



# Allston-Brighton Mobility Study

Preliminary Recommendations

Focus: North of the Pike

June 24, 2020

# Zoom Tips

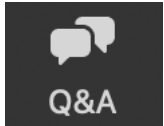
Welcome! Here are some tips on using Zoom for first-time users. **Your controls should be available at the bottom of the screen.** Clicking on these symbols activates different features:



Mute/unmute (you will remain muted until a host gives you access)



Turn video on/off (your video will remain off until a host gives you access)



Q&A to ask questions throughout the presentation



Raise hand to ask for audio/video permission at the end of presentation

# Meeting Format

- Presentation followed by Q & A and comments.
- During the presentation, all microphones will be muted. However, if you have a **clarifying question** about something in the presentation, please submit your question through the “Q & A” tab and we will do our best to answer it while the presentation is in progress.
- Once the presentation is over, we will take questions and comments **in two ways**: 1) through the “Q & A” tab at the bottom of your screen; or, 2) you can *raise your hand* and we will take your questions orally in the order that hands were raised.

# Meeting Recording

At the request of community members, the BPDA will be recording this meeting and posting it on the A-B Mobility project webpage at [bit.ly/ABMobility](https://bit.ly/ABMobility) for those who are unable to attend the Zoom meeting live. 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.



# Make-Up Meeting; No New Recommendations

- This meeting intended to **make up** a community meeting originally scheduled on March 12 but cancelled due to the Covid 19 pandemic.
- There are **no new recommendations** since the Preliminary Draft Recommendations were unveiled in December 2019.
- **Modified recommendations** will be coming in the form of a **Draft Plan in August** .



# Allston-Brighton Mobility Study

Preliminary Recommendations

*Focus: North of the Pike*

June 24, 2020



**boston planning &  
development agency**

# Study Area & Overview

- **Study Area**
- **Kick Off:** September 2018
- **Consultants:** Kittelson & Associates



# Study Purpose

- To develop *actionable* recommendations to improve mobility, safety, and quality of life for the Allston-Brighton neighborhoods.
  - Timing & Phasing
  - “Quick Build” Mobility Improvements
  - How can (Article 80) development projects contribute?



# Interagency Coordination

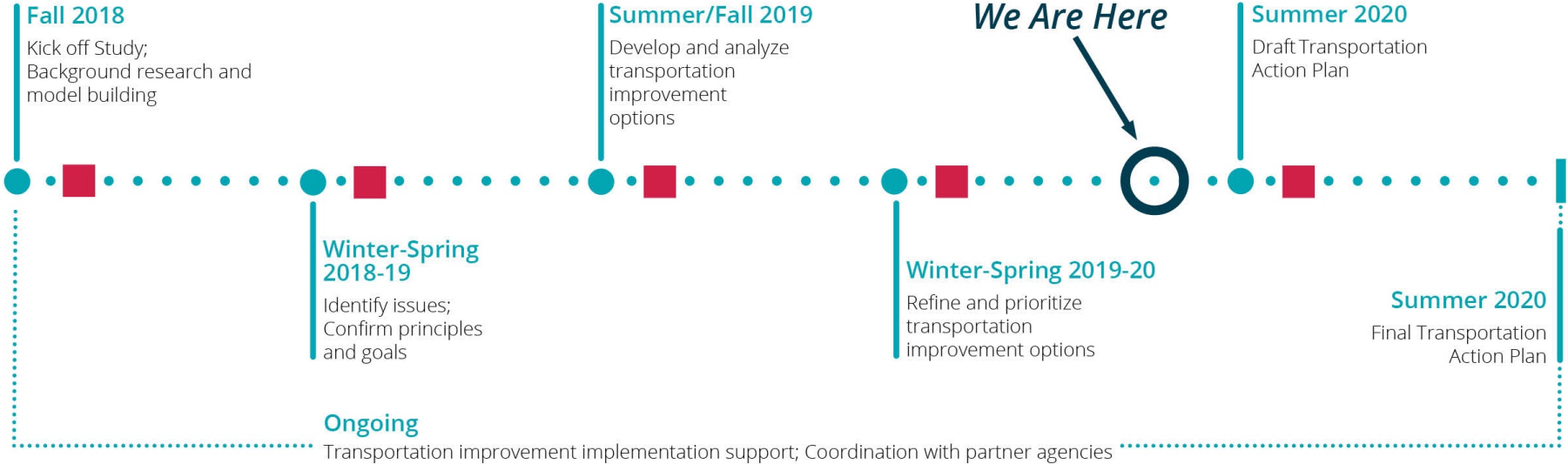
- MBTA/MassDOT
- DCR
- MassDOT Allston I-90 Interchange Project
- Harvard, Boston University, Boston College
- Neighboring Jurisdictions
- Other City Departments: Parks, Schools, Police



# Project Timeline

● = Major Task

■ = Community Engagement



# Public Engagement through Dec. 2019

- September 13, 2018 **Open House**
- January 2019 Public Meeting – **“Priority Locations”** & “Hot Spots”
- February/March 2019 **Three (3) Area Workshops**
- Summer 2019 **“Work Plan” – Multiple meetings**
- December 2019 **Preliminary Recommendations Open House**
- **Online Engagement:** Digital Mapping Tool



# Public Engagement on Draft Recommendations: Dec 2019 - March 2020

- **Public Meetings (~350 comments)**
  - December Open House
  - Allston Brighton Health Collaborative
  - Allston Village Main Streets
  - Allston Board of Trade
  - Brighton Main Streets
  - Brighton Board of Trade
  - Brighton Allston Improvement Association (BAIA)
  - Allston Civic Association (ACA)
  - Oak Square Workshop
- **Online Interactive Map (~100 comments)**
- **[ABMobility@boston.gov](mailto:ABMobility@boston.gov) e-mail (~55 emails, ~250 comments)**
- **Total: ~700 comments**



**boston planning &  
development agency**



*December Open House*



*Oak Square Meeting*

## Public Engagement on Draft Recommendations: Dec 2019 - March 2020

- Visit the website [bit.ly/ABMobility](https://bit.ly/ABMobility) for a summary of all public comments to date.

