

# Final Plan

CONNECT  
**Arlington**  
SUSTAINABLE  
TRANSPORTATION PLAN



April 2021



**N** NELSON  
NYGAARD

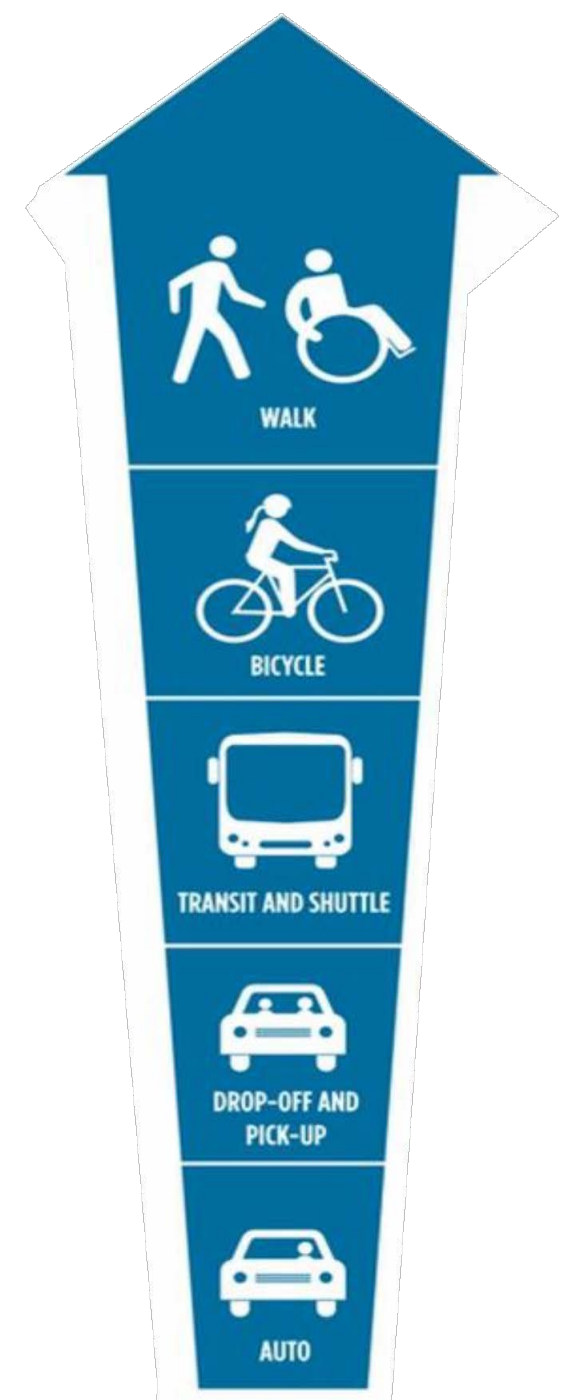
# WHAT IS CONNECT ARLINGTON?

- 20-year strategy to ensure that all Arlingtonians, workers, business owners and visitors are provided a safe, reliable, multimodal transportation network that meets the needs of all people of all ages and abilities
- Builds upon Traffic & Circulation section of the Master Plan and other existing Town policies for Complete Streets and Traffic Rules and Regulations
- Priorities and recommendations for projects, programs, and policies
- Covers all aspects of transportation: walking, biking, public transit, driving, micromobility



# A PARADIGM SHIFT IN HOW WE THINK ABOUT AND PLAN TRANSPORTATION

- Pedestrian First
- Active Transportation Priority
- Moving More People More Efficiently
- Incorporating New Technologies
- Driving When Necessary



# CONNECT ARLINGTON VISION AND GOALS

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

- **Safe facilities for all users**, no matter how they travel.
- **Mobility options that meet the needs of diverse populations** and people of all ages and abilities.
- **A pedestrian first, walk-friendly environment.**
- **A low-stress bicycle network** connecting people in all areas of Arlington on dedicated, comfortable facilities.
- **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.
- **A system that reduces the climate impacts from travel in Arlington** through sustainable roadway design and incentivizing reduction in drive-along trips.
- **Infrastructure and policies that support the local economy**, including efficient movement of goods and services.
- **Responsive and transparent transportation decision-making** to address critical safety concerns, keep people informed, and allocated resources effectively

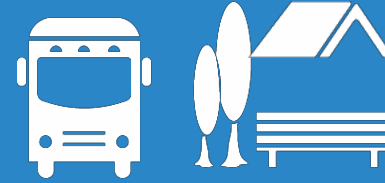
# PLAN GOALS TRANSLATE TO STRATEGIES



**PRIORITIZE  
SAFETY**



**PEDESTRIAN  
FIRST**



**ENHANCED  
TRANSIT**



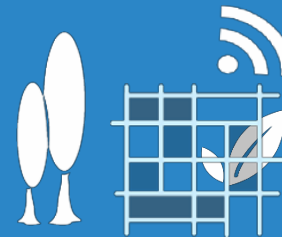
**INFRASTRUCTURE  
AND POLICIES**



**MOBILITY  
FOR ALL**



**BICYCLE  
CONNECTIVITY**



**SUSTAINABILITY**



**RESPONSIVE AND  
TRANSPARENT**

# SUMMARY - CONNECT ARLINGTON STRATEGIES

## GOAL: Safe Facilities for All Users No Matter How They Travel

There are on average over 550 crashes per year in Arlington involving vehicles, pedestrians, and bicyclists. The Town is committed to doing more to eliminate all severe injuries and fatalities on its streets. Ensuring that people not only feel, but are safe, while walking around in paramount.

### Strategies:

- **Adopt a Vision Zero policy** to ensure streets are designed in a manner that prioritizes safety for all users, with a goal of eliminating traffic deaths and injuries through a holistic approach to reducing roadway conflicts.
- **Ensure all roadway design projects adhere to the Town's adopted Complete Streets Policy** to ensure that all roadway projects are designed for all users – not just cars.
- **Prioritize investments that improve safety at intersections and along road segments with the greatest pedestrian and bicyclist conflicts** including intersections with oblique angles, poor sight distances and confusing operations.
- **Develop and implement a Neighborhood Traffic Calming Program** to address safety issues and concerns.
- **Develop educational programs that promote safe travel behaviors by ALL users.**
- **Ensure streetscape plantings do not limit visibility.**
- **Develop policies and guidelines that promote the safe use of emerging mobility devices** including e-bikes and other micro-mobility options.
- **Continue to implement initiatives that enhance safety to and from schools and community facilities** including Safe Routes to Schools (SRTS) projects and programs and Arlington's ADA Transition Plan infrastructure Improvements.
- **Advance plans to enhance safety and reduce user conflicts** along Mass Ave in Arlington Center.

