

Arlington Shared Streets Pilot Update

Arlington, MA
June 1, 2020

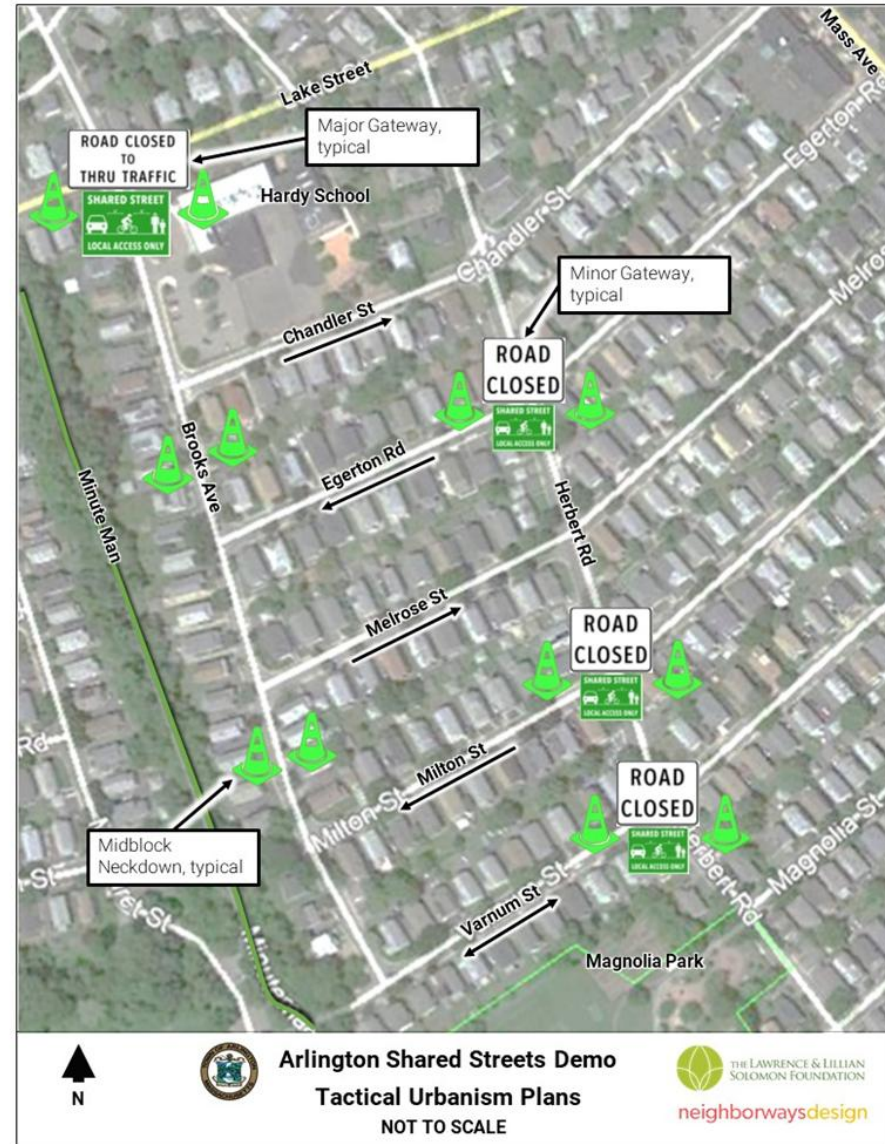
Goals

- Prioritize safety
- Alleviate crowding
- Evaluate impacts



Demonstration Project

- Demonstrate / test proof of concept
- Installed for 1 week 5/20-5/27
- Overall public supported pilot
- 123 nominations for other streets





Testimonial



Timeline

Task		Project Timeline: Week of					
		4/27/2020	5/4/2020	5/11/2020	5/18/2020	5/25/2020	6/1/2020
1	Project Initiation	ND initial outreach to town	Desktop analysis to select pilot location	Met with Town leadership			
2	Design		Inventory and order needed materials				
3	Public Outreach	Met / contacted local resident leaders (EALS) for feedback	Email notifications to local groups	Flyered neighborhood about pilot	Emails with street stewards; Nominate street survey live	Email notifications + flyered neighborhood about post-pilot survey	TBD
4	Implementation				Approved at Selectboard mtg, DPW dropped materials at site + ND installed 5/20.	DPW / ND removed materials 5/27	
5	Evaluation			APD collected speed, volume data; hand counts of active transportation	Visited site 2x for hand counts and observations	APD collected speed, volume data; hand counts of active transportation Met leadership 5/29	
6	Next Steps						TBD

Outreach and Evaluation Strategies

Outreach

- Flyering neighborhood – pre and post install (400+ flyers)
- Emails
- Social Media
- Survey – nominate street
- Installed 5/20-5/27 Wed – Wed
- Video testimonial

Evaluation

- Public Comments
- APD Speed Volume before and after data
- Hand counts of active transportation (walking/biking/scooting) before and after + general observations
- Post-pilot survey live 5/27

