits. Per the city-wide survey results, residents would like to see in priority order the following visitor permits created:

- Home healthcare professional
- Contractors
- Long-term visitor
- New resident
- Special event
- Landlord

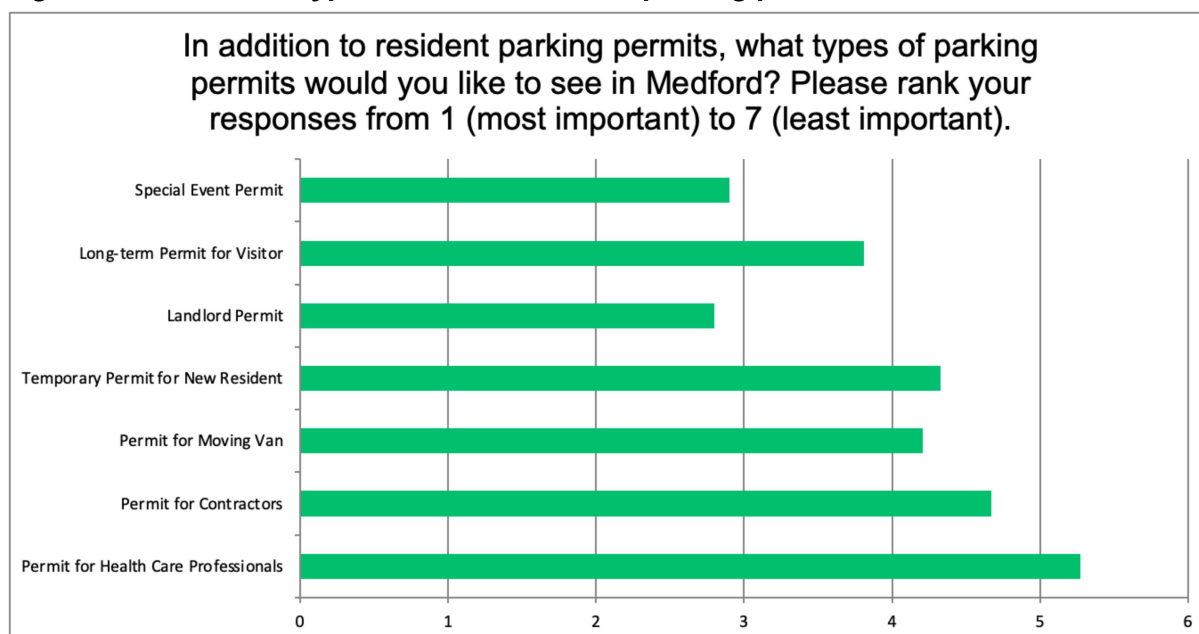
In addition to these special permits, the Commission also recommends that the following residential permits be created for short-term parking:

- Moving van/container/pods
- Rental vehicles
- New vehicles

From the residential survey, respondents were asked to rank which permits they would like to see most. A majority of respondents wanted permits for home health care professionals, long-term visitors, and new residents (see Figure 22).

²⁹ Parking permit fee structure, City of Somerville, <http://www.accountquery.com/parking-permits.html>

Figure 22: Interest in types of new residential parking permits



6.4 Improved features for residential parking permits

Along with improved flexibility for residential parking permits, the City should examine improved quality of permits. Currently, parking permits are easy to photocopy, have handwritten addresses, and are impossible to track. Bar codes, holograms, and a robust visitor permit would improve enforcement. For examples of parking permits, see the comparison of the City of Somerville versus Medford example.³⁰

6.5 Assessment for businesses for on-street parking fees

When it comes to the cost of business permits, Medford is on par with Somerville, but in Malden where there are a number of garages, the cost is per month (see Figure 23).

³⁰ Visitor parking permit comparison, <https://drive.google.com/drive/folders/1gpZMRZOtELTOhicXOnzGOefgLoXDsr3f?usp=sharing>

Figure 23: Parking fees for business parking permit		
Medford	Somerville ³¹	Malden ³²
\$100 per year	\$100–\$150 per year	\$35–\$135 per month

6.6 Institute a 15-minute free parking option

The Commission has found through public meetings, in-person interviews, and survey results from the business parking survey that business owners would like increased flexibility with parking in general. The ideas of designated pickup/dropoff spaces and 15-minute parking options surfaced time and time again.