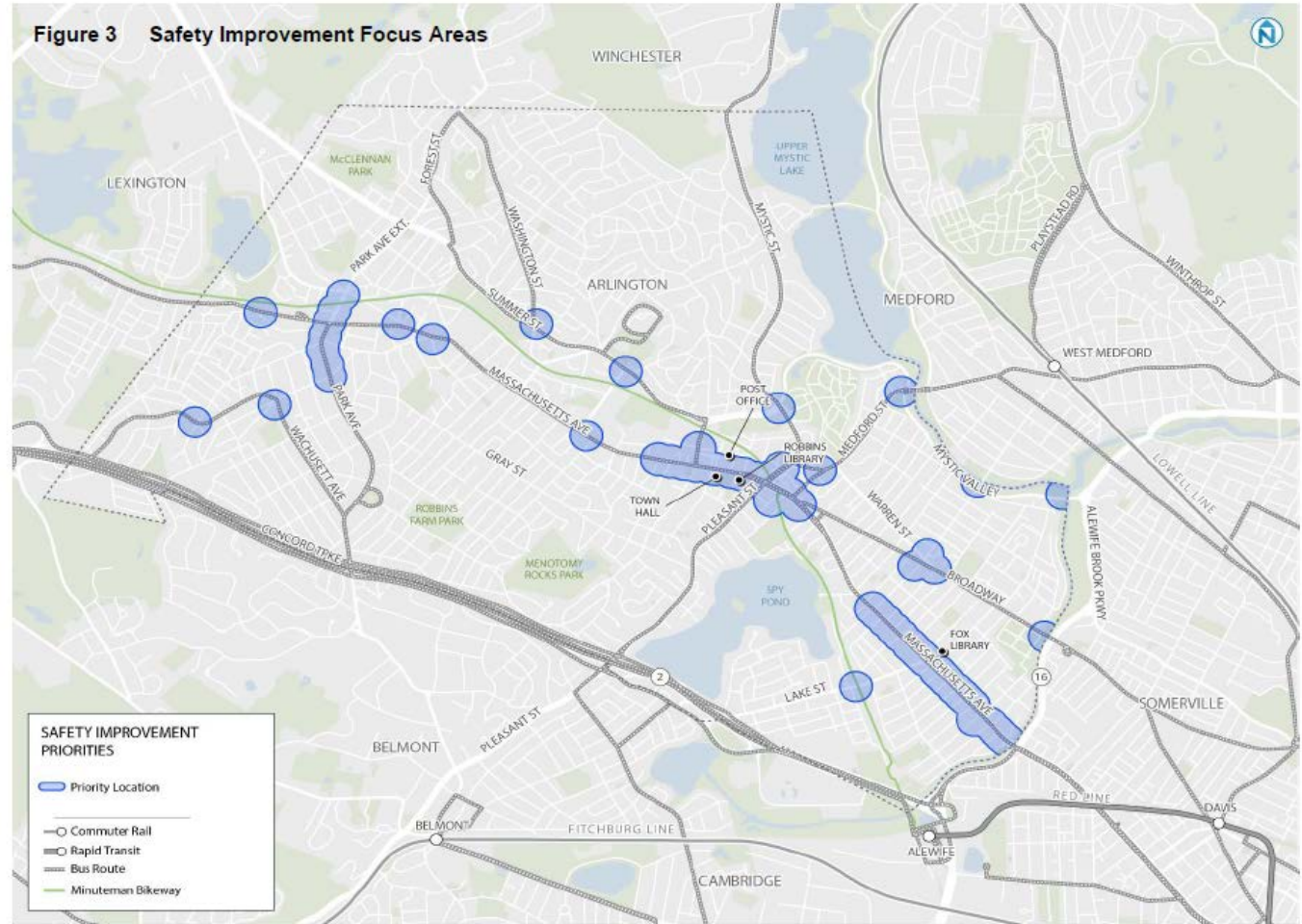
# SAFETY



Figure 6 Neighborhood Traffic Calming Techniques



Figure 3 Safety Improvement Focus Areas



## GOAL: Mobility Options for All Ages, Capabilities, and Incomes

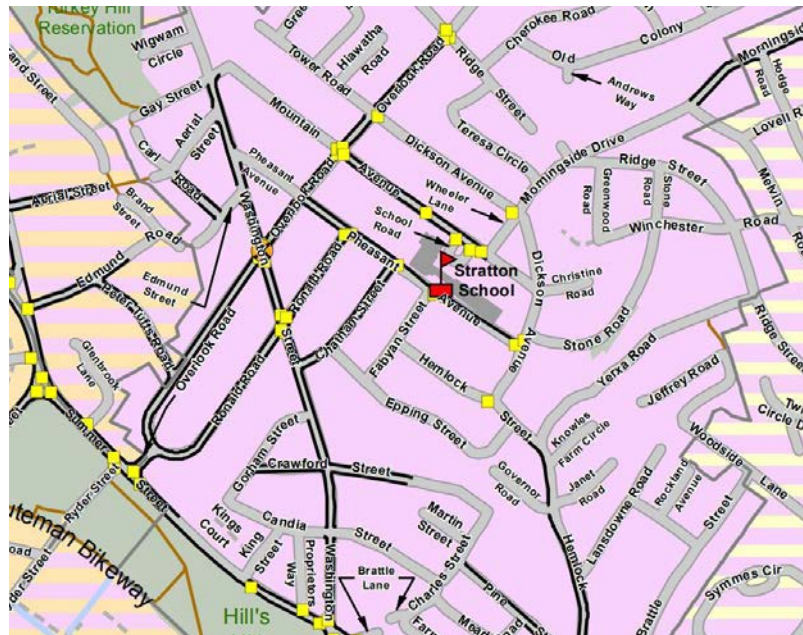
An integrated transportation network with multiple mobility options must be prioritized to ensure that Arlington's residents, workers and visitors of all ages, capabilities and incomes are able to equitably move to, from, within and through Arlington. To provide mobility options for all will require a comprehensive, coordinated strategy.

