

Massachusetts Ave. Corridor Project - Phase 1

OBJECTIVE	Comment Origin			COMMENTS	RESOLUTION
	Table	Plan	Written		
<p align="center">Improve PEDESTRIAN safety and mobility:</p>	SIDEWALK				
	3B 1A	x	x	<u>NO BRICKS:</u> - Many opposed to brick surfaces and granite blocks. Many felt that the bricks are often not maintained and pose as a hazard. (Ex. Ice in the winter, those using canes, etc.)	
	2C	x		<u>OBSTACLES:</u> - Better accessibility into stores and buildings along mass ave; don't create steps.	
	3B		x	- Some residents complained that currently there are too many obstacles on the sidewalks (ex. Barrels, planters, newspapers, etc.)	
	3B		x	- For example, on Broadway (near CVS) and outside a Starbucks there are tables.	
	3B		x	- Requests to have a clear pedestrian path and to not stagger street furniture/greenery, etc.	
	3B 1A 1B 3B 3A	x	x x x x	<u>WIDENING:</u> - Many in favor of wider sidewalks on both sides of street (especially at the Capitol Theatre, they aren't adequate for anything but walking). - Wider sidewalks will allow for better visibility. - Plows push too much snow to the sides, making sidewalk and driveway clearing difficult. Can anything be done to improve snow removal? Snow storage areas.	
	3B		x	<u>BUSINESS DISTRICT:</u> - Resident suggested a decorative concrete or some sort of design through the East Arlington Business District to differentiate it from other areas. (Ex. Colored concrete sidewalks, a design within the concrete sidewalks, plates placed in concrete, etc.)	
	1B 2C	x x		- There should be underground utilities in the Business District. Or require utilities to remove "second pole"; similar to Lexington's recent work.	
	3A		x	<u>MEDIAN:</u> - No median, would prefer wider sidewalks	
CROSSWALK					
3B		x	- Suggestions of adding a couple of crosswalks throughout the East Arlington Business District.		
2B	x		- Add crosswalk between Tufts and Orvis (this is a long stretch without a crosswalk)		

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<p align="center">Improve PEDESTRIAN safety and mobility:</p>	1A	x		- A resident suggested adding a crosswalk at Harlow Street (near bus stop)	
	3A	x		- Raised four corner crosswalks at critical intersections, like that at Lake Street. (Brooks Street to Hardy School)	
	1B	x		- Pedestrian level lighting at all crosswalks and pedestrian refuge at traffic intersections (no raised median!)	
	2B		x	- A resident expressed that they liked the pedestrian crossing phase of the Lake St. intersection, Please keep it!	
	2B 2A 1A		x x x	- Pedestrian crossing at Orvis and also at Bates are a nightmare and very frightening with children in tow; people blow through the stop sign from Orvis Road onto Mass. Ave; more lighting and a narrower crossing is needed. -Raised crosswalk at Orvis Road	
				- Crosswalks should correspond to bus stops (missing near Za and Maida Pharmacy)	
	2B		x	- Resident uses the Teel St. crosswalk when walking kids to school and feels bad for other parents that need to use the unprotected crosswalks to get to Hardy School, forcing many of them to drive instead (many of these need crossing guards).	
	3B 3B 3A 3B 3A 3B 1B 2B		x x x x x x x	<p><u>PEDESTRIAN SIGNAL:</u></p> <p>- Some residents complained that "pedestrian push buttons" at crossings should be right at the crossing. Currently they are not directly on the corner and for those legally blind, it is difficult to find the ramp/crossing.</p> <p>- Requests for more audible signals at crossings</p> <p>- Need consistent working audible signals, with the push button near the crossing. Audible signals help everyone!</p> <p>- A suggestion of installing embedded lights that flash at/in crosswalks as an additional signal for pedestrians at crossings. Stated they saw it in Somerville.</p> <p>- A resident requested more pedestrian lighting throughout the Business District, lower lights for pedestrians similar to Arlington Heights.</p>	
	3B		x	<p><u>PEDESTRIAN RAMPS:</u></p> <p>- Requests for tactile strips at every crossing.</p>	

