

A-B Mobility Area 2 Workshop Summary

Thursday, February 28th 2019

At the A-B Mobility Area 2 Workshop, the A-B Mobility team invited community members to suggest specific transportation recommendations focusing on three specific geographies, including:

- “Sub-Area 2” (area south of I-90, east of Market St, and northeast of Washington St)
- Harvard Ave
- Union Square

Participants were also invited to offer comments on any other mobility issues in the area. At the end of each 30-minute discussion, groups reported back what they discussed. The written notes and annotated maps are recorded in this summary.

“Sub-Area 2”

- Corey Rd backed up for multiple lights - congestion at Summit/Corey, blocked traffic on Orchard Rd
- 1,300 units along Washington St
- Too much traffic on Washington - Allston Rd/Washington, Comm Ave/Washington signal timing
- Fast-lane Bus Lane (BRT) on Cambridge St to support high school and St. E’s Medical Center
- Wayfinding signs for students walking from Union Square to show direction to schools and estimated time to walk - also do for other locations like the hospital
- Parking payment policies to discourage driving
- Painted bike lanes
- Share bike lanes with buses from Oak Square to Kenmore
- Franklin St ped/bike bridge
- Brighton Ave BRT lane bus and bike?
- Roads are too wide which allows cars to speed - need road diets with 1 lane and middle turn lane, parking payment policies, shrink travel lanes
- Separated bike lanes as much as possible
- Begin mitigation before development on Washington St
- More benches and bike racks to encourage bike and ped activity
- Extend dense roadway network into Guest St area
- Warren/Comm Ave is a confusing intersection



- Road diet on N Beacon St
- Transit Signal Priority (TSP) at all times of day, not just peak
- Cambridge St bridge project status needed

Harvard Ave

- Pedestrian Zone between Brighton Ave and Comm Ave - maybe also along Brighton Ave
- Bike lanes re-striping south of Comm Ave
- Garage/district parking
- Demand-based parking pricing
- Deal with Linden St and Highgate traffic
- Parking enforcement
- TNC/Pickup-dropoff/Food Delivery
- Pedestrian walk times need to be longer
- Separated bike lanes
- Reduce on-street parking
- Add meters to municipal lots
- Dedicated TNC spaces
- Make space on Brighton Ave for food delivery and pick-up
- No net new parking
- Sidewalks are narrow on Harvard Ave
- Consider angled parking on one side

