

# **STOUGHTON**

# **PARKING MANAGEMENT**

## **DOWNTOWN PARKING ANALYSIS AND ACTION ITEMS FINAL REPORT**

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June 2018

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## Acknowledgements

This parking study was completed by the Metropolitan Area Planning Council (MAPC) in partnership with the Town of Stoughton. MAPC is Greater Boston's regional planning agency, whose mission is to promote smart growth and regional collaboration.

This document was produced with input from the Town of Stoughton, including the Economic Development Office, the Planning, Engineering, and Police Departments, other Town staff, and local business owners. MAPC would like to particularly thank Pam McCarthy, Director of Economic Development, for leading this effort at the Town. The Parking Working Group also provided insightful comments and feedback throughout the project. Members of the Parking Working Group include:

- Pamela McCarthy, Stoughton Economic Development Director
- Marc Tisdelle, Stoughton Interim Town Manager/Town Engineer
- Noreen O'Toole, Stoughton Town Planner
- Donna McNamara, Stoughton Police Chief
- Michael Laracy, Stoughton Fire Chief
- Craig Horsfall, Acting Town Engineer
- Joseph Scardino, Stoughton Planning Board Chair
- Michael Hartman, Stoughton Town Manager when study was initiated
- Richard Jasmin, Stoughton Department of Public Works
- Pam Carr, Louis Gitto, and Michael Barrett, Stoughton Redevelopment Authority
- Forest Lindwall, Friends of Stoughton Center
- Leo Fay and Sandra Fay, Business Owners- Stoughton House of Brews

Reggie Medeiros-Kowalczykowski (Office of the Town Manager) and Joshua Heal (Animal Control Officer/Parking Enforcement Officer) also provided valuable contributions to this project.

Professional technical assistance provided by the Metropolitan Area Planning Council provided by Sarah Kurpiel Lee, Assistant Director of Transportation and Kasia Hart, Transportation Policy Associate.

Funding for this study was provided by the Boston Metropolitan Planning Organization's Unified Planning Work Program (UPWP) and the Stoughton Redevelopment Authority.

# Metropolitan Area Planning Council

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## Introduction

Stoughton Center hosts a range of activities, including numerous small businesses, a commuter rail station, and Stoughton Town Hall. Parking management has been established as a priority for the Town, with short-term and long-term parking needs identified. Washington Street, Porter Street, and Wyman Street are the primary retail areas, and they are all served by a number of on-street parking spaces. Driving appears to be the primary mode of accessing the area, although many access Stoughton Center by train, foot, or bicycle. The town of Stoughton is grappling with decisions about economic development and local investments, and hopes to better understand the existing parking conditions to help make informed decisions. After applying for funding through the Boston Metropolitan Planning Organization's Community Transportation Technical Assistance program, the Metropolitan Area Planning Council (MAPC) began working with the Town to assess the current parking situation in Stoughton Center, and develop recommendations for managing parking.

The purpose of this parking study is to determine how existing parking spaces are currently being utilized, and for what period of time. The overall goal is to maximize efficiency within the business district, and this analysis will help determine if the existing parking supply is adequate, whether regulations and/or the location of parking should be adjusted, and make recommendations for managing the parking supply in the future.

Several **parking management best practices** that helped guide MAPC's analysis and recommendations for Stoughton Center:

- Parking regulations should be visible, clear and consistent
- Parking policies and regulations should encourage people to park once and visit multiple destinations in one trip
- Short-term parking should be prioritized close to businesses, with long-term parking located further away, either in parking lots or other designated long-term parking areas
- Parking policies should aim for 85% parking occupancy<sup>1</sup> for on-street parking, meaning parking is generally close to being fully utilized but there are always a few spaces available. Occupancy greater than 85% may be appropriate for off-street parking, depending on the size and configuration of the lot

MAPC collected and analyzed existing parking capacity, occupancy, and duration data in Stoughton Center. The scope for this parking study included identification and analysis of the following:

1. Existing parking capacity and regulations for on-street and off-street parking located within the study area
2. Hourly occupancy and duration on a weekday
3. Average duration, and patterns of short- and long-term parking
4. Times and locations of peak parking demand
5. Occupancy observations of additional private off-street parking lots

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<sup>1</sup> Target parking occupancy level identified in *The High Cost of Free Parking*, by Donald Shoup. An 85% parking occupancy is generally considered the sign of a "healthy" parking district - one with strong demand but enough available supply to avoid the negative consequences of drivers circling around looking for parking.

## Study Area

The focus area for this Stoughton Center parking study is primarily on-street and off-street public parking on Washington Street and abutting side streets, as well as the public off-street lots at and near Town Hall. Limited data was also collected at private parking locations such as the MBTA Commuter Rail parking at the Stoughton Commuter Rail Station. The study area is approximately 0.5 miles long on Washington Street, or about a 10 minute walk. The study area includes the following parking locations (as shown in **Figure 1**):

On-street public parking (owned and maintained by the Town of Stoughton):

- Washington Street (Monk Street to Walnut Street)
- Pearl Street (Town Hall to Seaver Street)
- Rose Street (School Street to Porter Street)
- Porter Street (commuter rail to Dale Street)
- Freeman Street (Washington Street to Fire Station)
- Wyman Street (commuter rail to Washington Street)
- Pleasant Street (Washington Street to Capen Street)

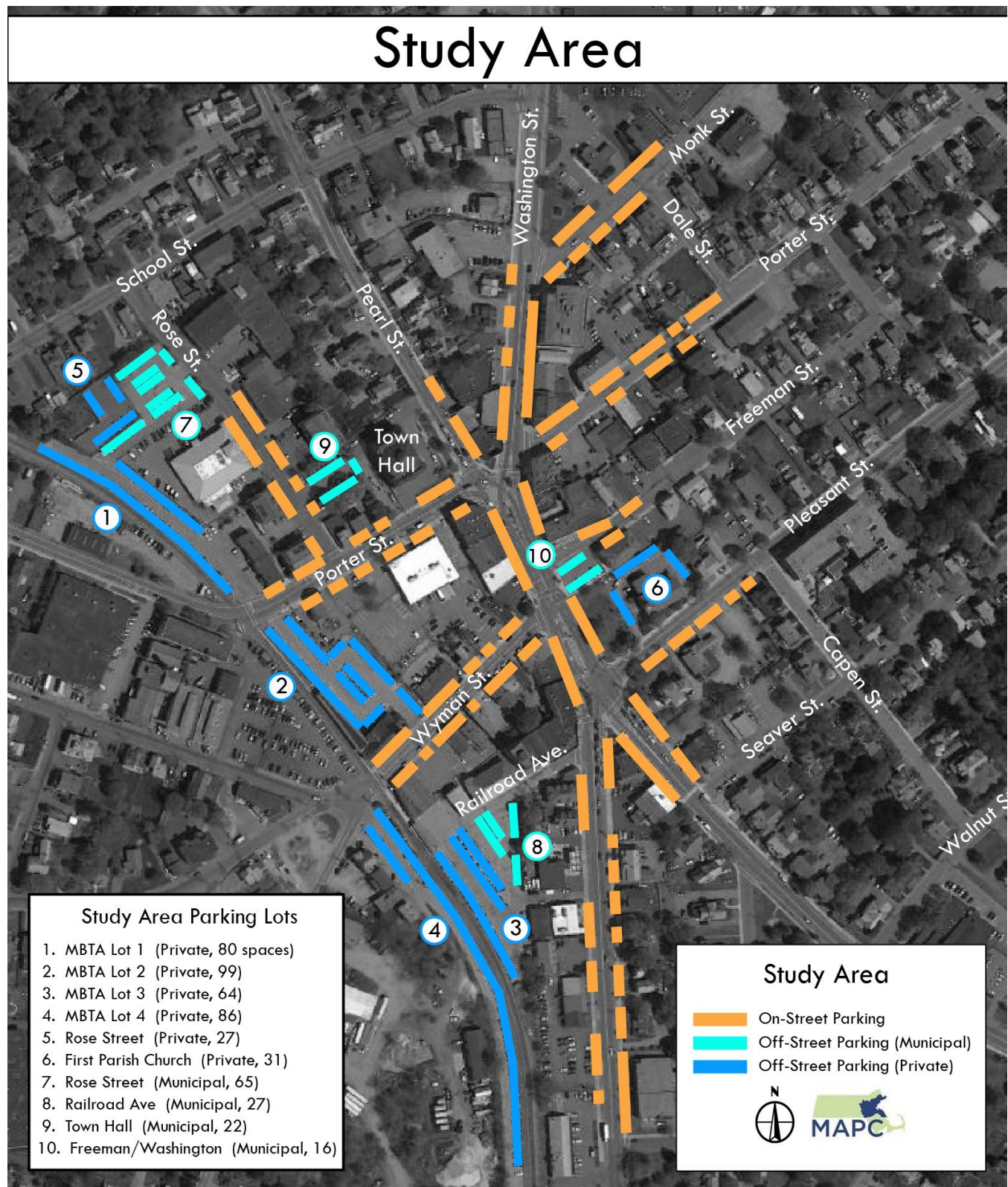
Off-street municipal surface parking lots (owned and maintained by the Town of Stoughton):

- Municipal Lot on Rose Street (next to police station)
- Municipal Lot on Washington Street (at intersection with Freeman Street)
- Municipal Lot at Town Hall
- Municipal Lot adjacent to MBTA Lot (near Railroad Avenue)

Off-street private surface parking lots (NOT owned or maintained by the Town of Stoughton)

- MBTA Lots (4)
- Private Lot on Rose Street (adjacent to Municipal Lot)
- First Parish Universalist Church Parking Lot

Figure 1 Study Area



## Existing Parking Analysis

In order to determine the existing parking conditions within Stoughton Center, MAPC collected parking occupancy and duration data on Thursday, April 27, 2017 from 8:00am - 8:00pm. Prior to the data collection effort, the number, type, and location of parking spaces within the study area were documented.

### Parking Capacity and Regulations

The study area includes a total of 765 parking spaces, 387 (51%) of which are located in private parking lots, 248 on-street spaces, and 130 municipal off-street spaces. **Table 1** provides a detailed breakdown of parking location and capacity within the study area.

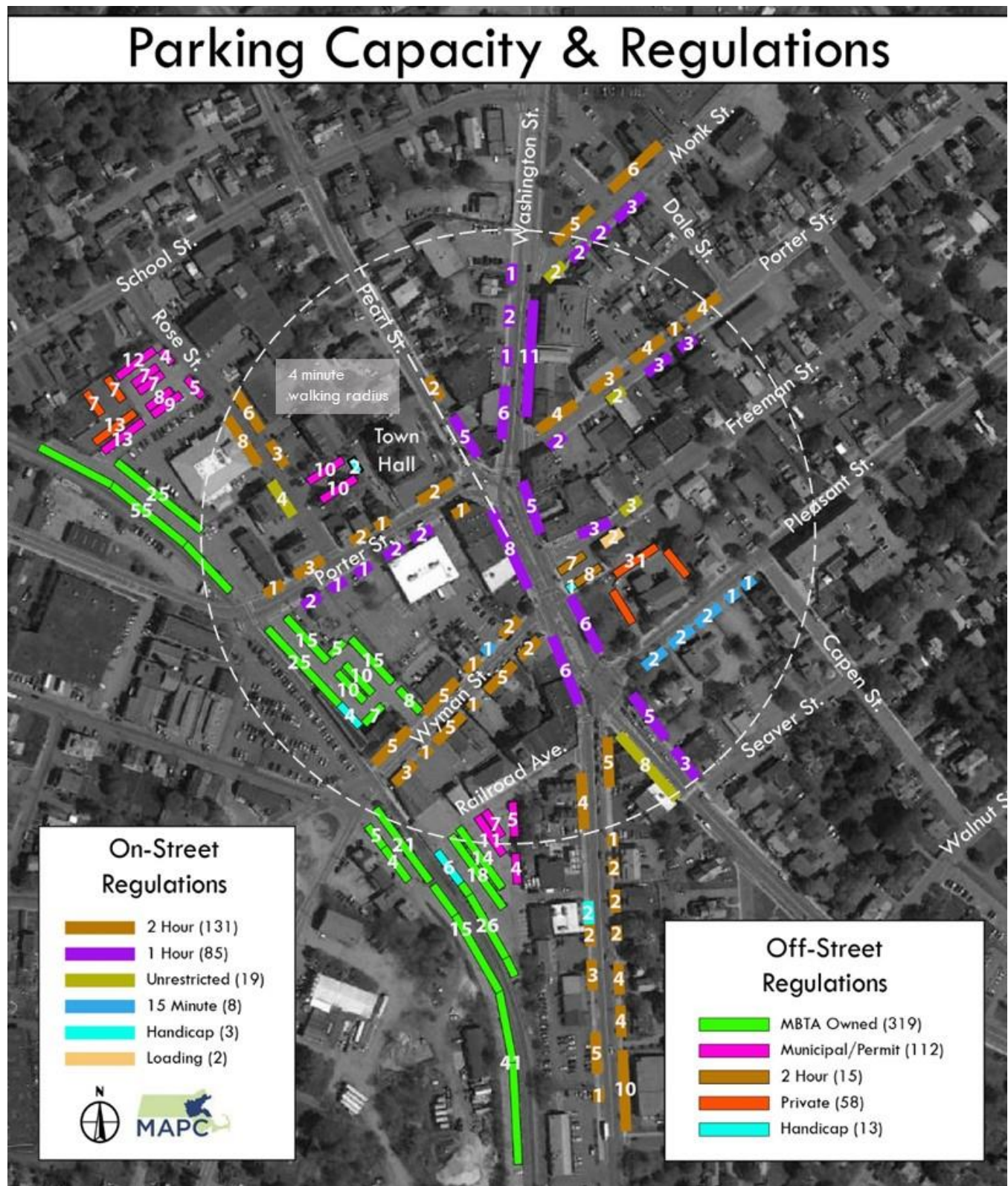
Table 1. Study Area Parking Capacity

Ref #	Type of Parking	Capacity	Percent
<i>Private Parking (51% of total)</i>			
1	MBTA Surface Lot 1	80	21%
2	MBTA Surface Lot 2	99	26%
3	MBTA Surface Lot 3	64	16%
4	MBTA Surface Lot 4	86	22%
5	Private Lot on Rose Street	27	7%
6	First Parish Universalist Church Parking Lot	31	8%
	<b>Private Parking Subtotal</b>	<b>387</b>	
	(MBTA Subtotal)	(329)	
<i>On-Street Parking (32% of total)</i>			
	2 Hour	131	53%
	1 Hour	85	34%
	Unrestricted	19	8%
	15 Minute	8	3%
	Handicap	3	1%
	Loading	2	1%
	<b>On-street Parking Subtotal</b>	<b>248</b>	
<i>Municipal Parking: Off-Street (17% of total)</i>			
7	Rose Street Municipal Lot	65	50%
8	Municipal/Permit Surface Lot (Railroad Ave)	27	21%
9	Town Hall Municipal Lot	22	17%
10	Freeman St./Washington St. Lot <sup>2</sup>	16	12%
	<b>Off-Street Municipal Parking Subtotal</b>	<b>130</b>	
	<b>Parking Total</b>	<b>765</b>	<b>100%</b>

<sup>2</sup> The Freeman Street/Washington Street lot is the only public off-street parking facility that is available to the public without permit or other use restrictions.

As the Town has control over public parking assets only, the primary focus of this analysis is on municipal parking in the study area, but it must be noted that a considerable amount of parking in Stoughton Center is not for public use, most notably the 329 spaces owned by the MBTA at the commuter rail station, which are available at a \$4 daily fee. The on-street spaces have a wide variety of posted regulations, including 2 hour, 1 hour, handicap, loading, 15 minute, and unrestricted/unsigned parking spaces. Additionally, many municipal parking lots are restricted for municipal permit holders, including the parking lot behind Town Hall and in the Rose Street municipal lot. **In total, of the 765 parking spaces in the study area, only 264, or 35% are available to the general public.** A summary of the public parking regulations is illustrated in **Figure 2.**

Figure 2 Existing Parking Regulations and Capacities

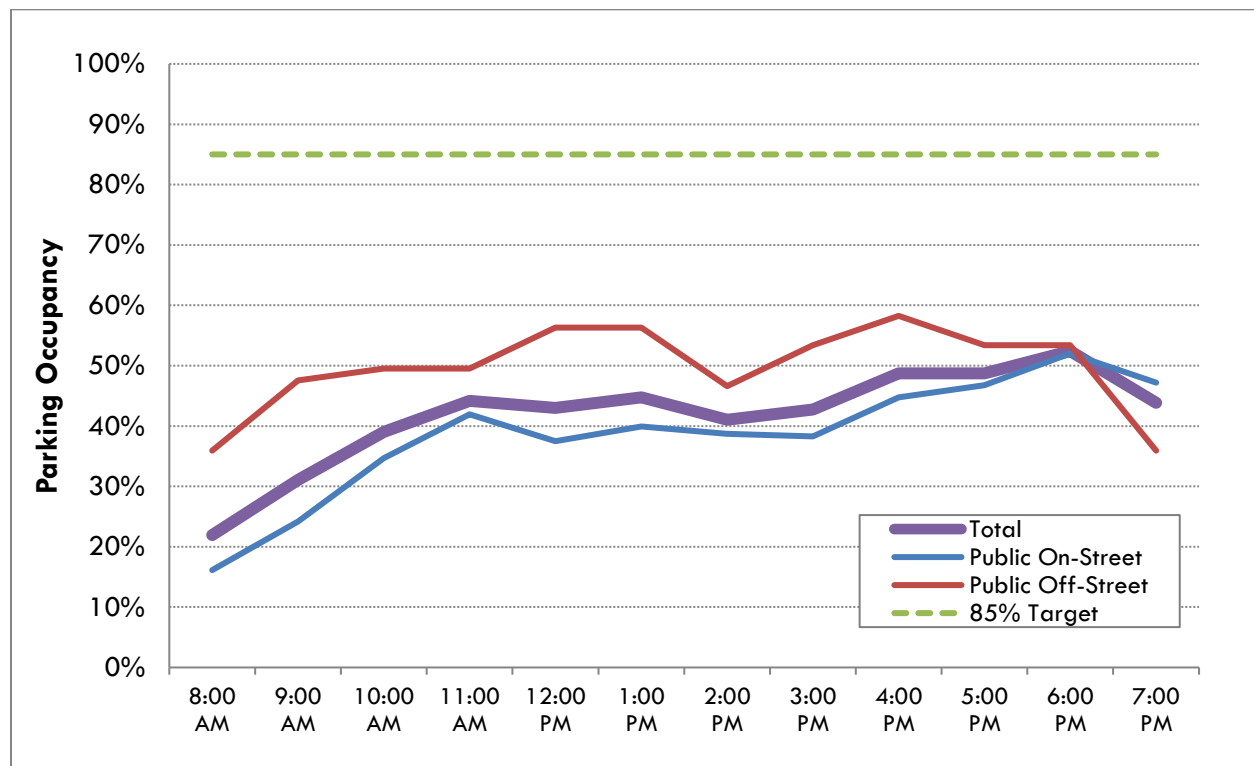


## Parking Occupancy

During the observation hours, MAPC detailed the parking occupancy and duration by time of day in order to gain an in-depth understanding of how parking is currently utilized in Stoughton Center. This parking data helps to identify peak demand times, average parking duration, and areas with the highest parking demand. Hourly data collection took place for the on-street and off-street municipal parking in the study area, while periodic spot checks for parking occupancy were conducted for the private off-street lots.

Overall, peak parking occupancy in Stoughton Center occurred at 6:00pm for on-street parking (52% occupancy), and 4:00pm for off-street parking lots (58% occupancy). The peak period for the study area as a whole was 6:00pm with 52% of all parking spaces utilized. Off-street parking had peaks and valleys throughout the day, but on-street parking steadily increased until the peak time of 6:00pm, after which all downtown parking declined rapidly. It should be noted that the observed parking occupancy fell well below the recommended 85%, even during the peak hour. A summary of the weekday occupancy is available in **Figure 3**.

