



**HYDE
PARK**

Neighborhood Strategic Plan

Advisory Group Working Session

Wednesday, April 13, 2010

6:30–8:30pm

E-18 Police Station

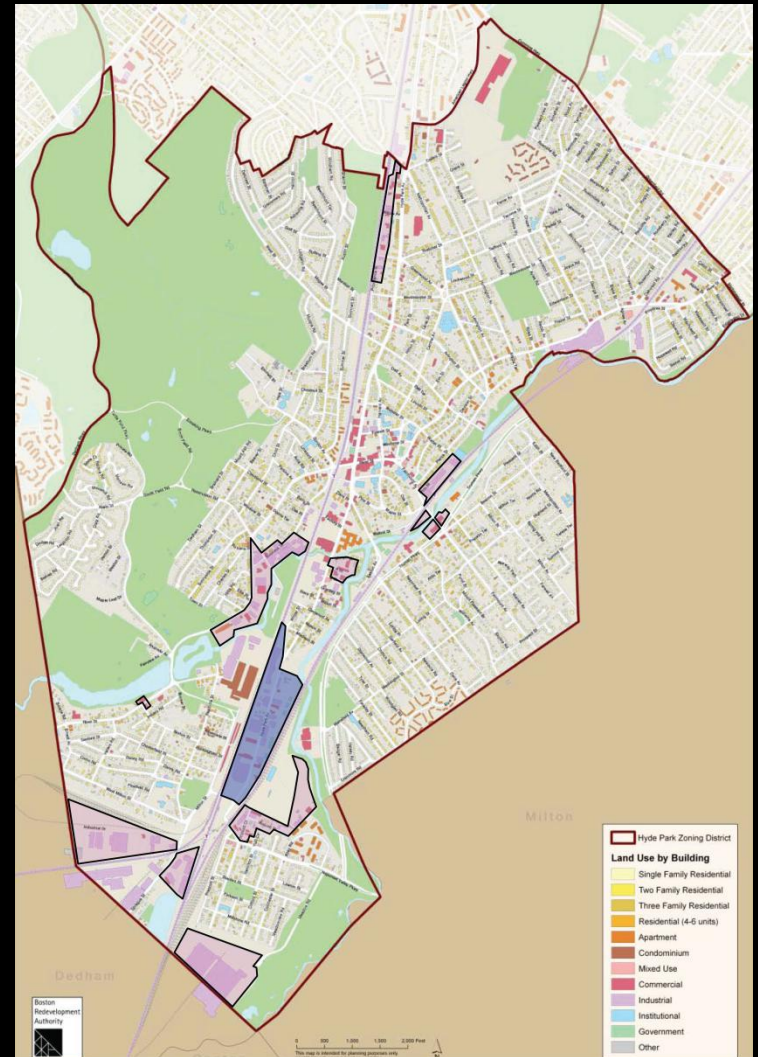
1249 Hyde Park Avenue

Role of Transportation

- Maintain and enhance community accessibility
- Provide an information background for Hyde Park
- Support community goals – all disciplines
 - Land Use
 - Economic Development
 - Open Space
 - Housing
 - Historic Preservation
 - Community Character
- Set Broad guidelines for improvements
- Recommend specific next steps

Transportation Impacts of Development

- Review of zoning
- Many large parcels with potential redevelopment
- Work with land use, open space and other recommendations



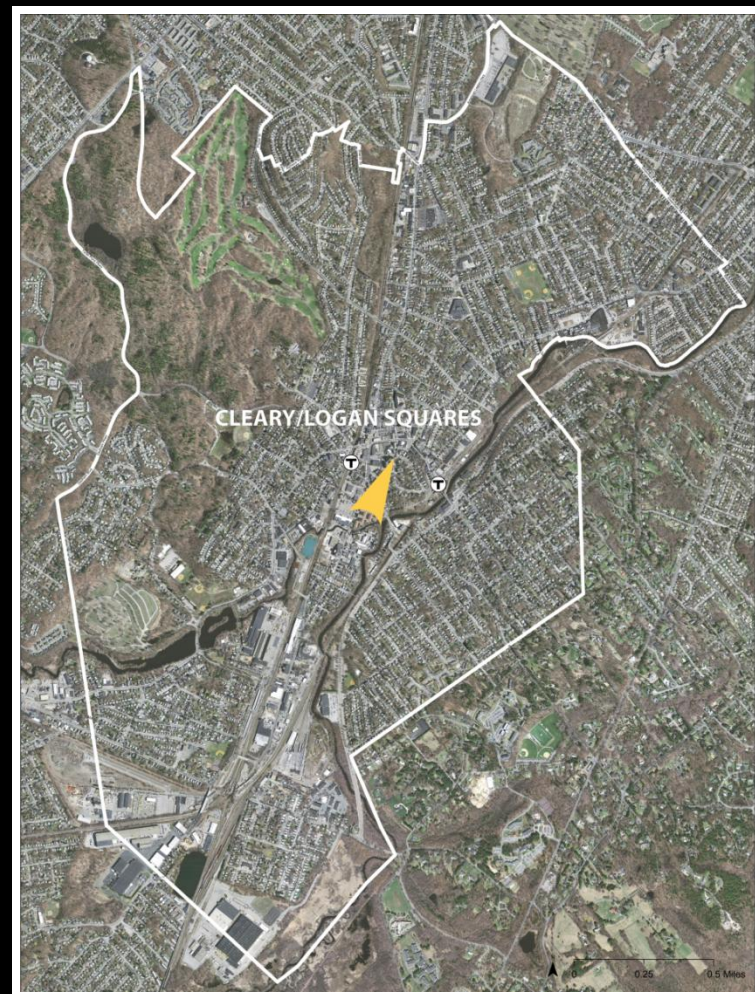
Transforming Cleary & Logan Square

Community Questions

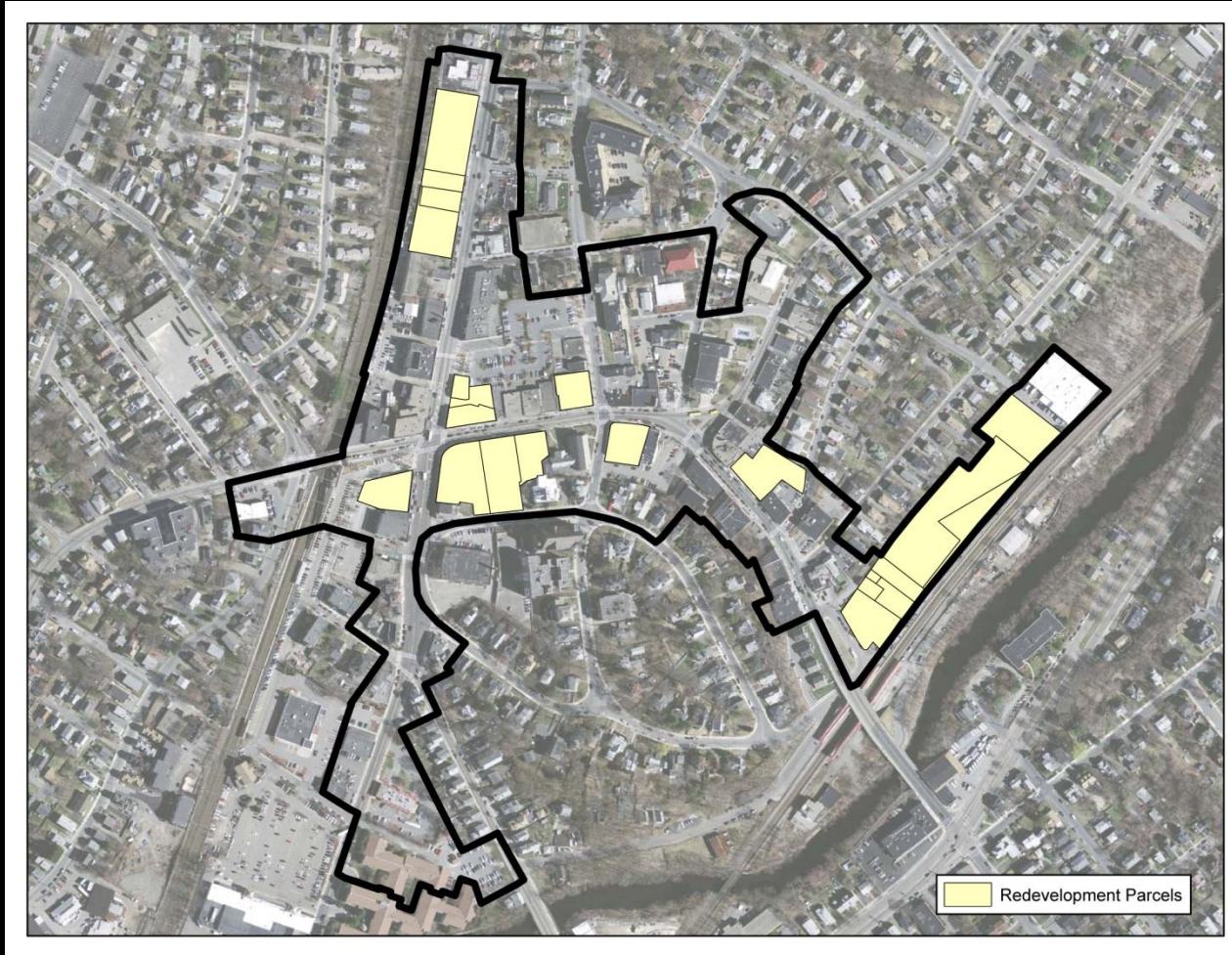
- How will this work?
- What does it mean for traffic?

What can we do?

- We'll provide a transportation reality check



Focus Area



How does this work now?

