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To:	Scott Kelloway	DATE:	June 9, 2015
FROM:	Nick Gross Nathaniel Cabral-Curtis	HSR PROJECT NO.:	2013061.01
SUBJECT:	MassDOT Highway Division Arlington Massachusetts Avenue Reconstruction Public Information Meeting – May 14, 2015		

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## Overview

On May 14, 2015 the project team for the reconstruction of Massachusetts Avenue in Arlington held the second public information meeting for the construction phase of the job. The purpose of the meeting was to provide community members with an overview of the project including the project limits of work, goals, and timeline, as well as the work accomplished to date. The meeting also provided community members the chance to meet MassDOT's project team and ask questions or provide comments.

As a general overview the project will reconstruct Massachusetts Avenue in Arlington between Pond Lane and the Alewife Brook Parkway. The reconstructed roadway will include a three lane cross section with two lanes headed towards Cambridge (east) and one lane in the direction of Arlington Center (west). Where traffic volumes warrant them, left turning lanes will be provided to help keep traffic moving on the single westbound lane. Bicycle lanes will also be introduced to this section of Massachusetts Avenue with improvements to existing signals and crosswalks, as well as new signals, crosswalks, and curb bump-outs to increase safety for pedestrian crossings.

Generally speaking, the tone of the meeting was strongly positive with many residents thanking the project team for their continuous public outreach and transparency. The bulk of comments expressed by community members related to sidewalk reconstruction and pedestrian signage. In order to ensure that there is a space for pedestrians to safely walk, sidewalk reconstruction has been staggered so that sidewalks adjacent from one another are never under construction at the same time. Signage has been provided to alert pedestrians of ongoing sidewalk construction and to direct pedestrians to the nearest and adequate sidewalk. It should also be noted that, while it has been requested by several community members, the project team has not and will not provide a pedestrian bypass route in the street demarcated by cones or barrels adjacent to work zones due to the possibility of pedestrians being struck by pivoting construction machinery. As construction for



the project progresses forward, three week look-ahead emails will continue to provide information outlining upcoming work for community members.

## Detailed Meeting Minutes<sup>1</sup>

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C: Nathaniel Cabral-Curtis (NCC): Good evening everyone and thank you all for coming out tonight. My name is Nathaniel Curtis and I work for Howard Stein Hudson. Howard Stein Hudson is a consulting firm assisting MassDOT and the project team with public involvement for this job. With me tonight is Nick Gross from Howard Stein Hudson, Scott Kelloway from MassDOT District 4, and Greg Oswitt from J.H. Lynch. I would like to specifically thank Arlington's Deputy Town manager, Andrew Flanagan for being here with us tonight.

We know there has been a continued interested in this project through the ongoing public outreach efforts and communication through the project website as well as the project's three week look-ahead. We have a stakeholder database and the Town of Arlington manages a distribution list through which all project information is sent. The Town's website has a page specific to this project. I invite you to visit the Town of Arlington's website or call the Town Office if you have any questions, comments, or concerns. I should mention that Jim Lavalley and Peter Boin are also here from J.H. Lynch and have been extremely helpful communicating information with me that I can forward along to the general public and Town of Arlington staff. In terms of tonight's agenda we've already covered welcomes and introductions. I'm going to provide you with a project overview which looks at the limits of work, project goals, project timeline, work accomplished to date, as well as a view ahead. I'll wrap up with an overview of our civic engagement process and as always we will allow time for questions and answers.

The western limits of work start at Pond Lane and run east to the Alewife Brook Parkway. The Minuteman Bikeway is highlighted below in a green line. The project goals are pretty straight forward. Our goal is to implement a traffic system that works and increases safety for all modes. Some of the steps we will be taking to increase safety will be upgrading the existing sidewalks, crosswalks, traffic signals, and roadway. As an overarching theme, we will ensure that the vibrancy of Capitol Square is maintained throughout the projects construction. In July of 2014, we provided a target briefing for the Capitol Square Business Association.

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<sup>1</sup> Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.



