

**Abram Street: Citizen Email Responses**

Email #	Email Response
1	<p>Abrams ST. west of Collins is an important artery to keep traffic moving after football games. This cant be good news for the resturant/entertainment businesses along that corridor. Arlington wants to host these events They need to keep the traffic flowing not appease some yuppie dogooder</p>
2	<p>Bob, It was nice to see you this evening. It was nice to see Marshall, too.</p> <p>I did have a few things to say regarding the Abram Street project.</p> <p>Keep in mind, if you reduce the number of through lanes in one direction you will have these results:</p> <ol style="list-style-type: none"> <li>1. Need for longer cycle lengths at signalized intersection. If approach lanes are reduced from 2 to 1, you will have a queue up to twice as long since all the traffic is squeezed into one lane.</li> <li>2. Gaps between vehicles will be shorter since vehicles can not arrive abreast. This will negatively impact vehicles coming out of driveways and stop-sign-controlled intersections and vehicles turning left off Abram. This will also negatively impact ped crossing (peds will have shorter gaps to try to cross in).</li> <li>3. Signals will have to be carefully timed, especially at Center and Mesquite which are only one block apart. The single lane will result in longer queues at the signals, increasing the probability of backing stopped vehicles through upstream traffic signals.</li> </ol> <p>Regarding the options:</p> <p>Option A: I like the (effectively) continuous left turn lane. With reduced through lanes, left turn opportunities will be fewer and it is important to provide space for the left turning vehicle to wait without blocking through traffic. (We need a two-way left turn lane on Park Row!!) My concern is the reduced capacity and the resulting delay. I often use Abram to pass through downtown. Reduced capacity on Abram may move traffic to UTA Blvd., but if capacity is reduced there, too, where are we expected to go? Division would require crossing the tracks, and I already spend enough time waiting for trains to cross.</p> <p>Option B: There is not much I like about this, except the provision of a LT lane throughout. Changing the number of through lanes will violate driver expectancy. It also violates the basic number of lanes rules (I know these apply to freeways, but the context is there).</p> <p>Option C: I like this one even less. My concern is no LT lanes. This will cause a lot of unnecessary lane changing as through vehicles try to get out from behind a waiting LT vehicle. If development occurs as hoped by the city, we will see more LTs off of Abram.</p> <p>Keep in mind the following:</p> <ul style="list-style-type: none"> <li>- While I am a frequent driver on Abram between Cooper and Collins, I seldom drive it during peaks (you know my hours...).</li> <li>- I hate to see capacity removed. Once gone, we will never get it back. This is something we may regret if traffic grows more than expected, which, given the population growth of DFW, it may.</li> </ul> <p>Let me know if you have any questions.</p>
3	<p>I would like to take the opportunity of sharing with you both my frustrations and my perspective of the Abram Street corridor, and indeed, downtown Arlington in general. I think there are better ways of spending redevelopment funds.</p> <p>First, it baffles me why wider sidewalks are needed along Abram, since hardly anybody uses the sidewalks we've currently got. There are UTA students who walk ACROSS Abram to get back and forth from the fast food restaurants, and city employees who walk ACROSS Center and Mesquite to get back and forth from City Tower. But for the most part, the sidewalks are empty. Besides, for much of the year, the concrete serves more as a skillet in our Texas sun, than an ideal place for a stroll.</p> <p>If other planned developments along Abram Street will indeed bring the throngs of sidewalk pedestrians you think it will, why not merely block off the lanes closest to each sidewalk during the evenings - like Friday and Saturday evenings? Purchase some decorative pylons and run a truck down the street to set them up after the evening rush has subsided. Besides, it always looks better for business if pedestrians are spilling off sidewalks into the street, than having wide swaths of empty sidewalk. Safety? Curbs don't keep speeding drivers from crashing onto sidewalks. If you can get the critical mass of people downtown that you think you can get, speeding won't be a factor anyway.</p> <p>I used to work on Abram Street, and a lot of civic boosters deny it, but there is indeed an afternoon rush hour. If the additional employers come downtown, traffic will not exactly thin out. Employers (and I certainly hope the city is spending at least as much time courting potential employers for downtown as they're spending on these street beautification plans) will want easy routes for their workers to come in and leave their offices. Besides, the bike trend new urbanists so dearly love these days won't last forever. If I had \$1,000 for every time I saw somebody riding a bike downtown, I could probably retire... in about 50 years.