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Improve PEDESTRIAN safety and mobility:	2A	x		<u>CROSSWALK MARKINGS:</u> - Need visual cues to slow drivers down. - Crosswalk at Broadway. - Crosswalk at Harlow for bus. - Requests for more visible crosswalks. (esp. at Orvis) - all should be marked better - Comments that thermoplastic can be slippery in the winter.	out of project area
	1A		x		
	1B	x			
	3A		x		
	1A		x		
	3A		x		
	3B		x	<u>BUMPOUTS:</u> - A fairly even mix of those community members that are for and against bumpouts. - Bumpouts make crosswalks safer, (especially for seniors trying to cross a wide crosswalk). - One lane of traffic in each direction would be far more pedestrian friendly (crossing 4 lanes is scary).	
	1A	x			
	2A	x			
	2B		x		
1A		x			
Improve CYCLIST safety and mobility:	3B		x	<u>BIKE PARKING:</u> - Many requests for bike parking throughout the corridor, especially near the theatre. Currently there really isn't any, so cyclists would really like to see it placed throughout the project limits. - Bike parking near businesses and library, maybe 1 per block. -Dispersed bike parking, post and ring -Number one requested spot for bike racks is the Capital Theatre Block	
	3A		x		
	1A		x		
	1A	x			
	1B	x			
	1A		x	<u>BUMPOUTS:</u> - Bumpouts are bad for cyclists (they get in the way), and also push cars into the middle of the road.	
	3A		x	<u>PROBLEM AREAS:</u> - Signal at Foster Street doesn't respond to bikes. - Cyclists feel that the Lake St. intersection is dangerous for them, it is often avoided by bikers.	
	3B		x		
	3A		x	- It is difficult for bikes to get across Mass. Ave. (specifically, getting across to Marathon)	
	1A		x	<u>TRAFFIC SIGNALS:</u> - Bike activated traffic signals (vehicle pad doesn't work)	

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Improve CYCLIST safety and mobility:	3B		x	<p><u>BIKE LANES:</u></p> <ul style="list-style-type: none"> - A resident expressed that he wants clear and continuous bike lanes for cyclists, he liked the way the Brooklyn pictures looked, and has disliked the way Arlington Heights was designed. - Bike lanes make a statement for bikes, because some bike ways feel unsecure. Lanes should be clearly marked between travel lane and parking lane, with directional arrows (ABAC). - A few were not in favor of bike lanes. They encourage unskilled cyclists to bike too close to parked cars. - Requests for bike way in both directions - Another complained about reckless cyclists. - Sometimes bikers gain a lot of speed and it becomes a problem with parking and people not paying attention to opening doors, which can result in a cyclist being "doored". - Currently, Mass. Ave is wide open for cyclists, freedom to maneuver. Maybe too free for everyone. Crossings are a big problem. - Mass. Ave works well for experienced cyclists, but needs to be made safe for younger people and families. 	
	1A	x	x		
	1B	x			
	3A		x		
	1A		x		
	2B		x		
	3B		x		
	3A		x		
	2B		x		
	1A	x			
1A	x		<ul style="list-style-type: none"> - Provide "bikeway access" to Minuteman Bikeway between Walgreens and Global Gas Station. - Incorporate a Mass. Ave. crossing to Alewife Brook Path (ABAC). Wayfinding signs to bike paths (Minuteman and Alewife) 		
Improve the environment for TRANSIT users:	2B	x		<ul style="list-style-type: none"> - Line up bus stops with appropriate curb cuts, etc. for the low floor buses. - A common complaint among residents is at the intersection the Capitol Theatre (aka Lake St.): <ul style="list-style-type: none"> - Located on this corner is a bus stop/right turn lane - It was suggested to make traffic stop behind the bus stop, to force the vehicular traffic to not interfere as much with the transit traffic and pedestrian crossing. 	
	3B		x		

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Maintain MOTORIST mobility:	3A	x		- One lane in each direction will push traffic to side streets.	
	2C	x		- Have three lanes total; one in each direction and one in the middle for turning.	
				- Keep two lanes, to maintain access and ability to get onto Mass. Ave. from side streets.	
	3B		x	<u>PROBLEM AREAS:</u> - A concern among residents and an area they feel is dangerous from all ends is at the intersection of Orvis and Mass. Ave: - It is difficult to take a left onto Mass. Ave from Orvis. - A signal was suggested to make the intersection more orderly and safe. * If a signal is put here it may slow the traffic approach to Lake St. because cars seem to fly through this section of Mass. Ave. (may discourage/encourage cut through to Lake St.) - Maybe a raised intersection at Orvis.	
	3B		x	- Intersection of Mass. Ave. and Lake St.: - Left turn lane from Mass. Ave onto Lake St. currently has a very short signal. * Only about 2 cars fit through during light, which causes people to run the light. - Right turn from Mass. Ave. to Lake St. – people turn on red light, out of turn, make a dedicated right turn lane - Control left-turn onto Winter St (going eastbound). Modify cut through traffic on Lake Street.	
	1B	x			
	1A		x	- The green light on Lake St. at Mass. Ave (NB Traffic) is visible from far away makes traffic rush to make the light. Perhaps it should have a cut-off so it can't be seen until close to Mass. Ave.	
	1C	x		- Don't want double parking on Mass. Ave. or side streets. Delivery zone parking.	
	2A	x		- Add a left turn lane (traveling westbound) into Walgreens.	
	2B	x		- Add a left turn lane (traveling eastbound) from Mass. Ave. onto Marathon Street.	
2B	x		- Add a traffic signal to Orvis Road and Grafton Street intersection.		
1A		x	- Add a traffic signal to Bates Rd. Intersection. (goes to bridge to W. Medford)		
2B	x				

