

providing protected or buffered bicycle lanes, removing slip lanes, and providing pedestrian lead times at signals all help to reduce conflicts between users and must be prioritized.

Vision Zero practices also make roadways safer for drivers. It is essential for roadways to be designed and used in a manner that drivers are provided safe networks. Design strategies to reduce speeds, provide clear, intuitive use (e.g., clear road markings, signage and more), will help drivers to avoid conflicts and crashes with each other, not just pedestrians and bicyclists. Many of the strategies included in this plan address these concerns.

#### **Transportation Terms**

##### **Vision Zero**

Vision Zero is a policy and strategy introduced by the Swedish Parliament in the late 1990s that sought to eliminate traffic fatalities and serious injuries by the year 2020. Since then, cities throughout the United States have adopted Vision Zero policies, including Boston, Cambridge, and many others. Core principles of Vision Zero include that traffic deaths and injuries are preventable, safety is the primary consideration in transportation decision-making, and traffic safety solutions must be addressed holistically.

## **A.2 Ensure all roadway design projects adhere to the Town's adopted Complete Streets policy and guidelines.**

Complete Streets policies are intended to ensure that all roadway projects are designed for all users and modes—vehicles, transit, bicycle, and pedestrian. However, when right-of-way (ROW) is limited, design often prioritizes the car over other modal improvements. The result is projects that minimize, reduce, or eliminate many of the pedestrian, bicycle and transit improvements that make a street a complete facility for all users.

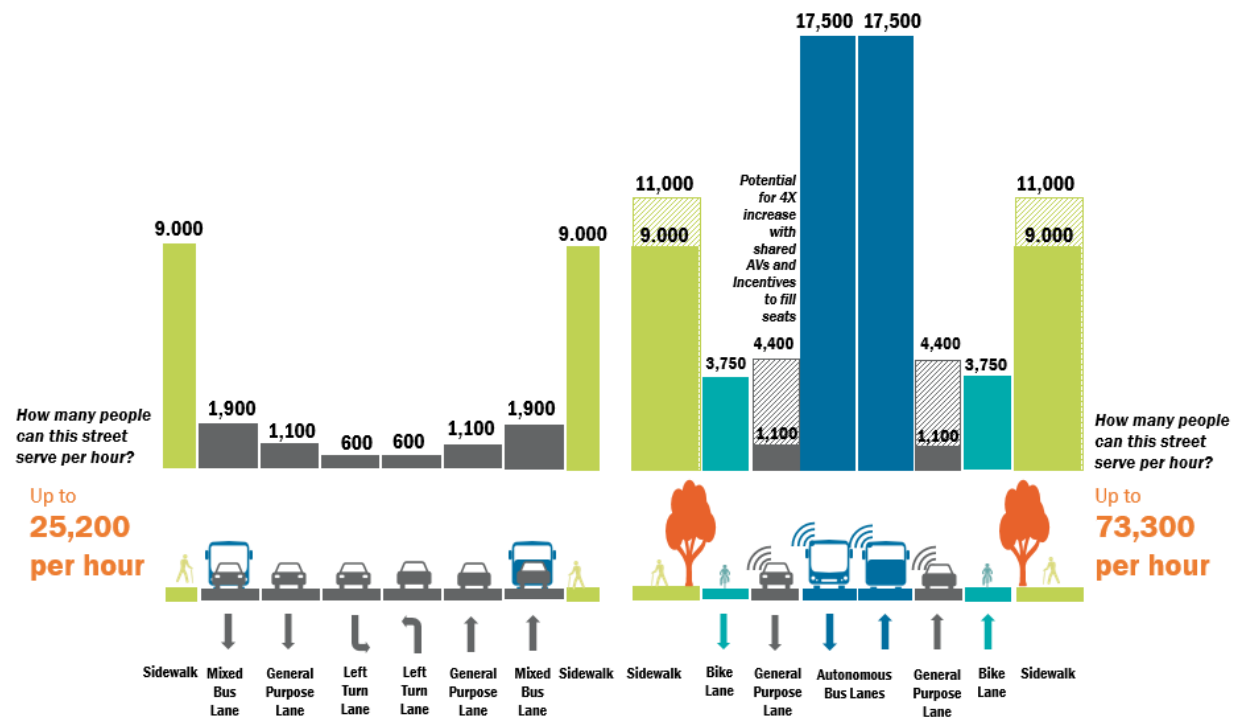
The Town of Arlington has adopted a Complete Streets policy. And although the Town has demonstrated strong adherence to its policy, the work to ensure that all modes are given equal weight and standing throughout the design process over time and changes in leadership must continue to reduce conflicts for the many users of its streets. Transparency is critical to the success of these projects. While it is ultimately the responsibility of Town departments—Public Works, Police, Fire, Planning & Community Development—to ensure projects meet the Complete Streets design standards, the design process should also include review by Town Boards and Commissions, advocacy groups and include a public process from the start to identify key mode priorities for different projects, particularly larger projects where there is insufficient right-of-way (ROW) to equally serve all users.

### A.2.1 Update the Town of Arlington's Complete Streets Prioritization Plan and align it with Connect Arlington Priorities.

The Town's State-approved Complete Streets Prioritization Plan includes a list of priority projects eligible to receive grant implementation (i.e., construction) funding from the State. The Town successfully received funding for its first project in 2017 which added sidewalks to Gray Street near Ottoson Middle School.

The current plan is eligible for an update in May 2021 and should include many of the priorities identified in this plan as part of the update. The Prioritization Plan should be updated regularly—at least every five years—given that changes to transportation patterns, preferences, behaviors, and options may cause the priority projects to shift over time. Ensuring the Prioritization Plan is updated regularly will better position the Town to apply for funding on projects most important or likely to receive funding given State funding priorities.