### Strategies:

- **Continue to implement accessibility improvements throughout Arlington** including sidewalk and access improvements (ramps, ADA parking, van parking) at schools, public buildings, recreation facilities and more.
- **Continue to develop and implement Safe Routes to School (SRTS) projects** - programs and infrastructure improvements - that aim to provide safe transportation networks for children to walk and bike from their homes to their schools.
- **Complete the Minuteman Bikeway Study and implement strategies that increase access to and capacity and safety on the pathway** to ensure that it remains a comfortable active transportation facility for all active transportation users – recreational or commuter – including bicyclists, runners, and walkers.
- **Increase car share availability and membership in Arlington** by working with car share companies to add more cars and by promoting membership.
- **Increase access to bike share throughout Arlington** by promoting the system, providing subsidized memberships (to those who qualify) and adding more stations over time.
- **Expand transit options to Arlington residents and workers through local shared transportation programs and services** to provide enhanced, efficient connectivity to and from neighborhoods not proximate to MBTA services, including through locally funded transit services and partnerships with mobility providers (e.g., micro-transit) and neighboring communities.



# MOBILITY FOR ALL



## GOAL: A Pedestrian First, Walk-friendly Environment

The most important element of any transportation network is the pedestrian realm. It is the only mode of travel that is a part of every trip, whether it is all on foot or at the beginning or end of a car, transit, bicycle or other mode. It is also the most equitable trip type in that the pedestrian realm can be used by all at no charge. As such, ensuring that all of Arlington is connected by well-maintained pedestrian infrastructure is paramount.

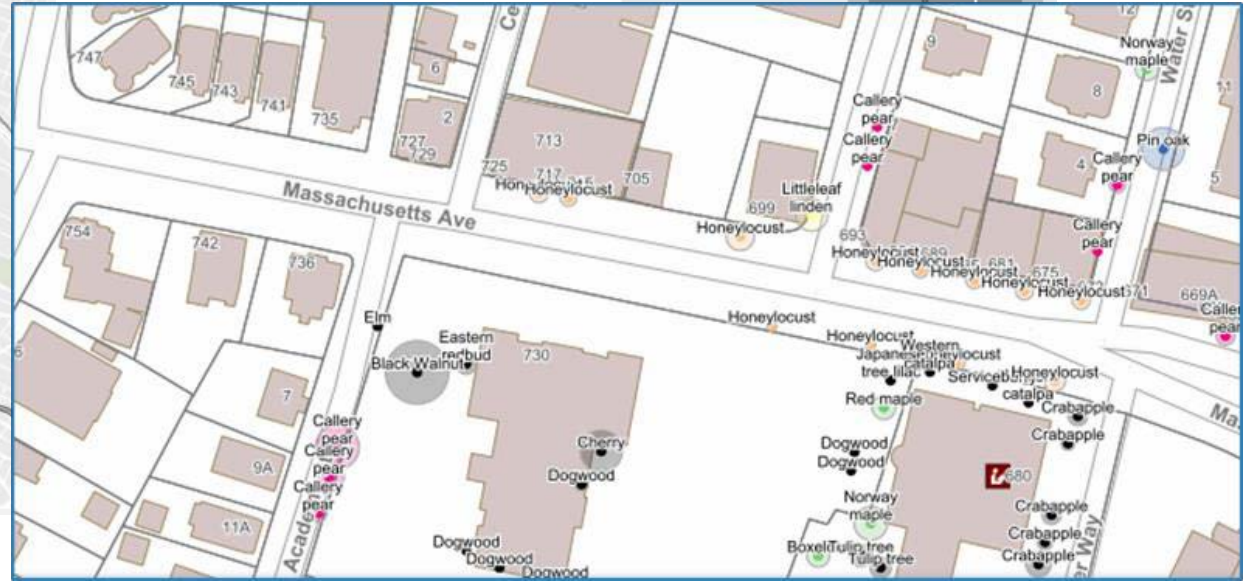
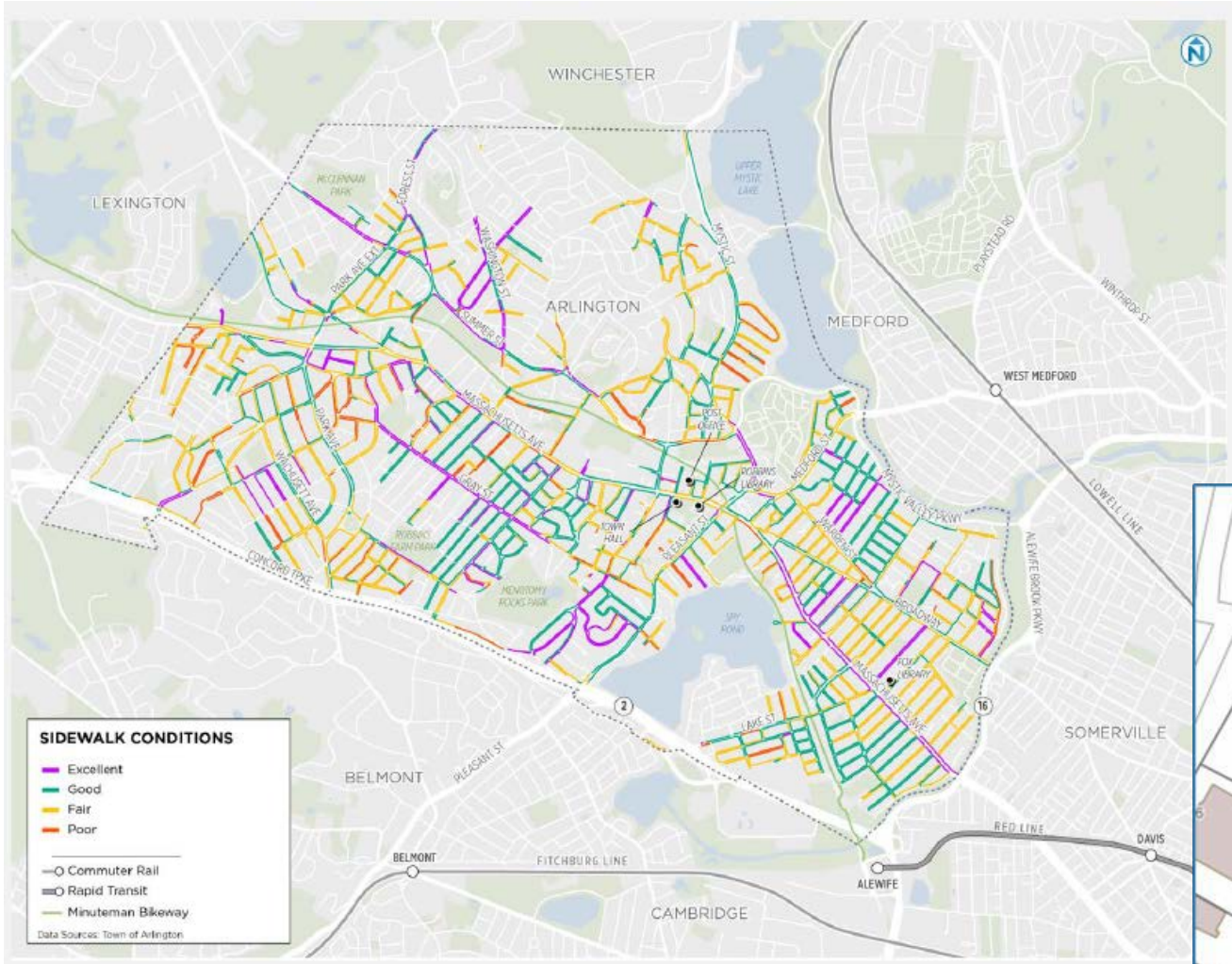
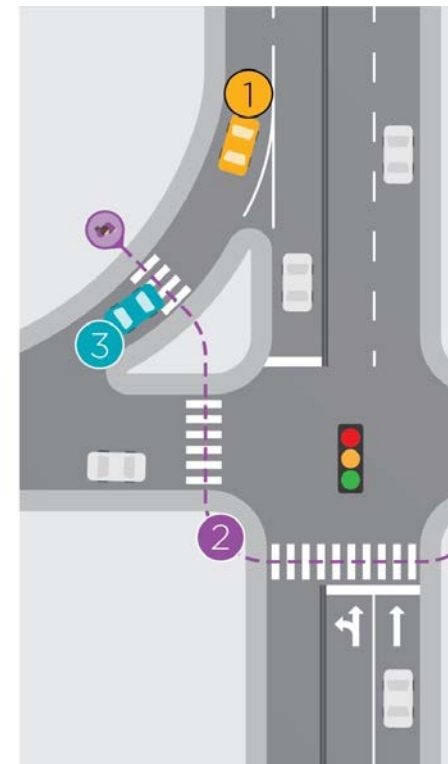
### Strategies:

