

# Virtual Forum

Existing Conditions and  
Survey Detail



CONNECT  
**Arlington**  
SUSTAINABLE  
TRANSPORTATION PLAN



July 30, 2020



# In This Presentation



01 | Connect Arlington Overview

02 | Existing Conditions

03 | Transportation Survey

04 | Next Steps for the Project

# What is Arlington's Sustainable Transportation Plan?

# Connect Arlington Project Goals

- 20-year vision for the development of the transportation system in Arlington with a focus on improvements to existing system, equity, new technologies, and other innovations
- Builds upon Traffic & Circulation section of the Master Plan and other existing Town policies for Complete Streets and Traffic Rules and Regulations
- Develop priorities and recommendations for projects, programs, and policies
- Covers all aspects of transportation: walking, biking, public transit, driving, micromobility



# Plan Development & Engagement

- Nelson\Nygaard lead consultant on project
- First tasks:
  - Collect existing conditions data for development of Transportation Fact Book
  - Develop Engagement Strategy
- Engagement & Public Outreach
  - Sustainable Transportation Plan Advisory Committee (STPAC)
  - Virtual Roundtable Focus Groups focused on Key Transportation Topics (Transportation for All Ages, Biking & Walking, Sustainability, Getting Around with Disabilities, Public Transit, Neighborhood Travel) – more in August
  - Transportation Survey –open from May to July
  - Online input map (a.k.a. wikimap)
  - Doorhangers and Survey hotline
  - Virtual Forums



**TOWN OF ARLINGTON**

**SUSTAINABLE TRANSPORTATION PLAN**

RFP #19-50

November 5, 2019

**N NELSON  
NYGAARD**

## What have we learned so far?

Work-to-Date



## Street Infrastructure

# 137 Miles

*Of total streets*

## 74%

*(101 miles)*

### Public streets

Owned and maintained by the Town

## 21%

### Private streets

Partially maintained by the Town (e.g. plowing) and/or by property owners fronting the roadways (e.g. paving and upkeep)

## 8%

*(7 miles)*

### Pathways and other facilities

Owned and maintained by the Town

## 6%

*(8 miles)*

### Public streets

Owned and maintained by the State or maintained in part by the Town (e.g., plowing)



## Active Transportation Infrastructure

# 132 Miles

*(Estimated)  
Of sidewalks owned and maintained by the town*

## 42 miles

No Sidewalks  
*(Primarily in hilly areas of town)*

# 25 Miles

*Of bicycle and/or multiuse facilities*

## 8 miles

Multiuse Paths  
*(Mostly comprised of the Minuteman Bike Path)*

## 5 miles

Bicycle Lanes

## 12 miles

Lane Sharing Network  
*(Informal, but designated routes)*



## Transit



## 10 Bus Routes

### 7 routes

**Provide Connections to Alewife Station**  
*(Red Line and Bus Connections)*

### 2 routes

**Service to Harvard Square**  
*(Red Line and Bus Connections)*

### 1 route

**Connection to Davis Square**  
*(Red Line Connection)*

**Connection to Lechmere/East Cambridge**  
*(Green Line Connection)*



## Rail Access

*Within short walking or biking distance*

### Red Line

Alewife near border with Cambridge (and at Davis Square)

### Commuter Rail

Within ½-mile of Arlington at West Medford (Lowell Line) and Belmont (Fitchburg Line)

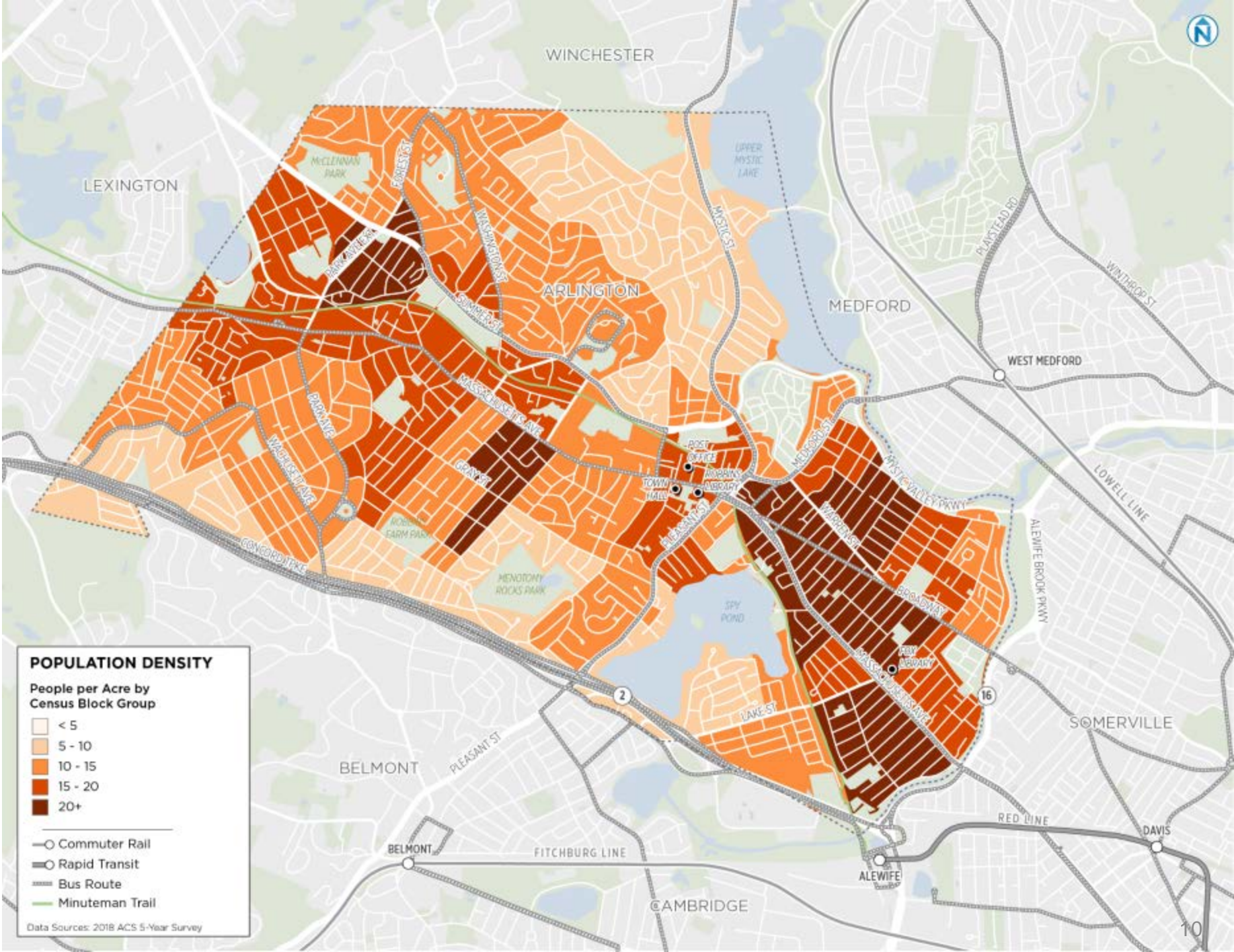




People and Place

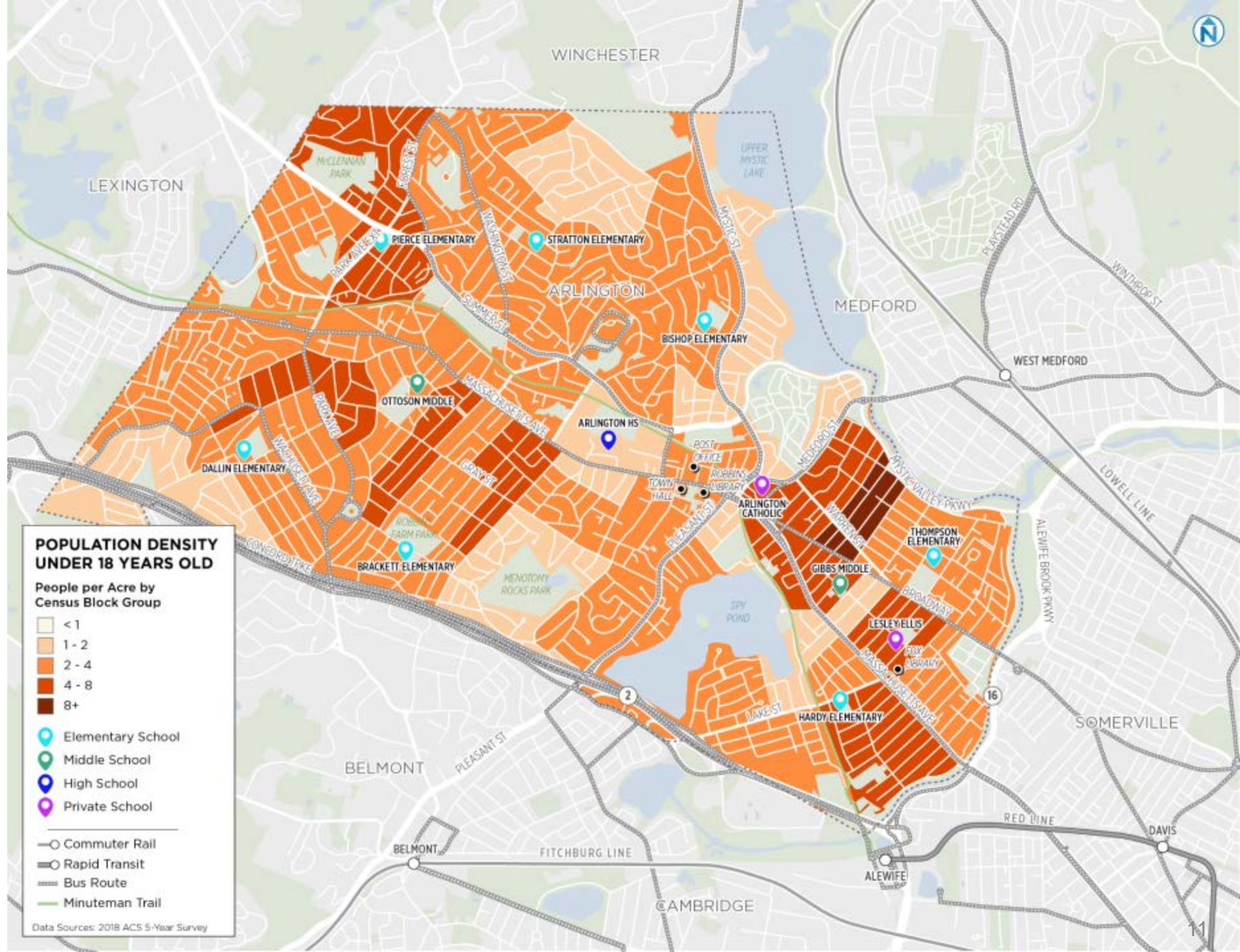
# Population Density

Highest population densities are in East Arlington and off of Mass Ave.

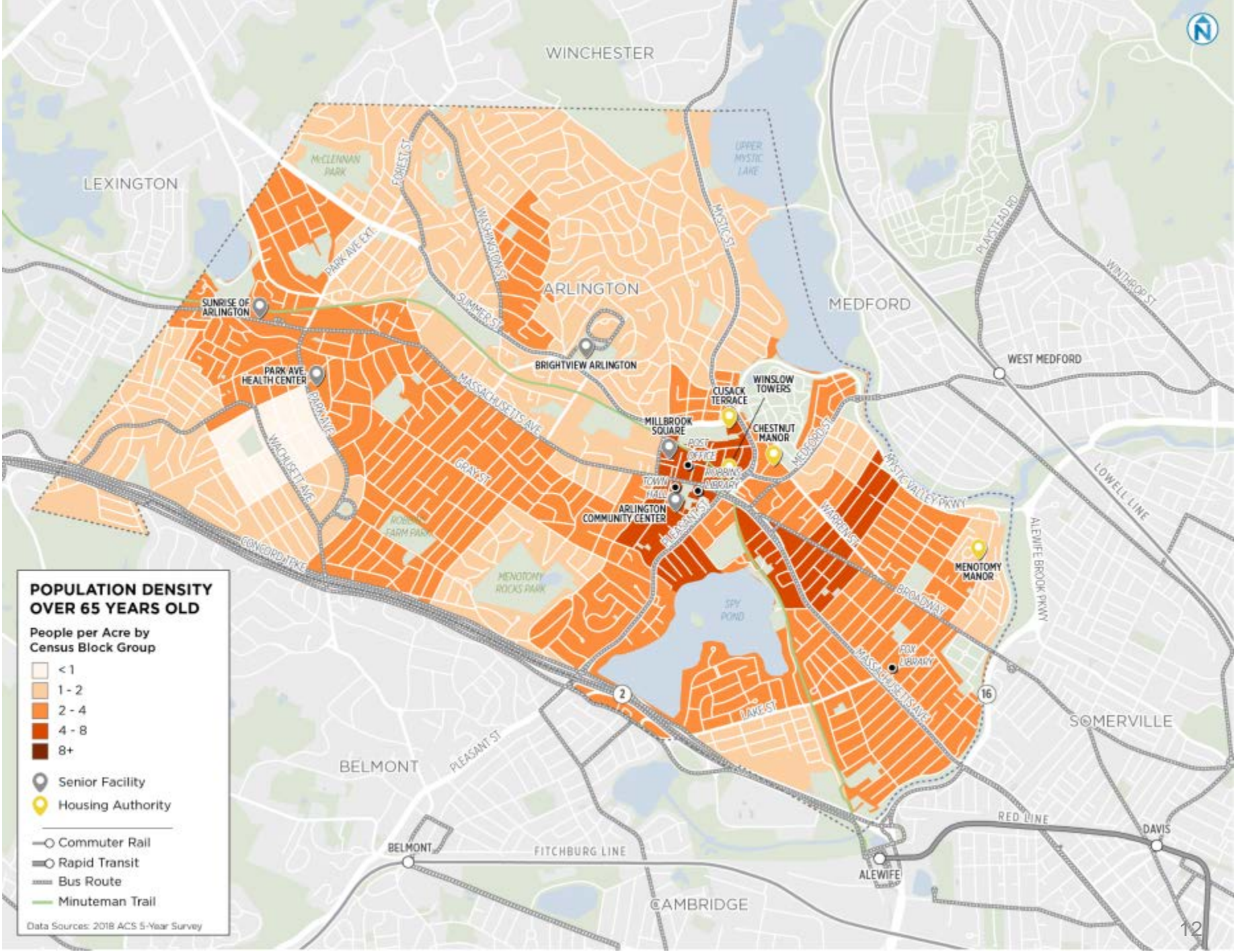


# Population under 18

School-aged population lives throughout town, but higher densities in East Arlington closer to Arlington Center.

