



Allston-Brighton Neighborhood Planning Initiative (ABNPI)

**BRA / BTD
Transportation Workshop
May 17, 2007**



ABNPI Transportation Workshop



TODAY'S AGENDA

- Introductions
- ABNPI Overview & Update
- Today's Workshop Topics
 - Traffic Flow
 - Pedestrian Safety & Bicycle Access
 - On & Off Street Parking
 - Public Transportation



ABNPI Transportation Workshop

ABNPI OVERVIEW

- Purpose
 - Community input for recommendations
 - Focus Group – synthesize & prioritize input
- Objective
 - Report w/ prioritized recommendations
 - Serve as guide for the City of Boston



ABNPI Transportation Workshop

ABNPI OVERVIEW

▪ Process Update

March 7

**Community-Wide Workshop
Community & Physical Development**

March 27

Working Session #1 w/ Focus Group

May 17

**Community-Wide Workshop
Transportation w/ Boston Transportation Dept.**

May 22

Working Session #2 w/ Focus Group

June 5

Working Session #3 w/ Focus Group

Summer

BRA/City Summary



ABNPI Transportation Workshop



WORKSHOP GOALS

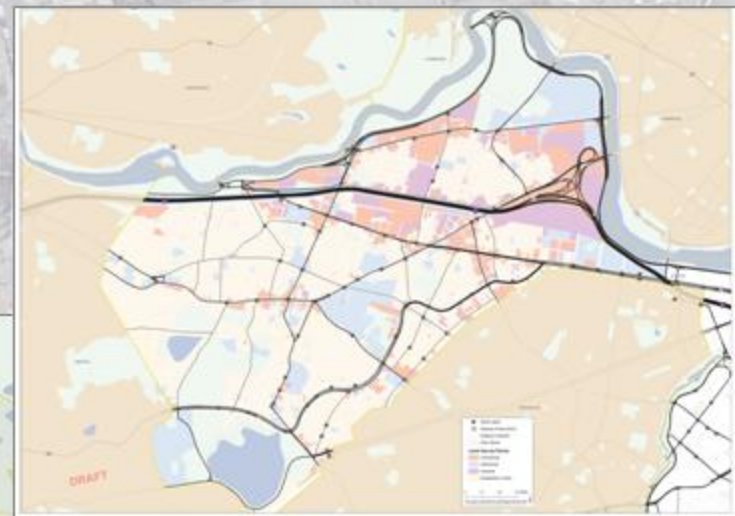
- Identify Issues
- Collect Community Recommendations
 - Traffic Flow
 - Pedestrian Safety & Bicycle Access
 - On & Off Street Parking
 - Public Transportation



ABNPI Transportation Workshop

TODAY'S WORKSHOP TOPICS

- Traffic Flow
- Pedestrian Safety & Bicycle Access
- On & Off Street Parking
- Public Transportation



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NEIGHBORHOOD TRANSPORTATION PROFILE

- **Similar to other neighborhoods**
 - walking is predominant mode for trips within AB,
 - transit for trips downtown, &
 - automobiles for elsewhere
- **Transit share, 13% of trips, is lower than the citywide average**
- **In 1990, 1/3 of AB households didn't own a motor vehicle & 23% owned 2 or more**
- **Btw 1991 & 1999, registrations > 9% in AB**

Distribution of Trips and Mode Shares in Allston/Brighton

	<u>Auto</u>	<u>Transit</u>	<u>Walk</u>
All destinations and purposes	60%	13%	26%
<i>City Average</i>	<i>51%</i>	<i>19%</i>	<i>30%</i>

(“walk” mode includes bicycle)

Geographic Distribution of Trips

<u>% of Trips</u>	<u>Origin or Destination</u>	<u>Auto</u>	<u>Transit</u>	<u>Walk</u>
34%	Within Neighborhood	29%	2%	69%
7%	Core Neighborhoods	38%	62%	0%
19%	Rest of Boston	68%	25%	7%
31%	Inner Communities	83%	11%	6%
9%	Outer Communities	97%	3%	0%

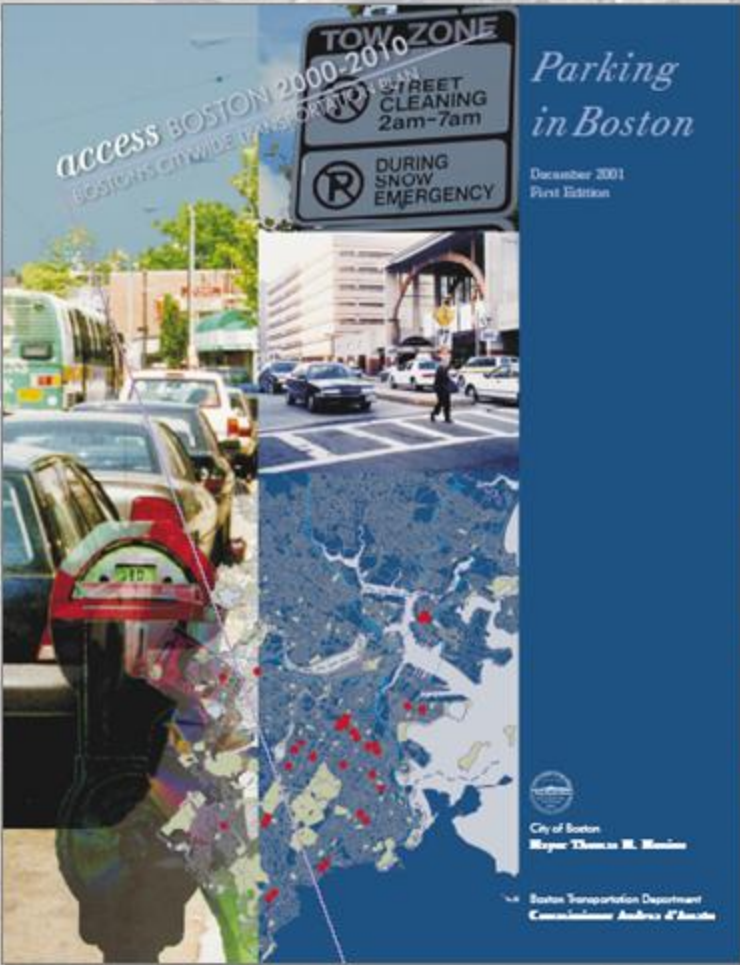
Activity Distribution of Trips

<u>% of Trips</u>	<u>Activity in Neighborhood</u>	<u>Auto</u>	<u>Transit</u>	<u>Walk</u>
48%	Home	57%	19%	24%
18%	Work	72%	11%	17%
34%	Other	59%	6%	35%



ABNPI Transportation Workshop

PREVIOUS BTD TRANSPORTATION PLANNING



access BOSTON 2000-2010
BOSTON'S CITYWIDE TRANSPORTATION PLAN

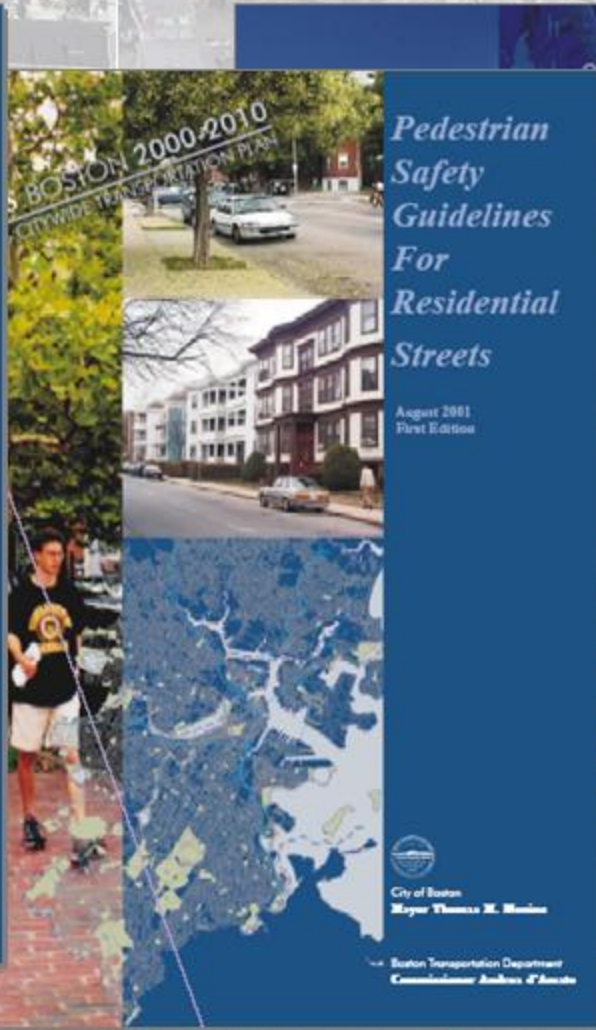
TOW ZONE
STREET CLEANING
2am-7am
DURING SNOWY EMERGENCY

Parking in Boston
December 2001
First Edition

City of Boston
Mayor Thomas M. Menino

Boston Transportation Department
Commissioner Andrea D'Amato

The cover features a collage of images: a street scene with a bus and cars, a person in a red helmet, and a map of Boston with red dots indicating parking locations.



access BOSTON 2000-2010
BOSTON'S CITYWIDE TRANSPORTATION PLAN

Pedestrian Safety Guidelines For Residential Streets
August 2001
First Edition

City of Boston
Mayor Thomas M. Menino

Boston Transportation Department
Commissioner Andrea D'Amato

The cover features a collage of images: a street scene with a car, a person walking on a sidewalk, and a map of Boston.



access BOSTON 2000-2010
BOSTON'S CITYWIDE TRANSPORTATION PLAN

Boston Bicycle Plan

City of Boston
Mayor Thomas M. Menino

Boston Transportation Department
Commissioner Andrea D'Amato

May 2001
First Edition

The cover features a collage of images: a person on a bicycle, a street scene, and a map of Boston.



ABNPI Transportation Workshop

RECENT TRANSPORTATION PLANNING EFFORTS

Summary of 11Mar06 ABCDC/Howard/Stein-Hudson Transportation Study

High-Priority Corridors	Growth / Development	Transit	Pedestrians	Bikes	Parking
<ul style="list-style-type: none"> Lincoln St – consider changing one-way segment near Market St to two-way for all vehicles or buses only Washington St from Brighton Ctr to Oak Sq – poor turnover; parking off-street; enforcement & higher fines Packard's Corner 	<ul style="list-style-type: none"> Prioritize public transit as cities such as London do Transit linkage fees Green corridor between BC and River; connect BU to River Water ferries between Harvard & Kenmore Sqs Commuter rail stops at Depot and/or New Balance sites 	<ul style="list-style-type: none"> MBTA frequency on 57, 66, 501 Improve fare collection on Green Line B-Line signal prioritization 	<ul style="list-style-type: none"> Traffic calming Crossing signals Traffic violations enforcement 	<ul style="list-style-type: none"> Access to Charles River Traffic calming 	<ul style="list-style-type: none"> Lack of parking in business districts Promote shared parking lots Enforcement against front-yard parking and parking at bus stops

Getting Around Slowing You Down?

Saturday
March 11, 2006

Honan-Allston Library
300 North Harvard Street
10:00 a.m. – 1:00 p.m.

A coalition of Allston-Brighton groups wants to know about local transportation issues and problems. What ideas do you have for improvements for transit users, drivers, delivery personnel, pedestrians, and cyclists?

