



Sustainable Transportation Plan Advisory Committee

Meeting

April 7, 2021

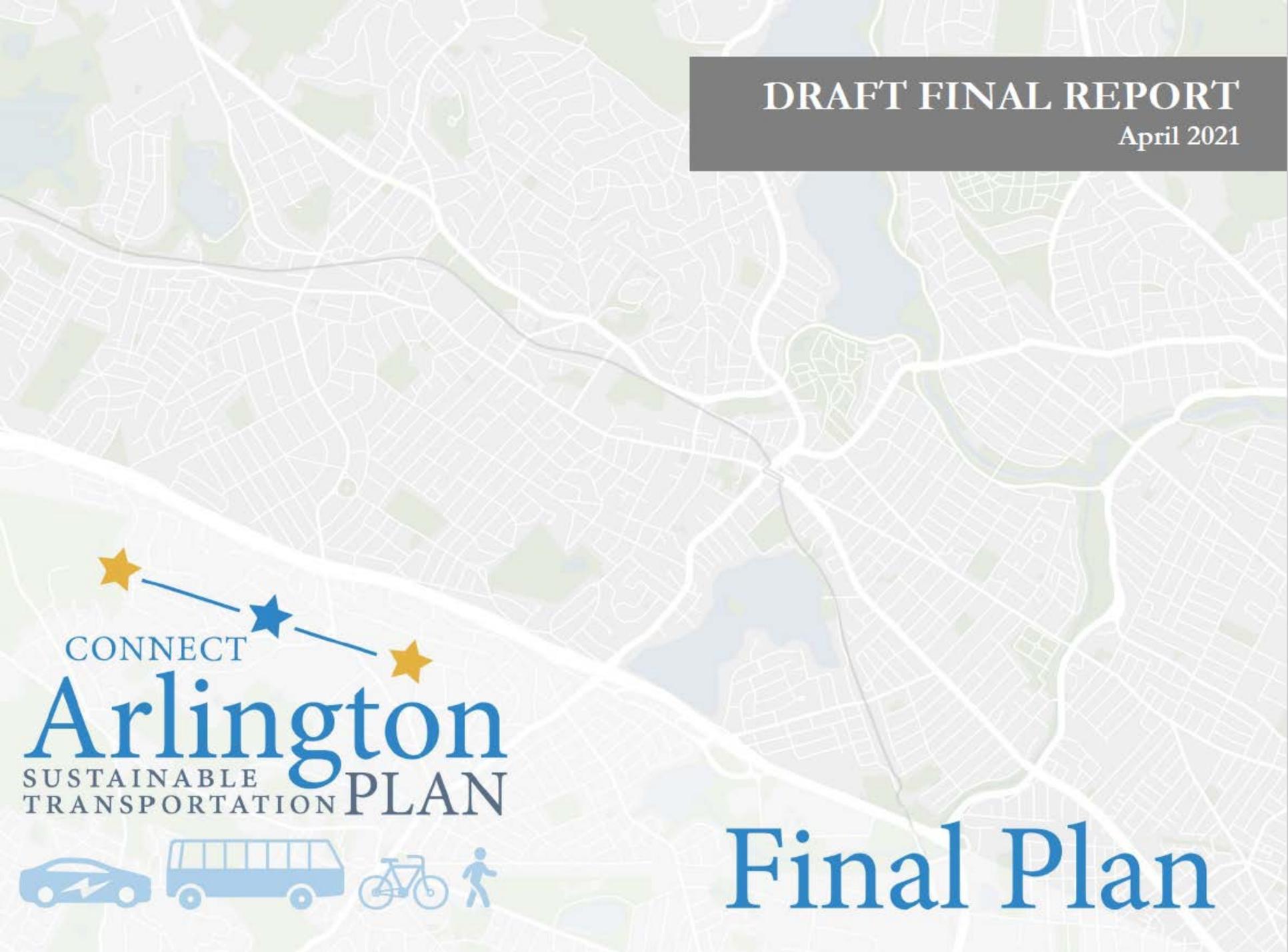
1-2:30 pm

Agenda

- 1) Welcome and Introduction to Remote Meeting, including Ground Rules.
- 2) Connect Arlington Final Draft Recommendations and Strategies.
 - a. Review final plan from Nelson/Nygaard, including priorities and performance metrics.
 - b. Vote to endorse final plan.
- 3) Next steps for plan implementation.
- 4) Adjourn.