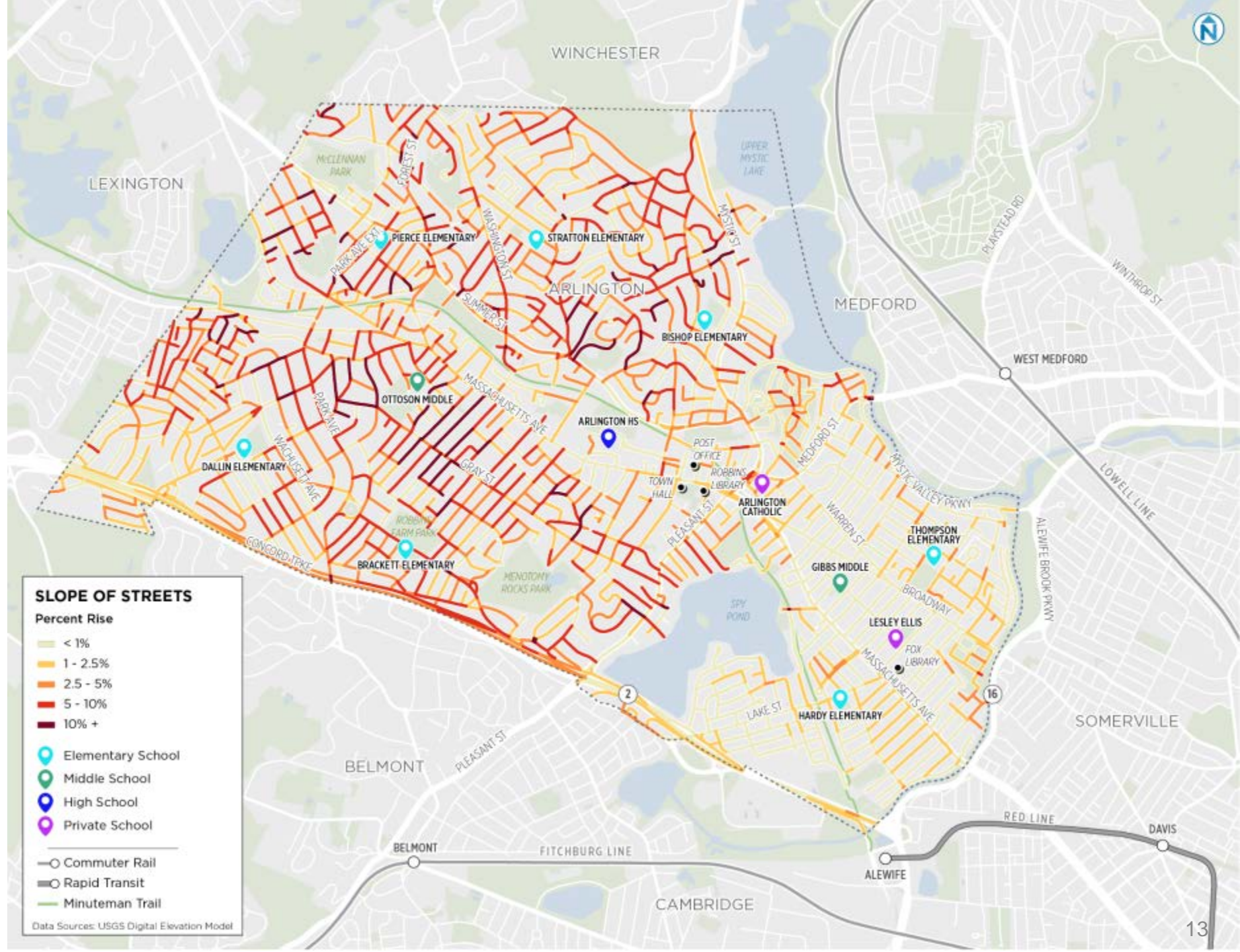


# Population over 65



# Slope of street

Land use patterns reflect topography, as do transportation corridors.

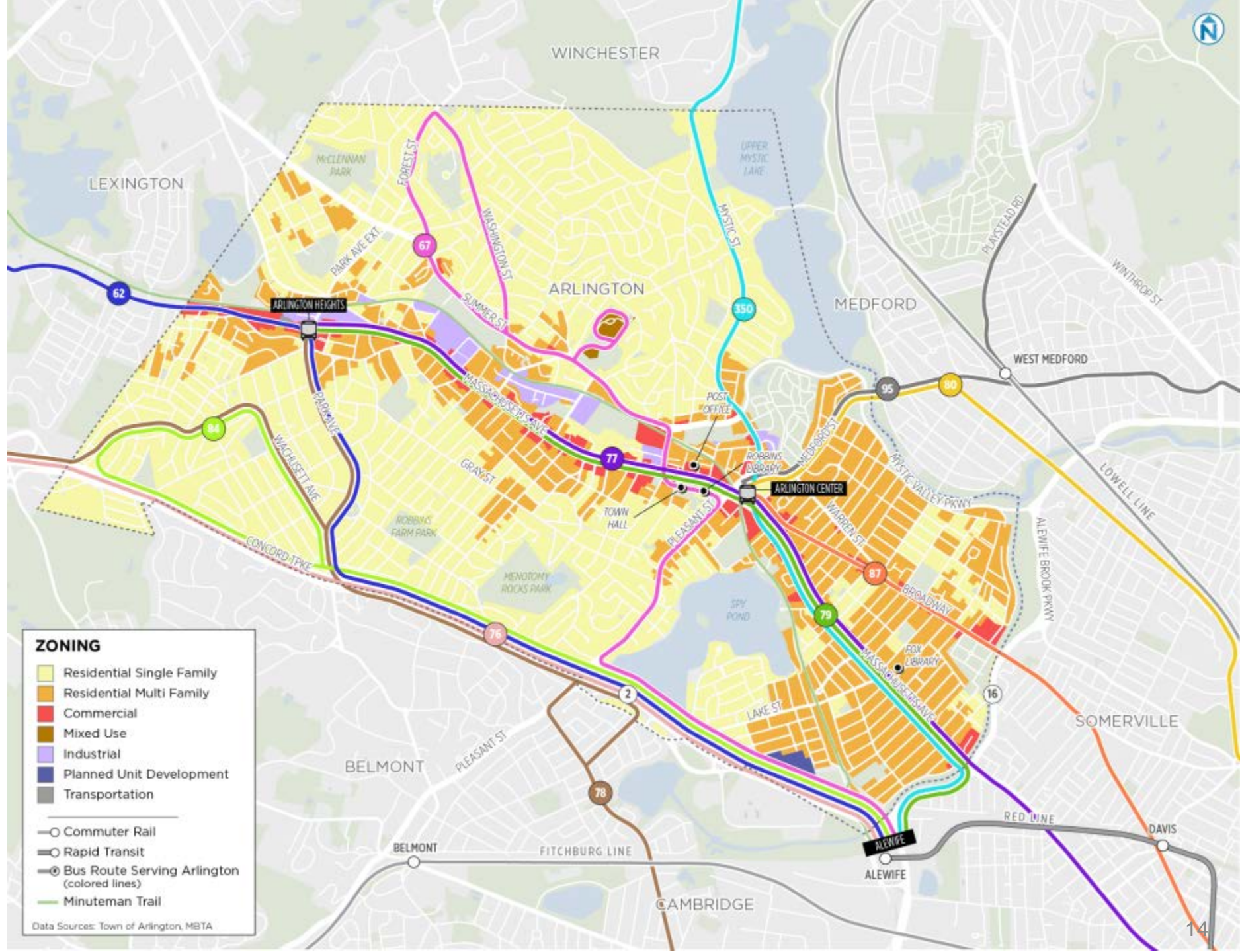


# Geography influences land use, which influences transportation choice

Flatter areas include higher density housing and commercial activity.

Hilly areas tend to be single family in character.

Transit corridors (and Minuteman Trail...a former rail right of way) run through valley.



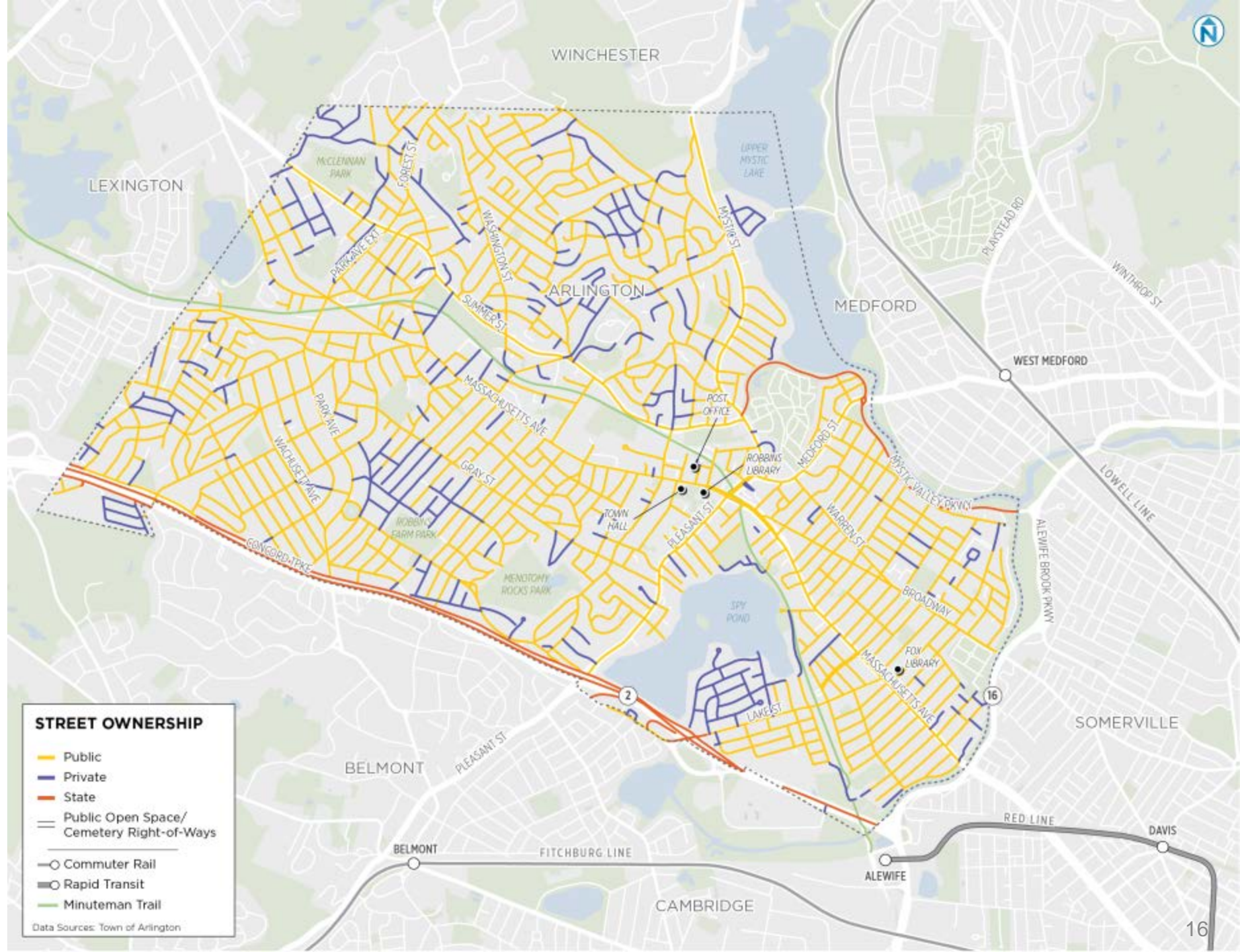


**Streets & Safety**

# ROADWAY NETWORK

Arlington has a large number of private streets.

Maintenance is generally the responsibility of the abutters, but some services are provided by the Town (e.g. plowing).

