

Allston-Brighton Mobility Study Kick-off Open House

September 12, 2018

Table of Contents

Welcome -----	2
Study Purpose & Overview ---	3
Context -----	7
Getting Around -----	15
Your Ideas -----	27

Welcome!

Allston-Brighton Mobility Study Kick-Off Open House

Sign in here, grab a passport,
and share your thoughts!

Study Purpose & Overview

Who, What, Where, and When of the Allston-Brighton Mobility Study

Welcome & Meet the Team

Study Goals & Area

Study Elements & Schedule

Welcome & Meet the Team

Why are we here?

The Boston Planning and Development Agency (BPDA) is launching a transportation study called the **Allston-Brighton Mobility Study**.

Learn about the Study process, meet our staff, and share your ideas about mobility in your neighborhood!

How can you participate?

Your feedback will help shape the 18-month mobility study!

Grab an informational booklet. This “passport” holds your map, space for station stickers, and a comment sheet.

Visit the stations to learn about the types of information the Study will consider. Speak with staff at each topic area. Share your ideas on the “Ideas Map,” and submit your comments in your passport to be entered to win our raffle prizes! Finally, enjoy the popcorn and food truck!

Meet the Team!

BPDA & City Staff



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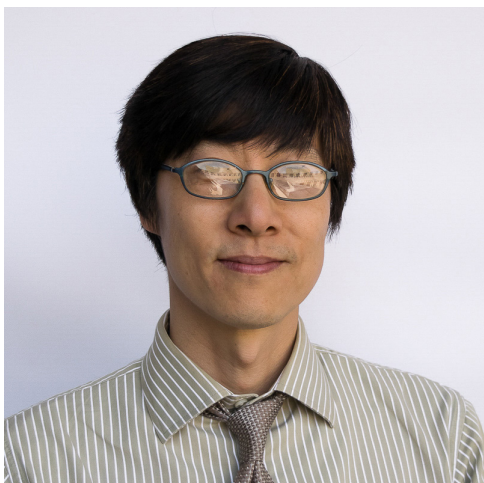
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Partner Agencies



Consultant

The consultant selection process is currently under way. A Request for Proposals (RFP) was issued on July 23, with submissions due on August 29. We are currently in the process of interviewing the six teams who submitted responses. The consultant selection will be presented to the BPDA Board on October 11.

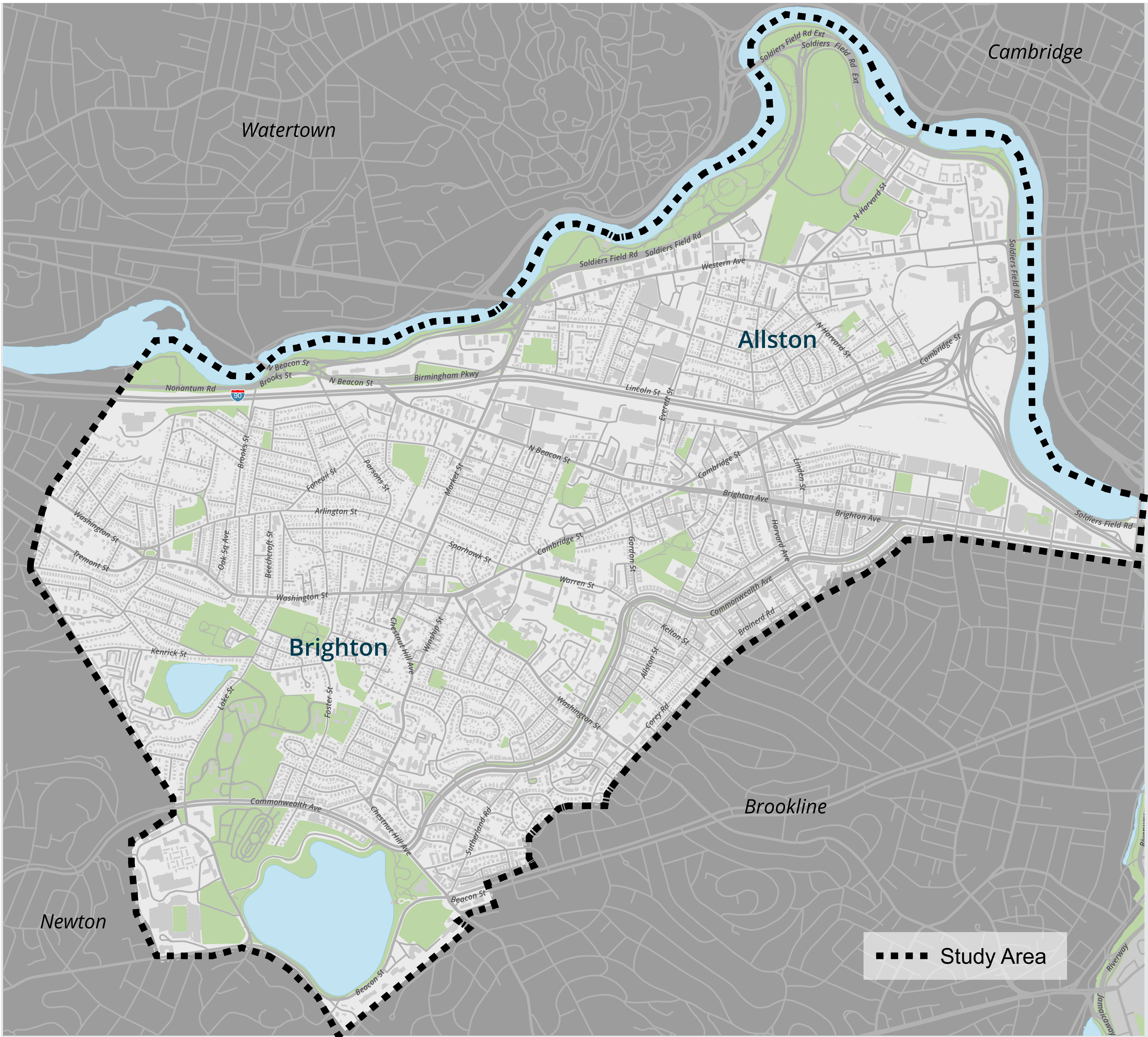
Study Goals & Area

Goals of the Study

- Improve **mobility** for all **users** and **modes and types of transportation**
- Focus on **short-term (0-3 years) and medium-term (3-10 years) transportation improvements**, while still considering long-term (10-20+ years) mobility improvements as well
- Help **manage the impacts of development** by coordinating transportation improvement commitments to accomplish larger projects

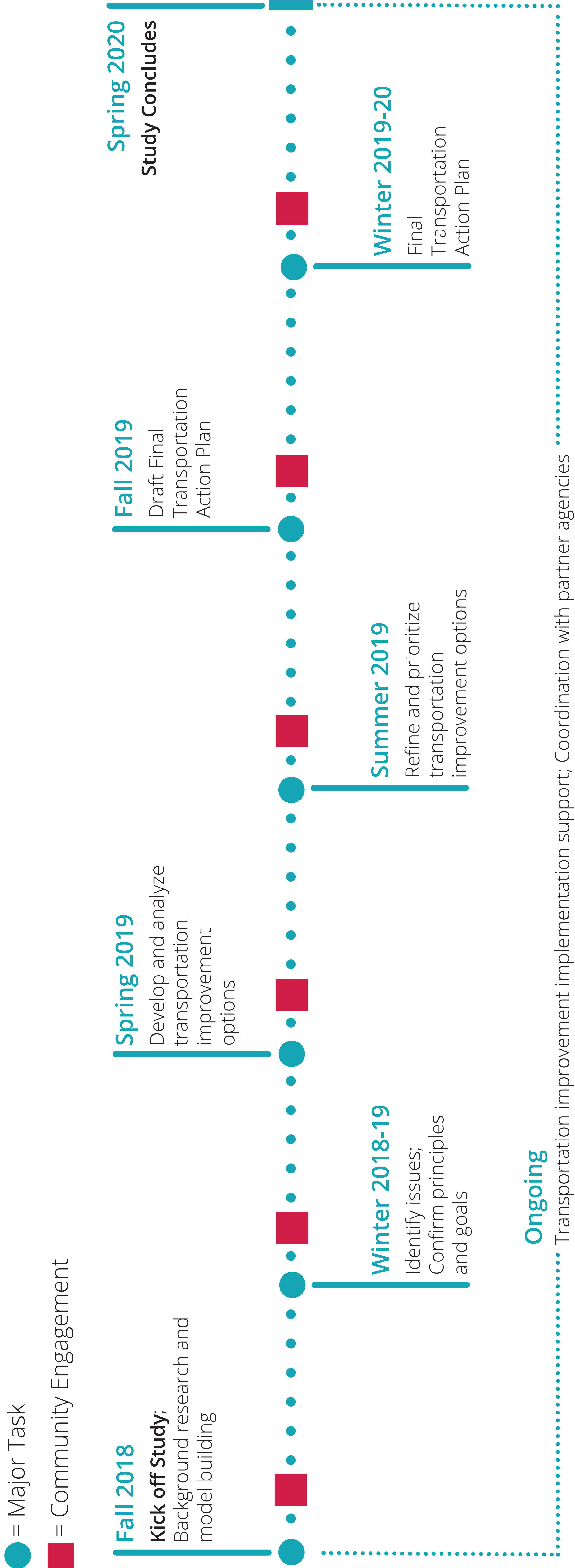
Study Area

Allston-Brighton Mobility Study



The **Allston-Brighton Mobility Study** study area is the Boston neighborhoods of Allston and Brighton. It extends West from the BU Bridge and is bordered by Brookline to the East/Southeast, Newton to the West/Southwest, and the Charles River to the North.

Study Schedule & Tasks



Context

What the Allston-Brighton Mobility Study Builds On

Imagine Boston 2030

Go Boston 2030

Other Plans

What the Data Tell Us

Development Context

Transportation Improvements
Supported by Development

Transportation Improvements
Led by Public Works

Citywide Plans & Goals

Imagine Boston 2030



Imagine Boston 2030 is the first Citywide plan for Boston in over 50 years.

Imagine Boston 2030 (IB 2030) provides a **blueprint** for the growth and evolution of Boston through 2030 and beyond. The **goals** of IB 2030 include:

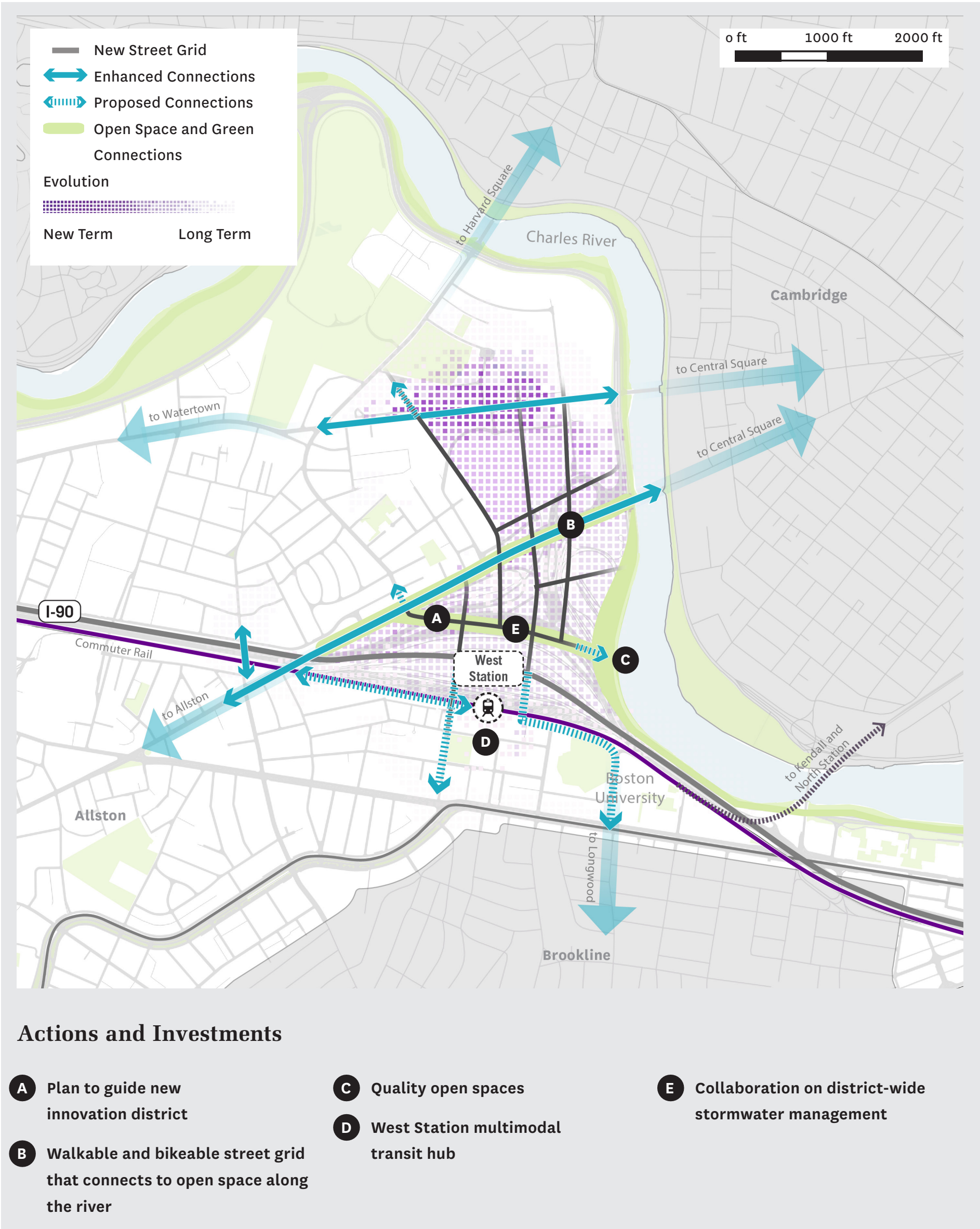
- 1. Encourage affordability, reduce displacement, and improve **quality of life**
- 2. Increase **access to opportunity**
- 3. Drive **inclusive economic growth**
- 4. Promote a **healthy environment** and prepare for climate change
- 5. Invest in open space, arts & culture, **transportation**, and **infrastructure**



Boston's Mayor Martin J. Walsh speaking about Imagine Boston 2030. "Share Your Vision. Shape Our City." Source: Boston Herald.

Beacon Yards Reimagined

Source: Imagine Boston 2030



A reimagined Beacon Yards, including quality open spaces, a new innovation district, enhanced walkable and bikeable connections to the river, and a West Station multimodal transit hub

IB 2030 sets forth a **broad vision** for Beacon Yards and an expanded Harvard campus in Allston. These plans call for new **multimodal street grids with bicycle and pedestrian corridors**, integrating new districts with existing neighborhoods and creating stronger connections to the Charles River.

