

CITY OF NEWTON

BOARD OF ALDERMEN

TRAFFIC COUNCIL REPORT

THURSDAY, JANUARY 23, 2014

Present: Sgt. Babcock, Newton Police Department; Ald. Ciccone, Jerome Grafe, Citizen Representative; David Koses, Transportation Planner and William Paille, Director of Transportation

Also Present: Ald. Sangiolo, Blazar and Harney

Mr. Paille provided a PowerPoint presentation on these items, attached to this report.

TC71-13      ALD. SANGIOLO, HARNEY & GENTILE, on behalf of residents of Rand Terrace in Auburndale, requesting parking restrictions for Rand Terrace, east side, No parking Weekdays 7 am to 10 am. (Ward 4) [07/19/13 @ 12:44 PM]  
**HELD (3-1, Koses opposed) on 11/21/13, Held for Trial, No Parking, West Side of Rand Terrace, from Auburn Street to the cul-de-sac. No Parking, East Side of Rand Terrace, 9:00 AM to 11:00 AM, Weekdays, from the Condominium Parking Lot Entrance to the MassDOT Gate.**

**ACTION: APPROVE AS AMENDED (3-2, Grafe, Koses). No Parking, West Side of Rand Terrace, from Auburn Street to the cul-de-sac. No Parking, East Side of Rand Terrace, 9:00 AM to 11:00 AM, Weekdays, from the Condominium Parking Lot Entrance to the MassDOT Gate.**  
**This item may be appealed through the close of business February 12, 2014.**

**NOTE:** Mr. Paille reviewed with Council members the prior existing conditions, area map and photos. He said that Rand Terrace is 24 feet wide and a dead-end street. He has observed 4-6 cars parking on a typical day. Prior to the trial, there were no parking restrictions. Trial signs were installed in December 2013.

Mr. Koses read the one email received from five residents opposed to making this trial permanent, on file. He then opened the discussion to members of the public who were present. Two residents stated that the trial has made a significant difference on the west side of Rand Terrace especially snow removal operations and winter storm parking. They support making the trial permanent. A resident suggested implementing a parking restriction at the intersection of Auburn Street to allow emergency vehicles easy access. Mr. Koses answered that the Department of Public Works has the authority to restrict parking up to 50 feet from the corner, if necessary.

Ald. Harney said that this item was docketed on behalf of Rand Terrace residents because it appears commuters are parking up the area. Since the trial began, he has sent residents of Rand Terrace and some residents of Auburn Street letters with the November 21, 2013 Traffic Council Report inviting them to this meeting to discuss the trial. He read two emails received supporting the trial become permanent. The trial has discouraged commuters from parking up the area and

the elimination of parking on both sides has helped. He then said that the intent of this trial was to provide relief to residents and he would support making the trial permanent.

Ald. Sangiolo said that she supports making this trial permanent if residents agree. She said that she is concerned with the intersection of Auburn Street and requests the corner parking spaces be eliminated (removing the least restrictive amount of parking spaces) and posted at the discretion made by the Department Public Works. Mr. Paille answered that prior to the Department Public Works restricting parking up to 50 feet from the corner; he will discuss the request with the Police and Fire Departments and the Ward 4 Aldermen.

Council members reviewed and discussed the trial. Mr. Koses said that he is opposed to making this trial permanent because it is too restrictive for the street. He said that some level of parking should be encouraged on public streets, and it should not be a Traffic Council goal to create empty streets. He said that Rand Terrace is not an unusual street, and any parking restriction put in place would negatively impact residents as well. Mr. Koses then said that he recalls from the previous discussion that condominium residents were parking on Rand Terrace because they are issued one parking space per unit. He then stated that Rand Terrace could not become part of the Auburndale Parking Plan because it is not contiguous to a street that is proposed to be part of the plan. The City Ordinance would have to be amended to allow streets that are not contiguous. Sgt. Babcock said that he recalls from the previous discussion that residents were concerned with trash pick-up difficulties and emergency vehicle access difficulties. He stated that regardless of Traffic Council's decision tonight, it is his intent as an emergency safety measure to restrict parking on one side of Rand Terrace to allow emergency vehicle access.

Ald. Ciccone made the above motion because he feels residents are burdened with commuters parking on Rand Terrace. Commuters should be parking in the municipal lot. Snow removal has become easier with the parking restriction trial. Council members agreed 3-2, Mr. Koses and Mr. Grafe opposed. Mr. Koses stated that this item may be appealed through the close of business February 12, 2014.

