

**DESIGN PUBLIC HEARING**

**APRIL 12, 2011**

**AT**

**TOWN HALL AUDITORIUM**

**730 MASS. AVE.**

**ARLINGTON, MASSACHUSETTS**

**7:00 PM**

**FOR THE PROPOSED**

**RECONSTRUCTION OF MASSACHUSETTS AVENUE,  
FROM POND LANE TO CAMBRIDGE CITY LINE**

**Project No. 604687**

**Project Management**

**IN THE TOWN OF ARLINGTON, MASSACHUSETTS**

**COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION**

**FRANCIS A. DEPAOLA, P.E.  
ACTING HIGHWAY ADMINISTRATOR**

**THOMAS F. BRODERICK, P.E.  
ACTING CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION**

**NOTICE OF A PUBLIC HEARING  
Project File No. 604687**

A Design Public Hearing will be held by MassDOT to discuss the proposed Reconstruction of Massachusetts Avenue, from Pond Lane to the Cambridge City Line in Arlington, MA.

WHERE: Town Hall Auditorium  
730 Mass. Ave.  
Arlington, MA 02476

WHEN: **Tuesday, April 12, 2011 @ 7:00 PM**

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Reconstruction of Massachusetts Avenue Project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of milling and overlaying existing pavements; removal and resetting existing granite curb; installation of new granite curb; reconstruction of existing cement concrete sidewalks; construction of new wheelchair ramps; replacement of existing traffic signals; installation of new traffic signals; installation of new signs and pavement markings; installation of landscaping and streetscape amenities. The project involves improvements to vehicular flow, ADA accessibility upgrades, pedestrian safety and bicycle accommodation improvements along Massachusetts Avenue. The proposed Mass. Ave. cross section will typically consist of two 11 foot lanes eastbound and one 14-15 foot wide lane westbound; one 5 foot bike lane in each direction (one eastbound and one westbound); and 8-10 foot wide parking lanes/bus stops on each side from Pond Lane to Alewife Brook Parkway. Additional travel lanes and turn lanes will be provided at major intersections where appropriate.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Town of Arlington is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Thomas F. Broderick, P.E., Acting Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, ATTN: Project Management Section, Project File No. 604687. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to [dot.feedback.highway@state.ma.us](mailto:dot.feedback.highway@state.ma.us)

The community has declared that this facility is accessible to all in compliance with the ADA / Title II. However, persons in need of ADA / Title II accommodations should contact Angela Rudikoff by phone at (617) 973-7005 or email to [angela.rudikoff@state.ma.us](mailto:angela.rudikoff@state.ma.us). Requests must be made at least 10 days prior to the date of the public hearing.

In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

FRANCIS A. DEPAOLA, P.E.  
ACTING HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.  
ACTING CHIEF ENGINEER

Boston, Massachusetts



Deval L. Patrick, Governor  
Timothy P. Murray, Lt. Governor  
Jeffrey B. Mullan, Secretary & CEO  
Luisa Paiewonsky, Administrator



Dear Concerned Citizen:

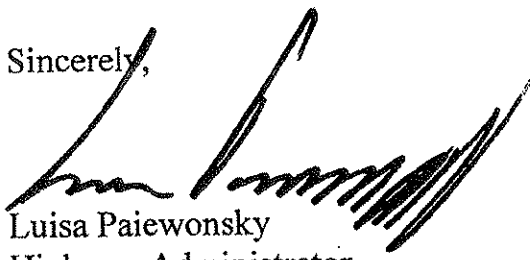
The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,



Luisa Paiewonsky  
Highway Administrator

Ten Park Plaza, Suite 4160, Boston, MA 02116  
Tel: 617-973-7000, TDD: 617-973-7306  
[www.mass.gov/massdot](http://www.mass.gov/massdot)

## **WHAT IS A PUBLIC HEARING?**

### **WHY A PUBLIC HEARING?**

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

### **WHY NOT A VOTE ON HIGHWAY PLANS?**

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

### **WHAT DOES A PUBLIC HEARING ACCOMPLISH?**

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

## RIGHT OF WAY ISSUES

A secure right of way is necessary for this project. Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