**Figure 3 Stoughton Center Occupancy vs. Capacity – Weekday**



## *On-Street Parking*

**Figure 4** below demonstrates the parking occupancy rate during the peak hour, which was 6:00 PM. During the peak hour, most of the fully occupied spaces are public on-street spaces, with Porter Street and Washington Street being some of the busiest corridors. Given that these streets run through the core of the downtown district, it can be assumed that several people in the downtown at this time are running errands, heading to meeting at Town Hall, or picking up dinner on their way home from work.

These trends are further illustrated in **Figure 5**, which demonstrates the busiest as well as most available areas throughout the course of the observation period. As shown in the figure, some of the most consistently busy areas include Porter Street, Pearl Street, Washington Street, and portions of Wyman Street. As noted with the peak hour occupancy, these on-street spaces are in the center of the downtown and proximate to a variety of destinations. This observation is in line with other business districts, as residents and visitors generally like to park on the primary corridors as close to their destination as possible.

In addition to these highly utilized on-street spaces, there is some excess capacity on the smaller, quieter side streets that are further away from the center of the downtown, including Monk Street, Pleasant Street, Freeman Street, and the southern portion of Washington Street. These spaces may be more readily available because they are further from the core downtown and visitors may be unaware that parking is available in these underutilized areas. Recommendations for how to better activate these spaces are available later in the report. For more detailed information about the occupancy rates observed during data collection, please see Appendix A.

Figure 4 Peak Hour Occupancy



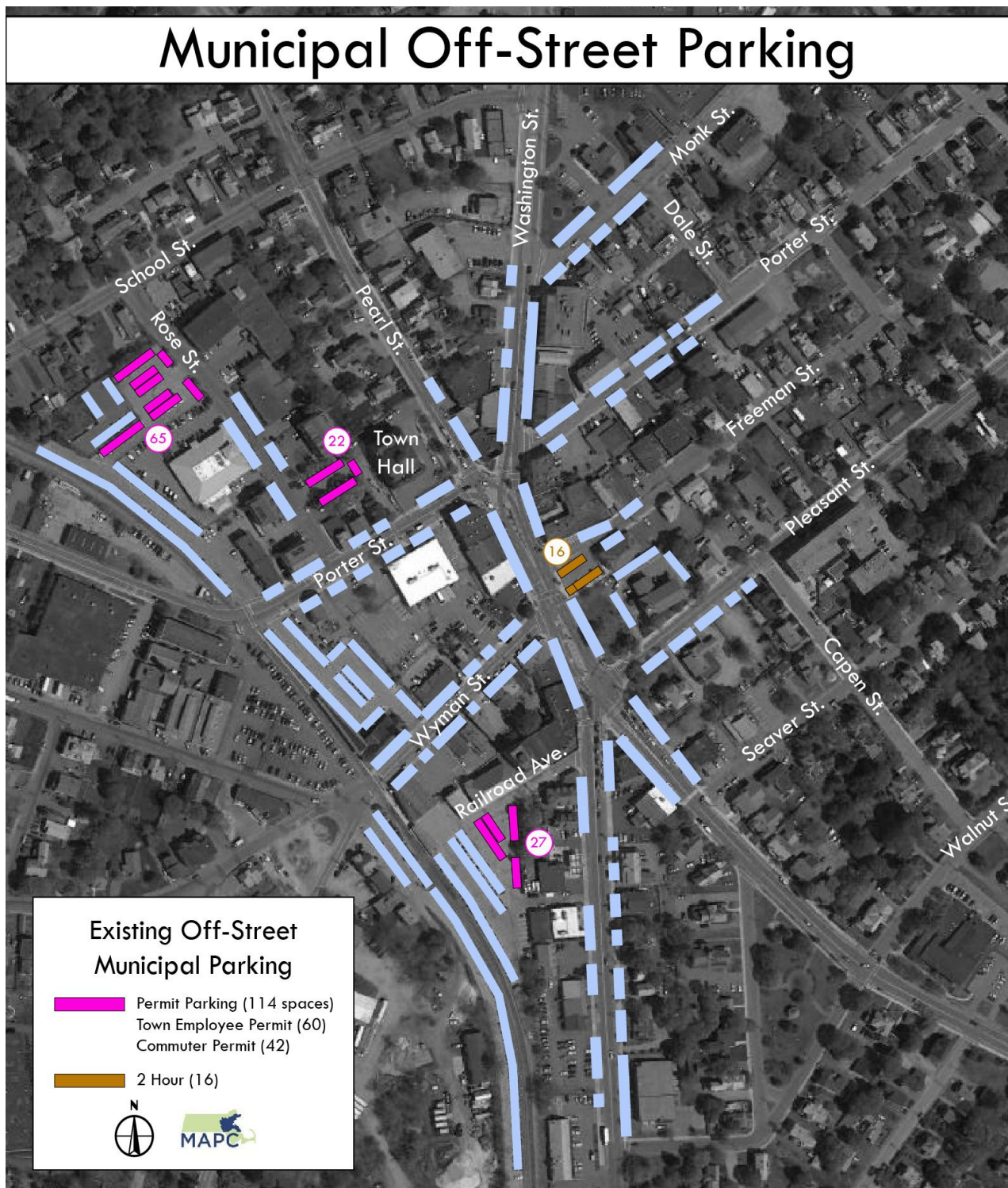
Figure 5 Utilization Trends



### *Off-Street Municipal Parking*

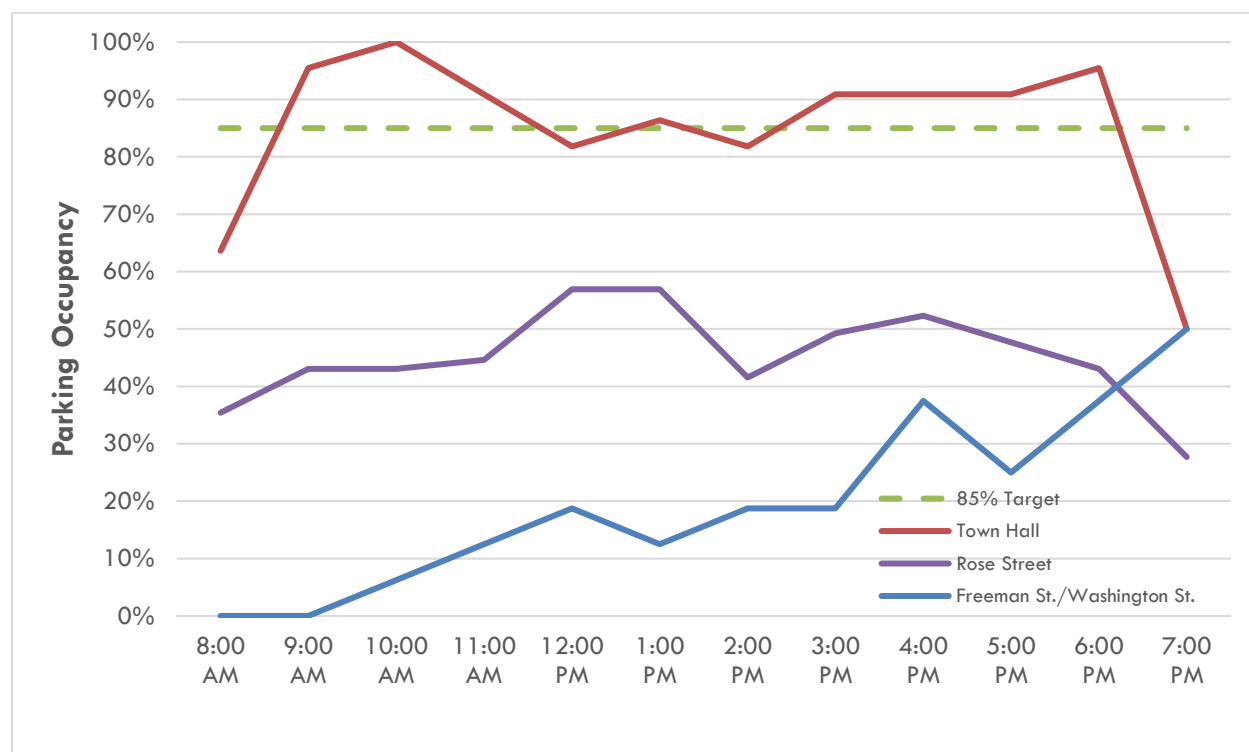
MAPC's observations of the Freeman Street/Washington Street lot, the Town Hall Municipal lot, and the Rose Street Municipal lot indicate that each of these lots serve different users. The Freeman Street/Washington Street lot is the only public off-street lot that is truly available to the public, as drivers do not need a permit to park there. Town Hall parking is restricted to municipal employees, as are some of the spaces in the Rose Street lot. The remaining spaces in the Rose Street municipal lot are reserved for Commuter Rail permit holders who purchase permits through the Town for \$40 per month, or other public officials. **Figure 6** demonstrates the limited amount of off-street parking that is available to the public.

Figure 6: Municipal Off-Street Parking



**Figure 7** demonstrates the ranging utilization patterns with the off-street parking available in the downtown. The Freeman Street/Washington Street lot occupancy rate climbed steadily throughout the day, which is aligned with the on-street public parking trends. The Town Hall Municipal Lot was mostly full from 9:00 AM to 6:00 PM, with a small dip in occupancy during the lunchtime hours. Interestingly, the Rose Street Municipal Lot, which experienced a much lower overall occupancy rate than the Town Hall Municipal Lot, peaked at 12:00 PM and 1:00 PM, with a 57% occupancy rate.

Figure 7 Off-Street Municipal Parking Occupancy



In addition to these off-street lots, MAPC also periodically observed the 27 Municipal/Permit spaces adjacent to one of the MBTA lots. The Town leases spaces from this private lot to permit holders. MAPC conducted periodic occupancy spot checks at 9:00 AM, 12:00 PM, and 6:00 PM. These spaces experienced a utilization pattern similar to the MBTA Commuter Rail lots (which is detailed below). At 9:00 AM and 12:00 PM, the spaces were about 65% full. By 6:00 PM, the spaces had emptied significantly, with only 22% spaces occupied at this time.

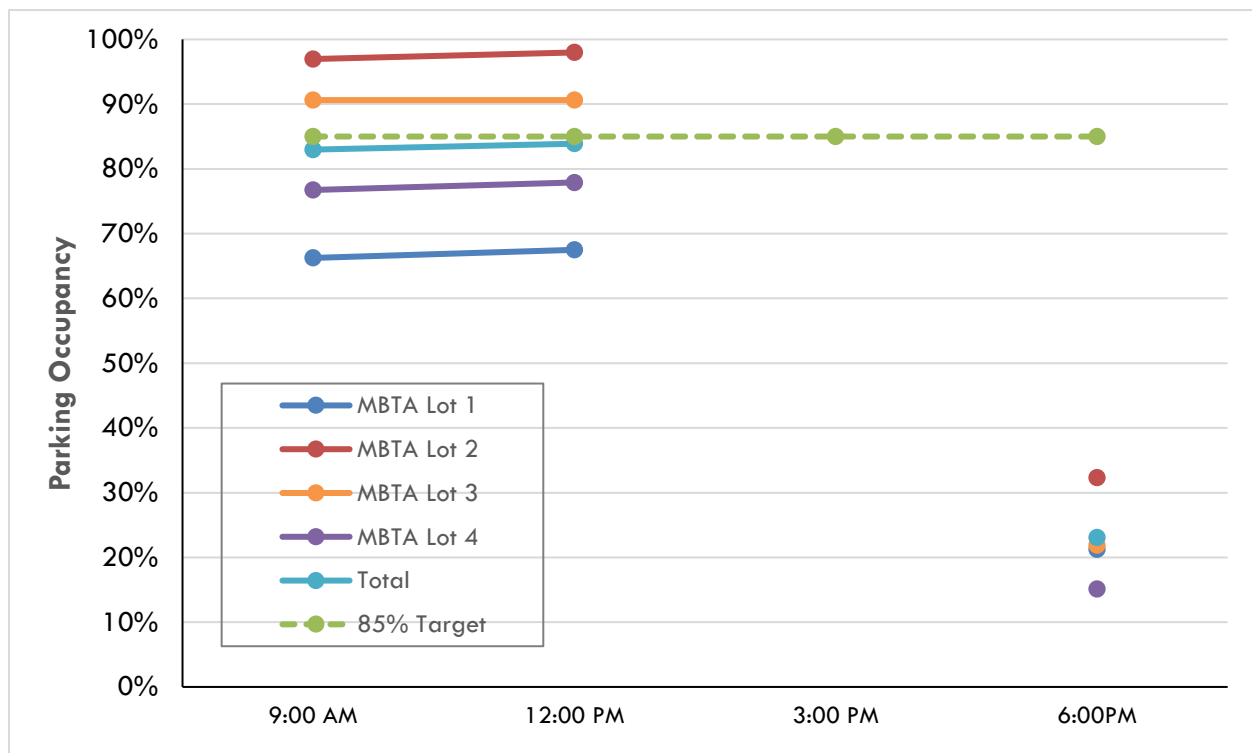
#### Off-Street Private Parking

During the data collection period, MAPC conducted periodic spot checks to evaluate the occupancy of the private off-street parking in the study area. While the Town does not have control of these parking assets, assessing the occupancy from time to time can help provide insight into how private parking is being utilized in the downtown, and identify potential for shared parking opportunities.

## 1) MBTA Parking

As noted previously, MBTA commuter rail parking makes up an extensive portion of the total parking capacity available in the downtown. MAPC observed the occupancy rate of the four MBTA lots (totaling 329 parking spaces, or 43% of the study area capacity) at 9:00 AM, 12:00 PM, and 6:00 PM, and the findings are noted in the figure below.

Figure 8: Commuter Rail Parking Occupancy

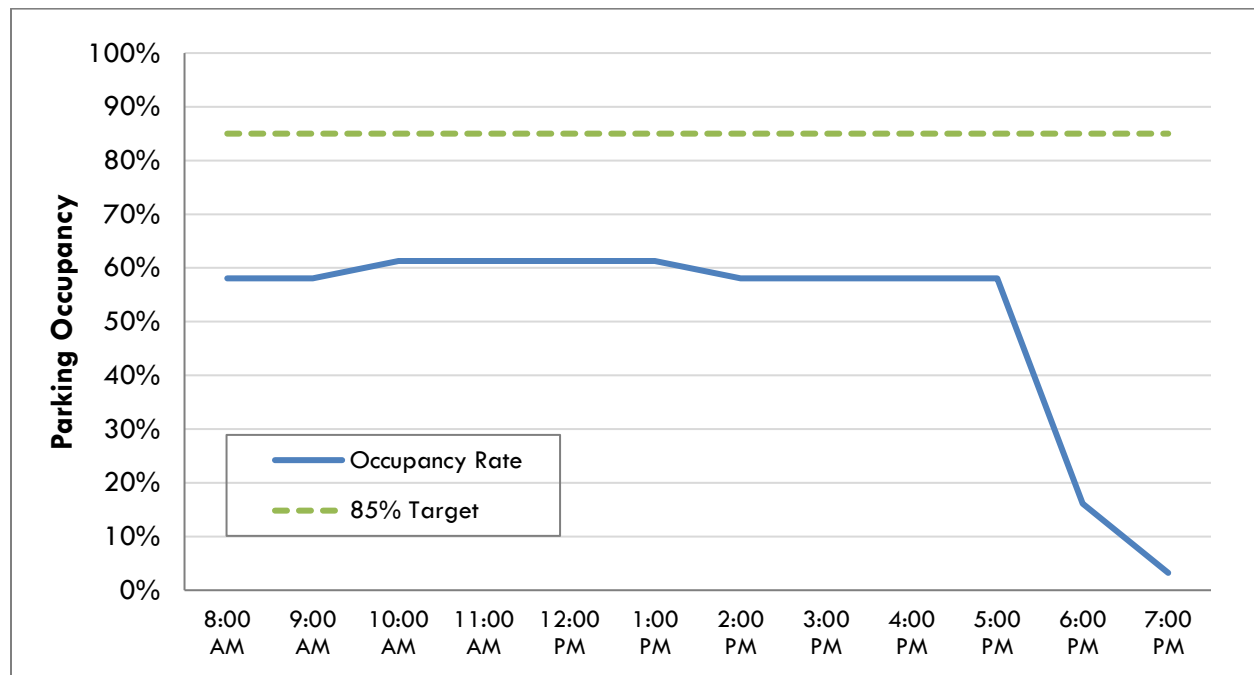


The MBTA commuter rail lot observations, detailed in Figure 8, are aligned with typical commuter parking patterns. Between 9:00 AM and 12:00 PM, the overall occupancy rate did not fluctuate much. By 6:00 PM, all four lots had significantly emptied out, and commuters were gone for the day. Lots 2 and 3 experienced some of the highest utilization rates, while Lots 1 and 4 were under the 85% target, even during standard working hours. Lot 4 is long and narrow, and the southernmost end of the lot is furthest away from the boarding platform. If drivers are able to find parking closer, they likely will not park all the way at the end of Lot 4. Additionally, Lot 4 is on the opposite side of the tracks from the boarding platform. Similar issues may explain the lower occupancy rates for Lot 1. The lot is further away from the boarding platform, and drivers who park in Lot 1 have to cross Porter Street to reach the platform.

## 2) Church Parking Lot

The First Parish Universalist Church has a private off-street parking lot with 31 spaces. A portion of these spaces are allocated to users with commuter permits, which allows users to park at the church and take the Commuter Rail to work. MAPC counted the number of vehicles parked at the lot at each hour, and the findings are aligned with traditional commuting patterns. As noted in Figure 9 below, the lot was about 60% full from the beginning of the data collection time to 5:00 PM. After that point, occupancy dropped dramatically, showing similar trends as the MBTA commuter rail lot.

Figure 9: Church Off-Street Parking Occupancy



## 3) Private Parking Behind Rose Street Municipal Lot

There are 27 spaces in a private off-street lot at the far rear corner of the Rose Street Municipal Lot, and the lot is reserved for residents of a nearby residential building. MAPC counted the number of cars in this private lot throughout the day. There were three to five cars parked in the lot during each of the periodic spot checks, and the average occupancy during the study time was only 7%. Given that this lot is primarily utilized by residents, it is not surprising that occupancy is low during the day, but the fact that the lot was still nearly empty at the end of the day indicates that there may be other factors contributing to low utilization.

## Parking Duration

Parking turnover is critical to the success of a business district because nearly all business patrons want to find a parking space near, or in front of, their destination. However, if vehicles are parking in on-street spaces for an extended period of time, parking spaces will not open up for new business. Observing duration trends helps identify whether spaces are turning over and also provides important insight into the effectiveness of current parking enforcement techniques.

During MAPC's observations, the overall average parking duration for on-street spaces was 1.6 hours (just over 90 minutes), while the overall average parking duration for off-street spaces was 4.1 hours. Average duration data organized by parking regulation is shown in **Table 2**.

Table 2. Average Parking Duration by Type of Parking

Type of Parking	Capacity	Weekday Duration (hours)
On-Street		
2 Hour	131	1.5
1 Hour	85	1.5
Unrestricted	19	3.6
15 Minute	8	0.7
Handicap	3	0.5
Loading	2	2.0
No Parking	0	2.2
Municipal Off-Street <sup>3</sup>		
Municipal/Permit	65	5.0
Employee Parking	20	4.6
2 Hour	15	1.2
Handicap	3	1.2
Totals/Averages		
On-Street	248	1.6
Municipal Off-Street	103	4.1
<b>Total</b>	<b>351</b>	<b>2.1</b>

Parking analysis performed on Thursday, April 27, 2017.