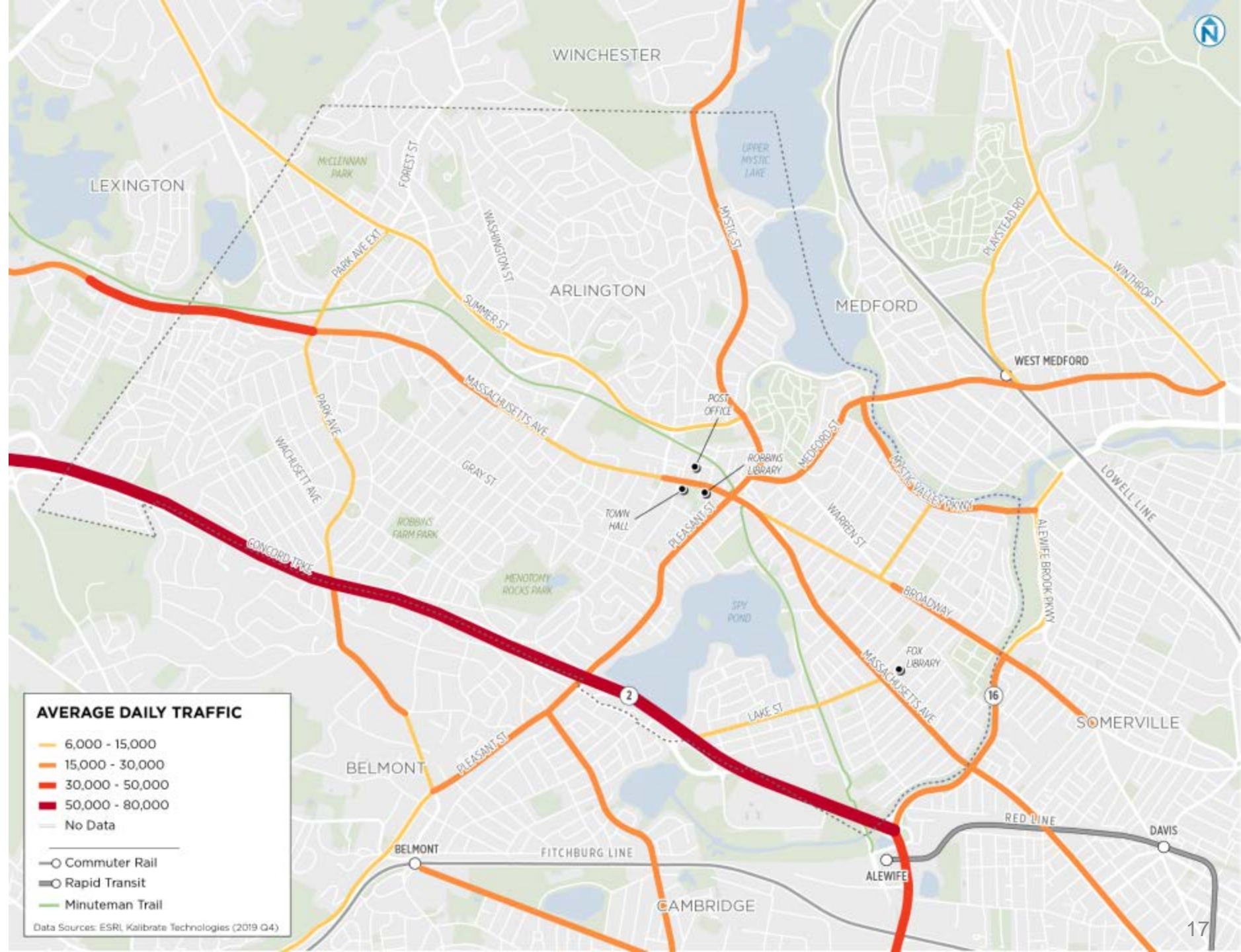




# Traffic volumes

Historical volumes highlight which routes are most used.

- Local Streets channel drivers to:
- Collectors like Summer Street and Park Street, which connect to:
- Arterials like Mass Ave, Medford Street and Pleasant Street, which lead to:
- Highways like Route 2 and to the north, I-95/Rte 128 and the region.

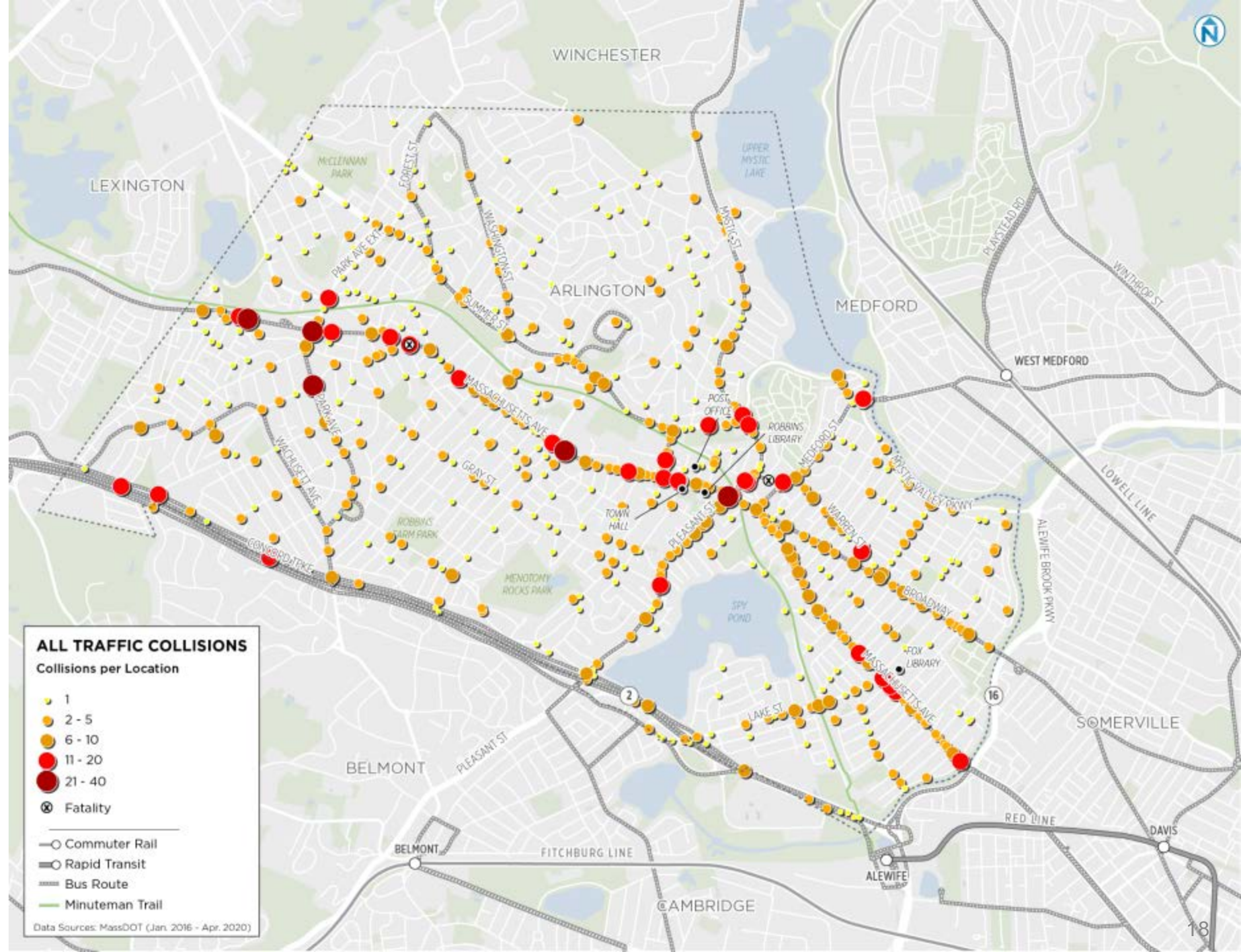


# All Traffic Collisions

1,996 crashes recorded between January, 2016 and April, 2020.

Includes most recent fatal crashes at Chestnut St and Chestnut Terrace and Mass Ave and Appleton as well.

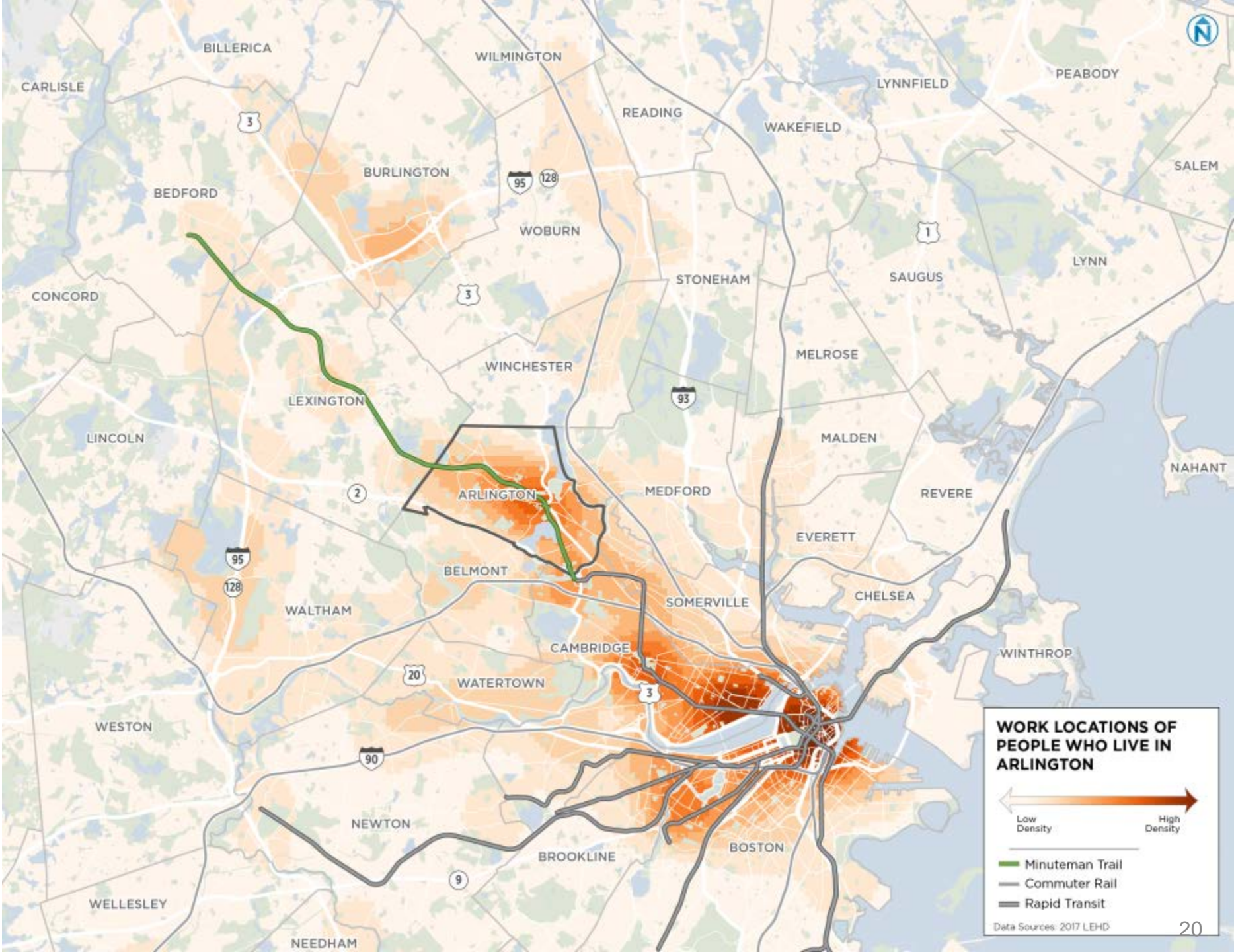
Although most crashes are clustered along major streets like Mass Ave and Broadway, there are many crashes recorded in the neighborhoods.





How People Travel?

# Commuting patterns: Where Arlington residents work

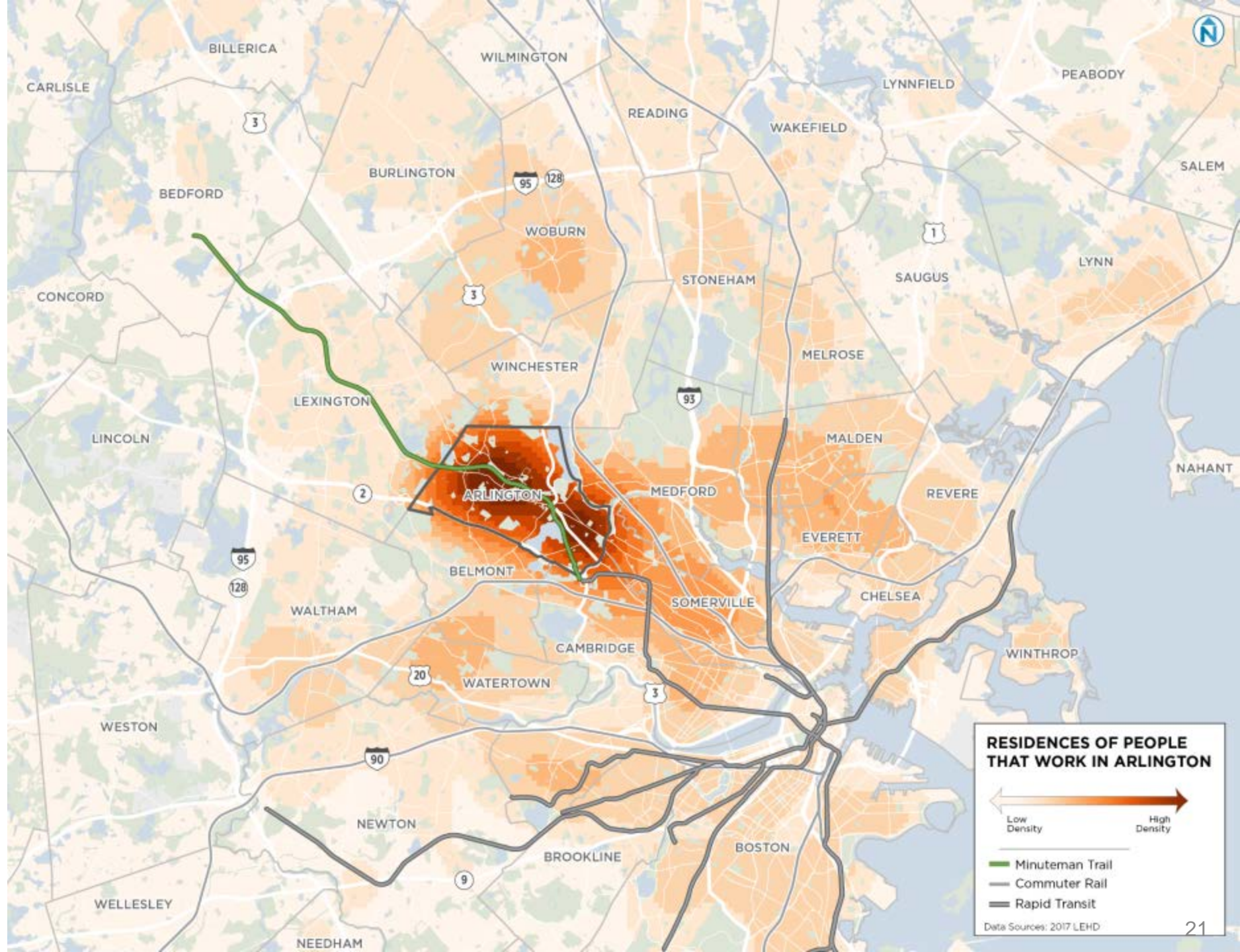


# Residences of people that work in Arlington

The majority of workers at Arlington businesses live in Arlington or close by.