DRAFT FINAL REPORT

April 2021



CONNECT
Arlington
SUSTAINABLE
TRANSPORTATION PLAN



Final Plan

Connect Arlington: Highlights and Changes

- Format with Executive Summary
- “Responsive and transparent transportation decision-making” added into vision/goals
- Safety Improvement Areas map with specific locations called out
- Concept diagrams:
 - Broadway at Warren/River St
 - Broadway bike lanes
 - Bike Boulevard Wachusett Ave at Oakland/Prospect
 - Neighborhood traffic calming at Wachusett/Appleton/Dow/Valentine
- Added pedestrian strategy to create sidewalk construction program (expansion vs. maintenance)
- Tracking metrics and targets
- Implementation tables with priority strategies, estimated cost, responsible party and timeframe
- Various text improvements, corrections, revisions

Format



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B.2 CONNECT ARLINGTON VISION AND GOALS

No plan can be achieved without a set of goals to inform decision making and set priorities. To be useful, they must be grounded in the real world, but also represent aspirations for better outcomes. Think of the goals as the roadmap for what the plan must accomplish over the next 20 years to be considered a success.

VISION Statement

In 20 years, Arlington is a community that offers a transportation network that provides:

- A. **Safe facilities for all users**, no matter how they travel.
- B. **Mobility options that meet the needs for diverse populations** and people of all genders, ages and abilities.
- C. **A pedestrian first, walk-friendly environment.**
- D. **A low-stress bicycle network** connecting people throughout Arlington on dedicated, comfortable facilities.
- E. **A transit rich environment** with more local and regional options, improved connections, reduced travel times and enhanced user comfort for all who live, work, and visit Arlington.
- F. **A system that reduces the climate impacts from travel in Arlington through** sustainable roadway design and incentivizing reduction in drive-alone trips.
- G. **Infrastructure and policies to support the local economy** including efficient movement of goods and services.
- H. **Responsive and transparent transportation decision-making** to address critical safety concerns, keep people informed, and allocated resources effectively.

By ensuring the plan addresses and meets these goals, the sustainability of Arlington's transportation network will be achieved through providing residents and workers with transportation choice and less reliance vehicular travel.

Transportation Terms What is an SOV?

Single-occupancy vehicles (SOVs) generally refer to privately-owned vehicles whose only occupant is the driver, even though they are capable of and designed to carry multiple people.

A.3.1 Address safety at roadway intersections with oblique angles, poor site distances and confusing operations.

There are many intersections in Arlington where multiple roadways intersect, visibility is limited, car throughput and speeds are prioritized to create confusing and dangerous conditions for all users. The Town should prioritize projects that enhance safety through slowing cars, squaring off intersections, reducing pedestrian crossing distances, improving visibility and more. Examples of intersections include:

- Mass Ave. at Appleton Street
- Mass Ave. at Lowell Street
- Appleton Street at Wachusett Ave., Valentine Road and Dow Ave.
- Park Ave. at Wollaston Ave. and Paul Revere Road
- Park Ave. at Lowell Street, Westminster Ave. and Bow St.
- Mystic Street at Mystic Valley Parkway and Summer Street
- Broadway and Warren Street (See Figure 4.)

Figure 4: Broadway and Warren Street Safety Improvement
(Concept for Planning Purposes Only)