It should be noted that there are a few instances of individuals parking in no parking areas, as well as some longer term parking in areas that are designated for loading. Additionally, the one-hour and two-hour on-street spaces both experienced an average duration of 1.5 hours. This may be an issue of signage being unclear, or a lack of available spaces for people who desire to park for a longer period of time. Overall, the observed duration seems to indicate that the increase in enforcement that Town has pursued in recent months has been largely effective in promoting turnover where it is desired.

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<sup>3</sup> This includes all municipal lots with the exception of the Municipal/Permit Surface Lot (Railroad Ave). Detailed turnover data was not collected at this location.

Duration by type of parking is shown in **Table 3**. During the observation period, the majority of vehicles parked on-street were there for less than one hour. However, it should be noted that 10% of parked vehicles had a duration exceeding 4 hours. Off-street parking experienced much higher long-term occupancy rates, with 43% of vehicles parking for more than 4 hours and 23% parked for more than 8 hours. While on-street spaces are typically utilized for short-term trips, off-street parking is generally intended for long-term parking, so it is a positive note to see that the majority of long duration parking is occurring in off-street lots.

Table 3. Vehicles Parked by Duration

Type of Parking	Capacity	Weekday				
		<1 hour	1-2 hours	2-4 hours	4-8 hours	8+ hours
On-Street	248	61%	18%	11%	7%	3%
Municipal Off-Street	103	28%	17%	17%	20%	23%
Totals	351	55%	17%	12%	9%	7%

Parking analysis performed on Thursday April 27, 2017.

Average duration by location is shown in **Figure 10**. As shown in the figures, long-term parking occurs primarily at the Rose Street and Town Hall off-street lots, and this is likely due to municipal staff and other local employees parking in the off-street lots during the workday.

Figure 10: Average Duration



## Public Participation

Over the course of several meetings with a local stakeholder group, a meeting with the general public, interviews with local business owners and employees, as well as an online survey that received more than 440 responses, MAPC gathered extensive and valuable feedback on parking issues in Stoughton Center, as well as ideas for possible solutions.

MAPC held two meetings with the Stoughton Center Parking Task Force, which is made up of staff from Stoughton's planning, engineering, parking and police departments, as well as Stoughton Center property owners and business representatives. MAPC also made a presentation to the public, including an overview of the parking study scope and study area, a discussion of what local parking issues should be addressed in the study, and the results of the data collection. This presentation also included some preliminary results from the online survey, and those who attended the meeting reaffirmed several of the parking concerns noted by survey respondents.

Overall, several themes featured prominently in our outreach:

- Some residents feel that there is not a lack of parking, but a lack of safe parking. There is a desire to slow vehicular traffic as people are hesitant to parallel park next to the travel lane because of concerns about stopping traffic to park, and concerns about getting out of the vehicle safely and/or crossing the street safely. This is particularly a concern on Washington Street, rather than the nearby side streets.
- Many respondents noted that they would prefer to park in a parking lot than on-street, but are unaware of where they can do so, as many of the public parking lots are restricted. Residents would prefer improved signage to identify additional parking locations.
- The overwhelming majority of people choose to drive to Stoughton Center rather than walk or bike.
- Employees of businesses do not have a long-term place to park, causing frustration and often resulting in ticketing of employees. Employees parking on the street should be discouraged, however, there are currently no alternative options available to them, other than the MBTA commuter rail lot at a fee of \$4 per day.
- Residents and employees would like access to the MBTA lots for use on nights and weekends for a low fee or no fee.

## Online Stoughton Center Parking Survey

An online survey developed by MAPC as part of this study was distributed widely by the Town and received 440 responses, including residents of Stoughton and local business owners and employees.

Survey questions and detailed results are provided in **Appendix B**; some of the key findings are as follows:

- Employees and Stoughton residents overwhelmingly access Stoughton Center via car, and they most often (65%) park on-street.
- When asked whether there is enough parking in Stoughton Center, the vast majority (75%) of survey respondents said no.
- The most important factor when trying to find public parking in Stoughton Center is location/availability (92%).
- While many respondents (46%) are open to a variety of parking restrictions in Stoughton Center, most (64%) do not believe the City should charge for parking in the downtown.
- Most respondents (68%) indicated that parking difficulties lead them to shop or run errands in neighborhoods other than Stoughton Center either occasionally or often.
- The majority of respondents (81%) of respondents support the Town spending money to acquire property in the downtown to create additional off-street parking; support for a public parking lot was more than twice as high as support for a public parking garage.

In open-ended questions, there were both recurring themes and unique ideas. In addition to the items listed above, a few additional ideas were expressed by survey respondents:

- There is a desire for another public off-street lot or garage in Stoughton Center, and a preference that this lot is not available for commuter parking.
- If any new parking is to be constructed, several respondents indicated a desire to see further investment in the Center, a reduction in vacant storefronts, and further efforts to revitalize the downtown.
- There is a desire for more pedestrian and bicycle infrastructure to not only promote safety, but also to potentially serve as a traffic calming method.
- The vehicle speeds and traffic patterns in Stoughton Center not only present safety concerns, but also make parallel parking on local streets very challenging.

While many respondents acknowledged the challenges of parking in Stoughton Center, there were several suggestions for remedies that went beyond “build more parking.” Slowing down traffic speeds so people feel more comfortable parking on-street, enforcement of existing

regulations (though some have noted that the current level of enforcement is sufficient), and freeing up existing off-street spaces that are currently restricted to permit holders were a few recommendations. Several were also eager to see more investment in pedestrian and bicycle infrastructure in the downtown so as to ensure Stoughton center is not only “vehicle-friendly,” but “person-friendly.” Improved pedestrian connections can also help diffuse some of the demand for downtown parking to local side streets. One respondent indicated, “There is plenty of parking. People have to be willing to walk.”

Respondents also acknowledged the connection between parking and local economic development. Many respondents would like to see the storefronts filled with a variety of desirable businesses, so long as there is sufficient consideration as to where employees can park. Employee parking was another prominent concern in the survey results. Respondents want to be sure that local employees are able to park near the core of the downtown business district, but want on-street spaces and nearby off-street spaces remain available for customer use. A few also expressed interest in the Town developing an employee permit system. Additionally, several respondents indicated a desire for streetscape improvements, such as wayfinding signage, benches, and additional lighting.

## Business Survey Results

To supplement the parking data collection and observations, the online survey, and the information gathered from public and stakeholder meetings, MAPC staff also conducted surveys with nine businesses located within the study area on October 27, 2017. Rather than select businesses to survey from a predetermined list, MAPC staff walked the study area and had in-person conversations with willing participants. Most of these conversations were with small, service-based businesses that employ one to five people. While the vast majority of surveyed businesses do not have private parking spaces, two lease parking spaces from nearby lots.



*MAPC staff surveying downtown Stoughton businesses about parking.*

Interviewees live in Stoughton and neighboring communities, including Brockton, Braintree, and Taunton. Seven out of nine individuals surveyed noted that they drive alone to work at least some of the time. Others walk, take the train, or carpool. Of those who drive, nearly everyone parks in front of their business or a quick one-minute walk away, although one business owner noted that he parks far away to avoid getting ticketed. When asked how other employees get to work, five out of nine businesses noted that most employees drive

alone to work, while some walk, take the train, or carpool. The proportion of customers driving alone is even higher; while all nine businesses noted that most customers drive alone to visit their store, one did indicate that some arrive on foot. Employees and customers alike tend to park right in front or a short walk away.

Given how desirable the on-street spaces are, it is not a surprise that seven businesses indicated that it can be difficult for customers to find available spaces. On a similar note, five of the businesses surveyed noted that they thought customers shop or run errands in places outside of downtown Stoughton due to parking difficulties.

MAPC concluded the surveys by asking about the interviewees' personal experience in downtown Stoughton. Four indicated they spend time in downtown Stoughton even when they are not working, mostly to eat at restaurants or run errands. A few people noted that they appreciated that the downtown was quiet, walkable, and has a large Brazilian community.

When asked about potential improvements for the downtown, many recommendations centered on opening up additional parking spaces for employees and businesses owners, which would allow for more on-street spaces to be available to customers. A couple respondents indicated that there may be additional capacity in the commuter rail lot that could be opened up to local business owners and employees; however that would require a partnership with the MBTA, as the Town does not control that parking.

Several people surveyed noted frequent ticketing of employees not due to the on-street parking regulations, but a lack of other options. One business owner admitted that they move their vehicle every two hours to avoid a violation, and another noted that they were moving their business to the nearby supermarket plaza because of the frequency of the ticketing.

Overall, many of the sentiments expressed by the businesses surveyed reflect the outcomes of the parking data collection. It is important to evaluate these comments about a parking shortage in light of the field observations of parking occupancy and utilization in this report. Perceptions of a parking shortage are very commonplace in many different cities and towns, and often the perception of a shortage is larger than the reality, in part because most people prefer to park right in front of their destination, and they may perceive a shortage if the most convenient spaces are full, even if there are available spaces a short distance away. The potential for a disconnect between perception and reality is precisely why a data-driven parking study is an important basis for parking policy decision making.

# Ongoing Parking Reforms in Stoughton

## Recent Actions

Since the beginning of this parking analysis, the Town has made great strides in improving parking management and enforcement in the downtown. At the December 1, 2016 Board of Selectmen meeting, the Board approved several changes with regard to parking regulations and enforcement in the downtown, as recommended by Stoughton Police. In many cases, the Board opted to increase fines for various kinds of illegal parking, including:

- Parking within 10 feet of a fire hydrant from \$15 to \$75
- Obstructing a crosswalk from \$15 to \$50
- Obstructing a sidewalk from \$15 to \$50
- Double parking from \$15 to \$50
- Restricted or prohibited parking from \$15 to \$25

As these changes were made, the Police Department designated a dedicated parking enforcement officer that regularly monitored the downtown and surrounding areas for incidents of illegal parking. In addition to changes around enforcement, the Town also modified some of the parking regulations in the downtown. During this process, the Police Department first presented at a hearing of the Board of Selectmen in response to numerous complaints from residents of Seaver Street, who indicated commuters were parking on Seaver Street all day, rather than utilizing the commuter rail parking lot nearby. Ultimately, the Board decided to implement a parking restriction of two-hours from 6AM -6PM on one side and no parking on the other side on Seaver Street. However, during this hearing, it was also presented to the Board that this regulation would only displace the commuters from Seaver Street to other surrounding side streets. As a result, the Board, at a later hearing, implemented the same restrictions on all side streets within a quarter-mile radius from Stoughton Center. Side streets with the study area that were impacted include Monk Street and Porter Street, and the Town has already installed new signage to reflect the updated regulations.

## Future Plans

Looking ahead, the Town will be purchasing the Randolph Savings Bank, which is located just south of the Freeman Street/Washington Street lot at the corner of Park Street and Pleasant Street in the downtown. The purchase of this lot would allow the Town to increase off-street parking capacity by approximately 33 spaces. As evidenced by the surveys, there is significant demand for the Town to secure more off-street parking for visitors to the downtown. However, if the Town would like to continue to generate revenue from these spaces, the Town could consider selling commuter rail permits or downtown business employee parking permits for all or a portion of these spaces.

## Recommendations and Action Plan

While collecting data, MAPC made observations around general parking conditions within the study area. These observations, along with the parking data and survey data collected, are used to inform recommended action items for future parking management practices in Stoughton.

### Signage

Signage is one of the most fundamental ways to communicate parking regulations to users, and serves as an important component of a welcoming business district by making it easier for visitors to know where to park. MAPC noted some signage was faded and damaged. If signage isn't maintained, it can be unclear whether the posted regulations are still in effect, and it can make enforcement more difficult.



Parking regulation sign that is slightly bent.

#### Recommended Action Items:

**Conduct a signage inventory:** A signage inventory can be a useful way for the Town to document all posted parking regulations in the downtown, and will help inform future priorities for replacement. Stoughton's downtown already has relatively streamlined parking regulations, and uniform signage helps ensure regulations are clearly communicated. The Town has already completed some elements of an inventory in the downtown. Continuing these ongoing efforts and investing in uniform signage will help create a cohesive downtown business district.

**Update and install new signage, as needed:** Updating signage and ensuring regulations are clear may also help reduce the need for ticketing. The signage should clearly reflect the timeframe of the regulations, and should be posted in a manner that makes clear what regulations are applicable to what spaces. As noted previously, the Town has already installed some new signage in areas of the downtown. To further clarify to visitors where parking facilities

are available, the Town could install additional generic blue parking signs at different access points. An example of this kind of sign is below:



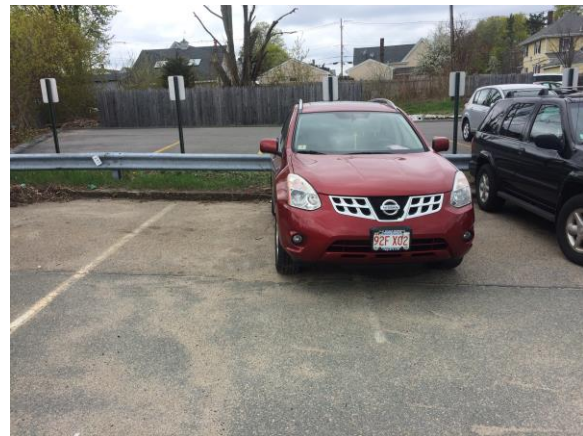
Signs like this blue parking sign can make it easier to locate public parking.

## Illegal Parking

During the observation time, MAPC noted a few instances of individuals parking illegally. Based on the survey responses, this is not necessarily due to a lack of enforcement. Rather, there may be a lack of clarity about parking regulations as well as a lack of desirable parking spaces available. If people are visiting the downtown to run a quick errand, they may be more likely to park illegally for a brief period of time and risk getting ticketed, rather than spend extra time circling for an available public parking space.



Vehicle parking in front of a "no parking" sign and another blocking a sidewalk.



Vehicle parked in two off-street parking spaces.

### Recommended Action Items:

**Conduct a signage inventory:** The signage inventory recommended above should assist in clarifying local parking regulations.

**Increase parking availability and accessibility:** Given the response in the surveys regarding a lack of safe public parking options, the recommendations below are intended to increase the

availability and accessibility of public parking in the downtown. This additional capacity and accessibility improvements will help limit some instances of illegal parking that stem from a lack of desirable public parking spaces.

## Underutilized Parking and Lack of Municipal Off-Street Parking

### On-street parking

As demonstrated in **Figure 11** below, which highlights available on-street parking area, the high-demand on-street spaces in the study area include Porter Street, the eastern portion of Wyman Street, and the northern portion of Pearl and Washington Streets. These spaces are desirable because they are in the core of the downtown business district, and people generally want to park as close to their destination as possible. However, there are several on-street spaces nearby that are not far away from the downtown core.

Figure 11: Available On-Street Parking



Several side streets and some off-street spaces near the downtown experienced low utilization rates during the observation hours. This includes Monk Street, Freeman Street, Pleasant Street, the western portion of Wyman Street, and the southern portion of Washington Street and Pearl Street. In total, this comprises 101 on-street spaces that were generally available during the time of data collection, or 41% of all of the on-street spaces available in the study area.



Observed parking availability during the day on Washington Street.



Observed parking availability during the day on Pearl Street.

While survey respondents noted a reluctance to park on Washington Street due to vehicle speeds, there is some excess on-street capacity on these side streets that may provide a more comfortable on-street option for visitors to Stoughton Center. It should be noted that these side streets are all within a four-minute walking radius to the center of the business district. Additionally, while further south on Washington Street is a bit further away, some traffic calming measures could help encourage visitors who are able to park slightly farther away to utilize those on-street spaces.

### Off-street parking

While increasing the accessibility of existing on-street parking spaces will assist with the parking difficulties some feel in the downtown, there was a clear indication from the local outreach efforts that visitors to Stoughton Center would like to see more off-street public spaces available. During the observation hours, MAPC noted that the Freeman Street/Washington Street lot and portions of the Rose Street lot were relatively underutilized (see **Figure 12**).

Figure 12: Available Off-Street Spaces



Drivers may not be aware that the Freeman Street/Washington Street lot is available to the public, as there is limited signage indicating that it is a public parking lot. The Rose Street lot is restricted to municipal and commuter rail permit holders. Many municipal employees who are unable to find a parking space at the Town Hall lot will park in the Rose Street lot, which is located a short 1 minute walk away.



Additional parking available at the Freeman Street/Washington Street lot.

## Recommended Action Items

### On-street parking

**Update signage:** Continue to update parking signage to ensure regulations are clear when visitors are looking for parking on the side streets. The town has already begun to do some of this work, and continued efforts could be a part of a wider signage inventory.

**Stripe on-street spaces:** Consider striping the on-street spaces on the side streets to further clarify that parking is available to business district customers. This will also help visitors understand the amount of on-street spaces on the side streets that are available to the public, and clarify the distinction between spaces for customers and spaces for residents.

**Invest in pedestrian and bicycle infrastructure improvements:** To help ensure residents and visitors feel comfortable parking on-street and walking a short distance to their destination in Stoughton Center, it is recommended that the Town continue the work they are doing to improve pedestrian safety in the downtown. This can include repainting crosswalks so they are more visible, installing additional signage to alert drivers to the presence of pedestrians, and investing in more pedestrian-scale lighting in the downtown. Furthermore, given some of the concerns expressed around vehicles speeds on Washington Street, striping a bike lane could not only ensure there is adequate infrastructure available for cyclists, but also narrows the roadway and encourages drivers to slow down.

## Off-street parking

### Recommendations

**Install parking signage:** increase the visibility of the Freeman Street/Washington Street lot by installing some of the standard blue parking signage described in the “Signage” section above, and possibly relocating the “Town of Stoughton Municipal Parking” sign from Rose Street to the lot at Freeman Street at Washington Street. Signage can help increase awareness of additional off-street public parking capacity in the downtown, but currently the only parking signage is directing people to a parking lot that they are not allowed to park in without a permit (Rose Street lot). Ensuring the regulations for parking in the lot are clear is also helpful.

**Reconfigure off-street parking allocation:** to increase the amount of off-street parking spaces available to the general public, consider the following redistribution of parking regulations:

- Town Hall lot: reallocate all or a portion of the spaces from Town Hall employee parking to public parking.
- Rose Street lot: reallocate commuter rail permit parking to municipal parking for Town Hall employees and permit parking for local business owners and employees.
- Ensure that the residents who previously held commuter rail permits are instead parking in the MBTA Stoughton Station commuter rail lot. The MBTA owns an extensive amount of parking in the study area; commuter rail parking comprises 43% of all of the parking spaces observed as part of this study. According to our data, there is sufficient capacity for commuters to utilize parking spaces in the dedicated commuter rail lot. At 12:00 PM, which was the peak time observed for the commuter rail lot, there were 62 parking spaces available, most of which were located in MBTA Lots 1 and 4.

Reallocating the off-street municipal parking spaces in the downtown is a way to increase public parking capacity without the costly investment in constructing and maintaining a brand new off-street lot. Currently, Town Hall employees are utilizing prime spaces in the center of the downtown business district, and there is no turnover in these spaces during the day. Unlocking all (or a majority) of these spaces as customer parking, and instead providing Town Hall employee spaces a short 1-minute walk away in the Rose Street lot will address many of the issues highlighted in this report. The data collection indicates the Rose Street lot has the capacity for additional municipal permit holders to park there, particularly if commuter rail riders are relocated to the nearby MBTA commuter rail lot.

By making these Town Hall spaces available to the public, the Town would be more than doubling its existing off-street public parking capacity. Furthermore, the Town Hall lot is located in a prime location in the heart of the downtown business district. Reallocating the Town Hall parking to the general public will also help balance the distribution of municipal off-street spaces near Town Hall, given the other off-street spaces are located at the Freeman Street/Washington Street lot and potentially at the Randolph Savings Bank lot, depending on how the Town chooses to regulate the lot.. Given that there is skepticism around the safety of crossing Washington Street, having off-street lots available on both sides of the downtown business district helps alleviate these concerns. Between the visibility improvements and the space reconfiguration, the Town has an opportunity to address resident concerns by providing more off-street public parking without the costly investment of construction and maintaining new parking facilities.