This image shows a rendering of the existing conditions on Massachusetts Avenue at Allen Street. Right now you have two very wide travel lanes which are approximately 25 feet in width. It seems that each lane behaves as two separate lanes but technically it is a single lane. When we first started the job I went out leaf letting along Massachusetts Avenue and spoke with a number of business owners and residents. One the main purposes of this job is to narrow the cross-section of Massachusetts Avenue to increase safety for all modes. This next image shows a rendering of the future conditions along Massachusetts Avenue at Oxford Street. As you can see on either side of the corridor there is a landscaped buffer, on-street parking, and bicycle lanes. In the future configuration of the cross-section there will be a single travel lane moving towards Arlington Center and two travel lanes heading towards Cambridge. In some sections we will have an at-grade median with a textured paver to allow room for a left-turning lane. As you can see from this next image we are providing a single turning lane in certain sections of Massachusetts Avenue heading towards Arlington Center. We have determined the locations of these left-turning lanes based on traffic counts. Where traffic volumes warrant them, left turning lanes will be provided to help keep traffic moving.

Transit improvements are equally important as part of this project. We know people the local bus services. As part of this project we are providing bus pull offs at existing bus stops to allow traffic to maneuver around buses while pedestrians are entering and exiting the vehicle. As you can see from this next image, bicycles have sufficient room to pass buses in the while maintaining a safe distance from passing motor vehicles. One of the things I wanted to talk specifically about tonight is the pedestrian conditions throughout the corridor. Unfortunately there have been two fatalities since I've been a part of this job. In an effort to increase pedestrian safety through the corridor we have incorporating pedestrian bump outs at key intersections. Pedestrian bump outs or curb extensions help reduce the cross-section width creating a shorter crossing distance for pedestrians. These bump outs also help define parking lanes and in general, place pedestrians in a more visible space for motorist to see. I have a few more comments to hammer this point home. As part of this job we will also be incorporating new pedestrian signals and signage as well as implementing new and better crosswalks with highly reflective paint.

I've mentioned that we will be added new signals and this image shows the locations at which those will take place. The existing signals are represented with the traffic signal graphic. All existing signals will receive a full upgrade including new pedestrian heads. We will have a completely new signal at the intersection of Massachusetts Avenue and Bates Road. We will be implementing entirely new crosswalks which are represented by the green strips across the corridor. This next slide gives you an idea of what the new traffic signals will look like. This is a



photograph of the new signal at the intersection of Massachusetts Avenue and Bates Road that I mentioned. The signal has been installed but is currently switched off because it does not match the roadways configuration. Once it does we will switch it on.

I want to discuss the project timeline. The project duration is approximately two construction seasons. We've made it through one so you only have one to go. We expect full beneficial use by the end of fall, 2015 and full completion by the end of spring, 2016. In terms of the project status there has been a lot accomplished to date. Tree protection and tree removal as well as water and drainage work are all done. We are about fifty percent complete with the sidewalk work. The pedestrian bump outs are partially completed and some are ongoing. Most of you are probably interested in what comes next. In terms of work ahead of us we have to finish completing the sidewalk reconstruction and complete the new signals as well as lighting in Capitol Square. We will be repaving and restriping the roadway and we will finish with the landscaping and street furnishing features. This next slide was put together by the general contractor, J.H. Lynch to help show the limits of sidewalk completion. The pieces outlined in red are the sidewalks that were poured prior to the winter shutdown last year. The yellow pieces outline sidewalks that have been poured since we started in March. The light blue pieces represent where the sidewalks have been excavated. Again, we are about fifty percent done with the sidewalk completion.

The big difference moving forward into the summer will be the repaving of Massachusetts Avenue from one end of the project to the other. All work is going to eventually shift from the sidewalks into the street. We expect this to start around Labor Day. In order to minimize the impacts for all users of the corridor paving operations will take place during night time hours. At this point I would like to walk you through the necessary steps for paving Massachusetts Avenue. The first step is to lower the utility castings. This will be a day time operation and we expect it to take approximately two weeks. The next step is to mill the existing pavement. This process will take place during the night and we expect to complete this process within a week. The next step is to install the stress absorbing member interlayer (SAMI). This layer will be placed underneath the permanent pavement layer and we expect this process to take about two weeks as well. This work will happen during the night. After the SAMI layer is installed we will be leveling the entire course. This process will take approximately two weeks. Once the leveling task is complete, we will raise the utility castings. This will take place during the daytime and we expect it to last about two weeks. The next step is to finish the permanent paving course which we expect will be completed within five nights. The final step is to strip the roadway and bicycle lane as well as apply surface treatments. This will take approximately one to two weeks.