**Figure 1 Complete Streets move more people, more efficiently and safely.**



Source: Nelson\Nygaard

### A.2.2 Implement the Town's Complete Streets Prioritization Plan.

Once the updated Prioritization Plan has been approved by the Massachusetts Department of Transportation (MassDOT), the Town should prioritize implementation of these projects, both through applying for funding through the Complete Streets Program and leveraging Town resources. Funding through the State program is allocated annually, but only available to communities without an active project already funded and/or under construction. Once a project that received funding is complete, the municipality may apply for their next project. Arlington should be prepared to apply for funding whenever eligible. Eligible projects must be in the final design phase and provide estimated construction costs. As such, allocating funding for design services should be included in Town budgets to line up potential projects. Although Complete Streets grants are not guaranteed through the program, having project designs and costs can be used for other grant opportunities or to request Town funding.

### A.3 Prioritize investments that improve safety at intersections and along road segments with the greatest pedestrian and bicyclist conflicts.

The cause of many roadway crashes is human error—poor judgement, distraction—or weather conditions. However, locations where multiple crashes occur, especially those with similar crash characteristics, often point to roadway design concerns or conditions that may contribute to crashes, and where initiatives to enhance safety should be a priority. Figure 2 summarizes areas in Arlington where safety enhancements should be prioritized or tracked. The map is based on crash assessment findings—high crash locations and clusters where pedestrians and bicyclists were involved—as described in the project **Fact Book** (Section 3), as well as intersections where visibility and/or confusing geometries create additional safety concerns for pedestrians and bicyclists.

Initial priorities should focus on locations where improvements have not been made in recent years, or where crashes have resulted in fatalities or injuries. For locations where large projects are underway or are under study (e.g., Appleton Street and Mass Ave, the proposed study of connecting the Minuteman

