

S5099-001
June 17, 2019

Ms. Diane Mahon, Select Board Chair
Town Hall
730 Mass Avenue
Arlington, MA 02476

Re: **Review of Parking for 118 Westminster Avenue, Arlington, Massachusetts**

Dear Ms. Mahon:

Tighe & Bond is pleased to submit this parking review on behalf of Diane and Will Stansbury (the Client) who are residents of 118 Westminster Avenue (the Site) in Arlington.

At the Client's request, Tighe & Bond performed the following tasks in June 2019.

- Performed a site visit to review current on- and off-street parking accommodations for the Site
- Perform field observations of sight lines, roadway geometry and traffic/parking characteristics around the Site
- Provide feedback on the adequacy of the current parking arrangement for the Site

A summary of our findings is presented below. The graphics included in the attachments to this letter further elaborate on the findings of the review.

- a. Access to off-street parking for the site is provided from West Court Terrace, via an easement on an adjacent private property
- b. The steep topography of the area, coupled with the narrow driveway width and the need to perform two 90 degree turns to access the site's backyard renders the off-street parking awkward, inconvenient and potentially unsafe during poor weather and night time conditions
- c. The narrow driveway and lack of adequate protection in the form of safety railing along the westerly retaining wall make pedestrian movements along the driveway infeasible when a vehicle is stopped in the driveway
- d. Reversing out of the driveway to exit is impractical and potentially unsafe due to presence of a retaining wall with no protective railing. Constrained sight lines caused by parked vehicles and vegetation along West Court Terrace also limit the ability to comfortably exit the off-street parking area for the site
- e. For the above reasons, the Client indicated that over the past 20+ years that they have resided at the location, they have used the rear parking area only a few times. Instead, they have relied on on-street parking along Westminster Avenue
- f. Westminster Avenue is a local residential two way roadway that is generally oriented in a north-south direction. Along the site frontage, in addition to one lane of travel in each direction, there also exists a five foot sidewalk and a 6.5 foot gravel buffer that separates the roadway from the sidewalk

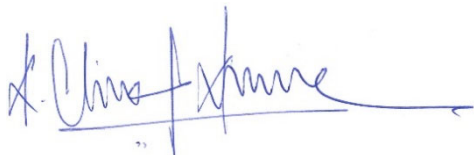
- g. Field observations indicate that the travel lane widths are 13' in the southbound direction and 15.5' in the northbound direction on Westminster Avenue. These are relatively wide lane widths for local roadways. The wide travel lanes, along with the availability of the buffer space between the sidewalk and the roadway allow for on-street parking along various sections of the roadway
- h. During our site visit, several vehicles were observed to park on both sides of the roadway at various locations. However, this did not appear to inhibit through traffic flow along the roadway
- i. The presence of an all-way stop control intersection 150 feet to the north of the site promotes reduced travel speeds in the area. Our site visit did not indicate that on-street parking along the site frontage would pose any sight distance constraints

Overall, based on our review and the supporting information presented in this letter, it is our professional opinion that parking on the street, along Westminster Avenue, is safer and more efficient than parking off-street, behind the site. Furthermore, it appears that current conditions along Westminster Avenue are conducive to on-street parking during both day and night times, and that such parking would not inhibit through traffic flow along the roadway or pedestrian access. If on-street parking were to be allowed in the gravel buffer, it is recommended that the vehicles be parked in the direction of travel. i.e., park facing south, towards Park Avenue.

If you have any questions or need additional information, please feel free to contact me at 508-754-2201 or vkalikiri@tighebond.com.

