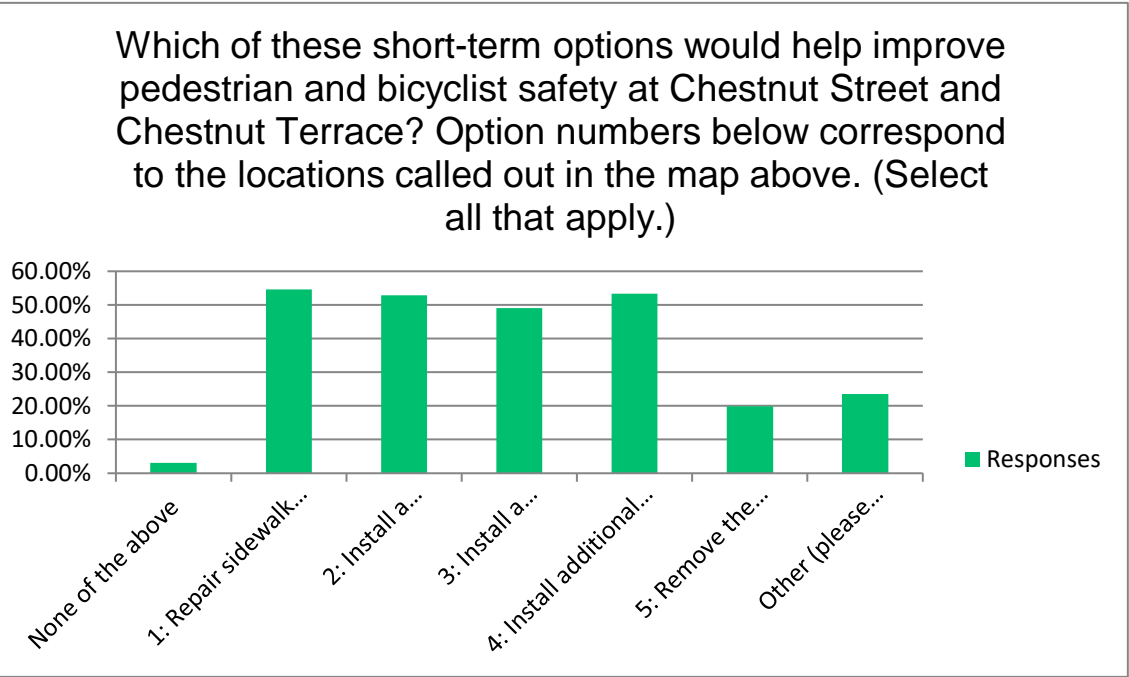


CHESTNUT STREET COMMUNITY SURVEY

Which of these short-term options would help improve pedestrian and bicyclist safety at Chestnut Street and Chestnut Terrace? Option numbers below correspond to the locations called out in the map above. (Select all that apply.)

Answer Choices	Responses	
None of the above	3.11%	5
1: Repair sidewalk spanning the Russell Common Lot driveway; install detectable panels	54.66%	88
2: Install a temporary bumpout at the Chestnut Terrace crosswalk and monitor improvement	52.80%	85
3: Install a temporary pedestrian island mid-street at the Chestnut Terrace crosswalk and	49.07%	79
4: Install additional crosswalk warning signs throughout the Chestnut Street corridor	53.42%	86
5: Remove the crosswalk at Chestnut Terrace and re-route pedestrians to crosswalks at M	19.88%	32
Other (please specify)	23.60%	38
	Answered	161
	Skipped	1



