Intro + Context

Welcome

Study Overview

How We Got Here

Planning & Development

Ongoing City Transportation Projects

Western Avenue Corridor + Rezoning Study
**Welcome!**

**Tonight's Open House**
- After working with the community to determine where to analyze transportation improvements, we have a preliminary set of recommendations to share.
- You will have the opportunity to comment on the different options we have and guide the next round of refining these recommendations.
- Share your comments with us and help shape the Allston-Brighton Mobility Study!
- See Room Map below for a guide to the room.
Study Overview

Study Focus

• Improve mobility for all users.

• Focus on short-term (0-3 years) and medium-term (3-10 years) transportation improvements.

• Help manage the impacts of development.

Study Goals

Below are the goals for the A-B Mobility Study. These have been developed based on public comments and review of existing citywide and neighborhood plans.

1. Increase safety for all modes—pedestrian, bicycles, transit and passenger vehicles—while working towards a Vision Zero1 Boston.

2. Guided by the Boston Complete Streets2, allocate space in streets in order to safely and comfortably accommodate diverse users.

3. Increase the sustainability of the transportation system by emphasizing walking, biking and transit.

4. Improve equity in transportation by increasing opportunities for affordable transportation.

5. Identify corridors and intersections for priority accommodations for buses, where demand is greatest.

6. Create a more attractive and comfortable walking and bicycling environment by improving streetscapes and establishing active spaces.

7. Enhance parking and permit regulations to encourage efficiency in utilization of parking.

8. Create a transportation system that enhances mobility while accommodating local and regional growth.

9. Identify strategic opportunities where proposed new development can mitigate its transportation impacts by funding or building or otherwise providing appropriate mobility improvements.

Study Area

Allston-Brighton is one of the fastest developing areas in the City of Boston. Population: 71,148 (from the 2013-2017 ACS Survey)

Study Timeline

= Major Task
= Community Engagement

Phase 1: Identify issues; Confirm principles and goals
Phase 2: Develop and analyze transportation improvement options
Phase 3: Refine and prioritize transportation improvement options
Phase 4: Final Transportation Action Plan

We Are Here

Winter-Spring 2018-19

Summer/Fall 2019

Spring 2020

Ongoing

Transportation improvement implementation support; Coordination with partner agencies

Notes:

1 Vision Zero Boston is our commitment to focus the City’s resources on proven strategies to eliminate fatal and serious traffic crashes in the City by 2030. https://www.boston.gov/transportation/vision-zero

2 Adopted by the City of Boston in 2013, the Boston Complete Streets Design Guidelines offer detailed guidance on making our streets more engaging, sustainable and safe for all users. https://bostoncompletestreets.org/
Introduction

How We Got Here

Kick-Off Open House - September 2018
The A-B Mobility Team introduced the scope of the A-B Mobility Study as well as examples of the types of improvements that would be explored. We heard about the importance of safe street crossings, frequent and reliable transit, better bike infrastructure, effective parking capacity management, and connectivity to open space.

Community Workshops - Spring 2019
At these workshops, community members brainstormed preferred mobility solutions for different locations throughout Allston-Brighton. There were 3 sub-area workshops focused on specific geographies.

Open House - January 2019
At this meeting, the A-B Mobility Team presented a summary of community comments that were received to date. Additionally, the Team presented a map of draft priority locations for potential improvements and draft Study goals for public comment.

Work Plan for Analysis - July 2019
Resulting from the initial round of community engagement, the A-B Mobility Study Team put together a draft work plan of analysis areas (see below). Throughout the month of July, the Team engaged with the Allston-Brighton community to determine if these were the right areas to recommend transportation improvements.

Work Plan of Analyzing Recommendations
The Study Team identified a list of mobility improvement options at different locations throughout Allston-Brighton and developed a Work Plan for modeling and analyzing them.

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<thead>
<tr>
<th>Key</th>
<th>Analysis Area</th>
<th>Topics</th>
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<tbody>
<tr>
<td>1</td>
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<td>2</td>
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<td>Weir Street/Beaton Street</td>
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<td>25</td>
<td>Cleveland Circle</td>
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<td>26</td>
<td>Longfellow Parkway/Market St</td>
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*Some Additional Analysis (Not Mapped) Will Include:
- Soldiers Field Road: analysis focused on improving pedestrian and bicycle connectivity across Soldiers Field Road
- New Transit Connections: transit analysis focused on identifying potential new services for underserved neighborhoods
- Transit Corridors: analysis focused on identifying locations to place enhanced customer information
- Shuttle Strategy: analysis focused on developing a strategy for a publicly accessible shuttle network
- Electric Bus Charging Stations: analysis to identify locations for charging future electric bus fleet
Existing Planning & Pending Development

Planning

The Allston-Brighton Mobility Study builds on 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 is building on these plans in crafting a comprehensive Final Transportation Action Plan for Allston-Brighton

Context

Article 80 Development

- 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 a focus of the Allston-Brighton Mobility Study.

Projects Under Article 80 Review, Approved, or Under Construction

Map updated as of December 5th, 2019
**Ongoing City Transportation Projects**

**Cambridge Street Safety Improvements**

Working with the Massachusetts Department of Transportation, the Boston Transportation Department is designing safety improvements for Cambridge Street. The plans include only those changes that can be accomplished in the near-term, not major construction.

**Project elements include:**

- A crosswalk at the on-ramp. It is located on the south side of Cambridge Street, between North Harvard Street and Sorrento Street
- Shortened mixing zones between bicyclists and right-turning drivers.
- Physical separation for the bicycle lanes. The width is enough to support street sweeping and snow plowing equipment.

**Commonwealth Avenue Phases 3 + 4**

Boston Public Works is redesigning Commonwealth Avenue between Brighton Ave and Warren/Kelton Streets. The redesign includes the Commonwealth Avenue and Harvard Avenue intersection. This intersection will be the centerpiece of the project with a goal of revitalizing this busy commercial and transit hub.

**Project elements include:**

- Separated bicycle facilities
- Improved sidewalks and crosswalks
- Better access to the MBTA Green Line
- Enhanced historic landscape features, and
- Innovative sustainable features

**Brighton Avenue Bus + Bike Lanes**

The Boston Transportation Department has recently implemented dedicated bus + bike lanes along Brighton Avenue between Union Square and Packards Corner. These bus lanes are in effect 24/7 and help the more than 14,000 MBTA bus passengers traveling this route.
Western Ave Corridor Study & Rezoning

About the Study

The Western Avenue Corridor Study and Rezoning will have three primary outcomes:

1. New or modified zoning to reflect the planning work already completed, as well as new analysis regarding the appropriate density of new development, where additional height might be appropriate, the mix of uses (residential vs. commercial), and how to leverage development to create benefits.

2. A vision to transform Western Avenue in both the short and longer terms with key Complete Streets features such as a high-quality pedestrian environment, better bus service, and improved bicycle facilities.

