

Lexington Next: Walkable Communities

- Connections
- Destinations
- Safety
- Comfort





Allows people to get to where they need to go

- Streets and sidewalks balance walking, biking, transit with cars
- Paths and crosswalks are where they are needed



Reach a variety of places

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



Provide safe crossings and smooth walkways

- Signs and crosswalks alert drivers to potential walkers
- Walking surfaces are smooth and well-lit



Attract people

- Banners and art contribute to civic pride
- Festive lighting encourages evening activity year-round
- Installations can activate street life



Maintain pedestrian realm year round

- Snow removal
- Trash collection
- Building façade improvements

Walkable Communities are important for . . .

• Health

- Average resident of a walkable neighborhood **weighs 6-10 pounds less** than someone who lives in a sprawling neighborhood¹
- Standing up and walking around for 2 minutes out of every hour can increase your lifespan by 33%, compared to those who do not.²

• Environment

- Your feet are **zero-pollution** transportation machines

• Economic Development

- **Transportation is the second largest household expense** in the US – walking is free³
- **Strong local economy:** office, residential, and retail rents, retail sales, and for-sale residential values⁴

• Community

- People living in walkable **neighborhoods trust neighbors more**, participate in community projects and volunteer more than in non-walkable areas⁵

Sources:

¹<https://www.walkscore.com/walkable-neighborhoods.shtml>

²Clinical Journal of the American Society of Nephrology, 2015

³<https://20somethingfinance.com/transportation-costs/>; Source: Consumer Expenditure Survey, U.S. Bureau of Labor Statistics, September, 2018

⁴<https://walkboston.org/wp-content/uploads/2018/03/WalkBostonGoodWalkingIsGoodBusiness.pdf?8621dc&8621dc>

⁵<https://scholars.unh.edu/cgi/viewcontent.cgi?referer=https://www.google.com/&httpsredir=1&article=1208&context=carsey>

Lexington: Sidewalks and curb ramps

- 84 miles of sidewalk*
- Approx. 1,000 curb ramps
- Primarily bituminous concrete (asphalt)
- Primarily 5' wide

