

3. TRANSPORTATION

Arlington’s transportation system is well integrated within the Boston metropolitan area. Route 16 along the eastern border, Route 2 along the southern border, internal Routes 2A, 3A, and 60, Massachusetts Avenue, and Broadway provide strong connections between Arlington’s neighborhoods, the business districts, and the regional transportation network. MBTA fixed route bus service enhances this frame of roadways, for several bus routes directly connect Arlington’s neighborhoods with Somerville, Cambridge, and Downtown Boston. MBTA commuter rail service is available via bus connection to Porter Square Station in Cambridge, and subway transit is available at the Alewife Station (Red Line) just southeast of town in Cambridge.

The objective of a local transportation system is to provide access to employment, shopping, recreation, and community facilities in a safe, efficient manner. When a transportation system operates well, it supports the community’s quality of life, economy, and public and environmental health. Roadways can bring life to a community by supporting commerce, communication, and services, allowing both goods and customers to travel in and out of town. When congestion impedes mobility, roadways can interfere with commerce and erode the community’s quality of life. Though extensive, Arlington’s transportation network experiences considerable strain. This is particularly obvious in Arlington Center: a confluence of major traffic routes, fixed route bus transit, and pedestrian activity, and the civic, cultural, and economic center of the town. Much of Arlington’s traffic congestion results from peak period commuting traffic, i.e., residents of Arlington and the surrounding towns driving to and from work. Although the concept of transportation goes far beyond automobiles, the conversation invariably comes back to traffic, congestion, and cars. When asked about key issues in Arlington today, residents participating in community meetings and interviews for the master plan process were nearly unanimous: traffic, circulation, and parking.

A. General Circulation, Network and Connectivity Characteristics

Arlington has a well-established and connected network of streets, sidewalks, pathways, and trails. Massachusetts Avenue, a former street car corridor, functions as the spine of Arlington’s transportation network and largely determines first impressions of the town. It is well connected to the adjoining neighborhoods, many of which were developed in tandem with the arrival of electric streetcars. In Arlington Center and East Arlington, most residential streets are linked, with relatively few dead-end streets and cul-de-sacs. This healthy street network coupled with short blocks gives Arlington the look and feel of a walkable community.

Transportation Goals

- *Enhance mobility and increase safety by maximizing transit, bicycle, and pedestrian access and other alternative modes of transportation.*
- *Manage congestion safely and efficiently by improving traffic operations.*
- *Manage the supply of parking in commercial areas in order to support Arlington businesses.*

The principal roadways and intersections in Arlington are described below in terms of physical characteristics, geometric conditions, adjacent land uses, and current operating conditions.

Roadway Classification. Map 3.1 illustrates the basic components of Arlington’s road system. The roads can be characterized by function, as follows:

- **Principal arterials** provide the highest level of mobility at the greatest vehicular speed for the longest uninterrupted distances. These high-capacity urban roads are designed to deliver traffic from collector roads to freeways and between urban centers at the highest level of service possible. As such, many arterials are limited-access roads that feature restrictions on private access.
- **Urban major arterials** serve the major centers of activity of a metropolitan area and are the highest traffic volume corridors. They carry a high proportion of the total urban area travel on a minimum mileage. The primary arterial system typically carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central of town. Almost all fully and partially controlled access facilities will be part of this functional system.
- **Minor arterial/major collectors** interconnect with and augment the urban primary arterial system and provide service to trips of moderate length at somewhat lower travel mobility than principal arterials. Ideally, they should not penetrate identifiable neighborhoods. The spacing of minor arterial streets should normally be not more than one mile in fully developed areas.
- **Collectors** typically serve local traffic but also provide mobility between neighborhoods and other local land uses. In general, these roadways provide high land access and constrained mobility.
- **Local roads** typically provide mobility within similar land uses and within neighborhoods. These roadways are intended primarily to provide access to adjacent lands rather than for providing mobility.

Overall, Arlington’s road network consists of 120.8 miles of roadway, including 109.6 miles under the Town’s jurisdiction (Table 3.1).