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Maintain MOTORIST mobility:	2B		x	- Traffic close to the Hardy School along Lake St. is chaotic. Especially during rush hours.	
	1A		x	- Lots of traffic at Global Gas Station and Walgreens.	
	3B		x	<u>MEDIAN:</u> - Numerous residents opposed to a median: - Those that live on Mass. Ave. want to be able to turn into their driveway. (some concerned about losing the ability to make left hand turns) - Some feel like there is a great deal of traffic now and this will increase the traffic. - Others felt that it will cause a visibility problem when trying to turn across Mass. Ave. - Residents don't like the medians near intersections because it's difficult to turn around them. - Some also are opposed to a cobble median because they are sometimes not well maintained.	
	3B		x	- Some oppose having a median, but suggested some sort of rumble strip near the intersections to help reduce the amount of traffic that turns too soon before the intersection.	
	3A 2B	x	x	- Prefer a median at signalized crossings. (it is favored by some, especially if landscaped, and will make crossing easier) - medians need to be well maintained	
	2B		x	- Some think a median in select places would be fabulous, but too much would lead to a speedway. (No medians near Capitol Square, only preferred in residential) - Trees in median will avoid conflicts with utility lines above sidewalks	
	2B		x	- Others feel medians will result in lots of U-Turning.	
	3A		x	<u>BUMPOUTS:</u> - Some like the idea of bumpouts (ex. Trapelo Rd.) because it forces the motorist to pay attention. - is there an issue with plowing?	
	1B	x		- Tighten curb at all intersections (so the entrances won't be so wide)	
	2B		x	- Enjoyed the process in the Heights and was skeptical about bump outs at first but thought they have been very successful.	
	3A		x	<u>PAVEMENT MARKINGS:</u> - Better reflective markings, but "cat-eyes" can be a hazard for bikes.	

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Minimize through traffic on local NEIGHBORHOOD streets:	3B		x	<u>MAJOR "CUT THROUGH'S":</u> - Popular 'cut-through' streets: - Orvis/Grafton - Lake St. to Winter St. (very fast) - Broadway to Cleveland to Lake - Cleveland to Egerton - Marathon St. - Harlow - Everett - Oxford - Select side streets to focus cross traffic. - Encourage a cut through on Bates - install a traffic light - main route to Medford/Broadway (trade - make it a good looking street) and narrow the wide opening. - One lane in each direction on Mass. Ave. might make traffic on side streets worse.	
	1A		x		
	1A		x		
	1A	x	x		
	3A		x		
Create more ORDERLY TRAFFIC FLOW:	1A		x	- Left turn lane into Walgreens (or clearly mark).	
	1A	x		- Differences in roadway width causes chaos! (ex. At Linwood Street Intersection)	
	1A	x		-Consistent cross section through entire corridor, one lane in each direction, provide left turn lane as appropriate, no bumpouts to impede traffic.	
	2B		x	<u>SPEED:</u> - Speed on Mass. Ave. must be decreased.	
	2B		x	- Traffic is much too fast on one-way side streets.	
	2B		x	- More police enforcement of speeding needed.	
	1A		x	- Two lanes encourage fast driving, sacrifice a lane to get a turn lane. Reduce to one travel lane with left turn pockets to reduce car speeds.	
	3B		x	- A resident stated that they would like to calm the traffic through the East Arlington Business District.	
3A		x	<u>PROBLEM AREAS:</u> - Motorists westbound on Mass. Ave. are missing the red light at Foster, possibly due to the curve?		

