

Boston College Neighborhood Improvement Fund

For Brighton and Allston

Application Cover Sheet, 2016

(Note: this form is a fillable .pdf and may be filled out electronically)

Total Amount Requested \$ 100,000

Applicant Organization Name: <u>Allston Brighton Community Development Corporation</u>
Organization Address: <u>20 Linden st, #288</u> City: <u>Allston</u> Zip: <u>02134</u>
Contact Person: <u>Jason Desrosier</u>
Title: <u>Community Engagement Coordinator</u>
Telephone Number: <u>(617) 787-3874 x206</u>
E-Mail Address: <u>Desrosier@allstonbrightoncdc.org</u>
Is Applicant a 501(C) (3) organization? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
IF YES:
Federal Employer Identification Number: <u>04-2716278</u>
Executive Director: <u>Carol Ridge Martinez</u> Phone Number: <u>(617) 787-3874 x209</u>
Email Address: <u>RidgeMartinez@allstonbrightoncdc.org</u>
Fiscal Agent (if applicable): _____

Application submission(s) must be authorized and signed by an authorized signatory of the Organization.

CAROL R MARTINEZ, executive Director

Carol R Martinez

Name and title of Authorized Signatory:

Carol R Martinez

Signature of Authorized Signatory:

## Applicant Information

### 1. Name and entity applying for funding and name of project:

The applicant for this project is Allston Brighton Community Development Corporation (CDC). Allston Brighton CDC will be partnering with WalkBoston on this proposed project. The City of Boston Department of Public Works and Department of Transportation are co-coordinating city agencies, Halvorson Design Partnership, Inc (HDP). is the landscape architect we are working with to design and implement the project and Howard Stein Hudson are assisting as traffic consultant.

### 2. Primary contact person name, phone number, email:

Jason Desrosier, Community Engagement Coordinator, Allston Brighton Community Development Corporation, (617) 787-3874 x206, Desrosier@allstonbrightoncdc.org

### 3. Key personnel involved in the project:

**Jason Desrosier, Community Engagement Coordinator with Allston Brighton Community Development Corporation:** Jason will be the Project Manager who will oversee all aspects of the projects design and completion. Jason will ensure that the project is completed in an efficient and timely manner.

**Brendan Kearney, Communications Manager with WalkBoston:** Brendan will be our primary contact at WalkBoston and will assist with community outreach and technical assistance regarding smart pedestrian planning.

**Ricardo Austrich ASLA, Senior Associate with Halvorson Design partnership, Inc:** Ricardo will serve as the prime consultant and will be the primary liaison between the Transportation Department, other relevant city offices and agencies including Howard Stein Hudson.

**Charlotte Fleetwood, Transportation Planner; Angela Wilhelm, Senior Traffic Engineer with the Boston Transportation Department:** Charlotte and Angela will be our primary contacts at the Transportation Department

**Zach Wassmouth, Principal Civil Engineer with the City of Boston Department of Public Works:** Zach will be our primary contact at the department of Public Works

### 4. Any partner organizations/property owners to be involved in project:

Allston Brighton CDC, WalkBoston, and Halvorson Design Partnership, Inc. will be the three main partner organizations working on this project. The Boston Transportation Department and

Department of Public Works are supporters of this public realm improvement project and have been helpful during the early stages of this project, from thinking through the proposal and exploring opportunities to providing comments on design and implementation. Allston Brighton CDC will coordinate the long-term maintenance of the project once completed. The property on which this proposed project is set to improve is owned by the City of Boston and managed by the City of Boston.

Letters of support are attached to this application.

**5. If applicant is a nonprofit organization, provide qualifications and prior history of executing similar projects:**

For the past 36 years, the Allston Brighton CDC has established a longstanding and robust track record of leading successful open space and community building campaigns as well as effective management of large scale community development and improvement projects in the public realm. Examples of these initiatives includes the Everett Street Greening Project, which implemented a *Green Street* project that replaced impervious asphalt with permeable pavers and grass, a storm water tree trench, rain garden and additional street trees, along a section of Everett Street in Allston on a site owned by St. Anthony's Church besides the German International School Boston. In addition to the Everett Street project, Allston Brighton CDC has embarked on additional greening projects to improve access to green community space, while fostering community building and involvement. The Lincoln Street Greenway project re-envisioned an underutilized, overgrown and neglected city-owned lot, transforming the site into an "urban meadow" of mixed grasses and wildflowers. The components of these projects are similar to this request to the BC Neighborhood Improvement Fund, requiring coordination with the City of Boston (Department of Public Works), working with an artist and landscaper to design and implement the beautification of the site and engaging the local community and stakeholders throughout the entire process.

