

CHESTNUT ST LISTENING SESSION

Summary of comments/feedback

Sooner than later -- move quickly
Slip lanes = biggest problem
Do not remove the crosswalk
Signalized crosswalk sooner than later
Lane narrowing = good
Mixed reviews on pedestrian islands

Ellen Cohen:

1. Accident happened in the daytime, she was visible in the crosswalk.
2. Crosswalk should not be removed, but should be made safer. On-demand light as soon as possible. Island in the middle is not safe because traffic will not slow down.
3. Why did it take this long? Can the improvements be accelerated? It's been two years in January.
4. Going toward Medford, there is a no right on red. Should be a no right on red on the slip that goes toward Medford to slow traffic down.
5. Island at Medford is dangerous to stand on. The two lights should be linked.
6. So many reasons to put a flashing light there.

Andrew Freeman (42 Kimball Rd)

1. Multimodal user of these intersections. Walk to Arl Center, bike through, drive through. Very unsafe. Mystic ST and Chestnut slip lanes encourage very high traffic speeds. Drivers simply don't stop at the red light when making turns. Walking through with five year old, they had the crossing light but he made her wait for a car. "Daddy, how did you know that car wasn't going to stop?"
2. Slip lanes, narrowing road. Make safer for self and family.

Paul Schlichtman

1. Garballey is on the call -- he is interested in helping when the Town comes to a decision, particularly on long-term work.
2. Slip lanes have to go. They are inappropriate for a location one block from the center of town in a high ped area.
3. Narrowing the street is essential. Original parking study for Arl center called for 4 hour parking signs on Chestnut st on BOTH sides. Never happened. Would be an immediate fix to help slow things down if parking on both sides of the street were subject to the 4 hour parking.
4. Appreciative of work of TAC and the town.
5. Wrong: removing the crosswalk. It's so unsafe to cross at Mystic and Chestnut. Need to make it all safer.
6. Let's get this done quickly.

Linda Varone

1. Second Ellen Cohen -- need for safe crossing. Use the crosswalk at Chestnut Terrace on a daily basis. Even though I'm very mobile I can be in the middle of the crosswalk and drivers are zipping around me.
2. Reconfiguring lanes and suggestions to make peds more visible is great but won't work because chestnut st is a big curve. Cars won't see a ped standing on a bump out.
3. Pedestrian activated flashing warning light. Like what is at Grove St. Needs more than an island. Beginning and intermediate stages are window dressing -- we need to go to something extremely visible. Signs don't do the job. Need a flashing light.

Barbara Boltz

Lives in chestnut manor, and you can stand there for 10-15 minutes trying to get across the street because cars don't pay attention.

1. Need the most: ped warning light. It's on the long term but it should be the first thing.
2. Not in favor of an island in the middle of the street. Would make things worse.
3. Bumpouts would work, signal would help the most.
4. So happy and thrilled that something is finally being done about this.

Joe Barr

1. Flashing crosswalk would make a big difference. Should be intermediate at a minimum.
2. Intersection of Chestnut and Medford needs to be addressed. Shut down the slip lane that brings you toward Mystic River... to slow down traffic coming in.
3. Crossing islands do help -- not perfect, but better than existing.
4. Would be helpful to have some understanding about traffic volumes. A lot of trucks travelling through that have nothing to do with Arlington and would be helpful to understand.

Marcy Beck

1. Daughter of pedestrian who was struck. Her mother lived at Mystic St for more than 20 years. Always very hard crossing there.
2. Urge that the crosswalk at Chestnut NOT be removed. Was shocked that the collision was not at Medford or Mystic St crosswalks.
3. Hope that slip lanes can be removed eventually.
4. Flashing light would be a great idea.
5. Glad that people are supporting change.

Jo Anne Preston

1. Thank you for all your work. It's been too long. It was only in February I realized that nothing was being done. Unfair to the family of the victim. If someone is killed in a crosswalk in an unsafe area, there must be a way in which things can move more quickly. Has to be a process.
2. Slip lanes are dangerous. People find the slip lanes so dangerous that they go to the crosswalk. If you take away the crosswalk then people will cross illegally.
3. Not a fan of an island.

4. Slip lane turning to Mystic on right side is very scary. People cross through the parking lot so they won't have to use that sidewalk.

Petru Sofio

1. Slip lanes need to go. It takes three stages to cross there. People don't stop at red lights.
2. Typically rides a bike up Mystic and takes a left on Chestnut -- it's a totally car-centric road.
3. In support of bike lanes on Chestnut. 50' roads cannot exist without some sort of parking or markings to slow people down. Parking is not the only solution because if cars aren't parked, it won't slow down.
4. Reverse buffer and parked cars.
5. RRFBs could be sooner than later. They were on the short term list for Mass Ave and Appleton.
6. New: take away chestnut and medford crosswalks to make a mid-block crosswalk.

Phil Goff

1. Thank you everyone.
2. Loves looking at short- med- and long term.
3. Don't remove crosswalks. Slip lanes need to be removed.
4. Surprised to hear that people are skeptical of the ped islands. Mass Ave has helped -- different context. Important to have redundancy.
5. Look to Brooks elementary school crossing for redundancy.
6. Also add bike lanes. Great corridor for access and safety for all uses.

Jennifer Mansfield

Has two elementary school kids and uses the area a lot. Kids enjoy holding the flags but it doesn't make it feel much safer.

1. A lot of short term, med term, and long term goals that could be really effective. Make more of the long term goals based in lane narrowing based on evidence in other areas -- lane narrowing can be very effective.
2. Islands are helpful.
3. Bumpouts and median would help tremendously in lane narrowing. No shorter than 6 feet, more like 8 feet for comfort for those with strollers and walkers.
4. Raised, vertical elements could be helpful, like a speed bump. Could be part of the long-term vision.
5. Parking spaces -- even taking away a few so that they're not abutting any of the crosswalk areas.
6. Soon as possible!

Scott Smith

1. Agree with most of what's said. Add encourage you to keep an open mind about idea of a refuge island in the middle.
2. Be clear on what we're doing with the parking policy on the eastbound side. Right now is no parking except for weekends.

Jeff Maxtutis

A lot of these ideas are to slow traffic down, increase driver awareness of ped activity. Challenge is that it's really a multi-lane street. Ideas and suggestions reduce the width.

Sean Garballey -- appreciate the town having this hearing. It's very dangerous. A lot of agreement that people want to see this addressed both long and short term. Phil Goff mentioned West Medford, he secured money at the Brooks School.

Has had conversations with MassDOT because of jurisdictional issues. Should be easy to get collaboration with the state -- happy to fight for more funding from DOT. Needs guidance on money needed in the short term for things he can file for coming up, e.g., flashing light. Wants to work with everyone to **find funding**.

Dan: if able to come up with estimates for costs as working through the recommendations, can try to include those with recommendations to select board.