"This vision is shaped by over 12,000 Boston voices, when residents came together to decide the type of city we want to live in. Together, we set goals—and most importantly, we identified the actions to help us reach those goals, like affordable housing and accessible transportation. The result is Imagine Boston 2030, Boston's first Citywide planning process in fifty years." - Mayor Walsh

For more information about Imagine Boston 2030, visit imagine.boston.gov.

Citywide Plans & Goals

Go Boston 2030



Go Boston 2030 is a City of Boston initiative from 2017 that envisions a bold transportation future for the next 5, 10, and 15 years.

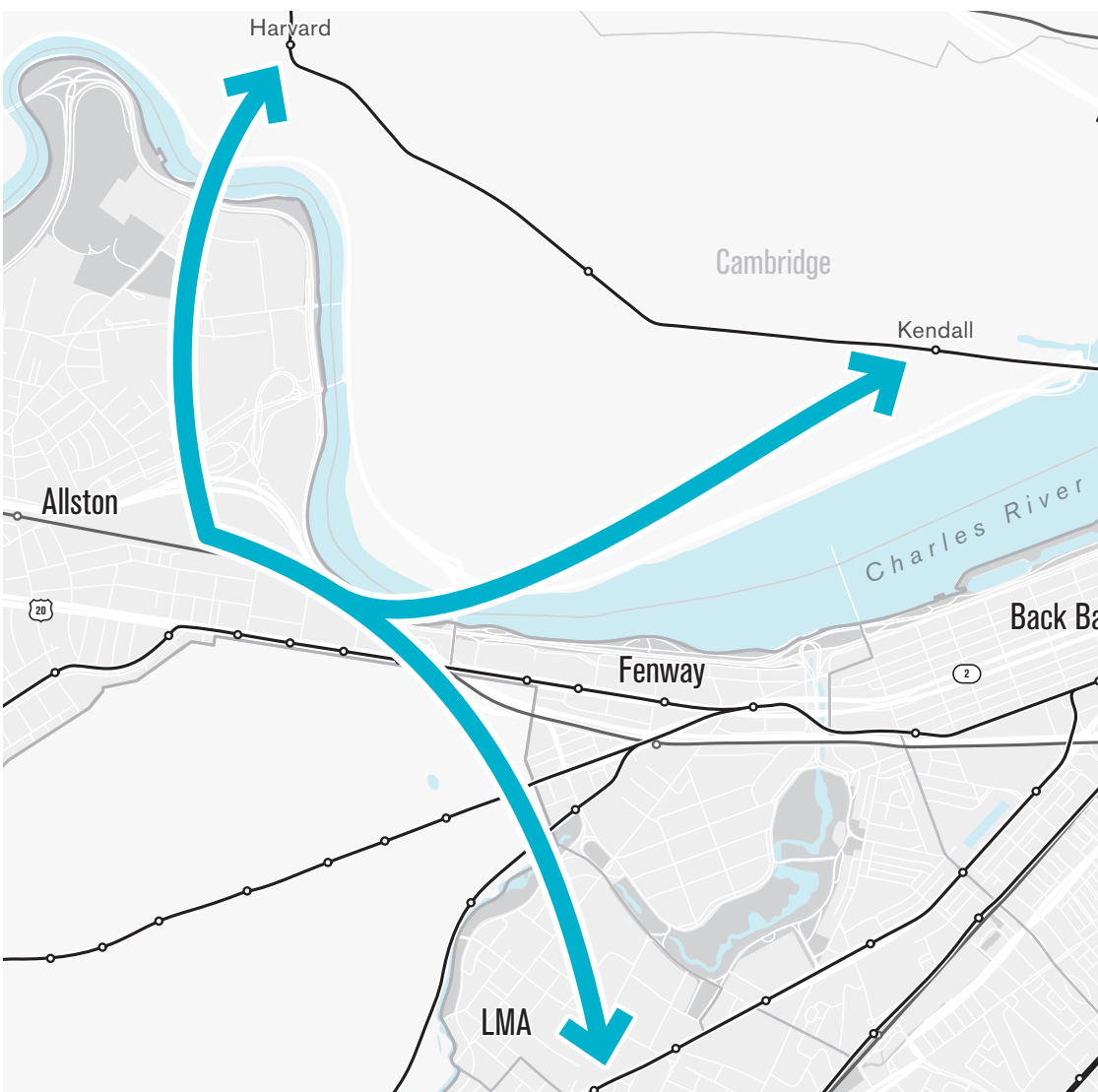
The plan proposes 58 transportation projects and policies that are designed to expand access to connected transportation options, improve traffic-related safety, and ensure high-quality and reliable transit and transportation for all.

These **projects and policies** address needs throughout Boston. Many will benefit Allston-Brighton specifically, including the following **Action Plan Projects**:

- Oak Square to Commonwealth Avenue Rapid Bus (1)
- Commonwealth Avenue Reimagined (2)
- West Station Rapid Bus to LMA, Kendall, Harvard (3)
- I-90 Newton Urban Rail (4)
- Better Bike Corridors
- Ped/Bike Friendly Main Streets
- Neighborhood Mobility MicroHUBs
- Restructure Bus Routes
- Bikeshare Network Expansion

3. West Station Rapid Bus to LMA, Kendall, Harvard

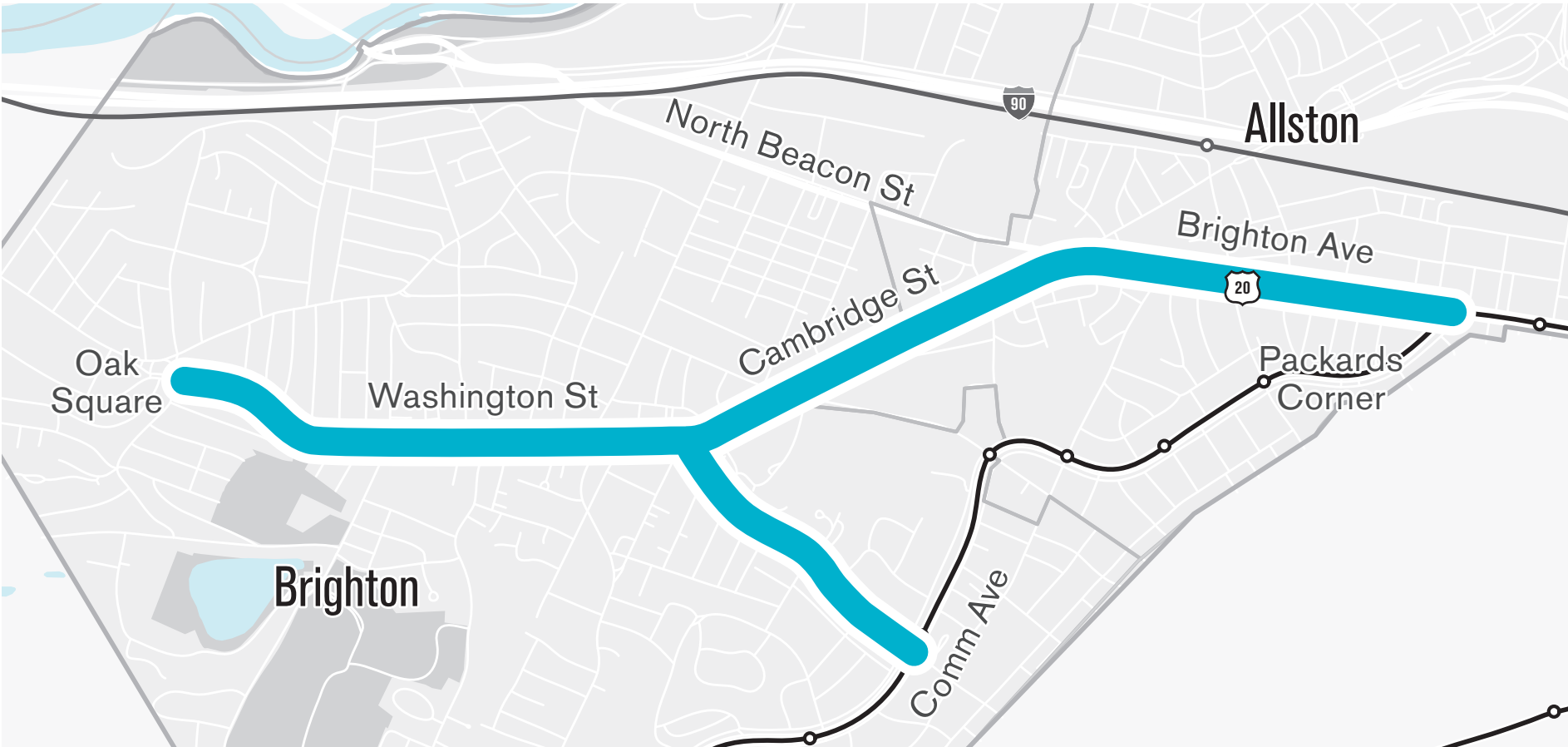
Source: Go Boston 2030



Proposed Action Plan Project to connect a future West Station to the Longwood Medical Area, Kendall Square, and Harvard Square. This would connect many transit commuters with top regional employment centers, all without requiring travel into Boston's core.

1. Oak Square to Comm Ave Rapid Bus

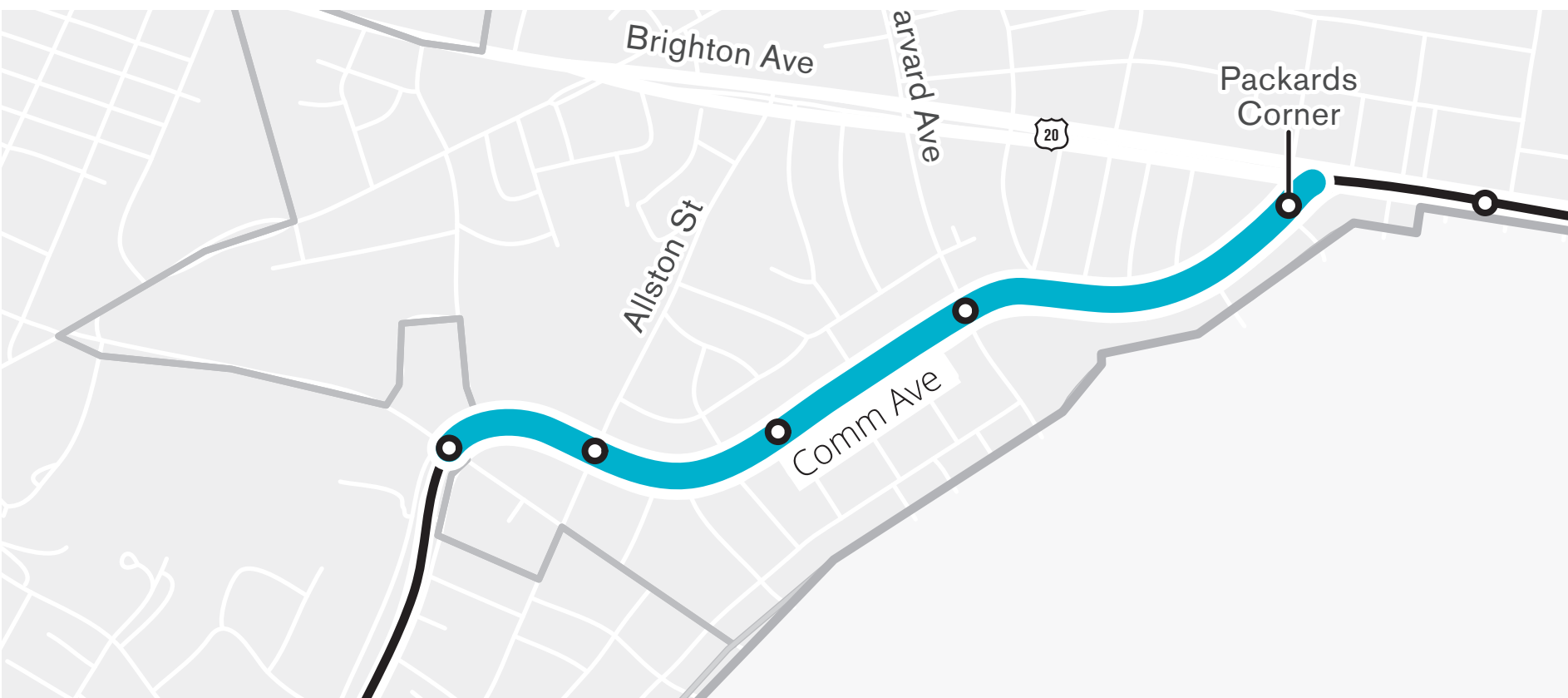
Source: Go Boston 2030



Proposed Action Plan Project to connect Oak Square to Kenmore Square and the LMA with rapid bus accommodations. Improving bus reliability will ease congestion and improve commutes on high-ridership and high-delay corridors.

2. Commonwealth Avenue

Source: Go Boston 2030



Proposed Action Plan Project to redesign Commonwealth Avenue to include separated bike facilities and sidewalk and transit improvements. The intersection of Commonwealth Avenue and Harvard Avenue will be redesigned to enhance safety and outdoor public spaces.

4. I-90 Newton Urban Rail

Source: Go Boston 2030



Proposed Action Plan Project to use smaller urban railcars in between less-frequent commuter rail trains. This will provide subway-like service between several neighborhoods of Boston and Newton, incentivize transit-oriented development, and ease pressure on the Massachusetts Pike.