Very truly yours,

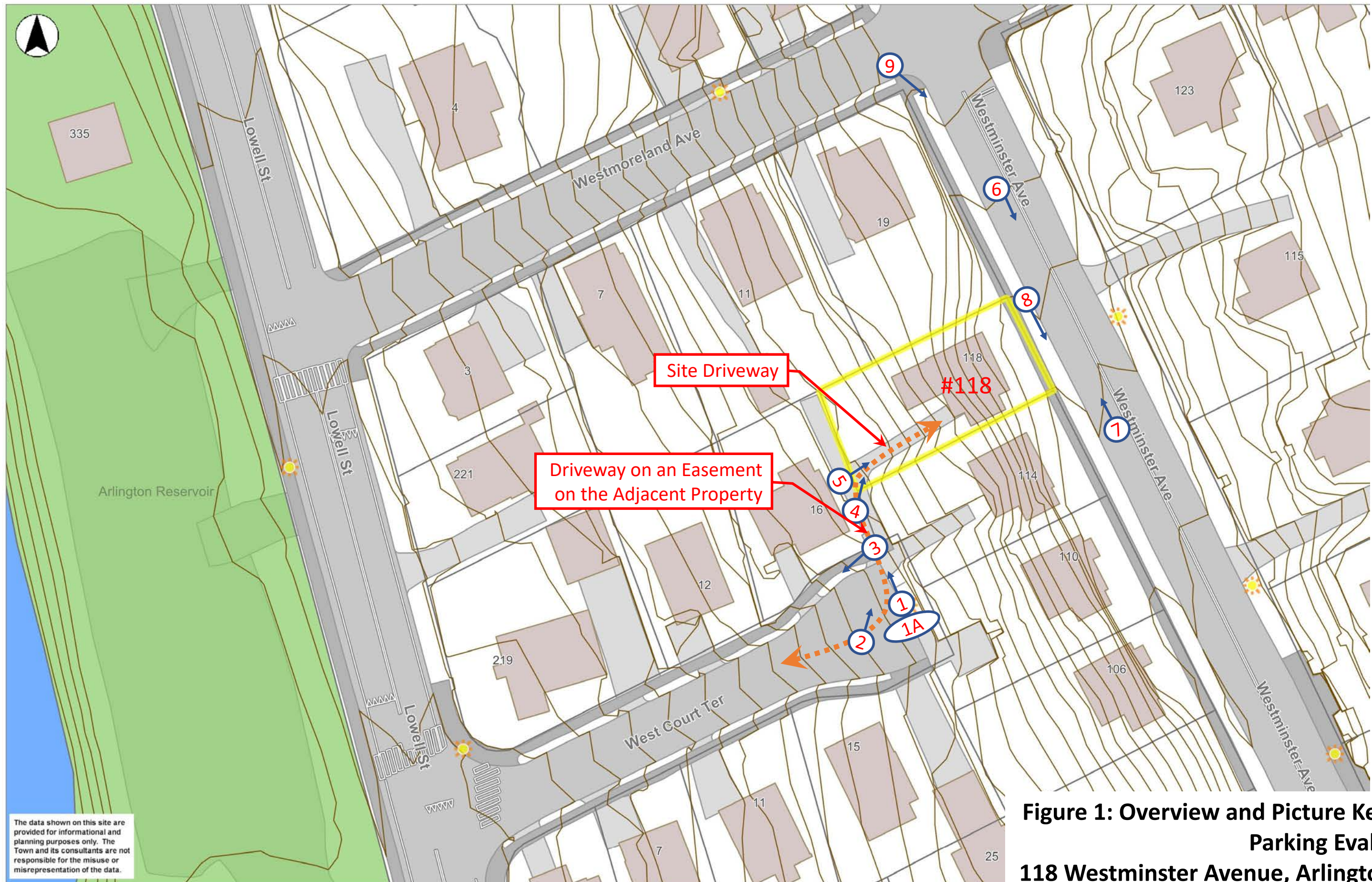
TIGHE & BOND, INC.



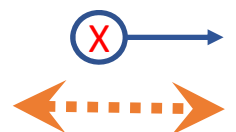
Vinod Kalikiri, PE, PTOE
Senior Project Manager

Enclosures:

-- Graphical attachments



**Figure 1: Overview and Picture Key Map
Parking Evaluation
118 Westminster Avenue, Arlington, MA**



Picture Key
Vehicle travel path to access the site backyard



Picture 1



Picture 1A

Pictures 1 and 1A show the approximately 9'-3" wide paved driveway on an easement on the adjacent property, 16 West Court Terrace. In addition to the narrow width, the driveway was constructed along the contours of a steep hillside, resulting in a terraced configuration, with retaining walls on both sides of the driveway. The retaining wall on the left side of the driveway (passenger side) does not have protective railing. The retaining wall on the passenger side does not allow passengers to fully open the doors to exit the vehicle and walk along the driveway on the easement to the Client's driveway and backyard.



Picture 2



Picture 3

Picture 2 shows the “easement driveway” in proximity to the adjacent perpendicular driveway for #114 Westminster Avenue. Picture 3 shows the view as a vehicle is backing out of the easement driveway, with the view constrained by vegetation, trees and vehicles parked on West Court Terrace.



Picture 4



Picture 5

Picture 4 show a 90 degree turn from the narrow easement driveway to the site driveway to access the rear yard of 118 Westminster Avenue. During the site visit in rainy conditions, it was not feasible to complete the turn safely, while preserving the ability to exit by reversing directions on the narrow driveway with sharp turns. Picture 5 shows the rear yard of the site with an approximately 9 foot driveway. Exiting maneuvers can only be accomplished either by traveling in the reverse direction the entire lengths of the site driveway and easement driveway (including two 90 degree turns), or by making a 3-point turn by making use of a granite unit paver driveway extension that may or may not be suitable for vehicle loading.



All-way stop control at Westmoreland Avenue
Intersection located 150' north of the site

- A: 5' Sidewalk
- B: 6.5' ± Gravel buffer space
- C: 13' ± Southbound Travel Lane
- D: 15.5' ± Northbound Travel Lane

Westminster Avenue

Figure 2: Existing Roadway Cross-Section
Parking Evaluation
118 Westminster Avenue, Arlington, MA



Picture 6



Picture 7

Pictures 6 and 7 shows views on Westminster Avenue looking south and north, respectively, in the vicinity of the site. As shown, use of the gravel buffer separating the sidewalk and the street for on-street parking does not block or otherwise inhibit through vehicle traffic on Westminster Avenue. The pictures also show that the granite curbing along the roadway ends by the large Maple tree located in the buffer space, making on-street parking conducive.



Picture 8



Picture 9

Picture 8 shows a close-up view of the approximately 6.5' gravel buffer space. Picture 9 shows a view to the south, looking from the Westmoreland Avenue approach to Westminster Avenue. As shown, vehicles parked in front of the site do not pose sight line constraints to on-coming traffic.