### 1. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

### 2. WHO CONTACTS ME?

Representatives of the municipality have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

### 3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

### 4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

### 5. MUST I ACCEPT THE MUNICIPALITY OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.



**Legend**  
 Limits of Proposed Work



Scale: 0 400 800 Feet

Figure A: Project Locus Map

Massachusetts Avenue Corridor Project  
 Phase I - Pond Lane to Cambridge City Line  
 Arlington, Massachusetts  
 Project file No. 604687

Map Source: Office of Geographic and Environmental Information  
 (MassGIS), Commonwealth of Massachusetts  
 Executive Office of Energy and Environmental Affairs

**RECONSTRUCTION OF MASSACHUSETTS AVENUE,  
FROM POND LANE TO CAMBRIDGE CITY LINE**

**ARLINGTON, MASSACHUSETTS**

**PROJECT FILE NO. 604687**

**PROJECT LOCATION**

The Massachusetts Department of Transportation (MassDOT) Highway Division and the Town of Arlington are proposing roadway and intersection improvements to Massachusetts Avenue in Arlington, Massachusetts. The project extends along Mass. Ave. from Pond Lane to the Cambridge City Line for a length of approximately 5,700 feet. See attached locus map (Figure A).

**PROJECT PURPOSE**

The purpose of this project is to improve the vehicular, bicycle and pedestrian movement, enhance streetscape, and also improve safety along the corridor by creating a consistent cross section, improving the roadway crossings and adjusting the lane configuration to create more orderly traffic flow.

Currently, the Massachusetts Avenue area is confusing due to the current lane markings being completely worn, therefore lacking defined travel lanes. The roadway has no designated turn lanes, except at the Massachusetts Avenue/Alewife Brook Parkway (Route 16) intersection.

**SCOPE OF WORK**

The proposed project includes milling and overlaying existing pavements; removal and resetting existing granite curb; installation of new granite curb; reconstruction of existing cement concrete sidewalks; construction of new wheelchair ramps; replacement of existing traffic signals; installation of new traffic signals; installation of new signs and pavement markings; installation of landscaping and streetscape amenities. The project involves improvements to vehicular flow, ADA accessibility upgrades, and bicycle accommodation improvements along Massachusetts Avenue. The proposed Mass. Ave. cross section will typically consist of two 11 foot lanes eastbound and one 14-15 foot wide lane westbound; raised and flush medians and/or turn lanes at select locations; one 5 foot bike lane in each direction (one eastbound and one westbound); 8-10 foot wide parking lanes/bus stops on both sides of the road; and 6-10 foot wide cement concrete sidewalks on each side from Pond Lane to Alewife Brook Parkway. Additional travel lanes and turn lanes will be provided at major intersections where appropriate.

In general, the proposed improvements focus on improving all modes of transportation through the corridor and maintaining the connection between Cambridge and Lexington. The existing traffic and intersections have been assessed to provide a design that utilizes

the roadway to capacity. Designated turn lanes, signal timing modification, and new traffic signals are proposed at various intersections to improve traffic flow and safety. A new traffic signal is proposed at the intersection of Bates Road/Marion Road and Mass. Ave. Existing signals are proposed to be replaced at the following intersections with Mass. Ave.:

- Foster Street/Linwood Street
- Lake Street/Winter Street
- Teel Street/Thorndike Street

Construction of the proposed improvements will not require permanent acquisitions of property, however temporary construction easements and permanent easements will be necessary to reconstruct the existing cement concrete sidewalks.

### **RIGHT OF WAY**

The proposed roadway and sidewalk improvements will impact the majority of properties along the project corridor and will require permanent and/or temporary easements for affected parcels. The Town of Arlington will be responsible for acquiring all necessary rights on affected parcels.

### **ENVIRONMENTAL IMPACTS**

The proposed project will require the filing of a Notice of Intent (NOI) Application with the Arlington Conservation Commission under the Massachusetts Wetlands Protection Act (WPA) for the proposed work occurring within the 100' buffer to bank and 200' riverfront area associated with Alewife Brook. Work within the buffer and riverfront area along Massachusetts Avenue includes cold planing and resurfacing of existing pavements, full-depth construction in the sidewalk area, and improvements to the existing drainage system. As a redevelopment project, the NOI will document the project's compliance with the Stormwater Management Standards to the maximum extent practicable and discuss the proposed stormwater improvements from existing conditions.

