

EXECUTIVE SUMMARY

1



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People who live, work, and visit Allston-Brighton deserve access to safe and comfortable travel options. Allston-Brighton’s transportation network should continue to evolve to meet the changing needs of its diverse, growing communities.

An increasing number and variety of people use Allston-Brighton’s streets for safe, non-motorized travel. Sidewalks, bicycle facilities, and curbside space are vital infrastructure.

Boston’s Allston-Brighton neighborhood is experiencing substantial growth and development. People have historically been drawn to the diverse, affordable residential neighborhoods and lively commercial and cultural centers in Allston-Brighton. Approximately 11 million square feet of new development has been approved, is pending approval, or is under construction as of this writing. Along with existing community members, the people who will move to, work in, or visit Allston-Brighton in response to this new development will all need access to streets, sidewalks, and the curbside.

Many of today’s residents are concerned that ongoing land use changes in Allston-Brighton are exceeding the transportation network’s ability to accommodate new growth.

Ongoing community engagement has highlighted concerns about the connection between ongoing development and increased traffic congestion. A more mobile future depends on taking pressure off the streets by making it easier to get around by multiple modes. Increased numbers of people traveling to and through Allston-Brighton by foot, bike, or transit could lead to conflicts between modes and safety issues if the transportation network does not evolve to meet their needs. As Allston-Brighton’s population and economy continue to grow, how the transportation network evolves will determine how people move safely, comfortably, and efficiently.

Commonwealth Avenue includes space for all modes



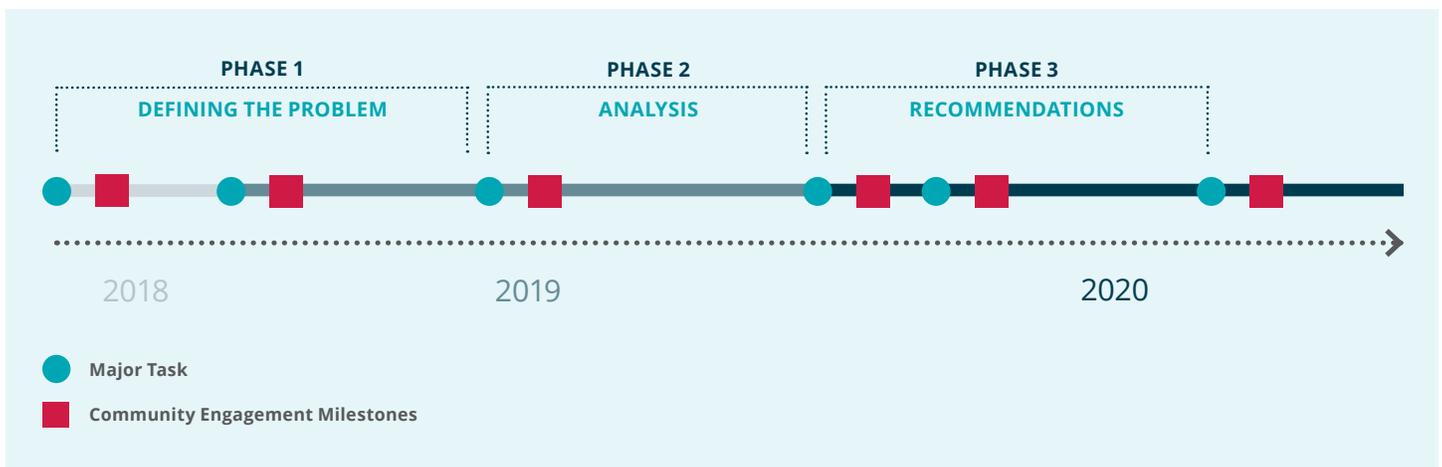
Source: BPDA

Community engagement with residents of Oak Square



Source: Kittelson & Associates, Inc.

Allston-Brighton Mobility Study Schedule and Community Engagement Milestones



The Allston-Brighton Mobility Plan was developed to increase safety, comfort, and access for all users.

Building on community feedback, the Boston Planning & Development Agency (BPDA) developed the Allston-Brighton Mobility Plan's Vision to make Allston-Brighton safer and more comfortable for all modes while making way for a more sustainable future in the face of climate change.

The Allston-Brighton Mobility Plan establishes **nine goals** in support of the study's Vision.

- 1 Increase safety for all modes
- 2 Allocate space in streets to accommodate diverse users
- 3 Increase the sustainability of the transportation system
- 4 Improve equity in transportation
- 5 Provide priority accommodations for buses
- 6 Create a more attractive and comfortable walking and bicycling environment
- 7 Enhance parking and permit regulations
- 8 Accommodate local and regional growth
- 9 Identify opportunities for new development to mitigate its transportation impacts

The BPDA took a community-oriented approach to developing the study. Public feedback informed each step of the process.

The BPDA reached out to Allston-Brighton using a mix of online and in-person community engagement platforms between fall 2018 and fall 2020 to gather input. More than 1,200 comments were received during one or more of the study's three phases:

Phase 1: Defining the Problem

Phase 2: Analysis

Phase 3: Recommendations

An interdepartmental working group used community feedback to refine the study.

The BPDA convened an interdepartmental working group to represent City partners and serve as a sounding board for each step of the study:



boston planning & development agency



City of Boston
Disabilities Commission



City of Boston
Public Works



City of Boston
Transportation



City of Boston
Neighborhood Services

The working group guided the study and helped identify and evaluate the alternatives that would best serve people traveling in Allston-Brighton.



