

**Safety**

Most important. Includes all forms of accidents. In general, vehicle/pedestrian accidents are more deadly and therefore have the highest priority. Sensitivity is needed to the special needs of children, seniors, and persons with disabilities. Further, any proposed changes should not hinder effective movement of emergency service organizations such as police, fire, and emergency medical.

**Mobility**

Both people and goods must be able to move around and through the town with reasonable efficiency. Mobility includes all forms of transportation: passenger vehicles, trucks, pedestrians, public transportation, and bicycles.

**Equity**

All must be treated equally given equal conditions. If we recommend a change that moves traffic from one area to other areas, does the overall net benefit to Arlington justify doing this? If so, are there things that should be done to help the impacted areas? Further, if we recommend something (such as new stop signs) for one neighborhood, are we prepared to do the same thing for all neighborhoods facing a similar situation? This leads to a related criterion, PRECEDENCE: Is an action consistent with previous actions?

**Environment and Public Health**

The overall goal is to improve the quality of life in Arlington. Negative impacts of transportation include air pollution, congestion, crashes, road damage, and noise/vibration. On the other hand, some forms of transportation, such as walking and bicycling, can have a positive impact on public health. Policies should consider these external impacts of transportation, for example, by encouraging use of modes that have less negative impact than the single occupant auto.

**Priority**

Given the large number of transportation issues that Arlington is facing, we will need to encourage the Town to work on the high priority issues with a reasonable chance of a successful outcome. Priority can be assessed from the criteria above. Is this a critical issue for Arlington? Is there enough public support to ensure a successful implementation? Every recommended action has both a direct cost and an opportunity cost; if we ask that substantial Town resources be applied for one transportation problem, it means another Town problem will, necessarily, receive a lower priority.