This workshop will include a review of transportation trends, facts, issues, and opportunities. The main part of the workshop will be YOU telling us about your commute, shopping, and strolling in Allston and Brighton and ideas for making it better.

sponsored by

- Allston Civic Association
- Brighton Main Streets
- Robert Park Neighborhood Association
- Allston Village Main Streets
- Brighton Allston Improvement Association
- Allston Brighton CDC
- Lattes en Acción

Call (617) 787-3874 for more information

ALLSTON-BRIGHTON TRANSPORTATION VISIONING

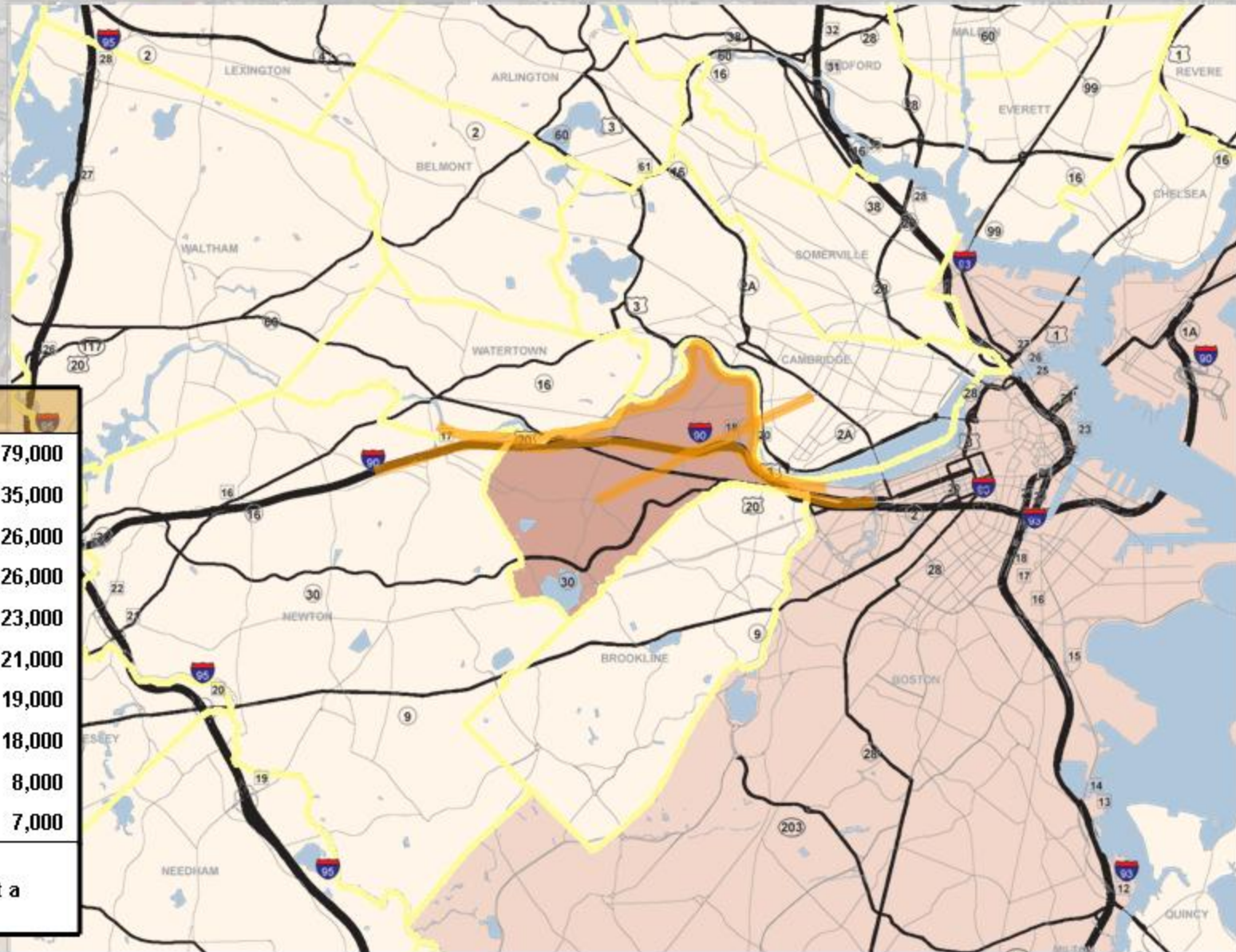
MBTA Bus Route 66 • Parking Available • Handicapped Accessible • Spanish Translation Available • Refreshments Served