I'd like to talk about two open ended questions that came up this spring. The first is the bump-out at Varum Street on the north side of Massachusetts Avenue. This bump-out is in design and will be built as part of this project. The second item I would like to discuss is the reports of premature sidewalk spalling. That's where the sidewalk takes on that blistered appearance. We are in the process of completing a petrographic analysis and we will determine what went wrong with the concrete. The project will not be accepted by MassDOT until all concrete and sidewalks are complete. In terms of civic engagement we have had a lot of different sources of public outreach. If you have signed up in the last or signed in tonight you should be receiving the project's three week look-ahead emails. We have also distributed three different flyers over the course of the past year including a driveway, Halloween, and sidewalk reconstruction flyer. We have been in constant communication community members and I respond to citizen inquires almost daily. I process at least two-to-three questions a day for this project. We held targeted briefings for the Capitol Square merchants last summer as well as one low vision seniors this spring. We also held a public information meeting in June of 2014 and we are of course holding this meeting tonight.

This is my final slide. Highlighted in green is the Town of Arlington's project website. Below that is my contact information. Please feel free to take a picture and contact me at any time if you have questions, concerns, or general comments. With that, I would like to ask if there are any Elected Officials in the audience and allow them to speak first.

## Question & Answer

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C: Senator Kenneth Donnelly (SKD): Good evening. I'm Senator Kenneth Donnelly. Thank you for your presentation tonight. I am here just to catch up on the project and listen to questions.

A: NCC: Thank you for joining us tonight Senator.

Q: Scott Smith (SS): Good evening, my name is Scott Smith. I have a specific question relating to the intersection of Foster Street at Linwood Street and Massachusetts Avenue. As it stands there is a temporary sidewalk and the signal is now on a fixed time. When will the timing work associated with that signal be complete? Will it be completed before the sidewalk work?

A: NCC: The sidewalk work will be completed prior to the signals. New signals will be installed later this fall.



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A: Peter Boin (PB): We had a slight utility conflict that delayed us at that particular intersection. We're waiting for the curing time in order to install the mast arms.

C: SS: Thank you.

Q: Name Not Given (NNG): There was a lot of concern as to what happens to the side streets as a result of the rebuild on Massachusetts Avenue. It's my feeling that the rebuild of Massachusetts Avenue is kind of a test of future traffic conditions. Have you found or looked into this concern? Have people been using Summer Street or other neighborhood streets to cut through? Personally I haven't seen it but I'm curious.

A: NCC: I visit the project site at least once a month and I drive around the area when I am here. I haven't seen anything different. My experience aligns with yours; things are pretty much the same. The other thing I would say is that I have made my contact information easily accessible and I receive inquiries daily as I mentioned. Of all of those inquires I haven't received any regarding cut through traffic. As far as I can tell everything seems to be running just fine.

C: NNG: Okay, thanks.

C: Phil Goff (PG): Hi I'm Phil Goff, I live on Grafton Street. I'm also the co-chair of LivableStreets in Arlington. I have been involved with this project since day one. I was appointed to the Town's design advisory committee and went to my first meeting about seven years ago. I want to start by saying that overall, the communication on this project from the project team has been great. I religiously read the emails about the ongoing sidewalk reconstruction. I would like to make some comments and ask questions regarding the standard, policies, and guidelines generally regarding pedestrian access.

I twisted my ankle while walking to my eye doctor appointment on part of the torn up sidewalk. It was on part of the gravel and dirt section and I walked on it because I didn't have much of an option. Walking on that section of sidewalk was difficult for me and I am an able bodied person. My concern is for non-able bodied persons, elderly folks, or persons with minor disabilities. My suggestion which I have seen in places like downtown Boston is to place a double row of cones or barrels off set from the curb which provides a temporary sidewalk while the existing sidewalk is being torn up. There wasn't much concern for this last fall because there wasn't a lot of foot traffic in the section you were working in. Now you're in the middle of the Capitol Square and there is much more foot traffic. There are a lot of tripping hazards as well. We've been lucky because it's been dry lately and easily passable for most people.