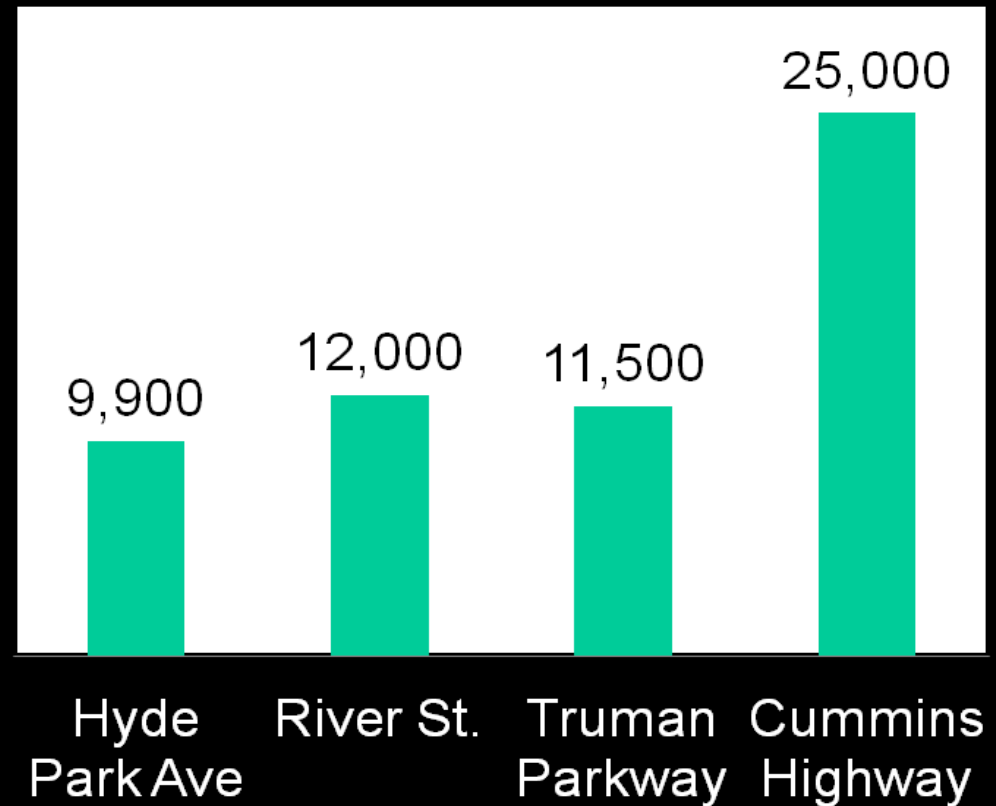
- Establish a baseline
 - Traffic levels & analysis
 - Public transportation
 - Pedestrian/Bicycle
 - Parking
 - Land use
 - Zoning
 - Square footage
 - Occupancy
 - By category