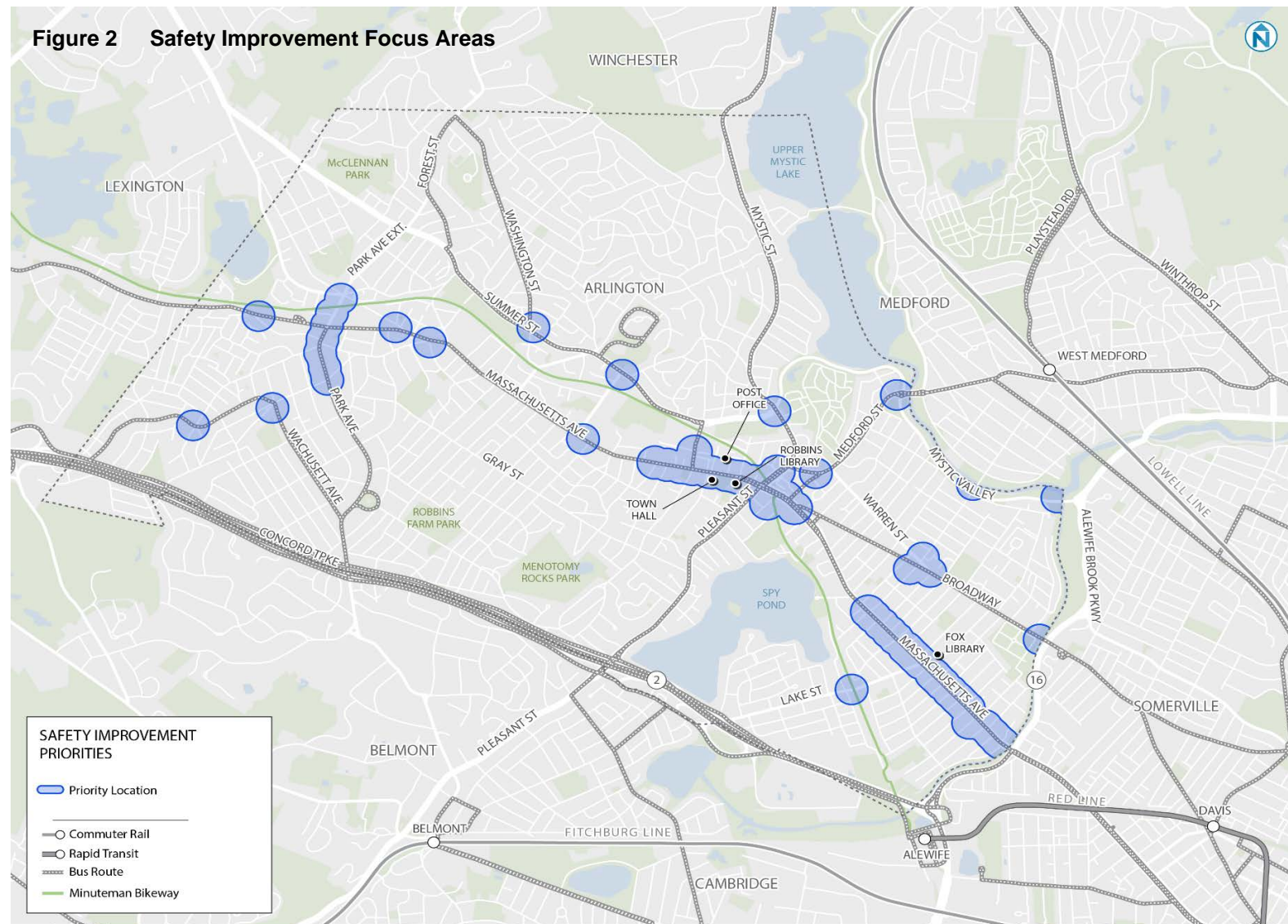
#### Transportation Terms

#### Complete Streets

As defined by *Smart Growth America*, “Complete Streets are streets for everyone. They are designed to prioritize safety, comfort, and access to destinations for all people who use the street, especially people who have experienced systemic underinvestment or whose needs have not been met through traditional transportation approaches, including older adults, people living with disabilities, people who cannot afford or do not have access to a car, and Black, Native and Hispanic or Latino/a/x communities. Complete streets make it easy to cross the street, walk to shops, jobs and schools, bicycle to work, and move actively with assistive devices. They allow buses to run on time and make it safe for people to walk or move actively to and from train stations. This means that every transportation project will make the street network better and safer for people walking, biking, driving, riding transit, and moving actively with assistive devices—making your town a better place to live.”

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/what-are-complete-streets/>

Bikeway to the Mystic River Path submitted by the Town for MassTrails funding), projects should be reviewed to ensure they prioritize safety and never just to increase vehicular throughput. And for those that have been completed in the last few years (e.g., Mass Ave in East Arlington and Arlington Center) crashes and public concerns should be tracked to determine if additional safety initiatives may be needed.



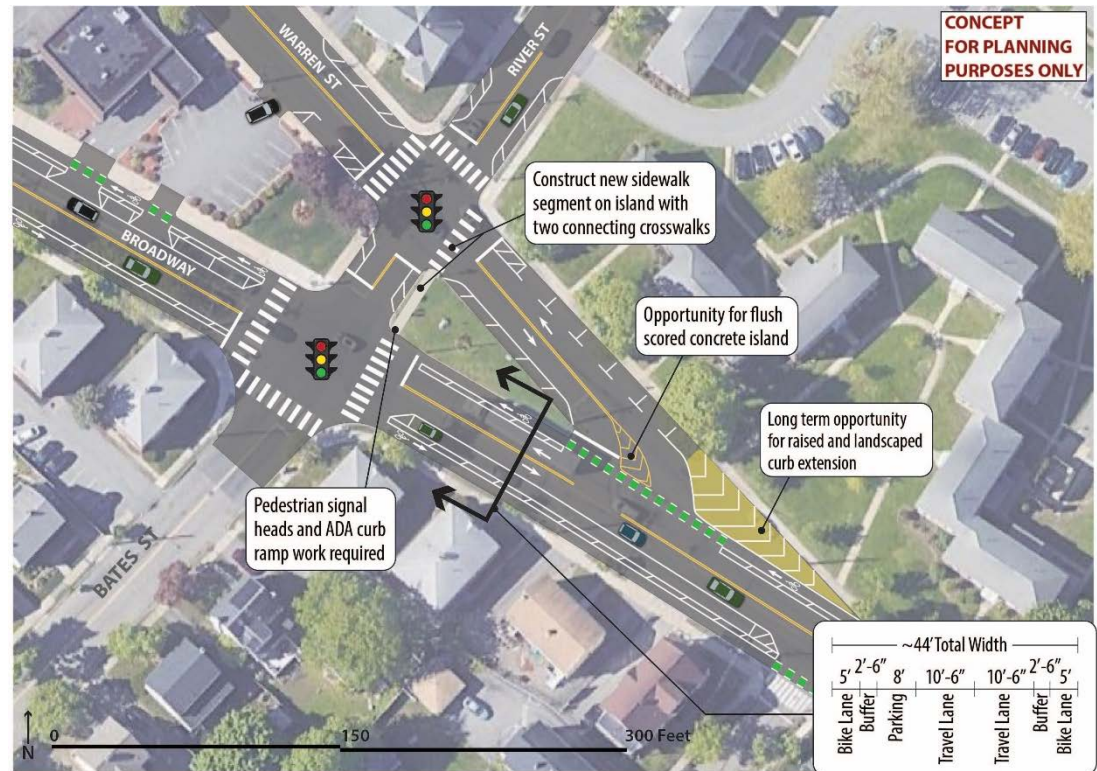


### A.3.1 Address safety at roadway intersections with oblique angles, poor site distances, and confusing operations.

There are many intersections in Arlington where multiple roadways intersect, visibility is limited, and 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. Example 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 Street
- Mystic Street at Mystic Valley Parkway and Summer Street
- Broadway and Warren Street (see Figure 3)

**Figure 3 Broadway and Warren Street Safety Improvement**  
(Concept for Planning Purposes Only)



**A.3.2 Eliminate slip lanes from relevant intersections to slow down cars and better protect more vulnerable users (e.g., pedestrians and bicyclists).**

Slip lanes are designed to expedite vehicular travel to the detriment of pedestrian safety. They encourage cars to travel at higher speeds and require multiple crossing for pedestrians. (See Figure 4). Removing slip lanes slows cars by requiring a sharp right turn and reduces the number of crossing for pedestrians. Locations to study include:

