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engineering & design

*Ord. #2538-18*  
*Exhibit 1*  
*3/13/18*

March 13, 2018

Township Council  
Township of West Orange  
66 Main Street  
West Orange, New Jersey 07502

**RE: Amendment to Ordinance Chapter 7, Subsection 7-13  
Item 2538-18  
Parking Prohibition on Brook End Drive  
SE&D Job No. S-18040**

Dear Council Members:

We have been engaged to represent the interests of Alaris Health of West Orange regarding the above amendment to Ordinance Chapter 7, Subsection 7-13. Traffic engineers and municipal planners have found that on-street parking is appropriate and useful for local streets. The Institute of Transportation Engineer publication, Urban Street: Geometric Design Handbook, addresses on-street parking on residential/local street by stating "There is often a need to accommodate on-street parking. This may be a major function of a local street in a particular existing single or mixed-use area or in an older residential area where there is no or limited off-street parking. In neotraditional design, there often is encouragement to use on-street parking as part of keeping the street 'alive'. There should be no fundamental objection to this, on the condition that street speeds are controlled to acceptable levels – through design, not enforcement". The virtues of on-street parking are further emphasized in the publication, "On-street parking performs at least two important functions on local residential streets. It provides an obvious service to adjacent residents in terms of parking, and it can contribute significantly to the control of vehicle speeds on local streets."

Typically, on-street parking restrictions seek to remedy two specific issues: to provide necessary roadway safety and to promote parking space turnover. Parking ordinances related to promoting roadway safety are often implemented due to the following reasons:

1. Sight distance concerns;
2. Issues due to inadequate roadway width for emergency vehicles to pass;
3. Accessibility to private driveways or public infrastructure such as fire hydrants; and
4. Allow for vital thoroughfares that must remain open during emergencies.

Typical parking regulations that enforce roadway safety concerns are all-day or emergency related parking prohibitions.

Parking ordinances related to promoting parking space turnover are often implemented due to the following reasons:

1. Inadequate parking availability in retail corridors;
2. Prevent commuters or employees from utilizing parking spaces for retail customers during peak hours;
3. Need for street cleaning; and
4. Concern for abandoned vehicles.

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Typical parking regulations that promote parking space turnover are maximum parking duration regulations, metered parking, and limited time specific parking regulations.

The proposed amendment to Ordinance Chapter 7, Subsection 7-13 seeks to provide a blanket restriction of on-street parking where there does not appear to be a specific roadway safety issue. Instead a less intrusive alternative to a blanket parking restriction may better serve all the property owners along Brook End Drive.

We request that you **defer action** this evening to allow us the opportunity to collect data and further study the parking characteristics to develop a potential parking regulation that better suits this specific roadway and user mix.

Best regards,

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**Stonefield Engineering and Design, LLC**

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