

Hull First Resident Parking Guidelines

Objective:

To develop new parking management strategies to improve the parking experience in Hull for Hull citizens, shoppers, employees, and visitors. These strategies will be implemented in a phased process to ensure a high degree of success.

Existing Challenges:

1. Existing commercial areas (Kenberma, Surfside, A Street, L Street, Front Beach, Gunrock) represent areas where residents, businesses and visitors (beach goers) all battle for limited parking spaces.
2. During the 12 week summer season parking demands exceed supply.
3. In many areas, residents are unable to find parking near their homes.
4. Motorists searching for parking circle the streets creating unnecessary traffic volume.

Eight Point Strategy

1. Enforce existing parking regulations with immediate towing of illegally parked vehicles.
2. Establish an Enterprise Fund for parking and related expenses.
3. Increase the parking inventory.
4. Revise existing parking regulations and communicate these along with a universal parking sticker system for the community.
5. Improve signage regarding updated parking regulations.
6. Institute a Parking Monitor process to alleviate this burden from Police Officers.
7. Institute a Seasonal Visitor Placard program
8. Enhance and encourage off-site parking via use of shuttle bus to accommodate beach goers

Background

Hull is the smallest town by land area in Plymouth County and the fourth smallest in the state. However, its population density is within the top thirty towns in the state.

The Massachusetts tribe called the area "Nantasket," meaning "at the strait" or "low-tide place." It is a series of islands connected by sandbars forming Nantasket Peninsula.

Hull has seven distinct hills (Sagamore, Hampton, Sunset Point, Strawberry, Allerton, Telegraph, Hull Hill) and these seven hills are what make the peninsula's topography quite unique. Hull features Nantasket Beach, with fine, light gray sand—generally considered one of the finest beaches in New England.

Town neighborhoods include (from south to north) Green Hill, Straits Pond, Crescent Beach, Gunrock, Atlantic Hill, West Corner, Rockaway, Rockaway Annex, Nantasket Beach, Sagamore Hill, Hampton Circle, Sunset Point, Kenberma, Strawberry Hill, Waveland, Windermere, Allerton, Spinnaker Island, Stony Beach, Telegraph Hill, Hull Village, and Pemberton.

The town has a total area of 28.2 square miles, of which, 3.0 square miles of it is land and 25.2 square miles of it (89.26%) is water.

Hull is located almost twenty miles by land from Boston, although by water, not counting islands, it is just five miles from Pemberton Point in Hull to City Point in Dorchester. Although it is a forty-five minute drive into

the heart of Boston, it is a twenty minute boat ride from Pemberton Pier, at the tip of Hull, into Boston's Long Wharf which is close to the North End and Faneuil Hall.

As of the census of 2000, there were 11,050 people, 4,522 households, and 2,821 families residing in the town. The population density was 3,648.9 people per square mile. There were 5,366 housing units at an average density of 1,771.9/sq mi. The average household size was 2.44 and the average family size was 3.06.

Hull First Parking Guidelines

Phase I- 2011 Enforce existing parking regulations with immediate towing of illegally parked vehicles.

1. Residents encouraged to call dispatch when illegally parked vehicles are identified, based upon the existing parking regulations. These vehicles will be towed and the revenue will become part of the Parking Enterprise Fund.
2. Create an Enterprise Fund for Parking to cover all expenses attributed to managing parking within the community (enforcement, signage, stickers, dispatch, towing, communication).
3. Begin increasing the parking inventory. There are approximately 900 parking spaces along the Rail Road Bed from Phipps to XY Street when areas with grass and trees are cleared for parking. Utilize the resources of the Trial Court of Quincy and of Hingham to get this work accomplished.
4. Initiate communication with the DCR to allow all Hull Stickered Vehicles to park for FREE in the DCR lots that are run by outside vendors.
5. Initiate communication with the HRA to allow all Hull Stickered Vehicles to park for FREE in the HRA lots that are run by outside vendors.
6. Initiate communication with the DCR to install meters along the Hull Shore Drive area that is wide open for anyone, with or without a sticker. These spaces should generate revenue.
- 7.

Phase II- 2012 Revise existing parking regulations and communicate these along with a universal parking sticker system for the community.

1. All residents of the community are required to have a Parking Sticker affixed to their legally registered vehicles.
Parking Stickers are of two types:
 - a. Restricted Parking Stickers for areas of the community where parking is at a premium and needs to be highly regulated and monitored.
 - i. Atlantic Avenue from Cohasset to Nantasket Avenue, ocean to Straits Pond
 - ii. Green Hill
 - iii. Atlantic Hill
 - iv. Rockaway
 - v. Rockaway Annex
 - vi. Sagamore Hill
 - vii. Hampton Circle
 - viii. Sunset Point
 - ix. Whitehead
 - x. Kenberma*
 - xi. Surfside*
 - xii. Waveland*
 - xiii. Windermere *