**Project Information**

**1. Briefly describe the proposed project. Include a description of the site with a map and identify all property owners. If the applicant is not the sole property owner, please include letters of support from property owner(s):**

"Getting there should be half the fun," but "*getting there*" isn't always simple-or safe. On January 7, 2016 a woman out for a jog around 11:00pm was struck and seriously injured while crossing at Chestnut Hill Ave and Winship Street. For those of us who know this intersection, we know that it is a very wide intersection and busy. The current intersection geometry doesn't clearly define a right or left turn so many drivers fail to signal. As a result, turn signals are rarely

used to turn onto Winship Street. Additionally, there is no crosswalk across Winship Street, which is the desire line for pedestrians continuing to walk along Chestnut Hill Ave.

On June 11<sup>th</sup>, during a radar test at this intersection, the Mayor's Office of New Urban Mechanics found that speeds were excessive for this stretch of Chestnut Hill Ave. Average speeds for northbound traffic was detected at 32mph and 27mph for southbound traffic. 32mph through a thickly settled residential neighborhood is much too fast. It was also noted that very few cars were using turn signals to exit off Chestnut Hill Avenue onto Winship Street. Through our initial community engagement and outreach for this project, we spoke to residents in the directly impacted area and heard numerous times that speed and lack of signaling is a major issue. Due to the accident that occurred in January, this intersection is on the city's Vision Zero list. Vision Zero is a city initiative to eliminate fatal and serious traffic crashes in the city by 2030.

It isn't often that a complex problem can be significantly solved by a single remedy. But when it comes to finding ways to make car-dominated streets more pedestrian and cyclist-friendly, narrowing lane widths is a game changer. This project is intended to increase public safety by adding a bump out at the mouth of Winship Street and Chestnut Hill Ave. This bump out will serve two distinct purposes. First, this bump out will tighten the turn radius onto Winship Street. This will slow vehicles as the turn onto Winship and will give an indication to the driver that he/she should signal when going from Chestnut Hill Ave onto Winship Street. The bump out will have added benefit of shortening the crossing distance with new crosswalks connections which follow the desire line of people walking along Chestnut Hill Ave. Secondly, the bump out will increase pedestrian safety and enjoyment of the street by creating a parklet that will be both practical and beautiful, with some green space and seating amenities to formalize the location as a community space. It is important to create public spaces. The sight of people gathering, benches, tables and plants will emphasize the importance people, and life in our city, and not just prioritize auto-centric development. Human-centered designed to transform Chestnut Hill Ave into a more complete and friendly streetscape will prioritize the human experience.

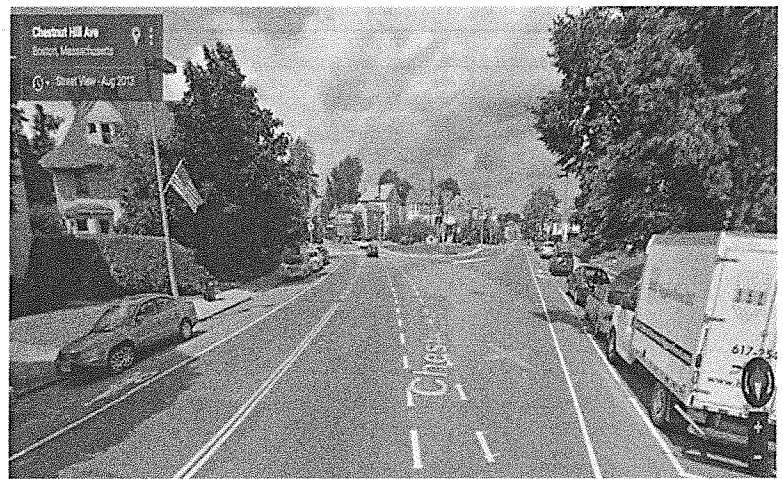
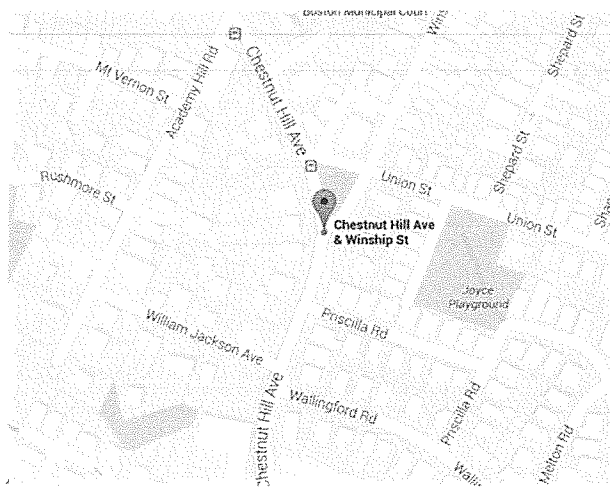
**2. Describe public benefits of the project with reference to review criteria:**

Converting a dangerous intersection into a parklet where neighbors can socialize, explore, and interact with each other will benefit a broad spectrum of the public (residents- both property owners and renters-and visitors to the neighborhood) by slowing traffic along Chestnut Hill Avenue, forcing drivers to use turn signals while turning onto Winship Street, installing new crosswalks and pedestrian safety amenities and creating a new permanent parklet including a plaza with seating area and green infrastructure.

