

A-B Mobility Area 3 Workshop Summary

Monday, March 18th 2019

At the A-B Mobility Area 3 Workshop, the A-B Mobility team invited community members to suggest specific transportation recommendations focusing on three specific geographies, including:

- “Sub-Area 3” (area south of I-90, west of Market St, west/southwest of Washington St)
- Brighton Center
- Oak 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 3”

- Crosswalk locations between Corey and Edgemont on Washington leads to j-walking to Whole Foods
- More frequent bus service on Washington by Whole Foods
- Slow traffic on Washington by senior homes
- Extend BRT route on Washington St from Comm Ave to Brookline Ave
- Speeding on Union Street near Joyce Park needs traffic calming
- Terrible traffic and accidents on circle near Winship Circle
- Bus doesn’t pull fully into spot because of traffic and space
- 2-way cycle track or bike lane for the full length of Lake St
- Traffic calming needed on Brooks St
- Need additional bike space/protected bike space on N Beacon St into Watertown
- Better visibility for bikes/peds crossing the Paul Dudley White Path
- More stop signs to slow down cars on Faneuil St
- Traffic calming on Kenrick St
- Guest St/Market St ped only phase
- Re-pave everywhere
- Intersection of Comm Ave/Lake St traffic for all modes not safe and needs redesign

Brighton Center

- Not enough bike parking



- Pass-through traffic of people coming off the pike - can we figure out how much of a problem it is?
- People going to Boston Landing and Stop & Shop may come from other places
- Interactive wayfinding kiosk on main streets
- Treated like a freeway at night - need automated enforcement
- Parklets in Spring/Summer/Fall
- Are any of the new developments funding transportation improvements?
- Poor pavement quality between Dighton and Chestnut Hill Ave - uncomfortable for bicyclists
- St. Elizabeth's intersection: signs to clarify lanes (especially the double left), traffic signal for bicyclists with a bike box and 10-15 second headstart, need countdown for ped signal on all movements
- Washington Eastbound left to Market St Northbound: delay for left turning vehicles, buses take wide right turn from Chestnut Hill to Washington, xmas tree goes on the slip lane island, low visibility of pedestrians on slip lane, need right turn lane Washington St EB to Chestnut Hill Ave, need Uber/Lyft pick-up/drop-off zones and no stopping zones, and also need loading zones with time restrictions
- Bluebikes needed at Abbottson's and Artists for Humanity
- Parking deck replace surface parking for City lot? Need to beautify the resident-facing side
- Missing major intersection s at Parsons St and Foster St - major development proposed on Parsons St with 100+ parking spaces
- Surface lot next to the police
- Ladder crosswalks are faded
- Tree pits are an old design - trees are dying and causing accessibility issues
- Solar powered crosswalk signals to help with visibility of pedestrians at Washington/Leicester, Washington/Parsons, and all crosswalks between Brighton Center and Oak Square
- Fast speeds on Chestnut Hill Ave - difficult pedestrian crossings
- Rush hour - how much street parking is necessary if there are parking lots? Some cars are parked all day long.
- Back-ups mean you can travel faster by walking
- Recent plan to add parking meters - some businesses opposed but Main Streets consensus is that it would be good for turnover
- Concern about space for bikes and buses on street (could be shared)
- City lot off Market St is underutilized (in sense of vertical space)

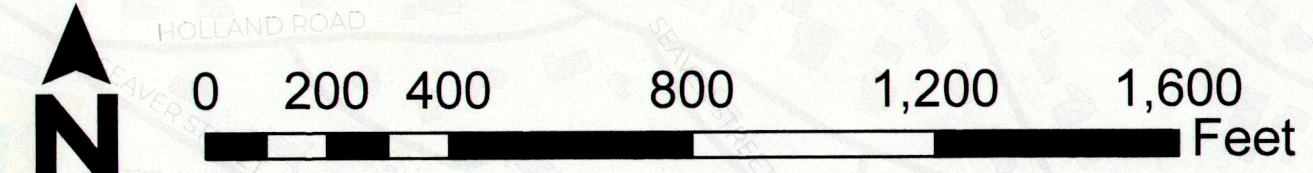


- Activate/lighting in alleyway from City lot
- Some parking needed for seniors and people with disabilities
- Parking meters are better than giving parking away for free
- Seniors can't afford parking meters
- Parking enforcement is an issue

Oak Square

- Exiting Breck Ave is very difficult
- Preserve open space, but not as an island
- Gateway signage - what happened to this project?
- Lack of crosswalks on Washington - can they be signalized?
- Stop signs when entering Oak Square
- Who yields when entering from Washington St?
- Better bike facilities on Washingt/Faneuil
- Double parking/deliveries/food pickup
- Bus connectivity between the 57 and 64
- Pending development?
- More trees
- #64 Bus is too slow and circuitous
- Traffic calming, especially for fast traffic on Tremont and Faneuil
- Loading in front of package store
- Too many disjointed crosswalks
- Short-term parking for restaurants?
- More parking for customers
- Cut-through traffic on Nonantum
- YMCA visitors being forced to look for street parking?
- Potholes, especially on Faneuil St
- Crosswalk on Washington St
- Better bike infrastructure on Tremont
- Metered parking?
- Peak vs. off-peak traffic

