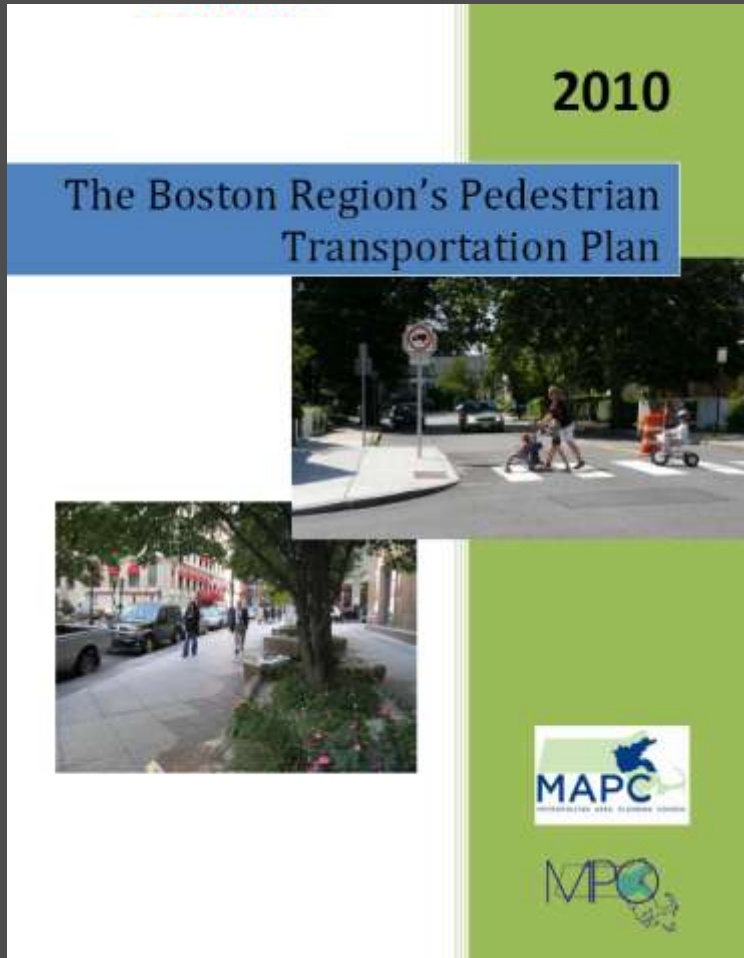


The Boston Region's Pedestrian Transportation Plan



Regional Transportation
Advisory Council (RTAC)

David Loutzenheiser, MAPC
Alison Felix, MAPC

November 10, 2010

10 Park Plaza
Boston, MA

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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