Traffic Volumes

- Major through corridors
- Most volume is pass-through traffic

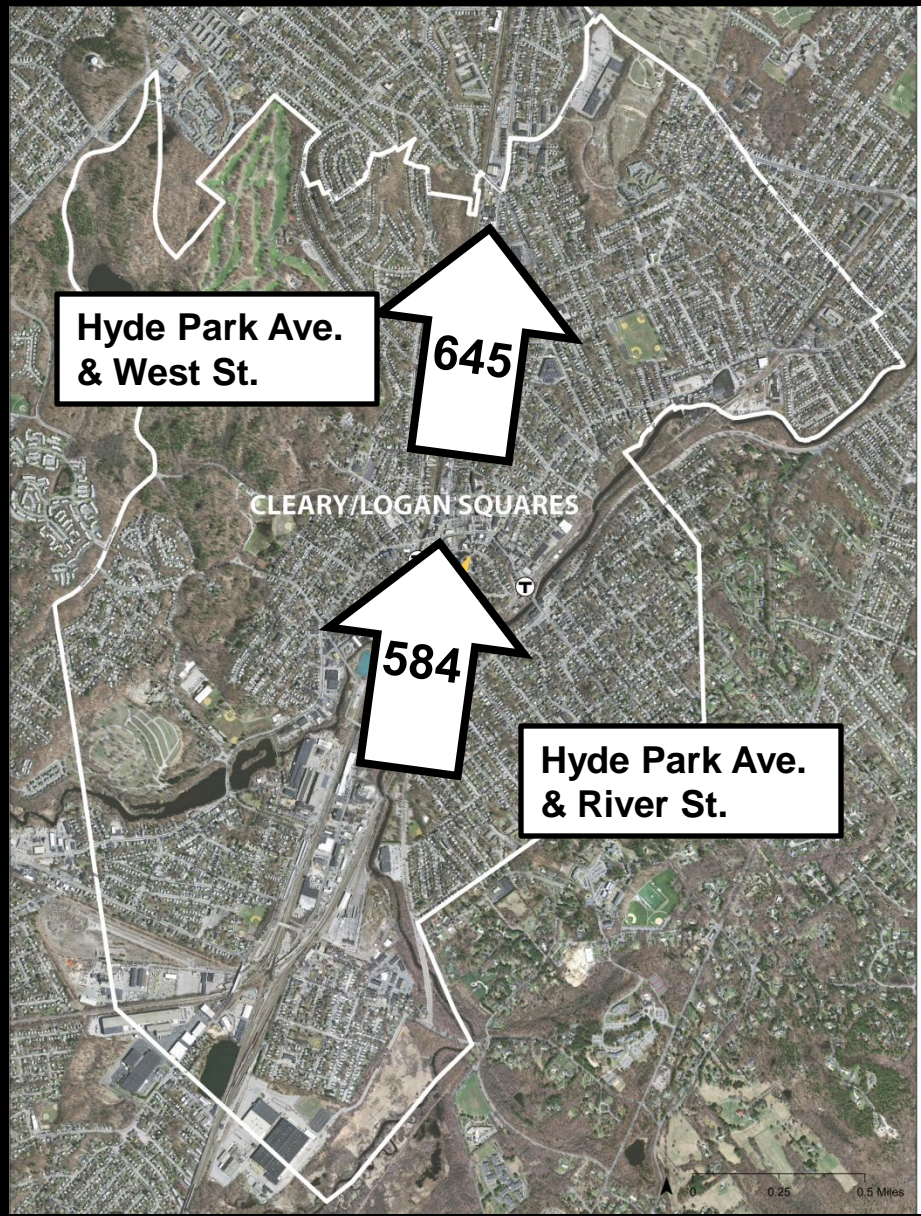
Daily Roadway Volumes

■ Veh/Day

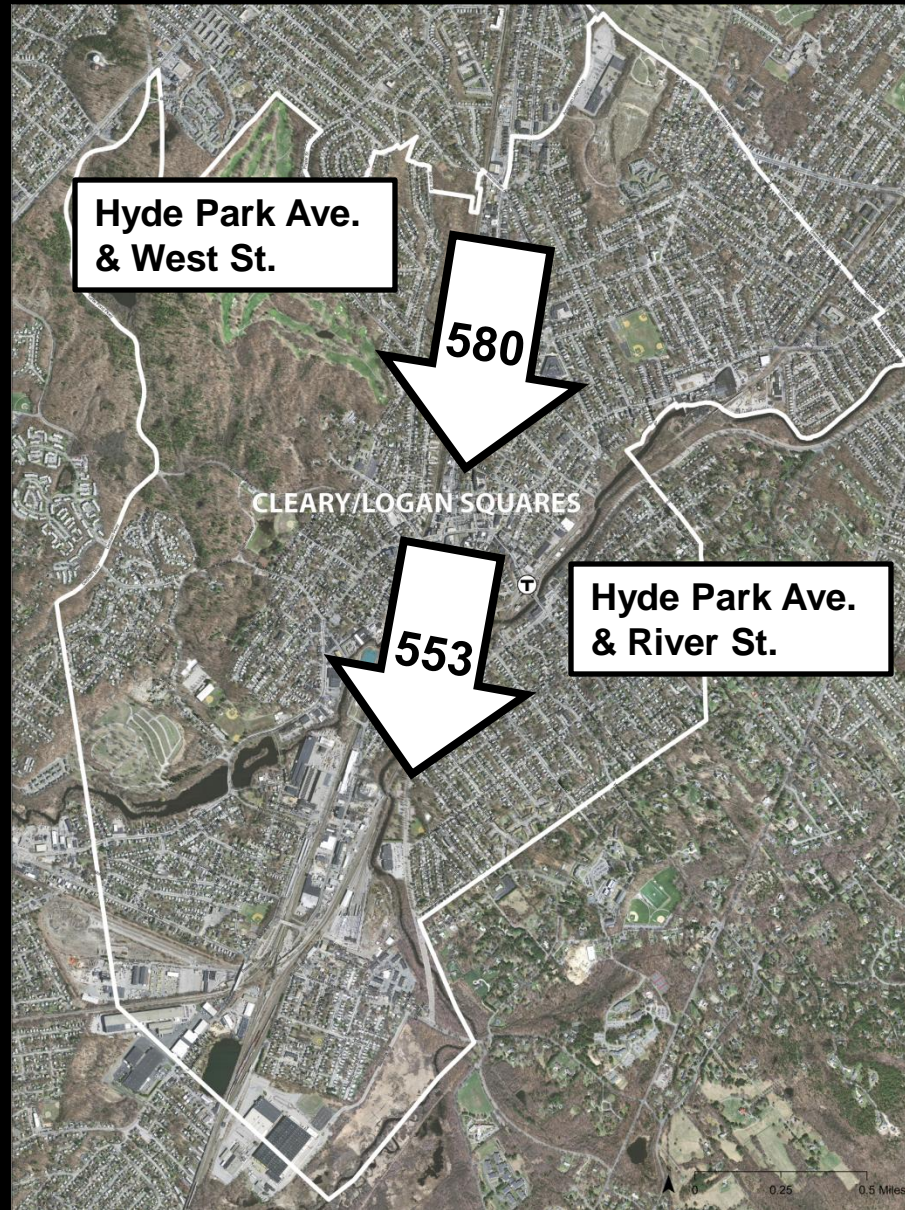


Vehicle counts are for representative locations in the area

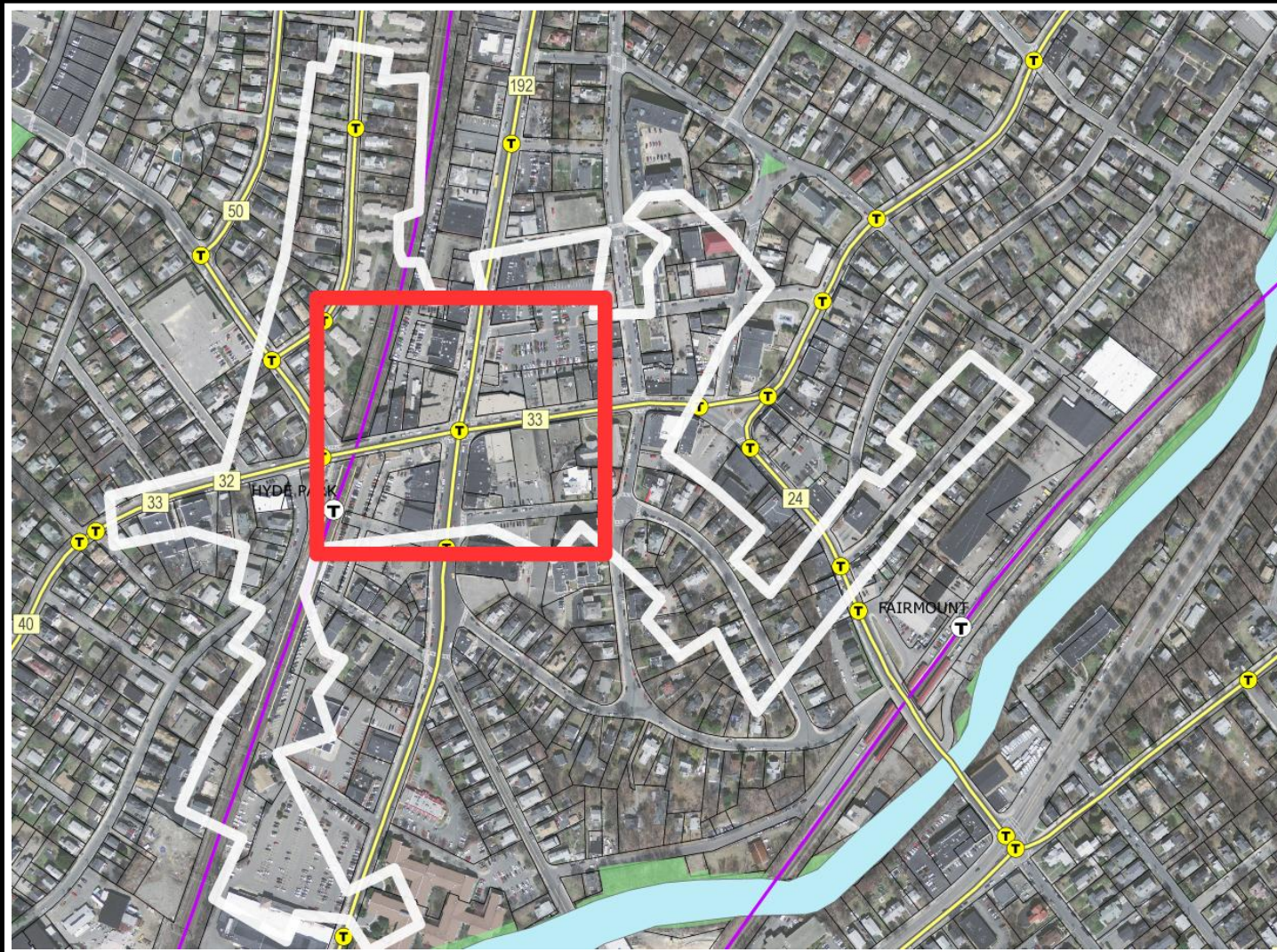
Traffic Volumes (AM peak)



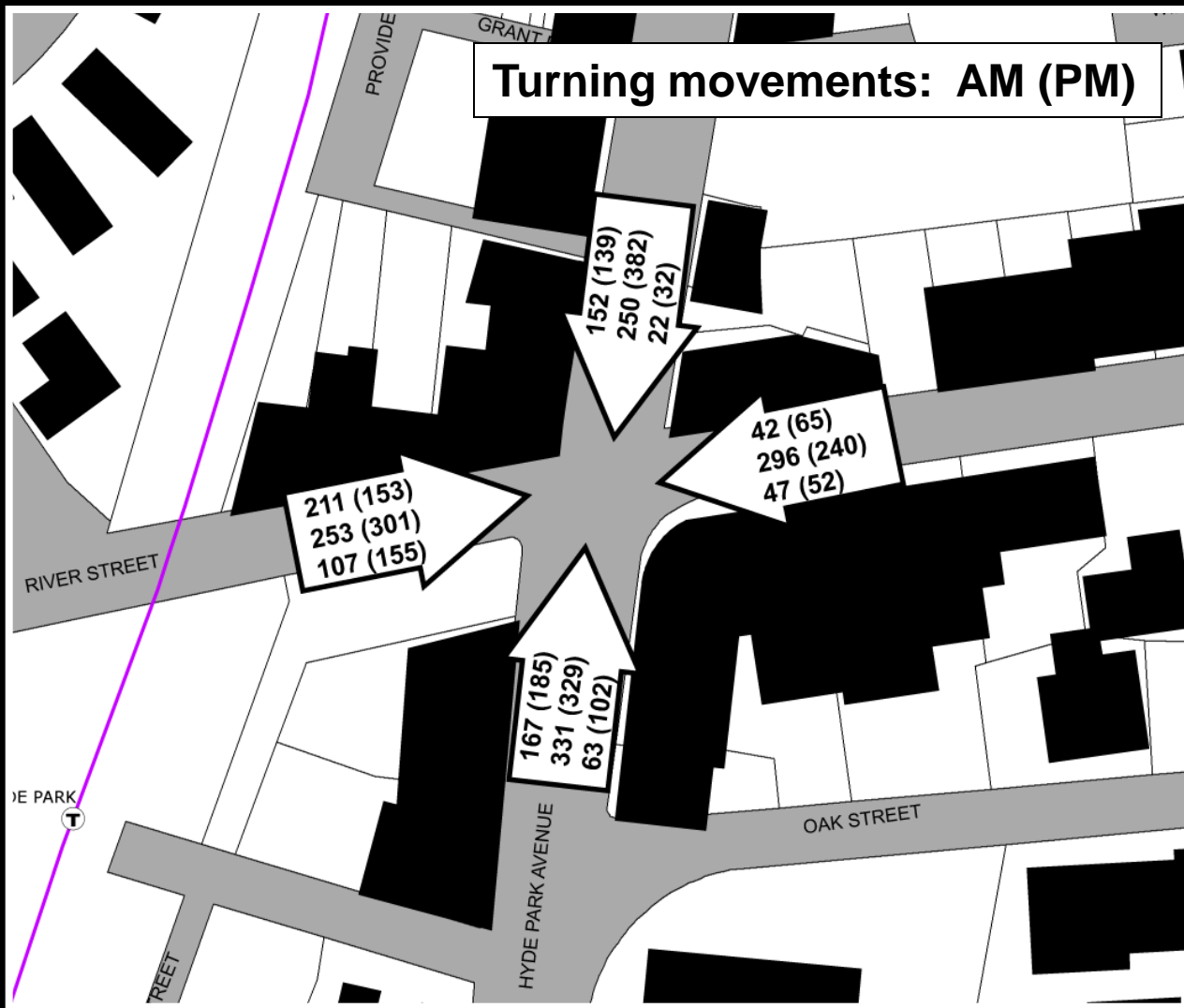
Traffic Volumes (PM peak)