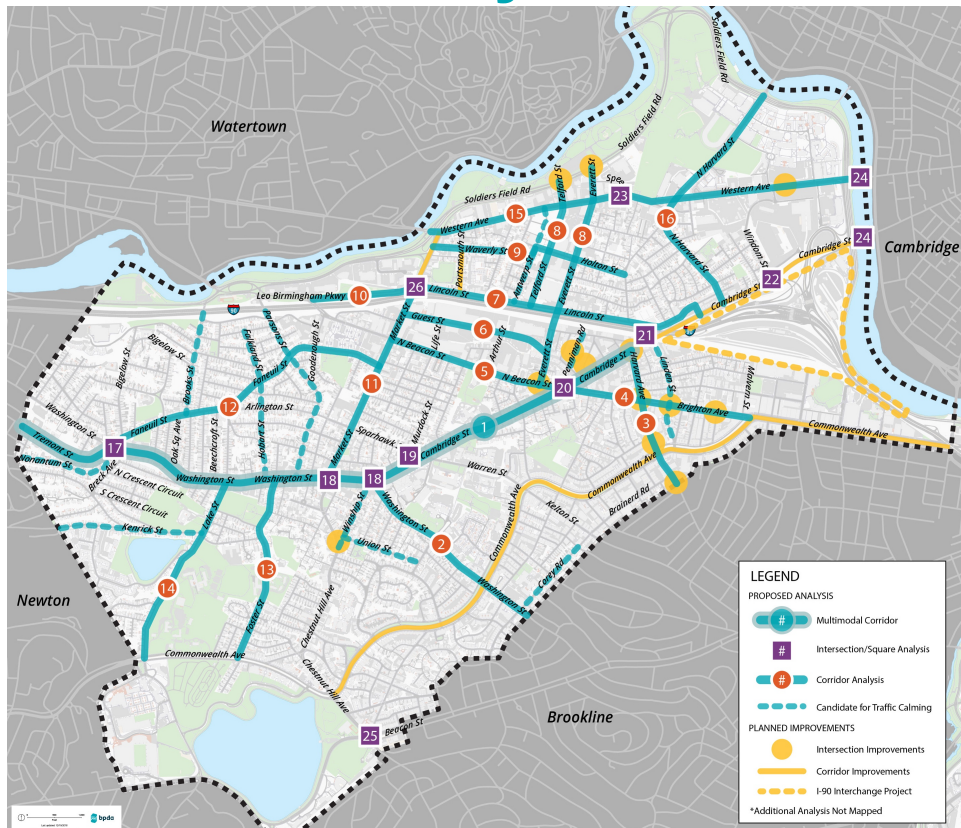


*December Open House*



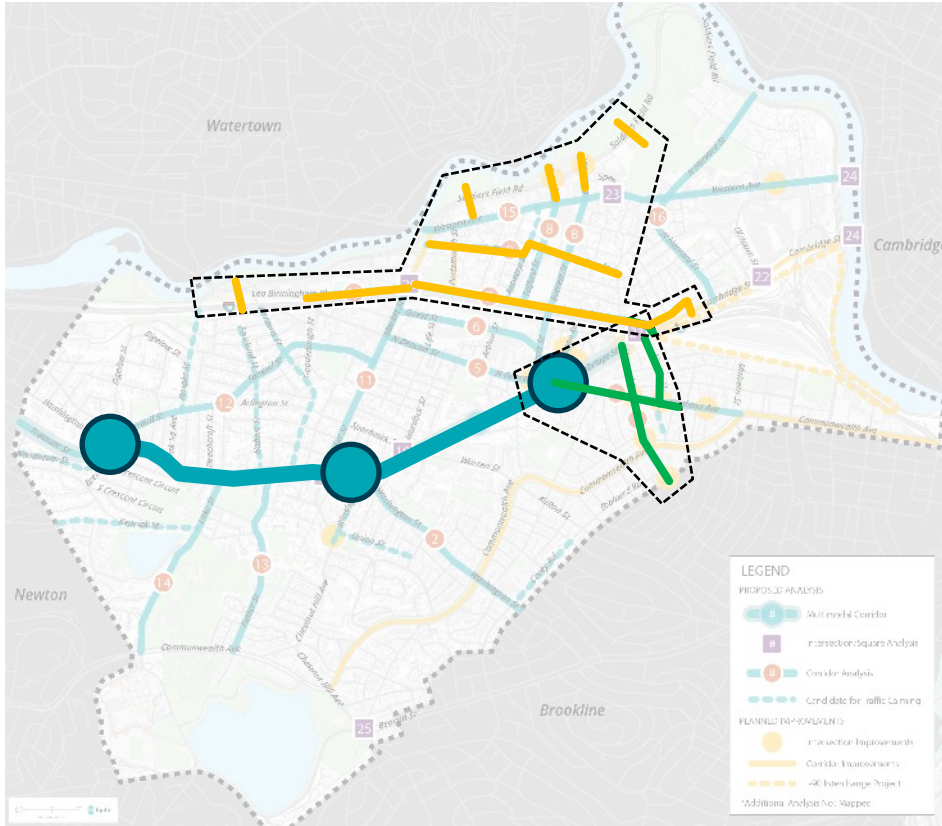
*Oak Square Meeting*

# Work Plan – July 2019



	Key	Analysis Area	Topics
Corridor Analysis	1	Multimodal Corridor	
	2	Washington Street	
	3	Harvard Avenue	
	4	Brighton Avenue	
	5	North Beacon Street	
	6	Guest Street	
	7	Lincoln Street	
	8	Everett Street/Telford Street	
	9	Waverly Street/Holton Street	
	10	Leo Birmingham Parkway	
	11	Market Street	
	12	Faneuil Street	
	13	Foster Street	
	14	Lake Street	
	15	Western Avenue	
	16	North Harvard Street	
Intersection/Square Analysis	17	Oak Square	
	18	Brighton Center	
	19	Murdock Street/Sparhawk Street	
	20	Union Square	
	21	I-90 Pedestrian Bridge	
	22	Windom Street	
	23	Speedway Avenue	
	24	River Crossings	
	25	Cleveland Circle	
	26	Leo Birmingham Pkwy/Market St/Lincoln St	