- xiv. Beach Avenue -Phipps to XY Street
- xv. * these may be already included in the Beach Avenue description above
- b. Municipal Parking Stickers for areas of the community where parking is not at a premium and does not need intensive monitoring.
 - i. Nantasket Avenue , both sides of the street (we need to address parking needs of Wellspring Multiservice Agency)
 - ii. Strawberry Hill
 - iii. Allerton Hill
 - iv. Stoney Beach Causeway
 - v. Hull Village
 - vi. Pemberton
 - vii. West Corner
- 2. Parking Stickers are sent to residents upon the payment of their vehicle Excise Tax bill (if their primary place of garaging is Hull) or by going to the Town Hall to obtain the sticker if they have their automobile garaged in another town. Additionally, vehicles such as dump trucks and other “working” vehicles would not be issued Residential Parking Stickers. (this needs review by the Town Manager for operational efficiency).
 - a.
- 3. There is NO FEE for Hull Resident Parking Stickers, both Restricted and Municipal.
- 4. Vehicles parked on the street without a Parking Sticker are subject to towing and/or a fine of (the maximum allowed by the State).
- 5. Vehicles must display the sticker on the _____ (Location to be determined to address convertibles and removable tops). Stickers not displayed in the proper location will also be towed and/or ticketed.
- 6. Parking for legally stickered vehicles is available in all Town designated Parking spaces and areas.
- 7. Signage reinforcing these regulations will be installed based upon the revenues available from the Parking Enterprise Fund.
- 8. The Parking Enterprise Fund under the direction of the Police Chief will utilize Parking Monitors to ticket vehicle during the 12 week summer season. During the rest of the year, Police Officers will conduct enforcement of parking regulations.
- 9. Visitor Passes will continue to be issued as they have been in 2010 with a marginal increase in the fee.
- 10. Residents with Municipal Parking Stickers are permitted to park in the Municipal Lots that are identified in the section that follows (Out of Town Parking Placards)
- 11. Hull residents who live along the RR Bed from L Street to XY Street, like all Hull Residents, are required to have a Restricted Parking Sticker on their vehicle and all visitors are required to have a Visitor Parking Pass.
- 12. Hull Residents with a valid Parking Sticker are permitted to park in the DCR and HRA parking lots without paying the daily parking fee. This allows residents to park in the DCR lots to visit businesses along the “front beach” without any additional charges.

Phase III- 2012 Institute a Seasonal Visitor Placard program

- 1. Residents are permitted to purchase Visitor Parking Passes that are valid for the season. These visitor parking passes are available to residents for a fee of \$50 per pass and are only valid for parking at the address of the resident. (\$7 per day to park at DCR lots = approximately 7 visits during the season). Passes are issued and are the responsibility of the homeowner to monitor their use. [NOTE: this section needs more thought in relation to Out of Town Parking Placards]
- 2. Many people from other communities travel to Hull to enjoy Nantasket Beach and all that Hull has to offer. They frequently park in residential neighborhoods and make the quality of life for Hull residents less than enjoyable rather than park in the for fee DCR or HRA lots that are available for visitors from

out of town. Many of these frequent visitors have friends and relatives here in Hull but do not feel it appropriate to continually park at the home of a friend or relative without an invitation. For these and other out of town frequent visitors we have a Seasonal Parking Placard that allows the vehicle to park in designated Municipal Lots within Hull.

- a. (A list of Municipal Lots is included on the back of the Parking Placard* that hangs on the rear view mirror of the vehicle. Primary Municipal Lots are along the RR bed from Phipps to XY Street as well as at the A Street Parking Lot at St. Ann's Church, and the XY Street Parking Lot. Specific details are in the section "The RailRoad Bed Study Committee Report of 1991").
 - b. [NOTE: Town Counsel Jim Lampke will be sending us a list of property owners along the RR Bed that have permits/licenses to use the RR bed adjacent to their homes. All other RR Bed property is owned by the Town and should be available for parking].
 - c. *placards are modeled on those used by the DCR for State Park Parking.
 - d. The Fee for a Hull Seasonal Parking Placard is \$300 (this figure was determined by figuring 4 visits per week for the 10 week summer season as well as multiple visits during the shoulder seasons from Memorial Day to July 4 and Labor Day to Columbus Day at \$7.00 per visit to the DCR lots).
3. Any vehicle parked on Hull streets without a Hull First Parking Sticker or a Hull First Visitor Pass or a Hull First Seasonal Parking Placard are towed and/or issued citations (the amount is the maximum allowed by the State).
 4. Initiate a for fee shuttle service for beachgoers and visitors without a Visitor Placard or Resident Visitor Pass from the Hingham Court House on Weekends and from the DCR parking lots behind Horizons Condo.

Enforcement and Monitoring

1. In order to ensure that Hull Residents' quality of life is not impacted by illegally parked vehicles, the Town of Hull has instituted for the 2011 season the use of Third Party Towing Service and/or Parking Monitors to check stickers and issue citations. The singular role for Parking Monitors is to enforce parking regulations. They will not serve as Police Officers. Projections based upon fiscal year 2008-2009 indicate that \$70,000 was received from Parking Tickets. At \$40 per ticket that translates to 1750 tickets. If ticketing were replaced by towing the level of income would increase dramatically. (In Boston, vehicles towed for illegal parking are subject to a \$90.00 tow fee and storage fee of \$3/hour up to \$15/day). The income from increased citations and towing will more than cover the cost of Parking Monitors.
2. Simple Parking Regulation signs at the entrance to Hull on Atlantic Avenue, George Washington Blvd and at Anastos Corner serve as universal notice to visitors that parking regulations are strictly and uniformly enforced. As income from the Enterprise Fund is stabilized additional signage will be installed.