It should be noted, however, that this would come at the cost of the income that the Town is currently receiving from the commuter rail riders parking in the Rose Street lot. However, the Town could recoup some or all of this money if they are willing to sell parking permits for business owners and employees (which some businesses noted that they would be open to during the in person surveys), or commuter rail permits for parking at the Randolph Savings Banks lot. There is potentially additional opportunity for downtown business employee permit parking at a few spaces in the Municipal/Permit Surface Lot at Railroad Ave. as well. As the Town continues to consider future changes to downtown parking regulations, it should be noted that, given the extensive plans for future economic development in the downtown, any financial loss from the sale of commuter permits would likely be met with a business development gain.

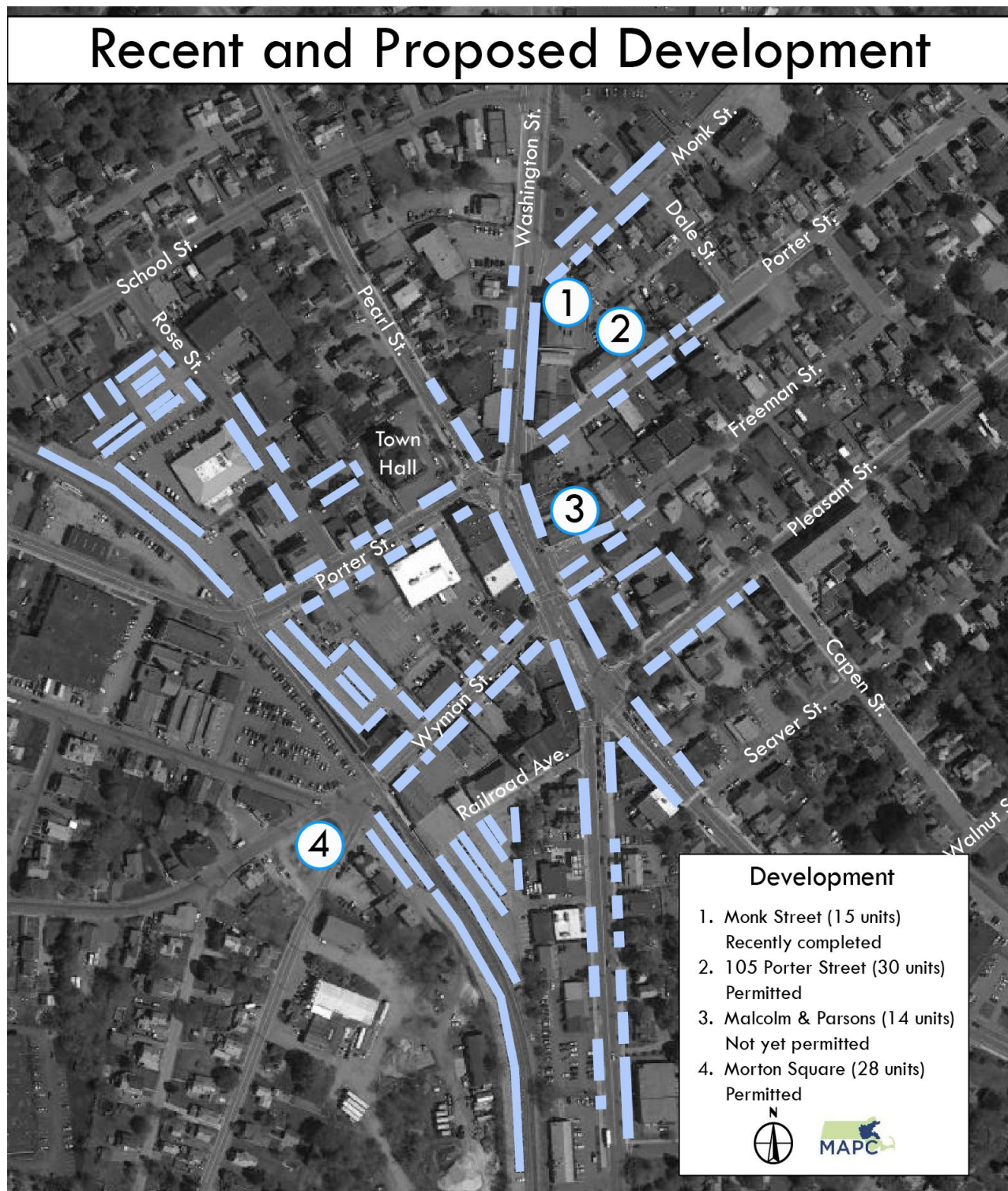
## **Planning for Future Growth**

As downtown Stoughton continues to grow, the Town should be aware of what implications this may have for future parking demand. According to the Building Inventory compiled by the Town in February 2018, for commercial properties on the commercial corridor of the Stoughton Center Mixed Use Overlay District (SCMUOD), which closely matches with the study area geography, 17% of commercial properties are completely vacant and 22% are partially vacant. The Town has made great progress in its downtown revitalization efforts, filling vacant storefronts and boosting economic vitality in the downtown, and improved parking management will help unlock further potential.

Given today's business vacancy rate, there is currently adequate parking capacity in the downtown. As more businesses and visitors are drawn to Stoughton Center, the Town will constantly need to reevaluate transportation needs in the downtown. If parking demand continues to increase in the downtown, and the average parking occupancy rates moves close to 85% percent, there may be an opportunity for the Town to begin pricing for parking. If the Town begins to price for parking to encourage more turnover in the downtown, the Town may want to consider creating a parking benefit district, which is a specified geography in which the parking revenues raised is reinvested back into the district for transportation-related improvements. With that revenue, the Town could purchase parking management technology, invest in bicycle and pedestrian infrastructure, create streetscape improvements, or support several other amenities that benefit mobility in the downtown.

In addition to the impacts of increased commercial activity, the Town also has several downtown residential developments in the pipeline (see **Figure 13** below). There are four residential or mixed use projects in the SCMUOD either directly in or adjacent to the downtown area that have been approved by the Planning Board. One project has been constructed while the remaining developments are in the pre-construction phase. Three of the projects will be mixed use with a commercial component. When completed, these projects will add nearly 90 residential units to the downtown.

Figure 13: Planned Downtown Residential Development



It should be noted that while there will be increased demand for parking as these units are built, this development is largely happening within a dense, walkable downtown that is proximate to a commuter rail station. While commercial and residential activity are increasing simultaneously, it is recommended that the Town also explore opportunities for shared parking. Depending on the exact uses, commercial and residential developments often have different peak demand times for parking, and allowing for shared parking makes most efficient use of expensive parking resources. When looking at a holistic and comprehensive downtown economic development strategy, maintaining transportation investments in the downtown and ensuring people who arrive by all modes able to easily get around should continue to be a priority.

## Action Plan Summary

Recommendation	Time Frame <sup>4</sup>	Approx. Cost <sup>5</sup>	Responsible Party
Continue to conduct regular parking signage inventories for the downtown.	Short-term	Low	Town of Stoughton, DPW, Police
Remove and update any parking regulation signage that is unclear, particularly at currently underutilized parking locations.	Short-term	Low	DPW
Stripe public parking spaces that are available on Porter Street and Monk Street to Dale Street.	Short-term	Low	DPW
Paint and refresh crosswalks to promote pedestrian safety.	Short-term	Low	DPW
Install pedestrian-scale lighting within and near Rose Street lot and Town Hall lot as these areas become more active.	Medium-term	Medium	DPW
Stripe bicycle lanes on Washington Street to slow vehicle traffic and ensure on-street accommodations for cyclists.	Medium-term	Low	DPW
Install parking signage to highlight the Freeman/Washington Street lot.	Short-term	Low	DPW
Modify parking regulations at Town Hall and the Rose Street municipal lot to increase off-street public parking capacity.	Short-term	Low	Town of Stoughton
Observe future development patterns to monitor potential future parking demand and need for further transportation investments.	Long-term	Low	Town of Stoughton

<sup>4</sup> Please note that short-term is less than one year, medium-term is one to three years, and long-term is more than three years.

<sup>5</sup> Please note that low-cost is less than \$5,000, medium-cost is \$5,000 and greater.

## Conclusion

Overall, the findings from this analysis reveal that while there is technically sufficient capacity to meet current parking demand in downtown Stoughton, the survey results indicate there are some improvements that can be made to ensure drivers are being directed to safe and accessible parking facilities. There are a few strategies that the Town can employ to make the best use of the existing parking available, including signage improvements and pedestrian and bicycle infrastructure investments. Additionally, modifying the regulations of the Town Hall and Rose Street lots will increase the availability of off-street public parking spaces.

Looking ahead, the Town should continue to monitor the impact of increased economic activity on parking needs as well as broader transportation concerns in the downtown. As it currently stands, particularly if the Town is able to make additional off-street spaces available to the public, there will likely be a sufficient amount of public parking spaces in the downtown.

As the Town continues to fill vacant storefronts and revitalize the downtown, transportation needs should be consistently monitored and reevaluated. In addition to ensuring there is enough public parking available, maintaining well-connected pedestrian and bicycle infrastructure can encourage more people to visit the downtown on foot or by bike. This not only addresses some of the safety concerns noted in the surveys, but means fewer vehicles needing parking in the downtown. Ensuring that the downtown is accessible to those who arrive by car, foot, bike, transit, or other means is not only a good transportation strategy, but can also support that Town's ongoing downtown economic development work.

## Appendix A.

# Hourly Occupancy Illustrations

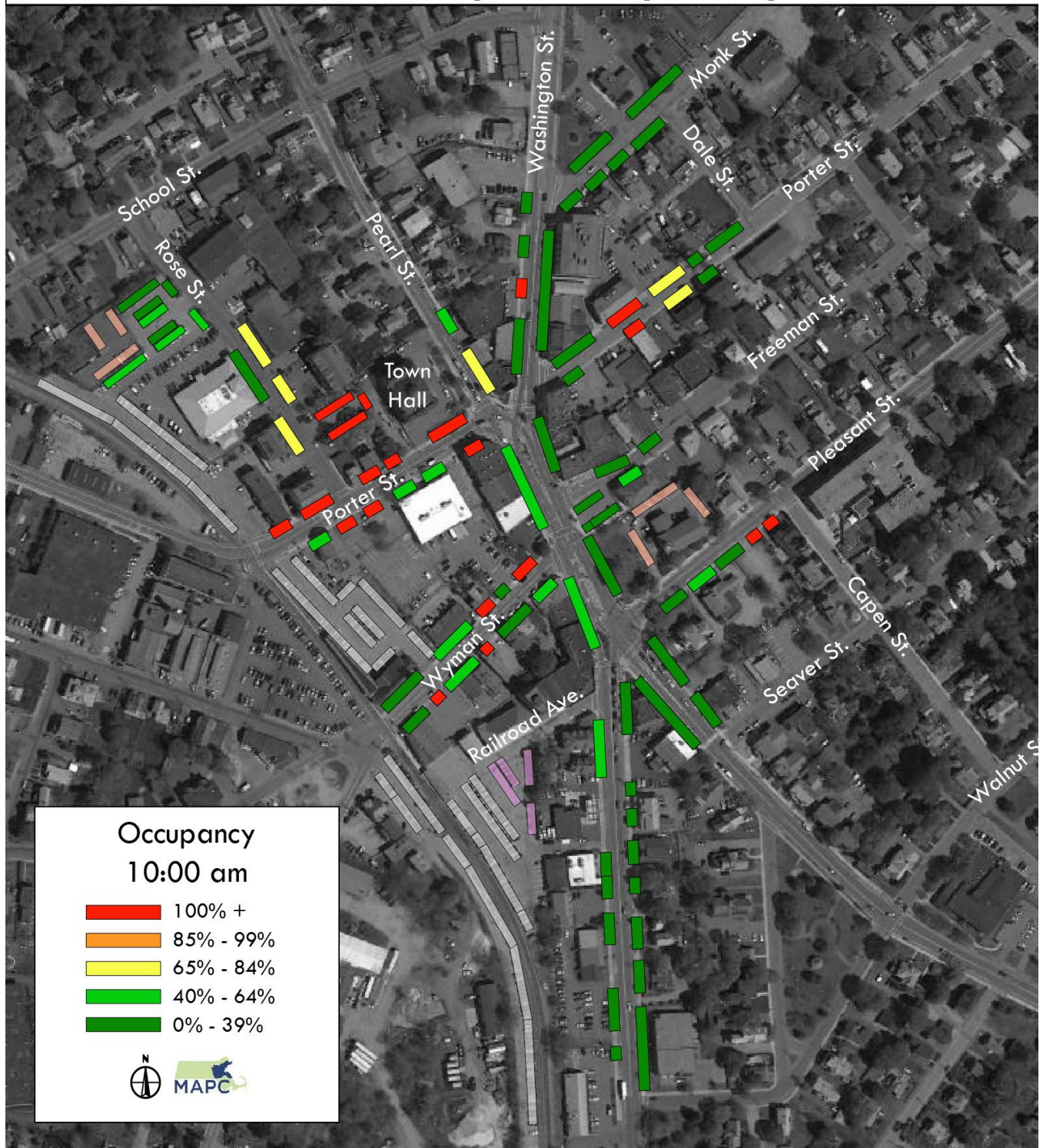
# Weekday Occupancy



# Weekday Occupancy



# Weekday Occupancy



# Weekday Occupancy



# Weekday Occupancy



# Weekday Occupancy



# Weekday Occupancy



# Weekday Occupancy



# Weekday Occupancy



# Weekday Occupancy



# Weekday Occupancy



# Weekday Occupancy

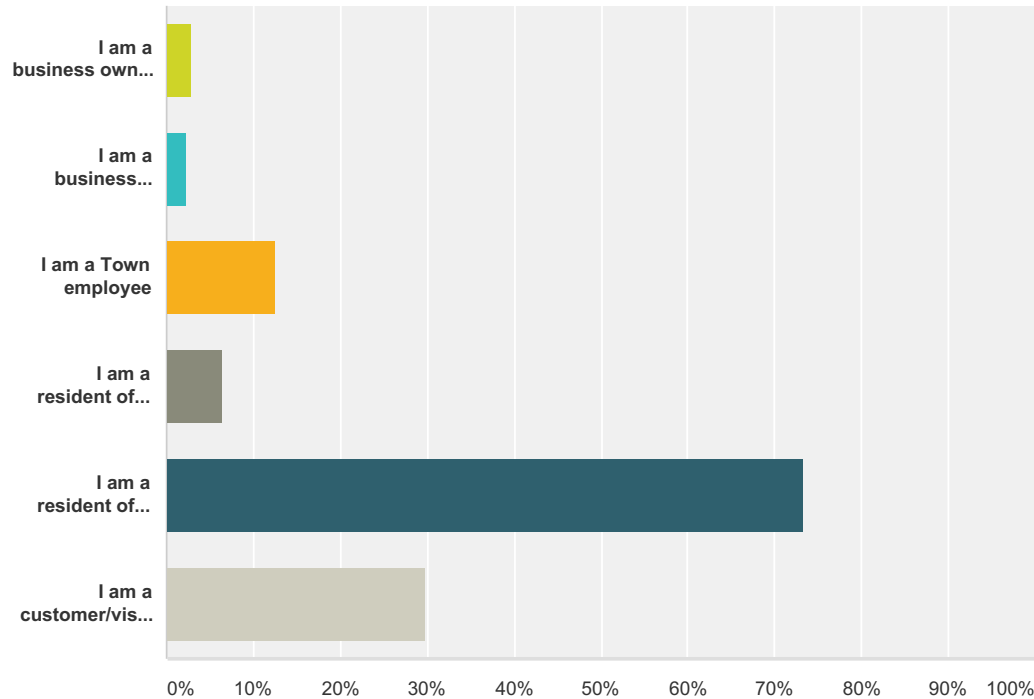


# Appendix B.

## Survey Results

Q1 Select your primary role as a member of the Stoughton Center community. (Check all options that apply)

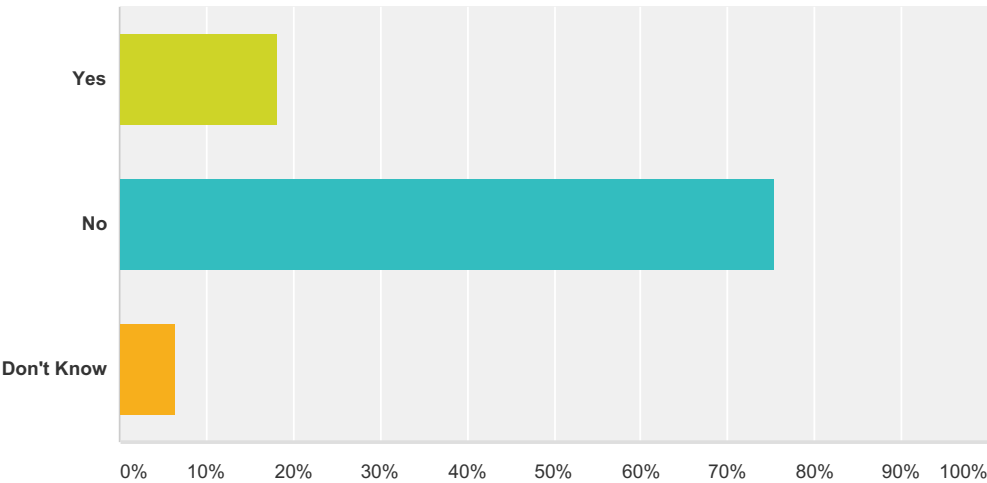
Answered: 439 Skipped: 2



Answer Choices	Responses	
I am a business owner in Stoughton Center	2.96%	13
I am a business employee in Stoughton Center	2.28%	10
I am a Town employee	12.53%	55
I am a resident of Stoughton Center	6.38%	28
I am a resident of Stoughton (outside of Stoughton Center)	73.35%	322
I am a customer/visitor in Stoughton Center	29.84%	131
Total Respondents: 439		

Q2 Do you think Stoughton Center has enough public parking?

