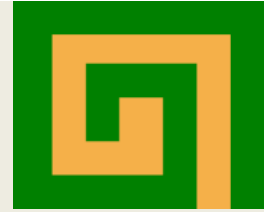


GREEN INTERNATIONAL AFFILIATES, INC.
CIVIL AND STRUCTURAL ENGINEERS



Public Input Meeting

Safety Improvements at Minuteman Bikeway at Lake Street



July 26, 2017



Project Goals

Existing Concerns

- **Safety Problem**
- **High volumes of all modes of transportation**

Project Goals

- **Safe, predictable, and efficient crossing for all users**



Project Background Part 1

- **Lake Street Corridor Transportation Analysis Report**
 - Prepared by Arlington Transportation Advisory Committee (TAC), December 2014
- **Presented to Board of Selectmen February 5, 2015**
- **Outcome: Recommended traffic signal as solution**



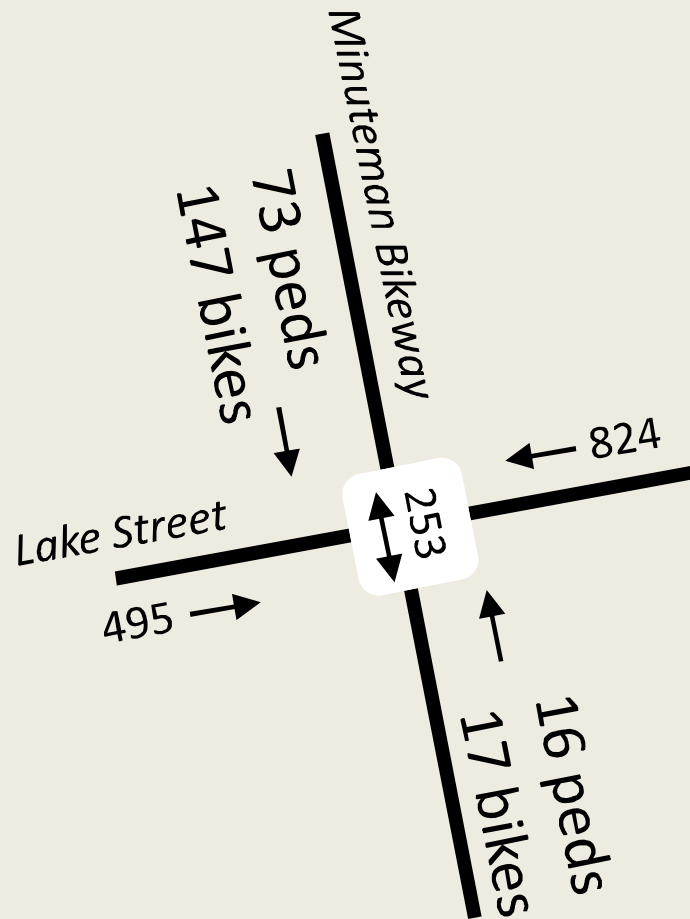
Project Background Part 2

- **Traffic Signal Coordination Trial, June 2015**
 - Police officer control for two weeks, during 4-7 PM
 - Findings consistent with model results
- **Presented to Board of Selectmen February 22, 2016**
- **Outcome: Design Review Committee formed**