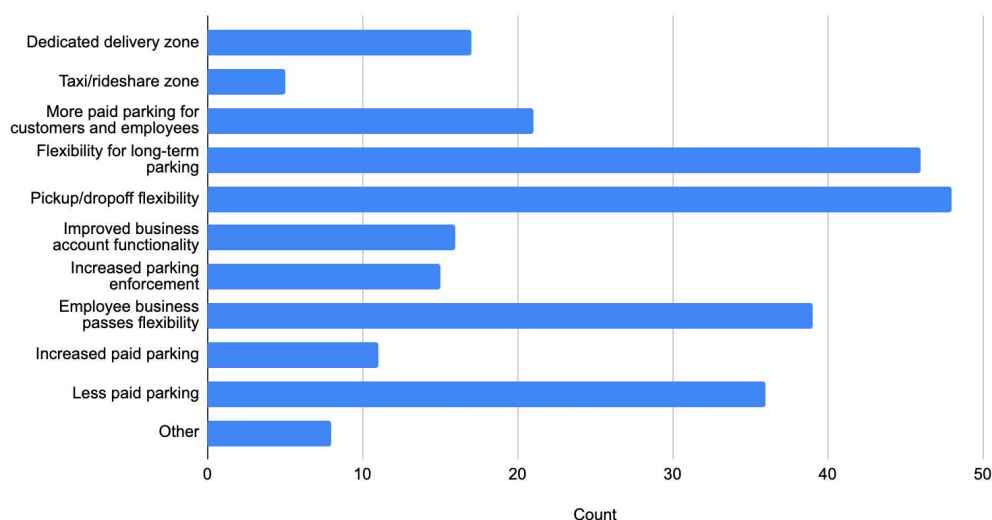
In neighboring towns, Arlington³³ offers this option.

6.7 Flexible parking options in business districts

Businesses would like to see more flexible parking options for customers, employees, and dedicated business parking spaces and lots (see Figure 24).

Figure 24: Businesses would like to see more parking options

What would you like to see from a City parking and enforcement program?
(choose as many as apply)



³¹ <https://www.somervillema.gov/sites/default/files/business-parking-program-permit-information.pdf>

³² https://www.maldenredevelopment.com/sites/default/files/mra_parking_program_rates_20210309.pdf

³³ Town of Arlington Parking Policies and Regulations, page 8,
<https://www.arlingtonma.gov/home/showdocument?id=35197>

“The parking meters in the Square often either are not working or are not working right. It is a frequent complaint and it often makes people late for appointments which impacts my business since I work by appointment.” — Business survey response

Currently, parking is limited to two-hour parking. There are a number of businesses that would like to see options for longer parking — for example, four-hour parking — but not all-day parking that could be abused by commuters.

The lack of parking for business permits in Medford Square means that business owners have a small amount of dedicated parking, which fills quickly. There is also a problem with business owners parking in front of their own businesses, which limits customer parking and has created a situation where some now owe a significant amount in parking fees.

6.8 Transferable business parking permits

Businesses can now purchase a business parking pass for \$100 per vehicle. However, the permit attaches to the vehicle, not the business. This means if an employee quits or a vehicle breaks down, there can be no transfer of the permit to another, which means the business has to buy a new permit at \$100 again.

“Most important issue is allowing parking for more than 2–3 hours and ability to buy TRANSFERRABLE passes online for employees. If I reimburse an employee for a pass and they quit tomorrow, they still get to keep the pass I’ve helped pay for.” — Business survey response

6.9 Increasing meter/kiosk parking enforcement across the City

The Commission has identified 14 additional business areas³⁴ outside of the standard 5 business districts that should be assessed for meters/kiosks and enforcement. For example, South Medford on Main Street near Tufts Square has no parking enforcement, which means as Broadway in Somerville is developed, Medford remains an attractive location for all-day, free parking.

These business areas that should be studied for additional enforcement are as follows, including the five already defined business districts:

1. High Street at Boston Avenue, West Medford
2. High Street at Jerome, West Medford
3. Boston Ave. at Arlington Street, West Medford
4. West Medford Square, West Medford
5. Lower Main Street at Dexter Bow entrances North and South, South Medford
6. Tufts Square, Main at Medford Street, South Medford
7. South Medford Square, Main at Harvard, South Medford
8. Mystic Ave. at Golden/Billings Avenue, South Medford
9. Mid-Main Street at Billings to Stearns, South Medford

³⁴ Additional business areas for parking enforcement, <https://drive.google.com/drive/folders/1QYwW-q4TsQ0GFekVXXdJvCis5cu1WXdF?usp=sharing>

