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From: Paul Schlichtman <paul@schlichtman.org>
To: jflaherty@town.arlington.ma.us; Diane Mahon
<dianemahon@verizon.net>; DMahon@town.arlington.ma.us; Adam
Chapdelaine <achapdelaine@town.arlington.ma.us>
Sent: Sun, Apr 26, 2020 11:09 pm
Subject: Chestnut Street crossing issues

Good evening:

I have been shown the attached concept for pedestrian safety for Chestnut Street. I am writing to tell you why I think Option 2 is absolutely unacceptable.

Option 1 provides improvements for the intersection of Chestnut Street and Chestnut Terrace. The diagram states that Option 1 is not preferred, as it is too close to a signalized intersection.

The problem with that argument is that crossing at the signalized intersection is difficult and dangerous. It is difficult because it takes three light cycles to cross Chestnut Street (Cross from curb to first island. Cross from first island to second island. Cross from second island to curb.)

Making matters worse, any effort to cross from the northeast corner involves traversing a roadway that operates more like a freeway on-ramp than an element of a signalized intersection. When drivers approach to make the right from Chestnut when the light is red, you can watch their eyes track to Mystic Street traffic for an opportunity to merge, and they often fail to stop.

For this reason, I avoid crossing at this signalized intersection. I go out of my way to cross at Chestnut Terrace instead. Eliminating that crosswalk would be a horrible inconvenience when I am trying to walk toward Mystic Street and Massachusetts Avenue.

I notice many other people walking from Mystic Street who choose to avoid crossing at Mystic and Chestnut, and choose to cross at Chestnut Terrace.

There is certainly a need for improving pedestrian safety on Chestnut Street. Removing the crosswalk is a step backwards.

Paul Schlichtman
Arlington School Committee
paul@schlichtman.org

"We must develop and maintain the capacity to forgive. He who is devoid of the power to forgive is devoid of the power to love. There is some good in the worst of us and some evil in the best of us. When we discover this, we are less prone to hate our enemies." - Dr. Martin Luther King, Jr.

Baseball Progress Monitoring:
<http://www.schlichtman.com/baseball.html>

- 1) 6 ft extension from existing curb line
- 2) 20ft clear area for sight visibility approaching cross-walk