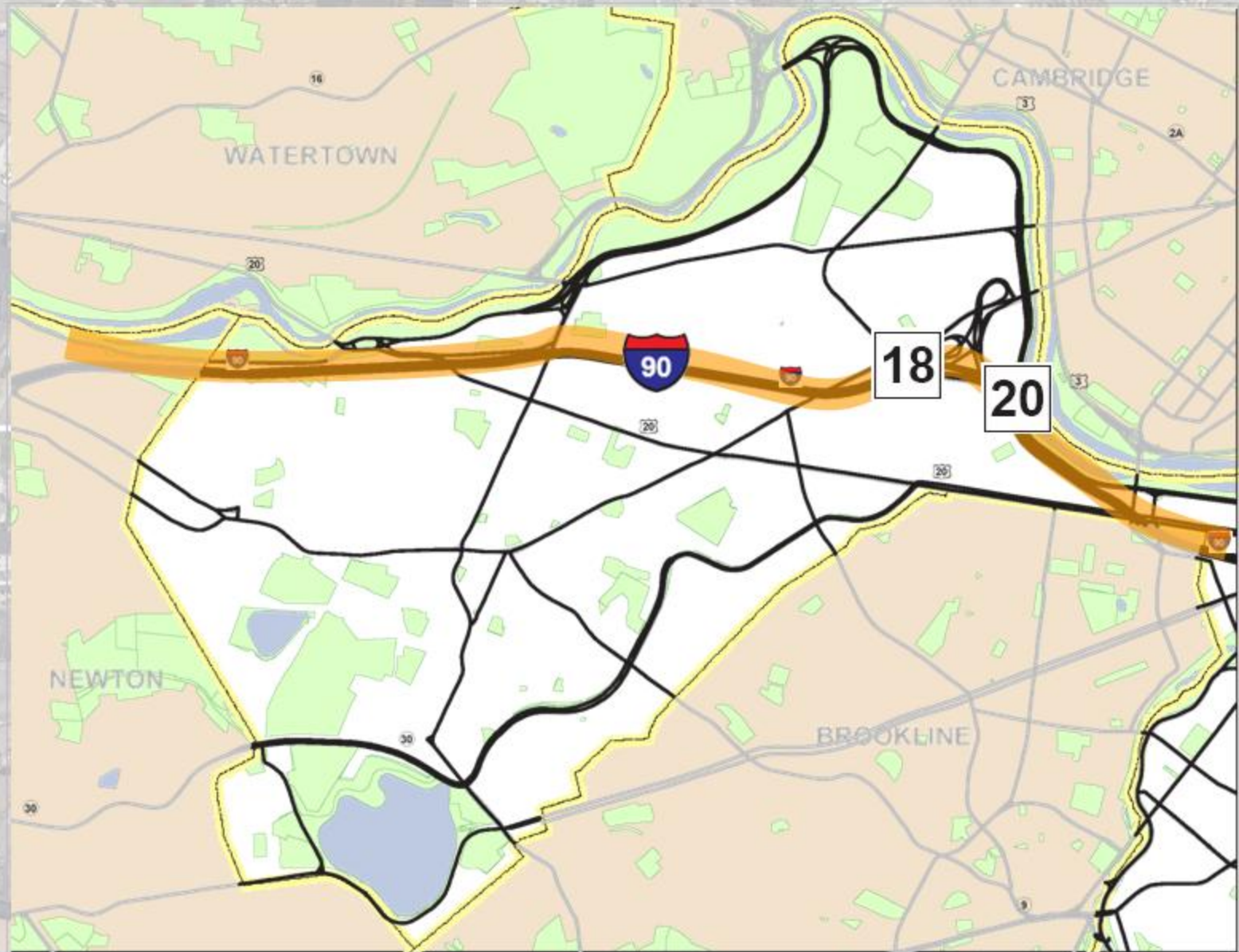
Traffic Flow: Regional Context

Keep regional traffic on highways

Turnpike, Storrow Drive

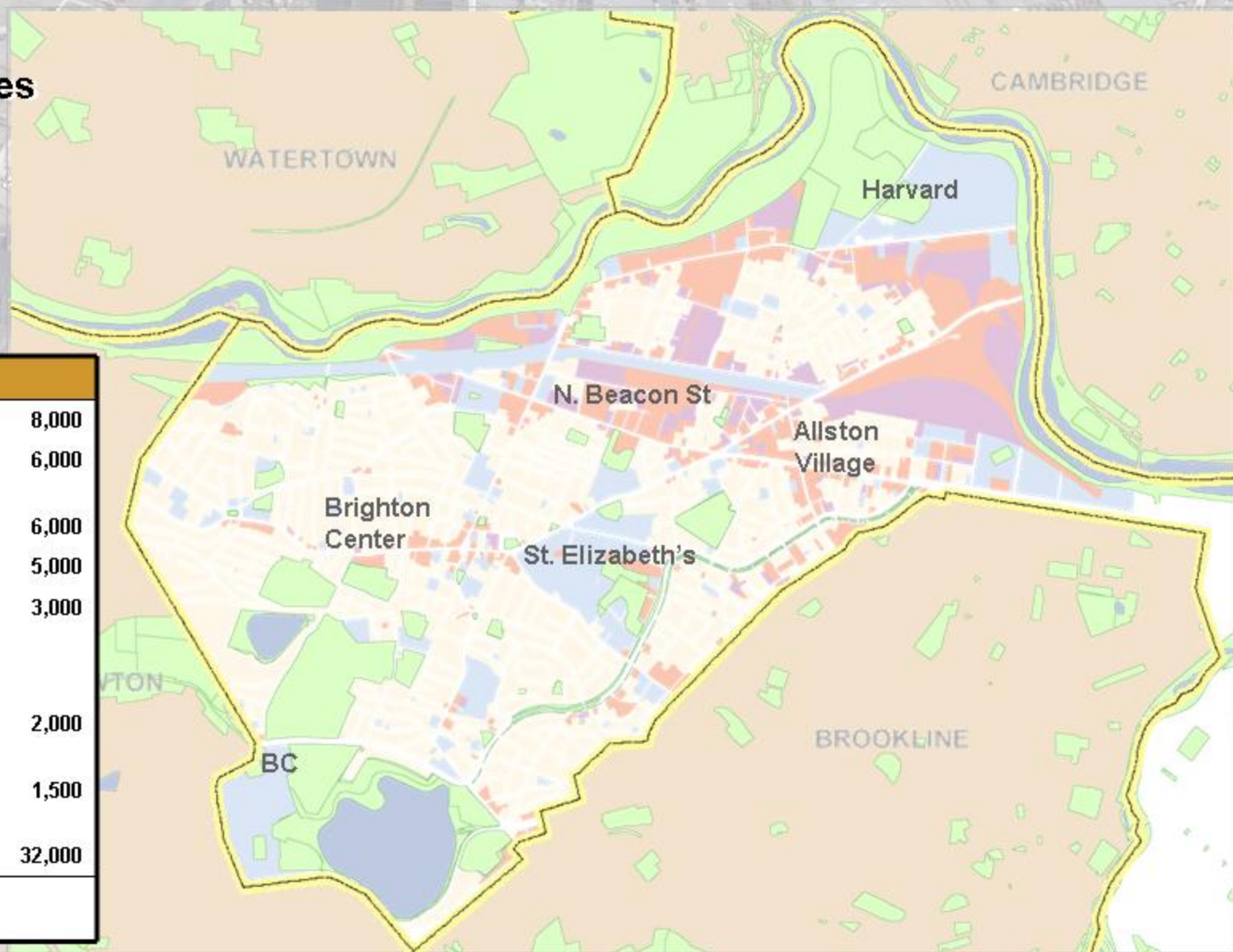


Traffic Flow: Regional Routes & Local I-90 Exits



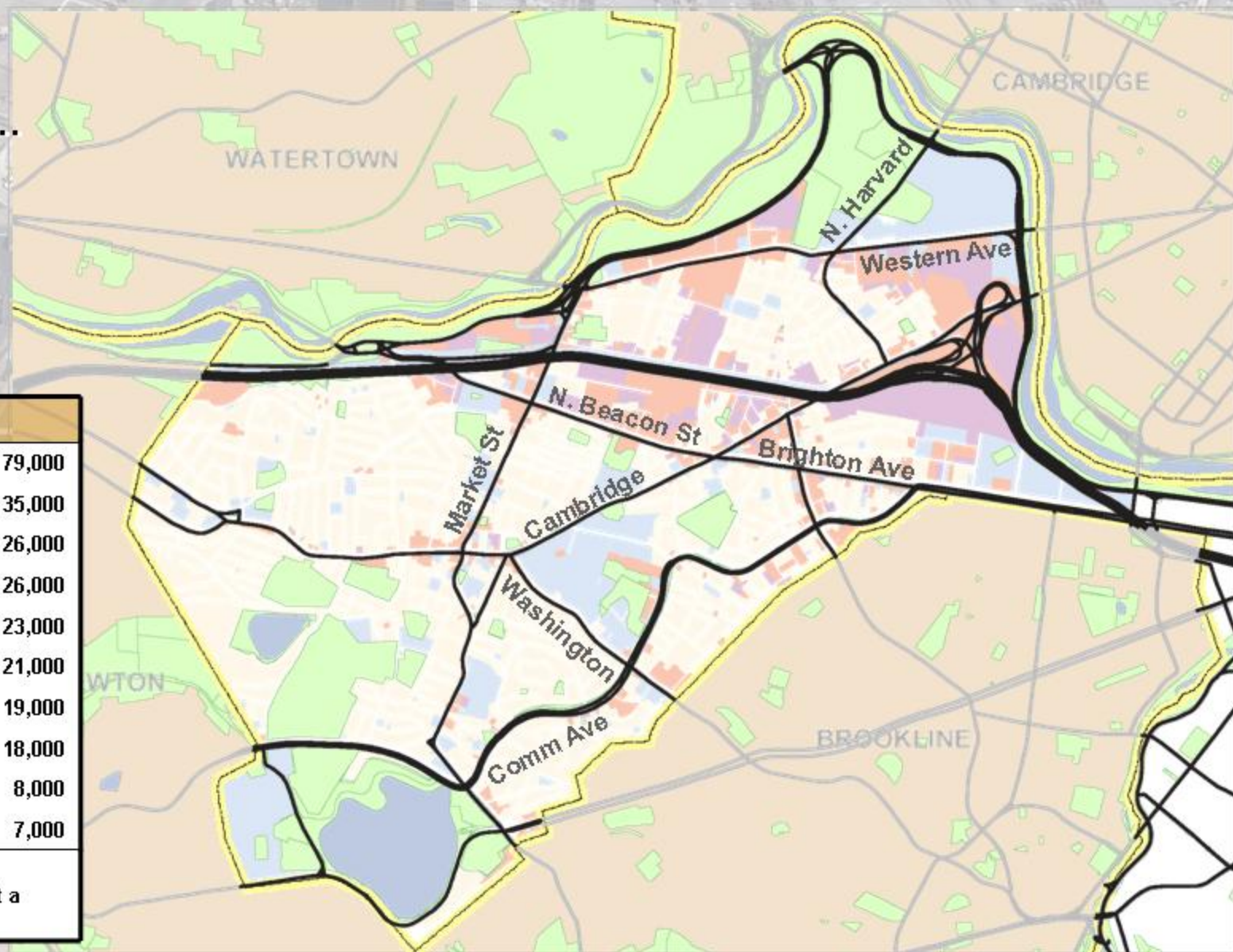
Traffic Flow: Non-Residential Land Uses

Commercial & institutional uses generate traffic



Traffic Flow: Major Arterials

Effective traffic-flow on major arterials...

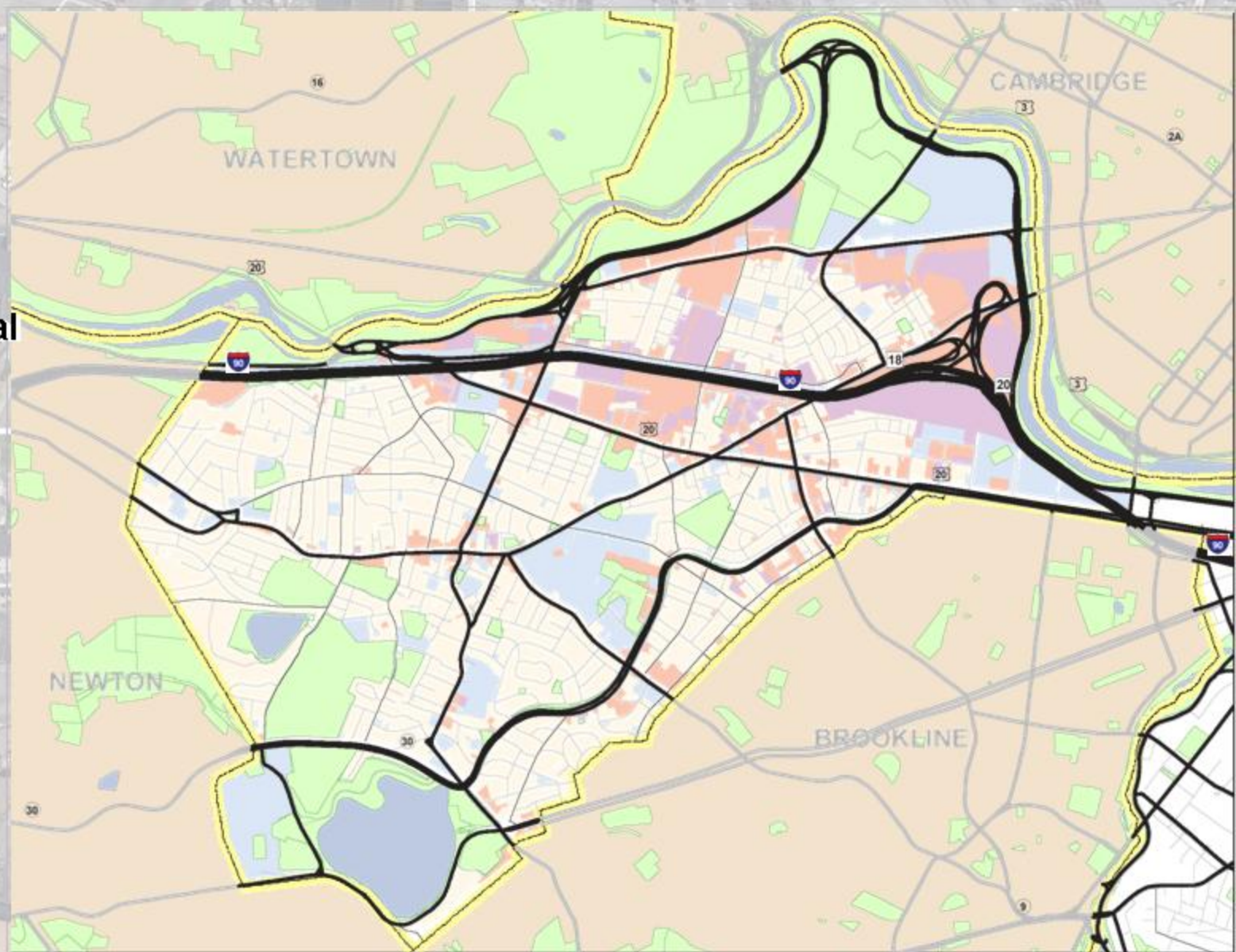


Traffic Flow: Residential Streets

...reduces
cut-through
traffic
on residential
streets

Safer residential
streets by:

- Changing directions
- Slowing traffic



Traffic Flow: Key Issues

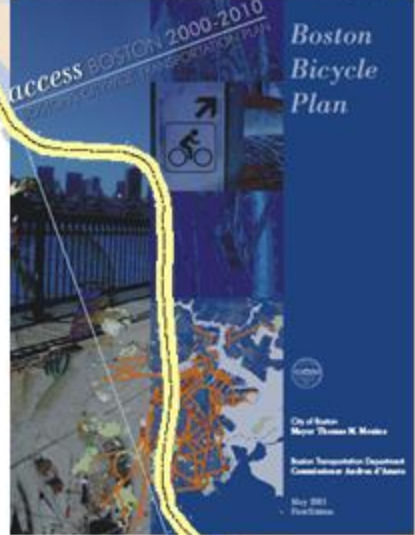
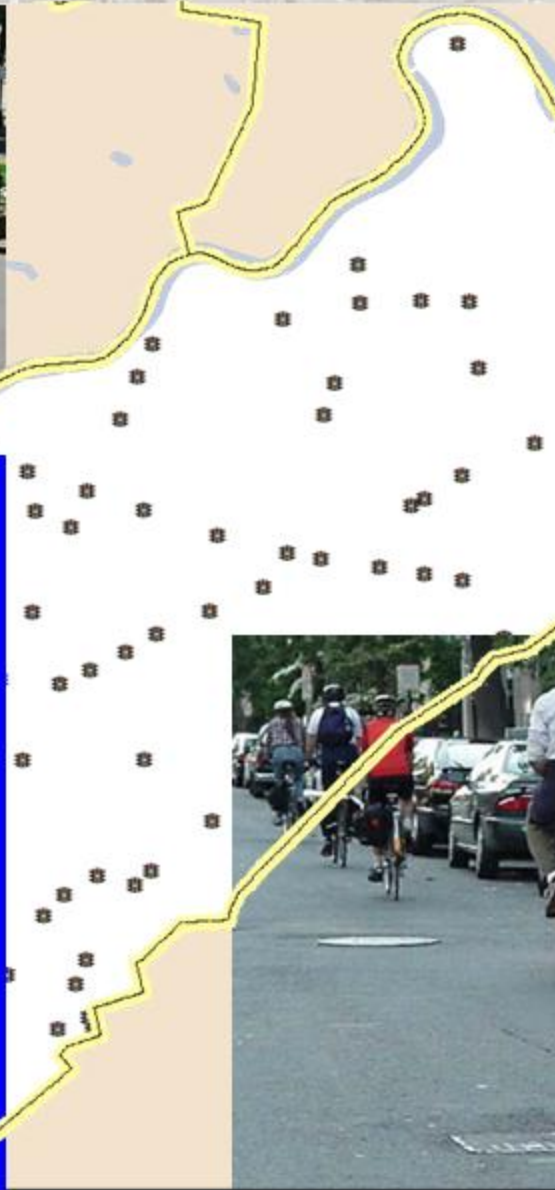
Improve “level of service” at key intersections

Protect residential streets from cut-through traffic

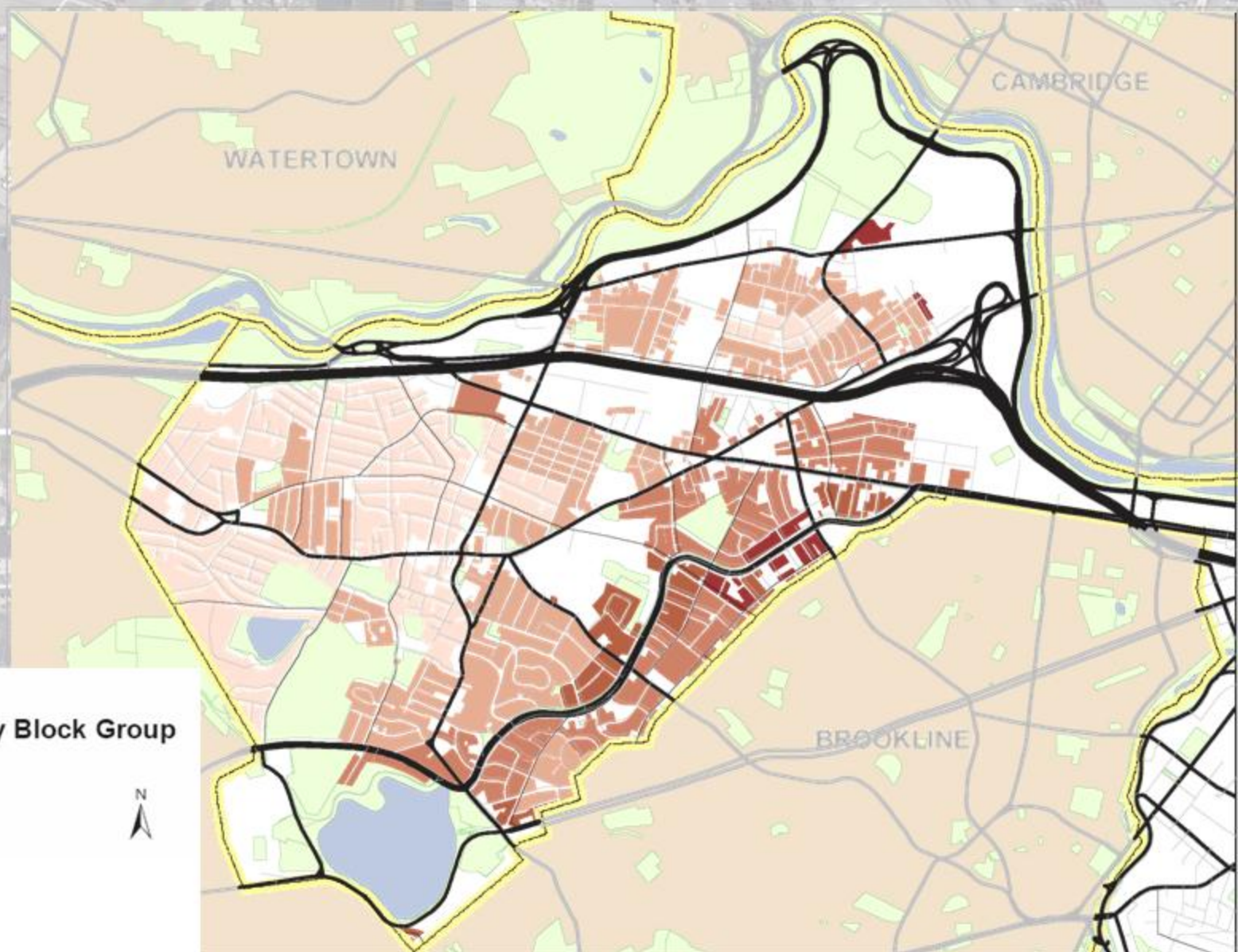
Map combined impact of new and future development