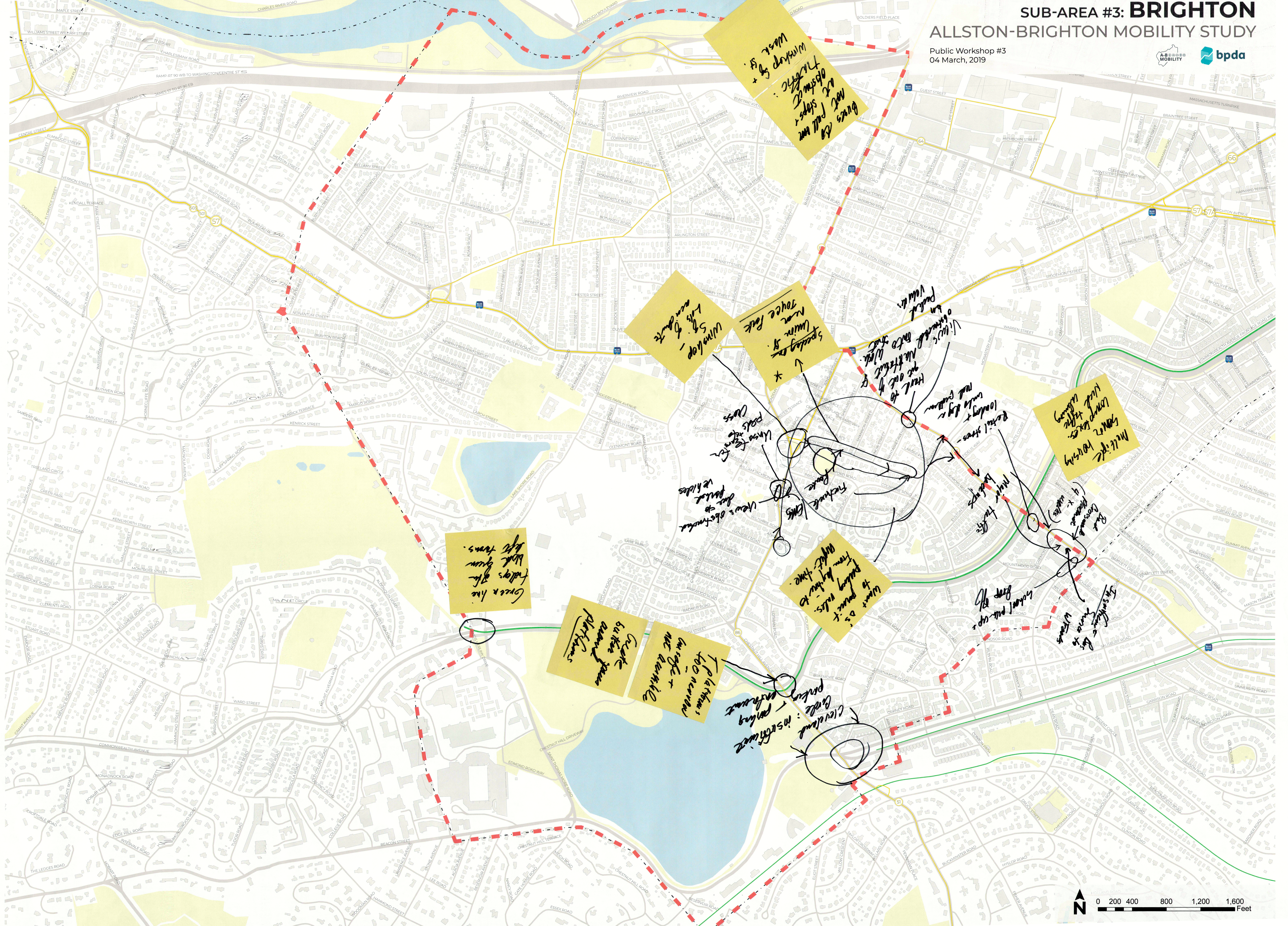


Public Workshop #3
04 March, 2019

SUB-AREA #3: BRIGHTON

ALLSTON-BRIGHTON MOBILITY STUDY

Public Workshop #3
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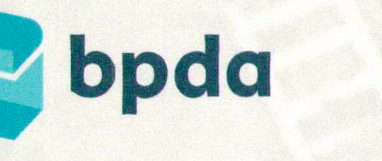
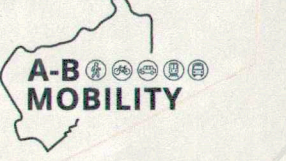




OAK SQUARE

ALLSTON-BRIGHTON MOBILITY STUDY

Public Workshop #3
4 March, 2019



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



needs repaving

cut thru traffic
neighborhood