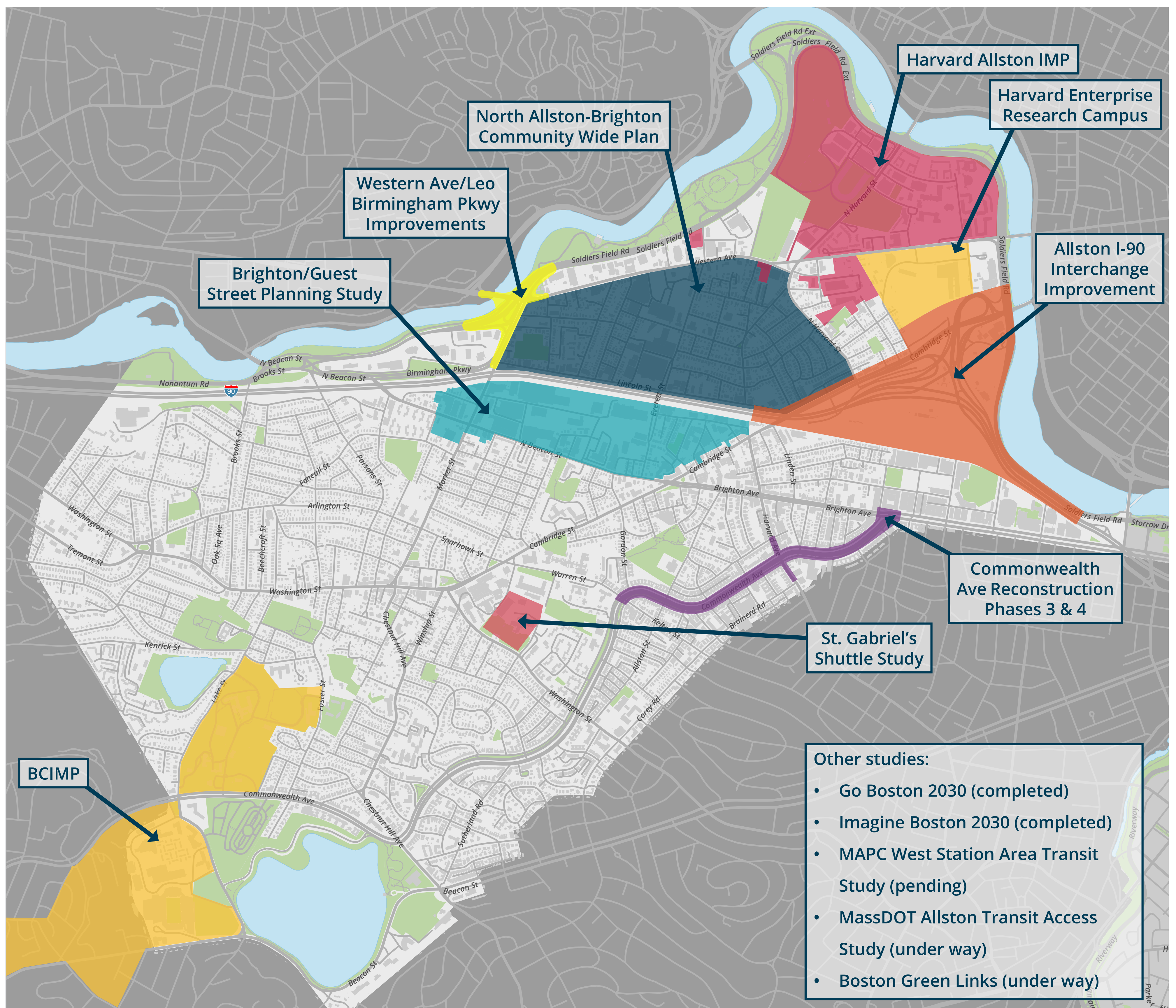
Other Plans

The Allston-Brighton Mobility Study builds on a universe of previous & ongoing planning initiatives in Allston-Brighton.

- Parts of Allston-Brighton have been studied before
- The focus of this study is to provide realistic and implementable recommendations, **informed** and **guided** by **past planning efforts**
- Work will not be duplicated: the **Allston-Brighton Mobility Study** intends to build on these plans in crafting a comprehensive **Final Transportation Action Plan** for Allston-Brighton

Past & Ongoing Planning Initiatives Within the Allston-Brighton Mobility Study Area

Source: bostonplans.org



What the Data Tell Us

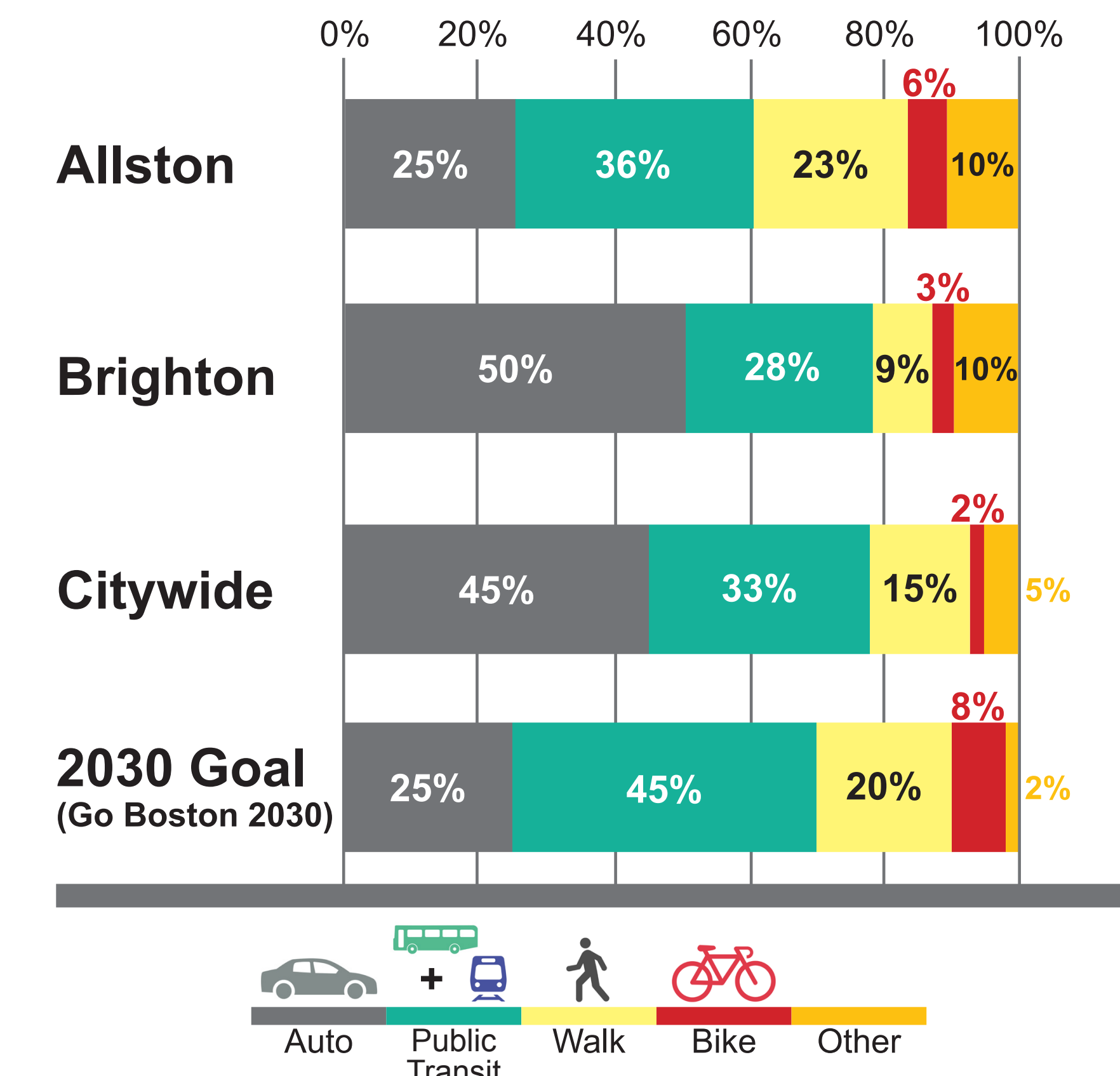
Commutes & trends in Allston-Brighton

Community engagement & data analysis will drive the **Allston-Brighton Mobility Study**. Some questions we might answer with data include:

How are people in Allston-Brighton getting around? Where are they going? How could travel be made quicker, safer, and more comfortable?

Commuting Patterns

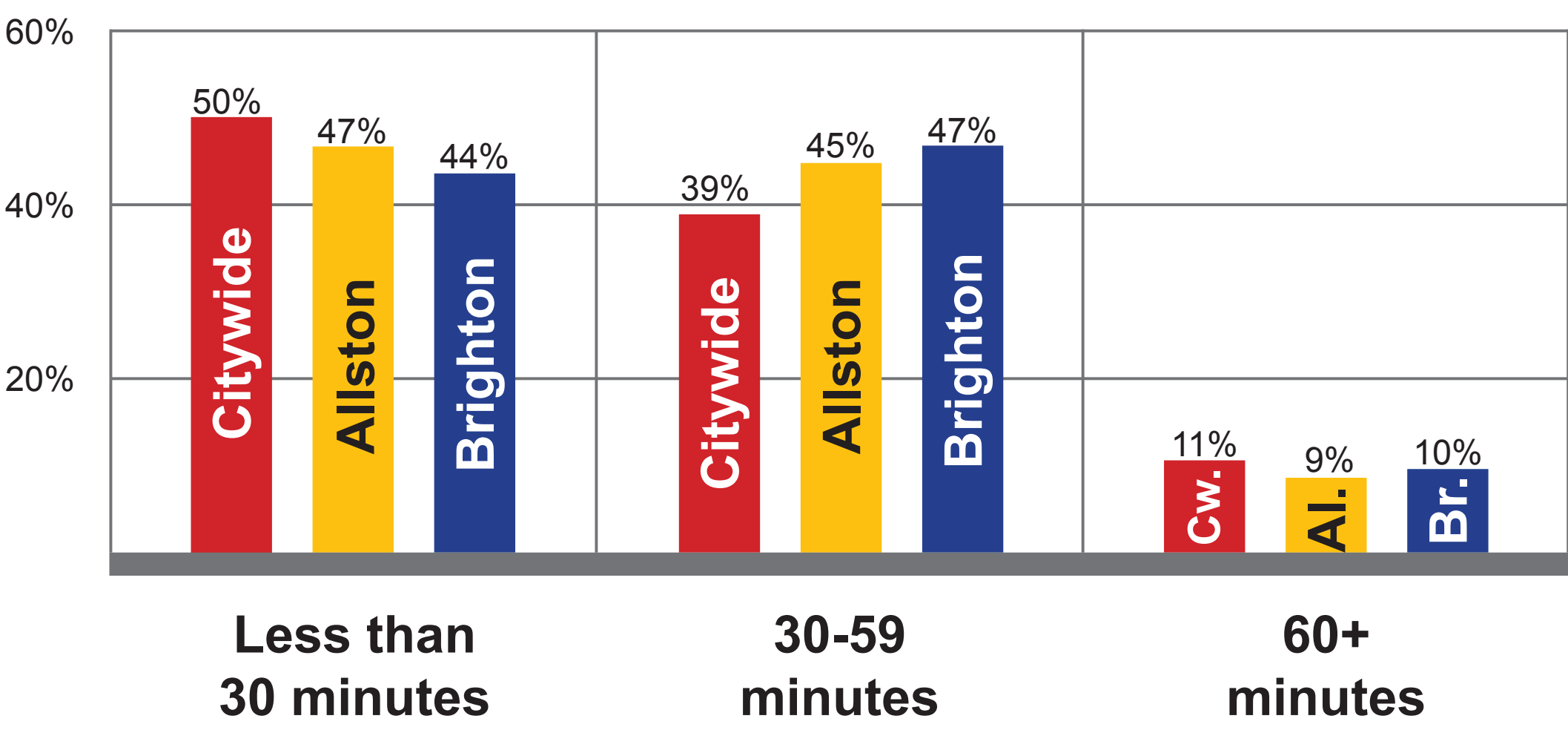
Source: US Census Bureau, 2012-2016, BPDA Research Division Analysis



Allston is an area with relatively low car reliance and a mode share similar to Go Boston 2030 goals. Large transportation improvement projects like the Boston Landing Commuter Rail Station—and smaller ones, too—have the potential to further improve commute times and mode shares in Allston-Brighton.

Data: Commuting Times

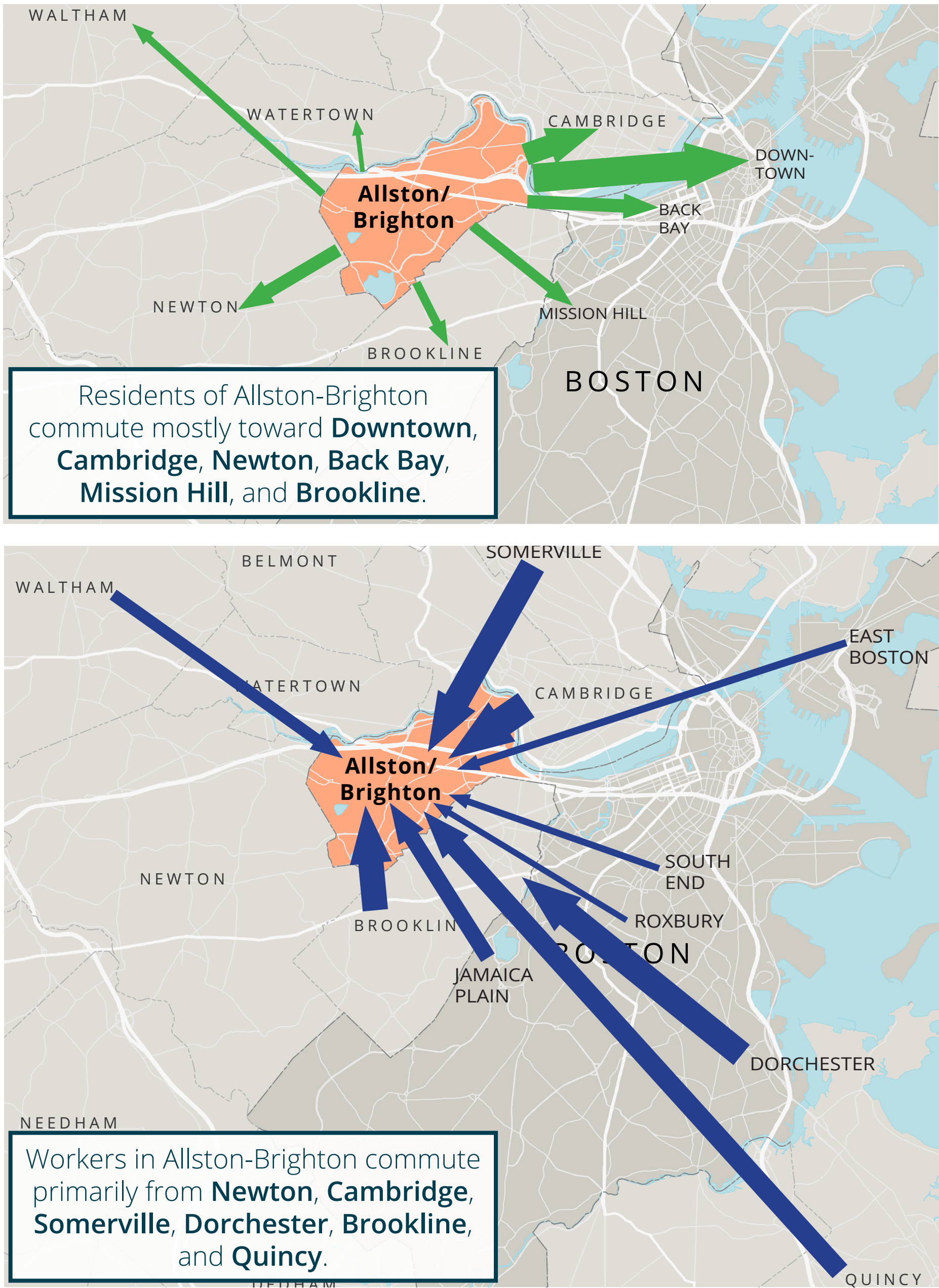
Source: US Census Bureau, 2010-2014, BPDA Research Division Analysis



Residents of Allston and Brighton tend to have longer commutes than the Citywide average. This illustrates the potential of the **Allston-Brighton Mobility Study** to identify potential improvements to the speed, reliability, safety, and comfort of commutes.