Traffic Analysis



Traffic Analysis – Existing

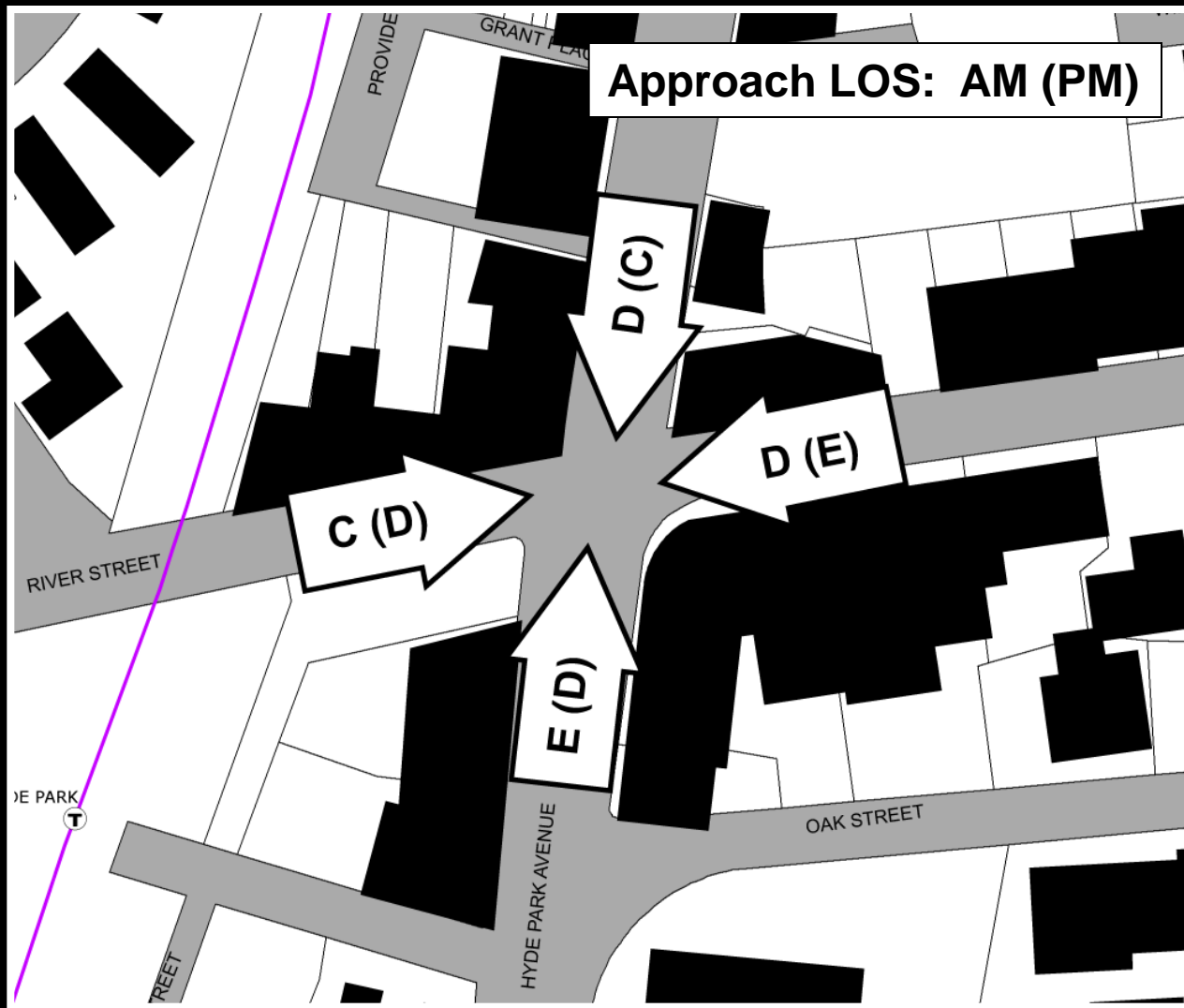


Total Volume

AM – 1,941 veh/hr

PM – 2,135 veh/hr

Traffic Analysis – Existing

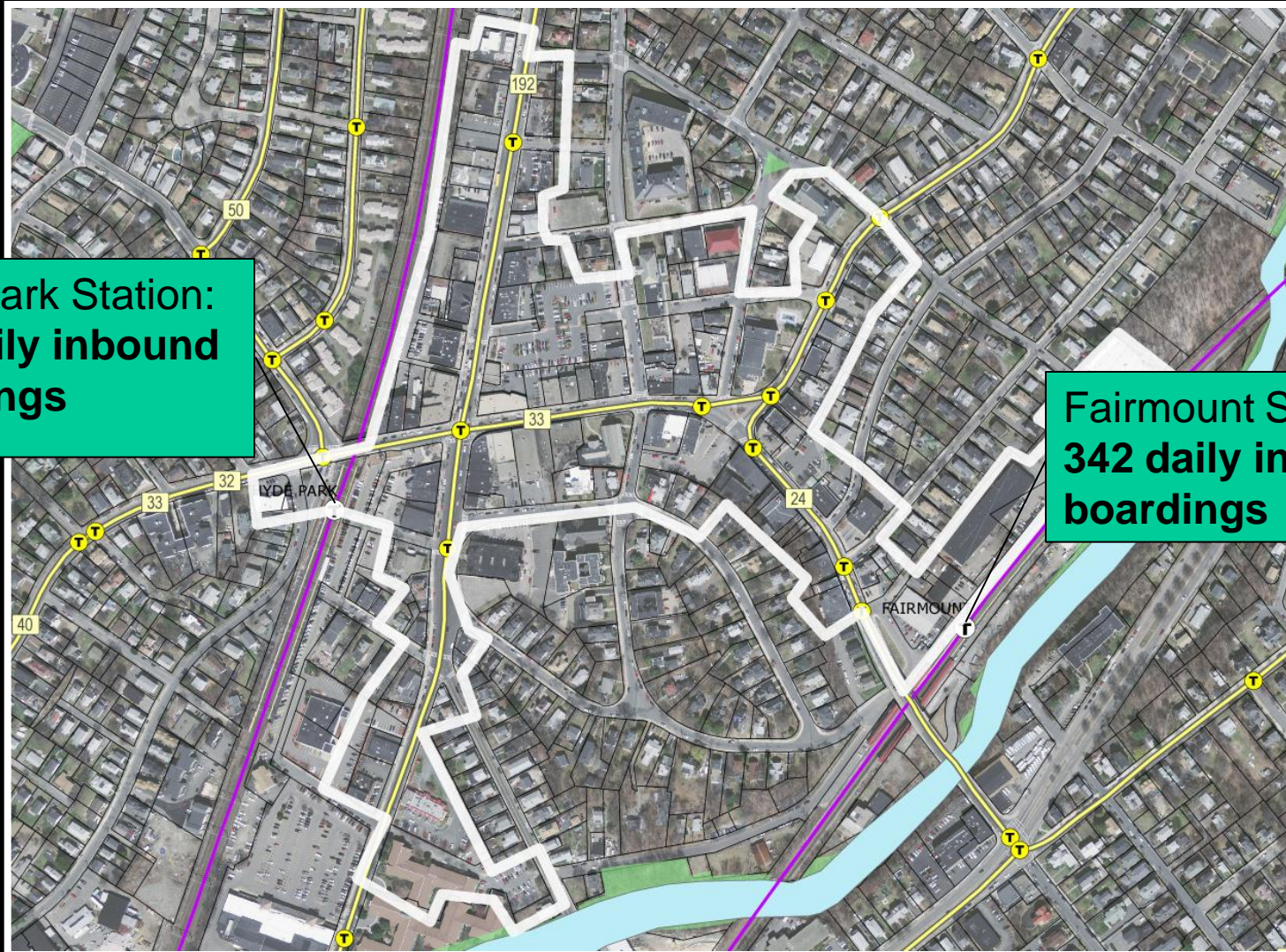


Intersection
Level of Service

AM peak – D

PM peak – D

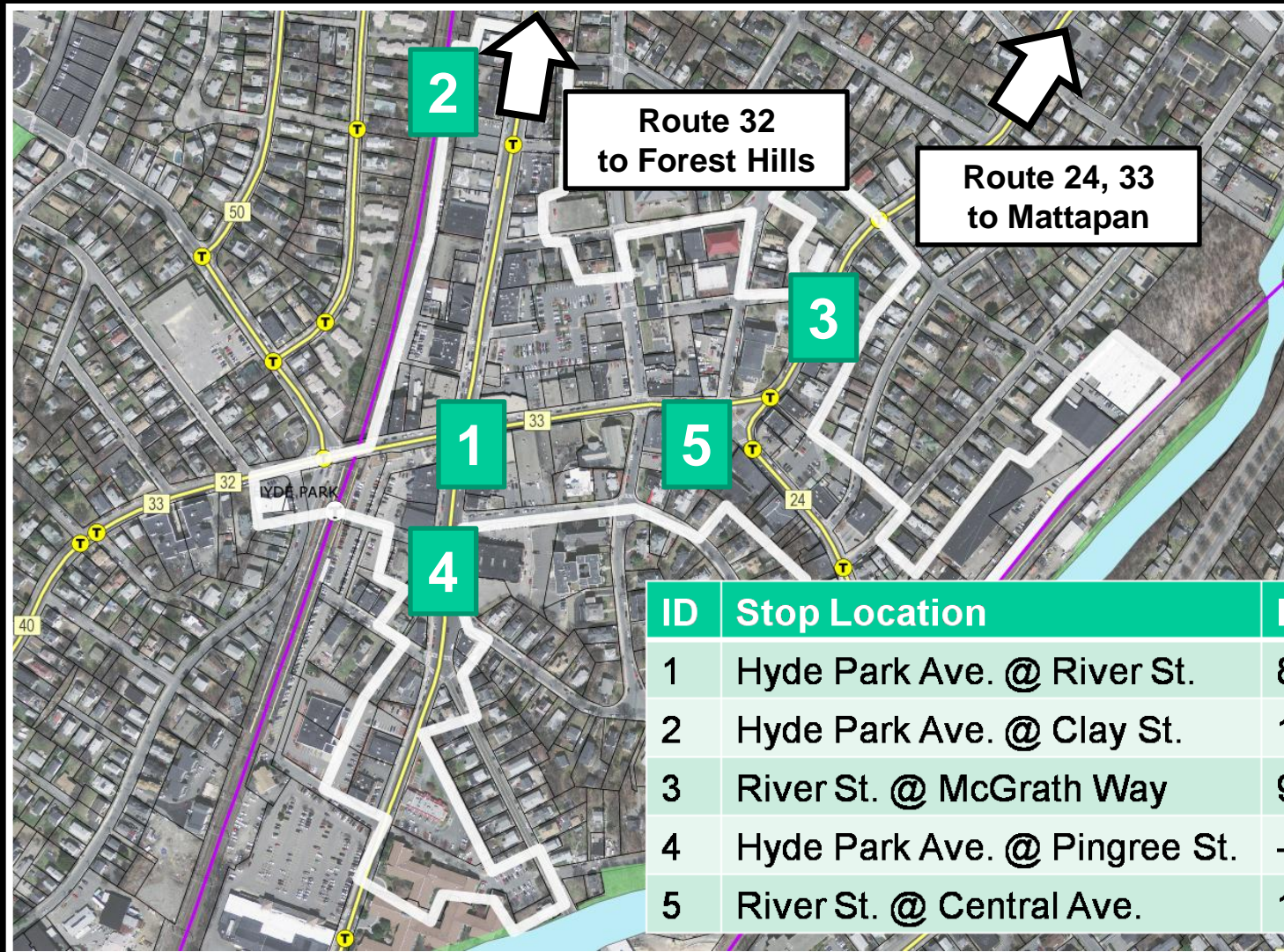
Public Transportation – Commuter Rail



Hyde Park Station:
662 daily inbound
boardings

Fairmount Station:
342 daily inbound
boardings

Public Transportation – Rts. 24, 32, 33



| ID | Stop Location | IB | OB |
|----|------------------------------|-----|----|
| 1 | Hyde Park Ave. @ River St. | 802 | 56 |
| 2 | Hyde Park Ave. @ Clay St. | 155 | 8 |
| 3 | River St. @ McGrath Way | 90 | - |
| 4 | Hyde Park Ave. @ Pingree St. | - | 87 |
| 5 | River St. @ Central Ave. | 16 | 10 |

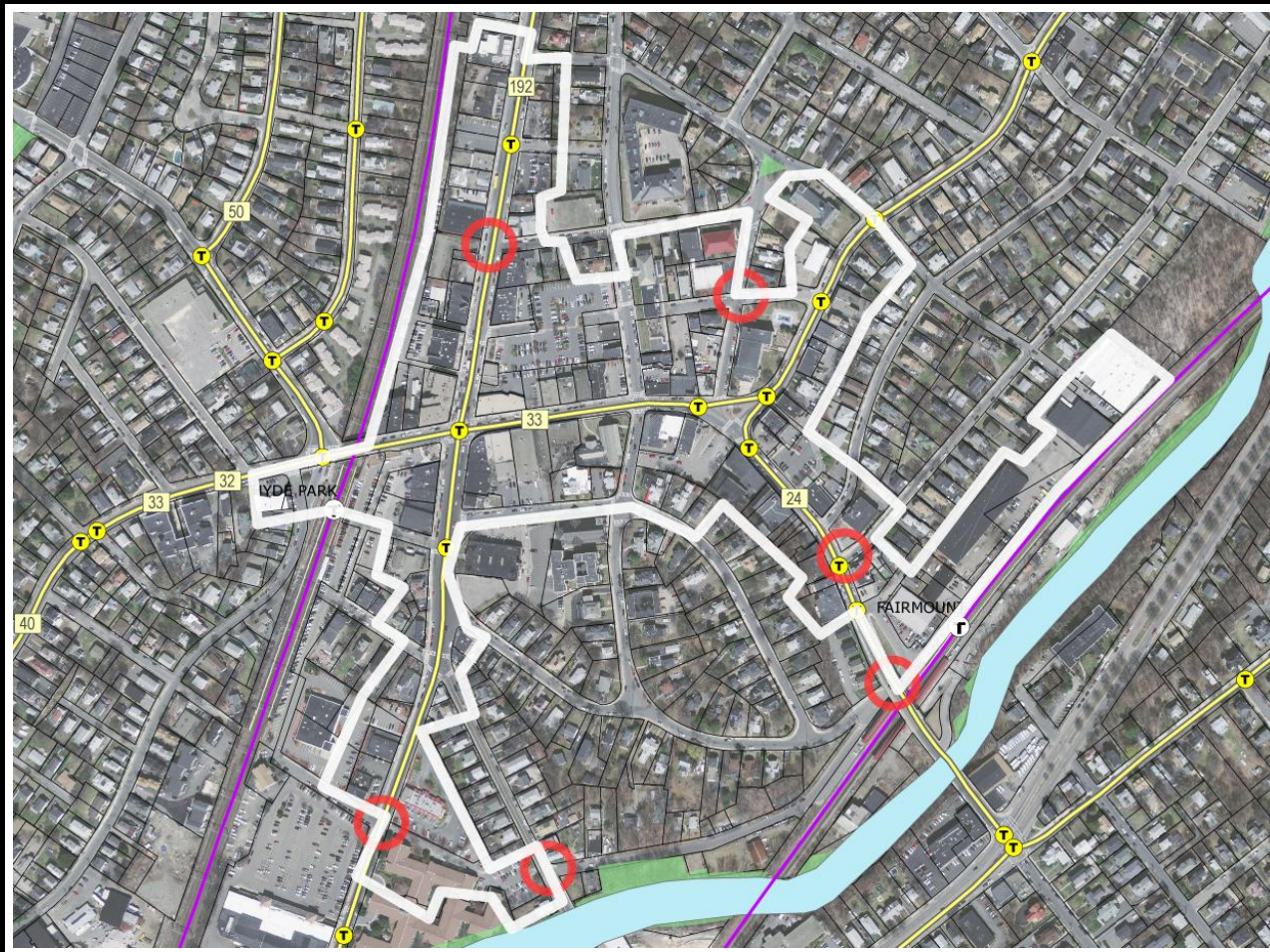
Public Transportation

Busiest Bus Stops

Weekday Boardings – Routes 24, 32, 33

| ID | Stop Location | Inbound | Outbound |
|----|------------------------------|---------|----------|
| 1 | Hyde Park Ave. @ River St. | 802 | 56 |
| 2 | Hyde Park Ave. @ Clay St. | 155 | 8 |
| 3 | River St. @ McGrath Way | 90 | - |
| 4 | Hyde Park Ave. @ Pingree St. | - | 87 |
| 5 | River St. @ Central Ave. | 16 | 10 |