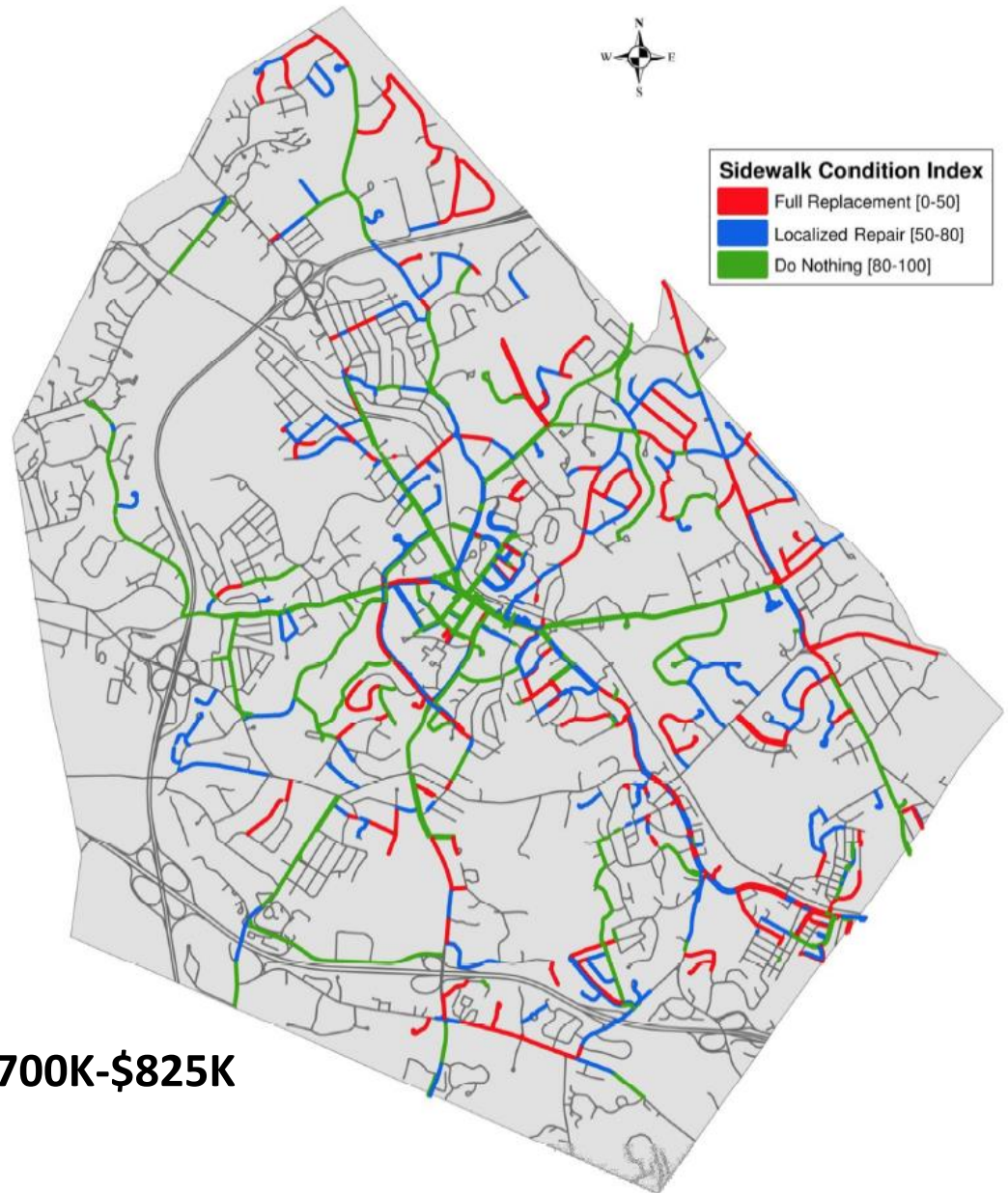
Recommendations (2014)

