



TRANSPORTATION ADVISORY COMMITTEE

Arlington Planning Department, 730 Mass Ave,
Arlington MA, c/o Dan Amstutz

To: Select Board

From: TAC

Subject: Water Street / Minuteman Bikeway Intersection: Recommendations.

Date: 8 August 2018

In late 2017, in response to a citizen request from David Whitford, TAC was asked to review conditions during the AM Peak period at Water Street and the Minuteman Bikeway. Members of the working group were Scott Smith, Melissa Laube and Christopher Tonkin, chair of ABAC. The working group met with David Whitford at the site at 8 AM on Monday 30 April 2018. The TAC unanimously adopted the findings and recommendations presented below..

CONDITIONS

The immediate site is essentially a 5-way intersection, with the Bikeway, Water Street and a private alley (alley highlighted on Figure 1).

During the AM peak period, it appears that southbound motorists on Mystic Street are using both Russell Street (which leads to Water Street) and the private alley to avoid the traffic signal at Mystic Street and Mass. Ave.

During the site visit, we counted traffic for 12 minutes, from 7:49 – 8:01 AM. The weather was cloudy, about 40 degrees, with rain in the forecast for the afternoon.

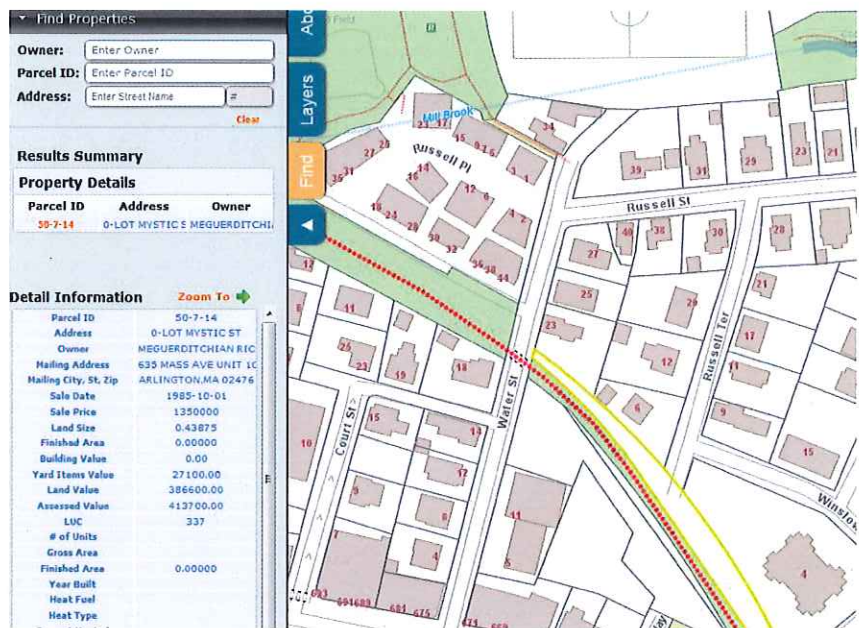


Figure 1 Water Street / Minuteman Bikeway

Movement	Count (7:49-8:01 AM)	Approximate Hourly
Water Street southbound	25 cars	125 cars
Alley, turning left onto Water St.	25 cars	125 cars
Bikeway westbound	6 bikes, 3 pedestrians	30 bikes, 15 peds
Bikeway eastbound	23 bikes, 3 pedestrians	115 bikes, 15 peds
Water Street northbound	12 cars	60 cars

During the 12 minutes indicated above, there were a total of 50 cars traveling southbound on Water Street at the Bikeway intersection. On November 16, 2010, the Town had done a count near 5 Water Street, before the left turn restriction from Water Street to Mass Ave was implemented. Between 7:45

and 8 AM, the 2010 count had indicated 50 southbound cars, and 22 northbound cars. In 2010, the hourly count from 8 – 9 AM was 188 cars southbound and 55 cars northbound.