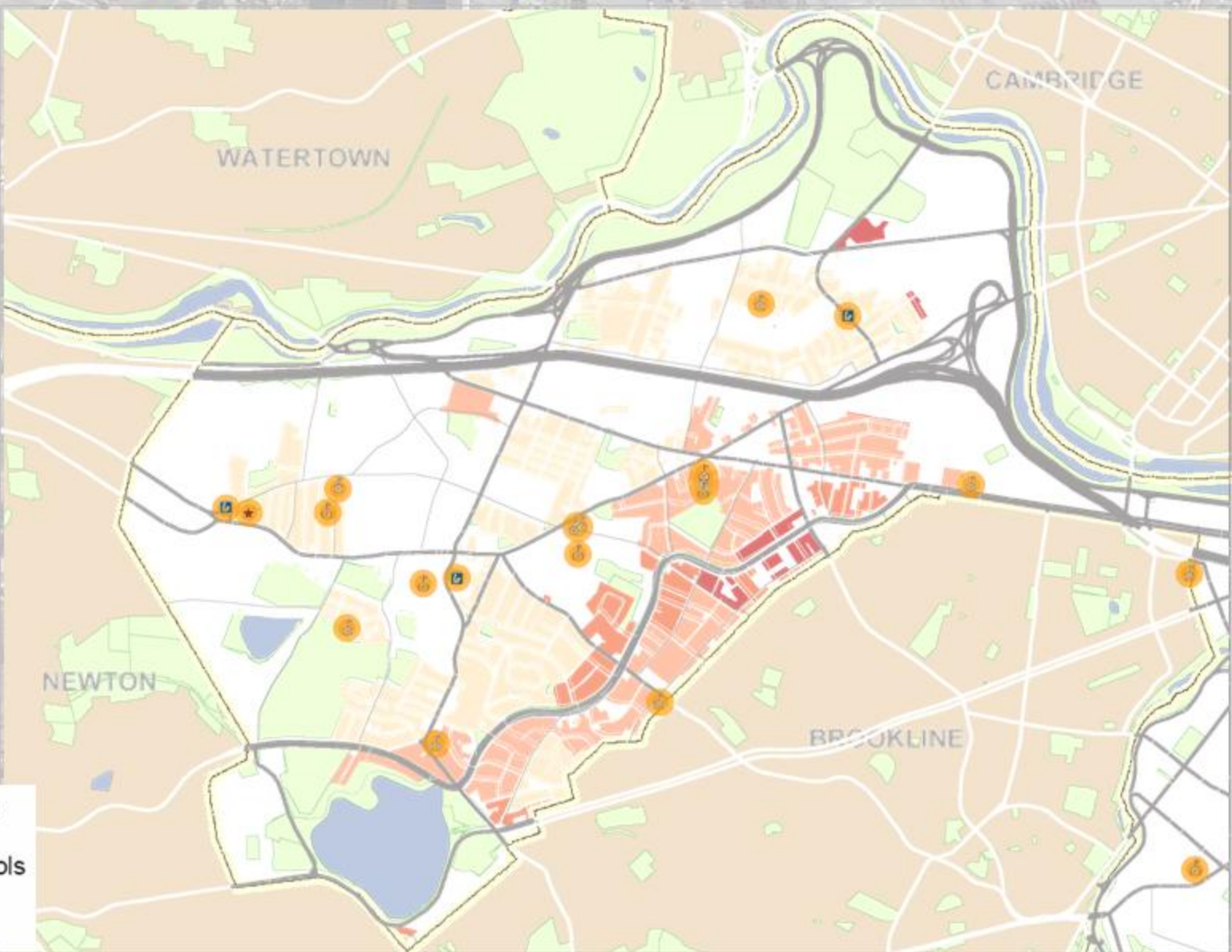
Pedestrian Safety & Bicycle Access



Pedestrian Safety in Residential Areas



Pedestrian Safety & Community Facilities



- ★ Community Centers
- 🏫 Boston Public Schools
- 📖 Libraries



Allston-Brighton
Neighborhood Planning Initiative (ABNPI)

Designing Pedestrian-Friendly Streets

- Maintain capacity on travel lanes
- Shorten crosswalks & install countdowns
- Provide on-street parking
- Install street furniture & widen sidewalks
- Promote universal access



Oak Square, Brighton



Proposed Improvements
Central Square, East Boston



Designing Pedestrian-Friendly Streets

- Maintain capacity on travel lanes
- Shorten crosswalks & install countdowns
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- Install street furniture & widen sidewalks
- Promote universal access



*Cleveland Circle
Existing & Proposed*



Designing Pedestrian-Friendly Streets: Elements

- Maintain capacity on travel lanes
- Shorten crosswalks & install count-downs
- Provide on-street parking
- Install street furniture & widen sidewalks
- Promote universal access