</p> <p>Please pardon the sarcasm, but I'm getting tired of all the Richard Florida government-needs-to-jumpstart-development-with-pretty-streets stuff. I can be fairly open-minded about some things, but when it comes to dollars and sense, economic development is all about commerce. People spending money. Not governments.</p> <p>(BTW - a lot of the "creative class" hype propagated by Florida has now been debunked - even by Florida himself!)</p> <p>We've been bragging about downtown for so long, and all we've got to show for it is a few restaurants, and some large churches who've been here forever. That's all well and good, but I participated in the downtown "charrette" a number of years ago, and we're still waiting for blockbuster stuff to take place. Flying Fish is nice, but when I'm over at the Uptown/McKinney Ave. district in Dallas, or Knox/Henderson, or even Lemon &amp; Oak Lawn, I'm not seeing any bike lanes or super-wide sidewalks, and those little urban villages are jammed!</p> <p>The right mix of tenants, offices, and high-density residential will create the demand gussied-up streetscapes cannot. Is all of this fancifying for Abram (and Division) merely a smokescreen in the absence of genuine economic redevelopment? Wasn't College Park supposed to be flying high by now? It's got the super-wide sidewalks, bike lanes, and all that jazz... and restaurants are closing. Hmm...</p> <p>So... please keep Abram at 4 traffic lanes and a turn lane. If you want bike lanes, why not work with Main and South streets? Those are abandoned stepchildren that hold a LOT of potential, don't they? Get First Baptist to release its death grip around the Levitt Pavilion, open up South and Pecan streets to vehicular traffic, and see how easily - and SAFELY - bikes will be able to move about! Opening up Pecan at Abram could also pump some life blood into UTA's College Park restaurants.</p> <p>I have mixed feelings about tearing down the Central Library, but I like the opportunities doing so affords Main Street. Chop off that awkward box for the City Council Chamber, straighten Main to run in line with Abram, and we've got another alternative to "car-choked" Abram. Besides, there are some beautiful shade trees on Main east of Mesquite. Lana's daughter used to have a restaurant down in there, and it's just rustic and bohemian enough to mimic parts of Austin, if you squint just right.</p> <p>So PLEASE - don't go pouring money into Abram street that can be better spent opening up more of downtown to economic activity. Thank you for letting me comment.</p> <p>PS - does all this seem like déjà vu? Well, that's because it is! Remember all of the money and effort spent to "tame" and beautify Main Street? Look how well that worked as an economic development tool... Main Street is more dead today than it's ever been.</p>

4	<p>Mr. Watson,</p> <p>I was at the meeting yesterday as representative of Richmond Service. This morning I went to the web site, arlingtontx.gov/abram, to pull up the information on the project to share with the other employees of our company. I was unable to find the place that would show the street views for the Options A, B &amp; C. Are the street views available on this web site? If so will you please send me information on where I should be looking so I can pull up the diagrams and share the options with others.</p> <p>My initial reaction to the proposed changes is that none of the options given are a good alternative to what is existing now. What I think should be proposed is to remove all street parking on Abram, rework the sidewalks to conform with ADA requirements and leave the traffic lanes as they are.</p> <p>I really would like to have the street view options available to share with Mr. and Mrs. Richmond so they will have a chance to go over these planned changes.</p> <p>Thank you,</p>
5	<p>Mr Watson,</p> <p>I attended the townhall last night to hear about the plans for Abram street. I have already submitted my feedback form, via postal mail. I also video-recorded the entire event, including the Q&amp;A afterwards, so that I could post it on facebook for my friends here in Arlington to watch, who were unable to attend. They would like to know if there is a downloadable form of the feedback questionnaire they could get, fill out, and send in. Or, is there an online link they could click on, and fill out their comments on the city's website? (i.e., an online survey)</p> <p>Thanking you in advance.</p>
