

Built Environment Strategies



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Walkability . . .

- Connections
- Destinations
- People
- Complete Streets



- Allows people to get where they need to go
 - Streets and sidewalks balance walking, biking, transit with cars
 - Paths and crosswalks are where they are needed



- **Variety**

- Mix of offices, shops, restaurants and residences
- Lots of destinations that appeal to different people



- Make people want to be there
 - Banners and art contribute to civic pride
 - Festive lighting encourages evening activity year-round
 - Installations can activate the street life



- Provide safe crossings and smooth walkways
 - signs and crosswalks alert drivers to potential walkers
 - walking surfaces are smooth and well-lit

Strategies to promote walkability:

- Walk audits and walkability workshops
- Walk-to-School programs
- Wayfinding/Maps

Purpose of a walk audit

- Foster an awareness of the elements that contribute to the walking environment
- Evaluate the safety and quality of the walking experience
- Recommend improvements



Walk Audit Process



*Milton Bradley Elementary School
Walk Audit
Springfield, MA*

July 21, 2014



Centers for Disease Control and Prevention Division of Community Health/Community Transformation Grant
Mass in Motion, an initiative of the MA Department of Public Health

MAKING MASSACHUSETTS MORE WALKABLE
Old City Hall | 45 School Street | Boston MA 02108 | T: 617-367-9255 | F: 617-367-9285 | info@walkboston.org | www.walkboston.org

- Assess areas around schools, in downtown districts, and in areas with high crash rates
- Recommend improvements to pedestrian infrastructure
- Build community awareness and knowledge of walkability

Fall River



4 walk assessments around senior centers

- Reports delivered to Fall River Dept of Public Works
- Editorial in the local paper
- Crosswalks were re-painted!
- Seniors evaluating walking routes between senior housing and local markets

Belchertown



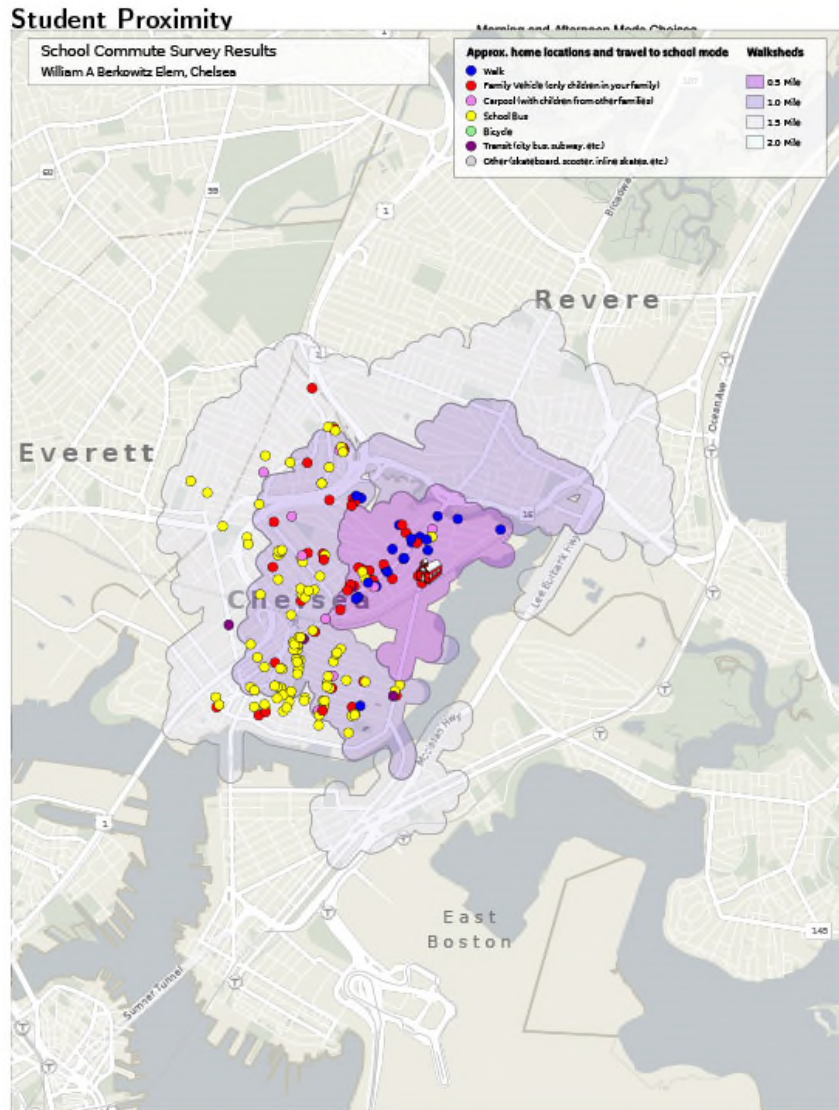
Walk assessments between senior center, town common and county courthouse and around the Stop and Shop grocery store