Pedestrians & Bicycles



 lack of crosswalks

Pedestrians & Bicycles



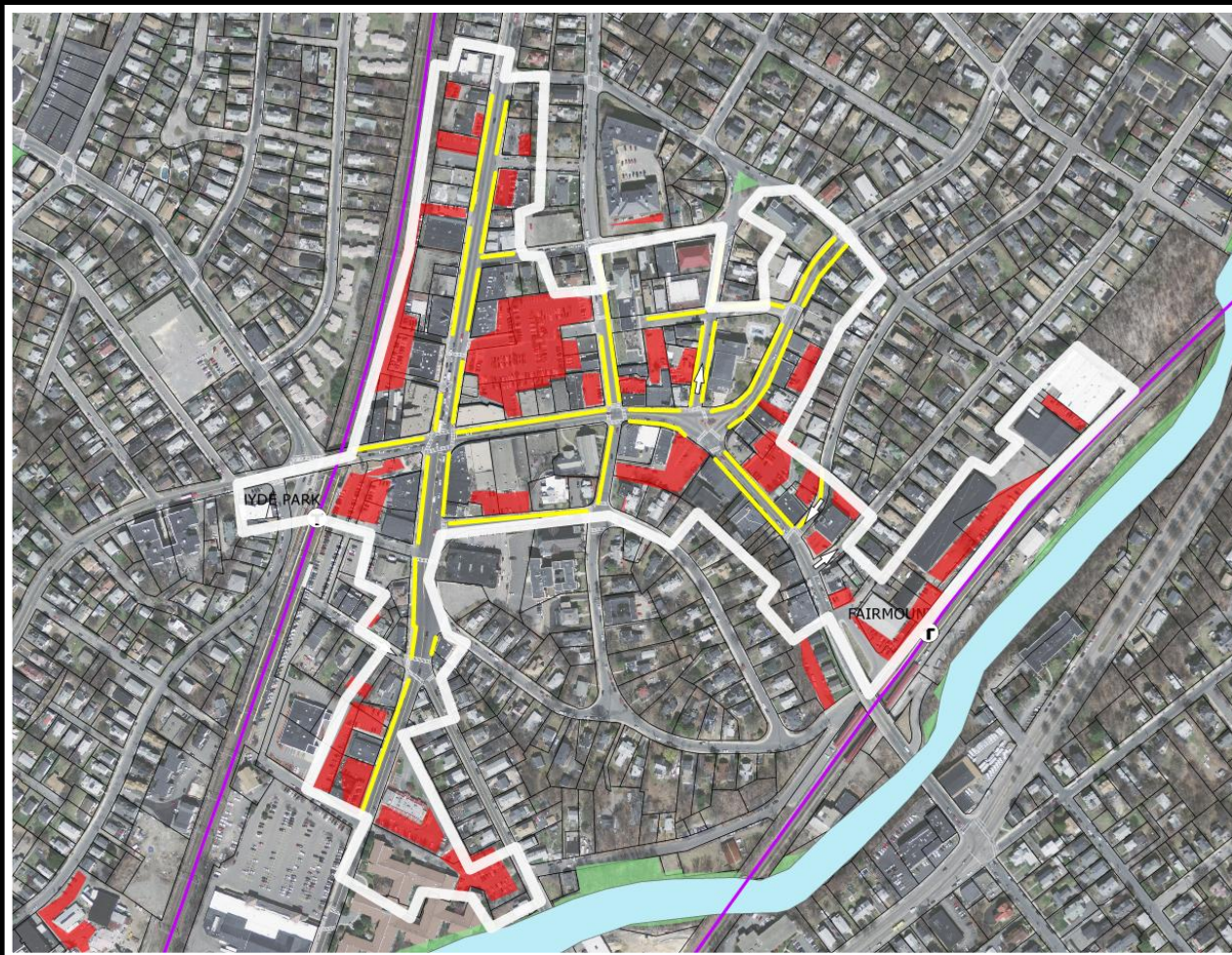
Pedestrians & Bicycles



Pedestrians & Bicycles



Parking



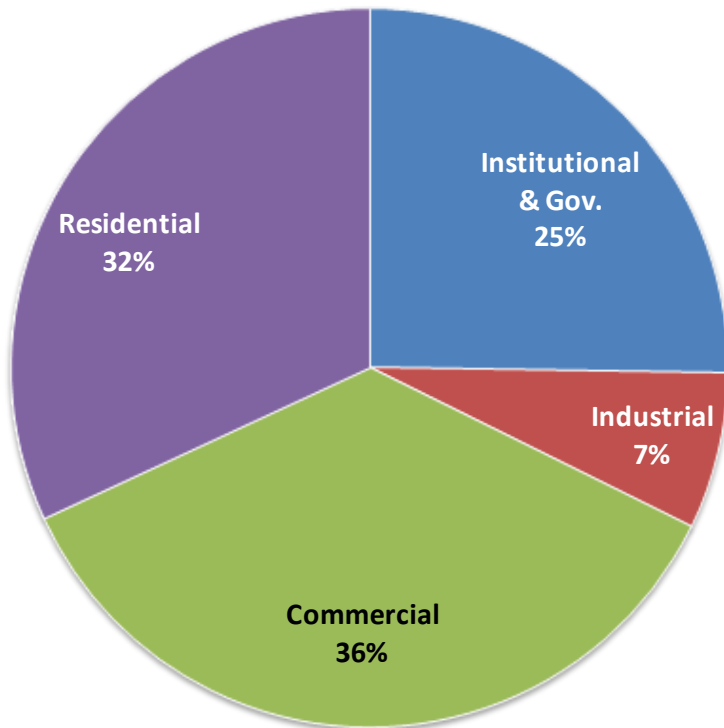
-  On-street
-  Off-street

Parking

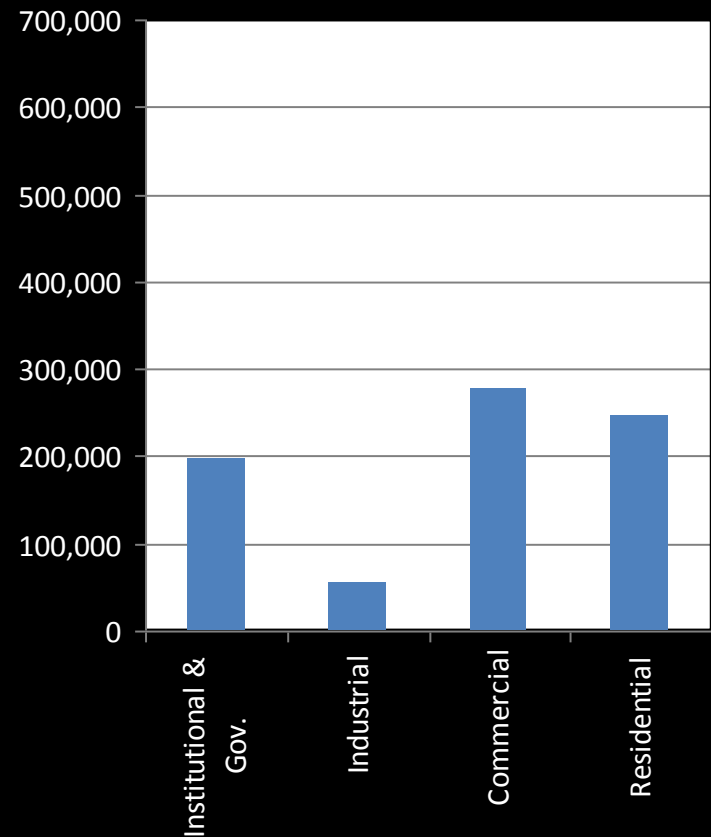
- Current zoning regulations are FAR-based
- Typical minimum requirement:
 - 1 space/300 sq. ft. nonresidential
 - 1 space/dwelling unit
- BTD Guidelines – maximum requirement
 - 1 to 1.5 spaces/1,000 sq. ft. or dwelling unit
- Many existing uses do not meet zoning requirement (have no parking)

Land Use - Existing

Land Use Allocation (Sq. Ft.)



Total sq. ft. – 775,000 approx.