Full replacement – 23 miles

Localized repair – 30 miles

Do nothing – 31 miles

Sidewalk Maintenance Budget: \$700K-\$825K

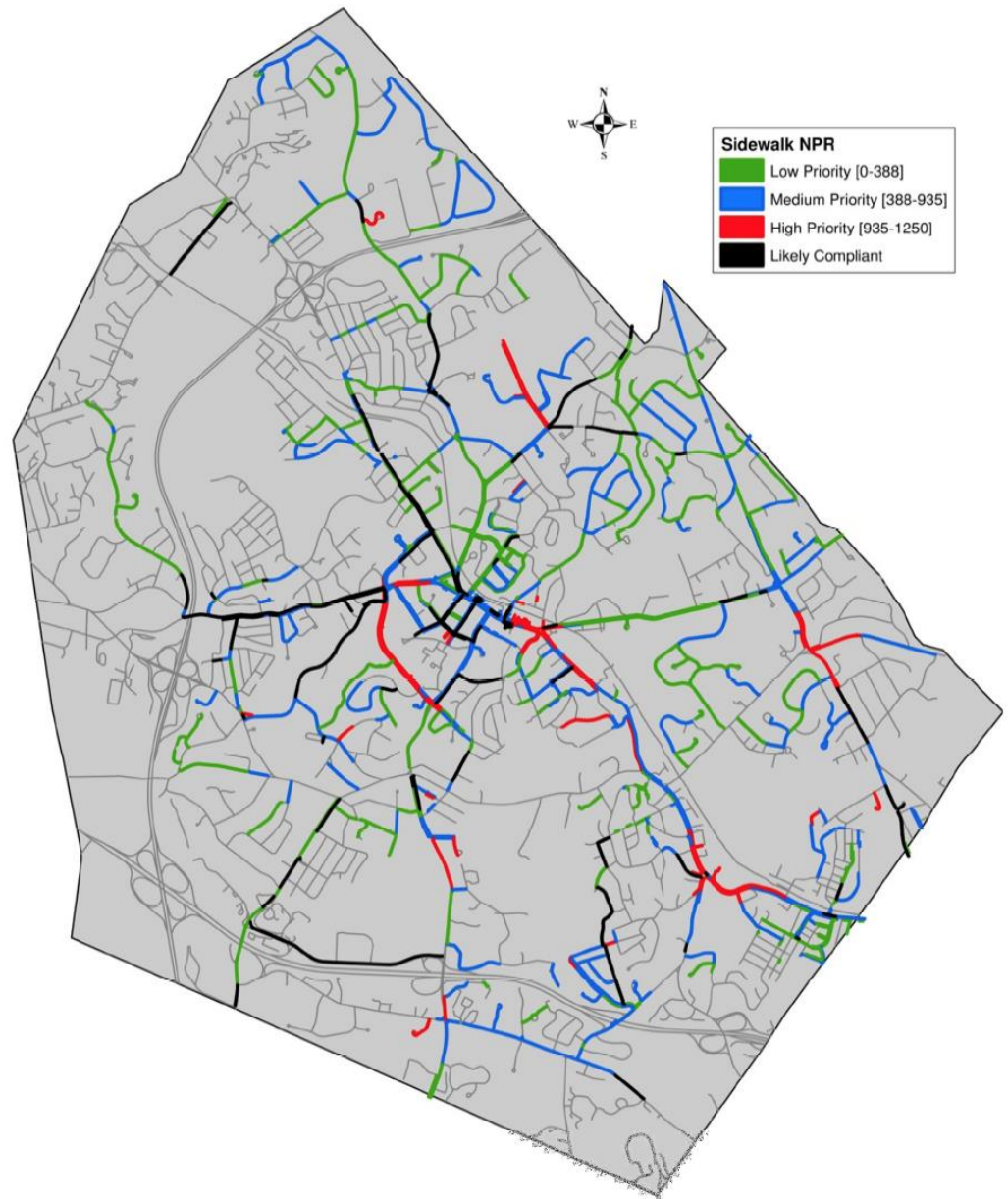


*2014 inventory

Source: 2014 Pedestrian Accessibility Study, p. 11, Dec 2014

Lexington: Methodology for Prioritizing Sidewalk Maintenance

- Proximity of schools
- MBTA access
- High pedestrian parcel: retail, hospitals, nursing homes
- Sidewalk condition
- Number of trip hazards



Lexington: Procedures for construction of new sidewalks

- Request to Transportation Safety Group
- Evaluation of need/constructability
- Prioritization methodology
- Placement in queue for design and construction
- \$\$ allocated on a project by project basis



Source: 2014 Pedestrian Accessibility Study

Lexington: Crosswalks

- Crosswalk Standard:
Continental Design
- Enhancements
 - In-street ped sign
 - Rectangular Rapid Flashing Beacon (Monroe Center for the Arts)
 - HAWK – pedestrian hybrid beacon (Eldred St)
 - Daylighting