Where are people commuting to/from?

Source: U.S. Census Bureau, 2014, BPDA Research Division Analysis



What other data would you be interested to know?

Development Context

Managing ongoing development in Allston-Brighton

Development in Allston-Brighton

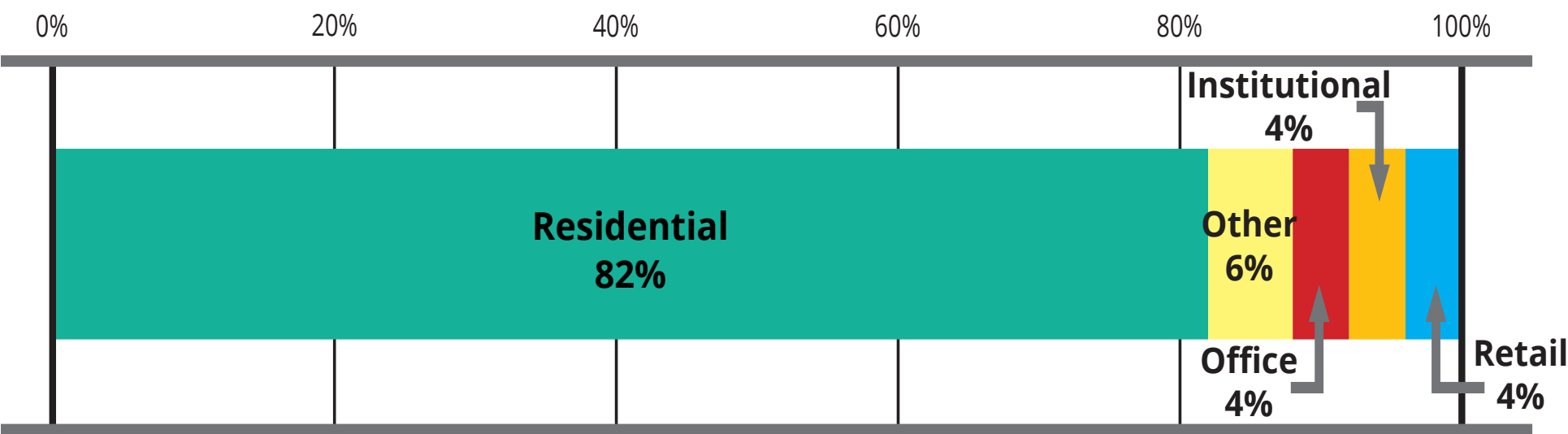
Some areas in particular within Allston-Brighton have seen significant new development and growth in recent years.

Based on projects currently going through the City’s Article 80 review process, approved, or under construction, approximately 8 million square feet of new development is anticipated in Allston-Brighton.

Managing the impacts of these developments and taking advantage of their investments to create key transportation improvements for the community are central goals of the Allston-Brighton Mobility Study.

Nature of New Growth

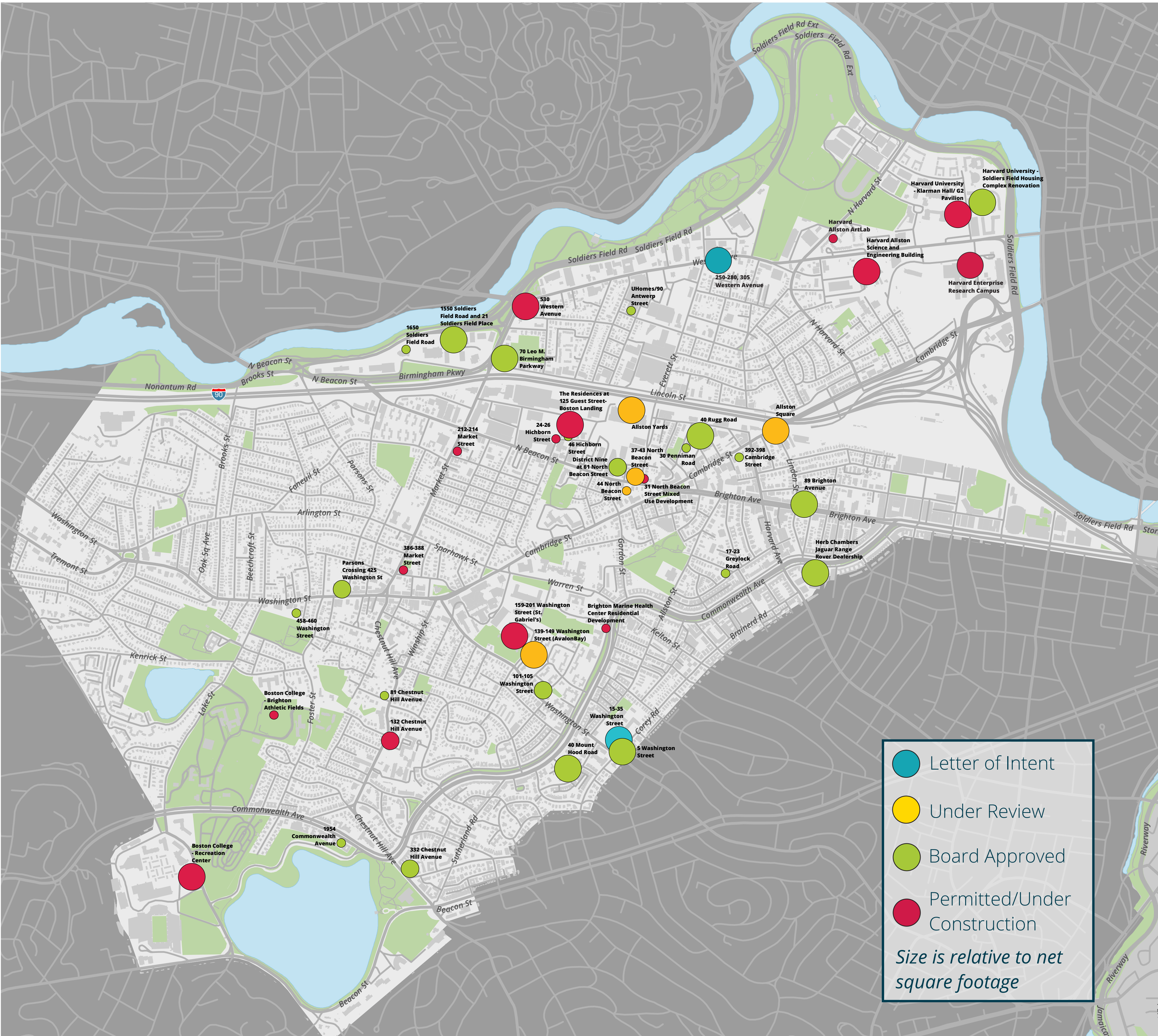
Source: bostonplans.org. By square footage.



Development activity is primarily residential, though office, institutional, hotel, and retail development is planned alongside this growth in housing units as well.

Projects Under Article 80 Review, Approved, or Under Construction

Source: bostonplans.org. Current as of September 2018



Transportation Improvements Supported by Development

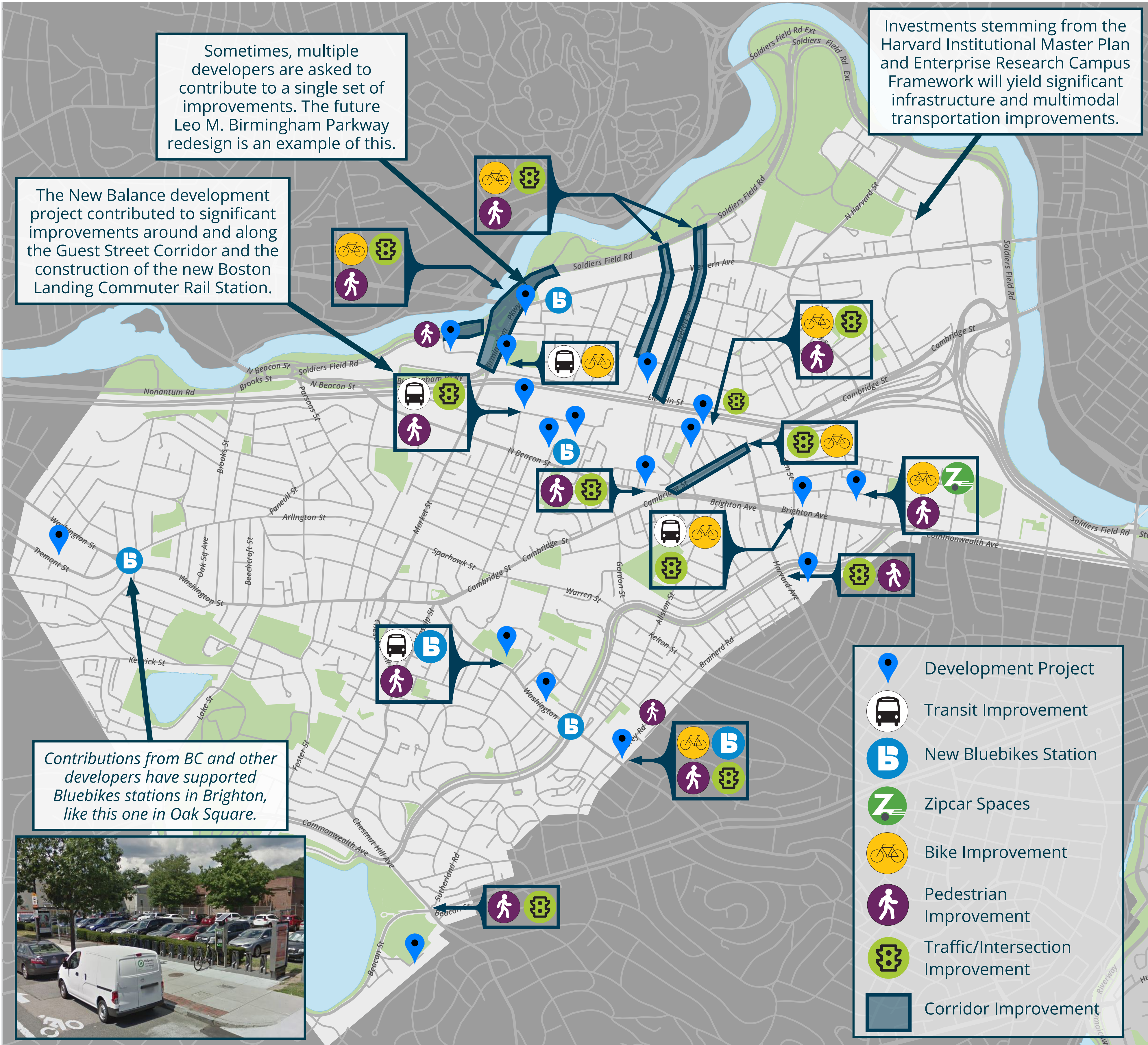
Mitigation: Background

As new development projects are proposed, we work with developers to identify existing transportation-related needs in the surrounding areas. Then, we often ask developers to build, pay for, or contribute to improvements to address these needs. These improvements help reduce, or **mitigate**, the impacts of developments.

Each year, developers fund and implement millions of dollars worth of transportation improvements throughout the City. These include intersection improvements, traffic studies, enhanced bike facilities, bus shelters, and more.

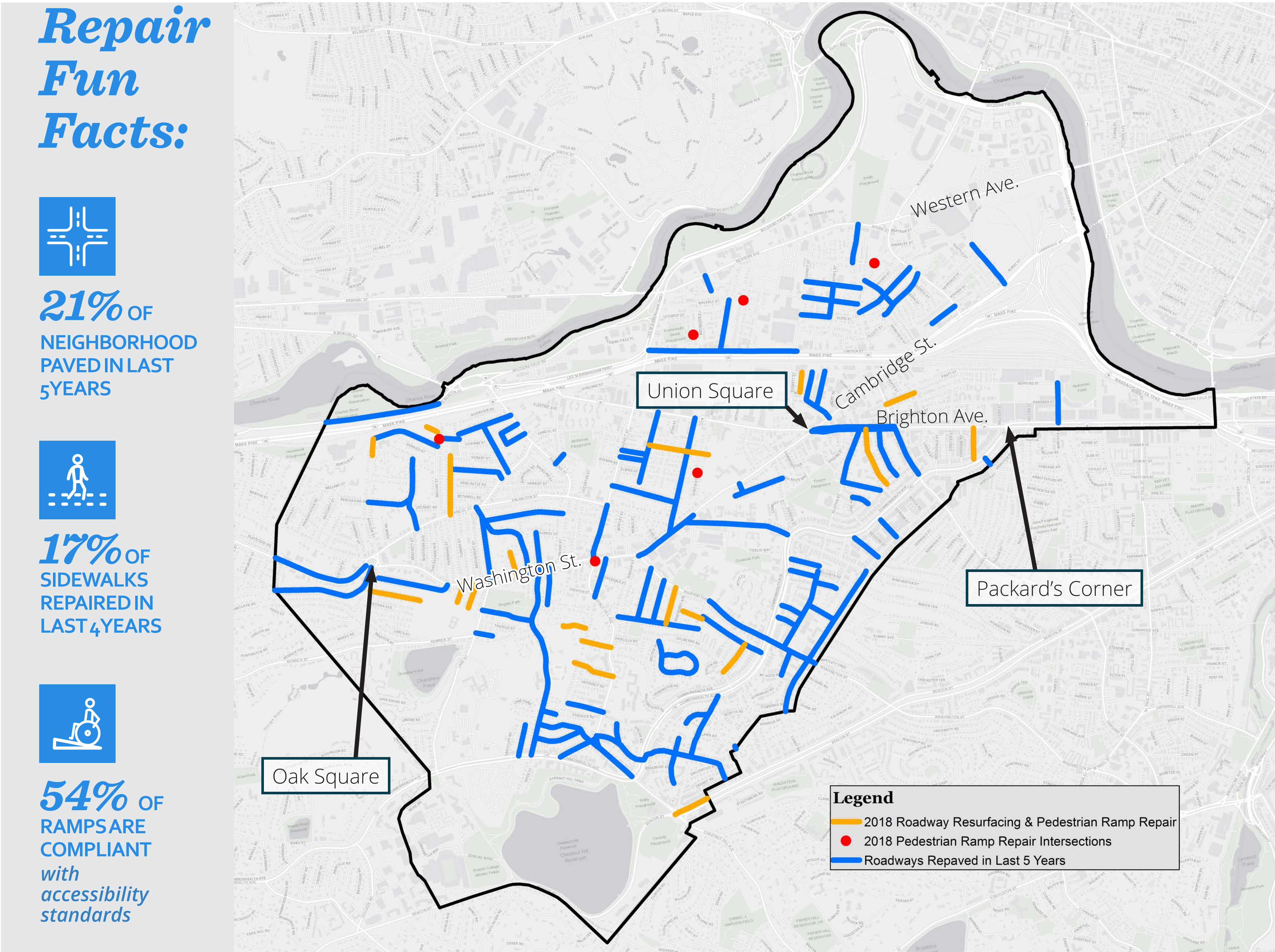
Recent Development Transportation Mitigation Commitments