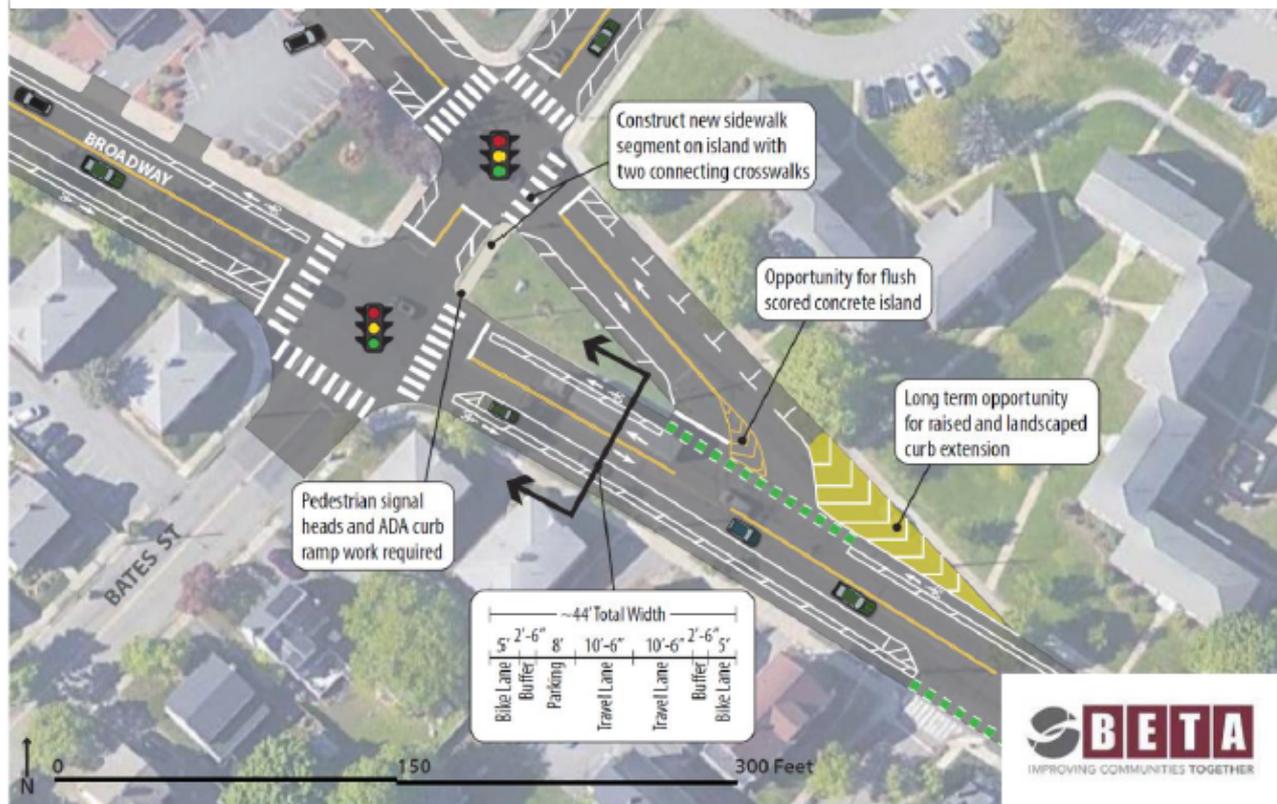
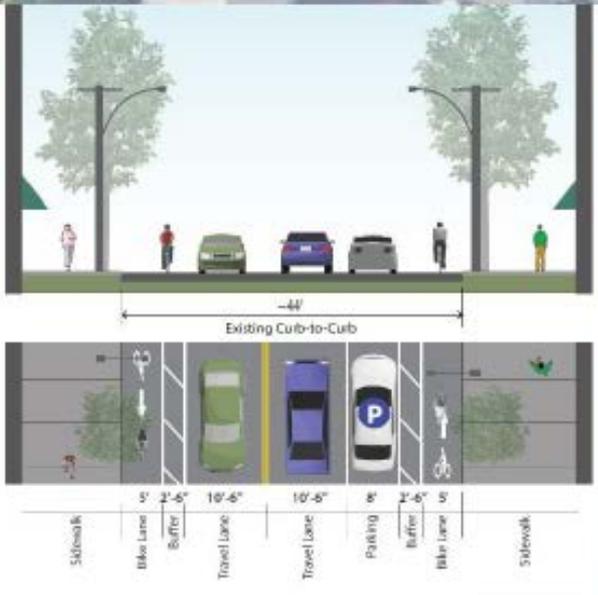
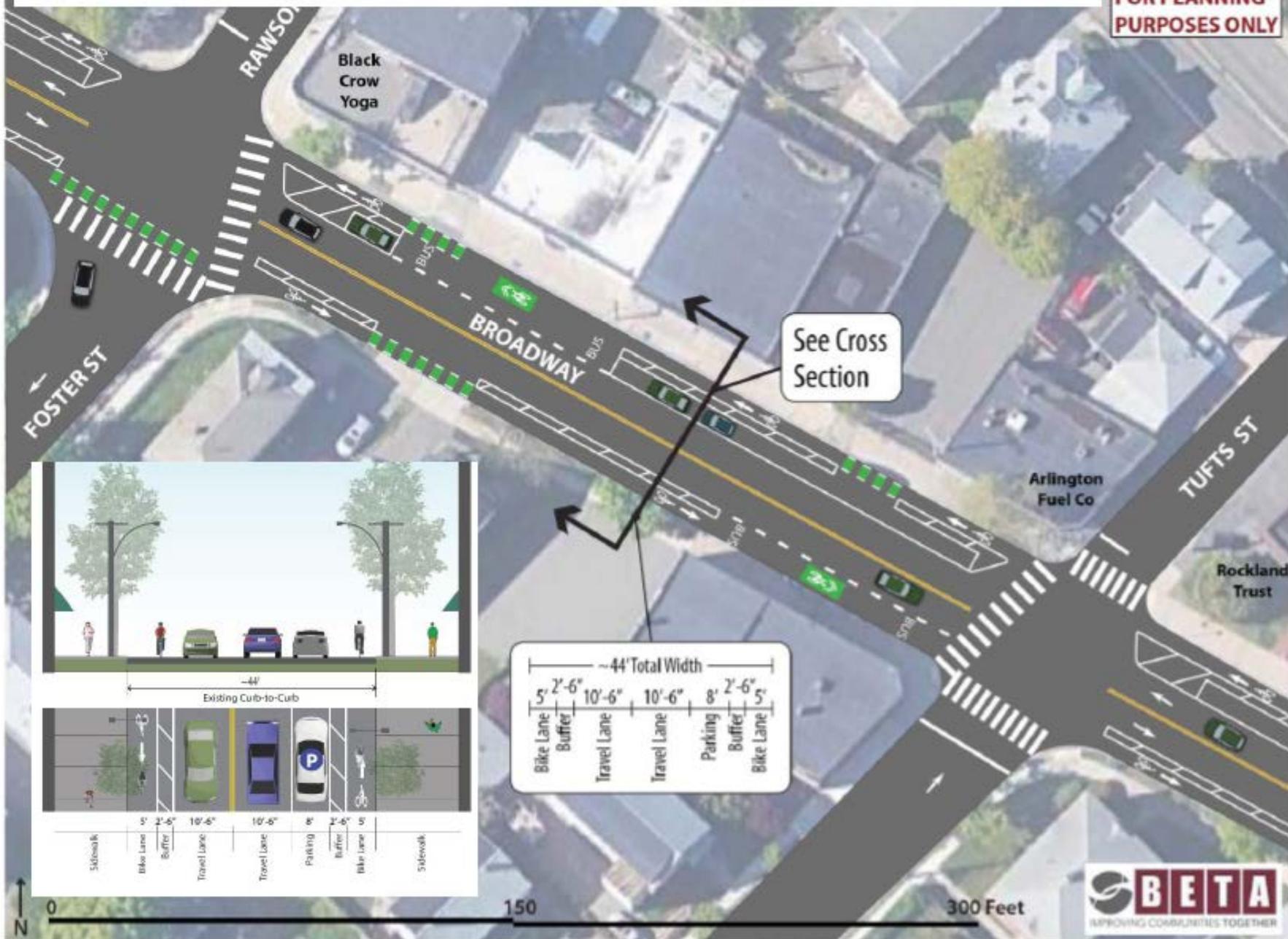


