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Date: 16-Sep-09

Project: Harrison Albany Corridor/South End Strategic Plan

Prepared By T. Maistros

Subject: Advisory Group Session #6

Attendees: Jim Fitzgerald, Randi Lathrop, Sue Kim, Carlos Montanez, Marie Mecurio, Alexa Pinard, Jacob Wiggins, Bill Conroy, Vineet Gupta, M. David Lee, Larry Bluestone, and Tom Maistros - See attached list for Advisory Group Representatives

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- 1 This was the sixth meeting for the Harrison Albany Strategic Plan Advisory Group held at Franklin House in the South End. This was an evening meeting at 6:15 pm.
 - 2 Next meeting tentatively set for October 7 at 8:15am.
Walking tour to be rescheduled for afternoon at 3:00 pm - date yet to be set.
 - 3 275 Albany to submit PNF in November. Team to present to Old Dover Neighborhood Association and Washington Gateway Main Street soon and then to the AG after formally submitting their Project Notification Form.
 - 4 Vineet Gupta from BTM reviewed AG's transportation goals - BTM objective is to set stage for establishing recommendations based on discussion with AG and factoring in existing conditions analysis.
 - 5 VG reviewed main issues - access from highway to relieve traffic in neighborhood, improve pedestrian connections, east west connections (improve/explore), Two way Washington - city open to exploring but requires that exclusive bus lane be preserved (also open to two-way Traveler Street under viaduct creating gateway into New York Streets), quality of life - street character particularly on-street parking, loading zones on street - finding right balance.
 - 6 Regarding off street parking opportunities and parking ratios - goal is to establish right amount of parking for new development. This is a tool City has used to manage density. City policy is to encourage public transit for commercial development over commuter parking.
 - 7 Bike trails - Harbor trail designed - effort underway to complete - shared with silver line implemented on Columbus Ave - question from AG: how does it work with shared bus lane. Response - Generally bikers feel comfortable in shared lane and are safer because buses less frequent - However busses do have priority. Question - without exclusive bike lane (shared with busses and turn lane) is biker safety not compromised? Not ideal but better than exclusive.
 - 8 AG comment - busses work well but would not be compromised if not exclusive lane - Exclusive bike lane w/o busses would be an alternative
 - 9 Silver Lane improvements - Dudley link to be expanded to Mattapan Square and PeabodySq (Still in design) as well as exclusive tunnel to South Station with a 30% increase in vehicles. AG Comment - current peak hour limited additional capacity - how could study address this issue - City communicated to MBTA that for right of exclusive lanes requires more
 - 10 Urban Ring - proposed circumferential route that goes down Albany to Melnea Cass to Ruggles (BUMC to LMA). Other end goes to South Boston and connects to Logan.
 - 11 AG Comment - need to address relief needs for Albany corridor/Mass Ave/Melnea. Response: City has sent letter to Mass Pike that this issue needs to be addressed.
 - 12 Bonnie - SE Business Association recommendations issued to City included Mass Ave extension connection. Letter was submitted to BRA and to be included in the report.
 - 13 Mass Ave reconstruction plan - connect to new grid - won't work if Mass Ave connector is not resolved.
 - 14 Visual Gateways - opportunities to reinforce special character/conditions
 - 15 Mike Hall presented existing traffic conditions. Presentation available via project web site.
 - 16 AG question on LOS: are the intersections coordinated to improve movement - yes but can get out of sync.
 - 17 Question: What options can be implemented to improve circulation - ped safety? Improving circulation and traffic speeds does not necessarily equate to improved quality of life
 - 18 Question are there city incentives or programs to address Boston's general over capacity - yes by encouraging bike and transit use and controlling parking in new development discouraging car use (limiting parking). Also encouraging establishment of TMAs.
 - 19 Question: How can you explain heavy traffic on Albany St - density of development and parking garages
 - 20 Bill Conroy addressed some conflicts at Mass Ave due to regional traffic.

- 21 AG Comment - Need to address impact of traffic based on regional activity - Policy should be no more garages in corridor like Masco garage that services Longwood.
- 22 AG Question: Do accident figures include pedestrians - yes but not separated out (information is available)
- 23 Comment - Waltham and Washington particularly difficult for pedestrians
- 24 Comment - Analysis should include silver line peak hour ridership to be able to compare to Orange and Red Line ridership/capacities
- 25 Comment - 47 route does not seem to stop in area - Vinet will investigate
- 26 BRA Comment - Parking information incomplete (from Parking Freeze)
- 27 Central parking under highway - identified in Central Artery planning - proposal was for parking for residents businesses and tour busses
- 28 AG Comment - What about locating MBTA bus operations under highway. Study will address options including just
- 29 AG Comment - Pine Street Inn has interest in how area under viaduct is used - concerned about crime occurring there.
- 30 Other transportation issues - Trucks doing deliveries is a big concern - short term layovers, emergency vehicles to hospitals - needs to be provision in plan for loading zones and temporarily pull-overs that can relieve some conflicts - Response - city policy is new buildings must provide off street loading.
Must also address smaller existing businesses - their needs will continue to be addressed - BTD willing to address possible locations on a case by case basis. Program implemented on Washington Street for example businesses advised to have restricted delivery hours to early morning pre peak hour.
- 31 AG Question - Would city consider special permit to allow loading during off - peak periods particularly New York Streets for future development. How would short term access to parking for future development be accommodated - if limited on-street, off street and side street parking will be required - also need to consider widening Washington (current building setbacks) that would provide opportunities for onstreet parking lane
- 32 AG Comment - On street parking benefits pedestrian environment buffering peds from moving traffic
- 33 AG Question - Are there traffic signals planned for Malden and Albany - no but designed for Waltham and Washington
- 34 Project team tasks include review/discuss actual transportation guidelines and recommendations - timeframe/meeting date to be determined.