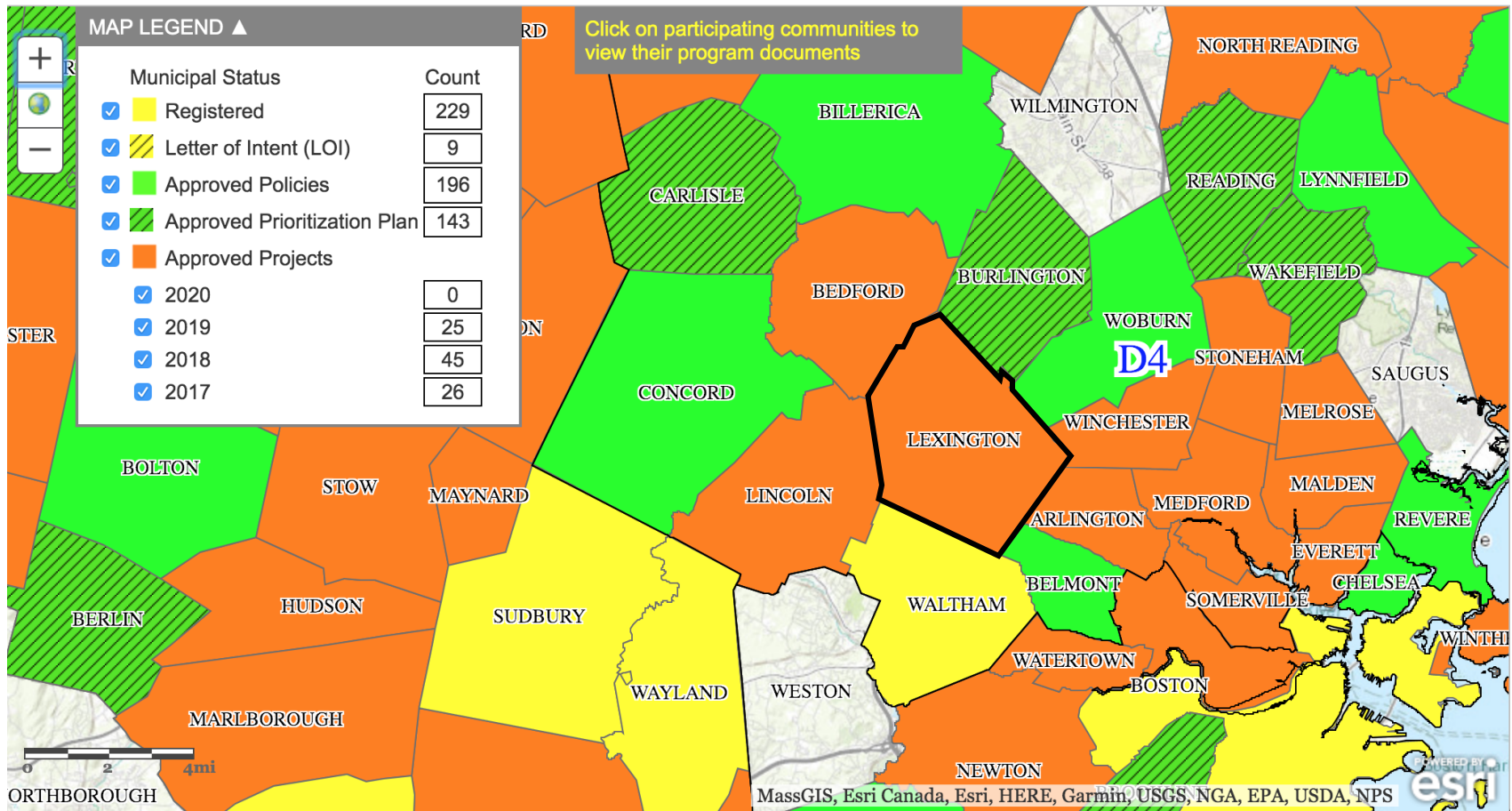
Lexington: Policies that affect walking

- Complete Streets Policy
- Snow Removal Bylaw
- 25 MPH default speed limit in thickly settled areas

Lexington: Complete Streets Policy and Funding



complete streets are for everyone



Lexington: Snow Removal

- Town clears 6 sidewalk plow routes at the end of a storm (school walking routes)
- Residents are not required by town bylaw to clear sidewalks, but encouraged to do so
- Commercial business and landowners must remove snow (General Bylaw Chapter 100.3 A)
- DPW clears Lexington Center sidewalks during each storm event.