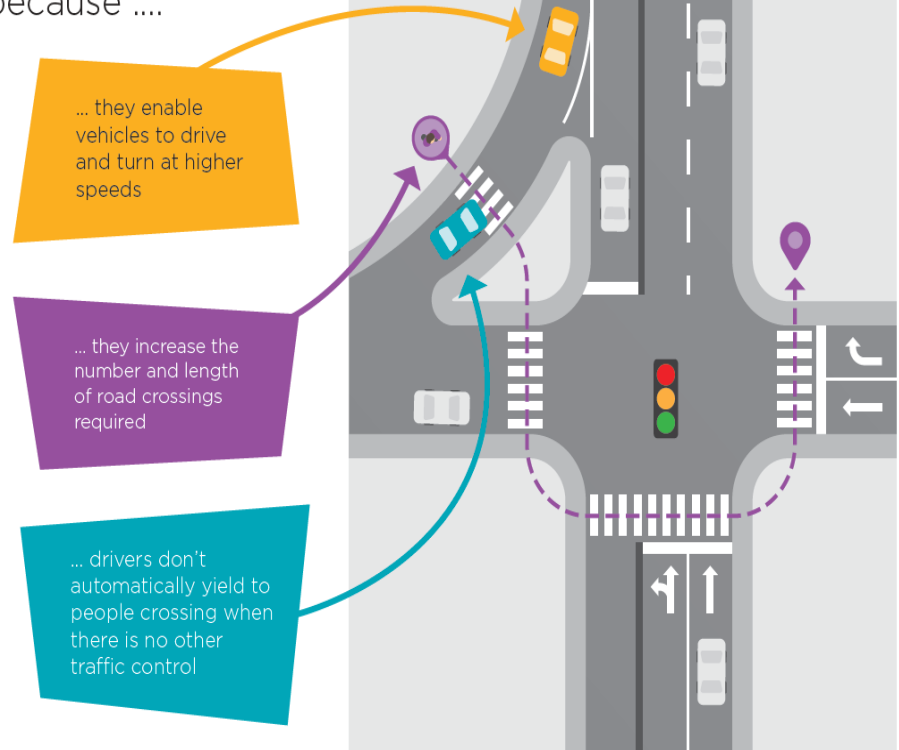
- Mystic Street and Chestnut Street
- Medford Street and Chestnut Street

**A.3.3 Design, fund and implement projects that enhance pedestrian and bicycle safety.**

Pedestrian and bicyclist safety is a key priority of this plan. Please see [Goal Areas C and D](#) for more information accessibility and safety improvements.

**Figure 4 Slip Lane Conflicts**

Slip lanes make walking dangerous because ....



Source: NelsonWygaard

**C.3.2 Require accessible pedestrian signals for all new traffic signal installations, and proactively upgrade existing signals to increase safety for those with visual and hearing impairments.**

Accessible pedestrian signals include devices that communicate information about “Walk” and “Don’t Walk” times at signalized intersections and crosswalks in visual and audible ways. Additionally, consider automated pedestrian signals which remove the need to press a button.

**C.4. Enhance pedestrian safety through design improvements at intersections and crossings.**

**C.4.1 Minimize pedestrian crossing distances and increase visibility at intersections where crashes involving pedestrians are highest.**

The less time a pedestrian is in a roadway, the less likely they are to be struck by a vehicle. To improve pedestrian safety, the Town should prioritize projects that improve visibility and reduce time in the roadways—especially those with more than two lanes. This could include enhanced lighting, reduced crossing distances across roadways through road diets, continued investment in bump outs, adding pedestrian refuges where possible, removing adjacent on-street parking that block crosswalks, regular vegetation maintenance, and signalization (including traditional signals where warranted and warning beacons such as Rectangular Rapid Flashing Beacons [RRFBs]). Additional measures, such as adjusting pedestrian signal times to provide more time for walkers with mobility impairments should also be assessed to provide sufficient time to cross the roadway. Given that resources are limited, improvements to pedestrian crossings should be prioritized based on different factors, including roadway geometry, volume of vehicles and pedestrians, vehicle speeds, and proximity to trip attractors like schools or commercial areas. Less expensive visibility improvements such as expanding the crossing flag program started by the Transportation Advisory Committee and painting curbs to highlight no parking areas near crosswalks should also be explored. The Town should develop guidance for improving existing crossings and installing new crossings based on these factors.

**C.4.2 Review unsignalized pedestrian crossings along major roadways and implement measures to enhance pedestrian safety.**

Unsignalized crosswalks along high-traffic, high-speed roadways are especially challenging for pedestrians to use. Finding a gap in traffic is more difficult due to high traffic volumes, multiple lanes, and higher speeds; speeding makes crossings less comfortable for pedestrians and drivers need greater distance to stop. On-street parking near crosswalks, which may be heavier and more in demand on major roads in commercial areas, contributes to poor sight distance by blocking the ability of drivers to see pedestrians and vice versa. All unsignalized crossings of Mass Ave, Summer Street, Mystic Street, Pleasant

Street, Park Ave, and Broadway should be reviewed to ensure visibility is good and whether additional enhancements are needed to create safe and predictable crossings.

#### **C.4.3 Enhance lighting at intersections and other crossings to improve pedestrian visibility.**

The Town should prioritize lighting enhancements through a combination of brighter overhead lights at crosswalks, flashing light systems (e.g., RRFBs) at mid-block crossing locations, pedestrian actuated light path systems including in-road flashing lighting, focused pedestrian crossing lighting, and more. The Town should develop clear guidelines for when and where to install enhanced lighting systems for currently unsignalized crosswalks. RRFBs in particular have been shown to significantly increase driver yielding to pedestrians in uncontrolled crosswalks and are being used at many locations in neighboring communities. However, they require additional funding to install and maintain and so should be located thoughtfully.

#### **C.4.4 Pilot intersection lighting improvements that focus on the pedestrian, and pedestrian crossings, to improve visibility and safety.**

Lighting at intersections in Arlington is provided by overhead streetlights that generally illuminate the entire roadway, not specific locations where pedestrians are most vulnerable: crosswalks. Designing and installing new lighting technologies that focus lighting on the pedestrian crossing and the pedestrians themselves, can provide greater pedestrian visibility to oncoming vehicles in darker hours. Initial locations could include intersections along Mass Ave where multiple pedestrian crashes have occurred, and Minuteman Bikeway crossings. (See Figure 11 for examples.)