Question 1 "Other" Responses

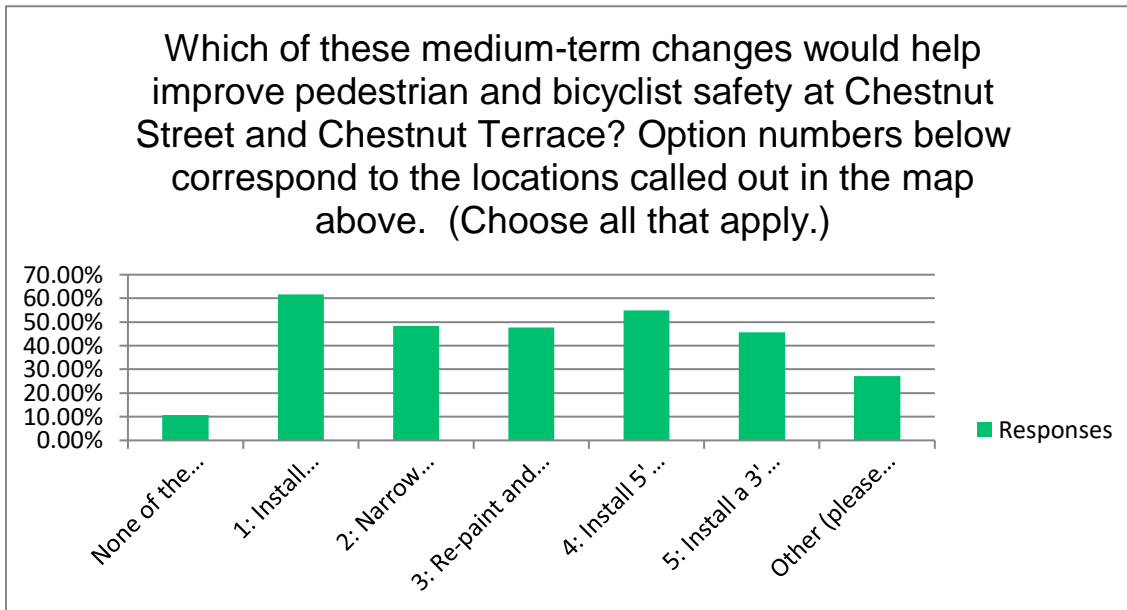
Number	Response Date	Other (please specify)
1	Apr 15 2021	flashing light at Chesnut Terrace to Russell Common crossing
2	Apr 14 2021	Install a traffic light like the one on the bike path at Mill street
3	Apr 14 2021	This crossing has too many sections! There should just be one crossing to make it less confusing, Cars need to go through area more slowly. Currently, the call signals don't always operate properly & on one section, there doesn't even seem to be a call button! I have sometimes seen a light change to green & thought I could cross, only to realize it was for another section. I am grateful I didn't get hit, but I could see how this could happen. This way too dangerous an intersection. The multiple sections also means that it takes pedestrians an inordinately long time to get to the other side!
4	Apr 14 2021	Redo/upgrade Medford St / Warren intersection
5	Apr 11 2021	Immediately make the RIGHT turn ONTO Mystic St crosswalk NO RIGHT ON RED to slow down traffic on Chestnut St (NROT ALREADY IN OTHER DIRECTION)
6	Apr 01 2021	Install median strip between the Chestnut Terr & Medford St crosswalks
7	Mar 31 2021	Install speed humps as Somerville did on Powerhouse Blvd. after a fatal accident of a teacher in a cross walk in front of school. three years ago.
8	Mar 30 2021	flasjhinmt warning signal
9	Mar 30 2021	Install a Giant Speed Bump at the crosswalk
10	Mar 30 2021	I don't think it makes sense to install detectable warnings across the driveway. This implies that pedestrians are entering a vehicular zone, while it is cars that are entering a pedestrian zone.
11	Mar 30 2021	install a permanent bumpout at the location called out as #2, Chestnut Terrace crosswalk. This area of roadway is too wide.
12	Mar 30 2021	None of the above; no bump outs and no islands. Either are dangerous for different reasons and neither would help. would be worse than what is currently there. Nothing is wrong w/ that crosswalk and intersection. If you read the report the pedestrian was partially at fault and glare was in driver's eyes; unfortunate. But not a repetitive event..
13	Mar 30 2021	Enforce bicyclists to observe traffic rules, they are not above pedestrians
14	Mar 30 2021	PERMANENT speed bumps to reduce speeding around the intersection of Mystic St and Chestnut Street, for god's sake!
15	Mar 29 2021	Make the left turn from Chestnut St onto Mystic St one lane.
16	Mar 29 2021	No parking on Chestnut St
17	Mar 28 2021	Speed hump
18	Mar 28 2021	Need to leave enough space for cars and bikes to share the road (e.g., bumpout should not extend more than 6' and the parking lane leading to it needs to be marked)
19	Mar 26 2021	Temporarily narrow the lanes in both directions. Narrow lanes slow cars down, decreasing risk of fatalities
20	Mar 26 2021	Push Button lights. Like I'm Sommerville and Cambridge

21	Mar 26 2021	#2 option not good. Elderly will not be able to use their walkers. #3 Excellent idea. It will really accentuate the presence of a crossing. #5 please don't re-route the crosswalk. The elderly cannot go thru the extra effort especially those with walkers to use the proposed crosswalks. I live on Chestnut terrace and I see what the dangerous traffic and the crossing of the elderly all the time.
22	Mar 26 2021	Put a light up
23	Mar 25 2021	Do NOT remove the crosswalk. People will jaywalk here and it will NOT be safer overall if that is what the infrastructure leads people to do.
24	Mar 25 2021	Create a crosswalk that crosses all the streets with all cars stopped. It takes 3, 4, 5 different sections now to get across that intersection. With a long wait at each section.
25	Mar 25 2021	Permanent bump out!
26	Mar 25 2021	Flashing cross walk signs activated by pedestrian pushing a button
27	Mar 25 2021	THIS TOWN HAS MANY SAFETY SPOTS TO FIX. STOP LETTING PEOPLE DIE *BEFORE* YOU DO SOMETHING ABOUT IT. SHAME.
28	Mar 25 2021	Light the crosswalks when a pedestrian is in them
29	Mar 25 2021	Reduce car speeds by narrowing lanes on Chestnut St. Reduce number of directions pedestrians have to check for traffic by closing Catholic High School driveway's connection to Chestnut St—or making driveway a one-way entrance.
30	Mar 25 2021	Update roadway markings and signage to conform to MUTCD 3B.16 and 3B.18
31	Mar 24 2021	Install LIGHTED crosswalk warning signs (such as at Mill Street & the bike path) or lighted crosswalks to alert drivers to pedestrian crossings.
32	Mar 24 2021	Close off the exit to that parking lot. It's dangerous enough.
33	Mar 24 2021	Traffic calming, speed table, motor traffic lane reductions
34	Mar 24 2021	A raised crosswalk would really help here!
35	Mar 24 2021	Bump up Both Chestnut Terrace & the one from St Agnes to Keefe like in Ringe Ave in Camb by elementary school.
36	Mar 24 2021	Fix the traffic lights at route 60
37	Mar 24 2021	Add raised crosswalk & flashing yellow light system (i.e. at Mass Ave & Pearl St. Cambridge) that turns on & flashes when pedestrian hits button wanting to cross street
38	Mar 24 2021	Get rid of the feeding lanes off of Mystic on to Chestnut and off of Chestnut on to Mystic. This will slow down traffic and make it safer for pedestrians and bikes. Winchester did it, Arlington should have done it already. No right on red.

CHESTNUT STREET COMMUNITY SURVEY

Which of these medium-term changes would help improve pedestrian and bicyclist safety at Chestnut Street and Chestnut Terrace? Option numbers below correspond to the locations called out in the map above. (Choose all that apply.)

