

A person is seen from behind, riding a bicycle on a city street. They are wearing a light blue long-sleeved shirt and blue jeans. A large backpack with a green top half and a purple bottom half is on their back. The backpack has a yellow diamond-shaped patch on the purple section. The bicycle has yellow handlebars and a yellow bell. The background is a blurred city street with other pedestrians and buildings.

Littleton Bike and Pedestrian Plan

August 15, 2022

The Metropolitan Area Planning Council

Meet the Project Team



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MetroCommon 2050

Goal A: Getting Around the Region

The transportation system is designed and operated to ensure access to opportunity for everyone, with a particular emphasis on neighborhoods historically underserved by high-quality transit.

Bicycle, pedestrian, and other personal mobility infrastructure is safe, extensive, high quality, and linked to other modes so that people frequently use active transportation as a preferred mode of travel.

Transportation options in the region are net zero for carbon emissions, contributing to improved air quality and reducing negative climate impacts.

All modes of transportation, including innovative technologies, are safely integrated resulting in few transportation-related injuries and zero fatalities annually.

State and local governments work together with businesses and property owners and advocates to create seamless travel throughout the region, including “first mile, last mile” connections.

Plan Objectives



Create a culture where residents and visitors choose to walk, bike, and roll to destinations.



Establish a bicycle and pedestrian network plan connecting local destinations and surrounding communities



Reinforce the value of walking and bicycling with initiatives and the installation of supportive infrastructure.



Institutionalizing bike and pedestrian improvements in all roadway and related projects throughout the town

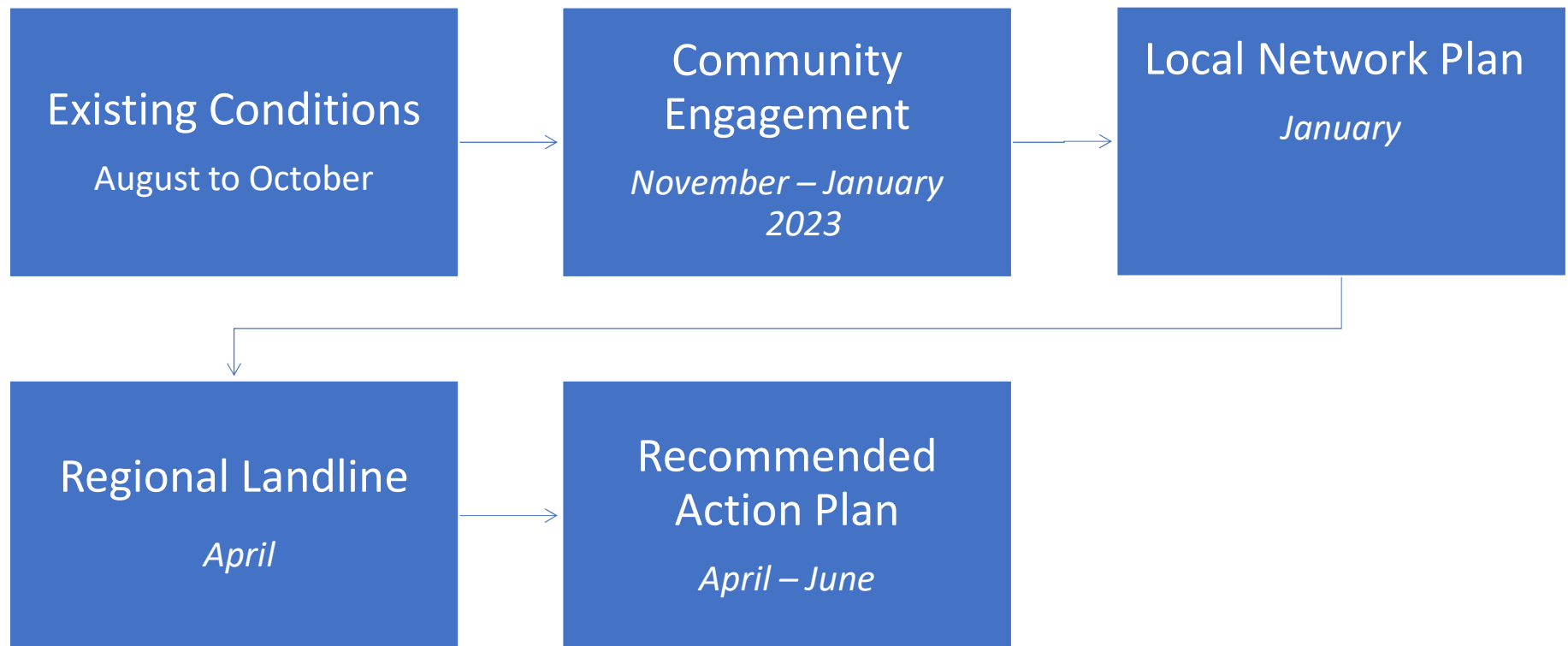


Prioritize improvements in areas where vulnerable populations reside including:

people of color, low-income individuals, households with no vehicle, seniors, children, and other disproportionately affected groups