This project provides a unique opportunity to not only provide safety improvements for all users of the roadway (pedestrians, bicyclists, motorists) but provides a new parklet for active or passive recreational uses. Bench seating will allow people to sit down and enjoy a coffee,

partake in a game of chess with a neighbor, or simply sit and enjoy a conversation with another human being. We also foresee an opportunity to preserve space for a future Hubway station as park of the parklet to promote healthy transportation choices.

This project is a much needed improvement for public safety along Chestnut Hill Avenue as well as the health and wellness of its residents and visitors by increasing access to open space and opportunities to build community bonds. Additionally, this project will support and build upon the efforts of Boston Public School's "Safe Routes to School" program, an effort to lower transportation costs and boost health and wellness by providing safe walking routes to students and their families



### 3. Explain why NIF funding is required:

This project requires funding from the Boston College Neighborhood Improvement Fund because city money is in short supply and this would be one of many projects on the list of roadway improvements under the city's Vision Zero initiative. This intersection would not be addressed within at least the next three-to-five years. Additionally, funding for public realm improvements is challenging to acquire, so funding from the BC NIF will help us in making this project a reality. The city would only have the capacity to install hardscape (e.g. concrete and curbing), but a robust and green neighborhood amenity will not be possible without help from the community. Without this funding, Allston Brighton CDC would not have the capacity to undertake a project of this scope. This project is not only a public safety or public realm improvement, but an investment in the neighborhood—a commitment to the health and safety of current and future residents.

4. Explain if this project /funding would be part of a larger phased project, and if NIF funding would be sought for future phases:

N/A: This project would be completed as a result of this grant and no additional phases would be necessary.

5. Timeline (start date, end date, milestones):

The project can commence as soon as funding is secured. The total estimated timeline for this project is 17 months. The design phase of this project is expected to take 6 months to complete. This phase will include developing the schematic design and design development. The implementation phase, which is estimated to take about 6 months. Completion is expected to take place Spring 2018.

**Schematic Design (SD)** – The HDP team will work with Allston Brighton CDC, WalkBoston, Boston Transportation Dept. and Public Works Dept. in developing the schematic design plan illustrative of the landscaped traffic island, pedestrian sitting area and relocated cycle track. The plans will describe the existing conditions and up to two proposed concept plans and associated 3D visualization. The schematic plan(s) will also described the proposed plant palette, paving materials and ancillary site amenities including seating, waste/recycling containers and paving options. HDP will present these materials at two community meetings as directed by the Allston Brighton CDC, WalkBoston & the City. HDP will develop order of magnitude cost estimates for evaluation of up to two options.

**Estimated duration: 3 months**

**Design Development (DD)** – Based on the feedback received during the community, and city, processes in the Schematic Design phase, HDP will further refine the selected design to develop the appropriate design plans & details for review by the Allston Brighton CDC, WalkBoston, city departments, and for project costing.

**Estimated duration: 3 months**

**Construction Documents (CD)** – Based on the final Design Development documents, the HDP team will develop a public bid ready construction document package that reflects the agreed upon direction and comments received during the previous two phases from the Allston Brighton CDC, WalkBoston, the community and city departments. The documents will include both plans, details and specifications and will be issued at both a 50% CD phase and a final 100% for review and comments by the relevant city department and public agencies. The drawings will be prepared for submission to the City of Boston Public Improvement Commission (PIC) process.

**Estimated duration: 5 months**

**Construction Administration (CA)** – The HDP team will assist the Allston Brighton CDC / and the City of Boston in the bidding and contractor selection process. We will assist in providing construction administration services including attendance at the pre-bid conference, bidders' selection and award. HDP will attend a total of 12 construction meetings, answer contractor's "request for information" (RFI), review contractor submittals, and provide project closeout services.

**Estimated duration: 6 months**

**6. Project maintenance requirements, protocols, and sources of funding:**

Since the parklet will be outdoors and subject to New England weather, all materials and plantings will be able to withstand the elements and flourish in all seasons of weather. Given the drought we have been experiencing this summer and the trend not likely to break, there will be a focus on drought resistant plantings and features, which could include drought-tolerant grasses, hostas and perennials, herbs (such as spearmint and thyme), and mulched/ground stone accents. We also see a potential for public artworks and/or installations to be included within this space later down the line. Additionally, Allston Brighton CDC is committed to working with our neighbors in the area to identify the best plantings and seating options for this project to ensure the area remains an attractive and well used community space.