# Preliminary Draft Recommendations



“North of the Pike” (Focus of tonight’s meeting)

- Lincoln Street
- Leo Birmingham Parkway
- Waverly St/Holton St
- Soldiers Field Road Crossings

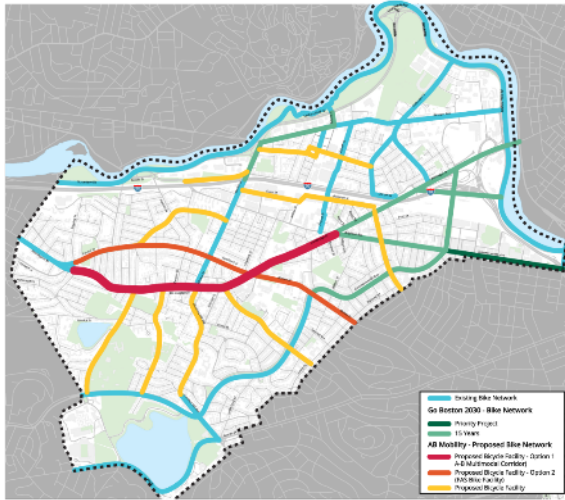
Multimodal Corridor

- Oak Square
- Brighton Center
- Union Square

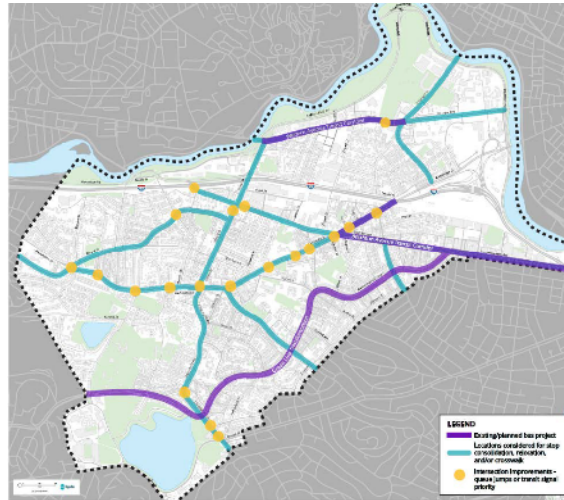
Allston Village

- Harvard Ave
- Linden Street
- Brighton Ave
- Franklin Street Ped Bridge

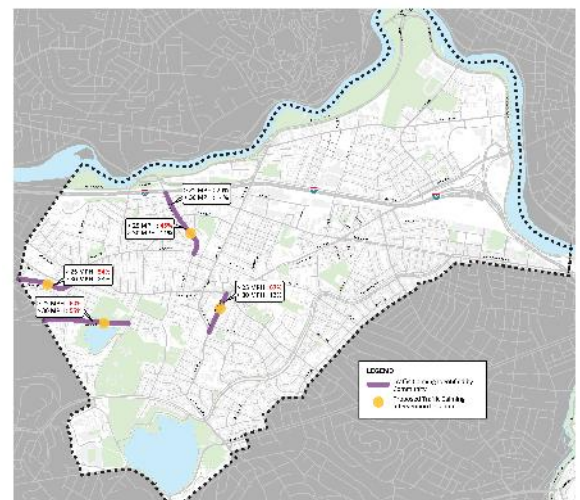
# Bicycle + Transit + Traffic Calming



Bicycle Recommendations



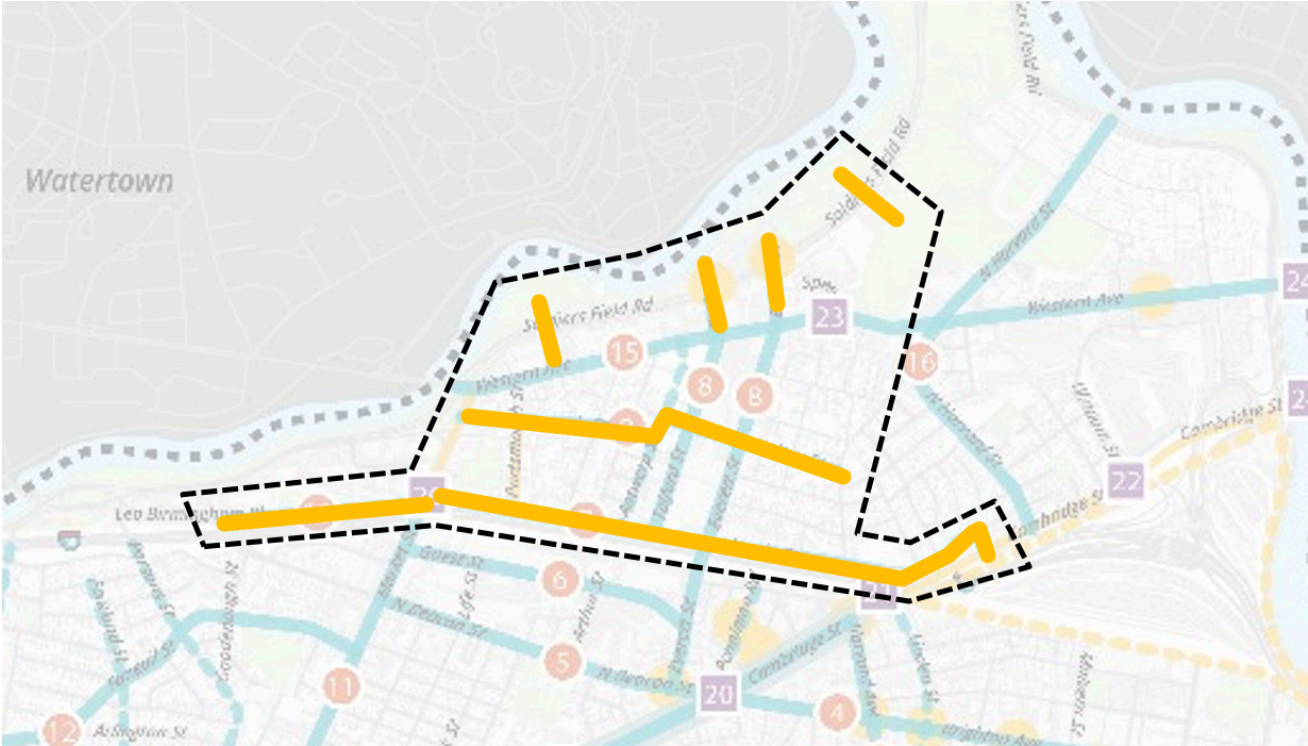
Transit Recommendations



Traffic Calming Recommendations



# North of the Pike



# North of the Pike: Lincoln St

## Recommendations & Options

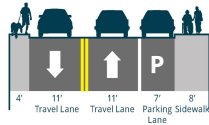
### EXISTING

Lincoln St looking West



Source: Google Streetview

### Existing Cross Section



### CONCEPT 1 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 provide below.



Source: Google



Long-term concepts on Lincoln Street should consider the feasibility of using existing MassDOT right of way on the south side of the street for a separated bicycle facility.

### CONCEPT 2 I-90 PED BRIDGE ACCESS IMPROVEMENTS

This concept proposes improvements to the access ramps 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 two-way conversion at Market Street.



Source: Google

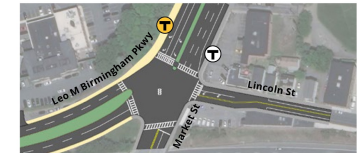