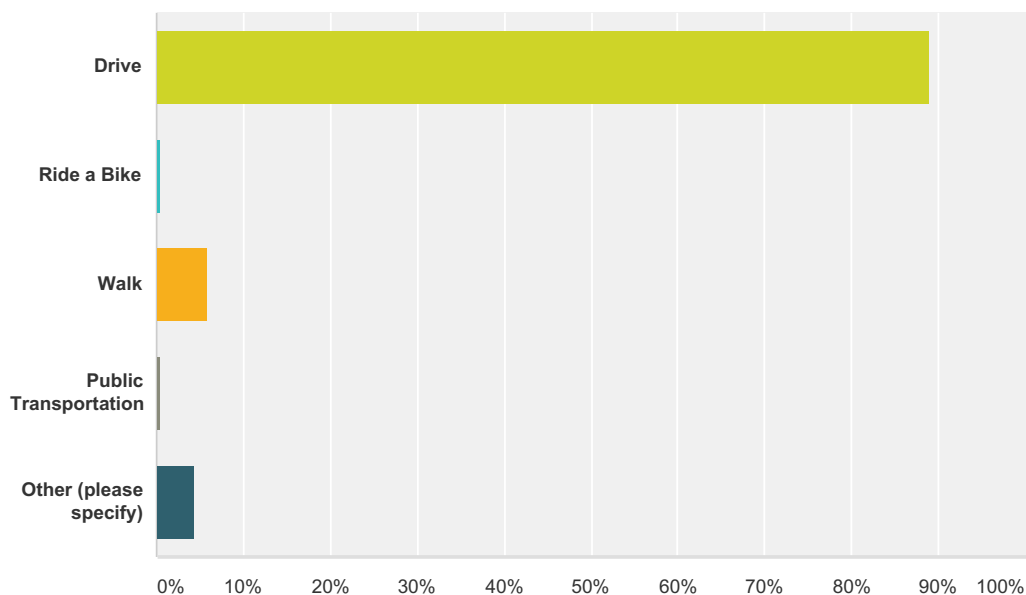
Answered: 439 Skipped: 2



Answer Choices	Responses	
Yes	18.22%	80
No	75.40%	331
Don't Know	6.38%	28
Total		439

### Q3 How do you typically get to Stoughton Center?

Answered: 440 Skipped: 1



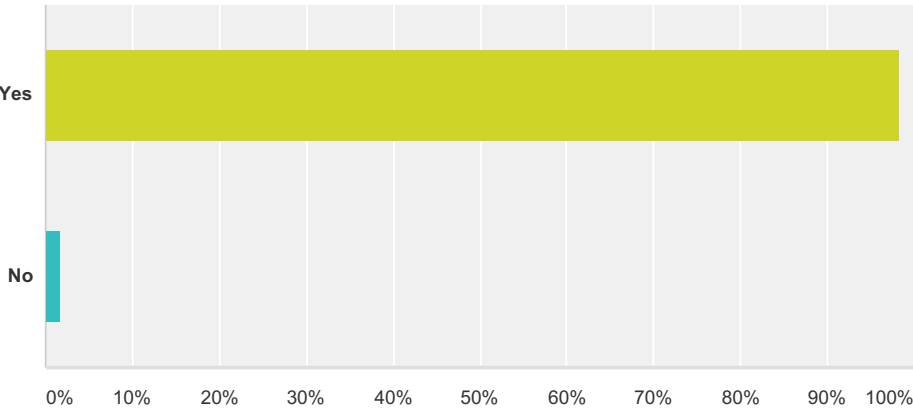
Answer Choices	Responses
Drive	88.86% 391
Ride a Bike	0.45% 2
Walk	5.91% 26
Public Transportation	0.45% 2
Other (please specify)	4.32% 19
<b>Total</b>	<b>440</b>

#	Other (please specify)	Date
1	Drive, Ride a Bike, & Walk	7/14/2017 9:48 AM
2	Ride a bike & Walk	7/13/2017 4:41 PM
3	Drive & Walk	7/13/2017 4:34 PM
4	Drive, Ride a Bike, & Walk	7/13/2017 2:15 PM
5	Drive & Walk	7/13/2017 10:38 AM
6	Drive & Walk	7/13/2017 10:37 AM
7	Drive, Ride a Bike, & Walk	7/13/2017 10:06 AM
8	all of the above	5/14/2017 6:54 PM
9	I try to avoid the center due to poor design of traffic patterns and heavy traffic.	5/13/2017 10:48 AM
10	Not much to do in town, so typically just drive through on the way somewhere. And I live in Stoughton!	5/11/2017 9:03 PM
11	Sometimes walk	5/11/2017 4:18 PM
12	V	5/11/2017 7:52 AM

13	No	5/11/2017 5:11 AM
14	Sometimes drive, sometimes walk	5/10/2017 10:55 PM
15	Walk because there is not much parking	5/10/2017 10:26 PM
16	Avoid like the plague.	5/9/2017 4:02 PM
17	Depends on time of day. During day-drive; evenings and weekend-walk ( I live not far from the center)	5/9/2017 3:52 PM
18	Walk or drive	5/9/2017 3:48 PM
19	i don't go	5/9/2017 3:45 PM

Q4 Do you drive and have regular access to a car?

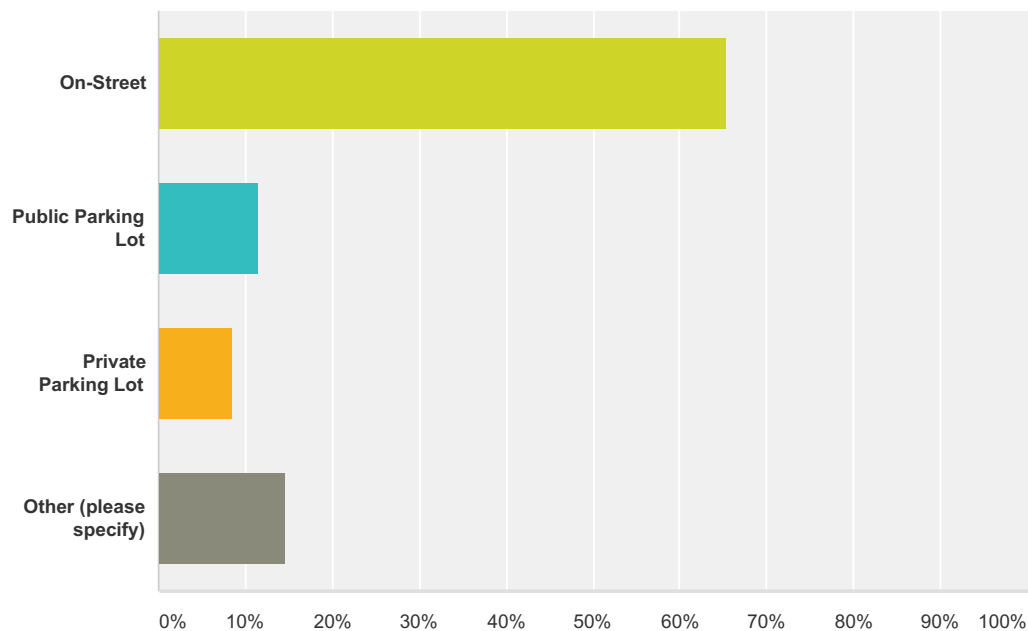
Answered: 441 Skipped: 0



Answer Choices	Responses	
Yes	98.41%	434
No	1.59%	7
Total		441

## Q5 Where do you park most often in Stoughton Center?

Answered: 376 Skipped: 65



Answer Choices	Responses
On-Street	65.43% 246
Public Parking Lot	11.44% 43
Private Parking Lot	8.51% 32
Other (please specify)	14.63% 55
<b>Total</b>	<b>376</b>

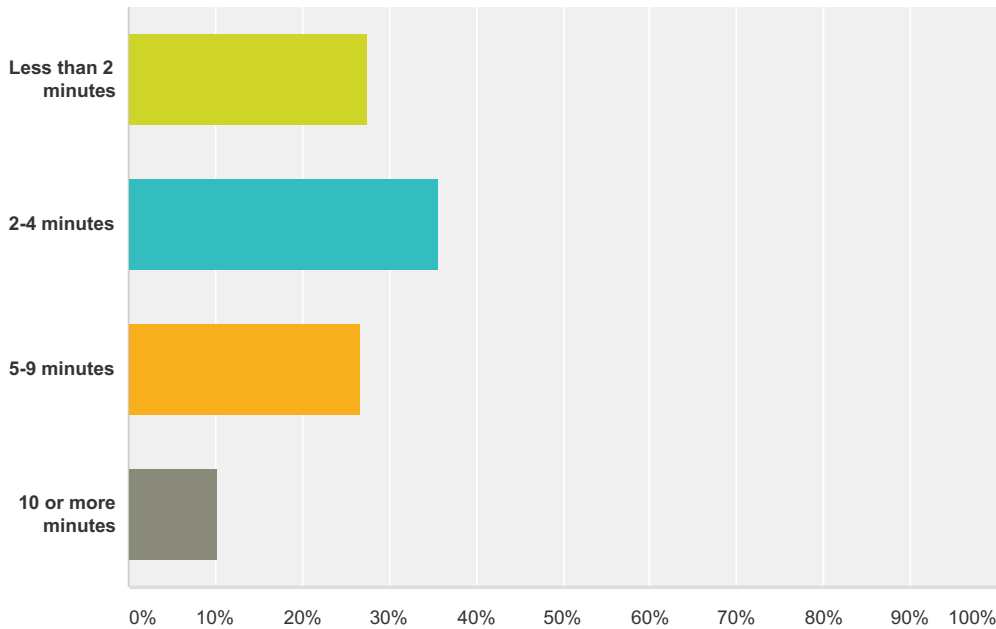
#	Other (please specify)	Date
1	Near pharmacy, hairsalon, Town Hall, P.O.	7/14/2017 9:56 AM
2	On-Street & Public Parking Lot	7/13/2017 2:23 PM
3	On-Street & Public Parking Lot	7/13/2017 10:47 AM
4	n/a	7/13/2017 10:27 AM
5	On-Street & Private Parking Lot	7/13/2017 10:17 AM
6	I try to avoid the center-do not shop or visit it	7/11/2017 12:07 PM
7	On the street when there is an availability	6/5/2017 9:42 AM
8	I utilize stores and businesses that have their own pkg	6/4/2017 5:16 PM
9	I avoid having to park anywhere in the center at all costs. Street and public parking lot spots are my usual options when I'm forced to go there.	6/1/2017 7:15 PM
10	Side Street	6/1/2017 3:57 PM
11	dont bother, never any parking!	5/26/2017 2:38 PM
12	I don't	5/16/2017 1:03 PM

13	Town Lot	5/15/2017 6:26 PM
14	T station on weekends	5/15/2017 11:38 AM
15	wherever I can - all of the above	5/14/2017 7:33 PM
16	I try not to shop in Stoughton Center because of poor traffic and parking options.	5/13/2017 4:48 PM
17	I don't park in the center due to traffic	5/13/2017 10:52 AM
18	Wherever I can get a spot. Sometimes it requires some wlaing	5/13/2017 9:00 AM
19	Side street	5/12/2017 5:24 PM
20	I would like to go to the square more. Need more sit down restaurants.The only places I frequent are cheng du, house of brews and the public house. They all have ample parking. If there was something worth going to in the center I'm sure I could find parking. That is the least of the problems with the center.	5/12/2017 2:39 PM
21	Spots are not available, so I do not park.	5/12/2017 12:44 PM
22	Walk there if I need to	5/11/2017 9:09 PM
23	Post office	5/11/2017 8:33 PM
24	Town lot or street	5/11/2017 4:59 PM
25	Wyman St.	5/11/2017 4:23 PM
26	Train station parking lot behind the theater	5/11/2017 2:29 PM
27	There are no businesses in the center worth the hassle of trying to find a parking space. I go to other town centers to shop or conduct business. Very sad situation.	5/11/2017 1:36 PM
28	municipal lot	5/11/2017 11:14 AM
29	Train station lot	5/11/2017 9:04 AM
30	Because of lack of parking I am only downtown after 7pm else i am looking to go elsewhere	5/11/2017 8:45 AM
31	Train station or on street	5/11/2017 8:14 AM
32	MBTA Lot	5/11/2017 8:11 AM
33	Park behind theatre	5/11/2017 7:50 AM
34	My driveway a block from town center or park on street	5/11/2017 12:09 AM
35	Train station	5/10/2017 10:55 PM
36	I tend to avoid parking off street due to the parallel parking and high traffic flow through the center. If I don't see an easy spot to park, I will go somewhere else.	5/10/2017 10:51 PM
37	I avoid it due to lack of easy parking.	5/10/2017 10:41 PM
38	Illegally in MBTA lot or post officer	5/10/2017 10:25 PM
39	off street if I can find	5/10/2017 10:05 PM
40	I avoid the center if possible.	5/10/2017 9:58 PM
41	Don't typically go to the center other than Post Office.	5/10/2017 9:56 PM
42	In my driveway	5/10/2017 9:49 PM
43	USPS lot	5/10/2017 9:41 PM
44	train station	5/10/2017 9:40 PM
45	I usually walk from nearby.	5/10/2017 9:38 PM
46	Post office parking lot	5/10/2017 9:32 PM
47	I don't go to the center unless I have to.	5/10/2017 7:04 PM
48	Mix between private (when available) & public	5/10/2017 6:21 PM
49	never stop	5/10/2017 12:49 PM
50	I don't	5/10/2017 9:27 AM

51	Town Employee Parking Lot	5/10/2017 8:41 AM
52	Anywhere I can. On street if available, train lot if after hours	5/9/2017 8:44 PM
53	Town Hall Employee Parking lot	5/9/2017 5:39 PM
54	Residential Side streets	5/9/2017 4:48 PM
55	Town Hall lot	5/9/2017 4:02 PM

Q6 How many minutes does it take to finding parking in Stoughton Center?

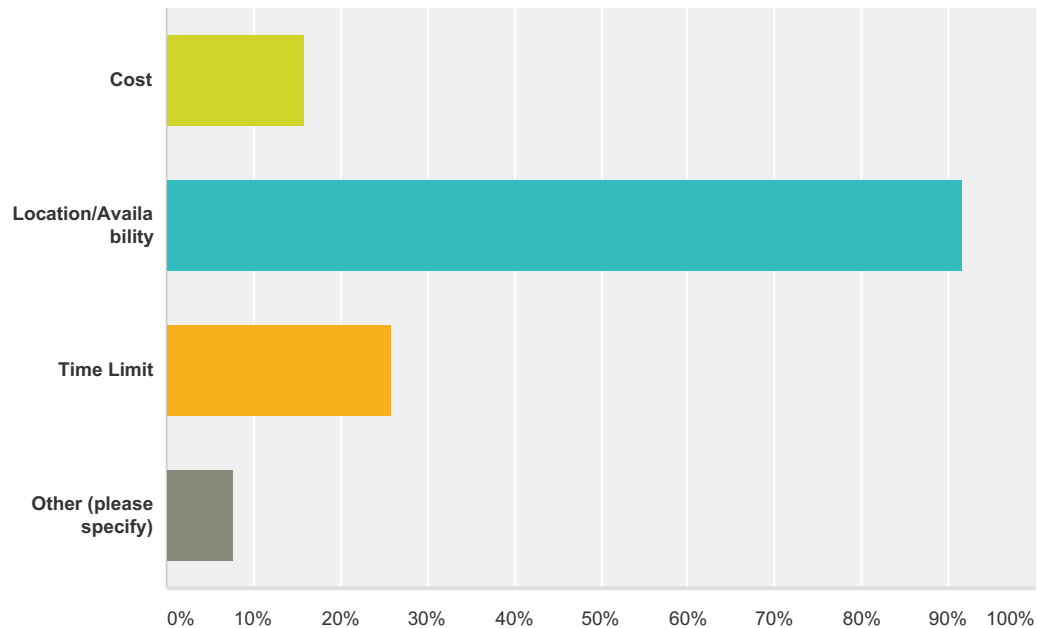
Answered: 364 Skipped: 77



Answer Choices	Responses
Less than 2 minutes	27.47%100
2-4 minutes	35.71%130
5-9 minutes	26.65%97
10 or more minutes	10.16%37
Total	364

# **Q7 What are the most important factors when you try to find public parking in Stoughton Center? (Check all options that apply)**

Answered: 371 Skipped: 70



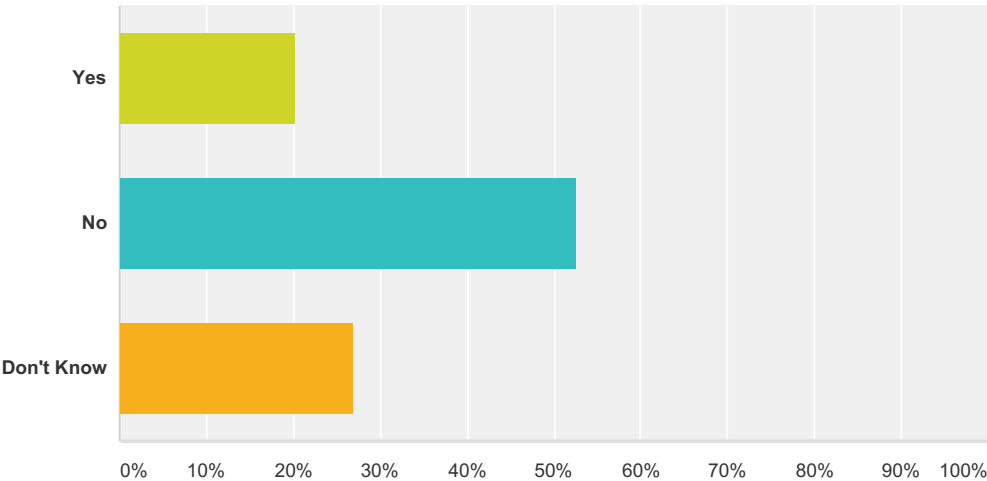
Answer Choices	Responses
Cost	15.90% 59
Location/Availability	91.64% 340
Time Limit	25.88% 96
Other (please specify)	7.82% 29
Total Respondents: 371	

#	Other (please specify)	Date
1	Traffic while parking	7/12/2017 4:31 PM
2	Time of day/day of week (no problem on Sundays)	7/12/2017 4:21 PM
3	Traffic if trying to parallel park	5/14/2017 10:16 PM
4	holding up traffic when you find a spot and have to parallel park. The issue is more of a traffic flow & personal safety problem (which also makes it annoying & time consuming to have to cross the street when parking found on opposite side of your destination). Basically its dangerous 4-5 times: spot found, exiting vehicle, crossing street, entering vehicle, exiting spot.	5/14/2017 7:00 PM
5	Parking is to difficult to find.	5/13/2017 10:52 AM
6	Handicap parking	5/13/2017 10:08 AM
7	n/a	5/12/2017 2:39 PM
8	ease of getting in and out of the space	5/12/2017 9:25 AM
9	Traffic in Stoughton Center. I like to back into spaces.	5/11/2017 9:40 PM

10	Unavailability	5/11/2017 9:09 PM
11	Not having to change directions	5/11/2017 4:10 PM
12	If I have to pay for parking I will take my business to other towns who do not charge.	5/11/2017 8:45 AM
13	Proximity	5/11/2017 8:14 AM
14	The ability to leave in the direction I need to go home.	5/11/2017 6:42 AM
15	Being able to navigate in and out of the space without getting killed	5/11/2017 6:20 AM
16	Safety in getting in and out of my car in traffic	5/11/2017 4:02 AM
17	I do think parking on the street should be three hours	5/11/2017 12:09 AM
18	Safety	5/10/2017 11:12 PM
19	Safety (from people and other cars on the roadway)	5/10/2017 10:31 PM
20	Direction of traffic	5/10/2017 10:20 PM
21	Easy access	5/10/2017 10:12 PM
22	I rarely park except to use post office, elsewhere there are spots but difficult/annoying to access with traffic.	5/10/2017 9:32 PM
23	Ease of parking and exiting	5/10/2017 9:31 PM
24	Not parallel parking	5/10/2017 7:04 PM
25	there is nothing to stop for	5/10/2017 12:49 PM
26	Safe parking.	5/10/2017 9:27 AM
27	Safety	5/9/2017 4:48 PM
28	Safety	5/9/2017 4:20 PM
29	Prefer not to park on the street	5/9/2017 3:43 PM

**Q8 Some cities and towns manage public parking through a variety of means (enforcement, regulations, fees, etc.) to make it easy for people to find parking, and to improve access for customers to local businesses. Do you think Stoughton is adequately managing parking currently?**

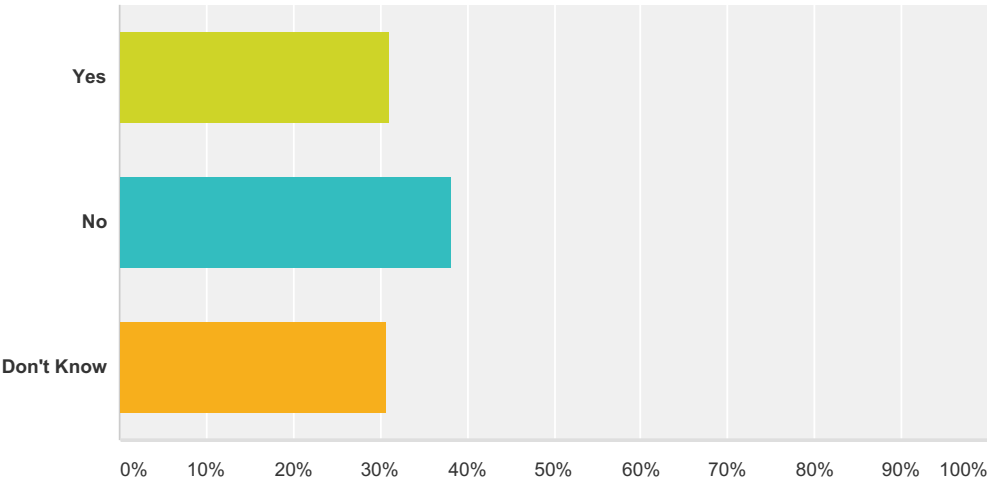
Answered: 374 Skipped: 67



Answer Choices	Responses
Yes	20.32%76
No	52.67%197
Don't Know	27.01%101
Total	374