6	<p>Dear Bob,</p> <p>We were unable to make it to the most recent meeting regarding the Abram Street project. We would like to pass on our choices regarding the proposed plans.</p> <p>1st Choice Option "A"</p> <p>2nd Choice Option "B"</p> <p>The only concern we have is the back-in parking. While no problem for most people, I suspect that as we age, backing into a parking space may become more of a concern. Everything from peripheral vision, to having the mobility to turn one's body to see how close we are to the car next to us, to perception as to how close our back end is to the curb. I understand the advantages to pulling out into traffic, but it is still something to think about. I am a 65 year old female with good vision and I NEVER back in anywhere.</p> <p>Thank you.</p>
7	<p>Good evening</p> <p>I hope you are having a great Memorial Day Weekend.</p> <p>I was at the work shop last Tuesday on the discussion about Abram Street. So, I thought I would give you my two cent worth:)</p> <p>First, I believe a lot of work needs to be done to help develop Abram and downtown. But, I don't think it starts with redesigning Abram so in 2017 it might be a little better to walk on.</p> <p>If you drive down the street, it actually has plenty of room to expand the sidewalks, without having to remove some of the lanes. Parking can be moved to the side streets.</p> <p>For now, it still needs to be a major link from Cooper to Collins. Until other streets(Border, 2nd, Mitchell, Front and Sanford) are expanded to handle more traffic, it should stay the way it is.</p> <p>I think the city should really focus on giving people a reason to be downtown. The Levitt is great, but after the concerts or before the concerts, where does anybody go ??? There are no shopping or retail stores. Only a few restaurants and a couple of bars. Downtown Burlison puts us to shame:( We should look into a Movie theater, Central Market grocery store, maybe a gym. I would love to see a kind of mini mall at the corner of Abram and East St or Border and Mary St. Three, four stories tall, with underground parking(I know, very expense), a park on the roof. I can explain that one more in details another time. Something that is more than just a mall. The point being, people have no real reason to be downtown.</p> <p>There should also be more activities when the Rangers, Cowboys and other events are here. Something for people to do before and after the games. Shut down a side street and call it a party with food trucks, live musiC and all sorts of good stuff.</p> <p>And lastly for now, if its more trees you want on the sidewalks, I don't think we have to wait another three years. I am sure there are several groups in ArlingtoN that would love to be a part of beautifying Abram Street. Find some Florists to donate the trees and flowers. Find some cheap benches to fix and place them in front of the businesses. Have some local artist paint them: get their ideas on what would make Abram better.</p> <p>I am working with Arlington Proud and other volunteers on the Park Plaza Mural Project. I think the grass-root approach is a much cheaper, quicker and better for the community way of getting things done.</p> <p>Thank you for your time</p>
8	<p>Bob...</p> <p>I'm sure you have lots of research data on this matter...One of the actions that cities have taken to revitalize has been to increase pedestrian facilities in the downtown area ... and in most cases, it has been a big success ...Arlington already has a lot going for it, with the baseball and football stadiums ... Fixing up Abram Street to make the area more pedestrian-friendly would go a long way to add to the attractiveness of the city ...Whichever alternative that is ultimately chosen is something for the area residents to work out with the city ...But this really needs to be done ... Best of luck in the process ...</p>
9	<p>Bob</p> <p>I went to the Tuesday's meeting and was very disappointed. You should have that meeting before you have hired an out of town architect firm and spend any money. Would you hire an architect firm to remodel your house and had 3 plan drown up before you talk it over your spouse first?</p> <p>There is nothing wrong with the surface of Abram street, we have many streets in Arlington in very bad shape, have them resurfaced. If you ever consider to widen the walkway on Abram street is a another story.</p> <p>At the Tuesdays meeting the person from City of Arlington the one that answered a few question at the end of the meeting should get fired next day. The question was, "did you go to Grand Prairie and look at how they handle a similar situation" his answer was "NO we have hired the professionals". A person that will not drive 10 miles and learn from the mistakes that City of Grand Prairie made does not have the best interest of the City of Arlington.</p> <p>Before the city of Arlington spend any money, does any one at the city looking at if he or she would have to pay for it out of their own pocket would they spend that money?</p> <p>Option #4 leave the street surface alone at Abram street.</p>
10	<p>Mr. Watson,</p> <p>I am for option A as it seems to provide the most pedestrian friendly and best options for street scape.</p>