

Opening Street Space for Social Distancing - Neighborhoods

Arlington Select Board Update
Department of Planning and
Community Development
July 20, 2020



Where We Are Now

- Shared streets Demonstration Project on Brooks Ave successful
- Select Board approved framework for next steps at June 1 meeting
- Lessons learned from demonstration:
 - Make signage clearer
 - Public engagement with wider neighborhood
 - More traffic calming needed
 - More messaging and interventions inside neighborhood Leverage volunteers
 - Lots of community interest – more than 120 shared street nominations



Arlington Shared & Slow Streets Goals

- Providing additional street space for people to social distance as well as travel and recreate via active modes is a critical part of the Town's COVID-19 response
- People need to get outside and be active to stay healthy during COVID-19 but must also social distance from one another

Neighborhood Level

- **Localized Interventions:**
 - Purpose/Goal: Provide mobility for neighborhood residents to walk, bike, and social distance within their neighborhood without a need to travel to a congested park or trail where social distancing could be difficult.
- **Connected Street Networks:**
 - Purpose/Goal: Networks of local neighborhood streets can be connected through the shared streets model to create long corridors of streets where walking and biking is prioritized and comfortable.

Design Guidelines

- Consistent interventions around town
- Incorporate more elements of traffic calming
- Utilize as much of our existing materials as possible
- **Gateway Treatments**
 - **Hard Gateway:** divert through traffic away, encourage slow entrance into the street; major intersections
 - **Soft Gateway:** advise that drivers are entering shared environment, no diversion; minor intersections and minor cross streets
- **In-Road Traffic Calming**
 - Mini Traffic Circles
 - Chicanes
 - Neck Downs



Hard and Soft Gateways

Hard Gateway:

- Sawhorse with “Road Closed to Thru Traffic” sign (MUTCD R11-4)
- Sandwich board with “Shared Street – Local Access Only” message (custom)
- Traffic cones (optional)



Soft Gateway:

- Sandwich board with “Shared Street – Local Access Only” message (custom)
- Traffic cones if needed



In-Road Traffic Calming

Mini-traffic circle or roundabout:

- Location - At four-way intersections with traffic crossing the shared street
- Materials - Use cones and signs; planters, flex posts or rubber curbs if available



Curb extensions and neck-downs:

- Location - Middle of a block or at intersections
- Traffic cones; flex posts and street paint in semi-permanent setting



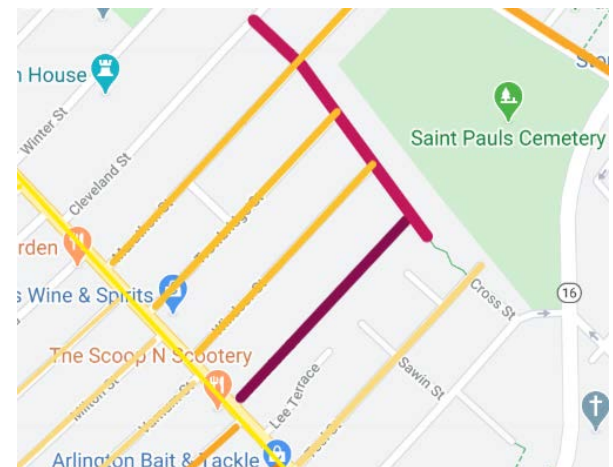
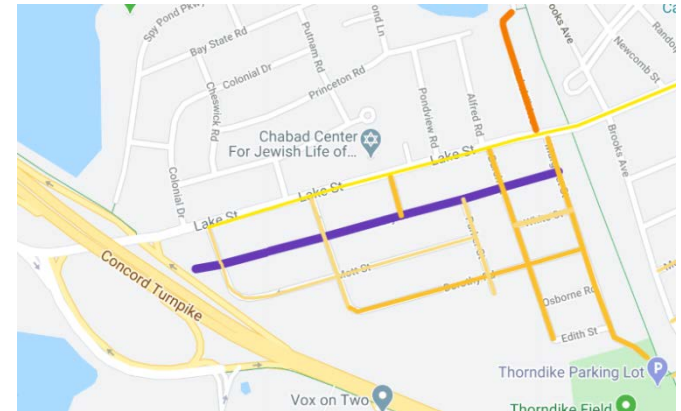
Chicanes:

- Location – longer block lengths, at curb or an island
- Traffic cones, rubber curbs or flex posts (similar to neck downs)



Potential Projects

- Based off of most popular Shared Street Nominations
- Connective networks between neighborhoods and destinations (could include popular nominations)
- Mary Street:
 - Localized intervention that could lead to wider connections
 - Most frequently nominated
- Waldo Road & Amsden St
 - Primarily localized
 - Next most frequently nominated
- Minuteman Bikeway to Mystic River
 - Several potential routes
- Arlington Heights
 - Robbins Farm Park area
 - Ronald Road