Primary Corridors. Four state numbered routes serve Arlington. Route 3 (Massachusetts Avenue/Mystic Street) and Route 60 (Pleasant Street/Mystic Street/Chestnut Street) function as the main arterial roadway backbone to the Town of Arlington’s roadway system. Route 2A/Route 3 and Route 60, plus the Minuteman Bikeway, intersect in Arlington Center, creating a congested intersection with high volumes of vehicular, bicycle, and pedestrian traffic. Key roadways are described below:

Class	Road Miles	Lane Miles
Arterial	20.76	52.85
Collector	10.05	20.09
Local	89.99	177.18
Total Miles	120.8	250.12
MassDOT Road Inventory Year End Report, 2012.		

- **Route 2:** A limited access highway that provides a freeway connection to nearby Interstate 95 and Interstate 495, Route 2 is classified by the Massachusetts Department of Transportation (MassDOT) as a principal arterial. Route 2 is a major east-west route that runs between downtown Boston and the New York State Line in Williamstown. It generally consists of two travel lanes in each direction and is the primary commuting corridor to Boston from the northwest suburbs and Central Massachusetts. Exits from Route 2 in Arlington include exits 56, 57, 58, 59, and 60, and it merges with Alewife Brook Parkway at the Somerville line, where Route 2 continues southerly along Route 3.
- **Route 2A:** Route 2A (Massachusetts Avenue/Mystic Street/Summer Street) extends east-west between Commonwealth Avenue in Boston and Interstate 91 in Greenfield. It generally runs along Route 2, providing more local access with less mobility. In Arlington, Route 2A runs along Route 3 between the Somerville line to the east and along Summer Street to Lexington to the west. When running along Route 3, Route 2A is classified as a principal arterial due to its higher level of mobility and access to collectors and freeways, but it functions as an urban minor arterial along Summer Street.
- **Route 3.** This corridor is a principal arterial that runs north-south between the New Hampshire state line in Tyngsborough and Route 6 in Sagamore to the south. In Arlington, Route 3 originates on Mystic Street at the Winchester line to the north and on Massachusetts Avenue at the Somerville city line to the south. Route 3 consists of two lanes in each direction along Massachusetts Avenue and one lane in each direction along Mystic Street. It is a major commuting route communities such as Winchester, Woburn, and Arlington.
- **Route 60.** The corridor is an urban major arterial that runs east-west between Route 1A in Revere to the east and Route 20 in Waltham to the west. In Arlington, Route 60 originates on Medford Street at the Medford city line to the north, continues onto Chestnut Street and Mystic Street, and along Pleasant Street up to the Belmont line. It generally consists of one travel lane in each direction.

Other key minor arterial roadways in Arlington include Massachusetts Avenue (west of Mystic Street) and Broadway.

Local Roads. Most roads in Arlington are classified as local roads that provide access to abutting land, with less emphasis on mobility. Nearly 90 miles (and 75 percent) of the roads in Arlington are functionally classified local roads and fall under the Town's jurisdiction.

- **Accepted Town Roads.** In total, Arlington has about 102 miles of town-accepted roads, which means the Town has accepted a layout of the street and owns the road in fee. By accepting the street, the Town takes responsibility for maintaining it.
- **Unaccepted Roads.** Arlington has an additional 12.77 miles of unaccepted streets. An unaccepted street is owned in fee by those who use the way to access their properties. Private ways can be private by choice of the owners, but sometimes they remain unaccepted because they do not meet local standards for roadway construction. As a matter of policy, Arlington plows private roads during the winter, but the owners remain responsible for road maintenance.

Signalized Intersections. Arlington has a total of thirty-five traffic signals (Table 3.2). When properly designed and supplemented with other necessary traffic control devices, e.g., signs and pavement markings, traffic signals improve safety and facilitate traffic flow by assigning right-of-way at intersections. Most traffic signals in Arlington fall within the Town’s jurisdiction, but MassDOT and the Department of Conservation and Recreation (DCR) has jurisdiction over some of them. Typically, MassDOT has jurisdiction if it controls one or more of the roadways at an intersection, e.g., a state highway or another major arterial. A signal may be under DCR jurisdiction if located within or near DCR land.