I'm interested in hearing more about the kinds of conditions that we see today in front of places such as the 13 Forest Gallery or Za Pizza. Are those the kinds of conditions we should expect on every block? I really think there should be an off set of barrels or cones to bypass the sidewalks that are undergoing construction. Safety and connectivity are my biggest concerns. I understand there may be some impacts to parking.

A: NCC: I'll take a swing at answering your concern and if I don't get it I'm sure someone else up here can help. Generally speaking, the goal with the sidewalk sections is to get the gravel compacted enough so that they are passable for all users when moving at a slow speed. We have had some experiences with rain where I have received a few calls of concern. We are aware that when it rains there tends to be some mud puddles in front of buildings. When this happened I communicated directly to the project's superintendent, Jim Lavalley and he was able to dump additional gravel in front of the buildings to fix the issue. Another part of the sidewalk construction is that we are working on both sides of the corridor in a staggered manner. This is for the purpose so that two gravel sections are never adjacent to each other. I feel strongly that we are doing the things that we should be in terms of accessibility.

C: PG: Thanks. I have a couple more questions but I'll come back for those.

Q: Susan Stamps (SS): Hi I'm Susan Stamps. I live on Grafton Street and I am a town meeting member. My question is what are the ADA requirements for accessibility during construction? If there are any, how are you meeting them? Phil was talking about getting past the sidewalks that are under construction but I am also interested in hearing about the entrances into the businesses. Are there ramps or will there be ramps over the dirt? A lot of the construction is not wheel chair accessible.

A: Scott Kelloway (SK): ADA requirements during construction are interesting. I am very familiar with ADA requirements and I do not know of any interim ADA requirements or standards. There are very strict standards for a post-construction condition. I haven't seen ADA language for interim conditions. At any time there is ongoing work on a section of sidewalk, the adjacent sidewalk on the opposite side of the street is accessible. We are doing our best to lessen the impact for everyone.

C: SS: From a business owner's point of view, having your business one side of the street and the sidewalk on the other doesn't work very well.



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C: NCC: We know it is a sensitive issue and that is why we have made a specific note in our three week look-ahead email to encourage residents to continue shopping at local businesses while construction is underway.

C: SS: Thank you.

Q: Larry Slotnick (LS): Hi I'm Larry Slotnick and I live on Graton Street. When the project was in design was there a study done of the street lighting? Are the light heads being upgraded?

A: NCC: I'm not sure. I started with the project once it went into construction. Larry, I recognize your name from our email exchanges. Send that question to me tomorrow and I'll try to get in touch with the designer.<sup>2</sup>

A: Greg Oswitt (GO): If you would like to come up after the meeting we can walk you through the lighting plans. We are putting in twenty new lights on either side of Massachusetts Avenue in the Capitol Square District.

Q: Adam Oster (AO): Hi I'm Adam Oster and I live in East Arlington. I have two questions. Is there any truth to the story that there are trolley tracks under Massachusetts Avenue?

A: NCC: Yes that is true.

C: AO: The larger thing I wanted to ask you about has to do with the duration of the work segments. About a year ago I heard that you were going to aim for short segments that you would complete in a week and then you would move onto the next segment. Pretty early on you abandoned that idea. In the fall you sent out a notice that said you were going to work on longer segments. That meant for some places the sidewalks were torn up for four weeks. This spring that has continued. The most recent segment between Winter Street and Marathon Street is sounds like you are aiming to get down in two and a half weeks.

There are two things I'd like to say. I appreciate hearing what the advantages are of doing the longer segments but I would also like to suggest that you should audit what you are doing to shrink those durations. I'm all for ripping off the bandage. I'm seeing that there are segments that sit for a week without any working occurring. I don't think there was any concrete being

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<sup>2</sup> Based on inquiries made to the project's designer, FST, it has been determined that while a lighting study was done in Capitol Square, the scope for the design put together by the Town did not address lighting elsewhere on Massachusetts Avenue. This would need to be addressed separately by the Town.





poured today for example. It seems to me that there is room in the schedule that could reduce the timing of the torn up segments of the sidewalks.