- Lack of sidewalks and fast-moving traffic detract from walking experience
- Findings sent to Belchertown planning and engineering department

Walk to School Programs

- Determine viability of successful walk-to-school program
 - Survey tool
 - Safety assessment
- Develop strategies for implementation of walk-to-school activities

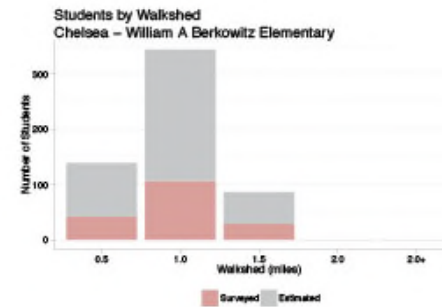
Safe Routes Survey



Student Proximity

- Average Distance to School: 1 miles
- Within 1.0 Mile Walkshed: 85%
- Within 2.0 Mile Bikeshed: 100%

The chart and table below show the number of students surveyed and the total estimated students by walkshed. Student totals by walkshed are estimated assuming that the proportion of surveyed students within each walkshed and grade is proportional to the enrolled students within each walkshed and grade.



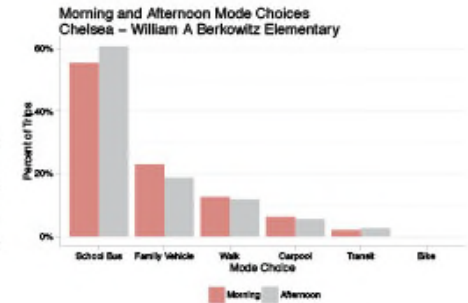
Students By Walkshed

Students	0.5	1.0	1.5	2.0	2.0+
Estimated	139	344	87	0	0
Surveyed	42	107	29	0	0
Percent	24%	60%	15%	0%	0%

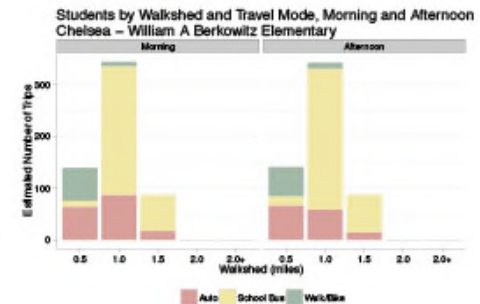
Student Travel Choices

- Walk\Bike Trips Within One Mile: 15%
- Walk\Bike Trips Overall: 12%
- Family Vehicle\Carpool Trips Overall: 27%
- School Bus Trips Beyond One Mile: 82%

The chart below shows what percent of trips are made by each travel mode in the morning and afternoon.



Walk share is 12.7% in the morning and 11.9% in the afternoon.



Travel Mode, Morning and Afternoon

	0.5	1.0	1.5	2.0	2.0+
Morning					
Auto	64	87	17	0	0
School Bus	11	248	69	0	0
Walk	64	9	0	0	0
Afternoon					
Auto	67	58	15	0	0
School Bus	18	273	72	0	0
Walk	57	11	0	0	0



Wayfinding/Maps


- Implement pilot projects to test effectiveness of signage on promoting walking
- Illustrate safe walking routes, points of interest, distances in minutes to destinations