- **Continue to maintain and upgrade sidewalks for accessibility and communicate planned projects** to ensure all sidewalks throughout Arlington are in good condition, free of tripping hazards, and fully ADA compliant.
- **Create a program and process for prioritizing, funding, and implementing new sidewalk construction** where no sidewalks currently exist in the network.
- **Continue to ensure all pedestrian facilities are fully accessible, ADA-compliant and maintained** to provide equitable access for all, no matter their capabilities.
- **Enhance pedestrian safety through design improvements on intersections** by reducing pedestrian crossing distances, enhancing lighting and other strategies.
- **Expand and maintain the existing street tree canopy to improve pedestrian safety and comfort** by providing cooling shade for pedestrians, and through safety strategies to address sidewalk damage caused by tree roots.

# PEDESTRIAN FIRST

Slip lanes make walking dangerous because ....

- 1 ... they enable vehicles to drive and turn at higher speeds
- 2 ... they increase the number and length of road crossings required
- 3 ... drivers don't automatically yield to people crossing when there is no other traffic control



## GOAL: A Low-Stress Bicycling Environment

Developing a robust, interconnected network of dedicated bicycle facilities and amenities will make bicycling a safe, comfortable, and practical option – a preferred choice – for more of Arlington’s residents, workers and visitors, no matter their comfort level – from beginner to experienced. More bicycling will also help to reduce greenhouse gas emissions and provide health benefits to users.

While a comprehensive Bike Master Plan should be considered to develop a truly comprehensive strategy, this plan recommends the below initiatives to achieving a low-stress bicycling network.

### Strategies:

- **Prioritize new bicycle facilities along corridors currently designated as Arlington’s “lane-sharing network”** including completing the bicycle lane network on all of Mass Ave., prioritizing projects that connect to existing facilities, and to and from schools and public facilities.
- **Construct a multiuse path along Mystic Valley Parkway.**
- **Establish dedicated or preferred bike routes (“bike boulevards”)** on low-volume streets that provide safer bicycle travel parallel to high traffic roadways - on roadways that connect to neighborhoods and schools.
- **Add or upgrade existing bicycle parking along commercial corridors and at public facilities** to encourage more to choose a bicycle over a car trip because they know their bicycles can be parked easily and locked up safely.
- **Study potential to redesign major intersections and rotaries/roundabouts** to encourage more bicycling by providing improved rider safety and comfort.