TC78-13      ALD. BLAZAR, DANBERG & SCHWARTZ, requesting a two-hour parking restriction on Woodcliff Road and Rockledge Road (between Centre Street and Boylston Street). (Ward 6) [09/27/13 @ 2:30 PM]  
**HELD (4-0) on 11/21/13, Held for Trial, No Parking, 9:00 a.m. to 11:00 a.m., Monday to Friday, Woodcliff Road, West Side and Rockledge Road, Inside Elbow. No Parking, 1:00 p.m. to 3:00 p.m., Woodcliff Road, East Side and Rockledge Road, Outside Elbow.**  
**ACTION:**      **APPROVE AS AMENDED (4-1, Grafe). No Parking, 9:00 a.m. to 11:00 a.m., Monday to Friday, Woodcliff Road between Centre Street and Boylston Street, West Side. No Parking, 1:00 p.m. to 3:00 p.m., Woodcliff Road, East Side, between Centre Street and Boylston Street.**  
**This item may be appealed through the close of business February 12, 2014.**

**NOTE:**      Mr. Paille reviewed with Council members the prior existing conditions, area map and photos. Both roads are approximately 24 feet wide. He has observed 6-7 cars parking on a typical weekday on both streets. Prior to the trial Rockledge Road did not have existing parking

restrictions. Woodcliff Road, both sides between Centre Street and Rockledge Road had a current two-hour parking restriction. Rockledge Road can be challenging when cars park on both sides due to the curve. Trial signs were installed in December 2013.

Mr. Koses opened the discussion to members of the public who were present. A resident stated that this item was docketed due to residents' concerns regarding commuter parking and safety issues on Woodcliff Road. One resident stated that the trial has made a significant difference; it has eliminated commuters parking up the area and supports making the trial permanent. Some residents were opposed to making the trial permanent because prior to the trial they did not observe more than 2-3 cars parking. Once the trial was enacted, it became difficult and a burden to homeowners because they have to shuffle cars. Streets should not be restricted from residents use. The restriction leaves less parking for contractors and visitors. A resident said that she observed as many as twelve parked cars. It is difficult when cars park on both sides, cars weave to fit through and the street becomes a one-way street. Some driveways are not convenient and residents must park on the street. A resident asked if a permit-parking plan could be an option.

A resident asked why a trial was implemented on Rockledge Road if it appears the issues are on Woodcliff Road. Ald. Blazar answered that a trial parking restriction was implemented on parts of Woodcliff Road and Rockledge Road to deter commuters parking up these streets who avoid paying for parking. A parking restriction on both streets allows residents to park in front of their homes. He then said that some residents support making this trial permanent. He then stated that parking issues would continue until a comprehensive parking plan is implemented in Newton Highlands.

Council members reviewed and discussed this trial. Mr. Koses stated that balance is necessary on public streets and it should not be a goal to create empty streets. Mr. Grafe said that consistency and safety measures are necessary. He cannot support parking on both sides of Woodcliff and Rockledge Roads. Sgt. Babcock stated that he is concerned with emergency vehicle access difficulties. He stated that regardless of Traffic Council's decision tonight, it is his intent as an emergency safety measure to restrict parking on one side of Woodcliff and Rockledge Roads to allow emergency vehicle access.

Ald. Ciccone made the motion to make the trial permanent on Woodcliff Road and to implement a new trial on Rockledge Road. This motion failed. Mr. Koses stated that a 24 feet wide street typically allows parking on both sides. The trial on Woodcliff Road appears to be working. Mr. Grafe said that parking restrictions only move the problem to nearby streets and could not support this trial becoming permanent. Sgt. Babcock stated that a parking restriction should be implemented on the same side of the street where the fire hydrants are located. However, it was determined that there are no fire hydrants on Rockledge Road.

Sgt. Babcock made a motion to make the trial parking restrictions permanent on Woodcliff, and not to have any parking restrictions on Rockledge at this time. Council members agreed 4-1, Mr. Grafe opposed. Mr. Koses stated that this item may be appealed through the close of business February 12, 2014.