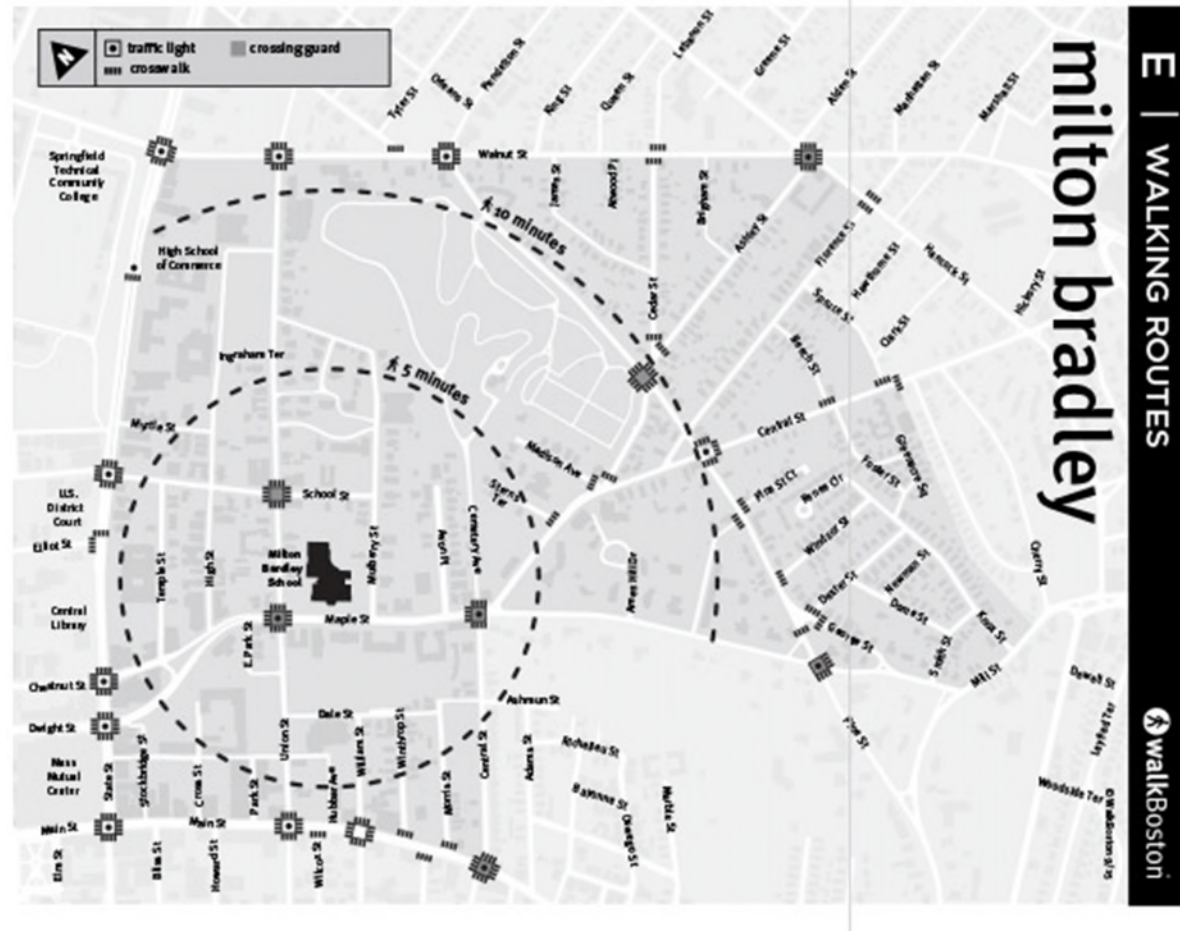
Wayfinding/Maps

DORCHESTER

Codman Square

	 MINUTES	 MINUTES
<div style="display: flex; align-items: center;"> <div style="font-size: 2em; margin-right: 10px;">←</div> <div> <p>Courthouse/Shops Fields Corner</p> </div> </div>	5	1
<div style="display: flex; align-items: center;"> <div style="font-size: 2em; margin-right: 10px;">↑</div> <div> <p>MBTA — Shawmut MBTA — Ashmont</p> </div> </div>	9 10	2 2
<div style="display: flex; align-items: center;"> <div style="font-size: 2em; margin-right: 10px;">→</div> <div> <p>Roberts Playground Library/Health Center</p> </div> </div>	7 7	1 1


Boston Moves for Health | Healthy Dorchester/Mass in Motion | WalkBoston



Bikeability . . .

- Connectivity
- Safety
- Complete Streets
- Bike Parking
- People Riding Bikes!

Strategies to promote bikeability:

- Build Support for Complete Streets
 - Bicycle and Pedestrian Committees
 - Open Streets/Ciclovia
 - Engage Public Works
- Bikeability Assessments
- Targeted Interventions

What is a Complete Street?



“A Complete Street is one that provides safe and accessible options for all travel modes – walking, biking, transit and vehicles – for people of all ages and abilities” (MassDOT)

Bicycle and Pedestrian Committees



- Engage enthusiastic community members
- Create a collaborative environment for citizens and officials
- A resource for advice, experience, and expertise

Open Streets/Ciclovia



Engage Public Works Department



- Learning and Training
- Integrate with maintenance and pavement management systems
- Make it routine!
- Maintain bike/ped access and safety during construction projects