3. Coordination with the Allston-Brighton Mobility Study on transportation improvements.

For more information, visit the website: bit.ly/westerncorridor

Kick-Off Open House - September 2019

The Study Team announced the Western Avenue Corridor Study and Rezoning with a series of informational boards. Attendees were encouraged to provide input on shaping the vision of the Study.

Walking/Biking Tour - October 2019

Community members were invited to go on a walking or biking tour with BPDA Staff to discuss challenges and opportunities associated with Western Ave.

Workshop - October 2019

At this meeting, the Study Team led small-group discussions to brainstorm and prioritize different elements on Western Ave. These included elements such as planting zones, cafe seating, bike lanes, bus lanes, parking, and more.

Open House - December 2019

At this open house, community members were able to prioritize benefits they want to see come from the project. Options ranged from artist housing, open space, transportation improvements, and more.
Multimodal Corridor

Brighton Center

Oak Square

Union Square

Faneuil, Arlington, Sparhawk

Bicycle Facility
Multimodal Corridor

A-B Multimodal Corridor

Existing Conditions & Analysis

Why?
- Reduce transit delays
- Improve comfort and safety for bicyclists
- Improve pedestrian safety at existing crossing locations
- Add comfortable pedestrian crossings
- Reduce transit delays
- Provide short-term parking options

Bike lanes are faded along Washington Street between Oak Square and Brighton Center

Every day cars park in MBTA bus stops during rush hour

Community Update #1 07/22/19

Crashes

Existing Vehicle Delay*, Volumes**, AM Peak Hour Delay, and Peak/Off-Peak Travel Times

* Delay reported in seconds
** Volumes in thousands

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<th>Existing Vehicle Delay</th>
<th>Proposed Peak Period Bus Lanes</th>
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| Source: MBTA 2017

Proposed Peak Period Bus Lanes

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Recommended & Options

IN-LANE BUS STOPS
Option A proposes curb extensions at intersections and mid-block crossings where feasible on the A-B Multimodal Corridor. Curb extensions are created by extending the sidewalk at corners or mid-block to increase safety, calm traffic, and provide space for placemaking. At bus stops, curb extensions allow buses to stop in the travel lane and eliminate the need to pull in and out of traffic.

PROPOSED PEAK PERIOD BUS LANE
Option C proposes peak period bus lanes on the A-B Multimodal Corridor. Dedicated bus lanes make it possible to increase the frequency and reliability of bus service. Additionally, dedicated bus lanes can increase bus ridership and help reduce congestion on adjacent travel lanes. A new stress bicycle facility on Fenway Street/Farmingdale Street would complement Option C.

PROPOSED SEPARATED BIKE LANE
Option B proposes separated bike lanes on the A-B Multimodal Corridor. Separated bike lanes are for the exclusive use of bicyclists and provide added separation that enhances the experience of bicycling on urban streets.

PERFORMANCE MEASURES

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Pedestrian Comfort

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Bicyclist Comfort

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Parking

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Vehicle Delay

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**Brighton Center**

### Existing Conditions & Analysis

#### Why?
- Reduce transit delays
- Ensure multimodal connections
- Provide comfortable bus stop locations
- Improve comfort and safety for bicyclists
- Provide direct routes to existing bicycle infrastructure
- Improve pedestrian safety at crossing locations

#### Recommendations & Options

**Market Street - Removal of Channelized Right**

This concept proposes the removal of the existing southbound channelized right turn lane on Market Street. Southbound right turns will be permitted in the proposed configuration. The excess roadway space from the channelized right turn will be re-purposed to provide additional space for pedestrians, placemaking, and relocated bus stops. A bus bulb-out is proposed on the east side of Market Street for northbound buses. The options proposed for Concept 1 and Concept 2 are not mutually exclusive.

**Placemaking**

Quick-Build Placemaking Option

Using traffic barriers, close off the southbound Market Street channelized right turn lane to create a new seating and retail spill-out area. Raised planters could contribute to an inexpensive greening of the space, and surface repainting and temporary seating would also help draw people to Brighton Center.

Long-Term Placemaking Option

Temporary interventions would serve to inform more permanent investments. The pavement behind the barriers could be replaced with new curbs and permanent plantings, including new trees and a rain garden. Examples from Davis Square in Somerville and Granary Square in Harvard Square could serve as guides for improvements resulting from the reduction of roadways at corners.

#### Performance Measures

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<th>Safety</th>
<th>Pedestrian Comfort</th>
<th>Bicyclist Comfort</th>
<th>Transit</th>
<th>Parking</th>
<th>Vehicle Delay</th>
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**Existing Bus Stop**

- 121 Westburrow Street
- 122 Westburrow Street

**Detoured Crosswalks**

- Market/Chestnut Hill
- Washington Street

**Market Street**

- Bus bulb-out for northbound buses
- Bus stop locations
- Interactive Online Mapping Tool

**Parking Utilization**

- PM Peak Parking Utilization
- Available Parking Spaces
- Spaces Available
- Full/Over Capacity

**Vehicle Delay**

- PM Peak Hour Delay
- Travel Times (from Parsons Street to Sparhawk Street)
- Level of traffic stress is calculated based on posted speed limit, daily vehicle volumes, and street width.

**Crashes**

- Motor Vehicle Crashes
- Pedestrian Crashes
- Bicycle Crashes

**Long-Term Placemaking Examples**
**Recommendations & Options**

**WASHINGTON STREET/WINSHIP STREET/CAMBRIDGE STREET - CURB EXTENSIONS**

This concept proposes curb extensions where feasible to increase safety, calm traffic, and provide space for bus stops and placemaking. This concept also proposes restricting northbound left turns from Winship Street to shorten crossing distances and calm traffic. The options proposed for Concept 1 and Concept 2 are not mutually exclusive.

**PLACEMAKING**

**Quick-Build Placemaking Option**

Using paint, develop temporary curb extensions to improve safety, create more pedestrian areas, and provide more places for people to stop and sit along this busy corridor.

**Long-Term Placemaking Option**

Temporary interventions would serve to inform more permanent investments. New curb extensions would provide space for wayfinding, public art, and seating.

**Existing Cross Section - Winship St**

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<th>Existing Cross Section - Winship St</th>
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<td>17 Sidewalk</td>
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**Proposed Cross Section - Winship St**

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<th>Proposed Cross Section - Winship St</th>
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<td>17 Sidewalk</td>
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**Performance Measures**

- **Safety**: Calms traffic and physically narrows Winship Street
- **Pedestrian Comfort**: Narrows the crossing distance and improves pedestrian delay
- **Bicyclist Comfort**: Maintains existing bicycle infrastructure
- **Transit**: Maintains existing transit infrastructure
- **Parking**: Maintains existing parking supply
- **Vehicle Delay**: Changes circulation patterns for vehicles currently turning left from Winship Street onto Washington Street
Oak Square

Existing Conditions & Analysis

WHY?
- Improve pedestrian safety at existing crossing locations
- Add comfortable pedestrian crossings
- Provide short term parking
- Reduce confusion and conflicts between modes

Ensures that cars are not blowing through the crossing when they have a green light

Who yields when entering

Recommendations & Options

REALIGNING TREMONT STREET/CHAMPNEY STREET/WASHINGTON STREET

Option A proposes to realign Tremont Street, Champney Street, and Washington Street to simplify vehicle movements, improve circulation, and enhance pedestrian access to Oak Square. Excess and new roadway space from the redesign will be repurposed to provide additional placemaking opportunities. Bicycle accommodations can be implemented based on the selected A-B Multimodal Corridor option. Additionally, Option A proposes relocating bus stops on the 57 and 64 routes to facilitate transfers and/or route selection for passengers heading to Union Square.