A: GO: We excavate the sidewalks and then set the curbs. In the Capitol Square District we have light pole foundations and conduits. In the Capitol Square District we also have the red concrete and the silver concrete. The work in Capitol Square is double the time. Concrete shrinks when you pour it so it is required by our specifications to pour a thirty foot section, skip a section, and pour another thirty foot section. That also contributes to the overall duration. We've tried to be as accommodating as we can. We stayed out of Capitol Square the week prior to Mother's Day as requested. If there are any special requests I invite you to come out and talk with Jim Lavalley or Peter Boin. We get the calls and the insurance claims. We are a private contractor so everything comes to us. It is in our best interest to make it as safe as possible for you and our employees. Right now we're looking to have the sidewalks done before the paving. We hope to have the sidewalks wrapped up by the end of August.

C: NCC: Please call if there is something specific.

Q: David Watson (DW): Hi I'm David Watson, I live on Franklin Street, and I am also a Town meeting member. Not to rehash the impact on businesses but specifically I noticed the block of businesses with the Persian Restaurant and Sunny Cleaners sidewalks were torn up for the better part of the month. I use Sunny Cleaners and not only were the sidewalks torn up but it was also very muddy. There were also significant parking restrictions in that same section. I know the cleaners had a really tough time during that period because their customers had a difficult time accessing their business. I know that the sidewalks have now been completed there and that's great. I wanted to reemphasize the importance to be as quick as possible especially in those commercial blocks.

I was riding along when there was a lane restriction and police detail. All of the traffic was merging into a single lane heading towards Cambridge. It was difficult to merge in as a cyclist. I'm not sure if you are using them but in those situations it would be very helpful to add a sign that reads, "Bicycles may use full lane." I have two questions about the repaving schedule: will all of step one need to be done before step two can start? If not, will it go in parallel as the project progresses?

A: NCC: In terms of the sidewalks we understand the concern. We're doing them as swiftly as possible. In terms of the parking restrictions it was probably associated with the shifting of curb lines. In terms of the sign that reads, "Bicycles may use full lane," I see them on construction jobs all the time. Scott is here and he is listening.



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- A: SK: I'll take it to my traffic engineer.
- A: NCC: New signage is not difficult. In terms of how we will work through the corridor the thought is to repaving in a continuous swipe.
- Q: DW: During the repaving, will the entire width of the road be milled at the same time or will there be some sections that are smooth?
- A: GO: I understand your confusion. Before we mill we have to lower all the manholes. That process will take about two weeks. Once those are all lowered we will mill the entire corridor, curb-to-curb. We expect that process to take two-to-three nights along Massachusetts Avenue. We also have to do the side streets which will take about two-to-three nights as well. The milling machine is going to be out there for about five nights. I'll warn you now, it's going to be noisy and there will be a lot of trucks. We may be able to do the side streets during the day if that's what people want. The top course should be complete by October.
- A: NCC: I'll also mention that the three week look-ahead notices will cover the paving treatment and process in detail.
- C: DW: Thank you.
- C: Emily Snyder (ES): Hi I'm Emily Snyder, I live in East Arlington a few feet off of Massachusetts Avenue. I would like to thank you very much for the communication you've provided us with and the fact that it isn't standing room only tonight is truly a testament of that. I'm also a member of the Arlington Tree Committee and at our booth on Town Day, the most questions we had were, "Why are all the trees wrapped along Massachusetts Avenue?" We're happy you've protected the trees. Thank you.
- C: Peter Fuller (PF): Hi my name is Peter Fuller, I live in Arlington Heights. I have three street paving questions. Based on your slide it looks like the entire process for the paving could be eight-to-nine weeks.
- A: NCC: That sounds about right.
- Q: PF: My question is what happens if for some reason the start date has to slip or the eight-to-nine weeks gets extended and you run into winter? Does it resume in the spring 2016 or would a decision be made to shut it down and do it all in the spring of 2016?



A: NCC: It would be a decision we would take then. Similar to last year, concrete could be poured all the way leading up to Thanksgiving. It sounds like the kind of thing that we'll address if and when we get to it. The job is on time.