**Q9 Some cities and towns manage public parking by restricting the amount of time a vehicle can remain in a parking space. Many parking spaces in Stoughton Center have a 1 hour or 2 hour limit. Do you think this systems is working to ensure parking spaces are being made available for arriving customers?**

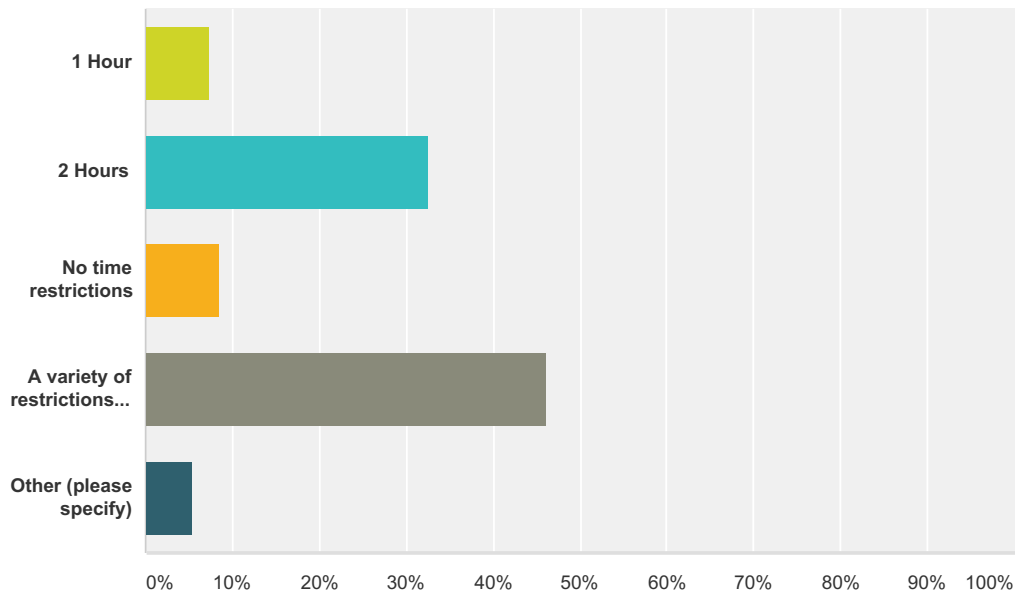
Answered: 375   Skipped: 66



Answer Choices	Responses	
Yes	31.20%	117
No	38.13%	143
Don't Know	30.67%	115
Total		375

## Q10 What do you think are reasonable time limits for parking spaces in Stoughton Center?

Answered: 372 Skipped: 69



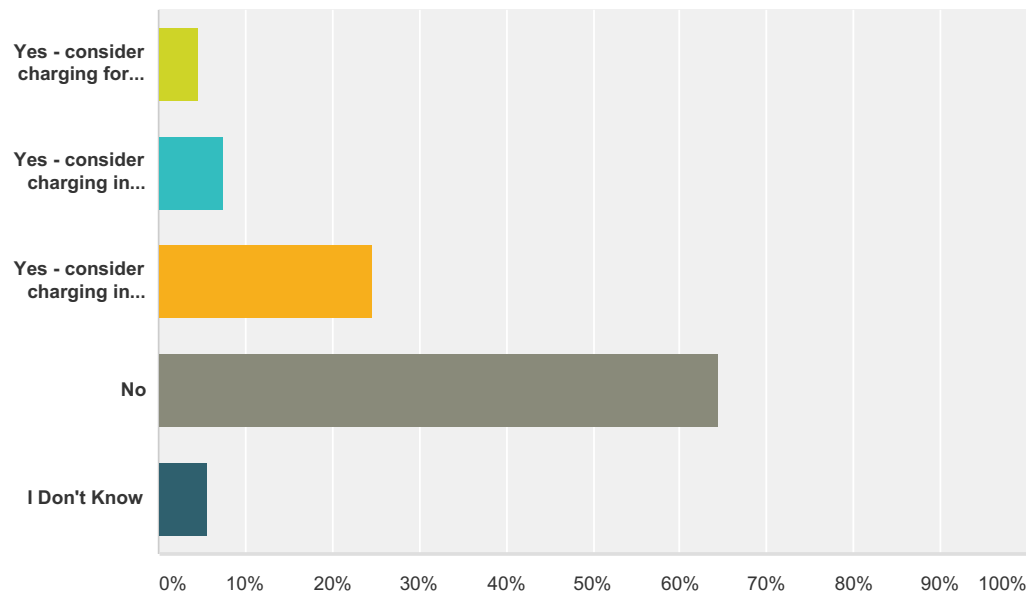
Answer Choices	Responses
1 Hour	7.26% 27
2 Hours	32.53% 121
No time restrictions	8.60% 32
A variety of restrictions (short term parking in front of businesses, long term further away from the business district)	46.24% 172
Other (please specify)	5.38% 20
<b>Total</b>	<b>372</b>

#	Other (please specify)	Date
1	2 Hour & A variety of restrictions	7/13/2017 4:24 PM
2	2 Hours; time limits: don't like the black Camry on Pierce St that uses commuter rail	7/13/2017 10:17 AM
3	From 7:00AM to 4:30PM --> then no time restrictions - except no overnight	7/12/2017 4:21 PM
4	there is no time, as there are no spaces, if theatre ever opens again where will there be to park?	5/26/2017 2:38 PM
5	Our business is a spa and most of our clients spend between 15 min and 2 hours in our spa at a time.	5/12/2017 11:24 AM
6	business owners and employees of those businesses should not be charged or limited. give them a permit.	5/12/2017 9:25 AM
7	The problem is the amount of parking spaces in total available.	5/11/2017 6:16 PM
8	It depends on why your in the center. Some appointments take a while.	5/11/2017 4:23 PM
9	3 hours - no T parking in front of businesses	5/11/2017 10:23 AM
10	1 hour and then after 7pm 2-3 hours so people can enjoy some night life	5/11/2017 8:31 AM
11	4 hours	5/11/2017 8:09 AM

12	Yy	5/11/2017 6:37 AM
13	Three hours. There is almost always spaces available	5/11/2017 12:09 AM
14	I'd like to see parking accomodations that take into consideration business needs in the center. you can get killed trying to cross washington/pearl/park In front of kyoto	5/10/2017 11:44 PM
15	After 5pm..	5/10/2017 10:20 PM
16	The person's working at businesses what they gone do? Get tickets all time ? Or they gone have a sticker saying they are business employee or owner,	5/10/2017 9:48 PM
17	I find the problem with parking after 6:00pm in the center of town.	5/10/2017 9:42 PM
18	Make a public lot available	5/10/2017 9:27 AM
19	With more restaurants coming in, 1 hour is not long enough	5/9/2017 8:44 PM
20	No restrictions, that is what keeps businesses away from the center. The town needs to locate some property and build metered parking lots.	5/9/2017 3:56 PM

Q11 Some cities and towns manage parking by charging a nominal fee to promote turnover and make it easier for customers and visitors to park. Do you think Stoughton should consider charging for parking in Stoughton Center? (Check all options that apply)

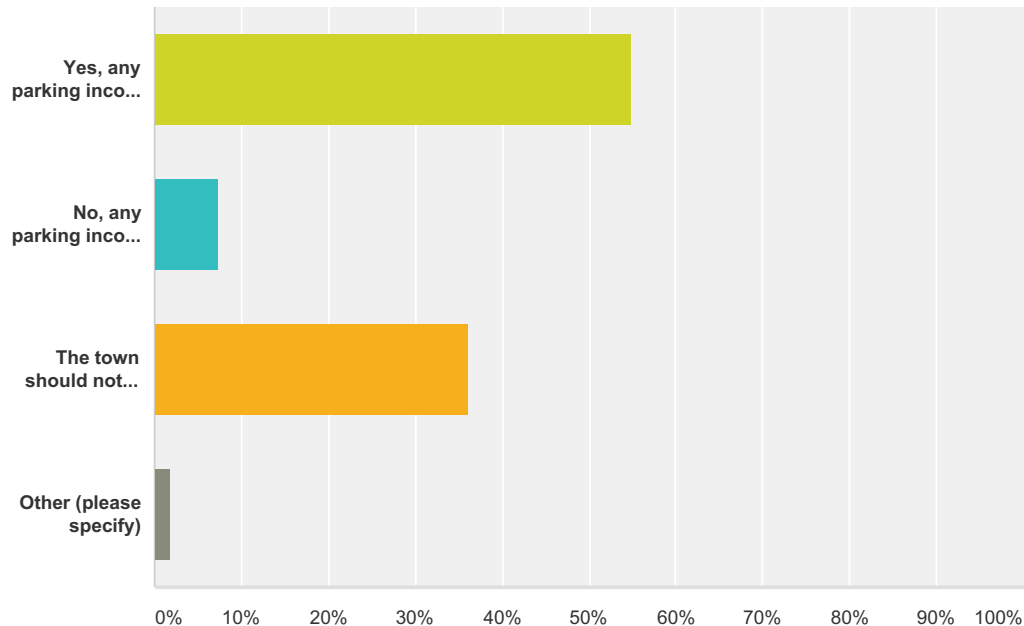
Answered: 373 Skipped: 68



Answer Choices	Responses	
Yes - consider charging for all parking spaces	4.56%	17
Yes - consider charging in busy locations only	7.51%	28
Yes - consider charging in certain time periods only (i.e. not during evenings or weekends)	24.66%	92
No	64.61%	241
I Don't Know	5.63%	21
Total Respondents: 373		

**Q12 If public parking is available for a fee in Stoughton Center, do you think the money should be reinvested in the downtown for neighborhood improvements such as benches, sidewalk repair, public art, streetlights, landscaping, trash collection and improved access for transit, bicycles and pedestrians?**

Answered: 372 Skipped: 69



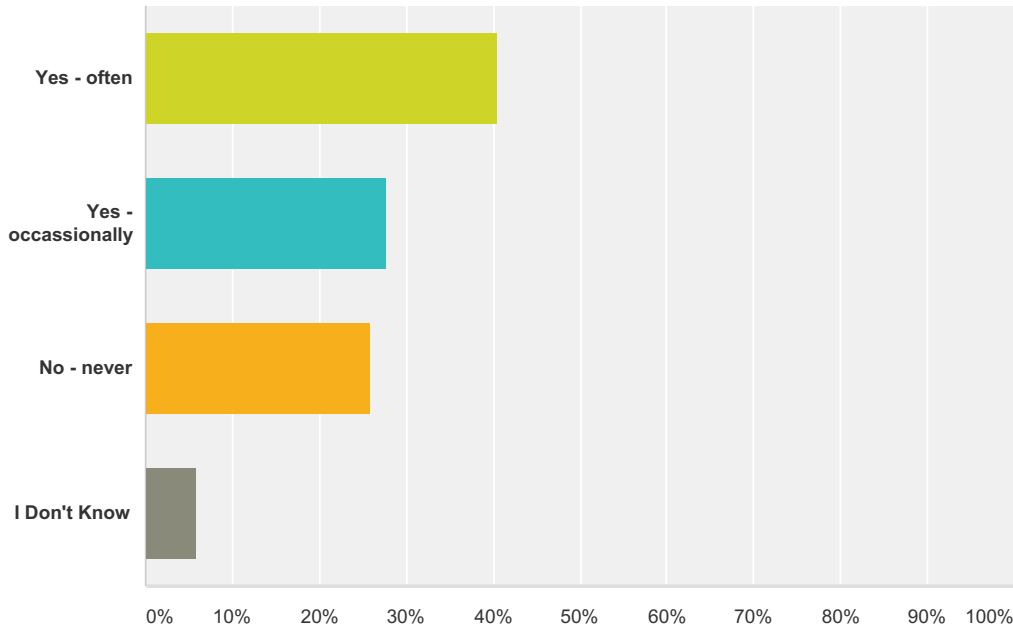
Answer Choices	Responses	
Yes, any parking income from the downtown should be reinvested in the downtown	54.84%	204
No, any parking income from the downtown should be placed in the town's General Fund	7.26%	27
The town should not charge for parking	36.02%	134
Other (please specify)	1.88%	7
<b>Total</b>		<b>372</b>

#	Other (please specify)	Date
1	Forget it. If you're only charging a "nominal fee" for cars to park in a small town, you will spend far more in collecting the money and administration than you will make in profit. You will be lucky if you have enough left over for one pot of petunias.	7/12/2017 1:38 PM
2	There is a need for more parking spaces. The fees are not necessary if there are more spaces.	6/5/2017 9:42 AM
3	I believe we need a larger free parking lot for 2 hour use only. Our clients at the spa would not like a fee for parking and this would hurt our business. Ticketing people past the 2 hours in the lot is reasonable and would bring income for the town. This would also avoid people parking there and taking the train.	5/12/2017 11:24 AM
4	Fees should be invested in an Enterprise fund for enhancement of Public Parking-- mission to create more public spaces to serve businesses and customers during the day and mixed-use dwelling units at night.	5/12/2017 8:26 AM

5	Should be used for downtown and road maintenance	5/10/2017 9:32 PM
6	Pay for police enforcement	5/9/2017 5:02 PM
7	Yes and obtaining property for a couple of metered parking lots as well.	5/9/2017 3:56 PM

Q13 Do parking difficulties lead you to shop or run errands in neighborhoods other than Stoughton Center?

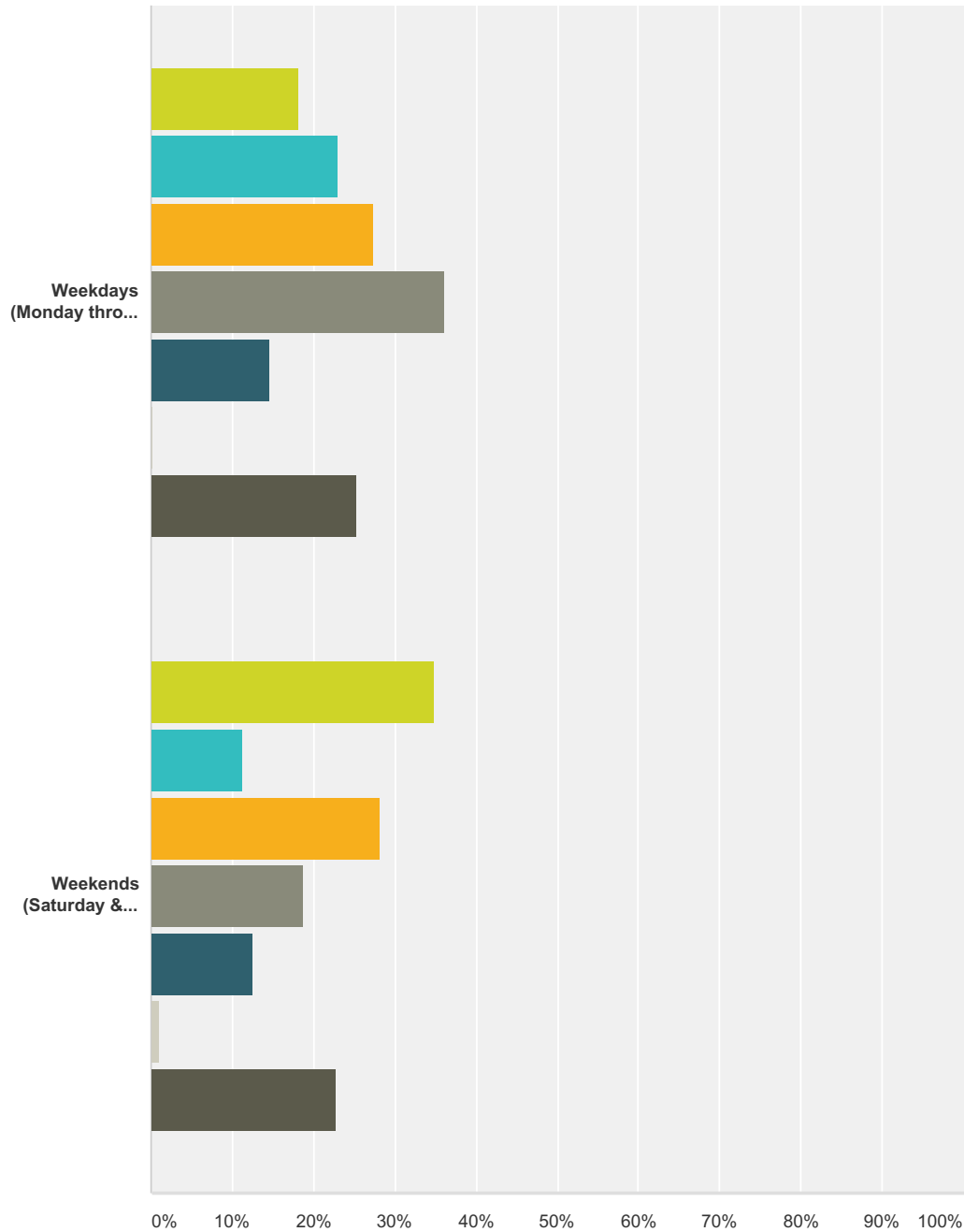
Answered: 372 Skipped: 69



Answer Choices	Responses	
Yes - often	40.59%	151
Yes - occasionally	27.69%	103
No - never	25.81%	96
I Don't Know	5.91%	22
Total		372

Q14 On a typical day/week, during what times is it hardest to find a parking space in Stoughton Center? Please check all that apply.

