

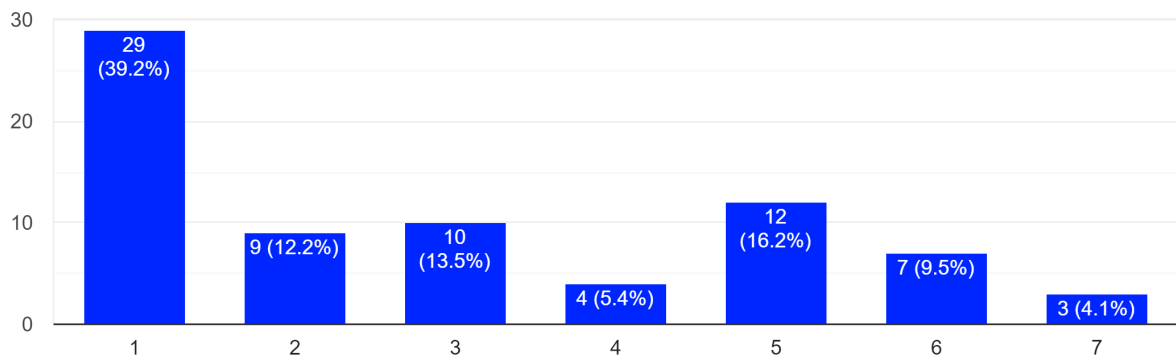
Parking Questionnaire

Responses

Charts, Graphs, Verbatims

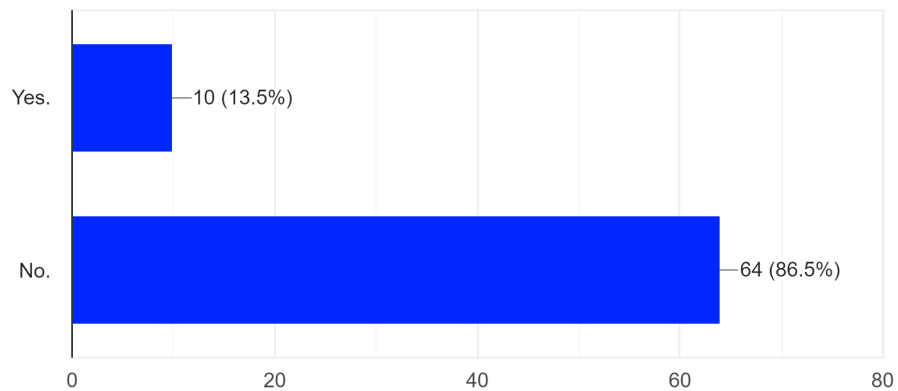
1. How important to you personally is it to park your car on the grounds of NFM?

74 responses



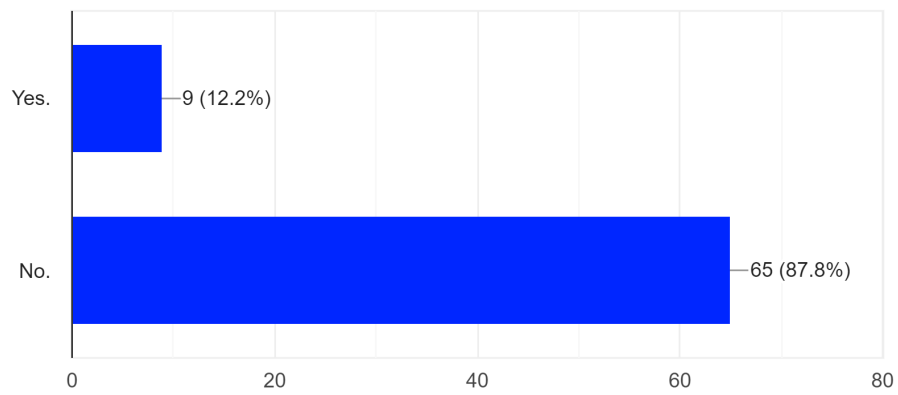
2. I have a condition that limits my mobility.

74 responses



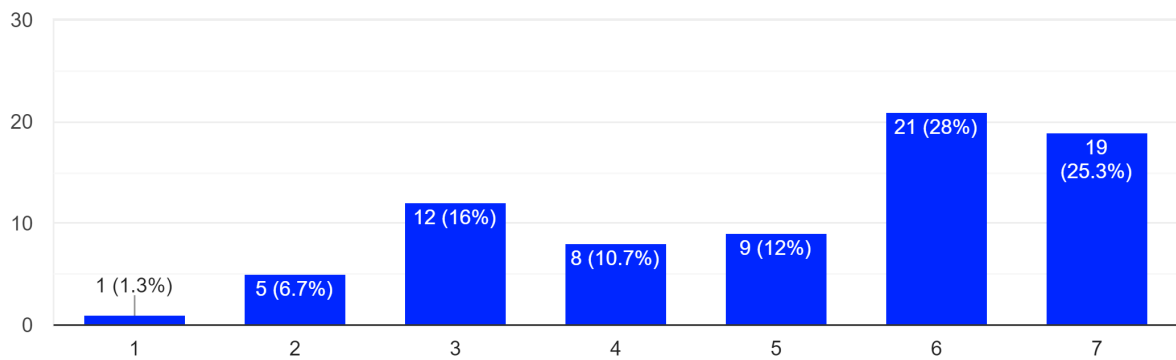
3. I have a DOT handicap parking permit.