General Observations

- No crowding or opportunities for crowding
- Lots of families and young children in street, runners/joggers as well
- Signs are confusing
- Need for midblock traffic calming – “21 mph is too fast”
- Cars at gateways (Lake @ Brooks especially) go slow
- Overall supportive and curious neighbors

Speeds and Volumes

	Before	After
Start	11AM 5/13	11AM 5/26
End	9AM 5/20	12PM 5/27
Total Duration	46 hrs	25 hrs

Speeds			Change
# Vehicles > 25 MPH	115	25	-90
# Vehicles > 30 MPH	20	6	-14
% Vehicles > 25 MPH	16%	9%	-7%
% Vehicles > 30 MPH	3%	2%	-1%

Volumes			Change
Average Daily Traffic (ADT)	378	278	-100

Active Transportation Counts

	Before	During	During
Date	5/14/2020	5/24/2020	5/26/2020
Day	Thursday	Sun Memorial weekend	Tuesday
Weather	Sunny, 70 degrees	Sunny, 60 degrees	Sunny, 75 degrees
Start	2:45pm	3:26 PM	2:45 PM
End	4:15pm	4:27 PM	4:15 PM
Duration	1.5 hrs	1 hr	1.5 hrs
Total People	94	96	55
Children (<13)	15	22	12
Older Adults (>60)	8	4	2
Average people per hour	63	96	37
% On Sidewalk	64.89%	33.33%	52.73%
% In Street	35.11%	66.67%	47.27%
% Wearing Masks	90.43%	81.25%	83.64%

Public Comments Before Pilot

Summary of responses	Totals
Total Responses	50
Total in Support	44
Total Opposed	6
Comment Themes	Totals
Increase in people walking/biking - need for safe space	18
High number of kids - need shared streets	11
Wants less cars cutting through	10
Expand to other areas of Arlington	9
Interest in making program permanent	8
Need traffic calming	5
More communication sooner	5
Confusion - who can drive on / what the rules are	5
When schools in session - concerns with traffic	3
Fear of crowding	3

Post Pilot Survey

- Flyered neighborhood and survey went live Wednesday 5/27
- 189 responses as of 6/1 (morning)
- 76% want it to stay on Brooks, 72% want to expand around town

Arlington Shared Streets Post-Pilot Survey



Take our survey and share feedback at
<https://tinyurl.com/shared-streets>

The one-week shared streets demonstration project on Brooks Avenue has ended and the Town has removed the temporary infrastructure to evaluate next steps.

Community support is important to shared streets initiatives. We invite you to take a short survey (5 minutes) before the next select board meeting on **June 1st**.

For more information contact
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A project of the Town of Arlington in partnership with the
Lawrence and Lillian Solomon Foundation and Neighborways Design.



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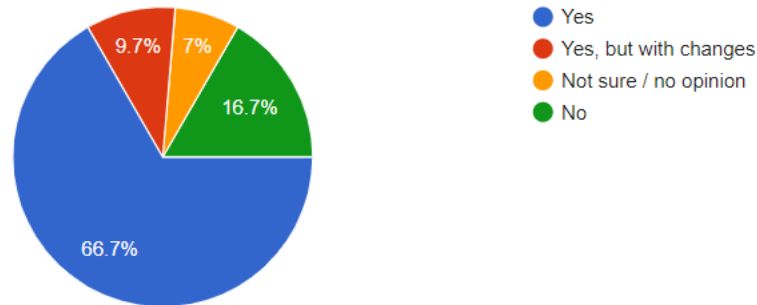
neighborwaysdesign



Post Pilot Survey

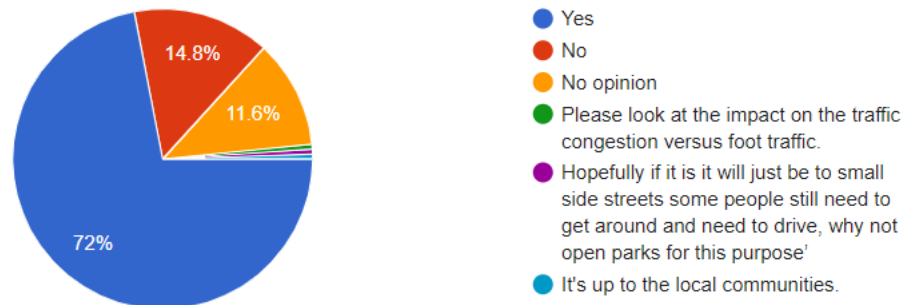
Based on your experience with the pilot program, would you support keeping Shared Streets in place on Brooks Ave and the adjacent streets beyond the week-long pilot?

186 responses



Would you like to see the Arlington Shared Streets program expanded to other locations in town?