Answer Choices	Responses	
None of the above	10.60%	16
1: Install permanent 8' bumpouts at the Chestnut Terrace and Medford Street cross	61.59%	93
2: Narrow street markings to 11' in each direction to narrow the travel lanes	48.34%	73
3: Re-paint and formalize an 8' parking lane on the north side of Chestnut	47.68%	72
4: Install 5' bicycle lanes on each side of Chestnut Street	54.97%	83
5: Install a 3' buffer between the westbound parking lane and bicycle lane	45.70%	69
Other (please specify)	27.15%	41
Answered		151
Skipped		11



Question 2 "Other" Responses

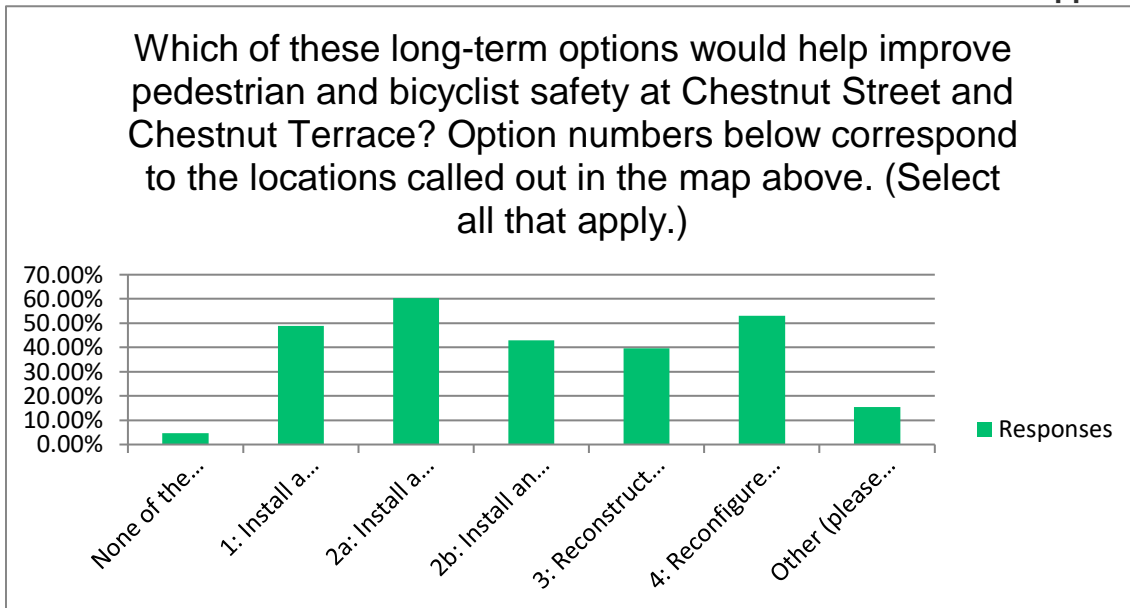
Number	Response Date	Other (please specify)
1	Apr 14 2021	I am concerned that a bumpout will clog up traffic in what's already a difficult stretch of road. Bicycle lanes, I think, would need physical markers, like upright poles, to keep traffic from encroaching. Is the town also looking at pedestrian/bicycle safety crossing mystic at that
2	Apr 14 2021	I am not an engineer, so cannot speak to the above options. However, as a wheelchair user, I find it very difficult to locate and use the call buttons. It can be confusing which call signal goes with which section of the crossing, leading to dangerous confusion. Also, the section nearest the municipal lot does not even seem to have a call button crossing to the the side of the lot (only in the other direction). Another problem is that when one does finally get to the sidewalk by the lot (e.g., by where the farmer's market is held), there is no curb cut!
3	Apr 14 2021	Redo/upgrade lights at Warren/Medford St; it is a section that should be significantly upgraded as when people first really enter the center of town from Medford direction
4	Apr 12 2021	Not against bicycle lane, just think be cautious until slip lanes corrected
5	Apr 11 2021	Place an On-Demand traffic signal for pedestrians at the Chestnut Manor crosswalk ASAP, not intermediate! It's been 2 years since accident, 2 years of continued high risk crossing already. Why wait?
6	Apr 05 2021	Door zone bike lanes get people killed Flip the parking and bike lane. Or get rid of the 10 spots since there's a giant parking lot across the street
7	Apr 03 2021	Better enforce speed limit using elevated crosswalk
8	Apr 01 2021	pedestrian crossing flashing light
9	Mar 31 2021	Speed humps
10	Mar 31 2021	Having only 1 travel lane will create traffic backups in this area year round just like it does when there are snow banks in the winter
11	Mar 30 2021	Install a Giant Speed Bump at the Crosswalk
12	Mar 30 2021	Fix this image so that the left side bike lane arrow reflects west direction travel, its confusing to some who might think 2 east bound bike lanes are planned.
13	Mar 30 2021	None; nothing needed.
14	Mar 30 2021	Repave the Chestnut street, it's always too bumpy, paint clear lane divisions, educate and enforce bicyclists to follow the rules they are the worst on the street both to pedestrians and drivers, swearing in and out of the lane doesn't help they should ride in single file!
15	Mar 30 2021	yes, PERMANENT bump-outs please!!!
16	Mar 29 2021	Make left turn from Chestnut St onto Mystic St one lane
17	Mar 29 2021	remove this cross walk and direct pedestrians to Medford or Mystic Street
18	Mar 28 2021	7-8' parking lane with 6' bumpout. Given the curve and bus/truck traffic, 11' travel lanes might be a bit too tight.
19	Mar 26 2021	what studies show need/demand for bicycle lanes in this stretch
20	Mar 26 2021	Narrow street marking to 10' or less in each direction.