10. Upper Main Street at Columbia to Emerson, South Medford
11. Hillside Center at Winthrop, Hillside
12. Boston Ave. at North Street, Hillside
13. Medford Square
14. West End Salem at Hadley/Otis, Glenwood
15. Haines Square, Glenwood
16. Spring Street Corridor Central to Magoun Ave., Glenwood
17. Riverside Ave at Rt28/Fellsway, Wellington
18. Middlesex Ave at Third/Fifth Ave., Wellington
19. Fulton at Winslow, North Medford

6.19 Short-term recommendations for on-street fee parking

The Commission does not recommend fee changes in 2021 for residential/business parking permits, or parking fees. However, the fee structure must be reviewed on an annual basis to ensure the parking program is self-funded and/or meeting cost obligations (e.g., equipment, enforcement levels, and infrastructure).

6.20 Long-term recommendations for on-street fee parking

- Perform an annual/biennial residential and business survey to collect feedback on the fee structure of the parking program.
- Enhance the physical visitor parking permits with barcodes and/or security features to improve enforcement capabilities.
- Create a flexible business permit program that allows transferring permits between vehicles.
- Assess how many business parking spaces are needed in each business district.
- Consider a flexible parking option where business permits could park on sections of residential streets closest to the business district during working hours. This would be an option for smaller business districts with no designated business parking.
- Assess the number of vehicles registered per residence and consider a sliding/increasing fee based on the number of vehicles registered per residence (e.g., one price for the first two vehicles, an increase for the next six, etc.).
- Expand metered parking and enforcement to beyond central business districts.

7.1 Charge 4: Parking fee collection

Charge from the Mayor: To study the methods of parking fee collection in the City of Medford.

The Commission found that because the parking enforcement was inconsistent, inefficient, and reactive instead of proactive, the collection of outstanding fees and obligations was not met. However, since the start of the ParkMedford program, the City failed to provide any dedicated staffing resources for oversight or review of the parking program. This laissez-faire attitude led to a failure of faith in the ParkMedford program. And with no accountability or dedicated resources in City Hall, the ParkMedford program continued unchanged year after year. See the previous section, “Unpaid fees owed to the ParkMedford program.”

Without public disclosure of fees collected or paid to the City, residents necessarily became concerned with the effectiveness of the ParkMedford program, but had no dedicated resource in City Hall to turn to with concerns.

7.2 Self-funding a parking enforcement program

After assessing the parking revenue paid to the City during the past seven years — which is a total of \$3 million — the Commission believes Medford could self-fund a City-run parking program, which would report to the newly created Department of Transportation (see Figure 25). This would require the City to upgrade and replace current equipment, purchase additional equipment, hire staff, and put a robust communication plan into place. However, in accordance with the Commission’s other recommendations — moving to zoned residential permit parking, expanding the meters and enforcement on streets, and collecting outstanding fees owed to the ParkMedford program — this should be an attainable goal.

Figure 25: Collected parking revenue to the City, 2015–2021 (data from Mayor’s office)	
2015	\$125,000.00
2016	\$322,327.28
2017	\$517,014.02
2018	\$713,453.15
2019	\$608,087.59
2020	\$611,244.18
2021*	\$160,255.58 (*through February 2021)
Total to date	\$3,057,381.80

7.3 Current fee structure for violations

The current fee structure for parking violations is consistent with neighboring communities. See Figure 26.

Figure 26: Parking violation fees by city

	Medford	Arlington	Malden	Somerville
Meter	\$25	\$15	\$25	\$30
Overtime parking	\$25	\$15	\$25	\$50
Within 20 feet of an intersection	\$25	\$25	\$25	\$50
Resident permit parking	\$25		\$25	\$50
Over 48 hours parking	\$25		\$25	\$50
Overnight parking		\$25		
Blocking driveway	\$25	\$25	\$25	\$50
Business permit parking	\$25			\$50
Not in metered space	\$25	\$15	\$25	\$50
Restricted area	\$50	\$25	\$25	\$50
Within 10 feet of hydrant	\$50	\$100	\$50	\$100
Bus stop	\$100	\$100	100	\$100
Fire lane	\$100	\$25	\$50	\$50
Crosswalk	\$100	\$25	\$50	\$200
Handicap ramp	\$300	\$200	300	\$200
Handicap space	\$300	\$200	300	\$200

7.4 Short-term recommendations for fee collection

- Immediately dedicate a City Hall resource(s) to be the public liaison of the ParkMedford program.
- Publish parking procedures, fees, rules, and obligations on the City website for customers of (i.e., all those who use) the ParkMedford program.
- Collect a minimum of 50% of outstanding fees owed to the ParkMedford parking program.
- Research collection options and the amount of outstanding fees carried over by neighboring communities.
- Seek one-year extension with Republic/REEF Parking to maintain consistency with the ParkMedford program until a new program can be funded.