TC84-13      ANDREW TUBMAN, 16 Brentwood Avenue, requesting removal of “permit parking” only signs on Brentwood Avenue between Garland Road and Greenlawn Avenue. (Ward 6) [11/04/13 @ 11:06 AM]

**NOTE: Traffic Council may consider the removal of “permit parking” on all of Brentwood Avenue as part of TC84-13.**

**ACTION: HELD (5-0). Hold for trial of no parking regulations, and no permit parking, Brentwood Avenue, both sides.**

**NOTE:** Andrew Tubman, petitioner said that he docketed this item requesting removal of the permit parking signs on Brentwood Avenue for a one-year trial. He said that he understands permit parking was implemented to deter employee parking prior to the Walnut Street Bread & Circus Supermarket (now Whole Foods Market) constructing a larger parking lot. He then stated that permit parking is inconvenient for guests, contractors and residents. Residents are receiving parking citations.

Mr. Koses stated that Traffic Council could hold a trial for sixty days, not one year. Sgt. Babcock stated that employees are not authorized to park in the Whole Foods Market parking lot. Employees park behind the businesses on Beacon Street.

Mr. Paille provided Council members with area map and photos. Brentwood Avenue is 24 feet wide. He would support a 60-day trial of no permit parking on Brentwood Avenue, both sides.

Mr. Koses opened the discussion to members of the public who were present. A resident and business owner said that she would fully support removal of permit parking signs on Brentwood Avenue. Ald. Blazar agreed.

Council members reviewed and discussed this request. Sgt. Babcock said that he is concerned with residents on Brentwood Avenue who recently renewed their permits due to expire in December 2014. He asked if they would be issued a refund. Mr. Koses answered that request is outside of Traffic Council’s purview.

Mr. Koses made the motion to hold for a 60-day trial of removing permit parking on Brentwood Avenue. Council members agreed 5-0.

TC75-13      SGT. BABCOCK, PATRICK BAXTER & DAVID KOSES, requesting consideration of adding stop signs at the intersection of Selwyn Road and Mildred Road. (Wards 6 & 8) [09/06/13 @ 2:55 PM] [Revised 11/04/13]

**ACTION: HELD (4-0, Koses not voting).**

**NOTE:** Mr. Paille provided Council members with an area map, photos and the Manual on Uniform Traffic Control Devices (MUTCD) guidelines.

Mr. Paille stated that *one* of the following criteria must be met in order to authorize the installation of stop signs.

- The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;

- A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Mr. Paille stated that based on his observations, both streets are considered to be a low-volume road (under 1200 vehicles per day). Based on information provided by the Newton Police Department, there have been zero accidents reported at this intersection over the last year. Mr. Paille recommends the installation of one set of stop signs on Mildred Road at the intersection of Selwyn and Mildred Roads. Based on his observations both approaches are restricted by trees that would require a driver to slow down or stop completely in order to safely navigate through the intersection.

Mr. Paille opened the discussion to members of the public who were present. A resident of Elinor Road said that Selwyn Road is the minor approach because Mildred Road is used as a major cut through street.

Ald. Blazar stated that he has spoken with Ald. Lappin and Ald. Schwartz who related to him that they have not heard concerns, in favor or opposed from abutters regarding this item.

Council members reviewed and discussed this request. Ald. Ciccone stated that he is concerned with safety. He asked which vehicle has the right of way to proceed through the intersection. Mr. Paille answered that there is no right of way at this intersection and traffic data is not available depicting volume levels. Sgt. Babcock stated that there have been zero reported accidents at this intersection over the past year but remains concerned with site distance and children's safety. Council members said that they are concerned with safety issues and site difficulties. They agreed to defer their decision to Mr. Paille based on his expertise and the safety needs at this intersection. Mr. Paille stated that if there was better site distance and trees did not restrict both approaches of the intersection, he would recommend a yield sign.

Mr. Paille then stated that he recommends one set of stop signs. Without further discussion, he made the motion to hold this item in order to collect additional data determining major and minor street approach and to determine the best location of installing one set of stop signs (either Mildred or Selwyn Roads). Council members agreed 4-0, Mr. Koses not voting.

TC88-13      MERYL PRICE, 72 Summit Street, requesting stop signs at the intersections of  
a) Langdon Street at Bellevue Street and b) Summit Street at Bellevue Street.  
(Ward 1) [11/14/13 @ 10:50 AM]

**ACTION:**      **APPROVE (4-0, Koses not voting). Stop signs at the intersections of a)  
Langdon Street at Bellevue Street and b) Summit Street at Bellevue Street.  
This item may be appealed through the close of business February 12, 2014.**

**NOTE:**      Mr. Paille provided Council members with an area map, site photos and the

Manual on Uniform Traffic Control Devices (MUTCD) guidelines.