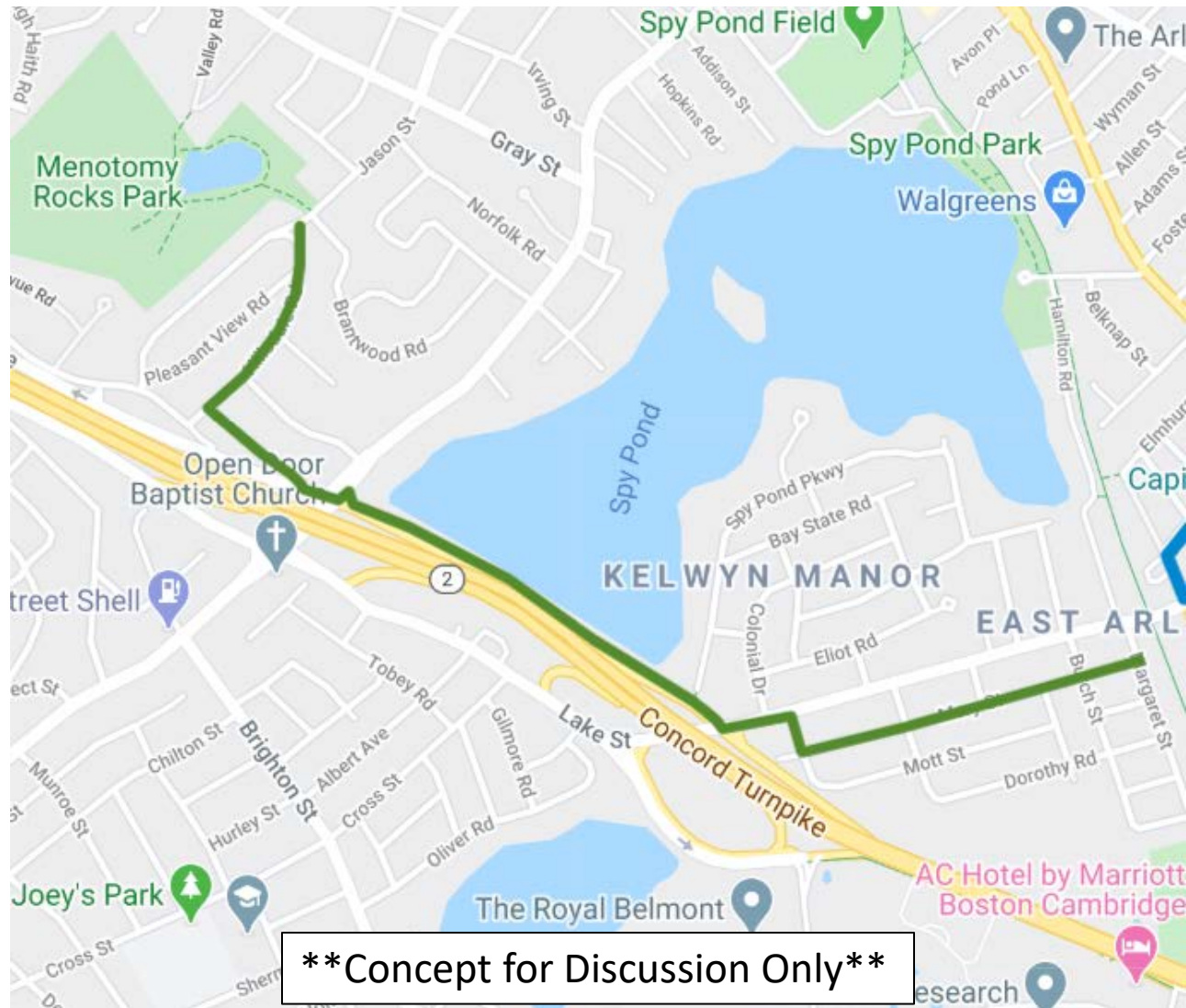


Mary St.

Localized Intervention

- Potential Strategies:
 - Shared streets, temporary traffic calming with barricades, cones, etc. - reduce automobile traffic to a point where pedestrians and cyclists are comfortable sharing the road with cars
- Community comments:
 - “Mary Street is often used as a cut-through for cars to race down to avoid Lake Street traffic, usually during rush hour. Making this street part of the pilot would give folks a safe street to walk down and would discourage use by cars as a cut-through.”
 - “It’s been used as a work around for Lake. The no enter is helpful, but I’d love to try this to calm the area even more. I wish we could try it during soccer season :)”
 - “two reasons: 1-we have a strong neighborhood community, think we would use the common space and 2-Mary Street gets (in normal times) lots of traffic for folks trying to avoid congestion on Lake Street. This would be [another] way to slow the pace of traffic on Mary Street.”