#### **C.4.5 Ensure signalization policies and infrastructure are developed and/or installed to enhance pedestrian safety.**

In addition to ensuring intersections are ADA compliant (including accessible signals), additional policies for signalization should be in place to ensure crossings are safe and intuitive for pedestrians, bicyclists, and drivers alike. The Town should ensure the following are in place:

- 1) Update all signal timing to meet new Manual on Uniform Traffic Control Devices (MUTCD) guidelines to provide adequate time for people to cross the intersection.
- 2) Establish policy for when exclusive or concurrent pedestrian phases should be implemented. When concurrent signals are used, ensure LPI—Leading Pedestrian Interval—is included to give pedestrians the opportunity to enter an intersection three to seven seconds before vehicles to provide pedestrian priority and greater visibility before vehicles are given the green light.



- 3) Explore using pedestrian-specific signals (e.g., RRFBs) at locations where pedestrian crossing activity is high but does not warrant full signalization.

**Figure 12 Pedestrian-oriented Lighting**



*Lighting advances that focus light at crosswalks and that “spotlight” the pedestrian increase visibility and reduce crashes.*

*(Sources: Left Image: <https://www.aspentimes.com/news/aspen-mulls-pedestrian-lighting-system>; Right Image: <https://www.howardindustries.com/products/ped-crossing-signs>)*

## **C.5 Expand and maintain the existing street tree canopy to improve pedestrian safety and comfort.**

Street trees are not only an aesthetic complement to our roadways. Street trees have been shown to decrease vehicle speeds by more clearly defining right of way (ROW) reserved for vehicles by reducing the perceived roadway width. Slower vehicle travel creates a safer, more comfortable pedestrian network. Street trees also provide cooling shade for pedestrians on sidewalks, reduce heat island impacts during warmer months, and absorb CO<sub>2</sub>. As such, transportation projects should strive to avoid removal of mature trees and develop creative solutions to maintain existing street trees.

## D.1 Prioritize new bicycle facilities along corridors currently designated as Arlington’s “lane-sharing network”.

As described in the [Fact Book](#) (Section 3), certain roadways are designated as the Town’s “lane-sharing network”: corridors that connect neighborhoods to commercial centers, schools, and regional transportation networks. Although designated as key bicycling corridors, many of these roadways do not currently have bike lanes. And while some segments do have shared lane markings (also known as sharrows), these markings do not contribute to a comfortable network because they require mixing and merging with faster-moving, heavier cars.

In 2014 ABAC and TAC developed the Context Sensitive Bike Facility Design Guide Matrix<sup>5</sup> to assist Public Works in determining when there is enough curb-to-curb width to install bike lanes during repaving, depending on several factors. This document is still a helpful tool in understanding the contextual issues around incorporating bicycle accommodations on particular streets. However, this plan recommends a more ambitious approach to creating a low-stress bike network which may require tradeoffs with other uses (such as on-street parking) to complete the bicycle network in Figure 14, and creative designs such as the conceptual diagram in Figure 15. Streets recommended for bicycle facilities on the current “lane-sharing network” include:

- **Mass Ave** including all areas not currently served by a bicycle lane;
- **Foster Street/Rawson Road** between Mass Ave and Mystic Valley Parkway;
- **Medford Street** between Mystic Street and Mystic Valley Parkway;
- **Mill Street** between Summer Street and Mass Ave;
- **Mystic Street** between Mystic Valley Parkway and the Winchester town line;
- **Summer Street** between Mystic Street and the Lexington town line;
- **Pleasant Street** between Mass Ave and Route 2;
- **Park Avenue Extension** between Mass Ave and Summer Street;
- **Park Avenue** between Park Circle and Concord Turnpike;
- **Broadway** from Arlington Center to Alewife Brook Parkway; and
- **Warren Street** between Medford Street and Broadway.