Mr. Paille stated that *one* of the following criteria must be met in order to authorize the installation of stop signs.

- The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Mr. Paille stated that based on his observations, both streets are considered to be a low-volume road (under 1200 vehicles per day). Based on information provided by the Newton Police Department, there have been zero accidents reported at either intersection over the last year. Mr. Paille stated that he recommends the installation of stop signs at both locations with 12-inch stop bars and new crosswalks. Based on his observations both approaches are restricted by shrubs and walls that would require a driver to come to a complete stop in order to safely turn left/right onto Bellevue Street.

Mr. Paille read the two emails received, one in support, one opposed. Both e-mails are on file. He then opened the discussion to members of the public who were present. Meryl Price, petitioner said that she docketed this item because of speeding vehicles, especially on Bellevue Street. She is concerned with children's safety especially students walking to the Cabot Elementary School. Bellevue Street is used as a cut through street. Mr. Paille stated that stop signs are not used to control speeding vehicles. Stop signs are used to make intersections safe and allow drivers to turn safely.

Without discussion, Mr. Grafe made the motion to approve stop signs at the intersections of a) Langdon Street at Bellevue Street and b) Summit Street at Bellevue Street. Council members agreed 4-0, Mr. Koses not voting. Mr. Paille stated that this item may be appealed through the close of business February 12, 2014. Mr. Paille said that the stop signs would be installed after the appeals date and the crosswalks would be painted in the spring. Ald. Ciccone briefly described the appeals process.

HP5-13      DAVID KOSES, requesting the conversion of one of the two handicap parking spaces in the Public Lot located off of Waltham Street (behind the Post Office Lot) into a meter space. (Ward 3) [12/03/13 @ 12:27 PM]  
**The Newton Commission on Disability voted on December 9, 2013, to deny this request pending a handicap parking utilization study at this location.**  
**ACTION:      APPROVE (3-1, Babcock opposed, Koses not voting).**

**NOTE:**      Mr. Paille provided Council members with an area map, Architectural Access Board guidelines and observations made over eight days in the morning, afternoon and evening hours. There are thirteen three-hour parking spaces and two handicapped parking spaces in this

parking lot. According to the Architectural Access Board guidelines, only one handicapped parking space is necessary. Based on the minimal use of handicap parking spaces, Mr. Paille stated that he recommends the conversion of one of the two handicap parking spaces into a metered space. There are nine handicap parking spaces in this immediate area.

Council members reviewed and discussed this request. Ald. Ciccone stated that the Newton Commission on Disability (COD) voted to deny this request pending a handicap parking utilization study at this location that now has been provided by Mr. Paille. Sgt. Babcock stated that he requested the COD deny this request because he feels that there is never enough handicap parking spaces.

Without further discussion, Ald. Ciccone made the motion to approve one of the two handicap parking spaces into a meter space. Council members agreed 3-1, Sgt. Babcock opposed and Mr. Koses not voting. Sgt. Babcock suggested keeping the larger of the two handicap parking spaces. Mr. Paille agreed and stated that he would continue to collect additional data.

Respectfully submitted,

David Koses, Traffic Council Chair

# Traffic Council

City of Newton  
January 23, 2014

## Agenda

1. **TC71-13:** Ald. Sangiolo, Harney, & Gentile, on behalf of residents of Rand Terrace in Auburndale, requesting parking restrictions for Rand Terrace, east side, No Parking Weekdays 7:00 am to 10:00 am.
2. **TC78-13:** Ald. Blazar, Danberg, & Schwartz, requesting a two-hour parking restriction on Woodcliff Road and Rockledge Road (between Centre Street and Boylston Street).
3. **TC75-13:** Sgt. Babcock, Patrick Baxter & David Koses, requesting consideration of adding stop signs at the intersection of Selwyn Road and Mildred Road.
4. **TC84-13:** Andrew Tubman, 16 Brentwood Avenue, requesting removal of "permit parking" only signs on Brentwood Avenue between Garland Road and Greenlawn Avenue.
5. **TC88-13:** Meryl Price, 72 Summit Street, requesting stop signs at the intersection of a) Langdon Street at Bellevue Street and b) Summit Street at Bellevue Street.
6. **HPS-13:** David Koses, requesting the conversion of one of the two handicap parking spaces in the Public Lot located off of Waltham Street (behind the Post Office Lot) into a meter space.