Process



Plan Objectives

- **Work with MassDOT's Safe Routes to School Program** to ensure safe, enjoyable, convenient options for children and families to get to and from Milton's schools.
- **Utilize "quick build" options** to test ideas and evaluate how well they work, as well as provide short-term safety fixes for dangerous areas.
- **Work with community partners**, particularly the Littleton Pedestrian/Bicycle Advisory Committee and other relevant community partners involved in increasing physical activity and active transportation, especially for seniors, children, and people with disabilities.
- **Align bike, walk, and roll improvements with the town's maintenance plan** to prioritize safety improvements along with regular repaving and maintenance tasks, decrease costs, and ensure improvements are accomplished.
- **Address barriers to walking, biking and rolling** for vulnerable populations through infrastructure improvements, policies, and programming
- **Work with adjacent communities** to install pedestrian and bicycle facilities to ensure continuous facilities beyond municipal borders, especially when there are important destinations for Milton residents
- **Make progress on priority projects** identified in the Plan. Focus on quick build projects and strengthening projects in the queue.
- **Develop a network of greenway corridors** that provide safe and encouraging corridors for walking and biking that connect parks, schools, transit, and other key destinations





Walking Philosophy

- Safe walking environment on all streets
- Numbered Streets: Sidewalks on both sides
- Arterial Roads: sidewalks on at least 1 side of the street on all other arterials
- Intersections designed with minimal curb radii and crossing distances.
 - Median refuge islands on high traffic streets





Bicycling Philosophy

- Bike lanes on all arterial street where space allows
- Priority or protected Bike infrastructure when possible
- Adequate Bike storage and Secured covered Bike parking in appropriate locations
- Shared roadway accommodation on other streets. Design options include dashed shoulders, center line removal, speed humps



Characteristics of Greenway Corridors

ON ROAD



Phase 1 – Striping (Brook Rd)

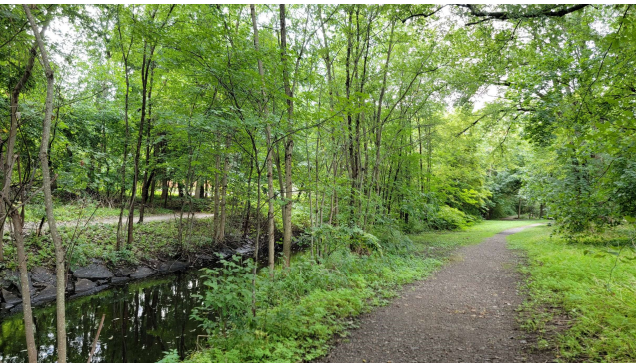


Phase 2 – Protection

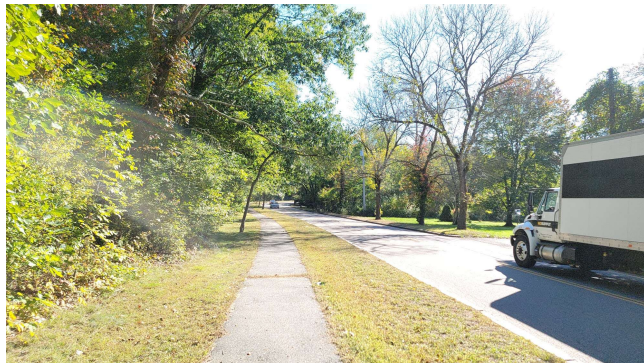


Phase 3 – Separation (East Milton)

OFF ROAD



Phase 1 – Unimproved path (Pine Tree Bk)



Phase 2 – Narrow sidewalk (Neponset pkwy)



Phase 3 – Shared Use Path



Site Visit Today

Trail Map/ Greenways Map

Considerations



PAST

- Have you noticed any conflicts?
Example: Trouble crossing, walking, or biking or accidents



PRESENT

- Think about your neighborhood, street, work, and overall comfort when walking or biking
- What would change to make it better?



FUTURE

- What is your vision for the future of Littleton?



Questions