74 responses

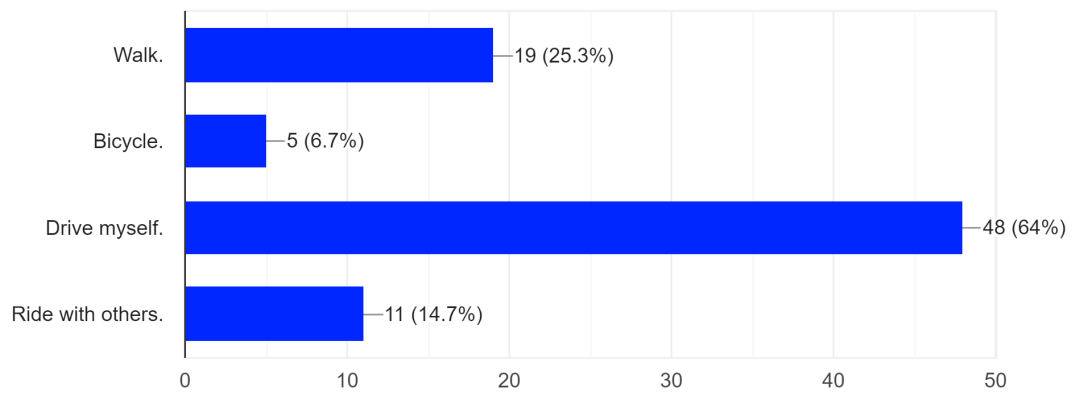


4. How important do you think it is to guests that they be able to park on the grounds of NFM?

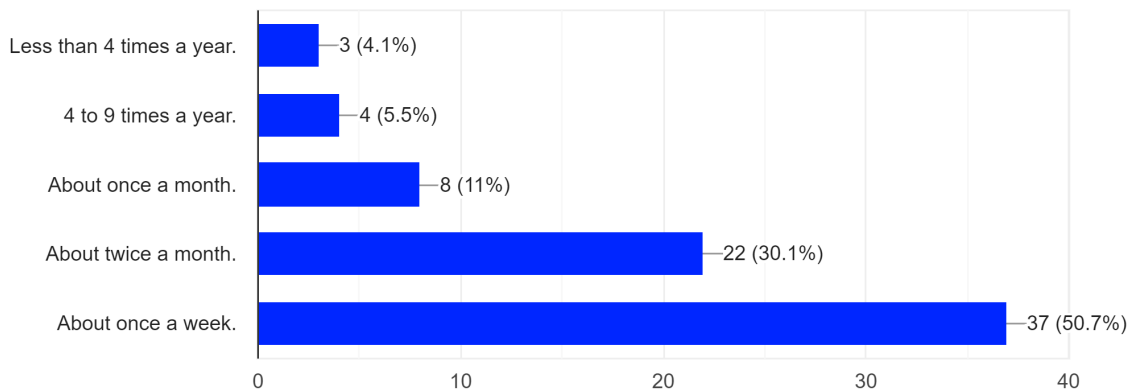
75 responses



5. When you visit the meetinghouse, what transportation do you use? (check the most frequent):
75 responses

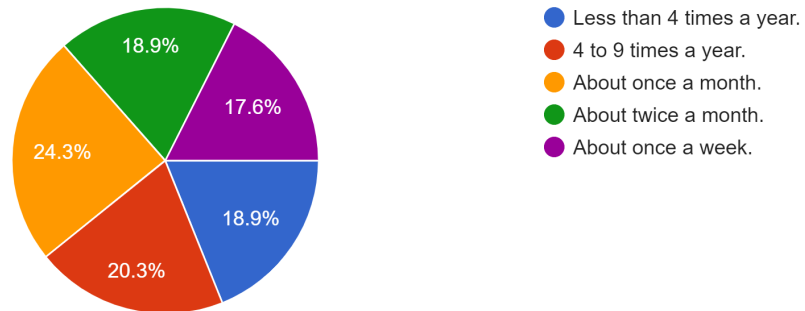


6. Thinking of the year before COVID-19, how often did you visit NFM for First Day School and/or Meeting for Worship? (choose one)
73 responses