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# TC 71-13

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Rand Terrace  
Request for Parking Restrictions

1.23.14 Traffic Council


## Location Map

### TC71-13

- Dead-end street
- 24' Paved width
- Field obs. indicate 4-6 vehicles parked/day
- No parking restrictions

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Site Photo	TC71-13
	
1.23.14	Traffic Council

Proposed Action	TC71-13
<ul style="list-style-type: none"> <li>❖ Held 11/21/13 for Trial.</li> <li>❖ Signs installed Dec. 2013:             <ul style="list-style-type: none"> <li>❖ No Parking along west side from Auburn Street to beginning of cul-de-sac</li> <li>❖ No Parking along east side, 9:00am to 11:00am, weekdays from parking lot entrance to Mass. Tnprk access gate</li> </ul> </li> </ul>	
1.23.14	Traffic Council

<h1 style="margin: 0;">TC78-13</h1> <p style="margin: 0;">  7  </p> <p style="margin: 0;">Woodcliff Road &amp; Rockledge Road</p> <p style="margin: 0;">Request for Two-Hour Parking</p>	
1.23.14	Traffic Council





Location Map	TC78-13
	
<ul style="list-style-type: none"> <li>• Obs. Show 6-7 veh. Parked typ. weekday along each street</li> <li>• 24' Paved width (both streets)</li> <li>• 2-Hr restriction along Woodcliff, both sides between Centre &amp; Rockledge</li> <li>• No restrictions along Rockledge</li> </ul>	
1.23.14	Traffic Council

Site Photo	TC78-13
	
1.23.14	Traffic Council

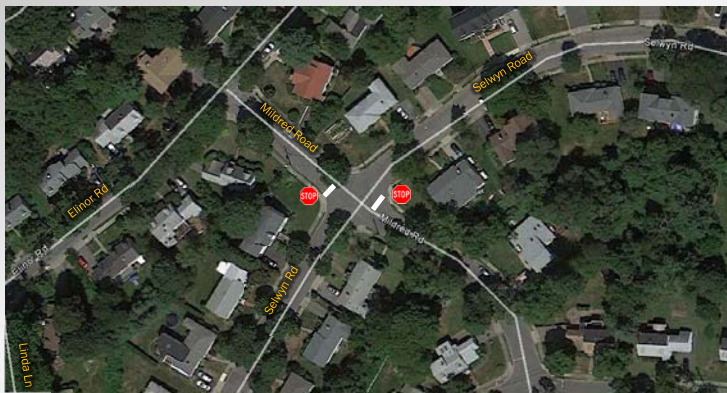
Proposed Action	TC78-13
<ul style="list-style-type: none"> <li>❖ Held 11/21/13 for Trial</li> <li>❖ Signs installed Dec. 2013:             <ul style="list-style-type: none"> <li>❖ No Parking, Woodcliff (west side) &amp; Rockledge (inside elbow), 9:00am to 11:00am M-F</li> <li>❖ No Parking, Woodcliff (east side) &amp; Rockledge (outside elbow), 1:00pm to 3:00pm</li> </ul> </li> </ul>	
1.23.14	Traffic Council

<h1 style="margin: 0;">TC75-13</h1> <p style="margin: 0;">Selwyn Road &amp; Mildred Road Request for New Stop Signs</p>	
1.23.14	Traffic Council

Location Map	TC75-13
	
1.23.14	Traffic Council

<b>Site Photos</b>		<b>TC75-13</b>	
	Mildred Rd Looking NW		
<b>Mildred Road</b>			
	Mildred Rd Looking West		
<b>Selwyn Road</b>			
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<b>Guidance</b>		<b>TC75-13</b>	
<ul style="list-style-type: none"> <li>❖ Section 2B.06 STOP Sign Application At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09). The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:             <ul style="list-style-type: none"> <li>A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;</li> <li>B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or</li> <li>C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.</li> </ul> </li> <li>❖ Criteria A: Based on observations, both streets are considered to be a low-volume road (&lt; 1200 vpd).</li> <li>❖ Criteria B: Based on field observations, it appears that both approaches are restricted by tree(s) that would require a driver to slow down or stop completely in order to safely navigate through intersection.</li> <li>❖ Criteria C: Based on information provided by NPD, there have been no accidents reported at this intersection over the last year.</li> </ul>			
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<b>Recommendation</b>		<b>TC75-13</b>	
			