The proposed project involves sidewalk reconstruction totaling more than one acre of earth disturbance and, therefore, a Stormwater Construction General Permit in accordance with Phase II of the Environmental Protection Agency's National Pollutant Discharge Elimination System (NPDES) program will be required.

### **PROJECT SCHEDULE**

The design plans displayed at this meeting are at the 25% stage of completion. Comments made at this design hearing will be incorporated to the maximum extent feasible in the final design.

### **PROJECT COST**

The project construction cost is estimated to be approximately \$5.8 million and will be funded through the Fiscal Year 2012 Transportation Improvement Program for the Boston Metropolitan Planning Organization.



THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,  
FROM POND LANE TO CAMBRIDGE CITY LINE  
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Acting Chief Engineer  
MassDOT – Highway Division  
10 Park Plaza, Boston, MA 02116-3973  
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

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Thomas F. Broderick, P.E.  
Acting Chief Engineer  
MassDOT – Highway Division  
10 Park Plaza  
Boston, MA 02116-3973

RE: Public Hearing  
Reconstruction of Massachusetts Avenue,  
From Pond Lane to Cambridge City Line  
Arlington, MA  
Project File No. 604687  
Project Management

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# FREQUENTLY ASKED QUESTIONS

## 1. Why are we doing this project?

**Answer:** The primary goal of the project is to upgrade the aging infrastructure including resurfacing the road, rebuilding sidewalks, and replacing outdated traffic signals. As part of this project, there will be some redesign of Mass. Ave. to revitalize the commercial area and make the corridor safer for all its users—pedestrians, drivers, bike riders, and transit users. The Redesign will strive to create a truly livable, pedestrian friendly street, where people feel safe and comfortable meeting, shopping, and strolling, while also creating a vehicular traffic system that is safe, efficient, and easy to navigate.

Mass Ave has not been resurfaced or repaired in many years. The traffic signals are in need of modernization. Sidewalks and wheelchair ramps must be reconstructed to meet current handicap accessibility requirements.

## 2. How do we know the number of lanes will be sufficient?

**Answer:** The signalized intersections control traffic operations along the corridor and not the basic number of lanes between signals. The number of approach lanes dictate these conditions. The basis for determining intersection capacity and in turn the number of lanes at a signalized intersection is described in the federal Transportation Research Board's Highway Capacity Manual 2000 (HCM). This document has been adopted by the MassDOT Highway Division and is noted in their 2006 *Design Guide*. For this project, each intersection was analyzed using projected 2028 traffic volumes. Three independent studies were conducted in the last 10 years and all three concluded that 3 lanes are sufficient to carry the traffic along the corridor, with additional accommodations for turn lanes at the intersections. The corridor design when built, will enhance motorist mobility.

## 3. Will there be diverted traffic onto side streets?

**Answer:** The proposed improvements to Mass Ave include new signal equipment with enhanced signal timing and phasing capabilities giving the priority to Mass Ave traffic and creating 'progressive flow' between coordinated signals. These improvements will result in fewer stops at Mass Ave signals, and more efficient traffic flow on Mass Ave, thus keeping the traffic on Mass Ave. Because of improved conditions, there will be no benefit or timesavings to divert to the side streets. The enhanced motorist mobility will also improve safety.

## 4. Will we lose parking along Mass Ave?

**Answer:** We will not lose any legal parking spaces as a result of this plan. There will actually be a net gain of 14 legal parking spaces in the business district. New parking spaces will be created by moving fire hydrants, and relocating bus stops to more efficient locations. Illegal parking close to the intersections, driveways and hydrants will be eliminated.

## FREQUENTLY ASKED QUESTIONS

### **5. Are designated bike lanes the best way to accommodate bike riders?**

**Answer:** Bike lanes are the preferred alternative by both MassDOT Highway Division and the bike community. Bike lanes are the safest option because they provide predictability for drivers of where to find bikes, and also provide the most lateral distance for bike riders from parked and moving cars. Calculation of the Bicycle Compatibility Index, originally developed by FHWA, indicates that there is a higher compatibility with exclusive bike lanes on the Mass Ave corridor than shared lanes.