Answered: 353 Skipped: 88

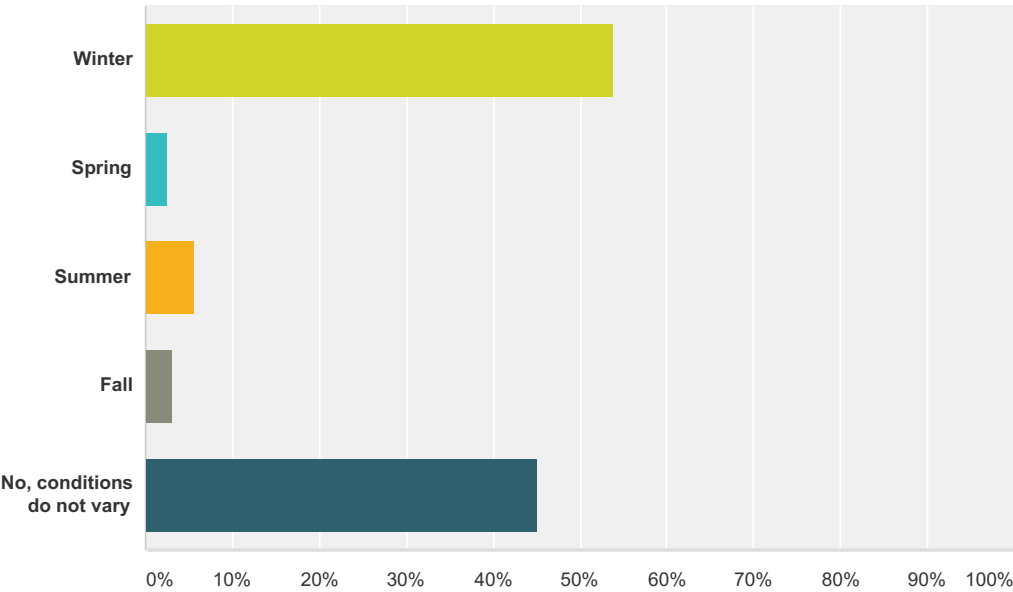


It is never difficult to find parking in Stoughton Center Morning (7:00am-11:00am)  
Mid-day (11:00am-3:00pm) Afternoon (3:00pm-6:00pm) Evening (6:00pm-10:00pm)  
Overnight (After 10:00pm) It is always difficult to find parking in Stoughton Center

	It is never difficult to find parking in Stoughton Center	Morning (7:00am-11:00am)	Mid-day (11:00am-3:00pm)	Afternoon (3:00pm-6:00pm)	Evening (6:00pm-10:00pm)	Overnight (After 10:00pm)	It is always difficult to find parking in Stoughton Center	Total Respondents
Weekdays (Monday through Friday)	18.16% 63	23.05% 80	27.38% 95	36.02% 125	14.70% 51	0.29% 1	25.36% 88	347
Weekends (Saturday & Sunday)	34.95% 108	11.33% 35	28.16% 87	18.77% 58	12.62% 39	0.97% 3	22.65% 70	309

Q15 Are there any times of year when it is especially difficult to find parking? Please check all that apply:

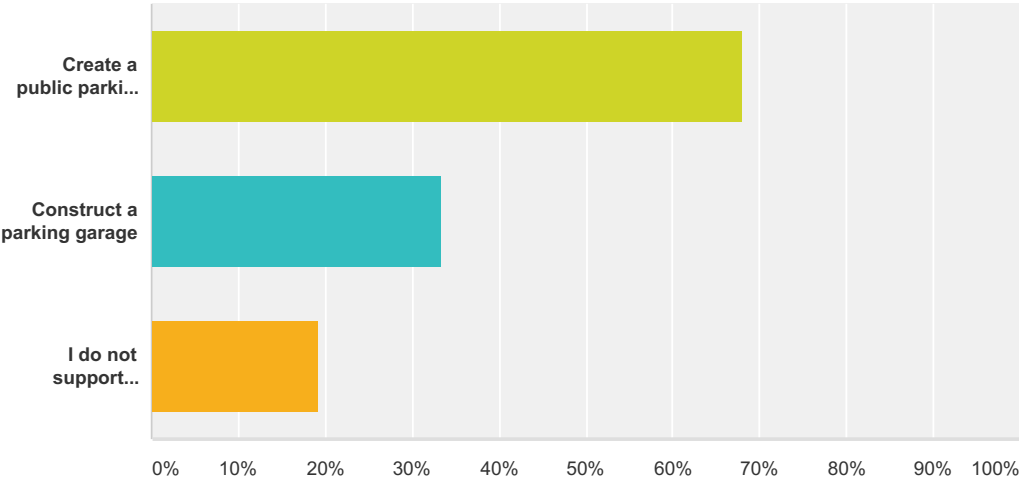
Answered: 359 Skipped: 82



Answer Choices	Responses	
Winter	53.76%	193
Spring	2.51%	9
Summer	5.57%	20
Fall	3.06%	11
No, conditions do not vary	45.13%	162
Total Respondents: 359		

Q16 Would you support the Town spending money to acquire property (if it becomes available in the Downtown) to...

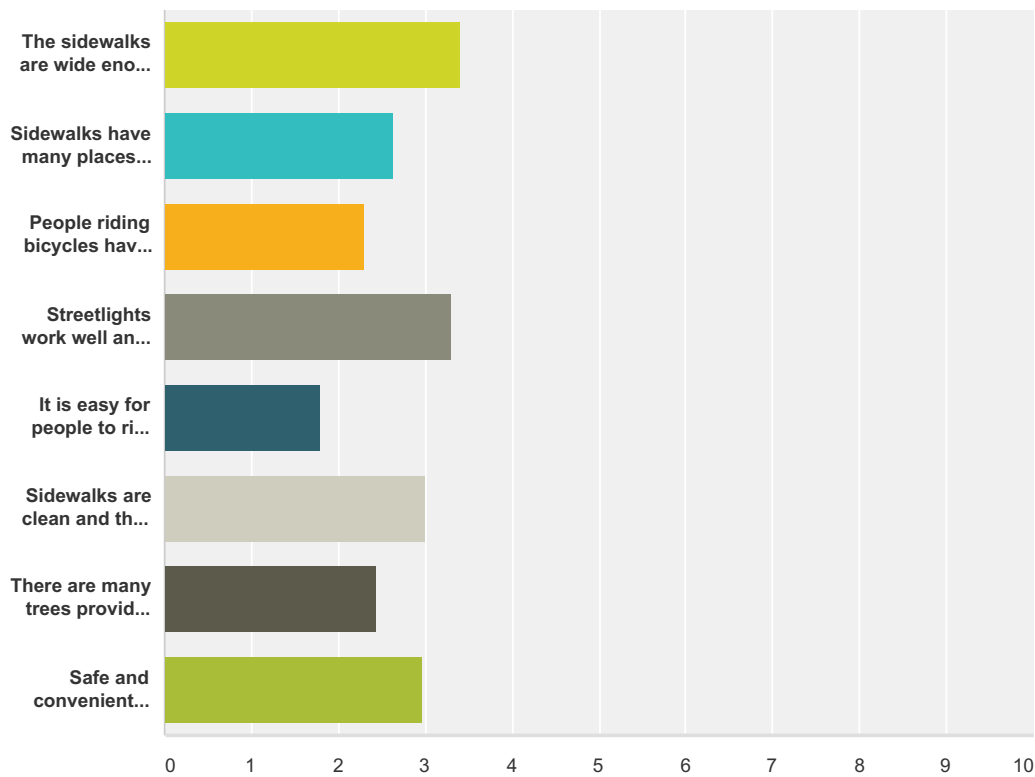
Answered: 366 Skipped: 75



Answer Choices	Responses	
Create a public parking lot	68.03%	249
Construct a parking garage	33.33%	122
I do not support purchasing property for additional public parking	19.13%	70
Total Respondents: 366		

**Q17 Public parking is just one of many aspects that go into making a downtown a great place to live, work or shop. Some cities and towns provide and maintain things like benches, public art, streetlights, trees, trashcans and sidewalks to make downtown districts more inviting and comfortable. Rate your agreement with the following statements by placing an “X” in the corresponding box. These statements are in regards to current conditions in Stoughton Center and are rated on a scale of 1-5 where “1” is, “strongly disagree” and “5” is “strongly agree”. Recently in Stoughton Center I found...**

Answered: 356 Skipped: 85



	1 (strongly disagree)	2 (somewhat disagree)	3 (neutral)	4 (somewhat agree)	5 (strongly agree)	Total	Weighted Average
The sidewalks are wide enough and free of cracks or other things that would make it unpleasant or difficult to walk on.	8.78% 31	11.90% 42	28.90% 102	30.31% 107	20.11% 71	353	3.41
Sidewalks have many places people, no matter their age or specific needs, can sit comfortably while waiting for a bus or visiting with others.	19.60% 69	28.98% 102	26.42% 93	17.61% 62	7.39% 26	352	2.64

People riding bicycles have many places they can securely lock their bikes.	<b>26.51%</b> 92	<b>28.24%</b> 98	<b>37.18%</b> 129	<b>4.90%</b> 17	<b>3.17%</b> 11	347	2.30
Streetlights work well and provide enough light to comfortably walk at night.	<b>8.31%</b> 29	<b>12.89%</b> 45	<b>34.10%</b> 119	<b>30.09%</b> 105	<b>14.61%</b> 51	349	3.30
It is easy for people to ride bikes in Stoughton Center and for drivers to operate safely around people on bikes.	<b>53.26%</b> 188	<b>24.08%</b> 85	<b>14.73%</b> 52	<b>5.38%</b> 19	<b>2.55%</b> 9	353	1.80
Sidewalks are clean and there are containers for trash and/or recycling.	<b>9.69%</b> 34	<b>24.22%</b> 85	<b>31.05%</b> 109	<b>26.78%</b> 94	<b>8.26%</b> 29	351	3.00
There are many trees providing shade and make the street more comfortable to walk along.	<b>22.22%</b> 78	<b>31.34%</b> 110	<b>29.34%</b> 103	<b>13.39%</b> 47	<b>3.70%</b> 13	351	2.45
Safe and convenient sidewalk access is available for people with physical disabilities	<b>11.17%</b> 39	<b>20.34%</b> 71	<b>37.82%</b> 132	<b>22.64%</b> 79	<b>8.02%</b> 28	349	2.96

## Q18 Do you have suggestions for how to improve public parking conditions for residents, visitors, and employees in Stoughton Center?

Answered: 154 Skipped: 287

#	Responses	Date
1	1. There should be no left turn onto Wyman Street from Washington Street. 2. Many pedestrians do not push button to start blinking lights before using crosswalks at Washington + Wyman Streets Cyclists, pedestrians, and wheelchair users need more visibility at this crosswalk when traffic as heavy. With 2 lanes of traffic in both directions pedestrians + wheelchair users are not safe.	7/14/2017 10:03 AM
2	Randolph Savings Bank - buy their parking lot. Post office - ideal parking for us. Could the town buy up property - demolish old, dilapidated structures and use property for metered parking? Come up with a project using a plot of land for parking for "recreational use" and apply for CPA funding. OTHER COMMENTS: 6) Varies greatly depending on how skillful one is at maneuvering into a single parallel space. 13) Really aren't that many stores there other than my nail salon.	7/14/2017 9:54 AM
3	I would only be in favor of paying for parking at the stop, not to walk a distance to pay at a pay station, especially in bad weather	7/14/2017 9:47 AM
4	Purchase any nearby property to the center to be used strictly for non-commuter parking	7/14/2017 9:44 AM
5	Make the center person-friendly. At present it is neither person-friendly nor vehicle-friendly. If we make it person-friendly [by having one North and one South bound lane, widening the sidewalks and allowing people to cross the street safely], the State will wake up and help to design/build a needed by-pass around the center. And we can connect the east and west sides of the center in a way that allows us to develop more sensibly.	7/14/2017 9:42 AM
6	Encourage bike parking, slow down traffic. If we need revenue, ticket people in the center for going too fast. People need to feel safe walking & biking downtown. Imagine a fossil fuel free downtown. Stop encouraging car culture. We need a sustainable design. Any sustainable design would exclude cars.	7/14/2017 9:37 AM
7	Simply increase parking by buying the ****hole spot where the fence + graffiti wall are. Not only does it look "ghetto" but its not improving or serving any purpose. Tear it down + put a lot in! When parking becomes available, businesses will come (e.g, "if you build it, they will come!") :-)	7/13/2017 4:40 PM
8	OTHER COMMENTS: 13) I barely shop in the Center - need more desirable business	7/13/2017 4:35 PM
9	Should another parking lot or garage be constructed it should be central for the Stoughton Center area. Parking spaces (particularly new ones) should be large enough to allow them to be easily accessed and so that parking in them will not encroach on neighboring spots. Public parking information and options should be over-posted, provided with public notices and widely distributed & disseminated	7/13/2017 4:33 PM
10	Crosswalk needs sound for the blind. Firehouse land for parking garage. Make business owners responsible for keeping the sidewalks in front of their stores clean and safe for all people year round. OTHER COMMENTS: 9) As long as business owners to not take them. Happens a lot!	7/13/2017 10:53 AM
11	I am usually getting coffee/hair/nails done between 8AM and 12PM. I rarely have a difficult time finding a parking spot. Over the dinner hour, same. Never really an issue. Late night @ HOB - can be a challenge. I think that is great. It means they are thriving.	7/13/2017 10:20 AM
12	Directional signage to parking Enforcement of current parking regulations	7/13/2017 9:59 AM
13	We should be able to park at the train station for free.	7/12/2017 4:36 PM
14	Create a public parking space with a two hour limit from 6:00AM to 4:30PM (to discourage commuter parking) - Consider a nominal charge (\$1 or less) after 4:30PM to defray costs and small enough not to discourage people coming to the center. (Local merchants could stamp the parking ticket to encourage people to shop or dine with them) OTHER COMMENTS: 6) Depends on the time of day and the day of the week After 4:30PM - no problem - park @ the RR station 10AM weekdays - difficult 11) Portsmouth N.H. has an inside parking facility that charges \$0.75 for the evening (first 3-4 hours). This help to defray the costs bur is small enough to impose no barrier to people wishing to dine & shop in Portsmouth. 13) Would be more often if there were more shopping and dining opportunities in the center	7/12/2017 4:27 PM
15	Should have taken the old hardware store and turned it into a public parking lot	7/12/2017 3:59 PM

16	Larger parking area around town hall for easiness to town offices. Other than that, you're all doing a hell of a job!	7/12/2017 3:56 PM
17	Relocate the post office's distribution center. Turn that into a public parking lot. In general, parking garages are extremely expensive to build. You will never make back the money laid out to build the garage in parking fees. If you go the route of a garage, think of it as an investment in the future of the town to attract businesses, not a source of revenue.	7/12/2017 1:41 PM
18	If you are going to invest in parking, the center needs to get more stores. I even hate to drive thru it, traffic is a mess at all times	7/11/2017 12:11 PM
19	Some how provide more parking spaces. This would encourage more shops and restaurants. More spaces...more revenue for the town...opportunity for increased variety for Stoughton residence to shop locally.	6/5/2017 9:46 AM
20	Better traffic management	6/4/2017 9:45 AM
21	Create a public parking space...perhaps you could tear down the eyesore that is Malcolm & Parsons old building and create parking there if they can't figure out how to rebuild after all these years.	6/1/2017 7:17 PM
22	There needs to be more economic development of the center itself. Parking is the least of our problems. There are no real good stores or businesses to attract people there. There have to be more incentives to attract small store owners. Think downtown Norwood, or Walpole, comparable sized towns with more to offer in their central business district. We don't even have a name bank in the town center, just one credit union. No theater, no good large-sized family restaurants. Everything is sprawled down 138.	5/30/2017 7:06 PM
23	Enforcement of parking limits and require businesses to have parking requirements and options as part of new construction or renovation. Municipal lot at Police Station should have public parking area and some current use be moved to Armory site. Future Police/municipal offices should be outside center where parking would be available for them and to free up center parking.	5/30/2017 11:37 AM
24	currently parking is horizontal are the streets wide enough to put parking at angle may allow for more parking spaces	5/30/2017 6:55 AM
25	Center is too small for the amount of traffic flowing thru	5/28/2017 6:22 AM
26	no and what for? Business's are all junk. Nothing worth spending money on. And taxes are already to high, not voting for anything else that costs money, no one else getting any raises.	5/26/2017 2:42 PM
27	Not really but the square should be a place people want to go and it's not - it's a disgrace when other towns are so nice and inviting	5/25/2017 6:16 PM
28	I think that the way the center was designed in the first place is awful. Who ever thought of doing the sidewalks that way? It took away parking spaces and makes it difficult to park and navigate through the center of town. We not only have a parking issue but the center is very unsitely and right now I don't think many people are interested in visting the center as it stands now. I feel that the money spent was not done wisely.	5/25/2017 1:47 PM
29	I honestly don't think there's a problem with parking in Stoughton Center at the moment, mainly because there's not enough of a draw at this point for residents to want to spend time in town. It's great to see some newer places open up (e.g., House of Brews, Avocado's, etc.) and I hope (... and I know this sounds like a contradiction) that businesses continue to open so that parking WOULD become a problem. But again, at this point, I don't think of it as problematic. Every time I've gone to the House of Brews on a weekend night, I've had no trouble finding parking nearby. In essence, I think that this survey is a bit premature; if the town center continues to develop and more people frequent it accordingly, then a survey of this type would be more pertinent. Then I'd be saying, "Yes, we need more parking!" :)	5/25/2017 9:22 AM
30	Parking time restrictions need to be enforced. When I get off the mid afternoon train I see people head to cars parked in the square and on Pleasant Street that have clearly been there several hours. The sidewalk in front of the church is too narrow and makes the center inaccessible for people in wheelchairs. I often see a person from the Silva house be forced into the street on Pleadant Street and then have to proceed to the center in a travel lane in the square. We should never put our elderly or disabled population in harms way. I also believe the inability to cross safely in the center, even with the ped light, lends to the attitude that most street parking across from their destination is unsafe and they choose to go elsewhere. The two center lanes routinely fly through the flashing light when the car nearest the pedestrian stops. I did not let my children walk to the middle or high school when they were in school and I would hesitate to allow any child to do so today. The right turn on red movements and the rush to get through the center make the intersection near town hall frightening for a pedestrian.	5/24/2017 5:33 PM
31	I feel business such as restaurants and bars do not have enough parking to draw in new business. The downtown area needs a lot of renovation. to attract new business. It is not just the parking traffic congestion is also a problem	5/24/2017 2:45 PM
32	The town needs to buy available land and use it for free public parking. They had their chance with Mutual Gas, which is now an apartment building; with Beauty Connection, which is now a vape shop; and with the Malcolm & Parsons property, which will be used for yet more apartments. What is the town waiting for? Scoop up land in Stoughton Center whenever it's for sale!	5/24/2017 10:12 AM

33	Have more sidewalks in Stoughton so people can walk more. There really is an inadequate amount of sidewalks in this town. Let's get moving and make it conducive for people to walk places instead of having to drive everywhere. Make people want to walk from central-canton streets to Stoughton center.	5/18/2017 10:01 PM
34	Re-Route 27 or 138,(Up and Over, Around or Under) It Really doesnt matter which, But Stoughton Center causes 138 to back up at Rush hour in both directions for miles Stoughton Center is too congested and Theres not much there anyways because The USPS , and two under utilized Churches take up the majority of space. I straight avoid Stoughton Center at all costs because of traffic	5/16/2017 1:06 PM
35	Large public parking like Norwood	5/15/2017 11:39 AM
36	have better businesses that people want to come to.	5/15/2017 10:43 AM
37	More public parking and green space to walk around or buy a sandwich and eat on a park bench in a better setting than the side of the street with traffic whizzing bye.	5/14/2017 10:21 PM
38	Increased enforcement of vehicles parked over the time restrictions. Aside from parking, The abandoned buildings and temporary fences that have been in place for multiple years is embarrassing.	5/14/2017 8:38 PM
39	In my opinion, most of Stoughton center's problems are attributable to the complicated flow of traffic. too many choices of directions to travel, necessity of making a left turn causes traffic to back up, unnatural lane choices when travelling south through the center but taking 27, lane too narrow when continuing south on 138. As a pedestrian, you typically have to wait for your signal to cross twice or three times, depending on your starting point. If you are not familiar with the area, the street numbers and signage are difficult to see if you are travelling at the appropriate speed. Some time ago I filled out another survey about the center which proposed pedestrian only in the center itself. I think this would be the best / easiest way to fix the traffic problem, as it would be easier to route the traffic around the center itself. Then i think that new businesses could open and be successful.	5/14/2017 7:10 PM
40	In need of more lights	5/14/2017 1:05 PM
41	A garage or public lot aren't bad ideas to provide parking spaces. Timed spaces would keep people moving along....just want to attract good business to the downtown and don't want to scare away people from stopping at one of the stores or restaurants.	5/13/2017 4:50 PM
42	If you want to attract businesses to the town center you need to clean up the appearance (run down/vacant) and horrible traffic flow. As demand grows for businesses, the town needs to address more parking locations. The problems of today are compounded.	5/13/2017 4:33 PM
43	Make employees park in parking lots to open up parking for customers	5/13/2017 4:03 PM
44	Small garage by train station.	5/13/2017 2:38 PM
45	Public lots are tge best choice. Angled spaces but I don't think there is enough room for traffic to get by.	5/13/2017 10:56 AM
46	I feel that a lot of the complaining about the parking situation is due to the traffic in the center. Cars are going too fast because they want to make it through the lights. If people would slow down, others would have the opportunity to park safely instead of just driving away and say that there is no parking available. Business owners should have parking for their employees behind their businesses.	5/13/2017 9:24 AM
47	The burned out building is an eyesore! It should be a parking garage accessed from Freeman St with store fronts on Washington St.	5/13/2017 9:05 AM
48	Parking is not a problem. I wish it was because that would mean we had something in the center worth frequenting. The first thing we should do with the center is make it a desirable place to go we can worry about parking when people actually want to go there . It's an embarrassment.	5/12/2017 2:47 PM
49	Build multiple lots or a multi-level parking garage for residents and visitors to use free of charge when conducting business or shopping in the downtown area. Clearer signage where parking is available. The streets are either one-way or there aren't enough cut-throughs for people who don't know the area well enough to navigate easily.	5/12/2017 1:44 PM
50	I suggest a large free two hour parking lot with adequate space. We must have 2 hours of parking for our business because our clients spend between 15 min and 2 hours with us very often. I know this would hurt the business if our clients would have to pay for parking. I also believe we as employees need parking passes for our windshields so we will not be ticketed for parking all day for our shifts. We have very often been ticketed in the past because we have nowhere to park for our entire shift aside from 2 hour street parking. Thank you!	5/12/2017 11:30 AM
51	Create a Parking Management Authority that regulates parking in concert with the BOS and Police Dept.	5/12/2017 8:29 AM
52	a central parking lot for everyone and then the elimination of street parking so roads can be widened making traffic flow better	5/12/2017 4:33 AM