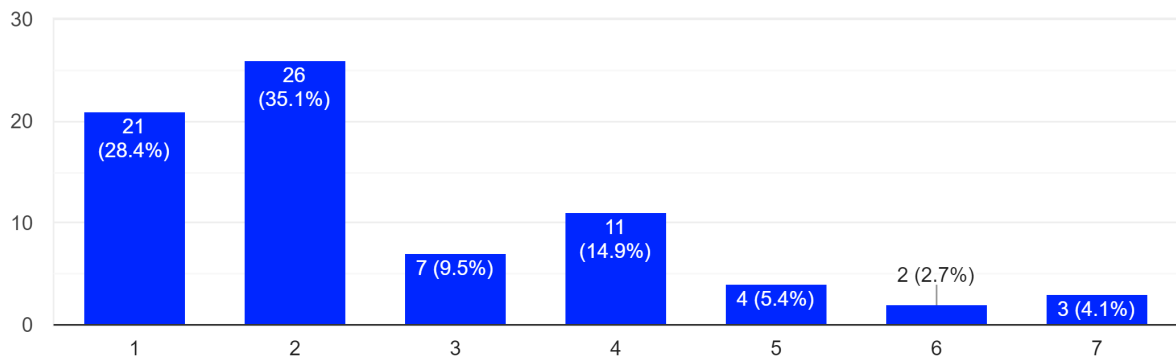
7. Again, thinking of the year before COVID-19, how often did you visit NFM for activities other than First Day gatherings? (choose one)

74 responses



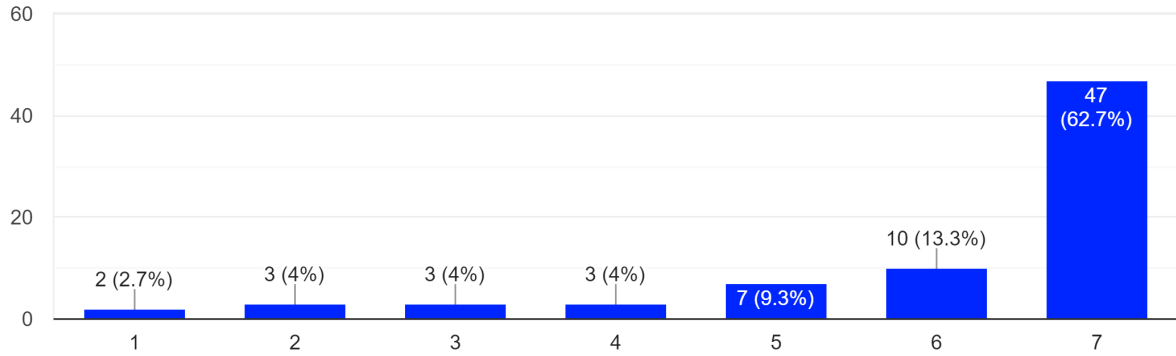
8. Given your experience of ZOOM video participation in the First Day Classes and Worship, how likely is it that you would primarily use Zoom to ...se events even after the Meetinghouse is reopened?

74 responses



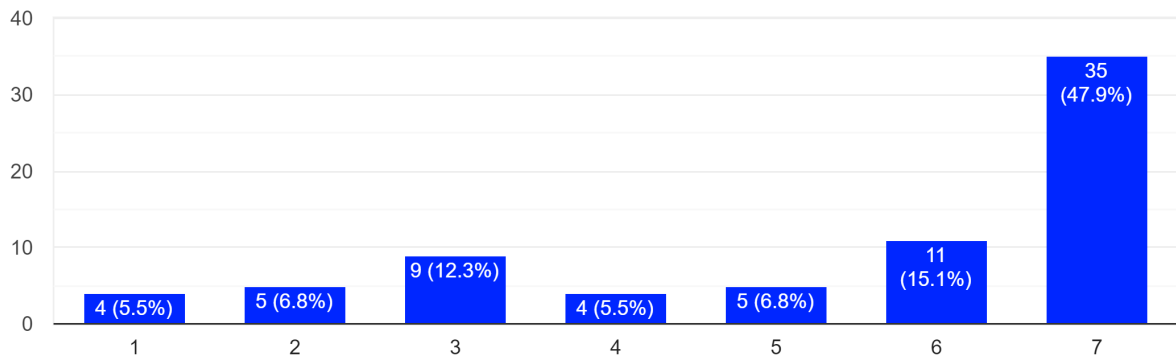
9. On any given Sunday, if you could not count on finding parking on the meeting house grounds, would you participate in First Day School and/or Meeting for Worship?

75 responses



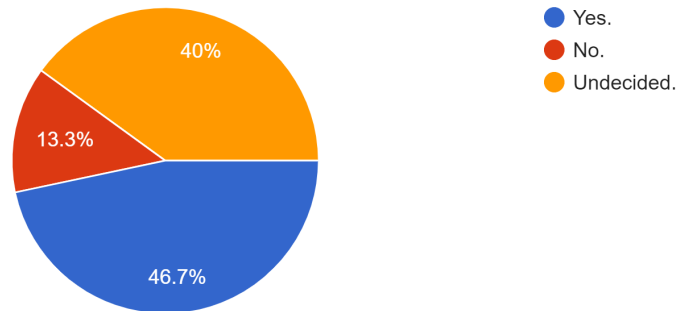
11. And, if parking were not available on the meeting house grounds, but a ride from off-site parking to the meetinghouse was assured?