7.5 Long-term recommendations for fee collection

- Move to a self-funded, City-run parking program reporting to a newly created Department of Transportation.

- Publish a year-by-year total review of fees collected (specifically, all parking violations and residential and business/commuter parking permits issued) under the ParkMedford program with Republic/REEF Parking since its inception in 2015.
- Publish a year-by-year breakdown of the City's share of revenue collected under the ParkMedford program with Republic/REEF Parking since its inception in 2015.
- Publish the outstanding debt in parking fees owed to the City per year.
- Create a process to work within the contractual obligations of the Republic/REEF Parking contract to recoup as much of the outstanding debt as possible. Specifically, the Commission would like to see a minimum of 50% collection of debt.

8.1 Charge 5: Parking enforcement

Charge from the Mayor: To evaluate the City of Medford's current arrangement of parking enforcement, to wit, the outsourcing of parking administration and enforcement to a third-party vendor.

The Commission's review of survey responses, public meetings, and conversations with businesses has led to the conclusion that without a robust communication plan about enforcement (i.e., using the program as an opportunity to teach residents and businesses about parking), residents and businesses are frustrated with enforcement — both the perceived lack of enforcement and over-enforcement. Some residents and businesses feel that they are personally being targeted by ParkMedford. In this situation, education about parking and providing options to do it better would go a long way.

The Commission recommends the City create a Parking Policy and Enforcement manual similar to neighboring communities (which can be available online and in print at City Hall and ParkMedford). This document would have all of the rules in one place. See the Town of Arlington for an example.³⁵

With a focus on customer experience and customer service, the City would be able to start to shift the perception of additional enforcement being punitive. For example, with resident parking, it's possible that blocking one's own driveway will lead to a ticket.

Parking enforcement — specifically, the lack of consistent enforcement — is a concern across the entire parking program. Without robust and consistent enforcement in business areas, vehicles remain parked in the same spaces all day, which reduces the needed turnover for customers to easily access businesses. Without consistent enforcement in residential neighborhoods, residents will continue to have problems with cars being parked more than 48 hours, etc.

"There are people who repeatedly park in front of my business and ignore the 2-hour parking sign-and park there all day. Not once have they gotten a ticket. (I understand I could call and complain, but they are from the neighboring business and I don't want to be a jerk) It would be nice if the parking restrictions were actually enforced. I have had clients who had to park far and walk several blocks or circle the block several times. One of who was pregnant. It's frustrating." — Business survey response

It's important to note that with the Covid-19 pandemic in 2020, ParkMedford, like many neighboring communities, reduced enforcement in the City for the majority of the year.

³⁵ Town of Arlington Parking Policies and Regulations, <https://www.arlingtonma.gov/home/showdocument?id=35197>

8.2 Pursuing a meter solution, not kiosks

Across the board, Medford residents have rejected the current technology deployed for the City: kiosks. Kiosks would best be deployed in parking lots, but for street use, residents and businesses would much prefer a meter solution that uses coins, credit cards, and smartphone applications. Meters are:

- Easier to use
- Easier to see on the street; you shouldn't have to cross the street to pay a meter
- Perceived to break down less frequently
- Able to be solar powered

“Parking Kiosks are awful. They are difficult to work, almost impossible to see on a sunny day and too often don't work. They discourage customers from coming to Medford Square. Time for a change.” — Business survey response

At the end of the Republic/REEF contract (2021), the City will own all of the parking equipment, including the kiosks. However, this equipment is now outdated. The Commission recommends that a cost-benefit analysis be performed to determine whether it's worth refurbishing the kiosks, replacing the kiosks, or investing in a new meter program. At the recent Committee of the Whole meeting, ParkMedford said the total cost to replace 83 kiosks would be \$750,000; specifically, a \$4,000 to \$5,000 upgrade for each kiosk or \$8,000 to \$10,000 to replace kiosks.

The Commission researched a few meter technologies to try to understand the options.³⁶ To say that parking technology has improved in the last seven years is an understatement. However, as quickly as technology advances, the City will still need to invest in a customer service strategy.