As part of the maintenance plan, we will commit to putting \$5,000-\$10,000 of the awarded grant amount into an account for costs related to maintenance of the project over the first few years. To help supplement the funds available in the maintenance account, we will engage in an LMI (License Maintenance and Indemnification Agreement) with the City to take on the maintenance role.

The Boston Transportation Department and the Department of Public Works will provide maintenance of the sidewalks, crosswalks and bike lanes.

**7. Anticipated project sustainability/lifespan:**

This project is intended to be a permanent community benefit. However, routine maintenance is expected over time. For this reason, we will establish an endowment with a portion of the awarded funds in order to properly maintain the project over the long term. It is possible that we will seek funding from other sources for future improvements and upgrades.

## Materials

### 1. Budget, including anticipated total cost and percentage to be funded by NIF:

#### Consultant Design Fees

Project Phase	Fee	Expenses	Total
2. Design Development	\$25,500	\$250.00	\$25,750.00
3. Construction Documents	\$34,000	\$250.00	\$34,250.00
4. Construction Observation	\$14,750	\$250.00	\$15,000.00
<b>Fee Total:</b>	<b>\$87,000.00</b>		
<b>Expenses Total:</b>	<b>\$1000.00</b>		
<b>Estimated Fees and Expenses Total:</b>	<b>\$88,000.00</b>		

The fees above represent 9.6% of the conceptual construction cost detailed below. If the assumed project scope and area is modified, the fees will be adjusted accordingly.

#### Conceptual Construction Cost

Based on the conceptual graphics submitted by HDP on August 8, 2016, they have assumed a project area of 16,985 square feet, see attached a plan showing the assumed limit of work and have assumed a construction cost at \$30 a square foot. Therefore, HDP have assumed the following construction cost for the project

#### *Conceptual Construction Cost*

*Bike & Traffic & Landscape Island at Chestnut Hill Ave. / Winship St* **\$510,000.00**

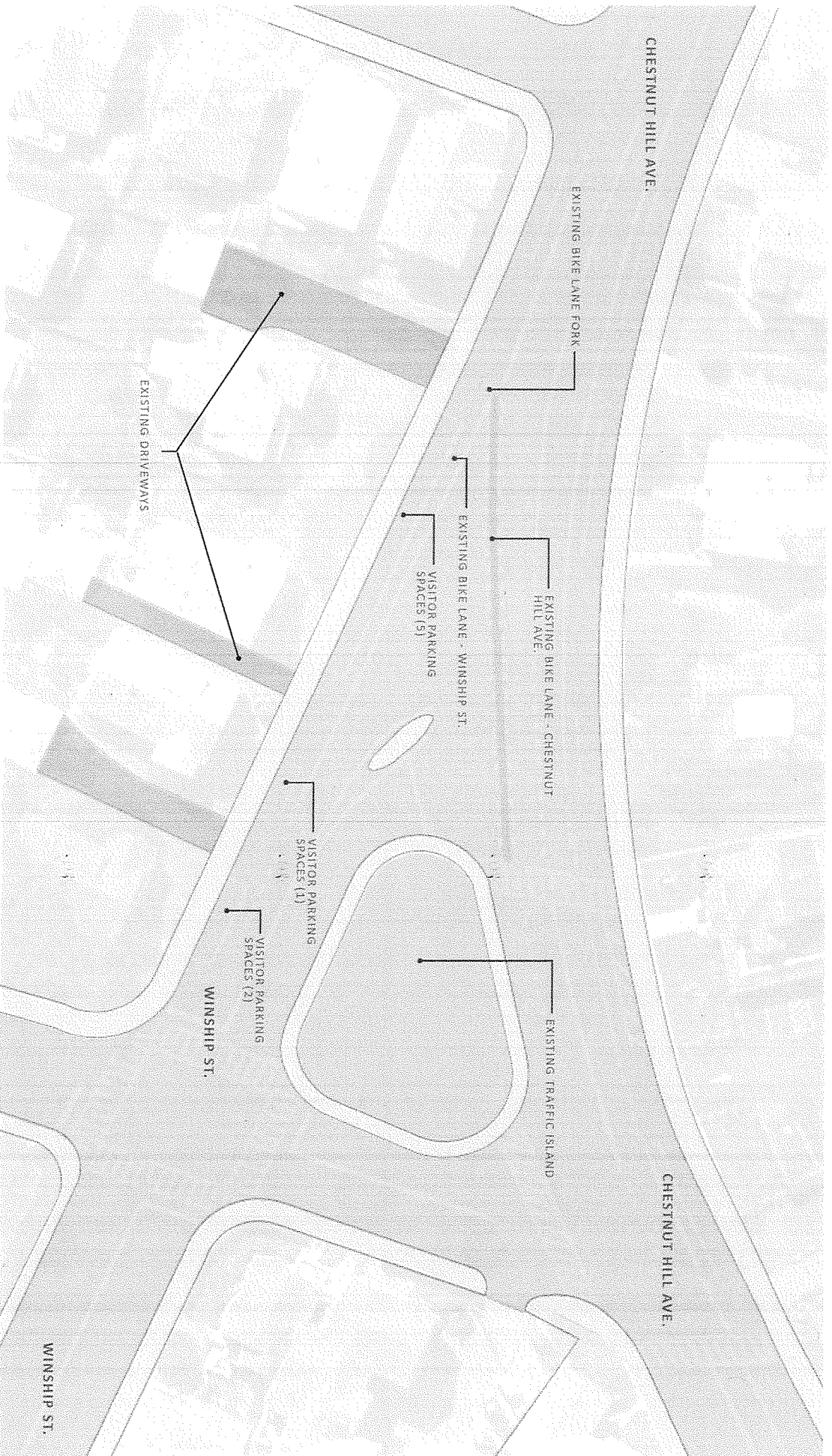
### 2. Other funding sources, if applicable, and amount and status (e.g. funds granted, requested, date when status will be known):