73 responses



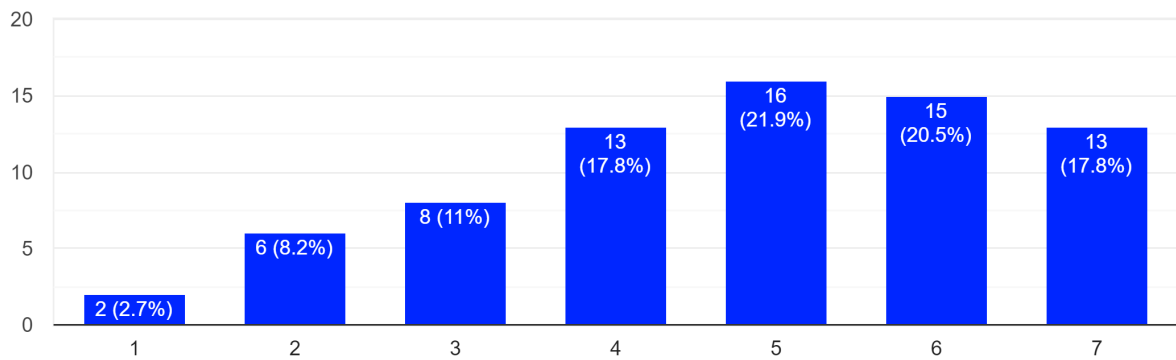
12. The current on-site parking proposal would cost about what the meeting was prepared to spend a decade ago. In your opinion, is it still rea...ount for parking, about \$365,000 in today's dollars?

75 responses



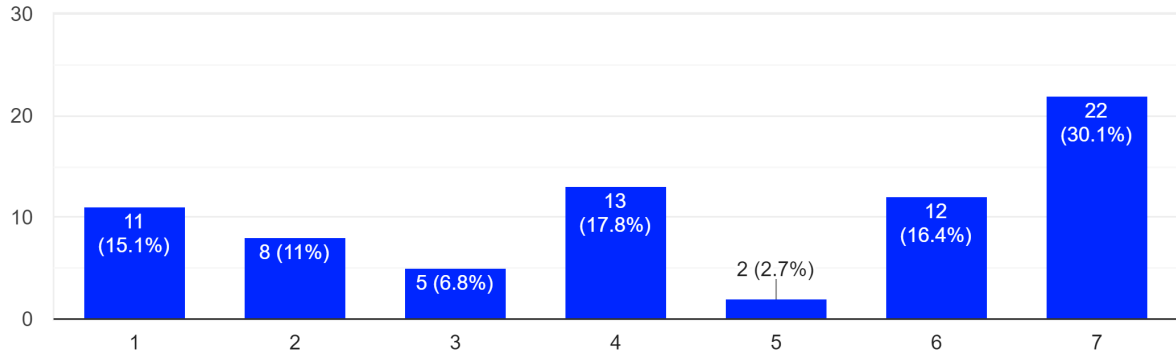
13. Some friends envision increased neighborhood and community use of the building and grounds. Lack of easy-to-access parking on the ... and community use of NFM building and grounds?

73 responses



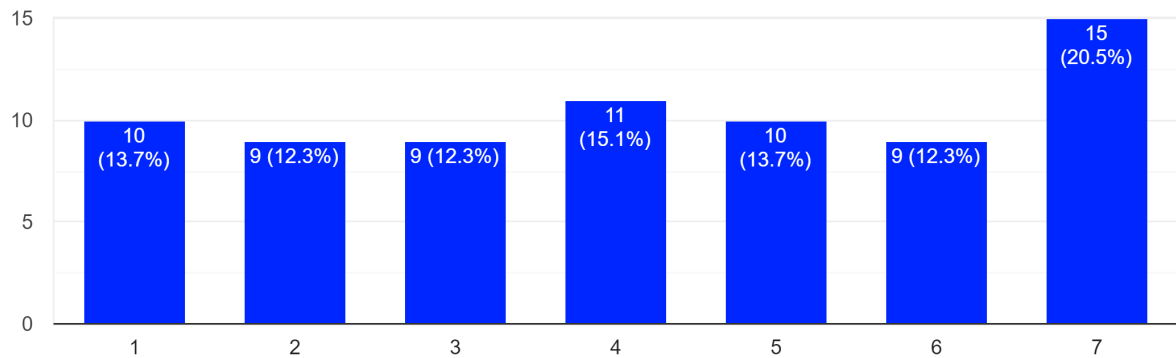
14. There is no assurance that the nearby off-premises parking will always be available for visitors to NFM. How important is it to act now to create convenient parking we always can count upon?