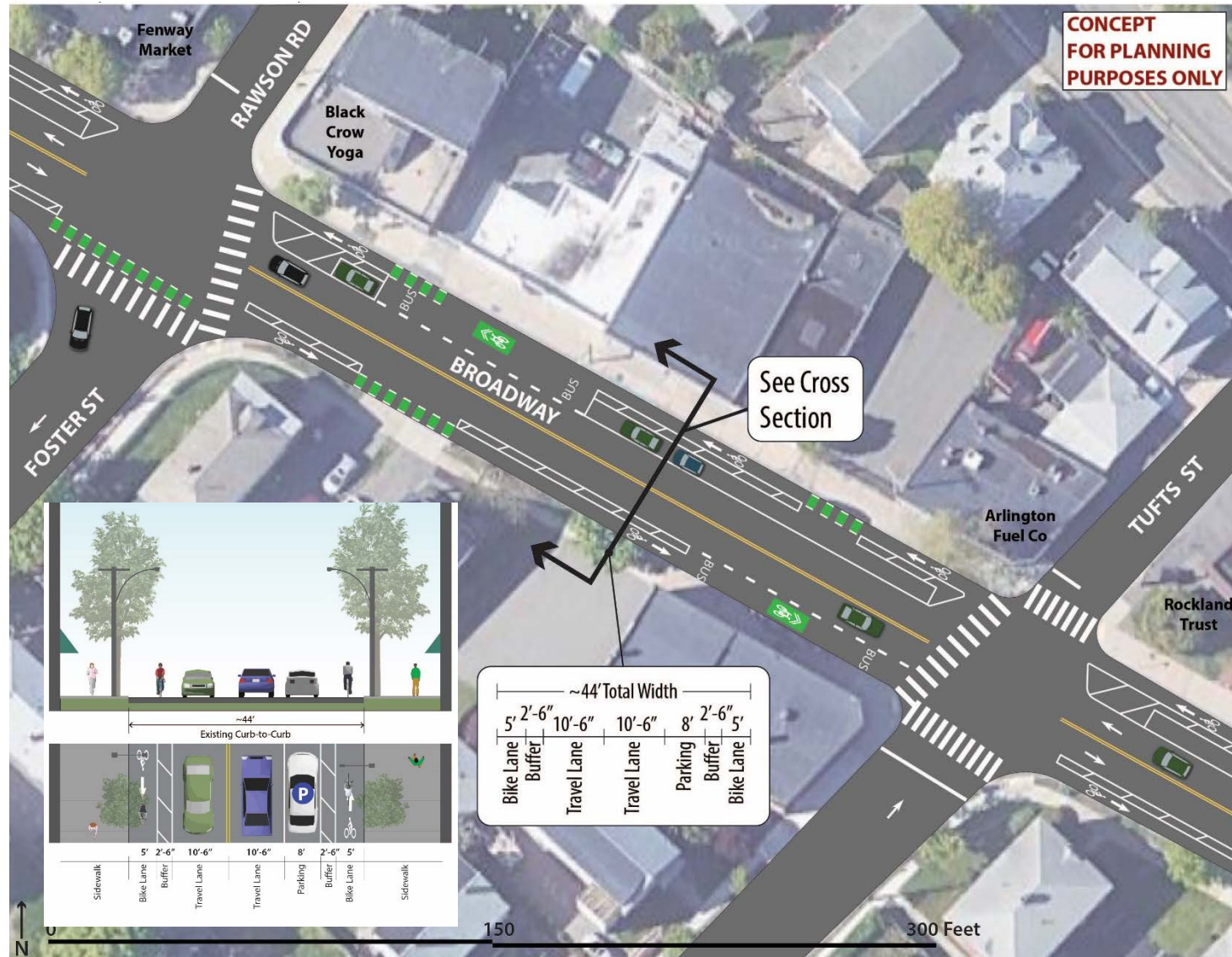
### Best Practices at Work: Lake Street Bike Lanes

Arlington is already taking steps to create a connected bicycling network. The Town recently added dedicated bike lanes on Lake Street between the Minuteman Bikeway crossing to Route 2. The project shows the importance of connecting new facilities to the existing network. These dedicated lanes not only provide increased safety and comfort for those using them, but they were also designed to feed bicyclists from low stress neighborhood streets to Lake Street to connect to the Minuteman Bikeway.

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<sup>5</sup> Arlington’s [Context Sensitive Bike Facility Design Guide Matrix](#)

Figure 15 Broadway Bicycle Lane Concept



#### **D.1.1 Complete the bicycle lane network along all of Mass Ave.**

Approximately half of Mass Ave has dedicated bike lanes, the largest contiguous portion of which was completed through the roadway's redesign in East Arlington. Northwest of Arlington Center features a combination of bike lanes connected by shared lane markings. Areas with sharrows should be converted to bike lanes. Given the roadway dimensions, this could require removal of parking on at least one side of the road. The Town should design a project that meets the needs of both bicyclists and abutting property owners.

#### **D.1.2 Prioritize new bicycle lane projects that connect to existing bicycle facilities to create a safe, contiguous bicycle lane network.**

An important consideration when planning for and achieving a town-wide bicycling network is developing facilities that feed into and provide direct connectivity to existing facilities to form contiguous, continuous dedicated facilities that will appeal to riders of all comfort levels. Initial bike lane priorities should focus on segments of the lane sharing network that connect to or are a short distance from the Minuteman Bikeway, Mass Ave, and other existing facilities.

For example, one potential project could include adding bicycle lanes to short segments like Mill Street between Mass Ave and Summer Street; combined with the segment of Summer Street between Mill Street and Mystic Street. This would provide a contiguous bicycle network between the Minuteman Bikeway to Mass Ave. bike facilities (See [Strategy D.1.1.](#)) and connect to existing on-road bike lanes on Mystic street.

#### **D.1.3 Prioritize corridors that provide safe facilities to schools and other community facilities.**

In addition to completing bike facilities along Mass Ave, which better connects all of Arlington to the high school, prioritizing bicycle lanes on corridors that enhance connectivity to Arlington schools would make bicycle trips safer. Providing safer routes could encourage more parents not to drive their children to school, reducing peak hour congestion and decreasing their carbon footprint. Priority corridors to add lanes could include: Foster Street/Rawson Road, Bates Road/River Street, and others. (See [Strategy D.2](#) for additional strategies to better connect schools by bicycle travel.)



#### D.4 Add or upgrade bicycle parking along commercial corridors and at public facilities.

Providing more and better-quality bicycle parking (in conjunction with more bicycle lanes) will encourage many to take a bicycle somewhere when they know their bicycles can be locked up safely. Beginning with the \$25,000 allocated for new bike parking in FY21, upgraded bicycle parking should be installed at the following locations:

- Major Commercial Areas (Arlington Center, East Arlington, Arlington Heights);
- Small Commercial Clusters (Broadway at Rawson, Tufts and Oxford streets; Summer Street at Mystic Street and Mill Street);
- High ridership MBTA bus stops; and
- Public facilities including parks, public buildings and more.