### **6. What can be done to minimize disruption to businesses during construction?**

**Answer:** We will include as part of the construction contract a requirement to keep the street open and maintain access to businesses at all times. Consideration will be given to initiating construction when a selected business is not open. We will also require notification to business owners and all abutters prior to any work being done in front of their property at least 48 hours in advance. The Town will consult with the businesses when construction planning commences.

### **7. When will construction actually begin?**

**Answer:** We expect construction will begin in the fall of 2012 or spring of 2013.

### **8. Why is a signal at Bates Road needed?**

**Answer:** A new traffic signal at the intersection of Mass Ave and Bates Road is called for in the Mass Ave Corridor Plan because traffic counts are high enough to warrant installing a signal for safety. Currently traffic backs up on Bates Road in the morning because drivers experience long delays while attempting the left turn onto Mass Ave. A signal at Bates Road will control traffic through the intersection. The signal will be coordinated with the upgraded signal at Foster/Linwood, creating a "signal system" that keeps traffic moving and minimizes stops.

### **9. How will emergency vehicles be accommodated with the corridor plan?**

**Answer:** Traffic signal pre-emption equipment (Opticom) will be installed at all new and upgraded signals along the corridor to allow for priority passage of emergency vehicles through the intersections. The proposed roadway will have adequate width to allow emergency vehicles to pass stopped vehicles unimpeded.

### **10. Will a westbound left-turning vehicle cause long delays or disrupt traffic in the single westbound through lane?**

**Answer:** Minimal delays are expected during the peak period in the single westbound through lane. Designated left turn lanes are provided in high volume locations, allowing through traffic to pass. For unsignalized locations along the corridor, traffic analysis results indicate an estimated delay of only 8-12 seconds per left-turning vehicle at low volume intersections.

