Western Avenue Corridor Study and Rezoning
Transportation and Multi-Modal Improvements
June 29, 2021
**Thank you Gerald Autler!**  **Congrats Rosa Herrero de Andres!**

Joe Blankenship: BPDA Transportation  - joseph.blankenship@boston.gov
Matt Martin: BPDA Urban Design - matthew.martin@boston.gov
Ocean Lou: BPDA Neighborhood Planning - ocean.lou@boston.gov
Matt Moran: BTD Transit - matthew.moran@boston.gov
Agenda

1. Introduction & Housekeeping
2. April & May Public Feedback & How We’re Addressing
3. Updated Transportation Analysis
4. Multimodal Concepts
5. Next Steps
Introductions & Housekeeping
Project Website

bit.ly/westerncorridor

- Presentations (including tonight’s!)
- Recordings from virtual meetings
- Project documents (e.g. Zoning Toolkit and Housing Toolkit)
Zoom Tips

Your controls should be available at the bottom of the screen. Clicking on these symbols activates different features:
This meeting will have the following interpretation:

- Chinese - Cantonese
Virtual Meeting Protocols

- During the presentation you can ask questions through the chat feature. Depending on the question, we will answer it in writing in the chat box, verbally, or wait until the Q&A period.
- Following the presentation there will be time for verbal Q&A. Please be respectful of each other’s time so that all may participate in the discussion.
- You can always set up a conversation with the project team through Joe Blankenship, joseph.blankenship@boston.gov.
Meeting Recording

- The BPDA will be recording this meeting and posting it on its website at bit.ly/WesternCorridor. The recording will include the presentation, Q&A, and public comments afterwards.

- Also, it is possible that participants may be recording the meeting with their phone cameras or other devices.

- If you do not wish to be recorded during the meeting, please turn off your microphone and camera.
April & May Public Feedback & How We’re Addressing
Transportation Related Feedback from April and May

1. Concerns about impacts of new development in Watertown
2. Questions about pick-up, drop-off, & loading
3. Desire for bolder transit options
How We Are Addressing

1) Concerns about impacts of new development in Watertown
   - Expanded consultant capacity
   - Analyzing impacts of new development in Watertown
How We Are Addressing

2) Questions about **pick-up, drop-off, and loading**

- Working with BTD - GoHubs as example
- Exploring ways to integrate with long-term transit improvements
- Elements can be addressed through Article 80 review
How We Are Addressing

3) Desire for **bolder transit options** along Western Avenue
   - Developing and testing concept called a Transitway
   - Coordinating closely with DCR and MBTA

Example Transitway Image: NACTO
Phased Multimodal Concepts

1. **Buffered Bike Lanes** - 2 years

1. **Alternating Bus Lanes** - 5-15 years

1. **Transitway** - Potential Near Term Pilot & Long Term
3
Updated Transportation Analysis
Transportation Analysis

- Informed the zoning strategy and long-term buildout
Identifying Zoning Strategies

- Different zoning strategies change the **number and type of trips**
- Three key characteristics:

  - **Land Use Type**
    (E.g., residential vs. commercial)

  - **Land Use Quantity**
    (i.e., total amount of development allowed)

  - **Land Use Location**
    (e.g., center vs. edge of the street network)

  Change the number of trips and times of day that trips take place

  Changes how trips move through the street network
Modeling Assumptions

- Transportation and land use changes
- Variables include:
  - New streets
  - Approved developments
Modeling Assumptions

- Transportation and land use changes
- Variables include:
  - New streets
  - Approved developments
Initial Modeling Assumptions

Western Avenue Rezoning
6.6M SF

Initial Known Area Development
3.4M SF
## Updates to Modeling Assumptions

<table>
<thead>
<tr>
<th>Western Avenue Rezoning</th>
<th>6.6M SF</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Initial Known Area Development</strong></td>
<td>3.4M SF</td>
</tr>
<tr>
<td><strong>Expanded Known Area Development</strong></td>
<td>858K SF</td>
</tr>
</tbody>
</table>

### Watertown projects with no traffic impacts

- 64 Pleasant Street
- The Arsenal on the Charles
- Arsenal Yards
- 66 and 84-52 Galen Street
Updates to Modeling Assumptions

- Add ±100 vehicle trips to the network in both AM and PM peak periods
Measuring Impacts at Key Intersections

- We tested the effects of different zoning strategies on 15 intersections.
Measuring Impacts at Key Intersections

- We are updating the analysis to include trips from additional developments.
Next Steps: Testing Additional Changes

- Identify and test additional changes to the street network to support all future users and uses

**Intersection Changes**
- Signal timing modifications
- Lane geometry adjustments

**Network Changes**
- New streets
- Space for biking and transit

**Transportation Demand Management**
- Strategies that enable people to walk, bike, and take transit instead of drive
Multimodal Concepts for Western Avenue
Objectives of Corridor Study

- Create a **compelling vision** for the Study Area
- **Recommend zoning** informed by that vision (and grounded in financial analysis and transportation modeling)
- **Propose multimodal improvements** to Western Avenue and other transportation enhancements
Public Process To Date - What We Heard

Results from 2019 Workshop:

1. Buffered/Protected bike lane
2. Bus lane
3. Bike lane
4. Planting zone
5. On-street parking
6. Bus/Bike lane
7. Street furnishing zone
8. Cafe seating zone