Allston Brighton CDC and WalkBoston will seek additional grant funding for any project costs that exceed the \$100,000 amount requested through Boston College Neighborhood Improvement Fund, if this application is funded. We will also secure in-kind support through staff and volunteer time.

#### **Images, renderings, and other relevant information**

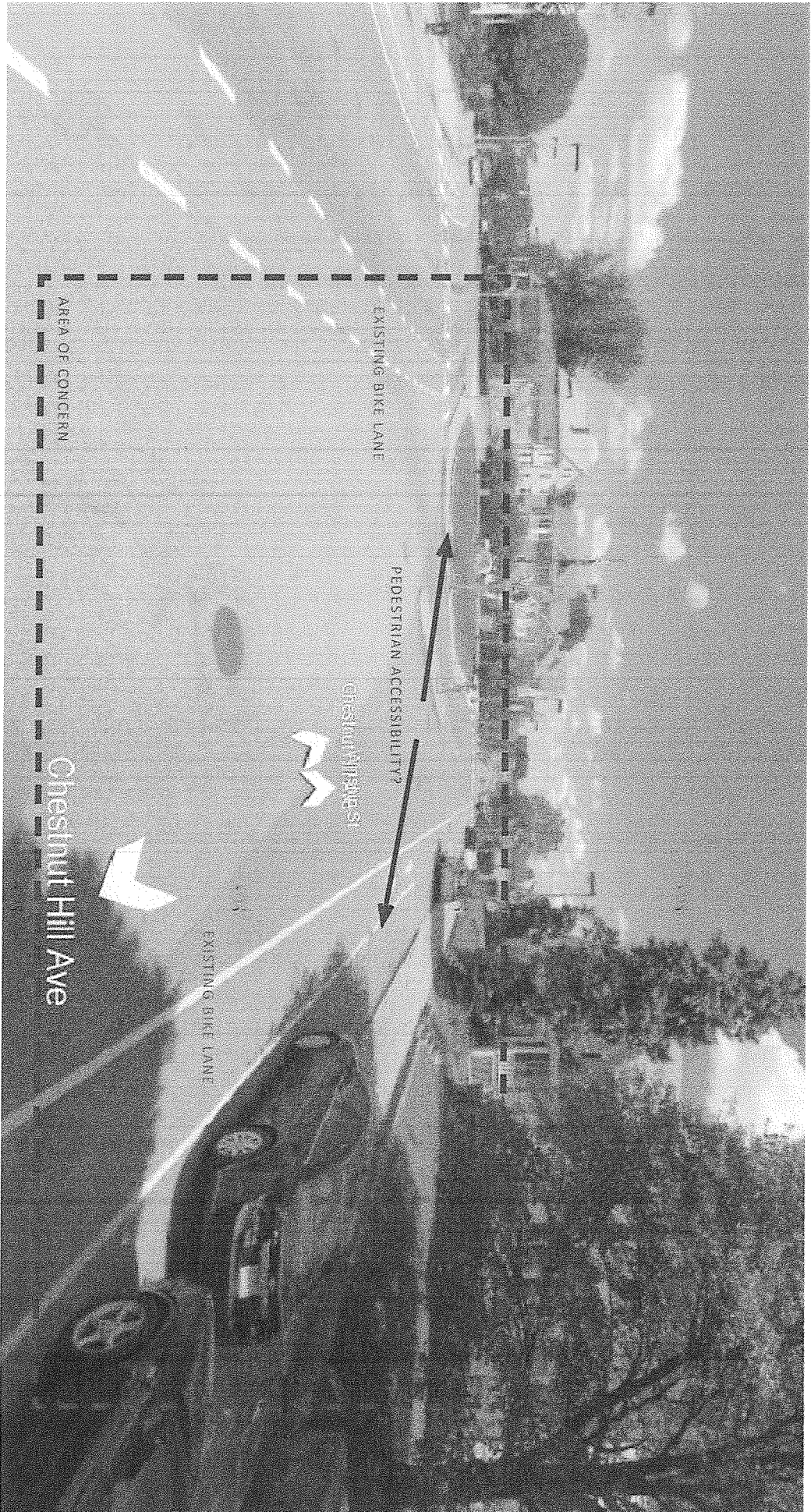
Current Conditions and the Design Sketch is attached to this proposal.