The Commission received brochures from these parking meter companies:

- IPS Group³⁷
- MSPark³⁸
- POM Enforcement³⁹

³⁶ *The Commission does not endorse nor support any of these vendors. The following material is only for informational purposes. One of the vendors was introduced to the Commission by former Mayor McGlynn.*

³⁷ Material from IPS Group,

<https://drive.google.com/drive/folders/1BBc42qbGC26jn8yAe7iaWjHnWtbdCS99?usp=sharing>

³⁸ Material from MSPark,

<https://drive.google.com/drive/folders/1pX-CpUQ1Z0X-9v8x37nSBlrAz3Su5nTp?usp=sharing>

³⁹ Material from POM Enforcement,

https://drive.google.com/drive/folders/1_7URBrDDAWz84rSA4OVtjaM_YBKtVXiq?usp=sharing

8.3 Residential assessment of enforcement

The Commission interviewed neighboring communities to assess residential parking enforcement, including Arlington,⁴⁰ Malden, Somerville,⁴¹ Everett,⁴² and Salem.⁴³ See the previous section, [“Assessing fees and permit costs in neighboring communities.”](#)

The City’s parking enforcement policies are not as strict as most other neighboring cities. Some specific topics that Medford needs to review and bring in line with common parking practices:

- Parking in the direction of traffic
- Not parking on sidewalks
- Consistent resident parking enforcement times
- Not parking too close to driveways or intersections

8.4 Example of residential parking zone: Encore Casino neighborhood in Everett

Everett has a uniquely interesting example of zoned enforcement for residential parking. The Lower Broadway section of the city abuts the Encore Casino. Everett decided to implement a 24-hour resident parking program for that specific area in an attempt to discourage casino goers. At the same time, the city expanded its authority to tow and increased violation fees from \$25 to \$50.⁴⁴ This was a pilot program, but one that could be the basis for the GLX neighborhoods.

8.5 Business assessment of parking enforcement

The business community in Medford has been vocal about their unhappiness with the ParkMedford program, specifically in Medford Square. It’s apparent that any new parking program would need to create a better working relationship with the business community as their needs change year over year. For example, the Chevalier Theatre became a very popular destination with many sold-out shows and a full entertainment schedule. And while that has been good for some, it does hinder others.

⁴⁰ Residential parking policies for Arlington, MA, <https://www.arlingtonma.gov/departments/police/traffic-parking>

⁴¹ Residential parking policies for Somerville, MA, <https://www.somervillema.gov/departments/parking-department>

⁴² Residential parking policies for Everett, MA, <http://www.cityofeverett.com/435/Residential-Parking-Stickers>

⁴³ Residential parking policies for Salem, MA, <https://www.cityofsalem.net/Pages/Permit-to-park-in-a-residential-district.aspx>

⁴⁴ “Lower Broadway Gets 24-Hour Resident Parking,” Everett Independent, May23, 2019, <https://everettindependent.com/2019/05/23/lower-broadway-gets-24-hour-resident-parking/>

“I have been in business since 2012 and find the parking challenging in the square and wish there was a parking garage and additional parking spaces as I do not have a designated parking for my business and we are open 7 days a week. When the Chevalier Theater was open on Saturday my clients struggled to find a parking space which caused them to be late for their appointment.” — Business survey response

The Commission recommends expanding the meter/kiosk parking enforcement plan to 14 additional business areas in Medford. Please see the section, “[Increasing meter/kiosk parking enforcement.](#)”

8.6 Reviewing the need for a parking garage in Medford Square

The businesses in Medford Square would like a garage built to help employees and customers find easier parking options. Following the patterns of Malden, this parking garage could have reserved parking and monthly passes for employees/business owners. However, it’s also clear that the City will never be able to build enough garages to handle every vehicle.

“We need a parking garage in Medford Square. It’s been long enough without one. The parking program helped to regulate the amount of parking that is available in Medford Square but we still need a garage. This is ridiculous.” — Business survey response

In 2010, the City studied building a parking garage in Medford Square. The study was performed by Mass Development, Nelson/Nygaard, and Utile.⁴⁵ The recommendation from that report said:

A four-and-a-half-story parking garage with 178 vehicular spaces and 22 bike spaces should be built on the existing lot between Governors Avenue and Bradlee Road, replacing the 163-space municipal garage formerly on the site. This garage is adequate to meet the future economic development of Medford Square if the garage is part of a larger parking management plan for the Downtown area. The garage will provide parking for existing businesses, for future retail and restaurant establishments, as well as the patrons of the nearby Chevalier Theatre.