73 responses



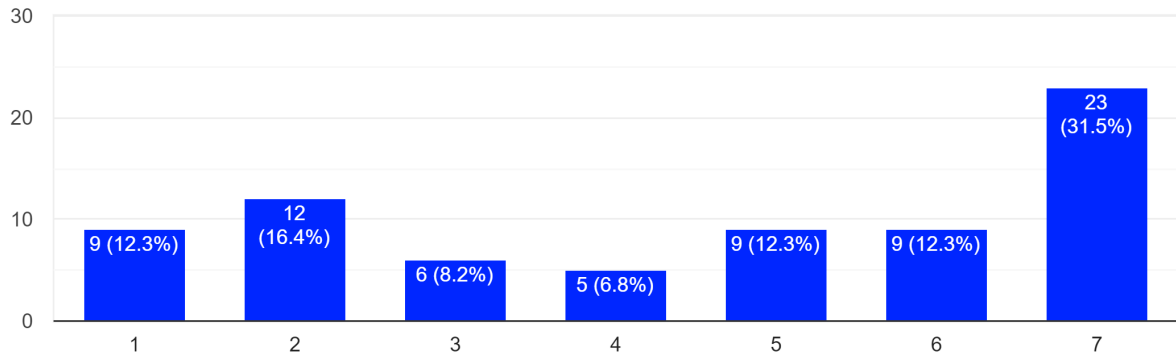
15. The adjacent lot (“Stockburger lot”) provided 45 to 50 parking spaces for the Meeting. It is no longer available to us. Looking to the future, how important is it to provide on-site parking for that many cars?

73 responses



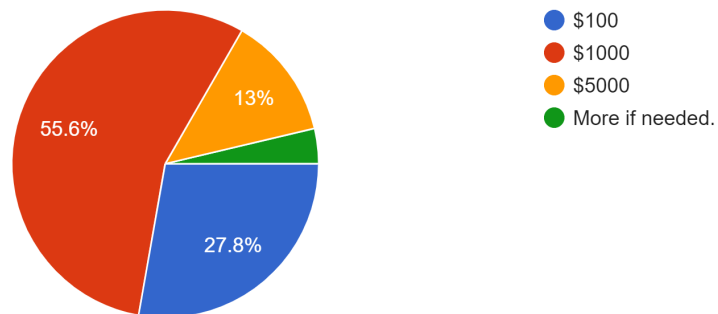
16. Parking could become a regulatory issue at any time, particularly if our usage changes or construction permits are needed. How important is...liant with present-day on-site parking mandates?

73 responses

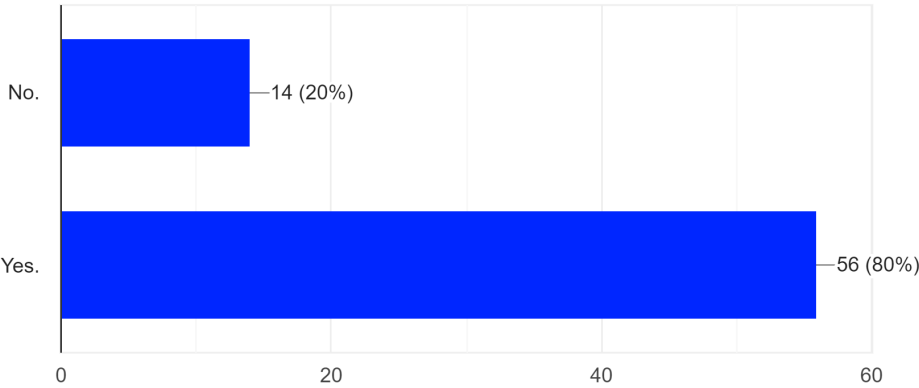


18. If yes, I'd contribute up to:

54 responses



17. Funding for the parking project would need to come mainly from the Meeting endowment.
However, if the Meeting were to launch a capital ca...e made payable over a period of up to five years.)
70 responses



Verbatim Comments

If a person driving a car comes onto the grounds expecting to find a parking space and does not see one in the front do they have to drive all the way to the back where everyone else is also turning around. A bottle neck. Then the person drives out of the Meetinghouse and searches for on street parking. By this time, they are late for Meeting . And frustrated, they drive home. I don't know the solution.

What would be the cost of stabilizing grassy area for parking where the proposed paved area would be (assuming that in bad weather most people would stay home and participate via Zoom)
I expect personally owned autos to be less popular as ride hailing and autonomous vehicles are developed. In a decade there may be less demand for parking. People will find it cheaper and more convenient to call an Uber-like service.

I tried the walk from the Stockingworks to the meeting. Walking reasonably quickly, I made it in 5 minutes, 30 seconds. The 5 to 6 minute estimate in the questions can't be enough time for less able folks or those shepherding children.