Q: PF: My second question is regarding milling and paving process. Are there plans to place some temporary crosswalk striping to maintain safety margins?

A: NCC: Yes.

Q: PF: Great. My third question is regarding some of the more recent places in Town that have been paved. They seem to be developing the transverse ripples already in the asphalt. It looks like based on your presentation that this process will be a bit more robust. Am I correct in that assumption?

A: NCC: Yes, we referred to it as the stress absorbing membrane layer (SAMI). The SAMI membrane helps the pavement last longer.

C: PF: Thank you and thank you for the communication as well as the transparency.

Q: Marci Shapiro (MS): Hi I'm Marci Shapiro and I live on Lake Street. I think my questions are design related and it may be because I didn't read the prior stuff. My question is regarding the traffic signal that is going in at Bates Street. Is that signal replacing the signal at Foster Street or will there be two lights close to each other?

A: NCC: No, the signal at Bates is new.

Q: MS: Okay so the signal at Foster Street is not going away?

A: NCC: Correct.

Q: MS: You mentioned the pedestrian bump outs and crosswalks. You also mentioned signals and signage. Are there any signals being put in for pedestrian crossings or is it just signage?

A: NCC: The new upgraded pedestrian heads will be installed at each of the intersections we have listed.

Q: MS: Does that mean there will be a button you push and the traffic will stop?

A: NCC: Correct.



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Q: Marc Gurton (MG): Hi I'm Marc Gurton. I own the 13 Forest Gallery and I am also a member of the Capitol Square Business Association. I want to start off by thanking you for allowing us to have our Mother's Day without construction. This week in front of my shop the sidewalk is being reconstructed and it is all dirt. I'm wondering when I will have a sidewalk in front of my gallery again.

A: PB: Resetting the curb will start on Monday. The light bases will get put in after that. It may be two-to-three weeks.

C: MG: Okay. I heard August and October.

A: NCC: That is for the paving of the road.

Q: MG: Is there any way we can get some of those great signs that say, "Shop at Capitol Square while under construction?"

A: SK: We can add a couple of signs for you. We can't specifically list businesses.

Q: MG: Great. Could you also direct folks to park on the side streets when parking is restricted on the mainline?

A: NCC: I think we'll just say, "Businesses open." We don't want neighbors on side streets complaining about more parking in front of their homes.

Q: Rachel Stark (RS): Hi I'm Rachel Stark. I'm the founder and chair of Walking in Arlington. Walking in Arlington is a local pedestrian advocacy group which encourages people to walk to shop local. I live on Randolph Street. I want to make sure there is a safe place to walk throughout all of the construction. It is a hardship not to have sidewalks. I'm a strong walker and I'm having trouble walking down Massachusetts Avenue. It's unclear if I am supposed to walk on the dirt or between the cars. It needs to be clearer. How do I know where I'm supposed to walk and what should I tell other people?

A: NCC: We have signs that tell people where the cut-off of the sidewalk is and we've seen a lot of people miss them because they're on their cell phones. Peter has sent me pictures of the signage. When you are coming to the end of the sidewalk there is a big plastic "U" that tells you to turn around and cross.

Q: RS: How am I supposed to cross if I am in the middle of the block?



- A: NCC: We recommend you reverse back to a crosswalk.
- C: RS: That's a lot to ask for. I would like to recommend a continuous safe sidewalk with clear signage. People have been killed out here. We want safe and continuous sidewalks.
- C: NCC: I agree with you. Today we did have a barreled off section. When you approached the jobsite from the east there are five diamonds that say, "warning, construction ahead." I do jobs all over the Commonwealth and this job is certainly not under signed. We will continue to look at and monitor the situation.
- C: RS: It's clear where the sidewalk ends; that's very clear. What isn't clear is what I am supposed once it ends. I consider myself an expert pedestrian and if I can't figure it out I'm sure other people are having a hard time as well. We want continuous sidewalks even if it is very narrow. Thank you.
- C: NCC: We hear you and we will continue to do our best.
- Q: Yellina (Y): Hi my name is Yellina, I own Maxima Gift Center in Capitol Square. My question is regarding the Feast of the East. The festival will take place on June 13. Will there be any signs?
- A: NCC: We've already coordinated with Jan. Jan got in touch with us and we will not be working the day of the festival.
- C: (Y): It would be great to boost up the signage for the sidewalks.
- C: NCC: I think we could address that in the three week look-ahead email. I don't think we would add more signage for a single day.
- C: Y: Okay, thank you very much.
- Q: NNG: I am a resident of Arlington Heights. I have an observation and a question. I often take the 77 Bus down Massachusetts Avenue. It's extremely bumpy. I'm wondering if the paving technology you're going to be using is state of the art? Will it be less resistant to cracking?
- A: NCC: That goes back to the SAMI layer. It's designed to help control those things. Greg talked about doing the paving in a continuous sweep. This will help prevent cracking between sections as well.