Workshop, October 30, 2019
April/May 2021 Public Feedback:

1. Bolder Transit Vision
2. Impacts of new development in Watertown
Existing Right-of-Way

Typical Cross-Section

Current Conditions

Looking West
Concept 1: Buffered Bike Lanes

- Implementation within ~2 years
- Lifespan 5-15 years
- Reallocate **existing right-of-way**:
  - **Strategic bus improvements**, e.g. consolidation of stops, accessibility, queue jumps, transit signal priority
  - **Better bicycle facilities**
  - **Pedestrian improvements**, e.g. new or improved crosswalks
Concept 1: Proposed Cross-Section

General Approach

Looking West
Concept 2: Alternating Bus Lanes & Protected Bike Lanes

- Timeframe: 5-15+ years
- Bike lanes stay
- Additional 15 foot setbacks with new development
- Northern curb moves by 3 feet
Concept 2: Alternating Bus Lanes
Concept 2: Alternating Bus Lanes

- Currently 42 feet of Curb-to-Curb
Concept 2: Alternating Bus Lanes

- Opportunity comes with future development on north side
- South side curb held constant
- North side curb moved approx. 3 feet

Looking West

- North Side Curb Moved 3’
- Widening Curb-to-Curb Width
- Sidewalk
- South Side
- North Side
- 60’ R.O.W.
Concept 2: Alternating Bus Lanes

- 12’ wide Westbound bus lane along the northern side curb

Looking West
Concept 2: Alternating Bus Lanes

- Sidewalk-level bike lane on north side
- Buffered bike lane on south side

Looking West

South Side

North Side
Concept 2: Alternating Bus Lanes

- Enhanced streetscape design with landscape & cafe zones
- Outdoor seating or additional landscape
Concept 2: Alternating Bus Lanes

- 12’ wide Eastbound bus lane along the southern side curb
- Sidewalk-level bike lane on both sides & Enhanced streetscape design w/ landscape & cafe zones
Concept 2: Alternating Bus Lanes

Everett - Antwerp Streets
Concept 3: Transitway

- **What is a Transitway?**
  - Dedicated way for transit vehicles
  - Redirects regional traffic
  - Reduces delay and increases reliability
  - Increases safety

*Image: NYC DOT via NACTO Twitter*
Concept 3: Transitway

- **Why** explore a Transitway here?
  - Increases transit capacity & person throughput
  - Has worked elsewhere
  - Aligns with City mode share goals
Transitway Example: Market Street

- Bans through traffic
- Prioritizes non-autos
- Works with parallel roads
- Trucks and deliveries use series of intersecting streets
Concept 3: Western Ave Transitway

- Prioritizes transit movements
- Retains protected bike lanes
- Redirects regional truck & general vehicular traffic
  - General vehicle traffic utilizes SFR
  - Truck traffic on Lincoln St and/or Western Ave
- Local deliveries accommodated on Western Ave
- *Testing and exploring feasibility for Western Avenue*
Western Ave Transitway - Long Term Concept*

- Dimension added for second bus lane & shelter
- This concept moves bikes and peds to sidewalk level with additional setbacks

*Note: Image is for illustrative purposes; further development & testing are needed before a specific Transitway proposal can be made.
Western Ave Transitway - Near Term Pilot Concept*

*Note: This is an early concept requiring further analysis and testing/piloting.

*Note: Image is for illustrative purposes; further development & testing are needed before a specific Transitway proposal can be made.
Western Ave Transitway - Example Routing

- Example local trip from Home Depot to Pavement Coffeehouse

*Note: Image is for illustrative purposes; further development & testing are needed before a specific routing proposal can be made.
Western Ave Transitway - Example Routing

*Note: Image is for illustrative purposes; further development & testing are needed before a specific routing proposal can be made.
Multimodal Concepts Summary

1 - Buffered Bike Lane

2 - Alternating Bus Lane

3 - Transitway

*Note: Image is for illustrative purposes; further development & testing are needed before a specific Transitway proposal can be made.
Phased Multimodal Concepts

1. **Buffered Bike Lanes** - ~2 years
   - Could be done very quickly

1. **Alternating Bus Lanes** - 5-15 years
   - Would require building setbacks with redevelopment over time

1. **Transitway** - Potential Near Term Pilot & Long Term
   - Requires further testing
   - Would require building setbacks with redevelopment over time for long term version
Next Steps
Other Elements Under Evaluation

- Barry’s Corner Public Realm - Builds off of Work in North Allston Plan
- Work towards full draft report in September
Next Steps

Fall 2019/Winter 2020
- Visioning
  - Review of existing planning materials
  - Defining key planning principles

Spring 2020
- Hiatus in public process due to Covid-19
- Developing a Framework
  - Planning framework
  - Real estate economics and community benefits

Summer 2020
- Deep Dives
  - Sustainability/resilience
  - Arts + culture

Fall 2020/Winter 2021
- Deep Dives
  - Sustainability/resilience
  - Arts + culture

Spring/Summer 2021
- Draft Recommendations
  - Refined planning framework and draft recommendations - revised based on community feedback
  - Multimodal improvements (short- and long-term)
  - Report and Rezoning
Thank you
Q&A