Source: bostonplans.org



Transportation Improvements Led by Public Works

Recent Allston-Brighton Public Works Improvement Projects (Pending & Completed)
Source: Boston Public Works Department



Some examples within and beyond Allston-Brighton where Public Works has improved infrastructure, accessibility, and safety:



Cambridge Street



Audubon Circle, Fenway, Boston



Barnes Ave/Saratoga Street, East Boston



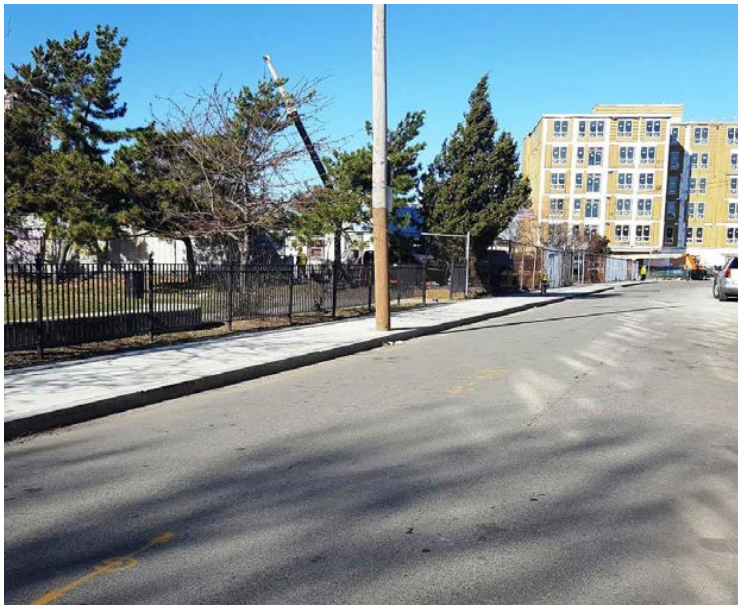
Cambridge Street



Everett Street



Sparhawk Street



Penniman Road

Getting Around

**How do you get around
Allston-Brighton?
How could it be improved?**

Complete Streets Improvements

Pedestrian Improvements

Biking Facilities - Existing & Planned

Improvements for Driving

Transit Improvements

Partner: CTPS Allston Transit Access Study

Partner: MBTA Better Bus Project

Partner: MAPC West Station Area Transit Study

Complete Streets Improvements

Boston’s street design guidelines

A “Complete Street” is designed with a balanced approach to be safe, convenient, and comfortable for all users: pedestrians, bicyclists, transit vehicles, and cars.

Boston’s Complete Streets Guidelines inform how to approach tradeoffs in designing better streets for all modes.

Pedestrians

- **Safe and accessible** walking surfaces, especially at intersections
- **Wide sidewalks** with plenty of room for trees, street furniture, benches, bus stops, and amenities such as cafes.

Biking

- **Bike lanes** for all contexts
- **Safe, comfortable, and connected** bike accommodations and facilities for all neighborhoods

Transit

- **Transit prioritization** to improve service reliability, including bus lanes and signal priority
- **High-quality stops** to improve user experience

Commonwealth Avenue: A Multimodal Corridor

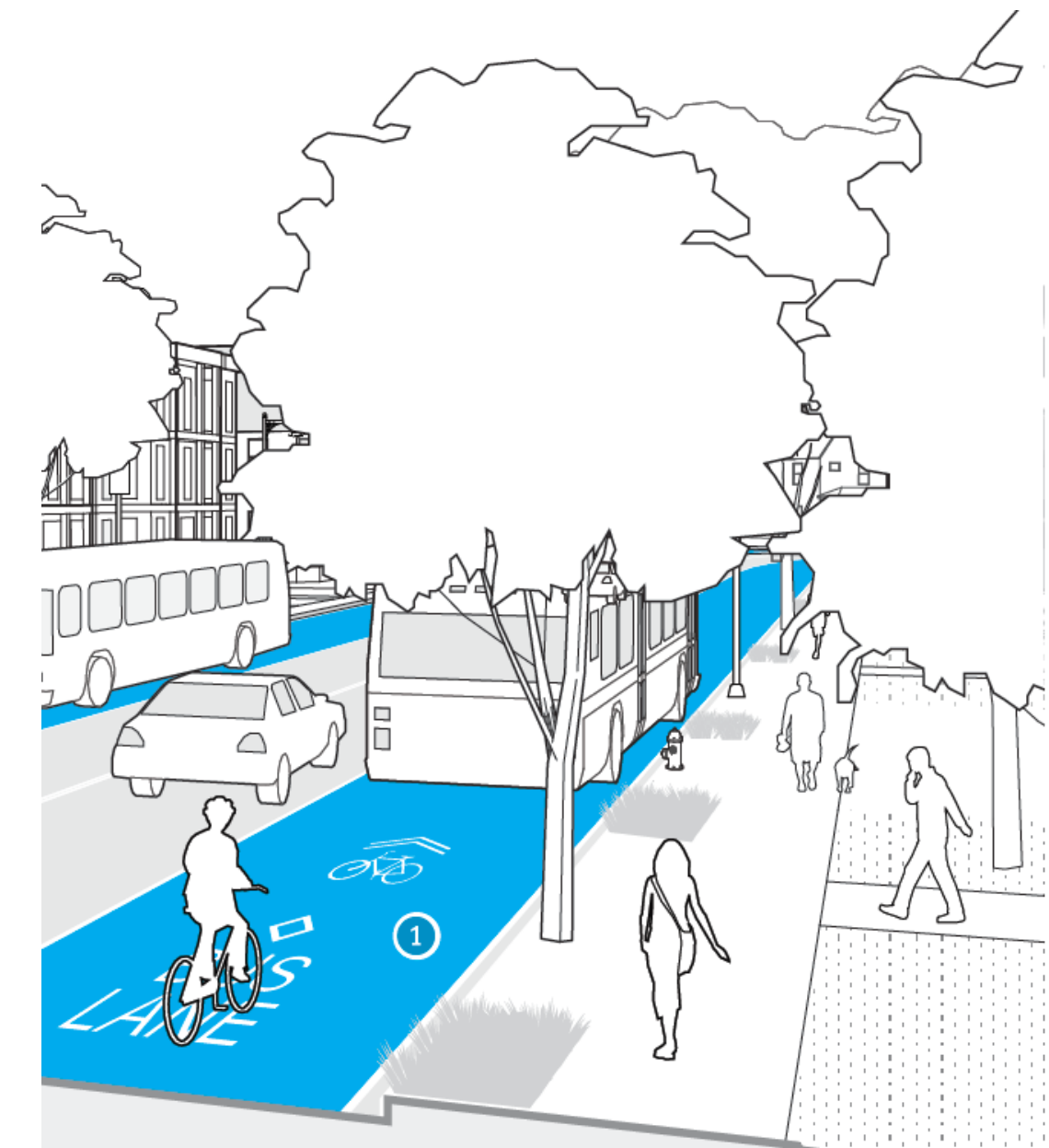
Source: Boston Public Works Department



Conceptual design for Commonwealth Avenue Phases 3 & 4: A Complete Boulevard. This design includes generous space for wide sidewalks, separated bike lanes, transit accommodations, and enhanced greenery in the streetscape and public realm.

Transit Accommodations

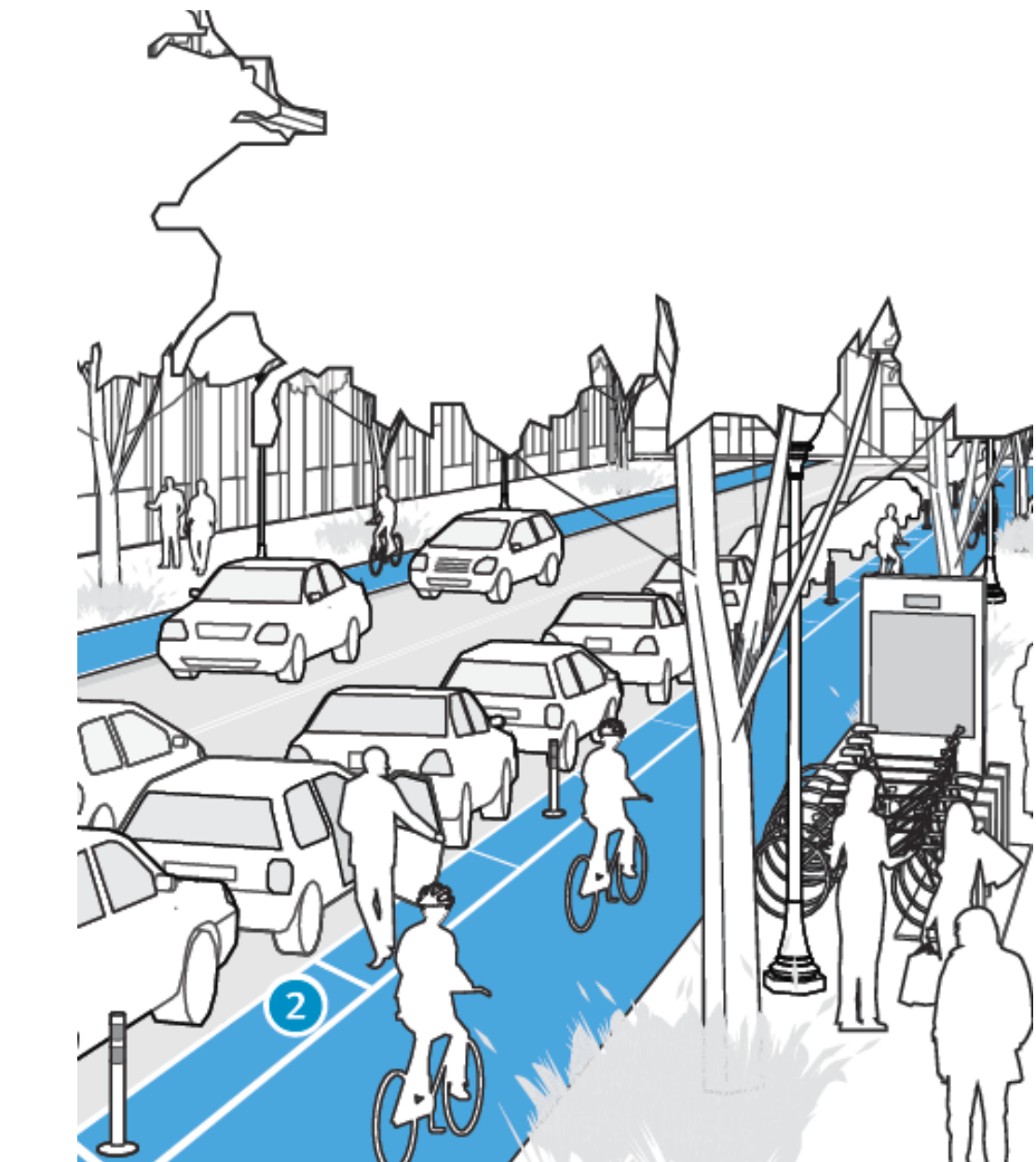
Source: Boston Complete Streets



Conceptual design for a bus/bike-only lane. Complete Streets Standards also consider and guide high-quality bus shelter design.

Biking Conditions

Source: Boston Complete Streets



Conceptual design for a parking-separated bike lane. These guidelines ensure safe, comfortable, and connected bike facilities are implemented where possible in Boston.

Pedestrian Improvements

Enhancing safety along City streets

Vision Zero Boston

Vision Zero is a Citywide commitment to take action to eliminate fatal and serious traffic crashes by 2030 for all users and modes. Specific steps the City is taking to improve **pedestrian** safety in line with this multimodal initiative include:

Crosswalk Improvements

Curb ramps, raised crosswalks, curb bump-outs, clear markings, and signs can make pedestrian crossings more accessible, safe, and comfortable.

Intersection Signal Improvements

Timing traffic signals to minimize wait times and providing adequate time to cross the street comfortably increases pedestrian safety.

Traffic Calming Measures

Speed humps and signage can be effective on certain streets to encourage drivers to slow down and make space for other users of the road.

Sidewalk Improvements

Widening and repairing sidewalks, as well as improving lighting, can increase pedestrian safety and comfort.

Public Realm Improvements

The “Public Realm” consists of parks, sidewalks, and plazas open to everyone. Trees, planters, benches, and art help to enliven these areas.