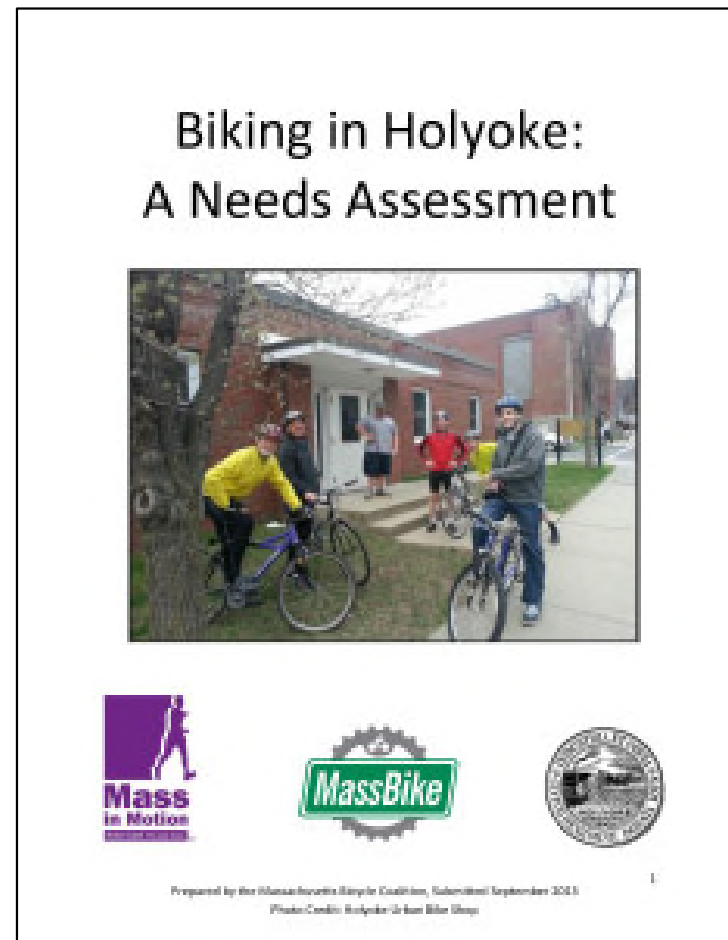
Bikeability Assessments



Bikeability Assessments

Purposes:

- Identify key bicycling corridors
- Identify opportunities and challenges for bicycling
- Engage community members and/or local officials
- Recommend improvements



Bikeability Assessments



Jumpstart or reinvigorate bike network planning

Bikeability Assessments



Link biking and walking to land use

Bikeability Assessments

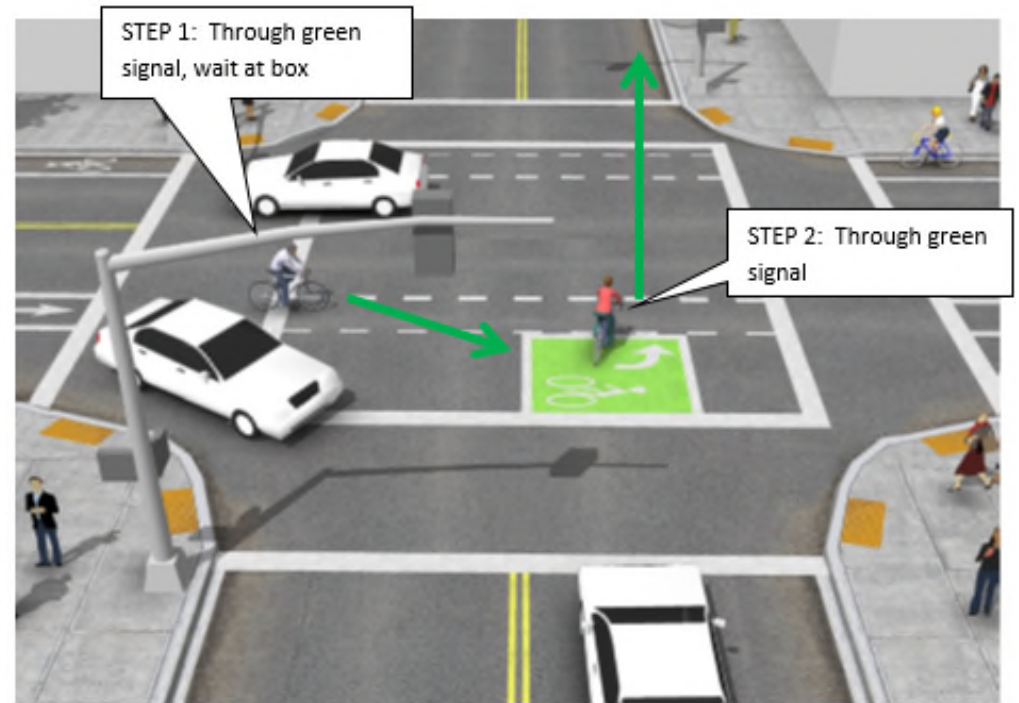


Link biking and walking to land use

Targeted Interventions: Intersection Safety



Problem: Left turn at busy intersection



Solution: two-stage left turn

Targeted Interventions: Transit Access/Safety



Problem: Unsafe and inconvenient!



Solution #1: Move bus stop
Solution #2: Crosswalk

Targeted Interventions: Bike Parking



Problem:
No place to
park your bike



Solution:
Many bicycle
parking
options

