



## Town of Arlington

Adam W. Chapdelaine  
Town Manager  
Diane M. Mahon, Chair  
Select Board

730 Massachusetts Avenue  
Arlington MA 02476-4908  
Phone (781) 316-3020

### Arlington Complete Streets Policy and Guidelines

*Adopted by Select Board on April 11, 2016*

*Accepted by MassDOT on 5/16/16*

#### Purpose and Goals

The purpose of this policy is to improve the quality of life in Arlington by:

- Promoting a sustainable, cohesive, connected transportation network
- Improving access and safety for pedestrians, bicyclists, motorists, transit riders, and freight carriers.
- Facilitating better pedestrian, bicycle and transit travel for users of all ages and abilities throughout the Town.
- Improving overall safety and ADA/AAB accessibility for users of all modes of transportation.
- Developing and supporting a transportation system that accommodates active transportation modes that promote public health.
- Promoting economic development by encouraging accessible, safe and compact business districts

#### Applicability:

- Complete Streets elements shall be incorporated into all roadway, bridge and development projects, including new construction, reconstruction, and municipal road repair or expansion wherever possible and where road widths allow. Roads designated as Arterials and Collectors<sup>1</sup> shall receive priority for Complete Streets treatment.
- Safe access for all modes shall be maintained during construction and maintenance activities, including temporary traffic controls and snow removal, to the fullest extent possible.
- The network of streets, sidewalks and bike lanes shall be connected in a cohesive way, and coordinated with streets in abutting communities
- Complete Streets principles shall be applied to new streets constructed on private property as part of private development projects, through the permitting and review process. Such streets shall be interconnected with the Town's street network in a way that furthers the purposes of this policy. The Arlington Redevelopment Board (ARB), acting as the Town's Planning Board, shall adopt these or similar guidelines to apply to projects under its jurisdiction.

<sup>1</sup> "Arterials" and "Collectors" are designated by MassDOT. A map showing Road Functional Classification is attached to this policy.

## Design Guidelines

This Complete Streets policy complies with the following guidelines:

- The Town of Arlington “Context Sensitive Bike Facility Design Guide Matrix”, adopted by Select Board, December, 2014
- Massachusetts Department of Transportation Project Design and Development Guidebook
- The latest edition of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets
- The United States Department of Transportation Federal Highway Administration’s Manual on Uniform Traffic Control Devices
- 2012 MBTA Bus Stop Design Guide (draft), PROWAG).
- The Architectural Access Board (AAB) 521 CMR Rules and Regulations

The Town will follow guidelines to provide appropriate accommodation for all users within the constraints of the project. Design solutions shall reflect the unique context and character of surrounding built and natural environments in Arlington. At a minimum, the following shall be considered:

1. Pedestrian accommodation shall be fully considered in the design of intersections including crossings and pedestrian curb cut ramp locations, minimizing curb radii at corners, pedestrian capacity, and traffic control. All new and reconstructed sidewalks will be accessible to and usable by persons with disabilities in accordance with Americans with Disabilities Act and the Massachusetts Architectural Access Board.
2. On roads that are on the Town of Arlington Bike Facility Network Map<sup>2</sup> dedicated bicycle facilities including conventional and physically separated bike lanes or cycle tracks must be fully considered in the design of streets and intersections wherever possible.
3. Where motorized and non-motorized users cannot be separated, traffic calming shall be considered.

## Implementation

- The Director of Public Works (“The Director”) shall be the primary administrator of this policy. The Director shall work in concert with the Town Manager, the Town Engineer, Police Traffic Division, Transportation Advisory Committee, and Bicycle Advisory Committee. This policy shall be the policy of the Select Board, the Traffic Authority for the Town of Arlington.
- The Director shall maintain an inventory of the existence and condition of pedestrian, bicycle, and transit facility infrastructure, and will use it to prioritize projects to eliminate gaps in the sidewalk, bikeway, and transit network and increase safety for pedestrians, bicyclists, and transit riders.
- Prioritization and project funding criteria shall favor all modes equally.
- Efforts shall be made to educate the public and Town employees about Complete Streets principles.

<sup>2</sup> Massachusetts Avenue, Lowell Street, Park Avenue, Park Avenue Extension, Summer Street, Mill Street, Mystic Street, Mystic Valley Parkway, Chestnut Street, Medford Street, Pleasant Street, Warren Street, Broadway, River Street, Bates Road, Lake Street.

### Jurisdiction

- Any project receiving funding from state, federal or private entities is expected to follow a Complete Streets approach.
- Any project that works in conjunction with other state, local or private agencies or entities is expected to follow a Complete Streets approach.
- Exceptions may apply, as outlined in the following section.

### Exceptions

Under certain circumstances it may not be possible or appropriate to provide a Complete Street. Such circumstances might include:

- A roadway or facility intended exclusively for motor vehicles, such as State Route 2, or one that is meant to exclude motor vehicles, such as the Minuteman Bikeway.
- An existing right-of-way with insufficient width for separate bicycle or pedestrian accommodation, or where topography prevents bicycle accommodation. In the case of insufficient width, alternatives shall be considered, in keeping with the “Context Sensitive Bike Facility Design Guide Matrix”, adopted by the Select Board in December, 2014.
- A circumstance where cost or impacts of accommodation are excessively disproportionate to the need or probable future use.
- Lightly travelled Local Streets<sup>3</sup>

### Performance Measures

The Town shall develop performance measures to periodically assess the rate, success and effectiveness of its Complete Streets Policy. A Working Group made up of representatives of the Police Department and the Transportation Advisory Committee (TAC) as designated by the Town Manager will determine frequency of assessment and appropriate metrics for analyzing the success of this policy. These metrics may include:

- Total number of new bicycle lanes
- Linear feet of new or improved pedestrian accommodations
- Number of intersection improvements made to improve mobility and safety for vehicles, pedestrians, and bicycles
- Decreased rate of crashes by mode
- Increased rate of children walking or bicycling to school
- Changes to the number of trips by mode.

<sup>3</sup> “Local Streets” is a functional classification made by MassDOT. A map showing Road Functional Classification is attached to this policy.