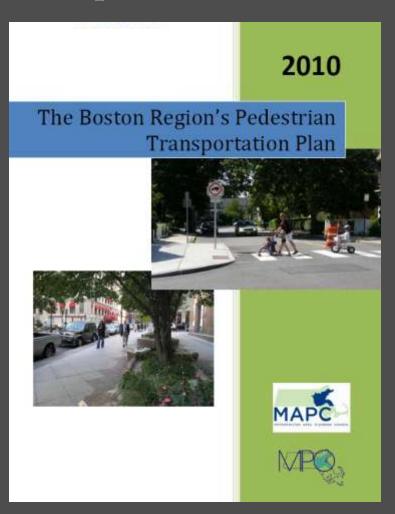
The Boston Region's Pedestrian Transportation Plan



Regional Transportation Advisory Council (RTAC)

David Loutzenheiser, MAPC Alison Felix, MAPC

November 10, 2010

10 Park Plaza Boston, MA

The Boston Region's Pedestrian Transportation Plan



What does this plan do?

Who is this plan for?



The Boston Region's Pedestrian Transportation Plan

Concepts to Implement

- Create Complete Streets
- Close Gaps in the Pedestrian Network



- Improve the Pedestrian Environment
- Prioritize Transit, Schools, Civic and Commercial Sites

Contents of Plan

Walking in the Boston Region

Current Regional Practices

Metro Future MPO Policies TIP/MPO Process

MassDOT's Project Development and Design Guidebook MEPA





Community Initiatives

Master Planning Sidewalks Paths Rail Trails Education and Programs Advocacy Groups Snow and Ice Clearance

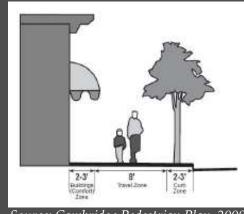
Contents of Plan

Laws, Codes and Legislation

Federal, National, State and Local Pending

Pedestrian Infrastructure Design

Design Guidelines Accessibility Design Essentials
Buildings and Land Use



Source: Cambridge Pedestrian Plan, 2000

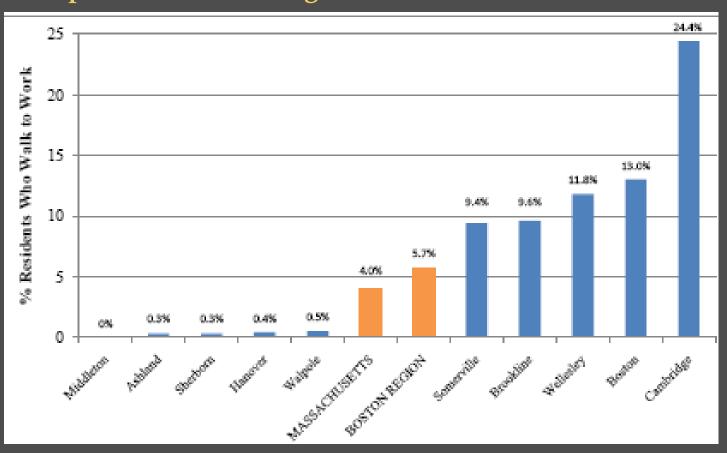


Funding
Action Items



Walking in the Boston Region

Municipalities with the Highest and Lowest Walk to Work Rates



Action Items

Complete the Pedestrian Network

Integrate the Pedestrian Network

Design

Maintenance and Operations

Action Item - Sidewalk Inventory



Action Item – Capital Projects and Repaving



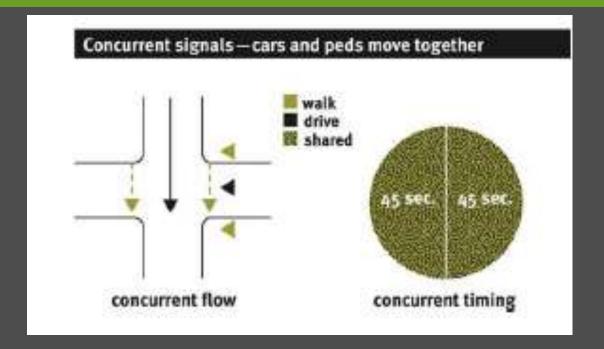
All roadway projects from basic repaving to full depth reconstruction are opportunities that should be used to add or improve adequate pedestrian facilities. Walkways should be constructed where missing. Curb extensions should be added, curb radii reduced, and roadway cross sections modified as appropriate during all such projects. Likewise, development of adjacent parcels should be used as an opportunity to upgrade or add walkways.

Action Item – Building and Land Use



Design buildings that encourage pedestrian access. Place buildings with entrances facing streets, adjacent to sidewalks with parking on the street or behind the buildings. Design the physical environment in proportion to human (walking scale) dimensions. This includes size, height and/or massing of buildings.

Action Item – Traffic Analysis



Traffic analysis should always include pedestrians and their needs as part of the design process. Traffic impact studies and intersection analyses should include pedestrians equitably with vehicles. Level of service for pedestrians at a given intersection should be equal or greater to that for motor vehicles.

Action Item – Intersections and Crossings



Design intersections that provide for easy, safe movement for pedestrians. This can be done by:

- Shortening pedestrian crossing distances by reducing corner radii and adding curb extensions.
- Installing highly visible, (continental style recommended) crosswalks at all signalized intersections and all legs with sidewalks.
- Provide automatic (no buttons) walk signals (concurrent preferred) at all signalized intersections.

Action Item – Buffer



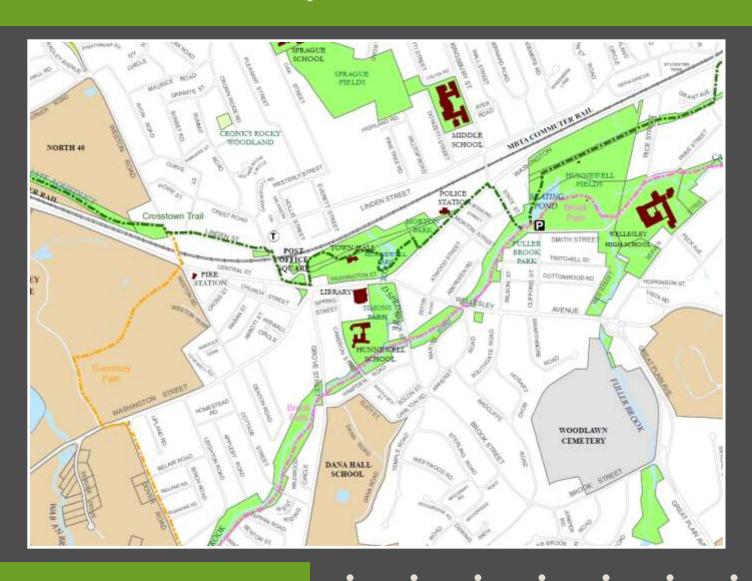
Provide a buffer between the street and sidewalk. A buffer can be any combination of trees, landscaping strip, bicycle lanes, parallel parking, or street furniture. A buffer further separates pedestrians from vehicles and provides a more comfortable and safer walking environment. A buffer also reduces direct pollution and noise from motor vehicles.

Action Item – Snow Removal



Each community within the region should develop and enforce a snow removal policy that maintains pedestrian access and safe walking conditions along pedestrian corridors within 24 hours after snow accumulation. All streets that are plowed should have adjacent sidewalks cleared per city ordinance by the community or by abutters.

Action Item – Greenways



Action Items

Questions?