PLACEMAKING
The conversion of the park space into a more meaningful central green space would both calm traffic and improve access. New pedestrian or open space adjacent to the Community Center would offer opportunities for a play space expansion. Permanent wayfinding along Washington Street aimed at pedestrians and cyclists would both improve legibility and help define Oak Square as a unique space. Similarly, a water feature and public art installations at key corners of the green space will signal arrival in the square and help define the square's identity.

Long-Term Placemaking Option

Long-Term Placemaking Examples

Performance Measures

Safety

Pedestrian Comfort

Bicyclist Comfort

Transit

Parking

Draft Recommendations - Subject to Continued Review
Multimodal Corridor

Oak Square - Continued

Recommendations & Options

REALIGNING FANEUIL STREET AND WASHINGTON STREET

Option B proposes to realign Faneuil Street and Washington Street to simplify vehicle movements, improve circulation, and enhance pedestrian access to Oak Square. Excess and new roadway space from the re-design will be re-purposed to provide additional placemaking opportunities. Bicycle accommodations can be implemented based on the selected A-B Multimodal Corridor option. Additionally, Option B proposes relocating bus stops on the 57 and 64 routes to facilitate transfers and/or route selection for passengers heading to Union Square.

PLACEMAKING

As in Option A, Option B creates a more significant central green space that provides better opportunities for gathering and rationalizes travel through the square. A similar amount of pedestrian space is created compared to Option A, but instead of serving the Community Center it fronts residences and, to a limited extent, retail on the south side of the square. The irregular shape of the open space could provide justification of a wider range of uses dependent on location. Pedestrians have more direct through-access along Washington Street.

PERFORMANCE MEASURES

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<td>Transit</td>
<td>Maintain existing transit infrastructure</td>
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<tr>
<td>Parking</td>
<td>Maintain existing parking supply except near proposed intersection realignments</td>
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Existing Bus Stop

Proposed Bus Stop Relocation

Source: Google

Long-Term Placemaking Option

Long-Term Placemaking Examples
### Union Square

#### Existing Conditions & Analysis

**WHY?**
- Improve pedestrian safety and comfort at existing crossing locations
- Enhance pedestrian access to transit
- Improve vehicle traffic safety and reduce delay
- Activate public spaces

**EXISTING MEASURES**

**PERFORMANCE MEASURES**

**INTERSECTION REALIGNMENT**

This option proposes to redistribute the travel lanes on the east leg of Brighton Avenue. The proposed lane configuration removes the median on the east leg to allow westbound and eastbound left turning motorists to go simultaneously. The reconfiguration shortens the pedestrian crossing distance and allows pedestrians to cross each approach in one stage. Long-term options should consider re-aligning the intersection to remove the skew distance and allows pedestrians to cross each approach in one stage. Long-term options should consider re-aligning the intersection to remove the skew.

**PLACEMAKING**

Near-term investments at Union Square should focus on the plaza outside Jackson/Mann K-8 School. The addition of raised planters closer to the intersection would add green space, with areas for sidewalk art and pop-up activities along the former busway. Many of the near-term interventions can be used as pilots for larger, long-term improvements. Temporary planters should be converted to full planting areas and rain gardens, and pop-up or sidewalk art make way for a more permanent landmark public art installation in the plaza.

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**Recommendations & Options**

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**Draft Recommendations - Subject to Continued Review**
Multimodal Corridor

FAS Bike Facility
(Faneuil St, Arlington St, Sparhawk St)

Existing Conditions & Analysis

- Provide a comfortable and safe bicycle facility that parallels the Cambridge Street and Washington Street Multimodal Corridor
- Complement Option C – Peak Period Bus Lanes proposed for the Multimodal Corridor

Recommendations & Options

**EXISTING**

Arlington St looking West Towards Oak Square

[Map Image]

**SEPARATED BIKE LAINES**

Option A proposes separated bike lanes on Faneuil Street, Arlington Street, and Sparhawk Street. Separated bike lanes are for exclusive use of bicyclists and provide added separation that enhances the experience of bicycling on urban streets. The width of the separated bike lanes will vary depending on the street’s cross section and will not be feasible where the existing cross section on the corridor is less than 34 feet.

**TWO-WAY CYCLE TRACK**

Option B proposes a two-way cycle track on Faneuil Street, Arlington Street, and Sparhawk Street. Cycle tracks are for exclusive use of bicyclists and provide added separation that enhances the experience of bicycling on urban streets. Two-way cycle tracks are typically installed on streets where the necessary roadway space for separated bike lanes on both sides of the street is limited. The width of the two-way cycle track will vary depending on the street’s cross section and will not be feasible where the existing cross section on the corridor is less than 31 feet.

**CLIMBING BIKE LANE**

Option C proposes a separated, climbing bike lane on the uphill sections of Faneuil Street, Arlington Street, and Sparhawk Street. Climbing bike lanes provide added separation and improve comfort on uphill roadway sections. Separated lane markings would be installed on the downhill sections. The width of the climbing lane will vary depending on the street’s cross section and will not be feasible where the existing cross section on the corridor is less than 27 feet.

**PERFORMANCE MEASURES**

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<td>Transit</td>
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<tr>
<td>Parking</td>
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<tr>
<td>Vehicle Delay</td>
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</tbody>
</table>

**FEASIBLE LOCATIONS FOR OPTIONS**

[Map Image]

**ELEVATION**

[Map Image]
Allston Village

- Brighton Avenue
- Harvard Avenue
- Franklin Street Bridge
**Recommendations & Options**

**FLEX ZONES**

This option proposes re-purposing existing parking spaces to develop flexible curb zones. Rather than designating fixed uses for all portions of the roadway, flexible zones accommodate different functions along segments of the road. Flexible zones can serve short-term parking, loading/unloading, deliveries, or TNC drop-off/pick-up. The flexible zones highlighted below have been identified by BTD as loading/TNC zones. In addition, a 15 Minute Limit parking spot in front of Dunkin Donuts has been identified by BTD. The existing near side eastbound bus stop is proposed to be relocated far side. A bus bulb-out is proposed to improve bus operations. Finally, the feasibility of center-running dedicated bus lanes on Brighton Ave should be analyzed to determine if additional roadway space can be re-purposed for other uses (e.g., separated bike lanes).