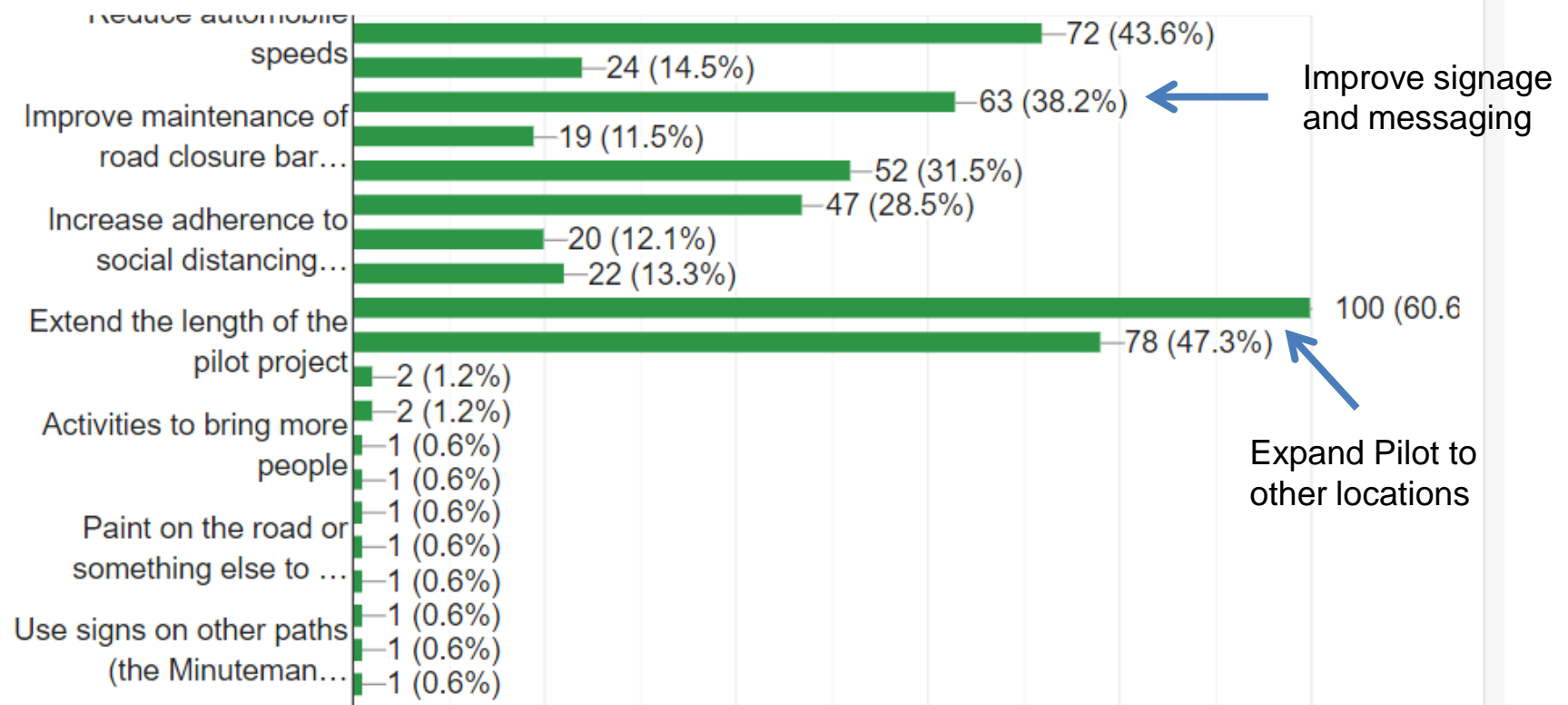
189 responses



Post Pilot Survey

What changes could the Town make to improve the pilot project? (Select all that apply.)

165 responses



Post Pilot Survey – Quotes

(Why expand to other locations in town?)

I've seen the improvement in Brooks Ave and I think there are other streets in town that would benefit from this program.

This was a great pilot project that resulted in fewer cars, but more pedestrians, children, and families using Brooks Avenue.

I believe that sharing streets between pedestrians, bikers and drivers of motor vehicles is totally doable and everyone can coexist. Further, it might set out the possibility of expanding sidewalks / parking along Mass Ave so restaurants can use sidewalk space to open and hopefully survive.

The new normal is now for people to socialize at a distance outside-more space is needed to give people the safety they need to stay sane and healthy! Esp kids since they have way limited options this summer

I live on Mass. Ave. in Arlington Center and am high-risk due to age. I go out weekly for groceries and most days for walks. I often cannot keep social distancing, although I frequently have to leave the sidewalk and walk on Mass. Ave. Often people walk 2 or more abreast, and I always see people without masks. I have stopped going on the Bikeway because it is too crowded, and many pass closely.

Lessons Learned

- Signs are confusing – redesign for more clarity and supported by more robust public outreach campaign
- Consider traffic calming midblock
- Leverage volunteers

Considerations

- Neighborhood network connecting to business districts
- Reinstalling Brooks / follow up with neighborhood to keep momentum going
- Public outreach townwide – consider folks without internet / visual impairments
- DIY resident/volunteer led approaches

Next Steps

- Two primary directions for interventions
 - Neighborhood-based strategies
 - Localized Interventions
 - Connected Street Networks
 - Commercial Area strategies
 - Relieving Hotspots
 - Streetscape Corridors
- Approval to develop framework for implementing above strategies

Feedback / Discussion