Retail Customers for Business Districts

1. In all areas where there are meters I suggest that vehicles with a Hull First Sticker be allowed to park without feeding the meters. Outreach to the business community will determine the most effective use of the meters to ensure automobile turnover. It may be necessary to adjust the Kenberma parking meters to have selected meters as 2 hour meters and others as 1 hour meters. To achieve the objectives stated, the 30 minute FREE button should be eliminated.

The Rail Road Bed Study Committee Report of 1991- excerpts

1. History

- a. The Town of Hull holds control of the RR Bed
 - b. In 1991 there were only two permanent structures on the RR Bed
 - c. In 1938 the Town Meeting voted to acquire the RR Bed for use as a public road
 - d. Sections of the RR Bed include
 - i. Town line/landfill through Rockland Circle Extension
 - ii. Rockland Circle Extension to Phipps Street
 - iii. Phipps to Lewis Street
 - iv. A Street to L Street
 - v. L Street to XY Street
 - vi. Stoney Beach to Hull Lifesaving Museum
 - vii. Hull Lifesaving Museum to Pemberton Point
2. My suggested utilization of the RR Bed
- a. Town line/landfill through Rockland Circle Extension
 - i. Too difficult to determine at this time
 - b. Rockland Circle Extension to Phipps Street
 - i. This area should be acquired from the DCR/MDC in conjunction with the buildings being made available to the Town of Hull
 - c. Phipps to Lewis Street
 - i. At each street opening the RR Bed will be cleared of debris, trees and shrubs, and signed for a specific number of vehicles ("Municipal lot for 16 vehicles")
 - d. A Street to L Street
 - i. At each street opening the RR Bed will be cleared of debris, trees and shrubs, and signed for a specific number of vehicles ("Municipal lot for 10 vehicles")
 - e. L street to XY Street
 - i. Parking on this section of the RR Bed will be designated at angle parking and on both sides of the RR Bed
 - ii. The RR Bed will have telephone pole barriers on either side of the roadway with a 4' opening down the middle of the RR Bed to allow for bicycles, wagons, baby carriages and strollers as well as walkers and runners to travel unimpeded.
 - f. Stoney Beach to Hull Lifesaving Museum
 - i. There is no viable parking available in this section
 - g. Hull Lifesaving Museum to Pemberton Point
 - i. There is no viable parking available in this section
3. Quantity of Parking potentially available (995 spaces)
- a. Town line/landfill through Rockland Circle Extension
 - i. zero
 - b. Rockland Circle Extension to Phipps Street
 - i. zero
 - c. Phipps to Lewis Street (16 at each end of street)
 - i. 320 including lot at Church
 - d. A Street to L Street (10 at each end of street)
 - i. 200
 - e. L Street to XY Street (10 at each end of street)
 - i. 400 plus an additional 25 at VW Street plus 50 at XY Parking lot = 475
 - f. Stoney Beach to Hull Lifesaving Museum
 - i. zero
 - g. Hull Lifesaving Museum to Pemberton Point
 - i. zero

City of Boston Parking Ticket Fine Schedule

Current 12/18/09

VIOLATION	FINE AMOUNT	LATE PENALTY
No Parking	\$55	\$18
No Parking (Zone B)	\$25	\$8
Meter Fee Unpaid	\$25	\$8
No Stopping or Standing	\$75	\$25
Double Parking (Zone A)	\$45	\$15
Double Parking (Zone B)	\$30	\$10
Loading Zone	\$55	\$18
Within 20ft of Intersection	\$40	\$13
Bus Stop/Stand	\$100	\$33
Taxi Stand	\$50	\$16
Hydrant	\$100	\$33
Crosswalk	\$85	\$28
Resident Permit Only	\$40	\$13
Street Cleaning	\$40	\$13
Less Than 10ft Fire Lane	\$100	\$33
Sidewalk	\$65	\$21
Not in Meter Space	\$25	\$8
Weather Emergency	\$45	\$15
Over Meter Limit	\$25	\$8
Over 1 Foot from Curb	\$35	\$11
HP-DV Parking Only	\$120	\$40
Handicap Ramp	\$100	\$33
Driveway	\$25	\$8
Over Posted Limit	\$25	\$8
Over Posted Limit (Zone B)	\$25	\$8
Other	\$15	\$5
Island/Center Strip	\$40	\$13
Overnight Commercial	\$65	\$21

Expired/No Valid Plate	\$40	\$13
Expired Inspection	\$40	\$13
Overnight Heavy Vehicle	\$100	\$33
Bike Lane	\$100	\$33
No Valid RPP	\$100	\$33
Pedestrian Zone	\$100	\$33