



# TRANSPORTATION NETWORK CONNECTIONS

*Sustainable Communities*

**A multi-modal transportation system** is one that provides people with choices for getting around and goes beyond the automobile as the only safe, efficient mode of travel. Fostering a transportation network that connects people and places via walkable and bikable streets and greenways is a big part of the work we do to improve the health and safety of our communities. As an added benefit, projects that improve the walking and biking environment tend to create more enjoyable public spaces in our cities and towns and can lead to a more vibrant local economy.

**COMPLETE STREETS** are safe and convenient for everyone, regardless of age, ability, income or ethnicity, and no matter how they travel.

MAPC is working with a number of communities to help develop Complete Streets policies, which encourage municipalities to design and build complete streets in their communities. Six municipalities have already adopted complete streets policies.

Our work has spanned almost every type of municipality, including suburban and urban communities. Littleton's Complete Streets Policy won recognition as being the best in the nation by the National Complete Streets Coalition, a program of Smart Growth America.

In addition, MassDOT is developing a brand new Complete Streets Certification Program. The program will provide between \$3 and \$5 million per year to cities and towns to support investments in complete streets.



**FAIRMOUNT GREENWAY**

With four new stations being built along the Fairmount Commuter Rail line in Boston and transit-oriented developments to follow, there is great potential to make improvements that will benefit disadvantaged communities that live along the corridor. MAPC worked with the Fairmount Greenway Task Force on open space and green infrastructure planning to move the community-driven Fairmount Greenway design concept to an advanced design and into implementation.

The project's goal was to expand open space and connections along the rail corridor. The plan calls for a low traffic, safe corridor for biking and walking. Wayfinding signage will demarcate the route and streetscaping will create a welcoming environment for those on foot or cycling. Potential public uses for selected city-owned vacant parcels along the corridor such as community gardens, affordable housing, and parks are also identified.

- Fairmount Greenway Accomplishments**
- Identified long-term ownership strategies for the Greenway parcels
  - Selected five vacant parcels for future public space
  - Completed schematic designs for a proposed food forest
  - Revised the Greenway route alignment
  - Finished Implementation Plan for the Fairmount Greenway pilot segments
  - Pavement markings identifying the greenway were painted by City of Boston beginning in fall 2014
  - Boston will install wayfinding signs and paint more markings in summer 2015



**Fairmount Greenway Task Force Members**

02136 All Thing Hyde Park; Boston Natural Areas Network; Codman Square NDC; Dorchester Bay EDC; Dudley Street Neighborhood Initiative; Greater Four Corners Action Coalition; Mattapan Food + Fitness Coalition; Project RIGHT; Quincy Geneva Housing Corporation; Southwest Boston CDC

# TRANSPORTATION

## NETWORK CONNECTIONS



## PEDESTRIAN AND BICYCLE NETWORK PLANNING

MAPC worked with 13 communities on four "cluster plans" to encourage the implementation of pedestrian and bicycle accommodations at the local level that will lead to networks allowing for safe multi-modal travel. The plans identify on- and off-road connections and routes that incorporate existing cycling and walking routes. Recommendations include new bicycle and pedestrian accommodations such as exclusive bicycle lanes, shared lane markings, shared use paths, cycle tracks, and route signage.

Rather than focusing on individual neighborhoods, large-scale planning of multi-community "clusters" allows for greater regional coordination, establishes regional priorities and connections, and a significant increase in potential users.

Another key goal of this work is to provide safe access to major pedestrian and bicycle destinations, including the Assabet River Rail Trail, the Dedham Rail Trail, and the Northern Strand Community Trail. Access to major employment centers, local schools, and parks were also prioritized.

*The network plans identify potential opportunities to create a network of bicycle and pedestrian facilities based almost entirely within existing rights of way and requiring no changes to existing curbs.*

*Most of the recommendations focus on solutions that can be implemented in the short term for relatively low cost and that can be incorporated into on-going municipal road re-paving projects.*

### Network Planning Outcomes

- 5 miles of bicycle lanes installed, and 135 additional miles planned
- Bicycle lanes added to local roadways in Hudson, Revere, and Quincy
- Short-term, low cost implementation plans finalized for 4 regional clusters
- Plans call for cross-municipal collaboration, ensuring that a true network will be created
- Better access to schools, parks, downtowns, residential, and employment centers will result
- Greater awareness on how and where to provide safe options for non-vehicular travel

Plans completed for:



Chelsea  
Dedham  
Everett  
Hudson  
Lynn  
Malden

Marlborough  
Maynard  
Quincy  
Revere  
Saugus  
Stow  
Westwood



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**TO DISCUSS HOW MAPC CAN HELP YOUR COMMUNITY** visit [www.mapc.org/transportation](http://www.mapc.org/transportation) or contact Sarah Kurpiel Lee, Transportation Engineer & Planner | [slee@mapc.org](mailto:slee@mapc.org) | 617.933.0744