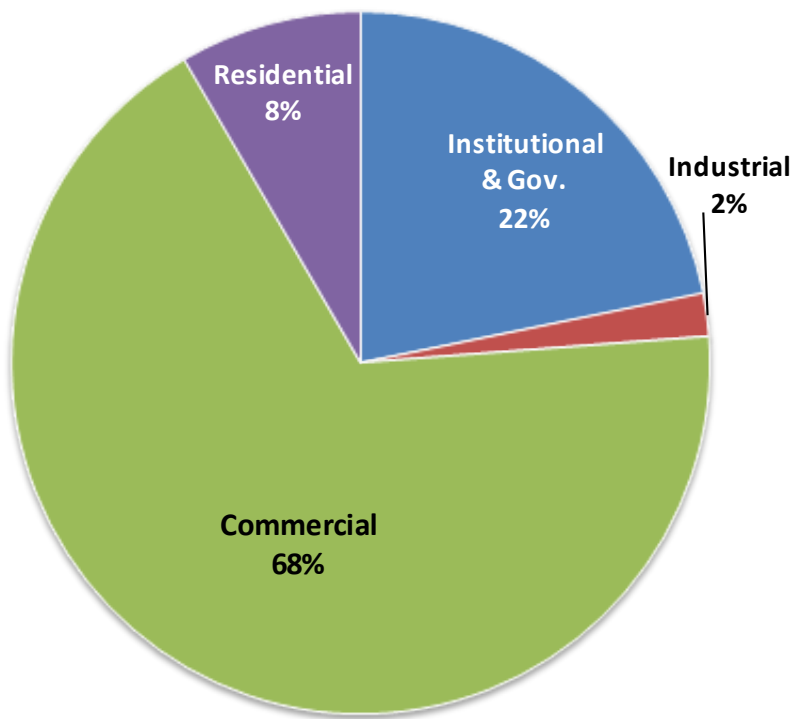


Land Use - Existing

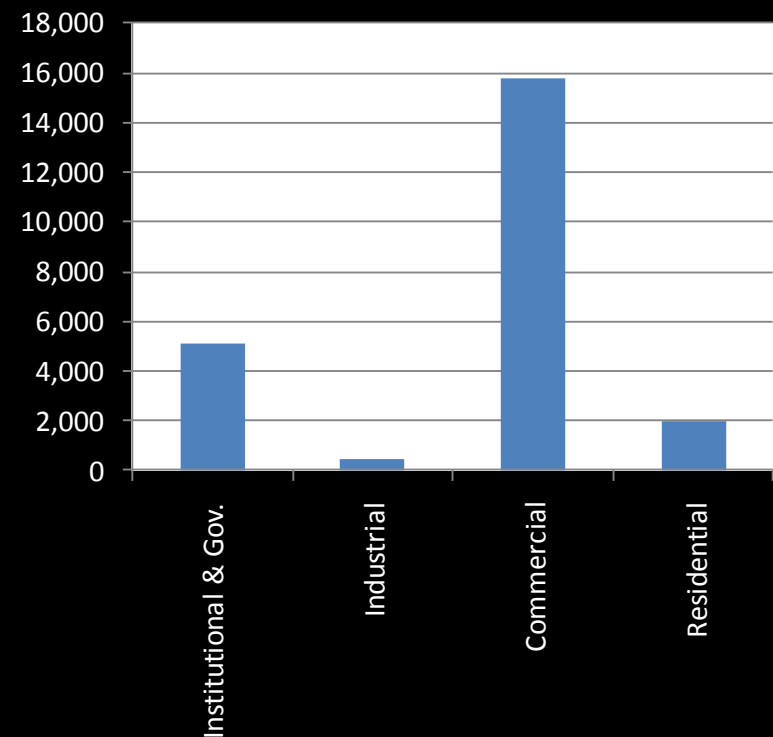
| Land Use (ITE) | Occupied Building Area (sq. ft.) |
|--|----------------------------------|
| Institutional & Government | 195,503 |
| <i>Churches</i> | <i>50,000</i> |
| <i>Library</i> | <i>30,000</i> |
| <i>General Office</i> | <i>65,503</i> |
| <i>Recreational Community Center</i> | <i>50,000</i> |
| Industrial | 54,528 |
| <i>Light Industrial</i> | <i>54,528</i> |
| Commercial | 277,552 |
| <i>Shopping Center</i> | <i>277,552</i> |
| Residential | 246,992 |
| <i>Apartments</i> | <i>247 DU</i> |
| Vacant/Parking | 4,007 |

Person Trip Generation

Person Trips by Use



Daily Person Trips – 23,341



Source: Institute of Transportation Engineers, *Trip Generation 8th Edition*

Existing Daily Trips

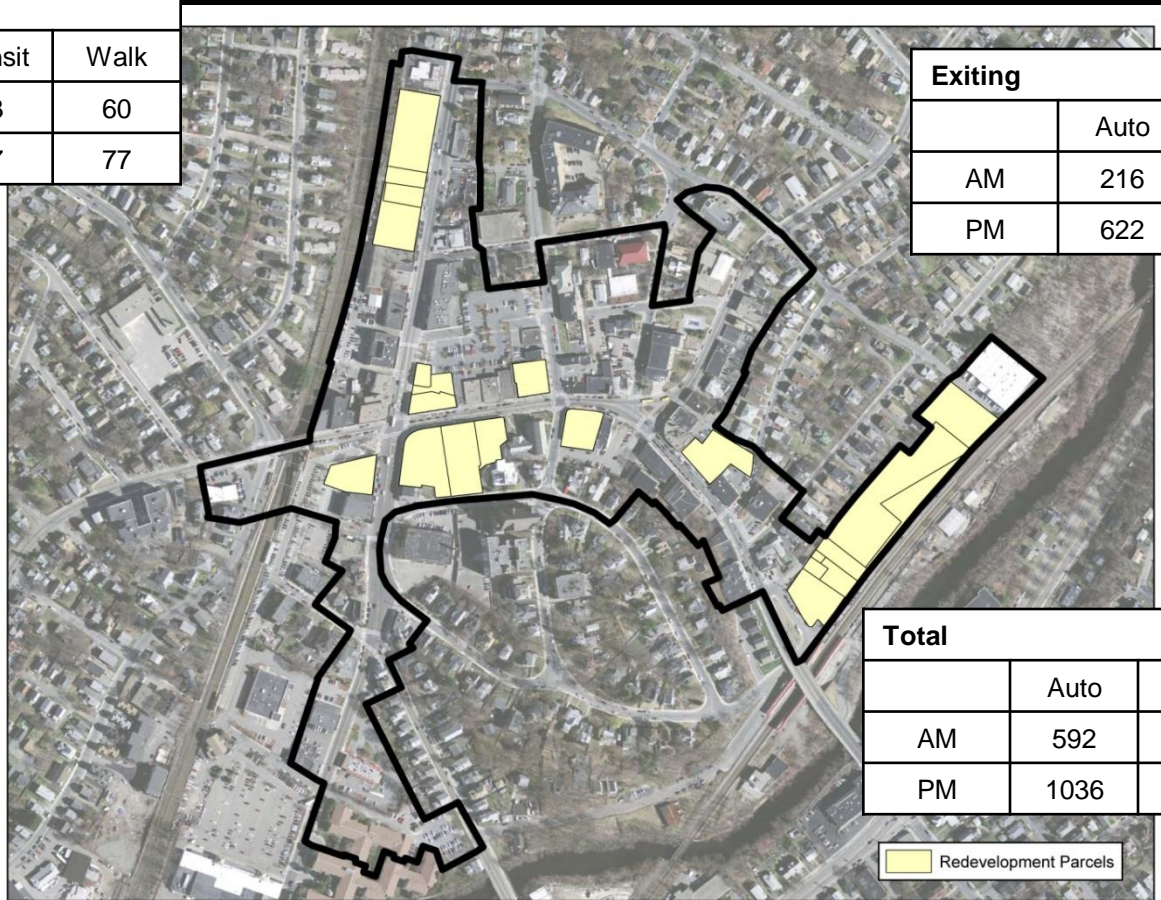
Mode Shares

| | Auto | Transit | Walk/Bicycle |
|---------------------------------------|---------------|--------------|--------------|
| Citywide average | 51% | 19% | 30% |
| Hyde Park | 83% | 7% | 9% |
| <i>Daily Trips (all modes)</i> | 23,341 | | |
| Person Trips (by mode) | 19,840 | 1,634 | 1,867 |
| Vehicle Trips | 16,533 | | |

Existing Peak Hour Trips – by mode

Based on Existing Land Use

| Entering | | | |
|----------|------|---------|------|
| | Auto | Transit | Walk |
| AM | 376 | 23 | 60 |
| PM | 414 | 67 | 77 |



| Exiting | | | |
|---------|------|---------|------|
| | Auto | Transit | Walk |
| AM | 216 | 41 | 35 |
| PM | 622 | 35 | 151 |

| Total | | | |
|-------|------|---------|------|
| | Auto | Transit | Walk |
| AM | 592 | 64 | 95 |
| PM | 1036 | 102 | 228 |

Existing Conditions

- What are the transportation issues & opportunities in the focus area?
- What is the expected level of trips to the focus area based on existing land use?
- Which uses are currently bringing the most trips to the focus area?
- On major streets, what is the percentage of pass through traffic vs. local traffic?

Existing Conditions

Traffic

- Most vehicular traffic is pass-through traffic
- Even at peak hour, congestion is manageable

Parking

- Parking system is inefficient & doesn't correlate well to adjacent land uses
- Many existing uses do not meet zoning requirements

Existing Conditions

Pedestrians & Bicycles

- Sidewalks are mainly available but low quality and mostly non-ADA compliant
- Numerous City-designated bicycle routes, but no road markings/lanes

Public Transportation

- Infrequent commuter rail service outside peaks
- Approximately 2,428 total weekday boardings in the focus area (bus and commuter rail)
 - 48% higher than expected based on land use