**EXISTING**

- Brighton Ave looking West
- Brighton Ave looking East

**PERFORMANCE MEASURES**

<table>
<thead>
<tr>
<th>Category</th>
<th>Level</th>
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</thead>
<tbody>
<tr>
<td>Safety</td>
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<td>Parking</td>
<td>2</td>
</tr>
<tr>
<td>Vehicle Delay</td>
<td>3</td>
</tr>
</tbody>
</table>

- ++++ Improves safety related to curb-side loading activities
- - - - Maintains existing pedestrian infrastructure
- - - - Maintains existing bicycle infrastructure
- ++++ Improves transit speed and reliability by reducing double parking
- ++++ Improved turnover and availability of parking near business
- ++++ Improved vehicle travel time on through street by reducing double parking

**RESEARCH FINDINGS**

- **Multiple Uses**
  - **WHY?**
    - Reallocation of curbside parking to provide space for other uses (e.g., short-term parking, loading/unloading, delivery, etc.)
    - Reduce transit delays
  - On the outbound side of Brighton Ave @ Harvard St there are constantly cars double parked in the active lane of traffic causing congestion and problems for all.

- **Measurements**
  - **Vehicle Delay**
    - **Worse**
    - **Better**
    - **No Change**
    - **January Open House 01/30/19**
      - Achieve speed-up at the designated stop
      - Maintenance of existing bicycle infrastructure
      - Improvement of existing pedestrian infrastructure

- **Flex Zones**
  - The proposed flex zones accommodate different functions along segments of the road. Flex zones can serve short-term parking, loading/unloading, deliveries, or TNC drop-off/pick-up. The existing near side eastbound bus stop is proposed to be relocated far side. A bus bulb-out is proposed to improve bus operations. Finally, the feasibility of center-running dedicated bus lanes on Brighton Ave should be analyzed to determine if additional roadway space can be re-purposed for other uses (e.g., separated bike lanes).
Recommendations & Options

**EXISTING**

**Harvard Ave looking North**

**Existing Cross Section**

**Proposed Cross Section**

**PERFORMANCE MEASURES**

- Safety:  ▼▼▼▼  Does not reduce physical size of intersection
- Pedestrian Comfort: ▼▼▼▼  Provides additional space for pedestrians and increases the crossing distance
- Bicyclist Comfort: ▼▼▼▼  Maintains existing bicycle infrastructure
- Transit: ▼▼▼▼  Maintains existing pedestrian waiting time on bus stop relocation
- Parking: ▼▼▼▼  Causes minor increases in travel time for motorists
- Vehicle Delay: ▼▼▼▼  Causes minor increases in travel time for motorists

**BUS STOP RELOCATION AND CURB EXTENSIONS**

Option A proposes relocating the existing bus stop pair on Harvard Avenue south of Brighton Avenue and re-purposing the space with curb extensions. Curb extensions are created by extending the sidewalk at corners to increase safety, calm traffic, and provide space for placemaking. Short and long-term placemaking options are discussed in greater detail in the section to the right. The existing bus stop pair would be relocated to the corner of Harvard Avenue and Commonwealth Avenue.

**PLACEMAKING**

**Quick-Build Placemaking Option**

Using paint, develop temporary curb extensions to improve safety, create more pedestrian areas, and provide more places for people to stop and sit along this busy corridor.

**Long-Term Placemaking Option**

Temporary interventions would serve to inform more permanent investments. New curb extensions would provide space for wayfinding, greening of the space, and seating.

**SOURCE:** Google Streetview

**SOURCE:** Google

**Source:** MBTA 2017

**January Open House 01/30/19**
Harvard Avenue - Continued

Recommendations & Options

Option B proposes separated bike lanes on Harvard Avenue from Commonwealth Avenue to Cambridge Street. Harvard Avenue is an important street for bicyclists because it provides direct north/south access. Separated bike lanes are for the exclusive use of bicyclists and provide added separation that enhances the experience of bicycling on urban streets. On-street parking would be removed from one side of the street to provide physical separation and improve comfort for bicyclists.

Option C proposes dedicated bus lanes and a pedestrian plaza on Harvard Avenue between Commonwealth Avenue and Brighton Avenue. This portion of Harvard Avenue would be closed to vehicular traffic except to allow access to the Allston Public Parking lot and Glenville Terrace. Deliveries to commercial areas would be permitted during off-peak hours. Dedicated bus lanes make it possible to increase the frequency and reliability of bus service, as well as increase bus ridership. A quick-build option would be to provide a dedicated peak period bus lane in the northbound direction.

The new open space can create more pedestrian areas and provide places for people to stop and sit along this busy corridor. The many restaurants would benefit from outdoor seating that would enhance business and the pedestrian experience.
**Franklin Street Bridge**

### Existing Conditions & Analysis

**WHY?**
- Improve comfort and safety on the Franklin Street Bridge
- Improve pedestrian safety at unmarked, mid-block crossings on Cambridge Street
- Provide comfortable and safe bicycle facilities across Cambridge Street

This is one of the safest (and only) connection over the pike for Cambridge Street pedestrians and cyclists. However, the ramps for this bridge are very steep, and not properly integrated with the street.

Linden St is too narrow for parking on 2-way streets, too much traffic.

Open House Kick-off Meeting 09/12/18

Interactive Online Mapping Tool 03/19/19

**PERFORMANCE MEASURES**

<table>
<thead>
<tr>
<th>Safety</th>
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<td>Parking</td>
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<tr>
<td>Vehicle Delay</td>
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</tbody>
</table>

### Recommendations & Options

**EXISTING**

**FRANKLIN STREET BRIDGE PLACEMAKING**

This concept proposes pathway illumination, pedestrian lighting, and public art to improve safety, facilitate pedestrian and bicycle access, and reinforce a sense of place.

**LINDEN STREET TWO-WAY TRAFFIC**

This concept proposes two-way traffic on Linden Street to improve motorist operations and circulation. The existing median permits right-in right-out movements from and onto Cambridge Street and reduces the frequency and severity of conflicts. Long-term plans should consider signalization of the intersection, as well as pedestrian and bicycle facilities across Cambridge Street.