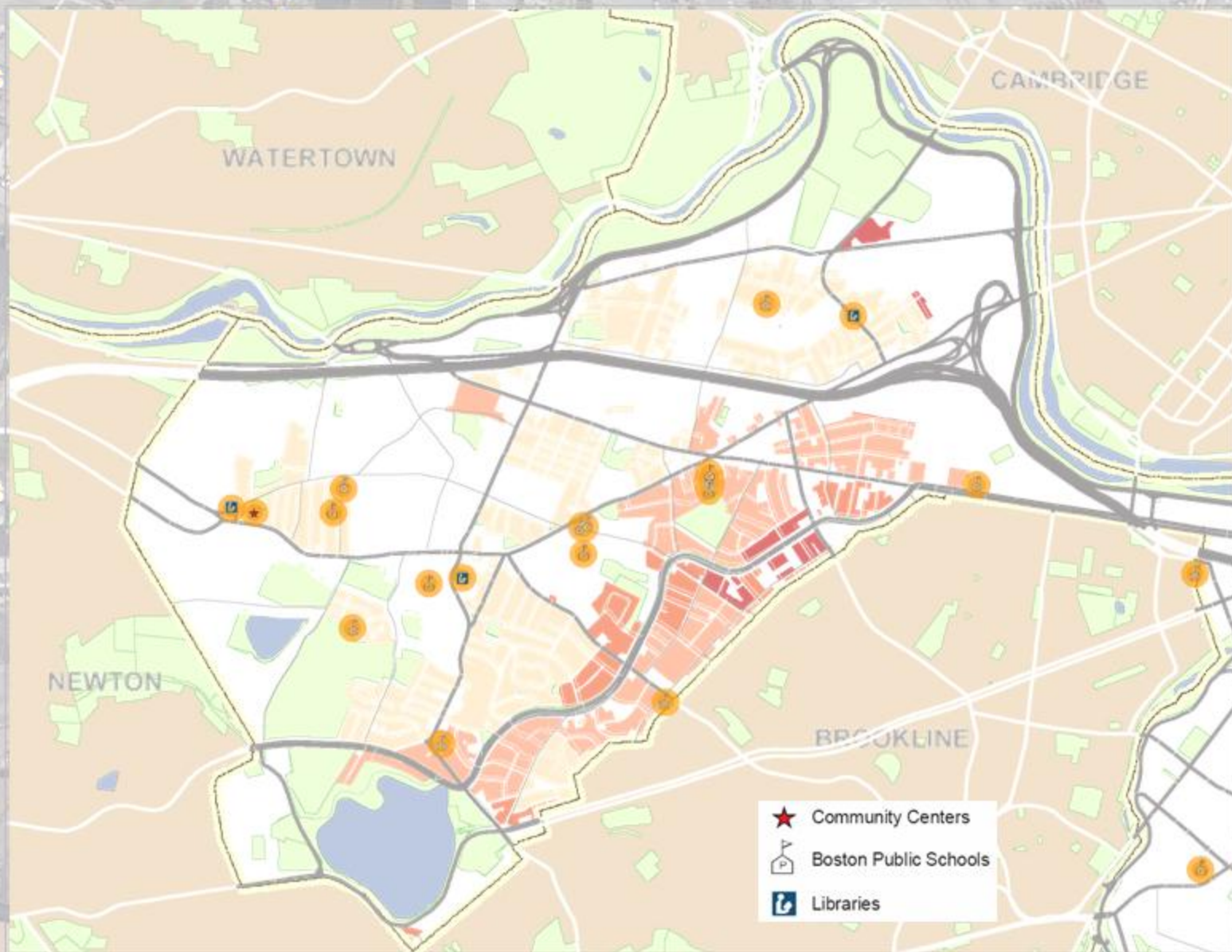
Pedestrian Safety: Key Issues

Short-Term Improvements

- Coordinated signals
- Pedestrian Count-downs
- Safety zones
- Crosswalks

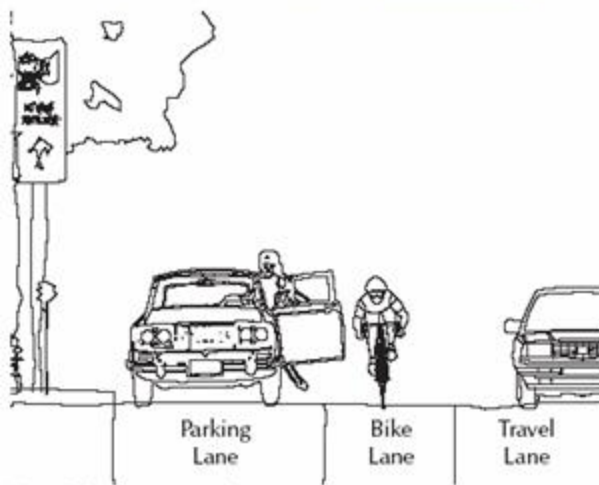
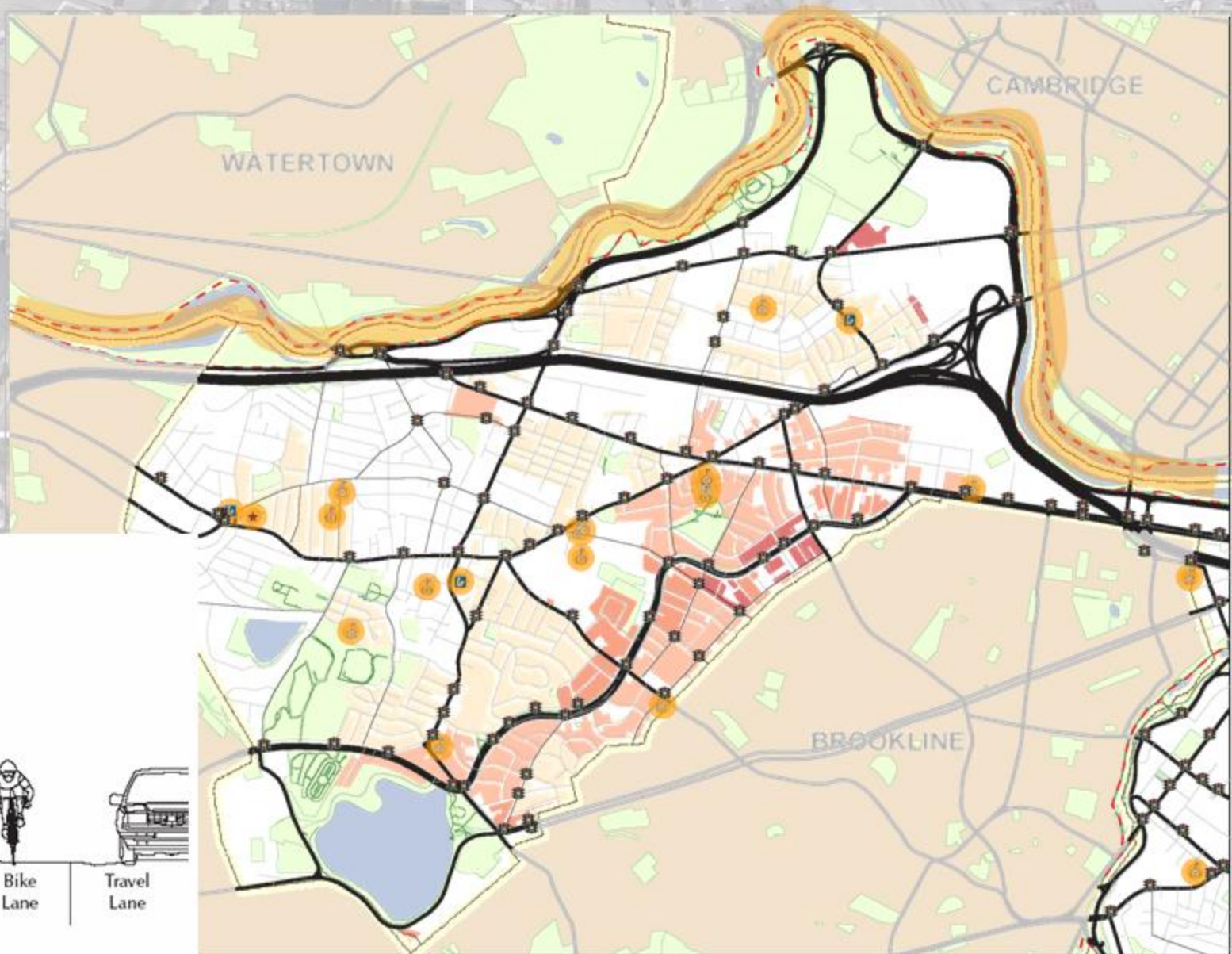
Long-Term Improvements

- Identify intersections & streets
- Develop streetscape designs
- Seek construction funding



Bicycle Access: Bike Paths & On Street Accommodation

Bike paths and lanes should be linked with regional routes



Bicycle lane next to parking



On & Off Street Parking: Overview

“Chemistry of Parking”

“CHEMISTRY OF PARKING”

Parking cost and availability affects auto ownership and travel decisions. Figure 2 describes in schematic form the relationship between the on-street and off-street parking supply, as well as the role played by non-auto modes to relieve parking demands.

• Off-Street Parking

• CTPS 97-98 Inv

~7,000 Off-Street Spaces

• On-Street Park Management

Key Regulation

– Meters & 2-hr

– RPP Program

– Valet Parking

– Commercial Loading

• Transit First Advocacy

Table 1 – Examples of Parking Demands

CATEGORY	DURATION	DAYTIME PARKING DEMANDS	NIGHTTIME PARKING DEMANDS
Long-term	4 hours or more (Typically 8+ hours)	<ul style="list-style-type: none">• Residents• Employees• Commuters• Students	<ul style="list-style-type: none">• Residents• Students• Overnight shift workers
Intermediate	2-4 hours	<ul style="list-style-type: none">• Shoppers• Visitors• Hospital outpatient• Students• Building maintenance and service	<ul style="list-style-type: none">• Restaurant (valet and non-valet)• Entertainment and cultural venues• Sports events• Visitors
Short-term	Less than 2 hours	<ul style="list-style-type: none">• Shoppers• Visitors• Delivery of goods	<ul style="list-style-type: none">• Restaurant (valet and non-valet)• Visitors

Activity

1. Increased economic activity at major employment centers will “fuel” an increase in parking demand.
2. Unless the off-street parking supply is increased, the increased parking demand of an expanding economy will increase parking costs for individual motorists.
3. In response to higher costs and reduced parking availability, some motorists will choose to shift modes and take transit, bicycles or other alternatives to private autos.
4. Some motorists will seek cheaper on-street parking instead of parking off-street in a lot or garage.



On & Off Street Parking

Parking Requirements

Existing Zoning – Article 51

- **Office/Retail** 2.0 spaces per 1,000-SF
- **Residential** 0.5 – 2.0 spaces per unit based on housing type

BTD Transportation Plan

Off-Street Parking Ratio Goals

Distant from MBTA Station

- **Non-Residential** 1.0 – 1.5 spaces per 1,000-SF
- **Residential** 1.0 – 1.5 spaces per unit based on housing type

Near MBTA Station

- **Non-Residential** 0.75 – 1.25 spaces per 1,000-SF
- **Residential** 0.75 – 1.25 spaces per unit based on housing type
- **Employee parking costs \geq transit cost**



On & Off Street Parking

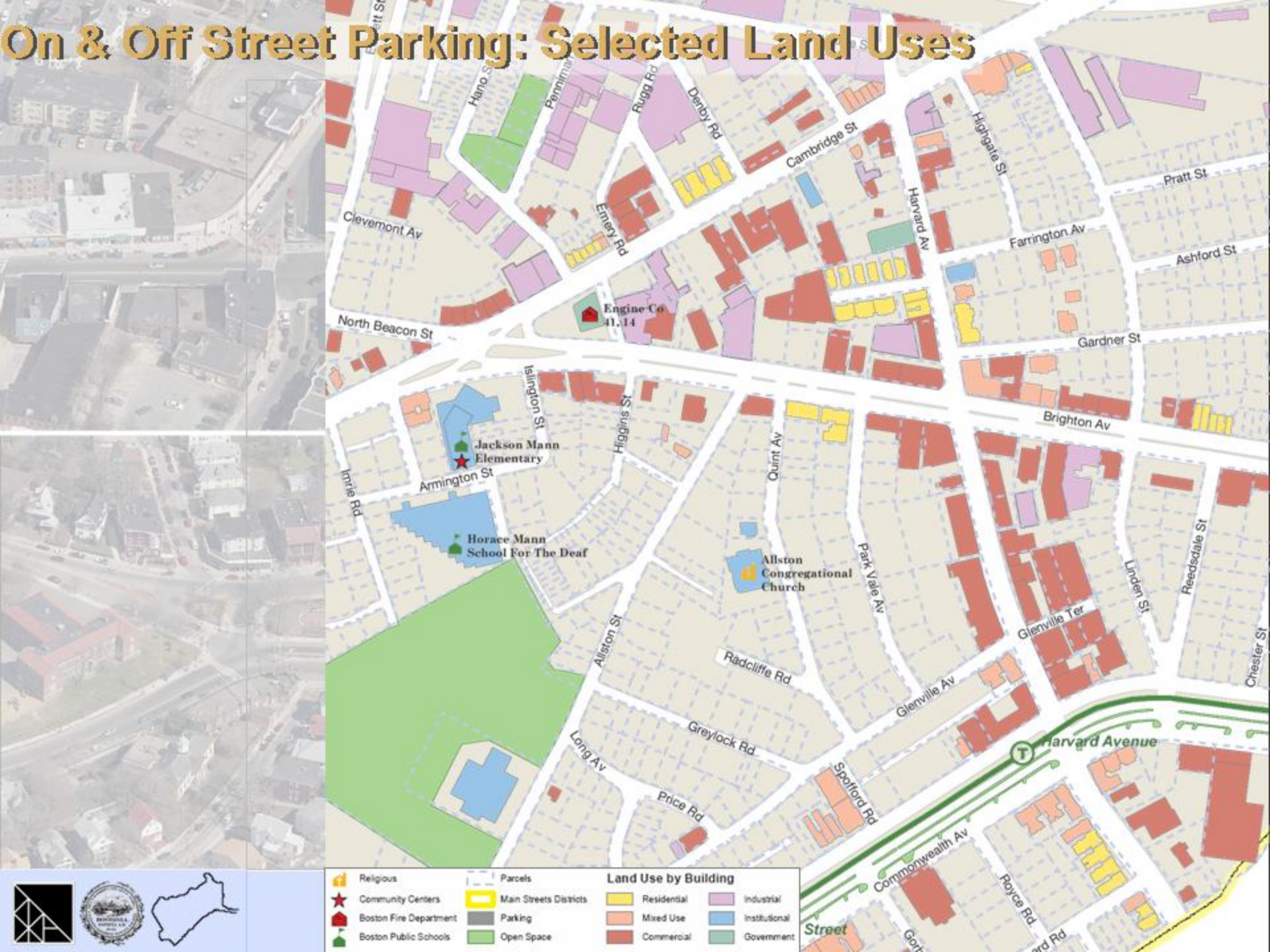
Table 8 – Summary of District-based Parking Goals/Guidelines

LOCATION	OFFICE/NON-RESIDENTIAL SPACES PER 1,000 SQUARE FEET	RESIDENTIAL SPACES PER UNIT ²	HOTEL SPACES PER UNIT
Financial District/Government Center/ Bullfinch Triangle, North End, West End/ Massachusetts General Hospital, Beacon Hill, Chinatown/Leather District, Bay Village, Back Bay, South End (west of Tremont Street)	0.4	0.5-1.0	0.4
South End (east of Tremont Street), Boston Medical Center, Lower Roxbury/Crosstown	0.75-1.0	1.0-1.5	0.4
Dudley Square, Mission Hill	0.75-1.0	0.5-1.0	0.4
Longwood Medical Area, West Fenway/Kenmore, East Fenway	0.75	0.75	0.4
South Boston Waterfront	Down to 0.7 ¹	1.0-1.5	0.4
Allston/Brighton, Charlestown, Dorchester, East Boston, Jamaica Plain, Mattapan, Roxbury, South Boston (residential neighborhood)	<u>DISTANT FROM MBTA STATION</u> 1.0-1.5 <u>NEAR MBTA STATION</u> 0.75-1.25	<u>DISTANT FROM MBTA STATION</u> 1.0-1.5 <u>NEAR MBTA STATION</u> 0.75-1.25	
Hyde Park, Roslindale, West Roxbury	1.0-1.5	1.0-1.5	

- Notes: 1. With proposed MBTA improvements in place.
2. Lower parking ratios may be appropriate for housing types such as elderly, lodging housed, transitorial housing, and group residences.