### CONCEPT 3 ONE-WAY TO TWO-WAY CONVERSION LINCOLN STREET AND MARKET STREET

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. This concept would improve vehicle circulation and potentially reduce neighborhood cut-through traffic.



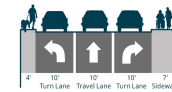
Source: Google



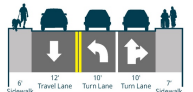
Existing Bus Stop

Proposed Bus Stop Relocation

### Existing Cross Section - Looking West at Lincoln St and Market St



### Proposed Cross Section - Looking West at Lincoln St and Market St



# North of the Pike: Lincoln St

## Recommendations & Options

### CONCEPT 1 CHICANES

This concept proposes chicanes throughout Lincoln Street. A chicane is a horizontal deflection in the

### CONCEPT 2 I-90 PED BRIDGE ACCESS IMPROVEMENTS

### CONCEPT 3 ONE-WAY TO TWO-WAY CONVERSION LINCOLN STREET AND MARKET STREET

Concept proposes converting Lincoln Street from one-way to two-way traffic. At the intersection with Market Street, the conversion would require additional right-of-way. Concept would improve vehicle circulation and reduce neighborhood cut-through traffic.

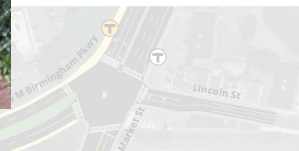
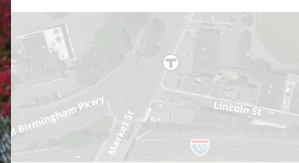
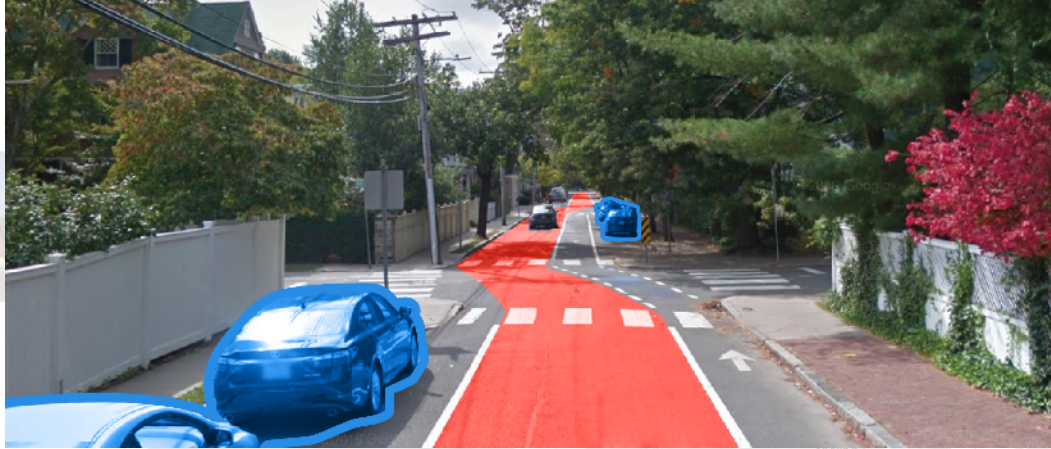
#### EXISTING

Lincoln St looking West



Source: Google Streetview

#### Existing Cross Section



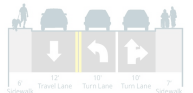
Long-term concepts on Lincoln Street should consider the feasibility of using existing MassDOT right of way on the south side of the street for a separated bicycle facility.