**Crashes**

| LTS 1 (Low Stress) | | | | |
| LTS 2 | 1 Cyclist Crash | 1 Pedestrian Crash |  |
| LTS 3 | 14 Motor Crashes | 0 Pedestrian Crashes | 2 Bicycle Crashes |

**Vehicle Delay**

| | | | |
| | | | |

**Bicycle Level of Traffic Stress (LTS)**

| LTS 1 (Low Stress) | | | |
| LTS 2 | | | |
| LTS 3 | | | |

**Peak Period Travel Time**

| | | | |
| | | | |

**Off-Peak Travel Time**

| | | | |
| | | | |

**Research Findings**

- **Off-Peak Travel Time**
  - | | | |
  - | | | |
- **Peak Period Travel Time**
  - | | | |
  - | | | |
- **Pedestrian Comfort**
  - | | | |
  - | | | |
- **Bicyclist Comfort**
  - | | | |
  - | | | |
- **Vehicle Delay**
  - | | | |
  - | | | |
- **Transit**
  - | | | |
  - | | | |
- **Safety**
  - | | | |
  - | | | |
- **Maintains physical separation for bicyclists**
  - | | | |
  - | | | |
- **Maintains existing vehicle delay - on vehicles on the Franklin Street Bridge**
  - | | | |
  - | | | |
- **Maintains existing parking supply - on parking on the Franklin Street Bridge**
  - | | | |
  - | | | |
- **Maintains existing travel times - no transit on the Linden Street**
  - | | | |
  - | | | |
- **Maintains existing conditions**
  - | | | |
  - | | | |
- **Maintains access and travel times for pedestrians**
  - | | | |
  - | | | |
- **Maintains access across I-90**
  - | | | |
  - | | | |
- **Maintains physical separation for bicyclists**
  - | | | |
  - | | | |
- **Maintains access across I-90**
  - | | | |
  - | | | |
- **Maintains physical separation for bicyclists**
  - | | | |
  - | | | |
- **Maintains safety**
  - | | | |
  - | | | |
- **Maintains safety**
  - | | | |
  - | | | |
- **Maintains parking supply**
  - | | | |
  - | | | |
- **Maintains existing travel times - no transit on the Linden Street**
  - | | | |
  - | | | |
- **Maintains existing travel times - no transit on the Linden Street**
  - | | | |
  - | | | |
- **Maintains parking supply**
  - | | | |
  - | | | |
- **Maintains existing parking supply - on parking on the Franklin Street Bridge**
  - | | | |
  - | | | |
- **Maintains access across I-90**
  - | | | |
  - | | | |
North of the Pike

Lincoln Street

Leo Birmingham Parkway

Soldiers Field

Road Crossings
## Existing Conditions & Analysis

**WHY?**
- Slow vehicle speeds
- Increase comfort and safety of pedestrian crossings
- Improve vehicle circulation
- Reduce cut-through traffic

### Lightning Bolts

- Existing one-way subsection (Portsmouth Street previously had two-way BTD)
- Also BTD - Market Street (Community Update GS031709)
- Speeding on Lincoln St
  - Full separated bike lane for length of Lincoln St
  - Kearney St - Market St (Community Update GS021709)
- Sight distance issues on Lincoln Street at many intersections
  - Community Update #2 GS031709

### Key Findings

1. **WHY CHICANES?**
   - This concept proposes chicanes throughout Lincoln Street. A chicane is a horizontal deflection in the road created by offsetting parking or adding offset curb extensions. They are designed to slow traffic and potentially discourage cut-through traffic. An example of a chicane between Portsmouth Street and S Waverly Street is provided below.

### Existing Cross Section

- Lincoln St looking West

### Performance Measures

<table>
<thead>
<tr>
<th>Measure</th>
<th>Existing Lincoln St</th>
<th>Proposed Lincoln St</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
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<tr>
<td>Pedestrian Comfort</td>
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<td>Bicyclist Comfort</td>
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<td>Transit</td>
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<td>Parking</td>
<td></td>
<td></td>
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<tr>
<td>Vehicle Delay</td>
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</tr>
</tbody>
</table>

### Concept 1

**1-90 PED BRIDGE ACCESS IMPROVEMENTS**
- This concept proposes improvements to the access ramp for the Franklin Street Ped Bridge on Lincoln Street. In addition to widening the landing, this concept proposes a raised intersection at Lincoln Street and Franklin Street to increase safety and calm traffic. This concept can be implemented in conjunction with the chicanes and the one-way conversion at Market Street.

### Concept 2

**ONE-WAY TO TWO-WAY CONVERSION LINCOLN STREET AND MARKET STREET**
- This concept proposes converting Lincoln Street between Market Street and Portsmouth Street from one-way to two-way traffic. At the intersection, the conversion would require additional right-of-way.

### Concept 3

**1 Pedestrian Crash**
- A new crosswalk was installed at the intersection of Lincoln Street and the crosswalks previously had with BTD.

### Proposed Cross Section

- Looking West at Lincoln St and Market St

### Key Findings

**Vehicles & Pedestrians**
- Lincolns Street previously had with BTD

**Speeding on Lincoln St**
- Full separated bike lane for length of Lincoln St

**Sight distance issues on Lincoln Street at many intersections**
- Community Update #2 GS031709

**North of the Pike**
Leo M. Birmingham Parkway

Existing Conditions & Analysis

WHY?
- Provide comfortable and safe pedestrian facilities
- Provide comfortable and safe bicycle facilities
- Improve comfort and safety of pedestrian crossings

RESEARCH FINDINGS

LTS 2
Motor Vehicle Crashes
1

LTS 3
Bicycle Level of Traffic Stress (LTS)

Crashes
1 Cyclist Crash
1 Pedestrian Crash

LTS 1 (Low Stress)

LTS 4 (High Stress)

Level of traffic stress is calculated based on posted speed limit, daily vehicle volumes, and street width.

Existing Conditions & Analysis

Re-Purpose North CARRIAGEWAY
Option A proposes a road diet on Leo M. Birmingham Parkway. This option closes the north carriageway to vehicular traffic and proposes re-purposing the space for pedestrians, bicycles, and placemaking.

PLACEMAKING
Using simple traffic barriers, the northern carriageway on Leo M. Birmingham Parkway can be closed off to create new space for bicyclists and pedestrians. These temporary interventions would serve to inform more permanent investment. The pavement behind the barriers could be replaced with new curbs, pedestrian space, a two-way separated bicycle facility, and added green space with seating areas.

RECOMMENDATIONS

RE-PURPOSE NORTH CARRIAGEWAY

Option A proposes a road diet on Leo M. Birmingham Parkway. This option closes the north carriageway to vehicular traffic and proposes re-purposing the space for pedestrians, bicycles, and placemaking.

PLACEMAKING
Using simple traffic barriers, the northern carriageway on Leo M. Birmingham Parkway can be closed off to create new space for bicyclists and pedestrians. These temporary interventions would serve to inform more permanent investment. The pavement behind the barriers could be replaced with new curbs, pedestrian space, a two-way separated bicycle facility, and added green space with seating areas.

Performance Measures

- Safety
- Pedestrian Comfort
- Bicyclist Comfort
- Transit
- Parking
- Vehicle Delay

No Change
Better
Worse
- Quick-Build Placemaking Option
- Long-term Placemaking Option
- Long-term Placemaking Example
- Quick-Build Placemaking Example
Option B proposes a road diet on Leo M. Birmingham Parkway. This option reduces the existing roadway configuration from two to one lane per direction, adds sidewalks on either side, and installs separated bike lanes. Unlike option A, this Option does not provide space for placemaking.

### PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Category</th>
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<td>Safety</td>
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<td>Pedestrian Comfort</td>
<td>Narrows the crossing distance and adds sidewalks</td>
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<td>Bicyclist Comfort</td>
<td>Creates physical separation throughout the corridor</td>
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<td>Transit</td>
<td>Maintains existing travel time</td>
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<tr>
<td>Parking</td>
<td>Maintains existing parking supply</td>
</tr>
<tr>
<td>Vehicle Delay</td>
<td>Maintains existing travel time for motorists</td>
</tr>
</tbody>
</table>
North of the Pike
Soldiers Field Road

WHY?
- Improve comfort and safety of bicycle crossings
- Improve comfort and safety of pedestrian crossings

**OPTION A**
EVERETT STREET INTERSECTION

- More ped overpasses - difficult to cross!
- Need at grade cross walk

**OPTION B**
TELFORD STREET PEDESTRIAN BRIDGE

- Improve bike crossing to Charles river greenway

**OPTION C**
SMITH FIELD

**OPTION D**
WEST OF TELFORD STREET

**OPTION E**
N BEACON ST/SOLDIERS FIELD/NONANTUM RD

WHY?

- Improve comfort and safety of bicycle crossings
- Improve comfort and safety of pedestrian crossings

Draft Recommendations - Subject to Continued Review
Bicycle Network Map

Washington Street (South of Brighton Center)

Foster/Lake Streets

Holton/Waverly Streets

N Beacon/Braintree/Guest Streets
Bicycle Network

General Recommendations

Map of bicycle network with various color-coded lines indicating different types of paths and projects. The map is labeled with different categories such as Existing Bike Network, Priority Project, 15 Years, Go Boston 2030 - Bike Network, and AB Mobility - Proposed Bike Network.
Bike Network

Washington Street

Existing Conditions & Analysis

WHY?

- Calm traffic
- Improve comfort and safety of bicycle facilities
- Provide comfortable and safe pedestrian crossings
- Improve visibility

Current Cross Section

Existing Bus Stop

Existing Conditions & Analysis

BETWEEN CAMBRIDGE STREET AND COREY ROAD

Washington Street

PEDESTRIAN SAFETY ISLANDS

Option B proposes pedestrian safety islands at marked crosswalks and where feasible on Washington Street. A pedestrian safety island reduces the crossing distance and the exposure time experienced by a pedestrian in the intersection. Additionally, this option narrows the cross section at intersections and helps calm traffic. Option B proposes relocating the outbound 45 bus stop far side to improve stop spacing and accessibility.

Proposed Bus Stop Relocation

Two-Way Cycle Track

This option proposes a two-way cycle track on Washington Street between Cambridge Street and Commonwealth Avenue. Cycle tracks are for exclusive use of bicyclists and provide added separation that enhance the experience of bicycling on urban streets. The narrower travel lanes and proposed bicycle facility narrow the roadway and help calm traffic. A transition between the two-way cycle track and in-road bike facilities on Washington Street will be required at Cambridge Street/Washington Street/Winship Street and Commonwealth Avenue/Washington Street. Bicycle signals, directional islands, green crossings, and two-stage queue boxes should be used to clearly communicate how bicyclists are intended to enter and exit the cycle track.

PEDESTRIAN SAFETY ISLANDS

Proposed Cross Section

EXISTING

Proposed Cross Section

PERFORMANCE MEASURES

Safety

- Tolerable crashes
- Pedestrian comfort
- Bicyclist comfort
- Transit
- Parking
- Vehicle delay

TOLERABLE

CRASHES

- Tolerable collisions
- Crash frequency
- Vehicle safety

Bike Network

Draft Recommendations - Subject to Continued Review
Bike Network

Lake Street and Foster Street

Existing Conditions & Analysis

WHY?
- Improve comfort and safety for bicyclists
- Provide comfortable facility for southbound bicycle traffic
- Strengthen bicycle connections to Boston College and improve crossings
- Calm traffic

Recommendations & Options

EXISTING
Lake St
Foster St

PERFORMANCE MEASURES

Safety
- Calms traffic and physically narrows the roadway

Pedestrian Comfort
- Narrows the crossing distance and improves pedestrian delay
- Creates physical protection for sidewalk bicyclists

Bicyclist Comfort
- Maintains existing conditions - no transit on Lake St
- Maintains existing conditions - no transit on Foster St
- Calms traffic and improves crossings for bicyclists

Transit
- Calms traffic and improves crossings for pedestrians

Parking
- Calms traffic and improves crossings for pedestrians

Vehicle Delay
- Tolerable for all travel times for pedestrians

RESEARCH FINDINGS

Motor Vehicle Crashes

- 2 - 4
- 1
- -

Crashes

- Pedestrian
- Bicycle
- Motor Vehicle

Incident Reports (2015-2017)

- 1 Pedestrian Crash
- 1 Cyclist Crash
- 1 Motor Vehicle Crash

Lake Street and Foster Street

A1 LAKE STREET SEPARATED BIKE LANE
This option proposes a separated bike lane on Lake Street. A southbound separated bike lane is proposed for Lake Street. Separated bike lanes are for the exclusive use of bicyclists and provide additional separation that enhances the experience of bicycling. The width of the separated bike lane, including the buffer, will vary between 7 and 9 feet depending on the street's cross section. The narrower travel lanes and proposed bicycle facility narrow the roadway and help calm traffic.

A2 FOSTER STREET SEPARATED BIKE LANE
This option proposes a separated bike lane couplet on Lake Street and Foster Street. A southbound separated bike lane is proposed for Foster Street. Separated bike lanes are for the exclusive use of bicyclists and provide additional separation that enhances the experience of bicycling. The width of the separated bike lane, including the buffer, will vary between 7 and 9 feet depending on the street's cross section. The narrower travel lanes and proposed bicycle facility narrow the roadway and help calm traffic.

B CHESTNUT HILL AVENUE SEPARATED BIKE LANE
Option B proposes an alternative bicycle route to the separated bike lane couplet proposed for in Option A for Lake Street and Foster Street. Separated bike lanes are for the exclusive use of bicyclists and provide added separation that enhances the experience of bicycling.
Waverly Street and Holton Street

Existing Conditions & Analysis

WHY?
- Improve bicycle comfort, safety, and wayfinding
- Provide safe eastbound bicycle travel on Holton Street
- Calm traffic at key intersections

Bikes go contra-flow illegally on Holton St to get to school

Area Workshop - Florentino Community Center 02/13/19

• Improve bicycle comfort, safety, and wayfinding
• Provide safe eastbound bicycle travel on Holton Street
• Calm traffic at key intersections

Recommendations & Options

HOLTON STREET CONTRA-FLOW BIKE LANE

This option proposes a contra-flow bike lane on Holton Street between Antwerp Street and Everett Street. Contra-flow bike lanes reduce dangerous wrong-way riding and are designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. Bicycle wayfinding signage will be added to Waverly Street and Holton Street to guide bicyclists to and from the proposed facility.