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Create more ORDERLY TRAFFIC FLOW:	1B	x		- Lake Street signal is confusing.	
	3A		x	- Many crashes at Broadway/Palmer.	out of project area
	1A		x	- Direct w/b traffic to Broadway at Franklin St. (Better signage)	out of project area
	3A		x	- Turns are too fast from Mass. Ave. to Grafton and Bates. Also, the turning radius is too wide from Bates.	
	1A		x	<u>TRAFFIC SIGNALS:</u> - Signals should all respond to fire and ambulance.	
	2A	x		- Signals should be adjusted for rush hour traffic.	
	3B		x	- Suggestion for solar powered signaling to avoid power outages.	
Improve ACCESS to local BUSINESSES:				<u>CONSTRUCTION:</u> - Maintain access to businesses during construction.	
	2B	x		<u>PARKING:</u> - Parking on Mass. Ave. on either side of Orvis Road is problematic due to the sight lines from high speed turning onto Orvis and onto Mass. Ave.	
	2B	x		- Remove parking in front of Ristorante Olivio (middle of Lake Street intersection)	
	3A		x	- The parking near Palmer and Mass. Ave. (Dunkin Donuts) is a disaster.	
	3B		x	- It was suggested to add parking on Grafton St. where it is wide near the intersection of Mass. Ave. (maybe narrow the street at entrance and remove island)	
	1A		x		
	2B	x			
	3B		x	- A business owner stated he would like to see more parking on the street, and to maximize the parking area as much as possible.	
	3B		x	- One suggestion is diagonal parking around the area of the Capitol Theatre.	
	1A	x	x	- Another was concerned that if diagonal parking is put in, then it will pose a hazard for cyclists because cars could be backing out into a potential bike lane.	
3B		x	- Owner of the Capitol Theatre suggested 'back-in angle parking'.		
1B	x		- He felt that this way, parking could be maximized by being angled. - He also felt it would be safer parking for both cars and cyclists.		

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Improve ACCESS to local BUSINESSES:	1A	x		- For success of businesses, pedestrians and cyclists is not enough, need to encourage drivers - that means 2 lanes each direction!	
	2C	x		- More handicap parking.	
	1C	x		- Better defined parking places. Mark the spaces	
	2B	x	x	- A resident complains that diagonal parking is a terrible idea and thinks its dangerous for cars and bikes.	
Enhance the STREETScape:	3B		x	<u>LANDSCAPE:</u> - A resident commented that they would like to see more greenery along the corridor because it makes it more attractive and appealing, but they also want it well maintained and to not get run down.	
	1A		x	- Low maintenance is good because maintenance is low.	
	2B		x	- If we have a median, it should be green, not concrete like in N. Cambridge, and kept within the residential areas, not the business district which needs wider sidewalks.	
	1A		x	- Need shade on sidewalks. Line with trees (American Liberty Elms were recommended by one.)	
	1A	x		- Suggested to narrow Grafton Street entrance and create a park area with trees.	
	1B	x			
	3A		x	- Need to be careful with plantings, so they don't impede visibility. Also consider root barrier at sidewalk edge in problem areas where tree roots cause sidewalk to buckle.	
	2C	x			
	1A	x		- Requests for more trees, especially from Bates to Pond Lane to provide more cover from the sun. Create canopies	
	3B		x	- Requests for more trees, planters, benches and some outdoor tables throughout East Arlington Business District.	
	1B	x			
	1A	x		- No planting in middle of street, would rather see maximizing the room on the edges	
	1A		x	- Pond Lane to Linwood is bare, needs landscaping.	
	1C	x		- Beef up the gateway; more than just a sign; make the gateway a "visual park"; maybe extend the median island at the gateway.	
	2C	x			
3A		x	- The Walgreens parking lot (near Linwood St) is an eyesore, needs some screening.		
1A	x	x			
2B	x				

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Enhance the STREETSCAPE:	3B		x	<u>AMENITIES:</u> - Many requests for bus shelters at bus stops. (shelters that are handicap accessible) - requests for bike racks near bus shelters	
	1A	x			
	1B	x			
	1A	x	x	- Request for trash cans near stores. Requests for more trees and benches also.	
	1B	x		- Newspaper boxes should be maintained.	
	3B		x	- Request for a clock at Lake Street Intersection.	
	3B		x	- Some requested additional lighting through this area (especially at Lake St. – currently very dark at intersection), and also more decorative amenities.	
	2B		x		
	1A	x		- Business district should have a special character with wider sidewalks, special lighting, etc.	
	1B	x		- Better lighting near bike racks for security reasons.	
	2B	x			
3B		x	- Street signs should be large enough and reflective.		