Existing Bus Stop  
Proposed Bus Stop Relocation

#### Existing Cross Section - Looking West at Lincoln St and Market St



#### Proposed Cross Section - Looking West at Lincoln St and Market St



# North of the Pike: Leo Birmingham Parkway

## Recommendations & Options

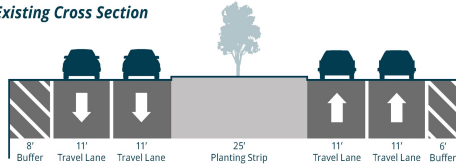
### EXISTING



Source: Google

Existing Bus Stop

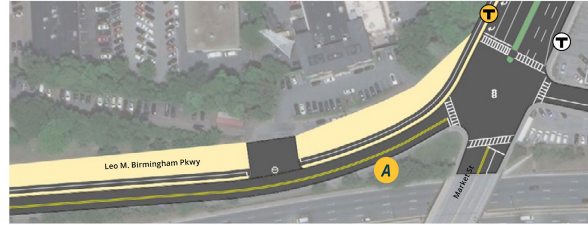
### Existing Cross Section



### OPTION A

#### RE-PURPOSE NORTH CARRIAGEWAY

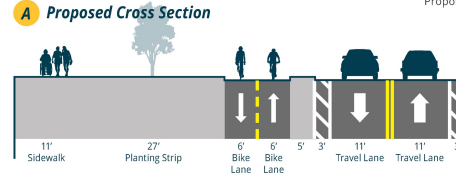
Option A proposes a road diet on Leo M. Birmingham Parkway. This option closes the north carriageway to vehicular traffic and proposes re-purposing the space for pedestrians, bicycles, and placemaking.



Existing Bus Stop

Proposed Bus Stop Relocation

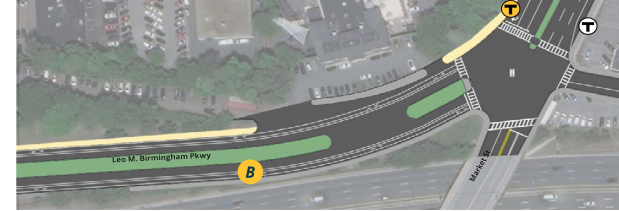
### A Proposed Cross Section



### OPTION B

#### SEPARATED BIKE LANES

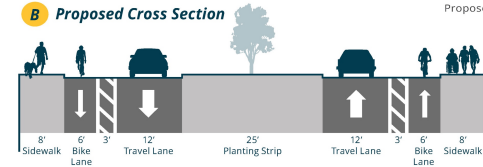
Option B proposes a road diet on Leo M. Birmingham Parkway. This option reduces the existing roadway configuration from two to one lane per direction, adds sidewalks on either side, and installs separated bike lanes. Unlike option A, this Option does not provide space for placemaking.



Existing Bus Stop

Proposed Bus Stop Relocation

### B Proposed Cross Section



# Waverly Street & Holton Street

## Recommendations & Options

### EXISTING



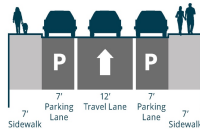
Source: Google

### Holton St looking West



Source: Google Streetview

### Existing Cross Section

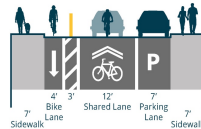


### HOLTON STREET CONTRA-FLOW BIKE LANE

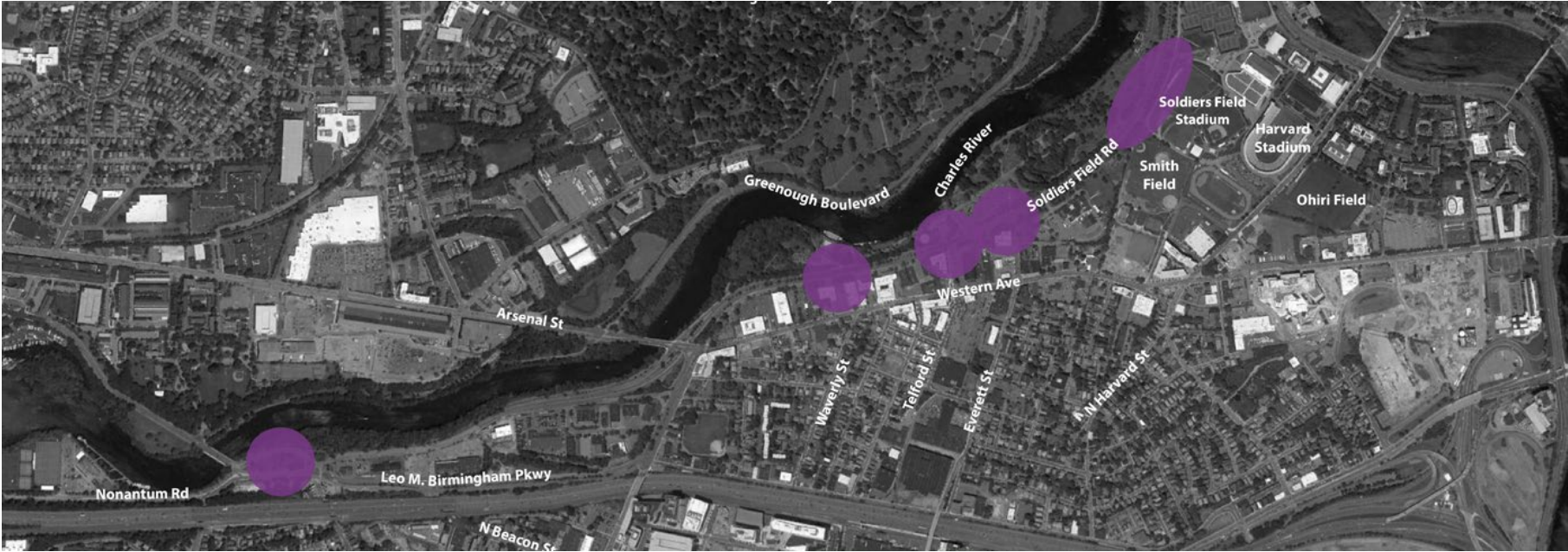
This option proposes a contra-flow bike lane on Holton Street between Antwerp Street and Everett Street. Contra-flow bike lanes reduce dangerous wrong-way riding and are designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. Bicycle wayfinding signage will be added to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



