

9. Action Items

As stated previously in PedPlan2010, most of the recommendations outlined here are for municipalities to implement. It is at the local level where many of the decisions regarding pedestrian infrastructure and programs are made.

In order to implement the goals and guidelines outlined in PedPlan2010, a series of key Action Items have been prepared. This chapter can serve as a checklist for municipal planners, planning boards, advocacy groups, and volunteers.

The Action Items comprise four categories: Complete the Pedestrian Network, Integrate the Pedestrian Network, Design, and Maintenance and Operation. Advance planning and coordination are important for the successful implementation of the Action Items. The chapters of where each Action Item is described in more detail in PedPlan2010 are referenced.



NOTE: The term “walkway” is used throughout the action items as a global term to identify pedestrian facilities. The type of walkway implemented could be a sidewalk (concrete with curb and gutter), path (often asphalt, meandering within street right-of-way), shared street or a shared-use path.

Complete the Pedestrian Network

The pedestrian network throughout the Boston Region is disjointed with missing walkways along many roads, barriers to access, and lack of cohesion to identify pedestrian networks. The following Action Items seek to identify deficiencies and implement solutions.

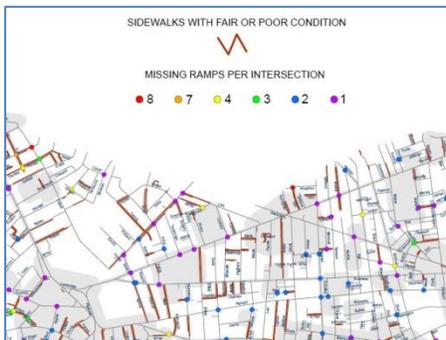
Walkway Inventory



Each community should inventory their street network to identify all missing and deficient walkways along each road and other desire lines in order to guide the prioritization of future projects and close gaps in the pedestrian network. The walkway inventory should be mapped and available for public input.

Chapter 3, Section c - page 3-11

Sidewalk Prioritization, Funding and Implementation



Missing and deficient walkway sections identified in the inventory should be prioritized (e.g., based on utility and traffic conditions) and a funding plan developed to advance implementation.

Chapter 5, Section c - page 5-23

Chapter 8 - pages 8-65 - 8-71

Capital Projects and Repaving



All roadway projects from basic repaving to full depth construction 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.

Chapter 2 – page 2- 4

Chapter 5 – pages 5-19 – 5-23

Eliminate Barriers



Ensure that people can reach all destinations in a community safely on foot. Each community should identify barriers to pedestrians. In addition to missing sidewalks, barriers may include road crossings, accessibility and visual impediments.

Chapter 7, Section c - pages 7-41 – 7-46

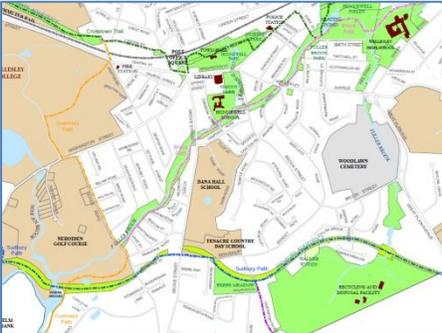
Public Right-of-Way Uses



Communities should improve their public right-of-way by locating beneficial pedestrian amenities such as trees, planters, benches, lighting and signage.

Chapter 7, Section c, i - pages 7-44 – 7-46

Greenways



Communities should consider developing a mapped and signed pedestrian route system that combines sidewalks on low traffic streets, paths, and scenic or recreational facilities that makes these transportation corridors ideal for walking. Communities should work together to connect their respective walkways and pathways and strive to keep this type of pedestrian route system separate from vehicles.

Chapter 5, Section d – page 5-24

Integrate the Pedestrian Network

Destinations must be connected by walkways and streetscapes oriented to serve pedestrians.

Public Facilities



Schools, libraries, community and civic centers, town offices, and transit facilities should all be top priority for pedestrian access improvements.

Chapter 2, Section a – pages 2-3 – 2-5

Chapter 7, Section b – page 7-40

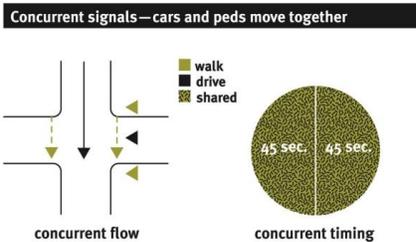
Building and Land Use



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.

Chapter 7, Section d – page 7-60– 7-62

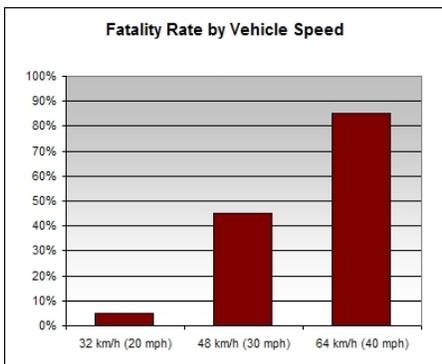
Traffic Analysis



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.