# LOW-STRESS BICYCLING

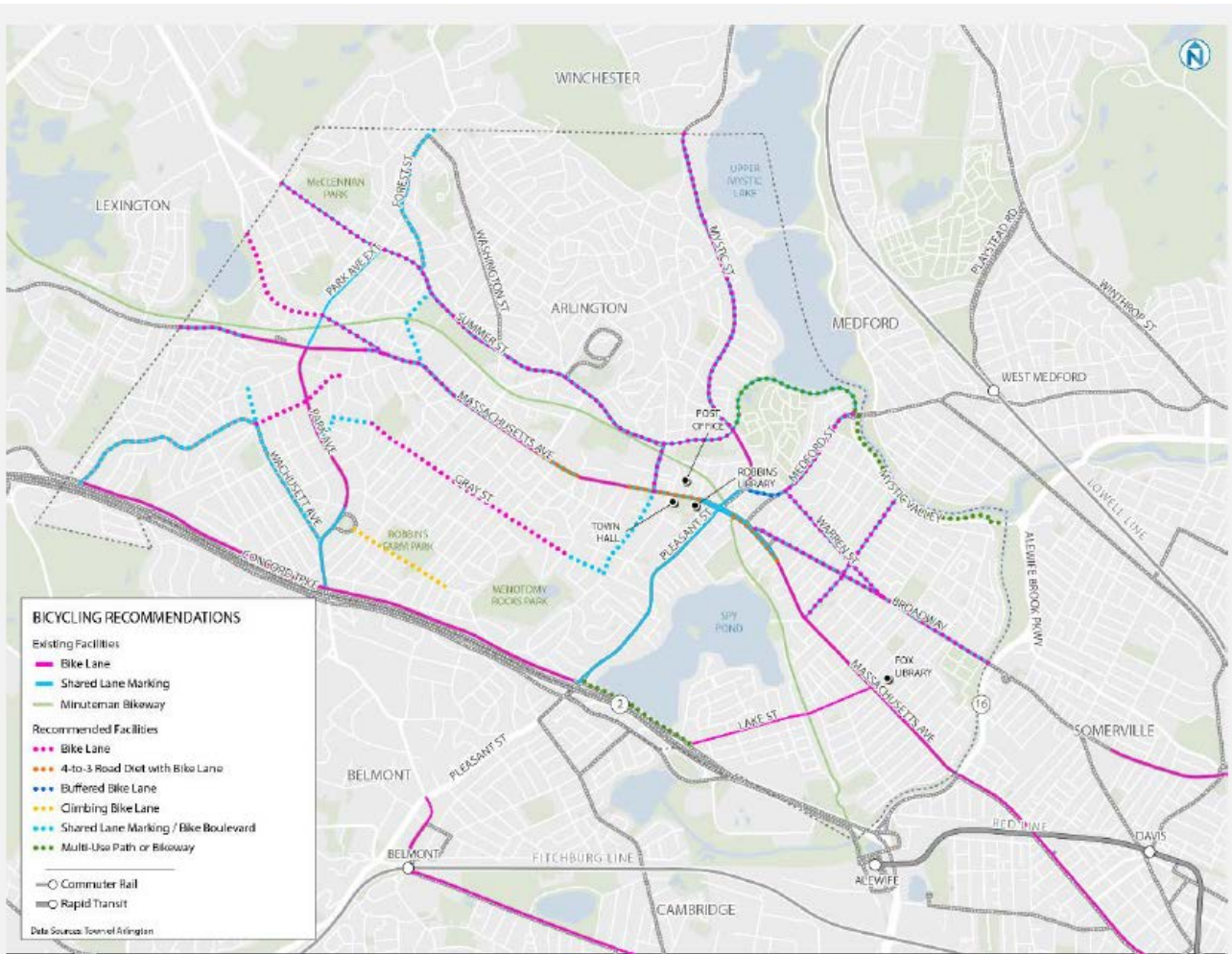
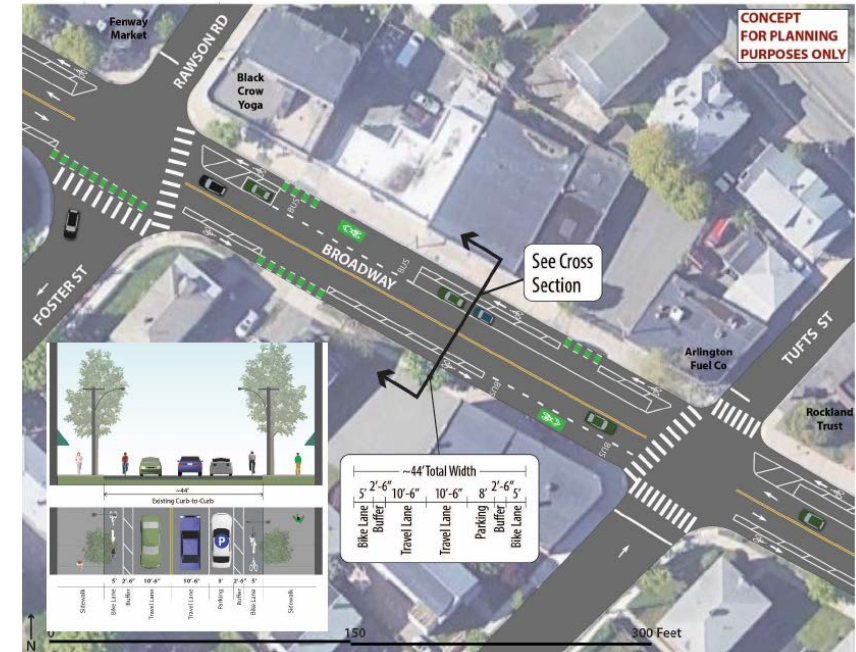