### Proposed Cross Section



# Soldiers Field Road Crossings



# Soldiers Field Road Crossings

## OPTION A EVERETT STREET INTERSECTION



Source: Google



Source: Google Streetview

## OPTION C SMITH FIELD



Source: Google



Source: Google Streetview

## OPTION B TELFORD STREET PEDESTRIAN BRIDGE



Source: Google



Source: Google Streetview

## OPTION D WEST OF TELFORD STREET



Source: Google



Source: Google Streetview

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

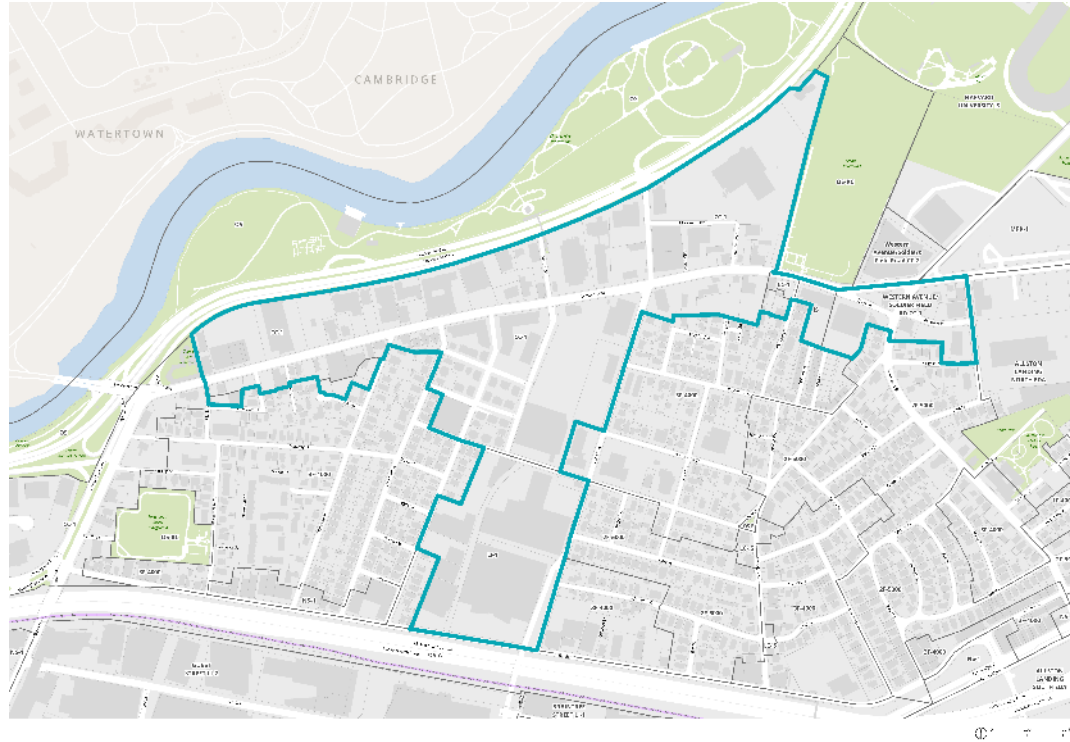


Source: Google



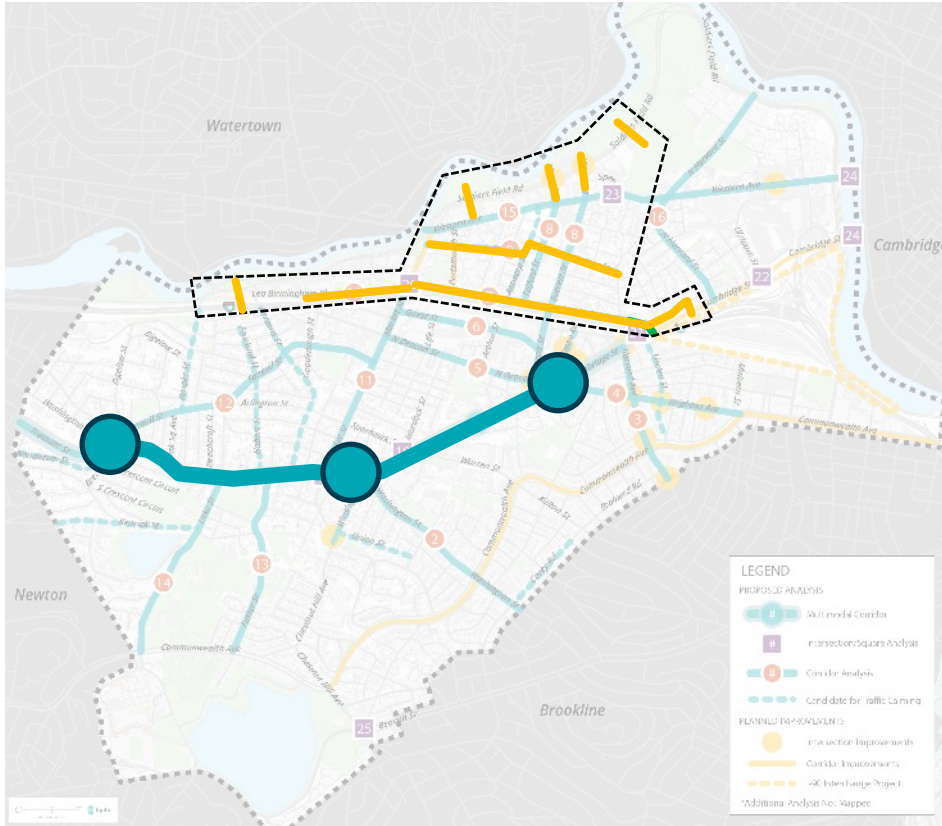
Source: Google Streetview

# Western Ave Corridor Study + Rezoning





# Preliminary Draft Recommendations



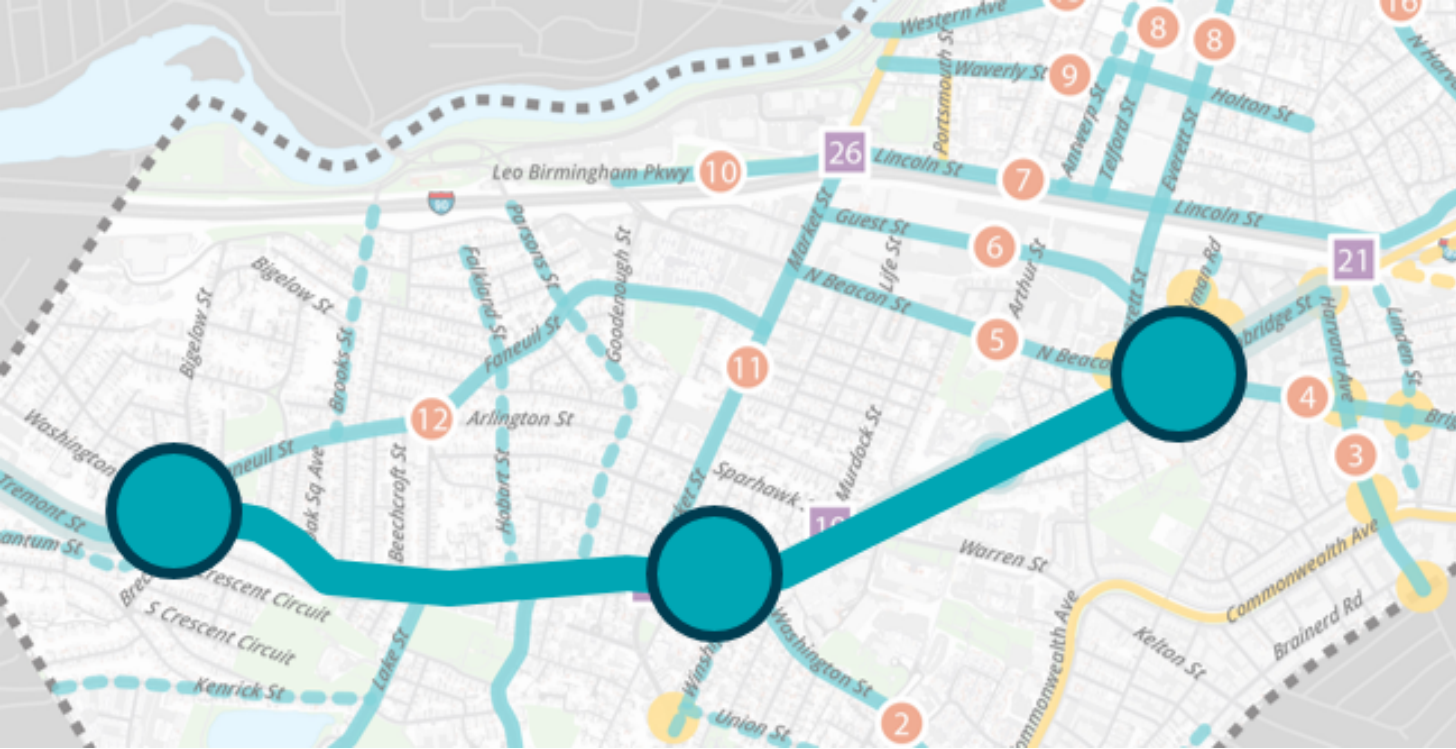
“North of the Pike” (Focus of tonight’s meeting)

- Lincoln Street
- Leo Birmingham Parkway
- Waverly St/Holton St
- Soldiers Field Road Crossings

Multimodal Corridor

- Oak Square
- Brighton Center
- Union Square

# Brighton Multimodal Corridor



# Brighton Multimodal Corridor: Options

## Recommendations & Options

EXISTING ↴



St. Ann's Temple

Washington St looking West Towards Market St



St. Ann's Temple

Existing Cross Section

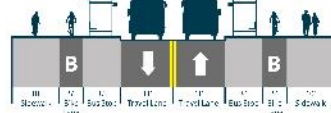


## OPTION A IN-LANE BUS STOPS

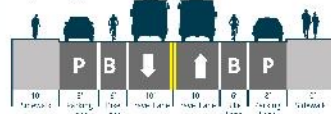