Existing Cross Section

Proposed Cross Section

PERFORMANCE MEASURES

- Safety
- Pedestrian Comfort
- Bicyclist Comfort
- Transit
- Parking
- Vehicle Delay

EXISTING

Existing Cross Section

Holton St looking West

Source: Google Streetview

Proposed Cross Section

Source: Google
Existing Conditions & Analysis

**WHY?**
- Improve comfort and safety of bicycle facilities
- Improve comfort and safety of pedestrian crossings
- Add pedestrian crossings

**Create crosswalk**

Interactive Online Mapping Tool 02/26/19

**N. Beacon St lanes are not well-marked**

Community Update #2 07/30/19

- Improve comfort and safety of bicycle facilities
- Improve comfort and safety of pedestrian crossings
- Add pedestrian crossings

**Research Findings**

Create crosswalk

Interactive Online Mapping Tool 02/26/19

**Level of traffic stress is calculated based on posted speed limit, daily vehicle volumes, and street width.**

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<thead>
<tr>
<th>LTS 1 (Low Stress)</th>
<th>AM Peak Hour Delay</th>
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**BRAintree Street/Guest Street**

Bicycle Connection

N. Beacon Street is currently tolerable for confident bicyclists. Options for separated bicycle facilities on N. Beacon Street would require the removal of on-street parking. The Braintree Street/Guest Street bicycle facility provides a comparable, low stress alternative to N. Beacon Street. Concept 1 and Concept 2 are not mutually exclusive.

**Pedestrian Safety Islands**

Concept 1 proposes pedestrian safety islands at marked crosswalks and where feasible on N. Beacon Street. A pedestrian safety island reduces the crossing distance and the exposure time experienced by a pedestrian in the intersection. This concept also proposes a marked crosswalk at Glencoe Street. Marked crosswalks provide pedestrians with a designated location to safely cross the street. Concept 1 and Concept 2 are not mutually exclusive.

**Performance Measures**

- **Safety**
  - Scales traffic and physically narrows the roadway at intersections
  - Shortens the crossing distance and aids pedestrian island functionality
- **Bicyclist Comfort**
  - Maintains existing bicycle facilities
  - Improves existing travel time
- **Transit**
  - Maintains existing transit supply except near pedestrian safety islands
- **Parking**
  - Ensures on-street conversion between curbs for materials
- **Vehicle Delay**
  - Scales traffic and physically narrows the roadway
  - Increases the crossing distance
  - Provides low stress bicycle facility
  - Maintains existing transit infrastructure - no transit on Braintree/Guest Street
  - Maintains existing parking supply
  - Ensures on-street conversion between curbs for materials
Other Topics

Faneuil Street

Murdock/Sparhawk Streets

Cleveland Circle
### Recommendations & Options

#### Existing Conditions & Analysis

**WHY?**
- Improve comfort and safety of bicycle facilities
- Improve comfort and safety of pedestrian crossings
- Increase transit speeds
- Calm traffic

**EXISTING**

- Need traffic calming and stop signs

**TWO-WAY CYCLE TRACK**

This option proposes a two-way cycle track on the south side of Faneuil Street. Cycle tracks are for exclusive use of bicyclists and provide added separation that reduces the width of the roadway and help calm traffic. The narrower travel lanes and proposed bicycle facility reduce the width of the roadway and help calm traffic. Parking would generally remain on one side of the street. Parking would remain on both sides of the street where the cross section measures at least 48 feet.

**PEDESTRIAN SAFETY ISLANDS**

Option B proposes pedestrian safety islands at marked crosswalks on Faneuil Street. A pedestrian safety island reduces the crossing distance and helps calm traffic. Pedestrian safety islands can be complemented with a striped bike lane.

**ARLINGTON STREET INTERSECTION RECONFIGURATION**

This concept proposes a mini roundabout at the intersection of Faneuil Street and Arlington Street. Mini roundabouts calms traffic, improve safety, and reduce delay for motorists.

#### PERFORMANCE MEASURES

- **Safety**
  - Calms traffic and physically narrows the roadway
  - Narrows the crossing distance
  - Calms the crossing distance at intersections
- **Bicyclist Comfort**
  - Creates physical separation throughout the corridor
  - Enhances the experience of bicycling on urban streets
- **Pedestrian Comfort**
  - Enhances the experience of pedestrian crossings
  - Increases pedestrian safety
- **Transit**
  - Increase transit speeds
- **Parking**
  - Maintains existing parking except near intersection
- **Vehicle Delay**
  - Calms traffic and physically narrows the roadway
  - Narrows the crossing distance
  - Enhances the experience of bicycling on urban streets

---

**Source:** Google Earth

**Faneuil St looking West**

**Exitting Cross Section**

**Proposed Cross Section**

**Existing Bus Stop**

**Proposed Bus Stop Relocation**

**Bicyclist Level of Traffic Stress (LTS)**

**Crashes**

54

0

1

---

**Interactive Online Mapping Tool 02/05/19**

**Public Library 03/18/19**

**Area Workshop - Brighton**

**Bus Stops w/ Bike Lanes - Maintenance of existing bike infrastructure**

**Vehicle Delay**

**Calms traffic at the intersection**

**Maintains existing pedestrian infrastructure**
Murdock Street & Sparhawk Street

Existing Conditions, Analysis, Recommendations, & Options

**WHY?**
- Clarify signage and striping
- Calm traffic
- Improve visibility

Drivers sometimes turn from Sparhawk St onto Murdock St going the wrong way down a one way road. Better signage and enforcement is needed.

This intersection is very dangerous. Traffic from Murdock St at times does not stop despite the stop sign. I’ve seen multiple T-Bone car crashes at this intersection.

Interactive Online Mapping Tool 01/31/19

Interactive Online Mapping Tool 03/20/19

**RESEARCH FINDINGS**

This option proposes formalizing the existing striped curb extension with a vertical element (e.g., flex posts, curbs) on the east side of the intersection. Curb extensions are created by extending the sidewalk at corners to increase safety and calm traffic. Additionally, this option proposes converting the control to all-way stop, as well as re-striping, adding signage (e.g., intersection warning signs, turn prohibition signs, pedestrian warning signs), and improvements to visibility (e.g., trimming vegetation).

**CURB EXTENSIONS**

This option proposes formalizing the existing striped curb extension with a vertical element (e.g., flex posts, curbs) on the east side of the intersection. Curb extensions are created by extending the sidewalk at corners to increase safety and calm traffic. Additionally, this option proposes converting the control to all-way stop, as well as re-striping, adding signage (e.g., intersection warning signs, turn prohibition signs, pedestrian warning signs), and improvements to visibility (e.g., trimming vegetation).