Union Square

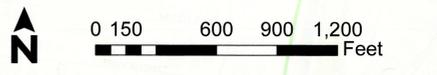
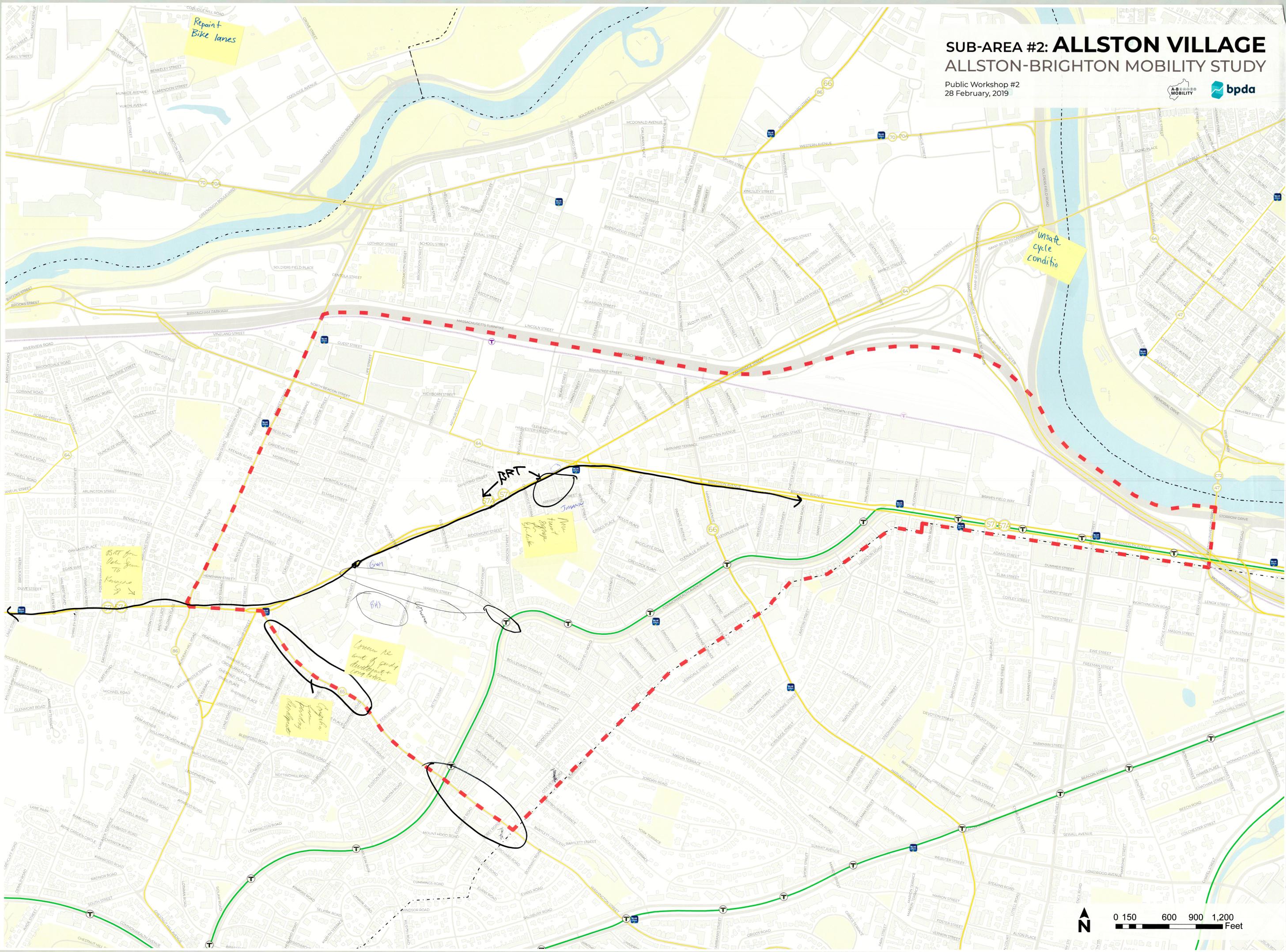
- Improve bike lanes from Brighton Ave to Cambridge St
- Ped signals need to be extended and accessible
- Brighton Ave bus lane
- Connections to key locations not clear - bus stops, schools, shops
- Low visibility on right-hand turns
- School plaza for farmer's market, food trucks
- Cover up more pavement
- Snow banks limit ped access
- School buses difficult to navigate around
- Exclusive ped phase for diagonal crossing