Existing Conditions

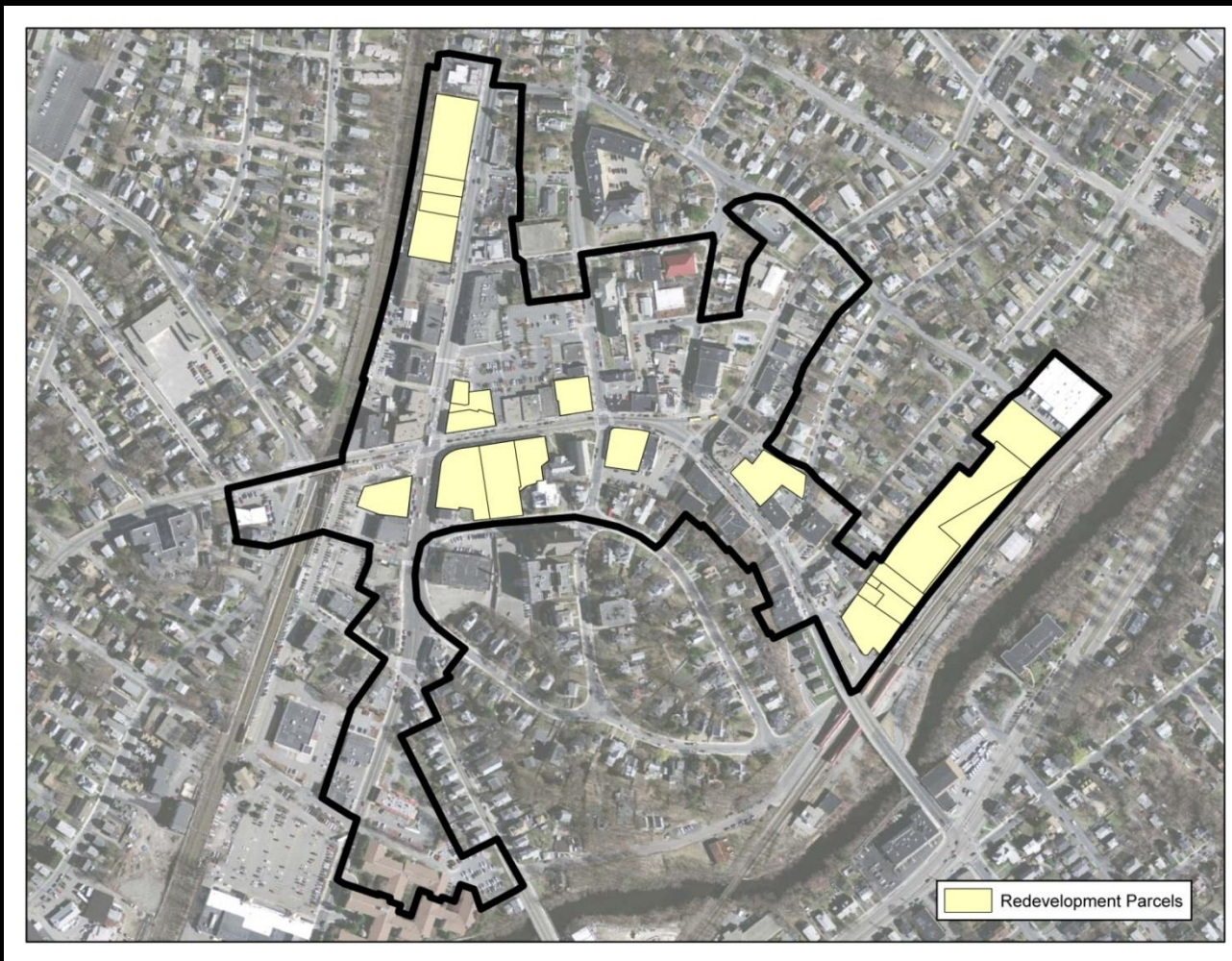
Land Use Analysis

- Focus area hosts over 11,600 persons/day (23,341 trips)
- Analysis overstates existing trips, esp. for vehicles
- Many “shared” trips between uses
- Commercial uses are 35% of sq. ft. but 67% of trips (daily) – probably too high
- Peak hour comparison of vehicle counts:

| | AM | PM |
|----------------------------------|-------|-------|
| Total Generated by Existing Uses | 592 | 1,036 |
| Cleary Square | 1,941 | 2,135 |

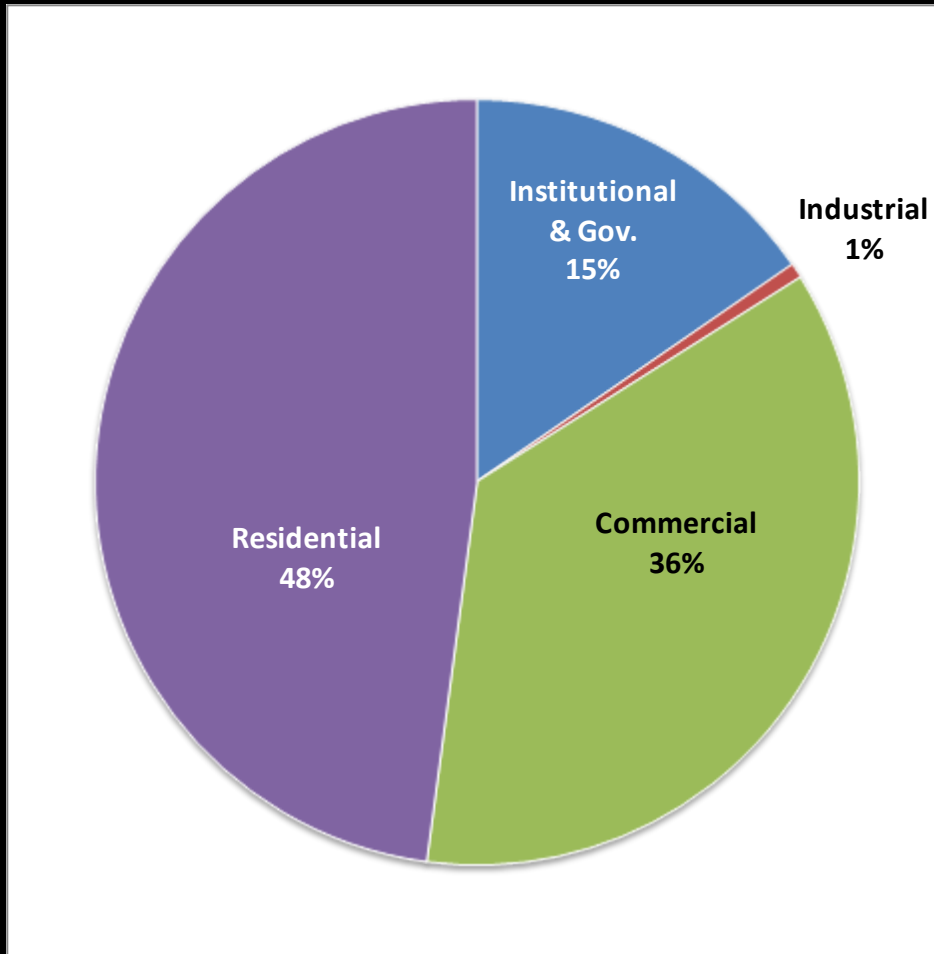
Potential Future Build-out Analysis

Redevelopment Parcels

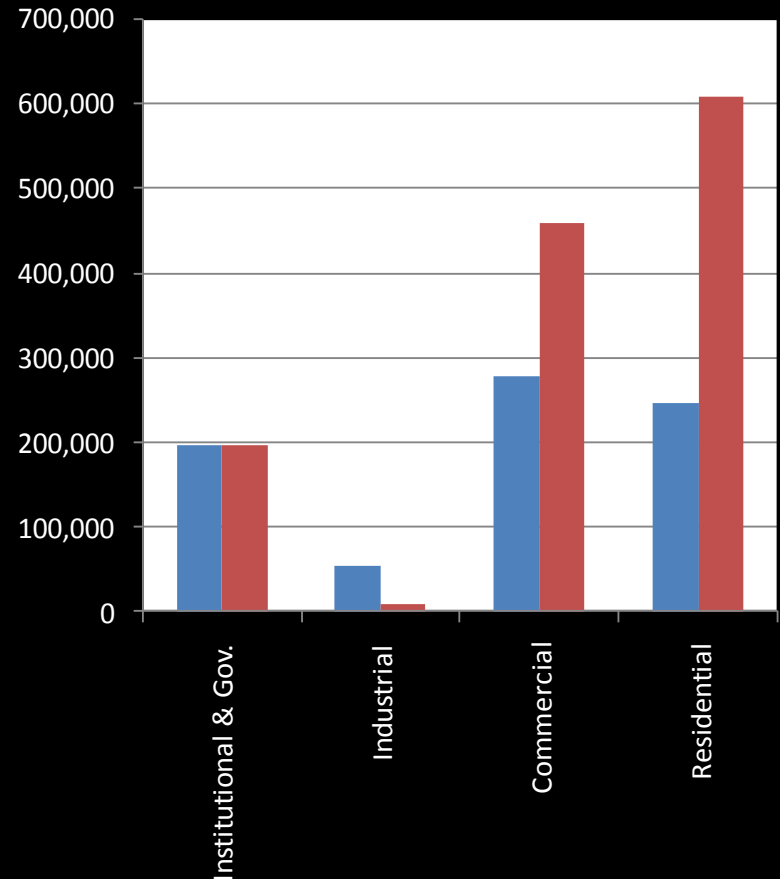


Potential Future Build-out Analysis

Land Use Allocation (Sq. Ft.)



Total sq. ft. – 1.3 million approx.