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- Q: David Sibel (DS): Hi my name is David Sibel. I've lived on Melrose Street for fifteen years. I echo the concern about the zig-zag sidewalk. I'm concerned for elderly folks or less abled folks. It is very dangerous to me. I don't love the barrel thing but I think it would be a good alternative. My question is regarding the rendering with the median strip. I didn't see that on any work schedule. When is that happening and where is that happening?
- A: NCC: The medians are primarily in the Capitol Square area. They will be done as part of the paving effort.
- Q: DS: Do the medians prevent turns onto side streets?
- A: NCC: No. It's just there to help define the travel way.
- A: GO: When we do the milling and initial paving layer we will temporary stripe it. You'll have time to get used to it.
- Q: PG: I'm noticing that the mask heads for the new signal at Bates Road are up. Do you have a sense of the timing of when that signal will be functional?
- A: GO: We don't want to put the new signal on until the new configuration is striped. We won't do that until the top course of paving is complete. That will be in the fall.
- Q: PG: One of the things I found surprising and may be a bit of a concern is that once that signal is functional it will be a great way to cross the road. There is a new striped crosswalk at Bates Road and it seemed like a bit of an odd condition to me. I wanted to ask what the plan was for those two un-signalized crosswalks. Will the crosswalk at Tuffs fade out and go away?
- A: GO: We were directed to freshen up the crosswalks up after this winter. The existing ones were really worn out.
- Q: PG: I guess my real question is, why was the crosswalk added at Bates when the signal isn't functional yet? I'm not saying it's dangerous but we've just added a crosswalk in a spot where motorist aren't expecting people.
- A: PB: We added two ADA compliant ramps at either end of the crosswalk.
- C: PG: I have a question for Mike since you're here. I recall that only one of the two crosswalks had a yellow bollard in the center. I think they both need to have the crossing bollard. I think the Town should look into that. Thank you.



C: NCC: Thank you very much everyone. We appreciate your time.



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**Appendix 1: Meeting Attendees**

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First Name	Last Name	Affiliation
Adam	Auster	Resident
Peter	Boin	J.H. Lynch
Nathaniel	Cabral-Curtis	Howard Stein Hudson
Emily	Canniff	Resident
Sarah	Conn	Resident
Kenneth	Donnelly	State Senator
Catherine	Farrell	Resident
Andrew	Flanagan	Town of Arlington
Elham	Ghabbour	Resident
Nick	Gross	Howard Stein Hudson
Gerri	Gross	Resident
Marc	Gurton	Resident
Mary	Hilt	Hilt Studio
Joan	Horgan	Resident
Scott	Kelloway	MassDOT
Jim	Lavallee	J.H. Lynch
Ann	Leroyer	Resident
Brenda	MaHoney	Arlington Public News
Ted	Miles	Resident
Mary	Murphay	Resident
Greg	Oswitt	J.H. Lynch
Mike	Rademacher	Town of Arlington
Steve	Revelak	Resident
Todd	Rowell	Resident
Richard	Ryne	Resident
Theodore	Scott	Resident
June	Scott	Resident





Marci	Shapiroide	Resident
Larry	Shlotnick	Resident
David	Sibel	Resident
Marion	Sitomer	Resident
K.	Smith	Resident
Scott	Smith	Resident
Emily	Snyder	Resident
Bob	Sprague	YourArlington.com
Rachael	Stark	Resident
Betty	Stone	Resident
Nancy	Tiederman	Resident
David	Watson	Resident