Pedestrian Improvements: Allston

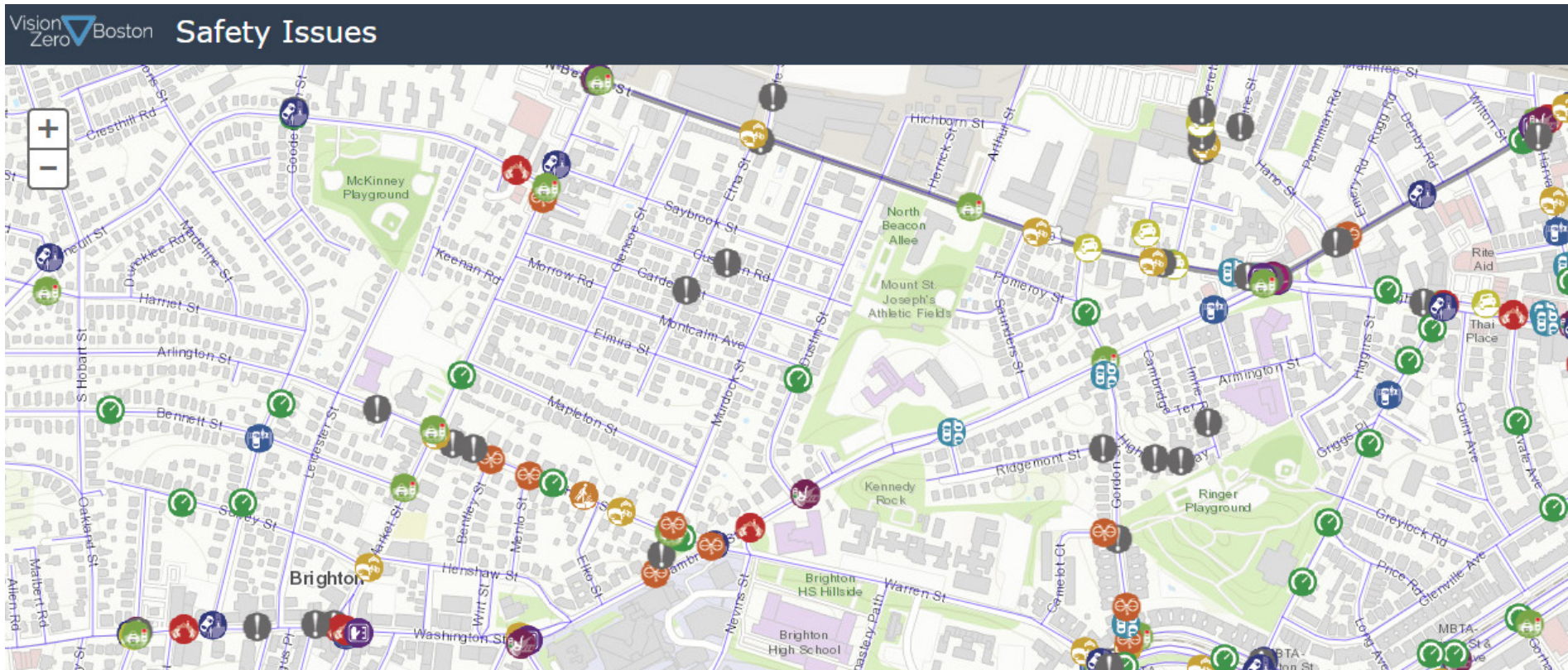
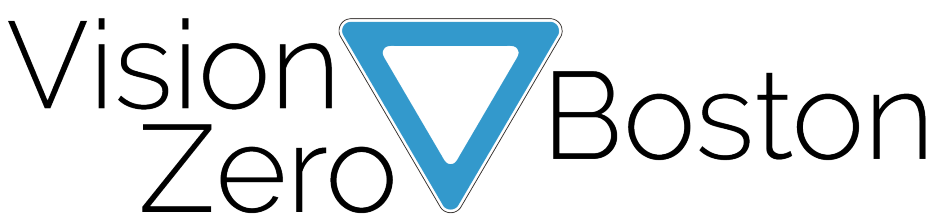
Source: Google Maps



Pedestrian improvements on Cambridge Street near Union Square included accessible curb ramps, pedestrian crossing signs, and enhanced pavement markings.

Vision Zero: Boston

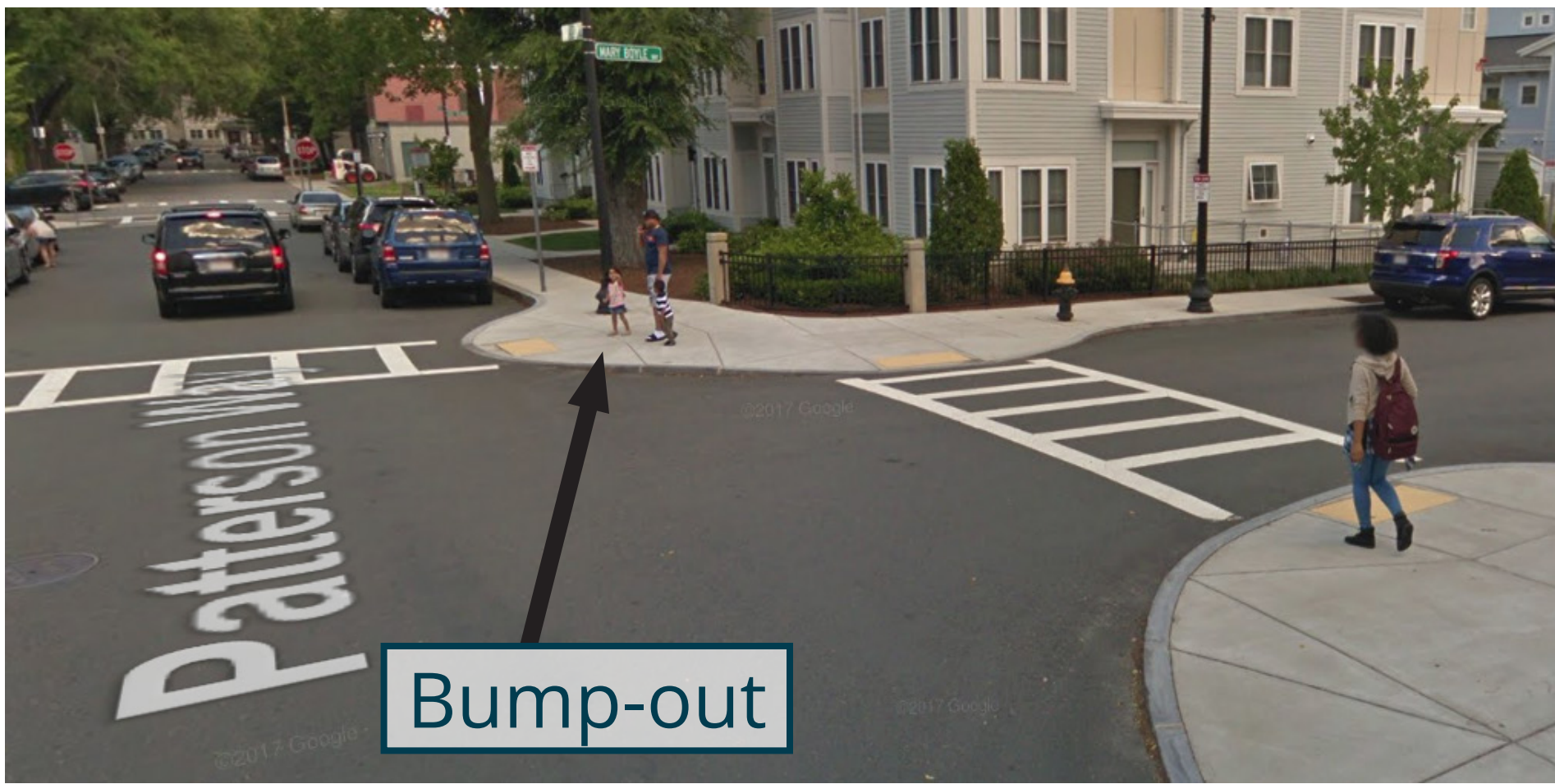
Source: visionzeroboston.org



One feature of the Vision Zero Program is the Safety Issues map. This interactive web-based mapping tool gathers real-time feedback on hot spots throughout the City to inform where improvements are needed.

Curb Bump-Out: South Boston

Source: Google Maps



Implementing curb bump-outs can help pedestrians cross the street safely, slow traffic, and reduce risk for all users. These bump-outs in South Boston are excellent examples of this type of improvement in action.

Raised Crosswalk: Fenway

Source: Calm Streets Boston



A raised crosswalk in Boston’s Fenway neighborhood ensures safe pedestrian crossings and slows traffic.

Biking Facilities - Existing & Planned

Biking in Allston-Brighton

Allston has the largest percentage of commuters who bike of any neighborhood in Boston. 5.8% of commuters bike to work, better than the Citywide average of 2.1%.

Building on Go Boston 2030 and the Complete Streets Guidelines, there are many ways to improve the safety, convenience, and connectivity of biking in Allston-Brighton, including:

Bluebikes Stations

By next summer, there will be about 25 Bluebikes stations in Allston-Brighton. These make it easy to get around the neighborhood by bike.

Better Bike Lanes

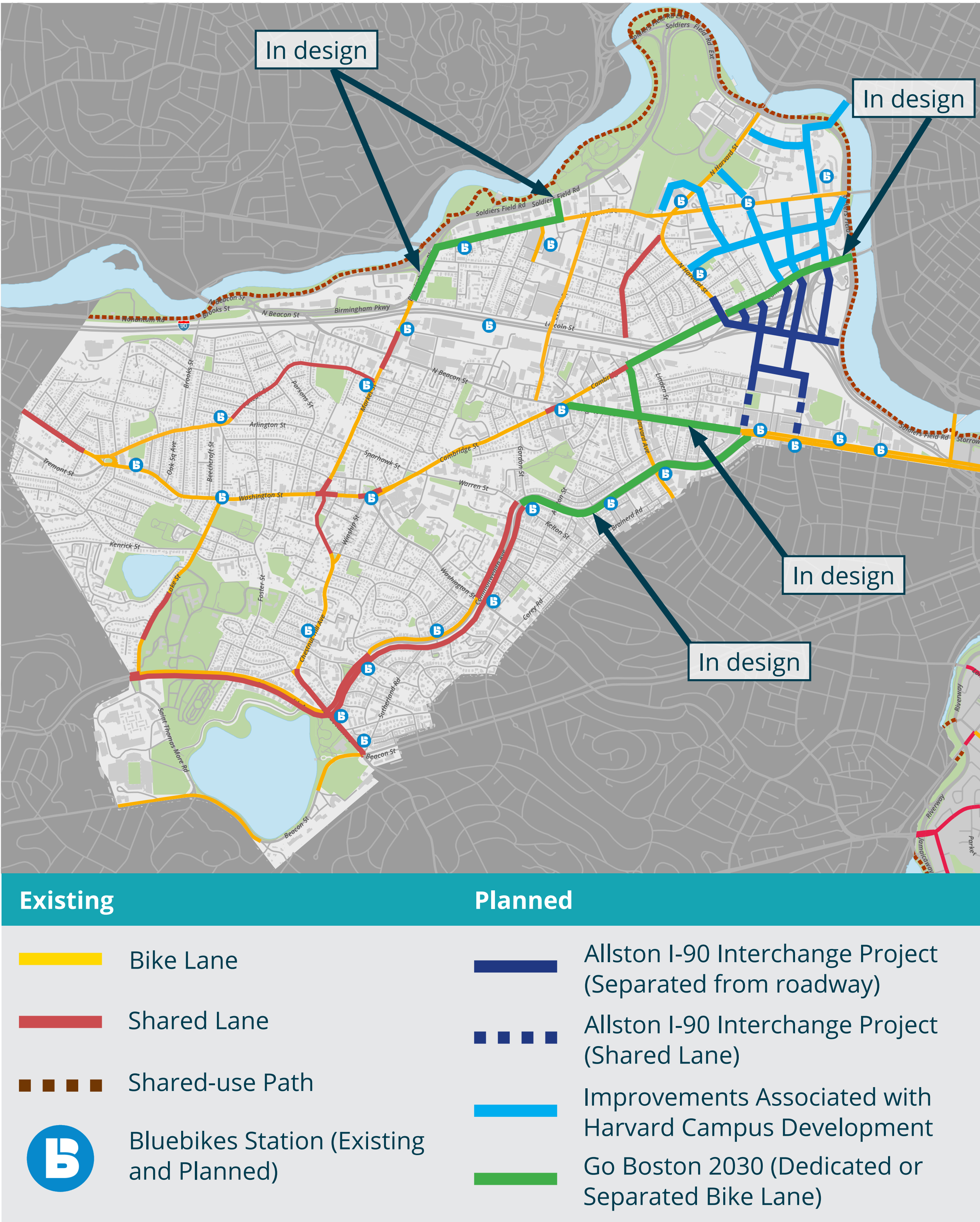
When physical barriers—cars, planters or posts—separate bike lanes from traffic, biking is made safer and more comfortable.

Bike Facilities

Building projects can include bike storage, showers, and bike repair facilities to encourage biking and active transportation.

Allston-Brighton Bike Facilities: Existing and Planned

Source: City of Boston



Parking-Protected Bike Lane

Source: Boston Transportation Department



This parking-protected bike lane on Western Avenue was one of the first installed in Boston.

Sidewalk-level Cycle Track

Source: Connect Historic Boston Project



The Connect Historic Boston Project in Boston's Downtown features sidewalk-level separated bike accommodations.

Improvements for Driving

Ensuring safe & efficient car use

Potential Improvements

There are many ways to improve the safety and comfort of drivers in Allston-Brighton, including:

Stop Control & Coordination

When traffic volumes reach certain levels, stop signs and coordinated traffic signals can improve traffic flow for all users.

Turning Lane

A dedicated turning lane can be installed where large numbers of cars turn at an intersection.

Peak-Time Parking Restrictions

Limiting parking along high-use corridors during peak times can give additional roadway space to help ease congestion.

Sightline Improvement

Improving visibility at intersections improves safety for cars, bikes, and pedestrians.

New Connections

Creating new connections between streets can provide new routes to get around, easing congestion as traffic is more able to spread out.

Drop-off Zones

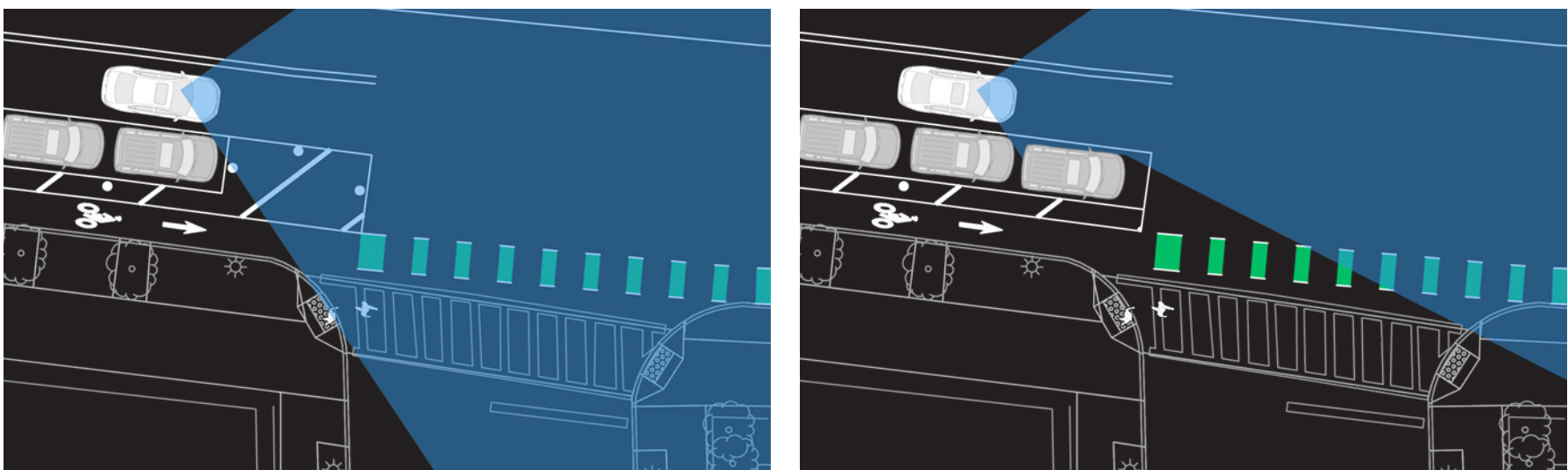
Taxis and other cars using roadways for drop-off can create disruptions. Dedicated curbside space for them to pull over can reduce congestion.

