

# DRAFT May 2017

## 11 ways to make Boston's traffic signals work better for people walking

1. **Add concurrent signals at most locations.** Concurrent signalization means that people walking receive a WALK signal in the same direction people driving do (i.e., everyone can continue along Mass Ave). This should be paired with the next item --
2. **Add a Leading Pedestrian Interval (LPI)** at signals to give people walking a 5-7 second head start into the crosswalk before people driving get a green light.
3. **Automatic recall (where a walk signal appears as part of each signal cycle without a push button)** at all but rare, mid-block locations, and **elimination of all irrelevant push buttons**. If middle of the night conditions warrant it, change to flashing red signals.
4. **Short signal cycles** to make walking convenient, reduce delay and encourage compliance.
5. **High degree of consistency among all locations**, perhaps with signage noting non-standard timing (e.g. "Wait for All Way Pedestrian Scramble", "Heavy Turning Volume, Do Not Walk on Don't WALK")
6. **Addition of accessible audible signals with activation button.**
7. **Countdown of full signal**, with flashing Don't WALK and then solid Don't WALK based on appropriate clearance times.
8. **No "leading left" green arrows.** This sets up a dangerous situation for people walking who cannot see the leading left and think that crossing is safe, also people driving who turn on a leading left often block the crosswalks for pedestrians. If a protected left turn is required, have it at end of the green.
9. **Set signal phasing with recognition of pedestrian volumes, not just vehicle volumes** (e.g. Park/Tremont, Dewey Square, Walk to the Sea) and if possible set the phasing to correspond with time of day and day of week (for example, mid-day Saturday Walk to the Sea, dozens of pedestrians must wait for a very long time while only a small number of vehicles pass by, leading to much crossing against the signal).
10. **Use of stop signs to replace traffic signals in areas with light vehicle traffic**, short crossing distances and very frequent disregard for signal (e.g. Milk/Devonshire, Washington/Milk).
11. After changing the timing for signals, post temporary signage near it: **"We recently adjusted the signal timing at this intersection. Did we get it right? Let us know! Use BOS:311"**

What do you think? What are we missing? What would you recommend?

Please send any feedback on this to Brendan Kearney – [bkearney@walkboston.org](mailto:bkearney@walkboston.org) - thanks!