

APPENDIX C:

POLICIES AND PROGRAMS

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Several policies and programs must be taken into consideration when discussing proposed pedestrian improvements. New transportation facilities to be constructed with state or federal funds must be compliant with the Americans with Disabilities Act (ADA), which has guidelines for sidewalk widths, curb ramps, detectable warnings at curb ramps, curb ramp slope, crosswalk width, etc. ADA guidelines for public rights-of-way are best summarized in the draft Public Right-of-Way Access Guidelines (PROWAG) manual. Any corridor study performed and all roadway projects in the SMMPO region should follow the PROWAG.

STATEWIDE

Over the past several years the Massachusetts Legislature and the Massachusetts Department of Transportation (MassDOT) have developed several programs and policies that help promote safe passage and increased access for pedestrian travel. These policies and programs include but are not limited to:

The Healthy Transportation Compact

An inter-agency initiative designed to facilitate transportation decisions that balance the needs of all transportation users, by reducing greenhouse gas emissions, improving access to services for persons with mobility limitations and increasing opportunities for physical activities, increasing bicycle and pedestrian travel, implementing a policy of complete streets for all users and many other actions.

The Healthy Transportation Policy Directive

All MassDOT funded and or designed projects now must provide pedestrian, bicycle and transit trips unless an exemption is obtained from the Secretary of Transportation. In order to receive an exemption, the proponent must be able to prove that providing safe passage for all modes is not physically or economically feasible.

GreenDOT Policy, Directive and Implementation Plan

Aims to promote sustainable economic development, protect the natural environment, and enhance the quality of life for all of the Commonwealth's residents and visitors by reducing greenhouse gas emissions, promoting healthy transportation modes and smart growth development and supporting environmental stewardship.

Bicycle and Pedestrian Safety Awareness and Enforcement Program

Designed to reduce the number of crashes involving bicycles and pedestrians and enhance safe travel by providing funding to support partnerships with Regional Planning Agencies, local officials and police departments in target communities statewide. Two of the communities selected, New Bedford and Fall River, fall within the SRPEDD Region. The program has 3 parts: enforcement, awareness and infrastructure. The enforcement part provides funds for stepped-up enforcement for drivers, bicyclists, and pedestrians and to gather important information and feedback about local infrastructure issues. The awareness part involves a comprehensive awareness campaign targeted at all motorists, pedestrians and bicyclists to provide information about changes in transportation infrastructure and policy, such as the introduction of sharrows, bike boxes, bike lanes, and pedestrian countdowns. An example of outreach material is shown in Figure K-2. The infrastructure part of the program will use feedback collected from the enforcement portion of the program to identify and potentially fund infrastructure improvements that are needed to improve safe travel for all modes in each community in future years.



Complete Streets

A nationwide effort to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities by designing facilities to balance safety and convenience for everyone using the road. In Massachusetts, complete streets design is supported (and encouraged) by the programs and policies above. In 2014 the Massachusetts Legislature approved \$50 million in the Transportation Bond Bill to be used for the Complete Streets Certification Program which provides competitive funds to cities and towns to adopt policies and create streets that fit complete streets principle. Several communities in the SRPEDD region have taken steps towards Complete Streets including Attleboro, Carver, Dartmouth, Fairhaven, Fall River, Mansfield, New Bedford, Taunton and Wareham.

NATIONWIDE

Several programs and policies that help promote safe passage and increased access for pedestrian travel have been developed nationally. These policies and programs include but are not limited to:

United States Department of Transportation (USDOT) Safer People, Safer Streets Initiative DOT launched the Safer People, Safer Streets Initiative in early 2015 to address non-motorized safety issues and help communities create safer, better connected bicycling and walking networks.

As part of the Safer People, Safer Streets Initiative the USDOT's field offices conducted road safety assessments in every state and a Mayors' Challenge was launched to identify and remove barriers to improving non-motorized safety. [Mayors' Challenge](#)



Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE)

The "Pedestrian Safety Guide and Countermeasure Selection System" (PEDSAFE) was developed for the Federal Highway Administration (FHWA) by the UNC Highway Safety Research Center and VHB to provide the latest information available for improving the safety and mobility of those who walk, principally related to roadway design and physical roadway features.

PEDSAFE is comprised of four sections: a guide of basic information, specific countermeasure details, case studies, and an expert system tool for countermeasure selection. PEDSAFE is available online at <http://www.pedbikesafe.org/PEDSAFE>.

The screenshot shows the PEDSAFE website interface. At the top, the title "PEDSAFE Pedestrian Safety Guide and Countermeasure Selection System" is displayed. Below the title is a navigation menu with links: Home | Background | Statistics | Analysis | Implementation | Countermeasures List | Tool | Matrices | Case Studies | Resources. The main content area is divided into several sections:

- GUIDE**: This section includes sub-sections for Background, Analysis, Statistics, and Implementation. Each sub-section has a brief description of its content.
- COUNTERMEASURES**: This section includes sub-sections for Selection Tool, Countermeasure List, and Selection Matrices. Each sub-section has a brief description of its content.
- CASE STUDIES**: A section with a dark background and white text, featuring a small image of a pedestrian.
- RESOURCES & GUIDELINES**: A section with a dark background and white text, featuring a small image of a road sign.

At the bottom of the page, there is a footer with the text "Admin: FHWA/HSR/2013/01" and the logo for the U.S. Department of Transportation Federal Highway Administration.