Improve Transit Access

Better access to affordable and reliable transit can reduce traffic as people switch from driving.

Intersection Daylighting

Source: Boston Transportation Department



Removing parking near intersections can improve roadway safety with increased visibility.

Stop Control: N Harvard St/Franklin St/Kingsley St

Source: Google Maps



August 2009



October 2014

Intersection improvements at N Harvard St/Franklin St/Kingsley St included introducing a traffic light to improve safety and flows.

New Connections: Telford Street

Source: Google Maps



The Telford Street Extension expands options for drivers and disperses traffic in Lower Allston.

Curbside Drop-off/Pick-up: Brighton Ave

Source: Google Maps



Introducing bus turn-outs and other pick-up/drop-off zones wherever possible ensures traffic is able to flow around this activity.

Transit Improvements

Improving transit experience & reliability

Potential Improvements

There are many ways transit experiences can be improved:

Transit Priority & Adaptive Signals

Typical traffic signals operate the same cycle all day. Adaptive signals change depending on the time of day and amount of traffic and can give buses and trolleys priority.

Queue Jumps

Adding a lane at intersections to allow buses to “jump” to the front of queued traffic improves transit reliability and reduces congestion.

Bus Lanes

Dedicated bus lanes can increase transit reliability.

Bus Shelters & Stops

Enhanced shelter amenities, including countdown timers, benches, and public art, can improve user experience. Stops which give buses plenty of room along the curb can minimize disruptions to surroundings.

Station Access

The quality of streets and sidewalks around train and trolley stations and major bus hubs can be enhanced to provide pleasant, comfortable, and convenient access for all modes.

Improved Wayfinding

Wayfinding programs, like signs, maps, apps, and timetables, can improve transit user experience and better inform the public about travel options.

Enhanced Bus Shelters

Source: Google Maps



Better bus shelters can include wayfinding, seating, public art, countdown timers, level boarding, and more.

Access: Back Bay Station

Source: Google Maps



Wide sidewalks lead to the Back Bay Orange Line and Commuter Rail Station, providing comfortable pedestrian connectivity to this major transit hub.

Dedicated Bus Lane: Roslindale

Source: Boston Transportation Department



In Roslindale, an inbound bus/bike-only lane was implemented during peak hours on Washington Street. The results show improved traffic, reliability, and user satisfaction.

Green Line Signal Priority: Comm Ave

Source: Google Maps



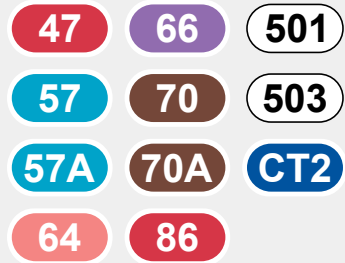
Current planning efforts along the “B” Branch of the Green Line include introducing transit priority to reduce transit delays on Commonwealth Avenue.

Allston Transit Access Study

Existing Conditions

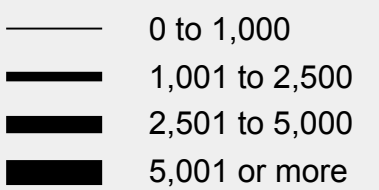
Bus routes

In Allston



Bus route volumes

Maximum passenger load

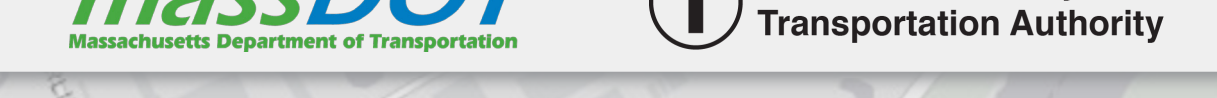


Bus stop volumes

Weekday passengers (boarding and alightings)



Plan for Accessible Transit Infrastructure (PATI) bus stop score

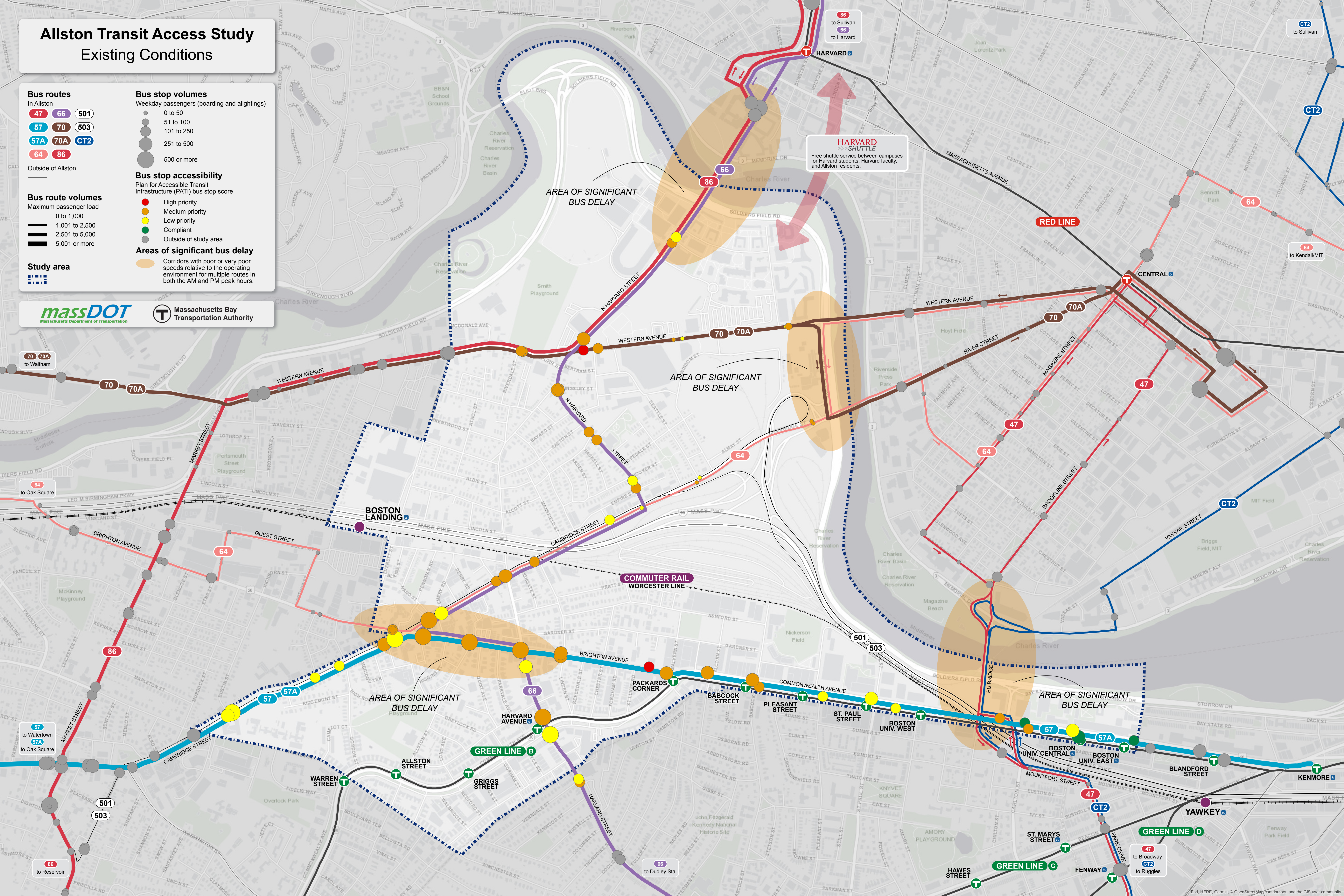


Corridors with poor or very poor speeds relative to the operating environment for multiple routes in both the AM and PM peak hours.



massDOT Massachusetts Department of Transportation

Massachusetts Bay Transportation Authority

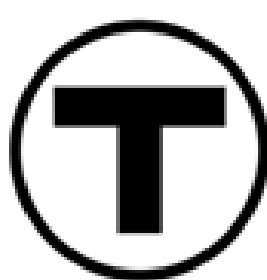


MassDOT: Allston Transit Access Study

About the Study

MassDOT and the MBTA are evaluating potential near-term transit improvements in Allston. We want your input!

What are the major challenges you experience today with the existing transit system in Allston?

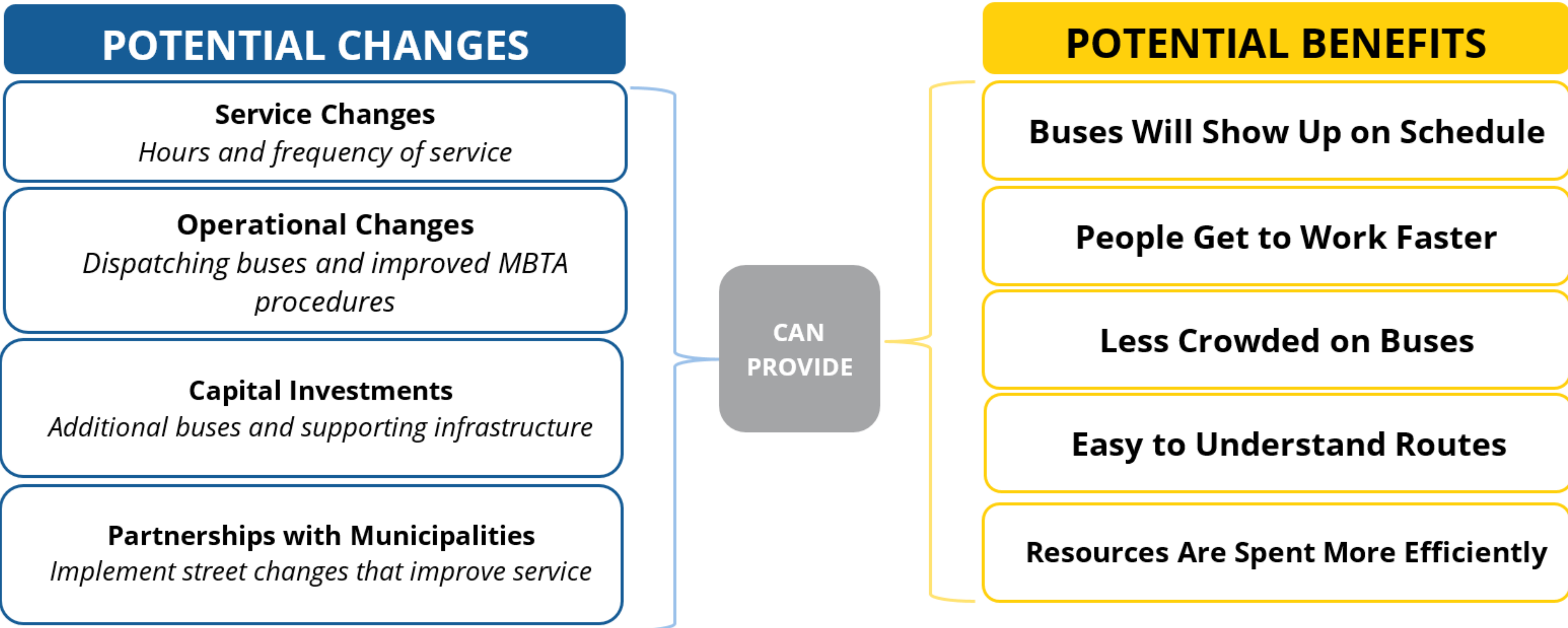
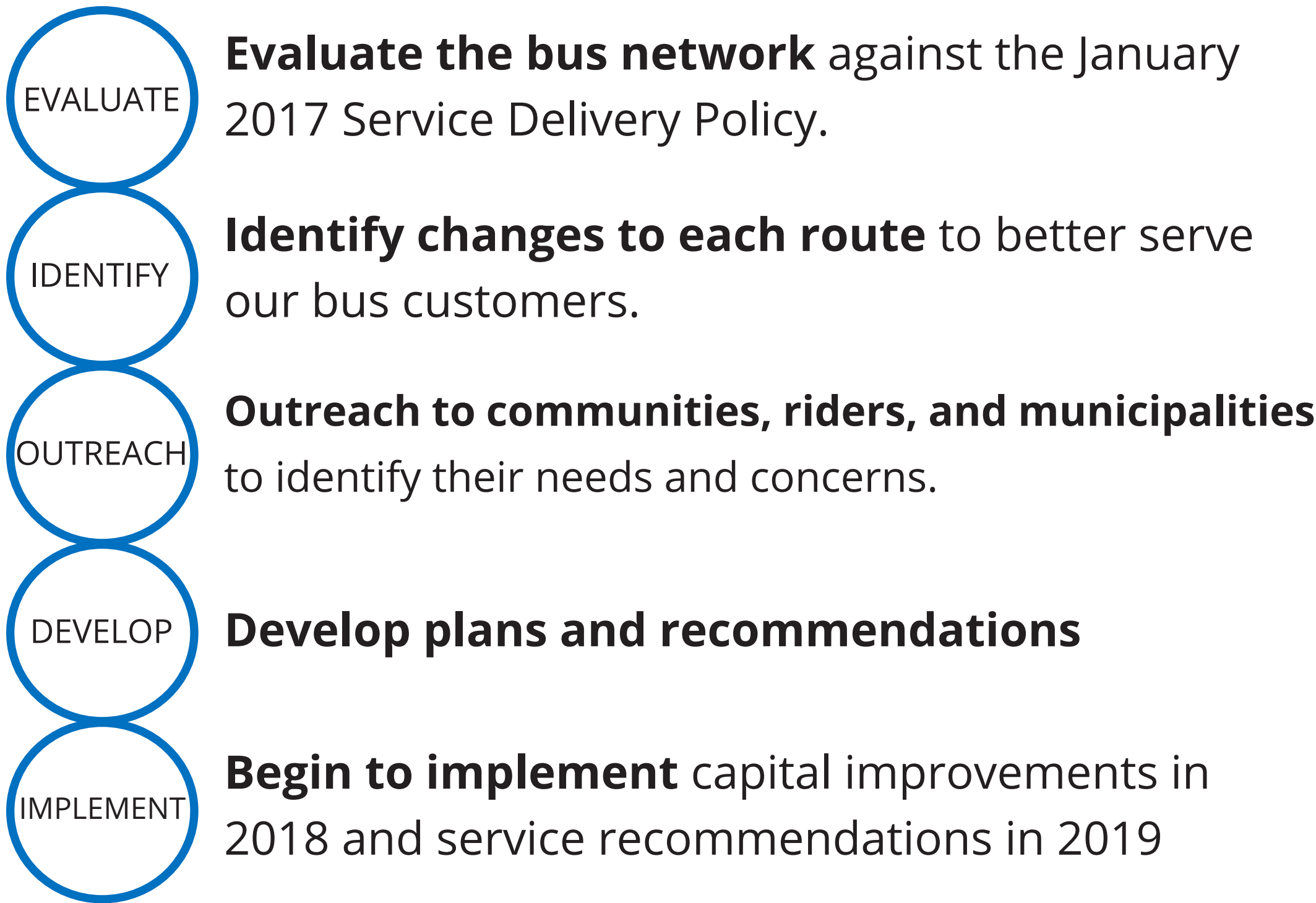


MassDOT’s work for the Allston Transit Access Study is in coordination with the BPDA’s Allston-Brighton Mobility Study.