Figure 15 Broadway Bicycle Lane Concept



## GOAL: A Transit-Rich Environment

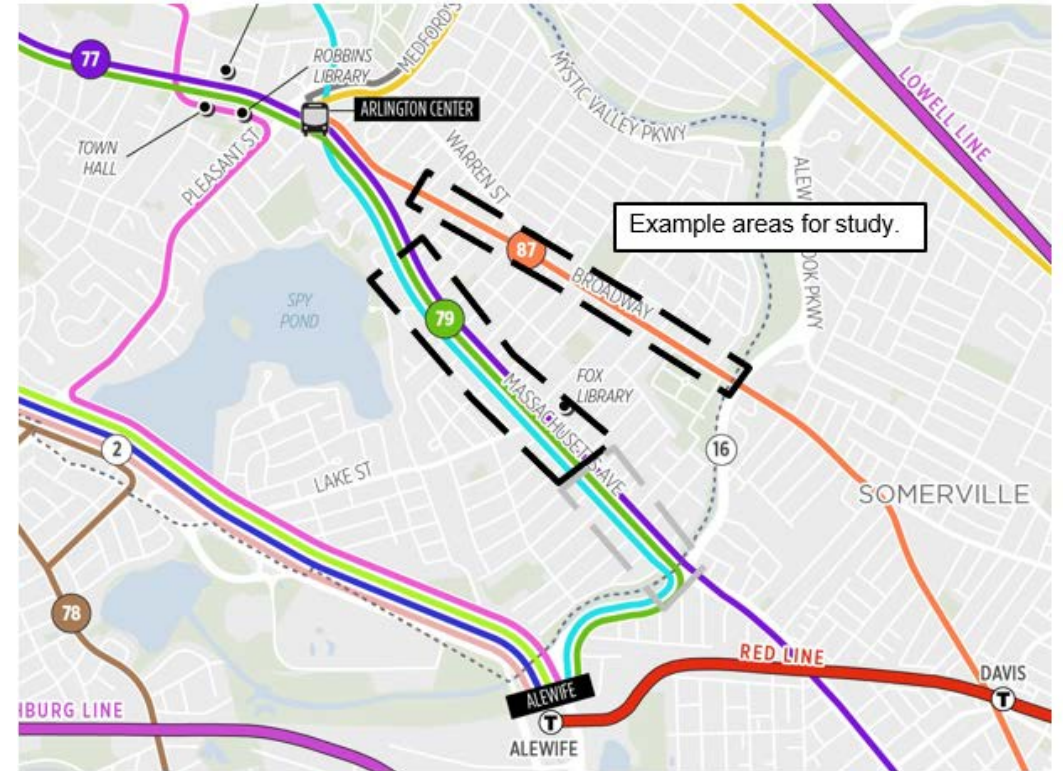
Arlington residents were clear about their desire for improved transit service throughout the planning process, even during the COVID-19 pandemic where physical distancing requirements resulted in decreases in transit use throughout the region. They recognized that transit could move more people, more effectively and efficiently over long distances than, or in combination with, other modes.

To provide more reliable, faster, and comfortable transit, and encourage ridership, Connect Arlington priorities include:

### Strategies:

- **Increase bus frequency on highest ridership bus routes** – e.g., Route 77 – to reduce crowding and provide greater comfort.
- **Study potential for and implement bus priority initiatives to reduce transit trip times and achieve (near) Bus Rapid Transit service in Arlington** including through providing more bus priority lanes, queue jumps, transit signal priority (TSP) and intelligent transportation systems (ITS), level boarding platforms and other strategies that expedite bus travel, particularly in locations where congestion significantly increases transit travel time.
- **Enhance the bus stop experience to provide greater rider comfort and increase convenience** by providing more seating at MBTA stops, more bicycle parking, co-locating bike share stations, investing in technology infrastructure and implementing micro-mobility hubs at bus stops along Mass Ave.
- **Expand local transit options for Arlington residents and workers** to enhance connectivity within Arlington and to and from neighboring towns and cities. Options include funding a local fixed-route service, contracting with a third-party micro-transit service, and/or partnering with neighboring communities to fund fixed-route services that enhance local connectivity.

# TRANSIT-RICH ENVIRONMENT



## GOAL: Reduced Climate Impacts from Travel in Arlington

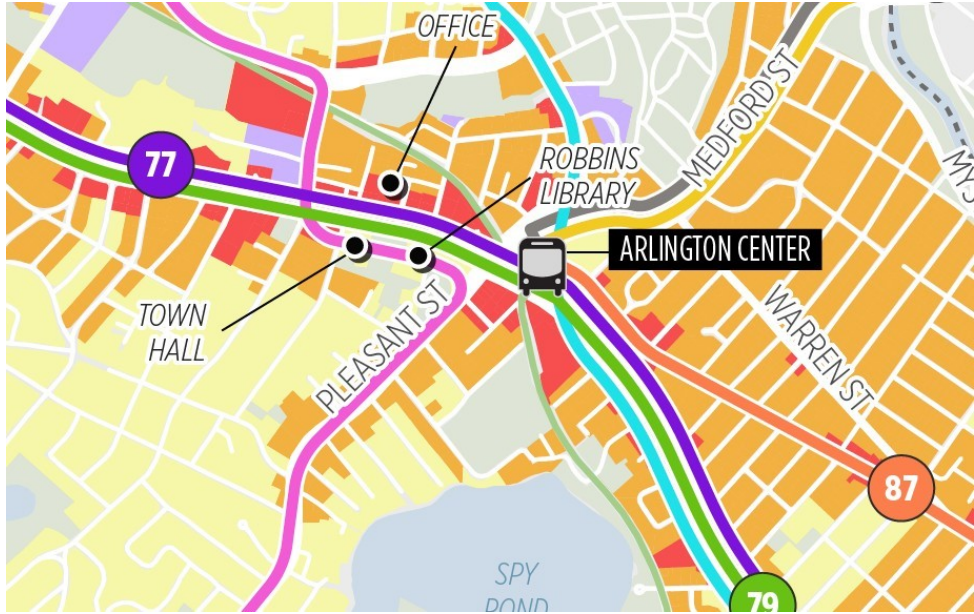
Transportation services and facilities are among the largest contributors to climate change. Reducing car trips, especially drive-alone trips, and implementing sustainable policies and investing in sustainable infrastructure is essential to help reduce climate impacts. To accomplish this goal, Connect Arlington recommends the following:

### Strategies:

- **Manage travel demand to reduce single-occupancy vehicle trips and emissions** by promoting mode shift from single-occupancy vehicle trips to alternatives like walking, biking, carpooling and transit use, and through coordinated land use and transportation planning (e.g., mixed-use development near transit and jobs).
- **Implement mobility recommendations included in the Town's Net Zero Action Plan** to reduce greenhouse gas emissions stemming from the transportation network and its users.
  - **Create and implement a plan to expand public electric vehicle charging** at libraries, business districts, public parking and other facilities, both on- and off-street.
  - **Adopt a zero-emission municipal fleet and charging infrastructure plan and policy** that commits to complete transition to zero emission vehicle purchases by no later than 2030.
  - **Advocate for improved utility rate designs** to facilitate smart electric vehicle charging and accelerate EV adoption.
- **When designing and constructing any transportation facilities, include low impact, "green" design interventions and construction techniques to reduce climate impacts** including those that reduce impermeable surfaces to the greatest extent, reduce heat island impacts, increase water retention on-site, etc.