Table 3.2. Inventory of Signalized Intersections by Jurisdiction

Intersection	Jurisdiction	Intersection	Jurisdiction
Lake Street/Route 2 WB Ramps	MassDOT	Pleasant/Irving	Town
Park Ave./Frontage Road D (North Side)	MassDOT	Summer/Mill Street/Cutter Hill Rd.	Town
Pleasant/Frontage Road D (North Side)	MassDOT	Broadway/Bates/Warran/River	Town
Route 2A (Summer)/Overlook/Ryder	MassDOT	Broadway/Franklin	Town
Route 2A (Summer)/Park Ave. Extension	MassDOT	Park Ave./Florence Ave.	Town
Route 2A (Summer)/Forest	MassDOT	Mystic/Columbia/Kimball	Town
Mass. Ave./Brattle Street	Town	Broadway/Oxford Street/N. Union	Town
Mystic/Summer/Mystic Valley Pkwy	Town	Mass. Ave./Shoulder Ct/Lockeland Ave.	Town
Mass. Ave./Lake Street/Winter	Town	Mass. Ave./High School Drive	Town
Mass. Ave./Pleasant/Mystic	Town	Mystic/Chestnut	Town
Mass. Ave./Broadway	Town	Medford Street/Warren	Town
Mass. Ave./Swan Place (Proposed)	Town	Appleton St./Appleton Place/Mass. Ave.	Town
Route 2A (Summer)/Brattle/Hemlock	Town	Lake/Brooks Ave.	Town
Mass. Ave./Park Ave.	Town	Mass. Ave./Jason/Mill	Town
Mass. Ave./Linwood/Foster	Town	Mass. Ave./Franklin	Town
Gray Street/Highland Ave.	Town	Lake Street/Route 2 E Exit 60	MassDOT
Broadway/Cleveland	Town	Mystic Valley Pkwy/River/Harvard Ave.	DCR
Mass. Ave./Thorndike/Teel	Town		

B. Traffic Volumes and Trends

Traffic Data. MassDOT maintains permanent count stations on some of Arlington’s roadways. The MassDOT Count Book provides volume count data up to the year 2009, though data availability varies by count location. Arlington traffic volumes recorded from 2006-2009 (the most recent years available) are shown in Appendix 1, along with counts taken in the surrounding towns.¹ The traffic counts indicate that volumes on the primary roadways in and around Arlington have decreased in the last few years, perhaps due to the region’s economic downturn. Outside the permanent count stations, MassDOT has also collected traffic counts on a variety of roadways to monitor traffic volumes where reconstruction or intersection improvements may be planned in the future. (Appendix 2)

¹ Traffic counts were not collected in Arlington from 2003 to 2005.

Congestion. Traffic congestion can be a significant negative factor to both personal productivity and a community's economic health. Traffic congestion occurs when the demand placed on a transportation facility exceeds the facility's capacity. This can happen for many reasons, both recurring and nonrecurring. Nonrecurring congestion usually responds to random events such as crashes and inclement weather. Recurring congestion is often the result of a fundamental lack of roadway or intersection capacity.

During peak commuter periods, several of Arlington's roads and intersections experience significant congestion. This occurs due to volume that exceeds roadway or intersection capacity at peak hours. There is significant peak-period congestion on Massachusetts Avenue between Arlington Center and the Cambridge city line. The intersection of Massachusetts Avenue/Mystic Street/Pleasant Street, located at the heart of Arlington Center, also experiences peak-period congestion. This congestion continues along Mystic Street to Chestnut Street and along Pleasant Street to Route 2. Other intersections that experience peak-period congestion include Route 2 at Soldier's Field Road, Park Avenue at Massachusetts Avenue, and Broadway at River Street and Warren Street.

C. Bicycle and Pedestrian Facilities

Sidewalks. Arlington has an extensive sidewalk network that provides safe and convenient travel for pedestrians and younger bicyclists. All of the town's major corridors have sidewalks and all but a few neighborhoods have sidewalks as well. Areas with limited sidewalks are primarily in the northwest part of town (Turkey Hill neighborhood) and areas around Ridge Street and the Stratton School, and the Little Scotland and Poets Corner area in Arlington's southwest corner. In the older neighborhoods, a planting strip with mature trees usually separates the sidewalks from the travel lane, thus giving shade and safety to pedestrians.