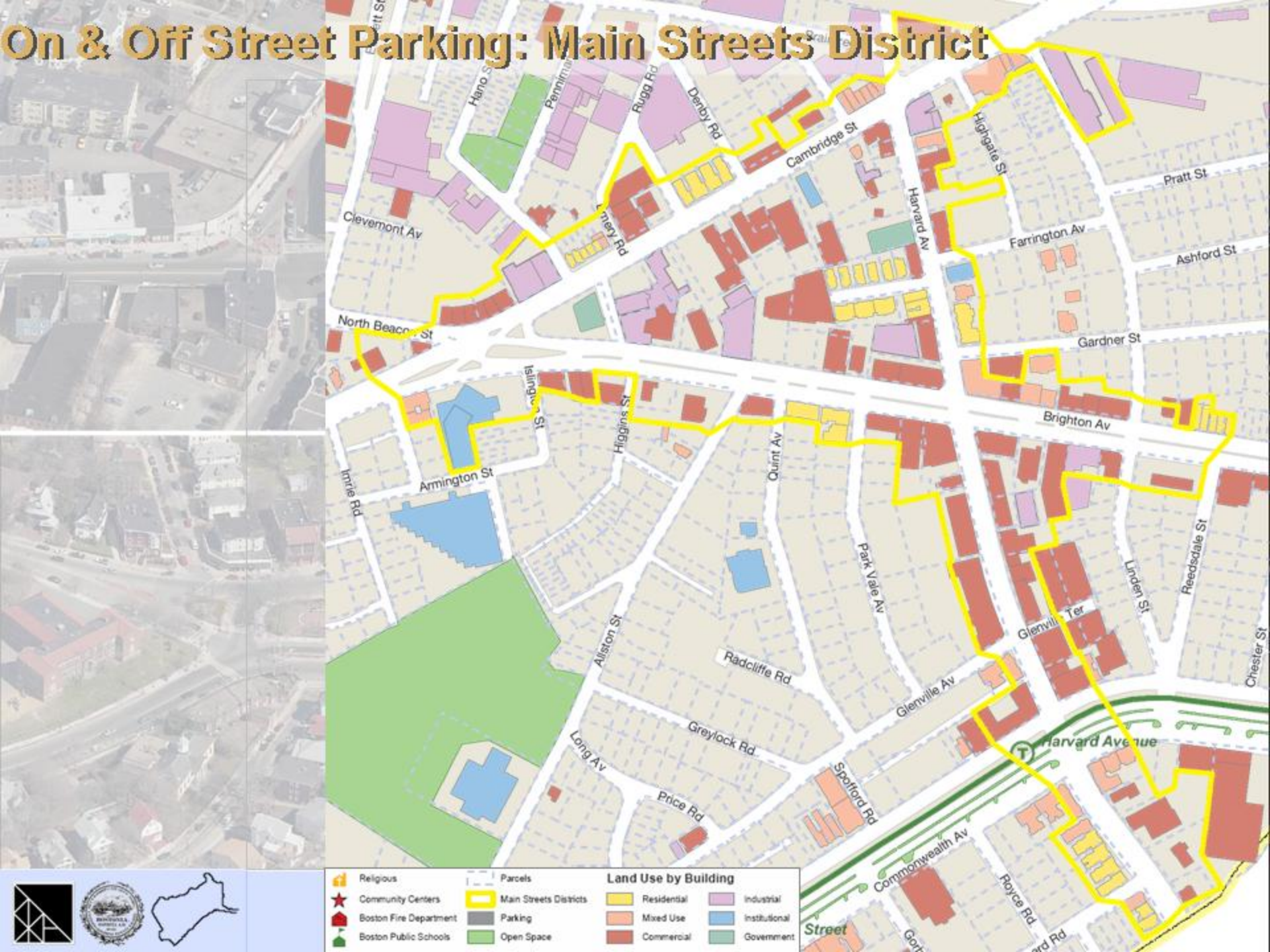
On & Off Street Parking: Selected Land Uses



Land Use by Building	
Religious	Industrial
Community Centers	Institutional
Boston Fire Department	Government
Boston Public Schools	
Parcels	
Main Streets Districts	
Parking	
Open Space	
Residential	
Mixed Use	
Commercial	



On & Off Street Parking: Main Streets District

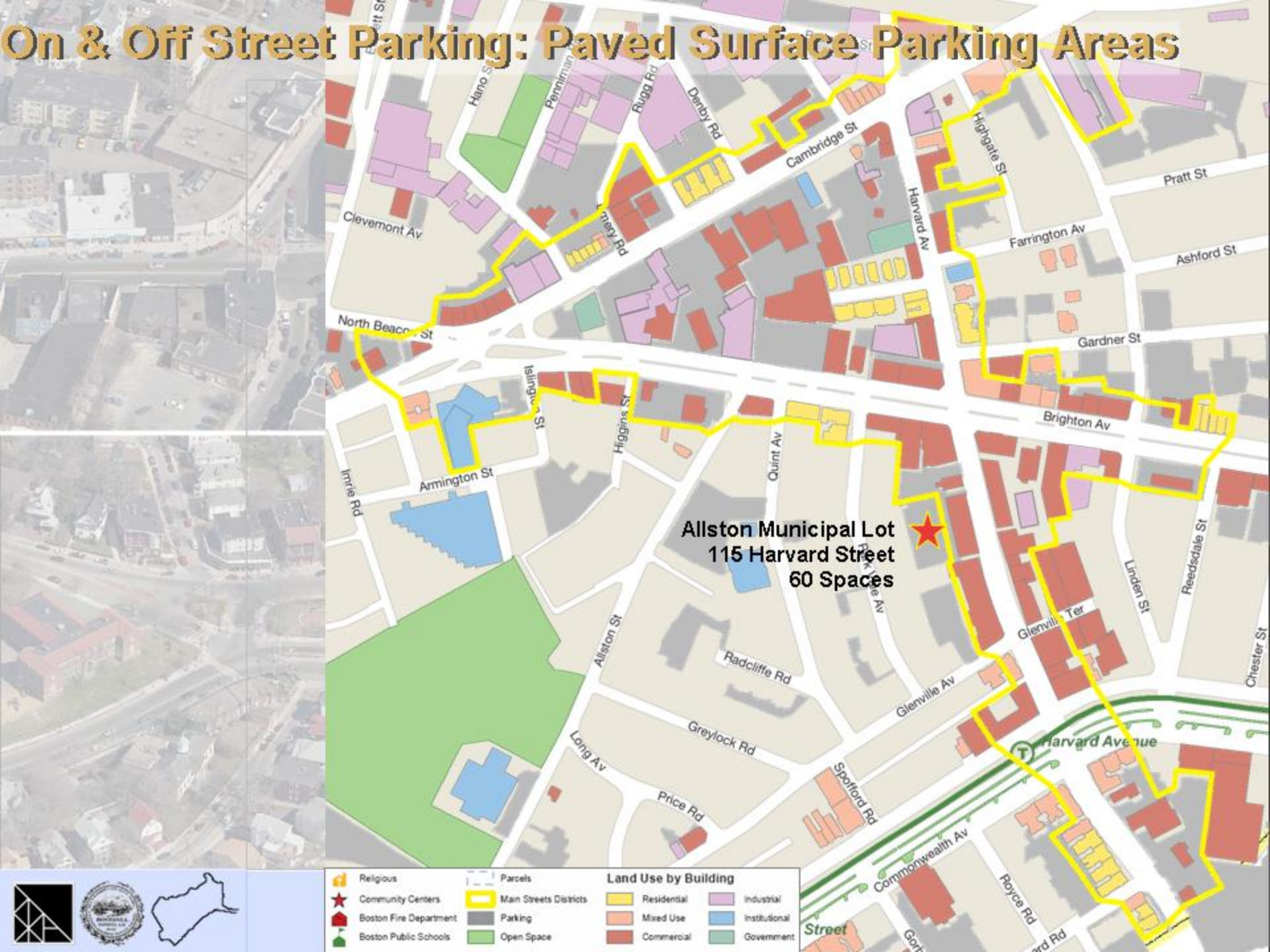


Land Use by Building	
Residential	Industrial
Mixed Use	Institutional
Commercial	Government

Community Centers	Parcels
Boston Fire Department	Main Streets Districts
Boston Public Schools	Parking
Open Space	



On & Off Street Parking: Paved Surface Parking Areas

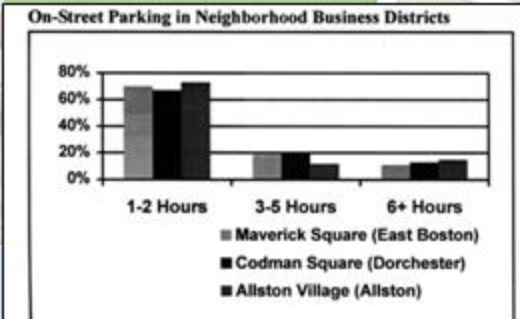
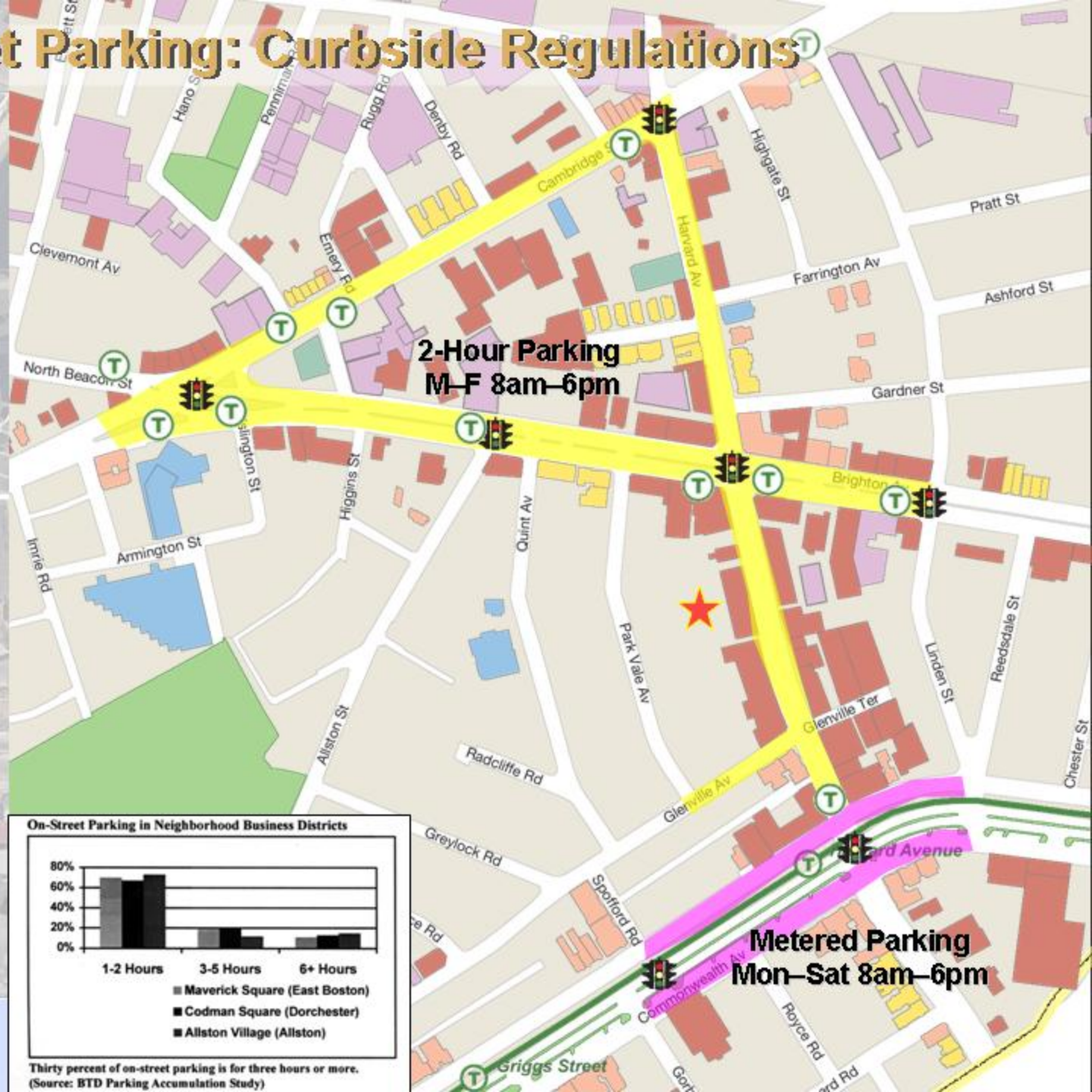


**Allston Municipal Lot
115 Harvard Street
60 Spaces**

	Religious		Parcels		Residential		Industrial
	Community Centers		Main Streets Districts		Mixed Use		Institutional
	Boston Fire Department		Parking		Commercial		Government
	Boston Public Schools		Open Space				