Figure 15: Broadway Bicycle Lane Concept

**CONCEPT
FOR PLANNING
PURPOSES ONLY**



44' Total Width						
5'	2'-6"	10'-6"	10'-6"	8'	2'-6"	5'
Bike Lane	Buffer	Travel Lane	Travel Lane	Parking	Buffer	Bike Lane

Figure 16: Wachusett Avenue Bike Boulevard Design Concept



Figure 22: Neighborhood Traffic Calming Concept



NOT TO SCALE

and with lower pedestrian traffic neighborhood side streets. A program would also provide opportunities for public input into the process.

(See also, **Recommendation H.2: Local Transportation Improvement Program** for more information.)

C.2. Create a program and process for prioritizing, funding, and implementing new sidewalk construction where no sidewalks currently exist in the network.

The Town of Arlington has a robust sidewalk network, and most work related to sidewalks is to preserve and maintain this infrastructure. However, in many neighborhoods and along some major streets, there are gaps in sidewalk or no sidewalks at all. This includes parts of Arlington Heights which developed with lower densities and more focused around the automobile, some private roads, and even in dense parts of East Arlington. Installing sidewalks where none exist can make walking safer and become a feasible option for residents who wish to walk to parks, schools, commercial areas, or for exercise. Although the Town installs small stretches of sidewalks in some limited cases, there is no defined sidewalk construction program to prioritize and build out new sidewalk networks where they would be beneficial. This program should include additional funding beyond existing funds for sidewalk maintenance that can be used to design and construct new sidewalks, as well as be used to provide matching funds for state or federal grants.

C.3. Continue to ensure all pedestrian facilities are fully accessible, ADA-compliant and maintained.

All sidewalks should be designed, constructed and maintained to ensure that they are accessible to all and meet criteria to ensure ADA-compliance. This includes crosswalks, which indicate to pedestrians and drivers alike where roadway crossings should occur - a critical component of roadway safety. Ensuring crosswalks are visible and well defined and accessible encourages more to walk. Throughout Arlington, there are many crosswalks that are faded, that have non-compliant ramps or in some cases no ramps at all and are located at intersections that lack accessible pedestrian signals.