21	Mar 26 2021	Pedestrian crossing warning lights. Blinking
22	Mar 26 2021	install formal parking lane on south side of chestnut where there are generally not 2 lanes of traffic heading to mystic St. light
23	Mar 25 2021	Swap locations of cycle lane and parking so that cycling is next to curb.
24	Mar 25 2021	Slow down cars. People speed here all the time.
25	Mar 25 2021	provide a median island and bend the WB bike lane around it (requires removal of 1-2 parking stalls)
26	Mar 25 2021	I'm concerned that narrowing the travel lanes will cause even more backup at the lights at busy travel times
27	Mar 25 2021	PAUL REVERE RD (AND GAZILLIONS OF OTHER SPOTS) IS THE SITE OF *MULTIPLE* CRASHES IN THE SAME \$%^&*(SPOT. MY NEIGHBORS AND I WENT YEARS AGO TO ASK TAC TO DO SOMETHING ABOUT IT AND NOT ONE THING HAPPENED FROM US ATTENDING 4 MEETINGS. SHAME.
28	Mar 25 2021	Narrow street markings to 9.5'
29	Mar 25 2021	There is MUCH traffic on Chestnut Street. You must not make a bike lane. It is best to remove the cross walk and just keep the one near the funeral home.
30	Mar 24 2021	So the above but have the cars park between the bike lane and the street
31	Mar 24 2021	Raised crosswalk
32	Mar 24 2021	Reroute bicycles or prevent from usage. With how narrow and area it is and the hill it is on, cyclists aren't as protected/don't think of the risks using that corridor.
33	Mar 24 2021	Barrier protected bike lane, speed table, additional traffic calming, eliminate slip lanes
34	Mar 24 2021	Fully separated bike lane with buffer between cars/bikes/pedestrians
35	Mar 24 2021	Would love if we could flip the parking and the bike lane to create a parking protected bike lane. (This would result in one less parking spot).
36	Mar 24 2021	Bike lane should be between sidewalk and parking lane, not between parking and travel lanes.
37	Mar 24 2021	Bump up both sidewalks Not at intersections with lights. Narrow road with bike lane & border. Narrow side walks slightly.
38	Mar 24 2021	make utility companies do a full re-surface of the street either when a project is finished or within two years of a surface cut, whichever happens first.
39	Mar 24 2021	Protected bike lanes or bike lanes between parking and sidewalk
40	Mar 24 2021	Bike lanes should be protected from vehicle lanes
41	Mar 24 2021	For cyclist safety, it would help to address the sudden drop down around the storm drain in the westbound lane of Chestnut Street (slightly west of the zone that is being focused on here) - it is safest to ride around it given how uneven the road is but that puts the cyclist into the vehicle stream close to the intersection with Mystic Street where drivers are focused on which direction they are turning etc.

CHESTNUT STREET COMMUNITY SURVEY

Which of these long-term options would help improve pedestrian and bicyclist safety at Chestnut Street and Chestnut Terrace? Option numbers below correspond to the locations called out in the map above. (Select all that apply.)

Answer Choices	Responses	
None of the above	4.70%	7
1: Install a permanent 5' pedestrian refuge island in the Chestnut Terrace crosswalk	48.99%	73
2a: Install a pedestrian-activated signal at crosswalk	60.40%	90
2b: Install an automatic flashing warning signal at crosswalk	42.95%	64
3: Reconstruct the intersection of Chestnut and Medford Street as a traditional intersection	39.60%	59
4: Reconfigure the Chestnut and Mystic Street intersection to eliminate slip lane	53.02%	79
Other (please specify)	15.44%	23
Answered		149
Skipped		13



Question 3 "Other" Responses

Number	Response Date	Other (please specify)
1	Apr 14 2021	Upgrade Warren/Medford St intersection; see other comments
2	Apr 12 2021	Not against refuge island but worry about snow and shoveling it?
3	Apr 11 2021	NO RIGHT ON RED ASAP. No such thing as a "pedestrian refuge" too dangerous to stand in middle of the road now or in the future.
4	Apr 01 2021	Permanent median between crosswalks
5	Mar 31 2021	There is a school and a church on one side and elderly housing on the other side. Speed humps slow vehicles.
6	Mar 31 2021	Eliminate the crosswalk at Chestnut Terrace.
7	Mar 30 2021	Install a rectangular rapid flash beacon at the Chestnut Terrace crosswalk
8	Mar 30 2021	Install a Giant Speed Bump at the crosswalk
9	Mar 30 2021	Just wanted to comment that if you eliminate the slip lanes at Chestnut and Mystic the LOS will fail even more than it does at peak hours (yes I am a transportation planner).
10	Mar 30 2021	none and nothing needed. Option 2A May help.
11	Mar 30 2021	It is a very busy stretch during morning and evening commute, also look into traffic light engineering as Mystic and Chestnut intersection is a huge mess
12	Mar 29 2021	remove the crosswalk at Chestnut St and Chestnut Terrace and re-direct pedestrians to Medford or Mystic Street
13	Mar 26 2021	Chestnut/Mystic is not heavily used by pedestrians to loose needed slip lanes
14	Mar 25 2021	PLEASE implement #3.
15	Mar 25 2021	Slow down the cars.
16	Mar 25 2021	THIS IS AN EMERGENCY.
17	Mar 25 2021	Get rid of unnecessary pedestrian cross walk at Ch Terr and Ches St.. Anyone who needs to cross can cross near funeral home or 50 feet away at intersection of Mystic and Chestnut
18	Mar 24 2021	Barrier protected bike facility, speed tables, additional traffic calming
19	Mar 24 2021	We got to get rid of the slip lanes at Mystic and Chestnut. It creates an out of touch environment and is very auto centric.
20	Mar 24 2021	Bike lanes OUTSIDE of parking lane.
21	Mar 24 2021	1.) only if the bike lanes remain as well. Raise side walks as at Ringe Ave Camb. by elementary school.
22	Mar 24 2021	resurface the road so that drivers don't have to swerve around potholes (and bicycles don't get destroyed by them)
23	Mar 24 2021	raised pedestrian cross walks

CHESTNUT STREET COMMUNITY SURVEY

Do you have additional ideas on how to improve safety in the Chestnut Street corridor in the short-, mid-, or long-term, or are there any improvements that are different from what you've seen here that we should consider? Please share them below.

