



## Arlington Transportation Advisory Committee

Date: June 8, 2021.

To: Arlington Zoning Board of Appeal.

From: TAC Executive Committee.

Subject: Additional Comments on 1165R Mass Ave Apartments Based on Updated Site Plan and Traffic Impact Report.

### Memorandum

At the request of the Department of Planning and Community Development, the TAC Executive Committee has reviewed updated information for the proposed 1165R Mass Ave Apartments development from May and June 2021. The comments presented below have not been reviewed or approved by the full TAC membership.

- 1) First, the TAC Executive Committee applauds the proponent for making several changes and upgrades to the site plan and proposed TDM measures in response to various Town and resident comments on the previous versions. These include exploring the feasibility of installing electric charging stations in the garages and proposing various improvements to Ryder Street – repaving the street, repairing sidewalks, curb ramps, and crosswalks, and installing a speed table at the driveway exit.
- 2) The TAC Executive Committee has additional comments as noted below:
  - a) The updated site layout plan by Bohler shows the Ryder Street driveway as egress only for automobiles but is two-way for bicyclists, with two-way shared-lane markings (“sharrows”) to indicate that bicycles may travel both directions. Given the narrow travel lane provided for this roadway, at only 13’ wide, we believe this sets up an unnecessarily dangerous situation where cyclists could end up in a head-on collision with a driver. A 13’ wide lane is generally only wide enough for one-way automobile traffic, shared with bicycles going the same direction. The proponent should revise the site layout plan to make this contraflow movement safe for cyclists by doing one of two alternatives:
    - i) Install a contraflow bike lane on the south side of the driveway which is separated from the main travel lane by a double yellow line. The width of the parking lane on the north side of the driveway should be reduced from 9’ to 7’ to accommodate the bike lane.
    - ii) Widen the sidewalk on the south side of the driveway by at least 5’ to make this a full-size trail width where people biking and walking can comfortably share the space, and direct contraflow bicycle traffic to use this space. The width of the parking lane and the travel lane would need to be reduced to accommodate this.
  - b) “Do Not Enter” and “Left Only” signage at the Ryder Street driveway exit onto Ryder Street should include the placard “Except Bikes” to legalize and make clear that this signage applies to automobiles only and not cyclists.

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- c) Clarify if bike traffic can use the West Driveway to access Mass Ave, as the site access diagram in the updated TIR appears to show two-way traffic for “local bicycle site access”. If this is the case, install “Except Bikes” placards on “Do Not Enter” or turn restriction signs, and recommend installation of sharrows or a contraflow bike lane to accommodate this movement (given the travel lane is 20’ wide, this condition is not as risky as the one shown for the Ryder Street driveway).
  - d) Clarify the location and number of interior bike parking spaces. The updated TIR states that the development will provide 100 interior bike parking spaces with repair and maintenance stations. However, these do not add up on the building plans. It appears all the bike parking is located in building #4 on the ground floor between two storage rooms. The larger room indicates there is parking for 44 bikes. The smaller room does not have a number of spaces indicated but appears to have 24 spaces assuming it shows two bikes parked on each rack, of which there are 12. This adds up to only 68 bike parking spaces.
- 3) In addition to the comments above, the Executive Committee reiterates the following points from our previous comments:
- a) There are two bike storage areas on the ground level garage. One of these areas can only be accessed through the garage. The proponent should consider modifying this to provide access from outside and to the building lobby without having to travel through the garage.
  - b) In addition to the measures referenced by Beta, the proponent should consider including the following as part of the TDM program:
    - i) Subsidized MBTA passes.
    - ii) Unbundling the lease and parking cost to provide a reduced incentive to automobile ownership and driving.
    - iii) Providing a continuous accessible sidewalk along the west driveway between the southwest corner of building 2 and Mass Ave, including shade trees to provide a comfortable walking, experience. The Executive Committee recognizes that the proponent has explored this option and found it to be infeasible. The Executive Committee recommends this be revisited if development of other adjacent parcels takes place in the future.

TAC Executive Committee:

Howard Muise, Chair.

Jeff Maxtutis, Vice Chair.

Shoji Takahashi, Secretary.

Dan Amstutz, Senior Transportation Planner, DPCD.