EXISTING CONDITIONS - PLAN VIEW

CHESTNUT HILL AVE. / WINSHIP ST. IMPROVEMENTS  
July 10, 2019

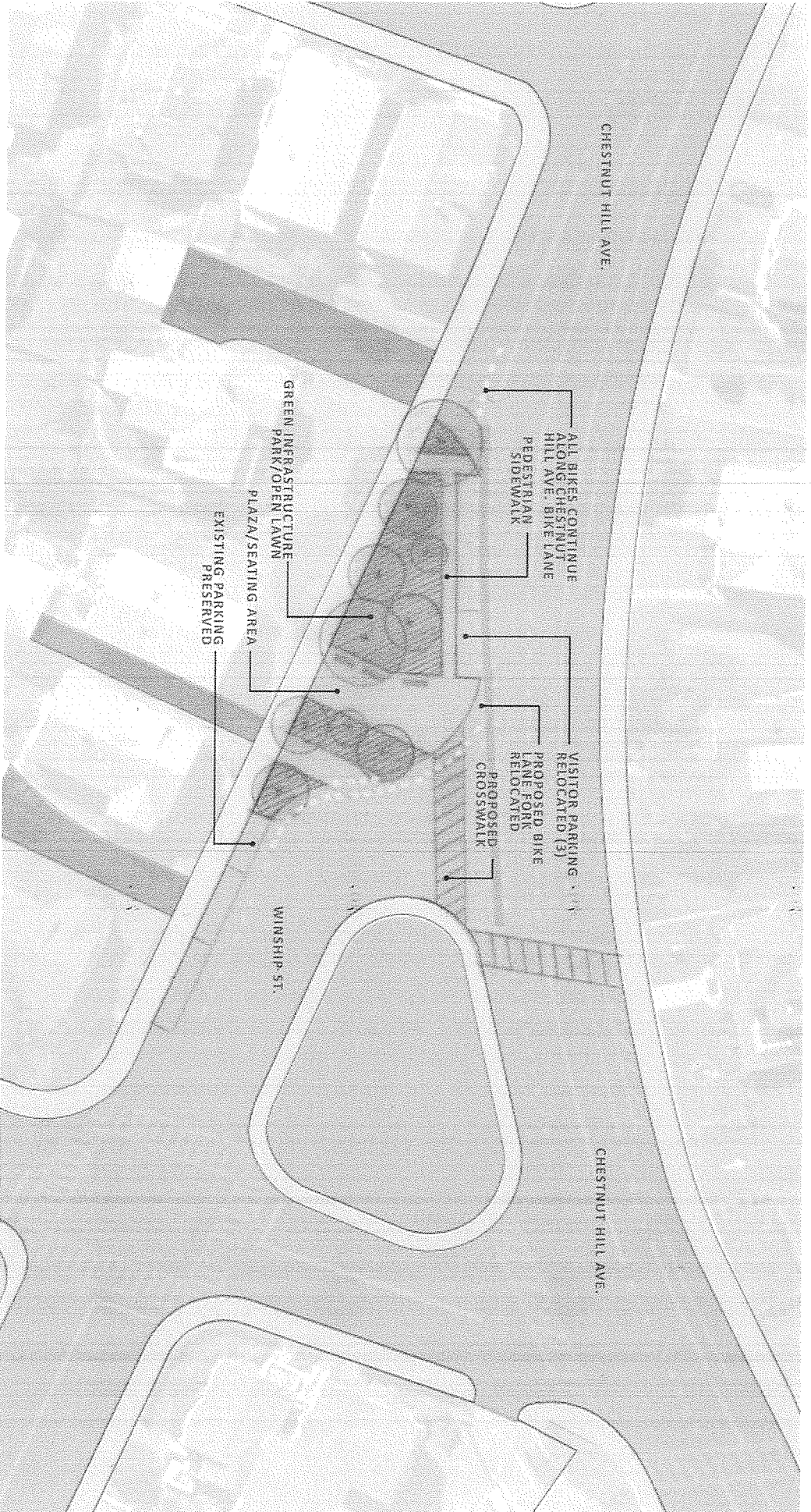


EXISTING CONDITIONS - STREET VIEW

CHESTNUT HILL AVE. / WINSHIP ST. IMPROVEMENTS  
July 19, 2016

HALVORSON DESIGN  
PARTNERSHIP





CHESTNUT HILL AVE.