Answered 61
Skipped 101

Respondents	Response Date	Responses
1	Apr 14 2021	<p>This intersection is unnecessarily dangerous and confusing. There are too many sections. It can be confusing which call signal goes with which section. The call buttons don't always function properly. And one section (from Chestnut St crossing over to the municipal lot) doesn't seem to have a call button. As a wheelchair user, the call buttons are too hard to find and use. <input type="checkbox"/></p> <p>People with disabilities shouldn't have to search and double back to find call buttons, have to use pressure & strength to use them, or place themselves off balance to use. Signals should be automatic and have visual and audible components to enhance safety and accessibility.</p>
2	Apr 14 2021	<p>As part of this work upgrade Warren/Medford St intersection to be safer and stop cars further back from intersection itself. This is a major entry into the town when coming from Medford and has been neglected for years. New, wider sidewalks, lights etc. would be a natural fit for the Chestnut St. stretch. This entire area should also be upzoned for commercial space to develop over the years as the business homes along there are fine but it is a natural fit for commercial/mixed use and then in conjunction with that build a parking garage in the municipal lot space with a track and fields on top and then when center is rezoned and built up there will be more parking right behind the center of town/downtown area.</p>
3	Apr 14 2021	<p>Chestnut/mystic is a busy intersection with poor viability in busy traffic. A traffic light would help lower stress</p>
4	Apr 11 2021	<p>1) Immediately make NROR at slip lane. <input type="checkbox"/></p> <p>2) REPAINT THE CROSSWALK with EVEN MORE BOLD STRIPES W ARROWS ON THE PAVEMENT ASAP <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Thanks for all the attention to these issues. Just can't wait anymore. I'm a daily pedestrian at that crosswalk. Part of the reason why Ann's memorial is still there is because nothing has changed pedestrian safety since she died there. It serves as a reminder how dangerous it is.</p>
5	Apr 08 2021	<p>I'm glad you are looking into this. Ann was my neighbor and we think of her often. A lot of my neighbors won't cross the street and businesses in the center are being affected by this. Its a very dangerous intersection. THe intersection just heading towards route 3 and the multi section is even worse as cars don't stop even with a red light. It would be helpful if police were there to monitor the traffic.</p>
6	Apr 07 2021	<p>Don't make the mistake again that ruined Mass Ave. Mid-term options - the crosswalk is sufficient, these options will create an even bigger back up in traffic. Long-term options - these options exacerbate traffic backups. A waste of money.</p>
7	Apr 05 2021	<p>I am looking at your diagram of the T intersection at Chestnut and Medford. This seems like a good idea, but the T should be constructed so that Chestnut Street is the base of the T, necessitating a turn from Medford Street onto Chestnut Street. The turn at a T intersection will serve to slow traffic and make it safer to cross the street here.</p>

8	Apr 05 2021	<p>re: 1. above: only if the short term improvements found this helpful.□</p> <p>Thoughts: install detectable panels on the intersection of Chestnut St and Mystic St. Panels need to be affixed permanently (Garden St. panel is loosening).□</p> <p>All the islands should have a higher stone border, as well as the sidewalks. There is deterioration of these borders in vulnerable location on the islands. □</p> <p>Fluorescent yellow color would be helpful on all the stone borders.□</p> <p>The zebra stripes could be permanent or painted regularly.□</p> <p>Not clear about what a bumpout is.□</p> <p>There is still the problem not stopping for intersection to Chestnut Terrace. The signs and the markings are not being followed. The island there might make it narrower and easier to follow the traffic markings.□</p>
9	Apr 05 2021	<p>Eliminating the slip lanes is a fantastic idea! Thank you to town staff for considering this long term. They are so unnecessary in an urban area and dangerous to pedestrians.</p>
10	Apr 03 2021	<p>I'm glad this issue is being looked at and hopefully changes will be made. Please do not move/ take away the crosswalk at Chestnut terrace. The tenants (elderly and handicapped) use this all the time, and should not have to make their walks longer to cross the street. □</p> <p>□</p> <p>This section of Medford street is used as a raceway. Drivers drive way too fast, they are coming from lights and going to another set of lights, there is NO reason to speed there. The town painted at Chestnut terrace on Medford st lines to prevent drivers from stopping there during a red light. I visit my mother daily and many times can't make the left turn onto chestnut terrace because people are blocking the entrance and have to wait till the red light changes and there is a break in traffic. □</p> <p>□</p> <p>This whole area is congested with cars, bikes, pedestrians; with chestnut manor, a large apartment building, large parking lot, church, and schools. There has to be a way to keep everyone safe and get where they want to go. □</p> <p>□</p> <p>I didn't address the bike issue, I haven't seen or heard of any issues, though I would assume with the traffic there are problems to fix. □</p> <p>□</p> <p>Lastly, there are some tripping hazards on the sidewalk on Medford street, directly in front of chestnut manor. This past year, the sidewalk on Medford street in front of the cemetery, about 4 businesses and a few houses were all fixed and are safe to walk on. No sure why, but the sidewalk was not fixed in front of chestnut manor? Can this be looked at too?□</p> <p>□</p> <p>Thank you</p>

