

# Parking Revenue Statute

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**Background:** The Shuttle program includes remote lots as extension of train station parking. Multiple advisors have suggested we link train station lot income to the shuttle program. The town counsel said the statute didn't include the shuttle as an approved use for parking lot income. The statute leaves some room for interpretation. Senator Jamie Eldridge said the law could be changed, but it would most likely take a year or two.

**Request:** BOS to ask Senator Eldridge to pursue statute change or clarification to include shuttle bus program to remote lot as a legitimate use of parking lot revenues.

# Parking Allocations

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**Background:** It is unclear when parking allocations were last calculated and why. How often is it done and is it time?

**Request:** Direct the Town Engineer to consider, based on the past criteria used, to reapportion spaces at the South Acton train station lot, if there is a need to reapportion spaces in the lot between resident and non-resident users.

# School Street Spaces

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**Background:** At any time, the owner of Exchange Hall could rent the lot to a new tenant and the Town would no longer have use of the 22 School St. spaces. If this happens, 22 Acton residents accustomed to parking at this lot will need to find other parking.

**Request:** TAC requests that if and when School St. lot lease is effectuated by Exchange Hall, the BOS immediately direct the Town Engineer to re-examine the apportionment of resident to non-resident spaces at the South Acton train station lot, because only Acton residents will be affected by the change.

# Station Design

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**Background:** Before the MBTA's proposal for a garage there were other ideas for how to expand parking at the South Acton Station through expanded perimeters and re-striping. Parking at the station is in high demand, most days every space is filled by 7:10 am.

**Request:** TAC recommends BOS to ask the Town Engineer to present designs for expanding parking at the station for possible implementation.

# Shuttle Access

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**Background:** The shuttle would be more efficient and appealing to commuters if it had its own entrance and exit from the South Acton Rail Station so the van(s) wouldn't have to wait behind the traffic at busy times. TAC has discussed possible routes through Railroad Street or along Maple St (after double track). The added efficiency would be an incentive for commuters to use the shuttle service, and improve utilization of the shuttle.

**Request:** Whether or not the lot is expanded, TAC requests that BOS direct the Town Engineer to develop design concepts for a special access/egress method and parking location for the pending shuttle service.