ALL BIKES CONTINUE  
ALONG CHESTNUT  
HILL AVE. BIKE LANE  
PEDESTRIAN  
SIDEWALK

VISITOR PARKING  
RELOCATED (5)  
PROPOSED BIKE  
LANE FORK  
RELOCATED  
PROPOSED  
CROSSWALK

GREEN INFRASTRUCTURE  
PARK/OPEN LAWN  
PLAZA/SEATING AREA  
EXISTING PARKING  
PRESERVED

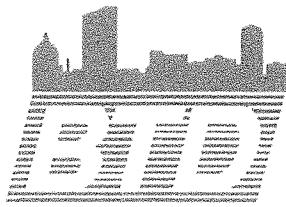
WINSHIP ST.

CHESTNUT HILL AVE.

LAYOUT PLAN

CHESTNUT HILL AVE. / WINSHIP ST. IMPROVEMENTS  
July 19, 2016

HALVORSON DESIGN  
PARTNERSHIP



BOSTON  
TRANSPORTATION  
DEPARTMENT

ONE CITY HALL SQUARE • ROOM 721  
BOSTON, MASSACHUSETTS 02201  
617-635-4680 • FAX 617-635-4295

August 25, 2016

Dear Members of the Boston College Task Force,

I would like to express my strong support for the Allston Brighton Community Development Corporation's (CDC's) proposal for placemaking and safety improvements at Chestnut Hill Avenue and Winship Street. This location is an excellent candidate for safety improvements, as motorists tend to make the transition from Chestnut Hill Avenue to Winship Street without slowing down. As you may know, a woman running along this stretch was struck by a motorist earlier this year. A beautifully landscaped curb extension at this location would both calm traffic and serve as an amenity for the neighborhood.

For over a year we have been working with WalkBoston on Vision Zero, the Mayor's commitment to eliminate fatal and serious traffic crashes through improvements in roadway design, education, and effective enforcement and warnings. When there is a serious crash, we do a site visit and evaluate what we can do in the short term, and what would require a more capital intensive solution. After the runner was struck in January, we did a site visit with WalkBoston and concluded that the existing island and roadway would need to be reconfigured to slow traffic and create a more deliberate turn movement for motor vehicles. Selection of this project will help advance the design of this intersection so that it can be implemented sooner rather than later, and in a way that enhances the attractiveness of the neighborhood.

If this project is selected, we will work with the Allston Brighton CDC, WalkBoston, their consultants, and our Public Works Department to determine the cost of the curblines changes and to seek PIC approval and funding for this work, whether it is through the city's capital budget or other sources. We are assuming that enhancements beyond standard curbing and sidewalk construction would be funded through other sources.

I hope you will look favorably on this proposal, and I look forward to the opportunity to work with the Allston Brighton CDC and their team on this project to make the neighborhood safer and more beautiful for people of all ages and abilities who want to walk, run, ride a bike, use a wheelchair, and drive on our streets.

Sincerely,

  
Gina N. Fiandaca  
Commissioner

MARTIN J. WALSH, Mayor

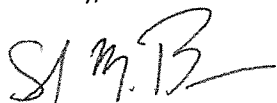
Dear Committee Members:

I am writing to you in support of the Allston-Brighton Community Development Corporation's application for the Boston College Neighborhood Improvement Fund to grant improvements and reconfiguring of the intersection and traffic island at Chestnut Hill Avenue and Winship Street. These improvements will help to promote roadway safety for this heavily traveled road and intersection.

On January 7, 2016, at approximately 11:00p.m., as the Patrol Supervisor for District 14, I responded to the area of Chestnut Hill Avenue and Winship Street for a pedestrian struck by a motor vehicle. Due to the nature of the injuries and the severity of the accident, I requested our Department Motor Vehicle Fatal Accident Reconstruction Team to respond and conduct an investigation. The victim did survive, but what about next time? The Officers of District 14 are very familiar with this area, in regard, to motor vehicle accidents, involving pedestrians, cyclists, and property.

These improvements are much needed and will greatly increase the safety for all stakeholders. District 14 and the Boston Police Department is proud to endorse this application.