53	Stoughton center is not the vibrant downtown area it could be, it has poor traffic patterns, and we have not been successful in resolving that. Until the downtown area is a desirable place to go, parking will always be a non-issue. Whether it's town hall, the post office, farmers market or fire station, I have ALWAYS found a spot within seconds. Furthermore, if we dedicate more real estate to parking, it will be a missed opportunity to use that land for more things to draw people into the area including more places for people to live and work there. If you design the downtown only for car drivers, then that is all you will ever have. This TED talk touches on it about halfway through. Granted we are not a city like Rochester but there are similarities. <a href="https://youtu.be/O_Pgf0xfOG0">https://youtu.be/O_Pgf0xfOG0</a>	5/11/2017 11:31 PM
54	Hire a dedicated parking enforcement officer.	5/11/2017 9:43 PM
55	Use old Cheng du space as nice public parking with benches, grass & parking slots.	5/11/2017 9:11 PM
56	Take away the new curb cutouts	5/11/2017 8:34 PM
57	Yes start charging businesses that have their vehicles park for long periods in square such as HAMK, and Upholstery shop	5/11/2017 8:01 PM
58	A public parking lot with free parking would be ideal. We find we do limited business in the center of town due to the limited parking. We would do more if there was more parking. We always wonder about the empty lot with the ugly falling down painted signs. Could this be purchased for additional parking?	5/11/2017 6:21 PM
59	I honestly don't see a solution short of making a parking garage - street parking is too limited.	5/11/2017 5:49 PM
60	Even though you can't always park right in the center there is always parking around the corner and down the street. Maybe better parking signage would help.	5/11/2017 4:48 PM
61	Buy the Randolph Savings bank when they move to their new location and turn into a municipal parking lot. If that is not feasible then build a parking garage on the site of the post office and build a new post office somewhere else in town. If you build a garage there cars can enter on Wyman St. And exit on Porter St.	5/11/2017 4:29 PM
62	This is not a suggestion, as much as an elaboration on my parking concern. The difficulty I find is that it is not easy to turn around and change directions if you happen to see a parking spot on the opposite side of the street. There have been many times I am driving through the center and plan to visit a business. If I do not easily find an open on-street parking spot on my side of the street, I will not turn around and try to find a parking spot on the opposite side, even if I see there are some available. It is too inconvenient, and in some cases illegal, and I will just continue on and visit another business instead.	5/11/2017 4:14 PM
63	Business owners in the center should not be ticketed for being on Wyman street or other small side streets for over 2 hours when there is no other place to park. Residents on Washington and Monk should not be ticketed for overnight parking given there is no other option available.	5/11/2017 3:47 PM
64	The open parking spots available mostly require parallel parking, which is difficult to do when there is any traffic. A designated public parking lot within the center would be a huge help.	5/11/2017 2:51 PM
65	Make parking and area less congested for businesses like coffee shops, restaurants. Get rid of neon signs and churches. Do not have a red arrow from Porter street into center, make it solid. (people don't understand you can go right on red when there is a red arrow).	5/11/2017 2:40 PM
66	We need a parking garage. The single biggest issue that makes our center of town completely undesirable is the lack of parking. Look at towns like Norwood that have beautiful centers. They also have tons of parking. A garage is a necessity if you expect businesses to open up shop and for people to actually shop there.	5/11/2017 2:31 PM
67	Charge for parking, but allow merchants to punch a card that allows free parking with any purchase.	5/11/2017 2:24 PM
68	Abide by recommendations in Master Plan.	5/11/2017 1:44 PM
69	Traffic is usually too heavy to safely park. Very nerve wracking to try and stop and pull into spaces with the traffic.	5/11/2017 1:40 PM
70	It is too hard to try to parallel park in the center. Unless it is a spot you can pull straight into there is no hope. The traffic makes it impossible to stop and back into a spot. Although there is a small amount of parking in the area next to the common, trying to cross the street after you park is dangerous. Cars don't stop for pedestrians,	5/11/2017 1:20 PM
71	We need to think bigger than finding room for a few extra parking spaces. Stoughton square/center needs to be demolished and rebuilt like in Hancock Street in Quincy. We need to take advantage of our train station and get a billion dollar investment by a major developer to make Stoughton a highly appealing commuter town. Average household income needs to be increased so property tax revenues increase enough to improve our schools and town services.	5/11/2017 1:16 PM
72	Clean up the center it looks like a dump the burnt buildings and no flowers sad looking center	5/11/2017 1:04 PM
73	I think the land near the Train station that is all dirt could be used to build a parking garage. Additionally, buying some parking spots from the MBTA may prove useful. Future buildings could also use underground parking to also serve the need.	5/11/2017 12:51 PM

74	There is nothing to park for.....there is no shopping in the center and nothing worthwhile visiting....we need help!	5/11/2017 11:14 AM
75	The parking lot in front of the old "Pacheco" building is known to me to be public parking but I just recently learned that through Facebook, perhaps a sign (standard blue P sign to indicate public parking?) would help? Some may think those are town employee parking or parking only for certain business customers. Also the parking behind the old State Theatre is another lot that I'm aware of but maybe many are not. Seems like kind of a sketchy side street to walk down, not sure if it's lit at night. During busy weekdays I personally would avoid parallel parking with the traffic flow. Not because I lack confidence in parallel parking, but I lack confidence in the people driving through the center if I were to try to back into a parallel spot.	5/11/2017 10:38 AM
76	Every single time I drive through the center I see several open spaces. People that say there are no spaces either really do not shop/park there or they are very lazy and won't walk a single block. The bigger question should be WHY someone would even want to shop in the center?? What draw is there? The signs are not attractive. The businesses are not great and sketchy people are around after dark. Parking is absolutely not the issue. Please look at all the open parking spaces. Do not waste town money. Also, maybe realize that traffic and long red lights make many avoid the center. It's not a parking issue, folks.	5/11/2017 10:30 AM
77	parking garage or ability to use some of the postal office parking during weekdays.	5/11/2017 10:25 AM
78	Parking garage seems to be best solution but needs to be near downtown and will need security cameras.	5/11/2017 8:51 AM
79	Are there any public spots beyond street parking? If so, MUCH better signage is necessary to inform.	5/11/2017 8:12 AM
80	im not sure i have any ideas. With the lights that were added it doesnt always make the center very "freindly". More so when drivers do not read the traffic signs.	5/11/2017 7:58 AM
81	Better signage to indicate where public parking is located.	5/11/2017 7:56 AM
82	There is a need for public parking for convenience but more importantly convenient parking areas for the employees who are working in downtown area.	5/11/2017 7:49 AM
83	parking garage	5/11/2017 7:26 AM
84	There is plenty of parking. People have to be willing to walk.	5/11/2017 7:24 AM
85	I just think an easy free parking lot might improve a businesses chance of success. I basically avoid the center unless I need the town hall, the post office or the train station. Currently I would never choose the area to shop or eat.	5/11/2017 6:45 AM
86	Have addition parking somewhere you can park at no cost.	5/11/2017 6:27 AM
87	The entire downtown needs to be reconfigured. All of those streets filtering into the center with no left turns make it a nightmare to navigate at rush hour.	5/11/2017 6:21 AM
88	Buy up some of these vacated properties or abandoned. Make some nice looking parking spots, add some trees/ flowers. This small town would be helped..... and put hanging baskets of flowers in front of these building, it would improve the looks of the 'not much' that we have.	5/11/2017 5:53 AM
89	Is it possible to use the MBTA lot during off-hours for public parking for Stoughton establishments? The commuter rail lot is empty during weekends and most evenings.	5/11/2017 1:08 AM
90	buy up all the crappy houses and vacant lots and create something that makes sense. Parking should not be the primary organizing factor in this effort.	5/11/2017 12:36 AM
91	Can you make a certai number of spaces in the MBTA lots for Stoughton residents (with sticker)?	5/11/2017 12:31 AM
92	Cross walk at the train track on canton street needs a light. Cars have almost hit me and my children on a weekly basis. We often have to walk up to the post office cross walk due to the danger.	5/11/2017 12:12 AM
93	I would like to see traffic in the center monitored better. It is VERY dangerous crossing in front of Kyoto (even with the new signals - thanks), and I think if pedestrian traffic were safer, it would be easier to park a short walk away from my destination in the center. As it is, the center is tough to navigate and finding parking further away is easier, but during busy times, it is dangerous to cross or the walk lights on the light cycles take a LONG time to come around. I also find some sidewalks (in front of the church) to be too narrow for a stroller/wheelchair because there are poles in the sidewalk. Thank you for reaching out on this. I love Stoughton Center and would love to see it more vibrant.	5/10/2017 11:49 PM
94	HP plate and card should not have to pay for parking	5/10/2017 11:33 PM
95	Central parking garage	5/10/2017 11:28 PM
96	Residential parking sticker	5/10/2017 11:15 PM
97	Weeknights and weekends residents should be able to park in town building parking lots.	5/10/2017 10:59 PM

98	The traffic flow at times through the center alone can be chaotic and the current parking available via parallel parking can be intimidating specifically during a high traffic flow time. This has discouraged me before from going to center businesses. However the other night I was able to find a spot easily after 8:00 PM. I think and hope improving the accessibility of parking would benefit center businesses.	5/10/2017 10:57 PM
99	No	5/10/2017 10:46 PM
100	Buy the Chen Du lot and make it metered parking spaces	5/10/2017 10:44 PM
101	No	5/10/2017 10:30 PM
102	I think this issue with stoughton Center is traffic flow especially at peak rush hour times. The timing of the lights is terrible and the left onto Wyman is terrible even with the time restriction. The flow is the problem. There also needs to be a time limit on spots as those commuting in to Boston would take spots if there were no restrictions in place.	5/10/2017 10:30 PM
103	Resident parking for people who work in the center and live in town.	5/10/2017 10:20 PM
104	Central parking	5/10/2017 10:14 PM
105	I would like to add parking has improved over the recent years however I feel we have a lot of vacant store fronts that contribute to that reason. Aside from the post office, the Stoughton bakery and Stoughton House of Brew I don't visit any other locations in the center. I can't think of many other businesses that would have foot traffic. In years past there was Honey Dew, 2 insurance companies, medical pharmacy, Cheng Du, Co-Graphics, etc. Some moved because parking was an issue. A business will not be successful if their customers can access them. So since we lost businesses and have vacancies because of parking I think parking needs to be improved and then we could attract businesses back to the center. i would also add no one wants to start a business next to a building that has been boarded up for 6 years. Our town should be embarrassed with the conditions of some of the building in the center. I can't believe after 6 years the town allows the eye sore of the old Cheng-Du building to stay there. I would love to have a town ordinance regarding maintenance to property within the center which would force property owner to maintain a condition of their property or be fined.	5/10/2017 10:11 PM
106	Add a parking lot.	5/10/2017 10:10 PM
107	The biggest problem with Stoughton center is not the availability of parking but the the availability of safe parking. Traffic is horrendous to the point where people do not feel safe to attempt to parallel park. There are too many major routes that converge in the center. The best thing that could improve the center is to divert traffic away from the center.	5/10/2017 10:04 PM
108	A parking garage would be perfect. The limited quantity of spaces negatively impacts the number of patrons that visit restaurants and that could be detracting people from opening new restaurants.	5/10/2017 10:04 PM
109	Employees and business owners should not take up "front row" parking all day long. Then there is no parking for customers (and they will complain bc they have no customers!). SIGNAGE is needed desperately to let people know CLEARLY where public parking is and the time limits.	5/10/2017 10:01 PM
110	Would like to see a public parking lot.	5/10/2017 10:01 PM
111	Parking is ok but I would like to see more upscale and uniform building design as well as better walkways and more green space.	5/10/2017 10:00 PM
112	get some business properties in town that are worth visiting - other than post office and town hall there is nothing there that I ever visit (except the army-navy store)	5/10/2017 9:55 PM
113	Create a sticker for business employee / owners . We get tickets from police because we park over time, we need to run and move car every hour ????	5/10/2017 9:53 PM
114	Yes, build a multi story garage!!!!	5/10/2017 9:52 PM
115	Knock down that mess of a building where Cheng du was and put a parking lot. It makes the town center look horrid.	5/10/2017 9:51 PM
116	Nil	5/10/2017 9:51 PM
117	Honestly I don't think stoughton center offers me person ally an incentive to go to the center. I tend to go elsewhere because not much attracts me to center.	5/10/2017 9:48 PM
118	I think a parking garage with a nominal fee to help with upkeep etc. would make it easier to visit downtown businesses.	5/10/2017 9:47 PM
119	The town does not out worthwhile businesses in the Center so there is no reason for me to park there. Olivios is the only place I spend my money there and I get delivery.	5/10/2017 9:46 PM
120	I strongly suggest some type of parking lot.	5/10/2017 9:44 PM

121	I think the town should charge the owners of businesses for a yearly parking sticker and to have designated spots for themselves and their employees	5/10/2017 9:44 PM
122	Even when the spaces are available, it's the TRAFFIC that makes parking difficult for me. I am more likely to shop elsewhere, with offstreet parking, to avoid backing up and parallel parking in bumper to bumper traffic to squeeze my large vehicle into a space.	5/10/2017 9:36 PM
123	Better signage at public lots, traffic flow needs to improve to allow on street parking to be easier to access.	5/10/2017 9:33 PM
124	We have plenty of parking but no signs (that I know of) labeling spaces where the public can park other than those spots with parking restrictions (like in front of the Post Office.)	5/10/2017 7:23 PM
125	More off street parking	5/10/2017 7:05 PM
126	Allow businesses and their employees to purchase town permits. Provide metered parking to deter commuters from parking in customer spots; increase parking at the train station	5/10/2017 6:24 PM
127	Redesign Stoughton Center similar to the proposal made in the 1960's	5/10/2017 5:08 PM
128	I'd like to see a parking garage. When you consider that parking spaces actually impede TRAFFIC FLOW (especially along the strip in front of the barber shop), eliminating those spaces would allow traffic to proceed down Route 138 South! Also, we need to plan for growth so those who say there is no problem are stuck in neutral.	5/10/2017 1:04 PM
129	could use parking on empty lot on Wyman St	5/10/2017 12:53 PM
130	Need to create public parking at the edge of the center. Parking in the spaces in the center create a hazard as the vehicle flow is strong	5/10/2017 9:30 AM
131	tear down the burned out cheng du building and pave it....	5/10/2017 8:52 AM
132	There is so much open space in Stoughton and around Stoughton Center that creating public parking lot should not even be an issue. It would make the center more desirable for people to shop in the center as well.	5/10/2017 7:07 AM
133	There are some unsafe things in the center when walking, for example loose needles found on the ground. It makes me want to drive rather than walk which makes parking a bit of a challenge.	5/9/2017 10:53 PM
134	"40 years ago", I thought that the town should buy the (former lumberyard) land on Canton Street, across the street from St. Vincent's (across the tracks from the police station), and make it into parking (for the train and downtown). I still feel the same way, only more so.	5/9/2017 9:16 PM
135	I know that Stoughton is currently applying for a grant that could impact downtown. I would hope that any parking plans are not put in place until after that potential redevelopment, because the face of the center could very well change .	5/9/2017 8:45 PM
136	The downtown needs more destinations. I would not go down there to stay for an extended amount of time, with the acception of House of Brews	5/9/2017 7:22 PM
137	Buy Randolph savings create lot there	5/9/2017 7:12 PM
138	No but there should be sidewalks on Turnpike St.	5/9/2017 6:10 PM
139	Do something about the former Cheng Du. Anything! Embarrassing eye sore has been there way too long.	5/9/2017 5:48 PM
140	Additional lighting is needed. More landscaping to beautify the center. The focus needs to really be on what types of stores are going in. Safety is a big issue and I would not walk alone from my car at night in Stoughton center.	5/9/2017 4:51 PM
141	Tear down the Center and start over	5/9/2017 4:50 PM
142	merchant owners park their cafrs on wyman street and washington street ALL DAY and don't get a ticket- they usually park for 7-8 hours., some of tghese merchasnts like barber shop owner -upholstery owner and watch storeowner near fire station take up citizens spots and don't GET TICKETED. time for somebody to fix this problem.	5/9/2017 4:32 PM
143	Purchase property and convert to parking. Provide resident permit for parking.	5/9/2017 4:23 PM
144	My understanding is that it is free to park at the MBTA station on weekends and the parking lot really seems to be underutilized on weekends. Perhaps some signage stating that free parking is available at the MBTA station would be helpful. I realize that this doesn't help on weekdays but it would be a start. the station is mere steps from the center and can hold >100 vehicles. For weekdays I think we can all agree that trying to find parking in the center is difficult no matter what. You have three major routes (139, 138 and 27) all in one spot and that isn't going to change.	5/9/2017 4:15 PM
145	see if the town can buy property around the Center to make into parking along with enhancing the area with greenery and attractive shops	5/9/2017 4:07 PM
146	The lights are also a huge problem. It could take you 20 minutes to get thru the center in rush hour am and pm.	5/9/2017 4:06 PM

147	Build a parking structure in the vicinity of the downtown	5/9/2017 4:02 PM
148	There are some properties that could be purchased by the town in order to provide adequate parking for the public, while also putting aside some property for green space.	5/9/2017 4:02 PM
149	I think there is a misconception that there is no parking in the center or nearby. I think this has to do with the traffic flow (which inhibits comfortable walking during the day especially)	5/9/2017 3:58 PM
150	No suggestions, but I want to make a note. Many of the businesses in Stoughton Center are not ones that attract my business, which is why my answers might be skewed in comparison to someone who works in town, for example. I'm also walking distance (if time allows and weather is cooperative) from Town Center. So, something to consider: if/when businesses "improve," there will be more demand for parking	5/9/2017 3:53 PM
151	Can you do something with that torn down building that used to be a Chinese food restaurant to add more off-street parking? And, since very few people use the street parking (likely because it's so difficult during peak times to parallel park), I suggest you consider eliminating street parking on 138/27 in the center only to help with traffic flow. For example, in Newton, they close down street parking during peak times to allow for another lane of travel. It would require adjustments to the entry and exit points at the center boundaries but may significantly help with the traffic bottleneck issues.	5/9/2017 3:51 PM
152	the burnt building make a parking lot. It looks terrible.	5/9/2017 3:50 PM
153	Signage - directing the motorist to parking areas	5/8/2017 2:24 PM
154	Improve signage and make reduce number of time restrictions. Keep ones that make sense. Consider meters.	4/24/2017 2:35 PM

## Q19 If you would like updates on this project, please list your email address:

Answered: 79 Skipped: 362

#	Responses	Date
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5	ha.tucker@hotmail.com	7/13/2017 10:20 AM
6	johnhmorton@verizon.net	7/12/2017 4:27 PM
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