Allston-Brighton Mobility Study
Preliminary Recommendations
Focus: North of the Pike
June 24, 2020
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.

Brief survey at end of meeting – please take it!
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 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.
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
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

- **Fall 2018**: Kick off Study; Background research and model building
- **Winter-Spring 2018-19**: Identify issues; Confirm principles and goals
- **Winter-Spring 2019-20**: Refine and prioritize transportation improvement options
- **Summer/Fall 2019**: Develop and analyze transportation improvement options
- **Summer 2020**: Draft Transportation Action Plan
- **Summer 2020**: Final Transportation Action Plan

**Ongoing**: Transportation improvement implementation support; Coordination with partner agencies

* = Major Task
* = Community Engagement

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Boston Planning & Development Agency
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 e-mail (~55 emails, ~250 comments)

- Total: ~700 comments
Public Engagement on Draft Recommendations: Dec 2019 - March 2020

• Visit the website bit.ly/ABMobility for a summary of all public comments to date.
Work Plan – July 2019

Corridor Analysis

<table>
<thead>
<tr>
<th>Key</th>
<th>Analysis Area</th>
<th>Topics</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Multimodal Corridor</td>
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<tr>
<td>2</td>
<td>Washington Street</td>
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<tr>
<td>3</td>
<td>Harvard Avenue</td>
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<tr>
<td>4</td>
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<tr>
<td>5</td>
<td>North Beacon Street</td>
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<tr>
<td>6</td>
<td>Guest Street</td>
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<tr>
<td>7</td>
<td>Lincoln Street</td>
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<tr>
<td>8</td>
<td>Everett Street/Telford Street</td>
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<tr>
<td>9</td>
<td>Waverly Street/Holton Street</td>
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<tr>
<td>10</td>
<td>Leo Birmingham Parkway</td>
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<tr>
<td>11</td>
<td>Market Street</td>
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<tr>
<td>12</td>
<td>Faneuil Street</td>
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<td>15</td>
<td>Western Avenue</td>
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<tr>
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Intersection/Square Analysis

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<th>Key</th>
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<tr>
<td>17</td>
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<tr>
<td>18</td>
<td>Brighton Center</td>
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<tr>
<td>19</td>
<td>Murdock Street/Sparhawk Street</td>
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<tr>
<td>20</td>
<td>Union Square</td>
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<td>21</td>
<td>I-90 Pedestrian Bridge</td>
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<td>Windsor Street</td>
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<td>23</td>
<td>Speedway Avenue</td>
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<td>24</td>
<td>River Crossings</td>
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<tr>
<td>25</td>
<td>Cleveland Circle</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Leo Birmingham Pkwy/Market St/Lincoln St</td>
<td></td>
</tr>
</tbody>
</table>

**Legend**
- Blue circle = Pedestrian
- Blue square = Bicycle
- Blue equal sign = Placemaking
- Blue speech bubble = Transit
- Blue exclamation mark = Curbside Regulations
- Blue equal sign with checkmark = Vehicle (Operations and/or Traffic Calming)
- Blue plus sign = Additional Analysis Not Mapped

**Notes:**
- PROPOSED ANALYSIS
- Intersection/Square Analysis
- Corridor Analysis
- Candidate for Traffic Calming
- PLANNED IMPROVEMENTS
  - Intersection Improvements
  - Corridor Improvements
  - I-90 Interchange Project
- "Additional Analysis Not Mapped"
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

**CONCEPT 1**

**CHICANES**

This concept proposes chicanes throughout Lincoln Street. A chicanes 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 chicanes between Portsmouth Street and S Waverly Street is provide below.

**EXISTING**

Lincoln St looking West

**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.

**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.

**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.

**Existing Bus Stop**

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

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

**Proposed Bus Stop Relocation**

**Source Google**

**Source Google**

**Source Google**

**Source Google**
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 road to slow traffic.

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

**CONCEPT 3 ONE-WAY TO TWO-WAY CONVERSION**
Lincoln Street and Market Street from North to two-way traffic. At the intersection, the design would require additional right-of-way. The concept would improve vehicle circulation and slightly reduce neighborhood cut-through traffic.

Long-term concepts on Lincoln Street should consider the feasibility of using existing N orth of right-of-way on the south side of the street for a separated bicycle facility.
North of the Pike: Leo Birmingham Parkway

Recommendations & Options

**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.

**OPTION B: SEPARATED BIKE LAINES**
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.
Waverly Street & Holton Street

Recommendations & Options

EXISTING

Holton St looking West

Source: Google Streetview

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

boston planning & development agency
Soldiers Field Road Crossings
 Soldiers Field Road Crossings

**Option A**
Everett Street Intersection

**Option B**
Telford Street Pedestrian Bridge

**Option C**
Smith Field

**Option D**
West of Telford Street

**Option E**
N Beacon St/Soldiers Field Nonantum Rd

Source: Google Streetview
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

**A: IN-LANE BUS STOPS**
Option A proposes curb expansions at intersections and mid-block extensions on the All Multimodal Corridor. Curb extensions are created by expanding 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.

**B: SEPARATED BIKE LANES**
Option B proposes separated bike lanes on the All 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.

**C: PEAK PERIOD BUS LANES**
Option C proposes peak period bus lanes on the All 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 Sussex St/Arlington St/Amherst St would complement Option C.
Brighton Multimodal Corridor: Options
“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 with any comments
Thank You!

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bit.ly/ABMobility