

Note: These are DRAFT recommendations that were presented on 6/23. We can expect that, given further feedback from residents and businesses, these recommendations will change. For example, attendees at the 6/23 meeting generally preferred to 2-hour limit to a 4-hour limit.

East Arlington Parking Study: Executive Summary

This study was motivated by resident complaints to the Board of Selectmen about commuter parking, emergency vehicle access and driveway access. The study was focused on the side streets south of Mass Ave, north of the Minuteman Trail, and east of Lake Street.

Street widths are approximately 25 feet, with a variety of parking regulations. Although no areas have permit parking, some areas have 2-hour limits. Peak occupancy in the study area ranges from over 75% on Mass. Ave. to under 40% on the side streets, with an average peak occupancy of under 40%.

Recommendations:

1. To ensure emergency vehicle and driveway access on the side streets, allow parking on only one side of those streets. In residential areas, the minimum street width to allow parking on two sides of a street typically ranges from 26 to 30 feet. These streets do not meet this minimum.
2. Where corner parking restrictions are needed to enable emergency vehicle access, they should be clearly marked. As budget permits, curb extensions should be installed.
3. Maintain existing two-hour restrictions on Mass. Ave., but impose a 4-hour (Monday - Friday 8 AM - 6 PM) time limit (except by permit) on parking on the residential streets. This is aimed at discouraging commuter parking.
4. Institute a permit program whereby local residents and businesses who need to park for more than 4 hours during the day can obtain permits to do so.
5. Work with the Chamber of Commerce to encourage businesses to reduce their demand for parking.
6. Provide incentives to reduce car ownership and long-term parking demand among residents. These include car sharing, continued overnight parking enforcement, and possibly differential pricing on day-use permits.
7. Before and after the plan is implemented, survey parking on Margaret, Cleveland and Marathon Streets to assess its impact on surrounding areas.
8. Provide enforcement to ensure that drivers have sufficient incentive to follow the rules.