Mary St. as part of Connected Network to Menotomy Rocks Park



Waldo Rd - Amsden St.

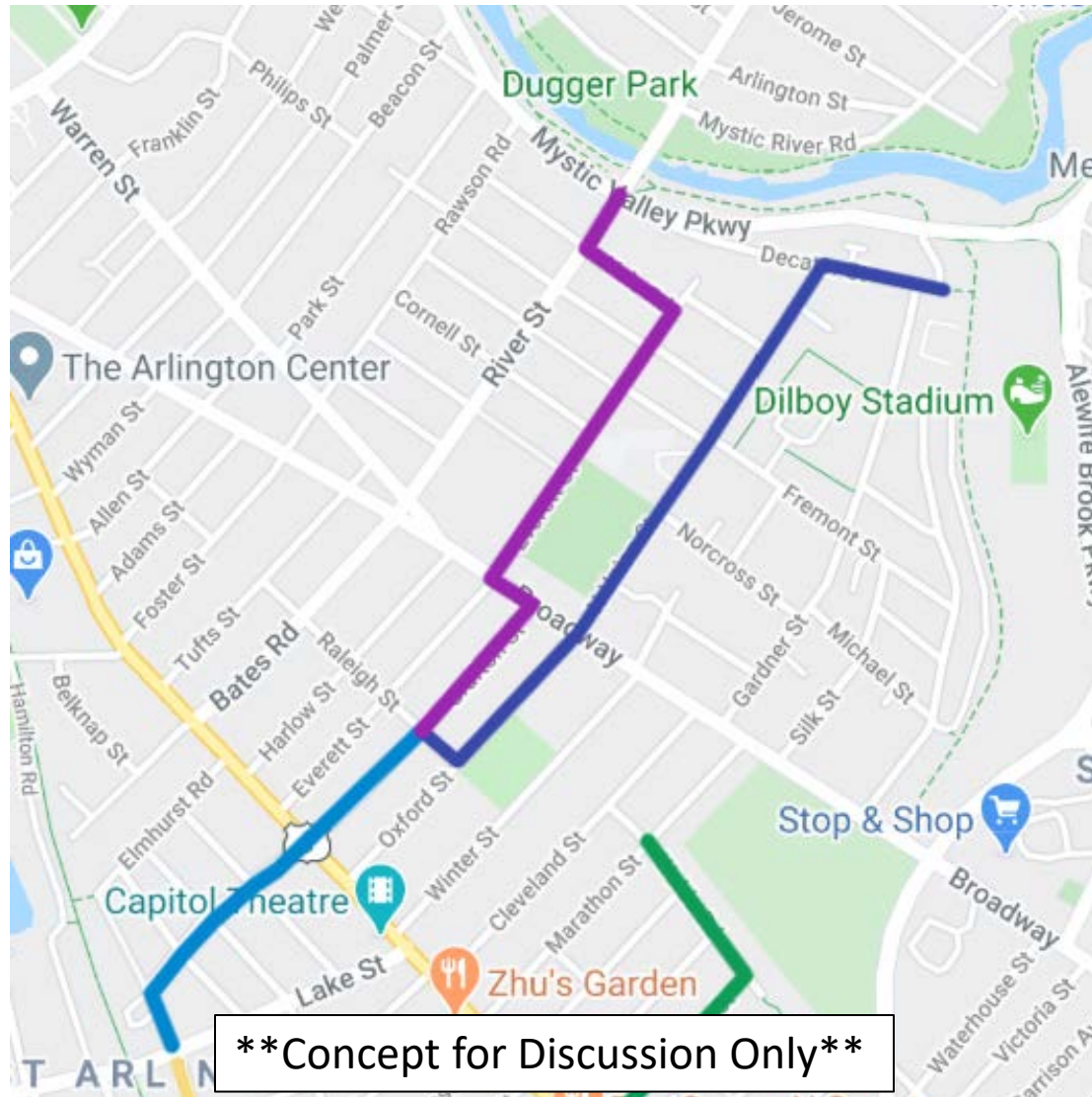
Localized Intervention

- Potential Strategies:
 - Shared streets, temporary traffic calming with barricades, cones, etc. - reduce automobile traffic to a point where pedestrians and cyclists are comfortable sharing the road with cars
- Community comments:
 - “There are many kids that play together, socially distant, riding bikes, etc. Would give them more room. Also, people drive this street as a cut through to Mass Ave. I would eventually like the street to become one way, going towards Waldo.”
 - “There are tons of kids, people are waking and biking in the road anyway, and these streets are easily bypassed, and allow for easy connection through Waldo park to the alewife path.”
 - “My neighbors are also excited about this project, so I guess I got swept up. Right now it's so hard to just be outside and feel safe, so having something like this on my own street would be amazing. An I know others would feel this benefit as well!”