A “parking management plan for the Downtown area” was implemented in 2014 with ParkMedford. However, in a more recent 2017 study⁴⁶ by the Metropolitan Area Planning Council, it was reiterated that the primary data from 2010 is still true — there’s an enormous amount of underutilized parking in Medford Square, but it’s not convenient:

⁴⁵ 2010 Medford Parking Garage Study, https://drive.google.com/file/d/18yZV6rnUfixS_L08F38bcb68gJ9YnLZQ/view?usp=sharing

⁴⁶ Medford Square Master Plan, 2017, Metropolitan Area Planning Council, <http://www.mapc.org/wp-content/uploads/2019/03/Medford-Square-Master-Plan-Appendix-1-Existing-Conditions-Final-12-27-17.pdf>

As found by the 2010 Medford Square Garage Feasibility Study, the vacant spaces were unfortunately in the most remote locations. Key commercial streets were almost entirely full of cars for much of the workday. Surface parking lots on the periphery of the Square, such as the commuter lot in the City Hall Subarea adjacent to I-93, are rarely full of vehicles. Similarly, the lot south of the Mystic Valley Parkway near Veterans Memorial Park, or the lots adjacent to the medical offices of Winchester Hospital on Clippership Drive are rarely full of vehicles. Many of these same patterns were observed in visits to Medford Square as part of the Master Plan effort, with turn-over of on-street parking on key commercial streets occurring more frequently with the addition of the parking management in the Square with the parking payment kiosks.

The Commission suggests reviewing those studies again in conjunction with the Commission's other recommendations to find "hidden" opportunities for parking and better communication about parking lots. The City should assess the feasibility of a parking garage in Medford Square along with other modern transportation needs, including safer intersections, bike lanes, and designated rideshare pickup/dropoff zones.

"The public lot closest to Medford Square is always full with low capacity. The public lot near City Hall is too far for clients and customers to walk to High street as Some are elderly or families with babies and small children." — Business survey response

8.7 Short-term recommendations for parking enforcement

- To improve customer service, the City needs to clarify the parking enforcement duties and activities of ParkMedford and Medford Police, and make this information public.
- There should be consistent enforcement of the maximum 48-hour parking rule in neighborhoods.
- Issue a "spring cleanup" campaign to reduce parking on sidewalks.
- Improve signage to entice parking in underused public parking lots.
- Perform cost-benefit analysis for refurbishing or replacing kiosk program.

8.8 Long-term recommendations for parking enforcement

- Parking enforcement needs to be consistent. To improve consistency, the City should streamline signs, materials, communications, and permits.
- Parking enforcement needs to be better communicated to residents with a focus on customer service.
- In the residential neighborhoods, start enforcing common parking violations, including: parking in the opposite direction of traffic, parking on sidewalks, violating the 48-hour parking limit, and parking too close to driveways or intersections.
- Move to a meter-based parking system for parking in business districts. The equipment should be easy to use and flexible to the City's changing needs.
- Create flexible parking options in business districts, including long-term parking spaces and 15-minute parking.
- Identify, clearly sign, and enforce all City parking lots.

- Identify, define, and make parking rules for commercial districts, specifically the five known business areas — Haines Square, South Medford, Medford Square, Hillside, West Medford — and other high-traffic zones. This will help with enforcement.
- Expand parking and enforcement to an additional 14 areas in the City (see the section, [“Increasing meter/kiosk parking enforcement”](#)).
- Take advantage of data-driven decision making abilities of new parking meters and data to improve parking and everyday functions of the City.

9.1 Charge 6: Recommendations

Charge from the Mayor: To make recommendations of policy changes to Her Honor the Mayor, if necessary.

A bold and future-forward stance must be taken on expanding parking and enforcement throughout the City of Medford. With the opening of the MBTA Green Line Extension and the City creating its first Master Plan and hiring a zoning consultant, the Commission hopes that this look into parking highlights other needs and intertwined issues in our evolving City.

The Commission recommends keeping and expanding the parking permit and enforcement program. This may not be a popular opinion, but the safety of residents and fiduciary responsibility of the City requires it. Some may say that Medford doesn't need a "city" parking program, but Medford is a city, and our changing demographics continue to challenge the ways things have been done in the past.

This is a rare opportunity for Medford to become an example to other cities and towns in the Commonwealth and beyond.