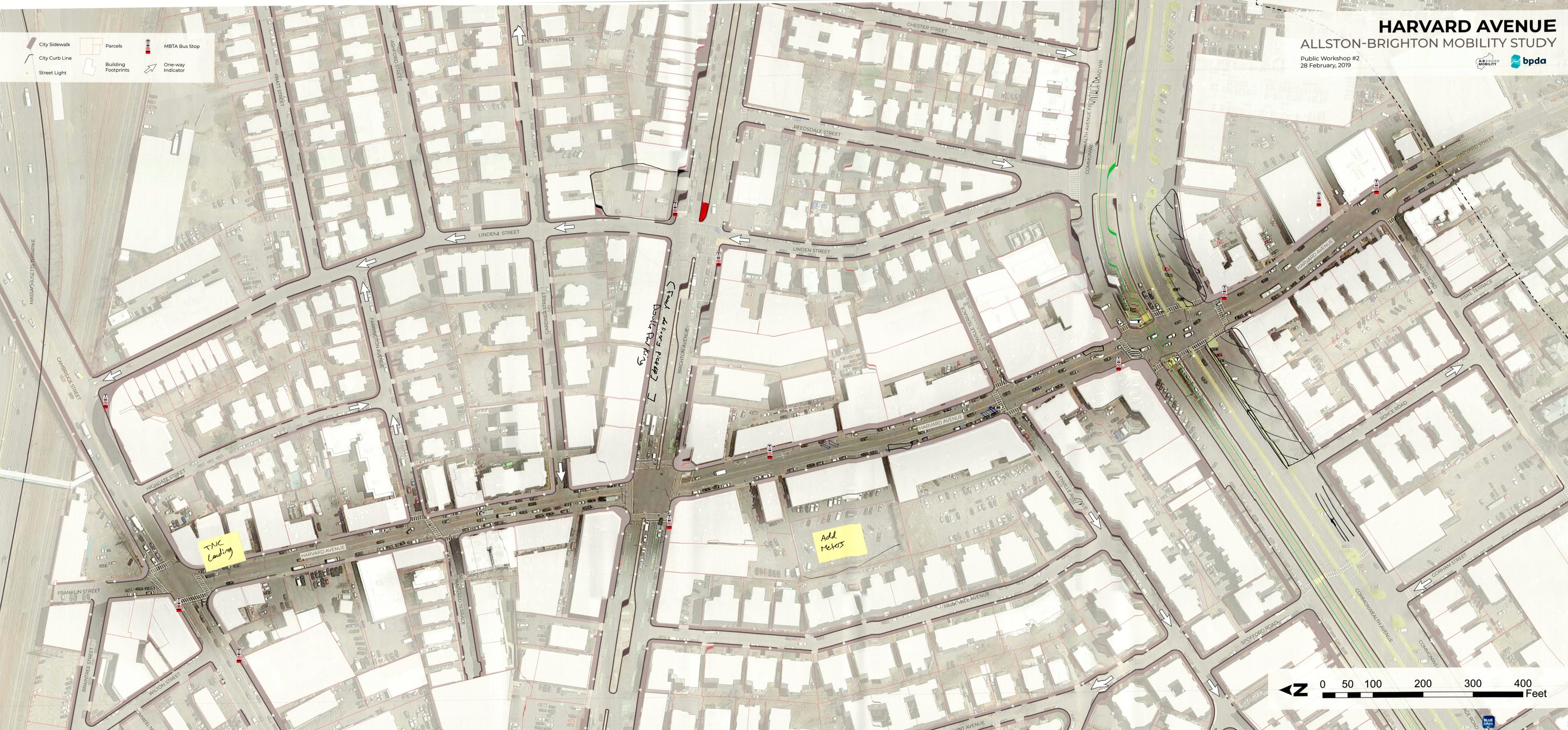
SUB-AREA #2: ALLSTON VILLAGE

ALLSTON-BRIGHTON MOBILITY STUDY

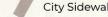
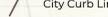
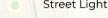
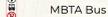
Public Workshop #2
28 February, 2019



- City Sidewalk
- City Curb Line
- Street Light
- Parcels
- Building Footprints
- MBTA Bus Stop
- One-way Indicator





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UNION SQUARE

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Backs
Up b/c
of Left

Lane reduction
on North
Beacon?
elsewhere?

Lane
Wastings

Bike left
turn - very
stressful/
dangerous

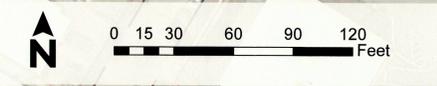
Soft-impaired
Students: Don't
go this way
Universal Design