The idea that paved surfaces have only one function. A paved surface can be the place where a child safely learns to ride a bike, rollerskate or skateboard. A paved surface can host a basketball hoop, a foursquare court, hopscotch or be a canvas for chalk art.

I would rely on Pennswood transportation if parking was a problem. It appears that backing out of a parking space as shown on one of your plans might be hazardous.

It was not clear to me whether or not this survey was anonymous but I do feel it should be. It was also clearly written with a bias toward on site parking without any questions considering the importance of leaving the area available for other uses.

Personally, I think that having parking under our own control would be a helpful asset to the Meeting going forward.

Free and easily accessible parking is critical for any thriving organization to make gathering welcoming, pleasant and safe. Newtown meeting is thriving due to a good childrens program and a majority of older members. These populations benefit most from on-site parking and we should take care of them.

The meetinghouse is more than just a place of worship on First Day; it is a gathering place for not only the Newtown Friends community, but for Bucks County Quakers, Newtown Friends School, the Peace Center, Mercer Street Friends, yoga classes and hopefully more in the future. It is a fact of life that we are an auto-centric society and rely heavily on cars to get to our destinations. That isn't going to change in the near future. If we want to continue to be one of a very very very few growing meetings in PYM, we need to be accessible. That means easy to locate, and easy to park and stay for worship. New attenders will most likely be coming from outside walking distance in Newtown,

and if they can't park, they won't come. If we don't look outward and forward our meeting will shrink and die like so many in the PYM community. It's not just about our current community, it's also about the future Friends whom we haven't met yet, but will be joining us in the future.

I would favor a compromise plan of providing about 25 parking spots by just building a lot on the east side. The front could remain like a park. There is ample on-street parking within two to three blocks. Also, borough requirements could be met by having agreements with Stocking Works and/or the State Store. Members, like us, who are able and wish to keep the park-like appeal of the grounds should be expected to walk, bike or park off-site. I agree that we should welcome community groups but do not see the need for ample parking.

My major concern is that in the future car usage will diminish due to climate change, less car ownership, alternative transportation and electronic ways of meeting, so additional parking will be moot. I would much prefer carpooling when possible (helps build community) and parking in surrounding lots and trying to live our testimony in the most ecological way possible. If we have the opportunity to prevent the scarcity of parking spaces on our grounds we should take it. Not having enough parking spaces creates an unmet need and the message that all are not welcome. Anticipating whether a parking spot would be available from week to week is irritating, and would require factoring in 15-20 minutes extra to arrive on time in the event onsite parking was unavailable. Confession: I am already time challenged and have felt the sting of being a late-comer. Why make attending meeting difficult by not addressing the needs of the people who attend? Why risk driving away anyone because there is not ample parking? While Stocking Works is an option, my decision to park there would be influenced by the weather: heat/humidity; rain; snow; or residual snow on the ground, as well as what I am carrying (refreshments/food to donate/study materials), how I am feeling and the needs of my family on that day. I am less likely to attend events at night when I'd be arriving or leaving in the dark. Finally, do not rule out the idea that the creation of a well designed parking lot with ample spaces can lead to additional community partnerships and using this space creatively during the rest of the week.

I see the need to add additional parking spaces on site. I'm clear on the spaces where the peace garden is currently located. I'm thinking grading and stabilizing the area on the other side of the building but keeping it in grass would be preferable along with continuing to have Zoom Meeting for Worship available for inclement weather days--and using some of the money that would have been spent on putting down more asphalt (and the associated maintenance of it over the years) to add other features like pollinator gardens, benches, a patio, etc.

My preference is to let the front of the Meeting remain unchanged.

Well done - and a very complete overall process.

I think we should make an aggressive offer to the developers for the Stockburger lot -- and/or try to buy land in the east/south from neighbors. The lot is for sale at some price. That's what developers do. Stockburger turned down our offer of \$700,000 which we were assured was comparable to what the developer offered for the lot in addition to his offer for the State Street property but if we put cash on the table in these uncertain economic times for the developer, we might strike a deal. It may take around \$1 million -- but that would be by far the best thing we could do for the environment and future health of NMM. We have a robust endowment and I think we could raise half of the cost. We might even get a grant to help keep the Lot from becoming impervious.

There does not seem to be a shortage of community spaces within Newtown. There are many churches, schools, and municipal buildings that have large spaces. Our site is unique in its history, its relation to Edward Hicks, and its simplicity of architecture and landscaping.

I can't answer #17 - I need a "maybe" category. The word "guests" in one of the early questions is not defined. I do not believe we need parking on-site for wedding/event guests. We do need sufficient on-site parking to accommodate casual visitors to MFW. I believe this can be accomplished by finding alternative parking off site and without adding 40+ parking spaces on the Meeting property. For me, pursuing alternative parking arrangements, even though not an "always" solution, is very important. I think a question regarding alternative parking should have been included on the survey and I find the survey questions pretty pro-parking lot in nature; alternative solutions did not get equal emphasis.