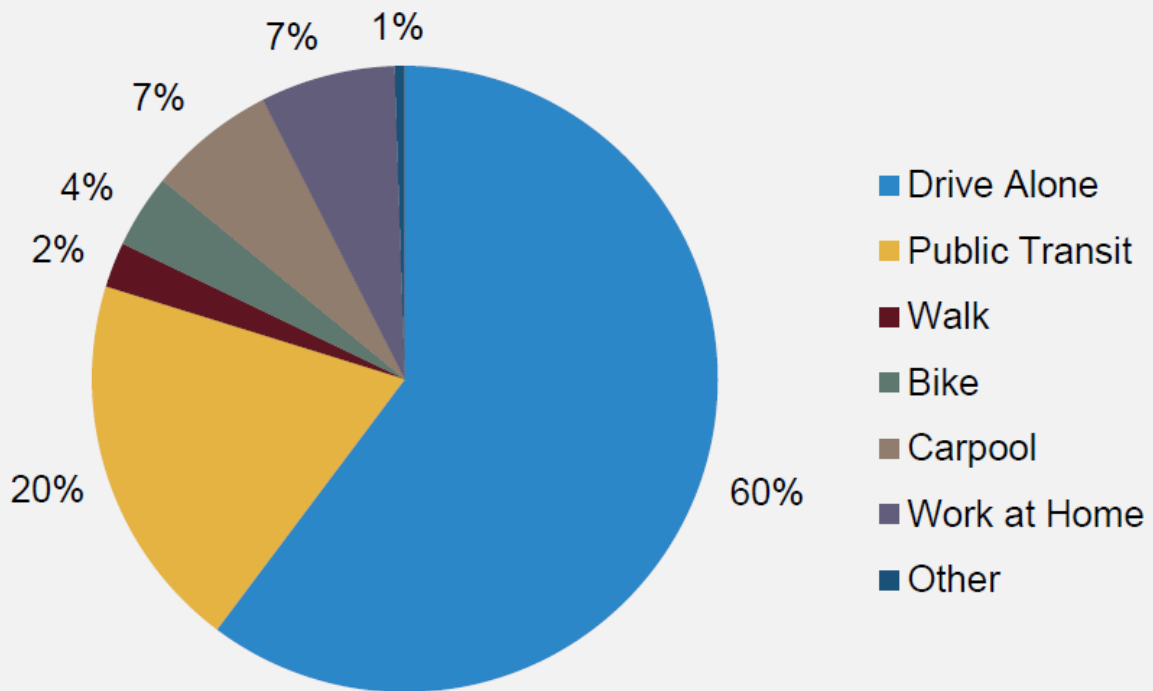
Why is this important?

- 1) Many can walk or bike
- 2) Many can take MBTA bus (and rail with transfer to bus or bike).

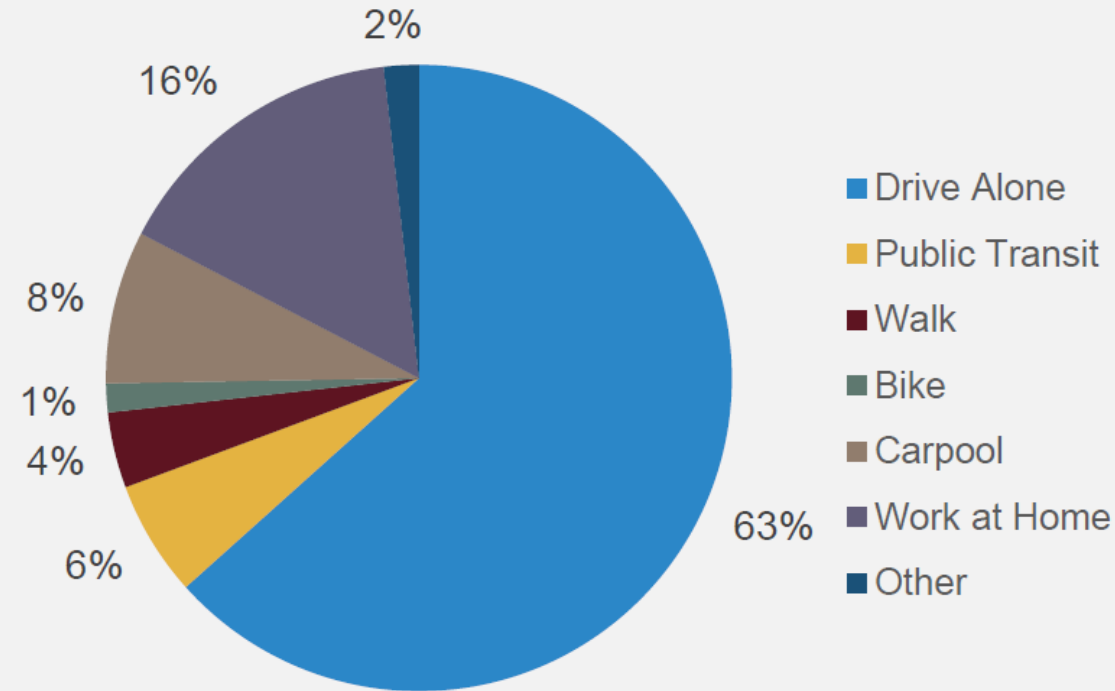


# Commute share

Residents



Employees

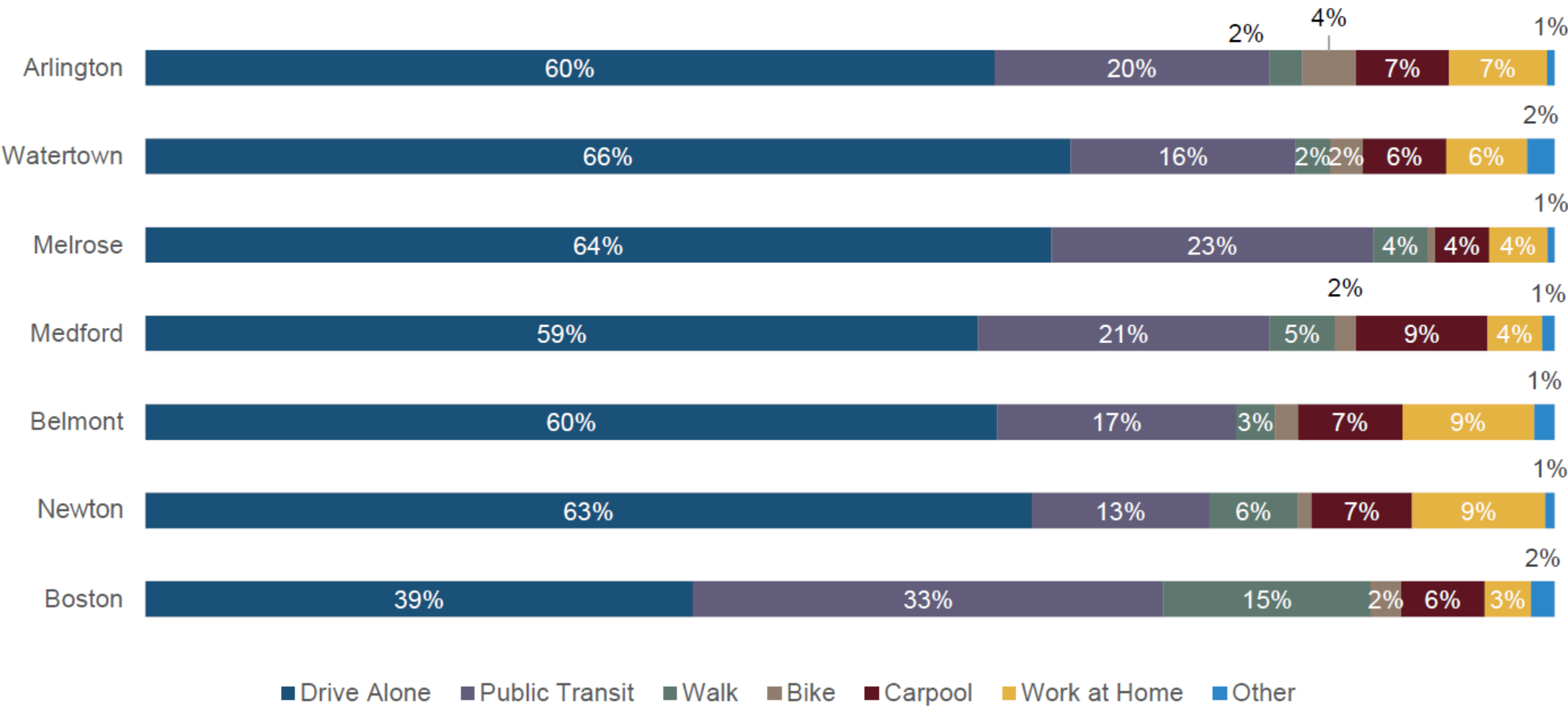


Data Source: [U.S. Census Bureau \(2018\). Sex of Workers by Means of Transportation to Work. 2018 ACS 5-Year Estimates.](#)

Data Source: [U.S. Census Bureau \(2018\). Sex of Workers by Means of Transportation to Work for Workplace Geography. 2018 ACS 5-Year Estimates.](#)

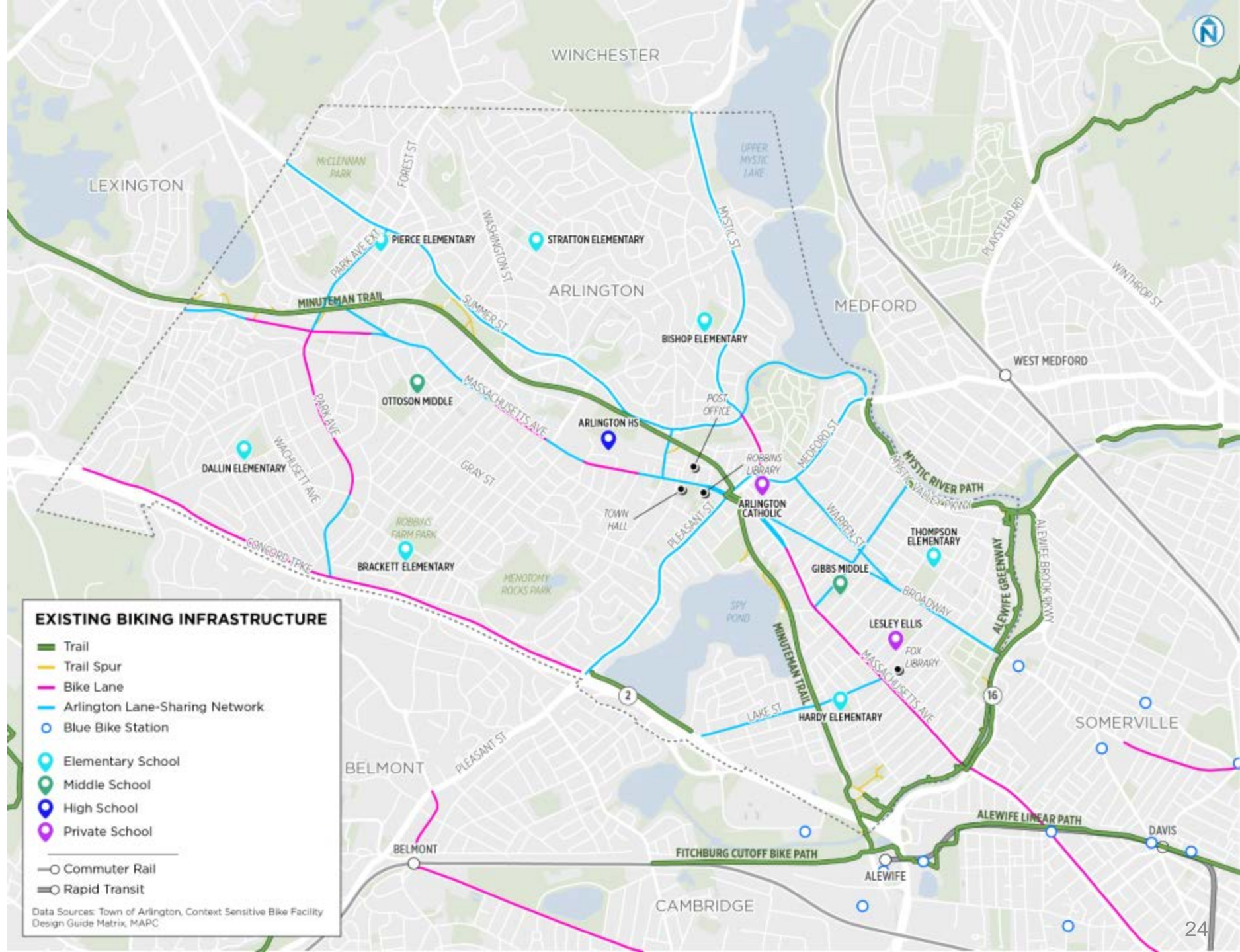
# Commute share comparison communities

Figure 5-4 Arlington Peer Comparison: Mode



Data Source: [U.S. Census Bureau \(2018\). Sex of Workers by Means of Transportation to Work. 2018 ACS 5-Year Estimates.](#)