# REDUCED CLIMATE IMPACTS FROM TRAVEL



## GOAL: Infrastructure and Policies to Support the Local Economy and Resident Quality of Life

Local businesses rely on all modes of transportation to connect customers to their businesses, workers to their jobs, and to deliver goods and services sold at or sent from their location. Connect Arlington recommends curbside, access and parking strategies that support local businesses and improve quality of life.

### Strategies:

- **Ensure Arlington's roadways and off-street parking are maintained** to support local business activity and resident safety.
- **Consider changes to parking regulations and policies that more effectively manage public on- and off-street parking** including allocating funding to study parking along all of Mass Ave with an emphasis on East Arlington and Arlington Heights.
- **Rethink the curb and design it to support competing users and needs more effectively**, including designating zones for pick-up and drop-off activity, zones for increased service and delivery needs, and repurposing on-street parking areas for other modes including bus and bicycle travel, or recreation (e.g., parklets).

# SUPPORT THE LOCAL ECONOMY

**Figure 20 Arlington Parklet Program**

In 2020, the Town of Arlington (through MassDOT Shared Streets and Spaces grant funding), repurposed on-street parking spaces for use as public parklets to enhance outdoor dining, ensure pedestrian safety and provide additional bike parking.



Because the curb is ...



... a major asset

The curb is one of our largest public resources

...multi-purpose

The curb has a growing number of demands



## GOAL: Responsive and Transparent Transportation Decision-Making

To provide a transportation network for all users and abilities, it is imperative that decision-making at all levels is clearly communicated and transparent. When and why specific programs and projects are prioritized and funded in any given year is essential given the competing needs for dollars available.

### Strategies:

- **Create a process for communicating transportation project updates, construction impacts and other service issues proactively** – in advance to residents, workers and visitors makes for a better, less stressful, and safer experience.
- **Develop and regularly update a Local Transportation Improvement Program (LTIP)**, to provide all Town departments and the public with a clear understanding of which transportation initiatives are in the pipeline, where in the process each initiative is, when it is planned for completion, and which funding is available (or potentially available – e.g., grants).
- **Test before you invest by implementing “tactical” infrastructure projects using low-cost, temporary materials** to rapidly address a traffic or safety issue, or to test out alternative street layouts to provide facilities for other modes not currently provided.
- **Analyze and track key data over time** to inform transportation decision making and prioritization.

# RESPONSIVENESS AND TRANSPARENCY

**Building Salem**  
@BuildingSalem

**Home**  
About  
Photos  
Reviews  
Videos  
Posts  
Community

**Community** See All  
2,549 people like this  
2,792 people follow this  
2 check-ins

**About** See All  
93 Washington St (0.05 mi)  
Salem, MA 01970  
Get Directions  
(978) 619-5600  
Contact BuildingSalem on Messenger  
www.buildingsalem.com  
Government Organization - Public & Government Service  
Hours 8:00 AM - 4:00 PM  
Open Now

**Bridge Street Roadway Reconstruction Project**  
Two Week Look Ahead: November 21 - November 27

**nationalgrid**  
Bridge St Gas Main Replacement Project  
Two Week Look Ahead: November 08 - November 14

**Project Construction Activities:**

- Week of November 08:
  - Contractor / Property will continue to mobilize to the job site
  - Temporary traffic management barriers will be installed
  - Street closures and detouring will be set up
  - Neighboring construction to begin
  - Contractor to install drainage structures & pipes
  - Contractor to install new water mains
  - Complete air striping
- Week of November 14:
  - Finalized construction of utility and all 2024 stringing has been placed in the main. Additional day for cleanup and checking quality of stringing.