11	Apr 01 2021	<p>Painting crosswalks with reflective paint or installing "cat's-eyes" reflective road studs, as used in the UK. □</p> <p>Improved brighter overhead lighting at the Crosswalks. □</p> <p>Raise the crosswalks to slow speeding traffic. □</p> <p>During rush hour (even in these pandemic times) traffic on Mystic Street often backs up from the Mass Ave lights beyond the Chestnut/Mystic junction, so you may consider narrowing the median on Mystic to accommodate a longer left filter lane - cars do speed along Chestnut St to beat the lights turning left onto Mystic St. □</p> <p>Turning left from Medford St. on to Chestnut St, can be difficult when busy, so painting hatches to "do not block the box" on Chestnut may help. □</p>
12	Apr 01 2021	It would seem that flashing signals could be a more short-term - or at most mid-term - option (rather than something for only the long term), as these are relatively inexpensive and not incredibly complicated to install.
13	Apr 01 2021	Please don't re-route pedestrians (indicated as an option on the short-term list). Traffic calming measures are a much better choice.
14	Mar 31 2021	Nothing needed
15	Mar 31 2021	<p>Personally, I find the crosswalk on the turn even more terrifying. At least by the time cars get to the Chestnut terrace street intersection they are on a straightaway and slowing down to a red light or haven't had time to speed up after going through the light. But the crosswalk by the funeral home is on a turn with cars coming from two directions on Medford street and from chestnut street. It's terrifying. Also, I found it hard to take the survey because I don't know what a lot of the terminology means, like slip lanes... illustrations to go with each option would have helped.</p>
16	Mar 31 2021	Speed humps save lives. The person who was killed in the cross walk was on the way to morning mass and should have been able to safely cross in a cross walk except that it was an unsafe cross walk. The way to make it safe is to disincentivize speed on the street. Speed humps do that as nearby Somerville did after a teacher was killed in a cross walk in front of the West Somerville Community School.
17	Mar 31 2021	Eliminate Chestnut Terrace sidewalk. This location is not safe.
18	Mar 30 2021	Please make the pedestrian warning signal a priority -- immediately!!
19	Mar 30 2021	If you are looking at installing bike lanes, you need to figure out how those extend from at least Warren Street to Mystic Street, not just for the block between Chestnut Terrace and Medford Street.
20	Mar 30 2021	Install a Giant Speed Bump at the crosswalk. Why is this not among the options you folks are considering?
21	Mar 30 2021	Please also consult a professional on what to do here.. we can say what we *think* would help, but there are people who can make things *actually* safer.
22	Mar 30 2021	Enforce speed limits on Medford St so people don't come flying down and onto Chestnut st
23	Mar 30 2021	<p>Definitely should consider the bump out and bike lanes (while you are at it please add bike accommodations for the whole intersection of Chestnut and Mystic - that left onto Chestnut is brutal on a bicycle). I like the idea of the pedestrian refuge island but believe that it will create a navigation issue with the tank trucks. This is unfortunately a truck route for tank trucks (loaded with volatile cargo) traveling from Chelsea to the Mass Pike. One added solution not mentioned is better illumination at this crosswalk. But thank you for addressing this issue. Ann Desrosiers (the pedestrian killed) was a lovely family friend that I knew for over 45 years. I am always seeing seniors crossing at this intersection so it must be addressed.</p>

		<p>Drivers have a lot to watch for in that area, especially if there is activity at the funeral home. Restricting the Russell common lot entrance/exit on Chestnut street could help. No left turn out of the lot or no left turn into the lot. Realistically an island or other barrier will be needed to enforce this.□</p> <p>I also believe the chestnut terrace cross walk is superfluous. It takes you to a parking lot. So people should just go to mystic or Medford streets to cross. That crosswalk is so close to the others and to the driveway, that it is hard for drivers to have to focus on so many things at one (cars exiting/entering from one side, pedestrians at the other, and a light just about 50 yards away).□</p>
24	Mar 30 2021	Fixing the road would help too as drivers also have to watch for and negotiate large potholes in that location too!
25	Mar 30 2021	I think that traffic calming and a resign from both directions will help this intersection. Cars go very fast both East and west. The T intersection sounds like the best option. □
26	Mar 30 2021	nothing needed. If you regularly paint the crosswalks things like this would not happen.
27	Mar 30 2021	Crossing from Park Terrace to the parking lot on farmers market days in particular but on any day is dicey. How about a bump out there?
28	Mar 30 2021	PERMANENT and LARGE speed bumps on both Medford Street and Mystic Street to prevent cars from zooming through that intersection. THIS would produce a huge improvement both in general public safety and overall quality of life for the neighborhood by reducing traffic noise and the passage of huge tractor trailers late at night.
29	Mar 29 2021	<p>Not sure what a slip lane is.□</p> <p>□</p> <p>The left turn off of Chestnut St onto Mystic St allows for two lanes with the right lane very often used by people attempting to pass those in the left lane. The tight lane should be restricted only to those taking a right onto Mystic St.□</p>
30	Mar 29 2021	<p>I think a traffic light at Chestnut and Chestnut Terrace synced with the light at Mystic St and Chestnut St would help to slow down traffic.□</p> <p>To often cars are racing to make the light as they travel west on Chestnut St toward Mystic □</p> <p>St.</p>
31	Mar 28 2021	<p>Better lighting aimed at illuminating crosswalks.□</p> <p>Expanded crosswalk markings like the one made at the bike paths /Lake St intersection.</p>
32	Mar 28 2021	<p>Fix the road pavement. Drivers, are at times distracted on avoiding pot holes and bumps.□</p> <p>□</p> <p>Not sure why arlington sucks at clear lane lines and painting them. That road is one lane and then as you get closer to the light is 2 or 3 lanes. □</p> <p>□</p> <p>Pedestrian activated sognal shoul not be long term. It should be installed right away.</p>
33	Mar 28 2021	Ideas are going the right direction. Thank you. The details will matter: (1) truck and bus traffic on a curve, (2) the weekend parking that exists now on the eastbound side, (3) redoing the Medford/Mystic intersection to accommodate pedestrians, bicyclists, motorists safely, (4) snow removal on bumpouts and islands.
34	Mar 28 2021	<p>I have seen maybe one driver stop at the end of Medford St where there is a stop sign. Everyone just “merges” w/o stopping.□</p> <p>The Mystic/Chestnut Sts intersection is a nightmare for pedestrians. Very confusing, and long time needs for crossing.</p>