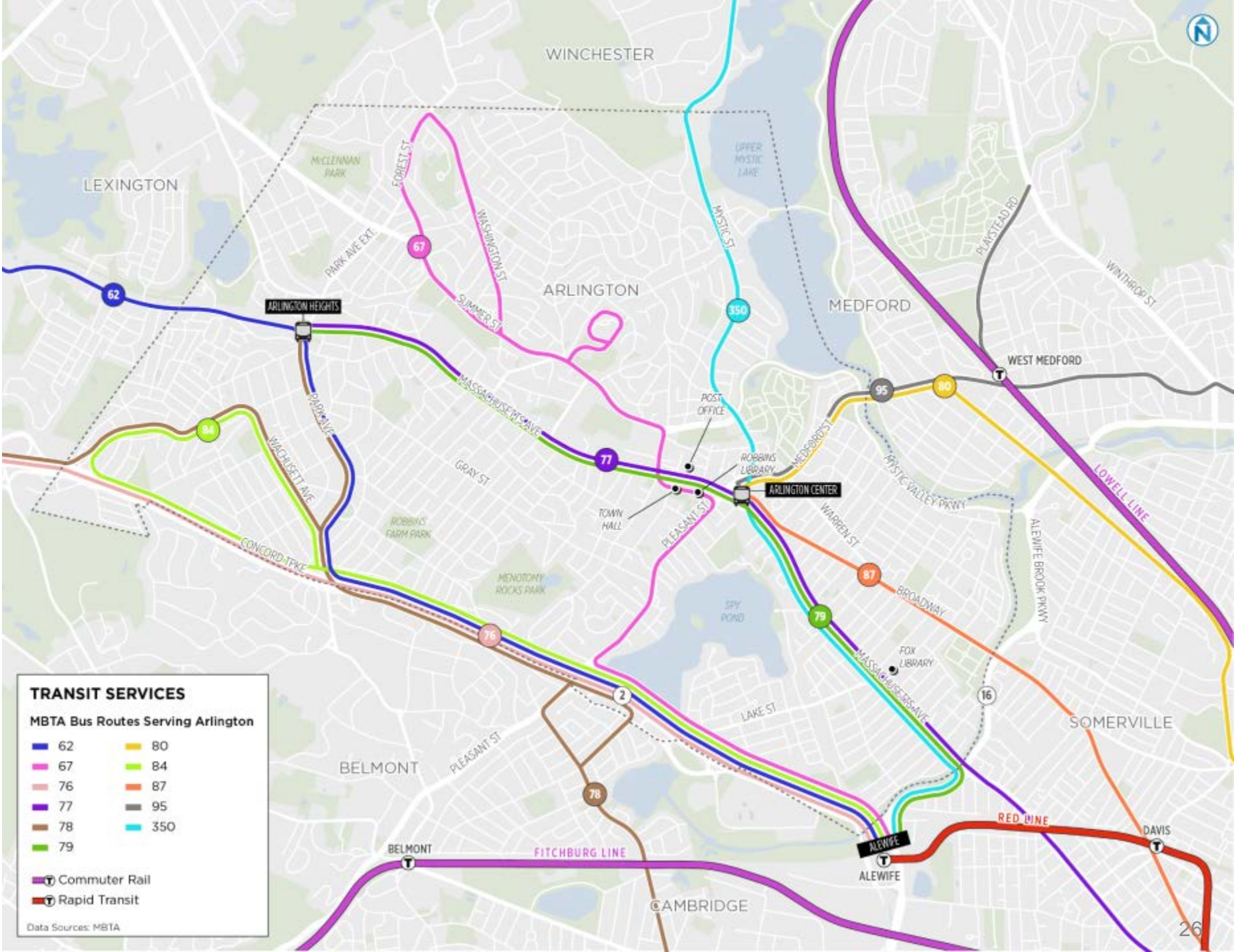
# BICYCLE NETWORK





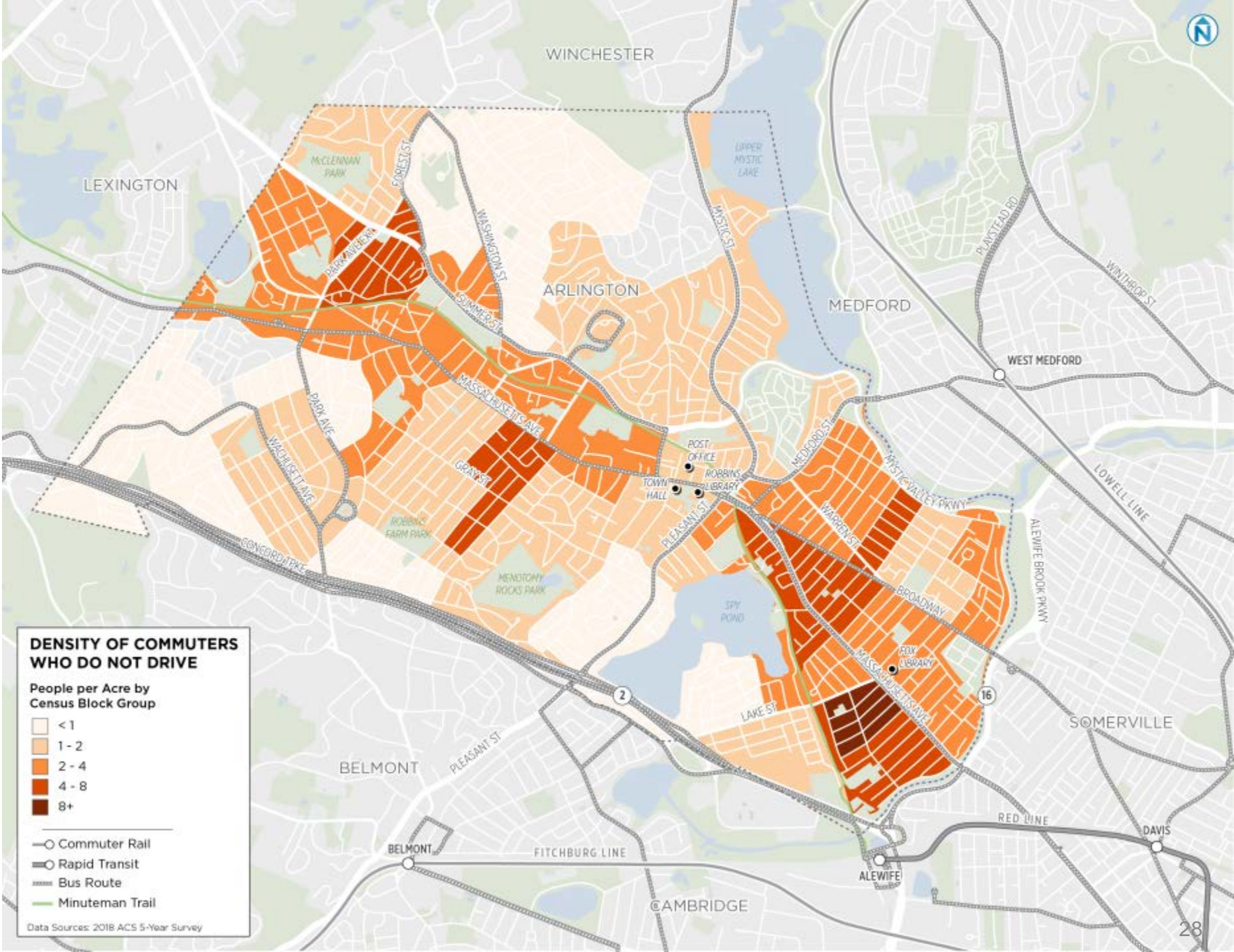


# TRANSIT NETWORK

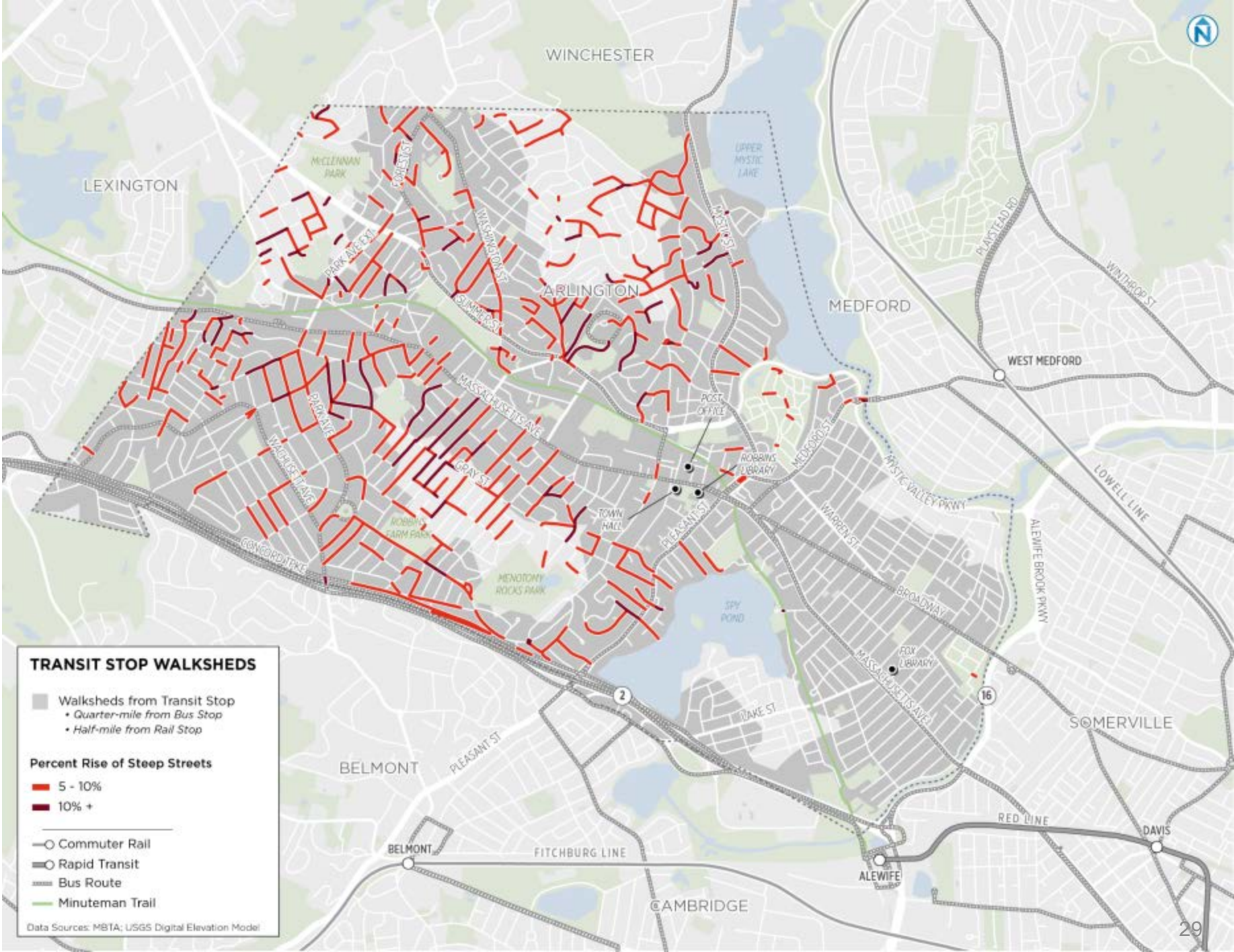




# Non-driving commuters



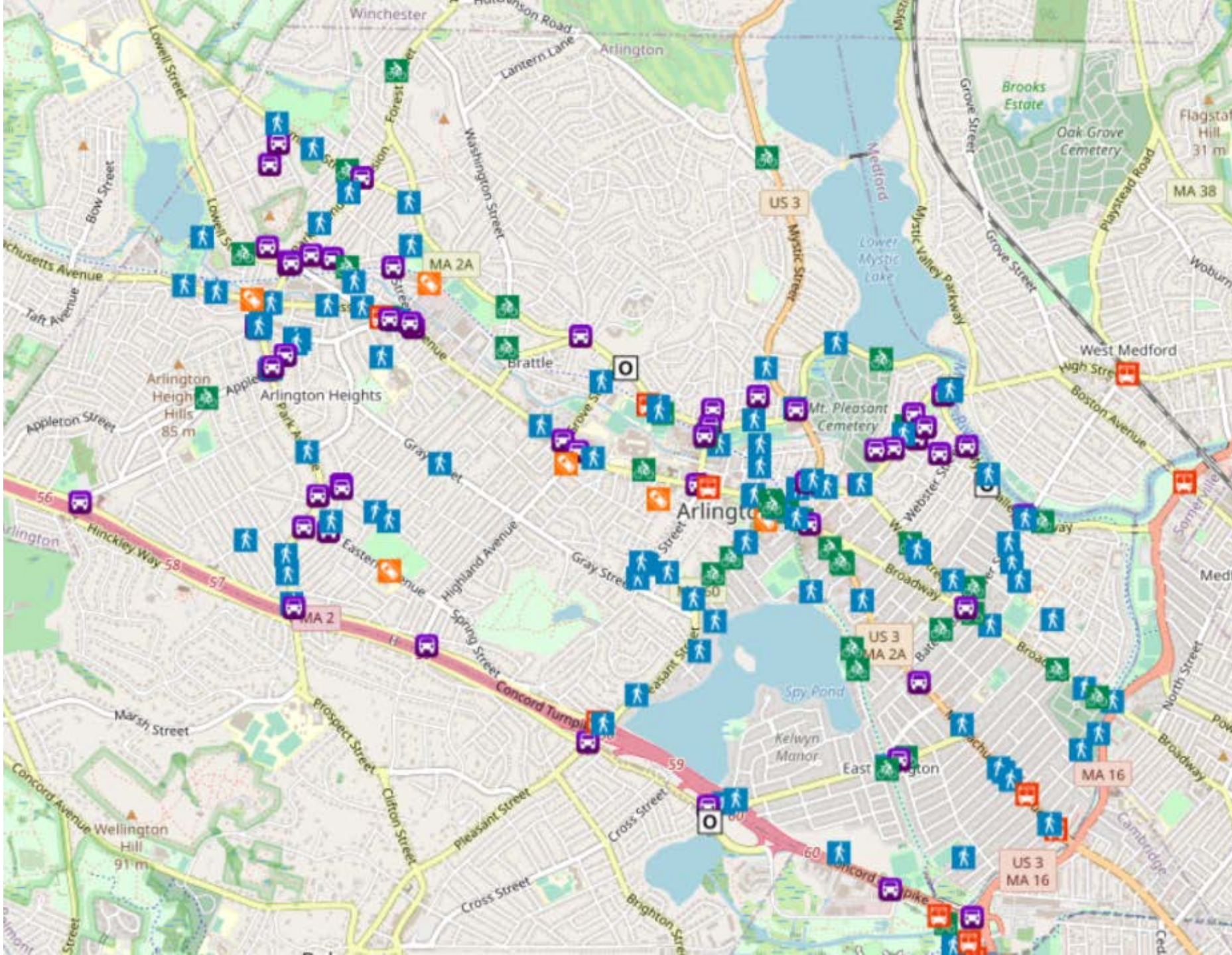
# Transit Stop Walksheds with Street Slopes