Source:

https://www.lexingtonma.gov/sites/lexingtonma/files/uploads/town_of_lexingtons_snow_pamphlet_0.pdf

Lexington: 25 MPH Default Speed Limit

[Section 193 of Chapter 218 of the Acts of 2016](#) allows cities or towns to opt-in to Chapter 90, Section 17C of the MGL, setting the reasonable and proper speed on municipally-owned streets within thickly settled or business districts at 25 mph. This may apply to any or all city or town ways that do not have existing special speed regulations. Notification is required if and when these speed limits are established.



39 municipalities have opted in – Lexington is among them

Traffic Speed and Pedestrian Survival



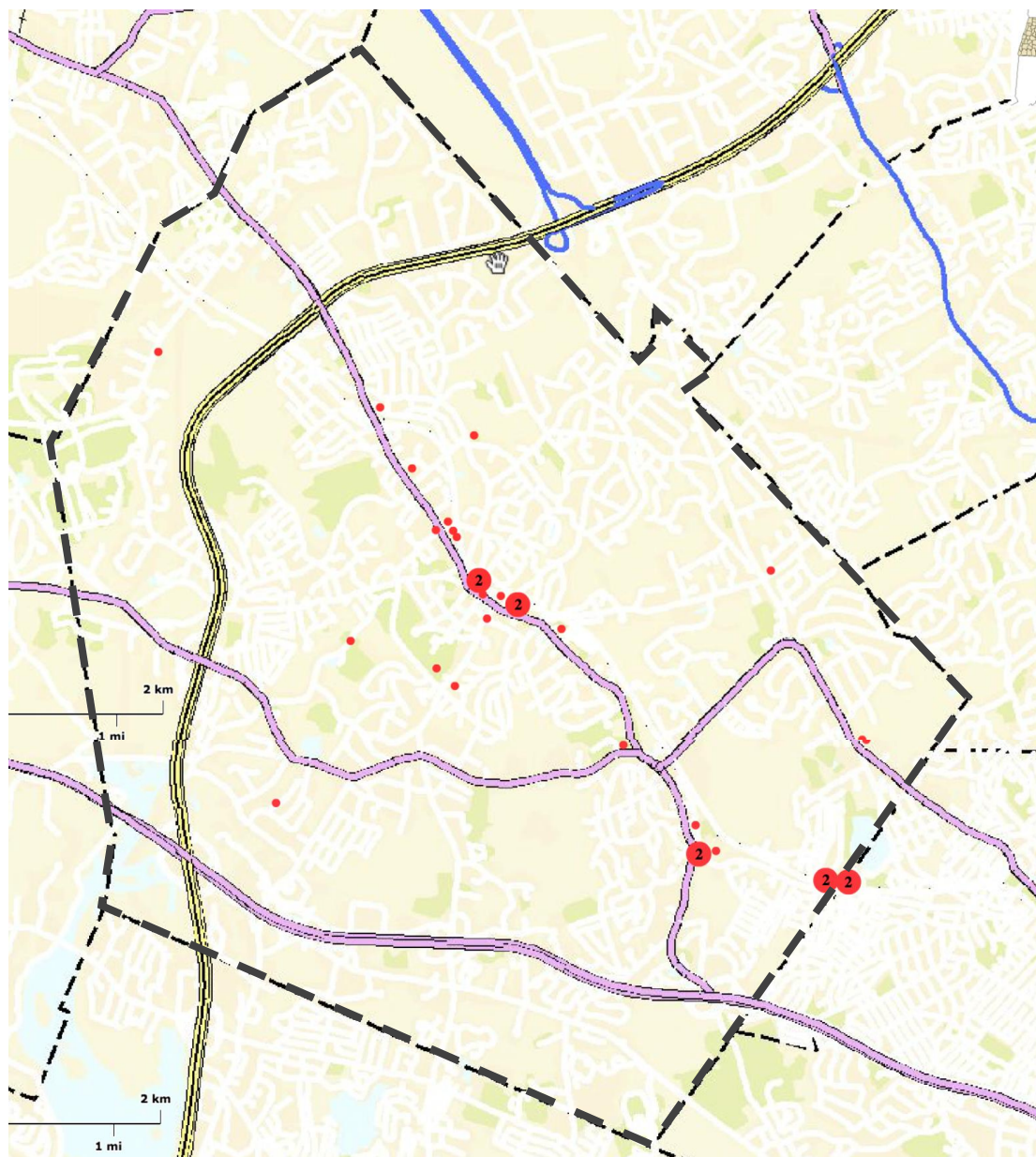
DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES, MARCH 2000.
[HTTP://WWW.NHTSA.GOV/ABOUT-NHTSA/TRAFFIC-TECH3/CURRENT/LITERATURE-REVIEWED-ON-VEHICLE-TRAVEL-SPEEDS-AND-PEDESTRIAN-INJURIES](http://www.nhtsa.gov/about-nhtsa/traffic-tech3/current/literature-reviewed-on-vehicle-travel-speeds-and-pedestrian-injuries)