# Massachusetts Ave. Corridor Project

## Town of Arlington, Massachusetts



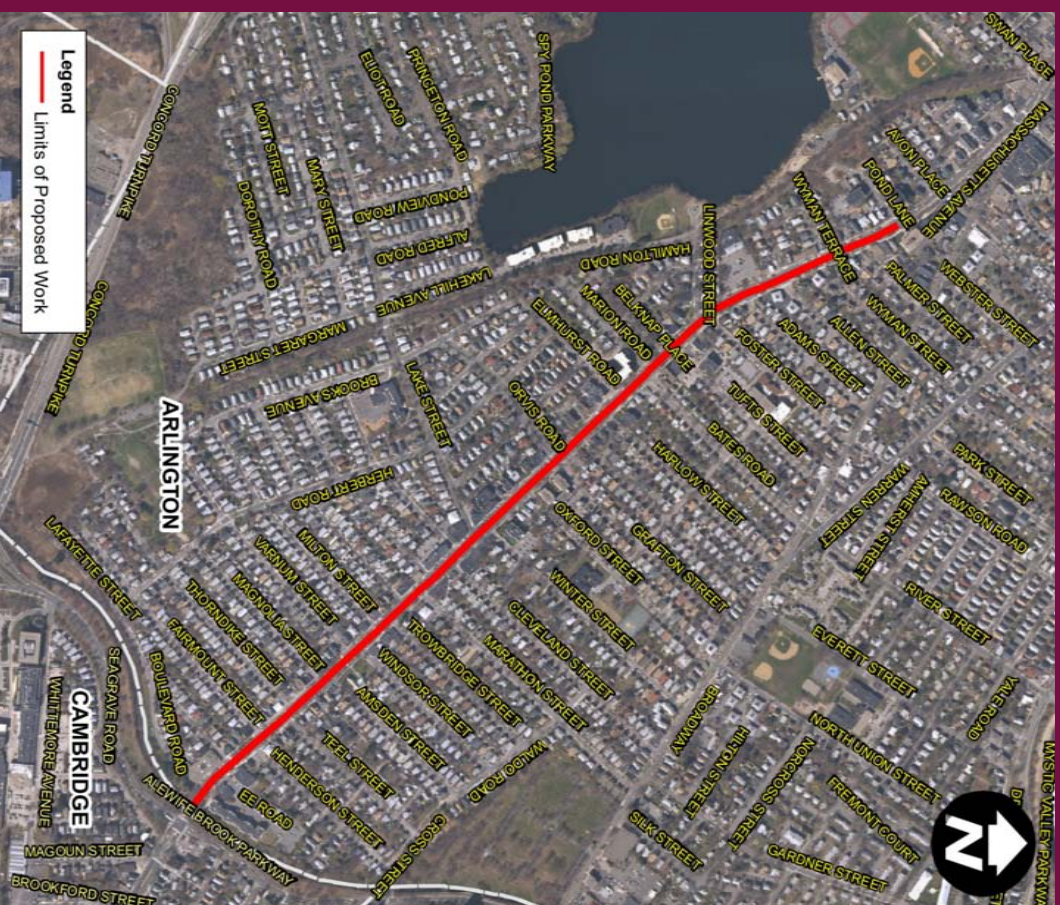
DESIGN PUBLIC HEARING

April 12, 2011

# Project Purpose & Need

- ★ Upgrade Aging Infrastructure
- ★ Roadway Resurfacing and Pavement Markings
- ★ Sidewalk and Crosswalk Enhancements
- ★ Bicycle and Transit Improvements
- ★ Traffic Signal Improvements (w/Emergency Pre-emption)
- ★ Street Furnishings and Landscaping
- ★ Create A Safe Corridor For All Users

# Project Overview



- Locally Administered MassDOT project (State and Federally Funded)
- Pond Lane to Cambridge City Line ~ 1 mile (5,300 feet)

# Multi-Modal Considerations

MassDOT Project Development and Design Guide States:

“The Roadway System Of The Commonwealth Should Safely Accommodate All Users of the Public Right of Way Including”

- ✦ Vehicles (Automobiles, Emergency Response, Trucks, Motorcycles)
- ✦ Pedestrians (including people with mobility aids)
- ✦ Bicyclists
- ✦ Transit Vehicles (Buses, Shuttles, Taxis)

The USDOT Policy Statement On Bicycle And Pedestrian Accommodation:

“The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects...transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.” (Complete Streets Policy)



# Mass. Ave. Project Goals

## ★ Vehicular Improvements

- Maintain Motorist Mobility
- Create A Safer And More Orderly Traffic Flow
- Reduce Through Traffic On Local Neighborhood Streets

## ★ Pedestrian Enhancements

- Improve Pedestrian Safety And Mobility
- Enhance The Streetscape

## ★ Bicycle Accommodations

- Improve Cyclist Safety And Mobility

## ★ Transit Users

- Improve The Environment For Transit Users

# Vehicular Mobility

- Traffic Studies Indicate Surplus Pavement Exists On Mass Ave
- Proposed Travel Lanes Accommodate Future (2028) Traffic Projections
- Reallocation of Surplus Pavement
  - Addition of Curb Extensions
  - Dedicated Bicycle Lanes
  - Enhanced Pedestrian Amenities
- Pedestrian Crossing Time Reduced By 10 Seconds (Ave.)
- Reallocate “Time Saved” To Mass Ave Operations

# Vehicular Improvements Lake Street



(Mass Ave/Lake St - Looking West)



(Example Improvements)

- Exclusive left-turn lanes
- New striping, signage and channelizing devices
- Improved signal timing and phasing enhances mobility and traffic flow through corridor

# ★ Vehicular Improvements

## Linwood Street/Foster Street



(Mass Ave/Linwood St - Looking West)



(Example Improvements)

- Geometric traffic calming measures
- Designate vehicular/bicycle travel with pavement markings
- Provide consistent travel lane widths throughout the corridor
- Signal upgrades to include emergency pre-emption & bicycle detection

# Vehicular Improvements Bates Road/Marion Road



(Mass Ave/Bates Rd - Looking North)



(Example Improvements)

- Signal improvements effectively manage traffic along corridor to help eliminate traffic diversions
- New signal will improve safety

# Pedestrian Enhancements



(Mass Ave/Teel St – Looking South)

- New ADA compliant sidewalks/ramps
- Pedestrian signals to be upgraded



(Example Improvements)



