



A-B Mobility Plan: Summary of Substantive Changes Since November 2020*

As of 4/30/21

*Note: This list includes only substantive changes.

Formatting changes and minor, non-substantive edits are not noted.

Chapter, Page & Section	Topic	CHANGE
Preface to plan	Letter from BPDA Director	Not previously included.
Chapter 2, p. 14 <i>Planning Process, Schedule</i>	Study Schedule (diagram)	Updated to include schedule for public review of Draft Plan and plan adoption.
Chapter 3, p. 20 <i>Community Engagement</i>	Community Engagement	Updated to reflect public engagement for Draft Plan.
Chapter 5, p. 33 <i>Areawide and Network Recommendation, Transit Network</i>	Explore potential for bus priority improvements on Faneuil St, Market Street, Chestnut Hill Avenue and Washington St	New section added calling for “Potential Priority Bus Improvements” along Faneuil St, Market Street, Chestnut Hill Avenue, and Washington St for Bus Routes #86, #65, and #64. Recommendation emphasizes that bicycle improvements remain the priority along these streets.
Chapter 5, p. 37 <i>Areawide & Network Recommendation, Transit Policy, Bus Lane Enforcement, Pilot Program</i>	Pilot Bus Lane Enforcement	Revised to reflect reliance on BTD’s Office of the Parking Clerk enforcement staff.
Chapter 5, p. 41 <i>Areawide & Network Recommendation, Transit Policy, Neighborhood Transit Connector</i>	Neighborhood Transit Connector service	The prior recommendation has been amended to call for a “Neighborhood Transit Connector” service designed to fill gaps in existing transit service and to reflect the intent that this service be available to the general public.
Chapter 6, p. 54 <i>A-B Transit Corridor, Recommendation #1, Peak Hour Bus Lanes</i>	A-B Transit Corridor Parking Utilization Study	Revised to incorporate greater detail about the scope and extent of parking the utilization study that will precede implementation of Pilot Peak Hour Bus Lanes.
Chapter 6, p. 60 <i>Allston Village, Harvard Avenue</i>	Harvard Avenue Bus Lanes	Recommendation #3 for Harvard Avenue revised to reflect additional long term options for bus lanes along Harvard Avenue, including peak-hour-only bus lanes in addition to 24-hour bus lanes with an extensive pedestrian plaza, and that a localized planning process will help determine the outcome.
Chapter 6, p. 61 <i>Allston Village, Harvard Avenue</i>	Harvard Avenue Parking Utilization Study & Management Strategy	A recommendation has been added to call for a thorough parking study and management strategy for Harvard Avenue.