On & Off Street Parking: Curbside Regulations

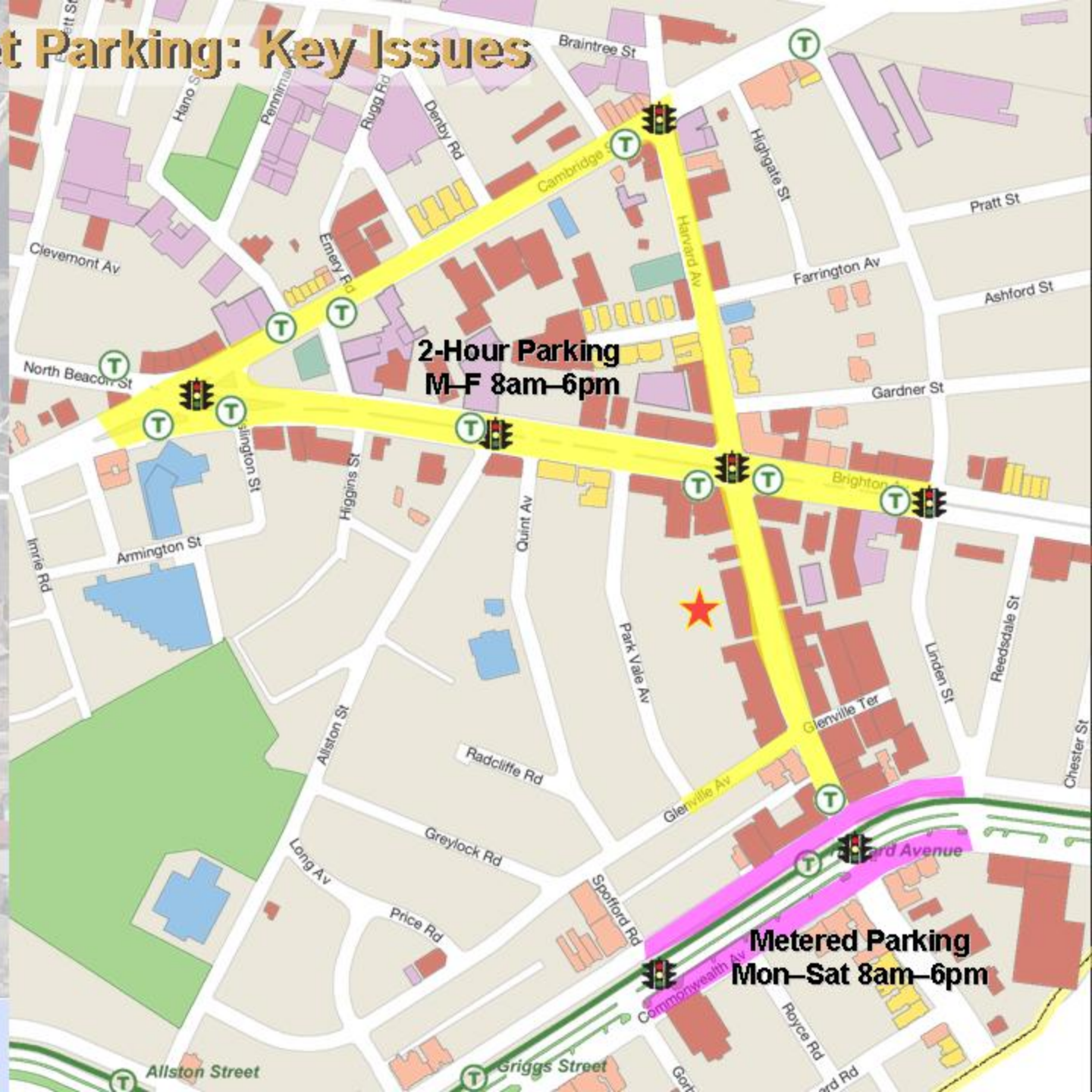


Thirty percent of on-street parking is for three hours or more. (Source: BTD Parking Accumulation Study)



On & Off Street Parking: Key Issues

- Develop off-street parking ratios
- Encourage parking turnover in business districts
- Install meters where necessary
- Garage parking for employees



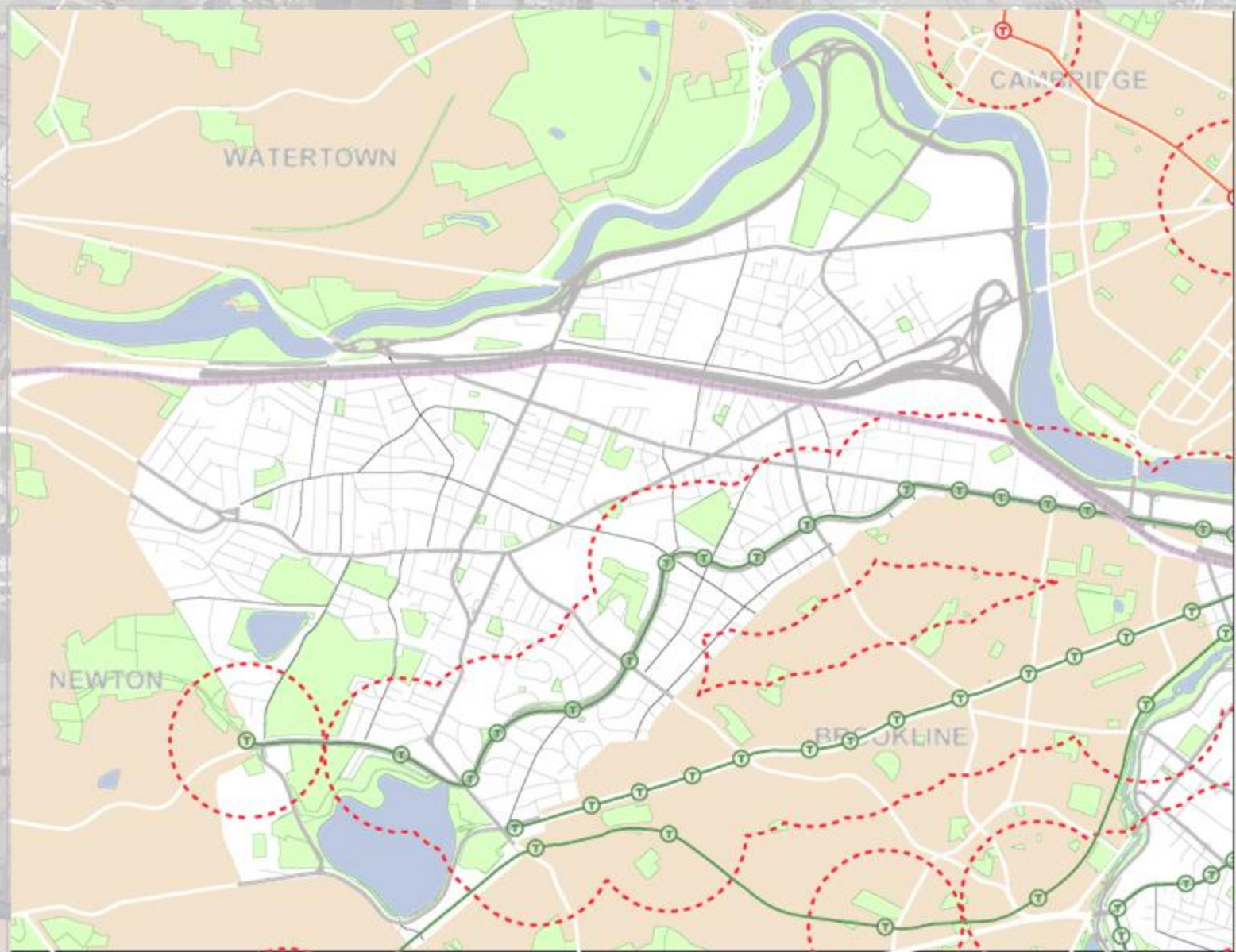
Public Transportation: Green Line & Commuter



Allston-Brighton
Neighborhood Planning Initiative (ABNPI)

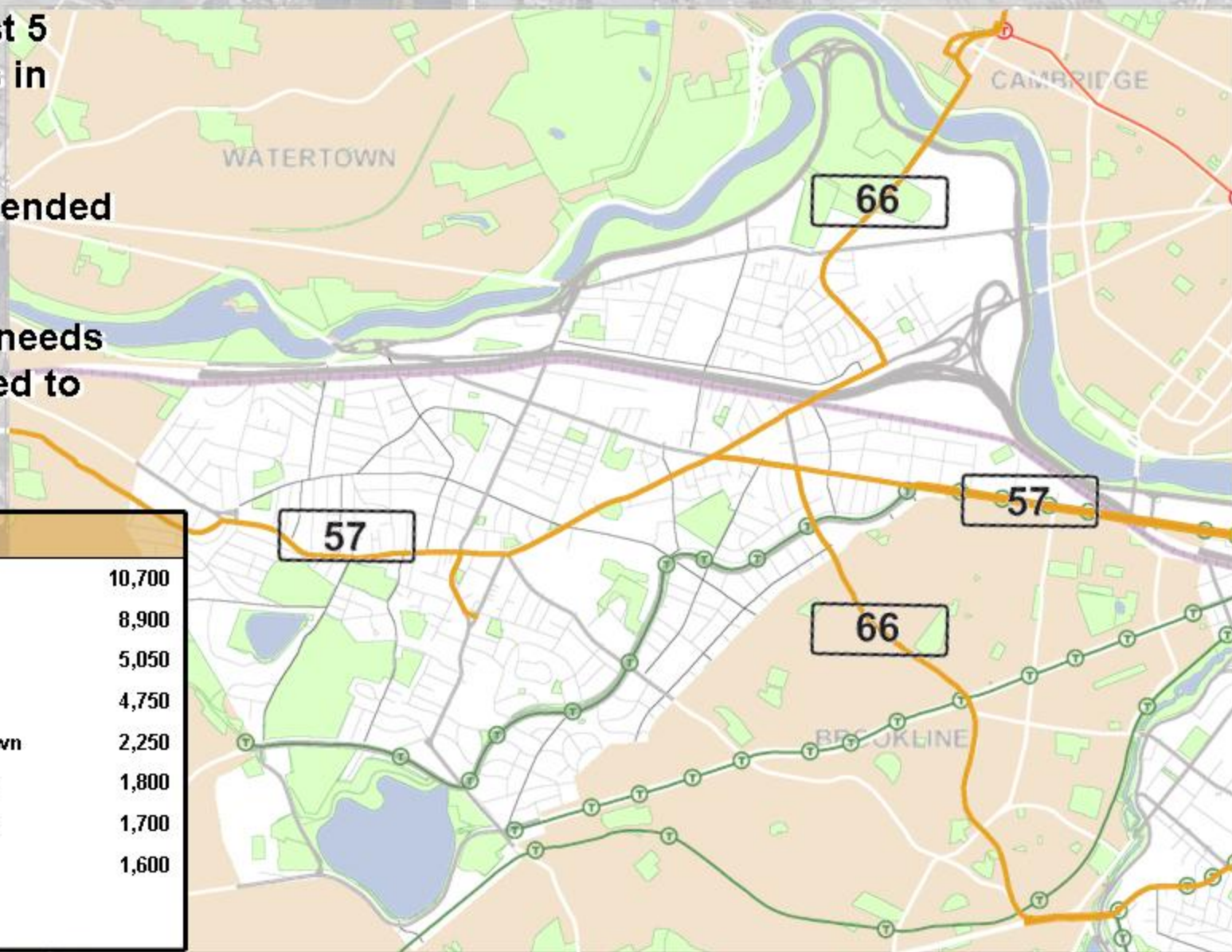
Public Transportation: 1/4-Mile Walking Distance

Allston-Brighton is underserved by public transportation



Public Transportation: Major Bus Routes

- #66 is amongst 5 busiest routes in MBTA system
- #57 can be extended to Back Bay
- North Allston needs to be connected to Downtown



Bus Routes *	
66 Harvard – Dudley	10,700
57 Watertown – Kenmore	8,900
70 Waltham – Cambridge	5,050
86 Sullivan – Cleveland	4,750
501 Brighton Ctr – Downtown	2,250
70A Waltham – Cambridge	1,800
65 Brighton Ctr – Kenmore	1,700
64 Oak Sq – Central Sq	1,600