Along Massachusetts Avenue and Broadway, there are several wide sidewalk segments that support outdoor dining and provide pedestrian amenities. However, both corridors also have extensive curb cuts in some locations. This significantly reduces the pedestrian environment and presents a safety concern. To enhance pedestrian safety, the Town has flashing beacons at the following intersections:

- One double flashing yellow signal at intersection of Mass. Ave. and Forest Street
- One four-way flashing red traffic signal at intersection of Gray Street and Jason Street
- One flashing beacon at Downing Square facing southbound on Park Avenue
- Four rapid flashing yellow LED beacons at Mill Street and the Minuteman bike trail
- One three-way flashing red at Dow Avenue and Frontage Road
- One pair of flashing school speed zones on Eastern Avenue at the Bracket School
- Four driver feed-back signs in Forest Street, Park Ave. Ext. at Pierce School, North Union St (1) at Thompson School.

The Arlington Transportation Assessment Study (2002) reported the condition of sidewalks in most areas of town as generally good or fair. At the time, only a few streets were found to have poor sidewalks. However, sidewalk conditions in some areas appear to have deteriorated since the study was completed.

Pathways. The Minuteman Bikeway provides a dedicated facility for pedestrians and bicyclists to travel through Bedford, Lexington, Arlington and Cambridge. It extends over three miles in Arlington, connecting with Arlington Center and other local points of interest such as Spy Pond Park, Cooke’s Hollow, Old Schwamb Mill, and Arlington Reservoir. The Minuteman Bikeway provides a convenient intermodal connection to Alewife Station and the MBTA Red Line, and serves as a primary route for cyclists commuting to and from the Boston area. It connects to numerous paths and trails, including the Alewife Linear Path, the Somerville Community Path, the Fitchburg Cut-off Bike Path, the Alewife Greenway Path, the Narrow Gauge Trail, and the Reformatory Branch Trail. The Minuteman Bikeway runs roughly parallel to Massachusetts Avenue and provides connections to central business districts, including Arlington Center.

Bike Facilities. According to bicycle network maps from the Arlington Bicycle Advisory Committee,² Arlington does not have any bicycle lanes. However, bicycle lanes are currently proposed for a one-mile stretch on Massachusetts Avenue between Cambridge and Pond Lane.

Trails and Scenic Byways. The Battle Road Scenic Byway is a State Scenic Byway that runs from the Arlington/Cambridge Town Line, through Arlington, Lexington, Lincoln, and Concord. The Battle Road Scenic Byway follows the approximate route of British regulars in April 1775 that preceded the Battle of Lexington and Concord and sparked the beginning of the American Revolution.

D. Parking Facilities

Arlington Center. In May 2013, Arlington’s Transportation Advisory Committee (TAC) conducted a parking study in Arlington Center to determine where and when parking demand is highest. The study identified a total of 565 on- and off-street public parking spaces (Table 3.3). This includes on-street spaces on Massachusetts Avenue between Academy Street/Central Street and Franklin Street; Broadway between Franklin Street and Alton Street;

Type of Space	On Street	Public Lots	Total
15 Minute	5	0	5
One Hour	103	0	103
Two Hour	63	0	63
Three Hour	0	208	208
Permit	0	123	123
Unrestricted	38	0	38
Handicap	4	15	19
Taxi	4	0	4
Zipcar	0	2	2
Total	217	348	565

² N.B. The Arlington Bicycle Advisory Committee (ABAC) was appointed by the Board of Selectmen in 1996 to advise the Town on local bicycling conditions. The committee promotes all forms of safe bicycling on town roadways and the Minuteman Bikeway, from recreational riding to using the bicycle for transportation and errands.