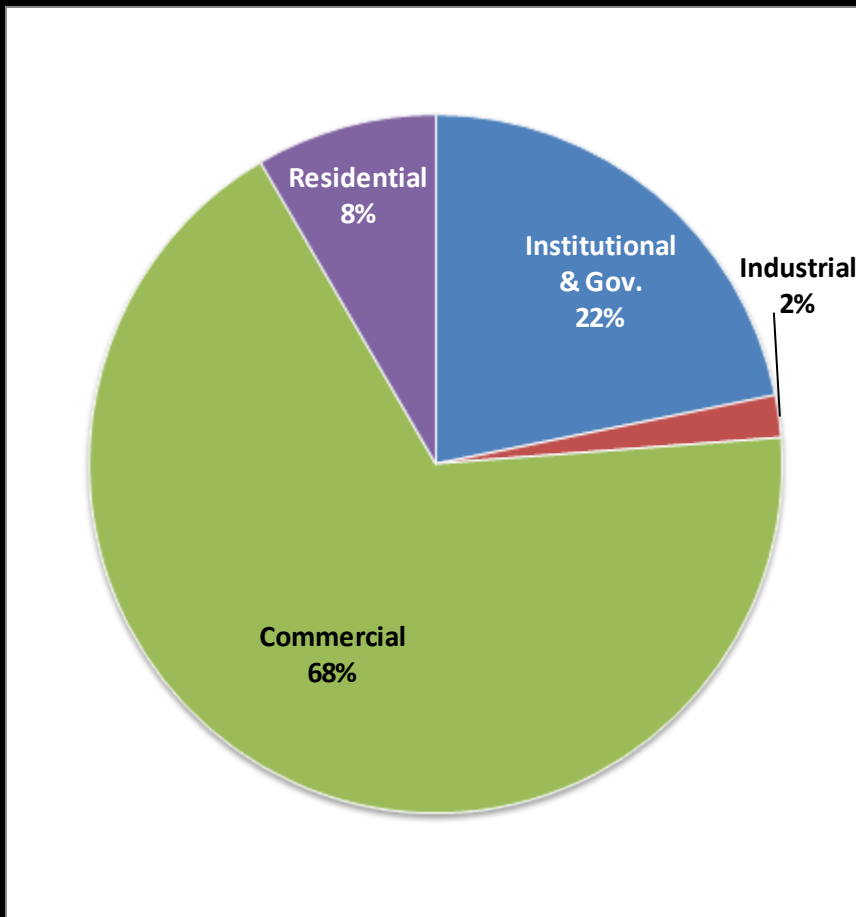


Potential Future Build-out Analysis

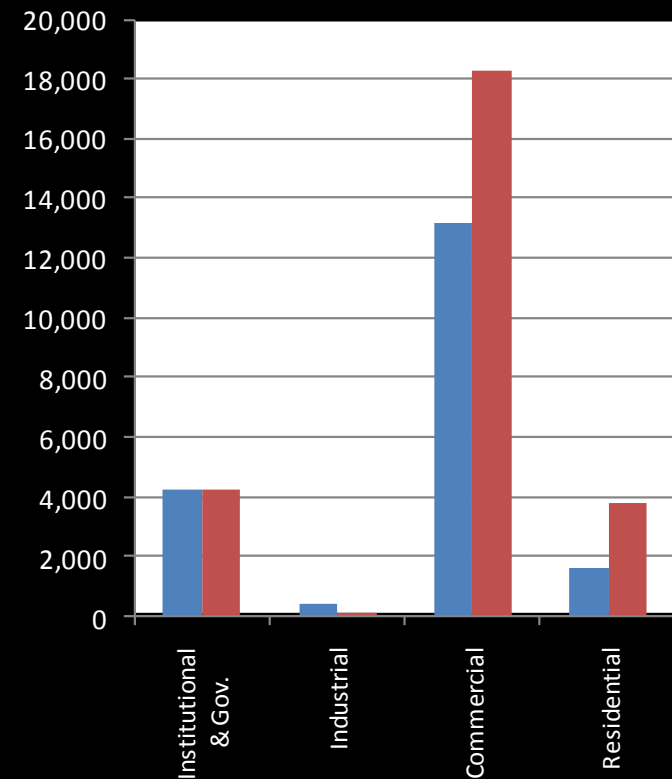
| Land Use (ITE) | Occupied Building Area (sq. ft.) | Percent Change |
|--|----------------------------------|------------------|
| Institutional & Government | 195,503 | Unchanged |
| <i>Churches</i> | <i>50,000</i> | |
| <i>Library</i> | <i>30,000</i> | |
| <i>General Office</i> | <i>65,503</i> | |
| <i>Recreational Community Center</i> | <i>50,000</i> | |
| Industrial | 8,292 | - 84.8% |
| <i>Light Industrial</i> | <i>54,528</i> | |
| Commercial | 457,910 | + 65% |
| <i>Shopping Center</i> | <i>457,910</i> | |
| Residential | 246,992 | + 146.2% |
| <i>Apartments</i> | <i>608 DU</i> | |
| Vacant/Parking | 4,007 | |

Potential Future Build-out Analysis

Person Trip Generation by Use



Daily Person Trips – 31,644



Source: Institute of Transportation Engineers, *Trip Generation 8th Edition*

Potential Future Build-out Analysis

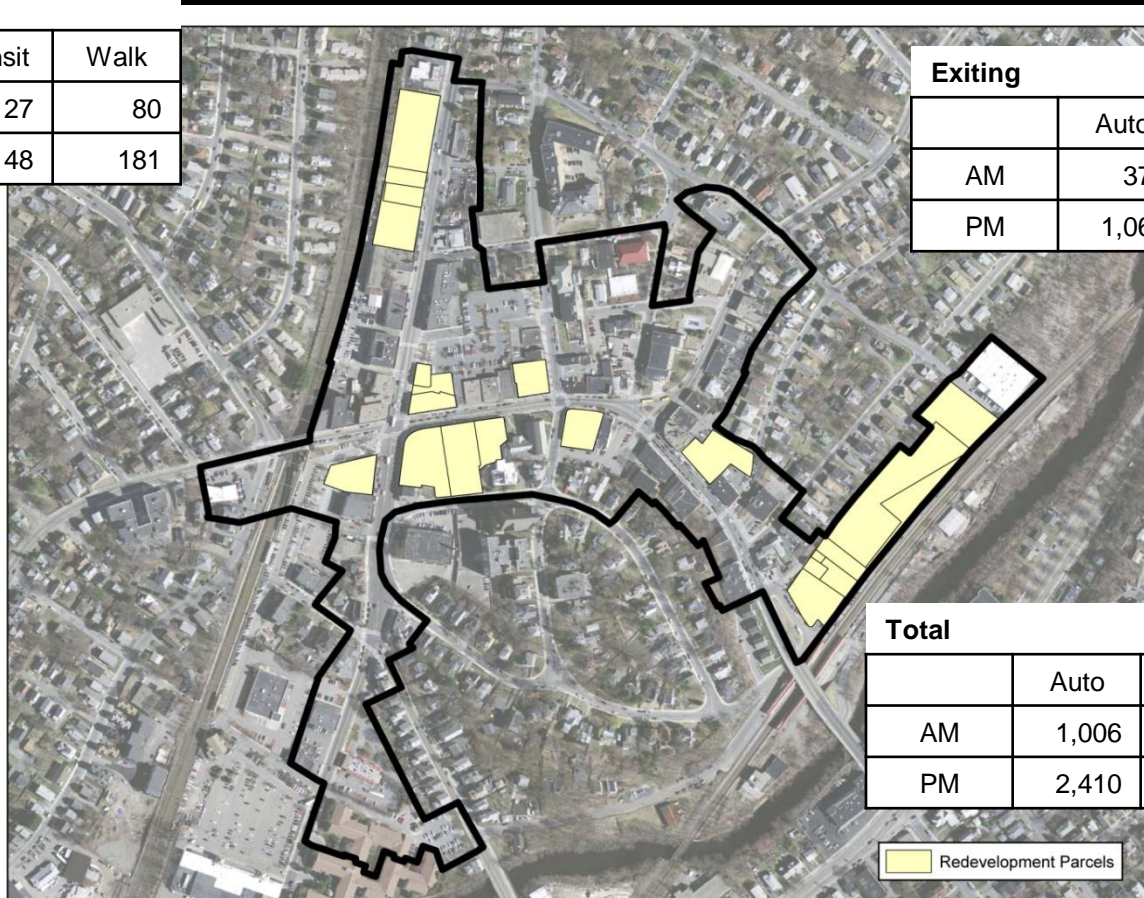
Mode Shares

| | Auto | Transit | Walk/Bicycle |
|---------------------------------------|---------------|--------------|--------------|
| Citywide average | 51% | 19% | 30% |
| Hyde Park | 83% | 7% | 9% |
| <i>Daily Trips (all modes)</i> | 31,644 | | |
| Person Trips (by mode) | 26,897 | 2,215 | 2,532 |
| Vehicle Trips | 22,415 | | |

Potential Future Build-out Analysis

Peak Hour Mode Share

| Entering | | | |
|----------|------|---------|------|
| | Auto | Transit | Walk |
| AM | 463 | 27 | 80 |
| PM | 940 | 148 | 181 |



| Exiting | | | |
|---------|-------|---------|------|
| | Auto | Transit | Walk |
| AM | 375 | 78 | 57 |
| PM | 1,068 | 55 | 298 |

| Total | | | |
|-------|-------|---------|------|
| | Auto | Transit | Walk |
| AM | 1,006 | 104 | 137 |
| PM | 2,410 | 203 | 479 |

 Redevelopment Parcels

Potential Future Build-out Analysis

- How many additional pedestrians, bicyclists and cars will be destined for the focus area?
- How do these compare to present uses?
- What are the expected parking impacts? Are additional spaces required?
- Are the impacts greater in any particular area?
- What is the impact of these trips on the surrounding transportation system?

Potential Future Build-out Analysis

Traffic

- Vehicle trip increase not expected to significantly affect roadway LOS
- Shift in land uses may help balance traffic volumes between AM and PM peaks

Potential Future Build-out Analysis

Parking

- Current zoning minimum parking spaces required:
 - 361 residential + 480 commercial
 - 841 new parking spaces
- BTD Guidelines
 - 500 to 750 parking spaces maximum

Potential Future Build-out Analysis

Pedestrians & Bicycles

- 665 added daily trips
- Likely to be higher with greater mix of uses

Public Transportation

- 581 added daily trips
- Better service would benefit residential uses

Potential Future Build-out Analysis

Land Use

- Built square footage: 60% growth
- Person trips: 35% growth
- Potential build-out
 - Study area hosts 15,800 persons/day (31,644 trips)
 - Addition of 4,150 persons/day (8,303 trips)

Proposed Strategies

Land Use

- TOD concentrates trip generation and attraction around transit stops & stations
- Research shows between 15 – 90% reduction in TOD vehicle trip rates vs. ITE trip generation models¹
- Well-designed TOD & other TDM measures are key to realizing mode shift

¹ Arrington & Cervero. (2008) *TCRP Report 128: Effects of TOD on Housing, Parking, & Travel*. Washington, D.C.: Transportation Research Board

Mode Shares (Daily)

| | Auto | Transit | Walk/Bicycle |
|---------------------------|------------|------------|--------------|
| Citywide average | 51% | 19% | 30% |
| Hyde Park | 83% | 7% | 9% |
| Jamaica Plain | 58% | 19% | 23% |
| Roslindale | 75% | 13% | 12% |
| Dorchester (South) | 74% | 11% | 16% |
| Proposed Average | 69% | 14% | 17% |

Mode Shares (Daily)

| | Auto | Transit | Walk/Bicycle |
|--|----------------|--------------|--------------|
| Citywide average | 51% | 19% | 30% |
| Hyde Park | 83% | 7% | 9% |
| Built | 26,897 | 2,215 | 2,532 |
| Proposed Target | 69% | 14% | 17% |
| | 21,834 | 4,430 | 5,379 |
| Difference | (5,063) | 2,215 | 2,847 |
| Existing Land Use (current mode share) | 16,533 | 1,634 | 1,867 |

Proposed Strategies

Pedestrians & Bicycles

- Expand sidewalks & enhance pedestrian crossings to facilitate access to neighborhood services and to transit
- Provide additional bicycle facilities to encourage cycling

Proposed Strategies

Public Transportation

- Advocate for more frequent commuter rail service
- Advocate for lower fares (subway comparable)
- Develop targeted improvements to MBTA bus service & facilities

Proposed Strategies

Policy Changes

- Encourage City to recognize lower trip parking & generation rates for developments near transit with sliding scale impact fee structures
- Examine opportunities for creative parking requirements to balance residential and commercial/ industrial uses

Proposed Strategies

Zoning Changes

- Restrict driveway access/curb cuts on major streets
 - River Street, Fairmount Avenue, Hyde Park Avenue
- Prohibit auto-oriented uses and drive-thrus
 - Fast food restaurants, drive-thru banks, repair garages, car washes, gas stations, auto body services, etc.
- Provide parking maximums for new development (sim. to BTDs guidelines).
- Eliminate off-street parking requirements.
- Designate parking as a Conditional use in the B-1 subdistrict .
- Require installation of bicycle parking facilities with the construction of new buildings or parking facilities (in Article 37 – Green Buildings).

Proposed Strategies

Capacity Changes

- Identify physical improvements to minimize potential congestion

Public Improvement Plan – Cleary Sq.

- Synchronization of traffic light at River St./Hyde Park Ave. with light at River St./Business St.
 - Decorative stamped crosswalk at River St./Hyde Park Ave.
 - Rumble strip on River St. at NW corner of River St./Hyde Park Ave. intersection
- Bump out of curb at south corner of Hyde Park Ave./Oak St. to create a 90 deg. Corner. Move bus stop from north side of Oak St. to south side, at the new curb area. Install two new shelters.

Public Improvement Plan – Cleary Sq.

- May implement trial exercise to make Harvard Ave. two-way. If the trial is successful, could become a permanent change.
- Improved street lights and decorative stamped crosswalk at Harvard Ave./River St. intersection



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