**EXISTING**

Murdock St looking North

**PROPOSED**

Murdock St looking North

Daily Vehicle Volumes

**PERFORMANCE MEASURES**

<table>
<thead>
<tr>
<th>Existing Cross Section</th>
<th>Proposed Cross Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>Sidewalk</td>
</tr>
<tr>
<td>Travel Lane</td>
<td>Travel Lane</td>
</tr>
<tr>
<td>Buffer</td>
<td>Buffer</td>
</tr>
</tbody>
</table>

**Safety**
- Closes traffic and physically narrows the roadway

**Pedestrian Comfort**
- Narrows the crossing distance

**Bicyclist Comfort**
- Maintains existing bicycle infrastructure

**Transit**
- Maintains existing conditions - no transit

**Parking**
- Maintains existing parking supply

**Vehicle Delay**
- Causes minor increases in travel time for motorists

**CRASHES**

<table>
<thead>
<tr>
<th>Crash Type</th>
<th>Suspected Driver Age</th>
<th>Alcohol Presence</th>
<th>Vehicle Type</th>
<th>Crash Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>27-40</td>
<td>False</td>
<td>Car</td>
<td>1 Pedestrian Crash</td>
</tr>
<tr>
<td>2</td>
<td>27-40</td>
<td>True</td>
<td>Car</td>
<td>1 Bicycle Crash</td>
</tr>
</tbody>
</table>

**Existing Vehicle Volumes**

- Volumes rounded to the nearest 100

<table>
<thead>
<tr>
<th>Existing Cross Section</th>
<th>Proposed Cross Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Vehicle Volumes</td>
<td>Daily Vehicle Volumes</td>
</tr>
</tbody>
</table>

Source: Google Streetview
Cleveland Circle

Existing Conditions & Analysis

WHY?
- Improve comfort and safety of bicycle facilities
- Improve clarity of striping and signing for all modes

• Improve comfort and safety of pedestrian crossings

Sidewalks should be extended into roadway to keep lanes at consistent width and create smaller turning radii. Pedestrians would benefit from smaller crossing distances.

Safes track crossings for bicycles and pedestrians

Interactive Online Mapping 02/11/19

RESEARCH FINDINGS

- Bike lane in the door zone
- Safer track crossings for bicycles and pedestrians

Open House Kick-Off Meeting 09/12/18

LTS 2
> 4
Motor Vehicle Crashes
PM Peak Hour Delay
AM Peak Hour Delay
Motor Vehicle
Bicycle
Pedestrian
15
LTS 3
1
1
Cyclist Crash
LTS 4 (High Stress)
Level of traffic stress is calculated based on posted speed limit, daily vehicle volumes, and street width.

Bicycle Level of Traffic Stress (LTS)

Crashes (Beacon Street and Chestnut Hill Ave)

Pedestrian Delay
Pedestrian noncompliance likely after 40 seconds of delay

Maximum Delay 49 Seconds

Level of traffic stress

Existing Conditions & Analysis

• Improve comfort and safety of bicycle facilities
• Improve clarity of striping and signing for all modes

Recommendations & Options

CURB EXTENSIONS AND BUS BULBS
This concept proposes curb extensions at key locations at Cleveland Circle. Curb extensions are created by extending the sidewalk at corners or mid-block to increase safety, calm traffic, and provide space for placemaking. At bus stops, curb extensions allow buses to stop in the travel lane and eliminate the need to pull in and out of traffic. In addition to the curb extensions, this concept proposes limiting access to the side streets adjacent to Cleveland Circle to improve safety and create additional placemaking opportunities.

PLACEMAKING
The conversion of the parking space into a more meaningful central space would both calm traffic and improve safety. New pedestrian or open space adjacent to Sutherland Road would offer opportunities for green space, wayfinding, public art, and/or seating to activate the space and reinforce Cleveland Circle’s identity.

Placemaking Examples

Performance Measures

Safety
- Calm traffic and physically narrows the roadway
- Reduces the crossing distance and improves pedestrian delay
- Maintains existing bicycle infrastructure
- Improves boarding access and consolidates bus stops
- Maintains existing parking supply except along Sutherland Road
- Causes minor increases to travel time for pedestrians
Transit

General Recommendations
# Quick Build

1. **Oak Square**
   - Create loading/food delivery zones in front of Pizza Etc and Thai North

2. **Cambridge St/Washington St/Winship St**
   - Add turn lane markings and overhead signs to clarify left turn on Cambridge St
   - Add wayfinding for public off-street parking

3. **Murdock St/Sparhawk St**
   - Install larger stop signs
   - Add flex posts to reinforce existing striped curb extension

4. **Union Square**
   - Turn on pedestrian signal every phase (pedestrian recall)

5. **Franklin Street Bridge**
   - Placemaking (e.g., lighting, benches, artwork) along the bridge and at the end points

6. **N Beacon St/Glencoe St**
   - Add crosswalk across N Beacon Street

7. **Multimodal Corridor**
   - Add peak period bus lanes
   - Paint crosswalks and bike crossing markings at intersections

8. **Braintree St**
   - Add contraflow bike lanes on Braintree Street

9. **Lincoln St**
   - Add parking chicane to calm traffic

10. **Waverly St and Holton St**
    - Add directional signs to guide bicyclists between Waverly and Holton

11. **Harvard Ave**
    - Create loading/food delivery zones
    - Create parklets (outdoor seating) in parking spaces

12. **Washington St/Market St**
    - Construct public plaza using temporary/tactical materials
Placemaking is an approach to the planning, design, and programming of public realm that focuses on the users and their experience of the place, aiming to enhance the experience of living, working, playing in, or just passing through a place by creating memorable, engaging, and useful public spaces.

One advantage of placemaking is that its strategies can be deployed and tested temporarily, to assess the performance of the spaces in terms of activation, functionality and appeal. Temporary or “pop up” placemaking can help identify implementation opportunities and challenges. Placemaking recommendations for specific locations can be found at various topic stations around the room.

**Placemaking Strategies**

### Reinforcing the Identity
- Public art (street art in blank walls, public spaces, and pedestrian crossings)
- Iconic elements (seating, lighting, wayfinding, etc.)
- Interactive/Educational
- Experiential features
- Lighting

### Activating and Programing
- Pop-up uses
- Temporary closures
- Playful spaces
- Street edge activation
- Connected with public transportation

### Diversity of Public Spaces
- Welcoming to all ages
- Public space configuration tests
- Flexible spaces
- Complementary spaces (soft and hardscaped)
- Parklets
Proposed Criteria for Adding Street Trees

**General recommendations**
- Large species recommended to maximize shade potential
- Choose from City approved street tree list
- Use approved soil mix
- Irrigation program for first year

**Candidate Streets**
- Streets out of scope (based on width ≥ 7ft)
- Less than 60% of the sidewalk currently planted with trees along it
- Distance from curb to property line is greater than 8ft. (to allow minimum 5ft. clear unobstructed sidewalk and 3 ft. tree trench)
- Trench lengths of minimum 10ft. per tree and depths of at least 3ft. (or soil volume of at least 30sq ft. per tree)
- Distance from street light pole is greater than 10ft. (to prevent trees from blocking light)
- No underground or overhead utilities (especially natural gas or power lines)
- Parking uses at curb (no travel lanes at curb edge to avoid damaging the trees)