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<p>Chapter 6, p. 65 <i>Allston Village, Brighton Avenue</i></p>	<p>Brighton Avenue Center Median</p>	<p>Added Recommendation #2, calling greater attention to the long term recommendation to replace the center median with center-running bus lanes and/or use the extra right of way for separated bike lanes. Also revised to reflect that important consideration be given to existing street trees located in the median.</p>
<p>Chapter 6, p. 70 <i>Allston Village, Union Square</i></p>	<p>Union Square pedestrian crossing + redesign</p>	<p>Recommendation #1 revised to clarify that the intention is to shorten the pedestrian crossing distance and add a pedestrian recall phase to the traffic signal. Recommendation #2 has been added to call greater attention to the long term recommendation (previously in the Plan but subsumed in Recommendation #1) for an extensive redesign of Union Square and adding to the Plan in Appendix "C" a potential redesign concept.</p>
<p>Chapter 6, p. 76 <i>Allston Village, Franklin Street Bridge</i></p>	<p>Franklin Street Bridge</p>	<p>Recommendation #1 has been revised to emphasize that the placemaking recommendations for the Franklin Street Bridge are interim, intended to address safety and aesthetic considerations on the bridge until it is replaced during the next decade or so as part of the Allston I-90 Intermodal project. The introduction to the Franklin Street recommendations has also been revised to cross-reference recommendations in the Lincoln Street and Linden Street sections of the Plan related to the entrances and access to the Franklin Street Bridge. Recommendation #2 has been added to call for continued advocacy for redesign and reconstruction of the Franklin Street Bridge to address accessibility deficiencies.</p>
<p>Chapter 6, p. 82 <i>Allston Village, Linden Street</i></p>	<p>Linden Street</p>	<p>This recommendation has been revised to call for preserving future options for Linden Street to allow two way bicycle travel and/or two-way vehicle travel through to Cambridge Street, and/or other options, depending on the outcome of a localized public engagement process as described in Chapter 5.</p>
<p>Chapter 6, p. 88 <i>North-of-the-Pike, Lincoln Street</i></p>	<p>Lincoln Street traffic calming</p>	<p>Recommendation #1 for Lincoln Street has been revised to reflect that the focus of this recommendation is on traffic calming, and that chicanes may be part of a toolkit of potential traffic calming measures.</p>
<p>Chapter 6, p. 97 <i>North of the Pike, Soldiers Field Road Crossings</i></p>	<p>Soldiers Field Road Crossings</p>	<p>The background section has been updated to clarify that, where technically and financially feasible, Soldiers Field Road crossings may be elevated.</p>
<p>Chapter 6, p. 111 <i>Brighton Area, Oak Square</i></p>	<p>Oak Square short term parking zones</p>	<p>Recommendation #1 for Oak Square has been revised to make clear that, a) the purpose of the curbside parking recommendations is to provide two (2), high turnover, short term parking zones, involving the conversion of four (4) total existing parking spaces to high turnover parking spaces. These recommendations will involve no reduction in on street parking in Oak Square.</p>
<p>Chapter 6, p. 117 <i>Brighton Area, Brighton Center</i></p>	<p>Brighton Center Parking Utilization Study & Management Strategy</p>	<p>Recommendation #3 has been added to call for a thorough parking study and management strategy for Brighton Center.</p>
<p>Chapter 6, p. 118 <i>Brighton Area, Brighton Center</i></p>	<p>Brighton Center Bus Hub</p>	<p>The recommendation for a Bus Hub has been amended to, a) clarify which parking spaces are designated for Police Department use and which are designated for public use; and, b) provide a diagram showing the bus path and associated turning dimensions needed for the bus to navigate the periphery of the parking lot.</p>
<p>Chapter 6, p. 139 <i>Brighton Area, Faneuil Street</i></p>	<p>Faneuil Street potential bus priority improvements</p>	<p>Recommendation #3 has been added to recommend exploring the potential for bus priority improvements while keeping the priority on the bike facility.</p>



<p>Chapter 6, p. 143 Brighton Area, Cleveland Circle</p>	<p>Cleveland Circle long term redesign</p>	<p>Recommendation #2 for a long term redesign has been revised and expanded to make clearer the need for pavement markings for bicyclists to cross tracks at a safer angle, explore possible bus stop relocations to improve access to transit, and increase plaza space for placemaking.</p>
<p>Chapter 6, p. 148 Brighton Area, Washington Street</p>	<p>Washington Street potential bus priority improvements</p>	<p>Recommendation #2 added to call for exploring the potential for bus priority improvements while prioritizing the bike facility.</p>
<p>Chapter 6, p. 153 Brighton Area, Chestnut Hill Avenue</p>	<p>Chestnut Hill Avenue potential bus priority improvements</p>	<p>Recommendation #2 added to call for exploring the potential for bus priority improvements while prioritizing the bike facility.</p>
<p>Chapter 6, p. 138, 148 Brighton Area, Faneuil Street, Washington Street</p>	<p>Faneuil Street, Washington Street Bike Lanes</p>	<p>Upon further consideration, BPDA and City staff have determined that two-way, separated bike lanes on these streets could be difficult to achieve given narrow sidewalk dimensions and potential conflicts with bus stops. Therefore, the recommendations continue to call for separated bike lanes without specifically calling for--but not precluding--two-way, separated bike lanes.</p>
<p>Chapter 7, p. 157 Action Plan</p>	<p>Action Plan</p>	<p>The Action Plan has been updated to reflect changes to plan recommendations.</p>
<p>Appendix A, p. 162</p>	<p>Appendix A</p>	<p>Appendix A has been updated to reflect changes to plan recommendations.</p>
<p>N/A</p>	<p>Interdepartmental Coordination</p>	<p>BPDA, BTS and PWD will meet regularly to monitor and track implementation of the plan recommendations and will prepare a report biannually on progress.</p>

