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Date: 03/31/2021 01:29 PM
Subject: Chestnut Street Public Listening Session March 30, 2021 - comments

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Dan, Jeff, Howard,

Thanks for organizing the Zoom meeting last night on Chestnut Street pedestrian safety. I interpreted Jeff's lead off summary of potential improvements as a way to focus on the crosswalk at Chestnut Terrace. Furthermore, the heartfelt regard voiced by some participants to the recent pedestrian tragedy likewise raises the priority of this location. And yet many people, including myself, have concerns about pedestrian crossings at the Mystic Street intersection.

Arlington has many crosswalks that lack signaling and they are all dangerous because vehicles may not stop. In the case of the fatality at Mass and Orvis in 2013, the driver was technically at fault, but he had visibility problems - nighttime and a stopped car confusing his view. Some crosswalks work better because of visibility, width, traffic islands, and level/straight approach paths. Perhaps the Chestnut Terrace location could benefit from a traffic island, a bump out and better signage. But I would still attempt the crossing cautiously.

Apart from experiments with the Chestnut Terrace crosswalk, I have two suggestions. First, remove the right on red at the slip lane leading north onto Mystic Street. Cars fly down Chestnut Street around the bend and many do an aggressive rolling stop through the slip lane.

The other suggestion is to go big on this project. This neighborhood brackets a critical part of the regional primary road system, and it's impractical to think that the local departments can do anything more than piecemeal tweaks. Citizen participants may not have a good appreciation of the standard design constraints that impact road design, yet a big project can educate the public and achieve higher confidence in decision resilience because stakeholder participation is richer. This project could be at the level of the East Arlington corridor project or the redesign at Arlington Center. With all the covid relief money and potential Federal infrastructure dollars, it wouldn't be a bad time to attempt this.

Thanks again for the time you are spending on this.

This email is a public comment. Additionally, please forward to Jeff Maxtutis.

Brian Hasbrouck

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