MBTA: Better Bus Project

Goals of the Better Bus Project

- To **understand the gap** between today’s bus service and the standards set by the January 2017 Service Delivery Policy
- To **make recommendations** to close the service gap that incorporate public engagement and municipal partnerships.



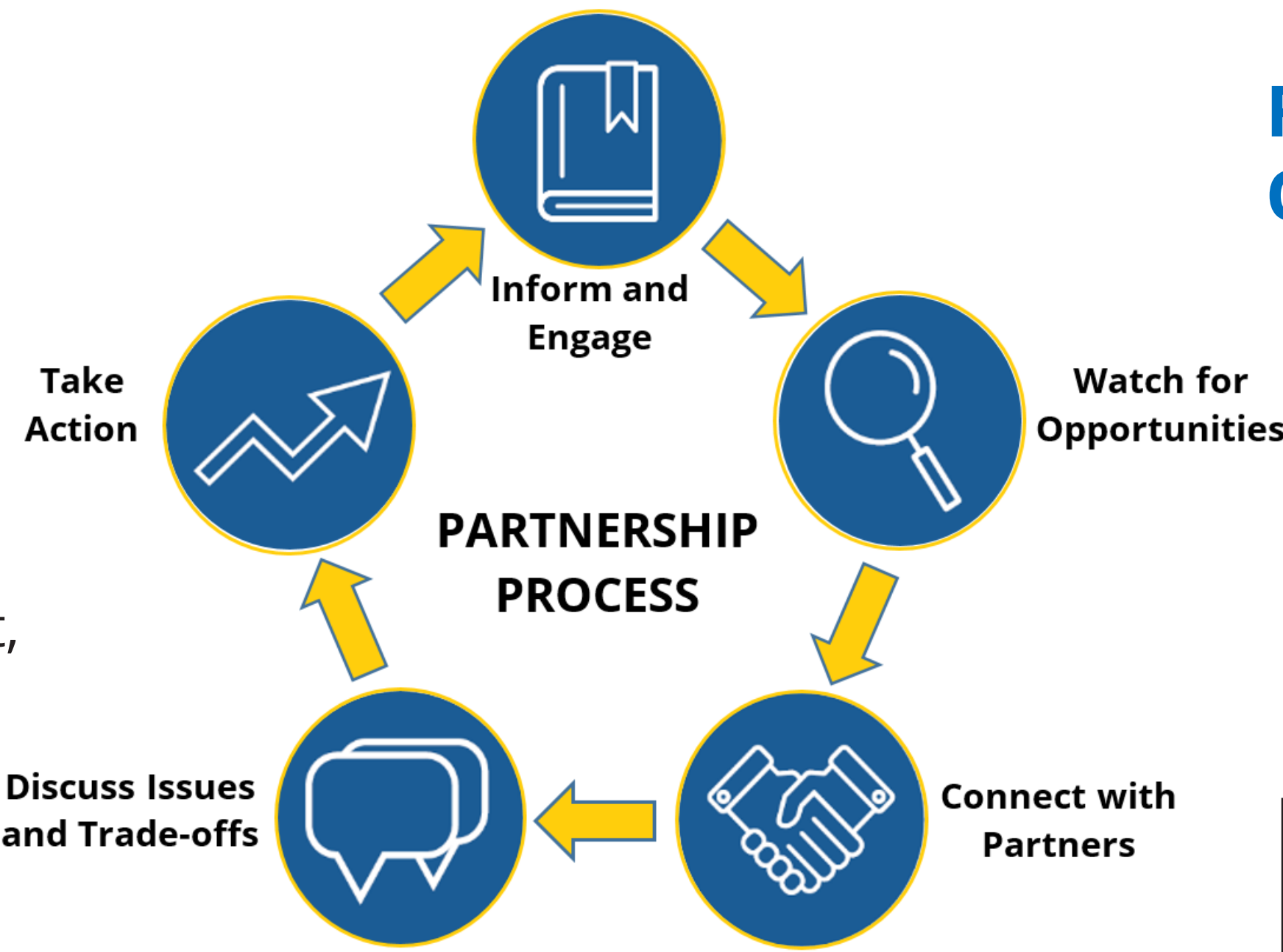
Improving bus service with municipal partnerships:

What the MBTA can help with:

Buses, bus stop placement guidelines and management, bus schedules, and fare payment structure

What municipalities can help with:

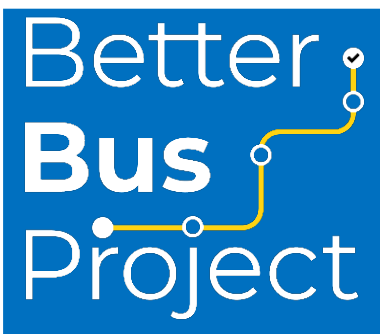
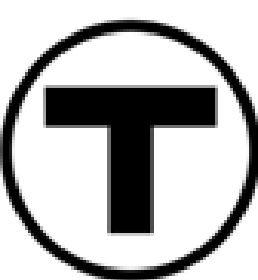
Streets, signals, parking, curb management, sidewalk space, intersections, and enforcement



Round 2 Public Engagement: October 2018



For more information, visit www.mbta.com/betterbus



MBTA’s work for the Better Bus Project is in coordination with the BPDA’s Allston-Brighton Mobility Study.

MAPC: West Station Area

Future Transit Study

Study Background:

The **West Station Area Transit Study** will evaluate how to **maximize long-term transit and active transportation use**. The study will look at transportation within and through the future West Station area. Key transportation routes to and from major population and employment nodes in Boston, Cambridge, and Brookline will be studied as well.

The study will **evaluate different land use scenarios and transit strategies** to determine which might be the most effective, both near-term (in the next 5-10 years) and long-term.

Study Questions:

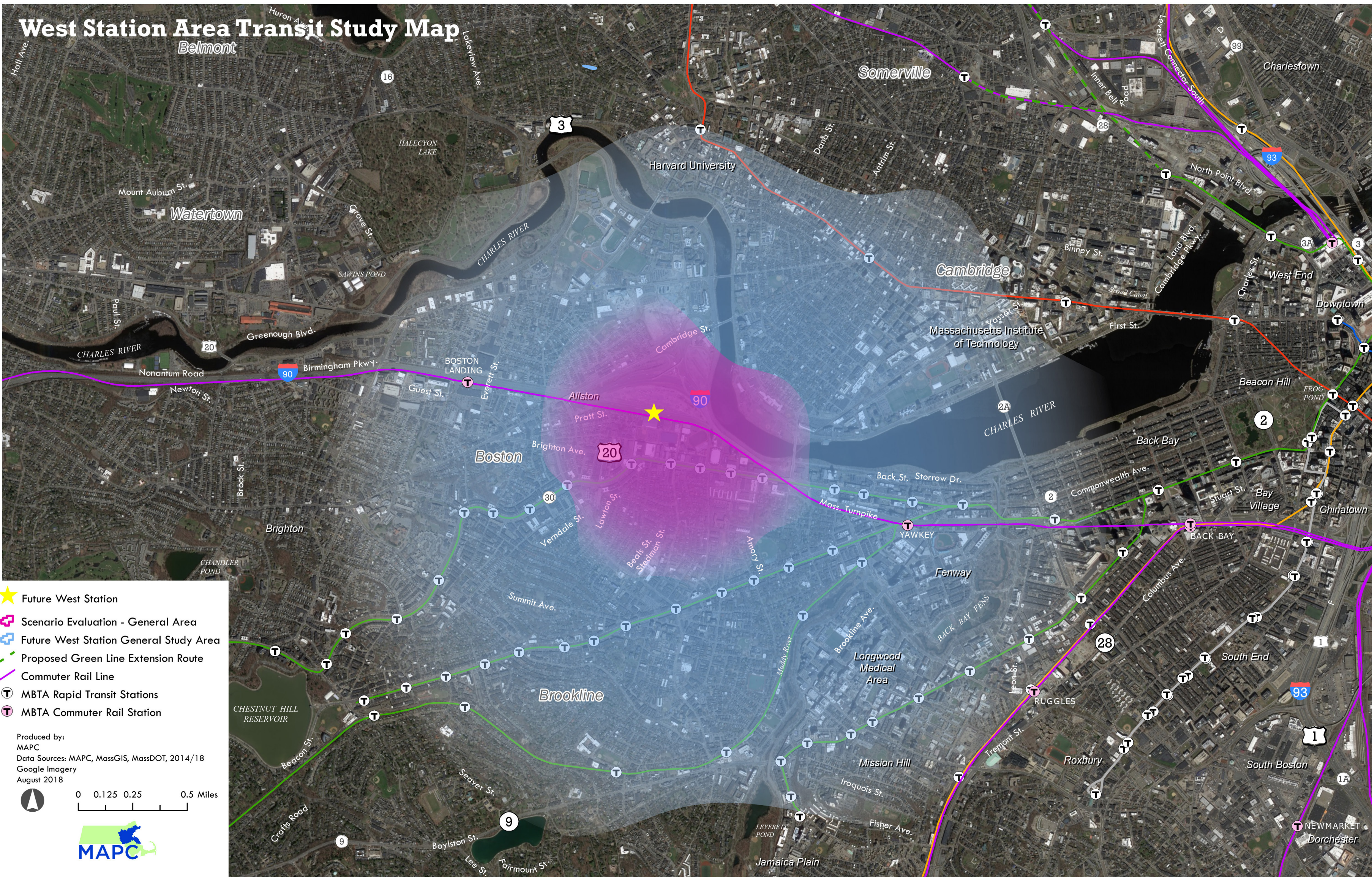
- Which **transit connections** and service levels might attract the most riders?
- What is the best sequencing of development and transit improvements?
- How might **pedestrian and bicycle infrastructure**, as well as on-demand mobility services, impact travel behavior?
- What transit and land use policies and regulations might be most effective?
- What are the best measures for determining if a scenario is effective?

Study Timing:

- **September 2018:**
Secure funding
- **Fall 2018:**
Engage with stakeholders on development of technical methods
- **Winter/Spring 2019:**
Engage with public on scenario development
- **Summer/Fall 2019:**
Test scenarios and present results to public
- **Winter 2019/20:**
Present final recommendations

West Station Area Transit Study Map

Source: Metropolitan Area Planning Council



West Station Area Transit Study General Study Area and Scenario Evaluation Area.

MAPC: West Station Area

How do we define success?

How would you measure transportation success for a new West Station?

Choose your top **three (3)** by putting a sticky dot under your choices.

Reduced travel delay

More options for getting around

More destinations that can be accessed in 30 minutes

Greater transit use

Improved mobility and access for seniors, young people, people with disabilities, and lower-income populations

Improved air quality

Increased physical activity and active transportation use



MAPC’s work for the West Station Area Transit Study is in coordination with the BPDA’s Allston-Brighton Mobility Study.

MAPC: West Station Area

What do we want from a new West Station?

What do you think a West Station can do?

Choose your top **three (3)** by putting a sticky dot under your choices.

Improve transit to downtown for residents of Allston-Brighton

Improve transit options for Westward commutes for residents of Allston-Brighton

Reduce the number of car trips of new residents and workers in the West Station area

Provide better access for North/South transit trips (i.e. Harvard University to Longwood Medical Area)

Reduce traffic on local streets

Shift drivers on the Pike to transit

Reduce demand on the Green Line and buses

Encourage compact, walkable, transit-oriented growth



Allston I-90 Intermodal Interchange Improvement Project

This project creates an opportunity to dramatically improve livability and connectivity for residents of the Allston neighborhood while preserving and enhancing regional mobility through improvements to I-90 and its abutting interchange and the creation of a new stop on the Worcester/Framingham Commuter Line to be known as West Station.

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Allston I-90 Intermodal Interchange Improvement Project

Replacing the Allston Viaduct and reducing the footprint of the existing Allston Interchange toll plaza.

The project creates an opportunity to dramatically improve livability and connectivity for residents of the Allston neighborhood while preserving and enhancing regional mobility through improvements to I-90 and its abutting interchange and the creation of a new stop on the Worcester/Framingham Commuter Line to be known as West Station.

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What you need to know

About the Allston I-90 Intermodal Interchange Improvement Project

Status, construction and traffic management

Task Force mem

2018 documents and meeting materials

2017-2016 documents and meeting materials

2015-2014 documents and meeting materials

Contact Information




Allston I-90 Intermodal Interchange Improvement Project

Upcoming Events

For more information, please visit the Project Website:

www.mass.gov/allston-i-90-intermodal-interchange-improvement-project

Project Contact Info:

		
ADDRESS	PHONE	ONLINE
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ALLSTON I-90 INTERMODAL INTERCHANGE
IMPROVEMENT PROJECT

Your Ideas!

**Apply the concepts we've
discussed tonight to
your mobility experiences
in Allston-Brighton.**

**Think creatively and guide
the scope of our
Study with your ideas!**

Activity Instructions

Imagine:

How could the way you get around be improved?

Think creatively!

We want you to help shape our study of mobility in Allston-Brighton.

Instructions:

Do you have a **geographically specific** idea?

1. Get a set of numbered sticky dots from a staff member
2. Place the dot on the *Idea Map*
3. Take a sticky note, label it with the **same number**, and write your idea down
4. Place your sticky note on the outside of the *Idea Map*

Do you have a **non-geographically specific** idea?

1. Take a sticky note and write your ideas down
2. Place your note on the *Idea Board*

Idea Board

Imagine: How could the way you get around be improved?