The study will serve as a guide for planners in City Hall and community members in Allston-Brighton.

The **Planning Process** section outlines how the plan was developed, including study background, study area, and schedule.

The **Community Engagement** section provides additional detail on public outreach efforts, including summaries of in-person and online community engagement events.

The **Planning Context** section summarizes transportation and land use trends identified in existing plans. It includes the study vision and goals, and relevant development trends identified during Phase 1 of the study (“Defining the Problem”).

The **Areawide & Network Recommendations** section presents the study’s overarching recommendations.

The **Area-Specific Recommendations** section presents the study’s location-specific recommendations.

The **Action Plan** section presents priority projects for implementation, addressing timing and costs.

The Plan presents recommendations to:

- **Build a transit network**
- **Complete the bike network**
- **Increase walkability**
- **Enhance the main street and neighborhood street experience**
- **Simplify intersections for all users**

These recommendations comprise the following:



Building the transit network to add two miles of dedicated transit facilities



Completing the bicycle network with four miles of east-west bicycle facilities

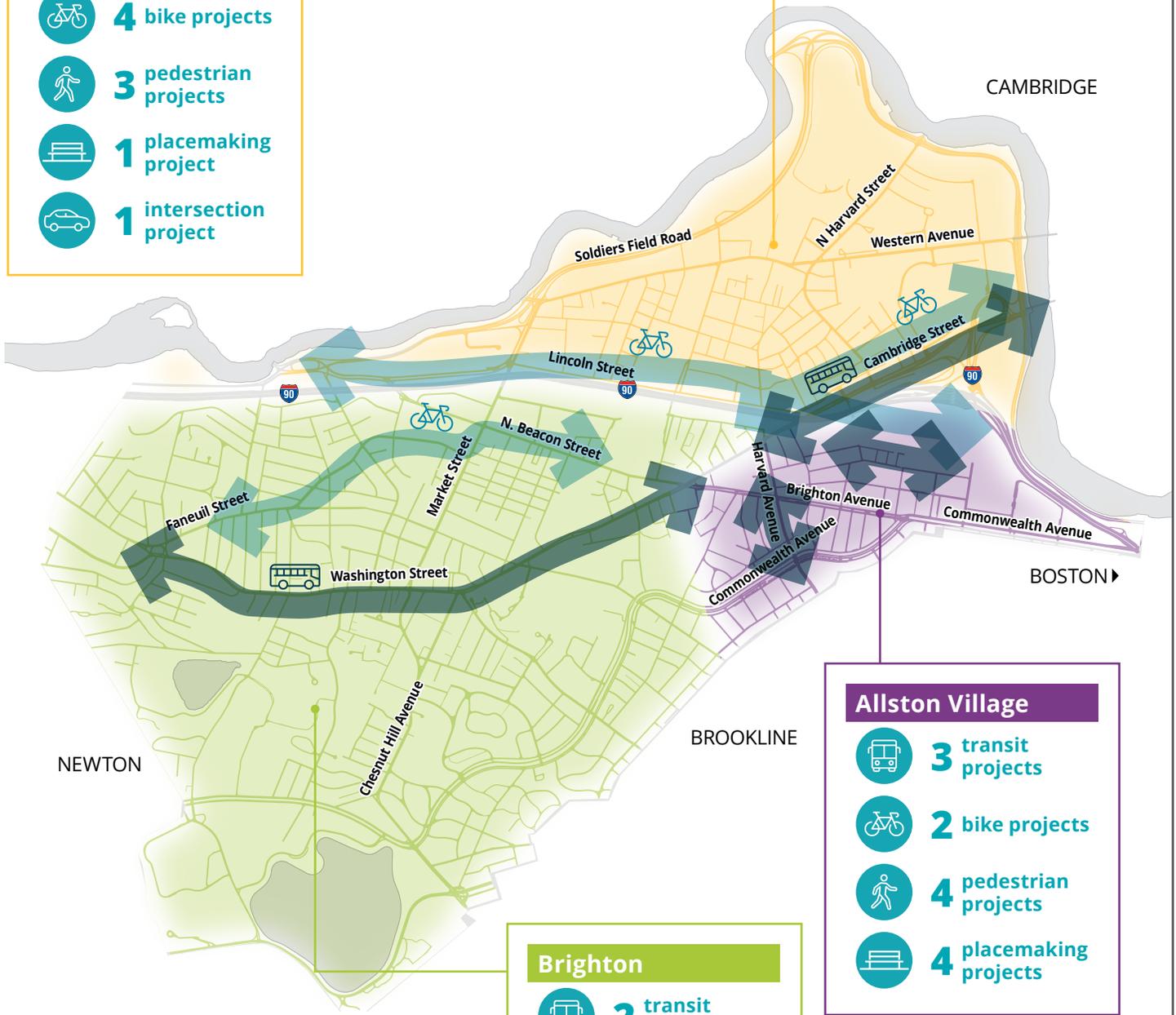


Implementing area-specific interventions across Allston-Brighton

For easy reference, Appendix A contains a summary list of all plan recommendations.

North of Pike

-  **4** bike projects
-  **3** pedestrian projects
-  **1** placemaking project
-  **1** intersection project



Brighton

-  **2** transit projects
-  **4** bike projects
-  **8** pedestrian projects
-  **2** placemaking projects
-  **4** intersection projects
-  **2** parking projects

Allston Village

-  **3** transit projects
-  **2** bike projects
-  **4** pedestrian projects
-  **4** placemaking projects