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Contents of Plan

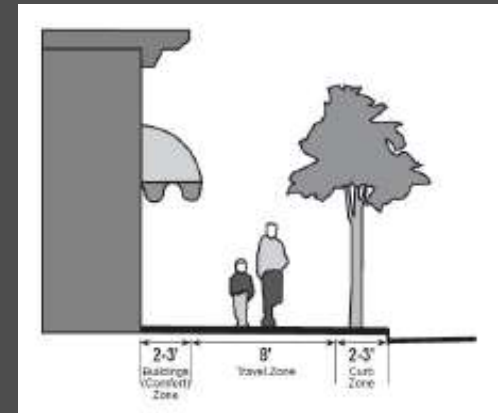
Laws, Codes and Legislation

Federal, National, State and Local
Pending

Pedestrian Infrastructure Design

Design Guidelines
Accessibility

Design Essentials
Buildings and Land Use



Source: Cambridge Pedestrian Plan, 2000



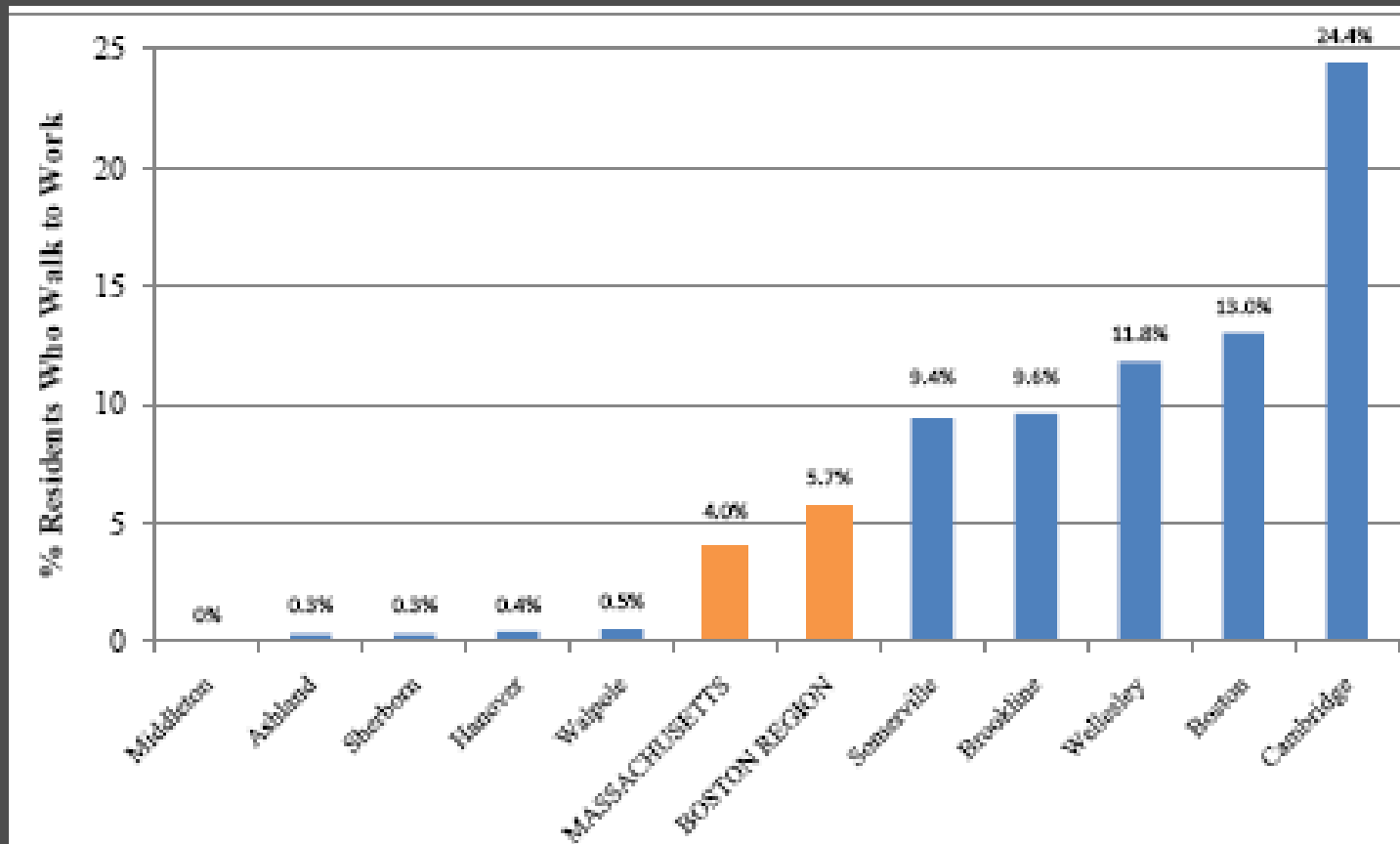
Funding

Action Items



Walking in the Boston Region

Municipalities with the Highest and Lowest Walk to Work Rates



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Action Items