Vehicles don't
recognize
bushing
NOT WELL CUT

Physical env
holds up code
programming

Former sign
foundations

Left
Right turn



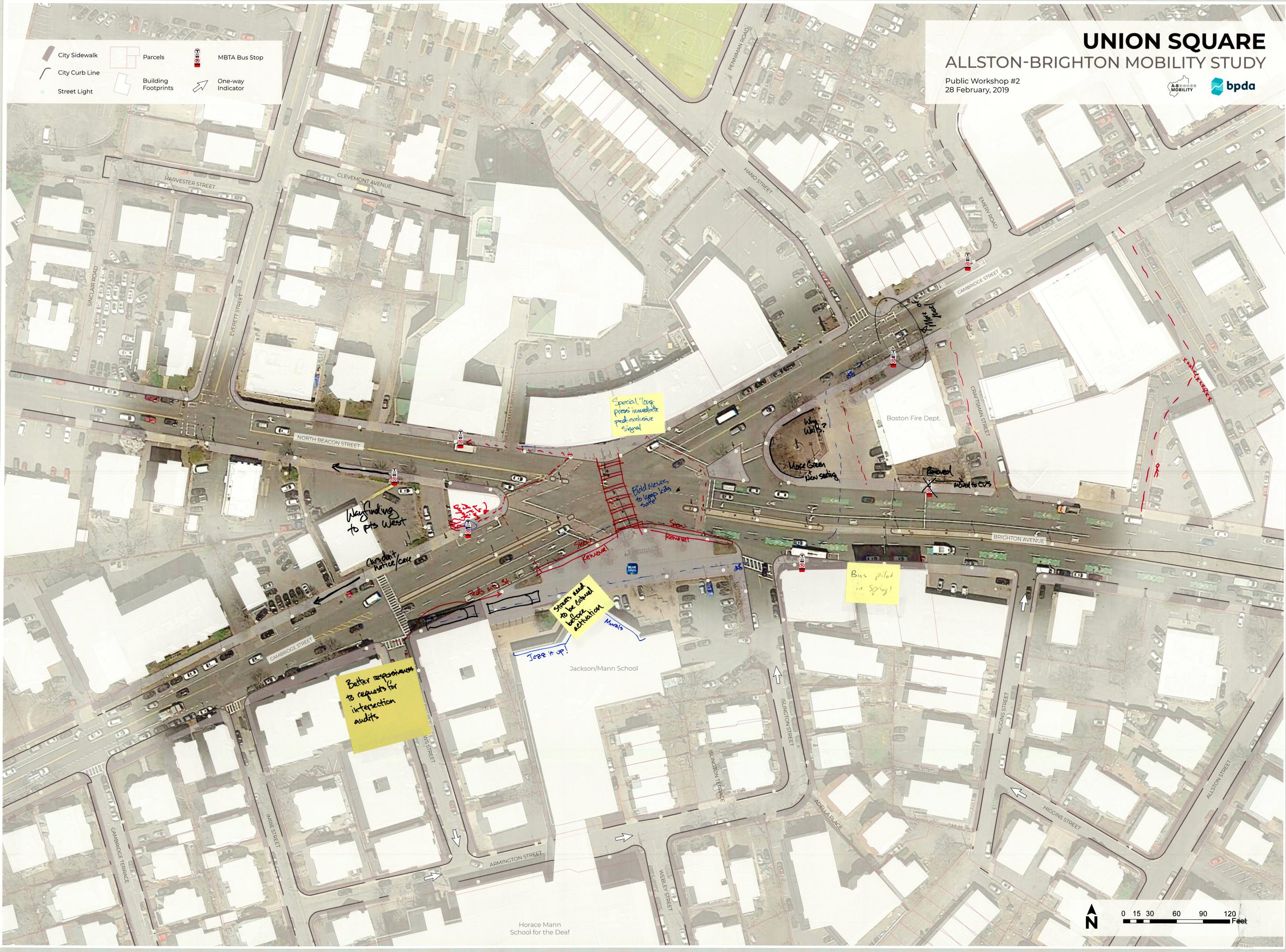
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Better responsiveness to requests for intersection audits

Streets need to be closed before activation

Special long press immediate ped-exclusive signal

Bus pilot in Spring!

Wayfinding to pbs west

Jazz it up!

Horace Mann School for the Deaf