Chapter 7, Section c, iii – pages 7- 51 – 7-59

Speed Limit



Communities should strongly advocate the Legislature to lower the allowable minimum speed limit from 30 mph to 20 mph. The chance of a pedestrian fatality drops from 45% to 5% (comparing 30 mph to 20 mph).

Chapter 3, Section e – pages 3-12- 3-13

Chapter 6, Section e – page 6-37

Design

The following Action Items outline some of the most important design concepts to be carried through in accommodating pedestrians on our street network.

Walkway Installation



Walkways should be provided on all streets including both sides of all arterial and collector streets. The choice of a sidewalk or path is dictated by local conditions. Walkway construction should be a part of any road reconstruction project and considered on all pavement overlay projects.

Chapter 3, Section c – page 3-11

Chapter 7, Section c, i – pages 7-43 – 7-46

Appendix B

Intersections and Crossings



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

- Providing median islands or pedestrian refuges in the center of multi-lane roadways.
- Shortening pedestrian crossing distances by reducing corner radii and adding curb extensions.
- Providing curb ramps at locations where pedestrians must change grade between the sidewalk and street.
- 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.
- Provide sufficient time for pedestrians to cross at signals.

Chapter 7, Section c - pages 7-41 – 7-46

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.

Chapter 7, Section c - pages 7-44 - 7-45 and 7-48 - 7-49

Traffic Calming



Employ traffic calming measures (e.g., when there are high traffic speeds and volumes) that will help control driver behavior and reduce motor vehicle speeds and volumes.

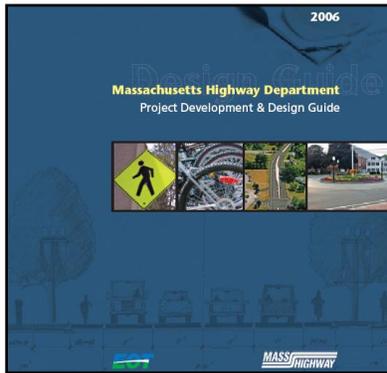
Common speed control measures include raised intersections (photo), speed tables and humps, roundabouts, chicanes, neckdowns, and chokers. Common volume control measures include closures, diverters, and median barriers.

Further information and links on traffic calming can be found here:

http://en.wikipedia.org/wiki/Traffic_calming

Chapter 2, Section a – pages 2-3 – 2-5

Guidelines and Standards

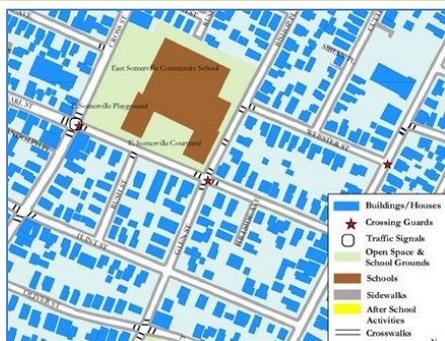


Consistently use MassDOT's Project Development and Design Guide (2006) especially for Complete Street guidance.

Consistently use the Manual on Uniform Traffic Control Devices (MUTCD) (2009) for design standards such as the installation of signalized pedestrian crossings.

Chapter 7, Section a – page 7-38

Safe Routes to School



Each community should establish a Safe Routes to School program that both encourages school children to walk to school and prioritizes pedestrian facility development in proximity of the school.

Chapter 4, Section a - page 4-15

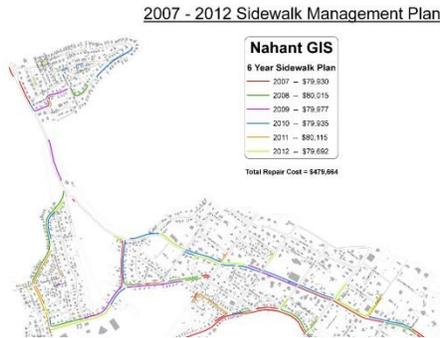
Chapter 5, Section f – pages 5-26 – 5-27

Chapter 8, Section a – pages 8-65-8-67

Maintenance and Operation

Construction of pedestrian facilities is only part of the picture. They must be maintained.

Maintenance



Communities should assess walkway conditions on an ongoing basis based on pavement conditions, gaps and accessibility. Prioritize reconstruction or maintenance based on current conditions, and update the ranked list at least yearly.

Chapter 8, Section d- pages 8-70 - 8-71

Dedicated Funding Source for Project Maintenance



Establish a dedicated funding source for maintenance of projects. Such a funding source may buffer the political desire to focus spending on new projects.

Chapter 8, Section d- pages 8-70 - 8- 71

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.

Chapter 5, Section h – pages 5-31 – 5-34

Education



Provide education to the public about the importance of pedestrian planning and the public about pedestrian safety.

Chapter 5, Section g – pages 5-28 – 5-29