Alton Street south of Benton Street; Medford Street south of Compton Street (St. Agnes Church); Pleasant Street between Massachusetts Avenue and Maple Street/Lombard Road; and Swan Street. The off-street public parking inventory includes Broadway Plaza, the Library Parking Lot, Russell Common Municipal Lot, and the Railroad Lot.

The study concluded that weekday parking demand peaks at 1:00 p.m., when most on-street spaces are occupied but spaces are generally available in the public three-hour parking lots; and at 6:00 p.m., when on-street parking and the public lots approach capacity. On Saturdays, demand for on-street parking exceeds capacity and the public lots approach capacity at the midday peak of 11:00 a.m. At the evening peak period, 7:00 p.m., the on-street spaces are near capacity while the public lots have some parking availability. The study identifies strategies to maximize the efficiency of available public parking, such as improving wayfinding signage and internal signage and converting all on-street spaces to two-hour spaces.

East Arlington. According to a recent parking inventory,³ the East Arlington commercial center has approximately 945 parking spaces, including 250 privately owned off-street parking spaces at the Crosby School, Cambridge Savings Bank (180 Mass. Ave.), Summit House, Trinity Baptist Church, and others. These spaces are not available for use by the general public. In addition to private spaces, there are roughly 600 on-street parking spaces on side streets located within walking distance of the commercial center. According to the study, only 96 of the 945 total spaces in the district are designated for customers, but many are occupied by employees, leaving fewer convenient spaces for customers. In 2010, the TAC worked with business owners and employees in East Arlington to prepare “Where to Park” guide to help preserve the best on-street parking spaces for business customers.

There are no readily available sources of parking data for Arlington Heights.

Parking Rules and Regulations. Arlington typically restricts parking on major roadways to two hours, one hour, or less, depending on the area. For example, on much of Massachusetts Avenue, parking is restricted to one hour, but in some areas, the restriction is for two hours, 30 minutes, or 15 minutes. Between Liberty Way and Pleasant Street, parking is restricted on the south side of Massachusetts Avenue during peak periods. On residential streets, parking is typically unrestricted.

Arlington’s zoning imposes reasonable off-street parking and loading requirements for residential and business districts. The off-street parking regulations in Section 8.01 are adequate for typical commercial uses in the Business Districts, e.g., one space per 300 gross sq. ft. of retail floor area, one space per four seats in a restaurant, and one space per 500 gross sq. ft. of office floor area. The regulations provide for shared parking between adjacent uses and modified off-street parking

³ Walker Parking Arlington Commercial Development Plan Strategies Assessment Phase II - East Arlington Supplement, October 29, 2009, Larry Koff & Associates, Todreas Hanley Associates, Walker Parking Consultants.

requirements if enough satellite parking site can be secured within 600 feet or if adequate public parking is available within 1,000 feet. In addition, the regulations include basic design standards such as restricting parking and driveways in front of buildings, landscaping and paving standards, and bicycle parking in developments subject to Environmental Design Review.

E. Traffic Safety

Vehicle, Pedestrian and Bicycle Accidents. According to MassDOT, a total of 1,664 crashes occurred in Arlington between 2008 and 2010, or an average of 13.8 crashes per mile. These figures are per roadway mile, not vehicle miles traveled, so it is reasonable to expect a higher ratio in communities that experience heavier traffic volumes such as Arlington. Of the 1,664 crashes reported by MassDOT, 294 (17.7 percent) involved injury and 37 (2.2 percent) involved pedestrians. Additionally, 57 crashes (3.7 percent) involved cyclists. A significant portion of crashes involving pedestrians occurred around Arlington Center. Most crashes involving bicycles occurred along Massachusetts Avenue.

MassDOT also lists the intersection of Massachusetts Avenue/Mystic Street/Pleasant Street in Arlington Center in its most recent 200 Top Crash Locations Report (September 2012). The intersection was ranked 95, with 68 total crashes from 2008-2010, including 55 property damage-only crashes and 13 injury crashes.

Safe Routes to School. In October 2011, the Town of Arlington and MassDOT completed access and safety improvements for pedestrian and bicycle access to the Dallin School using Safe Routes to School funds. The project introduced enhancements to slow traffic and upgrade crosswalks and sidewalks. It also added new crosswalks across roadways where no crossings previously existed. The Dallin School was selected by the state to as a pilot site for the Safe Routes to School program.