9.1 State legislation: Meeting zoning and environmental goals

9.2 Investing in public infrastructure for electric/zero-emission vehicles

As of March 2021, the Governor signed into law *An Act Creating a Next Generation Roadmap for Massachusetts Climate Policy*.^{47,48} This legislation outlines the Commonwealth's commitment to achieve Net Zero emissions by 2050 and a 50% reduction in emissions by 2030. Specifically, this is an opportunity for Medford to be a leader in electric vehicle (EV) charging stations in public/municipal parking lots.

From the Roadmap:

- By 2050, emissions from light-duty transportation will need to be reduced to nearly zero.
- The primary strategy to reduce light-duty transportation emissions is switching from fossil-fueled vehicles to zero-emissions vehicles.
- This is supported by maintaining and supporting existing public transit systems, reducing single-occupancy vehicle use where possible, making complementary land use decisions, and supporting active transportation infrastructure such as bike lanes and sidewalks.

⁴⁷ "Governor Baker Signs Climate Legislation to Reduce Greenhouse Gas Emissions, Protect Environmental Justice Communities," Press release, March 26, 2021, <https://www.mass.gov/news/governor-baker-signs-climate-legislation-to-reduce-greenhouse-gas-emissions-protect-environmental-justice-communities>

⁴⁸ Massachusetts 2050 Decarbonization Roadmap, <https://www.mass.gov/doc/ma-2050-decarbonization-roadmap/download>

- Deployment of EVs will require the development of dependable and accessible charging infrastructure throughout the Commonwealth and in residents' homes.

And most applicable to Medford as it charts out a future parking program — with 2030 in sight — is the investment of public electric vehicle infrastructure:

The availability of residential charging of electric vehicles was found to have a strong effect on EV uptake. The majority of EV charging typically happens at home where most vehicles are parked overnight, providing a convenient and inexpensive way to “refuel” EVs. As a result, the transition from ICE to EV may initially be easiest and cheapest for vehicle owners living in single-family or multi-family homes with access to a garage or off-street parking. For EV owners without access to off-street parking suitable for charging their vehicles, workplace and public charging infrastructure will likely be critical, particularly as the total stock of EVs grows. Here, public charging infrastructure can help make EVs more accessible, alleviate range and charging anxiety by integrating charging opportunities into routine excursions, as well as ensure equitable access to these vehicles and equitable distribution of benefits from EV-focused policies.

The Commission recommends the City investigate and implement EV charging infrastructure for public parking, as well as locations in residential neighborhoods. The City should aggressively seek grants and funding to achieve the 2030 goal in parallel with any long-term investment in parking.

9.3 Changes to MGL Chapter 40A, the Massachusetts Zoning Act

9.4 Building multi-family housing near public transit stations

Per recent legislation signed into law by Governor Baker, changes to zoning are of specific importance to Medford and neighborhoods serviced by the MBTA train system. Medford is identified as an MBTA community under MGL Chapter 161A, Section 1. That legislation allows for increased residential density near public transit, as follows:

Section 3A. (a)(1) An MBTA community shall have a zoning ordinance or by-law that provides for at least 1 district of reasonable size in which multi-family housing is permitted as of right provided, however, that such multi-family housing shall be without age restrictions and shall be suitable for families with children. For the purposes of this section, a district of reasonable size shall: (i) have a minimum gross density of 15 units per acre, subject to any further limitations imposed by section 40 of chapter 131 and title 5 of the state environmental code established pursuant to section 13 of chapter 21A; and (ii) be located not more than 0.5 miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable.

Medford has four regions where this specifically applies: West Medford Commuter station, Medford/Tufts Green Line station, Ball Square/S.Medford station, and the Magoun station. The maps below highlight the specific regions that will be affected by this legislation (see Figures 27 and 28).

