

Massachusetts Avenue Corridor Working Group

Meeting Notes

The meeting was held in Fox Library, on Wednesday 7/10/2002, from 7:30 to 9:15 PM. Attendees included

Rich Bento	Arlington DPW
Paul Campbell	Arlington DPW
Lois Cardarelli	Chandler St
Elisabeth Carr-Jones	Lehigh St. and Transportation Advisory Committee (TAC)
Ralph Elwell	Montague St. and TAC
Ron Feldman	Marathon St.
Kurt Fischer	Chandler St.
Marie Harris	Louis Berger Group
George Laite	Lafayette St
Paolo Marinelli	Brooks Ave
Alan McClennen	Arlington Planning Dept
Jim McHugh	Arlington Police
Scott Smith	Amherst St and TAC
Scott Weaver	Cleveland St.

Scott Smith introduced the project, explaining the work done to date

Discussion of hopes and concerns

- George Laite and Lois Cardarelli: Don't add to cut through traffic
- Rich Bento: Currently, pedestrians avoid crossing the street
- Paolo Marinelli: It is scary to motor along the avenue
- Jim McHugh: Given the lack of loading areas for businesses, we can expect that trucks will be double parked. Therefore, the bike lanes are problematic. Also, the bike lanes don't go anywhere. He likes alternative 1 but without the bike lanes.

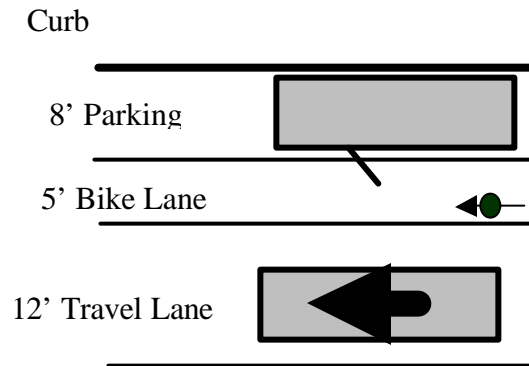
- Scott Weaver: Don't solve one person's problem at the expense of another person. Need to fix the intersection with Lake Street (during rush hour, it is impossible to pull out from Cleveland Street then turn left on Lake). More designated crosswalks.
- Rich Bento: Most of the cyclists currently using Mass. Ave. are experienced. Designating bike lanes may be a mistake, because we know there will be encroachment. They may give a false sense of security. We should also do nothing to contradict this street's role as a major collector.
- Ralph Elwell: Need clarity and guidance on what the rules are. Lively street scape would also be helpful
- Kurt Fischer: Predictability. The left turn from Chandler is impossible. Preserve the neighborhood. Pedestrian safety is also important in the neighborhood. For example, with the wide corners at Chandler and Herbert, drivers sometimes make fast turns.
- George Laite: The avenue has divided the neighborhood. An enforcement issue towards the CVS.
- Paolo Marinelli: The bike lanes make all users more aware that cyclists will be sharing the street. Do not use brick crosswalks; they present a tripping hazard.

Arlington Heights discussion

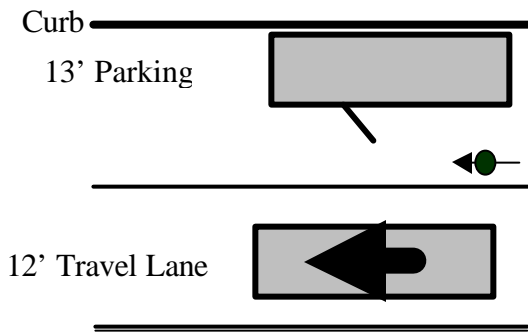
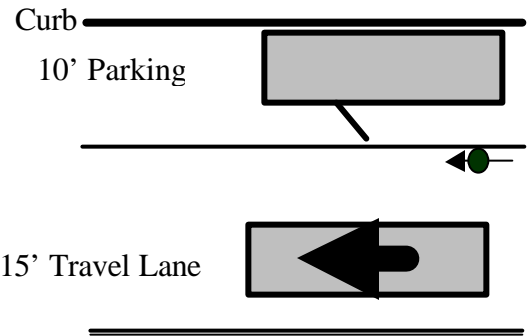
Alan McClennen explained some of what happened in the Arlington Heights reconstruction. For the most part, it has worked. They decided not to stripe Park Ave. The stripes on Mass. Ave guide traffic towards the center of the street to leave more space on the side for loading. There is a small gated parking area for business employees, that is not fully utilized.

Bike Lane alternatives

Alternative 1 currently has bike lanes as follows:



Two other options include the following:



Goals

Goals mentioned by meeting participants included the following:

1. Improve pedestrian safety
2. Maintain or improve existing level of service (LOS) on Mass. Ave, without attracting new traffic
3. Improve bike safety
4. Coordinate bus stops and crosswalks
5. Reduce cut-through traffic
6. Better channelize traffic flow
7. Enhance the streetscape and use of the area (e.g. Arlington Center, Heights, and Lexington Center)
8. Develop both a short term (low cost) solution and a long term plan
9. Increase enforcement
10. Increase business patronage

Cut-through traffic in the neighborhood near Chandler Street.

According to Police Department traffic counts, Chandler sees about 1000 cars / day. Mean speed about 20 mph, with 85%ile speed of 28 mph. The tubes were placed at Hardy School. Impressions are that Chandler is a raceway. Some traffic (not that much) going down Herbert towards Boulevard.

Next steps

1. Post notes from this meeting on the TAC web site
2. Start thinking about specific roadway configuration ideas
3. Next meeting sometime in September.