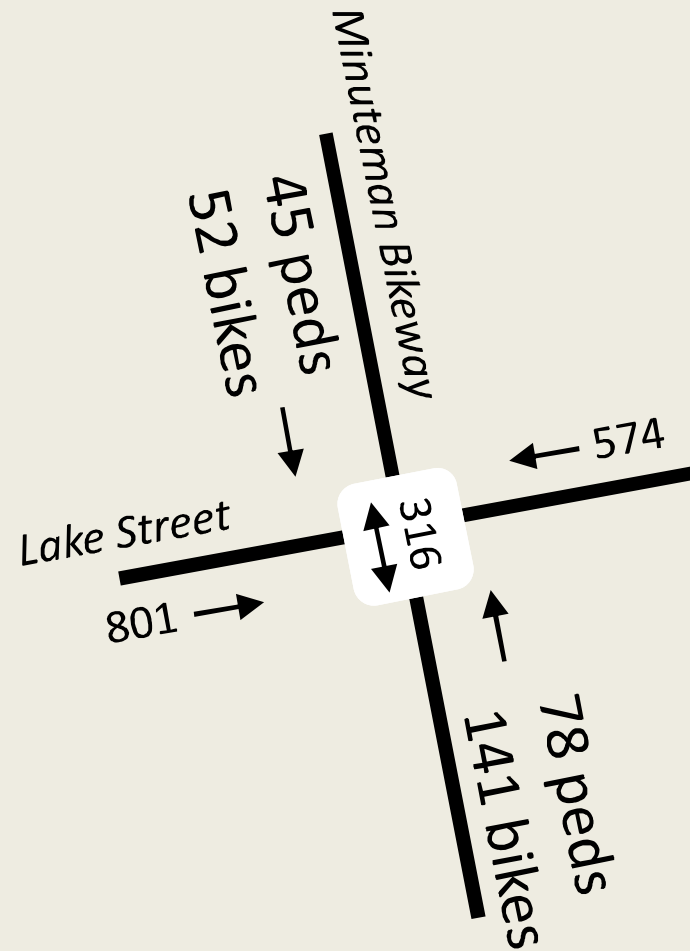


High Volumes for all Travel Modes

AM Peak Hour (7:30-8:30)



PM Peak Hour (5:00-6:00)





Safety and Crash History

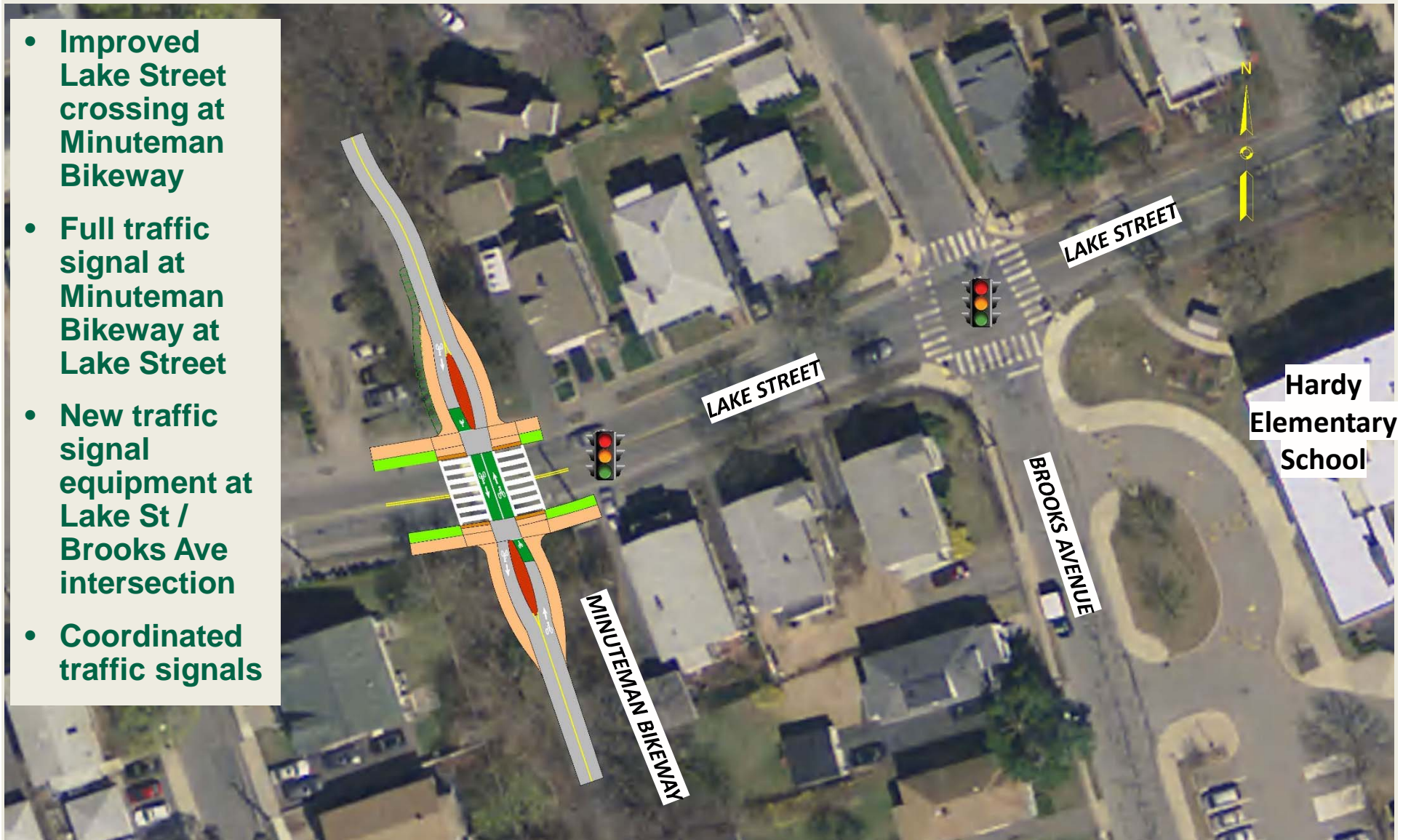
- **2011 – June 2014**
 - 110 crashes reported along Lake St corridor
 - Four crashes involved bicyclists or pedestrians
 - Three injury crashes