Figure 27: Areas 0.5 miles from GLX stations eligible for concentrated housing

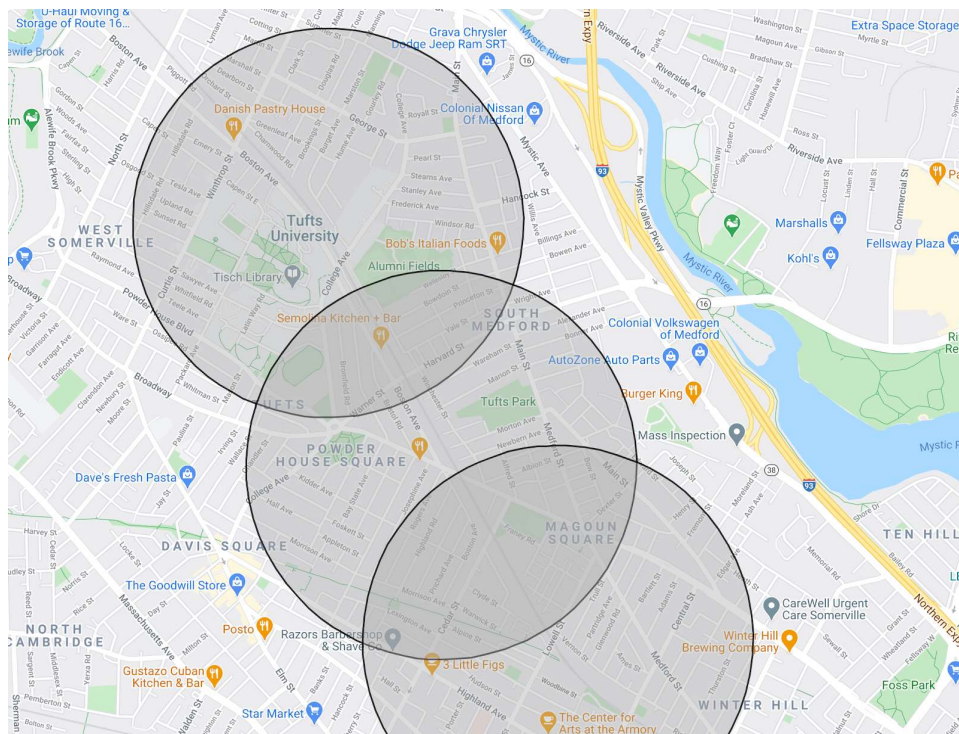
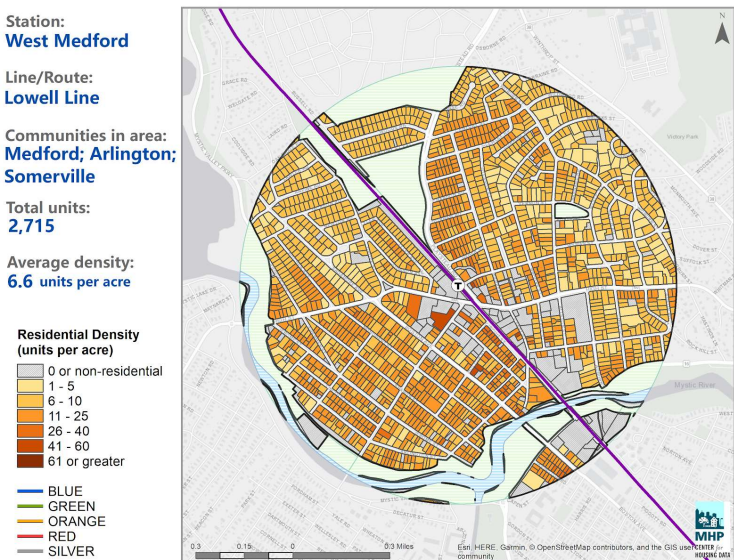


Figure 28: Residential density of area around West Medford MBTA Commuter rail station⁴⁹



The Commission recommends the City review these zoning changes and assess the effect they will have on the West Medford, South Medford, and Hillside neighborhoods.

⁴⁹ Transit-Oriented Development Explorer, Massachusetts Housing Partnership, <https://mhpcenterforhousingdata.shinyapps.io/todex/>

Also, with more multi-family housing being built in the City and a focus on transit-oriented development, the Commission encourages the City to create zoning ordinances to require new housing developments in GLX neighborhoods to have designated parking onsite and not allow residential parking in GLX neighborhoods. This will maximize the potential for housing near subway stations, but not flood the neighborhoods with additional vehicles.

9.5 Additional recommendations and ideas for parking

The Commission's research was wide-ranging, but not conclusive. Additional recommendations and ideas include:

- Including parking information in any "welcome packet" the City distributes to new residents.
- Partnering with organizations to create shuttles from lots further away from event space as a safe and easy alternative.
- Creating a kiosk parking option in smaller business locations to save on the cost of individual meters. This allows an introduction of pay to park in those locations that previously had none.
- Charging a flat rate per day to park near GLX main roads (Boston Ave, Medford Street) similar to Playstead Road and the Commuter Rail. Rate to be determined.
- Beginning parking enforcement near GLX stations earlier than the current time of 10:00 a.m.
- Building a campaign to encourage business owners or employees not to park in front of their businesses.
- Building a campaign to encourage residents to use driveways to park instead of parking on the street.

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