## STIP Investments Report

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFFPC	Total Programmed Funds	Federal Funds	Non Federal Funds	MPO Project Score	PSAC Score	Earmark Details	Proponent	Other Information
2024	608778	Central Mass	Southbridge	SOUTHBRIDGE- INTERSECTION IMPROVEMENTS AT CENTRAL STREET, FOSTER STREET, HOOK STREET AND HAMILTON STREET	3	HSIP	\$4,582,437	\$216,468	\$824,839	\$91,649	14	62.5		Southbridge	Construction, CMAQ + HSIP + STBG Total Project Cost = \$4,582,437, Design Status = 25%, YOY = 12%
2024	608778	Central Mass	Southbridge	SOUTHBRIDGE- INTERSECTION IMPROVEMENTS AT CENTRAL STREET, FOSTER STREET, HOOK STREET AND HAMILTON STREET	3	STBG	\$4,582,437	\$1,832,975	\$1,486,380	\$366,595	14	62.5		Southbridge	Construction, CMAQ + HSIP + STBG Total Project Cost = \$4,582,437, Design Status = 25%, YOY = 12%
2024	609253	Boston Region	Wilmington	WILMINGTON- INTERSECTION IMPROVEMENTS AT LOWELL STREET (ROUTE 129) AND WOBURN STREET	4	CMAQ	\$5,063,392	\$3,400,000	\$2,720,000	\$680,000	53	59.5		Wilmington	Construction, CMAQ+HSIP Total Cost = \$5,063,392; MPO Evaluation Score = 53
2024	609253	Boston Region	Wilmington	WILMINGTON- INTERSECTION IMPROVEMENTS AT LOWELL STREET (ROUTE 129) AND WOBURN STREET	4	HSIP	\$5,063,392	\$1,663,392	\$1,497,053	\$166,339	53	59.5		Wilmington	Construction, CMAQ+HSIP Total Cost = \$5,063,392; MPO Evaluation Score = 53
2024	607825	Southeastern Mass	Wareham	WAREHAM- CONSTRUCTION OF BIKE LANES ALONG NARROWS ROAD AND A SHARED USE PATH ADJACENT TO MINOT AVENUE INCLUDING RELATED WORK	5	CMAQ	\$5,145,392	\$5,145,392	\$4,116,314	\$1,029,078	43	38.5		Wareham	a) Construction; b) Total Cost = \$5,145,392 - CMAQ; c) EC Score 43 of 100; h) Project Proponent - Wareham; i) Status Pre 25%; TAP Eligible, Anticipating CMAQ Eligibility Construction; CMAQ+TAP Total Cost = \$3,368,680; MPO Evaluation Score = 34; TAP Construction; CMAQ+TAP Total Cost = \$3,368,680; MPO Evaluation Score = 34; TAP
2024	609211	Boston Region	Peabody	PEABODY- INDEPENDENCE GREENWAY EXTENSION	4	CMAQ	\$3,368,680	\$1,972,500	\$1,578,000	\$394,500	34	37		Peabody	Construction, CMAQ+TAP Total Cost = \$3,368,680; MPO Evaluation Score = 34; TAP
2024	609211	Boston Region	Peabody	PEABODY- INDEPENDENCE GREENWAY EXTENSION	4	TAP	\$3,368,680	\$1,396,180	\$1,116,944	\$279,236	34	37		Peabody	Construction, CMAQ+TAP Total Cost = \$3,368,680; MPO Evaluation Score = 34; TAP
2024	510782	Boston Region		COMMUNITY CONNECTIONS PROGRAM		CMAQ	\$8,320,000	\$2,000,000	\$1,600,000	\$400,000	N/A			Regionwide	Planning, Design, or Construction; Set Aside for
2024	609035	Northern Middlesex	Westford	WESTFORD- REHABILITATION OF BOSTON ROAD	3	CMAQ	\$9,591,597	\$4,000,000	\$3,200,000	\$800,000	7.55			Westford	
2024	609035	Northern Middlesex	Westford	WESTFORD- REHABILITATION OF BOSTON ROAD	3	STBG	\$9,591,597	\$5,309,688	\$4,247,750	\$1,061,938	7.55			Westford	
2024	609035	Northern Middlesex	Westford	WESTFORD- REHABILITATION OF BOSTON ROAD	3	TAP	\$9,591,597	\$281,909	\$225,527	\$56,382	7.55			Westford	
2024	609459	Martha's Vineyard	Tisbury	TISBURY- DRAINAGE IMPROVEMENTS ON STATE HIGHWAY	5	STBG	\$1,131,077	\$796,810	\$637,448	\$159,362					AC Years 1-2 (FFY 2024-2025); Total project cost: \$1,131,077. DS waiting for final report
2024	610647	Southeastern Mass	Wareham	WAREHAM- CORRIDOR IMPROVEMENTS ON ROUTE 6 AT SWIFTS BEACH ROAD	5	STBG	\$4,284,246	\$4,284,246	\$3,427,397	\$856,849				MassDOT	a) Construction; b) Total Cost = \$4,284,246; STBG; c) EC Score 47 of 100; i) Status Pre
							\$111,547,599	\$293,698,460	\$57,944,150						



	CRASHES	MODE SHARE	TRAVEL TIME	BIKE LANE MILES	SIDEWALK INVESTMENTS	
<b>METRICS</b>	Annual number of crashes in Arlington to track progress of enhancing safety. - Total - Crash Type - Severity - Location/Patterns	Based on Arlington Annual Survey, how Arlington residents get around for work and other trips. Total - Drive - Transit - Bike - Walk - Combination	<b>Alternative</b> Conduct and track counts year to year at specific locations. This could include: - Multimodal traffic counts at key intersections - Bike counts on Minuteman Bikeway - Pedestrian Counts	Surveys of Arlington commutes and other trips to track the value of infrastructure and technological improvements to shorten trip times.	Track total linear mileage of bicycle lanes to see how much progress has occurred to develop town-wide network.	Track total investment in sidewalks over to measure progress.
<b>BASELINE</b>	2019 Crashes	2019 Mode Share	2021 Counts	2019 Avg Trip Time	2019 Total Mileage	2019 linear feet of sidewalk constructed/repaired
<b>YEAR TRACKED</b>	# crashes	Yearly Mode Share	Yearly	Yearly Trip Time	Completed in Year	Completed in Year
<b>TARGET</b>	<b>Zero</b>	<b>By 2040:</b> 15% reduction in car trips by 2030 5% increase in transit trips 10% increase in walking and bicycling trips	<b>By 2040:</b> 15% reduction in car trips by 2030 5% increase in transit trips 10% increase in walking and bicycling trips	<b>By 2040:</b> 10% reduction in average trip time.	TBD	TBD

## 2. IMPLEMENTATION

The table below 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 blue bold text represent priority and/or early win initiatives.

Goal	Strategy		Action		Responsible Parties	Cost	Timeframe
			Priority Strategies are highlighted in yellow		Top Entity: Lead Lower Entities: Supporting	\$ - Staff time or < \$10K \$\$: \$10K - \$25K \$\$\$: \$26K-\$100K \$\$\$\$: > \$100K	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	Adopt a Vision Zero Policy	A.1	Adopt a Vision Zero policy.	Planning & Community Development Public Works	\$	Short-term
	A.2	Ensure all roadway design projects adhere to the Town's adopted Complete Streets policy and guidelines.	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	\$	Short-term
	A.3	Prioritize investments that improve safety at intersections and along road segments with the greatest pedestrian and bicyclist conflicts.	A.3.1	Address safety at roadway intersections with oblique angles, poor site distances and confusing operations.	Public Works	\$\$ - \$\$\$\$	Short- (tactical) Medium-term (permanent)
			A.3.2	Eliminate slip lanes from relevant intersections to slow down cars and better protect more vulnerable users.	Public Works	\$\$-\$\$\$	Medium-term
			A.3.3	Design, fund and implement projects that enhance pedestrian and bicycle safety.	Public Works Planning & Community Development Transportation Advisory Committee Bicycle Advisory Committee	\$ - \$\$\$\$	Short-term Ongoing
	A.4	Develop and implement a Neighborhood Traffic Calming Program to address safety concerns.	A.4	Develop and implement the program.	Planning & Community Development Public Works Transportation Advisory Committee	\$ - \$\$	Short-term Ongoing



# Thank You!

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