F. General Travel Patterns and Modal Splits

Household Travel Patterns. Arlington households have an average of 2.22 people per household and 1.46 vehicles per household. This means about one vehicle per 1.5 people in every household, which is lower than the regional average and consistent with the high level of commuting by public transit.⁴ Thirty-nine percent of Arlington's commuters work in Boston and Cambridge, and 80 percent of those who commute to Boston and Cambridge live within one-quarter mile of a bus stop – a distance largely accepted as the maximum a person will walk to public bus service. Forty percent of local commuters use bus transit, yet 49 percent drive alone to Cambridge and Boston.⁵

Commuting to Work. Most Arlington residents do not work locally. The top destinations for Arlington commuters are Boston and Cambridge (Table 3.4). Nevertheless, the percentage of residents with local jobs is substantial and it increased between 2000 and 2010. Additionally, fewer

⁴ CTPP Profile of Arlington (Socio-Demographic Data and Transportation Mode Shares)

⁵ CTPS Report on Alewife Feeders from Arlington (2009),
http://www.ctps.org/Drupal/data/pdf/studies/highway/alewife/Improvements_MBTA_Feeder_Bus_Routes.pdf

Arlington residents commuted to Boston in 2010 than in 2000, and more residents commuted to Cambridge, Lexington, and Medford as well as within Arlington. This trend is coupled with a relatively constant population in Arlington between 2000 and 2010.

Table 3.4: Top Commuting Destinations for Arlington Residents

Commute Destination	Avg. Commute	Census 2000	ACS 2006-10	% Change
1. Boston	27 minutes	5,095	4,942	-3.0%
2. Cambridge	21 minutes	4,048	4,262	5.3%
3. Arlington	N/A	3,450	3,640	5.5%
4. Lexington	12 minutes	849	932	9.8%
5. Burlington	19 minutes	753	821	9.0%
6. Waltham	18 minutes	1,177	769	-34.7%
7. Medford	14 minutes	428	643	50.2%
8. Somerville	21 minutes	602	603	0.2%
9. Woburn	16 minutes	370	489	32.2%
10. Newton	29 minutes	544	468	-14.0%

U.S. Census Bureau, CTPP.

Of the people who work in Arlington each day, far more live in Arlington than any other community (Table 3.5). Arlington residents make up about 37 percent of all employees of local establishments. Between 2000 and 2010, the number of Arlington residents working in Arlington increased 5.5 percent, but the number of employees commuting from Boston, Cambridge, Medford, and Lexington also rose significantly, which suggests that Arlington experienced net job growth in the past ten years.

Table 3.5: Place of Residence for Arlington Employees

Commute Origin	Commute Time	2000 Census	2012 ACS	% Change
1. Arlington	N/A	3,450	3,640	5.5%
2. Boston	22 minutes	394	537	36.3%
3. Cambridge	18 minutes	286	483	68.9%
4. Medford	14 minutes	279	480	72.0%
5. Somerville	17 minutes	432	433	0.2%
6. Lexington	15 minutes	175	319	82.3%
7. Woburn	16 minutes	172	270	57.0%
8. Lowell	28 minutes	57	220	286.0%
9. Waltham	18 minutes	134	214	59.7%
10. Belmont	9 minutes	161	164	1.9%

U.S. Census Bureau, CTPP.

Commuting Time. On average, Arlington workers spend 22 minutes commuting to work. Workers with commutes to places in Lexington Waltham, and Medford have shorter-than-average commutes because of proximity and the ability to choose less congested routes. Workers

commuting to Boston or Newton experience higher-than-average commutes due to congestion or, in the case of Newton, the need to take local roads instead of high-capacity arterials.

Means of Travel. The percentage of Arlington residents who drove to work alone decreased slightly between 2000 and 2010, but they still represent about two-thirds of Arlington’s employed labor force (Table 3.6). The percentage of residents using carpools and public transportation also decreased. However, more Arlington residents walked or cycled to work in 2010 than in 2000. In fact, the percentage of bicycle commuters more than doubled, from 225 in 2000 to 552 in 2010. A higher percentage of residents also work at home compared with 2000.