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<h1 style="margin: 0;">TC84-13</h1> <p style="margin: 0;">16</p> <p style="margin: 0;">Brentwood Avenue (Garland Rd to Greenlawn Ave) Request for Removal of Permit Parking</p>			
1.23.14		Traffic Council	

**Location Map** **TC84-13**

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**Site Photos** **TC84-13**

Brentwood Ave Looking toward Garland Rd  
 Brentwood Ave Looking toward Garland Rd  
 Brentwood Ave Looking toward Garland Rd  
 Brentwood Ave Looking toward Greenlawn Ave  
 Brentwood Ave Looking toward Greenlawn Ave  
 Brentwood Ave Looking toward Greenlawn Ave

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**TC88-13**





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Langdon Street & Summit Street @ Bellevue Street  
Request for New Stop Signs

1.23.14 Traffic Council

**Location Map** **TC88-13**

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<b>Site Photos</b>		<b>TC88-13</b>
		
Bellevue St. Looking West	Langdon St. Looking West	Summit St. Looking West
		
Bellevue St. Looking East	Langdon St. Looking East	Summit St. Looking East
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<b>Guidance</b>	<b>TC88-13</b>
<p>❖ Section 2B.06 STOP Sign Application</p> <p><i>At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09). The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:</i></p> <p>A. <i>The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;</i></p> <p>B. <i>A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or</i></p> <p>C. <i>Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.</i></p> <p>❖ Criteria A: Based on observations, both streets are considered to be a low-volume road (i.e. less than 1200 vpd).</p> <p>❖ Criteria B: Based on field observations, it appears that both approaches are restricted by shrubs and walls that would require a driver to come to a complete stop in order to safely turn left/right onto Bellevue.</p> <p>❖ Criteria C: Based on information provided by NPD, there have been no accidents reported at either intersection over the last year.</p>	
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Traffic Council	

<b>Recommendation</b>		<b>TC88-13</b>
		
<ul style="list-style-type: none"> <li>• Install new stop signs at intersection of Langdon/Summit with Bellevue</li> <li>• New 12" Stop Lines</li> <li>• New Crosswalks</li> </ul>		
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<b>HP5-13</b>	
	
Public Lot Off Waltham Street	
Request for Converting One Handicapped Space to Metered Space	
1.23.14	Traffic Council

Location Map
HP5-13

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Traffic Council

Guidance
HP5-13

521 CMR: Architectural Access Board

521 CMR 23.00: **Parking And Passenger Loading Zones**

23.1 **GENERAL**  
Any person who has lawful control of improved or enclosed private property used as off-street parking for businesses, auditoriums, sporting or recreational facilities, cultural centers, or general public use where the public has the right of access as invitees or licensees, shall cause such parking areas, including temporary parking areas to comply with 521 CMR.

23.2 **NUMBER**  
Accessible spaces shall be provided as follows:

23.2.1 Total Parking in Lot	Required Minimum Number of Accessible Spaces
15-25	1
26-50	2

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Observations
HP5-13

Date	AM Time/Use	Noon Time/Use	PM Time/Use
Jan 13	8:28 (both vacant) 8:58 (both vacant)	11:53 (both vacant) 11:58 (both vacant)	3:12 (both vacant)
14	7:21 (both vacant) 9:13 (both vacant)	11:32 (both vacant) 11:50 (both vacant)	1:15 (full) 3:15 (both vacant)
15	8:48 (both vacant) 9:15 (both vacant)	11:43 (both vacant)	3:09 (both vacant)
16	8:40 (both vacant) 9:07 (both vacant)	12:07 (both vacant) 1:35 (1 of 2 vacant)	3:10 (both vacant)
17	8:13 (both vacant) 8:30 (both vacant)	No Observations	8:00 (both vacant)
18	No Observations	12:15 (both vacant)	No Observations
19	No Observations	No Observations	No Observations
20	No Observations	No Observations	No Observations
21	No Observations	1:00 (both vacant)	No Observations
22	No Observations	2:30 (both vacant) 3:30 (both vacant)	No Observations
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Traffic Council