The last Statewide Pedestrian Plan was adopted in 1998

The 2018 plan will prioritize policies, programs, processes, and projects to make it safer and more comfortable for people to walk

A companion document to the Pedestrian Plan will be the Municipal Resource Guide for Walkability

$60 million is programmed in the CIP FY19-23 for implementation of the Statewide Pedestrian Transportation Plan and Statewide Bicycle Transportation Plan

MA Bicycle and Pedestrian Advisory Board served as the steering committee
2016:
  ▪ August – December:
    ▪ Internal meetings with staff from 9 departments within MassDOT/MBTA
2017:
  ▪ January – December:
    ▪ Listening sessions at all 6 MassDOT District offices with representatives from municipalities, RPAs, RTAs and advocates
    ▪ Public events (participated in Focus 40, WalkBoston)
  ▪ September:
    ▪ Draft Municipal Resource Guide for Walkability released for public comment at Moving Together conference
2018:
  ▪ Internal review of draft initiatives – sent to 85 people

Meetings with MA Bike and Ped Advisory Board every other month since 2016
State of Walking & Pedestrian Facilities

<table>
<thead>
<tr>
<th>MassDOT-owned</th>
<th>Roadway miles</th>
<th>Sidewalk miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles</td>
<td>3,017</td>
<td>928</td>
</tr>
<tr>
<td>Percent of all</td>
<td>&lt;20%</td>
<td>8%</td>
</tr>
</tbody>
</table>

92% of sidewalks in Massachusetts are under municipal jurisdiction

We have no MassDOT pedestrian facility condition data

19% all trips taken statewide are by walking

Today 24% of all trips in Massachusetts are 1 mile or less.

For trips of 0.5 miles or less, 34% of Americans use a personal automobile; for trips between 0.5 miles and one mile, this figure is 51%.
The number of pedestrian fatalities has been trending upwards since the CY07-11 to CY11-15 (rolling average).

14,944 people in Massachusetts were involved in a crash while walking from 2010-2014.

In Massachusetts, 55% of adults get the recommended 150 minutes of aerobic physical activity per week.

The number of people over 65 is forecasted to grow faster relative to other age groups in the future.
Short trips are walkable if people feel safe and comfortable.

**Goal 1:** Eliminate fatalities and serious injuries for people walking.

**Goal 2:** Increase the percentage of short trips by walking.
Where the plan takes us

• **Builds on the current initiatives** we are doing today
• Addresses the reality that MassDOT owns less than 20% of roadway miles and only 8% of sidewalk miles. Therefore, focuses on what we can do to **lead by example** and provide **resources to municipalities**
• Moves us in direction of **treating people walking the same** as people driving, especially when it comes to asset management, monitoring, maintenance, snow & ice
• Increases focus on **systemic safety improvements**: especially around missing gaps in sidewalks and crossings, and access to transit
• Next steps include a lot of **pilots** that we can learn from
• **Initiative 1:** Promote pedestrian safety, accessibility and connectivity in decision-making about projects.

• **Initiative 2:** Establish a set of pedestrian priority projects on MassDOT-owned roadways and bridges to address critical gaps in safety, accessibility, and connectivity.

• **Initiative 3:** Promote traffic calming and improve pedestrian visibility.

• **Initiative 4:** Improve pedestrian accessible paths of travel to transit.

• **Initiative 5:** Launch a year-round maintenance and operations plan for MassDOT-owned pedestrian facilities and support municipalities to do the same.

• **Initiative 6:** Invest in data collection to inform Initiatives 1-5 and to track progress.
Performance Measures (in development)

Inputs, outputs, and outcomes for all initiatives

Sample of draft performance measures:

- Number of miles of sidewalk paved or created
- Number of priority pedestrian project construction contracts completed
- Percentage of MBTA transit stops with an accessible path of travel
- Snow and/or ice cleared from % of MassDOT sidewalks within a specific timeframe of an event
- Number of communities that participate in Baystate Roads training course
- Number of permanent pedestrian counter locations
Next steps

- Complete draft plan by the end of June
- 30 Day Public Comment - July
- Finalize plan
- Present to the Board and publish Final Plan in September
- Begin implementation in FY19, including programming capital funds
- Publicly report on progress annually