35	Mar 26 2021	So pleased that action items are being considered. Short term immediate actions should be put in place ASAP.
		<p>Any pedestrian in Arlington could tell you that most drivers don't stop for pedestrians. Narrow streets work better than signs, and would make it faster for pedestrians to cross. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>You should use paint to narrow the lanes as much as possible and monitor vehicle speeds. Keep narrowing lanes until the highest observed vehicle speeds are at or below the desired speed (e.g. 25mph or less). Have temporary bumpouts at crosswalks up to the edge of the lanes. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>If cars don't feel safe traveling faster than 25mph and pedestrians only have to cross e.g. 20 feet of road, it would be and feel so much safer for pedestrians. <input type="checkbox"/></p> <p><input type="checkbox"/></p>
36	Mar 26 2021	Once you know how narrow you *can* go, you can make permanent investments.
37	Mar 26 2021	<p>Possibly move the crosswalk that is in front of Keefe's funeral home towards the end of their property, nearer to the driveway. When cars are traveling up Medford St. towards Mystic St. intersection, the crosswalk is too close to where Chestnut St. curves, in addition many times there are cars parked in front of Keefe's making it difficult to see the pedestrian entering the crosswalk.</p>
		<p>Please take into consideration the following since I see it every day living on Chestnut Terrace <input type="checkbox"/></p> <p>Many drivers make a wide, speedy turn into Chestnut Terrace from either side of the road. Sometimes as you're entering or leaving Chestnut Terrace you could easily have a head on collision. Many people, especially students and families try to use that crosswalk from one side of Chestnut Terrace to the other and run into the risk of being hit. Please take that into consideration as you are trying to implement changes on the crosswalk on Chestnut Street only. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Also, elderly cross slowly Chestnut Street using canes and walkers. THEREFORE, Option #1, 2a, 2b will be excellent long-term options to remedy the current problem. It will be visually more present to the drivers that that is a crosswalk.</p>
38	Mar 26 2021	
39	Mar 26 2021	You should improve pedestrian safety on Pleasant St BEFORE there is a fatality there too
40	Mar 25 2021	Most of what you asked is not comprehensible. I have no idea what you mean. Please have a non-engineer available at the meeting to explain different options.
41	Mar 25 2021	These are terrific options, though I'd like to see a median island option for the Medford/Chestnut intersection as well.
		Bump outs and pedestrian islands should be added all over town. We have way too many intersections where cars don't have to slow down because we've cut away curbs to make what should be "turning right" into "bearing right". Just bumping out the
42	Mar 25 2021	curb (like at Bow St. near the ice rink) will lead to many fewer problems for everyone.

		<p>when we go to TAC meetings and Wayne lies to us about traffic studies having been done (when? Oh, actually not yet and then won't give us information until we attend a meeting and then doesn't give us data) that is SHAMEFUL. Shame on Wayne. Shame on Arlington. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>When TAC says, people crash cars into houses all the time THAT IS SHAMEFUL. That means people are driving too fast in arlington ALL OF THE TIME. We need to slow the traffic down. We need speed bumps, raised crosswalks. We need SOLUTIONS. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>This should fall under our 21century climate-harming-gas-reduction efforts! Walking has to be safe for people to do it. This is a walk-to-school town. WHAT ARE WE DOING!?!?!?!?<input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>We should act proactively to prevent deaths. We should be ashamed of ourselves and I, for one, am ANGRY. And it is because I am a walker in Arlington.<input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>EDUCATE drivers.<input type="checkbox"/></p> <p>SLOW drivers.<input type="checkbox"/></p> <p>Implement inexpensive traffic reduction techniques (for example, allow parking on both sides of the street so the street is narrower on Paul Revere! paint crosswalks, install speed reflectors, let drivers know what is expected of them, ticket offenders)<input type="checkbox"/></p> <p>And at bad spots implement more expensive solutions. WHY Oh Why is there not a raised crosswalk by Trader Joe's? Welcome to Arlington--SLOW DOWN! <input type="checkbox"/></p> <p><input type="checkbox"/></p>
43	Mar 25 2021	You can do better. Do it.
44	Mar 25 2021	See previous "other" responses regarding connectivity/direction of Catholic High School driveway and marking lane widths to reflect design speeds that are truly safe (e.g. below 20mph).
45	Mar 25 2021	Raised crosswalks with updated roadway paint markings and signage. Would reduce speed, provide higher crosswalk visibility and reduce accidents.
46	Mar 25 2021	Get rid of unnecessary pedestrian cross walk at Ch Terr and Ches St.. Anyone who needs to cross can cross near funeral home or 50 feet away at intersection of Mystic and Chestnut
47	Mar 24 2021	The corridor is dangerous and has many factors/hazards to it. Concern is mainly for pedestrians and cyclists. The Appleton/Mass ave "solution" still sees barricade with an in-vehicle unit Appleton between 5p-8p, when the best solution is to just rid any turn offs onto Appleton from Mass Ave. Especially because of the volume of Children that use it as the main way to reach the MBTA
48	Mar 24 2021	Combining street narrowing techniques of building a median through Chestnut Street, bump-outs at each crosswalk, and possibly pedestrian-controlled signals has been proven most effective elsewhere, and should be sought after for this heavily-trafficked area, most especially because the Manor serves some of our most vulnerable citizens. This isn't a problem that can be solved with a few inexpensive ideas.
49	Mar 24 2021	Please prioritize safety for people on foot and non-motorized conveyances over convenience for people using automobiles. Slip lanes are for expressways, not neighborhood or urban streets.