I believe this discussion allows us to imagine how we can be more of a hub for activities and service for the broader community.

I haven't heard a good alternative to the Parking Committee map (photo 2) that would guarantee adequate parking into the future. We can only control our own grounds. Our meeting continues to grow in population, and we are hosting more "outside" events (Peace Center, interfaith, BLM etc.). Without sure, close parking, I fear we will lose families, our older attenders, and forfeit our role in hosting meetings for social justice and peace.

In my opinion, NFMH is close to multiple free parking in town, just a short walk away. Personally, I would prefer to see the green space on the grounds remain intact.

I can offer more than \$100 and less than \$1000 for parking (\$400 max over the year)....I am becoming less able to drive on my own, which has occurred since Covid shutdowns. Prior to Covid, I always found easy parking within a few blocks of Meeting, In addition, we are in Maine 5 or 6 months of the year, so Zoom is essential to stay connected. This year we have been in Maine for 8 consecutive months.....Hopefully, this will ease in the future.....

On the diagrams presented in the survey I am challenged to read directionally. I oppose any paving of the front of the Meetinghouse but would like to understand more about a rear corner parking potential: is this beyond the current peace garden? Thank you!

I think parking is needed for the elderly, otherly abled friends, and families with babies and young children.

There isn't a way to indicate that I would be driving with another person who has been sent this questionnaire. I currently support the idea of creating some more spaces (peace garden area) but not the ones in front. I think off-site parking with van transit would be wise for large events such as memorial services on top of all of the options offered.

The question "Some friends envision increased neighborhood and community use of the building and grounds. Lack of easy-to-access parking on the grounds or nearby may make NFM a less attractive venue for expanded uses and for potential new attenders. How important is it to facilitate neighborhood and community use of NFM building and grounds?" is problematic since (1) it implies a positive link between parking and greater use, whereas the opposite could be true, i.e. a paved-over Meeting grounds would be ugly and (2) is there any evidence that there is unmet demand for greater

use of the Meeting house? There was a similar claim many years ago when we built the extension, which hasn't been fulfilled. Finally, if the lack of parking is the most important consideration and limiting factor for greater Meeting use and there is no benefit in the current grounds, then wouldn't a better plan be to sell the current Meeting house and buy an empty dentist's office in the Township, which would already have plenty of parking? Perhaps I jest, but I also don't see the benefit of even more parking that would be empty six days a week, versus green space which can't be recreated. Without parking, we worry about the sustainability/future of the Meeting community. To accomplish this we need younger members. We feel that parking is an important part of attracting younger members, particularly families with younger families.

Zoom has changed my feelings and thinking about using my car. I plan to attend events virtually in the future.

I feel we should start with the least amount of irreversible hardscaping and build up slowly to fit the needs as they arrive. I feel we should be an example of how to treat historic property and have reverence for our burial grounds. A better solution may open up in the future.

The Meeting has a responsibility to the community to provide parking for its users. Throwing some onto surrounding street parking seems unfair to neighbors who have no alternative to street parking. The Meeting has in the past, attempted to increase use of the building other than on Sunday, and make NMM an oasis for organizations in need of facilities. Hindsight suggests that we don't have the ability to manage that regime effectively. To do so likely requires paid staff for supervision, which we have not considered, but likely should if increased building and property use is desired. Achieving that goal will cost money to make renovations, as well as for necessary and ongoing supervision.

I have not been in a place financially in a while to contribute like I would like, however, if I did have the where-with-all, I would be reluctant to contribute to paving over grass and removing trees. I really value the trees and the peaceful greenery that the Meetinghouse sits on. However, I am sensitive to those who need to park close by. I hope we can find a compromise that increases parking for those most in need, but that others will be willing to walk.

I am ready to contribute financially but not ready to make a pledge. Growing the meeting is much less important to me than holding on to younger folks and families. Living sustainably with a light carbon footprint are values that generation is likely to embrace and look to the meeting to promote.

Much as I wish we did not need to build parking on Meeting ground, my hope is to build only the parking in front of the building. At the same time, to enter into an agreement with the Stocking Works or other for the remaining spaces required by the Boro.

Parking on the grounds for members and guests is important. I trust that the process of looking at all the issues involved for parking will influence our longterm vitality as a Meeting and needs to be fair to our neighbors. We cannot control what we do not own and our Meetinghouse neighbors need to continue to value us; not dread a First Day or event because we take their street parking spaces.

We also need to preserve the beauty of our beautiful building and grounds. If we remain open to the spirit and one another we should be able to discern a workable solution to benefit all concerned.

If the meeting we're on unity on a capital campaign, I would be faithful to the meeting's discernment. I can't guess at this time what my contribution would be.

Questions 17 and 18 are perplexing to me. I'll contribute whatever [name redacted] decides; it is not my call. I think it's fine to have nearby parking without any long-term arrangements. If any new paving takes place, the surface should be permeable. An example of such is the parking area for the Morris Arboretum in Chestnut Hill.