Option A proposes curb extensions at intersections and mid-block crossings where feasible on the AB Multimodal Corridor. Curb extensions are created by extending the sidewalk at corners or mid-block to increase safety, calm traffic, and provide space for placemaking. At bus stops, curb extensions allow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



Proposed Typical Intersection Cross Section



Proposed Typical Mid-block Cross Section

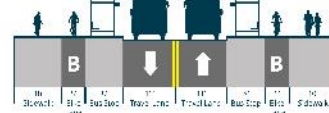


## OPTION B SEPARATED BIKE LANES

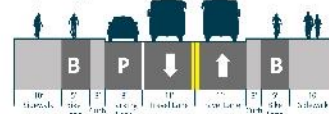
Option B proposes separated bike lanes on the AB Multimodal Corridor. Separated bike lanes are for the exclusive use of bicyclists and provide added separation that enhances the experience of bicycling on urban streets.



Proposed Typical Intersection Cross Section



Proposed Typical Mid-block Cross Section

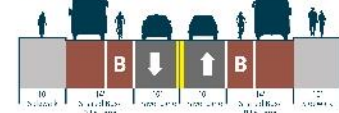


## OPTION C PEAK PERIOD BUS LANES\*

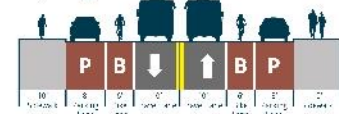
Option C proposes peak period bus lanes on the AB Multimodal Corridor. Dedicated bus lanes make it possible to increase the frequency and reliability of bus service. Additionally, dedicated bus lanes can increase bus ridership and help reduce congestion on adjacent travel lanes. A low stress bicycle facility on Faneuil St/Arlington St/Sparhawk St would complement Option C.