50	Mar 24 2021	I think pedestrian-activated signals are very helpful at getting the attention of drivers. Many neighboring towns (Somerville, Cambridge and Belmont) seem to use them a lot more than they are used here in Arlington. Admittedly I don't know anything about the investment cost, but this seems like something that could be done in the short or medium term.
51	Mar 24 2021	This whole area feels very unpleasant as a pedestrian, and I would avoid it on a bike as well. The angles are all weird, cars go very fast, and it feels like it takes forever to get anywhere. The intersection with Medford Street is also very awkward; if possible, I think reconfiguring both intersections more traditionally, and installing a pedestrian-only walk phase of the lights, with pedestrian crosswalks on all parts of the intersections, would help a lot. (Yesterday I was walking from the cemetery to Thompson School, and had to cross back over Warren St. because there's no way to get to the Thompson side of Warren St. without going to the other side of that intersection.)
52	Mar 24 2021	I think adding a midblock HAWK signal, and buffered/protected bike lanes would solve these issues. DPW should still have some additional HAWK signal heads from the Mass ave phase 2 project. But in this case, they'd be installed in a mid-block and more traditional.
53	Mar 24 2021	Add speed table to the Chestnut St / Chestnut Terrace intersection.
54	Mar 24 2021	<p>The "right-on-red" at Mystic encourages high (usually illegal) speed as no one actually stops for the red light. The crosswalk is not sufficiently visible to drivers that blow through this light putting pedestrians in harms way. The slip lane (or both) should be eliminated to make the right-on-red less of a de-facto yield and reduce speed to the legal limit.□</p> <p>□</p> <p>The walk lights at Chestnut and Mystic appear arbitrary and unreliable to pedestrians, encouraging crossing against the light. As part of reconfiguring this intersection, the walk cycles should also look rational.□</p> <p>□</p> <p>Narrowing the road through paint alone is insufficient. Drivers naturally deviate from marked lanes when the road is physically much larger. Bump outs and islands not only reduce crossing time and provide refuge, they are irrefutable indicators that pedestrians are present.</p>
55	Mar 24 2021	<p>Change the speed limit in that entire area. Drivers drive way too fast for pedestrian and bicycle traffic. Also, drivers tend to roll through the intersection of Chestnut and Mystic Streets when the light is red, making it very dangerous for pedestrians to cross the street, even if they have pushed the pedestrian button and they have the right of way. Because of the curve at that intersection, pedestrians and drivers are less able to see one another at a distance. By the time they do see one another, it could be too late and the pedestrian gets hit by the vehicle.□</p> <p>□</p> <p>Thank you for your consideration in these matters!</p>
56	Mar 24 2021	Raise both side walks with bike lanes and island wide enough for an electric w/c and a pedestrian standing next to each other.
57	Mar 24 2021	<p>The slip lanes are a mess. The right-turn-on-red situation is unclear and the ambiguity causes dangerous risks to everyone.</p> <p>The pavement surface is a moonscape.</p>

58	Mar 24 2021	I think raised crosswalks would be most effective as they would slow traffic down & direct drivers focus to the crosswalk vs those heading west to be looking ahead to the traffic light at Mystic & Chestnut. Those coupled w/pedestrian activated signals, vehicles & bicycles might actually stop for a pedestrian wanting to cross the street (vs just standing on the sidewalk near the crosswalk but not wanting to cross). The raised crosswalks and signals would be helpful all over town really. I've been halfway across Mass Ave in front of Town Hall and a Arlington Police car (no siren/no lights flashing) didn't stop & just drove through the crosswalk a few feet from me, so pedestrians themselves need to be aware of traffic and make sure all vehicles have stopped before crossing, particularly if wearing dark clothing in non-daylight hours.
59	Mar 24 2021	The road is in bad shape and needs to be repaved. However that would encourage faster driving speeds. Therefore, repaving should be paired with traffic calming measures.
60	Mar 24 2021	Painting bike lanes (with the green surface paint used at the Mystic Street/Mass Ave intersection), especially at the Chestnut Street/Mystic Street intersection can be a very helpful reminder to drivers to account for cyclists and consider when a car that is turning right may cut off a cyclist going stright (and I imagine is not very expensive).
61	Mar 24 2021	Getting rid of the Mystic Street slip lanes will improve safety. Slowing traffic coming off Mystic Street to go eastbound on Chestnut is critical to allow people to safely cross at Chestnut terrace. Something to slow people westbound on Chestnut is also needed. Cars heading west on Chestnut are trying to make the light or know they don't have to stop to go north on Mystic so people travel quicker than they normally would. If the slip lanes are removed please make room (with a physical separation) to accommodate bikes in those areas. An example where this didn't happen and cars crowd out hikes is Westbound on Worthend ave turning right on onto Mass Ave in Lexington where they removed the Westbound slip lane but didn't leave any extra room for bikes to wait for the light or a break in traffic.