(Mass Ave/Lafayette St – Looking West)

- Crosswalks added at select locations
- Add curb extensions to shorten crosswalks (30-40% Shorter)



(Example Improvements)

# Pedestrian Enhancements



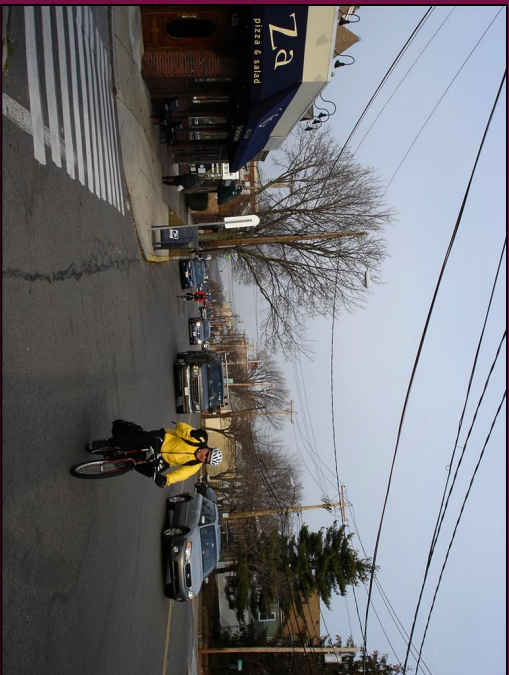
(Mass Ave - Looking West)



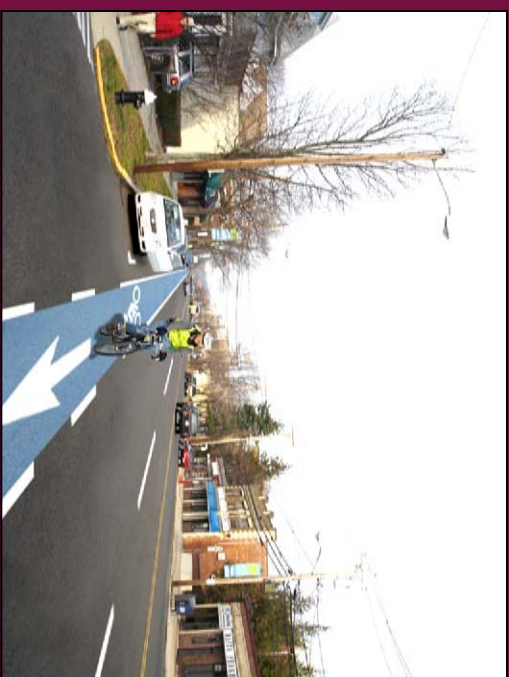
(Example Improvements)

- Add green space and preserve existing trees
- Add street furniture outside of main walking area
  - From Orvis Rd. to Milton St. – add benches, trash receptacles, decorative paving, bicycle racks
- Create areas for seating and bus shelters
- Add pedestrian scale lighting in “Business Center”

# Bicycle Accommodation



(Mass Ave - Looking West)



(Example Improvements)

- All signalized intersections to include bicycle detection
- Designated bike lanes improve safety/calm traffic
- Provides awareness to both drivers and bicyclists



(Example Improvements)



# Transit Users



(Mass Ave - Looking East)