I'm not as concerned about whether guests would like onsite parking, but the needs of our current community.

I'd like to see a compromise solution to the parking lot build. Perhaps we could go ahead with the smaller side lot, and leave the front of the building untouched. It seems a shame to create a permanent parking lot in the front of the building that will only be used one time per week. When NM hosts bigger community events, such as NOVA's vigil, people park at the Stocking Works without issue. The grounds are a precious open space in the Newtown Borough community. There needs to be a study of whether members and attenders move elsewhere or to relatively nearby communal living establishments with car services when they are no longer able to walk 1/4 mile or walk for 6 to 8 minutes.

The current parking issues need addressing, but the Meeting's future considered in which parking is an essential element.

Trees cannot be uncut

I encourage us to take the opportunity to think boldly or broadly, and think the placemaking exercise will foster that. Perhaps there are ways to accomplish the goal of opening up to the community by using this construction to think about reconfiguring the grounds, opening up to the street and increasing the visibility of the Meeting through thoughtful construction and landscaping.

Concerning question # 16 - I would like the newly combined grounds committee to investigate and seek a variance to the parking regulations. I think we should ask all of our members to refrain from parking on any of the local streets surrounding our property.

I do not believe it is important to feel an urgency to make expensive and permanent decisions about parking that will be difficult to undue in the future.

The problem I keep having with this discussion about parking is the cultural assumption that a car-dependent society is acceptable. It is not. The suburban experiment this country has been engaged in for the past 80 years is very much not rightly ordered. It is environmentally, economically, aesthetically, and socially disastrous. It is difficult to overstate how broadly and deeply painful the

reckoning will be. But despite the cliff approaching in the next few decades, my faith compels me to focus my mental and emotional energy on visions for rightly ordered transformations. I must call upon our Society of Friends to lead by example, to do our part to shift our community toward sustainable forms of development and transportation, and to inspire those around us to do their part, too. To me, that means concretely re-developing the grounds of Newtown Friends to be designed first for pedestrians, second for cyclists and other micro-transportation vehicles (like electric scooters), third for communal transit (like busing from local retirement communities), fourth for minimal emissions private vehicle transportation (like electric cars and carpools), and lastly for private internal-combustion-engine vehicle traffic. I believe that further means we should press Newtown Borough to repeal its minimal parking requirements, form relationships with our neighboring residents and businesses to utilize existing parking spaces to the extent needed during the transitional years, and engage the municipal and other community stakeholders in advocacy for less low-density sprawl and more walkable and bike-friendly public spaces throughout Newtown Borough and Township sooner rather than later. We have an incredible opportunity to make a real difference in our community, and to put our children on solid footing to keep treading forward. Let's do that. Let's not keep perpetuating the wrongly ordered status quo.

Environmental concerns in the 21st Century call for us to think in terms of reducing our dependence on privately owned cars for transportation and the luxury of having multiple parking spaces available for cars.

The preservation of trees and the minimum use of blacktop would be among my primary concerns. It should be remembered that parking on the grass was once a common practice at the meeting. This is still a low cost low impact alternative that should be considered and tested before continuing with a larger construction. This past year has not been a normal year. It seems prudent to wait until things return to somewhat normal before proceeding with such an impactful decision.

I find it difficult to answer a lot of these questions until more is known about other options for parking. I am very interested in maintaining as much open space and plant life as possible. The idea of being able to purchase or rent some close by property for parking is one that I very much support.

Thank you for putting this together. I found question #13 to be phrased in a non-neutral way, and in a way that no response from me reflects my opinion, so I left it blank. Upon reviewing it again, I believe that no conclusions can be drawn from any response to it. I would like to see the community welcomed through signage, and community invitation to participate in Meeting events and to rent the property if feasible. That said, I would not pave the grass or remove trees in order to do so. I would favor restricting on-site parking to people with disability hang tags, people with mobility challenges which may be short-term, adults with young children, and short-term drop off/pick up of people or materials. (I'm probably overlooking other reasonable categories.) I would favor adding a bike rack. Since November, I have asked verbally in meetings and via email whether anyone has approached Stockingworks, the liquor store and/or other neighbors with parking lots whether they would consider making an arrangement for Meeting use of their lots, what the cost might be, and for what length of time they would make a commitment—even if the commitment has an "out" clause in case of sale of their property. I volunteered to make these contacts if others in more appropriate

positions in our Meeting don't have time to do so. I have attended most, if not all, of the parking-related meetings since. If anyone done the above outreach, I haven't heard of it, and it isn't mentioned one way or another in this survey. I continue to believe that concrete knowledge of current willingness of potential renters of parking spaces, and potential cost, is important, relevant information to our decision-making. (Knowing what neighbors would charge for parking privileges would help us ascertain whether \$300,000 for paving and grading is, by comparison, a reasonable cost.)