Source: MBTA & CTPS
* Boarding counts only



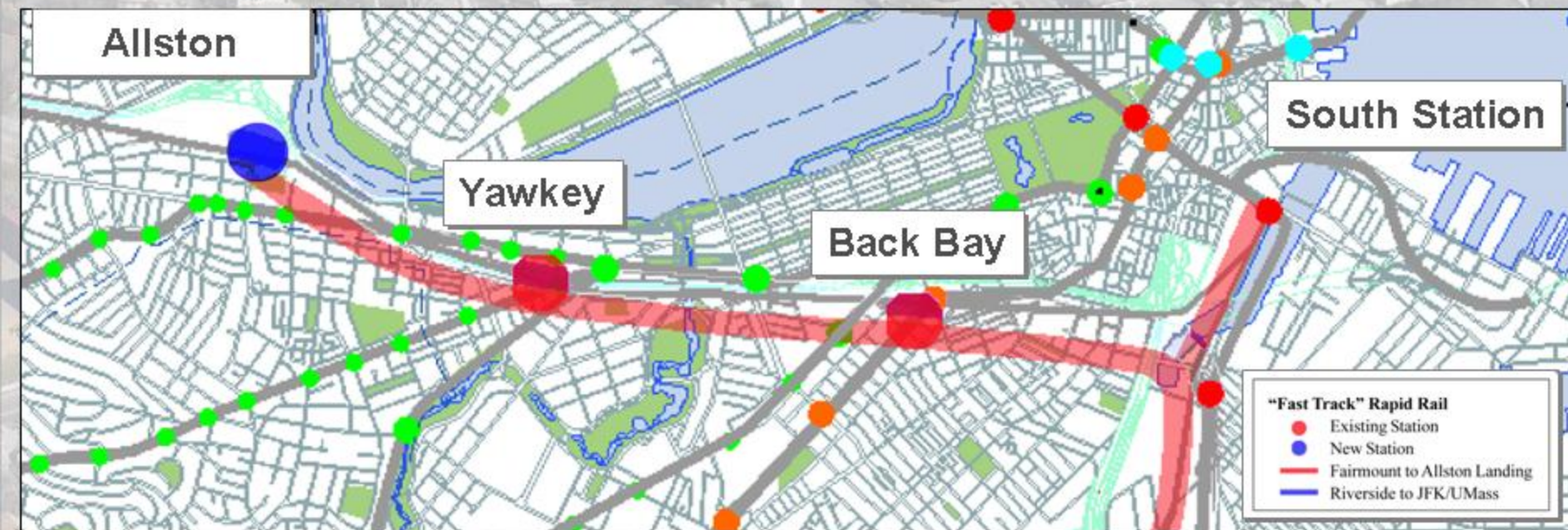
Public Transportation: Potential Commuter Rail Stations



Public Transportation: East-West Fast Track

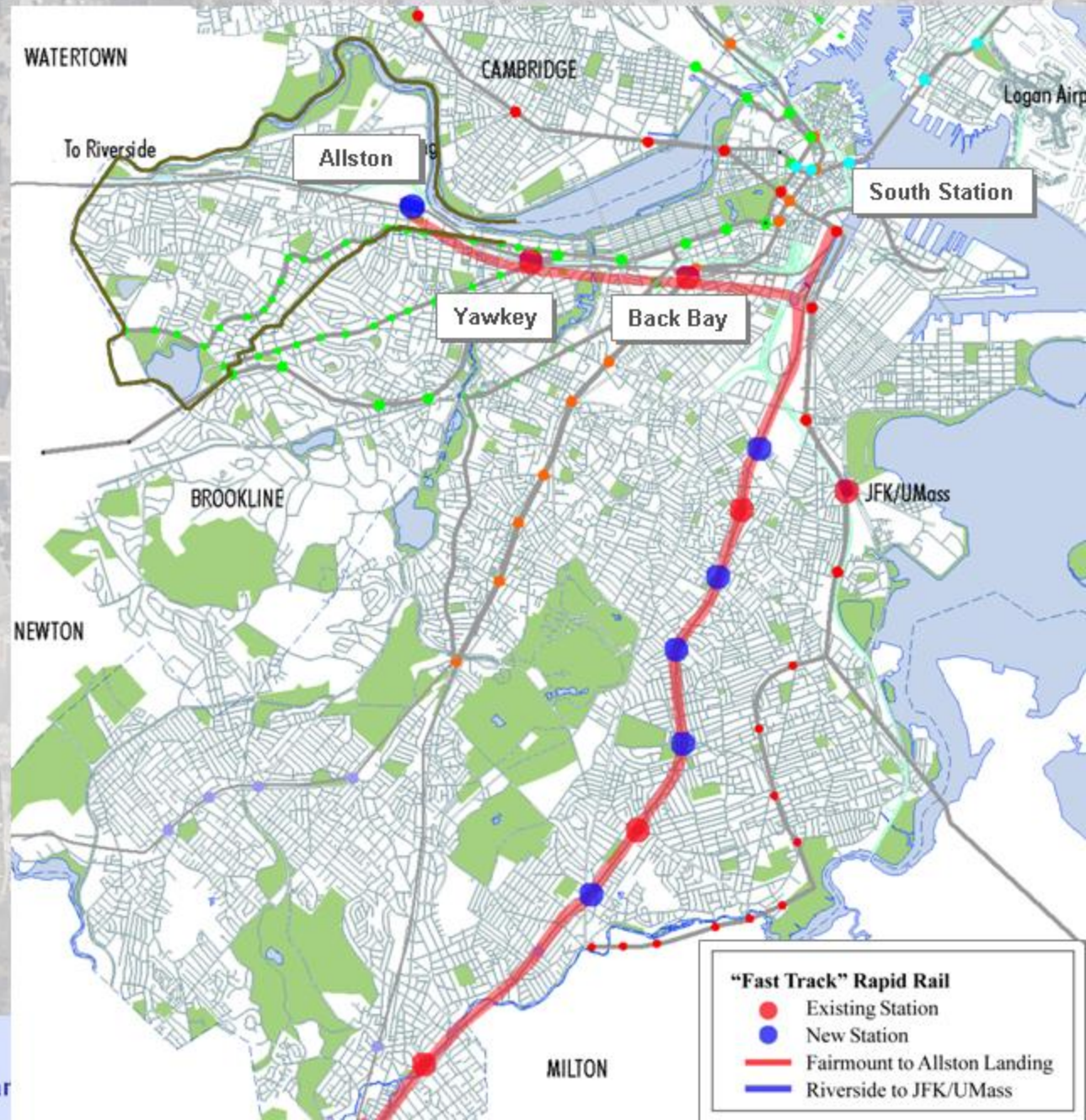
Allston – South Station Rail Connector

- Uses existing rail ROW for cost effectiveness
- Existing stations renovated
- New stations in Allston-Brighton



Public Transportation: East-West Fast Track

- Links North Allston to LMA & South Station
- Alternative to congested Green Line
- Use of existing infrastructure provides cost-effectiveness
- High priority in MBTA long-term plan (PMT)
- Access for residents in Roxbury & Dorchester to jobs & medical facilities



Public Transportation: Conceptual Urban Ring

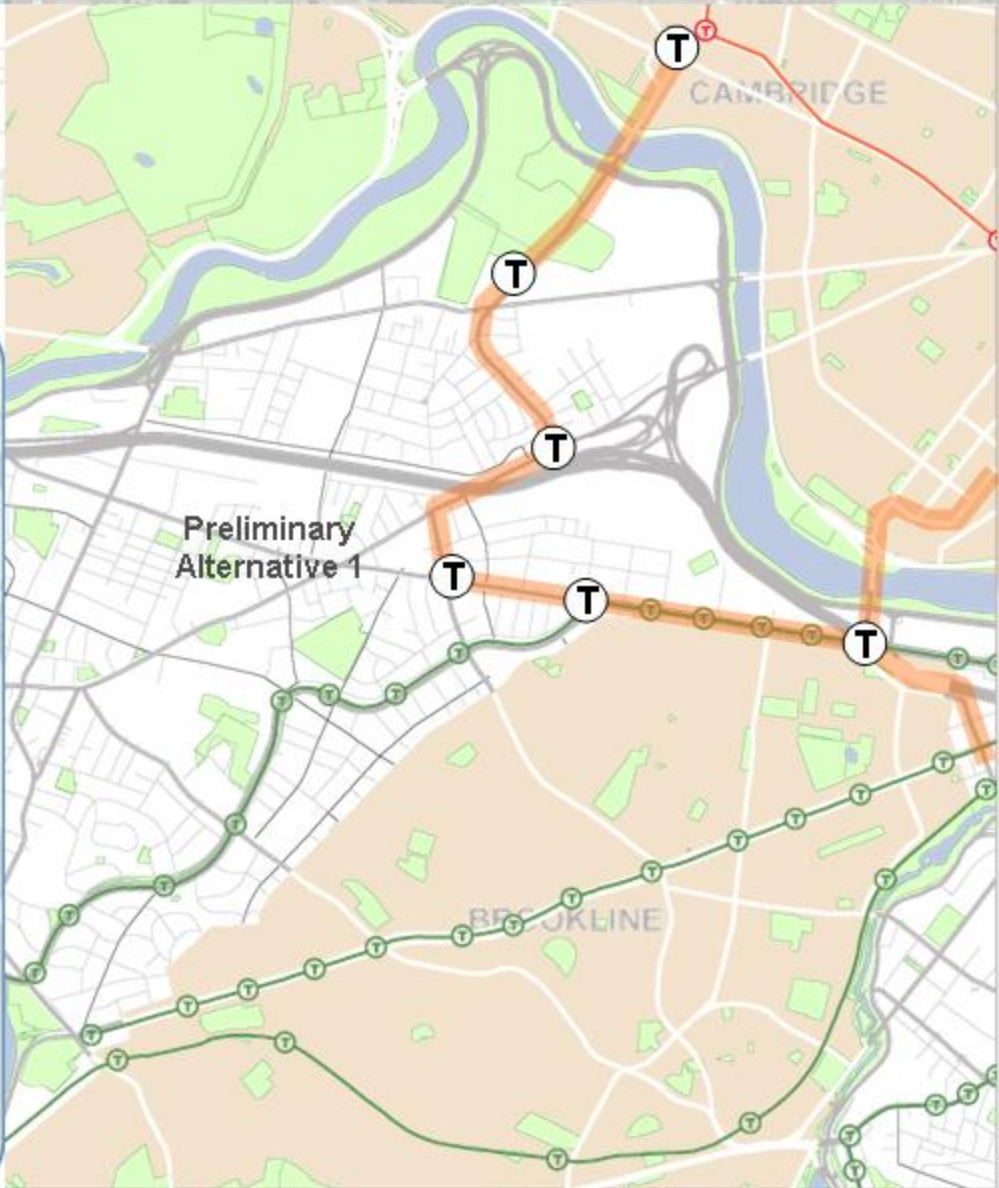
SPRING 2007

Urban Ring Phase 2 FACT SHEET



INTRODUCTION

The Urban Ring is a proposed major new transit service that would run in a roughly circular corridor just outside of central Boston. The corridor passes through residential neighborhoods, employment centers and by major educational and medical institutions in Boston, Brookline, Cambridge.



Public Transportation: Key Issues

- Improve existing Green Line service
- Establish #66 as a bus priority route
- New connections to Back Bay & Downtown
- Locations for new commuter rail stations
- Potential Urban Ring route
- Encourage public transportation route



ABNPI Transportation Workshop

WORKSHOP DISCUSSION GROUPS

- Stay on topic - rotating facilitators
- Be concise & allow all voices to be heard
- Respect opinions & actively listen
- Report back after



ABNPI Transportation Workshop

WORKSHOP DISCUSSIONS – ROTATING FACILITATORS

	Group 1	Group 2	Group 3	Group 4
6:40–7:05pm	Traffic Flow	Pedestrians & Cyclists	On & Off Street Parking	Public Transportation
7:05–7:30pm	Public Transportation	Traffic Flow	Pedestrians & Cyclists	On & Off Street Parking
7:30–7:55pm	On & Off Street Parking	Public Transportation	Traffic Flow	Pedestrians & Cyclists
7:55–8:20pm	Pedestrians & Cyclists	On & Off Street Parking	Public Transportation	Traffic Flow
8:20–8:35pm	Summarize to Report Back			



ABNPI Transportation Workshop

Reporting Back Session



Allston-Brighton Neighborhood Planning Initiative (ABNPI)

NEXT STEPS

May 22

Working Session #2 with Focus Group

Synthesize May 17 workshop feedback

June 5

Working Session #3 with Focus Group

Prioritize draft recommendations from both workshops

summer 07

BRA/City Summary

ABNPI Planning Study Findings & Draft Report





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