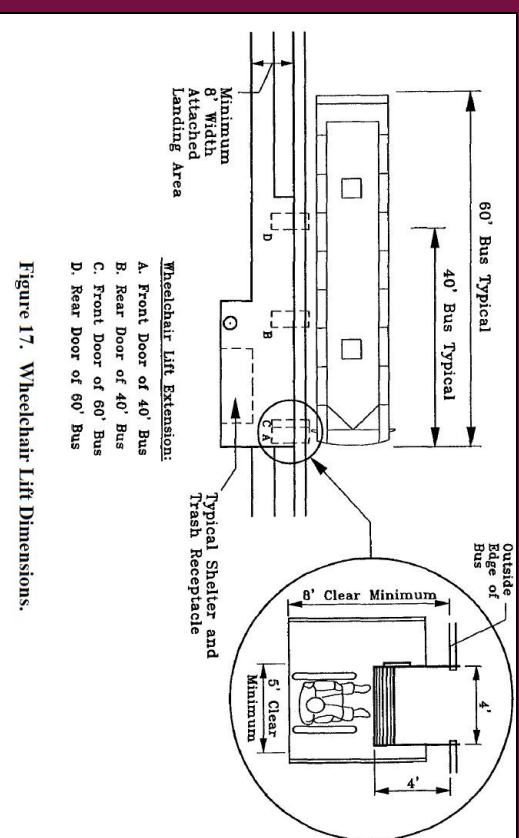


Figure 17. Wheelchair Lift Dimensions.

(Proposed Layout For Bus Stop Zones)

- Bus stop locations integrated with corresponding crosswalks
- Bus stops designated with improved signage and striping
- Curbside bus stop zone shall conform to FTA's TCRP Report 19

# Mass. Ave. Project Goals

## ★ Vehicular Improvements

- Maintain Motorist Mobility
- Create A Safer And More Orderly Traffic Flow
- Reduce Through Traffic On Local Neighborhood Streets

## ★ Pedestrian Enhancements

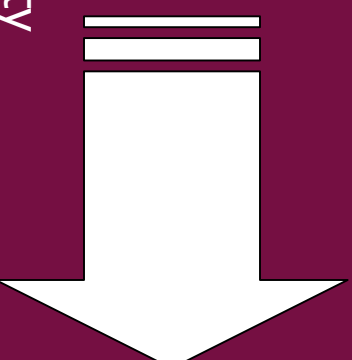
- Improve Pedestrian Safety And Mobility
- Enhance The Streetscape

## ★ Bicycle Accommodation

- Improve Cyclist Safety And Mobility

## ★ Transit Users

- Improve The Environment For Transit Users



IMPROVE ACCESS  
TO BUSINESS  
AREA AND...

# ...Increase Business Patronage



(Mass Ave - Looking East)



(Example Improvement)

- Wider Sidewalks To Allow Expanded Business Use
- Additional Parking Spaces In Business District (14 Spaces)
- Parking Spaces Clearly Signed And Marked
- New ADA Accessible Sidewalks/Ramps/Crosswalks

# Comments



DEPARTMENT OF COMMUNITY SAFETY  
Police Services Division

**Frederick Ryan**  
Chief of Police



POLICE HEADQUARTERS  
112 Mystic Street  
Telephone 781-316-3900  
Facsimile 781-316-3919

*Town of Arlington*  
MASSACHUSETTS 02474

Memorandum

Date: April 11, 2011  
To: Brian F. Sullivan  
Town Manager  
From: Frederick Ryan  
Chief of Police  
Subject: Mass. Ave. Corridor Project

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Please be advised that I have reviewed the most recent Massachusetts Avenue corridor project design plans and specifications. In my opinion, these plans not only maintain but actually enhance our ability to respond to emergency situations in the impacted neighborhoods. Furthermore, the design and placement of the crosswalks and corresponding "bump outs" will reduce the distance pedestrians have to travel to cross the roadway thereby enhancing the safety of our pedestrians.

I want to thank our Planning Department for conscientiously considering the feedback from the Police Department and for modifying the plans accordingly. The safety of our motoring public, pedestrians, and bicyclists will be greatly improved by this project.

*"Proactive and Proud"*



## **Arlington Fire Department Town of Arlington**

Administrative Office  
112 Mystic Street, Arlington, MA 02474  
Phone: (781) 316-3801 Fax: (781) 316-3919  
Email: rjefferson@town.arlington.ma.us

*Robert J Jefferson  
Fire Chief*

**Memo to:** Brian Sullivan, Town Manager  
**From:** Robert J Jefferson, Fire Chief  
**Date:** April 12, 2011  
**Subject:** East Arlington, Mass Ave project

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I discussed the Mass Ave project with Carol Kowalski today. After review of the updated plans for the Mass Ave corridor project I am satisfied with the design in respect to Fire and EMS response. I feel that the current plans will not have any negative impact on Fire/EMS response. In fact, with the new opticom system, our response will be enhanced. If I may be of any further assistance, please do not hesitate to contact me. Thank you.