C.3.1 As part of the sidewalk improvement plan, develop a plan to install, upgrade and maintain accessibility ramps, tactile warning strips and other infrastructure to become (or remain) fully ADA-compliant.

All crosswalks are required to be fully-ADA compliant; however, upgrading those that are not will take time. Crosswalks in high pedestrian traffic areas should be prioritized. In addition to CDBG funds, which the Town allocates for these improvements annually, additional grant and Town funds should be allocated when available to expedite accessibility improvements.

	CRASHES	MODE SHARE		TRAVEL TIME	BIKE LANE MILES	SIDEWALK INVESTEMENTS
METRICS	<p>Annual number of crashes in Arlington to track progress of enhancing safety.</p> <ul style="list-style-type: none"> - Total - Crash Type - Severity - Location/Patterns 	<p>Based on Arlington Annual Survey, how Arlington residents get around for work and other trips.</p> <p>Total</p> <ul style="list-style-type: none"> - Drive - Transit - Bike - Walk - Combination 	<p>Alternative</p> <p>Conduct and track counts year to year at specific locations. This could include:</p> <ul style="list-style-type: none"> - Multimodal traffic counts at key intersections - Bike counts on Minuteman Bikeway - Pedestrian Counts 	<p>Surveys of Arlington commutes and other trips to track the value of infrastructure and technological improvements to shorten trip times.</p>	<p>Track total linear mileage of bicycle lanes to see how much progress has occurred to develop town-wide network.</p>	<p>Track total investment in sidewalks over to measure progress.</p>
BASELINE	2019 Crashes	2019 Mode Share	2021 Counts	2019 Avg Trip Time	2019 Total Mileage	2019 linear feet of sidewalk constructed/repaired
YEAR TRACKED	# crashes	Yearly Mode Share	Yearly	Yearly Trip Time	Completed in Year	Completed in Year
TARGET	Zero	<p>By 2040: 15% reduction in car trips by 2030 5% increase in transit trips 10% increase in walking and bicycling trips</p>	<p>By 2040: 15% reduction in car trips by 2030 5% increase in transit trips 10% increase in walking and bicycling trips</p>	<p>By 2040: 10% reduction in average trip time.</p>	TBD	TBD

C. IMPLEMENTATION

The below table provides an overview of Connect Arlington goals and strategies. For each strategy, entities responsible for implementation are included as are general costs and timeframes. Strategies in green text represent priority and/or early win initiatives.

Goal	Strategy	Action Green = Priority Strategies	Responsible Parties Top Entity: Lead Lower Entities: Supporting	Cost \$ - Staff time or < \$10K \$\$: \$10K - \$25K \$\$\$: \$26K-\$100K \$\$\$\$: > \$100K	Timeframe Short-term: 1-3 years Medium Term: 4-10 years Long-term: 11-20 years
Safe facilities for all users no matter how they travel.	A.1	A.1 Adopt a Vision Zero Policy	Planning & Community Development Public Works	\$	Short-term
	A.2	A.2.1 Update and Implement the Town of Arlington's Complete Streets Prioritization Plan.	Public Works Planning & Community Development	\$\$\$\$	Short-term Ongoing
			A.2.2 Align the Complete Street Prioritization Plan to align with Connect Arlington priorities.	Planning & Community Development	\$
	A.3	A.3.1	Public Works	\$\$ - \$\$\$\$	Short- (tactical) Medium-term (permanent)
		A.3.2	Public Works	\$\$-\$\$\$	Medium-term
		A.3.3	Public Works Planning & Community Development Transportation Advisory Committee Bicycle Advisory Committee	\$ - \$\$\$	Short-term Ongoing
	A.4	A.4	Planning & Community Development Public Works Transportation Advisory Committee	\$ - \$\$	Short-term Ongoing

Connect Arlington – Final Plan

- Final thoughts
 - Tweaks?
 - Metrics
 - Priority Strategies
- Endorse plan document

Connect Arlington – Next Steps

- Finalize text and formatting for document
- Plan promotion and outreach by Town
- Presentation to Master Plan Implementation Committee
 - Merge Connect Arlington strategies/recommendations into Master Plan
- Presentation to Select Board for endorsement
- Current/Upcoming Implementation
 - Chestnut Street, Mass Ave/Appleton (A.3., C.3.)
 - Minuteman Bikeway Planning Project (B.3.)
 - Mystic Valley Parkway to Bikeway MassTrails Grant application (D.2.)