Observations: It is a complex intersection, with drivers turning left from the alley needing to watch for traffic from 4 different directions. The group saw one near miss between two motorists. Also, it is difficult for motorists on Water Street to turn onto the alley (which is not quite wide enough for two-way traffic). Visibility between Water Street and the Bikeway is limited. Google Maps (and presumably, Waze) is suggesting the alley as a possible travel route (Figure 2).

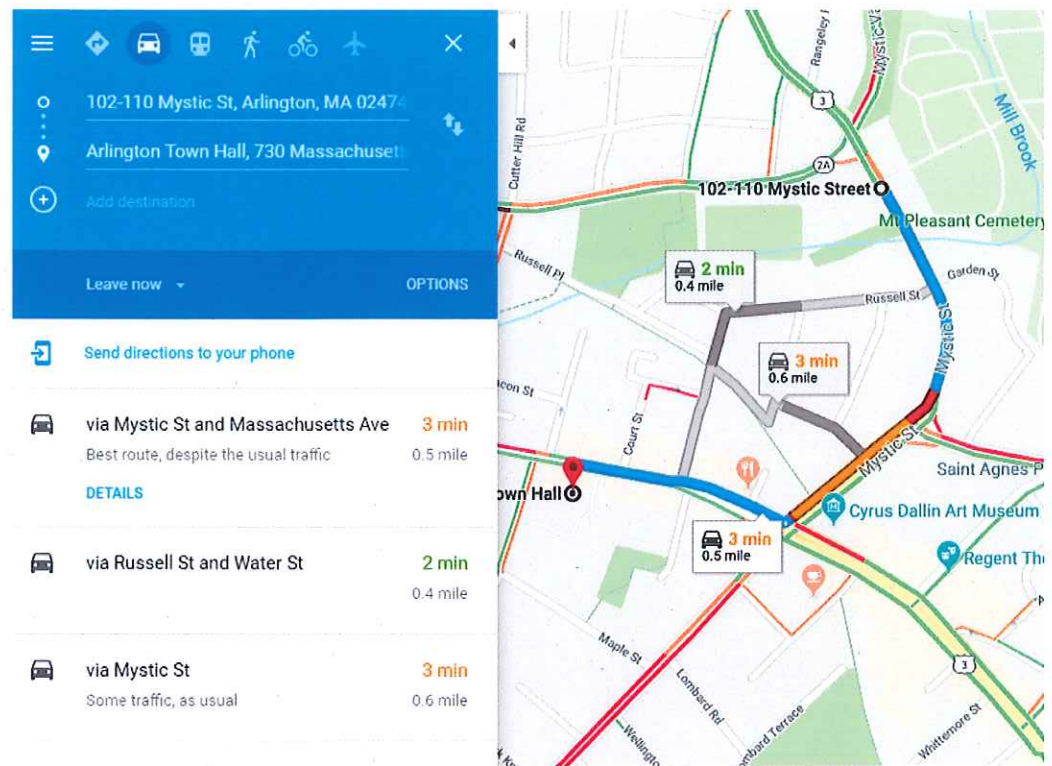


Figure 2 Screen shot of Google Maps 5/2 8:34 AM

Recommendations:

- Repeat the Water Street count, last done in 2010. Is there significantly more traffic?
- Notify Google / Waze that the alley is privately owned, and should not be used for routing
- Add a MUTCD compliant warning sign on the Water Street southbound approach to the Bikeway, to match the sign that already exists on the northbound approach (Figure 3)



Figure 3 Warning sign

Additional actions to consider in the future:

- Installing a four-way STOP at the Bikeway / Water Street intersection. The Bikeway is more of a through route than Water Street. Given the visibility issues, we do not recommend removing the stop sign on the Bikeway.
- making Russell Street one-way eastbound during AM peak
- providing clearer indication that motor vehicles should not enter the bikeway
- putting traffic restrictions, including a STOP bar, on the alley (private way)

Transportation Advisory Committee Members:

Wayne Chouinard, Charles Giroux, Michael Gordon, Pamela Heidell, Brian Kmetz, Melissa Laube, Jeff Maxtutis, Howard Muise, Officer Corey Rateau, and Scott Smith

Web site: www.arlingtonma.gov/tac