Arlington recently created bicycle parking guidelines

(<https://www.arlingtonma.gov/home/showdocument?id=48389>) that should be referred to when adding new bicycle parking. In areas where longer term bike parking is likely (e.g., schools, major bus stops), covered bike parking kiosks, bike cages or individual bike lockers should also be considered where room is available.

#### D.5 Study potential to redesign major intersections and rotaries/roundabouts to provide dedicated bicycle lanes that improve rider safety and comfort.

Major intersections, particularly those with awkward geometries (e.g., no right angles), as well as rotaries and roundabouts are challenging and dangerous to travel through for all but the most experienced bicyclists.

Redesigning and reconstructing these facilities to provide bike lanes that carry through intersections—instead of bike lanes that stop before intersections and require bicyclists to mix with traffic—would encourage more bicycling by providing comfort to more riders. (See also [Strategy A.3.1](#), for additional intersection safety improvement strategies.)

**Figure 17 Long Term Bicycle Parking**



Source: [King County Metro](#)



### D.5.1 Identify and redesign high conflict intersections to improve bike safety.

As the Town's bicycle network expands, ensuring bicyclists can travel safely through challenging intersections is essential. When projects are identified, the Town should refer to the *MassDOT Shared Bike Lane Planning & Design Guide* and *NACTO Urban Bikeway Design Guide* for initial guidance. Both resources provide best practice intersection design examples to enhance bicyclist safety. Potential intersections to redesign for bicycles could include:

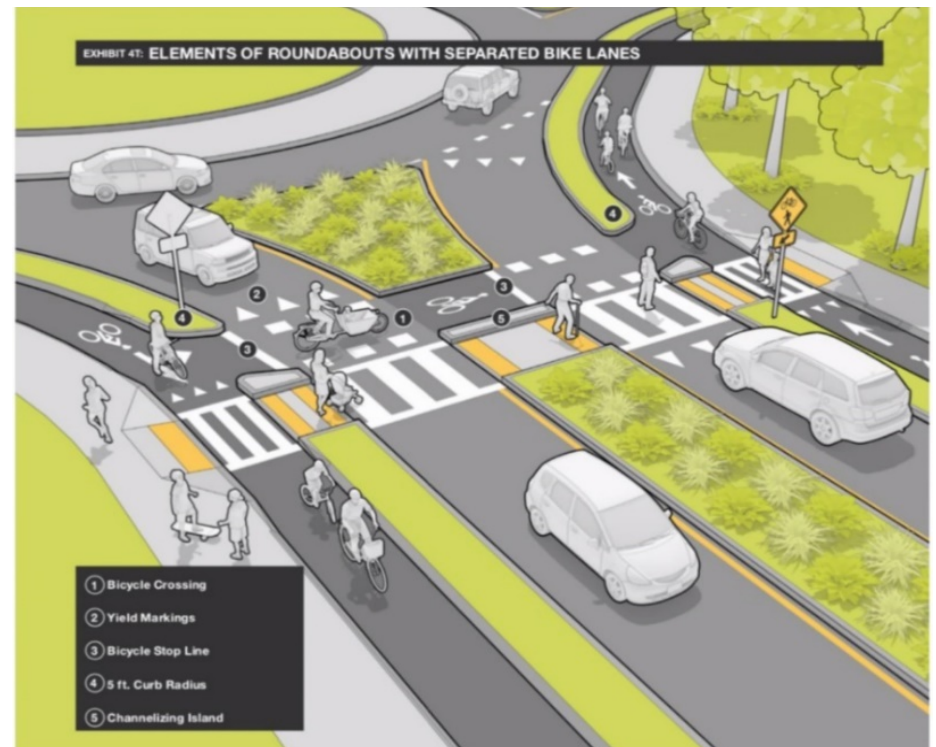
- Mystic Street and Chestnut Street;
- Mystic Street and Mystic Valley Parkway;
- Mass Ave and Park Ave; and
- Broadway and Warren Street (see Figure 4).

### D.5.2 Explore options for redesigning the Medford Street/Mystic Valley Parkway rotary to incorporate dedicated facilities that allow for safer bicycle (and pedestrian) movement and slow vehicle travel.

Rotaries are often difficult to maneuver and unsafe for bicyclists. There are many resources available, including the *MassDOT Guidelines for the Planning and Design of Roundabouts*,<sup>8</sup> offering best practice design strategies to provide separated bicycle lanes through rotaries/roundabouts.

Funding sources for implementing these projects could include Complete Streets funding (if the project is included in the approved Complete Streets Prioritization Plan), MassWorks grants (if tied to economic development), non-profits and foundations, and local Town funding.

**Figure 18 Roundabout Design with Separated Bike Lanes (MassDOT)**



Source: [MassDOT Separated Bike Lane Design Guide, Chapter 4](#)

<sup>8</sup> <https://www.mass.gov/lists/guidelines-for-the-planning-and-design-of-roundabouts>

### **G.2.2 Study parking in neighborhoods adjacent to commercial concentrations and/or transit and consider additional regulations where warranted.**

Parking spillover from commercial areas or adjacent to transit connections can add to parking pressures in neighborhoods. For example, as identified in this study and in Arlington's Master Plan, Red Line users that park in East Arlington, or Mass Ave users that park on adjacent neighborhood streets, likely add to resident parking pressures. The Town should study neighborhood parking impacts and consider neighborhood parking regulations where appropriate. Should additional regulations be required—for example, time limits, resident parking only, or other—the Town should allocate resources to ensure enforcement occurs. Absent enforcement, regulations will be ignored, and parking concerns will persist.