Lexington: Pedestrian Safety

Crashes involving a pedestrian 2010-2016

Crash Date	NonFatal Injuries	Fatal Injuries	#	Roadway
9/17/10	0	0	11	MASSACHUSETTS AVENUE
3/13/10	0	0	1838	MASSACHUSETTS AVENUE Rte 225 W
6/11/10	1	0	755	MASSACHUSETTS AVENUE
3/14/10	1	0	1625	MASSACHUSETTS AVENUE
11/21/10	0	1	21	WORTHEN ROAD
11/22/11	1	0	1	BEDFORD STREET
9/26/12	1	0	10	PLEASANT STREET
3/12/13	2	0	93	MASSACHUSETTS AVENUE
11/10/13	1	0	141	MASSACHUSETTS AVENUE
3/29/14	1	0	1575	MASSACHUSETTS AVENUE
3/13/14	1	0	240	BEDFORD STREET
12/7/14	1	0	10	PLEASANT STREET
5/4/15	1	0	1661	MASSACHUSETTS AVENUE Rte 4 W
9/2/15	1	0		MASSACHUSETTS AVENUE
9/24/15	0	0	33	MARRETT ROAD Rte 2A W
1/8/10	1	0	120	WORTHEN ROAD
4/1/10	1	0	11	FAIRBANKS ROAD
10/25/10	1	0	62	MASSACHUSETTS AVENUE
11/26/10	1	0	71	HANCOCK STREET
6/25/11	1	0	611	MASSACHUSETTS AVENUE
12/27/11	1	0	102	LOWELL STREET
11/24/12	1	0	103	LINCOLN STREET
10/15/14	1	0	1475	MASSACHUSETTS AVENUE Rte 4 S
11/25/14	2	0	36	BEDFORD STREET
12/23/14	1	0	1575	MASSACHUSETTS AVENUE
6/8/15	0	0		MASSACHUSETTS AVENUE Rte 4 N
5/17/15	0	0		LOWELL STREET / WOBURN STREET
10/13/15	1	0	100	WALTHAM STREET
5/6/16	0	0		MASSACHUSETTS AVENUE / WALTHAM STREET
10/26/16	1	0		CAMELLIA PLACE / BEDFORD STREET
10/23/15	0	0	1874	MASSACHUSETTS AVENUE Rte 4 E
3/31/16	1	0	10	MUZZEY STREET
6/29/16	1	0		BEDFORD STREET Rte 275 W
9/6/16	1	0		WORTHEN ROAD / BASKIN ROAD
8/31/16	1	0		HARTWELL AVENUE
	TOTAL = 29	TOTAL = 1		



MassDOT Crash Portal:

<https://services.massdot.state.ma.us/crashportal/>