Sincerely,



Sergeant Shawn Burns

District 14 Community Service Supervisor

Mayor Martin J. Walsh



**Brighton Main Streets, Inc.**

A Boston Main Streets Initiative  
In Partnership with New Balance Athletic Shoe, Inc.

August 24, 2016

To the members of the Boston College Task Force:

Brighton Main Streets supports the grant proposal put forth by the Allston-Brighton Community Development Corporation for the installation of a crosswalk and traffic island improvements at the intersection of Winship Street and Chestnut Hill Avenue. We support this project for funding by the Boston College Neighborhood Improvement Fund for the following reasons

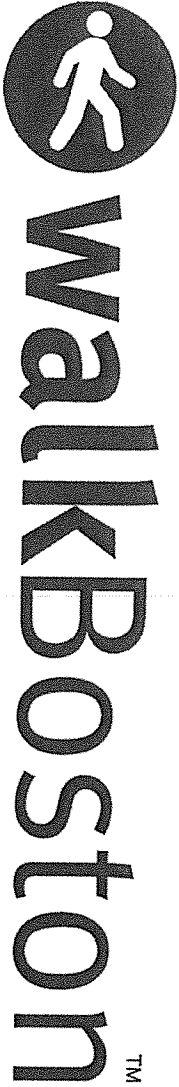
- It will dramatically improve pedestrian safety in our neighborhood
- It will enhance the beauty of the area with new traffic island plantings
- It will provide and better connection between businesses on Chestnut Hill Avenue and Brighton Center

Please accept this letter of support on behalf of our organization.

Sincerely,

*Ali Carter*

Ali Carter  
Executive Director



August 24, 2016

*Re: Support for Allston Brighton CDC's BC Neighborhood Improvement Fund Proposal*

Dear BC Neighborhood Improvement Fund Committee,

We are writing to support Allston Brighton Community Development Corporation's proposal to improve the walking environment along Chestnut Hill Ave at Winship Street in Brighton.

WalkBoston is a nonprofit pedestrian advocacy organization that works to make walking safer and easier in Massachusetts to encourage better health, a cleaner environment and vibrant communities. WalkBoston sits on the City of Boston's Vision Zero Task Force. When a serious or fatal crash occurs, the task force studies the crash details and location, and recommends appropriate street design changes to make the streets safer for residents walking, biking, driving or taking transit in the area.

Following a serious vehicle crash involving a runner in January at Chestnut Hill Ave and Winship Street, the Task Force discussed ways to create a shorter crossing distance for people walking, and more predictable turning movements for people driving. A bump out and expanded pedestrian area as described in the application would accomplish both of these goals, and also create new public space for the neighborhood.

You can learn more about this crash and the recommendations here:  
[http://www.visionzerocoalition.org/chestnut\\_hill\\_ave\\_and\\_winship\\_st\\_brighton](http://www.visionzerocoalition.org/chestnut_hill_ave_and_winship_st_brighton)

We hope that you will consider Allston Brighton CDC's proposal as a step forward in making the City of Boston safer and more accessible to all members of the community, no matter how they get around.

Best regards,

Brendan Kearney  
Communications Manager  
City of Boston Vision Zero Task Force Representative

**MAKING MASSACHUSETTS MORE WALKABLE**

Old City Hall | 45 School Street | Boston MA 02108 | T: 617.367.9255 | F: 617.367.9285 | [info@walkboston.org](mailto:info@walkboston.org) | [www.walkboston.org](http://www.walkboston.org)

August 25, 2016

To Whom it May Concern:

My name is Sarah Walls and I am the City Connects Coordinator at the F. Lyman Winship Elementary School in Brighton. I am writing this on behalf of our entire school community, including the families that we serve.

The Winship is a well-known school within our Allston-Brighton community, and is one of the few community schools remaining. Our scholars have families with deep ties to this location, who are actively involved in all that we do.

I am writing this letter in support of the Allston Brighton Community Development Corporation and their decision to move forward with this proposal through the BC Neighborhood Improvement Fund. Many of our Winship families reside in the Allston-Brighton area and walk to/from school each day. Without intervention, the intersection in question poses numerous ongoing safety concerns.

Likewise, many field trips that we facilitate are in our neighborhood. As a result, we primarily walk to each location and the intersection has proven to be very dangerous when trying to move 20-25 children across the road.

The intersection in question is so close in proximity to the Winship that it's vital we consider a new route. Our students, families and faculty depend on it.

The Winship community fully supports this project and we are happy to discuss this in more detail if needed.

Thank you for your consideration,

Sarah Walls, LCSW  
City Connects Coordinator  
F. Lyman Winship Elementary School  
Brighton, MA 02135  
Email: wallssa@bc.edu  
Phone: 860-810-5869