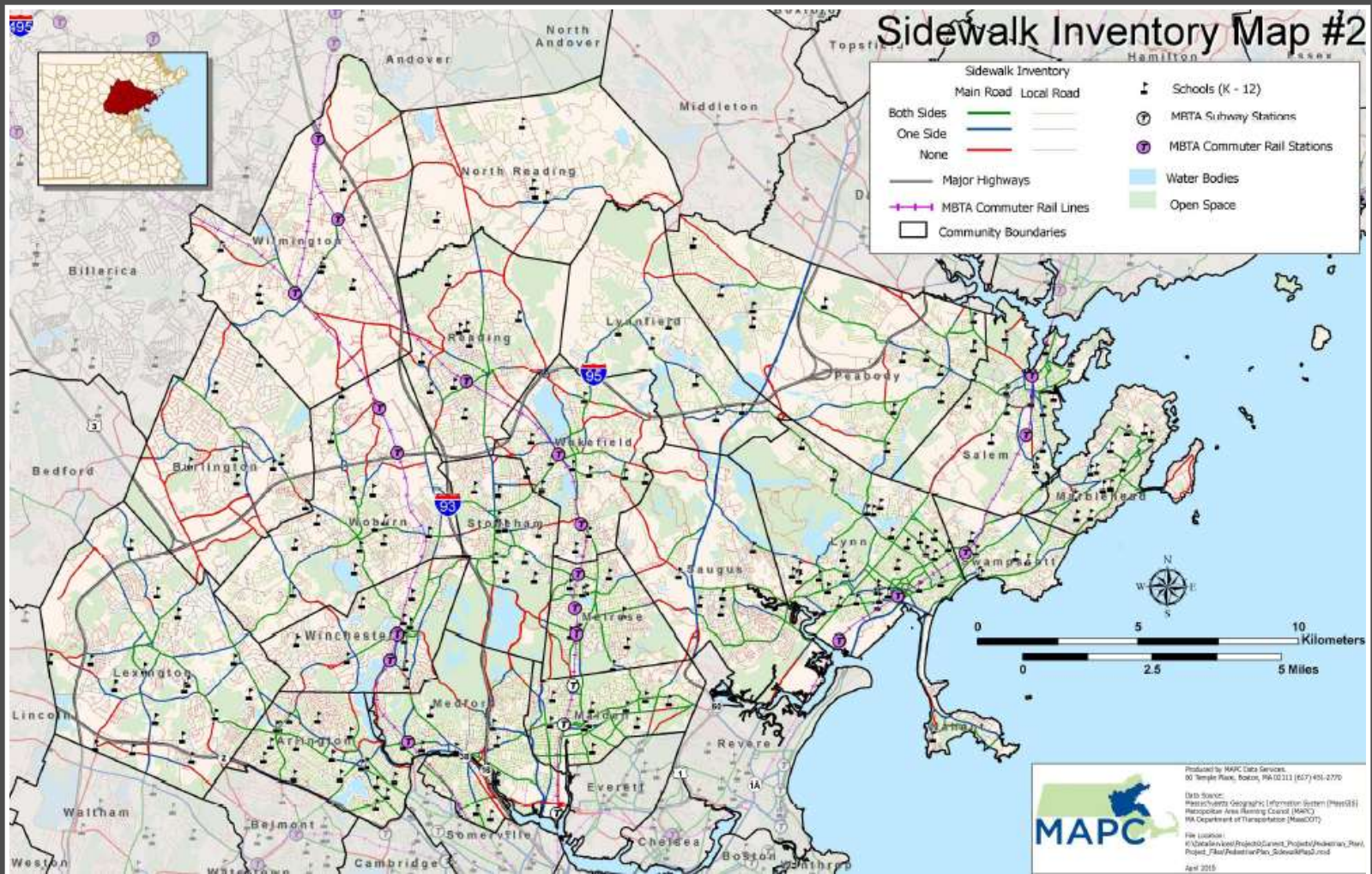
Complete the Pedestrian Network

Integrate the Pedestrian Network

Design

Maintenance and Operations

Action Item - Sidewalk Inventory



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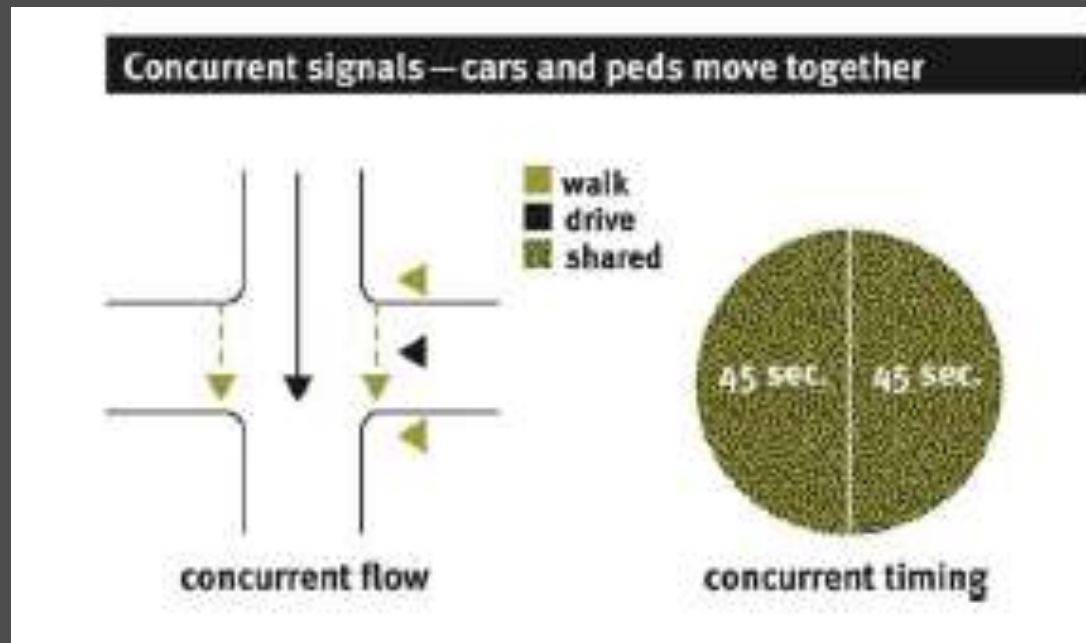
Action Item – Building and Land Use



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.

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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.

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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 – Greenways

