



## Town of Arlington

### Mass. Ave. Corridor Project Summary

#### Project Goals

- Increase safety for all users, especially pedestrians.
- Create a traffic system that is safe, efficient, and easy to navigate for vehicles, pedestrians, individuals with disabilities, bicyclists, and transit riders.
- Upgrade the infrastructure—roads, sidewalks, traffic signals.
- Improve the Lake Street/Capitol Square business district to create a pedestrian friendly center, where people feel safe and comfortable meeting, shopping, and strolling.

#### Project Summary

- **Project Boundaries:** Cambridge city line to Pond Lane (approximately one mile)
- **Lane Configurations:**
  - Two 11' travel lanes eastbound (toward Cambridge) from Pond Lane to Alewife Brook Parkway. This is similar to the way the street functions now. Delays sometimes occur at Alewife Brook Parkway because Alewife Brook Parkway operates at its functional capacity.
  - One 14-15' lane westbound (toward Arlington Center) from Alewife Brook Parkway to Pond Lane. Traffic rarely backs up in the westbound direction. The wider westbound lane allows ample space for vehicles to maneuver around vehicles that are turning or unloading, and for drivers to pull out of the way of emergency vehicles.
- **Bike Accommodation:** A 5' bike lane in each direction will improve cyclist safety and discourage sidewalk riding. Mass. Ave. currently accommodates up to 100 bicycles during the morning peak hour.
- **Wide Parking Lane:** to protect bike riders from "dooring" accidents. The combination of a bike lane and wide parking lane also provides "move over" space for drivers when emergency vehicles approach. Parking lane width matches bus stop width to maintain consistency along the corridor, and provide ample room for buses to pull out of traffic when stopping.
- **Pedestrian Safety Improvements:**
  - Three new marked crosswalks near Bates Road, Harlow Street, and Milton Street, for a total of 15 crosswalks. New crosswalks at Harlow and Milton Streets will serve bus stops that currently do not have crosswalks.
  - Sidewalk extensions (aka bump-outs) that shorten pedestrian crossing distances and improve visibility of pedestrians to drivers. All seven (7) crosswalk locations without traffic signals will have bump-outs.
  - Fixed 11' travel lanes will decrease speeding on Mass. Ave., making crossing safer.
  - The single lane westbound provides better visibility of pedestrians for drivers. Elimination of a second westbound lane will minimize the situation where one car stops for a pedestrian and a car passes the stopped car without seeing the pedestrian.
- **Traffic Signals:** All three existing traffic signals will remain, at Teel/Thorndike Streets, Lake Street, and Linwood/Foster Streets with an additional signal at Bates Road. Traffic signals will be modernized to increase efficiency and improve traffic flow.
- **Business District Improvements:** Some widening of sidewalks in the Lake Street commercial district is proposed. Pedestrian scale lighting, benches, street trees, planters, bike racks, and other amenities will be added, concentrated in the Lake Street commercial area. This will make the business district more pedestrian friendly for shopping, eating, and socializing.
- **Parking:** Approximately the same number of legal parking spaces as currently provided.

Project details can be viewed at [arlingtonma.gov/massave](http://arlingtonma.gov/massave)  
Including the [75% Landscape Plan](#) (6.5MB PDF)