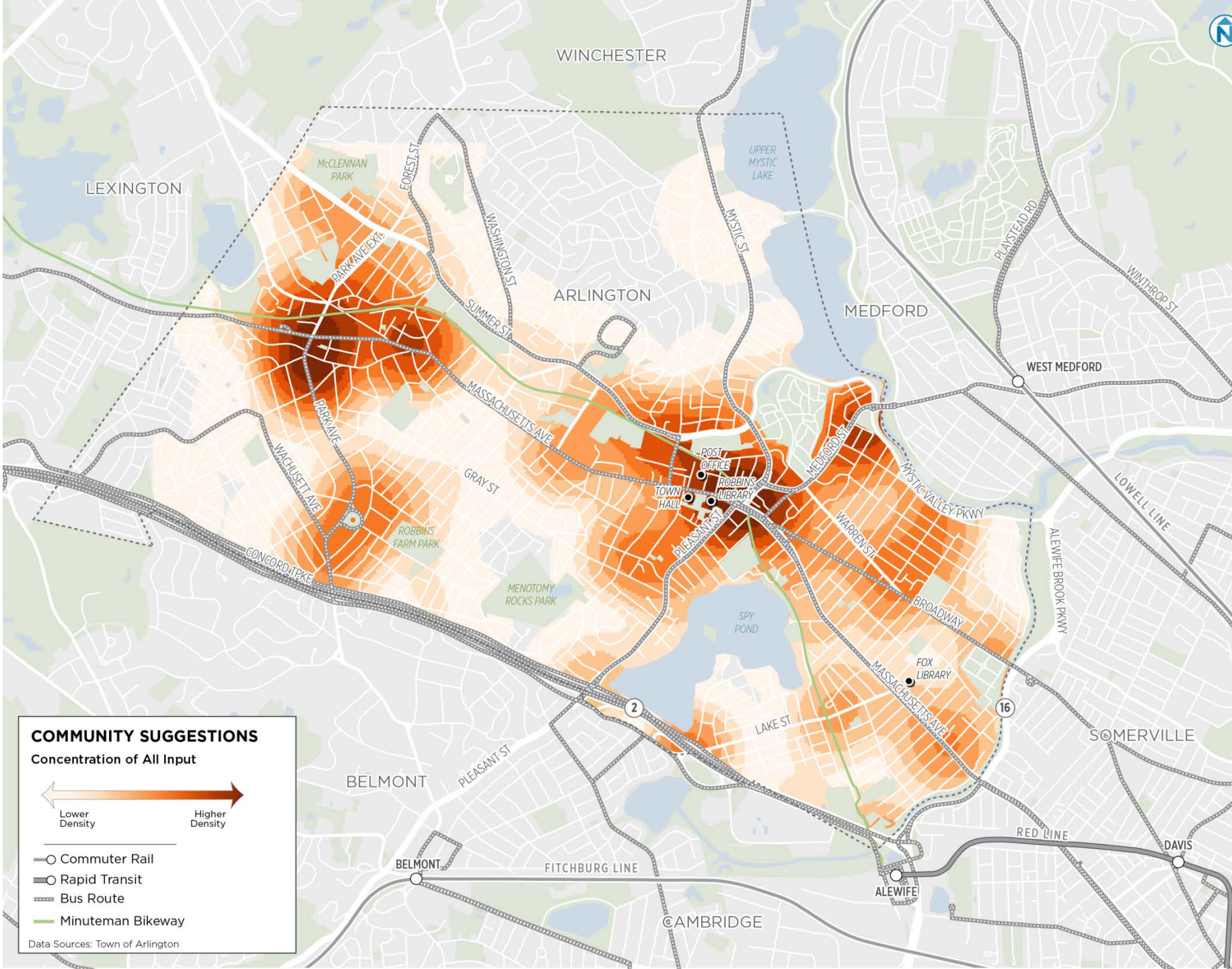
# Your Travel and Transportation Input

Highlights

# Transportation Feedback Map



# Transportation Feedback Map

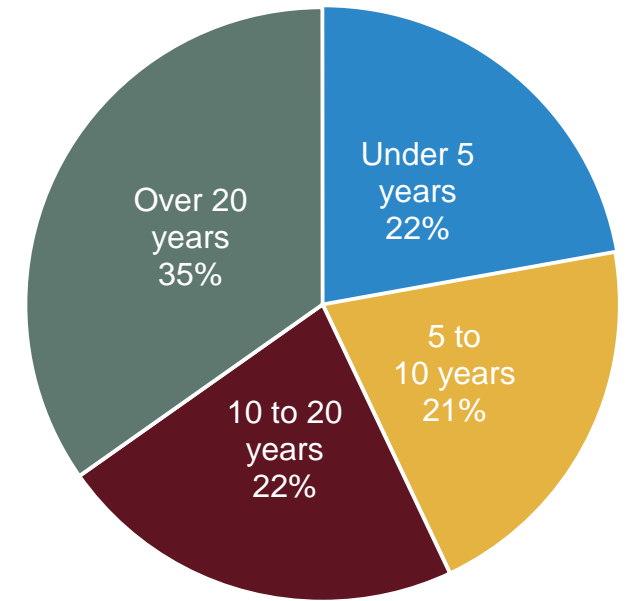




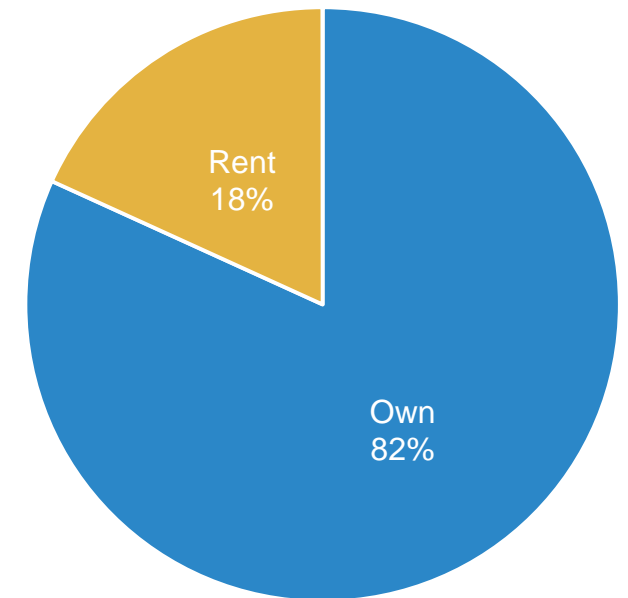
# 1,087 Arlington Residents Answered the Arlington STP Survey

- Encompasses both newer residents and those who have lived in Arlington for over 20 years
- 82% of survey respondents own their home, a rate greater than those who answered the town survey (78%) and Census 2017 ACS (61%)

How long have you lived in Arlington?

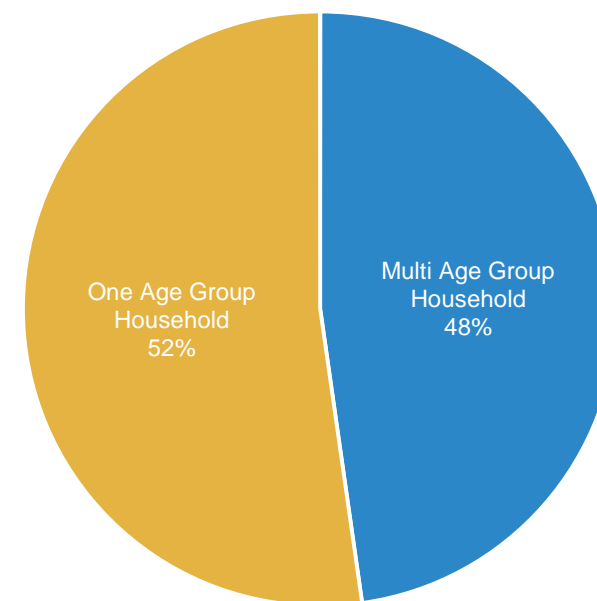
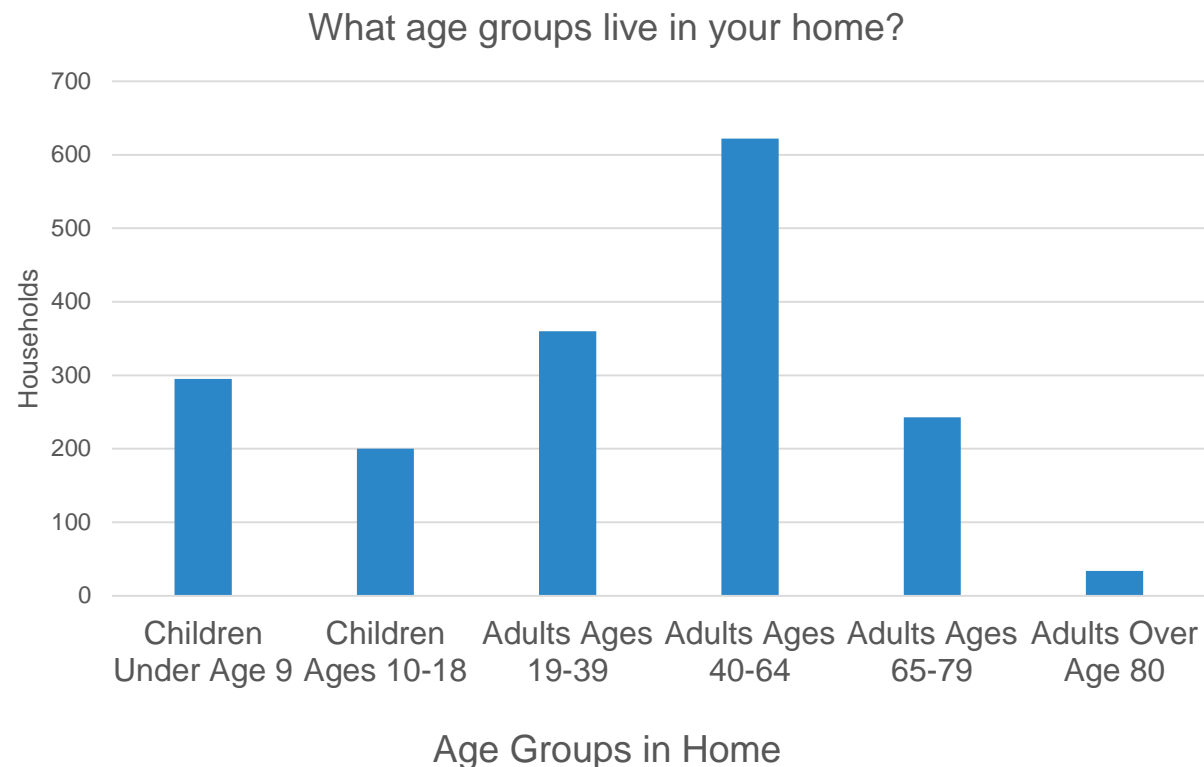


Do you rent or own your home?