Mean of Trans	Census 2000	%	ACS 2006-2010	%
Drove alone	16,035	67.6%	15,437	66.5%
2-person carpool	1,335	5.6%	1,158	5.0%
3+ person carpool	290	1.2%	251	1.1%
Public Transportation	4,205	17.7%	3,887	16.7%
Bicycle	225	0.9%	489	2.1%
Walk	430	1.8%	552	2.4%
Taxi, motorcycle, other	79	0.3%	157	0.7%
Work at Home	1,115	4.7%	1,296	5.6%
Total	23,715	100.0%	23,277	100.0%

U.S. Census Bureau, CTPP.

Public Transportation. According to the American Community Survey, 3,887 Arlington residents, or 16.7 percent of the population, commuted to work using public transit each day. The primary means of public transit in Arlington is MBTA bus service. The Alewife MBTA Station (Red Line) is not in Arlington, but it is a short drive and bike ride for many residents.

- Bus Transit.** Eleven MBTA bus routes run through Arlington. All connect to the Alewife Station except for the #77, #78, #80, and #84 buses. The #77 and #78 buses connect to Harvard Square (Red Line). The #80 and #84 buses connect to Lechmere Station, which is currently a terminal station on the MBTA Green Line. From Lechmere, the Green Line provides connections to Downtown Boston, Brookline, Allston, Brighton, and Newton, and other neighborhoods. The Green Line will soon be extended beyond Lechmere Station and may provide more connections to Cambridge, Somerville, and Medford. The #77 bus provides the most frequent service to the MBTA Red Line, leaving Arlington Heights with peak hour weekday service approximately every eight minutes and weekend service approximately every 10 minutes.
- Rapid Transit (Subway).** There are no rapid transit stations in Arlington, but the Alewife Station in Cambridge is only two miles southeast of Arlington Center. Alewife Station is a terminal station on the MBTA Red Line, which connects with Somerville, Cambridge, Downtown Boston, South Boston, Quincy, Braintree, and other neighborhoods.
- Commuter Rail.** Arlington residents have access to the commuter rail at MBTA stations in Belmont, Winchester, Cambridge, and Medford. The commuter trains running through these

stations connect to North Station in Boston, which provides connections to the MBTA Green Line and Orange Line. The Fitchburg/South Acton line also connects at Porter Square, an MBTA Red Line station.

- **Inter-City Bus Service.** Inter-city bus transportation is available at Alewife Station. Go Buses run between Alewife Station/Riverside Station and 8th Avenue in New York City approximately eight times per day.
- **Para-Transit Services.** Several transportation options exist for senior citizens and people with disabilities. The Arlington Council on Aging (COA) offers Dial-a-Ride Taxi (DART) service for Arlington seniors age 62 or older, income-eligible seniors 60-62 years, and residents with disabilities. The service costs \$15 per year and \$3 per one-way trip. According to Arlington's 2011 Vision 2020 Annual Survey, 2.7 percent of those surveyed used the DART service and 38.1 percent of seniors know about it but have not used it. The COA also operates a Senior Center Van, a Medical Appointment Van, and medical escort services.

G. Planned Transportation Improvements

Arlington currently has two roadway improvement projects in the MassDOT design process:

- The **Mass. Ave. Project** will reconstruct Massachusetts Avenue between the Cambridge city line and Pond Lane, a distance of about one mile. This project will improve pavement conditions and mobility for vehicles, pedestrians, and bicyclists. It will also enhance safety and streetscape conditions in East Arlington. The Mass. Ave. Project is on the Transportation Improvement Plan (TIP) for 2013.
- The **Arlington Center Safe Travel Project** (Project #606885) will provide a link to the Minuteman Bikeway, which is currently divided by a major intersection in Arlington Center. In addition, it will improve traffic operations and pedestrian safety by shortening crosswalk lengths, coordinating signals, increasing turning lane storage, and signal timing adjustments. The project is currently at the 75 percent design stage at MassDOT.