Proposed Peak Period Bus Lanes



Proposed Off Peak - Existing Conditions

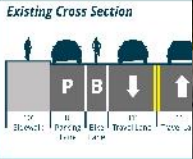


\*Peak period bus lanes are proposed on the AB Multimodal Corridor.

# Brighton Multimodal Corridor: Options

## Recommendation Options

EXISTING

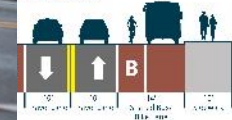


OPTION C

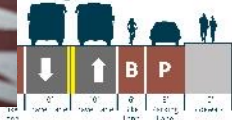
Peak period bus lanes on the corridor. Dedicated bus lanes to increase the frequency and service. Additionally, dedicated base bus ridership and help on adjacent travel lanes. A low priority on Faneuil St/Arlington would complement Option C.



Proposed Bus Lanes

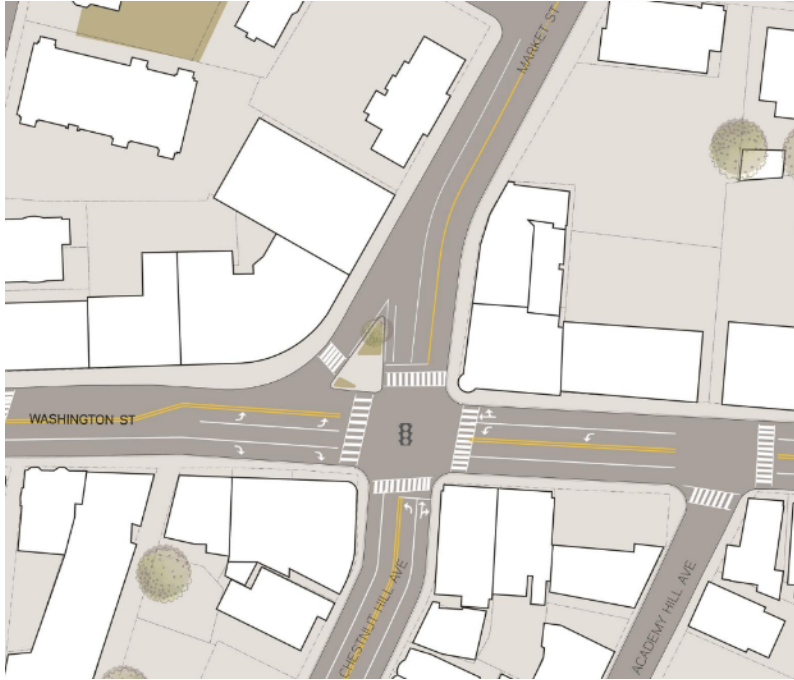


- Existing Conditions

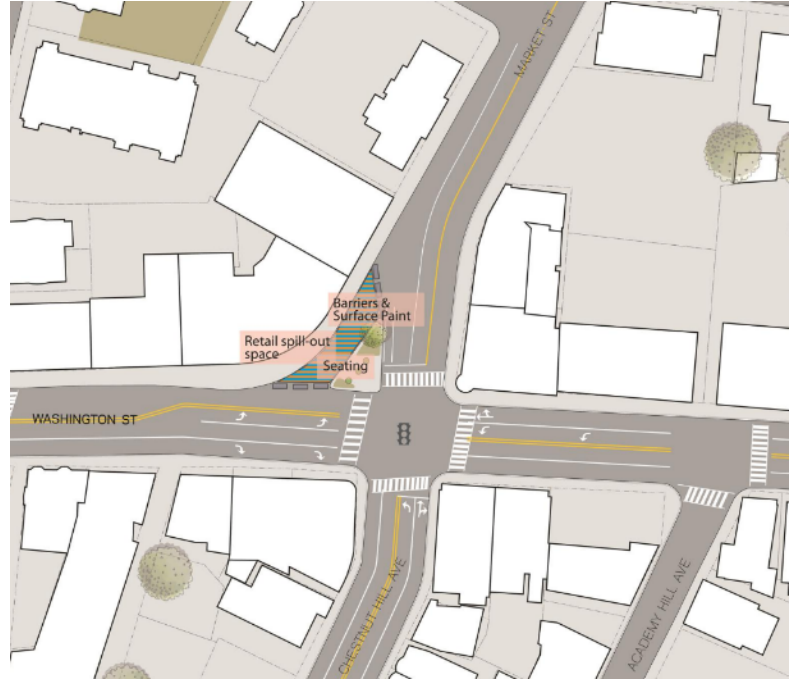


Map of the Boston City Districts by the City of Boston, 2012. City of Boston, 2012. City of Boston, 2012.

# “Quick Build” Projects



Market Street in Brighton Center



# “Quick Build” Projects

Market Street in Brighton Center



# Quick Build Projects North of the Pike

- Lincoln Street parking chicanes
- Waverly Street/Holton Street contraflow bike lane & directional signs
- Franklin St Ped Bridge placemaking (lighting, art work)

# Leveraging “Article 80” Development

- Either using mitigation fees or by constructing specific improvements
- ~\$2.1M in transportation commitments from Article 80 projects in Allston-Brighton approved since 2016
- Of that amount, \$235,000 committed specifically for A-B Mobility Study implementation
- Final A-B Mobility Plan will identify further opportunities to tie Article 80 developments to specific Plan improvements





# Next Steps

- *Draft Plan: August 2020*
- *Email us at [abmobility@boston.gov](mailto:abmobility@boston.gov) with any comments*

# Thank You!

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Gerald Autler [gerald.autler@boston.gov](mailto:gerald.autler@boston.gov)