- **Jan 1, 2014 – Dec 31, 2015**
 - 14 crashes at Bikeway / Lake Street crossing
 - Two crashes involved pedestrians
 - Five injury crashes



Proposed Concept

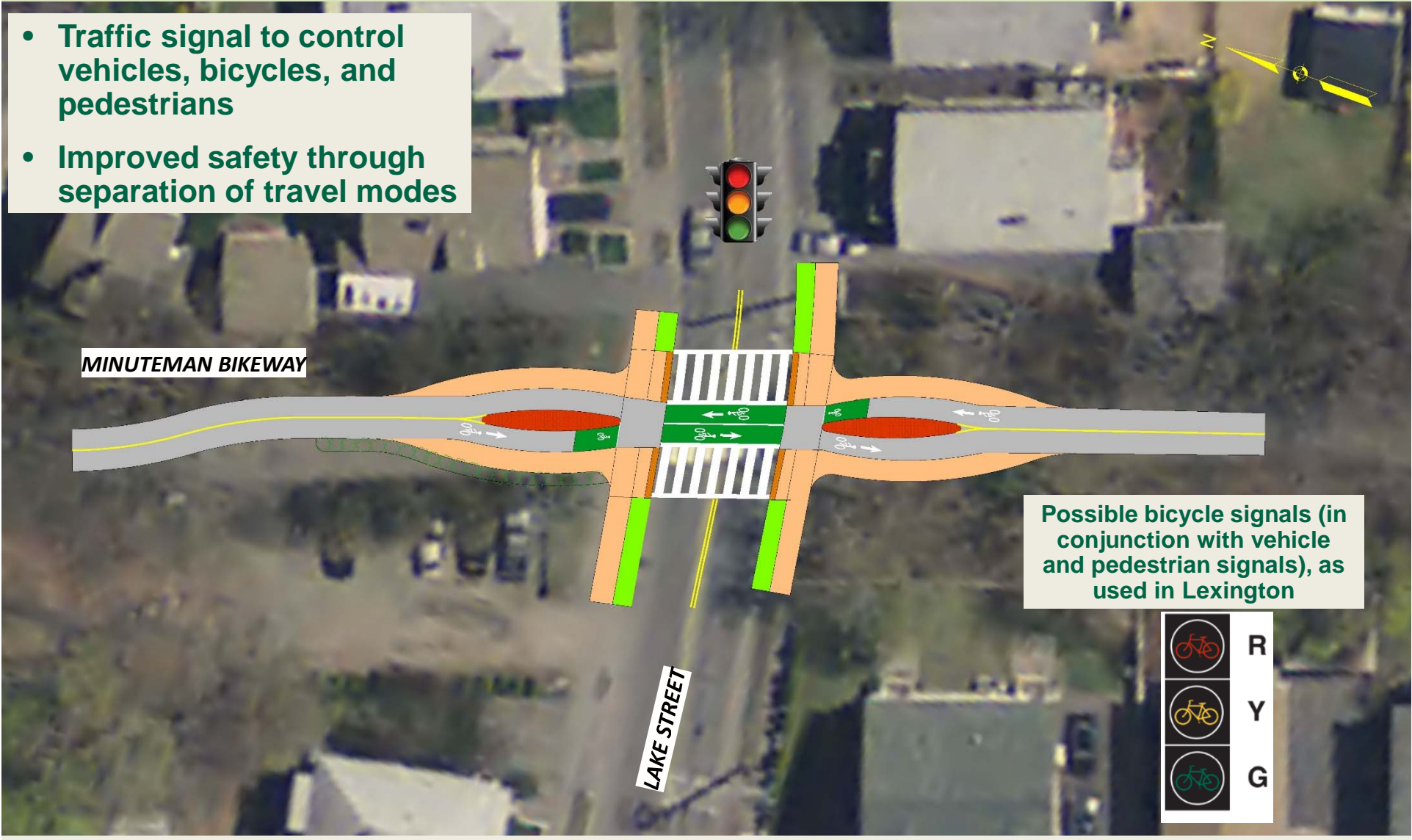
- Improved Lake Street crossing at Minuteman Bikeway
- Full traffic signal at Minuteman Bikeway at Lake Street
- New traffic signal equipment at Lake St / Brooks Ave intersection
- Coordinated traffic signals





Proposed Concept

- Traffic signal to control vehicles, bicycles, and pedestrians
- Improved safety through separation of travel modes



Possible bicycle signals (in conjunction with vehicle and pedestrian signals), as used in Lexington

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