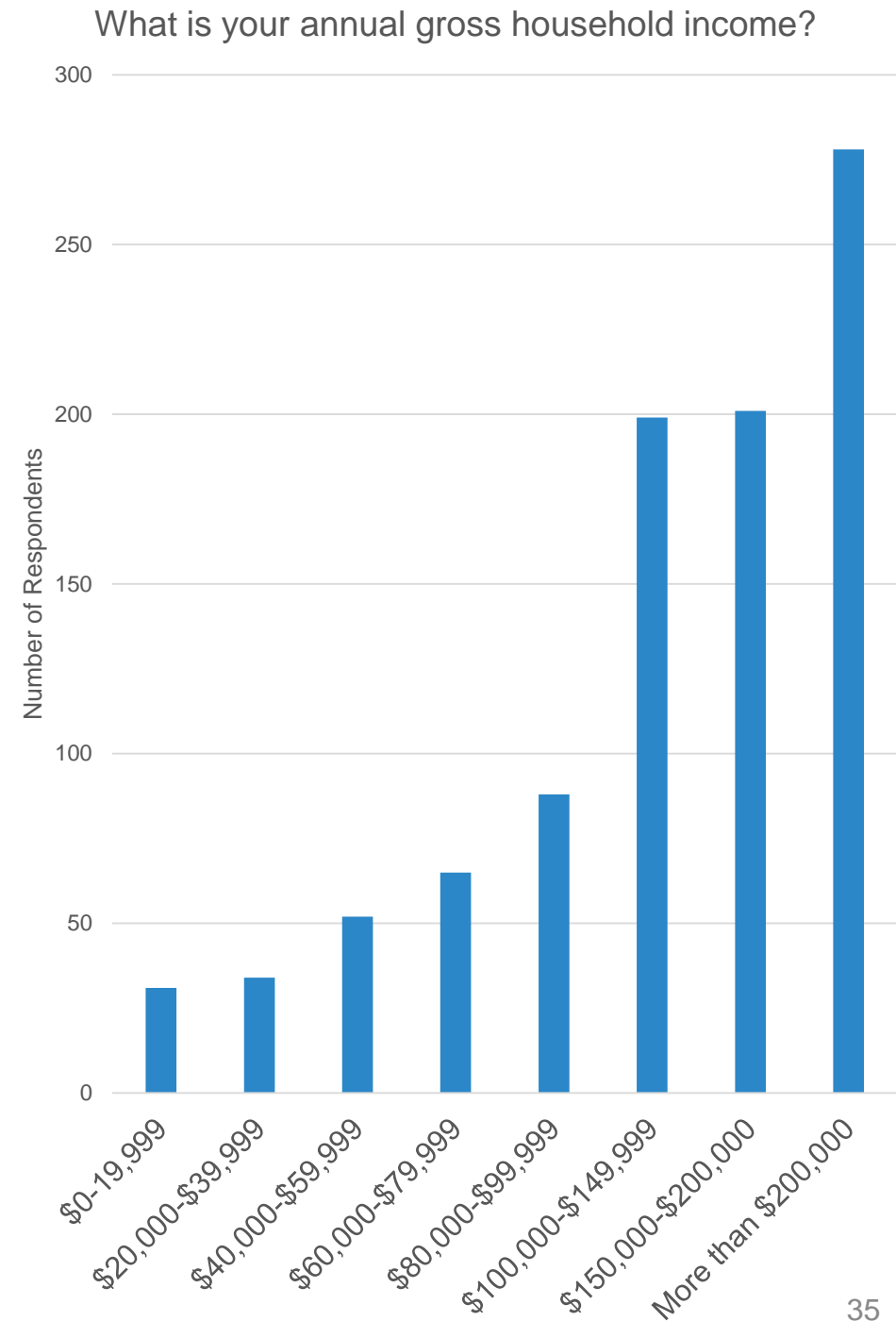
# Households of All Ages Participated in the Survey

- The largest age group for survey respondents is adults 40 to 64 years of age
- About half of households have multiple age groups
- Out of adults over age 80, half live with other age groups
- Other forms of public engagement will target older adults



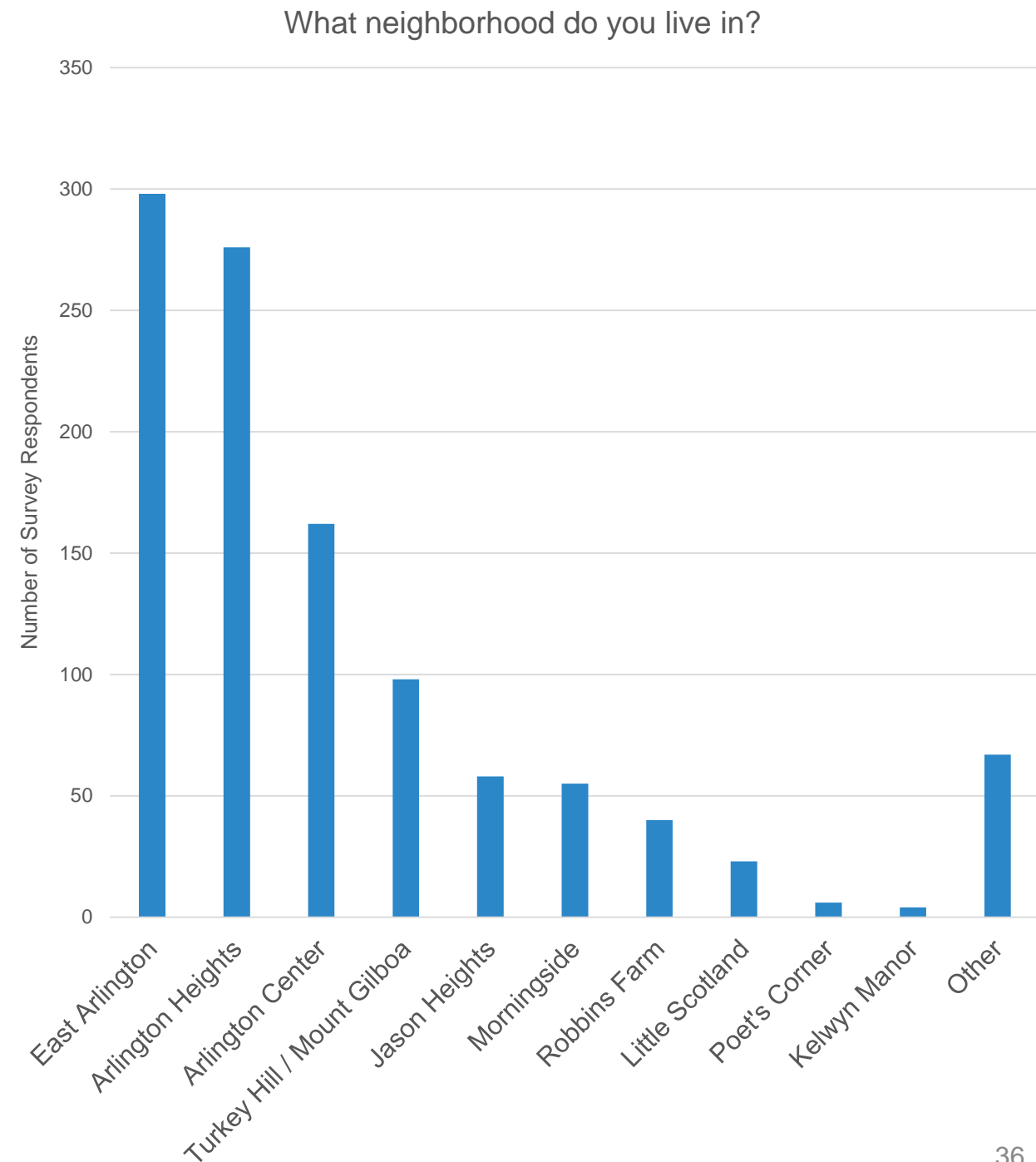
# High Levels of Participation from Arlington's Higher Income Households

- About half of survey respondents have an annual household income over \$150,000
- Arlington is a relatively high-income town, but survey respondents tend to have a greater income than the general population (Census 2017 ACS)



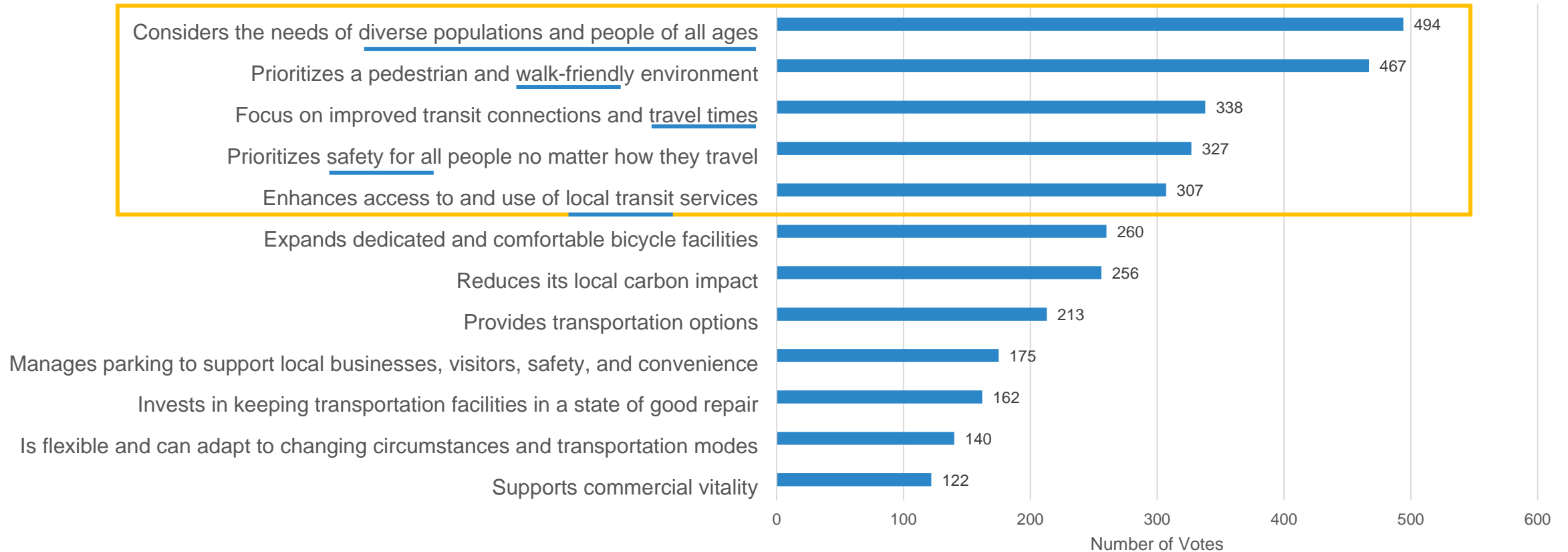
# Neighborhoods Represented in the Responses

- Over half of respondents live in East Arlington or Arlington Heights
- Sizeable proportion of residents live in Arlington Center or Turkey Hill/Mount Gilboa



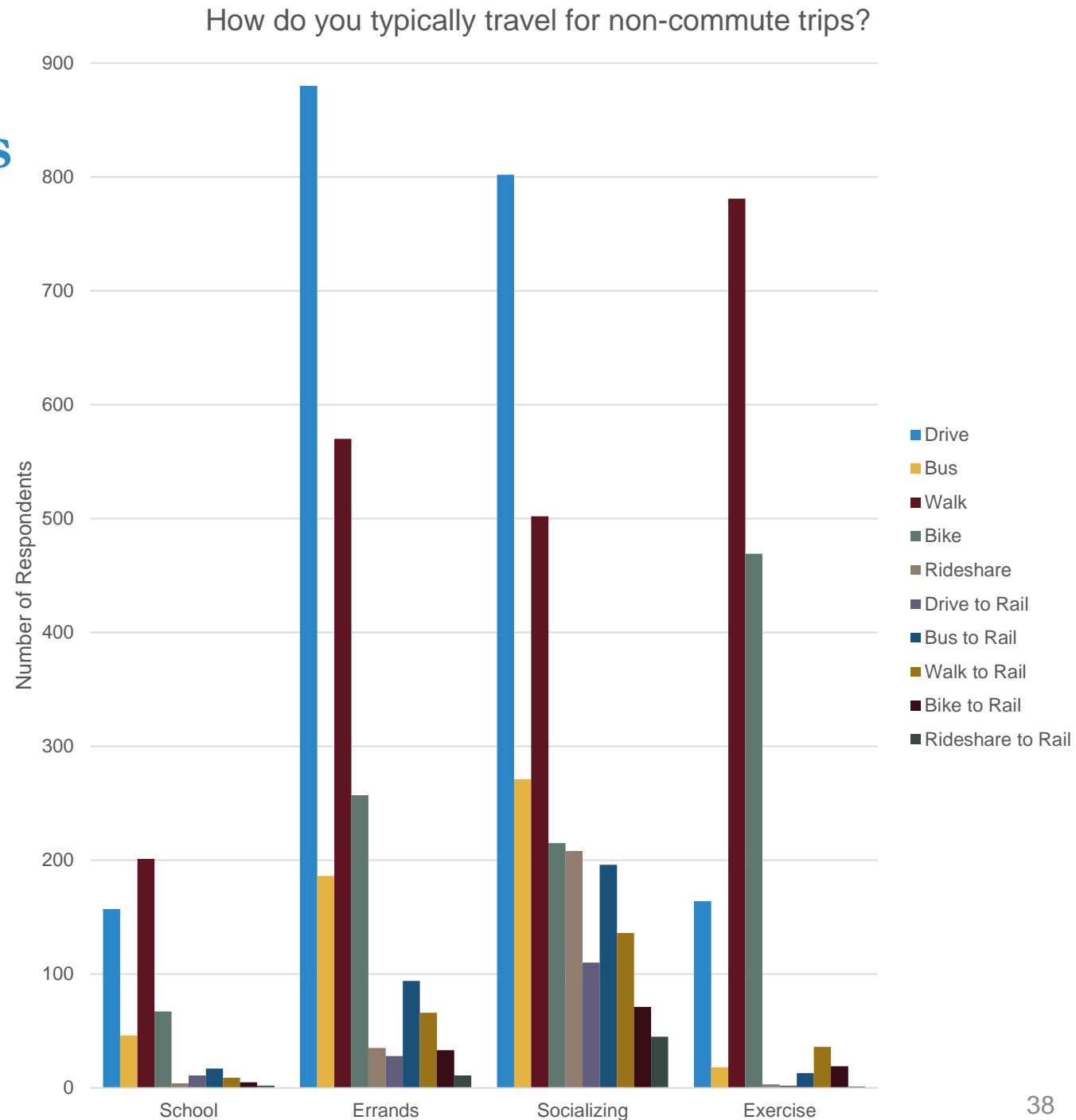
# Survey Respondents Prioritize Diverse Populations, People of All Ages, and a Walk-Bike-Transit-Friendly Environment

Transportation plays many roles in supporting Arlington's future - help us prioritize which are most important to you.  
Please pick your top THREE (3) goals for Arlington's transportation system.