## **G.3 Rethink the curb and design it to support competing users and needs more effectively.**

The curb, often considered the “parking lane,” has traditionally been reserved for on-street car parking, the result of decades of transportation planning focused on accessing business districts by car, including in Arlington. Changing travel preferences combined with new and growing transportation options (e.g., Uber, Lyft, bike share, car share, e-scooters) and increased delivery services (e.g., the “Amazon Effect,” food delivery), require more nuanced approaches for use of valuable curbside real estate. (For more information, see the Boston MPO's report, *Future of the Curb*<sup>11</sup>.)

### **G.3.1 Identify locations for dedicated curbside zones for pick-up and drop-off activity.**

More and more people (of all ages) access commercial centers, particularly those with concentrations of eating and drinking establishments and cultural attractions, by ride hailing services like Uber and Lyft. When there is no location for ride hailing vehicles to pull over to pick-up and drop-off passengers, vehicles stop in the roadway, putting riders at risk, and/or creating unnecessary congestion.

TNC use is expected to increase in coming years, particularly as autonomous vehicles become a reality. Establishing pick-up and drop-off zones proximate to multiple attractions expedites the process by concentrating activity, removes TNC vehicles from travel lanes to improve safety and reduce congestion, and reduces the need for adding parking capacity where spaces are limited. Ride hailing also enhances roadway safety by removing potential driving under the influence situations.

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<sup>11</sup> <https://www.ctps.org/data/pdf/studies/other/Future-of-the-Curb.pdf>

### G.3.2 Designate additional locations to accommodate increased service and delivery needs.

Providing additional locations for delivery vehicles convenient to multiple businesses and residences reduces the need for delivery vehicles including those large and small to double park, which causes congestion. Given the collection of businesses in Arlington, hybrid service/pick-up and drop off zones may be an option given most commercial deliveries occur during the day, whereas ride-hailing increases for social purposes during evening hours.

### G.3.3 Repurpose on-street parking where possible to prioritize other modes including bus and bicycle travel, or to provide additional open space in commercial areas.

In areas with sufficient off-street parking to meet residential and/or business demand, repurposing the “parking lane” for transit priority, bicycle lanes, and/or bicycle parking (including Bluebikes stations as the system grows in Arlington) would help to move more people, more efficiently along bus and bicycle routes by decreasing transit times and encourage more to bike. On-street parking can also be repurposed for parklets—small “parks” within the parking lane—for people to dine or relax outdoors in areas where sidewalk space is limited. Repurposing parking for other uses can enhance the transit and bicycle experience and reduce the need to drive (and park), while supporting local business and the customer experience. Allowing for customer parking on side streets within a specified distance of a commercial street to replace customer parking is also recommended.

**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.



Source: Nelson/Nygaard

### **H.2.1 Establish an internal LTIP working group to develop the initial LTIP.**

The LTIP Committee should be comprised of representatives from Public Works, Police, Fire, Planning & Community Development, Council on Aging, and other departments and town committees as needed, such as the TAC, ABAC, and Disability Commission. To begin, each representative would provide a list of all transportation-related projects and provide to a designated staff person to consolidate the initial program. Information should include the project name, status, estimated completion date, and funding allocated (or needed).

The Town Manager should designate the staff person responsible for initiating and maintaining the list.

### **H.2.2 Update the LTIP quarterly.**

Given the many projects, potential project changes or funding availability, it is recommended that the LTIP be updated biannually and aligned with the Town budget process to ensure it is up-to-date and effective. It is recommended that the internal committee representatives meet quarterly to review the list and provide updates on projects.

### **H.2.3 Provide the LTIP on the Town of Arlington website.**

Given the many departments in charge of transportation projects, it is recommended that all transportation projects be listed at one location on the Town's website. This will provide the public a convenient location to learn about various initiatives, and how, where and when they are able to provide input. All initiatives should include a staff point of contact.

## **H.3 Test before you invest.**

Transportation infrastructure projects are costly to plan, design, and construct, and often take years to complete from start to finish. In many cases, the project intent—to enhance safety, provide facilities for other modes, etc.—is successful; however, in some cases it does not improve conditions adequately, and in others the result does not justify the cost. For projects addressing critical safety issues, traditional practices also take far too much time to address the issue.

Communities are increasingly turning to “tactical” projects to address safety and other transportation concerns. Tactical roadway initiatives include projects that are implemented using low-cost, temporary materials, to address a traffic or safety issue, or to test out an alternative street layout to provide facilities for other modes not currently provided (e.g., bike lanes).

### **H.3.1 Implement tactical projects rapidly to address safety issues and concerns.**

In locations where safety is a concern, particularly at locations where a crash involving a pedestrian or bicyclist has occurred, changes to enhance safety should be implemented as rapidly as possible. Temporary and tactical projects such as increased signage, speed bumps, road diets using flex-posts, dedicated lanes for bicyclists and more can be implemented quickly to slow traffic, increase visibility and more to reduce conflicts. Arlington has already worked on Shared Streets tactical pilots, which used signage, sawhorses, traffic cones, and other temporary materials to reallocate street space for pedestrians and bicyclists. See Figure 20 for more information.

It is important that the Town work with neighborhood groups, school PTOs, business owners and groups, and relevant Town committees such as the TAC and ABAC to ensure these projects address the issues effectively, and to gain support in areas impacted.

### **H.3.2 Develop and implement a Neighborhood Traffic Calming Program to address safety concerns.**

Many neighborhood traffic calming initiatives do not require significant investments to address safety problems. Low-cost tactical and short-term projects that slow traffic and provide dedicated space for pedestrians and bicyclists often address the issues in a cost-effective manner and should be used both to test strategies, or as semi-permanent solutions. (See [Strategy A.4](#) for more information.)