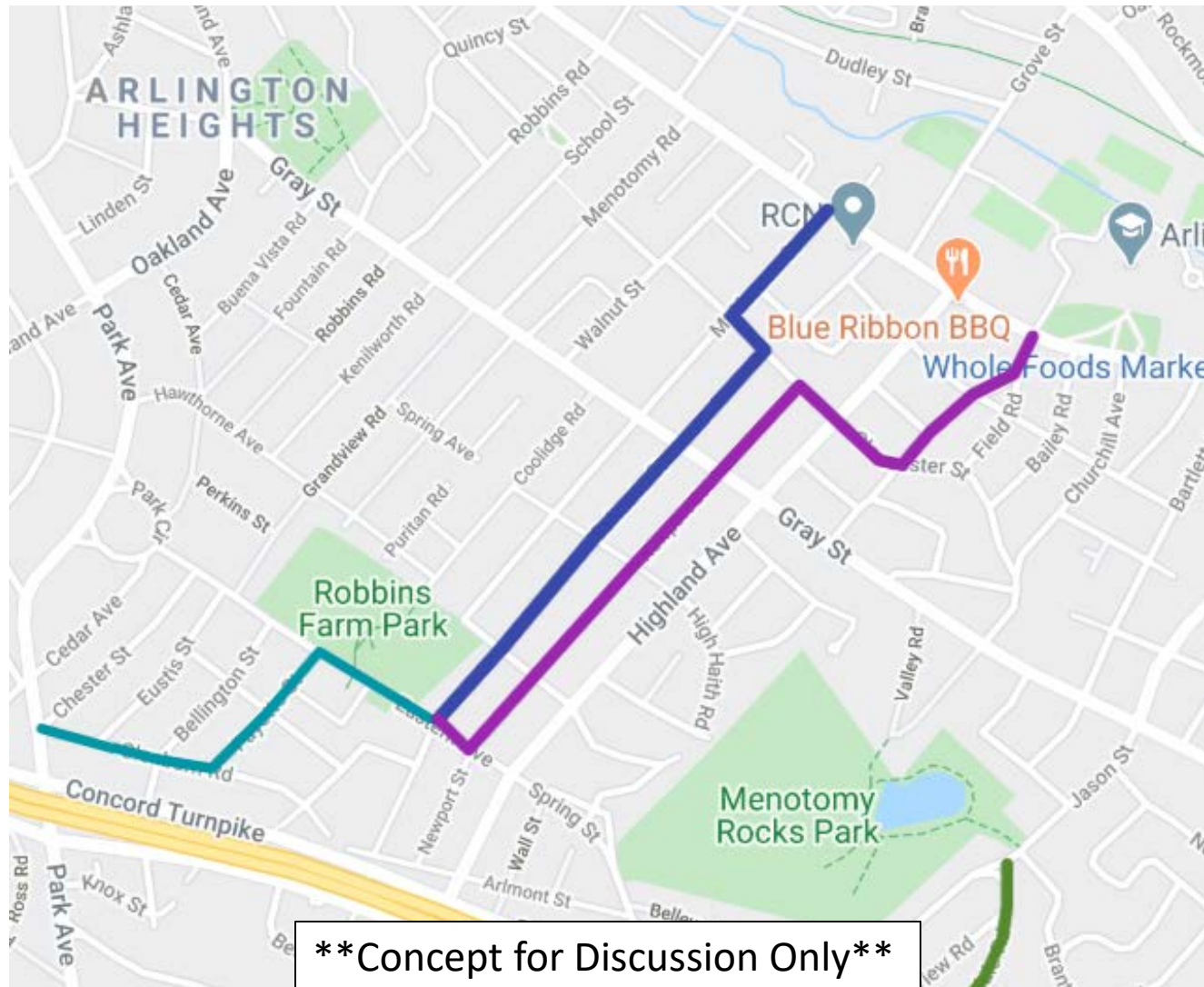
Waldo/Amsden as part of Connected Network to Bikeway/Mystic River



Bikeway to Mystic River via Orvis Rd, Grafton St, N. Union or Everett



Arlington Heights – Robbins Farm Park Area (Park Ave to Mass Ave)



Next Steps

- Reach out to residents who nominated Mary St, Waldo St, Amsden St
 - Possibly Ronald Rd in the Heights
- Return shared street to Brooks Ave
- Gather support from local residents on street and wider neighborhood
- Apply for MassDOT Shared Streets and Spaces Grant for materials and implementation

Discussion/Questions