# Respondents Mostly Drive or Walk for Non-Commute Trips

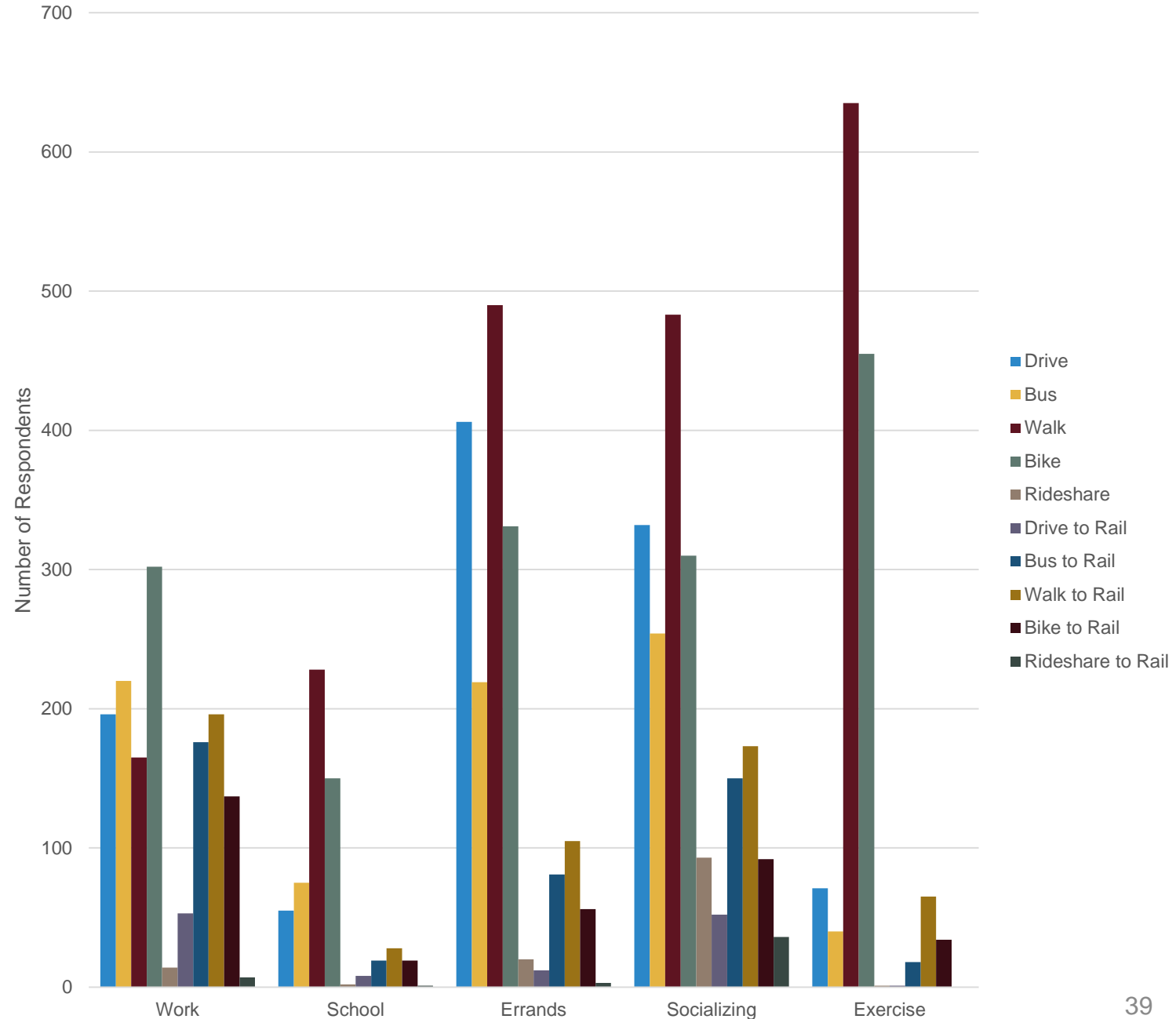
- Most currently drive or walk to get to school, run errands, or socialize
- Socializing trips have the largest share of rideshare trips
- Transit is not used as much for non-commute travel but, of those, is used most for social extracurriculars



# People Would Prefer to Walk or Bike More in the Future

- Biking is the preferred mode of getting to work
- Overall, people would like to walk or bike more, but maintain driving trips for errands and socializing

If you were to change how you travel in the future, how would you most prefer to get around Arlington and the region?



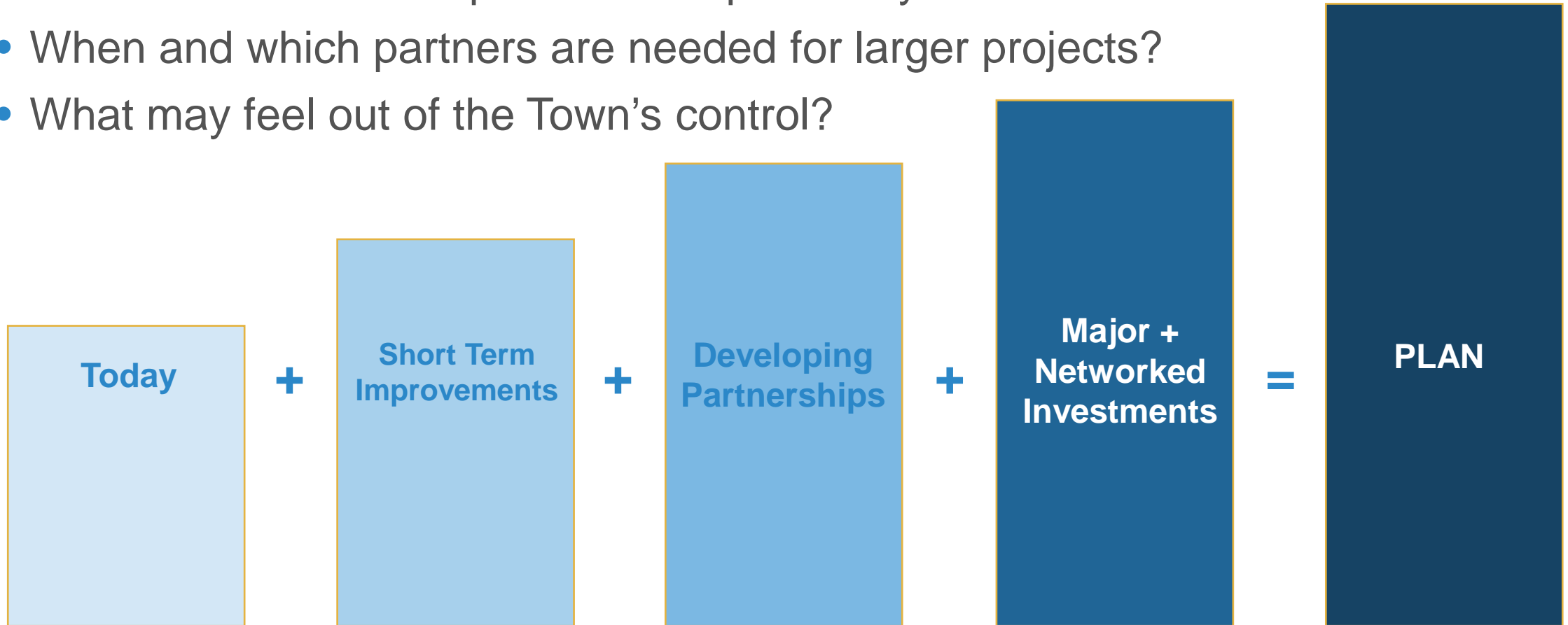
# What is coming up?

Next Steps



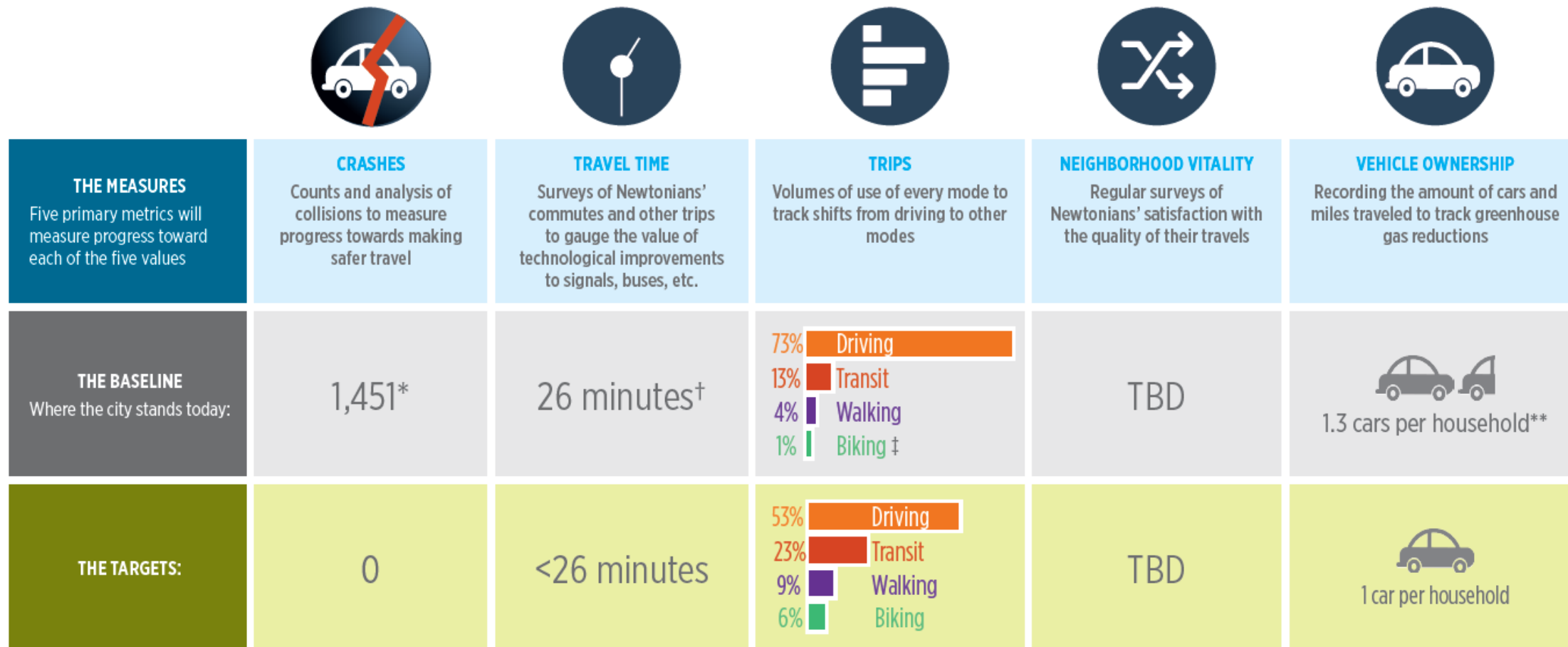
# Draft Strategies: Understanding frameworks

- What the Town can implement independently.
- When and which partners are needed for larger projects?
- What may feel out of the Town's control?



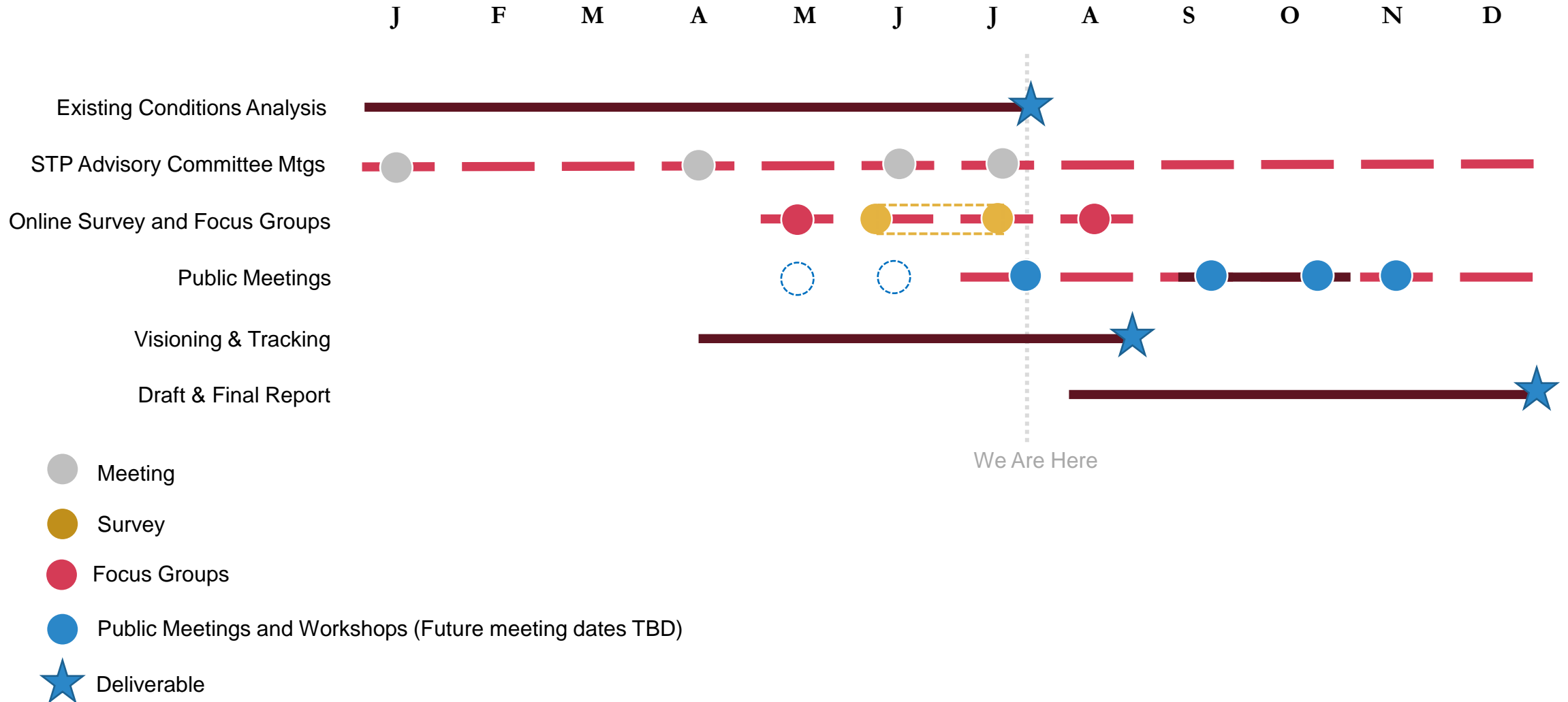
# Final Action Plan: A road map that tracks progress

FIGURE 2 METRICS USED TO MEASURE PROGRESS



\*Example from Newton in Motion Plan

# Timeline – 2020



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